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512 • February 2016

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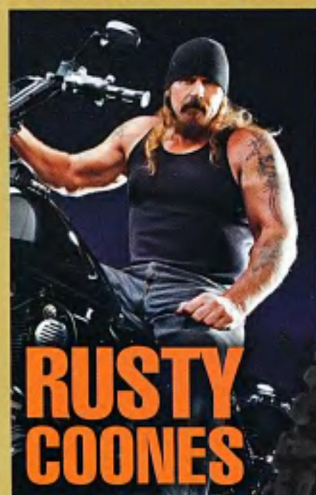
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Big Dong – Pay Me!

The owner of the world's longest penis has registered for disability, saying that his mammoth appendage makes it impossible to hold a job. The gargantuan member—18 inches long—hangs below his knees. He says that he cannot find a girlfriend because women are afraid to have sex with him. The record-breaking penis is two inches shorter than the world's shortest man.

Watch This!

You gotta wonder how often the narcissistic nature of teenagers leads to a stupid end. A kid who thought it would be cool to pose with his handgun for a selfie ended up shooting himself to death while takin' the pic.

I See Bugs

An assistant prosecutor was apparently freaked out by some Halloween decorations at the office. He told his coworkers that he was "deathly afraid of spiders" before pulling his pistol and threatening to shoot the decorations off the walls. The décor was removed, but the other employees were pretty shaken by the incident, and everyone has since been barred from carrying guns in the building. It just takes one guy to screw it up for everyone.

Darth Vader For Mayor

Some voters from the Ukraine Internet Party were recently disenfranchised after showing up at the polling station dressed as *Star Wars* characters. One man, dressed as Chewbacca, was arrested for not having a driving license. Videos posted online showed the Wookiee accompanied by an Imperial Stormtrooper stepping out of a car at the time of his arrest. Chewbacca was fined for "malignant

resistance to lawful requirements of a police officer." The party is reportedly running Darth Vader for Mayor.

Feud Drives Strippers To Church

A church has filed a lawsuit against a nearby strip club over a feud stemming from weekly protests by the church in front of the aforementioned strip club. In retaliation, the nightclub has been sending topless strippers to the church to attend services. The club's owner says of the tactic, "What's good for the goose is good for the gander."

Sperm Shortage Has Brits Worried

Britain's national sperm bank was seen a slowdown of donations, and has taken to advertising using the slogan, "Men, prove your worth!" Facing competition from Danish sperm banks, whose biggest exports are apparently beer, Legos, and sperm, the Brits are fighting back. Donors will receive about \$54 for each session, but are required to refrain from sex or masturbation for two days prior to each visit.

Bite My Balls

If you find yourself in a bar fight in Maryland, protect your junk. In recent news, an off duty police officer was accused of biting the balls of a man he accused of making unwanted advances towards his companion. The cop was subsequently charged with assault and public intoxication over the incident.

Dog Shoots Human

A dog aptly named "Trigger" wounded a hunter by accidentally stepping on a gun while the hunter was repositioning herself on the ground. This is the second such incident reported; on

another occasion a rabbit hunter leaned his gun on a tree and his trusty beagle stepped on it, accidentally wounding the owner. This sort of thing probably happens more often than we know.

In More Selfie News...

A macaque monkey named Naruto, who took a fairly famous selfie, is being defended by PETA against the owner of the camera that the monkey absconded with. PETA says that as the photographer, the monkey should receive compensation for copyright infringement for the publication of the images in a wildlife book. "Naruto has the right to own and benefit from the copyright...in the same manner and to the same extent as any other author," states the lawsuit.

Don't Mess With Tax Resisters

When the feds arrested a pair of tax protesters and seized their property, the feds ended up with 103 acres of land in New Hampshire they had to deal with. There was just one little problem—the land was possibly booby-trapped. Eight years later, they finally have a buyer. The identity of the buyer was not disclosed, but the US Marshalls have said they were "very glad" the property was finally sold.

Ban The Bums

The city of Sacramento, California, has passed a ban on loud or sleeping people from all of its busses and trains. Passengers will also no longer be allowed to get on a bus or train unless they are covered "above and below the waist" and wearing shoes. Unfortunately for their fellow riders, a ban on people who let off noxious odors did not pass.



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Frank Powell's
1967 FLH By Billy Lane



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Jere Booher's
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Ray Llanes'
1959 Harley-Davidson FL
By Warren Lane



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Daytona Beach,
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T.D. Ward's
Tricked Out Trike



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Fowlerville, Michigan



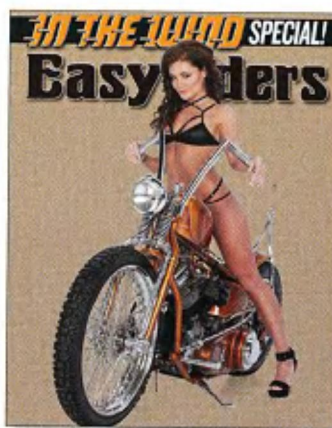
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Alabama's Rally
Comes Back



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Preacher's
Hot Rods' FXE



ON THE COVER:

Ray Llanes's 1956 Harley-Davidson FL by Warren Lane and Kimberly Heart shot by Don Rogers. Cover imaging by Smash Studio.

We love hearing from you!

Please send your questions or comments to the editor at dnichols@easyriders.net.

Next month's issue goes on sale January 19, 2016.



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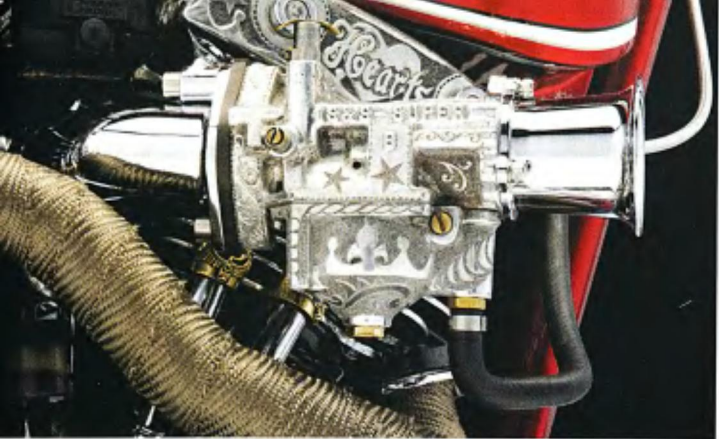
KING OF HEARTS



FRANK POWELL'S 1967 FLH BY BILLY LANE

Frank Powell had a special four-legged pal, a 65-lb. English Bulldog he called "King," whose name was selected due to the pup's "royal" blood as his father was the European champion of the breed. But as Fate

would have it, the beloved family pet developed a heart condition and was taken all too soon. In response to the loss, Frank decided to develop a veterinary equipment company to help vets save other animals.



**Billy Lane is back building
badass bikes — the spinning hubless
sounds like a supercharger!**







While a radiologist working with human patients, he established two Houston-based companies, Petrays.com and Cardiovet.com to provide faster methods to diagnose canine medical issues, including cardiology and X-rays data that could be telecommuted from anywhere in the world for almost instant analysis.

To commemorate King and at the same time draw attention to his veterinary industry trade show exhibits, Frank teamed up with Billy Lane who took on the "King of Hearts" project and Billy pulled out all the stops. In fact, he pulled out most of the 18-inch rear wheel to create its hubless design. The high-tech wonder requires the incorporation of special sealed ceramic ball bearings, which cost \$22,000.

"Nothing on this bike is done with

CNC; everything was made by hand," Billy says. "As far as the rear hubless, that was the sixth I've built, and they keep getting better as the ball-bearing technology improves. In this case, the bearing assembly is the lightest physically and visually that I've done. I ended up machining the wheel, all the bearing races, and the rear sprocket by hand on my Bridgeport mill."

Billy's other handmade pieces include the foot controls, primary plate, belt guard, rear brake assembly, the left side jackshaft assembly, rear fender, gas tank, and frame, while the 74-cubic-inch, 1967 FLH motor benefited from a major rebuild.

Asked how the King of Hearts rides with the hubless wheel, Billy says, "Everybody asks that. It rides and stops normally. People think the bike won't go fast because of the enormous rear

sprocket, but I corrected the ratio with the jackshaft's design. Because of the bearings, when the wheel is spinning, it sounds like a supercharger."

"I always liked Billy's bikes and finally got around to asking him to build me this one," Frank tells us. "I told him I wanted the hubless wheel, explained the rise and rake I wanted and that I wanted the bike to be red and pretty much let him do all the rest. He was super easy to work with and did such an amazing job and so did Heather New with her mind-boggling engraving."

There's also a new canine member of Frank's family named Duke and he's thinking of having Billy build another "bulldog" bike, in this case maybe a knucklehead bobber with some serious bite.

—Paul Garson



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Russ Brown
Chris Koo *Jim Long*

WE CARE

Russ was inducted into the Sturgis Motorcycle Hall of Fame, the only attorney ever to receive this honor. His commitment to the motorcycle community resulted in "BAM" (Breakdown Assistance for Motorcyclists), a FREE nationwide volunteer program of over 2,000,000 riders helping riders everywhere in the U.S. We go the extra mile for our clients and our friends. Our business model is built on relationships and trust.

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66

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

-Thank you,
Rick Rademacher

Call us at 1-800-4-BIKERS or visit our website at RussBrown.com today.

Owner: Frank Powell
City: Spring, Texas
GENERAL
Designer: Billy Lane
Year and make: 1967 Harley-Davidson
Model: FLH
Fabrication: Billy Lane
Assembly: Billy Lane
Time: 18 months
Chroming: Spacecoast Plating

ENGINE

Year and make: 1967 Harley-Davidson
Model: FLH
Builder: Billy Lane
Displacement: 74 cu. in.
Cam: S&S
Ignition: points
Pistons: S&S
Lower end: S&S
Heads: Harley-Davidson
Lifters: JIMS

Fuel System: S&S Super B Carb

Pipes: Billy Lane

TRANSMISSION

Year and make: 2013 JIMS

Shifting: foot

PAINT

Painter: Mo Diaz

Type/color: Candy Red

Special paint: Mo's Image Customs

Engraving: Heather New/

New-Line Engraving

FRAME

Year and builder: 2013 Billy Lane

Type: rigid

Rake: 40 degrees

Stretch: 4 inches

ACCESSORIES

Bars: Billy Lane

Handlebar controls: PM

Fenders: Billy Lane

Headlight: Bates

Taillight: LED

Electrics: Cycle Electric

Gas tank: Billy Lane

Oil tank: Moon Equipment

Oil system: Harley-Davidson

Seat: Adam Croft

Pegs: Arlen Ness

Grips: Arlen Ness

FORKS

Type: springer

Extension: 10 inches over

Builder: DNA

WHEELS

Size: 21-inch front, 18-inch rear

Wheel: RSD front, Billy Lane rear

Tires: Metzeler

Brake: Brembo, PM

Photos: Michael Lichter
Contact: Billy Lane Choppers
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WACO GRAND JURY INDICTS 106

In the latest twist of the Waco shooting incident at the Confederation of Clubs and Independents meeting back on May 17, the Grand Jury has chosen to indict 106 bikers for engaging in organized criminal activity by intentionally or knowingly causing the death of an individual. Interestingly, nine of the indicted were not among those originally arrested on the day of the shootings. District Attorney Abel Reyna said that the grand jury would meet again to consider whether to bring charges against the remaining 80 bikers who were arrested.

The basis of this case is freedom of association. The way we see it the cops apparently decided to round up everyone at the event with a patch, irrespective of whether they had any part in the violence. The charge of engaging in organized criminal activity is a serious charge. Those convicted could face 15 years to life in prison.

It is important to note that a grand jury only hears from the prosecutor, to make a determination as to whether charges should be made. Defense attorneys are completely locked out of the process.

Grand juries are not open to the public, so there is no way of knowing what they may have considered in making the indictments. It is important to keep in mind that while an indictment does not guarantee a conviction, in our broken system of justice, many innocent people end up pleading guilty to lesser crimes than they are originally charged with, often to crimes which they did not commit, simply because they cannot afford a proper defense. Ninety-five percent of criminal cases never go to

trial at all, but instead end with plea bargains. Those who plead out will also be unable to sue later in a civil rights violation lawsuit when the reckoning against the city comes due.

This may be part of DA Reyna's strategy, and of course he is also relying on weaker individuals who will bear witness against their fellow defendants in exchange for lighter sentences. Once caught in the cogs of the system, no individual can prevail over the state. The only winner is the state.

Sources: Breitbart, Waco Tribune, Austin American Statesman, Motorcycle Profiling Project

PENNSYLVANIA DEAD RED BILL PASSED BY HOUSE

Riders have likely been frustrated at one time or another by the failure of traffic signals to sense motorcycles, leaving us stranded at red lights that never change. In Pennsylvania, the House has passed a bill, 179-18, to allow motorists to proceed carefully if they are stuck at a light that won't turn green.

The law applies to all vehicles, including buggies, light cars, and motorcycles. Riders must stop at the light, make sure traffic is clear, and then may proceed as if it was a stop sign.

Don't celebrate yet. The measure is now on its way to the Senate where it still has to be considered before traveling to the governor's desk.

STURGIS TRADEMARK DISPUTE SETTLED

In a trademark dispute between Sturgis Motorcycle Rally Inc. (SMRI) as plaintiffs, and Rushmore Photo

& Gifts and Walmart on the defense, SMRI has prevailed in federal district court, and the defendants have been ordered to collectively pay SMRI \$912,000 in tribute. SMRI had previously sought \$7 million in damages.

