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Well bros, I just turned 76 and luckily for me, 46 of those years were spent as the lead dog for the many titles we put out over those years, including *Easyriders*, *V-Twin*, *ROAD IRON*, and *Tattoo* magazines, to name just a few. It has been one HELL of a ride!

It has only been possible because of the great gang you see listed on the masthead of each issue, now led by Editor-in-Chief Dave Nichols! As I ride off into the sunset, I want to make sure that these dedicated professionals will be able to continue to put out the best biker and tattoo magazines ever. I would prefer to sell to or through someone reading this as opposed to posting an auction notice in the *Wall Street Journal* and finding some suit to take over who has no feel for what we do here at Paisano.

Thanks to all of you who have been reading our mags through the many decades, and please direct any biker-type business owners/investors that you may know to the notice on page 17.

Keep the Shiny Side Up!

Joe Teresi

Owner & Publisher

Easyriders


Takin' It Easy will be back next month.





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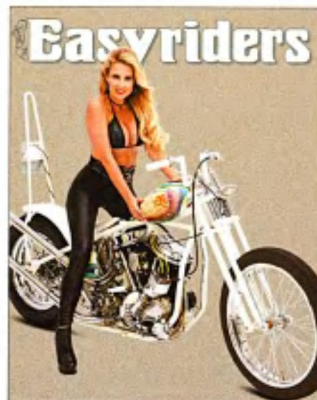
The 2017 Wide Glide



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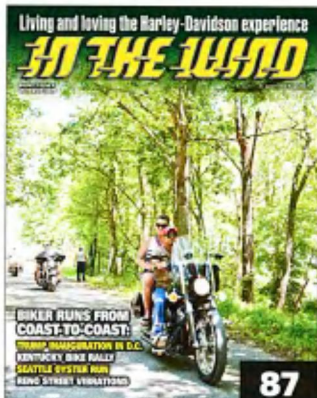
RUDE ATTITUDE

Alex "Rude" Vazquez'
Lone Wolf Rude Chopper



ON THE COVER: Jordan Mac with
Donny Ray Delph's 1950 Pan Chopper,
shot by Michael Farabaugh.

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
April 25, 2017.



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"I like to build bikes that
are long and low."



Anything Goes

Curt Owen's Long and Low 1978 Shovel



Every so often, we discover a bike feature that we thought was lost. The tech sheet for this one was found behind Clean Dean's old desk when we moved it recently during a rat infestation. The chart was wrapped around an ancient bean and cheese burrito that even the rats didn't want. Upon closer inspection, we recovered this 1978 FXS shovelhead by Anything Goes Custom Cycles out of Mulberry, Indiana.

Curt Owen owns the one-man shop and built this hidden-shock, pro-street style custom a few years ago, bucking the custom bike trend at the time by including a tried and true 1978 shovelhead motor and ratchet top tranny. "I found a guy out of Minnesota who was selling a wrecked bike with title," Curt tells us. "I kept the motor and tranny, using the title to build this one."





The motor was completely gone through with balancing by Gus' Speed Shop including Wiseco pistons, Leineweber cam and a pre-1970 SU carb. Curt built the long-ass, drop-seat frame himself with a 40-degree rake and 4-inch stretch. He also designed and built the wide girder front end. "I like to build bikes that are long and low," Curt says. "I like choppers, but I've never wanted to build one."

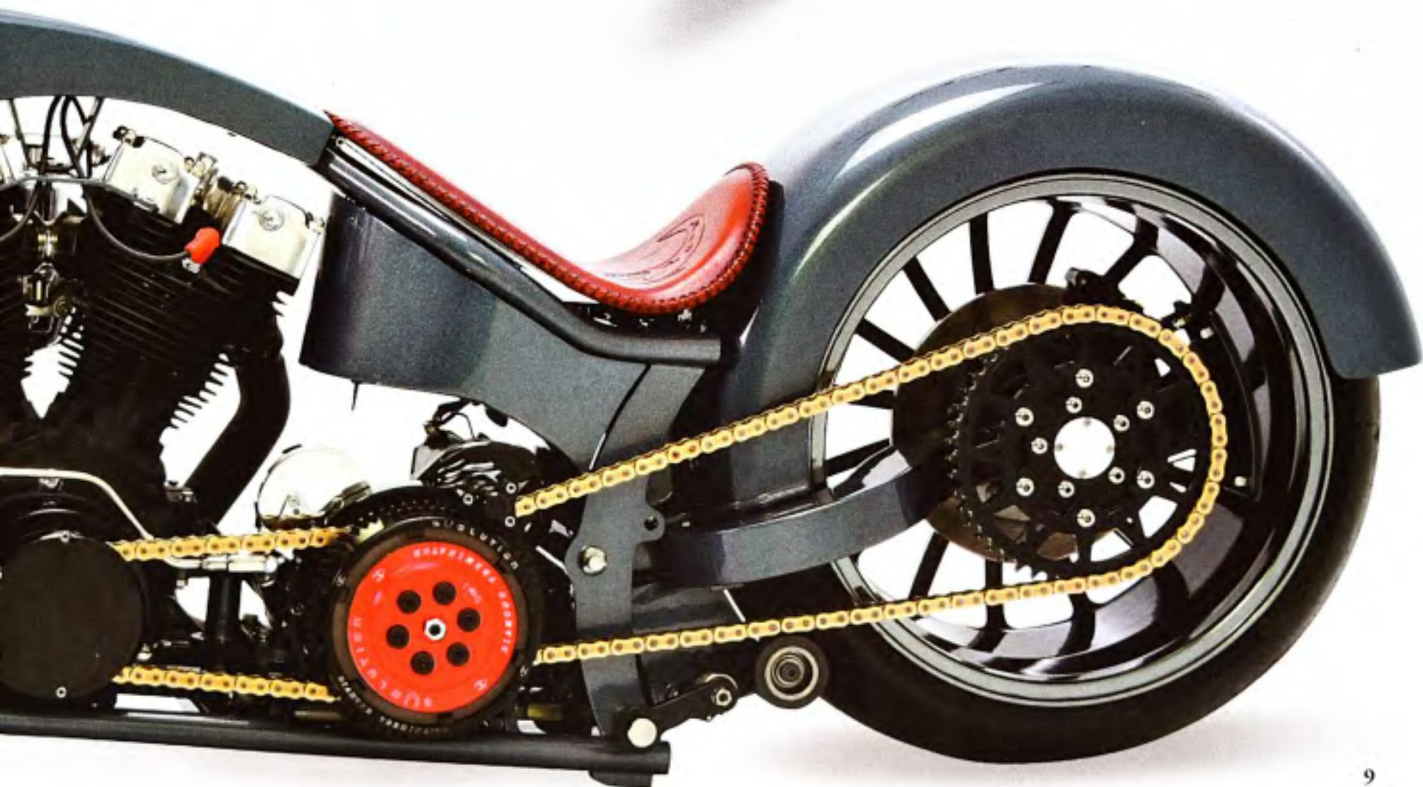
While Anything Goes hand-built almost everything you see here, including the gas tank, oil tank, fenders, exhaust pipes, bars, and more, the seat was done by Curt's wife through her company Buttskinz. The front wheel is by Southern Motorcycle Works and the rear is actually a car rim.



