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God's Guarantee!

Apparently there are hundreds of Christian churches that are offering "money-back guarantees" these days if you tithe 10% or more of your income for 90 days but then feel that God has blessed you "insufficiently." The South Carolina church NewSpring instituted such a program in the 1990s and has claimed that, of 7,000 recent pledgers, "fewer than 20" expressed dissatisfaction with the Lord. Advocates cite the Bible's Book of Malachi, quoting God himself (according to Christianity Today): "Test me in this." "Bring the whole tithe into the storehouse" and "see if I will not pour out so much blessing" that "there will not be room enough to store it."

Frankenquack

A leading Chinese orthopedic surgeon continues to believe that "full-body" transplants will be the next big thing in medicine, despite worldwide skepticism about both the science and the ethics. The plan for Dr. Ren Xiaoping of Harbin Medical University calls for removing both heads (the deceased donor's and the live recipient's), connecting the blood vessels, stabilizing the new neck, and bathing spinal-cord nerve endings chemically so they will connect. Hell, Frankenstein did all that years ago.

Too Cool

In June, District Attorney Jerry Jones in Monroe, Louisiana, dropped drug and gun charges against college football players Cam Robinson and Hootie Jones, declaring that the main reason for his decision is that, "I refuse to ruin the lives of two young men who have spent their adolescence and teenage years working and sweating while we were all in the air conditioning." Cool.

Doorbell Disaster

Insurance agent John Wright filed a lawsuit in Will County, Illinois, in June

over teenagers playing "Ding Dong Ditch," in which kids ring a doorbell but run away before the resident answers. The lawsuit claims that bellringer Brennan Papp, 14, caused Wright "severe emotional distress, anxiety, and weight loss," resulting in at least \$30,000 of lost income.

Purrfect Plan

A team of researchers is following about 30 cats, recording their moves and sounds, to somehow learn whether housecats have dialects in their meows and alter other patterns of stress and intonation when they "speak" to other cats or to humans. In explaining the project, linguist Robert Eklund (of Sweden's Linköping University) personally sounded out "a pretty wide range of meows to illustrate his points," wrote a New York magazine interviewer in April. Eklund is already an expert on feline purring even though he is allergic to cats.

Crank It Up!

Nelson Hidalgo, 47, was arrested in New York City in June and charged with criminal negligence and other crimes for parking his van near Citi Field during a Mets game and drawing players' complaints when he ramped up the van's 80-speaker sound system. "I know it's illegal, but it's the weekend," said Hidalgo. "I usually just get a ticket."

I Am Not Takin' A Piss (Brit slang for "I'm not kidding!")

Brigham Young University professor Jason Hansen apologized in May after coaxing a student to drink a small vial of his urine in class. The physiology session was on kidney function, and Hansen thought the stunt would call attention to urine's unique properties. He confessed later that the "urine" was just food coloring with vinegar added; that he had used the stunt in previous classes; and that he usually admits the

ruse at the next class session. Nonetheless, Hansen's department chair suggested that he piss off.

Blowjob Burglar

A Tennessee sex worker named Jonisia Morris, 25, was recently charged with robbing her client by (according to the police report) removing the man's wallet from his trousers while he received oral sex seated in his car. She extracted his debit card, and returned the wallet to his pocket without his noticing.

An Ironical Death

Australian lawyer William Ray was killed recently when he was thrown from his all-terrain "quad bike" in rural Victoria state and pinned underneath. Ray had come to prominence by representing Honda as the company balked at mandatory installation of anti-roll bars on quad bikes.

Instant Learning

What if becoming a pilot was as simple as putting on a cap?

That's the question posed at the beginning of a video from HRL Laboratories, a company attempting to develop Matrix-style brain uploading using electrical brain stimulation techniques.

In their latest study, researchers successfully used a technique called transcranial direct current stimulation, or TDCS, to "transfer" brain activity from expert pilots to beginners. If their results, published in the latest issue of the journal *Frontiers in Human Neuroscience*, are any indication, it looks like we're all on the way to becoming like Neo. I'd like an instant kung fu download, please.

Stupid Quote of the Month

"Is this chicken, what I have, or is this fish? I know it's tuna, but it says 'Chicken by the Sea.'"

—Jessica Simpson



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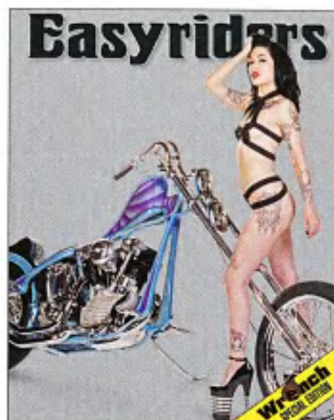
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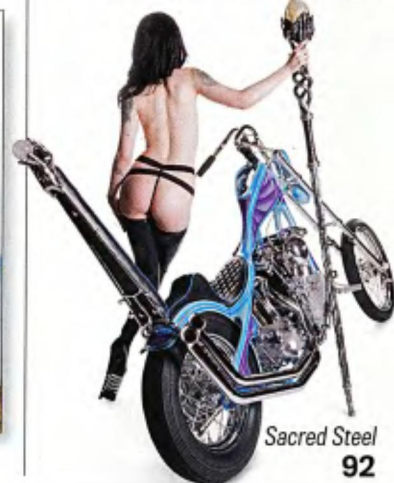


ON THE COVER: Ashlee Arson with Jason Wilson's Discovery Channel *Sacred Steel* Knuck shot by Ben Zales.

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 October 11, 2016.



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Gravesend Cycles Copper Chopper

BAD KARMA

They call him Copper Mike for a reason. He hammers out intricate designs in 16-gauge sheets of the metal then blends them into his choppers. He calls his Lindenhurst, New York, shop Gravesend Cycles, not because of any scary location, but in homage to his original hometown of Gravesend, a neighborhood in Brooklyn.

Speaking of names, Copper Mike tells us, "We call this 1971 shovelhead Bad Karma which is all about killin', stealin', and sexual misconduct because we've got a little bit of that going on with the bike." It all started when Ralph Grima came in asking for something different than the bobbers Mike usually builds. He wanted a long chopper style with an original vintage Harley motor. So the plan included a Paughco rigid frame into which the beefed-up 10:1 compression Dellorto carburetor '71 shovelhead was matched to an Ultima tranny.





Then Copper Mike handcrafted the oil tank from copper, engraving a spider on one side and a fly on the other as in the old children's rhyme, "Will you walk into my parlour?" said the Spider to the Fly. So that artwork relates to the "killin'" part of Bad Karma. Mike's engraving skills were self-taught as were the tools he also made. Moving onto the gas tank side panels, the image is of a skeleton holding a revolver in one hand, the Gravesend Cycles logo in the other.

Copper Mike handcrafted the oil tank from copper, engraving a spider on one side, and a fly on the other.

Mike spent 40 hours creating the images just for the first side, repeating the images on the other panel as well. Other copper components include plated pieces on the springer front end, the exhaust tips, fender struts, and seat pan, which Mike upholstered. More leather inserts with rose engraved endcaps are found on the grips, which also feature brass accents, another metal Mike works with. Additional cool touches include special industrial level braiding by Mikey Knots for the footpegs, grips, and spark plug wires.



You might notice the abundance of real copper pennies machined into various parts of the bike. Looking closely, they're all engraved with skeletons and all minted in 1971 to match the bike. "So the pennies relate to the stealin' part of the Bad Karma name," Mike relates, "while the engraving on the battery box shows two boots facing opposite directions that represent sexual misconduct."

Summing it up, Mike says, "It was pretty cool when Ralph first got on the bike and just rode away like he'd owned it for a long time. Now he says he's stopped by people wherever he goes." About to celebrate their 10th anniversary, Gravesend Cycle's Copper Mike has established a truly copperclad signature style and definitely earned the name. —Paul Garson



Owner: Ralph Grima
City: Lindenhurst, New York

GENERAL

Designer: Copper Mike,
Gravesend Cycles

Year/make: 1971 shovelhead

Model: copper chopper

Assembly: Gravesend Cycles,
Terence, Angelo, Anthony Chif,
Miami Dave

Time: one year

Plating/Chroming: Gravesend Cycles

ENGINE

Year/make: 1971 Harley-Davidson

Model: shovelhead

Displacement: 74 cu. in.

Cam: Harley-Davidson

Ignition: Dyna

Pistons: Harley-Davidson

Heads: Harley-Davidson

Lifters: Harley-Davidson

Carb(s): Del Orto

Pipes: Gravesend Cycles

TRANSMISSION

Year/make: 1971 Harley-Davidson

Shifting: foot

PAINT

Painter: Caesar

Type/color: black, cherry, copper

FRAME

Builder: Paughco

Rake: enough

Stretch: yeah

Shocks: rigid

ACCESSORIES

Bars: Gravesend

Fender: split and widened

Headlight: swap meet

Taillight: watch for it

Electrics: Gravesend

Gas tank: Copper Mike

Oil tank: Copper Mike

Oil system: Ultima

Seat: Copper Mike

Pegs: JCW

Grips: Mickey Knots

FORKS

Type: Paughco

Extension: extensive

Builder: Paughco, Gravesend

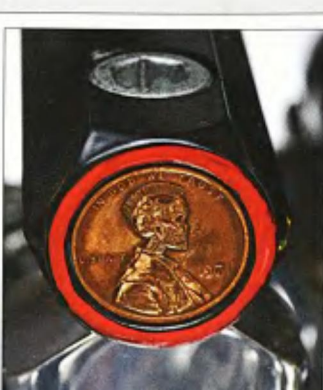
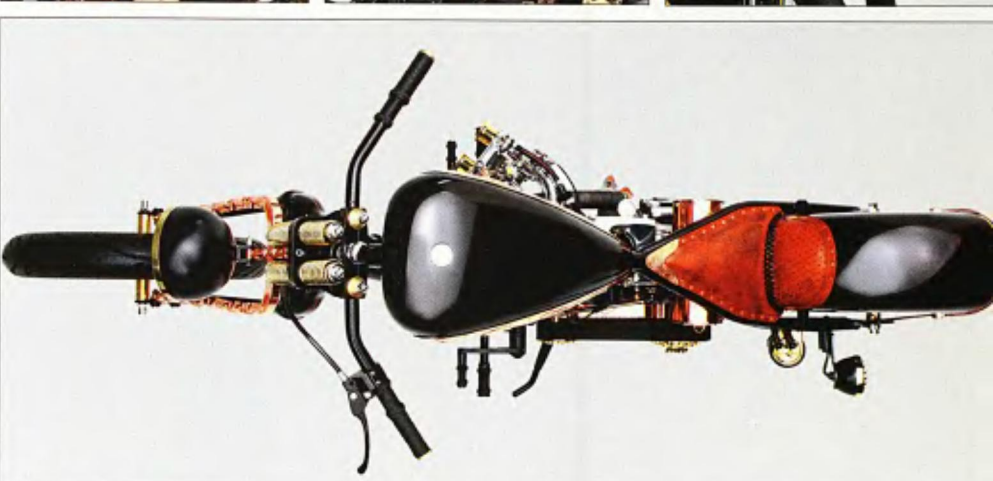
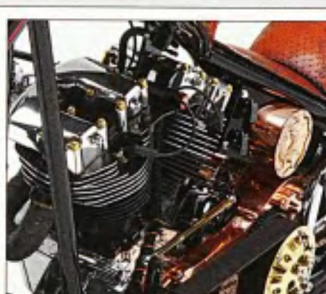
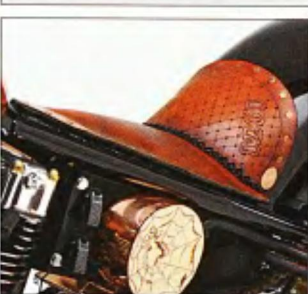
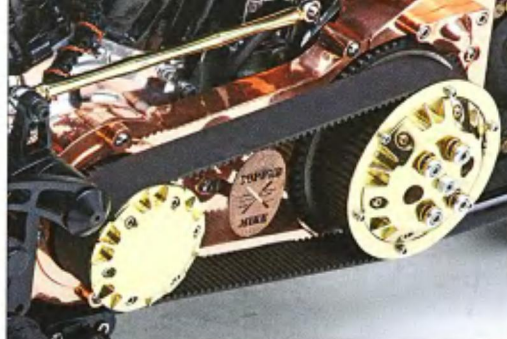
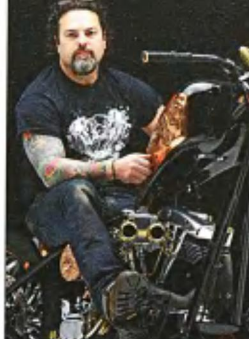
WHEELS

Size: 21-inch front, 18-inch rear

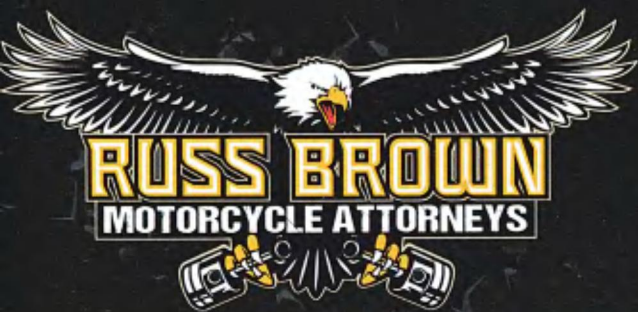
Wheels: Pickard front,
Harley-Davidson rear

Tires: Avon

Brake: PM rear



Photos: Dino Petrocelli
Contact: Gravesend Cycles, Inc.
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Thank you, Rick Rademacher

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FED'S ATTEMPTS TO SEIZE "COLORS" REVIVED

In an apparent attempt to bleed targeted motorcycle club's resources, federal prosecutors have filed an appeal of the 9th Circuit dismissal of the government's case, where they tried to seize the trademarks and logos of the Mongol Nation. In the original decision in favor of the club's first amendment rights, the Justice Department was ordered to pay \$253,206 in legal fees to the attorneys who challenged it.

On July 11, prosecutors filed an appeal, claiming that "a select group of the gang, so-called 'full-patched' members," had obtained federal trademark protection for "two marks used by the gang to identify members and to terrorize enemies." The filing called the Mongols' registration "an audacious, novel move."

The original case dates back to 2008, when then-U.S. Attorney Thomas O'Brien in his own novel move tried to seize the Mongols trademarks, saying that "If the court grants our request... then if any law enforcement officer sees a Mongol wearing his patch, he will be authorized to stop that gang member and literally take the jacket right off his back." That attempt failed, as outlined above.

In a related case, a Michigan federal judge, U.S. District Judge Robert H. Cleland, issued an order claiming that another club, the Devils Diciples, trademarks were subject to forfeiture following conviction of three members in Detroit of charges of racketeering, perjury and obstruction. The club has temporarily shut down its website devilsdiciples.org, saying "...because the Department of Justice has felt it necessary to include us in their witch hunt, we have to be careful what we

do and show. So until we beat them in court, we are going dark. But...we will always be here. DFFD!"

WACO ATTORNEYS: REMOVE DISTRICT ATTORNEY

Two of the defendants in the Waco, Texas, shooting trial, Christopher Eaton and Owen Bartlett, have filed suit to have District Attorney Abel Reyna removed from the case, citing financial conflict of interest. Reyna has been named as a defendant, along with two officers and a Texas Department of Public Safety officer in a civil suits involving 15 other bikers alleging unlawful arrest and due-process violations.

Attorneys allege Reyna has a financial incentive to pursue cases against the bikers, arguing that Reyna is pressing a flawed prosecution because he's personally named in a civil lawsuit filed by the bikers. They are calling for a special prosecutor to handle the cases.

Sources: KWTX-TV, Waco Tribune-Herald, Associated Press

QUOTE OF THE MONTH

*"Hope:
it is the only thing stronger
than fear.
A little hope can be
effective.
A lot of hope can be
dangerous.
A spark is fine,
as long as it's contained."*

—PRESIDENT SNOW,
THE HUNGER GAMES

CAPTAIN AMERICA MOTORCYCLE BUILDER CLIFF VAUGHS DIES AT 79

Cliff Vaughns was a photographer and journalist when he met Peter Fonda at a news interview. As luck would have it, Fonda was looking for someone to build bikes for the movie *Easy Rider*, and Cliff, who was good friends with motorcycle shop owner Ben Hardy, struck a deal to purchase a few cop bikes and customize them. They went on to design the Captain America and Billy bikes—which are now part of motorcycling history.

Cliff dropped off the radar shortly after the movie and ended up on a sailboat in the Caribbean, then as a tourist guide in Florida. Finally, he became a resident of a veteran's home in San Diego. It has been said that when one of the supposed Captain America bikes went for auction Cliff immediately denounced it as a fake, saving an unwary bidder \$1.4 million. Peter Fonda went on to acknowledge Cliff's contribution to the making of the film that led to greater respect of the motorcycle chopper culture.

Cliff Vaughns died July 2, and the custom motorcycle world owes him a debt of gratitude.

Source: Hemmings Motor News

LANE SPLITTING CODIFIED IN CALIFORNIA

In this column we have talked about lane splitting in California and various attempts by the legislature to regulate the practice. On August 1, 2016, the

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Digital Imaging: Smash Studio, Inc.

Photographers: Billy Tinnely, Sr. Photographer

Michael Lichter • Don Rogers • Mike Chase
John Covington • Dino Petrocelli • Michael Farabaugh
Brad Patton

Contributors: Paul Garson • Joe Kress • Jeff Moore
Z. Jakl

Advertising

818-889-8740 • Fax 818-889-5214

Director of Advertising: Tammy Porter

Advertising Executive: Joe Russo

Advertising Executive: Isidro Romero

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In-House Advertising: Gil Luna

Circulation

Newsstand Director: Tony DiBisceglie

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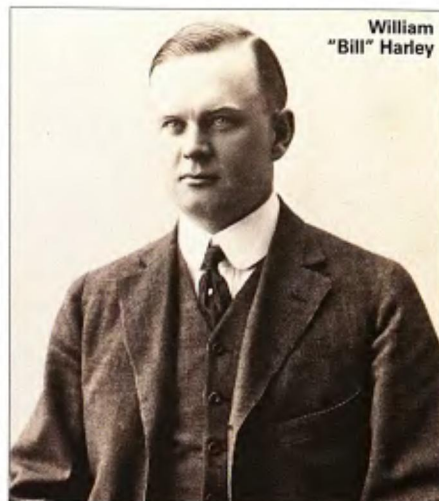
California State Senate passed AB 51 on a 38-0 vote. Now it will go back to the Assembly for concurrence. We were very concerned by the bill because early versions imposed additional restrictions on motorcyclists, including fixed speeds and lanes of travel available for the practice, and generally regulating something that had been a rare area of freedom in our otherwise overly restrictive nanny state.

