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Really?

The Internet pornography super-site Pornhub insists that it is developing a wristband that stores energy (enough to power a cell phone) that can be generated by the up and down motion of male masturbation and announced it will soon begin recruiting human testers for its Wankband!

A Caring Driver

A 17-year-old bicyclist was broadsided by a motorist at rush hour in England. A bystander at first got out of her car to help, but after seeing the extent of the cyclist's injuries, apologized and walked away, telling the sprawled-out victim that her children were in the car and would be "scared" to see all that blood. She then drove her children on to school.

Let's Hear It For The Boobs

An Iranian cleric issued a warning that recent earthquakes in Haiti, Chile, and elsewhere were caused by women's loose sexual behavior and immodest dress. So an Australian woman immediately began campaigning worldwide, urging women to dress provocatively on April 26 to create "boobquake" to test the theory. At least 90,000 women pledged to reveal scandalous cleavage on that date. On April 26 a 6.5 quake hit south Taiwan.

Let's Hear It For The IRA

Lines are forming just for the privilege of speaking with an IRS agent. It seems budget cuts and personnel reductions have limited services. "I just came here to verify my identity," said one frustrated taxpayer who arrived at 8:00 a.m. and wouldn't be served that day. The agency said its budget had been cut by one billion dollars.

Pamper That Pooch!

A woman created a trust fund for her 3-year-old Maltese dog with a budget of \$100,000 to be spent on fashions and

spa treatments. The dog has 1,000 outfits in her custom-made walk-in closet—including ball gowns, diamond and pearl jewelry, and she sleeps on her own double bed.

Something New For Storage

As most of us are aware, the rectum is sometimes used for the storage of contraband. One example of this was reported by a gastroenterologist who found a vial of urine inside a man who reported to the ER with abdominal pains. According to the doctor, the rectum was chosen in order to keep the urine at body temperature for an impending methadone clinic drug test, which, if the urine passed "clean," would have entitled the man to the privilege of "take-home" methadone that he could either bank for later use or sell on the street.

A Good Visual

A guy released images on Facebook, YouTube, and several news sites depicting his 7-year journey to modifying his face to resemble that of a platypus. He has stretched eight parts of his face for a duck-billed look, with holes on the sides of his nostrils and plugs extending his lips. "I can eat, talk and speak on the phone like everyone else," he insists, but is happier now that he can "live differently."

More Quotes Worth Noting

"Democracy must be something more than two wolves and a sheep voting on what to have for dinner."

—James Bovard, *Civil Libertarian*

"Foreign aid might be defined as a transfer of money from poor people in rich countries to rich people in poor countries."

—Douglas Case,
classmate of Bill Clinton

"Government is the great fiction through which everybody endeavors to live at

the expense of everybody else."

—Frederic Bastiat, *French economist*

"If you think health is expensive now, wait until you see what it costs when it's free!"

—P.J. O'Rourke

Southeast Asian Coin Spider Has It Tough

The Southeast Asian coin spider is driven to mate with a female up to four times larger, who is almost as driven to eat the male as to mate. After insemination, the male impulsively fights off other males' attempts to disrupt the conception. He becomes a more nimble fighter by biting off its own genitals since that organ comprises about one-tenth the spider's body weight.

Animated Genitals

A Swedish public broadcaster promoted an upcoming children's series on the human body by producing a one-minute cartoon featuring genitals singing and dancing. The program director admitted that there was criticism because the penis was portrayed with a moustache and the vagina with long eyelashes, which some critics said "reinforced gender stereotypes."

Clueless

A woman was arrested for theft of a pickup truck. According to police, she said she knew it was stolen property but "didn't think it was 'that' stolen."

Also Clueless

A man was arrested for DUI and was asked about items in his truck. According to the police report, he insisted that everything was his "except for anything illegal." A baggie of cocaine was in the truck's center console.

Needs Counterfeiting Lessons

A man was convicted of trying to pass \$100 bills that had been printed on napkins but glued onto thicker paper.



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FEATURED BIKE THE WHITE KNIGHT

Mark Gott's
KBK Softail



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FEATURED BIKE SPEEDWAY KAY

Nate Jacob's
1974 Shovel Showstopper



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FEATURED BIKE CROWN JEWEL

Earl Erdman's
Rods & Rides BT Racer



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EVENT CATSKILL MOUNTAIN THUNDER

Blackthorn Resort, New York



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EVENT MOONEYES JAPAN

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Hot Rod and Custom Show



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FEATURED BIKE THE CAFÉ KILLER

Cole Rogers'
1972 94-inch FX



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SPECIAL FEATURE FRANK FRITZ'S FINDS

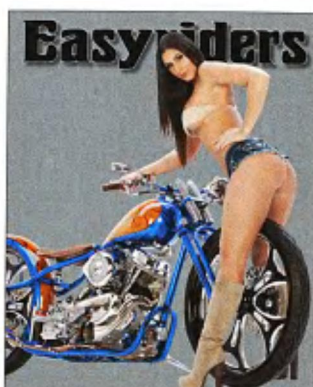
American Pickers' Frank Fritz
Motorcycle Collection



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FEATURED BIKE HOG KILLER GOOSENECK

Aki's Old-School
ULH Chopper



ON THE COVER:

Earl Erdman's 2014 Rods & Rides BT Racer and Brittany 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 August 4, 2015.



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The White Knight

Mark Gott's wish list was a mixed bag. For his first-ever Harley custom he wanted it all, so to speak. The bike of his dreams had to have a vintage look, sort of a cross between a motorcycle that James Dean might have ridden and a boardtrack racer— an old-timey yet comfortable daily rider. Combining all that wasn't easy, but Kevin Boyle made Mark's dream a reality.

MARK GOTT'S KBK SOFTAIL

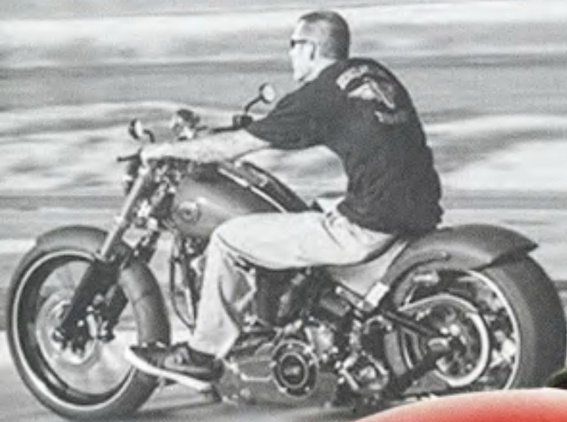


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"Along with that vintage look Mark was adamant about wanting a bike he could use," Kevin says, and up in the Northeast (Kevin's shop, Kevin Boyle Customs, KBK, is in Pittsfield, Massachusetts), the roads aren't exactly tabletop smooth. "I told him that probably the best way to go, to maybe get it all, would be to start off with a Softail chassis," and as luck would have it one of Kevin's longtime customers wanted to unload a couple of bikes, one being a 2000 Softail. "It was even set up with Screamin' Eagle heads on a 95-inch motor," Kevin says. The price was right, Mark bought it, and just hours after the cash traded hands, that bike was up on the table being disassembled for its transformation.

A buddy of Kevin's, Scott Hall, an ace bike builder in his own right, was up from Melbourne, Florida, and quickly joined Kevin and Mark for the build. One of the first moves was to replace the stock Softail backbone with something a little more arched, followed by dropping the seat pan down a little into the frame, and then custom-fitting a round oil tank for that vintage look.

A DNA springer front end went on, and the bike became a roller on a pair of DNA wheels, 21 inches up front with 120 rubber and 18 inches out back with a 200. "A combination absolutely enjoyable to ride," he swears.



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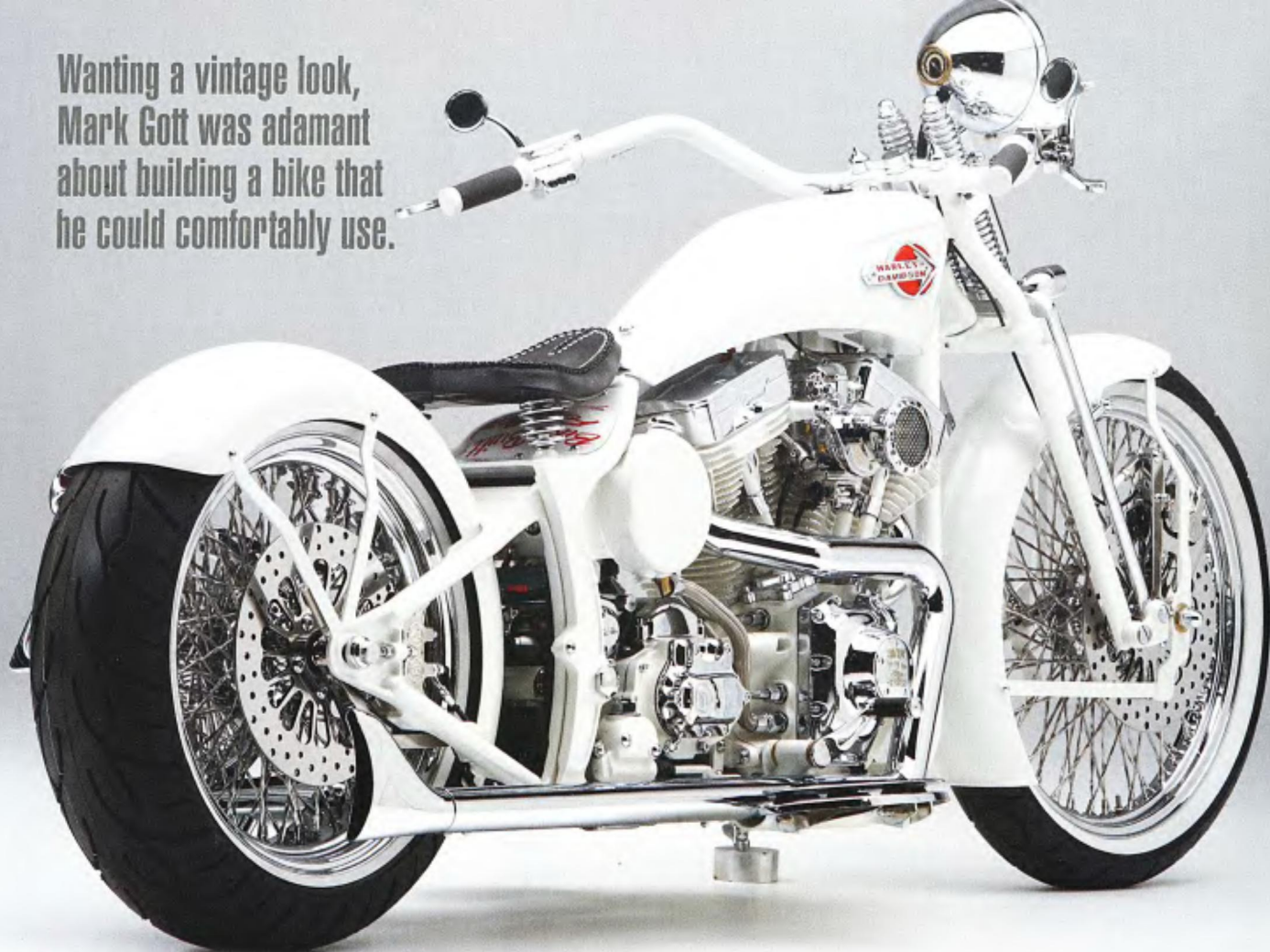
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Wanting a vintage look, Mark Gott was adamant about building a bike that he could comfortably use.



