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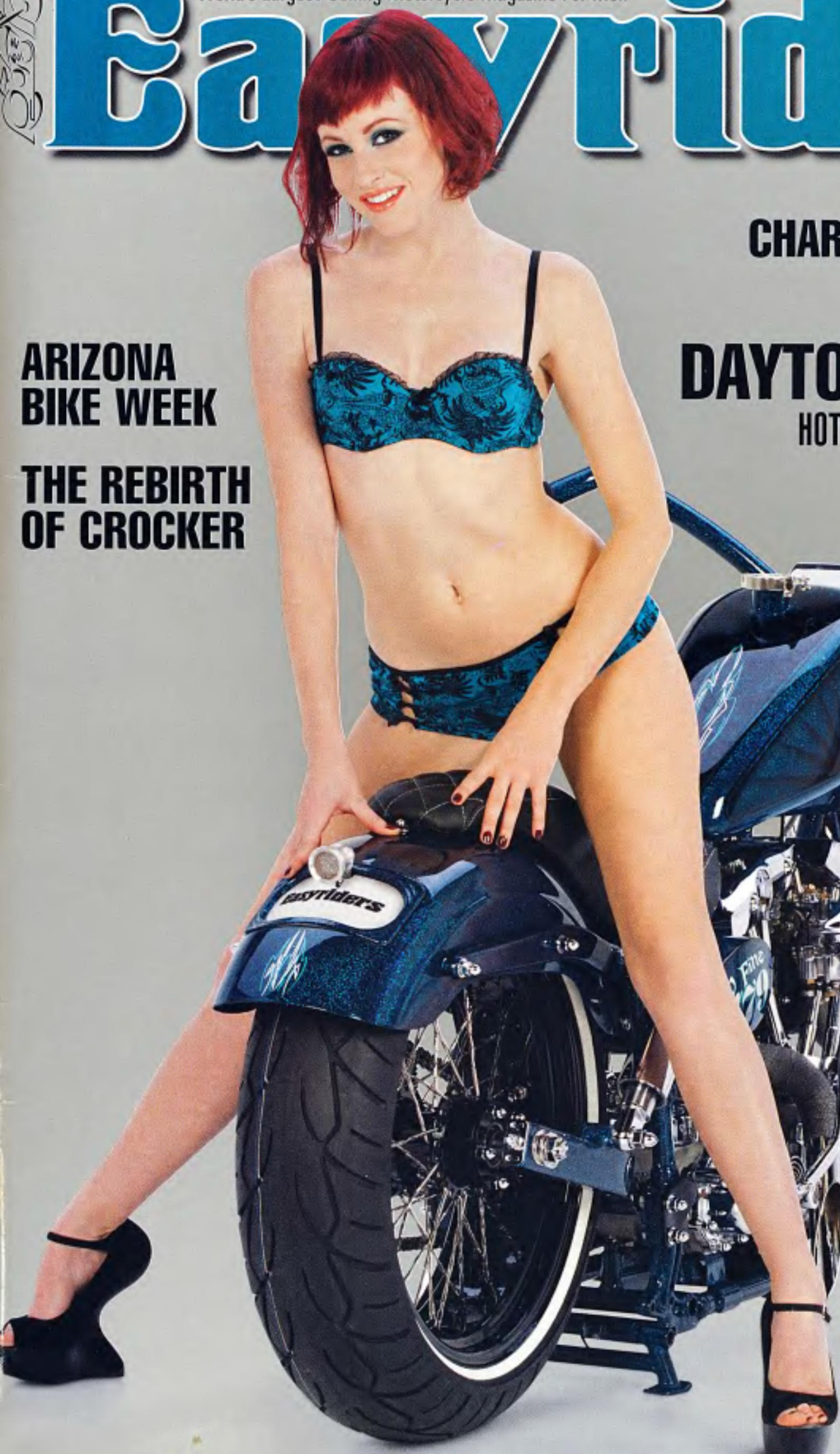
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Hard-Earned Dollars

As you may or may not know, those in government (including presidents) often have a change of mind. For example, NASA recently continued to build a \$349 million rocket-testing tower in Mississippi for a "moon" project that had been canceled in 2010. The now idle tower is down the road from a second rocket-testing tower being built for it's a replacement mission—an "asteroid" project. Senators, who believe it smarter to keep contractors at work (even though useless), are blamed for this because the government may have another change of mind. NASA's inspector general identified six similar "mothballed" projects that taxpayers continue to maintain.

Government Snafus

Pentagon studies of America's nuclear missile infrastructure included the news that nuclear warheads had to be attached with a particular wrench, even though the Air Force owned only one with which to service 450 missiles housed at three bases. One official told *The New York Times* that they started FedExing the one tool back and forth and that no one had checked in years "to see if new tools were being made." The official indicated this was typical of maintenance problems that had "been around so long that no one reported them any more."

Government Project

The Belly Button Biodiversity project at North Carolina State University has begun examining the "faunal differences" in the microbial ecosystems of our navels to gain understanding of the tens of thousands of organisms crawling around inside. An 85-year-old man in North Carolina may have a "very different navel life" than a 7-year-old girl in France, according to a report. So far only the organisms themselves and the host's demographics have been studied.

Carpool Lanes

The cops pulled over a man who was driving in the carpool lane, as they could see only see him in the car. He finally stopped after several signals from the cops and told the officer that he had two passengers in the back. He even rolled down the window to show them the passengers, but when he pulled away, one passenger began screaming and banging on the back door. He tried to speed away with his hostages but was stopped again and charged with kidnapping and criminal restraint.

Beauty Is All-Important

A woman has foregone smiling in an effort to ward off wrinkles. It started when she was a child and decided to adopt a permanent poker face so that she wouldn't have laughter lines around her mouth, eyes, and forehead. She says she's a happy person and just doesn't need to walk around with a grin on her face.

Traffic Jam?

A mile-long traffic jam in Alabama was caused by an 18-wheeler that jackknifed and overturned when the driver took his hands off the wheel to pull out a tooth with his fingers. It took many hours to haul the truck from the roadside. The driver was successful in pulling his tooth and had it in his pocket when rescued.



Cattle Call

In England researchers found that cows make two distinctly different call sounds to their calves, depending on whether the calves are nearby (low-frequency mooing, with mouth closed) or separated (higher frequency). The team spent ten months recording cow noises, then a year analyzing them by computer.

He's Dead, Dammit!

A 94-year-old WWII veteran can't file his tax return because the IRS insists that he is dead. He's tried and tried to prove his existence but has received three letters from the IRS insisting that he's deceased. His son told him not to let the IRS upset him, saying, "Eventually they'll be right."

Autumn Cancelled

In London a gardener hired by the House of Commons had spent a day pulling leaves that had changed color in the fall from trees on the Westminster Palace grounds because it was more cost-effective than to rake them up after they fell. The gardener said she had 145 trees to service.

A Question

Here's a question offered in testing by a North Carolina school district for high school biology which sought students' understanding of dominant and recessive genes: "LaShamanda has a heterozygous big bootie, the dominant trait. Her man Fontavius has a small bootie, which is recessive. They get married and have a baby named LaPrincess. What is the probability that LaPrincess will inherit her mother's big bootie?"





6

FEATURED BIKE GRANDPA'S OL' SHOVEL

A Bike That Harkens Back To
The Civil War Era



18

FEATURED BIKE BOOSTED BRAD WCC CFL

Pete Rumsey's
Tangerine Dream



24

FEATURED BIKE DREAM FULFILLED

Matt Gibby's
Kotic Kustom



37

EVENT ONE PERFECT DAY

The Easyriders Charlotte
Bike Show



42

FEATURED BIKE THE RIGID GERMAN

An Old-School Bike With
New Technology



46

FEATURED BIKE OLD-STF SWINGER

Chris Mitchell's
1964 Panhead



58

EVENT ARIZONA BIKE WEEK

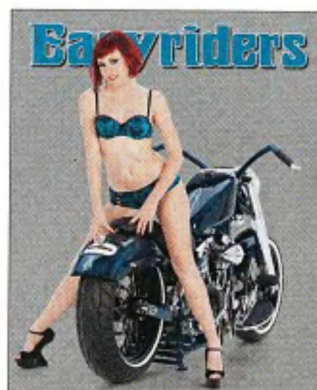
Scottsdale, Arizona



72

FEATURED BIKE ASSAULT CHARGE

Nick Trask's
Showstopper



ON THE COVER:

Matt Gibby's 1979 Kotic Kustom Shovel
and Cutie Colleen shot by Don Rogers.
Cover imaging by Jeff Biggs.

We love hearing from you! Please send
your questions or comments to the
editor at dnichols@easyriders.net.
Next month's issue goes on sale
June 2, 2015.



24

DEPARTMENTS

Takin' It Easy 3

EasyNews 14

Passin' Gas 30

Special: Crocker Reborn 50

Brain Farts 56

Fox Hunt Contest 64

In The Wind 68

Fox Hunt Winner 72

General Store 78

Readers Rides 88

Advertiser Index 90

TECH GARAGE

Win Yourself a Bike! 32

Parts Box 62

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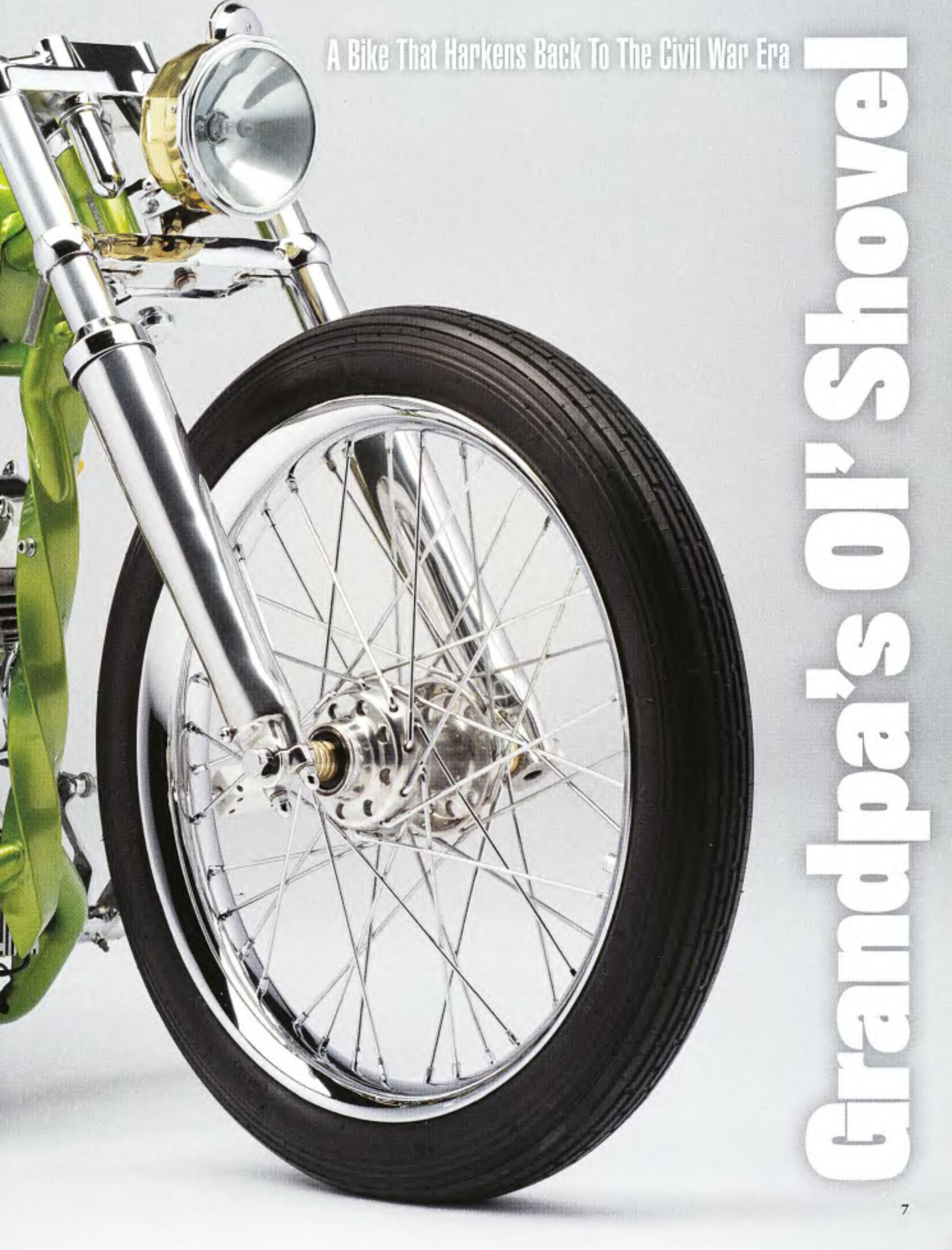
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This, or at least parts of this, may well be the oldest motorcycle in the world. Take the frame, for instance: it was built from steel rebar that was determined to have come from the American Civil War era about 150 years ago. Tim Scates, who built this bike, is a construction worker, and he and his crew were building a new basketball arena in Houston a few years ago. As they dug into the ground, they came upon the remnants of an old blacksmith shop and an armory from the Civil War era.





A Bike That Harkens Back To The Civil War Era

Grandpa's Ol' Shovel

You're looking at a frame that's possibly 150 years old, at least in the downtube.



What Tim found turned out to be ancient rebar supporting the old shop. "Basically it was an eight-foot chunk of steel that was already twisted because that's how they used to make rebar," Tim adds. "They twisted the steel." Tim says he has a jig at home, so he used some of the rebar, and now you're looking at a frame that's possibly 150 years old, at least in the downtube.

But there's a lot more to this bike. "I had an elderly friend named Larry Heath, we used to call him Grandpa," Tim explains. "I rode with him since I

was 13 years old when I got my first Harley, a Sportster, and he passed away just a few years ago. About six months after his death, another friend of mine asked me if I wanted to buy Grandpa's shovelhead motor. Of course I bought it, rebuilt it, and put it on that bike."

Tim then split the rocker boxes, put that magneto on it, and diamond-cut the heads. When Grandpa had passed away, he'd also left a pile of motorcycle parts to Tim, some of which are also on this bike. "All the parts that I didn't make myself are from him," Tim says.





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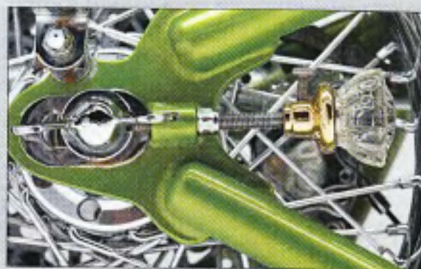
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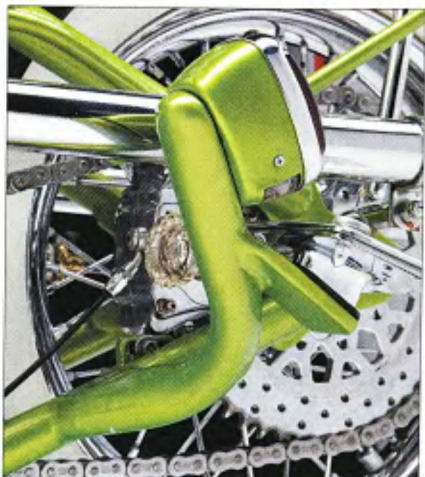


The parts he made include the Hurst floor shifters (Tim also works on hot rods) that now serve as forward controls. The gas tank was once an old tea kettle from the thirties that he had taken the top off and welded to the gas tank to fashion the gas cap. He and a friend named Jeff Pike also built the handlebars, the pipes, and the rear fender, while the air cleaner is an air conditioning vent from a 1956 Cadillac, and the headlight once served as an old cop car's spotlight. "It actually had a wick in it," Tim says. "And it still had the original rope in it to keep the glass from breaking."

To mention everything on the bike that's unusual or cool would require an entire book, but let's just say that the bike's first appearance was in the September 2009 issue of our sister publication, *In The Wind*, but it looks totally different now. "I must have put a million hours into this bike over the years," Tim tells us.

