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A COUPLE BOOBS

New Hampshire state representatives are suggesting that society may collapse if lawmakers don't make it illegal for women to expose their breasts in public. State Reps. Brian Gallagher and Peter Spanos, both Republicans, are co-sponsors of a bill that would slap women with a misdemeanor charges for showing their breasts and nipples with "reckless disregard" for those around them. At a recent public hearing, they warned that allowing women to go topless at beaches would quickly escalate, and they would soon be bare-chested at public libraries and Little League baseball games.

The bill, which has been contested for the past few months, is a response to the popular "Free the Nipple" social media campaign, which supports women's freedom to bare their breasts in public. The issue of public nudity came to the fore in the state last year when two Free the Nipple activists received citations for going topless on a beach in the town of Gilford, New Hampshire. Their case was dismissed earlier this month by a judge who said the town lacked the authority to punish the women since there's no anti-nudity law on the books in the state.

Gallagher and Spanos both referenced the Gilford beach incident as something that concerned their constituents. Exposed nipples would also harm the state's tourism industry, they argued.

INVENTOR KILLED BY HIS MOTORCYCLE

It is a little-known fact that Sylvester H. Roper invented the world's first motorcycle. He called it a velocipede and it was actually a converted bicycle powered by a steam engine. On June 01, 1896, Roper was testing the

machine on a bicycle racetrack and was lapping the pedal-powered two-wheelers at over 40 mph. Suddenly, he wiped out and was killed. The autopsy showed the cause of death to be a heart attack, but it's not known if the attack caused the crash or if the crash caused the attack. He was 72 years old.



MR. CHEESEBURGER

A British man, formerly known as Simon Smith, has changed his name to something slightly more carnivorous: "Bacon Double Cheeseburger." The change was inspired, like many bad ideas, by an evening of drinking. "It was the culmination of probably too many drinks in the pub where there was a conversation about names," Mr. Cheeseburger says. "Bacon Double Cheeseburger was pretty much the first thing that came up. Everyone loves bacon don't they?"

Cheeseburger, 33, says his new moniker is "the most ridiculous thing" he and his friends could think of.

SPECIAL MEDICINE

Police in Vermont say an 8-year-old's story of helping his mother's boyfriend grow "special medicine" led to the discovery of dozens of marijuana plants. Windsor Police Det. Jennifer Frank wrote in an affidavit that the second-grade student told school officials and police that he helped his mother's boyfriend grow "special

medicine that can cure anything at all." The boy told the officials that the house was frequented by visitors that he described as, "Anyone who needs the medicine." Police visited the boy's Windsor home and arrested the boyfriend. Investigators said that in the apartment were two grow rooms next to the boy's bedroom containing as many as 50 plants.

DUMB CROOK OF THE MONTH

A 35-year-old man who showed up in a Pittsburgh traffic courtroom to face charges of driving under suspension is our dumb crook of the month. After his hearing ended and he was heading out of the room, he stopped to briefly talk with an unnamed man in the courtroom's sitting area. A sheriff's deputy saw the interaction and told him to split.

But after he left, his conversational partner approached the deputy and told him that the dude had asked if he had wanted to buy any Suboxone—a narcotic used to relieve pain and treat addiction to opiates. The deputy went out into the hall and found the idiot still hanging around, with two unit doses of the drug on him. He was arrested and charged with possession of a controlled substance and, thanks to his courtroom chat, possession with intent to deliver.

STUPID QUOTES

"We are all born ignorant, but one must work hard to remain stupid."

—Benjamin Franklin

"Give me a smart idiot over a stupid genius any day."

—Samuel Goldwyn

"Life is tough, but it's tougher if you're stupid."

—John Wayne



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BOARDTRACK BASIC

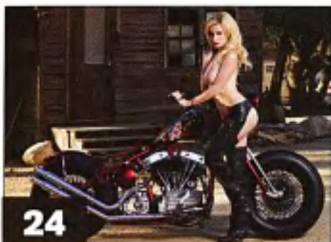
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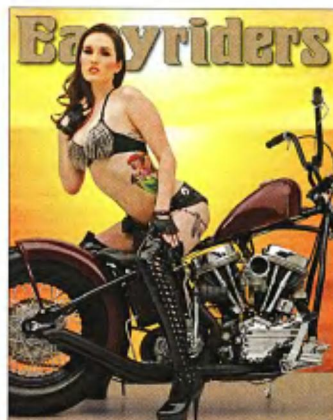
Love, Peace, and
Hair Grease



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CHOPPER CHAMPS

A Collection Of Six
Old-School Cool Choppers



ON THE COVER:

Arielle Cox with Jimmy Allen's
1959 Harley-Davidson bobber shot by
John Covington. 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
June 21, 2016.



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BOARDTRACK BASIC

ONE MORE FROM RODS & RIDES





The workload and clientele at Rods & Rides in Saint Louis must keep T.D. Ward hopping. One minute he'll be planning out and building a traditional flathead-powered hot rod for someone, then the next guy through the door will want a tail-dragging

custom, or maybe a muscle-car restoration, or a stretched and slammed bagger, a chopper, or it could be one of the Saint Louis style bobs that have become kind of a specialty of the shop, and each gets delivered with a genuine 17-number VIN identification tag, a Certificate of

Origin, and a value-listing in the Kelly Blue Book. Or the bike could be something completely different, something like this boardtrack racer, a T.D. creation neatly blending an old-time overall look with lots of modern, dependable and every day friendly mechanicals.

Beginning with a bare-bones frame of his own design and making, T.D. added a short and stubby springer front end sourced from Mid-USA and a pair of custom-design 26-inch wheels from MetalSport to set the stance of this boardtracker. DNA disc brakes updated the stopping power from what would have been found on a

genuine BT Racer, which of course was nothing at all. And in place of some ancient, cantankerous, underpowered and oil-dripping engine, T.D. opted to bolt in a brand-new and reliable 110-inch RevTech with a matching transmission.



The mix here adds up to an old timey look combined with the kind of fun you could expect from a bike loaded with modern mechanicals.

All in all, the parts and fabrication mix added up to a convincing old timey look combined with the kind of no hassle fun you could expect from a bike that anyone could just jump on, push the button and go.

T.D. kept this simple, less-is-more vibe going with the paint job he chose. It's a PPG Dove Gray that Todd Bush sprayed onto that rigid frame, onto the legs of the springer front end, onto a slick little gas tank made up by Cole Foster, and on the tiny Fat Katz fender that's barely covering the rear wheel and tire. Rich Phillips pitched in with a BT-correct minimalist solo saddle and then T.D. screwed on the tiny Bates headlight, an LED-modified taillight from a '28 Ford and called it done. What more could you ask for?

—Joe Kress



Owner: T.D. Ward
City: St. Louis, Missouri

GENERAL

Designer: T.D. Ward
Fabrication: Rods & Rides
Year/make: 2015 boardtrack racer
Model: 2015 boardtracker
Assembly: Rods & Rides
Time: 4 months
Chroming: Arkansas Jim

ENGINE

Year: 2014 RevTech
Displacement: 110 cu. In.
Ignition: RevTech
Cam: RevTech
Carb: Mikuni
Air cleaner: K&N/Forcewinder
Pipes: Rods & Rides

TRANSMISSION

Year/make: 2014 RevTech
Shifting: 5-speed

PAINT

Painter: Todd Bush
Type/color: PPG/Dove Gray

FRAME

Year/make: 2014 Rods & Rides
Type: BT Racer
Rake: 35 degrees
Stretch: none
Shocks: none

ACCESSORIES

Bars: Flanders
Handlebar controls: Ness
Fenders: Fat Katz
Headlight: Bates
Taillight: 1928 Ford/LED converted
Pegs: Rods & Rides
Foot controls: Rods & Rides
Gas tank: Cole Foster
Oil tank: Rods & Rides
Seat: Rich Phillips
Grips: Avon Grips

FRONT END

Type: springer
Builder: Mid-USA

WHEELS

Make: MetalSport
Size: 26-inch
Tires: Vee Rubber
Brakes: DNA

Photos: Don Rogers
Contact: Rods & Rides
855-ROD-RIDE
usabobber.com



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Russ Brown
Chuck 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.

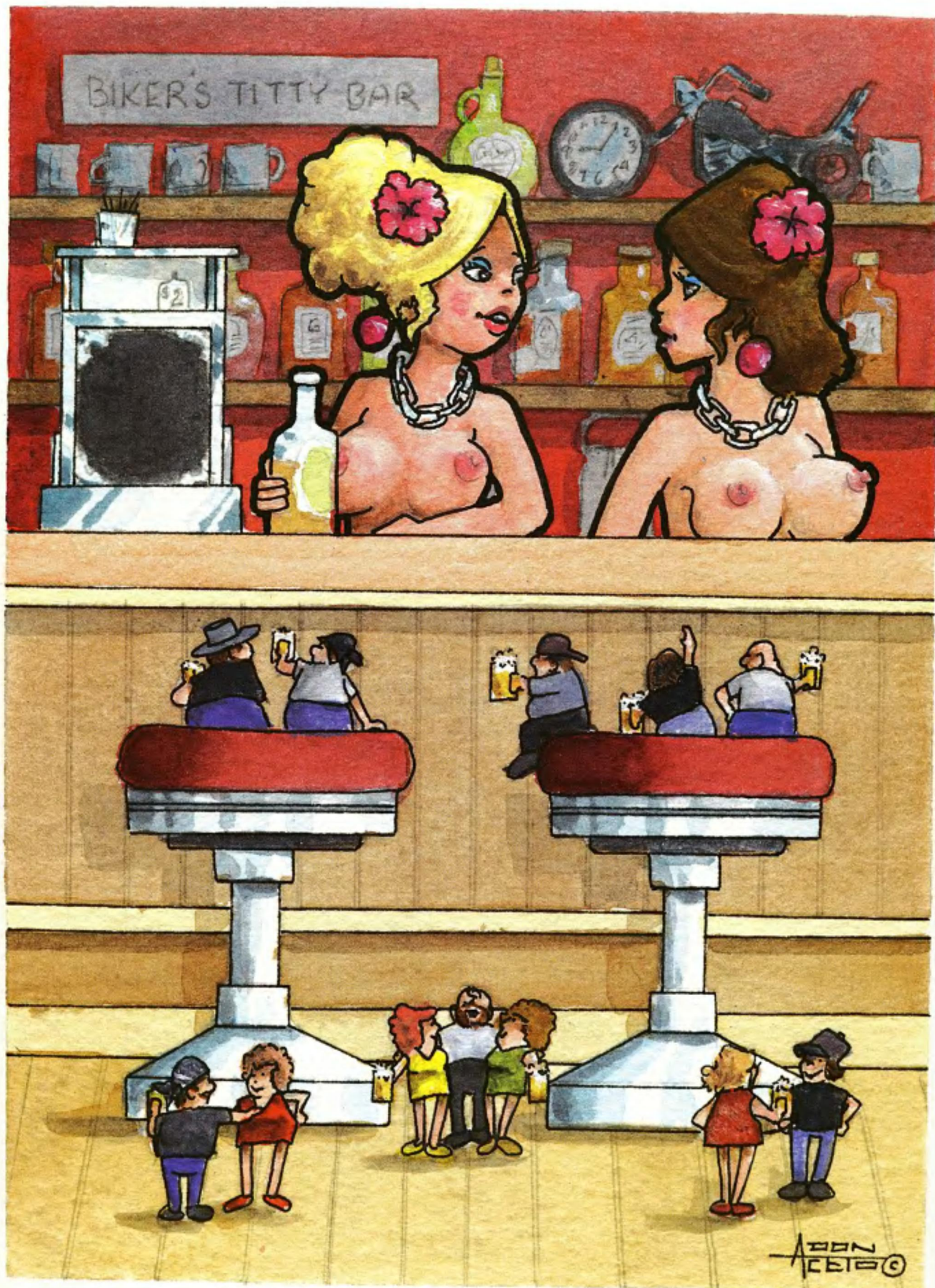
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TEXAS GRAND JURY INDICTS MORE BIKERS

The Texas Grand Jury convened to decide which of the bikers present at the Waco Twin Peaks restaurant in May of last year where nine people lost their lives were culpable returned indictments against 50 more people as of March 30. This number is in addition to the 106 indicted previously. Four of the 50 have not been arrested, and their indictments are under seal. They all face the same charges as those previously indicted—engaging in criminal activity and thus complicit in the shootings. District Attorney Abel Reyna said that he did not rule out more indictments and it is still an “ongoing investigation.”

It probably won't matter that at least four of the nine dead bikers were killed by the police or that most of the 151 firearms confiscated at the scene had not been fired. Reyna is facing harsh criticism from civil liberties advocates who contend that police rounded up anyone and everyone wearing a patch, all of whom were present at the scene merely to attend a peaceful meeting to discuss politics and motorcyclists' rights, and charged them all without regard to whether any were individually implicated in crime.

None of the indicted is charged with murder; instead, they are facing charges of organized criminal activity, alleging that all are collectively responsible for all of the deaths and injuries. Reportedly, the latest indictments were for persons who were not members of the two main clubs involved in the conflict. Rather, they are primarily members of smaller “support clubs.”

Dallas attorney Don Tittle, who is representing 15 of the bikers, stated, “The overwhelming majority of the people

there that day were nothing more than present at the time that the incident occurred.”

In related news, the long awaited probe by the ATF testing and reviewing of 151 firearms recovered at the site of the Twin Peaks shooting incident has been delivered to prosecutors in Waco.

The ATF spokesman, Special Agent Nicole Strong of the Houston Division said, “We are just processing it for them; we are not making investigation decisions. Now it is up to the police department to determine what they do with that information.”

ATF investigators determined that most of the weapons had not been fired and had been simply handed over to the officers on demand. Other than the above, however, nothing has been revealed to the media about the results of the probe. It is not known if the defendant's attorneys have been given access to the report. A gag order on the attorneys remains in force, making it difficult to share information with the press.

Source: Associated Press

WOUNDED WARRIOR FIRES TOP EXECs

In this column we have previously discussed the donor-worthiness of the Wounded Warrior Project (WWP), with whistleblowers coming forward with tales of lavish spending at employee training events and office parties. The vets working for WWP that alerted the media about these practices were afraid of being fired or even sued, but many came forward despite the threats.

The WWP had come under scrutiny by several news outlets, including CBS News, particularly News4Jax in the

company's Jacksonville, Florida, hometown. As we previously reported, Charity Navigator, which rates charities based on their IRS filings, found that just 60% of donations to the Wounded Warrior Project were applied to veterans' programs. Another charity watchdog, Charity Watch, using a different resource, found that just 54% of donations went to veterans. The WWP has disputed these figures, claiming that 80% goes to veterans' programs.

More than 40 current and former employees told investigators about lavish parties, massive bar tabs, and expensive resort trips for employees. Financial reports show the Wounded Warrior Project spent more than \$26 million in 2014 on conferences, meetings, and events for staff members.

The allegations have resulted in the firing of CEO Steven Nardizzi and Chief Operating Officer Al Giordano. According to News4Jax, Nardizzi was paid \$473,000 in salary and \$23,000 in bonuses, while Giordano collected \$369,000 in salary and \$28,000 in bonuses.

Hopefully, the shakeup in the charity will lead to a more open reporting by the organization. In the meantime, worthy veteran's charities with much higher ratings such as the Fisher House Foundation and Disabled Veterans of America (DAV) remain reliable alternatives.

Source: CBS News, Charity Navigator

QUOTE OF THE MONTH

*None are more
hopelessly enslaved than
those who falsely believe
they are free.*

—JOHANN WOLFGANG
VON GOETHE



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TENTATIVE STEP TO FREEDOM

Rep. Eric Burlison's House Bill 1464, which would allow Missouri motorcyclists over 21 with health coverage of \$50,000 to choose whether or not to wear helmets has been voted "do pass with amendments," by a vote of 7-3. The bill was amended to add a requirement that the rider must have possessed a motorcycle license or motorcycle endorsement for a minimum period of two years and specifies that no one shall be stopped, inspected, or detained solely to determine compliance.

Supporters of the bill, such as Freedom of Road Riders of Missouri, have been fighting for the right to ride free since 1967. Senate Bill 694 has been introduced by Senator Jason Holsman addressing the same issue but has not received any committee hearings or votes as of this writing.

Source: www.legiscan.com

COP MOTORCYCLE CLUB INVOLVED IN FATAL SHOOTING

The Iron Order Motorcycle Club (IOMC), mostly comprised of police officers, has been repeatedly involved in conflicts with traditional three-piece patch motorcycle clubs, often involving violence. In most of these incidents, the police look the other way and members are rarely arrested or even detained, even when it is apparent that the IOMC members instigated the conflicts.

Case in point is the recent shooting by an IOMC member Derrick Duran of unarmed Mongols MC member Victor Mendoza, who was killed, and six other members, who were wounded. Police declined to make an arrest, although they briefly detained Duran. This has led to many in the biker community to question whether Duran was given special treatment because he is a prison guard. He is at the time of this writ-

ing still on administrative leave from the Department of Corrections.

David "Double D" Devereaux of the Motorcycle Profiling Project has documented a significant list of incidents that he says clearly establishes a pattern of IOMC members provoking confrontations to justify the use of violence. In addition to the Colorado incident, he cites multiple conflicts in around the country where IOMC members were involved in shootings and other shootings and altercations, sometimes resulting in death, where charges were rarely filed.

A number of members of legitimate law enforcement motorcyclist organizations, such as the Blue Knights have issued statements condemning the actions of the Iron Order and have vowed not to associate with them.

Source: *Motorcycle Profiling Project*

PAY UP TO RIDE FREE

In Arizona, Rep. Randall Friese, who, in addition to his legislative duties, is also a trauma surgeon, has introduced House Bill 2052, which mandates that motorcyclists who wish to choose whether to wear a helmet be required to pay a fee when they register their motorcycles as a prerequisite to exercise that right. The fee is to be deposited in the state's Highway Revenue Fund.

The bill designates the requirement as a secondary offense, which would require that the officer first find another violation before stopping the rider. Upon finding that the rider has not paid the fee, a citation would be issued with a fine of \$500, with the proceeds to be distributed between the Highway Revenue Fund and the Spine and Head Injuries Trust Fund.