Both fenders and the gas tank were fabbed in-house at KBK. The gas tank started life as a 2001 Sportster piece that was then stretched and draped down low over that new backbone and accented with some custom coping on the sides and an old panhead badge.

As sweet as the engine was in that donor Softail, Kevin took it completely apart and powdercoated everything. When it all went back together, still as a 95-incher, it was pumping out 100-plus ft.-lbs. of torque.

When it came time to pick a color for all this the guys looked at everything, finally settling on a Cadillac Pearl White, applied by Scott. Show judges seem to approve of the choice. While this bike was built primarily as a rider for rough Massachusetts roads, Mark has slowed down a time or two to show it off—often coming away with a prize, and it's easy to see why.

—Joe Kress



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Russ was inducted into the Sturgis Motorcycle Hall of Fame, the only attorney ever to receive this honor. His commitment to the motorcycle community resulted in "BAM" (Breakdown Assistance for Motorcyclists), a FREE nationwide volunteer program of over 2,000,000 riders helping riders everywhere in the U.S. We go the extra mile for our clients and our friends. Our business model is built on relationships and trust.

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-Thank you,
Rick Rademacher

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Owner: Mark Gott
City: Pittsfield, Massachusetts

GENERAL

Designer: Kevin Boyle Kustoms (KBK)
Fabrication: Scott Hall, KBK
Year/make: 2000 Harley-Davidson
Model: FXST
Assembly: Scott Hall, KBK
Time: 9 months

Chroming: Meclec

ENGINE

Year/make: 2000 Harley-Davidson TC
Rebuilder: KBK
Displacement: 95 cu. in.
Ignition: Daytona Twin-Tec
Cam: Woods 590, gear driven
Carb: Mikuni 45mm

Air cleaner: Performance Machine

Pipes: Scott Hall, KBK

TRANSMISSION

Year/make: 2000 Harley-Davidson
Shifting: 5-speed

PAINT

Painter: Scott Hall, KBK
Type/color: PPG/Cadillac Pearl White

FRAME

Year/make: 2000 Harley-Davidson,
modified

Type: Softtail

Rake: stock

Stretch: 2 inches

Shocks: Progressive Suspension

ACCESSORIES

Bars: Scott Hall, KBK

Handlebar controls: Performance
Machine

Fenders: Scott Hall, KBK

Headlight: CCI

Taillight: Ness

Speedo: MotoScope Mini

Pegs: Performance Machine

Foot controls: Performance Machine

Gas tank: Scott Hall, KBK

Oil tank: Scott Hall, KBK

Seat: Duane Ballard

Mirrors: Jaybrake

Grips: Performance Machine

FRONT END

Type: DNA springer, 2 inches under

Builder: DNA, Scott Hall, KBK

WHEELS

Make: DNA, 80-spoke

Size: 21-inch front, 18-inch rear

Tires: Vee Rubber front, Avon rear

Brakes: Performance Machine

Mark Gott (left)
with Kevin Boyle of KBK.



Photos: Dino Petrocelli
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Sign up starts at 9:00am on Sunday and Monday, August 2nd and 3rd. We'll give the awards out at 4:00 p.m. each day. Come on out to the world's best biker bar for cold beer, live music, great grub, hot honeys, and killer custom bikes! The schedule for the shows will be as follows:

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Wrench Old-School Chopper Show MONDAY, AUGUST 3 —

Registration starts at 9:00 a.m.
Show hours 11:00 a.m. to 5:00 p.m.
(Awards at 4:00 p.m.)

Hope to see you there! —Dave Nichols

MISSOURI HELMET REFORM EFFORTS PERSIST

A bill by Representative Shane Roden, which would amend Missouri's helmet law to 21 and under, with medical insurance requirements, has passed the Missouri House and will be reviewed by the Senate soon. If passed, it goes to the Governor Jay Nixon for his signature. He has vetoed against similar measures in the past, so optimism may be premature.

Source: Perryville News

NORTH CAROLINA COMMITTEE VOTES DOWN FREEDOM

The House Rules Committee voted down a law that would have given freedom of choice for the state's motorcycle riders over the age of 21, who also would have been required to carry \$10,000 in medical insurance.

Representative John Torbett, who is a motorcyclist as well as a legislator, was the author of the HB 109. He says that he wears a helmet while in North Carolina, but pulls it off whenever he crosses over into South Carolina, where riders are free to choose. The bill failed in a voice vote in the committee. It is unlikely to be revived in this session.

Source: WRAL.com

ANTI-PROFILING BILL IN CALIFORNIA NEUTERED

AB 334, as introduced by Assembly Member Cooley, would have required the police to adopt training regarding the practice of profiling when conducting stops of motorcyclists. The law was based on successful legislation enacted in Washington State,

which has also been proposed in Minnesota and Arizona.

As originally written the law would have prohibited law enforcement from targeting motorcyclists on the basis of "motorcycle paraphernalia," worn by the rider, which could be construed to include club colors. The Sacramento Sheriff's Association wrote a letter to the legislator in objection, saying that it would hinder their ability to protect the public from "criminal motorcycle gang members."

Cooley withdrew the paragraph the cops objected to, which effectively nullified the protections that the law was originally intended to protect, pulling it's teeth, so to speak.

Source: MMA of California,
American Motorcyclist Association.

RIDE ON RED PROPOSED IN PENNSYLVANIA

Representative Stephen Bloom has introduced HB 950, which would allow riders to proceed with caution when trapped due to an unresponsive red light, after practicing due diligence. The bill is in response to a persistent problem that riders face nationwide; faulty sensors that don't detect motorcycles due to their lower mass and smaller size.

Bloom said, "This issue is more common than many people realize, especially on rural roads or during late hours when it could be some time before a heavier vehicle comes along to finally trip the unresponsive light."

Penn DOT admits that it has received complaints on the issue from motorcyclists. Penn DOT Press Officer Fritz Schreffler told Fox News 43, "We've been working on technology that would allow us to help motorcycles out and

Continued On Page 16



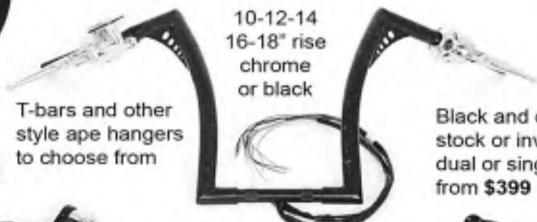
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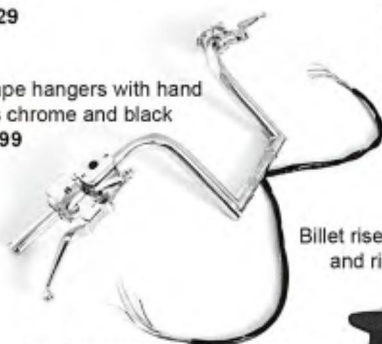
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Ride on Red cont.

even scooters out, because it's even worse for them. Typically the advice is to stay as far left as you possibly can within your lane, so maybe you will hit one of those loops that might change it."

The bill is supported by ABATE of Pennsylvania and enjoys more than 35 co-sponsors.

Source: republoom.com; fox43.com

DELAWARE HELMET LAW SOUNDLY DEFEATED

Rookie legislator Sean Lynn had proposed HB 54, which would have altered Delaware's helmet law, which only requires that a rider carry a helmet, not wear it, has experienced defeat when he was unable to secure a single vote in the Public Safety and Homeland Security Committee.

Eight members of ABATE of Delaware, three of which were also members of BOLT (Bikers Of Lesser Tolerance) were present fighting for motorcyclist's rights. ABATE State Legislative Coordinator and BOLT member Gary "Hildy" Hilderbrand has sent an invitation for freedom lovers, "I just thought you all might like to know Delaware is still lid free if you choose to come visit."

Source: *ABATE of Delaware*

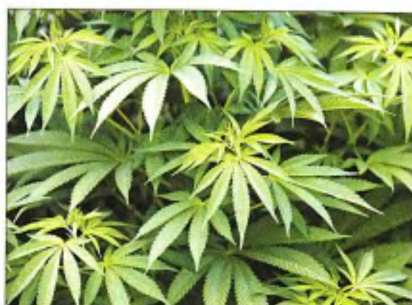
MARIJUANA REFORM IN TEXAS

A self-described Conservative Christian, Texas Republican State Representative David Simpson's bill, HB 2165, which eliminates all references to marijuana from the state's criminal code, has passed the House Criminal Jurisprudence Committee, which makes it possible the bill may actually get a floor vote. Essentially this is legalization of marijuana in Texas.

He wrote for the *Texas Tribune*, in an article titled "The Christian Case For Drug Law Reform,"

"As a Christian, I recognize the innate goodness of everything God made and humanity's charge to be stewards of the same."

"In fact, it's for this reason that I'm especially cautious when it comes to



laws banning plants. I don't believe that when God made marijuana he made a mistake that government needs to fix."

In related Texas marijuana news, the same committee also voted in favor of a bill reducing the fine of possession up to an ounce \$100. Currently two ounces or less is punishable by up to six months in jail and a \$2,000 fine.

Rob Kampia, executive director of the Marijuana Policy Project, says, "the people of Texas are not as conservative as people outside of Texas think... if we win there, we win the country."

Source: *Reason Hit and Run blog*

CAME ON VACATION, LEFT ON PROBATION

In case you wondered what you missed at the 33rd Annual Laughlin River Run, the Las Vegas Sun reported that during the event 285 traffic citations were written, with 35 arrests; there were 27 misdemeanors, three "gross misdemeanors, and five felonies. One motorcycle was reported stolen. Only four traffic accidents were reported.

The event was always a huge draw, until heavy law enforcement activity and high lodging prices in recent years have driven down the numbers. This writer fondly remembers standing on the street in Oatman 20-years-ago, or so, with a beer in one hand whilst a biker was doing a burnout, next to a comely lass lifting her shirt while a friendly constable smiled on in approval. Those were the days.

Source: *Las Vegas Sun, Las Vegas Review Journal*



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it's what's on the
inside that counts.

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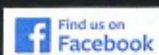
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Speedway Kay

NATE JACOB'S 1974 SHOVEL
SHOWSTOPPER

A phone call from The Discovery Channel got things rolling and rolling fast. The TV gurus, looking for a top-flight bike builder for a new competition series called *#BikeLive* were well aware of Nate Jacobs' achievements as general manager at Billy Lane's Choppers Inc. shop and recipient of the Cyril Huze Best Builder Award. Nate was running his own enterprise, Harlot Cycles in Murfreesboro, Tennessee, when he took on the challenge. He had to build the bike from scratch in just four weeks while followed around by a TV crew, cameras, and lights—and Nate didn't choose an easy design path.

The bike is very compact, super nimble, super light, and a lot of fun.



THE "RUN WHAT YOU BRUNG RACES"
AT THE FLAT TRACK ON THE OUTSKIRTS
OF TOWN. YEAH, IT'S THE KIND OF PLACE
YOUR MOTHER TOLD YOU NOT TO GO.



@thespeedmerchant #RollYourOwn

LAP DANCE



#Roll your own

DarkCustom.com

The frame itself is a work of art. The Harlot Cycles crew fabricated a "split-fit joint" design made of a double-welded layering with polished-nickel finished covers, then fabricated a custom cradle to hold the motor and serve as part of the frame. This nod to vintage racers was part of Nate's vision for the bike to honor the past as well as his grandparents. Into that wild frame went the motor, a 1974 shovelhead bored and stroked to 93 inches and filled with S&S, JIMS, and Andrews go-fast parts by Kevin Blane.

