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Cat Pee, PA

Pennsylvania environmental officials can't explain why residents of one city thought part of their town smelled like cat urine last year. The Department of Environmental Protection says it's likely that some kind of waste containing mesityl oxide (used in paint remover) mixed with some kind of sulfur compound created the smell. But air samples and testing of substances at the city's sewage treatment plant didn't turn up a source of the substances. The town just stinks!

Walk The Line

A Deputy sheriff in Florida was to receive a commendation at a formal banquet for exemplary DUI enforcement, presented by Mothers Against Drunk Driving. Escorted by two fellow deputies, he arrived for dinner "staggeringly drunk," though he did not drive. He was ordered to go sleep it off.

No Visitors

The Queens, New York, Redbird Tourist Information Center was finally ordered to close a few months ago following an extraordinarily unsuccessful 7-year run during which, apparently, not a single tourist ever walked through the door.

Dumb Ass Crook

A crook was shot and killed as he emerged from a convenience store with his gun defiantly drawn after he had just robbed the clerk. A SWAT team was waiting outside the store because the dope had robbed the same store the previous two nights.

A Cobra High

A stoner in India with a long record of substance abuse decided to visit a street snake charmer and asked him to let his cobra bite him so he could get high on the venom. He says he experienced "dizziness and blurred vision followed by a heightened arousal and a sense of well-being." He dug the high so much that he went back to the snake charmer two weeks later for another bite.

Thanksgiving Shock

This dude bought a frozen turkey from a hatchery and, wanting to keep it frozen for a few days, buried it in a snow bank next to his pad. When he came to dig up the bird, it lifted its head, stood up, shook off the snow and calmly walked away.

Safety Glass Tester

Back in the late 1930s safety glass was developed to keep drivers from decapitation. It had an inner layer of polyvinyl resin so that you could smash your face into it and it would not shatter. They actually paid a guy to demonstrate this by launching his noggin into a safety glass windshield to prove that it was indeed safe.

Mug Shot

A man was convicted of shoplifting after the cops released a surveillance photo to newspapers of the crook leaving a store with an item for which he hadn't paid. It seems he walked into the police station to complain that the picture made him look guilty. In fact, he claimed, he intended to pay for the item but had become distracted.

Ketchup Leather

This could only happen in the land of kooks and nuts. Ketchup Leather is the latest advance in hamburger science. It seems a restaurant in Los Angeles has dehydrated ketchup to create a square slab of the concentrated condiment. The idea is that it keeps the burger bun from getting soggy.

Riding Keeps You Smart!

Couch Potatoes who watch too much television and don't get enough exercise in early adulthood could be damaging their long-term intelligence a recent study suggests. U.S. researchers followed more than 3,200 adults ages 18 through 30 for 25 years, monitoring their exercise and television habits. Those who watched three or more hours of television for more than four days a week, and rarely exercised, were twice as likely to score poorly on intelligence and cognition tests after 25 years. Fortunately, riding a motorcycle as little as 20 minutes a day can cure this. Okay, we made that last part up, but it's probably true.



Easyriders®

ISSUE NO. 513 • MARCH 2016



IRONHEAD ICON
Eric Stephan's
Led Sled '57 Sportster



SPORTIN' STYLE
Sportbike Performance With
Custom Bike Looks



SOUTHERN GIRL
Ted and Beverly Mitchell's
Smooth Chopper



MOTORCYCLE MADNESS!
The Chillicothe Grand
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Bike Proves It



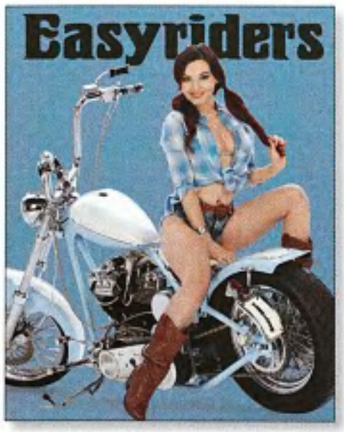
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ON THE COVER:
Beverly Mitchell's 2006 Homemade Chopper by Ted Mitchell and Lauren Bowden shot by Don Rogers. Cover imaging by Smash Studio.

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 February 23, 2016.



DEPARTMENTS

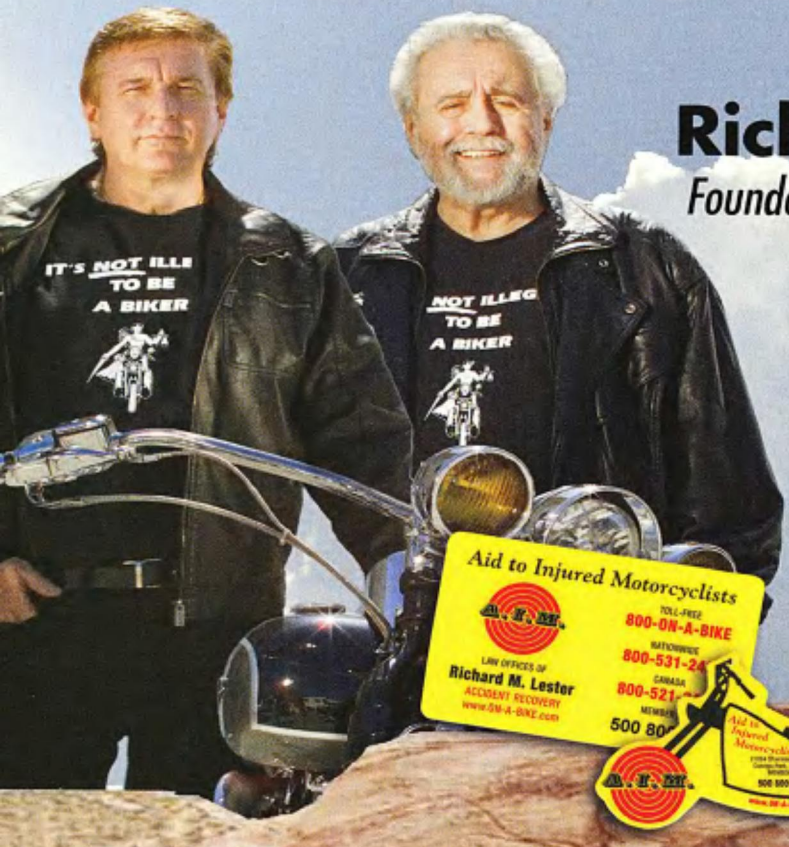
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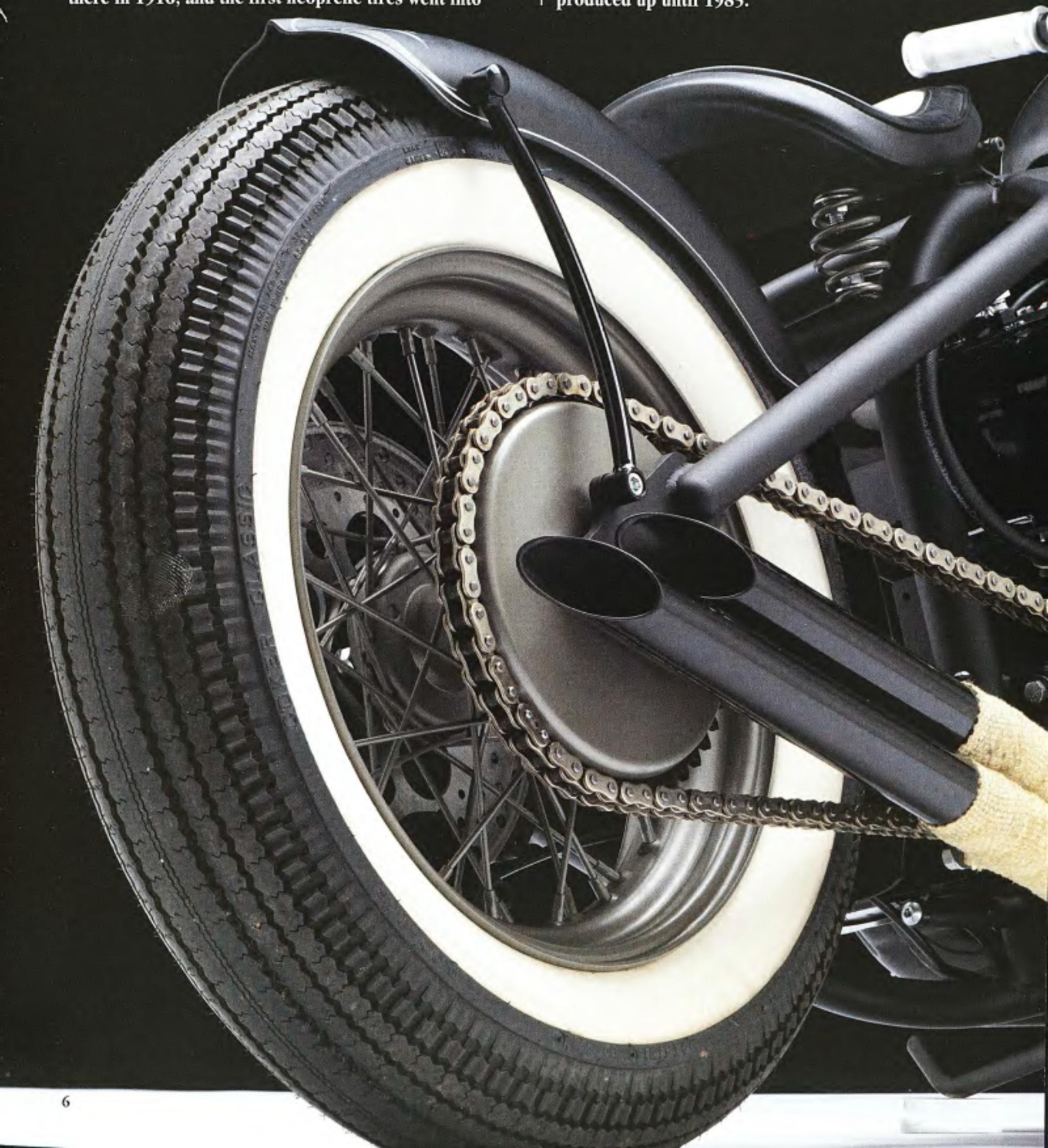
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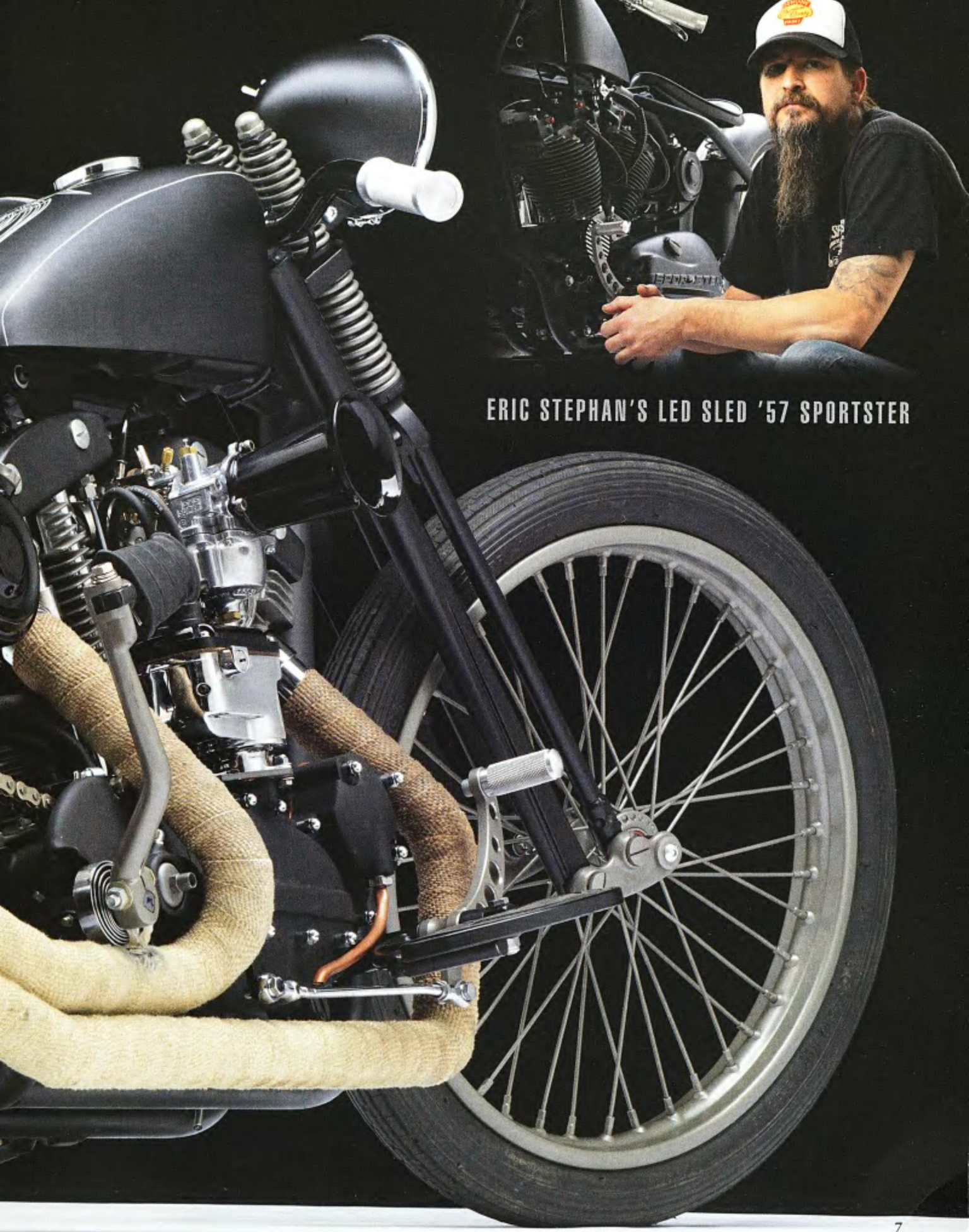
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IRONHEAD ICON

Dayton, Ohio, used to be one of the world's largest tire and wheel making centers, and what rolls around, comes around. The famous Dayton wire wheels were first made there in 1916, and the first neoprene tires went into production at the Dayton Rubber manufacturing company in 1934. Then, 23 years later Harley-Davidson was rolling out the first Sportsters and those "Ironhead" XL's were produced up until 1985.





ERIC STEPHAN'S LED SLED '57 SPORTSTER



Nowadays, you'll find Pat Patterson's Led Sled Customs, a 1000 sq. ft. basement shop hunkered down in Dayton from which a host of show-winning, custom Sportsters keep appearing. Known as "The Sportster Authority," Led Sled's tagline spells out Pat's building philosophy, "Heat it... Tack it...Weld it...Smack it!"

Eric Stephen of Bellbrook, Ohio, had a plan to build his own rigid chopper and ordered basically the full menu of Led Sled's custom parts as he was already in possession of a stoutly rebuilt 1100cc Sporty motor and a 4-speed gearbox.

Led Sled's chief fabricator Joe Kilburn told us, "At first we built Eric a single downtube

frame, a narrow springer front end and got some wheels together for him plus a gas tank, seat panel, battery box, and rear fender. Then he brought the pieces back to us and just said, 'Hammer it out and make it look bitchin'.' Rather than paint, the flat black look was powdercoated and then we pinstriped over it."

Keeping to the lean, clean, mean theme, the super-sano bike is unencumbered by a front fender and front brake and just for fun the rear tire is a chunky whitewall contrasting nicely with the skinny 21-inch front blackwall.

