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Andrew Ursich's Knuckle Chopper

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WHAT ARE YOU LOOKIN' AT?

A conservation biologist at Australia's University of New South Wales and his team recently went to Botswana to paint eyeballs on cows' butts. It seems that local farmers had been forced to kill endangered lions to keep them away from their cows. However, the researchers figure that since lions hunt by stealth and tend to pass up kills if the prey spots them, painting eyeballs on cows' butts might trick the lions to choose other prey. For the same reason, woodcutters in India wear masks painted with faces backwards for protection against tigers.

BLIND PORN

The online site Pornhub recently announced a program to help blind pornography consumers by adding 50 "described videos" to its catalog, with a narrator doing play-by-play of the setting, the actors, and the action. A vice president at Pornhub says, "It's our way of giving back." Meanwhile, another porno website started a plan to donate a penny to women's health or abuse prevention organizations every time a user reached an orgasm while viewing its videos.

NO GOOD DEED GOES UNPUNISHED

A motorist in Regina, Saskatchewan, was issued a \$175 traffic ticket after he pulled over to ask if he could assist a homeless beggar on the sidewalk. According to the police report, the "beggar" was actually a cop on stakeout looking for drivers not wearing seat belts. The driver said he had unbuckled his belt to lean over in the seat to give the beggar three bucks and moments later, the cop's partner pulled him over and slapped the ticket on him. Yeah, cops are your friends. Sure.

FLAKY COPS

Speaking of friendly, helpful cops, a police report filed in Orlando, Florida, a few months ago, tells the tale of a local man who was arrested when police suspected that they had discovered crystal meth on the floorboard of his car. It seems the

police officer was staking out a 7-11 convenience store for suspected drug activity and pulled over a 64-year-old man after he left the store. The man was stopped for failing to make a complete stop before pulling out of the parking lot of the store and for driving 42 mph in a 30 mph zone. The cop found a suspicious flaky substance inside the vehicle, collected a sample and arrested the man. Turns out the flakes turned out to be... doughnut glaze. All charges were dropped.

SAME SEX SPACE ARK

During a recent U.S. House session, Texas Congressman Louie Gohmert explained that every American should be worried over the risk that if an apocalyptic event occurs and we are forced to abandon Earth with only a few species to provide for humanity's survival, NASA might unwisely populate the "Space Ark" with same-sex couples instead of procreative male-female pairs. Really? If there is any justice, this butthead won't be on the Space Ark!

SHIT TRAIL

The thief who ransacked a community greenhouse in County Durham, England, got away, but, according to residents, among his bounty was a bottle of rum that is usually offered only as a constipation remedy. Apparently the rum contains a heavy dose of the aggressive laxative "lactulose." Said one resident, "Maybe the thief has left a trail for the police."

GIVE US YOUR FIRST BORN

Many website and app users are suspected of agreeing to privacy policies and terms of service without comprehending or even reading them. Most judges routinely assume the user to have consented to be bound by them. In a controlled-test report released recently, researchers from York University and University of Connecticut found that 74% skipped the privacy policy altogether, but, of the "readers," the average time spent was 73 seconds for wordage that should have taken 30 minutes, and time reading terms of service was 51

seconds when it should have taken 16 minutes. If users had read closely, they might have noticed that they had agreed to share all their personal data with the National Security Agency and that terms of service included giving up their first-born child.

BONER MOTHS

Farmers living high in Nepal's Himalayas are heavily dependent on harvesting a fungus which, when consumed by humans, supposedly produces effects similar to Viagra. However, the region's rising temperatures and diminished rainfall (thanks to global climate change) is threatening the output, according to an article in the *New York Times*. Wealthy Chinese men in Hong Kong and Shanghai may pay the equivalent of \$50,000 a pound for the "caterpillar fungus," and about a million Nepalese are involved in the industry, producing about 135 tons a year. The fungus is from the head of ghost moth larvae living in soil at altitudes of more than 10,000 feet. See? *Easyriders* is educational!

HIGH ON BRAINS

A 26-year-old dude was arrested in Carlisle, Pennsylvania, in June for possession of a suspected-stolen human brain, which he named "Freddy" and kept in a shopping bag under the porch at his aunt's trailer home. Police believe that the brain had been a medical teaching aid, but that the dude was lacing his marijuana with the brain's embalming fluid.

MOW NAKED

An unnamed man, 55, and woman, 40, were arrested near Joplin, Missouri, after being spotted riding a stolen lawn mower at 8:45 a.m.—naked. They told police that someone had stolen their clothes while they were skinny dipping and that the mower was their best option to make it home.

QUOTE OF THE MONTH

"In politics, stupidity is not a handicap."
—Napoléon Bonaparte



EASYRIDERS BIKE OF THE YEAR

Andrew Ursich's
"Stardust"



RACER X

Michael Kamalian's
2015 Revolution



THE RACE OF GENTLEMEN

Kicking It Up In Wildwood



EASYRIDERS AT THE CHIP

Custom Bike Show And
David Mann Art Auction



BLENDING TIMES

Andrew Rusich
Rigid Lyfe



AMERICAN CRUISER MOTORCYCLES

2017 Harley, Indian,
And Victory Models



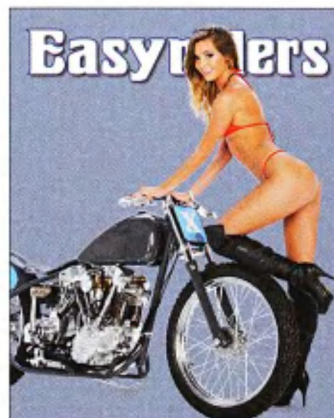
THE BASICS

Chris Maraschka's
2015 Special Custom
Chopper



THE 8 BALL

John Covington's
Appaloosa



ON THE COVER: Alicia Watson with
Michael Kamalian's 2015 Revolution
Speed Racer X shot by Don Rogers.

We love hearing from you! Please send
your questions or comments to the
editor at dnichols@easyriders.net.
Next month's issue goes on sale
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IN THE WIND #168

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DEPARTMENTS

Takin' It Easy	3
EasyNews	14
Parts Box	24
Passin' Gas	32
Holiday Gift Guide	44
Bikers For Trump	58
Fiction: Hourglass	60
Fox Hunt Contest	67
Puttin' Pets	70
Fox Hunt Winner	76
General Store	82
Readers Rides	88
Advertiser Index	122



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I wanted to build a molded chopper, which was pretty challenging since I hadn't done it before.



EASYRIDERS B



Now topping off the list of accolades
is the chopper's well-earned selection as the
Easyriders Bike of the Year.

ANDREW URSICH'S "STARDUST"

Trekking out into the desert
with its star-filled night skies is one way to
find inspiration, and SoCal bike builder
Andrew Ursich would agree.

A while back he was offered an
apprenticeship at famed custom car builder
Gene Winfield's shop.

All he had to do was motor 100 miles out
into the Mojave Desert to get to work.

KE OF THE YEAR



After two years of developing invaluable skills there, he took a job at the Port of Long Beach. In his spare time, Andrew customized his old Caddy in shop space that happened to be adjacent to McQuiston's Chopper Designs where he glimpsed some badass custom bikes. Soon, Andrew was motivated to build a custom motorcycle of his own.

After handcrafting a slew of custom brass parts for the 1980 Sportster project, he named it the Brass Monkey. It got the ball rollin', so Andrew started wrenching away on his second project, the bike called "Stardust" seen here. "I wanted to build a molded chopper, which was pretty challenging since I hadn't done it before," Andrew tells us. "I just started making up things as I went along. I cut a big chunk out of the frame's front downtube and sent it to Hernan D'Aloia at Engrave It, Inc. for the scroll work. It was actually the first part of the bike completed." He also wanted a knucklehead motor, choosing a 93-inch S&S beefed up by Rennetts Performance and then sent it to Hernan for engraving.



Using mostly hand tools, Andrew molded the rear frame/fender/oil tank as one piece, and also made the hand-shifter linkage, spider top motor mount, and the trick exhaust pipes. Discovering an old girder front end of unknown manufacture lying in the shop next door, he chopped it up, extended it 9 inches, added a new shock and springs, then had it plated and engraved.

Andrew went for an Italian rear brake from Kustom Tech and a 4-speed Baker tranny mated to a foot clutch and internal throttle controls. Extensive chrome plating was followed by gold plating of every nut and bolt. Even the chain was dipped in chrome and gold. Then Danny D in Baldwin Park mixed up the custom ice blue paint, reminiscent of star dust.

Asked who comprises his shop crew, Andrew laughs and says, "Just me."

My next door neighbor Ryan McQuiston helped me bolt in the motor and my buddy Rafael Garcia was a big help, too."

Last year Andrew took "Stardust" to the David Mann Chopperfest in Ventura, California, where it took Best of Show. Then in January 2016 he rolled into the Grand National Roadster Show in Pomona and rolled out with the award for "America's Most Beautiful Motorcycle."

More kudos followed at the 2016 Easyriders Sacramento Bike Show where the chopper took First Place in the Radical Custom Class. Now topping off the list of accolades is its well-earned selection as the Easyriders Bike of the Year from the Columbus Invitational Bike Show. Not bad for a second bike build.

—Paul Garson



Owner: Andrew Ursich/Ursich Customs
City: Long Beach, California

GENERAL

Designer: Andrew Ursich
Year/make: 2015 Ursich Custom
Model: knucklehead
Assembly: Andrew Ursich
Time: 6 months
Plating/Chroming: Engrave It!
(Ontario, CA)

ENGINE

Year/make: 2015 S&S
Model: Knucklehead
Rebuilder: Rennetts Performance
Displacement: 93 cu. in.
Cam: S&S
Ignition: Morris Mag
Pistons: S&S
Heads: S&S
Lifters: S&S
Carb(s): S&S Super E
Air cleaner: custom dual stack
Pipes: custom 2-into-2

TRANSMISSION

Year/make: 2015 Baker
Shifting: handshift

PAINT

Painter: Denny D
Type/color: Axalta/blue

FRAME

Year/make: 2015 Paughco
Type: single loop
Rake: 40 degrees
Stretch: 2 inches
Shocks: rigid

ACCESSORIES

Bars: custom
Handlebar controls: internal throttle
Fender: Gasbox
Headlight: 1950s GM
Taillight: After Hours Chopper
Electrics: V-Twin Mfg.
Gas tank: Lowbrow Alien
Oil tank: custom horseshoe
Oil system: S&S
Seat: California Upholstery
Pegs: JCW
Grips: custom machined

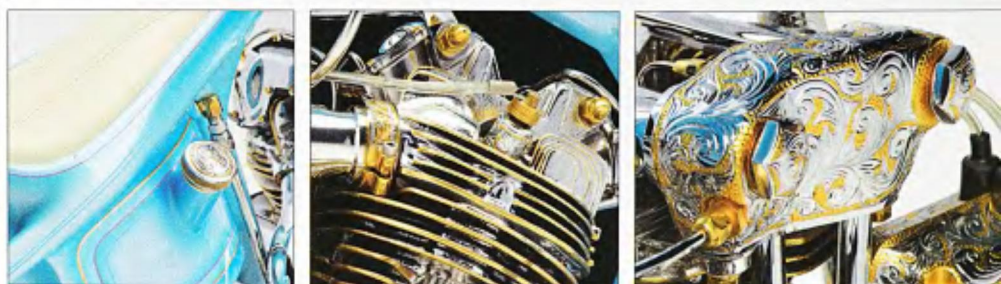
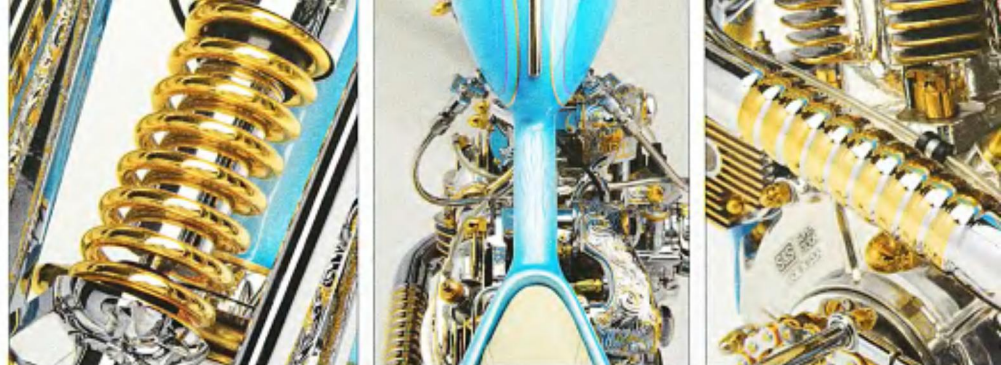
FORKS

Type: Girder
Extension: 9 inches over
Builder: Andrew Ursich

WHEELS

Size: 21-inch front, 16-inch rear
Wheels: spool
Tires: Firestone
Brake: Kustom Tech/hydraulic
drum rear

Photos: Michael Lichter





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Chad Koo *Jim Long*

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Thank you, Rick Rademacher

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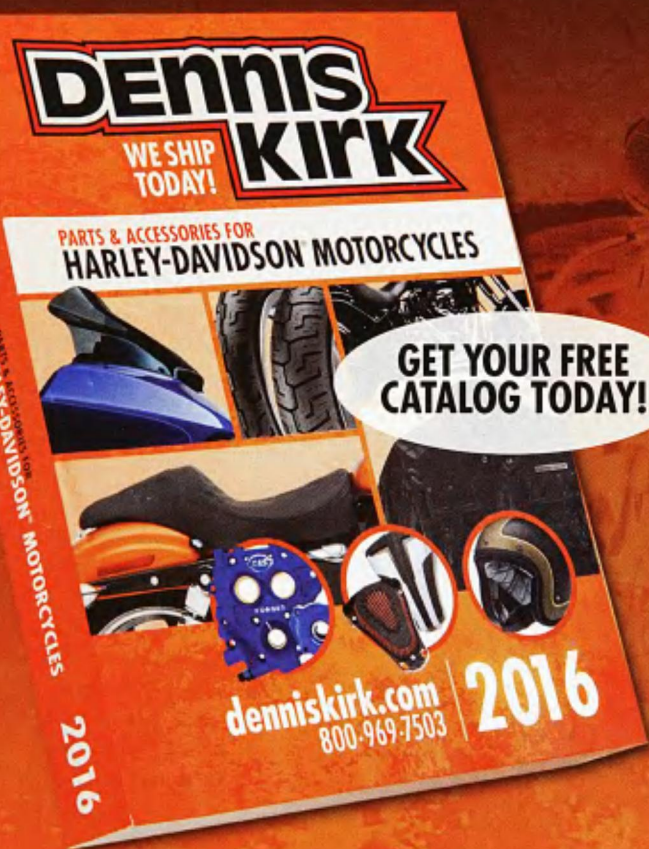


"Hey, what part of 'one night stand' did you not understand?"

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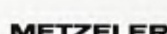
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STURGIS NUMBERS DOWN, ARRESTS STEADY

According to police figures, although the attendance numbers at Sturgis this year are down 40% compared to last year's 75th Anniversary figures, total arrests and citations remained steady compared to last year. Fortunately, traffic fatalities were dramatically lower, a total of three people were killed during the event vs. 15 in 2015.

The total number of citations was slightly up; the Highway Patrol reports slightly more than 1,400 citations issued this year, with closer to 1,200 last year. Explanations are few, but perhaps having more time on their hands, with the smaller crowds, allowed officers more opportunities. DULs were down, while misdemeanor drug busts were up. Felony drug arrests were down, however, with 80 in 2015 vs. only 50 this year.

Sturgis remains a target-rich environment for the law enforcers; cash seizures by police decreased from \$22,863 last year to a measly \$15,997 this year, but with the reduced attendance, the toll seems right on track.

Sources: *Source: Capital Journal*

HARLEY-DAVIDSON VICTIM OF GOVERNMENT EXTORTION

The Department of Justice is trumpeting its recent success against Harley-Davidson over "Race Tuners," devices designed to increase performance, which are accused of increasing pollutants. The company was fined \$12 million and has to pay an additional \$3 mil to "mitigate air pollution through a project to replace conventional woodstoves with cleaner-burning stoves in local communities."

The government alleged that Harley

sold 340,000 of these tuners, and additionally sold more than 12,000 motorcycles that were not covered by an EPA certification. The Assistant Attorney General, John C. Cruden stated that Harley-Davidson was singled out due to the company's prominence in the industry, continuing, "Anyone else who manufactures, sells, or installs these types of illegal products should take heed of Harley-Davidson's corrective actions and immediately stop violating the law."

The action requires the Motor Company to buy back all of the offending tuners in stock at its dealers and destroy them. It requires H-D to obtain California Air Resources Board Certification (CARB) on any future tuners it produces.

Source: *Department of Justice, Office of Public Affairs*

RED LIGHT RELIEF IN PENNSYLVANIA

Also-called Ride On Red Law will take effect in Pennsylvania starting September 18, 2016. Riders have long endured poorly designed traffic devices which fail to detect the smaller magnetic signature of a motorcycle compared to a car, and consequently find themselves stuck at red lights until an automobile happens by to trip the signal.

Now riders confronted with a non-

functioning signal can, after a reasonable period of waiting, look both ways and proceed if the intersection is clear. The bill was introduced by Rep. Stephen Bloom on behalf of ABATE in the state.

This is welcome news for motorcyclists in the state, as a red light ticket in Pennsylvania is a three-point violation, and the consequences for motorcyclists are onerous, both in insurance increases, as well as the associated fines.

Pennsylvania joins six other states with similar laws, leaving 44 states to go.

Source: *The Morning Call*

LANE SHARING LEGAL IN CALIFORNIA

It will come as a surprise to all of our California brethren, but the California legislature has succeeded in getting the governor to affix his signature to a bill that officially legalizes lane sharing by motorcyclists in the state. We talked about this a few times in the past, but it became official with Governor Brown's signature, on August 21.

The bill doesn't change much, since motorcyclists in the state have been free to ride between lines of traffic pretty near forever. Under the new law now the CHP is granted the task of concocting guidelines for safe lane filtering, which it had been prevented from doing after a lawsuit was filed questioning their legal authority to do so.

The law, though largely unnecessary, was supported by motorcyclist rights groups in the state to help activists in other states considering legalizing the practice. Nevada, Georgia, Washington, Oregon, and Texas have all considered allowing lane sharing in some form over the last two years.

Source: *The American Motorcyclist Association publication*

QUOTE OF THE MONTH

A patriot must always be prepared to protect his country from his government.

—EDWARD ABBEY

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OKLAHOMA MOTORCYCLIST TRAINING MANDATE

Since August 26, new riders under 18 years of age in Oklahoma will be required to complete a certified rider safety course before they will receive their endorsement. The bill was authored by Rep. Chuck Hoskin, and was signed by the governor.

Previously, riders 16 or 17 could opt to either complete the training, or simply take a written and a riding skills test. Now they must complete the course in advance. Riders 18 and over retain the first option.

The bill was supported by ABATE of Oklahoma. The course costs about \$240 and is offered by 17 schools across the state.

Source: The Times of Pryor Creek

FEDS TAKE ON PRIVATE PRISONS

While a tiny first step, The Justice Department has announced that it will begin phasing out the use of private prisons, acknowledging that they are less safe, don't provide adequate rehabilitation services, and don't even provide significant cost savings.

Private prisons are a consequence of the war on drugs. Tough sentencing laws fueled a rapid expansion in incarcerations, and building more prisons was seen as the answer to housing the prisoners. It is widely known that these prisons managed by private corporations strive to warehouse people as cheaply as possible while maximizing profits.

However, despite what appears on the surface to be good news, relief will be limited. Only 30,000 of the estimated 195,000 prisoners in the US housed in federal prisons are expected to be im-

pacted. Meanwhile, the majority of inmates are incarcerated in state facilities, not federal, which are not affected.

Last year the biggest operator of private for profit prisons, Corrections Corporation of America generated \$1.8 billion in revenues.

Source: CNN Money, Fortune

SONNY BARGER ON TRUMP

—along with Donald Trump—believe the election process is rigged. The politicians and media make a joke of the statement, 'It is rigged.' If a person can win the popular vote but lose the election, I believe along with Trump that the process is rigged—and so should every other American whose vote is not counted.

In some elections, the winner is elected before some state votes are even counted. If that is not rigged, what do you call it? I think people, along with myself, are tired of the politicians and media running the elections and telling some Americans your vote doesn't count because we've had the process since time began.

I, for one, am voting for Trump, because it's time to change.

CNN should look up the definition of 'rigged.'

1. The word rigged is often used to describe situations where unfair advantages are given to one side of a conflict.

2. Describes the side of a conflict that holds an unfair advantage.

The American public knows what both candidates think of each other. Maybe they could take the multi-million dollars that they're going to spend on TV ads and just give that to Louisiana.