Fortunately, the final bill did none of these things. It only authorizes the DMV, Department of Transportation (DOT), The Office of Traffic Safety (OTS) and "a motorcycle organization focused on motorcyclist safety," to issue non-binding "guidelines" in an advisory capacity only of what is considered safe, and to encourage these safe practices. There are many other motorcyclist organizations that would like to enact legislation in their respective states, which would open up lane splitting outside California (the only state that allows it). To this end, we are happy to support this new law, as long as they don't use it to create further restrictions on motorcyclist freedom down the road. So here is a cautious thumbs up, with a hope that the legislation helps increase our fellow bikers in other states freedom and safety, as this is what numerous studies have found: Legal lane splitting is safer for motorcyclists.

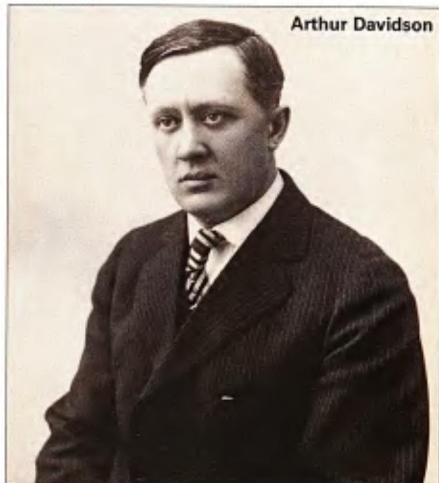
HARLEY AND THE DAVIDSONS

A new miniseries has been announced, with the focus on the early days of the Harley-Davidson motor company. Starring Michiel Huisman (*Game of Thrones*) as Walter Davidson, Robert Aramayo, (*Game of Thrones*) as William "Bill" Harley, and Bug Hall (*The Little Rascals*) as Arthur Davidson, the show chronicles the company in the early 20th century.

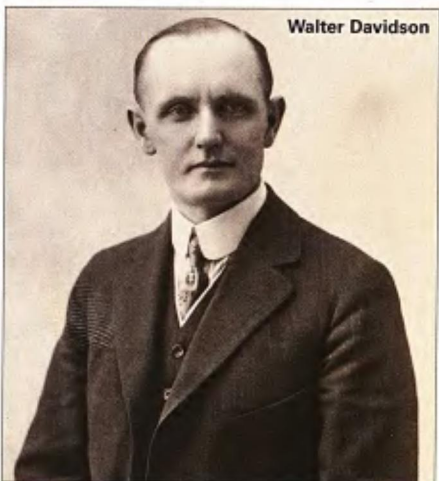
Harley-Davidson opened its archives, giving the producers historical information in order to form the characters, however, the company has no financial stake in the series.



William
"Bill" Harley



Arthur Davidson



Walter Davidson

Images: Harley-Davidson

The bikes in the series were all made from scratch, based on information supplied from the historical treasure trove the company has amassed. The show airs in three, 2-hour blocks, September 5-7 on the Discovery network.



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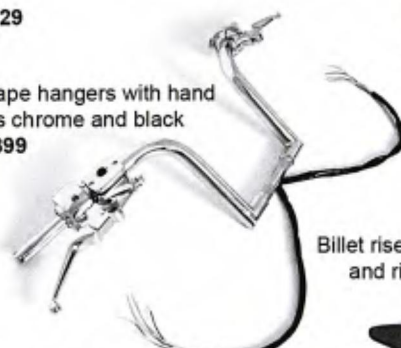
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KREEM gas tank prep kit \$38.99



Side-mount tag brackets from \$99

That rigid look has full rear suspension thanks to
a Model A Ford leaf spring.



Bare Metal Beauty

Tim Dixon's Crafty Pan

Tim Dixon's put together a number of bikes for the Artistry In Iron bike shows, more often than not coming up short behind some wild paint jobs grabbing the attention. "So right off the bat for this one," he says, "I decided I wasn't going to let that happen again. I wouldn't paint this bike at all. I'd leave it completely in bare metal and just showcase the craftsmanship."



The project started with a complete 1959 Harley panhead, a bike picked up from a local guy near Tim's Tennessee workshop. As it turned out, all he ended up keeping from that '59 was its engine and transmission. Everything else was sold off and replaced with something new, beginning with the frame. Totally designed and built by Tim, there's a fully functional rear suspension to this rigid-look bike, a system incorporating a re-arched Model A Ford leaf spring neatly curving up over the rear fender.

And up front there's more Model A, this time it's sections of that vintage car's I-beam axle coupled with a custom triple-clamp and a pair of custom designed reverse-compression shocks.

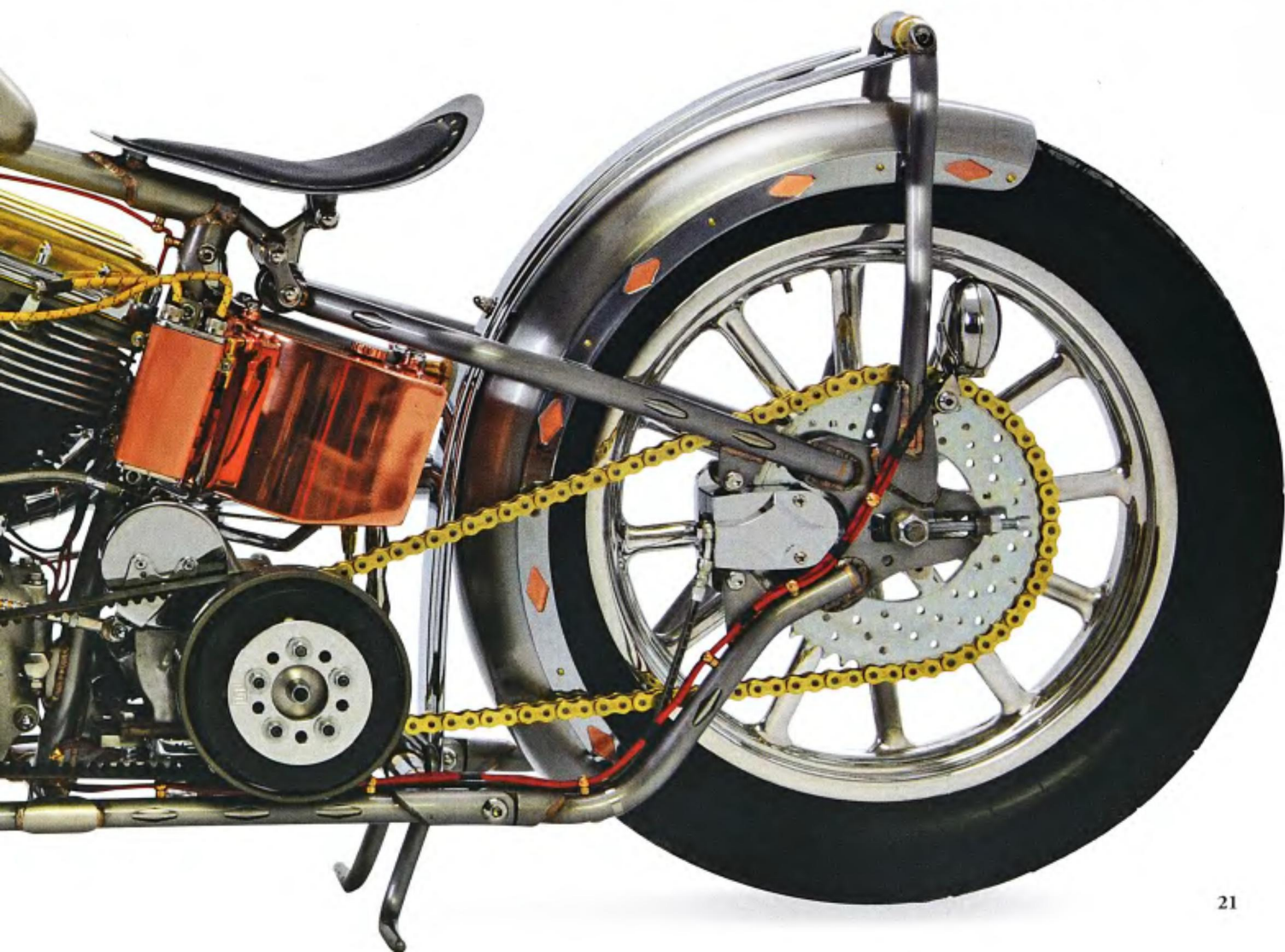
Take a close look at the frame tubes. See those little diamond cut outs? Every bit of the frame Tim built is tube-within-tube. There's an outer covering over the main polished stainless structure beneath. How's that for craftsmanship? And Tim made the gas tank, the oil tank, and everything else in 16 weeks. Tim also used some unexpected materials.





Notice the hand grips and footpegs? That's all copper, a diamond-textured backplash material that you might find in a high-end kitchen remodel. Here it's been rolled into shape and TIG welded. And look at the machined detail and brass accents on the linkage for the brakes and shifter. While you're at it, take a peek at the arch of the rear fender and the diamond-detail there—more copper, with brass rivets and stainless trim. That copper and brass extends into the engine detail, too, from the pan tops to the air cleaner cover, pushrod tubes, the oil tank, and elsewhere.

All of this hasn't gone unnoticed on the show circuit. The bike's been a big winner at the Easyriders Bike Shows. "With this bike," he says, "I wanted to come up with something, actually a lot of somethings, that had never been done before. Let those show judges see that there's more to a custom bike than paint." —Joe Kress



Owner: Gas Axe Chop Shop
City: Ten Mile, Tennessee

GENERAL

Designer: Tim Dixon & BT Smith
Fabrication: Gas Axe Chop Shop
Year/make: 2014 Custom
Assembly: Tim Dixon & BT Smith
Time: 2,000 hours
Chroming: Atlantic Coast Plating

ENGINE

Year/make: 1959 Harley-Davidson
Rebuilder: The Convict
Displacement: 74 cu. In.
Ignition: Harley-Davidson
Cam: Andrews
Carb: S&S

Air cleaner: Gas Axe Chop Shop
Pipes: Gas Axe Chop Shop

TRANSMISSION

Year/make: 1959 Harley-Davidson
Shifting: 4-speed

PAINT

Painter: Flamin' Freddy Smith
Type/color: PPG/clear

FRAME

Year/make: 2014 Gas Axe Chop Shop
Type: rigid
Rake: 30 degrees
Stretch: 2 inches
Shocks: Gas Axe Custom

ACCESSORIES

Bars: Gas Axe Chop Shop
Handlebar controls: Gas Axe Chop Shop
Fenders: Lowbrow
Headlight: Lowbrow
Taillight: swap meet special
Speedo: none
Pegs: Gas Axe Chop Shop
Foot controls: Gas Axe Chop Shop
Gas tank: Gas Axe Chop Shop
Oil tank: Gas Axe Chop Shop
Seat: Angie Dixon
Mirrors: Lowbrow
Grips: Gas Axe Chop Shop

FRONT END

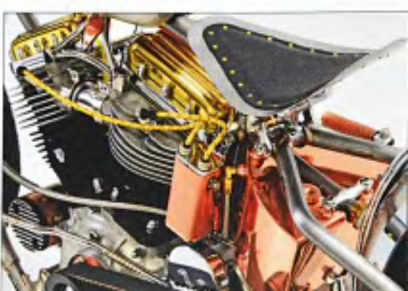
Type: Model A Ford,
Gas Axe Chop Shop
Builder: Henry Ford

WHEELS

Make: Halibrand magnesium
Size: 18-inch
Tires: Avon
Brakes: KC International
Photos: Michael Farabaugh



(Left to right) BT Smith,
Tim Dixon, and Richard Monroe.





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KURYAKYN'S FAIRING-MOUNTED SCYTHE MIRRORS

Improve the look of your Harley-Davidson

bagger mirrors without sacrificing function. Fairing Mounted Scythe Mirrors feature a sleek and streamlined profile to let you slice through the wind in style. A machined stainless steel ball and nylon socket provide smooth pivoting for easy adjustability and precise, firm positioning. The distinct knife-shaped mirror heads are cast from A380 aluminum and measure 6 inches wide by 2 1/4 inches tall. Fairing Mounted Scythe Mirrors are a direct bolt-on replacement for 2014-2016 Street Glides, and also come with a drill template for installation on 2014-2016 Electra Glides and Tri Glides. For more info, go to kuryakyn.com



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Replace the boring stock grips on your Harley-Davidson bagger or touring bike with any of the high-quality, custom grips offered by

Covingtons Customs. Choose from a wide selection of dimpled grips offering options for cable and fly-by-wire throttle systems. Grips are available in chrome or black and fit all bikes with 1-inch handlebars. Get the quality custom look you've been searching for with a grip that promises all-day comfort on the road. No extra parts needed.

For more info, check out covingtonscustoms.com



BARNETT COMPLETE SCORPION CLUTCH ASSEMBLIES

The new Scorpion Complete Clutch

Assemblies for 2007-2016 Harley-Davidson big twins includes your choice of a Scorpion low-profile lock-up clutch or non-lock-up clutch and new bolt-on billet clutch basket. Superior in quality and durability compared to the stock basket, this basket simply bolts on to your existing ring/primary gear. With the durability of the CNC precision-machined billet basket and the proven performance of the Scorpion high HP/TQ capacity clutch, this is the ultimate clutch assembly for your big twin! These kits come assembled with the bearing included and installed. Hydraulic versions are also available. This product is made in-house and in the USA. To order, contact your dealer or visit barnettclutches.com



MUSTANG VISION OF COMFORT SEAT

On its new one-piece Vision of Comfort

touring seat, Mustang has widened the bucket radius of both the front and rear seating areas while slightly lowering them as well. Not only does Mustang's more comfortable design let the driver sit back into the 17.5-inch wide seat, but the front nose area has been designed slightly lower to eliminate that crowded feeling. The passenger is fully supported in a 15.5-inch wide bucket that is contoured for comfort. Mustang incorporated heating components for high/low dual control by driver and passenger. The new seat fits all Victory Vision 2008-2016 models and features detailed stitching accents to further enhance the Vision's striking lines. For more information, visit mustangseats.com



NAMZ AND BADLAND ILLUMINATOR SIGNAL MODULE FOR VICTORY MOTORCYCLES

Badlands Illuminator module that converts rear turn signals into running lights, brake lights, and turn signals for added visibility and safety. You will need to swap out the stock rear amber turn signals with red versions, but they have you covered there as well. Available for Cross Country and Magnum models, these plug-n-play turn signals are available in black or chrome finish. NAMZ/Badlands products are available through Drag Specialties, Parts Unlimited, Tucker

Rocky, Mid USA, J&P Cycles, V-Twin, Parts Canada, Motovan, Les Importations Thibault, Parts Europe, Custom Chrome Europe, Motorcycle Storehouse, W&W, Zodiac, Rolles Speed Shop, Wildrider International Pty Ltd or directly from their website at namzccp.com



BIG BIKE PARTS SHORT SPIRAL ANTENNA

This Short Spiral Antenna from Big Bike Parts is a great replacement for those long stock OEM whips that do not work with covers, get in the way of low overhead garage doors, and are just a nuisance. This 7 1/2-inch tall antenna is easily installed as a direct replacement for Can-Am RT, Victory, and Harley AM/FM antennas. It includes a new grommet for the Can-Am RT that will stay put and complete the installation. Includes removable M6-1.0 threaded screw to mount on any model needed. More info at bigbikeparts.com



HAMMERHEAD LOVE JUGS FOR INDIANS

Hammerhead Engineering now has the Love Jugs Cool-Master engine cooling system for Indian motorcycles. Love Jugs' patented Cool-Master for the Harley-Davidson motorcycle has been around for a while, and given the success in cooling Harley's V-Twin engines, Hammerhead is now making their amazing product available for the Indian. The Cool-Master system is made of stainless steel and polished to a high chrome look without the challenges of chrome. It also comes in powdercoated flat black and gloss black. Love Jugs Cool Masters are available at Love Jugs authorized dealers and on the company website: love-jugs.com

Flying Under The Radar

Michael Schumacher's '46 Bobber





Consider this a perfect example of what happens when old and new come together to form something that is not only aesthetically pleasing and nostalgic, but also a kick in the pants in terms of functionality. In other words, it's an old bike infused with modern technology to make it one helluva fun ride.

Its owner, Michael Schumacher, is a fairly well-known personality in the Phoenix area and "likes to fly under the radar," as bike builder Kerry Haynes puts it. He's also been bringing bikes to Kerry for a while now, and Kerry, together with his neighbor, put this beauty together. We can see why Michael keeps coming back. "I've known Michael for quite a while and taken care of his motorcycles," says Kerry. "He's an avid motocross racer, semi-pro, got out of that and got into street bikes. We've done a Kawasaki H2 and a couple of shovelheads for him. He likes the older stuff."

One day Michael bought a '46 knucklehead that was pretty much all original. But Michael is not one to leave things stock for long.





It's a very unusual motorcycle and draws a crowd wherever it goes.





One day Michael bought a 1946 knucklehead that was pretty much all original and stock. But Michael is not one to leave things stock for very long. So this became a two-year project. "The frame, the tranny, the engine, and the front end are still all original '46 and from the same bike, everything else is pretty much stuff that we fabricated," says Kerry, adding that, "while stock, both the tranny and engine were gone through, and we stripped the frame and stretched it by two inches, then we powdercoated it."