Bottom line, all the parts seen here, front to back, are available from Led Sled, basically a rolling chassis kit, all bracketed up and ready to pop in your motor and build in your garage. Meanwhile Eric's blasting around on his iconic "no frills, all thrills" Ironhead Sportster.

—Paul Garson

Led Sled is known as "The Sportster Authority".

Owner: Eric Stephen
City: Bellbrook, Ohio

GENERAL

Designer: Led Sled Customs
Year/make: 1957 Harley-Davidson
Model: Sportster
Fabrication: Led Sled
Assembly: Led Sled
Time: 3 months

ENGINE

Year and make: 1957 Harley-Davidson
Model: Ironhead
Rebuilder: Eric Stephen
Displacement: 1100 cc.
Cam: N4
Ignition: points
Pistons: S&S
Lower end: S&S
Heads: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): S&S
Air cleaner: LS
Pipes: Led Sled

TRANSMISSION

Year and make: 1957 Harley-Davidson
Shifting: 4-speed

PAINT

Painter: Led Sled
Color/type: flat black
Special paint: powdercoating

FRAME

Year and make: 2013 Led Sled
Type: single downtube rigid
Rake: 38 degrees
Stretch: 2 inches

ACCESSORIES

Bars: Led Sled
Handlebar controls: Led Sled
Fenders: Led Sled
Headlight: Led Sled
Taillight: Led Sled
Electrics: minimal
Gas tank: Led Sled
Oil tank: Led Sled
Seat: Led Sled
Pegs: Led Sled floorboards
Grips: Led Sled

FRONT END

Type: springer
Extension: 4 inches under
Builder: Led Sled

WHEELS

Size: 21-inch front, 16-inch rear
Wheels: wire
Tires: Speedmaster

Brakes: Led Sled rear
Photos: Michael Lichter
Contact: Led Sled Customs
937-879-4645
ledsledcustoms.com

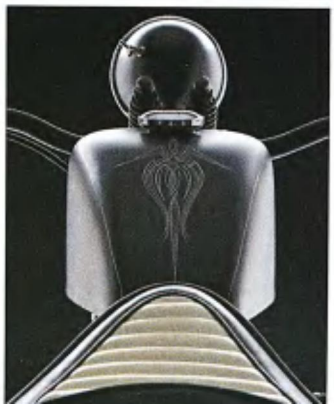













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WILL WACO RELEASE BALLISTICS REPORT?

The Waco district attorney's office has obfuscated the facts of the Waco shooting from both the press and the defendants for seven long months. Meanwhile, the accused have had their lives destroyed, their jobs lost, families torn apart, finances obliterated, and freedoms suspended while the cogs of injustice slowly turn, stick, roll backwards, and stall. We at *Easyriders* have faithfully waited to report the news on the case, while the Waco court system has not only refused to inform, it has even issued gag orders on all involved to prevent the free flow of information vital to an open investigation and a free press.

They have still not released the ballistics reports, which would reveal how many of the victims, dead and wounded, were shot by police. Their silence has all of us skeptical and untrusting of the Waco justice system.

There may be some light at the end of this long tunnel. The first arraignments in the Waco shooting cases have finally made their way into the system. During the week of December 7-9, 2015, 27 defendants have been arraigned. According to legal professionals, the prosecution is legally required to turn over their evidence 30 days after arraignment, so perhaps within the next couple of months we may finally have some idea of what the county's case is.

An important footnote to this is that one defendant, Cody Ledbetter, had moved to get a trial date of May 18, 2016, but that motion was denied, so it is almost assured that all of the trials will be held long after that date. It will be a long wait for justice.

Sources: KCENTV.com, Waco Tribune

BACK ROAD TO BUFFALO CHIP CLEARED BY COURT

It appears likely that riders to Sturgis will soon have a new entrance to the campgrounds there. The Meade County road project, which will connect I-90 at Exit 37 to Highways 34 and 79 had been opposed by a taxpayer group, Meade County Taxpayers for Responsible Government, but a ruling by Judge Jerome Eckrich denied their lawsuit.

A bid for construction of the road, to be named Ft. Meade Way, was won by Zandstra Construction for $1.3 million. The original estimate of $2.6 million turned out to be wildly high, so the savings will be appreciated.

Previously, we have reported that Rod Woodruff and the Buffalo Chip Campground had pledged $1 million towards the new byway, and had set up a Website to raise the funds; however, the economical bid has made the pledge unnecessary.

Visitors to Sturgis have long experienced massive traffic jams when eaving the city to frequent the campgrounds to the east, and the new route is certain to ease that congestion. Savvy riders have long been using the dirt road behind Ft. Meade as a shortcut, but the new construction will be a huge improvement.

While it will not be blacktop by that time, it will be gravel treated with magnesium chloride, a chemical substance used to firm up the surface and eliminate dust. The road will be designed for 55 mph. It is scheduled to be drivable by July 25, 2016, in time for Bike Week.

Rod Woodruff tells us, "It'll be a very good and quite scenic road. It will actually go right through where the Custer Expedition camped for that first exploration of Bear Butte. My response, when someone negatively suggests that some bikers won't want to take it because it won't be paved, is that just keeping all the four wheeled traffic out of Lazelle and Junction will free up all the paved highway for the bikes, still resulting in a tremendous traffic improvement for the bikes.

Source: Argus Leader, Rod Woodruff

POLICE SHOOT HOSTAGE

Michael Funk, co-owner of Eagle Nation Cycles in Neenaw, Wisconsin, and a disabled vet, was shot and killed by police while exiting the shop after being released by his captor.

The captor, a disgruntled man, identified as Brian T. Flatoff, had entered the store with a firearm, demanding to take possession of a motorcycle that he previously sold, apparently triggering the SWAT lockdown. The motorcycle had been in the shop for repairs.

Three years ago Funk, also known as ML, along with co-owner Steve "Mad" Erato survived a SWAT raid at the same shop after police claimed to have witnessed a drug sale in the alley behind the shop. The raid resulted in 15 felony charges laid against Erato, all of which were dismissed. He was eventually convicted on a misdemeanor marijuana charge. That raid triggered a $50 million lawsuit against the City of Neenaw that is still pending.

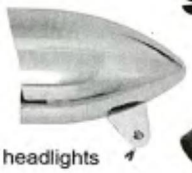
In an interesting side note, in 2004, the two shop owners made history by launching the American Biker Party, a motorcycle-centric alternative political party.

Source: Post Crescent, Will Grigg, The Daily Beast

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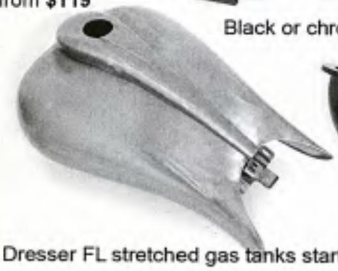
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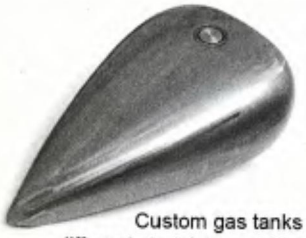




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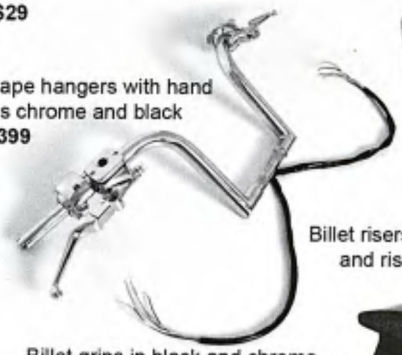
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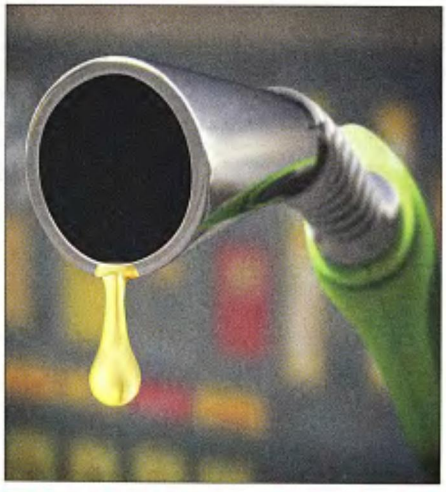
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MOTORCYCLE CHECKPOINTS BANNED IN HIGHWAY BILL

The big "FAST" transportation bill (Fixing America's Surface Transportation Act) has been approved by the Senate, and is at the time of this writing awaits the President's signature. Of interest to motorcyclists in the bill are provisions to re-establish the Motorcycle Advisory Council; to advise the Department of Transportation on motorcycling infrastructure issues; to continue funding for motorcycle safety grants; and perhaps most importantly, to include the Sensenbrenner amendment, which prohibits federal funding of motorcycle-only checkpoints.

The 5-year bill is a $305 billion dollar fully funded reauthorization of federal highway and transit programs. When signed, as expected, it will be the first highway bill to span longer than two years since 2005.

Source: Motorcycle Riders Foundation



ETHANOL RISK TO MOTORCYCLES

The American Motorcycle Association, along with other rights organization has long been sounding the alarm regarding increasing the proportion of ethanol in gasoline. The main concern is that not currently produced motorcycles are designed to run on gasoline/ethanol ratios above 10%.

However the Ethanol lobby is strong, and the Renewable Fuel Standard volume requirements announced by the U.S. Environmental Protection Agency now mandates higher-ethanol fuel blends, such as E15 to be more widely available.

E15 fuel is a blend of 85% gasoline and 15% ethanol and represents a 50% increase in ethanol over the common E10 blend most Americans currently use in their vehicles.

Of particular concern are so-called "blender pumps," which dispense multiple grades of gasoline from a single hose. If E-15 is added to these pumps the danger to your motorcycle is real. Blender pumps allow up to half a gallon of whatever formula was in the last fill up to flow into the next. Since motorcycles have small fuel tanks, the likelihood of a half-gallon of adulterated fuel ending up in the tank is almost assured. This can lead to shorter engine life or even catastrophic engine failure.

Source: American Motorcycle Association

QUOTE OF THE MONTH

America needs fewer laws, not more prisons.
—James Bovard


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Not one to turn away from a challenge, Big Tony blended the best of two biker worlds, sport and custom.









SPORTBIKE PERFORMANCE WITH CUSTOM BIKE LOOKS

Sportin' Style

Ryan Landry wanted it all, the best of two biker worlds wrapped up into one motorcycle. This California rider aimed to combine the sportbike performance he needed for weekend canyon carving with a custom's classic good looks. It was certainly not a simple request to set out for any builder. But to consummate this union, Ryan turned to Big Tony's Chopp Shop in Pompano Beach, Florida, and the result, Big Tony's Pro-Street Fighter, Model Number 5, filled the bill on all counts.





Not one to turn away from any challenge, Big Tony began this project with a 2014 Rolling Thunder frame—a single-sided hidden-shock model. To that he added a 131-inch R&R Twin Cam, a bruiser of a motor breathing in through an S&S "G" carb and exhausting through custom SuperTrapp disc-adjustable megaphones. All that was backed up with a Baker 6-speed sporting a trans brake. The mechanicals were completed with a hefty American Suspension fork set wearing carbon fiber coves and 18-inch RSD wheels at both ends shod with Avon Cobras. Performance and handling for canyon carving would be well taken care of. Classic Flanders handlebars with Joker Machine levers keep Ryan in tight control, sitting low in a Voss-upholstered minimalist saddle.

Brendan from Elite Metal Designs whipped up a beautifully flowing gas tank to slip over that Rolling Thunder frame, working more metal magic by fitting a Ducati Monster headlight into a custom nose fairing. A combination of RWD and Fat Katz fenders, front and rear respectively, got things ready for paint and for that Tony turned things over to NSD Paintworks for a Viagra Blue finish highlighted with just the right amount of sportbike-style graphics. All that was done with House of Kolor materials.

So how did Ryan and his riding buddies respond to the finished product? First comes Ryan's response, smiling about a bike he says that it goes "like a bat out of hell on rails, and does it with the comfort of adjustable air ride." All sportbikes should behave this well. *—Joe Kress*



Owner: Ryan Landry
State: California

GENERAL

Designer: Big Tony's Chopp Shop
Fabrication: Big Tony's Chopp Shop
Year and make: 2014 Custom Build
Model: Pro-Street Fighter, Model Number 5
Assembly: Big Tony's Chopp Shop
Time: 8 months

ENGINE

Year and make: 2014 R&R Twin Cam
Rebuilder: R&R Cycle
Displacement: 131 cu. in.
Ignition: Daytona Twin-Tec
Cam: R&R 640
Fuel System: S&S "G" carb
Air cleaner: RSD
Pipes: SuperTrapp

TRANSMISSION

Year and make: 2014 Baker
Shifting: 6-speed

PAINT

Painter: NSD Paintworks
Type/color: House of Kolor/Viagra Blue

FRAME

Year and make: 2014 Rolling Thunder
Type: single-side hidden-shock
Rake: 36 degrees
Stretch: 4 inches out
Shocks: SAS

ACCESSORIES

Bars: Flanders
Handlebar controls: Joker Machine
Fenders: RWD front, Fat Katz rear
Headlight: Ducati Monster
Taillight: Joker Machine
Speedo: Koso N.A.
Pegs: Speed Dealer
Foot controls: Speed Dealer
Gas tank: Elite Metal Designs
Oil tank: Big Tony's Chopp Shop
Seat: Voss
Mirrors: Joker Machine
Grips: Joker Machine

FRONT END

Type: American Suspension, carbon fiber covers
Builder: American Suspension

WHEELS

Make: RSD
Size: 18-inch
Tires: Avon Cobra
Brakes: PM front, Baker rear

Photos: Shooter's Images
Contact: Big Tony's Chopp Shop
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Passin' Gas

A Texas rancher and a New Hampshire farmer were talking. "How big is your farm?" asked the Texas rancher.

"Well, my farm is a little over two hundred acres," replied the farmer.

"Son," bellowed the Texas rancher, "my ranch is so big that I can get in my truck on one end of it and it takes three days to get to the other end of it!"

"Uh huh," said the farmer, I had a piece of shit truck like that once."

Greg Cook
National City, Calif.

Juicy Lucy was a whore who after many years decided to get out of the business and settle down with a nice guy. Since she had spent so many years screwing every kind of pervert imaginable, she swore to marry only a virgin male who was around her age, which proved easier said than done.

She took out personal ads in every newspaper in the world, looking for a male virgin around 60 years old. The only reply was from an old dude in the Australian outback. She flew down under to meet him and shortly thereafter they were married.

On their wedding night she went into the bathroom to change into her slinky lingerie, and returned to find her new hubby had piled all the furniture into one corner of the motel room. Thinking something kinky was about to happen, she said to the dude, "I thought you never screwed a woman before!"

"That's true, love," the old Aussie replied, "but if it's anything like fucking a kangaroo we're gonna need all the room we can get!"

B. Whitcomb
Palmdale, Calif.

Maddog whispered sexily to his ol' lady, "I like kinky sex, lemme cum in your ear, baby."

"No!" his ol' lady screamed, "I might go deaf!"

"I doubt it," Maddog replied, "I've been coming in your mouth for ten years and you haven't shut up yet."

Rebecca Stacy
Ogden, Utah

Fat Patty had a bad backache so she went to the doctor. After he checked her out, he told her to go home, take a hot bath, and then lie in bed naked with her legs pulled up over her head to stretch out her back.

She went home and followed his instructions. She was lying there naked with her knees up by her head when her ol' man Panhead Pete came home from work.