Up front, Nate designed a prototype "single-leg" springer whereby the lower rocker and front leg were eliminated by fitting an inner tube inside the remaining outer leg running on self-lubricated bushings. By the time you read this, the new Harlot Springer will be available to the public.

A lot of people helped make it possible for Nate to make that 4-week deadline including Jennifer Brown,

Buck Howard, Neal Galloway, Wolfe Industrial, graphic artist Sheana Firth, Poppa J, leather maestro Adam Croft, and his painter Buckwild, who flew in from L.A. to paint the bike in Nate's garage. Nate also credits Chromemasters out of Nashville "Cause they got all the plating done and back in 72 hours, the whole frame nickel plated then painted over."

"The bike is very compact, super nimble, super light, and a lot of fun," says Nate. As for the name "Speedway Kay," you'll notice a badge up on the neck, which is one that Nate's grandfather wore on his driving cap when he owned a charter bus service back in the day. Both grandparents, including Grandmom Kay, were big fans of speedway competition and avid riders themselves.

As the TV cameras rolled on the final day, Nate fired up "Special Kay" and she lit up on the first kick.

—Paul Garson

Nate had to build the bike from scratch in just four weeks while followed around by a TV crew, cameras, and lights.



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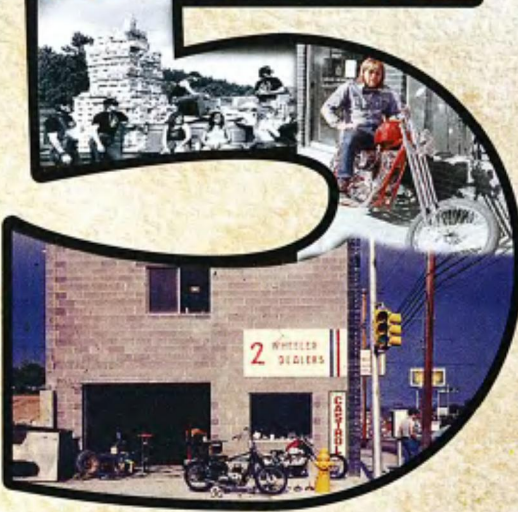
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www.2wheelersmc.com

Owner: Nate Jacobs
City: Murfreesboro, Tennessee

GENERAL

Designer: Nate, Harlot Cycles
Year/make: 1974 Harley-Davidson
Model: FLH shovelhead
Fabrication: Harlot Cycles
Assembly: Harlot Cycles
Time: 4 weeks
Chroming: Chromemasters

ENGINE

Year/make: 1974 Harley-Davidson
Rebuilder: Kevin Blane-Innovations
Displacement: 93 cu. in.
Cam: Andrews 2B
Ignition: Morris Magneto
Pistons: S&S
Lower end: S&S
Heads: S&S
Lifters: Andrews 2B
Carb(s): S&S Super E
Air cleaner: FMA velocity stack
Pipes: Harlot Cycles

TRANSMISSION

Year/make: 1974 Harley-Davidson
Shifting: stock 4-speed jockey

PAINT

Painter: Buckwild Design Studio
Type/color: House of Kolor/ blue, white

FRAME

Year/make: 2014 Harlot Cycles
Type: single loop race
Rake: 30%

Stretch: plus 2 inches up,
minus 2 inches out

ACCESSORIES

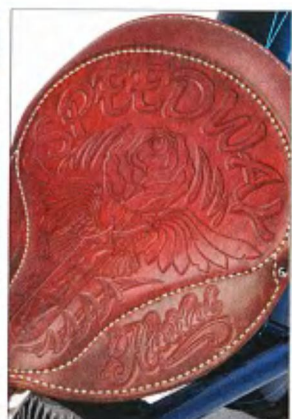
Bars: Harlot Cycles
Handlebar controls: none
Fenders: Harlot Cycles
Headlight: antique Autolite
Taillight: antique Doray
Electrics: Harlot Cycles
Gas tank: Harlot Cycles
Oil tank: Harlot Cycles
Oil system: S&S
Seat: Croft Leather
Pegs: Boosted Brad's
Grips: Moto GP

FORKS

Type: single leg springer
Extension: none
Builder: Harlot Cycles

WHEELS

Size: 21-inch front, 18-inch rear
Wheels: Excel, Wargasser,
stainless wire
Tires: Shinko Trials



Photos: Michael Lichter
Contact: Harlot Cycles
772-473-5889
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CROWN JEWEL

Earl Erdman's Rods & Rides BT Racer





You only need one hand to be whipping
this nimble machine in and out of
canyons in Sturgis, South Dakota,
from sun up to sundown.



Earl Erdman races Ducati sport bikes, and we have heard rumors about his legendary stable of illegally fast Nissan GTR's. When he is not out riding this one, it stays parked in his living room. This modernized BT Racer, manufactured by T.D. Ward of Rods & Rides in St. Louis is named "Crown Jewel."

Rods & Rides is a U.S. motorcycle manufacturer, and each of its vehicles comes with a 17-digit VIN number listed with the U.S. government. Instead of catalog roulette, each one-off project begins with a shopping trip to Shapiro Metal Supply for some raw tubing and sheet steel. Rods & Rides manufactures scratch-built trikes and choppers as well as the occasional bagger, but these BT Racer bobbers are a lot of fun and easy to ride. You only need one hand to be whipping this nimble machine in and out of the canyons in Sturgis, South Dakota, from sun up to sundown. T.D. says, "After one ride, you will know why Earl gave us an open checkbook to make his latest project a bike like no one else has."



The cast-iron top end of the 93-inch generator style motor from Vulcan Engineering Company makes a sound that aluminum can't duplicate, and makes over one horsepower per cubic inch. That engine looks like jewelry and T.D. tells us, "She's a screamer for a panhead!" The handmade steel see-through oil tank was the first in a series for Rods & Rides. There is even a blue anodized aluminum Buell "puke canister" that keeps leftover crankcase vent oil off the back tire. Rods & Rides made these one-off stainless pipes that will not burn your ankles when you want to go for a blast in your shorts. And speaking of that...

This month you have selected the bombastic Brittany as your Fox Hunt winner. The sticker on her helmet reads, "Head First." Now that's what we call using your crown to get at the jewels.

—Cheese



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HER

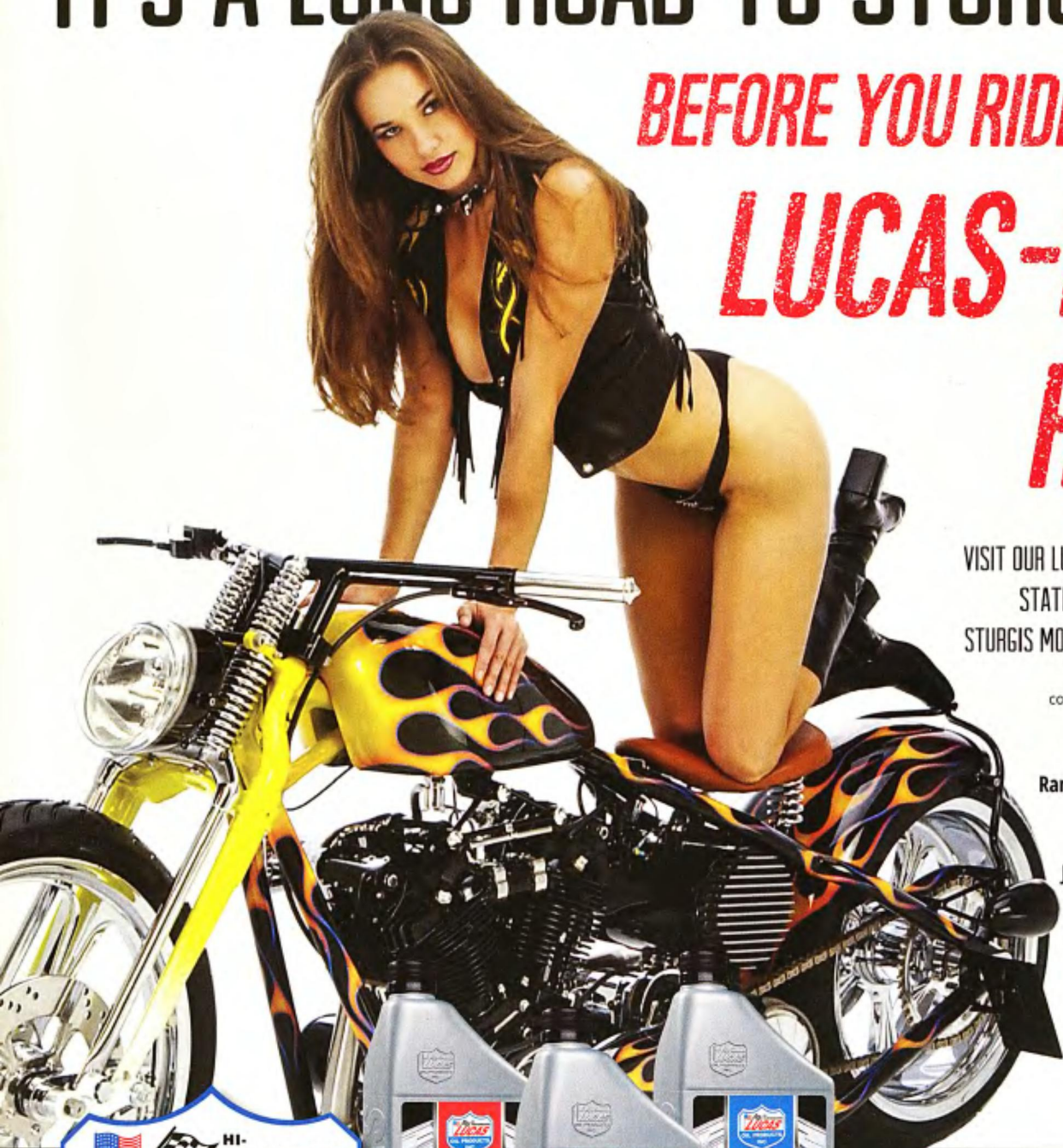
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Owner: Earl Erdman

City: Midland, Texas

GENERAL

Fabrication: Rods & Rides

Year/make: 2014 Rods & Rides

Model: BT Racer

Assembly: T.D. Ward

Time: 4 months

Chroming/polishing: Arkansas Jim

ENGINE

Year/make: 2014 Vulcan Engineering

Generator/Alternator Style Panhead

Builder: Vulcan Engineering Co.

Ignition: Vulcan Engineering Co.

Displacement: 93 cubic inches

Lower end: Vulcan Engineering Co.

Balancing: Vulcan Engineering Co.

Pistons: Keith Black

Heads: STD

Cam: Andrews special 485 lift

Lifters: Vulcan Engineering Co.

Carburetor: S&S Super "E"

Air Cleaner: S&S

Pipes: Rods & Rides

TRANSMISSION

Year/make: 2014 Ultima 6-speed

PAINT

Painter: Brad Bole

Type/color: PPG/Candy Blue

Special Paint: Woodgrain

FRAME

Year/make: 2014 Rods & Rides

Type: BT Racer rigid

Rake: 3 degrees

Stretch: 2 inches

Modifications: Rods & Rides

ACCESSORIES

Bars: Flanders

Handlebar controls: Rods & Rides

Fender: Fat Katz

Headlight: Custom Chrome

Taillight: 1932 Ford

Pegs: Rods & Rides

Electrics: Rods & Rides

Gas tank/Oil tank: Rods & Rides

Oil System: S&S

Primary: Ultima

2-inch old-school modified

Seat/Grips: Rich Phillips

Mirrors: Arlen Ness

FRONT END

Type: spring suspension

Builder: Mid-USA

WHEELS

Hub: Holeshoot Eclipse by R.C.

