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DICK IN A BOTTLE

A man who used a plastic bottle as a sex toy and got his penis stuck in it for four days had to have his dick amputated. In lieu of a woman, the inventive man thought the drink container would be the next best thing to a warm, human woman. He was tragically wrong. The embarrassed 50-year-old left his dick in the bottle for four days before seeking medical help. This caused his penis to become necrotic.

By the time he reached the hospital, with bottle still attached, the penis had turned black and had started to decay. Doctors pronounced the trapped willy dead on arrival. "When you put your penis into a bottle it causes a constriction in the blood vessels of the penis and within four hours you can lose the penis," a doctor explained.

CHANGE A DIAPER, GO TO JAIL

The Arizona legislature recently passed a child-molestation law that made any adult contact with children's genitals a criminal act, but unlike in other states' similar laws, neglected to include a requirement that the outlawed contact be for "sexual" purposes. Consequently, parents may be criminally liable, for example, for bathing a baby or changing its diaper. The Arizona Supreme Court ruled in September that it is up to the legislature to change the law, but some lawmakers professed indifference, confident that district attorneys will use good judgment about whom to prosecute.

PENNY POWER

A dude was recently arrested in Pennsylvania for stealing a drum containing 300,000 pennies from his employer. The steel drum weighs several tons and netted the stupid crook only \$3,000.

In other penny-related news, a man in North Carolina, took more than 7 weeks out of his life and glued pennies to completely cover his 2000 Chevrolet Blazer (a total of 51,300 coins). Why did he do this? Because humans are basically stupid creatures.

POE PAPER WEIGHT

The 1,496-page German novel *Bottom's Dream* translated into broken English is

more than twice as long as *War and Peace*. This tome recently reached U.S. bookstores as a 13-pound behemoth, bound with a 14-inch spine. Based on a description of the book in the *Wall Street Journal*, it will almost surely go unread. The story follows two translators and their teenage daughter over a single day as they try to interpret the works of Edgar Allen Poe. Sounds like a true waste of trees.

I DREAM OF ORANGE SHEEP

A British farmer who lost nearly 300 sheep to rustlers has recently sprayed his remaining herd of almost 800 sheep a bright luminous orange in order to make them less attractive to thieves. Just think; you could also use the orange sheep as moving traffic cones.

WINDED CROOK

An out-of-shape burglar with a rap-sheet as long as your arm tried to rob a hotel room in Minneapolis. The room's occupant returned and surprised the thief, who pulled a knife and escaped. However, the room's occupant called his roommates, who happen to be the University of Arizona's men's cross-country team. The ensuing chase after the crook included jumping several barriers and resulted in the runners taking down the winded burglar and turning him over to State Troopers.

GOODBYE, MR. CHIPS

A hapless gambler was arrested in West Virginia recently and was charged with robbing a City National Bank branch. Police said the bank robber had been gambling at the Mardi Gras Casino in nearby Nitro when he ran out of money at the blackjack table. He left a \$25 chip to reserve his spot, excused himself, went to the bank, robbed it, and came back with more money so he could continue gambling.

TOTAL WANKER

A 50-year-old man had been convicted for indecent exposure for multiple attempts at public masturbation. But the capper was that he couldn't keep his hands off his pecker while in the lobby of the Seattle

sheriff's department. He was there to register as a sex offender and apparently had to have another public wank in front of the coppers. He was promptly arrested. Glad he's not my Bunkie.

DOUBLE YOUR STRIFE

A wiggly entrepreneur has created the matchmaking service called Second Wife, because he feels that, "just as men have trouble finding that special person, some Mormons, Muslims and others have at least as much trouble finding that special additional person." Well, sure. Good thinking. Most clients, he says, are in the United States and the United Kingdom, though bigamy is illegal in both places. The service has been so successful that he has started up Polygamy.com, which he adamantly defends as a moral alternative to adultery and one-night-stand services such as Tinder.

DRUNK BIRDS

There was a massive, mile-long traffic jam on the A2 highway in Austria in October caused by a huge flock of starlings that crashed into cars and fell about on the road, flopping about. It appears that the birds had feasted on fermented berries and were flying drunk.

SCREW A KRAUT

The German Federal Centre for Health Education has set up a website that encourages visitors to Germany to have sex with their residents. Strange as this may seem, the site does take pains to promote consensual and safe sex. The decision makers behind the website obviously think they're on to something; a hefty budget of £110,000 went in to its creation. However, there seems to be some confusion over who the website is actually aimed at with conflicting reports from various news outlets. Some say its goal is to encourage tourists to have sex with German residents, whereas others believe the site is an educational tool for refugees who've been in Germany for a while. I wonder if there is a section on the proper removal of lederhosen?



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ICONIC IRON

Donny Loos'
1949 Pan/Shovel



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THREE TIME WINNER

Jordan Dickenson's
2014 Custom BF6



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HIGH ON HYDRO

Brian Shalley's
Saxon Crown



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VERONA MOTOR BIKE EXPO

Quality and Quantity



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EASYSRIDERS FOWLerville RODEO

29th Annual Easyriders
Motorcycle Rodeo



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A BIKE CALLED "SID"

138 Cycle Fabrication's
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SWITCHBLADE

Ron Finch Builds
Two Bikes In One



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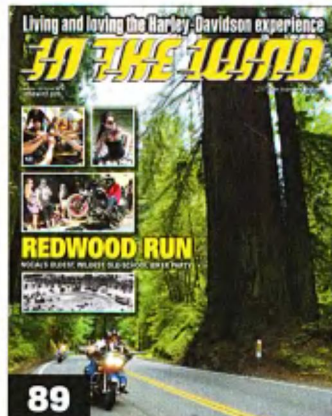
LUCY

Ryan Johnson's
Badass Breakout



ON THE COVER: Erika Lyn with Ryan Johnson's 2014 Harley-Davidson Breakout, shot by John Covington.

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 January 31, 2017.



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IN THE WIND #169

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DONNY LOOS 1949 PAN/SHOVEL ICONIC IRON

When Donny Loos of Don's Custom Cycles—now celebrating 30 years in the industry—was invited as one of 10 builders for the 2015 Ink-N-Iron Nashville Show, he decided to pull out all the stops and literally build his best bike yet. "It's hard to see all the details," Don tells us. "It gets pretty crazy."

Having purchased a 1949 FL bottom end with a good title, he started out with bare cases then opted for S&S flywheels, oil pump, Evo camshaft, shovelhead cylinders, and S&S heads. "I've got a lot of camshaft in it, so it kicks pretty easy for a big motor," Don says. "The compression is around 8:1."



It's hard to see all the details.
It gets pretty crazy.



Don did some major sculpting of the engine, including cutting the cases to meet the cylinders, same with the rocker boxes. The 4-speed 1950 tranny also got the sculpting treatment to get the kicker cover to meet the case and match the lid. Then he gave a call to his friend Rick Bray at RKB Kustom Speed about a special frame he had in mind to carry the motor. "Rick was also making these 12-spoke wheels called 'Johnny 12-spokes,' but I wanted Donny 6-spokes," Don explained. "So Ray obliged, making a set of one-offs to go with the one-off frame."



Perhaps the ultimate compliment came from professional bike photographer Michael Lichter. After scanning the bike in detail, he said, "This is the first time I've ever photographed a David Mann motorcycle." Naturally he was referring to the legacy of artwork created by the *Easyriders* artist known for crafting iconic biker lifestyle images.

Take a closer look at those wheels. How do you put air in the tires? Where are the air valves? That takes us back to David Mann's bike art. If you haven't noticed, none of the bikes in David's paintings show valve stems. Don has drilled one of the six spokes of each wheel to channel the air from a valve



stem hidden close to the wheel hub. Voila, no visible valve stems.

All that shines on this chopper is both chrome and a ton of stainless including the hand-bent handlebars, the exhaust, all the bolts, fender struts, you name it. It all pops with the paint scheme, the black tank flickering with gold metallic flames that turn orange then tipped with hot candy pink.

Don finished the '49 FL and exhibited it at the Easyriders Nashville Bike Show where it took Best of Show and then was invited to the Easyriders Invitational Bike Show in Columbus where it was honored with the John Green Award as coolest custom chopper in the land! —Paul Garson

Owner: Donny Loos
City: Miamitown, Ohio

GENERAL

Designer: Donny Loos/Don's Custom Cycles

Year/make: 1949 Harley-Davidson

Model: FL

Assembly: Don's

Time: 4 months

Chroming: Imperial Polishing

Polishing: GKing Custom Metal Polishing

ENGINE

Year/make: 1949 Harley-Davidson

Model: FL

Rebuilder: Don's

Displacement: 89 cu. in.

Cam: S&S

Ignition: Harley-Davidson

Pistons: S&S

Heads: S&S shovel

Lifters: S&S

Carb(s): S&S

Air cleaner: S&S

Pipes: Don's

TRANSMISSION

Year/make: 1950 Harley-Davidson

Type: 4-speed

Modifications: sculpted/polished

Shifting: hand

PAINT

Painter: Armstrong Design

Type/color: House of Kolor/black, flames

FRAME

Year/make: 2015 RKB Kustom Speed

Rake: 37 degrees

Stretch: 3 inches

Shocks: rigid

ACCESSORIES

Bars: Don's

Handlebar controls: Harley-Davidson

Fender: Led Sled

Headlight: Drag

Taillight: vintage Harley-Davidson

WLA

Electrics: Don's

Gas tank: Throttle Addiction/Don's

Oil tank: Anything Goes, Inc.

Oil system: S&S

Seat: Brett Enderle Leather

Pegs: Don's mid-controls

Grips: Biltwell

FORKS

Type: springer

Builder: Led Sled

WHEELS

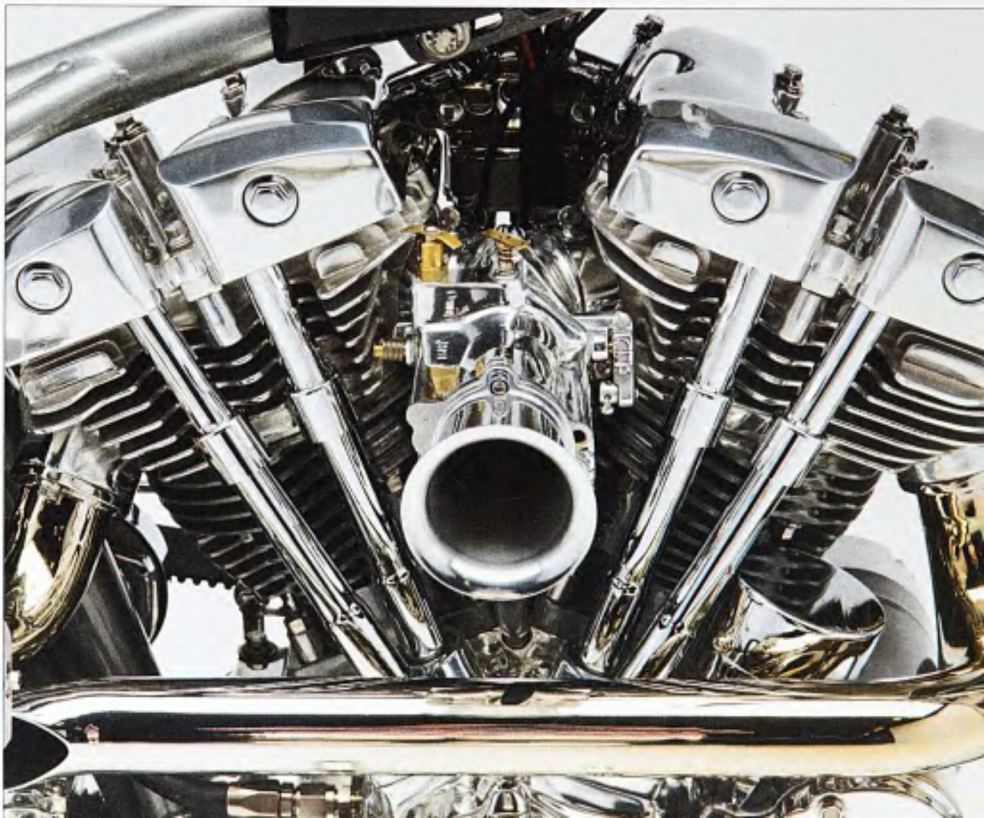
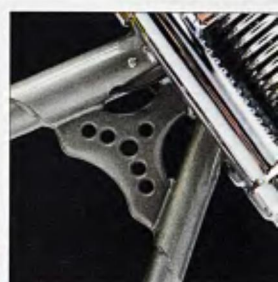
Size: 21-inch front, 16-inch rear

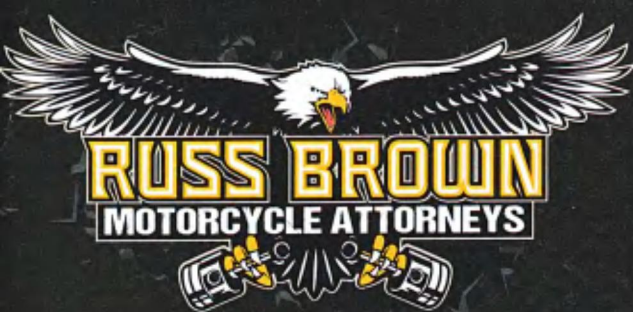
Wheels: RKB Kustom Speed

Tires: Avon front, Duro rear

Brake: Harley-Davidson drum rear

Photos: Michael Lichter





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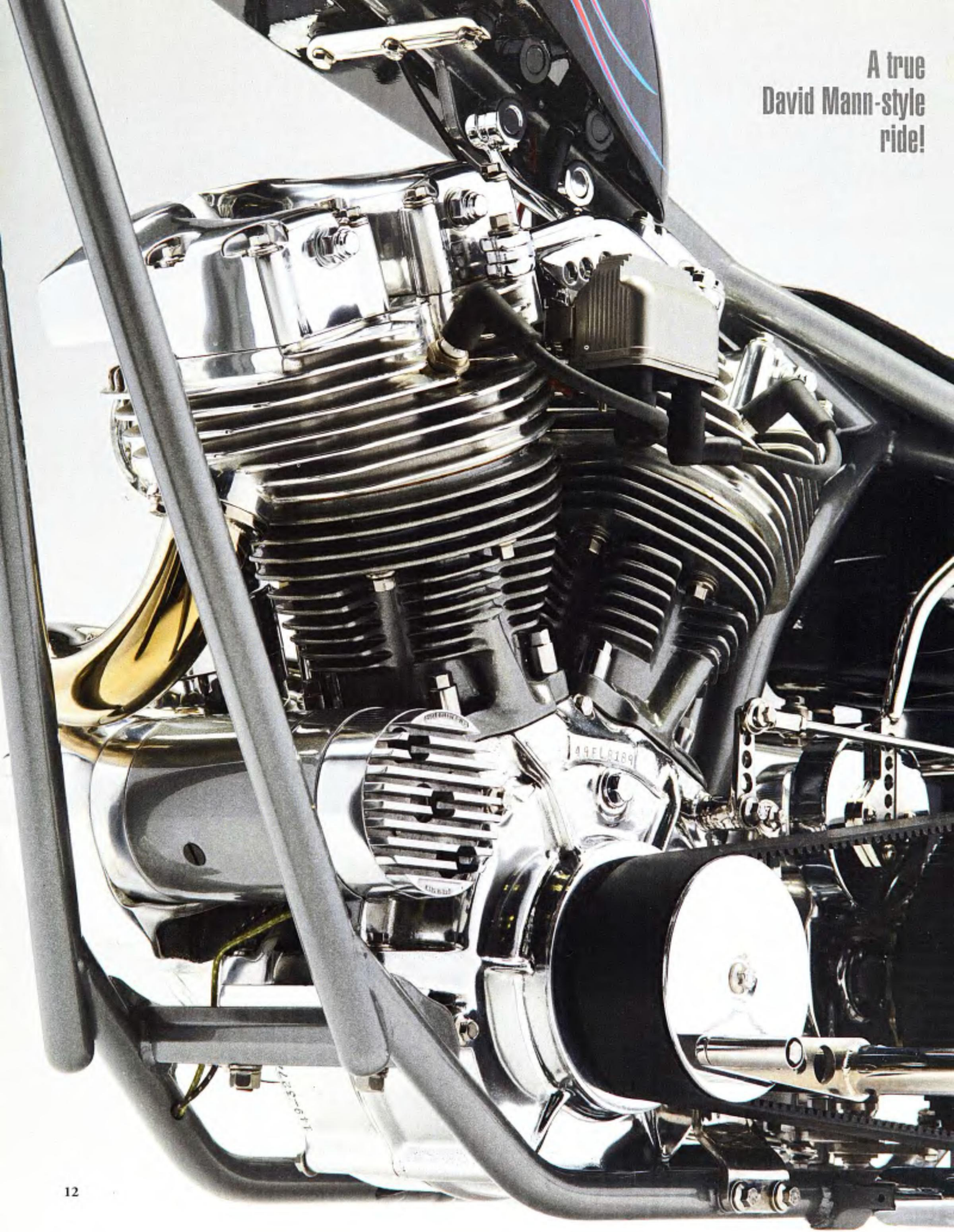
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Thank you, *Rick Rademacher*

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JUDGE REFUSES TO REMOVE WACO PROSECUTOR

Several of the defendants in the Waco shootings cases have moved to have McLennan County District Attorney Abel Reyna disqualified over allegations of conflict of interest. At least 15 of the defendants in the case had filed federal civil rights lawsuits against him and others who were involved, and since he will potentially be liable for damages, he should be disqualified.

