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507 • September 2015

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Taking It Easy

Wrong Bite

A blind man whose dog was accused of biting a drug dealer has admitted that he, not his seeing-eye pooch, bit the man. The visually impaired man became incensed when he paid \$100 for a bag of marijuana only to discover that the drug dealer had sold him a bag of lawn clippings. When he realized that he was being scammed, he began throwing punches and wound up sinking his teeth into the dealer. "It was me who bit him, not my dog," he told a court. "Guard dogs are not attack dogs."

Romance Blossomed

Two men serving time for anti-gay murders became the first same-sex couple allowed to get married behind bars in Britain. The two men met at the prison library.

The Nurse Appealed To Him

A man accompanied his pregnant girlfriend to the hospital emergency room as she was going into labor. As a nurse attended to the woman, he began flirting with her, complimenting her looks, and giving her neck rubs. When he groped her breast, she called security. He was arrested and taken to jail, thus, missing the birth of his child.

Some Worthwhile Quotes

"In general, the art of government consists of taking as much money as possible from one party of the citizens to give to the other.

—Voltaire

"No man's life, liberty, or property is safe while the legislature is in session."

—Mark Twain

"Talk is cheap, except when Congress does it."

—Anonymous

"The government cannot give to anybody anything that the government does not first take from somebody else."

—Anonymous

Way Too Much Snoring

A guy on a plane started snoring upon takeoff. His seatmate was so pissed off that she kept jabbing on of his arms. He finally woke up with a scream and said it was like "being stung by bees." The perturbed female seatmate was escorted from the plane.

Cats Can Be Useful

A suspected drug dealer escaped house arrest and fled the country after he strapped his GPS ankle monitor to his cat. He apparently realized that if he removed the court-ordered tracker and left it in his home, the lack of movement would tip off the police. So he put the device around the cat's neck and made his getaway. This ruse was discovered when his landlord entered his apartment and found the cat wearing the device.

What's In The Garbage?

A man is suing a local hospital after his amputated leg was thrown into the garbage—with his nametag still on it. It was found in a dump, and police contacted family members to investigate the possibility that he had been murdered. The hospital said it had taken steps "to keep comparable circumstances from happening again."

Ugh!

The long, woolly beards in fashion among young hipsters and baseball players may contain an alarming amount of the same bacteria found in human feces. Several men's beards were swabbed and found that some contain more microbes than the typical toilet bowl, probably because men touch or stroke their beards with dirty hands.

Too Literal?

Novelist Edgar Allan Poe was a student at West Point. He flunked when an order came for cadets to show up for a full-dress parade wearing "white belt and gloves, under arms." He followed the

order all too literally appearing wearing nothing but a belt and carrying his gloves under his naked arms.

Did You Know?

Before he was a rock star, Rod Stewart worked as a gravedigger to pay the bills.

Jimi Hendrix is said to have believed that rainbows are actually pathways that connect the living world with the dead.

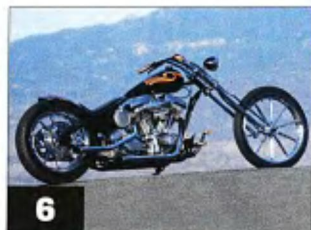
Rock legend Meatloaf, born Marvin Lee Aday, got his nickname after he allowed a friend to run him over with his Volkswagen on a dare. One of his friends reportedly remarked that he "must have meatloaf for brains."

The brain is composed of 85 percent water, and its consistency is somewhere between that of jelly and cooked pasta.

Visionary Robots

Two visionary robotics developers created a carnivorous clock, supposedly able to power itself for 12 days by digesting the carcasses of 12 dead houseflies, which the clock traps with flypaper and then mechanically razors in two. The pair also showed a prototype of a coffee table that catches mice by luring them up the table legs with cheese into a hole in the center, where they are guillotined.





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FEATURED BIKE BOTTOM DOLLAR

Kutty Noteboom's
Old School Digger



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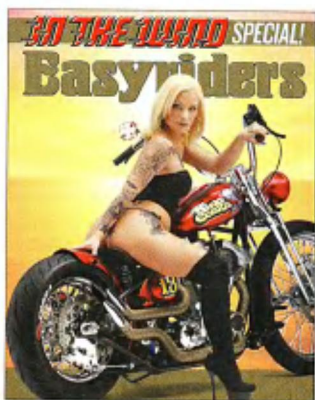
The Motorcycle Art
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FEATURED BIKE NO RUST RIDER

A Steed Musclebike
Gets A Makeover



ON THE COVER:

Bob Thompson's First Class Cycles 2013
Custom Show and Go and Alice Marie
shot by Dino Petrocelli. 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
September 1, 2015.



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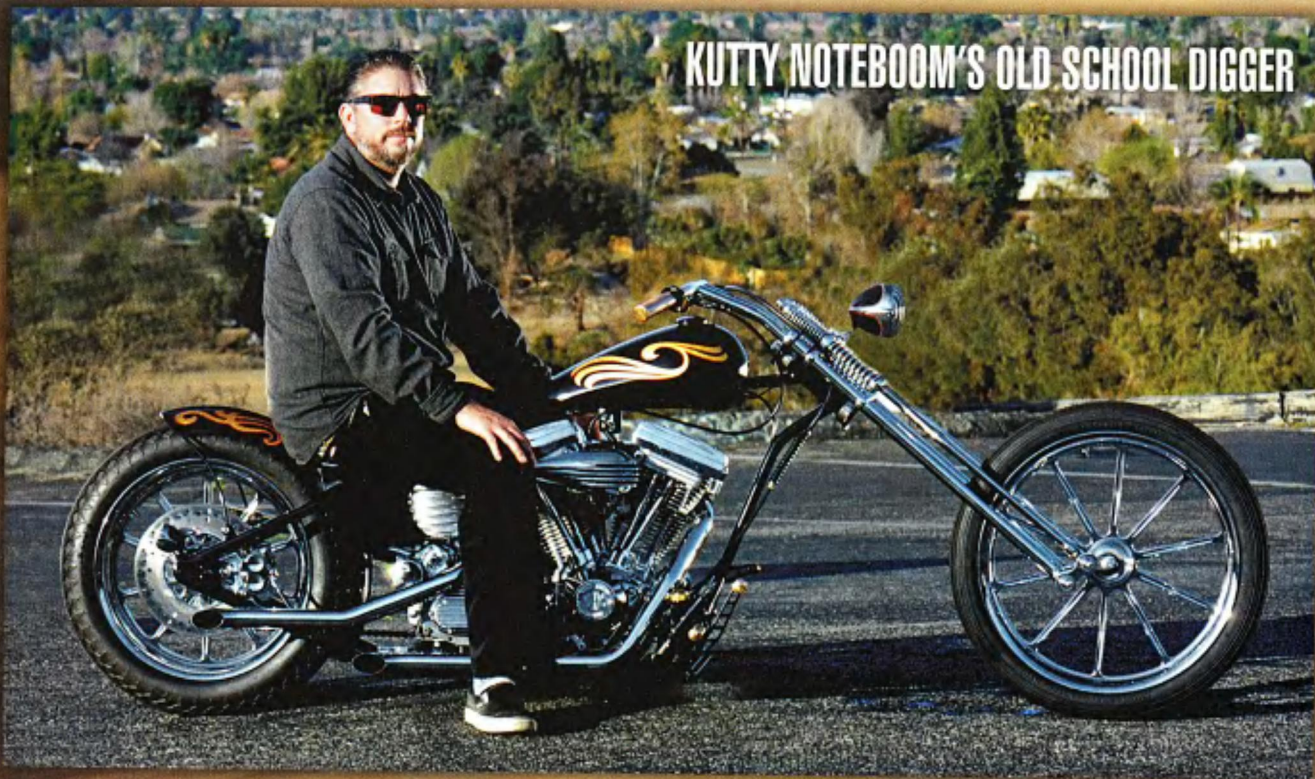
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BOTTOM DOLLAR

KUTTY NOTEBOOM'S OLD SCHOOL DIGGER



Fueled by his famous car/bike builder father "Bones" Noteboom and a bunch of old hot rod and chopper mags, Kutty Noteboom took to bike building infused with a passion for old-school traditional. That eventually led to a shop he calls Hippy Killer Garage located in Hemet, California, where he wrenched together the digger bike seen here. By definition, a digger is long and slammed low, with a springer or girder front end, and is raked to the max. The term is sometimes linked to a style of custom

bikes built by Arlen Ness, Donnie Smith, and Dave Perewitz back in the 1970s.

"The digger bike is based on what I remember as a kid," Kutty tells us. "My dad had a couple 45- to 50-degree raked Denver long bikes. Then, when I got older, I found photos of him with a long Honda he had built when he was living in the Bay Area. All the metal work was done by Bob Monroe, who did a lot of high-end fabrication for Arlen Ness. That bike had a long Harmon girder and was featured on the cover of a bike mag the year I was born.



For me the Evo is the small block Chevy of the Harley motors. You can get parts anywhere and they're easy to work on.



By definition, a digger is long and slammed low, with a springer or girder front end, and is raked to the max.



Later, my dad would ride me around on it. So that was pretty much what I was going for when I started this project. And we ended up calling the bike 'Bottom Dollar,' which was the name of one of my dad's racing boats back in the day."

The bike looks especially long thanks to Kutty's lean, trimmed design approach, but actually the rake is not too

radical. The effect is created by the gooseneck frame design that accentuates the overall stretch. The riding position, aided by a set of Spitfire Motorcycle forward controls along with Hippy Killer cast brass pegs and grips, adds to the relaxed riding position.

An 80-inch Evo motor was taken apart and polished for the project because

Kutty is a fan of the powerplant, saying, "For me the Evo is the small block Chevy of the Harley motors. You can get parts anywhere and they're easy to work on." As far as frosting on the digger cake, the filigree gold leaf over black is another shout-out to the paint schemes of the 1970s, in this case sprayed by Joe Lopez, the leaf laid on by Dave Whittle.



PYTHON
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SOUND PERFORMANCE

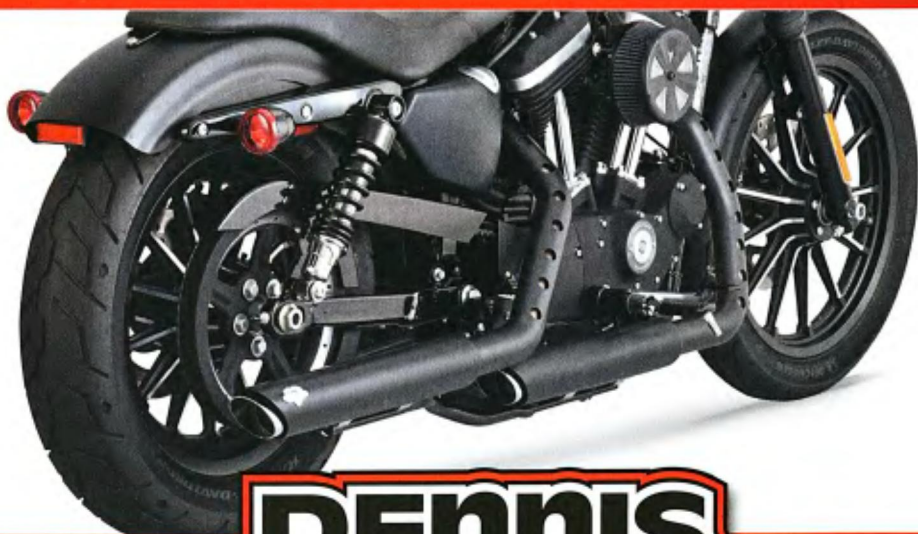
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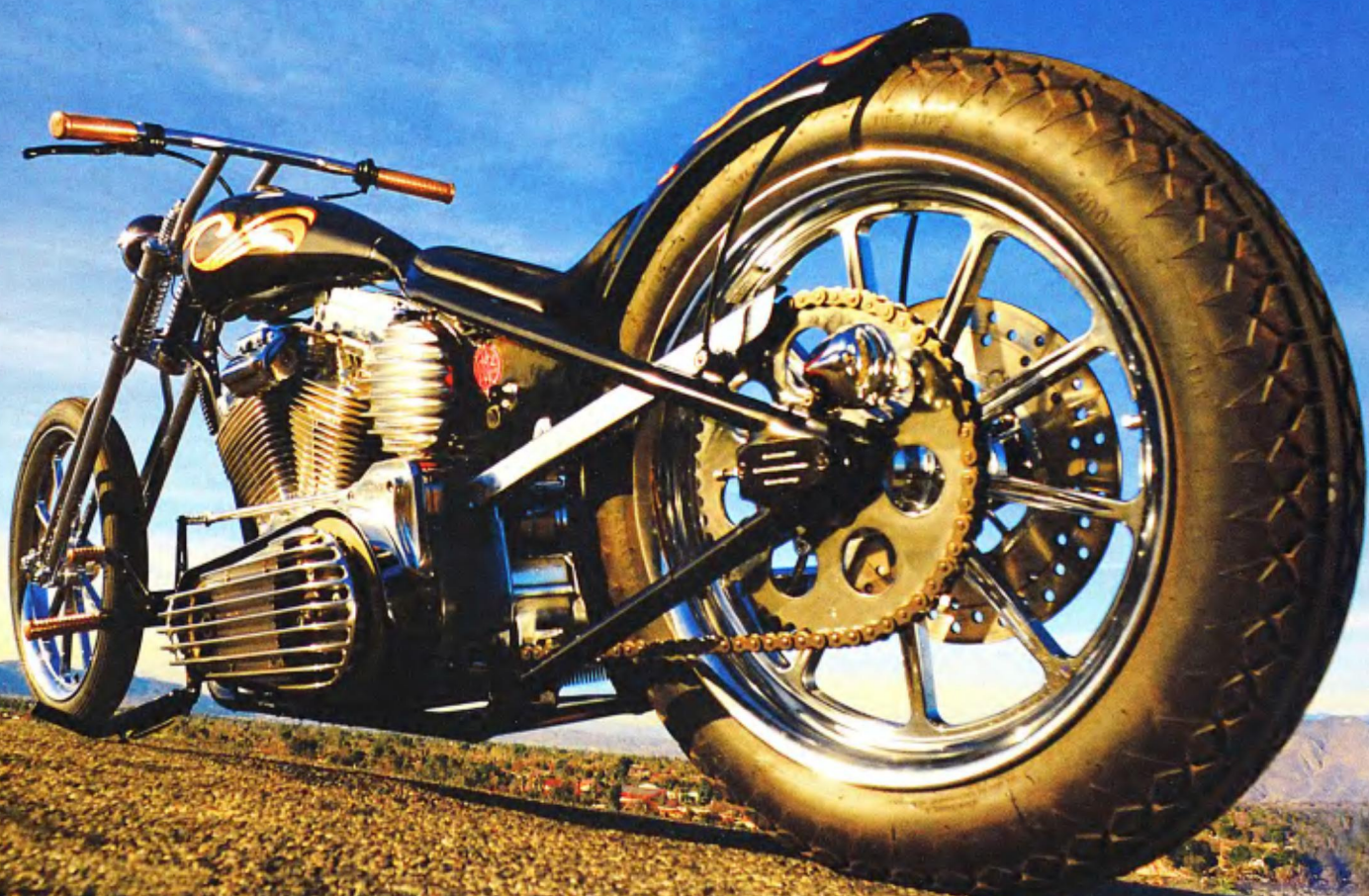


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At the 2014 National Roadster Show, Bottom Dollar took home a Class win and Best Paint. Kutty and his dad also throw their own party each year called the Hippy Killer Hoedown for hot rod, custom car, and chopper fans. The seventh such event drew over 4,000 spectators and 2,500 bikes and cars. Held at the Farmers Fairgrounds in Perris, California, the eighth Hoedown is on its way, scheduled for April 23, 2016. —Paul Garson





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-Thank you,
Rick Rademacher

Call us at 1-800-4-BIKERS or visit our website at RussBrown.com today.