Components

Size: 26-inch front and rear

Tires: Vee Rubber

Brakes: DNA



Photos: Don Rogers

Model: Brittany



-



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Passin' Gas

A beautiful princess fell in love with Panhead Billy and they decided to get hitched. Billy soon found out that there was a lot of ceremony to go through when royalty is involved, so he asked the prime minister if there was anything special he had to do before bedding down with the broad.

The Prime Minister replied, "First you must say, 'I offer your honor.' She will then say, 'I honor your offer.' After that, it's on 'er and off 'er like any other bitch."

*R.E. Robinson
Canon City, Colo.*

While questioning Shovelhead Sam, a detective leafed through his thick folder. "I see you have a history of various prior arrests: armed robbery, breaking and entering, assault and battery, sexual assault, sexual assault, sexual assault."

"Yep, it's true sir," Sam replied thoughtfully. "It took a while to find out what I'm good at."

*Alisa Smith
Manhattan, Kan.*

Ramblin' Ray was informed by his doctor that he had a rapidly-advancing incurable disease and he would not live to see the next sunrise. He immediately rushed home to his ol' lady with the news. Then he grabbed her, threw her down on the bed, and they got it on like mad dogs until they both collapsed from exhaustion. About 3:30 in the morning, Ray woke her up with a request for "Just one more time."

"That's easy for you to say," she whined, "you don't have to get up in the morning."

*Strauberry
Des Moines, Iowa*

Why did the biker trade in his ol' lady for an outhouse?

Because the hole was smaller and it smelled better.

*Steven McCoy
Dallas, Texas*

An outraged citizen discovered his ol' lady in bed with a big hairy biker. "What's the meaning of this?" the citizen sputtered, "Who is this guy?"

"That's a fair question," the wife replied,

turning over, "What was your name again?"

*Shelley Bassett
Lancaster, Calif.*

A sweet talking biker had finally convinced a cute little split-tail that he wouldn't touch her if she agreed to sleep with him, but after getting into bed he asked her, "Hey, can I just stick my finger in your belly-button?"

"You promised you wouldn't do anything nasty," the chick complained.

"Aw, come on, the dude replied, "it's just your belly-button!"

She thought about it and said, "Well, okay, but just once."

Suddenly she let out a scream that rattled the windows. "Hey ya fuckin' rat liar!" she bellowed, "That wasn't my belly-button!"

He laid back smiling, "You may be right, 'cause that wasn't my finger either."

*Roger Parquet
Arlita, Calif.*

I just haven't been feeling myself lately," Fuzzy told his doctor.

"Good," said the sawbones, "At least that's one dirty habit you've been able to shake."

*Lee Forester
Arlington, Va.*

There once was a bro named Joe Bass, Whose balls were made out of brass. When he clanged them together, They played "Stormy Weather," And lightning shot out of his ass.

*Karen Sterling
Patch, Iowa*

A fucked-up biker staggered up to the cop in a busy intersection and voiced a slurred complaint. "Hey pig, some motherfucker stole my bike!" he railed. "It was right here on the end of my ignition key!"

"We'll go to the station and make out a complaint," the cop said, laughing, "but I think you'd better put your pants on first."

"Oh my God," said the startled biker, looking down, "Somebody took my chick too!"

*Billy Holton
Frankfort, Kent.*

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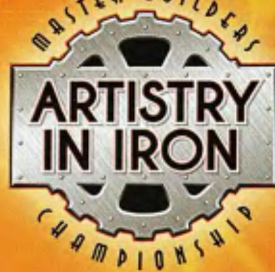


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MUSTANG'S LOWDOWN SOLOS FOR FL TOURING BIKES

Mustang's newest Solo seat for touring bikes, the LowDown Solo, was specifically engineered for

2009-2015 Harley-Davidson FL touring models to give riders a lower seat height without compromising comfort. The Solo's 13-inch wide bucket is shaped and angled for optimal touring posture on the go, but the real bonus is the fact that the LowDown really does drop the rider down closer to the ground. The Solo seat is also cut narrow at the front so you can plant your feet firmly on the ground at a stop. Available with or without studs, riders can opt for chrome studs or really bring on the bling with black pearl-centered chrome studs. Pair it with a Mustang passenger seat if you want company, or run it solo to go it alone. The LowDown seats also come with slotted mounting nuts and Mustang's mini bib for a complete custom look. For more specifics, check out mustangseats.com



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BURST TRIM RINGS SURROUND LIGHTS

Nail the last detail in a Dark Custom effort with the new Burst Collection Lamp Trim Rings from Harley-Davidson Genuine



Motor Parts & Accessories. Both the Burst Headlamp Trim Ring and the Burst Auxiliary Lamp Trim Rings feature a rich, black anodized finish that is machined to expose highlights of raw aluminum. Burst Trim Rings are easy to install and complement other accessories from the extensive Burst Collection. Burst Auxiliary Lamp Trim Rings are sold in pairs and fit 1962-later Harley-Davidson models equipped with stock or accessory auxiliary lamp kits. The Burst Headlamp Trim Ring fits 1996-2013 Electra Glide, Street Glide, and trike models, except certain custom vehicle operations (CVO) motorcycles and those equipped with certain accessories. See an authorized Harley-Davidson dealer for fitment details or visit h-d.com



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PAUGHCO BILLET 6-DEGREE RAKED TRIPLE TREES

Paughco's 2015 billet aluminum triple trees are designed to minimize handling and front end flop problems associated with altered front end geometry.

Specifically, the 6-degree trees were developed to accommodate a number of their most popular chopper frames with 45-degree neck rake. Used in conjunction with these raked frames and appropriate length extended front ends, the 6-degree offset provides near stock trail dimensions, which, in turn, virtually eliminates radical front end flop. Trees are CNC machined from 6061-T6 billet aluminum, polished, and show-chrome plated. They are currently available in wide glide 6-degree configurations utilizing 41-millimeter fork tubes and narrow glide with 3 degrees for use with 39-millimeter tubes. You can get all the details at paughco.com



NON CVO HYDRAULIC CLUTCH UPGRADE

BDL's BPP-500HYD clutch kit is just the ticket for riders looking for the optimum in touring clutch performance. The tried and proven system is designed specifically for late touring models with HD hydraulic clutch (non CVO models). The patented ball bearing lock-up

design features 45 size 5/16-inch steel ball bearings. While the BPP-500HYD is designed to work with the stock spring, retainer and bolts, each kit includes an optional .240-inch thick high-performance diaphragm spring, which is 30 percent thicker and stronger than the stock H-D diaphragm. This is a significant upgrade that is sure to benefit riders of these late-model touring machines. Available from Belt Drives LTD dealers worldwide, catch more at beltdrives.com



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Stop flapping in the wind with Crank & Stroker's signature super-heavyweight denim riding gear. With increased weight and rigidity, this stout 18-ounce denim Preacher vest minimizes the wind-flapping effect that plagues standard-weight denim. All vests are hand-

cut and sewn in the good 'ol USA. This vest features four inside stash pockets, two chest pockets, and two waist pockets—all made from heavy-duty 9-ounce twill pocketing. YKK buttons are finished in gunmetal gray. Signature denim is 100 percent cotton that is preshrunk and water repellent. This vest combats wind fatigue with the only true super-heavyweight denim gear around. Get it and more at crankandstroker.com



FORGED TRIKE WHEELS FOR H-D TRIKE MODELS

RC Components just released its new 18- x 5.5-inch forged trike wheels for 2015. These new wheels are a direct bolt on for all H-D trike models and can be made to match their most popular wheel designs. These wheels are available in your choice of show chrome or an aggressive Eclipse finish of black with machined accents. Each wheel is machined from a special forged wheel blank that is an exact match to their current motorcycle wheels. The trike wheel center features a smooth hub cap that is engraved with the RC logo and is pocketed for the lug nuts. To find out about dressing up your new trike with a custom set of matching RC Components wheels that are made in the United States, visit RC Components at rccomponents.com

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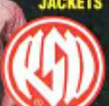
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HOW TO ENTER: If you do not wish to subscribe, please write your e-mail address, name, address, and phone number on a 3x5 index card marked "2015 MAGAZINE ANNUAL \$100,000 SUBSCRIPTION SWEEPSTAKES" and mail it in an envelope to: 2015 Magazine Annual \$100,000 Subscription Sweepstakes, 20210 Dorothy Drive, Agoura Hills, CA 91301. Limit: one 3x5 card per envelope. Entry form must be legible and completed in full to be valid. Sweepstakes begins January 20, 2015, and all entries must be received by September 15, 2015. Easyriders/Paisano Publications, LLC assumes no responsibility for lost, misdirected or late mail.

ELIGIBILITY: The Sweepstakes is open to all legal residents of the U.S. aged 18 or over, except employees of Easyriders/Paisano Publications, LLC, or the employees of any sweepstakes sponsors and their families, its affiliated companies, and advertising and promotion agencies. This sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. Limit - ONE ENTRY PER HOUSEHOLD and only one prize per household will be awarded. Winner of motorcycle prize must possess and provide proof of valid U.S. Driver License and applicable motorcycle insurance at the time of the prize award. Winner must take possession of the Grand Prize in person at a location designated by Paisano Publications, LLC. At the time of taking possession, the winner must present valid identification and proof that he/she is licensed to operate a motorcycle and execute all instruments necessary to take title.

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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, 20210 Dorothy Drive, Agoura Hills, CA 91301.

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LIMIT - ONE ENTRY PER HOUSEHOLD

Catskill Mountain Thunder



Deep in the woods of upstate New York, nestled neatly in the Catskills Mountains, lies Blackthorn Resort. Blackthorn is a family owned and operated camping resort that offers cabins; RV sites, tent camping, or you are welcome to sleep under the stars if that's your style. However, bring your warmies. Even in early September, when that sun goes down, it gets down right nippy up there. Every year before the weather turns too frigid, the Handel family, owners of the mountain retreat, throw a biker bash that draws in thousands from all over the northeast, and although Catskills Mountain Thunder is officially only a four-day rally, bikers start arriving weeks in advance to claim a prime camping spot.

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As it does every year, the rally jumps off the line with a mid-week pub crawl, an early-bird party that goes down before the official event kickoff of Thursday. All willing "birds" climb aboard a tour bus with a few drinking buddies to visit all the local hot spots and partake in copious amounts of their favorite libation. The roundtrip party circles back to Blackthorne's own nightclub for live music and a chance to greet the many folks not seen since last year's rally. It's immediately apparent that there are a lot of repeat offenders in the crowd.

To start the party off right, the Handel boys invite everyone to begin their weekend by joining them for breakfast and a beautiful scenic 50-mile ride through the picturesque Catskills Mountains. Throughout the weekend, rallygoers enjoy a constant barrage of entertainment such as live music all day, motorcycle freestyle jumpers, Patch and the Wall of Death Thrill Show, meet and greets with famed custom builder and regular attendee Ron Finch, an Antique Cycle Museum filled with classics from the past, a huge vendor expo sporting more than 50 vendors, and an on-site biker build-off, which, this year, featured Spadafora Choppers, Cyclone Cycles, Satan Cycles, and father/daughter team Joe and JennyLee of Vintage Custom Cycles. Spadafora took the honors for its one-off custom built entirely on site. The evening's headliner, The Marshall Tucker Band, pulled the party to the main stage area for a jamming concert, bonfires, body-painted gals, Jager girls—really, really tall gals pouring instant shots, and some brave gals wrestling in cold spaghetti. Not surprisingly, Saturday's free spaghetti lunch doesn't get too many takers.

