

Classic

Easyriders®

January 2022

Issue 556

Magazine

Chillicothe Motorcycle Rodeo

Classic Rodeo Memories

The Cross Country Chase

Roland Sands'
Glory Stomper

Florida Motofest
Madness

WIN! A Replica
Captain America Chopper
in the *Classic Easyriders*
Sweepstakes!

PLUS

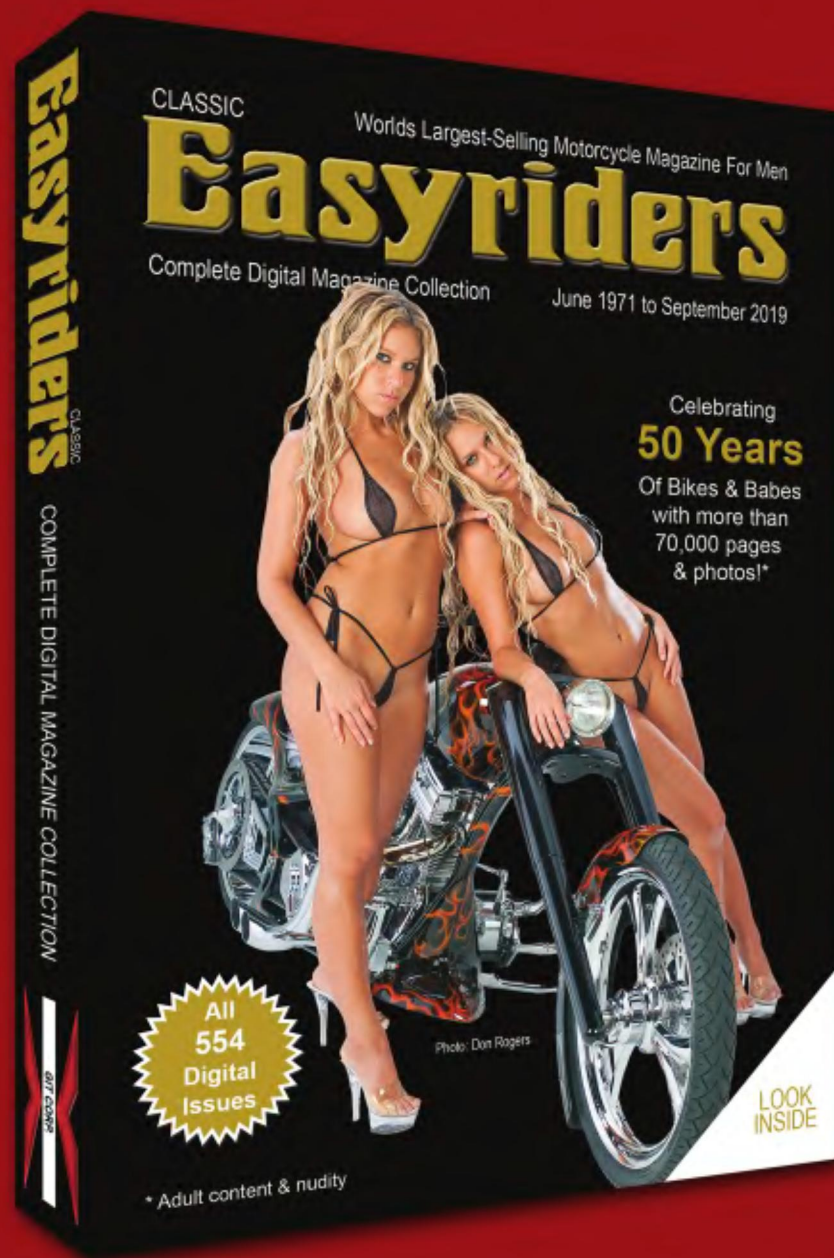
A Classic
David Mann
Painting

Paul Cox and Keino's
Custom Indian
with Amazing Mara



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Takin'itEasy

Dog Gone Shooting

Jonathan George, 31, of Norwalk, Ohio, told police that his dog, Lula, shot herself while bringing him his gun. "Said his dog shot itself and he trained the dog to bring a gun to him," said police Capt. Jim Fulton. "The dog had the gun in its mouth when it went off accidentally." But officers didn't believe that story; Fulton said George's blood alcohol content was 1.7, about twice the legal limit for driving. George later admitted that he'd been trying to unload the gun when he shot the dog in the jaw. Lula is recovering from her injuries. George was charged with cruelty to animals and two other misdemeanors.

Another Damned Nutcase

Kimberly Dawn Maxwell, 41, of Ashland, Kentucky, is spending her time at the Western Regional Jail in Barboursville, West Virginia, after a puzzling incident a few months back. As a dad and his two kids enjoyed a picnic at Harris Riverfront Park in Huntington, West Virginia, Maxwell, who was a stranger to them, came to sit at their picnic table. The dad reported that she was mumbling to herself, and he believed she might be under the influence, so he packed up lunch and directed the kids away from her. But as they walked, Maxwell ran up behind the 5-year-old boy and threw him in the Ohio River.

A bystander who witnessed the incident jumped in and saved the boy before Maxwell also jumped into the river. When police arrived, she told them, "This is international waters. Police cannot do anything to me." You can imagine how well that went over. A rescue boat plucked Maxwell from the water and she was evaluated at a hospital before being moved to the jail.

Fake Boobs Turn to GOO!

Mortician Caitlin Doughty, who stars in a YouTube show called "Ask the Mortician," has answered all kinds of pressing questions about what happens when bodies are cremated. For example, titanium hip

joints don't melt along with tissue, clothes and hair. "The metal has to be removed by hand or by a large magnet, and it's not handled as biological waste because it was never really part of the body to begin with," the lady grave digger explains. "Pacemakers, must be removed before cremation, as the batteries and intense heat could cause an explosion." What about breast implants? Doughty says they just melt, but can leave a "gelatinous goo" stuck to the bottom of the cremation chamber. Who says *Classic Easyriders* isn't an educational magazine?

Furry Friends

For the past few year, some high school students have gone beyond just being identified as he, she, it, they or Klingon. Now there are apparently "furries" that identify as animals. Many of them dress and act like cats. These teens dress up like cats, wear cat ears and feline makeup. They hiss and scratch at you as you stroll the school halls. School dress codes don't allow the wearing of hats, shirts with logos or clothes that are too revealing or "gang" related. But apparently, wearing a "furry" outfit is just fine. I wonder if they get high on cat nip?

Bear Necessities

Kristin Levine of Bristol, Connecticut, was the victim of a porch pirate recently, but the thief was a little unusual: It was a black bear who walked across her driveway with an Amazon package in its mouth. Fortunately, the bear wasn't much interested in the contents (toilet paper) and dropped the item in her neighbor's yard. "I knew nothing in there was going to be irreplaceable, so it was a fun afternoon for sure," Levine said. Guess there's not much action in Bristol.

What would you do for a Snickers?

Erick Minto, 49, walked into a convenience store in Wawa, Florida, a few months back and asked for free food. When the clerk refused, Minto allegedly pulled out a knife and pointed it at the worker, uttering a quotable line: "Don't

make me do something stupid for a Snickers bar." The clerk handed over the candy bar, but Minto left the store without it and later told a Pinellas County Sheriff's officer that he was "attempting to trade the knife for a Snickers bar." Yep. He should have asked for a Ding Dong. He was charged with armed robbery. At least he is fed in jail.

Stupid Criminal of the Month

Firearms are hard to come by in Japan, so criminals often resort to makeshift weapons to threaten their victims, including nose hair clippers and kitchen knives. See where this story is going? Tomoharu Nakamura, 41, of Sapporo, was recently arrested after trying to rob a convenience store using a cigarette lighter. "Out with the money or I'll light you up!" Nakamura said to the store manager, who instead ran to the back room and called the police. When officers arrived, Nakamura tried to turn his dangerous fire-starting weapon on them, but they quickly pummeled him and charged him with robbery and assault. Flame on, buddy.

Biker Saying of the Month

"You don't stop riding when you get old, you get old when you stop riding."



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

PUBLISHER
Ray Pelosi

EDITOR-IN-CHIEF
Dave Nichols
dave@classiceasyriders.com

DESIGN AND PRODUCTION
Smash Studio, Inc.
smashstudiogroup.com

TECH EDITOR
John Sullivan

SENIOR PHOTOGRAPHER
Billy Tinney

LEAD PHOTOGRAPHER
Michael Lichter

PHOTOGRAPHERS
John Covington, Mike Chase,
Brad Patton, Dino Petrocelli,
Don Rogers

CONTRIBUTORS
Jeff Moore, Jake Rocha

SOUTHEAST CONSULTANT
Ron Galletti

ROVING REPORTER
Felicia Morgan

ARTISTS
David Mann (1940-2004),
George Jartos (1943-2016)

CHIEF MARKETING OFFICER
AND
ADVERTISING DIRECTOR
Russell A. Brown
212-220-3651
russ@classiceasyriders.com

CHIEF REVENUE OFFICER
Chris McGee
212-220-3651
chris@classiceasyriders.com

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Bikes

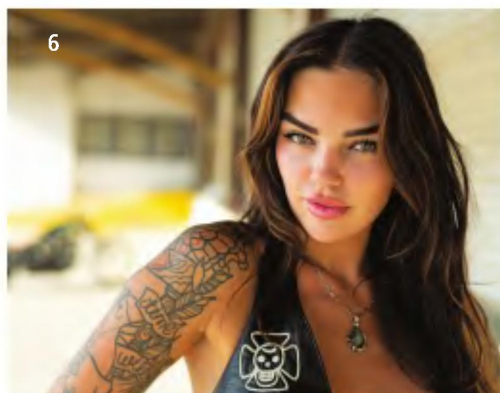
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SOYLENT GREEN

Paul Cox and Keino's
Custom Indian Chief with
Amazing Mara



For the first *Classic Easyriders* cover bike in 2022, we decided to give you something that is both modern, featuring the latest technology, and that also harkens back to the glory days of choppers. For the new Indian Chief, customization was a major focus from the outset, with the design team (led by Ola Stenegard) focusing on elements that would make the bike extremely friendly for customizers of all levels to work with.

Check out the classic steel tube frame, with its subtle gooseneck shape, and a removable section of the bike's backbone, that allows for easy access to, and even removal of, the motor. Because of this deliberate emphasis on customization, Indian Motorcycle implemented a custom-build program for the new Indian Chief with three top-tier builders, including Paul and Keino, Gō Takamine, and Carey Hart.



Indian Motorcycle had Paul Cox and Keino Sasaki in mind for this program dating back to early 2020 when marketing plans for the new Indian Chief first began to take shape. Focused on breaking new ground with significant “firsts” for the industry, Indian decided to reunite one of the industry’s most beloved build teams from the original Indian Larry shop in Brooklyn, New York for this custom program. With its classic design aesthetic as a no-nonsense mid-size cruiser, powered by the beefy 116 Thunderstroke motor, the bike seemed the ideal canvas for the muscular, east-coast chopper style that Paul and Keino have long been known for.

Paul and Keino were each provided a stock Indian Chief Darkhorse, featuring the 116 cubic inch motor, and they worked on their respective elements with Paul’s being THE bike, and Keino shipping his elements to Paul for final assembly. Other than the motor, drivetrain, and ignition switch box, pretty much everything on this bike is totally custom.

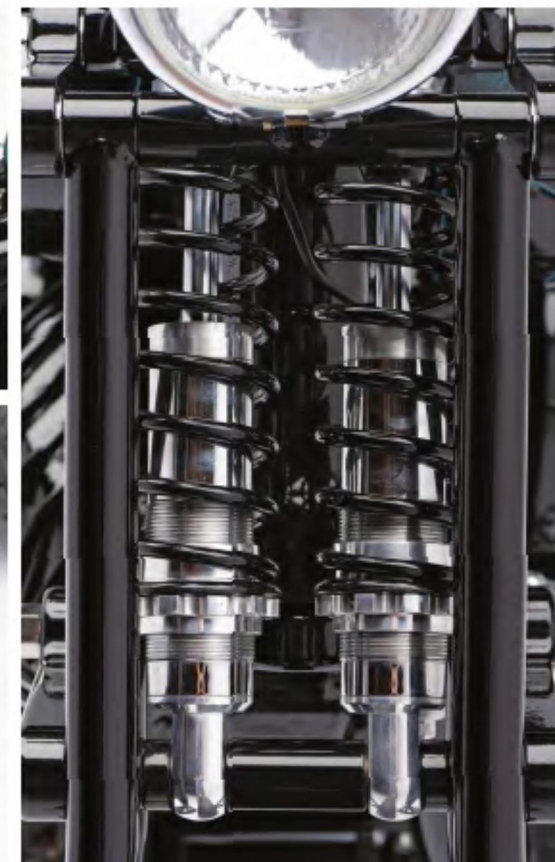
Paul Cox handmade the girder front end, Keino built the one-off gas tanks with a touch-screen speedometer recessed slightly into the top/front of the tank. Keino also built the set of custom exhaust pipes. Paul eliminated the stock rear end set up and went with a shorter/bobbed rear fender and more traditional external struts that mount at the swingarm to get the

fender to ride close to the tire.