Owner: Kutty Noteboom

City: Hemet, California

GENERAL

Designer: Kutty Noteboom,

Bones Noteboom

Year/make: 1999 Harley-Davidson

Model: Evo digger

Fabrication: Kutty,

Hippy Killer Garage

Assembly: Kutty, Hippy Killer

Time: 4 months

Chroming: Superior Plating

ENGINE

Year/make: 1999 Harley-Davidson

Model: Evo

Rebuilder: Freddy Hernandez

Displacement: 80 cu. in.

Cam: Harley-Davidson

Ignition: Dyna S

Pistons: Harley-Davidson

Lower end: Harley-Davidson

Heads: Harley-Davidson

Lifters: Harley-Davidson

Carb(s): S&S Super E

Air cleaner: Crime Scene

Pipes: Gooseneck by Kutty

TRANSMISSION

Year/make: 1999 Harley-Davidson

Shifting: 6-speed foot

PAINTING

Painter: Joe Lopez

Type/color: black

Special Paint: Dave Whittle gold leaf

FRAME

Year: 2013

Builder: Freddy Hernandez

Type: digger

Rake: 46 degrees

ACCESSORIES

Bars: pullback drag

Handlebar controls: yes

Fenders: ribbed

Headlight: Crime Scene

Taillight: Crime Scene

Electrics: Hippy Killer

Gas tank: Dan Ginnings/Kutty

Oil tank: Crime Scene

Oil system: Harley-Davidson

Seat: Ron Mangus Auto Interiors

Pegs: brass, Hippy Killer

Grips: brass, Hippy Killer

FORKS

Type: springer

Extension: 4 inches over

Builder: Freddy Hernandez

WHEELS

Size: 21-inch front, 16-inch rear

Wheels: Colorado Customs front, wire rear

Tires: Avon front, Coker rear

Brake: disc rear

Photos: Peter Linney

Contact: Hippy Killer Garage

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WACO MASSACRE 2015

By now, the whole biker world is talking about the events surrounding the shooting incident that took place at a Texas Confederation of Clubs and Independents (TXCOC&I) meeting in Waco, Texas, on May 17. The TXCOC&I is a political organization, which meets regularly to discuss pending legislation and safety issues affecting motorcyclists in the state.

The Waco police, claiming reports of an impending melee between reportedly rival clubs expected to be present at the event, decided to assign at least 18 officers, including police snipers on the roofs of adjacent buildings in the area, to prevent violence. Also present were four state troopers.

What is known is that on the day, despite the cops stated intention that they were there to prevent violence, nine individuals lost their lives, and 17 others were seriously wounded. Consequently, 177 people were arrested at the scene and charged with engaging in organized crime resulting in death. All of the suspects were originally assigned a staggering \$1 million bail.

As of this writing, 99 of the charged have managed to bond out, while 78 remain in jail. It is not known how many of those released had their bail reduced. Of those arrested, only 60 appear to have criminal records of any kind, most for speeding and possession of marijuana. In an additional affront to justice, and the right to a speedy trial, a probable cause hearing will likely be delayed until August 6.

The *Waco Tribune Herald* has quoted one of the judges who is responsible for setting the high bail, Justice of the Peace W.H. "Pete" Peterson, as saying, "I think it is important to send a message... (italics ours) We had nine people killed in our community. These people just came

in, and most of them were from out of town. Very few of them were from in town." Wow! The purpose of bail is to guarantee that the accused will show up in court, it is not supposed to be punitive. Perhaps Pete can be excused for this gaff, as it was revealed that he in fact does not hold a law degree.

Many questions remain even weeks after the event. Waco Police Public Information Officer Sgt. W. Patrick Swanton has admitted that some of his officers were involved in the shooting, but it is not known is how many of the injured and killed were shot by the officers. What is known is that 14 officers have been put on administrative leave since the incident, a common

QUOTE OF THE MONTH

*If you want a vision
of the future,
imagine a boot stamping
on a human face—forever.*

—GEORGE ORWELL

practice when an officer discharges his weapon.

Police initially claimed that all of the arrested were members of two "criminal gangs," the Bandidos and Cossacks; however, it was soon discovered that this is not true, as many of the persons arrested were independent riders not affiliated with any club. The cops also initially said that they expected to recover 1,000 weapons; yet, this was subsequently reduced to 318, of which, 118 were firearms. It has not been reported how many of those firearms were legally carried, but under Texas law, holders of concealed carry permits would not be guilty of any offense for merely carrying their guns in the establishment.

According to a report from the

Associated Press, several witnesses, at least three of them veterans with weapons training, say that semi-automatic rifle gunfire dominated the May 17 shootout. There was only one semiautomatic rifle found at the scene, an AK-47, and it was locked in a trunk. But there were many police officers, including the snipers on the rooftop, that were carrying these weapons.

Preliminary autopsies were performed on the nine killed within 24 hours, yet the Waco police have not released information on what calibers of weapons were used. Meanwhile, Waco police sent the weapons seized to a ballistics lab in Washington, D.C., and say it could take months to get results.

There is also the question of the hundreds of motorcycles seized by the police, which will presumably be subject to asset forfeiture under Texas law.

To this writer's mind, the issue underlying the situation is one of the proportionality of the police response. Let us say that the first shots were, as the police claim, fired by bikers in the crowd. Witnesses say that they heard a couple of pistol shots, which was followed by a barrage of rifle fire. Did the police, as many witnesses attest, commence to open fire on the crowd?

Finally, the second important point is something that this column has touched on repeatedly over the years, the continuing militarization of the police. Even the Obama administration is starting to recognize the threat that arming police with military grade weapons is beginning to pose to the citizenry. Recently, the President ordered a review of the practice and is in the process of proposing legislation for changes to these policies.

Easyriders will continue to monitor this situation and report on the facts as they are revealed. We will get to the bottom of this.

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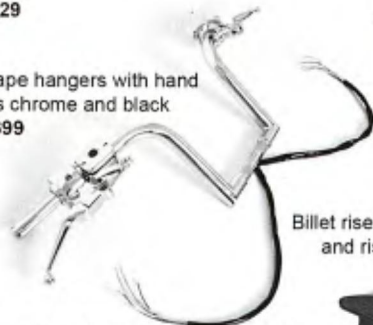


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ALOHA MY ASS

A petition is being circulated in Hawaii to ban motorcycles from the islands. The culprits identified are "extremely noisy mopeds and motorcycles, especially Harleys." The petition calls for the removal of all lawmakers that refuse to legislate on this, "including David Ige, the Governor; it's time to boot them from office in the next election."

The group also proposes a class action suit against "Harley-Davidson, their vendors, and other moped and motorcycle companies on the island."

The petition gained 500 supporters on day one and currently has 750 signatures. It is being circulated through Change.org

HELLHOLE OF DESPERATION

The governor of California, Jerry Brown, is proposing an amnesty program for residents caught up in the state's system of spiraling fines and penalties for traffic infractions, which have led to 4.8 million driver license suspensions since 2006.

Under the plan, drivers would pay half of what they owe, and administrative fees would be slashed from \$300 to \$50. Traffic fines have skyrocketed as California tried to make up its budget shortfalls on the backs of drivers. Twenty years ago, running a red light cost \$103. With penalty assessments and court costs added on, the cost is now \$490, and if you miss a payment, it jumps to \$800. Traffic debt is a major reason many people drive without a license.

In a related story, the Judicial Council, the body that governs the county court system in the state, in a unanimous ruling, has banned county courts from requiring people to pay traffic fines before they can contest their tickets. "I am proud of the rule that has been developed," California Supreme Court Chief Justice Tani Cantil-Sakauye said in a statement. "This is an important first step to address an urgent access-to-justice issue."

Source: KABC; The Associated Press

MOTORCYCLIST DEATHS DECLINED

For a second consecutive year, the Governors Highway Safety Association is predicting that motorcyclist fatalities will decline. Projections for 2014 are 4,584 deaths, down 1.8% from 2013, which was also down from the year before. If fatalities are as predicted for 2014, this would be the third decrease since 1997.

Compared with the first nine months of 2013, motorcyclist fatalities in 2014 decreased in 27 states, increased in 19 states, and remained the same in four states plus the District of Columbia.

Source: Governors Highway Safety Association Press Release.

LANESHARING LAW

The California Assembly has approved Assemblymen Bill Quick and Tom Lackey's bill to regulate the practice of lane sharing by motorcyclists. It now goes to the Senate.

Under current California law, there is no law. Motorcyclists are free to circulate through traffic, splitting lanes as needed to wind their way through the state's notoriously congested freeways. It's anarchic, convenient, and relatively safe when practiced prudently. Unfortunately, too many out of state drivers have led to calls for banning or at least regulating the practice. You see, California is currently the only state that allows motorcyclists this freedom. Nervous Nellie's from other states have flocked here because of our fine weather, and with them have brought their statist agendas.

Messrs. Quick and Lackey were only too eager to jump in to offer legislation to "regulate" the chaos. Should their efforts pass the Senate, motorcycles would only be allowed to travel between cars at speeds up to 15 mph faster than the flow of traffic up to an overall speed of 50 mph.

Studies have shown that motorcyclists on freeways are less likely to be involved in accidents while splitting lanes than they are while sitting in stop-and-go traffic.

Source: Los Angeles Times

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SLIPKNOT GUITARIST JIM ROOT'S BLING CYCLE

HOT LICKS!



This is the second bike Bill Dodge has put together for guitar ace Jim Root, but it didn't start out that way. Loving the ride Bill's Bling's Cycles built for him a few years back, Jim thought he'd give it a try himself, starting with a complete and running 1974 FL. Jumping in with both feet, Jim got that Harley all torn apart but, realizing it would probably be a better idea to let an expert take over, he brought the disassembled package

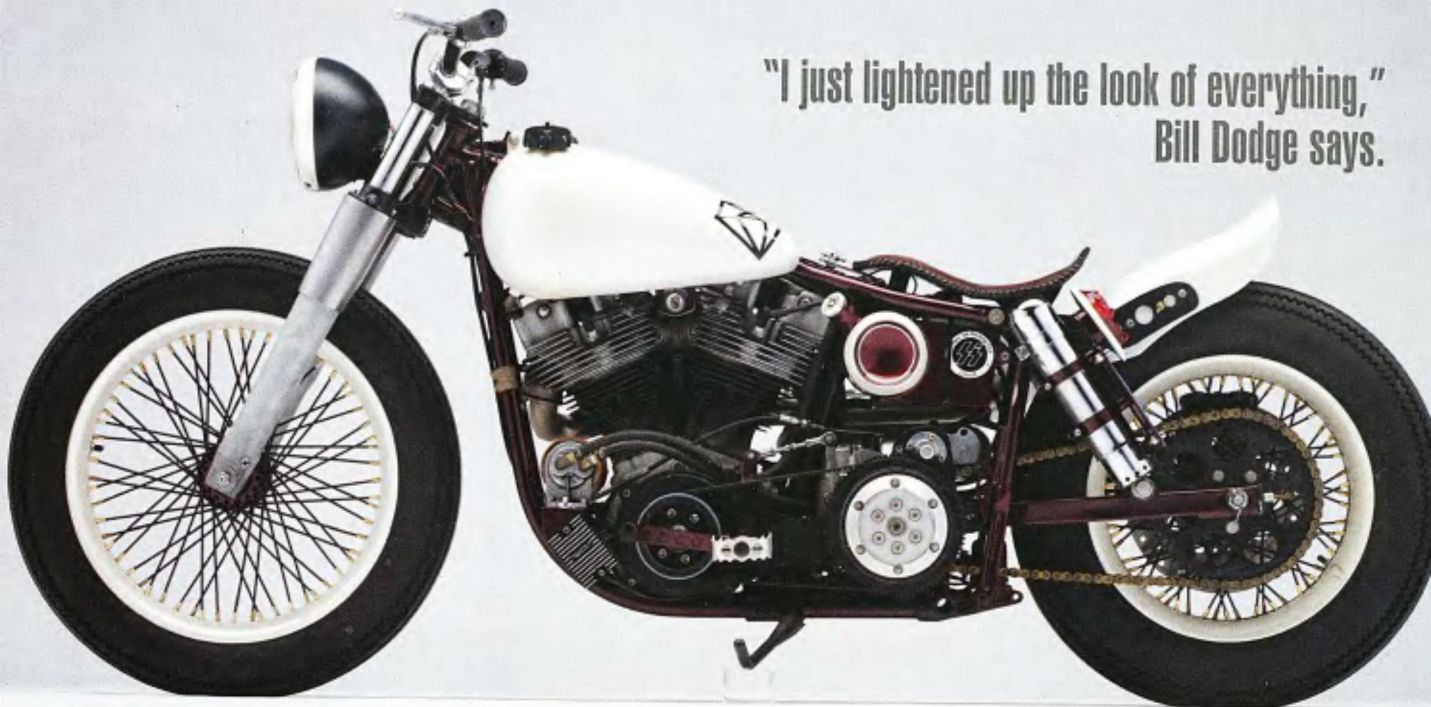
Jim Root wanted something
stripped down and cool
and sure got it here.



back to Bling's Cycles in Daytona Beach, Florida. Smart move. Bill Dodge did him up proud.

Jim's basic idea was for something stripped down and cool. "There are no major dimensional changes to the frame," Bill says. "That's mostly all 1974 Harley." He did, however, trim off all the unnecessary brackets and continued that less-is-more plan with the '74's original fork set.

"I just lightened up the look of everything,"
Bill Dodge says.



"I just lightened up the look of everything," Bill explains, complementing that with a custom-made oil tank and battery box, and substituting a set of 1950 Harley-Davidson gas tanks.