The defendants had been charged with violating SMRI's trademarks using the terms "Black Hills" and "Sturgis," among other claimed trademarks on their merchandise, which SMRI claimed for themselves, saying that using the word Sturgis created confusion and deceived customers into thinking they were buying officially licensed merchandise.

Rushmore Photo & Gifts owner, Paul Niemann, has vowed to appeal the decision.

MISSOURI HELMET LAW ROLLBACK

The helmet freedom bill (HB 523), passed by the Missouri House of Representatives back in April has failed to advance into the 2015 season. Rep. Burlison, who introduced the bill, has vowed to re-file it for next year's session.

Missouri is a universal helmet law state. Burlison's bill would allow motorcyclists 21 and over to choose their headgear, as long as they carry the requisite \$50,000 in health insurance coverage.

Editor: Remember when helmet law activists warned that insurance laws as a condition of passing helmet choice bills were unconstitutionally discriminatory against motorcyclists? The politicians fixed that one; it is now illegal for anyone to not have health insurance. Discrimination problem solved!

Source: Rep. Burlison's office

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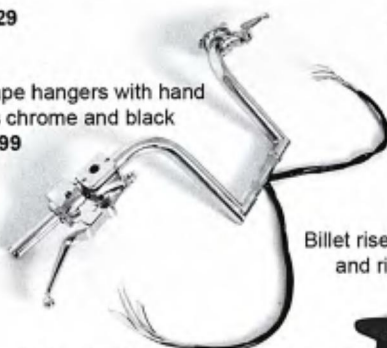
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VA DECLARES VETS DEAD, CUTS OFF BENEFITS

In what is far from an isolated incident, a couple of Vietnam vets found out that the VA had declared them dead and cut off their benefits. One of them, a Navy vet, after being told they cut him off for being dead said, "Well, I'm not, in fact I'm feeling rather chipper this morning." He was one of six Tampa Bay vets who recently shared the experience and are the only the tip of the iceberg. It is not known how many similar cases there are nationwide.

Congress supposedly passed an overhaul of the veteran's healthcare system after one report claimed that nearly one third of veterans with pending applications for healthcare had died while waiting for approval. VA officials dispute these findings, saying that it is not clear if all of those who died were truly seeking care or had merely indicated interest in signing up.

Editor's soapbox: *The care that our veterans receive in the VA hospitals is often outrageous, but let's put it into perspective. The VA is a shining example of a Single Payer healthcare system. When you hear the politicians clamoring for Single Payer, they are advocating the equivalent of imposing VA healthcare on everyone. Single Payer equals rationed care. It's bad enough that our vets are stuck with this system; is this what we really want in America?*

Source: Tampa Tribune,
TomWoods.com

INMATE CALL COST TO BE CUT

The cost of calling for inmates may soon be reduced, to the welcome relief of their families. The FCC made a



ruling that will reduce the cost of an inmate call to \$1.65 for 15 minutes. Typically fees have boosted the cost to \$17 to \$25 per call for 15 minutes, creating a severe hardship on prisoner's families, whom usually foot the bill.

The FCC imposed a cap of 11 cents a minute for state and federal lockups and 14 to 22 cents a minute for local jails. In addition, it will eliminate flat rates for calls, eliminate extra fees, and discourage companies from paying commissions to correctional agencies from jail phone profits.

There are two million people currently incarcerated in the United States; talk about your captive customer base. Executive director of the National Sheriff's Association, Jonathan Thompson, decried the new rate structure, saying that the group is "very disappointed," and predicted that it will lead to decreased access to phones for inmates.

The FCC's review started when a Washington D.C., grandmother complained that she was spending \$1,000 a year to talk to her grandson. All this adds up to some big money. For instance, it was found that Texas jails generated \$32.8 million in revenues from inmate calls in 2013. The changes will take effect in 2016.

Source: Houston Chronicle

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All that artwork's been rendered with a Sharpie,
buried under clear coat.





HELLBENT CUSTOMS' OL' SOFTIE

CHANGE OF PACE

"I've been in this custom bike business for more than 25 years," Jere Booher says, "and lately the work's pretty much become baggers and big front wheels."

Not that he's complaining.

Those bikes keep the lights on at Hellbent Custom Motorcycles. But Jere was aching for something different to get his hands into, something other than a bagger, a change of pace. Here it is.

Built for fun, for personal therapy, and to draw some attention to everything else this Trenton, Tennessee, shop could do, Jere put together something totally different, and built it from scratch. What better way to showcase the Hellbent skills? The place is a full fabrication shop, able to make and do pretty much anything. So why not build a motorcycle from scratch, starting with the frame?

"Back in the day," Jere says, "back when I started in this business, the aftermarket wasn't anything like it is today. I used to make all my own frames. It's an art form we've kinda gotten away from now that you can open a catalog and roll on." Missing that fun, and the challenge, he drew up and made the one-off frame for a bike that would pull double duty—something he could ride and have fun with and at the same time bring that attention to the shop.

Jere collaborated with painter Brad H., who sprayed the PPG paint, covered it all with artwork rendered with a Sharpie followed by clear coat. Just about everything was made at the Hellbent shop or over at Brad's place, whipped up from scratch or heavily modified.

The gas tank, for instance, began as a Sportster piece, the rear fender's a severely altered Fat Katz, and the front



fender started its life on a Harley. The hand-formed oil tank was molded right into the frame and capped with aluminum end plates with a drilled-out detail, a styling touch Jere carried out throughout the bike accenting the battery box, the points cover, the primary and even sections of the frame. The wheels are kind of interesting, too. Found on eBay, apparently they're an SMT design that never went into production. "I've been told they're a one-off set," Jere says. "I don't know if that's true, but I've never seen another pair like them."

The bike Jere called "Ol' Softie" was sold just a little while ago, "There isn't a day that goes by that I don't miss this bike," Jere says, the regret sounding in his voice. "It was fun to look at and even more fun to ride."

—Joe Kress



What better way to showcase a shop's skills
than to build a motorcycle from scratch?



Owner: Jere Booher
City: Trenton, Tennessee

GENERAL

Designer: Hellbent Customs
Fabrication: Hellbent Customs
Year/make: 2014 Hellbent
Model: Ol' Softie
Assembly: Hellbent Customs
Time: 2 years

ENGINE

Year and make: 2014 RevTech
Rebuilder: Hellbent Customs
Displacement: 100 cu. In.
Ignition: Dyna 2000
Cam: S&S
Fuel System: Mikuni Carb
Air cleaner: Hellbent "Stack"
Pipes: Sic Pipes

TRANSMISSION

Year and make: 2014 Baker
Shifting: 6-speed

PAINTING

Painter: Brad H Designs
Type/color: PPG/Arctic White

FRAME

Year and make: 2014 Hellbent
Customs

Type: hidden-shock
Rake: 36 degrees
Stretch: 6 inches up
Shocks: Harley-Davidson

ACCESSORIES

Bars: Hellbent Customs
Handlebar controls: Evil Ones
Fenders: Hellbent Customs
Headlight: Headwinds
Taillight: 1954 Ford
Pegs: SMT
Foot controls: SMT
Gas tank: Hellbent Customs
Oil tank: Hellbent Customs
Seat: Hellbent Customs
Mirrors: Arlen Ness
Grips: SMT

FRONT END

Type: Harley-Davidson, 41mm
Builder: Hellbent Customs

WHEELS

Make: SMT
Size: 23-inch front, 18-inch rear
Tires: Avon, 300-series rear
Brakes: custom sprator, D&C caliper

Photos: Shooters Images
Contact: Hellbent Customs
731-388-2205
hellbentcustomcycles.com





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COMBAT SLIP-ONS

FEATURES & BENEFITS

- 4.5" Megaphone mufflers available in black or chrome
- Optional sculpted black end caps or chrome
- Contains a two-stepped 2.5" to 3" XL Performance Race Baffle (optional Quiet baffles available)
- Deep Throaty Sound—Serious Performance
- Slip-ons and headers sold separately

RIGHT-SIDE TUCK&UNDER TRUE-DUAL HEADERS

FEATURES & BENEFITS

- Offered in chrome or black
 - One-piece independent headers from each cylinder
 - Eliminates co-mingling, provides free flowing performance to mufflers without reducing pipe under frame
 - Runs 60% cooler with an 8 degree drop in oil temperature
 - Fits 1995–2016 Harley – Touring/Dressers *
 - Heavy-duty, American steel full length one-piece heatshields
- * Not legal for street use on any pollution controlled motorcycle
Slip-ons & headers sold separately

★ Not legal for street use on any pollution controlled motorcycle
Slip-ons & headers sold separately

Slip-ons & headers sold separately

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BETWEEN
YOUR LEGS**



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Passin' Gas

Two bros, Bert and Ernie, reunited after many years and were quietly catching up on each other's lives. After a while, Bert, in a confessional tone said, "You know, the truth is, I've been rolling solo for a long time, too long maybe. Now lately I'm kind of worried because I've been starting to talk to myself."

Ernie chimed in helpfully, "That's not a big deal, bro, everybody talks to themselves. How often are you doing this?"

Bert shot back, "I'm not talking to you."

*Beatnik
Somewhere else*

Hey, you know why tweakers like to fuck doggy style?

So that they can both peer through the curtains at the same time.

*Lee
Sacramento, California*

Two dogs were locked together in sexual congress out on the schoolyard playground and Johnny offered to go outside and break it up, but the teacher chose Billy instead. After trying his best to pull them apart, Billy had to admit defeat. So the teacher consented to let Johnny try. Johnny licked his index finger and crammed it up the top dog's ass, which caused the mutt to break free and run away yelping. "Good grief, Johnny!" the schoolmarm exclaimed, "How did you know that was the way to help those poor creatures?"

"Easy," the kid explained, "That was my old dog Shep. He can dish it out okay, but he sure can't take it."

*K-9
Ft. Leavenworth, Kansas*

Dastardly Dave, an old biker, went to a singles dance and spotted a good-looking blonde sitting in a corner by herself. He wandered over and asked her to dance. "I'd love to," said the chick, But I don't have any arms or legs."

Dave was shocked for a moment, but upon closer inspection she did indeed not have arms or legs. Nonetheless, they talked for over an hour and then he asked if he could drive her home, an offer she readily accepted.

On the way home, he pulled his pickup over to the side of a deserted road and soon they were making out like crazy. "Slip this coat-hanger under my dress," sighed the girl, "and move it up so that the hook comes up behind my head, then hook me onto that telephone pole and we can get it on."

He did exactly that and fucked her until they were both spent. Later, when they arrived at her house, he carried her inside. Feeling guilty, Dave took the girl's father aside and spilled what had happened, and apologized. "Aw, don't feel bad," said the dad, "I should be thanking you. Most guys just leave her hanging there on the pole."

*Tim Thomas
LaGrange, Kentucky*

Timmy, what do you want for your birthday?" asked Timmy's mom.

"I want a stripper!" blurted the biker tot.

The mom was taken aback, "What on Earth would you do with a stripper?"

"Take her apart." Answered back the kid.

"You can't take a stripper apart!" said the flabbergasted mom.

"Oh yes you can," said the rugrat, "I heard daddy tell uncle Bill that he screwed the ass off one last week."

*Paul Hackerson
Somewhere, USA*

A 6-foot-6 biker had just married a tiny blonde and his friends couldn't figure out why he hooked-up with such a small girl. "She's hardly bigger than your hand." His bro declared.

"I know," replied the biker, "but she's a hell of a lot better."

*Tiny
New York, New York*

Well, it took a lotta bitching and carrying on," Tank's ol' lady said, "but I finally got my ol' man to quit smoking."

"Are you sure?" said the neighbor lady.

"Yeah, cause he left the house three days ago for smokes and ain't come back yet."

*Brewster
Salome, Arizona*



"Whew, I almost didn't make it on time!"

THE MASTERPIECE

A PANHEAD FOREVER IN THE MAKING





No two parts on this bike come from the same donor bike, according to Ray Llanes. And to say this bike has long been in the making could be slightly misleading because, while the actual building phase only took about half a year, it's the various parts that have come together to make this bike not only a long-term project in an almost epic sense of the word, but also, and maybe more importantly, a product of and symbol for friendship that has lasted years.

This bike's 1954 wishbone frame used to belong to Ray's father-in-law, who had it since the early 1970s. He had given the frame to Ray at some point, while keeping the engine and other parts for a new project that ultimately never seems to have materialized. "He ended up selling the engine and everything else," says Ray.

Once he had the frame, Ray started collecting motor parts, like a set of heads and cases of a 1959 engine, plus the flywheels. He says he got the 1938 Springer front end from a buddy of his for 500 bucks. "The guy said 'I'm basically giving it to you for that money,'" Ray adds. "I've been saving parts forever to build a panhead, and one day Warren Lane and I were just talking about it and decided to just go ahead and build something."

It helps, of course, when you've known a talented builder like Warren Lane since both of you were axle-high to a front wheel—and not that Ray isn't talented in his own rights, but he gives all the kudos to Warren. It means you're assured of a masterpiece that you may or may not have contributed to in whatever small measure. In Ray's case, he says that "I basically just helped out here and there, like cleaning and reassembling the transmission, and so forth, and Warren did all the rest."

In other words, every piece of this bike that didn't come from somewhere else was made by Warren, like the motor that he put together, or the internal handlebars he built from scratch, or the rear fender that he fabbed out of an old Model A spare tire ring.