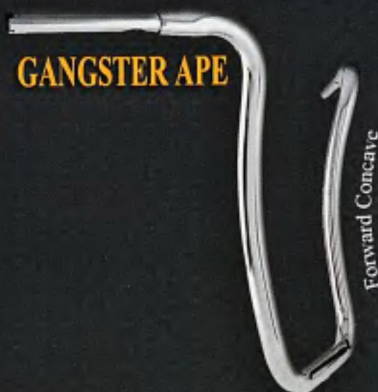
The nasty storms that seemingly blew in from out of nowhere for Saturday's biker games didn't slow everyone down. While most watched dumbfounded, sheltered by the field's pavilion, a few donned fowl weather gear or an impromptu garbage bag to prove that a little rain—okay a lot of rain—cannot dampen the resolve of a biker that has his or her mind set on a good time and eyes on a shiny plastic trophy. Admittedly most of those hearty enough to participate in this year's biker games came from that country just to the north

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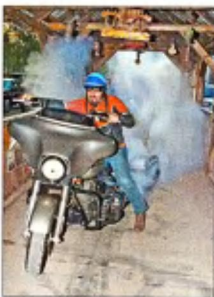


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and probably regarded the chilly rain as beach weather. And to prove a little rain won't melt ya, these fun-crazed, water-logged, Canadians took their fare share of plastic reward back to the Great White North. The soggy weather departed just in time for a spectacular fireworks display and the weekend's second headliner, Foghat.

Unlike most rallies where Sunday is the traditional day of departure, there's no need to rush home from the Catskills. Sunday is jammed packed with plenty of reasons to postpone that long drive home. The vendor expo continues into Sunday, along with the Wall of Death and the freestyle jumping spectacular. In addition, custom bikes are lined up in nine classes for the judged custom bike show, and a tattoo contest awards the best ink with trophies in eight categories. This year, live rockabilly performances by Dressed for the Occasion and Lara Hope entertained the crowd until the afternoon's pig roast, which very much resembling a family picnic, with lots of hugging, hand shaking, and folks making plans to meet at the same time and place next year.

—Don Rogers

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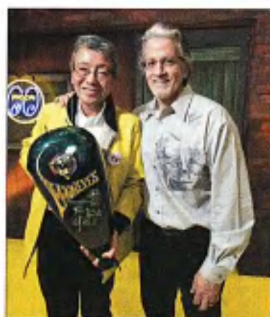
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MOON EYES JAPAN



Every bike show promoter knows how hard it is to get bikers to take time out of their lives and money out their pockets to come out to see what their show has to offer. So what are the Japanese doing for 15,000 people show up for the one-day, Harley-centric Mooneyes Yokohama Hot Rod and Custom Show? While this statistic is impressive on its own, what's even more boggling is that 800 of these visitors paid top dollar to cross one or more oceans to come from one of the 25 countries represented. The answer to the question is that Mooneyes is perceived by many as the show of shows.

This year, more than 650 show bikes, with a level of craftsmanship and overall quality that is unrivaled, were on the floor of the Pacifico Yokohama exhibition hall. Since Mooneyes as a company has historically been involved in the hot rod industry, this was also a custom-car show with 300 four-wheeled entries, but as impressive as the cars were, with just six hours until the award ceremony at 3:00 p.m. to take it all in and 15,000 other attendees elbow to elbow trying to do the same thing, bikes remained our focus.

Given Mooneyes' longtime ties to Southern California (Mooneyes USA has worked out of the same address in Santa Fe Springs, California, for more than 50 years,) and in its relationship with the Born Free bike show in Silverado, California, it was no surprise that all but one of the very special invited builder guests flown in with their bikes were selected at Born Free. Among the builders were Kiyonaga Mitsuhiro of Kiyo's Garage with his turbo charged Honda CB and Kosuke Saito of Sunrise Cycles whose 1936 Harley-Davidson knucklehead chopper "Hillbilly" won the Invited Builders' Choice Award at Born Free 6. Kutty Noteboom showed "The High Priestess" period trike that he built for his wife, Jamie, who rode the 1960 Harley-Davidson flathead Servicar into the show during the grand entry. Duane Ballard was there with his 1970 Honda CB750 K0 "Cherry Blossom," as were Brent Rogers with his 1946 knucklehead that won Best in Show at Born Free 6, Tom Fugle of Iowa with his 1948 panhead chopper, and Paul Wideman, whose 1940 knucklehead "Jane Doe" received the Mooneyes' Pick at the Brooklyn Invitational Motorcycle Show in New York, making it the sole East Coast (USA) bike.

THE JIMS DAILY NEWS

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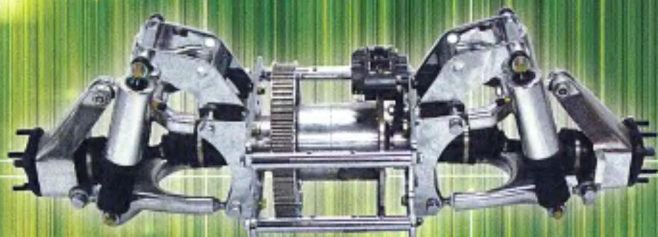
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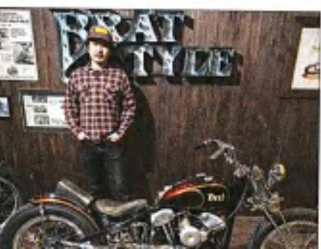
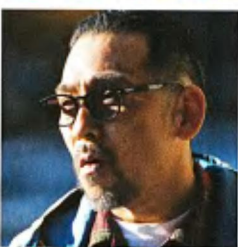
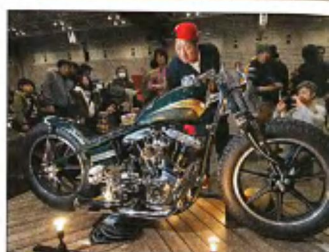
There were several parties to enjoy around the event, like the Mooneyes pre-show party Saturday night, the Dice release party later that same night, and an after-party Monday at Mooneyes Japan's store-restaurant. The show itself featured 50 artists participating in the pinstripe gathering, live rock 'n' roll and rockabilly bands, scale model displays, 50 pedal cars, collectables, and a gallery of vendor booths that were filled with one-off offerings that wouldn't likely be seen anywhere else.

We discovered that the Japanese put certain visiting celebrities on a pedestal. Harley-Davidson licensed sculptor Jeff Decker was one of these as his always-packed booth had bikers vying to get close for a photo or to shake his hand. While Jeff is well known in the United States, the attention he receives in Japan is on a much higher level. Jeff has become so big in Japan that he even has his own clothing line there. The same sort of thing was happening in the Cycle Zombies booth—a zany biking family especially popular in Japan. Their booth may have been even more packed than Jeff's with people trying to buy a hat or T-shirt, or just to get a photo.

At 3:00 p.m., backstage was packed with the presenters for 95 different awards. This is a big deal and the crowd knew it. Magazine editors, builders, painters, and celebrities from the 25 countries represented each had their own pick. There is no fancy judging criteria, no standardized judging sheets to determine the winners, just heartfelt acknowledgement that a certain bike is appreciated by a certain judge. Each winner was made to feel very special, but of course, there was one big winner, and for the second year running, Best of Show went to Kaichiroh Kurosu of Cherry's Company for his Chronos Project custom.

It was wonderful to see how life in Japan can be so different from our own, to see how other people live, eat, and work, to see how their passion comes to life in finished custom bikes, and to see at the same time what works and what may not. This doesn't just refer to the bikes, but also to life as a whole. The level of respect the Japanese people afford each other and everyone else is particularly special and humbling at the same time.

As visiting builder Sean Donahue told me, "I had never been treated with that kind of respect before and I love it. In the States, people think I'm just scooter trash, but in Japan they look at me for who I am without the preconceived notions. So I return every year now and I love it!" I'm right there with Sean, and I'm sure I'll be returning as well. —Michael Lichter



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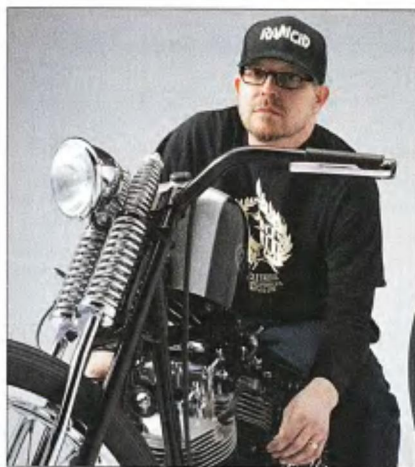
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The Café Killer

Cole Rogers' 1972 94-inch FX



Cole Rogers, above, named his Lebanon, Ohio, custom bike shop 138 Cycle Fabrication after a song titled "We are 138" recorded in 1978 by the punk rock band, The Misfits. Cole creates his own brand of chart-topping music via his American V-twin, British Norton, Triumph, and BSA-powered customs. He takes well-earned pride in his unique and multi-award winning "misfits" with monikers like "Macabre," "Hippie Killer," and "Smart Bomb."

The bike seen here that he's tagged "The Café Killer" is not about waging war on coffee shops, but was built in response to the Japanese-powered café racers out there. This 94-cubic-inch, 330-pound rocket sled blows them away out on the streets.



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This watch doesn't do dainty. And neither do I. Call me old-fashioned, but I want my boots to be leather, my tires to be deep-tread monsters, and my steak thick and rare. Inspiration for a man's watch should come from things like fast cars, firefighters and power tools. And if you want to talk beauty, then let's discuss a 428 cubic inch V8.

Did I mention the \$59 price tag? This is a LOT of machine for not a lot of money. The *Stauer Centurion Hybrid* sports a heavy-duty alloy body, chromed and detailed with a rotating bezel that allows you to track direction. The luminous hour and minute hands mean you can keep working into the night. And the dual digital displays give this watch a hybrid ability. The LCD windows displays the time, day and date, includes a stopwatch function, and features a bright green electro-luminescent backlight. We previously offered the *Centurion* for \$199, but with the exclusive promotional code it's yours for **ONLY \$59!**