Bill made up the short and stubby Fishtail exhaust, along with the pegs, foot controls, and handlebars. The abbreviated rear fender is a modified tail section from a knucklehead fender mounted on custom struts. The shock absorbers back there are the original Harley-Davidson's, but skipping forward a few years in functionality, Bill added a big Wilwood disc brake out back. He got rid of the front brake with a spool hub for the laced H-D Wheel. Those few changes aside, Jim's bike is still a 1974 Harley-Davidson. The engine is the original, the frame is the original, the front end is the original—the only major part Bill swapped was a new 6-speed Baker transmission.



The whole project took about three or four months to complete with French Kiss Customs adding the final touch with Bordeaux Cherry paint for the frame and Chad Chambers following that with Pearl White for the tank, fender, and graphics. The result is one tough little street brawler of a Harley and a

long distance tourer, too, as it turns out. As nasty as this little bike appears it's also a genuine cross-country runner. Jim's been to Sturgis with it, riding it there and back rolling up something north of 5,000 miles on the trip. Not bad for a 41-year-old motorcycle.

—Joe Kress



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Owner: Jim Root
City: Daytona Beach, Florida

GENERAL

Designer: Jim Root/Bling's Cycles
Fabrication: Bling's Cycles
Year/make: 1974 Harley-Davidson
Model: FL
Assembly: Bling's Cycles
Time: 3 months

ENGINE

Year/make: 1974 Harley-Davidson
Rebuilder: Bling's Cycles
Displacement: 74 cu. in.
Ignition: Dyna
Cam: Andrews
Carb: S&S "E"

Air cleaner: S&S, Bling's Cycles
Pipes: Bling's Cycles

TRANSMISSION

Year/make: 2012 Baker
Shifting: 6-speed

PAINT

Painter: Chad & Bob
Type/color: PPG/Bordeaux Cherry,
Pearl White

FRAME

Year/make: 1974 Harley-Davidson
Type: FL

Rake: 30 degrees

Stretch: none

Shocks: Big Ones

ACCESSORIES

Bars: Bling's Cycles
Handlebar controls: Harley-Davidson
Fenders: Bling's Cycles
Headlight: panhead Harley
Taillight: 1940 Ford, modified
Pegs: Bling's Cycles
Foot controls: Bling's Cycles
Gas tank: 1950 Harley-Davidson
Oil tank: Bling's Cycles
Seat: Fish
Grips: Avon Grips

FRONT END

Type: Harley-Davidson Wide Glide,
2 inches under

Builder: Harley-Davidson,
Bling's Cycles

WHEELS

Make: Harley-Davidson
Size: 19-inch front, 16-inch rear
Tires: Firestone
Brakes: Wilwood

Photos: Michael Lichter
Contact: Bling's Cycles
562-843-1292
blingcycles.com





Ryan Winget
Service Technician
Harley-Davidson
MMI Graduate

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Being a child of the '60s, a fan of "Indian Larry and all those TV shows," and simply having a love for the rigid frame, all that came together in the creation of the beautiful bobber you see before you. It was, in a way, Bob's attempt to move backward in time. "I've had other bikes over the years," he says, "but with this one I was trying to get back to the '50s and '60s again. Also, I don't want to be 90 years old one day and say, 'Geez, I wish I'd done that,' you know?"

So Bob sold his 2004 Fat Boy to finance the build of this one. Not being an expert builder himself, he sought out the expertise of Ernie Larsson, who owns and runs First Class Cycles in nearby Hainesville, New Jersey. "I had another bike at the time," says Bob, "and ran into Ernie one day and asked him if he could fix that bike to where it should be. He did, and that's when I decided to have him build this one."

But you can only go backward so far before having to make a choice between nostalgic authenticity and the comforts newer technology affords.

This month's *Easyriders* girl is awesome Alice Marie, a cutie from the Northeast, who looks right at home on Bob Thompson's King Cobra.



BOB'S BACKWARD BOBBER

RIDER-FRIENDLY WITH A RIGID LOOK

Aside from the nostalgic look,
the bike also features a couple of other themes.
Like the number "13."





Consequently, the motor is a 2013 S&S engine with 96 cubic inches, while the original 4-speed tranny was swapped out for a brand-new 6-speed from Ultima and the bike has both kick and electric start options—you might have noticed the car ignition key right behind the oil tank on the pipe side. “We actually started out with a swing-arm frame,” Ernie says, “but the four-speed tranny wasn’t gonna hold up with this motor, and I wanted to make this as rider-friendly a ride for Bob as

possible and still have that rigid look. You just can’t beat it.”

Aside from the nostalgic look, the bike also features a couple of other themes. Like the number “13.” It seems that when Ernie fabricated the exhaust, he cut up several pipes to make these, and it came out to be 13 individual pieces. Then there’s the apehangers that measure 13 inches. Plus, “I was a fireman,” Bob says, “and I have also have the ‘343’ on the bike for the firefighters that died at the World Trade Center.

That’s on a small cover.”

The bike, called “King Cobra,” features a nicely illustrated cartoon-like cobra wearing a crown on either side of the gas tank. As luck would have it, Bob happened to be at Ernie’s shop for this interview regarding King Cobra and both were getting ready to ride down to the Chatterbox, a hamburger joint in nearby Augusta for bike night. It promised to be another nostalgically tinged night for Bob and his backward bobber.

—Tripper



A blonde woman with extensive tattoos on her arms and chest is posing with a motorcycle. She is topless, wearing a gold bikini bottom and a belly button ring. She has her arms raised, holding the handlebars of a chrome motorcycle. The motorcycle has a red fuel tank with a flame design and a large headlight. The background is plain white.

I don't want to be
90 years old one day and say,
'Geez, I wish I'd done that,'
you know?

Owner: Bob Thompson
City: Port Jervis, New York

GENERAL

Fabrication: First Class Cycles
Year/make: 2013 Custom Show and Go
Assembly: First Class Cycles
Time: 13 months
Chroming: G&H

ENGINE

Year/make: 2013 S&S
Rebuilder: First Class Cycles
Ignition: Crane
Displacement: 96 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: S&S
Lifters: S&S
Carb(s): S&S
Air Cleaner: First Class Cycles
Pipes: First Class Cycles

TRANSMISSION

Year: 2013
Shifting: foot

PAINT

Painter: Toon Town Paint
Type/color: House of Kolor/red candy,
silver metallflake

FRAME

Year/builder: 1976 Paugho
Type: rigid
Rake: stock
Stretch: stock
Modifications: many

ACCESSORIES

Bars: 13-inch apes
Handlebar controls: Jaybrake
Fender(s): LED sled,
First Class Cycles
Headlight: First Class Cycles
Taillight: First Class Cycles
Speedo: finger in air
Pegs: custom, First Class Cycles
Electrics: First Class Cycles
Gas tank: Mid-USA, First Class Cycles
Oil tank: Mid-USA, First Class Cycles
Oil system: First Class Cycles
Primary cover: First Class Cycles
Seat: First Class Cycles
Mirrors: First Class Cycles
Grips: Avon

FORKS

Type: springer
Extension: minus 4 inches
Builder: Mid-USA

WHEELS

Size: 23-inch front, 16-inch rear
Hub: Go Spoke
Tires: Avon Cobra
Brake: Performance Machine



Photos: Dino Petrocelli



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Passin' Gas

Little Jack Horner sat in a corner
Eating his girlfriend dry
Stuck in his tongue and pulled out some cum
And spat, "Who put the cream in this pie?"

*Mike Gearman
Madison, Minn.*

Abiker and his chick tied the knot and were
both happy about the whole thing. He was
happy about the hole and she was happy about
the thing.

*James Cole
Newport News, Va.*

Big Edna the club mama's twat was so sloppy
that when she sat down on a barstool she
slid all the way to the floor.

*Greg Hutchinson
Omaha, Neb.*

Rambling Dan the Crazy Man came barreling
into a bar with a set of jumper cables
rattling around his neck and ordered a whiskey.
The bartender gave Dan a long look and said,
"Okay, buddy, but don't try to start anything."

*Captain Beandip
Pacific Ocean*

A Sunday school marm was teaching her
class about saying grace before dinner.
She asked little Mongo Junior what his father
says when the family sits down to dinner.

He thought for a bit and replied, "What the
fuck, ya cunt, this shit again!?"

*Susan Harris
Springfield, Ill.*

Here's to the chick who wears black boots,
Who smokes my dope and does some toots
She ain't no virgin but that's no sin
She's still got the box that her cherry came in.

*Polack
USA*

There once was a broad in Van Nuys,
Who loved to take on the guys,
With a snatch like a drain,
When she pulled a train,
She could take it clear up to her eyes.

*Gringo
El Paso, Tx.*

The pregnant mom was in her seventh month
when she decided she should discuss her
condition with her young son.

"Honey," she began, "You see mommy's
tummy? Well there's a little baby in there for our
family. Now, if you had a choice, would you
rather have a little brother or a little sister?"

The rugrat replied, "Well, actually, if it
wouldn't stretch you out of shape too much I'd
rather have a pony."

*Nails
Simi Valley, Calif.*

Roses are red, violets are blue
I'm schizophrenic, and so am I.

*Violet
Simi Valley, Calif.*

When she was a small, small girl,
no bigger than a minute, she had to
shove with all her might to get a finger in it.

Now that she is 31 and full of grace and
charm, her ol' man slides five fingers in,
and half his fuckin' arm.

*Padre
St. Joe, Mo.*

A stoned bro was standing on a downtown
street corner, totally naked, when a cop
approached him. "Mister, you can't stand
around here like that," the angry pig bristled,
"and if you don't have a terrific excuse,
I'm running you in right now!"

"Well," the biker replied, "My ol' lady called
and said, 'Hey baby, let's get naked and go to
town.' I guess I got here first."

*Bush Dog
Denver, Colo.*

It's a miracle, a fuckin' miracle!" shouted
"Rodeo Ray, waking up his ol' lady in the
middle of the night. When I went to the
bathroom just now, the light came on, and
I didn't even touch the switch!
Then when I finished it just went out all by
itself, too!"

"Goddammit Ray, that wasn't a miracle,"
groaned Kari Sioux, you pissed in the fridge
again!"

*Sindi
Gardena, Calif.*

Two-Shed Ed came out of the local boozier
and went to get on his bike, but just then
his best friend Rat rode up on his panhead.
Rat, normally a partying dude, looked to be
on a bum.

"Hey bro," said Ed, "what's wrong?"

"Something is bothering me, bro," said Rat,
shuffling his feet and looking down, "and it's not
easy to talk about, especially with you."

"We've been bros a long time, man,"
consoled Ed, "There's nothing we can't talk
about. Now what's on your mind?"

"Okay, well, it's about your ol' lady. I went
down to that whorehouse down by the tracks,
and, well, I saw your ol' lady was working there.
She's a whore," explained Rat.

"Aw, don't worry brother," laughed Ed,
"I know all about it. She's just there temporarily
to earn money to buy me a new set of rocker
boxes for my birthday. What a great chick.
Don't sweat it my friend!"

"What a relief!" sputtered Rat, "I felt bad for
fucking her, but Happy Birthday!"

*Sprocket Nose
Los Angeles, Calif.*

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NEW H-D PASSENGER MINI FOOTBOARD MOUNT KIT

This new mount kit from Harley-Davidson helps you gain legroom by replacing the OE passenger footboards of 1993-later Harley-Davidson touring models with more compact footpegs or mini footboards. The passenger's feet are moved rearward and inward to create more space between the rider

footboard and the passenger foot support, extra legroom that may make it easier to walk the bike in and out of parking spaces. When folded, the pegs are tighter to the bike, which makes it easier for many owners to reach and push the bike inside a garage. This kit is an ideal solution for short-limbed riders and includes a left and right mount and required installation hardware. The mounts accept several styles of mini footboards or male-mount style passenger footpegs, which are sold separately. For more information, visit h-d.com



NEW BARNETT CLUTCH CABLE FOR 2014 INDIAN CHIEF, CHIEFTAIN, AND SCOUT

Barnett has introduced new clutch cable for the 2014 Indian Chief, Chieftain, and Scout. These cables feature the high-efficiency inner wire that Barnett was the first to introduce to the motorcycle industry. The nylon-coated "HE" wire lubed with a super slick silicone lube and combined with the Teflon inner-lining provides longer life, ultra smooth cable action and reduced lever effort. As for the outside of the cable, all fittings are chrome-plated, where applicable, and three casing types are available: Traditional Black Vinyl; Classic Stainless Braid w/clear coat; and Platinum Series bright silver plated braid w/clear coat. As with all Barnett cables, the clear coat is guaranteed not to discolor from sun exposure. Available in stock and custom lengths, this clutch cable is made in the USA and available now at barnettcables.com



S&S PREMIUM QUALITY OIL PUMPS

S&S Cycle is now offering premium quality service oil pumps and cam support plates for 1999-later Harley-Davidson big twins. It's a good idea to replace both the oil pump and the cam support plate at the same time. If the oil pump fails, it's typically due to metal particles and debris. Sometimes stock pumps fail due to excessive pinion shaft run-out, and the failure generates debris. Either way, the cam support plate should be replaced at the same time to eliminate any harmful

contaminants that may be lurking in the oil passages. These high-quality forged oil pumps and cam support plates are available for 1999-2006 as well as 2007-and-later models. They are compatible with chain drive or gear drive camshafts. Info at sscycle.com



DRAG SPECIALTIES FENDER SKIN SEATS

Dress up your fender with the new Fender Skin options from Drag Specialties Seats. These universally fitting skins are designed to match Drag Specialties Seats solo seats, featuring faux exotic centers, leather perimeters, and a finished edge. A felt liner protects the paint, hugging the fender perfectly. These American-made skins will work with most OEM and accessory solo seats and come with a black zinc washer and screw for installation. They are now available in faux white, red and brown python texture, faux brown leather, and faux ostrich—all with black trim. Check them out at dragspecialties.com or contact your local Drag Specialties dealer.



