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Taking It Easy

Found At Last

A man went to the hospital complaining of arm pains, only to discover that a metal Ford Thunderbird turn signal had been embedded in his body since 1963 when he crashed his car. The doctors had treated his broken hip but missed the lever in his arm. After all that time, it was really corroded.

Getting It Straight

Two guys were burglary suspects, but the sheriff's case against them soon strengthened. While they were being detained in the back seat of a patrol car (and despite a video camera pointed at them), they talked uninhibitedly about getting their alibis straight.

Quotes Worth A Mention

"The trouble with loving is that pets don't last long enough and people last too long."

—Unknown

"Last night I discovered a new form of oral contraceptive. I asked a girl to go to bed with me and she said no."

—Woody Allen

"Alimony is like buying oats for a dead horse."

—Arthur Baer

"What I like about masturbation is that you don't have to talk afterwards."

—Milos Forman

"Learning to dislike children at an early age saves a lot of expense and aggravation later in life."

—Robert Byrne

Too Much Booze

An intoxicated man drove his pickup truck into a ditch, earning a DUI citation. He then drove an SUV to the scene to pull the truck out (earning a second DUI), and then brought out an all-terrain vehicle to the scene (earning a third DUI).

Good Things To Know

- A person will die from total lack of sleep sooner than from starvation. Death will occur after about ten days without sleep, while starvation takes a few weeks.

- A sneeze can exceed 100 mph.

- The human body is composed of around 10 trillion cells. On any given day, three billion of those cells die and are replaced, except for the ones in your brain. Once they die, they are gone forever.

Job Perks

In the past, generous job perks consisted of health insurance and possibly a few additional benefits, but Silicon Valley startups now race to outdo each other in dreaming up luxuries to pamper workers. The photo-sharing service Pinterest offers employees classes in the martial art muay thai and in August brought in an "artisanal jam maker" to create after-work cocktails.

However, Pinterest turned down an employee's request to install a zip line directly to a neighborhood bar.

Too Much Noise

An Italian man was jailed because his girlfriend made too much noise during sex. Neighbors said that she made such loud moans and ear-shattering yelps that they felt "terrorized" during the couples' lengthy sex sessions. A judge sentenced the Italian man to 6 months in jail. The man said he was being punished for "being too good at sex."

Not-Too-Big-In-The-Brain

A man with outstanding traffic warrants decided that, even though alone in his car, he couldn't resist using a high-occupancy vehicle lane. At the time, he was hauling about \$4,000 worth of heroin in his car. He was stopped for the lane violation and the rest is history.

Love That Harley

A family fulfilled a dying man's wish to be buried astride his 1967 Harley. Embalmers attached him to the seat of his Electra Glide using straps and a brace. The biker, dressed in black leathers, was transported to his burial plot in a plexiglass coffin.

Our Day

A man, caught by his neighbor having sex with her pit bull explained by saying "ISIS sent me!" and "This is our day."

Big Boy

Roman Emperor Maximus was so large that he could wear his wife's bracelet as a wedding ring. It is said that he was between eight and nine feet tall and was a compulsive eater, binging on four pounds of flesh and 6 gallons of wine a day.





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FEATURED BIKE
PRIMARILY SPECIAL
Built for a Girl, But Tough
Enough for a Man



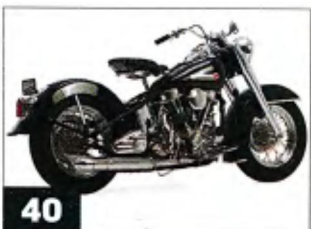
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FEEL THE LOVE
Jeremiah Armenta's
Love Cycles 1947 Knuckle



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A Bare Bones Custom Built
From The Ground Up



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Performance Hydra Glide



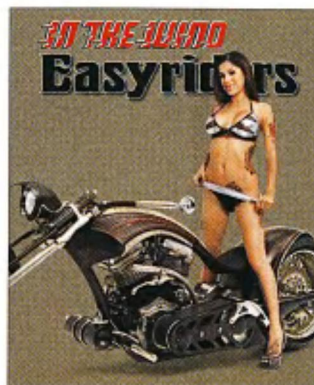
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The Easyriders Bike Show
Tour Roars On!



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John Franco's
Wicked Bros. Pan



ON THE COVER:
John Franco's 2006 Wicked Bros.
Copper Chopper and awesome Emily
Marie shot by John Covington.
Cover imaging by Jeff Biggs.

We love hearing from you! Please send
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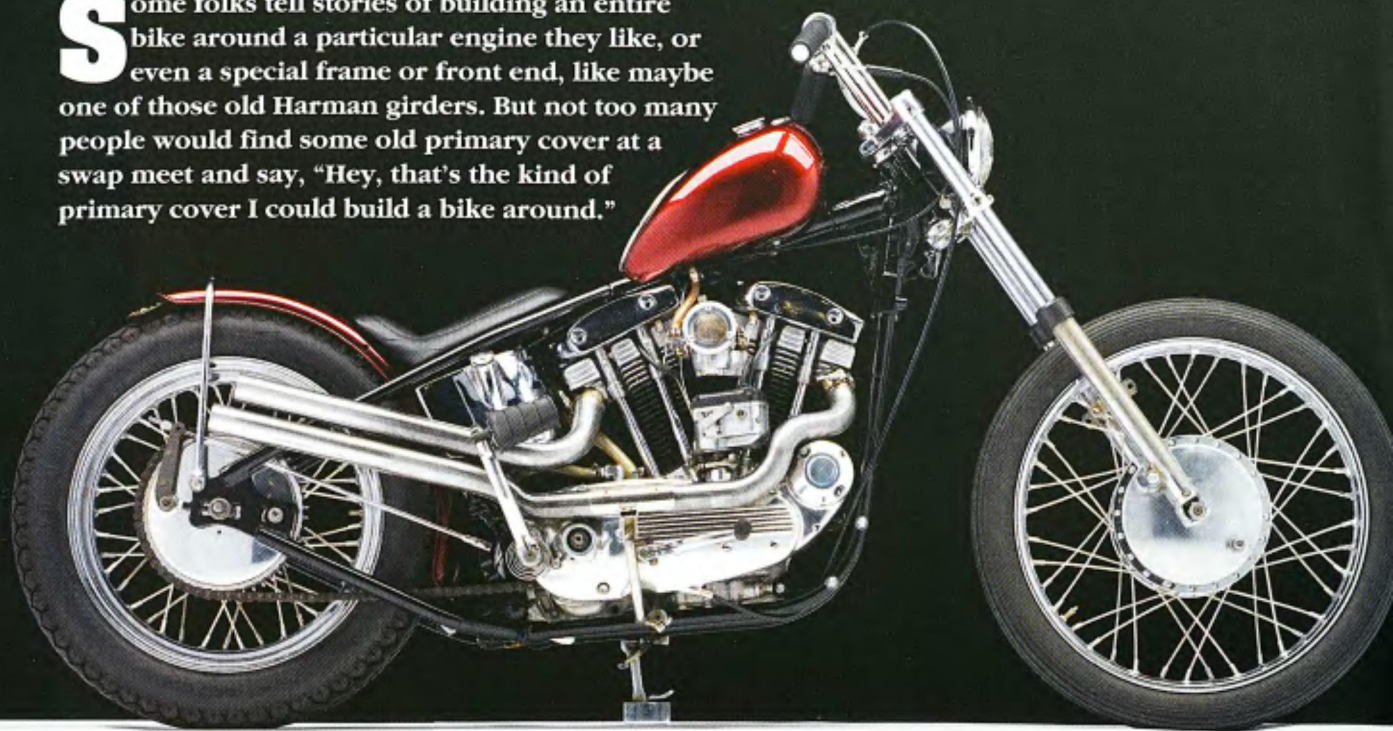
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Some folks tell stories of building an entire bike around a particular engine they like, or even a special frame or front end, like maybe one of those old Harman girders. But not too many people would find some old primary cover at a swap meet and say, "Hey, that's the kind of primary cover I could build a bike around."



Primarily Special

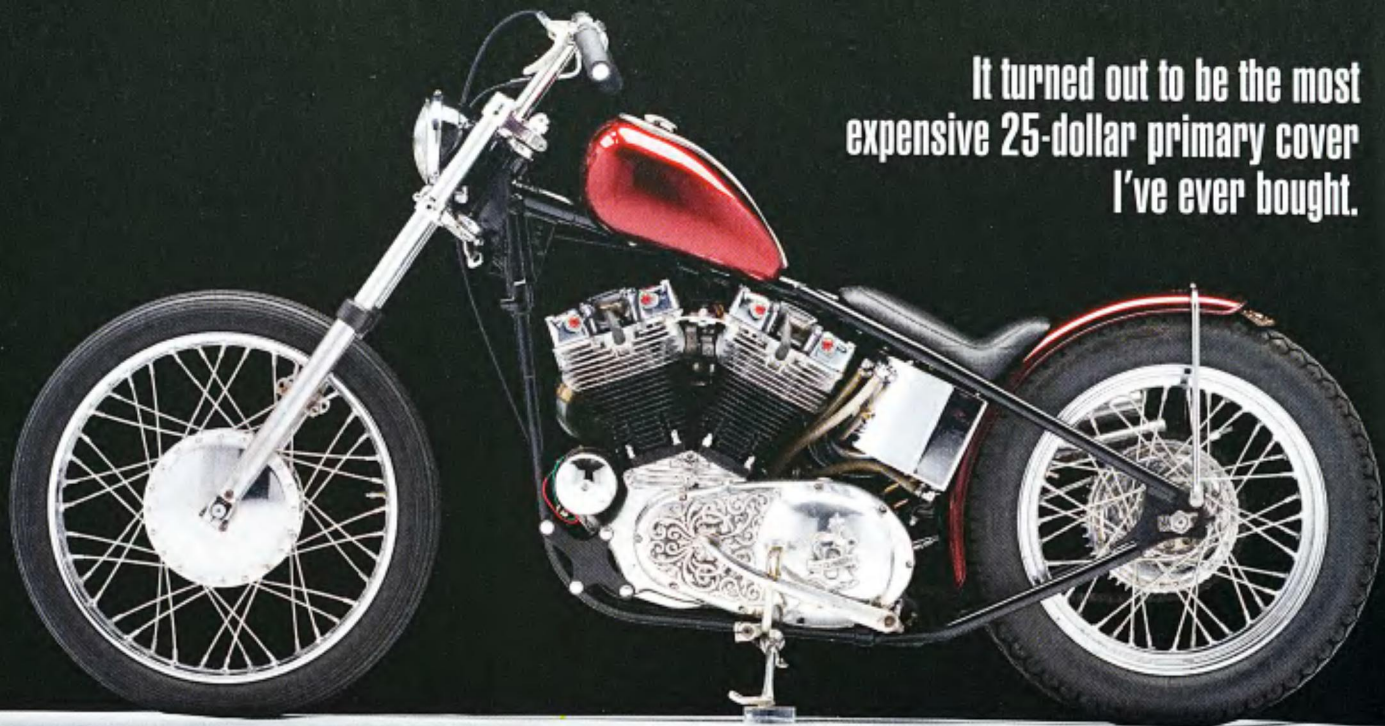
Built For A Girl, But Tough
Enough For A Man



It looked like a Sacramento Tweaker bike;
there was stuff falling off
and it was pretty much left for dead.



It turned out to be the most expensive 25-dollar primary cover I've ever bought.



Yet that's exactly what happened with this beautiful little Sportster. "I found this primary cover at a swap meet," says Bryan Hall, "and my wife, Kelley, fell in love with it and said I needed to build a bike around it. It turned out to be the most expensive 25-dollar primary cover I've ever bought."

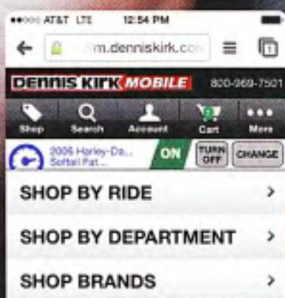
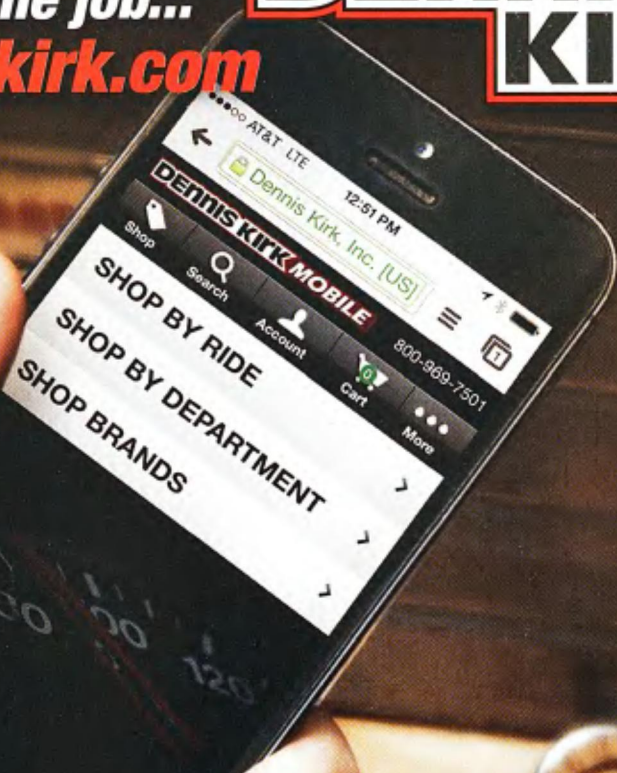
Originally, Bryan was building her an Evo Sporty, but the special primary cover wouldn't fit, so he was getting ready to sell it on eBay. Kelley had other ideas, though. Fortunately, Bryan came across this ironhead Sporty when a starving student friend of his was selling it because he had run it into the ground and lacked the money to fix it. "He pretty much rode it 'til it died," Bryan says. "It looked like a Sacramento Tweaker bike; there was stuff falling off and it was pretty much left for dead."

Together with his buddy John Barry, Bryan went through the engine and replaced the broken crankshaft, polished the cases, and ultimately turned it into more of a show bike than he had initially planned. He also used the front half of the Sportster's frame but ended up only using the axle plates off the hardtail section he'd purchased on eBay. He ended up shortening the frame by 2 inches and narrowing it on the top and bottom.

