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511 • January 2016

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A Video Addict

A man admitted that he put "four or five drops" of a sedative into his girlfriend's tea without her knowledge so that she would doze off for the evening and not bother him while he played video games.

Quotes Worth Passing On

"Most of American life is driving somewhere and then driving back, wondering why the hell you went."

—John Updike

"It is impossible to live without failing at something, unless you live so cautiously that you might as well not have lived at all."

—J.K. Rowling

"The laziest man I ever met put popcorn in his pancakes so they would turn over by themselves."

—W.C. Fields

"If you suck on a tit, the movie gets an R rating. If you hack the tit off with an axe, it will be PG."

—Jack Nicholson

A Failed Attempt

Construction of the ultra-modern Don Quixote airport in Spain was finished in 2006, but the \$1 billion facility never opened and was eventually sold to a Chinese investor for the equivalent of \$11,000. (The fictional character Don Quixote, himself, had delusions of grandeur).

What?

One of the foods that debuted in June at a state fair was the deep-fried Slim-Fast bar, which is a 200-calorie "diet bar" dipped in pancake batter, fried, dusted with powdered sugar, and then drizzled with chocolate.

A Visual

A guest at an upscale hotel in Florida had to be rescued by firefighters when he fell off one machine in the hotel's exercise room and got his head caught in the one next to it. Rescuers arrived with torches and saws but managed to pull and push to manipulate the man's head free.

Did You Know?

- There are 170,000,000,000,000,000,000,000 ways to play the ten opening moves in a game of chess.

- The longest recorded Monopoly game was 1,680 hours—more than 70 days.

- The only golf course on the island of Tonga has 15 holes, and there's no penalty if a monkey steals your golf ball.

Worship Of Pets Continues

A luxury terminal for animals is under construction at New York's JFK airport. It will offer shower stalls for traveling horses, "conjugal stations" for ever-horny penguins, and housing for nearly 200 cows (that could produce an estimated 5,000 pounds of manure every day). In addition, passengers traveling with dogs or cats can book the Paradise 4 Paws pet-pampering resort.

A Head Job

Zoologists in Switzerland reported the likelihood that a certain flatworm species has overcome the frustration of not finding a mate in its lifetime. They believe the flatworm exploits its hermaphroditic qualities by injecting its sperm into its own head from which the sperm sometimes migrates to its reproductive facilities.

Appalling Olympics News

It appears more certain than ever that 2016 boating and surfing events in

Brazil's Guanabara Bay and Rodrigo de Freitas Lake will take place in water so polluted with human sewage that every athlete will almost certainly be struck with fever, vomiting, and diarrhea. A report revealed that the waters' levels of fecal coliform bacteria and viruses are as high as 2 million times the levels that would close down a California beach. Olympic and local officials continue to insist that the water will be safe by next summer, but only for bacteria and not viruses.

Some Food Tidbits

Official guidelines allow whole pepper to be sold with up to one percent of the volume made up of rodent droppings. When Heinz ketchup leaves the bottle, it travels at a rate of 25 mph. Lime Jell-o gives off the same brain waves as adult males.

A "Service Animal"?

A man went to a restaurant for lunch. When he sat down, he horrified the other patrons because he had a giant, writhing boa constrictor wrapped around his neck, claiming the snake was a "service animal" needed to ease his depression. The restaurant manager said he couldn't eject the man for fear of violating the Americans with Disabilities Act.

Gray Matter

A Frenchman went to a hospital for a leg injury and was told that he was missing more than half his brain. It seems he had been treated for hydrocephalus (water on the brain) as a child, but treatment stopped when he was 14. Fluid continued to build up for the next 30 years ("the whole brain was reduced"). Remarkably, doctors say the man has led a normal life because his brain adapted and reorganized over time.



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BLUE THUNDERBOLT

Bill Holland's
Executive Chopper



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AFTER HOURS

Joey Mazzarella's
Killer XL



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A CHOPPER BUILT TO RIDE

Chuck Mason's
Harley-Davidson Shovelhead



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THE GIDDY-UP SHOW

Texas Good Vibrations



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Jon Macdowell's
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Board Track Racer



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THE BEST OF EASYRIDERS 2015

Our Favorite Bikes, Babes,
And Events



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TATER DIGGER

Pulse-Poundin' Fun
From The Butcher Chop



ON THE COVER:

Chuck Mason's 2007 Harley-Davidson shovelhead and Samantha Minter shot by Brad Patton. Cover imaging by Smash Studio.

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 January 5, 2016.



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Easyriders® magazine ISSN 0046-0990 Number 511, January 2016, Vol. 46. **Easyriders®** is published monthly by Paisano Publications, LLC, with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, 818-889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, 818-889-8740, FAX 818-889-1252, Website: www.easyriders.com. Periodicals postage paid at Agoura Hills, California 91301-2693 and at additional mailing offices. Copyright 2015 by Paisano Publications, LLC. All rights reserved. Nothing may be reproduced without prior written permission of the Publisher. Editorial Submission Guide-lines All submitted letters, articles, jokes, poems, photos and artwork ("Submissions") become the property of Paisano Publications, LLC ("Publisher"). The Publisher is under no obligation to keep or return any Submissions unless a SASE is provided at time of submission. The Publisher has the unrestricted right to print all or any portion of Submissions, to edit same, and to print, re-print, edit, alter or disregard all said materials at their sole discretion, in any medium now or hereafter used by Publisher in connection with its business operations. This includes, but is not limited to, magazines, books, calendars, catalogs, merchandise, advertisements, videos, television and Internet applications. No compensation is payable for letters usage but appropriate photo captions may be given (e.g. your name and city listed) at the discretion of the Publisher. All Submissions must be exclusive to the Publisher who will provide appropriate credit to the author, photographer or artist of published works, and will indicate if same has been excerpted from or materially changed from original content. Subscriptions: All correspondence regarding subscriptions and changes of address must be addressed to **Easyriders®** Subscription Department: P.O. Box 422425, Palm Coast, FL 32142-2425. **Print Subscriptions:** One year: \$39.99; two years \$69.99 in the U.S. and its possessions. Postage: Canada please add \$30.00 and all other foreign add \$50.00 per year for postage (U.S. funds only). **Digital Subscriptions:** One year \$9.99, two years \$14.99. Postmaster: Send address changes to **Easyriders®**, P.O. Box 422425, Palm Coast, FL 32142-2425. Advertising: **Easyriders®**, P.O. Box 3000, Agoura Hills, CA 91376-3000. FAX: 818-889-4726. The publisher is exempt from the record keeping requirements and disclosure statements mandated by 18 U.S. Code 2257 (a) through (c) and the pertinent Regulations, 28 C.F.R. Ch. 1, part 75, since all of such material falls within the definition of exempted material set forth in 75.7 (a) (1-3) of the pertinent Regulations. Printed and produced in the U.S.A.



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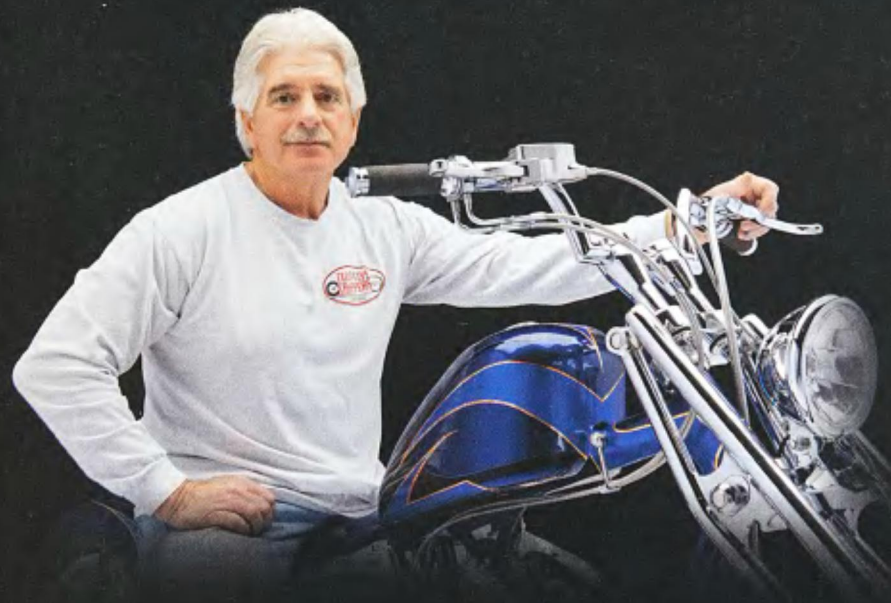
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Untold numbers of choppers are still tracking down the road on classic front ends designed by the legendary John Harman. That connection still runs true today thanks to Bill Holland and his production of modern versions of the Harman Internal Suspension girder front end via his Executive Choppers in San Diego, California. While the company was formed in 2003, Bill's been wrenching choppers since the 1970s and is still at it.

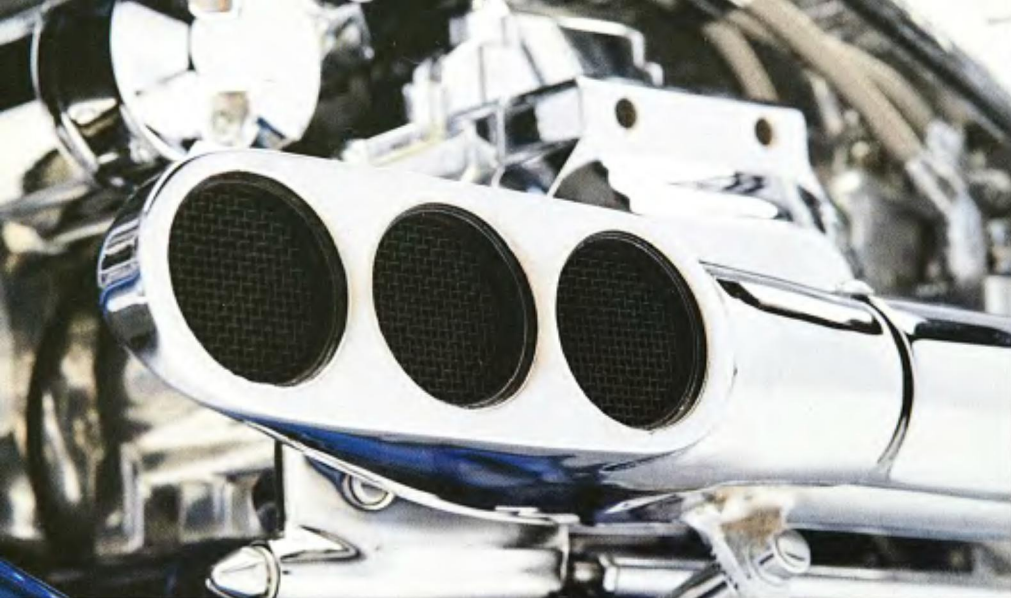
BILL HOLLAND'S EXECUTIVE CHOPPER



BLUE THU



UNDERBOLT



as much as 22 inches, each constructed of chrome-moly with an adjustable rake.

Nestled into the handcrafted frame is a tried-and-true S&S 96-inch motor, sparked by a Hunt magneto and fed from a modified Sporty tank. Blue Thunder makes its music through a set of very trick triple-throated exhaust pipes, also one of Bill's designs.

Another signature Bill Holland design feature is LED turn signals melded into the rear fender struts and virtually invisible until activated. All fabrication and assembly was done by Bill himself, including the oil tank, forward controls and a set of his Z bars. Setting it all off is copious chroming by AAA, nicely reflecting the paint and graphics created by show-winning James Dean's Rebel Design.

You may be seeing Bill Holland's girders gracing radical customs in the upcoming new A&E TV series titled *Orange County Extreme* produced by Paul Teutul, Sr. and scheduled to debut on February 20, 2016.

—Paul Garson



This chopper, which Bill calls Blue Thunderbolt, has taken on a new life and a new look thanks to the complete makeover of a bike Bill originally built in 2008. Each Executive Chopper that Bill creates is tailored to a customer's specifications, in this case raked to 43 degrees and fitted with a 9-inch-over girder. The range of front end stretch is



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You may be
seeing Bill Holland's
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Russ Brown
Chuck Loo *Jim Long*

WE CARE

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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I recommend Russ Brown Motorcycle Attorneys highly as they were fast and efficient when I needed them most. They fully appreciate riders' needs as they ride and understood my situation fully. I have no regrets and am very happy with the outcome. When the unthinkable happens, it's good to have them on your side. I wouldn't consider anyone else, neither should you.

-Thank you,
Rick Rademacher

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Owner: Bill Holland
City: Roseville, California

GENERAL

Designer: Bill Holland
Year and make: 2009 Executive Choppers
Model: Holland Special
Fabrication: Bill Holland
Assembly: Bill Holland
Time: 6 months
Chroming: AAA

ENGINE

Year and make: 2008 S&S
Displacement: 96 cu. in.
Cam: S&S
Ignition: Hunt magneto
Pistons: S&S
Lower end: S&S
Heads: S&S
Lifters: S&S
Fuel System: S&S E Carb
Air cleaner: Thunder Cycle V stacks

Pipes: Bill Holland/EC

TRANSMISSION

Year and make: 2006 Jims
Shifting: 5-speed foot

PAINT

Painter: James Dean's Rebel Design

Type/color: House of Kolor/blue

FRAME

Year and make: 2008 Bill Holland

Type: rigid

Rake: 43 degrees

Stretch: 2 inches out, 4 inches up

Shocks: none

ACCESSORIES

Bars: Z Bars/Bill Holland

Handlebar controls: PM

Fenders: EC

Headlight: Bates type

Taillight: LED

Electrics: Bill Holland

Gas tank: modified Sportster

Oil tank: aluminum/Bill Holland

Oil system: S&S

Seat: Bill Holland/Seatworks

Pegs: PM

Grips: PM

FORKS

Type: Harman/Holland Girder

Extension: 9 inches over

Builder: Executive Choppers/Bill Holland

WHEELS

Size: 21-inch front, 16-inch rear

Wheels: Billet Boys

Tires: Avon

Brakes: HHI

Photos: Michael Lichter
Contact: Executive Choppers
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executivechoppers.com





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MONGOLS MOTORCYCLE CLUB WIN

The government's RICO (Racketeer Influenced and Corrupt Organizations Act) case against the Mongols Motorcycle Club has been dismissed, and the popular misconception is that the win was about the club's trademark. However, David "Double D" Devereaux, a motorcycle rights activist from Washington state and the creator of motorcycleprofilingproject.wordpress.com, tells us otherwise.

The Mongols as an entity was named as a defendant in the RICO case. Its defense was based on three arguments: 1) under trademark law the forfeiture was impermissible; 2) a previous case had resulted in the forfeiture being thrown out as improper under the First Amendment; and 3) the government was improperly applying the RICO statute by failing to differentiate between a "person" and an "enterprise."

Devereaux shows that Judge Carter didn't even consider the trademark issue in his dismissal, because the government's forfeiture claim was a sentencing issue, which was premature in the absence of a conviction. "Arguments over sentencing happen after guilt is established," said Devereaux.