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With the popularity of its Sportster Café Gauge Relocator, Roland Sands Design found it necessary to expand the concept with additional options. It's now possible to move any stock H-D 3 1/4-inch gauge from the gas tank or risers to the front of the forks with use of its Top Triple Clamp and gauge-mount variations. Top Triple Clamps also allow for use of standard risers instead of the standard H-D built-in riser mounts, allowing for unlimited bar and riser options. All Top Triples include mounting holes for Gauge Relocation. Available for Dyna, Sportster, or Softail applications. Info at rolandsands.com

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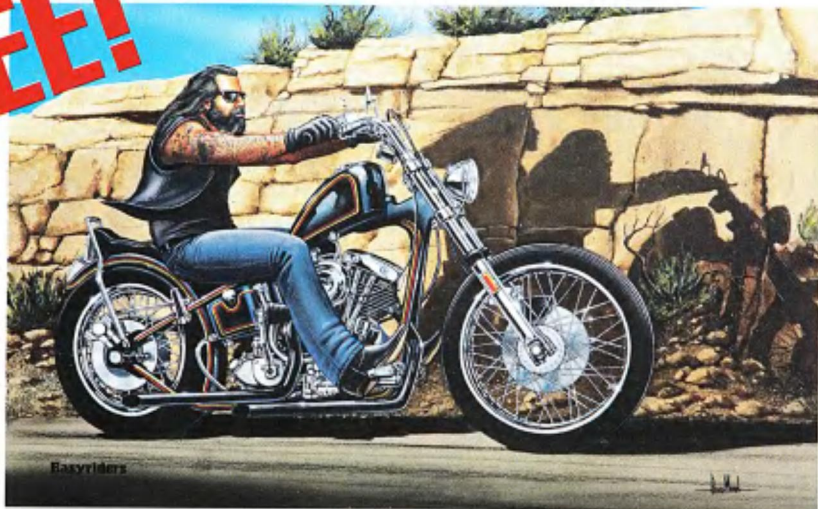
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Easyriders artist David Mann captured the biker lifestyle like no other. He was truly the Norman Rockwell of the two-wheeled world. He had the feel of the road and the knowledge of custom motorcycles to accurately portray the real lifestyle! This "In Memory Of" piece depicts the loss of a loved one, through the missing rider of the rear shadow on the mountain. No doubt a wife, girlfriend or close acquaintance - it reminds us, here at the magazine, of some really stand up female staff that are no longer with us.

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30" X 45"



Six, word savvy, reader/writers are going to win one of these 30" by 45" limited edition canvas giclee prints of David Mann's "IN MEMORY OF" painting, which was first published in 1999.

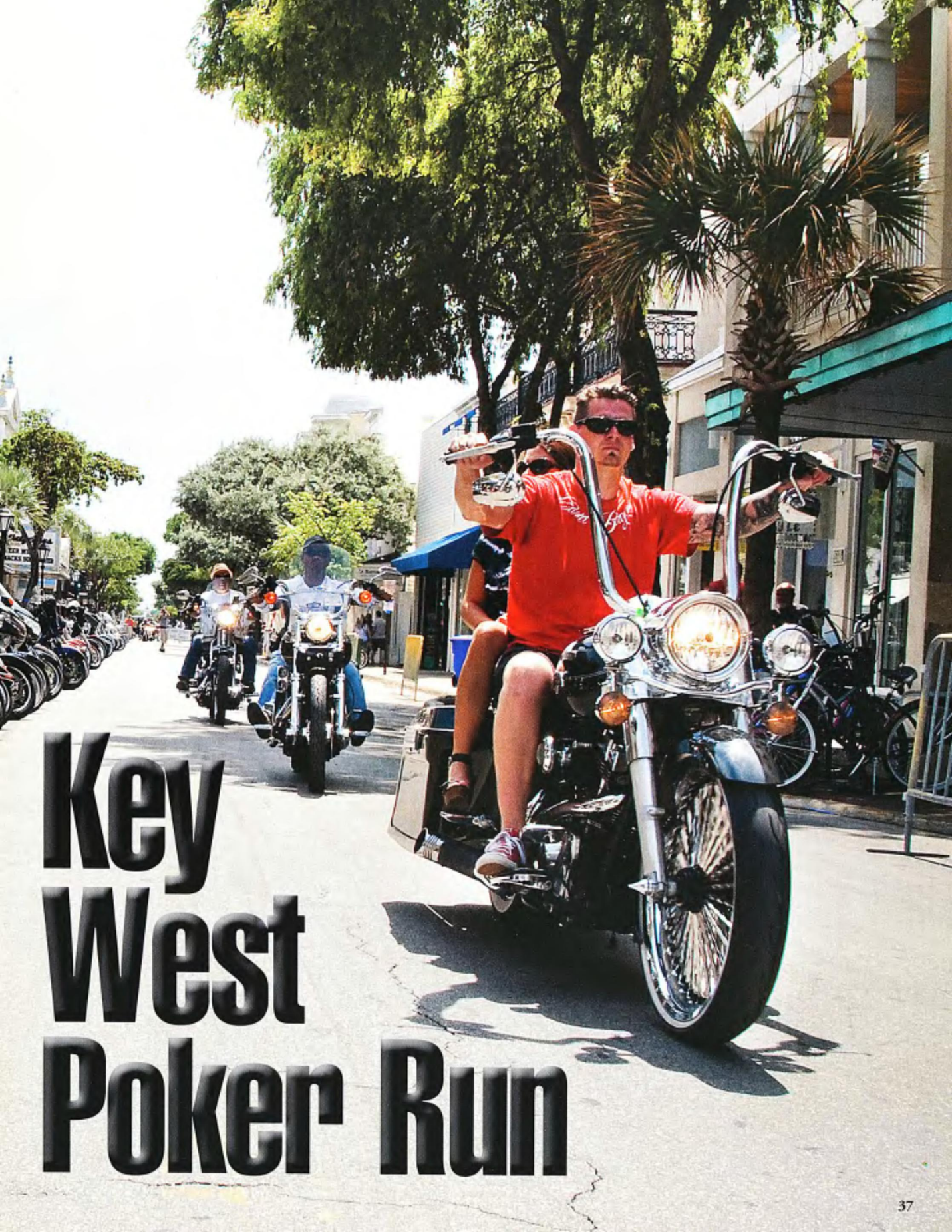
All you have to do to win one of these 6 very limited edition canvas giclee prints (we are only printing 6 for this contest) is tell us in 50 words or less, what this iconic image means to you, and/or tell us what David Mann's body of artwork has meant to you in your lifetime. Our magazine editors will judge the entries and pick the 6 winners - and - who knows, they may want you to be an ongoing, PAID CONTRIBUTOR to our magazines! The winners will be announced in the August '16 issue of *Easyriders* and their entries will be published in that issue too! The contest deadline is 3/16/16 and there is only one entry permitted per household. No purchase necessary, void where prohibited by law.



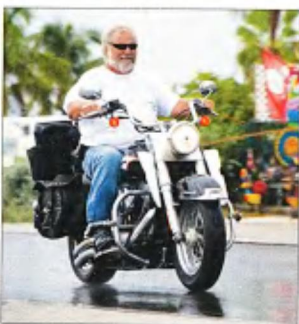
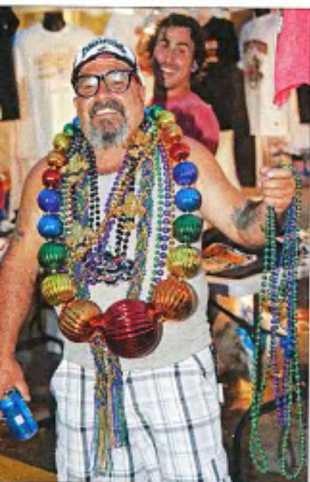
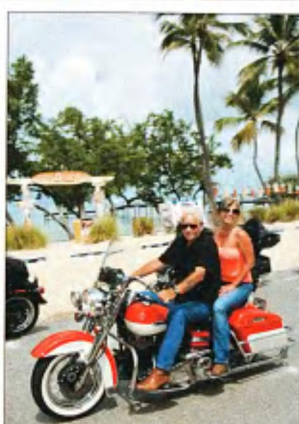
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AT AGE 42, PETERSON'S KEY WEST POKER RUN IS VERY LIKELY OLDER THEN MANY WHO ARE READING THIS COMMENTARY.



Key West Poker Run



The approximately 150-mile run started as a one-day event from Miami to Key West with 46 riders making stops at five watering holes along the scenic route through the islands and over the crystal waters that make up the Florida Keys. The run has since grown into South Florida's premier motorcycle party weekend, with more than 10,000 participants enjoying this ride to the most southern spot in the continental United States each year.

Depending on how long you want to whoop it up on Bone Island, poker players can leave Miami as early as Thursday to join the Bar Stroll and Duval pub-crawl, or as late as Saturday and still be eligible to draw cards for the best poker hand. This year, our first stop was at Gilberts Resort.

Considered the entrance to the Florida Keys, Gilberts is always a welcome sight when heading into the Keys. It marks the end of the rat race and the beginning of paradise. From this point on, it typically all ocean breezes, sunshine, turquoise waters, great seafood, and fruity drinks with umbrellas in them, and, for the most part, all held steady, except maybe that sunshine part. Typical of the weather for the islands, we did have to dodge a few tropical showers on our way south. However, with four more stops to make, it was an easy enough task to dodge them: Marker 88 and The Island Fish Company in the middle Keys for a leg stretch and cards two and three, Boondocks at the southern end of the island chain and then the run at the Conch Republic Seafood Company in Key West to draw our final card. Then it was time for one of those ice-cold umbrella thingy's. Cash prizes went to the top five poker hands at the awards party on Saturday. Players from the run with the top ten hands then participated in a one round winner takes all Texas Hold 'Em tournament for a shot at a brand-new Harley-Davidson 500 or an additional \$6,000 in cash.

Congrats to Terry Capstick from Festus, Missouri, for taking home the new Harley and to Billy Rischow of Davie, Florida for winning the top Poker Hand prize of \$1,000, with four aces.

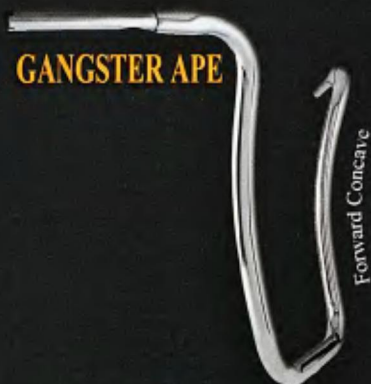
Throughout the weekend, Duval Street, known to all who play regularly on this island as party central, is blocked

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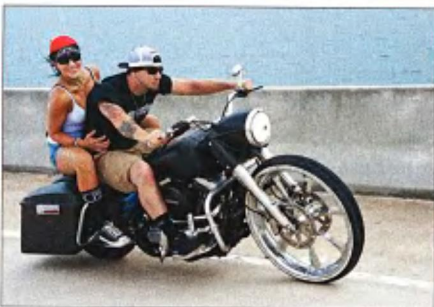
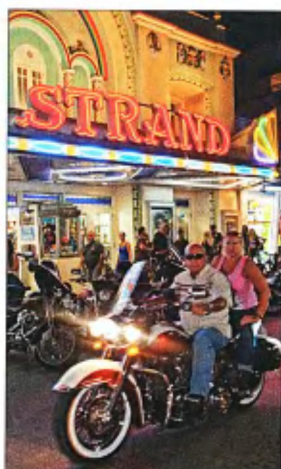
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to all traffic of the four-wheeled variety. Motorcycles and a Vendor Village take over the downtown streets. Duval Street in Key West rivals only Bourbon Street with the number of bars, pubs, and restaurants per square foot. And each has a different brand of live music wafting into the streets via their open-air Caribbean style design.

In addition to the downtown festivities, the typical Key West touristy attractions were in full swing. A visit to Key West just wouldn't be right without a visit to Mallory Square at sunset for that daily circus-style celebration, where each night locals and tourists alike gather in the square to watch the sun drop below the horizon and cheer this feat as if magic made the big orange ball disappear once again. Perhaps this crowd had a few too many umbrella drinks. The bars around the island also threw special biker related parties, pool parties, bike washes, contests, and performances.

For the 11th year, Rick's was the host for the annual custom bike show. Top-notch customs in 15 classes lined both sides of Duval Street. Paradise Tattoo and Schooner Wharf hosted and awarded cash prizes in an awesome tattoo contest. Additionally, the Schooner presented the skin-tastic Biker Babes Rock and Roll Burlesque show. Finally in a place better known for its Margaritas, Sunday's Bloody Mary brunch wrapped up another grand weekend of island fun for anyone who ventured. But whatever you're drinking, it's always good in Key West; just make sure they put an umbrella in it.

—Don Rogers



Photos: Don Rogers

THE WAIT IS OVER!

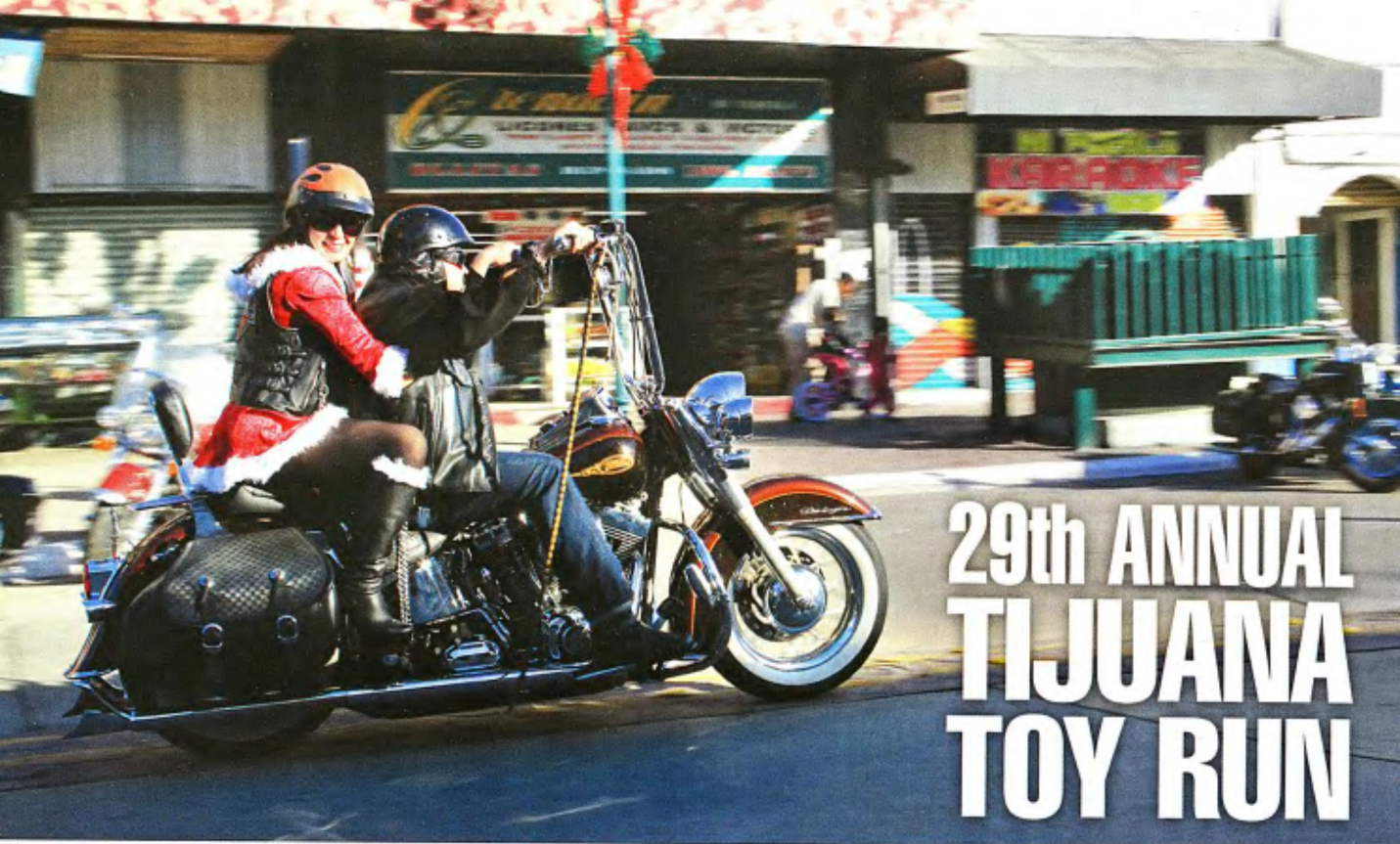


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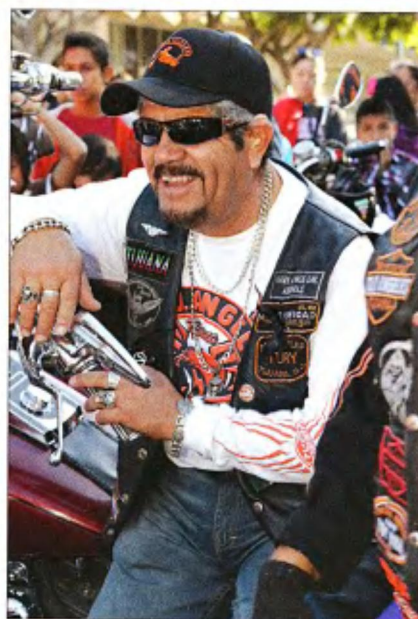


