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Cock Ring Bomb!

An employee of the Spielothek Casino in Germany heard ticking and humming noises from a men's bathroom trash bin and called the cops. The police evacuated the casino and nearby shops, blocked off the street, and called in the bomb squad. The bomb squad didn't find a bomb, but they did find a still vibrating cock ring in the trash. An official from the casino told a local paper that it is always better to be safe than sorry. I guess that's true with both bombs and cock rings.

Snorting Fido

For a trio of drug thieves, it was their lucky day. They broke into a home in Silver Springs, Florida, and discovered three jars of cocaine. They took it home and snorted the contents. That's when they discovered that the jars were in fact urns, and that they were snorting the cremated remains of the victim's husband and two dogs.

Weird Shit For Sale On Craig's List

I swear these are all real ads:

"Fart Jar for sale: My hot girlfriend's fart in a mason jar. Need cash to pay the rent."



"I have some banana slugs. I will lease them out for \$1 per day. You just come and catch them, and keep sliding dollar bills under my front door. I am trying to save up for a flat screen TV."

"I found four cockroaches in a box of Triscuits a few months back. I hate to have to get rid of them, but I'm moving to a smaller place and won't really have the room for them anymore. Re-homing fee of \$15 each or \$50 for all four."

"I have more than 1,300 pope hat replicas that I really need to get rid of. They are a little too small for most adult heads and are also irritating to the skin, so you would need to have long hair or wear a smaller hat underneath (just like the real pope). Dogs do not like to wear these pope hats, but maybe a large cat would wear one."

Stuck On You

A 27-year-old dude decided to propose marriage to his girlfriend by climbing the 600-foot face of Morro Rock in California. The romantic daredevil found the perfect perch to pop the question to his girlfriend via Face Time. There was just one problem—he got stuck on the sheer ledge where he was rescued by a helicopter. Once safely on firm ground, the man was charged with trespassing and got a bill for the helicopter ride. Oh, and she said, "Yes," in case you were wondering.

Now That's A Knife!

The town of Bowie, Texas, named after Alamo defender Jim Bowie, unveiled the world's largest Bowie Knife recently. The giant stainless steel knife is 20 feet long and weighs 3,000 pounds. "For Bowie, we are hoping to get people off of the highway and into town," said the executive director of the Bowie Chamber of Commerce. "We want them to spend their money of course, but we want them to see

there is so much to do and see in Bowie." Yeah, like a really big ass knife! The Chamber hopes that Guinness World Records will name their toad-sticker the world's biggest knife.

Come Out, Gretel

Cops in Iowa said deputies executed a search warrant at the Guthrie Center home of a 25-year-old woman who was wanted on an arrest warrant for a probation violation. She was found hiding in a non-functioning oven that had its bottom cut out in an apparent attempt to turn it into a hiding place. A Deputy told the local TV news, "Yep, she fit all the way in the oven." But also mentioned that the oven was not connected to a power source and had been hollowed out inside specifically to hide the woman. "It's not uncommon for people to go to extreme lengths to avoid apprehension or to hide contraband." They arrested a man at the property also. No word on whether or not his name is Hansel.

Not For The Faint Of Heart

What is the worst possible time to faint? How about while right in the middle of robbing a bank? That is exactly what happened to a Beavercreek, Ohio, thief. The teller called 911 and asked for medics. But you have to applaud the downed crook's hopeful nature. While the ambulance was en route, the suspect woke up on the floor and handed a note to the teller demanding all her cash.

Never Confess

Don't you just hate it when you suffer a heart attack and think you're going to die, so you confess to a 17-year-old murder only to find out you're not going to die and then get sentenced to life in prison as a result? Yeah, so does a dude from Nashville, because it happened to him... for real.



6 FOUR-PAINT CHOPPER

Trevelen Rabanal's
1980 Harley-Davidson
Chopper



18 BLUE DIABLO

Rob Andersen's
2015 Custom Rigid Evo



26 DEFIANCE

Don Weimer's
90 Day Wonder



37 CATSKILL MOUNTAIN THUNDER

East Durham, New York



48 RETRO BLASTER

Buzz Teson's
1948 Indian Chief



60 DAVID MANN CHOPPERFEST XII

Call It A Biker's Dozen



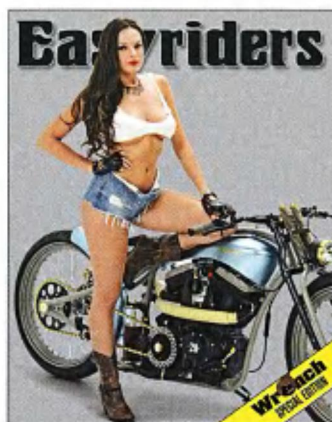
76 BRANDY

Kraus Motors'
2012 Custom Chopper



89 WRENCH NO. 16

Cody's Knuck • Giddy Up Run •
Born Free's Best Chopper •
Blucifer



ON THE COVER:

Nikola with Don Weimer's
radical boardtracker shot by
Michael Farabaugh.

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
July 12, 2016.



DEPARTMENTS

Takin' It Easy	3
EasyNews	14
Parts Box	24
Passin' Gas	32
David Mann Canvas Contest ...	44
V-Twin Expo Hot Parts	52
Fiction: In Stereo	58
Fox Hunt Contest	67
Puttin' Pets	70
In The Wind	72
Fox Hunt Winner	76
General Store	114
Readers Rides	120
Advertiser Index	122

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FOUR-PAINT CHOPPER

We've all heard of painters taking forever when it comes to returning parts the builder needs to finish a project; it's what you expect.

SUAREZ







This chopper, though, beats most if not all stories because not only did it take several years to get painted, it took several painters to boot.

It seems the bike you're looking at endured a bunch of years in a state of "not-quite-done-yet" before it was finally built to make an appearance at last year's Born Free show in SoCal. That's because when Trevelen Rabanal, the builder of this beauty, first began working on it, he didn't

own it. He does now, though.

When Trevelen first laid eyes on the bike back in 2010 or so, it belonged to a rapper named Skinhead Rob, who at the time played for a band called The Transplants. "I was supposed to have it finished for the Brooklyn Invitational in 2012," Trevelen says, "but the painter that was supposed to do the paint job screwed up the paint. I was so disgusted, I just left the parts there and took a buddy of mine's FXR that I

was working on at the same time to the show instead."

Well, Skinhead Rob apparently wasn't all that interested in having the chopper finished and, after a while, sold it to Trevelen, who then had it sitting around in pieces on different shelves for two more years. "In 2014, I decided I finally wanted to finish this bike, so I sent the sheet metal to another painter," says Trevelen. "Well, guess what? He screwed it up, too."



Enter painter number three. "He's a friend of mine from a car club, and he said, 'Hey, let me do this for you.' I knew him as an excellent car painter," Trevelen says. And while Trevelen was considering the offer, the promoters of the Born Free show called up and invited him to take the bike there. That meant it was time to get serious and put this baby together. "But the parts sat and sat and sat at my friend's shop, and when he finally

painted it, he screwed it up, too," says Trevelen.

Ultimately, another friend of Trevelen's suggested Buck Wild from Buckwild Designs, and to make a long story short, the two met, had some tacos together, and got along just fine. In fact, through conversation and the discovery of "some crazy coincidences that almost seemed like magic" it was decided that fate had brought this bike to Buck and he had been meant

all along to paint it. Apparently, the three previous screw-ups were all part of a greater plan.

Anyway, a deal was struck, Buck Wild painted, Trevelen approved, and the bike made it right on time for the Born Free show. And now it's back at Trevelen's shop and sort of waiting for a buyer. Not that Trevelen's pushing his luck, though. And after four painters, who would?

—Tripper

Owner: Trevelen Rabanal
City: Los Angeles, California
GENERAL
Fabrication: Super Co.
Year/make: 1980 Harley-Davidson
Model: chopper
Assembly: Super Co.
Time: 3 months
Chroming: Supreme Plating

ENGINE

Year: 1980
Model: shovelhead
Rebuilder: Super Co.
Ignition: Morris magneto
Displacement: 103 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: S&S
Lifters: Jim's
Carb(s): S&S
Air Cleaner: Bench Mark
Pipes: Super Co.

TRANSMISSION

Year: 1980
Modifications: none
Shifting: by hand

PAINT

Painter: Buckwild
Type/color: a lot
Type: wet

FRAME

Year: 1980
Builder: Super Co.
Type: rigid
Rake: 38 degrees
Stretch: 6 inches
Shocks: none
Modifications: plenty

ACCESSORIES

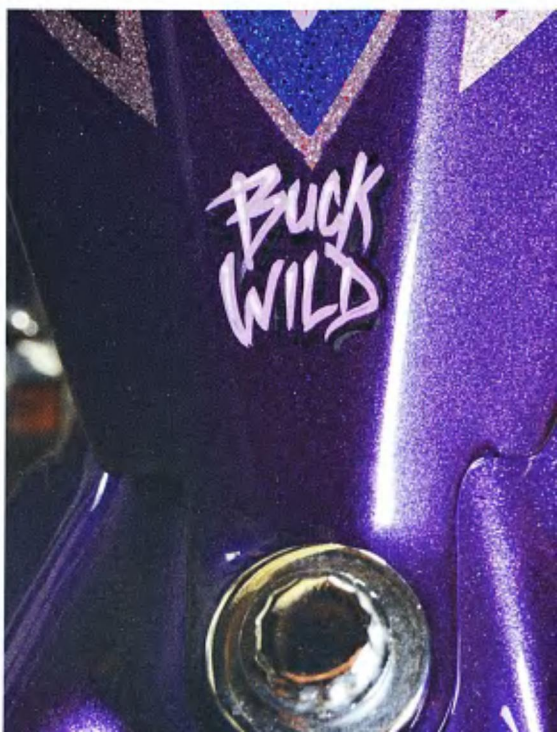
Bars: Super Co.
Handlebar controls: Super Co.
Fender(s): swap meet
Headlight: swap meet
Taillight: Ken's Factory
Pegs: Alloy Art
Electrics: Super Co.
Gas tank: Li'l John prism
Oil tank: Super Co.
Oil system: S&S Cycle
Primary cover: Tech Cycle
Seat: JP Custom Seats
Grips: Super Co.

FORKS

Type: hydraulic
Extension: 28 inches over
Builder: Sugar Bear

WHEELS

Size: 21 inches
Hub: Akron
Tires: Coker
Brake: Performance Machine



Photos: Kai R.



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Chuck Koo *Jim Long*

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-Thank you,
Rick Rademacher

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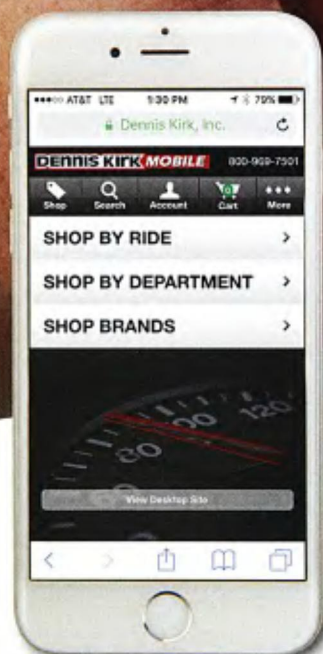


Handwritten signature

"You don't want me to have tan lines, do you?"



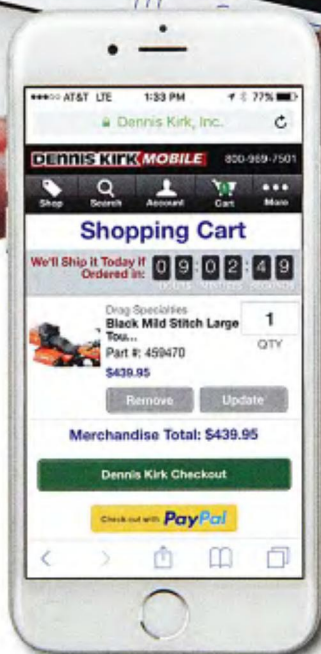
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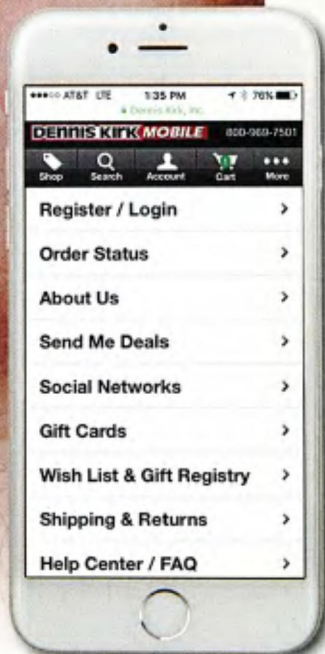
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MISSOURI HELMET MODIFICATION MOVES TO SENATE

The proposed exemption to Missouri's helmet law, HB 1464, has sailed through the House, 103-43. That might not be enough to overcome a promised veto by Governor Jay Nixon, but Speaker Todd Richardson has vowed to help override a veto if it comes to that. He said that a number of legislators were absent for the vote, and he feels that they could be persuaded should the bill come back to the House. The last time helmet choice passed both houses and reached Governor Nixon's desk was 2009. He vetoed it.

The companion bill in the Senate is SB 694, introduced by Jason Holsman. On March 30, the bill was combined with SB 851, and the bill was recommended DoPass. It is at the time of this writing the combined bill been submitted to the Senate Bills for Perfection calendar.

If the bill passes and is either signed or the expected veto overruled, Missouri riders over 21 will be able to choose whether or not to wear a helmet, effective August 28. A lot can happen in the meantime, so stay tuned.

Source: KWMU-FM

LOUISIANA HELMET LAW

The bill, 377, sponsored by state Reps. Clay Schexnayder and Jim Morris, would allow riders 21 and over to make their own choice as to headgear. The bill also makes some changes

to the licensing requirements as regards rider training.

As of April 20, the bill had failed to make it to the House floor, but a motion to reconsider is pending. According to Rep. Schexnayder's office, the Roll Call was 49 yeas, 46 nays with nine abstaining; they needed 53 yeas for the bill to pass. Even if it does clear the House floor, the legislation still will face an uphill battle, as Governor John Bel Edwards is already on record against it.

As many of us know, in 1999 Louisiana modified its helmet law to 18 and under, but when Governor Kathleen Blanco came into power in 2004, the universal helmet law was reinstated. Since then it has been a yearly battle to regain freedom in the state, and this bill represents the 2016 effort. Let freedom ring!

MICHIGAN DEATHS DECLINED AFTER REPEAL

We often read in newspapers of the dangers of repealing helmet laws and the presumed ensuing carnage in the street. Well, that is not really the case. In Michigan, the State Police are required

to compile records on accidents, fatalities, and injuries.

According to this State Police data, deaths actually decreased after the law was enacted. In 2012, 129 people were killed, and 2,870 injured. In 2013, after repeal the number dropped to 128 and 2,497 respectively. In 2014, the number dropped again, to 107 and 2,309.

The state's helmet law was modified in April of 2012 to allow helmet choice. On the ABATE of Michigan website the group notes that in Michigan 58% of all of the fatalities in 2012 involved riders without a valid motorcycle license.

Source: Michigan Capitol Confidential, ABATE of Michigan

WACO SHOOTING TRIAL

A number of mainstream news outlets are weighing in on the Waco shootings last year, and the consensus seems to be that the police and prosecutor's handling of the case is at best, controversial. *The Atlantic* has done a series of articles on the confrontation and cites the continuing gag order as suppression of evidence that it finds particularly troubling. They cite a new video of the incident as clear evidence that "underscores the likelihood that injustices are being perpetrated... They do, however, make one thing clear. The vast majority of bikers present that day appear to have been shocked by the gunfire and inclined to flee the scene of lethal violence rather than to participate in it." The magazine questions why prosecutors arrested so many of those who were merely present and charged so many of them.

Meanwhile, at National Public Radio, the concern is in the lack of clarity on the question of whether the Grand Jury will issue additional indictments; 154 have been charged, but there is confusion as to an additional 38 bikers

QUOTE OF THE MONTH

"The State claims and exercises the monopoly of crime...

It forbids private murder, but itself organizes murder on a colossal scale.

It punishes private theft, but itself lays unscrupulous hands on anything it wants..."

—ALBERT JAY NOCK

CONTINUED NEXT PAGE

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

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

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

Let the moonlight guide me
Through the night.
Let the air of spring
Breathe life into my soul,
To journey to another adventure
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Complete with a velvet jewelry pouch, gift box, and specially prepared "Biker's Blessing" card (a portion shown above)



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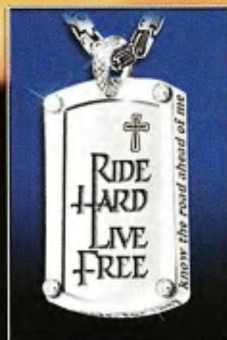
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Reverse side



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who were arrested at the scene, but have not been formally charged. Houston attorney Paul Looney, who represents three of the arrested had stated that those charges were immediately dropped when the Grand Jury passed an agreed upon deadline for indictments; however, county District Attorney Abel Reyna has characterized this as "sadly inaccurate," continuing, "We have not filed any dismissals in any of the remaining Twin Peaks cases... Furthermore, any McLennan County grand jury can hear evidence on this matter and decide to issue additional indictments. This is an ongoing, continuing investigation." The conclusion of the article states, "With a gag order firmly in place and hundreds of related cases that need to be tried, it seems like it will be a long, long time before we get anything close to a complete picture of what happened in Waco."

