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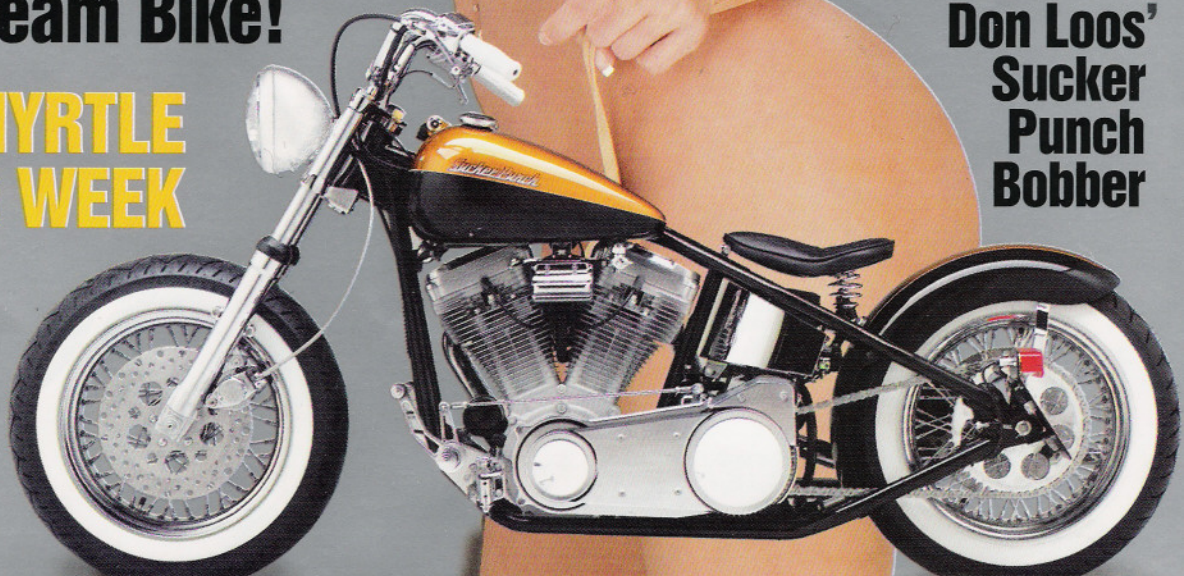
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