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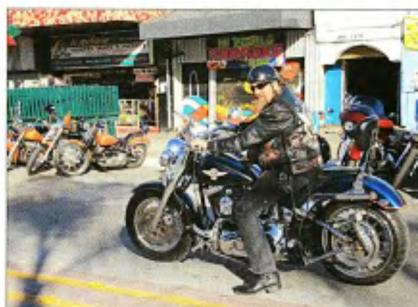


29th ANNUAL TIJUANA TOY RUN



The Tijuana Toy Run is a one-day event, sponsored by the Solo Angeles Motorcycle Club of Tijuana and San Diego Harley-Davidson, designed to bring a little happiness to the poorest children of Tijuana, Mexico. Bikers come from all over California and Mexico to bring a little joy to this dusty border town. Last year was the 29th Annual Run, and it took place on Sunday, December 14.

The run began at San Diego Harley-Davidson, where a welcome party was staged, and coffee, donuts, and breakfast burritos were served. Old friends gathered in the parking lot to swap stories and show off their bikes, until the signal was given that it was time to ride and the riders mounted up. Hundreds of riders typically make the ride across the border, their bikes festooned with stuffed animals, dolls, toys, and games strapped to the handlebars and sissybars, while a truck is loaded with larger items like bicycles and tricycles, all donated by the generous bikers as well as companies in the United States. Those who opted not to cross into Mexico posted up at the Landing Strip in Otay Mesa, where



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beer is sold by the bucket, just like across the border.

The rest of massive pack mounted up and wound its way down the 805 Freeway to the Otay Mesa border crossing and into old Mexico. It's a sight to behold when hundreds of flashy motorcycles pour across the border and into the equally colorful streets, where they are met by their Mexican counterparts to be escorted by the police to Avenida Revolución, the tourist center in the downtown section of Tijuana.

There, the riders are cheered on by pedestrians and swarmed by children, excited by thoughts of receiving the presents that the bikers carry. The organizers ask that the riders bring their gifts to a central area, where the children line up and they are called up one by one to receive their gift.





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The faces on the children are priceless, and no kid leaves empty handed.

Afterwards the riders dispersed to visit the street food vendors, take in the sights, or head out to points south like Puerto Nuevo for some lobster, or Ensenada to party.

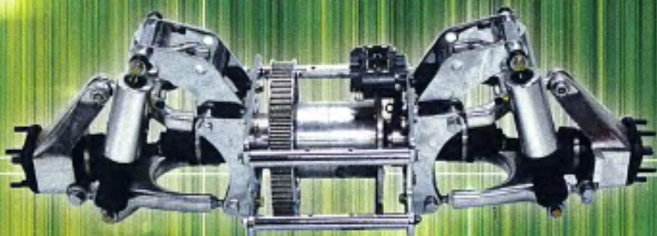
At the end of the day, the bikers wound their way through the lines of tourist vehicles back across the border, spent and happy, knowing that some of the best deeds are those done to bring smiles to the faces of little children. This happy Run is coming up again on December 13. Don't miss it!

—Kit Maira



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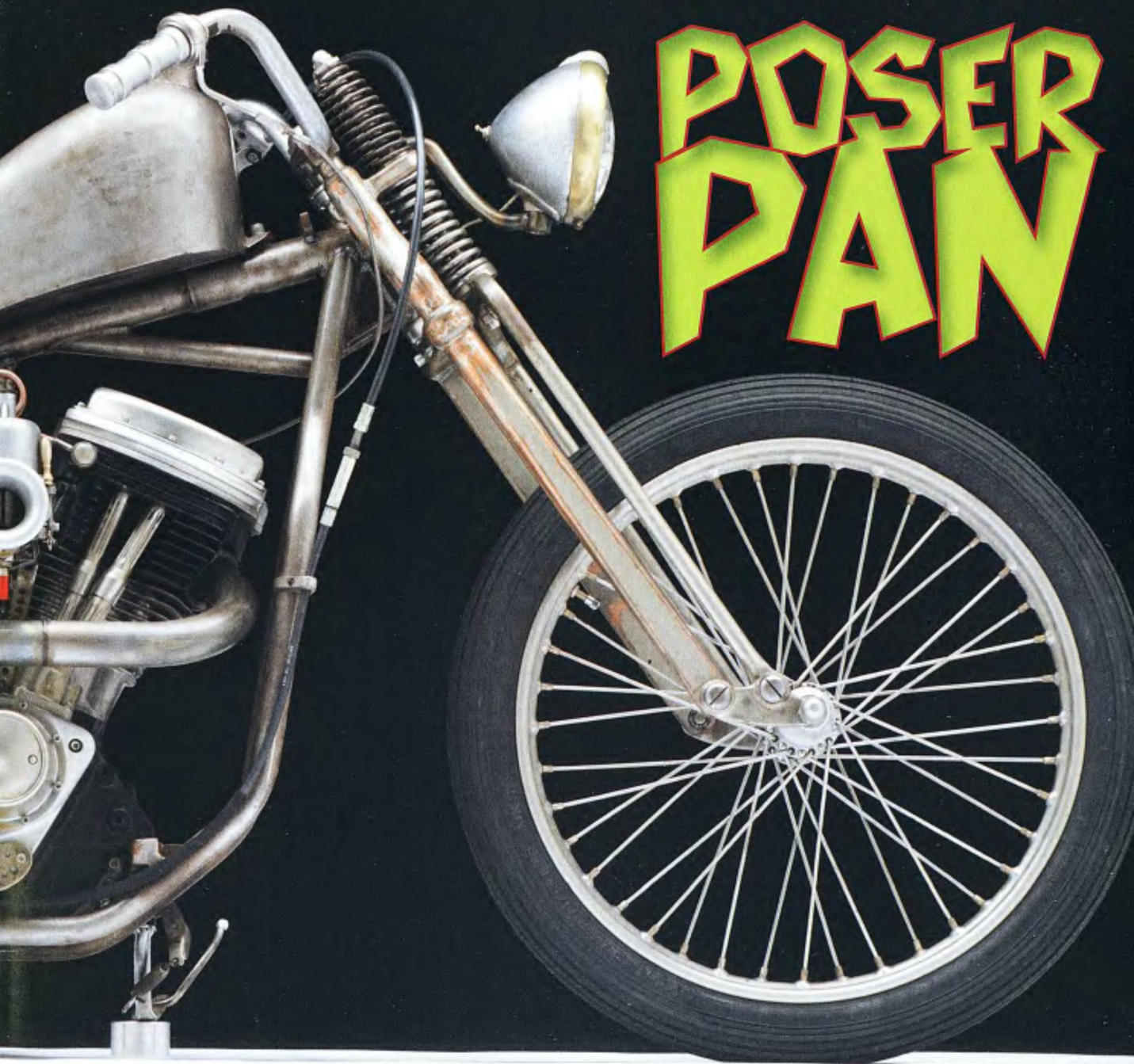


Along with his dad, a veteran 30-year bike builder, Alex English hammers out his unique designs at their 4,000 sq. ft. Old E Metalworks in Rancho Cordova, California. They also create a wide spectrum of custom metal products, from massive ornamental gates to super rad "industrial chic" furniture and lighting fixtures. "We're batshit crazy around here," Alex says. "We can't stop making all kinds of stuff. But the bike thing is our passion."

The "Poser Pan" seen here and now having earned iconic status was actually built when Alex and his dad were banging out bikes in a shed in Huntington Beach prior to their move to the Sacramento area. "Really what it came down to was we didn't have a lot of money, but we had a mill, a lathe, a welder, a ton of parts, and a lot of scrap metal, so I just started fitting parts together. The motor, traded for some work, was just lying around,"

Alex remembers. "I'm really not a period-correct guy, so when someone says, 'Hey, that piece won't work with that,' I just say, 'I'll make it work!' So, I learned quick how to connect my own dots."

In the case of the Poser Pan the connecting only took one month. Says Alex, "Back in 2010, this was my first do-it-all-myself bike build, and I didn't let my dad touch a thing. But I also didn't have a plan."



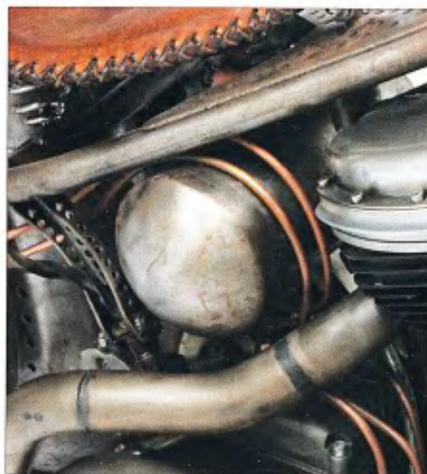
POSER PAN



I just wanted to make everything, like the crazy heel-toe shifter and those pipes spliced together from a bunch of surgery on take-off exhausts. Those pan-head tops came off some super expensive bike but the owner didn't like them, so gave them to us. That's why we call it the Poser Pan since it's not really a pan. For that flat patina look, I brushed off all the chrome. The springer was brand new, but I ground it down to the copper and the chromed wheels down to the nickel. We just sprayed some high-temp engine clear over all the bare bodywork.

Alex tells us, "It's an ass-beater, but also super fast." Poser Pan took Second Place in People's Choice at the 2010 Easyriders Sacramento Bike Show. The bike also won the prestigious Limpy Award in 2011, and, at the 2013 Easyriders Sacramento Bike Show, it took the cake as First Place Old School Bobber in the Judged Class. Says Alex, "It's not for sale. It's part of my soul."

—Paul Garson



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Owner: Alex English
City: Rancho Cordova, California
GENERAL
Designer: Alex English,
Old E Metal Works
Year/make: 2010 Old E Metalworks
Custom

Model: Poser Pan
Fabrication: Alex, Old E Metalworks
Assembly: Old E Metal Works
Time: one month
Chroming: brushed chromeless

ENGINE

Year/make: 1991 Harley-Davidson
Model: Evo
Rebuilder: Alex English
Displacement: 80 cu. in.
Cam: EV 13
Ignition: Hi4 Crane
Pistons: Arias

Lower end: Harley-Davidson

Heads: Exotic Pan Covers

Lifters: Harley-Davidson

Carb(s): SU

Air cleaner: velocity stack

Pipes: Old E, BUB

TRANSMISSION

Year/make: 1990 Harley-Davidson

Shifting: 5-speed custom foot

PAINT

Painter: nonpainted, raw metal

Color/type: au natural

FRAME

Year: 2010

Builder: Old E

Type: hardtail

Rake: 38 degrees

ACCESSORIES

Bars: Old E

Handlebar controls: early

Harley-Davidson

Fenders: Old E

Headlight: early GM spot

Taillight: Model A Ford

Electrics: Old E

Gas tank: Old E modified

Oil tank: round

Oil system: Harley-Davidson

Seat/Pegs/Grips: Old E

FORKS

Type: springer

Builder: Paughco, Old E

WHEELS

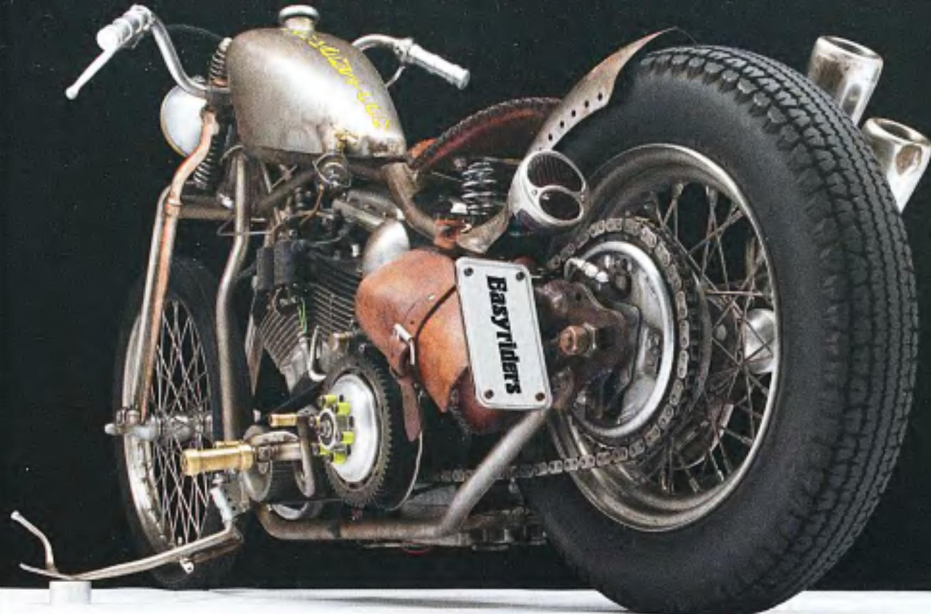
Size: 21-inch front, 16-inch rear

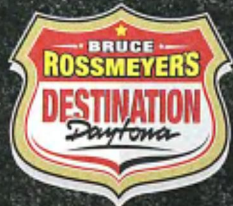
Wheels: spindle, wire

Tires: Avon

Brake: Harley-Davidson drum rear

Photos: Michael Lichter
Contact: Old E Metalworks
916-638-8907
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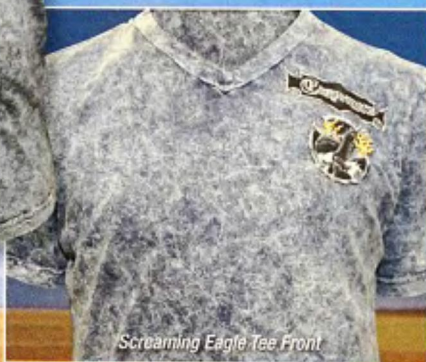


