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# TakingItEasy

## A Weird "Art" Display

An artist's exhibition consisted of a blank wall in Chicago's West Loop gallery, with the artist present only in the sense that he was residing in a narrow, 10-foot crawl space behind the wall with only a single sign alerting patrons: "I am here, but you will not see me." The artist's *In the Absence of a Body* was designed to explore the boundary between presence and absence.

## Yes, It's True

A woman and her husband run adult baby nurseries, charging men the equivalent of \$115 (the current nursery is in England) an hour to lounge in their cribs in man-sized infant clothing, while being fawned over as if they were helpless pre-toddlers. (No sex play is allowed, but diaper-changing is available and costs about \$40 extra.) An "adult preschool" in New York City is scheduled to open soon. A month-long course will allow grownups to "relive their pre-K days" with finger painting, show-and-tell, and nap time—all while dressed as four-year-olds.

## Wasted On A Man

A Ukrainian man has the world's longest eyelashes. He says he achieved them by eating a mysterious super food, but won't tell anyone what it is, since he feels he can get rich by selling it to women. Now he's planning to trim his 1.2-inch eyelashes because "it's difficult to see properly with huge gray eyelashes in front of my eyes."

## Some Quotes Worth Noting

"I never learned anything while I was talking."  
—Larry King

"Never buy anything that you can't illustrate on the back of a napkin."  
—Peter Lynch

"War has rules, mud wrestling has rules, but politics has no rules."  
—Ross Perot

"Don't ever take a fence down until you know why it was put up."  
—G.K. Chesterton

"As I hurtled through space, one thought kept crossing my mind: every part of this rocket was supplied by the lowest bidder."

—John Glenn

## The Art Of Persuasion

A man actually persuaded a judge of his innocence to the charge that he had masturbated in the front window of his home. He admitted he was nude (changing clothes) but pointed out that he plays musical instruments and was probably just picking out tunes on his ukulele (rather than holding his genitals and moving side to side as a neighbor had charged).

## Compelling Explanations

A man was sentenced to 13 months in jail after being caught standing on a ladies' room toilet and peering into the next stall. He told police he stood up only to better scratch an itch and was in the ladies' room only because, wearing faulty glasses, he thought it was the men's room.

## Just Not Worth It

A British tourist is now dealing with a medical bill of \$250,000 after deciding that the middle of a Nevada desert was a good place to have sex, which brought on a heart attack, leading to an emergency rescue and a 5-day hospital stay (and, eventually, a breakup with his then-girlfriend).

## More Factlets

In Lebanon, men are legally allowed to have sex with animals, but the animals must be female. Having sexual relations with a male animal is punishable by death.

Muslims are banned from looking at the genitals of a corpse. This also applies to

undertakers. The sex organs of the deceased must be covered with a brick or piece of wood at all times.

The penalty for masturbation in Indonesia is decapitation.

Topless saleswomen are legal in Liverpool, England, but only in tropical fish stores.

## Only At Walmart

A guy was arrested at a Walmart after he was seen at about 3:00 p.m. taking a toy stuffed horse into the bedding department where he masturbated with it.

## Oops! Wrong Place

A man stole a fish tank from a hardware store and made a run for it. But he had to be rescued by police and emergency personnel after he stopped to urinate in what he thought was a bush, which turned out to be a nest of wasps.

## That's Gratitude For You!

In the spirit of Christmas, a generous woman invited a pregnant, homeless woman she had met at a Rite Aid store home with her for a hot shower, a change of clothes, and a warm bed for the night. But when the kindly and generous woman went to check on her guest, she found her engaging in sexual antics with her pit bull. The guest, enraged at being caught, then vandalized the home before officers arrived to arrest her.

## Beware Of Robots

A woman had to be rescued by emergency services after she was attacked by her robotic vacuum cleaner. She was lying down on the floor for a quick nap when the self-powered device apparently mistook her hair for dust and sucked it into the intake. Screaming in agony as the robot yanked at her scalp, she managed to call emergency services.





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## FEATURED BIKE LOUDEST BIKE IN MEMPHIS

Luke Leatherwood's Most  
Trying Project



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## FEATURED BIKE SIMPLICITY

Robbie Closson's  
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John Dodson's  
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Like Hell Frozen Over,  
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A Pair Of High-End Customs  
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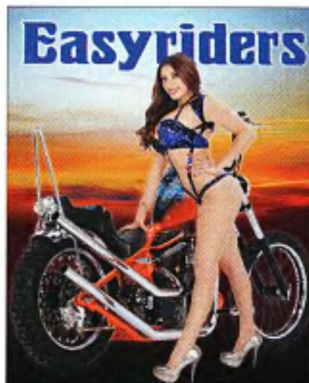
Motorcycles, Models,  
And Music



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## FEATURED BIKE SUPERTRACKER

Danny Toole's  
Lightning Rod Super Glide



## ON THE COVER:

John Dodson's 2014 Gangster Chopper  
and Mia Derosa 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](mailto:dnichols@easyriders.net).  
Next month's issue goes on sale  
July 14, 2015.



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# THE LOUDEST BIKE IN MEMPHIS

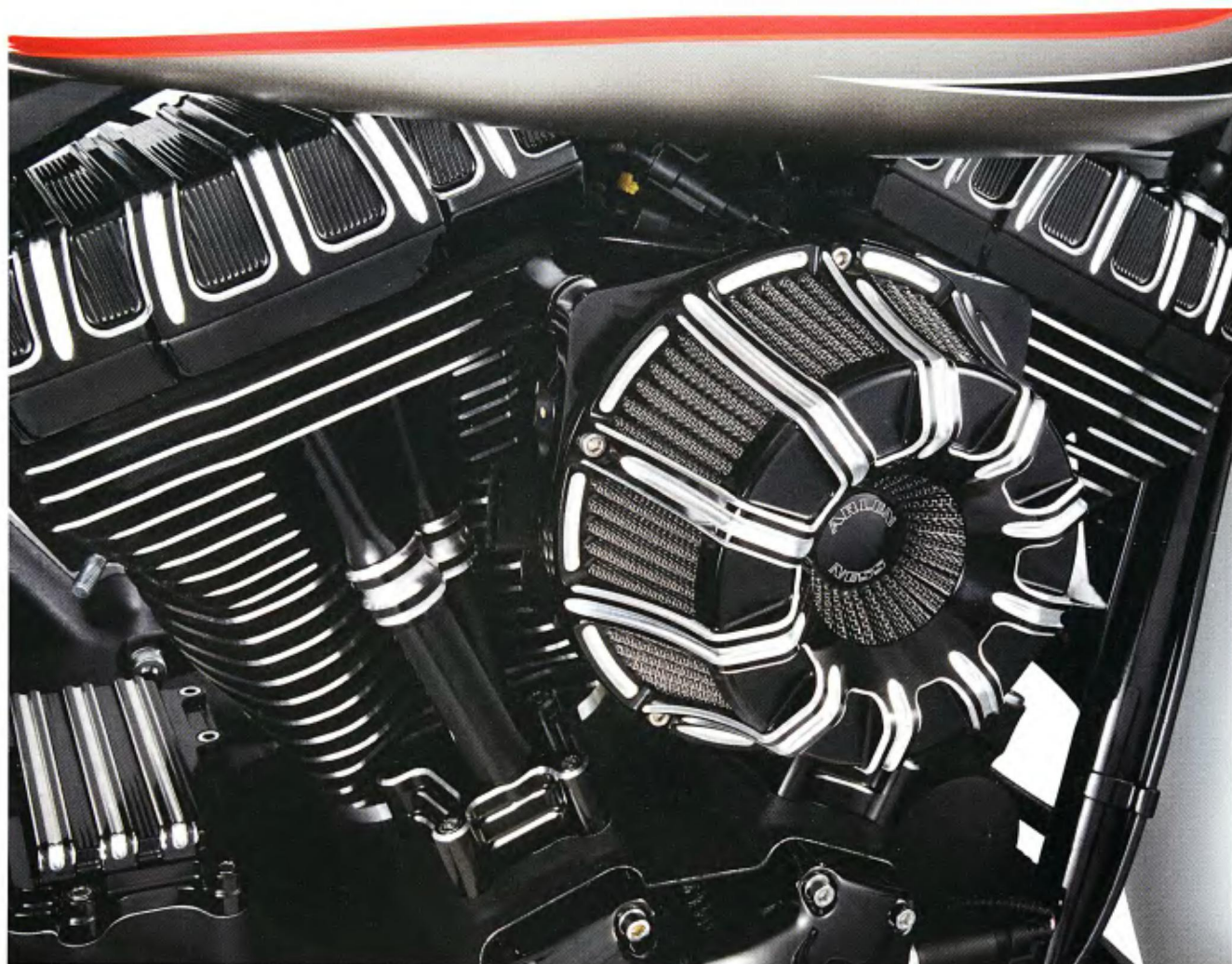
A custom chrome motorcycle, likely a Harley-Davidson, is shown from a side profile. It features a large, rounded fuel tank, a wide rear fender, and dual exhaust pipes. The bike is highly polished, reflecting light. The front wheel is visible, and the handlebars are equipped with a large headlight and mirrors. The overall design is classic cruiser style with a focus on chrome and custom modifications.

Meet Willie "Hollywood" Evans. He's loud in everything he does, and he's proud of it. "Hollywood is probably the loudest guy that ever walked the face of the earth," says Luke Leatherwood at whose eponymous shop in Memphis this raw-skinned behemoth was built. "Everything he owns is loud, and when you call yourself Hollywood, I guess that's just par for the course. And he yells everything, but he's a good guy."

**LUKE LEATHERWOOD'S**

**MOST TRYING PROJECT**





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The rawness you see here has since yielded to an all-black paint job.

As loud as Hollywood may be, he seems to be equally particular when it comes to this bike. It took the folks at Leatherwood Motorcycle Works a full 3 years to make Hollywood happy. That's because Hollywood was, let's say, very involved in the build. Or, as Luke puts it, "When Hollywood brought us the bike, it was a regular pro-street bike, but he said he wanted it to be the longest, loudest, and meanest bike in Memphis."

Luke tried to accommodate Hollywood as best he could, but every time the latter came into the shop for a look-see, he'd want the bike longer. One time Luke jokingly suggested an 18-over springer front end without any up-stretch in the frame. Hollywood liked the idea, but Luke cautioned him that

he wouldn't be able to ride the bike that way. "He said, 'Don't worry, I'll be able to ride it.' I just said okay," Luke remembers.

Part of the reason for the lengthy build was also Hollywood's ability to keep up financially. "Hollywood's money's funny," says Luke. "He does commercial cleaning and construction and so forth, so he hits it hard in the summertime and does shit in the wintertime, and then the bike sat for six months or so."

That might explain the many changes, though: too much time to think of stuff. "We literally were done with the bike about four times and he'd come in and want to change things around," Luke adds. "The first time we built it, it had a 21, the second time it had a 23, and finally it wound up with a 26."





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The same goes for the front end. "We started out with a 6-over and ended up with an 18-over," says Luke. "It started out as a softtail and ended up as a rigid."

And the changes haven't stopped just because the bike was finally finished. Luke's metal guy, Willy Anderson, did all the fab work on the bike, built the gas tank and the chassis and everything else in-house, and it was all left unpainted, or raw, which is what Hollywood wanted. But the rawness you see here has since yielded to an all-black paint job.

"We've torn it down again and it's all black now because everything he owns is black, his trucks, his Porsches, everything," says Luke.

Hollywood now seems to be happy, for the time being at least. And he rides the bike a lot, like on local bike nights in Memphis that involve several local bars. There's no need guessing which one Hollywood Evans might be in at any particular moment. You can hear him from a mile away, with or without the bike.

—Tripper



We literally were done with the bike about four times and he'd come in and want to change things around.





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-Thank you,  
Rick Rademacher

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**Owner:** Hollywood Evans, right