*Sources: The Atlantic,
National Public Radio (NPR),
Waco Tribune, Houston Chronicle*

NEW YORK COPS WANT TO SEARCH YOUR PHONE

A bill is making the rounds of the New York legislature that would allow police to examine the cell phones in the aftermath of an motor vehicle accident using a device known as a "Textalyzer" to determine whether a phone was in use at the time of the crash. One criticism of the measure is that scanning the SIM card of the phone would still leave no way of knowing if the device was being used with a hands-free device. It is claimed that the device would not access the other contents of the phone, such as contacts, pictures, etc. One of the vendors mentioned as providing the device is Cellebrite, the Israeli company that is rumored to have provided help to the FBI in the iPhone hacking case, if that gives you any comfort.

Source: Ars Technica

SPEAKING OF IPHONES

The Senate recently took up a bill that would force companies like Apple to

unlock their customers cell phones anytime a judge tells them to. This would force companies to build backdoors into all of their products, which inevitably will lead to less privacy and security for everyone.

The bill defies logic, naively imagining that "black hats" will not immediately exploit these backdoors for nefarious purposes. The bill, "The Compliance with Court Orders Act," requires that makers keep a key to unlock their security, on demand from the state.

The ranking members of the Senate Intelligence committee, Chairman Richard Burr and Vice Chairman Dianne Feinstein, which should give the rest of us a chill, are championing this bill. The response from the tech community was fast and hard, "It's obvious that nobody in the tech field was consulted during the drafting of this bill. It's a work of complete ignorance," said Eric Rand, a computer security consultant from Southern California.

Cybersecurity expert Robert Graham said regulating encryption this way is akin to regulating document shredders. It shows that Senators "fear what they don't understand," he said.

Source: CNNMoney

LET'S END ON A HAPPY NOTE

In Maryland lawmakers in the Maryland General Assembly voted to end mandatory minimum sentence for drug offenders. In addition, many non-violent offenders will see their early release from prison. The new law also provides a package of police accountability measures, allowing citizen participation in officer disciplinary boards, while setting tougher training standards for officer with the goal of developing better relationships between the police and the community.

It is good news that with this new law the focus on drug addiction will swing towards treatment for the addicted, and leniency towards casual users who simply have experienced the bad luck of crossing paths with the police and the judicial system.

Source: Activist Post

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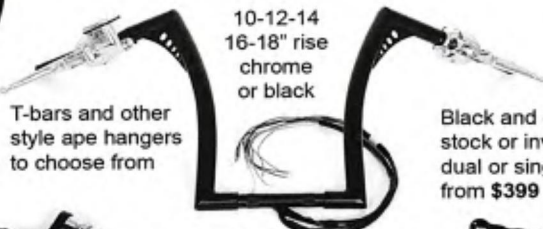
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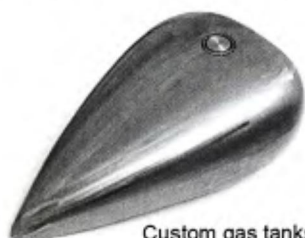
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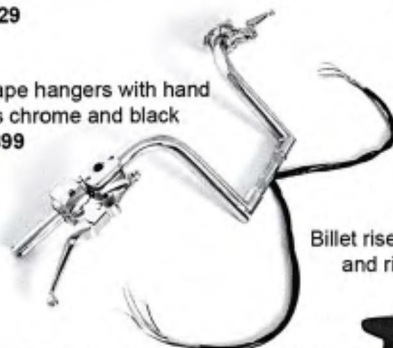
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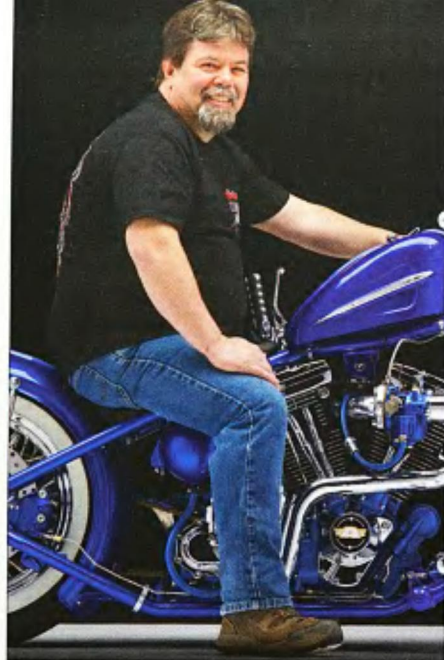


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DemonsCycle.com



Rob Andersen



Rob Andersen's Rigid Evo

BLUE DIABLO

Rob Andersen likes to build unusual bikes by unusual means. In the case of "Blue Diablo" as part of the customizing process, he dropped his truck on it.

Back in the early 1980s when Rob was a teenager he saved enough to buy a Sportster then spent a couple years customizing it. He entered it in the 1986 Philadelphia World of Wheels competition against some heavy hitters, but, lo and behold, scored Best Domestic bike—first build, first show. The next year, he rebuilt the bike but couldn't enter it because of rule changes, so he took it down to Daytona Bike Week where the bike won Best Unusual at the 1987 Rat's Hole.



A bunch of years rolled by, Rob raised a family, put his kids through school, and then got ahold of a motor, frame, and wheels from a project that never got going. Using a piece of string and his intuitive sense of line and proportion, he recrafted the frame. "I cut the neck and redid the angle 'til it looked right."

To get it right, I dropped my truck on it.

The same Yankee Ingenuity went into designing some special pieces, like the unique clutch lever/hand shifter. "The piece of aluminum stock I bought was so strong that I had to jack up my truck and drop it on the piece to get the bend I needed. Took three tries, but it worked." The same went for the fork legs. Rob made use of a support column in his home garage to create a fixture for shaping the pieces. And that jaw-dropping paint...the color blue is one of Rob's trademark touches, and yes he sprayed it himself. The treatment of the Sportster gas tank, another of his signature pieces, reminds him of his first bike.

"It's surprisingly agile and a pleasure to ride," Rob tells us, "but you need to get there by shifting through the gears, so you definitely need to pay attention with that suicide shifter."

Rob got the bike done just in time for the 2015 Easyriders Columbus Bike Show. When the winners were announced on the Saturday, his name wasn't called, but he and his wife had a great time despite the fact that his big dream to have his bike photographed by Michael Lichter wasn't to be realized. However, back at the hotel, someone told him that the bikes selected that day were only those moving to Invitational from Regional and that the next day the regular show winners would be revealed.

Early on Sunday he got the word that Lichter was asking to shoot his bike. Wow, a perfect weekend thinks Rob, then over the loudspeaker he heard his name announced...winner of Best Bobber. Yep, first Easyriders Bike Show and another big win. —Paul Garson





Owner: Rob Andersen
City: Mullica Hill, New Jersey

GENERAL

Designer: Rob Andersen
Year/make: 2015 Custom
Model: custom
Fabrication: Rob Andersen
Assembly: Rob Andersen
Time: 3 months

Chroming: Nick's Customs

ENGINE

Year/make: 1996 Harley-Davidson

Model: Evo

Rebuilder: Nick's

Displacement: 1340+ cc

Cam: Lunati

Ignition: Dyna 2000

Pistons: Wiseco

Lower end: Harley-Davidson

Heads: Screamin' Eagle

Lifters: Harley-Davidson

Carb(s): S&S E

Air cleaner: velocity stack

Pipes: swap meet specials

TRANSMISSION

Make: Rev Tech

Year: 2014

Shifting: 4-speed/suicide

PAINT

Painter: Rob Andersen

Type/color: UreKrem/Tru-Blue Pearl

FRAME

Year: 2014

Builder: Kraft Tech/Andersen

Type: hardtail

Rake: about 4 degrees from stock

Stretch: none

ACCESSORIES

Bars: swap meet

Handlebar controls: Custom Chrome

Fenders: Indian Larry/modified

Headlight: swap meet

Taillight: 1937 Ford

Speedo: nope

Electrics: enough

Gas tank: Sportster/Andersen

Oil tank: TC Bros kit/Andersen

Oil system: Harley-Davidson

Seat: custom ostrich

Pegs: swap meet

Mirrors: swap meet

Grips: Avon

FORKS

Type: DNA/modified

Extension: 2 inches under

Builder: DNA/Andersen

WHEELS

Size: 21-inch front, 16-inch rear

Wheels: Harley-Davidson spoke

Tires: Metzeler front, Avon rear

Brakes: Harley-Davidson disc

Photos: Michael Lichter





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NATIONAL CYCLES' NEW WINDSCREENS FOR H-D ROAD GLIDES

Harley-Davidson's newly redesigned FLTR Road Glide represents the latest in touring comfort, and the triple-vented shark nose fairing is perfectly complemented in both form and function by National Cycle's VStream Windscreens. VStream's cutting-edge aeroacoustic contour features a wider profile at the top, which pushes turbulent, noisy airflow to the side and away from the rider's helmet. This extra width creates a quiet pocket of air with significantly reduced helmet buffeting for a calmer and quieter ride compared to the stock screen. VStream windscreens are made from tough 4.5mm Quantum hardcoated polycarbonate. Exclusive Quantum hardcoating makes the VStream 30 times more scratch resistant than acrylic and 10 times more than standard hardcoated polycarbonate, ensuring that your windscreen will stay clear and strong for many years to come. They are available in three configurations: the Low Windscreen with a Dark Tint, the Touring Windscreen with a Light Tint, and the Tall Touring Windscreen with No Tint.

nationalCycle.com



DIRTY BIRD CONCEPTS' HORN COVER SET

You may know about Dirty Bird Concepts' other horn cover designs

that are sold without the horn, but with the new Up Town Series Horn and Horn Cover Series, you can replace the existing horn and cover all at once. It is now available online for your 2002 to present Harley-Davidson motorcycle. The Up Town Series Horn and Horn Cover comes in three unique styles: Stealth, Bandit, and the G Spot. Each horn allows you to replace the existing factory horn while filling the gaps between the cylinders along with hiding those ugly wires. Like other Dirty Bird parts, each horn cover is made from its famous injection molded NYP polymer and is built to last. Each horn and horn cover ranges in style and year.

dirtybirdconcepts.com



HARLEY-DAVIDSON'S PREMIUM TOURING DAY BAG

Sized just right for the daily work commute, the Premium Touring Day Bag from Harley-

Davidson Genuine Motor Parts & Accessories features an innovative mounting system that makes installation and removal a snap. A low-profile spandex band slips over a passenger backrest for a snug and secure fit, and the bag can be cinched in place with the adjustable mounting straps. The spandex material reverts back to its original shape when the bag is removed. The Premium Day Bag features two exterior pockets and one zippered mesh interior pocket. The bag and its integrated rain cover feature 3M Scotchlite reflective piping and graphics for added visibility. Its dimensions are: 13 inches wide x 10 inches deep x 9 inches tall, and its capacity is 900 cubic inches. For additional versatility, this bag can be equipped with a Premium Shoulder Strap for easy handling. Installation requires a sissybar upright, backrest pad, and luggage rack (if not mounting the bag on a passenger pillion).

h-d.com



DIRTY BIRD CONCEPTS' CHIN SPOILERS

John Shope's Dirty Bird Concepts has just come out with its El Diablo

Cross Streamline Chin Spoiler that is now available for your Harley-Davidson raked or non-raked Big Wheel bagger motorcycle, 1997 to present. The El Diablo chin spoiler was not only designed for good looks but also for increased air cooling to the motor. The El Diablo is the newest member of the Dirty Bird chin spoiler line that already includes the Diamond, the Stripe, the FU, and the Accent. Like other Dirty Bird Concepts parts, the El Diablo is made from injection molded NYP polymer and built to last. The part strong and durable and is ready for paint and easy to install. Each chin spoiler ranges in style and year.

dirtybirdconcepts.com



DANNY GRAY'S IST BUTCRACK SOLO SEAT

In response to demand, longtime Danny Gray favorite, the Butcrack Solo seat, is finally available with the company's proprietary Independent Suspension Technology (IST). This IST

seat design eliminates the compression and shock your body endures from riding on a traditional solid seat pan. It reduces vibration, compression, and shock by eliminating conventional parts of the seat pan and replacing them with anatomically engineered cutouts. IST's stress relief design features and benefits include: reduced pressure points on the tail bone and prostate areas of the body so you can focus on the riding experience and longer more comfortable rides. In addition, the Butcrack Solo's enhanced, sculpted tailbone relief ensures the most comfortable ride possible on a sleek design saddle.

dannygray.com



KLOCK WERKS NAV BAG

This innovative bag, designed specifically with the Klock

Werks Flare Windshield in mind, has quality features like a slick magnetic closure, special compartment that displays your device and felt on the back to provide a no-scratch surface. The protective, transparent screen even transmits the electromagnetic energy needed for your touch screen devices! The NAV Bag provides just as much storage space as a 3-pouch bag so you can store things like your GPS, coins, wallet, and more. The NAVBag will fit with your 6.5-inch-plus Flare for 1996-2013 H-D batwing fairings (Street Glide, Electra Glide, and trike models) or the OE Replacement Flare Windshield. The OE Replacement Flare was created to bring superior air management to Softails, Road Kings, Sportsters, and other select bikes that do not have a fairing.

getklocked.com



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For going on half a century Paughco has been servicing custom and vintage Harley enthusiasts. And while we all know the company for its springers and frames many don't realize that it manufacture direct replacement parts of just about everything from the tip of the taillight to the nose of the headlight, including a vast assortment of mechanical and juice brake components. From springs and backing plates to pedals and actuating arms, Paughco has it all. Paughco has the same for your clutch system too.

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Do not use near open flames or heat.

1 U.S. & 1 Imperial Gallon

DEFIANCE

Don Weimer's 90 Day Wonder



A surprise entry for the 110th Anniversary Show at the Harley Museum, Don Weimer completed the build, start to finish, in three months.





For the last few years Don Weimer has had bikes entered in the Ultimate Builders Series, winning more often than not. All of that has led to this bike, something Don put together as a surprise entry for the 110th Anniversary Show at the Harley-Davidson Museum in Milwaukee. He completed the build, start to finish, in three months. "And that's something I don't think I'll ever try again," he says. "At least not while I'm still working full-time."

The electrifying Nikola adds spark to Don Weimer's radical boardtracker that he calls "Defiance."

By day Don works with the power company in Michigan. He's a line man, but one with an obvious talent for building motorcycles and, thanks to those motorcycles, a pretty well-equipped place to create them. Don built this one with plenty of help from his friend Chad Wolever. They did everything you see here, from building the frame and fabbing the sheet metal, to spraying the paint.



Lately I've incorporated more MX and sportbike parts into my builds. Why limit yourself!

It all happened in an expanded pole barn on his property. It's a homey place now set up with the likes of hydraulic tube benders and presses, sheet metal forming equipment, English wheels, and planishing hammers. There's even a dedicated spray booth—pro-builder stuff that Don and his longtime friend Chad put to good use. Most everything on this Buell-powered and highly stylized boardtrack racer came into that workshop as piles of raw metal, emerging 90 days later as a complete motorcycle.

Everything from the springer front end to the floating gas tank to the transmission brake are all handmade. Take a look at that oil tank. It's a safe bet you've never seen anything quite like that before. It's high-impact and shatter-proof medical-grade glass, capped with brass.



Owner: Don Weimer, Jr.
City: Battle Creek, Michigan

GENERAL

Designer: Don Weimer, Jr.
Fabrication: Don Weimer, Jr.
Year/make: 2013 Weimer
Model: Defiance
Assembly: Don Weimer, Jr.
Time: 3 months

ENGINE

Year: 2007 Buell
Rebuilder: Don Weimer, Jr.
Displacement: 1250cc
Ignition: Buell
Cam: Buell
Carb: S&S "E"
Air cleaner: Weimer Velocity
Pipes: Weimer

TRANSMISSION

Year/make: 2007 Buell
Shifting: 5-speed

PAINT

Painter: Don Weimer, Jr.
Type/color: PPG/Ice Blue Pearl

FRAME

Year/make: 2013 Weimer
Type: Rigid Racer
Rake: 35 degrees
Stretch: 3 inches
Shocks: none

ACCESSORIES

Bars: Moose MX
Handlebar controls: MX
Fenders: Don Weimer, Jr.
Headlight: Harley-Davidson
Taillight: Model A Ford
Pegs/Floorboards: Don Weimer, Jr.
Foot controls: Don Weimer, Jr.
Gas tank: Don Weimer, Jr.
Oil tank: glass, Don Weimer, Jr.
Seat: Don Weimer, Jr., Vandorsten
Grips: AME

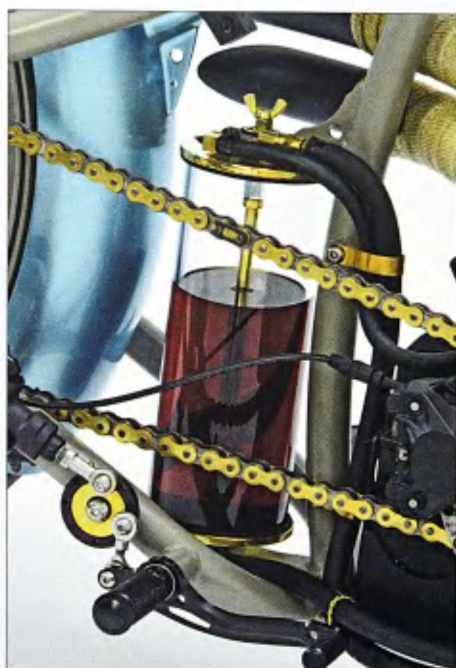
FRONT END

Type: springer, 4 inches under
Builder: Don Weimer, Jr.

