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523 • January 2017

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View Of The Apocalypse

Greenland's first "world-class tourist attraction" will open in 2020, offering visitors a "stunning view" of the rapidly melting ice sheets from the area's famous, 250,000-year-old Jakobshavn Glacier. The United Nations-protected site is promoting a "tourist" vista that some call "ground zero for climate change."

Hey, bring the kids!

Photobombed

It's getting harder and harder to get a decent senior high school photo these days. The *Oregonian* newspaper recently reported that a local high school senior was having her picture taken at the Willamette River when a nude man emerged from the forest, walking his dog. So far, the man has not been identified. It's unclear if the high school yearbook will publish the photos.

Dumb Crook Of The Month

When an attempted robbery at a Lowes Home Improvement store went awry, the dumb crook fled across the street and jumped a fence, right into the Cypress Cove Nudist Resort & Spa. As the *Orlando Sentinel* pointed out, "As one of the only folks wearing clothing," the robber was easily spotted by police.

Glad This Isn't My Family

According to the Idaho State Journal, a man took his pregnant 14-year-old daughter and the 24-year-old man who raped her to Missouri last year to get married (because of that state's lenient marriage-age law). The father insisted that it is the rapist's duty to marry a girl he gets pregnant. The father now says he was wrong, but an Idaho judge nonetheless sentenced him to 120 days behind bars for endangering his daughter. The rapist received a 15-year sentence, and the pregnancy ended in miscarriage.

GOO GOO Goofballs

CBS News recently reported on The Tykables "baby store for adults" that opened in Mt. Prospect, Illinois, this year and that has so far outlasted attempts to shut it down (as being, allegedly, inappropriate for the community). The store sells adult diapers for medical needs, but a major clientele is adults with a fetish for being treated like helpless babies. Adults come in, put on diapers and baby clothes, shake rattles, cry, and poop themselves while sitting in giant high chairs. Sounds like a party.

All Fired Up

Following a dispute, a Florida man allegedly tossed a Molotov Cocktail at his neighbor's trailer home... just as the winds shifted, sending embers on to his own trailer home. Luckily, he was arrested, since he no longer had a home of his own to return to.

Mom's Buried In The Yard

An Alabama man in his 70s was ordered to dig up his wife's body from his front yard and re-bury her in an actual cemetery. The front yard, he pleaded, is where she wanted to be, and this way he can visit her every time he walks out the door. The man challenged the order at the Court of Appeals, saying he feels singled out, since people in his town "have raised pigs in their yard, have horses in the road here and gravesites here all over the place." Makes perfect sense.

That's No Cucumber!

A man was arrested after he allegedly placed his penis onto the checkout scanner at a Seattle supermarket. Police charged the man with indecent exposure and assault. According to the police report, a security guard just beginning a shift at a Quality Food Center noticed a female cashier reacting to something that a customer had put

on the self-checkout scanner. When the guard walked over, he saw the man's "penis resting on top of the scanner."

The suspect "was laughing and didn't make any attempts to stow away his blatantly exposed genitalia," the report notes. The cashier corroborated the story, saying she was "disturbed and alarmed" by the man's actions, the report says.

Stupid Quote

"I was perhaps the worst student you have ever seen. You know, I thought I was stupid, all my classmates thought I was stupid, so there was general agreement."

—Ben Carson

Girl Marries Goat

Apparently humans have married animals for various mystical reasons as part of the Hindu religion since time out of mind. In Calcutta this past March, a young Indian girl married a goat to prevent the stigma of early widowhood. It seems that she conforms to the belief that if a widow marries an animal, evil spirits will mistake the animal for her real husband, kill the animal, and leave her human husband alone.





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Morongo Casino Chopper



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A Bike Show on Steroids



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Panama City, Florida



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GREEN BLING

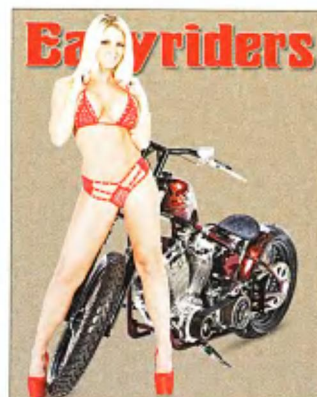
Jon Shipley's
"It Takes A Village" Bobber



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ROAD TEST

Harley-Davidson
Low Rider S



ON THE COVER: Leslie Iverson with
Rex Ablao's Boosted Brad CFL bobber,
shot by Don Rogers.

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
December 27, 2016.



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BEST OF EASYRIDERS



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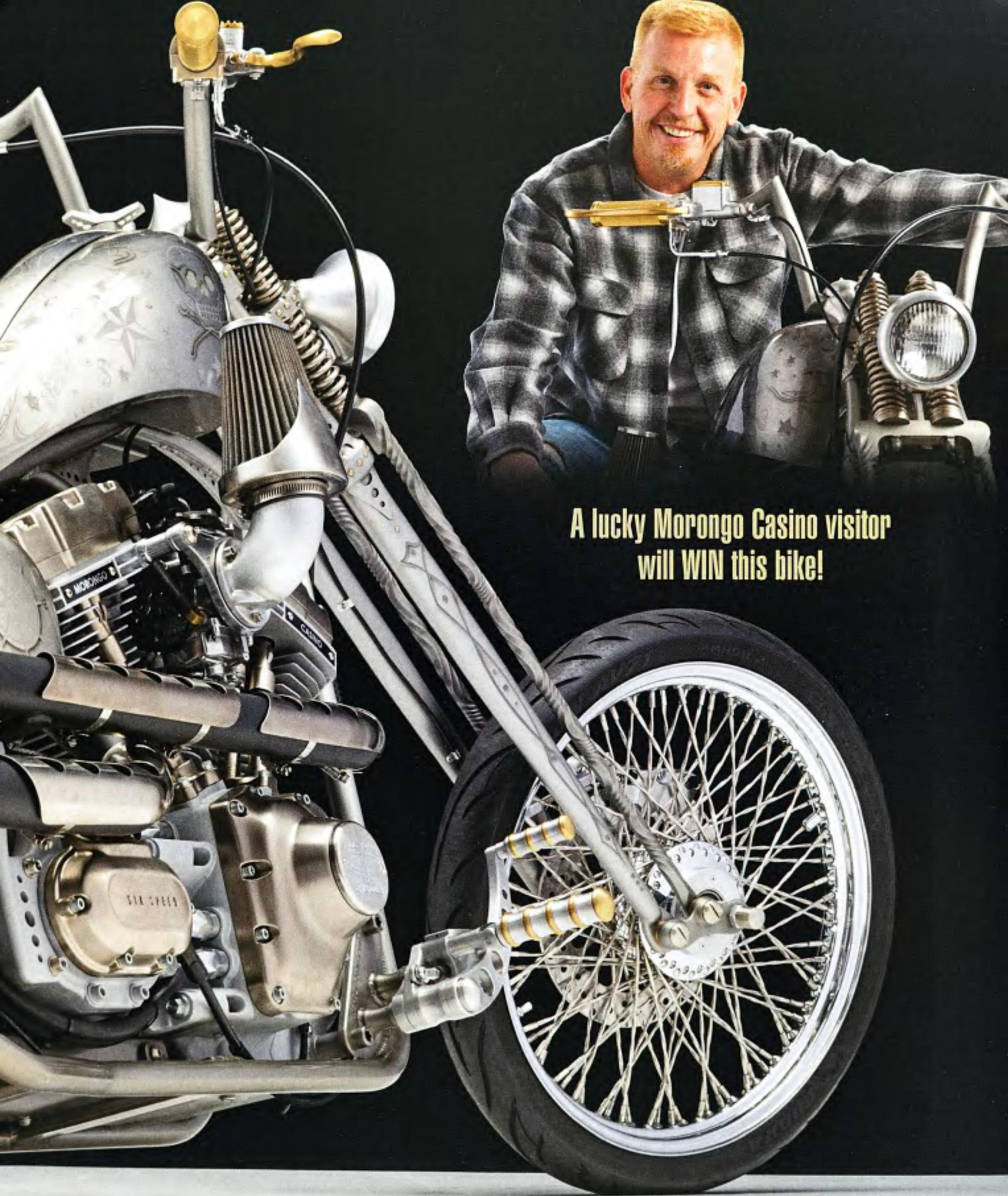
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PAUL YAFFE'S MORONGO CASINO CHOPPER

SKIN AND BONES

A pull on the one-armed bandit may pay off big time if you try your luck at the Morongo Casino, the Las Vegas-style resort and spa located near Palm Springs, California. In conjunction with his upcoming December 2016 birthday party bash at the Casino, Paul Yaffe will personally be giving away this one-off Morongo Casino Chopper.





A lucky Morongo Casino visitor
will WIN this bike!





"It's a Sailor Jerry tattoo-themed chopper," Paul says. "No paint, all the tattoo designs have been etched into the bare metal then cerakote coated to prevent any rust. As far as the inspiration for the artwork, all the tattoos were actual ones carried by my father, so it's also in tribute to him."

Painter/artist Eric Carr employed a variety of mediums to embed the images into the matt finish brushed metal, the different levels of coarseness working to create the shadowing effect. The idea actually germinated out of another bike project Paul had previously completed, a rubber-mounted knucklehead called the Rubber

Knucky that featured bare metal with not a drop of paint. While it sported no graphics, it did lead to amping up the Casino bike's skin art theme, and about six months later the artwork for Morongo Casino chopper was completed, and the bike was displayed at Michael Lichter's Skin & Bones museum show in Sturgis.

The hand-hammered body work is steel, the frame is steel, and the front end is also mostly raw steel, while much of shiny parts are nickel plated which gives it an elegant antique patina. Paul Cox reworked the Paughco springer, adding the twisted effect to the girder, itself a stylized work of art. The powertrain features a

top-of-the-line 110 cu. in. Twin Cam CVO motor and matching tranny supplied for the project by Harley-Davidson. The slick, sleek foot and hand-controls were contributed by Eurocomponents, while BDL came up with the 2-inch belt-drive system. Getting things rollin' are 21- and 16-inch DNA wheels.

Along with the scheduled December 16 birthday blow-out, the Casino will also be showcasing many of Paul Yaffe's show-winning builds, with several notable machines from years past on display. As the highlight of the event, a lucky Morongo Casino visitor will go home with this one-of-a-kind machine. —Paul Garson

Owner: Could be YOU!

City: Phoenix, Arizona

GENERAL

Designer: Paul Yaffe

Fabrication: Paul Yaffe Originals crew

Year/make: 2016 PYO Chopper

Model: Morongo Casino Chopper

Assembly: PYO

ENGINE

Year/make: 2010 Harley-Davidson

Model: Twin Cam CVO

Displacement: 110 cu. in.

Cam: H-D

Ignition: Twin Tech

Carb(s): Harley-Davidson EFI

Air cleaner: Paul Yaffe Originals

Pipes: PYO

TRANSMISSION

Year/make: 2007 Harley-Davidson

Shifting: 6-speed

PAINT

Artist: Eric Carr

Color: non-paint/etched bare metal

Special paint: cerakote clear

FRAME

Year/builder: 2016 PYO

Type: rigid chop

Rake: 40 degrees plus 3-degree trees

Stretch: 1-inch forward, 6 inches up

Shocks: Rock Shocks—bicycle springs under seat

ACCESSORIES

Bars: Paul Yaffe Monkey Bars

Handlebar controls: Eurocomponents

Fenders: PYO

Headlight: TODDS

Taillight: RSD

Speedo: Still don't wear 'em

Electrics: PYO

Gas tank: PYO

Oil tank: PYO

Oil system: Harley-Davidson

Seat: PYO

Pegs: Eurocomponents

Grips: Accutronix

FORKS

Type: Paughco Springer

Extension: 6 inches over

Builder: Paughco/Paul Cox

WHEELS

Size: 21-inch front, 16-inch rear

Wheels: DNA

Tires: Metzeler

Brakes: HHI billet

Photos: Michael Lichter

Contact: Paul Yaffe

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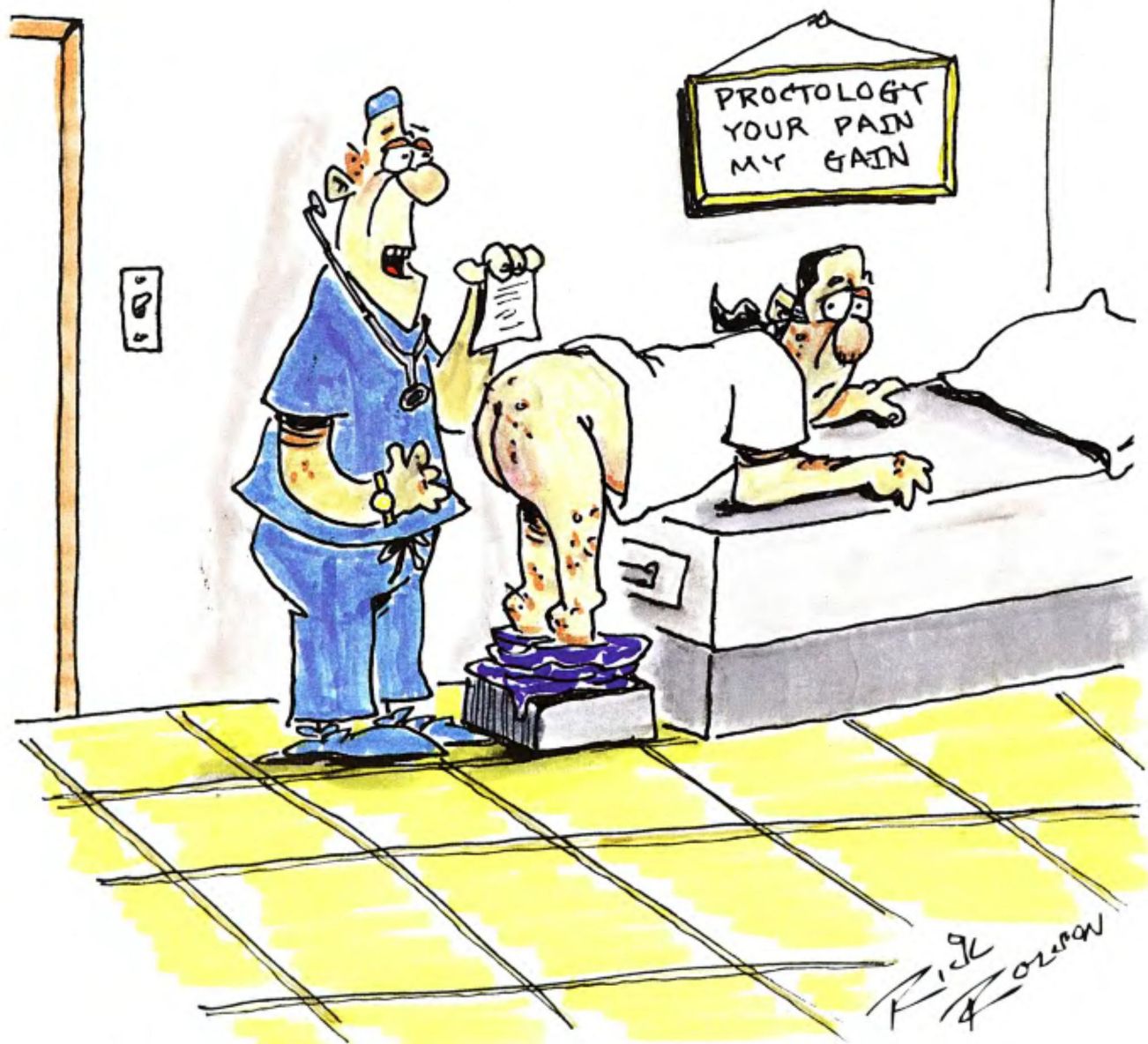
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Thank you, Rick Rademacher

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FRIDAY • DECEMBER 16

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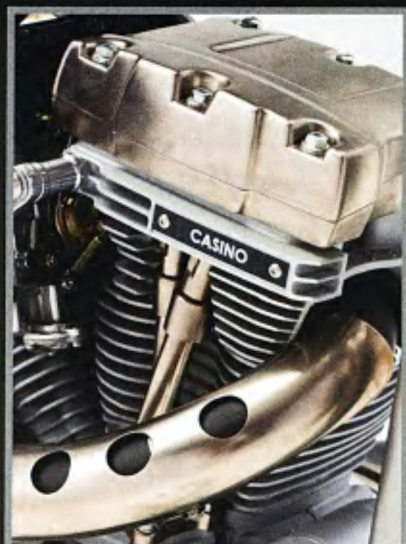
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WACO: DID YOU EXPECT JUSTICE?