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2196 Yellow Short Sleeve \$19.95



Peekaboo See-through back

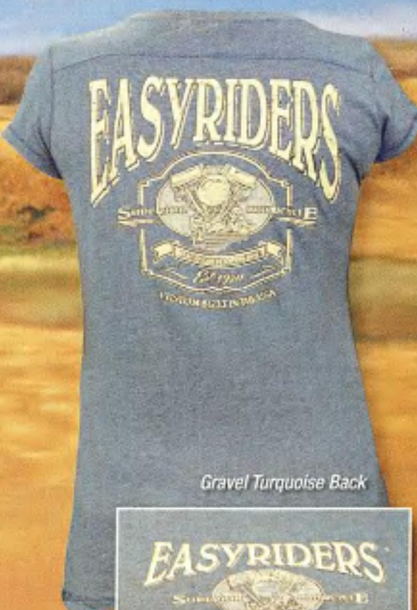


Peekaboo Front Black

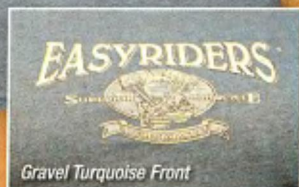


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Peekaboo Womens Tee
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Gravel Turquoise Front

Gravel Turquoise Womens Tee
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Family Business



It was late in the summer of 1956 as Dudley sat on the stump that he had relaxed on at the same time of the month for the last two decades. He smoked his home-made corncob pipe and blew bluish gray smoke rings up toward the, cloudless, bright blue sky.

Off in the distance (Dudley estimated about four miles out), he could hear The Viking's old knuckle as it climbed the steep mountain, maneuvering the sweeping switchbacks and tight curves all the way. Dudley counted the upshifts and downshifts and by so doing he knew exactly what curve or switchback the Viking was negotiating. He was happy the boy had come home from the war unscathed, and with a few medals to his credit for kickin' some Commie North Korean ass. Within moments he could see the big headlight on the bike as it crested the last steep hill before reaching the turnout where Dudley sat, quietly smoking, perched atop the old stump.

The Viking stopped on a dime right smack in front of Dudley. He kicked

down his jiffystand and let the knuck fall over onto it. He dismounted, threw out his huge bear claw of a hand, and Dudley reached out to shake it. "How you been, old boy?" said the Viking in a voice so quiet and deep Dudley had to listen hard to hear it.

"Been fine. Still growin' and sellin' sweet corn to your daddy, and to the tourists who are brave enough to drive up this here mountain. Life's good in the summer, sucks in the winter."

"No kiddin'," said The Viking as he reached into his oversize saddlebags and pulled out two Mason jars filled with clear liquid. He'd been making the same small talk with Dudley for goin' on fifteen months now—ever since his daddy gave over his route to his son, who was known as The Viking. One glance at the biker and folks knew that there was no other name to call the man. Six-foot-five, 275 pounds of mean, with a dense red beard that trailed over his shoulder when he rode, he would forever be known as The Viking in the parts he delivered in.

Dudley stood, reached deep into the

front pocket of his bib overalls and came out with a crisp 20-dollar bill. He handed it over to The Viking with a smile.

"Ya know, my father has said on more than one occasion that you never have to pay for your 'Medicine.' That sweet yellow corn has kept the family business healthy for near 40 years and Dad would just as soon you share than charge ya for it," the big biker said with a deep growl.

"Nonsense young man. He pays me for my corn; I pay him for his 'Medicine.' I like the arrangement just fine," said Dudley sincerely.

"Suit yourself. See ya next month." The Viking kicked over his 'Mule' as he called his maroon knucklehead with the hand-made, oversized bags. Dudley's smile broadened as he listened to the open pipes bellow back from the trees and gigantic boulders that filled the landscape atop his family's mountain.

"Watch out for them Revenuers, son." Dudley waved and watched The Viking make an expert U-turn on the narrow road, dragging his right footboard as he

did so. The Viking handled the heavily laden, big machine, like a toy. He accelerated and pointed the 74-inch bike back down the mountain towards his next medicine delivery.

The Viking had been avoiding the Feds while doing his deliveries for quite some time. He enjoyed the work and the rewards it brought. He developed trusting and long-lasting relationships with fine, hardworking people in five counties. The local Sheriff's Department and the county law enjoyed good medicine as well, and looked the other way. He, in turn, kept a low profile in the small towns and even in the big cities where the upper crust enjoyed the fine moonshine he and his family provided.

His daddy and his daddy's daddy always believed that a free man should make an honest living as he saw fit and the government be damned. The "guv'mint" as his daddy called them was "always tryin' to stick their goddamn hands in an honest man's pockets, soon as they smell an extra nickel in there. That's why I don't wash my balls son, so they can't smell that nickel." Then his daddy would laugh 'til his sides ached. Daddy would pick his banjo, make the best and purest shine in those parts and pride himself on evading capture, while using the cleanest copper stills and freshest ingredients. No car radiators for distillin' and no rubbin' alcohol for batch sweetenin', just the purest shine, "Just like God makes it in Heaven," he'd always say. Then he'd swing up the family jug, rest it on his shoulder, and enjoy a healthy swig of 'medicine.'

The Viking felt pretty much the same way. He knew every customer in the region well and the Medicine didn't go to kids or strangers. There were no shoot-outs or violence in their business. Everyone he delivered to was a hardworking dirt farmer, welder or mechanic, with a waitress and a veterinarian or two thrown in for good measure. He knew only one tie wearer and he had been dealing with the man for years. The tie wearer, in turn, distributed to others of his ilk in the cities and none in that crowd knew who The Viking was.

Yeah, it was a damned fine business for sure, the big man thought to himself as he pulled to a stop in front of yet

another stump. He left the Hawg running, climbed off and reached into the hollow stump to find a leather pouch with a neat roll of bills stuffed inside it. No need to count it. The Viking placed four jars of medicine neatly at the bottom of the stump for old man Walker. As he did so, he noticed a glint of steel out of the corner of his eye. There was motion back in the woods, maybe 50 yards from his location. He mounted the Mule, pushed her into first, and let up a cloud of thick orange dust as he powered out onto the pavement. He threw a quick glance over his shoulder to see a government Ford Crown Victoria tearing out of the woods.

The Viking cursed himself for being too relaxed. The Feds hadn't hassled him in quite some time and Sheriff Dougherty hadn't given him any warnings about them sniffing around. The Viking knew the mountain roads better than any man alive and he could ride the Mule like a cowboy rides a mustang. He upshifted and headed for the first of three switchbacks and laughed to himself as the Ford struggled to keep up, with its V-8 wound to the max. He knew they'd be on the radio for a roadblock so he decided to take one of the many off-road routes that he had personally constructed for just such a situation.

He pushed the Mule hard over onto her left floorboard, locked up the rear brakes, and expertly slid for 20 yards. He stopped dead in the middle of the narrow two-lane and waited for the suits in the big black Ford to see him. When he was sure they had, he popped her into first, let out her clutch and smoked the tire, launching himself into the brush. The first few yards were brambles and they tore at his flesh. The Viking expected this, in fact, he had planted them himself. The brambles gave way to a dirt path with a steep drop off. He pointed the Mule towards the drop off, rode it down, bottomed out, and kept the throttle twisted. A quick glance over his shoulder made him grin. The Ford had slammed nose first into the ground and bounced to one side. "Rough ride for the G-men," he said aloud, but he was disappointed by the fact that the car was still wheels down.

He knew he had to head for the Surry Bridge if he wanted to lose them for sure. They might just get lucky and make it down the narrow dirt path he was speeding along on. He adjusted clutch and throttle as small branches whipped his face, one tall stand of shrubbery caught his beard and tore out a clump by the roots, and that pissed him off. He pushed the throttle to the stops with a powerful fist, now bloodied from the bramble thorns. The Mule shrieked like a P-51 on a strafing run and got sideways. The Viking rode it out as he saw the Bridge up ahead. Right then he was glad he had built the bridge over Pepper Gorge. Two months prior he had felled the 200-year-old oak. It took him an entire day to drop the tree across the gorge and another two with adze and saw to cut it flat on the topside. He had built narrow ramps at each end of the tree from stone and red clay and as he headed towards his crude bridge he hoped the ramps were still in good shape.

They were. He slowed only slightly as he centered the front wheel of the big knuck and sped up the ramp. Once on the bridge proper he held her hard and accelerated, the Mule tracked straight and true and he made the crossing without mishap. Safely on the other side, he pulled up into the shadow of a giant pine and let the Mule idle down as he watched the Ford skid to a halt with one wheel on the ramp and the other hanging out into space, still spinning. They were mere inches from flipping into the gorge. An easy 300-foot drop.

The Viking knew he was lucky this time. No roadblock and only one Ford. He smiled as he let the Mule putt along for miles under the tree canopy. He passed numerous cutoffs and false trails, all the way down the path to his daddy's acreage. There he pulled the big Hawg into a tobacco shed that was camouflaged with grape vines beneath a stand of Sycamores. He had been a demolition expert in the war and had learned a thing or two about settin' up booby traps. The thought of the Feds trippin' a few of his surprises put a wry smile on his face. Yep, it had been a good day workin' at the family business.

—Z. Jaki

CHOPPERFEST X

THE MOTORCYCLE ART AND CULTURE SHOW

For the eleventh time in as many years, SoCal's Ventura Fairgrounds hosted Chopperfest, "A tribute to the artist and friend Dave Mann." While the rest of the country froze its collective nuts off, attendees of the Fest were bathed in gentle, warm breezes and plenty of sunshine. It was like a day right out of one of The Mann's many paintings.



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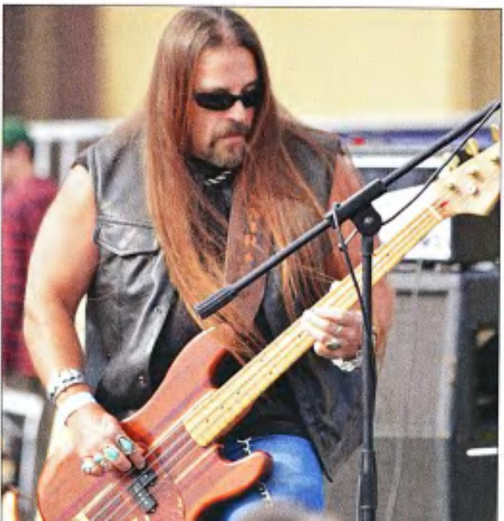
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Maybe it was the nice weather that brought out what seemed like a record number of folks from all over California, Arizona, and beyond, or maybe it was the more than 200 vendors lining the walkway and plazas, with quite a few of them being swap meet vendors. Also well represented were purveyors of art and art-like objects, like Dugally Derelicts and Kool Hand Kreationz, or Von Dutch Originals, or our pal Ben Lamboeuf and his EMD covers and the folks from Cycle Wings who'll gladly cover your nuts.

Or maybe it was the David Mann art exhibit going on all day long inside McBride Hall that had folks checking out all kinds of mind-boggling works, like Darren McKeg's skateboards and helmets, or Jerry Knight's impressive wooden bicycles with adjustable swingarms and functional headlights. If you wanted to, you could just stand there and watch Ricardo Cisnero work on a beautiful pencil portrait while live music came pumping from the stage set up in front of the Harlis Sweetwater Band starting things off with some bluesy tunes, followed by classic rock covers from the Magnificent Bastards out of Oxnard, and finally the Gilby Clarke Band rounded things up with some heavy rock.





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Chances are, though, that the many bikes had something to do with folks swarming to the show because, as always, they are the real stars, they and the folks that build them. Much like every year, the Main Gate Park was crammed with some of the best examples of chopper building SoCal has to offer. It couldn't have been easy for the judges to decide who merited an award and who didn't. Fortunately, some 17 categories were available to the contestants to compete in, including Best of Show and The David Mann Award.

But before the awards were handed out, the event's lovely emcee, Jennifer Santolucito paired up with Seth Enslow and his guitar for some more mellow offerings. Then it was time for the awards, and before you knew it, the sun was sinking on another glorious Sunday spent in beautiful Ventura. —Kai R.



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This Month's Winner!

In this month's whirling brown edition of *Fart-clouds of Madagascar*, meet tan and tingly Jen Republic, a saucy little blond vixen from the great Southwestern Sonoran desert. Jen keeps up with a busy schedule of lollygagging and sun-drenched falderal. Turn ahead and follow her delicate odor to Dusty Hendrix's 2004 Steed. Donkey show to follow.

—Captain Moosecock



#0901 Alexas-Arizona

"My first ride on a Harley, the vibrations shook me to my soul until I launched off the bike like a coke bottle full of Alka-Seltzer!"



#0902 Amber-California

"It was a hot California summer day, and I wanted to ride. I showed up at a local chapter's poker run. One very nice man offered to carry me on his fantastic Harley. From then on, I was hooked!"



#0903 Lauren-Connecticut

"My first ride on a Harley was life-changing. There is no other feeling closer to freedom than riding all day!"

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 gallant galoots. Meet a squishy little blonde named Amy from Daytona Beach, Florida, where we believe they have some kind of a bike run or something every year or so. We think. Anyhoo, we figure Amy probably just stands around, and men throw boatloads of cash at her. Come back next month and look at her for cheap. You're welcome.

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

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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.

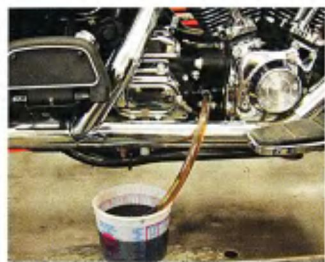
In the space below, or on a separate page, tell the staff about your first ride on a Harley:

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Rogue Chopper's oil changer does the dirty work

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

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



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

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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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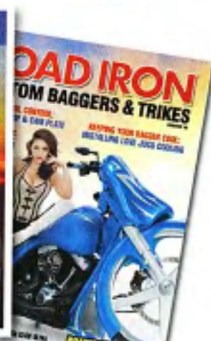
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HOME GROWN CUSTOM Two Faces Of A Softail Slim

Over the past couple of decades, Harley's designers have hit a number of home runs with its motorcycle lineup. Among its most recent successes is the Softail Slim, but some perceive issues with its color scheme. Some of the colors it was offered in do not go well with the black chassis. Those big black 16-inch rims and tires do not complement red or blue sheet metal.