**City:** Memphis, Tennessee

**GENERAL**

**Fabrication:** Willy Anderson

**Year/make:** 2013 Harley-Davidson

**Model:** Frankenstein

**Assembly:** Leatherwood

**Motorcycle Works**

**Time:** 3 years

**Chroming:** none

**ENGINE**

**Year/make:** 2013Ultima

**Ignition:** Ultima

**Displacement:** 127 cubic inches

**Lower end:** Ultima

**Balancing:** Ultima

**Pistons:** Ultima

**Heads:** Ultima

**Cam:** Ultima

**Lifters:** Ultima

**Carb(s):** Mikuni

**Pipes:** Willy Anderson

**TRANSMISSION**

**Year:** 2013

**Shifting:** 6-speed

**PAINT**

**Painter:** no one

**Type/color:** metal

**FRAME**

**Year:** 2013

**Builder:** Willy Anderson

**Type:** rigid

**Rake:** 52 degrees

**Stretch:** 2 inches up, 8 inches out

**Shocks:** Home Depot

**ACCESSORIES**

**Bars:** Willy Anderson

**Handlebar controls:** Battistini

**Fender(s):** Be Cool

**Headlight:** cheap

**Taillight:** cheaper

**Pegs:** Battistini

**Gas tank:** Willy Anderson

**Oil tank:** Willy Anderson

**Oil system:** has one

**Primary cover:** Ultima

**Seat:** steel

**Mirrors:** Joker

**Grips:** Battistini

**FORKS**

**Type:** springer

**Extension:** 20 inches over

**Builder:** Paughco, we think

**WHEELS**

**Size:** 26-inch front, 20-inch rear

**Tires:** Avon

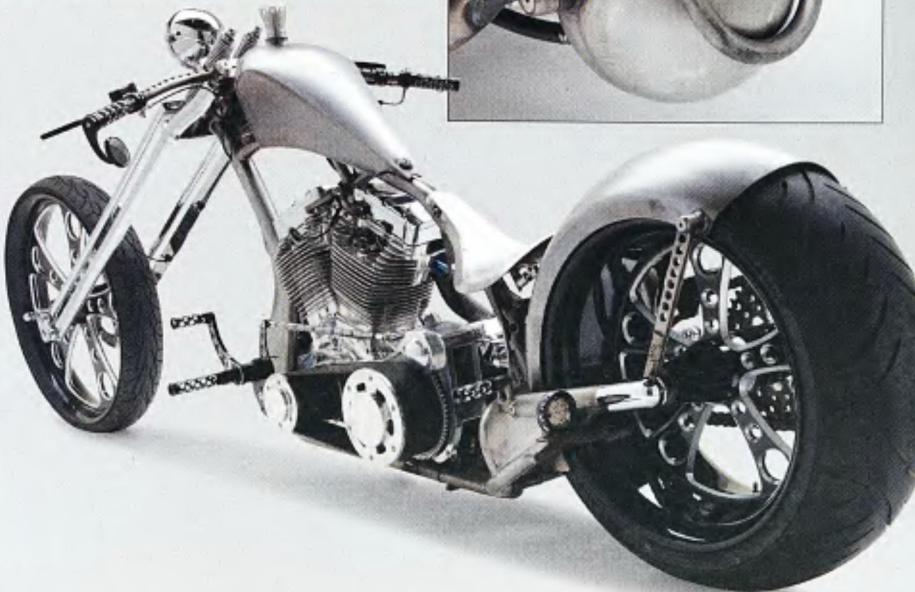
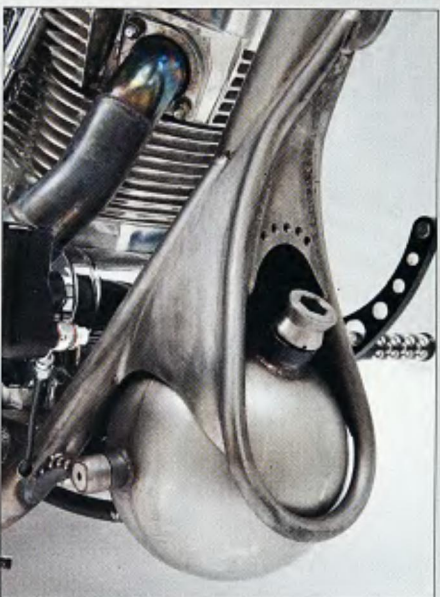
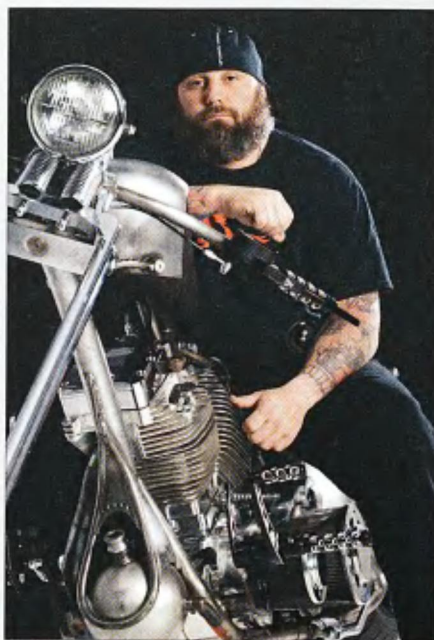
**Brakes:** 3 guyz

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## HELMET REPEALS FALL SHORT

Efforts in Tennessee and Nebraska to modify each state's helmet laws have failed. In Nebraska, legislator Dave Bloomfield was unable to overcome a filibuster against LB 31, which would have resulted in choice for the state's bikers over the age of 21. Supporters were unable to muster the 33 votes needed to end the debate.

In Tennessee, SB 0925, which would allow 21 and over riders the right to choose, was defeated on March 25 when the bill failed to gain a majority in the Transportation Committee. The vote was 4-4. Tennessee requires a majority of the nine-member panel in order to advance. On the same date, the House companion bill (HB 0700) was placed on the House Transportation Subcommittee calendar.

The AAA mounted the most effective opposition to the Tennessee bill. Adopting a majority rule approach, Tim Wright, the regional president of AAA, staked out the groups position saying that "the majority of Tennessee voters don't think the helmet law should change," as if the rights of minorities are subject to the rule of the majority.

Correction: Last month we mistakenly suggested that the bill would allow TennCare subscribers helmet freedom. A rereading of the actual bill finds the opposite true, the bill specifically singled out TennCare recipients.

Source: *The Chattanooga*

## SETBACK IN THE VOLUNTEER STATE

A bill by State Senator Joey Hensley of Hohenwald to allow lane sharing in Tennessee has been withdrawn by its author. As reported in last month's issue,

there are various other efforts to legalize the practice in Oregon, Washington, and Texas still pending.

Currently, California is the only state to allow lane sharing; however, the practice is widespread in Europe. A study by the University of California, Berkley recently conducted for the California Highway Patrol generally endorsed the practice as safer for motorcyclists than being stuck in traffic, by reducing the incidents of the motorcyclists being rear-ended.

Source: *The Associated Press*

## MOTORCYCLE CHECKPOINTS SHUT DOWN IN NEW JERSEY

Governor Chris Christie signed legislation (A-2316/S-1614), which prohibits law enforcement agencies from conducting roadside checkpoints or systematic inspections that focus only on motorcycles. The bills by Assemblymen Andrzejcack and Giblin, and Senators Van Drew and Doherty passed both houses 78-0 and 34-0, respectively.

Eleven other states; Alaska, Idaho, Iowa, Michigan, Minnesota, Oregon, Rhode Island, Texas, Washington, Wisconsin, and Wyoming prohibit motorcycle-only checkpoints outright, while seven more, California, Louisiana, Missouri, North Carolina, Virginia, Illinois, and New Hampshire have enacted laws prohibiting the use of federal funds for the practice.

Source: *ABATE of the Garden State; American Motorcyclist Association*

## QUOTE OF THE MONTH

*The evils of tyranny are rarely seen but by him who resists it.*

—JOHN HAY

## DELAWARE MULLS HELMET LAW

Currently, Delaware state law mandates that a bike be equipped with enough helmets for a rider and passenger and that riders under 19 years of age wear helmets. However, if State Rep. Sean Lynn, of Dover has his way, all motorcyclists will soon have to wear them. The bill, HB 54, has been assigned to a committee, but has not been acted upon.

The state has had this unique helmet law since the 1970s. In 2011 a full repeal of the law was passed by both state houses but was vetoed by Governor Markell.

One motorcyclist death is too many, and since 2014 there have been 15 rider deaths in Delaware, and six of them were wearing helmets, according to Rep. Lynn. This should be taken in context, however, as the state has more than 30,700 registered motorcyclists, according to [statista.com](http://statista.com).

Source: [delawareonline.com](http://delawareonline.com)

## GULF WAR SYNDROME

An article published in the March 27 online version of *Newsweek* exposes very important information for vets suffering from Gulf War Syndrome from the first Gulf War. The story begins with the 1980-1988 war with Iran, when the United States backed Saddam Hussein by allowing U.S. companies to sell chemical agents to Iraq.

During the First Gulf War in January and February 1991, the United States bombed Iraq's chemical weapons plants and storage sites, causing poisonous plumes to drift across the border towards troops based on the Saudi border.

*Continued*



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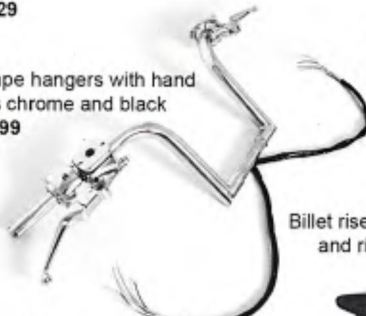
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### Gulf War Syndrome cont.

Despite the chemical detection sirens going off daily, officers told troops that the alarms were faulty.

Experts are now saying that large numbers of U.S. and coalition military personnel were exposed to levels of sarin high enough to cause irreversible or other serious, long-lasting adverse health effects.

The DOD and CIA still claim that troops weren't exposed to high enough doses to hurt them, and the VA has denied full disability status to 80 percent of vets seeking help. Read more at [newsweek.com/how-us-nerve-gassed-its-own-troops-then-covered-it-317250](http://newsweek.com/how-us-nerve-gassed-its-own-troops-then-covered-it-317250).

## MINNESOTA FORFEITURE FREEDOM LAW

One of the tools that law enforcement uses to punish both the innocent and the guilty is civil asset forfeiture. When they don't have enough evidence to convict, they often resort to taking the property (cash, car, or home) of the accused. In a big win for property rights, Minnesota Governor Mark Dayton has signed legislation (SF 874) which says that government can only seize property if it obtains a criminal conviction. Previously, if property owners wanted their possessions returned to them, the burden of proof that the property was not the instrument or proceeds of the charged crime was on them.

Despite stiff opposition from law enforcement, the bill passed the state senate 55-5 and the state house unanimously.

*Source: Institute for Justice*

## DEA HOSTED CARTEL-FUNDED SEX PARTIES?

A report from the Department of Justice's Office of the Inspector General said that DEA agents were found to have attended sex parties that were allegedly funded by the drug cartels and

has suspended 10 agents as a result. The agents all denied knowing that drug dealers paid for the prostitutes, but the report says that they should have been aware.

The offenses took place over many years, and involved special agents holding top-secret clearances. Allegedly the soirees took place in "government-leased quarters where agents' laptops, BlackBerry devices, and other government-issued equipment were present."

In the report the concern is expressed that the cases in which these special agents served as government witnesses would require that their misconduct be disclosed to defense attorneys, and would impact their fitness to testify at trials.

*Source: Huffington Post*

## TEXAS BILL TO RESTRICT FILMING OF POLICE

Texas Rep. Jason Villalba has introduced a bill (HB 2918) that would place restrictions on citizens filming the police. The legislation would usurp the ability of citizens to hold the police accountable for their actions by only allowing filming of police interactions within 25 feet by "news media," narrowly defined as FCC licensed radio or TV stations, qualified newspapers under government code, and certain magazines. Private citizens and Internet-based sites are not listed as "news media." As written, due to the distance restrictions, the bill would prohibit private citizens from recording their own interactions with police.

The proposed legislation ignores legal precedent, established in *Glik vs. Cunniffe*, where the court held that a private citizen has the same rights as journalists to record video and audio of public officials in a public place.

Rep. Villalba claims that the bill does not stop people from filming, but simply asks them to step back "a little."

*Source: The Free Thought Project*



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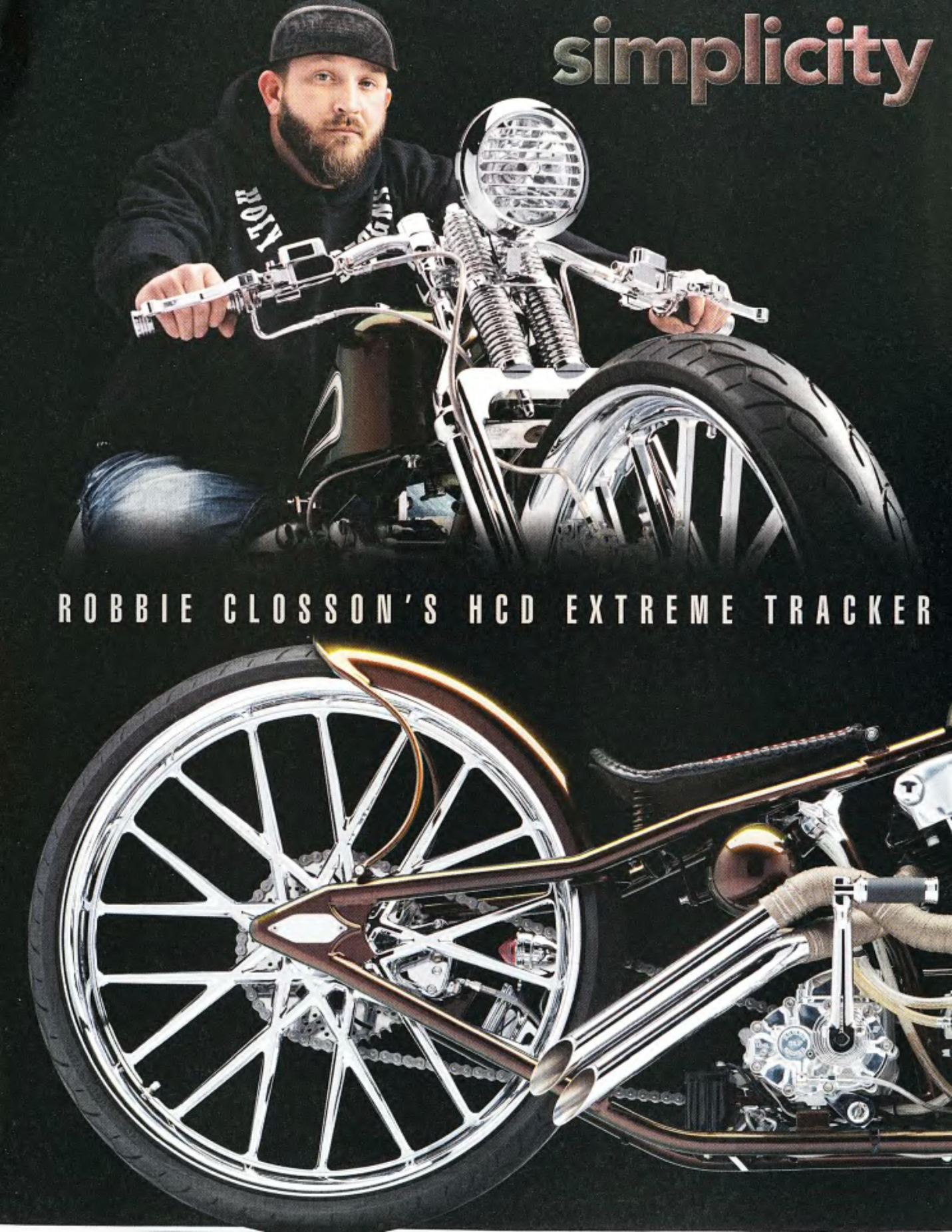
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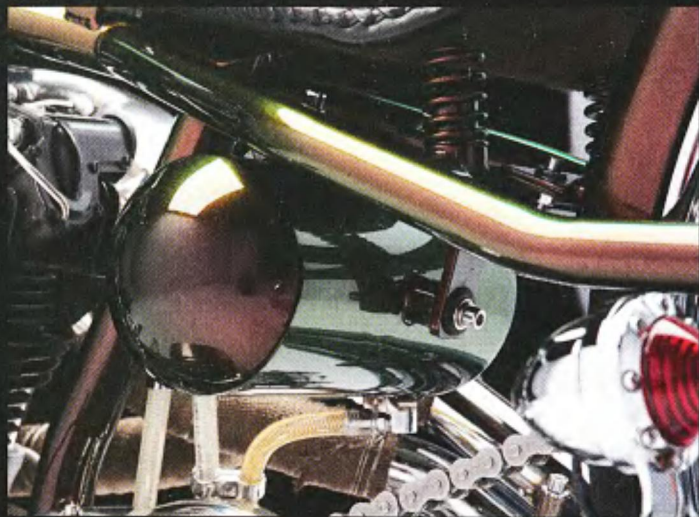
A man with a beard and a cap is sitting on a custom motorcycle. The motorcycle has a large headlight, chrome handlebars, and a custom frame. The man is wearing a black hoodie with "ROLY" written on it and blue jeans. The background is dark.

simplicity

ROBBIE CLOSSON'S HCD EXTREME TRACKER



An old-school theme but  
with new tech cool.  
It's as rugged and raw  
as you can get,  
but easy to work on.