Ray says after the bike was finished, he kept it "raw" for a while. "I had it unpainted until a buddy of mine that I'm in business with said, 'Hey man, I've never painted a bike before, let me paint yours.'"

Normally, those aren't words that foster confidence, but in Ray's case, the buddy happens to be Mo Diaz, a very well-known and award-winning painter of lowriders—the four-wheeled kind—and the owner of Mo'S Image Customs. "In fact, he just won the Low Rider's Best Painter of the Year Award in Las Vegas," Ray adds. "And now he's a motorcycle painter!"

As befits any Lane brothers creation, the bike has already won awards and will probably continue to do so as Ray plans on keeping it in the family for a long time to come.

—Tripper



I had it unpainted until a buddy of mine that I'm in business with said, 'Hey man, I've never painted a bike before, let me paint yours.'







I've been saving parts
forever to build a panhead,
and one day Warren Lane
and I were just talking about
it and decided to just go
ahead and build something.

This month's *Easyriders* girl is curvaceous Kimberly Heart from Georgia. Kimberly and Ray Lane's Warren Lane-built panhead are a perfect match and a great representation of Southern sensuality.

Owner: Ray Llanes
City: Miami, Florida

GENERAL

Fabrication: Warren Lane
Year/make: 1959 Harley-Davidson
Model: FL
Assembly: Warren Lane
Time: 6 months
Chroming: Action Plating, Opa Locka

ENGINE

Year/make: 1959 Harley-Davidson
Model: FL
Rebuilder: Warren Lane
Ignition: stock
Displacement: 74 cubic inches
Lower end: stock
Balancing: Warren Lane

Pistons: stock
Heads: STD
Cam: Crane
Lifters: solid
Fuel System: S&S Carb
Air Cleaner: Goodson
Pipes: custom

TRANSMISSION

Year: 1959
Modifications: foot clutch
Shifting: jockey

PAINT

Painter: Mo'S Image Customs
Type/color: House of Kolor/Pagan Gold,
Root Beer

FRAME

Year/make: 1954 Harley-Davidson
Type: wishbone
Rake: stock

ACCESSORIES

Bars: W. Lane Customs
Handlebar controls: internal, W. Lane
Fender(s): Ford Model A
Headlight: Unity spot lamp
Taillight: W. Lane, "aircraft style"
Electrics: W. Lane
Gas tank: W. Lane
Oil tank: modified stock
Oil system: stock
Primary cover: stock
Seat: Adam Croft "Hand FN Made"
Grips: Warren Lane

FORKS

Type: springer 1938
Extension: none
Builder: Harley-Davidson

WHEELS

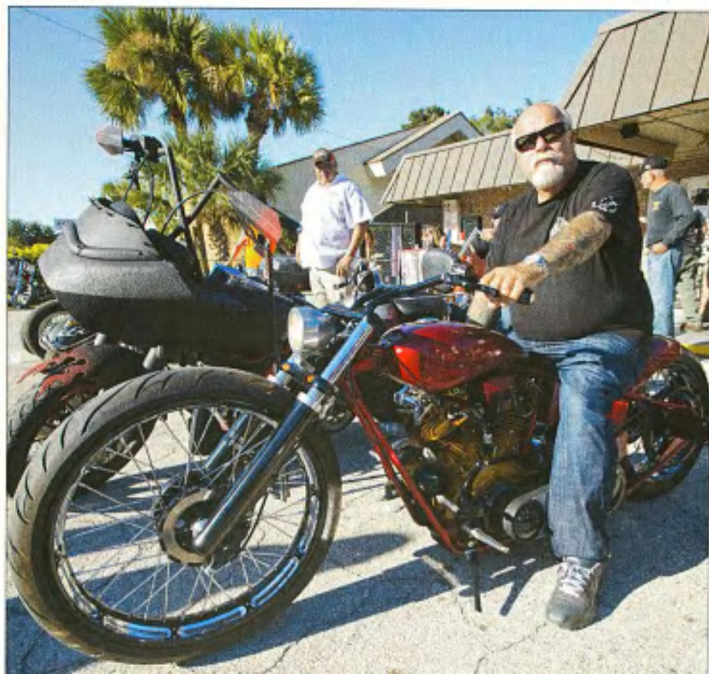
Size: 23-inch front, 16-inch rear
Hubs: stainless star hub
Tires: Knobby "Duro"
Brakes: juice drum rear

Photos: Don Rogers
Model: Kimberly Heart



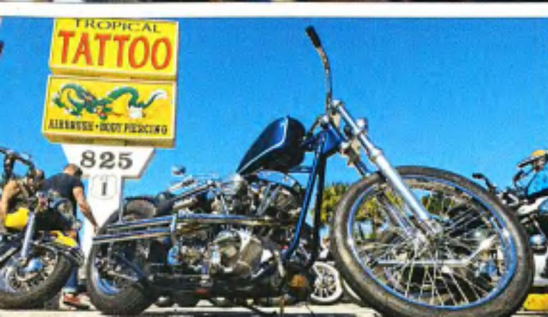
This coming March will mark the 75th running of the mega bike rally known as Daytona Bike Week. Just as Bike Week is a welcome escape from winter in which riders head south to the Florida sun, another Daytona Beach event has long ushered in those cold winter months with the autumn run to Biketoberfest.

Daytona's Biketoberfest is held each October on the weekend following Columbus Day. The official Biketoberfest 2015 dates this year were October 15-18. This run has everything you love about March Bike Week but with fewer people, which makes for shorter lines, better riding, and more two-wheeled fun.





BIKERTOBERFEST 2015



David Mann Tapestry!!!

21" X 34"

FREE!



This high Quality "IN MEMORY OF" tapestry is 21" by 34" and printed on 100% polyester poplin cloth. You can push-pin it right up on the wall - or, have it mounted and framed for a real class act!

All you have to do to get one for your own man cave, **FREE** - is subscribe to *Easyriders* for only \$29.99 for 1 year (12 issues) OR \$49.99 for 2 years - OR \$69.99 for 3 years. And a uniformed messenger will bring your tapestry and magazines right to your door!

(Offer valid only for PAID subscriptions • Limited Quantities, offer good while supplies last)



Easyriders artist David Mann captured the biker lifestyle like no other. He was truly the Norman Rockwell of the two-wheeled world. He had the feel of the road and the knowledge of custom motorcycles to accurately portray the real lifestyle! This "In Memory Of" piece depicts the loss of a loved one, through the missing rider of the rear shadow on the mountain. No doubt a wife, girlfriend or close acquaintance - it reminds us, here at the magazine, of some really stand up female staff that are no longer with us.

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WIN!!! WIN!!! WIN!!!

Limited Edition Canvas Giclee Print Contest!

30" X 45"



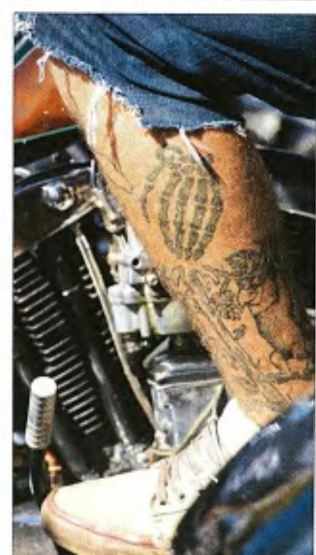
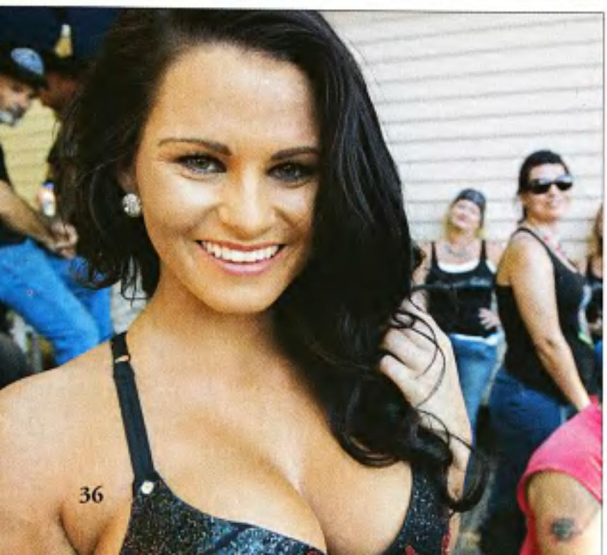
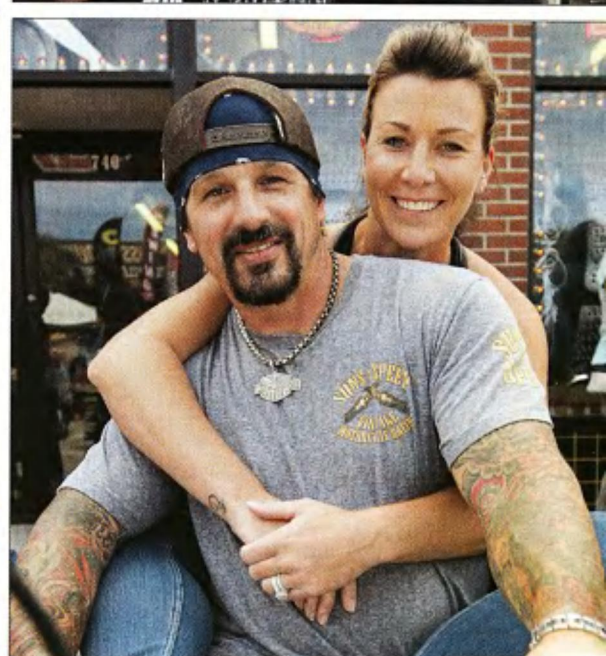
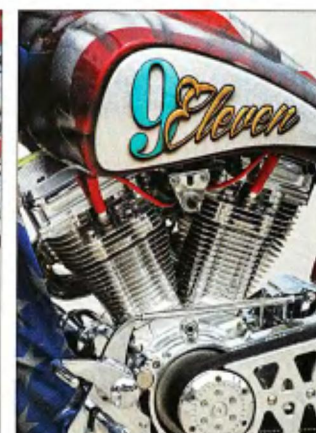
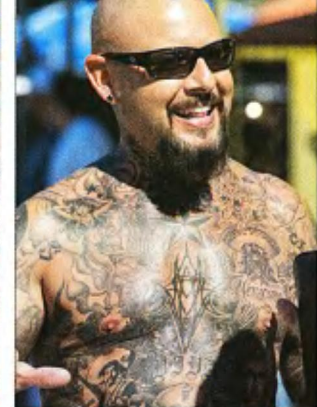
Six, word savvy, reader/writers are going to win one of these 30" by 45" limited edition canvas giclee prints of David Mann's "IN MEMORY OF" painting, which was first published in 1999.

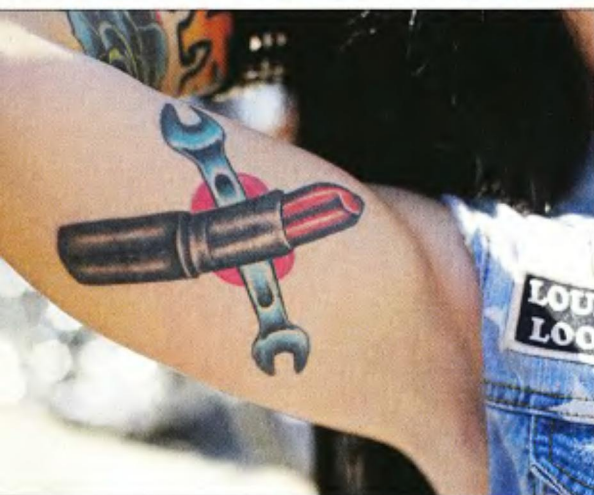
All you have to do to win one of these 6 very limited edition canvas giclee prints (we are only printing 6 for this contest) is tell us in 50 words or less, what this iconic image means to you, and/or tell us what David Mann's body of artwork has meant to you in your lifetime. Our magazine editors will judge the entries and pick the 6 winners - and - who knows, they may want you to be an ongoing, PAID CONTRIBUTOR to our magazines! The winners will be announced in the August '16 issue of *Easysiders* and their entries will be published in that issue too! The contest deadline is 3/16/16 and there is only one entry permitted per household. No purchase necessary, void where prohibited by law.