He owns eleven Harleys, but he's never going to sell this one. That's because he's already given it to his daughter, Amy, who, he says, "never knew that Grandpa wasn't her real grandpa until she was an adult. We were all very close to him."

—Tripper





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-Thank you,
Rick Rademacher

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Owner: Tim Scates, below

City: Waller, Texas

GENERAL

Fabrication: Tim Scates

Year/make: 2006 Custom Build

Model: bobber

Assembly: owner

Time: a long while

Chroming: Atlas Plating, Houston

ENGINE

Year/make: 1977 Harley-Davidson

Model: shovelhead

Rebuilder: owner

Ignition: Morris Magneto

Displacement: 74 cu.-in.

Lower end: Harley-Davidson

Balancing: stock

Pistons: .80 over Harley-Davidson

Heads: stock, polished

Cam: stock

Lifters: stock

Carb(s): SU

Air Cleaner: 1957 Cadillac air vent

Pipes: custom, Jeff Pike

TRANSMISSION

Year/make: 1977 Harley-Davidson

Modifications: ass scratcher

PAINT

Painter: Wayne Winn

Type/color: PPG/Viper Green

FRAME

Year: 2006

Builder: owner

Type: rigid

Rake: stock

Stretch: stock

Modifications: twisted downtube

ACCESSORIES

Bars: Jeff Pike

Fender(s): 1936 Ford spare tire ring

Headlight: 1920s spotlight

Taillight: 1938 Chevrolet

Pegs: Anderson

Electrics: owner

Gas tank: antique gas can, Jeff Pike

Oil tank: owner, Jeff Pike

Oil system: stock

Primary cover: open belt

Seat: owner, Kimberly's Upholstery

Mirrors: old-school

Grips: white

FORKS

Type: panhead

Extension: none

Builder: Harley-Davidson

WHEELS

Size: 21-inch front, 16-inch rear

Hub: custom spool front,

Harley-Davidson rear

Tires: Speedster front, Dunlop rear

Brake: sprator

Photos: Michael Lichter





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Harley-Davidson
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HELMET LAW DEFEATED IN NEW MEXICO

The New Mexico Senate Public Affairs Committee voted 4-3 to block a proposed helmet law bill by Sen. Gerald Ortiz y Pino, that would have made the current 18 years and younger law into a universal mandate. The committee also defeated a related bill, also by Ortiz y Pino, which would have charged a \$692 registration fee to motorcyclists desiring to ride free. The vote transcended party lines, with two Democrats and two Republicans voting against, and three Democrats, including Ortiz y Pino voting for it.

Source: Santa Fe New Mexican

NEVADA HELMET MODIFICATION

The February 2015 issue of *Easyriders* (No. 500) contained the news that Nevada State Senator Don Gustavson would not be introducing a helmet law bill in Nevada, citing an article in the Reno Gazette Journal published back in October. It now appears that the writer was mistaken—or the Senator has had a change of heart. On February 12, Senator Gustavson introduced SB 142, which modifies the helmet provision to age 21 and older, as long as the operator has been licensed for more than a year. Passengers age 21 and older would be exempt.

The bill also exempts a person from the requirement of completing the DMV's approved safety course if a motorcycle license was obtained prior to July 1, 2015.

This effort has perhaps the best chance of passing in years, thanks in

part to Senator Gustavson's ascension to vice chair of the Transportation committee. The bill has 10 co-sponsors at this time. Source: Santa Motorcycle Riders Foundation

MARYLAND EYEING HELMET LAW MODIFICATION

Maryland State Sen. John Astle has introduced some form of helmet law modification continuously since he was first elected to the Senate in 1995. The current effort, Senate Bill 612, would modify the present helmet law to age 21 and older and require at least \$10,000 in health care coverage, which would appear to be a wash now that the Affordable Care Act is law.

The 71-year-old legislator rode a Harley-Davidson for many years, and although he says his riding years are behind him, he has continued to push for this modicum of freedom, pointing out that it took 26 years to get a law passed requiring truck loads to be covered. Believing the climate of opinion on the committee could always change, "You just keep trying. Those guys I'm putting it in for, they are passionate. I put it in and give them a chance to make the case and convince people," he says.

Source: Capitol Gazette

QUOTE OF THE MONTH

*"We have it in our power
to begin the world
over again."*

—THOMAS PAINE

TENNESSEE CONSIDERING OPTIONAL HELMET USE

In Tennessee, HB 0700 and SB 0925, by Representative Jay Reedy and Senator Kerry Roberts, respectively, have been assigned to the Transportation Committees. These bills will exempt riders who are 21 and older from the helmet law, if covered by Tennecare, the state's health insurance plan, and will make the helmet law a secondary offense for everyone else. In addition, another couple of bills (HB 0395 and SB 0469) are currently active, which will exempt drivers and passengers 18 years and older from the state's helmet requirement while riding in a funeral procession, memorial ride, or body escort detail. The House bill has passed the Transportation Subcommittee, the Senate version has not been heard at this date.

Source: Scapitol.tn.gov

SOUTH DAKOTA REPEALS RESTRICTION

ABATE of South Dakota has been fighting to overturn the handlebar height restrictions for many years. The law reads that handlebars above shoulder height are prohibited, and were a source of petty enforcement and fines, especially for visitors at or on their way to the Sturgis Rally. On February 12, the legislature finally passed SB 85, a bill doing away with those restrictions, and on February 24, Governor Dennis Daugaard signed the bill into law. Hat tip to Easy News reader Larry Nielson.

In related news, in Arizona similar legislation in the form of HB 2345 (Removal of handlebar height limit) is being voted on in the Senate Transportation and Rules committees. Source: ABATE of Arizona Masterlink



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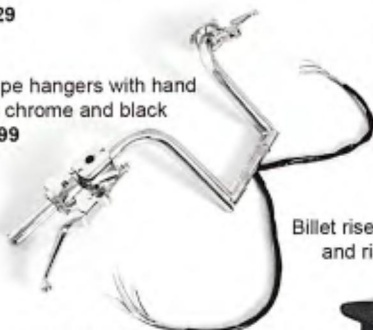
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Digital Imaging: Jeff Biggs

Photographers: Billy Tinney, Sr. Photographer

Michael Lichter • Don Rogers • Mike Chase

John Covington • Dino Petrocilli • Michael Farabaugh

Contributors: Paul Garson • Joe Kress • Jeff Moore

Bill Stermer

Advertising

818-889-8740 • Fax 818-889-5214

West Coast Director of Advertising: Tammy Porter

East Coast Director of Advertising: Joe Russo

Advertising Executive: Isidro Romero

Advertising Production: Smash Studio, Inc.

In-House Advertising: Gil Luna

Circulation

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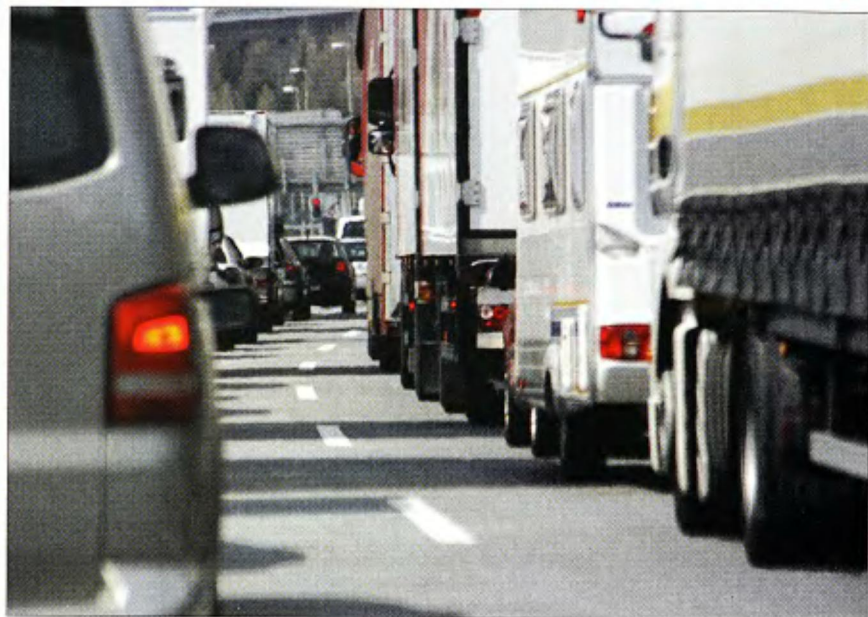
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LEGISLATION ON LANE SPLITTING DISCUSSED IN FIVE STATES



While Californians have long enjoyed the freedom to white-line through traffic, a bill introduced by Assemblyman Bill Quick would add some restrictions to the practice with AB 51, limiting it to rows of traffic traveling 30 miles per hour or less, and limiting speed to no more than 10 miles per hour in excess of the speed of traffic.

Meanwhile, the states of Oregon, Washington, Texas, and Tennessee have all seen bills introduced that would help speed the flow of traffic.

In Oregon two Senate bills, SB 172 and SB 420, would permit lane splitting in that state. SB 172 would permit passing if traffic slows to 20 mph, allowing 30 mph passing. SB 420 would allow passing when traffic slows to 25, allowing riders to pass at up to 10 mph faster. Additionally, HB 2512 has been introduced in the House, which would allow motorcycles to drive on the shoulders during traffic jams.

In Washington, SB 5623 would allow sharing in situations where traffic is 25

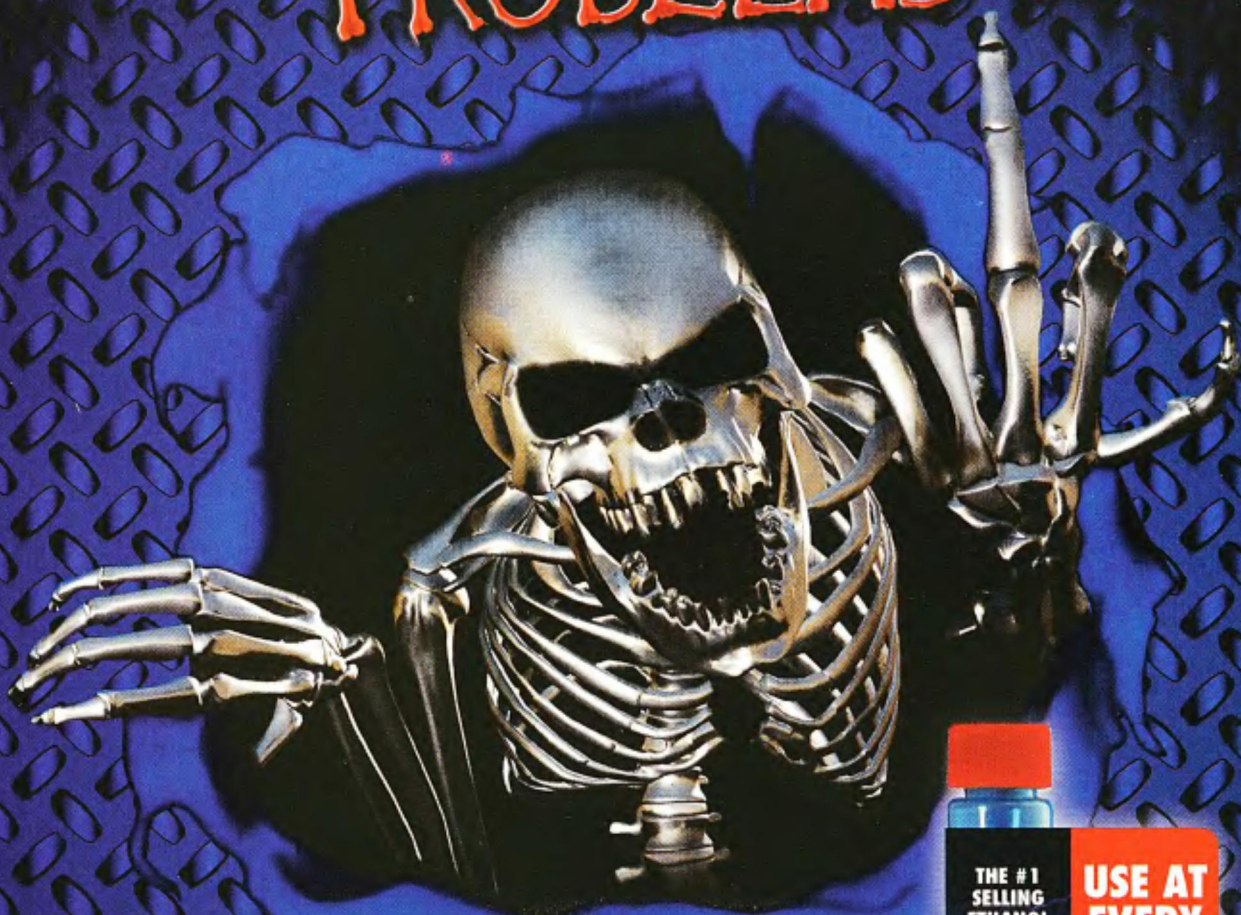
miles per hour or less, allowing 10 miles per hour speed differential. It also includes a provision to ticket drivers who try to impede or prevent a motorcycle from passing.

In Texas there are two bills moving that would allow limited lane sharing. HB 813 allows the practice if traffic slows to 20 mph, if the motorcyclist is not traveling more than 5 mph faster than other traffic, but only if the driver is wearing a helmet, which is currently optional in Texas. SB 442 doesn't include the helmet provision, but restricts riders to limited or controlled access highways.

Finally, there are two bills in Tennessee HB 1102 and SB 1281, which would allow motorcyclists to split the lane if traffic slows to 45 mph or less, while limiting them to the minimum posted speed of the road. Both bills have passed on to their respective Transportation Committees.

Source: American Motorcyclist Association

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BOOSTED BRAD

WCC CFL

Earning his nickname from his passion for turbocharging, Boosted Brad's drive to harness performance began in his home garage. His skill with engines, painting, and welding has earned him a major reputation in the Tri-State area around Dyersburg, Tennessee. Since 2004, his shop Boosted Brad's Chop Shop has become known for its show-winning custom bikes.

There's a quote from the writer Rudyard Kipling, "East is East and West is West, and never the twain shall meet," but in this case you could call this bike the East Coast-West Coast Choppers For Life Special. While a mouthful, it seems Pete Rumsey out of Atlanta had seen Brad's work in our mags and gave him a jingle.

"He had the major components, including a frame, and one day it all showed up in boxes in the back of a truck," Brad says.