"Aw for Chrissakes, Patty," Pete exclaimed, "Comb your hair and put in your teeth, you look more like your mother every day!"

Thomas Ripple
Ft. Leavenworth, Kan.

A newly married prospect asked a hotel clerk for a suite. "Would you like the bridal?" the clerk asked him.

The prospect blushed and said, "No thanks, I think I'll just hold onto her shoulders until I get the hang of it."

Shirleymae Smith
Jamaica, Ver.

One day, Mongo junior's mom was cleaning his room and found a really gnarly S&M magazine under his bed. When Mongo senior came home, she showed it to him and asked what they should do about it. "Fuck, all I know is, I sure the hell ain't gonna spank him!"

Jerrett Porter
Douglas, Ariz.

While Shovelhead Bob was out at work, his ol' lady, who was not much of a rider, decided to take his Harley out for a spin. Later, when he came home she told him, "Honey, there's trouble with your bike. It has water in the carburetor."

"Water in the carb?" Bob asked, "That's ridiculous."

"I tell you it has water in the carburetor!" the ol' lady asserted.

"Hell, you don't even know what a carburetor is," Bob spat, "I'll check it out. Where is it?"

"In the pool," she answered.

Rocky Myerson
W. Palm Beach, Fla.



"Can you blame me? You were away on business, and he reminded me so much of you!"



TED AND BEVERLY MITCHELL'S SMOOTH CHOPPER

SOUTHERN GIRL

Ted Mitchell met Indian Larry back in 2003 who told him, "Give every machine you build a heart and soul." Since then, Ted says, "My bikes need a reason to be built or else they will be no more than a mess of cobbled-up steel." Ted continues, "Southern women have put up with us old bikers so well and for so long that I thought they deserve one of us grey beards to build a nice custom just for them."





Ted chose a paint scheme and exact colors from a 1955 Chevrolet Bel Air, but the one thing he likes most about this one is the hand-bent chrome trim that separates the skyline blue color from the white.

Ted is as serious about riding as he is about the bikes he builds. With his lovely wife, Bev, riding along beside him on her own bike, they have traveled to or through all but eight states. On one 11-day trip they covered over 6,900 miles together. From their home in Cookeville, Tennessee, they headed up through Missouri to South Dakota, Montana, and Idaho. They then went on to Seattle, Washington, down through Eugene, Oregon, to dip their feet in the Pacific Ocean near the California border.

When friends ask Bev what she saw along the way she replies, "Nothin'! If it wasn't on the side of the road I didn't see it... Ted won't stop for ANYTHING!"



My bikes need a reason to be built or else they will be no more than a mess of cobbled-up steel.

Bev has actually ridden this 93-cubic-inch shovelhead hardtail they call "Southern Girl" over 500 miles to Cherokee, North Carolina, in a single day. When she slowed down to stop for a short rest, Bev was wiping some of the road grime away. A crazy-looking old guy got off of his geezer-glide, sauntered over and said, "Do you mind moving out of the way, Miss, I'm fixin' to get my picture made with this beautiful motorcycle!"

Ted's favorite stretch of road is named Wolf Creek Pass. The 4-degree grade stretches up 26 miles from Durango to Denver. By the time you reach the top, your carburetor is singing the gospel of altitude in the key of S&S. Even when you downshift, there is just no oxygen in the air to burn.

At a recent bike show, Bev told a few people how Ted built Southern Girl, "just for the ladies" and they just had to meet Ted and express their gratitude. Speaking of hospitality, this month you selected the lovely Lauren as your Fox Hunt winner. She's a gen-yoo-wine slice of Southern pie! —*Cheese Grits*





Owner: Beverly Mitchell
City: Cookeville, Tennessee

GENERAL

Fabrication: Ted Mitchell
Year and Make: 2006 Homemade
Model: chopper
Assembly: Ted Mitchell
Time: 4 months
Powdercoating: P-Coat

ENGINE

Year and make: 1974 Harley-Davidson
Model: shovelhead
Rebuilder: Ted Mitchell
Ignition: Dyna
Displacement: 93 cubic inches
Lower end: Big Board
Balancing: Ted Mitchell
Pistons: Big Board
Heads: Harley-Davidson
Cam: Harley-Davidson
Lifters: Harley-Davidson
Fuel System: S&S Super "E" Carb
Air Cleaner: S&S
Pipes: Ted Mitchell

TRANSMISSION

Year and make: 1974 Harley-Davidson

PAINT

Painter: Ted Mitchell
Type/color: PPG/Skyline blue, white
Special Paint: Ted Mitchell

FRAME

Year and make: 2006 Paughco
Type: rigid
Rake: 40 degrees
Stretch: 2 inches up
Shocks: none
Modifications: Ted Mitchell

ACCESSORIES

Bars: 1 1/2-inch apes
Handlebar controls: none
Fender: Ted Mitchell
Headlight: Bates
Taillight: trucker girl
Speedo: custom
Pegs: custom
Electrics: Ted Mitchell
Gas tank: Captain America
Oil tank: 3-quart round
Oil System: S&S
Primary: Belt Drives LTD
Seat: Ted Mitchell
Mirrors: Arlen Ness
Grips: Arlen Ness

FRONT END

Type: Wide Glide
Extension: 6 inches over
Builder: Ted Mitchell

WHEELS

Hub: Tedd's Cycle
Size: 21-inch front, 16-inch rear
Tires: Dunlop
Brakes: GMA

Photos: Don Rogers
Model: Lauren Bowden

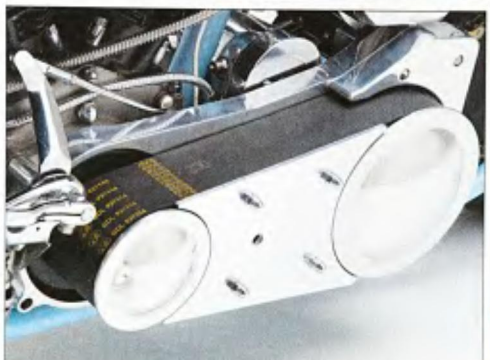


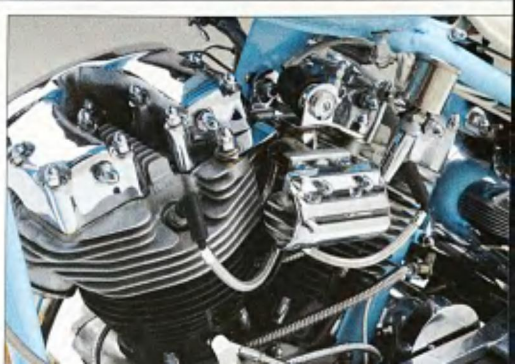
















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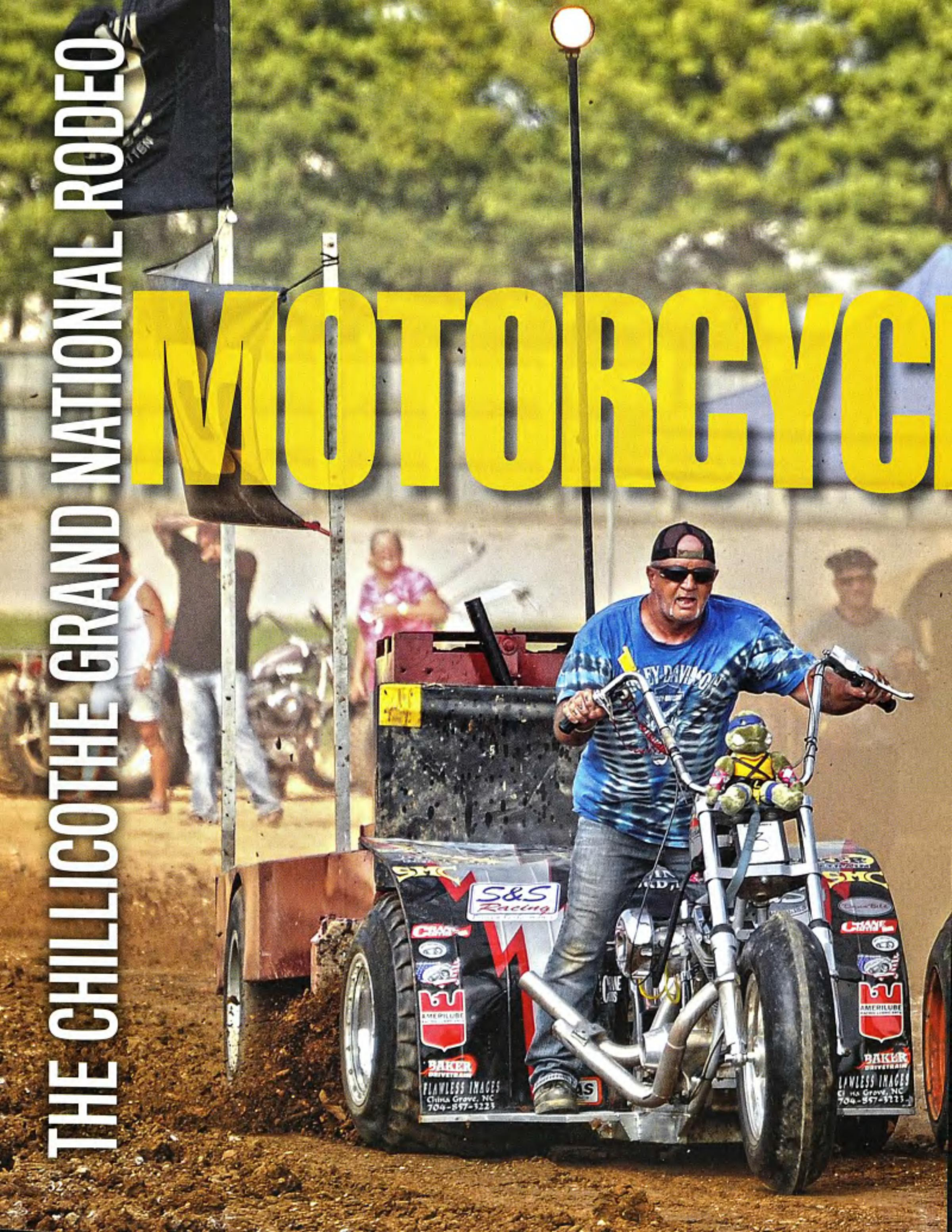
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Easyriders artist David Mann captured the biker lifestyle like no other. He was truly the Norman Rockwell of the two-wheeled world. He had the feel of the road and the knowledge of custom motorcycles to accurately portray the real lifestyle! This "In 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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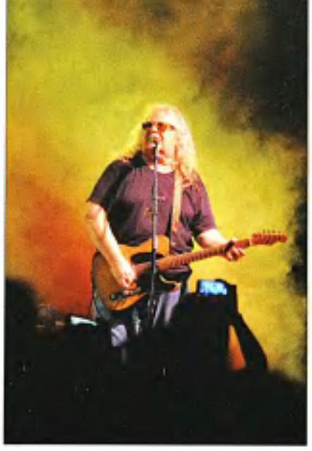
CUZ NOBODY ELSE HAD THE BALLS TO

BLACK BROND

COMING MARCH 2016

















Hard-working bikers come to party and we make sure they have everything they need for a killer good time. Live rock music is provided by a dozen bands on stage, beer stations and food vendors are located throughout the midway, and the party never stopped this year September 3-7.

The midway opened at noon on Thursday and the campgrounds became one big biker bash Tuesday and Wednesday. Both days it was hot and steamy, but the beer-guzzling crowd couldn't have cared less, as long as they had cold beer and the roar of Harley's cruising the campground. It really is a rolling bike show as these V-twins make their way around the camping area. On the Main Stage, the band Outlaws and Moonshine were followed by Lowlife for some good ol' Southern rock.

On Friday we had a special guest attend the festivities. It seems that the family of 27-year-old Jessie Burd, from Milton, West Virginia, requested a camping spot with electrical power. While talking with our event staff, it became known that Jessie had cancer and not a lot of time left. The electrical power was for his medical equipment. Jessie wanted badly to attend the Easyriders Rodeo in Chillicothe. The staff took care of everything Jessie wanted and more. He got up close to the bands, he left his wheel chair so he could sit on Scot Neufer's Fuel Trike and crank the throttle. Everywhere Jessie went during the Rodeo, folks were giving him hugs; he was a Real V.I.P. and Jessie says it was the best time of his life!

Friday morning began with barstool races and a ride-in bike show. A great Kid Rock tribute band called Cowboy took to the stage that afternoon and the front of the stage was packed with eager fans, all dancing and having fun.

The Triple T Racing Team consisting of Harold Tabor, his son Robert, and his grandson Jason put on a feast Friday night to celebrate the life of Carl "Pingo" Burkhart. Competitors, family, and friends attended. Shortly after the feast, Mother Nature unloaded a deluge of rain and wind. Some tents and easy-ups tumbled away only to be chased down by their owners. Rodeo practice was cancelled.

The weather cleared in time for Citizen Zero to play its set on stage. Following them, Drowning Pool drew a large crowd on Friday night. Other headliners included Colt Ford on Saturday night and The Kentucky Headhunters on Sunday.

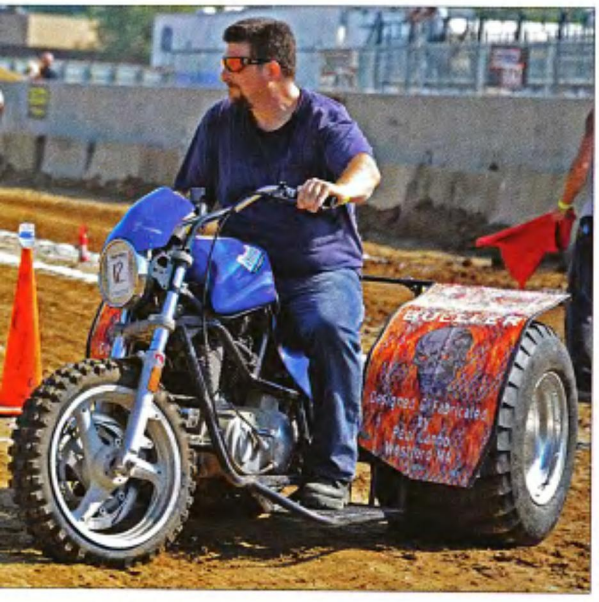
















On Saturday, the hot, humid weather found campers wearing less and less, showing lots of ink. The Chillicothe Rodeo has become known as The Biker Woodstock for good reason. It is the largest biker party in the world! Rodeo qualifying took place from 3:00 p.m. to 5:00 p.m. and drew a good crowd. Meanwhile, the votes for the ride-in bike show were tallied and the big winner was Lonnie Warne from Zanesville, Ohio. Lonnie, who attends the Easyriders Columbus Bike Show each year, decided that he would transform his 2001 Sportster into a show bike. Lonnie did most of the work and basic paint job, while the detail work was done by Bill Sikora. Winning the bike show was a dream come true for Lonnie, who smiled from ear to ear when the win was announced.

On Sunday morning bikers gathered around the stage to witness the tattoo contest. The judges had a tough job as there was some great ink on display. Three best of show awards were presented by trophy girl winner LeAnne Santiago and went to Archie Payne of Hamilton, Ohio, Tommy Wood of Hazlet, New Jersey, and Wizzard of Warren, Ohio.

Out on the track the rodeo fans were standing with hands over hearts as LeAnne had a death grip on Old Glory, holding the flag high and proud as The Easyriders Crew were working on the sled pulling track. When the games began, up first was the slow race and The Tabors took first place (Jason) and second (Robert). Scot Neufer was third and Bruce Veres came in fourth.