One of the only things Curt didn't tackle himself was the classy Stealth Grey PPG paint job by Dennis Ruse. The end result has been winning bike shows and turnin' heads where ever it is shown. "This one rides nice and handles well," Curt says. "It tracks so true that you can take your hands off the bars at 70mph and just cruise." Anything Goes now has its own manufacturer's license to make registering your cool custom a breeze and Curt's company motto says it all, "We build 'em; we don't buy 'em!"

All told, it took Curt two years to finish this scoot and another two for us to feature it. I guess quality takes time. By the way, the burrito, though crusty, was delicious. —*Phantom*

"It tracks so true that you can take your hands off the bars at 70mph and just cruise."



Owner: Curt Owen
City: Mulberry, Indiana
GENERAL
Fabrication: Anything Goes
Year/make: 1978 Harley-Davidson
Model: FXS
Assembly: Anything Goes
Time: two years

ENGINE

Year/make: 1978 Harley-Davidson
Model: shovelhead
Rebuilder: Anything Goes
Ignition: Compufire
Displacement: 1200cc
Lower end: light crank
Balancing: Gus' Speed Shop
Pistons: Wiseco
Heads: Lee's Speed Shop
Cam: Leineweber
Lifters: Crane
Carb: pre-1970 SU H6
Air cleaner: Anything Goes
Pipes: Anything Goes

TRANSMISSION

Year/make: 1978 Harley Ratchet Top
Modifications: Andrews gears

PAINT

Painter: Dennis Ruse
Type/color: PPG/Stealth Grey

FRAME

Year/builder: 2014 Anything Goes
Type: drop-seat, hidden-shock
Rake: 40 degrees
Stretch: 4 inches over
Shocks: Works Performance

ACCESSORIES

Bars: Anything Goes
Handlebar controls: Excell
Fenders: Anything Goes
Headlight: Anything Goes
Taillight: LED
Pegs: Anything Goes
Electrics: Anything Goes
Gas tank: Anything Goes
Oil tank: Anything Goes
Oil system: S&S
Seat: Buttskinz
Grips: Nasi

FRONT END

Type: wide glide girder
Extension: 2 inches under
Builder: Anything Goes

WHEELS

Size: 21-inch front, 18-inch rear
Make: Southern MC front, car rear
Hub: Anything Goes
Tires: Continental
Brakes: Wilwood