TO ENTER GO TO
DMTAP.COM

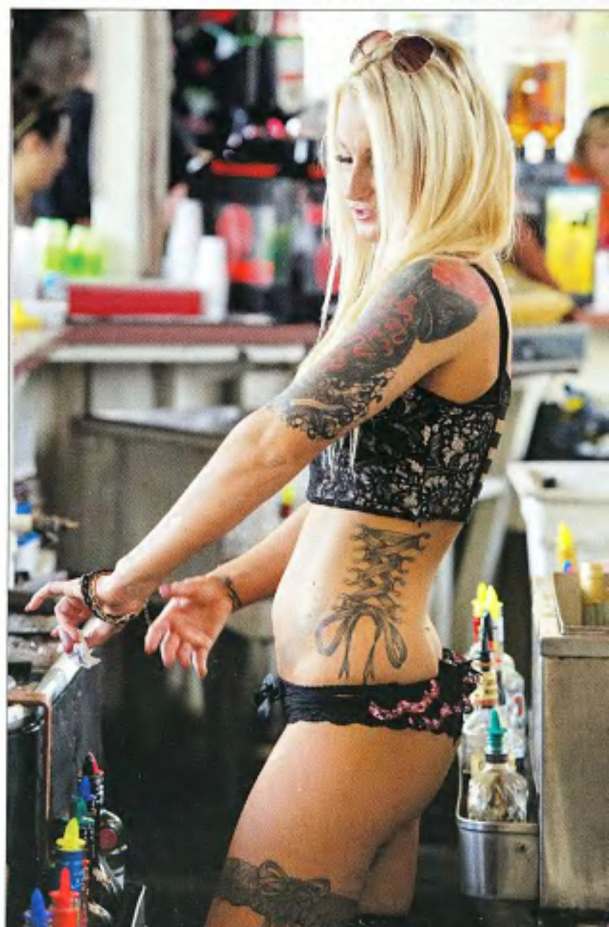
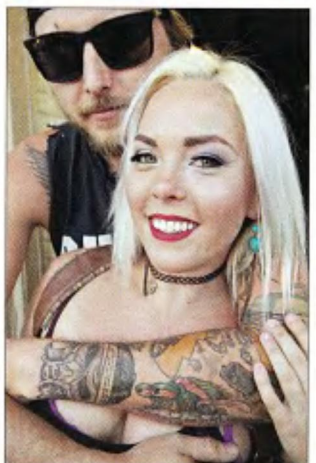
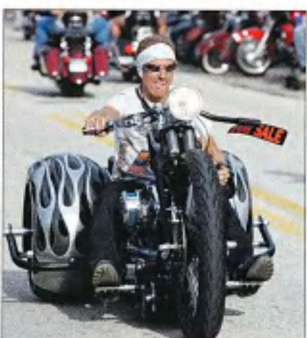
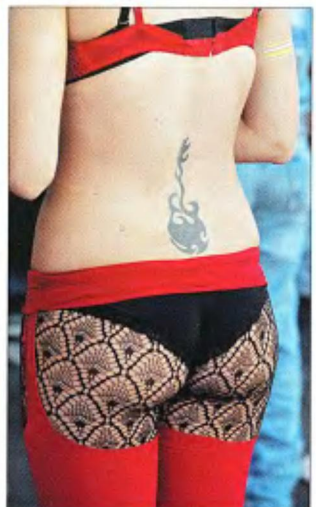


A602EC





This year's run offered up incredible sunny weather, a variety of great live music, motorcycle vendors galore, and awesome ride-in bike shows, such as the one put on at Willie's Tropical Tattoo in Ormond Beach. Willie's Old School show is a must-attend event in itself. Main Street and Beach Street are still great places to see and be seen, and Destination Daytona is like a two-wheel theme park of grand proportions. If you can't find a new geegaw for your scooter at Destination Daytona, you just aren't tryin'.





Though we've ridden to Daytona Beach for this last run before winter many times over the years, our favorite places for Florida fun are still the Iron Horse Saloon and Broken Spoke Saloon in Ormond, the Boot Hill Saloon and Dirty Harry's on Main Street, as well as a ride down the coast for some local seafood while gazing out at the Atlantic Ocean.

If you attended Biketoberfest this year, Michael Lichter's photos will bring back fond memories, and if you didn't, make sure to make the ride next October for the 25th running of this last riding hurrah before winter.

—Dave Nichols

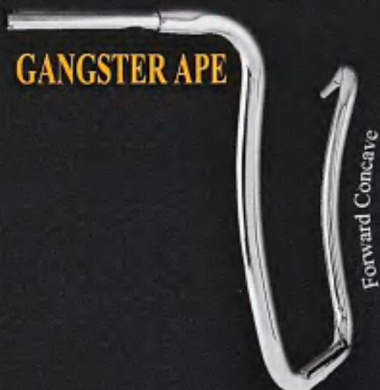
Photos: Michael Lichter

ORIGINAL • STYLE • INNOVATION

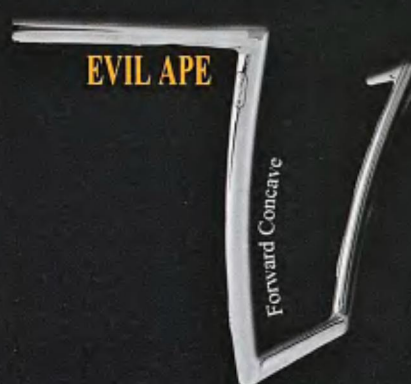
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SALT

While T.D. Ward's Rods & Rides started out originally building all kinds of hot rod and pro-street cars, motorcycles are now the team's prevailing passion. Around 50 bikes per year roll out of the St. Louis shop known for its focus on killer customs, bobbers, and board trackers.

Many of T.D.'s clients are members of the military and strongly loyal to the fat wheelers he creates totally hands-on, everything made in the USA, even to the point that he buys locally produced raw iron and steel for his fabrications. St. Louis is also home to Ultima, which builds many of the big motors planted in T.D.'s bikes. "I can go there and watch them put the whole motor together, so we mostly use their drivetrains," T.D. tells us.



TY DOG

T.D. WARD'S TRICKED OUT TRIKE



Owner: T.D. Ward
City: St. Louis, Missouri
GENERAL
Designer: T.D. Ward
Year and make: 2015 Rods & Rides
Model: 300 Trike
Fabrication: Rods & Rides
Assembly: T.D. Ward
Time: 4 months
Chroming: Arkansas Jim

ENGINE

Year and make: 2014 Ultima
Model: El Bruto
Displacement: 127 cu. in.
Cam: Ultima
Ignition: Ultima
Pistons: Ultima
Lower end: Ultima
Heads: Ultima
Lifters: Ultima

Fuel System: Ultima Carb
Air cleaner: Rods & Rides
Pipes: Rods & Rides

TRANSMISSION

Year and make: 2014 Ultima
Shifting: hand-shift, foot clutch

PAINT

Painter: Todd the Rod
Type/color: PPG/Dove Blue satin
Special paint: rust graphics

FRAME

Year and builder: 2015 Rods & Rides
Type: 300 Twin Rigid
Rake: 30 degrees
Stretch: 2 inches
Shocks: rigid

ACCESSORIES

Bars: Dresser
Handlebar controls: none
Fenders: Fat Katz
Headlight: Bates
Taillight: 1932 Ford/LED
Electrics: Rods & Rides
Gas tank: Rods & Rides
Oil tank: Rods & Rides
Oil system: Ultima
Seat: Rich Phillips
Pegs: Rods & Rides

Grips: Avon

FORKS

Type: springer
Extension: 4 inches under
Builder: MidUSA

WHEELS

Size: 23-inch front, 300 series rear
Wheels: spool
Tires: Avon
Brakes: dual caliper DNA 4-piston on rear wheels

In addition to two wheels, he occasionally builds trikes with a definite style of their own. Case in point, the three-wheeler seen here that T.D. calls Salty Dog. "I've built a lot of rat rod pickups, so I thought maybe it'd be cool to design one along those lines, but not just something rusty," T.D. says. "I thought I'd keep the barn-find feel to it, but add a polished big inch motor, 3-inch belt drive, and a pair of 300 series rear tires."

"We painted it with 1960s VW Dove Blue satin color and airbrushed the simulated rust graphics to set it all off," T.D. confides. "I'd also found this cowhide at the Fort Worth stock yards and was going to use it on one of my

rat rod truck seats, then decided to use it for the trike, so that was my first hair-on-hide seat."

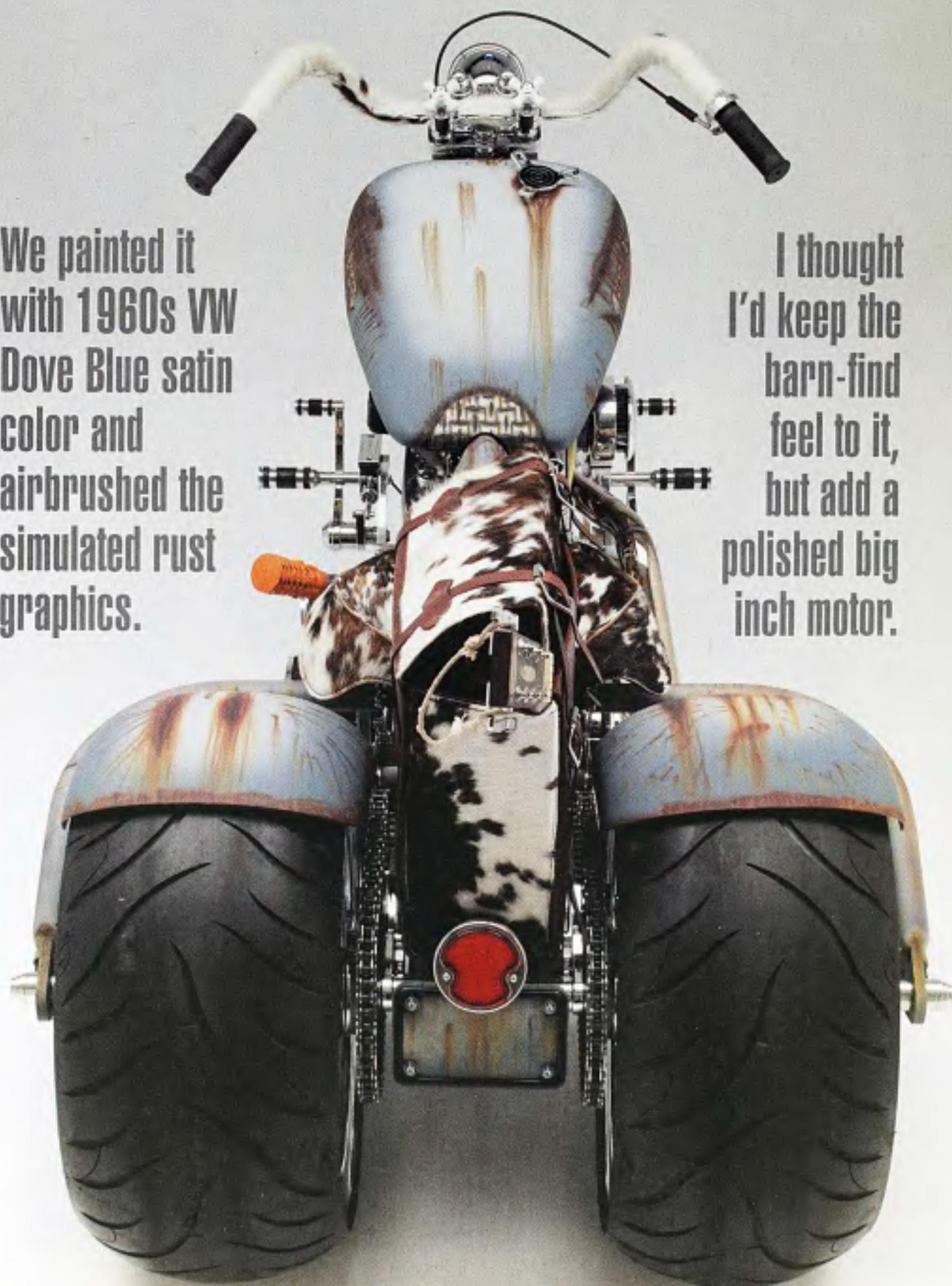
As for the performance of the 4-foot-wide machine, T.D. says, "It's very easy to ride. Even with those fat tires, you can whip it around corners. And with that motor, it's also a total tire burner. You have that foot clutch and jockey shift and both hands on the handlebars. You drop the clutch and just light 'em up, a blast to ride, a great 'round town cruiser."

When Salty Dog showed up at the Daytona Boardwalk and Rat's Hole competitions last year, it took home Best Trike awards.

—Paul Garson

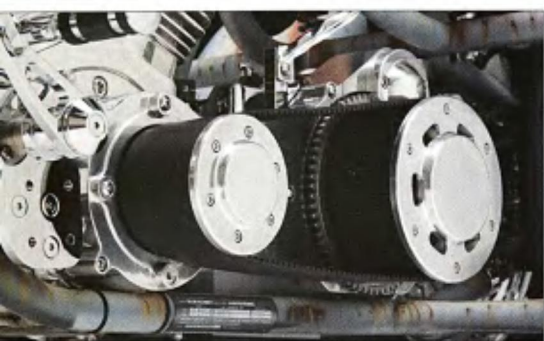
We painted it with 1960s VW Dove Blue satin color and airbrushed the simulated rust graphics.

I thought I'd keep the barn-find feel to it, but add a polished big inch motor.