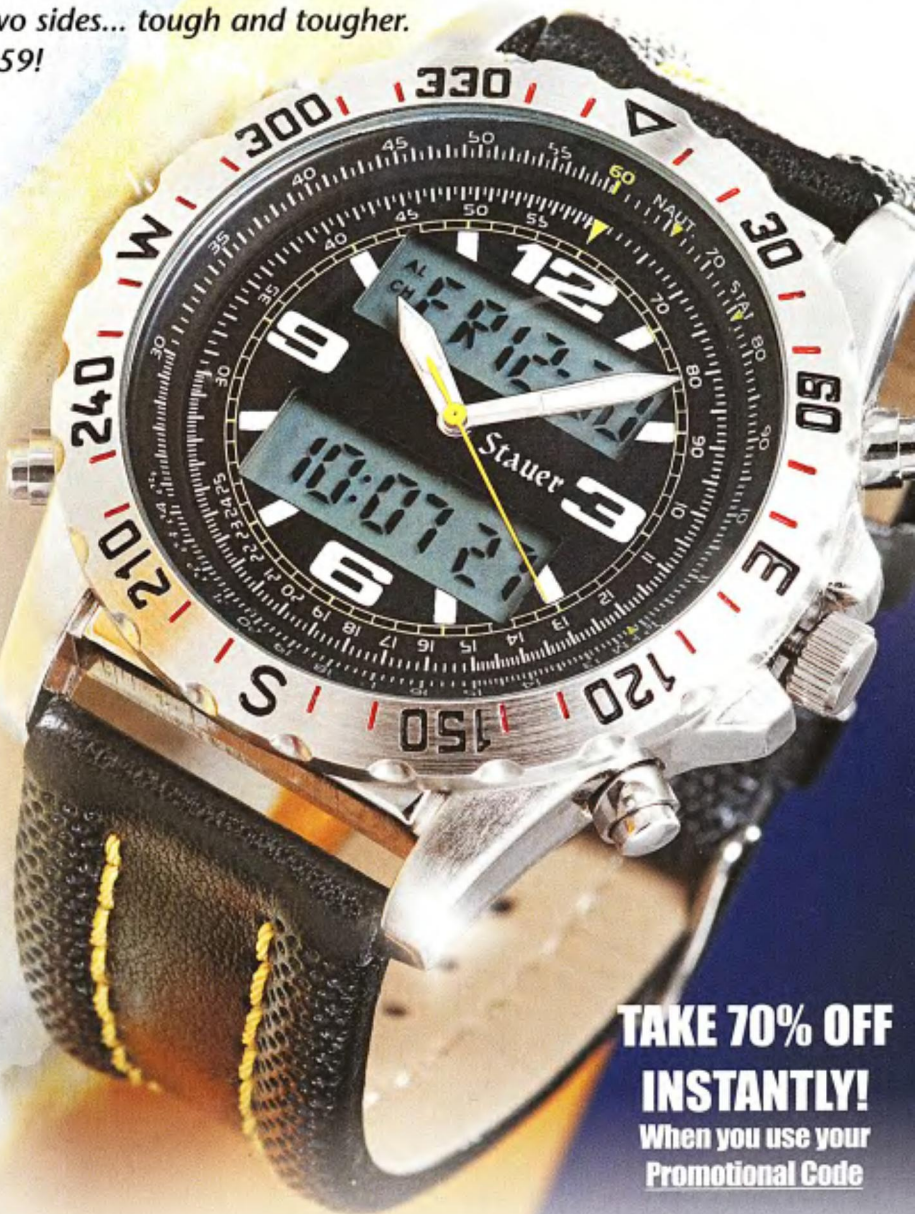
No matter what, this watch can keep up. Thanks to the Stauer 30-day Money Back Guarantee, you've got time to prove it. If you're not totally satisfied, return it for a full refund of the purchase price. You also get a 2-year replacement guarantee on both movements. But I have a feeling the only problem you'll have is deciding whether to keep the *Stauer Centurion* on your dresser or tucked inside your toolbox.



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— C.S. from Fort Worth, TX



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Owner: Cole Rogers, 138 Cycle Fabrication
City: Lebanon, Ohio

GENERAL

Designer: Cole Rogers
Year/make: 1972 Harley-Davidson FX
Fabrication: 138 Cycle Fabrication
Assembly: Cole Rogers
Time: 3 months
Chroming: Dayton Wire Wheel

ENGINE

Year/make: 1972 Harley-Davidson
Rebuilder: Motor Bob,
138 Cycle Fabrication
Displacement: 94 cu. in.
Cam: Andrews
Ignition: Dyna 2000i
Pistons: S&S
Lower end: S&S
Heads: Harley-Davidson
Lifters: Andrews
Carb(s): S&S

Air cleaner: V-Twin
Pipes: 138 Cycle Fabrication

TRANSMISSION

Year/make: 1972 Harley-Davidson
Shifting: foot

PAINT

Painter: Fred Carmack
Type/color: PPG/black, silver

FRAME

Year/make: 1972 Harley-Davidson
Builder: Harley-Davidson,
138 Cycle Fabrication
Type: rigid

ACCESSORIES

Bars: 138 Cycle Fabrication
Handlebar controls: 138 Cycle Fabrication
Fenders: 138 Cycle Fabrication
Headlight: Mid-USA
Taillight: Mid-USA
Electrics: 138 Cycle Fabrication
Gas tank: 138 Cycle Fabrication
Oil tank: 138 Cycle Fabrication
Oil system: Harley-Davidson
Seat: 138 Cycle Fabrication
Pegs: 138 Cycle Fabrication
Mirrors: 138 Cycle Fabrication
Grips: 138 Cycle Fabrication

FORKS

Type: springer
Extension: 5 inches under
Builder: 138 Cycle Fabrication

WHEELS

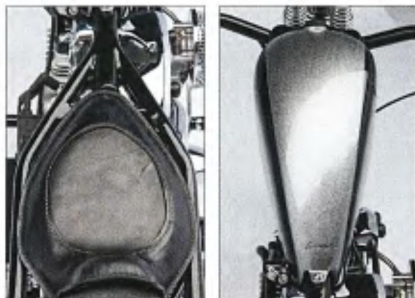
Size: 21-inch front, 16-inch rear
Wheels: wire
Tires: Dunlop front, Avon rear
Brakes: small spool front,
Harley-Davidson drum rear

Photos: Michael Lichter
Contact: 138 Cycle Fabrications
937-478-2558
138cyclefabrication.com



After converting the original 1972 into a hardtail, Cole took a look at the frame. "The bike seemed like it wanted to sit real low, so I made up that little 5-inch under stock springer for it, and it rides real nice and surprisingly comfortable, plus you can really lean it in the turns," he says. "Motor Bob, who does my engine balancing, tore the whole 94-inch kitted motor apart and rebuilt it including bolting on new heads."





Among the cool details are the inverted handlebar levers, stout units designed and built by Cole. In fact, everything you see here was crafted by Cole, and all is designed to be strong but as small as possible. Many of the components are offered by the shop, including the gas tank that is modeled after a classic Sportster unit but is one inch narrower and rounded on top for a smoother look. 138 Cycle Fabrication also offers its own frames, girder front ends, oil tanks, bars, pegs, and seats.

For paint, the bike was sprayed by Freddy Carmack, who's been customs painting since the 1960s. The #72 graphics on the tank echoes the bike's vintage year.



At the Easyriders Invitational Bike Show in Columbus, the Café Killer took Best of Show in regionals and Second Place in the Invitational Finals! It was recently sold and now prowls the streets of Tokyo where it lives up to its name. Cole laughs and says, "Yep, we call it the ironic motorcycle."

—Paul Garson



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American Pickers' Frank Fritz Reveals His Lifelong Collection Of Motorcycles And His Dream To Be In *Easyriders*



Frank Fritz and Mike Wolfe are the stars of *American Pickers*, the reality television series that's been on the air for five years. For the show, the pair roams the roads of America, searching out antiques and collectibles.

Frank has had a love of motorcycles all his life and *Easyriders* has been a big part of it. Riding mini-bikes and dirt bikes as a youngster led to him buying a Sportster for \$1,700 at the age of 14. He was jammin' it to school on the day he turned 16. He still owns that Sporty. He's an active member of ABATE of Iowa and was president of the Davenport Chapter for nine years.

Fritz owns about 75 motorcycles, and most of them were acquired before his *American Pickers* gig, during the 24 years he was a fire inspector. He collects anything with two wheels. He jokes that show partner Mike seeks quality, while he goes for quantity. That's not necessarily true, as Frank has 15 old-school choppers of all breeds, including an all-original 1934 VL, a 1941 80-inch flathead (the last year for 80-inchers), a classic 1947 Indian Chief, another 1947 Chief with an original sidecar, and a replica 1910 Silent Grey Fellow. Frank's motorcycle collection would make any self-respectin' biker proud. His 120-page book entitled *How to Pick Vintage Motorcycles* is available on Amazon.

Frank Fritz's Finds





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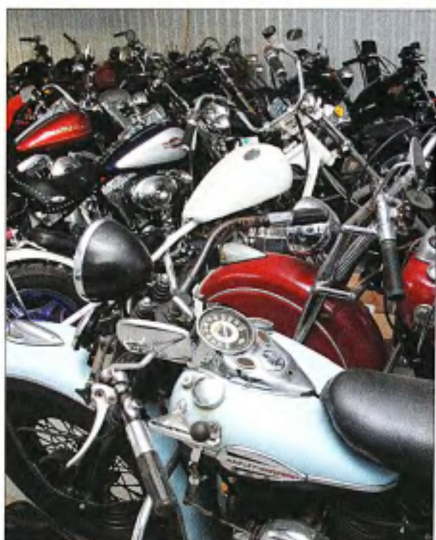
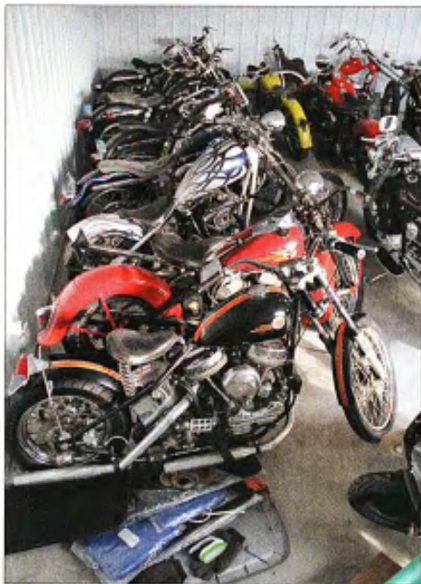
Frank Fritz and Clean Dean

Nate Ullrich, my photographer and a longtime friend of Frank's, led me from Davenport H-D to Frank's farm for photos. It's a perfect country place that will eventually be his fulltime home. One of the outbuildings has become his man cave. There's a beautiful, fully stocked antique bar inside the cave that came from Savanna, Illinois. It took a dozen men to dismantle, move, and rebuild it. The first row of booze on the bar is all bottles of Crown Royal, Frank's favorite. There's a stuffed mountain lion in the rafters, a bear in the corner, and a classic old Ness-style chopper takin' up the East wall. His collection of over 9,000 antique toys from the late 1800s and early 1900s has yet to be moved in.

Frank, along with his girlfriend, Diane, and his buddy Dave Davis, spent a pleasant, but cold and windy, afternoon of diggin' out bikes for Nate to shoot. Of course, we ended up in the man cave having a few toddies and telling stories. With the sun going down, I asked Frank what his plans were for the future.

"I plan on being at Hooters in about half an hour," Frank said with a smile. "And as far as the show goes... I'll ride it out as long as I can."

—Clean Dean
Easyriders Roving Editor



Photos: Nate Ullrich

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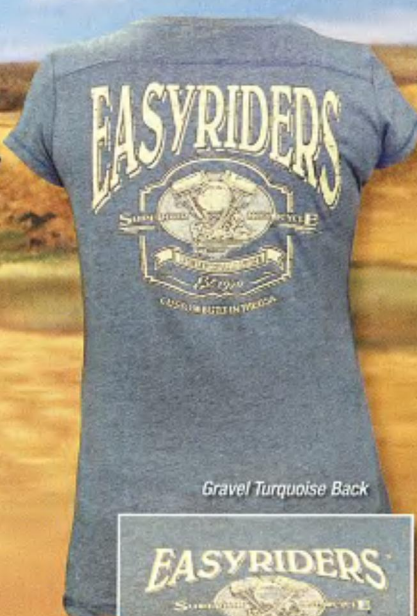
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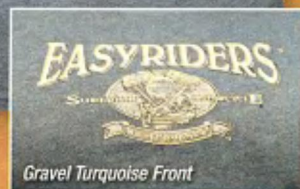
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ArcAngel Metal Artworks

THE RAPTURE



This is the third bike in a series of twelve chain motorcycle works of art that are being built by ArcAngel Metal Artworks. Artist Joey Nelson, right, named it "The Rapture." The piece has a clean, mean style, accomplished by blending old-school with the high tech. It represents the end of time.