Judge Carter said, "...Defendant's arguments predicated on the RICO statute itself. Defendant asserts that the Indictment fails to specify any entity that is distinct from the RICO person being charged with the crime." He also said, "Here, the Government is charging the person Mongol Nation, an unincorporated association composed of full patched members of the Mongols Gang criminal enterprise, alleging that it participated in the affairs of the enterprise the Mongols Gang, an enterprise

composed of its full patched members, prospective and probationary members, and associates." Carter concluded, "[T]here is no meaningful distinction between the association Mongol Nation and the enterprise of the Mongols Gang. The indictment therefore fails."

Source: motorcycleprofilingproject.wordpress.com

WACO BIKER MASSACRE UPDATE

The police story continues to unravel in the Waco situation, with eyewitness reports continuing to support that most of the shooting in the Twin Peaks parking lot was by the police. As previously reported, witnesses consistently have said that a small number of handgun shots were followed by a barrage of rifle fire. The police continue to assert that only 12 shots total were fired, by two police officers. The ballistic report is still unrevealed.

The large percentage of headshots revealed by the autopsy results tells much of the story. People who have been in handgun shootouts say that these are typically chaotic situations where headshots happen by mistake, if at all. To have so many in a situation like this is an indication of trained people with rifles and optical sights.

On September 14, a judicial complaint by the Texas Criminal Defense Lawyers Association has been filed against Justice of the Peace W.H. Peterson, alleging that he violated the law by setting blanket \$1 million bonds without consideration of mitigating factors. The complaint also targets "irresponsibly biased public comments" by Peterson about "sending a message."

It is now being reported that the last two individuals still incarcerated have

now been released. Also, the *Waco Tribune* is reporting that of the 135 initially ordered to wear ankle monitors, only 22 are still required to wear them. These monitors, administered by Recovery Healthcare in Waco, were installed at considerable expense to the bikers released from custody. Not one of the bikers was returned to jail during their monitoring for violations.

Another aspect of the case being revealed is that the police refused to allow medical help for the victims. In an interview conducted by *GQ* magazine, one of the Cossacks, John Wilson, said, "Not a single law-enforcement person lifted a finger to help any of the wounded. And they made it pretty clear that they were going to be violent if we tried to take our guys to the ambulance. Three men were bleeding out before our eyes. If those men were still alive 30, 40 minutes after being shot, they could have been saved."

Although to date, no one has been charged in the shootings, the personal toll on the arrested continues to mount. Many of the bikers lost jobs, and it has been reported that some have lost custody of their children as a result of their arrests. However, it is likely that some relief may be forthcoming, in the form of millions of dollars in lawsuits against the city by those falsely arrested.

Michael White, an attorney for Wilson says, "The city of Waco is looking at paying out hundreds of millions of dollars...I don't think we've ever seen something on the scale of 175-plus people being arrested for something they did not do." Meanwhile, the prosecution has been pressuring the survivors into pleading guilty to minor infractions to preclude the right to sue for wrongful imprisonment. Tick Tock.

Sources: gq.com; wacotrib.com; reason.com



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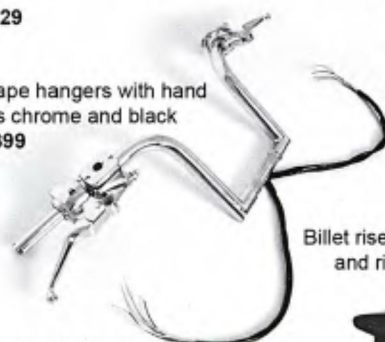
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Advertising Production: Smash Studio, Inc.

In-House Advertising: Gil Luna

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Newsstand Distribution

Curtis Circulation Company

730 River Rd., New Milford, NJ 07646

Newsstand Circulation

ProCirc

PAISANO PUBLICATIONS, LLC

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MICHIGAN HELMET CHOICE THREATENED

Ann Arbor State Senator Rebekah Warren has introduced SB 527, to repeal the Michigan helmet law that currently allows riders over 21 with motorcycle training and health insurance to choose whether to wear headgear or not. Her bill would force all motorcyclists to wear a helmet, as well as moped riders under 19. On September 29, the bill was referred to the Committee on Transportation. Besides Ms. Warren, State Sen. Morris Hood representing Lansing also sponsors the bill.

Source: LegiScan.com

FINES OVER HELMET CAMERAS

While we have not heard of this happening in the states, in Melbourne, Australia, motorcyclists are facing fines for wearing "unapproved helmets," based on the fact they are wearing GoPro cameras mounted on their helmets. The justification, which might also be applicable in the United States, is that the helmet law prohibits protrusions on the helmet more than five millimeters. (In the United States, the standard is half an inch.)

In one particular case, the defense is being represented pro bono by Malcolm Cumming of Maurice Blackburn, after other motorcyclists have raised the issue repeatedly.

The defense asserts that the law only applies to the manufacturer and retailer, not the user. "Over the years many motorcyclists have been issued with infringements and have paid fines and have lost demerit points for using helmet cameras based on the premise that there is an ongoing system of regulation of helmets beyond point of supply," Mr. Cumming said. "Our argument is that there is no such system of regulation at all and all those infringements have been paid in error."

He is also arguing that the regulation regarding helmet construction is not freely available to the public and is, as

we say in the States, "void for vagueness." The law is applied differently, with Victoria is the only state that is currently interpreting the law in this manner.

From a safety standpoint, Mr. Cumming argues that video from helmet cameras serve as evidence. "In our work supporting riders injured in road accidents, we know that video from helmet cameras is some of the best evidence you can have if you are in a collision," he says.

Sources: abc.net.au

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

TITLE: EASYRIDERS; Publication No.: 0046-0990; Filing Date: October 1, 2015; Frequency: Monthly, 12 Per Annum; Annual Subscription Price: \$39.99; Mailing Address: 28210 Dorothy Drive, Agoura Hills, CA 91301; Owners: Paisano Publications, LLC, Joseph Teresi, Ellen Teresi, P.O. Box 3000, Agoura Hills, CA 91376-3000; Known Bondholders: None; Publisher: Joseph Teresi, P.O. Box 3000, Agoura Hills, CA 91376-3000; Editor: Dave Nichols, P.O. Box 3000, Agoura Hills, CA 91376-3000; Managing Editor: Dave Nichols, P.O. Box 3000, Agoura Hills, CA 91376-3000; Avg. No. Copies Per Issue During Preceding 12 Months / Actual No. Copies Of Single Issue Published Nearest To Filing Date November 2015 – 15A. Total Copies Printed: 67,555/68,284; 15B. Paid Circulation – Paid/Requested Outside-County Mail Subs: 31,398/30,455; Sales Through Dealers, Carriers, Street Vendors, Counter Sales & Other Non-Usps Paid Distribution: 9,676/10,080; 15C. Total Paid Circulation: 41,074/40,535; 15D. Free Distribution By Mail: 232/160; Free Distribution Outside The Mail: 663/655; 15E. Total Free Distribution: 895/815; 15F. Total Distribution: 41,969/41,350; 15G. Copies Not Distributed: 25,586/26,934; 15H. Total: 67,555/68,284; 15I. Percent Paid Circulation: 98%/98%; 16A. Paid Electronic Copies: 875/825; 16B. Total Paid Print & Electronic Copies: 41,949/41,360; 16C. Total Distribution & Paid Electronic Copies: 42,844/42,175; 16D. Percent Paid (Both Print & Electronic Copies): 98%/98%.

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Joey Mazzearella spends his days at a multi-brand dealership in Greensboro, North Carolina. From 9:00 a.m. to 5:00 p.m. he runs the service department and tends to Kawasaki, Suzuki, and Yamaha motorcycles. But after hours, he focuses on Harley-Davidsons all the

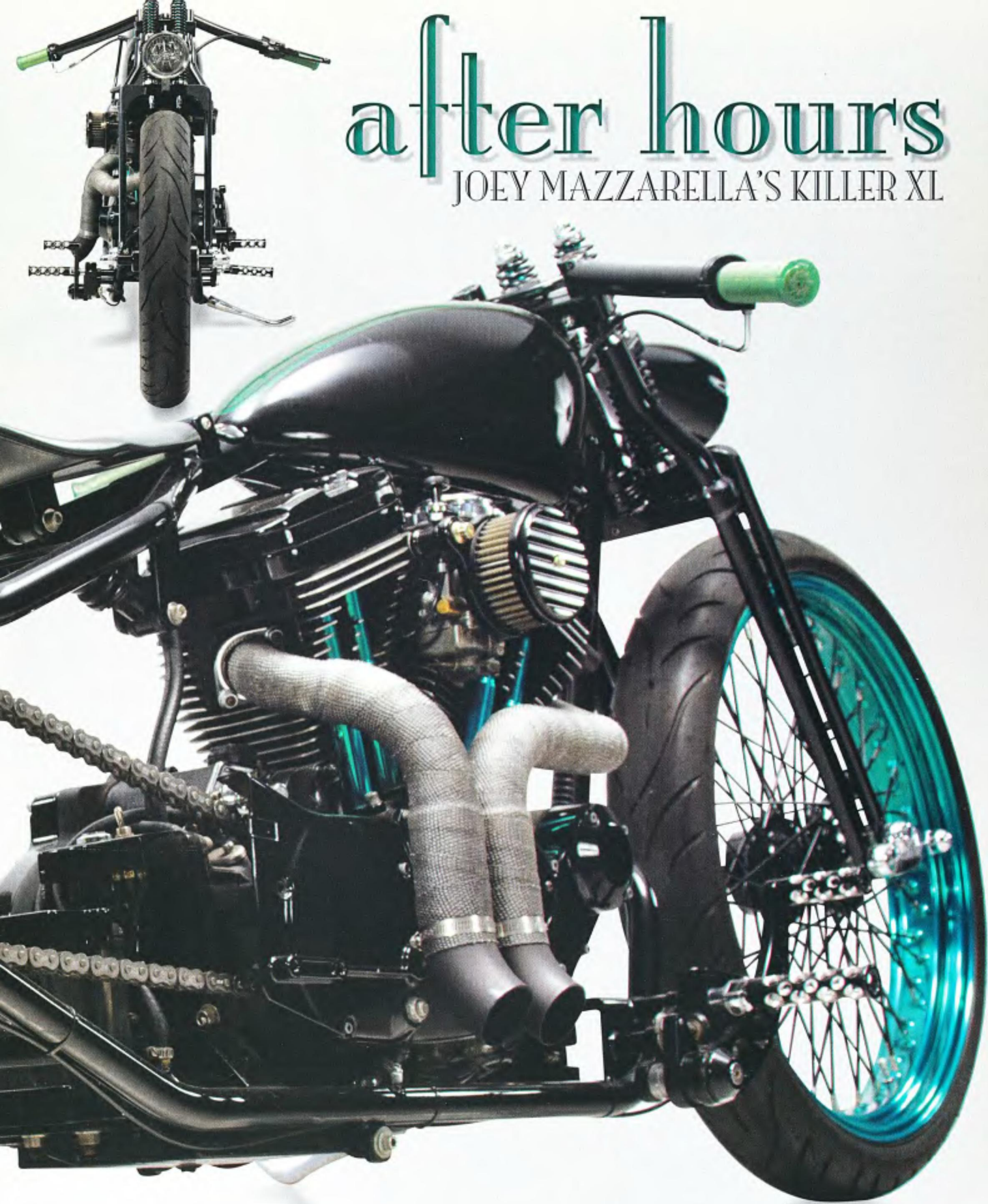
way. "For everyday riding I have an old bagger bike that I love, and, for fun, there's this one," he says. "I put it together in about six months time, a couple years ago."

Obviously savvy by way of motorcycle mechanics, assembling this little board track racer/bobber was nothing new for Joey. A lifelong tinkerer with all things mechanical, he began the project with a frame sourced from Mike Simshauser at Malibu Motorcycle Works.



after hours

JOEY MAZZARELLA'S KILLER XL



"I went with a Sportster engine," Joey says, "something else just a little different. But its size was perfect for what I had in mind." Before being tightened into its mounts, however, the XL engine got the full once over from the crew at G-Force Racing, topped off with some magic head work by Landon Ingram and then a pair of Tyler Foster's Sik Pipes.

"My plan from the start was to make the bike as simple looking as possible," explains Joey, "and use big wheels and tires, 23-inchers front and rear." So a pair of 60-spoke DNAs and skinny Avon Cobras became the rolling stock. Joey continued the slim look by tucking the engine in as tight as possible and really slimming

down a Sportster gas tank. An extra-deep tunnel super-dropped the tank over the backbone, setting it just as close as possible to the rocker boxes. Add in short, low handlebars, a 4-under DNA springer front end, and a tight-fitting rear fender, and the look was complete.

Joey did most of this work himself, calling in help from time to time.

"In fact," he says, "the bike was mostly assembled at George Debidart and Daryl Rinkavage's Exotic Paint & Powder Coat shop, just down the street from my house."

Joey Hensley from Backyard Baggers, another pal, pitched in a little, and Butch at High Rollers trimmed out the bike's minimalist seat, a saddle sporting a little



coil-over for comfort. "But honestly," Joey admits, "all that really does is ease up the initial jolt!"

Joey's little after hours one-off has been together for about two years now, and he's hanging onto it for now. "This bike is just too much fun to look at, and ride," he says. "And it's a definite break from what I deal with at work."

—Joe Kress

**This one's just
too much fun to look at—
and ride.**



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Owner: Joey Mazzarella
City: Kernersville, North Carolina

GENERAL

Fabrication: Joey Mazzarella
Year and make: 2014 Custom
Model: Custom XL
Assembly: Joey Mazzarella
Time: 6 months

ENGINE

Year and make: 1996 Harley-Davidson

Rebuilder: Joey Mazzarella

Displacement: 1200cc

Ignition: Ultima

Cam: Harley-Davidson

Fuel System: Harley-Davidson
CV Carb

Air cleaner: Joker Machine

Pipes: Sik Pipes Diesels

TRANSMISSION

Year and make:

1996 Harley-Davidson

Shifting: 5-speed

PAINT

Painter: Daryl Rinkavage

Type/color: House of Kolor/black
and Candy Green Flake

FRAME

Year and make: 2014 MMW
Chassis Design

Type: board track style rigid

Rake: 35 degrees

Stretch: 2 inches out

Shocks: none

ACCESSORIES

Bars: Joey Mazzarella

Handlebar controls: Joey
Mazzarella

Fenders: HHI

Headlight: Rocket

Taillight: After Hours Choppers

Pegs: Ness

Foot controls: Ness

Gas tank: Sportster, narrowed

Oil tank: Joey Mazzarella

Seat: High Rollers

Grips: Seven Sins Choppers

FRONT END

Type: springer, 4 inches under

Builder: DNA

WHEELS

Make: DNA, 60-spoke

Size: 23 inches

Tires: Avon

Brakes: DNA



The plan was to keep things as simple looking as possible, with spoked 23-inchers front and rear.



Photos: Brad Patton



A little blue pill for your bike!