Photos: Michael Lichter

Contact: Rods & Rides • 855-ROD-RIDE





SCREAMIN' EAGLE STREET CANNON SLIP-ON MUFFLERS

Enhance the performance and exhaust tone of your Harley-Davidson Softail model with the new Screamin' Eagle Street Cannon Slip-On Mufflers from Harley-Davidson. These 3.25-inch high-flow mufflers are available in either Shotgun or Shorty Dual styles and have been specifically tuned to deliver an aggressive exhaust note and improved performance while preserving neighborhood peace. Both styles are available in either rich chrome or a heat-resistant jet black ceramic finish. The Jet Black mufflers include matching Screamin' Eagle muffler shields. Complete the installation by selecting 3.25-inch end caps and muffler clamps (sold separately). These mufflers are street-legal and EPA stamped.

h-d.com



HHI 55MM TRIPLE TREES

Hawg Halters Inc. has come out with its new custom 55mm triple trees for V-Rod motorcycles with an inverted front end configuration. Designed to perform, these custom HHI triple trees are

made of billet aluminum in HHI's Georgia-based manufacturing facility. The new triple trees come in 4-, 6-, and 8-degree rake configurations and can be ordered in black, machine, or brilliant chrome finish. The three rakes offered by HHI allow for the proper building of a V-Rod trike conversion (4 degrees), a 23-inch wheel upgrade on a two wheel V-Rod (6 degrees), and finally a 26-inch wheel upgrade on a two wheel V-Rod (8 degrees). HHI triple trees are tested for ride, control, and fit. HHI billet triple trees are 40 percent stronger than a stock cast triple tree.

hawghalters.com

CRUSHER MAVERICK 2.5-INCH SLIP-ONS FOR INDIAN SCOUT

Shed pounds, boost performance, and pump up the volume with Crusher Maverick 2.5-Inch Slip-Ons, now available for Indian Scouts. Crusher's flagship Maverick Series features aggressively styled CNC-machined billet aluminum end caps and brushed stainless steel banding embossed with the Crusher emblem. The unique high-flow louvered baffle design produces intense exhaust notes throughout the power band for a hard-hitting rumble at idle and a deep, throaty bark at full throttle. Maverick slip-ons provide a proven 5% jump in horsepower without intake, header, or fuel mapping modifications, and weigh approximately 14 pounds less than the stock Scout mufflers. Made in the United States from



premium chrome-plated steel, Crusher Maverick 2.5-Inch Slip-Ons come with a mounting bracket and all hardware necessary for easy bolt-on installation on 2015-later Indian Scouts.

crusherperformance.com



MIKUNI HSR 42/45/48MM CARBURETOR EASY KITS FOR AMERICAN V-TWINS

Mikuni American's popular HSR42, HSR45 and HSR48mm

Smoothbore carburetor kits are known world-wide as some of the best performing carburetors for American V-twins. Mikuni's HSR 42/45/48 smoothbore carburetor offers the highest airflow possible while providing highly accurate fuel metering, more power, and Mikuni's renowned precision throttle response. Carburetors are designed with an 8-roller bearing flat throttle slide assembly that allows an unobstructed venturi at full throttle to flow more air, while it mixes more precisely at all throttle settings. Mikuni's roller bearing throttle slide offers smoother throttle control and allows the use of a lighter throttle return spring for reduced throttle effort. And the Mikuni adjustable accelerator pump provides instant throttle response in any riding or performance application.

MikuniPower.com

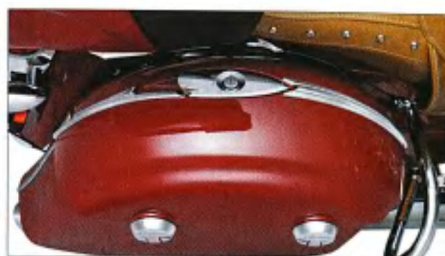


PAUGHCO SOLID BRASS HEADLIGHTS

Old-school or just plain cool, these solid brass 5 1/4-inch headlights from Paughco will certainly personalize any ride. Each body is

deep drawn from a solid sheet of solid brass, not cheaply plated like many similar lights on the market. That means you can polish them as often as you like or let them age into a vintage unpolished brass finish. Each light comes complete with a 12-volt sealed beam, red high beam indicator and bottom stud mount.

paughco.com



NEW SADDLEBAG TRIM FOR 2014-LATER CHIEFTAIN & ROADMASTER INDIANS

Indian saddlebag lids are begging for some attention. Answering the call is Kuryakyn's all-new Saddlebag Top Trim for 2014-later Chieftain and Roadmaster models. Saddlebag Top Trim accents pick up where the factory trim left off by creating a continuous strip of chrome that runs up and over the saddlebag and lid. The two-piece accent is styled to match stock trim on the saddlebags and coordinate with the lines of the arrowhead-shaped latch and locking mechanism on the lids.

kuryakin.com



KEN RUTHERFORD'S SLAMTAIL

Softails give their owners the best of both worlds...the look of a hardtail but the comfort

and ride of a bike with suspension. Designed to reuse the OEM spring and shock units and maintain the stock ride quality, the Slamtail uses hydraulically powered rams to raise and lower the bike's rear suspension. A simple remote key fob moves the bike from the stock ride height to slammed down in a matter of seconds. The whole system is neatly packaged under the bike and is protected from the elements and road grime by a zinc-plated powdercoated steel plate. In addition, the rear wheel and gas tank do not have to be removed for installation, and it is virtually invisible when installed. The Slamtail fits all Twin Cam-powered Softails.

slamtail.com



SHOCKSTRAP'S UNIQUE SHOCK-ABSORBING TIE-DOWNS

The new 19-foot ShockStrap is a unique

shock absorbing tie down that incorporates three of the most versatile tie down principals into one superior system and is rated at 500lbs. It is quick and easy like a motorcycle tie down, has the reliability of a ratchet system and the versatility of a shock cord. The cam buckle has very aggressive angled teeth which will allow you to set the strap and maintain constant tension to keep it from moving even when wet. This same design allows you to release the cam buckle simply by pushing the button. ShockStrap is available in an assortment of colors and lengths.

ShockStrap • 888-334-3456
shockstrap.com

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Jimmy's Gone

Mick watched from the top of a grassy hill some 70 yards from the actual ceremony. The mass of wet black umbrellas at the graveside looked to him like a single living entity as they swayed in unison in the stiff breeze blowing out of the southwest. The rain-soaked black cluster reflected the lights of passing cars, all on their way to their own sad ceremonies.

After an hour or so, the dark mass of umbrellas moved as one toward waiting cars and limousines. About halfway to its destination, the ebony entity began to disintegrate into smaller and smaller clusters. One by one the umbrellas were folded, shaken, and placed into the back seats or onto the floors of the cars they arrived in. Engines were started, wipers began their "swish-swish" and headlights were illuminated to help drivers cut through the drizzly gloom of the late autumn afternoon.

When the last car had pulled away, Mick strolled down the steep hill, turning up his collar and pulling his wool hat down tighter against the wind and drizzle. "Hey Jimmy," he was

speaking to the brushed stainless steel box that contained his friend and longtime riding brother. "I always thought I'd be the first to go, my brother, bein' the oldest, and, as you always said, the craziest. Guess God had other plans for all of us." Mick drew in a long breath to help overcome his sadness. "I figured I wouldn't come down while the family was all around. I know how they just aren't happy with the whole biker scene. No sense stirrin' up bad shit at such a time. I know we all promised to keep our goodbyes short and sweet back at the party we threw for ya, but I felt compelled to say one last goodbye to a solid brother and a good man."

Mick spent some time reminiscing with Jimmy about the good times with the old Northside Boys, as their ragtag group of brothers was called. He brought up the night they were all partyin' down at Bird's place, the local Strip Club/Biker Bar. They had taken up a collection for Lynne (the best topless dancer on the East Coast as far as they were concerned). She was built, talented, and generous as a dancer and

as a person, so all the boys pitched in a twenty or two and placed it in an envelope along with a very suggestive card. After a brief discussion about how to sign the card, Jimmy chimed in, "Just sign it 'The Northside Boys' 'cause let's face it, we pretty much own the North Shore of this here Island, am I right?" All the other brothers cheered and the Northside Boys were born.

The Boys ranged in age from 20 to 60. Some were relative newbies and wiseasses, a few had left the one percent lifestyle for various reasons, and the rest were hardcore blue collar boys from back in the day when a blue collar was something to be proud of and not to be looked upon with scorn. Every one of them could ride hard all year round, and the only time their wheels weren't turning was when they were rebuilding or chopping.

Over the course of a few decades, the boys became notorious on the Island for doing the right thing. They rode to party of course, but they also rode for charity, volunteered for great causes, and lord knows there wasn't a down on her luck topless dancer in any

bar on the North Shore. They became a tight brotherhood. Each helped the other, be it with bike builds, family expenses, or just by simply being a friend.

During all this they raised families, they worked as hard as they rode, and they put children through good schools, paid off homes, and saved for retirement. And of course life got in the way on occasion. Some brothers had to transfer with their jobs, others followed children and grandchildren to the four corners of this great country, and sin of all sins some even sold their bikes and "settled down" whatever that meant. As luck would have it though, most couldn't go for long without a Harley under their ass.

There had been some reunions over the years but attendance was sporadic. Some flew in, but most rode in from Cally, Texas, Colorado, New Hampshire, North Carolina, the list goes on and on, and at the last reunion Jimmy and Mick spoke of the old days when the road called, "Two Wheels or No Wheels" was their credo, and no one would ever die.

Reality has a way of biting everyone in the ass sooner or later and as the rain ran in freezing rivulets down Mick's neck, soaking his thermal and causing him to shiver, he continued to reminisce with Jimmy about the old days. "You remember the fireworks wars at Fast Freddie's when the cops came and Tracy answered the door naked? Man they didn't know whether to shit or go blind," said Mick grinning. "Lucky Dennis was there with his cop I.D. to get us out of that one."

"How 'bout the time Ralph lost that giant Teddy bear off his FLH on the Billy Joel toy run and the damned thing looked like it was running alongside the bikes until Bobby cut it in half with his twenty one. Man that was some funny shit." A quick sob caught in Mick's throat before he continued, "But the all-time best, man, the absolute pissa was that Halloween night when you decided to carve out that giant pumpkin, put goggles on it, and just plop in on your head and go ridin'."

Mick waxed on because he just wasn't quite ready to say goodbye. "Three in the a.m. ridin' right past a

passle of parked patrol cars there on the North Country road. The look on the first cop's face as he squinted into our headlights while we rode on by with you in the lead was funnier than shit. I still remember him just shakin' his head and them all lettin' us go on our way." Mick imagined he could hear Jimmy laughing just then.

"Well, my brother from another mother, you make 'em laugh wherever you end up. I'm pretty sure there are some decent back roads where you're headed. We'll always remember you, old friend, not just because you were the first to go, but 'cause you were a great Northside Boy and a pissa to be around. And man, you sure could throw down some paint. My pan still wears that gloss black paint job you shot on her. I'll never repaint her, my brother." Mick said it with some finality.

He reached into his soaked leathers, pulled out his wallet, and rifled through it and found what he was looking for. It was half of a dollar bill that Jimmy had written his phone number on way back at Bird's Place before there was such a thing called a cell phone. Mick had written his on the other half of the bill and Jimmy had tucked it away in his wallet along with Lynne's number. Mick leaned over Jimmy's grave and tossed in the worn and torn bill half. He watched it fall the few feet to Jimmy's box, then turned and started the slippery walk up the hill towards the exit road of the cemetery.

His pan waited in the steady drizzle and Mick knew it would take a little coaxing to get her kicked over in the lousy weather. He began his foul weather starting ritual and in just under a minute the pan was idling with her usual surly lope. Mick looked down briefly at her gloss black tank, a bit chipped and stained after years of constant use. He admired how the paint still shed the rain just like it did in the first days after it was painted. He smiled a bit at the tiny Jack O' Lantern graphic Jimmy always put on every bike he painted, right there just under the filler neck. "Goodbye Jimmy," said Mick as he kicked the pan into gear and eased out the clutch.

—Z Jaki

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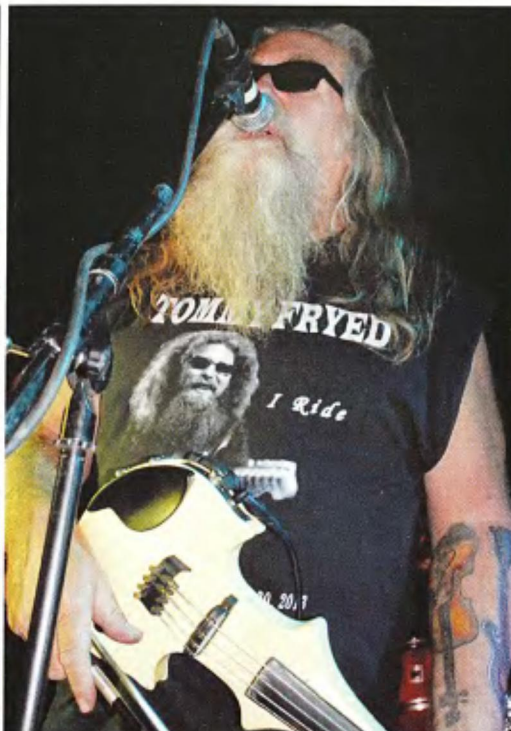


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LEGENDARY BIKER BAND COMING TO EASYRIDERS 2016 BIKE SHOWS



Photography by Forrest Coss and Kim Peterson

Fiddle-playing bandleader Harry Fried came stomping out of the back of the tour bus. He looked pissed and dangerous. He lowered his sunglasses and hollared, "Hey man, I just want to know, what motherfucker snuck into my room last night and shit in my pants?" Everyone exploded in laughter as he elbowed the ribs of the nearest passenger. The Fried Brothers Band is always on the road somewhere in America and the party is forever on.

Harry and Tommy Fried started the Fried Brothers Band in 1980 as a tribute to their older brother Mark who was killed in a motorcycle wreck. They have toured all across the USA ever since, as well as Canada, Australia, Thailand and New Zealand. They've headlined every major Motorcycle Rally in the country, and have been regular performers at their good friend Willie Nelson's annual Fourth of July picnic.

Great playing, relentless touring and epic partying are merely some of the reasons for their legendary status, but it's their songs that set them apart from

the herd. Harry Fried is a great American songwriter and the songs he has written are true anthems of the biker life. "I Ride," "Get On Hold Tight and Shut Up," "Hot Summer Morning," "The Roar of Dirty Thunder" and so many more are musical staples that belong in any good biker's record collection. Harry's "All My Friends Are Dead" is a featured song in Sonny Barger's recent film venture *Dead In Five Heartbeats*.