PETE RUMSEY'S TANGERINE DREAM

An East Coast-West Coast CFL Special



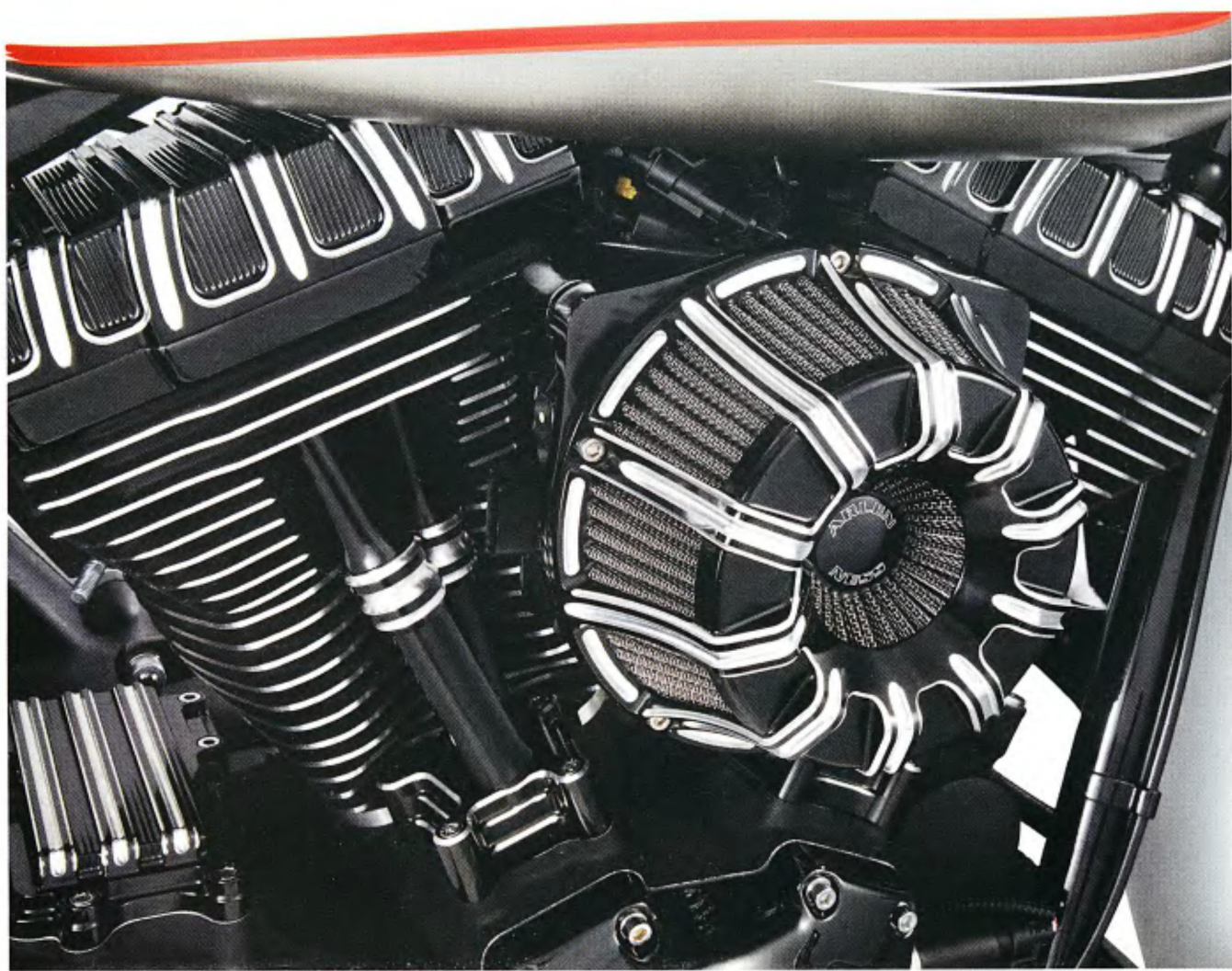


"He liked the style of our CFL bikes and pretty much said go for it. He did show us the bars he wanted and the color platform, the tangerine, and we eventually added the Kandy Gold to the mix plus made the rest of the parts we needed."

There were some challenges to be faced, for instance spacing issues, a really tight fit encountered in the back of the bike thanks to the right-side drive setup. The WCC pipes, having originally been designed for a left-side drive bike also required some mods to go right-side, but all the puzzle pieces from WCC and Boosted Brads were nicely meshed together, and as they say, greater than the sum of parts.

Motor-wise, it's got a 124-cubic-inch S&S. After putting some test miles on the bike, Brad says, "Man, it's got a very mean, aggressive stance and you feel like a badass riding that thing. As far as it being a big tire bike, I found it rode and handled really well. It's a lot of motor in a super light bike, so you've got tons of torque and acceleration. Plus it stops great thanks to those Brembo brakes. Pete says he's very happy with it and has ridden to several local shows where he's got a lot of thumbs up response." —Paul Garson





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Owner: Pete Rumsey
City: Atlanta, Georgia
GENERAL
Designer: Boosted Brad
Year/make: 2014 West Coast Choppers (WCC)

Model: CFL

Fabrication: Boosted Brads Chop Shop

Assembly: Boosted Brads

Time: 6-8 months

Chroming: Chromemasters

ENGINE

Year/make: 2013 S&S

Displacement: 124 cu. in.

Cam: S&S

Ignition: Dyna

Pistons: S&S

Lower end: S&S

Heads: S&S

Lifters: S&S

Carb(s): S&S

Air cleaner: WCC

Pipes: modified WCC

TRANSMISSION

Year/make: 2013 Harley-Davidson

Shifting: 6-speed

PAINTING

Painter: Boosted Brad

Type/color: House of Kolor/
Kandy Tangerine

FRAME

Year/make: 2006 WCC

Type: CFL

Rake: 38 degrees

Stretch: plenty

Shocks: hardtail

ACCESSORIES

Bars: WCC

Handlebar controls: Brembo

Fenders: WCC

Headlight: Custom Hella

Taillight: Billet Tear

Electrics: Harley-Davidson

Gas tank: WCC

Oil tank: WCC

Oil system: S&S

Seat: WCC

Pegs: WCC

Grips: knurled

FORKS

Type: Wide Glide

Extension: sure

Builder: Boosted Brads

WHEELS

Size: 21-inch front, 18-inch rear

Wheels: WWC batwing

Tires: Avon

Brakes: Brembo



Photos: Don Rogers
Contact: Boosted Brads Chop Shop
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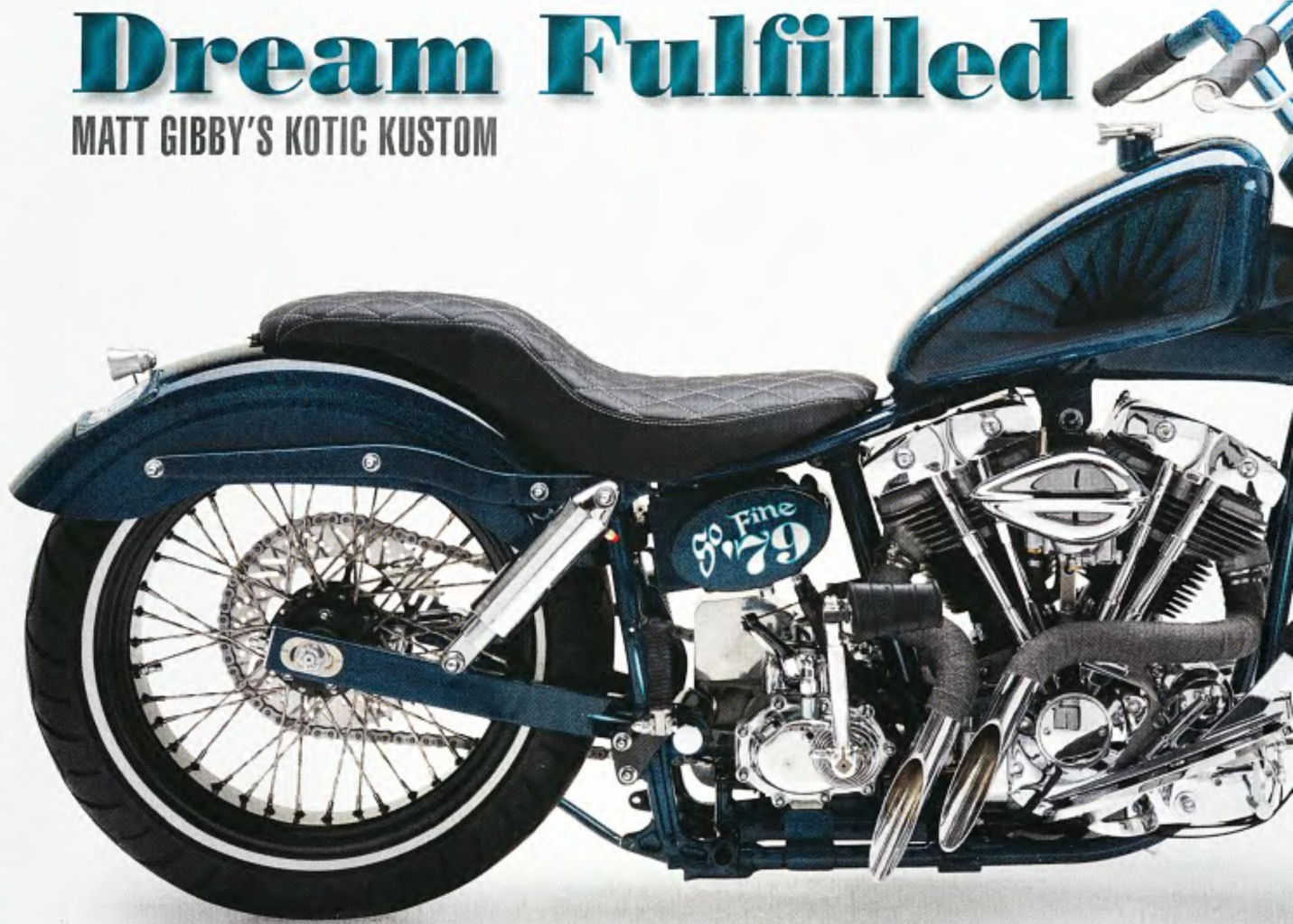
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Dream Fulfilled

MATT GIBBY'S KOTIC KUSTOM



It took a while but here it is. Matt Gibby's been a motorcycle guy all his life as his father was a motor officer. Today, as general sales manager at Killer Creek Harley-Davidson in Roswell, Georgia, Matt's still rolling with the Motor Company. "It has been a life-long dream for me to get a bike featured in *Easyriders*," he says. Well, dream fulfilled. Here it is.

Although he's had a number of bikes over the years, Matt's latest project kicked off with a basket case 1979 FL found in Jacksonville, Florida. JT Long at Kotic Kustoms in Woodstock, Georgia, gets credit for the build. "Right from the get-go," Matt says, "we decided to go with a big, fat front tire, a 180, and do it on a simple-appearing bike."

As stripped-down as this '79 FL seems at a glance, when you look a little closer, you'll find some pretty tricky work—like those inverted hand controls, for



instance. JT's run everything inside the bars with the master cylinder for that front disc brake hidden inside the headlight nacelle and cable operated. JT made up the chopped-short and minimal front fender and reworked a Harley fender for the rear, mounting a peanut gas tank between them. The fork set and that big headlight is original Harley-Davidson FL, raked out with a set of HHI trees, and that neat little oil tank with its "So Fine '79" artwork came from V-Twin Mfg.

Another one of Matt's buddies, Ryan Cobb at Twin Pistons Customs, is responsible for the artwork on the bike and for the House of Kolor Candy Teal paint under it. Matt worked a little tribute to his father and son into the bike; a nod to their military service. It's down on the primary cover. They were both paratroopers, the father jumping into Korea, the son into Iraq.

It's been a lifelong dream to get
a bike featured in *Easyriders*!





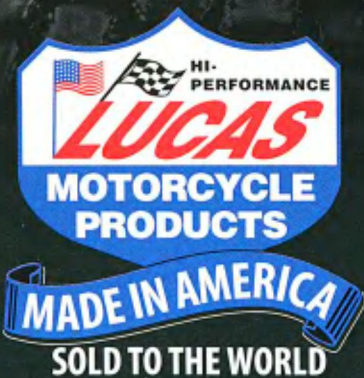
The whole project took about six months to complete. With air-ride out back, that big 180 up front and with the addition of electric-start convenience, Matt tells us the old FL is a joy to ride.

—Joe Kress

As stripped-down as this '79 FL seems at a glance, look a little closer and you'll see some pretty tricky work.



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Owner: Matt Gibby
City: Cumming, Georgia

GENERAL

Designer: Matt Gibby, JT Long/
Kotic Kustoms

Fabrication: Kotic Kustoms

Year/make: 1979 Harley-Davidson

Model: FLH

Assembly: Kotic Kustoms

Time: 6 months

Chroming: Cherokee Chrome

ENGINE

Year/make: 1979 Harley-Davidson
shovelhead

Rebuilder: Fast Fred

Displacement: 80 cu. in.

Ignition: Daytona Twin-Tec

Cam: Harley-Davidson

Carb: S&S

Air cleaner: Paughco

Pipes: Kotic Kustoms

TRANSMISSION

Year/make: 1979 Harley-Davidson

Shifting: stock, 4-speed

PAINTING

Painter: Ryan Cobb, Twin Pistons Customs

Type/color: House of Kolor/Candy Teal

FRAME

Year/make: 1979 Harley-Davidson

Type: FLH

Rake: stock

Stretch: none

Shocks: air assist

ACCESSORIES

Bars: Kotic Kustoms

Handlebar controls: Cooks Customs

Fenders: Kotic Kustoms

Headlight: Harley-Davidson LED

Taillight: Kotic Kustoms

Speedo: none

Pegs/Floorboards: Harley-Davidson

Foot controls: Harley-Davidson

Gas tank: Sportster

Oil tank: V-Twin Customs

Seat: Long's Upholstery

Mirrors: none

Grips: Kotic Kustoms

FRONT END

Type: Harley-Davidson Wide Glide

Builder: Harley-Davidson, Kotic Kustoms

WHEELS

Make: DNA

Size: 18-inch

Tires: Vee Rubber front, Avon rear

Brakes: HHI



JT Long, standing and
Matt Gibby, seated.



Photos: Don Rogers
Contact: Kotic Kustoms
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Passin' Gas

Miraculous Mutha went to the doctor to get her pussy checked out. He had her lay on the table and spread her legs. He then began his examination. "My God," he exclaimed, "what a hole! My God, what a hole!"

"For shit's sake, Doc," bellowed Mutha, "you don't have to say it twice!"

"I didn't," replied the sawbones. "The second time was an echo."

*Robb Tharp
Port Orchard, Wash.*

The Foul Fuckers MC went on a run. They wanted to camp on the far side of a lake, but there was no apparent way to cross. The problem was solved when the president, Foul Phil, swam, fully clothed, over to the other side. The rest of the crew rode across on the trail of dead fish.

*V. Terkelson
Long Beach, Calif.*

When one prostitute passed away, the other whores in the whore house moped around. "Good ol' Marie," lamented one, "she could fuck 20 bikers a night, guzzle a fifth of whiskey, and still have the strength to roll five drunks!"

Hearing this, one of the others burst into tears. "Why is it," she sobbed, "that a girl has to die before anybody says anything nice about her!"

*Big Bill
Ft. Worth, Texas*

You heard about the horny prospect that entered a jerk-off contest?

He came in first, third, and fourth.

*Dan Jackson
Cambridge, Mass.*

Dirty Dave, being low on bucks, took a job as a taxi driver. During his first shift, a whore got into the cab, spread her legs and said, "Hey handsome, how's about we take the fare out in trade?"

He took a long, dubious look and answered, "Lady, ain't ya got anything smaller?"

*Jim Murphy
Tuscaloosa, Ala.*

Did you hear the one about the 90-year-old sex offender?

He was charged with assault with a dead weapon.

*John Pfeiffer
Angola, Ind.*



"OK OK, so you take your bike everywhere.
Could you at least shut off the engine?"

On his way to Sturgis, Beatnik stopped in a small-town bar for a brew. After taking a long pull, he said to the bartender, a burly giant of a man, "Hey, you want to hear a good Polack joke?"

"Listen, shithead," the bartender snarled, "My name is Mike Polaski, and I'm Polish. The big fucker right behind you is my brother Joseph and he's Polish. The mean bastard next to him is our cousin Voitek and he's Polish too."

Beatnik looked slowly around at the three men surrounding him. "Okay," he said, "I'll tell it slow."

*John Dowling
Kailua, Hawaii*

Clean Dean went to the doctor complaining about a problem with his bowels. "Are you regular?" asked the doc.

"Oh hell yeah," Deaner replied, "I shit every day, like clockwork, at 6 a.m."

"Then what's the problem?" asked the doc.

Clean scrunched his face and said, "I don't get up until seven."

*Fanny Koniak
Philadelphia, Pa.*

A prospect had 100,000 miles on his bike. "Why don't you sell it?" said a patch-holder.

"Aw, nobody's gonna want a bike with all those miles on it," the prospect replied.

"Well, just turn the speedo back and sell it to some chump," said the wise patch.

A week later they met again. "Did you turn the mileage back?" asked the patch.

"Yep, to 3,000," replied the prospect.