WHEELS

Make: Ultima
Size: 23 inches
Tires: Avon Cobra
Brakes: Weimer trans-brake

Photos: Michael Farabaugh



The engine chosen for all this is a warmed over Buell, putting out just over 100 horsepower. "It was a fuel-injected engine that I converted to carburetion," Don says. For the final finish Don chose to powdercoat the frame and wheels with a vintage-looking shade of gray, accenting that with Ice Blue Pearl from PPG, a Corvette color from the 1960s.

And you might be wondering about that number 20 on the bike? "Nothing mysterious," Don says. "That's just my old number from when I raced MX professionally, back before I got into doing all this motorcycle stuff now. But It's interesting," he goes on. "Lately, maybe over the last four or five bikes, I've incorporated more and more motocross and sportbike parts into the build. There's just so much cool stuff out there to use it seems silly to limit yourself."

—Joe Kress







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Passin' Gas

One day Beatnik died. The coroner took him to the local mortician who began preparing the body for cremation. As he was working he made a startling discovery—Beatnik had the biggest penis he had ever seen on a man. He decided that the enormous cock should be saved for posterity, so he removed it, put it in his briefcase and took it home. “I have something to show you that you won’t believe,” he told his wife, opening the briefcase and showing her the contents.”

“Oh my God!” the wife exclaimed, breaking into tears, “Beatnik is dead!”

*Greg Cook
National City, Calif.*

Quick Rick went to see a psychiatrist and said, “Doc, I suffer from premature ejaculation. Can you help me?”

“No,” said the shrink, “but I can introduce you to a chick with a short attention span.”

*JoLo
Lil’ Hill, Calif.*

How can you tell if a Harley mechanic just had sex?

One of his hands is clean.

*Big D.
Funtown*

Biker Bob was reading about a football player who was known for being a real jerk and was dating a sexy movie starlet. He exclaimed to his wife, who was sitting on the couch with him, “Dammit, I’ll never understand how the biggest fucking assholes get the hottest chicks!”

His wife smiled and said, “Aww, thanks sweetie!”

*Grumpy
Ionia, Mich.*

Clean Dean went to his new girlfriend’s pad for dinner. He was surprised to see the lights were dim, lit candles were on the table, and soft music was playing. After an amazing dinner, she sat in his lap and cooed, “I’m feeling romantic tonight, dear. I want you to make love to me like they do in the movies.” He immediately ripped off her clothes, threw her down on the floor, savagely fucked her in the ass, and then turned her over and came all over her face and hair.

“You fucking bastard!” she gurgled, “Get out of here, I never want to see you again!”

He muttered as he scurried to the door, “I guess we don’t watch the same kind of movies.”

*Demented Denny
Mattoon, Ill.*

An old man in a nursing home got a bottle of wine for his birthday. He talked the old gal in the next room into sharing it with him. Pretty soon they were both bombed and he started groping at her and pulling at her clothes. He managed to get her blouse and bra off before she stopped him. “Wait!” she sputtered, “I can’t do this, I have Acute Angina!”

“God, I sure hope so,” the old dude replied, “Cause you’ve got the ugliest tits I’ve ever seen.”

*Boxcar
Slimy Valley, Calif.*

“Mommy, what’s an orgasm?” the little kid asked.

“I have no idea,” the mom sighed glumly, “Go ask your father.”

*Big D.
Funtown*

Two old bikers, Crusty and Dusty were about to enter a titty bar when a funeral procession rolled past. Crusty turned, took his cap off and stood with his head bowed until the procession passed.

“Say, man,” said Dusty, “that was the nicest thing I’ve ever seen you do.”

“Well, dawg,” said Crusty, heading inside, “after all, she was my ol’ lady for 25 years.”

*Sam Whaley
Tennessee colony, Texas*

Krylon John was standing outside the supermarket, waiting for his ol’ lady to finish the weekly shopping, when a dude approached him and said, “Excuse me sir, but can you tell me where the Post Office is?”

Krylon, being a helpful sort, said, “Sure man, go up the street a couple of blocks and you’ll see it on your right.”

The man thanked him and said, “By the way, I’m Reverend Jim, the new preacher in town. Come to church on Sunday and I’ll show you how to get into heaven.”

“I doubt it,” Krylon chuckled, “You can’t even find the fucking Post Office.”

*Wingnut
Effingham, Ill.*

A blonde dropped off her little black dress at the dry cleaners. As she was exiting the shop, the gal behind the counter said cheerfully, “Come again!”

The blonde turned around and said in a huff, “No, for your information it’s toothpaste this time you nosy bitch!”

*Jim Bill
Brown County, Ind.*

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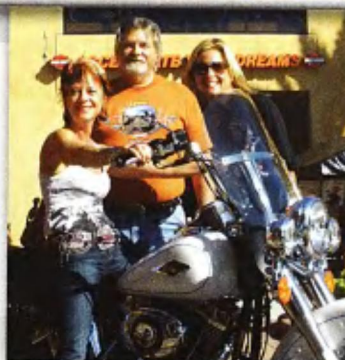
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PRIZES AND APPROXIMATE RETAIL VALUE: Total approximate retail value of the prize is \$25,000. – NO PURCHASE IS NECESSARY TO WIN. One winner will receive his/her choice of a 2016 standard base Harley-Davidson Motorcycle ("prize") valued at \$25,000 or less (approximate retail value will depend on the model selected). The Winner may not choose a Custom Vehicle Operations™ (CVO) or Trike model or request custom color options. No prize substitutions or transfers are allowed. The prize cannot be redeemed for cash. If the actual value of the motorcycle selected by winner is less than \$25,000, the difference will not be awarded in cash or otherwise. Sponsor reserves the right to substitute with a prize of equal or greater value. Other restrictions may apply. Winner must take delivery of the Motorcycle from an authorized Harley-Davidson® dealership as determined by Sponsor. Winner must notify Sponsor of Motorcycle choice within 14 days after notification of eligibility, or the prize may be forfeited and awarded to another entrant randomly selected from the remaining eligible entries. Transportation of winner's Motorcycle to an authorized Harley-Davidson dealership will be provided by Harley-Davidson. The date of delivery of the Motorcycle will depend on the time to manufacture the model selected by the winner. Additional Motorcycle features and options, all applicable taxes, insurance, license, and registration fees are the sole responsibility of the winner. When picking up the Motorcycle, the winner or his/her representative must show acceptable evidence of insurance and a valid motorcycle driver's license. The winner is responsible for the cost of any vehicle options agreed to between winner and the Harley-Davidson dealer at which the Motorcycle is picked up.

PRIZE ACCEPTANCE: Prizes are not transferable and are not redeemable for cash. Should the prize be unavailable, Paisano Publications reserves the right to replace that prize with an item of equal value with the choice of item being solely at the discretion of Paisano Publications. The prize winner will receive a 1099 IRS tax form at year end. Winners will be required to execute an affidavit of eligibility, release, and indemnification and any prize transfer documentation required by Paisano Publications, LLC and any awarding sponsors. All entries received become the property of Easyriders/Paisano Publications, LLC, and participating sponsors, and none will be returned. Winners grant Easyriders/Paisano Publications, LLC, and participating sponsors, and its agencies the right to use their names and likenesses for advertising and promotional purposes. **ALL FEDERAL, STATE, LOCAL TAXES, IF ANY, AND SHIPPING, STORAGE, TRANSPORTATION, REGISTRATION, AND ANY OTHER FEES ASSOCIATED WITH THE PRIZES ARE THE RESPONSIBILITY OF THE WINNER.**

WINNERS LIST: For a list of major prize winners, send a separate stamped, self-addressed business envelope to: Winners List, 45th Anniversary Magazine Subscription Sweepstakes, Easyriders/Paisano Publications, LLC, 28210 Dorothy Drive, Agoura Hills, CA 91301.

NO PURCHASE NECESSARY TO WIN • LIMIT – ONE ENTRY PER HOUSEHOLD



Catskill Mountain Thunder



Way north, up in snow country, just a few short weeks in September before the roads are covered by white fluffy stuff and while many of us are trading our trusted steeds for something with a heater and four

wheels, the Handel family is busy prepping the scene at Blackthorn Resort for a last seasonal hoorah. Catskill Mountain Thunder is a 4-day biker bash in East Durham, New York, that is jammed packed with madness, mayhem, and, as an added bonus, some of the most picturesque routes in the northeast to cruise on. Whether loud music, burnouts, and riding your iron steed through the middle of a bar are among a few of your favorite things or if just sitting around a cozy campfire with your squeeze is your idea of a party, Catskill Mountain Thunder has it all.



This event marked 17 years for the shindig at Blackthorn and as it always does, this party gets rolling, literally, with their infamous Pub Crawl. Early arrivals jump on a bus and visit the local drinking establishments to see who can consume the most mass quantities of their favorite joy juice and stay upright. Debauchery of this kind inevitably leads to Thursday's day of setup and much needed recovery.

The inner field gets circled with vendors and in the middle of it all, renowned custom builder Ron Finch cheerfully shook hands and chatted up all that inquired about his pieces of quirky rolling art. Patch McGillicutty's Wall of Death and the FMX aerial stunt show also entertained Thursday's squinty-eyed, recuperating crowd.



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The four bike shops competing in this year's biker builder-off cranked up their welders for the official start to head-to-head competition. The winning scooter is selected by popular vote and the builder must ride his creation from the infield, down the road, and through the bar then up to the front of the main stage in order to be considered for the win.

Anyone not wishing for a quick demise on Thursday went roaring into Friday by starting the day off with a beautiful morning breakfast run through the scenic Catskills. After a hearty breakfast, it was back to the festivities.





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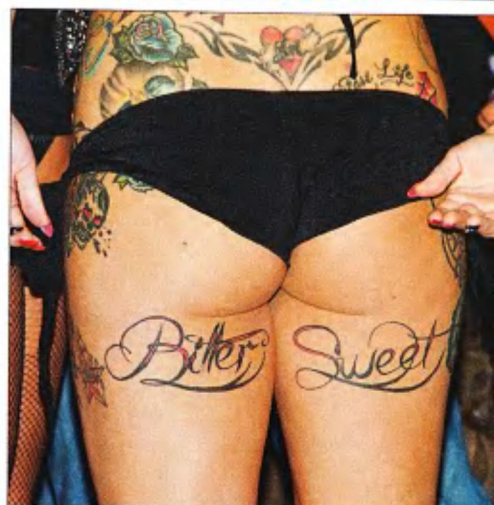
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The music at Catskills is always top notch and this year was no exception. Featured headliners, Artimus Pyle Band of Lynyrd Skynyrd fame and the Georgia Satellites were backed up by new rockabilly sensation Dressed for the Occasion, the Moonshine Junkies, EB Jebb, and Catskill Mountain Thunder's favorite house band, Shovelhead. With just enough time between music acts to catch a breath and grab another brew, Bag Lady Sue's raunchy comedy entertained everyone brave enough to hang with her.

Event goers also enjoyed burlesque performances, burnouts on the ground, burnouts 20 feet up in air, a custom bike show, gals wrestling in spaghetti, a tattoo contest, a whole day of Rodeo games and a pig roast with free beer! You can see why we say, Catskill Mountain Thunder offers a last of the season biker blowout you won't soon forget.

For more info on next year's run visit catskillmountainthunder.com.

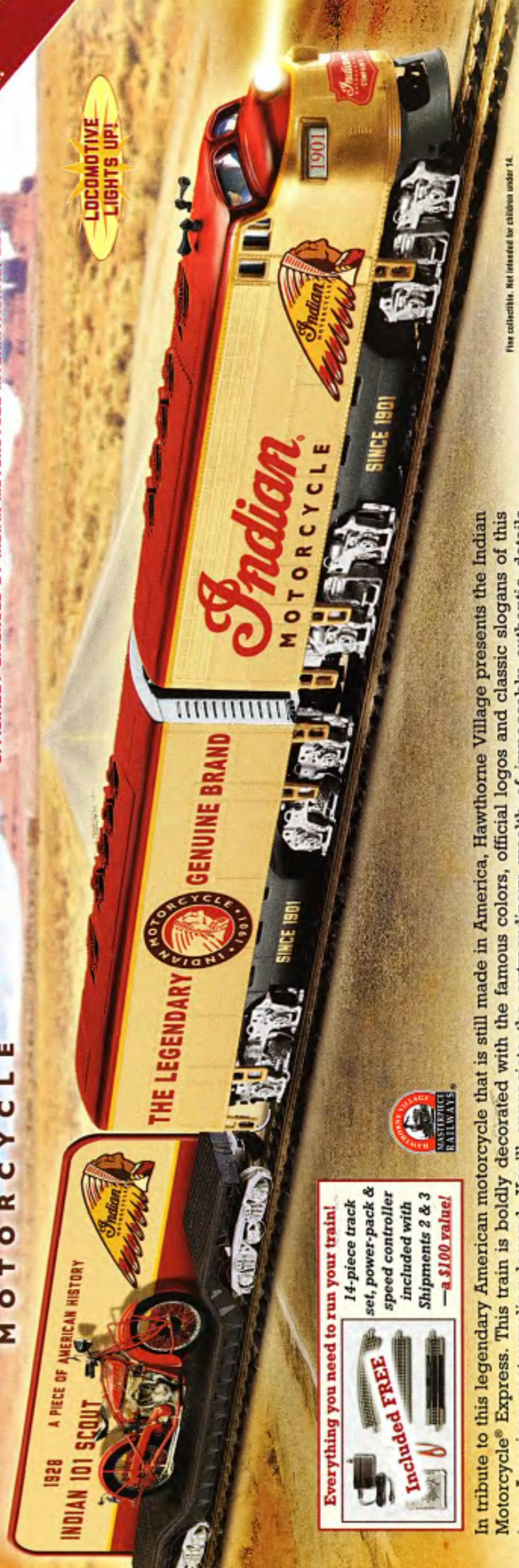
—Don Rogers



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In tribute to this legendary American motorcycle that is still made in America, Hawthorne Village presents the Indian Motorcycle® Express. This train is boldly decorated with the famous colors, official logos and classic slogans of this true American motorcycling legend. You'll appreciate the extraordinary wealth of impeccably authentic details devoted to every inch of this heirloom-quality train. Plus, you'll enjoy the faithfully sculpted replicas of some of Indian® Motorcycle's most popular and legendary bikes including the 1928 Indian® 101 Scout and the 1948 Indian® Chief. These beautiful reproductions each "ride" on their own Flat Car with backdrops featuring the look of vintage Indian Motorcycle® advertising and are removable for display wherever you choose!

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The David Mann "In Memory Of" Contest Winners

Back in the October 2015 issue of *Easyriders*, we started a contest whereby our loyal readers and fans of the biker lifestyle artist David Mann entered to win a classy canvas giclee print of David's painting *In Memory Of*. All you had to do to win one of these six very limited edition prints was to tell us in 50 words or fewer what this iconic image means to you, or tell us what David Mann's body of work has meant to you over your lifetime. Our editors received many hundreds of entries and had to go over each of them with a fine-tooth comb to find the six that best sum up the David Mann experience. We present the six winners to you here and offer each our congratulations! —Dave Nichols

PETER SERRANO

David Mann—his name alone conjures up the feelings of freedom, brotherhood, and the open road. In a

world of misfits and lost souls, he showed us we belonged to a brotherhood of the road. He showed us that we too belonged. Thank you, brother David.

TOM LAHEY

David Mann's artwork and *Easyriders* magazine got me into riding Harleys. I remember as a child looking at *Easyriders* at the store and dreaming someday I would be a biker and live in David Mann's world. As I got older, I got the chance. I have been a biker ever since. Live the dream!

FRED DOREY

Ever since I bought my first copy of *Easyriders* and saw a David Mann centerfold, it made me yearn for a life on the open road and the fellowship of my biker brethren, with the wind in my face and the open road in front of me.

ED HURSH

David Mann's work captured the essence of the motorcycling fraternity and the oneness of brothers and sisters riding as family. He is sincerely missed by those of us who eagerly awaited the new issue of *Easyriders* each month.

JEFF PURBAUGH

I've always been a fan of David Mann's artwork. This print in particular hits home with me because my beautiful wife, Samantha, passed away in 2011. I carry her ashes with me on my bike. That way she can always ride with me.

ROY ADAMS

My wife had been my passenger for 28 years. She has recently passed and now I am empty. This painting really shows what I cannot say. I couldn't have made a better image to remind me of my amazing miles and memories with my beautiful wife. Thanks!