Troy and Carrie Snider were the fastest during the tire ride, followed by Scot Neufer and Patti Foster. Robert Tabor and Nichole had the third fastest time and Bruce Veres and Chrissy West came in fourth.

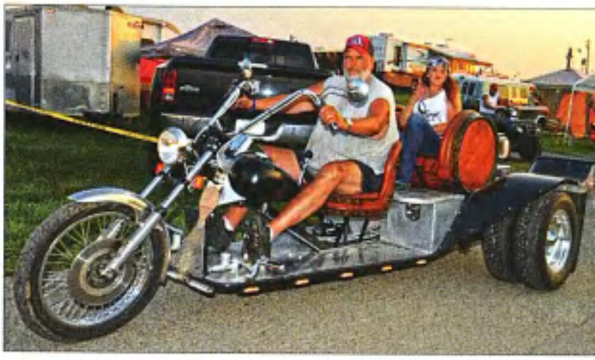
Barrel racers need to circle the barrels, two left turns and one right and then back to the starting line while being timed. Robert Tabor's time of less than 18 seconds did the job taking first place. Troy Snider took second, Jim Hale came in third, and Jason Tabor took fourth, all within two seconds of Robert's time.

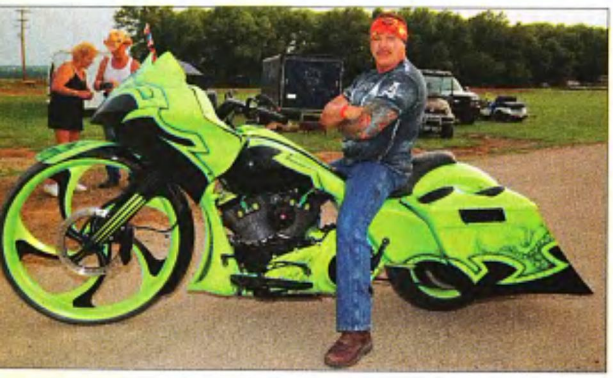
The first pulling event was for gas trikes. The first heat had Robert Tabor up against his dad, Harold. During the second heat both were side by side with 20 feet to go until Harold came to a halt. Robert was trying for a full pull and cranked the throttle. His gas trike took a left turn and climbed the wall. He stopped with his front wheel on















top of the wall and stayed that way, waving to the excited crowd. Robert had the best time and advanced to the finals.

Patti Foster from Lodi, Ohio, went up against Karl Poist from Nashua, New Hampshire. The first heat was scary as Patti's trike cut across Karl's lane. Patti could not line up for heat number two, so Karl went against Robert in the final. Harold won by default gaining third place, leaving Patti in fourth. Robert lined up against Karl for the top spot and money. Karl was a close a second, but it was Robert's day.

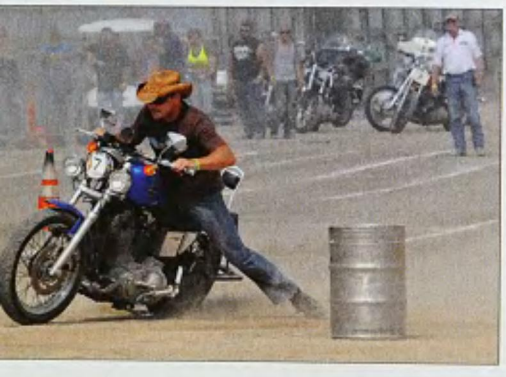
In the solo sled pulls it was Jason verses his old man, Robert. In heat number one Jason took it by 20 feet. Then, switching lanes, it was Robert by 10 feet, giving Jason the win and a spot in the final. Loran Whittaker went up against Jim Hale and Jim was ahead by 30 feet in heat one. Something broke on his solo sled and he could not line up for heat number two, so he got fourth place money, while Robert took third. Loran was on to the finals against Jason. Loran took heat one and after the lane switch, Jason just took control and pulled his way to first place money.

In the potato haystack game, the bikes go round and round until the air horn blows, then all the ladies dive into the hay looking for one of four potatoes. Christa Tabor took a whole three seconds to grab number one. Carrie Snider got the second, Chrissy West found the third potato. It took some time for the remaining girls to locate the last spud. Patti Foster came out of the pile smiling holding the last tater in the pile.

Jim Hale went up against Scot Neufer in the fuel trikes competition. During the first run Scot almost duplicated Robert's wall climbing, as his trike got to the top and then slid down the wall. In the second run Jim pulled away from Scot, getting to the finals. Then it was Eddie Austin from North Carolina verses Loran Whittaker from Alliance, Ohio. Both left the line with their front wheels off the ground. They were even until the last 10 yards when Eddie's trike stopped and Loran made a full pull. Switching lanes, Loran went out of bounds almost hitting Eddie, who completed a full pull. For third and fourth place it was Loran verses Scot. In heat one, Scot went out of bounds at 160 feet while Loran had a full pull. In heat two, Scot pulled the full 200 feet while Loran pulled 190 feet, taking third place. In the final two pulls Eddie and Jim were at the line.







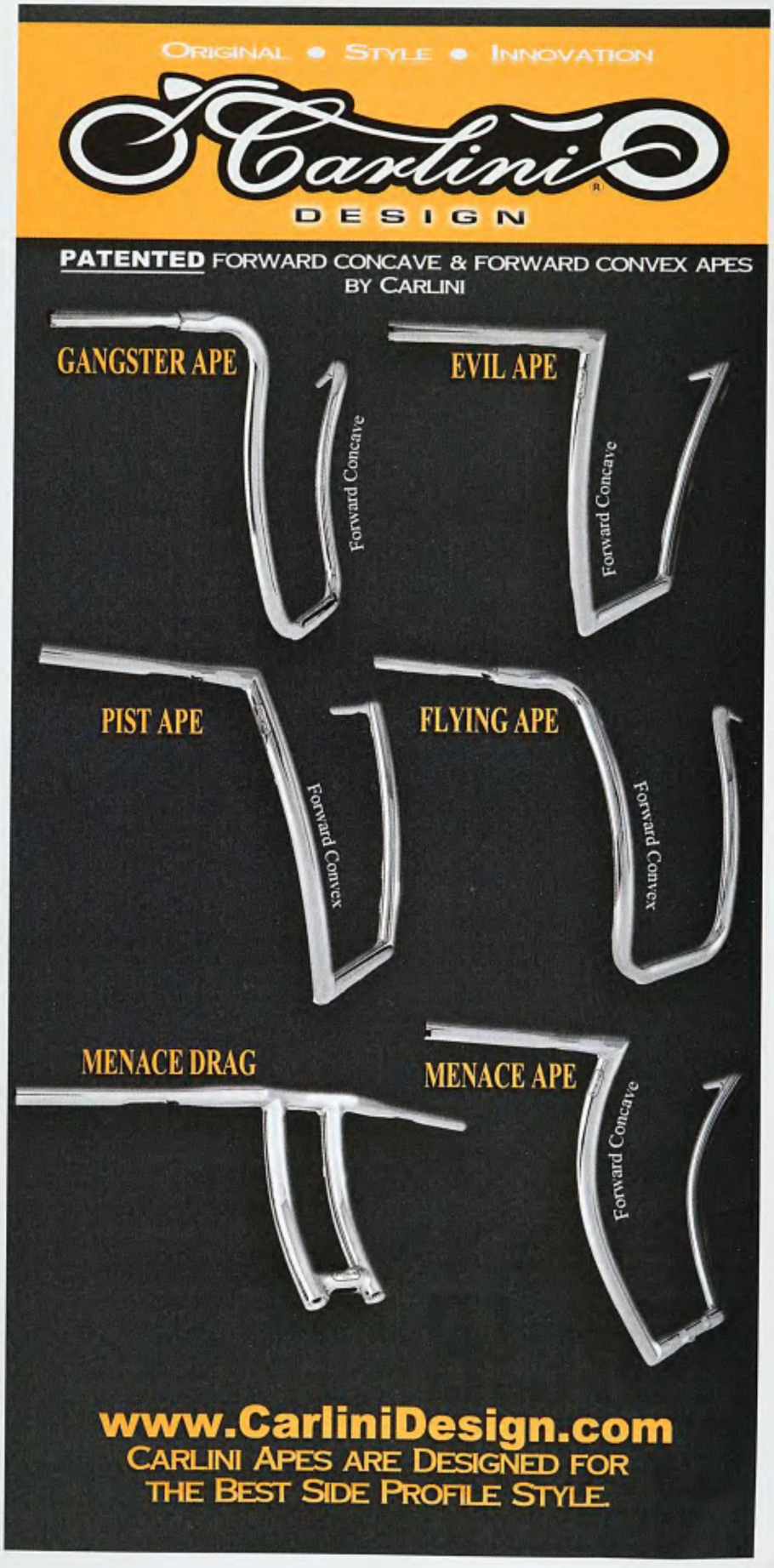
The flag raised and they were off parallel for 170 feet. Jim's Trike crossed the line and came within three inches of Eddie's trike. They didn't collide and Eddie kept going to the 190-foot mark. Again the lane switch and Eddie took the top spot with a full pull, as Jim's pull of 160 feet landed him second.

The wienie bite was the final event and is always a crowd pleaser. Scot and Patti's bite of 3 1/2 inches sealed the deal. Jason and Christa were second, followed by Robert and Nichole third, and Bruce Veers and Chrissy West in fourth.

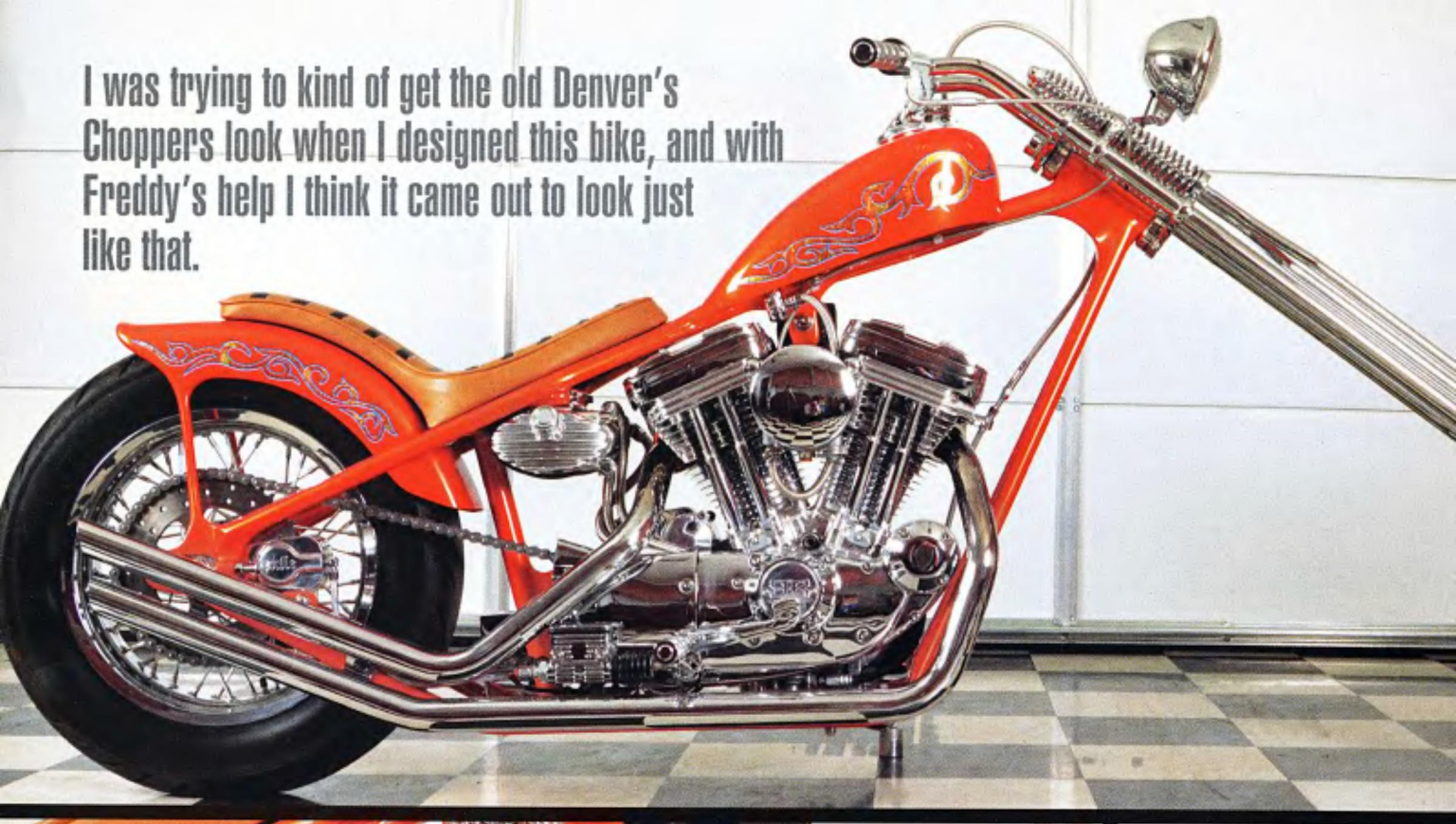
On Sunday night it was time to rock with The Kentucky Headhunters. This band tore the place apart and offered the perfect climax to this year's Chillicothe hoedown!

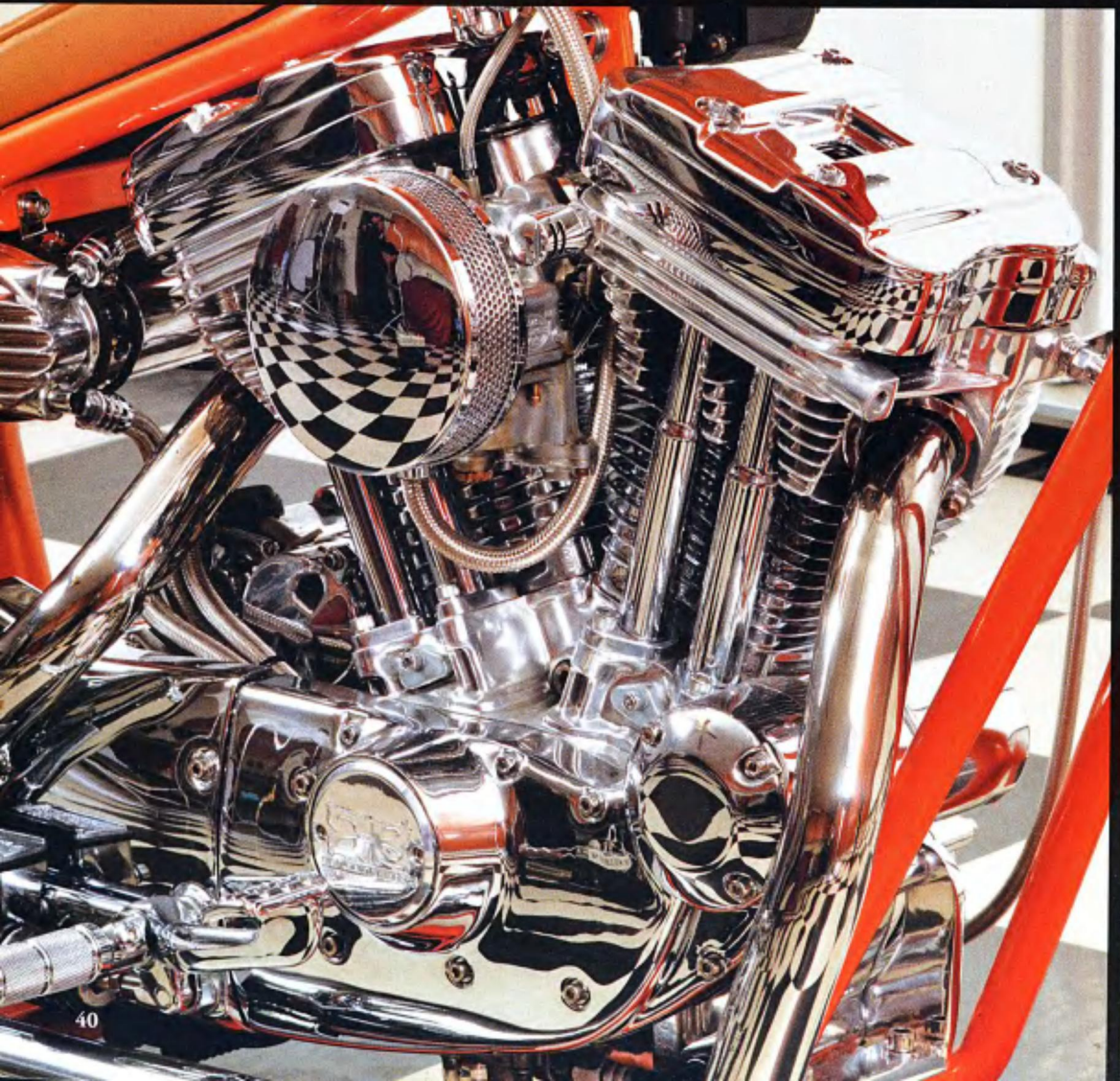
—Big Tom Gordon

Photos: Billy Tinney



I was trying to kind of get the old Denver's Choppers look when I designed this bike, and with Freddy's help I think it came out to look just like that.