"You selling it?" Asked the patch.

"What?" belched the prospect, "with only 3,000 miles on it?"

*Joe Stoner
Lansing, Kan.*

Dirty Dick staggered home from a lengthy poker game only to be met at the door by his nagging ol' lady. "Where the hell have you been 'til this hour!" she screamed.

"Never mind that," Dick retorted. "Pack your bags, bitch; I lost you in a poker game."

"How could you do such a horrible thing, you fat bastard?" the startled cooze demanded.

"It wasn't easy," he replied. "I had to fold with four aces!"

*Hammerin' Hank
Mojave, Calif.*

An embarrassed biker, unable to stand the itching of his asshole any longer, finally visited the doctor. "Whoa, there's a string hanging out of your anus," the surprised doc said. "Hold on to the table, I'll pull it out." He gave it a mighty yank and out popped a big bouquet of flowers.

"Holy fuck," the biker yelled, "Where the fuck did those come from?"

"How should I know?" replied the doc, "There's no card."

*Mary Rutherford
Tucson, Ariz.*

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So, here we are, test fitting a wide swingarm conversion kit in our 1990 Softail Custom. The kit is from Heartland USA, it's the 250 series kit (P/N HL-250-13E). The boys at My Garage, in Ventura, California, are performing the install. Along with the Heartland kit, we are test fitting the Ride Wright 8 1/2-inch wide rear spoke wheel.

Everything fit just like it should, so check in next month and we will feature building the bike's fork.

Also, don't forget to check out the Sweepstakes ad in this issue and get your entry in, now! —*Easyriders/V-Twin* staff

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1 The starting point for our First Prize is a 1990 Softail Custom. Ed at My Garage has pulled off the rear wheel, fender, and swingarm.



2 The Heartland swingarm is a work of art and its finish is flawless. It will fit into the stock Softail frame without any cutting or welding.



3 The swingarm was mounted with the factory bolts and swingarm mounting tube.



4 The Heartland swingarm went in place without any force or prying. We will need to cut off the rear fender struts.



5 The Ride Wright wheel looks great; it features a black hub and rim that are joined with eighty chrome spokes.



6 To allow the use of a tubeless tire, the Ride Wright wheel has a sealed spoke mounting center section.

Photos: John Sullivan

2015 Magazine Annual

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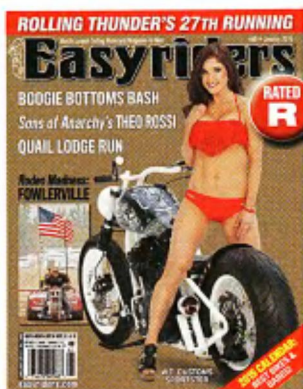
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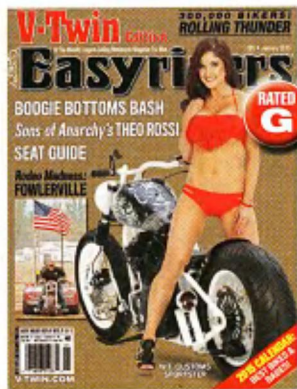
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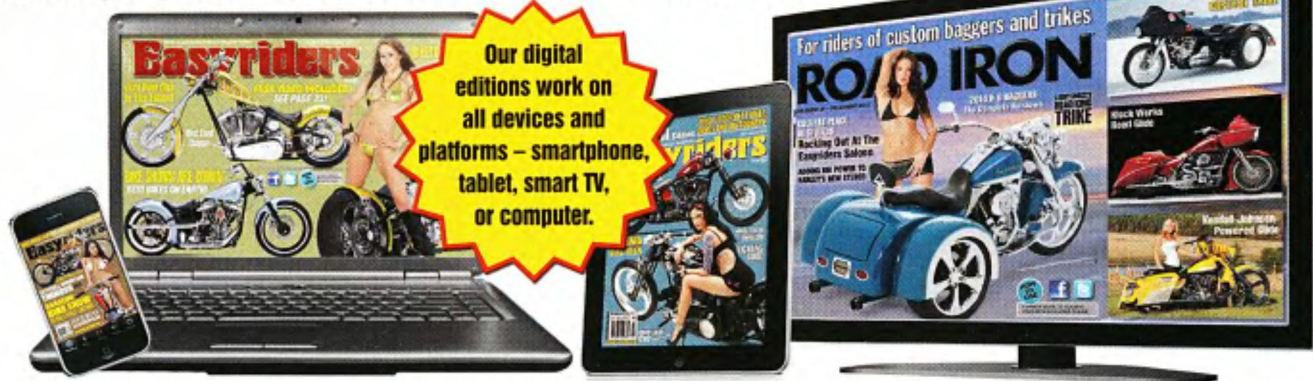


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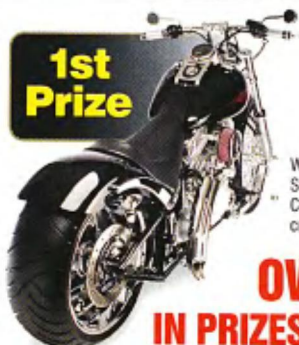
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WINNERS LIST: For a list of major prize winners, send a separate stamped, self-addressed business envelope to: Winners List, 2015 Magazine Annual \$100,000 Subscription Sweepstakes, Easyriders/Paisano Publications, LLC, 28210 Dorothy Drive, Agoura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

NO PURCHASE NECESSARY TO WIN.

LIMIT - ONE ENTRY PER HOUSEHOLD



ONE PERFECT DAY

THE EASYRIDERS CHARLOTTE BIKE SHOW

The amazing two-wheeled circus known as the Easyriders Bike Show Tour has made a stop in Charlotte, North Carolina, in January each year for going on 20 years now. The reason is simple, Southern bikers know how to party and appreciate a solid day of bikes, babes, and good times.

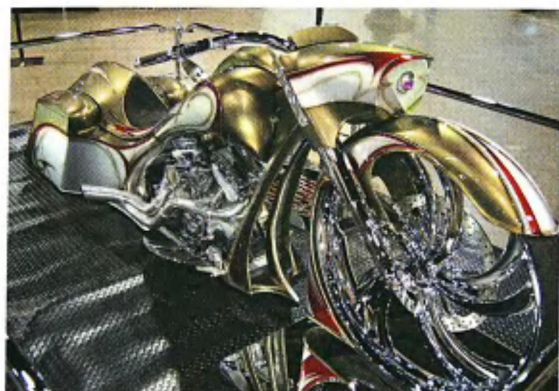
This past January 24, we packed the Charlotte Convention Center with hundreds of custom motorcycles featuring every possible kind of moving art, from awesome antique Harleys and Indians and a cool collection of classic cars, to the latest big-wheeled wonder baggers. The weather even cooperated and local bikers rode in to hang with Tommy "Chibs" Flanagan from *Sons of Anarchy*



and to talk bikes with master bagger builders John Shope of Dirty Bird Concepts and Paul Yaffe of Bagger Nation.

Show-goers enjoyed live music from the Andy Buckler Band, hit up the vendors for biker doodads, and enjoyed the jigglin' gyrations of the Purrfect Angelz all-girl dance troupe.

This year's revamped award categories included over 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 and the Dirty Bird Top Pick. Three People's Choice awards were added and, as always, our judges were the sharp-eyed





editors of *Easyriders*, *V-Twin* and *ROAD IRON* magazines.

Our sexy announcer and trophy girl, Lisa Ligon, passed out raffle prizes from our sponsors before J.R. from Kick Ass Rod Shop passed out the custom car trophies followed by the well-deserved awards to bike builders and owners. Top winners that are invited to our Best of the Best Invitational Bike Show in Columbus, Ohio, included First Place Radical Custom, which went to Wade Beavers from Trinity, North Carolina, for his 2015 Rufus Wade Designs Custom; First Place Radical Bagger, which went to Richard Wright from Lexington, South Carolina, for his 2014 Custom Bagger; the John Shope Dirty Bird Pick which went to Brandon Frye, from Hickory, North Carolina, for his 1991 Road King; and the Paul Yaffe Bagger Nation Award which went to Johnny Andrews of Lincoln, North Carolina, for his 2012 Iron Station Thunder FLHX.

John Shope and Paul Yaffe both announced that the collection of truly top-notch radical baggers this year was second to none, making it nearly impossible to pick a handful of trophy winners in a sea of near perfect putts. They dutifully shook the hand of every winner, remembering all the emotions and excitement of winning trophies at Easyriders Bike Shows long past.

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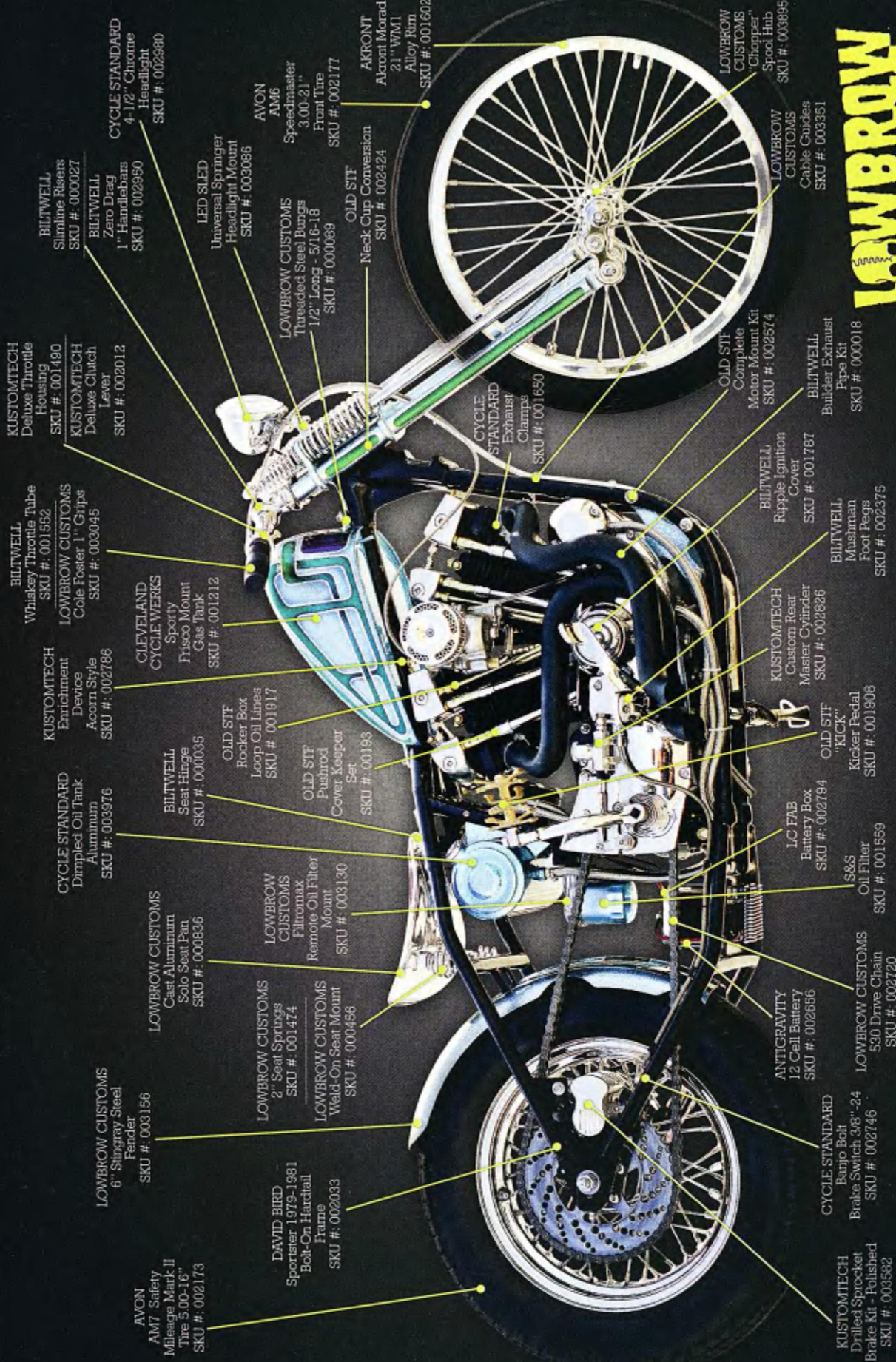
But the time had come for our top honors in Charlotte, this year going to Natausha Collins of Stallings, North Carolina, who took Best Paint for her 2007 Street Glide; Editor's Choice went to Thomas Heavey of Stallings, North Carolina, for his 1969 Custom Triumph; the coveted John Green Award went to Rhett Holley of Dryfork, Virginia, for his 1975 Shovel Chopper; and the Best of Show honors went to Edward Butler of Sardis, Mississippi, for his mind-blowing 2015 Road King by The Chop Shop.

After taking a few photos of all our award winners, the Easyriders editors made their way to Mert's Heart & Soul of Uptown, as is our tradition, for a passel of soul food and sweet tea, the perfect farewell to a memorable Charlotte Bike Show. As we always say, "Mert's 'til it hurts!"

Special thanks to Midge, Leah, Tammy, The Big Cheese and the rest of the crew for making this the best show ever! Next stop, Nashville! For more info visit easyridersevents.com.

—Dave Nichols

Photos: Kai R.



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1979 Ironhead Sportster Built by: Greg Valladolid

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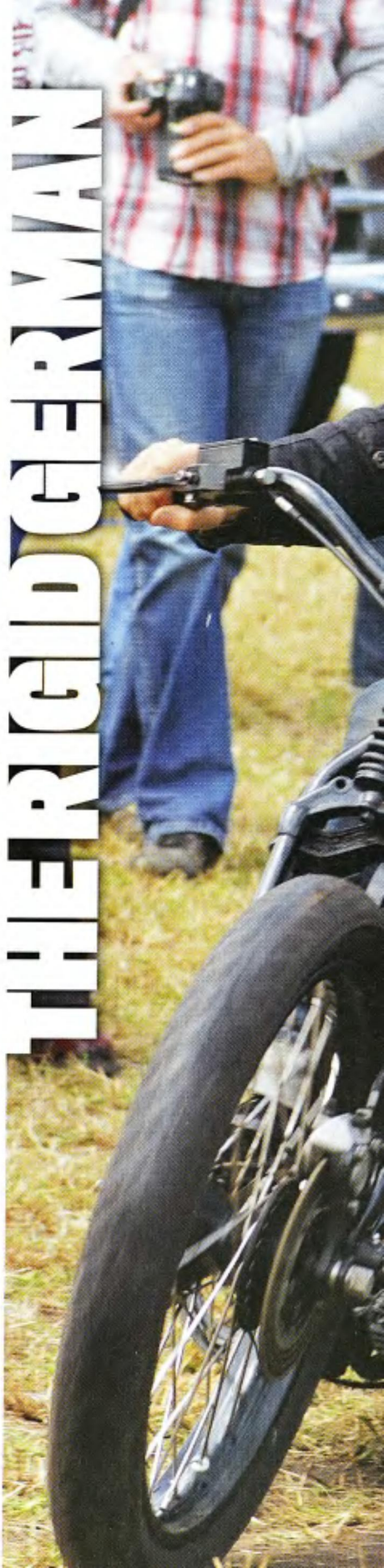
A Harley-Davidson Twin Cam engine in a classical rigid frame merges new technology with an old look, achieving the ultimate combination of rideability and aesthetics. "I only ride motorcycles that I've built myself," says Kolja, a young wind energy engineer and the owner and builder of this bike, who built three bikes before this one. "The idea for this has been floating through my head for years now," says Kolja. "A classic and trimmed-down old-schooler

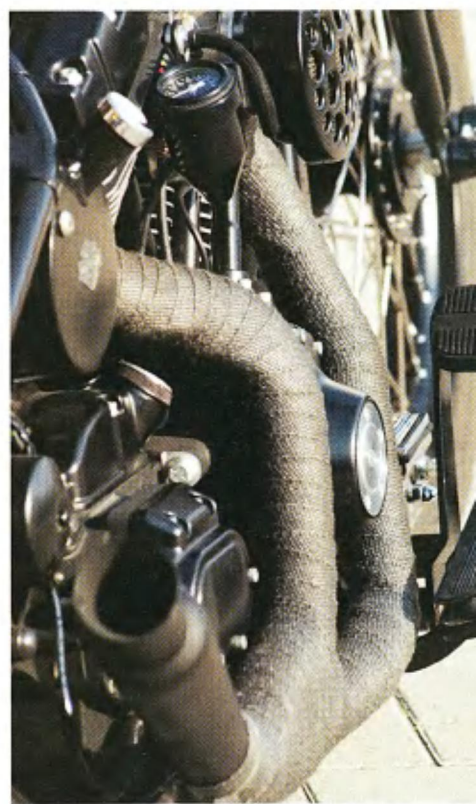
with some modern, straight-forward V-twin technology, that's what I wanted to build next."