Paul is known worldwide for his hand-tooled leather seats and created a custom leather seat with the Indian script logo etched into the leather. Once the custom Chief was mocked up, Paul laid on a custom paint job using his own “Soylent Green” paint with metal flake, and light green/teal pinstriping throughout.

The custom Indian seen here was showcased at Michael Lichter’s “Motorcycle as Art” show in Sturgis and we thought it would make a perfect cover bike for our Sturgis Special issue. Here’s what Paul Cox had to say about the bike project. “Late last year, Indian Motorcycles approached me about building a custom version of their upcoming 2022 Chief, in conjunction with my old partner, Keino Sasaki. With the world still in the middle of pandemic lockdowns, it seemed crazy that this company was looking ahead to the future and had total faith in things turning around. When I finally saw the new 2022 model Indian Chief, it seemed perfect for chopping, so I told Indian I was onboard.”

Talking about the design aesthetic for this custom, Paul told us, “The project started off as a stock 2022 Indian Chief, which had sort of a bobbed, 1950s FLH look to it. It was a little bit retro, but with modern touches that would make a cool version of an early chopper.





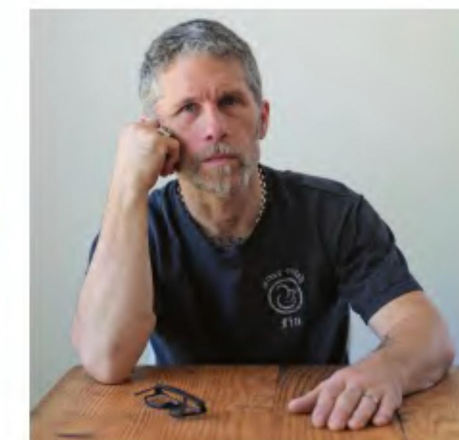
It already had an aggressive stance, with shallow rake for maneuverability, so I built one of my Girdraulic front ends to fit it and added a steering damper for high-speed stability.”

Paul decided to convert the shifting to an old school jockey set up with a foot clutch. “Streamlining the electronics was something else I wanted to do, and by making a covered section under the seat, we could conceal a lot of those components along with the smaller antigravity battery,” Paul tells us.

“To get a lower look at the rear, we ran a swingarm mounted, heavy gauge fender from Led Sled that hugged the Avon 180mm tire perfectly,” Paul recalls. “I had an old Indian front-fender-light that worked great as a taillight with a new red Indianhead lens. To keep that aggressive feel up front, we deleted the levers, mounted the hand controls on a custom drag bar, and set them up on Bare Knuckle Performance 6-inch risers. Perfect fit.”

Summing up the experience, Paul says, “It was great to work with an organization that had complete faith in the ideas we had. They were totally supportive throughout the process during difficult times.” To see more Paul and Keino’s work, visit PaulCoxIndustries.com and Keinocycles.com.

—Dave Nichols



Paul Cox (above)
Paul Cox Industries
347-689-9556
PaulCoxIndustries.com



Keino Sasaki
Keino Cycles
917-678-1440
Keinocycles.com

Photos: Michael Lichter



Cover Model: Mara Ohara

Our *Classic Easyriders* cover model this month is the amazing Mara Ohara. Her Native American heritage added to her sultry and exotic beauty as she posed with Paul Cox and Keino's equally exotic custom Indian for our January cover, shot by the illustrious Michael Lichter. While this is her first cover shoot for *Classic Easyriders*, Mara was on the cover of *Tattoo* magazine where her tattoo talents were showcased a few years back.

An avid motorcycle rider, multi-media creator and incredible tattooist in Los Angeles, Mara says her artistic journey began early on, "I definitely started young. I always enjoyed drawing for as long as I can remember. When I was a little kid, my mom dedicated a wall in our kitchen for my drawings and paintings. She would let my siblings and I put up whatever we wanted on the wall. Which I think really inspired that hunger to display things I felt proud of. And in turn began sharpening my skills over the years. I think having that experience of getting excited to show everyone what I created, really shaped me into the artist and/or creator that I am today."

Ms. Ohara tells us that discovering and growing her creative passions across many diverse mediums has been a true learning experience. "Translating my love of art into tattooing has become my favorite artistic expression of all. Out of all of the mediums I've worked with, painting, drawing, welding, glass blowing, etc., nothing feels as satisfying as tattooing."

When asked about her first tattoo, she tells us, "I was sixteen when I got my first tattoo. I took the bus after school and went over to this punk dude's house. He charged me \$30 to tattoo a couple of sparrows on my back. I was lucky they turned out somewhat decent. But as everyone knows, once you start it's hard to stop." Her favorite tattoo is on her left leg. "It's a lady head shooting daggers out of her mouth. I got this tattoo when I went on a solo trip to Spain a few years ago and was able to get tattooed by one of my favorite artists. His name is El Bara, from True Love Tattoo."

As far as her love of motorcycles goes, Mara says, "I've always loved the idea of being completely alone on a bike, riding

along windy mountain roads. I didn't grow up with bikes being a part of my life but I've always felt a massive attraction to them and the culture. When I moved to LA every friend I happened to meet, also happened to ride a motorcycle. The community and friendship among riders is always so strong. It's more of a massive family. So I felt right at home pretty immediately."

In addition to the rebellious side of being a biker, Mara enjoys the solitude found on the road. "I love going on solo camping trips. Riding my bike along the way is always a major plus to really get the full experience. I bought a 1995 Sportster a few years ago. And it has definitely done me justice. Love that thing."

You can check out Mara's flash art, diverse artwork, and very cool tattoo and biker lifestyle-inspired clothing line on her website. Mara now works out of a private studio in Korea Town. Bookings are by appointment only. To book, send her a DM @deathxcat or an email to maraoharatattoos@gmail.com

Tell her *Classic Easyriders* sent ya.



Where 'Old School' Never Went Out Of Style...
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Inside Harley's Milwaukee-8 Big-Twin
Finally, A Better Oiling System

If Harley's Twin Cam-powered bikes had an Achilles heel, it was the motor's oiling system. During the 20-plus years that it was produced, a lot of people looked into and worked on this problem. Most of the attention was directed at the oil pump, its pressure relief valve and the mounting plate. Harley's Screamin' Eagle performance division, and about a half-dozen of the aftermarket companies, developed high-volume oil pumps and high-flow cam plates that featured adjustable oil pressure regulator valves; other companies came up with regulator valve modification kits, some of which worked, while others didn't.

In designing the Milwaukee-8 motor,

Harley took a very long look at the Twin Cam's oiling system and came up with three changes to improve the new motor's oil system. The first change was moving the oil pressure regulating valve to the oil pump housing. The second change involves the pressure regulator piston; it now has a step, instead of a taper on its closed end. The outer edge of the step is of a larger diameter than the hole in the oil pump's bypass port, which makes a much more secure closure of the bypass port. The third change is in the actual oil pump itself; like the oil pump used in Twin Cam motors, the Milwaukee-8's oil pump is a double gyrotor system: a pressure pump and a scavenge pump. But

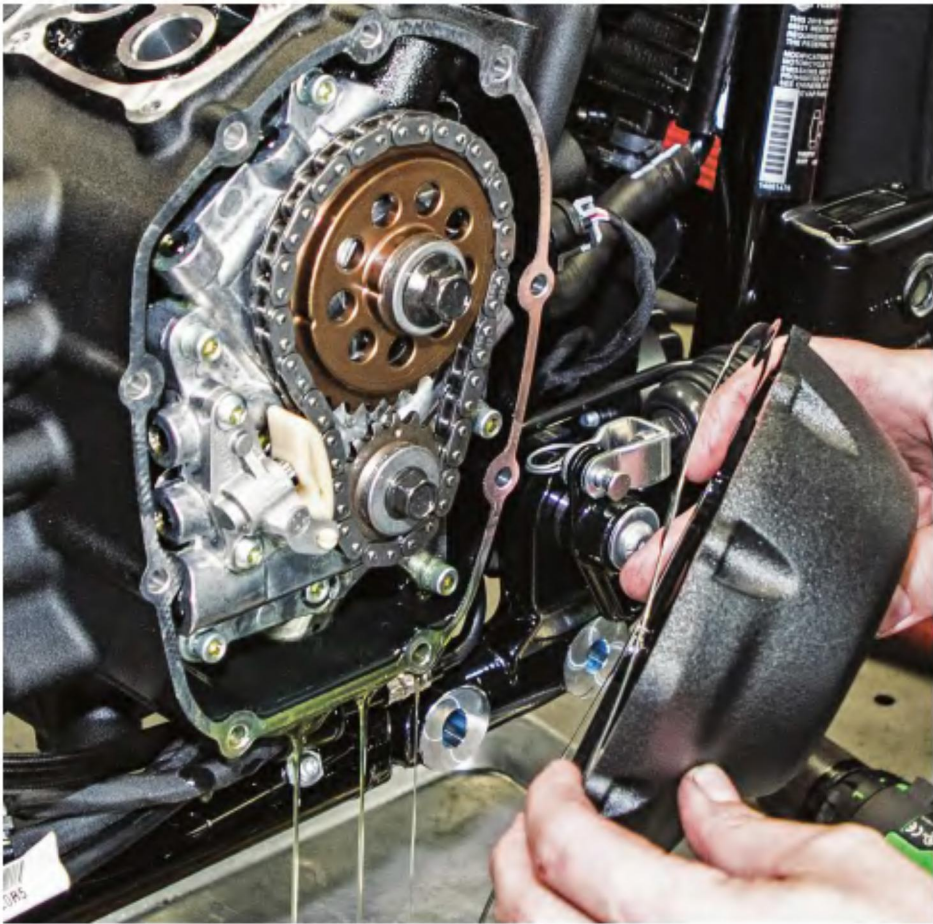
the new oil pump is fitted with much larger diameter gyrotor assemblies, which increases the pumps' volume. The scavenge pump's gyrotor is also about 50 percent thicker than the pressure gyrotor. This increases the volume of oil that can be removed from the crankcase.

So, if you want a good reason to make the switch to a Milwaukee-8 powered bike, we just gave you three.

—John Sullivan

Harley-Davidson
Motor Company
harley-davidson.com

SOURCE



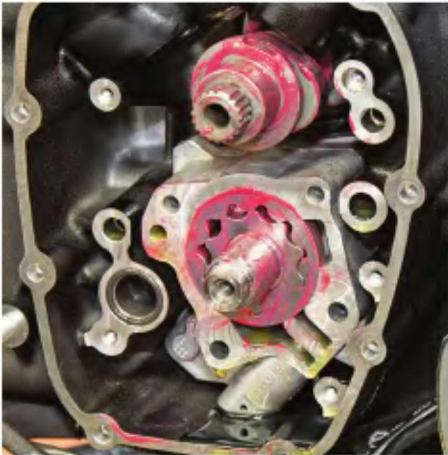
1. The Milwaukee-8 motor's oiling system sits behind its cam cover.



2. The layout of the parts inside has a similar appearance to the Twin Cam motor. The cam drive chain comes off as a unit with sprockets. Note the red timing marks on the sprockets, they must be aligned when installing the chain.



3. The cam plate is secured with six Allen head bolts and the oil pump is attached to the cam plate with four Allen head bolts. This cam plate is pressure die-cast. It features integral bearings for the crankshaft and camshaft. To pull the cam plate, you must remove all ten of these bolts. The oil pumps will stay mounted on the right end of the crankshaft.



4. This exposes the inner cam chest, the camshaft and the oil pumps. So, here's the big difference: the new motors use a single camshaft, which, is now driven directly from the crankshaft by a hydraulically tensioned chain.