The McLennan County grand jury has exonerated three Waco police officers in the deaths of four of the motorcyclists shot May 17, 2015, during the Twin Peaks restaurant shootings, where a total of nine people lost their lives. The three officers, Michael Bucher, Heath Jackson, and Andy O'Neal had all fired their weapons at the scene and were all put on administrative leave (paid vacation). "These officers acted professional under very difficult circumstances. I'm glad to have this caliber of officers protecting our city," Waco's interim police Chief Frank Gentsch said. "I will be returning these officers to full duty immediately."

Lawyers for some of the accused bikers have filed legal documents to have District Attorney Abel Reyna recused from the criminal cases, saying it is impossible for their clients to get a fair trial, citing the DA's conflict of interest. Reyna is facing a lawsuit for damages charging civil rights violations, and he could be held personally liable if the lawsuits are successful.

Meanwhile, 154 people currently remain under indictment on cookie-cutter charges of engaging in organized criminal activity, meaning they're all accused of being complicit in the shooting that also left 20 people injured. They face 15 years to life in prison if convicted. The prosecutors are counting on the biker public to forget this as time goes on. Never forget; keep the pressure on.

Source: Associated Press,
Breitbart Texas

DEVILS DICIPLS TRADEMARK SEIZURE WITHDRAWN

Our good friend David Devereaux over at the Motorcycle Profiling Project informs us that the feds have withdrawn their intention to seize the trademark of the Devils Diciples motorcycle club. He writes, "Attorney Fritz Clapp, representing the club, corresponded with the US Attorney over the obvious legal precedent disqualifying the trademark forfeiture strategy as legally bankrupt and potentially costly. The federal government is attempting to seize property of individuals that have not been found guilty of a crime. This is the same theory that ultimately failed when attempted against the Mongols Motorcycle Club in 2008. The US Attorney responded that they would withdraw the request to forfeit the trademark and have followed through."

David tells us "Although obvious credit must be given to Mr. Clapp, the almost universal support given to the

save the patch movement by the motorcycle club community is a testament to what can be accomplished if unified."

This is a continuation of efforts by the feds to seize club "colors" in an effort to deprive members of their constitutional rights. The Mongols motorcycle club recently won a case where the feds tried to seize their patch and trademarks, only to have the feds turn around and refile under a slightly different theory. Something is happening here, and it isn't likely to be televised.

Source:
motorcycleprofilingproject.com

FRIEND OF MICHIGAN MOTORCYCLISTS DIES IN MOTORCYCLE CRASH

State Representative Peter Pettalia, an outspoken motorcycle advocate and the author of the state's law repealing the Michigan helmet law in 2012, has passed away after a motorcycle crash on September 12. He was the chair of the Michigan House Transportation and Infrastructure Committee and was serving his final term in the legislature. In addition to his job in the House, he also ran a successful auto repair shop for 30 years.

Details of the accident are sketchy. What is known is Pettalia was riding in Northern Michigan when, according to police, a woman in a pickup truck turned directly into his lane, colliding with Rep. Pettalia's motorcycle. He was wearing a helmet; it is not known whether the helmet contributed to his death.

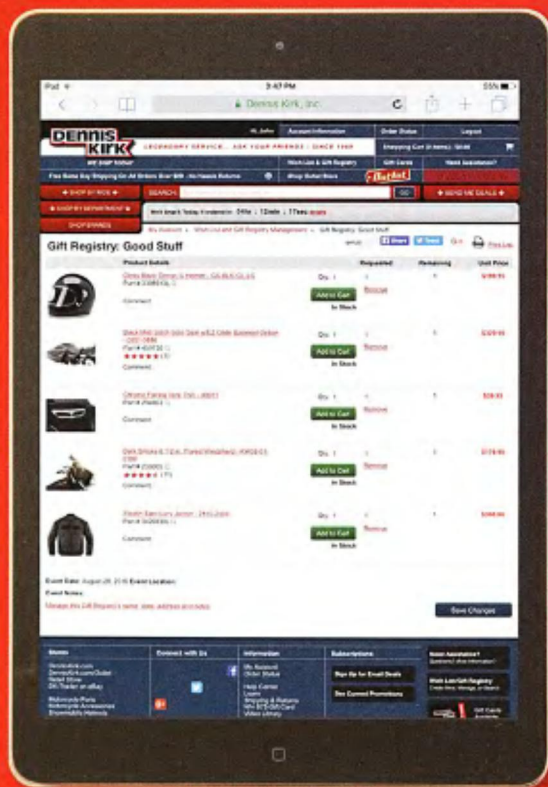
Source: Detroit News,
Detroit Free Press

QUOTE OF THE MONTH

*"There is no crueler
tyranny than that
which is perpetrated
under the shield of law
and in the name
of justice."*

—MONTESQUIEU

- 



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Source: rockstargames.com

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BAGGERS Monthly/Published 1/2016	69,845	68,412	37,086		4,209	41,295	2,249	43,544
AMERICAN IRON	122,940	110,561	31,412		15,089	46,501	NOT LISTED	46,501

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V-TWIN	42,524	41,991	1,155	89	6,892	8,136	5,711	13,847
ROAD IRON	42,524	41,991	1,222	89	6,892	8,203	4,047	12,250
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Chrome horn cover \$29



Custom fat T-bars
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4 through 10 rise
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Custom gas tanks

different stretches and fits from \$99

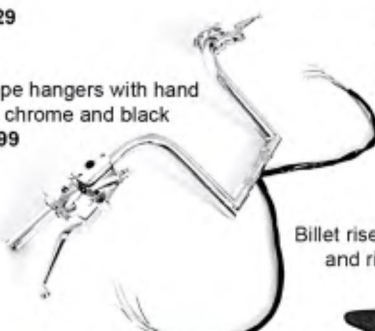
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PHILIPPE COQUARD FINALLY HAS HIS CHOPPER

Livin' The Dream

As a teenager growing up in France, Philippe Coquard developed a love of all things American. That deep appreciation of the USA was in no small part fostered by the stories his grandmother told him of the American troops she watched liberating France during World War II. The 1969 iconic movie *Easy Rider* further fueled Philippe's imagination, not to mention a burning desire to emigrate to the U.S., which he did 32 years ago.

Eventually settling in the upper Midwest, Philippe became a vintner at Wollersheim Winery in Prairie du Sac, Wisconsin, one of the premier wineries and now distilleries in America. Then four years ago, on the eve of his 50th birthday, he decided he'd waited long enough for that classic chopper he always wanted.



All that custom-twist work on a chrome-plated frame consumed 26 refills on the oxy/acetylene tanks.





Ryan Fielding at Paragon Customs in nearby Sauk City built this *Easy Rider*-style chopper—a three-year project that went on to be a winner at the Grand National Roadster Show, at the Donnie Smith Show, and, believe it or not, it's an every day rider for Philippe.

An extended time frame for this build didn't bother Philippe a bit. "I wasn't desperate to have the bike," he explains. "I just wanted it perfect." And with a couple other Harleys in his stable, he was more than content to let Ryan take his time and let the ideas mature. Philippe had a friend selling a 1954 panhead custom that acted as the starting point. All that remains of the '54 Harley is its engine, transmission and the title.

The build kicked off with a bare-skeleton Paughco frame with the exact dimensions of the Captain America bike from *Easy Rider*. From there, Ryan's ideas just kept pouring out. Given a free hand creatively, he envisioned adding a twisted section to the frame's downtubes, an idea that quickly escalated into the twisted design seen virtually everywhere on a frame that would be chrome plated. That custom-twist work, incidentally, consumed 26 refills on Ryan's oxy/acetylene tanks.

"Twisting the first piece wasn't that difficult," he explains. "Making its exact mirror image was the hard part."

The gas and oil tanks are completely handmade. The extension off the rear of the oil tank actually houses the motorcycle's battery and electrics. Virtually 100% of the motorcycle's design and construction, including the chrome plating, the seat upholstery, the girder front end, and the 700 hours of engraving, was all handled by Ryan at Paragon. He even painted the bike himself.



Much to his credit, Philippe uses the bike as he originally planned, riding it most every day that it isn't raining. "Out rattling the windows," as he puts it. "And you should see it today," he told us. "I had it out just last night, and it's oily and filthy, exactly what you'd expect from a '54 panhead. But what's a cool bike like this for if not for riding?" Amen to that. —Joe Kress



Owner: Philippe Coquard
City: Prairie du Sac, Wisconsin
GENERAL
Designer: Ryan Fielding, Paragon Customs

Fabrication: Paragon Customs
Year/make: 1954 Harley-Davidson
Model: chopper
Assembly: Paragon Customs
Time: 3 years
Chroming: AIH Plating

ENGINE

Year/make: 1954 Harley-Davidson
Model: panhead
Rebuilder: Shanedrives
Displacement: 74 cu. in.
Ignition: Harley-Davidson points style
Cam: Andrews
Carb: S&S

Air cleaner: Crime Scene/Paragon Customs

Pipes: Paragon Customs

TRANSMISSION

Year/make: 1954 Harley-Davidson
Shifting: 4-speed

PAINT

Painter: Paragon Customs
Type/color: Axalta/Turquoise Flake, Gold Leaf

FRAME

Year/make: Paughco/Paragon Customs

Type: Custom Rigid

Rake: 51 degrees

Stretch: 2 inches

Shocks: none

ACCESSORIES

Bars: Paragon Customs

Handlebar controls: Kustom Tech

Fenders: Paragon Customs

Headlight: Crime Scene/Paragon Customs

Taillight: Crime Scene/Paragon Customs

Pegs / Floorboards: Kustom Tech

Foot controls: Kustom Tech

Gas tank: Paragon Customs

Oil tank: Paragon Customs

Seat: Duane Ballard

Mirrors: Paragon Customs

Grips: Kustom Tech

FRONT END

Type: Girder, 10 inches over

Builder: Executive Choppers

WHEELS

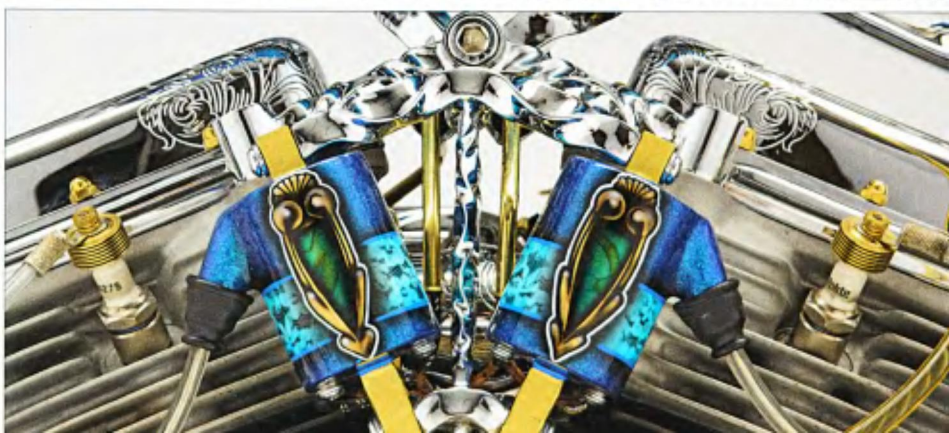
Make: laced

Size: 21-inch front, 16-inch rear

Tires: Metzeler

Brakes: Harley-Davidson

Photos: Michael Lichter
Contact: Paragon Customs
608-434-1999 • paragoncustoms.com



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LOWBROW CUSTOMS ROGUE REAR FENDER

This rear fender's heavy-duty construction, quality, and ease of install makes it an instant classic on custom panhead and shovelhead motorcycles. It is a heavy-gauge steel fender that is bolt-on fitment to 1958-1984 Harley-Davidson big twins using the included chrome-plated fender struts and mounting hardware. Instead of the typical choice to run a stock rear fender or a repop stock rear fender, you can now add some custom style to your moto with ease.

lowbrowcustoms.com/rogue



DANNY GRAY "DESIGN YOUR OWN" CUSTOM SEAT PROGRAM

Now you can create your own personalized seat. Choose your stitch design, thread color, and even add inlay

materials to compliment your bike, style, and personality. Danny Gray seats are handmade, with old world craftsmanship built into each one.