So he went to work and put his ideas down on paper first. He found a rigid frame at TGS (Tobias Guckel Service) in Bavaria; it was a very close replica of the old classic Harley frames. Then he acquired a 2009 Harley-Davidson Twin Cam A motor with 96 cubic inches and squeezed it into the hardtail frame. "Dependable, powerful, but damn expensive," he says of his choice.



THE RIGID GERMAN





Owner: Kolja Bäcker
City: Bremerhaven, Germany

GENERAL

Fabrication: owner
Year/make: 1952/2009
Model: Special Construction
Assembly: owner
Time: plenty
Chroming: what chrome?

ENGINE

Year/make: 2009 Twin Cam A
Rebuilder: stock
Ignition: stock
Displacement: 96 cu. in.
Lower end: stock
Balancing: stock
Pistons: stock
Heads: stock
Cam: stock
Lifters: stock
Carb(s): Mikuni HSR42
Air Cleaner: yes.

Pipes: V-Team

TRANSMISSION

Year: 2009
Modifications: none
Shifting: 6-speed

PAINT

Painter: Doppelpack
Type/color: wet/black

FRAME

Year: 2009
Builder: TGS
Type: rigid
Rake: a little
Stretch: some
Shocks: none
Modifications: stock custom

ACCESSORIES

Bars: W&W Old Style
Handlebar controls: internal
Headlight: aftermarket
Taillight: ditto
Pegs: Fat Boy floorboards
Electrics: minimal
Gas tank: Salinas Boys
Oil tank: Da Vincie
Oil system: semi-stock
Seat: Jammer
Grips: Harley-Davidson

FORKS

Type: springer
Extension: none

Builder: W&W

WHEELS

Size: 21-inch front, 16-inch rear
Tire: 90/90 front, 150/80 rear
Brake: W&W disc front, K-Tech pinion brake rear

Initially, he had a lot of difficulty trying to get the engine between those tubes. "The Twin Cam A forms an integral, compact unit with the transmission, and because of the oil pan, the engine had to be tilted a bit so he that could slide the rigid replica frame over the engine," Kolja says. An entirely blacked-out springer front end from W&W and blackened spoke rims, including a small disc brake and pinion brake, were also part of the design.

Since the oil tank wasn't needed because of the Twin Cam motor's wet sump system—a remnant left over from the old Dyna models—Kolja decided to stash the entire electrical system, including the battery, in a Da Vincie oil barrel. The throttle cable that he stowed away in the interior of handlebars



ensures clean lines, as does the omission of any and every element of comfort. A slender gas tank from Salinas Boys is eye candy for the 42-year-old wrench, as are the running boards off a Fat Boy and the small Jammer seat that he had covered with cow leather by a riding gear manufacturer.

The paint job featuring the silhouette of a .357 Magnum pistol was done by the airbrush experts at Doppelpack in Bremen—friends of Kolja's. That the bike's sounds are expelled through a V-Tech exhaust system with confidence also makes the former scenester very happy. "I used to work as a DJ for years, and I have my own sound studio," he says. "I do have a certain appreciation for the quality of loudness."

—Sabine Welte

Photos: Sabine Welte

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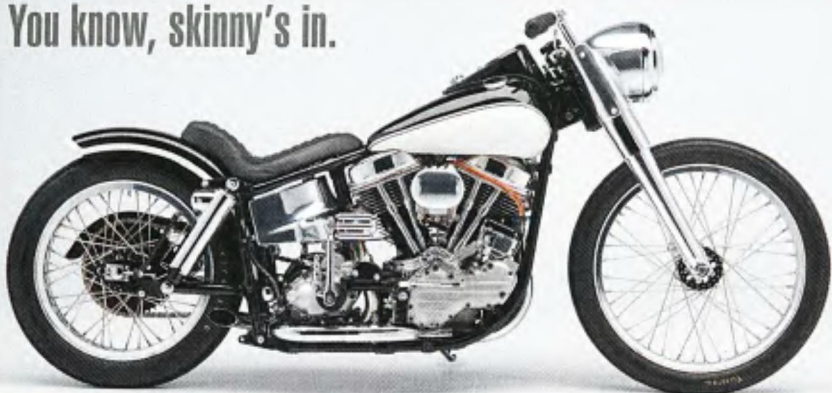


That old-school, family operated vibe still exists at a Northern California shop called OLD-STF. It is here that you'll find the father-son team of Rick and Mike Pilaczynski with a combined 45 years of experience wrenching on show-and-go winning bikes. That would include this elegant tuxedo black and white dressed 1964 panhead.

Chris Mitchell's 1964 Panhead

OLD-STF SWINGER

You know, skinny's in.



"I wanted to build a swingarm bike, something with full suspension," Mike tells us. "I also ride a rigid and most people like them because they have nicer lines. Making a swingarm bike look good is a more difficult challenge, something I wanted to take on. And I was shooting for the 1963-'64 since I thought they were the most unique of the swingarm panheads."

He also focused on the '64 pan because he wanted a kick only, non-electric start. The first electric start appeared on the '65 and also didn't have that little dip in the frame like the '64 that gave it a nicer line. Mike had also felt that the '63-65 pans featured the best outside oiler heads.

As for the overall look of the bike, he says, "You know skinny's in, so I nar-

rowed the tank two-inches, and skimmed a quarter inch from the dash, in order to keep the classic lines." He didn't want the front end sticking out wider than the tank, so took 41mm Wide Glide trees, narrowed them by 2 inches, added Forking by Frank 2-under tubes and shaved the lowers, plus narrowed the headlight nacelle by 2 inches.

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the transmission to the clutch, he used a straight kicker arm and a Pro clutch with a spring pack to help keep the whole bike slim-tailored to his shoulder width. The motor started out as bare cases with Rick selecting the cream of the crop internals after which his dad, Rick, and Gary Copeland built up the 74-inch.

Other details include hand sand casting the oil tank and air cleaner, formed

after melting down used pistons. Also custom were the tank shifter, pipes, headlight, taillight, mid-controls, and even the rear shocks.

Summing it up, Rick says, "And I didn't shoot for some flashy paint, but just something real clean. I actually built that bike for myself. It was super easy to sell but also super hard to let go of it."

—Paul Garson

Owner: Chris Mitchell
City: Daly City, California
GENERAL
Designer: OLD-STF
Year/make: 1964 Harley-Davidson
Model: FL
Fabrication: OLD-STF
Assembly: OLF-STF
Time: 8 months
Chroming: Johnny Ray
ENGINE
Year: 1964
Model: FL
Rebuilder: Gary Copeland
Displacement: 74 cu. in.
Cam: FLH
Ignition: Magneto
Pistons: Wiesco
Lower end: Harley-Davidson /S&S
Heads: FLH OHO
Lifters: Eastern
Carb(s): S&S E
Air cleaner: OLD-STF
Pipes: OLD-STF
TRANSMISSION
Make: Harley-Davidson
Year: 1964
Shifting: tank shift
PAINTING
Painter: Leo Procyo
Type/color: PPG/black and white candy stripes
FRAME
Year: 1964
Builder: Harley-Davidson
Type: swingarm
Rake: 30 degrees
Stretch: none
Shocks: OLD-STF
ACCESSORIES
Bars: Baxter
Handlebar controls: Kustom Tech
Fenders: rear
Headlight: Duo-Ray
Taillight: OLD-STF
Speedo: Harley-Davidson
Electrics: Cycle Electric
Gas tank: OLD-STF
Oil tank: OLD-STF
Oil system: Harley-Davidson
Seat: OLD-STF
Pegs: Biltwell
Grips: Harley-Davidson
FORKS
Type: 41mm
Extension: -2 inches
Builder: OLD-STF
WHEELS
Size: 21-inch front, 18-inch rear
Wheels: Mullins
Tires: Firestone
Brake: Harley-Davidson juice drum

Photos: Michael Lichter

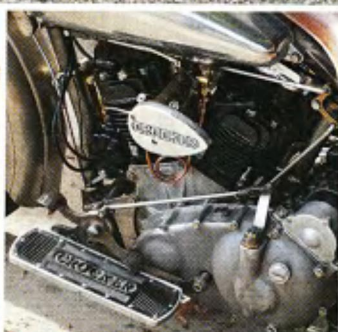
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CROCKER REBORN: 13 YEARS IN THE MAKING



Many consider the Crocker the Holy Grail of historic motorcycles, perhaps worthy of an Indiana Jones. Tales include Crocker hunters fleeing spear tossing natives in remote Pacific islands on the rumor of a machine left there during WWII. Earlier in 2014, a pair of original V-twin Crockers, one a Big Tank and one Small Tank model, were sold in Southern California for more than \$900,000. Basket cases are purportedly fetching over \$350,000. As probably the most contro-

versial of collectibles, a storm of conflicting claims and counterclaims has fueled the flames surrounding its current rebirth. But as they say, the proof is in the pudding and seen here is an up-and-running Crocker Big Tank, No. 001. The Crocker Motorcycle Company considers it a continued production of the original because of its "matching technical DNA" as well as the fact that it's a product of the Crocker Motorcycle Company in name brand trademark and design.

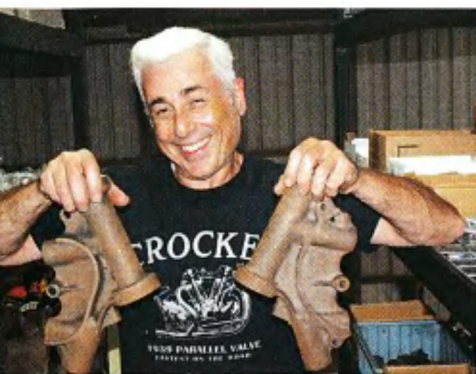
The bike was rolled out of a Torrance Airport hangar and at the controls of the reborn Crocker was the moving force behind its creation, Michael Schacht, CEO of the Crocker Motorcycle Company. Schacht has spent 13 intense years and a major investment of "blood, sweat and tears" pursuing his passionate dream to recreate his favorite motorcycle down to the smallest detail, based on his treasure trove of original documents, parts, design plans, and memorabilia.

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Comparison of Big Tank and Small Tank frame necks.



Six of 13 casting patterns needed for the Crocker gas tank.



Michael Schacht and futuristic Crocker concept bike.

The Crocker V-twins embodied a unique vision when first launched in 1936. Using aluminum components and powerful engines, they literally outclassed the competition. It was as much as 35 mph faster than its Harley and Indian competition and even outperformed the Brough-Superior SS100 and Vincent Series A. While estimates vary, Schacht states that despite claims to a lesser number, Al Crocker produced some 300 V-twins with 68 currently known to have survived through

the years, according to the Crocker Registry. In any case, timing, and WWII, conspired to limit its production and thus its rarity as all materials went to the war effort. By the end of the war in 1945, the Crocker itself had become a casualty and for the most part faded into the history books.

Now a new page is being written thanks to the Crocker Motorcycle Company, once again located in Los Angeles. The latest news concerns the naming of the current exclusive sales agent for

sales of the new Crockers. That would be Yoshi Kosaka proprietor of the famous L.A. motorcycle shop The Garage Company. Schacht has announced an initial run of 12 machines, specifically the Parallel Valve engined Big Tank model, later followed by Small Tank versions, then Hemi Head powered machines. Deposits are being taken, several of the first editions already claimed. Bottom line, history is about to be re-written by the new Crocker Motorcycle Company.

—Paul Garson

Engine: 45-degree V-twin
(stressed member of the frame)
Compression ratio: 7.0:1
(8.0:1 optional)
Carburetion: Linkert 3-bolt
Tank capacity:
choice of Big Tank 3.5 gal.;
Small Tank 2.5 gal.
Ignition: Splitdorf model C magneto
Horsepower: Parallel Valve—60 HP;
Hemi Head 65 HP@6,000 rpm
Top Speed: approx. 120 mph
Transmission: hand-shifted Crocker
constant mesh close ratio 3- speed
Frame: Single downtube keystone
design, rigid rear
Front end: dual spring girder
Wheelbase: 63 inches
Weight: 498 lbs.
Pricing: \$175,000

Photos: Paul Garson

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Yoshi takes flight on the new Crocker.





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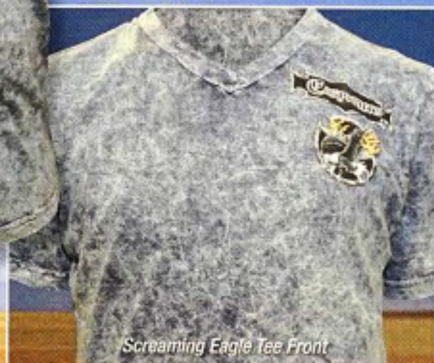
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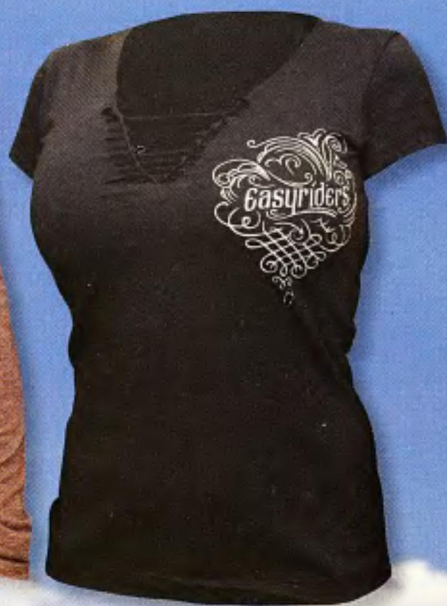
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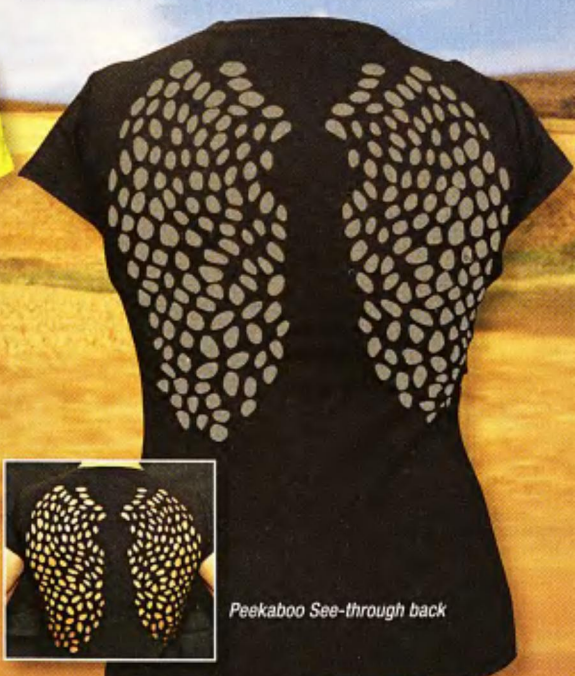
Glitter Guns Womens Long Sleeve
 2183 Purple \$27.95



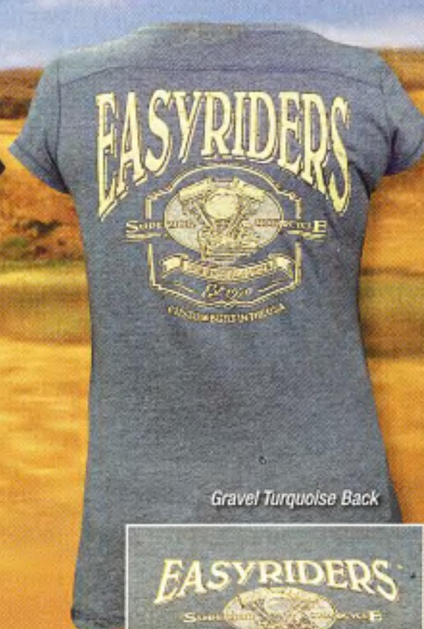
Flowing Metal Womens Tee
 2186 Black Short Sleeve \$28.95



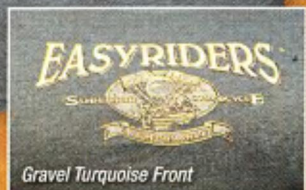
Rise and Shine Womens Tee
 2196 Yellow Short Sleeve \$19.95



Peekaboo See-through back



Gravel Turquoise Back



Gravel Turquoise Front

Gravel Turquoise Womens Tee
 2197 Short Sleeve \$21.95



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Peekaboo Womens Tee
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womens

Wisdom from Sports Figures

"Because she is too damn ugly to kiss good-bye."