However, Waco district court judge Matt Johnson denied the motion, allowing Reyna to continue on the case. "Of course we're disappointed," said F. Clinton Broden, attorney for defendant Matt Clendennen. "We thought it was clear that Mr. Reyna organized the arrests that day," explaining that he could be forced to testify at any trials that follow. Broden suggested that in remedy the issue may be forwarded to a higher court.

Meanwhile, two more men who were arrested after the Waco incident have filed additional civil rights lawsuits against local officials in Waco. William Brent Redding and Thomas Paul Landers have filed suits against Waco Police Chief Brent Stroman, Detective Manuel Chavez, McLennan County District Attorney Abelino Reyna and another official alleging that the two had been charged solely due to their presence at the incident and the clothing that they were wearing. They say that they had nothing to do with the violence that day, and one said that he had been fired from his job as a result of his unlawful arrest.

Source: *The Austin American Statesman*

WIFE OF SLAIN MONGOL SUES IRON ORDER MC

Readers of this column may remember the shooting death of Victor Mendoza, the member of the Mongols Motorcycle Club who was killed by a correctional officer who is a member of the Iron Order law enforcement motorcycle club, at the Colorado Motorcycle Expo in January 2016. Victor's widow, Laura Ramirez Mendoza, is suing the shooter, Derrick Duran, and is also naming the Iron Order motorcycle club's national and local chapters and the organizers of the Colorado Motorcycle Expo in the suit over the wrongful death.

The Iron Order motorcycle club, comprised primarily of law enforcement professionals, including police officers, has been implicated in the deaths of other motorcycle club members. They always seem to get away with it, likely because of their ties to law enforcement and the blue code of silence. The complaint, filed by Ms. Mendoza cites eight altercations involving the Iron Order going back to 2013.

No charges were filed against the shooter, Derrick Duran, who claimed self-defense. In the civil case, the attor-

neys for Ms. Mendoza cite that the Iron Order encourages members to "respond in force with no mercy" if provoked by a rival group, thus its national and local organization are culpable and liable for the shooting.

It's a shame that the Colorado Motorcycle Expo had to be dragged into this, and a bummer that, as a result of this senseless killing, the Expo itself has been cancelled. Biker's Lives Matter!

Source: *Business Den*

CALIFORNIA SOLDIERS FORCED TO REPAY ENLISTMENT BONUSES

Ten years ago the government was desperate to fill the ranks of the military to fight the wars in Iraq and Afghanistan and offered enlistment bonus of \$15,000 or more to entice National Guardsmen to reenlist. Now the government is demanding that thousands of those same soldiers pay the money back with penalties and interest.

The Pentagon is alleging that due to lack of proper oversight some military recruiters abused the system resulting in fraud and mismanagement as their superiors put those recruiters under immense pressure to meet enlistment quotas.

Of course the soldiers who answered the call are the ones who are now the ones who are paying the price, and their only mistake was accepting the bonuses they were offered. Vets are being forced to refinance their homes or have their wages garnished to repay the money that the government says they now owe.

One of the auditors explained the situation saying, "The system paid everybody up front, and then we spent the next five years figuring out if they were eligible."

Source: *The Los Angeles Times*

QUOTE OF THE MONTH

"When the whole world is running towards a cliff, he who is running in the opposite direction appears to have lost his mind."

—C.S LEWIS

THE ONLY PLACE TO BE!

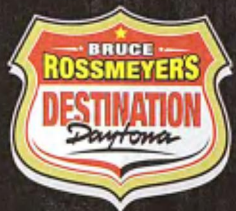


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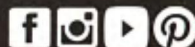
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RED LIGHT TICKET COMPANY CEO JAILED

Over the years we have discussed red light cameras and the culture of corruption that surrounds them. It appears that the pendulum is beginning to swing in freedom's direction. In October 2016, former CEO of Redflex, Karen Findley was sentenced to 14 months in prison in a bribery scheme in Columbus, Ohio, in exchange for city contracts. An Ohio lobbyist, John Raphael was also convicted in the Ohio case. Karen Findley plead guilty to conspiracy to commit bribery and now faces sentencing in a related case in Chicago.

In the Chicago case, former city transportation insider John Bills was sentenced to 10 years in federal prison for his role in a bribery scheme involving contracts for Chicago's red light camera system. The judge also ordered Bills to pay the city \$2.03 million in restitution. It was discovered that Finley rewarded Bills with cash payments of up to

\$2,000 for each of the 384 cameras the company sold to the city. Chicago's red light camera system grew to become the largest in the nation. By the end of 2015, it had collected more than \$600 million in fines.

An investigation by the Chicago Tribune found that in 40% of the cameras installed by the company the cameras actually made intersections more dangerous since rear end collisions actually increased because of drivers slamming on their brakes to avoid red light tickets.

Source: Chicago Tribune; National Motorists Association, motorists.org

LOUISIANA STRIPPERS SUE OVER AGE REQUIREMENTS

The Bayou State recently enacted a new law to "protect" young women from exploitation by banning performers under 21 years of age from working in strip clubs.

Three dancers have filed a federal lawsuit challenging the law, alleging that denying them the right to self-expression with erotic dance is in violation of the first amendment. They further allege that the law is discriminatory, as it only applies to women and does not prohibit the same conduct by men, citing the provisions against exposing the breasts and buttocks.

Supporters of the bill argued that the law would protect young women from being lured into human trafficking, under the theory that pimps troll the clubs looking for girls. The women in the lawsuit contend that the opposite is true, that many of the young women who currently are employed as exotic dancers will be out of a legal job that offers flexible hours with high pay. The lawsuit alleges that dancers have testified that they have witnessed pimps actually using the law to recruit girls, offering illegal alternative employment.

Source: NOLA.com, The Times Picayune





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THE KNUCKLE THAT EARNED JORDAN DICKINSON A EUROPEAN VACATION

THREE TIME WINNER

The first win for this bike happened at Born Free. The Invitational at the Harley Museum in Milwaukee was win number two, and that win sent Jordan Dickinson and his S&S knucklehead to Orlando for another big show and win number three! The prize included a big trophy and a trip to Germany for the chance to compete in the AMD World Championship. Not bad for a

motorcycle built by a 33-year-old from Monticello, Minnesota.

"We were invited to build a bike for that Born Free show," Jordan Dickinson says, "and ideally I would have liked to have had a customer lined up for the project." Jordan and his brother Jesse run their own shop, Union Speed and Style just outside Minneapolis, and while the place stays

plenty busy building hot rods and motorcycles, Jordan just couldn't see his way clear to shelling out for a new bike-build right then. "But Jesse felt we couldn't pass this chance up," he says, "and, since he was thinking about a new bike for himself anyway, he said he'd cover the parts. He told me to go for it. Just come up with something cool."



That "something cool" was this knucklehead-powered rigid with a look that could have come right out of the H-D design studios way back when. The plan was to create an interpretation of a factory concept bike that might have been done in the late-1930s or early-'40s, a street bike with a definite race bike flair. The frame and all the sheet metal was made from scratch at Union Speed and Style.

One of the few things on this scooter that's actually original Harley-Davidson is the front end, a genuine RL. Even the S&S knuckle was custom-trimmed and reshaped for a one-off concept bike look. "We have quite a few different sorts of fabrication tools here and a lot of them came into play making the parts for this bike," Jordan goes on.

Take a look at the rear fender and the gas tank sides. One of Jordan's shop favorites is the Pullmax, a pretty serious piece of metal-shaping equipment, and it's responsible for those intricate body lines running along the sides of the rear fender and formed into the slides of the gas tank.



My brother told me to go for it,
just come up with something cool.



Owner: Jordan Dickinson

City: Monticello, Minnesota

GENERAL

Designer: Jordan Dickinson

Fabrication: Union Speed and Style

Year/make: 2014 Custom

Model: BF6

Assembly: Union Speed and Style

Time: 8 months

ENGINE

Year/make: 2014 S&S knucklehead

Rebuilder: Tim & Troy Rolocfs

Displacement: 93 cu. in.

Ignition/Cam/Carb: S&S

Air cleaner: Heckman Customs

Pipes: custom 'Lakes Style, Union Speed and Style

TRANSMISSION

Year/make: 2014 C&L Products

Shifting: 4-speed

PAINT

Painter: Jeremy Pederson, Relic Kustoms

Type/color: PPG/black, white, gold

FRAME

Year/make: Union Speed and Style

Type: BF6 rigid

Rake: 30 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: Union Speed and Style, "Cro's Nest"

Handlebar controls: internal throttle

Fenders: Union Speed and Style

Headlight: swap meet find

Taillight: swap meet find

Pegs: Throwback M/C

Foot controls: Union Speed and Style

Gas tank: Split-Style, Union Speed and Style

Oil tank: Union Speed and Style

Seat: Union Speed and Style

Grips: Cole Foster

FRONT END

Type: springer

Builder: H-D, Union Speed and Style

WHEELS

Make: Buchanan rims, laced high-shoulder

Size: 19-inch front, 18-inch rear

Tires: Allstate

Brakes: Harley-Davidson

The tank's overall style is reminiscent of the old WR racers. "I had one of those old tanks here at the shop," Jordan says, "so I copied its shape pretty closely, adding the body lines to the sides."

Check out the frame that Jordan built, taking note of that polished cast-stainless-steel neck section and the axle plates. The frame tubes lug into them. And take notice the curvature of those frame tubes under the engine, and the overall shape of the cradle. It has a real old-timey VL style and none of that's by accident.

"I started working in a hot rod shop when I was 17," Jordan says. "I knew right away that this is what I wanted to

do with my life." So during his senior year of high school he went to a tech college and studied collision and refinishing work, following that with a stint at Wyotech and a crash course in sheet metal fabrication and upholstery. He worked in a few hot rod shops before opening up his own place in 2004.

Now it's off to Germany for Jordan and the chance to compete for world recognition. "I'll probably build a new bike for that show," Jordan says. But then again, maybe not. Hey, this one's already been a three-time winner, and with a little freshening up there's no reason why it shouldn't nail down a fourth win! —Joe Kress



Photos: Michael Lichter
Contact: Union Speed and Style
800-692-4520
unionspeedandstyle.com

Jordan and Jesse Dickinson
of Union Speed and Style.





REDESIGNED BILLET 1071 BLOWER

Designed specifically for high-performance street systems, bracket racing, marine, and/or dirty racing environments using high octane gas, the new BDS Billet 1071 Supercharger provides the ultimate in immediate power boost and sophisticated badass appearance. The blower features a fully polished billet case, billet rotors, and billet plates. It is also fitted with upgraded, application-specific gearing and standard or Helix rotors. A significant option is offered in the form of a front discharge/ front inlet configuration. These brutally efficient Superchargers can be ordered anodized in black or grey, polished is standard, and while a few applications may require minor modification to the manifold, most BDS intake manifolds will accommodate the 1071. The cutting edge blower is capable of producing 15 pounds of boost and more on engines turning in excess of 7500 rpm.

blowerdriveservice.com

STAMPEDE SERIES TOUR PACK AND RACK MOUNT FOR INDIAN MOTORCYCLES

If you are an owner of an Indian motorcycle and would like to add a tour pack, John Shope's recent mounting rack allows you to install a tour pack to Indian model motorcycles (excluding the Scout). Each tour pack comes assembled with your choice of slim or tall and features a gas shock for easy packing and organizing. All



hardware is included and it is equipped with a lock and key. The Dirty Bird tour pack is made from injection-molded polymer—not fiberglass—and is guaranteed not to crack. Simply disassemble the tour pack, mock up to your bike, take it for paint then, re-assemble. Back rest pan and mounting rack are sold separately and can be added at time of checkout.

dirtybirdconcepts.com



S&S COMPLETE CAM CHEST KITS

The S&S Complete Cam Chest Kits combine all of the best components in one perfectly matched package. Kits include cams, outer drive gears (or chain tensioners) cam plate, tappets, oil pump, Quicksee pushrod kit, and all bearings and gaskets needed for installation. Each part is designed to work with everything around it to create optimum power and reliability for 1999-2016 and even many 2017 Harley-Davidson big twins (except touring). With their multiple cam grinds and chain or gear drive options they can build a kit suited for the performance demands of your motorcycle, and you'll know all the

components are designed to work together.
sscycle.com



JIMS NO. 5517 SHIFTER MECHANISM SLEEVE REMOVAL & INSTALLATION TOOL

This is a real time saver for removing and installing the shifter mechanism sleeve in cruise drive big twin transmissions. With this new tool, the sleeve (bushing) can be removed and installed correctly without disassembling the transmission, saving hours of labor. This tool will pay for itself in one use. JIMS No. 5517 is proudly made in the USA and features JIMS lifetime tool warranty. For use on 2006 Dyna and all 2007-present big twin with cruise drive 6-speed transmission.

jimsusa.com



AXEO HIGH-PERFORMANCE FRONT-END SUSPENSIONS FOR H-D DYNA FXD

AXEO front suspensions fit Harley-Davidson Dyna models from 2006 through the latest 2016 models, except FXDWG and FXDF models, and are available in standard 49mm models. The AXEO kit includes two monotube dual-chambered damper cartridges with internal floating piston nitrogen chambers and machined stainless steel pre-load adjusters. It also includes Maxima Racing Oil in the cartridges and quart bottle. AXEO provides an overall improved ride quality with a smoother and more controlled ride.

AXEO eliminates front-end dive during aggressive braking and provides a firm feel for high-speed sweeping turns with no wallowing or wobble. The AXEO upgrade also eliminates bottoming out over bump or pot holes, improves floorboard and peg clearance during hard cornering, reduces tire cupping, and enhances low-speed handling. Legend AXEO suspensions are easily installed and when paired with Legend AIR or REVO rear suspensions will give you optimum riding performance. Legend AXEO are also available for 1997-and-later Harley-Davidson FLH models. All Legend AXEO suspensions are backed by a lifetime warranty and are manufactured and engineered in the USA with the highest quality materials.

legendsuspensions.com

30-PLUS HORSEPOWER KIT FROM VANCE & HINES

The Vance & Hines Raceshop development team that builds 400 horsepower Pro Stock engines now brings you the 30+ HP Kit for Harley-Davidson touring models (*below*). Injecting white-knuckle performance across the entire powerband, the 30+ HP Kit is the result of assembling the best selection of bolt-on components. And the Fuelpak FP3—the brains of the 30+ HP Kit—is what enables these components to get the most out of your motor. The kit comes with oversized 450 Slip-ons (chrome) with carbon fiber end caps (exclusive to 30+ HP Kit), a carbon fiber VO2 air intake kit, fuelpak FP3 with raceshop mapping, power dual head pipes (chrome), 575 camshaft set, adjustable pushrods, and Vance & Hines inscribed

chrome timing cover. Material/Finish: mild steel/chrome-plated.

vanceandhines.com



DEFIANCE COLLECTION RIDER FOOTBOARDS FROM HARLEY-DAVIDSON

Opt for a non-conformist custom bagger style with the new Defiance Rider footboard kit from Harley-Davidson Genuine Motor Parts & Accessories. The extended length and sweeping shark-fin curves of these custom footboards maintain a long and lean appearance. Gleaming machine-cut highlights expose shimmering aluminum through a rich black anodized finish. For a finishing touch, an elegant perforated-rubber pad is recessed into the surface. The length of these footboards offers options for foot repositioning while riding. Defiance Rider Footboard Kits are also available

in chrome and black anodized. Each kit includes left and rider footboards and fit 2000-later Softail, 2009-2013 trike models, and 2000-later touring models. The Defiance Collection includes a variety of hand- and foot-controls, air cleaner trim, and muffler end caps in a choice of three finish options.

h-d.com



MINI LID BRA FOR VICTORY

Hopnel Sewn Products has scaled down its popular Victory Saddlebag Lid bra to now offer a mini version. Saddlebag lid bras help stop scratches to your saddlebag lid or cover those that may already be there. The mini tapered design leaves the saddlebag lid artfully exposed while protecting and covering the front edge from scratches. It is secured in place with strategically placed hook and loop fasteners to the inside saddlebag lid and easily removes for cleaning and waxing. It is designed to fit Victory Cross Country and Cross Roads models and is made in the U.S.

bigbikeparts.com



Brian Shalley's Saxon Crown

High On Hydro

"Hydro" is in these days. There's hydroponics, for instance, which is a method of growing plants without soil. Your neighborhood pot supplier may be an expert on that very scientific topic. There's also hydrographics, which doesn't require any soil, either. In fact, dirt is the last thing you'd want involved in that process. That's because hydrographics is a very scientific—and watery—way of creating graphics, especially on sheet metal and other three-dimensional surfaces.





Hydrographics is a way of festooning your motorcycle with all sorts of wild and woolly paint schemes and patterns.

If this paint process on this Saxon Crown isn't enough to make your eyeballs bulge, we know you'll appreciate the lovely CeCe — This month's *Easyriders* girl — and her perfect pair of breasts that look like they would each fill a champagne glass.



Hydrographics is a way of festooning your motorcycle with all sorts of wild and woolly paint schemes and patterns—just like the evil clowns that are infesting this bike, for instance. While the process gets pretty involved and requires a lot of chemistry and other science, Clay Shalley, who, together with his brother Brian, owns and runs SBC Hydrographics in Glendale, Arizona, says that it is nonetheless an art of sorts. “You do all your regular prep work and then paint it, and then you have a thin film with a pattern that you spread on a liquid’s surface in a tank,” he explains, “and it hydrates. Then you spray an activator on it, and that melts the plastic film so only the ink floats on top of the water. And then you dip your part in, and it adheres to the paint. Once it’s dry, you clear coat it.”