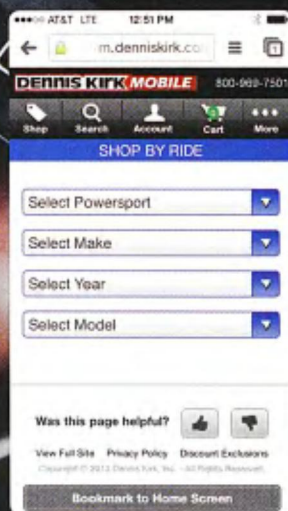


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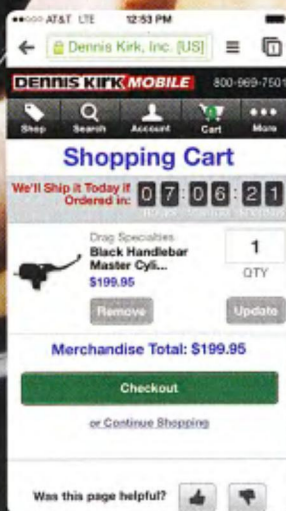
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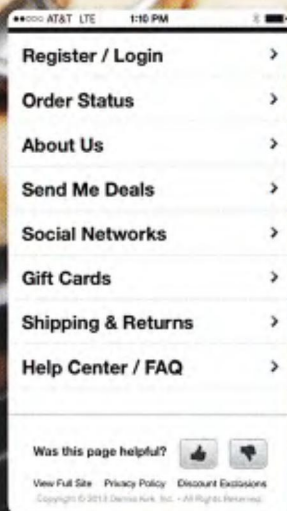
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Bryan fabricated the pipes himself, and his friend Mike Dyas traded him a gas tank he'd narrowed and adorned with a piece of stainless steel trim on the top. Bryan made a seat pan that was then upholstered locally by Premiere Upholstery. The rear fender is actually a front fender off an old 550 Honda. "I also made the bars and risers, and just about everything else comes from swamp meets," Bryan says, adding that while it didn't have a taillight at last year's Easyriders Bike Show in Sacramento, it now sports an After Hours Choppers taillight. "They call it a titmouse taillight," he says.

For a final touch, Bryan attached a little bedazzled leather "mud flap sorta



thing" to the rear fender. "It's actually one of my favorite parts of the bike," he says. "Most bikes might have one of those little black aftermarket flaps on the front fender, but I thought it would be a nice touch to hide the gap between the rear fender and the tire and just tighten it up a little bit. I drew it up, and my friend Darren knocked it out as a Christmas gift for Kelley."

Like the old primary, it adds just another little girlish touch to a bike that's built to ride, and not just by a girl. Since Kelley is a busy mom, Bryan takes the bike out more than she does. "It's a fun little ride," he says, "and being as lightweight as it is, it really hauls ass, almost like a drag bike."

—Red Baron



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Owner: Kelley Hall, *right*

City: Rio Linda, California

GENERAL

Fabrication: Bryan Hall

Year/make: 1969 Harley-Davidson

Model: XLCH

Assembly: Bryan Hall

Time: 2 months

Chroming: none

ENGINE

Year/make: 1969 Harley-Davidson

Model: XLCH

Rebuilder: Bryan Hall, John Barry

Ignition: magneto

Displacement: 900cc

Lower end: Harley-Davidson

Pistons: new old stock

Harley-Davidson, AMF

Heads: stock

Cam: stock

Lifters: stock

Carb(s): Bendix

Air Cleaner: Sacto Steve

Pipes: custom, Bryan Hall

TRANSMISSION

Year/make: 1969 Harley-Davidson

Shifting: standard

PAINT

Painter: Tookie

Type/color: wet/candy wine

FRAME

Year: 1969

Builder: Bryan Hall

Type: rigid

Rake: stock

Stretch: none

Shocks: none

Modifications: hardtail

ACCESSORIES

Bars: home-built

Handlebar controls: swap meet

Fender(s): Honda 550 front

Headlight: Harley-Davidson

Pegs: Diamond

Electrics: magneto

Gas tank: narrowed Wassel

Oil tank: narrowed Paughco

Oil system: standard

Primary cover: MPD

Seat: Premier Upholstery

Grips: stock

FORKS

Type: 33.4 Harley-Davidson

Extension: 2 inches over

Builder: Harley-Davidson

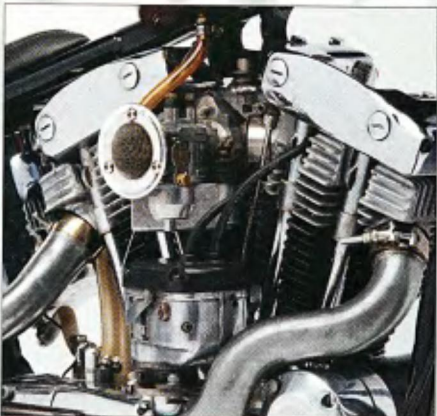
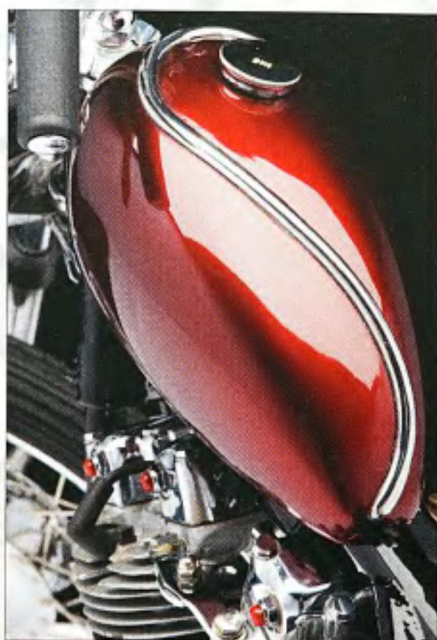
WHEELS

Size: 21-inch front, 18-inch rear

Hub: stock

Tires: Avon Speedmaster

Brake: stock



Photos: Michael Lichter



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CLEAN HELMET REPEAL PROPOSED IN NEBRASKA

Senator Dave Bloomfield has introduced LB31 to bring helmet choice back to all Nebraskans. "We have a segment of our Nebraska society that, to me, is being discriminated against," Bloomfield said. "They're not being allowed the liberty to do what they think is best for them." Two years ago he proposed a bill with age restrictions, arguing, "I put [the age limitation] on two years ago, when we introduced it because I thought it made so much sense that if you were at the age of maturity, you should be able to make up your own mind," Bloomfield said. "But it didn't seem to do any good, so why not go for the whole hog?" LB31 is the third bill for a helmet law repeal that Bloomfield has sponsored.

He couches much of the debate in utilitarian terms, saying that the helmet law comes at a cost to rider's freedom and Nebraska's economy, adding that he thought the bill would help improve the economy because riders would be less likely to leave Nebraska on the weekends and for other events. This would bring in more business too.

Debate has just started on the bill; we'll see where it goes.

Source: *US92.com*

ARIZONA FREEDOM THREAT

After many years of freedom, Rep. Randall Friese, who is a medical doctor and trauma surgeon, has introduced HB 2607, which imposes a fee on motorcyclists over 18 who choose to ride without a helmet, ostensibly to

establish a spinal and head injuries trust fund.

After several rounds of emails with Rep. Friese, the consensus is to forget about trying to change his mind, as it is not open, and instead to concentrate on organizing opposition among his colleagues in the legislature, who mostly are on our side on the issue. As Jim Cannon of the Motorcycle Law Group put it, "I would disengage with Rep. Friese and focus my attention on Reps I can get on my side. You only need 50 percent to kill it." Source: Deborah Butitta, Motorcycle Riders Foundation, ABATE of Arizona.

NHTSA "STUDY"

The National Highway Traffic Safety Administration (NHTSA) recently released a study purported to be the "the only nationwide probability-based observed data on motorcycle helmet use in the United States." Titled, "Motorcycle Helmet Use in 2014—overall results," those conducting the study observed 684 motorcycles carrying 806 motorcyclists over 3 1/2 weeks in June at 1,581 sites, then extrapolated the numbers to try to show that the use of "non-compliant helmets" has "decreased significantly from 7 percent to 5 percent."

The Motorcycle Riders Foundation notes that a previous study, "Traffic Safety Facts" found that motorcycle fatalities had dropped 6.4 percent and injuries dropped 8.3 percent, a result the study called "not statistically significant." The MRF points out the hypocrisy and bias that the government exhibits when their "results" favor their position. You can read the study here: nrd.nhtsa.dot.gov/Pubs/812110.pdf.

Source: *Motorcycle Riders Foundation, mrf.org*

GUEST COLUMN THE FEEL OF FREEDOM

I rode my bike without wearing a helmet the other day—just to remind myself of what it felt like to live in a semi-free country. It felt damned good. Helmets are to motorcycling what clumsy prophylactics are to sex. They interfere with the experience. Limit the experience.

Don't tell me about "safety." In the first place, my safety is none of your business or anyone's business, except maybe my wife's. Much less the business of the government. The only (legitimate) business of government, if it has any at all, is to see to it that people's rights are protected. I violate no one's rights by riding without a helmet. Ergo, no one has any right to compel me to wear one.

Too many Americans have their heads screwed on backwards. They confuse what they don't like or would not do themselves with what ought to be illegal. This of course is madness, because each of us regards with distaste things done (or not done) by others, or "wouldn't do that" themselves. If that's going to be the standard for administering wood shampoos then perhaps everyone ought to wear a helmet all the time.

But, seriously, the only things that ethically ought to be illegal are those actions that cause harm to other people. Being uncomfortable at the sight of someone riding a motorcycle sans helmet does not rise to that level.

Nor that he might get hurt.

That's the sole business of the rider and besides, a society with its head screwed on straight doesn't accost/cage people over might—particularly when might only involves the person whose actions entail the might.

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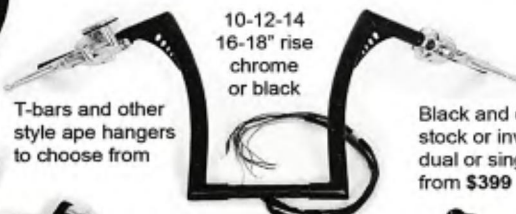
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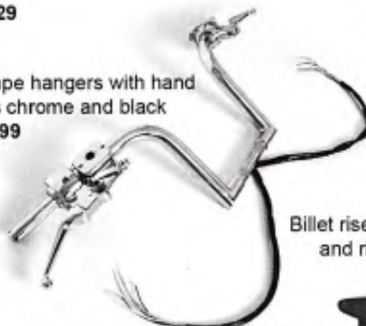
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THE FEEL OF FREEDOM *Continued*

Possibly harming you or some other innocent party is one thing, a guy possibly causing himself harm is a very different thing.

A society with its head screwed on straight only punishes people who actually do—and who do to others. It's a simple, clearcut, and very logical standard. And it checks busybodyism—the canker sore of the soul America's afflicted with today. Which takes the position that your business is everyone else's business.

That's not America. But it is something else. And that something else is what America is on its way to becoming. Being compelled to pay taxes for "the common good"—as defined by others, often not even the majority—is a minor tyranny compared with being compelled to do (or not do) certain things for your own good—as defined by some stretch pants-wearing menopausal frau of the Hillary Clinton persuasion. Or by anyone, for that matter.

Did people who actually ride motorcycles pass (impose) helmet laws? Of course not. Just as "gun control" laws have typically been passed and pushed by people who don't know which end the bullet comes out of, much less the difference between a "magazine" and a "clip." These people are animated by their disapproval of other people who ride motorcycles without wearing a helmet—and are determined to stamp it out. And since they themselves do not ride motorcycles—with or without helmets—the laws they impose do not affect them in any way. Just as "gun control" laws don't impose burdens on those looking to do the controlling.

Bet your bippie their tune would change if the laws they decree applied across the board. If, for example, it were just as felonious for el jefe Obama to surround himself with armed Praetorians as it would be (if they get their way) for you to be armed. Obama, et al, figure that if they don't personally carry the

gun, it's not hypocritical for them to insist that you not carry one.

Just so, the "moms" and other "concerned" people insisting on helmets—otherwise don't see the tyranny because, after all, they don't ride—so their helmets—otherwise laws impose no burden on them. It merely satisfies their control-freak fetish to parent other adults. If the shoe were on the other foot, they might not like it so much.

Well, maybe they ought to try it on for size. Where to start? How about with their cages? Why do they get to drive without wearing a helmet? It is objectively less "safe" than wearing one while driving. Race car drivers all wear helmets, after all. And harnesses, too. Much safer than the flimsy three-point seatbelts cagers are allowed to get by with in their cars.

Is there any question that head injuries and deaths would be reduced if car drivers all wore helmets? So, how about it? Oh. I see. It'd be inconvenient and expensive. So, forget it. But bikers? I'm not a biker—says the stretch pants wearing frau to herself.

Thus, those of us who ride are forced to spend hundreds of dollars for a helmet we do not want and which objectively provides limited protection that only comes into play in the event we wreck—a possibility rather than an actuality.

But it's okay for the stretch pants set to drive their cages un-helmeted and not cinched in for "safety"—to waddle around carrying 100 pounds of heart attack-inducing, diabetes-inviting, surplus flesh.

Wouldn't it be refreshing if we all agreed to just leave each other alone unless someone was actually hurting someone else by his actions? It'd be almost as pleasant as riding a bike on a warm summer day with the wind in your hair and the sun on your face, free to enjoy the moment and—for once—be left the hell alone.