Photos: Michael Farabaugh

Contact: Curt Owen

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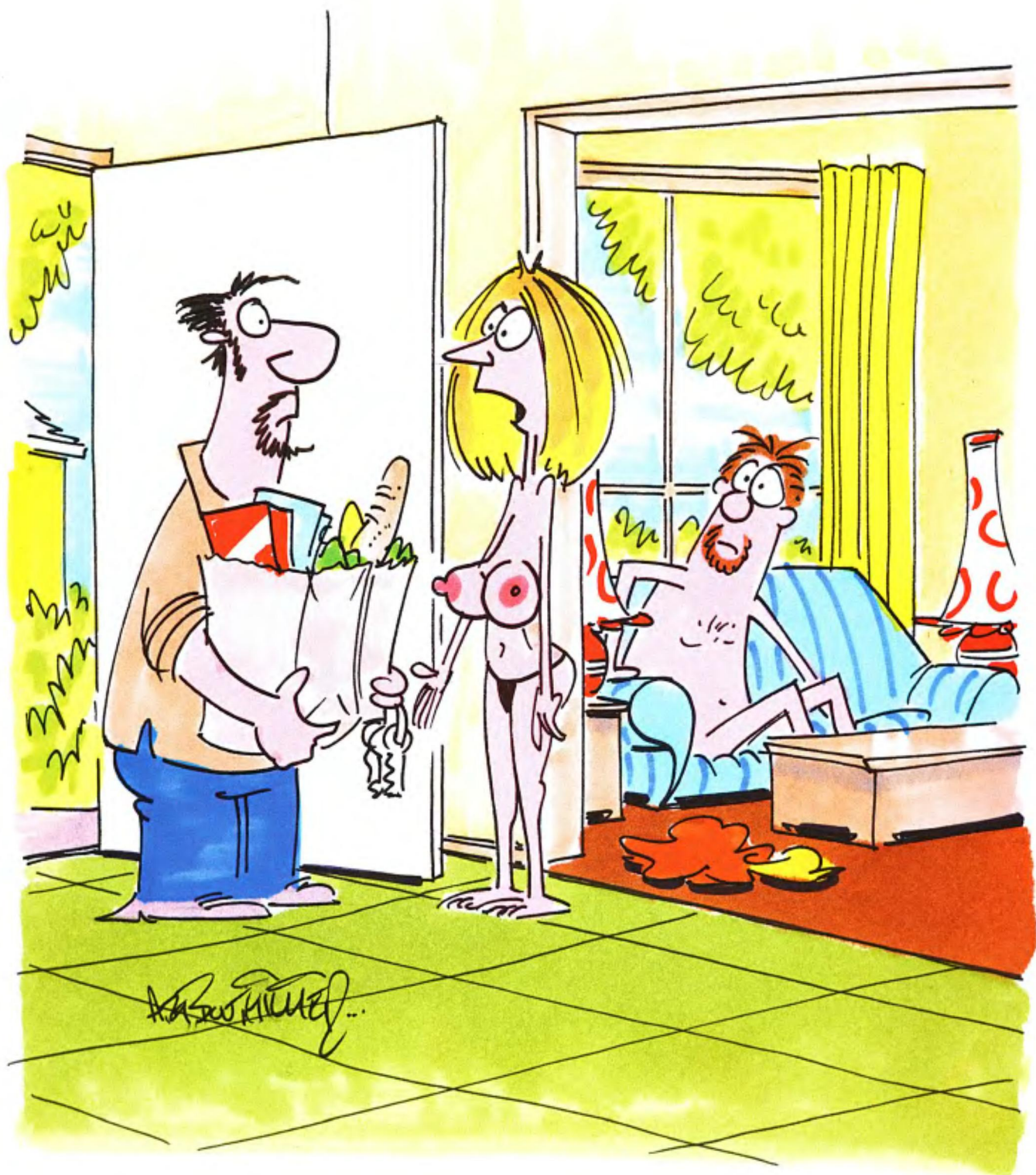
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ARIZONA HELMET LAW DEFEATED

As we have reported recently, Rep. Randall Friese, an Arizona lawmaker introduced House Bill 2046, which would have imposed a mandatory helmet law in the state, which is a free state for riders over the age of 18. ABATE of Arizona asked riders to start calling and mailing the members of the Arizona House Committee on Transportation and Infrastructure, asking for them to reject the new legislation. Those entreaties were heard, and the committee voted UNANIMOUSLY against the measure.

The bill would have imposed a fine of \$500 on violators, with \$300 of the fine going directly to a fund for patients with head trauma, and in a twist, proposed that riders paying a fee when registering their motorcycle would be able to buy themselves an exemption to the law.

This is great news for the Arizona riding community, and a testament to the power of direct action and the good work of ABATE of Arizona.

RIDERS YEARN TO RIDE FREE

Several bills are floating in Washington State to unburden riders 18 and older from the helmet requirement. House Bill 1804 would require to show proof of financial liability in the amount of \$25,000 for bodily injury, \$50,000 for two persons. (RCW 46.29.090). Riders from other states that require proof of

financial liability to ride helmet-less will be required to show such proof upon demand when requested.

House Bills 1803, 1485 and Senate Bill 5156 do not include this language. Currently all riders are required to wear a helmet in Washington State.

Source: Spokesman Review

NEBRASKA URGES HELMET LAW REPEAL TO ENCOURAGE TOURISM

Sen. John Lowe of Kearney has introduced a partial helmet law repeal that would allow riders 21-and-older to substitute eye protection for helmets. He describes the bill as "pro-freedom and pro-tourism" and says that passage would encourage tourism in the state yielding income to the tune of an estimated \$1.7 million, which he believes is lost as riders bypass the state for more permissive laws in the surrounding states.

About one-third of the Legislature, including Lowe, is new this year because of term limits and the 2016 election. The new Senator hopes that the fresh faces in the legislature will give it a chance at succeeding. The bill has been presented to the state's transportation committee, where it appears it will likely advance to a floor vote this

year. Similar bills have been filibustered the last few times it has come up for a vote.

LANE SPLITTING BILLS IN PLAY IN FOUR STATES

We have previously discussed the lane sharing bill in Washington sponsored by State Representative Drew MacEwen. HB 1157 would allow riders to split lanes at a speed of no more than 10 mph faster than other vehicles when traffic is moving slower than 35 mph. This bill has been referred to the House Committee on Transportation and Infrastructure but has not yet been scheduled for a hearing.

SB 288, introduced by Senator Watson, would allow Texas riders to operate a motorcycle between lanes of traffic during times of congestion, provided the rider does not exceed a speed of 5 mph greater than the flow of traffic and the speed of traffic does not exceed 20 mph. Should this measure pass into law, it will take effect September 1, 2017.

State Senator Jeff Kruse has introduced SB 385 in Oregon, which would allow riders to split lanes at a speed of no more than 20 mph when traffic is stopped or has slowed to a speed of 10 mph or less on certain roadways. The bill has been referred to the judiciary committee but has not yet been scheduled.

In Montana State Sen. Russel Tempel introduced SB 134, which would have allowed riders to split lanes at a speed of no more than 20 mph when traffic is moving slower than 10 mph. Unfortunately, that motion was tabled, meaning further consideration has been suspended.