MMA of Arizona is on record opposing the bill and has issued a "call to action." Legislative Researcher-Consultant, Bobbi Hartman has contacted leaders in the House to express the group's concerns. Source: *MMA of Arizona*



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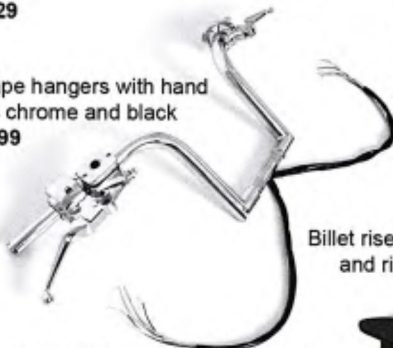
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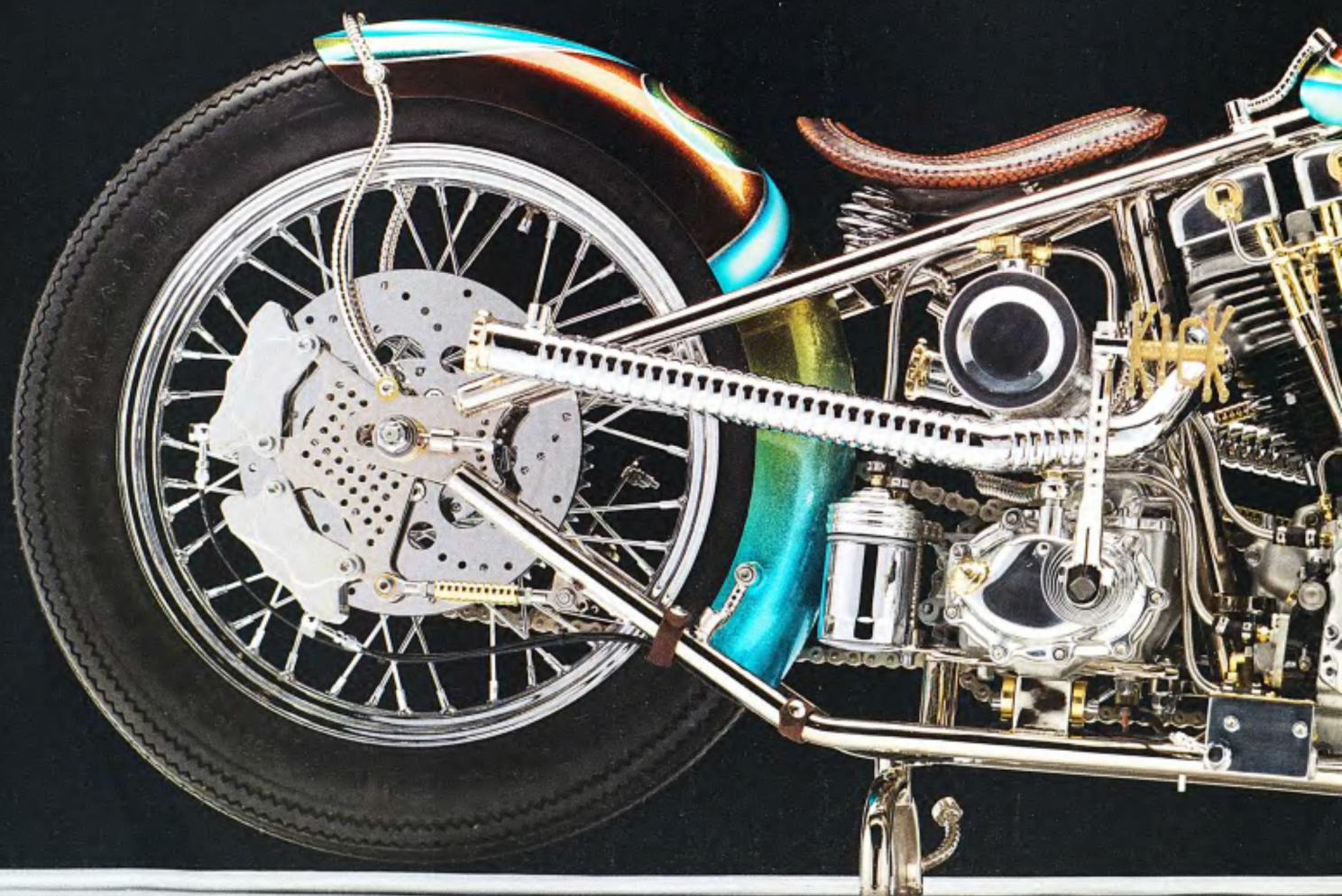


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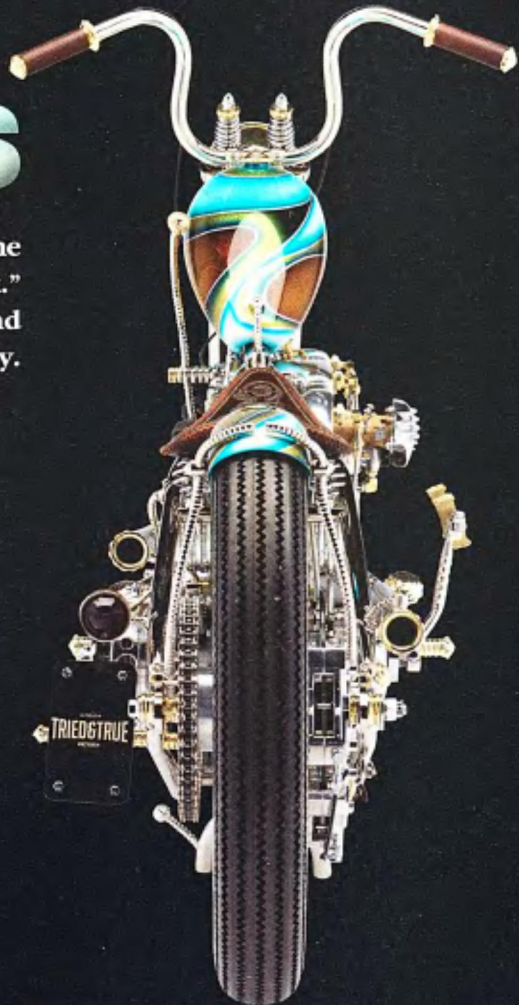
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Rick Schalch's Tried And True Garage '67 Shovel



Making Chips

One of Tried and True Garage's many satisfied customers describes the Hamilton, Ohio, shop as "the best thing since cornflakes and milk." Keeping the bowl full so to speak is veteran builder Bill Schalk and partner ace mechanic Sean Bast with help from Bill's stepbrother Jerry.



This bike was selected as
one of the Top Twelve
Best Show Bikes of the Year.



Seen here is a bike they've tagged "Making Chips," the moniker earned from all the extensive hand fabrication including the oil tank that started out as a solid chunk of aluminum. "I had to chain myself to the lathe to get this bike done, the metal chips flying," Bill tells us. "It was the first time someone actually let me go completely wild on a bike."

Rick wanted a really narrow bike, a 21-inch wheel on the front, a 19 on the back. Bill started with a shovelhead motor, sending it and the tranny to Donny Loos for the rebuild and called Cole Rogers at 138 Cycle Fab to help build the frame, then had Precision Plating double nickel plate it.

The bike sports a jockey shift/foot clutch design with an internal throttle on the right side, but Bill

made some user-friendly mods. On the left side, what used to be an internal clutch is now an internal brake. When you twist on it, it cinches down on one of the Speed King dual disc rear brakes, which helps when you're on a hill. "It's an easy bike to ride, real easy to control," adds Bill.

In addition to the stellar Goodtimes Reform paint, trick components include the open primary made for Tried and True by Bob Kavanagh at Lakeside Custom Cycles, the custom springer made with pieces from Black Sunshine, and the split rocker boxes with external oil lines, another of Bill's specialties.

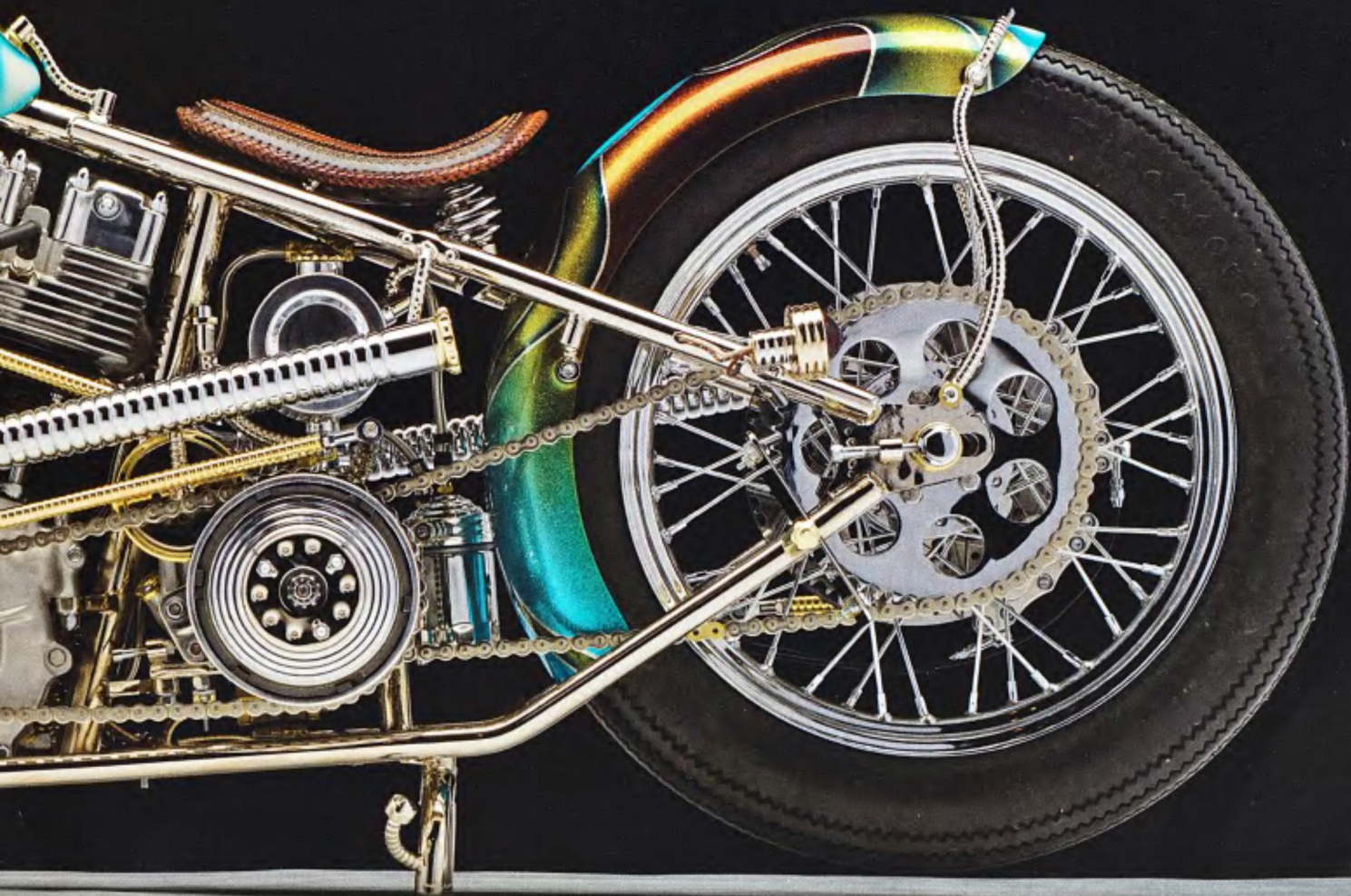
There's a backstory to this build: Bill was about to close up shop when Rick asked him to take on the project. "My father, who had

30 years as an aircraft and tool and die maker, had recently passed away and I basically put everything he taught me into this bike, so it was also a tribute to him."

Bill decided to build it, enter the Easyriders Bike Show and let the cards fall where they may. You could say the Universe had a hand in dealing those cards. Not only did "Making Chips" earn Best of Show, but it was also selected as one of the Top Twelve Best Show Bikes of the Year as well as Street Custom of the Year at the Easyriders Invitational Bike Show in Columbus, Ohio.

The Tried and True Garage has recently tripled in size and has bike builds abuzzing, and more chips flying.

—Paul Garson



Owner: Rick Schalch

City: Hamilton, Ohio

GENERAL

Designer: Tried and True Garage

Year and make: 1967 Harley-Davidson

Model: shovelhead

Fabrication: Tried and True

Assembly: Tried and True

Time: 6 months

Chroming: Precision Plating

ENGINE

Year and make: 1967 Harley-Davidson

Model: shovel

Rebuilder: Donny Loos

Displacement: 74 cu. in.

Cam: mild Andrews

Ignition: Joe Hunt magneto

Pistons: Harley-Davidson

Lower end: Harley-Davidson

Heads: Harley-Davidson

Lifters: Harley-Davidson

Carb(s): Linkert M74B

Pipes: Tried and True

TRANSMISSION

Year and make: 1967 Harley-Davidson

Shifting: 4-speed

PAINT

Painter: Goodtimes Reform

Type/color: PPG/bunch

FRAME

Year and builder: 2015 138 Cycle

Fabrication

Type: rigid

Stretch: enough

ACCESSORIES

Bars: Tried and True

Handlebar controls: internal

Fenders: Led Sled

Headlight: old spot light

Taillight: Tried and True

Electrics: Tried and True

Gas tank: 138/Tried and True

Oil tank: Tried and True

Oil system: Tried and True

Seat, Pegs, Grips: Tried and True

FORKS

Type: springer

Extension: 2 inches under

Builder: Black Sunshine

WHEELS

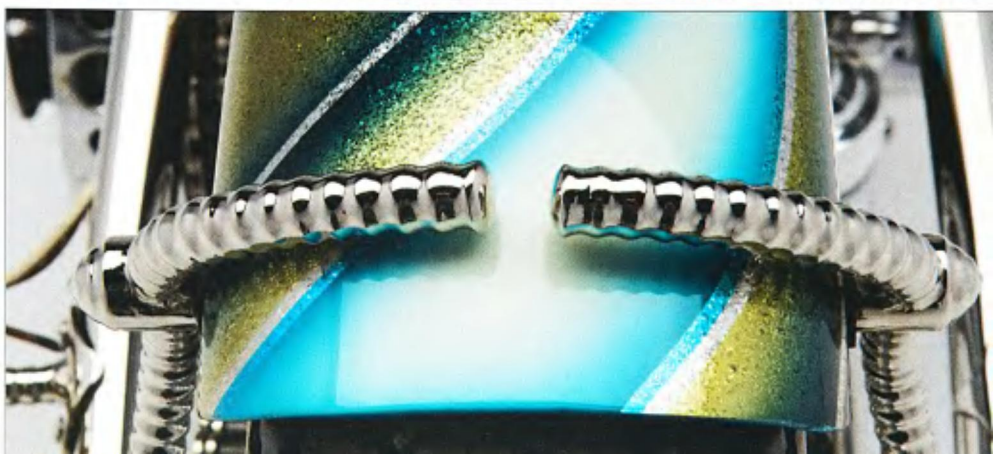
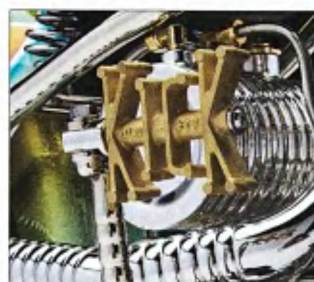
Size: 21-inch front, 19-inch rear

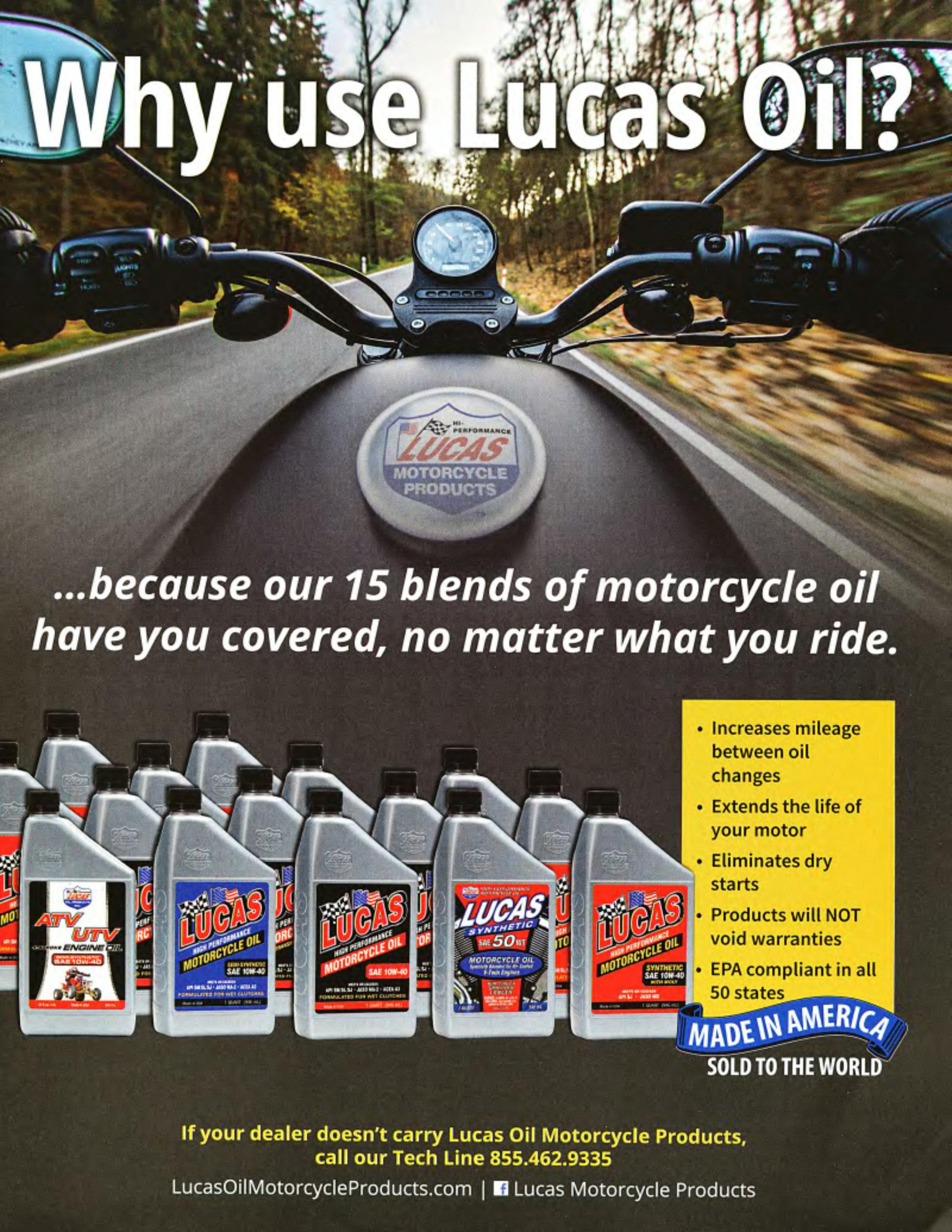
Wheels: Sportster front, spool rear

Tires: Avon front, Firestone rear

Brake: Tried and True/ Speed King dual

Photos: Michael Lichter
Contact: Tried and True Garage
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HOW THE WEST WAS WON

This beauty was years in the making, but like every politician after getting elected, every repairman promising to fix your appliance, and every writer trying to meet his or her deadline, there is an excellent excuse for why things took so damn long to complete this bike. In this case, it's called "circumstances."

