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PISTOL PACKIN' PENIS PULLER!

Minnesota cops are still searching for the man who pointed a handgun at an adult video store employee during a dispute over a malfunctioning penis pump. According to a police report, the suspect approached a clerk at Viva Video and "attempted to return a sexual device" he had previously purchased at the St. Paul business. The customer claimed the item—which police identified as a penis pump—did not work as advertised. However, the store clerk declined the return request "because the pump had been used." After being rebuffed by the employee, the suspect pulled out a handgun and threatened the clerk before fleeing from the business...without a new penis pump.

BIBLE BANK ROBBER

Police in Nashville are looking for a man accused of robbing a bank while carrying a Bible. The suspect walked into a Bank of America at around 2:30 p.m., Bible in hand, and gave a teller a note, according to a police press release. After the teller gave the suspect an undisclosed amount of money, the man fled the scene in a red, older model car. The Bible was left at the bank. Maybe the crook figured it was a fair trade.

MUNCHIE HEIST

Police in Pennsylvania said a man sawed a hole from his mother's basement to a neighbor's adjoining home to steal a collection of quarters totaling about \$200. The victim discovered a man-sized hole in the wall covered by a T-shirt and her quarters were missing from a living room desk. Police said the hole led to the basement of an adjoining home where a 22-year-old was staying with his mother. The cops arrested the dude, who apparently had needed some

change for munchies after getting high.

FEED GRANNY DOG FOOD

A German meals-on-wheels charity apologized after three senior citizens were mistakenly served dog food. At least one of the seniors ate the food. Another of the seniors told the charity they had started to heat up the dish, but decided not to eat it due to a foul odor. The charity said workers mistook the dog food for human food due to the high-end labeling, which described the contents as "venison and potatoes with garden vegetables." The head of the charity apologized in an interview saying, "Our warehouse manager sorts through many tons of groceries every day and it is possible that due to the design of the packaging, he did not notice." No word if the seniors asked for more of the canine cuisine.

MASTER OF MUG SHOTS

An Ohio man wanted by police sent investigators a new photo of himself because he was dissatisfied with the mug shot being circulated on social media. The Lima Police had asked the public for help in finding the guy—who was wanted for suspected arson and vandalism—in a post on Facebook that included a photo of the suspect. Answering the post, the dude attached a photo of his own. "Here is a better photo, that one is terrible," the text reads. He later called in to a local radio station to explain, "Man, they just did me wrong! They put a picture that made me look like I was a Thundercat or something." Our guess is that this Thundercat will be behind bars soon.

INSURANCE AGENT PESTERS FARMER TO DEATH!

Hoping to rid himself of a persistent life insurance agent, a young Kansas farmer recently left a goodbye note to friends and then disappeared. He was sought in the vicinity of his farm

home by hundreds of men over a three-day period and was finally located sitting on a straw stack. When searchers approached, he swallowed a small quantity of poison but experienced no ill effects because of prompt medical attention. The farmer said he had wandered about the countryside for 72 hours to gather the nerve to attempt suicide. He asserted he knew no other way to escape attentions of the insurance man who had been "bothering" him.

FISHIN' FOR PANTIES

Police in Eastern China arrested a man that was accused of stealing women's underwear with a device likened to a fishing rod, enabling him to reach into windows and extract goodies. The 32-year-old suspect admitted to a three-year scheme, and in his van police found 285 bras and 185 panties. Guess the fishin' was good.

ONE WAY TO TELL IF YOU'RE DRUNK

Passengers had exited a vehicle and run away, leaving the 23-year-old drunk driver alone and oblivious behind the wheel of her car on a December afternoon in Aleknagik, Alaska. Her car's tires had started to squeal and smoke due to the fact that she had lodged her foot against the accelerator. Plus the car was facing the wrong way on the road, with the wheels spinning like crazy. When the cops arrived, they noticed she had passed out at the wheel and that her tires had melted down to the rims. "Take me drunk, officer, I'm home!"

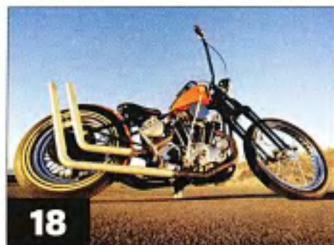
NEW FART WORLD RECORD

This just in: Gerard Jessie of the Philippines has set a new world record for successfully extinguishing FIVE lit candles using only his farts! Who says you can't learn important shit from *Easyriders*?



BUILT FOR COLBY

Rick Bray and the Solomon Family's RKB Kustom shovel



PIPIN' HOT!

Corina Mora's 74 Midas Touch Ironhead



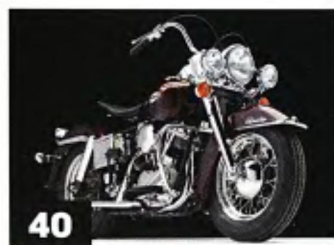
SPANISH ROSE

Rick Nolan's 2015 Custom Bobber



LONG BEACH LUAU

Second Stop For The Easyriders Bike Show Tour



MILESTONE

The Hill Family's 1965 Panhead



BIG POWER THAT RUNS COOLER

The Revolution Performance 107-Inch Motor Kit



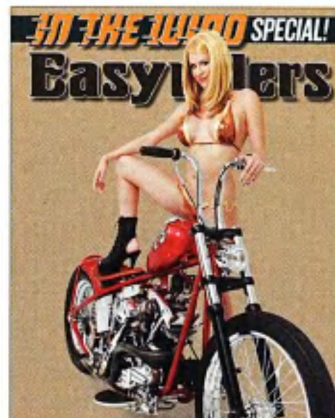
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Roy Goss' PowerPlus ULH



ON THE COVER:

Cora with Rick Nolan, Jr.'s 2015 Custom bobber shot by John Covington. 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 April 5, 2016.



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Built For Colby

AN ARTISTRY IN IRON TRIBUTE

A Hilborn mechanical fuel-injection system isn't something you'd expect on a street-ready Harley-Davidson.





Back in 2013 as Rick Bray was planning his next entry for the Artistry In Iron competition, he got some crushing news. "Right before Christmas, just as I was beginning to work on that bike," he remembers, "a really good friend of mine passed away. Suddenly and completely unexpected." Thus, the show bike became a tribute to that friend, Colby Solomon, and it would be a bike built in the style Colby would have wanted. Colby was a longtime biker and a pretty hot sprint car racer.





He had great taste in bikes. The hardware Rick found around the RKB Kustom Speed shop, and then put together with Colby's memory as inspiration, ended up winning that Artistry In Iron show.

It began with a frame Rick built himself, chrome plating parts of it and leaving the rest to be covered in Pearl White by Kool Hand Luke, the spray-gun wizard who routinely handles all of Rick's RKB color work. This time Luke came up with a custom mix with a strong silver tint, a perfect complement to the bike's touches of chrome. Nickel, actually, because all the plating on the bike is nickel finished. Rick built the narrow girder front end, modeling it in the style of old Indian motorcycles.



Owners: Rick Bray and the Solomon family
City: Hanford, California

GENERAL

Designer: Rick Bray,
RKB Kustom Speed
Fabrication: RKB Kustom Speed
Year and make: 2014 RKB Kustom
Model: RKB Kustom shovel
Assembly: RKB Kustom Speed
Time: 1 year
Chroming: Imperial Chrome

ENGINE

Year and make: 1976 Harley-Davidson
Rebuilder: Mad Jap Kustoms
Displacement: 76 cu. in.
Ignition: Joe Hunt magneto
Cam: Andrews
Carb: Hilborn fuel injection
Air cleaner: Hilborn stack
Pipes: RKB Kustom Speed

TRANSMISSION

Year and make: 1976 Harley-Davidson
Shifting: 4-speed, hand shift

PAINTING

Painter: Kool Hand Luke
Type/color: House of Kolor/
Pearl White

FRAME

Year and make: 2014 RKB Kustom Speed
Type: Kustom Rigid
Rake: 30 degrees
Stretch: 1-inch up, 1/2-inch out

ACCESSORIES

Bars: RKB Kustom Speed
Handlebar controls: RKB Kustom Speed
Fenders: RKB Kustom Speed, Lowbrow
Headlight: Packard
Taillight: found at swap meet
Pegs: RKB Kustom Speed
Foot controls: RKB Kustom Speed
Gas tank: RKB Kustom Speed
Oil tank: RKB Kustom Speed
Seat: RKB Kustom Speed, Angie Dixon
Grips: RKB Kustom Speed

FRONT END

Type: Kustom Girder
Builder: RKB Kustom Speed

WHEELS

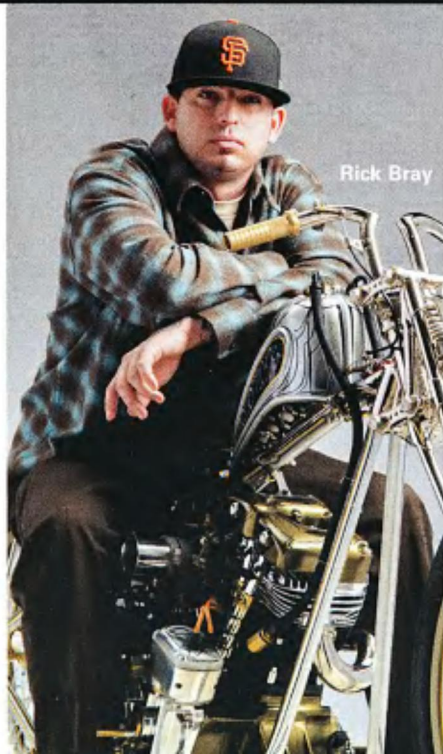
Make: custom laced
Size: 21-inch front, 19-inch rear
Tires: Firestone
Brakes: Harley-Davidson, drum

Photos: Michael Lichter
Contact: RKB Kustom Speed
559-707-9308



An Artistry In Iron winner, this bike means a lot more than that.

The engine put together here is kind of a Frankenstein, a mixture beginning with some parts Rick had around the shop. "It's a real mutt," he says. It's a 1976 bottom end with 1966 heads. That was just the start. The bike has a Hilborn mechanical fuel injection system, a major tribute to Colby. "And it's cool, but it's not the easiest bike to start," Rick says. Once you get the procedure down, though, it's not bad and it performs like a champ. The fuel pump for this system is driven off the back half of a converted Morris twin-mag drive, the front half spinning a Joe Hunt magneto. "As complicated as it all sounds," Rick explains, "it wasn't all that difficult to put together. I got with the folks at Hilborn and they helped me design a system just for this bike,



Rick Bray

and for street use." Rick, of course, had to fabricate the intake manifold mounting the throttle body and finishing off the engine he routed the exhaust to exit one on each side, "I was just trying to balance the look a little." The bike has a simple open-chain primary spinning power back to a smooth and polished hand-shifted transmission.

All this took a full year to complete, and since the colors on Colby's race cars were always black, white, and gold, they have been included here along with a little graphic acknowledgement on each side of the tank. Needless to say, with everything this bike means to Rick Bray and the Solomon family, it's not for sale and never will be. —Joe Kress



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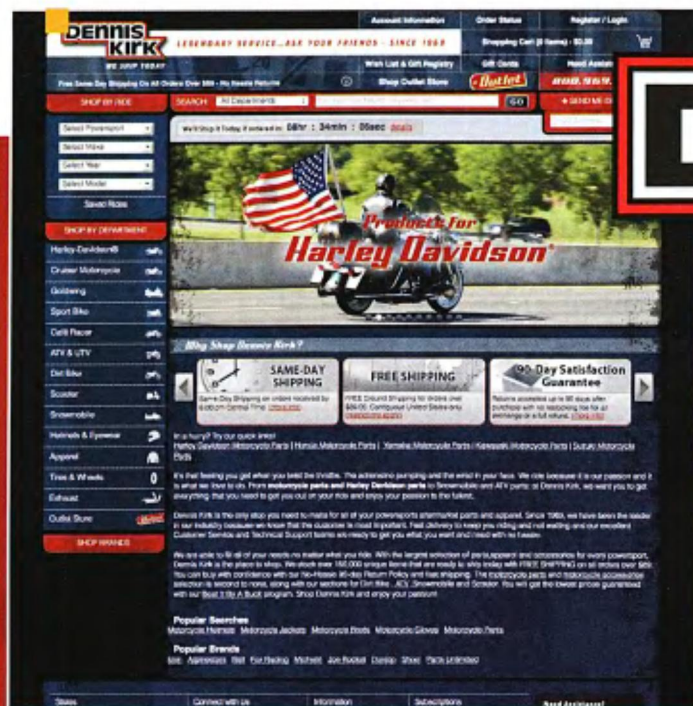
I recommend Russ Brown Motorcycle Attorneys highly as they were fast and efficient when I needed them most. They fully appreciate riders' needs as they ride and understood my situation fully. I have no regrets and am very happy with the outcome. When the unthinkable happens, it's good to have them on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

-Thank you,
Rick Rademacher

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WACO SEEKS HALF MILLION FROM FEDS AND STATE

The Waco City Council has applied for a federal grant in the amount of \$248,841 to offset the costs of overtime and equipment used during the Twin Peaks incident of May 17, 2015. It is asking for an additional \$250,000 from the state of Texas for the costs of feeding and housing the 177 people that they arrested that day and imprisoned for the months following.