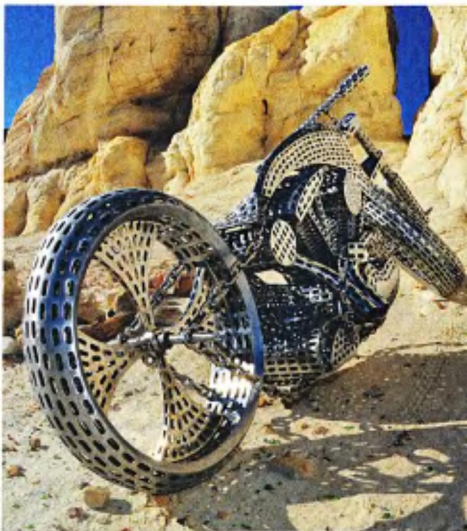
When artists, David Marchand and Joey Nelson started creating these hand-crafted, chain motorcycles five years ago, their goal was to capture the hearts and minds of the Harley-Davidson rider. Dedicated to building technically accurate show-stopping metal art, the result is this visually stunning artwork Joey created, which nearly took all of 2014 to complete. David suggested that the bike should be a bobber, so Joey decided to

scale this one down a bit from their other previous creations. The bike was built and photographed in New Mexico where Joey Nelson now resides.

"We decided to step it up with this sculpture by welding links solid together," Joey tells us. "The wheels were quite challenging and took a substantial amount of time. It weighs about five hundred pounds." The Rapture is eight feet in length with wheels that roll and handlebars that turn. "This bike is 98% chain links," Joey says. "It has to be taken apart link by link and then welded in the appropriate manner."

—The Editors

For more information call
David Marchand at 925-852-9460.



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PERFORMANCE GUIDE



Our bikes are propelled by a V-twin internal combustion motor whose power output is controlled by its ability to apply pressure to the tops of the pistons that move up and down inside of its two cylinders. The laws of thermal dynamics state that to increase the pressure on the pistons, you must evenly burn a larger air-fuel mixture. To supply the increased volume of the mixture into the cylinders, ignite it, and then remove the burned mixture out of the cylinders requires modifications to several of the motor's components. There are five systems that must be addressed to increase this power output: air filter; throttle body or carburetor; ECM or ignition system; camshafts; and exhaust system. For maximum performance, all of these parts must work in concert; you won't help your motor by going overboard on one part while neglecting another.

Herein, we will try to present ways to balance all of these parts to produce a good street-performance motor. There is another aspect to improving your motor; you don't need to modify all five of the components listed above to realize an increase in its performance, you can gain a significant increase with just

three items: air filter, ECM, and exhaust.

No matter what your bike's styling trend is, there's a quality high-performance air filter out there that will complement it. Both of the air filters shown here will add to your motor's mid-range performance. There are several other companies that offer performance air filters; taking a close look at our bike features is a good starting point. One thing to look for is a filter that has a gentle radius where its outlet mates with the throttle body's inlet.

—Wendell Christopher



On our bikes, the air filter sits out in the open; they need to look as good as they work. Some companies, like Roland Sands Design, offer air filters that do both.



The Arlen Ness Big Sucker puts a large filtering element right out front.



In the old days, we installed bigger carburetors; now it's throttle bodies. You can either buy a complete assembly or have yours modified.



If your bike has a carburetor, Mikuni makes a very good performance unit.

Like everything else about our bikes, the styling of an exhaust system has a lot to do with our decision to buy it. We have combed the catalogs and would like to show you some of the ones that we found to produce good power and look good doing it. These are but a tip of the exhaust pile, there are hundreds to choose from.



After the motor has done its thing with the air/fuel mixture, it needs to exhaust the spent gasses back into the air. This set of pipes from Python gives performance with a unique style.



These 4 1/2-inch slip-on mufflers are from Freedom Performance; they offer four different styles of end caps. They pass a lot more spent gases than the factory mufflers.



The pipes from Vance & Hines look like straight pipes, but they have a crossover connector and internal mufflers. We have fitted them to a couple of bikes on which they performed very well.



Don't overlook slip-on mufflers, these slash-cut mufflers from S&S Cycle really opened up this bike's motor.



These Power Port Dual Headpipes and Billet Tip Slip-Ons, from Cobra, offer good performance with cool styling.

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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. Our low expansion alloys provide a tighter piston to wall clearance - add it all up, and you're getting maximum power for your Harley...from KB!

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Although our bikes' EFI systems are fairly high-tech, there are some new products that will allow mechanically proficient riders to update their bike's EFI system.

Camshafts are a unique part of all late-model Harleys; they not only are the two parts that mechanically control the motor's power output, they are also part of the motor's name: Twin Cam. The design of your motor's camshafts will determine the motor's torque output to rpm power curve. For street ridden bikes, which operate mostly between 1,900 to 3,300 rpm range, a set of performance cams should be carefully selected.



The FP3 connects to an Apple or Android device via Bluetooth; you don't need a PC computer to re-flash your bagger's ECM.



Dynojet has a full line of re-flash and piggyback devices to update your bagger's EFI system ECM.



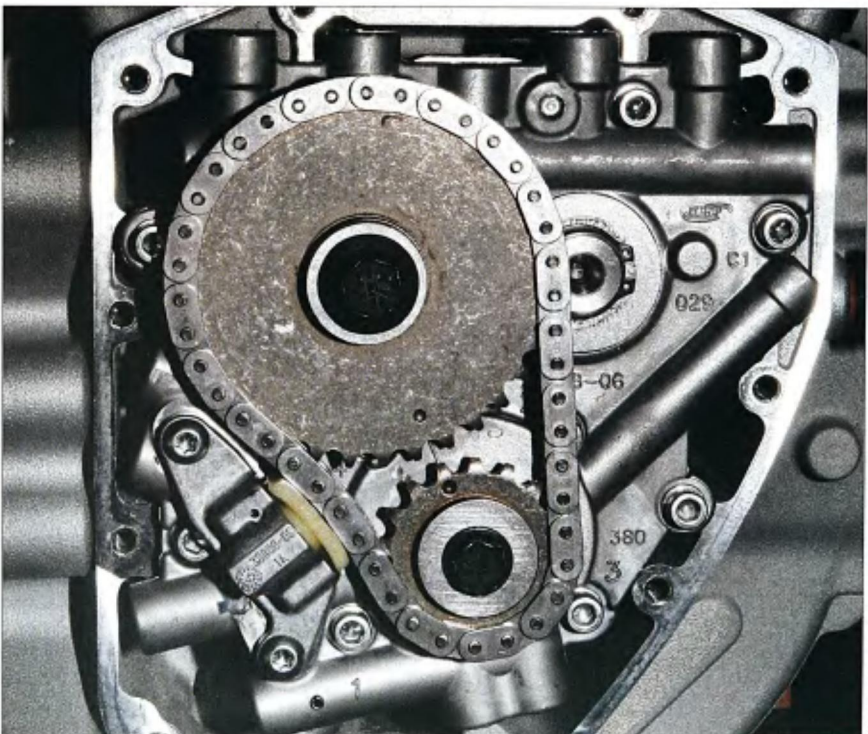
Vance & Hines new Fuelpak FP3 is a small electronic ECM re-flash device that plugs into the bike's VC1 data port. The FP3 operates with the stock 12mm O2 sensors.



For older bikes that have separate ignition systems, Crane offers a couple of ignition controllers that let a rider tailor their ignition system through multiple adjustments.



The stock camshaft (left) is very mild; the performance camshaft (right) will add a considerable amount of torque to your bike's motor. Selecting performance camshafts should be done very carefully because they control the rpm band where its torque output begins and drops off.



A competent mechanic should only do a change of camshafts. This is the cams' main drive system; in a 2007-up Twin Cam motor, it is a significant improvement over Harley's earlier system.

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COOLEST NEW PARTS FROM THE 2015 V-TWIN EXPO

Every February the V-twin motorcycle aftermarket industry heads into Cincinnati for the annual V-Twin Expo, which attracts companies from all across the globe. They showcase their latest products, and since the Expo is a dealer-only show, we are here to bring you our top picks of the products that were displayed at this year's Expo.

Our picks cover everything from cool looking seats to internal motor parts, and each one deserves their place here. These parts were selected because they not only offer style, but also functionality and performance, all of which are a definite plus when it comes to fitting out your bike. Sometimes it's difficult to choose one product over another, but we've given it our best, and hope you enjoy.

You can also check out videos on all these products and more in the digital edition of *Easyriders* online at easyriders.com.

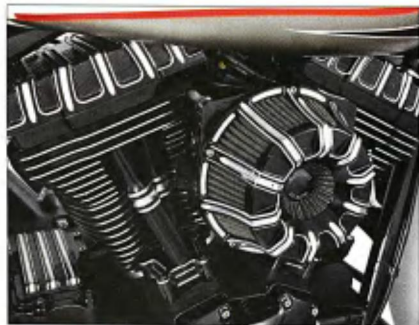
—Bugle



Jims had its new **Powerglide Steady Roll Lifters**. These lifters use bronze bushings, which offer several advantages over the standard needle bearing lifters:

load pressures spread over a wider area, tighter fitment tolerances, and no oil contamination from needle bearing failure. They are available for both Twin Cam and Evolution motors.

Jimsusa.com



Arlen Ness had his new **10-gauge drivetrain dress-up covers and air filters**. Also available are cam covers, rocker covers, lifter blocks, pushrod covers, transmission top and side covers, and air filters. The parts are machined from



LePera Enterprises showed seats covered in its new **Crock Vinyl**, which looked so real we thought that there would be "protect the beast" protesters at their booth. LePera is offering the covering on any of its seats. They were showing four colors: Red Croc; Black Croc; Tan Croc; and Brown Croc. Lepera.com

forged aluminum billets and are offered in two finishes: chrome and black anodized with machined highlights. Each part includes necessary gaskets and chrome hardware.

Arlenness.com



Feuling's new **OE+ Camplate Conversion** are replacement billet camplates that are manufactured from 6061 aluminum providing increased rigidity and machined to Feuling's high tolerance standards. The pressure relief valve and spring are pre-set, matched, and seated, with a full pop off pressure of 50-60 psi. OE+ camplates are a direct bolt-in replacement and will accept the factory oil pump. Feuling also showed its new OE+ Oil Pumps, which offer higher volume than the factory oil pumps.

Feulingparts.com



Mid USA's new **Antique Styled Springer Fork** doesn't have that billet machined look. It is made using forgings and castings that replicate the look of a 1948 springer fork. It is fitted with a 1-inch steering stem, which uses the standard Timken steering head bearings. It is available in 20-inch through 26-inch lengths. The forks are available in chrome or gloss black finishes.

Mid-usa.com



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This Month's Winner!

In this month's glittery issue 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. See her quiver boldly forward upon T.D. Ward's rockin' Rods & Rides BT Racer.

—Captain Moosecock



#0801 Casey—New York

"My dad would sit me in front of him and take me for little rides around the driveway. Born, bred, and raised American, my tush will only ever sit on a Harley-Davidson!"



#0802 Olga—Virginia

"In Ukraine, where I am from, people would pay to have a picture taken on a Harley. How excited I was not only to sit, but ride within two days of coming to America!"



#0803 Jami—Arizona

"My first ride on a Harley was a trip to California. The scenery was nice and the ride was smooth. It was beautiful. I love Harleys!"

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 sudsy stallions. Meet tan and tingly Jen Republic, a saucy little blonde vixen from the great Southwestern Sonoran desert. Jen keeps up with a busy schedule of lollygagging and sun-drenched faldral, but her real passion is nude javelina ranching. Those squealing little bastards love to follow her right to the slaughterhouse, and now you can too!