—Eric Peters

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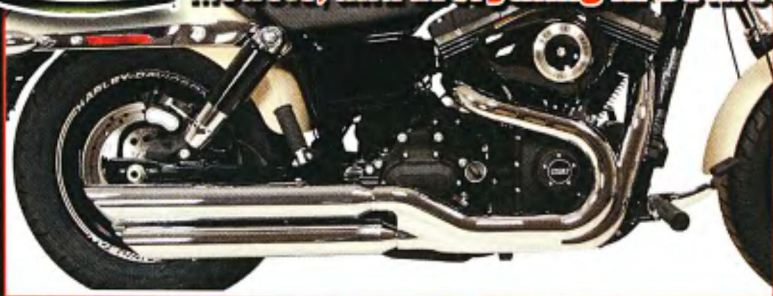
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JEREMIAH ARMENTA'S LOVE CYCLES 1947 KNUCKLE

Stepping into the Love Cycles digs in Phoenix, Arizona, can get you a great cup of java, a seat on a rolled and tucked vintage couch, plus your choice of old-school shovelheads, panheads, and even knuckleheads. Jeremiah Armenta and his crew are deep into vintage iron, the shop a combination museum, workplace, and mom and pop general store.

As this particular knucklehead project, Jeremiah found the motor, tranny, and frame as a swap meet basket case and then eight of his close friends teamed up for a group

effort similar in spirit to an old-style barn build. Several of his friends came all the way from Sweden. "I've gone over there and we've connected because we're all into the old choppers," Jeremiah tells us. "Le Beef who built the pipes, sissybar, and foot controls stayed at my shop for a month. He shipped the sissybar over from Sweden before flying in to work on the bike."

Two other friends from Sweden joined in, including David who helped paint the bike and Nicke Svensson from Rigid Hips in Stockholm who rebuilt the L-series carb.





Eight close friends
teamed up for a group effort similar in spirit
to an old-style barn build.

It rides like a jackhammer!



The bike is called Black Rainbows, which was thought up by pioneering bike builder Tom Fugle, who saw a rainbow design while stitching the bike's saddle. Kelly from the Phoenix-based Haifley Brothers made the dished heart gas tank. "All these guys were in the shop working away together," Jeremiah says. "It was pretty neat and a lot of fun."

After Jeremiah and buddy Skip Taylor from Baggers That Boogie rebuilt the 69-inch knuckle motor and tidied up the tranny, it was tapped into a 1946 EL Bullneck frame. "As far as the original 1930 knucklehead springer," Jeremiah says, "We got lucky when some random guy walked in off the street and offered to sell it."

When asked how the bike feels to ride, Jeremiah says, "Like a jackhammer! But, I rode that bike all the way from Phoenix to Chicago. It felt like an early hardtail chopper...but I'm young."

With most of the bike's builders attending, the '47 knuckle was debuted during the Love Cycle's third anniversary party and camp out ride, one of the shop's annual get-together for friends who share the love for classic choppers.

—Paul Garson





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Owner: Jeremiah Armenta/
Love Cycles, below
City: Phoenix, Arizona

GENERAL

Designer: Love Cycles Crew
Year/make: 1947 Harley-Davidson
Model: knucklehead
Fabrication: Love Cycles, Haifley,
Le Beef

Assembly: Love Cycles Crew

Time: 3 months

Chroming: Concourse

ENGINE

Year/make: 1947 Harley-Davidson

Model: knucklehead

Rebuilder: Love Cycles

Displacement: 69 cu. in.

Cam: Lightning

Ignition: Harley-Davidson

Pistons: STD

Lower end: Harley-Davidson

Heads: Harley-Davidson

Lifters: Harley-Davidson

Carb(s): S&S L Series

Air cleaner: Boyle

Pipes: Le Beef

TRANSMISSION

Year/make: 1947 Harley-Davidson

Shifting: suicide by Le Beef

PAINTING

Painter: David & Jeremiah

Type/color: Nason/white, purple, blue

FRAME

Year/make: 1946 Harley-Davidson

Builder: Love Cycles

Type: Bullneck

Rake: 29 degrees

Stretch: none

Shocks: hardtail

ACCESSORIES

Bars: Flanders 7/8-inch

Handlebar controls: enough

Fenders: Sportster

Headlight: panhead guide light

Taillight: knucklehead guide lights

Electrics: Harley-Davidson

Gas tank: dished heart, Haifley Bros.

Oil tank: horseshoe

Oil system: Harley-Davidson

Seat: Tom Fugle

Pegs: ATR

Mirrors: Indian

Grips: Gran Turismo

FORKS

Type: Harley-Davidson knucklehead

Extension: stock

Builder: Love Cycles

WHEELS

Size: 21-inch front, 19-inch rear

Wheels: Star hub

Tires: Avon

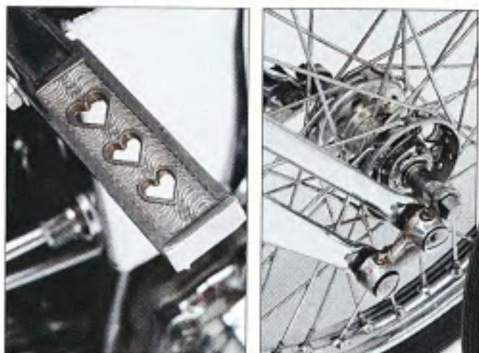
Brakes: mechanical

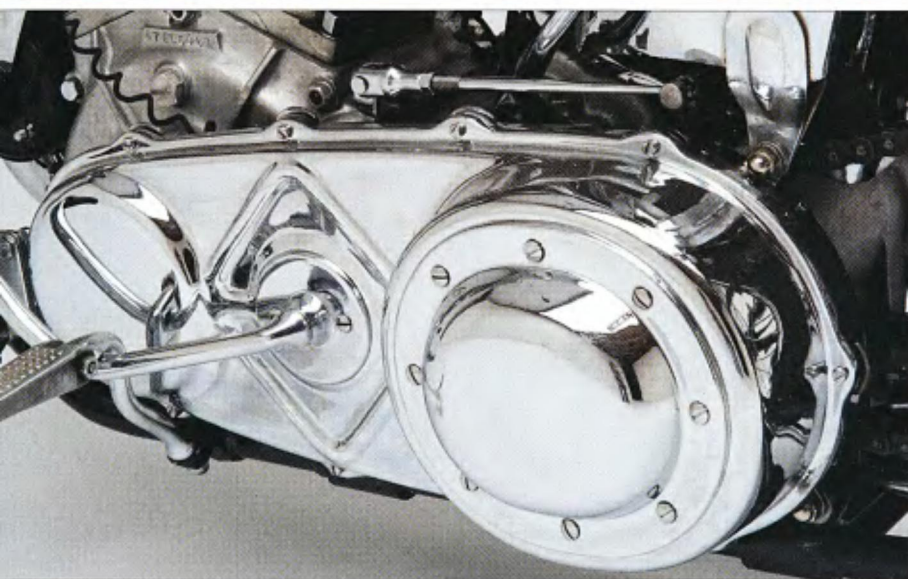
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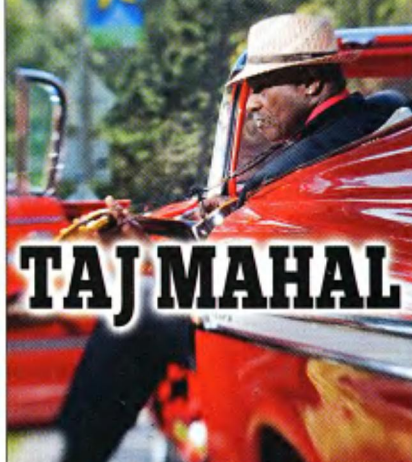
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XTREME TRACKER



A Bare Bones Custom Built From The Ground Up

This month's *Easyriders* girl is nasty Nicole Storm who was more than happy to strut her stuff on this Holy City Tracker.



This is about as bare bones as you can get it," says Tommy Grady, the owner of this extreme tracker. If you really look at it, it's a ground-up custom with a Sportster engine and big wheels that can't really be pigeonholed into anything, can it? And that's what makes it so cool, almost threatening.

Yet, it all began so innocently. Tommy, who works at Holy City Designs in beautiful Ladson, South Carolina, just happened to have a Sportster motor lying around under a workbench in some shop and was itching to do something with it. "I just brought it into the shop and showed it to Robbie Closson, and he agreed we should turn it into a running bike."

As to the idea behind the tracker, Tommy says that the crew at Holy City had built a bunch of big wheel baggers that are so "in" these days and were looking to do something a little different for a change. "So I just happened to put two 26-inch wheels next to each other one day and thought, 'why not?'" he explains. Thus, the concept was born.

That bike's got five wires that run everything on it; it's as bare bones as it comes.



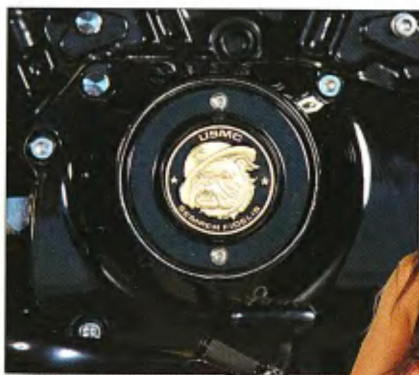
A frame was purchased from Malibu Motorcycle Works in nearby Westlake Village, California. Added to that frame was a DNA springer front end that was shortened by 2 inches. A set of one-off 26-inch Motomag wheels made to look like old-school BMX bicycle wheels ended up serving as the project's book-ends, so to speak. Meanwhile, the crew at Holy City fabricated the handlebars and the exhaust pipes, and besides the brakes, the headlight and the taillight, there really isn't much else to this bike. "I mean, the circuit breakers are mounted on top of the battery," is how Tommy puts it. "That bike's got five wires that run everything on it; it's as bare bones as it comes."

Heck, the thing doesn't even have any fenders! The custom seat featuring the Holy City logo is sprung by a mountain bike shock, the front end and the engine are powdercoated, and the frame and sheet metal—what little there is—got painted Grabber Blue, a Ford Mustang color.

The bike was finished just in time for last year's Easyriders Bike Show in Charlotte, and during that year, Tommy says he has "ridden the shit out of it," admitting, though, that not having a rear fender might not have been the ideal design concept. "All that grime and dirt off the street, it just slaps the shit out of the rear end and wears on it," he says.

But isn't that what bare bones is all about?

—Tripper





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Owner: Tommy Grady
City: Ladson, South Carolina

GENERAL

Fabrication: Holy City Designs
Year/make: 2014 Custom
Model: Xtreme Tracker
Assembly: Robbie Closson
Time: 12 months
Chroming: none

ENGINE

Year/make: 1999 Harley-Davidson
Model: Sportster
Rebuilder: Robbie Closson
Ignition: Dyna S
Displacement: 1200cc
Lower end: stock
Balancing: KJC
Pistons: Wiseco
Heads: Sam's Performance
Cam: Andrews
Lifters: S&S

Carb(s): modified CV
Air Cleaner: LA Choppers
Pipes: one-off, 2-faced

TRANSMISSION

Year: 1999
Modifications: none
Shifting: 5-speed

PAINT

Type/color: PPG/Grabber Blue

FRAME

Year: 2014
Builder: MMW
Type: boardtracker
Rake: 30 degrees
Stretch: stock
Shocks: none
Modifications: single downtube

ACCESSORIES

Bars: Biltwell
Handlebar controls: Joker
Fender(s): none
Headlight: PM
Taillight: PM
Pegs: PM
Electrics: not much
Gas tank: modified peanut
Oil tank: on other side
Seat: F8 Customs
Grips: PM

FORKS

Type: springer
Extension: 2 inches under
Builder: DNA

WHEELS

Size: 26-inch Moto Mags
Hub: stock
Tires: Vee Rubber
Brake: HHI Sproder, GMA

Photos: Brad Patton
Model: Nichole Storm





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Passin' Gas

How do you get rid of flies in your kitchen?

Take a big shit in the living room.

Trees

Malibu, Calif.

Snake and his ol' lady were sleeping when a noise from the kitchen woke her up.

"Wake up, Snake," she whispered. "Someone's in the kitchen, and I think they're eating last night's dinner!"

"What the fuck do I care?" Snake answered, "Just as long as he doesn't die in the house."

Sue DeHart

Lompoc, Calif.

Evil Charlie came home early one night and found one of his bros in bed with his ol' lady. He whipped out his piece and shot them both dead.

The next day, two of his bros were discussing the case and one said, "Well, it's not the worst thing that could've happened."

"What the hell do you mean, man?" asked his startled compadre. "His ol' lady and his bro dead, and him going to the gas chamber?"

"Well, if he'd come home a half hour earlier, me and six other dudes would be croaked too!"

Richard Parkes

Lompoc, Calif.

An ugly dude was complaining to his bro that he had never been laid and was therefore a virgin.

"Hell," his buddy said, "I'll fix you up with a sure thing. Drop by my pad tonight and get in bed with the chick you find there. But don't turn on the light—she's shy and will get embarrassed."

He then went home and inflated a blow-up sex doll and put it in the bed. Returning to the bar, he got his friend plenty drunk and gave him the key to his pad.

The next day he found his pal and asked him how the night went.

"It was real weird, man," the dude replied, "I got in the sack with the bitch, leaned over and bit her on the tit. She cut a big fart and flew out the window!"

Casey

Long Beach, Calif.

There was a biker who was so lazy that he married a broad who was already knocked up.

Spike

South Jersey

Hey bartender," the biker panted as he ran inside the bar, "what the fuck does a penguin look like?"

The puzzled bartender indicated a figure about two feet tall, saying, "About this big, black and white."

"Yep," the biker said, throwing down his hat, "I just ran over a nun."

Larry Ames

Reseda, Calif.

A lone biker stopped for the night in a small town and checked into a motel to avoid being hassled by the local cops. After he got settled, he rang the desk and requested a whore be sent up to his room.

The motel owner told his wife about the request and she bellowed, "Well, you march up there and throw that nasty man out!"

"No," the owner said, "He paid for his room in advance, and besides that, he's a big fucker."

"Well if you won't, I will!" the pissed off wife said, and off she went.

For a while there was yelling, screaming and the sound of furniture breaking, then all fell silent.

The next morning the biker came down, threw his room key on the desk and calmly said, "Thanks man, that was some fighting hellion you sent me last night, but I finally managed to throw her down and screw 'er."

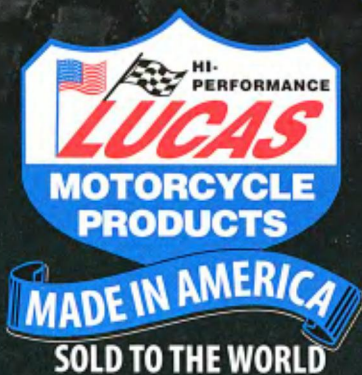
B. Kinnae

Avon Park, Fla.