5. The motor's single camshaft can then be pulled straight out.



6. The Milwaukee-8's oiling system consists of a pair of gyrotor oil pumps, the pump housing, its back plate and a pressure relief valve. The pressure side of the oil pump (shown) uses a ten-lobe gyrotor pump that fits inside of the oil pump housing.



8. The pressure regulator piston seals against a port on the inside of the oil pump housing. The oil pressure regulator valve consists of a steel piston, which has a step on its head, a compression spring and a split pin that holds them inside of the cam plate.



9. This is a comparison of the pressure side gyrotor assemblies of the Twin-Cam motor, left, and the Milwaukee-8 motor, right. The Milwaukee-8's larger gyrotor assembly should about double its oil volume to the motor's internal parts.

Photos: John Sullivan

John Shope's Dirty Bird Concepts out of Phoenix, Arizona, has long been known for creating wild custom baggers with their own radical flair. But John is always looking ahead. "I felt like the bagger stuff had a long run and wanted to come up with the next great thing," John tells us. "I'm always thinking about what might come next."

He was hanging out with Dave from Sideshow Cycles and throwing ideas around. "We were brainstorming when the whole Dirtytail idea came up," John recalls. "Everybody knows that Softails handle like shit with those shocks under the frame. We had just finished an FLH Shovelhead. You know, those old bikes smoked a lot and broke down, but they rode better with those chrome shocks married to the

rear fender and swingarm."

"The idea for the Dirtytail was to take a new Softail bike with all its technology and make it look like an old Shovel," John says. "But it had to ride great. We improved the ride by using touring trees hidden under the Nacelle and outboard shocks in the back for a whole new ride. It was a win-win." So Dirtytails are basically customized Softails that look cooler and ride better.

"We started by doing Evo bikes," John confides. "Then we made parts to fit TwinCams and now M-8's so all Softails can be made into Dirtytails." With hundreds of thousands of Softails still on the roads, the Dirtytail might just be the next great idea. These Softail-based customs not only look incredible, they do the one thing that no stock Softail has ever

done, namely, offer decent handling. "These bikes are something I'm very proud of," John says. "They're comfortable and handle really well."

Dirtytails can be designed in a variety of looks, from lowriders that are a nod to the Cholo bikes seen in East L.A., to pavement pounding racers, to wide tire moto-mavericks, even to old school chop jobs with Panhead covers and spoked wheels. All marry the love of Shovelhead FLH bikes that included rear shocks rather than a Softail swingarm for a low, lean look. And did we mention they ride and handle great? John Shope has the answer for turning your tired stocker into a head-turning temptress. Any Softail can become a Dirtytail.



John Shope's Sweet Ridin' Legacy

Dirtytail Rising

Besides constantly coming up with new ideas in the motorcycle industry, John is also an incredible boss. Several of his longtime employees have benefitted from John's generosity. Case in point, this is Ben Orr's bike. He has been with John for years and handles everything from soup to nuts at Dirty Bird Concepts. John told us that Ben puts a lot of these Dirtytails together for him and that he is the kind of employee who gets shit done. Whatever is needed, he just jumps in. But awhile back, he hit a rough patch.

"Ben was going through hard times and running wild," John remembers. "He was drinking a lot and I told him, 'You stop drinking for a year, and we'll build you a Dirtytail and it will be all yours.' He stopped drinking the next day and has never looked back. His job at Dirty Bird and that bike probably saved his life."

Ben's donor bike was a stock 2004 Softail. They bumped up the motor to 103 cubic inches and added a six-speed

transmission. John says it hauls ass. "Ben built this bike and poured all his heart into it. He wanted it to sit lower than most so he moved the shocks a bit. He cut the neck and made it sit nice and low." Ben picked out the SMT wheels and wanted a white seat by Guy's Upholstery, grips, and floorboards. He also powdercoated the frame. Shope's signature upswept dual pipes are made by Paughco for John and tall apehangers give Ben's Dirtytail some serious attitude.





The wild custom paint is by Eric at Liquid Love and Matt from Hypnotic Air handled the graphics. “We just got the paint before this bike shoot,” John says. “Ben rode around with some unpainted tins for a long time while Eric was taking his sweet time with the paintjob.” Ben would tell you it was worth the wait. He loves this bike... and his job.

“Yeah, we’re more like a family here,” John concludes. “That’s what makes it all work.”

—Dave Nichols

John Shope
Dirty Bird Concepts
623-465-5263
dirtybirdconcepts.com



The Latest Parts and Products for your Bike



Barnett's Scorpion Clutch Assemblies
Barnett's Scorpion "Complete" Clutch Assemblies for 2007-17 Harley-Davidson Big Twins includes your choice of a Scorpion low-profile lock-up clutch or non-lock-up clutch and our 'bolt-on' billet clutch basket. The Scorpion system is superior in quality and durability compared to the stock basket, this basket simply bolts on to your existing ring/primary gear.
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barnettclutches.com

Mustang's Wide Seat for the Victory Vision
Mustang's "Vision of Comfort" offers significant improvements over the stock seat used on Victory's luxury touring model.



This new one-piece touring seat widens the bucket radius of both the front and rear seating areas while slightly lowering them as well. Not only does Mustang's more comfortable design let the driver sit back into the 17.5" wide seat, but the front nose area has been designed slightly lower to eliminate that "crowded" feeling.
The passenger is fully supported in a 15.5" wide bucket that is contoured for comfort. Mustang incorporated heating components for high/low dual control by driver and passenger. This seat fits all of Victory's 2008-present Vision models and are proudly handcrafted in the USA.
mustangseats.com



Drag Specialties' Passenger Floorboard Kits
Give your passenger more legroom with these Passenger Floorboard Mounts. Constructed from high-quality steel, these mounts include hinge pins, a ball/spring stop mechanism and all necessary mounting hardware. They accept most OEM-style floorboards or Drag Specialties

floorboards, and are available in chrome or gloss black finish for 2006-present FXD, DXDWG and FLD models. The suggested retail price is \$149.
dragspecialties.com



Kuryakyn Scythe Mirrors
Slice through the wind in style with these Fairing Mounted Scythe Mirrors. The mirror heads feature an aggressive serrated knife-shaped design that maintains a wide field of vision: measuring 6" wide by 2-1/4" tall. They are direct bolt-on replacements for 2014-present Street Glides, with included drill templates that allow installation on 2014-present Electra Glides and Tri Glides. Mounted Scythe Mirrors, chrome, P.N. 1815, MSRP \$119.00.
kuryakyn.com

Marlin's Quest Compass
Here's a modern convenience you'll want. The Quest Compass does not rely on traditional magnetic feedback to display direction. It uses state-of-the-art GPS technology to gather data from orbiting satellites. It then processes that information in nanoseconds and gives you a precise 8-point display of your current direction of travel. This technology makes it perfect for motorcycles with radios and speakers that create magnetic fields interfering with traditional compasses.
You can clearly see the super bright LED face in the daylight as well as at night. The Compact 1 3/4" diameter face matches Marlin's popular line of motorcycle clocks



and thermometers and the unit is water and shock resistant. A simple, single button controls four levels of brightness including "off" and a system reset when held for ten seconds.
marlinsclocks.com



Covington's Custom Grips
Replace the boring stock grips on your H-D bike with a pair of high quality, custom grips by Covingtons Customs. Choose from a wide selection of dimpled grips offering options for cable and fly-by-wire throttle systems.
Available for Harley-Davidson motorcycles with 1" handlebars, cable or fly-by-wire throttle systems, in your choice of chrome or black, sold in pairs. Made in the USA, MSRP \$99.
covingtonscustoms.com

Ultima 2-into-one Exhaust from Jireh Cycles
Jireh's Ultima 2-into-1 performance exhaust systems are available for most H-D models from 1995 to present. They can be had in either of two finishes: high quality



chrome plating or black powdercoating. These systems are fitted with performance grade removable loudness baffles, O2 sensor plugs and full length heat shields. They offer a great performance increase and sound quality over the factory exhaust systems at a killer price, just \$456 in chrome or \$483 in black.
jirehcycles.com

Arlen Ness Billet Oil Filter Covers
These new Arlen Ness billet oil filter covers are each CNC machined from a forged billet aluminum blank and they fit over any OEM or aftermarket Harley-Davidson oil filter. Available in three styles: 10-Gauge, Deep Cut or Beveled styles, the covers are reusable, just remove the oil



filter and re-install the cover on a new oil filter at every oil change. Choose from black anodize or chrome finish.
arlenness.com

Custom Turn Signals for Victorys
Victory's Cross Country touring bikes may now benefit from Namz Badlands Illuminator modules which convert the rear turn signal systems into running lights, brake lights, and turn signals for



added visibility and safety. For this you will need to swap out the stock rear amber turn signals with red versions. The new Namz rear turn signal lights are available for Cross Country and Magnum models. They are a plug and play turn signal assembly and are available in black or chrome finish.
namzccp.com

Chubby Reaper Handlebars
Reaper custom handlebars will give your bike a super custom look, combining max comfort with attitude. The Reapers range in size from 10" to 16", are drilled for



internal wiring and made with the same double wall construction as all of Chubby's bars, with 1-1/4" diameter tubing.
These Reaper bars are available in show chrome, satin black powder coat, or a raw finish and have been designed to fit most H-D models. And like all Wild 1 Inc. products, they are made in the USA.
wild1inc.net



Neck and Neck with Death

Mike Lange's 1927 Harley
Half Mile Eight-Valve Racer

"These bikes were skinny so they could pass through the air fast. They were light and powerful and the rider could tuck in and be a part of the dangerous racing of the era. One track in Detroit had a sign over the entrance that read, 'Neck and Neck with Death.'" —Mike Lange



Mike Lange of Waukesha, Wisconsin is the builder and owner of this badass board tracker. The very rare Harley-Davidson 1927 Twin Cam motor was one of a pair that Mike bought back in 1996. Amazingly, the two race motors have sequential numbers, making them even more rare than hen's teeth. That's the beginning of the story about the bike seen here but Mike's fascination with motorcycles began when he was just a kid.

This self-professed motor head remembers falling in love with motorcycles when he was five years old. "I remember hearing the sound of motorcycles, seeing them, and was drawn to them," Mike recalls. "I remember getting in trouble with my parents for helping a guy on a Triumph who got stuck in the mud near our house back in the early 1960's."

Mike was fascinated with motors and loved taking them apart. "I couldn't get enough of motorcycles and internal combustion engines," Mike tells us. "I'd take apart lawnmowers and always wondered why I had extra parts left over when I put them back together." Mike was into mini bikes at a young age and started taking them apart to make them go faster. "All my friends wanted me to make their bikes go fast," You can see where this story is going.

The school bus driver who took Mike to school each day had a bike and one day he slipped the young cycle fiend a copy of *Easyriders* magazine, saying, "I think you'll like this."

"It was the second issue," Mike remembers. "I looked through that thing and have been hooked on the lifestyle ever since. I've never looked back." His mom helped him get his first Harley, a 1948 UL Flathead when he was just fifteen. "I immediately took it apart and chopped it," Mike laughs. "I still have it today and it still has the original paint. That Flathead was in *Easyriders* as a Reader's Ride in 1978."

Lange became an accomplished tool and die maker and expert machinist; all skills he would hone in building one-of-a-kind motorcycles like the one you are no doubt salivating over here. "I always hung out at bike shops and learned from other mechanics," Mike tells us. "I found a niche with my abilities as a machinist."

Back around 1978 Mike went crazy for board track racers. "The first board tracker





I ever saw, that inspired a lifetime of building and racing, is sitting in my garage today. These bikes were the infancy of motorcycle racing. Originally raced on horse tracks and velodromes.”

“In 1996 I had the opportunity to buy two, 1927 Harley Twin Cam race motors that are consecutively numbered. Those 61-cubic inch motors were the inspiration for this racer,” Mike confides. The factory two-cam race engine has eight-valve cylinders, four valves per cylinder, and has a total loss oiling system. The racer sports a Schebler barrel valve racing carb,

and a Robert Bosch magneto.

“Everything on this bike is either an original part from Harley-Davidson, or I made it myself. I acquired things here and there and modeled it from the half mile chassis – very short and low.”

It all came together in Mike’s machine shop where he’s been building bikes on the side for over 50 years. That includes building the nimble frame from scratch and hand fabricating the slim tanks. There’s no suspension on this bike save for the tiny amount of cushion from the two, 28-inch Firestone racing tires. Mike even

laid on the paint for this rare bird, though his good friend, artist and Harley-Davidson stylist Ray Drea handled the pinstriping.