Ralph "Sonny" Barger

August 13, 2016

Arizona



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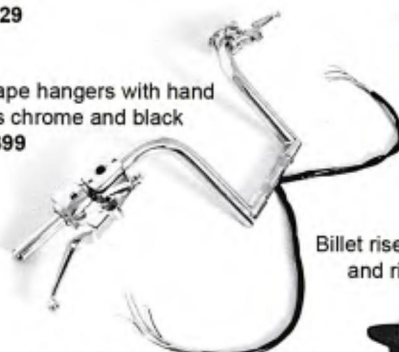
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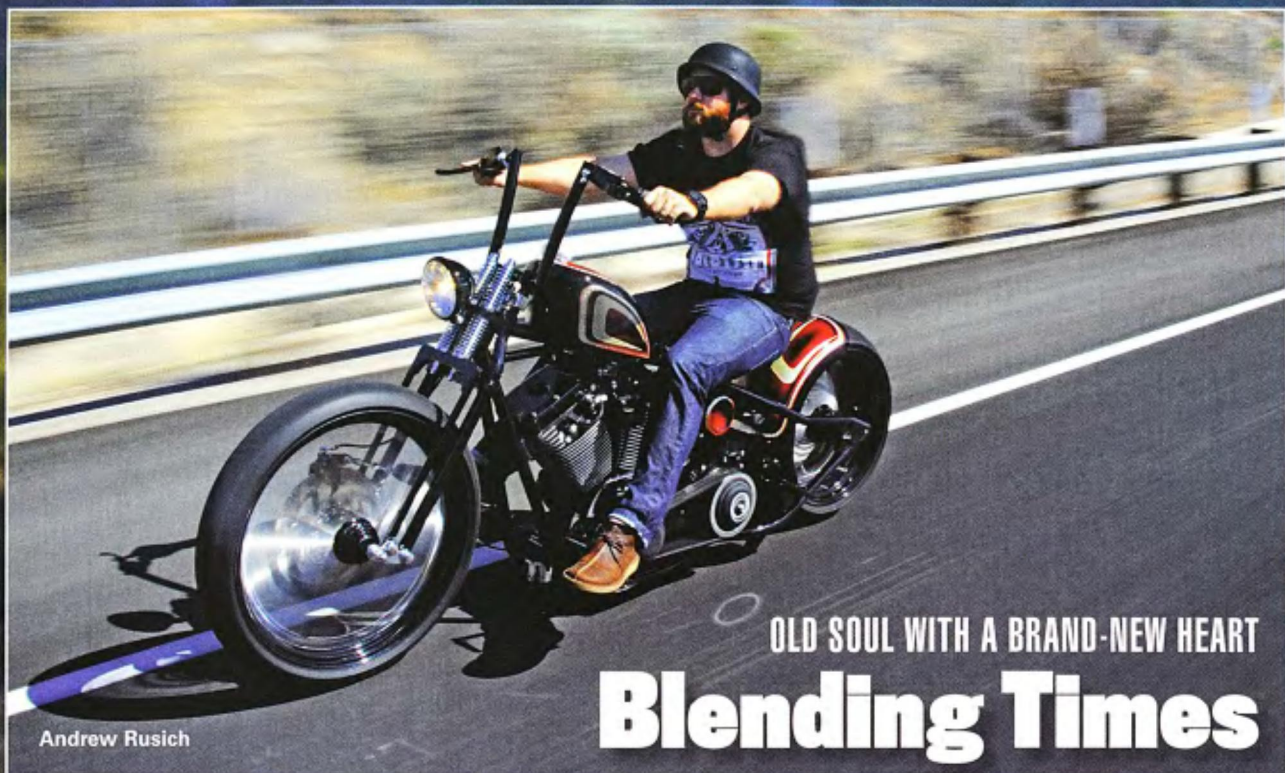
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Andrew Rusich

OLD SOUL WITH A BRAND-NEW HEART **Blending Times**

It's not what you see here but what you don't,
the less-is-more school of custom.





"I've been thinking about this bike build for a while," says Andrew Rusich. The getting there was the hang-up. His plan was solid, a bike with an unmistakable old-school vibe, but with plenty of new-technology. It'd be a tricky combination to pull off successfully, "I really didn't know exactly how I was going to accomplish it," he says, "you know, just how far I could push things, bending and blending times so to speak." It's not that Andrew had no idea what a custom Harley should be. He's owned a tricked out 1997 Heritage Softail for years, a bike he can't imagine ever selling. But putting together this one correctly had him a little flummoxed. "Deep down, I'm a young guy with an old soul and that's what I wanted to blend here."



Old-school cool meets modern technology.
"I had a feeling from the start
that this bike would be special."



Some of the answers came at nearby Profile Cycles in Riverside, California. A few years back, Jimmy Todorovitch at Profile had built a couple of bikes for Andrew's uncle—bikes completely different than this one, wide-tire muscle machines with huge-displacement engines. But those slammed down air-ride Softails were exceptionally cool machines, expertly done. "So I went over and sat down with Jimmy to talk things over, lay out my plan, and hear what he thought about it all." After a couple conversations, and a couple of beers, the two came up with a plan. The result would be exactly what Andrew wanted, old-soul cool with just enough of that modern-tech.

"We decided to keep it all as simple appearing as possible," Andrew goes on. "Kind of not what you see but what you don't see." Like there are no throttle cables exposed, and you don't see any brake lines or any speedometer, although all of that—cables, lines, and speedo—are present and accounted for. The guys came up with some pretty clever ways to hide everything, the little Dakota Digital speedo, for instance. It's tucked in right below the back of the seat on the right side. That less-is-more philosophy was carried out everywhere, right through to the sprotor driving and slowing down the rear wheel.

The whole project was a lot of fun and a real eye-opener for Andrew. "Jimmy did a phenomenal job of bringing this dream to reality, but I had a feeling right from the start that this bike would be something special." Andrew was right. Absolutely anywhere he goes someone always finds the bike and a crowd quickly forms and gathers around it. Old-meets-new obviously strikes a chord. And as cleverly as Andrew and Jimmy brought all that together, there's little question that the paint job plays a big part in that draw. Credit that part of the appeal to Michael Ramirez from Buckwild Designs. "When I brought him into the picture," Andrew says, "explaining this old-but-new look I was going for, he understood completely. I let him take it from there and I think he hit the nail on the head."

—Joe Kress

Owner: Andrew Rusich
City: Riverside, California

GENERAL

Designer: Jimmy Todorovitch
Fabrication: Profile Cycles
Year/make: 2013 Profile Cycles
Model: Rigid Lyfe
Assembly: Profile Cycles
Time: 6 months

ENGINE

Year/make: 2013 S&S
Rebuilder: Profile Cycles
Displacement: 96 cubic inches
Ignition: Crane Hi-4
Cam: S&S
Carb: S&S
Air cleaner: Roland Sands Design

Pipes: Profile Cycles

TRANSMISSION

Year/make: 2013 Baker
Shifting: 6-speed

PAINT

Painter: Michael "Buck" Ramirez,
Buckwild Designs
Type/color: House of Kolor/black,
Candy Red

FRAME

Year/make: 2013 Chassis Design,
Profile Cycles
Type: rigid
Rake: 32 degrees
Stretch: 2 inches
Shocks: none

ACCESSORIES

Bars: Profile Cycles
Handlebar controls: Performance
Machine
Fenders: Profile Cycles
Headlight: swap meet
Taillight: Todd's Cycles
Speedo: Dakota Digital
Pegs: Performance Machine
Foot controls: Performance Machine
Gas tank: Profile Cycles
Oil tank: Profile Cycles
Seat: Hix Design
Grips: Performance Machine

FRONT END

Type: springer
Builder: Profile Cycles

WHEELS

Make: Ride Wright
Size: 23-inch front, 18-inch rear
Tires: Avon
Brakes: Performance Machine

Photos: Peter Linney
Contact: Profile Cycles • 909-770-2048



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BELT DRIVES' NEW 2-INCH OPEN DRIVE WITH 2-PIECE MOTOR PLATE

Belt Drives LTD. has a new 2-inch wide-open belt drive systems for Harley touring and Softail models from

2007 up. Each kit features a unique 2-piece motor plate design. BDL model #TC2PB-2 is designed for baggers and model #TC2PS-2 fits softails. Kits come with a 52-69 pulley combination for a primary drive ratio of 1.326:1. The primary belt profiles and assemblies are unique to each model so you cannot interchange from one to the other. Kits come with a custom side and top guard along with a new aggressive open dome. All kits have BDL's Patented "BPP" Ball Bearing Pressure plate. Touring models come with two different length screws in shift shaft cones, one for heel and toe shifters and the other for toe shift machines.

beltdrives.com

KURYAKYN ADJUSTABLE TOUR-PAK RELOCATOR

Now you can easily provide additional room to improve pas-

senger comfort on 2014-later Harley-Davidson touring models. The new Adjustable Tour-Pak Relocator from Kuryakyn allows quick adjustment of fixed and detachable Tour-Paks up to 3 inches back or 1-inch forward from the stock position. The tool-free slider and latch system features durable interlocking aluminum support plates that ensure smooth and controlled movement. Chrome-plated aluminum locking levers secure the Tour-Pak in the optimal position for personalized passenger comfort. It fits 2014-2016 Electra Glides, Road Glides, Road Kings, and Street Glides equipped with Rigid Mounted or Detachable King, Ultra or Chopped Tour-Paks.

kuryakyn.com



WEBER'S HARLEY-DAVIDSON GAS GRILL

This portable, yet powerful grill features 189 square inches of cooking space, porcelain-enameled cast iron cooking grates for perfect sear marks, push but-

ton ignition, a built-in lid thermometer, and two handy folding work tables. The grill is easy to transport and set up with a Weber Q portable cart (sold separately). The innovative cart features a simple mechanism that allows you to quickly set up the stand and position the grill in place. When not in use or when transporting the grill, the cart and attached grill folds down and effortlessly wheels like a suitcase. The new Weber Q 1200 gas grill, Harley-Davidson edition, is available at select Harley-Davidson retail locations.

weber.com/harley



JIMS NO. 5532 VACUUM TAPPET "PUMP UP" TOOL

The popular and effective bleed technology that is found in the JIMS brake-bleeding tool has now been applied to hydraulic lifters. A special jar designed for vacuum holds up to four hydraulic lifters in a convenient

tray with tappet positions identified. Once vacuum is applied, bubbles can be seen escaping from the lifters until they are completely bled. Lifters are then ready to install. Since the tappets are now pumped up, there is no risk of damage to the valve train. JIMS No. 5532 is made in the USA and can be used on Twin Cam and Evo tappets (though tool can also be used for many other tappets similar in size and diameter).

jimsusa.com



S&S HYDRAULIC CAM CHAIN TENSIONERS

Several years of development and thousands of hours of testing have fine-tuned the new S&S Cycle cam chain tensioners, creating a durable solution for the weak spot in the factory cam chest. Larger piston diameter, tighter tolerances, thicker shoe material, and built-in direct chain oilers make the new S&S hydraulic chain tensioners the best option for 1999-later Harley-Davidson big twin owners running chain drive cams. Late model bolt-in or an early model conversion using their TC3 cam plate and oil pump. Made-in-America billet tensioners will add longevity and performance to your valve train.

sscycle.com

K&N INTAKE SYSTEM FOR 2001-2016 HARLEY-DAVIDSONS

The new systems from K&N are the 63-1134 and 63-1137 Aircharger intake systems. The 63-1134 fits 2008-2016 Harley touring models, while the 63-1137 bolts onto 2001-2015 Harley Dyna and Softail models. Both kits include a cast aluminum intake tube and come in a textured black finish with a raised, brushed aluminum



K&N logo. This styling exudes performance, while also providing a timeless design that would look good on

any style of bike build. The kits feature an oversized, oiled cotton, clamp-on air filter that feeds air directly into a wide air tube with an integrated velocity stack. An integrated breather system ensures these kits are a direct replacement for your stock intake.

knfilters.com



NATIONAL CYCLE SOLO RACK FOR INDIAN SCOUT

Solo Indian Scout and Scout Sixty riders get something special

that National Cycle has never done before—a cool fender-mounted Solo Luggage Rack that looks like it's fresh off of a 1942 Indian Sport Scout. Simply remove the passenger pillion and use the supplied hardware to mount the rack to the stock passenger seat mount points. It's a quick and simple job that pays back big style points as well as added luggage carrying capacity. The rear Fender-Mount Solo Rack is available in brilliant chrome or powdercoated gloss black.

nationalcycle.com



PAUGHCO FILTERED OIL TANKS

For more than 4 decades Paughco has been manufacturing replacement and specialty custom oil tanks for Harley-Davidson and custom H-D based motorcycles. Among its most popular are those fit with screw-on oil filters. Fully functional and unique in appearance, these tanks eliminate the need for an external remote filter and make oil changes a cinch. Shown here are just a few of many tanks available. All Paughco tanks use the same Paughco filter and will also accept OEM filter #63782-80. These tanks are available in the company's flawless chrome or high gloss black.

paughco.com

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RACER X

Michael Kamalian's
2015 Revolution

Michael Kamalian owns and runs Revolution Speed in Marietta, Georgia. It's a place where he and his two-man crew "design and construct front-running custom motorcycles, custom cars/trucks, and aftermarket parts from the ground up."



The board tracker has been around since 1910 or so, Michael says, but he doesn't think anyone's built one quite the way he and his crew have.





Revolution Speed is a federally licensed manufacturer, meaning its bikes can be registered and insured with no problem at the DMV. However, that doesn't mean that everything rolling out of the shop is cookie-cutter or bland. In fact, just about every one of Revolution's bikes is not only custom, but also infused with parts built in-house, such as this knucklehead-powered "Racer X" board track racer.

I'm a big fan of the panhead/
knucklehead kinda stuff,
but the knucklehead
is my favorite of all
motors Harley-Davidson
ever made.





Owner: Michael Kamalian
City: Marietta, Georgia

GENERAL

Fabrication: Revolution Speed
Year/make: 2015 Revolution
Model: Racer X
Assembly: Revolution Speed
Time: 2 weeks

ENGINE

Year/make: 1946 Harley-Davidson
Model: knucklehead
Rebuilder: Mototechnics
Ignition: Morris
Displacement: 74 cubic inches
Lower end: Harley-Davidson
Balancing: Harley-Davidson
Pistons: Harley-Davidson
Heads: Mototechnics
Cam: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): Linkert

Air Cleaner: Revolution Speed
Pipes: Revolution Speed

TRANSMISSION

Year/make: 2015 Baker
Modifications: N1 drum
Shifting: foot

PAINT

Painter: Magnum Collision
Type/color: wet/gray

FRAME

Year/make: 2015 Hank Young/
Revolution

Type: hardtail

Rake: 26 degrees

Stretch: 1-inch shorter

ACCESSORIES

Bars: Revolution Speed

Handlebar controls: Custom Tech

Fender(s): Revolution Speed

Headlight: Revolution Speed

Taillight: Revolution Speed

Pegs: Revolution Speed

Electrics: Morris

Gas tank: Revolution Speed

Oil tank: Revolution Speed

Oil system: stock

Seat: Revolution Speed/Young

Grips: Revolution Speed

FORKS

Type: Harley-Davidson

Extension: 2 inches under

Builder: Revolution Speed

WHEELS

Size: 21-inch front, 21-inch rear

Hub: Harley-Davidson

Tires: Metzeler

Brake: Kustom tech

Photos: Don Rogers

Model: Alicia Watson

Contact: Revolution Speed

770-420-9191 • revolutionspeed.com



"I'm a big fan of the panhead/
knucklehead kinda stuff," Michael says.
"But really, the knucklehead is my
favorite of all motors Harley-Davidson
ever made."

To get a knuckle powerplant
specially made for his racer, Michael
hooked up with Dan "Bacon" Carr at
DC-Choppers in Austin, Texas, and had
him "do me up a custom motor" for
this project. But, says Michael, he
didn't want to put it in a chopper
frame. "We wanted something more
like a board track or hill climb style,"
he explains.

The frame was one of the many
items built in-house, though not
Michael's "house." Instead he ended
up using a jig he borrowed from a
neighbor; well-known bike builder
Hank Young. "I sold all my jigs ages
ago," says Michael, "but we've known
Hank for a long time and do some
machining for him every once in a
while, so we went over to his shop
and used his jig for this frame."

The board tracker has been around
since 1910 or so, Michael says, but he
doesn't think anyone's built one quite
the way he and his crew have. "I've
seen this style with Evos and stuff like
that, but not with a knucklehead."

While he's pleased with the overall
outcome, Michael says he wishes they
could have done more, and done
some things better. "We built this bike
specifically for last year's 'Artistry In
Iron' competition at Las Vegas
BikeFest," he explains. "We didn't win
anything, but I think that was because
we gave ourselves only about two-
and-a-half weeks to build the bike
from the ground up, including the
frame and machining the triple trees
and everything else."

That's probably because Michael
also builds and modifies older model
cars and is heavily into SCCA racing.
"The time constraints limited us to
what we built as opposed to what we
had actually designed, so we may just
end up disassembling it and going
further with it. Originally we wanted
to have it in a single-sided swingarm
and lots of other crazy stuff, so we
took most of those ideas and put
them towards this."

—Red Baron

This month's *Easyriders* girl is the
alluring Alicia Watson who knows
that "X" marks the spot on Michael
Kamalian's beautiful 2015 Racer X.



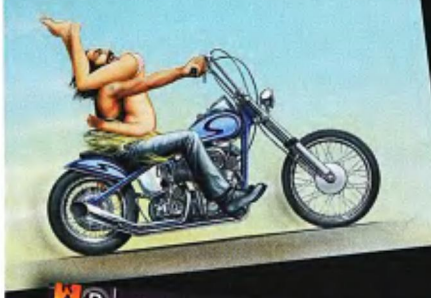


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Passin' Gas

Walking along down the beach, Scooter found a bottle. He rubbed it and poof! A genie appeared. "I'll grant you three wishes," the genie said. "There is one condition. I'm a lawyer's genie, so for every wish you make, every lawyer in the world will get the same thing only double."

After thinking a moment, Scooter said, "For my first wish I'd like ten million dollars."

"Lawyers will get twenty million." The genie reminded him.

"Fine," said scooter. "I'd also like a brand-new CVO Harley with all the trimmings."

"Done," said the genie. "Now every lawyer in the world will get two of them. And what is your final wish?"

"Well, you know," Scooter smiled, rubbing his whiskers, "I've always wanted to donate a kidney."

*Fred Race
Strongsville, Ohio*

A deaf mute walked into a drug store to buy some condoms, but he couldn't find any on the shelf. He went to the counter but had trouble explaining what he wanted to the pharmacist. Frustrated, he finally unzipped his pants, put his cock on the counter and put a five-dollar bill next to it.

The pharmacist looked puzzled for a moment, but then unzipped his pants, laid his huge shlong on the counter and put a fiver next to it. He then grabbed both bills and put them in his pocket. Exasperated, the deaf mute cursed the dude in sign language.

"Hey man," said the pharmacist, "if you can't afford to lose, then you shouldn't bet!"

*Ollie Oxenfree
Cayabonga, Calif.*

Biker Billy walked in to the doctor's office without an appointment. "Can you tell me what the problem is?" asked the pretty little receptionist.

"Well it's kinda embarrassing," Billy said softly, trying not to be heard by the other patients. "It's just that I've got a really large hard-on and it won't go away."

"Well, the doctor is busy today," cooed the cute chick, "but maybe I can squeeze you in."

*David Chance
Ogden, Utah*

To make a couple of extra bucks, Kickstart Kurt and his old lady Kickstand Kelly volunteered to take a sex survey. After they both handed in their surveys, the researcher called Kurt back in. "I found

some discrepancies in your answers, sir." The researcher informed him, "On the question of frequency of intercourse you answered twice a week and your wife answered five times a night."

"Yep, that's right," Kurt answered quickly, "and that's how it's gonna be until the Harley's paid off!"

*Barbara Daniel
Sacramento, Calif.*

A hot young chick wanted to get rich quick, so she set her sights on a 79-year-old sugar daddy, whom she planned to screw to death on their wedding night. Despite the age gap, the wedding and reception passed without a hitch and the couple left for their honeymoon in Hawaii.

While he got ready in the hotel bathroom, She stripped off her duds, ready to put her evil scheme into action. To her amazement, he emerged from the bathroom wearing nothing but a condom over his 14-inch erection, a pair of earplugs, and a pair of nose-plugs. "What's going on?" the startled chick gasped.

Rubbing his hands together in anticipation, he replied, "There are two things I can't stand: the sound of a woman screaming and the smell of burning rubber."

*Greg Cook
National City, Calif.*

What do you get when you cross a donkey with an onion?

A piece of ass that brings a tear to your eye.

*Rebecca Brack
Orangevale, Calif.*

What did the lesbian frog say to the other one?

"Well I'll be damned, we do taste like chicken!"

*Fred Race
Strongsville, Ohio*

Little Billy got a homework assignment to find out something exciting and share it with the class the next day. When called upon the next day to share his assignment, he walked to the blackboard, made a small white dot and returned to his seat. Puzzled, his teacher asked him what it was and he answered, "It's a period."

"Well, I can see that," the schoolmarm said, "but I just don't see what's so exciting about it."

"Well I don't know either," Billy answered, "but last night my sister's went missing and mom fainted and dad got the shotgun out!"