We discovered this last year when we encountered a 2013 Slim sitting out of the way at a local dealership. Its tank and fenders were painted Ember Red Sunglo. The salesman said everyone wanted a Slim in either gloss black or satin black and that they had this one for almost a year. Well, this looked like the making of a good deal, which it was and the bike's styling showed a lot of potential, so a deal was done.

Since then, we have dressed the Slim in a number of styles, but those big black

donuts that they sit on just kept distorting the vision we were trying to achieve. Then a couple of companies—Harley-Davidson and Roland Sands Design—came out with a new brushed-chrome finish on their aluminum parts. Harley introduced it on the motor covers on its Fat Boy Low Softail and Roland Sands Design offers the finish, called Machine Ops, on its wheels and some of its motor covers. When we saw a few of these parts, we knew they would be perfect on our Slim. Brushed-chrome parts don't



1 This is our Slim reborn. Now it has the style to go along with its color.



2 The 2013 Slim in its factory Ember Red Sunglo, which is a bitchin' color, but it just doesn't go with the big black wheels and tires.



3 One of the first things we did to the bike was install a set of Cobra Speedster Short pipes, which work great.



4 The RSD Slant air filter not only supplied more air to the motor, it also kept out of the way of our right knee.



5 The stock floorboards are all right for baggers, but custom bikes need forward controls.



6 Harley's forward controls gave us just enough legroom.



7 The Freight Train Headlight Nacelle on the front fork.



8 Harley's brushed-chrome parts not only look sharper than polished aluminum, they are also more durable.



9 Roland Sands Designs Machine Ops cam cover is a work of art. Machine Ops is Roland's name for brushed chrome.



10 Vince at Conejo Auto Body gave the tank's stock red paint a light sanding, then started masking the tank in a flame design.



11 The Slim's finished tank has a completely new look. Vince did a fantastic job on the Slim's sheet metal.



12 The RSD Del Mar wheels are machined from solid billet blanks. This front wheel weighs way less than the 16-inch spoke wheel.



13 The rear wheel's pattern matches its pulley perfectly.

have the high shine of regular chrome or the blushed look that Harley's polished-aluminum parts exhibit; they have an almost smooth texture that is very handsome.

Along with the brushed-chrome parts, we wanted to add a touch of depth to the sheet metals' solid red color. The quality of the stock paint job is great. With that thought in mind, we took the tank and fenders off of the Slim and dropped them off with Vince Glenn at Conejo Valley Auto Body. Vince has been painting bikes for over twenty years. He does one or two a month. Painting custom details over the factory's stock paint jobs is nothing new to him. His advice was to add silver ghost flames, they would really dress-up the depth of the factory's stock red color and blend with the brushed-chrome parts.

Doing the paint job took several weeks, which gave us time to round up

the rest of the parts. For the motor covers, we ordered brushed-chrome rocker boxes (upper and lower), a transmission end cover, and a primary cover from Harley. From Dennis Kirk we ordered the Roland Sands Design cam cover and a pair of Roland's Del Mar wheels. Along with the wheels we got a set of brake rotors and a matching belt pulley. We fitted the wheels with a set of Michelin Commander II tires that we also picked up from Dennis Kirk.

Prior to this, we had already completed several modifications to the Slim. It had been fitted with a black Cobra Speedster Short Swept Exhaust system, a Roland Sands Design Slant air filter, a set of H-D forward controls, and Harley's Freight Train Headlight Nacelle.

The finished bike looks way better than the Slim we started with, so if your stock bike could use a face-lift, consider

adding some brushed-chrome parts. A great side benefit was that the lighter rims and modern tires really improved the bike's handling. The really cool thing is that all of these "custom" parts were readily available and bolted on without a hitch.

—Wendell Christopher

Cobra Exhaust
Cobrausa.com

Conejo Valley Auto Body
805-777-8801

Dennis Kirk
Denniskirk.com

Harley-Davidson
Harley-davidson.com

Roland Sands Design
Rolandsands.com



14 The stock rear wheel and its fender just looked out of place with each other.



15 The 150- x 18-inch tire and 4 1/4-inch wheel fit right into the Slim's swingarm.



16 Even the finished bike's left side looks good.

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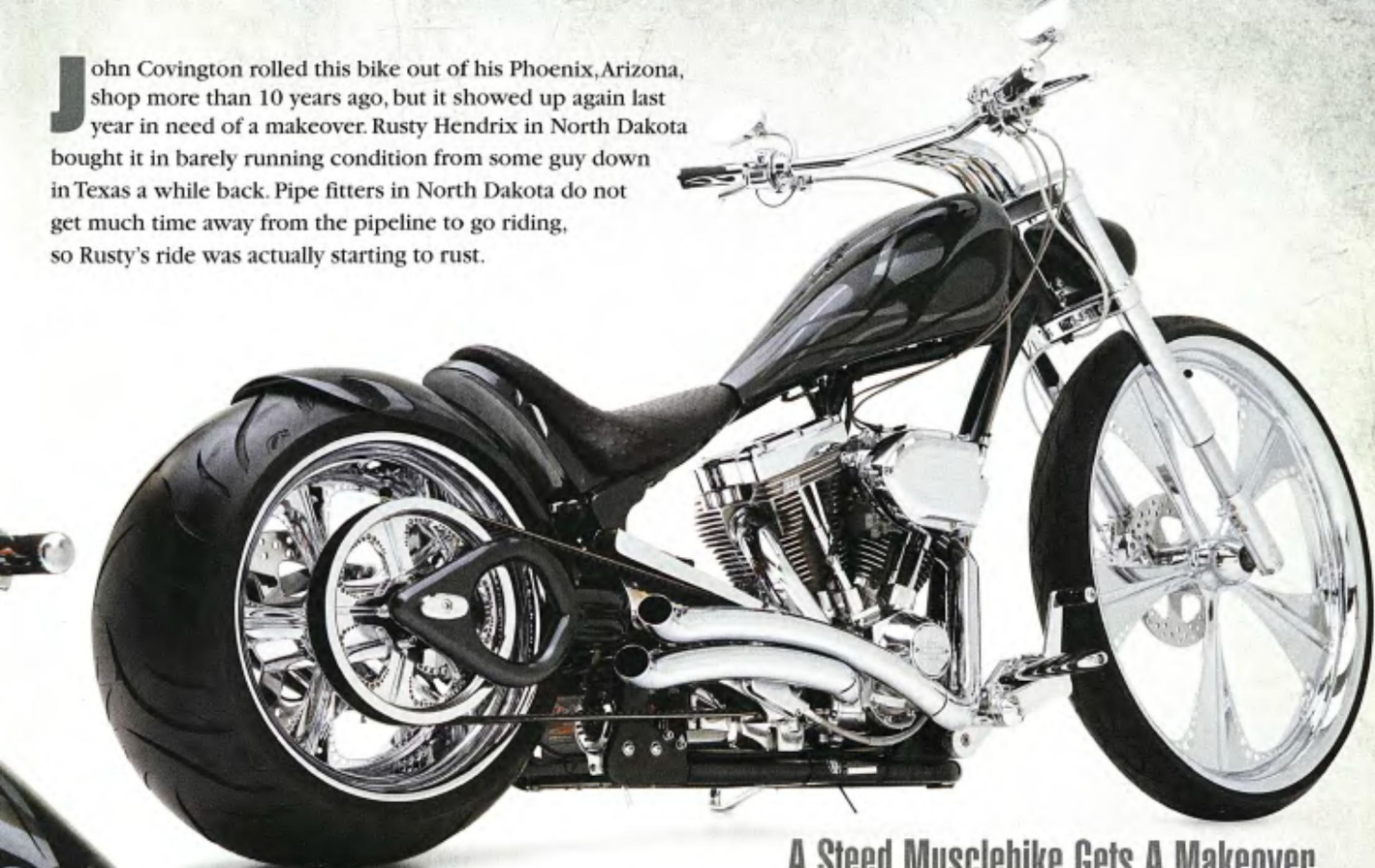


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Rusty was not going to be seen
on a "Geezer Glide," and that's why
his 32-inch front wheel, steam rollin'
"Rustless Rustler" was born.

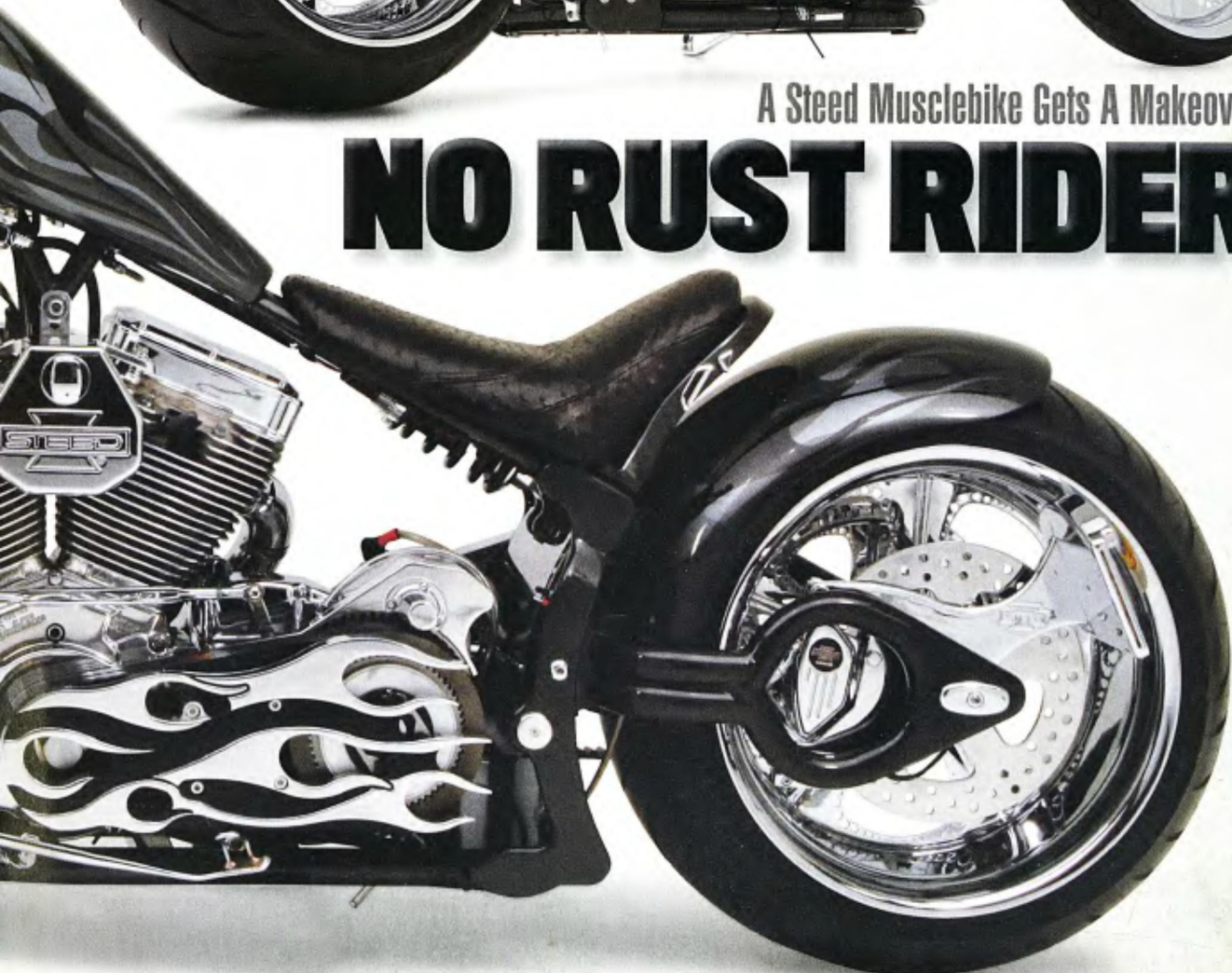


John Covington rolled this bike out of his Phoenix, Arizona, shop more than 10 years ago, but it showed up again last year in need of a makeover. Rusty Hendrix in North Dakota bought it in barely running condition from some guy down in Texas a while back. Pipe fitters in North Dakota do not get much time away from the pipeline to go riding, so Rusty's ride was actually starting to rust.



A Steed Musclebike Gets A Makeover

NO RUST RIDER

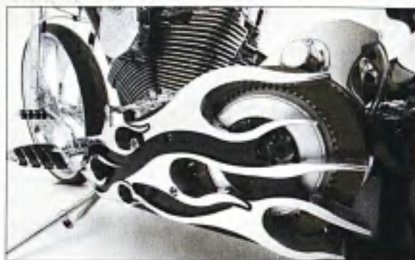


He did some homework and discovered Steed Musclebike Motorcycles was the first federally licensed builder in the United States to offer a monster rear tire on a high-performance American motorcycle. When Steed's head honcho, John Covington, designed the MonoGlide chassis, he knew it was something he could be proud of for many years to come.

Using the integral oil bag structure similar to a Dyna transmission afforded John the opportunity to locate a rear shock so that it would compress rather than stretch. Rusty did his homework and quickly learned that as industry innovators, Steed Musclebike motorcycles had earned its trademark as "The source for custom." That's exactly why Rusty shipped his machine back to John instead of trusting the work to a lesser shop.

Rusty was not going to be seen on a "Geezer Glide," and that's why his 32-inch front wheel, steam rollin' "Rustless Rustler" was born. Thanks to the MonoGlide suspension, perfect length front forks, and the re-engineered frame geometry, John and Rusty now have the kind of bike that some folks actually love to hate. Rusty says, "One ride on this wild machine will change your life!"