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dannygray.com/designyourown



JOE ROCKET "THE BURNER" HEATED GLOVES

Wireless heated gloves mean comfort that dramatically extends your riding climate range without sacrificing dexterity or mobility. The Burner heated leather glove's warmth is achieved with stainless core heating elements located at the back of the hand and fingers so as to not interfere with grip and feel. The three-position temperature control button is easily accessible at the top of the oversized cuff. Powering the gloves are two rechargeable lithium-ion batteries that provide up to four hours of warmth. For added safety, an integrated thumbwiper helps keep your shield clear while the combination of highly reflective Lumidex panels at the forefingers with reflective piping across the knuckles helps you be seen. Also included in The Burner's carrying case is the multi-port charging system with LED indicator which allows for simultaneous charging of both batteries.

joerocket.com

PROGRESSIVE SUSPENSION'S 490 SPORT SERIES SHOCKS

A true sport performance shock at heart with a low cost, the new 490 Sport Series Shocks feature a high-pressure monotube with deflative disc damping technology, hand threaded preload and a rebound adjustment to dial in the ride. This



technology coupled with a linear rate spring allow for consistent feel through the damper stroke and the ability to withstand extreme temperature ranges and heavy loads. Fits the H-D

Sportster, Dyna, V-Rod, touring, and the Triumph Bonneville and Thruxton models.

progressivesuspension.com



KURYAKYN CUSTOM TIE-DOWN BRACKETS FOR INDIAN

As much as most riders hate to admit it, sometimes trailering a motorcycle simply can't be avoided. The new Custom Tie-Down Brackets from Kuryakyn save time and worry by providing a discreet easy-to-access mounting point to securely strap in Indian Chieftain and Roadmaster models for safe, stress-free transport. The kit includes right- and left-side mounting brackets that install around the fork tubes, mounting unobtrusively to existing holes in the lower triple tree for a clean appearance. Fitment is available for all 2014-2016 Indian Chieftains and Roadmasters.

kuryakyn.com/products/5136/custom-tie-down-brackets

JIMS NO. 5520 XL PRIMARY LOCK BAR

This tool locks the primary drive on Sportster models to facilitate crankshaft sprocket nut removal and installation, along with clutch service. It's designed to fit between the engine sprocket and clutch sprocket on 2004-present



Sportster XL1200 models. JIMS No. 5520 is made in the USA, features JIMS lifetime tool warranty.
jimsusa.com



NEW STYLISH BRAKE PEDAL FOR VICTORY

Add some brake pedal style to your Victory Kingpin, Vegas, Cross Country, Cross Roads, Magnum, and other Victory Models with this new Brake Pedal from Big Bike Parts/Show Chrome Accessories. This brake pedal replaces the small OEM stem with a 3 1/2-inch x 2-inch curved pedal to increase comfort and looks.
nationalcycle.com

CAST ALUMINUM GAS CAPS FOR LATE-MODEL HARLEY-DAVIDSONS

The Competition and Spinner Gas Cap from Lowbrow Customs replaces the boring stock cap on your 1996 and later Harley-Davidson motorcycle, as



well as many aftermarket gas tanks that take a H-D thread-in style gas cap. A useful feature of these vented, cast aluminum gas caps is the ratcheting mechanism, which allows you to tighten the cap and then rotate it back right to the spot you want it to stay, keeping the design in line with your bike.

lowbrowcustims.com



COVINGTON CUSTOMS' "HOLE SHOT" EXHAUST

The new Covingtons "Hole Shot" Destroyer exhaust was previously created as a one-off, custom design for bikes built in-house, but now this popular exhaust is available for 1995 to present Harley-Davidson Bagger and Touring models as well. A variation on the original "Destroyer" exhaust system, the new "Hole Shot" edition offers additional visual detail and has been proven to increase horsepower and torque on both stock and modified motors. These exhaust systems are legal in California only for racing vehicles which may never be used or registered or licensed for use on a highway, otherwise they are not legal for sale or use in California, or on any pollution-

controlled motor vehicle. Available in chrome or black finish and include heat shields, baffle, mounting hardware, O2 ports & plugs. Pipe includes a 3-stepped header with a patented Covingtons 3-bolt collector design, full header heat shields and a short baffle.
covingtonscustoms.com



KLOCK WERKS' FENDERS FOR DYNAS, FXRS, AND SPORTSTERS

The Dyna, FXR, Sportster model bikes are chosen because they are fast, fun, and it doesn't hurt that they look tough. Today there are many options available to customize yours, and Klock Werks is on-trend with 7 different front fender styles to help you lead the pack and take your project one step further. Paint and graphics are the obvious way to customize the look of your motorcycle, but it's really what's under the paint that separates good from great. Klock Werks fenders are stamped from 14-gauge steel and e-coated to prevent rust and corrosion. Stamping provides a smooth surface that doesn't require hours of bodywork at the painter, which saves you cash. And installation is easy. Klock Werks assures accurate bolt-on fitment. Mounting blocks are included with the fender as a Fit Kit for 2006-and-later Dynas. Choose chrome or raw blocks. Or purchase the fender only and do your own thing.
getklocked.com

Rex Ablao's Boosted Brad CFL

MYSTERY BOBBER

Intrigue and mystery surround the owner of this awesomely unique bobber. No one seems to know where he is, and even though we were promised he'd call and "spill his guts" about this bike, he never did. But then, that's probably nothing unusual when you're a Navy Seal, or even a supposedly retired Navy Seal.

Fortunately, Boosted Brad was willing and able to tell us more about this bobber. That's because he had a considerable hand in building it. But he wasn't the one who started the build. "Rex had taken it to Greg Westbury at Westbury Hot Rods; they were supposed to build this bike for him," Brad says. "I think they got out of the bike business at that point, though."





The lovely and luscious Leslie Iverson sure knows her way around Rex Ablao's bobber. One look at her sexy body and its easy to see why that mono shock looks like an erection.



But Greg had made most of the modifications on the frame."

That meant taking what was originally a West Coast Choppers CFL frame and cutting it up, raking the neck, and creating that very unusual mono shock setup. He also made new axle plates, the transmission, and motor mounts.

That's how it got to Brad after Rex had scoured magazines and the Internet for someone who could take over from Greg. "Rex pretty much brought the bike as a rolling chassis to us, and we finished it," says Brad.

That sounds very simple, but Brad did plenty to put his own stamp onto the build. "We did the downtubes, changed the rake by de-raking it, and shaved the fork legs, fabricated the mid-controls, and put it all together. We did a bunch of welding and then painted it."

According to Brad, the trickiest part of the entire assembly was probably the mono-shock and making sure that it all worked properly and looked right. "That's because we sort of came in behind Greg and it was something that had never been done that way," he explains. "Greg had cut the axle plate out and made a new swingarm and integrated it into the rear fender so the fender moves with the mono shock."

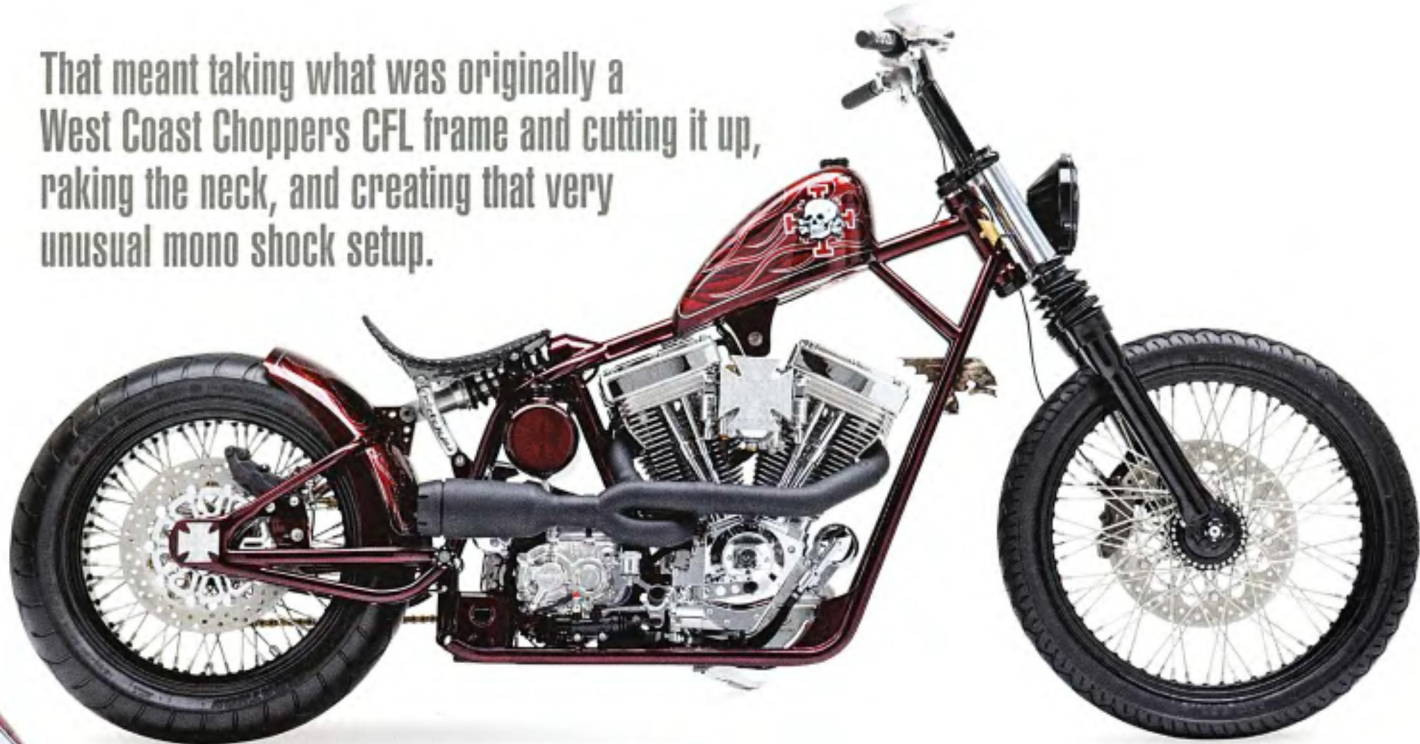
Rex apparently had the bike built as a tribute to some of his fallen comrades. "Some of the guys that were in his unit with him," says Brad, "and I really don't know

much about it, but one of his friends mentioned that he was in Bengazi. Whatever it was, the bike's a tribute to those guys. And that crusader skull on the side of the tank, that's the logo of his field unit, so he had me paint that on there, too."

Has Rex ever ridden the bike? Who knows? Maybe he's on the bike right now as you're reading this, riding it into an as of yet undisclosed adventure that the rest of us mortals may not read about until 20 years from now in the news. —Tripper



That meant taking what was originally a West Coast Choppers CFL frame and cutting it up, raking the neck, and creating that very unusual mono shock setup.



Owner: Rex Ablao
City: Dyersburg, Tennessee

GENERAL

Fabrication: Greg Westbury, Boosted Brad's
Year/make: 2016 WCC
Model: CFL

Assembly: Boosted Brad's
Time: 2 years
Chroming: Meclec

ENGINE

Year/make: 2016 S&S
Ignition: S&S
Displacement: 96 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: S&S
Lifters: S&S
Carb(s): S&S "E"
Air Cleaner: WCC
Pipes: WCC, Boosted Brad's

TRANSMISSION

Year/make: 2016 Baker
Modifications: N1 shift drum
Shifting: foot

PAINT

Painter: Boosted Brad's
Type/color: House of Kolor/Kandy Red

FRAME

Year/make: 2009 WCC, Mike Desmond,
Greg Westbury

Type: CFL
Rake: 35 degrees
Stretch: 2 inches up, 1-inch out
Shocks: mono shock
Modifications: rigid modified

ACCESSORIES

Bars: Greg Westbury
Handlebar controls: Brembo
Fender(s): Westbury
Headlight: custom Warbird
Taillight: Boosted Brad's
Pegs: Boosted Brad's, F.O.
Electrics: Brad
Gas tank: Westbury
Oil tank: modified WCC
Oil system: S&S
Seat: James Carter
Grips: Boosted Brad's, F.O.

FORKS

Type: 41mm
Extension: none
Builder: Boosted Brad's

WHEELS

Size: 21-inch front, 18-inch rear, Black Bike
Tires: Metzeler
Brakes: Brembo

Model: Leslie Iverson
Photos: Don Rogers



According to Brad, the trickiest part of the entire assembly was probably the mono-shock and making sure that it all worked properly and looked right.





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Passin' Gas

Scooter, Cooter, and Donnie were working on top of a cell phone tower when Donnie suddenly slipped and fell to his death. Later, as the ambulance pulled away, Cooter said, "Well, damn, someone's gonna have to tell his wife."

Scooter said, "Okay, I'm pretty good at that sensitive shit, so I'll go do it." Two hours later he came back carrying a case of beer. Cooter asked him where he got it. "Donnie's wife gave it to me," Scooter replied.

"That's unbelievable," said Cooter. "You told her that her husband died and she gave you a case of beer?"

"Well not exactly," Scooter explained. "When she answered the door, I said, 'You must be Donnie's widow.' She said, 'You must be mistaken, I'm not a widow.' And I said, 'Bet ya a case of beer!'"

*Rocky Myerson
W. Palm Beach, Fla.*

Sally confronted her old man, Steve, one day. "I was in the beauty parlor this afternoon when I saw you go into the motel across the street with that beautiful, stacked, blond stripper! I want an explanation, mister, and I want the truth!"

"Well, make up your mind, woman!" Steve replied, "Which one do you want?"

*David Chance
Ogden, Utah*

"My old lady is a flat-out liar!" roared Rapid Ronnie to his fellow patch-holder.

"How do you know?" the bro asked.

Ronnie caught his breath, "She didn't come home last night, and when I asked where she'd been, she said she was with her sister Shirley. Well, I was fucking Shirley all night, and we never saw her!"

*Daniel
Northern Calif.*

Six months after his old lady died, Crazy Ernie was horny as hell and had a crazy idea. "I'll just dig her up and see what she feels like," he thought to himself.

When he got her out of the ground he saw that she was only a little flaky around the edges, so he decided to do her like a jackrabbit. Well, pretty soon he noticed that she was just lying there like a fish and was all cold and clammy. He thought to himself, "Wow, she hasn't changed a bit!"

*Rocky
W. Palm Beach, Fla.*

In his excitement about getting married, a prospect bought a fishing license by mistake. On the

morning after the wedding, his bride looked it over and said, "I think I'll have our marriage annulled; it says here anything under six inches isn't legal."

*Greg Cook
National City, Calif.*

Q What's the difference between your wages and you cock?

A You don't have to beg your old lady to blow your wages.

*Barbara Daniel
Sacramento, Calif.*

Three rough-looking bikers stomped into a truck stop where a grizzled old trucker was eating his breakfast. One of the bikers put his cigarette out in the old dude's pancakes. The second one spit a wad of chewing tobacco in his coffee, and the third dumped the whole platter on the floor. Without a word of protest, the old timer paid his bill and left. "Not much of a man, was he?" sneered one of the bikers.