The first attempt at building this bike was made years ago, in a different universe. Or make that a different bike shop. It seems that Chris A., who pursues the presumably very stressful but very well compensated profession of heart surgeon, got it into his head one day that he needed to own a custom motorcycle.







This month's *Easyriders* girl is the coquettish Cody Renee. In her leathers, and little else, she seems mighty comfortable on this Freedom Cycles-built shovelhead parked in the middle of an old Western backlot. She looks like she could disarm any gun-totin' villain in a split second. The backlot is actually the set of a new HBO series *Westworld*! Special thanks to Michael Hill and Mark Sennet for arranging this shoot!

He went to a local shop in Orange County, California, where he, with the "help" of the shop's owner, was guided to a number of different parts that would make the ground-up custom look the way the surgeon had envisioned it.

It took a while, but the parts all came in eventually, and as happens so often, nothing fit. The bike then sat for a couple of years at said shop, and when our surgeon wanted to see results, there weren't any. Frustrated and fairly pissed off, the surgeon took the bike and all his parts to Freedom Cycles, also in the OC. That's where Devin Wainwright and his crew took over. "He came in with the painted frame and all the parts he had bought and dropped everything off," says Devin. "It took us forever and a lot of work—cutting and welding and so on—to try to make them all work, and we even had to cut the frame's rear end and add some length. We still couldn't make everything fit, so we ended up fabricating those items ourselves, like the pipes, the handlebars, and a lot more."

The other reason it took so long, according to Devin, was because the surgeon had a change of heart concerning certain elements of the build. "About 19 times in the process, and every time we ordered some different part, it took forever to have it delivered," Devin recalls.

You might also wonder about the somewhat "different" paint job on the gas tank and fender. Apparently, Mister Surgeon is well acquainted with the renowned artist Sara Ray and had her lay on some exquisite art long before the bike was put together, but that only made it more difficult for the Freedom Cycles crew because they couldn't cut anything and had to work around the painted sheet metal.

Once everything was done, however, and it all looked just like the good doctor wanted it to look, he suddenly lost interest in the bike, for reasons unknown to Devin. "He never even rode it once," he says.

Right now this lovely virgin sits at Freedom Cycles waiting for someone to break it in. And no, Devin says you don't have to make anywhere near a heart surgeon's salary to ride off into the sunset on it. —Tripper



Owner: Chris A.

City: Orange, California

GENERAL

Fabrication: Freedom Cycles, Chris A.

Year and make: 2015 Harley-Davidson

Model: rigid shovelhead

Assembly: Freedom Cycles

Time: 4 years

Chroming: O.C. Chroming

ENGINE

Year and make: 2008 S&S

Model: shovelhead

Ignition: stock

Displacement: 93 cubic inches

Pistons: S&S

Heads: stock

Cam: stock

Lifters: stock

Carb(s): S&S Shorty E

Air Cleaner: vintage style

Pipes: Paughco/Freedom Cycles

TRANSMISSION

Year: 2008

Modifications: 5 in a 4

Shifting: foot clutch/jockey shift

PAINT

Painter: Sara Ray/Eric

Type/color: House of Kolor/Brandy Wine,

Candy Red

FRAME

Year: unknown

Builder: Paughco/Freedom Cycles

Type: rigid

Rake: 34 degrees or so

Stretch: yes

Modifications: a lot

ACCESSORIES

Bars: homemade

Handlebar controls: P.M.

Fender(s): home made rear

Headlight: Headwinds

Taillight: yes

Pegs: floorboards

Electrics: not many

Gas tank: CCI

Oil tank: Exile

Oil system: S&S

Primary cover: Rivera/Primo open belt

Seat: Hidecore

Grips: P.M.

FORKS

Type: springer

Extension: stock

Builder: Harley-Davidson

WHEELS

Size: 16-inch

Hub: Ridewright

Tires: Firestone

Brakes: P.M. single piston front/Exile
sprotor rear

Model: Cody Renee

Photos: Mark Sennet



Like every politician after getting elected, there is an excellent excuse for why it took so damn long to build this bike.



Chrome That Isn't Bright Applying Brushed Chrome

Several years ago we started seeing bikes that had been fitted with parts that had a brushed chrome finish on some of their metal parts. In the years since, more and more companies have offered accessories with that finish. When we decided to update the look of our Softail Slim, we thought that the brushed chromed finish would be a good fit with the bike's factory charcoal satin and black satin paint job.

With that in mind, we outfitted the bike with a set of Harley's brushed chrome motor covers from its Fat Boy Lo as well as RSD Del Mar machine finished wheels, cam cover, and air filter. The one brushed chrome part we wanted that we couldn't find was a performance exhaust system. So we took the heat shields from our Cobra Speedster Short Swept pipes down to Orange County Plating and had the company give them the brushed chrome treatment.

Like most things that involve detail work, chrome plating, whether it's the regular or the brushed variety, requires skill, cleanliness, and quality materials—all of which the folks at Orange County Plating possess. The company has been doing it since 1959, and there are very few types of plating that they don't do. Giving our exhaust the brushed chrome look required several processes: original finish removal, washing, nickel plating, burnishing, and finally, the actual chrome plating. The boys at Orange County Plating did a great job, which matched the bike's other brushed chrome parts.

The newly restyled exhaust system completed the little Slim's look.

So, if you're looking to put a little style on some of your bike's metal parts, give Orange County Plating a call or check out the website.

—John Sullivan

Orange County Plating
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1 The brush chromed pipes were the perfect finishing touch to our Slim's restyling.



2 The first step in the re-finishing process was to bead-blast the original black finish off of the Cobra heat shields.



3 Next, the heat shields' outer surfaces were smoothed with a fine grit abrasive wheel.



4 Then the cleaning started, they washed them in three different tanks.



5 Once the cleaning had been completed, there wasn't any dirt or other substance left on the parts.



6 The super cleaned heat shields were then nickel-plated. The nickel acts as a bonding agent for the chrome plating.



8 Once the prep work was finished, the heat shields were finally chrome plated.



10 The final operation was a hand cleaning and a thorough quality check.



7 The nickel was then given the brushed surface finish.



9 The excess chroming solution was then washed off of the heat shields.



11 Here's a side-by-side comparison of our brushed chrome heat shields and regular bright chrome plated ones.

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Passin' Gas

Did you hear about the former porno actor that got shit-canned from his job as a gas station attendant?

Right before the tank was filled, he'd pull out the nozzle and spray gas all over the windshield.

*The Iceburg
Portsmouth, N.H.*

Beatnik the midget had a severe case of blue balls, so he scraped all his money together and took a bus down to the red-light district. Unfortunately for him, one whorehouse after another turned him down flat, saying their chicks didn't do midgets.

Bummed out and still horny, he started trudging back home when he came upon a skanky, street-corner hooker—a 300 pound lesbian biker whore with that hefty mountain-man look about her. What the hell, Beatnik thought, and offered her the cash. “Well, fuck, it has been kind of slow,” said the dyke, “and I really need the bucks, so let's do it!”

Back at her nasty apartment, they immediately got ready to roll, and Beatnik, being the feisty little fucker he was, asked her if she'd take it in the back door and she said, “sure, why not!”

She rolled over and within minutes was blown away by this midget's talents, as orgasm after orgasm came flying her way. In ecstasy, she yelled out, “Oh my god, does it get any better than this?!”

Beatnik replied, “Oh yeah baby, just wait until I get my other foot in there!”

*T.W.
Behind the green wall*

Two club prospects went out hunting in the woods one day, when one of them suddenly fell to the ground, eyes rolled back in his head and didn't seem to be breathing.

The other prospect immediately whipped out his cell phone and dialed 911. He gasped to the operator, “Oh my God, we're out in the woods and I think my buddy is dead!”

The operator, in a calm, soothing tone said, “Okay, don't panic, I can help. First, make sure your friend is actually dead.”

There was a silence, then a gunshot was heard. The prospect's voice came back on the line. “Okay, now what?”

*Lee George
Worldwide Web*

The Lone Ranger and Tonto had been riding their horses all day. When they stopped to rest, Tonto placed his ear on the ground and listened. “Buffalo, come.” He said finally.

“How do you know that?” the Lone Ranger asked him.

Tonto replied, “Ear, sticky.”
*Chris Birdwell
Childress, Texas*

The hardbelly picked up a few items in the grocery store and headed for the express lane. The clerk had his back turned to her as he changed the tape roll in the cash register. Impatiently, she said, “Excuse me, I'm in a hurry, could you check me out please?”

He turned around, looked her up and down and said, “Nice tits but your ass is kinda big.”

*R. Cross
Sacramento, Calif.*

A beautiful young chick about to undergo a minor operation was nervously laying on a gurney in the hospital corridor awaiting the medical staff. Finally, a man in a white coat approached her, and lifting up the sheet, examined her naked body. He walked away and conferred with another man in a white coat, who then walked over and performed the same examination. When a third man approached her she finally said, “These exams are fine but when are you going to do the operation?”

He shrugged and said, “Fuck if I know, lady, we're just here to paint the hallway.”

*Anthony Harding
Pendleton, Ore.*

Biker Bob and his wife were in the bank one day when it was robbed. The robbery was botched though, and the alarm went off. Soon the place was surrounded by cops, so the desperate robber took everybody hostage. He asked one of the hostages, “Did you see me rob this bank?”

“Yes,” the hostage nervously replied, and was immediately shot in the head.

The bank-robber then turned to Biker Bob and asked him, “Did you see me rob this bank?”

Biker Bob raised an eyebrow and said, “Nope, but I'm pretty sure my ol' lady did.”

*Don Avery
Somewhere, USA*

Clean Dean went to the doctor one day for his yearly exam. The doctor informed Clean that he was going to have to stop masturbating. Dean, puzzled, asked the doctor why.

The sawbones answered, “Because I'm trying to examine you, ya freak!”

*High Climber
Strongsville, Ohio*

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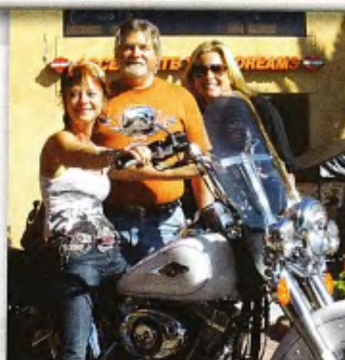


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EASYRIDERS COLUMBUS INVITATIONAL BIKE SHOW

THE BIG 'UN!



Each year our Easyriders Bike Show Tour finishes its merry motorized menagerie in Columbus, Ohio, where riders come from near and far to check out the very best custom bikes

from our regional shows. This year on February 20 and 21, the Greater Columbus Convention Center was packed with bikers who were enjoying the 60-degree temps of an unusually warm winter weekend while gazing at the shiny chrome of hundreds of custom creations.

From antique classic panheads, to the latest spaceship baggers, and every

kind of scooter in between, the place was biker heaven on earth. Award categories include everything from mild to very wild and the halls was rockin' to the tunes of America's Best Biker Band, The Fryed Brothers Band, and bumpin' and grindin' to the slinky wonder of The Purrfect Angelz all-girl softball league...I mean, all-girl dance troupe.





Paul Yaffe helps Mike Lichter line up the perfect shot.



Paul Yaffe of Bagger Nation and John Shope of Dirty Bird Concepts sought out their pick for perfect baggers, and Rusty Coones of *Sons of Anarchy* fame picked his own special award. But the judges, who are the editors of this fine magazine, had their hands full at this two-wheeled extravaganza because the collection of custom bikes on display was nothing short of amazing!

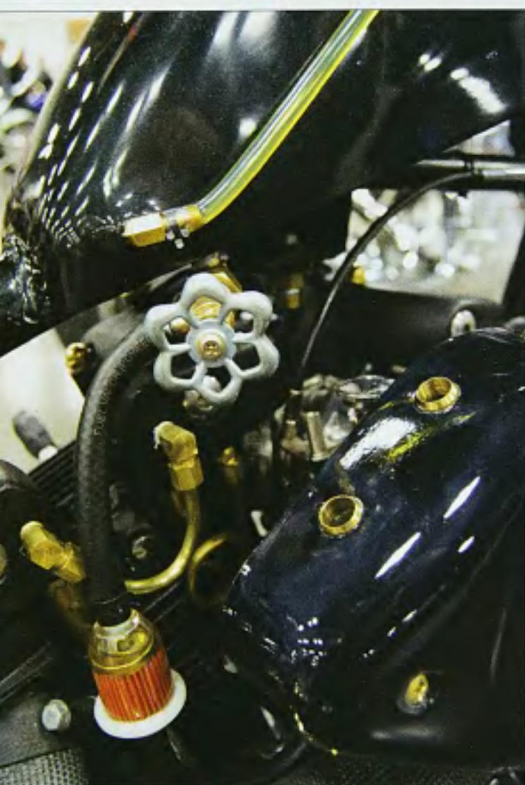
Event-goers took in the David Mann art display, enjoyed tasty grub and frosty suds, and bought bikeresque goods from the many vendors that lined the Hall. But of all the bike builders displaying products, the most amazing find was Ron Finch's 500-pound welded up metal monster hog (as in PIG!).

When regional awards time rolled around on Saturday night, the crowd

was hushed as we revealed which bikes would be moved from Columbus Regional to Invitational and compete with the country's very best bikes.

Top bike show winners including the Bagger of the Year and Bike of the Year were photographed for full bike features in our magazines by none other than Michael Lichter. Congratulations to all our winners and to all who brought bikes to this ultimate custom bike show! As always, special thanks to the Easyriders Bike Show crew and our sponsors: Geico Insurance; Russ Brown Motorcycle Attorneys; Paul Yaffe's Bagger Nation; John Shope's Dirty Bird Concepts; and Indian Larry Motorcycles. For a complete list of winners visit easyridersevents.com.

—Dave Nichols



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TOP REGIONAL WINNERS

PEOPLE'S CHOICE

- 1st Place:** Rodney Chester,
Evil Iron Street Glide
2nd Place: Daniel Thompson,
Springfield, Michigan, 2007 Road Glide
3rd Place: Jeff Stalczyński,
Pittsburg, Pennsylvania,
2014 Street Glide

RADICAL BAGGER

- 1st Place:** Nick Beck,
Dobson, North Carolina,
2016 Road Glide

RADICAL CUSTOM

- 1st Place:** Death Trap Customs,
Fenwick, Ontario, 2014 Shovel Chop

EDITOR'S CHOICE

- Andrew Marks,
Columbus, Ohio, 2015 Kiwi Indian

JOHN GREEN AWARD

- Don Loos,
Cleveland, Ohio, 1949 Pan-Shovel

BEST OF SHOW

- Cole Rogers of 138 Cycle Fab,
Springboro, Ohio, 1975 Sportster

On Sunday night, our announcer, the lovely Lisa Ligon handed out goodies from our sponsors and vendors before the editors announced the Invitational honors, including thousands of dollars in cash and prizes.

INVITATIONAL AWARDS

ANTIQUÉ CLASS

- B.K. Kennan, All American Co.,
New Ellenton, South Carolina, 1947 FL

OLD SCHOOL CHOPPER

- Don Loos, Don's Speed Shop,
Cleveland, Ohio, 1949 Pan/Shovel

OLD SCHOOL BOBBER

- Andrew Ursich,
Long Beach, California,
1960 Sportster

MODIFIED BAGGER

- Mitchell Anderson,
Greensboro, North Carolina,
2006 Road King



CUSTOM SPORTSTER

- Cole Rogers, 138 Cycle Fab,
Springboro, Ohio, 1975 Sportster

SPECIALTY CLASS

- Wade Beavers, Trinity, North Carolina,
2015 Rufus Wade Designs

STREET CUSTOM

- Tim Scates, Waller, Texas, 2006 Bobber

MODERN CHOPPER

- Lee Wimmer,
Murrell's Inlet, South Carolina,
1997 Bobber

RADICAL CUSTOM

- Richard Wright,
Lexington, South Carolina,
2016 Custom

RADICAL BAGGER

- Nick Beck,
Dodson, North Carolina,
2016 Road King

BEST PAINT

- Joey Hensley, Backyard Baggers,
Winston-Salem, North Carolina,
1994 'Merica Bagger

EDITOR'S CHOICE

- Carl Pusser,
E. Peoria, Illinois,
1970 Triumph Speedster

BAGGER OF THE YEAR

- The Bike Exchange,
Gastonia, North Carolina,
2015 Road King

BIKE OF THE YEAR!