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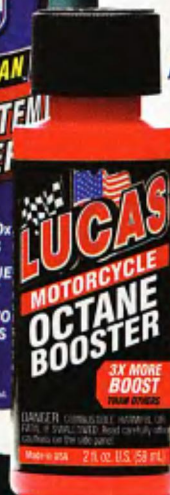
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6528 \$34.95



Screaming Eagle Back



Screaming Eagle Front



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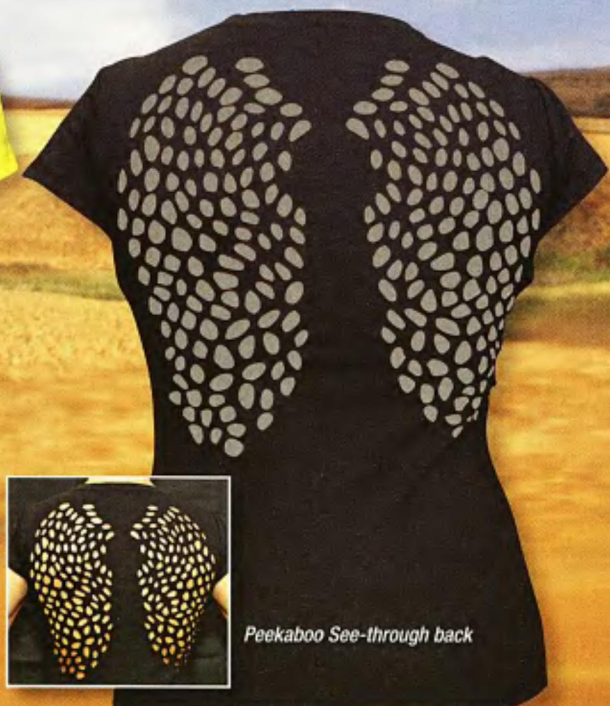
Glitter Guns Womens Long Sleeve
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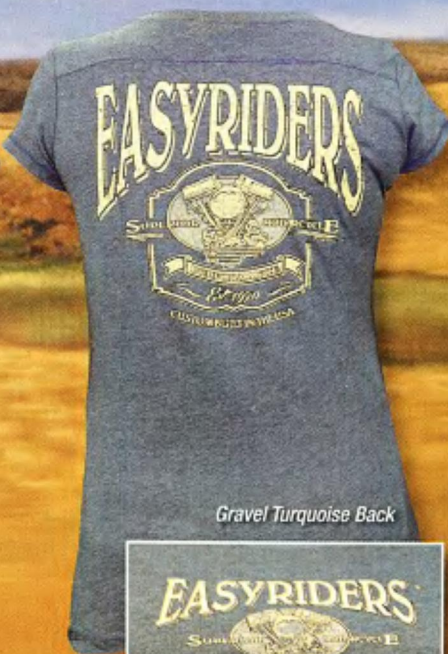
Flowing Metal Womens Tee
 2186 Black Short Sleeve \$28.95



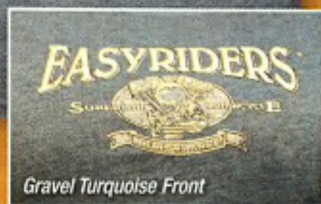
Rise and Shine Womens Tee
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Gravel Turquoise Front

Gravel Turquoise Womens Tee
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BUZZ TESON'S 1948 INDIAN CHIEF

Retro Blaster

Buzz Teson of JJ's Cycles out of Watervliet, New York, has been wrenching on bikes for some 40 years and we think his 1948 Indian Chief is a real blast from the past.

Indian's famous Chief was first introduced in 1922 and rolled out of the factory for decades. WWII saw a break in production as most bikes were enlisted in U.S. service. When peace returned, Indian resumed production of the Chief powered by the venerable 74 cu. in. sidevalve aka flathead V-twin. In fact, the only Indian offered to the post-war public in 1946 and 1947 was the 74 cu. in. Chief and you could have any color you wanted as long as it was black.

Buzz had another color in mind, a special Brandywine blend, for his '48 Chief. Since his shop focuses on newer Harleys and building modern customs, when asked why he built a vintage Indian, he says, "My father had given me an original Chief he had bought new in 1950 and which we had restored. After that, I wanted to do a bobber style so started buying original '48 parts: a motor, frame, front end, and tank."



In bobber trim, the Chief took on a trimmer, sportier look. While the factory Chief wore massive valenced fenders that swooped over the front and rear wheels, the JJ's crew fabbed custom, slimmer fenders plus struts, chainguard, special wheels, and a more compact seat. Buzz anchored on disc brakes fore and aft plus converted from the 6- to a 12-volt system. He also beefed up the flathead powerplant, rebuilt as a 5-inch/3 1/4 bore stroker enlarged to 90 cubic inches.

Buzz also had different transmission pulleys machined from 23-32 teeth, so when riding with Harleys he uses a 27-28 tooth pulley. "In third gear you're doing 80-90-100 mph," Buzz says. "All the guys are looking at me wondering when the motor's going to blow up, but the stroker motor has enough pull to keep up. For burnouts, you'd just pop on a 24-tooth. So it's a lot of fun to ride and turns heads."

Speaking of public reaction, recently Buzz's retro blaster '48 Chief was a special selection invited to take part in the Drag Specialties show.

—Paul Garson





Owner: Buzz Teson
City: Watervliet, New York
GENERAL
Designer: owner/JJ's Cycle
Year/make: 1948 Indian
Model: Chief

Fabrication: Buzz/Mr. Bill
Assembly: Buzz/Mr. Bill
Time: 6 months
Chroming: not much

ENGINE

Year: 1948
Model: Indian Chief
Rebuilder: JJ's
Displacement: 90 cu. in.
Ignition: Indian points
Pistons: Indian
Lower end: Indian
Heads: flathead
Carb: Linkert
Air cleaner: Indian
Pipes: Indian/modified

TRANSMISSION

Make: Indian
Year: 1948
Shifting: 3-speed/handshift

PAINT

Painter: Quick Draw Design/Jay Griffen
Type/color: House of Kolor/special

FRAME

Year: 1948
Builder: Indian
Type: plunger
Rake: stock
Stretch: stock

ACCESSORIES

Bars: Biltwell
Handlebar controls: Indian
Fenders: junk pile/modified
Headlight: PM
Taillight: DS
Speedo: stock Stewart Warner
Electrics: stock
Gas tank: Indian "48"
Oil tank: Indian "48"
Oil system: Indian
Seat: Drag Specialties
Pegs: Indian floorboards
Mirrors: PM
Grips: Avon

FORKS

Type: girder
Extension: stock
Builder: Indian

WHEELS

Size: 18 inches
Wheels: Ride Wright Contour
Tires: Avon
Brakes: GMA front, HHI rear

Photos: Dino Petrocelli

HOT STUFF FROM THE 2016 V-TWIN EXPO

Being a motorcycle magazine editor has several way-cool benefits, one of which is attending the annual V-Twin Expo motorcycle dealer trade show. This is the aftermarket product showcase event for American motorcycle shops, which takes place every February in Cincinnati, Ohio. This year's V-Twin Expo was great. There were more companies displaying products and greater numbers of shop owners and their employees attending the show than ever. We spent the better part of three days walking, talking, and taking notes and pictures.

We've filtered down those notes and images to a bunch of hot products that we think will be of interest to you, our reader. So, check them out and make plans for your bike.

—John Sullivan



VANCE & HINES' NEW HIGH-OUTPUT SYSTEMS

Among Vance & Hines' new exhaust systems were a couple of 2-into-1 systems and its new Grenade intake

and exhaust systems, any one of which can give your bike three things: power, styling, and a great sound. The systems are available in chrome or black finishes; there are systems to fit late model Sportster, Dyna and Softail bikes. vanceandhines.com



S&S CYCLES HIGH-PERFORMANCE AIR FILTER ELEMENT FOR THE INDIAN SCOUT

Indian's Scout is a neat bike, but it hides a lot of the components that we are used to changing, the air filter for one. The folks at S&S Cycle have developed a high-performance filter element that fits into the stock housing, which just happens to be under the gas tank. sscycycle.com



REVOLUTION PERFORMANCE CUTAWAY MOTOR

When you make parts that are hidden inside of a motor, how do you display them? Well, you just cut away the motor's outer parts. The guys at Revolution Performance got our vote for "best display"; it's great to get a visual of the Twin Cam motor's inner parts working together. Looking at it this way gives the viewer an appreciation of how their parts fit into and function inside a V-twin. This motor had the 107-inch cylinders and pistons topped off with Revolution Performance modified cylinder heads. revperf.com



RC COMPONENTS

The RC Components booth had a killer looking Street Bob. It was fitted with a pair of Rader style forged wheels in the Eclipse finish with a matching High Velocity air filter and RC's 4-Inch RCX Exhaust Slip-On Mufflers.

rccomponents.com



THUNDERMAX BALLISTIC AIR FILTERS

ThunderMax designed these new performance air cleaner kits around a unique, top pleat air filter element manufactured by K&N. The advanced one-piece filter design adds more pleats and surface area to help gain airflow, which equals more power. The center mount design can be installed "bare" or with a variety of billet aluminum bezels to fit the look and feel of your bike. The Ballistic Air Series kits are available for most late-model Harleys and are ready for a quick install.

thunder-max.com



COBRA'S NEW POWER PRO EFI TUNER

Cobra has updated its unique EFI tuner. The new model features a faster computer chip and the ability to connect to a variety of external devices via Bluetooth. The Power Pro tunes the motor through the bikes ECM and its relationship to the crank position sensor, where it measures the amount of time it takes for the crank to rotate. If the throttle is opened and the time is getting shorter, the air-fuel mixture is correct for acceleration; if the handgrip is twisted and the time is longer, then the Power Pro adds fuel to the throttle bodies until it sees the motor accelerate. All of this happens in milliseconds!

cobrausa.com



ANDREWS CAMS FOR INDIAN BIG TWIN MOTORS

Andrews Products was showing its latest motorcycle cams, which fit the 3-cam Indian Chief motors. The specs aren't in the online catalog yet, but will be soon, so stay tuned.

andrewsproducts.com



MEMPHIS SHADES FAIRINGS

The Memphis Shades display included their Gauntlet and Café fairings. Both feature the Trigger-Lock mounting system, which allows quick install and removal, and both have a gloss black finish and lightly smoked windshields.

memphisshades.com



TWO BROTHERS RACING 2-INTO-1 EXHAUST SYSTEMS

Two Brothers new high performance exhaust systems are fabricated from stainless steel or ceramic black finished seamless steel. The unique 2-in-1 system gives the motor an extra kick in the sprocket by way of the first firing cylinder's expanding exhaust gases pulling the next cylinder's exhaust through the system. They are available for Sportsters and Dyna models. twobros.com



FREEDOM EXHAUST

Freedom Performance was showing their new American Outlaw High 2-Into-1 System. The head pipes will improve your motors torque output throughout its rpm range. The system features triple stepped headers feeding into a 4 1/2-inch muffler. The system is available in chrome or black. The head pipes are fitted with both 10mm and 12mm O2 sensor ports. freedomperform.com



ANTIGRAVITY LITHIUM BATTERIES

The Antigravity Lithium Motorsports Batteries are a high-power lithium replacement for the Harley-Davidson

lead/acid battery. The Nano-Phosphate Lithium Antigravity battery not only offers massive weight savings over lead/acid version, but also has over twice the cranking amps resulting in much better starting performance with a faster turnover of the motor and higher voltage at start up. We couldn't believe the Antigravity Battery's big weight reduction; it weighs about half as much as the stock battery. antigravitybatteries.com



T-MAN PERFORMANCE CYLINDER HEADS

T-Man Performance had a complete display of its high-performance cylinder heads. T-Man offers three performance levels in its heads: Street Performance; Pro-Touring Elite; and Signature Thumper Series. The Street Performer heads are CNC ported to provide the correct airflow for most street ridden V-twin bikes. The combustion chamber is also CNC shaped and the heads are fitted with high-flow valves: 1.900-inch intake and 1.610-inch exhaust valves and high lift beehive valve springs. tmanperformance.com



DP BRAKES CLUTCH KITS

DP Brakes has a long positive history for performance brake pads. They have taken their friction materials knowledge and applied it to clutch discs. Their discs are unique in that they do not need to be pre-soaked

prior to installation. Their steel plates are precision made and heat-treated. For maximum reliability, the clutch parts are sold as complete kits. dp-brakes.com



30-SPOKE BILLET ALUMINUM WHEELS FROM RIDE WRIGHT WHEELS

Ever hear the expression, "less is more"? Well, Ride Wright Wheels has. Its new 30-Spoke Soft Lip Billet Aluminum wheels are drop-dead gorgeous. Their fat radial spokes are fewer in number, which presents an uncluttered look that will draw the viewer's eyes to the bike's wheels. They can be built in a great number of sizes to fit almost any Harley model. ridewrightwheels.com



THE TWIN SUCKER AIR FILTER FROM ARLEN NESS

Arlen Ness has been at the forefront of custom V-twin motorcycles for it seems like forever. His EXPO display had several new custom air filter assemblies. We really liked their Twin Sucker air filter; it has two forward facing filters mounted on a unique right angle aluminum throat. The assembly features Ness' patented hidden breather system. arlenness.com

September 29 – October 2, 2016

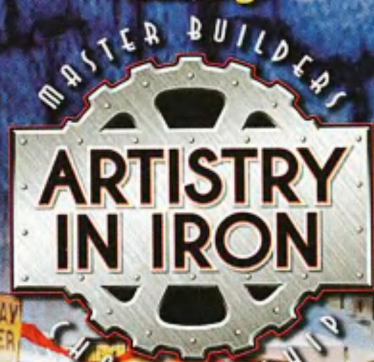
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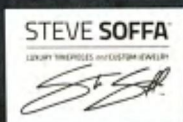
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IN STEREO



Johnny's fingernails were dirty, his long hair was ratty, and his cut was ragged; stained and torn through in some places. He lived on the wild side and he liked it that way. His ol' lady, on the other hand, was startin' to give him major grief about his appearance, his lifestyle, and his "asshole friends." Funny, she had liked him well enough when they were datin'. She never hesitated to jump on the back of his shovelhead and ride with him, but now things were different.

Tara wanted to "raise herself up in the world" and "to be respectable." She nailed down a job at Costco and worked her way up to middle management. She made good money and wanted Johnny to quit wrenchin' on scooters, clean up, and become a "little middle" like her. The scooter she once loved, she now cursed. "When are you gonna fix that piece of shit so it stops leakin' all over the garage floor?"

There was a time when Johnny loved Tara, but he was rapidly becomin' fed up with her naggin' and bullshit. He thought he was marryin' a cool biker chick and instead he was short leashed to a middle class bitch, who no longer had an appreciation for the things Johnny held dear. Besides, when she started bad mouthin' the Dragon, as he lovingly called his '79 shovel, he really started to see red writin' on the wall.

He loved the Dragon and if the old Harley wanted to weep a bit on the floor when she was sad that was fine with Johnny.

Of course what made the Dragon sad was the fact that Johnny hardly rode her anymore. He was too busy doin' yard work, roof mendin', rakin' leaves, and all the other shit Tara nagged him about. He was a good man, a patient man, but one day he had just had enough. 'That is it!' he thought to himself after one of Tara's tirades. "I wouldn't take that shit from any dude on the street and I ain't takin it from her no more." He said with venom in his voice. "I need to get away from ALL women. I need a break, old girl." He was talkin' to the Dragon. "Women are the death of men, it's why they outlive us. They nag us into the ground." He was draggin' his old throw over bags from the shelf in the garage while he ranted to his bike. He continued his tirade and the Dragon never complained. She just leaned over on her stand nonchalantly and waited patiently as Johnny lashed the bags in place.

A small drop of 50 weight gathered beneath her tranny and finally dropped to the floor to add to the ever-widenin' circle of oil that stained the cement. When Tara first bitched about the oil stain Johnny had simply answered, "She's weepin' because she misses the

road, baby." He thought that would elicit a smile from Tara but instead she just kept up complainin'. The Dragon wasn't weepin' though, she was just markin' her territory. And Tara didn't like that one bit.

In the end the Dragon won out over Tara and Johnny was rollin' down the driveway with his middle finger extended as Tara shrieked on. Johnny was done with women. It was gonna be just him, the Dragon and the open road from that point on.

Two incredible weeks went by and Johnny had just gassed up the Dragon, he mounted her, kicked her over and sat listenin' to her. She was sendin' all the right signals. No noises to worry about. Her 93 inches just thumped away, the heartbeat of a Dragon for sure. He eased her back out onto the highway and rolled through all four gears. He was road weary and began to search for a place to bed down for the night. The long straight expanse of road ribbon stretched out into the distance. Way out towards the horizon, at what seemed like the end of the earth, he could see the purple mountain's majesty. 'Hell,' he thought, 'those mountains will be there in the mornin'. Gotta get some shut eye.' He spied a dirt track off to his right that led to a stand of pine trees. He leaned over and before very long he was raisin' a cloud of dust as he headed into the trees. He found a desolate, flat spot, kicked down his stand and began unpackin' his tent. In a matter of a half hour, he had his camp completely set up, a compact fire was boilin' a pot of evenin' coffee and he felt like Jim Bronson as he dragged over a log, sat down and sipped his cup o' Joe.

The sun fell as it always does, the night grew chill and Johnny headed over to his tent, before doin' so he poured the remainin' coffee onto the fire. In a matter of minutes he was zipped into his tattered sleepin' bag and snorin'.

Johnny hadn't been out for an hour when he was awakened by the sound of two V-twins rollin' towards his camp. 'Ahhh, shit,' he thought, 'hope they keep movin' up the trail. I want to get some damned sleep. I'll visit with 'em in the morning.' But the motors shut

down within, what Johnny estimated to be, about ten yards. He snorted, rolled over and began to doze off.

Within a few minutes he heard a female voice, "Knock, knock."

"Ahhhh jeez, what the hell?" he mumbled, "Yeah?"

"Hey honey, if you feel like joinin' us out here for some hot dogs and Jack Daniels, you're more than welcome."

"Maybe in the mornin', I need my beauty sleep lady."

Johnny heard a giggle and then, "Suit yourself honey, but the invite stands." He heard light footsteps walking away.

Once again Johnny rolled over in his bag and reached for sleep. Within moments he heard the bangin', and crashin' of a campsite bein' roughly set up. He also heard gigglin' and music. He could make out two voices, and they were both female. 'Oh lordy,' he thought to himself, 'I ride two thousand miles to get away from women and they show up here in the friggin' woods not ten feet from my camp. Damn it all! He knew he wasn't gonna get a lick of sleep with them crashin' and gigglin' around their camp site, so he resolved to get up, hang with the ladies until they were tired enough for sleep, then crawl back into his tent and crash once and for all. Besides a couple shots of Jack would be just fine by him. He pulled up the zipper to his tent, poked out his head and was stunned by what he saw.