The coordinator of emergency management, Frank Patterson, said that the amounts requested only represent a fraction of the massive outlay that the cops expended in the operation, noting that it only covers overtime for the officers, not "straight time" as the massacre occurred on a Sunday, the start of the work week, and officers had to log their hours as straight time. The overtime they logged later in the work is not reimbursable.

It is the belief of many people in the biker community that this is a tiny drop in the bucket when one takes into account the civil liability that the city has taken on in the aftermath of jailing so many innocent people on specious charges and the toll it has taken on their lives for which the city and police will be held to account for.

Source: Waco Tribune

COPS LET BIKERS DIE ACCORDING TO WACO SURVIVOR

An officer of the Cossacks Motorcycle Club, John Wilson, has opened up to reporters in the aftermath of the Waco shootings, claiming that the police left men bleeding on the sidewalk and prevented him and others from tending to the wounded, leading to their deaths.

He told a reporter for the Dallas Observer that officers told them that they would be shot if they attempted to carry the wounded to the ambulances, and made no attempt to treat them, even though every police vehicle has first aid equipment in them. He said, "Our guys were sitting there with nothing but bandannas in their hands trying to stuff bullet holes."

When asked what was going through his mind watching the men dying, he answered, "You know, disbelief. And some anger at the callousness of the officers there—I mean, if they were over there trying to help out and saying they won't let us bring the ambulances in because it's not being called secure yet, but they're over there trying to help, I would feel differently about it. But just standing there watching those guys bleed until they start convulsing and die, standing there with a gun pointing at them... and then not lifting a single finger to do anything to help those guys, I was angry."

Source: Dallas Observer

EAGLE NATION CYCLES SUIT DISMISSED

A few months back we talked about the shooting of Eagle Nation Cycles co-owner Michael "ML" Funk by police as he exited the shop after being held hostage in his shop by a disgruntled customer. Prior that incident, in 2012, co-owner Steve Erato was subjected to a SWAT raid on the shop after an informant claimed that a heroin sale took place in the alley behind the shop. No drugs except for a miniscule amount of marijuana were found. He was charged with 14 felony counts, all of which were dismissed

except for a misdemeanor marijuana charge.

Erato subsequently filed a \$50 lawsuit against the city, Winnebago County, a state judge, and the police department for violation of his constitutional rights, claiming that the raid was an attempt by political forces to force the shop out of business, which sits on a prime piece of property in a development area of downtown.

The Eagle Nation Cycles lawsuit has been dismissed, the judge citing a series of failure to appearances for depositions. Attorneys for the cycle shop say they made several attempts to arrange meetings with the defendants, and informed the defendants their clients' disabilities would make it difficult for them to travel to a hearing in Milwaukee. Erato added that his current attorney never kept him in the loop. "Obviously, who wouldn't show up for a \$50 million hearing? We weren't told about it at all," Steve Erato said.

In addition to dismissing the suit, the federal judge ordered the shop to pay \$1,500 to cover the defendants' legal fees.

Source: WBAY-TV 2, Post Crescent

GEORGIA RIDERS RIDE FREE?

Rep. Tom Kirby has introduced HB 797, which will amend the Georgia helmet law from the present "universal" coverage to one exempting all riders 18 years and older. The law has been in place for decades, and numerous attempts have been made to amend or eliminate penalties. The last attempt to change it was vetoed by Governor Roy Barnes in 2001. The short amount of time remaining in the legislative session gives the bill a slim chance of passing this time around.

Source: Atlanta Journal Constitution

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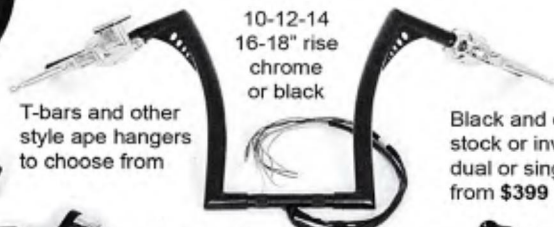
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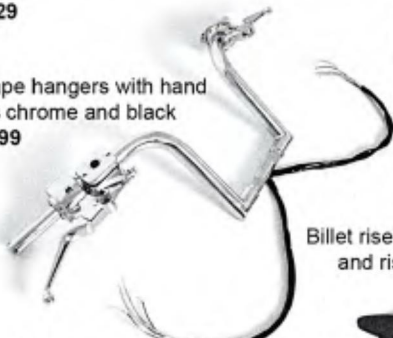
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Digital Imaging: Jeff Biggs

Photographers: Billy Tinney, Sr. Photographer

Michael Lichter • Don Rogers • Mike Chase

John Covington • Dino Petrocelli • Michael Farabaugh

Contributors: Paul Garson • Joe Kress • Jeff Moore

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Advertising

818-889-8740 • Fax 818-889-5214

West Coast Director of Advertising: Tammy Porter

East Coast Director of Advertising: Joe Russo

Advertising Executive: Isidro Romero

Advertising Production: Smash Studio, Inc.

In-House Advertising: Gil Luna

Circulation

Newsstand Director: Tony DiBisceglie

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FORMER LOBBYIST FOR WYOMING ABATE TO RUN FOR CONGRESS

Paul Paad, who previously lobbied the state Capitol for Wyoming Central ABATE, has thrown his hat in the ring for Wyoming's lone House seat in Congress. His platform stresses lifting burdensome regulations on small business, as well as supporting the state's energy industries. He admits that funding will be scarce, so he intends to run a grassroots campaign, saying, "We'll just have to do it the old-fashioned way, and put some feet on the street." There are presently eight candidates seeking the seat.

Source: Casper Star-Tribune

DANISH HELLS ANGELS SUPPORT MIDDLE EAST REFUGEES

After a local paper published an article reporting news that the police in Nyborg, Norway, were working to keep the Hells Angels MC from establishing a presence in the city, readers expressed their opinion that they would rather have the bikers settle in than refugees from the Middle East.

The Hells Angels issued the following press release, thanking the locals for their support, but also expressed a measure of support for the refugees:

Just like most other residents of this country, many of our members find it alarming that so many refugees and migrants are coming to the country in such a short time and can contribute to a clash of cultures. But with that said, it isn't the refugees' fault that they have come here to seek a safe or better life. The many well-meaning residents should instead direct their anger toward the guilty in Europe's unfortunate situation. The politicians in Denmark and other EU countries, the USA's and NATO's aggressive conduct in Syria and Libya, the EU's trade barriers, the oil industry's misuse and poisoning of Africa's resources and not least the global

QUOTE OF THE MONTH

It is not the function of our government to keep the citizen from falling into error; it is the function of the citizen to keep the government from falling into error.

—ROBERT HOUGHWOUT JACKSON

weapons industry's insatiable thirst for new conflicts.

Source: www.thelocal.dk;

Fyens Stiftstidende

FEDS WANT TO LOWER DUI LIMIT

The National Transportation Safety Board (NTSB) has released its most wanted list and among its recommendations is to lower the current blood alcohol limit from the current 0.08, to 0.05 "or even lower." That figure would limit the number of drinks a 180-pound man could drink before reaching the limit to two, and a 100-pound woman to just one drink.

The rationale reached by the NTSB is that, according to their theory, impairment begins before a person's BAC reaches 0.08 percent, while admitting that "the amount consumed and crash risk is not well understood."

The agency is also recommending a complete ban on cell phone use while driving, including hands-free technology. Christopher Hart, acting chairman of the NTSB said in a recent press conference, "We have recommended prohibiting all cell phone use, including hands-free, because a driver's mind must be on the driving, just as their hands must be on the wheel.... In regulated transportation, the strict rules that already minimize the threat of distraction on paper must be embraced by every operator on every trip, and where we learn that distraction can be eliminated, reduced, or mitigated, regulators should act to do so."

Source: Associated Press

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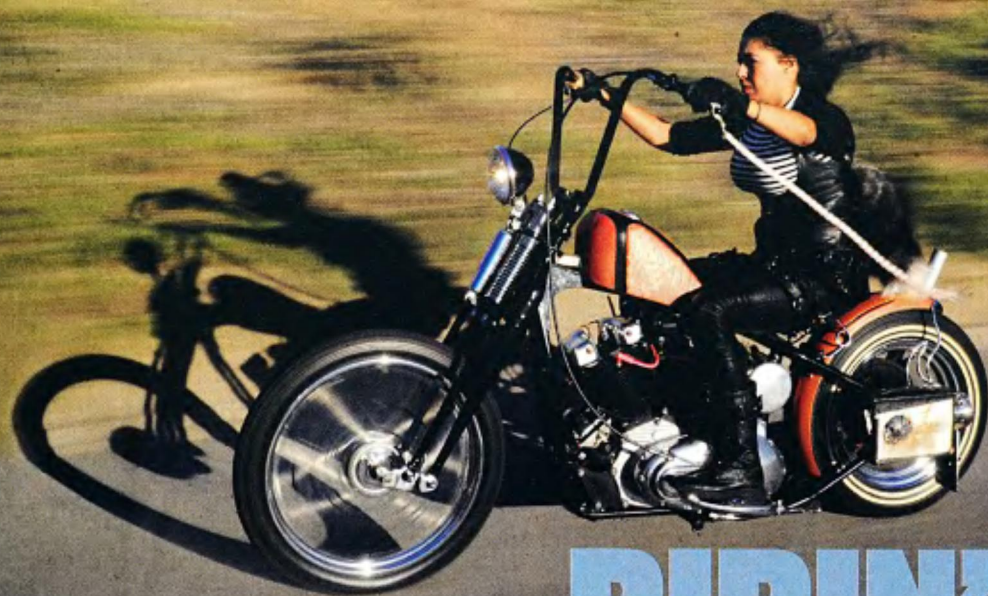
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SCAN FOR INFO





Corina Mora

PIPIN' HOT!

Corina Mora's '74 Midas Touch Ironhead





It's a brat
sometimes but
I love it.

The year 1957 saw the launch of several milestones including Sputnik, the first artificial satellite, and also the X Model, Harley-Davidson's first Ironhead Sportster. While Sputnik spun around the planet for three months, the venerable Ironhead continued in production for almost 30 years.

Speaking of milestones, this was Corina Mora's very first motorcycle project, one that you could say took some "blood, sweat and tears" to get on the road.

It required a unique set of circumstances and the equally unique motivating personality behind it. The Inglewood, California, resident happens to be a Pipe Fitter by trade, a Union member, and currently focuses on working in high-tech pharmaceutical stainless fabrication.

When a friend decided to sell his basket case jumble of panhead parts, Corina took out a loan and trucked the boxes home. When looking for a carburetor rebuild kit, a shop hooked her up with a home garage mechanic named Ismael Ruan aka 2Piston Psycles. "He rode a very nice knucklehead, something he said he bought in pieces for \$36 down in Mexico," Corina tells us. "He turned up at my house, and I was all excited to tell him I had a 1974 panhead. He took a look and said, 'Uh, I think you paid too much for that bike.' I asked why and he said, 'I have bad news. It's not a panhead. Not even close. It's an Ironhead Sportster and they're not really wanted.'

Corina couldn't believe her ears but told Ismael that she just wanted to get the bike running.

When they started piecing the parts together in his garage, nothing fit. It took a year just to get it running at all, then Corina took it all part, powdercoated it, worked on the engine, which took another year. "We all pitched in," she says. "I welded up the oil tank, the oil lines, the battery box, and the stainless steel fender struts."