Kerry has a well-equipped home shop in his garage, but he also has a neighbor whom he considers one of the most meticulous and talented machinists he knows. "Kurt Wohldman is a pilot for a major airline, but in his spare time he likes to machine some things and work on bikes," Kerry tells us.

Owner: Michael Schumacher

City: Scottsdale, Arizona

GENERAL

Fabrication: Kerry Haynes

Year/make: 1946 Harley-Davidson

Model: custom

Assembly: Kerry Haynes

Time: 2 years

ENGINE

Year/make: 1946 Harley-Davidson

Model: knucklehead

Rebuilder: Kerry Haynes

Ignition: magneto

Displacement: 74 cubic inches

Lower end: Harley-Davidson

Balancing: Harley-Davidson

Pistons: Harley-Davidson

Heads: Harley-Davidson

Cam: Harley-Davidson

Lifters: Harley-Davidson

Carb(s): Harley-Davidson

Air Cleaner: Harley-Davidson

Pipes: custom

TRANSMISSION

Year/make: 1946 Harley-Davidson

Shifting: 4-speed

PAINT

Painter: Kerry Haynes

Type/color: wet/black

FRAME

Year/builder: 1946 Kerry Haynes

Type: rigid

Rake: 30 degrees

Stretch: 2 inches

Shocks: none

ACCESSORIES

Bars: custom

Fender(s): custom

Headlight: custom

Taillight: custom LED

Electrics: some

Gas tank: custom

Oil tank: custom

Oil system: yes

Seat: custom

Grips: Harley-Davidson

FORKS

Type: springer

Builder: Harley-Davidson

WHEELS

Size: 21-inch front, 18-inch rear

Hub: Akront

Tires: Avon Roadmasters

Brake: ISR front, sprotor rear

"I did mostly the sheet metal, like the rear fender with the built-in LED tail and brake light," Kerry says, "while Kurt machined things like the forward controls and all those things you need a CNC machine for." They also made the seat and installed a small air bag for cushioning the rigid ride a bit.

Once the bike was finished, Michael picked it up and was thrilled with the outcome.

"It's a very unusual motorcycle and draws a crowd wherever it goes," says Kerry about this aesthetically pleasing, nostalgic masterpiece.

—Tripper

This month's *Easyriders* girl is Emmy Elle from Arizona. Who was more than giddy to get sloppy and under the radar all over Michael's pristine sled.

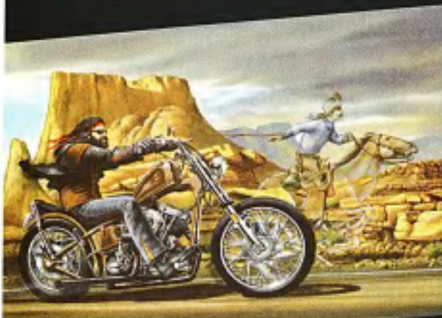


Photos: John Covington
Model: Emmy Elle





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Passin' Gas

An 85-year-old man went to the doctor to get a sperm count to test for cancer. The sawbones gave the man a jar and said, "Take this jar home and bring me back a sperm sample tomorrow."

The next day the old timer came back to the doc and handed him the jar, which was as clean and empty as the day before. The doc asked what happened and the man explained, "Well doc, it's like this: First I tried my right hand, nothing. Then I tried my left hand, still nothing. Then I asked my wife for help. She tried with her right hand, then her left hand, then her mouth—first with her teeth in, then with her teeth out, still nothing. Then we called the neighbor lady, and she came over and tried with both hands, her armpit, even between her legs, but still nothing."

"Wait a minute." The surprised sawbones asked, "You asked your neighbor?"

The old timer replied, "Yep, and none of us could get the fucking jar open!"

*Tim Cook
Crescent City, Calif.*

What's the surest sign that a biker is in love? He divorces his old lady.

*Tom Ripple
Corcoran, Calif.*

Clean Dean was sunbathing at the local nude beach. To keep his cock from getting sunburned he put his hat over it. An old gal walked past him and said snidely, "You know, if you were a gentleman you'd lift your hat."

He raised his head, squinted at her and said, "If you weren't so ugly it'd lift itself!"

*Rocky Myerson
W. Palm Beach, Fla.*

Mrs. Mongo was in a coma and had been for months. One day, while the nurses were in her room giving her a sponge bath, they noticed there was a slight response in her monitor whenever they touched her vagina. When Mongo came to visit, they explained what happened, telling him, "As crazy as this sounds, maybe a little oral sex will bring her out of the coma."

"Aw hell," Mongo cried, "I love her so much, I'll try anything!"

They closed the curtains for privacy and left the couple alone. After a minute, the monitor alarm sounded. They rushed in to find the monitor totally flat-lined, no heart beat, nothing. A nurse shouted to Mongo, "What happened?!"

The panicked Mongo exclaimed, "I don't know, nurse, I think she choked!"

*Lee Dancer
Taylor, Mich.*

Crusty and Dusty were knocking back some cold ones at the titty bar and watching the hardbellies dance, when Crusty blurted out, "You know, dammit, I should put in a stripper pole at my house. The old lady's been getting pretty sloppy lately."

"Yeah, you could do that," Dusty counseled wisely, "or you could just flip her over and use the other hole."

Dusty sputtered, "What, and get her pregnant?!"
*Jason Ludba
Prince Albert, Canada*

What's the best thing about dating a homeless chick?

You know she's gonna swallow!
*Burt Whitcomb
Palmdale, Calif.*

The biker dictionary describes erectile dysfunction as Nature's way of saying, "no hard feelings."

*Paul Brown
Crescent City, Calif.*

A frumpy old office chick went to her supervisor and said, "Well, since every woman in the company is suing you for sexual harassment, then I've decided to sue you too."

"What?!" bellowed the supervisor, "I never even said anything to you!"

"I know." The chick retorted, "I'm suing you for discrimination."

*Gary Lowery
Long Beach, Calif.*

Three biker wives were drinking and talking about their sex lives. The first one said, "I call my old man the dentist because nobody can drill like he does!"

The second one giggled and said, "I call my husband the miner because of the size of his shaft!"

The third one kept quiet until prodded by the other two. She finally answered, "Well, I guess I call my old man the mailman because he always delivers late, and half the time it's in the wrong box!"

*Kurt Messner
Verona, Wisconsin*

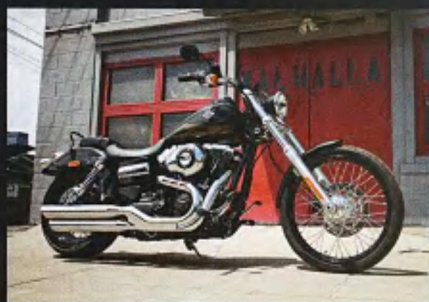
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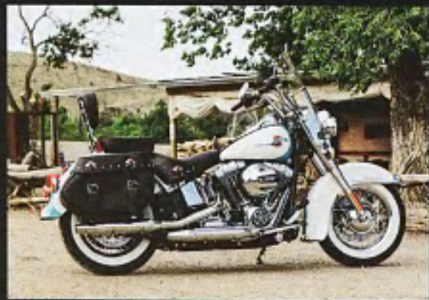
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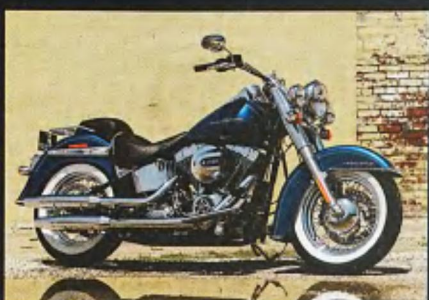


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Hollister Independence Rally



"Welcome Riders," the Geico-sponsored banner across Hollister's main drag, San Benito Ave., proclaimed. Right underneath it, as if staged, a rider on his Street Glide was getting a ticket from a beamer-riding cop who cruised up and down those four downtown blocks in search of prey all weekend long.

But then, why should the Hollister Rally be any different than just about every other biker rally across America these days? If you can't get rid of them, you might as well fleece them, seems to be the motto everywhere.

Touted as the event that "gave rise to the American Biker" back in 1947, the Hollister Independence Rally (because it happens on or around the 4th of July each year) packs tens of thousands of those folks it allegedly spawned like sardines into its downtown area and tries its best to keep them simmering there for the weekend.



The formula has pretty much been the same for years, now: bikes lined up along and in the middle of San Benito Ave., riders profiling on their bikes on what's left over of the asphalt of said main drag, tons and tons of vendors on the side streets, a couple of beer gardens with stages featuring mainly tribute bands performing all day long, and two infamous old-time bars, Johnny's and the Whiskey Creek Saloon, overflowing with mostly out-of-towners seeking that special Hollister thrill.

It wasn't that much different this year, except it was. For one thing, this was the third year in a row with a new promoter (Roadshows, Inc. out of Reno, Nevada, had the honors this time), and as often happens when it's the first time, not everything went as planned. On Friday, for instance, all the beer gardens remained empty almost all day, yet the bands, having signed contracts, played while the potential audiences were locked out. Something about liquor license problems, apparently.

Saturday more than made up for that faux pas, though, as all beer gardens were jammed pretty much all day long, especially the Harley-Davidson main stage behind the Vault, which featured an all-female Mötley Crüe early during the day and then Caravanserai, a Santana



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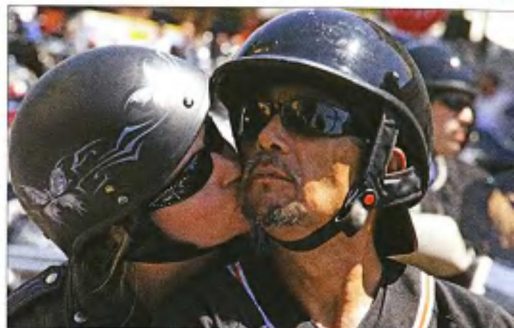
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tribute band, for the rest of the afternoon. Other beer gardens featured the all-female Led Zeppelin tribute band, Zepparella, Journey Revisited, and Southern rockers Savannah Blue, just to mention a few.

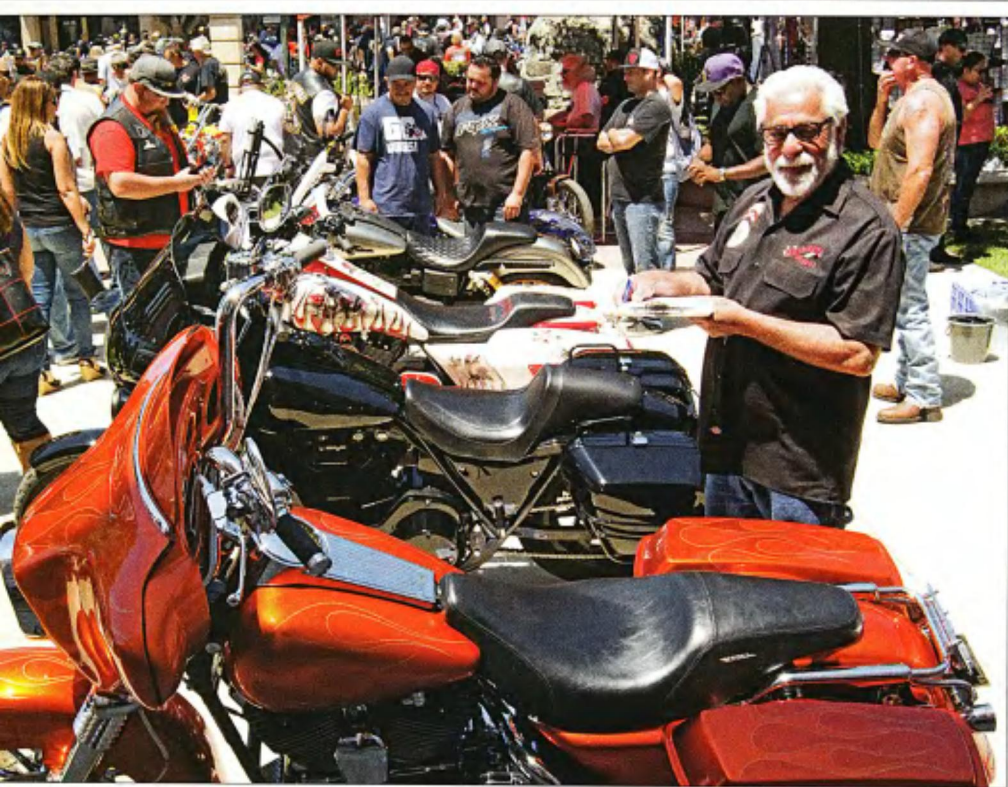
This year also featured not one, but two custom bike shows, both in front of Veteran's Hall. Friday's show was Denver's Choppers' old-school-themed shindig with lots of very cool custom bikes of the sort you used to see in this rag, like Jerry DeMille's panhead that he originally built back in '63, or Bret Hatt's amazingly cool '47 Double-Knuckle. The list of awesome old iron goes on, but Best of Show, after what must have been

some agonizing decision making for the judges, Mondo Porras and Les Covington, went to Dalton Walker for the flawless '51 Triumph he displayed in a Munsteresque car specially built for the bike. Heck, even the awards, painstakingly hand-made by Les, were awesome.

Saturday's Corbin bike show (judged by Mondo and Les as well) also saw a lot of cool bikes, but mostly of the more modern variety, such as big wheel baggers, quite a few Cholo-style bikes, and asphalt pounding prostreeters, like Fred Parker's 155-cubic-inch R&R monster, which incidentally won that Best of Show award.







Aside from the bike shows and the people watching, there was a Slow Bike Race as well as shows by Monte Perlin's Globe of Death and Straight Up, a stunt riding team from nearby San Jose. Those boys sure know how to tear it up as they put their Harleys through their paces and burned so much rubber, you thought all of downtown Hollister was on fire.

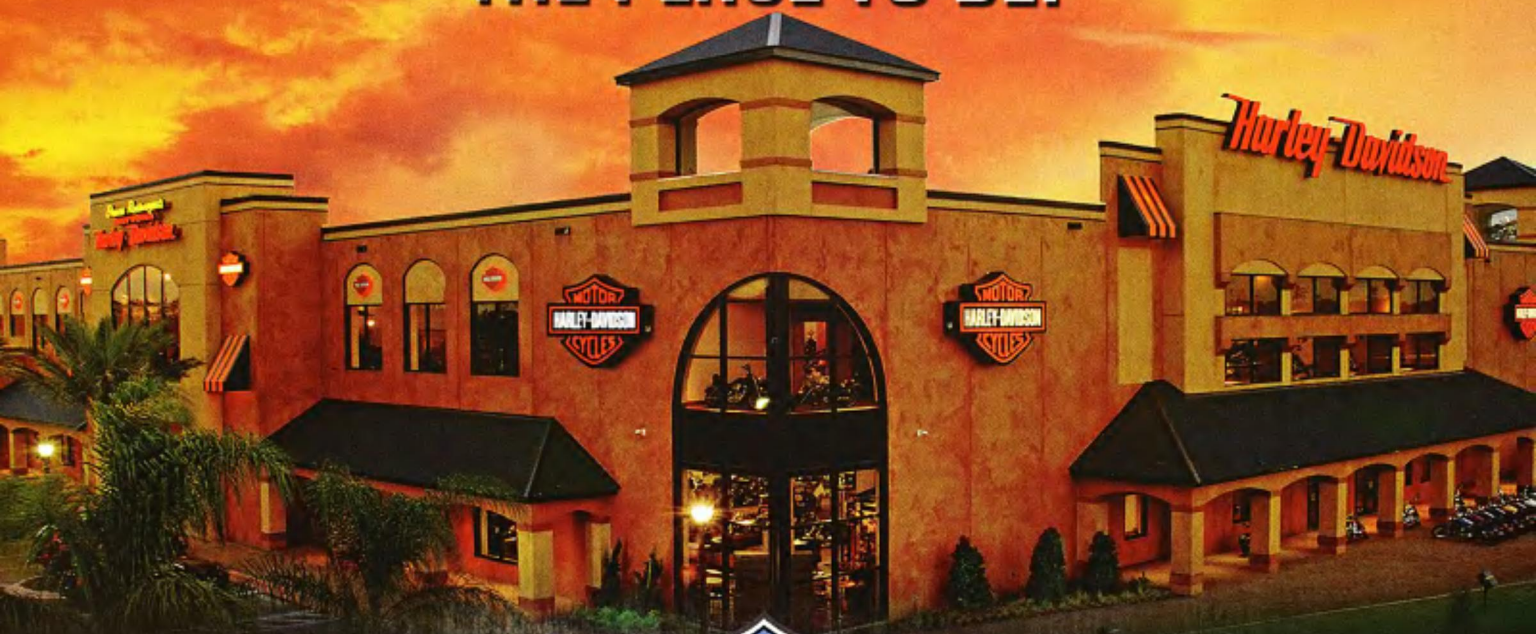
Which would have been bad because downtown Hollister was totally packed on Saturday and you could barely move. Estimates are that this year's attendance broke all records. So if you're the claustrophobic type, you might have wanted to head over a couple of blocks to where Harley-Davidson had set up and was giving demo rides on some

new models, or ride out toward the edge of town where the Victory/Indian dealership was doing the same thing. Even out at Corbin's place where an Open House drew tons of people, the line of bikes seemed endless, vendor booths circled the Corbin factory, and the Wizard Café was packed to the rafters.

Next year will be the 70th anniversary of that fateful day in 1947, so you can bet the place will be busting at the seams with bikers trying to have a good time and let it all hang out, just like they did when the American biker was born. For more info on this and possibly next year's event, go to hollisterindependencereally.com.

