

BEST READERS' PHOTOS:

IN THE WIND SPECIAL

519 • September 2016

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Banana Blowjob

Chinese live-streaming video websites have announced that female broadcasters are being banned from "seductively eating bananas." Regulations handed down as part of a Ministry of Culture investigation into "inappropriate and erotic" online content requires popular streaming sites to monitor all live streams they host in order to watch for such highly sexy activity. Female live-streamers are also being banned from wearing stockings and suspenders while appearing on camera.

Social media users in China have questioned at what point footage of a woman eating a banana becomes provocative and wonder if the same rules apply to videos of men eating bananas. Look, I think this is easy to answer. When the chick starts deep throating the banana, that would be an indication that Chinese viewers may become aroused and start looking for a tissue and some lotion. Case closed.



Turned On And Tuned Out

The Tap Inn bar in Billings, Montana, released surveillance video back in April of an armed robbery staged by two men and a woman (who are still on

the lam). The video shows two lip-locked customers at the bar, lost in an affectionate embrace during the entire crime. The turned on couple were seemingly oblivious of any danger they might be in as they groped each other happily. The robbers, perhaps impressed by the couple's all-consuming passion, ignored them completely, even while emptying the cash register that was just a few feet away.

Stuck

A dumb crook was arrested and charged with using a pry bar to break into the cash boxes of four machines at Zap's Arcade in Mesa, Arizona. Following citizen tips, a cop arrived to find the robber on his knees alongside one machine with his arm stuck inside it. His total take from the crime spree was a meager eighteen bucks.

Your Brain On Drugs

We've all hear stories about how drug abuse can make you paranoid and weird, but for some reason I love a particular story of a speed freak in Georgia who was being arrested for battery and violence against his wife. As he was cuffed and being shuffled off to the cop car, he was yelling on and on about losing custody of his child! The wife dutifully informed the police that they don't have a child.

Nails Are Good Food

I could never understand why anyone would bite their fingernails. Seems to me that if you are so fidgety that you have to bite your nails, you probably need to drink more. Anyway, a company in Hong Kong recently announced that it has created edible nail polish. It will come in two flavors, Original and Hot & Spicy. The company says, "To use, consumers simply apply and dry like regular nail polish, and then lick—again

and again and again." What the fuck is wrong with people?

The Purge

Each year, the town of Chumbivilcas, Peru, celebrates the new year with a festival that was drawn from ancient Incan tradition. For "Takanakuy," during background singing and dancing, all townspeople with grudges from the previous 12 months (men, women, and children) settle the score with often bloody fistfights so that they start the new year clean. Supposedly, all their problems are solved during this slug fest and afterwards, as one villager was reported to say, "we are all friends again."

Really Dumb Warning Signs

We leave you this month with a few actual "warning signs" that were obviously designed for and by idiots:

Fix-a-Flat

"WARNING: Do not weld can to rim."

Bread Pudding

"Product will be hot after heating."

Fire Extinguisher

"Caution: Non-flammable."

7 Up

"Contents under pressure. Cap may blow off causing eye or other serious injury. Point away from face and people, especially when opening."

Lava Lamp

"Do not ingest."

Estes Park, Colorado

"In case of flash flood, climb to safety."

One Big Pizza

"Take the pizza out of the plastic, then heat it."

State Prison

"Do not stop for hitchhikers."



6

SUGA DADDY
Tim Dixon's
Gas Axe Chopper



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BOOTLEGGER
Nate Bowers'
Ironhead Sportster



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LET IT SHINE
Josh Morgan's
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Leesburg, Florida



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Juan Cedillo's
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WILLIE G. EXPO
Willie G. Davidson: Artist,
Designer, Leader, Legend



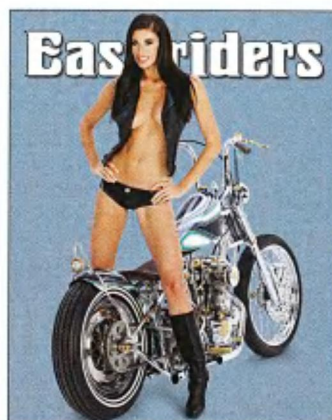
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MOONEYES CALIFORNIA
A One-Of-A-Kind Car Show-
With Motorcycles



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BATTLE-BOT
Dell Battle's
Hell Bent Sporty



ON THE COVER:
Maria with Josh Morgan's Tried and
True Sporty shot by Don Rogers.

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
August 9, 2016.



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IN THE WIND NO. 167

Easyriders® magazine ISSN 0046-0990 Number 519, September 2016, Vol. 46, **Easyriders®** is published monthly by Paisano Publications, LLC, with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, 818-889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, 818-889-8740, FAX 818-889-1252, Website: www.easyriders.com. Periodicals postage paid at Agoura Hills, California 91301-2693 and at additional mailing offices. Copyright 2016 by Paisano Publications, LLC. All rights reserved. Nothing may be reproduced without prior written permission of the Publisher. Editorial Submission Guide-lines All submitted letters, articles, jokes, poems, photos and artwork ("Submissions") become the property of Paisano Publications, LLC ("Publisher"). The Publisher is under no obligation to keep or return any Submissions unless a SASE is provided at time of submission. The Publisher has the unrestricted right to print all or any portion of Submissions, to edit same, and to print, re-print, edit, alter or disregard all said materials at their sole discretion, in any medium now or hereafter used by Publisher in connection with its business operations. This includes, but is not limited to, magazines, books, calendars, catalogs, merchandise, advertisements, videos, television and Internet applications. No compensation is payable for letters usage but appropriate photo captions may be given (e.g. your name and city listed) at the discretion of the Publisher. All Submissions must be exclusive to the Publisher who will provide appropriate credit to the author, photographer or artist of published works, and will indicate if same has been excerpted from or materially changed from original content. Subscriptions: All correspondence regarding subscriptions and changes of address must be addressed to **Easyriders®** Subscription Department: P.O. Box 422425, Palm Coast, FL 32142-2425. **Print Subscriptions:** One year: \$39.99; two years \$69.99 in the U.S. and its possessions. Postage: Canada please add \$30.00 and all other foreign add \$50.00 per year for postage (U.S. funds only). **Digital Subscriptions:** One year \$9.99, two years \$14.99. Postmaster: Send address changes to **Easyriders®**, P.O. Box 422425, Palm Coast, FL 32142-2425. Advertising: **Easyriders®**, P.O. Box 3000, Agoura Hills, CA 91376-3000, FAX: 818-889-4726. The publisher is exempt from the record keeping requirements and disclosure statements mandated by 18 U.S.C. Code 2257 (a) through (c) and the pertinent Regulations, 28 C.F.R. Ch. 1, part 75, since all of such material falls within the definition of exempted material set forth in 75.7 (a) (1-3) of the pertinent Regulations. Printed and produced in the U.S.A.

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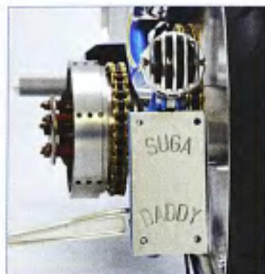
TIM DIXON'S GAS AXE CHOPPER

Suga Daddy

The final touches were added at Biketoberfest, and the maiden voyage happened shortly afterwards.

You may think you've seen this bike before, and you may be right. As a concept, this bike has been around for a while, not only as you see it here, but also as a bike that was originally built for the Discovery Channel about 10 years ago. They're not the same bikes, of course. In fact, this bike here was built after its creator, Tim Dixon, had seen Jesse James' "Gold Digger" on television all those many moons ago.

After watching that Discovery Channel show with Jesse James building "Gold Digger," Tim says he suddenly felt compelled to build "a bigger, better, badder version" of that bike, "one that his wife, Angie, would ultimately decide to call "Suga Daddy." It's like the yin and the yang or something like that, isn't it?



Tim says he traded a 1969 shovelhead he and his crew had put together at his Gas Axe Chop Shop in Ten Mile, Tennessee, for some parts from his buddy Luke Leatherwood in Memphis, and that's where it all got started. "The bike was drawn full-scale with chalk on my shop floor," says Tim, "which was then roped off until the roller was complete."

Among the parts Tim had traded for was the engine, and it happened to be his favorite model—a shovelhead. "Maybe it's because my first bike was a '77 Super Glide," he speculates, "and it was followed by seven more shovels." Yes, you get the idea.



Jesse's bike notably had a Harman front end, so Tim had to get one, too, but rather than try to dig one up somewhere, he ended up constructing his own. "It was my wife who convinced me to build the Harman-style front end instead of buying one," he remembers.

Off he went to the Wheels Through Time Museum in Maggie Valley, North Carolina, to study the art and design of such a girder. Tim says it proved to be the biggest challenge of the build, and he spent a whopping three days on it, partly because in the process he also improved on the original girder by installing bronze-filled Teflon bushings. And he fabricated his own trees and built the frame with its 46-degree rake at the neck to accommodate the 24-inch-over fork.

But that wasn't all. Almost everything you see on this bike is either handmade by Tim and his crew, or heavily modified, including the cool-looking pipes, the handlebars, the seat pan, and plenty more. And of course he put extra pressure on himself by wanting to have the bike finished in time for the 2012 Biketoberfest in

Daytona. Consequently, "Suga Daddy" wasn't even test-ridden before paint and final assembly because of time constraints. The final touches were added at Biketoberfest, and the maiden voyage happened shortly afterwards. "There was never a problem with it, though," Tim says. "It handles just fine."



The bike has since won several bike shows around the country, and if you look on the Gas Axe facebook page, you can see that it is still making its rounds, getting accolades wherever it's shown. —Red Baron



B.T. Smith (left) and Tim Dixon (right).



The bike was drawn full-scale with chalk on my shop floor, which was then roped off until the roller was complete.

Owner: Tim Dixon

City: Ten Mile, Tennessee

GENERAL

Fabrication: Gas Axe Chop Shop

Year and make: 2012 Harley-Davidson

Model: Suga Daddy

Assembly: Tim Dixon, BT & Shawn Smith

Time: 6 weeks

Chroming: Atlantic Coast

ENGINE

Year and make: 2010 Harley-Davidson

Model: shovelhead

Ignition: Morris magneto

Displacement: 94 cubic inches

Lower end: S&S

Balancing: S&S

Pistons: Wiseco.

Heads: S&S

Cam: Andrews

Lifters: Andrews

Carb(s): S&S

Air Cleaner: piece of shit

Pipes: Gas Axe Custom

TRANSMISSION

Year: 1970

Shifting: 4-speed, kicker

PAINT

Painter: Flamin' Freddy Smith

Type/color: PPG/Blu Zealand metallic

FRAME

Year: 2012

Builder: Gas Axe

Type: custom

Rake: 46 degrees

Stretch: 1 acre

Shocks: none

Modifications: plenty

ACCESSORIES

Bars: Gas Axe Custom

Handlebar controls: eBay special

Fender(s): MidWest

Headlight: MidWest

Taillight: Lowbrow

Pegs: Gas Axe Custom

Electrics: Gas Axe Custom

Gas tank: Gas Axe Custom

Oil tank: Gas Axe Custom

Oil system: S&S

Primary cover: open chain

Seat: Angie Dixon

Mirrors: V-Twin

Grips: Gas Axe Custom

FORKS

Type: Harmon-style

Extension: 24 inches over

Builder: Gas Axe Custom

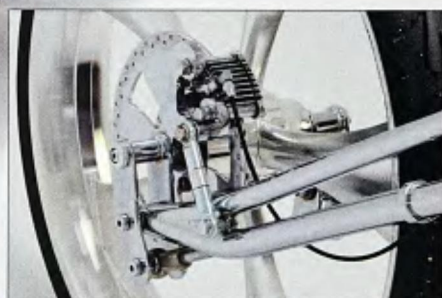
WHEELS

Size: 20 inches

Hub: SMT

Tires: Coker

Brake: Hearst Airheart



Photos: Michael Farabaugh



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Chad Koro *Jim Long*

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-Thank you,
Rick Rademacher

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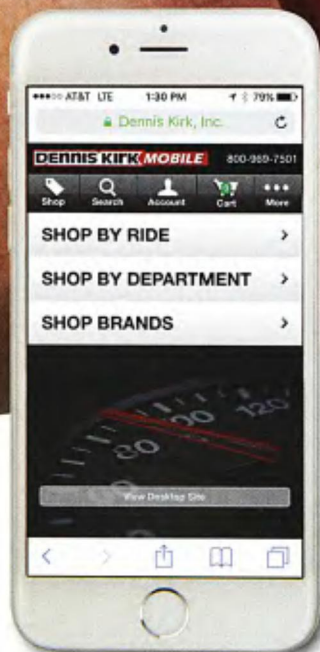


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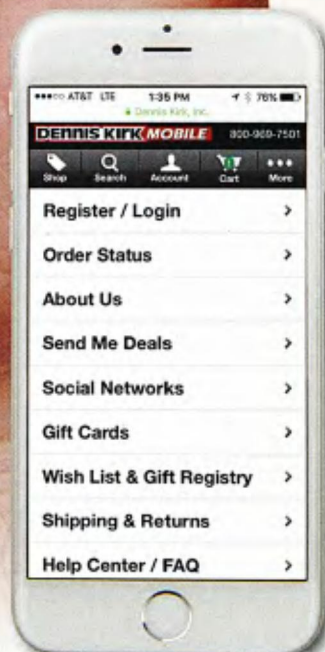
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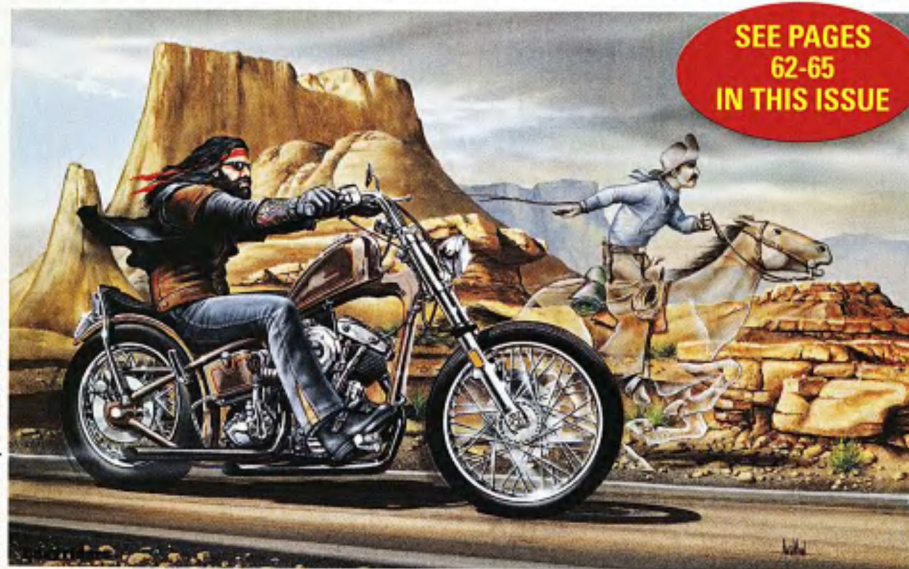


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EASYRIDERS STURGIS BIKE SHOW AT THE BUFFALO CHIP PLUS DAVID MANN ART AUCTION



Ghostrider by David Mann

Join the editors of *Easyriders* magazine for the Sturgis Ride-In Custom Bike Show at the world famous Buffalo Chip Campgrounds on Wednesday, August 10. Registration begins at 9 a.m. and judging begins at noon. Categories include Best Old School, Modified Stock, Custom Bagger, Street Custom, Radical Custom, Editor's Choice, and Best of Show. Winners will be announced at 4 p.m., with trophies by Carolina Custom Products and gift certificates from Mid-USA.

Following the award ceremony, get the once-in-a-lifetime chance to bid on original works of art by the late David Mann in a live auction! Don't miss out on this chance to own a piece of biker history. See pages 62 through 65 in this issue for more information. See ya at the Buffalo Chip!

MOTORCYCLE DEATHS DOWN

While statistically, motorcyclist deaths reportedly are up nationwide, in 15 states they are down considerably. Case in point, over the last decade motorcycle registrations have been up 9% in Pennsylvania, and even ABATE of Pennsylvania, the premier motorcyclist rights organization in the state, is surprised at the dip in fatalities. Fewer

people were killed riding in the state than any year in more than a decade. This is remarkable especially considering that the favorable weather conditions in the state in 2015 increased the number of riders on the road. Pennsylvania is one of states that allow helmet choice for riders age 21 and older. Among the Northeastern states also experiencing decreases were Connecticut, New Jersey, and Rhode Island.

In California, the death rate for motorcycles dipped by 7% in 2015. This good news came during a period where lower fuel prices and a stronger economy put more riders on the road. Utah, Nevada, and New Mexico are three other Southwestern states with fewer fatalities; Arizona is holding steady this year.

In the Southeast, Georgia, Mississippi, Virginia, and Tennessee all saw dips, with Louisiana stable. Moving to the heartland, Indiana, Iowa, Kansas, North Dakota, and even South Dakota, which also had lower death rates, especially considering the 75th anniversary in 2015.