Needing some pipes and admittedly not having a clue where to find them in her neighborhood, she went over to the local Midas Muffler shop. "When I said I wanted exhaust pipes for my bike, they said, 'What?' Then the guy told me to bring in the bike.



He made the pipes for 60 bucks. Then when I was riding it, my pants caught on fire. That was before I added the exhaust wrap."

Another buddy, Daniel Romero, did the special upholstery work on the bike. The gas tank and fender is upholstered in \$120 a yard leather called Pink Copper, one side in a "fish scales" design, the other side in tuck and roll.

Many more stories, including semi-electrocution, followed as Corina rode her hand-shifted, kick only Ironhead Sporty, and we wish we could tell them all. Summing it up, she says, "It's a brat sometimes and has some moments when it doesn't want to work, but I love it."

—Paul Garson



Owner: Corina Mora aka LadyDusa
City: Inglewood, California

GENERAL

Year and make: 1974 Harley-Davidson

Model: Ironhead Sportster

Fabrication: 2Piston Psycles

Assembly: 2Piston Psycles

Time: 3 years and still in progress

ENGINE

Year and make: 1974 Harley-Davidson

Model: Ironhead

Displacement: 1000 cc

Cam: Harley-Davidson

Ignition: Harley-Davidson

Pistons: Harley-Davidson

Lower end: Harley-Davidson

Heads: Harley-Davidson

Lifters: Harley-Davidson

Carb(s): Bendix

Air cleaner: aftermarket

Pipes: Midas Mufflers

TRANSMISSION

Year and make: 1974 Harley-Davidson

Shifting: hand

PAINTING

Painter: leather

Type/color: pink, black

FRAME

Year: old

Builder: Paughco

Type: hardtail

Rake: maybe

ACCESSORIES

Bars: 16-inch apes

Handlebar controls: Harley-Davidson

Fenders: old Ford

Headlight: Bates

Taillight: old Ford

Speedo: bugs on my teeth

Electrics: PP wiring

Gas tank: peanut

Oil tank: spun aluminum

Oil system: Harley-Davidson

Seat: custom leather

Pegs: Snakes

Grips: Harley-Davidson

FORKS

Type: Harley-Davidson springer

Builder: Harley-Davidson

WHEELS

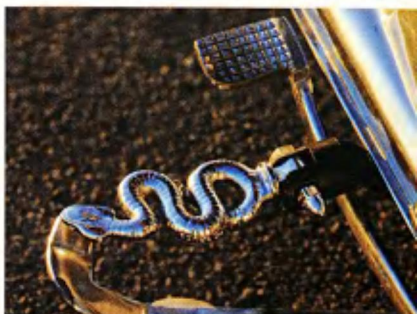
Size: 21-inch front, 16-inch rear

Wheels: wire

Tires: Avon Speedmaster

Brake: Harley-Davidson drum rear

Photos: Peter Linney



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Passin' Gas

An old couple sat through the porno movie twice. They didn't get up to leave until the theater was closing for the night. As they passed the usher on the way out of the movie house, he said to them, "You folks must have enjoyed the show."

"Disgusting," said the old gal.

"It was revolting!" added the old dude.

"Then why did you sit through it twice?" asked the puzzled usher.

"We had to wait for the lights to come up," the old lady answered, "We couldn't find my panties and his teeth were in them."

*Rocky Myerson
W. Palm Beach, Fla.*

A couple whose busy schedules permitted them to have sex only once a month bought a box of a dozen rubbers so they would be set for a year. Three months later the wife went to get one and found the box empty. "Hey, what happened to the other ten condoms?" she asked.

"Oh, uh, well," the red-faced dude stammered, "When you weren't around, I jerked off into them."

Later, she told this to a male friend and asked, "Have you ever done this?"

"Sure," the bro replied, "A bunch of times."

"Why on earth would you jerk off into a rubber?" the puzzled chick asked.

"Oh," the guy replied, "I thought you meant did I ever lie to my wife."

*James Overly
Huntingdon, Pa.*

Old Bob and his even older ol' lady Bettie were drinking on the porch one day when he leaned over, and grabbing her sagging tits said, "You know if these worked we could get rid of the cow."

She immediately grabbed his cock and said, "If that worked we could get rid of your brother."

*Greg Lott
Lexington, Okla.*

What's the hardest part about eating a vegetable?

Getting her out of the wheelchair.

*Barbara Daniel
Sacramento, Calif.*

Jack and Jill went up the hill
So he could lick her candy
Jack got a shock
And a mouthful of cock
Cause Jill's real name was Randy

*G. Balsam
Jacksonville, Fla.*

A drunk dude staggered into the biker bar and sidled up to Panhead Patty.

"Can I buy you a drink, gorgeous?" He slurred.

Patty looked him up and down and said, "First, let me ask you a question. Do you like sex?"

"Fuck yes!" The drunk answered excitedly. "And do you enjoy traveling?" she said. "Oh yes, I enjoy it quite a lot!" He answered.

Patty looked at him in his red eyes and said, "Then I suggest you take a fucking hike."

*Jameson Deezer
Galesburg, Ill.*

Jake was dying. His wife sat at his bedside. He looked up weakly and said, "I have something I have to confess."

"There's no need to." His wife answered gently.

"No," he insisted, "I don't want to die with this on my conscience."

I have to tell you that I fucked your sister, your best friend, her best friend, your niece, and your mom."

"I know dear," she replied, stroking his forehead, "Now you just rest and let the poison work."

*Frank Szynal
Millville, N.J.*

An old bro went into the drug store to buy some Viagra. "Can I have six tablets cut in quarters please?"

"Sure, I can cut them for you, but a quarter tablet won't give you a full erection." Said the pharmacist.

"I'm 96," the old-timer said, "I just want it to stick out far enough so I don't piss on my slippers!"

*Lee Dancer
Taylor, Mich.*



"Whatdafuck is with these cagers tailgating me today?!"

I like to name my bikes
after women, and with the
metal-flake and the color,
'Spanish Rose'
just seemed to fit.



Spanish Rose

Rick Nolan's Bobber Was Built To Turn Heads



As a fabricator and bike builder at Torch Industries in Phoenix, Arizona, Rick Nolan, Jr. has access to professional equipment and the pros that work there. Rick says that the shop specializes in bobbers and lowriders, and this beautiful bobber is just another example of what the Torch crew is capable of.

Bobbers are also Rick's personal favorites. "I've always liked bobbers," he explains. "They're real light, small, nimble bikes. There's nothing to 'em, and you just hop on them and go. And right now, with all those baggers running around these days, they stand out. You pull up to a bar with something like this and it instantly draws a crowd."

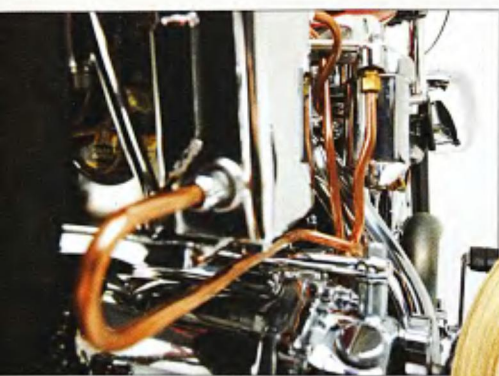
Rick has been building bobbers for himself for a while now, and he's got a whole fleet of them taking up space in his garage. We've even featured some of his bikes before in *Easyriders*. This one is called "Spanish Rose," a name he picked based more on the paint job and his love for women than anything else. "I like to name my bikes after women," he says, "and with the metal-flake and the color, 'Spanish Rose' just seemed to fit."



I've got separation anxiety,
so it's hard for me to let
go of any of my bikes.



This month's *Easyriders* girl is the tall and leggy Cora. With her clean lines and "less-clothing-is-more" approach, Cora proved to be the perfect accessory for Rick's awesome custom bobber.





"I've ridden it to California and up North to different shows. I ride the shit out of it." Which is kind of tough to imagine because Rick says he's got a total of six bikes right now and he's working on two more. "I'm also working on a customer's '71 shovelhead," he adds.

It makes you wonder how he finds any time for riding a bike at all. And with that many bikes, why doesn't he simply sell one or three of them? "I've got separation anxiety," he says with a laugh, "so it's hard for me to let go of any of my bikes."

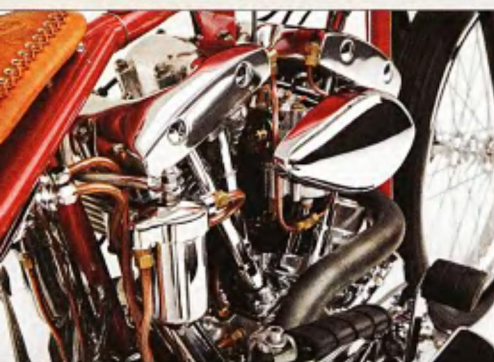
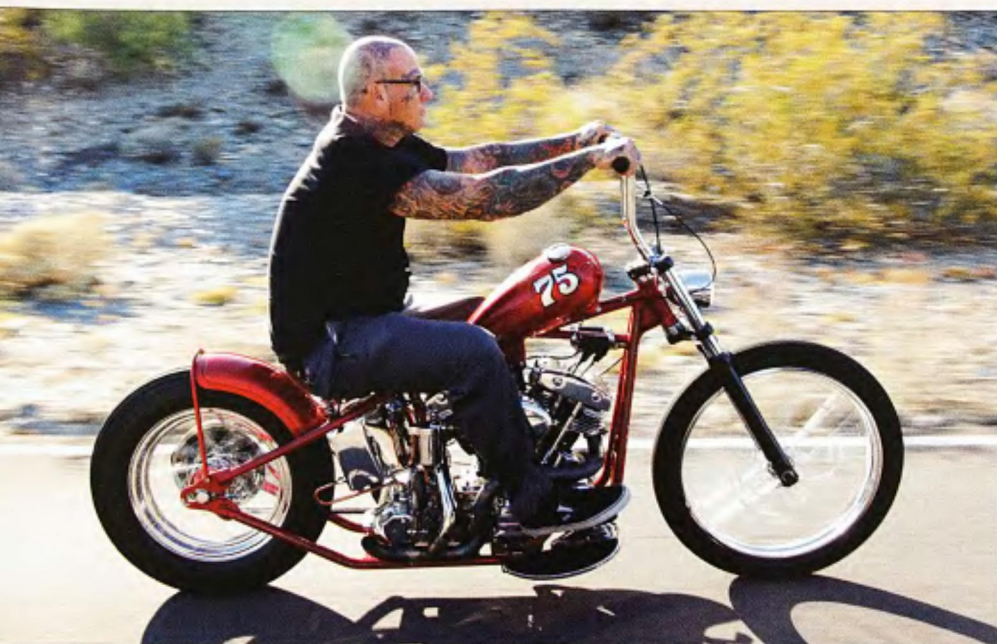
—Tripper

Rick says he treats just about every build like it's a woman. "You want nice, clean lines and make them flow," he explains, "and it's one of those 'less is more' things; you don't want to gaudy them up."

With its fully polished motor and transmission surrounded by the awesome paintjob, this bike really pops! "Especially going down the road with the Arizona sunlight hitting it," he tells us. "The whole bike just sparkles and shines."

And don't think this is just a trailer queen. Rick says that he rides this bike everywhere.





Owner: Rick Nolan, Jr., left
City: Avondale, Arizona

GENERAL

Fabrication: Rick Nolan, Jr., Torch
Year and make: 2015 Custom
Model: bobber
Assembly: Rick Nolan, Jr.
Time: 4 months
Chroming: Concours Plating Co.