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The wide tire conversion idea led us directly to Heartland USA, who pioneered Softail wide tire kits over ten years ago, and is still the leader in producing them. For our custom bike, we selected their 250 series kit (P/N HL-250-13E). Along with the basic kit, Heartland USA sent us a set of Ride Wright spoke wheels and the Heartland rear lighting kit.

We delivered the bike and parts to our local motorcycle shop, My Garage in Ventura, California; they are going to perform their mechanical magic on it. So check in next month, and we will feature building the bike's back end.

Remember, you can't win this bike if you don't enter the Sweepstakes, so get your entry in, now!

—Easyriders/V-Twin staff

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1 Our first prize starting point is a 1990 Softail Custom. When My Garage is finished with it, it will be very custom.



2 The basic 250 wide tire kit from Heartland USA. Looking over the new swingarm, we found the engineering and workmanship to be top-notch. The company has kits to convert 1986-up Softails to everything from 180 to 280 size rear tires.



3 The kit includes an offset primary kit and rear brake caliper.



4 The Heartland rear lighting kit matches their chrome billet rear fender struts.



5 The Ride Wright wheels feature black hubs and rims with 80 chrome spokes.

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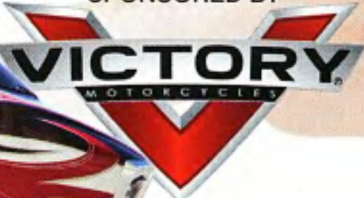
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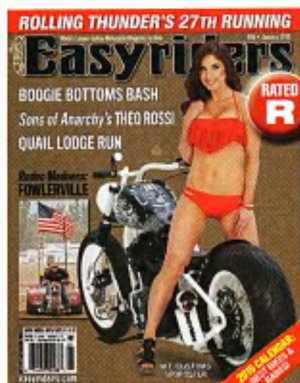
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prize, Paisano will offer the prize to up to two (2) alternates, selected in the same manner as the original winner. If the prize cannot be awarded after such efforts are undertaken, then Paisano shall have no further obligation to seek out alternates 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.

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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 the awarding sponsor. All entries received become the property of 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.

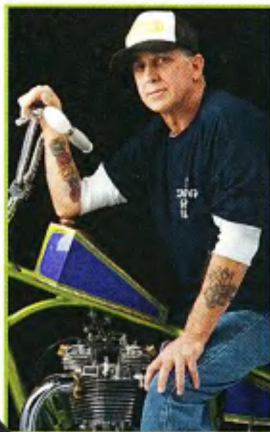
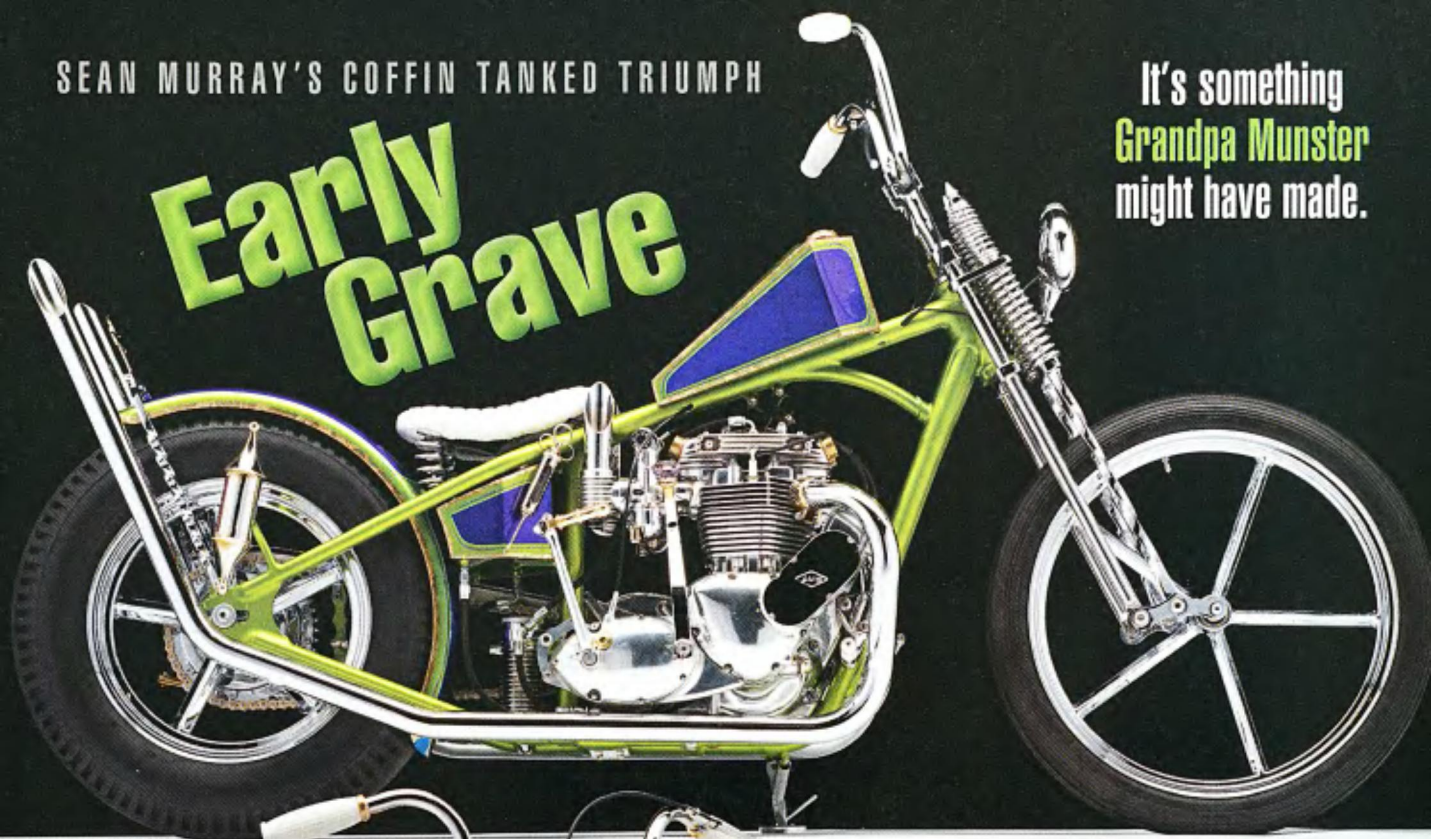
NO PURCHASE NECESSARY TO WIN.

LIMIT - ONE ENTRY PER HOUSEHOLD

SEAN MURRAY'S COFFIN TANKED TRIUMPH

Early Grave

It's something
Grandpa Munster
might have made.



"I built this bike with Eddie Munster in mind," says Sean Murray, left. "It's something maybe Grandpa Munster might have built for Eddie in the tradition of the scary-cool Munster Koach and the DRAG-U-LA dragster built from a coffin, vehicles made by George Barris for the TV series *The Munsters*. I wanted to

go over-the-top crazy, so that's why you've got the coffin shaped gas tank, the lime green and purple paint job, and hearse looking pieces like the Ron Finch Victorian-style taillight." As a result of the design concept, Sean tagged the bike Early Grave.

Sean's an experienced dirt rider having grown up on the edge of the desert, but his tastes turned to Triumphs when at 16 he bought his first street bike, a 1972 Bonneville. Several more followed spanning the "golden years" of Trumpets circa 1965-1970, the bikes customized in his home garage.



In the process he was able to team up with craftsmen who would provide the expertise and special pieces he envisioned. That would include Greg Hartwell of Hartwell American Motorcycles located in Chico, California. In this case, much of the bike was built at Greg's shop located only a few minutes from Sean's house. Greg fabbed the handlebars, pipes, and the forks, which were made from square stock, as was the sissybar.



The one-year process also saw the 750cc motor treated to a rebuild by veteran Brit expert Wes White of Four Aces Cycle Supply, with spark provided by a classic A.R.D. magneto. While that coffin tank and matching oil bag were fashioned by Clayton Storms, Invader Wheels produced a one-off, 16-inch rear wheel on which was mounted a one-off Hurst tire.

Other trick pieces include the custom velocity stacks hewn from solid chunks of aluminum and mounted via special splayed manifolds to the pair of Amal carbs, the slash cuts matching the exhaust pipe end cuts, and the fins that echo the finned oil filter canister. There's a vintage metal doorknob as the gas cap and another vintage glass doorknob mounted on the hand-shift lever. The handlebars were kept clean via an internal throttle and show only one lever, for the clutch, that Greg welded in as part of the bars.

Early Grave made its first appearance at the 2014 Easyriders Bike Show in Sacramento where it won first place.

—Paul Garson





Owner: Sean Murray
City: Chico, California
GENERAL
Designer: Sean Murray
Year/make: 1970 Triumph
Model: Bonneville
Fabrication: Greg Hartwell, American Motorcycles

Assembly: Greg Hartwell
Time: 1 year

Chroming: Browns Plating

ENGINE

Year/make: 970 Triumph
Model: Bonneville
Rebuilder: Wes White
Displacement: 750 cc
Ignition: A.R.D. magneto
Pistons: Black Diamond
Lower end: Triumph
Heads: M.A.P.
Lifters: Harley-Davidson
Carb(s): twin Amals
Air cleaner: custom stack
Pipes: Greg Hartwell

TRANSMISSION

Year/make: 1970 Triumph
Modifications: stock
Shifting: hand

PAINTING

Painter: Casey, Headcase Kustom Art
Type/color: House of Kolor/purple, lime green

FRAME

Year: 1970
Builder: Greg Hartwell
Type: custom Hartwell
Rake: stock
Stretch: 3 inches
Shocks: hardtail

ACCESSORIES

Bars: Hartwell
Handlebar controls: don't need 'em
Fenders: Front Street
Headlight: Unity
Taillight: Ron Finch

Speedo: nope
Electrics: Triumph
Gas tank: Clayton Storms
Oil tank: Hartwell
Oil system: Triumph
Seat: Higdon Upholstery
Foot controls: Hartwell
Grips: EMGO

FORKS

Type: handmade springer
Extension: just right
Builder: Hartwell

WHEELS

Size: 21-inch front, 16-inch rear
Wheels: Invader
Tires: Avon front, Hurst rear
Brake: drum rear



Photos: Michael Lichter

Roger Miller and his buddies had become regulars at Jeff Hill's shop in Ney, Ohio. They'd get their bikes serviced there, maybe have Jeff add on a few performance mods, new pipes and the like. During those visits Roger's eyes couldn't help but wander around to take in everything else going on at Hill's Performance, quickly zeroing in on some of the classic restoration work in progress, and he couldn't get that stuff out of his mind.

There was just something enticing about those old bikes. Sure, they would be lots slower out on the road, but they still made his current ride seem ordinary. It wasn't long before Roger started asking around about an older bike for himself.

Roger got wind of a complete 1950 Harley stashed away in a basement in nearby Illinois. The panhead hadn't rolled a wheel under its own power since sometime in the 1970s. Roger put

a deal together and brought the bike back to Ohio and straight to Jeff's, lining it up with all those others he'd seen to be brought back to life. "And it was a pretty rough one," Jeff remembers. "Rough as a cob. But on the plus side it was mostly all there and over the decades no one had done any serious cutting on it at all." Sure, like many old Harleys it had been changed around a little, but all the modifications would be easily reversible. The rear fender had been

THE FOREVER RIDE

ROGER MILLER'S HILL'S PERFORMANCE HYDRA GLIDE





chopped and shortened, for example, the gas tank had been switched, there were strange handlebars mounted, things like that. But the bones of the bike, its frame, engine, transmission, and front end, were all intact.

Jeff disassembled the bike down to its last nut and bolt. And then he rebuilt and refurbished everything. The bike Roger wanted would be a stock-appearing 1950 Harley-Davidson, and it would be black—black with plenty of chrome.

A restoration doesn't have to be purist-perfect or showroom-exact to be cool.



"A restoration doesn't have to be purist-perfect or showroom-exact to be cool," Jeff says. "In fact, I like the way this one came out. Like I told Roger, the only thing I'm unhappy about is that it isn't mine!"

Jeff carefully cleaned and painted the frame, rebuilt the engine and transmission. Then to replace all various other odds and ends he did a lot of shopping in the reproduction market. Tedd's V-Twin came up with many of the replacements, from wheels to tanks to the seat.

The bike Roger bought had footpegs

instead of floorboards, rusted drag pipes, and the seat and front fender were missing. "So we just rebuilt what we could, replaced whatever was missing, and chromed a lot!" Jeff says. The result is a brand-new, 65-year-old motorcycle—one that runs and rides just as well, probably better, than it did when new. "A bike like this is timeless," Jeff tells us. "It'll be cool forever. It was cool in 1950; it's just as cool today, and 50 years from now it'll still be cool."

—Joe Kress



We rebuilt what we
could, replaced whatever
was missing, and chromed
everything!



Owner: Roger Miller

City: Ney, Ohio

GENERAL

Designer: Harley-Davidson

Fabrication: Hill's Performance

Year/make: 1950 Harley-Davidson

Model: FL Hydra Glide

Assembly: Hill's Performance

Time: 4 months

Chroming: Chrome Masters

ENGINE

Year/make: 1950 Harley-Davidson

Rebuilder: Hill's Performance

Displacement: 74 cu. in.