Source: AMA Action Center

QUOTE OF THE MONTH

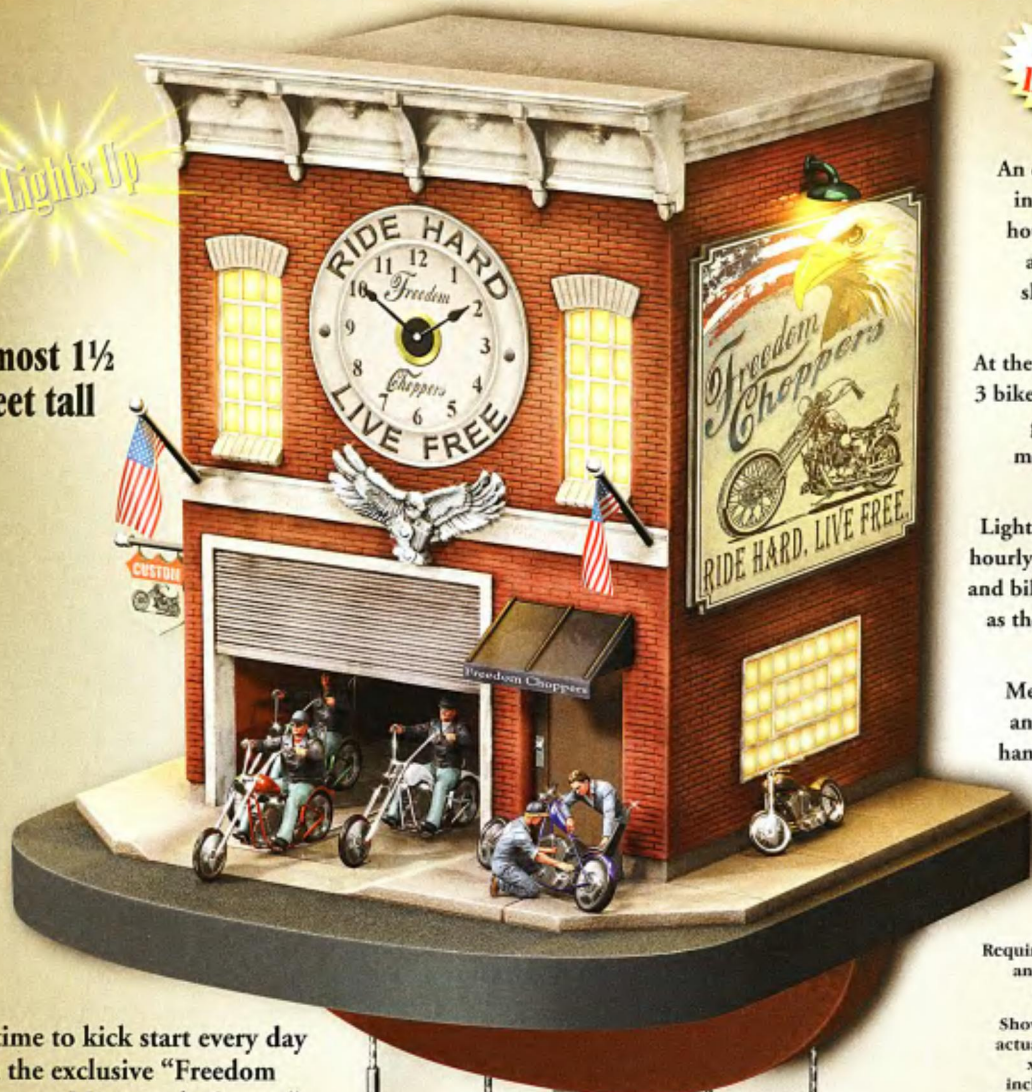
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that human rights
have been abandoned."*

—CHARLES SUMNER

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FREEDOM THREATENED IN CONNECTICUT

A new law, Proposed Bill No. 6048, which would impose a helmet law on all ages in Connecticut, has been referred to the committee on transportation. The bill is being proposed by the committee's co-chair, Rep. Tony Guerrero, who says that he wishes to "start a conversation about the topic and to hear from experts on both the potential benefits and drawbacks of the requirement."

The Connecticut Motorcycle Riders Association is urging its members to speak against the bill. Currently only minors under 18 are required to wear a helmet in the state. The last all-ages helmet law was repealed in 1977.

Source: CBS News

UTAH CONSIDERS CHANGES TO ITS HELMET LAW

The state of Utah currently only requires riders 18 and under to wear a skid lid. However, if Senator Brian Shiozawa has his way, that will be changed to riders under 21. SB159 has passed the Senate Transportation Committee 5-2. If enacted, riders in violation would be subject to a \$110 fine.

A clear concern for younger riders passing through as well as residents is that this gives police an excuse to pull them over to "make sure they are in compliance" and use the stop as an opportunity for harassment.

Busybody politicians think it is okay to send under 21 to choose to fight and die for their country, but heaven forbid they should exercise the choice of whether or not to wear a hat while riding. Sheesh!

—Ed

CONCEALED CARRY RECIPROCITY PROPOSED NATIONWIDE

A group of republican representatives has proposed a bill, HR 38, that would allow national concealed carry reciprocity for licensed concealed carry permit holders. The bill is sponsored by U.S. Rep. Richard Hudson, a republican from North Carolina. Hudson says that carry permits should be treated the same way as driver's licenses.

"Our Second Amendment right doesn't disappear when we cross state lines, and this legislation guarantees that," he said in a statement. "The Concealed Carry Reciprocity Act of 2017 is a common sense solution to a problem too many Americans face. It will provide law-abiding citizens the right to conceal carry and travel freely between states without worrying about conflicting state codes or onerous civil suits."