THIS AWARD-WINNING LONG BIKE PROVES IT

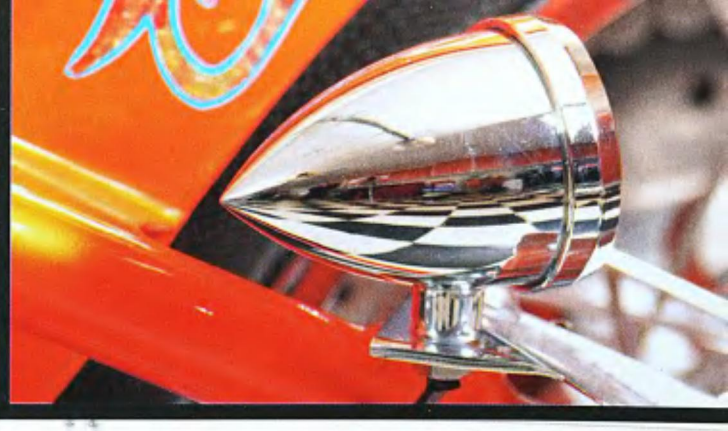
Old-School's Back

Mike Basura is old-school, real old-school, and he'll tell you so. He goes all the way back to the '60s and the choppers that were built during that time, and he says he was friends with Denver Mullins and Li'l Freddie Hernandez, pioneers of the chopper era who built some of the first examples of what would become known as the long bike. With its raked neck and super-extended front end, the early long bike was truly a sight to see. Mike says that he's always been into long bikes, even when he was a kid. "Those choppers are all I've ever built," he adds. "They're just my style."

Mike, who used to own a car paint business but has been retired from the rat race for a while now, is a firm believer in the chopper culture and does his share to try to inspire a comeback of the long bike, so with this particular bike, Mike wanted to cater to exactly that look and that cause. "I wanted to use a long frame with a rake and a front end like this, and a Sportster motor to add to the sleekness of the look," he explains.







"Custom cars have always been my main business, but I always liked to build custom bikes, too."

So Mike went to see his old buddy Li'l Freddie who still has a shop in Rialto, California, and had him build a frame and a matching front end. And while they were at it, Mike and Li'l Freddie also fabbed the fender and cut the Sportster tank in half to reshape it into its current form. Then they molded the frame around it. "I was trying to kind of get the old Denver's Choppers look when I designed this bike," says Mike, "and with Freddy's help I think it came out to look just like that." Consider the bike an homage to the old days and all those guys from back then.

Once all the parts were together, the bike was taken to Black Bike in Van Nuys, California, where it was put together. Elliott and his crew at Black Bike also fabricated a set of pipes and added their own set of wheels for that extra special look. Meanwhile, the sheet metal ended up down the street at the shop of Bob Falini, a.k.a. Radio-Active Bob, for the bike's beautiful pearl orange paint job, after which it went back to Black Bike for reassembly.

And then? And then Mike entered his prized beauty into last year's Long Beach Easyriders Bike Show where it immediately wowed the crowd and floored the judges and won the Best of Show award. "I didn't expect that at all," says Mike. "I mean, there were so many baggers there, and people are into all those other bikes with a lot of bling and so on, so this came as a real surprise."

But as far as Mike's concerned, the world has finally come full circle and old-school's back again where it's always belonged. —*Tripper*













Owner: Michael Basura
City: Walnut, California

GENERAL

Fabrication: Black Bike
Year and make: 1992 Harley-Davidson
Model: XP 1200 Sportster
Assembly: Black Bike
Time: 8 months
Chroming: MecLec, High-Tec

ENGINE

Year and make: 2013 Harley-Davidson
Model: XP1200
Ignition: Crane HI-4
Displacement: 1200cc
Lower end: Harley-Davidson
Balancing: Harley-Davidson
Pistons: Harley-Davidson
Heads: Harley-Davidson
Cam: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): S&S
Air Cleaner: Paughco
Pipes: Black Bike

TRANSMISSION

Year: 1992 Harley-Davidson
Modifications: custom
Shifting: 4-speed

PAINT

Painter: Bob Falini
Type/color: pearl orange

FRAME

Year and make: 1992 Fred's Frames
Type: rigid
Rake: 50 degrees
Stretch: none
Shocks: none

ACCESSORIES

Bars: custom made
Handlebar controls: Drag Specialty
Fender(s): custom
Headlight: Custom Chrome
Taillight: Custom Chrome
Pegs: Custom Chrome
Electrics: Crane HI-4
Gas tank: Sportster
Oil tank: Custom Chrome
Oil system: Harley-Davidson
Primary cover: Harley-Davidson
Seat: JP Custom Seats
Grips: Custom Chrome

FORKS

Type: springer
Extension: none
Builder: Fred's Frames

WHEELS

Size: 21-inch front, 16-inch rear
Hubs: Black Bike
Tires: Avon
Brake: Exile

Photos: Kai R.

PartsBox



BDL COMPETITOR CLUTCH FOR 1991-UP SPORTYS

Take your Sportster's clutch to a new level with BDL's new CC-140-BB Competitor Clutch conversion. The 140 version of BDL's industry-standard-setting Competitor Clutch series was developed exclusively for stock 1991-and-later Sportster clutch baskets. BDL's patented Ball Bearing Lockup Clutch will significantly lighten pull at the lever while providing smooth, slip-free lock up. Each unit incorporates a designated number of steel ball bearings set in a model specific diaphragm assembly. Conversion is a straightforward install, replacing the factory pressure plate, springs, and hub. The kit, as pictured, retails for just $444.

Beltdrives.com



DRAG SPECIALTIES LEGACY GAS TANKS

Unique and functional, the Legacy Gas Tanks from Drag Specialties will add a great custom look to your ride. These precision-made tanks are constructed using TIG-welding and deep drawn steel, allowing a clean slate for any paint scheme you desire. These 3.8-gallon tanks are pressure tested to ensure quality. They feature a stock screw-in gas cap bung for use with 1996-2015 vented gas caps. The tanks use the stock mounts. Available for 1983-2015 XL models, the price for tanks fitting 1983-2006 models is $270, for 2007-2015 models the price is $295.

Dragspecialties.com



JAYBRAKE J-FX SERIES FORWARD CONTROLS FOR SOFTAILS

J-FX Forward Controls feature fully adjustable pegs and brake/shift levers to allow for the perfect fit. They're constructed of steel and billet aluminum and utilize stock mounts and the stock master cylinder. JayBrake J-FX Forward Controls fit 2000-and-up Softails. They require the use of a 2000-2006 Softail-style kickstand. The Peg Adapter is compatible with H-D-style peg mounts. J-FX Forward Controls are sold in sets and are available in chrome with black or black on black. Peg styles are available in Multi-Band, Full Rubber, or Peg Adapter. The Peg Adapter allows you to choose any JayBrake pegs so you can customize your look.

Jbrake.com



PAUGHO RIGID FRAME FOR RUBBER-MOUNTED XL

Start out with a Paughco rigid frame as the foundation for your next custom Sportster build. This frame features a 1 ½-inch diameter backbone and 1 ¼-inch downtubes, with stock stretch and a rake of 30 degrees. The frame accepts OEM motor mounts for a quick and easy motor installation, as well as mid or forward controls for the perfect fit. An optional barrel-style oil tank is also available to complete the custom look. Made in the USA. Price: $1,499.

Dragspecialties.com



KUSTOM FENDERS FOR INDIAN'S SCOUT

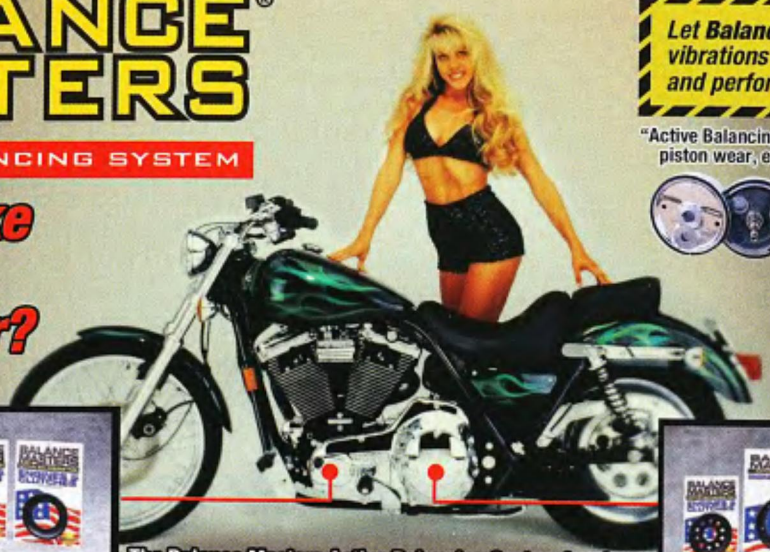
Klock Werks makes it easy to customize your Indian Scout with three new bolt-on front fender styles. The Benchmark has a slammed, low-profile look, the Klassic gives the bike a timeless style, while the Outrider fender (shown) is a tire-hugging, direct bolt-on replacement, complete with built-in mounting tabs threaded to match factory hardware. All Klock Werks fenders are stamped from 14-gauge steel using precision deep-draw stamping technology that ensures a consistently smooth finish that minimizes bodywork. Fenders are then e-coated to prevent rust and corrosion.

Kustombaggers.com

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Harley's New SE Bolt-On Street Performance Motor Kit

Building A High-Performance 110-Inch Motor

Reading up on high-performance motor parts for our late-model bikes powered by a Twin Cam we discovered that most of the bolt-on motor kits top out at 103 cubic inches. The reason for this displacement ceiling is that the factory cases can only fit cylinder barrels with a spigot diameter of 4.070 inches. On cylinder barrels that use cast iron liners, this limits the cylinder bore to a maximum of 3.875 inches. To break through the 103-inch barrier, Harley has developed cylinder barrels that feature high-strength steel liners. These cast-in-place steel liners have a 4.070-inch spigot with a 4-inch internal bore, which equals 110 cubic inches of displacement when used with the stock 2007-up 4.375-inch stroke flywheels. So now, you can build a 110-inch Twin Cam motor without completely disassembling the motor and boring out the cases.

Harley's 2016 P&A catalog lists five Screamin Eagle bolt-on 110-cubic-inch kits: three Street Performance kits, one Stage III kit, and one Stage V kit. There are kits that fit almost all 2011-up models. For our 2012 Street Bob, we ordered the SE Street Performance Kit (P/N 92500033, $2,195). The kits' contents are very impressive; people that know how to pull serious power out of a V-twin motor designed these parts. The kit not only includes the 4-inch bore cylinder barrels and matching forged pistons, but also a set of CVO 110 cylinder heads (SE No. 255 cams).

The cylinder heads are fitted with polished, lightweight, oversized intake valves. The CVO-engineered combustion chambers are sized to give a 9.3:1 compression ratio. The heads come with Harley's electronic compression releases installed. For long life, the flattop pistons are forged and fully machined. The camshafts are a high lift, medium duration cam design: .556" valve lift, 211° intake duration, 235° exhaust duration with 13° overlap. They were developed to produce 100 ft. lbs. of torque at 2,500 rpm. Also included is a set of high-capacity roller lifters, inner cam needle bearings, a heavier clutch spring, and all needed gaskets.

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

Installing our kit was no more involved than fitting the motor with a new set of cams and doing a ring job. In fact, it was easier as we didn't have to hone the cylinders and grind the valves. All of the parts fit as they were supposed to, without any drama. The finished bike was a completely new ride; its mid-range torque was outstanding! When the throttle was yanked, the bike flew!

—John Sullivan

Harley-Davidson Screamin' Eagle
Harley-davidson.com



1 Other than the Screamin' Eagle badges on the cylinder heads, our motor looks like any 96-inch Dyna V-twin, but it packs 110 inches of power!



2 These are the major components: Screamin' Eagle cylinder heads, steel sleeved cylinders, and forged pistons. At 110 cubic inches with 9.25:1 compression, these parts will add to the motor's power band.



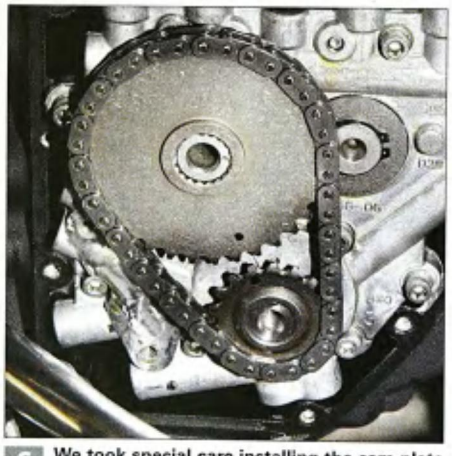
3 The SE Street Performance Kit's parts for building a high-performance motor also included No. 255 SE camshafts, SE performance lifters, and SE inner camshaft needle bearings.



4 The motor's stock cylinder heads, camshafts, and other valve train parts have been removed.



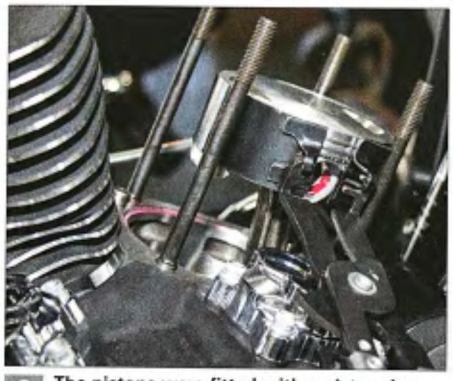
5 The new SE cams and their secondary drive chain have been fitted into the cam plate.



6 We took special care installing the cam plate assembly and aligning it with the oil pump. The primary cam drive sprockets are timed and the chain have been fitted. Next will be the bolts that secure the sprockets and the cam drive chain tensioner.