The ladies had restarted his campfire, he could see the flames reflected in two sweet scooters at the edge of the site. A Dyna and an Ironhead Sportster were all chromed to the nines. The ladies had set up three foldin' camp chairs and were seated in front of the fire, legs outstretched with towels covering their upper torsos. They were passin' a bottle of Jack Black between them.

"Hey brother, glad you changed your mind," said the blonde. "This here's Michelle and I'm Sandy. We just had a dip in that stream back yonder and shit damn, it was Coooold." Sandy reached across the fire with the bottle and the towel fell away a bit, exposin' her large right titty. Johnny was rapidly rethinking his whole woman hatin' position.

After about an hour of tradin' road

tales and laughs, Michelle got up from her seat and announced, "Well, I'm hittin' the sack. I'm a little drunk and a lot tired. Nice meetin' ya, Johnny." She made her way over to the large, four person tent they had set up and bent to unzip the fly. As she did so Johnny was treated to her plump round ass bein' bathed in the dying firelight. He liked what he saw but was unsure of where he actually stood with the women. That soon changed when Sandy spoke up.

"That is some fine ass on Michelle isn't it?"

"Hell yeah!" Johnny stammered out. Sandy giggled and yelled over to the tent, "Hey Michelle, Johnny really likes yer pretty ass."

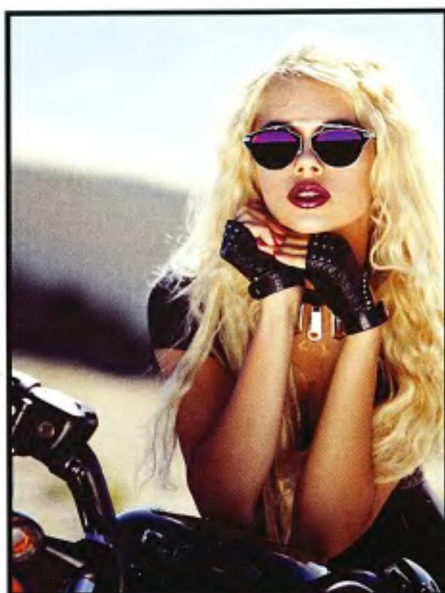
"Well tell him to come on in and take a closer look at it, and bring the bottle." Johnny was momentarily taken aback as his trip had turned a corner he hadn't foreseen. All of Johnny's rantin' about women was completely forgotten as Sandy stood up and grabbed Johnny by the hand. As she did so her towel fell away and Johnny was once again under the thrall of women. He thought he could hear the Dragon sigh, or maybe it was all the Jack Black.

He spent the rest of the night livin' up to the code of the road and put forth his best effort to be neighborly and considerate. By mornin', the three were an intertwined pile of drunken satisfaction.

Sandy was first up and had breakfast cookin' and coffee boilin'. The wonderful smell woke Johnny, he leaned over and roused Michelle who was kind enough to throw him a quicky to go with his breakfast. Before long they were all packin' up and sayin' their goodbyes. Johnny promised to meet the girls in Sturgis when August rolled around. He watched the ladies fire up their bikes and follow the path out to the highway to head east.

He checked the Dragon's oil and vital signs, then fired her up and pointed her west towards those purple mountains. He could still smell Jack Daniels and perfume mixed with the scent of pine. He rolled on the throttle and began to rethink his earlier position about women.

Especially... biker women. —Z.Jaki



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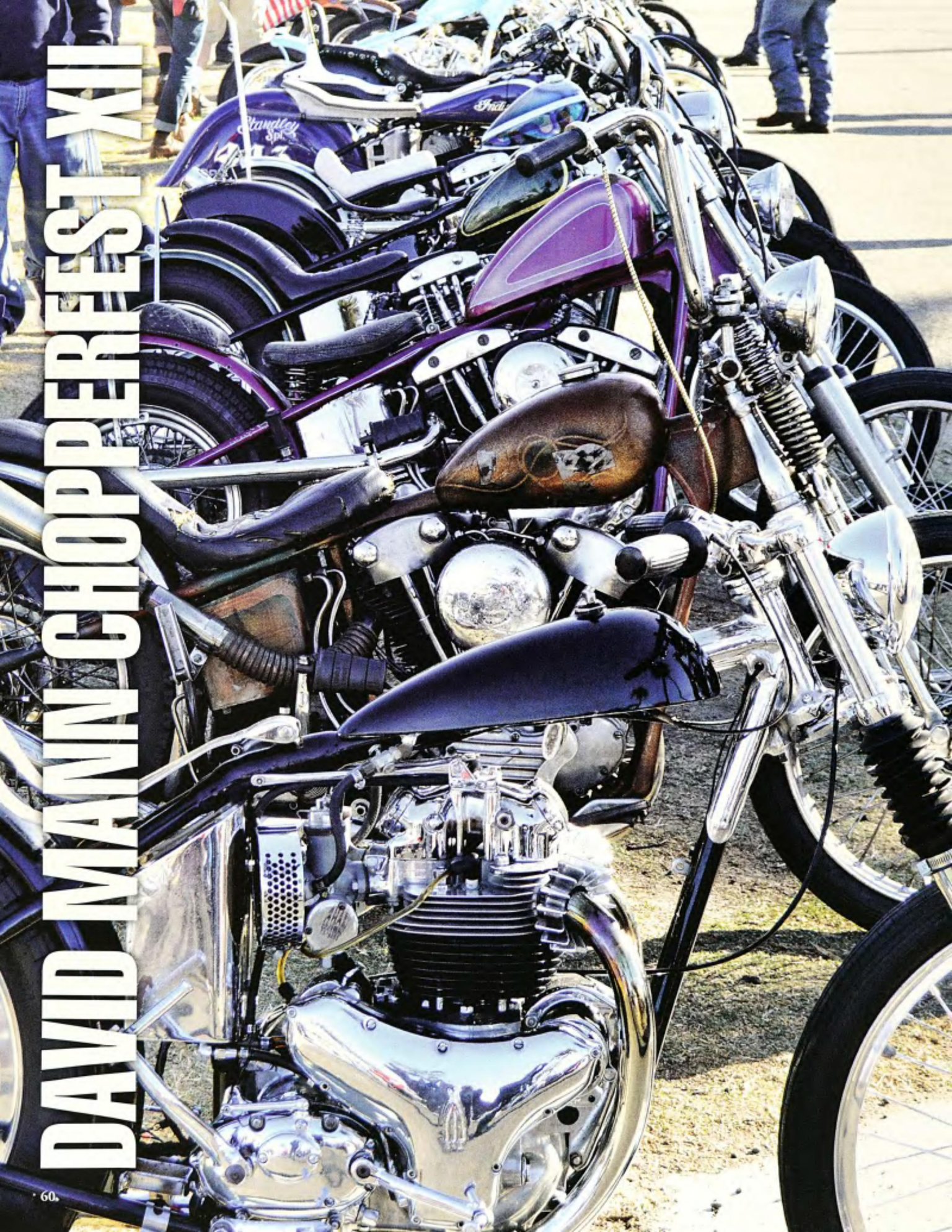
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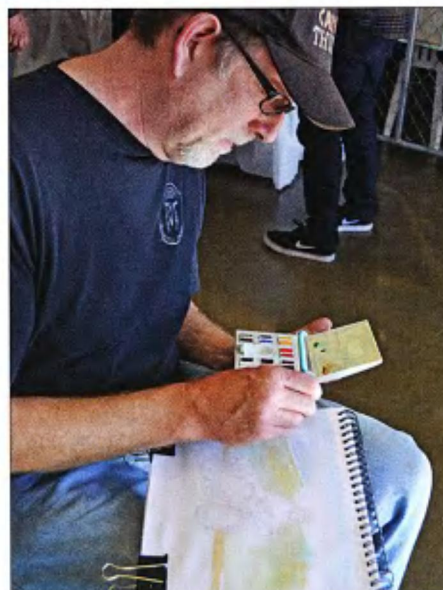
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DAVID MANN CHOPPERFEST XI





Check to check and elbow to elbow, the record crowd seemed to move in unison along the longest vendor row the David Mann Chopperfest has seen yet. The Ventura Fairgrounds was bursting at the seams last December as more bikers from all over SoCal and beyond came to check out what has easily become one of the best annual custom bike shows in the area.



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It didn't look like all that much was going to happen when the show opened up at 8 a.m., but that may have been because the temps were frigidly low. By noon it had turned into one of those glorious December days SoCal is so famous for and the rest of the country so jealous of: clear blue skies with just a slight breeze off the ocean to keep the sun at bay. Initial estimates have the crowd at about 5,000 paying customers.

Only the number of bike show contestants seemed to have slimmed down just a bit over last year's event, but the quality of many that were there was second to none, and the general take-away from the show was once



again that you don't have to invest a ton of money to have a classy, stylish ride. A sea of panheads, shovels, and flatheads made you feel like you were like traveling back in time, and one bike show judge in particular complained that he was hard pressed to find examples for the "modern chopper" category, which was anything with an Evo motor or later.

Meanwhile, the vendor row stretched from the entry gate all the way to the other end of the grounds and into San Miguel Hall, with swap meets on either side offering all kinds of precious "junk" for the discriminating old-school enthusiast. And that's really the





emphasis of Chopperfest: old school.

That's because the show was originally, and still is, a tribute to David Mann, who, for many years, portrayed the biker lifestyle through paintings and posters with his unique style and point of view. He himself rode choppers most of his life, and the appreciation he had for them is what comes through in his art even now, some 11 years after his death in 2004.

Of course, The Mann's wasn't the only art on display in the David Mann Art Exhibit held in the McBride Hall behind the main stage. In fact, there was a ton of art, by artists like Tom Fritz, Kent Reppert, Ricardo Cisneros, Dan R. Bowman (better known as Bomonster), Rob Campbell, Le Nguyen from Elbow Room Studio, Tank Bilt, and many, many more—too many to mention them all, in fact.

Meanwhile, out on the main stage, Jennifer Santolucito, aka Tattooed Songbird, not only emceed the event but also performed with her band, the Tattooed Songbird Band from Tennessee. Also getting onto that stage were the Hubcap Stealers followed by

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the Magnificent Bastards as the highlight act, closing out the show with a, uh, magnificent "Jimi Hendrix-esque" version of the "Star Spangled Banner."

Right after that it was time for the awards to be handed out and the winning bikes to be displayed in front of the stage, but, to be honest, there weren't a lot of people left to witness the scene at that point. The temperatures had dropped noticeably as a chilly wind had kicked up, and most people were looking at rapidly approaching dark clouds in the sky. In



fact, I have never seen the place empty so quickly. I stuck around just long enough to hear Josh Soto's "General Lee" bike being announced as the winner in the "Modern Chopper" category and Andrew Ursich's awesome knuckle winning Best of Show, and I got the heck out of there to ride back to LA. Sure enough, right after the awards ceremony was done, it began to rain, reportedly even "cats and dogs."

Once again, however, Chopperfest was in all respects a great success, bigger in many ways than ever before, and that's due in no small degree to its organizer Troy DuVarney and his crew. For more information, go to chopperfestival.com. —Tripper





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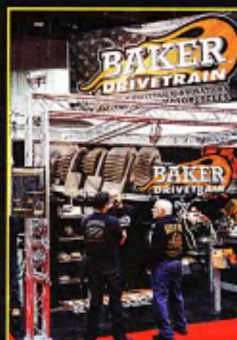
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This Month's Winner

In this month's issue, meet the lovely and ticklish Ashley from the sultry back porches of Northern California, where in a smoky haze she will reveal all after a helpin' of what the locals call The Shine. Pulled ice cold from a mucky stump, this clear beverage will make you go blind so check out her bike feature right away and see her catch a buzz aboard Satya Kraus' tough little red rigid.

—Captain Moosecock



#0801 Barbara—Georgia

"My first time on a Harley we rode through the night and the vibrations made me so hot!"



#0802 Kailee—Arizona

"My first time on a Harley I was so nervous, but the driver said hold on tight and I did!"



#0803 Missy—Nebraska

"After the vibration of the first ride, I knew I was gonna be hooked. Haven't looked back since!"

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 ferocious little fuzzi-balls. Meet delicious dark-haired Mia from Michigan, where the legend lives on from the Chippewa on down of the big lake they call Gitchy Goomie. We can only hope that this busty beauty goes down like the Edmund Fitzgerald. Come back next month or we'll send Gordon Lightfoot to excavate your Strada Chocolate.

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

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

Model's Name:

Address:

City: State: Zip:

Home Phone: () Cell Phone: ()

Date of Birth: I am years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature:

Photographer's Name:

Address:

City: State: Zip:

Daytime Phone: () Evening Phone: ()

Photographer's Signature:

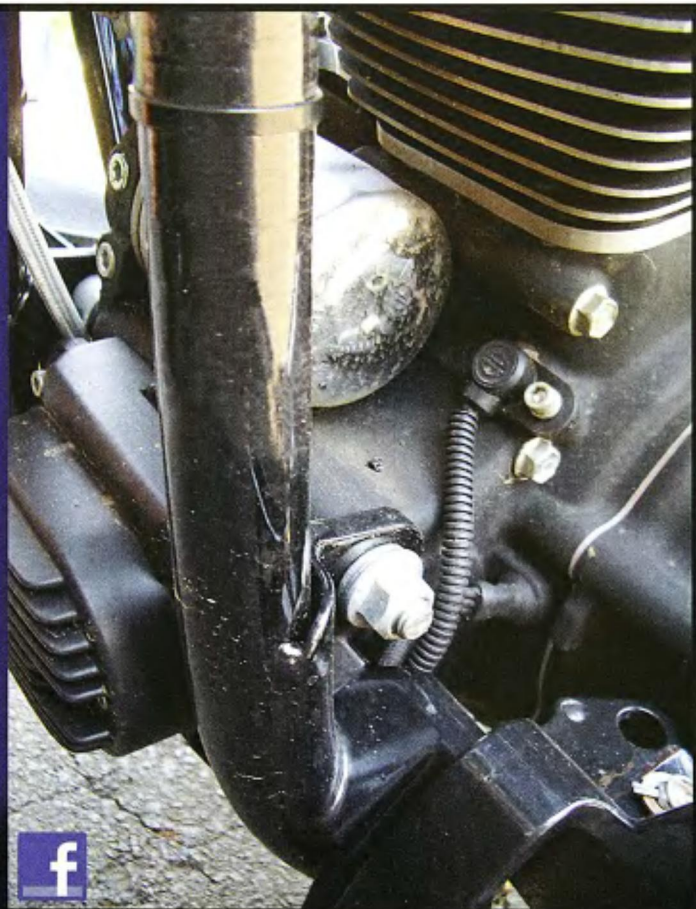
Important: Models, please send a photocopy of your picture I.D. that shows your signature and photo.

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

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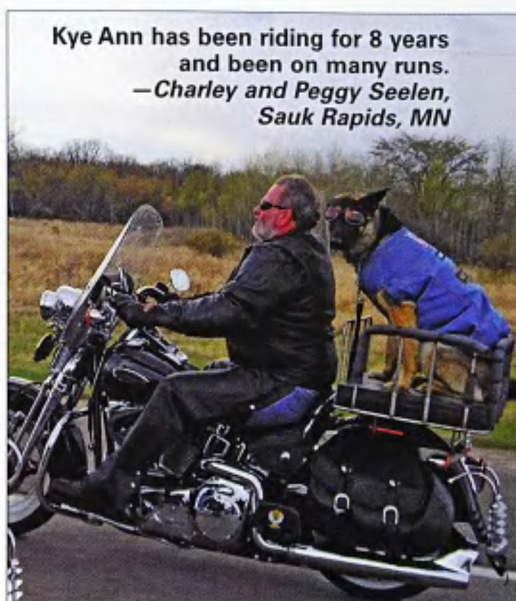
Hey, do you have a pooch that loves to putt? Maybe a dog that loves your Hog? A parrot that says, "Potato, potato, potato..."? How about a cat that cuddles up to your Kawasaki? (Maybe forget that last one). Well, we have a contest for you. Just email us a photo or video of your cute critter and, if our 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!



These two ferocious little 5 lb. toy poodles are seasoned riders and have ridden thousands of miles during their nine-year lifetime.

—Dirk and Barb Jones,
Sioux Falls, SD



Kye Ann has been riding for 8 years and been on many runs.
—Charley and Peggy Seelen,
Sauk Rapids, MN



Max has been seen at many runs and rallies, and is also a certified therapy dog. Superdogmax.com
—Superdog Max, Tampa, FL

Little Man Stinkbutt is always dressed properly for picking up bitches.

—Baron von Stinkbutt,
On the Road, Merica



IN THE WIND



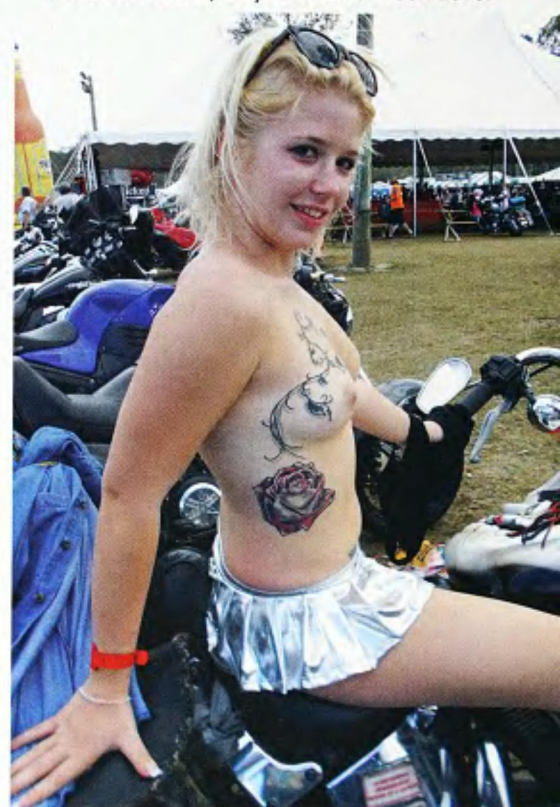
Why the "Trojan Bike Trick" doesn't work on bikers.