In an encouraging sign, residents from one of nearly a dozen constitutional carry states would have the ability to be armed in other states that recognize their own resident's right to permit-less concealed carry.

The lawmaker made the same proposal in the last congress and managed to gain 131 co-sponsors. However, certain rejection by the Obama administration caused the bill to fail to advance. Hudson expects that a firearms-friendly Trump administration will face vastly better odds.

However, with the Senate republican majority too slim to survive a filibuster, the odds are still long against final passage to reach the President's desk.

Source: guns.com

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The Graped Ape

Ryan Grossman's Dean Lanza Knucklehead



When the gloomy grey fog covering the San Francisco Bay lifts, the effect is like someone just turned the light switch on. The sun shines down, revealing the bright colors of the green hillsides and ancient blue waters. Everything and everybody seem to come suddenly alive.

Ryan Grossman of Martinez, California, tucked away on the eastern shore of the bay has his own light to shine.



"In my mind, Dean Lanza's work is right up there with Big Daddy Roth."



His shop, Vintage Dreams, is home base and launching pad for his motor-mad pilgrimage of two-wheeled enlightenment. Wheeling and dealing old bike stuff is an all-consuming passion for Ryan, who, in his far-flung and sometimes crazy travels has immersed himself head to toe in the fascinating and rich history of Golden State chopper culture.

He has a particular fascination for the groundbreaking choppers built by pioneer painter/metal magician Dean "the Dean of Custom Bike Painters" Lanza in the 1960s and '70s. From his home shop in L.A.'s Echo Park, Lanza

carved out some of the wildest machines and paint jobs ever seen by mankind. He also famously laid down the iconic paint on the Captain America and Billy bikes for the film *Easy Rider*.

When Ryan unearthed and restored Lanza's iconic 1960 Quicksilver bike and brought it to the 2015 Born Free show, it naturally blew minds and won the Best of Show. But it did something more: it shone a light on the incredible but largely forgotten work of Lanza, who died in 2002. "In my mind," says Ryan, "Dean Lanza's work, as American Kustom Culture, is right

up there with Big Daddy Roth. Dean was one of the first to build a custom show chopper back in 1960."

The purple knuckle pictured here as a treat for your bloodshot eyeballs, was originally crafted by Lanza in 1964. When Ryan found it, it was just a frame, tank, and fender. He recognized it immediately as a Lanza bike and snatched it up. Little else was known about the bike beyond a fuzzy photo from some show in that period which seemed to have the purple knuckle in the background. Ryan dubbed the bike the Graped Ape and got busy.

When Ryan restored Lanza's Quicksilver bike and brought it to the 2015 Born Free show, it won Best of Show.





Owner: Ryan Grossman
City: Martinez, California

GENERAL

Designer: Dean Lanza
Fabrication: Dean Lanza
Year/make: 1946 Harley-Davidson
Model: The Graped Ape
Assembly: Ryan Grossman
Time: 3 months
Chroming: High Lustre Chrome

ENGINE

Year/make: 1946 Harley-Davidson
Model: FL
Rebuilder: Robert Hernandez
Ignition: stock points
Displacement: 84 inches
Lower End: Harley-Davidson with S&S guts
Pistons: forged
Heads: knuckle
Cam: Lienweber #2
Lifters: solid
Carbs: dual Linkert setup
Pipes: MCM

TRANSMISSION

Year/make: 1946 Harley-Davidson
Shifting: suicide

PAINT

Painter: Dean Lanza
Color: Spaghetti Purple

FRAME

Year/Builder: 1947 Harley-Davidson
Type: Bullneck
Rake: stock
Stretch: 4 inches

ACCESSORIES

Bars: chopped Z-bars
Fender: ribbed
Headlight: spotlight
Taillights: torpedo bullets
Pegs: mids
Gas Tank: molded peanut
Oil Tank: TT oil bag
Primary cover: 666 holes drilled
Seat: Bates
Grips: Nice MC

FORKS

Builder: Harley-Davidson
Type: I-beam
Extension: 4.5 inches over

WHEELS

Size: 21-inch front, 19-inch rear
Hubs: star
Tires: Harley-Davidson rear drum

Photos: Michael Lichter



The frame was in need of some attention so he very carefully straightened it, trying not to damage the very fragile old paint job. He had a 1946 knuckle motor rebuilt to 84 inches by Robert Hernandez that found a familiar home in the old 1947 knuckle frame.

Without much to go on, all the rest of the bits and pieces, from the dual Linkert carbs to the 4 1/2-inch-over I-beam front end, were all integrated to stay as true as possible to the style and form of "The Dean's" mid-'60s creations.

And then there are the holes in the primary cover. Some of the coolest shit just comes to you purely on a whim, and that's how the hole-drilling started.

Of course once you start drilling holes it's hard to stop. It became like the old "guess the number of gumballs in the fishbowl" type of thing. Are there really 666 of them? Only Satan knows for sure.

Ryan recently sold the Graped Ape to a dude in So Cal who had the right heart to own a bike like this, meaning that he rides it all the time. To put a bike like this on some museum pedestal would just be messed up. So if you see the Graped Ape rolling down the road, you have Ryan Grossman to thank for that, and for shining a light on the artistry and memory of Dean Lanza. Check out what Ryan is up to next at: alienpoison.blogspot.com

—Beatnik

IT'S GOOD TO BE KING.