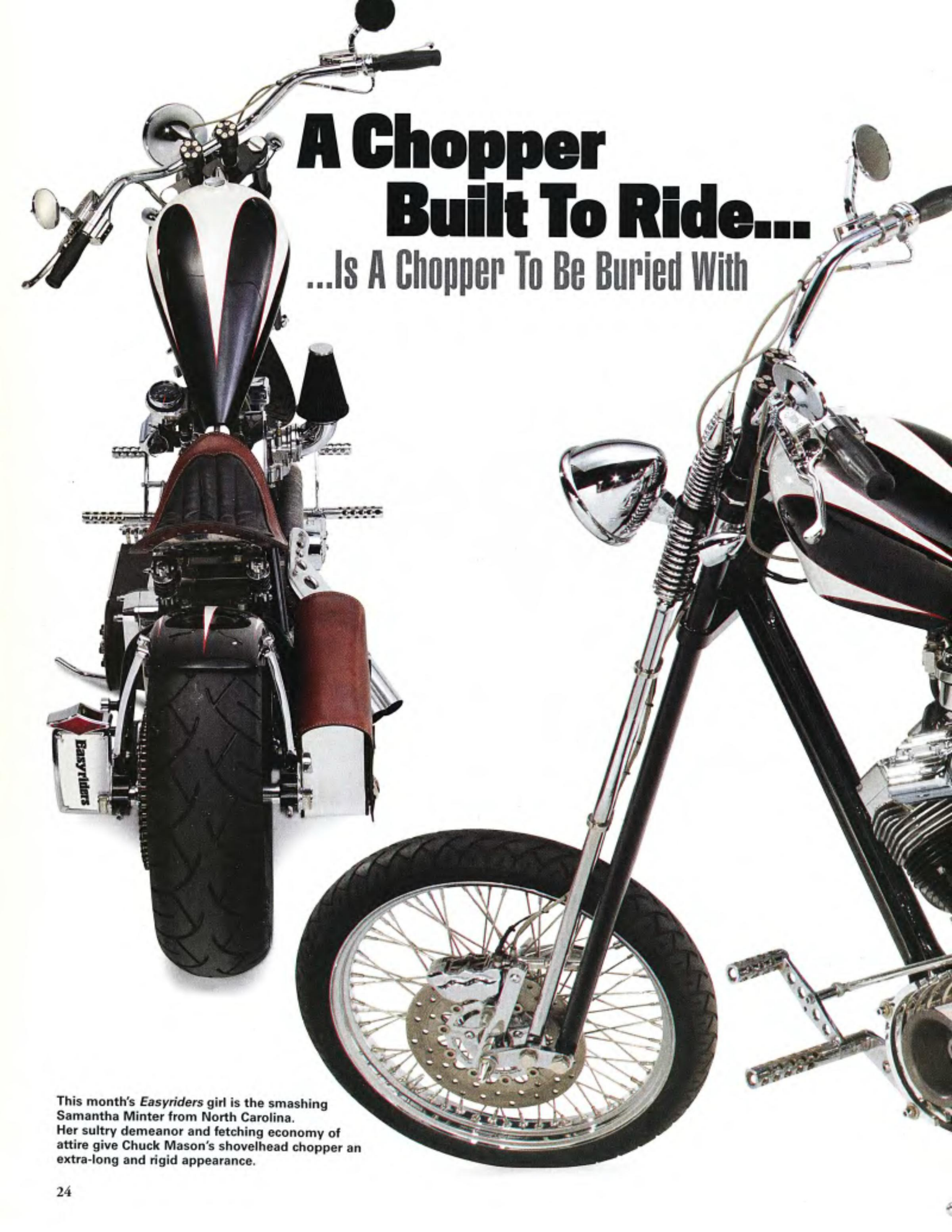
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A Chopper Built To Ride...

...Is A Chopper To Be Buried With

This month's *Easyriders* girl is the smashing Samantha Minter from North Carolina. Her sultry demeanor and fetching economy of attire give Chuck Mason's shovelhead chopper an extra-long and rigid appearance.

When I pulled up and saw this bike, it was like, well, I had to have it.



When Chuck Mason talks about his chopper it sounds as if he's talking about a good friend. Just by listening to him tell his story you can see how much he respects and treasures this bike, which originally belonged to a fellow named Gary Grant, according to Chuck. "Gary got this bike built in 2007," he says. "He'd hired this guy to build it for him, but the guy kinda messed it up, so Gary brought the chopper to Mike Salido who took it apart and redid the frame, redid the oil pan. He redid everything. Once it was done, Ryan Cobb painted the bike."

There was only one slight problem, which turned out to be a boon for Chuck. "Gary is 68-years-old and decided that with the rigid frame and all, he wanted to get a Road Glide," Chuck explains. "So he took the bike and traded it to Killer Creek H-D in Roswell for a Road Glide. And the sales manager at Killer Creek is Matt Gibby."

Unless I get hit by a bus,
she's not leaving here.
Me, her, and my wife,
we're gonna celebrate
our 50th wedding
anniversary together.





Matt knew that Chuck wanted a chopper and called him to tell him about this one they got in a trade and asked if he would come over. "When I pulled up and saw this bike, it was like, well, I had to have it," Chuck says. "It was just a beautiful bike. And before I bought the bike, I took it over to JT at K-otic

Kustoms in Woodstock and I said, 'What do you think?' And he said, 'Look, this is a well put together bike. It's worth every dime you're gonna pay for it.'"

Chuck says he takes the bike to K-otic Kustoms every two months for oil changes and bolt tightening and so on. "But Matt had JT build him two bikes, and both of them were in *Easyriders*," Chuck goes on. "One of them was a Sportster, and one was that '74 shovel-head y'all had in the May or June issue. So we're all tied in together."

If you think that Chuck's kind of stoked about owning this chopper, you're right. "Believe me," he says, "unless I get hit by a bus, she's not leaving here. Me, her, and my wife, we're gonna celebrate our 50th wedding anniversary together. She's gonna be here. In other words, they might bury me with that bike. You know, most choppers are not fun to ride. They beat you to death. But this thing, the way the springer front end is set up, and the looks she gets when you're going down the road, people just can't believe it. I always thought, that a bike like that, you know, a lot of people just put 'em in their garage, but I'm gotta ride mine. I gotta enjoy it, not just look at it." —Tripper

Owner: Chuck Mason
City: Canton, Georgia

GENERAL

Fabrication: Mike Salido
Year and make: 2007 Harley-Davidson

Model: shovelhead

Assembly: Mike Salido

Time: 1 year

Chroming: Cherokee Chrome

ENGINE

Year and make: 2007 S&S

Model: shovelhead

Ignition: Twin Tech

Displacement: 96 cubic inches

Lower end: S&S

Balancing: S&S

Pistons, Heads: S&S

Cam, Lifters: S&S

Fuel System: S&S Carb

Air Cleaner: S&S

Pipes: custom exhaust

TRANSMISSION

Year and make: 2007 Baker

Shifting: 6-speed

PAINT

Painter: Twin Pistons Customs

Type/color: wet/black and white

FRAME

Year and make: 2007 Maki Salido

Type: stock

Rake: 46 degrees

Stretch: 6 inches up, 6 inches out

Shocks: rigid

ACCESSORIES

Bars: Choppers Inc.

Handlebar controls: Performance Machine

Fender(s): RWD

Headlight: Headwinds

Taillight: Choppers Inc.

Speedo: Autometer

Pegs: Choppers Inc.

Gas tank: Jesse James

Oil tank: Salido Customs

Primary cover: open belt

Seat: saddle

Grips: Choppers Inc.

FORKS

Type: springer

Extension: 8 inches over

Builder: Harley-Davidson

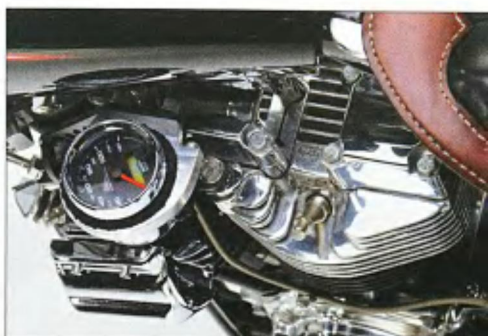
WHEELS

Size: 22-inch front, 18-inch rear

Type: Landmark

Tires: Metzeler

Brakes: Performance Machine



Most choppers are not fun to ride. They beat you to death. But this thing, the way the springer front end is set up, and the looks she gets when you're going down the road, people just can't believe it.

Photos: Brad Patton
Model: Samantha Minton



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Passin' Gas

There was this bro who got in a real bad wreck. The doctors had to amputate one leg just above the knee, so they gave him an artificial leg to use. When he finally got out of the hospital he was wicked horny, so he made a beeline to the nearest whorehouse. He got to the room first, so he took off the fake leg, put it under the bed and got under the covers. The chick came in, got undressed and scooted under the covers with him. She reached down and felt the stump of his leg as he said, "Are you ready, baby?" She looked shocked for a moment and replied, "Aw, what the hell, spit on it and we'll try!"

*Daniel Peters
Huntsville, Texas*

Beatnik and Clean Dean were sitting in a park checking out a sweet little honey sitting on a bench, eating her lunch. At some point she uncrossed and crossed her legs, displaying a little patch of black for the briefest of moments. Of course the two heroes got to speculating. Beatnik said, "That was a fine little set of black panties right there."

"Nope," replied Clean, "That there, was a glimpse of her lovely little black pubes."

So they paid a kid 25 cents to go over and take a closer look. The kid came back and said, "She paid me a dollar to tell you two cheap perverts to fuck off!"

*Richie
Sacramento, Calif.*

As startled Kari-Sioux awoke in the middle of the night to find her drunken hubby Rodeo Ray trying to shove an aspirin down her throat. "Ghaa!" Kari-Sioux gagged, "Just what in the fuck are you trying to do, Ray?"

"What do you think I'm doing?" Ray bellowed, "I'm trying to give you an aspirin."

"What the hell for?!" she said, "I don't have a headache."

"Oh, Okay," Ray happily answered, "Let's fuck!"

*Motormouth
Norman, Okla.*

Boppin' Bobby was bopping down the street when he was propositioned by a good-looking whore. "Love to, honey," Bobby said, "but all I've got is five bucks." She took his five and led him into a dark alley where she allowed him to look at her pussy.

Using his Zippo lighter to see in the very dark alley, he studied for a while and complimented her enormous untrimmed bush. "Can I ask you a personal question?" he asked.

"Sure hon." She said sweetly.

"Can you really piss through all that hair?" he inquired.

"Why, of course I can!" she laughed.

Bobby said, "Well you better start now because you're on fire!"

*Rover
Shelby, Tenn.*

One night Big Dave was drinking at the local boozier and noticed a wasted guy who kept falling down all night. Being a big-hearted biker, Dave felt sorry for the dude and offered to drive him home. After the dude fell three times trying to leave the bar, Dave picked him up and carried him out to his truck. When they got to the dude's house he again fell three times trying to get to the front door, so Dave once again picked him up, carried him to the door, and rang the doorbell. The dude's surprised ol' lady answered the door. Dave explained the situation to the broad, who said, "Thanks, but where the hell is his wheelchair?"

*Midnight Angel
Highland Heights, Ky.*

Biker Allen claimed that his dog, Fatbob, was so smart that you could give him some money and he'd go to the newsstand and bring you back a newspaper. Mad Jack, demanding a demonstration, gave the pooch some money, and watched as the dog sauntered away down the street. After an hour the dog was still gone and Jack said, "Yeah, so much for your newspaper dog."

Allen asked, "How much did you give him?"

"I gave him a ten dollar bill," said Jack.

"Oh, that explains it," said Allen, "Whenever he has enough money, he goes to a movie."

*Frank Malinosky
Jackson, Mich.*

The recent bride, seeking a divorce from Large Larry, explained to her attorney that Larry's cock was so large that sex was extremely painful to her. "Okay, if you simply can't put up with it, then it's time to file your petition."

"Like hell I will!" the chick snapped, "Let the big ape sandpaper his!"

*Big John
Montreal, Quebec*



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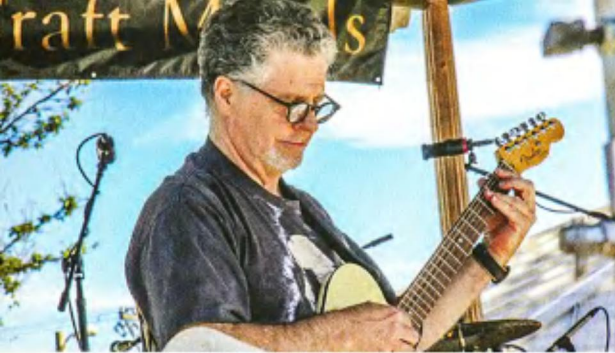





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The air in downtown Silver City, New Mexico, reverberated once again with the heavy thunder of thousands of Harley-Davidson motorcycles as it mingled with the plodding, steady rhythm of the blues. But for the first time in its 20-year history, the Silver City Blues Festival made the bike part official and renamed it the Blues & Bikes Festival because, as Ginny Wolf, the festival's bike event coordinator says, "Blues and bikes go together like peanut butter and jelly."

Blues And Bikes In SILVER CITY



Held in Gough Park during Memorial Day weekend, the festival has always attracted its share of motorcycle rides, so it seemed like a no-brainer to expand the goings-on accordingly. "I had organized a bike show downtown during the Blues Festival a few years ago," Ginny explains. "It was a big success but I lost my backers the following year. This past year the city's Arts Council asked me to bring it back, but they wanted to expand the festival and include the bikers as an official part of the festival." She says that attendance has been growing for years, so they added a whole block just off the park where they included the Wall of Death as a main attraction and a row of bike rally vendors. "The Wall of Death had a waiting line every





show and a packed house. We also had a bike run with around 80 bikes that went 85 miles around the Gila Wilderness."

Silver City lies about halfway between Tucson, Arizona, and El Paso, Texas, and not too far south of Albuquerque, right at the base of the Gila National Forest at an elevation of around 5,000 feet. The riding is spectacular, with the temps hovering at around 75 degrees that time of year, and of the roughly 10,000 people that attended the festival Ginny estimates that about half were bikers. "There were so many bikes at one point that we had to block off the access road to the park," she says. "The biker community has always supported the Blues Festival, and it has grown on its own for many years."

This year's crop of blues artists performing at the festival included luminaries like Charlie Musselwhite, Janiva Magness, and Guitar Slim, just to mention a few. But the bikes also got to play a major entertainment role as organizers held a bike show on Friday and let the music-and-motorcycle-loving public decide the winners. It was people's choice, with two categories to choose from: 1985 and up, and 1984 and earlier. All the winners had their choice of hand-made, one-of-a-kind trophies made by local artists.

For more information about the festival and dates for 2016, check out mimbresarts.org/blues-festival-homepage.