Source: Governor's Highway Safety Association (GHSA)

SOCIAL SECURITY TO BAN GUNS

In one of President Obama's lame duck executive orders, he has decreed that Social Security recipients who have their benefits sent to others who manage their finances may run afoul of the Social Security Administration's rules on mental competency and can subsequently be denied the right to purchase firearms. There are additional safeguards, but once the beneficiary has triggered the attention of the SSA, the process becomes incrementally intrusive.

Once categorized as having mental health problems, the beneficiaries would

CONTINUED NEXT PAGE

QUOTE OF THE MONTH

"The only way to deal with an unfree world is to become so absolutely free that your very existence is an act of rebellion."

—ALBERT CAMUS

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Newsstand Distribution

Curtis Circulation Company

730 River Rd., New Milford, NJ 07646

Newsstand Circulation

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be reported to the National Instant Criminal Background Check System (NICS), and added to the prohibited persons list. Based on these numbers and criteria, 4.2 million Social Security beneficiaries are believed susceptible to losing their right to own firearms.

Source: Breitbart, Los Angeles Times.

POLICE SHOT FLEEING HOSTAGE, THEN LIED

A couple of months ago we reported the death of Michael Funk, one of the owners of Eagle Nation Cycles in Neenah, Wisconsin, who was shot by police while escaping from a hostage situation in his motorcycle shop. A man had been holding Funk and two other men hostage in the shop, which was surrounded by police. When Funk managed to get free he exited the shop with a handgun, and officers shot him multiple times as he escaped. He lay on the ground without medical attention for 25 minutes before dying at the scene.

The police claimed that Funk "did not comply with officer's instructions to drop the firearm and was subsequently shot at by one or more officers on scene." However, review of the dashcam footage from a police cruiser shows that officers gave no warning, failed to identify themselves as police, and made no instructions. They simply shot him as he exited the building. The police also claimed that they rendered medical aid, but that also was demonstrably false, from the evidence of the video. The video was obtained by USA Today.

Michael Funk's widow, Theresa Mason-Funk has filed a \$3.5 million wrongful death claim against the city and three officers.

Source: USA Today, Post Crescent, NBC 15, Reason Magazine

VA BENEFIT CUT MISTAKES

Over the last five years 4,201 U.S. military veterans have had their benefits stopped after the VA wrongly declared them dead. In 2015 alone, 1,025

veterans were incorrectly terminated, according to the VA in a question session with Rep. David Jolly of Florida. The mistakes were attributed to employee error or misinterpreted computer data. In fairness, over 400,000 veterans die each year, and have their payments cancelled, but the toll that having to clear up the mistake by navigating the labyrinthine VA system is daunting, especially for elderly or disabled vets. They deserve better.

The latest comments from Veteran Affairs chief Secretary Bob McDonald, comparing veteran's wait times for medical care to lines at Disneyland haven't assuaged concerns, and there are now many calling for his head.

Source: United Press International (UPI)

Editor's Note: The Veteran's Administration is a perfect example of Single Payer healthcare. I guess if it is good enough for our veterans, it is good enough for the rest of us...Sheesh!

COLORADO POLICE FORCE QUIT

The entire police force of Green Mountain, Colorado, comprised of the police chief and three deputies has resigned over a disagreement over local politics, and no one noticed. People went on living their lives, "no one is looting the town right now," said resident Melissa Nord.

Residents note that the new police chief had turned the town into a "SWAT team-type atmosphere," with drug dogs and officers wearing flak jackets and carrying weaponry, unfitting a tiny hamlet of 700 residents where the tourist population might seasonally boost it to 1,200.

An early April post-election piece in the Colorado Springs Gazette summed up the major battles of the last election: "Whether the town needs a marshal has been a topic of dispute, as well as whether the public should be allowed to feed ducks and geese in the park." Meanwhile the town is saving \$50,000 a year on the police chief's annual salary.

Source: coloradoindependent.com



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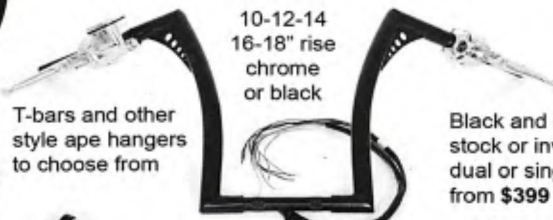


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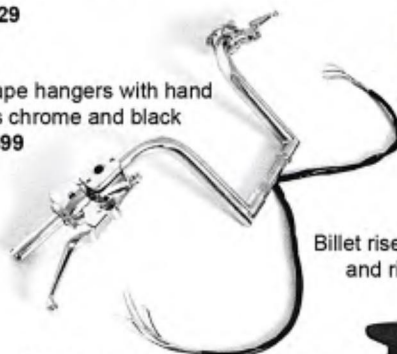
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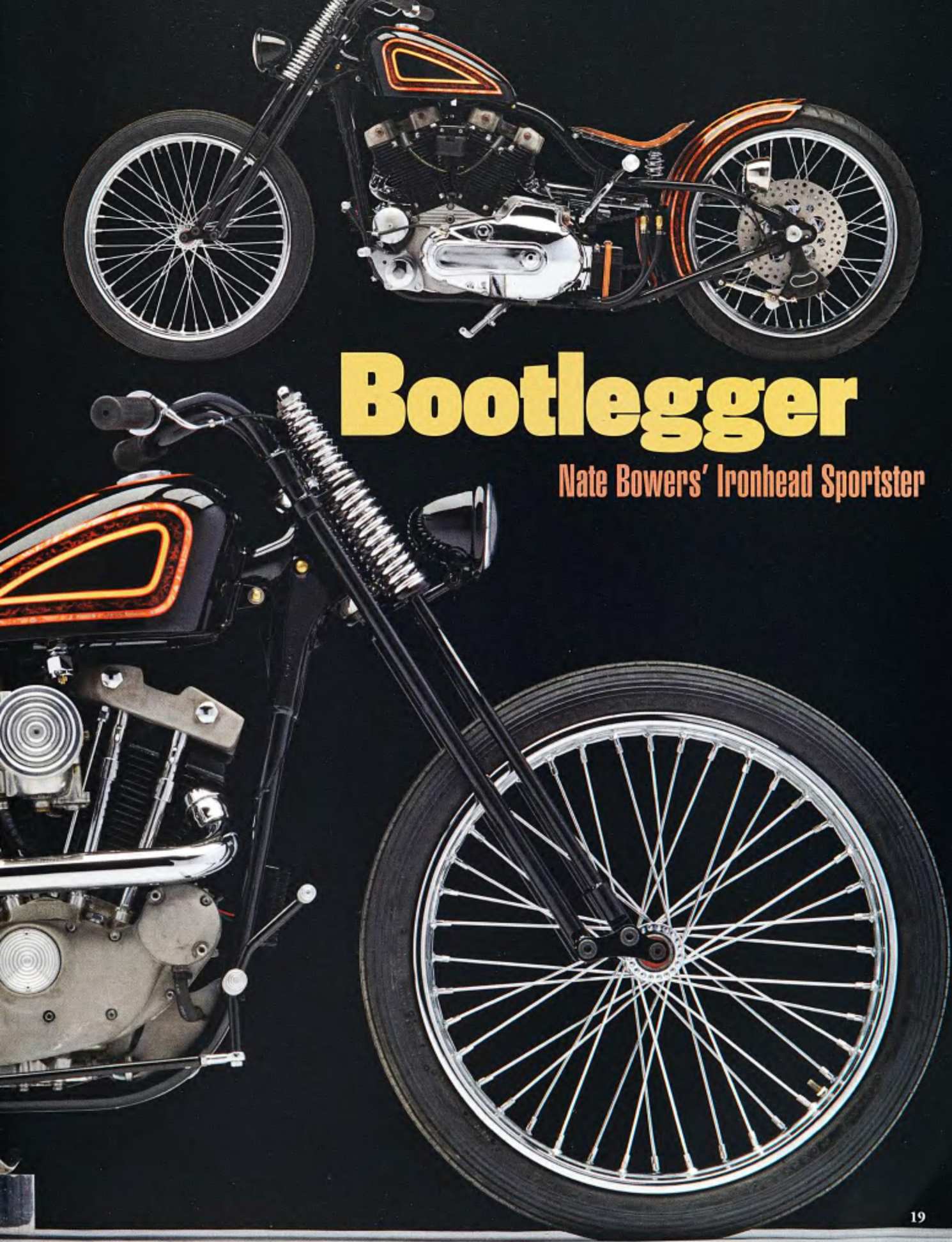


Side-mount tag brackets from \$99



The crew of Joker Cycle Works (JCW) in Decatur, Indiana, built the bike called "Bootlegger" for their painter, Nate Bowers of Bowers Paint Studio. Nate wanted something true to the vintage boardtrack spirit, and since he had taken an ironhead Sportster in trade for some paintwork, he felt he had just the right motor to start the project.

This bike reminds me of a 1920s Harley that would have blasted around the hills delivering moonshine.



Bootlegger

Nate Bowers' Ironhead Sportster

When Nate said he wanted to harness the ironhead for the project, Jeremy Valentine, head honcho of JCW, asked him if he was a motorcycle mechanic. "I don't think he took me seriously, but then after riding it, he encountered a fair amount of fiddling and told me he felt it was pretty finicky. Then I told him, they all were.... ironheads are not maintenance free. But all said and done, he did come up with a beautiful bike that's fun to ride and he's enjoying it."

Starting on the build, Jeremy took the front half of the factory Sportster frame, then grafted on a rear tail section. "It looks simple but there's a lot more going on, like getting everything lined up with the 23-inch rear wheel." While extending the frame, to eliminate chain slap, JCW had to run an idler sprocket on the back side of the rear leg. They placed the compact

oil tank on the front of the rear fender so it's almost invisible.

Probably the most challenging part of the build was adding the jockey shift and keeping it clean looking. This involved taking an old Hurst shifter and modifying an FXR mid-mount to the primary, then massaging it all together.

Rather than going overboard on chrome, they kept it subtle, letting the stellar paint job showcase the bike.

Nate stepped up to paint his bike with

some help with the gold and copper leaf from his buddies at Scal Graphix in Ft. Wayne.

"I called it the Bootlegger because Nate also said he liked the look of a 1920s Harley that would have blasted around the hills delivering moonshine," Jeremy tells us. The high-proof quality of the design, fabrication, and paint was proven when it took First Place Best Sportster at the 2015 Easyriders Columbus Invitational Bike Show.

—Paul Garson



This motor was pretty finicky.
But then they all were...
ironheads are not maintenance free.



Owner: Nate Bowers
City: Decatur, Indiana

GENERAL

Designer: Joker Cycle Works
Year/make: 1975/2015 Harley-Davidson
Model: Sportster
Fabrication: Joker Cycle Works
Assembly: Joker Cycle Works
Time: 6 months

Chroming: Atlanta Plating

ENGINE

Year/make: 1975 Harley-Davidson
Model: Sportster
Rebuilder: Scott Church
Displacement: 900 cc
Ignition: Dyna
Pistons: Harley-Davidson
Lower end: Harley-Davidson
Heads: Harley-Davidson
Carb: S&S

Air cleaner: Joker Cycle Works

Pipes: Joker Cycle Works

TRANSMISSION

Year/make: 1975/2015 Harley-Davidson
Shifting: jockey

PAINT

Painter: Bowers Paint Studio

Type/color: Harley-Davidson/
black, orange

Special paint: gold copper leaf graphics

FRAME

Year/builder: 1975/2015 Harley-Davidson/
Joker Cycle Works

Type: dropseat rigid

Stretch: 5 inches

ACCESSORIES

Bars: Joker Cycle Works

Fenders: Led Sled

Headlight: Tedd's V-Twin

Taillight: Joker Cycle Works

Electrics: Joker Cycle Works

Gas tank: Harley-Davidson

Oil tank: Joker Cycle Works

Oil system: H-D

Seat: Sinister Seats

Pegs: Joker Cycle Works

Grips: Avon

FORKS

Type: springer

Extension: plus 2 inches

Builder: 138 Cycle Fab

WHEELS

Size: 21-inch front, 18-inch rear

Wheels: wire/Tedd's V-Twin

Tires: Avon

Brakes: Harley-Davidson

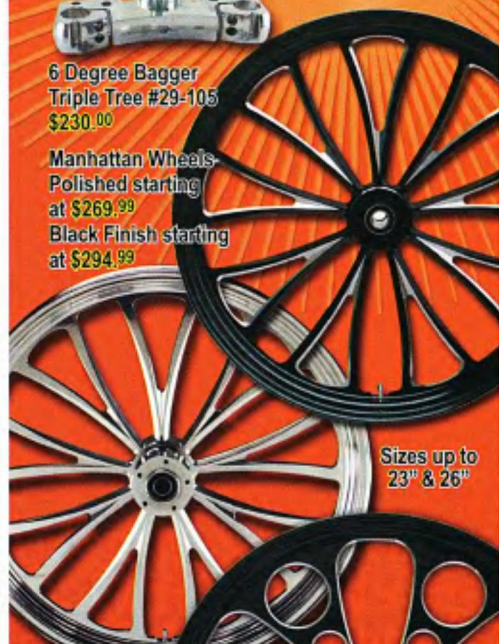


Photos: Michael Lichter
Contact: Joker Cycle Works
jokercycleworks.com



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zipperperformance.com



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GMA has just introduced this new grip collection that provides great custom looks and comfortable, confident rider "feel"

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beltdrives.com



ACCUTRONIX'S NEW LED TURN SIGNALS

These LED turn signals fit nicely between the saddlebag and fender on a custom FLH or on any flat surface. They are a great solution for adding rear lights to custom baggers. The LED unit is a 3-wire light and can be used as a running and turn signal light. You may need a load equalizer or turn signal controller depending on your application. The billet housing is 7 3/8 inches long and 1 1/2 inches wide. The LED unit has 10 LEDs and is 5 1/4 inches long and 1/2-inch wide. Approximately 3/4-inch of clearance is needed behind

the surface you cut these lights into. Machined from 6061-T6 billet aluminum, they are available in a chrome-plated finish with a red or an amber LED. They are also available in a black anodized finish with a red or amber LED. Sold in pairs.

acutronix.com



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paughco.com



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customcyclecontrols.com



JIMS' LATE-MODEL NECK BEARING TOOL

Introducing JIMS new Late-Model Neck Bearing Installation Tool for FLH and Tri Glide models makes easy work of installing tapered neck bearing races into the steering stem. No worries of misaligned races, this tool aligns the races with their bores and presses them in straight and true to their proper depth.

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JOSH MORGAN BREAKS OUT THE CHROME POLISH

let it SHINE



This month's *Easyriders* girl is marvelous Maria, who only adds to the bling on this shiny Josh Morgan Tried and True Sporty.

"I guess," Josh Morgan begins, "all told I was collecting parts for this bike for the better part of two years." It was time well spent, and not a bad eye for searching out what goes with what either, but then Josh does have that visual talent. He's a tattoo artist, and this is his first Harley. Before setting out on that parts quest he'd put together a few metric bobbers, nothing major, but this one would be different.

We couldn't decide on a color so we chrome plated everything!



Everything works visually
because it all went together
under an artist's eye.







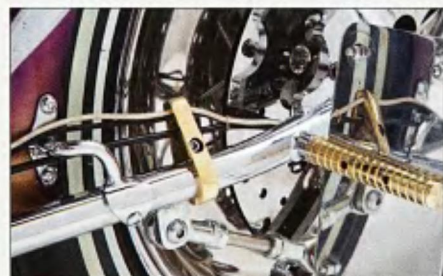
new frame, a front end, some wheels, a gas tank and all the other assorted bits and pieces needed. "When I got to that point," Josh says, "I dropped the whole thing off at my buddy Bill Schalk's Tried & True Garage, and he took over from there."

Tried & True, in the custom bike game for more than a decade, does pretty much everything from oil changes to complete builds, but as the name implies they like the old-school stuff. "That's what we're drawn to,"



The build began with an ironhead Sportster spotted on Craigslist, a rigid-framed custom that had definitely seen better days. Josh made sure it would run and had a clear title, but as it turned out there was plenty of problems that couldn't be seen from the outside. The engine cases, for instance, were held together with bubblegum welds. It was a throwaway, as was pretty much everything else on the bike. Thus began that two-year parts hunt rounding up a new engine and rebuilding it, finding a





Bill says, "Heck, right now there are twelve shovelheads in the shop."

Josh's Sportster stayed there for about five months as Bill and his right-hand man Sean Bast set about building the handlebars, doing all the necessary fabrication work, putting together an exhaust system and fabbing up an oil tank. "As it was all coming together Bill and I went back and forth about what colors to use where," Josh says. The debate ranged from maybe white powdercoating for the frame, or black chrome, or perhaps nickel plating for its "warm, soft, glow with a little soul," as Josh describes it.