- Andrew Ursich,
Long Beach, California,
Knuckle Chopper



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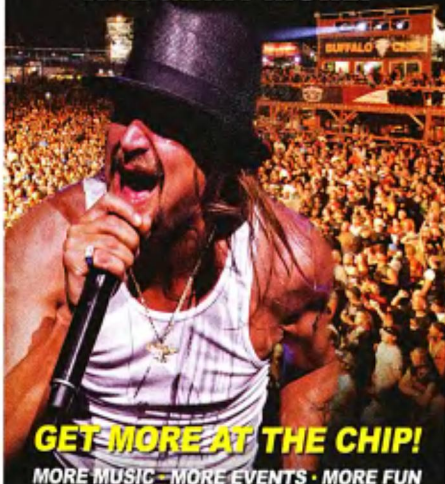
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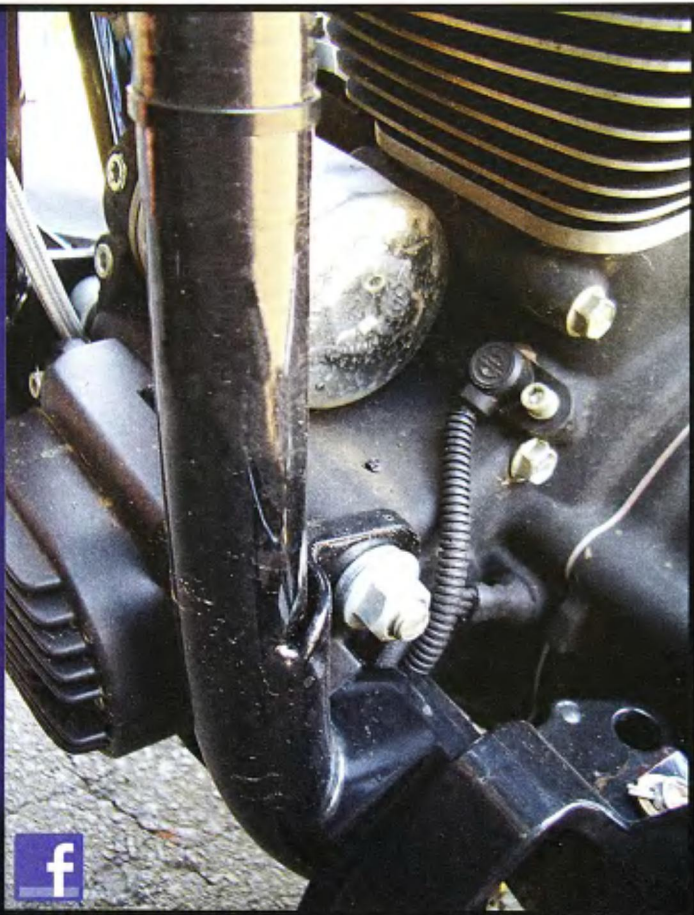
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jamarperformance.com



ARLEN NESS 10-GAUGE OUTER PRIMARY COVER

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primary from Arlen Ness will set your bike apart from the rest of the herd. Its multi-piece design allows for easy maintenance and inspection. The cover replaces factory outer primaries. Each primary includes the gasket and chrome hardware, and they are also available in chrome. It fits 2008-and-up FLT touring models.

arlenness.com



SLAMTAIL YOUR SOFTAIL

Slamtail—the world's only hydraulically actuated lowering system for Softails—can be installed on all 2016 Harley Softail models. The Slamtail will even fit those models that come from the factory already lowered like the Fat Boy Lo and Deluxe. In fact, when put on factory "lowered" models, the Slamtail will give you more clearance when in the up position than the bike had stock.

Since the stock OEM shocks are reused and the fact that Softail frames have not dramatically changed since the Twin Cam B engine was introduced, the Slamtail will fit any Softail dating back to the model year 2000. It is easy to install, retains the OEM ride quality, and can be ridden at any height.

slamtail.com



KÜRYAKYN'S KINETIC PARTS AND ACCESSORIES

Kuryakyn's got you covered from hand to foot with its hand and

foot control accessories that include fitment for Indian Scout models. Now available are Kinetic grips, footpegs with model-specific adapters, and direct replacement shift and brake pegs for a stylish package that improves overall operator control. All Kinetic accessories are available in chrome or gloss black finishes for 2015-2016 Indian Scout and Scout Sixty models. Premium EPDM rubber inserts are form fitted into the quality die-cast aluminum housings without glue for long-lasting comfort and durability. The accented rubber pads reduce hand fatigue and provide a unique contrasting appearance to the sleek chrome or gloss black finishes.

kuryakyn.com



BIG BIKE PARTS' PASSENGER ARMREST

This Passenger Armrest system, which was developed for Harley-Davidson's FLH line, mounts securely to the existing Harley Tour-Pak with four bolts. A unique slotted assembly allows the armrest to be mounted with a 1-inch forward or backward position. The armrest can easily swing out of the way for access to the quick release Harley Tour-Pak. The base mount assembly is finished with black powdercoat and the mounting arms are Show Chrome Accessories' brilliant chrome finish.

bigbikeparts.com

SCREAMIN' EAGLE HEAVY BREATHER ELITE PERFORMANCE AIR CLEANER KIT

This high-performance intake from Harley-Davidson Genuine Motor Parts & Accessories features a forward-



facing filter element that flows huge volumes of clean air. The low-profile cast elbow and the oval cross-section element combine to hug the engine to provide increased leg room. Engine ECM recalibration (priced separately) is required for proper installation. This kit fits 2016-later Low Rider S; 2016-later Softail; 2011-later CVO Softail; and 2014-later touring and Freewheeler models. It also fits 2016-later Softail; 2014-later CVO Softail; and 2014-later touring models equipped with Screamin' Eagle 58mm Throttle Body. It does not fit models equipped with Twin-Cooled engine, fairing lower glove boxes, or fairing lower speakers.

h-d.com



DRAG SPECIALTIES SPOKE WRENCH

Spoke maintenance is

something we often forget about, but it's nonetheless an important aspect of general motorcycle maintenance. This spoke wrench from Drag Specialties will give you that extra leverage you often need when tightening your spokes. Constructed from heavy-duty steel, this wrench is built to fit spoke nipple sizes from .250-inch to .170-inch.

dragspecialties.com



Z1R'S LEATHER BOOTS FOR MEN AND WOMEN

Leather boots for both men and women are the latest coming from Z1R, and they look very cool. To

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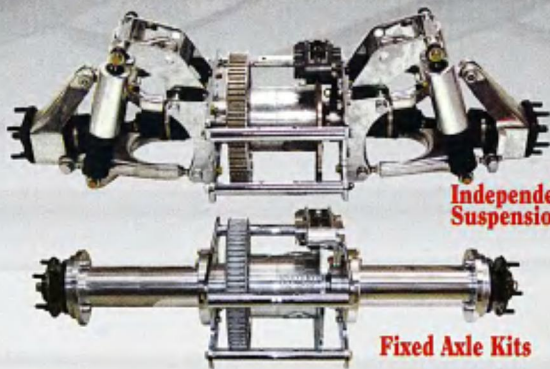
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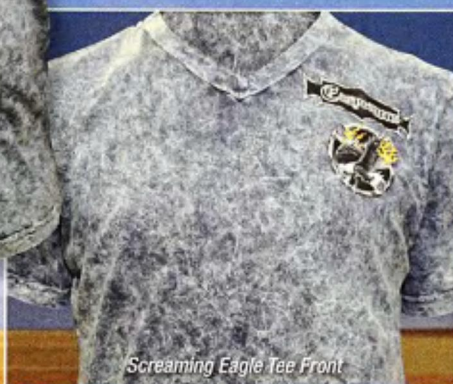


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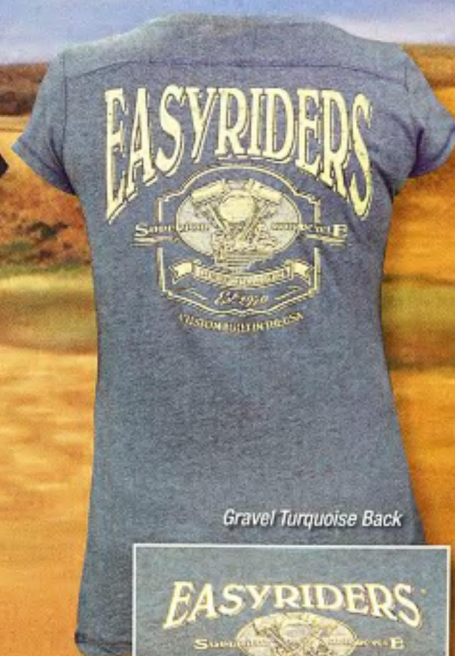
Peekaboo See-through back



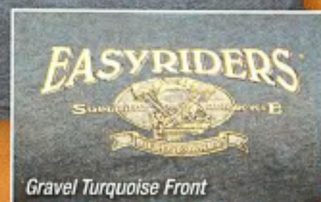
Peekaboo Front Black



Peekaboo Front Pink



Gravel Turquoise Back



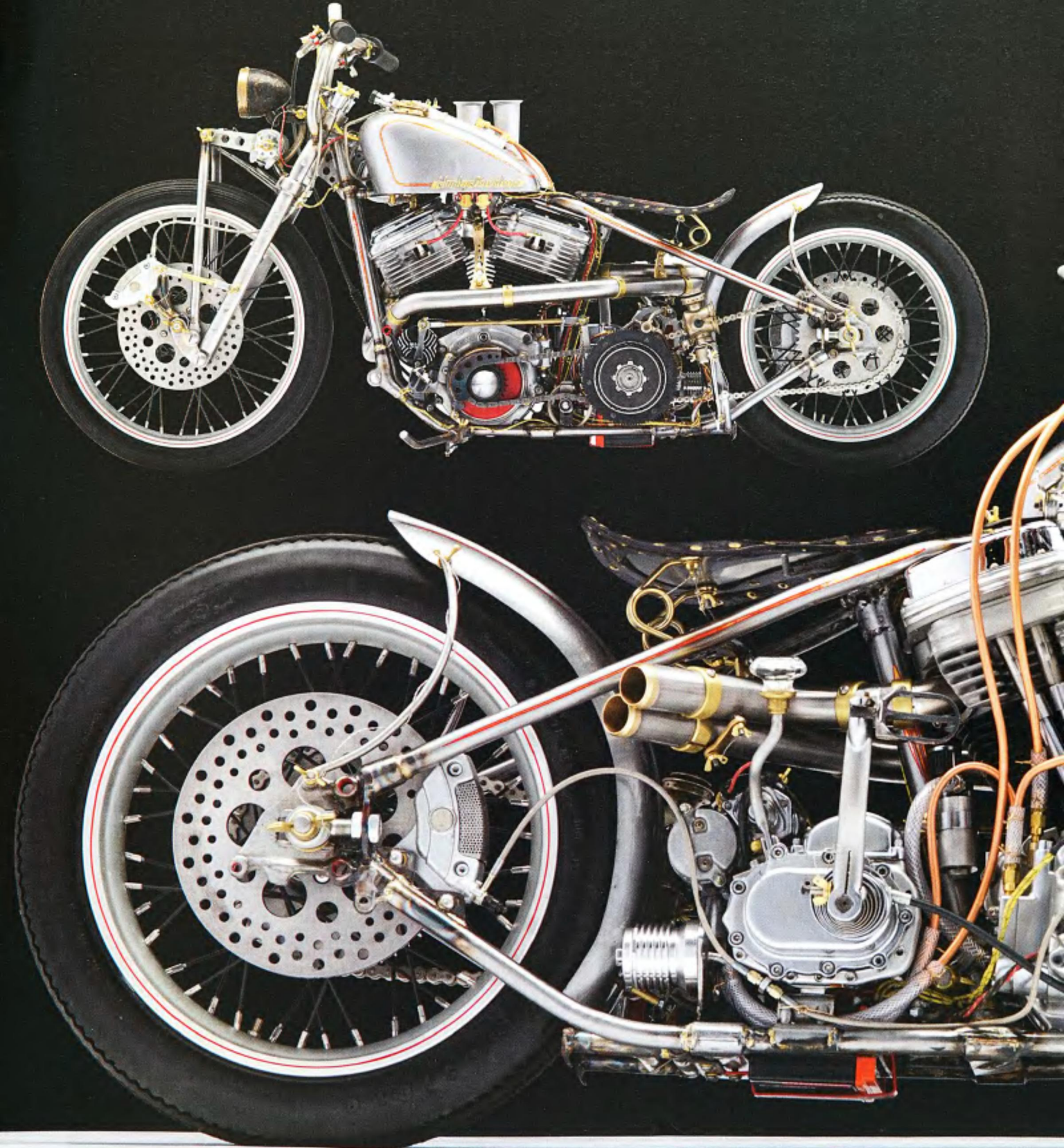
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DREADNOUGHT

ROBERT NAVARRO'S LOOSE CANNON CUSTOM



Around 1906 the British Navy unleashed the HMS Dreadnought, a new, game-changing battleship design, sparking a global race among countries to build their own dreadnoughts. One look at this Loose Cannon Fabrication's custom conjures up that name as well. Says Phil Cannon, "That's what we're about... vintage style, very mechanical bikes, but also reliable riders."



The bike's owner Rob Navarro is both Phil's friend and a repeat customer of the show-winning Sacramento, California, shop and when he saw Phil's 1951 panhead custom with a 1940s look, he decided he wanted something along those vintage lines but with an Evo motor. Rather than copying it, Phil suggested Rob let him do his own thing and build something special.

The heart of the beast is a hybrid 96-inch S&S motor with Edelbrock heads to which Phil grafted a downdraft Weber carburetor/manifold assembly, and for extra kicks, added a nitrous bottle. He also came across some of the faux panhead rocker box covers that

fit the Evolution motor for that vintage look, then nestled it all into a modified Paughco frame.

Features include the Loose Cannon custom elliptical spring front end and that glass doorknob handle on the right side of the bike is the manually operated electric starter, plus there's kickstart as well. Matching the stainless exhaust system to the Weber took some intricate plumbing, but the sound is worth the effort, and there is no cooking of your leg either.

The gas tank is divided between fuel and oil, and Phil used wing nuts to hold things together. He drilled and tapped every one of them with a tiny setscrew and then used stainless safety

wiring as a nod to vintage racecars.

The bodywork is in raw metal, but painter Ian "Thor" Kim added a touch of gold leaf and pinstriping before the clear coating, again emphasizing the bike's mechanical features. The brushed aluminum wheels are laced with black powdercoated spokes.

Rob's bike won Best of Show at the Sacramento Easyriders Bike Show in 2015 and several awards at other events. He says he built a game room just for "Dreadnought." Now he's drives it right through the front door of his house and parks it, then rides it out when he's ready to set it loose on the street.

—Paul Garson

**That's what we're about...
vintage style, very
mechanical bikes, but also
reliable riders.**



Owner: Robert Navarro
City: Elk Grove, California

GENERAL

Designer: Phil Cannon/
Loose Cannon Fab
Year and make: 1997 Loose Cannon
Model: custom
Fabrication: Loose Cannon Fab
Assembly: Loose Cannon Fab
Time: 3 months

ENGINE

Year and make: 1997 S&S
Rebuilder: Loose Cannon Fab
Displacement: 96 cu. in.
Cam: Crane
Ignition: Crane
Pistons: S&SD
Lower end: S&S
Heads: Edelbrock
Lifters: Crane
Carb(s): Weber
Air cleaner: fresh
Pipes: Loose Cannon