*Gary Lowery,
Long Beach, Calif.*

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One winner will receive his/her choice of a 2016 standard base Harley-Davidson Motorcycle ("prize") valued at \$25,000 or less (approximate retail value will depend on the model selected). The Winner may not choose a Custom Vehicle Operations™ (CVO) or Trike model or request custom color options. No prize substitutions or transfers are allowed. The prize cannot be redeemed for cash. If the actual value of the motorcycle selected by winner is less than \$25,000, the difference will not be awarded in cash or otherwise. Sponsor reserves the right to substitute with a prize of equal or greater value. Other restrictions may apply. Winner must take delivery of the Motorcycle from an authorized Harley-Davidson® dealership as determined by Sponsor. Winner must notify Sponsor of Motorcycle choice within 14 days after notification of eligibility, or the prize may be forfeited and awarded to another entrant randomly selected from the remaining eligible entries. Transportation of winner's Motorcycle to an authorized Harley-Davidson dealership will be provided by Harley-Davidson. The date of delivery of the Motorcycle will depend on the time to manufacture the model selected by the winner. Additional Motorcycle features and options, at applicable taxes, insurance, license, and registration fees are the sole responsibility of the winner. When picking up the Motorcycle, the winner or his/her representative must show acceptable evidence of insurance and a valid motorcycle driver's license. The winner is responsible for the cost of any vehicle options agreed to between winner and the Harley-Davidson dealer at which the Motorcycle is picked up.

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American Cruiser Motorcycles



HARLEY CRUISERS FOR 2017

Harley has five types of regular street cruisers: Softail, Dyna, V-Rod, Sportster, and Street and one high-end cruiser—the CVO. Between them there are 23 individual models, with prices ranging from \$6,850 to \$25,800. If you can't find one in your price range or riding style, you are one hard to fit person. This bike is the Softail Slim, which is a great retro-looking ride with an MSRP of \$15,100.



DYNA STREET BOB

The Dyna Street Bob is a two-wheeled treatise on the time-honored art of getting rid of everything that doesn't matter. The original bobber fanatics invented the style, and they had one rule: if it's not essential, get rid of it. The Street Bob

is powered by 103 cubic inches of Harley's proven twin-cam V-twin motor and is fitted with only the bare necessities: a solo seat, chopped rear fender, mini-apes, blacked out fork lowers, triple clamps and blacked out engine finish with highlighted fins. This bike is the real deal, with a starting price of only \$13,850.



WIDE GLIDE

This bike offers modern two-wheeled performance and is styled like a mid-1970s chopper. From the raked out wide fork straddling the 21-inch laced wheel, to the low seat, the Wide Glide brings old-school chopper design to a new generation. The look is carried all the way through the flames on the tank to the minimalist black wire sissybar. Twist

the throttle of the powerful High Output 103, and you are riding a truly great custom bike. The chopper tradition runs strong, with a starting price of \$15,999.



LOW RIDER S

The Low Rider S gives the factory custom a raw and powerful new edge. Get behind the fixed speed screen, rotate the throttle, and hang on. This is a back-alley brawler with minimalist style and maximum impact. The Low Rider S is the fusion of a dark custom bike style with incredible performance. The bike is fitted with a Screamin' Eagle Twin Cam 110-inch motor mounted in Harley's nimble Dyna chassis. You also get a heavy breather full-flow intake and performance exhaust. The chassis is equipped with premium front and rear suspension, tall bars, scooped seat, and mid-mount controls for an aggressive riding position. So for \$17,450 you can get behind the fixed speed screen and hang on.



FAT BOB

Subtle is not the word that comes to mind when describing the Fat Bob. From its blacked-out finishes to its dual

headlamps, the Fat Bob takes styling cues from the barrels of a Tommy Gun; it raises a ruckus just rolling down the road. The bike is also very modern, its unique dual headlight and custom LED taillight let you see and be seen. The look is powerful, and so is the ride. The bike has fat rubber rolling on machined disc wheels, with a 103-inch Twin Cam motor, which pumps out big performance that lets you get down to business. When you need to stop, the front wheel is fitted with dual disc brakes, all of this and more at a starting price of \$16,050.



SOFTAIL SLIM S

American muscle on two wheels, the bobber style of the Softail Slim gets dialed up with the high-output Screamin' Eagle Twin Cam 110-inch motor. Nothing gets more respect on the street than power and the Softail Slim S is loaded up with the most powerful motor that Harley puts in its cruisers. The style side of the bike includes gloss black triple clamps, handlebar riser, headlamp ring, fork slider covers, lower fork legs, and mirrors. The black over/under shotgun exhaust with slash cut mufflers throws out one hell of an exhaust sound. You can get this modern power and old iron attitude starting at \$18,999.



SOFTAIL BREAKOUT

The Breakout is pro-street on two wheels; its profile is low, stretched out, and very aggressive. The Breakout is a

fistful of American street muscle with drag bars sitting over a 21-inch Turbine wheel for a forward view like no other. Powered by a high-output Twin Cam 103-inch motor, it delivers loads of torque to its wide 240mm rear tire, which lets you go out and put a hard pounding on the pavement and ABS comes standard. Big wheels, big paint, and classic drag-bike attitude meet modern refinement, it doesn't get any better than this, and pricing starts at \$19,299.



SOFTAIL FAT BOY

Sometimes something comes along that changes everything, like Willie G. Davidson's original Fat Boy, which started the fat custom style more than 25 years ago. In the years since, the Fat Boy hasn't let up. True to its heritage, the 2017 Fat Boy builds and carries that tradition on; the current bike matches the unmistakable style of the original icon with Harley's high-output Twin Cam 103-inch motor. From the chrome solid disc wheels and muscular lines of the exhaust to the curve of its distinctive rear fender, the Fat Boy makes an impact, which starts at \$16,899.



SOFTAIL DELUXE

The appeal of the Softail Deluxe model gets stronger with each passing year. The Softail Deluxe is pure nostalgic

beauty wrapped around a modern powertrain: a high output Twin-Cam 103-inch motor and 6-speed transmission. When you roll into town on the Deluxe, you can feel everyone's eyes on its chrome laced wheels that are wrapped in whitewall tires and full-skirted metal fenders. Out front are big-chromed triple headlamps. ABS and cruise control are standard. The way living ought to be is just a twist of the throttle away, and it's priced at \$18,550.



HERITAGE SOFTAIL CLASSIC

The Heritage Softail Classic is rich with the nostalgia of days gone by, but its hidden rear suspension gives you the authentic look of a hardtail, without their bone-shaking ride. Its comfort is as modern as this morning's news and it gets its power from Harley's 103-inch high output motor, but the look still blazes straight from this machine's authentic dresser past. You also get the comfort of a low center of gravity, with standard cruise control and ABS. With a base price of \$17,549, this bike is too good to consign to history.



IRON 883 SPORTSTER

The Iron 883 has some of Harley's most aggressive styling. There's no need to shine this machine, you just get on it and ride. Like several of Harley's other bikes, it is a great leap forward into the darker side of motorcycling. In the Iron 883, you're looking at one of the pioneers of raw, blacked-out, stripped-down cus-

tom-styled bikes. In the years since its introduction, it has only gotten better. For 2017, it features a fine-tuned suspension, a tuck and roll seat, and black cast aluminum wheels with machined high-lights. Stepping back a few feet, you see blacked-out surfaces from fender to fender. You get everything you need and nothing you don't starting at \$8,945.



SPORTSTER 1200 ROADSTER

Harley's new Roadster motorcycle combines stoplight-to-stoplight power, agility into what looks like a garage-built custom bike that shatters every mold. Tucked in, with fast back style and corner-cranking torque for a street eating machine, it combines low-end torque with agile handling. Its refined performance package includes 43mm inverted front forks, dual disc brakes, adjustable rear suspension, and new dual-gauge instrumentation with speedo and tach. You get a chopped rear fender and a side-mount license plate to complement its iconic tank. The riding position is aggressive, but comfortable, thanks to the mid-mount controls, lowered bars, and 19-inch front and 18-inch rear offset-split 5-spoke cast aluminum wheels. Turn Harley's 1200cc Evo motor loose at the nearest green light, all for \$11,299.



CVO PRO STREET BREAKOUT

The CVO Pro Street Breakout motorcycle is Harley's answer to riders who say, what's the best cruiser you can build?

ORIGINAL • STYLE • INNOVATION

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 THE BEST SIDE PROFILE STYLE.

Well, H-D took one badass Softail, perked up its powertrain, and gave it a darker style. This bike's massive torque sits center stage in a top-of-the-line take on American muscle machine, which casts a mean shadow. The Pro Street Breakout gives you premium metal finishes with show-stopping paint. You get an Aggressor wheel mounted to a 240mm rear tire, forward controls, a race-inspired seat, and low handlebar. A Screamin' Eagle Twin Cam 110-inch motor with a heavy breather intake, inverted forks, and dual-disc front brakes mean the performance matches the power of its style. All of this comes at the princely price of \$25,799.



STREET 500 & 750 BIKES

Beneath these dark custom motorcycles sheet metal lurks a pair of liquid-cooled Revolution XV-Twin motors, one 500cc, the other 750cc. This isn't about riding in wide-open country and with endless miles of highway; it's about carving the canyons of the urban grid. And we think that getting through traffic has never been easier. From the liquid-cooled Revolution X motors and confidence-inspiring optional ABS brakes, to the nimble chassis and dialed-in suspension, the H-D Street bikes are built specifically to shred the city streets. On either bike, the fun starts when the light turns green, all for a base price of just \$6,849 on the Street 500.

INDIAN MOTORCYCLES 2017 CRUISERS

Indian builds two families of cruisers: the Chief and Scout. Between them they offer four models: the Chief Classic, the Chief Dark Horse, the Scout, and the Scout 60. All of them are outstanding bikes. The main difference between the two Chiefs is their paint and trim. On



the other hand, their motor's size and the level of styling separate the two Scouts. Either one is a great ride.



INDIAN CHIEF CLASSIC

The Indian Chief Classic offers riders one of America's most versatile and awe-inspiring bikes. It features the Thunder Stroke 111-inch V-twin motor, TPMS, ABS, cruise control, keyless ignition, and much more. The Indian Chief Classic starts at \$18,499. The Chief Classic is available in Pearl White and Burgundy Metallic over Thunder Black two-tone.



INDIAN CHIEF DARK HORSE

The 2017 Chief Dark Horse is one of the baddest, boldest bikes on the road. With the endless power of its Thunder Stroke 11-inch V-twin motor, end-to-end matte black finish with just a touch of chrome, every other bike on the road seems tame. Featuring ABS, remote key fob for keyless ignition, electronic cruise control, a dry weight of 751 pounds, and

starting at just \$17,499, the Indian Chief Dark Horse has it all, including a seriously bad attitude.



INDIAN SCOUT

The ever-classic Indian Scout is back for 2017. For more perfect balance and precise handling, the Scout's bulk has been reduced to 538 pounds. With a low 25.3-inch seat height and available extended and reduced reach accessories, the Indian Scout is the perfect bike for riders of many sizes and skill levels. Featuring a liquid-cooled 69 cubic inch V-twin engine, an exhilarating 100 HP of raw power, the 2017 Indian Scout is the thoroughly modern rebirth of an American classic. It is available in Ivory Cream, Thunder Black, Silver Smoke, and Thunder Black Smoke and starts at \$11,299. Options include ABS and three paint schemes, a solid Burgundy Metallic plus a pair of two-tone finishes.



SCOUT SIXTY

The Scout Sixty returns in all its glory. This is Indian's way of encouraging riders to "Start Your Legend." With the legendary handling and performance of

the Scout, the Scout Sixty is offered at a very attainable \$8,999 starting price. Powered by a potent 60-cubic-inch engine mated to a silky smooth 5-speed transmission, this mid-size cruiser is one of the best buys in motorcycling today. It is available in two colors: Thunder Black and Pearl White. The optional Scout Sixty with ABS is offered in Indian Motorcycle Red starting at \$9,999.

adrenaline rush of flying a P-51 Mustang fighter plane. It is powered by Victory's Freedom 106-inch V-twin mated to a smooth-shifting 6-speed overdrive transmission. This powertrain (110 ft.-lbs.) gives the Gunner plenty torque. Combine that performance with the confidence-inspiring riding position gained from a low 25-inch solo saddle and pull-back handlebars, and you have the ideal

Nuclear Sunset Orange color with whitewall tires. The High-Ball starts at \$13,499.

HAMMER S

With this bike, Victory lets you drop the hammer on the competition. The Hammer S, the most aggressive cruiser in the Victory lineup. Like its other big bikes, this one is equipped with the Victory big-block Freedom 106-inch motor, a burly inverted fork and a pair of strong-stopping 4-piston brake calipers that look like they came off of a race bike, extra wide pro-stock-inspired 250-series rear rubber, a sleek rear cowl with a hideaway passenger pad, and bodywork wrapped in muscle car racing stripes. The Hammer S is a street fighter with an American soul. It is available in Gloss Black with White Racing Stripes starting at \$15,599.



2017 VICTORY CRUISER MODELS

Victory now builds six cruiser models offering increased power, more standard amenities, and an amplified styling. With these changes, Victory is gearing up for its best year ever. Included in the cruiser lineup are the Gunner, High Ball, Hammer S, Vegas, Vegas 8-Ball, and Octane; any one of these bikes will get you anywhere you want to go, very quickly and in style.

recipe for a performance bobber. Gunner is available in Suede Titanium Metallic or Suede Sagebrush Green Metallic starting at \$13,899.



THE VICTORY VEGAS

Victory has put some power into your profile with the Freedom 106-inch V-twin powered Vegas. Featuring clean custom styling, a color-matched frame, and a contrast-cut 21-inch front wheel, the Vegas is the cleanest looking and most powerful factory custom Victory makes. Check out the tucked-in headlamp, custom wheels, elegant pullback handlebars, slash-cut muffler tips, flush-mount LED taillight, and blacked-out details that make the rich Sunset Red metallic paint with matching frame really pop. Of course, since this is a Victory, the Vegas isn't all show. With the Freedom 106-inch motor mated to its 6-speed overdrive combination, the Vegas packs more than enough power to knockout any stoplight challengers. The Vegas is available in Sunset Red with color-matched frame starting at \$13,999.



GUNNER

Gunner is a cruiser with superior fire-power, so you can take aim at the two-wheeled competition with this modern bobber that was inspired by the original bobbies built by returning World War II vets who were hungry to recreate the

HIGH-BALL

A stripped-down speed demon, the High-Ball will let you raise your fists and leave the civilized world behind. There's no radio, radiator, saddlebags, or sissybar—nothing to take the attention away from the big-bore 106-inch V-twin sitting in the belly of this beast. Reach up and grab some attitude with the ape-hanger handlebars, and let the 16-inch spoke-alloy wheels roll. New for 2017, choose from a new Suede Black color with blackwall tires or a new Suede



VICTORY VEGAS 8-BALL

Sinister and blacked out, the Vegas 8-Ball has sparse use of chrome details, and a 21-inch contrast-cut Falchion front wheel named after a sword known for its versatility and ready to slice out plenty of attention. The Vegas 8-Ball is custom from front to back, its form is sculpted by a tucked-in headlamp, chrome gauge cluster, black risers and pullback handlebars, slash-cut muffler tips, and a flush-mount LED taillight. Like its cruiser siblings, it runs on a 106-inch V-twin producing 110 ft.-lbs. of pulse-pounding torque mated to a smooth 6-speed overdrive transmission. The Vegas 8-Ball is available in Gloss Black starting at \$12,999.



VICTORY OCTANE

Drop the clutch and light up your rear tire; the Octane makes it easy. For the Octane, Victory followed the classic American muscle car formula: a powerful motor in a lightweight chassis. What's left is just what you need to go very fast, without distraction. The Octane's mid-sized V-twin motor makes 104 horsepower and 76 ft.-lbs. of tire-shredding torque. But power is only half of the muscle bike equation. There's also a stiff and lightweight cast-aluminum frame, sharp steering geometry, a tight wheelbase, and 32 degrees of lean angle that together deliver greater agility. Fast, capable, stylish, and affordable, the Victory Octane is the formula for the modern American muscle bike; it is available in Gloss Black, Matte Super Steel Gray, Matte Pearl White, and Gloss Black with Graphics. The 2017 Octane starts at \$9,999.



HARLEY'S NEW MILWAUKEE-EIGHT MOTOR

It's been seventeen years since H-D introduced their Twin Cam motor, which has served us well, so they fitted their 2017 touring line-up with a completely new V-twin, which they are calling the Milwaukee-8. For a more in-depth look, check out *ROAD IRON* #62.

THE NEW MOTOR'S STYLING

The new motor's visual is set off by its new valve covers, which we think resemble a bit of tits and ass, so we named the motor the T & A V-twin. In Harley's standard baggers it displaces 107-cubic

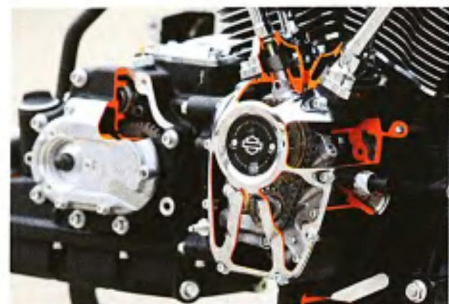
inches and in their CVO baggers, it has 114-inches. Other than that the new motor has very similar appearance to Harley's prior V-twins, which is a good thing.

MILWAUKEE-EIGHT'S HEADS

Harley's latest V-twin motor is a radical departure from the Twin-Cam motor it replaces: there is a word in its name, Eight, that is descriptive of the total number of valves it uses, eight, which make up dual intake and exhaust valves in each of the motor's two combustion chambers. Each cylinder has a pair of



intake valves, which share a common port that leads from the fuel injection throttle body. Likewise, there are two exhaust valves for each cylinder that feed into a common port that runs out to the exhaust pipe.



MILWAUKEE-EIGHT'S SINGLE CAMSHAFT

For the Milwaukee-Eight motor, Harley has reverted back to a single camshaft. It is chain driven and operates solid, non-hydraulic roller lifters. The lifters actuate tubular pushrods, which cause cast rocker arms to operate the valves. Each rocker arm has two output fingers on its valve side of the arm. Each of the output fingers contain an adjustment screw and locknut that contact the end of the valve stem, this is so a mechanical clearance can be set between the rocker arm and valve stem. Harley claims that these rocker arm adjustments only need to be made when the motor is assembled at the factory and are set for life, unless the motor is taken apart.



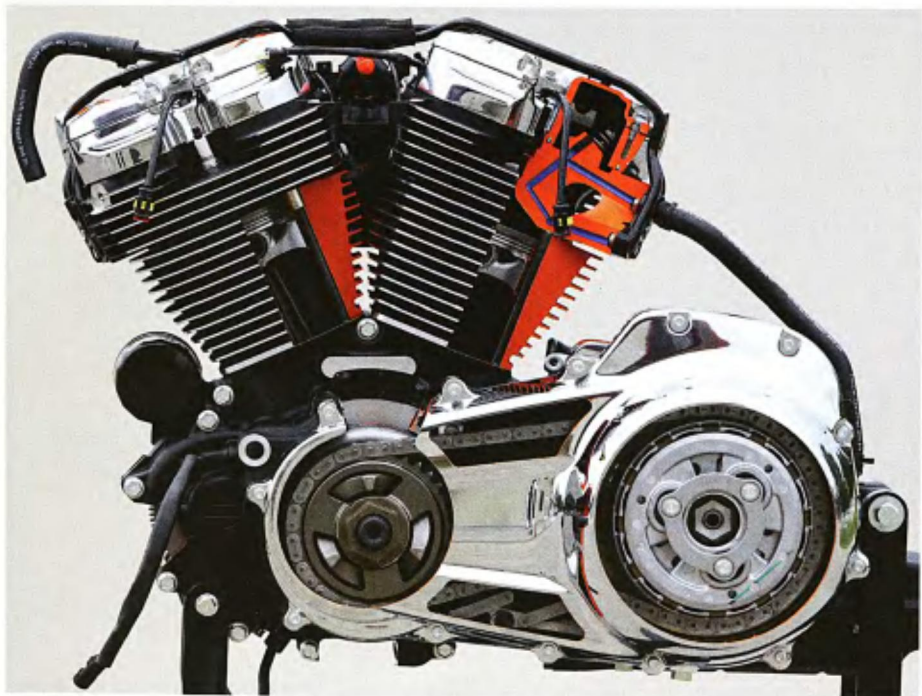
MILWAUKEE-EIGHT'S COUNTER BALANCER

To help eliminate vibration, Harley has fitted the motor with a gear driven counter balancer. Now we haven't yet ridden one of the new bikes, but we spoke with a trusted friend who has, and he said it is much smoother than any H-D bike he has ever ridden! The counter balancer located in the front left side of the motor, you can see it in the lower front cavity of this cut-away image of the motor.

THE NEW PRIMARY DRIVE SYSTEM

This cut-away of the left side of the powertrain, shows off Harley's new primary drive system; it features a compact drive sprocket, chain tensioner and clutch assembly. We have been told that the hydraulically operated clutch operates in a much more linear fashion.