ENGINE

Year: 1966/'69 Delkron
Model: generator shovelhead
Rebuilder: Insane Custom Cycles
Ignition: Mallory
Displacement: 74 cubic inches
Lower end: Harley-Davidson
Balancing: Insane Custom Cycles
Pistons: Wiseco
Heads: dual-plugged
Cam: Andrews
Lifters: hydraulic, Jims
Carb(s): S&S

Air Cleaner: custom

Pipes: Rick Nolan, Jr., Torch

TRANSMISSION

Year: 1966/'69
Modifications: polished
Shifting: stock

PAINT

Painter: Auto Renen, Eric Allen
Type/color: rainbow flake, red base

FRAME

Year and make: 2006 Paughco
Type: wishbone
Rake: stock

ACCESSORIES

Bars: Torch Ind.
Handlebar controls: V-Twin
Fender(s): Rick Nolan, Jr., Torch Ind.
Headlight: 3-inch
Taillight: Model A
Pegs: floorboards
Electrics: cloth wiring
Gas tank: Rick Nolan, Jr., Torch Ind.
Oil tank: horseshoe
Oil system: copper lines
Seat: solo, Torch Ind.
Grips: Coke Bottle

FORKS

Type: 39mm
Extension: 2 inches under
Builder: Insane Custom Cycles

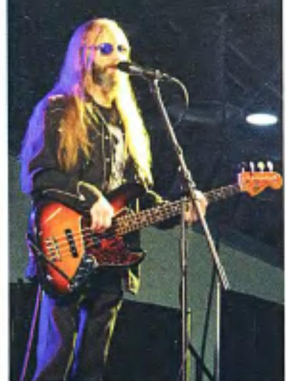
WHEELS

Size: 21-inch front, 16-inch rear
Hub: star, spool
Tires: Coker, Avon
Brake: drum rear

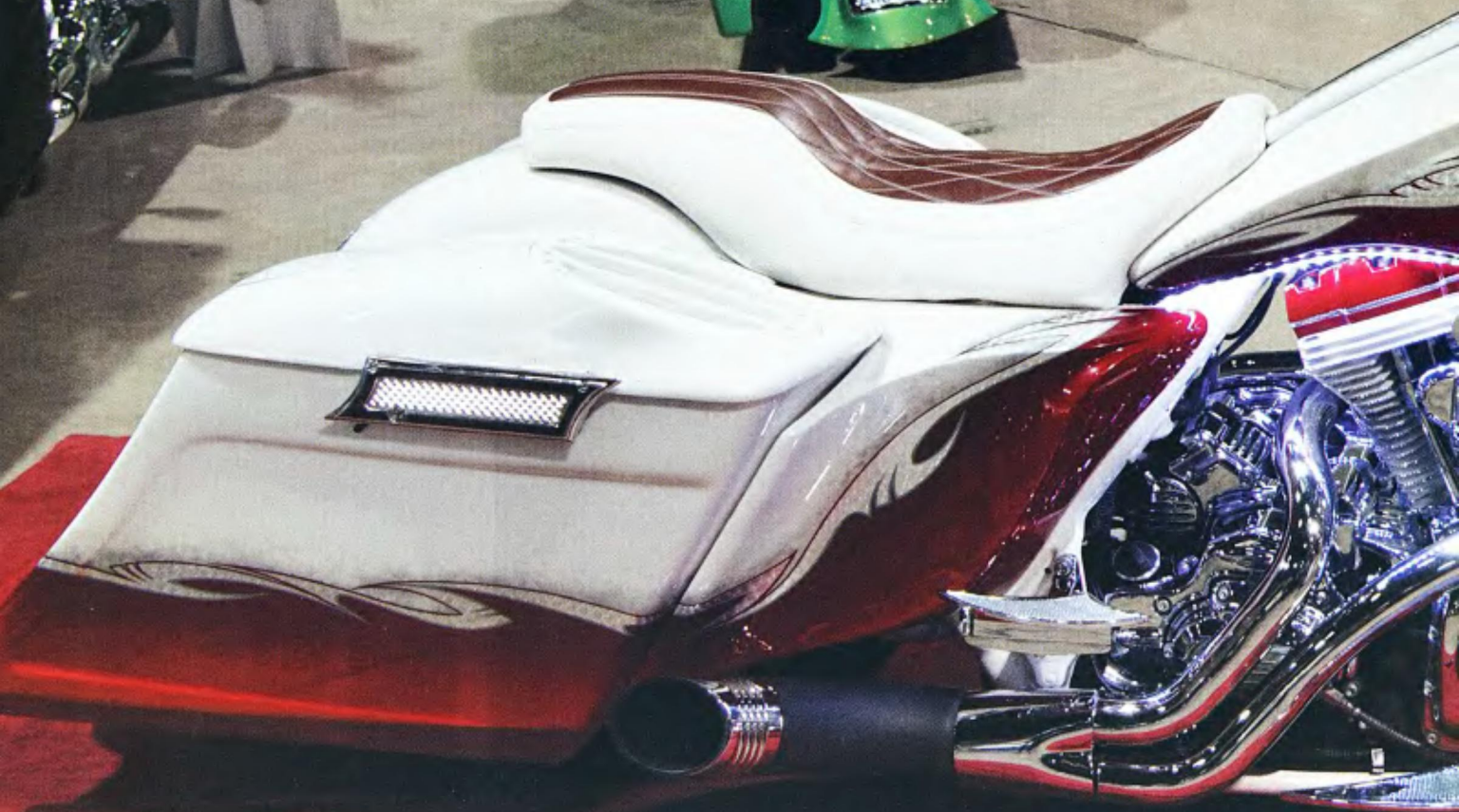
Model: Cora

Photos: John Covington

SECOND STOP FOR THE EASYRIDERS BIKE SHOW TOUR



Rusty Coones of Sons of Anarchy.



LONG BEACH LUAU



A "Luau" is a helluva Hawaiian party and feast, and while our latest bike show didn't take place on a tropical island, the two-wheeled party in Long Beach, California, was certainly all that!





The second stop in our 2016 Easyriders Bike Show Tour took place at the Long Beach Convention Center on January 16 for a day filled with gorgeous custom bikes, bouncin' babes, and motorized good times.

Award categories included over 40 trophies offering everything from Antique Class and Old School Choppers and Bobbers to Modified Stock, Radical Custom, and Radical Bagger. In addition, there was the coveted Paul Yaffe Bagger Nation Award, the John Shope Dirty Bird Pick, and new for this year, our celebrity judge Rusty Coones of *Sons of Anarchy* fame chose his own pick of best roadworthy ride. Joining Paul, John, and Rusty in the judging chores were the editors of *Easyriders*, *VTwin*, and *ROAD IRON* magazines.







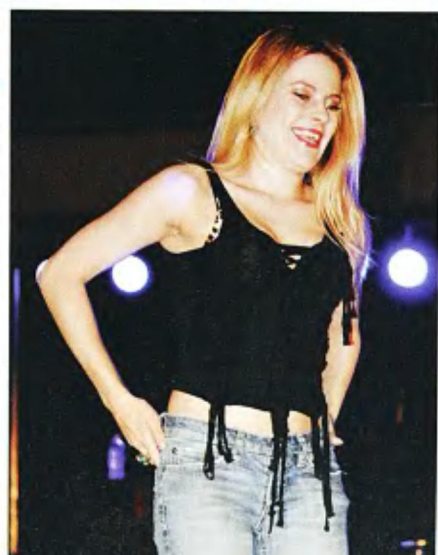
Our sexy announcer for the bike show tour this year, Lisa Ligon, made sure that the hall was hoppin' and crowds were thrilled to the gyrations of the Purrfect Angelz all-girl dance troupe as well as the soulful, rockin' sounds of our all time favorite biker band, the Fryed Brothers Band!

Event-goers drooled over a sea of cool custom rides, enjoyed grub and suds, hit up the vendors for biker doodads, and took in the David Mann art exhibit. We even handed our Easyriders Sweepstakes winner Jeff Kraus from Wichita, Kansas, the pink slip to a killer custom Softail created by the fine folks of My Garage.





Jeff Kraus (second from left) won this gorgeous Softail by the crew at My Garage.



When awards time rolled around, announcer Lisa gave away prizes from our sponsors, Paul Yaffe and John Shope brought up special trophies for the Bagger Nation and Dirty Bird awards, and a tribute trophy honored the late John Green made by Bill Holland of Executive Choppers. Rusty Coones' special trophy was an amazing sight to see: a brightly painted and adorned hubcap!

Top winners at this year's Long Beach Luau included: 1st Place Custom Sportster went to Andrew Ursich of Long Beach for his 1980 root beer Sporty; Best Paint was awarded to Tyler Coletta from Rancho Cucamonga for his 2011 Electra Glide; 1st Place Radical Custom was Casey Johnson of Monrovia for his 1972 shovel chopper; and 1st Place Radical Bagger went to Brandi Hoel of Las Vegas for her 2015 Road Glide. Paul Yaffe's Bagger Nation Award went to Gerardo Jimenez of Modesto for his 2005 Fat Boy; John Shope's Dirty Bird Pick was Louis Villa Jr. of Surprise, Arizona for his 2014 Bagger Kings Road King; and Rusty Coones' mighty hubcap went to Aki Sakamoto of Hawaiian Gardens for his pristine 1961 Hog Killers pan. Hey, luau at Aki's place!

We pay tribute to the late, great event producer John Green at each show by giving an award to a bike that we think he would have loved to ride. In Long Beach, the John Green Award went to Martin McLaughlin of Anaheim for his 1940 Indian Scout. The Editor's Choice Award went to Rick Bray of Hanford for his stunning 1985 RKB Kustom Evo chop, and the Best of Show honors went to Andrew Ursich of Long Beach for his magnificent 2015 knuck chopper.

Special thanks for our Bike Show Tour sponsors Geico Insurance, Russ Brown Motorcycle Attorney, Paul Yaffe's Bagger Nation, John Shope's Dirty Bird Concepts, and Indian Larry Motorcycles. We really appreciate that Bobby Seeger and his crew brought those killer Indian Larry bikes all the way from Brooklyn so the good folks of Long Beach could give 'em a gander.

The next stop for our Easyriders Bike Show Tour is Charlotte, Carolina, where the south shall ride again! For more information visit easyridersevents.com.

—Dave Nichols

Photos: Kai R.

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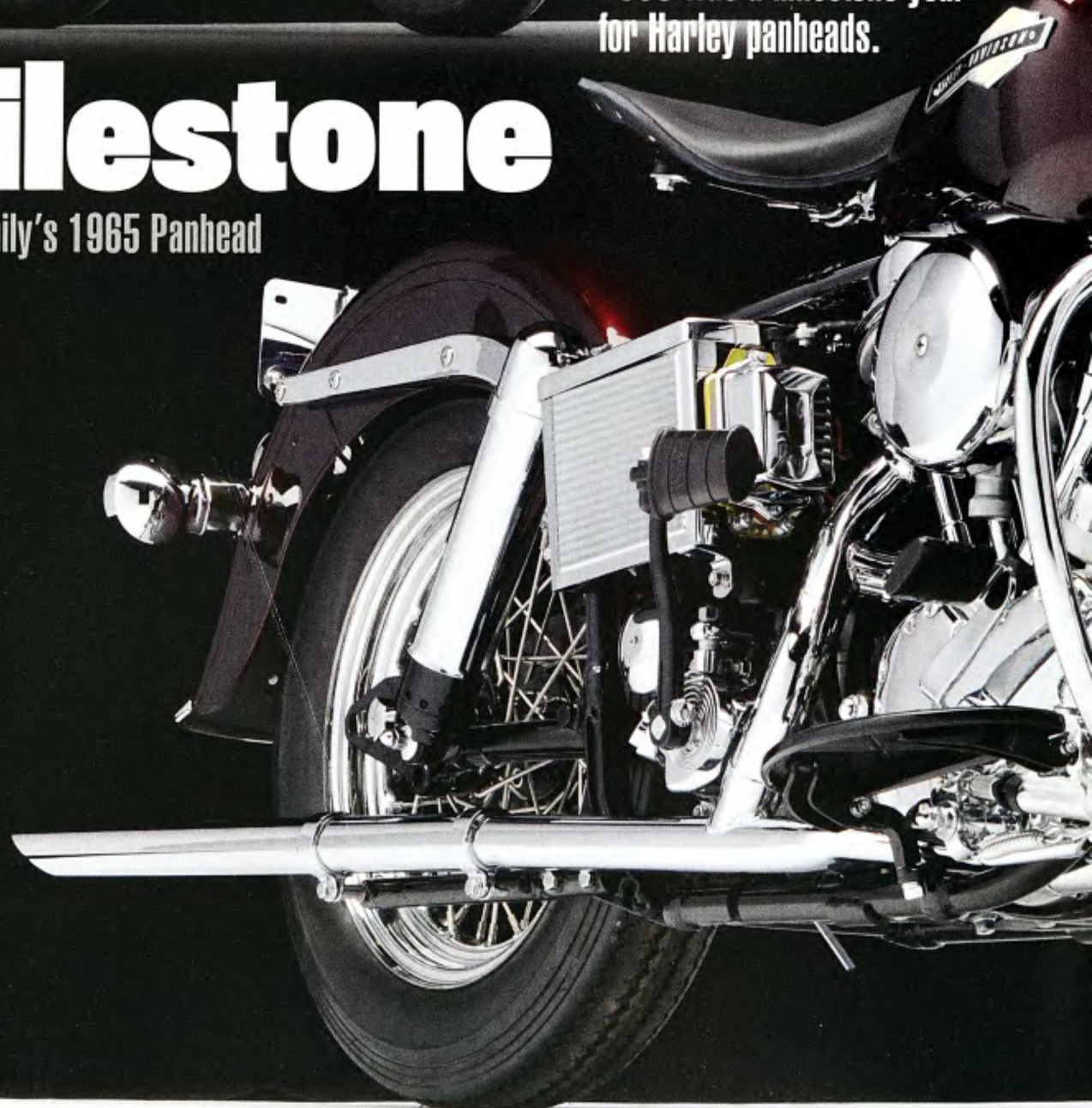
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1965 was a milestone year
for Harley panheads.