The final decision, as we can see, was to chrome plate everything except the tank and rear fender. The guys at Good Times Reform would take care of those two pieces with lots of multi-color metalflake from House of Kolor. "I couldn't be more pleased with the way it looks," Josh says. "It was worth the effort." —Joe Kress

Owner: Josh Morgan
City: Hamilton, Ohio

GENERAL

Designer: Tried & True Garage
Fabrication: Tried & True Garage
Year/make: 1976 Harley-Davidson XL
Model: Custom Sportster
Assembly: Tried & True Garage
Time: 3 years
Chroming: Precision Plating

ENGINE

Year/make: 1976 Harley-Davidson
Rebuilder: Josh Morgan
Displacement: 1000cc
Ignition: Morris Magneto
Cam: P Cams
Carb: C-V

Air cleaner: Tried & True Garage
Pipes: Tried & True Garage

TRANSMISSION

Year/make: 1976 Harley-Davidson
Shifting: Andrews gears,
Track trap door

PAINT

Painter: Good Times Reform
Type/color: House of Kolor/
multi-color metalflake

FRAME

Year/make: 138 Cycles
Type: rigid
Rake: 32 degrees
Stretch: 2 inches

ACCESSORIES

Bars: Tried & True Garage
Handlebar controls: Kustomtech
Fenders: Leadsled
Headlight: Unity
Taillight: Tried & True Garage
Pegs: Tried & True Garage
Foot controls: Tried & True Garage
Gas tank: Lowbrow Customs
Oil tank: Tried & True Garage
Seat: Tried & True Garage
Mirrors: Tried & True Garage
Grips: Lowbrow Customs

FRONT END

Type: springer, 2 inches under
Builder: Bare Knuckle Choppers

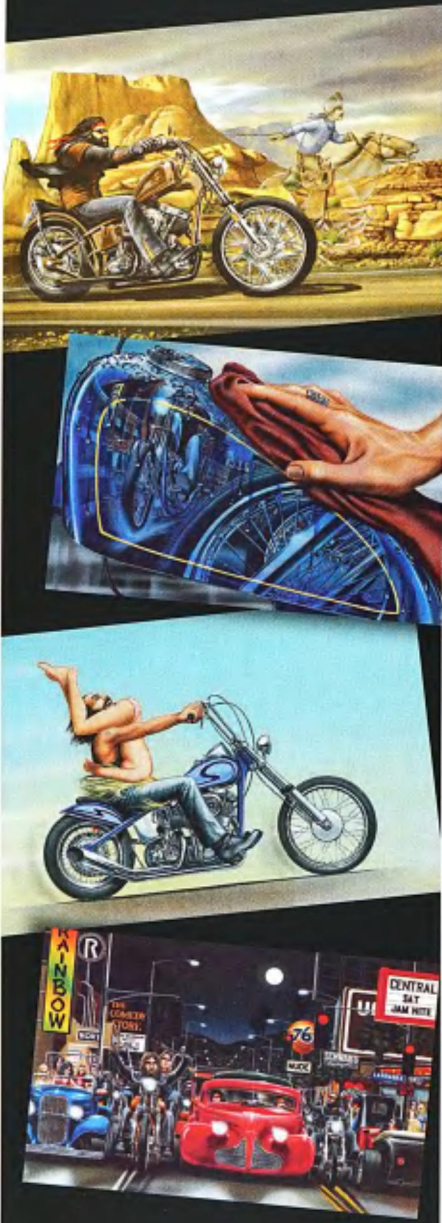
WHEELS

Make: Harley-Davidson, laced
Size: 21-inch front, 16-inch rear
Tires: Avon Speedmaster, Mk II
Brakes: Performance Machine

Photos: Don Rogers
Contact: Tried and True Garage
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Passin' Gas

Beatnik flew into town and caught a cab at the airport. As he got into the cab, the driver turned and said, "Hey, perfect timing, buddy. Just like Frank Feldman."

"Who?" Beatnik asked.

"Frank Feldman," the driver responded, "He was a guy who did everything right all the time, like me coming along, just when you needed a cab. Stuff like that happened to Frank Feldman all the time."

"Sounds like a cool dude," Beatnik said, "but there are always a few clouds over everybody sometimes."

"Not Frank Feldman," the driver continued, "He was a terrific athlete, he could golf with the pros. He sang like an opera baritone and danced like a Broadway star, and you should've heard him play the piano. Oh my god, he was fucking amazing!"

"Sounds like a real special guy," Beatnik said.

"Special is too weak a word for Frank Feldman," the driver gushed, "He always knew the quickest way to get through traffic, unlike me. I get stuck all the time. But Frank Feldman never made a mistake, and he really knew how to treat a woman and make her feel good. His clothing was always immaculate, his shoes always polished, why, I'd venture to say he was the perfect man. No one could measure up to Frank Feldman and that's a fact."

They got to their destination and as Beatnik was paying the fare, he said, "That Frank Feldman sounds like an amazing dude. How did you meet him?"

"Oh, I never actually met him," the driver answered as he took the fare, "He died, and I married his fucking wife!"

*Carter Towne
Playa del Rey, Calif.*

Two prospects were standing outside a whorehouse one day. The first prospect said, "I heard that half these whores have crabs and the other half have the clap. Not only that, but every goddamned one of 'em will rip you off for every dime you have."

"Shhhh, not so loud," the second one whispered, "or they might not let us in!"

*Big D
Funtown*

Deaner's ol' lady was standing in the kitchen making their usual soft-boiled eggs and toast for breakfast, wearing only the big T-shirt she slept in.

Deaner walked in, groggily. She turned to him

and said, "Deaner, you've got to fuck me right now this very second!"

Well, Deaner, being a true red-blooded he-man, of course sprang into action immediately. He threw her down on the table and fucked her with gusto. Afterwards, she thanked him and returned to the stove, her T-shirt dangling around her neck. Happy, but a little puzzled, he asked her, "What the hell was that about?"

She turned to him and replied, "Egg-timer's busted."

*Spike
Prescott, Ariz.*

Harry and Warren were out drinking one night. Suddenly, Warren's bloodshot eyes rolled back in his head and he fell off his barstool backwards, crashing to the floor in a heap.

"One thing you can say about ol' Warren," Harry slurred to the bartender, "at least he knows when to stop."

*Chris Tome
Somerset, Pa.*

In an effort to spice things up in the bedroom, Easy Ed's ol' lady bought herself a pair of crotchless panties. That evening she put them on underneath a short miniskirt and sat on the couch across from Ed, crossing and uncrossing her legs every time he looked her way.

"Are you wearing crotchless panties?" he finally asked her.

"Why yes I am," she replied sexily.

"Thank God," he said, "I thought you were sitting on the dog."

*David Vida
Pontiac, Ill.*

Every night Doug went out drinking and every night his ol' lady Doris yelled at him when he came home. One day, one of Doris' friends suggested she try a different tack. "Welcome him home with a kiss and some loving words," the friend said. "He might change his ways."

That night, Doug stumbled home as usual, but instead of berating him, Doris gave him a gentle kiss, helped him into his comfy chair, took his boots off, and massaged his shoulders. "It's late," she whispered in his ear, "I think we should go upstairs, don't you?"

"Sure, why the fuck not?" he said, "I'll just get yelled at if I go home."

*Chris Tome
Somerset, Pa.*

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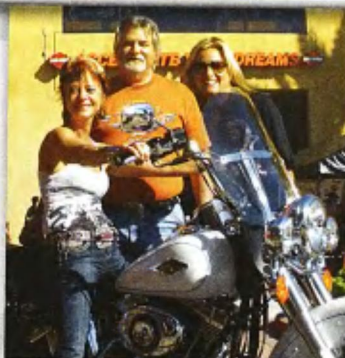


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Leesburg Bikefest 2016



We visit the sleepy central Florida town of Leesburg, Florida, each year as it transforms itself from a quaint lunch and dinner destination into a full-on biker party zone. Deafening exhaust pipes,

revving motors, and loud music assault the eardrums. Leather boots and denim replace white socks, sandals, and flowered polyesters. Vendors and exhibitors, multiple stages with every genre of music, lots of scantily clad ladies, stunt shows, and a buttload of motorcycles completely fill the touristy downtown area.

This year marked the 20th anniversary for the takeover commonly known as Leesburg Bikefest. I'm told this shindig started with a handful of bikers and one band.



Well, it's been growing steadily and is now considered to be the fastest growing three-day rally event in the country. Attendance for the 20th was expected to exceed 250,000 bikers. Although small in physical size, there's no entertainment shortage at this rally. Imagine all the things you do and see at other motorcycle events, usually spread throughout miles and now add all the things you choose not to partake in, then squeeze them all into an area of approximately 25 square blocks and you'll have a good idea of the landscape at Bikefest.

Music plays as important roll at Leesburg, and, for this year's 20th, over 50 bands were scheduled to entertain. Major headliners started with Everclear on Friday, Bret Michaels, of Poison fame,

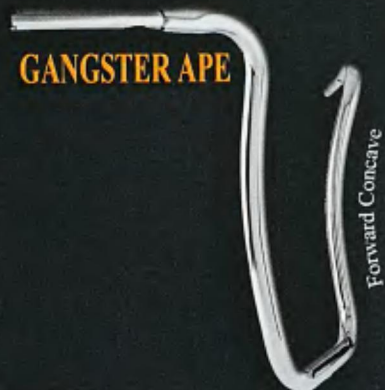


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brought the proverbial packed house down on Saturday, and one of Southern rock's best, The Outlaws, rounded out the three-day rally on Sunday night. Best of all, the music is free to anyone that wants to hang out at one of the nine stages.

The Rats Hole Custom Bike Show took over the southwest side of town where more than 100 two-wheeled creations competed for coveted Big Rat trophies. Near the bike show you could also thrill to Team Extreme, a motorcycle stunt team that just loves the smell of rubber burning and consistently pushes the limits of what would be considered sensible biker



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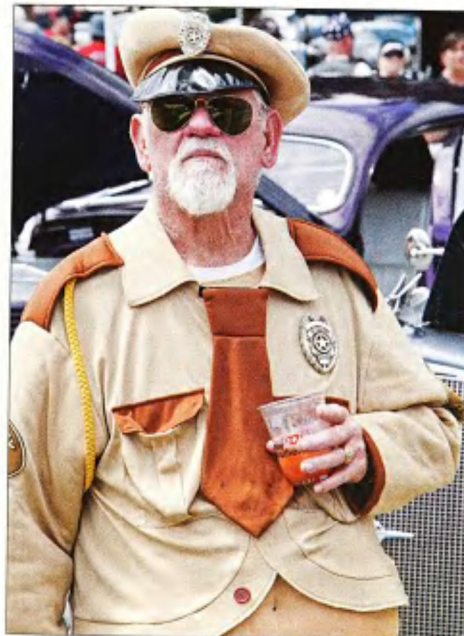


activity. And of course the Miss Ratmate contest offered one of many hot bod contests throughout the weekend.

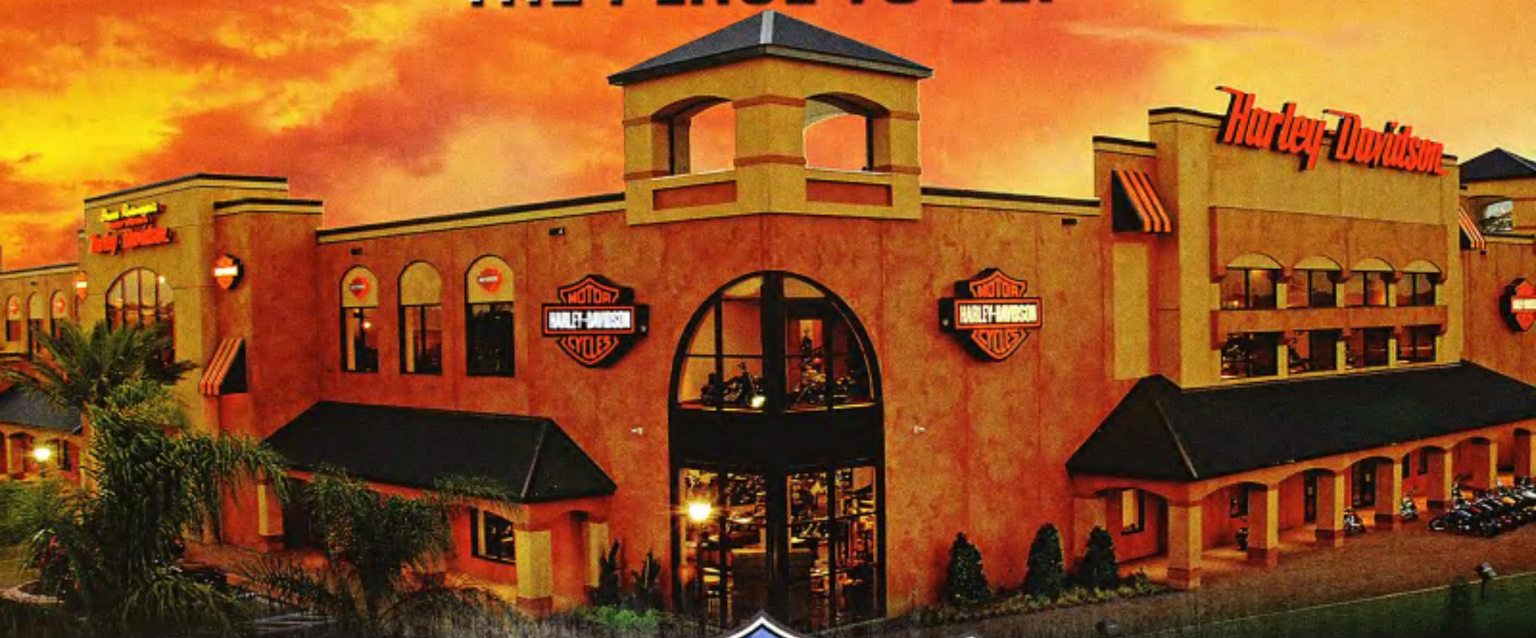
A short walk away, Charlie Ransom and the Wall of Death crew defied gravity, riding high on the walls to wow the crowds. Other fun stuff to check out included the annual Tattoo Expo, Gator Harley activities (an event within the event and just outside the downtown limits), numerous motorcycle demos, biker games, free haircuts and beard trims, and a whole bunch more. With so much to do, it's easy to see why Leesburg Bikefest is fast becoming the rally of choice for many in the southeast.

For info on next year's rally, visit leesburgbikefest.com.

—Don Rogers



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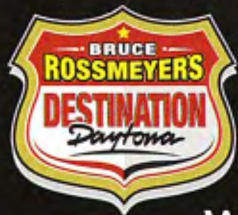
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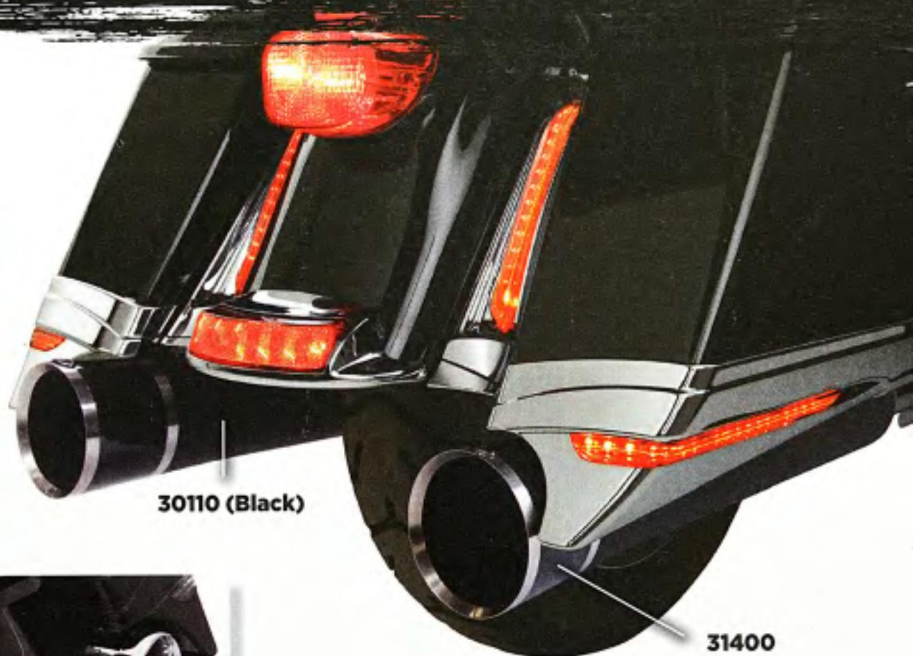
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Sacramento, California-based Juan Cedillo applied both his vision and meticulous craftsmanship to create his personal take on a classic shovelhead. This bike was totally built and finished in his home garage including the silver leaf artwork, a skill he acquired in what you might call a crash course.

Having ridden sport bikes for years and having also enjoyed a Big Bear chopper, the tipping point arrived when he swapped bikes with a buddy, trying out his Softail, and from that moment on, Juan was set on getting a Harley.

La Muerta

JUAN CEDILLO'S STRETCHED FLHS





I wanted to keep it authentic and modified
just enough so that it looks badass.
I did it my way.

He got way lucky when he chanced upon a 1982 shovelhead for a mere \$3,500. "I got it going, but only after I blew out a few starters did I realize that the motor was an S&S 103 stroker with 10.9:1 compression and two plugs per head. I added a compression release valve and after that, it ran like a champ."