—Paul Shermer, Daytona Bike Week 2016.



Wear black, be snappy — get pussy.

—Big Dog Tatol, Port Orange, Fla.



Undressed to kill —Kim G., Daytona Beach, Fla.



He went that-a-way in Colorado.

—Bob Plough, Wentworth, Mo.



Kerri performs a pressure check.

—Brett Hunt, Washington Court House, Ohio



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Here's a glimpse of the things dreams are made of.

—Kim Peterson, The Rock Store, Cornell, Calif.



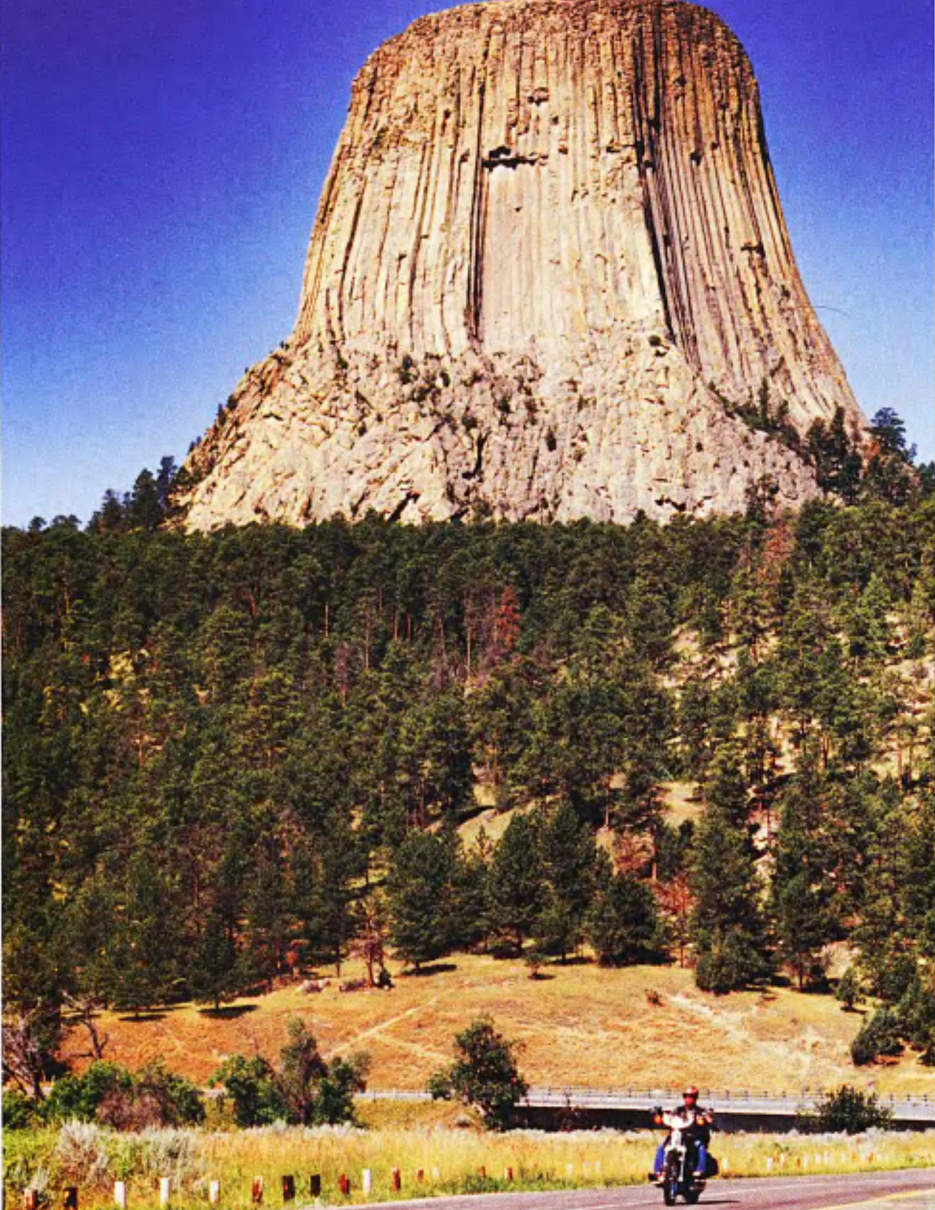
Close shave —Kim G., Daytona Beach, Fla.



Dirty Denny does it again: Sturgis Rally 2015

—Dennis Carver, Tucson, Ariz.

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.



A close encounter of the Wyoming Kind.

—Ray Walls, Ashland, Ohio



Cali Rendezvous Wet-T winner victory lap.

—Mark Sherman, Madera, Calif.

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KRAUS MOTORS' MASTERPIECE

Brandy



A full-page photograph of a woman with long blonde hair, wearing black lace underwear and high-heeled sandals, posing on a custom motorcycle. She has a large tattoo on her left hip and a navel piercing. The motorcycle is black with a red fender and a large rear wheel. The background is plain white.

**The overall goal
with a custom bike
is to create a
balance between
visual composition
and absolute
function.**

Satya Kraus of Kraus Motor Company told us, "Sometimes we get caught up in current trends and technology, and we forget some of the basic things that attract us to choppers and getting out in the wind." In his formative years Satya was more attracted to designing cars but quickly discovered that building bikes seemed a more achievable goal. With his father, Allen Kraus, by his side, he has an amazing mentor and partner in the crimes that Kraus Motor Co. commits against traditional designs.

This project represents a return to the clean, simple, no bullshit, badass chopper that is the reason they were attracted to building custom machines in the first place. Satya shared his secret formula for designing such amazing two-wheeled wonders. "Initial perspective on a form comes from your first sight of it," he says. "If in that instant the scale of every component compliments each of the others, then your attention remains." He realized early on that the composition relies directly on this complimentary symmetry, which must exist between all the parts.

He continues, "The overall goal with a custom bike is to create a balance between visual composition and absolute function." Satya designs his machines with less of a plan than a flow of energy. "You bring out the personality of the bike by the line you choose for it. Lots of people over-plan their project and follow their plan too closely".



The design of the front cowl around the headlight is taken from the shape of a visor and is his favorite part on the bike because it adds a look of speed that makes you want to get on the bike and own the road. The ride is very different from what you expect of a rigid frame chopper because of the aggressive neck angle. Satya says the ability Kraus Motor Co. has to dial in an adjustable front end to meet the load and angles of the bike has to be one of the most valuable performance upgrades that you can do.

Satya rides all of his bikes balls to the wall and pushes them hard. He says that when the bike and rider can achieve this level of symmetry, it makes you feel like a rock star! The first time Satya took this scooter out for a ride, he remembers thinking, "Damn, I finally figured out how to put a smile on my face."

We here at *Easyriders* sincerely hope that your California girl Fox Hunt winner, Ashley Hill, puts a big smile on yours! —Cheese



Owner: Kraus Motor Co.
City: Santa Rosa, California
GENERAL
Fabrication: Kraus Motor Co.
Year/make: 2012 custom chopper
Assembly: Kraus Motor Co.
Time: 2 months

ENGINE

Year/make: 2012 S&S
Rebuilder: Kraus Motor Co.
Ignition: Daytona TwinTech
Displacement: 107 cubic inches
Lower end: Delkron cases
Balancing: Kraus Motor Co.
Pistons: Wiseco

Heads: S&S

Cam: S&S

Lifters: S&S

Carburetor: S&S Super "E"

Air Cleaner: TPS Customs

Pipes: Kraus Motor Co.

TRANSMISSION

Year/make: 2012 Jim's 6-speed

PAINT

Painter: Kirk Taylor

Type/color: DuPont/Dark Red Wine

FRAME

Year/make: 2012 Kraus Motor Co.

Type: rigid

Rake: 27 degrees

Stretch: 2 inches up

Shocks: none

Modifications: Kraus Motor Co.

ACCESSORIES

Bars: Kraus Motor Co.

Handlebar controls: Kraus twist controls

Fender: Kraus Motor Co.

Headlight: Kraus Motor Co.

Taillight: Kraus Motor Co.

Speedo: moto mini by moto gadget with Kraus bar mount

Pegs: Kraus Motor Co. forward controls

Electrics: Kraus Motor Co.

Gas tank: Kraus Motor Co.

Oil tank: Kraus port oil bag

Oil System: S&S

Primary: Belt Drives Limited 3 inch

Seat: Kraus Motor Co./Obie Beaver

Mirrors: Todd's Cycles

Grips: Kraus Motor Co. billet

FRONT END

Type: R6 with billet trees

Extension: 3 1/2 inches under

Builder: Kraus Motor Co.

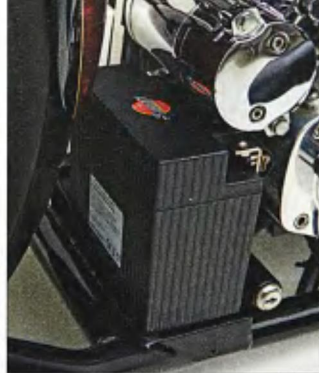
WHEELS

Hub: Black Bike

Size: 21-inch front, 18-inch rear

Tires: Metzeler

Brakes: Performance Machine



Photos: Mike Chase
Model: Ashley Hill
Contact: krausmotorco.com

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The Bike

In all honesty, the story of this bike started with an Instagram post that I saw about three days too late. Ivan Snodgrass was selling a roller that he pulled out of a garage somewhere near Louisville, Kentucky, and was letting it loose to free up some room in his shop. The stance of the rolling chassis in the photo was absolute perfection. You just don't see bikes with profiles that perfect every day. I had to have it.

I hit him up and we worked out a deal that we both could live with. About six months later, it wound up in front of my house with a shipper that delivered it on its

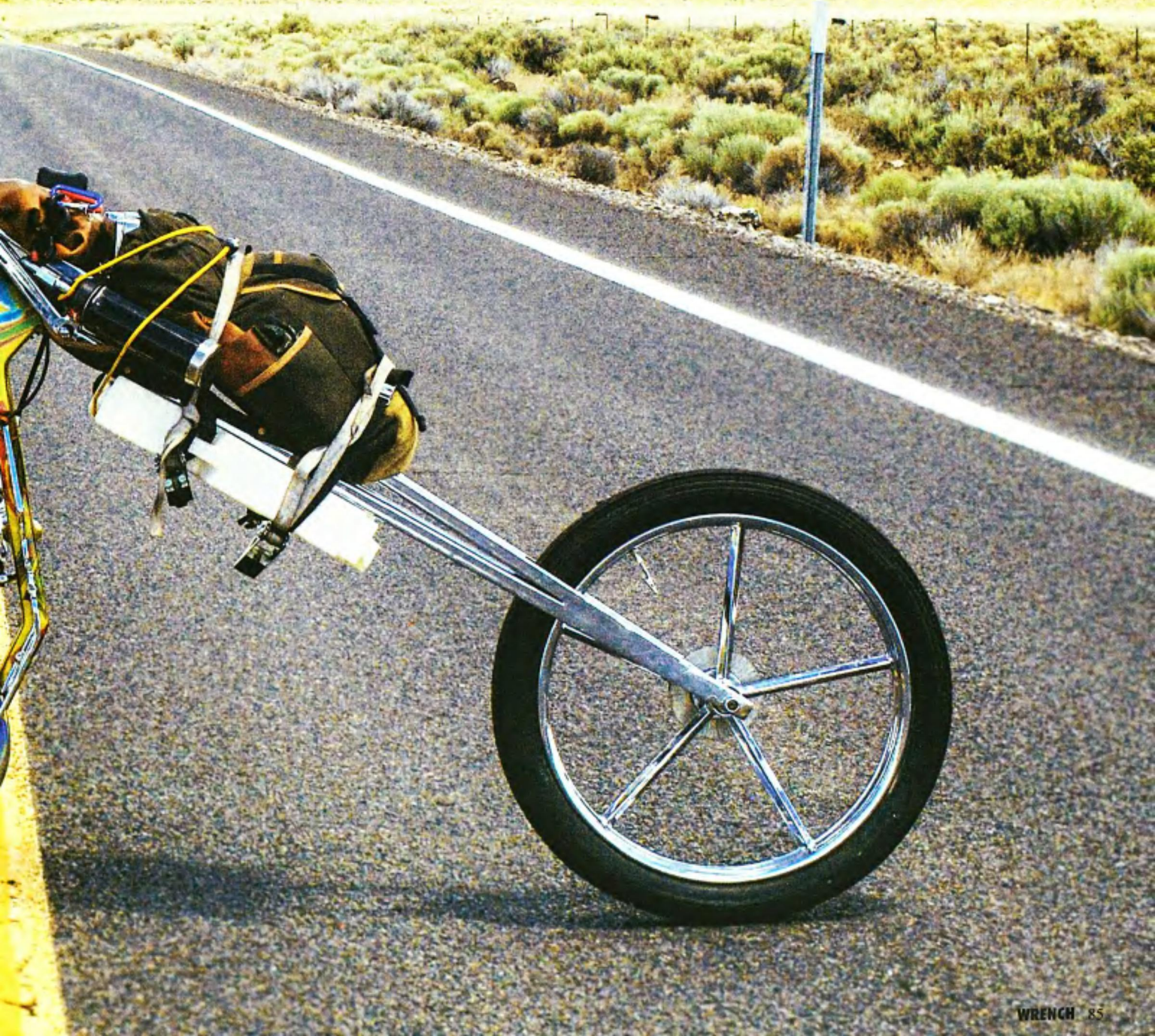
side (that was a first). The bike sat in my garage for a couple of months as I didn't really plan on doing another bike for a year, but then three months before Born Free 7, I just couldn't keep looking at it.

With my current workload at the shop it would be nearly impossible to build a motor, blast the frame, and finish fabrication. I had to get the frame shipped to Denis for paint and have everything chromed in time to get it back to Seattle, assembled, and ready for the trip to the show.

I started the fab work every night at 8:00 p.m., and would work until 3:00 a.m. with only eight weeks to complete all of the work prior to shipping the frame down to

Denis the first week of May. I needed to change the bars, make a custom axle, finish the front mechanical brake mechanism, make a custom exhaust, and the list went on and on. After several weeks I managed to wrap up the fabrication enough to focus on the frame and tank specifically, which was the priority in order to get the bike to Denis for what I consider to be one of the greatest paint jobs in the history of motorcycles.

There were many trials and tribulations along the way, including the shipper who temporarily lost my frame and the fact that nothing wanted to fit back together during final assembly. As in, nothing fit.



The Trip

We pulled out of my driveway, me on a bike that had less than 50 miles on a shake-down that would now last for the next two weeks and take me through six states and remove more layers of skin on my lower back than I would ever imagine possible. Riding this motorcycle was unlike any other experience I have had to date. When the only suspension on a bike is the air in the tires, you feel the road in ways that at some moments can leave you speechless, and not in a good way.