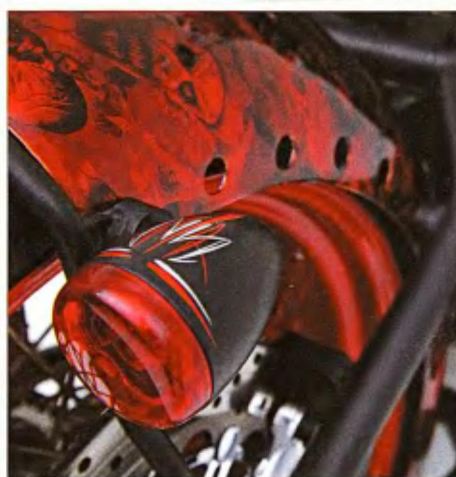
This may sound pretty simple, but Clay says the most difficult part is the dipping itself. “You have to make sure it doesn’t stretch, and a lot of it has to do with the speed and the angle at which you immerse your object.”

In a way it’s reminiscent of dipping your ice cream cone in chocolate, but a bit more complicated, and more expensive. Plus, you end up with a very cool paint job instead of a sticky face. Just Google “hydrographics” and you’ll find all kinds of videos about how it’s done, both on Facebook and YouTube, for instance.

Other than the interesting graphic process on this chopper, it is basically a bone-stock Saxon Crown that belongs to Brian. Though Brian is mostly a car guy, he and Clay both ride bikes. Brian rides this Saxon mostly on weekends, but Clay says he has a bagger that’s his daily rider and has also been through the hydrographics process. “Basically, all we did to this Saxon Crown is take it apart so we could paint its components,” is how Clay puts it. And then they won all sorts of awards and trophies for their creations at different custom bike shows.

—Tripper





Owner: Clay Shalley
City: Glendale, Arizona

GENERAL

Fabrication: SBC Hydrographics
Year/make: 2007 Saxon
Model: Crown
Assembly: Saxon

ENGINE

Year/make: 2007 S&S
Model: Super Stock
Ignition: CDI
Displacement: 96 cubic inches
Lower end/Balancing: S&S
Pistons: S&S
Heads: S&S
Cam/Lifters: S&S
Carb(s): S&S "E"
Air Cleaner: S&S
Pipes: shot guns with fishtails

TRANSMISSION

Year: 2007
Shifting: 6-speed

PAINT

Painter: SBC Hydrographics
Type/color: evil clowns/
candy apple red

FRAME

Year/builder: 2007 Saxon
Type: hidden-shock
Rake: 34 degrees
Stretch: 6 inches

ACCESSORIES

Bars: stock
Handlebar controls: Saxon
Fender(s): Saxon
Headlight: stock
Taillight: stock
Speedo: Digital Tach
Pegs: stock
Gas tank: nicely "hydrographicked"
Oil tank: ditto
Oil system: mostly oily
Primary cover: uh, yes
Seat: has one of those, too
Mirrors: only one
Grips: two

FORKS

Type: springer
Extension: 4 inches over
Builder: Saxon

WHEELS

Size: 21-inch front, 18-inch rear
Tires: rubbery
Brake: Brembo

Model: Cece
Photos: John Covington



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of dipping your ice cream
cone in chocolate, but a bit
more complicated and
more expensive.





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Passin' Gas

A first grade teacher was starting a lesson in multi-syllabic words. She thought it would be good if she asked the children for some examples of words with more than two syllables. Mongo junior stood up and proudly said, "mas-tur-ba-tion."

Shocked, and trying to retain her composure, the teacher exclaimed, "Oh my, four syllables. That certainly is a mouthful!"

"No Ma'am," the biker tot replied, "You're thinking of blowjob, that's two syllables."

*James Overly
Huntington, Penn.*

One day Wicked Wanda bought a mirror at an antique store. When she got home and began to hang up the mirror on a door, she saw a sign on the back that read, "Look in the mirror, make a rhyme and a wish, and all your dreams will come true."

"Well maybe it's bullshit, but what the hell," she thought, "it's worth a try."

She placed the mirror on the door and said in her loftiest voice, "Mirror, mirror on the door, make my tits a forty four!" And poof! She got a nice round set of 44s. Perky, bouncing, nice.

Just then, she heard her old man Wicked Walter's bike, come roaring up the driveway. Smiling, she ditched her shirt and greeted him at the door topless. "What the fuck?" he sputtered as she opened the door. So she explained about the mirror and its magical qualities.

Walter, being the dirty bastard he was, stood in front of the mirror thinking of his wish. After a moment he blurted out in his most majestic voice, "Mirror, mirror on the door, make my penis hit the floor!" And Poof! His legs fell off.

*Nathan Brightman
Monroe, Wash.*

While watching a program about female athletes, old Betty said to old Bob, "You know, I sure would like to have a body like that!"

Bob lowered his newspaper and said, "What's the fucking point, you'd only stretch it out."

*Joey Hayes
Mesa, Ariz.*

The 70-year-old roughneck biker named Lefty went to his doc for an annual check-up. Lefty can't hear shit anymore so he brought along his old lady Lois to help him communicate.

"Okay, Lefty," the sawbones said, "I'm going to need a urine, a feces, and a sperm sample."

Lefty cupped his hand over his ear and said, "What?"

Lois yelled in his other ear, "Give him your underpants!"

*Barbara Daniel
Sacramento, Calif.*

A priest was pulled over for speeding. Smelling alcohol on his breath and noticing a wine bottle on the passenger seat, the cop asked, "Father, have you been drinking?"

"Only water!" the priest replied innocently.

"Then why do I smell wine on your breath, padre?" asked the cop suspiciously.

The priest looked down at the bottle and said, "Good lord, he's done it again!"

*Virginia Walker
Currituck, N.C.*

Shitty Smitty came home drunk one night and his old lady Shitty Shirley met him angrily at the door. "You've been out fucking around haven't you!" She accused.

"Nope." He replied drunkenly, swaying in the breeze.

"Oh yeah?" Shirley sneered, "So how do you explain the lipstick on your collar?"

"Easy," Smitty grinned, "I used my shirt to wipe off my dick!"

*Paul Brown
Crescent City, Calif.*

While downing brews in the clubhouse and listening to some loud rock 'n' roll, Pete the prospect felt the desperate need to fart. The music was jamming really loud, so he timed his farts with the beat so no one would know. He really got into it and let 'em fly all through two songs. Feeling pretty proud of himself, he lifted up his head to find the whole club staring at him. It was only then that he remembered he was wearing headphones.

*Randall Lamb
Buellton, Calif.*

Scooter showed up late and cranky to the Daytona Rally. When he went to check in to his motel room, the clerk informed him that his room had been given away.

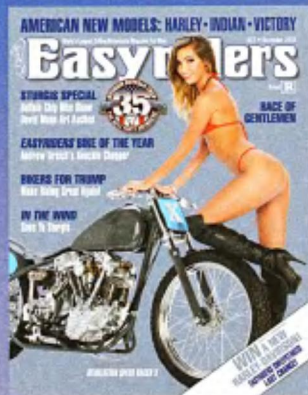
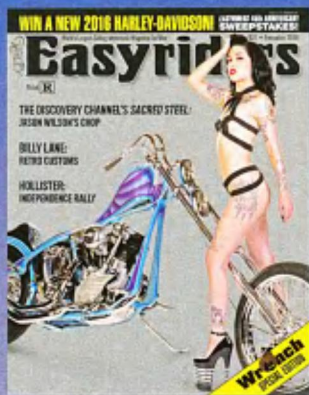
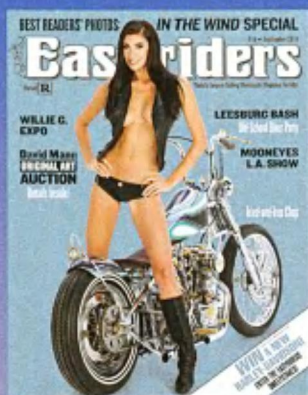
Never one to accept defeat, Scooter said, "Listen, man, if the queen of England came in here you'd find a room for her wouldn't you?"

"Well of course we would." The clerk replied.

Scooter shot back, "Well she ain't comin' so give me her fuckin' room!"

*Rebecca Stout
Nashville, Tenn.*

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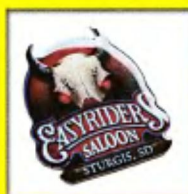


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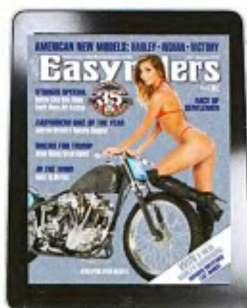
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VERONA MOTOR BIKE EXPO

What a deal—a bike show with incredible customs, entertainment, food, wine, beer, music, parties and lots of smiling faces. So you wonder, isn't every bike show like this? But Motor Bike Expo, a premier internationally recognized custom bike show held every January in Verona, Italy, isn't like your typical weekend show.





For one thing, the 150,000 visitors included bikers from most of the European countries, Russia, the Emirates, Japan, and the United States.

There were 200 custom motorcycles in the competition, creations submitted by some of the most talented and awarded customizers in the world, but that wasn't it for customs. Some of the best were scattered about the 600 vendor displays in the seven large halls that comprised the Expo. As you went from hall to hall passing outdoors, there was plenty of action with a great stunt show, a separate show of stunt Vespas, a drifting competition for cars, an area for kids to learn to ride, as well



as an area dedicated to women riders.

The outdoor areas were also where the food and drink stands were conveniently set up with plenty of areas to sit. I'm sure you can imagine with the Italian focus on food, there was no shortage of amazing offerings.

One of the best things about being a foreigner in a place like this is, well, everything is foreign! Not that you

don't see certain things that are very much like they are in the United States, but I do relish the things that are different. Many of the Americans were particularly interested in the handmade leather goods, including gloves, vests, and jackets, as well as the custom jewelry and sign painter's art that was being done on everything. These kinds of skills have a long tradition in Italy





and are still very much alive with the current generation of artisans.

Of the 600 motorcycle vendor booths, there were none with pipe and drape as is so commonly used in the States. Instead, they created little environments that replicated workshops, garages, lounges, and stores. They could be anything as long as it was warm and inviting. Wood seemed to be the most common material, but there was also metal, maybe some brick and fabric, and lots of oriental rugs. The warmth also came in the form of welcoming smiles and plenty to drink. Some booths had beer, others poured wine freely. There was the unique



Appenzeller shots at the Rokker jeans booth and some had food as well. The great guys at PDF Motociclette of Bergamo, Italy, even had a great rock 'n' roll band in their booth. Keep in mind, this is just a custom bike shop with a display, but they love to do it right.

The show is basically like a big party, and just because it has to close every evening, it doesn't mean the party has

to end. It just moves somewhere else. People head off to enjoy the medieval old town on the Adige River, which is not only the site of Romeo and Juliet, but also a 1st-century Roman amphitheater that still hosts concerts for 15,000 people and is a UNESCO World Heritage Site. There are some great hosted parties, like the one Mr. Martini—a builder known mostly for





his cafe racers—had in his brand-new shop/restaurant where they spun vinyl 45s and dance late into the night.

There were three custom bikes in the show that really stood out and also received multiple awards included “No Rules” built by Andrea Radaelli of Radikal Choppers, a 1927 Harley-Davidson by PDF, and the WL custom H-D made by Hard 9 Choppers. While I may be more of a chopper guy, I must say they had some amazing cafe racers as well. Of course, there is the occasional “Just because you can, doesn’t mean you should” sort of bike, but thankfully these were a minority.









The long acknowledged Italian sensibility for design has melded well into the custom bike scene over the last ten years, to the point now that they are major contenders in any international competition.

If you can't tell by now, I think this is a fantastic show and it really does go to prove you can have quality and quantity in one package. I for one will be back there on January 20 when the show opens. Maybe you'll join me? motorbikeexpo.it/en.

—Michael Lichter

Photos: Michael Lichter

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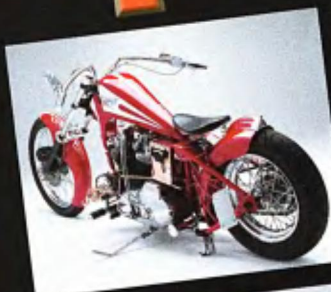
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From
the editors of
Easyriders
magazine

SPORTYS RULE!

For many bikers, it was their dream machine and first ride. For Harley-Davidson it was their entry into the world of motorcycle racing; the XL, also known as the Sportster! When custom bike builders of the 1970's wanted to build a killer chopper, the Sportster acted as a natural platform. For bike builders today, the Sportster is the perfect launching pad for a cool custom creation. Now you can own a one-of-a-kind collection of *Easyriders* magazine's all-time Best Custom Sportsters! We've researched 45 years of hot XLs to find the finest Sportys to ever run in *Easyriders*, *V-Twin*, *BIKER* and *ROAD IRON* magazines. But just like the Sportsters in this Special Edition, this awesome collection will go mighty fast so get yours **NOW!**

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Hopping Up H-D's New Milwaukee-Eight Motor Installing Harley's SE High-Flow Air Filter Kit

Harley's new Milwaukee-Eight motor is a huge difference from their Twin Cam motors. In the new Milwaukee-Eight, Harley has developed a V-twin that, like their 1984-1998 Evolution, uses a single camshaft. Other than the single camshaft, the new motor has a lot in common with the current Twin Cam motor. Like the Twin Cam motor, the new Milwaukee-Eight motor uses a chain system to drive its single camshaft and an outboard camshaft mounting plate that also mounts a crankshaft driven two-stage gyratory oil pump.

Harley's 2017 parts and accessories catalog lists two street-legal Screamin' Eagle air filter upgrade kits for the new motor—one with a chrome back plate and one with a black back plate (try saying that fast). Each kit includes a cast aluminum back plate, a high-flow filter element, crankcase breather hoses, gaskets, and a Screamin' Eagle trim plate. The chrome air filter kit (P/N 29400248) is priced at \$185 and the black kit (P/N 29400245) is priced at \$175. Both of the kits reuse the stock air filter cover.

The air filter kit's included instructions cover the basic operations used to fit the kit's unique parts into the throttle body. That said, if you are planning on doing any further modifications to your bike's motor, buy the Harley-Davidson 2017 FL series service manual.

Installing this Screamin' Eagle air filter was no more involved than fitting one to a Twin Cam motor. In fact, it was easier cause the crankcase breather hoses are precision molded. Installing the air filter is one of those jobs that take longer to tell you about than to actually do. It required removing the air filter cover, stock filter element, back



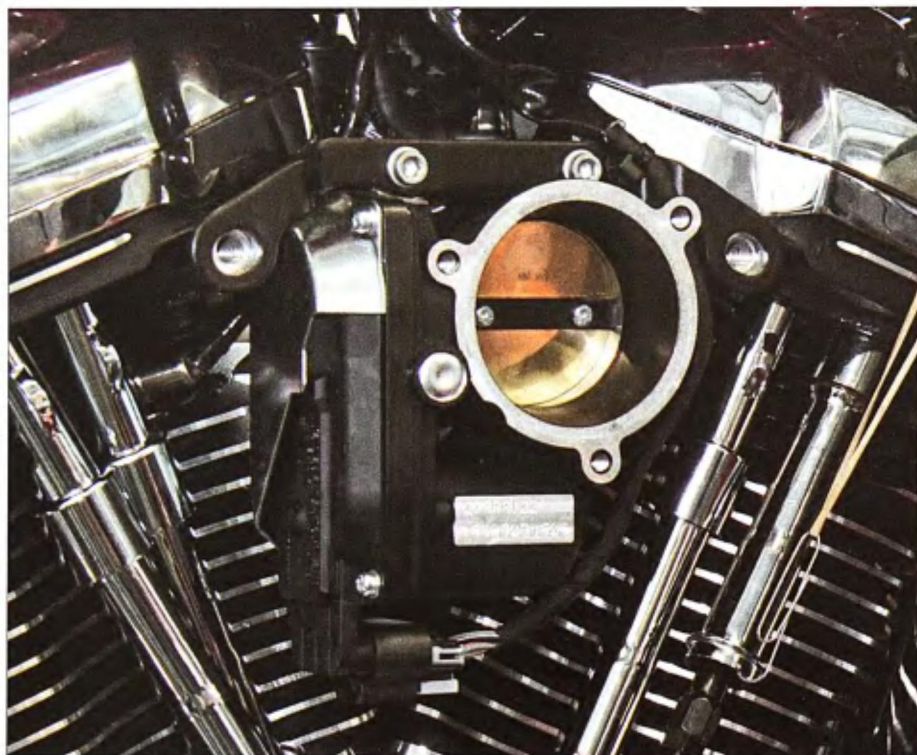
1 Although the new Milwaukee-Eight motor packs 107 inches of power, the Screamin' Eagle air filter can improve on that. These kits have a bit of stealth in them; you have to look into the filter cover's inlet opening to see the high-flow element.



2 These are the parts that are included in the Screamin' Eagle air filter kit: aluminum back plate, high-flow element, gasket, trim plate, and breather hoses.



3 The install began with the removal of the air filter cover.



4 Next, we removed the factory air filter element. Behind the filter element is the stock throttle body-mounting bracket.