—Red Baron

Photos: Bill Bruedigam



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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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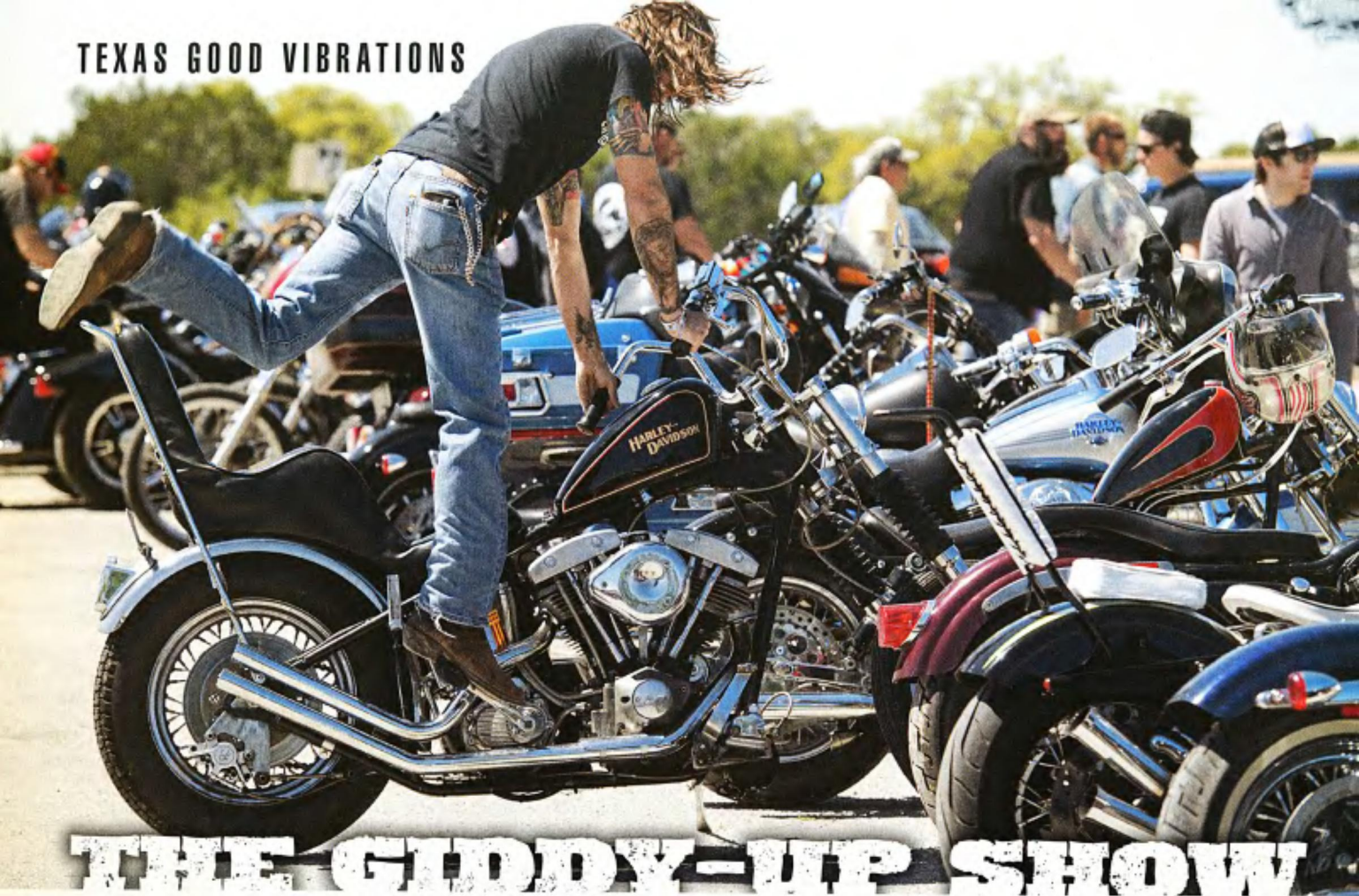
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THE GIDDY-UP SHOW

There he was, lazily lying in bed one morning, when Veronica walked in with some coffee for Marcos. She chided in, "Giddy Up!" and sure enough, nine months later, something entirely new and wonderful was born.



Well, that's sort of how the story went. Marcos wasn't really being all that lazy, as he was texting his buddy, Matt, about a '69 shovelhead he wanted Matt to put up for sale on social media. The thread changed to how Marcos, who had run a very successful car show in Houston that he sold a few years back, wanted to

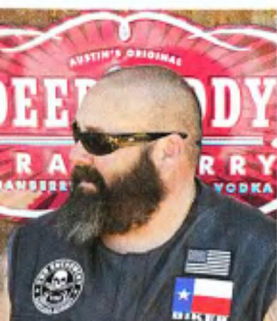
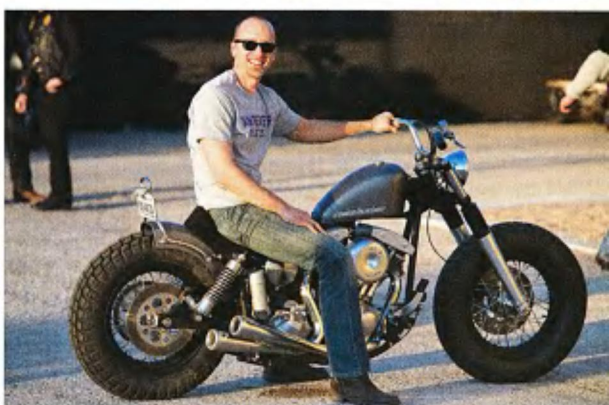
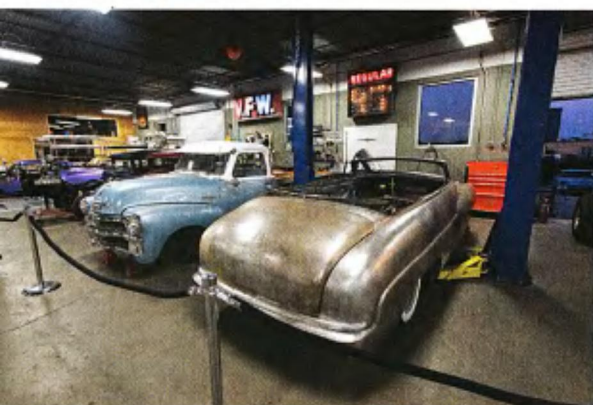
get back into events with some sort of chopper show and how he wanted this new show to be something completely different for Texas.

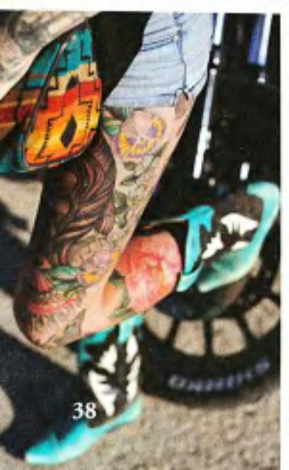
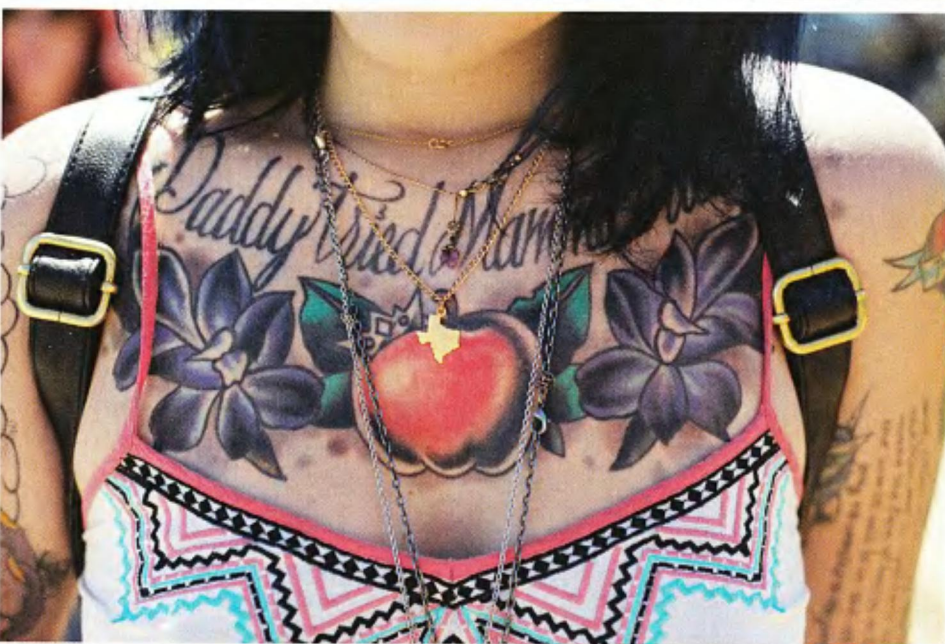
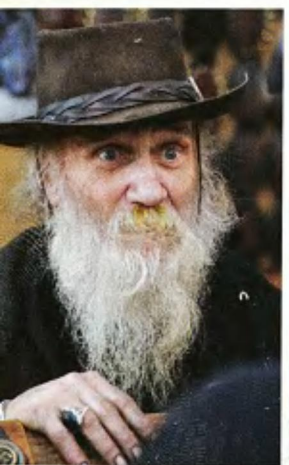
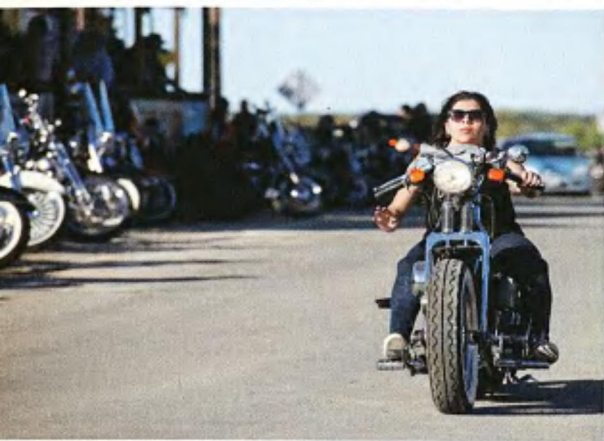
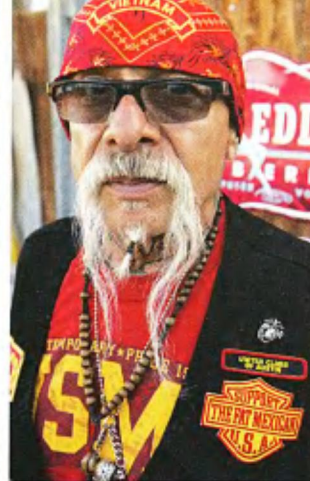
Texts went back and forth until the seed of an idea was planted and developed into an event to show off the best of Texas in the beautiful Hill Country with its great roads and inviting landscape. Matt was down for it, and when Marcos told Veronica the plan, the name "Giddy Up" rolled right off her tongue. It really was almost exactly nine months later that the throngs converged on the River Road Ice House in New Braunfels, Texas, about 50 miles southwest of Austin to focus on lots of beautiful old iron at the Giddy Up Vintage Chopper Show.

Before they really got going, Marcos and Matt brought in Brian, John, and Joey to help put this grand endeavor together, since each of the five had complementary skills that would be needed to pull the show off. Joey (Cano), an accomplished builder, was chosen to build a custom panhead as the first raffle bike in 2014. For this year's event, Matt (Jackson) took

his torch to the table and built a stunning shovelhead chopper. Further upping the ante this year, they asked bike builder and motorman extraordinaire Dan "Bacon" Carr to put together a panhead motor that got raffled off as well.









The weekend kicked off with a pre-party at the Austin Speed Shop, the shop so known for its prior connection to Jesse James and time on television. These days, the shop is back to being just an incredible hot rod shop that consistently turns out awesome cars from its very talented mechanics. Among their car lineup is one bay manned by Matt, who built the auction bike right there after hours.

Bikes filled the Speed Shop's parking lot until past midnight as out-of-towners mingled with locals over free beer and music. There was a great turnout despite reports back from the Huaco Springs Campground in New Braunfels that there was quite an impromptu party going on there, as many people went ahead and set up camp early.

Saturday morning, I headed straight to the venue just 5 miles north of New Braunfels and less than a mile from the Guadalupe River and the campground where the party would move Saturday night. The place was packed by 11:00 a.m. with all the bikers eager to see the great bikes on display from the invited builders, as well as the auction bike and motor and the vast array of ride-in bikes out in the parking lot. That one parking lot filled to capacity quickly, so riders ended up parking their bikes along the roadside as far as you could see.

There was live country music emanating from the stage in the covered amphitheater set before several graveled tiers packed with the showcased invitational bikes. Above the bikes was a grassy knoll where many attendees just hung out.

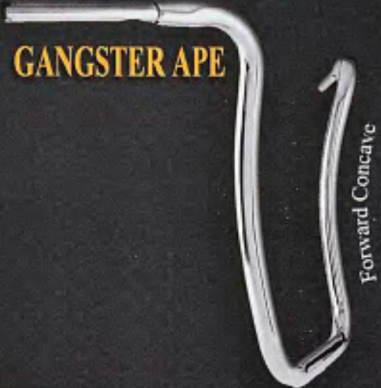
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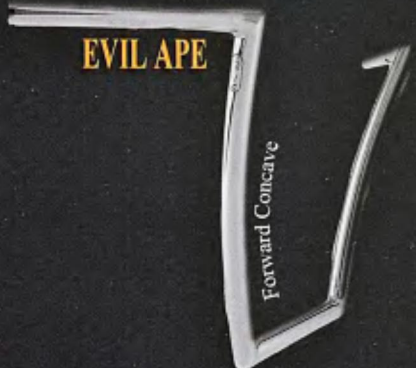
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The opening band, Crooks, gave a honky-tonk vibe to the venue that fit perfectly with the show and its decidedly Texas twang. It made the perfect background for a day of visiting old friends, meeting new ones, talking bikes, eating BBQ, and drinking some beer while checking out all of the great bikes around the property.

There was an amazing mix in the crowd for a second year show, particularly in that it is staged in such a small town out in the country 1,400 miles from Los Angeles and 1,800 miles from New York. This being said, I ran into quite a few people from both Los Angeles and New York, as far north as Canada and everywhere between, and I'm not just referring to the invited builders. One couple I met brought both of their bikes down from Chicago after seeing the Instagram posts and thinking what a great getaway from the lousy

weather in the Midwest they had been putting up with for months and another guy rode his Sportster all the way from the East Coast.

Among the 25 builders invited from out of state to display their bikes, were Tom Fugle with from Iowa; Jeremiah Armenta from Love Cycles in Arizona; Dave Barker of SpeedMetal Cycles Colorado; Michael Barragan of Evil Spirit in California; Jud Ferguson from Arkansas; and Ethan Stiles from Porterbilt Motorcycles in Indiana. Some of the Texan builders that fulfilled Marcos' and Matt's original vision of showcasing the best of Texas included Dan "Bacon" Carr of DC Choppers in Spicewood; Jim Harper of Jim's Choppers in Fort Worth; Brian Buscemi of Austin; Tim Okeefe from Dallas; and several builders whose bikes were painted by Scott Hoepker of Chemical Candy Custom Paint in Dallas.

By 7:30 p.m., the crowd started mov-

ing in tight to the stage, anxious to find out who would be taking the spectacular shovelhead chopper home with them. As you would expect, there was a lot of hoopla, commotion, and screaming as the names were read—Weston Barnes from Austin won the shovelhead and Brad Pender from Houston won the panhead motor. Both were on hand to claim their prizes.

After the raffle, bikes started up and the place emptied out quickly, but really, there was just a lot of movement to the killer party kicking off along the river less than a mile down the road. The campground was the place to be that Saturday night, at least if you weren't expecting to get much sleep.

The Giddy Up may be new to the list of bike shows and cool events going on around the country, but we have it on our calendar for next year. I hope you'll put it on yours as well.

—Michael Lichter



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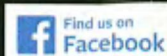


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It really rips. But with the long wheelbase, it really handles nicely.



Jon Macdowell's Bonneville

In the heyday of board track racing from 1910 through the 1920s, spindly framed machines stuffed with ferocious engines, unencumbered by brakes, flung themselves at literally death-defying speeds around high-banked wooden motordromes around the country. One splinter could spell disaster for bike and rider—or spectator—for that matter.