"The first thing people say when they see this bike is, 'Dude, how big are those wheels?' It's the ooh-ahh factor," says Robbie Closson speaking from Holy City Designs in Summerville, South Carolina. The all-purpose custom shop is a short putt outside Charleston aka The Holy City so-named because of its many churches established as far back as 200 years ago.







It turns out that Robbie had faith in building a bike with not one but two 26-inchers. The visual impact of the front and back matching wheels is enhanced by the light-as-air looking frame and fender treatment. It pays homage to the early days of splinter eatin' board track racers. Robbie spent a year dialing in all the components, including going through three different exhaust setups, before he felt he had it just right.

"I wanted to do something old but new—make it as simple and clean as possible with an old-school theme but new tech cool. We used the new 93-inch S&S cone style knucklehead motor (the second one we've used), and we find them very dependable. It also has the new Baker 6-in-a-4-box tranny, plus it's open chain primary and kick-start only but also with HHI brakes and ISR hand controls."

The paint sprayed by Chris Minichiello sets it all off, a PPG Vibrance tint called Rattlesnake, a green and root beer hue that pops against the chromework. And that gnarly cool seat is the work of the crew at F8 Customs.

The 26-26 bike tracks via a DNA springer front end with HCD mods, a component that also adds to the hardtail's nostalgic appeal and performance. Dripping wet, the bike weighs about 550 lb. "It's very light and nimble and with those skinny tires you can

whip it around," Robbie says, "but you can also get on the Interstate and 100 mile-an-hour it with no hands."

Summing it up Robbie says, "It's rugged and raw as you can get, but easy to work on for anybody that buys it. In fact, it's so simple we ended up naming it Simplicity. We're going to build two more of them in our Extreme Tracker series and are actually kickin' around the idea of doing a 30-30 bike. That should even raise the ooh-ahh factor."

—Paul Garson





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**Owner:** Robbie Closson  
**City:** Summerville, South Carolina

#### **GENERAL**

**Designer:** Holy City Designs  
**Year/make:** 2014 Holy City Designs  
**Model:** Extreme Tracker  
**Fabrication:** Holy City Designs  
**Assembly:** Holy City Designs  
**Time:** 1 year

#### **ENGINE**

**Year/make:** 2014 S&S  
**Model:** knucklehead  
**Rebuilder:** Holy City Designs  
**Displacement:** 93 cu. in.  
**Cam:** S&S .510  
**Ignition:** Dyna  
**Pistons:** S&S  
**Lower end:** S&S  
**Heads:** S&S  
**Lifters:** S&S  
**Carb(s):** S&S G  
**Air cleaner:** vintage  
**Pipes:** twisted back

#### **TRANSMISSION**

**Year/make:** 2014 Harley-Davidson  
**Shifting:** 6-speed in a 4-box

#### **PAINT**

**Painter:** Chris Minichiello  
**Type/color:** PPG Vibrance/Rattlesnake

#### **FRAME**

**Year/make:** 2014 MMW  
**Type:** rigid  
**Rake:** 34 degrees  
**Stretch:** a little  
**Shocks:** hardtail

#### **ACCESSORIES**

**Bars:** upside down  
**Handlebar controls:** ISR  
**Fenders:** custom  
**Headlight:** PM  
**Taillight:** RSD  
**Electrics:** little as possible  
**Gas tank:** custom  
**Oil tank:** round  
**Oil system:** S&S  
**Seat:** F8 Customs

**Pegs:** PM

**Grips:** PM

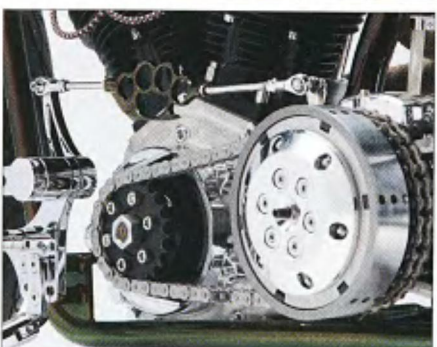
#### **FORKS**

**Type:** springer  
**Extension:** some  
**Builder:** DNA/HCD

#### **WHEELS**

**Size:** 26 inches  
**Wheels:** Metalsport LA Lace  
**Tires:** Vee Rubber  
**Brakes:** HHI

**Photos:** Michael Lichter  
**Contact:** Holy City Designs  
843-771-6540  
holycitydesigns.com







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# SHAKEDOWN

John Dodson's After-Hours Gangster FXR



This month's *Easyriders* girl is the mighty Mia Derosa, who was proud to strut her stuff on John Dodson's Shakedown chopper.



"We probably build as many performance FXRs here at the shop as we do choppers." This is quite a statement as John Dodson and the crew at Gangster Choppers in Richmond, Virginia, as that shop name implies, build plenty of choppers. "And these days," he goes on, "those FXR guys are all about all-around performance. These bikes feature big-inch, big-power engines, inverted 49mm sportbike forks, and six-speed gearboxes. They go fast, stop fast, and handle like they're on rails and do it all with cross-country durability."

John says that putting together bikes like that leaves a whole lot of extra parts piled up in the corner.

**Look at a pile of take-off engines, transmissions and fork sets long enough and you start seeing new-build possibilities.**







**My dad and I put this one together ourselves. It was an after-hours project and no one else touched the bike.**

"You're trading out 80-inch motors for 114s or 124s," John explains. "We'll replace just wonderful 39mm front ends with that sport bike equipment. There are lots of leftover five-speed transmissions and standard Harley starters. We have a 7,500-square-foot shop here and, easily, a thousand square feet, maybe even 1,500, is dedicated to shelving filled with those genuine Harley-Davidson leftovers—all perfectly serviceable." Look at that long enough and you start seeing motorcycles in the

making, which is exactly what happened with this orange hardtail.

"My dad and I put this one together ourselves," John says. "It was kind of an after-hours project and no one else touched the bike." And this one got a lot of those leftover FXR parts, mostly coming from an 1988 FXR police model. The front end is one of those 39mm beauties, the triple-trees cleaned up and smoothed off and the lowers treated to a little lathe time by Ken Dodson, who machined in some ribs before the powdercoating. The

engine is a 1988 80-inch Evo that John completely rebuilt and matched up with a 5-speed transmission put back together with a JIMS kit—a FXR parts to begin with. "And with all those goodies ready to go, Dad and I welded up a single downtube frame with some mild proportions to go with that police-version FXR fork set," John says. Its tubes measure 2 inches longer than the standard unit. "Dad made up a comfortable set of baby apes for the bike and we coupled that with a two-up LePera seat."



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**Owner:** Gangster Choppers  
**City:** Richmond, Virginia

#### GENERAL

**Designer:** John Dodson  
**Fabrication:** John and Ken Dodson  
**Year/make:** 2014 Gangster Chopper  
**Model:** Shakedown  
**Assembly:** John Dodson  
**Time:** 1 month

**Chroming:** Chrome Masters

#### ENGINE

**Year/make:** 1988 Harley-Davidson  
**Rebuilder:** John Dodson  
**Displacement:** 80 cu. in.  
**Ignition:** Crane HI-4  
**Cam:** Woods Performance  
**Carb:** S&S "E"

**Air cleaner:** 4-in. stack

**Pipes:** John and Ken Dodson

#### TRANSMISSION

**Year/make:** 1988 Harley-Davidson

**Shifting:** 5-speed w/ JIMS kit

#### PAINT

**Painter:** Copper Head Graphics

**Type/color:** PPG/

Orange Pearl and Candy

#### FRAME

**Year/make:** 2014 Gangster Choppers

**Type:** rigid

**Rake:** 40 degrees

**Stretch:** 2 inches

**Shocks:** none

#### ACCESSORIES

**Bars:** 7/8-inch baby apes by Ken Dodson

**Handlebar controls:** dirt bike

**Fenders:** John Dodson

**Headlight:** Paughco

**Taillight:** 1949 Chevrolet

**Pegs:** Ken Dodson

**Foot controls:** Ken Dodson

**Gas tank:** 1988 Sportster, modified

**Oil tank:** John and Ken Dodson

**Seat:** LePera

**Grips:** Cole Foster

#### FRONT END

**Type:** 1988 Harley-Davidson, 39mm

**Builder:** Harley-Davidson, Ken Dodson

#### WHEELS

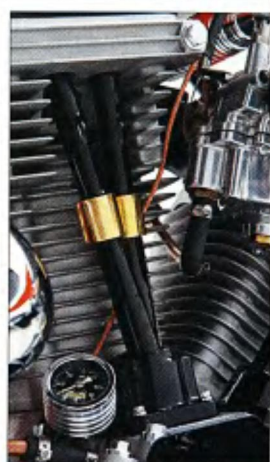
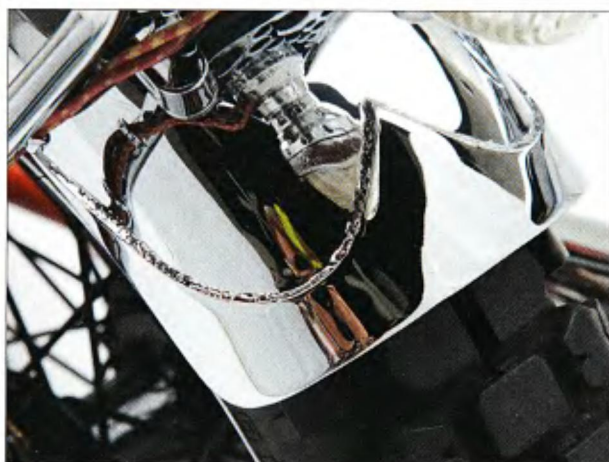
**Make:** Harley-Davidson

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

**Tires:** Enduro tread knobbies

**Brakes:** Jaybrake rear

**Photos:** Don Rogers  
**Contact:** Gangster Choppers  
804-269-3312  
gangsterchoppers.com

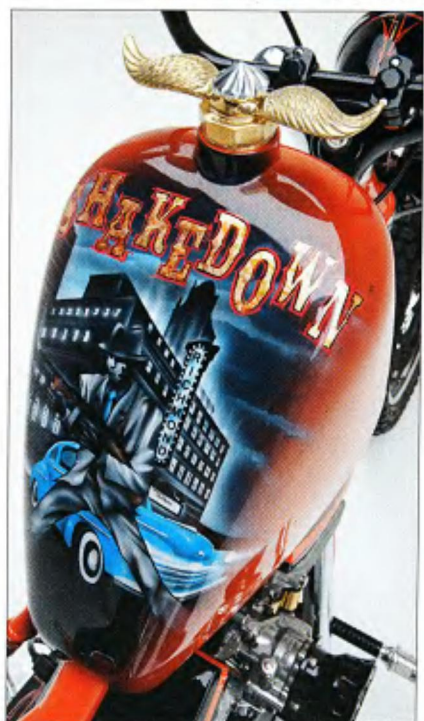


The gas tank is a modified Sportster tank, another part lifted off the shelves then widened a little bit, made a little taller, and fitted with a cast brass filler. With a roller complete and sitting on the Enduro-style knobbies, the team made the long and tall exhausts using mandrel-bent tubing sections TIG-welded together to carefully follow the lines of the frame, with the engine keeping everything even and symmetrical.

It's details like that—and like the machined and hand-polished stainless steel fasteners used everywhere—that make this seemingly simple build a standout. The pegs and foot controls were all handmade, and the custom pearl and candy PPG paint went on without any filler applied anywhere.

The attention to detail paid off. At its debut at the International Motorcycle Show in Washington, D.C. the after-hours bike came home a first-place winner.

—Joe Kress







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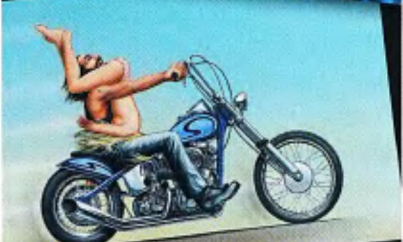


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of the Easyriders Saloon.

# Passin' Gas

"No need for me to come out to the house," the sawbones said to Dirty Dorothy, "I know your ol' man Dirty Dennis is a chronic hypochondriac. He's not really sick, he just thinks he is."

A week later the doctor called the house to make sure his diagnosis had been correct. "How's our patient?" the doc quipped.

"Even worse," Dorothy bawled, "Now he thinks he's dead!"

*Nancy Picker  
Ogdon, Utah*

Then there was the prospect whose wife had triplets, so he grabbed a baseball bat and went looking for the other two dudes.