TRANSMISSION

Year and make: 1997 Harley-Davidson
Shifting: 5-speed foot

PAINTING

Painter: Ian "Thor" Kim
Type/color: metal and pinstripping

FRAME

Year and builder: 1997 Loose
Cannon Fab

Type: rigid

Stretch: enough

ACCESSORIES

Bars: Loose Cannon Fab

Handlebar controls: adjustable
levers/LC

Fender: 1936 Ford

Headlight: swap meet

Taillight: 1920s bicycle

Electrics: Loose Cannon Fab

Gas tank: Loose Cannon Fab

Oil tank: Loose Cannon Fab

Oil system: Loose Cannon Fab

Seat: Justin

Pegs: IMS Moto-X

Grips: Moto-X

FORKS

Type: custom springer LC

Builder: Loose Cannon

WHEELS

Size: 21-inch front, 19-inch rear

Wheels: Sun Buchanan aluminum/
black spokes

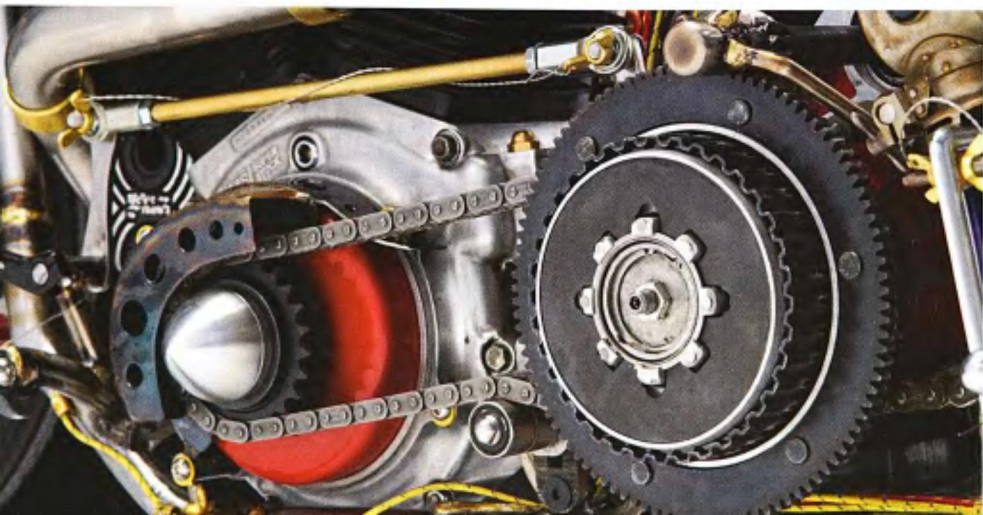
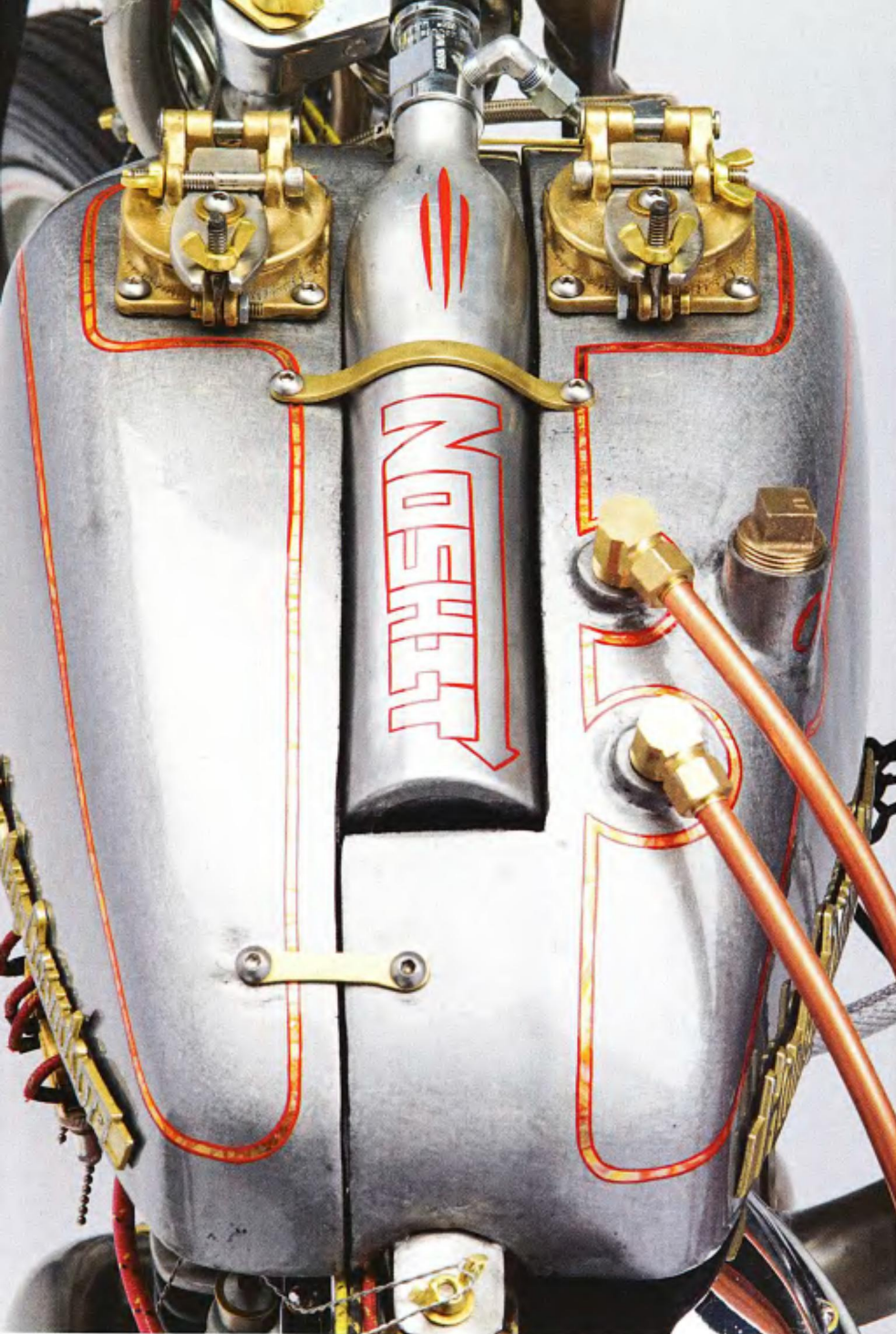
Tires: Coker front, Avon rear

Brake: Harley-Davidson/Brembo

Photos: Michael Lichter

Contact: Loose Cannon Fabrication
916-704-8871





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Paul was a Nerd. There were no two ways about it. By the time he reached high school he had accepted that fact. He walked from class to class with his eyes cast downward. He spent a lot of time between classes picking up the books that were knocked from his hands, being called names, and being singled out and picked on.

Paul ate his lunch alone unless there was another nerd or two to eat with. On one day in particular "Big Gus" and his team of assholes actually came over and spit on Paul's lunch. When Paul made a feeble attempt to stand up for himself he was beaten down.

"Hey spaghetti arms, why you have all those bumps and holes all over ya? You a drug addict?" said Gus. One Monday morning, as Paul was removing his books from his locker, Paul tried to ignore the lumbering Neanderthal. He closed his locker and began to walk away, but Gus was having none of that. He continued with his jibes about Paul's scars and puncture wounds until Paul finally just broke down.

"Yeah Gus, I'm a fuckin' heroin addict. You see this big hole right here?" Paul pointed to the inside of his right forearm, "That's where I pump in the horse, man. By the fuckin' ton. I chase the white dragon all over this fuckin' town. Your mama pays me to do her and I use the money to buy smack... then I pump it into all these holes so I can tolerate cretin scumbags like you, you big, fat, dumb, son of a bitch." Paul turned on his heel and walked away. Gus stood slack jawed and amazed at the diatribe Paul had just released. He briefly considered beating the boy again but thought better of it. He knew his next suspension would be his last as his father had told him one more and he would beat him into the mortuary. Gus faked a loud laugh and walked away in the opposite direction to Paul's great relief.

The simple truth of the matter, the

explanation for the bumps and scars and Paul's wan, emaciated appearance was that Paul's kidneys were failing. The doctors told Paul if he didn't have a transplant soon he would die, and at that point in Paul's life he just didn't care. He had been on a waiting list for what seemed like forever due to his rare blood type. Each afternoon when he arrived home from school his mom would greet him with his meds and his snack, and then help him hook up to his dialysis machine.

While his so-called "peers" were playing B'ball, or flirting with girls at the bowling alley (the local hangout), Paul would suffer through another round of dialysis, do his homework, and read. He led a life of quiet resignation, but he was brave, hopeful, and stoic throughout.

His mom worked two jobs in order to afford health insurance and co-pays. She hated leaving Paul alone each night to fend for himself, so she hired a college freshman named Pamela to look in on him a few nights each week. Paul and Pam built a strong bond over the course of a few months and he looked forward to her visits.

One summer afternoon as Paul was walking home from school he heard a car horn blare behind him. He braced himself for some jeering and bullshit from Gus or some other clown from the football team, but instead he heard his mom shouting from her car window, "Paul, they found a match for you. You're gonna get your kidney, no more dialysis!" Paul was elated and afraid at the same time. "Get in," said his mom while throwing open the car door. "We have to see your doctors."

Paul was scheduled for surgery the following morning. His mom and Pam sat nervously in the waiting room while Paul received his new kidney. No one knew at the time but lives were about to be forever changed on that fateful day. After some tense hours, the doctor appeared in the waiting room and walked up to Paul's mom with a broad smile, "The surgery went very well. Your son is the proud owner of a healthy kidney. The quality of his life should improve dramatically."

"Oh, thank God!" Paul's mom collapsed back in her chair and broke

into tears, Pam reached over to console her. "Thank you, Doctor," said Pam. "We appreciate all your efforts." It seems Pam had a stake in the outcome as well as she had a huge crush on Paul.

Over the next few months, as Paul grew stronger, his mom noticed some differences in his personality. Paul grew more assertive, he spent more time outdoors, and he began to see Pam on a regular basis. Pam was two years his senior but Paul didn't seem to notice. Another very strange thing began to happen as well; Paul suddenly began bringing motorcycle magazines into their home. He had asked his mom if he could take a side job working at a motorcycle shop in town, and not wanting to be overprotective, she readily agreed.

Paul himself was surprised by the changes he was experiencing. For years the sound of powerful Harley-Davidsons drifted into Paul's open bedroom window on summer nights as they headed downtown to the local bike shop. He never took notice of them until after his surgery. Suddenly, as he heard the dirty thunder of a Harley, his heart raced and he experienced an intense longing for the road. He began to read everything he could lay his hands on regarding Harleys. At the shop he devoured service manuals and somehow understood every facet of motorcycle construction and maintenance instinctively.

Paul moved from sweeping up at the shop, to mounting tires, to general service work, and finally he began assisting in bike builds. Tug, the gruff old owner of the shop, was so impressed by Paul's enthusiasm and growing ability with a wrench, that he allowed the young wrench to begin his own build project. He mentored Paul, and became a father figure to him. On occasion, Paul would need advice and Tug was there to give it to him, but in general Paul was handling the build very well.

Paul's mom was amazed by her son's progress, but also puzzled by it. Paul had always expressed his desire to attend college and to pursue a degree related to the sciences. He was never one to get his fingernails dirty. Now he arrived

home each evening, covered in grease, his jeans filled with holes caused by welding splatter, battery acid, and lord knows what else, and with a grin as broad as she'd ever seen it. After dinner, he would retire to the living room and continue to devour motorcycle manuals and magazines, making notes in the margins of each. Then he would be off to the garage to lift weights and punch the heavy bag. It was as if another person inhabited her son's body. She was happy for him but had to find out what had come over him.

The following evening saw Pam, Paul and Paul's mom together at the dinner table. She decided to ask Paul straight out why the drastic change. Why the college catalogs were ignored and the motorcycle literature littered the living room and Paul's bedroom. Why the dirty fingernails, why the weightlifting and boxing. She asked, and Paul answered, while Pam just sat and watched the show with a knowing smile.

"Well Mom, it's like this," Paul began an explanation that both stunned and amazed his mom. He explained how on the day of his surgery, he awoke to the smell of exhaust fumes and gasoline. He peered from under drooping eyelids to see a nurse adjusting his IV bottle and asked what the strange smell was and the nurse said offhandedly that it was just the effects of the anesthesia. Paul didn't believe her. He fell back into a dream state and imagined himself riding a big Harley. He felt the wind in his hair and the sun on his face. He felt the intense vibration of the huge V-twin as he powered her up and down through the gears, and best of all, when he moved his right hand ever so slightly with a twisting motion, the great beast he was astride would roar and accelerate with the torque of a battle tank. It was as if the machine was angry.

He explained to his mom how never in his life did he care a whit about machinery, least of all motorcycles. Now he knew what every noise was in the motorcycle; the spinning of the flywheels, the valve train noise, the tires on the pavement, the clunking of the transmission as he shifted up through the gears. He even heard the

whir of the cam case and knew just where it was coming from. He went on to say how he suddenly could think of nothing else. "On the ride home from the hospital, as we passed Tug's Two Wheelers and I saw the huge cluster of Harleys parked out in front of the place, I knew that motorcycles were my destiny. That riding those machines, wrenching on them, even building them from scratch, would be my life." Paul stated. "I didn't understand why. As a matter of fact, I was as puzzled as you are right now, Mom. That's where Pam came in."

At this, Pam smiled and took up the story. She related to Paul's mom how she had read about surgical cases where patients who had received donated organs sometimes experience the memories and sensations of the donor. She explained how even though it is considered unethical to surrender donor information in most cases, in this case one of the surgical nurses was the mother of a classmate of hers and through some wangling and negotiation with her, she was able to obtain information concerning the donor for Paul's kidney.

It seems the donor was a twenty-three year old biker named John, who had grown up in a family of bikers. By an eerie coincidence, he held a job at Tug's bike shop. He lived in a room above the shop and worked six days a week building bobbers and repairing Harleys. In his spare time he drag raced, traveled on his Harley and volunteered at the Local AA shelter. Ironically, on one of the evenings he was returning to the shop from the shelter, he was struck and killed by a drunk driver. Paul received his kidney the very next day, as John was an organ donor.

Paul could see his mom was struggling to digest all the information she had been given. As she and Pam cleared the table, Paul sat back with a smile and a feeling of gratitude for his great good fortune. He reflected on the day when Gus had pulled up in front of Tug's on his Honda, looking for a fight, and how he had put Gus on his ass and sent him packing while Tug looked on with a grin.

His life had taken a good turn, all for want of a kidney. —Z.Jakl

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Cycle Zombies is not a motorcycle club, surf team, or a skate crew; it's a way of life for the Stopnik family. Born and raised in Huntington Beach, California, wave ramps and choppers are pretty much in their DNA. Father of seven, Big Scott Stopnik, has four daughters and three sons, Scotty (30), Turkey (25), and the youngest zombie Taylor (17). These four, and nephew Chase (30) make up the Cycle Zombies. Not sure of who said it or when it was said, the Cycle Zombies "just kinda happened" said Scotty.



YOUNG BLOOD
OLD BIKES

cycle zombies



The name came from the old crusty bikes the Stopniks were resurrecting back from the dead. It was an old 1971 shovelhead that was believed to be lost cause and completely unfixable that was brought back by Big Scotty and his boys that sparked the name. There was a Japanese magazine in town to do a feature on Scotty and his surfing when the 1971 shovel actually fired for the first time, and it blew their minds. Actually, it was the whole Stopnik family that tripped them out.

The skateboarding, the surfing, the vintage choppers; the Stopniks were doing it all, and doing it with style.



When asking Scotty what the three of those things had in common, he said "absolutely nothing... and absolutely everything." When paddling out to surf or dropping into a pool on your board you get that same rush and feel the same freedom you do while foot clutch/jockey shifting your chopper down the highway says Scotty. The other aspect of the Stopnik/Cycle Zombie life is swappin' parts at the local moto-swap. About 10 years ago the family gathered all the parts they had taken off previous builds and headed to the Long Beach swap to see if they could sell them off to buy more old chopper junk.







The swap meet quickly became a Stopnik tradition, and it didn't take them long to see how most of the wheeling and dealing took place before the swap even opened. It was Scotty that noticed you could buy so much more than motorcycle parts at the swap. Old bicycles, vintage clothes, etc. could all be bought or traded before the swap opened and resold for a small profit.

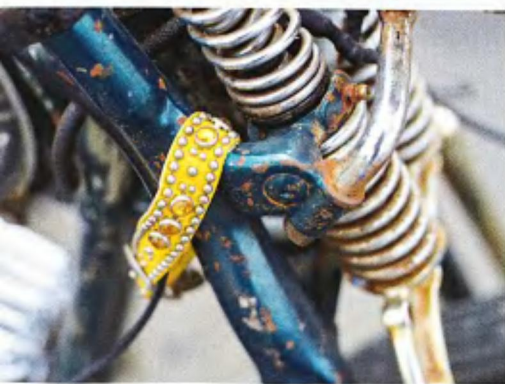
It was the surf/skate/chopper lifestyle that drew people to the Cycle Zombies, and people started asking for some CZ shirts, hats, and patches.



It seems that there were a lot of these younger guys getting into motorcycles, and they just were not into the "typical" biker look. So the Cycle Zombies started printing a few shirts and hats—nothing major, real grass roots style. They would print just a few dozen shirts and not print more until those sold. People dug their vintage style goods and CZ stuff kept selling at the moto-swap and various chopper events like Born Free.

As the Cycle Zombies brand continues to grow, so does the younger skater/surfer/chopper guy. When you see them you'll know who they are, they're young bloods on old bikes.

—Brobeck





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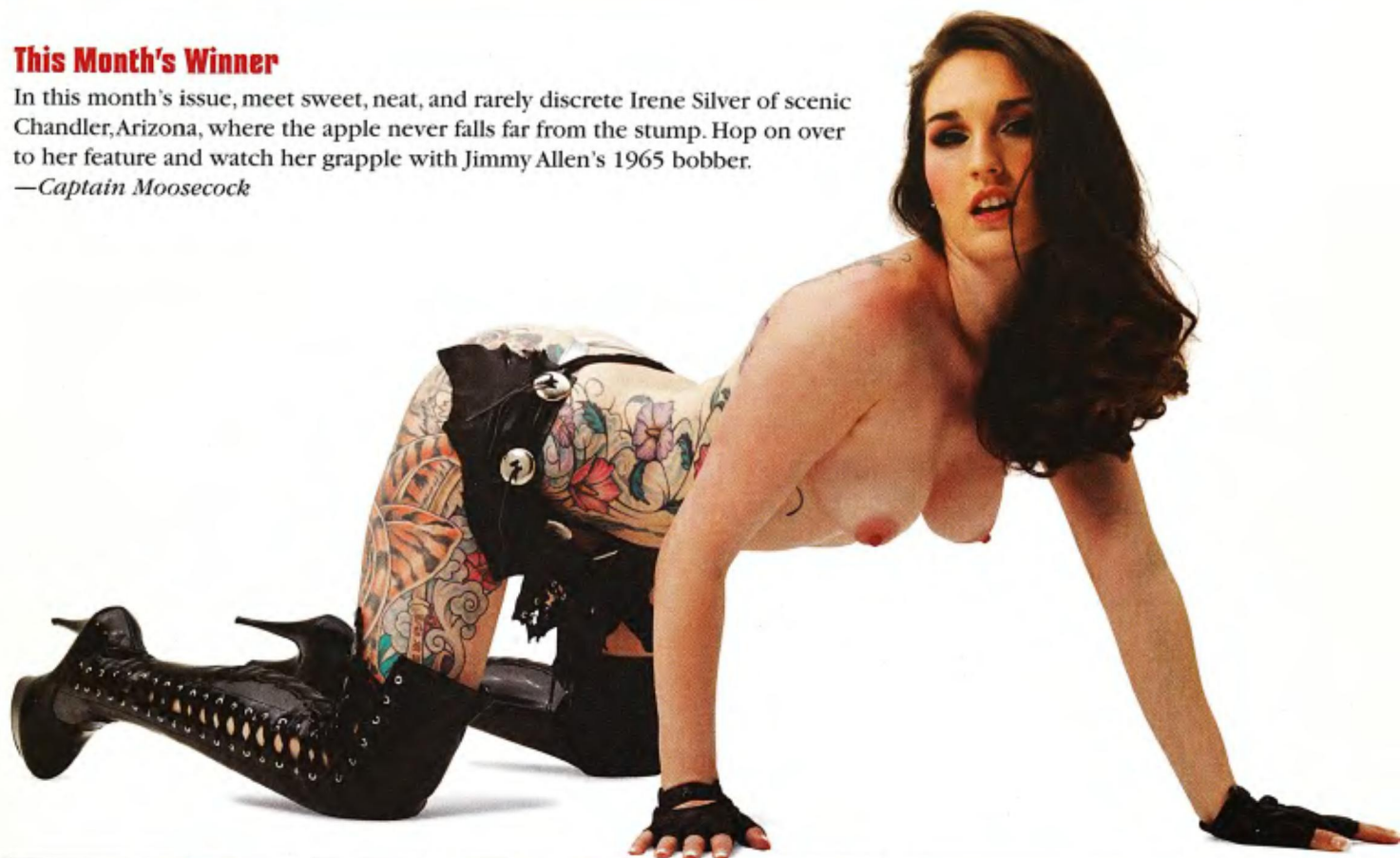


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This Month's Winner

In this month's issue, meet sweet, neat, and rarely discrete Irene Silver of scenic Chandler, Arizona, where the apple never falls far from the stump. Hop on over to her feature and watch her grapple with Jimmy Allen's 1965 bobber.