5 The throttle body-mounting bracket was also removed; its mounting bolts weren't reused.



7 The back plate was loosely attached to the throttle body with three included Allen bolts.



6 The high-flow air filter kit's cast aluminum back plate and throttle body gasket were assembled together. The new self-sticking gasket was applied to the backside of the SE back plate.



8 The back plate was also attached to the motor's cylinder heads with the two special breather bolts.



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plate, and throttle body mounting bracket. You then install the new back plate, high-flow filtering element, breather hoses, and filter and original air filter cover. All of the parts fit just as they were supposed to.

The finished bike had a bit more power, a little louder grunt out of the exhaust, and when the throttle was yanked the bike flew.

—John Sullivan

Harley-Davidson
Harley-davidson.com



9 Once the back plate was aligned, the throttle body screws and breather bolts were torqued down.



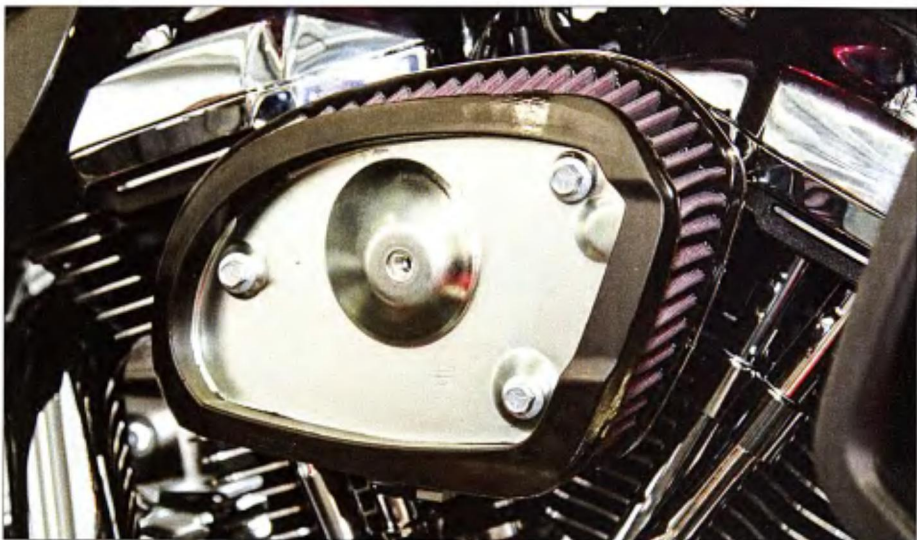
10 The SE back plate perfectly fit the throttle body and its outlet has a smooth radius into the throttle body's bore for better airflow.



11 The breather hoses were fitted over the breather bolts and into the inlet of the throttle body.



12 The new SE high-flow filtering element was fitted over the back plate.



13 The element was then secured with three Allen mounting bolts.



14 The final operation was to install the stock air filter cover.

Photos: John Sullivan

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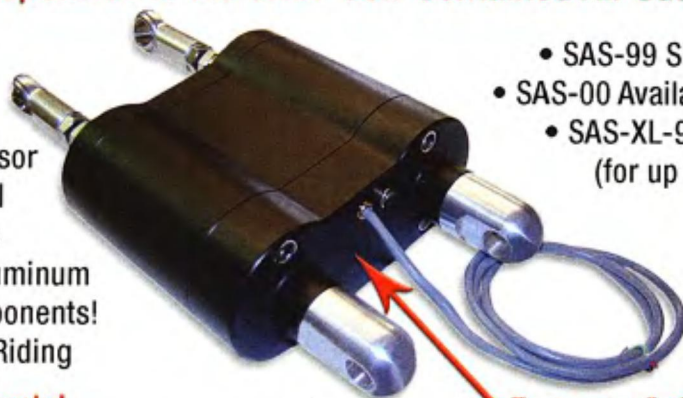
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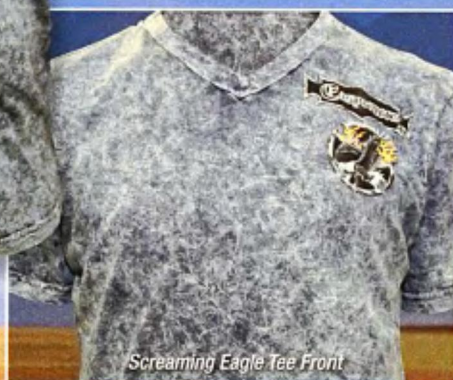


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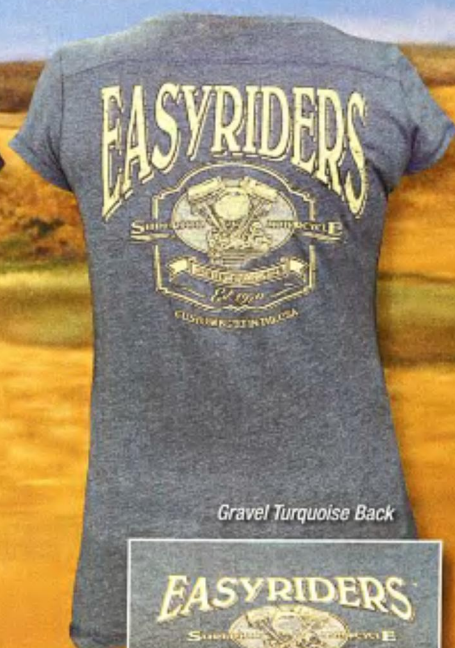
Peekaboo Front Black



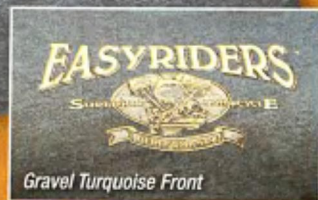
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Easyriders Fowlerville Rodeo

RV's and trailers started lining up a week in advance for the 29th annual Easyriders Motorcycle Rodeo in Fowlerville, Michigan. Attendees anxiously awaited the commencement of on-site ticket sales and the ensuing gate opening. That was followed promptly by the mad dash to lay claim to a small chunk of land to call their own, if only for a few days.

Some of these folks have been attending this event since it started at the Fowlerville Fairgrounds many moons ago. Many folks believe the "real" rodeo happens on the track, but there are more than a few that attend the Easyriders Rodeos to party and the surrounding campground is where their preferred action awaits.

Friday started the track action with the qualifying rounds as the competitors got a feel for the track conditions and dialed in their sled pulling motorized monsters. All was going well in the qualifying rounds until a strong pull by Patti Nufer sent the 6,000 pound sled topsy turvy and almost took Patti and her trike with it. She had an angel sitting on her shoulder that day as she miraculously



managed to keep the wheels down. She walked away unscathed and still qualified for Saturday's finals to boot, proving to everyone that this gal can hang with the big boys.

With shows spread throughout the day, it was easy to catch the gals of Circus Una and their high wire stunt

show between the events at the track. The evening festivities kept things revved up with performances by Whiskey Bound, 4 Warned, and The Fryed Brothers Band. A little local cutie named Melanie was selected by crowd vote to be the 2016 Fowlerville trophy girl for Saturday's Rodeo event. She so





impressed us that you will be able to see much more of Mel in an upcoming issue of *Easyriders*.

The Tabor clan cleaned up at Saturday's finals. Between them they took first place in every rodeo event with the exception of just one. The one they missed happened to be the only event they weren't competing in. Sounds like somebody has been practicing in their downtime. First up was Gas Trikes and Robert Tabor took the win with Patti Nufer and Charlie Shie in the second and third spots, respectively. The solo sled went to Jason followed by Robert Tabor, Loran Whittaker, and Ted Grummet. Ted



Grummet full-pulled his way to a first in Top Fuel Trike followed by Scot Neuffer, Loran Whittaker, and Jim Hale. Robert and Jason claimed firsts in the less horsepower driven events also. Robert, along with Niki Abel, grabbed the winning spots in the tire ride, potato hunt and a very impressive wienie bite win, while son Jason took the victory in the barrel race and edged out his pop in the slow ride.

Both 4 Warned and The Fryed Brothers played to sizable crowds and Austin John Winkler played to a packed house. The wet T-shirt contest capped the evening with some scrumptious ladies getting watered down by a few lucky dudes from the crowd. Upon completion of the soaking of the "Ts" we officially called a wrap to the scheduled events for another year at Fowlerville, Michigan. Of course the







campground shenanigans went on into the wee hours.

Fowlerville was indeed (pardon the pun) my first rodeo. And it was a blast. The great people within the Easyriders crew, the track crew and the regular folks who attend this gig each year, made this stranger feel right at home and a quick addition to their extended family. However, as a temporary stand-in for the infamous Billy Tinny, the longtime face of photography for the Easyriders Rodeo circuit, I was inundated with questioning looks and concerned comments about that "other" old dude with the ponytail.

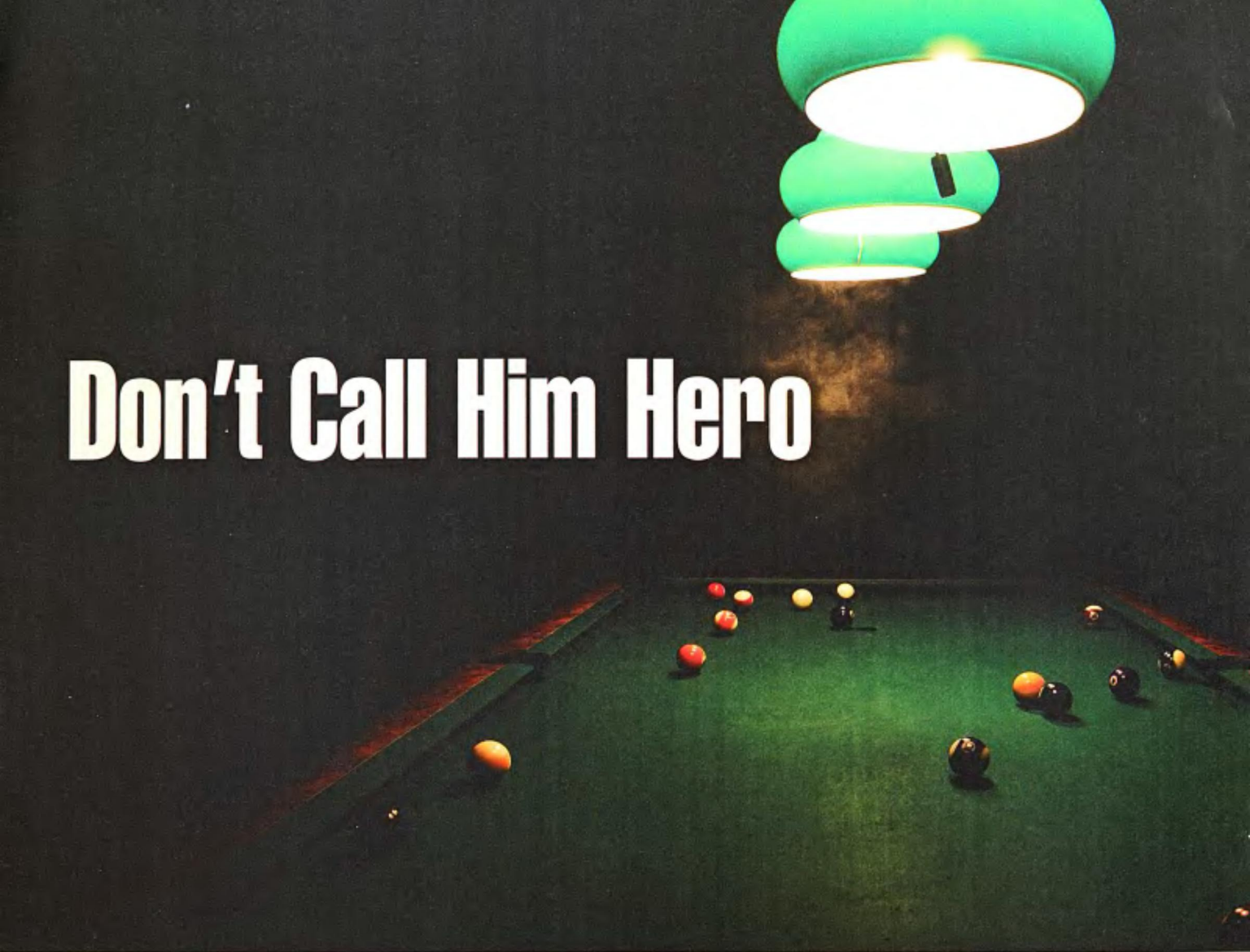
For all those who were wondering



and for those afraid to ask, Billy was unfortunately "enjoying" some doctor ordered surgical rehab. I was asked to fill in while he was back at home breaking the balls of some poor physical therapist. But rest assured folks, all is well and Billy will be back in prime photography form shortly. Get well soon, brother. To say your Rodeo family misses you would be a massive understatement. —Don Rogers







Don't Call Him Hero

Jake never considered himself to be a hero. As a matter of fact, he was downright uncomfortable with the moniker. He considered himself to be a biker. Simple as that. Tried and true. He had saved a cat from a tree and ran an elbow through the back window of an SUV once to save a dog that had been locked in the vehicle on a 100-degree day but he didn't consider that to be heroics. "Just what any biker would do," is what he told the local news team after walking down the courthouse steps. Seems the SUV owner just had to take him to court for the cost of the window. Go figure.

Jake suited up on a crisp, fall morning for a nice long putt aboard his Fat Boy. He intended to do a circuit of the beach roads that rimmed the eastern tip of Long Island. He couldn't imagine a prettier ride or more

beautiful day. He wound along the flat, twisty, sand-covered roads for hours, stopping occasionally for a beer at any one of the countless taverns and biker-friendly joints that dotted the forks.

As the sun began to drop a little lower in the sky, Jake decided to head to his all-time favorite watering hole: Bird's Place—the most notorious titty bar on the east end of the Island. To say that ne'er do wells and badasses frequented the dilapidated old drinking hole would be an understatement indeed. Bird's was famous for swill beer, fist fights, and some of the most hardcore, full-nude dancers in the county. Late to open and late to stay open, Jake loved it.

He weaved through the pot holed parkin' lot, avoidin' broken bottles and beer cans to pull up right in front, parkin' his black Fat Boy between a

Heritage Springer and an old chopped shovelhead. He slipped in the front door while keepin' his head on a swivel just to be on the safe side. He recognized the crowd immediately. There was Fat Freddy, Jimmy, Lightning Jack, Kidder, and Clay. Dennis and Ralph wouldn't be too far away. Sure enough he spotted them chattin' up Terry the barmaid and takin' turns makin' out with her. She was a friendly sort for sure, especially when the tips were good.

The music blaring from the juke was old Journey and some Willie and Waylon, so he knew right away the stage would be empty for a bit. He said his hellos and headed down the length of the crusty old bar to hang with Ralph and Dennis and see if he could get in some tongue wrestlin' with Terry in between shots of Jack.

"You swore you'd never mention that. Your word is crap, Terry," said Jake as his face turned beet red.

Everyone within earshot started razzin' Jake big time. "Whaddahell, brother?" Said Kidder.

"Oh Man, this we gotta hear!" Sang out Fat Freddy. The rest of the crowd started movin' in closer to Terry and beggin' to hear the story.

Terry threw her head back in laughter and her huge chest bounced rhythmically. "Guess I'm gonna be breakin' my word here, Jake. The people have spoken." She leveled her smoldering, emerald-eyed gaze at Jake. "But I think you should tell the story. It's time they all heard it straight from you." Terry poured Jake a shot of Jack and he knocked it back. Everyone leaned in to hear the tale.

"It was back around this time last year," Jake began. "Leaves were changin' color and a cold breeze blew out of the north. As you know, back then you could ride right in that front door and park your bike in the pool room if you were here early enough."

You could hear a pin drop in the joint as Jake continued. "I was all hung over from doin' the South Shore Tango along Montauk Highway. I had hit every bar of worth between here and the Pewter Tankard out in Bayshore—saw more pretty titties that day than I can count. Then I figured I'd ride in here early, park over in the pool room in case I had to crash out in Freddy's office." Jake had been known to do that on occasion. "I rode hard to get here, crashed through the front door in melodramatic fashion, shut down the bike and kicked down the stand." That's when things got a little hot. Those two gerbil-lookin' scumbags that used to hang out in the front lot were in here pawin' up Terry somethin' fierce. The big one had her top pulled down around her waist and the other guy was pushin' a pool stick into her gut, shovin' her back toward the pool table. It didn't take a genius to see what they were after."

"No kiddin'," chimed in Terry. All the bikers in Bird's looked from Terry back to Jake.

"The little dude dropped the stick

and took off runnin' out the door," Jake went on. "He wanted no part of it. The big dude, on the other hand, swung Terry around in front of him like a true chicken." Jake's voice grew deeper and the crowd could see his anger at the injustice of the situation. Everyone loved Terry. She was a good egg, and Jake loved her most of all.

"Terry was smart about it. She winked, threw up her arms and dropped, slippin' right out of the ugly ape's grasp. As she did, I just right handed him. Punched his clock good. He went down to one knee and just threw up his hands like a pussy," Jake grinned. "Terry told him to throw the bag he had inside his shirt on the table and he did. Turns out it was the previous day's receipts. I grabbed a cue stick, pushed it into the moron's throat and held him there until the cops got here. It didn't take long. They're always right across the street at the Shell station, waitin' for us bikers to screw up."