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DIRTY BIRD CONCEPTS' DYNAFLO CHIN SPOILER

Dirty Bird's made-in-the-USA Dynaflo Chin Spoiler is only the first part in John Shope's newly created Dyna Division. Made from super strong NYB injection molded polymer, the chin spoiler is easy to paint, quick to install, and adds that aggressive look your bike craves. This part will fit all Dynas 2006 to present and comes equipped with the mounting bracket and hardware needed to install. Other parts recently added to the Dyna Division include the license plate eliminator and a series of horn and horn cover sets. dirtybirdconcepts.com



TWO BROTHERS' 2-IN-1 EXHAUST FOR INDIAN SCOUTS

Two Brothers Racing has come out with this new stainless steel exhaust

2-in-1 system with carbon end cap for 2017 Indian Scout models. Designed and tuned for increased max torque and horsepower, these pipes are all TIG-welded by hand. There is a swept-up muffler for enhanced ground clearance, mandrel-bent stainless steel tubing, carbon fiber end cap, and high-temp SS wool and packing material. They accept stock O2 sensors and are made in the USA. twobros.com



DRAG SPECIALTIES' SOLO FRONT SEATS FOR XL

Riding alone just got a whole lot more comfortable with Solo Front Seats from Drag Specialties Seats. These seats are made from high-quality automotive-grade vinyl and molded flexible urethane foam for durability that remains comfortable for years to come. The carpeted seat bottom ensures a perfect fit that won't damage your ride's paint. Available in smooth, single diamond and classic stitch for '86-'03 XL models, these seats include all mounting hardware. Made in the USA. dragspecialties.com

BIG BIKE PARTS' EASY HIGHWAY BAR LIGHTING

Riding alone just got a whole lot more comfortable with Solo Front Seats from Drag Specialties Seats. These seats are made from high-quality automotive-grade vinyl and molded flexible urethane foam for durability that remains comfortable for years to come. The carpeted seat bottom ensures a perfect fit that won't damage your ride's paint. Available in smooth, single



diamond and classic stitch for 1986-2003 XL models, these seats include all mounting hardware. They are made in the USA and available in smooth, classic, and single diamond stitch. dragspecialties.com

ASA ELECTRONICS' HEAVY-DUTY JHD36A BLUETOOTH STEREO

The all-new JHD36A has made its debut into the heavy-duty market. Featuring the latest technology with Bluetooth hands-free calling and app control, this stereo is perfect for all construction and agriculture applications. This stereo



boasts a 12V DC power connection and a full 180 watts maximum. Its conformal coating protects its components from the elements.

ASAElectronics.com



CUSTOM DYNAMICS' MAGICAL WIZARD STRIPS

Custom Dynamics' Long Flexible Magical Wizard Strips boast an impressive 24 LED Clusters per strip. They feature seven different pre-programmed colors and will change colors with other Magical Wizard products! The 23 3/4-inch length is flexible and waterproof (with conformal coating), making it ideal for bags, ground effects, and trike wheel wells. Each strip comes pre-taped with 3M adhesive tape and offers a lifetime warranty against LED failure.

customdynamics.com

KURYAKYN'S ALL-NEW MESH COLLECTION

Kuryakyn's Mesh collection is loaded with more than 50 direct-replacement



components for Harley-Davidson Dyna, Softail, Sportster, and touring models. Most parts utilize a three-piece design integrating chrome or satin black aluminum outer frames with a satin black aluminum baseplate that's exposed through satin black or chrome stainless steel mesh panels. Included in the collection are bolt-on derby, timing, and master cylinder covers for XL, Twin Cam, and Milwaukee-Eight platforms, as well as caliper covers for FX and FL models. Mesh dash inserts, fuel doors,



saddlebag hinge covers, and fairing vent accents are a handful of highlighted offerings for bagger models.

kuryakyn.com

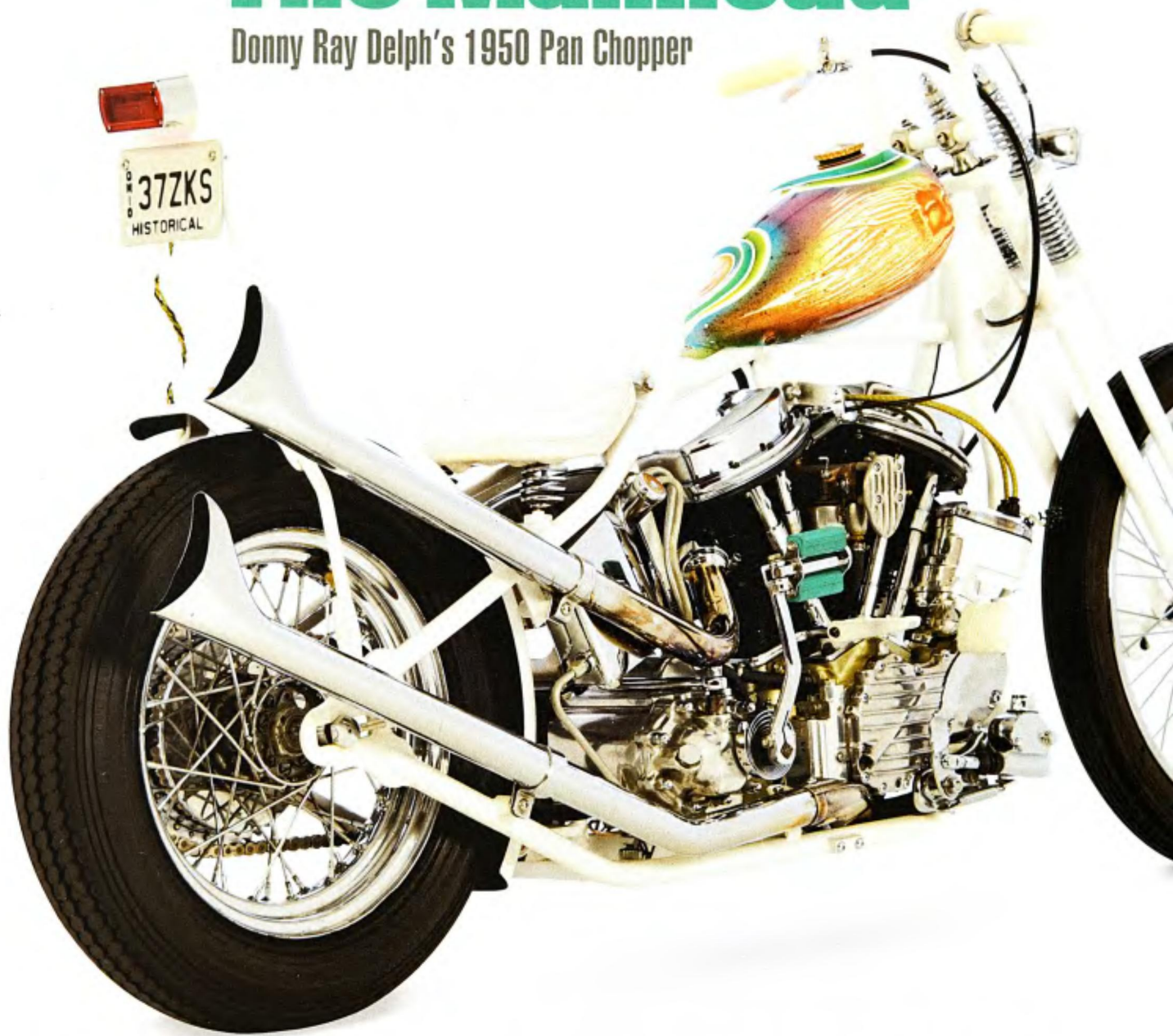
ARNOTT AIR'S ADJUSTABLE AIR SUSPENSION KIT