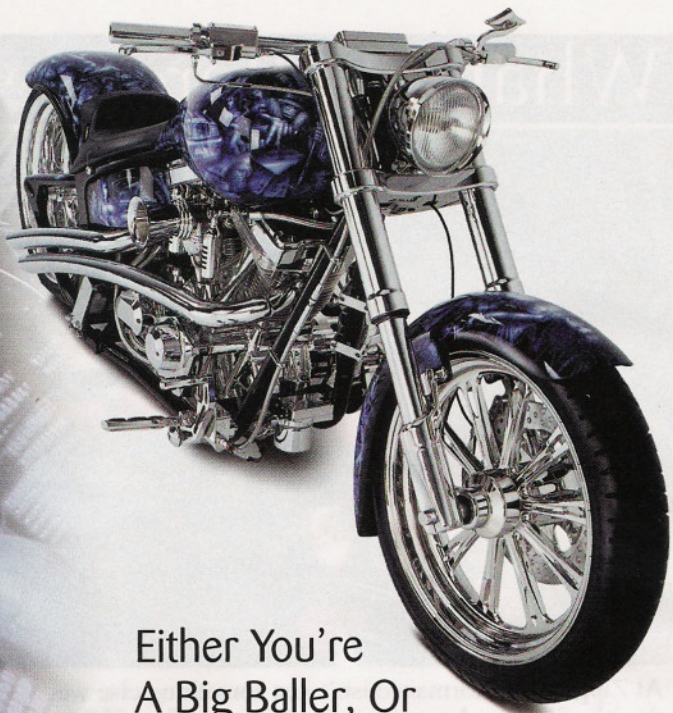
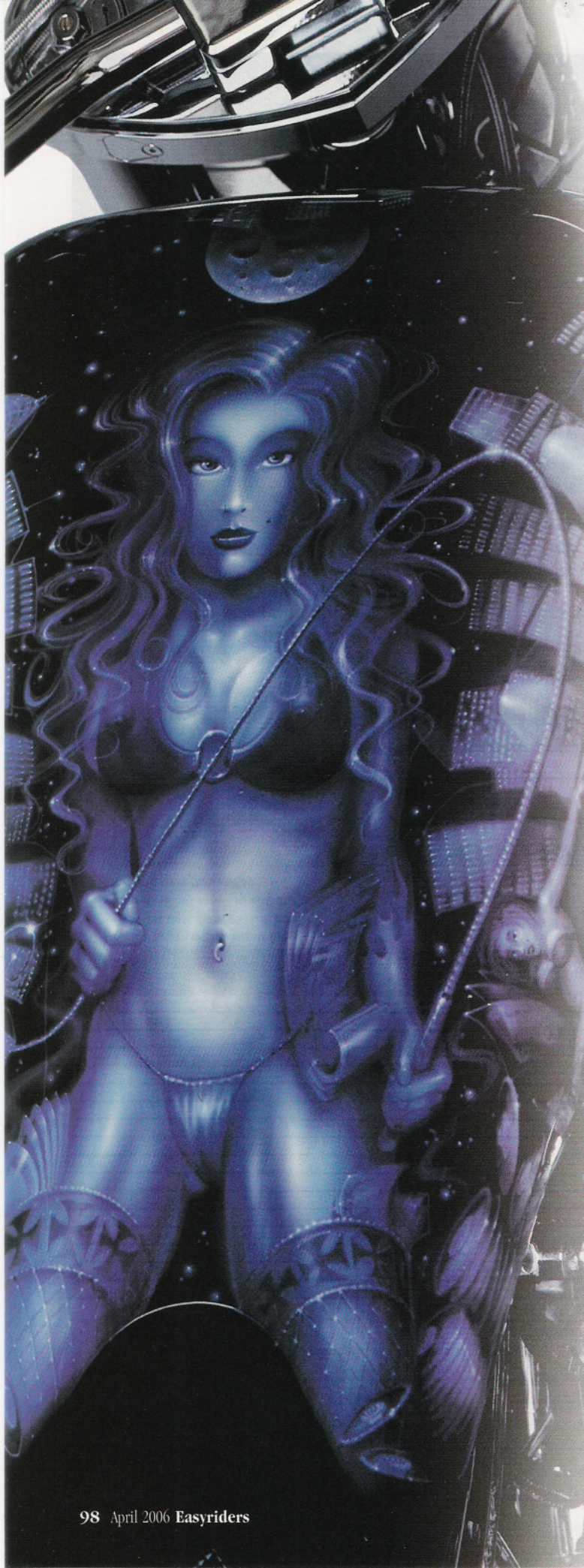
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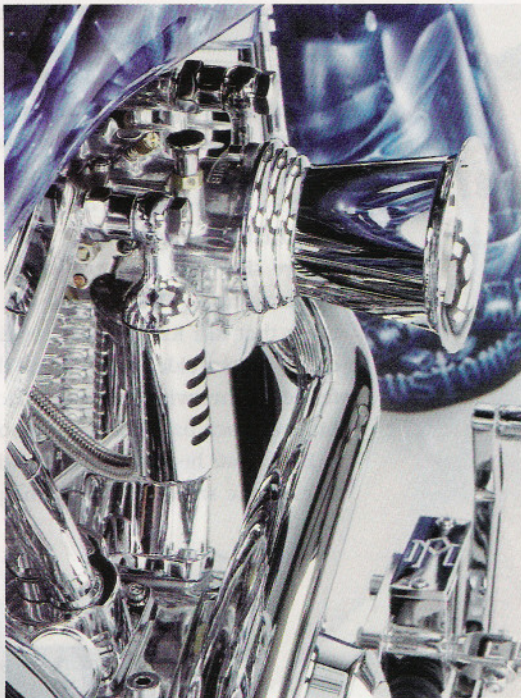