—Captain Moosecock



#0701 Sofia—Michigan

"My first ride on a Harley the vibrations made me feel squishy all up in that shit!"



#0702 Jenn—Colorado

"My first ride on a Harley I was kinda scared, but boy was it worth it. I have never felt so free and alive!"



#0703 Alexas—Minnesota

"The first time on a Harley we wound through the mountains and I was so happy and wished I was naked!"

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 pernicious little pimpsticks. Meet the lovely and ticklish Ashley from way up in Northern California, where in a smoky haze the colors, wow, the colors. And Tostitos—Yeah, definitely some orange juice and Tostitos. Come back next month and watch her go through a rampant munchie bender!

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

I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an *Easyriders* photo shoot, and this authorization shall extend to photos created from such photo session.

Model's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: () _____ Cell Phone: () _____

Date of Birth: _____ I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature: _____

Photographer's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Daytime Phone: () _____ Evening Phone: () _____

Photographer's Signature: _____

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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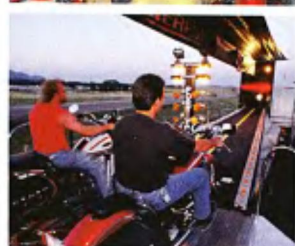
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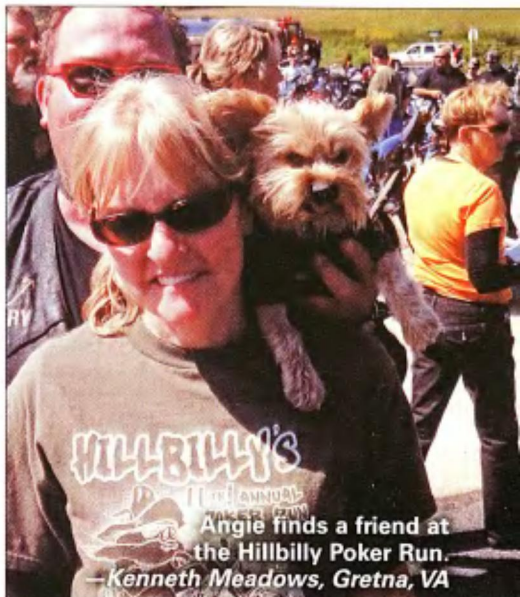
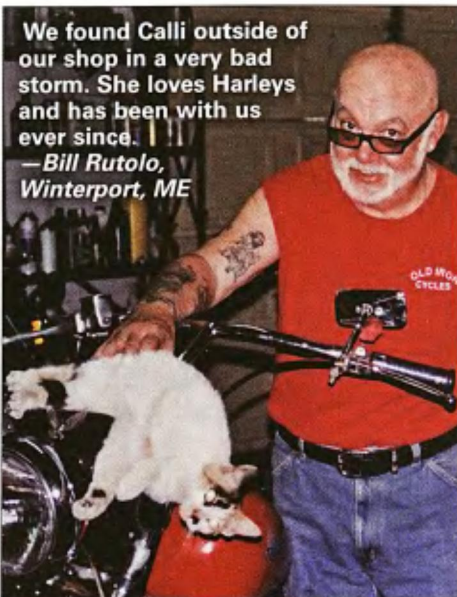
A Biker's Best Friend

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!

We found Calli outside of our shop in a very bad storm. She loves Harleys and has been with us ever since.

—Bill Rutolo, Winterport, ME



Angie finds a friend at the Hillbilly Poker Run.

—Kenneth Meadows, Gretna, VA



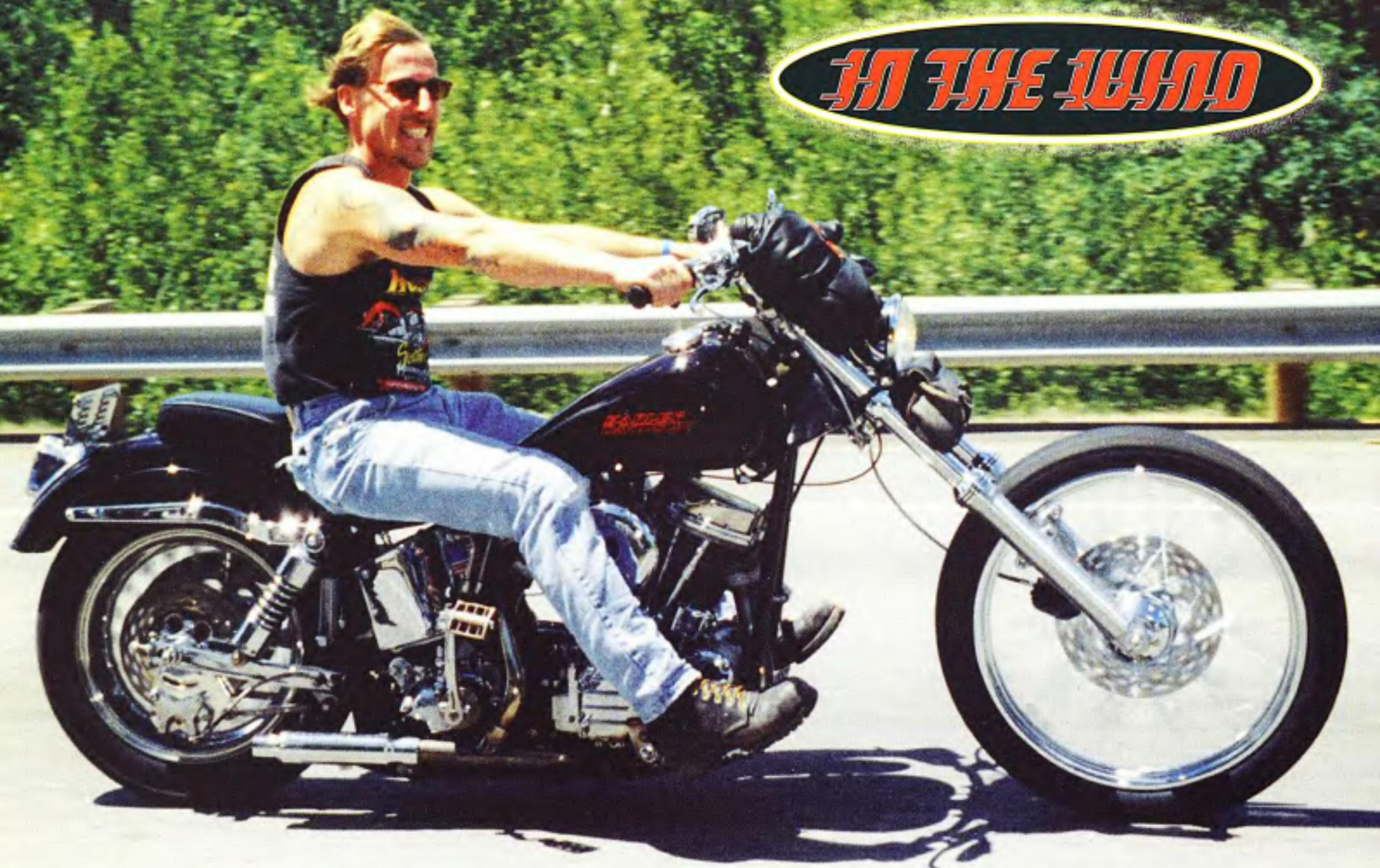
Miss Jasmine is ready to putt to the doggy park!

—Rob Grantham, Crawford, NE

Chaps the Amazing!
—Johnny International, Orlando, FL



IN THE WIND



Bro Bruce wore a big ol' Bugs-in-the-Teeth panhead smile at Laconia 1999.

—Egg and Pez Pesapane, Wallingford, Conn.



'Shroom Run.

—Mark Fountain, Chrome & Steel Photo, Omaha, Neb.



Poor Natalia lost her shirt. —Scags, Canada



The look that says a reach-around is not out of the question.

—Lou Camerota, Route 13, New Castle, Del.



Brrr, chilly. —Mark Sherman, Madera, Calif.



She's here for the wino-tasting, slurp...

—Dennis Carver, Tucson, Ariz.



"Somewhere on a desert highway, she rides a Harley-Davidson." —NEIL YOUNG

—Terry Bert, Vegas Bike Week, Las Vegas, Nev.



Zoo feeding time. —Paul Shermer, N.C.



ABATE of South Carolina earns governor's proclamation.

—Tommy Pittard, S.C.

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



"Road Queen"

—Painting by Jonathan Peter DeMatteo, Santa Barbara, Calif.



Another Sunday at the Rock Store for Mobbin hard. —Kim Peterson, Cornell, Calif.



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sonny

LOVE, PEACE, & HAIR GREASE



The bike-building crew at Torch Industries out of Phoenix, Arizona, live by the motto that they would much rather create something by hand than buy it out of a catalog. This project started with hand-formed sheet metal that wraps around a mildly modified Paughco rigid frame and showcases a jewel-like 1959 panhead motor.

**Torch Industries would
much rather create
something by hand than buy
it out of a catalog.**



The motor was resurrected by One Way Restorations, so it now runs even better than it looks.

This super clean and slick bobber was forged for a great customer and close personal friend of Torch Industries named Danny boy, who owns Straight Razor Barbershop. Sosa of Torch Industries put his heart and soul into this project and after Danny boy's father passed away, he named the bike "Sonny" in memory of him.

This bad little bobber was kept in the hair care family when Danny boy sold it to Jimmy Allen who also owns a hair care products company called Shiner Gold. "Sonny" the bobber was built for Danny the barber and is now using its old-school charm to promote Jimmy's Shiner Gold line of pomade. Talk about cool, clean, and smooth! Shiner Gold pomade brings heavy hold to keep you from being mistaken for someone you're not. Or somethin' like that.

Speaking of cool, clean and smooth, this month you rascally readers and gawkers of these sacred pages have chosen the fluidly flexible Ms. Arielle Cox as your Fox hunt winner. Honestly or not, we cannot legally print what she specializes in.

—Cheese



Jimmy Allen





Owner: Jimmy Allen/Shiner Gold
City: Goodyear, Arizona

GENERAL

Fabrication: Torch Industries
Year and make: 1959 Harley-Davidson
Model: bobber
Assembly: Torch Ind.
Time: 8 months

ENGINE

Year and make: 1959 Harley-Davidson
Model: panhead
Rebuilder: One Way Restorations
Ignition: points
Displacement: 74 cubic inches
Lower end: Harley-Davidson
Balancing: Harley-Davidson
Pistons: Harley-Davidson
Heads: Harley-Davidson
Cam: Harley-Davidson
Lifters: Harley-Davidson
Carburetor: S&S Super "E"
Air Cleaner: Velocity stack
Pipes: Torch Ind.

TRANSMISSION

Year and make: 1965 Harley-Davidson 4-speed
Paint: Supreme '70s
Type/color: PPG/deep maroon

FRAME

Year and make: Unknown/Paughco
Type: rigid
Rake: stock
Stretch: stock
Modifications: Torch Ind.

ACCESSORIES

Bars: Torch Ind.
Fender: Torch Ind.
Headlight: 9-inch
Pegs: Harley-Davidson
Electrics: Torch Ind.
Gas tank: Torch Ind./sporty
Oil tank: horseshoe
Oil System: Harley-Davidson
Primary: Torch Ind.
Seat: Torch Ind.
Grips: "Coke bottle" shape

FRONT END

Type: 35mm
Extension: stock
Builder: Torch Ind.

WHEELS

Hub: Star hubs
Size: 21-inch front, 16-inch rear
Tires: Avon
Brakes: juice Drum

Photos: John Covington
Model: Arielle Cox
Contact: Torch Industries
torchind.com





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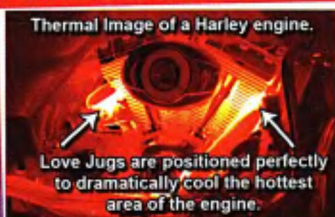
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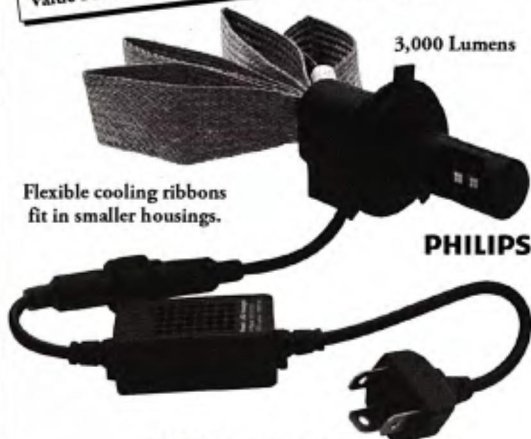
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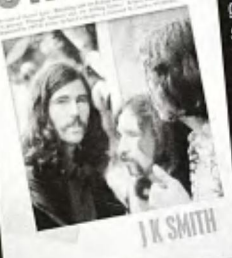
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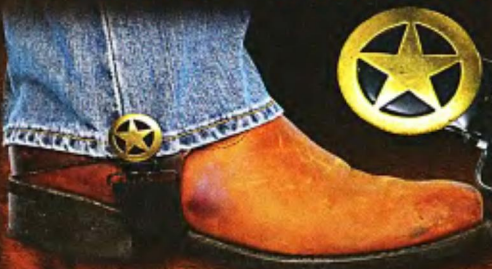
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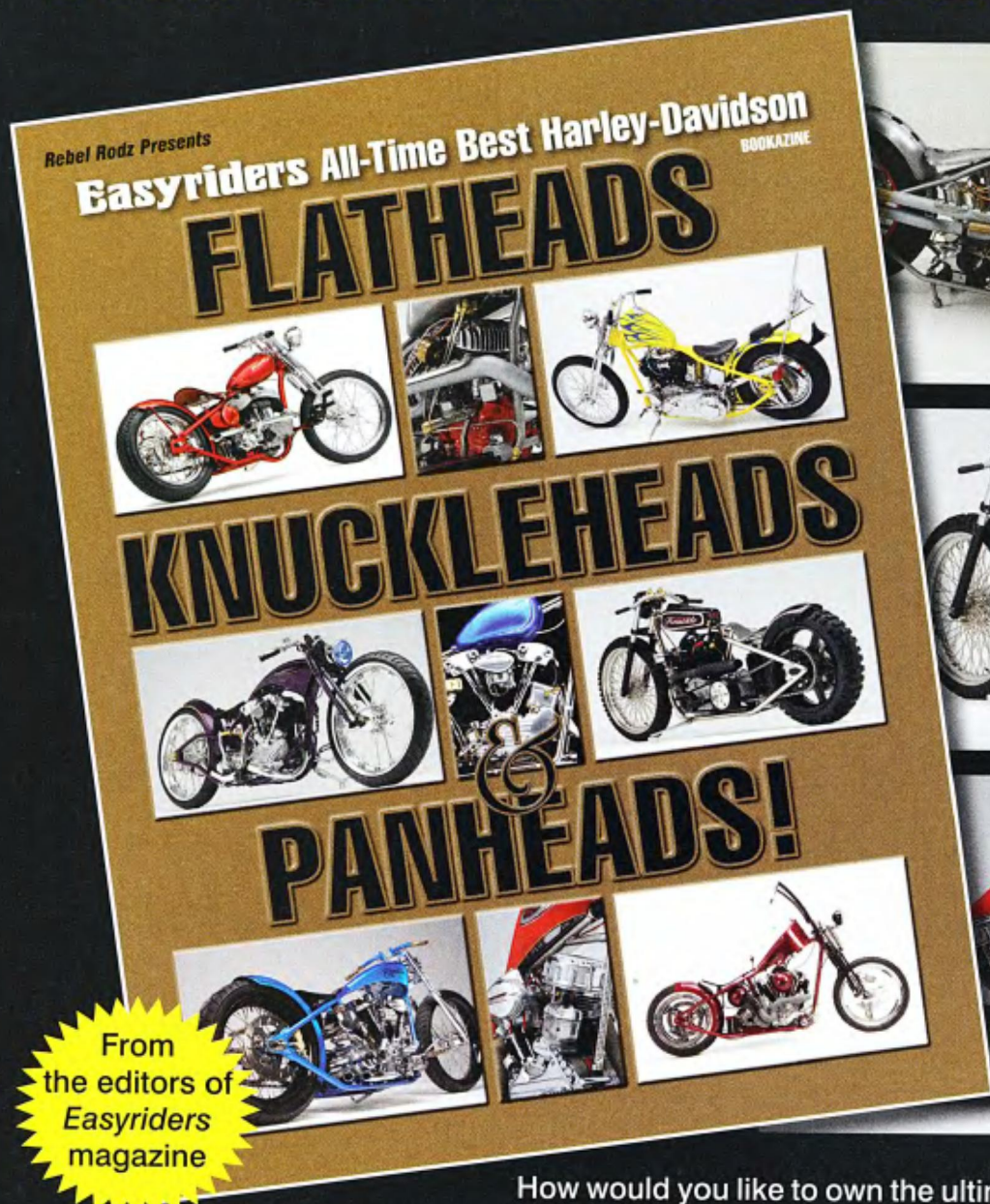
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Bill Delaney's 1950 Reborn FL



Bill Dodge's '52 Pan



John Doran's 1200 Sportster



Boosted Brad's Twin Cam B Chopper

The custom motorcycle scene is an ever-changing world. Styles change with the blink of an eye and what is cool one day is often outmoded the next. But for bikers who love the all-American, old-school chopper, especially when adorned with a Harley motor (basically your *Easyriders* reader), there is nothing that stirs the blood more than the sight of an extended front end, a killer paint job, and the throbbing thump of a panhead, or shovelhead, or even an Evo or Twin Cam motor.

With that in mind, the editors of this fine magazine, the biker's bible for 45 years now, decided to put together a tribute to some of the finest choppers we have seen, built by some of today's most amazing builders.