—John Sullivan



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\$4,799.00
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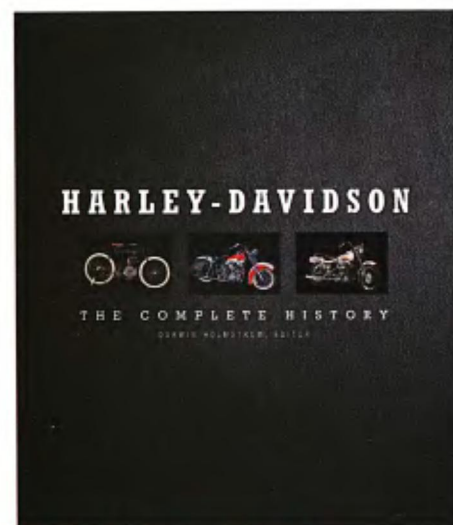
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HOLIDAY GIFT GUIDE

What do you give the biker or biker chick in your life who seems to have everything already? You torture your brain and all you come up with is a whole lotta nothing? Fret not, nor fear, *Easyriders* is here, with a gift guide to ease your achin' noggin and help you make someone close to you happy. Or at least give them something they can exchange after the holidays for something they really want, like a bottle of whisky. —*Tripper*



HARLEY-DAVIDSON'S COLLECTION OF ITS MOST ICONIC MOTORCYCLES

Penned by Darwin Holmstrom, this book is the perfect gift for any Harley-Davidson fan. Even if you don't know shit about history, this is the book any self-respecting Harley rider wants to have in his library—or in his bathroom. When most people imagine a motorcycle, chances are they picture a Harley-Davidson. That's because Harley-Davidson machines look the way the primordial biker inside each of us feels a motorcycle should look. In short, Harley-Davidson makes mythic bikes. *Harley-Davidson: The Complete History* celebrates these iconic motorcycles, presenting them all in one beautifully illustrated book.

You'll find chapters from some of the most celebrated motorcycle

writers of all time: Peter Egan, Kevin Cameron, Ed Youngblood, Allan Girdler, Steve Anderson, and more. All of this material combines to tell the story of every major motorcycle that Harley-Davidson has built, from the very first prototype to the Silent Gray Fellow to the latest liquid-cooled CVO Electra Glides and Softails.

Available at Barnes & Nobles and on Amazon.com



FATHEADZ EYEWEAR

These shades are cool because they are available in four different colors (black, translucent gray, translucent brown, and clear) and with four lens color options. The lenses in these sunglasses are available in smoke, amber, glacier blue, and volcanic red. Injection Polarized Polycarbonate lenses (polycarbonate is what fighter jet canopies are made from) are durable, scratch resistant and provide 100% UV protection. Add to that hydrophobic and oleophobic coatings to resist water and oil, an anti-reflective coating to the back side and a flash mirror coating to the front side, and you've got the makings for some great riding shades. fatheadz.com

HARLEY WOMEN'S SKULL SCOOP NECK TANK WITH A FIT THAT FLATTERS

Show her how much you love her by putting this Women's Skull Scoop Neck Tank under the Christmas tree for her. Not an ordinary tank top, the new Women's Skull Scoop Neck Tank from



the Harley-Davidson MotorClothes Collection features a stretchy cotton/spandex-blend fabric for a fit that flatters. This heather-grey rib-knit top has a scoop-neck silhouette and printed glitter graphics on the front. Offered in

Regular XS to 2XL and Plus sizes.

Harley-Davidson MotorClothes apparel is available at more than 750 authorized retail locations in the United States.

h-d.com



COASTAL MOTO WHEELS

Florida-based Coastal Moto has come up with some exciting new wheel designs that it calls the new Precision-Cast Series of wheels COMO3D. The first in the new series is called the "Largo" and it has set a high bar for the wheel industry.

These wheels also accept 2014-Up style OEM brake rotors, so you can use your stock rotors and save huge bucks there as well, plus ABS wheels ship with Intelligent ABS pre-installed so there is no need to recalibrate your ABS system on Linked Brake models.

The Coastal Moto Largo is exclusively distributed by Drag Specialties and is

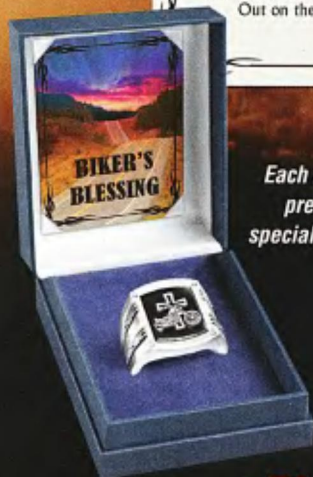
BIKER'S BLESSING

STAINLESS STEEL & BLACK ONYX
MEN'S RING

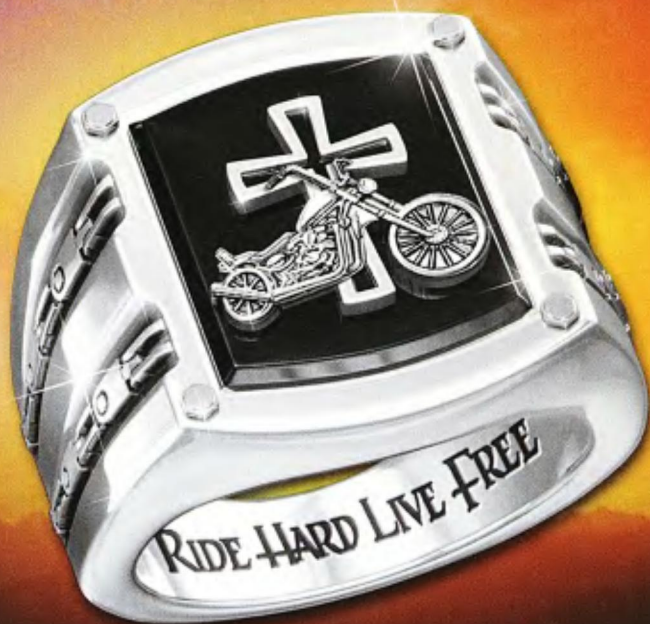
May the sun rise in front of me,
May the rain fall behind me,
And the wind follow beside me,
May the angels guard my travels,
For they know the road ahead of me.

Keep me safe through
Swirling turns and rolling hills,
Let the eagle guide me
To the mountaintops.

Let the moonlight guide me
Through the night.
Let the air of spring
Breathe life into my soul,
To journey to another adventure
Out on the open road.



Each ring comes in a custom
presentation box, with a
special "Biker's Blessing" card.



★
Hand-crafted in biker-tough
solid stainless steel

★
Genuine black onyx
center stone

★
Featuring dramatically
sculpted cross and custom bike

★
Engraved with the motto:
Ride Hard Live Free

Ride with Pride... and with Angels by Your Side

Those who can't wait to hit the open road on two wheels no matter what the travel conditions are a special breed. But the road is not always forgiving. Now, there is a distinctive ring designed for those with that ride hard, live free spirit—the "Biker's Blessing" Men's Ring. Wear it proudly and wear it always, it will help guide you through the curves and bumps ahead.

Custom Crafted in an Exclusive Design

Crafted of biker-tough stainless steel and polished to piston-pounding perfection, our men's ring features a sculpted custom bike and cross icon against a background of custom-cut genuine black onyx. The pendant is etched inside the band with the biker's motto RIDE HARD LIVE FREE.

Special custom details include raised corner "rivets" around the center stone, and unique "bike chain" details that partially wrap around the band.

As a final touch, this exclusive ring arrives in a custom presentation box, along with a specially prepared card with the "Biker's Blessing".

An Exceptional Value... Order Today!

Act now to acquire this bold biker ring at the remarkable price of just \$99*, which you can pay for in 4 easy installments of \$24.75. This exclusive ring is made to order in men's whole and half sizes 8-15, and is backed by our unconditional 120-day guarantee. To reserve your ring, send no money now; just fill out and mail the Reservation Application. But hurry... this ring is available only from The Bradford Exchange and only for a limited time!

www.bradfordexchange.com/160362

A CUSTOM JEWELRY EXCLUSIVE FROM THE BRADFORD EXCHANGE

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01-16036-002-BI

LIMITED-TIME OFFER

Reservations will be accepted on a
first-come-first-served basis.
Respond as soon as possible to
reserve your ring.



Biker chain details wrap
around the side

RESERVATION APPLICATION

SEND NO MONEY NOW

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YES. Please reserve the "Biker's Blessing" Men's Ring for me as
described in this announcement. Ring Size _____ (If known)

SATISFACTION GUARANTEED

To assure a proper fit, a ring sizer will be sent to you after your
reservation has been accepted.

*Plus \$9.98 shipping and service. Please allow 4-6 weeks after initial payment for
shipment of your jewelry. Sales subject to product availability and order acceptance.

Signature _____

Mrs. Mr. Ms. _____

Name (Please Print Clearly)

Address _____

City _____

State _____

Zip _____

E-Mail (Optional) _____

01-16036-002-E66001

available at any of their authorized dealers in the United States and Canada. The Largo is available in chrome or black cut finish and in 2 sizes: 21 x 3.5 front for 2008-and-newer Touring Model Harleys and 18 x 5.5 rear for 2009-and-newer touring model Harleys. dragspecialties.com



SUPER BRIGHT LED'S LED BULBS FOR CK OR STANDARD WIRED SOCKETS

It's good to be seen—and to see. That's why Super Bright LEDs, offer 3156 and 3157 CK LED bulbs that work in SRCK and SACK sockets as well as standard sockets. The long-lasting CK-wired bulbs are available in cool white, amber, and red colors and are designed for use in vehicle taillights, brake lights, turn signals, and side marker lights. superbrightleds.com



H-D'S FRAYED LOGO CAP

Chances are this is what an overpaid basketball player would wear if he rode a Harley because, well, what better way to be in your face—or his own when he looks into a mirror—than with the H-D logo embroidered right in the middle of his forehead. A solid lid is a basic fashion essential, and the new Men's Grey Frayed Logo cap from the Harley-Davidson MotorClothes Collection will keep a guy covered with classic style. This cotton twill cap

has a worn-in look with a raw-edge embroidered patch and distressed bill. Adjust the back closure for a perfect fit. h-d.com



DK CUSTOMS PRODUCTS' CANYON CARVER FOOTPEGS

Sure, they look like they belong on a bicycle, but that's what so trick about them: they're made for motorcycles. Harleys, to be specific. And you don't even have to have a custom Harley. No, these work with stock bikes, too.

DK Custom Products tell us that their Canyon Carver footpegs fit all stock H-D and most custom control setups. They've got American Cold Rolled Steel Axle & Clevis mount and spin freely, fixed in place, or anywhere in between. They have an adjustable set screw for different lateral angles. With a platform that is only 3.25 inches, that extra .75 inches gives an increased lean angle! Sold in pairs. dkcustomproducts.com



BLACK FAMES TEE WITH HARLEY PINSTRIPING

Here's something for the entire family: imagine everyone in your clan running around with pinstriped flames on their sleeves, the front and the back! Not only would everyone be warm, they'd all look hot wearing these. The intricate details of a custom flame paint job

adorn the new Men's Black Pinstripe Flames Tee from the Harley-Davidson MotorClothes Collection.

This quality, all-cotton jersey long-sleeve shirt features an updated design of popular pinstripe flames in printed graphics on the front, back and sleeves. The shirt is finished with rib-knit trim at the collar and sleeves and a contrasting band inside the collar. Available in

Regular S to 5XL sizes and available from more than 750 authorized retail locations in the United States. h-d.com



DRAG SPECIALTIES' STRETCHED BOLT-ON TANK COVER KITS

Someone you know likes the look of stretched gas tanks but doesn't have the wherewithal to get one done? That's okay, the folks at Drag Specialties are here to help. Get the look of a custom stretched tank at a fraction of the cost with Stretched Bolt-on Tank Cover Kits. Constructed of injection-molded polyurethane that requires minimal prep before painting, these kits are easy to install, with no modifications or gluing required.

Covers measure approximately 24 inches long and are designed to reuse the stock Dresser dash and accept OEM. Made in the USA by Baggster LLC for 2008-2016 FLHX, FLHXS, FLTRX, FLTRXS, 2008-2013 FLHTC, FLHTCU, FLHTK, FLTRU and 1998-2007 FLHT, FLHTC, FLHTCU and FLTR models. dragspecialties.com

NEW MEN'S AND WOMEN'S LEATHER GLOVES FROM Z1R

In keeping with the "fu**-it's-cold-outside" theme, here's something to keep your fingers warm while riding through the next blizzard: Z1R

★ **FREEDOM** PERFORMANCEtm exhaust

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2 INTO 1 TURN-OUT

FEATURES & BENEFITS

- Triple stepped headers 1.75" to 1.875" to 2.00" for increases of 15-18 HP and 13-15 foot lbs. of torque.
- Includes a 2-step baffle 2.5"-3" for a deep throaty sound
- Combined 5 steps throughout for **EXTREME POWER**
- System reduces heat concentration by 30%
- Boasting full-coverage one-piece (220°) blue-proof heat shields (available in chrome or ceramic black)
- Customizable with chrome, black or sculpted black tip that rotates to your preferred position to achieve the turn-out, turn-up, or the turn-down look
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Leathers' new 7MM glove for men and women. It is called the ultimate cold weather riding glove, probably because it's got a fleece-lined interior with 3M Thinsulate for warmth and comfort, while premium deer skin leather exterior provides grip and dexterity. Pre-bent finger stitching means no more finger fatigue, we're told. So get your gear on and hit that blizzard! zlr.com

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secured to a sissybar with a wide, adjustable hook-and-loop flap and quick-release tabs. The genuine canvas shell is trimmed with contrasting web straps, distressed metal buckles, bold stenciled HDMC graphics, and a comfortable carrying handle.

The bag dimensions are 19.0 inches wide x 3.5 inches deep x 13.5 inches tall. Also available in brown/tan and army green.

h-d.com



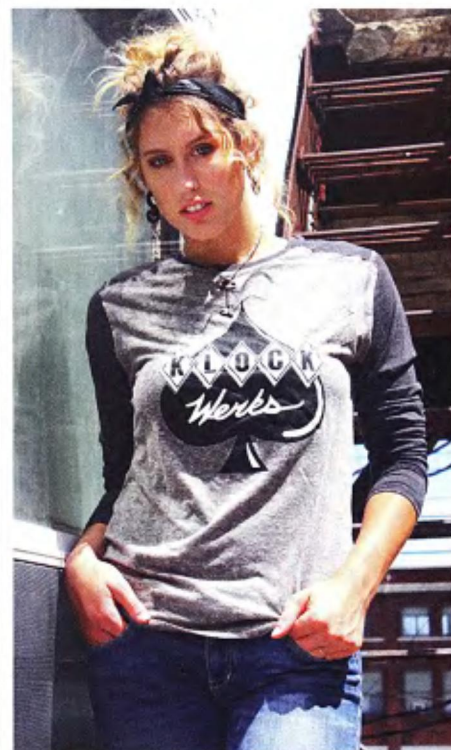
RSD BLACK OPS COLLECTION

What's more Christmassy than being stealthy, covert, understated, and murdered out? Santa Claus is never seen breaking into and out of people's houses, so those words not only describe the man in your chimney but

also the Black Ops collection by RSD.

This unique collection draws its inspiration from the two-tone black finish of RSD premium motorcycle hard parts with a special focus on the fit and finish and details. Jacket styles offered in this collection are the iconic Ronin and Clash (seen here), and they are constructed of a new hand finished leather, Combat. Also part of this collection is the all new Black Ops Hoody, a one off cut and sew premium fleece hoodie with all blacked out details and trims.

rsd.com



KLOCK WERKS' COLOR BLOCK LONG SLEEVE SHIRT

Here's the latest in Klock Werks fashion concepts, a product of its recently signed partnership with Colorado's ImageSellers. Yes, the new Klock Werks apparel line was released with the Color Block Long Sleeve shirt. This unisex, premium tri-blend shirt features contrast heather sleeves and neck trim. This comfortable and stylish piece is perfect for men and women, and you'll definitely want this under your Christmas tree for those cold winter nights. It's comfortable and cool for the ride, protecting your arms in all kind of weather, and it looks great.

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I am a member of the American Legion
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flag religiously. - Nick Myers



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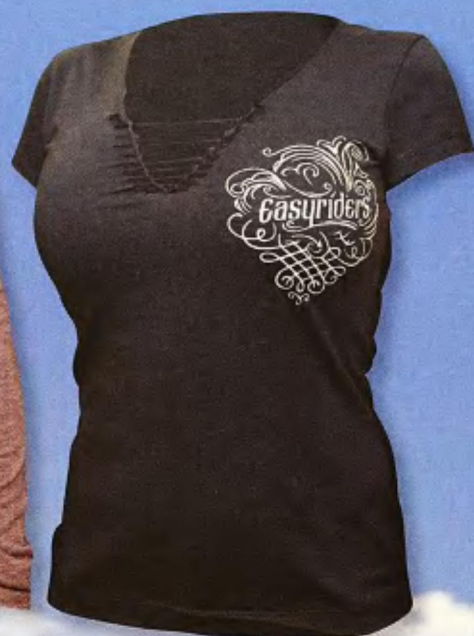
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1207 Black \$22.95



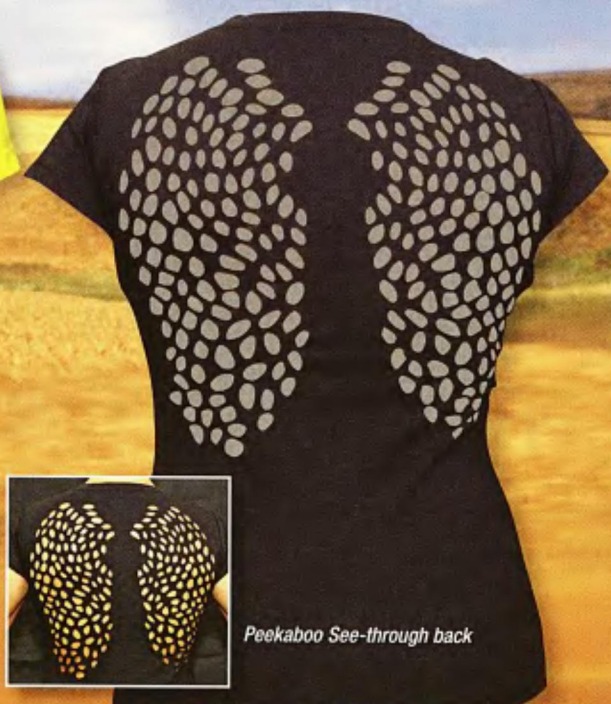
Glitter Guns Womens Long Sleeve
2183 Purple \$27.95



Flowing Metal Womens Tee
2186 Black Short Sleeve \$28.95



Rise and Shine Womens Tee
2196 Yellow Short Sleeve \$19.95



Peekaboo See-through back



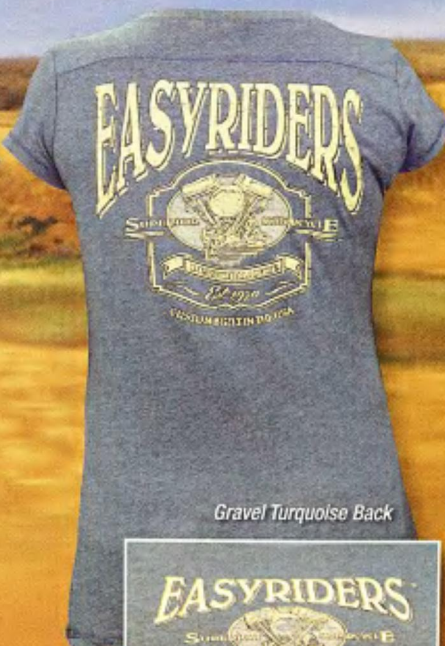
Peekaboo Front Black



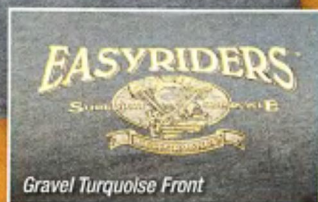
Peekaboo Front Pink

Peekaboo Womens Tee

Short Sleeve, V-Neck, See-through back cutout
2194 Black / 2195 Pink \$29.95



Gravel Turquoise Back



Gravel Turquoise Front

Gravel Turquoise Womens Tee
2197 Short Sleeve \$21.95

womens

THE RACE OF GENTLEMEN



The storm passed and the skies cleared.
Yes, it was a week later than intended,
but Hurricane Joaquin
hadn't dampened anyone's spirits,
except those who's schedules did not
permit them to stay on.

KICKING IT UP IN WILDWOOD





After checking into the Starlux Motel, I watched through the afternoon as hot rods and bikes started showing up at the Surfcomber Motel across the street, where Harley-Davidson was hosting the "Night of the Troglydites" pre-party and '60s-'70s chopper show that evening. As the sun started dipping in the sky, critical mass was hit and the parking lot chopper show overflowed onto the street as did the hot rods that could no longer squeeze into the check-in area next door. Race of Gentlemen entrants came from Australia, Brazil, England, France, Germany, Japan, Norway, and all over the USA.

This first night was a funny mix of chopper guys, who would otherwise not be part of this vintage racing weekend, and hot rodders and antique bike enthusiasts. It seemed a bit clickish, with one lot just for bikes and the other for mostly hot rods, but once things got going, it was what it set out to be—a mixer—and it was a great way

to kick off the weekend. Things stayed lively late well into the night.