Now, if you've been living under a rock or something, then it's time for you to get Fried. If you want to know what this band is about, you need look no further than filmmaker Daron Ker's stunning 2012 full-length documentary about them called *I Ride*. If you were not already a Fried fan, you will be Fried for life once you see this amazing biker film.

The band has surely been no stranger to loss and tragedy. As many of you know, Tommy Fried died in 2013. Last year saw the loss of longtime guitarist Doug McDowell. What would surely be crippling losses to most bands only serves to strengthen Harry Fried's will

to go on. He is surrounded by an amazing group of players; drummer Bobby Boutte, Guitarist/pedal steel man Rex Stenzel and keyboard magician Stephen Pocus. Warren Dorrell, Harry's right hand man and FXR riding road dog, plays bass and shares lead vocal duties. Warren is one Hell of a country singer and songwriter in his own right.

For years, we at *Easyriders* have called the Fried Brothers Band the world's greatest biker band. Now in a match surely made in biker heaven, the Fried Brothers Band will be bringing their world-class brand of soulful biker road-music to all of our 2016 Easyriders Bike Shows. Come out to any of our awesome shows and you'll get to party with the greatest biker band in the world. How cool is that? Who knows, maybe Harry will even poke you in the ribs. If you're lucky.

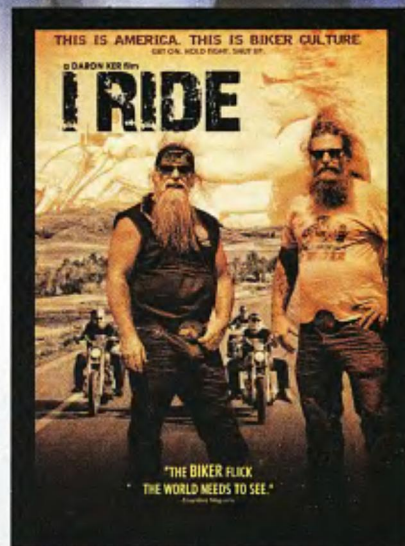
Go online right now and check out friedbrothersband.com. There's also tons of Fried videos on youtube to enjoy. Their CDs and the *I Ride* movie are all available online. —Beatnik



The Fryed Brothers Band



Be sure to see the award-winning full-length documentary from Water Buffalo Pictures *I RIDE* waterbuffalopics.com DVD or download available at Amazon.com and other outlets.



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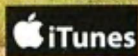
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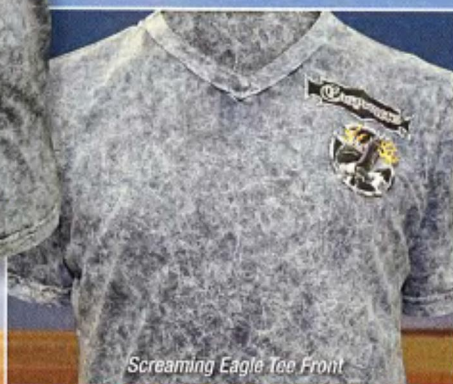


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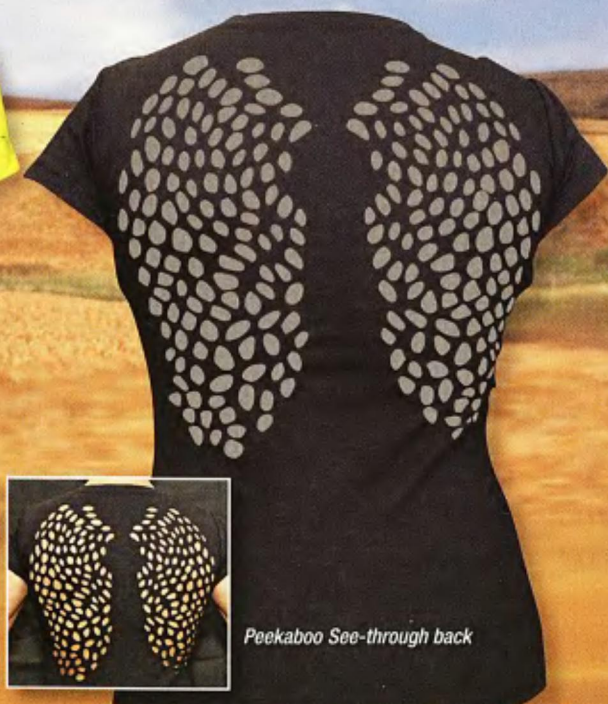
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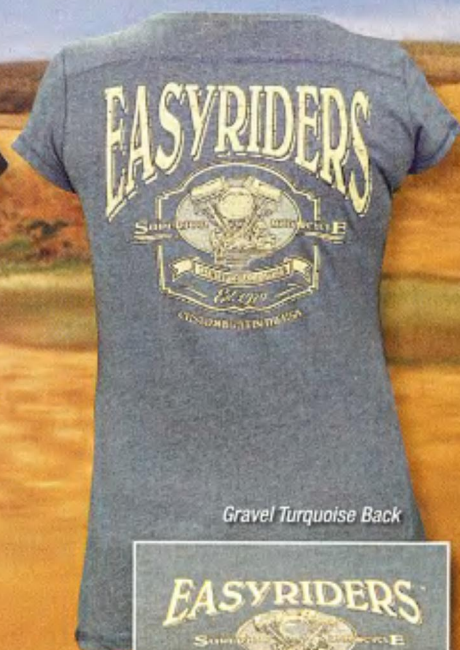
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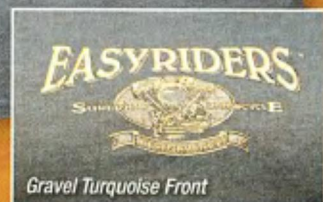
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NOTHIN' FOUL ABOUT IT!

The Easyriders Motorcycle Rodeo Tour returned to the Fowlerville Fairgrounds in Fowlerville, Michigan, on August 14-16. Each year, the fine folks of Fowlerville welcome us with open arms. The fairground is located 30 miles east of Lansing and 80 miles west of Detroit, and the Rodeo is the largest motorcycle party/rally in the wolverine state. Bikers from across the Great Lakes region know what they like and it's a wild time at the Easyriders Rodeo.

On Wednesday, hoards of leather-clad campers were let in to the inner parking lot, where the party lasted all night! There was a mad rush on the campgrounds, everyone looking for their little piece of biker heaven. These riders wanted to party and we were ready with ice cold beer on the midway and some mighty good grub.

Most of the competitors arrived on Friday. They had until 11:00 am Saturday to sign up for any event on the track. All the talk in the pit area was about who wasn't here. We lost a long time Easyriders Rodeo family member, Carl "Pingo" Burkhart. Pingo was well liked and known by many. He was the longtime mentor to Jason Tabor and the two built some powerful sled pullers, both Solo Class and Fuel Trike Class. Pingo was also a longtime sponsor of the Triple T racing team, which includes Jason's dad, Robert, and granddad, Harold. Pingo will be missed!

Jim and Pam Albney from Richmond, Virginia, and Tom and Kathy Bonell from Nashua, New Hampshire, are not with us on the Tour this year. Jim and Kathy are both in the process of kicking cancer's ass; we are praying and wish them success in their battle.

Friday late afternoon, the competitors had a chance to practice for Saturday's Rodeo. It was basically a test and tune session. Patti Foster, a rookie sled puller, was on the track pulling the 6,000 lb. weight transfer sled and she was having a ball doing it.

On the main stage Friday, live music from the band 4-Warned was followed by Machine Gun Preacher, and then Citizen Zero before our headliner, Cowboy—a Kid Rock tribute band—rocked the night away.



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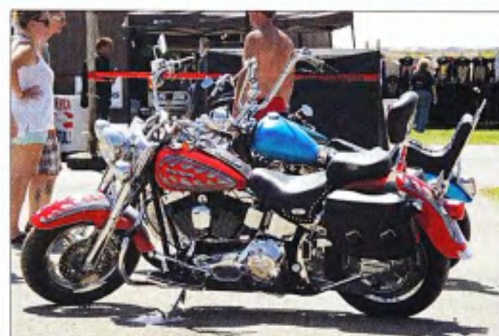
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There were barstool races Friday and Saturday on the track in front of the grandstands, and a local lady named Delta Dawn whipped the men's butts. Over the past few years, Dawn has taken on all the barstool racers and has yet to lose a final.

Saturday was a big day, with qualifying at noon and rodeo finals at 5:30 pm. The Gas Trikes were lined up and out on the track. Easyriders Rodeo flagman, Dallas, was ready. In the first heat, second year puller Chrissy West went against Harold Tabor. Chrissy's trike broke at the line and Harold enjoyed a full pull. Then Harold just needed to pull off the line one inch to win, but Harold gave the fans what they wanted with another full pull.

Next up, Robert Tabor from Canton, Ohio, took on Karl Poist from Nashua, New Hampshire. Both riders managed full pulls, with Robert being the fastest.

After Karl made his pull he got third place and after Chrissy's breakdown, she ended up in fourth. Harold faced his son Robert for the top spot and Robert's gas trike was a little stronger and faster. He pulled his way to first place and Harold got second place money.

Nine riders took part in the Slow Race. When fourth place Bruce Verez and third place Randy Jones were crossing the finish line, the Tabor duo of Robert and Jason were still inching their way down the track. Jason's front tire was behind Robert's rear tire as Robert crossed the line, giving Jason top money.

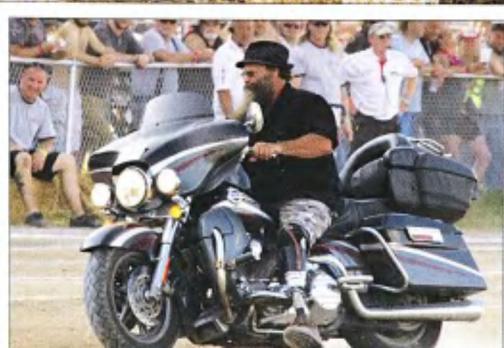
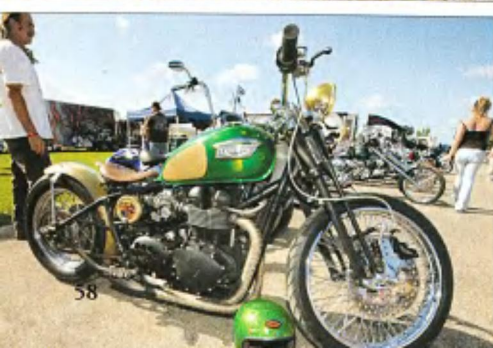
If you're pissed at your old lady, enter the Tire Ride, where she will sit in a tire and try to grab a potato from a safety cone and be dragged down the track. Then, once past the finish line, she has to get out of the tire and run back to

the starting line and put the tater in a bucket. It's a grueling event; the women are pelted with dirt. Saturday's fastest was Robert Tabor and Nichole, second went to Patti and Scot of the Crash and Fun Team. Troy and Carrie Snider took third and Steve and Robin Bourque got fourth place.

In the Solo Sled Pulls, Jason Tabor and his burnt orange puller took top honors. Close behind was Loran Whittaker, followed by Robert Tabor in third and Jim Hale in fourth.

Troy Snider started his bike for the first time in two years, then went on to win the Barrel Race with a time of 18.3 seconds. Jason was second, Jim Hale third and Robert Tabor fourth.

The Potato in a Hay Stack event is basically where we hide four spuds in some hay and then watch as nine women hop off of riders' scoots and dive head first into the hay to find the tater.





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It's all elbows and butts! Exiting the pile with the first tater was Bruce Verez and Chrissy West. Next out of the pile were Jeff Williams and Fawn Reedy, taking second. Troy and Carrie Snider got the third tater, and Robert Tabor and Nichole took fourth place.

The crowd stood and cheered as the fuel trikes came to the line. Jason Tabor was in lane one verses Loran Whittaker in lane two. Loran took the first heat, each having full pulls but Loran was fastest. They changed lanes and off the line Jason's trike popped a wheelie giving Loran a lead. Jason came real close to catching Loran as both had full pulls and again Loran was first. The second heat pitted Scot Neuffer against Mark Rockfellow. They came off the line even, then Mark's trike came to a halt at the 20-foot mark and Scot pulled 190 feet. Switching lanes, it was the same results with Scot Neuffer winning. With Mark's trike on the fritz, Jason pulled his way to third place. The final between Loran Whittaker and Scot Neuffer was a dandy. They both came off the line even and it stayed that way

for 175 feet. Loran pulled off the win with a full pull, just ahead of Scot's full pull. Switching lanes, the two were side by side until Loran pulled away in the final 10 feet. Both riders had full pulls, but Loran was fastest. He screamed and pumped his fist in the air, knowing he took first place money!

As always, the wienie bite contest brought the fans down to the fence for an up close look. On both runs, wienies were slapping off the girls' faces, leaving them covered with mustard. In the end, we had a bite off between Jason and Crista Tabor at 3.5 inches verses Robert Tabor and Nichole gobbling down 3 inches, giving Jason and Crista the win. Third place went to Scot Neuffer and Patti Foster and fourth place went to Bruce Verez and Chrissy West.

The midway was packed and the live rock bands playing that day and night were 4 Warned, Taylor Tucker, Lowlife, and LOCASH. Fowlerville was one helluva party! Next stop, Chillicothe, Ohio!