"Not much of a driver either," said the waitress. "He just backed over three motorcycles in the parking lot."

*Pete Thinnes
Chillicothe, Ohio*

A medical professor was giving a lecture on involuntary muscle contractions to first year medical students. Realizing that this was not the most riveting subject, he decided to lighten the mood. He pointed at a young chick in the front row and asked, "For example, do you know what your asshole is doing when you have an orgasm?"

She replied, "Usually out riding with his friends."

*Jose Gomez
Vienna, Ill.*

Q What do you call a motorcycle club with bags full of vibrators at Christmas?

A Toys for Twats.

*Paul Brown
Crescent City, Calif.*

Mongo came home from work only to find Mrs. Mongo crying at the kitchen table. She sobbed, "I went to the store today and a horrible man looked up my skirt. He said he'd like to fill that with beer and drink it. I wish you were there to kick his ass!"

"Listen hon," Mongo said, "First off, I've told you to wear panties every day, and second, there's no way I'd mess with anyone who could drink that much beer!"

*Robert Ruiz
Ioua Park, Texas*

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A701ER



Easyriders magazine has always offered bikers the ability to let their voice be heard. We thought we'd share what one of our longtime readers, Mike Milia has to say:

If you had to describe the picture above with one word, what would it be?

This picture was taken of the back of my jacket while friends and I visited the Harley-Davidson corporate headquarters at the Juneau location in Milwaukee during the Harley 110th celebration a few years ago. If you ever get the chance to visit this place, please do so. It is the greatest entry to a

corporate office I have seen.

When I saw the Harley-Davidson bar & shield on the wall, my wife took this picture as I was taking in the moment. I have been an avid Harley rider for a long time and consider each and every other rider a part of the family. My wife, Cheryl and I were even married at the banquet room at the Badger Harley-Davidson store in Madison.

The picture of the Harley-Davidson sign and the flag of the United States on the back of my jacket really moved me once I did see the picture. This led me to that simple question: Using one word, what does this picture represent to you?

For me the answer is quite simple; it represents "Freedom". Naturally, there are many other words that we can use to describe what the word "freedom" represents. If I had a second word it would be "America".

As I sit back and write my thoughts, I cannot help but feel that so many in our wonderful country need a reminder or wake-up call as to what "America" really means. I feel we are the greatest country to ever exist on this planet of ours.

These days, our country seems lost in the fog. We as citizens of this fine country need to remember what got us where we are today and where we

want to be as a nation in the future. We need to not forget our own history and all that our country has been through. Let's not forget the Great Depression when people would beg for a job to put food on the table for their families. We need to not forget about the greatest generation our nation has seen, the WWII generation. The United States was a nation that created things, manufactured things, invented things. The rest of the world looked to the United States to lead the way. What has gone wrong with the leaders of this country? It is my opinion that they need to all retake American History I & II as a reminder that those in Washington work for us, the people of the United States.

We need to take back our country and stop drinking the Kool-Aid. We used to be a nation that would have been a poster for the words "work ethic". It seems like our great nation took a wrong turn and forgot that good ol' fashioned sweat and hard work lead to success. It is not a crime to become successful. It seems that many of our younger generation walk around with a "sense of entitlement". Our grandparents are probably rolling over in their graves. That generation believed in "tough love" and it didn't seem to screw them up.

It shouldn't matter what political party you belong to or whom you voted for. It should be about who can get this country back to its past greatness. Almost all other Americans would lose their jobs if we performed poorly at work. If those elected officials do not work out, then they should be replaced.

The Harley-Davidson Motor Company is a great American company that began in 1903. It has survived the toughest of times and keep moving forward. Throughout the last 100-plus years, Harley-Davidson has been right there in the middle of so many Americans' lives. Even during the AMF days when Harley-Davidson was almost lost for good. There were a few who fought back and brought Harley-Davidson back to the top. That analogy is how I look at the United States at its present state. We need to take back our country and make it great again.

We must not give up.

I know there are a lot of people who are really struggling to make ends meet. Our economy has seen the worst downward spiral since the Great Depression. We need to come together and help each other out. It used to be the "American Way".

We need to push to bring back all the jobs that have left this country. There was a time not too long ago when the phrase, "Made in the U.S.A." didn't even exist because we made, created, and manufactured everything in the U.S.A. We were proud to drive an American car, buy American goods, and export American products around the world.

Would it be that difficult for those in Washington to really make a push for bringing jobs and industry back to America? Why not provide a large tax break for all products that we purchase that are made in America. Buy an American car, get a tax break. Buy American products, save the receipts and get a tax break. Why not increase the tax on imports? Give the American companies a chance to compete. Don't bury them with one of the highest corporate taxes on the planet.

I love my country with all my heart and would defend it tooth and nail for all the freedoms I am allowed to enjoy each and every day. We need to stop taking all of our freedoms for granted. We owe all these freedoms to those who serve in the Armed Forces. Without you, we all would be living a very different life.

I love my Harley-Davidson and the freedom it allows me to feel each and every time I hit the throttle while riding across this great country. I look at my Harley as not just a motorcycle, but a state of mind. It represents so many things to me. Those who haven't had the experience of being out on the road need to give it a try at least once in their life and see what the people of America are all about. Put it on your bucket list.

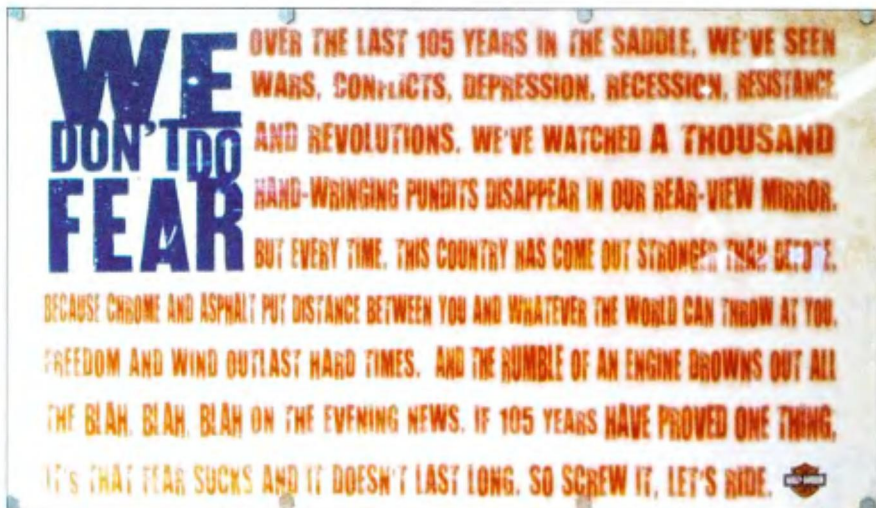
Each and every time I see the Harley logo, I think of America and how lucky we all are to live here. Some of my best friends and fondest memories include Harley-Davidson and my friends and family.

When I look at that picture, that is what I see in the Harley-Davidson sign.... freedom, dedication, hard work, family, pride, honor, and it is also what I see in the flag of the United States.

In closing, I would like to end with the sign that was also off to the right in the picture. These words are so powerful and I would like every Harley rider, who didn't make it to the Milwaukee Rally, to read this sign shown below. To me Harley-Davidson and America go hand-in-hand. I would like to dedicate this article to all the Armed Forces and Veterans who have served to protect all of our freedoms. Thank you.

And thank you Harley-Davidson for all you have done for me in my life thus far and let's hope for another 110 years of American pride.

—Mike Milla
Madison, Wisconsin





MOONEYES

Scheduled every December, the Mooneyes Bike Show in Japan makes a great cap to another year in custom motorcycling. The excitement and build-up for the Yokohama Hot Rod and Custom Show, as it is also known, starts more than 5,000 miles away and six months earlier when some of the top American builders get together at Born Free in Southern California. At Born Free, builders vie for the coveted Mooneyes award that comes with a plane ticket, hotel, and shipping for their bike all the way to Japan.

Mooneyes Japan is a celebration of Americana. The bike show attracts 650



customs (mostly Harley-Davidsons), but it is more than a bike show. There are a crazy number of custom cars, bicycles, scooters, skateboards, and work from artisans around the world. When you add to this the fact that the show is only open to the public for eight hours (including the very long awards ceremony,) there is an element that I can only describe as "frenetic!"

Our only criticism of Mooneyes

Japan is that it needs to be longer! The Japanese tend to take our culture and magnify it 10-fold. As the Race of Gentlemen's Bobby Green tells it, "They celebrate our style way more than Americans do. That is why I connect so much with Mooneyes and the people there, whether they are bike guys, clothing guys, or car guys. It's great to see their perspective on what Americans are doing. To them, it is all





JAPAN

A BIKE SHOW ON STEROIDS





one big great thing and sometimes we should look at ourselves in the same way, because it's all awesome. It's American style!"

Seven American builders got the invitation to the last Mooneyes including Oliver Jones with his 1969 shovelhead "Erebus," Jeff Leighton with his 1950 Triumph 650 Pre-Unit "Orcrest," Jason Webber with his 1951 panhead "Booger Sugar," Arie VanSchyndel with his 1950 panhead "Vulture's Revenge," Aki Sakamoto with his 1968 XLCH Ironhead "Kau'i," Andy Carter with his 2015 Evo Sportster "Big Brother," "Big Scott" Stopnik with his 1949 panhead "Cycle Ray" and Ryan



Grossman with his 1948 panhead "Quicksilver."

The Japanese builders have so much to offer and the best of the best in Japan was there, including Hideki Hoshikama (Asterisk Custom Works), Hideya Togashi (Hide Motorcycles), Tatsuya Fujii (Dua's Caras Cycles), Kaichiroh "Kross" Kurosu (Cherry's Company), Keiji Kawakita (Hot Dock Customs), Kenji Nagai (Ken's Factory),

Go Takamine (Brat Style), and Tomoaki Matsumura (Shiun Craft Works.) Their attention to detail is unparalleled, but where the Japanese really excel is their ability to balance the details with the overall style and form of their bikes.

In addition to the impressive list of invited American builders, there were many more Americans who pay their own way to Japan just to see what is going on in the custom motorcycle





world, and by this I mean from an international perspective. All of the Cycle Zombies were there. Jeff Decker came with his fabulous art, and artist and tattooist Dan Collins was there. Mel Stultz and Bobby Green from the Race of Gentlemen, Michael Barragan of Evil Spirit Engineering, leather artist Bill Wall, members of Harley-Davidson's design department, and Grant Peterson and Mike Davis of Born Free were also there. In addition, there were builders from Europe, Australia, New Zealand, and even China, as well as more craftsmen, such as leather artist Mario Burkhardt of Switzerland and pinstripe artist "Blaster" from Italy.



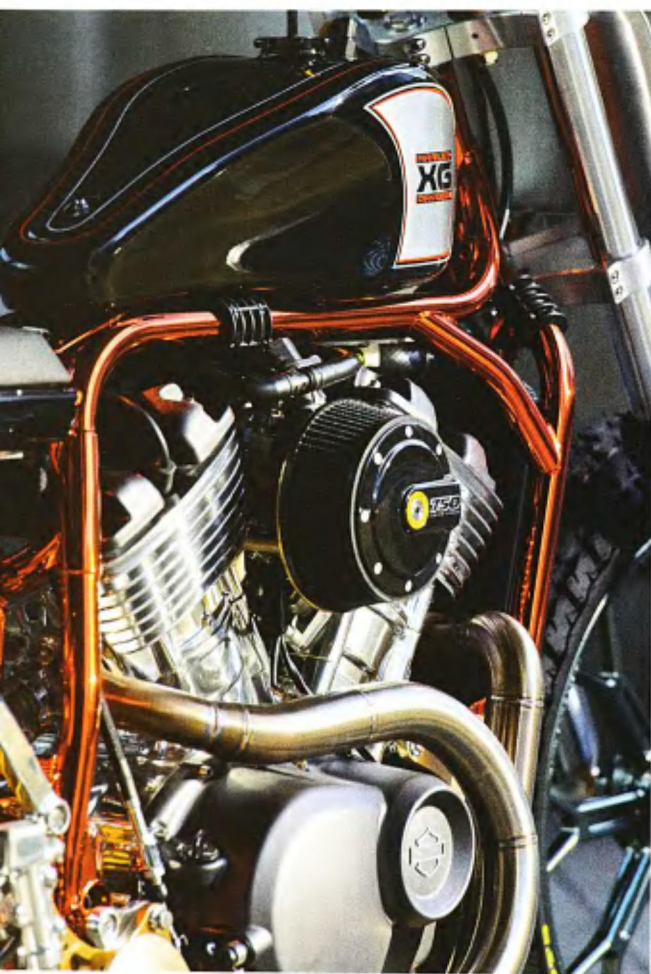
Add magazine editors from virtually every magazine around the globe to the mix, and this is just an unbelievable international gathering of custom culture. As the numbers turned out, 1,500 of the 15,000 visitors to the show are from outside Japan.

One thing that may be hard for Americans to comprehend is that unlike a typical bike show in the United States, almost every bike on

display is new! As I understood this from spending some time with Yuichi Yoshizawa and Yoshikazu Ueda of Custom Works Zon, a Japanese builder wouldn't consider bringing a bike to Mooneyes two years in a row.

Besides the excitement of the show, Japan is an incredible place to visit. Checking out all of the bike shops around Tokyo that so graciously open their doors to visitors is a must as is







tasting the wide range of very fresh Japanese food. If you make it to the Mooneyes Japan show next December, I'd suggest taking some time after the event to sightsee both around Tokyo and beyond. I was fortunate to spend an amazing day riding around Tokyo in the rumble seat of a '32 Ford Roadster (thank you Freewheelers And Company!) while shooting a group of 1930s H-D's, after which I jumped on the bullet train to Kyoto to spend a couple of days there. Whatever you do, it will be a trip you will never forget.

For more info check out the website at mooneyes.co.jp/en.

—Michael Lichter

Photos: Michael Lichter

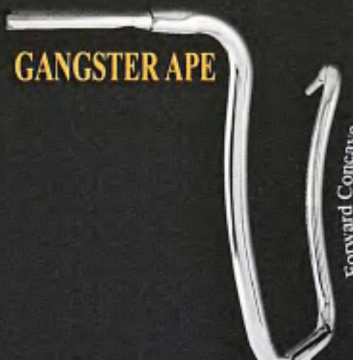
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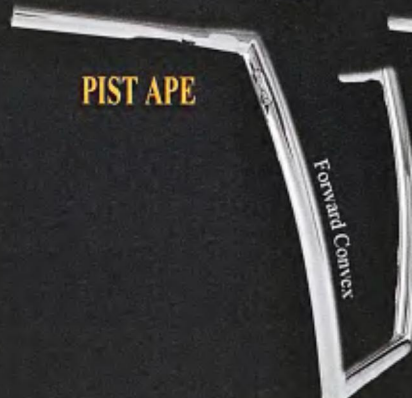
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"Well, that may be technically against the law, but I sure the bell ain't enforcing it!"