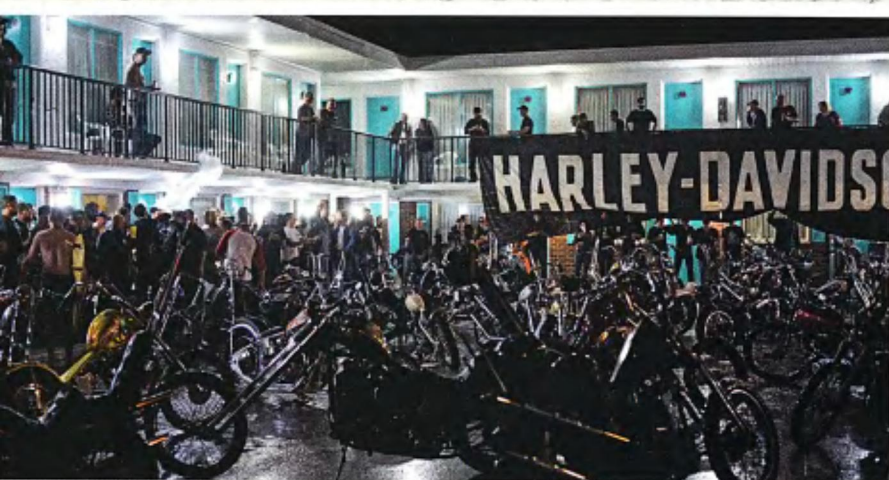
Not knowing what to expect, I just tagged along with friends I ran into throughout the weekend, but it really was quite simple with the Troglydites party Friday night, beach racing all day Saturday, a beach bonfire Saturday night, and more racing all day Sunday. It was a circus-like atmosphere with something great happening in every direction—all in a period-correct style from the 1940s-1950s. The wonderful hand-painted signs and banners for everything from root beer, music, and sponsors added to the look, as did the live music and other offerings.

The event was the brainchild of Mel Stultz, who came up with the idea while reading *King of the Boards*—*The Life and Times of Jimmy Murphy* by Gary Doyle (with a forward by Jay Leno,) which showed how the beaches were used in the earliest days of motoring because of the lack of good roads. The beaches provided long

straightaways and were considered safe because you could always turn off into the soft sand or the water to come to an easy stop. Mel wondered why this kind of racing ever ended and what was preventing us from doing it again today. While having a drink in an Asbury Park bar, he mentioned his idea to a friend, who happened to be the mayor of another small New Jersey beachside town. To his astonishment, the mayor agreed to the idea, spoke with the mayor of a neighboring town, and the Race of Gentlemen was born.

It was important to Mel that the race be held for both cars and bikes since there are so few events like this. It seemed that his vision for this period-themed event in a movie set type environment would attract people interested in American heritage.

At this year's run, the cars and bikes were all on the beach by 8 a.m. ready to go, but at the mercy of the tides, the racing couldn't start until just after 10. This gave plenty of time for final tuning



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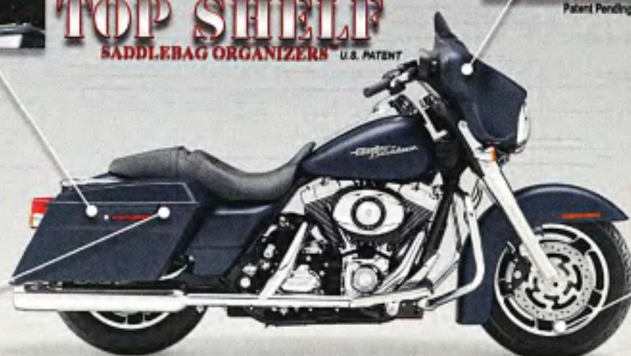
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Patent Pending, Made in the USA

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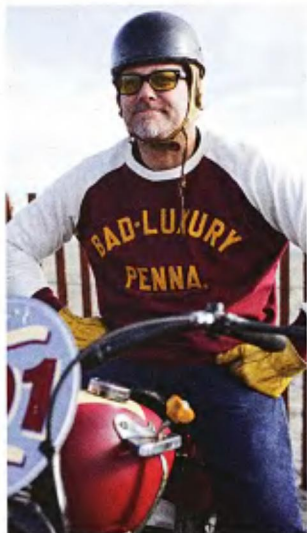


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in the pits as well as more socializing that was really the backbone of the weekend. When the flag did come down, organizers Bobby Greene in his Overland Whippet and Mel Stultz in his 1934 Ford "Harley-Davidson" branded panel truck took off from the line. We were off to the races!

The first wave of racers rode bikes, which kicked up the energy as rear tires kicked up the sand. Veterans mixed with the Newbies as they approached the line as nothing seemed to matter—it was all about having fun. This year, a number of women were at the wheels and handlebars, including Jen Sheets on her 1947 Jason Sheets built knucklehead bobber and Brittney Olsen on the Matt Olsen built Born Free Invitational H-D based "One of One." Jesse Combs raced a twin-engine Ford powered Craftsman Tool sponsored racer.

There were plenty of people that crossed the hot rod/motorcycle barrier, including Atsushi "Sushi" Yasui of Tokyo,

Japan, who raced both his hot rod and his Matt Walksler built 1923 J61 Harley-Davidson cut-down. Jason Sheets opted in for his 1926 Ford Model T Roadster, although he could have just as easily raced one of his bikes. Mel and Bobby, while not officially racing, could be seen equally in their four-wheelers as on their two-wheelers.

By 4:45 Saturday afternoon, the water was licking up to the rubber and the racing ended for the day. There were a few hours of break as water rose to high tide and before most returned to the beach for a big bonfire and gathering that night. After a long day in the sun and all the energy expended racing down the sand, some folks chose sleep knowing, there was another big day to come.

The Sunday morning tides ran later than Saturday, so while everyone was on the sand bright and early, the first racers didn't leave the line until 10:30. Again there was time in the pits where on this day I was able to catch up with

Nancy Davidson and Willie G. Davidson as they checked out the bikes and spoke with the racers, since they spent all day Saturday in the Harley-Davidson viewing stand watching the race from above.

There was more and more Harley verses Indian racing, which harkened back to the teens of the last century when factory racers and their wrecking crews went head to head in thrilling weekly battles. As the tide was moving up the beach late in the day, they went so far as to have some very exciting four-up, side-by-side motorcycle drags.

When it was all over, there were some lingerers who just didn't want the amazing times to end. Many hung out on the sand taking photos of their machines and their friends as the sun set with the beautiful surf in the background.

Check out the new Pismo, California, race scheduled for October 15-16 by visiting theraceofgentlemen.com.

—Michael Lichter

GET THE REAL DEAL

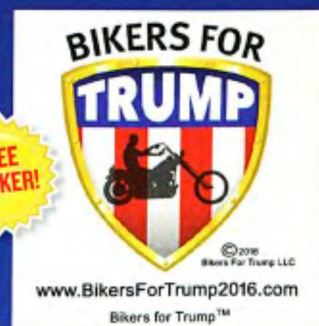


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Bikers for Trump organizer Chris Cox (left) with Donald Trump.

BIKERS FOR TRUMP

While many Americans can't agree on who should be the next Prez of the USA, there are some bikers who have put their vote where their throttle is and come out full-bore for Donald J. Trump, the Republican candidate. Though it hasn't been reported much on main stream media, you might have noticed that Mr. Trump earned himself a cavalcade of several thousand Bikers for Trump who rumbled into Cleveland for the Republican National Convention as a show of support and to offer their own form of security patrol.

Leading the way was Bikers for Trump organizer Chris Cox who said, "We will be there to make sure that the delegates are allowed to exercise their right to peacefully assemble. We are all citizen crusaders from all walks of life...we're here to stand with law enforcement... to collectively help get Donald Trump elected as President."



Donald Trump with Paul Sr. of Orange County Choppers.

How many bikers are interested in supporting Trump? According to the "Bikers for Trump 2016" website the organization's video posted in April 2016 had over 300,000 views months before the Convention. That's a lot of looks.

You might remember Chris Cox as the political activist gaining worldwide attention as the "Lawnmower Man" in 2013 after the Federal Government's shut down of all Nation Parks because of funding issues. He came to Washington, D.C. responding to the vulnerability and lack of maintenance for the capital's memorials. First he patrolled the sites on his bicycle from 10:30 at night to five in the morning. Then he began mowing the grass and cleaning up the unattended monuments. Spotlights on national television, he said, "As a civilian we don't get a lot of opportunities to serve our country, so when we get one, we need to step up and seize it. I saw first-hand the gridlock. I wished and hoped for a candidate to step forward outside the establishment. Lo and behold, up steps Donald Trump. That's how Bikers for Trump was born. I saw an opportunity to re-invent the party. I'm just a chainsaw artist from South Carolina, not a political scientist, and I don't have a lot of fancy degrees...but Donald Trump is definitely the answer for me."

Chris earns his keep wielding a chainsaw to carve sculptures from recycled wood. Now he has raised the Bikers for Trump banner and in the process brought together like-minded Trump supporters including the "Patriot Guard Riders" and the "Defenders of Liberty." The grass roots group offers security for Trump rallies in general, and in the case of Cleveland, wanted to add their support to local law enforcement in case of attempted disruptions of the Republican rally activities.

Mr. Trump is definitely aware of the Bikers for Trump support. While attending the annual Memorial Weekend Rolling Thunder motorcycle run in Washington, D.C., where he was given the event's official endorsement, he said, "Do we love the bikers? Yes.



Chris Cox (left) with Rod "Woody" Woodruff at the Buffalo Chip, Sturgis 2016.

When I saw the thousands of bikes, I asked what are they doing here? My people said, they're here to protect you. It's an amazing thing." When he added he would "knock the hell out of ISIS" and back up the military on the home front as well, he got a resounding thumbs up from the riders, the majority of whom were vets and police officers. Chris Cox has said that seven out of ten Bikers for Trump members have served their country, many in combat, and form "the backbone of the community."

Regarding the potential for street clashes as the Convention was about to start, Cox added, "Our first line of defense will be dialogue and diplomacy. And if that doesn't work, then we'll just have to wait and see what happens." The plan was to set up a "meat wall" aka "Trump's Wall Brigade" via the mass of bikers in order to protect Trump supporters, but only if receiving the request for

support from local Cleveland law enforcement.

Cox also said, "We've got to change our policies in Washington. We've got to work on getting jobs back to America. We've got to work on race relations." Since Ohio was an "open carry" state where you can openly pack a weapon, when asked if he was carrying heat, Chris replied, "I'm carrying a first aid kit and a couple of fire extinguishers." Fortunately, all went relatively smoothly outside the convention, but you might have seen Chris in action inside the convention when he wrestled an anti-Trump banner from a vocal female protestor.

Summing up the bigger biker political picture, longtime Cleveland rider Tommy Norton, in a CNN report on the Biker for Trump rally, said, "Think about this one. If every bike club in America got together and rode together, what kind of political power would we have?" —Paul Garson



Images: Courtesy Bikers For Trump and The Buffalo Chip

Sedge strolled up his gravel drive toward the shed where everything precious in his life was stored. His ol' lady was gone, his club disbanded, his youth had long drained from him, but his strength and determination lived on. He was a big man and instead of letting his beer gut spread and his pain subdue him, he fought it, in his complex mind and in the gym. He worked out hard and sparred regularly and it showed in his build and in the way he carried himself. His chin was always held high with the pride of a true biker. One who has been through the mill and come out the other side stronger and wiser. His salt and pepper beard was long enough to blow over his shoulder as he rode and he damned well liked it that way. A true badass, yet he extended kindness and respect to everyone he met, that is until someone proved unworthy of it. Then things could change for that someone in a heartbeat.

He reached for the heavy double doors of the shed and threw them wide. He walked into the dim space and reached overhead for the cord to the lights and tugged. After a few blinks the fluorescents came on and a smile spread across Sedge's face. There sat the second love of his life. No children or grandkids ever came his way, Micky, his wife of 30 years, stepped off when the cancer finally took her. Even his dog bought the farm when the UPS driver backed over his sorry old carcass. So what kept him sane and whole was his motorcycle.

He had tucked a 103-inch Twin Cam motor into an Atlas frame and worked up from there. The black chopper sat long and low and whispered of evil, mischief, and speed. The length of the bike fit the big man perfectly. He straddled "Black Betty" and punched the starter button.

Sedge listened to the starter strain. Just when it sounded like the bitch would never start, she popped off loud as shit and settled into a lopey, high-performance idle. The tune in Sedge's skull went from "Old Black Betty" right to AC DC's "Hells Bells." He eased out the clutch, moved the bike up about two feet and pulled the lever back in so he could lean to the right and reach the two-foot-tall antique hourglass that stood on a shelf by the doors. He turned the hourglass over every time he left for a ride.

He traveled a bit with the remnants of his club, Sturgis, Laconia, The Big Mountain Run, but he mostly preferred local rides to clear his head. His brothers always told him he was an eccentric nut to turn over that big old Wizard of Oz Hourglass every time he rode. They said it creeped them out and was more than a little weird, but Sedge always did as he damned well pleased. Micky had loved the antique piece and Sedge felt that anyone who straddles two wheels for daily transport was walkin' the thin line between life and death anyway. He used the hourglass as a reminder of how precious life can be. The sand runs out for everyone but more so for bikers, and the simple act also served as a sort of homage to his 30-year marriage.

He popped the clutch and spun up his tire, shot down the driveway and off into the mountains. Sedge ran hard and pushed the high powered bike around as if he was angry with her. The miles flew by, the clouds roiled along in the sky and his thoughts were just about the ride.

He topped a rise and at the crest he could smell skunk. Years of riding experience told him he'd see its carcass within a quarter mile and sure enough there was a fresh killed stinker right on the double yellow. He shot past it at over 80, leaned Betty over 'til her pegs

and the heel of his boot dragged and held her that way throughout the lefthander. His boot heels wore the rounded edge of someone who likes to drag pegs on his Harley.

Sedge twisted the grip hard back as he exited the turn for the straight and really began to relax and let himself enjoy the ride. He was cranked hard and knew he'd have to brake and downshift as a group of twisties came up. Suddenly, without an ounce of warnin' a brown streak seemed to stretch across the road in front of him. DEER!! Flashed through his mind and at the same time a bright flash of light exploded in his brain. He was stunned but not slowed. He braked for the twisties and pushed through them expertly while his pounding heart recovered from the close call.

Somethin' had changed in that split second, though, and Sedge couldn't quite put his finger on it. The bike felt quicker and even more responsive, the air smelled like burnt toast, the sky turned a deep purple as if a storm was blowin' in from the west and the clouds were a muddy color. On either side of the road the forest seemed darker and ominous and the color of the road signs was gray and black instead of the usual yellow. He didn't like it but he kept the throttle open and sped on. He topped another rise and spreadin' out before him was nothin' but shiny black highway and desert. He had gone farther than he'd intended. He'd have to stop for "go juice" soon or he'd be stranded out there but there was no gas in sight.

Instinct told him to ride on and he did just that. He twisted it to the stops, and the bike seemed to arch up and roar. The wind was hot and the acrid air made his eyes water but he let the speedo climb. He glanced to either side of the road and back amongst black and purple weeds he saw the wreckage of Hog after Hog.

His speed still climbed, the burnt air seared his lungs but his death grip on the throttle remained strong. What happened back there? he thought. What cosmic change had occurred when the flash of light momentarily blinded him?

Hourglass

The bike was shrieking, sounding, like a howlin' banshee. Ahead he saw a huge stone archway stretchin' across the road. He sped toward it, no choices now. He was locked in a battle with the very universe itself and he was prepared to win it. He thought of his lonely home, the empty house, the hourglass sittin' its last grains of sand, while the great swingin' doors of the shed stood agape. Still he sped onward, not so much ridin' towards the archway, as fallin' into it.

The bike belched flame and he expected it to blow apart at any moment, but it didn't. It screamed ever louder, 'til he thought his head would split from the agonized howl that was the shriekin' Twin Cam. Through his waterin' eyes, he peered through the archway. He could see blue sky, well paved road, and fluffy white clouds, beyond which sat a gleaming new Gas Station, with a sign out front that read, Ethanol-Free Hi-Test.

He grinned broadly, and as he relaxed his throttle hand the bike responded with a seeming sigh and began to slow. He shot through the archway at well over a hundred but the bike continued to wind down. He slowed, downshifted and pulled in front of the gleaming gas pumps.

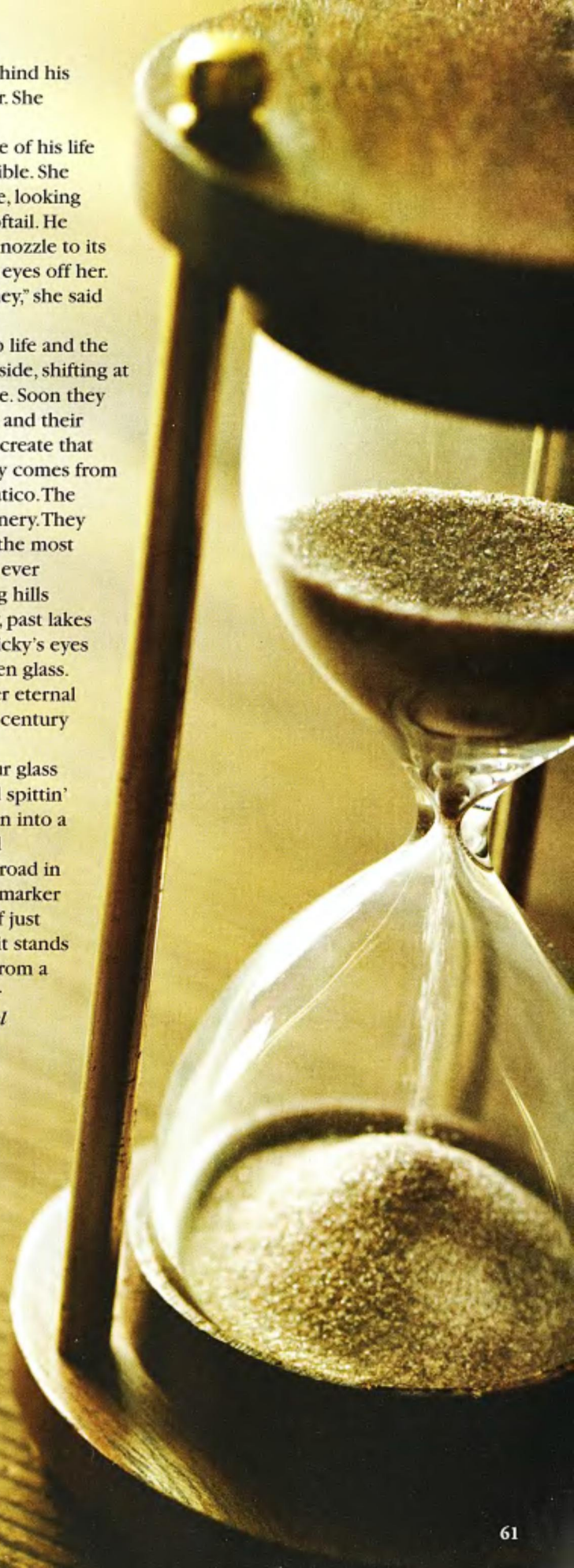
In one smooth motion he clicked into neutral, threw out his kickstand and shut down Black Betty. Wisps of smoke was risin' off her Vance & Hines pipes, and he listened as she clicked her cool down noises. He turned towards the pumps, read the choices and chose 96 octane with not a trace of Ethanol. As he turned back with hose in hand and began to remove Betty's gas cap, he glanced up briefly to peer back through the archway. His gut tightened at what he saw. The scene was a horrific one, the black and purple sky, the dirty brown clouds, the slick black tarmac, great bolts of lightning spearing the ground around what looked like hundreds upon hundreds of Harleys all of them save one were veering off in odd directions and crashing wildly into huge piles on either side of the greasy road. He shook his head to clear it and glanced up again to see one lone rider shoot through the archway and begin to slow.

Finally stoppin' just behind his ride, he recognized her. She smiled and waved.

It was Micky, the love of his life and she looked incredible. She was in the prime of life, looking amazing on her Evo Softail. He tried to return the gas nozzle to its nest without takin' his eyes off her. "The gas is on me, honey," she said with a beautiful smile.

Black Betty roared to life and the pair rolled out side-by-side, shifting at precisely the same time. Soon they were cruisin' at 70 per and their motors synched up to create that beautiful hum that only comes from Harleys that are Sympatico. The sound of happy machinery. They rode for days through the most beautiful country God ever created; through rolling hills covered with greenery, past lakes that were as blue as Micky's eyes and as smooth as molten glass. They covered mile after eternal mile and century after century there in Hog Heaven.

The old wooden hour glass has long since stopped spittin' sand, the shed has fallen into a weed-covered pile, and somewhere off a back road in Tennessee lies a stone marker to honor the passing of just one more fallen biker; it stands not one hundred feet from a buckshot-riddled "Deer Crossing" sign. —Z. Jakl



the basics

a garage-built original



You can put a lot of passion into the creation of a custom bike build, even if you can't ride it yourself. This was the case when Chris Maraschka from the German town of Wertheim decided to build a noteworthy V-twin that took several awards at the last Bike and Music Weekend in the tiny burg of Geiselwind.