Milestone

The Hill Family's 1965 Panhead





It can be said that 1965 was a year of milestones, firsts, and lasts. Among the firsts was the electric-start panhead, thus the Duo Glide morphing into the Electra Glide, and also first year for 12-volt electrics. It was the last year for the venerable pan (first made in 1948) and the same year that Harley-Davidson first issued stock as a public held company.

A 1965 Harley FL also holds a special place in Jeff Hill's heart. Hill's Performance first opened in Ney, Ohio, in 1992, and the 1965 pan came into play when he had just opened his shop and needed some capital to get it up and running. He sold the '65, which he had originally bought to fix up as his daily rider. The bike got snapped up, then some 20 years zipped by.

The shop prospered by building customs, baggers, and restorations, and, as luck and timing would have it, Jeff was able to buy the panhead back. "I took it all apart and started all over again. And it's the real deal—the frame, motor, tranny, sheet metal, front end, the whole nine yards," Jeff says. "The brandywine paint was done by a hot rod guy about ten minutes down the road. We all know each other real well here in Ney, just a bunch of dudes in the corn fields digging what they do."

"I love riding the bike; those old motors sound like a real machine working," Jeff tells us. "The motor and transmission was totally gone through at the shop and we rebuilt the stock wheels and brakes, again all stock redone to look and work like new." He adds, "With those dual pipes you aren't going to sneak into the driveway, that's for sure. At the moment it's sitting in our showroom on display with some of our others bikes so people can come in and enjoy it. As far as this '65 pan, we consider it part of the family. And this time it will be sticking around."

While the bike is a keeper, Jeff can put you on a vintage Harley of about any flavor be it knuckle, pan, or shovel. "If it's something to do with Harleys, we're all about it," Jeff says. "Come see us in Ney." —*Paul Garson*





Owner: Jeff Hill, Hills Performance
City: Ney, Ohio

GENERAL

Designer: Jeff Hill
Year and make: 1965 Harley-Davidson
Model: Electra Glide
Fabrication: Hills Performance
Assembly: Hills Performance
Time: 3 months

Chroming: Chrome Masters

ENGINE

Year and make: 1965 Harley-Davidson
Model: panhead
Rebuilder: Hills
Displacement: 74 cu. in.
Cam: Sifton
Ignition: stock points
Pistons: Harley-Davidson .010 over
Lower end: Harley-Davidson
Heads: Harley-Davidson
Lifters: solids
Carb(s): Linkert
Air cleaner: Harley-Davidson

Pipes: Dual

TRANSMISSION

Year and make: 1965 Harley-Davidson
Shifting: 4-speed foot

PAINT

Painter: Rex Hausch
Type/color: House of Kolor/
brandywine

FRAME

Year and builder: 1965 Harley-Davidson
Type: swingarm
Rake: stock

Shocks: Harley-Davidson

ACCESSORIES

Bars: Harley-Davidson 2-piece
Handlebar controls: Harley-Davidson
Fenders: Harley-Davidson
Headlight: 7-inch Harley-Davidson
Taillight: Harley-Davidson
Electrics: Harley-Davidson original
Gas tank: stock Harley-Davidson
5 gal.

Oil tank: Harley-Davidson

Oil system: Harley-Davidson

Seat: Solo

Pegs: Harley-Davidson

Grips: Harley-Davidson

FORKS

Type: Harley-Davidson

Extension: stock

Builder: Harley-Davidson

WHEELS

Size: 16 inches

Wheels: star hub

Tires: Speedgrip

Brakes: Harley-Davidson drum

Photos: Michael Lichter



ARLEN NESS BILLET WHEELS FOR INDIAN MOTORCYCLES

These all-new Arlen Ness Billet Wheels for Indian Motorcycles are the cat's meow. Constructed from forged billet aluminum, each Ness billet wheel has been engineered and rigorously tested in both computer simulated and physical environments. Each wheel places the highest material strength in the same direction as the operating load creating a strong wheel capable of enduring a lifetime of use. They're available in chrome or black anodized finish. arlenness.com



GMA FORWARD CONTROLS

These eye-catching forward controls from GMA, a subsidiary of Belt Drives Limited, feature mounting brackets that have been completely reshaped from earlier models providing a lower profile and unique, super clean appearance. The shaft is also larger in diameter and supported by an oil impregnated bronze bushing pressed into the left side mounting bracket, and they fit an adjustable actuating rod and clevis design while retaining the adjustable indexing foot lever. The new controls will fit your standard OEM three-hole left side and two-hole right side FX and early FL style frames. GMA calls out 1986-1999, but they will fit earlier models. Manufactured in the USA at the BDL plant in Anaheim, California. beltdrives.com

JAYBRAKE MASTER CYLINDERS

JayBrake Master Cylinders are available for H-D or standard applications. For H-D applications, the Jay BrakeMaster Cylinder features two 3/8-inch through mounting holes located 2 1/4 inches apart on the center line. The JayBrake Master Cylinder for standard



Cylinders are available in chrome or black.

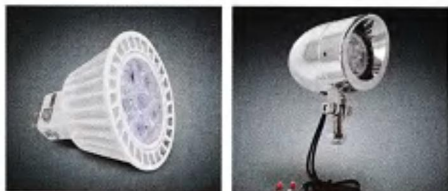
jbrake.com



S&S POWER TUNE 4-INCH RACE/TOUR MUFFLERS

S&S Power Tune 4-inch Race/Tour mufflers with billet end caps for 1995-and-later Harley-Davidson touring models are now available with Power Band or Power Thruster end caps in chrome or black ceramic-coated mufflers that allow the user to choose between two unique sound levels. The S&S Power Tune mufflers uncork the true sound of your bagger and can be set up for a deep but mellow growl or more wide open and aggressive rumble. However, S&S cautions that they're not legal for sale or use on California or EPA-pollution-controlled motorcycles originally equipped with mufflers containing a catalyst.

sscycle.com/power-tune-exhaust



LITESPAN'S LED MR16 BULB

This high-output, high-intensity Litespan LED from Big Bike Parts is an easily installed replacement for your halogen MR16 lights. LEDs operate at a lower temperature and powerload than halogen with an average 25,000 hours of use. This miniature LED reflector bulb produces 400 Lumens from its 12-Volt 7-Watt 6 LED output with a bright white 4,000k color output. These non-dimmable Litespan LEDs fit all standard MR16 Bi-Pin GU5.3 bases. Their concentrated beam angle of 20 degrees puts more light down the road in front of you for true driving light capability. Replaces all Big Bike Parts MR16 Halogen bulbs as used in its 16-104A, 2-542, 52-757 and Mini Driving Light kits. Also now available in Big Bike Parts are Mini Driving Lights with built in visors. bigbikeparts.com



ADJUSTABLE LEVERS FOR HARLEY-DAVIDSON

PSR has launched brand new adjustable brake and clutch levers for Harley-Davidson motorcycles. PSR has been designing innovative and quality products since 2001, and its products are designed with the precision and detail riders appreciate. The Anthem and Journey levers have been designed to accommodate Harley riders of all sizes. Anthem and Journey levers are perfect for a variety of hand sizes and grip preferences. They come in a variety of finishes including black, chrome, and black contrast. These levers are available for most Harley-Davidson applications. psr-usa.com



CRUISIN' PEGS FOR STOCK HARLEY-DAVIDSON

Aeromach USA is now shipping its patented Cruisin' Pegs for stock Harley-Davidson motorcycles using the Half-Moon and Tapered footboards. They are designed to mount to the bottom of stock footboards for riders that don't want to use highway-bar-mounted footpegs, don't have highway bars, or cannot comfortably reach the highway bars. The Cruisin' Pegs are machined from T6-6061 aircraft quality billet aluminum. The arms are adjustable in three positions for optimal rider comfort and are available in either flame, smooth, or ball milled designs. aeromachmfg.com



SUPERTRAPP UNFILTERED 2-INTO-1-INTO-2 HEADPIPE

The aggressively-priced SuperTrapp Unfiltered 2-into-1-into-2 Headpipe fits 2010-2016 Harley-Davidson FLH models. This high-performance headpipe substantially outflows the stock unit. It utilizes the stock heat shields for a cleaner and sleeker appearance and it has 12mm O2 ports. The headpipe is also available in two kits. Both kits are a matched pair with huge performance gains. The first kit is coupled with the Kerker Stout 4-inch slip-ons. The second kit includes the Unfiltered Headpipe with the brand new, deep sounding Kerker slash-cut slip-ons with a 45-degree slash cut, which feature a fiberglass-wrapped, completely rebuildable core. supertrapp.com

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Big Power That Runs Cooler The Revolution Performance 107-Inch Motor Kit

The Revolution Performance 107-Inch Motor Kit simultaneously generates more power and decreases the latent heat in the motor's internal parts. This is accomplished by the cylinder barrels, which are a basic part of the motor kit. The kit not only builds a larger displacement motor, but due to the way the cylinders are constructed, the completed motor runs cooler.

The factory cylinder barrels use cast iron liners. This limits the cylinder bores to a maximum of 3.875 inches, and the heat generated by the motor's combustion process must pass through the cast iron liner's joint with the aluminum outer jacket to its cooling fins. These cast-in-place two-part cylinders decrease the ability of the motor to dissipate the motor's heat.

Revolution's cylinders are made from a single aluminum casting that has a special nickel-silicon carbide-plated bore. This system eliminates the junction of dissimilar metals creating a straightforward path for the motor's

heat to travel. These cylinders also have a maximum bore of 3.938 inches, which when used with the 4.375 inches stroke of a 2007-up Twin Cam motor, gives the motor 107 cubic inches of displacement. The cylinder kits come with a set of special forged pistons. The kit for pre-2007 Twin Cam motors increases the motor's displacement from 88 cubic inches to 98 cubic inches.

To complement the motor's larger displacement, Revolution Performance also offers a cylinder head porting service. We sent our heads in and had their Stage 2 performance modifications done. The modifications included replacing the stock valves with a 1.900-inch intake and 1.615-inch exhaust valves, a .650 lift beehive spring kit, and milling the heads .020-inch.

When combined with a set of moderate performance camshafts, Revolution Performance's big-bore cylinder/piston kit and Stage 2 cylinder head modifications boost your bike's power by 25-30%. We fitted our motor with a set of Andrews No. 57H cams, which offer a significant improvement in the motor's mid-range power output. We put the motor together with a set of James Gaskets.



1 Revolution Performance's cylinder barrels are cast from aerospace-grade aluminum and then given a special nickel-silicon carbide-plated bore.



2 The forged pistons have flat tops and moly-plated skirts. When used with the Revolution Performance Stage 2 cylinder heads, they produce a compression ratio of 10.5:1.



3 The Stage 2 heads are fitted with a 1.900-inch intake and 1.615-inch exhaust valves, a set of .650 lift beehive springs, and are milled .020 inch.



4 The intake ports were CNC machined to open up the area behind the valve seat.



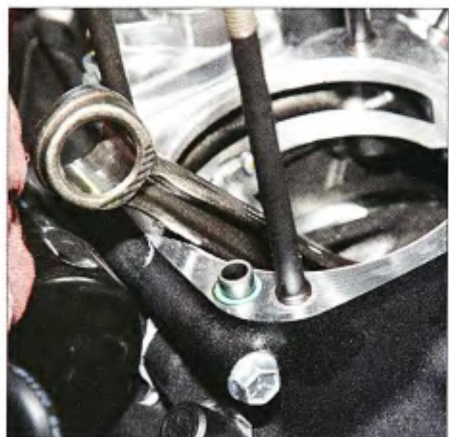
5 The exhaust ports were also CNC machined and like the intake ports, they were fitted with new bronze valve guides.