This rare racer was finished in 1997. “When I build a bike, I don’t come up for air until it’s done,” Mike grins. “Then I took it to bike shows such as Mama Tried. I built this bike 24 years ago and have raced it several times.” And with no transmission, no clutch, no brakes, and a dead man’s switch, takin’ this thing out on a half mile banked track must be a real white knuckle thrill.



“This year marks my 45th year of building and racing board track motorcycles. They are my passion! I do whatever I can to get people to build something and come out and race. The younger generation has started to get involved in antique racing and I see that as a very good sign.” As of this writing, Mike was gearing up to head out to New Smyrna Beach to race in Billy Lane’s Sons of Speed antique races.

“Luckily, I have several early American racing motorcycles,” Mike says with pride. “The Eight Valve sits in my office now.” And... it is being featured in *Classic Easyriders* magazine. This whole story comes full circle.

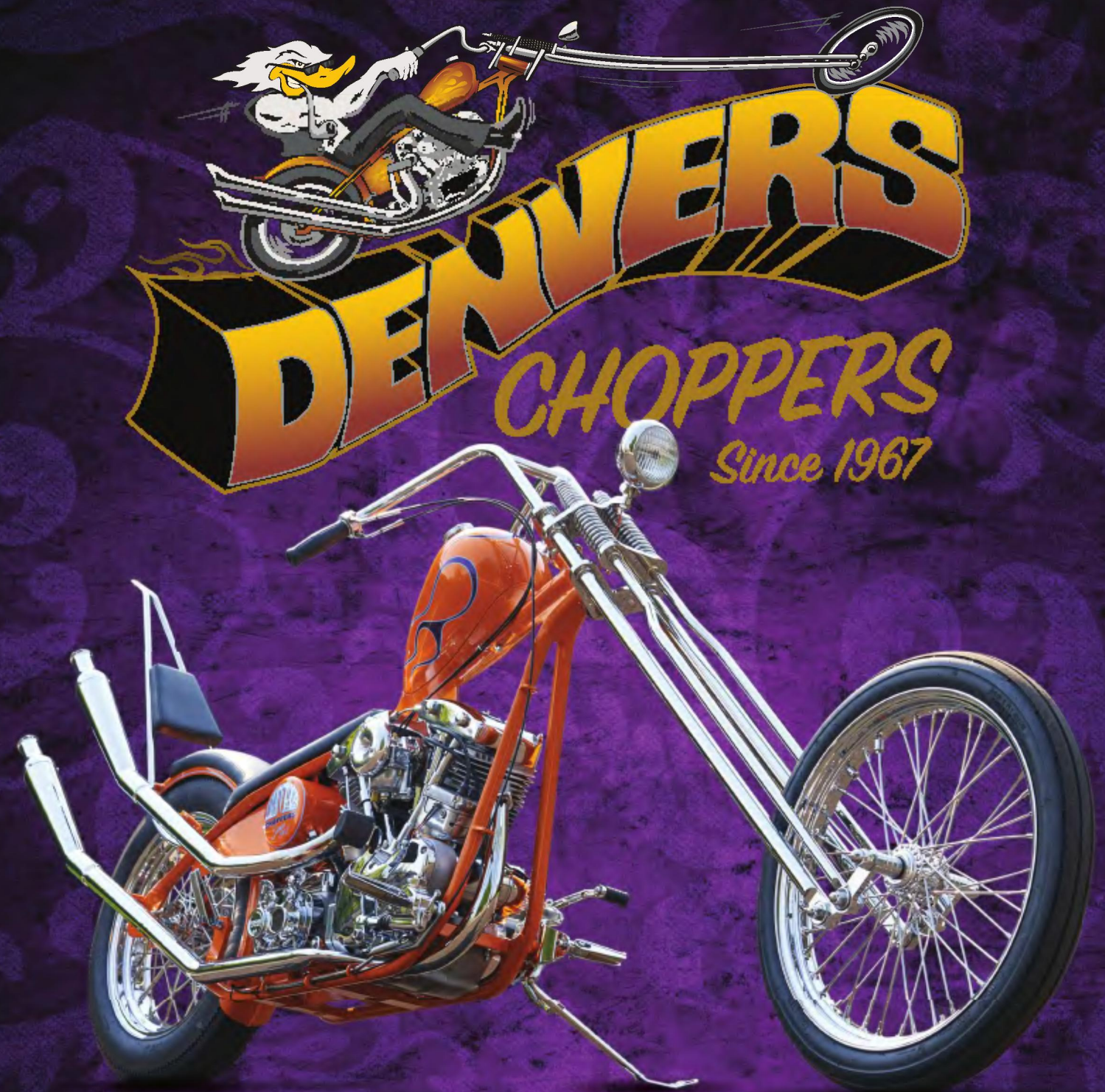
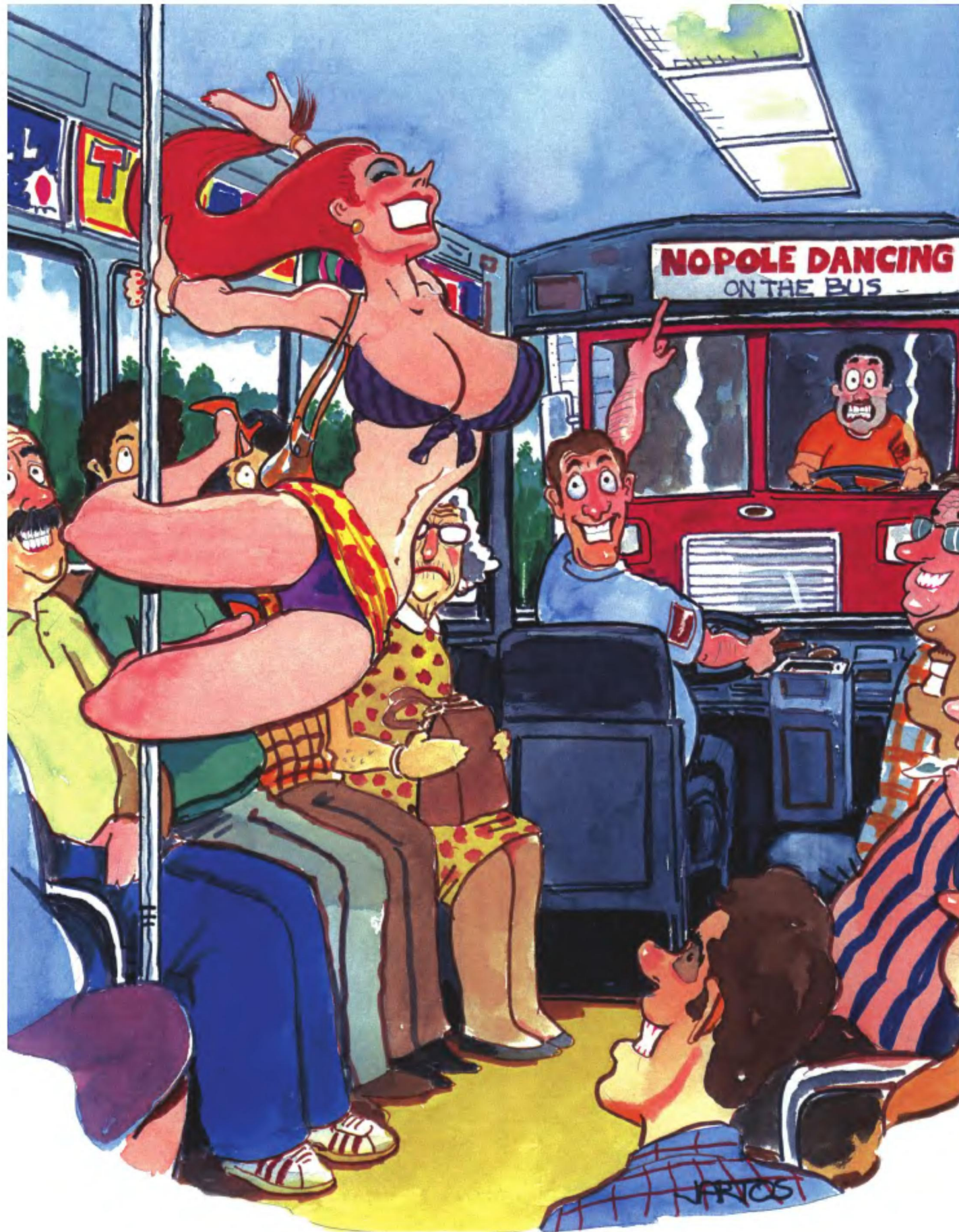
—Dave Nichols



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CLASSIC EASYRIDERS

DUST, LUST, MUD AND BLOOD RODEOS

What would happen if you took all the thrills of an All-American rodeo including the barrel races, and instead of horses, you used Harley-Davidson motorcycles? That's what *Easyriders* publisher Joe Teresi wondered over 30 years ago when he put on the very first

Easyriders Motorcycle Rodeo.

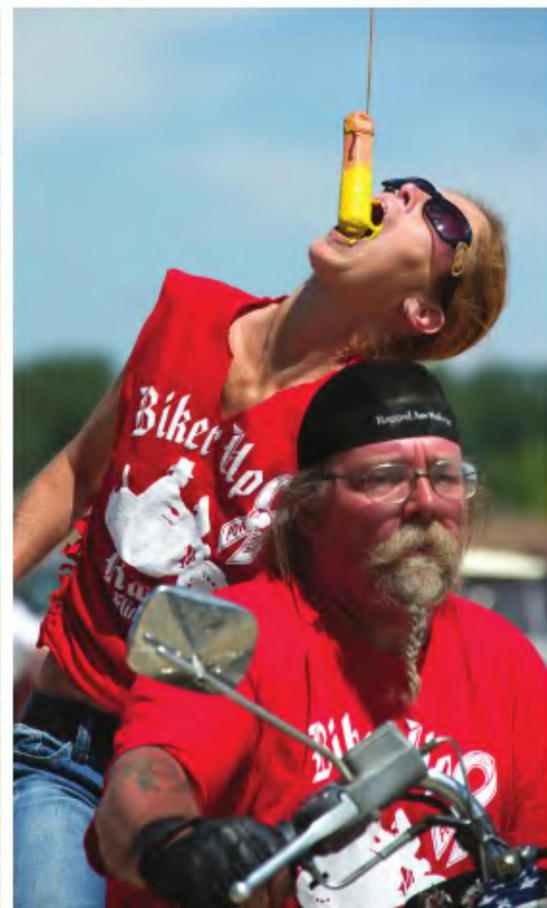
What started out as an amusing motorcycle show for Ohio State Prison inmates soon became legendary. Early Easyriders Rodeos included a ride-in bike show, the aforementioned barrel races, a slow race and a pulling competition. Over the years, other races and entertainments were added,

evolved and became the staple of amazing two-wheeled rodeo fun for bikers to enjoy.

The success of the early rodeos spawned many more. We fanned out and featured motorcycle rodeos from coast-to-coast. The sled pull competitions grew in complication and size to include fire-breathing mega trikes. A motorcycle slow race was

added as well as such wonders as the infamous wienie bite contest and the potato in a haystack competition. Soon major bands were added to the ticket along with more days of rodeo madness. Campgrounds were created, wild antics ensued and the Easyriders Rodeos became the best biker party imaginable.







CLASSIC EASYRIDERS RODEOS

For decades, our senior photographer Billy Tinney shot photographic proof of just how crazy a bunch of bikers can get and still live to tell the tale. We asked Billy to go through his files to bring you some of the best of the best of classic Easyriders Rodeos. Billy Tinney was one of the very

first biker photographers that *Easyriders* used back in the wild 1970s. He is still at it today, all those miles and smiles later. Only now, we're *Classic Easyriders*.

Here's to you, Billy. You get the whole raisin pie, my brother.

—Dave Nichols

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There was no doubt that the theme at the Ross County Fairgrounds during the return of the Easyriders Rodeo in Chillicothe, Ohio, was a hearty, "Welcome back!" None of us will forget 2020. It will forever be known as the year that nasty virus took over the world and turned our lives all topsy-turvy. All social gatherings, including bike rallies and rodeos, were either postponed or canceled outright. A nationwide quarantine went into effect and working from home became the temporary norm.