Ignition: points

Cam: Harley-Davidson, stock

Carb: Linkert

Air cleaner: round accessory

Pipes: Harley-Davidson, chromed

TRANSMISSION

Year and make: 1950 Harley-Davidson

Shifting: 4-speed, tank shift

PAINTING

Painter: Rex Hasch

Type/color: DuPont/black

FRAME

Year/make: 1950 Harley-Davidson

Type: FL rigid

Rake: stock

Stretch: none

Shocks: none

ACCESSORIES

Bars: Harley-Davidson

Handlebar controls: stock

Fenders: stock

Headlight: stock

Taillight: Tombstone

Speedo: stock

Pegs: stock

Foot controls: stock

Gas tank: Harley-Davidson, 3.5-gallon

Oil tank: stock, chromed

Seat: stock, reproduction

Mirrors: none

Grips: stock, reproduction

FRONT END

Type: Harley-Davidson Hydra Glide

Builder: Harley-Davidson

WHEELS

Make: Harley-Davidson

Size: 16-inch

Tires: Firestone

Brakes: stock, Harley-Davidson drum

Photos: Michael Farabaugh

Contact: Hill's Performance

419-658-2658

hillspowerformance.com



KEEP ROLLING WITH CHOPPER AND FLAT TRACK SPOOL HUBS

The new spool hubs from Lowbrow Customs come polished and ready to lace up to your 40-spoke front rim. They're available in two styles: Chopper (seen here) or Flat Track. They're precision-machined 6061-T6 aluminum, with alloy bearing spacer tube and high-quality Japanese wheel bearings installed. The large 3-inch flange diameter increases strength and stability, and both style hubs accept a common size 3/4-inch axle. Made in Ohio, USA, they are available worldwide and 24/7.

1-855-4LOWBROW
lowbrowcustoms.com



EXILE CYCLES INTERNAL THROTTLE ASSEMBLY

The internal throttle assembly from Exile Cycles is absolutely essential for any self-respecting custom bike. The unit installs in the end of your handlebars, eliminating any visible throttle housing and allowing the throttle cable to be routed inside the bars for that super-clean look. Exile now offers the internal throttle with a choice of two twist-sleeve diameters. The standard diameter matches that of the stock Harley-Davidson plastic throttle sleeve and works with any grip that fits over the stock throttle sleeve. The smaller diameter twist-sleeve has been developed for use with the popular aftermarket billet grips. A left-side version is also available as part of Exile's twist clutch assembly. Made in the United States.

exilecycles.com



JAYBRAKE 3-BUTTON SWITCHES

JayBrake 3-Button Switches clean up the handlebars by eliminating bulky factory switch housings. They're designed with a vertical switch profile for a more ergonomic layout. JayBrake 3-button switches work with JayBrake Classic and New Image hand controls. The 3-piece clamp design provides ease of installation and hides the clamping screws. The switches are supplied with 36-inch leads for easy wiring. They are machined from billet aluminum and are sold separately as a right or left switch housing. JayBrake 3-button switches are available in polish, chrome, or black.

jbrake.com



KERKER IMPOSTER PIPE

The Kerker Imposter Pipe (above) allows riders with a Kerker 2:1 SuperMeg to give their bagger a True Dual look. The Kerker Imposter is a non-functioning, cosmetic, left-side pipe that does not connect to the 2-into-1 head pipe. It mounts at the transmission bracket and to the stock muffler mount bracket. The Kerker Imposter Pipe includes a heat shield and is available in chrome or black. It fits 1985-2014 baggers.

SuperTrapp.com



BURST PERFORMANCE AIR CLEANER FOR SINISTER DARK CUSTOM STYLE

Add performance and Dark Custom style to 2008-later Harley-Davidson Softail and Dyna model motorcycles with the new Screamin' Eagle Burst collection performance air cleaner kit. Styled to complement the other accessory elements of the Burst Collection, this low-profile air cleaner features a tuxedo black surround that has been expertly machined to expose the satin aluminum finish below. The complete kit fits most 2008-later Dyna and Softail models and includes the Burst Collection trim, backing plate, air cleaner element, and all required installation hardware. Installation requires ECM calibration (priced separately). Contact an authorized Harley-Davidson dealer for fitment details.

MUSTANG'S LOW-SLUNG SEAT GOES SOLO FOR SOFTAILS

Mustang Seats created some rumbling around the V-twin industry when it introduced the lowest, leanest seat (below) in the lineup for Harley-Davidson Dyna and FL models this past summer.



Proudly made in the United States, the new RunAround represented a bold look at motorcycle seating without sacrificing Mustang's legendary reputation for quality. There was only one problem—Softail riders wanted the same seat, so Mustang's designers went back to the drawing board and engineered the lowest, leanest solo seat possible for 2000-2015 Harley standard rear tire Softails.

mustangseats.com



MARINE
CORPS



DESERT
ROSE

BIKER BOOT STRAPS INTRODUCES NEW DESIGNS

Biker Boot Straps, the world's leading supplier of premium boot straps, has seven new emblem designs. New straps include all new specially designed rubber strap that stands up to the harshest conditions. Sure-Lock clips with a metal insert in the nylon clip to add strength and security, and straps come in two sizes to fit virtually all riders. Emblems are double pinned and press fit into the clips for extra strength and security. The new Biker Boot Straps emblems include: desert rose, breast cancer ribbon, Freemasons, and dead skull as well as three all new military designs, including Air Force, US Army, and Marine Corps.

bikerbootstraps.com



DRAG SPECIALTIES WIDE BLADE LEVER SETS

Ride in style and comfort with Drag Specialties' wide blade lever sets. These top-quality levers resemble the late-style, flat design to provide your handlebars with a classic look. Constructed from lightweight forged aluminum, the levers are easy to grip and comfortable in the hand. Available in chrome or matte black finish. Fitted for 2014-2015 FLHT/FLHX models with OEM hydraulic clutch.

Drag Specialties

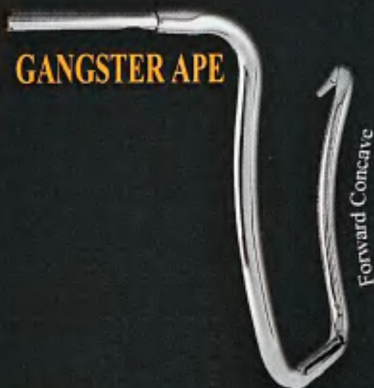
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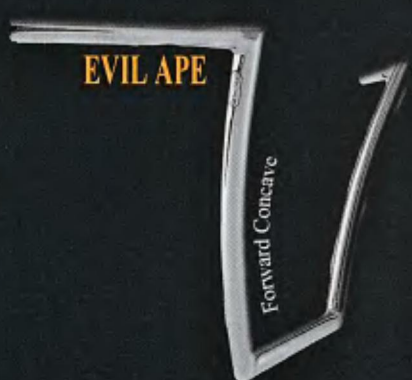
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SACRAMENTO BIKE SHOW

THE EASYRIDERS BIKE SHOW TOUR ROARS ON!

The second stop on our whirlwind Easyriders Bike Show Tour for 2015 was Sacramento, California. The mighty Sacramento Convention Center was packed with steel and chrome as the city was turned into biker town on January 17 and 18, and the good times rolled.

← Chavez Plaza
→ Men'l Auditorium
→ Midtown
→ Music Circus
→ Sac Theatre Co

13TH & J



Award categories included over 40 trophies offering everything, from Antique Class and Old-School Choppers and Bobbers, to Modified Stock, Radical Customs, Radical Baggers, and the coveted John Green Tribute Award. As always, our judges were the keen-eyed editors of *Easyriders*, *V-Twin* and *ROAD IRON* magazines.

Celebrities were happy to shake hands, sign autographs and take pictures with fans, notably, Tommy "Chibs" Flanagan from the hit TV series *Sons of Anarchy* and the expert bagger builders of the *Biker Battleground Phoenix* TV series, John Shope and Paul Yaffe. America's favorite biker band, The Fried Brothers, rocked the house in their distinctive style and our sexy announcer for the bike show tour, Lisa Ligon, presided over all the shenanigans with sassy style and grace.

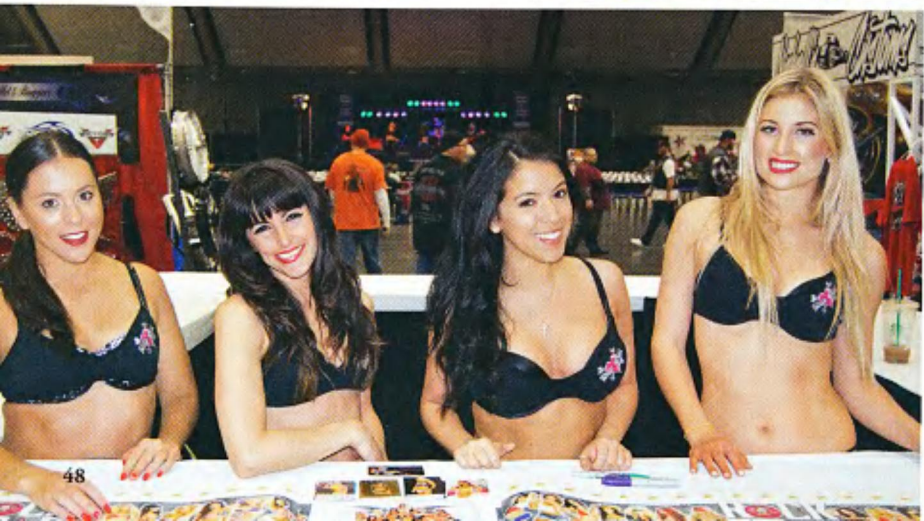




Show-goers drooled over hundreds of amazing custom rides, enjoyed cold beer and hot food, hit up the vendors for biker doodads, and enjoyed the groin-throbbin' moves of the Purrfect Angelz all-girl dance troupe.

When award time rolled around on Sunday afternoon, announcer Lisa gave away raffle prizes from our sponsors and Paul Yaffe brought up special trophies for the Bagger Nation Award as well as a tribute trophy honoring our late bike show head honcho, John Green. John Shope created a special Dirty Bird Pick for his favorite custom bike as well.

Top trophy winners were invited to our big Invitational Bike Show in Columbus, Ohio. These included the First Place Radical Custom that went to Salvatore Baldi of Cherry Valley, California, for his stunning 2013 Custom and First Place Radical Bagger that went to Doug Ide of Sacramento for his amazing 2009 Road Glide. Paul Yaffe's pick for the Bagger Nation Award went to Vince Rodriguez from Martinez, California, for his 2003 Dirt Bag Cycles Road King and John Shope's Dirty Bird Pick went to Grant Davis from Tracy, California, for his 2005 Softail Bagger.

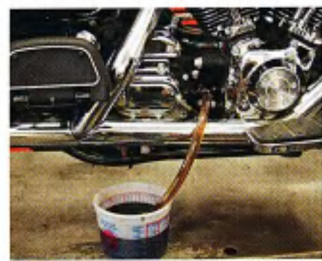


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Rogue Chopper's oil changer does the dirty work

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.

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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.

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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Our biggest awards included the Editor's Choice trophy to Dalton Walker of Hanford for his 1937 flathead bobber; The John Green Award and the Best of Show trophy both went to Rick Bray of Hanford for his 2014 RKB Kustom Speed "Soloman" rigid shovelhead and his 2013 "One Piece" shovelhead, respectively. All three of the top winners had their motorcycles shot for *Easyriders* bike features by ace lensman Michael Lichter.

The next stop in the Easyriders Bike Show Tour is Charlotte, North Carolina. Get the collard greens and sweet tea ready! For more information visit easyridersevents.com.

—Dave Nichols

Photos: Kai Raschke

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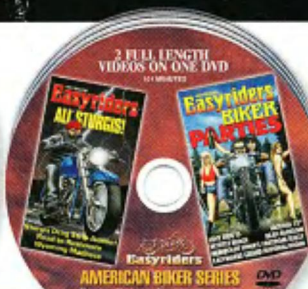
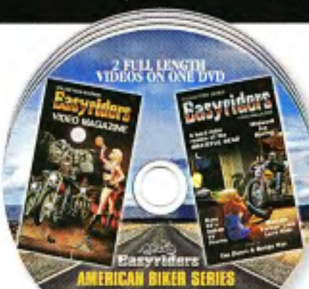
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Wisdom from Sports Figures

"He's a guy who gets up at six o'clock in the morning, regardless of what time it is."

—Boxing trainer Lou Duva on Heavyweight Andrew Golota

"I never graduated from Iowa. But I was only there for two terms—Truman's and Eisenhower's."

—Detroit defensive tackle Alex Karras

"I could have been a Rhodes Scholar except for my grades."

—Duffy Daugherty, football coach, Michigan State University

"Why buy good luggage? You only use it when you travel."

—Yogi Berra



World's Biggest Bike

The Guinness World Records recently declared the Regio Design XXL Chopper to be the world's largest motorcycle. The Italian-made bike is 32 feet long and 16 feet high, with a 5.7 Chevrolet V8 engine that produces 280 horsepower. Guinness obviously plays fast and loose with its definition of "motorcycle." The XXL cannot be balanced on two wheels and features a pair of training wheels just in front of the rear wheel.

Famous/Infamous Last Words Dept.

"Don't let it end like this. Tell them I said something."

—Pancho Villa

"I'm saving it for later."

—J.Ricky Ray Rector, executed in Arkansas, 1992, explaining to his guards why he left his slice of pecan pie of his last meal on the side of the tray

Death by Tuba

You've protected your kids from killer gluten and rampant non-indigenous plants. What is the next major threat to life as we know it? As Massachusetts Governor Duval Patrick was leaving office in January, he signed into law a bill that puts pressure on parents to sterilize their kids' musical instruments. For generations, schools have enabled students of modest means to use instruments owned by the schools and passed down to others year after year. The wind instruments are sanitized before changing hands and mouths but are not sterilized. Now schools in Massachusetts must give parents the option of sterilizing these instruments. An Oklahoma study found that mouthpieces are crawling with bacteria and other pathogens. Music teachers find this new "threat" to be nuts. The Centers for Disease Control (CDC) reports that there is no record in the U.S. of disease ever being transmitted through a musical instrument. The bill was sponsored by Massachusetts



State Representative Paul Donato, and the only company in the state that sterilizes musical instruments is Maestro MD, founded by Lorenzo Lepore, a longtime contributor to Donato. Maestro MD charges from \$50 (flute) to \$320 (tuba) to treat wind instruments, using the gas ethylene oxide, a known carcinogen. And, it turns out, the Oklahoma study that found wind instruments to be dangerous was funded by Donato benefactor Lepore.

There Oughta NOT Be a Law

• Are men in Lebanon free to have sex with a female animal? Maybe. A man caught having sex with a male animal receives the death penalty. Sex with female animals is not mentioned in Lebanese law, so possibly a good lawyer could get you off the hook.