Chris, who works out of a small garage, had never done any wrenching, milling, or grinding until he started doing some work on his dad's old Honda. He enjoyed slimming the bike down with a grinder and adding different pieces here and there. After that, he began to design and build his own parts—a gas tank here, an exhaust pipe there, and so on.

It's hard to believe, but he only had basic tools to work with on this build. Using just a grinder, a saw, a drill, and

a welder, he fabricated numerous parts himself. His hard work paid off with a first place trophy in the "V-Twin" category and a second place "Best of Show" trophy at the (German) Easyriders Bike Show.

The 100-inch RevTech engine and 6-speed RevTech tranny sit in a modified West Coast Choppers frame. The stretched springer front end from Redneck Engineering gives Chris a modern front end with an old-school look chopper. There's a 23-inch Vee Rubber tire up front and a 20 on the rear with a one-off set of wheels featuring 80 stainless spokes.

The pearl blue and anthracite paint job with tasty pinstriping by Experience Colours contributes to the bike's coolness factor. Some components crossed the Atlantic several times until everything fit perfectly and Chris was satisfied.



Some components crossed the Atlantic several times until everything fit perfectly and Chris was satisfied.

Owner: Chris Maraschka

City: Wertheim, Germany

GENERAL

Year/make: 2015 special custom

Model: chopper

Assembly: Chris Marschka

Time: several years

ENGINE

Year/make: 2010 RevTech

Ignition: Revtech

Displacement: 100 cubic inches

Lower end, Balancing, Pistons,

Heads, Cam: RevTech

Lifters: RevTech

Carb(s): Mikuni SHR42

Air Cleaner: handmade

Pipes: handmade

TRANSMISSION

Year: 2010 RevTech

Shifting: stock

PAINT

Painter: Sigi Zimmer,

Experience Colours

Type: House of Kolor/pearl blue,
anthracite with "bare steel" effect

FRAME

Year/make: 2010 West Coast Choppers

Type: CFL

Rake: 38 degrees

Stretch: 4 inches forward,
2 inches up

Shocks: none

ACCESSORIES

Bars: handmade

Handlebar controls: JayBrake

Fender(s): handmade

Headlight: handmade

Taillight: Kellermann, 3-in-1 combo

Speedo: Motogadget

Pegs: mid controls, modified

Electrics: Chris Marschka

Gas tank, Oil tank, Oil system,

Seat, Grips: handmade

FORKS

Type: springer

Extension: 4 inches over

Builder: Redneck Engineering

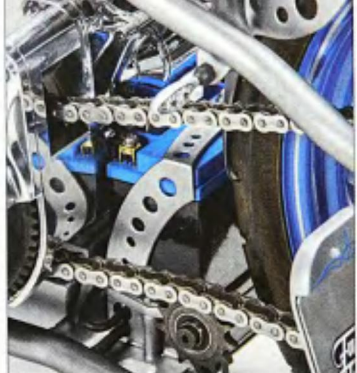
WHEELS

Size: 23-inch front, 20-inch rear

Hub: special build

Tires: Vee Rubber

Brake: modified JayBrake



Chris (seated)
with his dad
looking on.



Photos: Peter Schultz

Chris is lucky as his girlfriend and family fully support him with his bike building projects, and his dad occasionally helps out in the garage and even takes the bike on short rides until young Chris decides to finally get his driver's license.

—Maggie Zimpel



He started on his dad's old Honda and enjoyed slimming the bike down with a grinder and adding different pieces here and there.



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This Month's Winner

In this month's issue, meet beautiful Sonja from the far-flung Isles of Langerhans, where she bravely sails upon the Sea of Cheese. Turn boldly to her feature and see her swing down from the topsail halyard and capture Captain Covington's prized Steed Appaloosa.

—Captain Moosecock



#1201 Stephanie—Indiana

"My first ride on a Harley, we wound through the countryside and I never felt so free and alive!"



#1202 Whimsy—Washington

"My first time on a Harley, my fear turned to lust as the vibrations tickled my wee kitty!"



#1203 Vixiee—Arizona

"My first ride on a Harley, my dad had just bought his first bike since I was a baby. I was definitely shocked, but it was amazing!"

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 gentlemen of high distinction. Meet beautiful A.K. from a wild and mysterious kingdom called Illinois. A.K. is not 47, but is most sincerely locked and loaded. Come back and see her next month, or she'll blow down your shithouse door.

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

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

Model's Name: _____

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

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

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Puttin' Pets

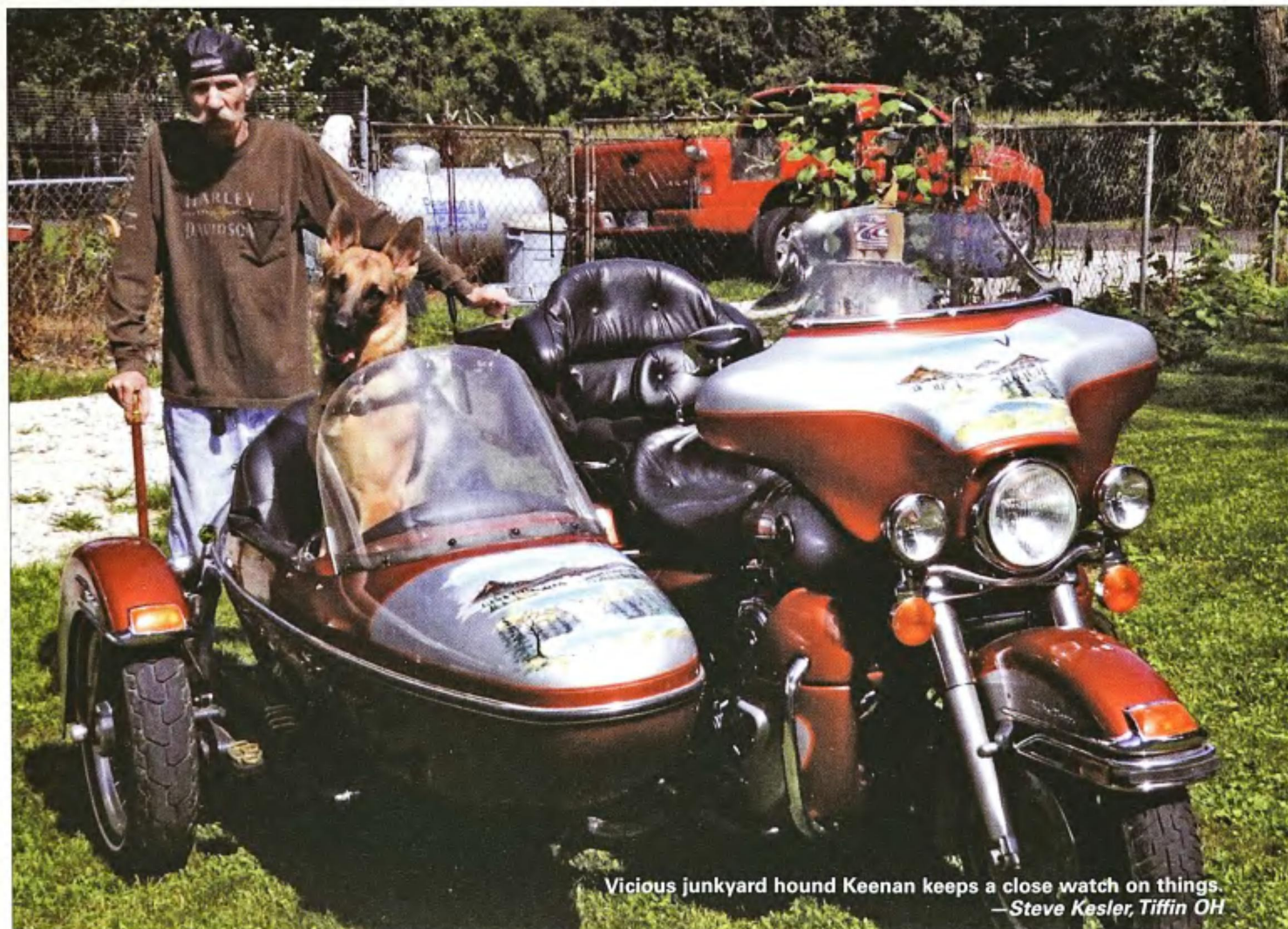
A Biker's Best Friend

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

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



Sidecar dweller Babe, don't mind ridin' bitch.
—Charles Weida, Frankfort, IN



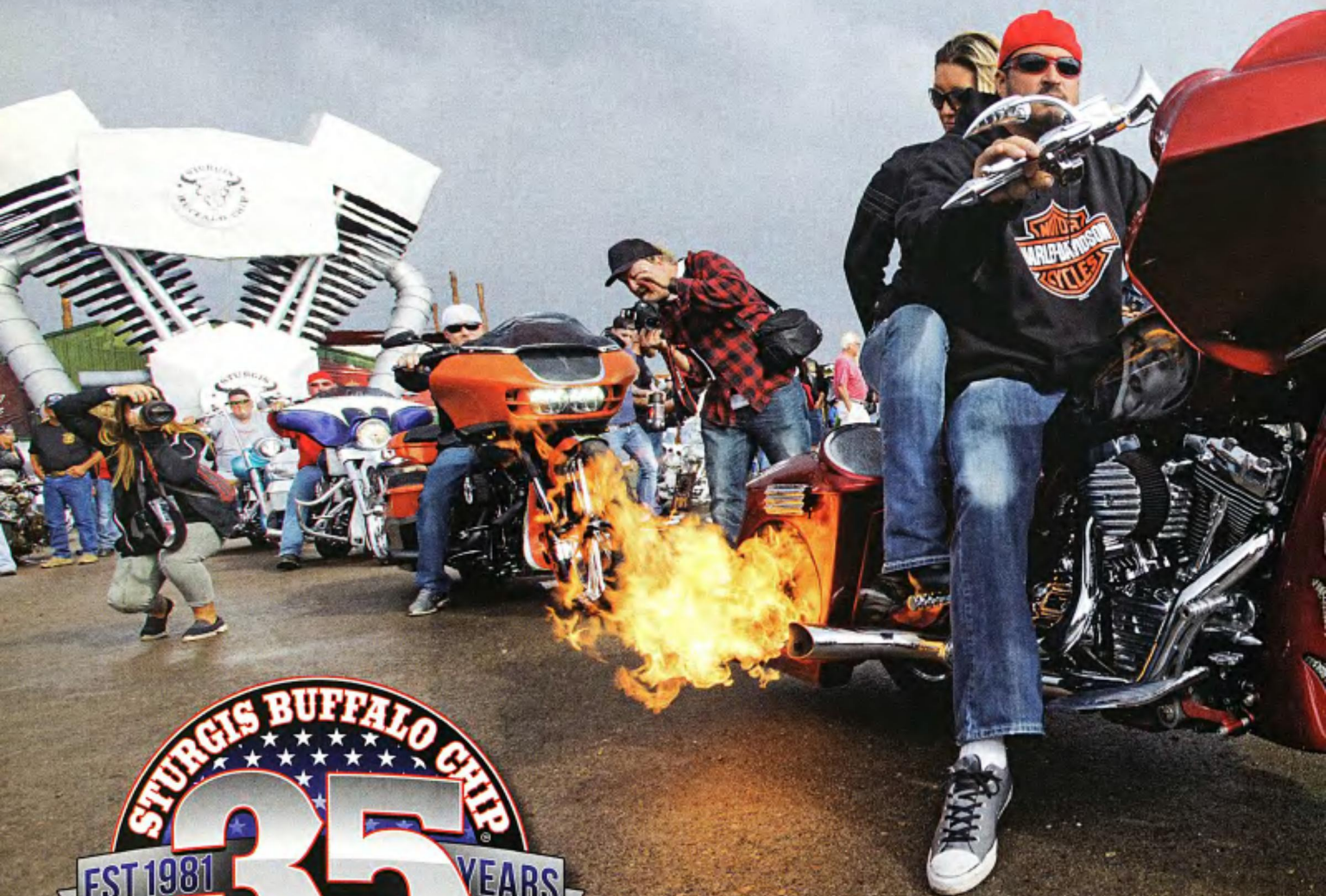
Vicious junkyard hound Keenan keeps a close watch on things.
—Steve Kesler, Tiffin OH



"Ob, Meat-axe, you're so romantic!"

CUSTOM BIKE SHOW AND DAVID MANN ART AUCTION

EASYRIDERS AT THE CHIP



For the Buffalo Chip's 35th Anniversary in Sturgis this year, the crew of *Easyriders* magazine wanted to help make the week-long, event-packed party even better by offering a ride-in custom bike show and a live original art auction of some of David Mann's most amazing work. Ground zero for all the shenanigans was the area of the Chip known as the Crossroads. This acts as one of the Chip's entrances for concert and camping madness and offers up sexy bikini bike washes, live music, food vendors, and helicopter rides over the Black Hills.



There's an old saying in Sturgis that bikers everywhere heed; "If you don't like the weather... just wait a minute!" Throughout the week each day offered temps in the 90s under brilliant blue skies as well as dramatic thunderstorms, gully-washers, even hail. But none of that put a damper on the fun for bikers who had come from all over the world to ride the sacred Lakota land and enjoy the hospitality of South Dakota. In early August each year bikers everywhere heed the call to this Motorcycle Mecca.

A vast array of custom motorcycles rolled into our show lot out at the Chip on Wednesday, August 10, framed by the enormous Buffalo Chip landmark of a 30-foot-tall V-twin motor! Our judges included *ROAD IRON* editor John Sullivan and yours truly. After many



hours of meticulous scrutinizing the wide range of customs in the show, it was time to announce the winners.

Trophies were provided by Carolina Custom Products, covering such categories as Old School Choppers and Bobbers, Modified Stock, Custom Baggers, Street Customs, and Radical Customs. Top winners included Russ Dueker of Mead, Colorado, for his 2016 Hole Shot three-wheeled custom and First Place Radical went to Ned Amin all the way from Kuwait for a wild custom creation that started life as a Road King.





EASYRIDERS BIKE SHOW AT THE CHIP WINNERS LIST

OLD SCHOOL CLASS

- 1st** Aki Sakamoto, Hawaiian Gardens, CA
1961 Hogkillers Panhead
- 2nd** Walt Bohler, Wyarno, WY
1974 Sportster
- 3rd** Jeremy Waddell, Rapid City, SD
1974 750 Chopper

MODIFIED STOCK CLASS

- 1st** Devon Katzev, Wind Gap, PA
2016 Indian Scout
- 2nd** John Tucker, LaParte, IN
2008 Road King
- 3rd** Chad Lawier, Aberdeen, SD
1996 Road King

CUSTOM BAGGER CLASS

- 1st** Dino's Custom Cycles, Lakewood, CO
2004 Road King
- 2nd** Norman Lovelace, Doyle, CA
2011 Harley-Davidson Trike
- 3rd** Norman Lovelace, Doyle, CA
2009 Road King

STREET CUSTOM CLASS

- 1st** Custom Works, Japan
2015 ZON Street 750
- 2nd** Michael Lodahl, Richfield, MN
2016 Custom Bobber
- 3rd** Jayde Franko, Prairie Farm, WI
2016 Special Contruction

RADICAL CUSTOM CLASS

- 1st** Ned Amin, Kuwait
2000 Road King
- 2nd** Russ Dueker, Mead, CO
2016 Hole Shot
- 3rd** Cary Shoemaker, White Hall, WI
2010 Trike

EDITOR'S CHOICE

- Arnaud Mary, France
1989 Sportster Digger

BEST OF SHOW

- Ned Amin, Kuwait
2004 Turbo



The Editor's Choice award went to a magnificent digger-style 1989 Sportster by Arnaud Mary that came all the way from France, and Best of Show went to Ned Amin for a crazy, big-wheeled, turbo-charged motor-masterpiece that dropped many a jaw. After the applause died down, we launched right into the David Mann Original Art Auction.

Auctioneer Rob Bydoes grabbed the gavel and began a spirited rundown of 23 original paintings on display by America's favorite biker lifestyle artist. Bidders were both there in person and on the phones. Out of respect to winning bidders, we'll refrain from revealing the winning bids, but it is worth relating that the world's most well-known work of biker art *The Ghost Rider*, which originally ran in the November 1983 issue of *Easyriders*, has a new home near Austin, Texas. Winning bidder Barbara Moreland was absolutely beyond words when the gavel came down. I don't think I've ever seen a happier or more ecstatic human being. Our congratulations to Barbara for being the new custodian of the "Mona Lisa" of bikerdom. —Dave Nichols





John Covington's Appaloosa

The 8 Ball

Last year John Covington was riding his Steed Musclebikes Sintaur around the Bulldog Campground in Sturgis and capturing the two weeks on film for *Easyriders*. After the Sturgis 75th Rally he loaded a few bikes onto a trailer to pull behind his Airstream for the trip back home. Nearly all was lost just outside of Park City when the brakes caught too much swerve during a panic stop. John escaped injury but the bikes and trailers were nothing more than a huge pile of twisted metal on the highway.



Back home, John's search for a new bike ended when he acquired the last bike built under the Steed name. John was the founder and designer of Steed Musclebikes and earned respect in the industry for quality, attention to detail, and innovations in design.

Steed was the first to attach the rear fender to the swingarm over seven



years ago, and it became a trademark of the Steed Musclebike MonoGlide. Steed was the first federally licensed builder to offer the Avon Monster tire on an American performance motorcycle. "What's old is new," John says. "The things most people are doing with baggers is about putting big wheels and chopper necks on them. Doing the same thing to choppers seemed to be the next natural step in the evolution of custom bikes."

At first glance, John's Appaloosa 8-Ball may look bare bones but it has all the high-tech stuff to be a real "pedigreed" contender. For instance, the digital display mirrors ingeniously combine speedometer, odometer, tachometer, and indicator lamps so you can have instrumentation on a clean custom chopper. It is also the first 300 monster tire bike to include an 80-spoke RideWright 30-inch front wheel.



Today's baggers are about putting big wheels and chopper necks on them. Doing the same thing to choppers seemed to be the next natural step in the evolution of custom bikes.



Owner: John Covington
City: Phoenix, Arizona

GENERAL

Fabrication: Steed Musclebike
Motorcycle Company

Year/make: 2005 Steed 300 VM

Model: Appaloosa

Assembly: Johnny Dreckman at Steed

Time: 3 weeks

ENGINE

Year/make: 2005 S&S Super
Sidewinder

Ignition: Crane Hi-4

Displacement: 111 cubic inches

**Lower end, Balancing, Pistons, Heads,
Cam, Lifters:** S&S

Carburetor: Mikuni HSR-45

Air Cleaner: Kuryakyn

Pipes: Steed

TRANSMISSION

Year/make: 2015 Ultima RSD 6 speed

Paint: What The Fu** Chuck

Type/color: PPG/Vivid Black

Special Paint: Billet flying 8-ball
emblem

FRAME

Year/make: 2005 Steed

Type: MonoGlide

Rake: 40 degrees

Stretch: 6 inches up, 4 inches out

Shocks: Steed MonoGlide

ACCESSORIES

Bars: Steed Behemoth

Handlebar controls: Harley-Davidson

Fender: Steed

Headlight: Rivera LED

Taillight: Steed

Speedo: Steed heads-up display in mirrors

Pegs: Steed

Electrics: wire plus

Gas tank: Steed

Oil tank: integral in transmission

Oil System: S&S

Primary: Custom Chrome Inc.

Seat: Steed, Danny Gray

Mirrors: Steed digital

Grips: Kuryakyn

FRONT END

Type: American Suspension

Extension: stock

Builder: American Suspension

WHEELS

Hub: Ride Wright billet

Size: 30-inch front, 18-inch rear

Tires: Avon

Brakes: Wilwood



With the help of his friend, retired USMC sniper Johnny Dreckman, John's newly discovered Appaloosa got a new gearbox, redesigned proprietary shocks, and more needed updates. John's favorite stretch of road is the nice clean highway leading from his shop in Phoenix, Arizona, up to Greasewood Flats or over to Cave Creek, where cooling libations and tasty grub waits for road-worn travelers.