EASYRIDERS CHILLICOTHE MOTORCYCLE RODEO 2021



Cabin fever became almost as bad as the disease that banished us from the life we had known. While the masses were stuck home-schooling and ordering breakfast, lunch and dinner via their preferred food delivery app, the Easyriders Events crew forged optimistically ahead planning for a 2021 Rodeo rebirth.

When the nation emerged from hibernation, they were going to be ready. And they were indeed ready this past September 2nd through the 6th for the mighty return of the Chillicothe Rodeo. The gates opened and masses of red-blooded bikers descended for a weekend of two-wheeled madness. Those of the extended Easyriders family who returned to Chilli, were indeed ready to blow off some much deserved steam. The antics in the campground, amusingly regarded as

“The Zoo” was proof to that preverbal pudding.

Outside the gates of that wild forbidden zone, a party of a different sort was taking place. The main stage was hopping with awesome live music, gorgeous dancing girls The Purrfect Angelz, cash giveaways, a tattoo contest and much, much more. Vendors were spaced generously throughout the fairgrounds selling all manner of biker gear do-dads, tons of food, lots of beer and all latest in biker fashions. I found the Teriyaki chicken to be lip-smackin’ good and seconds were definitely in order.

The ink was flying all weekend at the tattoo expo and lots of folks went home with more than just a few great memories. Also flying though out the weekend, the boys of Flatout Freestyle displayed nerves





of steel during their spectacular high flying motorcycle stunt shows. You could also enjoy bar stool racing, a ride-in bike show (congrats goes to Victor Kubankin of Salem, Ohio for his 1975 FX), axe throwing, a corn hole tourney and some of the world's finest people watching opportunities on this earth. The events crew did themselves proud. If you couldn't find something that tickled your fancy at the 2021 Rodeo, the problem was not the Rodeo.

Jasmine Cain kicked off a weekend of fantastic music as Friday's headliner. With her trademark raspy, booming style of Metal, she kept the crowd on their feet with fists high in the air while she belted out a selection of hard rock favorites. Struggle Jennings, grandson of country giant Jessi Colter and step-grandson to famed country great Waylon Jennings, kept the party hoppin'. A remarkable Kid

Rock tribute as well as a tribute to Jason Aldean and Eric Church rounded out the weekend's top-notch musical entertainment.

In the dark hours after a hefty dose of exceptional music, a touch of that raucous behavior from the "Zoo" made its way onto the secondary stage in the form of a wet-t contest and the selection of our honorary trophy gal contest. Both ended up in similar stages of undress for the contestants. And if the gal taking home the top prize in the wet-t, as well as winning honors as this year's trophy gal, looked familiar to any of you miscreants, she should. Seems good looks and a little wickedness runs in the family. While Jen might have been a Rodeo virgin this year, her sister Kayla is an experienced veteran of sorts. She swept both contests as well and went on to become an *Easyriders* cover model back in 2018.



Over at the motorcycle rodeo track some new qualifying rules changed a few of the faces we normally see in our finals. The once and done qualifying strategy eliminated top contender Loren Whittaker from both Solo and Trike events due to some mechanical difficulties and prevented Ted Grummet from one of his bids for the cash. Good thing for Ted, he took a 2nd place in the Solo Sled Pulls to help with his expenses. The new rule gives competitors only one chance to qualify. When a racer has a bad run, or in Ted and Loren's case, mechanical issues, well... better luck next year.

With the absence of rodeo champ Robert Tabor, Team Tabor was down to just son, Jason. Jason did manage first place finishes in the Solo Sled, Barrel Race and Slow Race, and for good measure, a

second in the Trike Fuel competition. Then, with an assist from his partner Chrissy West, Jason finished 3rd in the Tire Ride, 2nd in the Potato Hay Stack and another 3rd in the Wienie Bite Contest. Looks like even without Pops, the Tabors still rule the track. Niki Abel and Matt Anders proved their mettle and took home a fair share of cash with first place wins in the Wienie Bite, Tire Ride and Potato Hay Stack. Other firsts went to Teri Hale for Gas Trike and Mark Wilkins for Trike Fuel. As always, a big thanks goes out to the Remnant Sons MC for keeping us safe and organized at the track.

Here's to putting cabin fever behind us and welcoming back a new "old" *Classic Easyriders*. Hope to see ya next year.

—Don Rogers



Photos: Don Rogers

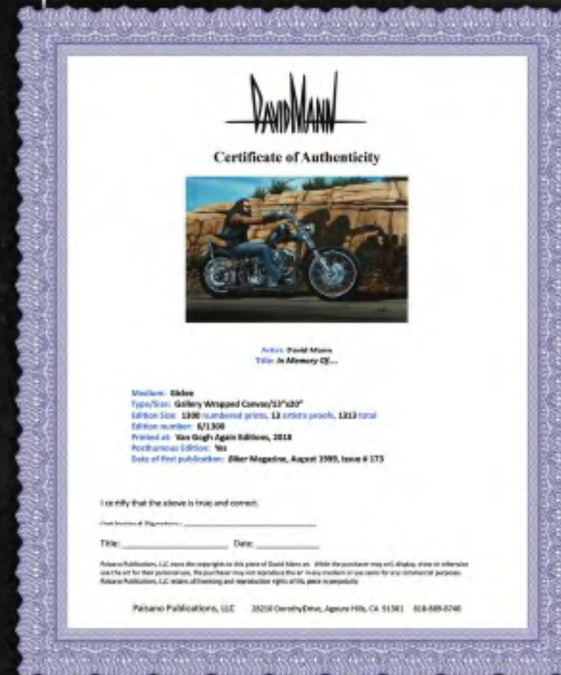
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It roared across the Cinemascope screen in dazzling red, white and blue back in 1969 when the mind-blowing biker film *Easy Rider* made Peter Fonda and Dennis Hopper household names. The film acted as the anthem for the Woodstock generation, and rebellion took the form of a Harley-Davidson Panhead chopper with a chrome rigid frame and stars and stripes blazing across its peanut tank. How many of you saw the film and then started riding motorcycles?

Now you can win the most iconic motorcycle in the world! Enter to win a magnificent Captain America Panhead chopper fabricated with screen-accurate parts by Ron Paugh of Paughco Motorcycle Parts and built by Mondo Porras of Denver's Choppers. Both Ron and Mondo have spent over 50 years studying every detail of this amazing motorcycle to assure that your Captain America will be a spot on replica of the original rebel machine.

Watch your gorgeous Captain America chopper come together each month right here in the pages of *Classic Easyriders* magazine. We will award the bike to you at the Buffalo Chip Campgrounds during Sturgis Bike Week 2022.

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DAVID MANN

Redwood Run by David Mann, first appeared in the June 1987 issue of *Easyriders*.

nesstique

a legendary 1965 sportster digger by arlen ness



In the hallowed halls of custom motorcycle history, one man is known as “the King of Customizers” and that man was Arlen Ness. He was well known and loved as a true gentleman in the two-wheeled world. I’ve never heard anyone in the motorcycle community ever say anything about Arlen that wasn’t good. He was that kind of guy. The ultimate class act.

Before he built his first custom Harley, Arlen grew up in San Lorenzo, California

and had jobs as a postal employee and a furniture mover. A lot of people don’t know that Arlen loved bowling and was quite good at it. In fact, he used his semi-pro winnings to buy his first Harley, a 1947 Knucklehead that he customized several times over the years.

Arlen started winning bike shows with that Knuckle and in the early 1970’s opened a bike shop in San Leandro. Growing famous for his custom creations

and fabulous custom paintwork, Ness soon started a line of aftermarket products for Harleys beginning with a set of ram horn handlebars. His amazing motorized masterpieces were showcased in many issues of *Easyriders* magazine over the years including his Ferrari bike, the ’57 Chevy-inspired Ness-Stalgia and Bugatti-like Smooth-Ness.

After 30 years of building the world’s coolest custom motorcycles, Arlen moved

Arlen Ness Motorcycles to a stunning design and distribution center in Dublin, California. To this day, the building acts as a motorcycle museum of over 30 of Arlen’s incredible machines... this one included.

Classic Easyriders is proud to present the bike Arlen called Nesstique. It was included as part of Michael Lichter’s “Motorcycles as Art” museum show at the Buffalo Chip during Sturgis in 2019. The

show’s theme was “What’s the Skinny” an exhibition of sleek and slim creations by some of the world’s best builders. Arlen was a big part of Michael’s museum shows for many years and invented the skinny style of Bay area digger customs that blew the doors off the custom scene in the 1960’s and ’70’s.

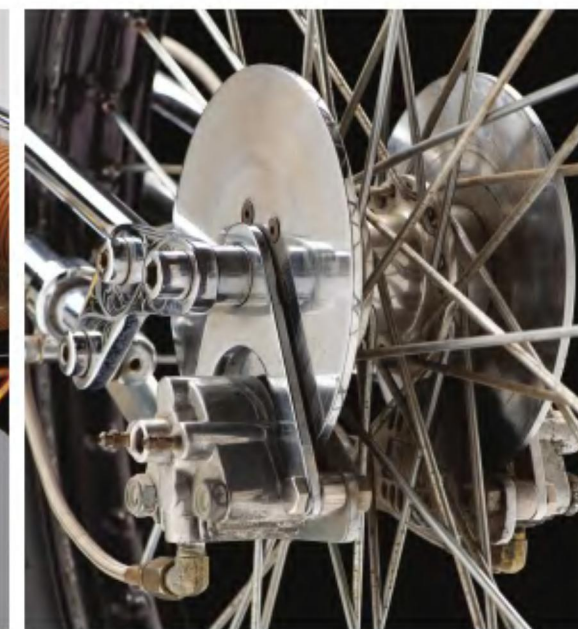
For this extremely skinny 1965 Sportster digger, Arlen was inspired to build an antique-looking modern custom after

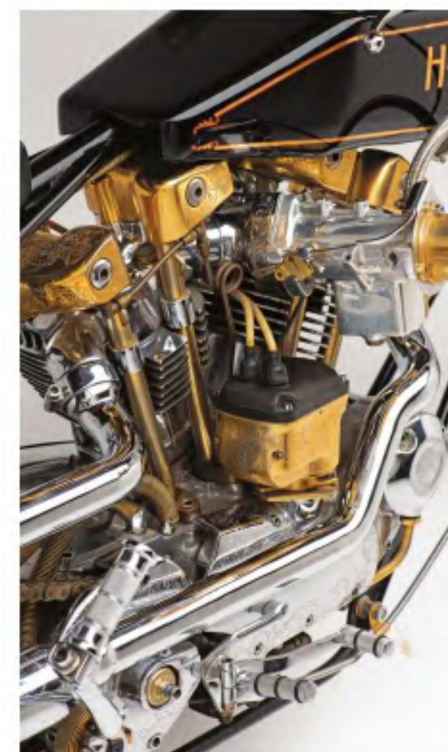
winning the 1st place trophy in the 1977 Harley-Davidson ride-in show. The trophy was a jewelry quality silver model of Harley’s original 1903 H-D motorcycle. It so impressed Arlen that he started thinking about building a custom bike that followed the skinny lines of that first year Harley. It would be light and skinny and completely different from the other custom choppers that were popular at the time. Nesstique was born.



He started with a 1965 Harley-Davidson 900cc Sportster motor and stock transmission. The frame was made by Jim Davis with small diameter 5/8-inch chrome moly tubing that was only used for Arlen's personal bikes. To add to the light look, parts were cut such as the fins from the bottom of the barrels and the bottom of the kicker cover. Then Danny Gray made as small a seat as was humanly possible.

The two 21-inch wheels seem to finish the antique look that everybody loves. Nesstique was finished in 1978 and is one of the bikes that Arlen sold earlier in his career and was lucky enough to buy back for his collection years later. You can see it along with many of Arlen's most famous creations at Arlen Ness Motorcycles.





The King of Customizers rode on ahead on March 22, 2019 at the age of 79. He is dearly missed by all of us who were honored to have known him. His son Cory still runs the business which has been the purpose, the passion, and way of life of the Ness family for over 50 years.

—Dave Nichols



Arlen Ness Motorcycles
6050 Dublin Boulevard
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Photos: Michael Lichter

ROLAND SAND'S GLORY STOMPER

The Bike that Changed an Industry

I'm not sure if Roland Sands has always had an air of rebelliousness about him, but I saw it in the early 2000s when I first photographed him. By the time he was building Glory Stomper in 2004, there was a side of him that wanted to identify with the outlaws in those 1960s biker flicks, like Dennis Hopper's *Glory Stomper* for which the bike was aptly named.