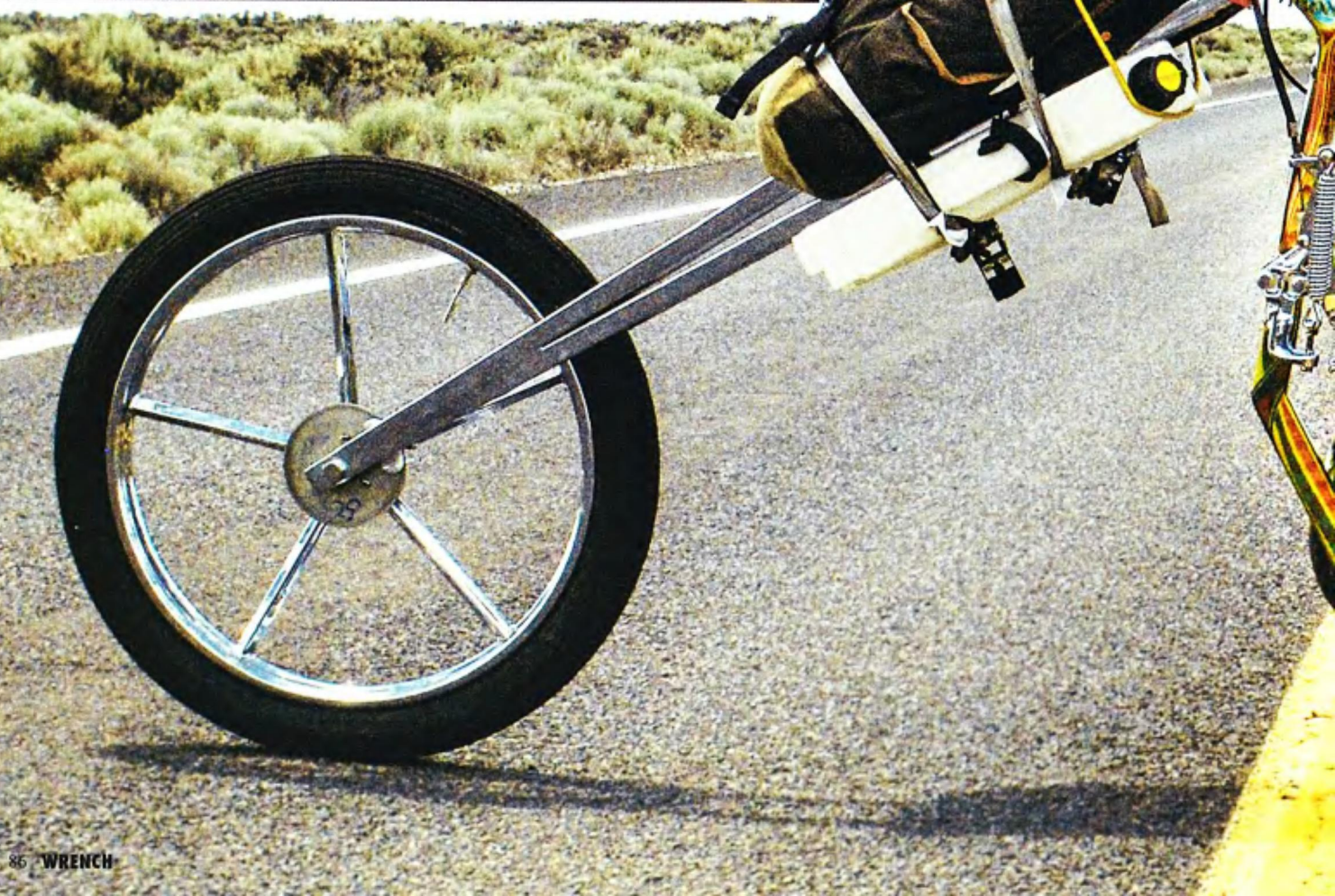
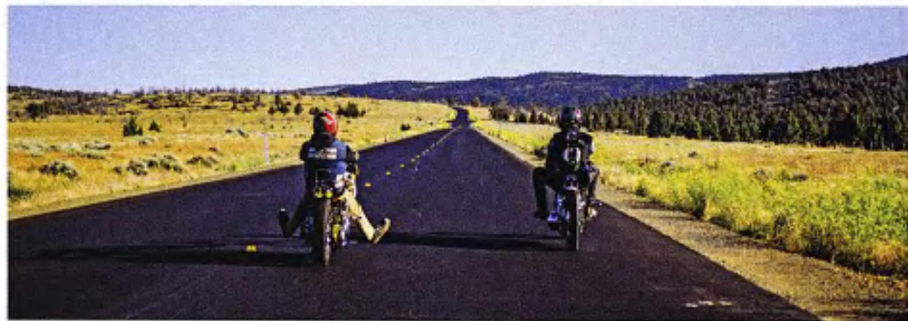
The bike was jetted perfectly and as we headed up into the mountains, the remainder of our trip would be in the mountains and plains of the high desert. By the end of the first day we had ridden 420 miles, stopping in a little river town called John Day.

The second day had a stop point in Reno, which was a little over 500 miles from John Day. That was the day my shifter snapped off. Not good. Day three began with what would become the most annoying theme to riding the open chain show bike, adjusting the primary and drive chain. By the end of the trip I was pouring so much Lucas Oil on the fucker that it was like having a wet primary and my pants and shirt on the left side looked like somebody just painted a brown line down my back.

For those of you who have never taken the 395 from Joshua Tree to Pendleton, I couldn't imagine a road more beautiful. I wouldn't recommend doing it on a full rigid 30 over chopper though. The plan was to make it to Indio alive and jump in

my dad's pool when we got there. There is a magical thing that happens to an old motorcycle when it knows its about to get a rest. Over 500 miles of riding in 100 degree heat has the bikes so angry they are literally burning up from the inside out, but when the sun goes down and you are a single gas stop away from home they start to purr. The remaining miles were trouble free as we pulled up to the gate in front of my dad's little slice of heaven.

We fucking made it. Over 1,500 miles in three days on a bike that most people think shouldn't go farther than from the trailer to the podium. I could go on forever with about 100 more stories that unfolded over the next 10 days on the road, but for most of you that know the bike, you know the highlight was riding this bike I spent



hundreds of hours putting together into the greatest show on earth and leaving with the Best Chopper award at Born Free.

It was the culmination of all this and more that allowed my buddy to name the bike for me. He figured "The Contradiction" (or "Connie" for short) was the most appropriate name because I have always made fun of guys who do fancy paint and chrome all over their bikes, but then I ended up building one myself as a way to get out of my own comfort zone. The biggest lesson I learned during the whole process is that you need to have ultimate respect for the guys building these show bikes from scratch because I have never worked harder or had a more difficult build in my life. So, hats off to all the show bike guys out there. What a pain in the ass.

Literally! —Thom Jones



Owner: Thom Jones
City: Seattle, Washington

General

Designer: Owner/Survivor
Fabrication: Owner/Survivor
Year and make: 1963 H-D
Model: FL
Assembly: owner
time: 200-plus hours
Chrome: Show Quality, Seattle, Wash.

Engine

Year and make: 1963 H-D
Rebuilder: Owner/Jess Wikoff
Displacement: 80-inches.
Ignition: Stock/manual advance
Heads: STD
Cam: Andrews J-grind
Lifters: stock
Carb: S&S Super "E"
Air cleaner: modified Jag SU

Pipes: hand-made
Transmission
Year and make: 1958 H-D
Shifting: 4-speed
Mods: polished

Painting

Painter: Denis Babin
Color: Gold/multi-color
Type: base pearl with candy

Frame

Year and make: 1949/51 H-D
Type: single downtube wishbone
Rake: 45-degrees
Stretch: 4 1/2-inches up/no out

Accessories

Bars: custom
Handlebar controls: stock
Fenders: Custom
Headlight: Aris
Taillight: Emco

Speedo: vintage Jammer
Pegs: vintage
Foot controls: H-D
Electrics: custom 12V
Gas tank: Hap Jones Wassell
Oil tank: stock H-D
Seat: Survivor custom
Grips: super

Front End

Type: Survivor custom
Extension: 30-inches over
Builder: Unknown

Wheels

Make: Invader
Size: rear: 16-inch front: 21-inch
Hubs: 5/8-inch axle
Tires: Avon
Brakes: rear: mechanical
front: mechanical disk

Photos: Jake Clifford



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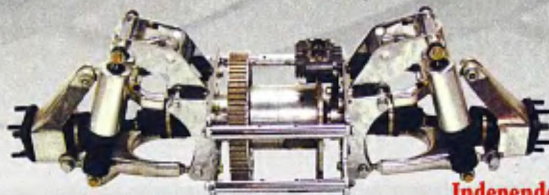
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A photograph of a cemetery. In the foreground, there's a green lawn with scattered dry leaves. Several low, rectangular tombstones are visible. In the background, there are larger, more ornate tombstones and a large tree with bare branches. The overall tone is somber and quiet.

CODY'S FORTY-SIX

**IT TAKES
A VILLAGE**



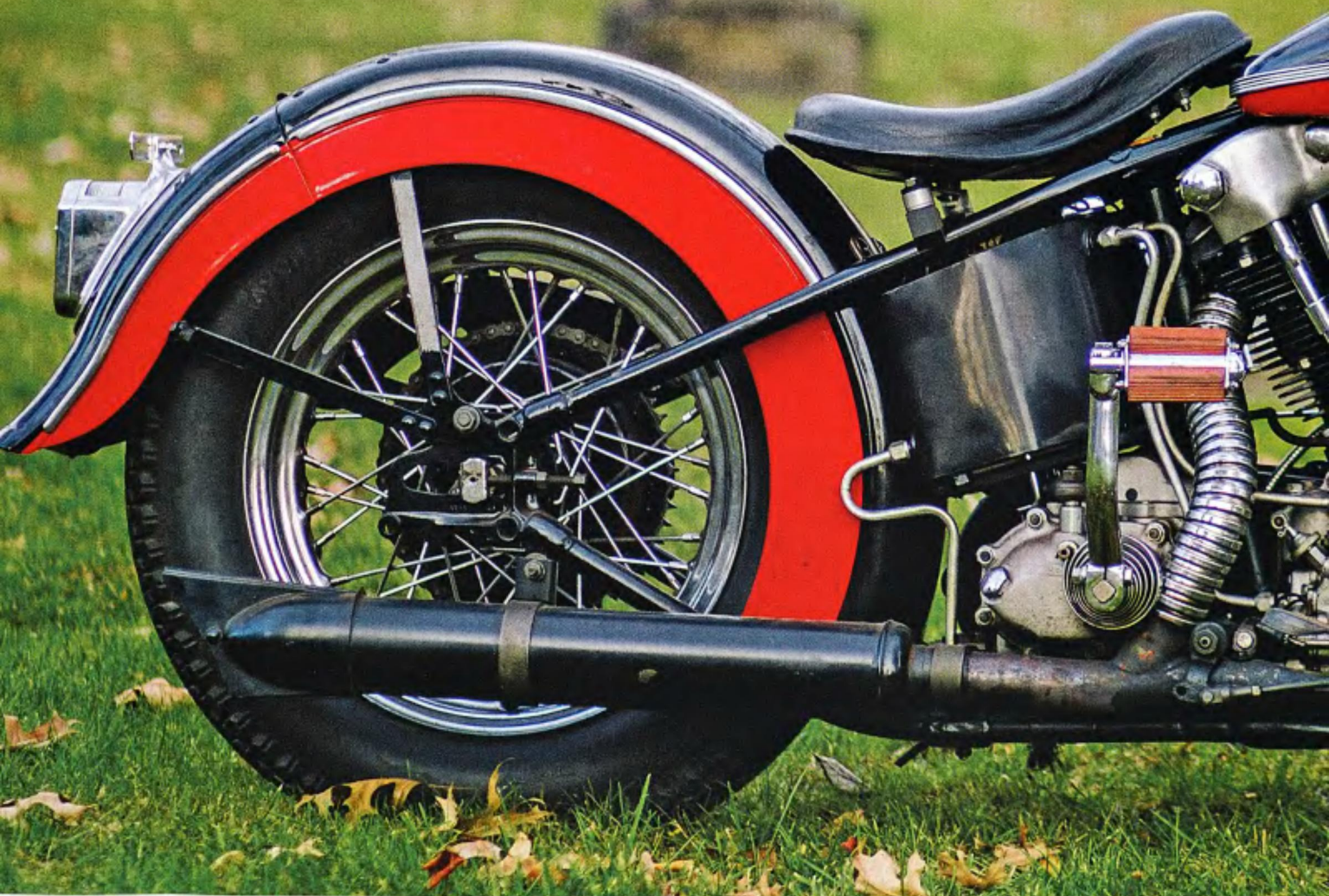
Cody Nyegaard always wanted to have a super cool knucklehead that would look like a bike someone would have customized if they bought it in 1946. He wanted to use the original tanks and full rear fender, do some minimal fabrication, and of course, ditch the front fender and run some big ol' apehangers.

As for the motor, frame, and trans, all that stuff came from the Garden State by way of Cody's dad's buddy in New Jersey. Someone showed his dad a picture of a 1946 knucklehead motor sitting in some random guy's house, and he knew right then and there that tracking it down would lead to an adventure.

With a few phone calls and knocks

on some doors, the motor was found, but it had already "allegedly" been sold. Lucky for Cody, the original buyer flaked or backed out or just got cold feet. Whatever the reason, Cody was about to be the proud owner of a new knucklehead.

Like the saying goes, "It takes a village to build a bike" (or something like that). The knuckle was soon sent out in all different directions. Pete at Precision Custom Cycles in Whippany, New Jersey assembled the majority of the bike. The old knuckle motor was sent off and rebuilt by the boys over at Wheels Through Time in Maggie Valley, North Carolina. The beautiful paint job and the work of actually getting the bike running were both done by Cody's pal, EJ.







Fortunately for Cody, his father not only passed on the love of motorcycles, but he passed on the love of OLD motorcycles. "In my very short time of riding and knowing this motorcycle, I have discovered that it is very tough and sensitive all at the same time," Cody says. "When this bike is having a good day, it runs like a typewriter; when it isn't have a good day, it will fight you at every turn."

—Cary Brobeck



Owner: Cody and Michael Nyegaard

City: Pittsburgh, Pa.

General

Designer: owners

Year and make: 1946 H-D

Model: FL

Time: one year

Engine

Year and make: 1946 H-D

Displacement: 74-inch

Ignition: stock/points

Lower End: stock

pistons: stock

Heads: stock

Cam: stock

Lifters: stock

Carb: Linkert M-74B

Air cleaner: stock

Pipes: stock

Transmission

Year and make: 1946 H-D

Shifting: 4-speed

Painting

Painter: E.J. Kowalski

Color: red/black

Frame

Year and make: 1946 H-D

Type: Bullneck

Rake/Stretch: none

Accessories

Bars: 12-inch apes

Handlebar controls: Harley-Davidson

Fenders: stock

Headlight: stock

Taillight: tombstone

Speedo: stock

Pegs: floorboards

Gas tank: aftermarket

Oil tank: H-D

Seat: solo

Mirrors: clamp-on

Grips: waffle

Front End

Type: H-D springer

Wheels

Make: H-D, laced

Size: front: 21-inch rear: 16-inch

Hubs: star

Tires: Avon

Brakes: H-D drum style

Photos: Ben Zales



KNEES IN THE BREEZE





Caleb Owens from CRO Customs chases his shadow across Mexico. EDR 2015. Pic by Jerami Johnson

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BLUCIFER

JIM HARPER'S '62 FL
SPARE PARTS HAULER



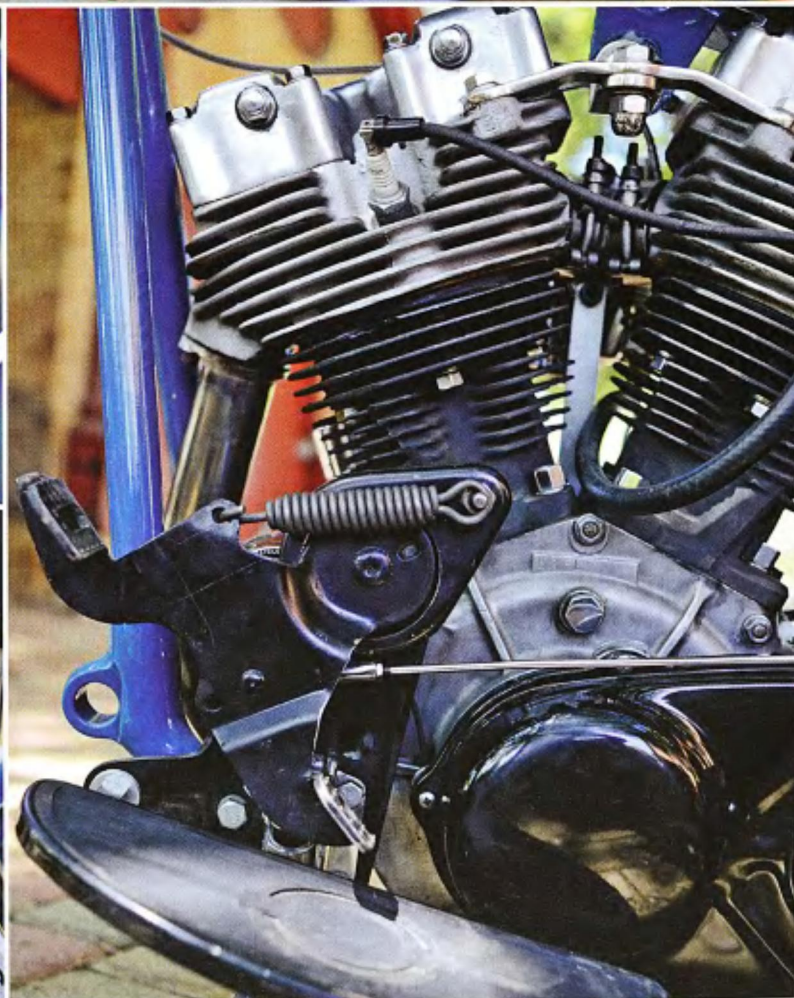
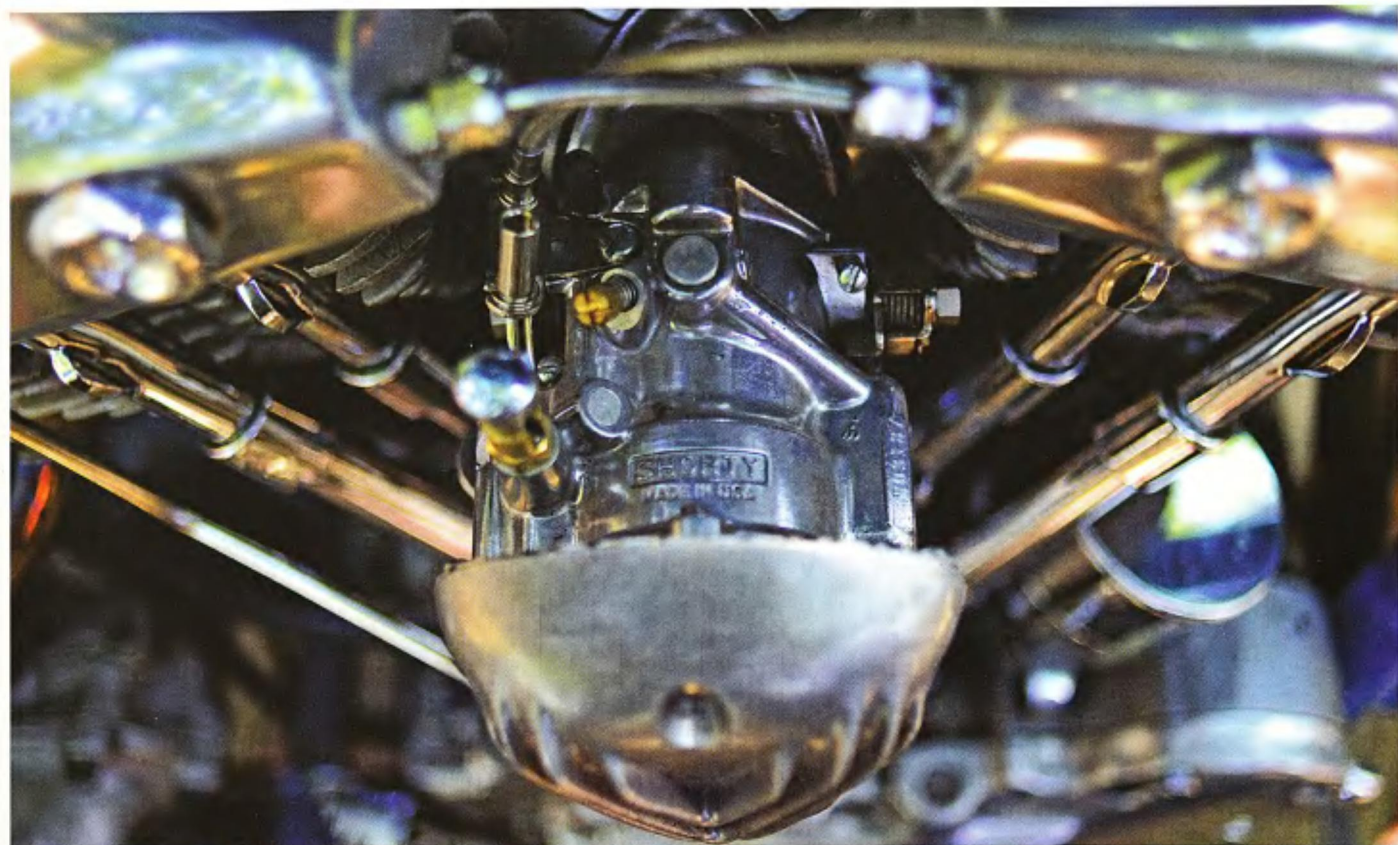
No matter if you're a builder or simply a collector, there's one problem most everyone faces: amassing random parts over the years. It happens. Sometimes, those parts wind up at the swap meet or on some online forum for sale. But occasionally, those spare parts provide inspiration and ultimately become a cool custom bike.