Herein you'll find *Easyriders'* Chopper Champs; builders with attitude and style that keep the chopper world vibrant and also push it forward to a new world of possibilities. We'll start with Bill Delaney's classic 1950 panhead, a mild

chopper from New York. Next up is Bill Dodge's Bling Cycles 1952 rigid pan from Florida featuring Bill's signature knobby tires. Then John Doran of California reminds us what can be done with a 2002 Sportster motor and a long Harmon girder front end.

Boosted Brad of Tennessee offers a sleek black rigid adorned with a 2005 Twin Cam mill. Ugly Steve Manier's super long Illinois 1954 panhead chopper reminds us what an *Easyriders* chopper is all about with its kind and queen seat, Invader wheels, and no front brake. Finally, Freddie Arnold of Georgia continues that old-school look with his psychedelic shovelhead complete with springer front end and upswept pipes.

All six of the choppers seen in this special section are meant to inspire you to build and ride the bike of your dreams. There's no excuse... get to buildin'. The wind is callin'. —Dave Nichols



Steve Manier's '54 Harman Chopper



Freddie Arnold's Multi-Year Flathead/Sportster

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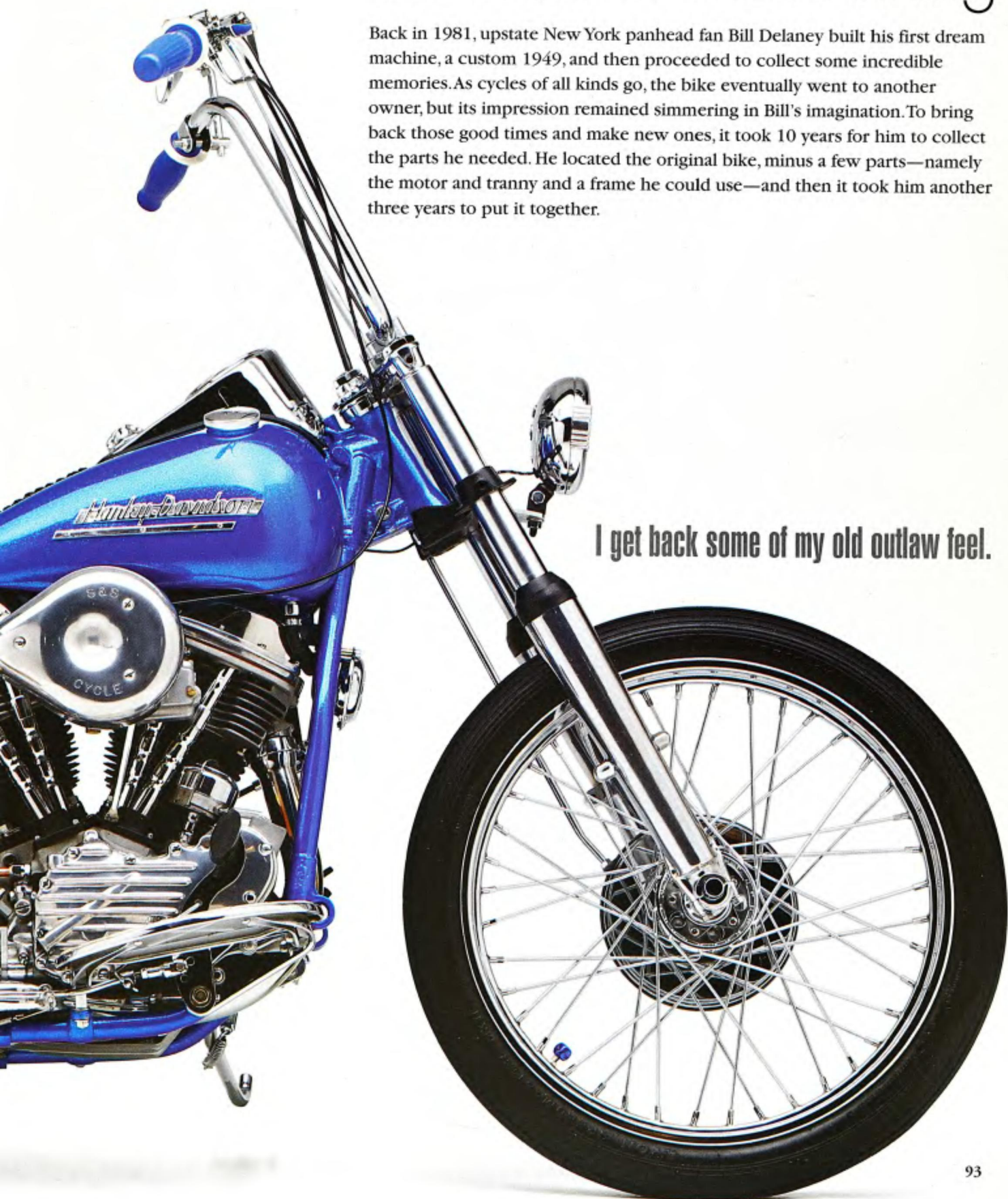
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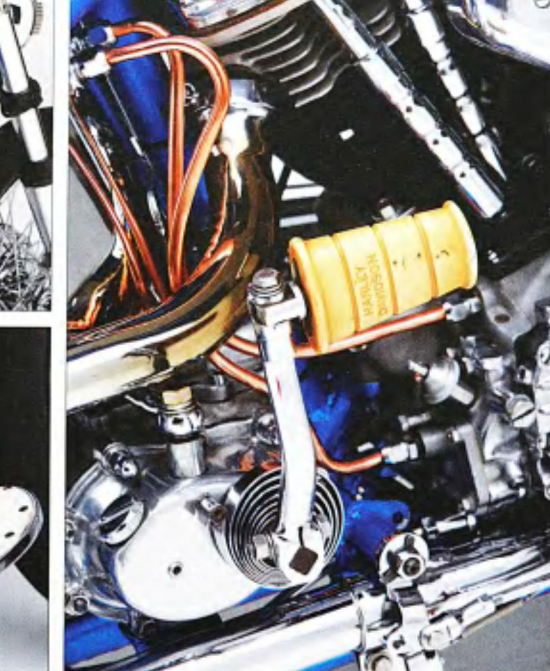
BILL DELANEY'S 1950 REBORN FL 35 Years In The Making

Back in 1981, upstate New York panhead fan Bill Delaney built his first dream machine, a custom 1949, and then proceeded to collect some incredible memories. As cycles of all kinds go, the bike eventually went to another owner, but its impression remained simmering in Bill's imagination. To bring back those good times and make new ones, it took 10 years for him to collect the parts he needed. He located the original bike, minus a few parts—namely the motor and tranny and a frame he could use—and then it took him another three years to put it together.



I get back some of my old outlaw feel.





Says Bill, "I ended up using the front end from that bike and then pretty much built it like the one I built in '81. The motor came out of another bike I bought. It's a '50 numbers case and a '51 timing cover side. Jim Hickey rebuilt the motor...STD heads, Andrews cam. Truett & Osborne lower end. To restore the frame, I bought a neck with original casting numbers from a guy in Australia and then restored the frame the way I liked it."

The tank-mounted hand-shifter, a '51, is linked to a ratchet type, "suicide clutch" old style transmission requiring well-coordinated hand and foot motions. Asked how tall and how legal those apehangers are, Bill pauses then says, "I really don't know, but they're comfortable, especially since I filled the bars with about 2 1/2 lbs. of lead shot to dampen the vibration. I had them chromed by a buddy of mine at

Ghetto Choppers in California, who also chromed the steel sissybar that me and my buddy Big Block Mike made. Mike is an awesome TIG welder, who also helped with the frame."

The sky-high pipes are custom originals from the 1980s, pieces Bill bought eight years before starting on the bike. "I've had panheads before and they will shake off pipes, but these are mounted so they won't come loose." Bill, an accomplished painter with a long background in auto collision repair, also sprayed the candy blue over silver metalflake.

Asked if the bike brought back that original feeling 35 years ago, Bill tells us, "I feel really good, like a young guy riding that thing. And it's got some attitude, with those pipes are nice and loud, so I get back some of my old outlaw feel, too. It's a lot of fun."

—Paul Garson

Owner: Bill Delaney
City: Selkirk, New York
GENERAL
Designer: Bill Delaney
Year and make: 1950 Harley-Davidson
Model: FL
Fabrication: Bill Delaney
Assembly: Bill Delaney
Time: 3 years
Chroming: Ghetto Choppers
ENGINE
Year and make: 1950 Harley-Davidson
Model: FL
Displacement: 74 cu. in.
Rebuilder: Jim Hickey
Cam: Andrews
Ignition: Harley-Davidson points
Pistons: Harley-Davidson
Lower end: Truett & Osborne
Heads: STD
Lifters: hydraulic
Carb(s): S&S L
Air cleaner: S&S
Pipes: N.O.S. customs
TRANSMISSION
Make: Harley-Davidson
Year: unknown/rebuilt by Mezzie
Shifting: suicide clutch
PAINT
Painter: Bill Delaney
Type/color: House of Kolor/
Flake and Candy Blue
FRAME
Year: 1950
Builder: Harley-Davidson owner/
Big Block Mike
Type: rigid
Rake: stock/deraked/restored
ACCESSORIES
Bars: custom
Handlebar controls: two
Fenders: old car spare tire
Headlight: old and new
Taillight: old telescopic
Speedo: Harley-Davidson
Electrics: Bill Delaney
Gas tank: 1951 Harley-Davidson
Oil tank: Harley-Davidson
Oil system: Harley-Davidson
Seat: CRS
Pegs: Harley-Davidson
Mirrors: swap meet
Grips: eBay
FORKS
Type: Glide
Builder: Bill Delaney
WHEELS
Size: 21-inch front, 16-inch rear
Wheels: Star hub
Tires: Goodyear front, Avon rear
Brakes: drum

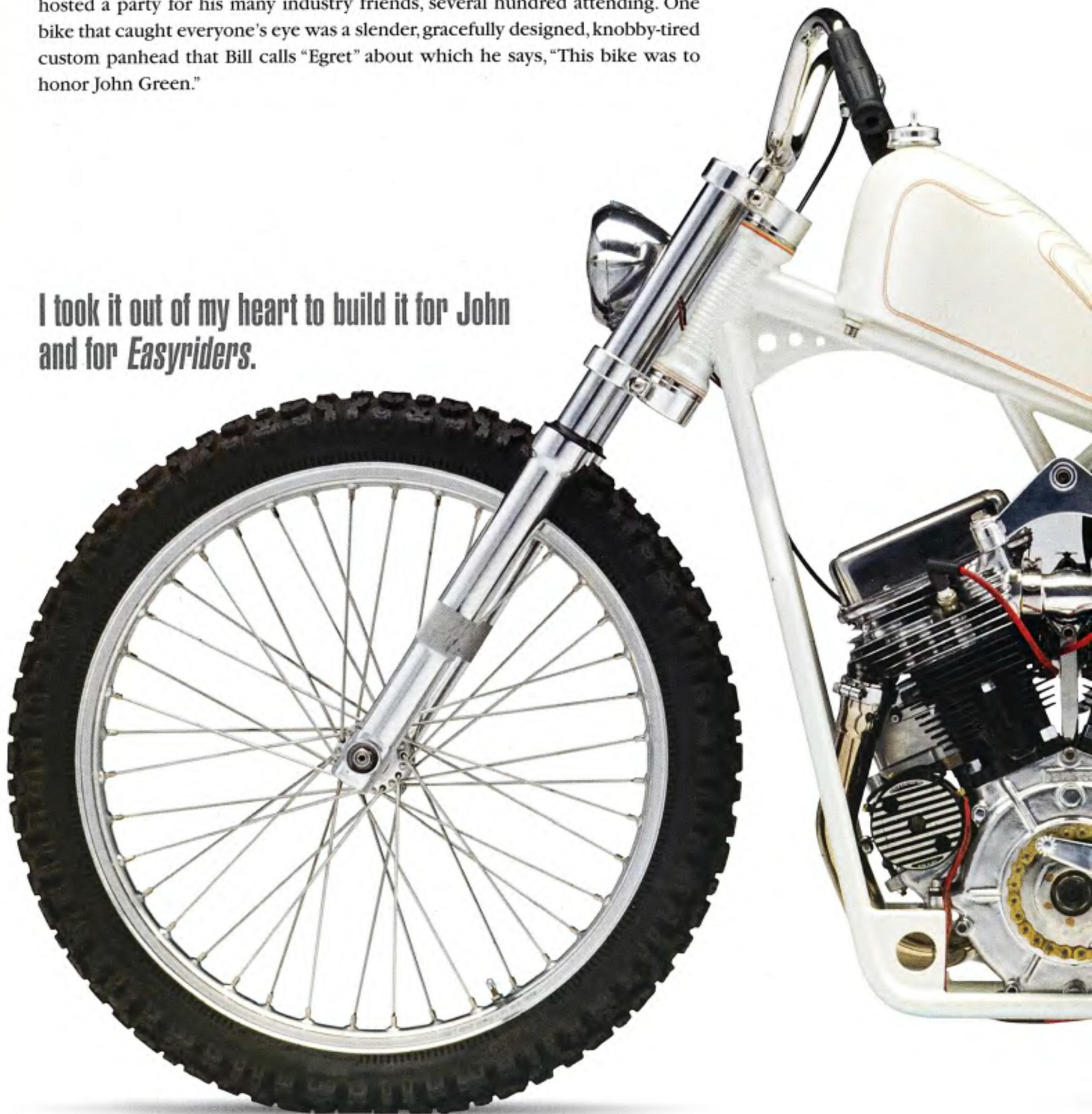
Photos: Dino Petrocelli

BILL DODGE'S '52 PANHEAD

"Egret" Takes Flight

Bill Dodge's Bling's Cycles hunkers down on Daytona Beach's North Beach Street where, during the recent 75th anniversary celebrations of Bike Week, Bill hosted a party for his many industry friends, several hundred attending. One bike that caught everyone's eye was a slender, gracefully designed, knobby-tired custom panhead that Bill calls "Egret" about which he says, "This bike was to honor John Green."

I took it out of my heart to build it for John
and for *Easyriders*.



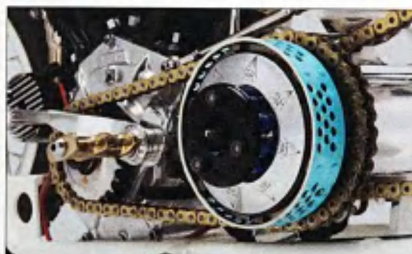
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It grabs the corners and just jumps around them!





For many years John worked for Easyriders Events, putting together Easyriders Bike Shows and Rodeo Tours. He was a man who always generously helped others, especially encouraging bike builders and his positive approach to life touching many. In May of 2014 he passed away after battling cancer, but his legacy lives on.

"John was a friend and mentor to many of us," Bill tells us. "He was the type of guy who saw something in someone before anyone else did." Bill had worked on John's personal panhead and John's wife told Bill that John had wanted him to have it and to make something cool out of it.

The project started with a complete bike, but a hodgepodge of parts. Bill unbolted the 74-inch FL motor and a few small pieces, then handmade all the rest from aluminum or stainless. "John liked the tractor pulls and stuff like that, so I kind of made a pretty, ride home version of that. But the name Egret just didn't come out of my

head. I also had planned to paint it sky blue 'cause I figured that's where John was going."

But while driving his truck with the bike parts, out of a clear blue sky a pearl white Egret dove down and hit the front of the truck. Bill got out and stayed with the beautiful creature until it took its last breath. Bill decided it was a sign...that he needed to paint John's bike white. He spent the night on Thanksgiving in a non-stop marathon assembling the bike at home. Returning in the morning to the shop with the bike, Bill encountered six baby Egrets, as white as fresh snow. "Let's just say, that confirmed the decision for the paint job and the name."

Now the bike is Bill's personal ride. Weighing only 370 lbs., it's light and nimble, grabs the corners and just jumps around them. "I had the most fun building this bike and I also took it right out of my heart to build it for John and for Easyriders."

—Paul Garson

Owner: Bill Dodge
City: Daytona Beach, Florida
GENERAL
Designer: Bill Dodge
Year and make: 1952 Harley-Davidson
Model: FL
Fabrication: Bill Dodge
Assembly: Bill Dodge
Time: 4 months
ENGINE
Year and make: 1952 Harley-Davidson
Model: FL
Displacement: 74 cu. in.
Rebuilder: Bacon
Cam: Harley-Davidson
Ignition: Morris Mag
Pistons: Harley-Davidson
Lower end: Bacon/Harley-Davidson
Heads: STD
Lifters: solid Sifton
Carb(s): S&S B
Air cleaner: early S&S magnesium/slenderized
Pipes: Bill Dodge/stainless
TRANSMISSION
Year and make: 1946 Harley-Davidson / knuckle box/jockey top
Shifting: hand 4-speed
PAINT
Painter: Willy/Hellcat
Type/color: PPG/White Diamond Pearl
FRAME
Year and builder: 2014 Anthony/Bling's
Type: Egret
Rake: 32 degrees
Stretch: none
ACCESSORIES
Bars: Bill Dodge/stainless/engraved with John's lifeline dates
Handlebar controls: nope
Fenders: Dill Dodge/aluminum
Headlight: swap meet
Taillight: 40s knuckle guide light
Electrics: Bill Dodge
Gas tank: Bill Dodge
Oil tank: Bill Dodge
Oil system: dry sump
Seat: Bill Dodge/Duane Ballard
Pegs: Bill Dodge
Grips: Avon
FORKS
Type: 39mm Sportster/Bling's 7-inch trees
Extension: 2 inches under
Builder: Harley-Davidson/Bill Delaney
WHEELS
Size: 23-inch front, 18-inch rear
Wheels: aluminum/stainless spokes
Tires: Bridgestone
Brake: drum rear

Photos: Michael Lichter

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JOHN DORAN'S 1200 SPORTSTER

Low Life

An hour east of Sacramento is a place the locals call "Moke Hill" that back in the 1850s was one of the richest and most crowded gold mining towns in California. Now, its historic grounds are a popular tourist attraction, with only some 700 residents, among them John Doran who gets to enjoy a great bike riding environment. John is a painter by trade and also works on custom cars in his spare time. He struck gold with his first custom bike build, a Sporty he calls "Low Life."