—Houston Oiler coach Bum Phillips on why he took his wife on road trips.

"I was going to write myself in, but I was afraid I'd get shot."

—Oakland Raiders tackle Lincoln Kennedy on his decision not to vote

"I can't really remember the names of the clubs we went to."

—Basketball star Shaquille O'Neal when asked if he had visited the Parthenon during a recent trip to Greece. (He was kidding; his hotel overlooked the Parthenon)

"I really didn't say everything I said."

—Yogi Berra



Byte-Sized Bike

This bike may not be roadworthy or fast. Note that the wheels are discarded hard disk drives. Computer equipment is a pain to throw away, so artist Alex Manigod built a bike entirely from recycled electronic parts (though we don't know what part of a computer uses springs like those). Manigod is an artist, and this is more of a sculpture than a vehicle.

Spam Comes of Age

Email spam turned 21 years old in 2015, meaning it can now drink, or at least drive the rest of us to drink. The first spam was sent on April 12, 1994, a solicitation from green card lawyers. It is



estimated that about 70 percent of all email is spam, and the two leading countries are the United States and Belarus. Americans get the most email spam overall, but Belarus wins the spam per capita title. At the World Economic Forum, Microsoft chief Bill Gates predicted that spam would become a thing of the past within two years. He made this prediction in 2004.



Kissing Regulations

- In Eureka, Nevada, men who wear moustaches are forbidden from kissing women.

- In Logan County, Colorado, it is illegal for a man to kiss a woman while she is asleep.

- In Halethroe, Maryland, it is illegal to kiss for more than one second.

- Tulsa, Oklahoma, is clearly more liberal than Halethroe. A kiss may last as long as three minutes there, but no longer.

Misheard Lyrics Dept.

Dancing with the chicken slacks.

From "Twistin' the Night Away,"
Sam Cooke

Real lyric:

Dancing with the chick in slacks.

Raking the lawn.

From "Breaking the Law,"
Judas Priest

Real lyric:

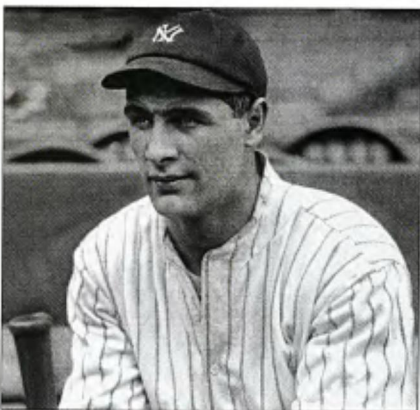
Breaking the law.

Looking for a lover who won't blow my brother.

From "Take It Easy,"
The Eagles

Real lyric:

Looking for a lover who won't blow my cover.



Famous/Infamous Last Words Dept.

"I may have had a tough break, but I have an awful lot to live for."

—Lou Gehrig, farewell speech,
Yankee Stadium, 1939.

He died two years later of ALS

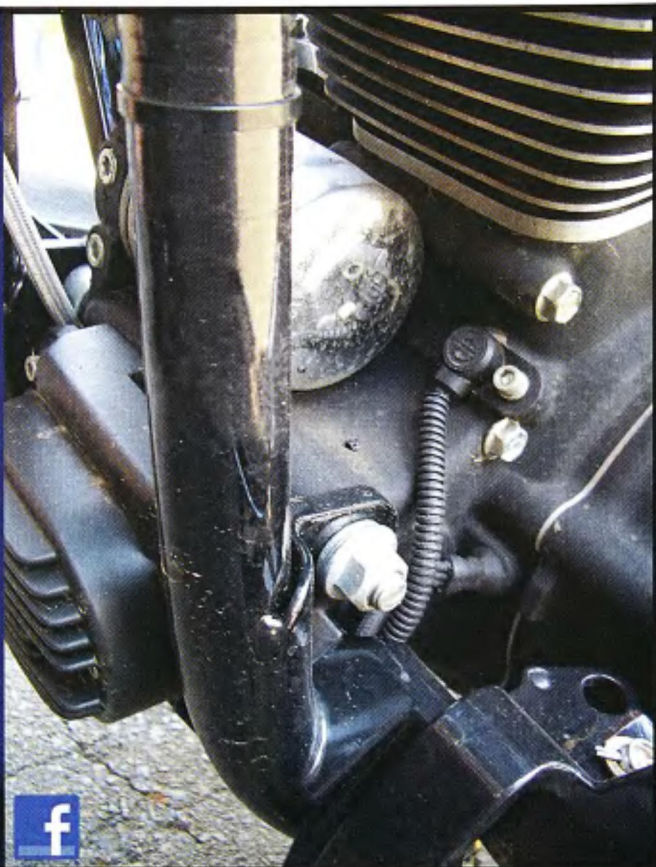
Monsieur, I beg your pardon."

—Marie Antoinette,
after accidentally stepping on her
executioner's foot, 1793

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Those dark, hidden places can kill your steel. Dirt builds up and traps moisture. Next thing, corrosion starts. S100® Total Cycle Cleaner is the answer. Its creeping power can get to places you can't reach or even see. Then its penetrating action zaps even the toughest stains. (It's even got a corrosion inhibitor so it washes safely.) Ordinary washes and cleaners can't do all that! No wonder it's been the favorite of bike makers themselves for over a generation. Protect your expensive investment with the best cleaning it can get! Find it at your Harley-Davidson® Dealer.

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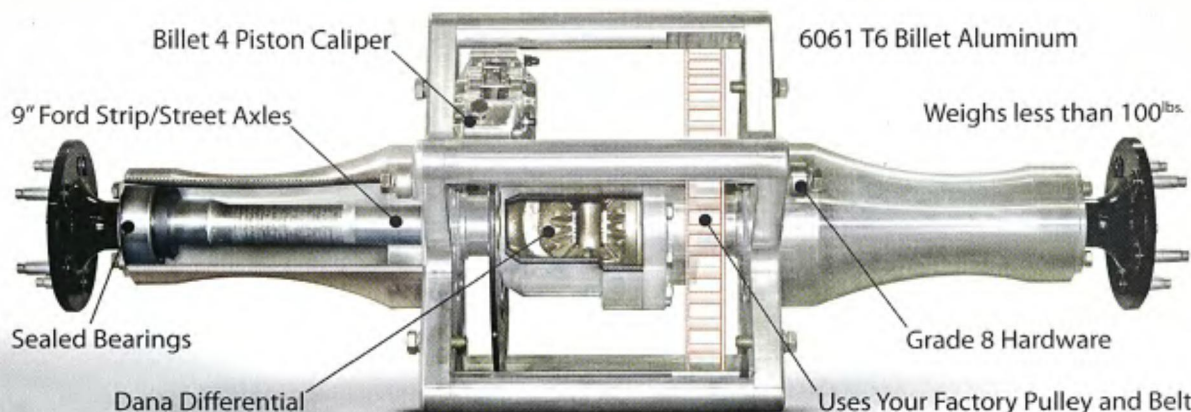
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In the early spring, the Southwest is a great place to ride and Arizona Bike Week and Cyclefest at West World in Scottsdale is one of the best. AZ Bike Week is officially a 5-day event, Thursday through Sunday, for 2015 it ran from March 25 through 29. But, being the Wild West, the locals spent the five preceding days working up to it with organized bike runs, a bike show, concerts, and the Miss Arizona Bike Week Pageant.

From there on out, the event just kept getting better with plenty of kick-off parties, concerts, bike shows, and rides. Our favorite thing to do at this event is riding through Arizona's wide-open spaces; there's desert and mountains all within a few hours ride.

This Western biker bash may not draw the huge numbers of riders that the Eastern ones do, but maybe that's not a bad thing. So throw a leg over your scooter and head for the sun, we hope to see you there next year. For more info, check out www.azbikeweek.com.

—Kai R.





New KB Forged Piston Designs for a Quieter, More Powerful Ride!

Check out our exciting new forged piston designs that generate maximum power. Featuring longer skirts for increased stability, and offset wrist pins, these new pistons deliver a much quieter engine. Most have coated skirts for superior heat and friction control. KB Harley Forged designs utilize 4032 alloy - preferred for high performance - high compression applications.

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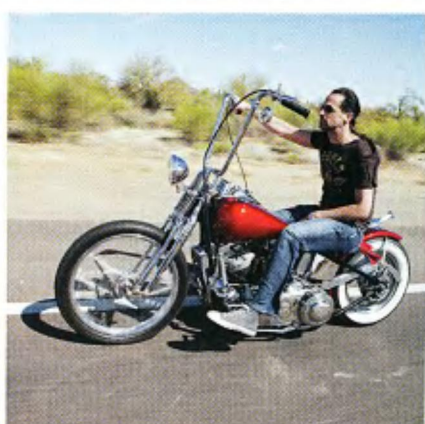
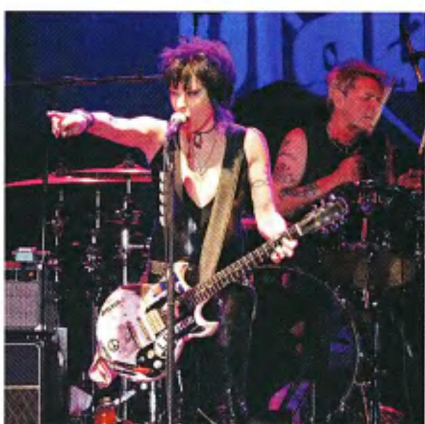
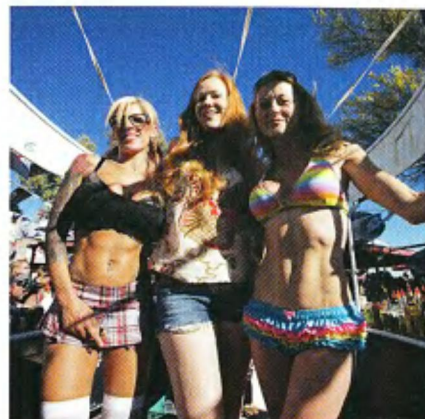
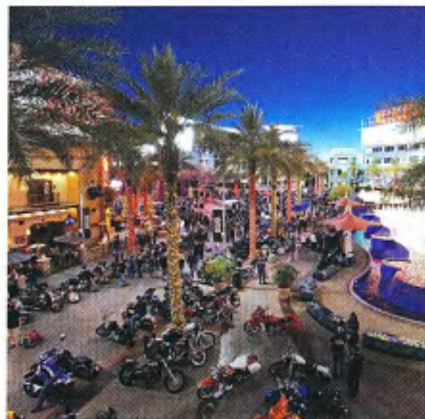


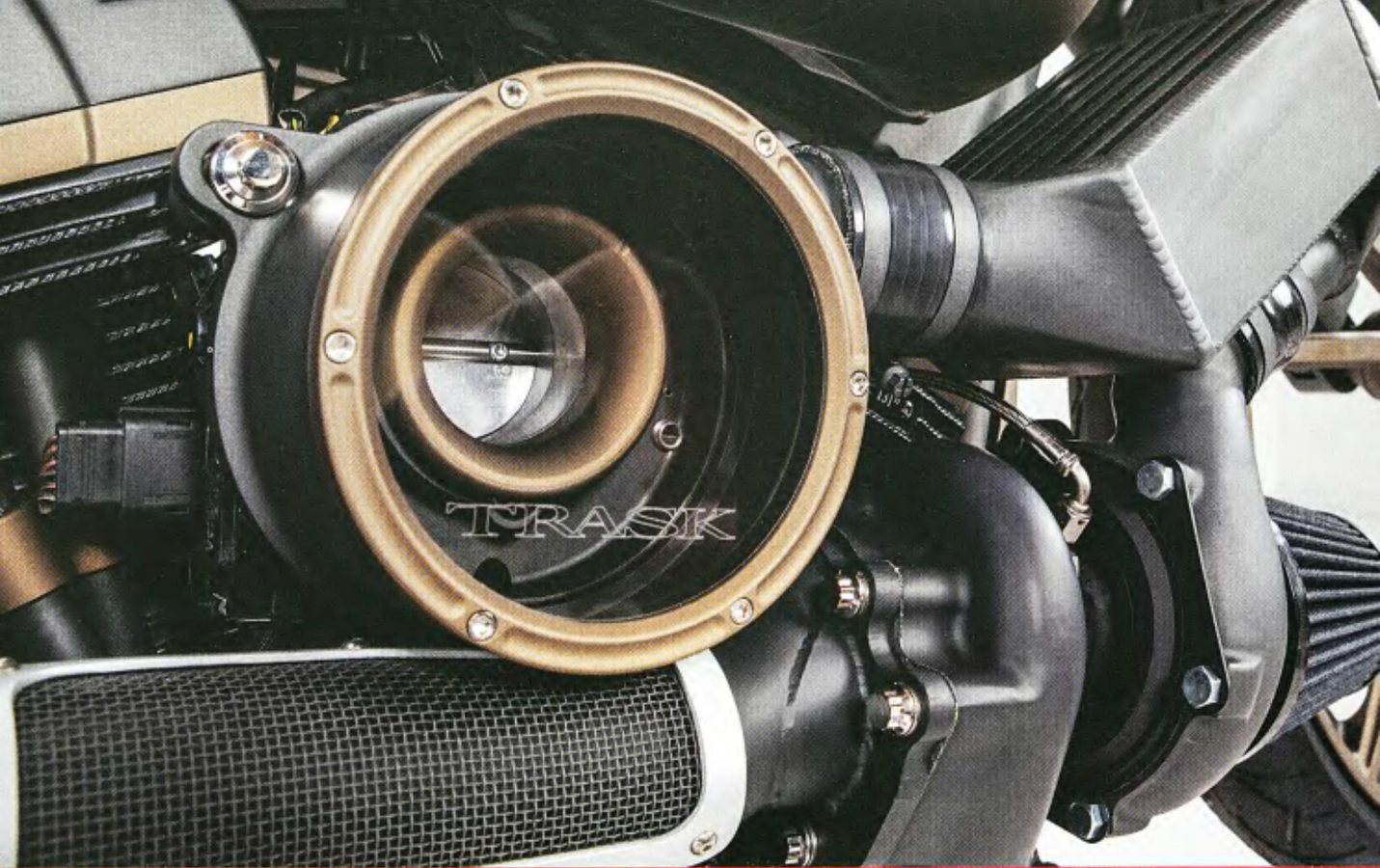
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SCREAMIN' EAGLE 120ST CRATE MOTOR

Take a Harley-Davidson touring bike to the wild side of performance with the new Screamin' Eagle SE120ST Crate Motor from Harley-Davidson Genuine Motor Parts and Accessories. Offering the ultimate in factory-engineered street performance, this 120-cubic-inch engine is designed for bolt-in installation in a Harley-Davidson touring chassis with no required fabrication or engine mount relocation. Equipped with a Screamin' Eagle 58mm Throttle Body that's 18 percent larger than stock, this engine is capable of producing 106 horsepower and 117 lb-ft of torque at the rear wheel. Engine includes a one-year warranty. **h-d.com**



PAUGHCO SPECIAL SPRINGERS

Paughco's all new, American-made Special Springers provide a low-cost alternative for custom bike builders who demand U.S. craftsmanship at a price that's easy to live with. These Special Springers feature sandblasted steel components and welded-only finish, no polishing, and solid half round rear legs for a no-frills, hand-

crafted appearance. Lengths offered include standard 27 inches and plus 3 inches for 30 inches overall. There is a choice of narrow and wide widths. They are available in gloss black, textured satin black, and red powder paint with tumble finish, chrome springs and rocker studs. Optional items such as axles, fender mounts and shocks are offered at additional cost.

paughco.com



SUPERTRAPP UNIVERSAL INTERNAL DISC SERIES

SuperTrapp Universal Internal Disc Series are tunable, internal disc-based mufflers. They provide maximum silencing with their 3-inch discs. The 3.5-inch body diameter tapers down to a 2.125-inch opening. All Universal Internal Disc Series main portion of the body are 12 inches in length. The overall length of the body including the inlet is 15 inches. Select models include twelve or eighteen 3-inch discs. SuperTrapp Universal Internal Disc Series are available in a tapered end cap or a slash-cut end cap and a variety of inlet diameters. The end caps vary slightly in length. The tapered end cap adds another 4 inches, the slash-cut (on the long side) another 6 inches.