6 Our starting point was a 2015 Dyna Street Bob. These are killer bikes, light and nimble, and with a bit more power, they become a fantastic ride.



10 The Stage 2 cylinder heads were installed and their head bolts torqued down.



7 The motor's top end was pulled down to the connecting rods.



11 The pushrod tubes were fitted between the crankcase and cylinder heads.



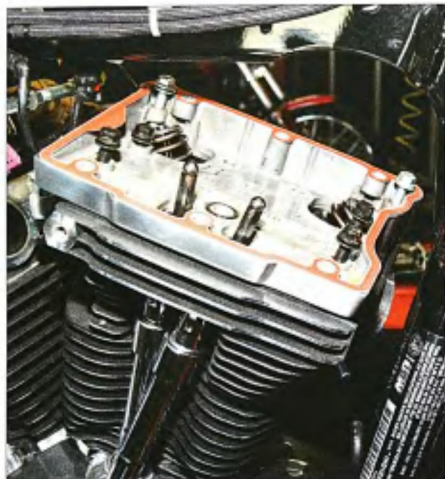
8 The piston rings were sized to the new barrels and fitted on the pistons. The pistons were then fitted over the top of each connecting rod and their wrist pins and locks installed.



9 The pistons were fitted with a piston ring compressor, then the cylinders pushed down over them.



12 The stock pushrods were dropped into the cylinder heads and pushrod tubes. They were used because the No. 57H cams have a smaller heel diameter than the stock cams, which was offset by the cylinder heads being milled .020 inch.



13 The lower rocker boxes were installed.



14 The rocker arms and their supports were installed and torqued down.

The kit's included instructions cover all of the unique operations used to fit the kit's parts into the motor and then its proper break-in procedure. For the basic teardown, fitment, and standard assembly procedures, you are referred to the factory service manual. That said, if you are planning on doing this type of modification to your bike's motor, buy the Harley-Davidson service manual for your model and year motorcycle. Installing the kit was no more involved than fitting the motor with a new set of pistons and doing a ring job. In fact, it was easier cause we didn't have to hone the cylinders and grind the valves. All of the parts fit as they were supposed to, without any drama.

The finished bike was a completely new ride. Its mid-range torque was outstanding and when the throttle was yanked, the bike flew!

—Wendell Christopher

Revolution Performance
revperf.com



15 The rocker covers and the cylinder heads' electronic sensors were installed.



16 The throttle body and all of its control wiring were installed.



17 The completed motor didn't give a clue to its hi-performance internal components. We finished the motor with the stock exhaust head pipes fitted with a set of Screamin' Eagle slip-on mufflers and a Screamin' Eagle air filter.

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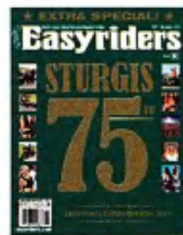
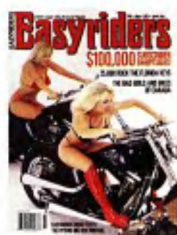
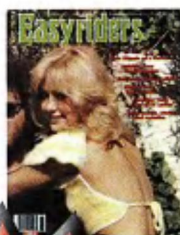
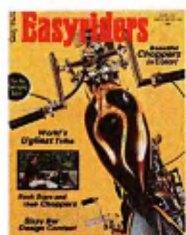
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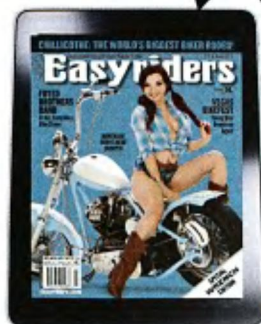
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Have Sex Like A Man



Editor's note: Please be aware that Mr. Feigert's views are not those of an actual human being.

In the practice of sexual intercourse, women have had it their way too long. They force us to buy dinner and take them to a movie, and later they decide (don't ever think your vote matters in this) whether you'll do the naughty or not. If they decide to shag a little, they

make us go down on them without returning the favor, they demand the first orgasm, and they blackmail us into staying awake afterwards to "talk," when everything in our nature calls out for us to roll over and go to sleep. And later, God forbid, they just might get ready for the "second round."

Well, I say it's high time to stop all this catering to women and take control of our sex lives like men, just

as our granddaddies did back in the day. Those old boys didn't lick the carpet before getting the sexual favor, and they didn't ask the old lady if she was in the mood. They decided when the time was right, and they got it up, got it in, got it going, and got it done. No foreplay, no afterplay, no nothing. Certainly no asking for permission.

In those days, it was a wifely duty to submit (yes, submit!) to her husband

for his physical pleasure. It had nothing to do with her pleasure at all. How times have changed.

But I vow right here and now to take the man's leadership role back in the sex games. From this day forward, it will be my way or the highway, not her way. Of course I have a huge advantage over you and 90% of all other men, since I practice a chick-magnet profession. It's like being a rock star or a pro athlete, except I don't have to look good or stay in shape, and I make a hell of a lot less money. But I'm a big attraction for the hot girls, and I can choose from the best of the best whenever I'm thinking of marrying again. Here's how it plays out in a singles bar:

"Nice to meet you, Donnie. So ... what do you do?"

"I'm a writer."

"Oh. Oh, my. What do you write?"

"Stories. Essays. Lots of stuff. I write about life. I write about love."

"Oh. God. Are you published?"

"A couple hundred times. More than that, actually."

"Oh. My God. Shall I gobble your wiener right here and now or shack up with you later tonight?"

When she says this, by the way, she wiggles her ass in the chair, performing the initial stages of foreplay on herself. Which I think is a great idea. All men should train their women to do their own foreplay, and I swear to manage that process from now on.

Your wife or girlfriend heads for the bedroom and says, "Are you coming to bed, Dear?"

"No," you say. "I'll be in later, but you go ahead."

Then you flip on the TV, crack a beer, and light a cigar. You can give her a cigar, too, but don't light it.

After a while, you'll hear her moaning in there. If she's a screamer, you might want to wait until that happens. Then you drop your pants, walk in, and nail her. After which you immediately fall asleep.

Let her turn off the TV. That's how we'd do sex if this were a man's world, which it isn't, although they tell me it used to be.

But don't cheat. Some years I'm

single and some years I'm married, but during the married years, here's the rule: have sex like a man, but don't fool around on your old lady. I'm dead set against that behavior, and it's not because I'm a good person or anything. It's because I'm a lazy ass, and screwing around on your wife is hard work.

Think of the effort required to craft intrigue and clandestine plans, the strung-out late nights, the creeping in through the back door in the early mornings, the lies and excuses so dumb and transparent you laugh out loud while you're telling them, the lack of sleep, the guilt, the constant hard labor required to keep two women happy. These things can crush your will and crash your energy.

Plus, you've got to hump your balls off. There will be none of that comfortable married action, with its memorized foreplay, its one standard position, its roll over right after and fall unconscious. The extracurricular woman requires you to hammer her differently every time, and how many ways are there for God's sake, which is why affairs don't last long and marriages do.

Worst of all, once is not enough. You give her a good bang (from up, down, back, front or side, with bells on, or ropes and chains, or whipped cream and cherries), and then you say goodnight and fall asleep. Twenty minutes later you're startled awake by wet lips upon your lolly and fingers up your bung. Yikes!

Plus, you have to develop a vocabulary of clever stupid things to say, just to get through the flirtation and seduction stages. Single men can do it involuntarily, because they chase beauties every hour of every day. The language catering to the pre-fornicated woman inhabits their every thought, word, and deed. But the married guy, out of practice for years, must stop and think and try and fail and try again, which can be frustrating.

So let's simplify our lives, take back control in the bedroom, and have sex like men. Life will be happier from now on; I guarantee it.

—Don Feigert

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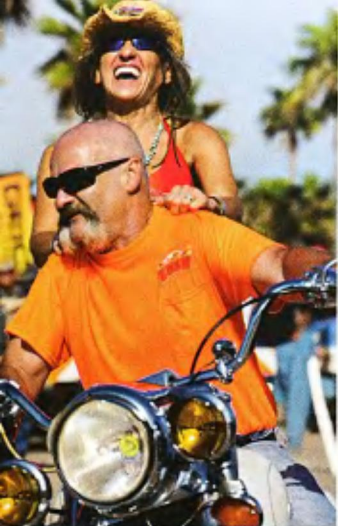
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The Lone Star Rally



JUST AS THE ISLAND IT IS SITUATED ON HAS STOOD UP TO MAJOR STORMS,
THE LONE STAR RALLY IN GALVESTON, TEXAS, PROVED ITS STRENGTH THIS YEAR.

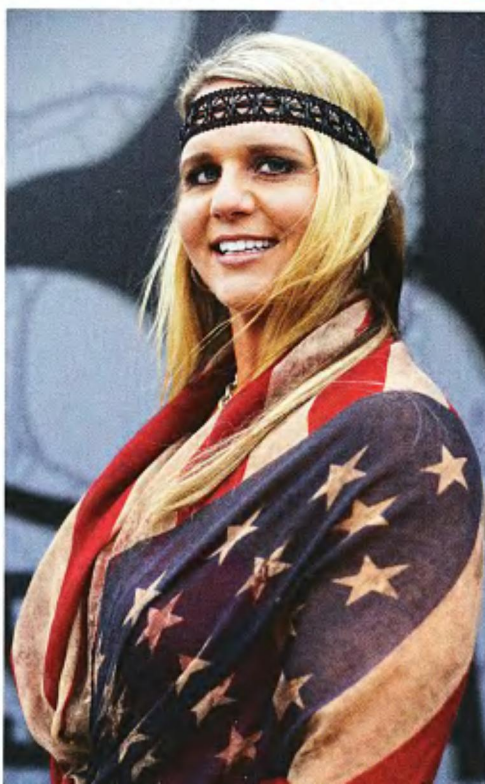




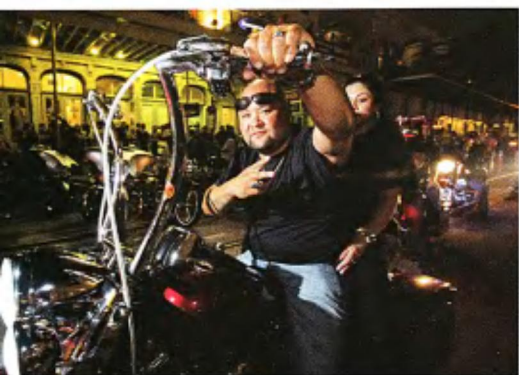
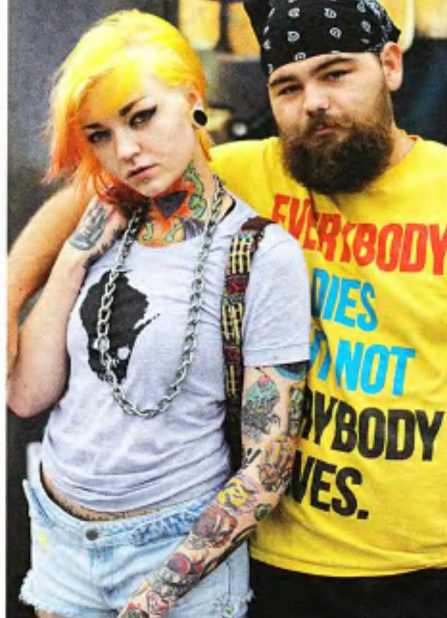
The Rally held up in the face of forecasted rain that started coming down in the earliest hours of Saturday and continued most of what is historically the main day of the rally. Lesser rallies would have been crushed, but it is estimated close to 300,000 revelers still showed up for what is known as the biggest four-day motorcycle rally in North America. It also happens to be one of our favorites for the welcoming nature of the city, cool manner of the police, and for the warm character and charm of its downtown "Strand" district where "open-container" drinking is uniquely the norm.

The six city blocks of the Strand that are closed to four-wheeled traffic for the entire rally are my favorite part. With a background of old historic buildings, this wide street is flooded with a sea of bikers. To put it in perspective, it is more crowded than Sturgis and Daytona and the energy is dialed up by a factor of ten! A welcome addition this year was David Allen Coe, who gave two free performances on an outdoor stage Saturday and Sunday. The crowd absolutely DUG him!