Juan earns his keep servicing mail-processing equipment. He has taken shop classes and owns a welder, but this was his first bike build. With an analytical approach, plus a mechanical bent and a degree in electronics, he went forward to create his dream bike.

Fabbing up his own rear air shocks from Corvette units, Juan retained the shovelhead look. He stretched the gas tank, made his own aluminum dash, stretched the rear fender and lowered the front fender. He also modified the rear swingarm, and moved the shock mounts to change the angle.

"One of my inspirations has been the work of Chip Foote who uses subtle changes to create a dramatic look," Juan tells us. "I never gave a crap about what's recommended, so I did it my way, including the narrower tires."

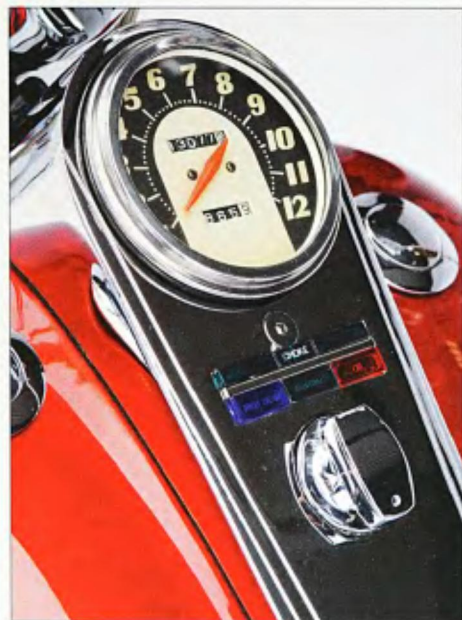
After painting the bike himself, he learned that three weeks would be





required to add the silver leaf. Needing the bike in just three days for a bike show, Juan sat down with the artist for an intensive couple of hours of instruction. "I came home that day and had all the silver leaf laid and swirled in three hours. A great artist, Sonny Nattad, airbrushed the Day of the Dead artwork, so I came up with the bike's name 'La Muerta.'"

While those custom shocks allow for only two inches of travel, Juan says, "Because of the shock leverage, it runs as smooth as an old Cadillac, the road bumps just disappear. As far as the look, I wanted to keep it authentic and modified just enough so that it looks badass." —Paul Garson



Owner: Juan Cedillo
City: Sacramento, California

GENERAL

Designer: Juan Cedillo
Year/make: 1982 Harley-Davidson
Model: FLHS
Assembly: owner
Time: one year
Chroming: AAA Plating

ENGINE

Year/make: 1996 S&S
Rebuilder: Juan Cedillo
Displacement: 103 cu. in.
Ignition: Mallory
Pistons: S&S
Lower end: S&S
Heads: S&S
Carb: S&S
Air cleaner: S&S
Pipes: Cholo

TRANSMISSION

Year/make: 1982 Harley-Davidson
Shifting: 4-speed

PAINTING

Painter: Juan Cedillo
Type/color: House of Kolor/Candy Apple Red
Special paint: silver leaf

FRAME

Year/builder: 1982 Harley-Davidson
Type: FLHS
Rake: stock
Stretch: none

Shocks: owner made custom

ACCESSORIES

Bars: 18-inch apes
Handlebar controls: Harley-Davidson
Fenders: Harley-Davidson/rear stretched
Headlight: Harley-Davidson/owner LED

Taillight: owner/LED

Speedo: Harley-Davidson/handmade dash

Electrics: Harley-Davidson

Gas tank: Harley-Davidson/stretched

Oil tank: Harley-Davidson

Oil system: Harley-Davidson

Seat: LePera

Pegs: Harley-Davidson

Mirrors: Harley-Davidson

Grips: Harley-Davidson

FORKS

Type: Harley-Davidson

Extension: stock

WHEELS

Size: 21-inch front, 18-inch rear

Wheels: wire

Tires: Metzeler

Brakes: PM front, Sprotor rear

Photos: Michael Lichter



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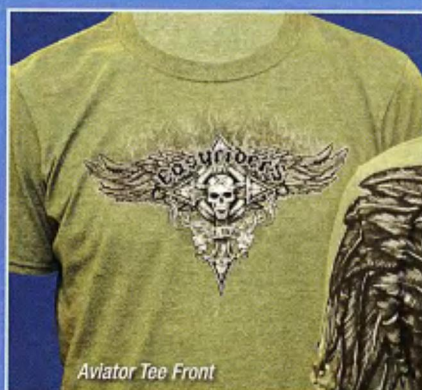
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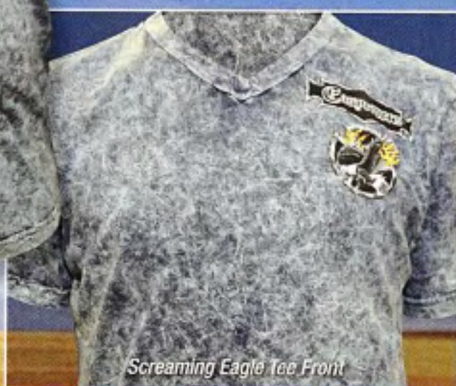


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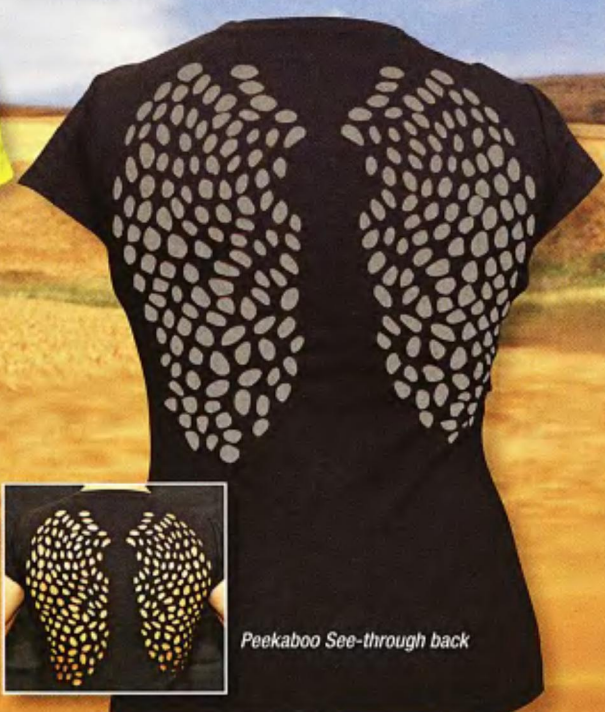
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 2183 Purple \$27.95



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Peekaboo See-through back

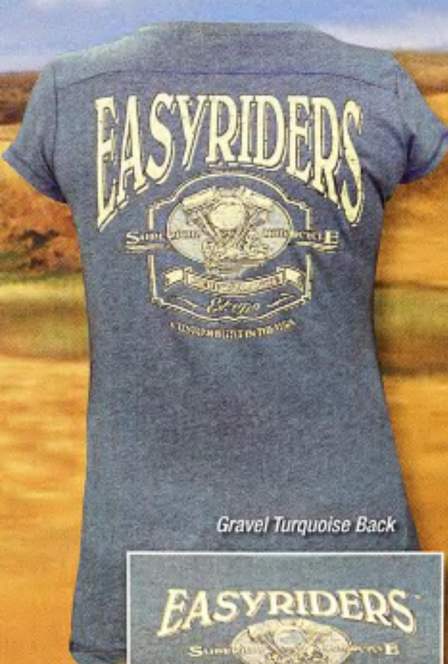


Peekaboo Front Black

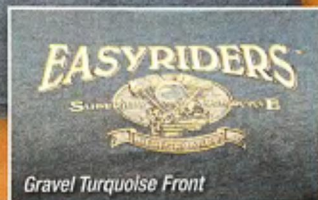


Peekaboo Front Pink

Peekaboo Womens Tee
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Gravel Turquoise Back



Gravel Turquoise Front

Gravel Turquoise Womens Tee
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womens

"I was born with gasoline in my veins and a crayon in each hand."

Willie

Willie G. Expo

"ONLY ONE MAN COULD HAVE DONE THIS"

— WILLIE G. DAVIDSON: ARTIST, DESIGNER, LEADER, LEGEND.

A major recent exhibition titled "Willie G. Davidson: Artist, Designer, Leader, Legend" at the Harley-Davidson Museum in Milwaukee focused on a man that millions of us know simply as "Willie G." He could be seen at countless events all over the United States and around the globe for decades, notably always making time to shake a hand, sign an autograph, or pose for a photo. However, not many are familiar with the full extent of his impact on the look of American motorcycles of the last 50-years nor the story behind this former Harley-Davidson Senior VP and Chief Styling Officer. Through this extensive exhibition offering Willie's life story in pictures and words, with objects he has collected over decades, his personal paintings and commercial sketches, and the actual bikes he designed, you really "got it." By the time you finished with the last display, you felt as if you know Willie personally, could feel his passion and understand what makes him tick.

Shortly before the exhibition closed, I flew to Milwaukee just to see the show. I had the good fortune to spend five hours with Willie G. and his lovely wife, Nancy. Personal stories made the

time fly by even though we stopped at every display as I didn't want to miss a thing. A special treat was just watching Willie look at what was before him, basically a visual diary of his entire life, and seeing the pride he felt.

You would think that as the grandson of H-D's co-founder William A. Davidson and son of former H-D president William H. Davidson, Willie G. was born into his position at Harley, but had he stayed on the family trajectory set before him, he would have been on the business side of things like his forbears and like his younger brother John, who was president of Harley-Davidson from 1973-1978.

Willie clearly had a different calling



as a quote that spans an entire wall in the gallery declares "I was born with gasoline in my veins and a crayon in each hand." Almost everything in the show supports this very statement. Also present are influences in the form of Americana folk art, tin toys and native American art from his personal collection as well as Willie's watercolors of beautiful Wisconsin landscapes and abstractions.

The many samples of Willie's industrial design go far beyond just motorcycles, with sketches of snowmobiles, tradeshow displays, the Harley-Davidson logo as Willie developed it, graphics, packaging, and clothing. He even designed the 1968 annual report and took the cover photo himself! Curatorial director Jim Fricke did a masterful job organizing the more than 350 objects in a mostly linear fashion as they traced Willie's life period by period. Incredible archival photos gave a clear tie to not only family history but the history of the Motor Company as well.

I was particularly attracted to Willie's personal and commercial sketches,



which tied the many displays together as they flowed from room to room. These went all the way back to when Willie was a teenager and continued through his time as an applied-arts major at the University of Wisconsin to his post-grad studies at Art Center College of Design in Pasadena, California, his 5-year tenure as an industrial designer at the Brook-Stevens company in Milwaukee, and through



his entire 49-year career at Harley-Davidson, concluding with Willie's watercolors that he pursued his entire life (and to which he now devotes time to daily).

Along with early memorabilia, the first room displayed a 1948 Harley-Davidson Model-S, just like the first bike Willie owned before turning 16. Other bikes in the exhibit were pivotal in both Willie's design career and for Harley-Davidson, especially three bikes in a single display that included a 1971 FX Super Glide, Willie's first big breakthrough design that many refer to as "the first factory custom" with its inspiration from the 1960's chopper culture, the race-inspired ahead of its time 1977 XLCR Cafe Racer (serial #0001 from Willie's personal collection), and the 1980 FXB Sturgis with its radical belt drive. Further on was the 1988 FLSTF Fat Boy Prototype and the 1996 clay mock-up for the VRSC "Vee-Rod."

Other bikes in the show demonstrated Willie's personal interest and influences, like his 1936 EL knucklehead and his 1946 knucklehead bobber. You could see Willie's love of racing in the "#1" logo he created in 1969 to celebrate Mert Lawwill's Grand National Championship win, but even more so in a display of race memorabilia that included a XR-750 raced by Scotty Parker (presented to Willie on the occasion of 30-years with the company) and a restored (water-cooled!) knucklehead powered



midget racer in a display dedicated to this type of racing from the 1930's. Willie's 1934 Custom Chevrolet Sedan Delivery Street Rod that was built to his specs (replete with Harley-Davidson accessories like the headlights and badges) also shows his longstanding love of Southern California Hot Rod Culture and the impact it had on him.

One of my favorite parts of the exhibition focused on the 1960s. Samples from Willie's Brook-Stevens years presented an interesting take on



the decade's cutting edge design with his rendering of the Studebaker Sceptre concept car, an outdoor cooking/entertainment center, and a Cushman scooter that, as Willie explained, was the catalyst for his taking the design position with Harley-Davidson. Upon hearing what Willie had been working on, his father called to ask why he was designing scooters for Cushman when Harley also had scooters, and then why Willie shouldn't just come to the Motor Company to start a design department that was sorely needed. The rest is history. Willie did take the position in 1963 and along with a clay model maker, the two of them became the Design Department!

The 1960s was the time Willie was first given both incredible freedom and incredible responsibility, to which he responded with tremendous creative growth. Despite the department quickly expanding, Willie was responsible for everything. Perhaps the

sign that USA President Harry S. Truman put on his desk in 1945 that read "The buck stops here" should have been on Willie G's desk with regard to anything to do with design at Harley-Davidson. Whether it was the bikes, colors, typeface, or accessories, basically any physical representation or manifestation of the company, Willie had had a hand in it. I question now whether there is anyone at any large corporation today that can do what Willie did on a daily basis for so many years, and I would also offer up that this is something that is sorely missed.

Perhaps Harley-Davidson said it best back in 1977 with the ad that introduced the XLCR Cafe Racer. The tag line read, "Only one man could have done this." That pretty much sums up Willie's career in a nutshell. Hats off to the Harley-Davidson Museum for doing such a fantastic job in letting us all get to know the man behind the legend.

—Michael Lichter



Photos: Michael Lichter

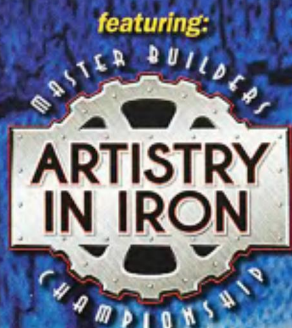
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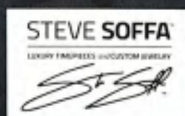
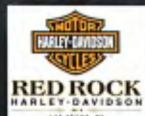
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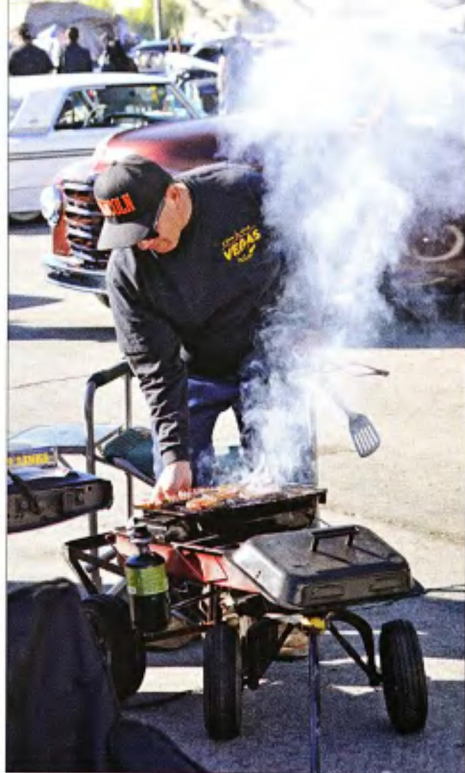
Mooneyes California



The Mooneyes X-mas show is held at the Irwindale Speedway in beautiful Irwindale, California, every December and has been a popular get-together for fans of custom vehicles for many years now. In

fact, no one seems to know when exactly the old Rat Fink Reunion 10, ten years after having outgrown every other venue year after year. It's mostly a car show, but it attracts a good number of custom bikes, too.

It is hands down one of the coolest car shows around and a terrific opportunity to buy last-minute presents for the hot rod fanatics in your family. Thousands of people gather here each December to soak up some rays and walk amidst the hundreds of cars displayed on the palm tree-lined



asphalt while the snow-capped San Gabriel Mountains gleam in the distance. The gates open at six in the morning, but a lot of the cars people drool over tend to get there long before dawn, and by the time the great masses show up, the line of eager entrants seems to go on forever.

The cars range from fairly high-end to absolutely rat, but each and every vehicle looks like it was put together with lots of love and passion, and often with more than one stroke of genius.

As usual, lots of vendors lined the two vendor alleys near the small stage that was set up for live music by bands like the the Dynotones, the Hot Rod Trio, and the Deadbeat Daddies, while behind them on the eighth mile drag strip the run-whatch-brung competitors—including at least one drag bike—vied for some personal bests during what seemed like an all-day shoot-out, with lots of smoke drifting over to the tribunes and getting the spectators excited.