Both Ultimate Ride and Smooth Ride kits (below) from Arnott have been custom-designed for Harley-Davidson touring models to give the rider superior control, ride comfort, and height adjustability. Ultimate Ride kits feature FOX shock absorbers, several with rebound adjustment. Arnott's patent-pending kit offers TruAIR technology with a rugged air spring bladder and shock damper design.

arnottairsuspension.com

The Manhead

Donny Ray Delph's 1950 Pan Chopper



Starting its new life as a basket case, this beautiful panhead was fortunate enough to have been picked by Donny Ray Delph who, together with his buddy Jay Bury, owns a custom paint shop called Good Times Reform in Cincinnati. And although Donny and Jay had painted many a motorcycle before and modified stock bikes, Donny had never built one more or less from the ground up. This would be his first, and

Donny says he was stoked that it was a panhead. It ultimately would become the Manhead—for obvious reasons.

Donny says the basket case had changed hands a few times before he got it. "My buddy Bill had it first, then it ended up with my buddy Ricky, and then Ricky and Ben did a little swap, and finally I traded a '63 Chevy C-10 and a '74 shovelhead for it. But I didn't have much in either the

truck or the bike," he explains.

The basket case had pretty much all its parts, but some of them he didn't need or want. So Donny traded them in for other parts he wanted or simply bought and fabricated what he couldn't get. "I got a different gas tank and fender, and I made a sissybar for it," Donny tells us. "Jay helped me with the welding because he's a much better TIG welder than I am."

Donny says he was stoked
that it was a panhead.
It ultimately would become
the Manhead.





It may not seem that way, but Donny originally built this chopper for an art show in Columbus, Ohio, called Tanks For The Good Times. "We had a different tank in mind at first, but then we put this one on a stand and it just looked perfect, so it became the bike's identity ultimately," Donny says.

There was no specific male model that the paint job on the tank was patterned after, according to Donny, it was all just spur of the moment, the



Donny Delph rode the bike throughout the summer, but as is often the case, those long Ohio winter months can make a man want to take his bike apart just to rebuild it, but differently. And that's where Donny and his pan are right now, as of this writing. "I'm repainting everything and doing the bike totally different," he says. "I modified the frame a little bit and I'm running a Wide Glide front end on it, and a little peanut gas tank, a different sissybar, just change it up esthetically a bit."

Of course, the bike's name will have to change now, too, but Donny's not worried. "I'm sure we'll come up with something weird again," he says.

—Tripper

carving included. "Jay had been there before, so he did all the carving," Donny says.

The build itself went pretty much without a hitch. "I had some minor motor problems," Danny says, "so I took it over to my buddy Donny Loos for a slight oil leak, but other than that, everything came together without a problem. Actually, the first time we started the bike, it fired up way too easy, especially with it being a magneto bike."

As the alluring Jordan Mac seductively gyrates before Donny Delph's Manhead, the eyes on the gas tank seem to pop out of their head while the bike's already rigid frame and erect sissybar appear to be throbbing with, uh, pride.