*Turk Shofar  
Hornblow, Kent*

Throughout his term in the greybar hotel, Charger Charlie kept up a wild, erotic correspondence with his chick that grew only wilder and more intense as his release date neared. Close to the end he wrote her, "When I step through that gate you better have a mattress strapped to your back!"

"Don't worry, I will," she replied, "but you better be the first motherfucker through that gate!"

*Hammerin' Hank  
Jamestown, Calif.*

"Oh dear sister," the bible-thumper croaked, confronting Miraculous Mutha on the street. "Are you troubled by impure thoughts, tormented by thoughts of lust, thoughts of sex and sin?"

"Nah," Mutha smiled, "I really enjoy 'em."

*Will Dingers  
Hemet, Calif.*

Clean Dean walked into a drug store, laid a tattered rubber on the counter, and demanded to have it patched. After learning that it could not be done, he left dejectedly but returned in less than an hour.

"You win," he told the clerk. "The club voted to buy a new one."

*Sandy Carlson  
Belmont, Ohio*

Have you heard about the prospect who jacked off in his socks so much that his dick grew a toenail?

*Harry Fried,  
Sactown, Calif.*

Little Ratso Junior was in class one day when the teacher was trying to illustrate the difference between singular and plural. "What is it if there is one woman looking out a window?" she asked Ratso Junior. "Singular!" answered the biker tot.

"Very good!" chirped the schoolmarm, "Now, what if there's three women looking out a window?"

"Well, I don't know," answered junior, "but that's where dad goes Friday nights."

*Hank Plante  
Lancaster, Calif.*

Captain Trash was at the train station seeing his club brother off. As the train pulled away he waved and yelled after his friend, "Good bye bro, your ol' lady was a great fuck! She really was a great fuck!"

A startled citizen saw all this and exclaimed, "Are you kidding me, did you just tell that guy that his wife was a great fuck?"

Trash shrugged and confided, "Well, she wasn't really that good, but I didn't want to hurt his feelings."

*Tom Jones  
Trenton, N.J.*

The doc came out of the hospital room to give Richie's ol' lady the news. "Ma'am," the doc said gravely, "I'm afraid I don't like the way your husband looks."

"Well, frankly, neither do I," said the loyal broad, "but he's been pretty good to me and the kids."

*Jack Frye  
Kingman, Ariz.*

"Listen to me, Luther Lee," purred the sweet young southern thing, snuggling up to her new boyfriend in the soft light of the parlor, "Will you love me when I'm old, gray and wrinkled?"

"Good lord, Clarabelle," exclaimed the young rebel, "Is it gonna take that long to get you in the sack?!"

*Mike Sullivan  
Dixie*

Read on a shithouse wall: If your hose is old and your stream is weak, stand close to the bowl or you'll piss on your feet.

*Hairy Gerry  
Tucson, Ariz.*

"Get this," said the apartment dweller to his wife, "That damned biker janitor of the ours claims to have fucked every woman in the building except one."

"Hmmm," said the wife, assuming a thoughtful, faraway expression, "It must be that stuck-up Mrs. Johnson on the third floor."

*Bruce Nelson  
Worthington, Del.*

The sixth grade teacher was telling her pupils a proverb about the pitfalls of greed and envy. She said, "There was a rooster who would jump across a stream every day to and from the barnyard. After watching the event for three days, a cat, who noticed a lot of tasty mice out in the cornfield, decided that if the rooster could jump the stream then so could he. The cat backed up a few steps and running as fast as he could leapt as far as he could, but fell short, landing in the icy water and drowned."

When she asked the class what the moral of the story was, Rancid Ray's kid answered, "Well, when it comes right down to it, for every satisfied cock, there's a wet pussy somewhere."

*Jon Goodtime  
Reseda, Calif.*



# 10th ANNUAL Rough Rider MOTORCYCLE RALLY LAS VEGAS, NM



JULY  
24-26  
2015

HAIR BY LEAH BUSTOS

PHOTOGRAPHY BY JOHN HENRY ROMERO

GRAPHIC DESIGNER AND MODEL: STACY KAY ROMERO

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You've heard the saying: it's about the ride not the destination. Well the Rough Rider Motorcycle Rally is about the ride and the destination. The ride to northern New Mexico is filled with mountains, rolling hills, artistic landscapes, and hundreds of bikes. The town itself is rich with history and culture. Las Vegas, established by land grant in 1835, is located where the Rocky Mountains and the Great Plains meet. Jessie James, Billy the Kid, Mysterious Dave, The Dodge City Gang and Doc Holliday among others helped write the history of this town of 15,000. In 1899, a reunion of the regiment led by Teddy Roosevelt was held at the Castaneda Hotel in Las Vegas. During the next 70 years Rough Rider Reunions were held to honor the regiment's military service but especially to celebrate the camaraderie and unique personalities that defined the Rough Riders.

The movies, Easy Rider, Wild Hogs, No Country for Old Men, along with many others have preserved this legacy. With over 900 buildings on the National Historic Register, Las Vegas is a visual feast. The rally itself offers free music at the historic old town plaza where vendors and riders congregate. Mingle with old friends, make new friends, and meet the locals at one of the best biker friendly towns in the Southwest. A bike rodeo, tattoo competition, bucking motorcycle, and bike show are all featured events at the rally. Enter your scooter in the bike show and compete to win a one of a kind Rough Rider trophy. Show off your riding skills at the rodeo and your tattoos at the tattoo contest. Enjoy live music and dancing both Friday and Saturday nights. And if you are feeling really brave sign up for the Old Man's Coming Competition which is certain to tease and please.

Purchase a raffle ticket to win a custom built 2015 Custom Board Track Racer built by Meadow City Motorsports. Bennie Gallegos, family, and friends continue to impress and amaze with their custom built iron hogs. On July 24th, 25th, and 26th follow the roar of motorcycles and the smell of leather and help us make history by joining us at the 10th annual Rough Rider Motorcycle Rally in Las Vegas, New Mexico. New adventures down old trails await you and as always keep it between the lines and the rubber side down!

-Will Sanchez



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Last month we fitted it with a Heartland wide rear tire kit; this month, it's time to make a set of wheels for it. For that we visited Ridewright Wheels where the proprietor, Sam Wakim, walked us through making a set of custom wheels. At Ridewright, they do it all, from machining the basic parts to chrome-plating or powdercoating and then assembling the wheels. So, follow along as the Ridewright gang builds you a set of custom wheels.

We delivered the finished wheels to

the shop that's building the Custom Sweepstakes Bike, My Garage in Ventura, California. Check back next month and we will feature fitting all of the bike's basic parts together.

Don't forget, you can't win if you don't enter. See the Sweepstakes ad in this issue and enter today!

—John Sullivan

Ridewright Wheels  
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**1** The object of our attention is a custom made Ridewright wheel for our customized Softail Custom. It looks really great.



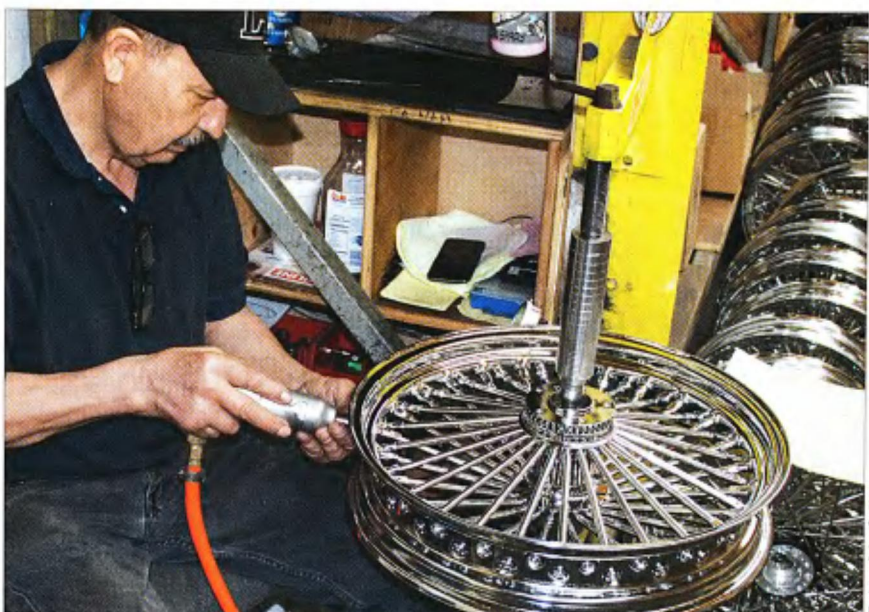
**3** Each wheel is carefully assembled; here Laura is starting the process by threading three fat spokes into a wide glide hub.



**4** It took Laura about twenty minutes to build the sixty spoke wheel.



**2** Sam's shop, Ridewright Wheels, does it all. In Sam's right hand is a billet aluminum blank and the left is holding a finished hub. He is standing in front of one of his six CNC machines that make not only the hubs but also spoke nipples, spacers, brake rotors and complete billet wheels.



**5** The assembled wheel went over to the truing department, where Pedro dialed it in. Watching him go from one or two spokes on one side, then to a couple on the other edge of the wheel, was an eye opener. When he was finished, the rim was running true on three axes.

Photos: John Sullivan



# 2015 Magazine Annual

# \$100,000.00

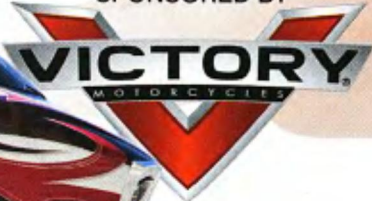
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### 4th Prize

1 WINNER

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### 5th Prize

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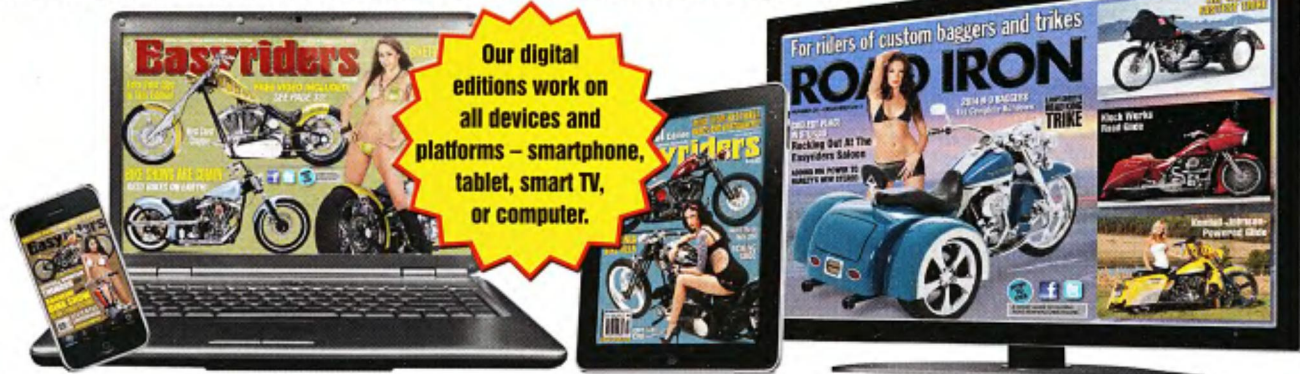
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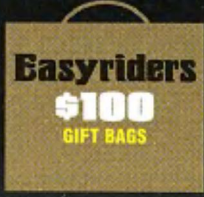
**8th Prize  
1 WINNER**



**9th Prize  
2 WINNERS**



**10th Prize  
100 WINNERS**



**11th Prize  
200 WINNERS**





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1st Prize



Win the original 1990 Crafty Custom Harley-Davidson Softail customized with a Heartland USA Softail Conversion Kit, custom paint and more! You'll be cruisin' in style!

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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





LIKE HELL FROZEN OVER, BUT IN A GOOD WAY

# Columbus Invitational Bike Show

As he does occasionally, Old Man Winter had an icy grip this year on our grand dame of bike shows, the Easyriders Columbus Invitational, that happened on the weekend of February 21 and 22. But bikers are a hardy lot and handled the single digit temps with ease, filling the Columbus Convention Center not only with plenty of amazing bikes, but also with enough of spirit and passion to heat up what to many seemed the embodiment of hell frozen over.

Close to 140 bikes were placed throughout the hall and competed for the attention of the spectators and judges alike. The only category assessed entirely by the judges was the Invitational Class that contained a cream-of-the-crop selection of winners from our five regional bike shows, with some even coming from as far away as California.

Folks came to see and be seen, to shop at the 80-plus vendors that were present, and to party it up, but they also had a chance to drool over the Purrfect Angelz as they danced and gyrated





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across the main stage, or to listen to the rocking sounds of Lowlife, a five-piece band from Roanoke, Virginia. They could also line up for an autographed photo or have their own photo taken and shake hands with Tommy "Chibs" Flannagan from *Sons of Anarchy* or hang out with Angie and Michael Ballard from the *Full Throttle Saloon*.

Later on Saturday, nine winners of the regional show were awarded trophies and then transferred to the Invitational Class so they could compete with the nation's very best bikes the next day. Among them were Jeremy Valentine's '75 Joker Cycle-built Gypsy Rose that won the John Green Award and Amanda Bolton's Camtech-built and wildly painted purple 2011 Street Glide that won for Radical Bagger. It even featured a sexy little leather girdle as its seat cover.

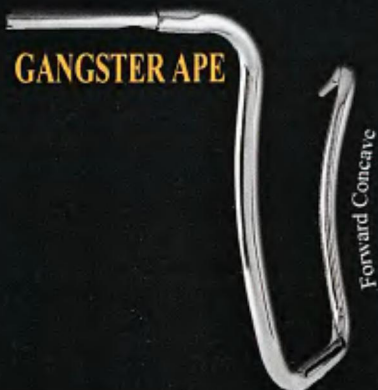
Then came Sunday, and with the weather improving and temperatures rising all the way to the freezing point, the place started hopping once more. At 4 p.m. it was awards time once again. Bike builders and owners packed the stage area and some 40 more trophies were handed out to honor some of the nicest builds known to modern man. Among the regional winners were first place Old School Chopper winner Milos Matras and his 1981 shovelhead and Specialty Class winner Larry Vaughn-Finch and his mind-boggling Ron Finch-built 2014 "Switchblade." Among the big winners in the Invitational Class were John Shipley's beautiful 2014 bobber board tracker that won Editor's Choice and Edward Butler's 2015 Road King, which took home the Bagger of the Year award, while honors for Bike of the Year went to a truly amazing, all hand-built, root beer-colored, 2015 custom stunner crafted by Larry Moore from Wichita, Kansas.