Terry chimed in again, "Yeah, they had already picked up the little dude when they saw him runnin' out the door and across the lot."

"Five minutes later, they were both cuffed and roughed and I was bein' threatened with a summons for bringing my bike inside a public place." Jake shook his head at the memory. "Turns out the cops were just pullin' my leg. They were glad to finally had a reason to truss up the Baird brothers. Seems they were wanted for robbery all over the county."

"No wonder Terry is always buyin' ya drinks and givin' ya free lap dances." Dennis smirked.

"Yeah that explains a LOT," said Clay. "We damn well knew it wasn't yer good looks."

"Hey, any one of you guys would've done the same damned thing," said Jake. "Bikers be bikers."

In their hearts, to a man, they knew it to be true. Terry reached across the bar, pulled Jake in close, and tickled his tonsils with her lovely tongue, whispering, "Yeah, but they wouldn't have gotten the special reward from me that you did, Jake."

—Z. Jakl

Soon he was feelin' all warm and fuzzy and everyone was laughin' it up. Wisecracks started flyin' back and forth and Terry brought up the fact that the paper had called Jake a hero that summer for saving the dog from boilin' to death. Jake was embarrassed by the attention when Terry said, "Honey, it's all right to be called a hero. You did a good thing that day. Most would have stood around with their thumbs up their asses, but you acted. So don't be ashamed of bein' one."

"Not ashamed, Terry," Jake said. "I just feel that there are some real heroes in here, war vets, and firefighters and the like. All I did was save a mangy old mutt."

"If you don't stop, I'll tell everyone the story about how you saved someone in here last year," Terry said with an evil grin.

This custom Triumph
brought home the Editor's Choice
trophy from the Easyriders
Columbus Bike Show.





138 CYCLE FABRICATION'S 1970 TRIUMPH BONNEVILLE **A Bike Called "Sid"**

Cole Rogers is known for creating minimalistic custom motorcycles, and *Easyriders* has featured many of them over the last five years or so. Cole likes light, nimble, all-business bikes and most feature vintage Harley motors. Now Cole has built a badass little Triumph Bonneville in his Lebanon, Ohio, shop called 138 Cycle Fabrication.

Cole calls this freeway flyer "Sid," named after British punk rocker Sid Vicious. "The Triumph's owner, Steve Schweickart, wandered in here after he went to a shop that told him they didn't work on British bikes," Cole tells us. "All he said was he wanted something that looked like my other bikes."



Steve had purchased a donor bike out of Cleveland and wrenched on the motor himself, bumping the vertical twin 650cc up to 850cc, plumbing in a M.A.P. cam and lifters, a pair Mikuni carburetors replacing the stock Amals. "Those carbs are a pain to get tuned in right, but once tuned, the bike boogies," Cole says. "It's also got this auto-retard electronic ignition made in New Zealand that's better than the original points, a mag, or any of the other electronic ignitions. That motor's pushing 70 horsepower, tipping the scales at around 300 pounds, so it's got some serious power to weight ratio going for it. Lightweight bikes with big motors haul ass, the way I like all my builds."

Cole took the beefed up motor and built the rest of the bike around it using one of his 138 hardtail frames. One of its distinctive features is the positioning of the seat post farther back which allows more room for the carbs, their velocity stacks, and those custom 138 pipes. As far as handling and suspension, the Bonnie sports one of Cole's springers.



Lightweight bikes with big motors haul ass, the way I like all my builds.



Owner: Steve Schweickart
City: Lebanon, Ohio

GENERAL

Designer: Cole Rogers, 138 Cycle

FABRICATION

Year/make: 1970 Triumph

Model: Bonneville

Fabrication: Cole Rogers, 138

Assembly: Cole Rogers, 138

Time: 2 months

Chroming: Dayton Wire Wheel

ENGINE

Year/make: 1970 Triumph

Rebuilder: Steve Schweickart

Displacement: 850 cc.

Cam: M.A.P.

Ignition: Pazon

Pistons: KB

Lower end: Triumph

Heads: Triumph

Lifters: M.A.P.

Carb(s): Mikuni

Air cleaner: stacks

Pipes: 138

TRANSMISSION

Year/make: 1970 Triumph

PAINT

Painter: Jason Ramey

Type/color: PPG/Grey

FRAME

Year/make: 2004 138 hardtail

Type: rigid

Rake: 35 degrees

Stretch: 2 inches

ACCESSORIES

Bars/Handlebar controls: 138

Fenders: 138

Headlight: Midwest

Taillight: swap meet

Electrics: 138

Gas tank/Oil tank: 138

Oil system: Triumph

Seat/Pegs/Mirrors/Grips: 138

FORKS

Type: springer

Extension: 2 inches under

Builder: 138

WHEELS

Size: 21-inch front, 19-inch rear

Wheels: wire/spool

Tires: Avon

Brakes: Sprotor

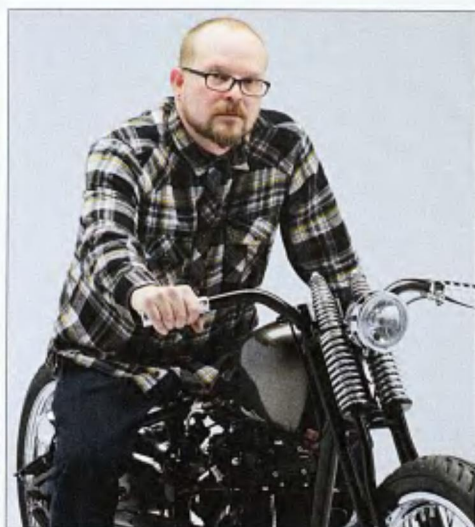
Photos: Michael Lichter

Contact: Cole Rogers

138 Cycle Fabrication

937-478-2558

138cyclefabrication.com





The general dimensions, like the distance between the front bar and rear tubes, is based off Harley's springer.

While owner Steve enjoys blasting around on his Bonneville just for the sheer pleasure, when brought to the Easyriders Columbus Bike Show last year, the Brit bike brought home dual trophies via the regional and invitational awards, Editor's Choice and First Place Specialty Class, respectively.

—Paul Garson



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This Month's Winner

In this month's issue, meet beautiful Erika, a turgid blond bombshell from the deep end of the Arizona gene-pool, where she enjoys long walks with hot midgets, warm radiator fluid, and folding money. Turn to her feature and watch her gently squat-thrust Ryan Johnson's super-sanitary 2014 Breakout.

—Captain Moosecock



#0201 Carly-California

"My first ride on a Harley was a very stimulating experience. The vibrations ran through my body mile after mile, until I was a soggy, quivering mess!"



#0202 Casey-Washington

"My first ride on a Harley was around the age of seven, with my cool uncle. I will never forget the thrill and feel of freedom at what felt like 100mph!"



#0203 Maria-Idaho

"My first ride, I was scared at first, but as we rode along with the beautiful scenery blowing by, my fear melted away like an old Popsicle!"

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 bastardly barflies. Meet sexy Stephanie, a dangerous and delectable ginger from the quixotic state of Indiana where the purse always matches the hat, except when it doesn't. Come back next month and dig her in all her petulant glory or we'll send you a big bag of Clean Dean's freshly shaved pubic hair.

524

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

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

Model's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: () Cell Phone: ()

Date of Birth: _____ I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature: _____

Photographer's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Daytime Phone: () Evening Phone: ()

Photographer's Signature: _____

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

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

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David Mann has been called "the Norman Rockwell of the biker world" and his amazing paintings of the biker lifestyle have been seen in the pages of *Easyriders* magazine since issue #3. Back in 2004, Paisano Publications released the third in a series of art books that included 50 of David Mann's incredible paintings. Now, for the first time since this book was created, **DAVID MANN'S MOTORCYCLE MASTERPIECES** returns for just \$19.99! Get 50 detailed reproductions of David Mann's artwork as seen in *Easyriders* center-spreads as well as in *Biker* and *Tattoo* magazines. **PLUS**, get four **BONUS** pieces of Mr. Mann's Fine Art. This rare and enduring collection will only be available for a very limited time so pre-order yours **TODAY!**

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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!



Corey goin' for a ride on your typical Maui sunny day. Corey rescued us and we found out he loves to ride.
—John Spikes, Maui, HI

Here's Big Montrosky and his riding dog, DD.
—From Alaska and Thundermaker Racing, Trevor, WI



Lyle Larson of Speed Pros in Piedmont South Dakota and his dog
Claus enjoy riding in the Black Hills of South Dakota.
—Tom Barclay, Summerset, SD



FINCH BUILDS TWO BIKES IN ONE

Switchblade

"The acid had fucked up my vision to the point where I was seeing square out of one eye and round out of the other." —HUNTER S. THOMPSON, *THE GREAT SHARK HUNT*

In an age of incredible conformity and cookie-cutter customs, Ron Finch's artistic vision stands completely apart. Trends and styles have come and gone while Finch, since 1965, has always just done his own thing in his own time. His style, unabashedly whimsical and bizarre, is so completely his own, that feeble attempts to copy it only makes the perpetrator look like a pathetic shithead.



The paint scheme is also in keeping with the scooter's switch-bladed nature. Red on one side and black on the other.



Owner: Larry Vaughn
City: Stafford, Connecticut

GENERAL

Designer: Ron Finch
Fabrication: Ron Finch
Year/make: 2014 Switchblade
Assembly: Ron Finch
Time: 1 year

ENGINE

Year/make: 2006 S&S
Displacement: 107 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: S&S
Lifters: S&S
Carb: S&S

Air Cleaner: Finch

Pipes: square

TRANSMISSION

Year: 2006
Shifting: 6-speed

PAINT

Painter: Finch
Type/color: House of Kolor/
multi, Kameleon

FRAME

Year: 2014
Builder: Finch
Rake: 32 degrees
Stretch: 4 inches
Other Mods: Backbone flat stock

Front end: American IronHorse

ACCESSORIES

Bars: Finch, square-stock
Handlebar controls: JayBrake
Fenders: Finch
Headlight: PIIA
Taillight: frenched 1939 Ford w/LED
Pegs: Finch, square stock

Electrics: owner

Gas tank: hidden in rear fender

Oil tank: Finch

Primary cover: Harley-Davidson

Seat: Brian's Upholstery

WHEELS

Size: 21-inch front, 18-inch rear
Brakes: disk



Now, Larry Vaughn, out of Stafford, Connecticut, is no shithead. He is a straight-up performance freak. His shop, LV's House of Boost specializes in cranking out two-wheeled, turbo-charged monsters and is the N.E. Distributor for Trask Performance. Vaughn and Finch met at a run in Catskills, New York. That was the beginning of a year-long creative adventure, as Larry would make the long haul from Connecticut to Finch's compound in Michigan to work out how the thing would go together.

Starting with a stock American IronHorse, they shit-canned everything but the 107-inch S&S motor and the bottom motor mounts. Finch's incredible metal-fabricating skills were utilized on virtually every square inch of this bike. And speaking of square, notice that everything on the right side of the bike is square, including the one-of-a-kind square pipes, while everything on the left side is round.

Think about the engineering of those square pipes out of flat stock. Every cut and weld must be perfect. Dig the front piece of the frame, another engineering marvel. Finch made a cardboard template and brought that to his pals at Peerless Metal Works in Warren, Michigan, who took a big hunk of 1/8-inch stock, laser-cut the intricate design and bent the sides in, making the piece super strong.

You could spend an hour just digging every little detail of this

multi-award-winning bike, from the square-stock handlebars to the three-piece flat-stock backbone gas tank in the back fender with a brass hand under the gas cap in tribute to "the Gas Tax Man." Then there's the oversized handmade oil tank, the frenched-in 1939 Ford taillight, square-stock foot controls, jeez, there's no end to it. Add to that Finch's trademark bent rods swirling and dancing throughout the metal work.

The paint scheme is also in keeping with the scooter's switch-bladed nature. Red on one side and black on the other, loaded of course with tons of sweet psychedelia that could only come from the fevered brain of Finch.



Photos: Michael Lichter

Starting with a stock American IronHorse, Finch got rid of everything but the 107-inch S&S motor and bottom motor mounts.

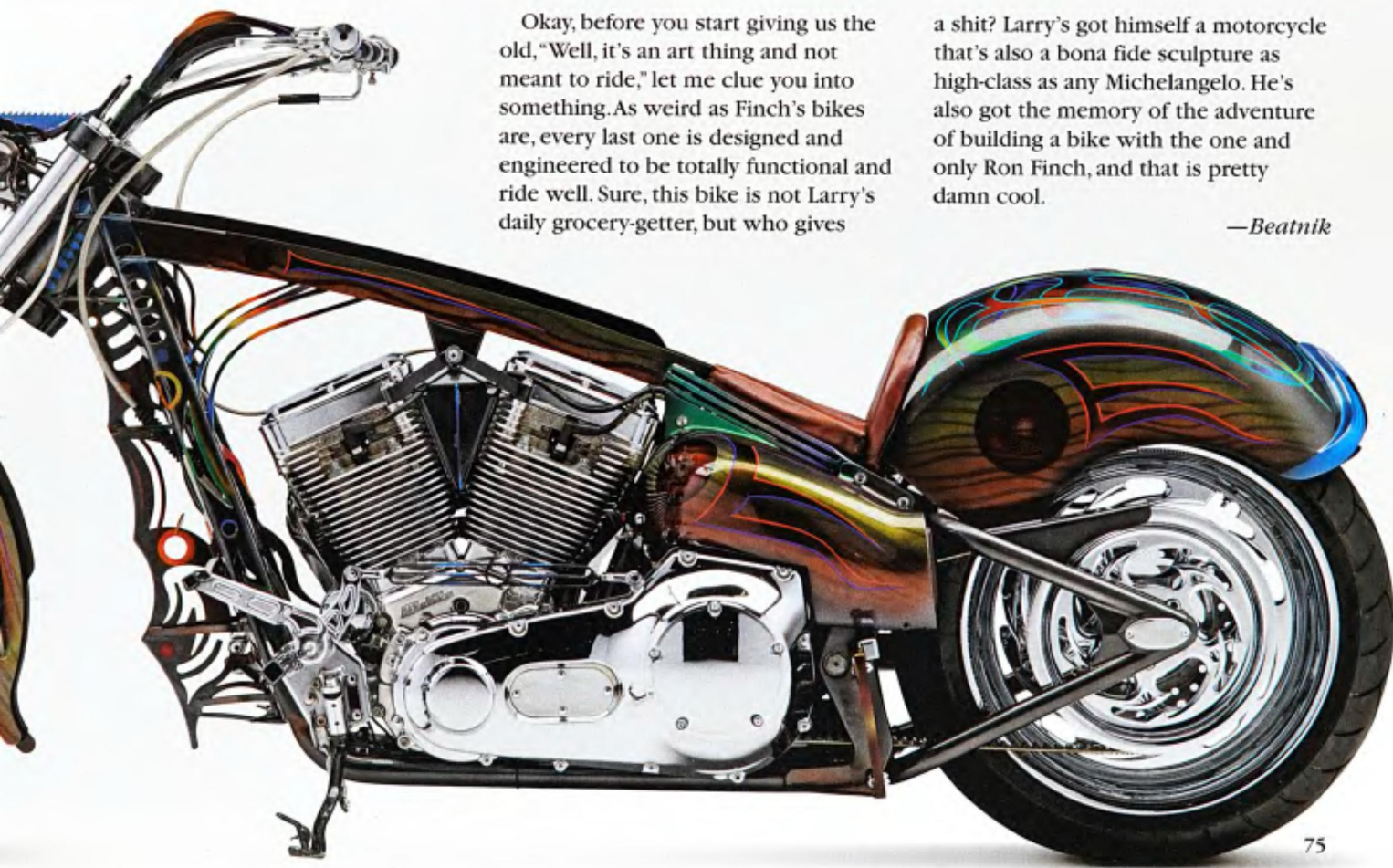
Bike owner Larry Vaughn (seated) with magnificent moto-maestro Ron Finch.



Okay, before you start giving us the old, "Well, it's an art thing and not meant to ride," let me clue you into something. As weird as Finch's bikes are, every last one is designed and engineered to be totally functional and ride well. Sure, this bike is not Larry's daily grocery-getter, but who gives

a shit? Larry's got himself a motorcycle that's also a bona fide sculpture as high-class as any Michelangelo. He's also got the memory of the adventure of building a bike with the one and only Ron Finch, and that is pretty damn cool.

—Beatnik



RYAN JOHNSON'S BADASS BREAKOUT

LUCY

Ryan Johnson of ACE Motorsports Custom Cycles told us, "The hardest thing about this bike will be when I sell it because it's so much fun to ride." He builds one or two bikes per year for himself, which are built to be ridden. Eventually, someone flashes enough green to make Ryan part with his prized putt, then he starts another one.

Underwhelmed by the types of custom bikes he has been seeing around Chandler, Arizona, Ryan widened his search and set his sights on bikes from Europe.



The hardest thing about this bike
will be when I sell it,
because it's so much fun to ride.





"Bikes just like this one are rolling on the streets of Germany," Ryan says. He calls this one "Lucy," which is short for Lucifer, since it looks evil enough for the prince of darkness to want to do a burnout on it. Working closely with his TIG welder and fabrication expert Tim Butzow of Evolution Cycles, Ryan took his 2014 Harley-Davidson Breakout Softail to a whole new level of cool.