On the other side of this three-mile wide island is the Seawall alongside Galveston's wide sandy beaches. This six block long area was packed to the gills with vendors, and, this year, there was the addition of several bike shows and Michael Ballard's "Throttle Fest" with its Full Throttle Saloon television stars and the band Jackyl as the Saturday night headliner.

Sunday was an awesome day and a real game changer as it grew by leaps and bounds. A new hot rod show on the street and David Allen Coe's afternoon concert helped. So much cool stuff! So, what's next? The promoters say that the city has approved plans for motorcycle racing on the beach in 2016.

—Michael Lichter



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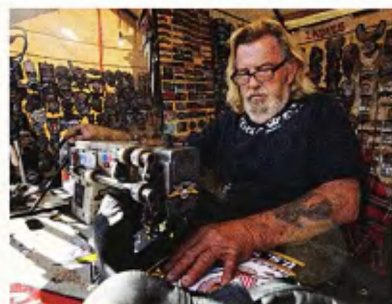
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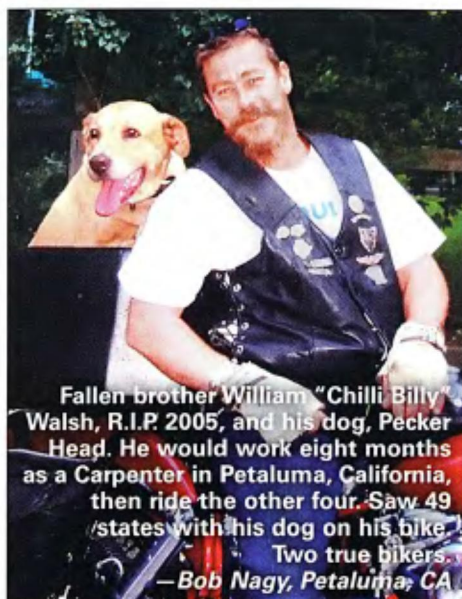


Puttin' Pets

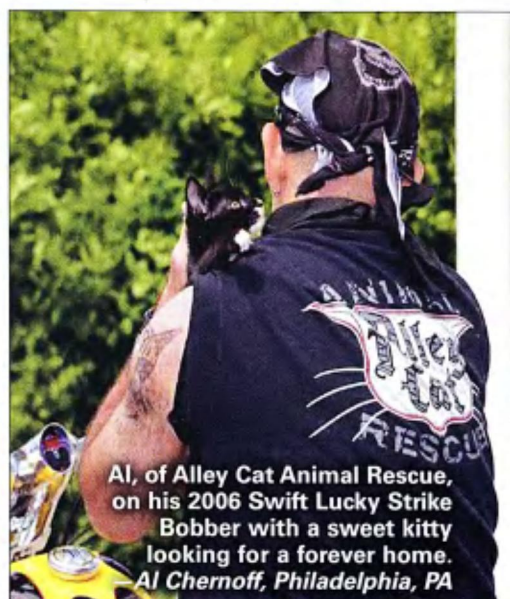
A Biker's Best Friend

Hey, do you have a pooch that loves to putt? Maybe a dog that loves your Hog? A parrot that says, "Potato, potato, potato..."? How about a cat that cuddles up to your Kawasaki? (Maybe forget that last one). Well, we have a contest for you. Just email us a photo or video of your cute critter and, if our editors pick your pet, we will show it off right here in *Easyriders* (both print and digital).

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!



Fallen brother William "Chilli Billy" Walsh, R.I.P. 2005, and his dog, Pecker Head. He would work eight months as a Carpenter in Petaluma, California, then ride the other four. Saw 49 states with his dog on his bike. Two true bikers. — Bob Nagy, Petaluma, CA



Al, of Alley Cat Animal Rescue, on his 2006 Swift Lucky Strike Bobber with a sweet kitty looking for a forever home. Al Chernoff, Philadelphia, PA



Mr. Kitty is just waiting for that spring thaw to roll around. — Cory Zint, Lawrenceburg, IN



*Bill and his best friend, Murphy, in their natural habitat.
— Bill Wogh, Zephyrhills, FL*

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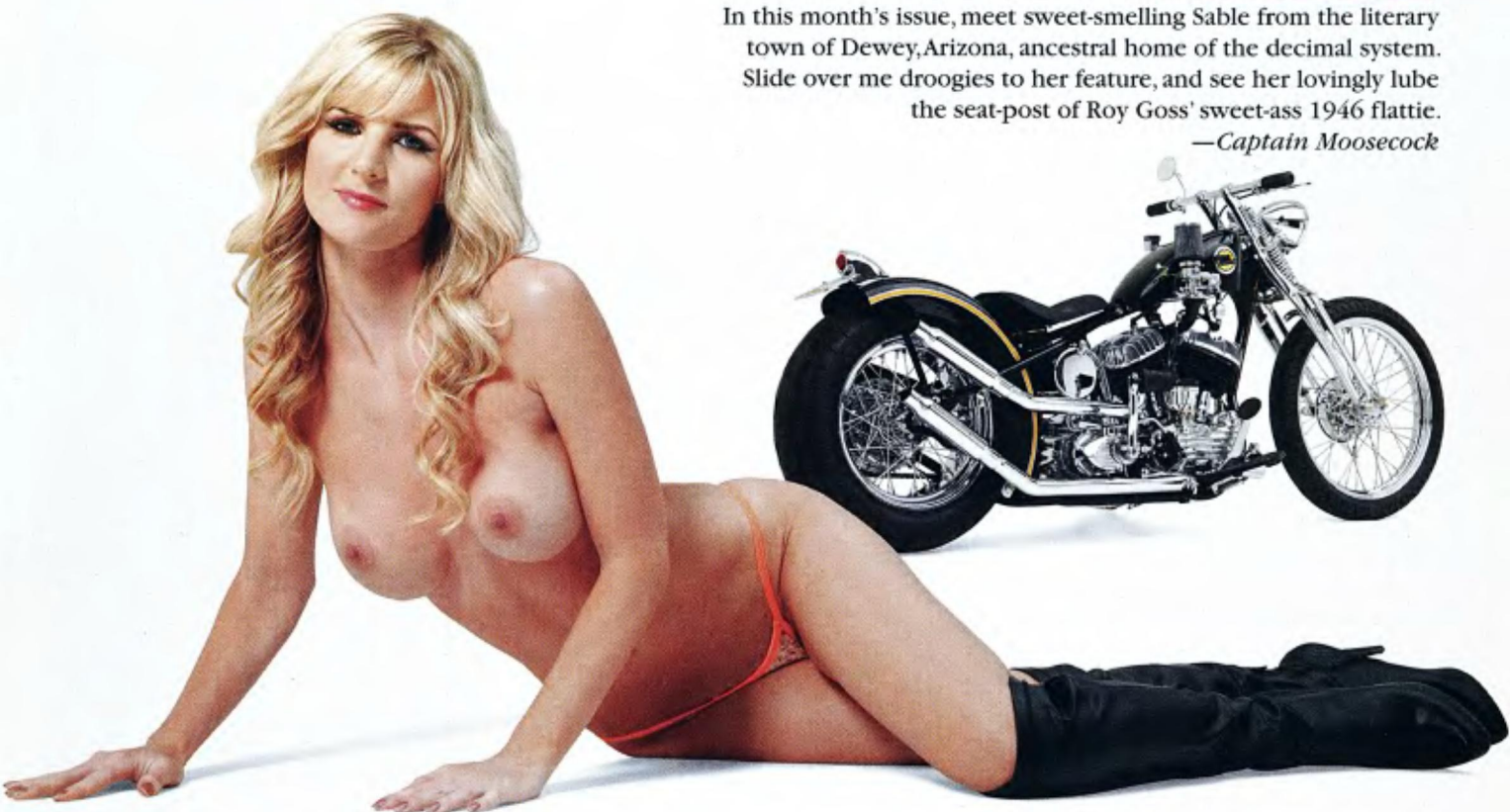
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This Month's Winner

In this month's issue, meet sweet-smelling Sable from the literary town of Dewey, Arizona, ancestral home of the decimal system. Slide over me droogies to her feature, and see her lovingly lube the seat-post of Roy Goss' sweet-ass 1946 flattie.

—Captain Moosecock



#0501 Charlee-AR

"My uncle owns a Harley and he gave me my first ride on a Harley. It was an exhilarating experience!"



#0502 Jennifer-NY

"My first ride on a Harley was magic between my legs! I fell in love with the open road, the wind in my hair, and how the silence of just the bike and gravel made a whirling sound!"



#0503 Mia-MI

"My first ride on a Harley filled my senses with freedom and magic. My wee ass has never been the same!"

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 the next Fox Hunt winner as selected by you persistent prick-nipplers. Meet sweet, neat and rarely discrete Irene Silver of scenic Chandler, Arizona, where the apple never falls far from the stump. Come back next month or face forever the fury of bongo vengeance upon your worthless, flatulent soul.

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Photographer's Name:

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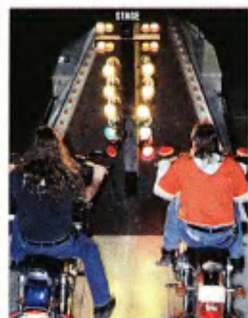
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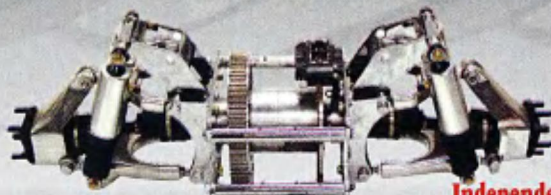
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From
the editors
of *Easyriders*
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THE ARTIST'S CHOICE COLLECTION OF
David Mann's
MOTORCYCLE ART



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Proper technique is on display for under-body inspection.

—Terry Bert, Lost Highway Fest, San Bernardino, Calif.



Riders ride, regardless of the cards life deals.

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



Life can be an all-out drag at the Harley Rendezvous.

—Rick Kline, Mohawk Valley, Duaneburg, N.Y.



Gotta figure he's been there, done that, and lived to tell the tale.

—Fred Stoll, Union City, Tenn.



Giddy. —Paul Shermer, Greensboro, N.C.



Trying out her new passenger mono-peg.

—Les Holt, La Porte, Texas.



Hope she's got a good hairbrush stashed in that purse.

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



Selfie. —Mark Sherman, Madera, Calif.



Harry Fryed saws one off for ya. —Terry Bert, Easyriders Bike Show, Sacramento.

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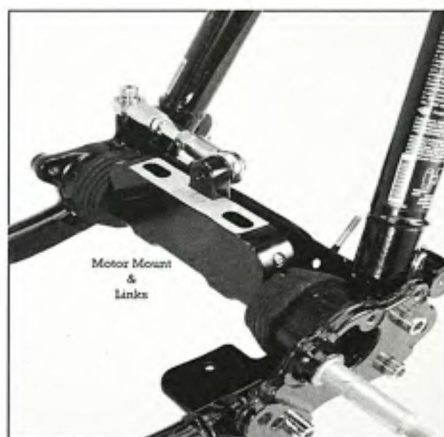


Invisible apehangers at the Bub Lollis Whitten Center Run. —Tommy Pittard, S.C.



Hogs and Heroes Foundation folks at R.T. 28.

—Jay Hirsch, Washington, D.C.



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BIG JOHN

Roy Goss And His PowerPlus ULH



Roy Goss decided that the time was right for him to build a bike just for himself. Inspired by the memories of his father Big John Goss, Roy still lives by the creed, "If it isn't simple and tasteful, then it's too much." This project was a labor of love, "Like building a little model." His small shop known as PowerPlus has weathered the ups and downs of the motorcycle industry over the past 23 years and is the oldest shop in Tucson, Arizona.

Because he has a full machine shop, Roy can make almost anything he wants to, but not everything that is simple is easy to do.

If it isn't simple and tasteful, then it's too much.



Build it for yourself and
don't cut corners.



Just look at this scratch-built downdraft intake manifold that mates a Weber carburetor to the Harley-Davidson flathead engine. You can't get parts like these off of the shelf. Roy's words to anyone wise enough to think they want to try a build like this are, "It won't make you a lot of money, so build it for yourself and don't cut corners." A frame like this doesn't come out of a box either. It started as a Paughco single downtube rigid, but became a bit more artistic after his carving and gusseting. It took a ton of work to make a 200 millimeter wide chunk of Metzeler rubber and a drum brake fit on the back.