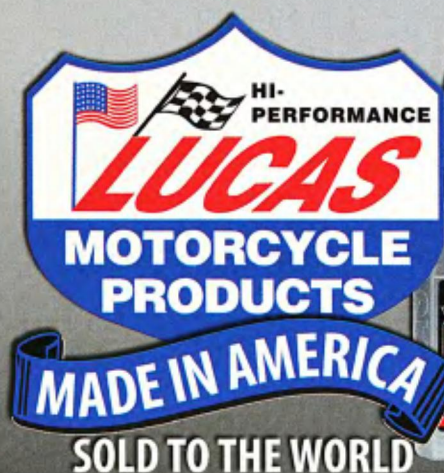
You could literally spend hours checking everything out and still not see it all. You could get your hair cut at Suavecito's very cool barber shop on wheels, shake hands with car gurus like Gene Winfield, or watch pinstripers like Von Hot Rod lay down some cool lines on helmets, cameras, you name it, whatever people wanted.

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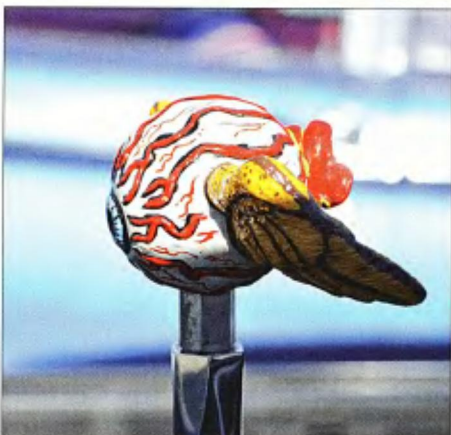
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Lots of folks were barbecuing and partying it up. It's what gives this family event its special quality, like some giant backyard party with grilled chicken and wienies and everything.

And, of course, there's always good-looking betties everywhere, all dolled up in their hot rod finery. The highlight at the end of the day is a pinup girl contest that's put on by pinup photographer Mitzi Valenzuela and features some of the sexiest sirens custom cardom has to offer. There's no wet T-shirt contest or anything like that, though. Instead, the girls dress up in their sexiest fifties outfits and do their best Berne Dexter or Betty Page impersonations.

Sure, the Mooneyes X-mas party may be a custom car event by nature and design, but plenty of custom bikes show up, too: Harleys, Triumphs, Nortons, some Japanese bikes, and even an old Pierce Arrow that was still pattering around the venue on its own power. It's a fun event and highly recommended to anyone who loves motorized vehicles, regardless how many wheels they have.

For more info on this and any future Mooneyes shows—and their potentially new locations—go to mooneyesusa.com.

—Red Baron



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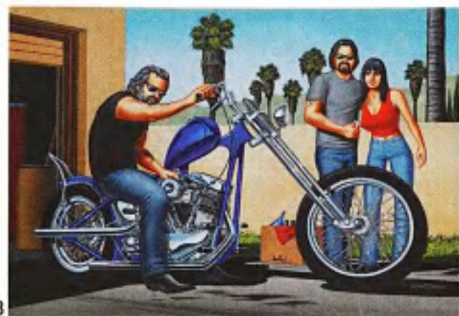
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Estimate \$15,000-\$20,000*



4

Estimate \$15,000-\$20,000*



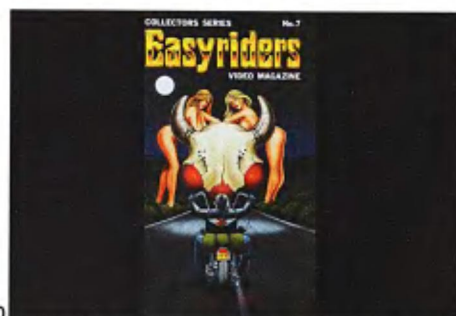
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Estimate \$7,500-\$10,000*



9

Estimate \$7,500-\$10,000*



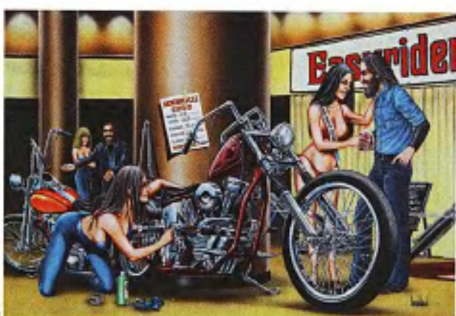
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Estimate \$5,000-\$7,500*



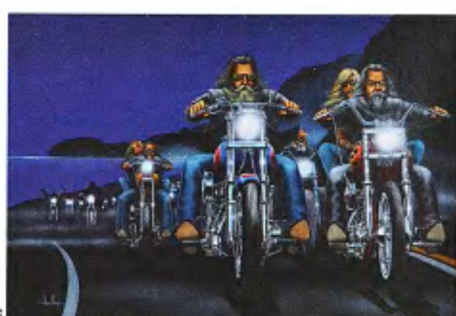
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Estimate \$10,000-\$15,000*



15

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16

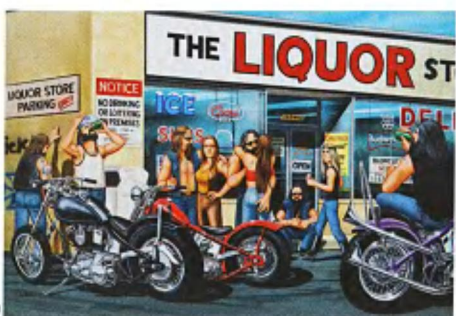
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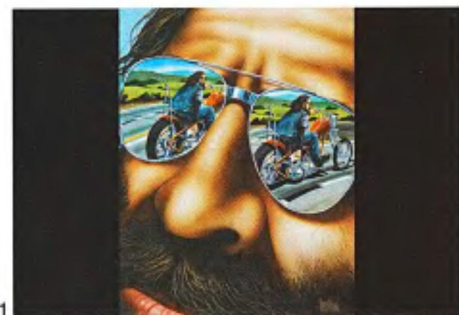
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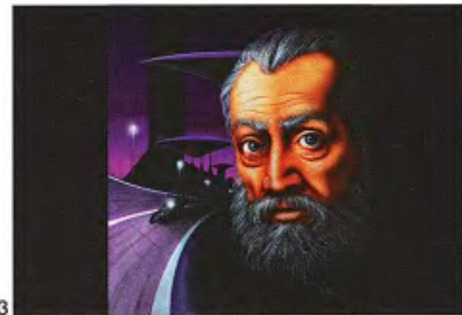
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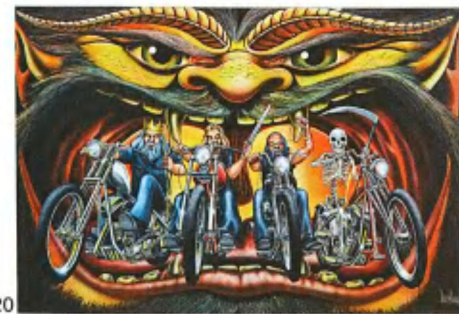
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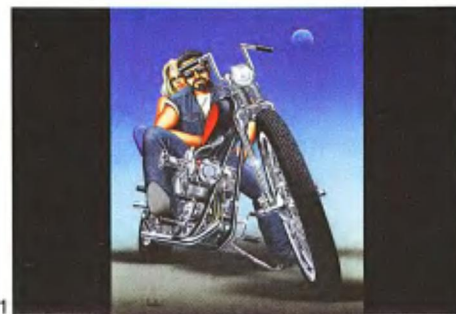
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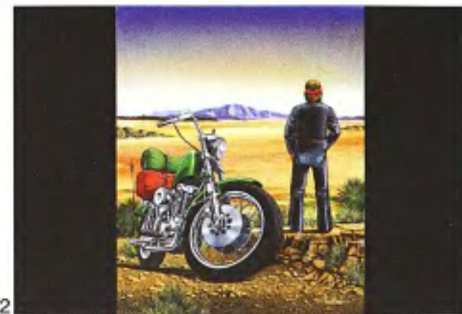
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This Month's Winner

In this month's issue, meet delicious dark-haired Mia from Michigan, where the legend lives on from the Chippewa on down of the big lake they call Gitchy Gumie. Check out her feature to see her go down like the Edmund Fitzgerald aboard Dell Battle's low-down Dangerous Designs Sporty. —*Captain Moosecock*



#0901 Lynette—Oregon

"My first experience on a Harley was a bit intimidating but one of the best experiences I have had in my life! I love the freedom and excitement of it all!"



#0902 Sonja—Arizona

"My first time on a Harley I was two years old and we rode up to Cave Creek. I've gone almost every weekend since then!"



#0903 Jenn—Wyoming

"My first time on a Harley it was so exhilarating to be in the wind. The vibrations rattled my pants off!"

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 devil-may-care dickweeds. Meet sweet Sophia from Michigan, where a horny Ted Nugent swings from the trees and adorable Bambi runs scared. Come back next month or we'll turn Ted loose on your family pets, and buddy, that never ends well.

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FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
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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:

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

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

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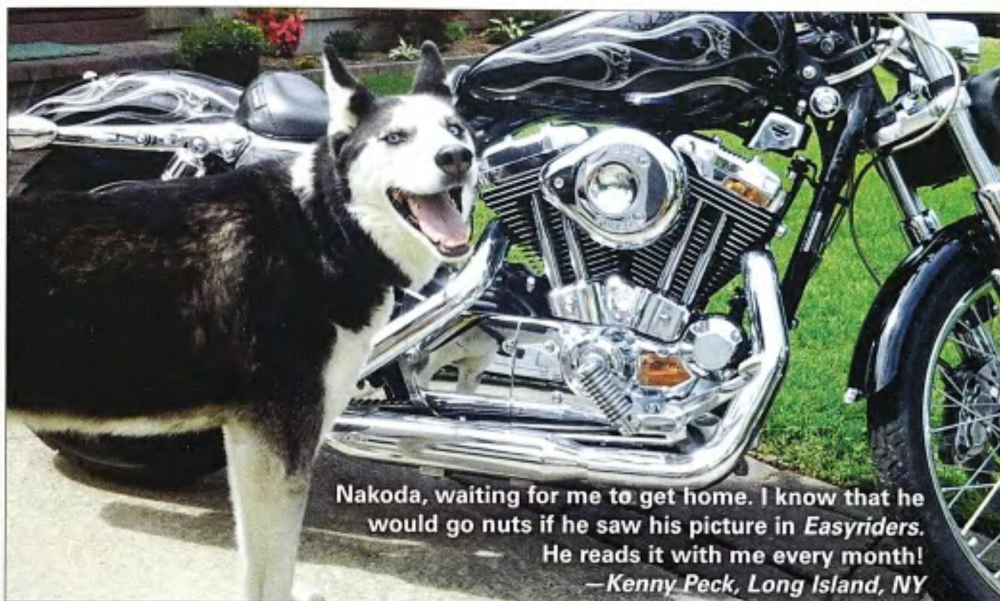
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Puttin' Pets

A Biker's Best Friend

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

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



Nakoda, waiting for me to get home. I know that he would go nuts if he saw his picture in *Easyriders*. He reads it with me every month!
—Kenny Peck, Long Island, NY

This is Petey, my third sidecar companion. I've been riding sidecar rigs for nearly 15 years. The boxer I had at that time (Archie) loved to ride. Archie died in 2010. Henry rode with me only briefly before he was hit by a vehicle. I got Petey from the same shelter I'd found Archie and Henry at. Petey loves to ride as much as Archie did. Petey is a star in the film documentary *Sit Stay Ride: The Story of America's Sidecar Dogs*. Check out sidecardogs.com. —Tom Wells, Spokane, WA





Spider has the coolest dog, Phoebe, who is a biker for sure. She rides in all weather conditions and has many miles under her tail. Phoebe started riding in a baby sling before Spider got this bike and built her the K9 Kaboose. Spider and Phoebe are both truly inspirational.

—Athena, Vagabond Chopper Co., Fort Lauderdale, FL





Victory Octane ROAD TEST

74 INCHES OF FUN



A couple of days ago I received a special delivery from Victory Motorcycles—the new Victory Octane with all of 25 miles on the clock. I had been excited about riding the bike since it was first launched on April 9. There had previously been a couple of concept bikes released to tease the appetite, but having the real deal under my butt really got the excitement level up.

First off, although the Octane shares some similarities to its cousin the Indian Scout, it also has some notable differences as well. The engine cases appear to be nearly identical, and the cast aluminum frames of both bikes closely resemble each other, at least on the surface. However, there are important differences as well. The Octane is a little hotter in the performance department; with four more claimed ponies at 104 vs. 100 and a little more torque: 76 vs. 72 foot-pounds. It is also lighter by 17 pounds. Even with the performance advantage, the suggested retail of the Octane is actually \$800 less than its vintage-themed relative.

The Octane is more angular in appearance than the Scout. The shocks are more upright, adding 6 inches to the seat height as well. Moving to the front end, both models feature conventional forks, with 4.7 inches of travel. The Scout has 16-inch tires fore and aft, belying its vintage theme, while the Octane rolls on modern 18 and 17-inch rubber, front and rear respectively.

The engines of both V-twins incorporate dual overhead cams, liquid cooling, and fuel injection with four valves per cylinder. The stroke of both bikes is 76.3mm, with the bore of the Octane at 101mm, vs. the Scout's 86mm. Both sport 6-speed transmissions with belt final drive.

Enough with the boring specifications, let's talk about the important stuff: riding the beast. Over the last couple of decades, this rider has been steering his taste towards the touring machines. Wanderlust, and the natural progression towards riding more, not less, and further has me gravitating towards the big V-twin baggers, especially the Cross Country models, with their comfortable saddles



and ample creature comforts. The Octane possesses none of these. It is a stripped down racehorse that left me wondering how I was going to carry an iPad, let alone a change of clothes and a couple of cameras (under the jacket or on my back is the answer). The Octane is not about transporting all the accoutrements of home, it is a point A to point B rocket ship.

What the Octane truly excels at is Freeway Flying. Splitting lanes at rush hour is a pain on a rolling road hog, but

your commute times melt away on the Octane. Quick and nimble best describe the riding experience. The seating position is comfortable and natural, controls accessible, ergonomically designed and positive. Everything just works.

The cast aluminum frame makes for a very stable platform, providing excellent handling. There are 32 degrees of lean angle to take advantage of, so tight winding roads are more a pleasure than a challenge.

One of the things one notices when riding the bike is how quiet it is. You hear more of a whirring sound rather than the exhaust note. We've all grown up with the notion that loud pipes are akin to performance, but that is really not true, and the government is making sure that manufacturers don't violate any clover's delicate sensitivities. Or maybe I'm just bitter over recently receiving a Loud Radio ticket (true story!).

I have to confess to a minor mishap

while shooting the bike, and if you look closely, you might notice it in the photos. While setting up a shot I failed to put the bike in gear, and as the bike was on a slight downhill incline, it rolled off the kickstand, fell on its side, and I broke the clutch lever. It's a bad habit that I picked up riding Harleys for so many decades. On Victory bikes there is no stop on the kickstand, and I just can't seem to remember to always put the bike in gear when I park. Takes a little bit to get used to. Of course, now I have a reminder every time

I pull in the clutch.

The styling of the bike is something that I believe will appeal to a wide audience. The combination of matte steel gray finishes on the frame and sheet metal, and matte and gloss black accents on many of the components is quite pleasing to the eye. Victory is marketing this bike with the slogan "Chrome Won't Get You Home," touting the bike's "modern, monochrome look."

They ain't wrong.

At a list price of \$10,499, the Octane is somewhat of a bargain among the offerings of American-made V-twins. Factory financing is available making buyers with good credit able to score one for a little over \$5 a day, or so goes the promotion that I received in my email the other day. Have a look, or better yet take one for a test drive; this just may be the first (or second) bike you have been looking for.

—Kit Maira



2016 VICTORY OCTANE

Length	90.9 in.
Wheelbase	62.1 in.
Seat Height	25.9 in.
Ground Clearance	5.3 in.
Weight	528 lb.
Fuel Capacity	3.4 gal.
Rake/Trail	29°/5.1 in.
Motor Displacement	74 ci.
Horsepower	104
Motor Type	45° V-twin
Fuel System	EFI
Cooling System	Liquid
Primary Drive	Gear Drive Wet Clutch
Transmission	6-Speed
Final Drive	Toothed Belt
Brakes	298mm Rotors, 2-Piston Calipers
Front Tire	130/70B-18 63H
Rear Tire	160/70B-17 76H

Photos: Kit Maira

TAKEN' MOM HOME

I had forgotten how painful raindrops can be when they hit my face at 70 miles per hour. I left way too late. Circumstances and my weak will dictated my departure time and so there I was at three o'clock in the morning trying to see 50 yards in front of me as I crossed the Blue Ridge and headed down into the bowels of the Virginia blackness.

I hadn't had time to buy a tire for the ass end of my Hog and I was regretting it now. Bess was doing a little bit of the "slip and slide" every so often, but at least she was keeping me on my toes. No sleep in over 24 hours and I could barely feel my fingers on the grips. "How you doin' back there Mom?" Not a single complaint from Mom.

The last time she rode one of my Harley was 35 years ago. It was on my stroked Ironhead Sportster. Mom needed to get to my pregnant sister's house in a hurry. Sis needed some help and moral support and Mom's car was in the shop, so it fell to me to pack Mom onto that Fire Breather and take her the two miles to Sis's place. I never topped thirty per, and Mom was hanging onto me with a wrestler's grip, all the while screaming for me to "slow down," and issuing small epithets as well, which was really not her style, as she was always spouting religion to us kids.