Interestingly, Ryan can convert this scooter back to a stock H-D Breakout in about three hours, since everything they handmade actually bolts on and fits as well as the original parts. Ryan and Tim started with a retro peanut-style gas tank and made it into what you see before you, but it attaches to stock Softail frame mounts using the original bolts. Matt Myers of Kandy Shop Creations added a sinister touch with this blend of House of Kolor black and pagan gold.

The rear fender really sets the overall stance of Lucy, but one of Ryan's favorite hand-fabricated parts is the seat. He told Guy's Upholstery what he wanted and they told him they didn't know if it could be done. Three days later Ryan picked up a throne befitting Beelzebub.





As attractive as Lucy is to look at, it's the seductive sound that draws the most compliments. Running a custom stainless steel 2-into-1 "baffle-sleeve" exhaust with a wicked little washer welded within, makes it sound devilish.

This month's Fox Hunt winner is the leggy blond bombshell, Miss. Erika Lyn. We think she'd make the perfect riding companion on the highway to hell!

—*The Cheese of Darkness*

Owner: Ryan Johnson

City: Chandler, Arizona

GENERAL

Fabrication: Ryan Johnson and Tim Butzow

Year/make: 2014 Harley-Davidson

Model: Breakout

Assembly: Ryan Johnson

Time: 3 months

Powdercoating: Affordable Powdercoating

ENGINE

Year/make: 2014 Harley-Davidson Twin

Cam: "B"

Ignition: Harley-Davidson

Displacement: 103 cubic inches

Lower end: Harley-Davidson

Balancing: Harley-Davidson

Pistons: Harley-Davidson

Heads: Harley-Davidson

Cam: S&S 583

Lifters: Harley-Davidson

Carburetor: electronic fuel injection

Air Cleaner: Figure Machine

Pipes: Stainless Steel by Ryan Johnson

and Tim Butzow

TRANSMISSION

Year/make: 2014 Harley-Davidson

Type: 6-speed

PAINT

Paint: Matt Myers of Kandy Shop

Creations

Type/color: House of Kolor/black and

Pagan Gold

Special Paint: Matt Myers

FRAME

Year/make: 2014 Harley-Davidson

Type: Softail

Rake: 35 degrees

Shocks: Shotgun Shocks

ACCESSORIES

Bars: Roland Sands

Handlebar controls: Harley-Davidson

Fender: Ryan Johnson and Tim Butzow

Headlight: Yamaha

Taillight: Kellerman

Speedo: Vance and Hines Fuelpak FP3

Pegs: Joker machine front, Alloy Art rear

Electrics: Harley-Davidson

Gas tank: Ryan Johnson and Tim Butzow

Oil tank: Harley-Davidson

Oil System: Harley-Davidson

Primary: Harley-Davidson powdercoated

Seat: Guys Upholstery

Mirrors: Magazi

Grips: Performance Machine

FRONT END

Type: Hydraulic

Extension: 2 inches lowered mount, raked

3 degrees in trees

Builder: Harley-Davidson

WHEELS

Hub: Harley-Davidson CVO

Size: 21-inch front, 18-inch rear

Tires: Metzeler front, Dunlop rear

Brakes: Harley-Davidson

Photos: John Covington

Model: Erika Lyn

Contact: Ace Motorsports

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Ryan Johnson



Bikes just like this one
are rolling on the streets
of Germany.



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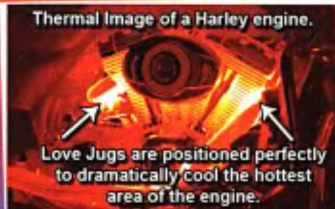
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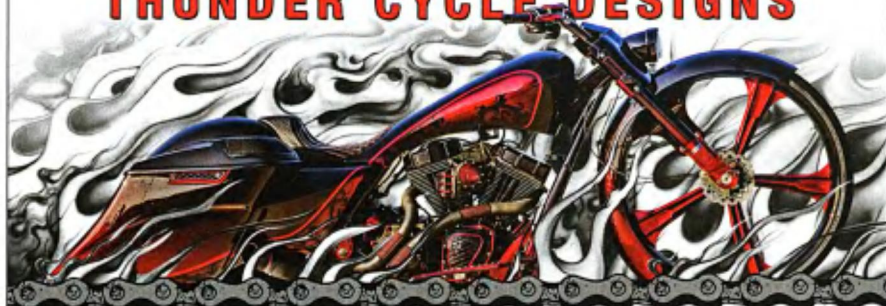


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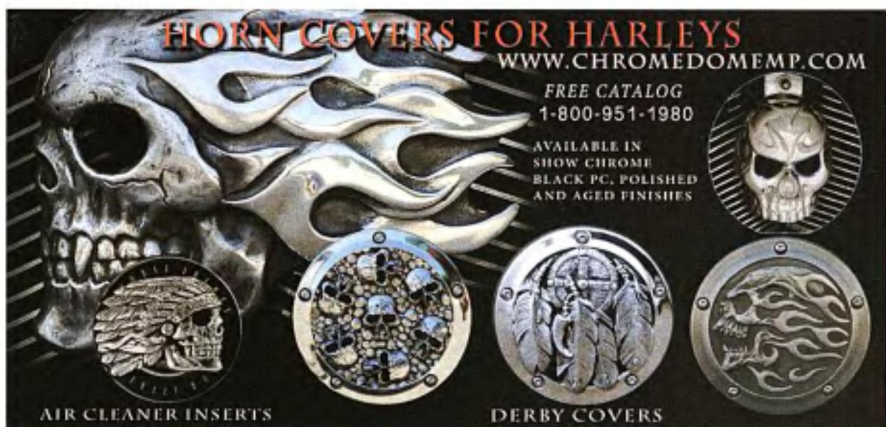
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Todd Gilby Gilbertson
River Falls, Wisconsin
1995 Harley-Davidson Chopper

"Here's a chopper that I built with a lot of detail and handmade parts," says Todd "Gilby" Gilbertson about this amazing, uh... what the heck is it anyway? It looks like a chopper-bobber-drag bike on steroids, what with the supercharger and those polished cases and everything just glistening like it's Christmas tree time.

Check out those ported heads and those Leinweber .545 intake and .545 exhaust cams. Well, okay, you can't





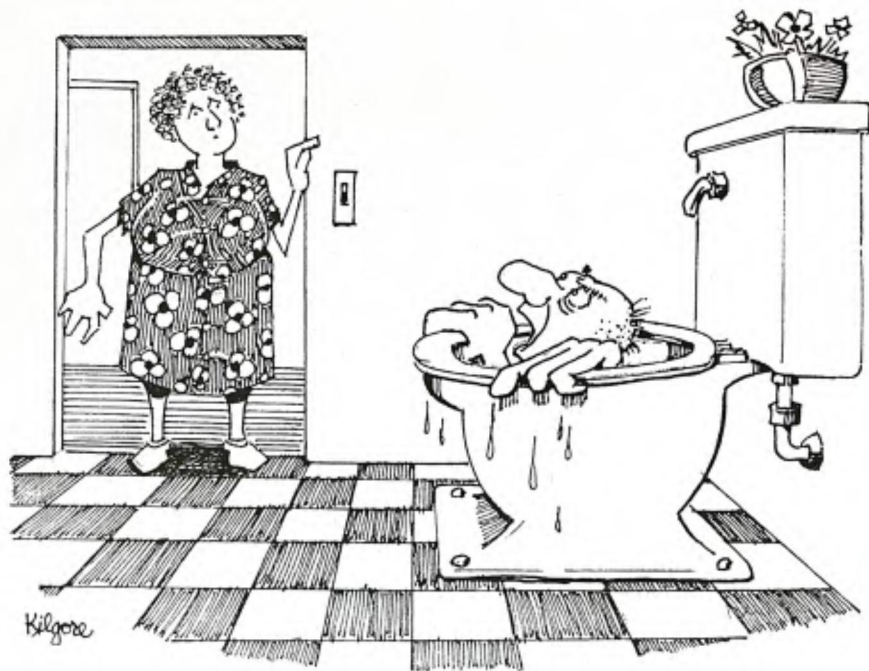
really see all that because it's inside the motor, but you can imagine it, right? But you can see the 45mm Weber carb and those 1 3/4-inch custom drag pipes that Gilby and his crew made themselves, so you know that thing sounds like a monster.

Add to that the 1998 Evolution 80-cubic-inch engine with its Randy Smight finned covers and the 2004 Ultima 6-speed tranny all sitting nicely in a 1969 hardtail frame that's stretched 6 inches and has a 45-degree

rake, and you've got yourself a pretty mean machine.

But let's not forget about all the other cool little additions that Gilby and his crew made, like the rear fender, the gas tank, the handlebars, the seat, and so on, and so forth. Whatever they were able to custom-build, they did. And what wasn't built in-house, was acquired from top manufacturers, such as the Headwinds headlight or the Accutronix grips. And finally, there's the paint job. It's a cinder red base coat topped by tangerine candy pagan gold, and on top of all that, gold leafing and silver leafing and the pinstriping, all of it done in-house by Gilby himself.

This bike looks like it's hauling ass just standing still. Or, as Gilby himself likes to put it, "This is a chopper that you don't ride with your hat on backwards and shorts on. It's a real man's hot rod chopper." —*Tripper*



"Never mind how it happened. Go get the plunger!"

Comin' At Ya



Easyriders March issue (No. 525) takes you to the very soggy shenanigans found at the downhome biker party known as Mountainfest in West Virginia. Then come with us to experience the throttle-twistin' fun of our Grand National Motorcycle Rodeo in Chillicothe, Ohio.

Custom bike features will include Rick Bray's panhead copper chopper, Stacy McCleary's badass shovel bobber, Gary Mossner's Cherokee chopper, Mike Groom's Mischief Sportster, and Mike McFadden's M&M Customs three-wheeler.

Get some wild biker fiction, a bevy of bouncin' boobies, side-splittin' humor, and classic David Mann art. PLUS kick up your heels with chopper kids and Harley hooligans in the latest edition of *WRENCH* and see Jason Wilson's Sacred Steel David Mann tribute chopper in the mighty March issue of *Easyriders*! On sale January 31



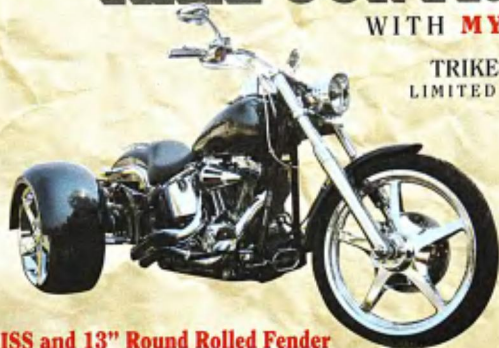
The March issue of *V-Twin* (No. 191) is the "G-Rated" version of *Easyriders* and there is nothin' in it that you can't show your dear ol' mum. It includes a bonus custom bagger magazine—*ROAD IRON*—extra tech guides, and of course, no nudity.

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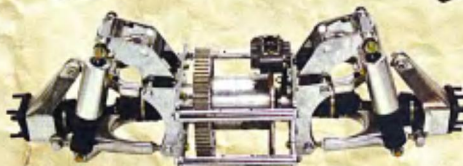
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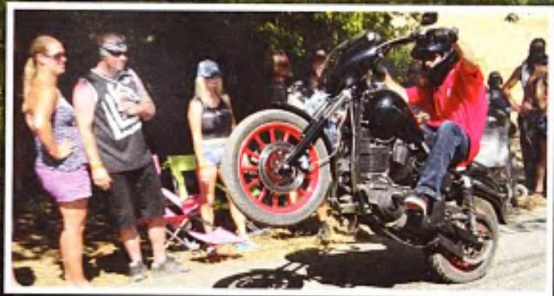
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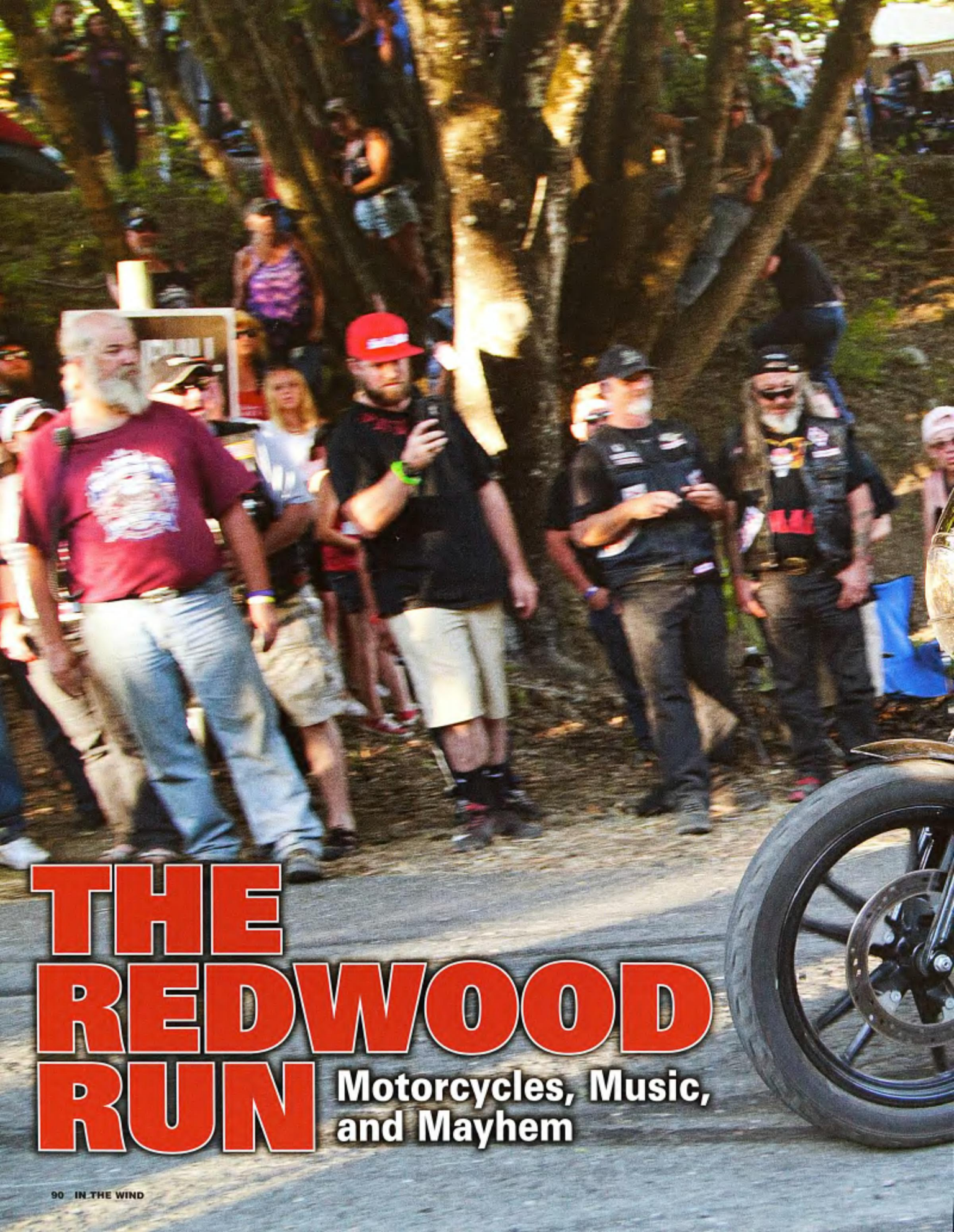
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REDWOOD RUN

NOCAL'S OLDEST, WILDEST OLD-SCHOOL BIKER PARTY





THE REDWOOD RUN

Motorcycles, Music,
and Mayhem



In a world rampant with rules, it's comforting to know there's still a place where bikers can get back to basics and party down unchecked just like we always have. The dedicated party animals among us continue to make the annual migration known as the Redwood Run each June to get away from it all at a place called Riverview Ranch. The nearest town is renamed Harleyville for this weekend run as bikers take over the normally quiet little community of Garberville, California.

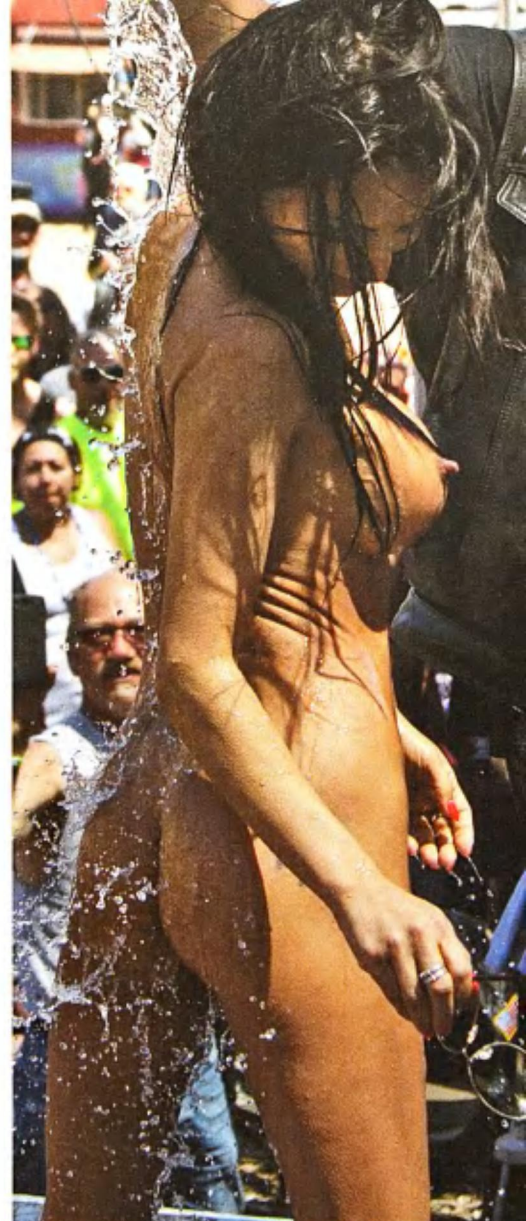
The Redwood Run has been a right of passage for bikers across the states and Canada for 40 years and is considered one of the last true old-school bike runs. Although there have certainly been changes as organizers experienced growing pains throughout the decades, the basics remain the same: respect your neighbor and party like you're invincible!