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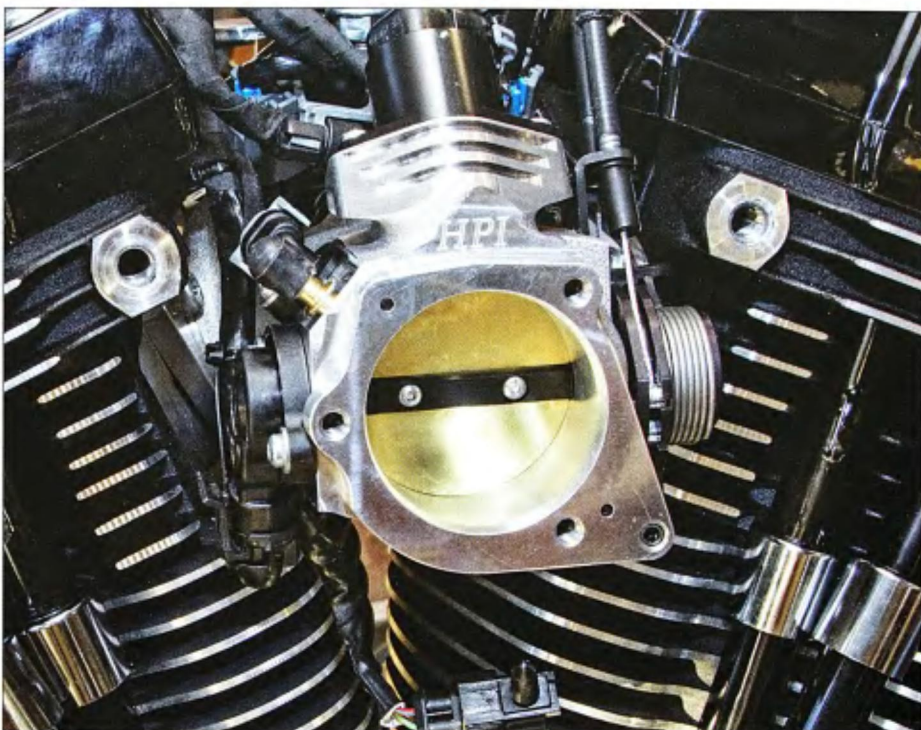
A Basic EFI Performance Upgrade Installing HorsePower Inc's 55mm Delphi Throttle Body

In the not too distant past we could increase our motors' air and fuel intake with a simple carburetor upgrade. With the advent of Harley's electronic fuel injection systems (EFI), upgrading the intake system on their bikes has become a bit more involved. For riders of 2008-up throttle-by-wire baggers, Harley's Screamin' Eagle Performance line offers a 58mm throttle body, but for riders of cable throttled bikes, the performance throttle body is a 50mm unit, which is only a 4mm increase over the stock 46mm unit.

Horsepower Inc. offers a full line of high-performance EFI throttle bodies. These aren't stock units that have been reworked; they are made from new casting that Horsepower designed in their own shop.

Horsepower has throttle bodies to fit all of the EFI systems Harley has used, from the old Magnetti Marelli baggers to the latest 2016 Delphi system. For the second-generation cable operated Delphi systems, 2006-up, Horsepower offer throttle bodies ranging from 55mm to 62mm.

Having built a 110-inch motor, we knew that the stock 46mm throttle body wasn't up to the task of providing air and fuel to the new motor, so we ordered the Horsepower Delphi throttle body with 55mm throttle bore and 1.710 diameter intake port runners (P/N HPI-55D6-17, \$695). This unit also includes a pair of high-flow 4.9 g/s, fuel injectors. In looking at the throttle body when it was delivered, the first thing we noticed was the flawless casting, machining, and the parts fit. Compared to the stock 46mm throttle body, it had the fit and finish of a fine watch. The included instructions covered all of the operations needed to remove the stock unit and to transfer the sensors onto the unit, as well as to then install the new throttle body into the motor.



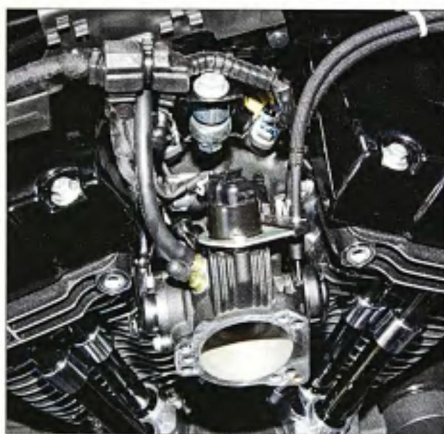
1 Horsepower Inc.'s 55mm Delphi throttle body.



2 Horsepower Inc. put a lot of engineering into its throttle body, which shows. The kit includes a pair of high-flow fuel injectors.



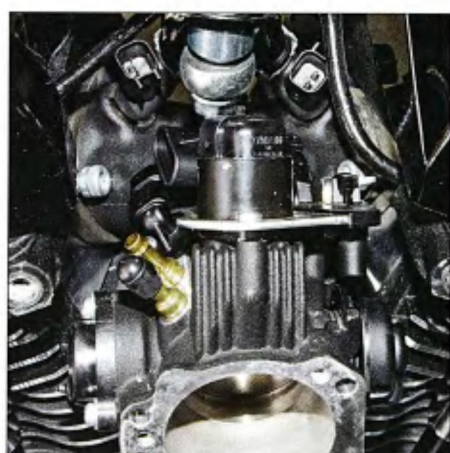
- 3** With its 44mm bore, the stock throttle body (right) can't flow the amount of air that our 110-inch motor needs. The throttle blade on Horsepower's 55mm throttle body (left) has 50% more area, which gives the motor a real kick in the mufflers.



- 4** The stock throttle body has a lot of wires, hoses, and cables attached to it, and the kit's instructions walk you through the removal process.



- 6** The next items that we removed were the throttle cables.



- 8** On the right side, the intake flange bolts are higher up; we used a long 3/8-inch drive ball-head Allen wrench to remove them.



- 5** These are the connectors that need to be disconnected from the sensors and injectors on the factory throttle body. If you think that you will forget where they go, H-D has you covered; none of the connectors have the same pin layout.



- 7** On the bike's left side, we removed the horn and upper motor mount bracket. This gave us access to the two Allen bolts that secure the intake flanges to the cylinder heads. You don't need to completely remove these bolts, just unscrew them, which takes about six turns.



- 9** With that, we lifted the stock throttle body out of the motor and cleaned the cylinder head's mounting surfaces.

The installation took us about four hours. All of the parts fit as they were supposed to. When we built the motor, we had fitted the bike with one of Vance & Hines' Fuelpak EFI tuners, which we used to re-map the bike's ECM. The finished bike was a completely new ride; its mid-range torque was outstanding and when the throttle was yanked, the bike flew. Without a doubt, this was one of the best performance parts that we have installed on the bike.

—John Sullivan

Horsepower Inc.
Horsepowerinc.net



10 There are several parts that need to be transferred from the stock throttle body to the Horsepower unit.



11 The first parts we moved were the air temperature sensor and the throttle position sensor.



12 We put a drop of silicone lube on the temp sensor's O-ring to ease it into its bore on the throttle body.



13 Next, the idle air control motor and map sensor were transferred.



14 Removing the injectors and their manifold was a bit more work; the bolt that secures the manifold to the back of the throttle body had a ton of thread locker on it.



15 The stock injectors and their manifold came out as a unit. Except for the blue O-rings, the new injectors look just like the factory ones.



16 The new injectors were fitted into the fuel manifold and their locks slipped into place.



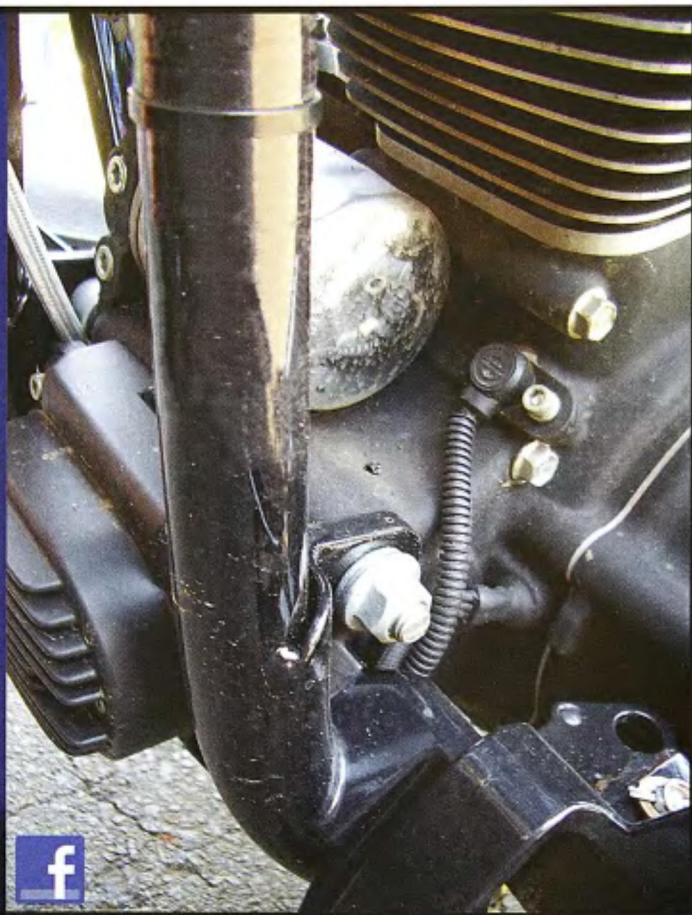
17 With the installation of the injectors into the throttle body, its bench work was completed. Now we just reversed the process that we had used to remove the factory throttle body to install the Horsepower unit. Then it's just a matter of installing the gas tank and firing up the motor.

Photos: John Sullivan

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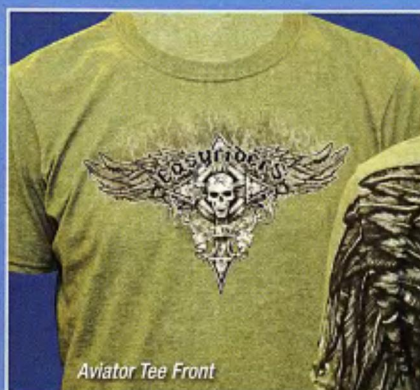
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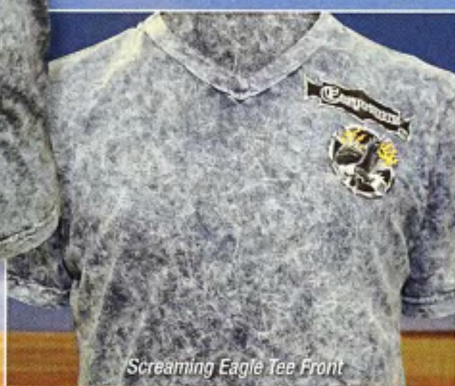


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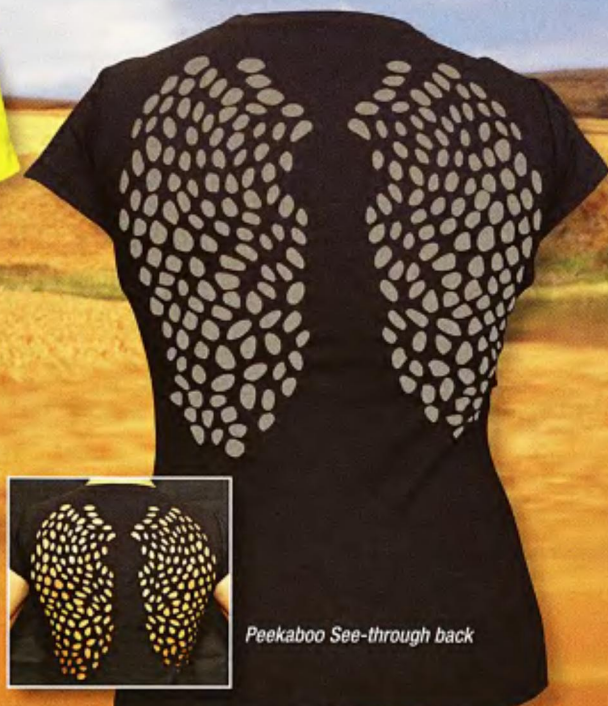
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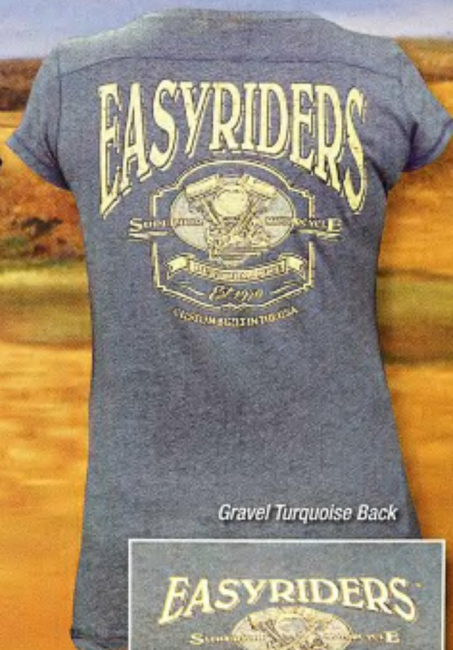
Peekaboo Front Black



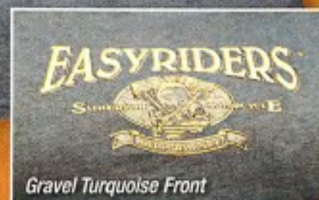
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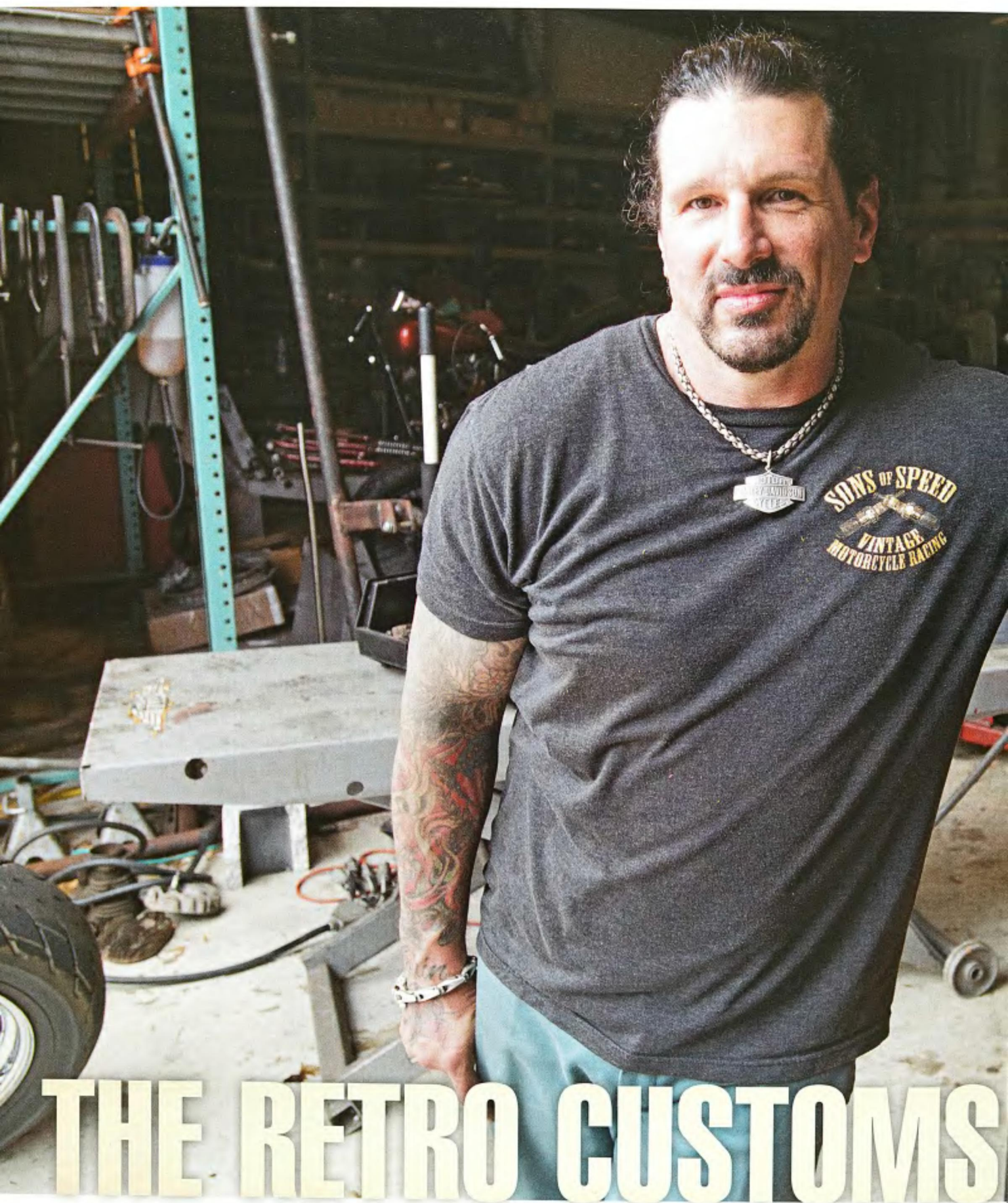
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Gravel Turquoise Front

Gravel Turquoise Womens Tee
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Today is the first day of the rest of your life" may be an overused saying, but custom bike builder Billy Lane is the embodiment of those words. Each day, he gets into work at 6 a.m., works out with weights, and then tackles some of the many projects before him. "I'm stronger now than I was in my 20s when I was in college. I can bench press over 300 pounds and do 30 pull-ups. That's good for a 46-year-old guy. I'm focused on family and work, health and being happy, so there's not a lot of room for other things."

Billy's 3,000 foot private (by invitation only) workshop in Ormond Beach, Florida, is packed full of every tool you can imagine along with antique Harley's, Indians, a couple of Crockers and Hendersons as well as brands you may have never heard of. They are everywhere you look, including up on 3-tiered storage racks. Old motors that others may view as museum pieces are strewn about on benches, racks, and even on the floor. Numerous bikes are in various states of completion and several bobbers are ready to be delivered along with the "King of Hearts" hub-less shovelhead he built while in a work release program during the last year of his prison sentence. Pretty amazing when you think this was an empty warehouse 18 months ago.