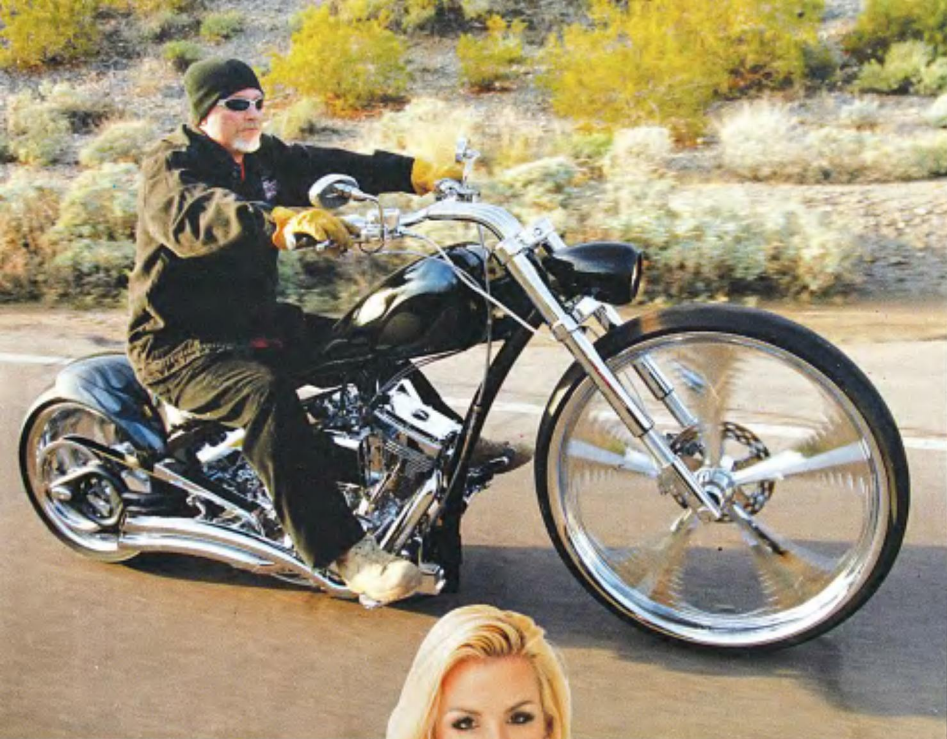
John is very pleased with the results as well and states, "There is no doubt that this machine handles better than any cruiser bike on the road regardless of tire size." John and Rusty's favorite stretch of road is a 250-mile loop on "the rim" between Payson and Camp Verde, Arizona. It offers an excellent day of riding and the forest-like surroundings are at least 30 degrees cooler than the high plains.



Speaking of heating things up, this month you have taken great pains in making an all meat selection for your Fox Hunt winner. It seems "Genuine Jennifer" was havin' some fun measuring things around the studio, like the number of inches that exist between the front and rear wheels.

—Cheese





Owner: Rusty Hendrix
City: Stanley, North Dakota

GENERAL

Fabrication: Steed Musclebike Motorcycles
Year/make: 2004 Steed
Model: Appaloosa 300-CM
Assembly: Johnny Dreckmann, John Covington, and the Steed crew
Time: 10 years
Chroming: Royal Plating

ENGINE

Year/make: 2004 S&S Super Sidewinder
Builder: S&S
Ignition: Crane Hi-4
Displacement: 111 cubic inches
Lower end: S&S
Balancing: S&S
Pistons/Heads: S&S
Cam/Lifters: S&S
Carburetor: Mikuni HSR 45mm
Air Cleaner: Kuryakyn
Pipes: Jim Nasi Customs

TRANSMISSION

Year/make: 2004 Baker 6-speed RSD

PAINT

Painter: WTF Chuck McPherson
Type/color: PPG/Pearl Black
Special Paint: flames by John Covington

FRAME

Year/make: 2004 Steed
Type: MonoGlide
Rake: 40 degrees
Stretch: 6 inches up, 4 inches out
Shocks: Steed
Modifications: Steed

ACCESSORIES

Bars: Tri-Behemoth by Steed
Handlebar controls: Custom Chrome
Fender: Steed
Headlight: B'Cool Products
Taillight: Steed LED
Speedo: Steed, Maximum Products
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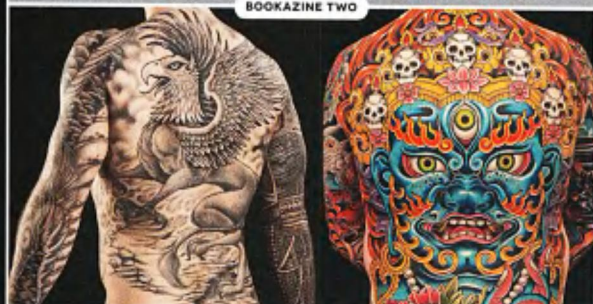


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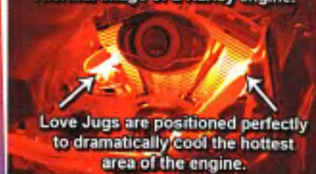
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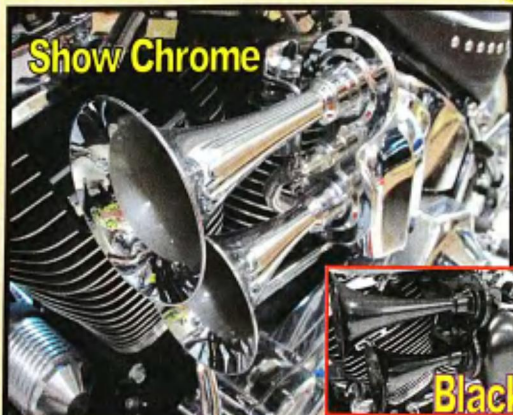
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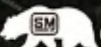


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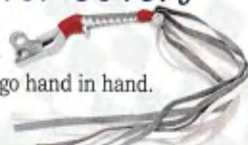


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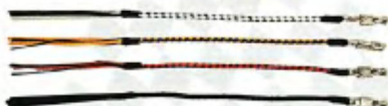
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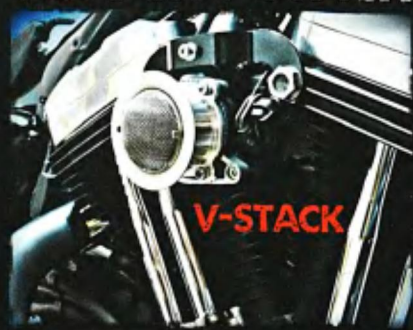


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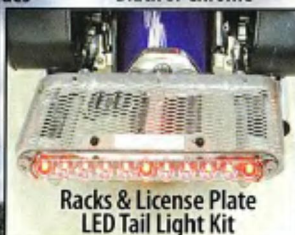
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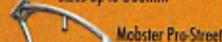
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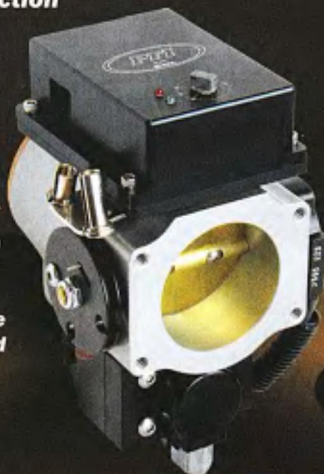
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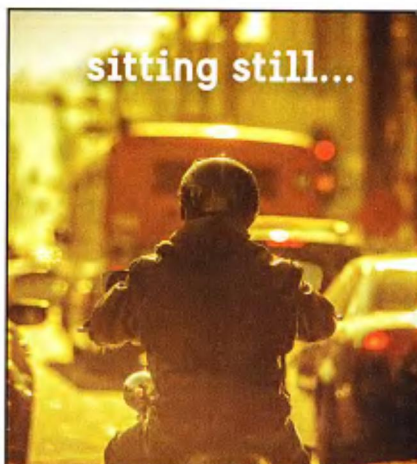
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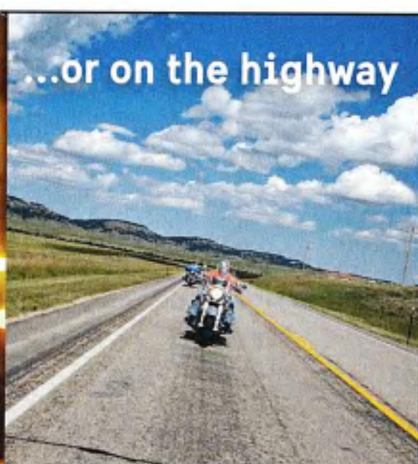
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Adam Wilkinson **Las Vegas, Nevada** **2009 Old School Choppers**

The Dirty Whore you're looking at started off a few years back as something that Adam and his dad, Rob "Chop" Wilkinson, were putting together for a recent Las Vegas BikeFest from parts they had lying around their shop, O School Choppers in Las Vegas, Nevada. "We wanted to build it as cheaply as we could because we were building a bunch of other bikes at the time, and I had an old frame lying around and a 48mm Honda inverted racing front end," says Adam, whose Dirty Whore this is. Or was—he sold her a while ago.

Back then the bike's 2009 Kraftech frame cradled a 1980 shovelhead motor with a 4-speed tranny and a meat cutter, or open chain, drive. It sports an open belt now, though. "But I basically built this bike with parts that were already here at the shop," he says, "and so it kinda took on its own look."

When he started running out of parts, Adam started trading some stuff that he couldn't or didn't want to use for stuff that he thought the bike needed. "I ended up trading a set of shocks for a 5-speed transmission, for instance," he explains.

Other items, like the gas tank with its dirt bike gas cap and the fender, came from swap meets, and some were bought new and then modified. "The

seat is a Chopper Shox seat kit, and when I put the Pro Taper bars on, I made the risers fit by shaving them down and then powdercoating them," Adam says.

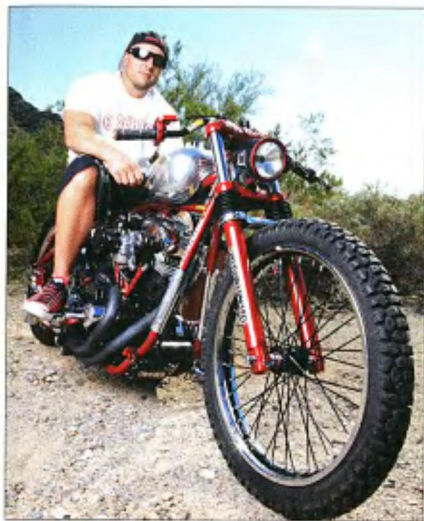
There's a lot of work in the bike, and it took Adam and Chop about half a year to finish it all, but when it was done, it wowed the BikeFest crowd. "It won Best Bike on the Street at the Hogs and Heifers contest," says Adam, "but I had the best time of my life riding the coast on PCH [Pacific Coast Highway] on this bike," he says.

What better way to ride than atop a Dirty Whore, right? To see some of their other models, like the Cadillac Pussy or the Blue Balls, check out oschoolchoppers.com. —Tripper



Photos: John Covington

Comin' At Ya



The astounding October issue of *Easyriders* (No. 508) will take you to Laconia Bike week for all the fun of the 92nd running of America's oldest rally. Then ride with us to Leesburg Bikefest for an old-school biker good time.

Custom bike features will include Greg Underwood's pan chop, Tony LoConte's Dave Perewitz shovel, Eric Stein's badass bobber, Les Covington's panhead long bike, and Crazy Jay Rieffer's rad Road Glide.

All this plus another classic David Mann painting ready for framing, twisted humor, and mind-melting naked babes are undulating your way in the October issue of *Easyriders*!

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The astounding October issue of *V-Twin* (No. 174) 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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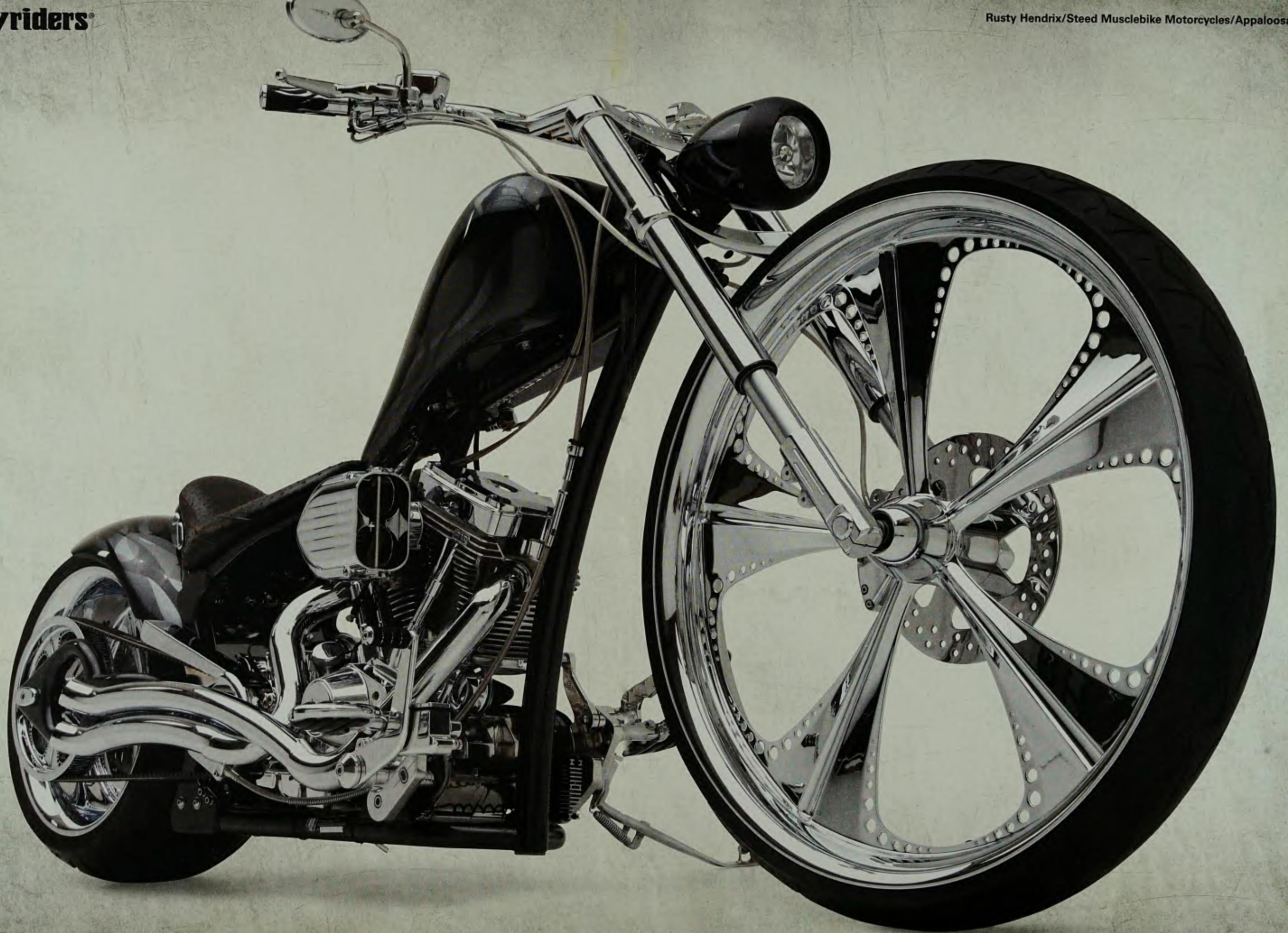
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