Customs Board Track Racer

Inspired by such golden age racing, Boise, Idaho-area resident Jon Macdowell, an electrical engineer/computer technology guru by day as well as an avid motocross racer, decided to build his dream machine and his first ground-up project. He enlisted the aid of his father-in-law Mark Shell, Mark having built a trio of custom Harleys.

Jon had always wanted to build a vintage bike but with modern functionality. They started looking around at frames and opted for the Paughco board track frame to start with. Since Jon liked the Dave Cook-style girder front, he went for something along those design lines, but also wanted to make components that people couldn't buy off the shelf in order to build a

truly one-off retro-vintage bike. Jon and Mark ended up breaking out a section of Mark's steel building fabrication facility, turning it into a bike shop, eventually calling themselves Bonneville Customs. Jon, Mark and their buddy Todd Karford teamed up to create the bike they call "Splinter."

The Paughco frame was substantially modified including the rear section, dropping down the top section in order to create more open space beneath the seat. To make way for the shovelhead dual-spark plug motor as a stressed member of the frame, the mounting points had to be revised. The vintage cream and green paint was sprayed by Blaire Petersen in Idaho Falls. The tank graphics "Forty-

six" relates to Jon's motocross racing number.

The 88 HP/400 lbs. machine offers "hold-on tight" performance that Jon sums up with, "It really rips. But with the long wheelbase, it really handles nicely. You can easily do 40 in first thanks to the gearing and the 24-inch wheel. It's been really interesting adapting to the suicide clutch and hand-shifter, also real easy to burn off that 3 1/2-inch wide rear tire."

With "Splinter" getting plenty of attention including a First Place at the 41th Annual Salt Lake City AutoRama Show, Bonneville Customs is now offering a menu of handmade radical customs, baggers, sport and cafe racers.

—Paul Garson

Jon had always wanted to build a vintage bike but with modern functionality.





Owner: Jon Macdowell

City: Meridian, ID

GENERAL

Designer: Jon Macdowell

Year and make: 2014 Macdowell/
Bonneville Customs

Model: board track

Fabrication: owner/Bonneville
Customs

Time: 1,200 hours

ENGINE

Year and make: 2005 S&S

Model: shovelhead

Displacement: 93 cu. in.

Cam: S&S

Ignition: S&S

Pistons: S&S

Lower end: S&S

Heads: S&S

Lifters: S&S

Fuel System: S&S Super E Carb

Air cleaner: S&S

Pipes: Bonneville Customs

TRANSMISSION

Year and make: 2007 RevTech

Shifting: 4-speed hand, suicide clutch

PAINT

Painter: Blaire Peterson

Type/color: green and cream

FRAME

Year and make: 2005 Paughco

Type: board track

Rake: 30 degrees

Stretch: stretched to fit

Shocks: rigid

ACCESSORIES

Bars: Bonneville Customs/Macdowell

Handlebar controls: Bonneville
Customs

Fenders: Bonneville Customs

Headlight: Panic Cycles

Taillight: titmouse

Electrics: Bonneville Customs

Gas tank: Bonneville Customs/gas
and oil split

Oil tank: Bonneville Customs

Oil system: S&S/custom

Seat: Bonneville Customs

Pegs: Bonneville Customs

Grips: Bonneville Customs

FORKS

Type: Bonneville Customs

Builder: Macdowell/Bonneville
Customs

WHEELS

Size: 24 inches

Wheels: Black Bike Wheels

Tires: Michelin front, Metzeler rear

Brake: rear sprotor

Photos: Michael Lichter



SCREAMIN' EAGLE BOLT-ON 110-INCH STAGE III PERFORMANCE KITS

Build a fast, reliable 110-cubic-inch Harley-Davidson Twin Cam hauler for your Dyna, Softail or touring model without removing the motor from the chassis or losing the factory warranty. The Screamin' Eagle Bolt-On 110 Stage III Performance Kits—there are five different kits—from Harley-Davidson combine system-matched Screamin' Eagle big bore motor components, including cylinders, high-compression pistons, performance cams, and valve train components. Some kits also feature Screamin' Eagle cylinder heads. The exclusive bolt-on 4.0-inch cylinders are engineered with high-strength steel liners that slip into the factory crankcase without any machining. The forged pistons will produce a performance-enhancing compression ratio, while the high-lift Screamin' Eagle cams boost the motor's torque throughout its rpm range. When installed by an authorized Harley-Davidson dealer at the time of vehicle delivery, the kit does not impact the vehicle's limited warranty.

h-d.com



F-BOMB 2-INTO-1 EXHAUST SYSTEMS FROM ARLEN NESS/MAGNAFLOW

Arlen Ness has combined his design talents with MagnaFlow's ability to extract the maximum power out of a V-twin's exhaust system. Introducing the all-new F-Bomb 2-into-1 Exhaust Systems. They are aggressively designed with a deep, powerful sound, the F-Bomb 2-into-1 systems feature a 4 1/2-inch muffler with a performance baffle and an innovative inverted end cap. The 1 3/4-inch head pipes come with a 2 1/4-inch heat shield for full coverage protection and includes both 12mm

and 18mm oxygen sensor ports with plugs. This great American-made product is available for most 96-15 Softails in either chrome or deep black. Price: \$699.95 for chrome and \$769.95 for black.

dragspecialties.com



VISION X LED HEADLIGHTS

Vision X Lighting has new LED headlights designed for 2004-2013 Harley-Davidson Road Glide models. These Ultra Bright 5.75-inch Oval XMC Headlights are a direct swap for the factory headlights. Each light features 4,210 raw lumens—that's 8,420 raw lumens to illuminate the road. The XMC Headlight are engineered to deliver optimal road coverage; they have both high and low beams and also features an LED halo of lights which acts as a cool running light while improving day or night safety. With additional LEDs that fill in the space between the vehicle and the peak of the beam, the XMC Headlight helps make riding a safer experience for everyone on the road. Installation is quick and easy. It is plug-and-play drop that requires no drilling, which lets you get back on the road to enjoy superior night vision.

visionxusa.com



JAYBRAKE J-6 ULTRA BRAKE CALIPERS

Jaybrake's new J-6 Ultra Brake calipers are true progressively sized 6-piston billet aluminum caliper. They're available to fit 11 1/2-inch 300mm and 13-inch rotors and work with OEM ABS systems to provide incredible braking power. The calipers are engineered with a 6-piston differential bore design for optimal performance and pad wear. The dual seal design utilizes a wiper seal for longer seal life. The Jaybrake logo is offset to allow for uninterrupted smooth lines. They're more compact than Jaybrake Classic J-6 Calipers. They bolt directly onto 2000-and-up OEM front lower legs (except Springers). Jaybrake J-6 Calipers are available in a chrome or black Ultra style.

jybrake.com

RCX 3.0-INCH SLIP-ON MUFFLERS FOR INDIAN SCOUT

RC Components has expanded its RCX Exhaust line to include the new RCX 3-inch slip-on mufflers for the Indian Scout. These new 3-inch mufflers offer both performance and style. Each muffler features a full-length 3-inch diameter muffler body with a precision-tuned 2-inch louvered core baffle. This unique baffle design works to produce great backpressure, while producing a deep and aggressive exhaust tone. Customize the look of these new mufflers with your choice of 8 differ-



ent exhaust tip designs. Mufflers are available in chrome or a rich ceramic black finish. They are made in the United States and are priced at \$379.00.

rccomponents.com



AEROMACH'S SOLO RACK FOR 2015-UP INDIAN SCOUT

The Solo Rack is now available in gloss black, flat black, chrome, or frame silver to match the Scout. The new rack is laser cut and formed from sheet steel then powdercoated or chrome-plated. All the required hardware is supplied in stainless steel. The rack is \$149 and can be ordered at many Indian Motorcycle dealers or online.

chromeindian.com



KURYAKYN QUANTUM AIR CLEANER COVER FOR 2014-UP H-D MODELS

The all-new Quantum Air Cleaner Cover from Kuryakyn delivers a quick and easy custom upgrade at a fraction of the cost for a complete air cleaner swap. The Quantum is a direct replacement for the stock air cleaner cover on select 2014-later Harley-Davidson models and is also compatible with Screamin' Eagle Stage 1 Air Cleaner Kits. Radical styling enhancements are gained from the sculpted black three-dimensional inserts and enlarged intake openings. Stainless steel screen inserts elevate the look while blocking debris from entering the forward-facing intake that improves airflow to the filter. Legroom is maintained thanks to a slim, contoured design that measures 8 1/2 inches in diameter by 3 inches wide. The Quantum Air Cleaner Cover is available in chrome, with a gloss black version coming soon, and is priced at \$99.

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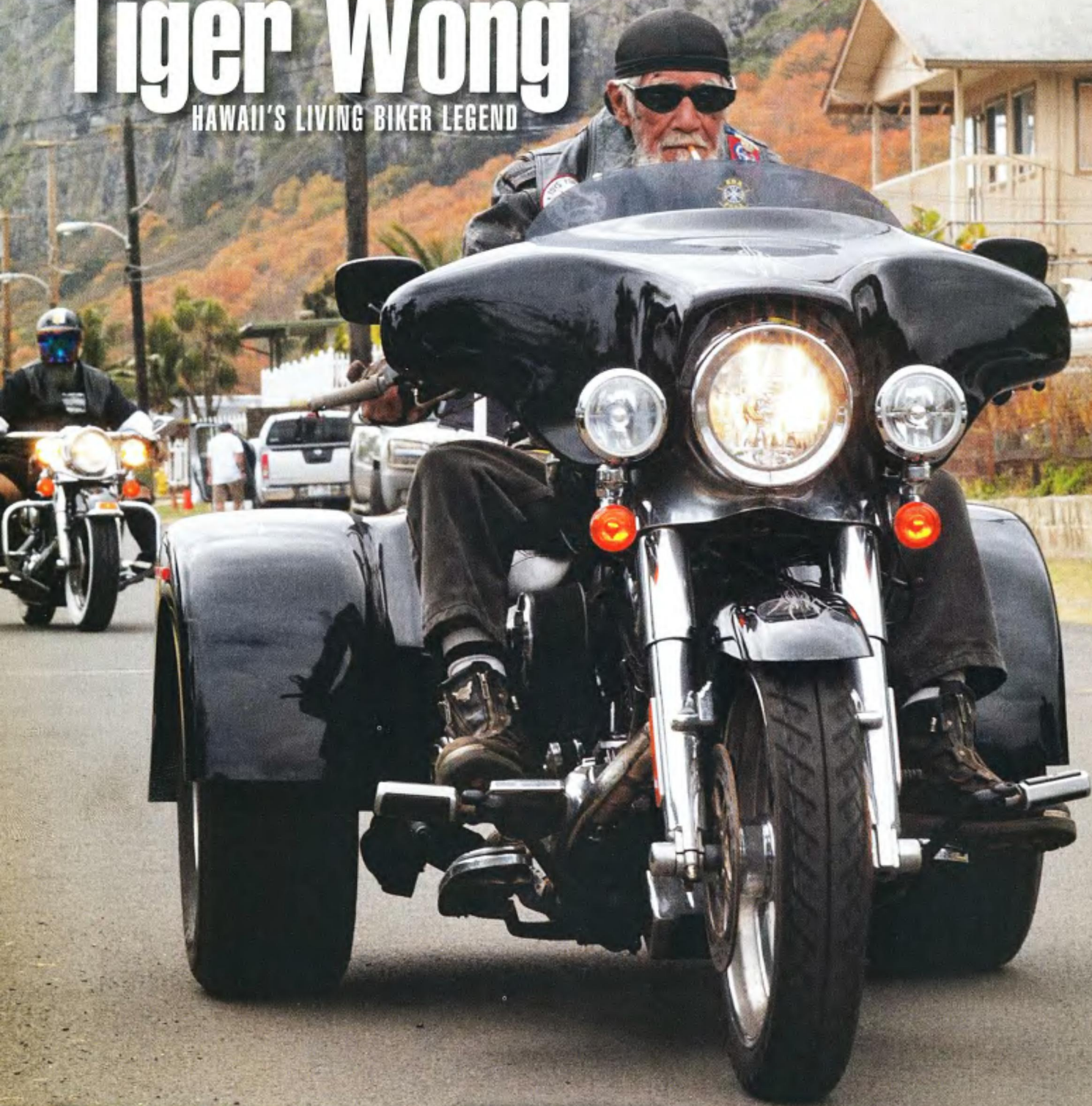


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Tiger Wong

HAWAII'S LIVING BIKER LEGEND



There's a sleepy little town called Waimanalo on the windward side of the island of Oahu. It is a long, thin strip of a town sandwiched between the Ko'olau Mountains and the bright blue Pacific Ocean. It's known mostly for its lack of modern development and its close knit local community.

A few blocks off the main road, back towards the mountains, is the home of Tiger Wong,



Oahu's biker community's living legend. Tiger, who is 96 years old, is still riding, still hanging with his friends, still supporting club and charity runs, and still able to cuss out anybody that pisses him off. The story of his life seems unbelievable. It reads like a fiction movie screenplay, but he's got more than enough documents, commendations, old photos, souvenirs, and combat medals to back it all up.

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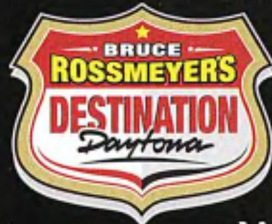
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Photos: Jimmy Forrest

I was lucky to have an old friend, Kaleo, from Show Bikes Hawaii, introduce me to Tiger and some of his friends.

There was no camera or note taking during my first meeting with these guys. We just hung out in Tiger's front yard "talking story," as the locals call it, making sure I was legit and would show respect. I came back two more times for more stories and to get some photos.

Born in 1919, Tiger's legend starts in 1937 when he was age 17 and snuck aboard a cattle boat leaving his home island of Hawaii headed for Oahu. He pushed his 1917 Harley aboard and hid behind the cattle. He was discovered halfway through the trip when the cattle started getting noisy with him hiding behind them, but it was too late to turn back.

In 1942, Tiger bought a 1940 knucklehead for \$727 that was still new. His grandmother had to co-sign the loan, which was \$20 down and \$5 a month. He says that bike is still his all-time favorite of all the bikes he's owned.

Tiger joined the Army in 1943, and throughout his military career he fought in Germany, France, North Africa, Korea, and Vietnam. He has many souvenirs and medals from those years, as well as lots of stories to tell. Along the way, he met General Patton and G. Gordon Liddy. He brought out a knife engraved by G. Gordon Liddy to show me, and I got the feeling that it's one of his favorite souvenirs from his military days.

After being shot and stabbed in Korea, Tiger was sent to the Hospital at Fort

Shafter on Oahu where he met his future wife. While he was recovering from his battle wounds, he told her about his Harley. When she told him he'd never ride again, his answer was, "Gimme some time." They were married soon after his release from the hospital.

From 1951 to 1952 he was a police officer in Honolulu, riding with the Solo Bike Unit. When asked why he quit, he waved his hand and said, "Too much trouble!" During the 1960s, Tiger spent a few years in California and Mexico with some of the well-known clubs of that era, riding and generally raising hell wherever he went, but some stories are probably better left untold.

Back on Oahu in 1978, Tiger founded and was the president of World Wide Motorcycle Club, and in 1979 he helped start the Koa Puna MC. Throughout the years, he rode with Son's Of Hawaii, Alii's, Devil's Breed, Keoninana, and Na Kuaina. Today Tiger is still a patch holder with the Koa Puna MC's, and holds no official title, but is treated with nothing but respect by all who come in contact with him.