As to what he has been up to, Billy says, "I am doing a mixture of things, like a couple of custom choppers I'm doing for guys and another one for me and my wife, Erin. I'm doing bobbers, cut-downs, board track racers, flat track racers and a lot of custom fabrication. I'm kind of filling a void for a lot of guys. If there is something they can't get done anywhere else, I'm doing it." Billy calls his new type of bikes Retro Customs, which are basically bikes that look like they could have been built in the 1920s, '30s, or '40s, but he hand makes everything himself, and it is stuff that you otherwise can't buy and is clearly inspired by the early years of motorcycle racing.

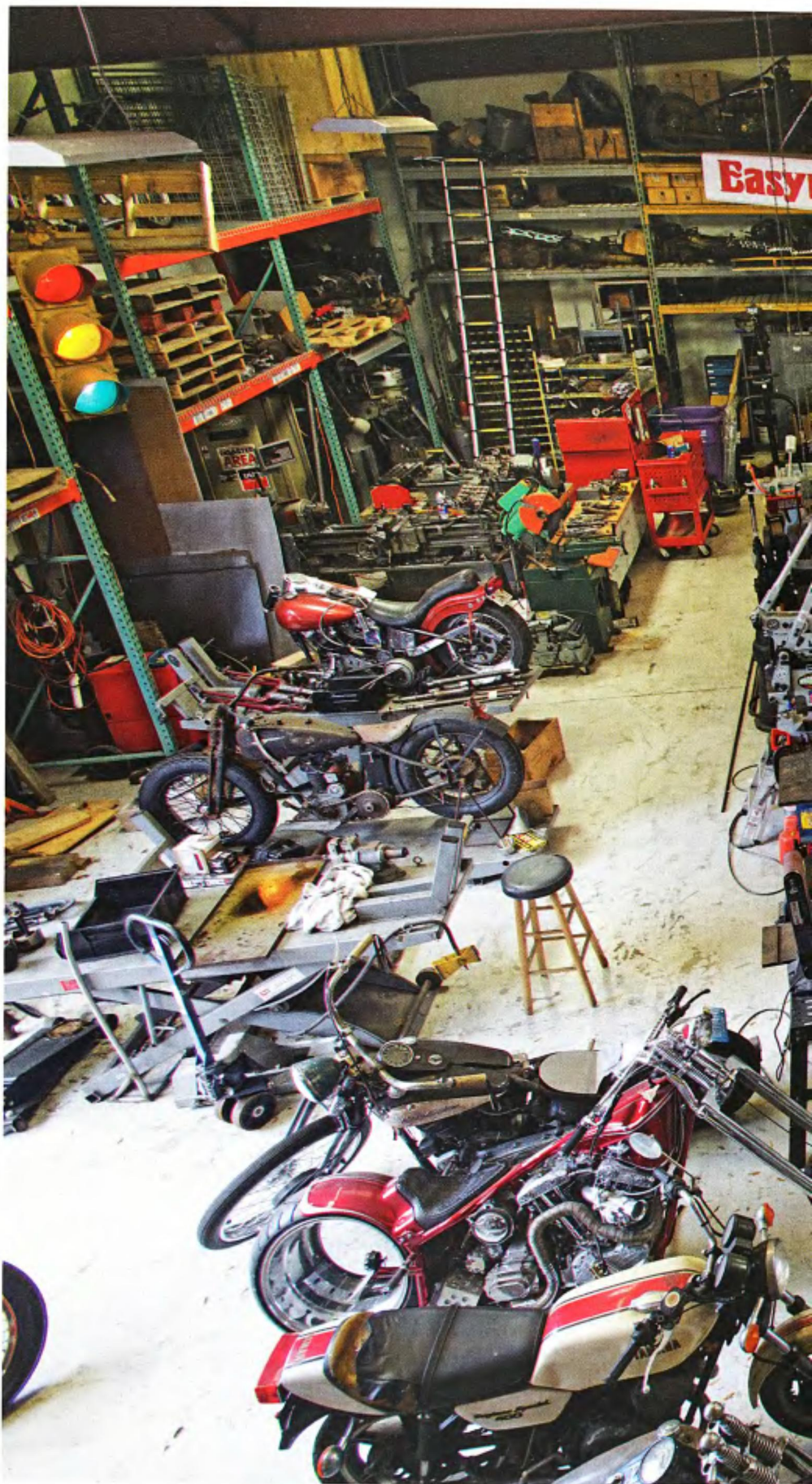
Regarding the 2006 vehicular homicide he was involved with, Billy explains, "I was in prison for five years and one month; I was on bond 3-years before that, and I've been on parole for the last year and a half. In September, it will be 10 years since the accident, so it's been a long, long journey." Billy worked the

entire time he was in prison as the Florida system basically expects you to pay your own way. He was assigned to the prison shop and from there was sent out to repair anything and everything that needed fixing, which there was plenty of given how old the prison is and how the hot humid climate of Florida has its way corroding and accelerating the aging process. From kitchen equipment to farm implements and everything in-between, it all needed attention.

During Billy's last year in the Avon Park Correctional Facility, he was offered the unique opportunity by Prison Warden Alan Chapman to participate in a charitable fundraiser for the Rolling Thunder Veterans group that involved building a custom bike. This was an incredible chance for Billy to use his talents for a good cause. It was something that never happened before and will probably never happen again in any prison anywhere, but this one time, in a poorly equipped prison machine shop, Billy had to work extra hard to complete his Air Force knucklehead custom in less than 5 months.

Despite the distraction of the Air Force bike, Billy had a lot of time to reflect on and come to terms with what happened 10 years ago. He is still on parole and as such, he isn't finished yet, but he has paid and continues to pay his debt to society. I can see now that he is a stronger individual than he ever was before. He told me, "After what I've been through, I'm not scared of much. I have a fearlessness that is part of my success in business. I've never been afraid of failure, and I'm certainly not afraid now after everything I've been through." Then with regard to the bikes he is working on now, "I'm not worried if people are going to like what I am doing. I'm just going to keep doing it. It's like a lot of what I've done over the years that people didn't understand at first, but eventually they came around."

Billy has a focus I have never seen before. It isn't like this changed overnight, but rather it evolved over the last 10 years. Billy feels, "In the last 18 months, I've reestablished myself. I've redefined who I am as a person and as a business." He beams as he relates, "I'll stop between sets of working out and think, 'Wow! I've got it made!' I'm not rolling in dough and









I'm in here working 60-70 hours a week, but I'm having a good time doing it. I'm going to offer a better version of Billy Lane. I grew up and I act like an adult now. I don't have to be all these things that people wanted me to be and instead I am going to be who I am."

The area that seems to get a huge amount of Billy's time and attention these days is engine building. This is really the core of what he has been doing this past year and a half. Billy's approach is to "basically get a great motor, build it and build a great bike around it, taking all the liberties I want."

Billy's focus on engine building will be evident in his biggest project to date, the planned "Sons of Speed" racing series scheduled to debut during Biketoberfest near Daytona Beach this October. The opener will include twelve racers Billy personally invites for a 1,000 cc Twin Class. There will be Harleys, Indians, Excelsiors, a Reading Standard, a Perry Mack, and a Thor racing at New Smyrna Speedway's half-mile paved banked track. "With board track bikes like these, you can get them to 80-100 mph, but you have to keep them there," Billy says. "On a dirt track, you can't do that, but on a banked paved track, you can. That's the key—getting them up to speed, staying there, and keeping it excited."

For Billy, this will be a 7-month race to the race. Being responsible for eight complete builds of the twelve bikes racing (and a hand in most of the others,) there won't be time for Sturgis or any other events. That means everything from rebuilding the engines, welding the frames together, figuring out sprocket ratios, final assembly, being sure they are race ready, and doing enough other work to pay for it all.

All this work will lead to race day. The bikes will be prepped and ready for the flag. That day will be like Billy's coming out party with everything out in the open for all to see. Then as the racers fly by on Billy's incredible machines, the spectators will finally get it. They'll understand what Billy has been up to and what he has created. They'll sense his passion for the bikes and the sport. They will get the history of motorcycling and the roots of custom fabrication in one quick pass. And finally, they will know the new Billy Lane. —Michael Lichter



Just sitting' here lookin' out my window at the Rhino. It's a Twin Cam 88 Road King and I have heard from some of my hardcore brethren that I sold out when I bought it. These are younger guys for the most part. I explain to them with all due respect that when I get out of bed in the mornin', I make a lot of noise. Truth be told, on a good mornin' I sound like a bowl of wet Rice Krispies. Lots of muffled snaps, crackles, and pops. On a bad mornin' my clickin' and creakin' sounds like two skeletons on a tin roof. I know what kinda day I'm gonna have just by the noises and the pain. Not whinin' here mind you, just statin'

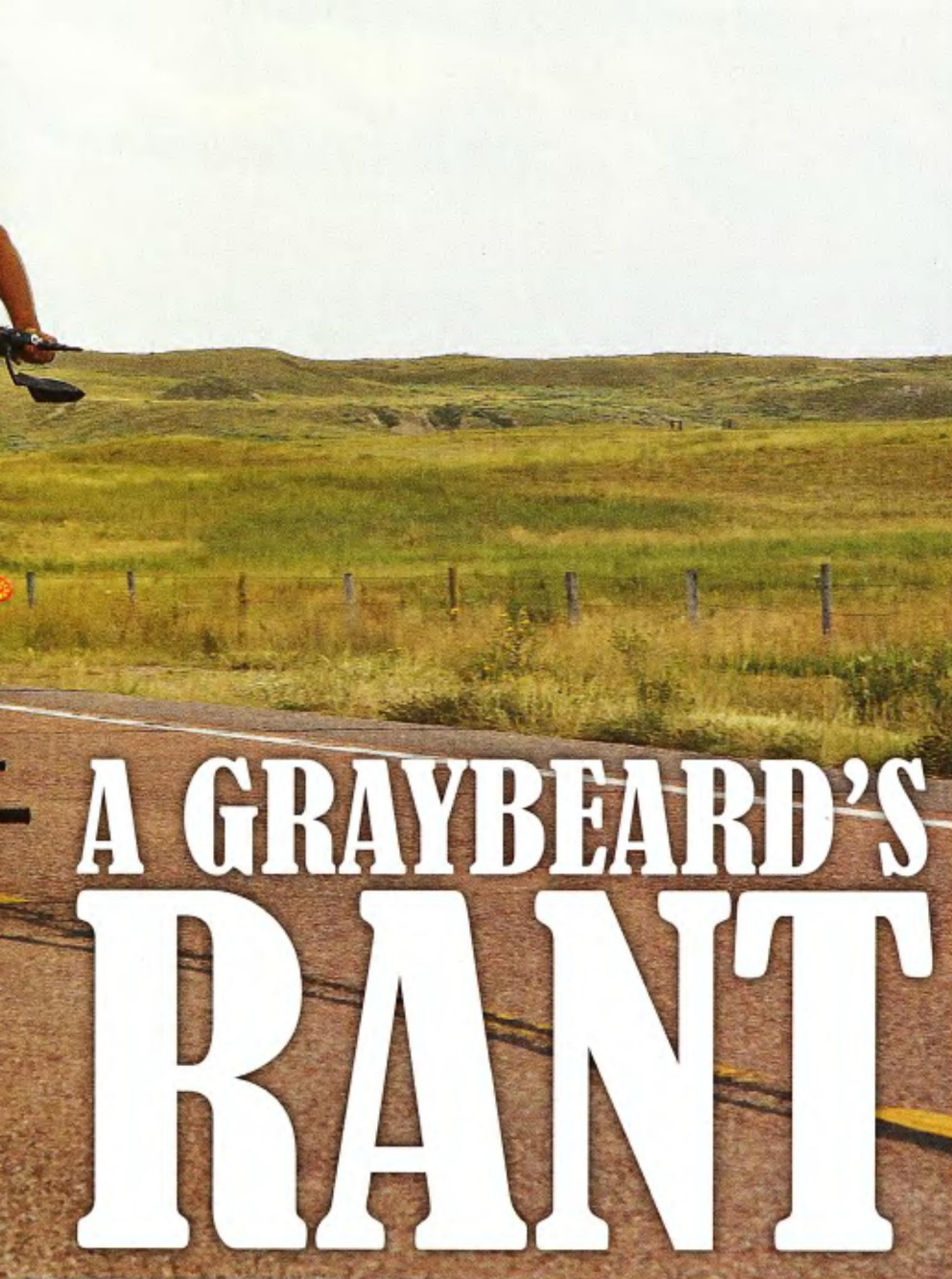
some facts.

So these days I choose a little comfort and reliability over painful spinal compression and side of the road wrenchin'. I did my share of that over the years, as did all my ridin' brothers. We grew up on shovels and pans mostly, and we loved them, chopped them, and otherwise customized them, mostly BECAUSE we loved them and because we liked the finished product. It was a way of life back in a time when ridin' a Harley was a bad thing. If you rode one, you were bound to be hassled sooner or later. Between the hassles, the wrenchin', and the discomfort, we

pretty much earned every mile, and I'll say it again, we loved it.

Today's bikes may need less overhaulin', although they still have their typical Harley peccadilloes, and they're a bit more comfortable. I can ride the Throg's Neck bridge and not have to eat Tylenols for three consecutive days after. And the cops have better things to do than pull over a graybeard on a Road King, so I guess it's all good. I still miss my shovel on occasion, and I have riding buddies who are riding shovel dressers and are very happy with them. Of course they are way better wrenches than I am.

So what happened to many of those



A GRAYBEARD'S RANT

shovels and pans after we became too old and impatient to deal with them anymore? Well, they got passed on to a whole new breed of biker/chopper builder. When a lot of us old timers first saw crazy skateboarders in shorts and flat brimmed hats riding down the road at eighty per on our old Harleys, we were flummoxed and saying, "What da hell?" But as we began bumpin' into these guys at shows and on runs and poppin' up at their bike gatherins' just to check things out, we became impressed with their design and build skills, at least I know I did.

These guys honor the tradition of the chopper. I mean they'll chop

anything from Yammies to Urals, but the Harleys they come up with are incredible, and they ride 'em like they ride their skateboards. I saw a couple of 'em splittin' lanes in Brooklyn one afternoon and I thought, "Holy Shit, there go me and my brothers from the AMF years man. More power to 'em."

The younger guys I have spoken to, for the most part, are respectful and appreciative of us old guys who are still out there cheatin' death everyday and enjoyin' the ride. They are stokin' the fires of the rebel spirit in their own way. Yeah, they dress a little different, and they wear those metalflake three quarter helmets and

all, but who am I to judge? Lord knows us old graybeards had our own mode of rebellious dress back in the day. Why it was mere months ago when I finally sliced off the braid that I wore all the way down to my ass crack for 45 years. I still have my jean jacket cut (though for some reason it won't fit anymore) and my beard is shorter now, so less birds fit in it than used to.

Yeah we're different, but in more ways than one we're all the same. Rebels ridin' fire breathin' monsters with peril as our passenger. Always the peril. There are still some graybeards who think the only way to ride is the way we rode back in the 1970s and '80s, but they ALL smile when a well-maintained shovel or pan goes roarin' by with an untamed youngster aboard throttle to the stops, sneaker laces blowin' all wild. It's a wonderful thing. And let me tell ya again, MOST of these young chopper kids know where the tradition came from and treat us true old bikers with much respect. They know if it wasn't for us, those old Hawgs wouldn't be around for them to work their magic on.

We were the guys who stuck around durin' the AMF years long before the Rich Urban Bikers butted in and found out about our little secret. The secret being how just plain wonderful it is to ride a powerful, roarin', thunder maker through the mountains and across the deserts, or for that matter, just up to the local waterin' hole.

A few of the younglings can be a little put off by us old dudes. I've heard the occasional wise crack, like, "Get a trike" and the one I hate most: being called "Old Man." Lord knows I sure feel older, and the mirror corroborates the fact, but in my head I'm still that crazy 20-year-old on my Ironhead and later on my shovel. Those few will come around.

I'm reminded of a sayin' I once read on a tombstone dated around 1680. Some ancient captain of English Literature originally said it and I take a bit of satisfaction in paraphrasing it here for the younger guys, "As You Are Now, I Once Was, As I am Now.... So Shall You Be." Ain't it the truth, brother? Ain't it the damn truth.