Such is the case with Jim's Choppers owner/operator Jim Harper's '62 pan-shovel. "This is my personal bike that I built from parts," Jim tells us. "It's a combination of swap meet junk, parts traded among friends, a few choice 'new' parts, and parts I fabricated. I found the VL springer front end and Super Glide tank at a swap meet, and bought them as a package deal," admits Jim from his Fort Worth, Texas-based shop.

"I always wanted a bike with black wheels," Jim says. "I bought and built these rims before any other part of the bike, even the paint was chosen to complement the black wheels. Speaking of which, I look to custom cars for paint inspiration. The blue paint color was borrowed from a Ford roadster with the same blue paint and black wheels. I loved the contrast with the black."

The paint and overlaid pinstriped flames were applied by fellow Texan, Scott Hoepker of Chemical Candy Customs. "The bike was painted by my friend, Scott," Jim admits. "In return, I built his shovelhead for him. The frame and transmission were given to me by my buddy, Kirk Sharp. I helped him build his shovelhead long bike and he surprised me one day with the frame and transmission." Brotherhood and bikes is what it's all about.

"I've never personally named a bike," Jim laughs, "however, this bike does have a name. My friend Donny Taylor once referred to it as 'Blucifer'. That stuck." —Rob Fortier



Owner: Jim Harper

City: Fort Worth, Texas

Shop: Jim's Choppers

Build time: 18-months

General

Year/Make/Model: 1962 H-D FL

Engine

Year/Make: 1962 H-D

Rebuilder: Dave at

East Bay American Motorcycles

Cases: Stock H-D

Heads: shovel

Cylinders: shovel

Rocker Boxes: stock shovel

Cam: stock

Carb: S&S Shorty

Air cleaner: Throwback MC

Pipes: Hand-made

Transmission

Year and make: 1947 H-D

Shifting: 4-speed

Gears: stock H-D

Primary: BDL

Painting

Painter: Scott Hoepker

Chemical Candy Customs

Color: custom blue/black

Graphics: flames

Frame

Make/Type: H-D Panhead Straight leg

Rake/Stretch: none

Accessories

Rear Fender: GasBox

Gas Tank: modified AMF Super Glide

Handlebars: custom stainless

Hand Controls: internal throttle

Grips: waffle style/ Revival Cycles

Foot Controls: stock HD

Floorboards: stock HD

Headlight: 4-1/2-inch Cycle Standard

Taillight: After Hours Choppers

License Mount: custom stainless

Seat Pan: owner

Upholstery: Christian at Xian Leather

Front End

Type: restored H-D VL springer

Wheels

Builder: owner

Size: Front: 21-inch Rear: 18-inch

Rims: Sun black anodized aluminum

Hubs: star with stainless spokes

Tires: Front: Avon Rear: Firestone

Brake: stock H-D drum

Photos: Greg Giannukos



CUSTOM CYCLE CONTROL SYSTEMS

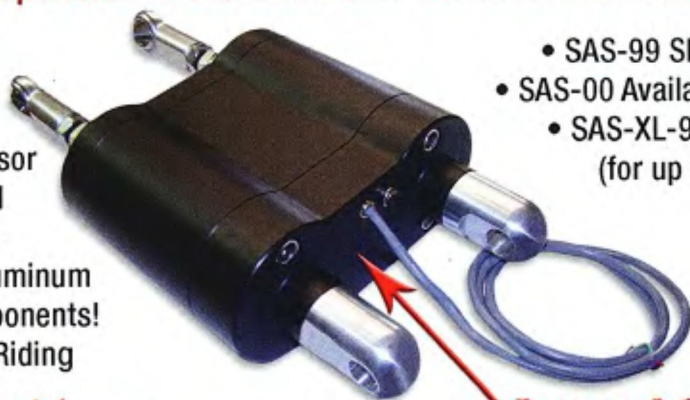
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GIDDY UP

BOOGIE DOWN IN TEXAS





The Giddy Up Run has to be one of the coolest weekends of the year, it takes me out of my normal routine as a wedding photographer, and allows me to create something raw and real. Instead of listening to cheesy wedding songs, I'm listening to the rumble of a knucklehead, or the wind up from a kick start panhead. Giddy Up is what I like to call my free weekend. I don't ride a chopper, I don't drink, shit I don't even smoke, but I do love fast cars, heavy fucking music, and great company. If you've been to a Giddy Up Run in the past, you can't deny how killer it is.

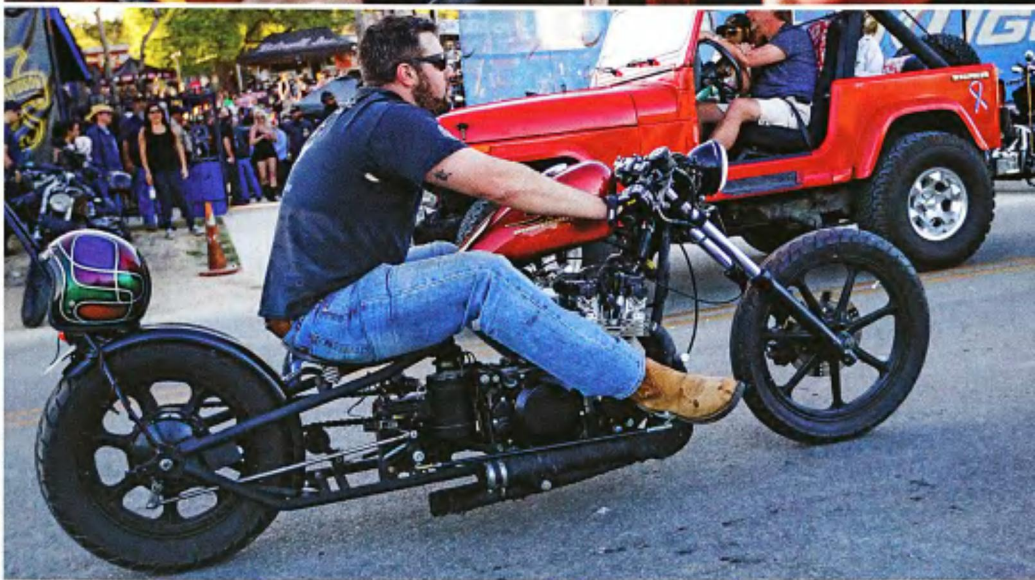
As I made my drive to River Road Ice House from San Antonio, Texas, I could tell I was getting close. I began to see the occasional weekend hot rod, and hear the loud rumble of exhausts. As I drove over the hill I couldn't help but think the same thing as the last two years, 'this is going to be one hell of a day!'

Outside of the show there were rows and rows of motorcycles, ranging from vintage to fully custom choppers. It was a picture perfect Spring day and the Texas hill county was the perfect backdrop for a nice day to ride.

As I pulled up and started to unload gear, people approached me who hadn't seen me since last year, and made me feel welcomed once again. I headed straight to the vendor section, one of my favorite places to photograph. You can find anything you want there, including T-shirts, knives, jewelry and vintage motorcycle parts.

Inside the show you couldn't help but notice the awesome panhead John Collins built for this year's giveaway bike. The bends of the pipes, and the flames on the tank, were enough reason to buy a \$25 ticket. At Giddy Up there are no bike show awards, no best in show, no "I'm a better builder than you" kinda bull shit; it's just some dudes trying to ride what they've crafted and maybe get a few smiles. People ride in from near and far to attend the show, to look at the bikes, listen to music and have a killer good time.

The legendary Texas Tornados hit the stage for the grand finale, and rocked the house down.







I couldn't help but get excited as I've been a fan since I was a kid, and it was great to see them play. After the last song it was time to give away the bike, some lucky person would be the new owner of that panhead. Last year's winner Weston pulled the winning ticket, "Andrzej Dyba." After a few minutes, it seemed the winner wasn't present to claim his prize! Finally, a guy ran down the hill and announced "he's coming! He was asleep under a tree!" Talk about a dream come true!

Andrzej made it to the stage grinning from ear to ear. As the sun set on the hills of Texas, and the Giddy Up party came to a close, I couldn't help but be excited for next year.

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I am a member of the American Legion Riders post 205 in Kansas and fly my flag religiously. - Nick Myers



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The party will get bigger, the bikes will remain rowdy, and the creators of the show will remain humble, because that's how we do it in Texas.

For more info visit giddyuptx.com.

—Larry Pena



Pics by Larry Pena

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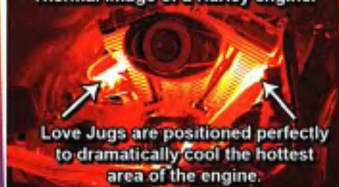
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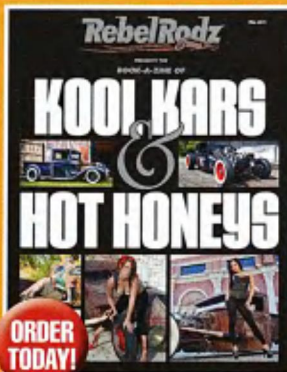
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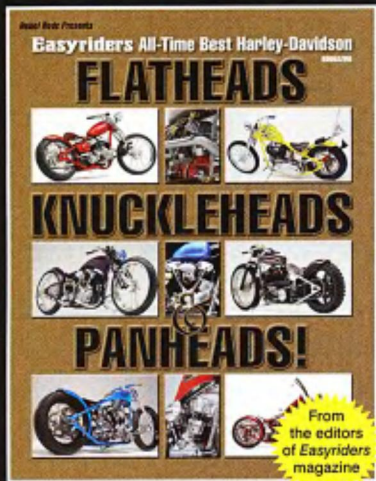


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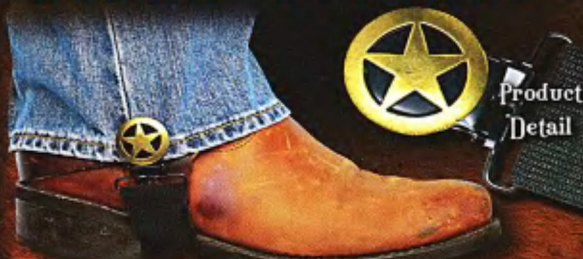
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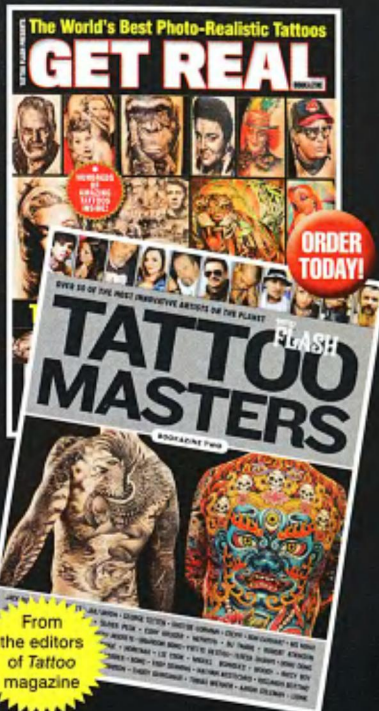
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Gilby

River Falls, Wisconsin 1976 H-D Super Glide

One sideways glance at this "Green Onion" will not only make you take a second look, it also lets you realize that this is not your average, run-of-the-mill reader's ride. But then again, it's not really a ride in the true sense anyway. In fact, the Green Onion has barely more than 50 miles on it, according to Lisa Showers whose job as "Gilby's girlfriend and taking care of odds and ends around the shop" qualifies her to say something like that like none other—except maybe for Gilby himself.

She also says that Gilby, who owns a shop called Gilby's Street Dept. in

River Falls, Wisconsin, was fascinated by unusual bikes from an early age when he and his friends would read mags like this rag and then go race their bikes and later their cars around the neighborhood.

Apparently, this bike was directly inspired by that early fascination and is an homage to the long choppers and crazy hot rods from those days of yore—the early 1970s, that is. "The frame on this bike is a modified '76 Super Glide, three inches stretched in the front, one inch in height, and one inch in the rear," says Lisa, "and it took him about two years to build the bike, stretched over a period of about ten years. In fact, when he started, that 200 series rear tire on the bike was still considered radical."

Gilby's love for hot rods can

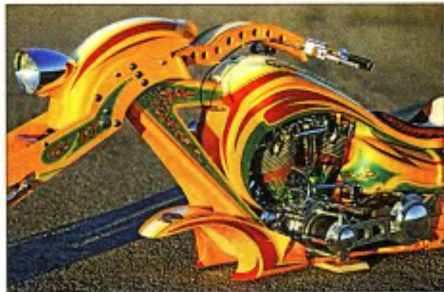
particularly be seen in the long rear end, but also in all the myriad other details Gilby spent untold hours fabricating. Aside from the extravagant rear end, there's also the almost Transformer-like front end including what Lisa calls "the dash" of this all-steel monster. Gilby's crew, Justin McRoberts, Matt Anderson, and Alyssa Heil, along with Gilby's dad, Neal Gilbertson, helped out along the way when it came to creating the forward controls, the handlebars, and even the 23-inch front wheel and the 16-inch rear wheel. Just about the only things they didn't do themselves are make the seat (from Berres Upholstery) and handle the chrome-plating (done by J&D Plating).

Gilby also painted everything himself, and the whole creation is truly



Photos: Owner

Comin' At Ya



a labor of love because it's difficult to imagine that he'd get even a tiny fraction of the true value of this bike back if he ever decided to sell it. But that's not the point, of course. "He built it mainly to take it to shows and have people drool all over it," Lisa emphasizes. "And he loves it when kids

sit on the Green Onion and their eyes grow wide and they are completely fascinated. He likes the idea of the bike maybe inspiring them the way he was inspired as a kid."

And that in itself is worth more to Gilby than all the sweat and hours poured into this bike. —Tripper



No wonder he's so tough — he's a biker!



The super September issue of *Easyriders* (No. 519) takes you to the old-school biker run known as the Leesburg Rally as well as Mooneyes L.A. You'll also get a personal look at a museum filled with Willie G. Davidson's favorite creations.

Custom bikes will include Tim Dixon's shovel long bike, Jeremy Valentine's Joker Sportster, Josh Morgan's Tried and True rigid, Juan Cedillo's righteous FLH, and Dell Battle's HBC chopper.

All this plus a classic David Mann painting, some twisted biker fiction, and a bevy of bouncin' babes as only *Easyriders* can slip 'em to ya!

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The September issue of *V-Twin* (No. 185) 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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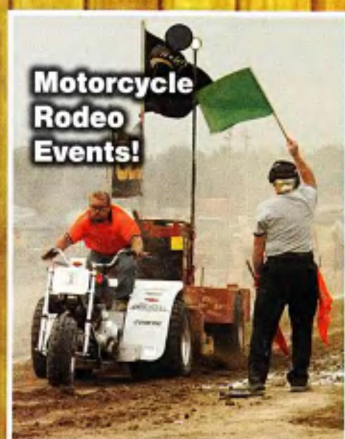
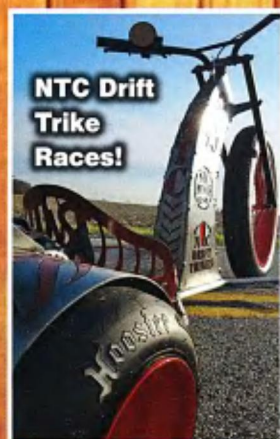
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Run Heat by David Mann first appeared in the July 1975 issue of *Easyriders* magazine. **Easyriders®**



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Don Weimer, Jr./Defiance/ 2007 Buell