You can't see the flywheel that Roy had S&S custom build for him or how it was only one of the necessities required to convert his resurrected UL flatty from a troublesome roller bearing to the now bulletproof Timken. You also won't see this bike broken down on the side of the road as often as most stock ULH models from 1946.

Roy and his motor guru "Mushroom" made her into a real hummer.

The shiny stuff you see is from the truly great talent of Brian, the PowerPlus in-house polisher. A seat-mount air ride system makes for a nice and healthy ride on a good road. A rigid that feels even better than most stock bikes.

Roy likes to roll away from Tucson on highway 83 through Mustang Corners about 60 miles up to Tombstone, "A town too tough to die," he tells us. He and his riding buddies like to stop at a saloon called Big Nose Kate's for live music, great food, and never-ending fun. Kate was the gal who loved Doc Holliday and everyone else, too.

When you think of fun, ruminate about this month's Fox Hunt winner, the very able Ms. Sable. We hooked her up to Roy's flatty and it started and ran without the magneto!

—Cheese



Owner: Roy Goss, below
City: Tucson, Arizona

GENERAL

Fabrication: Roy, PowerPlus
Year and make: 1946 Harley-Davidson
Model: ULH
Assembly: PowerPlus
Time: 2 years

Chroming: Ideal Chrome
Polishing: Brian at PowerPlus

ENGINE

Year and make: 1946 Harley-Davidson
flathead

Rebuilder: Roy and Mushroom

Ignition: Morris Magneto

Displacement: 80 cubic inches

Lower end: S&S Flywheel

Balancing: Mushroom

Pistons: STD

Heads: high compression Harley-Davidson

Cam: Sifton

Lifters: Sifton

Carburetor: Weber

Air Cleaner: Volkswagen

Pipes: homemade

TRANSMISSION

Year and make: 2013 RevTech 4-into-5

PAINT

Paint: Ed Carlson

Type/color: House of Kolor /black, gold

Special Paint: Ed Carlson

FRAME

Year and make: 2013 Paughco

Type: single downtube rigid

Rake: stock

ACCESSORIES

Bars: Broomstick

Handlebar controls: old-school

Fender: stock, unhinged, bobbed, and widened 2 inches

Headlight: Harley-Davidson Springer

Taillight: Sparto

Floorboards: Harley-Davidson NOS

Electrics: Cycle Tech

Gas tank: Sportster

Oil System: Harley-Davidson

Primary: American Custom

Seat: Danny Gray

Mirrors: 3-inch round

Grips: 1940s style

FRONT END

Type: VL springer

Extension: stock

Builder: Harley-Davidson

WHEELS

Hub: Star hubs

Size: 21-inch front, 16-inch rear

Tires: Metzeler

Brakes: Drum

Photos: John Covington

Model: Sable

Contact: PowerPlus

kibberwitt@aol.com







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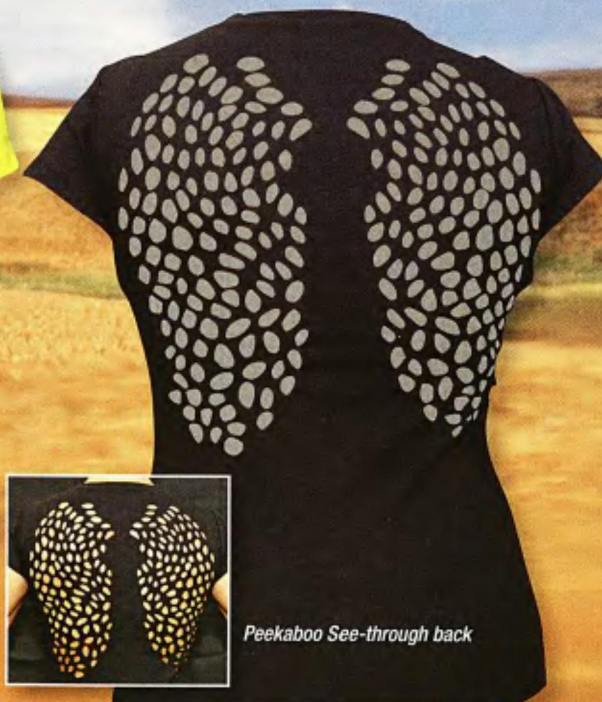
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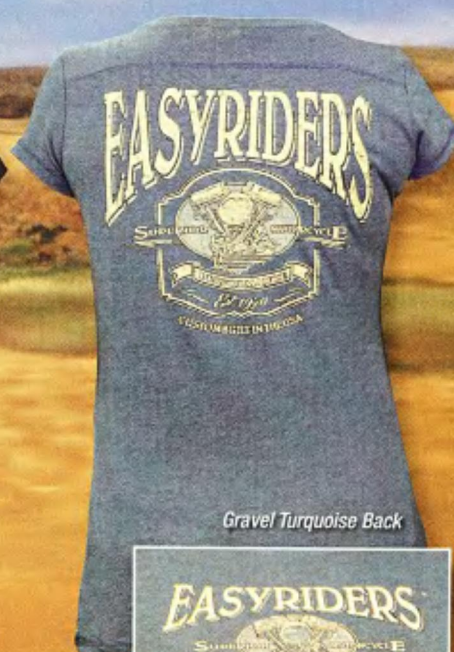
Peekaboo Front Black



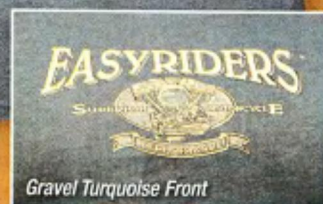
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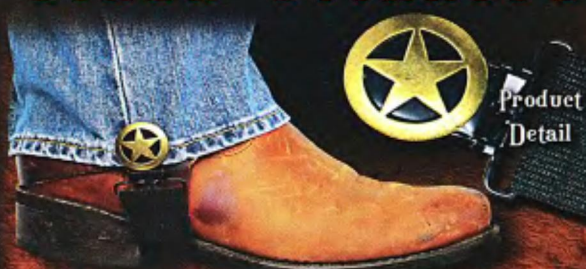
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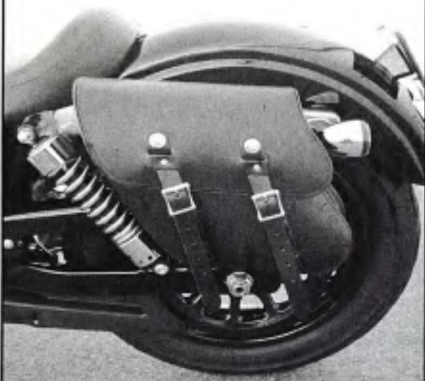
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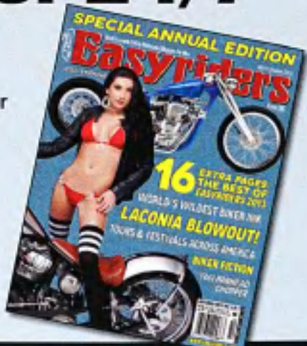
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Pat & Tracy Brooks Indianapolis, IN 2003 H-D Anniversary Springer Softail

A self-described "sucker for springers," Pat lives up to that moniker by also saying that this is his third springer, and that with all the work that was put into it and the fact that it's an "anniversary" bike, this is also the nicest one he's ever had. Or should I

say "they" have ever had since his wife, Tracy, apparently co-owns all the bikes.

The couple bought the bike almost three years ago, and Pat says "Some chrome was on the bike, but we added a lot more." But chrome wasn't the only thing that was added, and he goes on to list all the things that were done to the bike: the motor was given new cams, compression was upped, a Power Commander was added, the jugs were diamond-cut, the 8-inch motor was punched out to 95 cubic

inches by V-Twin of Indy, and the bike was dynoed at 106 hp. "Springers are a dying breed," says Pat, "but I believe they're the best-looking bikes."

Pat may have a point there; the springer front end has been around for a long time, and any chopper or even bobber would only benefit from the look of a beautiful springer leading its way. As for Pat and Tracy's future plans, Pat says, "Momma wants a bagger eventually but says this one's a keeper." —*Tripper*





"Hang on, baby, help is on the way! You too, Mona."

Comin' At Ya



The Extra Special June issue of *Easyriders* (No. 516) marks the 45th Anniversary of this fine publication AND Daytona Bike Week's 75th Anniversary!

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The June issue of *V-Twin* (No. 182) is the "G-Rated" version of *Easyriders* and there is nothin' in it that you can't show your dear ol' mum. It includes a bonus custom bagger magazine—*ROAD IRON*—extra tech guides, and of course, no nudity.

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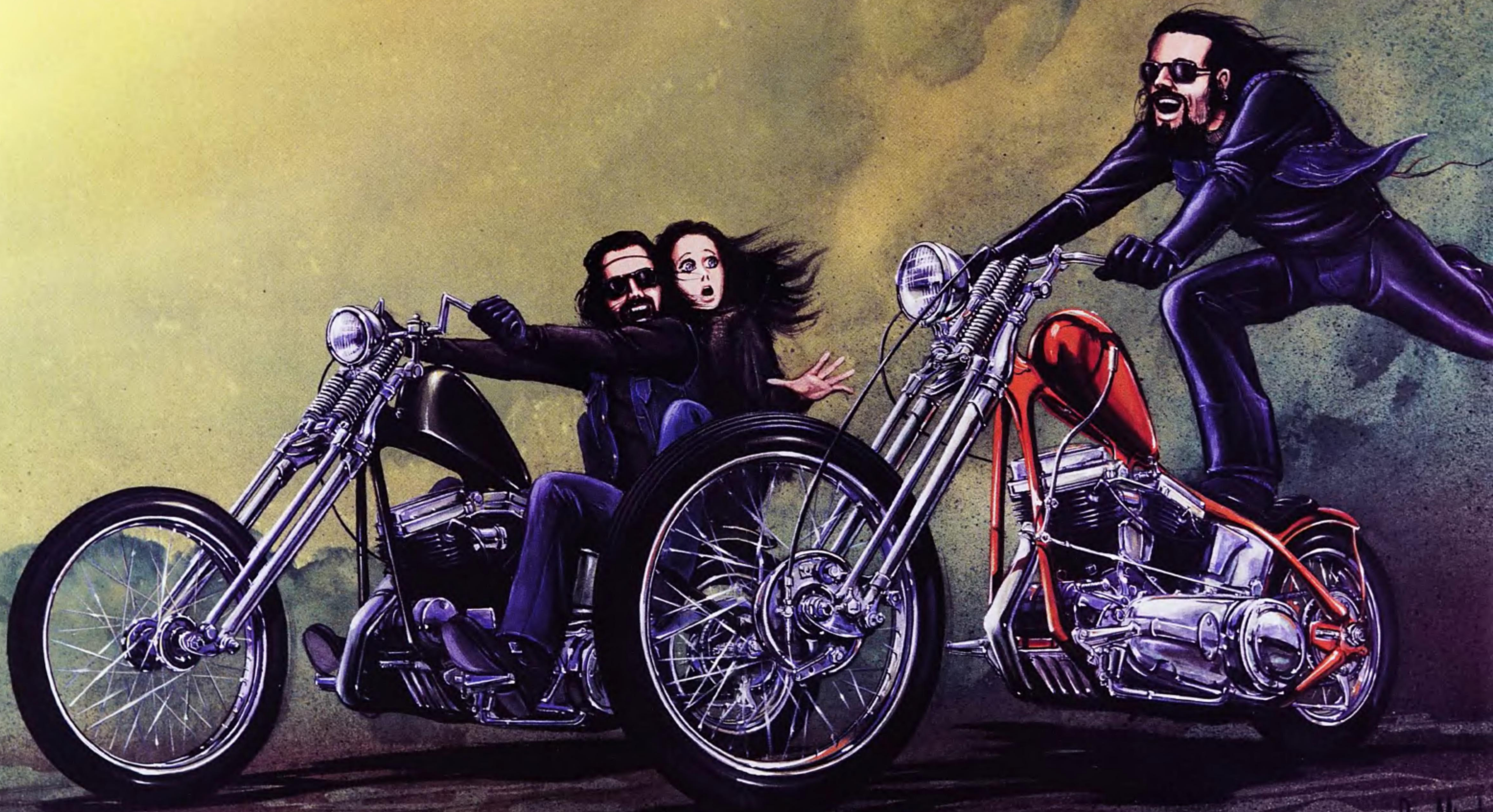
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