—Z. Jakl

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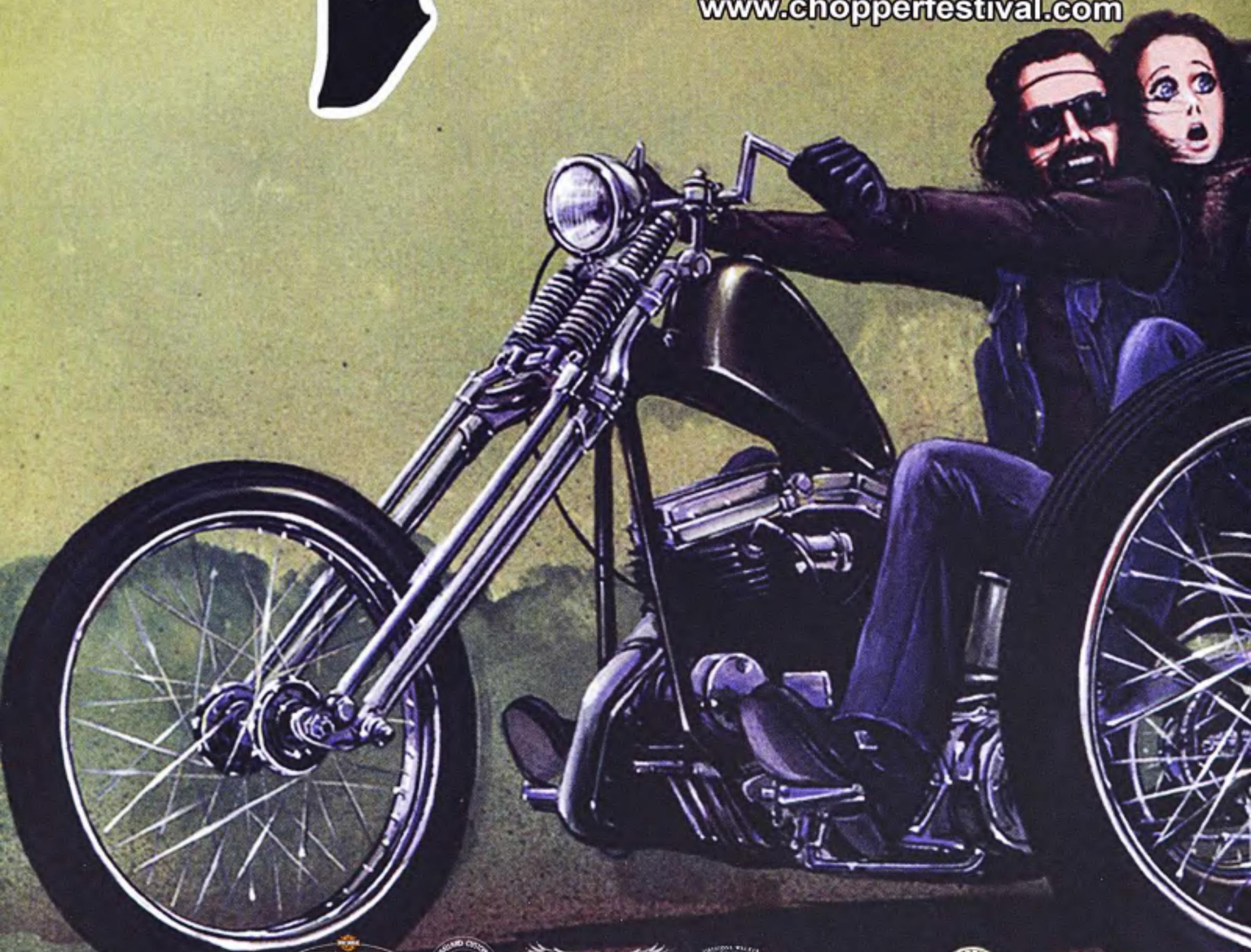
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Tim's no stranger to readers of *Easyriders* as several of his show-winning bikes have appeared in our pages over the years and all of them were entirely homebuilt in his 40-foot metal shipping container that serves as a workshop.

His love for motorcycles began at the age of 13 when Tim bought his first bike, an 11-foot long '57 Sportster hardtail chopper that he rode daily to junior high. "I always parked in the teachers-only parking lot and no one ever called me on it, they said, 'We were scared! We didn't want to see what the hell your father looked like.'"

Many years later the fellow who had originally sold him that first bike mentioned that a "real nice" shovelhead bagger was available, but it was in New York. "Hell, I bought it over the phone. When it got here, it wasn't exactly what I thought it would be, but I cranked it up, rode it down the street, then back in my garage and started pulling the exhaust pipes off. My wife said, 'What the hell are you doing?' I told her I didn't like it and was going to make it the way I want it. I ripped it all apart, every nut and bolt."

Asked about his overall plan, Tim says, "You can't go wrong with black. All my bikes are black. And I wanted a long, sleek look. It's now got the long True-Dual fishtail pipes, stretched rear fender and sits low. I made up a kit that lets you lower or raise the bike four inches with just two wrenches without removing anything."

While Tim wanted everything as original as possible, he did make some upgrades that included eliminating the primary chain drive, replacing it with a belt drive. "I eliminated a leak," Tim tells us. "A shovelhead is a shovelhead and leaks are a part of life." The original 74-inch motor was rebuilt and when asked how hard it was to start, he says, "It ain't hard at all. I got a button. It was kick-only when I got it, but I put back the electric start as it originally came with it." He also switched out the stock front FLH 16-inch wheel for 21-inch from a '77 FXE.

About that first Junior High chopper, Tim says he is tracking it down so he can bring it back home again.

—Paul Garson

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This Month's Winner

In this month's issue, meet beautiful Barbara, the peach you picked from the great state of Georgia. Barbara's raven hair and green eyes have led many men to their doom, some, two or three times. Turn boldly to her feature and see her prance and prowl her pretty poon upon Luke Heafner's Magnificent 1952 panhead.

—Captain Moosecock



#1101 Erika Lyn—Arizona

"On my first ever Harley ride there wasn't a back seat, so I just sat on the back fender!"



#1102 Missy—Wyoming

"My first time on a Harley, the blue sky and beautiful scenery whizzed through my mind!"



#1103 Kirsten—Idaho

"My first ride on a Harley I was scared at first, but then I wasn't, and we kept going!"

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 feasting flippity-flappers. Meet beautiful Sonja from the far-flung Isles of Langerhans, where she bravely sails upon the Sea of Cheese. Come back and see her next month, mate, or she'll swing down from the topsail hal-yard and go in deep after your wee giblets.

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

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

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Home Phone: () Cell Phone: ()

Date of Birth: I am years of age

I will pose: ☐ Nude ☐ Topless only

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Puttin' Pets

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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).

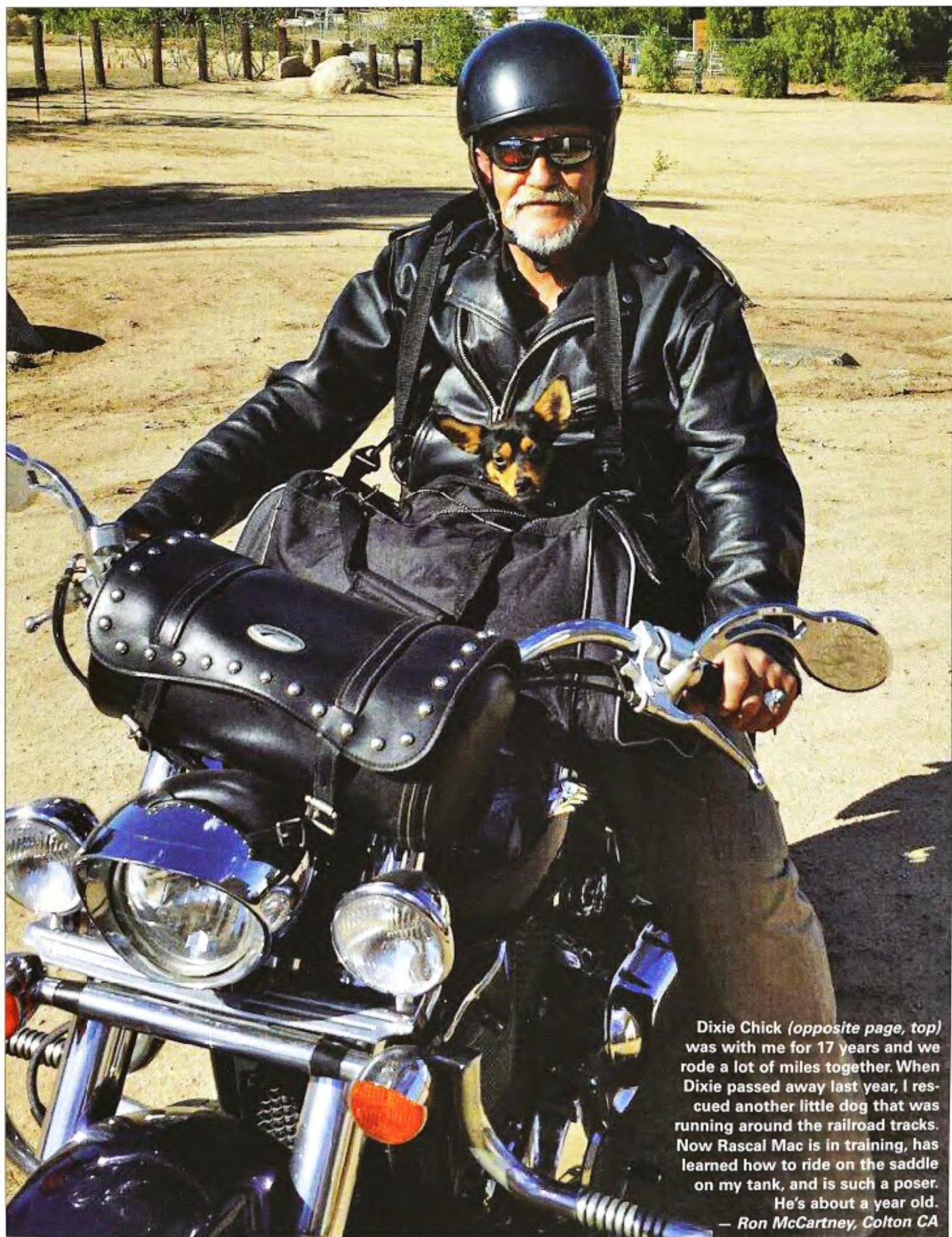
Send a disc of your photos or videos to: Puttin' Pets, P.O. Box 3000, Agoura Hills, CA 91301, or email 'em to our purveyor of pets, Steve "Beatnik" Werner at swerner@easyriders.net. Who knows, you might just see your best furry friend on these pages!



Dixie Chick
— Ron McCartney, Colton, CA



Bo and I have been riding together since her daddy (and my husband) passed away three years ago. As a puppy she rode inside my leathers with only her head sticking out. She grew up with the sound of the Harley and my heartbeat, and wants to go every time I fire the bike up. — Taleah Ebey, Sacramento, CA



Dixie Chick (opposite page, top) was with me for 17 years and we rode a lot of miles together. When Dixie passed away last year, I rescued another little dog that was running around the railroad tracks. Now Rascal Mac is in training, has learned how to ride on the saddle on my tank, and is such a poser. He's about a year old.

— Ron McCartney, Colton CA



"Wave that flag, wave it wide and high." —from "U.S. Blues," by Grateful Dead.

—Kurt Messner, Ft. Lauderdale, Fla.



IN THE WIND

"Wave that flag, wave it wide and high." —from "U.S. Blues," by Grateful Dead.

—Kurt Messner, Ft. Lauderdale, Fla.



A couple hot dog Harley riders are on their way to Bike Night at Rommel H-D.

—Lou Camerota, New Castle, Del.



Oops! —Ron Sanderson, Humboldt, Iowa.



Fun at Southern Rock Bikefest.

—Tommy and Sheryl Pittard, Milledgeville, Ga.



"Our grandpa can kick your grandpa's ass, man!" As he rolls on to Hannum's H-D. —Lou Camerota, Route 13, New Castle, Del.



Drunken rodents gather in No. California for the 23rd anniversary of wild Weaseling.

—Don Woodward, Lewiston, Calif.



They're cruising long and low in Fort Lauderdale.

—Kurt Messner, Wisconsin Badger winters in sunny south Fla.



Beard-braid bro at Bikerpalooza. —Les Holt, Houston, Texas.



An ABATE attention-getter. —Fred Taylor, Germansville, Pa.

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

PANtastic

Luke Heafner's *Easyriders* Tribute Chopper



Everyone asks 26-year-old Luke Heafner where he stumbled upon this barn find. He did "find" the tank, but the rest of the bike was all in his imagination—until now. Inspired by an ever-present stack of vintage *Easyriders* magazines in his dad's shop, Luke bought and rebuilt a 1967 Harley-Davidson before riding it over 1,400 miles in three days.



The sissybar came from one state and the seat came from another, yet they match perfectly.





His vision was to build a kickass 1970s-style chopper just like this one.

Luke sold the '67 and started taking Mondays off from his family's motorcycle shop, Iron Horse Cycles in Monroe, North Carolina, to hunt for vintage bikes and parts. With his friend and Harley guru Ramsey Allen by his side, Luke paid a visit to Roland Grant. Renowned for painting some of the coolest choppers around the Southeast beginning in the 1970s, it seems Roland painted this tank for his very own brand new Sportster in 1973. He copied the mural onto the hood of a van, rode the Sporty for a few years, and then wrecked it.

On this particular day Luke and Ramsey had just scored a yellow and purple scooter with an old 1952 drivetrain and chassis. When Luke discovered Roland's one-off tank, complete with its Honda CB 750 flip-up gas cap, he knew he was in the presence of a true work of art! Luke told Roland, "Literally less than one hour ago, we bought a 1952 panhead bike. If you sell us your tank, we will strip that bike and actually build a chopper around it."

Once Luke explained how he would accomplish this magic, Roland donated the tank. Luke bought the bike at 4:00 pm, got Rolands' tank by 5, and was stripping it down at 6.

Luke told us, "There are only maybe two parts on this bike that were ordered from a catalog." He and Ramsey took two left-side mufflers and attached them upside down on the right side. Luke used all 1940s-era genuine Harley-Davidson parts when he built the Springer front end. Their plans to give the frame a quick red paint job changed the instant their painter Joe Watkins showed up with an assortment of 39-year-old House of Kolor metalflake paint.





Owner: Luke Heafner
City: Monroe, North Carolina

GENERAL

Fabrication: Luke Heafner
Year/make: 1952 Harley-Davidson
Model: panhead
Assembly: Ramsey Allen/Luke Heafner
Time: 2 months

ENGINE

Year/make: 1952 Harley-Davidson
Ignition: Harley-Davidson
Displacement: 74 cubic inches
Lower end: Harley-Davidson
Heads: Harley-Davidson
Cam: Harley-Davidson
Carburetor: Linkert M74-B
Air Cleaner: Cast alloy coffin
Pipes: Upsweeps w/ turnaround shakers

TRANSMISSION

Year/make: 1952 Harley-Davidson
4-speed

PAINT

Painter: Joe Watkins
Type/color: House of Kolor/red, green, yellow, blue metallflake
Special Paint: Roland Grant circa 1973

FRAME

Year/make: 1952 Harley-Davidson
Type: rigid
Rake: 32 degrees
Modifications: Luke Heafner

ACCESSORIES

Bars: 12-inch apes
Handlebar controls: none
Fender: trailer
Headlight: Bates
Taillight: 1975 JR Products
Pegs: J R Cycle Products
Electrics: Luke Heafner
Gas tank: Modified Sportster w/ CB 750 flip-up cap
Oil tank: side fill
Oil System: Harley-Davidson
Primary: Harley-Davidson
Seat: king/queen ribbed
Sissybar: swap deal
Grips: Drag Specialties

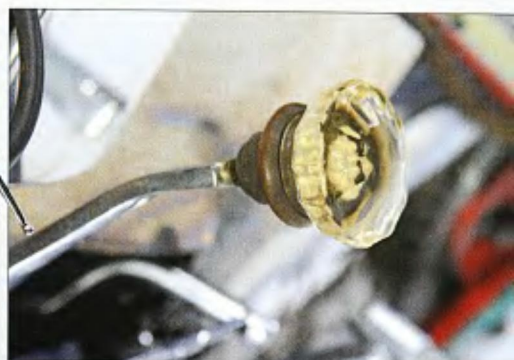
FRONT END

Type: Springer
Extension: 21 inches over
Builder: Luke Heafner

WHEELS

Hub: star
Size: 21-inch front, 18-inch rear
Tires: Avonr front, Firestone rear
Brakes: Harley-Davidson drum

Photos: Brad Patton
Model: Barbara Desiree



There are parts on this bike from all over the place. The sissybar on the bike came from one state and the seat came from another, yet they match perfectly. Luke has only had time to put 4,000 miles on his chopper since last February, but he is planning a ride to the backroads of Daytona this spring.

The finished chopper looks as if it emerged from an issue of *Easyriders* from the '70s. Hell, your Fox Hunt winner Barbara Desiree wasn't even a spark in her daddy's eye yet back then.