Adding Performance To H-D's New Milwaukee-Eight Motor Installing Harley's SE Stage 2 Camshaft Kit

The introduction of Harley's new Milwaukee-Eight motor has brought back memories of 1998 and H-D's launching of their Twin Cam motor. The Twin Cam motor was a huge difference from their prior Evolution motor. With the new Milwaukee-Eight, Harley has developed V-twin that, just like the Evolution, uses a single camshaft. Other than the single camshaft, the new motor has a lot in common with the Twin Cam motor. The motor uses a chain system to drive the camshaft; it also uses an outboard camshaft mounting plate that mounts a crankshaft driven two-stage gyratory oil pump.

Harley's 2017 P&A catalog lists two street legal Screamin' Eagle engine upgrade kits: a torque kit and a power kit. Each kit includes a camshaft, gaskets, and adjustable pushrods. The SE Torque Kit (P/N 92500047) has .447" intake valve lift with 197° duration and .462" exhaust valve lift with 217° duration. The SE Power Kit (P/N 92500058) has .462" intake valve lift with 197° duration and .463" exhaust valve lift with 235° duration. The kits' camshafts have impressive timing; these people know how to pull serious power out of a V-twin motor. The kits each retail for \$390.

The included instructions only cover all of the unique operations used to fit the kit's unique parts into the motor; for the basic teardown, fitment and standard assembly procedures. If you are planning on doing this type of modification to your bike's motor, use the Harley-Davidson 2017 FL series service manual.

We followed along as Ron Kravitsky at Bartels' Harley-Davidson performed the installation. Installing the SE power kit was no more involved than fitting a



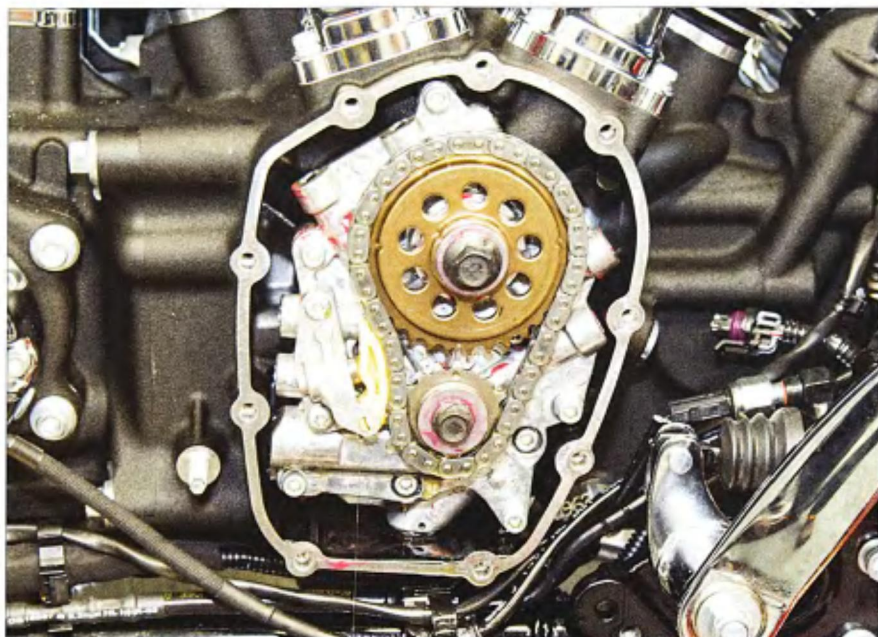
1 Although the new Milwaukee-Eight motor packs 107 inches of power, it can be improved on.



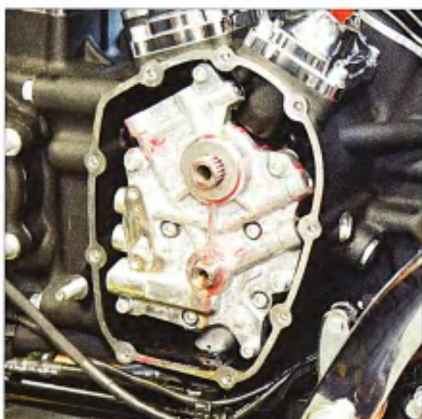
2 These are the parts that will improve power: a Screamin' Eagle camshaft and adjustable pushrods. Along with these parts, the motor's EFI computer will need to be updated with a new map.



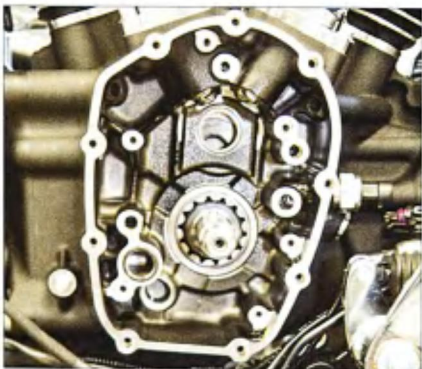
3 The install started with the removing of the air filter, right-side floorboard, and exhaust system. Ron then pulled the pushrod tube retainers, then cut the pushrods in half with bolt cutters and removed them. 110-inch motor needs. The throttle blade on Horsepower's 55mm throttle body (left) has 50% more area, which gives the motor a real kick in the mufflers.



4 A drip pan was placed under the motor and the cam cover was removed. Although the inside of the Milwaukee-Eight motor looks a bit different than that of a Twin Cam, they have a lot in common.



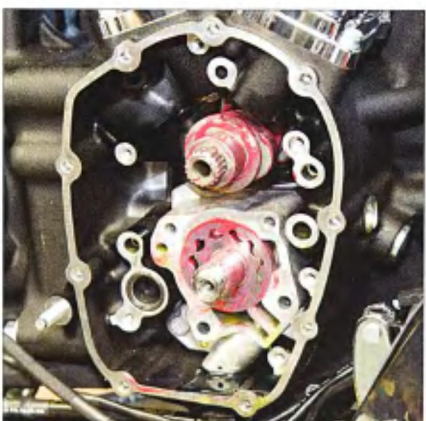
5 The cam chain tensioner and the bolts that secure the crank and camshaft sprockets to their shafts were removed. The camshaft drive chain and its sprockets were pulled off of the camshaft and crankshaft.



6 Unlike a Twin Cam motor, on this Milwaukee-Eight motor the cam plate and the oil pump assembly are removed as a unit. This cam chest looks quite different than the one on a Twin Cam motor. Ron fitted new O-rings into the pickup and pressure passages in the crankcase.



7 Ron started the install process by lubing the camshaft's lobes and bearing journals, and then he lubed all of the oil pump's internal parts and put it together.



8 He fitted the camshaft into its bearing in the cam chest and slid the oil pump over the end of the crankshaft.



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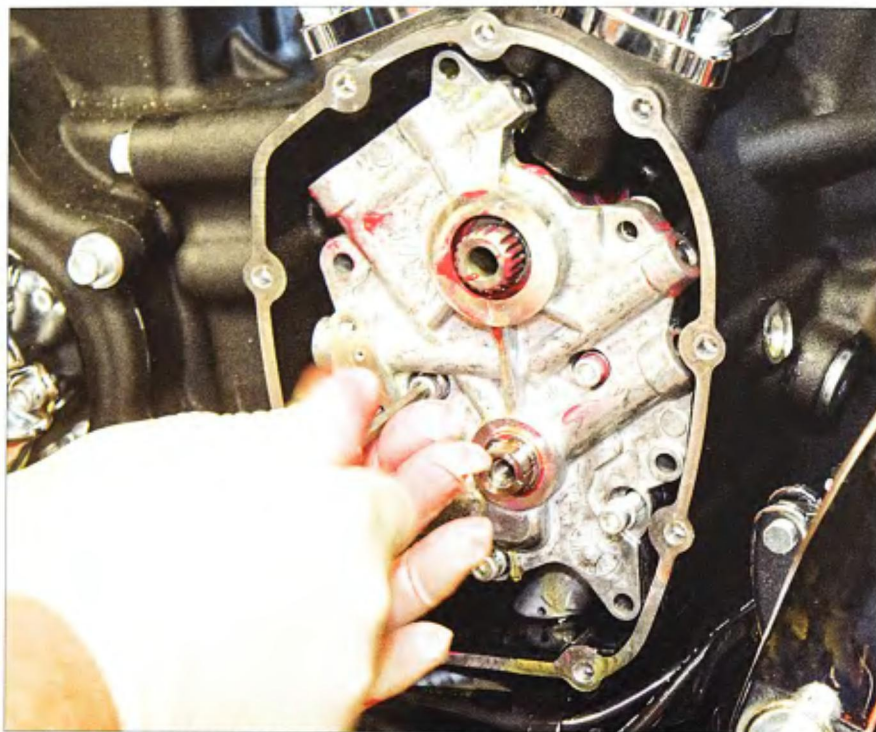
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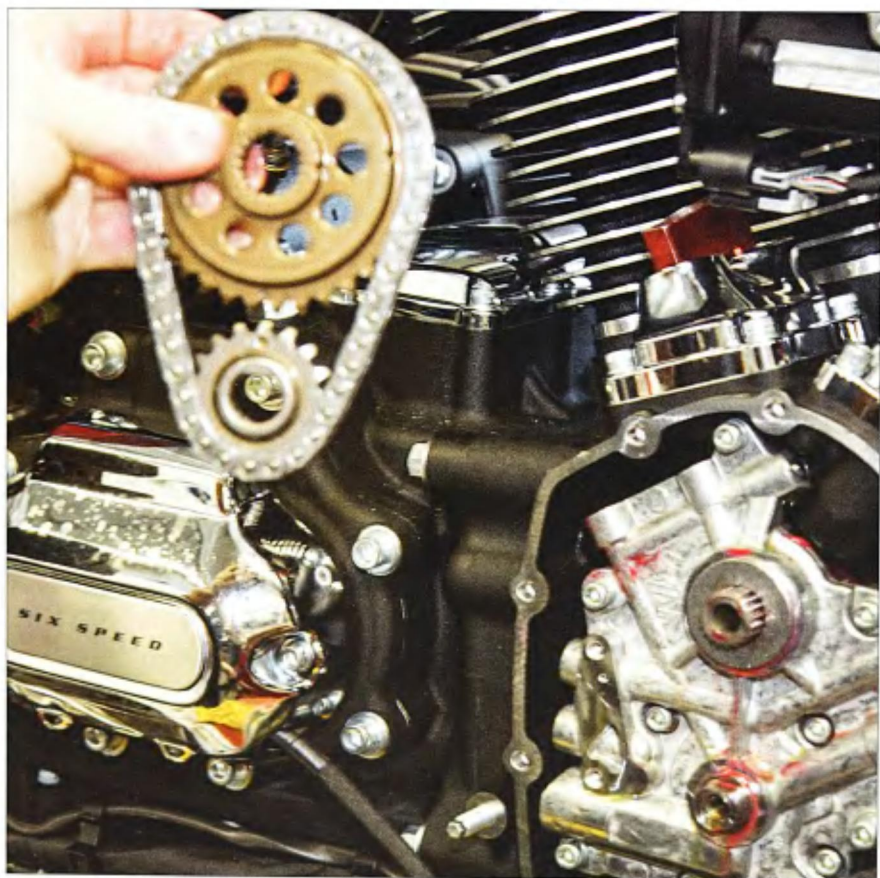
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9 He set the cam plate over the ends of the crankshaft and camshaft and then threaded the four screws through the cam plate and into the oil pump finger tight. Next, he torqued down the four oil pump screws and finally the cam plate mounting screws.



10 The camshaft drive chain was set on its sprockets so that its timing marks were aligned, then it was installed onto the ends of the crankshaft and camshaft.

Twin Cam motor with a set of cams. In fact, it was easier because he didn't have to mount a pair of cams and the intermediate cam drive chain to the cam plate. All of the parts fit as they were designed to.

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

—John Sullivan

Harley-Davidson
Harley-davidson.com



11 Ron used new camshaft and crankshaft sprocket bolts and torqued them down. When tightening these bolts, the Milwaukee-Eight motor uses the same sprocket-locking tool as is used on Twin Cam motors.



12 The final operation on the motor build was to install the pushrods and adjust the new pushrods. Then it was just a matter of fitting the air filter, exhaust system, and floorboard.

Photos: John Sullivan



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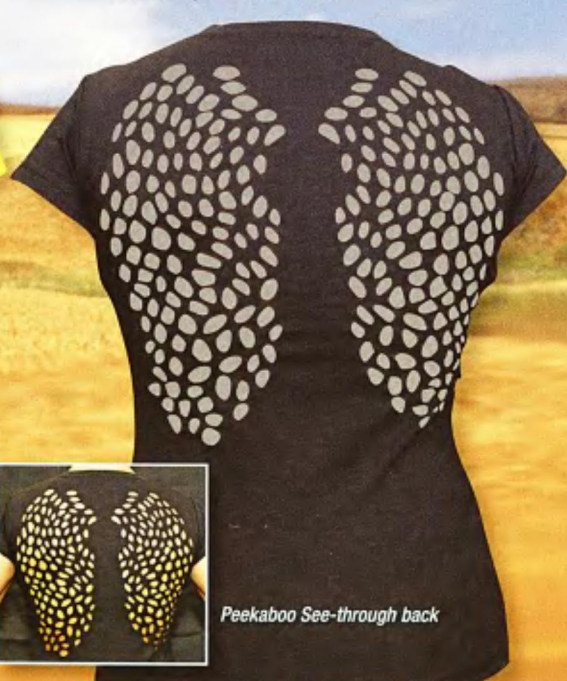
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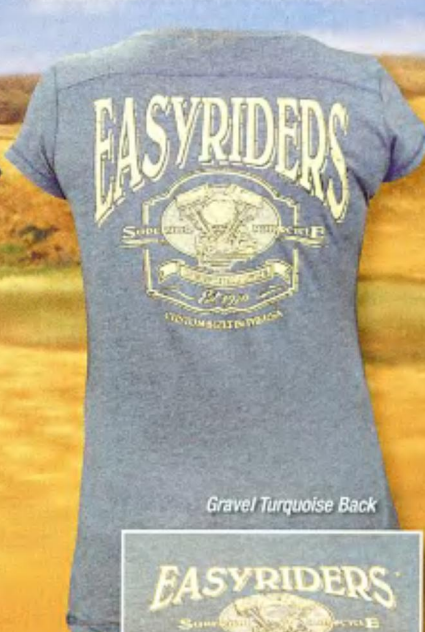


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 2197 Short Sleeve \$21.95

womens



As the rally season started to pick up steam, we rolled south to the Gulf Coast and the white sandy beaches of Panama City, Florida, for the 18th annual Thunder Beach Spring Rally. Beautiful turquoise waters, miles of pristine sunny beachfront, mild temps, and the echo of roaring exhaust pipes made for a perfect pre-summer, biker-styled warm up.