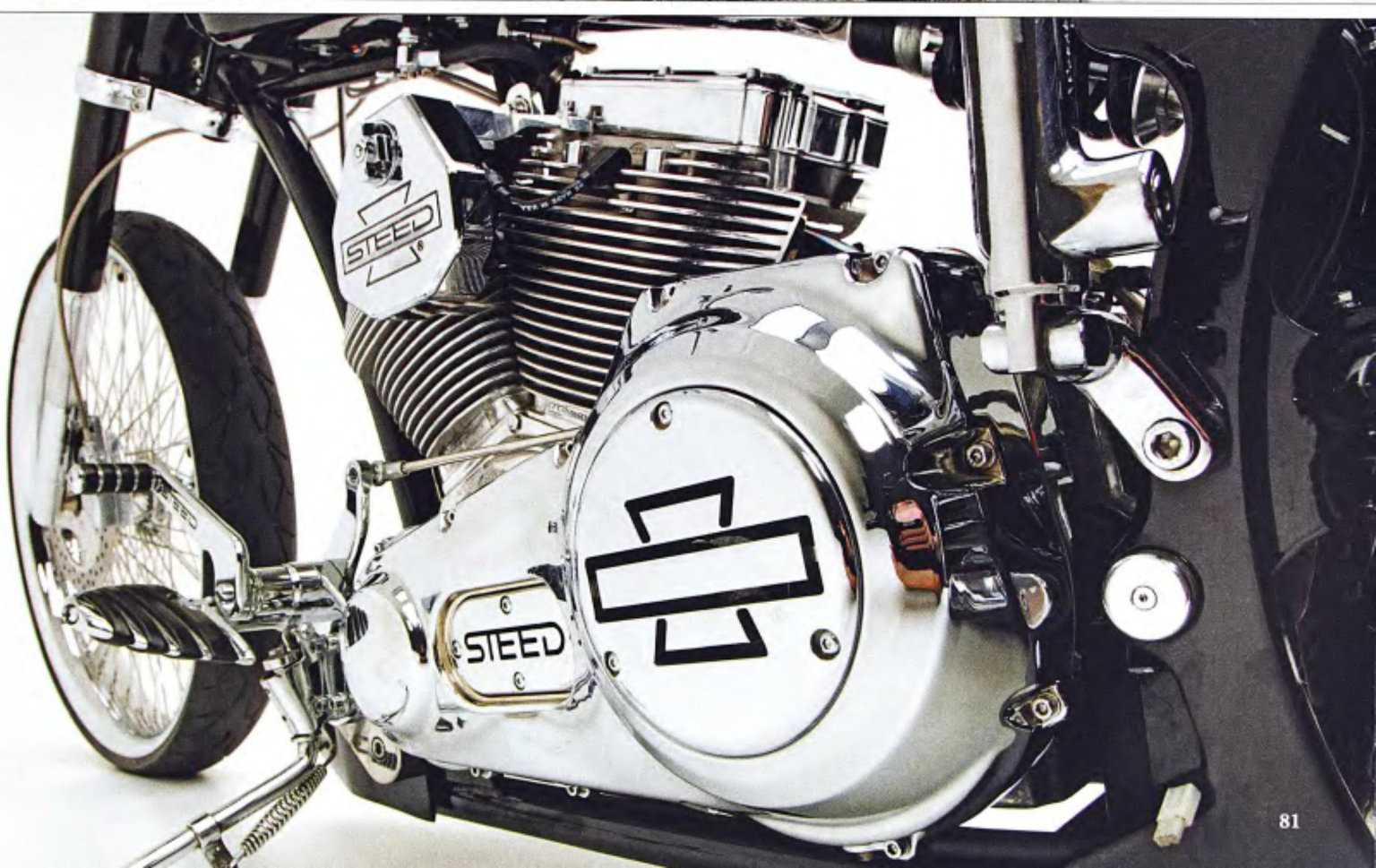
Your Foxhunt winner this month is the tattooed and talented Sonja Nicole. She was more than happy to climb on board and ride those desert highways on this sexy steel Steed.

—Cheesett

Photos: John Covington

Model: Sonja Nicole

Contact: Steed Musclebikes-
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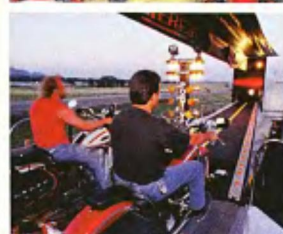
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"You know, sex would feel more respectful if you wouldn't keep shouting VROOM, VROOM!"

Vince Wolfe Loves Park, Illinois 2009 Custom Evo

The reason you see so much West Coast Choppers stuff on this bike is because Vince, who built this bike pretty much from the ground up, has always liked the bikes Jesse James used to build. He bought the bike back in 2012 from a friend when it looked totally different. Vince proceeded to tear it into little pieces just so he could rebuild it according to how he thinks Jesse would have built it. "I stripped it down to the frame, oil tank, motor, trans, and belt drive," he says.

To get everything done, he took the bike to his cousin by marriage, Craig Ellis, who owns a paint and body shop where Vince works part time and where Craig helped him. As you can see, he attached an S&S carb and a WCC set of pipes to the 113-cubic-inch S&S mill. He also raked the WCC frame to 38 degrees in the neck and stretched it 4 inches up and 2 inches out. Other WCC parts include the risers, gas tank, fenders, rear sprocket, and triple trees. He still had to do quite a bit of fabricating himself, or at least modifying some of those parts to make everything fit properly, like the fenders and motor mounts.

Non-WCC parts include the Flanders drag bars, the PM grips, and

the JayBrake mirror. And by the way, this isn't Vance's first WCC rodeo. "My cousin's brother is a full-time mechanic at a local Harley dealership, and he showed me how to do it back in '04," says Vance. "He basically built my first West Coast chopper while I watched and learned. So this one's my fourth one."

Out of the four, he says this is by far his favorite, and he rides it every chance he gets. He's even thinking about entering it in a bike show. "But everything's big wheel baggers these days," he says, wondering if there are even any chopper classes left to compete in. Apparently, he's never been to an Easyriders Bike Show.

—Tripper

Photos: finishlinephotos.com





Comin' At Ya



Easyriders Special January issue (No. 523) rings in 2017 with killer coverage of the Mooneyes Japan Show and the Thunder Run in Panama City, Florida! You'll also get a calendar featuring our coolest customs and hottest Harley honeys! This ANNUAL Edition will showcase the very best of *Easyriders* magazine from last year.

Custom bike features will include Morongo Casino's Paul Yaffe Twin Cam, Philippe Coquard's perfect panhead, Rex Ablao's Boosted Brad WCC, Boyd Dingman's slick road warrior, and Jon Shipley's nasty rigid wonder.

You'll get a heapin' helpin' of David Mann art, some wild biker fiction, brain-twistin' humor, and a passel of gals who just can't keep their clothes on. Damn it! It's all roarin' your way in the Special January issue of *Easyriders*!

On sale November 15



"See there bro, just like I told ya, our very own reserved camping spot!"



The January issue of *V-Twin* (No. 189) is the "G-Rated" version of *Easyriders* and there is nothin' in it that you can't show your dear ol' mum. It includes a bonus custom bagger magazine—*ROAD IRON*—extra tech guides, and of course, no nudity.

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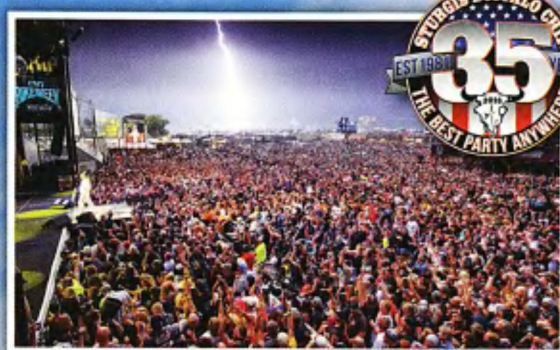
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BIKER HEAVEN
THE BUFFALO CHIP'S 35TH ANNIVERSARY

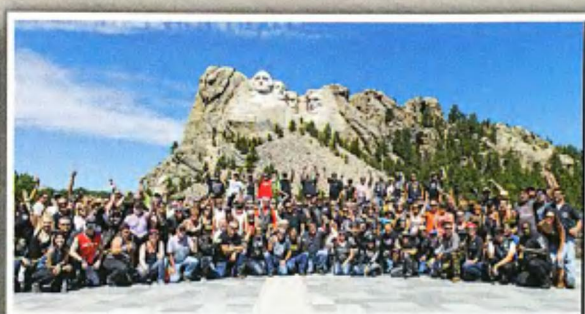


SKIN & BONES

MICHAEL LICHTER'S "MOTORCYCLES AS ART"
MUSEUM SHOW AT THE BUFFALO CHIP

STURGIS MEMORIES

IN THE WIND LOOKS BACK AT RALLIES PAST







BIKER HEAVEN

THE BUFFALO CHIP'S
35th ANNIVERSARY



Back in 1981 *Easyriders* publisher Joe Teresi helped to create a Biker Woodstock a few miles out in the boonies near Sturgis, South Dakota, during the August Black Hills Rally. Rod "Woody" Woodruff got involved in 1984 and the area known as The Buffalo Chip Campgrounds started to grow. From humble beginnings, the campground has become a biker town all its own, drawing hundreds of thousands of riders each year.

In 1990, the 20th anniversary of *Easyriders* and the 50th anniversary of the Sturgis Rally, we worked with Woody again to put on an *Easyriders* Day at The Chip which was a great success. In recent years The Chip added a new building which each year houses a collection of Michael Lichter's prize-winning photography and a themed bike display.

For the 76th Sturgis Rally in 2016, the 35th Anniversary of The Chip was a biker blowout of massive proportions and *Easyriders* was there, running a custom bike show and a live auction of David Mann art. The official fun began on the evening of Sunday, August 7 with the Industry Party for Michael Lichter's Skin and Bones exhibit of over 30 master builders' expression of tattoo-inspired custom motorcycles.

Monday saw The Chip's Legends Ride from Deadwood led by such celebrities as John Paul DeJoria, Tom Berenger, Carmine Cangialosi, Keith David, Cory Ness, Zach Ness, Carey Hart, and Roland Sands. Roland took the proverbial cake as chief Hooligan on Monday night when he accidentally launched his motorcycle off the Chip Main Stage and into the crowd. Luckily, no one died. The hullabaloo out at The Chip Crossroads continued on Tuesday by including a failed attempt to break the world's record for the most people in one place wearing only their underwear. This failure may have been due to the fact that many bikers don't wear underwear.

Wednesday not only saw our ride-in custom bike show and David Mann Auction but also The Chip's Freedom Celebration and Ride from Spearfish honoring our men and women in uniform. For the first time The Chip also hosted dirt track Hooligan races, drag races, and hill-climbs right on the premises.



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Thursday offered up a special Bikers For Trump ride honoring our military and booths were set up to get people to register to vote. But the Buffalo Chip is most famous for its week of concerts and Woody and the crew pulled out all the stops for the 35th including such musical headliners as Willie Nelson, 3 Doors Down, Kid Rock, Leon Russell, Lynyrd Skynyrd, Cheap Trick, Five Finger Death Punch, Miranda Lambert, Buckcherry, and even "Weird Al" Yankovic!

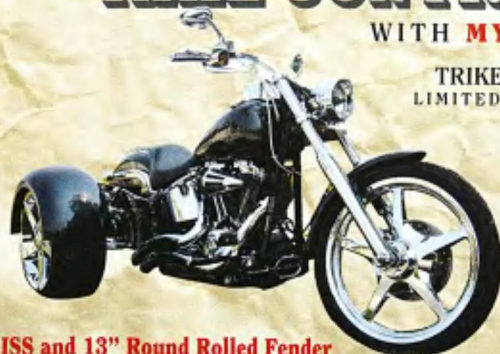
A new road at exit 37 on I-90 helped keep all the concert crowd riders who headed out to The Chip from blowing up their engines from sitting in "concert gridlock." The week-long 35th Anniversary celebration was a fitting celebration for the American biker. After 35 years of creating biker heaven on earth, the Buffalo Chip has indeed realized Joe Teresi's dream of a "Biker Woodstock."

—Dave Nichols

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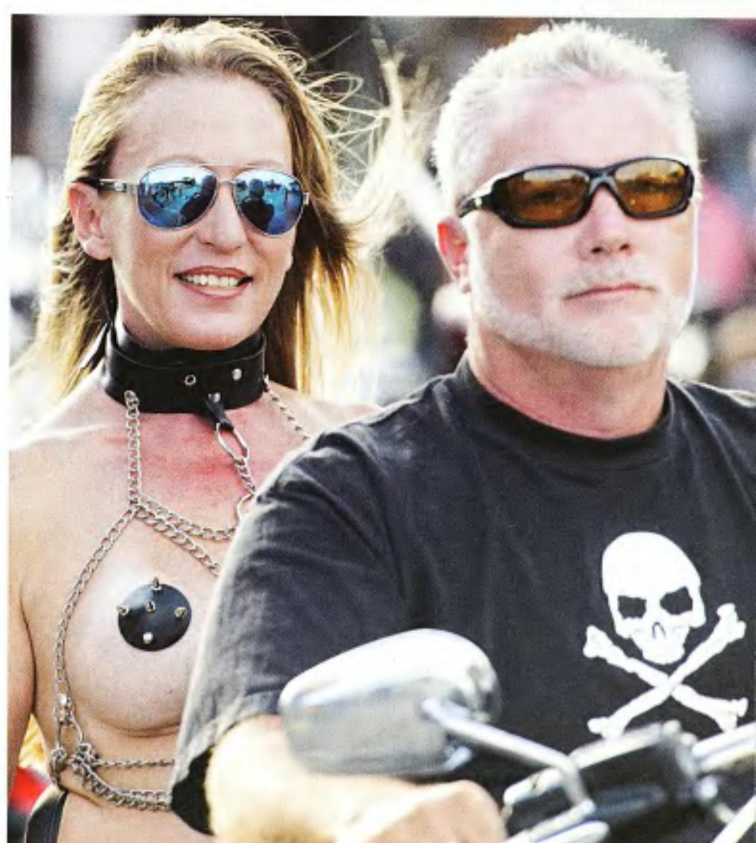


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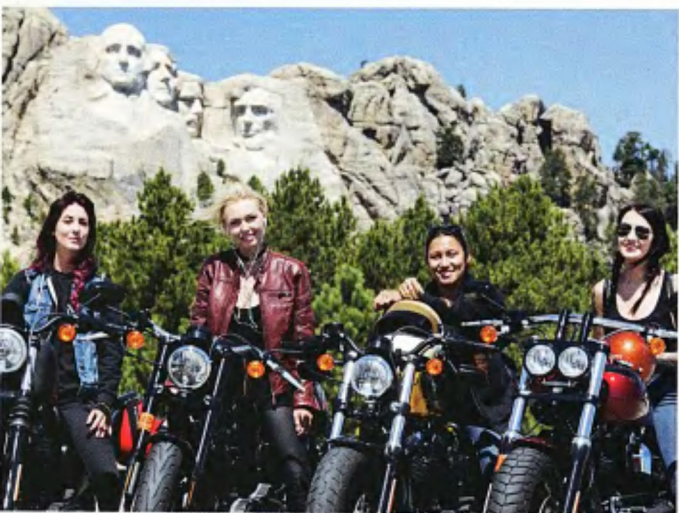












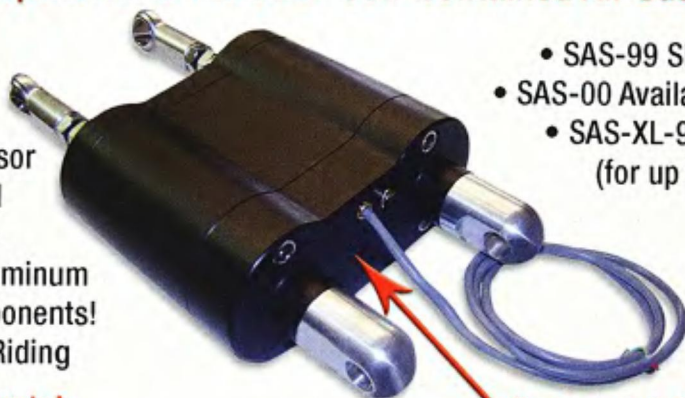


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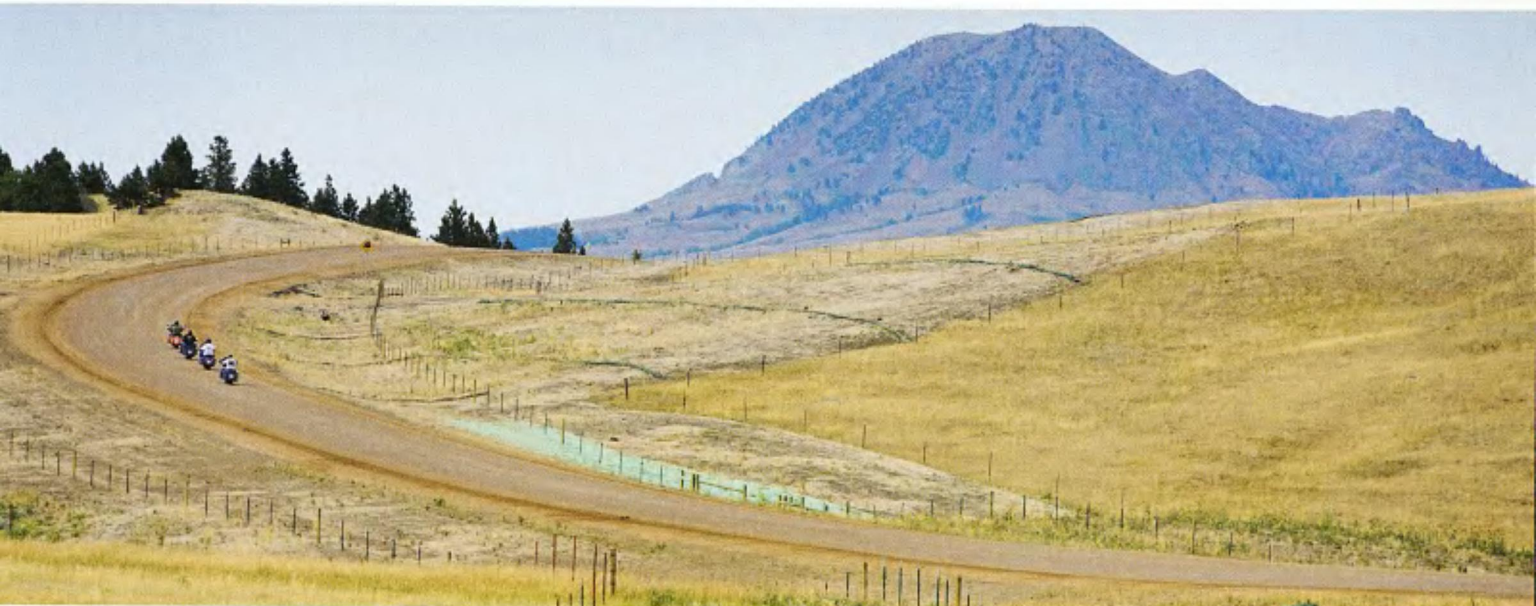
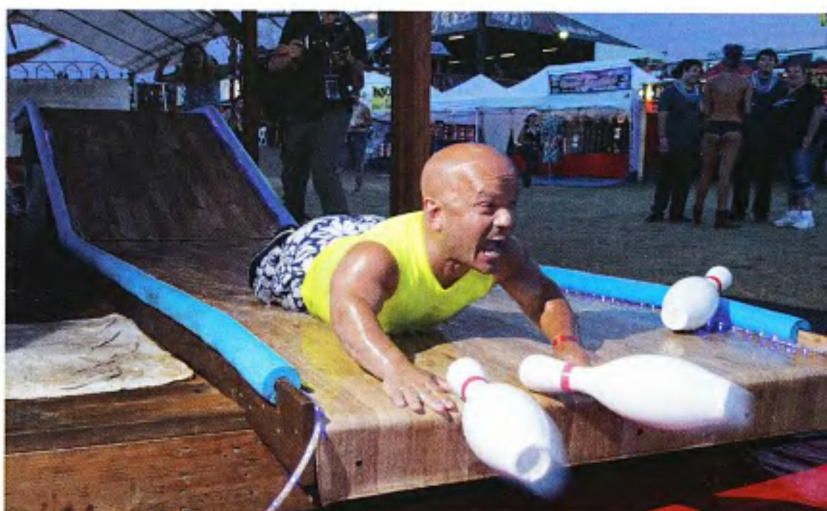
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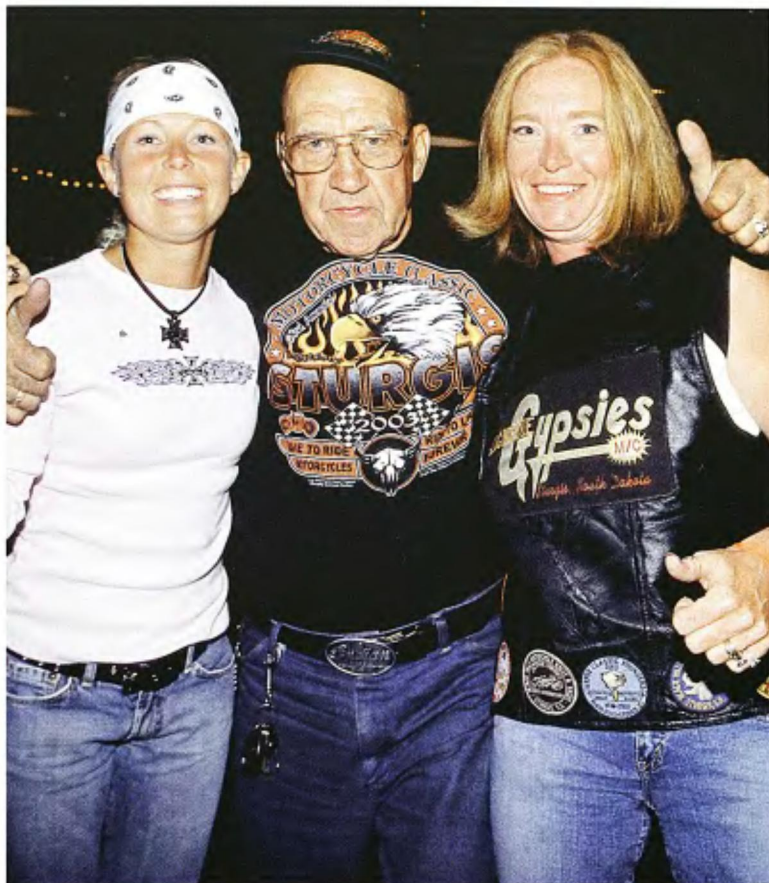
IN THE WIND STURGIS MEMORIES