True to his irreverent spirit, after Roland picked up a wrecked Harley-Davidson Softail at a motorcycle junkyard, he speedily backed his pickup behind his shop and slammed on the brakes. The big Harley flew off the truck-bed and crashed to the ground. That's how the build started, and it just got wilder from there.



Roland riding Glory Stomper in Puerto Rico in 2004 for the Biker Build-Off with Arlen Ness behind.

So how did a 30-year old that had only been building bikes for a few years get invited to go up against the “King of Customizers,” Arlen Ness? In 2004 when the Discovery Channel’s *Great Biker Build-Off* TV series was filmed, Arlen was already 65 and had 45-years of building bikes under his belt. Roland was 35-years his junior, but motorcycle oil was coursing through his veins and he had caught the bike building bug, bad. Considering his parents founded Performance Machine four years before he was born, Roland basically grew up in a bike shop.

He got his first bike (a Suzuki RM 50 dirt bike) for his 5th birthday. This eventually led to Roland working at Performance Machine along with a nine-year



Roland Sands

racing career that was capped with an AMA 250GP national championship title in 1998. The work part of this equation started when he was 14-years-old, simply sweeping floors. But he made his way up through the ranks, and Roland eventually became the director of Research, Development and Design.

The custom bikes Roland built prior to Glory Stomper all had a look, but they were more a product of the times. Glory Stomper represented a career shift toward the race-inspired style Roland has continued with to this day. It’s about riding fast and having fun on performance built custom machines. The race-inspired look was not only born from Roland’s personal experience, it goes back to the





very roots of custom, to when purpose-built race machines were being put together in the early 1900s. As I see it, form followed function and the first custom bikes appeared on the scene.

Roland's street-fighter was different from the get-go. For starters, it was powered by a Harley-Davidson TwinCam engine at a time when Evos were SOP for bike builders. Then there's the fact that so many of the customs being built back then were mostly bolt-on and bolt-together creations, but that wasn't going to be the case here.

The project Roland envisioned was at least a three-month build. So to make it work within the *Biker Build-Off* timetable, allowing only three-weeks from start to finish, he had put together his "Dream team." Johnny Chop (RIP), Wink Eller, Tom Foster, Brett Marshall and Lyndel Berry were called upon and stepped up to the plate. Additionally, there were many others who helped with the project. What was in Roland's head was going to take a lot of energy and expertise to actually get done.

The Dream Team's Wink Eller of Bonneville Salt Flats fame was key to relieving a good bit of stress. He handled

the engine work for which he is so renowned. He balanced and blueprinted the engine, installed ported Edelbrock heads and replaced the cylinders and most of the internal parts with S&S product. You can see that very little of the original Softail was kept. Only bits and pieces of the frame were retained for the finished bike. Glory Stomper had a 35 degree rake, 2-inches of stretch in the backbone and 1-inch added to the downtube. The stock swingarm was scrapped in favor of a gorgeous, entirely custom piece that you see here. An Ohlins shock replaced the stock rear and their forks were installed up front.

The fuel tank is a defining piece on this bike, and so a lot of time went into this with Johnny Chop fabricating the lower half out of steel and Roland working his magic with the billet piece on top. The ribbing he machined into it was echoed throughout the bike. Jeff Decker picked up on it with the oil tank he cast back in Springfield, Utah, as did Roland with the exhaust tip on the 2-into-1 pipes and the ignition and valve covers he designed. Those covers were how Performance Machine introduced Roland's highly

successful Contour line. The custom wheels were also a part of that line, which sold well for many years.

There were many other one-off parts that made the bike work, but one of the more obvious was the shapely air cleaner Roland fabbed that tied in well with the tank. Then there were the necessary parts that had to be fitted, like the rotor, brakes and controls, but these not only fit well, they put new meaning to "off the shelf" considering they were literally working in the PM shop!

When you think about it, the matchup of Arlen and Roland was like pitting two dynasties against each other, the House of Ness versus the House of Sands, or perhaps we should say the House of Performance Machine. After the bike was completed, it was shipped to Puerto Rico where Roland and Arlen, with lots of friends to support them, rode around the island for several days before the final day where voting took place at a bike event on the island. This was such a big deal, that both Arlen Ness and Performance Machine shipped their big 18-wheeler rigs to Puerto Rico to support the cause.

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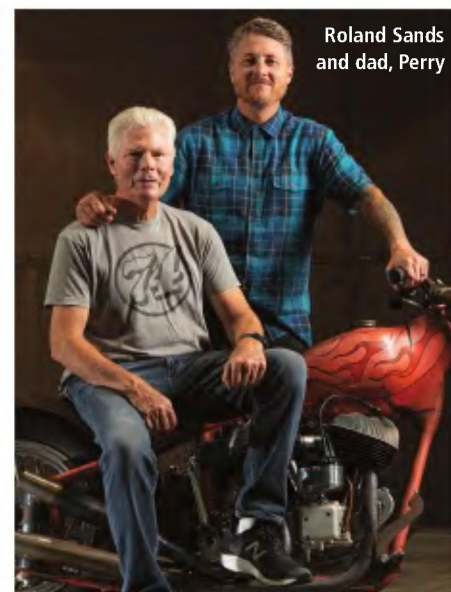
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That last day of that episode of the *Biker Build-Off* was fun and exciting. Somehow, in addition to the wild rebel Roland appeared to be that day, he also showed the incredible respect he had for Arlen. At the end of the day, Roland lost out on the popular vote, but in the long run, this was for the best. Roland became a star through this TV show and went on to be voted, “The Best New Custom Bike Builder” by his peers. Within a year, he split off to found RSD (Roland Sands Design) and then in 2006, he returned for a second *Biker Build-Off* episode against his good friend Jesse Rooke. And that time he came out on top and won.

The beauty of Glory Stomper is seen in both its design and detail. I believe it to be as fresh and relevant today as it was 17 years ago, which is why I included it in my “Heavy Mettle - Motorcycles and Art with Moxie” exhibition. This Sturgis exhibition focused on builders that have withstood the test of time and the builds that they are most known for. Looking back with the benefit of hindsight, not only was this custom pivotal in Roland’s career, this bike was inspirational to a whole new generation of custom bike builders that followed in Roland’s wake. We are still feeling its impact to this day, and for this, my hat’s off to Roland.

—Michael Lichter



Roland Sands
and dad, Perry

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A large photograph of a suspension bridge over a lake. Several motorcyclists are riding across the bridge. The bridge has a yellow metal truss structure and wooden decking. A sign on the bridge reads "WEIGHT LIMIT 10 TONS" and "11 FT 6 IN". The background shows a lush green shoreline with trees and a body of water under a blue sky with white clouds.

the **C**ross country chase

What more can you ask than to have an incredible adventure? And that's exactly what participants of this year's Cross Country Chase got. For anyone not familiar, "The Chase," as it is more commonly known, is an endurance riding event produced by Jason Sims. The 2021 Chase was limited to motorcycles manufactured from 1930-1960 with original engine and tranny cases, and period-correct carburetors. Perhaps more significant and unlike the "Motorcycle Cannonball," which is also produced by Jason and the great team of people he has put together, riders on the Chase cannot have a support crew to maintain and repair their bikes every evening. They are on their own and have to carry their own tools and gear on their bikes.



With all the uncertainty the organizers had to consider as they planned this second edition in the middle of the Pandemic, they designed a more manageable five-day “Mini-Chase.” They called it “Secrets of the Ozarks.” And yes, it indeed was a secret. Every day, as you got on your bike as the sun rose, or soon after, you had no idea where you would be spending the night. You didn’t know the name of the town nor the hotel. For that matter, you had no idea which towns you would be passing through on the way there.

You must be wondering how it is possible to secretly move a group of 77-riders through a 1,300+ mile journey. It all boils down to the “Roll Chart” distributed 1/2 hour before each rider’s start time. The chart is simply a long paper roll equal to about 10-15 single pages with turn-by-turn directions printed on it for the entire day. It can be very detailed concerning mileage (“go 12.7 miles and turn right at the Hardees sign”) while simultaneously being ambiguous as it often doesn’t tell you what road you are on nor which road you will have to turn on.

The 1/2 hour gives each rider enough time to load the chart into a waterproof box with a Plexiglas lid attached to each bike’s handlebars. Reading and managing the Roll Chart can be quite a challenge. Think about riding an old bike with drum brakes, most likely fitted with a hand shifter and foot clutch, with much less power than you are used to, while constantly listening and feeling for anything that can go wrong. Without any of the modern-day mechanical updates we take for granted, you have to continually look down at your directions, reach up to

turn the rollers forward and back to check that you are on the route, and compute what to do and where to go next.

On July 5th, after completing a tech inspection, all the bikes left our hotel in Cape Girardeau, Missouri and headed to a park by a boat launch designated as the starting point. I made the official panorama photo right there with the Mississippi River in the background (I will offer the finished BW print in sizes up to 8-feet long!), and then the start flag was waved. Since 1/3 of the riders had never done anything like this before, this was an excellent opportunity to discover some potential problems—but by no means all the problems that would arise. The riders were off on a 35-mile “prelude” that was the perfect shake-down for the 1,306 miles that were to follow.

The run was touted by the organizers as a “test of Endurance, Speed, Navigation, and Knowledge”—and to these points, they were correct. It was all this and more. The “Speed” element was perhaps the easiest to deal with since this wasn’t really a race. You just had to complete the 250-290 mile route each day before a proscribed time, and if your time was off you would get a penalty. Of course, this meant that you had to keep your bike running hour upon hour, which can be quite the challenge for 60 to 90-year-old machines running day after day in 90 degree temps.

Knowledge played a big part as each day, there were written quizzes with a dozen questions that had to be answered at a surprise checkpoint each day. The questions tapped into motorcycling history, mechanics, or observations on the route. They were so difficult that no one scored a perfect score on any quiz, on any day!





(Here are a couple of the questions, see how you do... Which Harley-Davidson engine size was not actually produced? a. 41ci, b. 49.48ci, c. 30.5ci d. 37ci / Merkel Motorcycle was created in what town? a. Pottstown PA, b. Boonton NJ, c. Reading PA, d. Syracuse NY.)

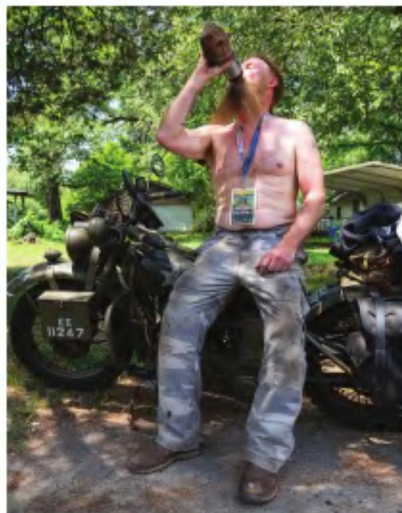
With so many of us moving from printed maps to smartphone directions, Navigation skill was an important factor. It would be a rare rider that never wandered off-course. I was personally off by more than seven-miles one day before we realized our mistake, but there were plenty of riders that got off by more than that. One of the most complex parts was recalculating what mileage you should be at and converting on the fly for the rest of the day. For example, once you figured out exactly how much you were off, you would have to add that back to the tenth of a mile to every listed navigation you had left for the rest of the day. If this sounds confusing, well, yes, it is!

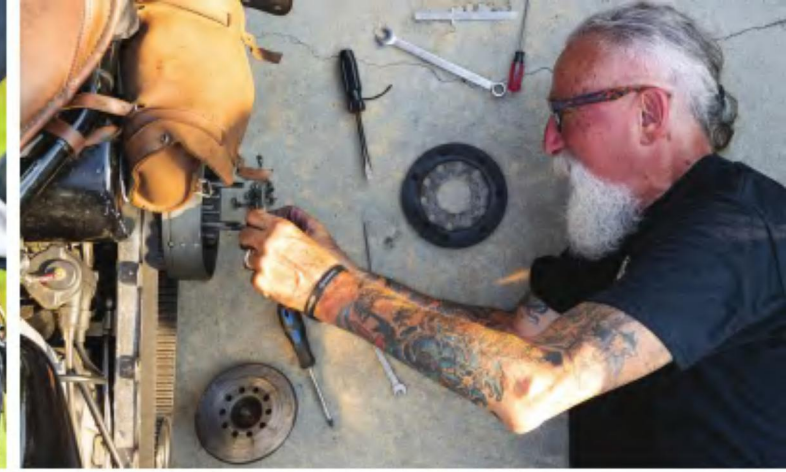
Endurance may have been the biggest challenge. Again, this is not like these guys are going out for a tour on a modern bike. There were a lot of roadside mechanics going on, and with the 90 degree heat, a

whole lot of sweat. There were late nights for many, and for some, all-nighters in valiant attempts to get a broken-down bike running and to the start the following morning. This also meant, for many, not a whole lot of sleep.