—Big Tom Gordon



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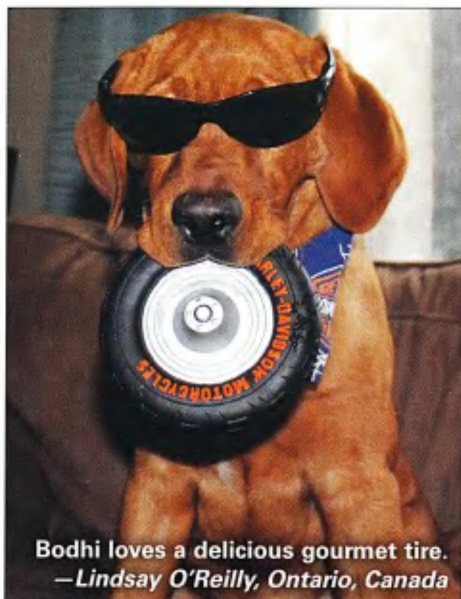
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Puttin' Pets

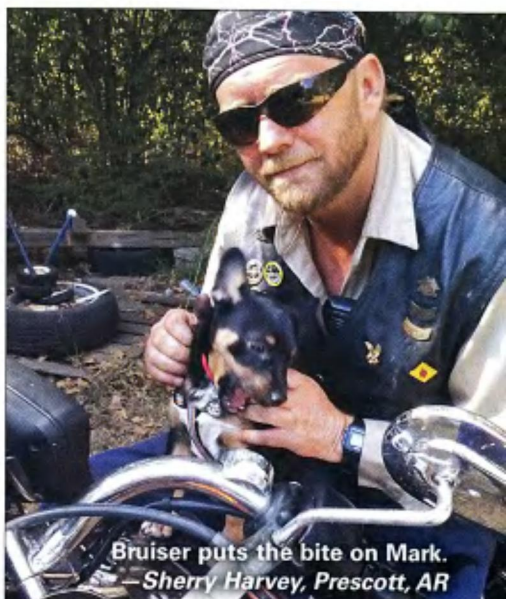
A Biker's Best Friend

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

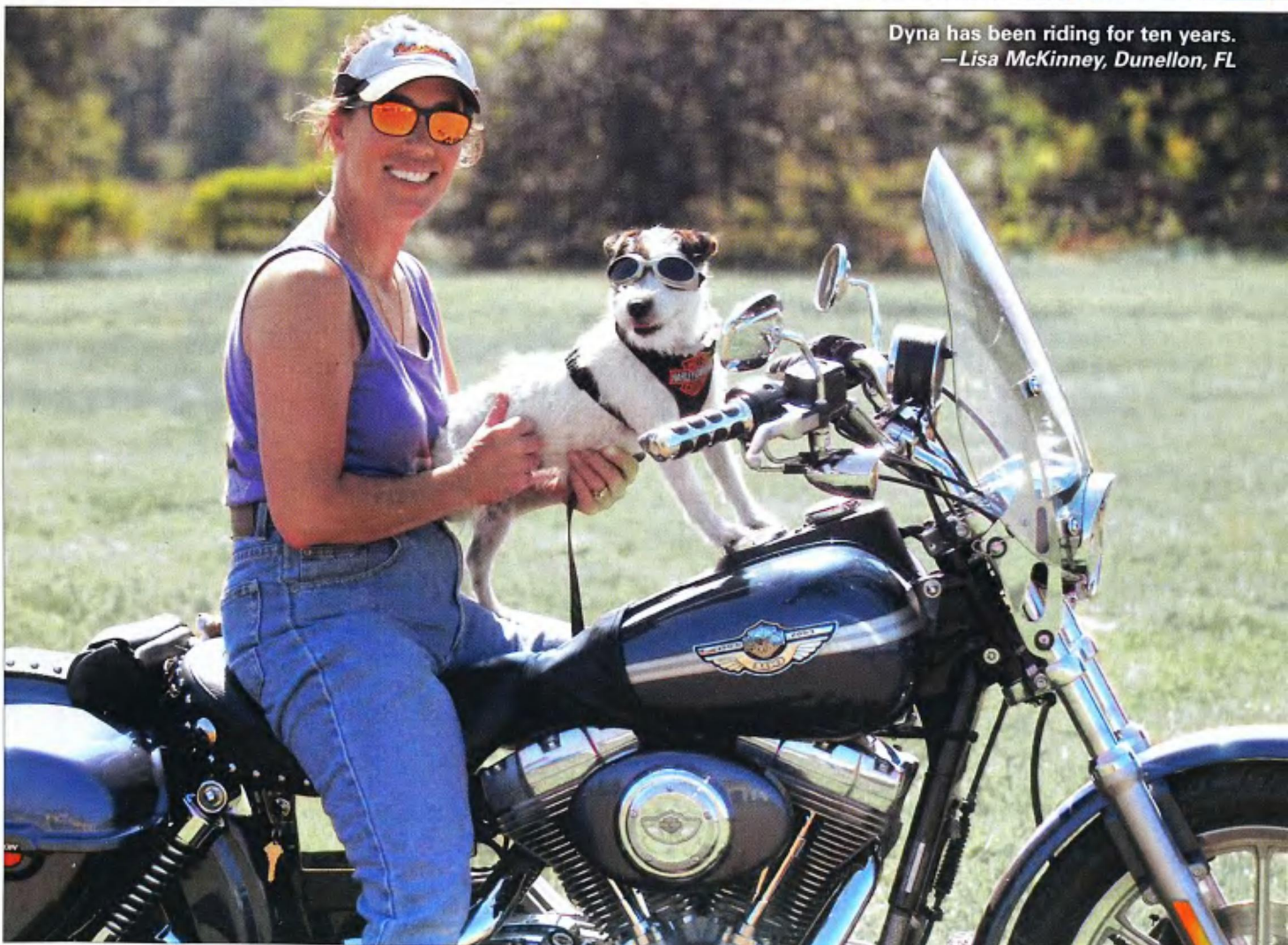
Send a disc of your photos or videos to: Puttin' Pets, P.O. Box 3000, Agoura Hills, CA 91301, or email 'em to our purveyor of pets, Steve "Beatnik" Werner at swerner@easyriders.net. Who knows, you might just see your best furry friend on these pages!



Bodhi loves a delicious gourmet tire.
—Lindsay O'Reilly, Ontario, Canada



Bruiser puts the bite on Mark.
—Sherry Harvey, Prescott, AR



Dyna has been riding for ten years.
—Lisa McKinney, Dunellon, FL

WINNER!



Sidecar Stanley is always a big hit in Laconia.
—Rick Augustine, Kingston, NH



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This Month's Winner

In this month's issue, meet and greet sweet Nadia from deep in the heart of Texas (clap clap clap clap), where footballs grow on trees and Willie is everywhere. Ever the animal lover, Nadia volunteers her time at an armadillo rescue society, but when we questioned her about it she curled up in a ball and rolled away. Flitter and flutter over to her feature and watch her roll around on Reverend Jim's righteous 1978 FXE.

—Captain Moosecock



#0201 Arina — AZ

"On my first ride aboard a Harley, the sun kissed my face, while the wind and vibrations sent shock waves of tingly tendrils up and down my body!"



#0202 Jules — PA

"My first ride on a Harley the wind hit me with such force I thought for sure my face was going to blow off of my head! Bottom line: I loved it!"



#0203 Sable — AZ

"My very first ride on a Harley was exhilarating! I felt a sense of freedom, and my senses were stimulated!"

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 peripatetic pigmalions. Meet and greet little Lauren, a firm-gripped Connecticut yunker from deep in the mountain forests of New Haven. A dedicated student of nature and water sports, Lauren will flora your fauna, and then pee in your sauna. Come back next month or we'll whip a derogatory Wiffle ball right at your neck. Don't think we won't!

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

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Model's Name:

Address:

City: State: Zip:

Home Phone: () Cell Phone: ()

Date of Birth: I am years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature:

Photographer's Name:

Address:

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

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

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A few years back, we pulled away from the rundown Alabama campground that played host to Bama Bike Fest thinking we would most likely never see the place again. Conditions of the campgrounds had deteriorated and it seemed that even the very high count of Southern girl titty sightings wouldn't be enough to save this rally.

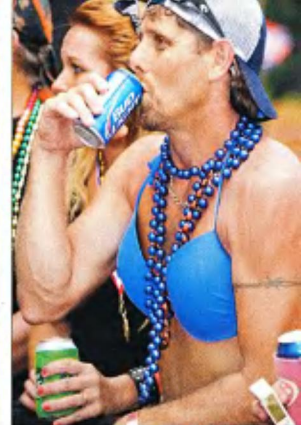
It wasn't long before Bama Bike Fest attendance dropped to a mere two to three hundred hardcore, mostly local, attendees, down from its heyday of approximately two thousand. This shindig, once highly regarded as the

best and wildest adult-only biker party in the South, was surely destined to become the inspiration for future campfire stories about the good ol' days. As attendance, popularity, and vendors dwindled, the conditions around the rally started slipping as well. Bama Bike Fest was in desperate need of life support.

The critical aid needed to save Bama Bike Fest arrived a year ago in the form of Alan and Kelli Duke. Brave, or possibly just crazy depending on who you ask, Alan had the outrageous notion that he could revive the Alabama rally

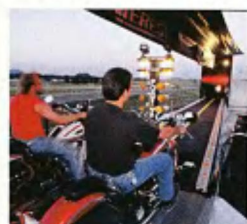
to its once celebrated glory. His vision was an ambitious one, but after one year and with only four rallies under his belt, word of mouth about new owners and a renewed enthusiasm has started to spread. Since their takeover, attendance has almost tripled. Certainly, the numbers are still low compared to similar rallies, but they're pushing forward and attendance continues to grow with each passing rally despite some awfully bad luck with Mother Nature. We caught wind of the changes and revitalized spirit and decided to check it out for ourselves.







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Rolling up to the rally's entrance, hints of change were readily apparent. To say the neglected campground has been tidied up a bit would be a gross understatement. Inside the gates, the improvements were even more obvious. The fields that comprise most of the campsites have received a much-needed haircut, those nasty old showers have been rebuilt from the ground up, and the roads are now graded to aid water run-off. Gone were the large, water filled potholes that could swallow a biker and his steed faster than the Bermuda Triangle.

The saloon has also been overhauled and appropriately renamed "Dukes." Directly outside Dukes, a covered stage and pavilion has been erected to provide shelter from the sudden storms that seem to pop up without notice. Although so much has changed, some things have stayed the same. As many rally attendees told me, "A lot has been done around here to make things better, but if it ain't broke, don't fix it."

As such, Momma Lisa still resides as MC and over-all ringmaster. If there is

a contest that involves showing boobies, this gal knows about it. Biggest boobs, longest nipples, best bouncers, topless hula-hoop, and wet-T shirt contests are just a few of the anticipated antics on the BBF stage. Between the boobies, so to speak, rally goers enjoyed Southern rock favorites performed by Road House Atlanta, participated in biker field games, a poker run, and enjoyed a custom bike show as well as the campsite steeper poles that made Bama Bike Fest so popular in its heyday.

There's little question that the rallies quest to reclaim its "best of the South" status will be challenging. However, Alan and Kelli have proven they are up for that challenge. The progress thus far confirms that their "build it and they will come" philosophy is just what the doctor ordered for an increasingly healthy future at Bama Bike Fest.

For information and dates for future Bama Bike Fest rallies visit the website at bamabikefest.com.

—Don Rogers



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Once every decade or so, the Reverend Jim Goodrich rolls righteous rides like this one out of his Largo, Florida, shop. It doesn't usually take anywhere near 12 years for Preachers Hot Rod Cycle Design to convince a machine to repent, but there were plenty of sins being committed in the creation of this one-off wonder.



Miracles are available for
all those who believe.





Based on consumptive preoccupation, the good Reverend calls this bike "Obsessed" because they refused to compromise on any aspect of this project. Whether he had to wait a few years for a special part or enlist the skills of a rare and unreachable craftsman, Reverend Jim and his flock were unwavering in their faith that it would be glorious.

Hidden just beneath the beautiful two-stage black surface are many heavenly wonders. The fuel tank combines five different compartments to house, not only premium gasoline, but also nitrous oxide, the fuel pump, a purge canister, and nitrous solenoid valves.

The transmission is shifted by an electro-pneumatic setup that gets air from a reservoir built into the lower swingarm member. Miracles are available for all those who believe.

Preachers made a pair of stealth oil tank side covers to house circuit breakers on the right and an air shift solenoid on the left. There are other quick and sick tricks like the license plate mount that can easily be rotated to accommodate local law requirements, and the bell crank of the fully polished S&S Super E carb which controls a perfectly placed microswitch that enables nitrous fueled gulps of hellfire and brimstone.

We caught you lusting after the exhaust system. What you may not know is these eternally variable pipes have three separate anti reversion cone settings, removable diffuser plates, tunable end caps, and adjustable cone collectors.

When was all was said and done and the hymns had been sung, industry peers judged "Obsessed" the performance custom class winner at the A.I.M. Expo Championships of America Bike Show.

This month you have selected the naughty Nadia as your Fox Hunt winner. We think she's hot enough to make you change your religion.