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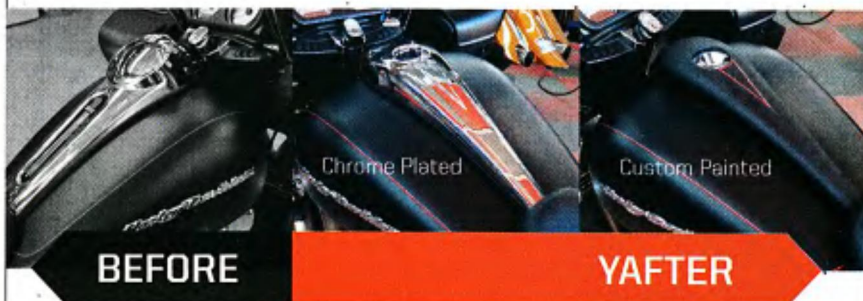
As always, the Bike of the Year will be displayed in all our Easyriders Bike Show ads throughout the year, and of course it will be featured in full in an upcoming issue of *Easyriders*, as will many of the other bikes that were seen at the various shows and photographed by our own intrepid Michael Lichter for upcoming issues, so stay tuned.

For a list of all the winners, go to [easyridersevents.com](http://easyridersevents.com)

—Red Baron

# A LITTLE "DASH" OF CLASS

Bagger Nation "Clean & Simple" steel replacement Bagger Dash



- Sleek, low profile design instantly adds a stretched feel to your stock tank
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**Paul Yaffe's  
Bagger  
Nation**

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*m*

ade to match, like "his and hers," these two bikes built by Thunder Cycle Design (TCD) look like something you might find in a Hammacher Schlemmer catalog—if they sold custom bikes. High-end all the way, these would fit perfectly into a gated community where people have motorized tie racks and open their 1984 Domaine Ramonet with an electric wine opener.

But then Eddie Trotta, who owns and runs TCD, has always had a penchant for the finer things in life, from owning race horses to cigar race boats and, of course, top-of-the-line custom bikes, the latter of which he's been building himself for the past 30 years.

With this unusual pair of bikes, it all started when Eddie was building a gas tank. "I decided to drop a panel into the side of it," Eddie says, "like a little insert. And rather than doing paint on it, I



thought engraving it would be nice, so I had our painter, Bones, engrave it and it came out looking pretty cool."

Looking at it in black and silver, Eddie thought it would look even better with some silver leaf on top of the gas tank.

"I've done black and red before, so I knew how it would pop," he adds, "so we came up with the cross between the red candy and the brandywine. And then we built the chopper around that gas tank."





## *Built To Match* A PAIR OF HIGH-END CUSTOMS FROM EDDIE TROTTA



Once the gas tank had this 3D look to it, Eddie wanted the rest of the bike to have a similar theme and added some panels to the rear fender, too. And since he and his crew were building the bagger more or less at the same time, Eddie

says he wanted to do something different. "Nobody ever seems to do anything with the gas tank of a bagger," he says. "I mean, they put those skins over them and they stretch 'em, but nobody really does anything exciting with them."

So Eddie decided to put a panel on the side of the bagger, bought some speaker lids, and built the grilles for them. He also built a recessed dash in the middle of the gas tank for an iPad hook-up. "I was gonna do it for an iPhone, but I really didn't want anyone to talk on the phone while they're riding," he says.

Once everything was done, Eddie thought it would be fun to give both bikes the same paint job. Bones obliged, and now this pair of very cool-looking, high-end custom bikes is sitting in the Thunder Cycle Design showroom floor in Ft. Lauderdale awaiting that one person who's looking for a unique opportunity to own the full set of these matching marvels.

If that's you, check out Eddie's website to see if they're still available: [thundercycledesign.com](http://thundercycledesign.com) —Tripper





## TCD CHOPPER

**Fabrication:** Thunder Cycle Design  
**Year/make:** 2014 Thunder Cycle Design  
**Model:** drop-seat chopper  
**Assembly:** Thunder Cycle Design  
**Time:** 6 months  
**Chroming:** Chrome Master

**Year/make:** 2014 Ultima  
**Rebuilder:** none  
**Ignition:** Ultima  
**Displacement:** 127 cubic inches  
**Lower end:** Ultima  
**Balancing:** Ultima  
**Pistons:** Ultima  
**Heads:** Ultima  
**Cam:** Ultima  
**Lifters:** Ultima  
**Carb(s):** Mikuni 48  
**Air Cleaner:** Thunder Cycle Design V-Cleaner  
**Pipes:** Thunder Cycle Design D-2.5

**Year:** 2014  
**Modifications:** trans brake  
**Shifting:** 6-speed

**Painter:** Bones  
**Type/color:** House of Kolor, PPG/candy red, black

**Year:** 2014  
**Builder:** Thunder Cycle Design  
**Type:** hidden-shock, SSS arm  
**Rake:** 42 degrees  
**Stretch:** 4 inches  
**Shocks:** Progressive  
**Modifications:** single-sided swingarm

**Bars:** Thunder Cycle Design  
**Handlebar controls:** HHI  
**Fender(s):** Thunder Cycle Design  
**Headlight:** Headwinds  
**Taillight:** Thunder Cycle Design  
**Speedo:** Dakota Digital  
**Pegs:** mini boards, Rolex  
**Electrics:** Thunder Cycle Design  
**Gas tank:** D-2, Thunder Cycle Design  
**Oil tank:** Thunder Cycle Design  
**Oil system:** Thunder Cycle Design  
**Primary cover:** Thunder Cycle Design  
**Seat:** Gator  
**Mirrors:** Thunder Ovals  
**Grips:** Thunder Comfort

**Type:** inverted 63mm  
**Extension:** 4 inches over  
**Builder:** Thunder Cycle Design

**Size:** 26-inch front, 17-inch rear  
**Make:** Performance Machine  
**Tires:** Vee Rubber front, Metzeler rear  
**Brake:** HHI

## TCD BAGGER

**Fabrication:** Thunder Cycle Design  
**Year/make:** 2013 Harley-Davidson  
**Model:** Road King  
**Assembly:** Thunder Cycle Design  
**Time:** 8 months  
**Chroming:** Chrome Masters

**Year/make:** 2013 Harley-Davidson Twin Cam  
**Rebuilder:** Thunder Cycle Design  
**Ignition:** ThunderMax  
**Displacement:** 107 cubic inches  
**Lower end:** Harley-Davidson  
**Balancing:** Harley-Davidson  
**Pistons:** Wiseco  
**Heads:** John Sachs Racing  
**Cam:** Maci 598  
**Lifters:** JIMS  
**Carb(s):** EFI  
**Air Cleaner:** Thunder Cycle Design  
**Pipes:** Thunder Cycle Design

**Year:** 2013  
**Modifications:** none  
**Shifting:** 6-speed

**Painter:** Bones  
**Type/color:** House of Kolor, PPG/candy red, black

**Year:** 2013  
**Builder:** Thunder Cycle Design, Harley-Davidson  
**Type:** Harley-Davidson  
**Rake:** 90 degrees  
**Stretch:** 3 inches  
**Shocks:** Progressive  
**Modifications:** none

**Bars:** Thunder Cycle Design  
**Handlebar controls:** HHI  
**Fender(s):** Thunder Cycle Design  
**Headlight:** Harley-Davidson  
**Taillight:** Thunder Cycle Design  
**Speedo:** Dakota Digital  
**Pegs:** Rolex boards  
**Electrics:** Thunder Cycle Design  
**Gas tank:** Thunder Cycle Design  
**Oil tank:** Thunder Cycle Design  
**Oil system:** Thunder Cycle Design  
**Primary cover:** Thunder Cycle Design belt drive  
**Seat:** Gator  
**Mirrors:** Thunder Ovals  
**Grips:** Thunder Comfort

**Type:** Harley-Davidson  
**Extension:** 2 inches over  
**Builder:** Thunder Cycle Design, Harley-Davidson

**Size:** 26-inch front, 17-inch rear  
**Make:** Performance Machine  
**Tires:** Vee Rubber front, Metzeler rear  
**Brake:** HHI

## ENGINE

## TRANSMISSION

## PAINT

## FRAME

## ACCESSORIES

## FORKS

## WHEELS





# A BLESSING...for those who RIDE HARD and LIVE FREE

May the sun rise in front of me,  
May the rain fall behind me,  
And the wind follow beside me,  
May the angels guard my travels,  
For they know the road ahead of me.

Keep me safe through  
Swirling turns and rolling hills,  
Let the eagle guide me  
To the mountaintops.

Let the moonlight guide me  
Through the night.  
Let the air of spring  
Breathe life into my soul,  
To journey to another adventure  
Out on the open road.

Anyone with a passion for motorcycles will tell you that no matter what the road throws at you, they're always ready for the next adventure. Now, we've created a new jewelry exclusive for those with the ride hard, live free spirit—the "Biker's Blessing" Dogtag Pendant. Let it be your co-pilot through the curves and bumps ahead.

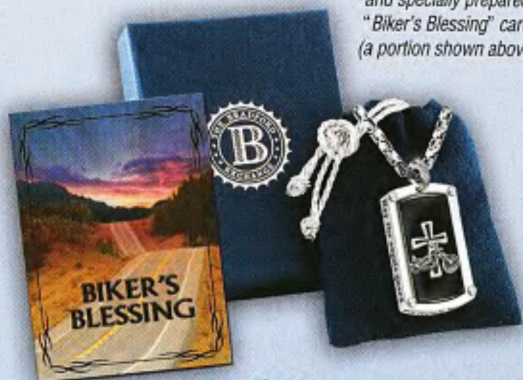
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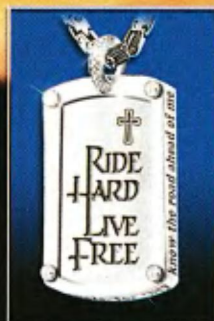


Crafted in  
biker-tough  
stainless steel

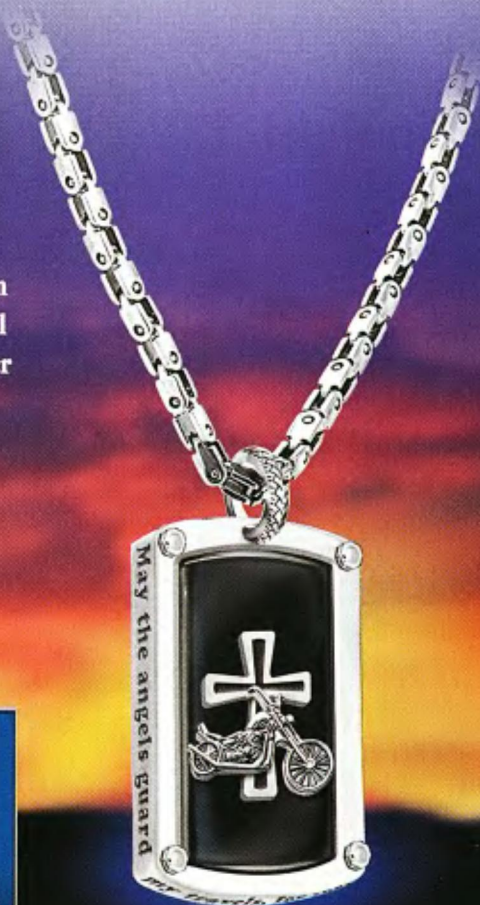


Boldly sculpted  
design with:

- 24" "bike" chain
- Tire-shaped bail
- Sculpted chopper and cross



Reverse side



## BIKER'S BLESSING DOGTAG PENDANT

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Words from the  
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etched around the sides



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**LIMITED-TIME OFFER**

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Mrs. Mr. Ms. \_\_\_\_\_

Name (Please Print Clearly)

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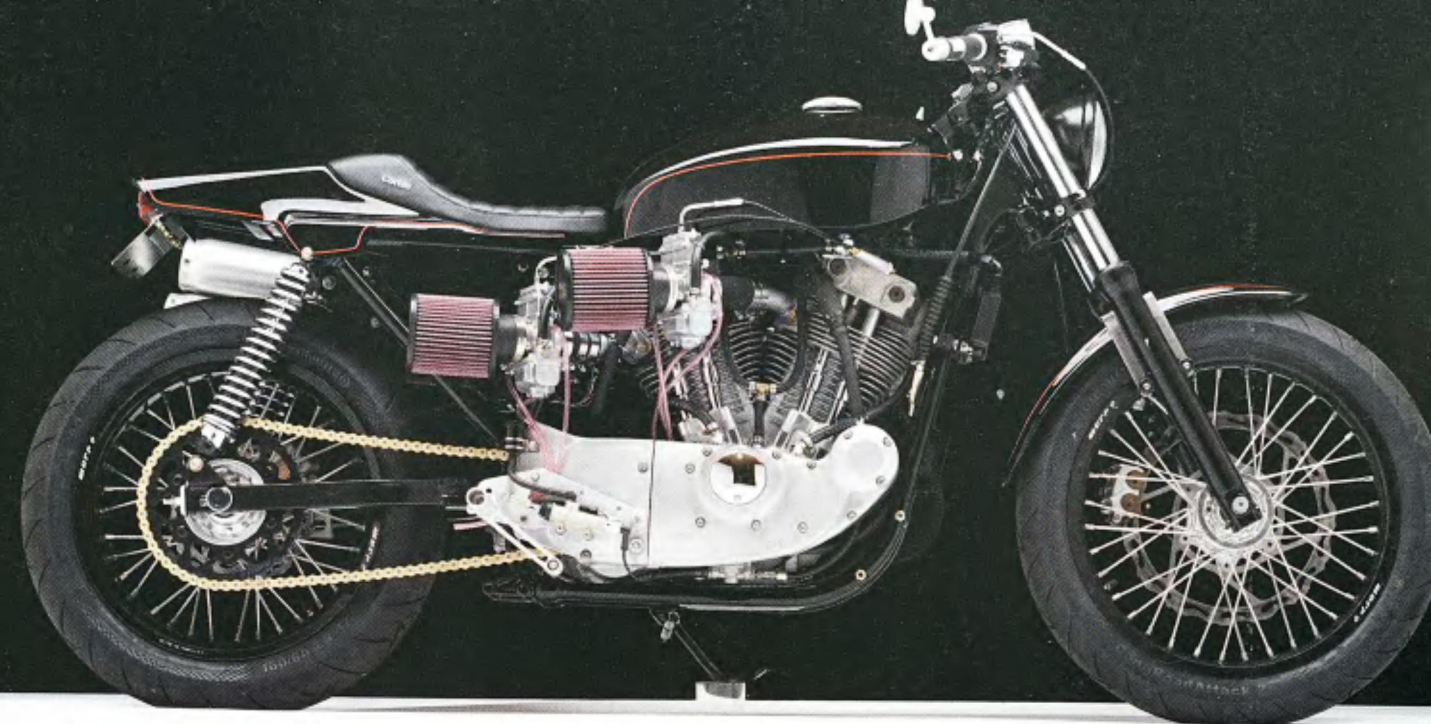
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# Hybrid