A good case in point was Berry Wardlaw of Accurate Engineering with his 1939 Indian Chief. Berry had a rough start due to a broken valve spring, which had him staying up two-nights straight. Of course, this begs the question how do you find a replacement valve spring in the middle of the Ozarks? And even if you can, how do you do the repair in a hotel parking lot? Suffice it to say; he got it done (with lots of help from The Chase family) and made it to the stage-3 start.

Being a decent mechanic wasn't listed alongside the four-elements riders would be challenged by, but it is probably part of each. Indeed, "mechanics" meant a deep dive into your knowledge base, and endurance sums up Berry Wardlaw's two sleepless nights wrenching on his bike. Mechanics fell under speed as well because you had to get your repairs done quickly and your bike back on the road.





There were so many stories about breakdowns and repairs, both on the roadside and in parking lots. And then there are the fantastic tales of the ride itself.

One that stood out in particular was the story of Max Lynch, a 22-year-old rider from Chicago who got a loan of a 1950 Moto Guzzi 500cc Falcone single by Fred Wacker as part of the youth competition. On the fourth full day, while riding into Mountain View, Arkansas, one of the locals, Sam, saw a group of bikes come into town—followed by the Moto Guzzi ridden by Max. Sam heard it and exclaimed, “That’s dad’s bike!” He got his wife, and they chased after the bikes to the hotel. There he confirmed what he heard was the bike that he had ridden 20-years earlier. It had been through two owners, and found its way back home on The Chase, ridden by a young man from Chicago. Sam’s Mom had to come and see it as well. It was an emotional moment.

I’m going to suggest that every motorcycle enthusiast needs to experience The Chase (and Cannonball) for themselves. Although I don’t necessarily mean signing up to ride on the next

adventure. You can easily follow the runs online, or better yet, catch up with a ride at one of the publicized hosted lunch stops or overnight towns. There you can take in these rolling museums for yourself. Meet the riders, hear their stories firsthand, and watch them in action as they crack open their engine cases on the pavement—repairing what honestly seems impossible. They do what it takes to get the job done.

A special thanks to Harley-Davidson for loaning me the smooth and powerful 2021 Street Glide for the ride. To my pilot, Matt King, behind whom I sat back-to-back with (yes — that means backwards) for over 1,300 miles. And to Jason and the entire Chase family for a first-class event that I always want to be a part of. Putting miles on together, that’s how the best friendships are formed.

—Michael Lichter

For any of you that are wondering, the answers to those two quiz questions are 41ci (a) for the first, and Pottstown PA (a) for the second.

See all Michael’s videos from The Chase on the Dennis Kirk YouTube Channel.



Michael Lichter over forty years photographing the bikes, the people, the attitude...



LichterPhoto.com



Jeremy Valentine innocently thought, at least on the surface, it wasn't that wrong to sneak a copy of *Easyriders* magazine into the 9th grade first period homeroom. After all, it was 1992 and this was shop class. Jeremy was "cold busted" by the teacher, the inspirational contraband confiscated, and he was to remain in class after the bell.

The shop instructor approached and said, "I know how serious you are about motorcycles, just don't get caught waving that dirty rag around my classroom." Even the teacher knew that each and every *Easyriders* magazine is memorable, but for Jeremy, little else has proven as unforgettable as the chopper in that confiscated issue with a Knuckle front and Pan rear cylinder setup.

Not every fourteen-year-old can hope to find enough cash to rebuild a Knucklehead engine, much less an entire chopper. Jeremy's passion did not fade after discovering that nearly all Knucklehead choppers are fashioned from liberal quantities of that most rare of all metals, unobtainium.

Crafting a plan to master the requisite skills to create the bike of his dreams, he simply refused to give up. Befriended by veteran bike builders, Jeremy learned early on why a Knucklehead build is something that you do not see every day. Few projects are even more rare, but taking a cue from Indian Larry, Jeremy decided to have Steg Von Heintz build him a Pan/Shovel engine. He tells us, "After that, every step is as patient and cautious as the first."

Somehow we can't help but think how his old shop class teacher would be pleased to see him waving his rag around his very own custom motorcycle shop, Joker Cycle Works. Jeremy has fed his creativity into the bike shop since 2006, providing the birthplace of this dream-worthy ride with its sweet girder front end, hardtail frame, and Pan/Shovel motor.

The hang-around crowd at local bike nights sometimes hurl well-aimed compliments like, "Nice Sportster." Not only do they not know that this is a big inch bike, but also cannot see such attention to detail and grok such fabricating skills as the twelve hours Jeremy invested in machining the bike's one-off footpegs.





Few would have heard how many people ask Joker Cycle Works to make a set of handlebars like these to fit their own bike. Jeremy found the girder frontend on Chopper Swapper online and completely rebuilt it, replacing all the bushings, and even custom machined a new set of rockers. This bespoke fuel tank used to be a Cole Foster original before Jeremy sectioned it five different ways and formed it into this new beauty.

Some of the Joker Cycle Works parts on this scooter are available to purchase for your own bike. We're talkin' parts such as the cool Model "A" license bracket, and Jeremy's "Plain Jane" fender to fit a 16 x 3 Dunlop 130mm stock application.

Jeremy tells us he's ridden this chopper to a few bike shows including Daytona Bike Week's Rats Hole Show but has never won any prize. He says, "I'm not even mad! The real prize is that I get to ride the bike I always wanted, and I ride it everywhere." His wife Elena loves riding along two-up over backroads and State Highway 427 to their cabin, and nearby favorite refreshment establishment in northern Indiana.

The culmination of years of honing your bike building skills is a serious endeavor, but getting to really ride and enjoy the one chopper you always wanted? That is what it's all about.

—Jeff "Cheese" Moore



Jeremy and Elena

Jeremy Valentine
Joker Cycle Works
260-820-1750
jokercycles@gmail.com



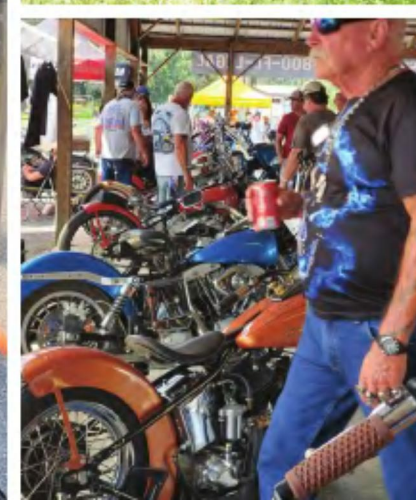
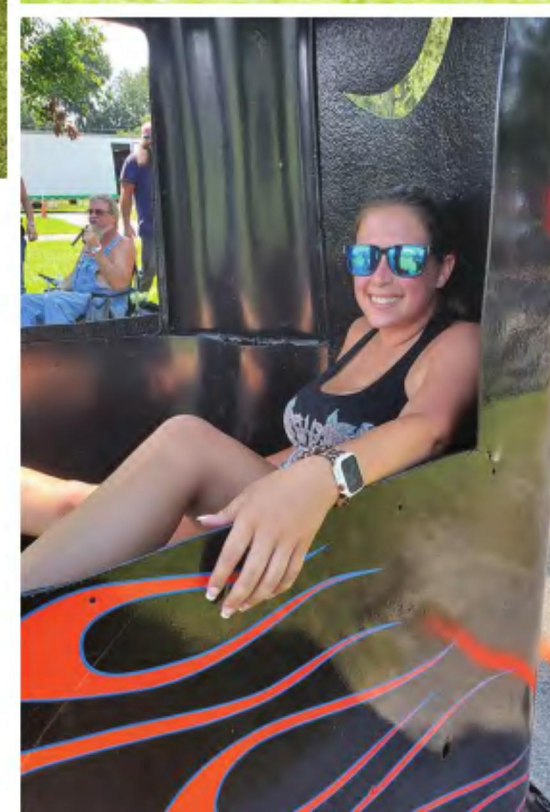
Photos: Don Kates



ONE WILD FLORIDA FANDANGO MOTOFEST

When was the last time you threw your leg over your scooter and rode out to spend the day enjoying everything that the biker lifestyle has to offer? That's what Motofest was all about. This past July 24th Born To Ride proudly kickstarted the return of an all-American two-wheeled tradition in the form of a killer Motorcycle Rodeo. I am talkin' about the Great American Motofest.





We rode out to beautiful Plant City, Florida for a solid day of biker family-friendly fun. Motofest is the brain child of Ron and Deb Galletti, the folks behind Born To Ride magazine and TV for over 25 years. The idea here was to put that nasty virus behind us in the rearview and hang together for a day to enjoy the lifestyle and the people we love.

The Great American Motofest took place out at the Boss Hogg Ranch at 906 Sam Allen Road in Plant City. Presented by Rubenstein Law and sponsored by the late, great, Joe the Welder at FTW (Forever Two Wheels) Kustoms. Joe passed away

recently and we'll sure miss his gravelly voice. RIP, Joe.

Born To Ride's Great American Motofest featured a full day of biker rodeo madness, a ride-in bike show and Roosterz Rod Shop presented a kickass Thunderstruck Rod and Truck Show. Roosterz has been involved with Born To Ride for quite some time, participating in last year's Chopparama and Chopperfest. "Hey, it is always a blast to work with Ron, Deb and the crew at Born To Ride," says Roosterz owner John Benedict. "Roosterz is definitely enjoyed coming out and puttin' on a righteous show!"



R&R Cycles' Rob Schwelling was the field boss for the famous Easyriders Motorcycle Rodeos and he sure knows how to throw one helluva a motorcycle rodeo whoop-de-doo. "I started out with top rodeo cowboy Tampa Bay Ray way back in 1988," Rob tells us. "And it has been one wild ride ever since!" His R&R Cycles out of Tampa, Florida, is known around the world as the leader in American V-Twin performance. Rob knows how to make serious horsepower and brought his many years of experience and expertise to this first annual Motofest.

Rob, along with Spyke and Mike, had all the fun and games prepared for a packed day of entertainment. There was awesome monster trike sled pulls and wild racing action as well as all the tried-and-true biker rodeo favorites such as the weenie bite, balloon toss, tire toss and a whole lot more. "Roscoe's even brought us the Outhouse races," Rob proclaims. "It was a motorized carnival for the whole family," Rob laughs. "I even built some peddle puller bikes so the kids could get involved." Best of all, average eventgoers could feel free to join in the rodeo fun. All they had



to do was sign up at the event to get their rodeo on! The top rodeo cowboys of the day won free tires from Metalsport Wheels and Vee Rubber and Mondo from Denver's Choppers built a killer custom gas tank for the top cowboy. Paughco Motorcycle Parts provided old school Mustang tanks for top winners as well.

Motofest included great grub and suds, plus righteous live music by Tommy Roxx who cranked up some serious Southern, Double Your Trouble kicked ass with an amazing Stevie Ray Vaughan tribute, and Randy Stephens and the Groove Makers

kept every scooter tramp groovin' late into the night.

You could find all the parts and pieces you need for your next bike project at Motofest's all-out auto and motorcycle swap-meet. Plus, one lucky couple won an all-paid cruise of the Caribbean on the High Seas Rally. Born To Ride was able to donate \$1,000 to the Florida Sheriff's Youth ranches to help send kids to camp.

Born To Ride promises more amazing motorcycle events coming soon. For more info visit borntoride.com

—Dave Nichols

“Twenty years from now you will be more disappointed by the things you didn’t do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover.” (Mark Twain)
—Ben Zales, *Death Valley Run*



Sometime around 1981, this beast was rumbling through the cornfields.
—Brian Volz, Owendale, Mich.



Mark and Tanya enjoying a little saddle time.
—Mark Palton, Deltona, Fla.



Danny and Kenda negotiate who's gonna drive.
—Oh Snap Photography, Semmes, Ala.