7 The rings were sized to the barrels and fitted on the pistons. The pistons were then fitted over the top of each connecting rod and their wrist pins and locks installed.



8 The pistons were fitted with a piston ring compressor



9 Next, the cylinders were pushed down over them.



10 The new cylinder heads were installed and their head bolts torqued down. Next the pushrod tubes and stock pushrods will be installed. That is because the No. 255 cams have the same heel diameter as the stock cams.



11 We finished off the motor with the stock exhaust head pipes fitted with a set of SE slip-on mufflers and a teardrop air filter.



Birthday Party

I was sittin' out on my deck the other night, chompin' a decent cigar and borin' one of my younger ridin' buddies with tales of the old days. In between tales I was teaching a crash course in perfect smoke ring blowin'. I managed to lasso my ol' lady's hummin' bird feeder with a monster of a bluish gray smoke ring, and I was thoroughly entertained while watchin' my young friend try to best me with his pitiful little smoke rings. The young grasshopper had much to learn about smoke rings, ridin' hawgs, and women.

In the process of takin' this youngster under my wing I related some pretty grim tales and some funny ones as well. One such tale was about my surprise 40th birthday party. My ol' lady had rung up a passel of my ridin' buddies one Sunday and as they all pulled up to my place around noon, I could tell by the grins and laughter that it was gonna be an interestin' day. I backed my Super Glide out of my apartment and me and the wife piled on and headed to parts unknown with the rest of the bunch.

We were lucky enough to live near the water's edge, and so we followed the twisty old two-lane that wound along the sound, careful to avoid the fine beach sand in the curves. We were a ragged bunch for sure and the mixture of panheads and shovels made for beautiful Sunday music.

After about an hour, our leisurely putt came to an end at Pancho Villa's in Old Huntington. It was a great, authentic Mexican place right near the harbor where the owner always treated us like kings. Turns out, Jose was expectin' us and had our "private room" all set up and ready for our usual, rowdy, revelry. Seems the ol' lady had called ahead and had turned this all into a surprise party for my birthday. Jose was no fool; he knew that keepin' us in the private party room was good for us AND good for his more straight-laced customers. He assigned us two waiters and they were always all smiles because they knew there'd be a very healthy tip in the middle of that big round party table when we left. We all knew we could be a handful as the beer flowed, so after the meal we'd all throw a tenner in the pile, hence the great big smiles.

Two hours, a great meal, and about 40 Dos Equis's later, (with some Cuervo thrown in for birthday toasts) we started to settle up the bill and toss in the cash. My ridin' brothers never let me spend a dime. They just clapped me on the back and yelled "Happy fortieth" as they wandered on out to the parking lot to fire up the scooters and prep for the return ride. The sun was already low in the sky and that meant it'd be a beautiful run back home. I couldn't wait to listen to open pipes snarlin' and to watch the shadows of the bikes weave and undulate against the tall sea grass that grew on the south side of the old highway. It would be the perfect end to a great birthday celebration.

Alack and alas it was not to be. We were all sitting idlin', watchin' Fast Freddy try to kick over his 93-inch stroked shovel. He'd put an S&S carb on it and hadn't got it dialed in quite right yet. I mean that hardtailed monster was quick as bat shit when it was runnin', but gettin' it runnin' was a real pain in the ass as of late and Fred was gettin, pretty winded. After all, he had just eaten two pounds of chicken mole verde and chased it with multiple Dos Equis's and tequila, so he was sweatin' big bullets and puffin' like a log train under a full load.

The ol' ladies were gettin' all antsy and our bikes were heated up real good while we sat and waited for Dangerous Dennis to give a few kicks and help Freddy out. No luck, as Dennis was all tuckered in half the time it took Fred to peter out. My ol' lady was shiftin' around behind me like she had spiders in her panties and she whispered to me, "Can't you just push start the damned thing?" I knew that was the only way we'd get home that evenin', so I shut down my shovel and one by one, the rest all killed their motors.

We dismounted and headed over to Fred who was a little embarrassed by

the ordeal, but the look on his face told us he was grateful for the help. Truth be told I didn't think he had another kick in him. We all discussed the best direction to aim the ornery beast, and with Fred perched aboard, three of us began to push her up to a decent speed. Fred popped the clutch and bounced down hard in the seat, the rear wheel locked for a second and then that stroker lit up with a belch of flame and a devil's shriek. Fred had her in third when she popped off and that damned chopper took off like a dog with its ass on fire. Problem was, there were about 10 folks leavin' the restaurant at about the same time that stroker lit off. Fred ended up screamin' right through the center of that bunch. Most of them were wearin' softball uniforms representin' some local Sunday team or other. As everyone whose anyone knows, drunk jocks and beered up bikers don't always mix real well.

Curses flew, and fists followed, and the melee went on for all of about three minutes. I knew in the middle of it all that it wouldn't last too long as we were all bloated up with good Mexican food and beer. By the time the cops arrived, we were pretty well winded and laughin' about the whole thing. I had a split lip and some loose teeth, Freddy had skinned knuckles and a bloody nose, and all the rest were in pretty much the same shape. The jock's wives were talkin' to our ol' ladies about their hair and nails or whatever and the captain of the softball team was sittin' on Freddy's bike and askin' him all sorts of questions about it.

The best part was when the first cop climbed out of his cruiser, shakin' his head and all frowny and such and I immediately recognized him. He was my buddy, Rick, from back in my high school days. He looked at me and just said, "I mighta known." I smiled and threw out my hand, and we spent about 20 minutes just catchin' up. Seems Rick went to college and majored in police science while I was buildin' bikes, learnin' to weld, and carousin' around town.

No charges were pressed thanks to Rick and the fact that Stan, the captain of the softball team, and Freddy had made plans for us all to get together for a barbecue at Freddy's the following weekend. Stan and his buddies push-started Fred again and waved to us as we wound our way out of the parking lot and towards the beach road. Rick followed us out, whooped the siren, then turned off to head up Main Street.

So far it was turnin' out to be a great birthday. We headed back to the beach road, and dialed it up a bit. The pipes roared as we took a few chances in the sandy turns. As the sun began to set, turnin' the sky first pink then deep purple, we were all surprised by what happened next—yours truly especially. There, off to our left, standin' in the tall grass, was a statuesque young fox, sportin' nothin' but a white string bikini, a pink towel tossed casually over her shoulder and her thumb out, hitchin' for a ride.

Now as red-blooded, American bikers we reacted exactly as any man would when faced with such a situation. We locked up brakes and dragged our Avons to a halt on that dusty old beach road. All the single guys began offerin' the lovely young lady rides on their scoots. It was a funny thing to watch for sure as they stumbled over each other to influence the girl's decision.

Without any warning whatsoever, my ol' lady dismounted my shovel, leaned in to whisper "Happy Birthday, Sweetie!" Then she walked over to Bobby's panhead and mounted up behind him. Bobby just grinned and gave me the thumb's up as the bikini clad beauty sashayed right up to me, then leaned in, gave me a quick wet kiss and throwing her leg over my bike, wrapped her arms around my waist.

Cheers went up all around with comments like, "You got a good ol' lady." And "Happy Birthday, man." As the whole passel of my brothers rode off up that narrow road, the last thing I saw was my ol' lady's hand go up in a wave.

As I finished relatin' the story to the grasshopper, he turned to look at me, removed his well-chomped cigar from between his teeth and asked, "Didn't choppers have electric starters back then?" As I said folks, he's a youngster and I have a lot to teach him.

—Z. Jakl

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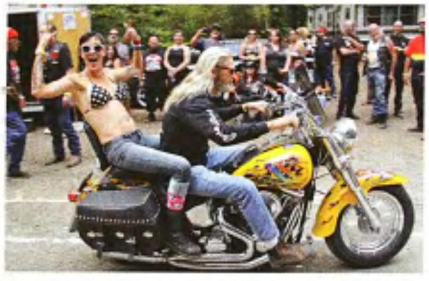
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35 YEARS OF FIDDLING AROUND

THE FRYED BROTHERS BAND 35TH ANNIVERSARY CAMPOUT












Photography by Felicia Morgan

There's nothing comparable to the magic of riding through the twisties of the Giant Redwoods near the Northern California coast. The ride is its own brand of enchanting but when you toss in a big dose of the fabulous Fryed Brothers Band's own indelible music and a three day romp in the tall trees, the whole September euphoria becomes an unforgettable experience each fall as the band celebrates another year of playing. For the band's 35th anniversary of entertaining fervent fans from around the world, the boys in the band invited a gaggle of their favorite musicians to share a stage and shake the trees. With nine different bands, family, friends and fans rocking the joint, the kick ass party was a fitting tribute to a biker band that's weathered the decades and the festivities served as an appropriate launch into the next phase of this notorious group's popularity.

Back in 1980 Harry and little bro Tommy started the band with their parent's blessing in memory of big brother Mark's untimely passing after a cager hit him from behind as he sat on his bike at a stop light. The brother's heart and dedication to their music quickly earned them a fast and faithful following and, in the way of bikers everywhere, their fans become family due to the warm and welcoming attitude of the brothers. So it was only natural that when Tommy passed away two years ago, people came together to offer their support and carry the group through. Now days, though Harry is the only remaining blood brother, the band has formed a tight group that produces not just killer tunes but a brotherhood that endears them to crowds everywhere. Tommy is never more than a good joke away and the band's website lists him as simply being out for a long bike ride.

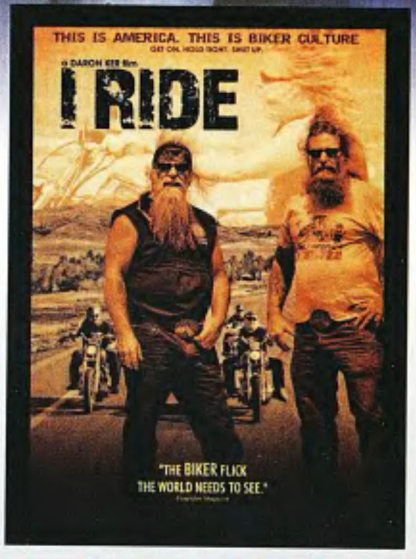
All during the weekend of biker games and good times, Harry happily invited musician friends to share his stage as he fired up his fiddle and joint was jumping, but no matter where they perform, singer/bassist Warren Dorrell, drummer Bobby Boutte, piano player Stephen Pocus and pedal steel guitar player Rex Stenzel kick out tunes worthy of the famous stages they graced from all across the globe. The band's original tunes, true talent and great showmanship proves out that bikers are a rare breed, indeed.

In a match surely made in biker heaven, the Fryed Brothers Band will be bringing their world-class brand of biker music to all of the 2016 Easyriders Bike Shows around the country. Come out to any of our bike shows and find out why after 35 years, the Fryeds are hands-down the greatest biker band in the world. *—Felicia Morgan*

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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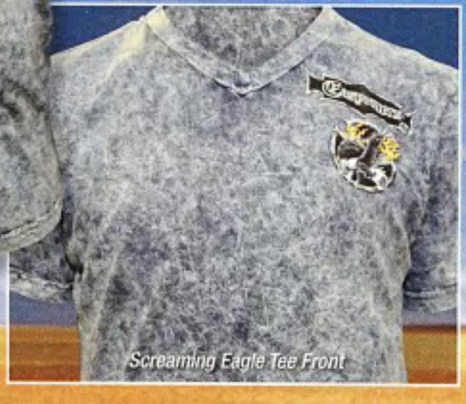


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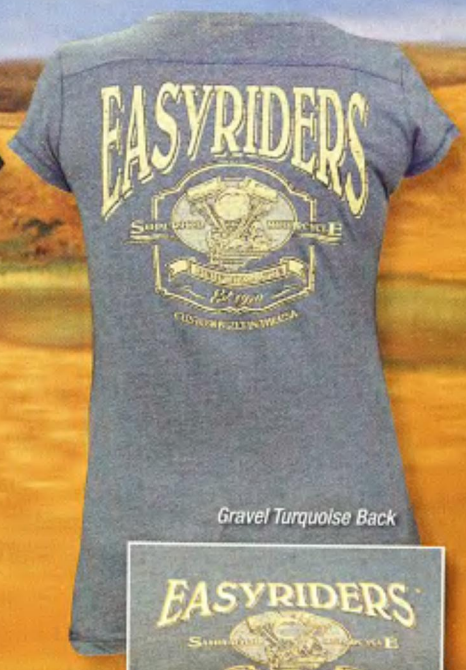
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2186 Black Short Sleeve $28.95



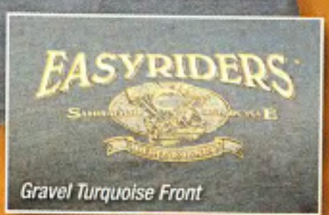
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Gravel Turquoise Front

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LAS VEGAS BIKEFEST XV

TAKING OVER DOWNTOWN—AGAIN!



The Las Vegas BikeFest has returned to where it all started those many years ago; it's come back into downtown Las Vegas and Fremont Street in all its grit and glory. In a move that emphasized the event's commitment to the area and, at the same time, took advantage of the general rejuvenation process happening in Fremont East, the BikeFest has found a home that seems tailor-made for its purpose.

You didn't have to ride your bike or take the shuttle to the Cashman Center anymore, and from the host hotel, the Golden Nugget, the new venue centered around the Western Hotel and right next door to the infamous Container Park is only eight blocks away and within easy stumbling distance. Sure, have another beer, my friend!


RUSS BROWN
RUSS BROWN
RUSS BROWN

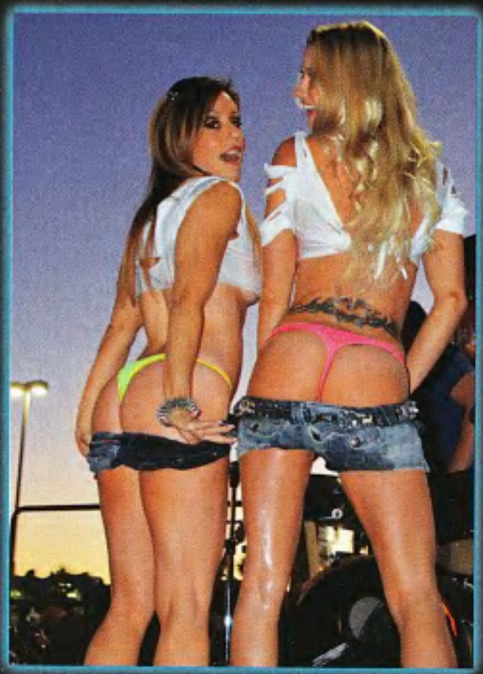

Shaun Ruddy
Chop Device











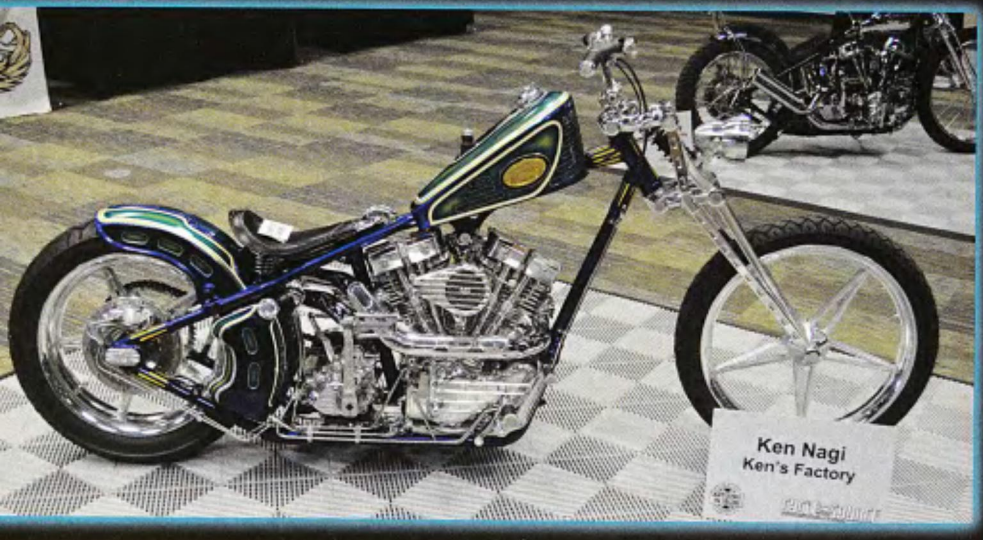





Max Hazan



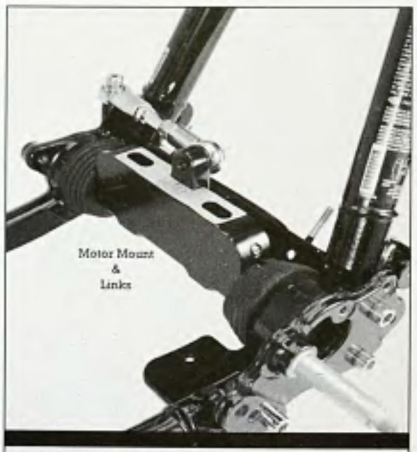




The first thing you might have noticed, once you got past the crazies begging for your attention and spare change along the Fremont Experience, was all the baggers. They were simply everywhere. It was almost as if motorcycle manufacturers had forgotten how to make anything else. They filled the parking lot, they crowded the streets, and the only place they weren't present was inside the Western Hotel where the Artistry in Iron Show was held all weekend long.