Either You're
A Big Baller, Or
Ya Wish You Were

Hooker Bike

Brad Benson rolled up to the headquarters of Riff Raff Customs; his Escalade loaded down with ladies. Every single one of them could have been an *Easyriders* Fox Hunt winner.





Brad's career in the wholesale automotive business takes him many places and the way he gets there makes him one cool boy who has all the right toys. That's why it is no surprise that he commissioned this custom bike project with Scott Hultquist. Riff Raff Customs is the name of Scott's shop where, for over 15 years, he has developed a reputation for his incredible paint work.



He loves the idea of creating two-wheeled, rideable works of art so much that he would do it for free—if he didn't need tequila money.

Scott began his custom work by chopping cars and making them into some envious rides. He always had a scooter and was often messing around with it. Some of his riding buddies were trying to talk him into doing custom

things with their bikes as well, so Scott jumped into bike building full-time.

"Back in those days, you couldn't build what you can today," Scott says. "There was nothing that you could buy, so you had to make every one-off part yourself." In 1991, you couldn't buy a Harley-Davidson Fat Boy, unless you were willing to get on a waiting list. Scott began changing a lot of bikes to look like a Fat Boy—and his loyal following began growing.

When Brad was discussing his concept with Scott, he told him, "I want the very best of everything on this bike to make it the baddest one around, but it

can't be mistaken for anyone else's." Scott harvested the talents of custom painter extraordinaire, Craig Frazier. When the painted sheet metal arrived back at Riff Raff, Scott knew that Brad would be jazzed about the entire bike.

Scott is most proud of all the attention that Brad's "Hooker" gets everywhere she goes. One trick that keeps heads turned in her direction is something that Riff Raff doesn't repeat very often. Scott welded and molded the rear fender to the swingarm, giving Hooker's hidden-shock backside a rigid look.

Brad treats his Hooker right and keeps her on the streets. He's been spotted



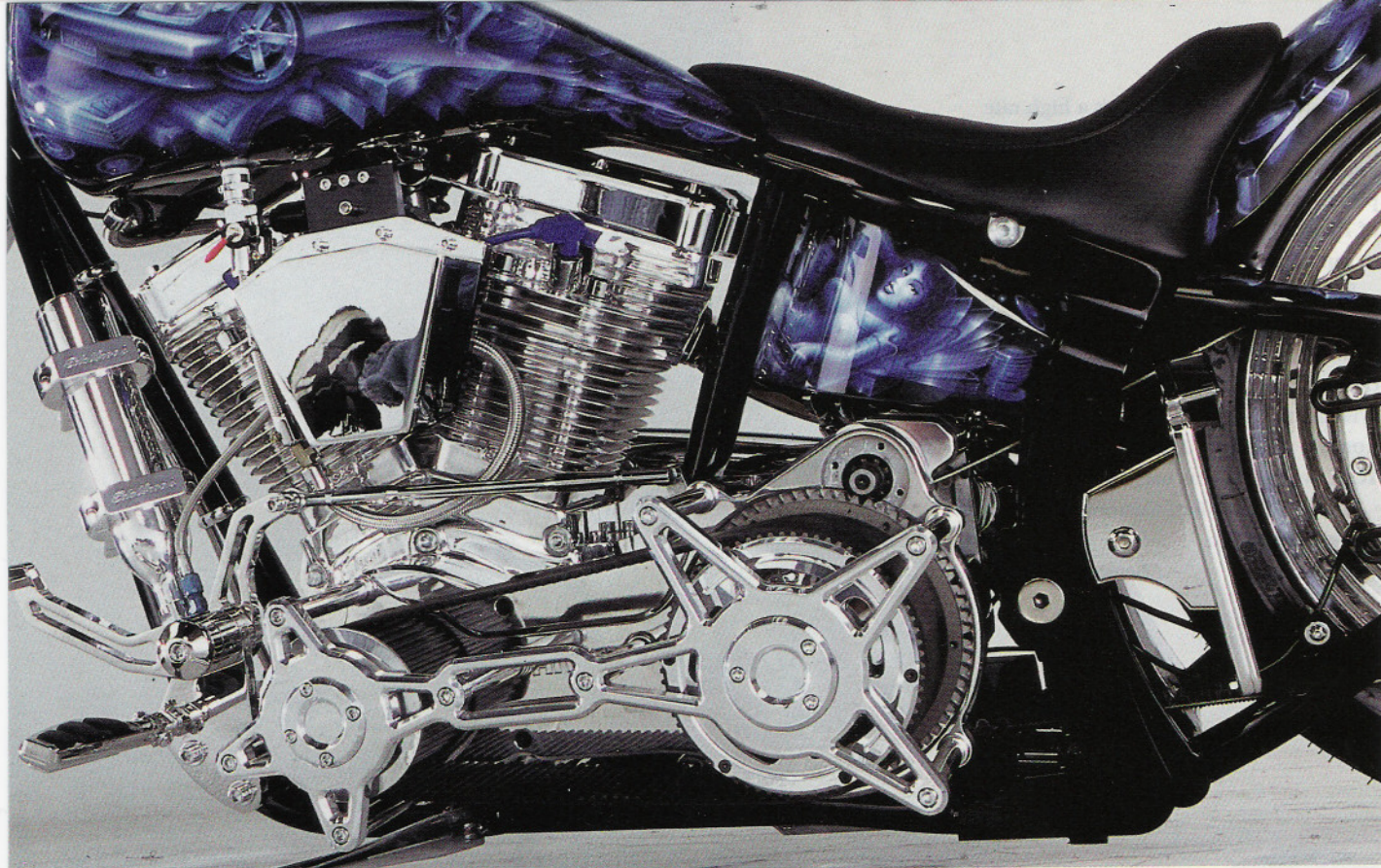
blasting down the freeway at a high rate of speed, stopping off to meet Scott at a local watering hole. Meenar's is a special place on Saturday nights, mostly because of Tyler, Jill and John who are always sure to put a splash of coke in the Black Jack.