SuperTrapp.com



ACCUTRONIX LED TURN SIGNALS

These LED turn signals fit nicely between the saddlebag and fender on a custom FLH or on any flat surface. The LED unit is a 3-wire light and can be used as a running, turn, and/or brake light. You may need a load equalizer or turn signal controller depending on your application. The billet housing is 8 3/8 inches long and 1 1/2 inches wide. The LED unit has 10 LEDs and is 5 1/4 inches long and 1/2-inch wide. Machined from 6061 T-6 billet aluminum, they are available in a chrome-plated finish. Also available is the Night Series, which is brilliantly black anodized then areas are machined again. Sold in pairs.

Accutronix.com



DRAG SPECIALTIES PUSH BUTTON FUEL DOOR LATCH

Is it time to replace the worn out fuel latch on your ride? Enter the Push-Button Fuel Door Latch from Drag Specialties. Available in chrome or gloss black, the latch includes the door spring hinge pins needed for easy installation on 1992-2015 FLT/FLHT/FLHX/FLTR/FLHTCUTG models and is priced at \$29.95.

dragspecialties.com



STERLING CASKET COMPANY CASKETS

Here's a company that offers bikers and their loved ones a unique line of motorcycle-themed caskets and cremation urns. Sold from their Sterling, IL headquarters, Sterling Casket Company's caskets, available in standard and oversized dimensions, are painted in a gleaming and striking orange and black color scheme. The caskets also feature a sewn buttonhole-like passage in the headrest lining area to allow easier and simpler bed adjustments, and the fabric-matching viewing apron fits tight - including at the corners - and is held in place with special magnetic connections. The urns are equally unique, handcrafted from genuine Harley-Davidson engine parts: two pistons, two connecting rods and a triple chrome-plated rocker arm cover. A catalpa wood base, beautifully dyed and finished, further complements the urns. Cremains reside inside the rocker arm cover and the wood base (total volume equals 220 cubic inches).

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FoxHunt

Meet This Month's Winner!

In this month's marvel of modern geekery, meet Desert Beauty (yep, we're using code names), a randy and radiant radium miner from a secret location hidden in the blistering outback known only to the CIA, the NSA, and Canadian folksinger Gordon Lightfoot. Gently turn to her feature, and probe her cavernous mineshaft aboard Nick Trask's groovy FLHR.

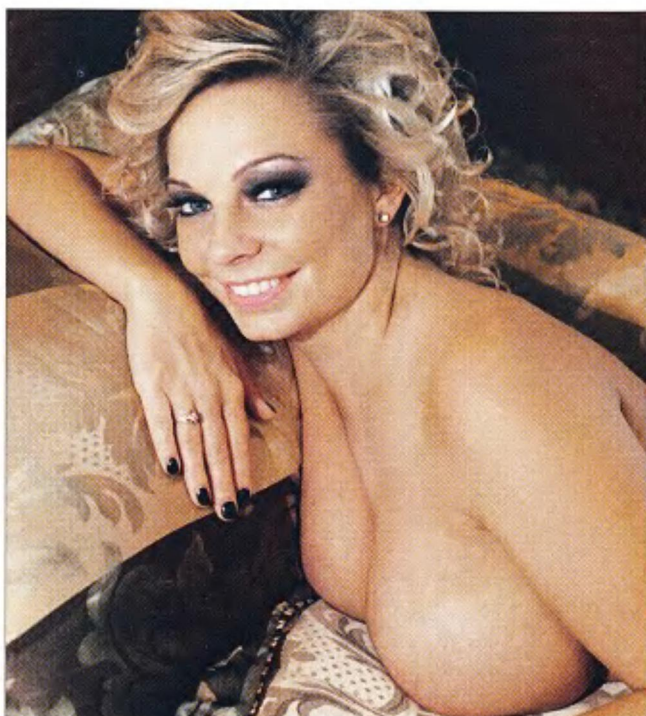
—Captain Moosecock





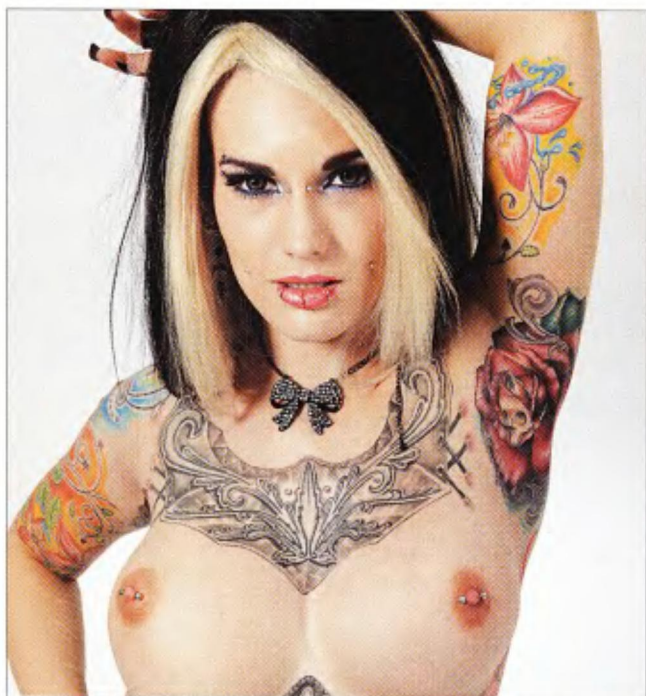
#0601 Jen-Arizona

"My first ride on a Harley filled me with a feeling of freedom that encompassed all my surroundings!"



#0603 Arielle-Michigan

"It was my first year of college, and I met a bad boy with a sexy Harley. I've never been so turned on!"



#0602 Michelle-Utah

"The first time I rode on the back of a Harley the vibration in my hair and the wind in my tits made me soaking wet with patriotism."



#0604 Chloe-Ohio

"I rode naked through the backwoods of Kentucky on the back of my boyfriend's Harley."

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 goody little two-shoes. Meet Crystal Clark, a feisty and frisky young sword-swallower from the holy land of Riverside, California. Come back next month with your chainsaw or she'll swoop in on the apocalyptic wings of the Deadites and swallow your soul. Shop smart, shop S-Mart.

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Home Phone: () Cell Phone: ()

Date of Birth: I am years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature:

Photographer's Name:

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Photographer's Signature:

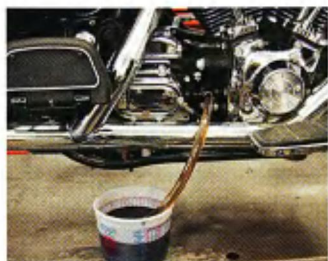
Important: Models, please send a photocopy of your picture I.D. that shows your signature and photo.

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

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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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IN THE WIND

Charlie Kristine demonstrates the latest trend in functional shopwear.

—Brett Hunt, Washington Court House, Ohio



True love is riding two-up on a Sporty at Roar To The Shore 2014.

—Lou Camerota, Wildwood, N.J.



Can't argue with her logic. —Rogue, Melbourne, Fla.



Limey fans stand proud by their Brit iron.

—Gary "Goose" Garrett, Goodland, Kan.



Badass chicks ride badass bikes. If you don't believe it, Cheryl will gladly kick your ass for pleasure, pal.

— Ted Arsen, Lindenhurst, N.Y.



Two gritty competitors battle it out at the Durhamtown Dragway dirt drags, Union Point, Ga.

— Tommy Pittard, Calhoun Falls, S.C.

We prefer digital photography but can also use in focus black-and-white and color prints. We're looking for photos that exemplify the biker lifestyle we love. If we use your photo you will receive a one-year subscription to our *Easyriders* or *V-Twin DMAG* (digital magazine). We accept digital photos at: photos@easyriders.net. Please include your mailing address, email address and phone number with all digital submissions. For snail mail, please label all photos you send with your name and address. Photos will not be returned. Mail your Wind shots to: *Easyriders In The Wind*, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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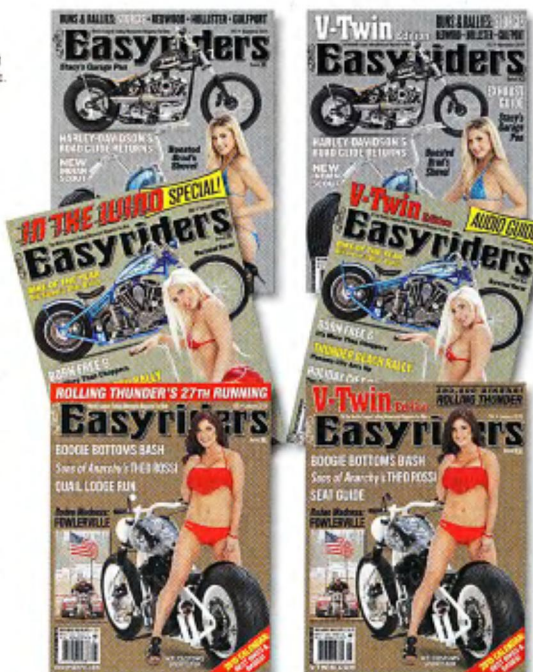
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ASSault Charge

NICK TRASK'S SHOWSTOPPER

There shouldn't be any
speakers on a
motorcycle.



Don't tell Nick Trask of Trask Performance in Phoenix, Arizona, that no one can really ride a 30-inch front wheel bagger powered with a turbocharged 131-cubic-inch V-twin. Nick has ridden the bagger he calls "ASSault Charge" in the most outrageous way possible for more than 1,100 consecutive miles. He is known for blowing past the front of the pack at over 120 mph, drifting through corners, sliding down the street in rolling burnouts.

With a strong complement of S&S components, a port-matched throttle body, and a 10.5:1 compression ratio, ASSault Charge is running between 8 and 10 pounds of turbo boost for 246 ft. lbs. of torque and up to 250 horsepower. Nick says that the faster he rides it, the smoother it gets. Bolting on a Trask Performance Monster power kit will bitch-slap your ride with anywhere from 50 to 200 extra horsepower.

Conventional paint doesn't fare well on ASSault weapons like this one. After being told a popular ceramic coating was for firearms and not motorcycles, Nick's painter Steele Vision figured out a way to cover damn near anything with burnt bronze Cerakote. He wanted a big, deep dish front wheel and ordered a huge slab of billet that was expertly carved out by Trask Performance machinist Mike Poulson.

Owner: Nick Trask
City: Phoenix, Arizona

GENERAL

Fabrication: Trask Performance
Year/make: 2012 Harley-Davidson
Model: FLHR

Assembly: Trask Performance
Time: 3 1/2 months

ENGINE

Year/make: 2012 TC Trask
Builder: Trask Performance
Ignition: ThunderMax
Displacement: 131 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S

Heads: Screamin' Eagle MVA Modified

Cam: Screamin' Eagle 266

Lifters: Trask Performance

Carburetor: Trask Turbo System

Air Cleaner: Trask Turbo System

Pipes: Trask Turbo System

TRANSMISSION

Year/make: 2012 Baker trap door 6-speed

Paint: Steel Vision

Type/color: Cerakote/Bronze

FRAME

Year/make: 2012 Harley-Davidson

Type: FHR

Rake: 45 degrees

Stretch: 4 inches in the neck

Shocks: Misfit Performance

Modifications: Trask Performance,

SpeedGlide rear end

ACCESSORIES

Bars: Trask V-Line Moto

Handlebar controls: Performance

Machine Contour

Fender: Trask SpeedGlide rear

Headlight: Dual LED

Taillight: custom flush mounts

Pegs: Trask V-Line mid-mount

Electrics: Harley-Davidson custom, Trask

Performance

Gas tank: Trask stretched

Oil tank: Harley-Davidson

Oil System: Trask High volume system

with Baker deep pan

Primary: Harley-Davidson

with Barnett cover

Seat: Guy Tieman custom Auto top material

Grips: Trask V-Line

FRONT END

Type: Inverted

Extension: stock

Builder: Misfit industries

WHEELS

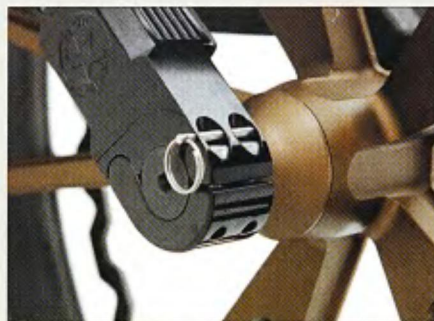
Hub: Trask ASSault

Size: 30-inch front, 16-inch rear

Tires: Vee rubber front, Dunlop rear

Brakes: Trask ASSault system front,

rear stock Harley-Davidson



Photos: John Covington

Model: Julie Ernes

Contact: traskperformance.com



Nick says the best view of this bike is looking forward from behind the left saddlebag because you can see how all the details come together. Just like on that day Nick's fab guy, Jeremy Spencer, spied a small pile of license plate frames near the scrap bin. Together they envisioned a way to wrap 'em around the stainless steel pipes for use as aluminum heat shields. Every third person seems to ask if there are speakers in the center console to which Nick says, "FUCK NO! There shouldn't be any speakers on a motorcycle."

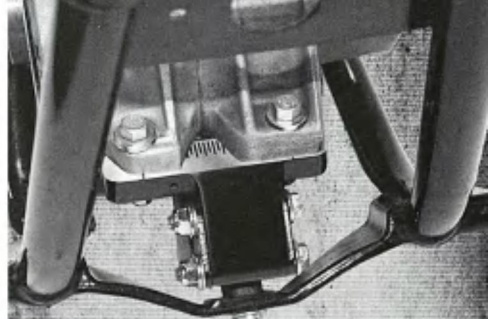
Nick's favorite stretch of road is in his native country of New Zealand where you can take the main highway leading from Auckland to the bay of islands and carve it up all day. Check out traskperformance.com for high definition video of some truly sphincter-tightening riding.

Speaking of tight butts, this month's Fox Hunt winner is the epidermis covered Julie Ernes.

—Cheese



Nick says the faster he rides it, the smoother it gets.