The festivities kicked off early this year when organizers sold entry tickets for Thursday and flung open the gates, giving folks more time to let it all hang out. The privilege came with an extra night of camping in the pit and a screening of *Why We Ride* as well as *Easy Rider*. It was a perfect mood-setting night of revelry that alleviated some of the typical hysteria that comes with the mad dash for campsites on Friday.

Taking a dip in the refreshing waters of the Eel River, with or without yer duds, is encouraged at this romp in the Redwoods. Friday offers an all-day concert by various bands and was headlined by Jack Russell's Great White on stage in the cool of the evening. Saturday's mayhem consists of a bike show, biker games, badass burnouts, and wheelie freaks tearing up the blacktop. And, of course, there's the wet T-shirt contest. This display of bacchanal insanity is absolutely legendary. Known as the "Titties for Kiddies" contest; the irony is worthy of a good giggle as bikers being bad is what funds the Kiwanis of the Redwoods effort to provide educational scholarships for local school kids. The rowdy masses gather to cheer on the antics of naked women vying for a big wad of cash. Lenny's BBQ ponied up a cool \$1,200 bucks as incentive for the chicks to drop tops, or just strip on down to nothingness, and get an ice water bath before strutting their stuff on stage. We couldn't imagine a better way to enjoy a hot afternoon in the sun.



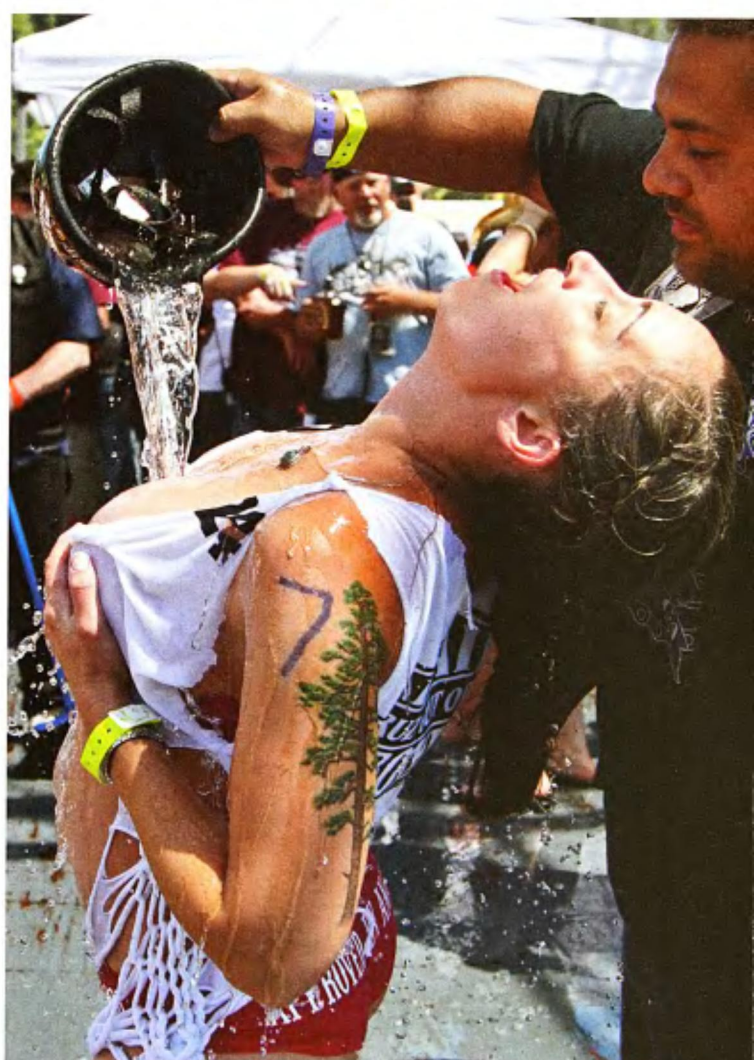
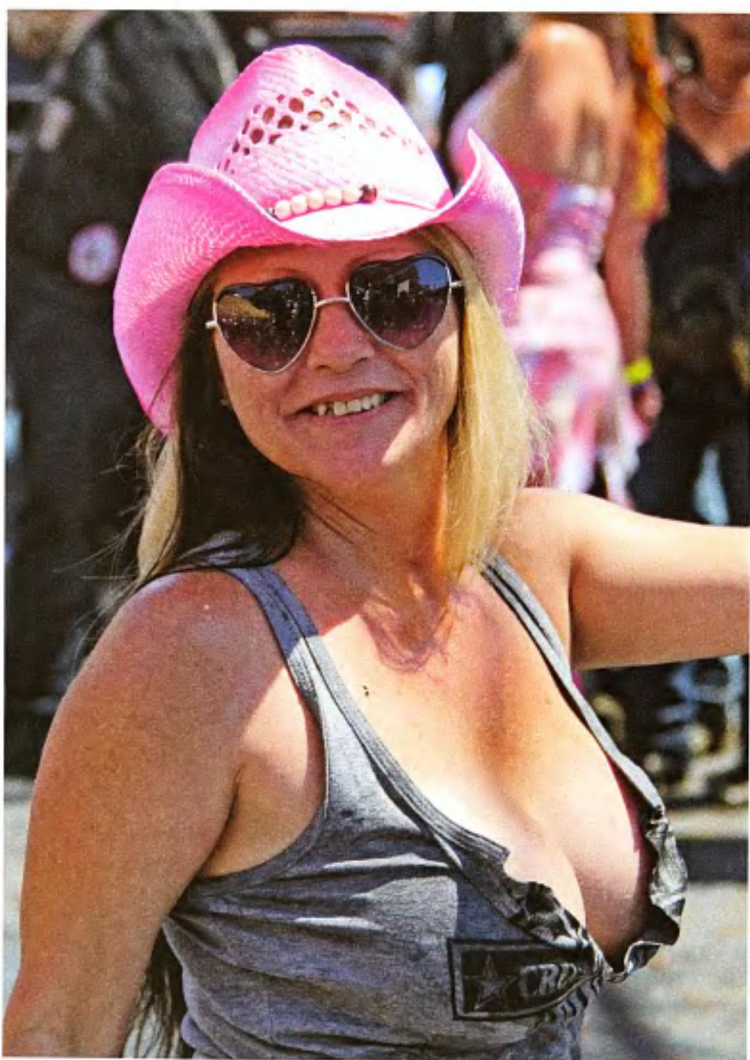




Saturday's music was a perfect blend of California cool with such notable musicians as Guitar Shorty, Charlie Brechtel, and Savannah Blue. Headliners were the fabulous Fried Brothers. Since the early days of the Run, bandleader Harry Fried has been firing up his fiddle to light up the nights in the ancient Redwoods. In typical Fried fashion, the band tore it up as rowdy bikers kicked up a dust cloud that could be seen from the roadway above the natural granite amphitheater.

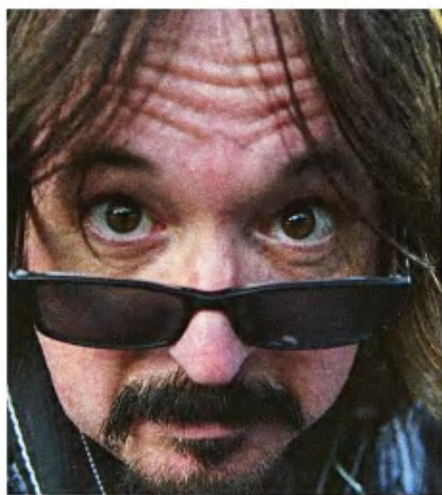
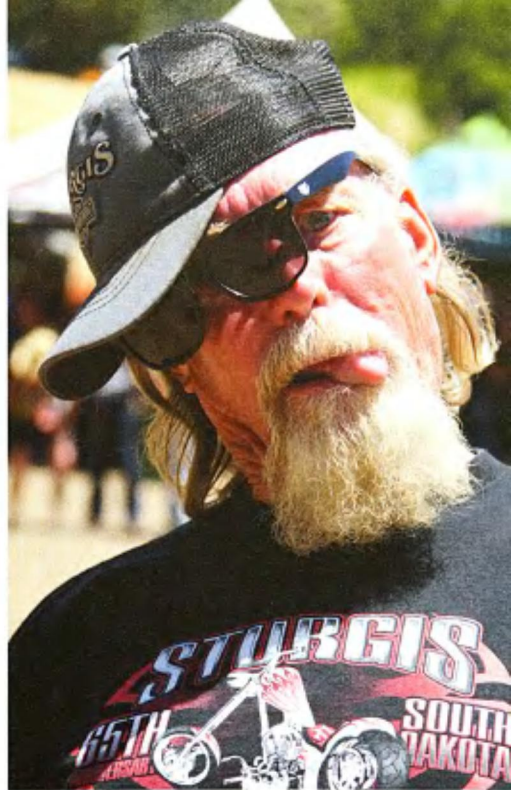
The Redwood Run is a phenomenon you need to experience for yourself. Come on out, we'll meet ya at the pit. And bring yer dancin' shoes. For more info visit www.redwoodrun.org.

—Felicia Morgan





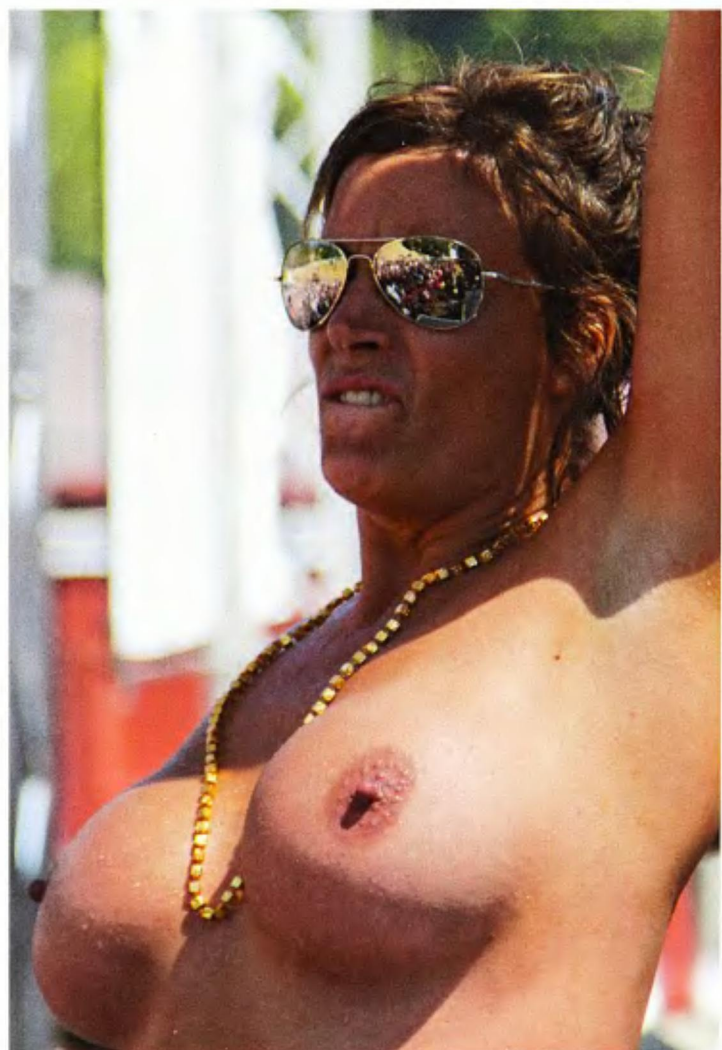


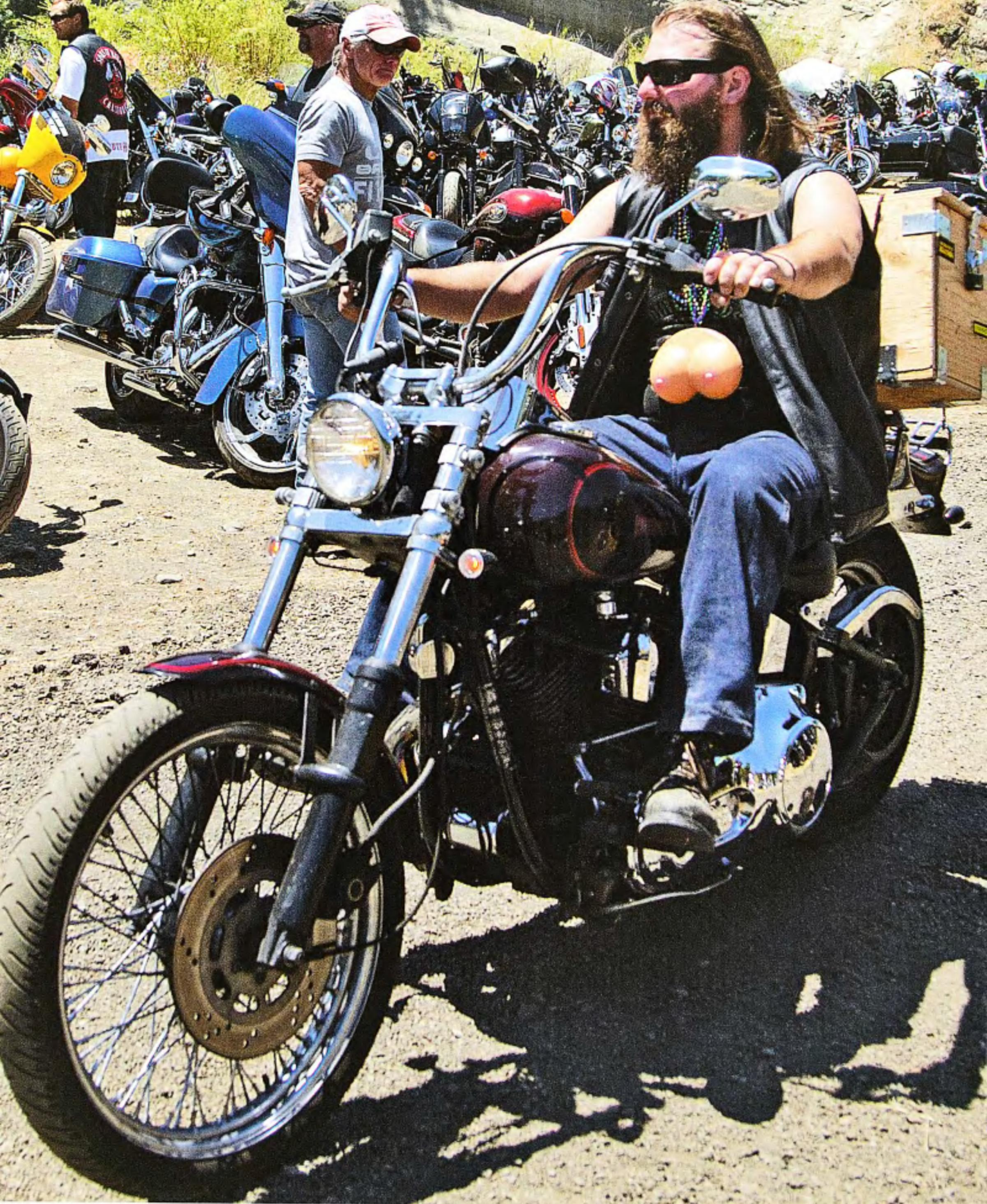


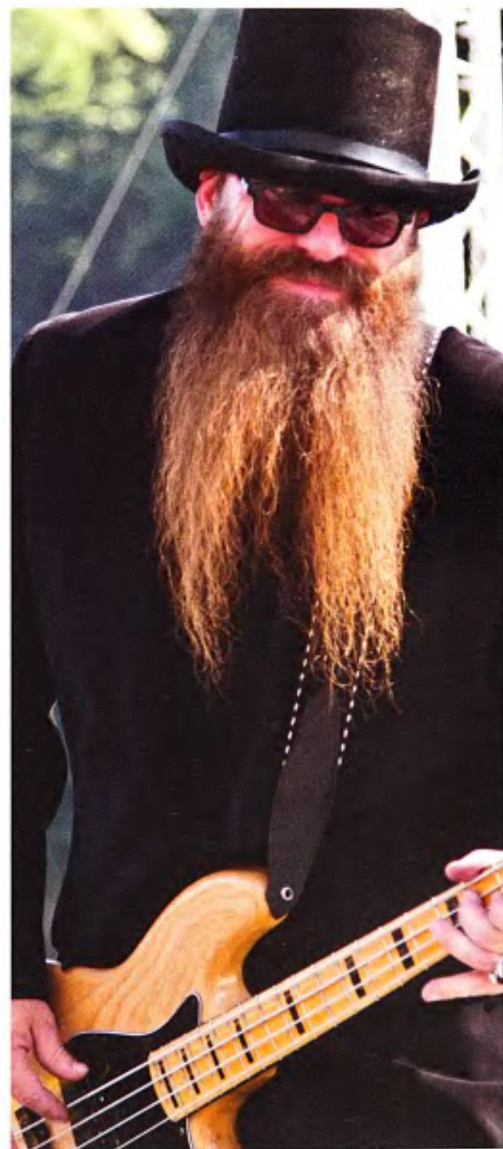














Photography by Felicia Morgan



1982 REDWOOD RUN ROOKIES

NORTH TO VISIT THE
CUSTOM KING, BIG
TREES AND MORE.