My idea was to take a modern bike and convert it to an old-school chopper.





I had always wanted a Harmon sprung
girder front end and went from there.





"My idea was to take a modern bike and convert it to an old-school chopper—in this case a 2002 1200 Sportster, a wrecked bike I had bought for the project," John says. "I had always wanted a Harmon sprung girder front end and went from there."

After making sure the frame was straight, John stretched it four inches, then grafted on the rigid rear section. "I had Bill Holland at Executive Choppers, a good friend of mine, rake out the neck and build the nine inches over Harmon front end."

When asked about the Candy Irish Green paint, we wondered if John had some of the Old Country in him. He told us, "I do have some Irish in me, but I chose the color because I always liked green. I painted it right outside my home garage where I put the bike together. Everybody always says it's a bad color for race cars and motorcycles, but knock on wood, it's been all right. The graphics are like lacework leaves; a look from back in the day."

While he also has a 2006 Road King, John reports he rides his chopper most often. When he thought he'd cruise on over to the Sacramento Easyriders Bike Show for the fun of it, he was pleasantly surprised to hear his name called when the award was announced for First Place Custom Sportster. Obviously John is off to a good start, and now plans are afoot to customize his bagger, then on to building more choppers. —Paul Garson



Owner: John Doran
City: Mokelumne, California

GENERAL

Designer: John Doran
Year and make: 2002 Harley-Davidson
Model: 1200 Sportster
Fabrication: John Doran
Assembly: John Doran
Time: one year
Chroming: AAA

ENGINE

Year and make: 2002 Harley-Davidson
Model: 1200 Sportster
Displacement: 1200cc
Cam: Harley-Davidson
Ignition: Harley-Davidson
Pistons: Harley-Davidson
Lower end: Harley-Davidson
Heads: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): Harley-Davidson
Air cleaner: Harley-Davidson

Pipes: Paughco

TRANSMISSION

Year and make: 2002 Harley-Davidson
Shifting: 5-speed

PAINT

Painter: John Doran
Type/color: DuPont Hot Hues/Candy Irish Green/

FRAME

Year and builder: 2002 Harley-Davidson
Type: rigid
Rake: 45 degrees

ACCESSORIES

Bars: Drag Bars
Handlebar controls: Arlen Ness
Fenders: Flat
Headlight: Bates style
Taillight: Custom Chrome
Speedo: Auto Meter
Electrics: Knight Rides
Gas tank: Sportster
Oil tank: Custom Executive Choppers
Oil system: Harley-Davidson
Seat: Hawk Rod
Pegs: brass faucet handles
Mirrors: small
Grips: Drag

FORKS

Type: Harmon sprung girder
Extension: 9 inches over
Builder: Executive Choppers

WHEELS

Size: 21-inch front, 18-inch rear
Wheels: Sportster
Tires: Avon
Brakes: disc/HHI

Photos: Michael Lichter

BOOSTED BRAD'S TWIN CAM B CHOPPER

Super Model

Checking in with Boosted Brad's Chop Shop in Dyersburg, Tennessee, we discovered that Brad has recently launched a new parts line as well as crafted several more show-winning custom bikes. In this case, the elegant chopper barely got out of its debut at the Easyriders Nashville Bike Show when Anthony Sanders stepped up and said he just had to have it.

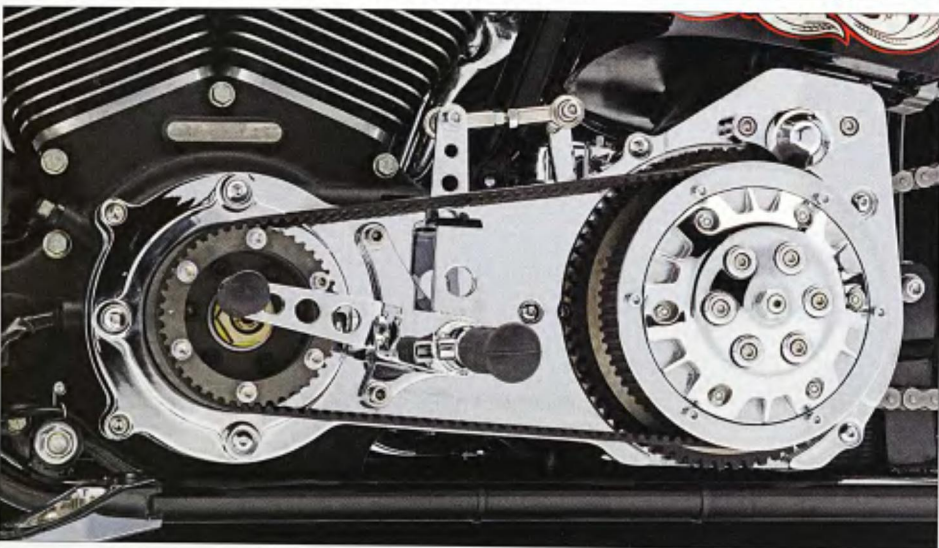
All the right pieces in all the right places.



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As to the build concept, Brad says, "I just wanted to build a Twin Cam B motor bike, something that looked very clean. So we took that motor and did a little bit of work on it, put in cams, modified an S&S E carb, added Thunderheart ignition, then went for tall handlebars and a super sounding exhaust. I wanted that sort of Frisco look, but something super tight handling with not a lot of rake."

The bike came out so skinny and pretty that Brad came up with the name "Super Model." As far as the paint, it was a collaborative effort between Brad and his buddy Brian Laker. Brad sprayed the black base and Brian nailed

the killer artwork.

At the Easyriders Bike Show, spectator comments focused on how "skinny cool" the bike was, everybody lovin' those pipes and the fact that the bike had a Twin Cam because you don't see too many of those motors in rigids. Brad also hid all the lines, including those to the hydraulic clutch, through the frame. "I like making bikes that look like there's not enough there for it to actually run, keeping it super clean."

Summing it up Brad says, "That's what we were shooting for. Call it all the right pieces in all the right places."

—Paul Garson

Owner: Anthony Sanders
City: near Dyersburg, Tennessee

GENERAL

Designer: Boosted Brad
Year and make: 20015 Boosted Brad
Model: Super Model
Fabrication: Boosted Brad/Stretch
Assembly: Stretch
Time: 6 months
Chroming: Chromemasters

ENGINE

Year and make: 2005 Harley-Davidson
Model: Twin Cam
Rebuilder: Stretch
Displacement: 88 cu.in.
Cam: Harley-Davidson .211
Ignition: Harley-Davidson
Pistons: Harley-Davidson
Lower end: Harley-Davidson
Heads: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): S&S modified by XXX
Air cleaner: Speed Dealer
Pipes: Boosted Brad

TRANSMISSION

Year and make: 2005 Harley-Davidson
Shifting: foot

PAINT

Painter: Boosted Brad/Brian Lakes
Type/color: House of Kolor/
black with white gold leaf

FRAME

Year and builder: 2014 Paughco
Type: rigid
Rake: 32 degrees
Stretch: 2 inches

ACCESSORIES

Bars: Boosted Brad
Handlebar controls: Brembo
Fenders: Led Sled/Boosted Brad
Headlight: bright
Taillight: Boosted Brad
Electrics: Boosted Brad
Gas tank: Throttle Addiction
Oil tank: full

Oil system: Harley-Davidson

Seat: James Carter

Pegs: Boosted Brad/mid-controls

Grips: Biltwell

FORKS

Type: narrow glide modified
Extension: none/shave trees
Builder: Boosted Brad

WHEELS

Size: 21-inch front, 16-inch rear

Wheels: Sportster

Tires: Avon

Brakes: Harley-Davidson front,
Fab Kevin mini rear

Photos: Michael Lichter

Contact: Boosted Brad's Chop Shop

731-287-7096

boostedbrad.com

chopperchamps



STEVE MANIER'S '54 HARMAN CHOPPER

Time Machine

Steve Manier, owner of Steve's Customs in Johnston City, Illinois, seems to be cornering the market on rare, original John Harman chopper "artifacts." His collection includes several of the uniquely innovative internally sprung girder front ends that basically reshaped the image of the classic chopper back in the early 1970s.



It's like riding butter.





The beautifully shaped girders came in various lengths, from mild to wild. At the farther end of the wild spectrum is the 20-inch over set seen here on Steve's '54 panhead.

While Steve's Customs is the go-to place for work on newer customs, they have a special warm place for panheads and shovelheads. "We rescue these old bikes and put them back on the road," Steve tells us. "In this case, the bike was something I had looked on as my personal bike. I'd seen a small picture of the bike on eBay with a long Harman front end, so I got it just for that piece."

When it showed up, there were a couple pleasant surprises. Steve discovered that it also had a Harley frame that Harman had reworked with his own neck and rake. Another was the condition of the original 1970s custom lacquer paint job—in nearly mint condition after all the years, just needing a little refreshing.

For the rebuild Steve, who happens

to be a member of the worldwide Ugly Motorcycle Club, wanted to keep it a true old-school '70s chopper. As far as a motor, he already had one, a '54 panhead 50th Anniversary, rebuilt with S&S heads and shovelhead exhaust ports like back in the day. For the wheels he went for classic Invaders, ordering a 15-inch for the rear, which created something of a challenge tire-wise. Thus, he opted for a Mickey Thompson car tire as used back in the day.

As for handling this ten-footer, Steve says, "You can turn lock to lock with your pinkie. John Harman was way ahead of his time. It's like riding butter; it's that smooth. And everybody wants to stop and talk about it since their dad or uncle had a chopper. The bike makes them smile."

Speaking of smiles, Steve's '54 panhead chopper garnered Second Place Old School Chopper at the Nashville Easyriders Bike Show.

—Paul Garson

Owner: Steve Manier

City: Johnston City

GENERAL

Designer: Steve's Custom, Inc.

Year and make: 1954 Harley-Davidson

Model: Chopper

Fabrication: Steve's Customs

Assembly: Steve's Customs/Calvin Gower

Time: a couple years

Chroming: Brown's

ENGINE

Year and make: 1954 Harley-Davidson

Model: panhead

Rebuilder: Steve's Customs

Displacement: 74 cu.in.

Cam: Sifton

Ignition: Mallory

Pistons: S&S

Lower end: Truett & Osborne

Heads: S&S

Lifters: Sifton

Carb(s): S&S

Air cleaner: custom

Pipes: Paughco

TRANSMISSION

Year and make: 1954 Harley-Davidson

Shifting: 4-speed

PAINT

Painter: original 1970s unknown painter

Refurbisher: Tim Braddy Custom Paint

Type/color: black, gold

FRAME

Year: unknown

Builder: Harman

Type: rigid chopper

Rake: 42 degrees

Stretch: none

ACCESSORIES

Bars: Harman

Handlebar controls: Mid-USA

Fenders: trailer fender

Headlight: MID-USA

Taillight: Hippy's Garage

Electrics: very little

Gas tank: unknown

Oil tank: Harley-Davidson

Oil system: Harley-Davidson

Seat: Steve's Customs

Pegs: swap meet

Grips: CCI

FORKS

Type: Harman

Extension: 20 inches over

Builder: Executive Customs

WHEELS

Size: 21-inch front, 15-inch rear

Wheels: Invader front,

Harley-Davidson rear

Tires: Avon front, Mickey Thompson rear

Brake: Harley-Davidson rear

Photos: Michael Lichter

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FREDDIE ARNOLD'S MULTI-YEAR FLATHEAD/SPORTSTER

Memphis Magnum

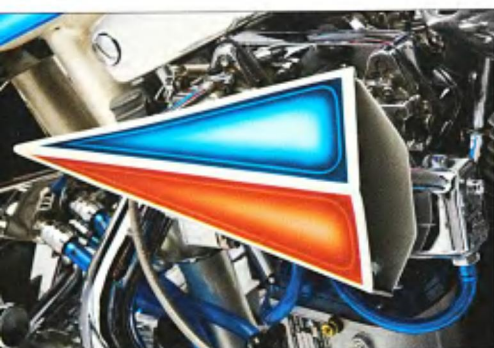
Freddie Arnold out of Canton, Georgia, has a gift both for storytelling and building cool custom bikes, and his conglomeration of rare components spans more than 65 years. Back in the late 1960s, Randy Smith, founder of Custom Cycle Engineering, drag raced with a motor of his design called the Magnum composed of a 45 cu. in. Harley flathead lower end matched up somehow with Sportster heads. You can see the historic bike on display at the Harley-Davidson Museum in Milwaukee.



I basically got a drag motor in a chopper!









Just a handful of Magnums were made. One of those motors languished for some 35 years at a historic Memphis shop called Super Cycles. Enter Hank Young, builder/friend of Freddie who remembers seeing the motor on a *Biker Build-Off* TV show some ten years earlier. Hank ended up with the Magnum motor. He passed it on to Freddie who suggested they build a chopper together. Two years later, Freddie has himself a bike called "Memphis Magnum."

Freddie added hotter cams, dual carbs and a magneto, so it's an even stouter powerplant. "I basically got a drag motor in a chopper, and it sounds like no other bike," Freddie says. "As far as the registration, prior to '69, you're going by the engine cases, this flathead was made in 1947, coming out of a 3-wheel Servi-Car. The 4-speed, left-side tranny is from a '64 panhead."

As Freddie puts it, the rear brake is a

story unto itself. It features a panhead brake drum with a welded-on Sportster sprocket and a Sportster backing plate to accommodate the 16-inch Invader wheel. Up front is a 9-inch-over Paughco springer. Frank and Hank made up the twisted front legs to match the twisted sissybar. They also bent up the 1-inch tubing handlebars welded directly into the top tree.

Going for a 1970s style multi-faceted Prism gas tank, Freddie called Bobby Bordeaux and said, "Go crazy wild with a lot of colors," Bobby spraying the pearl gold flake/candies. The old-school king and queen seat was fashioned by Jordan Dickinson of Union Speed. You could say Freddie was sitting pretty when "Memphis Magnum" took First Place Old School Chopper at the 2015 Easyriders Nashville Bike Show.

—Paul Garson

Owner: Freddie Arnold

City: Canton, Georgia

GENERAL

Designer: Freddie Arnold

Year and make: 1947 Harley-Davidson

Model: Magnum

Fabrication: Hank Young

Assembly: Freddie Arnold/Hank Young

Time: 2 years

Chroming: Dallas Plating

ENGINE

Year and make: 1971/1969 Harley-Davidson

Model: Magnum

Rebuilder: Freddie Arnold

Displacement: 45 cu.in.

Cam: Harley-Davidson

Ignition: Fairbanks magneto

Pistons: Harley-Davidson

Lower end: flathead

Heads: Sportster

Lifters: H-D

Carb(s): dual Linkerts

Air cleaner: Hank Young

Pipes: Hank Young

TRANSMISSION

Year and make: 1964 Harley-Davidson

Shifting: foot

PAINT

Painter: Bobby Bordeaux

Type/color: PPG and House of Kolor/pearl w/candies

FRAME

Year and builder: 2012 Paughco/

Hank Young

Type: rigid

Rake: 35 degrees

Stretch: 6 inches

ACCESSORIES

Bars: integrated w/ pull-backs

Handlebar controls: V-Twin

Fenders: flat

Headlight: VW Karmann Gia backup lamps

Taillight: Lucas

Electrics: Hank Young

Gas tank: Prism

Oil tank: polished stainless steel

Oil system: Harley-Davidson

Seat: Jordan Dickinson

Pegs: Anderson

Grips: Jack Hammer

FORKS

Type: springer

Extension: 9 inches over

Builder: Paughco/Hank Young

WHEELS

Size: 21-inch front, 16-inch rear

Wheels: Invader

Tires: Avon

Brakes: Harley-Davidson panhead/Sportster rear

Photos: Michael Lichter

Jeff Parker
Marietta, Georgia
1977 FXS Low Rider

Talk about a two-wheeled treasure with some family history. In September of 1977 Jeff's father, Jim Parker, purchased his sixth Harley, a 1977 FXS Low Rider 1200 shovelhead. "I was in seventh grade when he brought the bike home, and the bike has remained in the family for 38 years," Jeff says. "When my dad owned the bike, he and my mother rode mostly in North Georgia, Tennessee, and North Carolina."

At some point, the bike spent some

13 years in a climate-controlled basement with no sunlight. No one rode it during that time, so when Jeff took it over, the bike only had a total of 21,500 miles on its odometer.

Everything on this bike is original stock except for the electronic ignition and a couple of bolt on items; all finishes are original. "With the bike not having been ridden in years, I figured it would need a little TLC," Jeff says. "But all it took was a new gas line, a battery, and an oil change, and the bike was roadworthy and dependable again."

The bike has been Jeff's for five years now, and he says he's entered it into five different contests. "Out of those five contests, it's taken first

place three times and second place twice," he says, adding that these contests include the Harley-Davidson of Atlanta contest, Cave Springs Rally, Cricket's Bike Show, Bodock's Bike Show, and Bikes-Babes-Barbeque.

Now it's Jeff and his wife who take it on the road—the same roads his parents had been on all those years ago. "When I told my dad Easyriders had contacted me about the bike, he was over the moon," Jeff says. "I can remember *Easyriders* lying around the house when I was kid. This bike is a classic, a piece of art, a beautiful machine, but most of all it's a lifestyle, and a precious family heirloom."

—Tripper



Photos: Owner



The steamin' August issue of *Easyriders* (No. 518) takes you to all the far out fun of the Catskill Thunder Run, then we'll hit sunny Ventura, California, for Chopper Fest. We'll also show off our Top Ten Hot Parts from the V-Twin Expo.

Custom bike features will include Trevelen's kickass long bike, Robert Anderson's bright blue rigid Evo, Don Weimer's bad little racer, Buzz Teson's restored Indian flat-head, and Satya Klaus' too cool chopper.

All this plus a killer David Mann painting, some warped biker fiction, and some silly naked chicks as only *Easyriders* can whip 'em out! Includes our latest and greatest special section of *WRENCH!*

On sale June 21



The June issue of *V-Twin* (No. 184) 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 June 14



*"No! No! This is the Department of Dumbass Shitheads.
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