Speaking of making a splash, here's an interestingly useless factoid surrounding this bike feature: Scott the builder, Brad the owner, and our Transylvanian model and Fox Hunt Winner, Ronnie, all live in Danville, California. Yeah, we said it was useless.

Check out Riff Raff Customs online at www.riffraff.com.

—Cheese it, da cops





Owner: Brad Benson
City: Danville, California
Fabrication: Scott Hultquist
Model: 2004 Riff Raff Custom
Time: one year
Chroming: West Coast Chrome

ENGINE

Year/Model: 2004/S&S Super Sidewinder
Builder: S&S
Displacement: 113 cubic inches
Ignition: Dyna 2000i
Cam: Woods
Carb: S&S Super G
Pipes: GP Designs
Modifications: Edelbrock nitrous oxide kit

TRANSMISSION

Year/Make: 2004 JIMS 6-speed

PAINT

Molding: Scott Hultquist
Painter: Craig Frazier
Type/Color: House of Kolor / black and blue
Special paint: Craig Frazier

FRAME

Year/Make: 2004/Rolling Thunder
Type: hidden-shock
Rake: 38 degrees
Stretch: 2 inches out
Shocks: Legend Air
Modifications: Riff Raff Customs

ACCESSORIES

Bars: Flanders
Risers: none
Handlebar controls: Performance Machine
Fenders: Scott Hultquist
Headlight: Headwinds
Taillight: Custom Chrome
Pegs: Performance Machine
Foot controls: Performance Machine
Electrics: Scott Hultquist

Gas tank: Scott Hultquist

Oil tank: Rolling Thunder

Seat: Corbin

Mirrors: V-Twin

Grips: Riff Raff Customs

FRONT END

Type: inverted

Extension: 15 inches

Triple trees: raked 6 degrees

Builder: Regency

WHEELS

Hub: Performance Machine

Size: 18-inch front and rear

Tires: Metzeler

Brakes: Performance Machine

Photos: Mike Chase