—Glock Cheese



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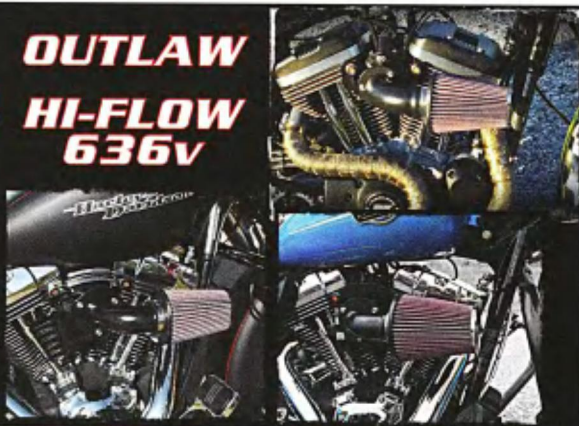


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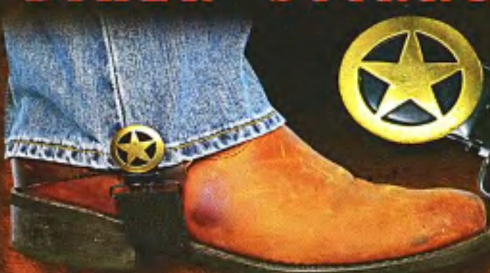
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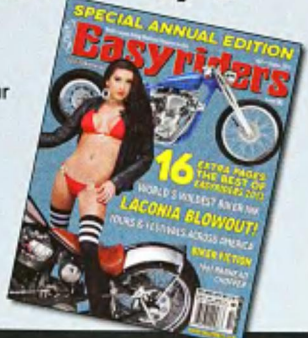
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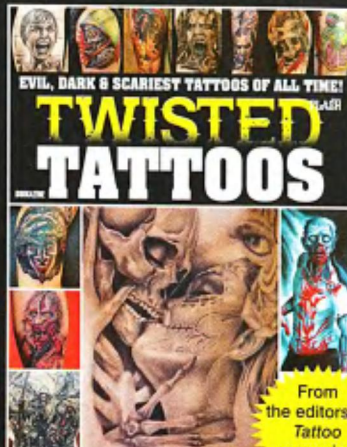
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From the editors of *Tattoo* magazine

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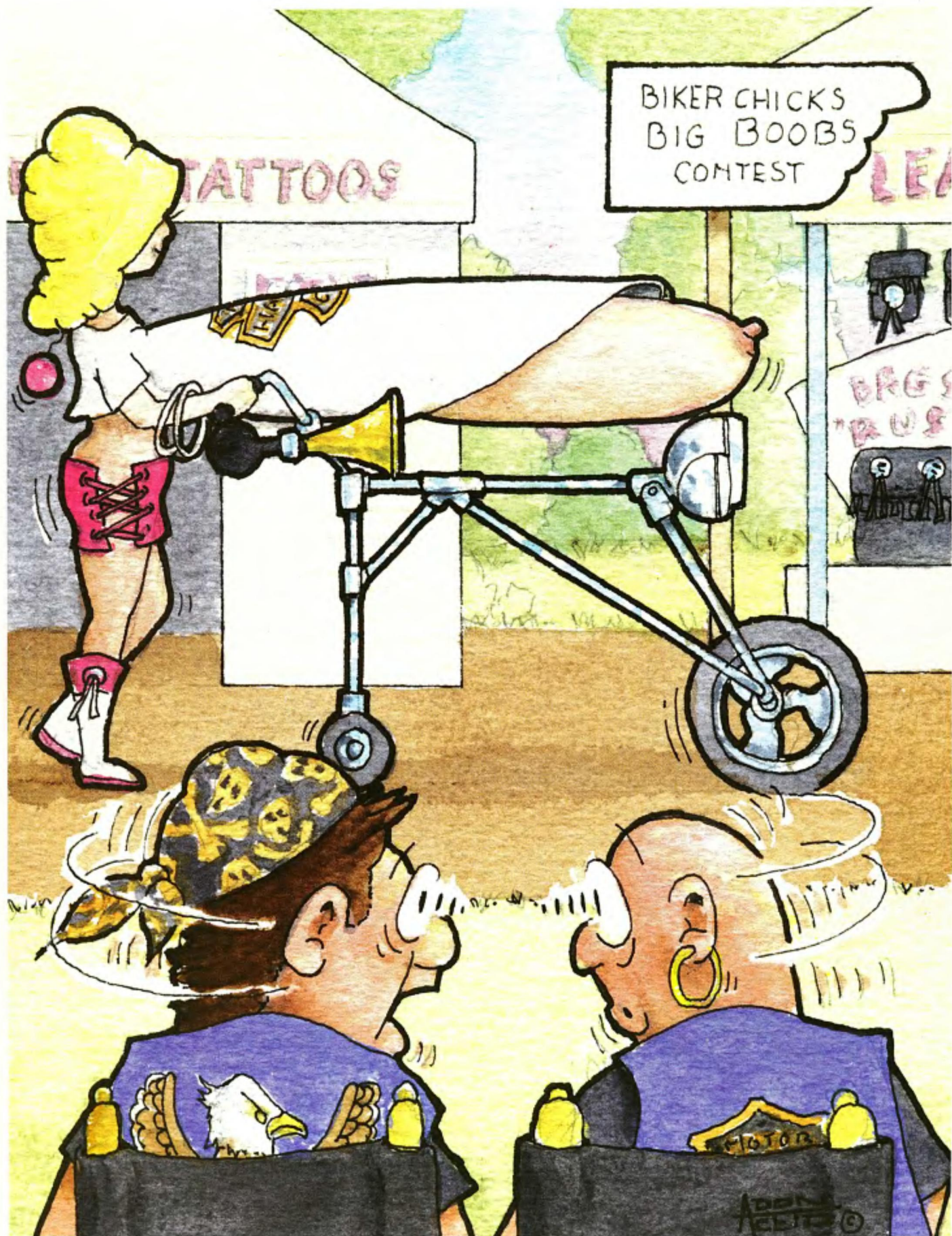
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Gene Hedding
Plainville, Kansas
1999 XL Sportster 883

One of the coolest little Sportsters we've seen in a while, this gem began its current life as a stock 883 Sportster that had been sitting in someone's garage for seven years before Gene discovered it. "It was incredibly filthy," he says, "but it ran."

The asking price was an amount that other people easily spend on a single wheel, so Gene simply couldn't say no, and that's how this little beauty got a

new lease on life. "I've had it for about four years now," he says, "and I bought it off a guy for 1,200 bucks, but it was so dirty, I couldn't tell what color it was."

So Gene, who makes his living as a power line man, took her home and did what any true custom bike lover would do: he tore her apart and sent the frame to Led Sled to have them rejuvenate it and stretch it 4 inches. Then they put a stylish rear fender, gas tank, and oil tank on it. From there the bike went to Combs Custom Cycle where it was painted vivid black.

Gene rebuilt her engine with a 1200 conversion kit, rewired everything, and

even covered the Arlen Ness seat pan himself with leather that he'd tooled. "My mom was a cobbler," he says, "and I'd fooled around with it a little bit, so I figured I could do this."

Now that it's finished, Gene says he likes to ride it around to different bike shows or even on short outings with the local H.O.G. chapter, of which he's a director. For longer rides, Gene has a 2015 Ultra Limited. "But this is just a fun ride to play around with," he says.

And, like any true bike lover, he's given the Sporty a sexy name: Rosslyn. You can see it on her tight little rear.

—Tripper





"What goes good on a Saturday night with no action?"

Comin' At Ya



The dashing December issue of *Easyriders* (No. 522) brings you all the glory, majesty, and lowbrow thrills of the Sturgis Motorcycle Rally, hot on the heels of this year's run to the Black Hills. You'll also find our guide to the latest and great motorcycle models for 2017 from Harley, Victory, and Indian. Plus we'll show you stuff every biker needs in our Holiday Gift Guide.

Out in the shop we'll show ya amazing bike features, including our *Easyriders* Bike of the Year by Andrew Ursich, a sleek Evo from Profile Cycles, Michael Kamalian Revolution Racer, Chris Maraschka's German chop job, and John Covington's awesome Appaloosa!

Feast your eyes on classic David Mann art, see topless women do terrible things to their dogs with a fork, and grab your spleen over non-stop coverage of Sturgis Wind as only *Easyriders* dares bring it to ya!

On sale October 11



The December issue of *V-Twin* (No. 188) 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 October 11

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David Mann's

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SACRED STEEL

JASON WILSON'S DISCOVERY CHANNEL KNUCK

Sometime in early 1999, a young sheet metal fabricator found his calling.

Jason Wilson from Los Angeles, California, had been chopping and building hot rods since he was a young teenager. Seeing how hot rods and choppers kinda go hand in hand, it was just a matter of time before young Mr. Wilson made the transition from rods to choppers. His first chopper build involved stripping an old Ironhead Sportster down to the bone, ditching everything but the drivetrain, and building a full custom chopper. While fabricating the gas tank, he came up with the name "Sacred Steel." The shop motto?

Everything welded except
broken hearts.





Fast-forward 10 years and many builds later, (and even more broken hearts), to find that Jason was approached to do a new build-off TV show for the History Channel called *Chopper Wars*. The premise of the show was to have two builders go head to head in a chopper building contest. The twist was that both bikes had to have a WWII theme. Sacred Steel got the P51 Mustang, and the other guy got the Japanese Zero. Jason never really gave two shits about all the TV chopper stuff going on, past or present, and was reluctant to participate. A few of his friends agreed to help out with the build, so he went along with it. The Sacred Steel team crushed the competition with a 1946 knucklehead that featured all handmade sheet metal. The bike was a real masterpiece and caught the attention of the show's judges, Arlen Ness and our own Dave Nichols.

For the next five years Jason was busy having a good time with the MC he co-founded with some friends. Jason and seven others founded the DOUCHE LAROUCHE MC in the mid 2000s. The club was so busy running amuck around the SoCal area that they really didn't care too much about TV or building bikes for profit. So Sacred Steel became known as the shop with no customers. All of the bikes built and fixed in the shop belonged to club members or close friends.

Jason was forced to move his shop around a few times, going from Chino, to Whittier, to Duarte, and to East LA before finding a home downtown in LA's Chinatown. The same TV production company caught up with Jason again and finally nailed down a pitch that Jason was into. In the new Discovery Channel TV series *Sacred Steel*, Jason gets to build choppers his way, without all of the bullshit drama that you have seen on other chopper build shows. He is able to do an honest build show with all organic shenanigans; just boys being boys.

This bike, the Indigo Moon, was the first bike completed by Jason, Floppy, and Chris for the new show. The fresh S&S knucklehead motor and Baker transmission make this one of the most reliable/radical choppers we've seen in a while. Fellow DLMC brothers like Paul Cavallo from Spitfire Motorcycles pitched in and machined quite a few

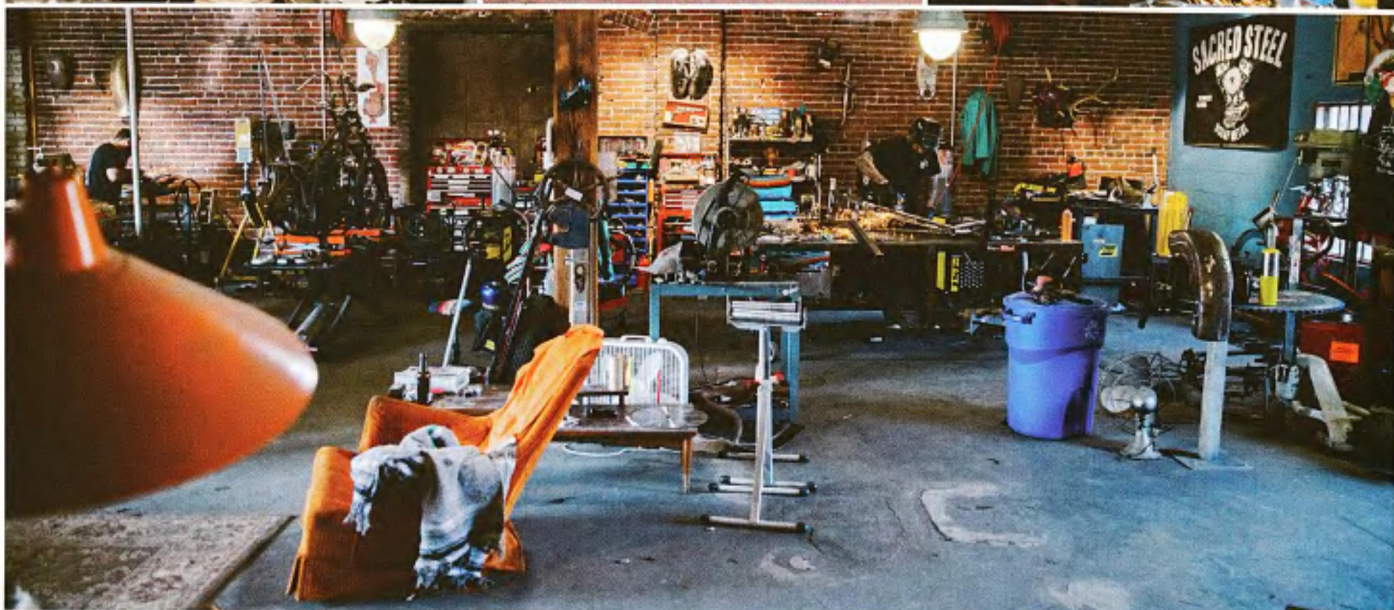
pieces for the Indigo Moon, such as the super long and narrow front end. The wicked paint was laid down by Sweet Baby James and a friend of the club, Casey Johnson from Head Case Kustoms. Let's not forget about the Frazzeta-inspired mini mural done by yet another DLMC brother, Wayne Wreck.

Before Jason and the Sacred Steel crew started this build we made a little bet that they couldn't finish it in the three weeks they promised. You'll have to watch the show to see who won. Tune in to *Sacred Steel* on Discovery Channel this September to see the Indigo Moon start from a crate motor to this beautiful piece of functional art.

—Cary Brobeck







Owner: Sacred Steel
City: Los Angeles, Calif.

General

Designer: Sacred Steel
Fabrication: Sacred Steel
Model: Indigo Moon
Assembly: Sacred Steel
Time: 16 days

Engine

Make: S&S
Model: Knucklehead
Displacement: 93-inches.
Ignition: Dyna S
Lower End: S&S
Pistons: S&S
Heads: S&S
Cam: S&S
Lifters: S&S

Carb: S&S Super "E"

Air cleaner: Fork

Pipes: Sacred Steel

Transmission

Make: Baker 4-speed
Shifting: hand
Mods: N1 drum

Painting

Painter: Sweet Baby
Color: Headcase
Graphics: Wayne Wreck

Frame

Year and make: 1947 H-D
Builder: Sacred Steel
Type: straight leg
Rake: 38-degrees
Stretch: 8-inches up
Other Mods: molded

Accessories

Bars: Sacred Steel
Handlebar controls: Biltwell
Fender: Joe Cooper
Headlight: 1964 Pontiac
Pegs: Biltwell
Gas tank: Sacred Steel
Oil tank: stock

Grips: Lowbrow

Front End

Type: Moon Trees
Extension: 18-inches over
Builder: Spitfire/Sacred Steel

Wheels

Size: rear: 16-inch front: 21-inch
Hubs: star rear
Brakes: drum

Photos: Ben Zales







FUEL CLEVELAND

SHOWING CLASS IN THE RUST BELT

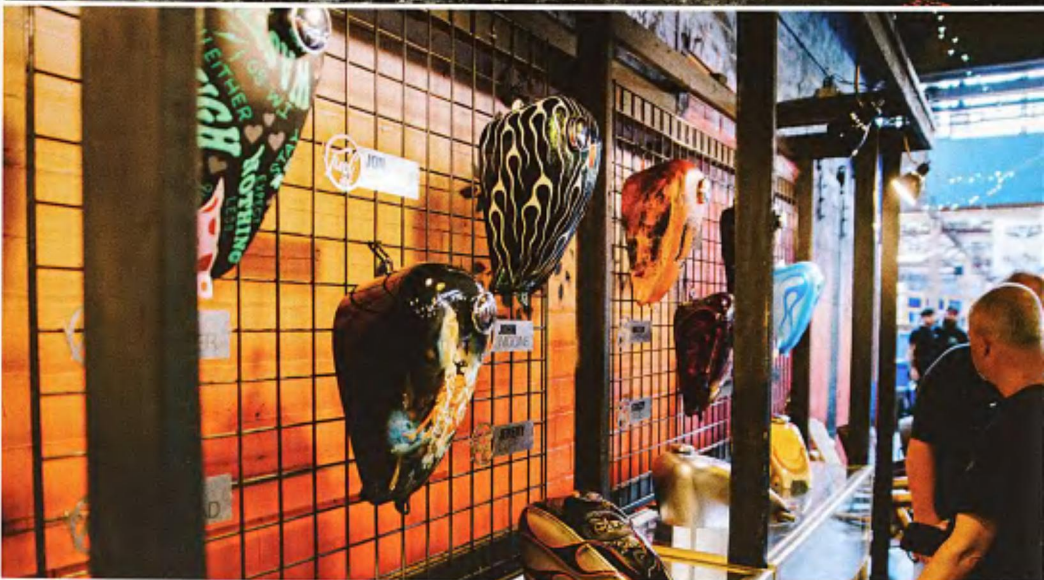
Fuel Cleveland, only in its second year, has established itself as one of the top shows in the Midwest for vintage and custom motorcycles. The city of Cleveland, Ohio, positioned in the middle of the rust belt, provides an urban backdrop, supportive community, and prime location for the event.

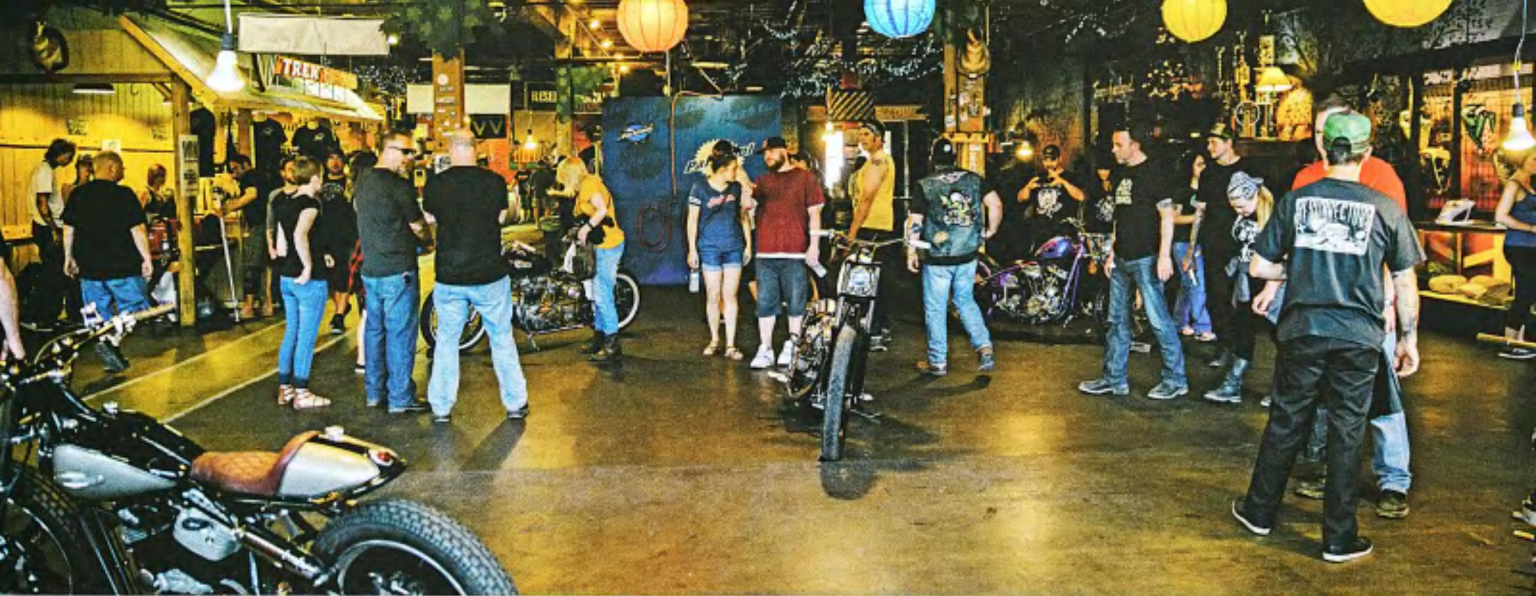
Founders Tyler Malinky (Lowbrow Customs), Jesse Basset (The Gasbox), and Mikey Revolt (Forever The Chaos Life) came together in 2015 to create a show that would highlight the artistic elements, craftsmanship, and culture that surrounds motorcycles. Custom motorcycle builders and rare bike owners come in from all over the country. There's also a showcase of top painters and photographers in the motorcycle scene.