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

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Model’s Signature:

Photographer’s Name:

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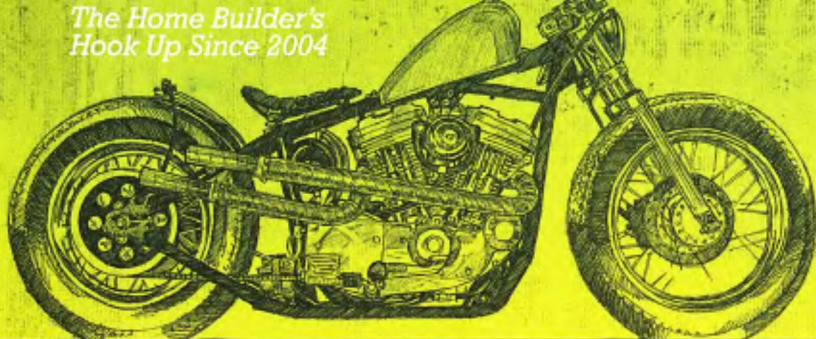
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Important: Models, please send a photocopy of your picture I.D. that shows your signature and photo.

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IN THE WIND



A couple buddies are out prowling around, looking for bitches during Daytona Bike Week 2015.

—Lou Camerota, New Castle, Del.



Diamond Riders compare tans in Daytona. —Kim G., Providence, R.I.



Mr. Radioactive at the Easyriders Long Beach Bike Show. —Terry Bert, Frazier Park, Calif.

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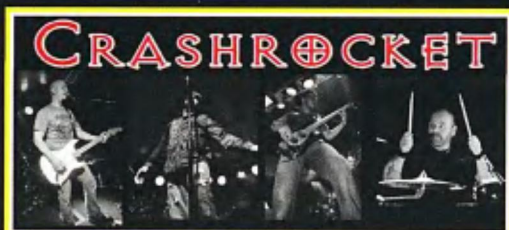
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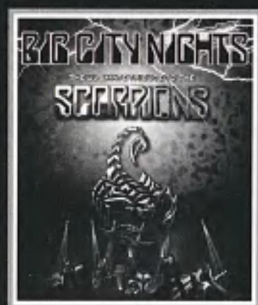
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Hog Killer

Aki's Old-School
ULH Chopper

Gousseneck

As the owner and main wrench of Hog Killers Inc. in beautiful Hawaiian Gardens, California, Aki Sakamoto is primarily concerned with building bikes for his customers. It's rare that he builds one for himself because, as he puts it, "That doesn't pay my bills."



Owner: Aki Sakamoto
City: Hawaiian Gardens, California
GENERAL
Fabrication: Hog Killers
Year/make: 1940 Harley-Davidson ULH
Assembly: Hog Killers

Time: 2 years
Chroming: Orange County

ENGINE
Year/make: 1940 Harley-Davidson ULH
Rebuilder: Hog Killers
Ignition: Magneto Morris
Displacement: 80 cubic inches
Lower end: Harley-Davidson
Balancing: Fast Ed
Pistons/Heads/Cam: Harley-Davidson
Lifters: Harley-Davidson

Carb(s): Linkert
Air Cleaner: brass
Pipes: fishtail

TRANSMISSION
Year/make: 1940 Harley-Davidson
Modifications: ratchet top
Shifting: foot

PAINT
Painter: Tanner Goldbeck
Type/color: acrylic, flat clear/multiple

FRAME
Year: 1940
Builder: Hog Killers
Type: gooseneck
Rake: 43 degrees
Stretch: 1-inch up, 12 inches out
Shocks: none
Modifications: gooseneck

ACCESSORIES
Bars: Hog Killers custom
Handlebar controls: clean and simple
Fender(s): molded to the frame
Headlight: small and simple
Taillight: Warbird
Pegs: spoon
Electrics: Morris Magneto
Gas/Oil tanks: molded with frame
Oil system: steel lines
Seat: Hog Killers King & Queen
Grips: Hog Killers custom

FORKS
Type: springer
Extension: long
Builder: Fats
WHEELS
Size: 17-inch front, 16-inch rear
Hub: spool front, star rear
Tires: Avon

Brake: drum rear
Special modifications: real gooseneck, molded one-piece frame, chrome engine, handbrush paint

Model: Holland McKinzey
Photos: Jimmy Forrest

And when he does, it takes him a long time to finish, for that very same reason. This gooseneck chopper, for example, took Aki two years to build, but it was worth every second of it because it looks like it rolled right out of the '70s.

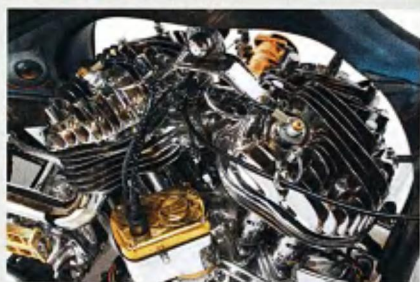
Because he built it for himself, Aki says he was able to do whatever he wanted to it, and he's always liked the gooseneck. "Not a turtleneck like everybody else does and then calls it a gooseneck, though," he says. "It's 12 inches out, so it's pretty long."

He found the 1940 ULH engine at the Davenport swap meet in Iowa a few years ago and already had a beat-up stock frame at his shop. The long Fats springer front end came from a customer who couldn't pay his bill. "It sat in

my shop for a long time because I didn't know what to do with it; it's too friggin' long," he tells us.

Something he's also always wanted to do was a one-piece frame with integrated gas tank, fenders and oil tank. And that's exactly what you're looking at: a once-piece-with-everything frame. And it's all sheet metal, no fiberglass. "I used 16-gauge sheet metal for the gooseneck and 18-gauge for the rest, so it's a little thinner," Aki says. "But the tricky part was sealing the inside of the gas tank. I had two guys hold the frame and slowly turn it to be able to seal the tank. That was interesting."

Aki also had the engine chromed, but the most intriguing part may be the paint job his buddy Tanner Goldbeck



did. The whole thing was painted in oil and then cleared over, so you could say it's an actual oil painting on wheels. Maybe it'll hang in an art gallery one day.

Looking at it from its left side, you see the "temptation" part of it with the intimidating death skull on the gas tank,

while the right side is the "salvation" part, the gas tank portraying a piously praying believer. And for those of you who don't "get" the art, it's all spelled out on the rear fender.

Other intriguing aspects of the bike include the flow of the bike, dominated by the parallel down between the long fork and the two fishtail pipes, and the funky apehangers with internal throttle. And then there's the moped front tire. "I could only find 17-inch tires with ugly treads," Aki says, "and I wanted to have a straight-running tread, and that's only for mopeds. I probably shouldn't be using it on this heavy bike, but oh well."

The bike may be an acquired taste for some, but it was well received at the recent Colorado Motorcycle Expo in Denver where it won Best of Show. And that's after having won three awards at our Easyriders Bike Shows, including First Place Old School Chopper at the grand finale in Columbus, Ohio.

—Tripper



The month's *Easyriders* girl is the heavenly Holland McKinzey, who added just the right touch of 1970's *Easyriders* sexy to Aki's one-of-a-kind long bike.

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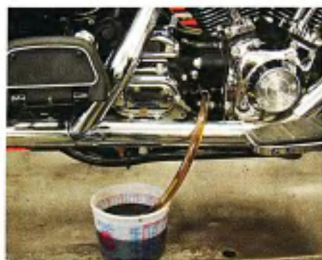


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Lets face it—the oil filter only gets the particles out of the oil. We must change the oil because it has been broken down, oxidized and discolored from high heat and chemicals in the combustion gasses. Mixing 24oz. of old oil with 96oz. of fresh oil 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.

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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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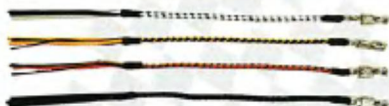
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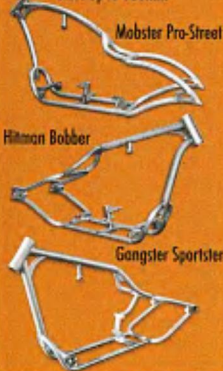


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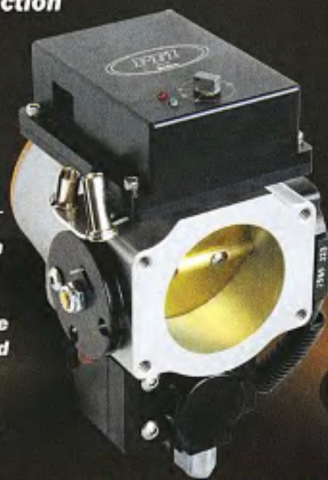
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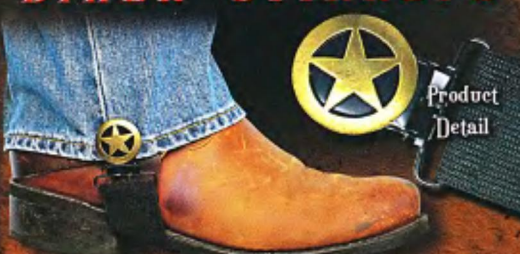
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Paul Binford
Manteca, California
2001 FXST

Binford's Customs in Manteca, California, built this bike for a customer, a young fellow named Jesse Covello. Jesse is, of course, no stranger to the denizens of this shop just south of Stockton. "We've been doing some baggers with him," says Paul Binford, owner of said shop. "But the last time he came in he wanted something different yet equally radical, without being too specific on the details. He more or less left it all up to us."

So Paul and his three-man crew came up with what might be called a radical Night Train, a Softail with an oversized front wheel. It's a fairly unusual concept for a big-wheeled world that's dominated by baggers these days. "We decided to stretch the fenders, throw a 26-inch front wheel on it, and give it bit of a rake," says Paul, making it sound like it was just another day at the office.

Which it probably was when you consider all the wild builds the Binford's crew does on a regular basis. The Night Train's engine was gone through and enhanced with an SE lower end, a set of Wiseco pistons, a .585 S&S cam, and some Feuling lifters. The frame was raked 5 degrees, but not stretched, and a set of Legend shocks was installed. The fenders were also modified by Binford's, but the handlebars are homemade.



Comin' At Ya



Most noticeable, of course, is the blood-red paint job, nicely done in-house by Rico and tastefully enhanced by some brass knuckles sprinkled here and there; they match nicely with the brass knuckles serving as foot pegs and those "holding up" the handlebars.

And then there's the "(WTF) Over!" on each side of the gas tank. "It's an old military saying," explains Paul. "One day my dad came in, and we were drinking a couple of beers when he said, 'What the f#&%%, over!' We were tripping on that for a while and then decided to name the bike that. We usually name all of our bikes."

Young Jesse, by the way, is said to love the bike and haul ass on it every chance he gets. What the f#&%! Over!

—Tripper



The super September issue of *Easyriders* (No. 507) offers up a righteous ride to Key West for the annual poker run, then head south of the border for the Tijuana Toy Run before basking in the glorious Ventura, California, sun for the David Mann Chopperfest.

Custom bike features include Kutty Notebloom's drop-dead gorgeous Hippy Killer Evo digger, Jim Root's Bling's Cycles shovel, Bob Thompson's First Class Evo, Alex English's Olde Metal marvel, and Rusty Hendrix' amazing big wheel steed.

All this, plus zany humor, nasty naked ladies, and a classic David Mann painting are whizzin' your way in the September issue of *Easyriders*!

On sale August 4



The sensational August issue of *V-Twin* (No. 173) 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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