Skeeter Todd's  
American Caféster



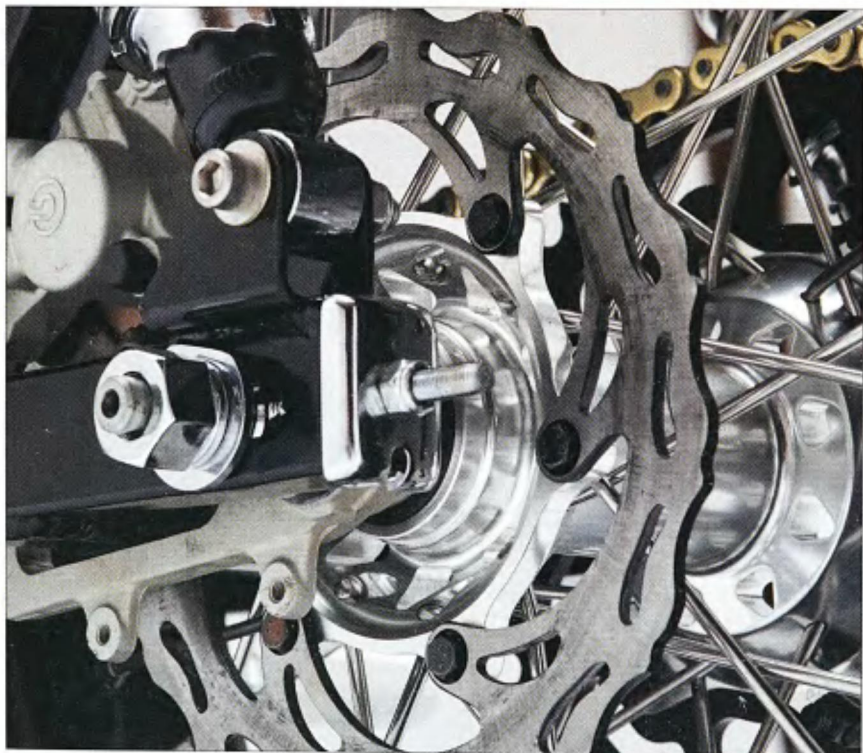
Fans of the long-running hit series *American Choppers* are familiar with the fabrication magic performed by Skeeter Todd. Longtime readers of *Easyriders* have seen his composite customs featured since the late 1970s, and he's still going at it. The more complex things are, the happier he is. He builds bikes that answer the question "What if?"

Speaking from his home workshop in Maryland, New York, Skeeter says, "This motorcycle is based on the least popular model Sportster Harley ever built: a 1979 XLCR. It really didn't look like a Harley, so nobody shed a tear when I cut up a '79 Sportster frame."

In this case the "what if" question for Skeeter came down to what if you had an XR on an Evolution bottom end. You'd have hydraulic lifters, a better oiling system, a decent set of cases, and a 5-speed transmission. When asked how many other people had tried this, Skeeter pauses and says, "None that I know of. The refitting, re-aligning, the manipulation and the conjuring to get the whole thing to fall into place was way more complex than I imagined when first starting the project. I swear there's probably a set of footprints worn into the concrete floor around my milling machine from standing there cutting little chips out of aluminum to make the pieces fit and work. But that said, it was a lot of fun."



The sound is loud, very evil.



It started with taking the engine mounts off the Evolution cases and fabricating new ones that fit in the frame. The next step was finding a set of cylinders that had the right fin pack to match up with huge fin pack of the XR heads. Then there was the little problem of stud patterns and bore differences that had to be changed. Another challenge was the combustion chamber capacity, which necessitated the application of inverted domed pistons as used on a turbo bike to get the compression down to a realistic number. The pushrods were also handmade and adjustable as well. The list goes on, but at no point did Skeeter ever consider giving up. "Once I get my teeth into something, I'm never giving up that piece of steak."

Due to its hydraulic lifters, the engine is quiet despite that fact that it is a huge motor for an XR. Standard is 750cc and this one displaces 1250cc's. It has way more torque but is also actually very well mannered.

Going for a 1960s look, Skeeter selected a Sportster turtle tank matched to the café-like tail section from a factory 1977-1978 XLCR. The reverse cone pipes came off a XR750 that had been set up to run the mile so the sound is "loud, very evil." The paint is old-school black real metal-flake, something he had squirreled away back in the 1970s.

—Paul Garson



**Owner:** Skeeter Todd  
**City:** Maryland, New York

**GENERAL**

**Designer:** Skeeter  
**Year/make:** 1979 Harley-Davidson  
**Model:** XLH  
**Fabrication:** Skeeter  
**Assembly:** Skeeter  
**Time:** 120 days  
**Chroming:** Chromemasters

**ENGINE**

**Year/make:** 2003 XL883  
**Rebuilder:** Skeeter  
**Displacement:** 77 cu. in.  
**Cam:** Andrews  
**Ignition:** Daytona  
**Pistons:** Hammer  
**Lower end:** Skeeter  
**Heads:** XR 1000 Slinger Airflow  
**Lifters:** Feuling  
**Carb(s):** Mikuni  
**Air cleaner:** K&N  
**Pipes:** XR modified

**TRANSMISSION**

**Year/make:** 1992 Harley-Davidson  
**Shifting:** Chainsickle

**PAINT**

**Painter:** Dave Davies  
**Type/color:** black metal-flake

**FRAME**

**Year/make:** 1979 Harley-Davidson  
**Type:** XL

**Rake:** stock  
**Stretch:** stock, rear XR style.  
**Shocks:** 13 1/2 inches

**ACCESSORIES**

**Bars:** Lick's Cycles  
**Handlebar controls:** Brembo  
**Fenders:** steel front  
**Headlight:** Lick's Cycles  
**Taillight:** small and old  
**Speedo:** nope

**Electrics:** little as possible

**Gas tank:** 1967 XLH

**Oil tank:** Skeeter and

Bordinger Welding

**Oil system:** Skeeter

**Seat:** Corbin

**Pegs:** Chainsickle

**Mirrors:** my brother Tom

**Grips:** Rizoma

**FORKS**

**Type:** 39mm glide

**Extension:** 2 inches under

**Builder:** Skeeter

**Wheels**

**Size:** 18-inch front, 17-inch rear

**Wheels:** aluminum hub

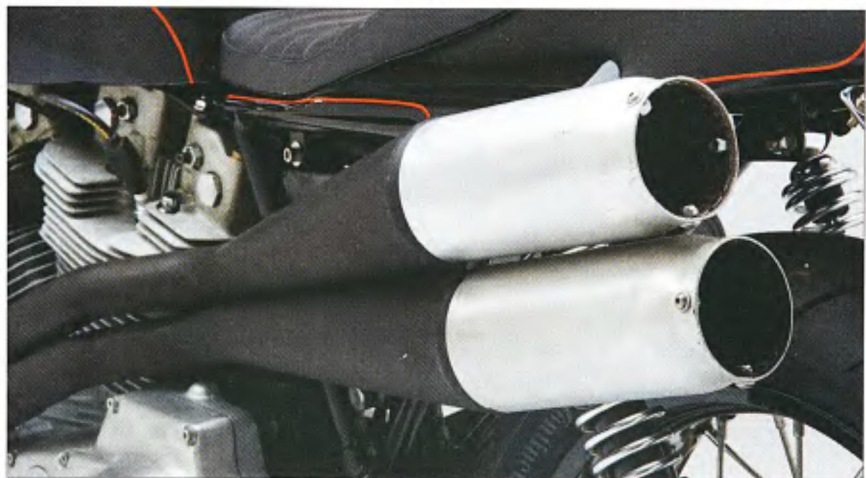
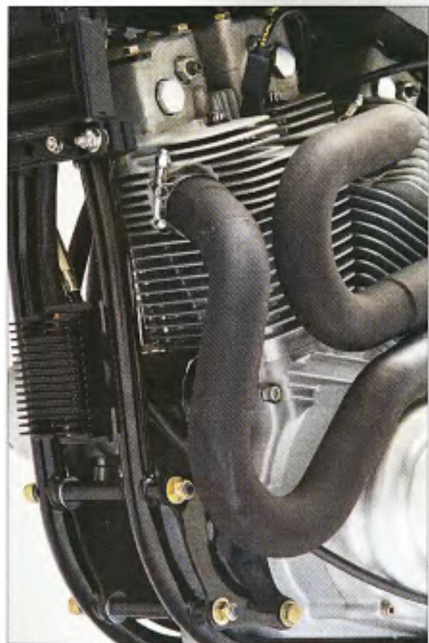
**Tires:** Continental

**Brakes:** Brembo disc



**Photos:** Michael Lichter





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vendors and some 50 motorcycles—plus one rat rod—on the grassy entrance area. In fact, there were more bikes out in the parking lot than in the show, but what was on the green were some of the finest builds.

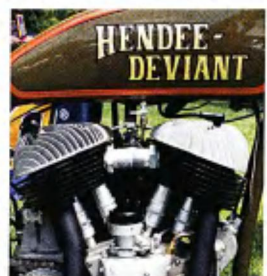
And we're not just talking bikes here, either. Greeting you at the entrance were Jitka Pralinka and Petra Ruzickova, a couple of beautifully built models from the Czech Republic. On stage, you had the lovely Katie Cole, Lisa Elise, and a pair of rambunctious members of the Japanese all-girl band Nylon Pink laying down some good old rock 'n' roll.

If you got hungry, two catering trucks, Baby's Badass Burgers and The Grilled Cheese Truck, were on hand to fill you up and give you the strength to check out some intriguing machinery like Ron Baldonado's 1932 Harley-Davidson VL antique custom bobber with a 1937 ULH engine, which won first place in the Classic American category. He also brought last year's winner, a 1920s style board track racer.

Best of Show, though, went to a 1979 Honda CBX built by Calin Senciac and Terry Ward of Image Vehicles International, while Chris Carlson's beautiful 1934 Husqvarna TT500 factory road racer won Classic Import.

Sure, it was a small show and there were way more bikes in the parking lot than on the golf course, but that was okay. Once you had checked out the show, you could get on your own two wheels and go for a ride down famous Mulholland Highway, either towards the equally famous Rock Store or down to Neptune's Net on Pacific Coast Highway. Either way, it was a beautiful win-win situation.

—Red Baron



Photos: Kai R.





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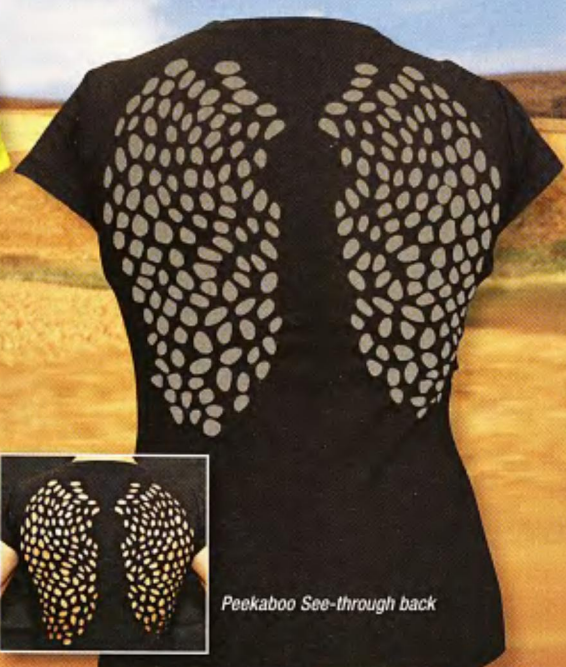
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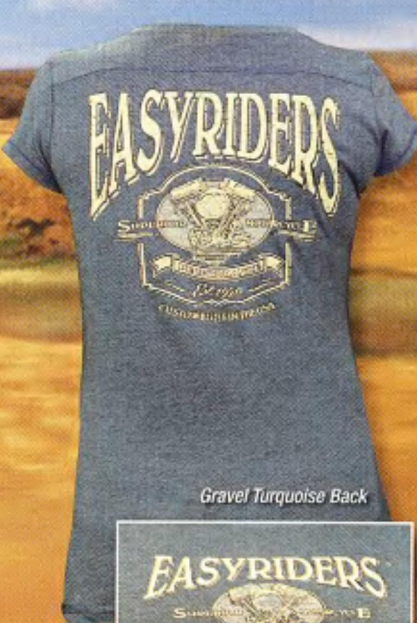
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# STILL THE WORLD'S FASTEST HARLEY-DAVIDSON! The *Easyriders* Streamliner, 25 Years Later



In the February 1989 issue of *Easyriders*, publisher Joe Teresi issued a challenge to the American Biker Nation: Kawasaki Huntin'—You're invited. Haunted by the fact that a Kawasaki held the absolute motorcycle land speed record, then 318.598 miles an hour, he appealed to the faithful to take it back for Team USA. *Easyriders* offered the readers and fans an unprecedented opportunity: Become a sponsor of a new land speed record attempt for a measly \$25 and get your name on the side of the liner, receive a sponsor certificate, an official commemorative T-shirt, plus free admission to watch the record fall. The pitch was an abashed success as 10,000 *Easyriders* readers ponied up their hard-earned cash, and we prepared to go racin'.