"The first one with destroyed kidneys wins!"
A flattrack race at L.A.'s legendary Ascot Park, circa 1940.
—Harold Burton, Calif.



IntheWind

Just beachy
—Will Parker, Seneca, S.C.



It's not what you ride, but that you ride.
—Jake Roca



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RidinwithFlea

The Corn Free Lifestyle Clan

I was invited to an obscure little Arizona enclave where I was told a chopper clan would reunite for an annual love-in. Since it was just a scant 150-miles of twisties and mountain riding topped off by two nights of tenting, I busied myself with stripping down the usual gear. Instead, I

loaded with the intention of feeding our little pack of three plus whoever might wander into camp with an empty belly. Suddenly, my bike looked a whole lot like something out of *The Grapes of Wrath*. The Beast was renamed “the Chuck Wagon” and we moseyed out of the Valley of the

Sun to commune with like-minded motorcycle maniacs.

One of the first things attendees noted was that the remoteness meant no cell service, so social media junkies were left without a fix unless they were willing to do the leg work to find that one special zone for beaming out. But camping on the banks of Oak Creek is its own kinda special, let me tell you. The creek is one of the few perennial streams in the high desert of Northern Arizona. It’s a tributary to the Verde River and stretches 50 miles from its headwaters in Oak Creek Canyon, where it flows along the bottom of the beautiful canyon.

When I was a kid, Oak Creek was where all the cool kids went to ditch school. These days, Sedona and Oak Creek is where the Hollywood types flock to “find themselves.” Their search to find an energy-radiating vortex and personal Zen has driven property prices and population numbers to such an outrageous high that locals are having a tough time surviving.

For the Corn Free tribe, it means clinging tight to the piece of heaven they call home. For one weekend each year, however, it’s about sharing their private Zen with everyone from 20-something-year-old riders right on up to the grey beards and across all motorcycle marques. If you’re on two-wheels, you’re welcome to come out and celebrate the lifestyle. Just as long as you are invited.

Several nomads wandered in as part of their migration and a few regulars came across from California. Wookie, who’s been meandering for about three years, was carried into camp with a broken belt on his modern bike.

“You know, back in Seattle I was all caught up in the career thing, trying to make money and get a girl... all that crap. But I never could seem to get it.” He points at the pretty lady that’s sitting on his bike. “And look, now I have it all!” Except cell service, that is. He set about wandering to find the ability to call out to find the necessary parts to get back on the road.

“As soon as you pull in here, you know if you belong or not,” smiled Hippy Dave as riders were hugging long-lost buddies and dear friends. “It’s a vibe.”

With Shifty at the helm and the generosity of Hippy Dave, along with Curtis and a few others who pitch in, the small gathering of a few hundred riders has garnered a huge following. The event has been written about in biker rags all around the world simply because it’s such a magical weekend. From radically raked Hondas and 4-cylinders to Beemers and baggers, all rides are welcome, but it’s the choppers that are at the heart of it all. The talent behind the custom builds makes a walk through the campsites an experience in art appreciation. The fact that everyone gets along, and for the most part genuinely loves each other, makes Corn Free a truly rare gathering. An afternoon ride to Jerome, an old ghost town-turned-tourist-trap, made for a community feel and gave us all a chance to soak up a little local lore.

Meanwhile, back at our comfortably

communal digs of eight tents with a couple of late arrivals sleeping on the ground, a little debauchery and domestic upheaval was going down.

A shrieking Krista shattered the peaceful dawn as her husband was quietly trying to sneak back into their tent at 5am after a night of hanging in the hot tub with a bevy of babes. The day’s continuing theme consisted of teasing nice-guy Rob while his good-natured wife chastised him over his missing underwear. “They’re not missing,” he defended himself. “They’re just drying out.” The explanation did nothing to dampen the harassment.

By Sunday the growing pile of bras that mysteriously stacked up by their tent overnight had him pleading ignorance and begging for mercy from whoever was trying to get him in trouble. I’m not sure if Shifty actually has a lost and found, but for anyone missing her lingerie, ya might try calling Rob’s wife. I’m sure she’d love to hear from you.

—Felicia Morgan

Photos: Felicia Morgan



Junkyard Dog

Del Michael Gasan's
2006 Sportster Chopper

Del Gasan lives in Dubai over in the Middle East where he works in facilities management for a real estate developer. His first motorcycle was a 1961 Matchless G3LS that belonged to his grandfather, then his uncle, and now Del. The bike is fully restored and he still rides her today. The first bike Del ever bought was a 2009 Triumph Bonneville T100 that he made into a café racer. "My first Harley was a beat up 1998 Sportster with a weird skull gas cap that I found at the back of a garage I was closing down," Del remembers.

The scooter that we're featuring as this month's Reader's Ride is Del's 2006 Sporty chopper that he affectionately calls 'The Junkyard Dog.' "Yeah, she was a real mess

when I got her," Del laughs. "She had a dinged chassis, busted engine fins and scars all over. I picked her up in 2018 a week after my daughter was born. My pal Bruce from Free Spirit Motorcycles, YouTube, and a bunch of beers took me through the first stages of customizing the bike."

Naming such bike building inspirations as Cycle Zombies, Yaniv from Powerplant and Jason Jesse, Del tore the Sportster down and got to work. The motor and tranny are still fairly stock but Del has a warm spot in his heart for old school choppers of the 1960's and '70's. "Since you have much more of a chance of finding oil in Dubai than a Frisco-style Shovelhead, I had to get creative and make my own," he tells us. "I wanted a skinny yet rugged runaround with extended forks." There's no such thing as a bolt-on hardtail kit for a rubber-mounted Evo bike in the Middle East and Del knew that if he wanted a hardtail, he would need to make one from scratch.



That was the beginning of a lot of one-off parts including the steel horseshoe under the seat to hide the battery and electrics, the unique and nostalgic external vertical oil tank out back, and the sissybar with its integrated taillight. "I wanted a Shovelhead badly," Del says. "But getting a Shovel motor over here would have cost an arm and a leg and would have been super difficult to get shipped over. So I found these dudes online called EMD Killer Parts. They make Shovelhead and Panhead-style rockers for Sportster. I got a set mailed over and chromed them as well as the primary cover."

The custom-made seat pan and leather seat is a vintage style tuck and roll that Del designed and had stitched up right there in Dubai. "For the front forks I used a combo of TC Bros 4-inches over tubes with Tracker Die dampening rods to make it 7-inches over." The front end is married to a 21-inch steel spoked rim. When we asked about the paint job, Del burst out

laughing. "The paint was an accident, but I love it. That involved me, a hangover, and a rattle can. But ya know, I wouldn't have it any other way."

Del had amazing support from his good friend Omar Tamimi from Lycan Customs who worked his magic on the hardtail and fabrication work. For parts, Del tips his hat to TC Bros, Lowbrow Customs, EMD Killer Parts, and Tracker Die. He also wants to thank Bruce from Free Spirit and Sid Pandey for the rad photos.

When asked how the Sporty rides, Del says, "Would I hit a speed bump at 60 mph? Probably not. But it feels great to me! I just hang onto my skinny T-bars and rip around the city." Del tells us it's fun to ride out in the desert but his favorite thing is to blast round the city. "There's just something fun about large bridges and long tunnels."

If you'd like to see your bike in *Classic Easyriders*, send photos and contact info to dave@classiceasyriders.com.

—Dave Nichols

Photos: Sid Pandey

The farout February issue of *Classic Easyriders* takes you to the ultimate chopper show, Born Free in sunny Southern California for a two-wheeled shindig like no other. See all the coolest customs right here. We'll also take you to a frozen lake in Russia for the frostbite-inducin' Baikal Mile Ice Races. Then roar off to Cherokee, North Carolina for the Blue Ridge Run and Chopperfest!

Meet the fastest woman on two and four wheels as we bring you an interview with Valerie Thompson, the Queen of Speed. Check out five amazing custom motorcycle features including a nasty Knuckle chopper by none other than Mondo of Denver's Choppers with cover model amazin' Amanda, an enlightening

S&S Evo by Ben Jordan, Takatoshi Suzuki's skinny Pan/Shovel, Oliver Jones' crazy 1937 UL Dissimilar Chop, and Tim Scates' sweet Root 66 Pan/Shovel.

All this plus a David Mann painting that is suitable for framing, a tech tip you can really use, and enter our *Classic Easyriders* Sweepstakes where you can win a perfect replica of the world's most iconic motorcycle from the classic biker film *Easy Rider*; a Captain America Panhead Chopper by Paughco Motorcycle Parts and Denver's Choppers!

It's all twistin' the grip in the February 2022 issue of *Classic Easyriders*!

On sale February 1st



The Cross Country Chase 2021; Photo by Michael Lichter

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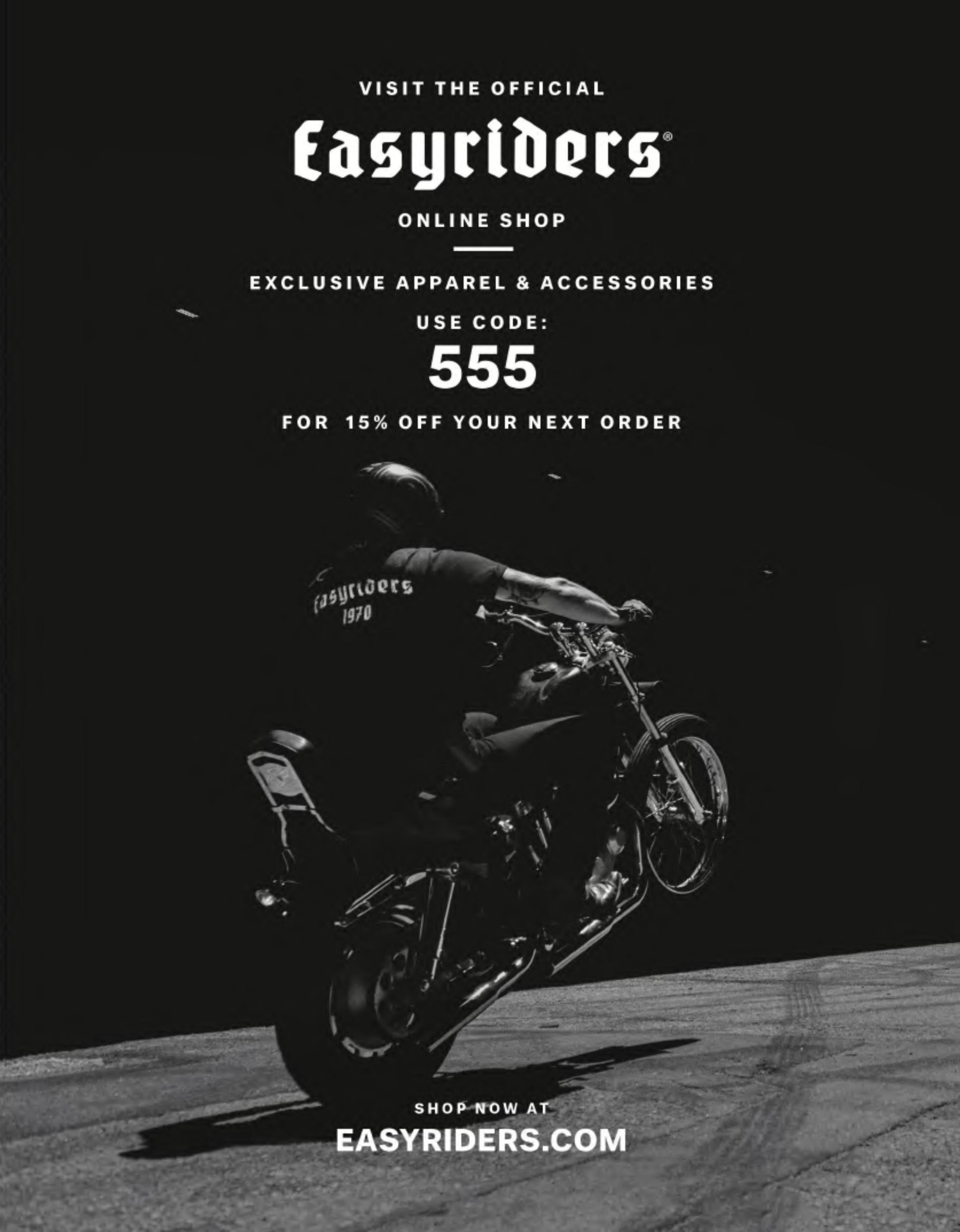
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