Stories about Tiger that have become legendary are almost endless. Like the time he broke his leg in two places and rode home to watch TV until his friends arrived and convinced him to go to the hospital. Or the fact that he refuses to pull over if a policeman puts the lights on him. (He'll talk with them when he gets home, if they can keep up.) Or his stories about working the tunnels in Vietnam. Or the fact that he still owns

nearly every bike he ever bought, and his automatic response to anybody who asks if he wants to sell a particular bike, "You see a For Sale sign on that bike?"

On April 19, 2015, during The First Annual Poker Run Ride For Autism, sponsored by the Tatau MC's and the Cycle City H-D dealer, I watched bikers from many different clubs line up just to pay their respects to Tiger, who never seemed to tire greeting everybody with a sly smile, and a few soft spoken words. Today, he's always surrounded by friends and never misses a chance to ride. He is a big supporter of any charity run, whether it's sponsored by his club or not. He was recently honored by the Council of the City and County of Honolulu for his service to his country and his community and given a plaque commemorating the event. He recently stopped riding his V-Rod in favor of his 2004 custom trike with a Jims 134-inch motor.

There's no easy way to describe a man who's lived a life so large and so long that he has become a living legend. Everything he's done and been—biker, soldier, hero, outlaw, police officer, husband, club president—are all a part of him, but none of those words alone come close to describing him today. What still stands out from hanging out with him is his love of riding, his attitude of respect, his warrior soul, his storytelling, and most of all, what the locals call the Aloha Spirit.

—Jimmy Forrest

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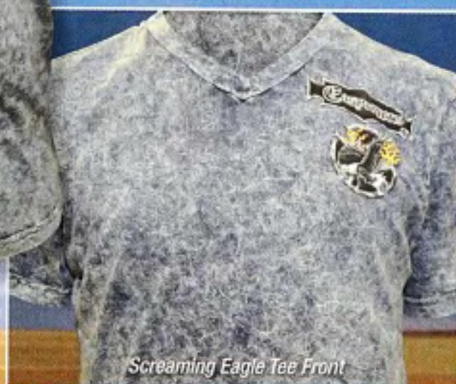


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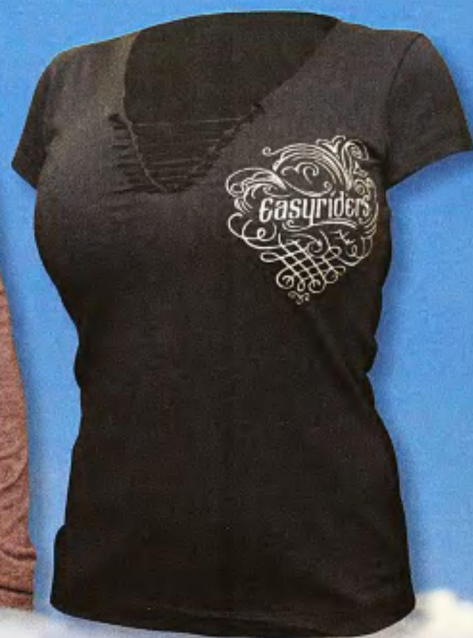
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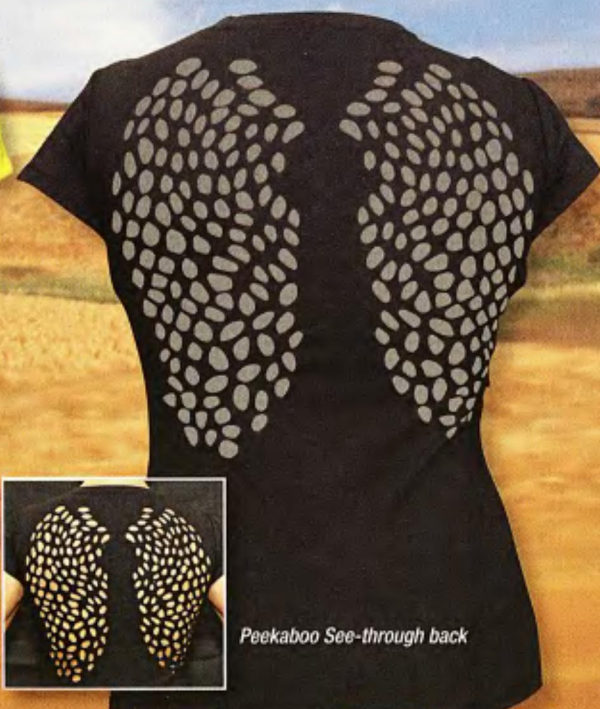
Glitter Guns Womens Long Sleeve
 2183 Purple \$27.95



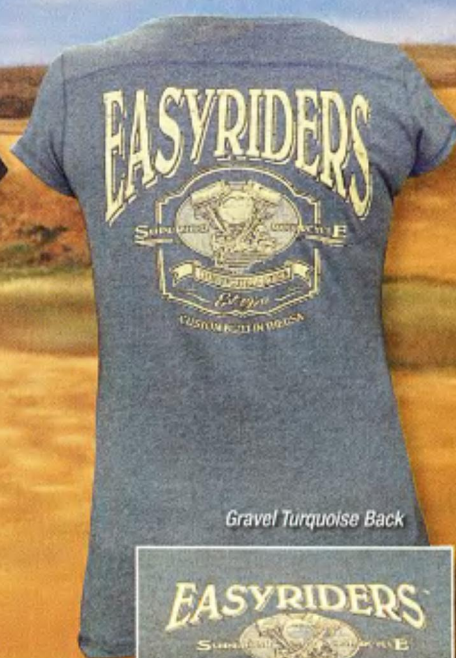
Flowing Metal Womens Tee
 2186 Black Short Sleeve \$28.95



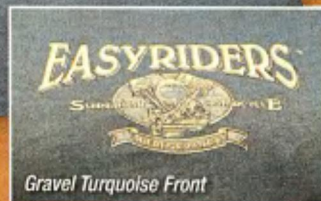
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Gravel Turquoise Front

Gravel Turquoise Womens Tee
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Peekaboo Womens Tee
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Send a disc of your photos or videos to: Puttin' Pets, P.O. Box 3000, Agoura Hills, CA 91301, or email 'em to our purveyor of pets, Steve "Beatnik" Werner at swerner@easyriders.net. Who knows, you might just see your best furry friend on these pages!



Don't mess with Fang.
—Sheryl Smith, Barriere,
British Columbia



Sadie believes in proper
eye protection.
—Colter Hoyt, Lobo Canyon, CA



Chopper Chic by Monkey-head.
—M. Albin, Memphis, TN



This is Dottie. She runs towards the sound of Harleys because it means her dad is coming home.
— Maria and Jesse "Cano" Starkman, Seattle, WA

The Best of *Easyriders*

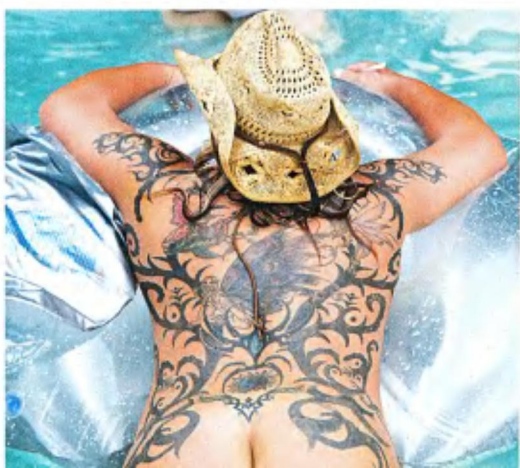
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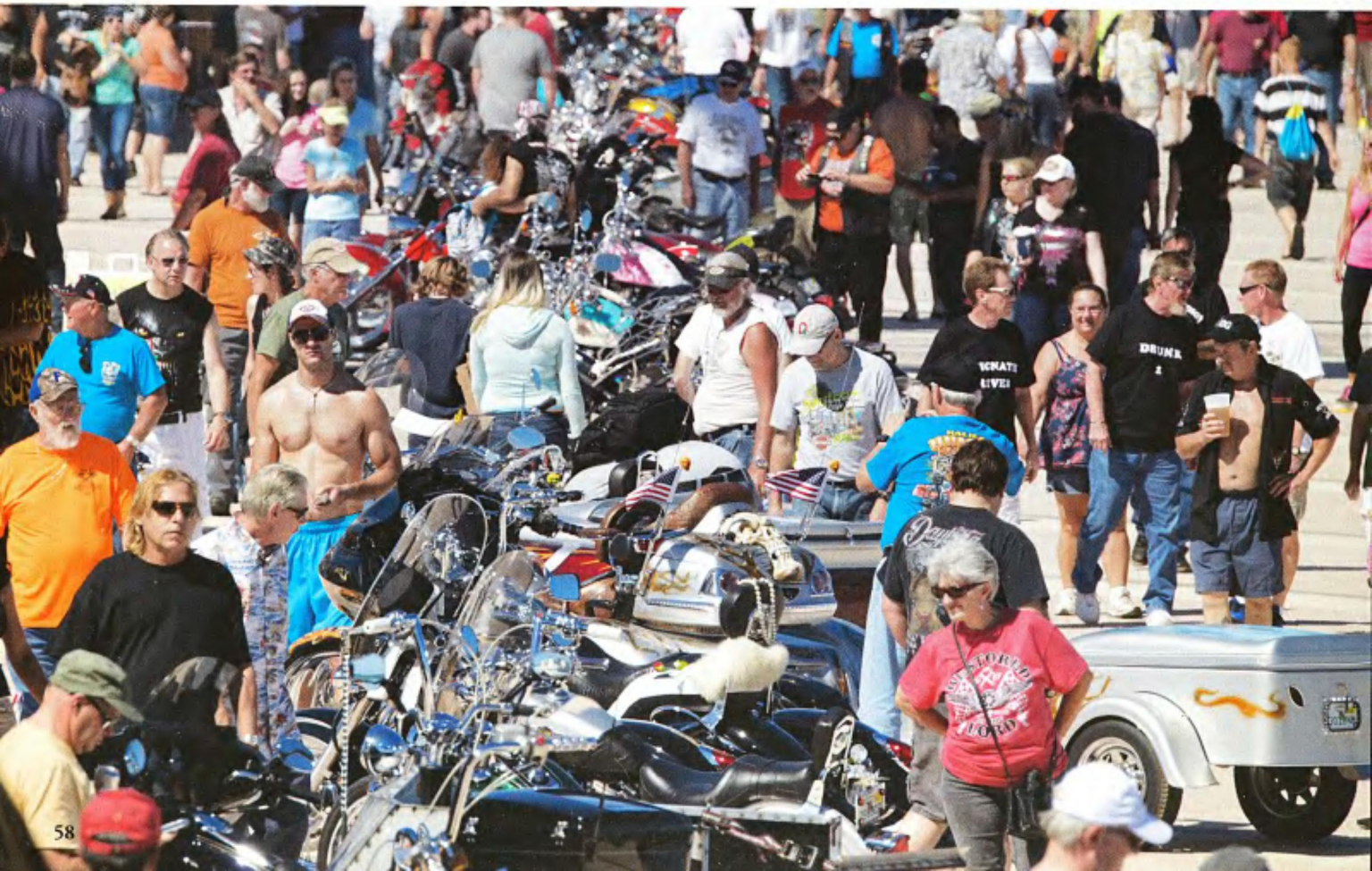
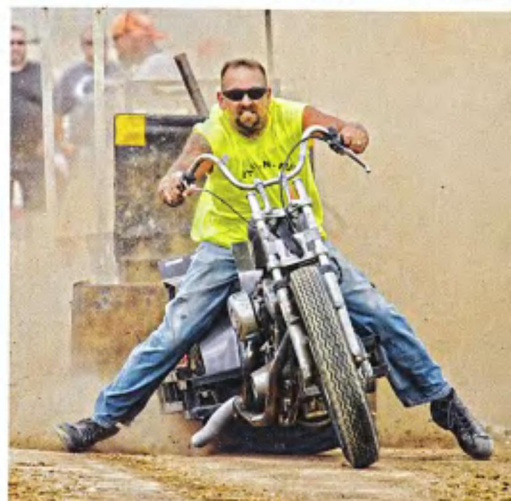
Each year we offer up a feature we like to call The Best of *Easyriders*, adding pages to the world's best biker rag in order to take a look back at some of our favorite bikes, babes, and events that captured the two-wheel lifestyle we love. The one thing that all this has in common is that all the "Best of" material sums up the *Easyriders* point of view. We think of it as the best of the biker lifestyle. I hope you dig this look back at the best of the best from 2015.

—Dave Nichols

January 2015







2015
Easyriders

February 2015





2015
Easyriders



March 2015

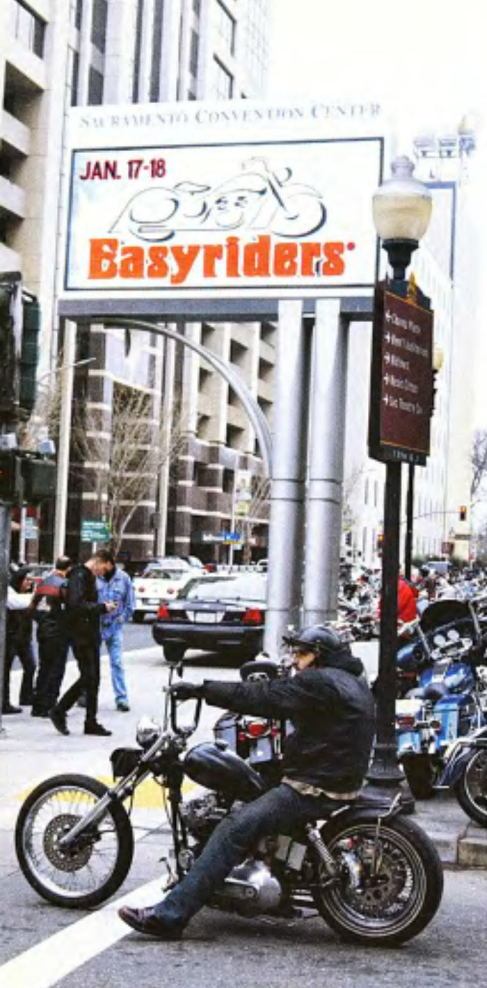




2015
Easyriders

April 2015





2015
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May 2015







June 2015



Easyriders





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July 2015



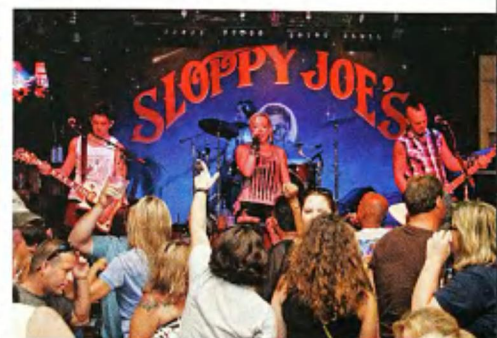


Easyriders

August 2015







2015
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September 2015





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October 2015





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November 2015





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December 2015

Photos: ER Archives





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This Month's Winner

Meet the talented Tylo from the ironically named state of Virginia. Tylo is sweet, neat, and petite, but look at this mammalian ninja sideways and she'll clobber you with one or both of her eighteen-pound tits. Scamper over to her feature and marvel at the way she flits and flirts aboard Rhett Holley's fantastic 1975 shovelhead chopper. —Captain Moosecock



#0101 Karin—North Carolina

"My very first ride on a Harley was when I learned to ride through the dealership, and a few days later I bought my first bike!"