The liner that *Easyriders* and Jammer Cycles had previously campaigned at Bonneville (which held a land speed record of 276.376 in the S-AF3000 class) was slated for a complete redesign. The bones were good, but the driveline needed an update. Joe enlisted racing veteran Keith Ruxton to head up the project as crew chief. In turn, he drafted a gaggle of fine minds to remake the 'liner into finely tuned dynamite. There was no shortage of midnight oil burned for months working on the project. It is a feat of massive import that by September of that same year, we were on our way to the proving ground to try to make our mark.

Rider Dave Campos was valiant in the pursuit of the record, but the gods of speed did not give up the booty quite so easily as was hoped. After enduring some incredible obstacles, and overcoming one after another, a class record of 284.556 was set, but the absolute record remained elusive.

Not one to tuck his tail between his legs and retreat without a fight, on that day Joe Teresi, echoing



Photos: ER Archives

the words of General Douglas MacArthur, defiantly declared, "I shall return!"

And return we did. Over several grueling weeks in July 1990, we fought the salt, the weather, and the fates. A 300-mile per hour crash and roll nearly dashed our hopes, but the sponsors and crew came together and hammered and wrenched the liner back into shape. Over the next few days we had our share of setbacks and disappointments, but we fought, and on July 14, 1990, we achieved what had seemed impossible, the absolute land speed record for motorcycles, an incredible 322.150 miles per hour. For all of us on the salt: crew, sponsors and spectators alike, time stood still. It was amazing, something that all who were there will never forget.

On that date history was made, and that record

stood for an amazing 16 years. This is the longest period of time that the official record has ever been held. While this was finally overcome in 2006, it has been a tug of war ever since, the record would stand a few days then another warrior would best it, and it would start all over again.

Notably, the *Easyriders* land speed record actually still stands. While the absolute record has been broken, our record was achieved by naturally aspirated engines—no superchargers, and no nitrous. To this day, 322.150 miles per hour on a naturally aspirated motorcycle has never been broken. As of June of this year, this amazing achievement has stood the test of 25 years of motorcycle racing history. The *Easyriders* Streamliner is still the world's fastest Harley-Davidson!

—Kit Maira



## CREW LIST

- Joe Teresi – Owner and Head Honcho
- Dave Campos – Rider
- Keith Ruxton – Crew Chief
- Micah McCloskey – Assistant Crew Chief
- Leon Hatcher – Cockpit & Controls
- Bobby Torres – Mechanic
- Jess Pendegraft – Crew Member
- Keith Ball – Checks & Procedures
- Kit Maira – Communications & Wiring
- Jerry T. Pinedo – Toolman & Parts Chaser
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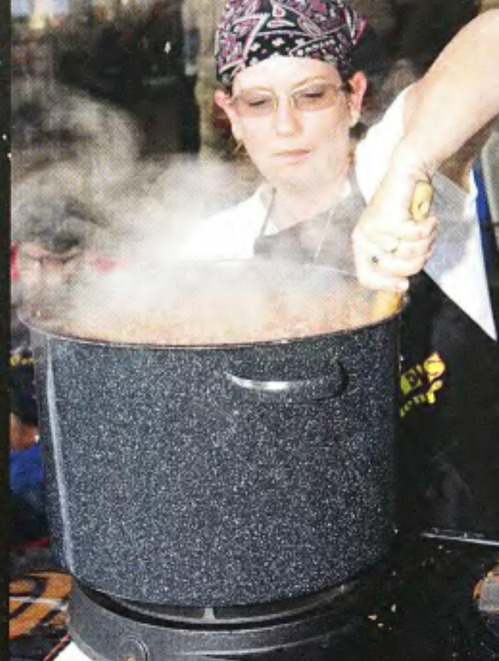
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# Roscoe's 29th Chili Challenge







Who would have thought that the little annual chili cooking gatherin' in Roscoe Tomlin's backyard in Lakeland, Florida, that started 29 years ago would turn into the event it is today? Roscoe's chili cooking opponent, Li'l Hank, is still cooking chili at the party today!

This year, we rolled in to the spacious campgrounds on Thursday morning and set up camp amid the hustling vendors and sound men who were getting ready for the big opening on Friday, November 7. The event promised live bands, food of all kinds, and an array of biker doodads for sale.

The custom bike tent was sent up, as were the beer stands, the body painting shop, and the chili cooking area, all ready for the big day on Saturday. Friday night included a pole dancing preview of the finals competition to be held on Saturday night. The crowd was growing and the weather was perfect (so far). The babes were showin' off, the bros were oogling, and everything was lookin' good.

Saturday began with the annual horse-show matches, a bike show, mechanical bull riding, and the chili cooking, with the tasting a free beer starting a noon. Then came the Outhouse Nationals and the mini-bike races, which offered the toughest competition I've seen. Those riders were out to win!

Next came the opening ceremonies, dedicated to our fighting men and women everywhere, with presentations to all the U.S. service banners. Taps was played, followed by the National Anthem. A tattoo show and arm wrestling contest followed, then came the pole dancing main event.

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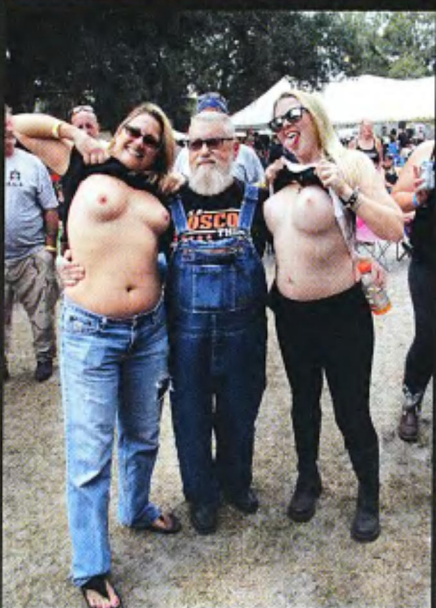
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A cold front moved in and the rain started coming down, but that didn't deter any of the action on the grounds, with live music and partying taking place until the wee hours.

Thanks to Roscoe and his crew for a fabulous party. We're looking forward to the 30th Annual Chili Challenge in 2015 November 5 - 8.

For more info please visit the event website at [roscoeschillichallenge.com](http://roscoeschillichallenge.com)

—Miserable George



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# FoxHunt

## Meet This Month's Winner!

In this month's liver quiverin' edition meet Crystal Clark, a feisty and frisky young sword-swallower from the holy land of Riverside, California. Grab your fee-fee bag and lovingly turn to her feature and follow her fragrant trail of feminine moisture to Danny Toole's super-duper Super Glide.

—Captain Moosecock

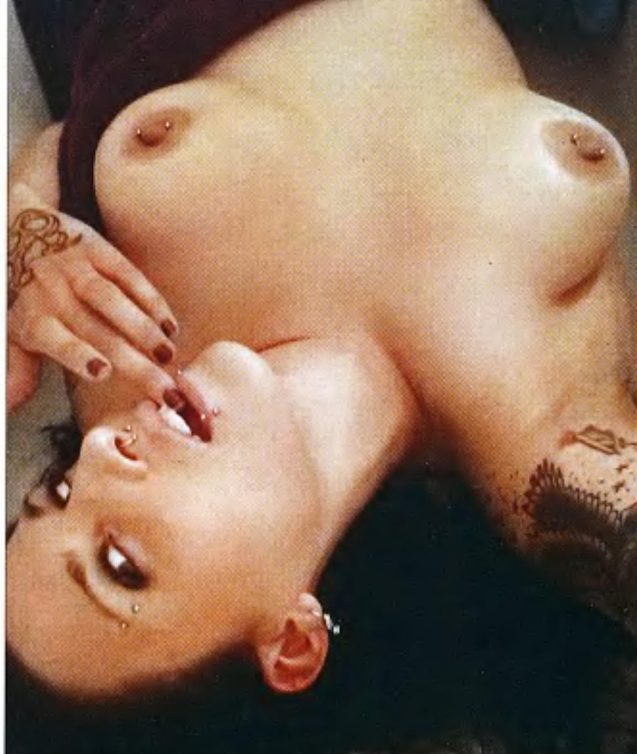






#0701 Amy-Florida

*"My first ride on a Harley was during Daytona Bike Week. I was working the bike wash tent with some girlfriends and we met a group of bikers who took us all to Main Street!"*



#0703 Casey-New York

*"I was wearing a mini-skirt and had to straddle my man while we rode, exposing everything. But oh, the vibrations!"*



#0702 D'Atra-Arizona

*"The first time I rode on a Harley a roar went down the back of my spine to my solar plexus and exploded my pants like a water balloon!"*



#0704 Barbara-Alberta, Canada

*"I had never been on a motorbike before. It was extremely exciting; you feel so free and powerful. I love cruising around looking sexy!"*



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 bristling brilliantines. Meet Brittany Peterson, a raven-haired bird-twirler from the wild banjo-terrorized lands of Virginia. Born into a family of hyper-tense salt miners, Brittany has fought her whole life to bring paprika awareness to a jittery southeast.

## FOX HUNT

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

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

Model's Name:

Address:

City: State: Zip:

Home Phone: ( ) Cell Phone: ( )

Date of Birth: I am years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature:

Photographer's Name:

Address:

City: State: Zip:

Daytime Phone: ( ) Evening Phone: ( )

Photographer's Signature:

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

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



## SIMPLE BUT CLEVER

*Rogue Chopper's oil changer does the dirty work*

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

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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](http://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**

"We were somewhere around Sacramento when the drugs began to take hold..."

—Kim Peterson, Easyriders Bike Show, Sacramento, Calif.



Hot girls love a hairy back.

—Kim G., Providence, R.I.



On top of old smoky, all covered with...chicks. —Dennis Destremes, Berthier, Quebec.





Satan sends us redheads. This dangerous specimen appeared at the Midwest Mecca. Many lives were ruined.

—The Boy Scout, Columbus, Ohio

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 digital copy of our *Easyriders* or *V-Twin* DMAG (digital magazine). We accept digital photos at: [photos@easyriders.net](mailto: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.



Colors welcome at M/C club Sunday. —Tommy Pittard, Honea Path, S.C.



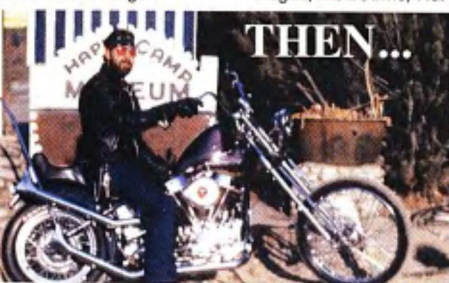
Steve, Randy and Ray with award-winning Sugar Pai. —Terry Bert, Long Beach, Calif.





petoberfest swinger.

—Rogue, Melbourne, Fla.



Sonny Grillo, 1988, on his 1949 Pan, Happy Camp, Calif.



Sonny, 2014, still a happy camper. —Sonny Grillo, NoCal.

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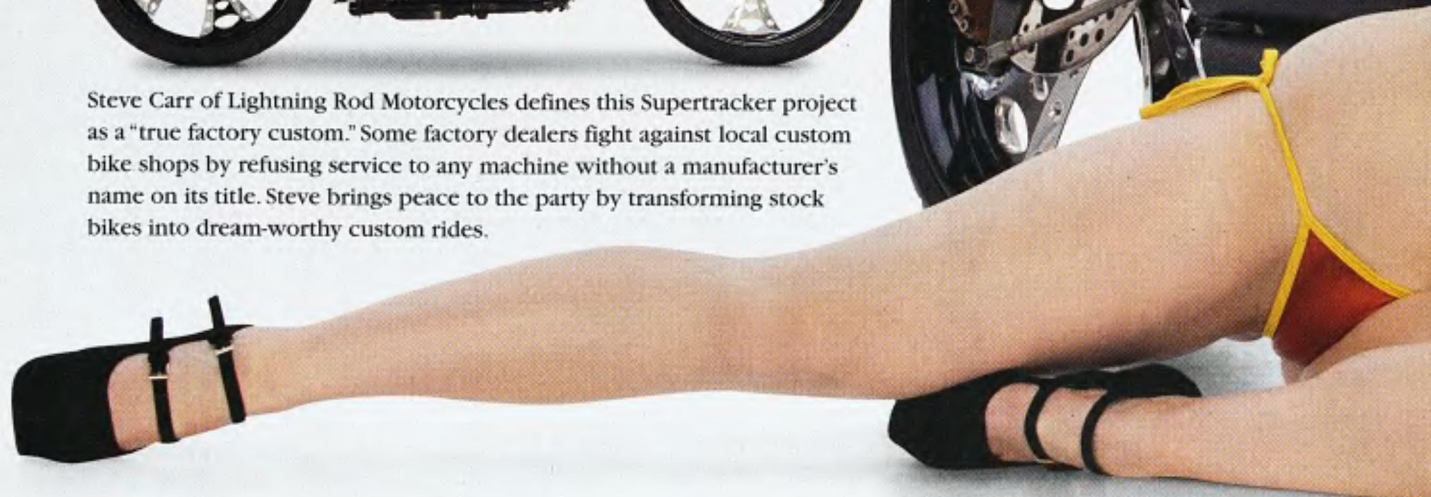


# **SUPERTRACKER**

*DANNY TOOLE'S LIGHTNING ROD SUPER GLIDE*



Steve Carr of Lightning Rod Motorcycles defines this Supertracker project as a "true factory custom." Some factory dealers fight against local custom bike shops by refusing service to any machine without a manufacturer's name on its title. Steve brings peace to the party by transforming stock bikes into dream-worthy custom rides.