This night though, as my meager headlight tried valiantly to poke a hole through the ink and downpour, she had nary a word to say. No griping, no whining or admonishing. No nothing as a matter of fact. "You okay, Mom?" No answer. I suppose she had no complaints as she was warm and very dry back there all nestled tightly in her urn. A very nice brass urn that cost a pretty penny. I had double sealed it closed with packing tape and wrapped it tightly within a black plastic garbage bag. The heavy duty thirty gallon kind

that allowed me to roll Mom's urn up five or six times for extra safety and security. Then a few more feet of packing tape to be on the safest side. I wanted her to be secure for this, her final road trip.

My left side-view mirror was warning me of an upcoming semi. The over-lit semi looked like something out of Barnum & Bailey's. Every light a reminder that this particular trucker was a success at what he was doing. As he passed me by I was grateful for it. I could briefly see a few hundred yards ahead of me



even as the filthy spray coming off his eighteen wheels soaked me with the offal that was road kill, mixed with axle grease and heavyweight oil.

I usually loved the taste and smell of road filth and radioactive rain. It made me feel alive, like a brave, independent road hero. The last of a dying breed of free men who braved the worst the road had to offer and kept right on going, risking it all to keep the legend alive, etc. and so on. The sheer visceral experience of night riding, in a rainstorm, added so much to that whole cornball narrative I ran through my tired head whenever I was on a long ride like this. This night was different though. I was on a real mission.

It was definitely not one of my usual joyrides to escape all my poor decisions. It was an assignment, my mom's last assignment to me. She wanted to go home—home to her first husband and one true love. She wished her urn to be interred right above my dad in the place where he had been lying in a peace of sorts for over 40 years: Pinelawn.

I squeeze the grips more tightly and wonder what poor Dad would think of this plan. Lord knows he had his hands full with my mother and her "unique" ways. He suffered all right. Between Mom's insane ramblings and the responsibility of caring for his own aged parents, mixed with working 60 hour weeks in blue collar heaven from the time he was a teen, his life was extended torment mixed with brief interludes of drunken laughter. I hoped he'd understand that my bringing Mom up to New York to rest with him and perhaps aggravate him in hell was her heartfelt wish, and I just couldn't say no. Just like the myriad times he found himself unable to say no to her.

Old Bess was coughing a bit now, backfiring and spitting a little fire from her unfettered shorty pipes. I had backed her down to 60 after Circus Boy in the semi had passed me but 60 is still enough to force rain into Bess's carburetor, and she was letting me know how annoying this all was. Time to find a place where I could fill my belly with hot coffee, and Bess's with Hi-Test.

A hundred foot tall billboard was telling me that Tilley's was open 24 hours for truckers and wanderers to lay by for a while, so I headed Bess down the exit 2B ramp for some much needed rest and perhaps a little comfort. I braked, slid, and slipped right past the stop sign at the end of the ramp and thanked God for what seemed like the hundredth time on this night. No one was coming at 4 a.m., so I lived through another road mishap and found a parking spot right smack in front of the run down eatery.

I dismounted with all the pain and

stiffness road weary bikers feel on their high mileage jaunts, and felt my lower back issue a stretch warning. Checking the trash-bag covered load that resided on the P-pad I discovered that one bungee of three had decided to jump ship. I'd have to take care of that at first light. I wouldn't want to lose Mom now. Besides, my dry clothes, and 22-year-old suit jacket were all stuffed in that trash bag with her, and I would need them when I made New York.

I doffed the garbage bag that was serving as my rain suit and stuffed it into the trash pail that stood just outside the entrance door. I strolled into Tilley's not too worse for wear. My soaked chaps dripped heavily on the floor, and I heard, "Hey! Strip off those chaps and hand 'em here."

I peered through my dirty, wet glasses to spy a busty, bottle-blond waitress. She was something right out of a 1950s movie with the pencil behind her ear and her worn, pinstriped uniform. All the stripes were curving, bending to extremes to accentuate her lovely, zaftig form. I obeyed, and bent to unzip my chaps. They were always great for the first half of any storm, but half way through, they would act like a big black sponge, and soak up every drop hurled at them. I finally got them off and handed them to Zaftig girl, and she commented, "God you must have been out there for a while you crazy bastard. These things weigh a ton!"

"What are you gonna do with them?" I asked.

"Hey (again), you ain't the first dumb biker to waltz in here all road wet. I usually wrap them tight in some kitchen aprons for a while, then I hang them over by the pizza ovens, and that'll dry them up a bit." With that she sashayed off in the direction of the kitchen, carrying the dripping chaps with her. Her large round behind swayed back and forth and I become briefly hypnotized. Very briefly.

I was pulled abruptly from my pleasant reverie by a brusque, "What'll ya have?" A big dude in a greasy apron was asking me in a very direct way.

"Coffee, the hotter the better." I answered. "Rest rooms?"

"Right behind ya, Sherlock." Nice guy.

I limped into the Men's room. By some small miracle the trash bag that had served as my rain suit had kept my old leathers pretty dry but it did little to keep the cold out. I looked around for the hand dryer, and was real pleased to find one on the wall.

I stepped out of the Men's room a few minutes later and noticed that the place was filling up with road robots lookin' for greasy breakfast and putrid coffee. I sat down on the first stool where my helmet and now lukewarm coffee were waiting. I threw it back in three quick gulps. I knew I'd need plenty more if I was gonna head straight through to New York.

Zaftig came over to pour me another one, "Feelin' better?" she actually sounded like she cared. Lots of practice I supposed.

"Yeah, another half hour and I'll be ready for the road."

Zaftig grinned, "You know we have a few rooms available across the parking lot. Day rates apply. For 30 bucks you can grab a few hours of shuteye and leave in daylight."

I answered with a smile, "If I hit the sheets now I wouldn't wake up for a week. Thanks but no thanks, just coffee me up, and I'll get back to splittin' lanes."

"Suit yourself, handsome, but the rooms come with perks." She said it with a crowsfooted wink and a lipsticked smile. I swear the lipstick on her teeth was a turn on for me but I had a job to do and not much time to do it in.

"Thanks Mom," I thought to myself, 'the things I give up for you.' I laughed to myself and I'm sure that somewhere my mom was laughing too. In a while I was gassed up, bungeed down, and zipped back into my chaps. I pointed Bess north and continued on my way. The rain had stopped and bright pink sky was showing between what was left of the angry black clouds. The TV back at Tilley's said it would be clean and green, weather wise, from here on up and Bess was runnin' like her old self. The roads were dry enough to punch her up to 80. Bess liked it there. She rumbled, and purred her happy notes while Mom and I reminisced.

—Z. Jakl



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There are over 70 one-off parts on this bike.



Dell Battle Sr. was riding his first motorcycle when a guy pulled beside him riding the same exact bike. Instantly he knew this would never happen again, and now Dell says, "Don't be afraid of being different, be afraid of being the same as everyone else." Several bikes later Dell brings us his bobbed boardtracker that is blowing minds at every bike shows it goes to.

Dell's company, Dangerous Designs, is known for turning already good-looking custom motorcycles into

show-winning wonders. Hell Bent Customs originally built the dual air ride chassis while retaining the original neck and downtubes from his 1991 Harley-Davidson Sportster. The peanut tank holds only two gallons of fuel so he considers this machine a bar-hopper. But Dell tells us he loves to ride on country roads, like Route 12 in Indiana towards the beach at Lake Michigan—a 25-mile stretch of some of the coolest asphalt you could hope to ride on.

Battle-Bot

DELL BATTLE'S HELL BENT SPORTY



Dell doesn't have an exact count of the one-off parts on this bike, but there are more than 70. His favorite parts on the Sporty are his handmade "Up Yours" intake and "Short and Loud" exhaust pipes. There is an expanded steel mesh accent that has been tastefully carried out throughout, from the headlight to the exhaust, intake, and even on the plate mount. His one-off foot/hand shift lever gives him a choice of how to change gears.

Look at how these pipes roll up under the mid-mounted pegs, and check out that stance. Combining a 26-inch wheel and tire up front with a 23-inch rear adds to the aggressive look.

People commonly think Dell can't ride the bike because he "can't turn to the right" until he raises the frame like a transforming robot from the floor using the front and rear air ride suspension.

Speaking of raising your suspension, this month you have selected mesmerizing Mia as your Fox Hunt winner, and she puts all her parts to work to get a rise outta ya.

—Cheese





Owner: Dell Battle Sr.
City: Crown Point, Indiana

GENERAL

Fabrication: Hell Bent Customs
Year/make: 1991 Harley-Davidson
Model: Sportster
Assembly: Hell Bent Customs
Time: 6 months

ENGINE

Year/make: 1991 Harley-Davidson
Ignition: Harley-Davidson
Displacement: 74 cubic inches
Lower end: Harley-Davidson
Balancing: Harley-Davidson
Pistons: Harley-Davidson
Heads: Harley-Davidson
Cam: Harley-Davidson
Lifters: Harley-Davidson
Carburetor: Harley-Davidson
Air Cleaner: Up Yours by Dangerous Designs
Pipes: Short and Loud by Dangerous Designs

TRANSMISSION

Year/make: 1991 Harley-Davidson

PAINT

Painer: BH Design
Type/color: Custom blend/red, black, silver
Special Paint: BH Design

FRAME

Year/builder: 1991 Hell Bent Customs
Type: Dual downtube, lay-frame air suspension

Rake: top secret

Stretch: classified

Shocks: Air ride front and rear

Modifications: Hell Bent Customs

ACCESSORIES

Bars: mini apes, Hell Bent Customs
Handlebar controls: Harley-Davidson
Fender: Hell Bent Customs
Headlight: Harley-Davidson
Taillight: Harley-Davidson
Pegs: Harley-Davidson
Electrics: Hell Bent Customs
Gas tank: 1972 Harley-Davidson
Oil tank: Hell Bent Customs
Oil System: Harley-Davidson
Primary: Harley-Davidson
Seat: James Carter

FRONTEND

Type: Hell Bent Customs
Extension: Unknown
Builder: Hell Bent Customs

WHEELS

Hub: Glenn Dyne
Size: 26-inch front, 23-inch rear
Tires: Avon
Brakes: Performance Machine

Photos: Mike Chase
Model: Mia

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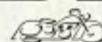
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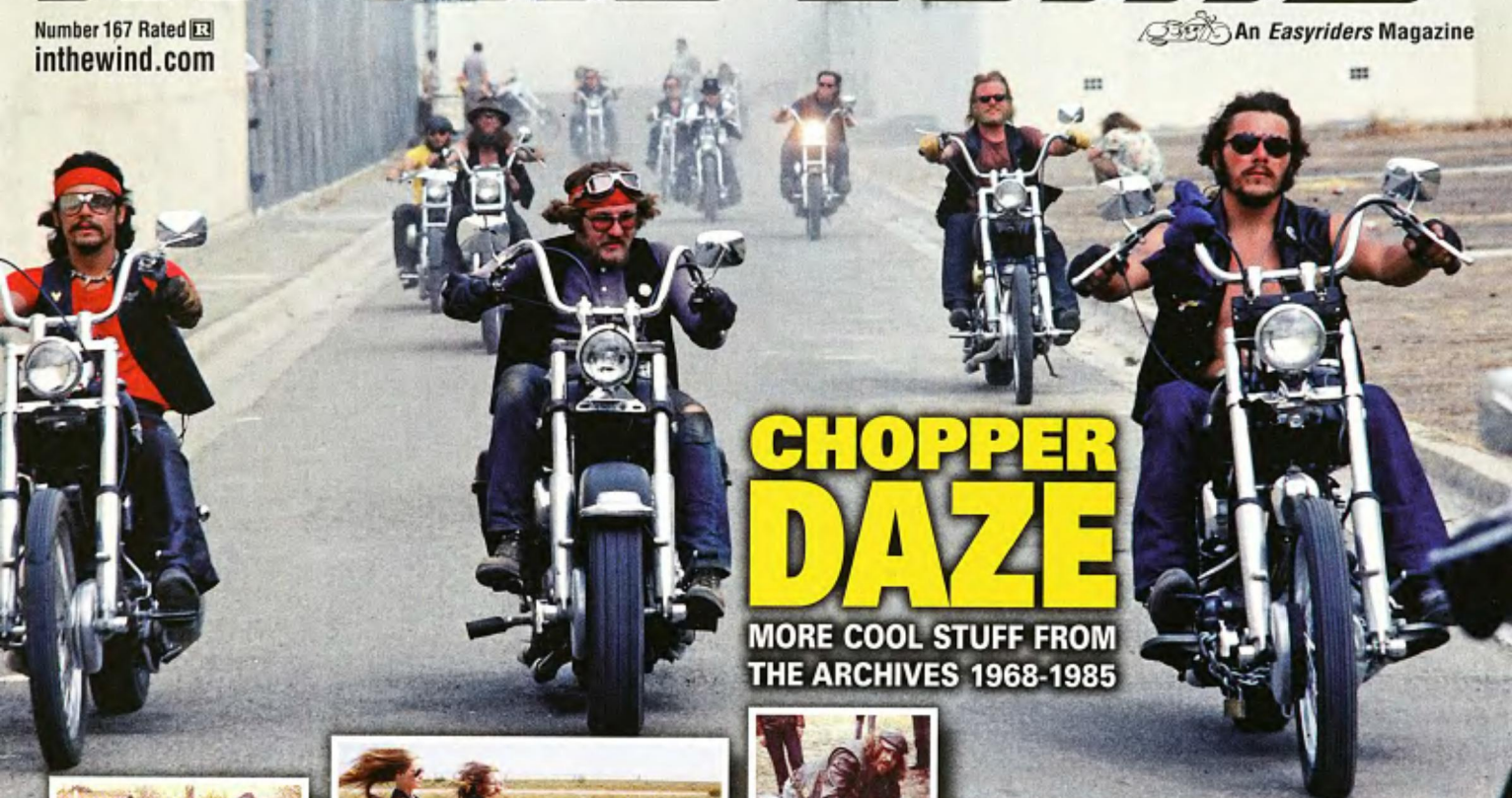
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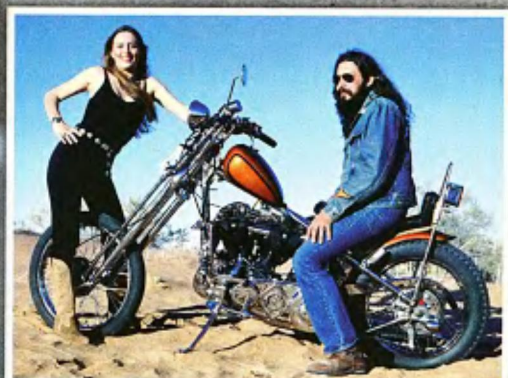
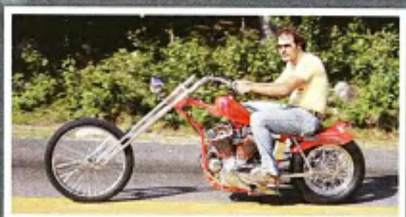
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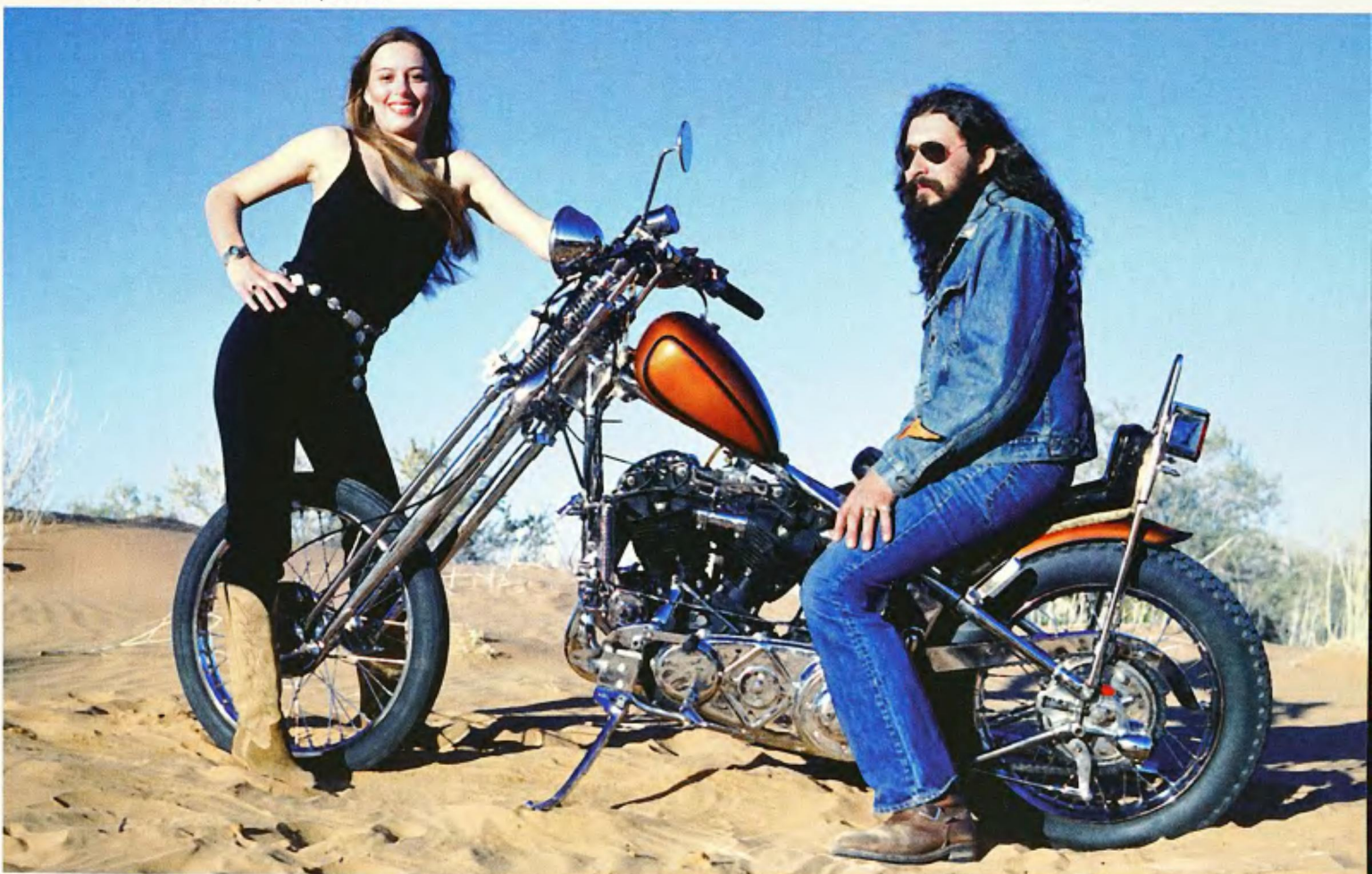
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COOL STUFF FROM
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ARCHIVES
1968-1985

—John Schoenfeld, Longmont, Colo., 1981. This silhouette on slide film inspired numerous illustrators in their own artistic renditions.