#0102 Susie—Ohio

"My first ride on a Harley was amazing! I love the freedom of the wind on my body, the vibration of the bike and the sound of the pipes. It doesn't compare to anything else!"



#0103 Trina—Canada

"My first ride on a Harley for me was awesome! It was loud, but thrilling. The vibration of the bike kept the blood flowing for sure!"

Hey ladies, now you can win \$500 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.

Easyriders magazine is 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 \$200 for sending in the photo and the winner gets \$500 for modeling at our studio or choice of location.

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 diuretic dilettantes. Meet and greet sweet Nadia from deep in the heart of Texas, where footballs grow on trees and Willie runs free. Ever the animal lover, Nadia volunteers her time at an armadillo rescue society but when we questioned her about it, she curled up in a ball and rolled away. Come back next month and we'll see if we can get her straightened out for ya.

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

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

Model's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: () Cell Phone: ()

Date of Birth: _____ I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature: _____

Photographer's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Daytime Phone: () Evening Phone: ()

Photographer's Signature: _____

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

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BROKEN HEART

I was in the lead alongside Locus with Dusty pulling up the rear. We were moving lickity split through the residential areas heading for the tracks and the old train station that sat across from Big Bird's, our seedy, old watering' hole. We bounced, near airborne over the tracks, and I braked hard and leaned left for the gravel lot in front of the ol' hell hole. All twenty of us pulled into the lot in a tight formation and began backing toward the railroad ties that served as curbs at the place.

We shut down in unison and all was quiet. The sun was hanging low in the autumn sky, and I surveyed the scene. I took in a lungful of crisp air and could smell the salt spray drifting in from the south shore of the island. I loved it here—a safe haven for man and bike as long as the man kept his head, with his back to the wall.

We all dismounted and headed up the stairs (also railroad ties) then pushed open the heavy double doors and were greeted by the cacophony that always blared from the speakers on the stripper stage. Led Zeppelin's "Stairway to Heaven" blasted our eardrums, and I glanced right to see Linda's heavy gyrations going on. She had a huge crush of young ogles drooling over her as she threw her legs wide, lookin' for tips and attention.

We wound our way to the back of the dimly lit, smoke filled crap hole of a bar and stopped at the "King's Table," so named by Fat Freddie, the owner of the dive. He called us the "Kings" as we pretty much ruled the roost in his place, having ousted assholes and jerkoffs when he needed that job done—not that he needed help at six foot and two forty. He just didn't want to have to pull his nine millimeter to make a point, as that always meant cops, hassles, and bad press, so we threw the jackasses out for him.

Freddie cleared the table for us as soon as we entered, and we all took our

place around it. While Locus, Dusty, and I kept our backs to the wall, the rest took up places around the table and arranged their chairs for a clear view of the doors, front and back. We were here to drink beer, watch naked women, and to talk shop, bikes, and eat fries while swappin' lies.

"Hey Buzzard, tell that tale again where you saved the congressman's life by accident. I still ain't believin' that shit, but it sure is a good tale," said Lil Stevie.

"You callin' me a liar, you half pint?" I said with a snarl.

"Oh no, no man, not at all! It's just that the other guys were sayin' you can embellish, and I was just... ya know, kiddin', and I didn't mean anythin' by it."

I raised my hand to cut him off. "I'm just bustin yer chops, little man, don't shit yer pants." I was smilin' when I continued, "So here's the tale, believe it or don't. Jimmy was the only witness and he's gone, so you'll just have to take my friggin' word on it boys."

This was met with groans and grins all around with Dusty saying, "Better brace yerself, laddie." Locus just rolled his eyes.

I began, "I was headin' back from the Jersey side and figured I'd hit the tunnel...bad idea. Traffic was stopped so dead, and folks were standin' outside their cages bullshittin' as Jimmy and I split lanes and crossed lines trying to keep from overheatin' the bikes and breathin' the stench of fumes down there. The usual tunnel leaks were droppin' down on us and I swear one big glob of green shit fell behind my damned shades and near blinded me. It burned like hellfire, so I used my good eye to keep muddlin' my way between semis and cages with Jim close behind.

"I had just blinked out the last of that slimy shit, when I spotted an ambulance up a ways with its lights flashin', stopped deader than shit right there in the right lane. I planned on rollin' right past the damned thing when the driver's door opened, and I had to lock the panhead up to keep from gettin' pasted. I felt Jim's twenty one lightly tap my rear Avon and knew we were lucky not to be all pretzeled up. 'What the hell?' I screamed at the EMT who was climbin' out of the crash wagon.

"He said, 'I'm sorry, man. I have this package that has to be delivered, and we've been stuck down here for over an hour and a half.' The EMT's voice was all shakin' and shit. 'Do me a solid, man,' he said. 'Do you know where Good Samaritan Hospital is in Islip?' he asked, still shaky.

"I answered, 'Yeah, my ol' man died there a while back.'

"Well here, this is completely unorthodox, but I'm desperate," the EMT stammered. 'Take this, lash it to your bars, and run it through to Good Sam. It is beyond an emergency—there are surgeons waitin' for it.' With that he pushed a cooler towards me with the words ORGAN TRANSPORT stenciled on the side in big red letters.

"Are you shittin' me, what the hell do I look like, a friggin' orderly?' I hollered. 'Keep that shit man...it's not my problem. Now let me by before I deck you right here in this slime hole.'

"Please, it really is life or death," said Shaky. Once again he thrust the damned thing towards me. I swear to God it looked just like a little beer cooler save for the damned Red Cross and organ info.

"All right, all right," I told him. 'Give me the damned thing.'

"Thanks, man. You'll have a seat in heaven for this," he said to me.

"Screw that," I replied. 'I already have a table and a beer waitn' for me in hell.' With that, I looked back at Jim, who was wearing a shit-eatin' grin and holdin' out a fistful of bungee cords. In minutes I had the damned cooler lashed up between my apes and balancin' on the risers. It was crude but it would have to do. 'When we get to clear lanes, run block for me Jimmy,' I yelled back to him.

"My pan started with one hard kick and I was back to splittin' lanes at a good clip, while shoutin' at the smokers and leaners to get out of the way to let me pass."

"Hold it, brother, Hold it! Now I know yer bullshittin'. That damn pan would never start on the first kick for you, so right there your story is fallin' apart," said Ivan the Russian.

"Ya wanna disrespect me you commy bastard or ya wanna hear the damned story?" I said scowlin' at Ivan.

"Ya might as well finish it. The new-

bies wanna hear the endin', I'm sure."

"All right then," I grunted. "So I was crankin' along, the pipes were screamin' off the cages and a ways up at the tunnel exit, I see sweet daylight and the reason the tunnel traffic was at a standstill; a flatbed trailer was stopped dead, broken chains hangin' from it, and huge cement culvert pipes were layin' all over the roadway. They were big enough to crawl through. They were everywhere and cops and a tow guy were all standing around scratching their collective noggins, trying to figure out what to do, when here come me and Jimmy, barreling along and trying to figure where we could thread the needle through the mess.

"The cop who was closest threw up his hands and tried to wave me down and stop me. I pointed to the Organ Cooler and he just looked stunned, with a big ol' question mark hovering above his cute little blue hat. I saw an opening, pretty narrow though, and I downshifted to second and aimed for it, roaring right past the cop. I rode up between two of the thirty-foot culverts and at the last second I saw they were rollin' slowly towards one another, so I picked up my feet and crashed through them. My left peg was torn off, but my shifter hung on. I made the rest of the ride usin' my primary as a footrest.

"I twisted the grip tight and upshifted. The only traffic left was a wrecker coming right at me, headed towards the mess. I went left and Jimmy went right and we squeezed between the wrecker and the Jersey barriers at over sixty. The cops in the car who were following the wrecker were wide-eyed as we roared past.

"Jim and I formed up and then he took the lead. He knew the city like the back of his hand and I followed him down Canal Street. We ended up on FDR Drive weavin' in and out of traffic sometimes doing thirty, sometimes seventy. We hit the Brooklyn Bridge and by that time cops were stopping traffic and waving us through. Then, for some reason Jim had us on the BQE where the potholes threatened to shake the cooler and my fillings loose. From there we ended up on the Southern State Parkway where the troopers had the left lane closed off just for us. They waved up past giving us thumbs up,

and that's when Jimmy poured it to his old shovel. We were up over a hunnert by the time we headed South to Islip where I took over again. It was my old stomping grounds. We jumped on the highway that led directly to the hospital. Just when we thought we were home free, a friggin' bakery truck stopped dead in the road to double park, I thought quick, pitched her over in a right hand lean, and pulled into a driveway depression and rode it out on the sidewalk. That old pan flew off the sidewalk and crossed Montauk Highway still doing a hunnert, and I pulled up in front of the hospital emergency room two minutes later.

"I was dripping sweat and looking' around for Jimmy when I saw him skid to a halt right next to one of two dozen cop cars. Two guys in blue scrubs came runnin' over to the bike and started fiddlin' with the bungees. I stood up, still straddlin' the bike, pulled my Buck knife and cut through the cords. That was the last I saw of that cooler.

"Hey!" a cop yelled over to me just as Jimmy walked up. 'I can write you for every traffic law in the book and you'll never see your license again, you dirt-bag. You think you're a hero, you biker scum?' Just as he was foldin' back the pages of his ticket book, a tall, thin guy in a black suit stepped out from between the cop cars and put his hand on the cop's shoulder. He leaned in, whispered in the cop's ear and the freakin' cop just spun around and walked away.

"The suit walked over to me and Jim and said, 'Nice work, boys. Congressman Walken is in your debt. You may have saved his life. That was his new heart you just delivered. You'll never have to worry about tickets again as long as you live.'"

"Oh, you are so fulla shit," said Dusty. "I just saw ya up on the L.I.E. Saturday and the cop was writin' ya."

"Yeah, he was givin' me his daughter's phone number, you asshole, so shut it up," I said grinning.

With that, there came a round of laughter and Freddy said, "The beers are on me after that wild tale." The rest of the night was all beers, girls and laughs.

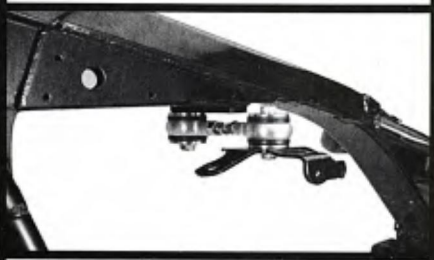
I swear it's all true.

—Z. Jaki

"DYNA" MITE TUNE UP

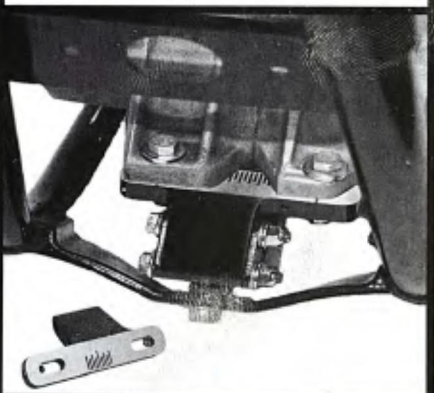
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IN THE WIND

Respect, loyalty, honor...were all on display May 30, 2014 at Rolling Thunder 28.

— Jay Hirsch, Washington, D.C.



Morning commuter traffic can be a bitch at the Harley Rendezvous.

— Rick Kline, Indian Lookout Country Club, Pattersonville, N.Y.

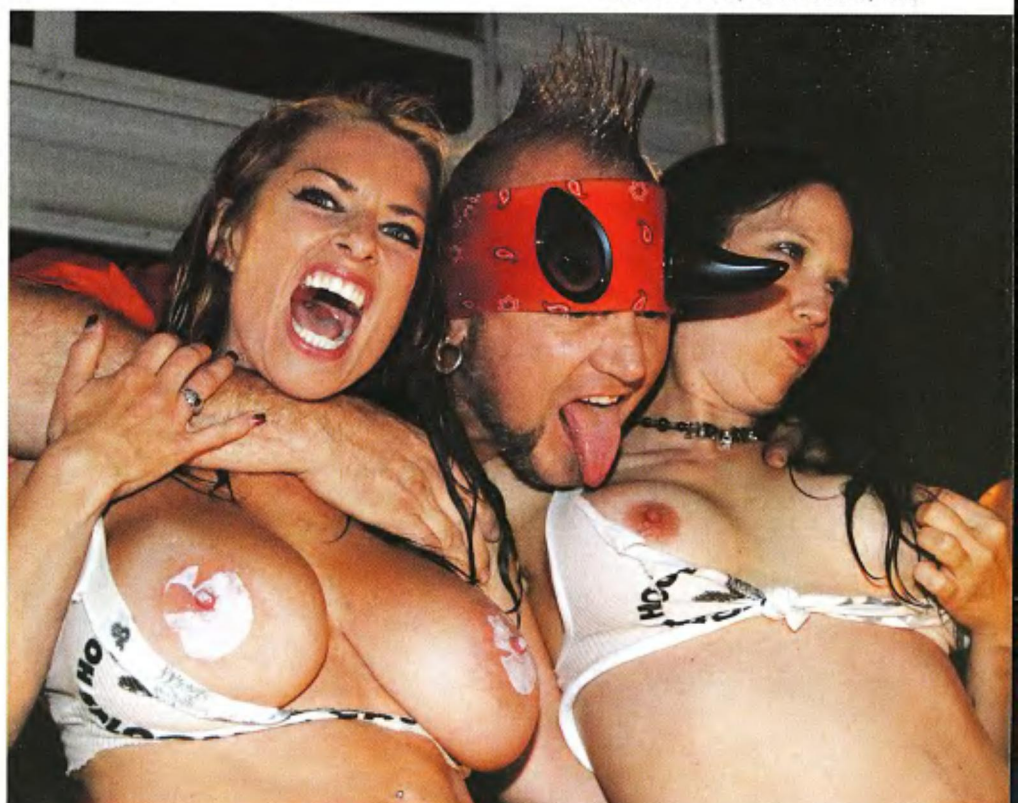


She strutted her putt, now she's struttin' her stuff.

— Paul Shermer, Greensboro, N.C.



Support the arts. — Big Dog, Mt. Dora, Fla.



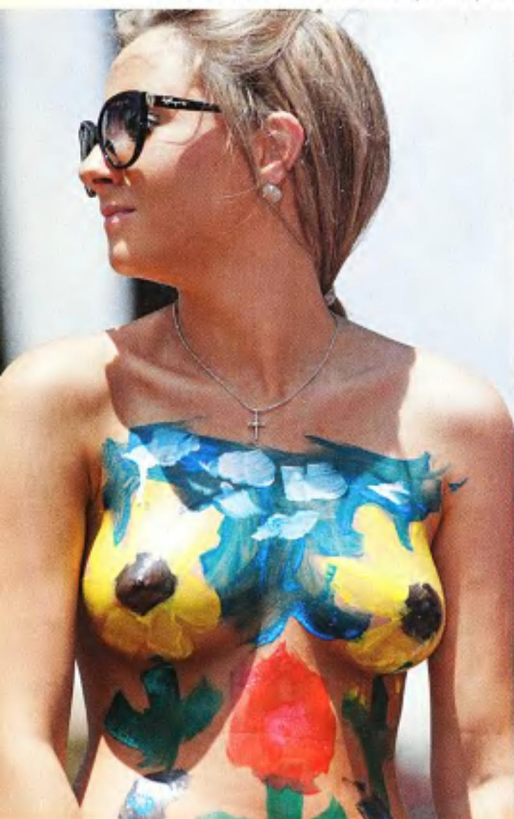
Satan loves you, but he loves your chick more.