Steve made this a machine that would be  
easy to own and that can be serviced at any  
Harley-Davidson dealer in the world.





**Owner:** Danny Toole  
**City:** Enterprise, Alabama

#### GENERAL

**Fabrication:** Steve Carr  
**Year/make:** 2007 Harley-Davidson  
**Model:** Super Glide  
**Assembly:** Steve Carr  
**Time:** 3 months

#### ENGINE

**Year/make:** 2007 Harley-Davidson Dyna  
**Builder:** Harley-Davidson  
**Ignition:** Harley-Davidson  
**Displacement:** 96 cubic inches  
**Lower end:** Harley-Davidson  
**Balancing:** Harley-Davidson  
**Pistons:** Harley-Davidson  
**Heads:** Harley-Davidson  
**Cam:** Harley-Davidson  
**Lifters:** Harley-Davidson  
**Carburetor:** Harley-Davidson  
**Air Cleaner:** Big Sucker  
**Pipes:** Vance & Hines shorty's

#### TRANSMISSION

**Year/make:** 2007 Harley-Davidson

#### PAINT

**Painter:** David Williams  
**Type/color:** House of Kolor/white, red, blue

#### FRAME

**Year/make:** 2007 Harley-Davidson  
**Type:** Super Glide  
**Rake:** stock  
**Stretch:** stock  
**Shocks:** Paughco  
**Modifications:** none

#### ACCESSORIES

**Bars:** Paughco  
**Handlebar controls:** Harley-Davidson  
**Fender:** Steve Carr  
**Headlight:** Paughco  
**Taillight:** LED  
**Pegs:** Harley-Davidson  
**Electrics:** Harley-Davidson  
**Gas tank:** Harley-Davidson  
**Oil tank:** Harley-Davidson  
**Oil System:** Harley-Davidson  
**Primary:** Harley-Davidson  
**Seat:** Corbin  
**Mirrors:** Harley-Davidson  
**Grips:** Harley-Davidson

#### FRONT END

**Type:** spring suspension  
**Extension:** 2 inches under  
**Builder:** Paughco

#### WHEELS

**Hub:** Renegade  
**Size:** 23-inch front and rear  
**Tires:** Avon AV71 Cobra  
**Brakes:** Nissin from a ZX1200

Starting with a 2007 Super Glide, Steve made this a machine that would be easy to own and that can be serviced at any Harley-Davidson dealer in the world. Clean and sanitary wiring and plumbing improves on the factory specifications and retaining the DOT lighting means it will pass inspection anywhere in the United States. This original concept was formed by Steve's dying and beer-soaked brain cells, which allegedly influenced a dream about a retro-futuristic modern antique—a sled that simultaneously pays homage to the first Super Glide in 1971 and the early sport of board track racing from as far back as 1910. The idea for the rear fender struts just came to Steve while he was looking at some extra pieces of steel rod on the welding table.

This is the second build that owner Danny Toole commissioned from Steve and the second in a row to earn top awards. Danny has ridden motorcycles

since the age of 14. One of the things he likes best about the kind of bikes Steve builds is that they ride even better than they look.

This ride is well balanced and gives the feeling that you are actually sitting in it instead of on it. Steve told us, "This one turned out even better than we thought it would."

When it is time to get away, Steve sometimes knocks out the cobwebs by hopping onto Highway 87 South near the state line between Alabama and Florida. Steve says his favorite stretch of road seems to invite you to keep rolling all the way to Panama City beach for fun in the sand.

Our Fox Hunt winner this month is the charming Chrystal Clark, who was proud to adorn this Lightning Rod Supertracker.

—Cheese



**Photos:** Don Rogers

**Model:** Crystal Clark

**Contact:** Lightning Rod Motorcycles

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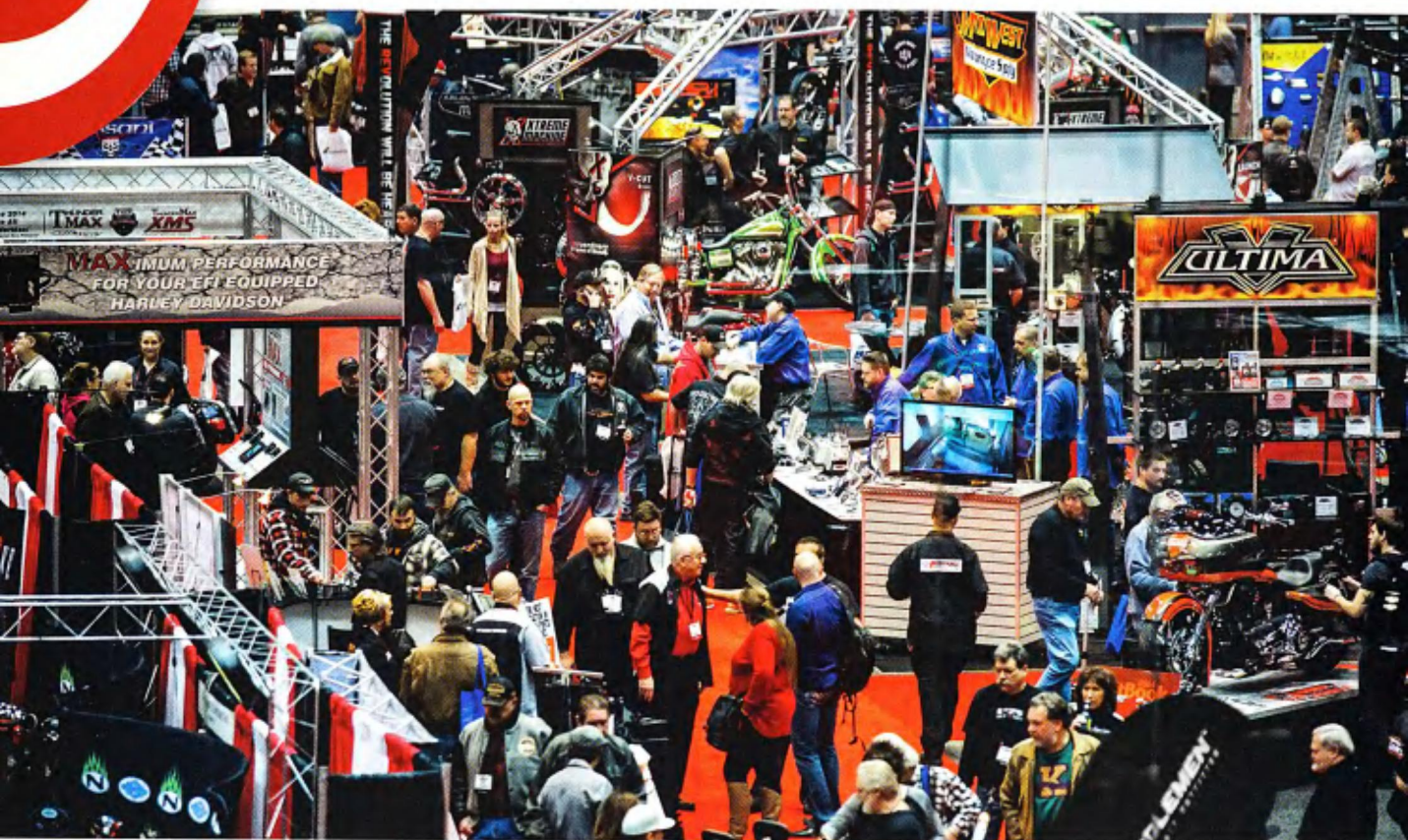
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From the editors of *Tattoo Magazine*



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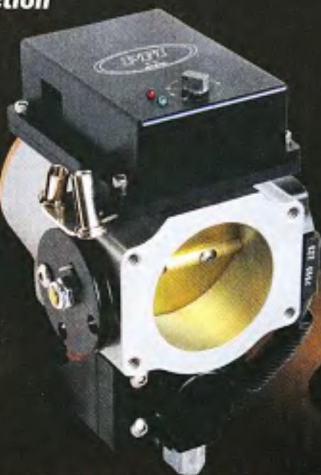
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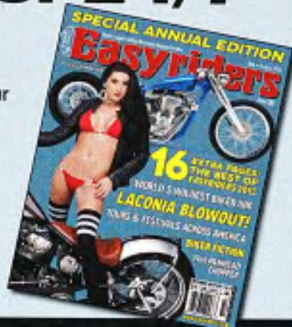
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# ReadersRides

## Acme Choppers Meredith, New Hampshire 1969 Triumph

Just goes to show ya: people have no taste. Case in point: this awesome little Triumph bobber. The folks at Acme Customs built this little gem back in 2012 for the Biker Build-Off contest at the Laconia Bike Week that year. Sure, it's not a Harley, and it doesn't have a million-dollar paint job—in fact, it doesn't have a paint job at all—but it's a beautifully built little bobber with a lot of attention to detail in and on it. That might have been the problem; you really have to look at it to appreciate it, something "the people" aren't exactly known to do.

The 650 motor, nicely rebuilt by Acme's main wrench, Robert Gutier, with its Amal 930 carb, the one-off stainless steel pipes, and the Acme handlebars

with the tall risers are just a few of the finer details. Acme Choppers actually fabricates a lot of different items for sale, and you can find some on this bike: the narrow glide trees, for instance, or the bolt-on hardtail, or the motor mounts.



Other one-off parts are the oil tank, the perforated fender strut, and the solo seat, crafted by John Donahue. But people just don't look at those things, do they?

And that's where the problem comes in for the Acme guys. "The contest was a people's choice thing," says Jason Ahlquist who, together with his brother Wayne, owns and runs Acme Choppers, "and we didn't do too well. I think we







Photos: Dino Petrelli

lost to some Hamster-built bike ..."

Well, say no more. Hamster bikes are notoriously well-financed uber-constructions, and a lot of that money goes into the paint job. But no worries. The Acme boys found a buyer for this bike soon after the contest. Seems there are some people left who do have taste, after all.

And if you like what you see here, you might want to check out [www.acmechoppers.net](http://www.acmechoppers.net). Jason and Wayne and their crew build all kinds of bike, even Harleys.

—Tripper



The astounding August issue of *Easyriders* (No. 506) takes you to Japan for the mighty Mooneyes Show, then to the too-cool Catskill Mountain Thunder event for an ol' time biker party. Meet American Pickers' Frank Fritz and check out his motorcycle finds, be amazed by the moto art of ArcAngel, and get a great Guide to Hop-Up Parts to make your bike scoot right along.

Bike features will include Mark Gott's KBK Evo, Nate Jacobs' Harlot Cycles shovel, Aki Sakamoto's Hog Killers crazy long bike, and a Cole Rogers all-business rigid FX.

All this plus another classic David Mann painting and more will be twistin' the grip in the August *Easyriders*!

On sale July 14

## Bizarre Bike of the Month



The sensational August issue of *V-Twin* (No. 172) 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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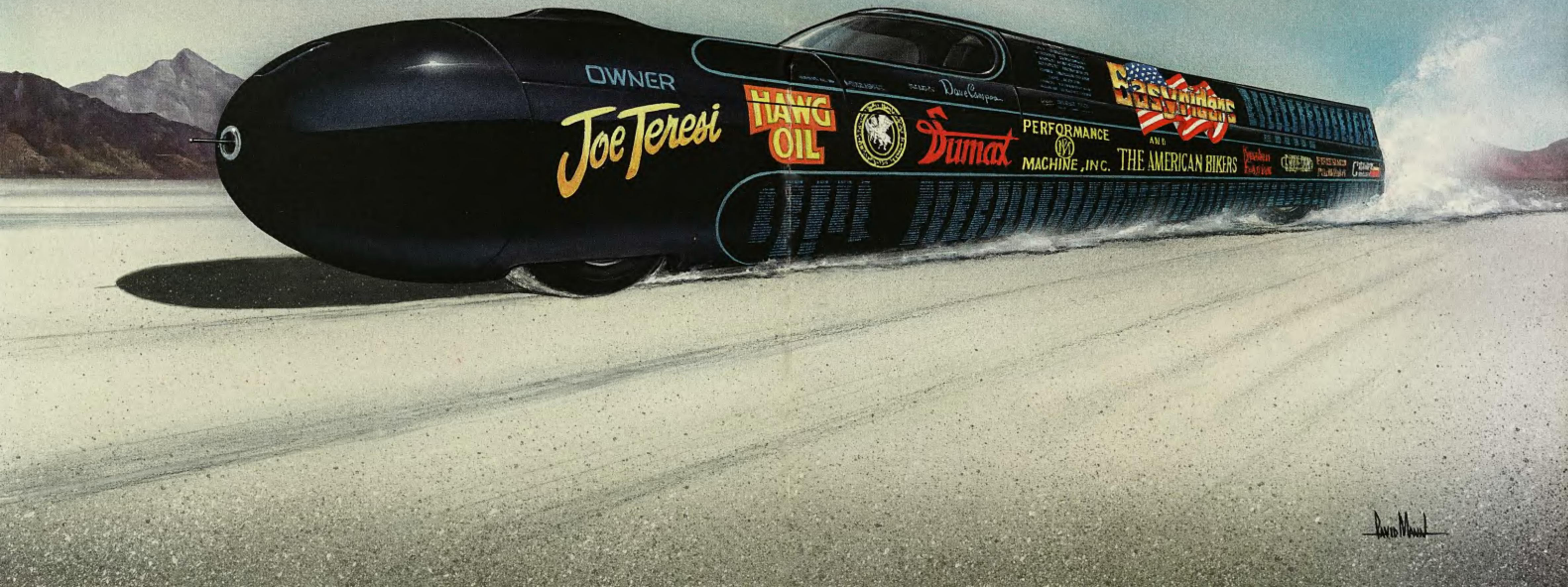






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This painting was originally created by David Mann to celebrate the 10th Anniversary of the Streamliner.



*David Mann*