• **False:** In Guam it is forbidden for virgins to marry, so there are men whose job it is to roam the countryside deflowering virgins.

Truth: In Guam, if you lie to your spouse about being a virgin, and she (or he) finds out, she can void the marriage.

• In Lefors, Texas, it is illegal to take more than three swallows of beer at any time while standing. Thus, avoid standing.

Misheard Lyrics Dept.

Count the head lice on the highway.

From "Tiny Dancer" (aka "Hold Me Closer, Tony Danza"), Elton John

Real lyric:

Count the headlights on the highway.

Wake me up and pour me cocoa.

From "Wake Me Up before You Go-Go," Wham!

Real lyric:

Wake me up before you go-go.



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Peekaboo See-through back



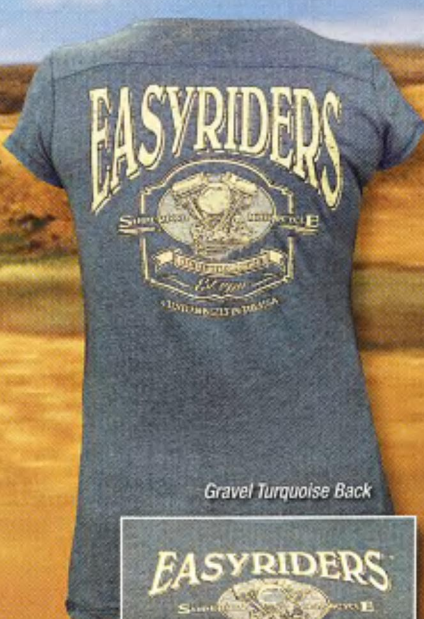
Peekaboo Front Black



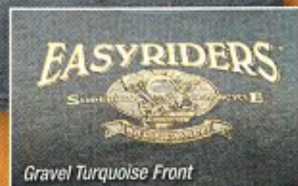
Peekaboo Front Pink

Peekaboo Womens Tee

Short Sleeve, V-Neck, See-through back cutout
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Gravel Turquoise Back



Gravel Turquoise Front

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HIGH-STYLE FLOORBOARDS

Installing KewlMetal Warrior Floorboards

The floorboards on Harley's FL series bikes have great utility value as they are almost the perfect spot to place your feet. Utility isn't everything, though. The stock floorboards come up a bit short when it comes to looks and style. The need for style and function has been filled by more than a few aftermarket accessory companies, including KewlMetal.

KewlMetal offers a number of floorboard styles, and one of its latest designs is the Warrior, which features all-billet construction, inlaid non-skid rubber mats, and scalloped edges. The floorboards are made in three sizes: 15-inch

rider, 10-inch passenger, and 6-inch mini. Each size is offered in three finishes: black, contrast cut, or chrome. The rider and passenger floorboards are straight bolt-on replacements for the factory floorboards; the mini floorboards are designed to replace footpegs.

We ordered a set of both the rider floorboards (P/N 602, \$380) and passenger floorboards (P/N 603, \$330). The chrome floorboards came with chrome hardware. Installing the floorboards just required a few hand tools; they fit onto the factory mounts without any modifications. Now the bike has a great-looking place to put our feet.

—Wendell Christopher

KewlMetal
928-308-8480
kewlmetalstore.com



1 The Warrior floorboards will give a custom look to one of your bike's most mundane parts.



2 The rider and passenger floorboards match each other.



3 The factory floorboards are just that, floors.



4 Harley uses two Allen bolts and nuts to attach each floorboard.



5 The KewlMetal floorboards fit onto the factory mounts without modifications.



6 The benefit of the KewlMetal floorboards is not their only custom appearance. This is a comparison of the underside of the factory and the billet aluminum KewlMetal floorboards.

Photos: Wendell Christopher





Road King FLH
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Deluxe
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Per Jim Egizio, Harley Performance Specialist, at Illinois Harley Davidson, Who has the "SPRAGG" on his own bike
"I don't question it is more durable" 10/16/09

UPDATE 4/6/11 - Per Jim, "3 Years No Issues!!"

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It took three years of development and \$26 million in advanced Swiss-built watch-making machinery to create the *Magnificat II*. Look at the interior dials and azure-colored hands. Turn the watch over and examine the 27-jeweled automatic movement through the exhibition back. When we took the watch to George Thomas (the most renowned watchmaker and watch historian in America), he disassembled the

Magnificat II and studied the escapement, balance wheel and the rotor. He remarked on the detailed guilloché face, gilt winding crown, and the crocodile-embossed leather band. He was intrigued by the three interior dials for day, date, and 24-hour moon phases. He estimated that this fine timepiece would cost over \$2,500. We all smiled and told him that the Stauer price was less than \$90. He was stunned. We felt like we had accomplished our task. A truly magnificent watch at a truly magnificent price!

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GIRLS OF SUMMER

HOT HARLEY HONEYS

It's that time of year again, time for your brothers at *Easyriders/V-Twin* to show you a passel of pretty women in a little piece we call The Girls of Summer! This is a look at biker runs and rallies from coast to coast; where ever gorgeous gals showed up for our cameras.

As you can see, bikers attract incredibly hot girls. Maybe it has something to do with those rumbling Milwaukee vibrators that we all love so much. While these photos were taken at such famous motorcycle events as Reno Street Vibrations and Vegas Bike Fest, the majority came from the amazing ABATE of Iowa Freedom Rally.

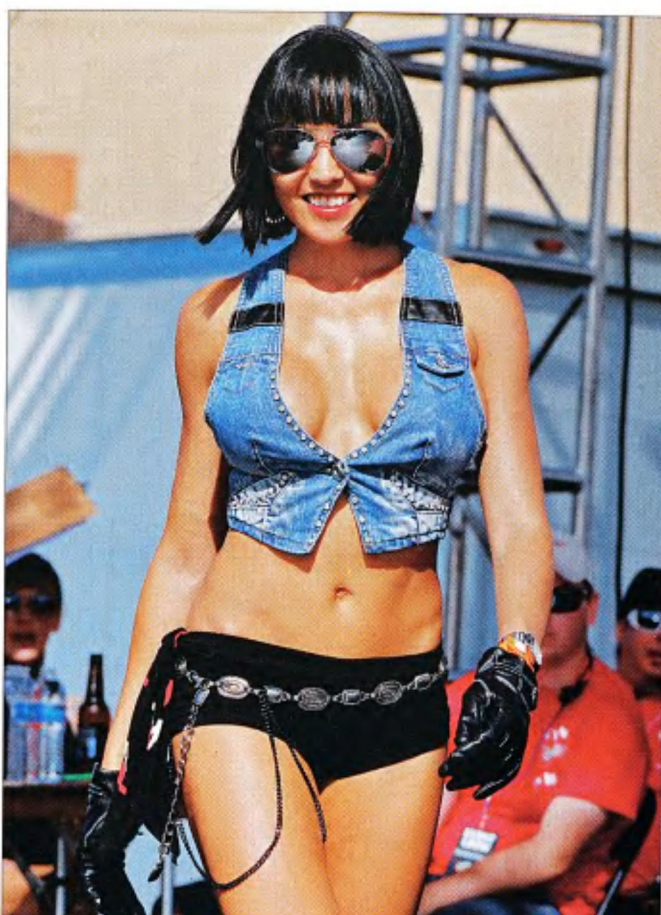
Our own roving editor Clean Dean Shawler helped to start this rally more than 30 years ago. This shindig offers everything that bikers dig, namely, great vendors, good food and drink (and lots of it), rodeo games, live bands and the world's best wet T-shirt contest. You have to be 18 to get in and 21 to drink, but then you can party your butt off.

We hope you enjoy this collection of cuddly cuties. Next year's Freedom Rally will take place from July 2-4. For more info visit abateiowafreedomrally.com.

—Phantom







Photos: Dean Shawler and Terry Bert



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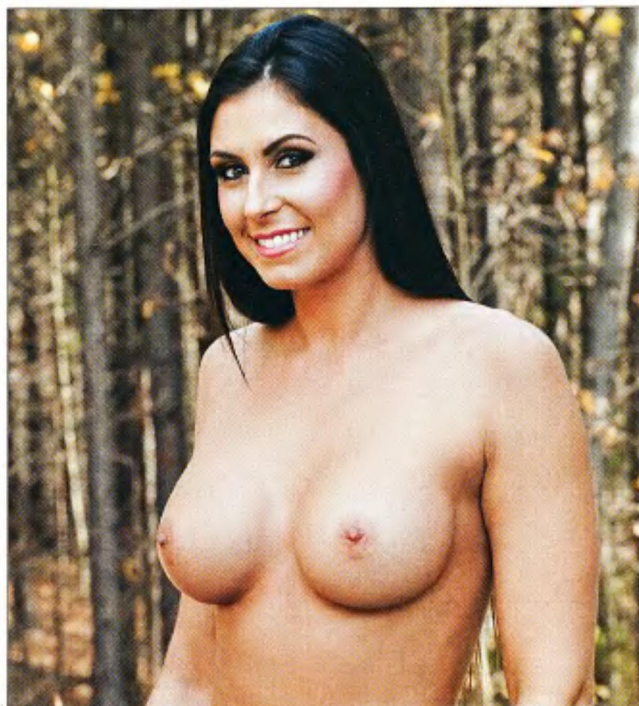
FoxHunt

Meet This Month's Winner!

In this month's fine how-do-you-do, meet dear Emily, a busty little spinner from ever-scorching Phoenix, Arizona, where she is known far and wide as The Cactus Whisperer for her ability to caress the prickly desert veg. Gently turn to her feature, and watch her make John Franco's Wicked Brothers Lethal Strike bike stand proud like a mighty saguaro, pricks and all.

—Captain Moosecock





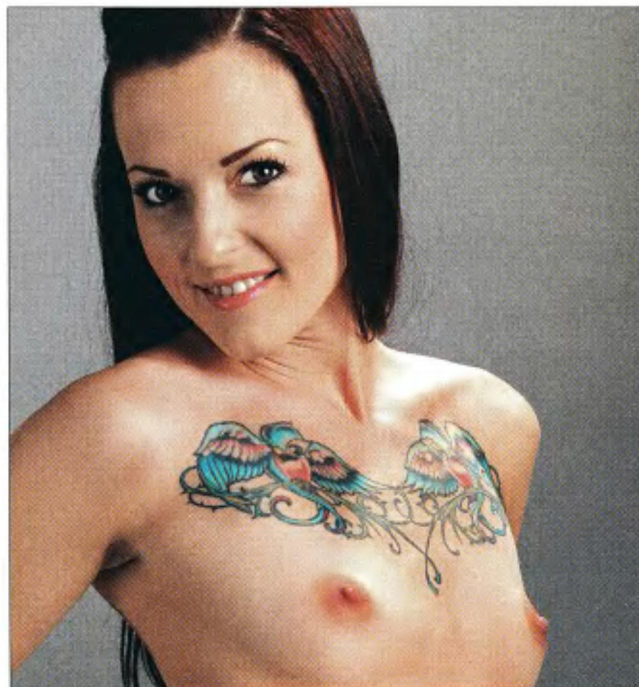
#0501 Brittany—Virginia

"Just feeling the power of the V-twin between my legs made me feel free."



#0503 Amanda—North Carolina

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



#0502 Martini—Wyoming

"The first time I rode on the back of a Harley, I was performing a vigorous reach-around, then we crashed into a mule deer!"



#0504 Angela—Wisconsin

"I felt so free with the wind in my hair and the sun on my face. Now I own my own 2012 Street Glide."

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 convivial crotch cannibals. Meet Desert Beauty (yep, we're using code names), a randy and radiant radium miner from a secret location in the blistering outback known only to the CIA, the NSA, and Canadian folksinger Gordon Lightfoot. Come back next month or share the same watery fate of the Edmund Fitzgerald, where the legend lives on from the Chippewa on down.

503

FOX HUNT

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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.

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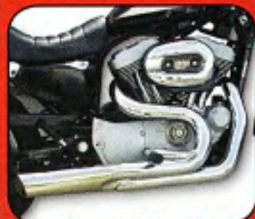
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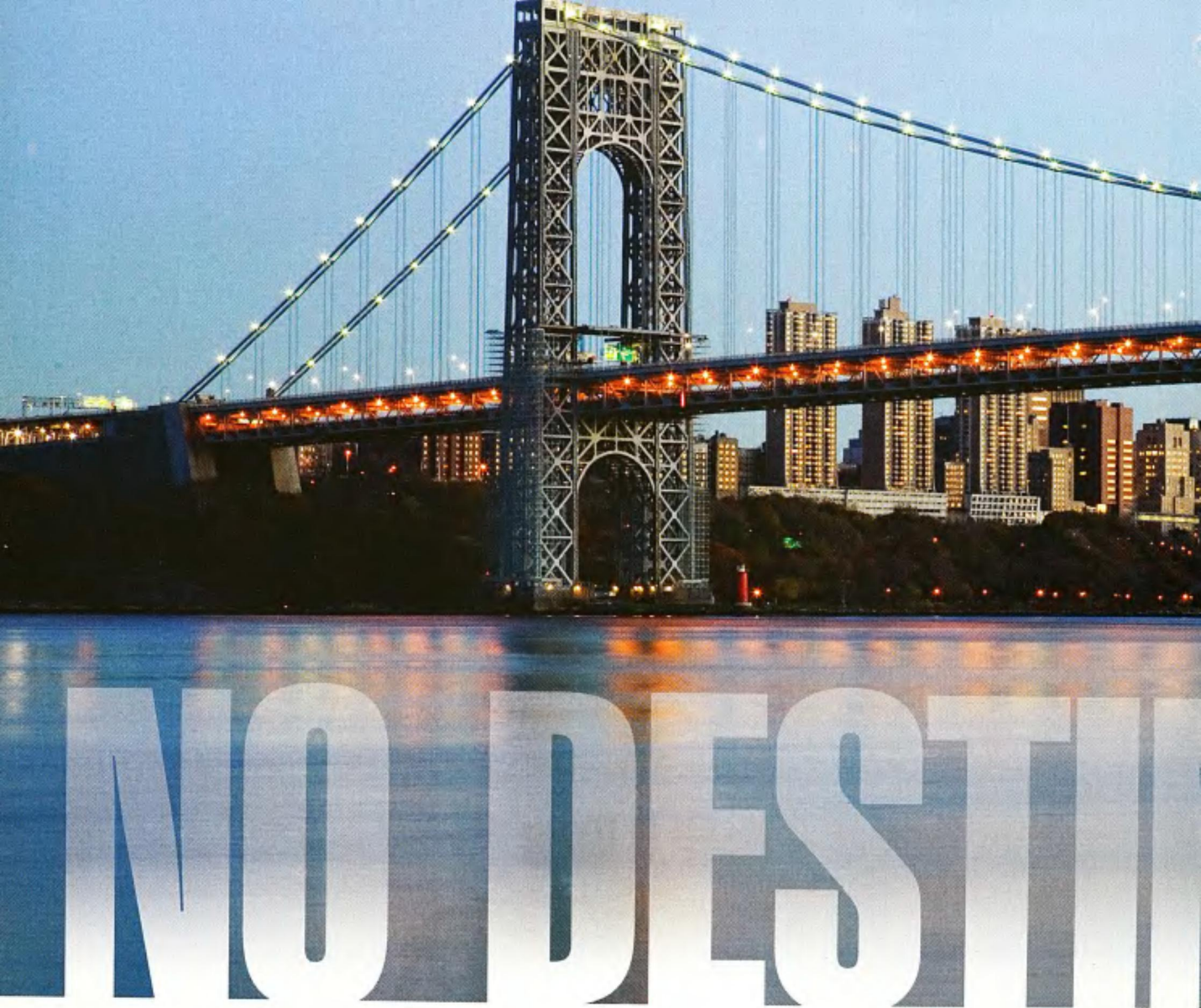
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Some parts are not legal for sale or use in California on pollution controlled vehicles.