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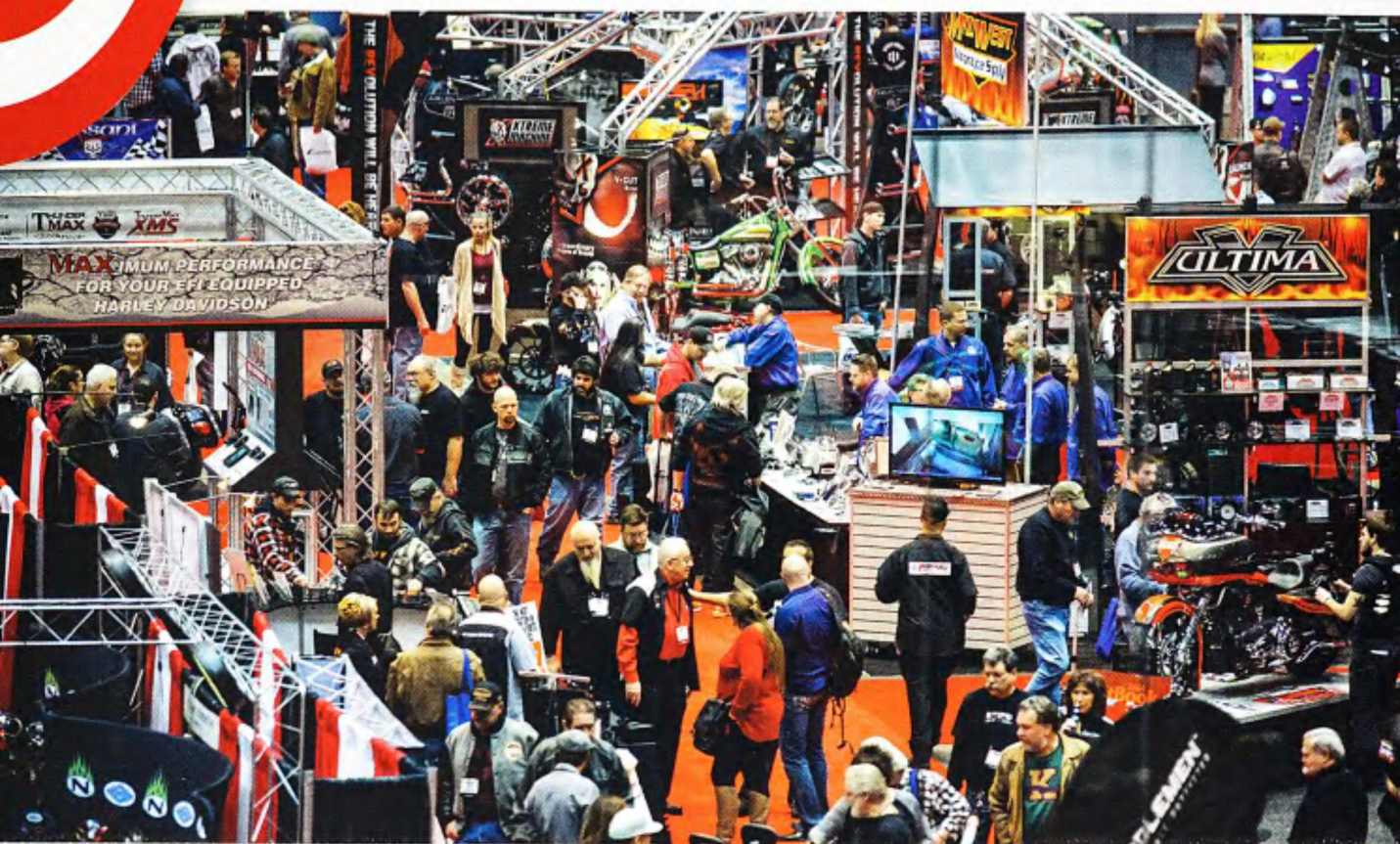
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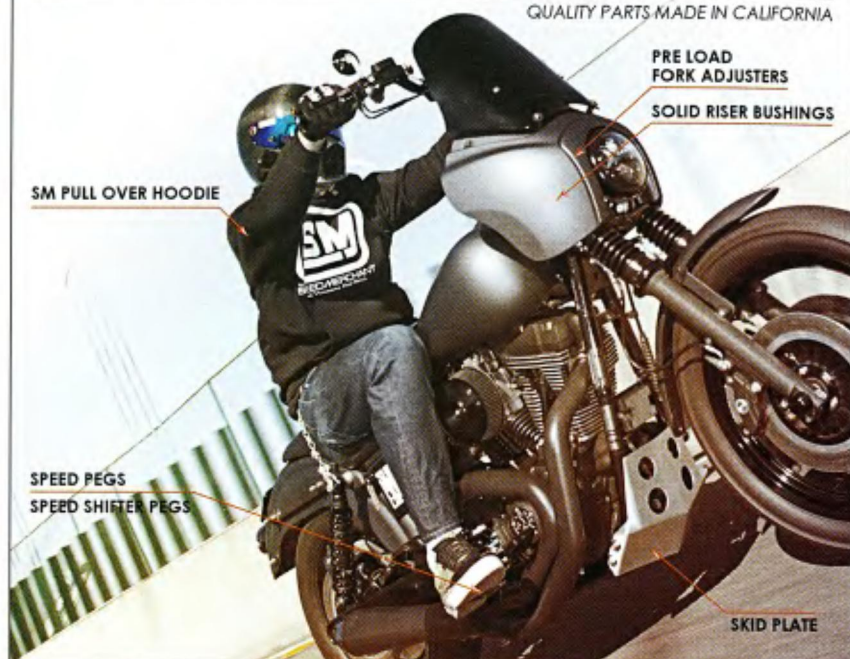
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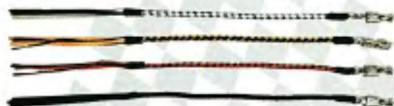
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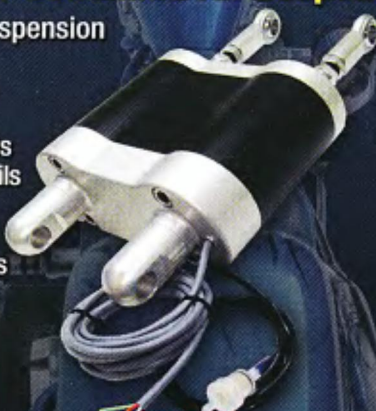
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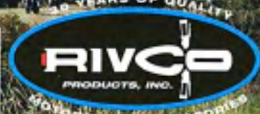
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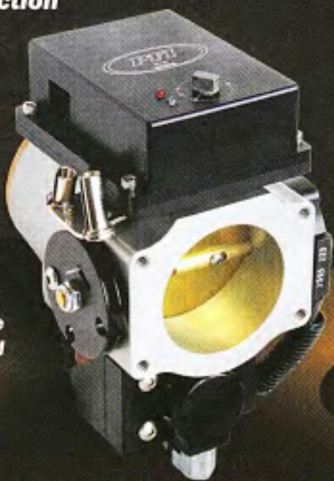
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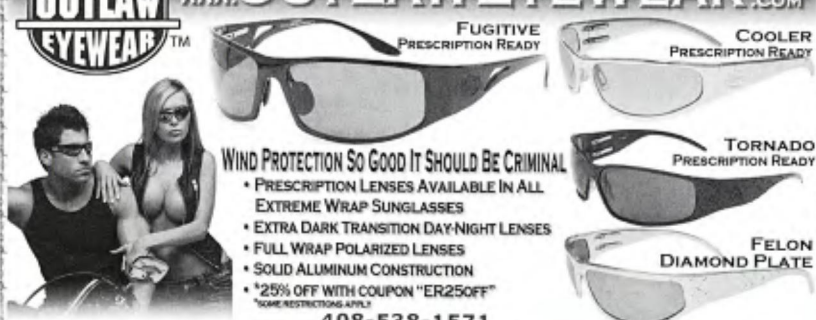
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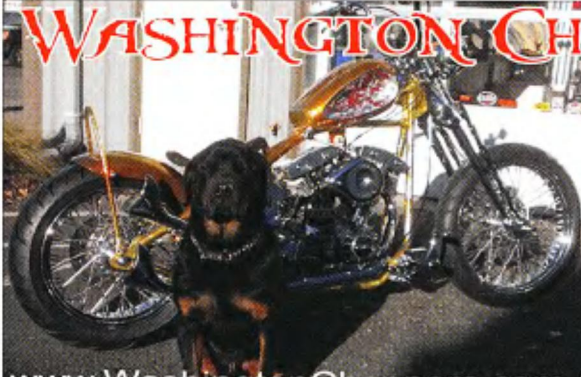
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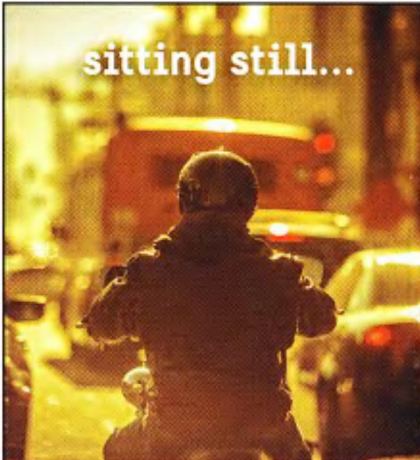
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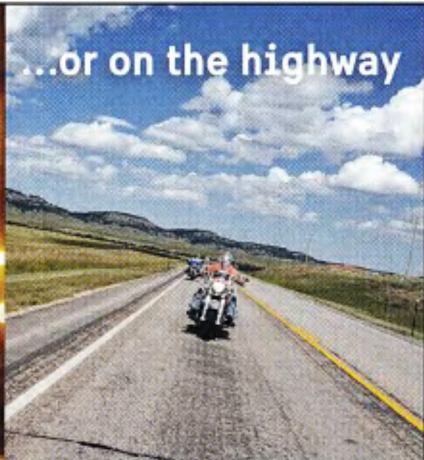


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Tom Novak
Miami, Arizona
1980 Special Construction

"I live on a mountain and nothing is flat enough to ride a wide slick on a bike, and local cops have no sense of humor," says Tom about owning and riding this monstrous behemoth, adding that he's taken the bike to the drag strip a few times, but just for shits and giggles, not really for serious racing. "Never knew what times it was running at the drags, just kind of made solo runs alone and left the line when I felt like it," he adds. "It was a short career with a bad ending."

Tom's been at this sort of thing since the late 1970s and started to build of this monster in 1977. Almost everything on it, except for the obvious, like the

engine, the wheels, and so on, was built by Tom. That would most definitely include the frame cradling the 1971 GM Can-Am aluminum 427 with the snowflake casting emblem on it and L-88 aluminum heads.

The engine is topped by a 10-71 Bowers magnesium blower and fed through an Enderle Birdcatcher magnesium injection that has been made longer for the bigger blower port and has had the Geridot square doors fitted to it. It also has a self-primed starter that Tom says works very well. "But I've got to hold the button a little longer before starting. When riding, every time I hit the gas a little, it bogged. I had leaned it out a bunch to try to make the plugs last longer, but that was a bad idea."

The bike has a Harley 6-speed transmission and a hydraulic clutch that Tom

says "works great." And the rear wheel is an old 1970s Cragar Supertrick two-piece rim that he made 18 inches wide using three rim halves. "I learned that it can be ridden like a trike, one inch above the ground without scraping in slow speed turns," he says. "It'll always be a straight-line bike."

He has another bike for street riding that looks a lot like this one but has a GM aluminum 350 made in 1982 with Brodix heads and Hilborn injection. In fact, if you want to see the bikes in action or get into more of their history, you can go to Tom's website at www.v-8sidewinder.com. There are some video links and plenty more photos. And if you happen to want a bike just like this one, Tom will be happy to give you all kinds of advice. He's retired now, and this stuff is in his blood.

—Tripper





The July issue of *Easyriders* (No. 505) is a star-spangled treat of two-wheeled treasures. Join us for coverage of the Invitational Bike Show in Columbus for a feast of the ultimate custom creations. Then ride with us to Roscoe's Chili Challenge for a farout, fartin' good time.

Bike features will include Hollywood Evans' wild Leatherwood chopper, Robbie Closson's Holy City tracker, John Dodson's Shakedown, Eddie Trotta's matching Road King and Softail, Skeeter Todd's XLH café racer, and a few super surprises!

This issue also brings you 16 pages of the top award winners from this year's *Easyriders* Bike Show tour. All this plus twisted humor, another David Mann centerspread suitable for hanging in your garage, and a bunch of recently bathed biker babes that just can't keep their duds on.

It's all comin' at ya way too fast in the June issue of *Easyriders*!

On sale June 2



The sensational July issue of *V-Twin* (No. 171) 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.

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Bizarre Bike of the Month



Beam me up, Scotty!

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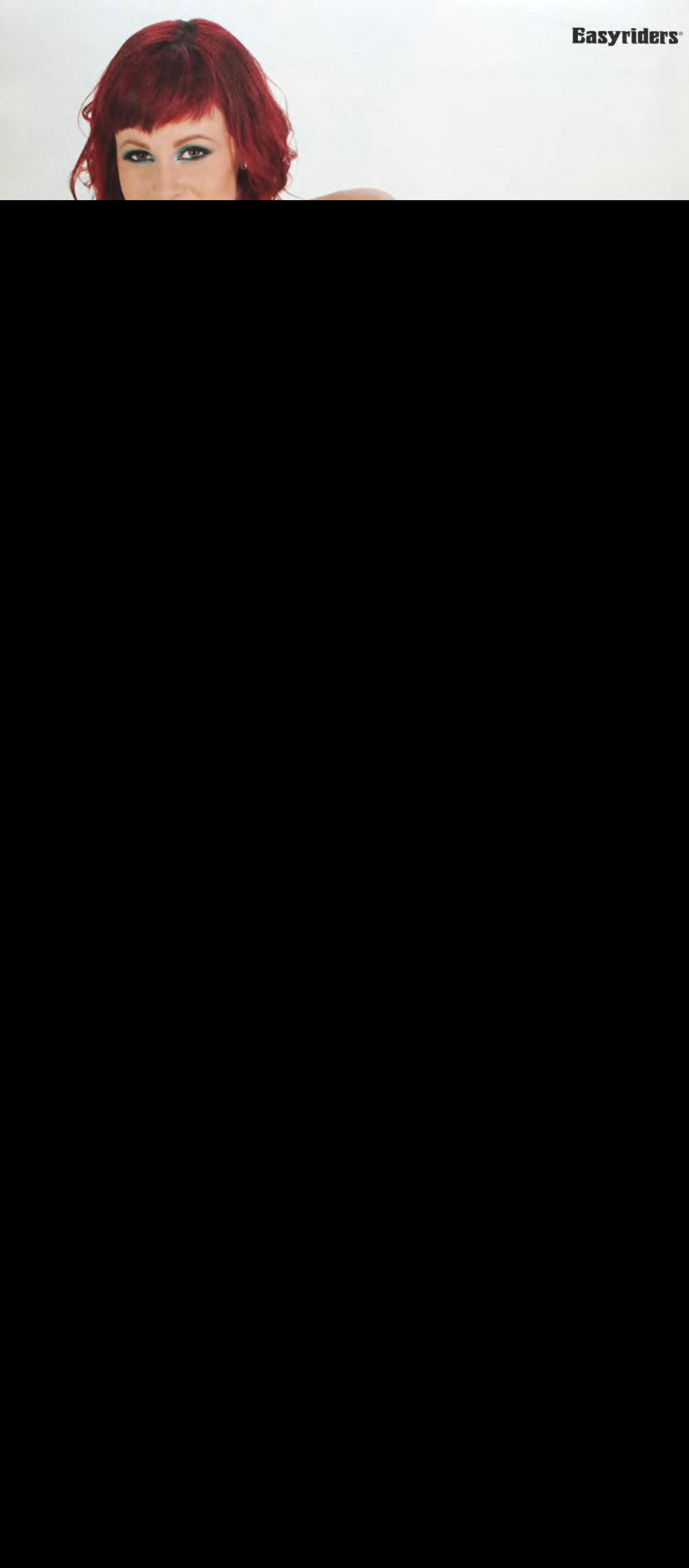
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