—Riders, Fort Collins, Colo., 1982.



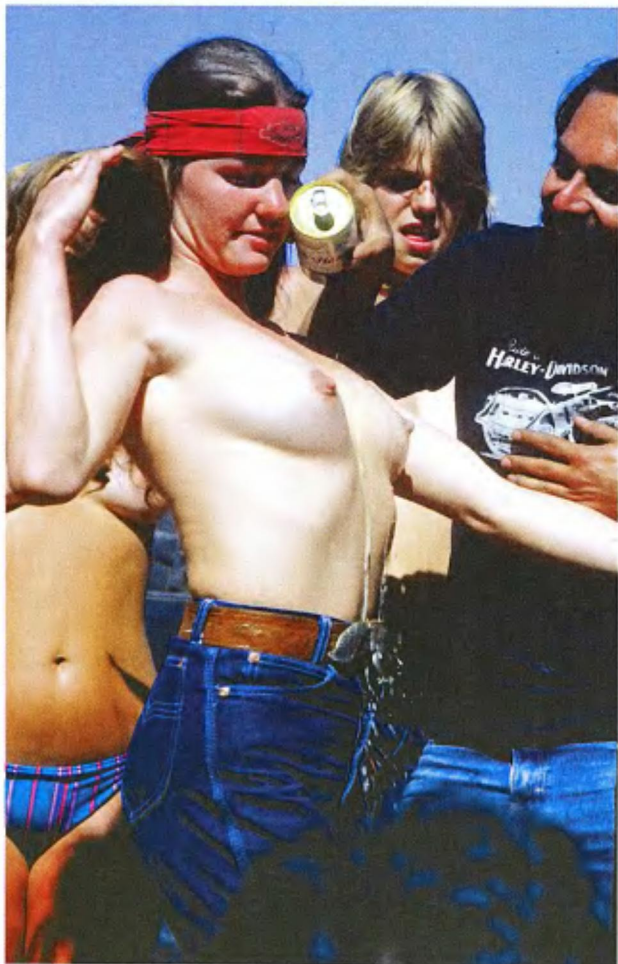
—Billy Tinney, Houston, Texas, Summer 1981.



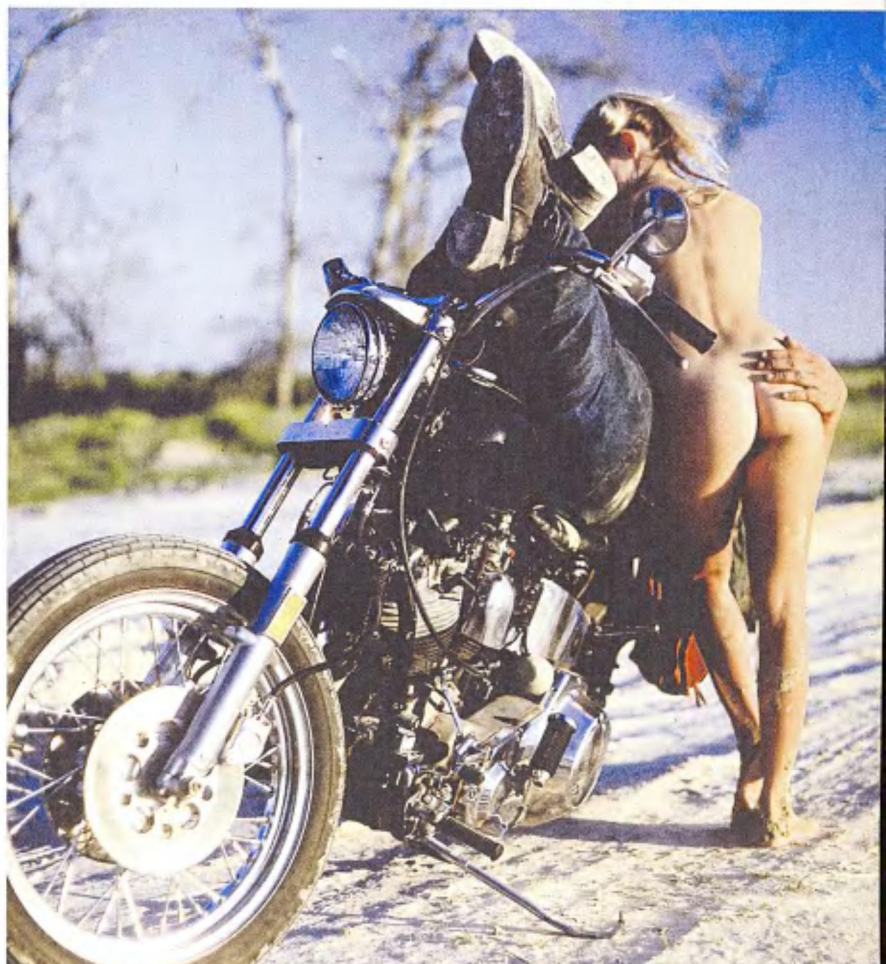
—E.L. Woody, Daytona Beach, Fla. 1981.



—Rick Treis, Florissant, Mo., 1985.



—Serge McCabe, Portland, Ore., 1986.



—Billy Tinney, Off the beaten path, Texas, 1991.



—MCM, Michigan, 1981.



—Billy Tinney, Easyriders Ranch, Malibu, 1981.



—Billy Tinney, Pasadena, Texas. Playful perkies enliven a biker's night.



1979...The bikin' Brod brothers, from left: Rocky, 1950 H-D pan/shovel; Fly, 1968 H-D shovel; J.B., 1962 H-D panhead, Mundelein, Ill.

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—Pete Chiodo, Burbank, Calif. 1985.



—Ken Bellows, West Winfield, N.Y., 1981.



—Michael Lichter, Sturgis, 1982.



—Mike and Anna Demetrio, Charlotte, N.C. 1971.



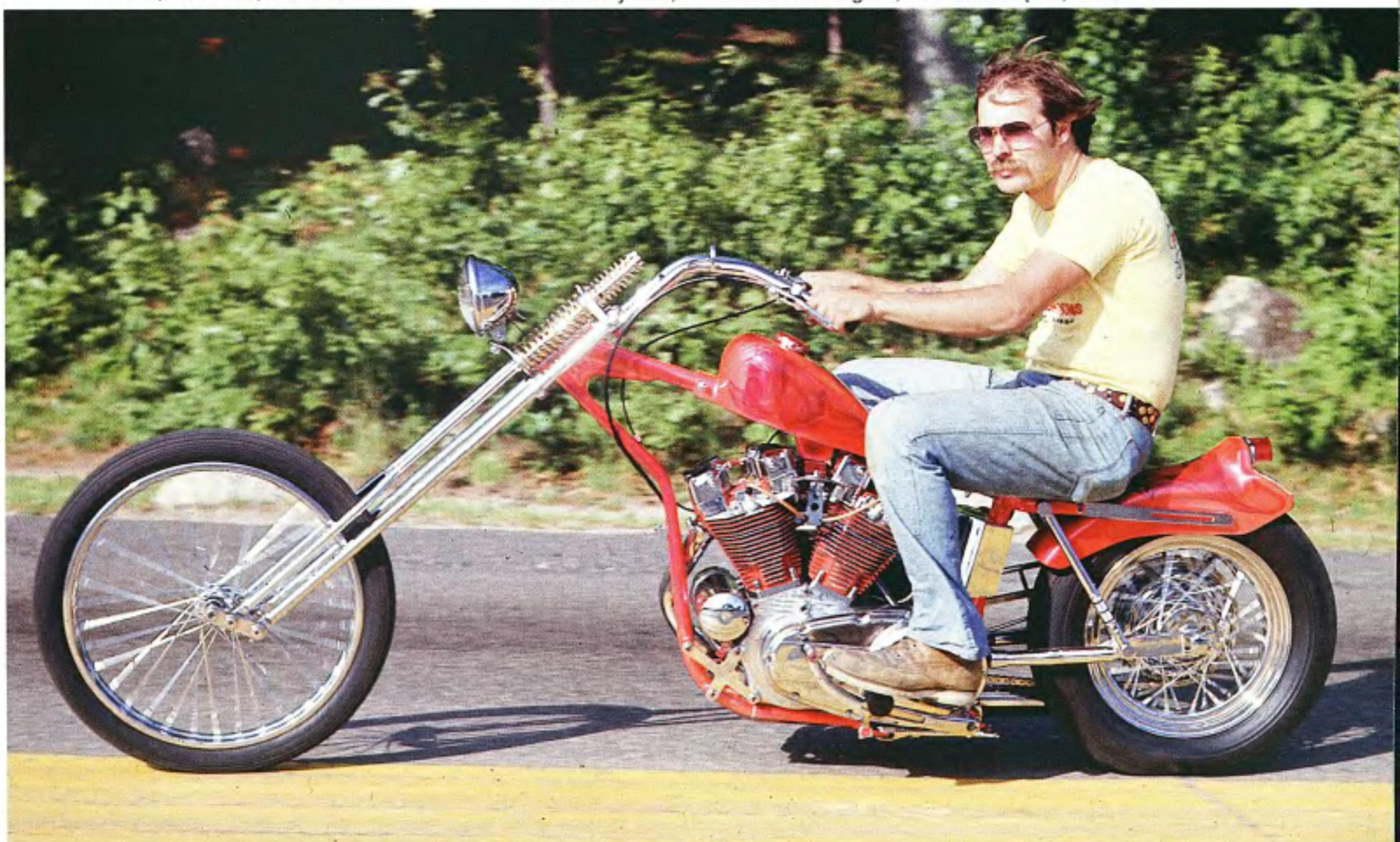
—Mike Henderson, Encinal Canyon, Malibu, Calif. Full exposure, 1981.



—Wild Bill, Roseville, Calif. 1981.



—Photo by Phil, ABATE of Washington, Tacoma chapter, 1982.



—Jake, Boston, Mass. 1981.



—Fred Matthews, Lake Elsinore, Calif. Old Man Frank and the gang at The Lookout, circa the wild SoCal '70s.



1978...Rich "Wimpy" Porcelli, Chicago, Ill. Wimpy, shown riding his Guillotine Chopper across a dam outside the Windy City.



1972...Wimpy Porcelli goes airborne on his customized, fully loaded 1971 Harley "boat-tail." The late Evel Knievel would've loved this.



—Ken Shelton, Vernal, Utah. The words "sexy" and "sultry" seem insufficient for tempting Tami.



—John Barnes, Windsor, Calif. 1968.



—Mike Henderson, Los Angeles, Calif. Time for a sip of suds at some pit stop out on the road.



1972...Mushroom Mike is kicked back on his 1972 Harley-Davidson FX; bro J.B. is aboard a 1949 H-D FL pan in Milwaukee, Wis.



1971...Roger Sarow, 23, at home in Janesville, Wis., on his 900cc H-D Sportster. Roger now rides out of Columbia City, Ind.





—Ron Mesaros, Soledad (Calif.) Prison Run, 1981.

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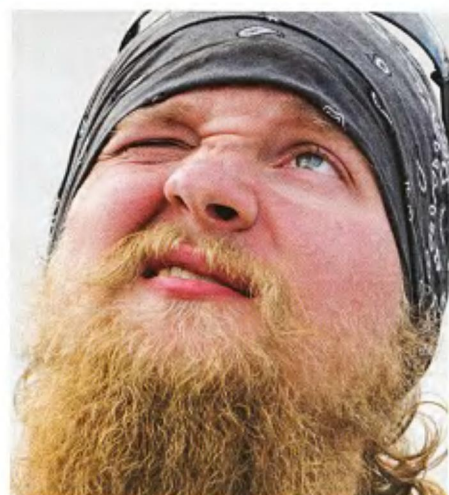


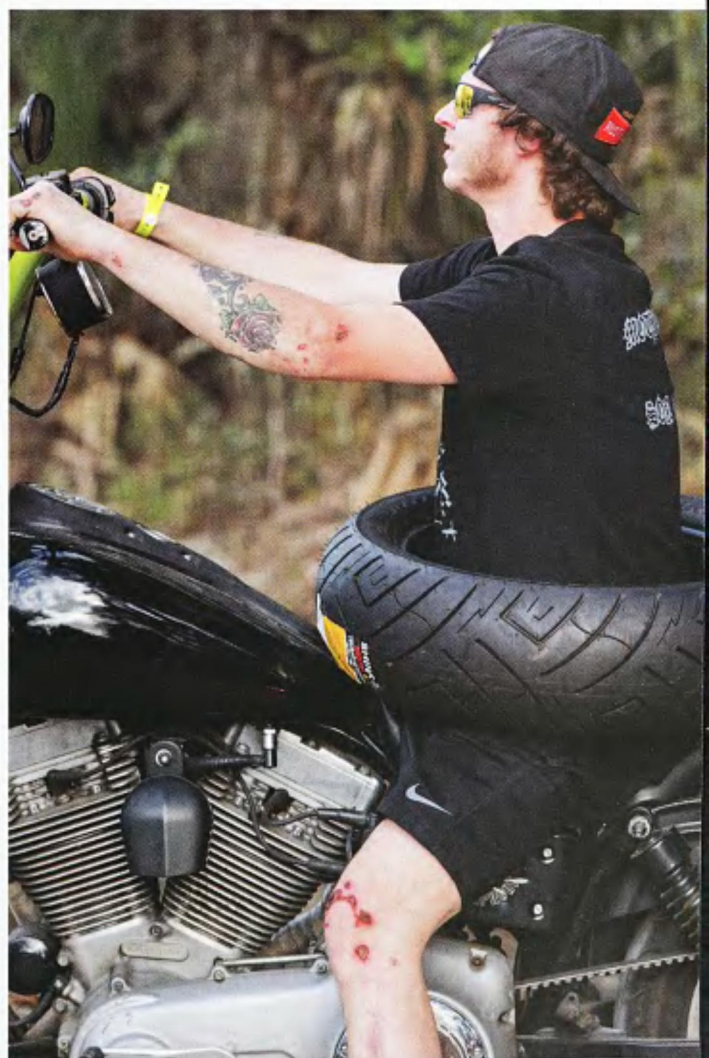
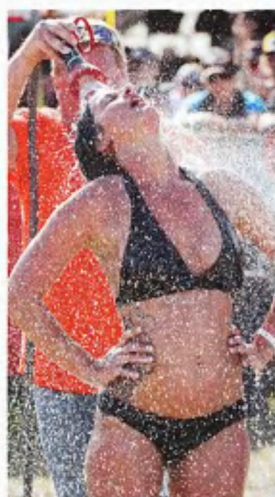
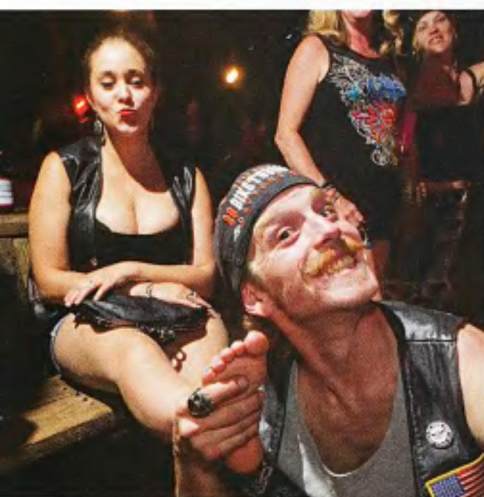
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- A side profile of a Harley-Davidson Heritage Softail motorcycle. The bike is primarily black with extensive chrome detailing on the engine, exhaust pipes, and wheels. It features a large, black saddlebag on the left side, a black seat, and a black rear fender. The front fairing is black with three round headlights. The motorcycle is shown from a side profile, facing right, against a plain white background.