But even during the Chop-In bike show on Friday when some 40 bikes vied for trophies, almost half of them were baggers. And of course the next day, during the Best Bagger bike show, the block in front of the Western Hotel that housed the famous Artistry of Iron event was filled with baggers of all sorts and sizes, from fairly mild customs with regular-sized front wheels to some of the most radically chopped and fabbed air-ride monsters with 32-inch rubberized behemoths sporting some of the wildest—and most expensive—paint jobs known to bike riding man.

At the Hogs and Heifers just down the road for the party after the show, the picture was much the same: the entire cordoned-off block or two featured nothing but you-know-whats. But of course BikeFest had a lot more to offer than just baggers and scantily clad girls dancing on top of a bar. Some were wearing wet T-shirts—or parts of T-shirts—and were dancing and gyrating Friday night on a stage set up at nearby Red Rock Harley-Davidson, while on Saturday, still less scantily clad ones (if that's even possible) vied on the



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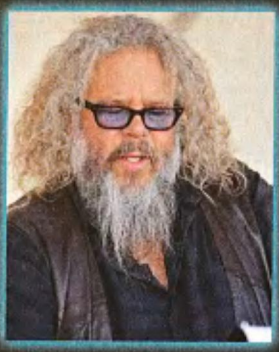
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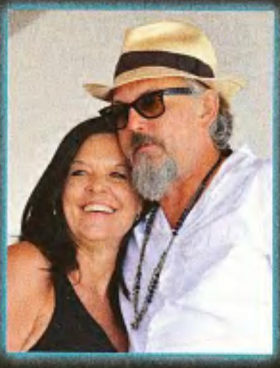




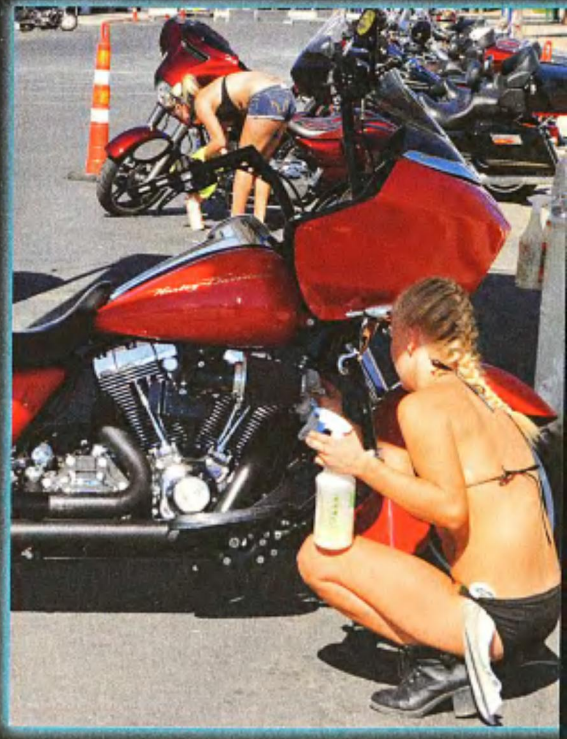

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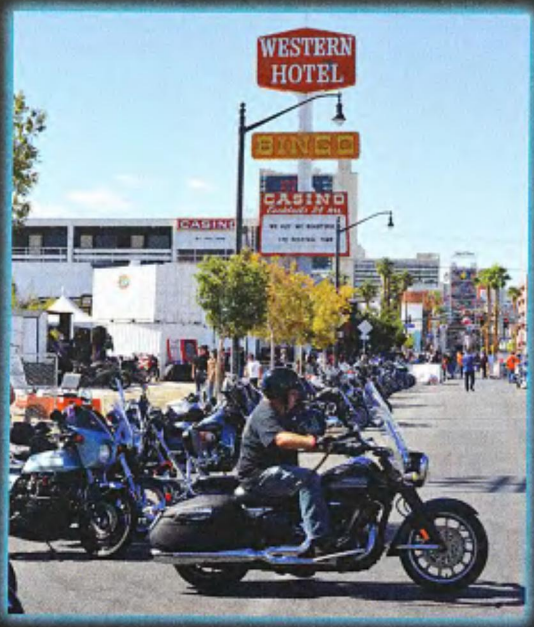














South Stage for the Miss Las Vegas BikeFest title and a tiara specially fabricated for the occasion by Michigan bike builder Gary Maurer.

There was also live music throughout the weekend from bands like Jared Blake, Midlife Crisis, and Sweet Home Alabama, just to name three. A second stage on the north side of the street featured, among others, a tattoo contest, a best facial hair competition, and celebrity appearances by *Sons of Anarchy* stars Tommy Flanagan (Chibs) and Mark Boone Junior (Bobby) on Saturday, while Rick Harrison from Pawn Stars showed up at the Epilepsy Foundation booth both Friday and Saturday.

In fact, with the Poker Run, the Artistry of Iron contest, a bike show on Friday, and bagger show on Saturday, a motorcycle stunt show, plus all the vendors and everything else the BikeFest had to offer, it was virtually impossible to be everywhere to catch everything. And if you wanted to, there was a big concert at a new venue next to the Golden Nugget that featured Paul Rodgers, formerly of the Free and Bad Company.

All in all the crowd seemed to have a great time all weekend long, and plans are already in the making for next year's shindig, which will be happening on the weekend of September 30 through October 3, 2016. So make your plans now.

For more info and a look at the BikeFest's new home, check out lasvegasbikefest.com. —*Kai R.*

Photos: Kai R.





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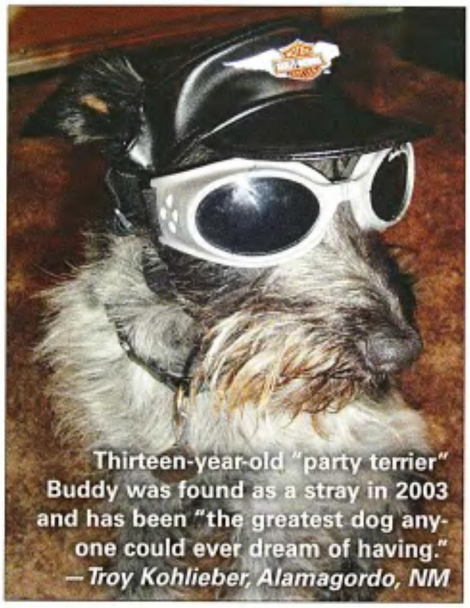
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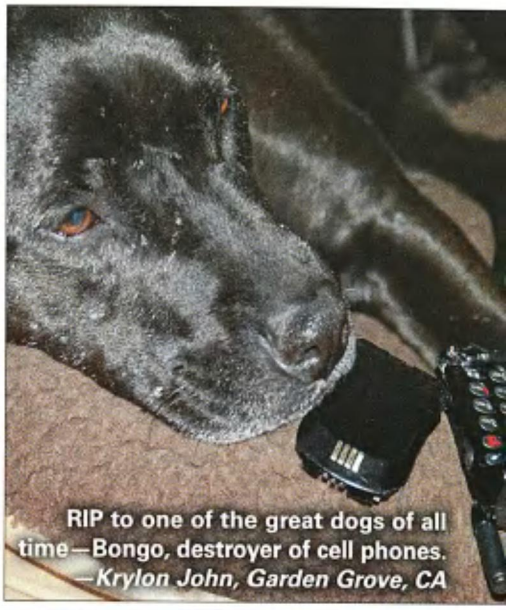
A Biker's Best Friend

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!



Thirteen-year-old "party terrier" Buddy was found as a stray in 2003 and has been "the greatest dog anyone could ever dream of having."
—Troy Kohlieber, Alamagordo, NM



RIP to one of the great dogs of all time—Bongo, destroyer of cell phones.
—Krylon John, Garden Grove, CA



Feline tire gauge Goldenrod checks the air pressure.
—Grease Monkey, Osage Valley, MO



Scampi is a 7-year-old Parson's Jack Russell Terrier that has been riding atop his master's tank for 5 years.
— Bucky Neustadt, St. Augustine, FL

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FoxHunt

This Month's Winner

In this month's issue, meet the lovely Lauren, a firm-gripped little Connecticut yanker 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. See her dribble and frolic upon Beverly Mitchell's 2006 homemade chopper in this issue.

—Captain Moosecock





#0301 Danielle—WI

"My first ride on a Harley I never felt so free. The thrill that came over me with the rumble of pipes, I was hooked!"



#0302 Michelle—UT

"My first ride on a Harley I instantly understood what it was all about. The freedom, exhilaration, and excitement washed over me."



#0303 Irene—AZ

"I was about ten, sitting on the back of a blue chopper and I couldn't stop smiling. It was beautiful and the beginning of my obsession!"

FoxHunt

WIN $500!

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 festering Fig Newtons. Meet sweet Karin from Moorsville, North Carolina, just over the hill from Mayberry where it's always moonshine and tattoo night at Floyds House of Pain. Come back next month or you'll be waking up with a wicked hangover, a neck-tat that reads Thelma-Lou and a death-threat message from someone named Barney.

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I will pose: ❑ Nude ❑ Topless only
Model's Signature:

Photographer's Name:
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Photographer's Signature:

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

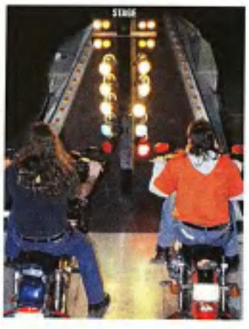
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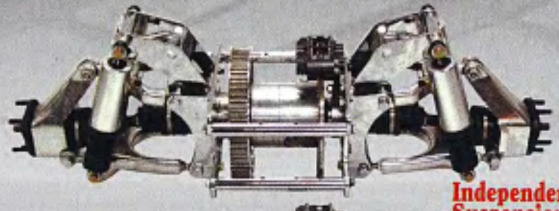
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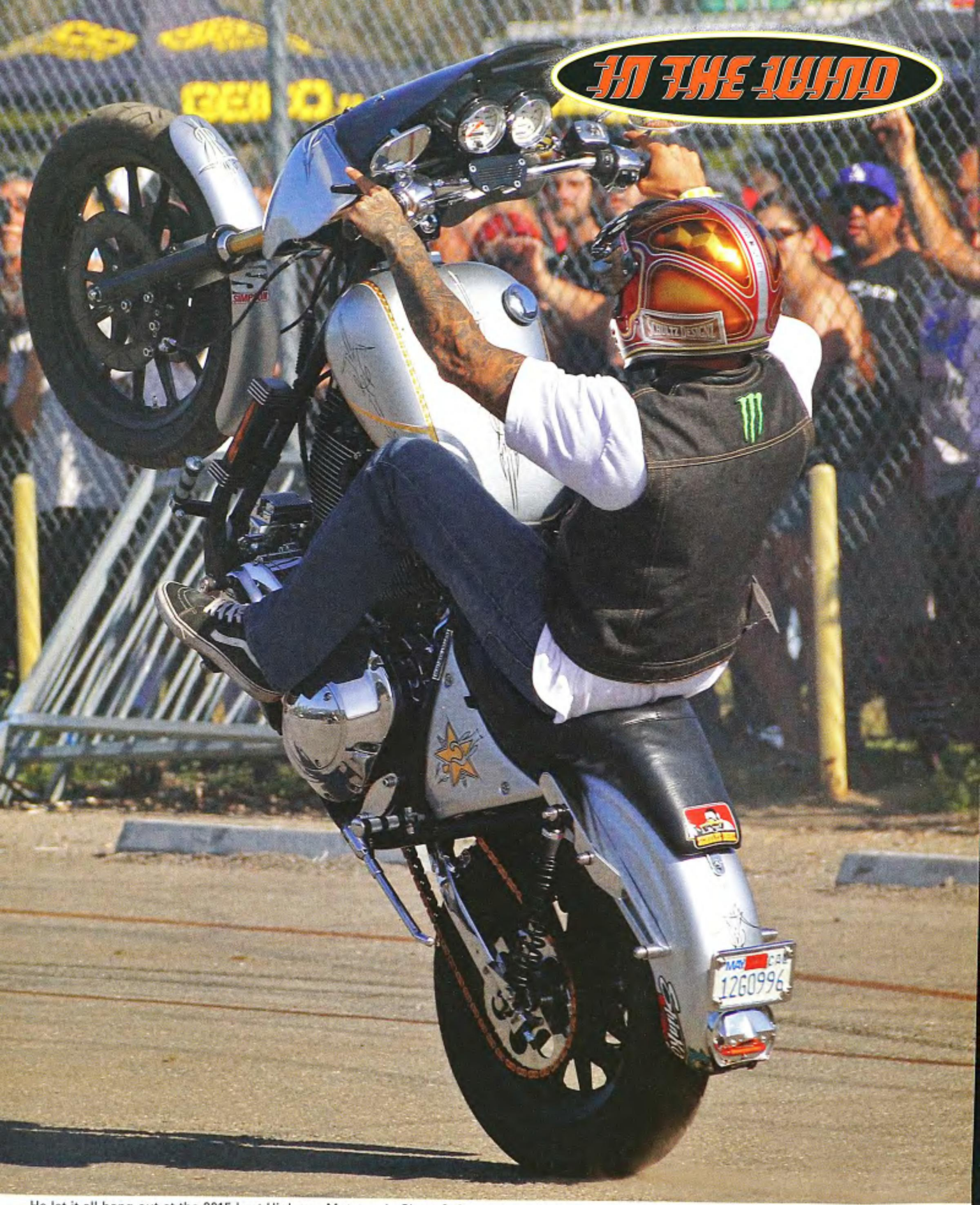


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He let it all hang out at the 2015 Lost Highway Motorcycle Show & Concert. — *Terry Bert, San Miguel Indian Casino, San Bernardino, Calif.*

Here come the Bagger Boys, barreling into Biketoberfest. —*Rogue, Daytona Beach, Fla.*

They're flyin' Old Glory proudly while riding by the Pentagon during Rolling Thunder 28. —*Lou Camerota, Washington, D.C.*

They found good seats at the 2015 Lost Highway Motorcycle Show & Concert. —*Terry Bert, San Miguel Indian Casino, San Bernardino, Calif.*



Top-drop chop. —Jax Holmes, Ruther Glen, Va.