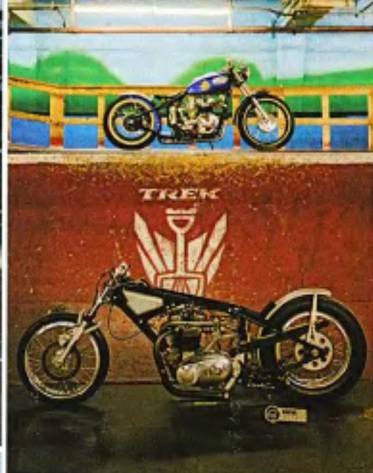
Fuel Cleveland has much to offer to motorcycle enthusiasts, whether they are just dabbling or have a full-fledged addiction. Not to mention the urban backdrop with the gritty feel that Cleveland is known for. Sponsors Biltwell, SuperTrapp, Lincoln Electric, and Buckeye Brewing helped to support the show and keep it a free event for all in attendance.

"The main goal of the show is to pay respect and honor the people that have dedicated their lives to mastering their crafts in the motorcycle industry" says Mikey Revolt, one of the Fuel Cleveland organizers. "All while keeping the event free to the public for any and all ages to attend."

This year's show took place at Ray's Mountain Bike Park in Cleveland's west side area. The sprawling industrial complex with its huge smoke stack and water tower that surrounds Ray's MTB, offers the room, parking, and vibe needed for this type of motorcycle show. For those who haven't been to Ray's before, the massive mountain bike park filled with ramps, vert walls, and obstacles, both natural and manmade, offers a visual smorgasbord. Throw 60 killer custom motorcycles, custom painted gas tanks, and more than a hundred photographic prints into the mix, and you have a show where you can wander around all day seeing new things.







The motorcycles were placed at key points in the park, on ramps and amongst rocks, logs, and bridges built out of scrap lumber. There was even an overhead catwalk that allowed you to see some of the bikes in the show. The bikes were displayed in a way that made it really enjoyable to hang out all day and really get an in-depth look at each scooter without getting in the way of other show patrons.

With hundreds of bikes coming in from all over the Midwest, East Coast and Canada throughout the day, the parking lot became another show all on its own. There were a handful of vendors and booths outside by the parking lot too, which really helped with the laid back vibe. Those who brought bikes to Fuel Cleveland from out of town set up their wares to sell some parts or T-shirts to help cover the cost of the trip.

Buckeye Brewing, a sponsor of Fuel and based in Cleveland, owns the Tapstack tasting room next door to Ray's MTB, where they served up a wide selection of beer the entire day of the show. The weather was beautiful and it didn't rain until the last hour of the show, which just made the extremely hot and humid day cool off a bit. As the day got later and the rain passed, some attendees got a little excited, doing burn-outs, wheelies, and racing up and down the street.

Fuel Cleveland is slated again for 2017. Keep up with the plans at www.fuelcleveland.com.

—Mikey Arnold



Pics by Ben Zales

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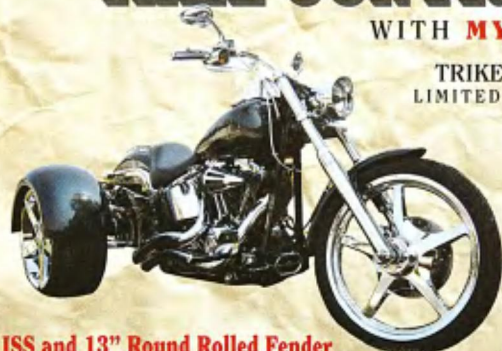


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LIVE TO ROAST, ROAST TO LIVE





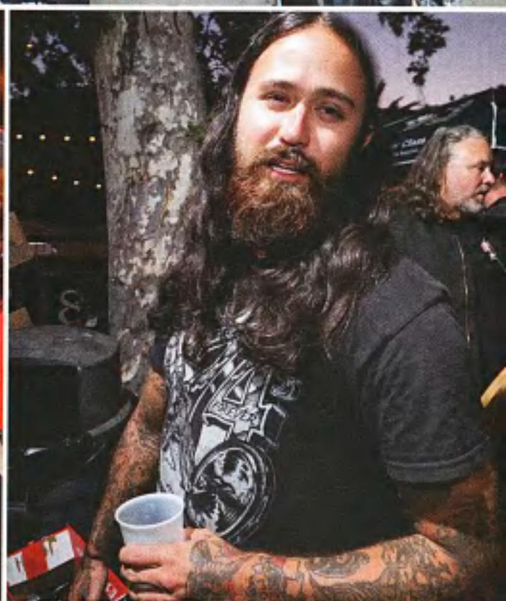
A scorching June sun rises over Orange County, California. A groggy form emerges from a ratty old sleeping bag next to a rigid panhead covered in road grime and bugs. Long tangled hair to match his long tangled beard, the red-eyed dude crawls out of the bag through the beer cans and Frito bags by last night's still smoldering fire, wearing only a disheveled pair of not-so-tidy not-so-whiteys. Stumbling forward, he follows his boogery beak to the smell of fresh coffee in the campground. Is this some scene out of a 1060s biker flick or a David Mann painting from 1972? Fuck no, bro. This is 2016, and this is Orange County, and the day is dawning on the Born Free 8 Chopper Show.

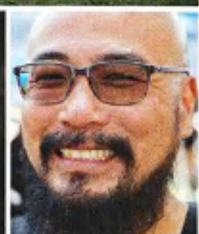
The seventeen-acre Oak Canyon Ranch was again the logical choice for the eighth running of Born Free. Over the course of two days, some 35,000 moto-mad scooter-worshippers were treated to a sensory overload of all things chopper. As the Saturday mercury rose, with triple digits and high humidity predicted all weekend, would the faithful really come out to roast together in the So-Cal heat? The answer roared in by the tens of thousands from every corner of the planet. That answer was a resounding, "Fuck yes." One of those arrivals from afar was some ever-grinning dude named Willie G. Davidson, who has been an enthusiastic supporter since day one.

Started way back in 2008, Born Free is the baby of Grant Peterson and Mike Davis. Their first show was thrown together on a whim in just 30 days and drew 200 bikes and 400 people. Grant and Mike's grass-roots vision, humility, heart, and enthusiasm, has been the cornerstone for the show's exploding popularity, though they still like to think of it as a "glorified barbecue."

Admission for the event was \$10 a day, or a little more for a Grass Pass, which allowed you to park inside the show. If camping is your thing, then you could throw down your bedroll at Camp Born Free, right next door to the show site.

Once inside, it was hard to know where to start. Rhett Rotten's Wall of Death show was incredibly popular as



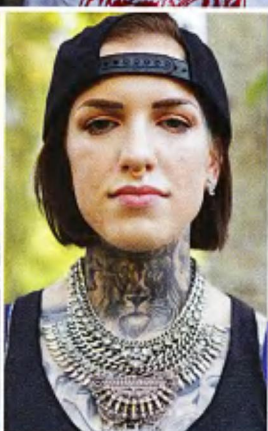
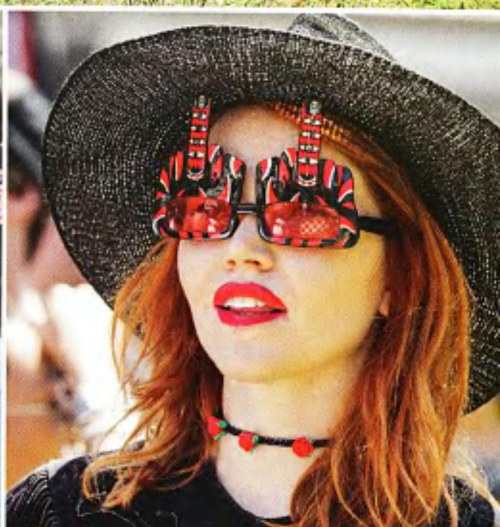


the never-ending line to witness this motorized miracle attested. Two stages hosted every kind of band imaginable, including the legendary Fried Brothers Band, The Freight Shakers, and Hell's Belles among several other musical treats.

San Diego Customs hosted the first-ever FXR show in which over 80 speed freaks showed their devotion to horsepower, grokking the go-fast bikes, including Bonneville racer Wink Eller's brutal 135-incher.

With over 180 vendors, there was no shortage of cool shit to score. From Harley-Davidson's giant display, to someone called simply, "Creeps Selling Garbage," any possible item you might need to improve your complete chopper experience was there to be had.





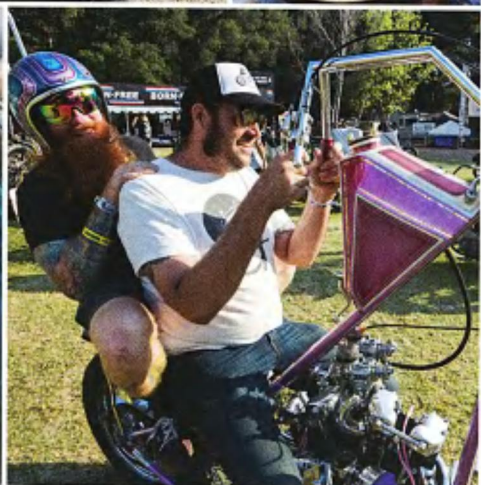
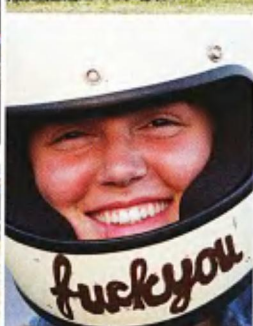


A large part of Born Free is the daily bike giveaway. For 25 bucks you could buy a chance to win one of three bikes over the two days. You had to be present to win, so naturally the field in front of the main stage was packed each day with hopeful bastards clutching tickets to their sweaty, quivering man-boobs.

The Saturday giveaway bike was a super-sweet 1953 panhead built by the one-and-only Chopper Dave. Sunday's giveaway bikes were a 2016 Low Rider S, courtesy of Harley-Davidson and a 1940 knuck built by Jeff Leighton.

That very same Jeff Leighton of Wretched Hive, went on to pick up the Best of Show award for his baby blue UL flathead with the unusual two-into-four pipes. Jeff and his flattie won a trip to the Mooneyes Hot Rod & Custom show in Yokohama, Japan, this December.







The winner of the Builders' Choice Award, as voted by the other 25 invited builders, was Kiyo from Kiyo's Garage who won \$10,000 and a trip for him and his insane twin-engine CB750 to attend the Mooneyes show in Yokohama, as well.

So, Born Free number eight goes in the books as yet another astounding success. Not bad for Grant and Mike's "glorified barbecue." Lots of folks are already dreaming and planning for number nine: dates to be announced. Check out www.bornfreeshow.com for more info on next year's roster.

—Beatnik



Pics by Michael Lichter



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ONE STRANGE CYCLE

ALEX RINDSKOPH'S
1959 IRONHEAD



I have had the pleasure of knowing bike builder Alex Rindsoph of Strange Cycles for a few years now. He always greets me with a firm handshake and a smile on his face. Just like everything else at Strange Cycles, the interview process for this feature was a breeze. I shot Alex a few questions and he practically wrote the story himself.

Alex grew up in Northeastern Illinois. BMX and dirt bikes were just a few of his hobbies. He got a job right out of high school at a small engine repair shop and shortly after that he bought his first Harley and started teaching himself how to keep it on the road. He attended college for four years, gaining a working knowledge of welding, fabrication, blueprints, layout, and measurement.







Before long, his passion for building choppers turned into an obsession. After years of collecting tools, Alex began repairing bikes out of his garage, all the while working third shift at a forging plant. People began to notice the quality parts coming out of his garage. The parts had a strange style, so the name of his company fit perfectly.

Alex moved from one Midwest town to another, finally landing in Cleveland. Alex's relationship with his girlfriend Anna is what drew him to Ohio. Upon arrival, Alex was working a full-time job in a machine shop while running Strange Cycles in East Cleveland. As the customer base grew, so did the need to operate the shop full time. Before long, Alex quit the machine shop. "Ohio has a really big motorcycle scene," Alex tells us. "The people here love their bikes, and it didn't take long before I began to make good friends and gain a loyal customer base here in Cleveland."

Alex has always loved Harleys, and most of the work he does revolves around them. After seeing a CB750 Honda project though, he began getting a little more import work on the lift. "I love custom metalwork and do not discriminate. Two wheels is two wheels."

The 1959 Ironhead seen on these pages was built in only three months. Never-before-tried experimental techniques and ideas motivated the building process. Countless hours went into forming and fitting it all, especially the sheet metal. I asked Alex to sum this bike up in one word. His reply was, "SHARP."

We expect to see a wide variety of parts and services offered as Strange Cycles continues to grow. Alex would like to thank all of his friends and family, both in Ohio and in Illinois, for the support and help it has taken to get this far. He would also like to thank Anna for everything she does. Last but not least, Alex he would like to thank his customers for their continued business and their help in spreading the word about Strange Cycles.

—Shane Smith

Owner: Alex Rindskopf

City: Cleveland, Ohio

Designer: Alex of Strange Cycles

Builder: Alex of Strange Cycles

Build time: 3-months

General

Year/Make: 1959 H-D

Model: XLCH 900cc Ironhead

Engine

Year/Make: 1959 H-D

Model: Ironhead Sportster

Displacement: 900cc

Heads: H-D

Pistons: S&S

Cam: S&S

Carb: S.U.

Pipes: XLR-inspired handmade stainless

Transmission

Make: H-D

Painting

Painter: Steve Hennis of

Flame Thrower Customs

Color: gloss black tins

Frame: vintage bronze by BJ Ledinsky

Frame

Make: 1959 H-D goosenecked

Rake: 47-degrees

Stretch: 6-inches up, 6-inches out

Accessories

Bars: Strange Cycles

Handlebar controls: H-D

Rear Fender: widened front fender

Struts: Stainless handmade

Headlight: Unity spot

Taillight: handmade brass by

Afterhours Choppers

Tag Bracket: Stainless handmade

Ignition: H-D

Charging: Cycle Electric

Battery: Antigravity 3-cell, kick only

Gas tank: Sportster narrowed and

chopped by Strange Cycles

Oil tank: Strange Cycles

Seat: Adam Nisiewicz of

Pierce Street Seat Co.

Pegs: Strange Cycles

Foot controls: Stainless handmade

Grips: Strange Cycles

Front End

Type: Paughco springer

Extension: 8 inches over

Wheels

Size: Front: 21-inch Rear: 18-inch

Rims: Front: spool Rear: K model

Tires: Front: Avon Rear: Firestone

Brake: H-D

Photos: Nick Amrhein



KNEES IN THE BREEZE





Everett Bennett on his CB750, SoCal to Sturgis 2015. Pic by Ryan Copeland

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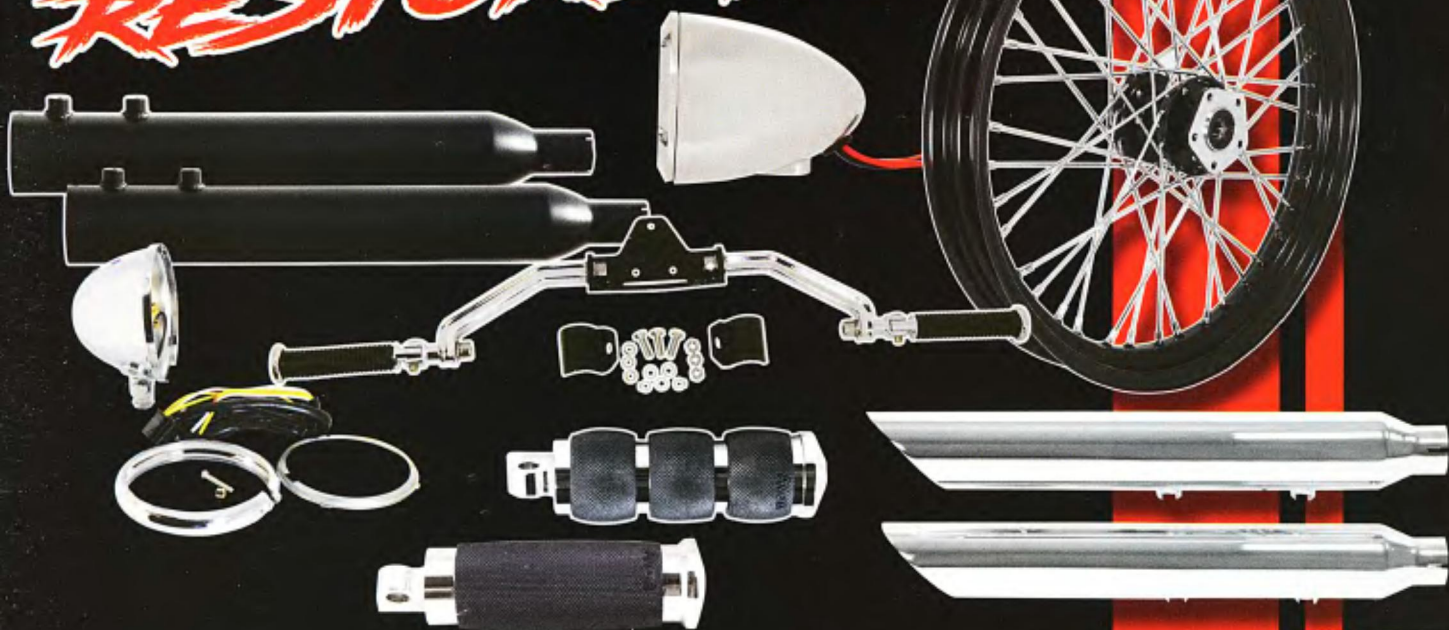
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