Our extended weekend started at Hammerhead Fred's for the rally's official kickoff party and first preliminary of the Miss Thunder Beach Bikini Contest. Once again the early arrivals were treated to a great show via cover band, Buck Wild. And in



between sets of some of our favorite rock and roll tunes, the party enjoyed a visual buffet filled with bikini-clad hunnies in the first of four Miss Thunder Beach contests to determine the prettiest gal on this beach. Old friend but new face to this rally, Radical Randy handled the MC duties for prelims and final.

You'll definitely need your wheels if you want to partake in everything this

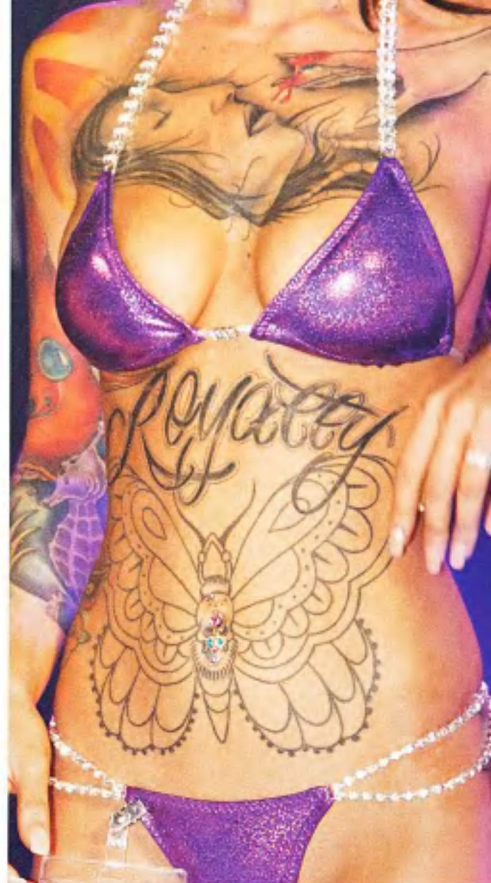
rally has to offer. Rally venues are spread out and they dot the landscape though out Panama City Beach. Vendors, bike shows, stage contests, and live music entertained us at every stop. Molly Hatchet on Friday and Blackfoot on Saturday headlined the event at the brand new outdoor Aaron Bessant Amphitheater near Pier Park. Thunder Beach celebrity, Big Engine and Skinny Molly blasted the Tiki Bar;





BEACH 2016





Kentucky Headhunters at the Lucky 13 lot and Geneva rocked the house at the Spinnaker bar.

If by chance, you packed your beach towel but happened to show up here without your scooter, PCB Harley-Davidson has stepped up their game to become one of the hottest venues at Thunder Beach. Their huge used bike tent sale is always a big draw. They had every model and style that anyone could be on the hunt for and were taking trade-ins on anything with wheels: bikes, cars, trailers, dirt bikes, you name it, it didn't matter. As they put it, "We'll take anything we don't have to feed." So if you're thinking of



pawning off your mother-in-law next year, you might be out of luck.

The deals were pretty spectacular and the monstrously long line of traffic to get near the place proved it. Along with their tent sale and trade event, they played host to numerous bands, the Harley girls, Cherry Bombs dance troupe, a lot full of aftermarket parts vendors, and the crazy outrageous stunt antics of Ill Conduct—a one-man show

that isn't the typical crotch rocket, smoke the tires show. This motorcycle madman does his stunts on the real deal. Have you ever seen a 360-degree standup wheelie on a full H-D Dresser? I have now.

Certainly music, vendors, and pretty girls are big players at the rallies we attend, but motorcycles are what it's all about. Right? When we aren't riding, polishing, or fixing them, we are







dreaming about them and what mod we can add next. Thunder Beach had plenty of pretty iron displayed to keep our dreams full for many months to come. Newby's provided a place to show off old knuckles, pans, and shovels. And as the Evo has finally come of age, they even added an Evo class to the old-school show this year. The custom show at Lucky 13 awarded cash to the winners. The Baddest Bagger show at Pier Park awarded the crowded street with amazing paint, outrageous stereos, slammed, and big-wheeled custom baggers. Last but not least, the Best of Beach all-inclusive custom bike show rounded out this

Photos: Don Rogers



year's display of superior iron.

Sunday morning, as the sun peaked over the horizon, we found ourselves rolling north over the bridge that connects the beach to the mainland. Slightly heavy headed with the echo of loud exhaust bouncing off the high rises still throbbing in our ears, we already longed for beach babes, great music, and next year's trip back to this beach. —Don Rogers





Old Dude

Jim rolled up to the Liberty Glen Nursing Home to pay his weekly visit to "the old dude" as he affectionately called the gentleman who occupied the room across from his mom's old room. Mom had passed in her sleep month's before but Jim continued to visit old George who he had befriended over the course of the months he had been visiting Mom.

George was an interesting old character, and he regaled Jim with stories of the pre-digital days when he used to wait at the airport for the planes that carried the newsreel footage of events occurring all over the world. In the Vietnam era he was the man who would pick up the footage, stuff the reels into his beaded leather saddlebags and race his '47 knucklehead through downtown Manhattan, jumping sidewalks, and riding into oncoming traffic so the 6 o'clock news would have up-to-the-minute footage to accompany the news reports.

He had lost his driver's license twice, but finally the cops had just given up and let George do his job. He also told Jim stories of motorcycle club associations, his Sturgis and Laconia experiences back in the day, and many other tales that Jim thoroughly enjoyed.

Bikers being bikers, a strong kinship developed between the two men. They shared coffee and laughter, and after asking the nursing staff if it was okay, Jim would bring a pint of rum on occasion and the two would spike a single cup of coffee each, play checkers in the common room, and laugh like school boys.

Many times as Jim pulled up in front of the Glen on his blacked-out, straight-piped Fatboy, George would be waiting in his wheelchair with a quip or a compliment. "Ya know Jimmy, someday

I'm just gonna flat out steal that black beast, take her up into the mountains, and run the twisties," George would say with a grin.

"Maybe someday I'll just look the other way, brother, and you can do just that," Jim would shoot back.

Jimmy had spoken to the staff about old George's condition and the news wasn't good. He had a progressive form of inoperable cancer that attacked his spine and was making its way through George's old body. He had no real pain as of yet, but the news was certainly not good. George never whined or complained about his fate at all. He was always smiling a gap-toothed smile, always quick with a wisecrack, and had a never-ending list of stories and adventures to share.

George talked of his daughter, Lacy, at times. She had some sort of important job out on the coast and couldn't get to see her dad as often as she would have liked. She flew in on occasion and had offered to quit her job and take something on the East Coast near the Glen, but George would have none of it. He insisted she stay at the job she had fought so hard for. To say George was proud of her would be a huge understatement.

On one warm, early September day, Jim pulled up in front of the Glen on a 1947 knucklehead with a sidecar. George happened to be out front that day with some of his cronies and to see him smiling as he pulled up made Jim's week. "Nice to finally see you on a real motorcycle, James," quipped George.

"Yeah, just thought I'd grow a pair and ride somethin' mean and snazzy with no push buttons or geegaws. Whaddya think?" George rolled over and took it all in, grinning broadly the whole time.

"Man it brings back a lot of

memories fer sure." Jim could see George's eyes well up a bit. Jim had spoken to the staff and had gotten permission to take George for a ride in the side hack. He'd brought along a half helmet and goggles, and George had spotted them immediately lying on the seat of the hack. "You lookin' to give someone a ride there, Jimmy?" said George hopefully.

"Yeah, I was thinkin' of takin' nurse Kerri for a ride. Think she'll go?" He could see George looked a bit crestfallen, so he told him the truth. "The helmet is for you, ya old buzzard. We're goin' for a ride up through the pass," said Jim.

"Holy shit, are ya kiddin' me? We better get movin' before the staff finds out." George wheeled himself quickly to the side door on the sidecar.

"Not an issue, brother. They gave their permission and I signed a bunch of papers," Jim confided. "So let's get a move on."

With the help of the staff, Jim helped George from his wheelchair and into the sidecar. "You know that you should hold that bitch wide open when you kick her, right?" said George.

"Yeah, I got it old dude, Jim smiled. "Ya gonna nag me the whole trip?"

"Probably, ya young punk. Now kick this bitch and aim her on out of here." George said it as he pulled on his goggles and tightened his helmet strap. It took his old arthritic hands all of a minute to do it. His grin was so wide it lit up his whole wrinkled face and brought a big grin to Jim's face as well.

They covered some territory in the four hours they were gone, riding up to Pilot Mountain on the back roads, one twisty after another. Jim was careful but when the road opened up he rolled it on pretty good. The knuck roared, and he watched George holding on with all his strength. On a few occasions he heard him whoop and holler like a cowboy breakin' a bronc. "Thank You, Jimmy," he yelled. "Ya couldn't have given this old biker a better damned present if ya tried. Two wheels or no wheels, that's my motto. Course the two-wheeled chair I'm usually in wasn't in the plan."

"You handle it damned well, Old Dude," said Jim.

"You ain't so bad yourself, young'un," George hollered. "Not easy in the twisties with a sidehack." They continued their shouted conversation all the way back to the Glen, both of them grinnin' the whole time.

Soon enough, the ride was over and George was back in his wheel chair. Jim had to return the knuckle to Whitey at the local Harley dealer. He felt on top of the world for what he had done for George and he planned on doin' it as often as he could.

The next morning those plans changed abruptly. The Glen called to say that George had passed quietly in his sleep. Jim was stunned. He asked nurse Kerri to keep him posted as to funeral arrangements and she did. Jim attended George's funeral with his club brothers. There was only one car following the hearse and 30 Harleys. All of the bikes pulled up in a neat row near George's plot. He was being

interred next to his wife of 45 years. George only spoke of Stella, his wife, once to Jim and when he did, tears streamed down his face. He had called her a "Good woman." Jim felt he didn't mention her much simply because it pained him too much.

When the final prayers were said, Jim turned to leave along with all of the brothers who had come to pay their respects. As he did so he saw a pretty, well-dressed, woman walking towards him. "Are you Jim?" she asked. Jim answered in the affirmative. "Well, I would just like to thank you for befriending my dad. He had a world of respect for you and truly enjoyed your company. You filled the gap I left by taking a job in California."

"Yes," Jim shook her hand. "He told me all about you and how he insisted you pursue your career."

"Yes, Dad could be insistent," she smiled sadly. "I just wanted to tell you

that the night he passed away, he had given me a call early in the evening. He was as happy as I'd heard him since my mom was alive. He loved her so. They rode his knucklehead everywhere in this beautiful country when he retired. They were truly happy on that bike. It was a match made in heaven." She paused for a breath and to hold back some tears and then continued. "He told me that the ride you took him on brought all the memories of Mom rushing back and that he planned on being with her soon. He said he was ready and that the ride was the culmination of his life aboard Harleys. He asked that I tell you that."

Jim was truly touched. He knew that taking George on the hack ride was the right thing to do. He was going to miss the old dude for sure. He would remember that gap-toothed grin and tough-as-nails attitude for the rest of his life. —Z. Jakl

Photo: ER Archives



Boyd says it ran six-sixty
on its first—and only—
time out on the
quarter mile.



BOYD DINGMAN'S 2012 DRAGSTER

Blackbird

Boyd Dingman's been into big, beefy bikes all his life. That's not just idle chatter, either. We have proof in the form of the first bike Boyd ever had in *Easyriders*, his '48 panhead with shovelhead tops. It appeared in the November issue of 1976 boasting 86 cubic inches when stock big twins had 74. That's four decades of serious hot-roddin', and this impressive special construction bike is only the latest in a long line of drag-strip-ready monsters for Mr. Dingman.



Every time I heard a Harley go by,
I just wanted to have one again myself.

Truth be told, there was a long lull. "I had to kind of give up on bikes for a while," says Boyd, who owns and runs several Dingman's Collision Centers in Iowa. "I started a family and a business, and if I'd kept riding, I'd have neither one today."

But once his youngest son joined the Marines back in '05, the hankering for big engines not only returned, it became irresistible. "Every time I heard a Harley go by, I just wanted to have one again myself," he tells us. Having been successful in raising both a family and a business, Boyd decided to give in and have some fun again, build bikes like in the good old days.

With this bike, Blackbird, he continued his concept of not only building go-fast bikes, but also using parts and accessories that are unique, mainly because a lot of them are handmade or fabricated in his shop. This can be seen in the pipes, all of the sheet metal, the dual intake manifolds, and the heavy-duty motor mounts holding that double-carbed, 140-cubic-inch monster in its frame.

Other parts were outsourced but are equally unique, such as the specially-tuned 140-inch Ultima mill itself and

the Baker heavy-duty drivetrain. There's also the paint, which was mixed at his shop and consists of blue and purple chameleon with four coats of black candy. Boyd's buddy Mike Hagel added the go-fast graphics.

And go fast this bike does. Boyd says it ran six-sixty on its first—and only—time out on the quarter mile. "The rear fender is only a quarter inch above the rear tire," he explains, "and the tires were all hot and sticky, so the gravel on the return road after I'd run the bike, just about shredded the rear fender, so I didn't run it again."

The Blackbird, you might have noticed, has no mirrors. Boyd laughs at

the mention and says, "You don't see a jet with mirrors, do you? It probably won't need to know what's behind it."

Boyd, who's 65 now and looks back at 50 years of motorcycling, still rides occasionally, but Blackbird, along with his three other bikes, mainly sits in the showroom of one of his businesses and looks tempting. "They're all very nice and very fast," he says. "The last one I built is called Streaker, and it has porkchopped flywheels just like my '86er did 40 years ago."