—Molten Cheese





**We came for the music but left
when they pulled out the snakes!**



Owner: Reverend Jim
City: Largo, Florida

GENERAL

Fabrication: Preachers
Year/make: 1978 Harley-Davidson
Model: FXE
Assembly: Preachers
Time: 12 years
Chroming: Space Coast Plating

ENGINE

Year/make: 1978 Harley-Davidson
Rebuilder: Preachers
Ignition: Dyna single fire
Displacement: 78 cubic inches
Lower end: Harley-Davidson
Balancing: Ross at HiTech
Pistons: Wiseco 10.5:1
Heads: Harley-Davidson; Dave Macky
Cam: Andrews
Lifters: Jim's
Fuel System: S&S Super "E" polished Carb
Air Cleaner: Speed Dealer
Pipes: Preachers

TRANSMISSION

Year/make: 1978 Jim's 6-in-4 box
Modifications: Back cut gears
Shifting: Pingel, air, electric

PAINT

Painter: Steve, Brothers Powdercoating
Type/color: Matrix/black
Special Paint: custom pinstriping by Liza

FRAME

Year/make: 1978 Harley-Davidson,
Preachers
Type: FXE

Rake: 38 degrees
Shocks: struts
Modifications: Preachers

ACCESSORIES

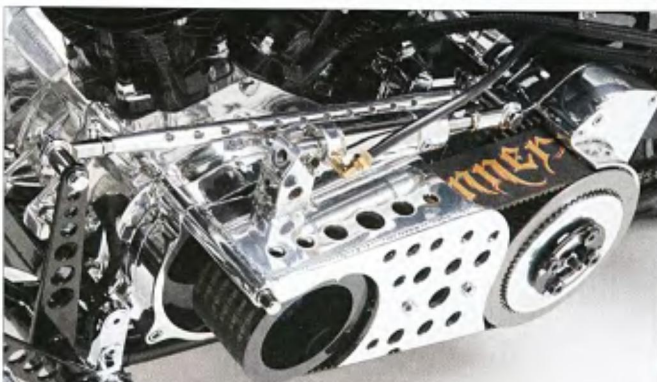
Bars: Preachers
Handlebar controls: Performance Machine
Fender: Preachers
Headlight: V Rod, Preachers
Taillight: Preachers
Pegs: Preachers
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Gas tank: Preachers
Oil tank: Preachers
Oil System: Preachers
Primary: Belt Drives Limited
Seat: Preachers
Mirrors: Wide Open Cycles
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FRONTEND

Type: Harley-Davidson Wide Glide
41mm shaved
Extension: 2 inches under extension
Builder: Preachers

WHEELS

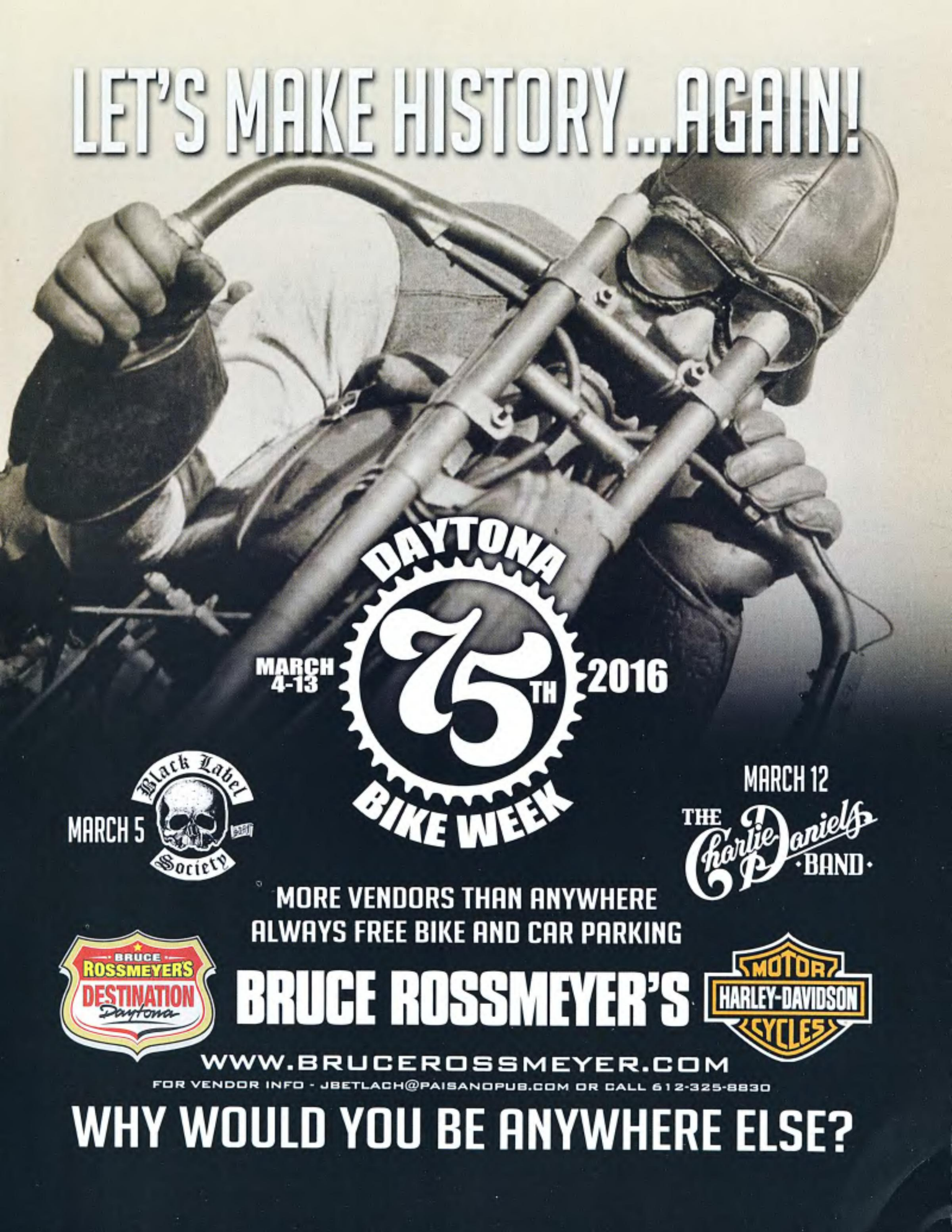
Make: RC Components
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: Performance Machine



Photos: Don Rogers
Model: Nadia Ruslanova

Contact: Preachers Hot Rod Cycle Design
preachershotrodcycledesign.com

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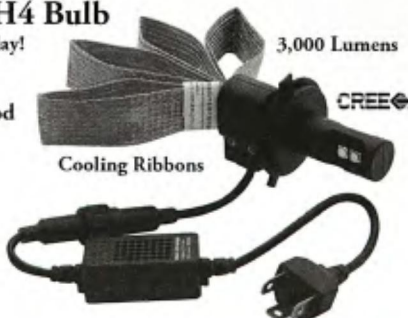
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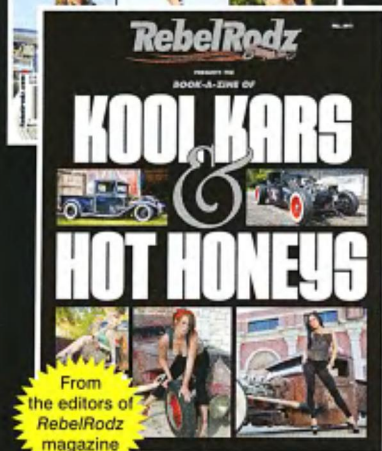
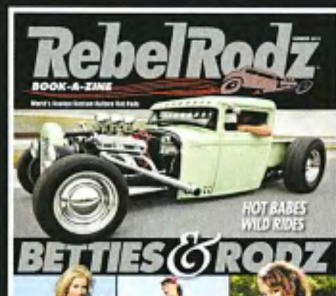
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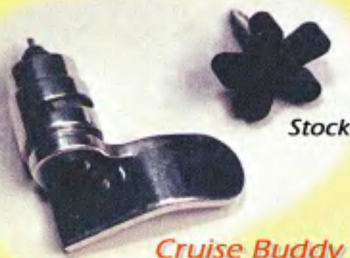
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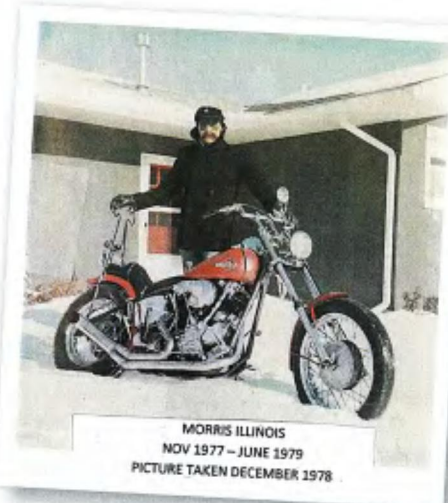
Readers Rides

Douglas B. Fulbright Homestead, FL 1946 FL Knucklehead

Now at the age of 71, Douglas (a.k.a. Charley Blackwolf), has owned this bike for just about two-thirds of his life—since 1972, to be exact—and he's actually two years older than the knuckle. I'm not sure what that all means, but I thought it was worth noting.

Doug says he originally traded a 1957 Triumph and a hundred bucks for it when it was a basket case split up into several boxes. Pretty much everything was there," he says, "except for one big thing, the front end."

A buddy named Three-Wheeler John turned him onto a 16-over springer, and "Brother Stitch hooked me up with a machine shop to get the heads and cylinders done," he adds, "along with a



MORRIS ILLINOIS
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PICTURE TAKEN DECEMBER 1978

set of FLH pistons and some other minor parts needed to get the engine fired." The bike also featured a jockey shift and an SU carb off of a Jaguar.

Family obligations saw the bike parked for about two decades, until

2013, when Doug decided to "rebuild the bike as legacy to many years as a biker and to those who touched my life," as Doug puts it. "I sent what was left of the engine to Paul Friebus at American Cycle Fabrication in Bloomsburg, Pennsylvania; he's one of the best engine builders on this planet."

Assembly of the bike, done elsewhere, was more of a misadventure that ended up requiring a rebuild of the engine due to improper installation of the oil lines, according to Doug, but once everything was redone and finished once again and sent back to Doug last April, he took some photos of the bike and wrote a long-assed letter to go with them, and then he mailed everything to us. And what you've just read here is the much condensed—and easier to digest—version of it.

—Tripper

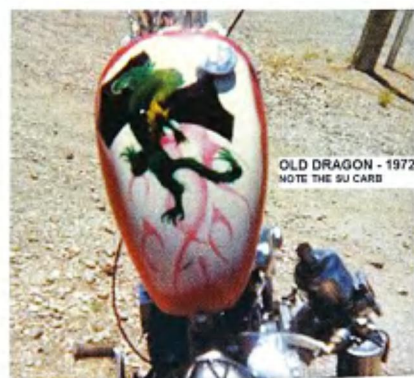
Photos: Owner



Aspiring author, 70 year-old Charley Blackwolf with his 1946 FL Knuckle Retro-Chopper. Recently restored, Charley has owned the bike since 1972

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The March issue of *Easyriders* (No. 513) brings you all the lust, dust, mud, and blood of the *Easyriders* Chillicothe Motorcycle Rodeo! Then take that long shot gamble down in Sin City for Vegas BikeFest.

Custom bike features include Eric Stephan's Sportster chop, Ryan Landry's rad Evo by Big Tony's Chop Shopp, Kurt Wohldmann's Motorrad bobber, Michael Basura's Best of Show-winning long bike, and Ted Mitchell's homemade shovel.

Plus more insane biker fiction, a classic David Mann painting, a wad of topless cuties, and the kind of sick biker humor that your mom warned you about! It's all in the March *Easyriders*!

Includes the latest old-school madness from *WRENCH* magazine!

On sale January 19



The March issue of *V-Twin* (No. 179) 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 January 26



"Sorry, man. That's just the liquor talking."

SCHUCH

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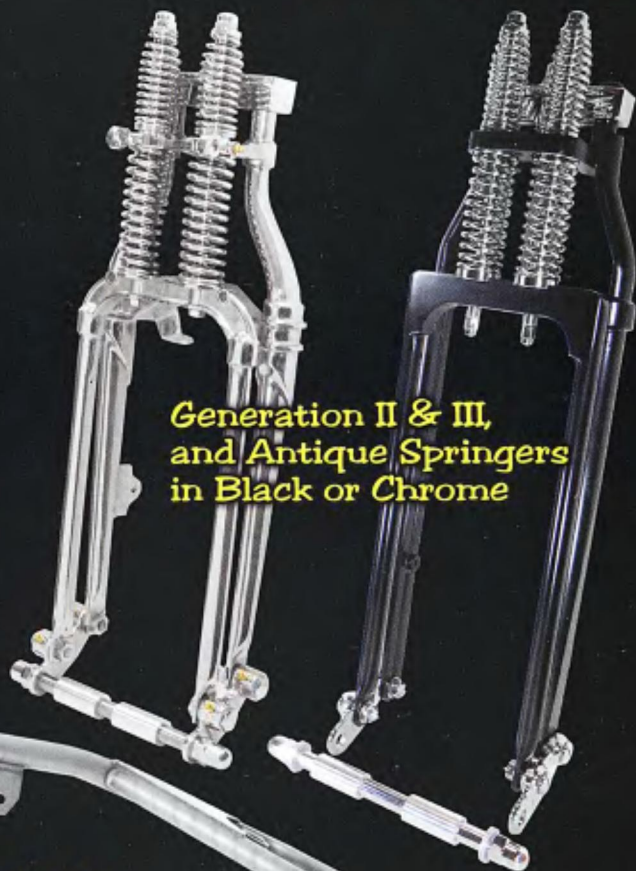
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