Frank Kaisler and I were all business as we loaded our gear and two bikes with near military precision into my 1968 Ford F-250 black-and-white Ranger Camper Special. Each bike was pushed up a ramp, into the 8-foot bed, front wheels first before being secured into the corners. We were about to embark on a 380-mile blast up Interstate-5 to the East Bay by Oakland in San Leandro, where we'd lock in at 16520 East 14th Street, the shop of Arlen Ness, already a universally acknowledged legend in the world of custom choppers. Months earlier, Arlen had invited Frank and a flunky (me) to join him for a weekend of full-throttle fun on Highway 101, and non-stop, high-flying frivolity at the Sixth Annual Redwood Run.

In the early days, the Redwood Run was promoted and run by the Northern California Harley-Davidson Dealer Association. They handled ticket distribution—a mere 3,000 to be allocated by the various H-D dealerships in the area. The tickets went for nine bucks apiece, and each ducat was treated like gold—hard to get and highly prized.

The main event took place at the bottom of a canyon at the Eel River, just outside the small burg of Piercy. Frank's radical, slammed Ness-style chopper was an attention grabber for most guys, which allowed my 1946 Harley EL rigid Ram Pan to fly well under the radar. Both our bikes were road-worthy and ready, and so were we.

On early Friday, we met a group of about 20 bikes at the San Rafael Bridge toll station, to get a jump on traffic and the usual Bay Area weekend exodus. Arlen introduced us to his group, comprised of his work crew and assorted friends. An assortment of local and out-of-towner friends showed, including another Arlin—Fatland—from Colorado, and his 2Wheelers M/C Shop out of Denver, which recently celebrated being in business 45 years, a minor miracle in this day and age of rage.

The view was daunting and amazing from atop the cliff overlooking the event site.

It was at least a thousand feet below to the canyon's bottom, with the Eel River flowing through. The site of topless women frolicking in the water, surrounded by camping tents, vendor stalls and a large stage, with rockin' music wafting up the canyon walls was encouragement enough to supplant any fear of heights.

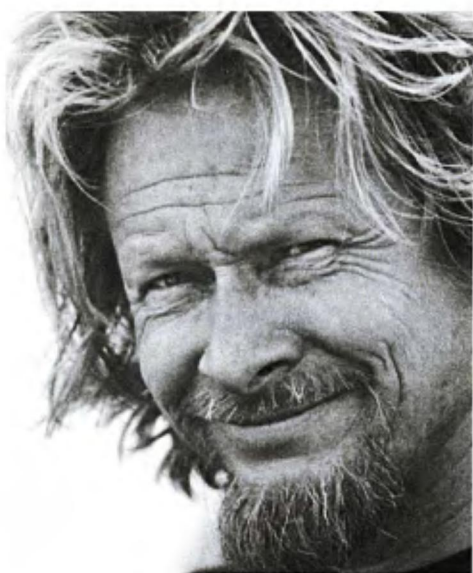






We forged onward, down the switchback blacktop to the bottom and a Technicolor scene filled with super-fine fillies, a plethora of Harleys of all models and vintage, with a raft of easy-on-the-eyes strumpets parading by that could turn heads with a minor hip shake. That's what surrounded my bare bones, oil-encrusted rigid when I got my wristband. Things only got better from there and by Sunday morning, when Frank found me puking outside a tent down by the river (as Neil Young would say), a bottle of nearly dusted Goldschläger sitting nearby, wearing nothing but a pair of chaps, being requested for a return and repeat by a demanding, sweet voice from inside a blue Northface tent. It was time to reinvigorate myself for a day's putt to Oakland, wondering all the way what happened. And that's the beauty of photography—eventually everything can be pieced together.

—Loudmouth Pete



Photography by Kim Peterson

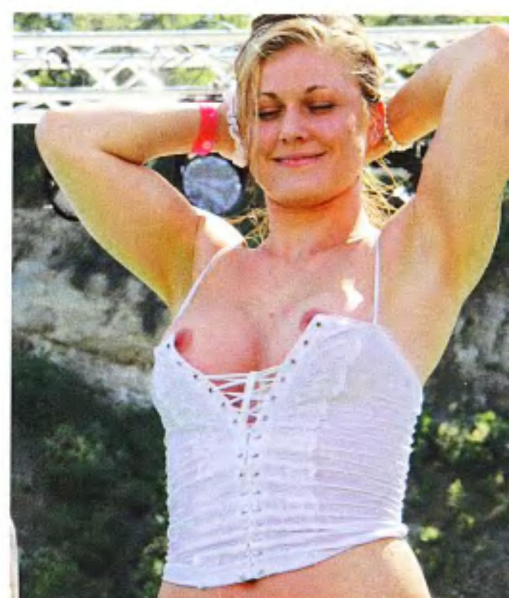
REDWOOD RUNNING

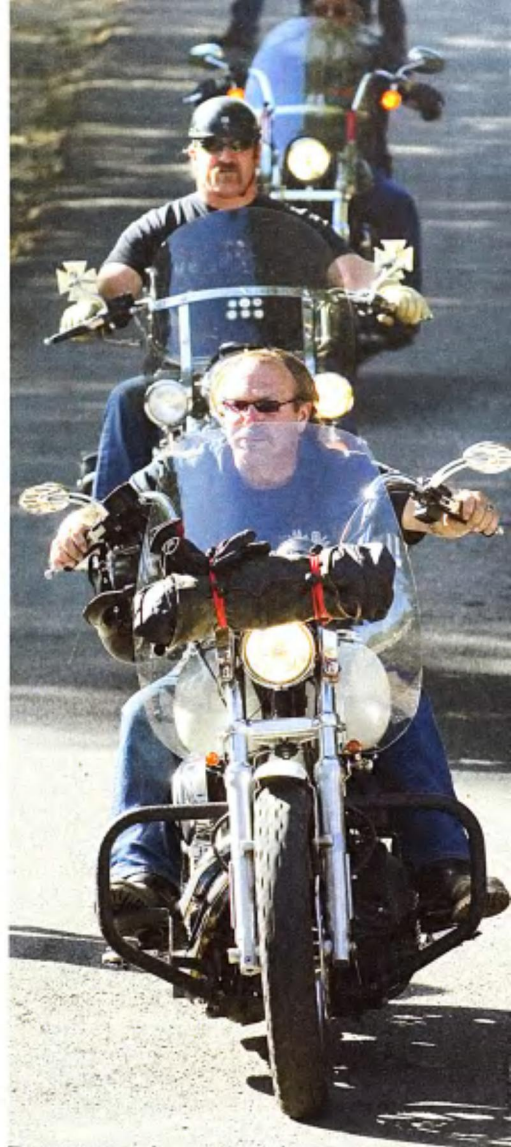
GLIMPSES FROM PARTIES PAST





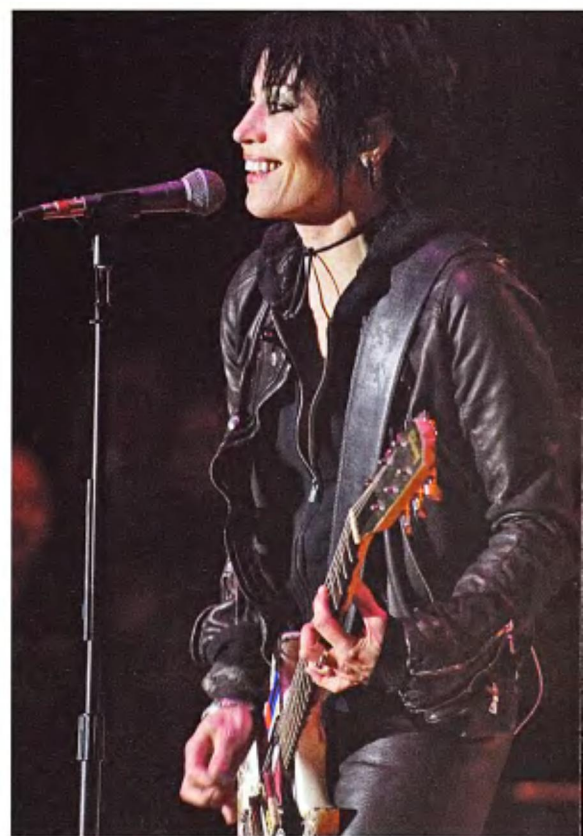


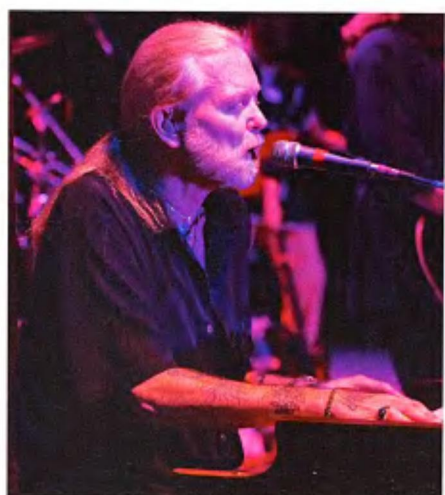
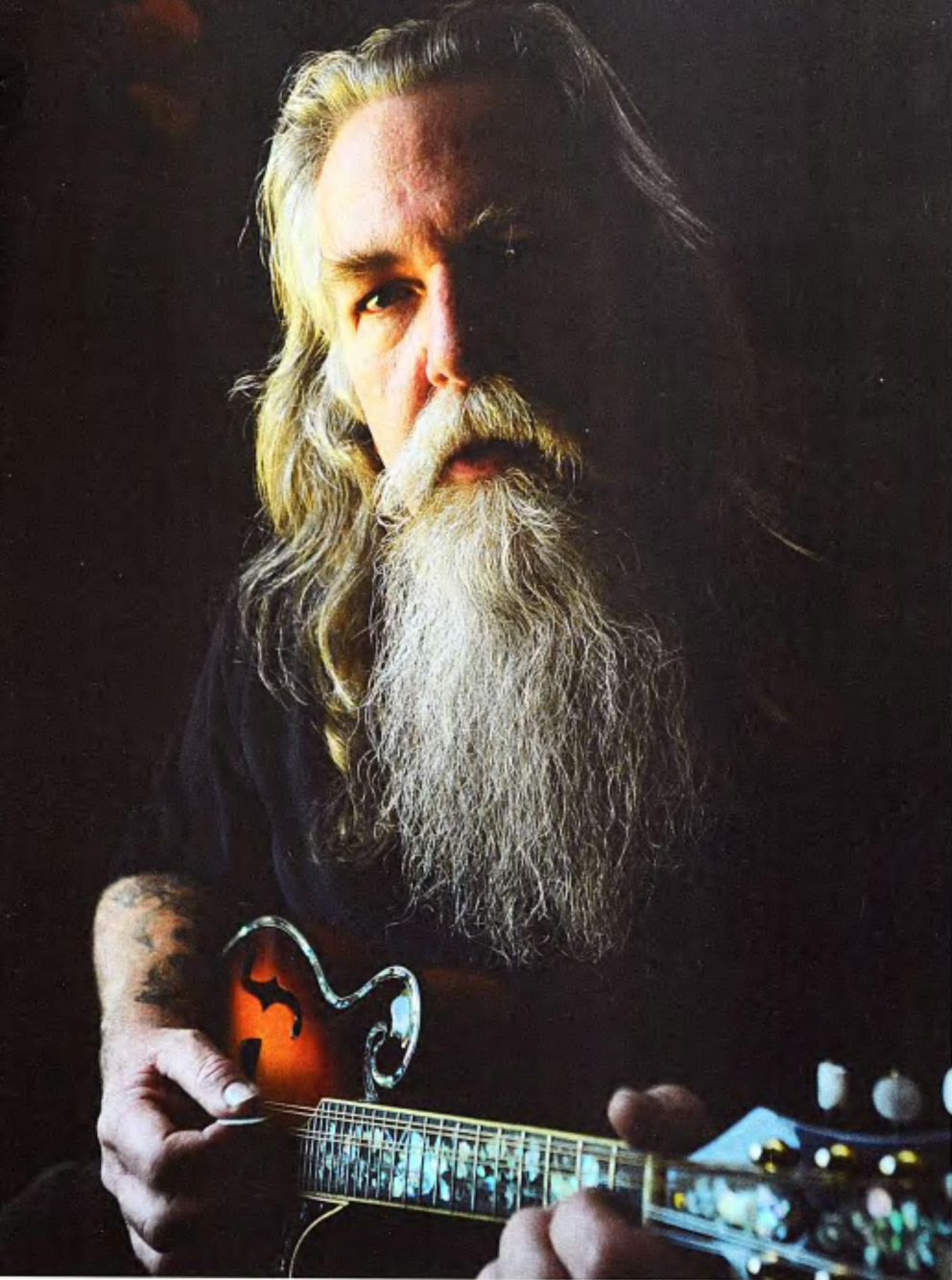














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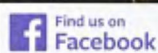
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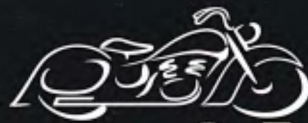
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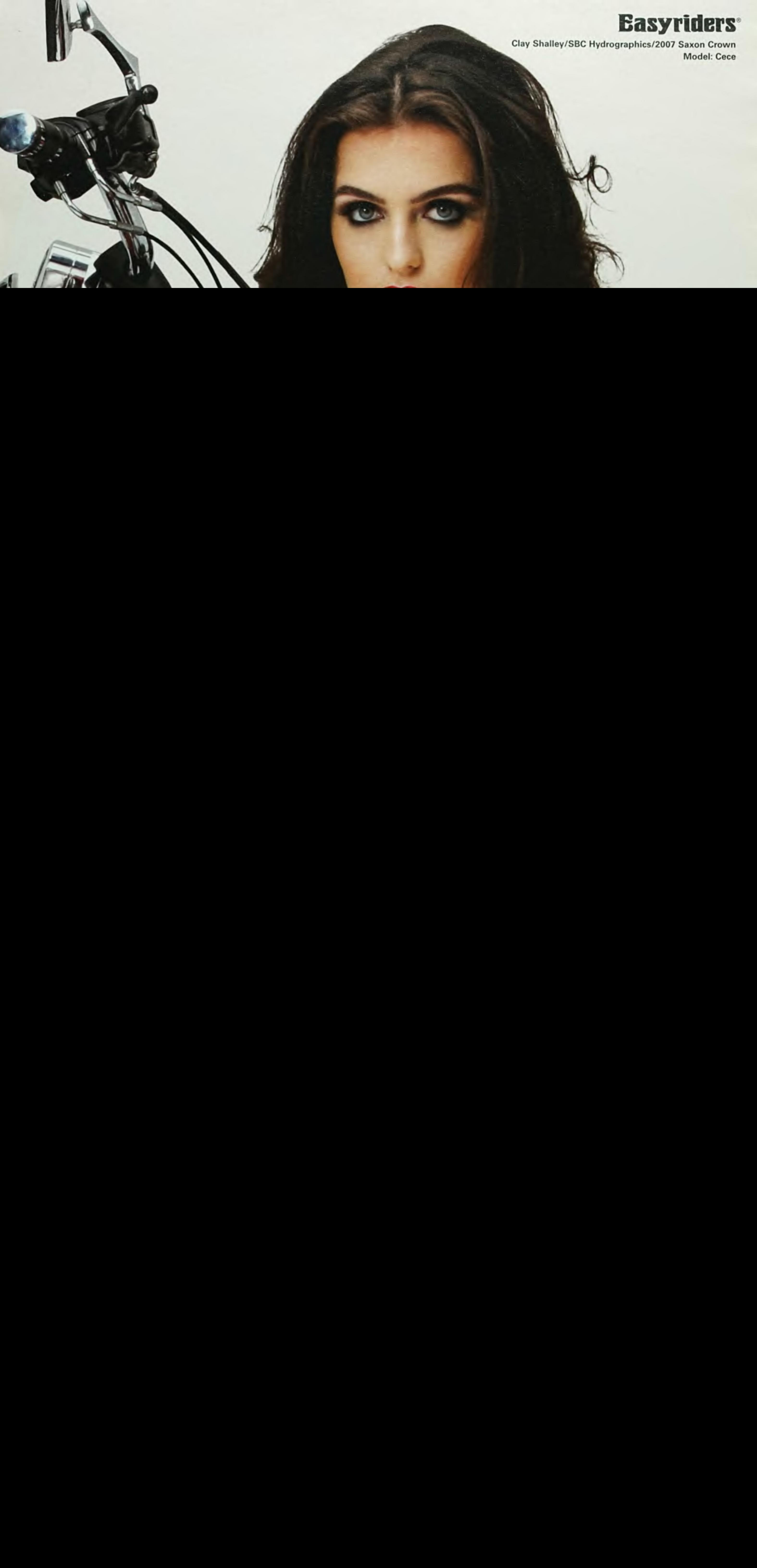


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