—Red Baron



Owner: Boyd Dingman
City: Omaha, Nebraska

GENERAL

Year/make: 2012 special construction
Model: big twin
Assembly: owner
Time: 1 year

ENGINE

Year/make: 2012 Ultima
Rebuilder: Ultima
Ignition: Ultima
Displacement: 140 cubic inches
Lower end: Ultima
Balancing: Enginuity
Pistons: Ultima
Heads: Ultima
Cam: Ultima
Lifters: Ultima
Carb(s): two Ultima Performance
Air Cleaner: dual-intake manifold
DCC ram air
Pipes: DCC 2-into-1

TRANSMISSION

Year/make: 2012 Baker 6-speed
Modifications: none

PAINT

Painter: DCC
Type/color: PPG/pearl blue, anthracite with "bare steel" effect

FRAME

Year/builder: 2012 Redneck Engineering
Type: swingarm
Rake: 38 degrees
Modifications: narrowed swingarm

ACCESSORIES

Bars: DCC
Handlebar controls: Hawg Halters
Fender(s): handmade
Headlight: Cyclops
Taillight: handmade
Speedo: Dakota Digital
Pegs: handmade, narrowed, V-Twin
Electrics: owner
Gas tank: DCC
Oil tank: DCC
Oil system: handmade
Primary cover: Baker
Seat: Rick's Custom Upholstery
Grips: V-Twin Mfg.

FORKS

Type: Ceriani, Stores
Extension: stock
Builder: Steve Stores

WHEELS

Size: 21-inch front, 18-inch rear
Hub: Ceriani
Tires: Avon
Brake: Wilwood

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This Month's Winner

In this month's issue, meet beautiful A.K. from a wild and mysterious kingdom called Illinois. A.K. is not 47, but is most sincerely locked and loaded. Turn to her feature and watch her empty her clip on Jon Shipley's Hoosier Daddy pan/shovel/Sporty Frankenthingy.
—Captain Moosecock



#0101 Carolyn—Texas

"My first time on a Harley, I enjoyed the fresh air all over me. Felt like a badass. I want my own! Chicks on Harleys always turn heads!"



#0102 Bella—New Hampshire

"My first ride was pure ecstasy. Ever since, I can never get enough! I don't own a bike but like to accompany a friend every so often!"



#0103 Rachelle—Arizona

"My first ride on a Harley, the desert night flew by and I held on tight to the rippling, sun-dappled he-man on the front seat!"

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 furious fart-knockers. Meet beautiful Erika, a turgid blond bombshell from the deep end of the Arizona gene-pool. Erika enjoys long walks with hot midgits, warm radiator fluid, and folding money. Come back next month and dig her magnificence or we're just gonna keep her for ourselves in a big jar under the stairs in the basement and you can't have none.

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: _____

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City: _____ State: _____ Zip: _____

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

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From
the editors of
Easyriders
magazine

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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!



Our Shelties, Frankie and Jorge getting ready for a ride out. The bike and sidecar may look like a bit of a dog as well, but it was a runner at the time. It is an MZ 301 which has now been sold but we're looking for a trike to replace it so the pups can still go out for a ride.
—Al and Jill Nisbet, Worcester, UK



Hard-riding scooter pooch Magic finds a comfy spot on mama's fat bob.
—Spirit Speaks, Sacramento, CA



"Yeah your tits bounce like that—after they hit the floor!"

IN THE WIND



Big fenders save lives at the annual Hollister (Calif.) Independence Rally.

—Terry Bert, Frazier Park, Calif.



There was no clear winner in the bong-load competition at the Boone (N.C.) Spring Rally. —Paul Shermer, Greensboro, N.C.



Tiffany, inked. —The Boy Scout, Midwest Mecca.



Fuck you three times.

—Kim Peterson, MMA Toy Run, L.A. Coliseum.



Panhead Billy visits the Wheels Through Time Museum, Maggie Valley, N.C.

—Sheryl and Bear Pittard, Calhoun Falls, S.C.



What's more American than panheads, flags and honey-sweet Chilli Connie?

—The Boy Scout, Chillicothe, Ohio.



There's something different about Santa's Florida helpers. —Kurt Messner, Wisconsin Badger hibernating in Ft. Lauderdale, Fla.



Pole-pounder at Bikerpalooza. —Les Holt, La Porte, Texas.



Determined Vet rides! —Jay Hirsch, Rolling Thunder XXVII.



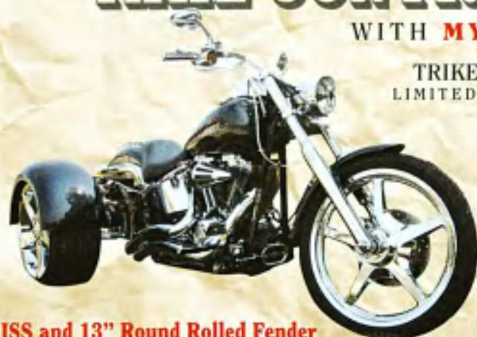
Okay, raise your hands if you gave the crowd a boner at the Boone (N.C.) Spring Rally! —Paul Shermer, Greensboro, N.C.

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

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JON SHIPLEY'S "IT TAKES A VILLAGE" BOBBER

Green Bling

Jon Shipley of Hoosier Daddy Choppers in Bloomfield, Indiana, found this fugitive frame in a barn. Beneath the lacquered smudge of a bygone era sat most of a rolling chassis with all the molding and fuel tank completed. It was evident that someone suddenly stopped pouring their life into the project, but something more about the scene spoke to Jon. After dragging it back to his shop, where it sat for five years, Jon said, "This deserves to be finished."



I try to build bikes that people love,
whether they understand what it took
to build it or not.



Wanting a unique engine, Jon cut the transmission off of a 1975 Ironhead Sportster. That was all he had until an Internet search turned up some parts by legendary Harley-Davidson drag race engine builder Ron Trock Junior. Jon ordered some STD heads without pushrod tube ports and machined them to the correct angle and size to make a panhead-style front cylinder, and a shovelhead-style rear cylinder.

The rumors began when this custom that Jon calls "Green Bling" made its debut last year at our Nashville Easyriders Bike Show. After hearing, "It won't run" and "There are no internal parts," it was time to take things outside. Ron Trock Junior joined Jon as they fired it up to let all the doubters hear a loud, "F*** YOU!"

Jon's build motto is, "Don't overthink it. Don't over-engineer it. Keep it simple." The ported oil bag was once a basic chunk of 3-inch copper pipe. Jon also cut and welded a couple of old intakes together, making possible the dual linkert induction. The fender and bars are also Jon's handiwork.



Don't overthink it, don't over engineer it.
Keep it simple.



Owner: Jon Shipley
City: Bloomfield, Indiana
GENERAL
Fabrication: Jon Shipley, Bill Schalk
Year/make: 2016 Custom
Model: bobber
Assembly: Jon Shipley, Bill Schalk
Time: 2 years

ENGINE

Year/model: 1975 pan-shovel
Rebuilder: Sean Bast
Ignition: Morris Magneto
Displacement: 86 cubic inches
Lower end: 4 5/8 stroke
Balancing: Truett & Osborn
Pistons: Wiseco
Heads: STD, Ron Trock Junior
Cam: Andrews X-grind
Lifters: Jims
Carburetor: dual linkert
Air Cleaner: Bird deflector
Pipes: Jon Shipley of Hoosier Daddy

TRANSMISSION

Year/make: 1965 Harley-Davidson
4-speed

PAINT

Painter: Jay Bury of Good Times Reform

Type/color: PPG/Candy greens
Special Paint: Jay Bury

FRAME

Year/builder: unknown, barn find
Type: rigid wishbone
Modifications: Jon Shipley, Bill Schalk

ACCESSORIES

Bars: Hoosier Daddy
Handlebar controls: none
Fender: Hoosier Daddy
Headlight: Crime Scene Choppers
Taillight: Tried & True Garage
Pegs: Tried & True Garage
Gas tank: barn find
Oil tank: Hoosier Daddy
Oil System: S&S
Primary: Evil Engineering Steve Broils
Seat: Tried & True Garage
Grips: Tried & True Garage

FRONT END

Type: spring suspension
Extension: 4 inches over
Builder: DANN, Hoosier Daddy

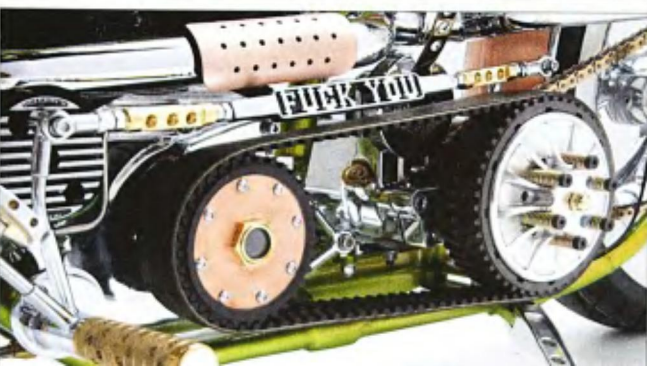
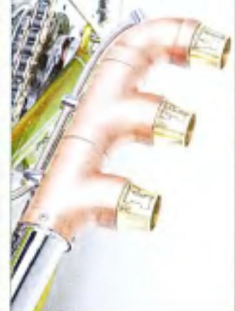
WHEELS

Hub: R.C. Components rear, Wyatt Gatlin front
Size: 23-inch front, 16-inch rear
Tires: Vee Rubber front, Avon rear
Brake: sprotor

Photos: Don Rogers

Model: AK

Contact: Hoosier Daddy Choppers
hoosierdaddychoopers.com



Jon seems to find people in the custom motorcycle industry who are willing to work together with a minimum amount of animosity. He told us, "I try to build bikes that people love, whether they understand what it took to build it or not. At the end of the show, the balance of color and composition is what people remember. It is what makes this rolling artwork aesthetically pleasing."

Sean Bast and Bill Schalk of Tried & True Garage in Hamilton, Ohio, made the "K-model" cam cover fit Jon's mighty Morris magneto-fired Sporty pan/shovel perfectly. They also made all the spacers and foot controls, plumbed the oil lines, hand-tooled the

seat, and fastidiously handled harmonious fit and finish.

Steve Broyles of Evil Engineering made a unique primary and final drive system. Jon dropped it off with Jay Bury of Good Times Reform and told him to paint it a shade of green that blends with the copper components. Jay locked himself in his shop on a Friday night and emerged Sunday morning with this.

Everyone involved in this build has a lifelong love and passion for building motorcycles. It shows in this show-winning ride. Speaking of passion, your Fox Hunt winner A.K. adds just the right spark to get your motor runnin' for real! —*Racer Cheese*





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"With all the cop hassles, unfair bike laws, and always being afraid of it getting ripped off, I just don't understand why you ride a chopper"

James Tonia
Jacksonville, Florida
03' 100th Anniversary H-D V-Rod

His name is James Tonia, but they call him Rodney Ramjet. Don't ask why. Or if you do, don't ask me. I have no idea. But this is Rodney's—or is it Ramjet's?—bike, and it's a one-of-a-kind custom.

Rodney is the bike's second owner. "I have had the bike since 2004," he says. "It's got a total of 11,013 miles on the clock but fewer than 100 miles since the engine build with the current modifications."



This bike, Ramjet says, has been stored in a climate-controlled environment, his living room. "I told my wife it was the most expensive piece of furniture in the house. This bike has only been wet twice."

As far as modifications go, there's a lot done to the engine, such as a two-stage nitrous system, for example. "The first stage is a 40 shot at full throttle," Rodney says. "After 1 second, the second stage activates. The second stage is a progressive nitrous system that goes from 0 to 100 shot in 2.5 seconds. It has 250-plus horses at the crankshaft. I also run V P C12 racing fuel."

Lest you doubt Ramjet's claims, he says he can prove it all by showing you his dyno sheets. So don't doubt the man. There's also an electronic air shifter with air storage incorporated in the swingarm assembly. And a shift

light has been installed, set at 9,000 rpm. "When you activate the shifter, the horn button becomes your shift button," Ramjet tells us.

The engine modifications were performed at Fullers Machine in Mooresville, North Carolina. The crankshaft, rods, cams, and valves were designed/built custom. "We also punched out the cylinders so we could install two 4 1/2-inch single-ring diamond cut pistons," he adds.

The cams were grind specifically to this engine's configuration. "Approximately 4.7 pounds of rotating mass was removed during engine build," he goes on. Lastly, the bike has a very nice paint job done by Ronnie Sape in Fernandina Beach, Florida.

This may be the fastest V-Rod to ever hit anything.

—Tripper



"Any chance of getting another table?"

Comin' At Ya



Easyriders February issue (No. 524) is packed with thrills, chills, and stripper bills! Ride with us as we hit the Motorbike Expo in Verona, Italy. Then join us for all the lust, dust, mud, and blood of the Easyriders Fowlerville Rodeo.

Custom bike features will include Donny Loos' sexy shovelhead, Jordan Dickenson's perfect panhead, Clay Shalley's SBC Evo chopper, Cole Rogers' killer Triumph Bonneville, Ryan Johnson's Harley Breakout, as well as a crazy psychedelic Ron Finch custom creation.

Collect another classic David Mann painting, yuk it up with some twisted humor, and get an eyeful of hellacious hooters! All this, plus 32 pages of reader's righteous photos in this February "In The Wind" edition of *Easyriders*!

On sale December 27



The January issue of *V-Twin* (No. 190) 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.

On sale December 27

Road Test: A Factory Tribute To Factory Customs



HARLEY-DAVIDSON'S LOW RIDER S



The first Low Rider was introduced by Harley-Davidson way back in 1977, so the model has a lot of historic miles under its collective tires.

Of course, back then it was powered by the venerable shovelhead motor, but it was also the company's very first "factory custom." In many ways you can look at this blacked-out Low Rider S as the culmination of what's proved to be a very long—and long-standing—line of factory customs.

Much has changed over the years, of course, and especially on the Low Rider S. The "S" denotes a hopped-up version of the regular Low Rider with a Screamin' Eagle kit featuring a whopping 110 cubic inches under the saddle. There is a lot to be found on this bike that fans of the Low Rider concept will absolutely love.

Aside from the aforementioned air-cooled 110-inch Twin Cam motor replete with heavy breather air intake, a blacked-out Shotgun exhaust system with dual mufflers, and throttle-by-wire technology, this bike is light years away from 1977 in terms of not only propulsion technology, but also as far as its aesthetics are concerned. Just look at those Magnum Gold split five-spoke cast aluminum wheels.

As you settle into the comfortably contoured, deeply scooped seat (barely 27 inches above the asphalt) and take stock of what's beneath you, you may wonder how to start the engine. You have a key, but there's no ignition switch to put it in. No worries. As long as you have the key—or, more precisely, the fob on you, all you need to do is push that little button on the right side of your handlebars, the one with the circular arrow underneath the kill switch. That'll get the engine ready. Then you push the button next to it, the one with the lightning bolt. Next thing you know, the engine underneath your butt will be purring in anticipation.