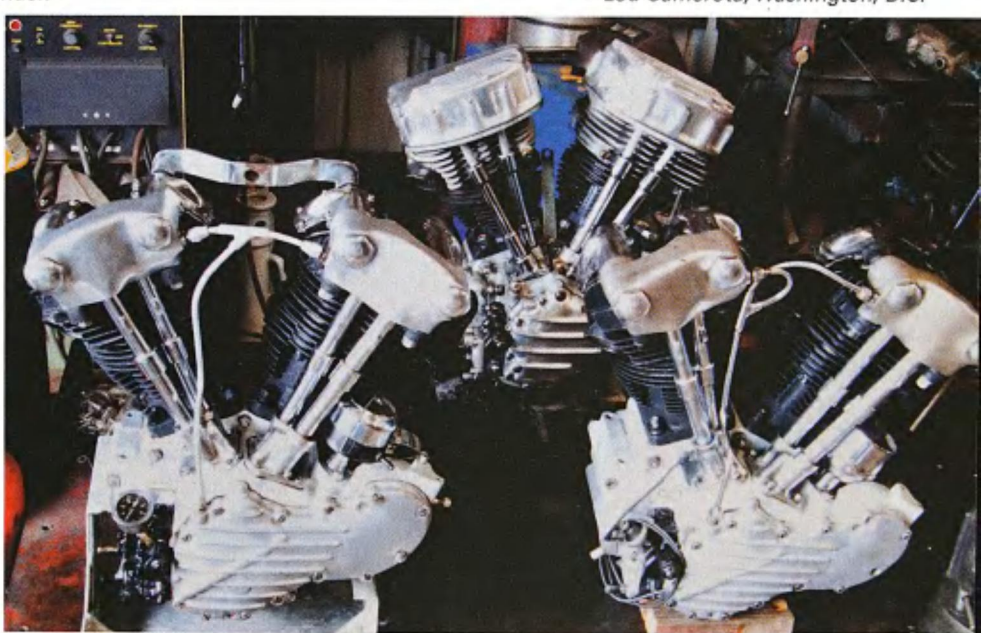


Thrill-seekers enjoy another Sunday at Sagebrush Cantina. —*Kim Peterson, Calabasas, Calif.*

We dig chicks who ride their own to Rolling Thunder. —*Lou Camerota, Washington, D.C.*



Prodigious. —*Rick Kline, Harley Rendezvous.*



A treasure-trove of old iron from the Show Me state. —*Kommandant, Strafford, Mo.*

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



Okay, who ordered the Orange Whip?

—*Big Dog Tatol, Port Orange, Fla.*

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Piloting A Bobber

It doesn't happen often that you get to talk to a bike builder while he's in the cockpit of a plane getting it ready for a flight across the country. But Kurt Wohldman is not only a very talented bike builder, he's also a commercial airline pilot, and when we caught up with him, he was making pre-flight preparations for a trip from Philadelphia back to his hometown of Phoenix. Being the consummate professional, he had no problem telling us about his bike while checking the cockpit instrumentation.



The front end is a 33mm narrow glide that came off an old Yamaha. Kurt found it on eBay. "That took a lot of machine work, to get it to fit," he says.

Kurt built this one toward the end of the chopper craze and right at the beginning of the return of the old bobber style.

He was trying to be ahead of the game a bit but also built this bike before he started making his own frames, so this one's not a complete ground-up. "It has a Paughco frame, but all the other components I fabricated myself, like the pipes, handlebars, floorboard brackets, fender mounts, pegs, and so on," he explains.

This month's *Easyriders* girl is the sensuous Spokesmodel Sarah. When Sarah speaks, men listen, and when she takes her clothes off, many drool. Few words were needed while she posed with this bespoke Motorrad bobber, and the results speak for themselves.



The front end is a 33mm narrow glide that came off an old Yamaha. Kurt found it on eBay. "That took a lot of machine work, to get it to fit," he says. "I had to cut the stem out because of the metric bearings, and it wasn't long enough, so I cut a new stem and then I tapped it for the metric thread so I could use it with he original top nut and all the other metric hardware."

Kurt, who builds his bikes under the name Motorrad, also shaved the fender brackets off the lower legs and punched them out for the 5/8-inch front axle that was metric as well, and he used the spool drum brake in the front and made that work. "You wouldn't think that little drum brake can do much, but when you use it with the newer style Harley rear brake, it works great," he says, adding that he cut the 12-inch rear rotor down to 10 inches so more of the wheel could be seen.

Speaking of seeing more: Kurt ran the rear cylinder pipe through the otherwise empty space where you'd normally see the oil bag because he moved a modified Mooneyes oil tank to right in front of the downtubes.

Adding to the bike's clean look is the suicide clutch. "Every bike I've built for myself I put a suicide shifter on, and someone always gives me a handle for them," Kurt says. "In this case, a buddy of mine gave me the handle off an old hot rod."

The gas tank is another piece a friend of his gave him, and it's heavily modified. "It looked like it came off an old minibike or something," Kurt says, "so all I did was use the top part of it and cut the bottom and the sides out, and I made my own tunnel and the sides and brackets and put a different cap on it. So it's really only the top part of it that I didn't make."

Kurt says he rides this bobber all the time and even took it to Sturgis last year. It's a little less complicated to operate than an Airbus, and Kurt doesn't need to wear one of those spiffy pilot uniforms for it. A T-shirt and some jeans, and he's ready for lift-off.

—Tripper





Owner: Kurt Wohldmann
City: Scottsdale, Arizona

GENERAL

Fabrication: Motorrad
Year and make: 2005 Harley-Davidson
Model: bobber
Assembly: Motorrad
Time: 7 months
Chroming: Concourse

ENGINE

Year and make: 1999 Harley-Davidson
Model: Evoa
Rebuilder: Motorrad
Ignition: Joe Hunt magento
Displacement: 80 cubic inches
Lower end: Harley-Davidson
Balancing: Harley-Davidson
Pistons: Harley-Davidson
Heads: Harley-Davidson
Cam: one I had lying around
Lifters: Harley-Davidson
Carb(s): S&S
Pipes: Motorrad

TRANSMISSION

Year and make: 2005 Harley-Davidson
Modifications: suicide
Shifting: by hand

PAINT

Painter: Miguel @ Psycle Paint
Type/color: House of Kolor/Metallic Candy Red

FRAME

Year and make: 2005 Paughco
Type: rigid
Rake: 30 degrees
Modifications: Motorrad

ACCESSORIES

Bars: Motorrad
Handlebar controls: Harley-Davidson
Fender(s): Chica
Headlight: Spotlight (Harley-Davidson)
Taillight: modified Droopy Dick
Pegs: floorboards
Electrics: as little as possible
Gas tank: Motorrad
Oil tank: Mooneyes (modified)
Oil system: copper lines
Seat: Motorrad
Grips: Schwinn

FORKS

Type: hydraulic
Builder: Yamaha, Motorrad

WHEELS

Size: 21-inch front, 16-inch rear
Hub: drum front, Harley-Davidson rear
Tires: Avon, Coker
Brakes: drum front, Harley-Davidson rear

Photos: John Covington
Model: Spokesmodel Sarah













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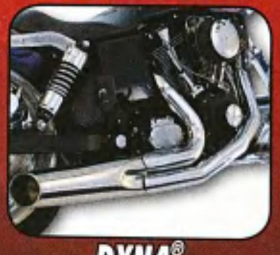
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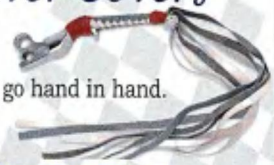
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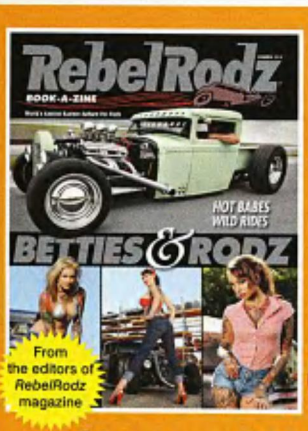


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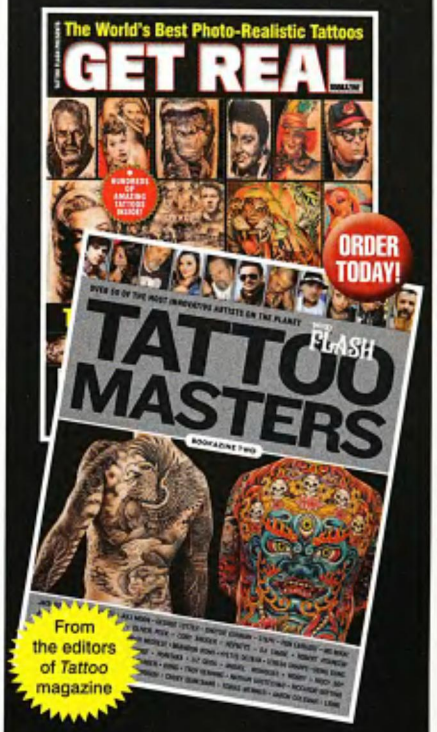
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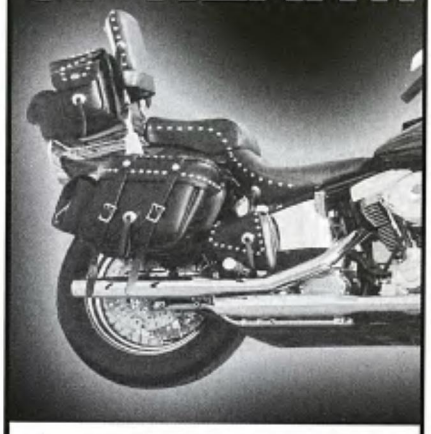


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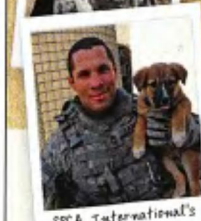
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Josh Krager
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1968 Mercedes Benz Diesel

It's a whatchamacallit, a thingamabob, and an I'll-be-a-monkey's-uncle, all rolled into one. But its owner and creator, Josh "Smart Ass" Krager, prefers to call it the Gizmo-riffic Murdersickle.

Maybe that's because "murder" and "Mercedes" sort of sound alike, and that's really what it is: a 1968 Mercedes Diesel-powered monstrosity on two wheels weighing a whopping 1,312 pounds having arrived from Munich, Germany, a long time ago with only 23,000 kilometers (about 14,000 miles) on its clock.

An engineer, welder, fabricator, and mad scientist by calling, Josh has a lifelong affinity for taking things apart and—an unusually rare trait in most people—putting them back together. It's what made him who he is today: the proud owner of a business called



Eye Spy Designs in the beautiful hamlet of Thompson, Ohio. And that's where the diesel engine had come to rest for some reason.

So what's a creative businessman to do but come up with an idea that would make this motor something other than the biggest doorstop in Ohio? With the massive 1968 diesel engine firmly entrenched on his workbench, Josh began to cobble together a frame by using 15 giant ironworker wrenches, along with several lengths of round tubing.

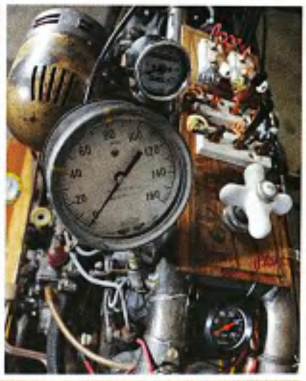
Then he called in a few favors and got some wheels: a spoked off a Road King up front and an aftermarket H-D-replica drag slick on the rear. The girder-style forks are enhanced by two air shocks, powered by an air compressor mounted under the seat to raise and lower the front end.

Along with the engine came the original manual 4-speed tranny with reverse, which was hooked up to an industrial style, right angle 1:1-ratio gear box linked with a No. 50 chain. There are pieces from Honda, Ford, Toyota, and Harley-Davidson in there, water skis as footboards, and an old iron fence serves as rear rack. It's a cornucopia of ancient treasures Josh found at garage sales, swap meets, on Craigslist and eBay, and stuff people just left at his shop door.

People have tons of questions when they see this Murdersickle; yes, it runs, it does 55 mph, gets 40 miles a gallon, and it's registered. — *WW/ Tripper*









Photos: William Wolf

Comin' At Ya





"I'll have your bike ready in a week. There's your loaner."



The April issue of *Easyriders* (No. 514) showcases some of the latest custom bikes fresh from our Sacramento, California, Bike Show! Then check out our coverage of the Last Love Ride.

Custom bike features include Dalton Walker's show-winning UL, T.D. Ward's St. Louis chop, Jeff Daniels' Kaotic bobber, Jay Rieffer's rad Road Glide, and Tim Firstenberger's sexy Sportster.

Plus an amazing menagerie of milky mammaries, twisted humor, David Mann art, and much more in the April issue of *Easyriders!*

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The April 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.

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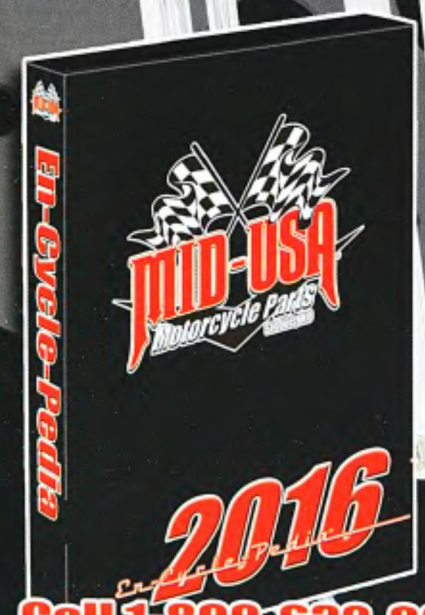
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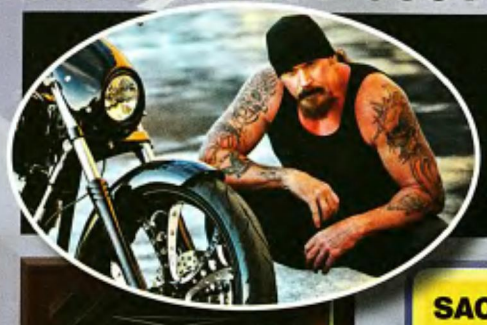
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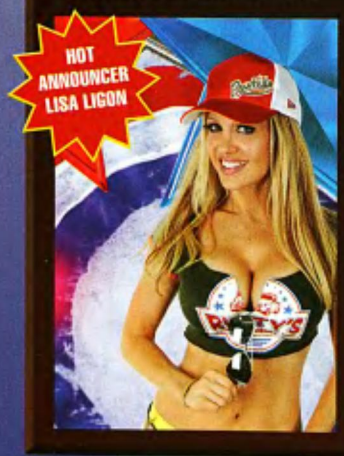


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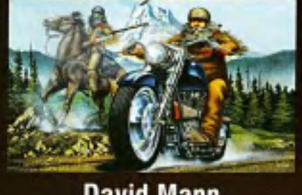
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