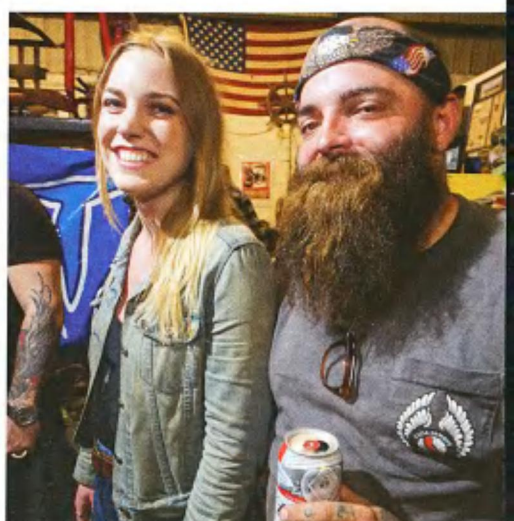
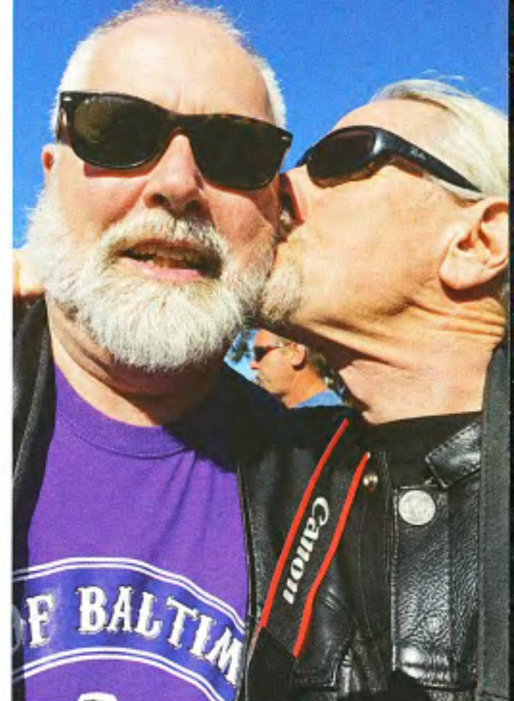


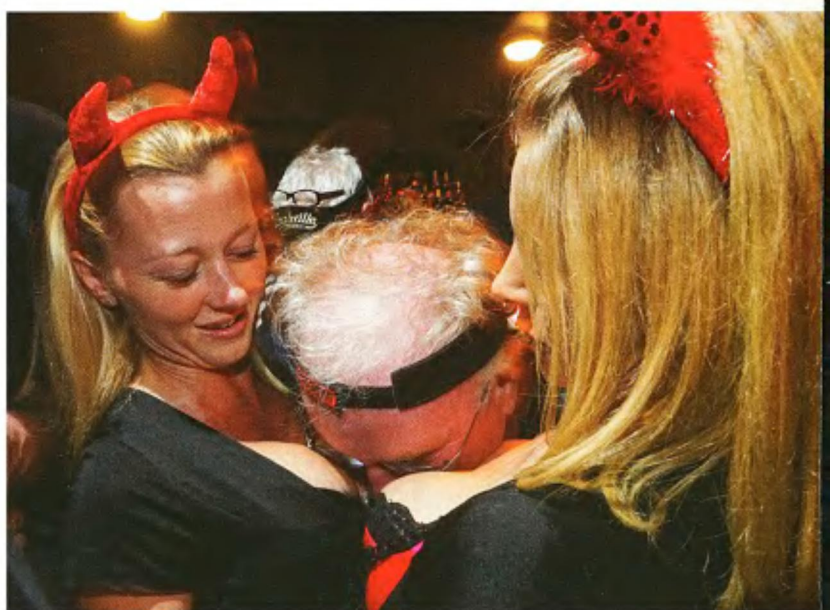
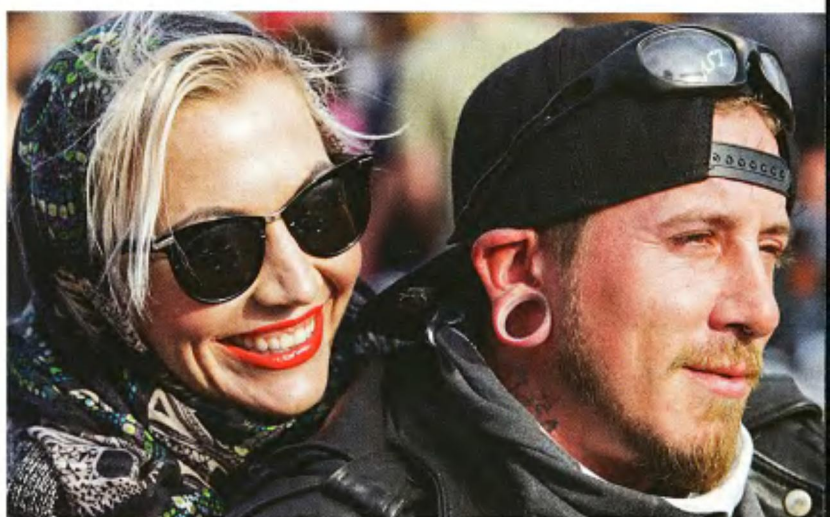
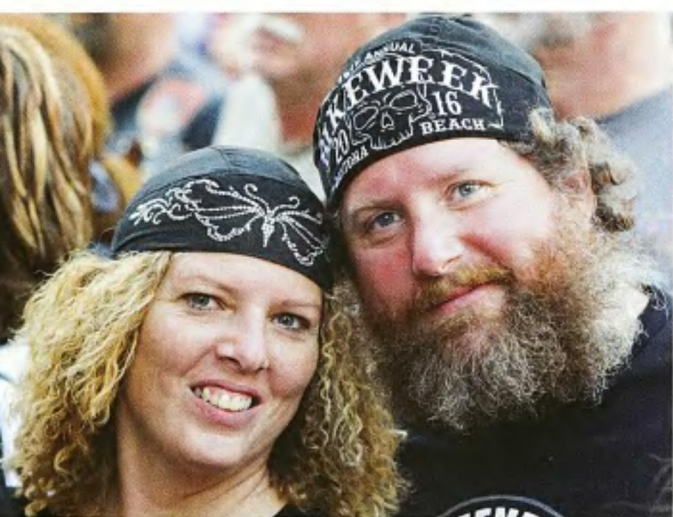
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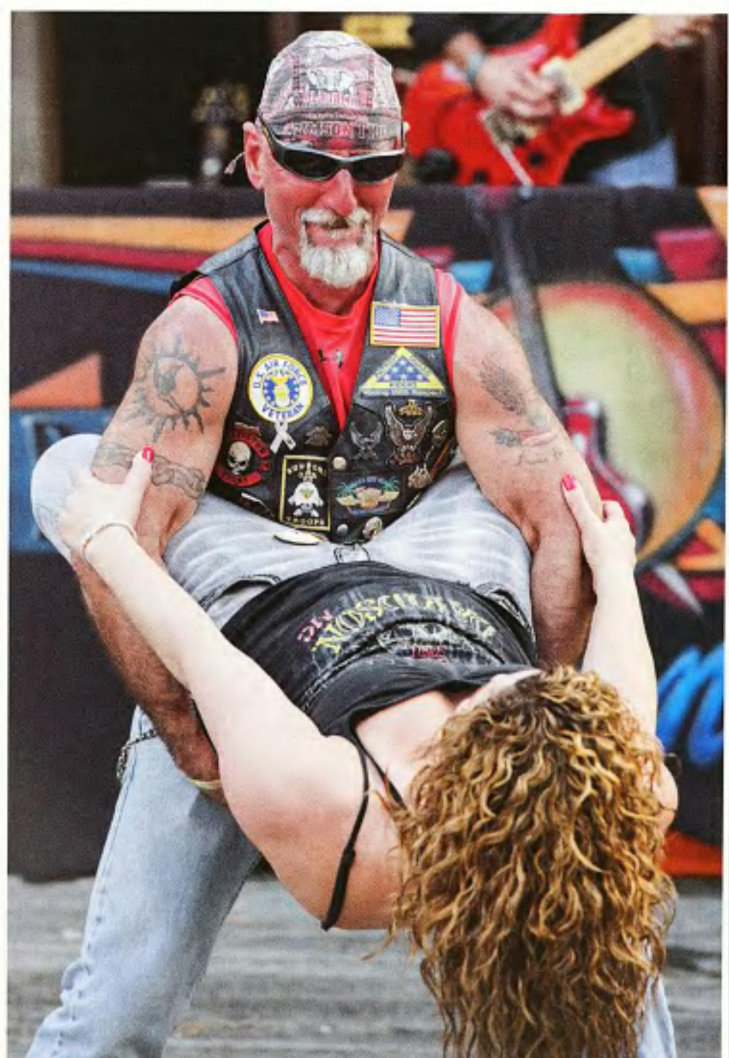
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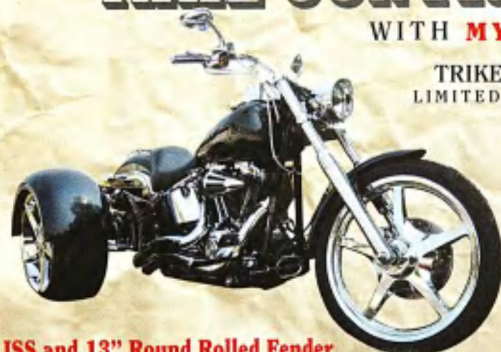




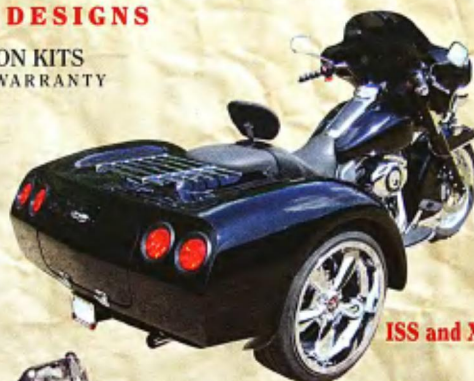
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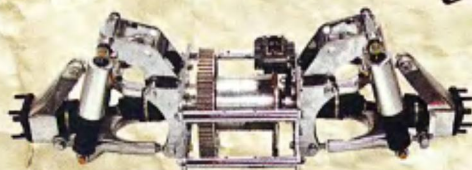
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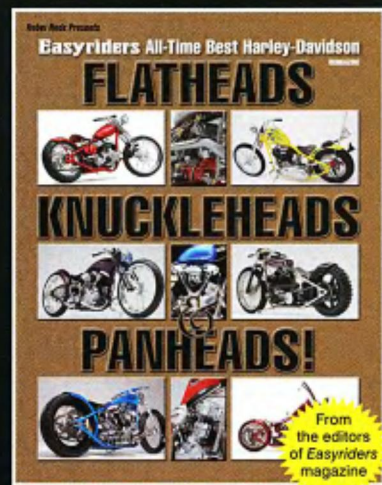
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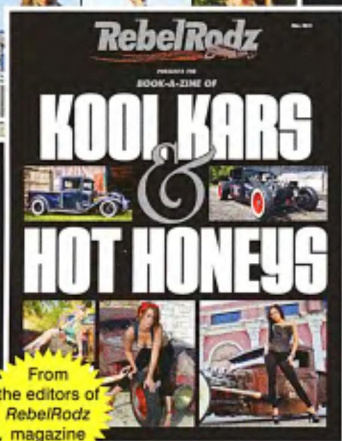
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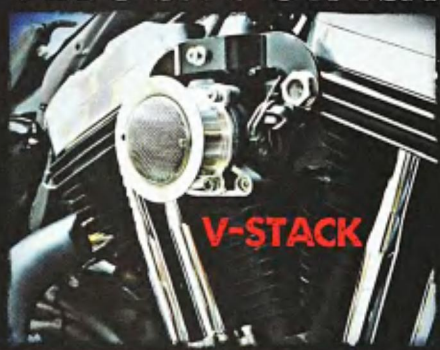


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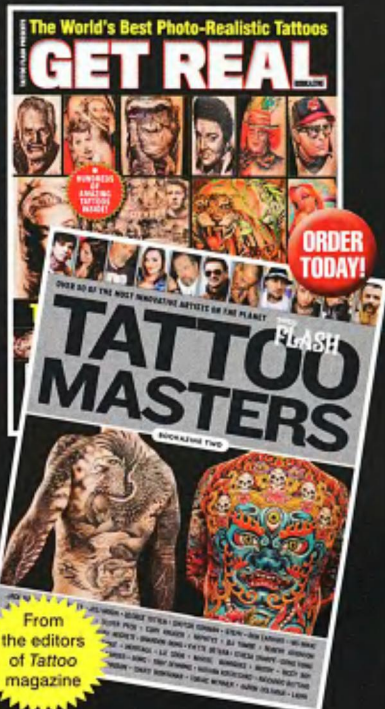


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Carl Rakers

St. Peters, Missouri

1987 XLH Sportster 1100

Carl Rakers says he bought the Sporty about five years ago as a complete basket case from his brother, who apparently had let the whole thing rot in hell. "It was really bad," says Carl. "In fact, I almost didn't want to buy it."

But curiosity and a certain sense of adventure won out, and before he knew it, he was knee deep in old, rusted parts. "But the motor fired right up," he says, "and that's what I started with, the motor and the Paughco hardtail frame."

Although it was Carl's first build, he

wasn't new to working on stuff like this. He'd cut his teeth on cars, and he'll be the first to admit that he got plenty of help with this build from Loren Graham, the owner of G&S Custom Cycles in nearby St. Charles, Missouri. The motor was freshened up with new gaskets and so on, but it's the 4-speed tranny that really got worked over. "What Loren did with it was really amazing," Carl says. "He basically turned it into a brand-new transmission."

Carl and Loren also gave the neck a 6-degree rake and installed a 10-over front end with inverted 59mm tubes. Then they added a set of 80-twisted-spoke wheels. Carl also had Top Stitch Interiors, a local shop, put a brand-new

custom seat on the bike for him, and then he had everything painted. "But the paint started flaking off pretty quick around the gas tank, and that's when the idea hit me to get the whole bike including the 3.8-gallon prism tank chromed," he says.

It's an idea that had its roots in his BMX racing days, when Carl says he wanted to have a bike with a chrome frame. "I started digging into it," he adds, "and found out that it would actually be cheaper to have everything chromed than to have it painted."

Five years into this build, Carl says, "I've been riding the bike for about three years now, but it's really never done."

—Tripper





"I said, AND RIDING WHILE HEARING-IMPAIRED."

Comin' At Ya



The super awesome October issue of *Easyriders* (No. 520) offers coverage of America's oldest motorcycle rally, the 93rd running of LACONIA! We'll also cross the pond for the mighty Milan Motorcycle Show.

We'll showcase custom bikes such as Jeremy Valentine's Joker shovel, Ken MacDonald's 1948 pan, Jeff Smith's Tried and True chop, Jon Shipley's Hoosier Daddy bobber, and a badass Evo from Dozer Cycle.

All this plus another classic David Mann painting, some warped biker fiction, a couple of belly-busters and a cavalcade of curvy cuties in our annual Unswimsuit Special of the very Best Babes who ever hugged a Harley. You'll get more boobs for your buck in the October issue of *Easyriders*.

On sale August 9



The October issue of *V-Twin* (No. 186) 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 August 9

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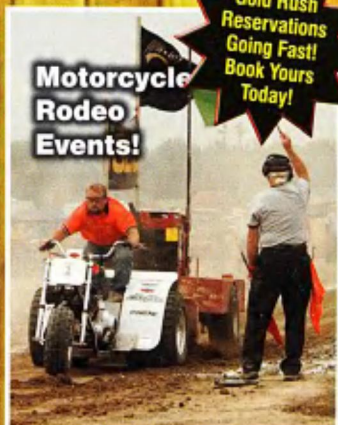
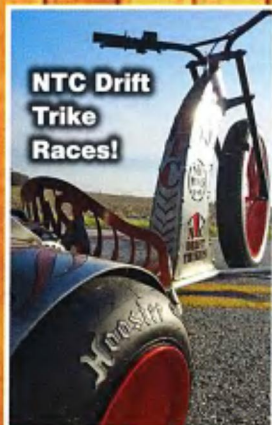
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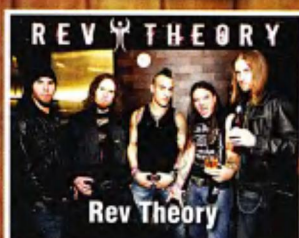
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