As you shift into first gear and twist the throttle, you realize this thing sounds as good as it looks. The throaty roar of the Shotguns reminds you to shift into second gear, and as you keep twisting, you notice with some satisfaction the reason for the seat's "scoopedness": without it, you'd be sliding right off the seat and the short rear fender. The Low Rider S has plenty of torque throughout a broad power band, and you're already doing 60 mph without the bike breaking into a sweat, but third is beckoning and you wonder what the limits are.

This is fun, so you shift into fourth and then fifth, but it's not until you head into the hills up yonder and the road gets curvy that you realize how



well the bike handles, thanks to the improved suspension system. This is apparent in both the front end—a premium ride cartridge suspension—and the rear emulsion type shocks.

At this point, it might occur to you that there's no throttle cable. That's

because the Low Rider S benefits from throttle-by-wire, an electronic system comprising a sensor inside the throttle grip that sends a signal to the throttle body directing the amount of fuel going onto your engine. The process is also being aided by the heavy breather



air intake, and the result is instant reaction tailor-made for your personal acceleration needs. By now you're probably in sixth gear and breaking the law, but with any luck, there won't be a cop around for miles.

Should you need to brake suddenly,

like at that damn red light suddenly appearing out of nowhere, the standard ABS will ensure your wheels won't lock up and that you come to a safe stop. Good thing, too, 'cause there's a motorcycle cop sitting at that corner watching your every move,

although, he may actually just be admiring your ride. It happens, you know. Especially when you have a cool scooter like the Low Rider S.

For more info on this or any other Harley-Davidson model, go to h-d.com.

—Tripper



DIMENSIONS

Length: 89.9 inches

Seat Height, laden: 26.6 inches

Ground Clearance: 4.9 inches

Rake: 30.5 degrees

Trail: 5.1 inches

Wheelbase: 64.2 inches

Tires:

Front: 100/90B19 57H

Rear: 160/70B17 73V

Fuel capacity: 4.7 gallons

Weight, in running order: 672 lb.





ENGINE

Type: Screamin' Eagle Twin Cam
Displacement: 110 cubic inches
Bore: 4 inches
Stroke: 4.374 inches
Compression ratio: 9.2:1
Cooling: air cooled
Fuel system: electronic sequential port fuel injection (ESPFI)
Drivetrain: chain, 34/46 ratio
Final drive: belt

CHASSIS

Exhaust: Backed-out Shotgun 2-1-2 collector with drum mufflers
Wheels: Magnum Gold split 5-spoke cast aluminum
Brakes: 4-piston fixed front, 2-piston torque-free floating rear
PERFORMANCE
Engine torque: 113.6 ft-lbs
Engine torque (rpm): 3,750
Lean angle: 29.5° right, 30.5° left
Fuel economy: 44 mpg (combined city/hwy)



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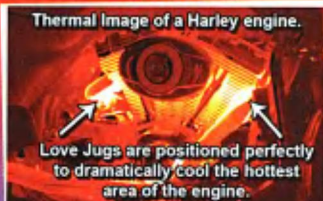
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The Best of *Easyriders*

2016

January 2016

Bikers and bikerettes, boys and girls, ladies and germs, it's that time of year once again. Time to bring you some of the very best that *Easyriders* magazine had to offer last year. In this Annual Scrapbook of badass bikerdom, we offer up some of the coolest custom choppers and hottest Harley honeys to ever grace the pages of America's best biker rag. You'll also find a rabid roundup of last year's best runs and rallies from coast to coast! You could call it a cavalcade of bikes, babes, and beer or a killer collection of hooters, pooters, and scooters. Or you could just look at all the pretty pictures and say, "Thanks *Easyriders*!"

Because the one thing that all this has in common is that all the "Best Of" material sums up the *Easyriders* experience. We think of it as the best of the biker lifestyle. I hope you dig this look back at the best of the best from 2016.

It was a righteous year! —Dave Nichols

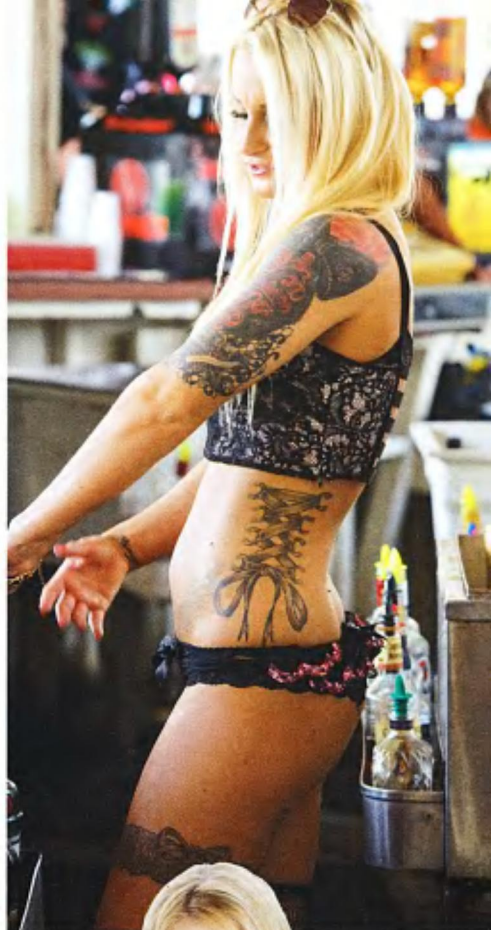






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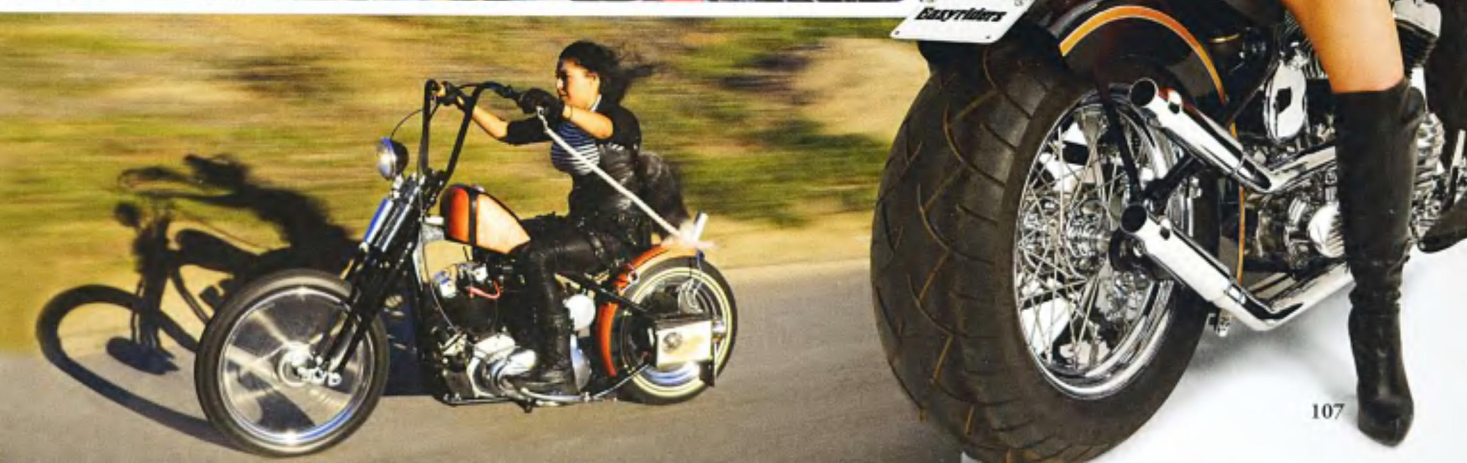


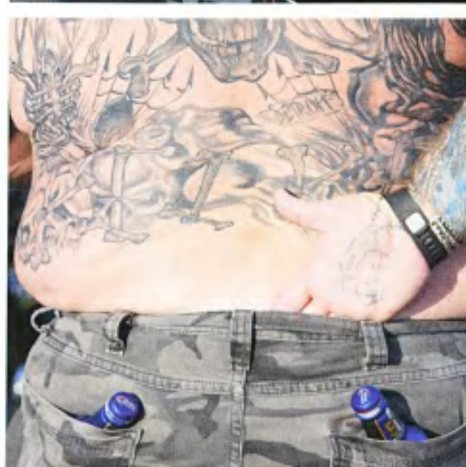
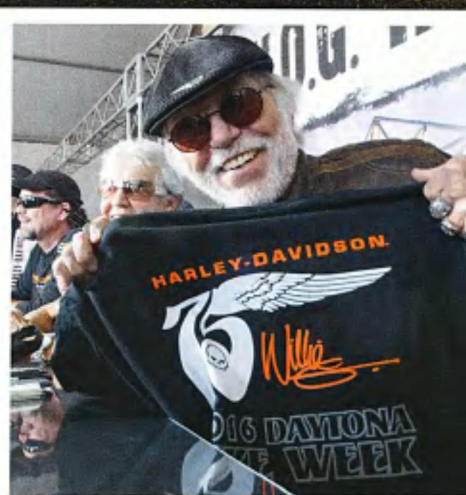
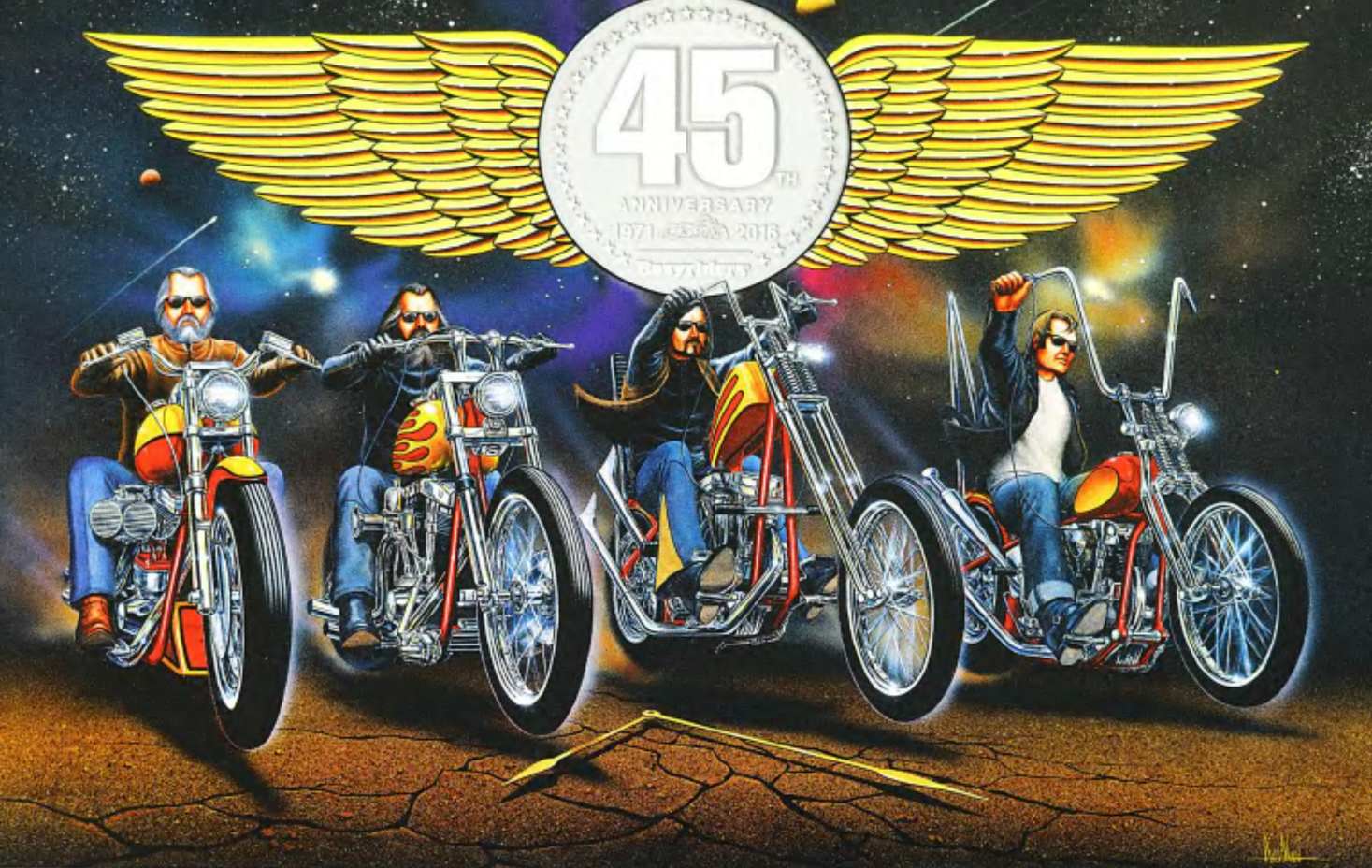


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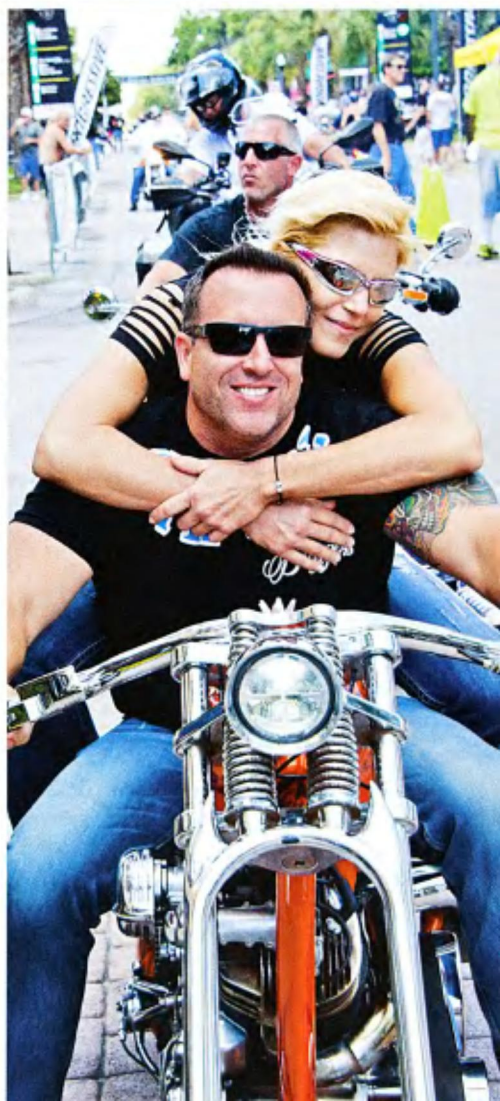




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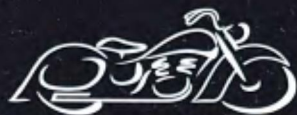
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