Thwap, Thwap, Thwap, was the sound the wind made as Tony crossed the George Washington bridge. The bridge uprights alternately blocked the steady crosswind as he split lanes and evaded catastrophe, which is essentially all he could do on the old potholed surface. The wind smacked the right side of his helmet in a steady rhythm that sped up or slowed down as Tony adjusted his old shovel's throttle according to traffic conditions.

He was headed out to the Jersey side and on past the Delaware Water Gap to look for some back roads to wander on. He needed the ride. He needed to hear the shovel wind up through the gears

and growl almost too loudly out of her open drag pipes. He liked the sound as it echoed off bridge stanchions and later, while roaring through the Gap, bouncing back from the granite cliffs.

Yesm he needed the ride, to relax and to escape from the daily bullshit grind that life can sometimes be. A day earlier he was standing in his backyard, smoking a cigar, and waiting around for the city building inspector. He had received a letter claiming his back deck of fifteen years wasn't up to code. So he waited, he sipped coffee, chomped his cigar, and prepared for the bureaucratic bullshit that he knew was headed his way. Just one more way for the

powers that be to separate him from his hard-earned green.

The inspector finally arrived in Tony's driveway an hour late. He was driving a ten-year-old Honda with a broken headlight, and when he stepped from the car, Tony knew immediately that he was gonna get the runaround. He could tell just by the dude's appearance. The pocket protector and the old-style, pyramid shaped, press-on pencil erasers atop all of his pencils were a dead giveaway. After another hour of Tony's time was thoroughly wasted, the inspector handed Tony a summons because the deck handrail was too wide for a child's hand.



"Hey brother, I'll fix it right now with a length of pipe and some elbows." Tony said hopefully.

"No sir," the inspector barked. "We need due process. After the fine is paid, we will return for another inspection and if the deck passes, you can remit the two hundred dollar re-inspection fee and you'll be set to go."

Tony's huge frame cast a shadow over the little dude and he thought quickly about strangling the man where he stood, but bid the inspector a good day instead. No sense doing time for offing a bureaucrat. He took comfort in the fact that his shovel was just 40 feet away in the garage. As the pencil neck

struggled to back down the twisting drive, Tony fished his cell phone from his pocket and called in to his job to request two more personal days. He strolled to the garage, threw the door up, grabbed his leathers from the rusty nail they hung from and mounted his shovel. He went through his cold bike ritual, kicked her through once, twice, and she chugged to life. Instantly, a broad smile crossed his bearded face as he planted himself on the seat. He sat for a moment to let her warm up, then kicked her into gear and roared off, leaving the open garage, his city permit hassles, and all his other aggravations in the driveway. That's how he came to be

on the GW Bridge, on a starless night, being slapped by the wind, smiling like a kid on Christmas morning.

He downshifted, split lanes, then passed a sinister, black stretched limo. He imagined that a politician was inside enjoying a high-end hooker's favors on the middle class's dime as he twisted the grip and accelerated past. He passed semis, taxi cabs, a 1964 Chevy lowrider, a filthy cop car and he rode on. There were no tolls in this direction, so he kept up his speed passing beneath apartment buildings that were perched right above the road on their own tunnels. The pipes played a beautiful song as he throttled up for his run through Jersey.

Soon he was meandering down country lanes, leaning into the twisties, scraping parts, and enjoying the pace. The chill found its way through his leathers, and he stopped at an ancient diner for some hot coffee and a piece of pie. As he pushed the pie around on its cracked china plate, he chatted up the pretty middle aged waitress and listened to a bit of her life story. She slid him her number and made him promise to give her a ride on "that beautiful black beast" as she called his shovel, next time he passed through.

He promised, downed his coffee, strolled back out to his waiting hog, and repeated the entire process: kick, smile, relax, ride. The sun was up and so was the temperature as he aimed the "black beast" homeward. He paid his tolls, found room in the HOV lane, ignored the posted speed limit, and headed home, a little more relaxed, a little happier, and feeling that maybe all was really right with the world.

As he neared his exit, he suddenly realized he just wasn't ready to stop the ride. He roared past the exit, the next exit, and the next. He could feel his hometown slipping away behind him and he didn't care. He settled in and continued the ride. This was what V-twin motors and two wheels were for—riding. He was never really happy when the black beast was in the garage, and he felt the old shovel wasn't happy in there either. Besides, Montauk was beautiful at this time of year. He twisted the grip and just kept on riding.

—Z. Jakl

HEADWINDS 7-INCH LED HEADLIGHT

All headlights are not created equal; they are made using one of four basic light sources: incandescent, quartz, HID, (high intensity discharge) or LED (light emitting diode). Some riders think that brighter headlights are better, when in fact it is the color temperature of the light source that gives a rider the ability to see objects at night. A whiter light gives a rider greater depth of field at night. Incandescent and quartz lights have a yellow cast and HID lights have a blue beam while high-output LEDs emit a true white light, which is the closest to sunlight.

LED headlights also have other things going for them that are nothing short of fantastic, including low power consumption, illumination ability, and directional aiming. They are now available for motorcycles from Headwinds, which has been producing high-performance headlights for more than 20 years. We found the perfect headlight for our 2010

Road King—a 7-inch LED headlight assembly—on the Headwinds website. It is a straight bolt-in replacement for Harleys. The LED headlight has all of its electronics mounted inside of a high-impact black polycarbonate housing, the front of which is fitted with a chip resistant clear polycarbonate lens.

We ordered the LED headlight (P/N 8-9751, \$285) and installed it in our Road King. Installing the headlight was a fifteen-minute operation as it is a straight bolt in and plug-and-play replacement; no filing or soldering was required.

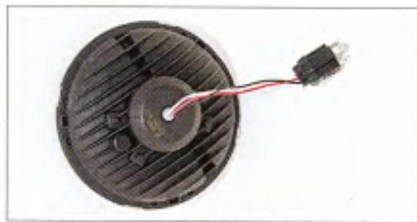
Our first evening ride was a real eye-opener. The headlight's white light gave us a view that had a lot more detail of our surroundings. The LED headlight is, bar none, the best nighttime riding product we have ever experienced.

—John Sullivan

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1 The LED headlight from Headwinds has five LEDs mounted in a cross pattern. Each LED has its own reflector setup. The low beam uses a single upper LED and the high beam uses the four mid-mounted LEDs.



2 The rear of the LED headlight has polycarbonate fins. They not only aid in its cooling, they also strengthen the headlight housing.



3 The connector on the wiring harness from the LED headlight plugs into the connector on the motorcycle's headlight wiring harness.



4 The LED headlight fits into the bike's stock headlight bucket.



5 It reuses the factory mounting ring and bezel, which is secured with the three factory screws. And that's it, no wire cutting or soldering.

Photos: John Sullivan



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LETHAL STRIKE

John Franco of Wicked Bros. proudly presents the most legendary machine they have yet created. Meet "Lethal Strike" a bike that is show royalty. The short list of wins for this Wicked Bros. work of art includes the AMD pro builders world champ, East meets West build-off winner, and a victory at the LA Calendar show.





Every piece of chrome and stainless is hand brushed and polished.

The concept began with the idea of blending throwback with modernization. Using a Top Fuel primary from Belt Drives Ltd. they combined an 88-cubic-inch pandemonium generator style motor with a 6-speed right-side drive gearbox. The frame shares bloodlines with another Wicked original frame known as Sinister. While the bike was still on the frame jig, they slipped the seat on and stepped back to have a look. Without side plates connecting the frame and backbone, the seat seemed to mysteriously float

in space. John decided to figure out a way to make the motor into a stressed frame member to keep that throne floating.

Every piece of chrome and stainless is hand brushed and polished. The amazing copper pearl over black satin finish is dressed up by the pinstriping work of the talented Ron Hernandez. Innovation is a big part of what sets Lethal Strike apart from other bikes. The typical fuel tank location is actually a battery, coil, and electrical housing box. The rear fender and swingarm



carry up to 1.75 gallons of fuel, which flows through the S&S carb by way of a regulated electronic fuel pump. Similarly, the oil bag is housed within the front section of the frame.

To further this Wicked Brothers foray into forensic freakiness, there is no front brake and the rear Performance Machine 4-piston caliper is controlled by a PM Contour hand control on the right of the Wicked Bros custom handlebar. Mounting yet another PM Contour control onto their own Wicked Bros suicide shifter setup kept the

pegs devoid of any clutter.

After being endorsed by the event promoters as the Arizona Bike Week bike, Lethal Strike had a trim re-design. Real Arizona rattlesnake skin (complete with a full snake head) now covers the battery box. Not a trailer queen, Lethal Strike is well known locally for quick bursts of hard-biting, hard-ridin' fun.

The same might be said for our Fox Hunt winner, the evocative Emily Marie.

—Cheese

Owner: John Franco

City: Tempe, Arizona

GENERAL

Fabrication: Wicked Brothers

Year/make: 2006 Wicked Brothers

Model: Lethal Strike

Assembly: Wicked Brothers

Time: 6 months

ENGINE

Year/make: 2008 Rev-Tech pandamonium

Displacement: 88 cubic inches

Lower End: STD

Ignition: Rev-Tech

Heads: Rev-Tech

Carburetor: S&S

Air Cleaner: Wicked Bros

Pipes: Wicked Bros

TRANSMISSION

Year/make: 2005 RSD 6-speed

PAINT

Paint: John Franco

Type/color: House of Kolor/

black, copper pearl

Special paint: Ron Hernandez

FRAME

Year/make: 2006 Wicked Bros.

Type: hidden-shock

Rake: 52 degrees

Stretch: 3 inches backbone,

3 inches downtubes

Shocks: Progressive Air

Modifications: Wicked Bros

ACCESSORIES

Bars: Wicked Bros

Handlebar controls: Performance

Machine Contour

Fender: Wicked Bros

Headlight: Wicked Bros

Taillight: Wicked Bros

Pegs: Wicked Bros

Electrics: Wicked Bros

Gas tank: Wicked Bros

Oil tank: Wicked Bros

Oil System: S&S

Primary: Belt Drives Limited

Seat: Wicked Bros

Mirrors: Paul Yaffe Originals

Grips: Paul Yaffe Originals

FRONT END

Type: spring suspension

Extension: 2 inches under extension

Builder: Custom Chrome

WHEELS

Hub: Billet

Size: 23-inch front, 18-inch rear

Tires: Avon

Brakes: Performance Machine

4-piston calipers

Photos: John Covington

Model: Emily Marie

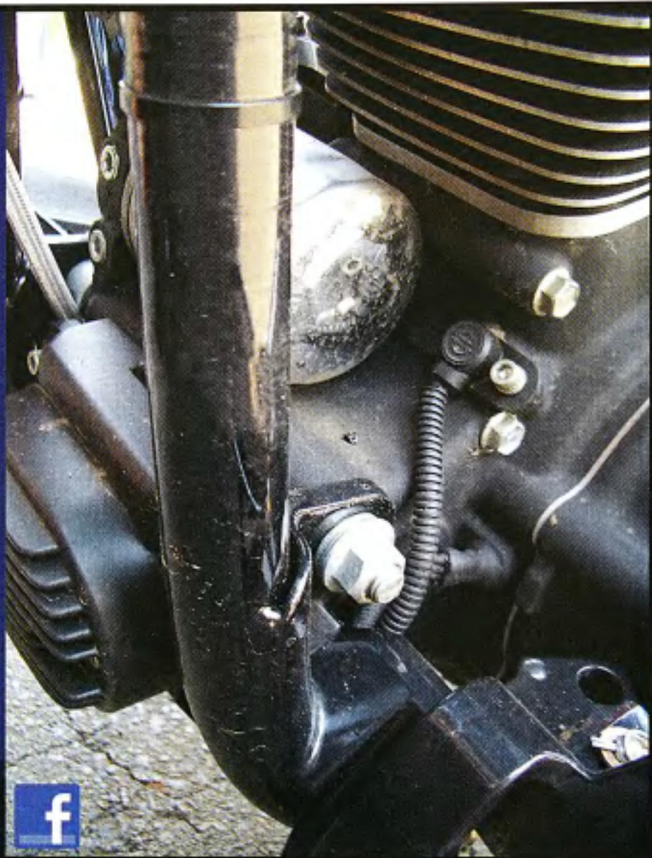
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Thermal Image of a Harley engine.