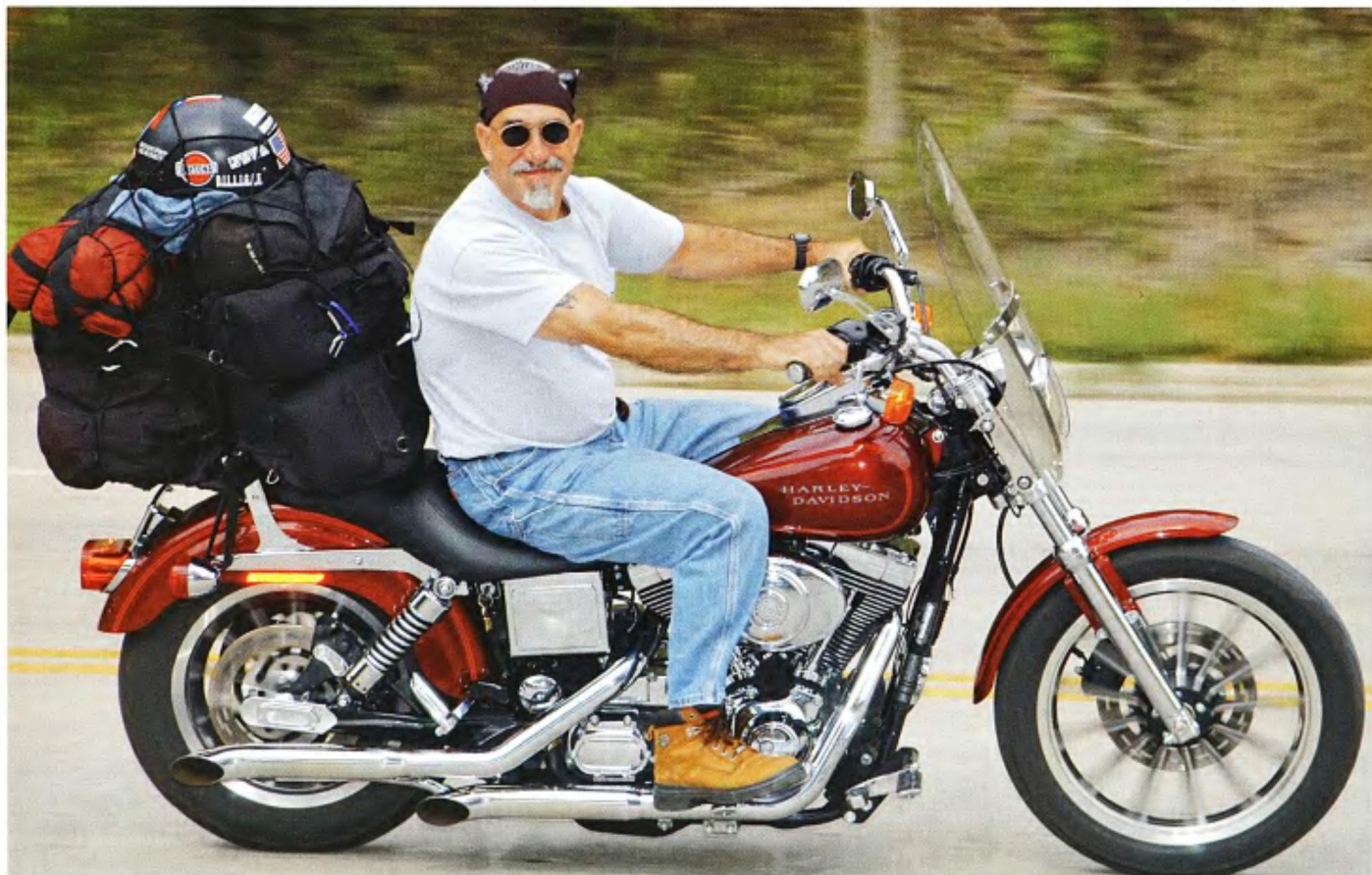
—Michael Lichter, Boulder, Colo. Sturgis 2013, Kid Rock rocks a massive crowd at the Buffalo Chip just as a lightning storm hits.



—She Devil, Deadwood, S.D. Things happen in Sturgis.



—Natanic, Clinton, Iowa. Indian Ed Spiker, a Jackpine Gypsies original.



—Jill Ring, West Carrollton, Ohio. Packed and puttin' to the sacred Black Hills.



—Clean Dean Shawler, Sturgis 2006. Flip does his thing, a tricky namesake maneuver—on cue—for amazed bystanders.



—Nate Ullrich, Sturgis 2007 Uh...whaddaya say? Nice pair?



—Steve Petsch, USN. Like to take her back to the ship, eh?



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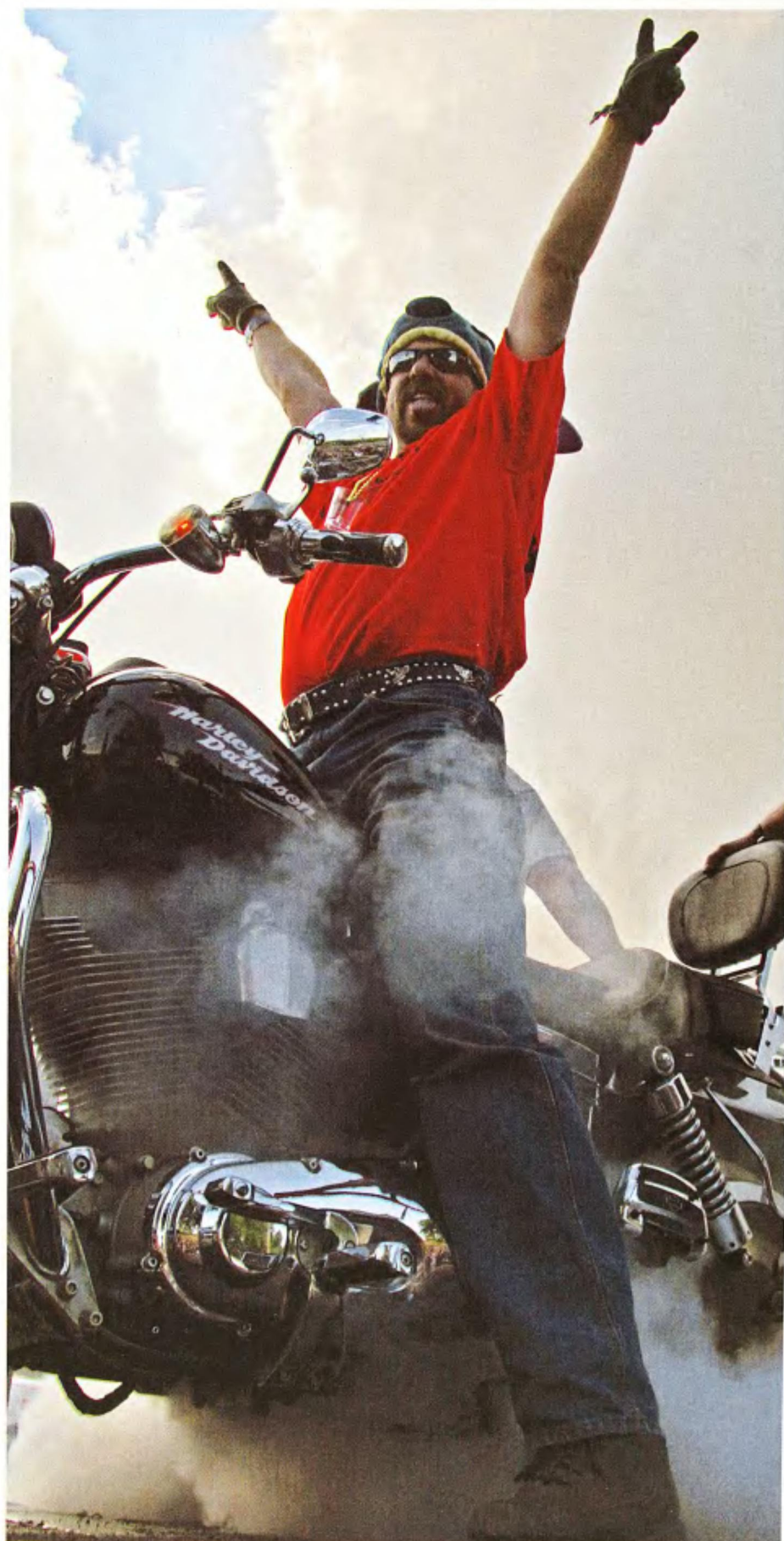
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—Flash, Mead, Colo. Complete package.



—Connie and Munch, Grove City, Minn.



—Nate Ullrich, Clinton, Iowa. Smoke-'em-out at Burnout Wednesday, Sundance, Wyo.



SKIN & BONES

MICHAEL LICHTER'S
"MOTORCYCLES AS ART"
MUSEUM SHOW AT
THE BUFFALO CHIP



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A TATTOO AND
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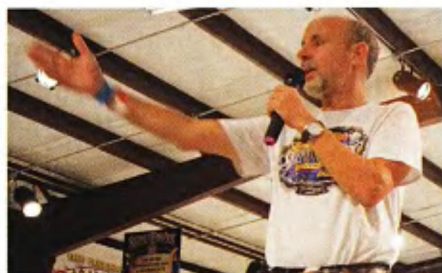
THE LEGENDARY
BUFFALO
CHIP

It feels like just yesterday that I proposed to RichiePan that it would be great to do an exhibition entirely with his art in this gallery, but this actually happened a few years ago after I exhibited several of his paintings in another show. He liked the idea, but would clearly need to keep his brush to the canvas to create enough pieces to fill the space.

Richie would send me samples of what he was working on and I would write back with encouragement, and if anything, urging him to work more on his irreverent art that came right from his heart. Simple emails would pop into my inbox: "Just wanted to share a couple things I'm working on, one is the completed painting that I started in Brooklyn when I saw you and the other is a portrait of Cole Foster's panhead. I'm going to truly pursue your art show and I will continue sending you pics of stuff I'm working on until your head pops off! Ha ha!" (November 2013) "I'm painting my ass off and I will share finished work with you as I go." (August 2014) "Hey Mike. Thanks for the response! I've been trucking along on the art. I believe these are the latest. I've got a few larger oils done and I still have a ton of smaller pieces." (June 2015)

Our last conversation took place on June 20, 2015, when I ran into Richie at a hotel in Southern Pines, North Carolina. We had a great talk about art and the direction of his work. Since I was about to go out and photograph a group of riders on the back roads, I invited Richie to join us. "Come on, all these years and I've never shot you riding Viola (Richie's rigid panhead)." He was hesitant in his always polite manner because he didn't want to intrude, but I insisted and off we went.

Despite it being a helmet state, Richie ran that day with his hair blowing wildly and helmet strapped to the sissybar. He was the only one to forgo the helmet, but he was in his element – in the wind. Later that day he donned a suit and the accoutrements of a rabbi, running lap after lap in mini-bike races with the biggest smile you can ever imagine. What a blast!





In a tragic turn of events, that ride was to be the only ride I ever had, or will have with Richie. Later that night, Richie was struck by a car while crossing the street near the hotel to get a beer before calling it a night and getting up early to head home. He never did make it back to see his wife or two boys for Father's Day the next morning as he had planned, nor to his son's graduation the day after. Taken too young from his family that so loved him, and who were the most important thing in his life, his passing was also a loss to the entire motorcycle community. I miss getting the notes, seeing his latest work, his incredible manner and especially Richie's unique outlook on the world.

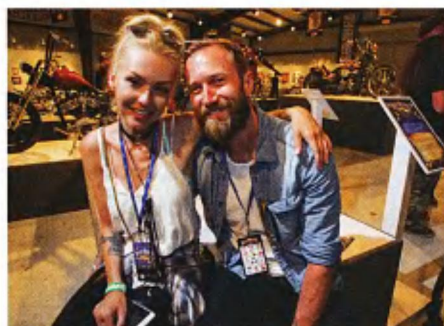
Over the past year, I communicated with Richie's wife, Cindy Panarra, and it was decided to go ahead with the exhibition Richie so wanted to be part of. You can imagine how difficult this must have been for her, going through an amazing amount of paintings, drawings and sketches to get it all organized. Thankfully, she had a lot of help from Tommy Andriessan, Tom Birardi and other friends to make all of this happen.

While there wasn't quite the number of pieces we had originally planned, there was enough to fill at least half of the gallery. So to celebrate Richie and his life's work, the theme "tattoo inspired" was arrived at, the title "Skin & Bones" settled on, and other artists were invited to contribute art and custom motorcycles to finish it out. In the end, we had 30 invited builders along with Richie's original panhead "Viola"; a bike he worked on himself for so many years. There were an additional ten artists featured as well as ten tattoo artists that each painted a "Gringo" helmet generously supplied by Biltwell.

The artwork and the bikes vary as much as the artists who produced them. Some have obvious connections to the world of tattooing, and on others, you have to dig a little deeper, even reading their builder sheets to get the connection. Because just like tattoos, custom bikes all have a story to tell.

—Michael Lichter

**Richard "RichiePan" Panarra
(1965 - 2015) RIP**



Cindy Panarra and Viola.



Photography by Michael Lichter



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DEMONS CYCLE INC.....	17	RALLY FINE ART.....	32
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DENNIS KIRK.....	13	RICHARD M. LESTER.....	5
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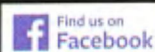


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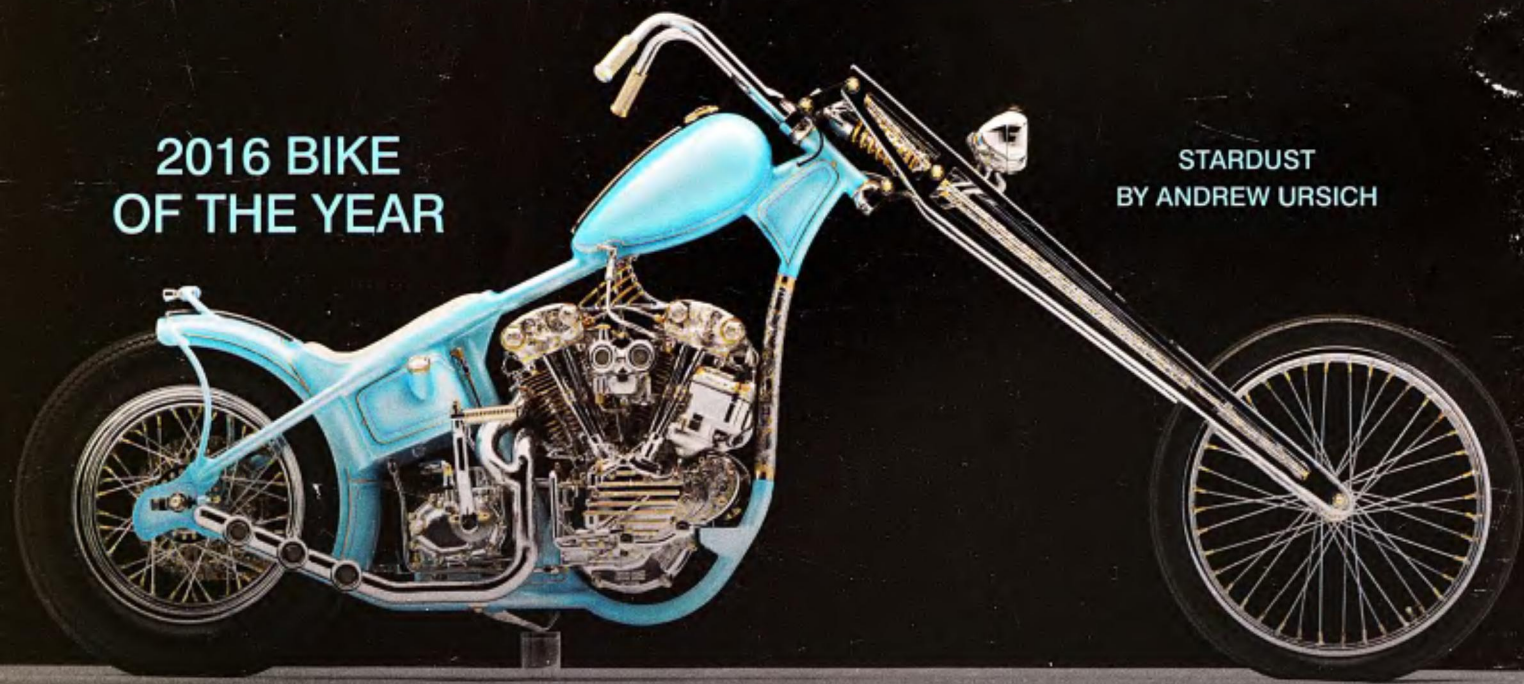


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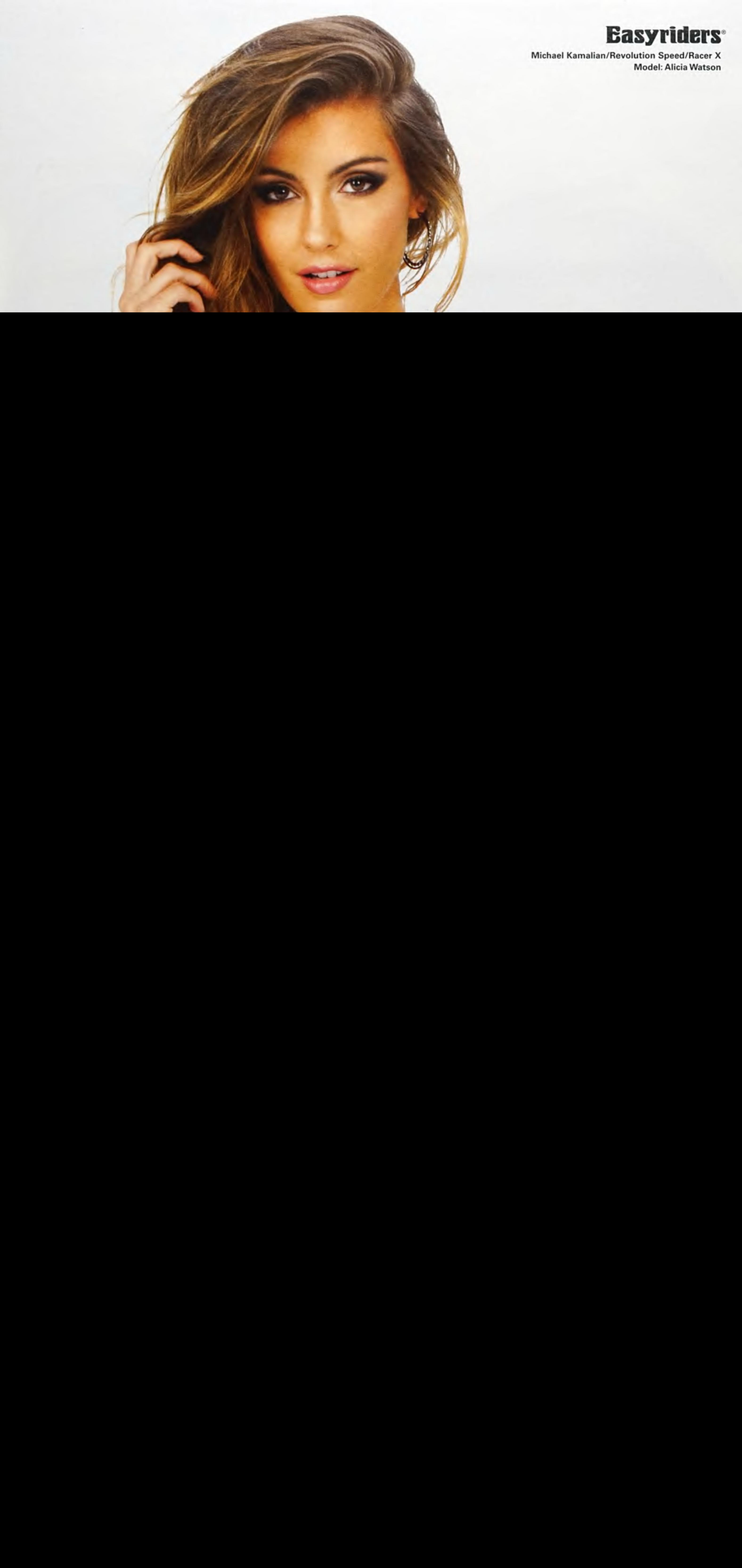
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