— Terry Bert, Laughlin, Nev.



With Tina on back, Dave needs only one passenger peg.

—Bomber, Kimbo's Sunday Krew at Sagebrush Cantina, Dodgertown, Calif.



More art. —Paul Shermer, Greensboro, N.C.



What does she see that he doesn't?

—Lou Camerota, Route 13, New Castle, Del.



Hey, who wears the pants in this family? — Jay Hirsch, Rolling Thunder 28, Washington, D.C.



Nothing to see here. Just another day at the 'vous

—Rick Kline, Pattersonville, N.Y.

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

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Hand-built death traps like this one never mark their spot on the sales floor of factory dealerships. We build them as nice as we can, but we also beat them as hard as we can.

Rhett Holley works in a classified position in a nuclear facility, but he and his friends all grew up on tobacco farms. They have plenty of technical knowledge at their disposal and, just like back home on the farm, they like using older methods to cultivate their custom bikes. Rhett Holley says, "At our shop called The Butcher Chop, we build them as nice as we can, but we also beat them as hard as we can."

Holley and his crew specialize in custom fabrication and have chopped them all from mild to wild and everything in between.



Owner: Rhett Holley
City: Dry Fork, Virginia

GENERAL

Fabrication: Butcher Chop
Year and make: 1975 FLH Chopper
Model: chopper
Assembly: Butcher Chop
Time: 2 months
Polishing: Darryl's Polishing
Winston-Salem
Chroming: Brown's Plating

ENGINE

Year and make: 1975 Harley-Davidson
Model: shovelhead
Rebuilder: Will Heath of Butcher Chop
Ignition: points
Displacement: 80 cubic inches
Lower end: Harley-Davidson
Balancing: Will Heath of Butcher Chop
Pistons: Keith Black 10:1
Heads: Harley-Davidson
Cam: Andrews "B" grind
Lifters: Harley-Davidson solid
Fuel System: S&S Super "E" Carb
Pipes: Butcher Chop

TRANSMISSION

Year and make: 1975 Harley-Davidson

PAINT

Painter: Jason Hancock of 33 Kustom Kolor
Type/color: custom mix Pearl Blue
Special Paint: Jason Hancock of 33 Kustom Kolor

FRAME

Year and make: 1975 Harley-Davidson,
Butcher Chop

Type: rigid

Rake: 31.86 degrees

Modifications: Butcher Chop

ACCESSORIES

Bars: narrow apes by Butcher Chop
Handlebar controls: Harley-Davidson
Fender: Coopersmithing Co.
Headlight: side mount stainless
Taillight: Biltwell duals
Pegs: aluminum Butcher Chop
Electrics: Butcher Chop
Gas tank: Throttle Addiction,
Butcher Chop
Oil tank: Butcher Chop
Oil System: S&S, Butcher Chop
Primary: Belt Drives Limited
Seat: Designed by Travis Anderson,
built by Josh Herndon
of Jack Rabbit Leather
Sissy bar: Butcher Chop
Grips: Biltwell

FRONT END

Type: spring suspension
Builder: repro by Butcher Chop

WHEELS

Hub: Paughco
Size: 21-inch front, 18-inch rear
Tires: Kenda
Brakes: Harley-Davidson,
Butcher Chop

Photos: Brad Patton
Model: Tylo Duran
Contact: The Butcher Chop
butcherchop.blogspot.com



Locals around Dry Fork, Virginia, seem to be into putting mud-grip rubber on roadworthy old-school chops and bobbers. This is really a good idea since they are also keen on taking them for a tractor-like ride down on the farm.

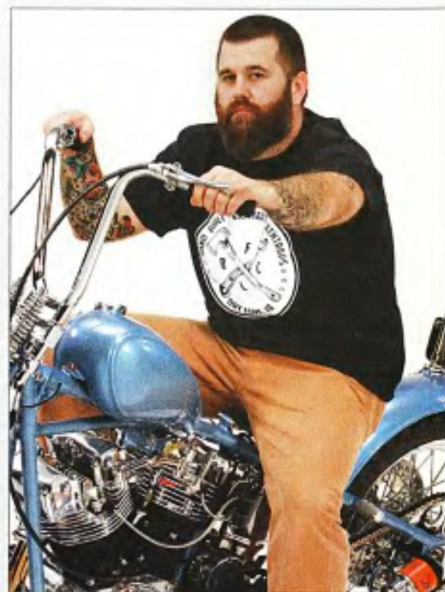
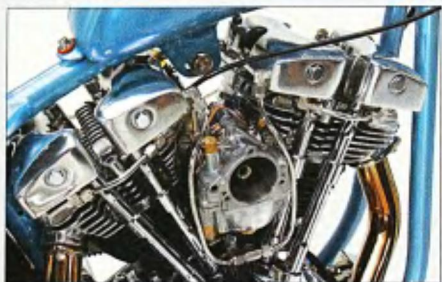
The Butcher Chop is host to an annual neighborhood charity event called Chopper Wars. It is a celebration of those who fight for American freedom and a forum for choppers and bobbers wearing off-road tires meet to play in a field, for riders to swap parts and stories, and for folks to hear some mighty fine music.

With knobby tread like this and all that shovelhead power built in by Will Heath, Butcher Chop keeps this one in the dirt and calls it the "Tater Digger." Hand-built death traps like this one never mark their spot on the sales floor of factory dealerships. Since there are mostly baggers at bike shows these days, Rhett and his talented team of rebels wanted this machine to be the one that would shake things up. It recently won top honors by taking the Builder's Choice award. The most essential and yet elusive element to this very well detailed machine is that the assembly is held to very tight tolerances. Rhett told us there is barely 1/16th of an inch of clearance for the drive chain!

The springer front end and nickel oil bag is a welcome throwback to the 1970s, and pretty much the only chunks of chrome on the scooter since everything else that isn't painted is shiny stainless steel polished by Darryl's polishing in Winston-Salem. The tank is a smooth touch of class painted flawlessly by Jason Hancock of 33 Kustom Kolors. It holds just enough gas for a quick blast of root-rippin' fun and a ride back home.



This month you have chosen the talented Tylo Duran as your Fox Hunt winner, and who could blame ya'. After all, she has a perfect frame and brings her own rack of tasty taters wherever she goes.
—Cheesy Taters



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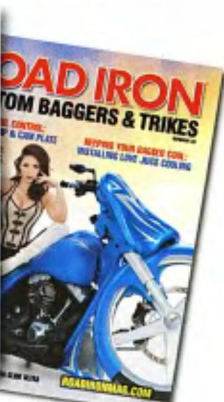
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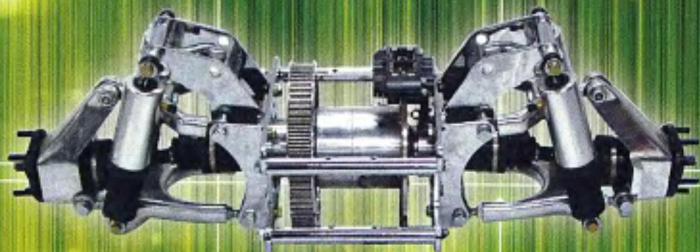
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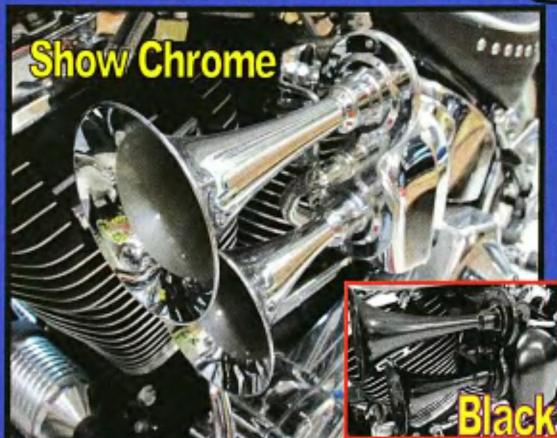


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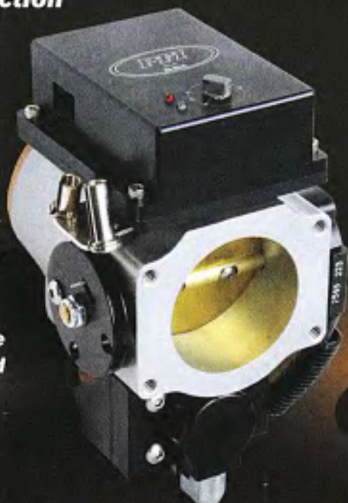
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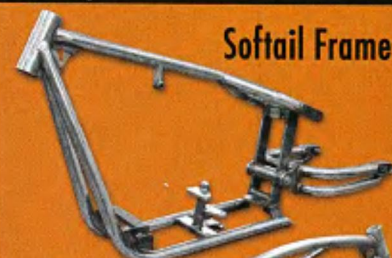
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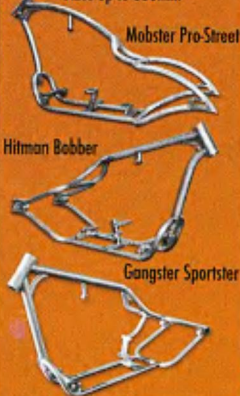


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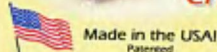


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Readers Rides

Barry Weiss
Los Angeles, California
1962 BSA

If you've ever seen A&E's *Storage Wars*, you might want to think that Barry dug up this BSA in one of those auctioned-off storage units he always seems to get his hands on. But you'd be wrong. Barry found this beauty as a basket case on eBay where he's apparently also a frequent customer. "It was a lesson on what can happen when you buy stuff on the Internet," is how Barry puts it.

To make a long story short, the seller had a shop and promised to put the bike together for Barry, but after going back and forth on it for more than a year, Barry says he felt fleeced by the guy who "kept making promises he couldn't keep." Fortunately, Barry knows Dave Perewitz, and that's really all that



would need to be said for the rest of this story, but we've got some space left.

"Barry called me up one day, and I happened to be going down to near where this guy has his shop," says Dave who lives in Boston, "so Barry asked me if I could pick it up and finish building it for him. I did, but what I picked up was basically a bunch of unfinished parts."

Dave and his crew ended up having

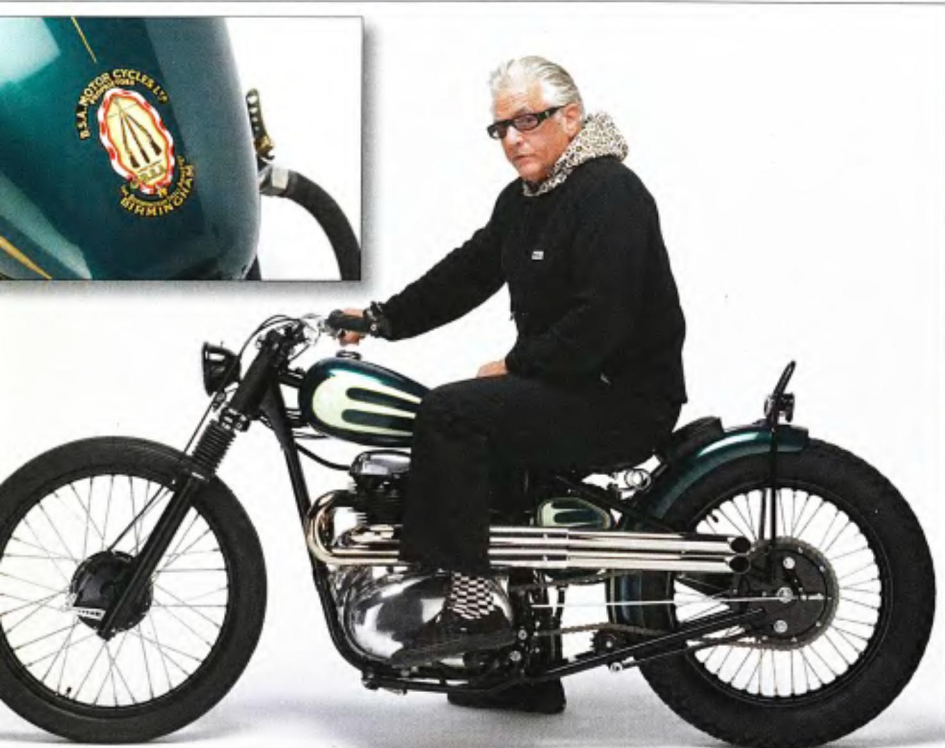
to fabricate a few items, like the fenders, and search for other, hard-to-get things, but Dave says he's fairly well-connected in the BSA-world, so it wasn't too difficult to find everything. "We even painted it in that certain green color that Barry wanted," Dave adds.

It took Dave three months to put it all together. "Then we started the motor, but it wouldn't run," he says. "So I had this old-timer that I know go through the entire motor and rebuild it because he found polishing compound on the inside."

The bike's at Barry's place in LA now, and it's one of his favorite bikes—he says he's got about 13 or 14, including a couple of Harley and even a dirt bike or two. "But this is the one I ride the most, even though it's a rigid," he says. "It's actually my only rigid, but I love how it handles."

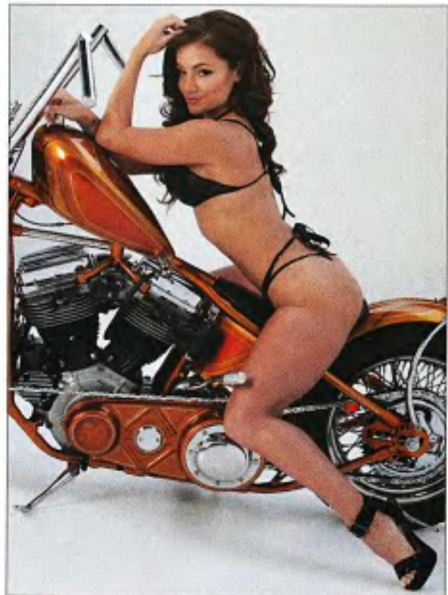
—Tripper





"Gee, boney, before I met you I thought sex was dirty!"

Comin' At Ya



The February issue of *Easyriders* (No. 512) takes you to Daytona Beach, Florida, for the last big rally of autumn, Bikertoberfest. Check out all the thrills and spills of the *Easyriders* Fowlerville rodeo, and ride with us to the old-school biker hoedown known as the Bama Bikefest!

This issue is crammed full of custom bike features including a farout chopper from Billy Lane, a Hell Bent Evo, Warren Lane's gold bobber, T.D. Ward's wild trike, and James Goodrich's Preacher's hot rod.

Plus more crazy biker fiction, a classic David Mann painting, a passel of near naked ladies, and laughs that will make beer shoot outta yer nose! It's all in the February *Easyriders*!

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The February issue of *V-Twin* (No. 178) 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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