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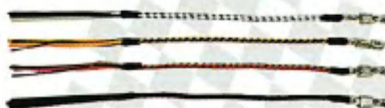
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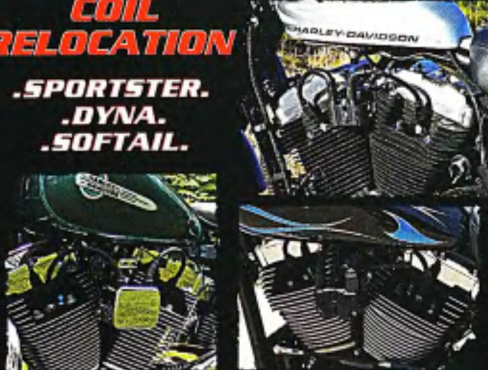
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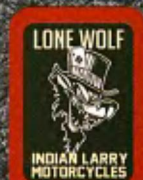
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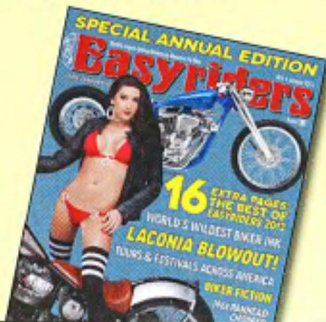
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Easyriders

ReadersRides

Dennis "Old Hippy" Baago Waterloo, Iowa 2013 Custom Springer

They say old hippies don't die; they just go up in smoke. This Old Hippy, though, does most of his smoking out of the tailpipe of his 2013 custom springer as he rides it to places like Sturgis, Yellowstone, Pikes Peak, and many other scenic locations around the country. That's just how he rolls.

Old Hippy, who drives a semi for a living, says that he got his moniker from his boss on account of his look and his age, though 63 ain't that old, even if a lot of those years were spent on two wheels.

Old Hippy says he had a panhead back in 1974, and that's why he opted for a 103-inch S&S panhead for this bike when it came time to building it.

"I just love 'em," he says. "I had an idea back in 2012, and I took that idea to a little shop near here called McVay's Custom Motorcycles. They're a couple of very talented guys."

Old Hippy found a suitable roller in Florida and bought it, and the McVay crew took it from there. Aside from the S&S engine with the Paughco exhaust and the D&M air filter, an EFM auto clutch, a Baker 6-speed Frankentranny, and a 3-inch Rivera Belt system were hooked up to the 2011 Hurricane frame with its 38-degree rake, 4-inch stretch in the backbone, and 2-inch stretch in the downtube.

Old Hippy says he just wanted a big rear tire and a springer front end, while everything else like the Dakota Digital gauges, the Arlen Ness mirrors, the Rivera Primo headlight and sundry other elements were chosen

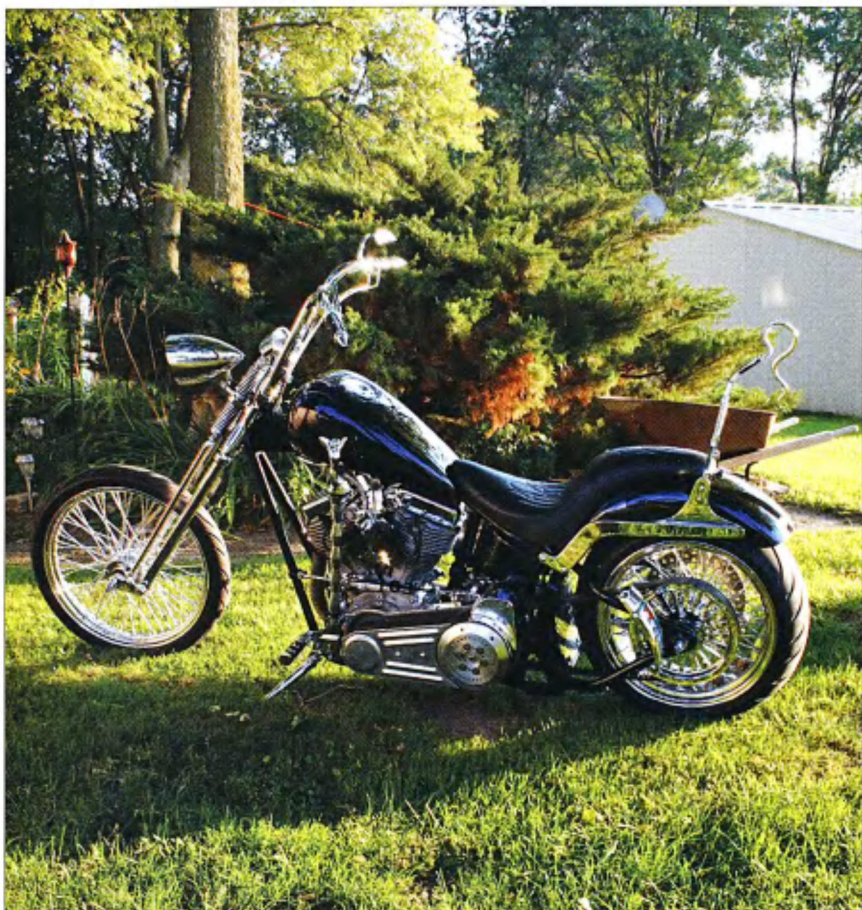
by the McVay guys.

Once everything had come together, Old Hippy turned to Ben Harrington at Twisted Kreationz in Hudson, Iowa, for the awesome paint job with the "Father Time" theme. "It's just something you think about as you get older," Old Hippy says, adding that the bike has already won several trophies like Best of Show at the Waterloo H-D show and the Mason City Car and Bike show, among others.

But the bike was really built to be ridden, and after last year's foray, Old Hippy is planning another Sturgis trip this year followed by a cruise down to the Grand Canyon, along with his nephew, Shane, who rides a Street Glide. So watch for Old Hippy and his Father Time bike coming down a road near you pretty soon.

—Tripper





Bizarre Bike of the Month



The June issue of *Easyriders* (No. 504) takes you to Arizona Bike Week for all the fun found in that desert wonderland of bikerdom. Check out our Charlotte Bike Show for the coolest new custom bikes that the South has to offer and get a look inside the revised and reborn Crocker Motorcycle.

Bike features will run the gamut from Tim Scates candy green bob job, and Matt Gibby's Kotic Kustoms shovel, to Peter Rumsey's Boosted Brad's CFL, and Nick Trask's mind-blowing best bagger of Sturgis!

This issue is also packaged with our 24-page tribute to Daytona Bike Week, fresh from that legendary run to the sun. All this plus crazy humor, biker shenanigans and a passel of sexy Sally's who have shucked their duds to put a smile on yer mug! It's all comin' at ya way too fast in the June issue of *Easyriders*!

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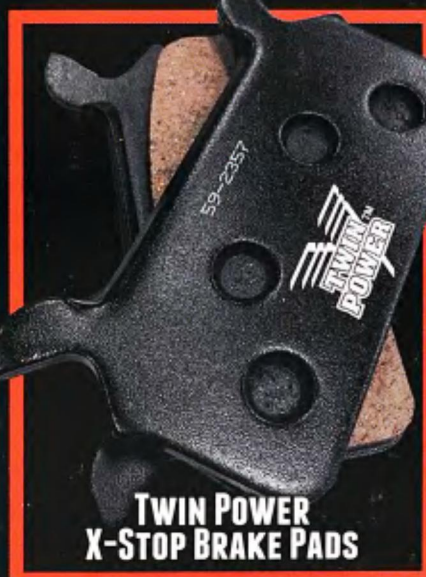
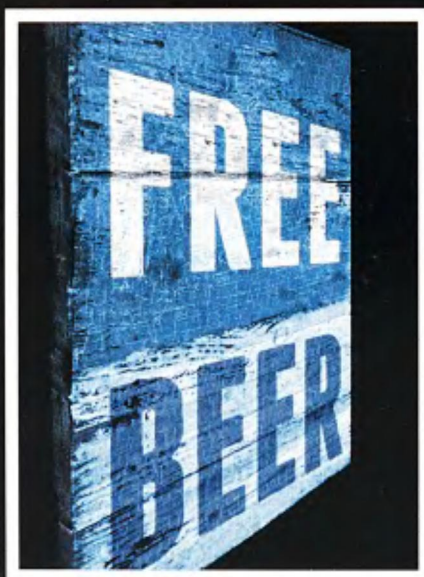
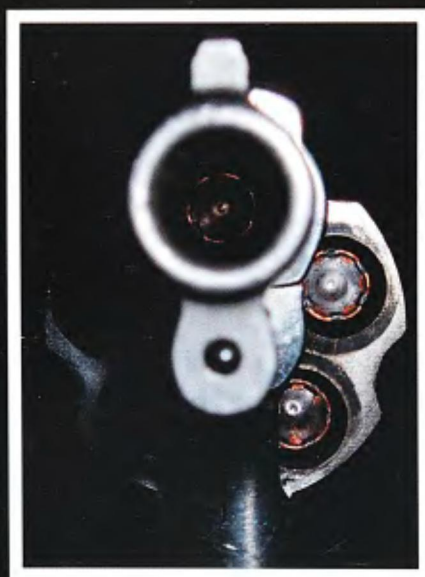
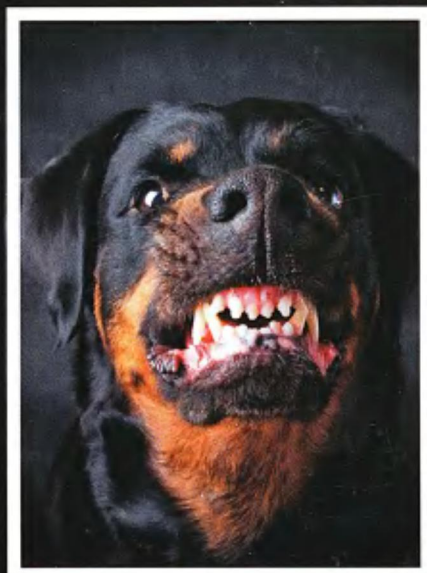
The sensational March issue of *V-Twin* (No. 170) is the "G-Rated" version of *Easyriders* and there is nothin' in it that you can't show your dear ol' mum. It includes a bonus custom bagger magazine—*ROAD IRON*—extra tech guides, and of course, no nudity. On sale April 28

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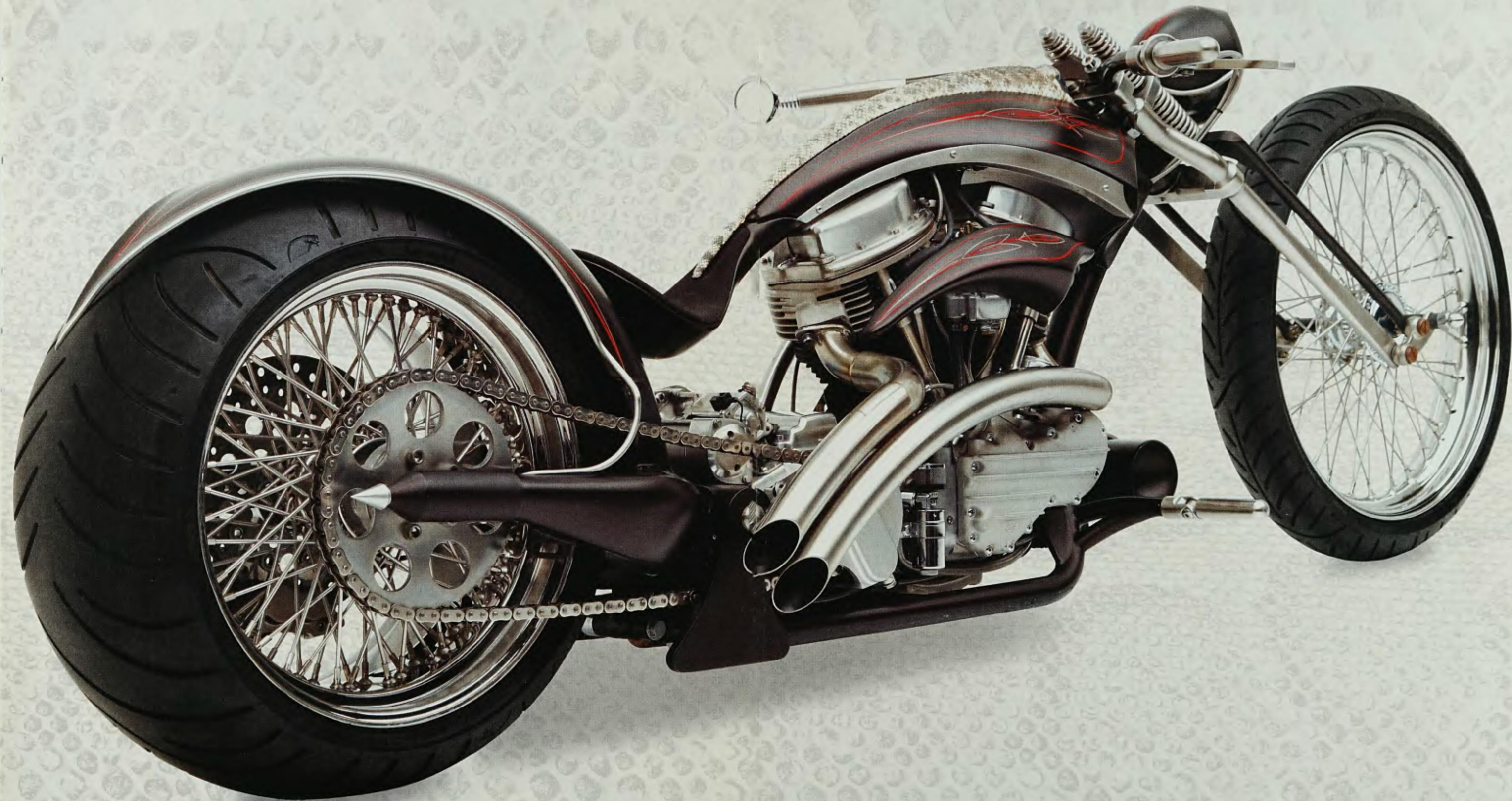
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V-Twin 
Easyriders



Crest Line by David Mann first appeared in the February 1980 issue of *Easyriders* magazine.