Owner: Donny Delph
City: Hamilton, Ohio

GENERAL

Fabrication: Donny Delph
Year and make: 1950 Harley-Davidson
Model: panhead
Assembly: Donny Delph
Time: 3 years

ENGINE

Year and make: 1950 Harley-Davidson
Model: panhead
Ignition: Morris G5
Displacement: 74 cubic inches
Lower end: stock
Balancing: stock
Pistons: Wiseco, 10.5:1
Heads: stock
Cam: Andrews C
Lifters: stock
Carb(s): Linkert
Air Cleaner: bird deflector
Pipes: fishtails

TRANSMISSION

Year: 1950
Modifications: none
Shifting: kick shift

PAINT

Painter: Good Times Reform
Type/color: PPG/rainbow, white

FRAME

Year: fairly new
Builder: Paughco
Type: wishbone
Rake: stock
Stretch: stock
Shocks: none
Modifications: '50 panhead motor mount

ACCESSORIES

Bars: narrowed Z bars
Handlebar controls: Biltwell throttle
Fender(s): trailer fender
Headlight: Hella fog light
Taillight: box
Pegs: Anderson
Electrics: very little
Gas tank: modified Cleveland Cycle Works
Oil tank: horseshoe
Oil system: S&S
Primary cover: none
Seat: Whitespring
Grips: Mooneyes

FORKS

Type: Springer
Extension: none
Builder: Black Sunshine

WHEELS

Size: 25-inch front, 16-inch rear
Hub: spool front, star rear
Tires: Avon Speedmaster front, Shinko rear
Brake: juice drum

Model: Jordan Mac
Photos: Michael Farabaugh





Those long Ohio winter months can make a man want to take his bike apart just to rebuild it, but differently.

Passin' Gas

Fast Freddy witnesses a car slide off the road and crash. Rushing to the scene, he finds a woman is first to reach the victim. Freddy pushes her out of the way! "Stand aside, lady," he barks, "I've taken a course in first aid."

She watches him for a few seconds and then says, "When you get to the part about calling a doctor, I'm right here."

—Cowboy Sam
Tenn. Colony, Tenn.

The teacher asks, "All right children, who can tell me what a chicken gives?"

Mary answers, "A chicken gives eggs!"

The teacher then asks, "Now who can tell me what a goat gives?"

Paul answers, "A goat gives goat milk!"

Finally, the teacher asks, "Well now, who can tell me what the cow gives?"

Little Johnny replies, "Fucking homework and tests!"

—Maelene
Lafayette, Indiana

A blonde is terribly overweight, so her doctor puts her on a diet. "I want you to eat regularly for two days, then skip a day and repeat this procedure for two weeks. The next time I see you, you'll have lost at least five pounds."

When the blonde returns she's lost nearly 20 pounds. "Why, that's amazing!"

the doctor says. "Did you follow my instructions?"

The blonde nods. "I'll tell you, though, I thought I was going to drop dead that third day."

"From hunger, you mean?" said the doctor.

"No," replied the blonde, "from skipping!"

—JoLo
Long Beach, Calif.

Dastardly Dan came home late and drunk from the bar. Knowin' he would be in trouble with the wife, he figured a plan to make things good. He climbed into bed under the covers and went down on her immediately. Soon, she began to moan and squirm with pleasure. After she climaxed, he went straight to the bathroom. When he opened the door there was his ol' lady shaving her legs. Dan looked at her and exclaimed, "What the fuck are you doing in here?"

She said, "Shhhh," and pointed at the bed, "You'll wake my mom."

—Pack Man
Folsom

A bro went to the dentist to get his choppers checked. While he was sitting in the chair being examined the dentist asked him, "Have you had oral sex lately?"



"By golly yer right, Gordo. The wood cue really is much more durable!"

The shocked biker smiled and replied, "Why yes, I surely did, right before I came here. How could ya tell, do I have some pubic hairs stuck in my teeth?"

The dentist said, "No, not quite. You've got some shit in your beard!"

—Big D
Fun Town

A gynecologist says to a lesbian, "You have the cleanest pussy I've ever seen."

The lesbian replies, "I should have. I have a woman in twice a week!"

—Rocky
Internet

Big Jake said to Boggs, "I can't believe Twist is leaving with another broad." Boggs said, "Yeah, but he is careful."

"Why do you say that?" asked Big Jake.

"Well," replied Boggs, "As I was walking by them I heard him give her your name."

After 15 years of marriage, Chops comes home to find his best bro, Shakes, in bed with his ol' lady. Stunned, he looks at them and yells, "Shakes, I have to, but you?"

—Bomer
Green Acres

At the funeral for Big Al, the preacher talked at great length, extolling Al's good traits, how he was a loving husband and a kind father. As the preacher continued on, Little June, the widow, leaned over and whispered to one of her children, "Go up there and take a look in the coffin and see if that's your father."

—Cowboy
Greenville, Texas

A prospect goes to see his optometrist, and when he gets into the office the doctor says, "Look, you're going to have to stop masturbating!"

"Why, Doc," asks the prospect, "is it making me go blind?"

"No, but you're upsetting the hell out of the other patients in the waiting room."

—Dangerous Dave
Lovelady, Texas

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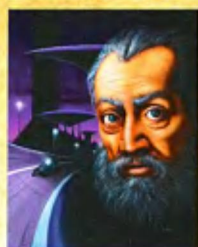
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Helmet Protest First appeared in *Easyriders* issue No. 217, July 1991. Valued at: \$25,000

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Sweepstakes

2nd
Prize

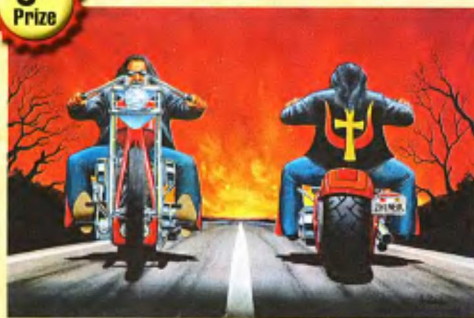


Planetary Biker

First appeared in *Easyriders* issue No. 253, July 1994

Valued at: \$20,000

3rd
Prize



To Hell and Back

First appeared in *BIKER* issue No. 216, January 2004

Valued at: \$15,000.

(This was Mann's last finished artwork.)

6th
Prize

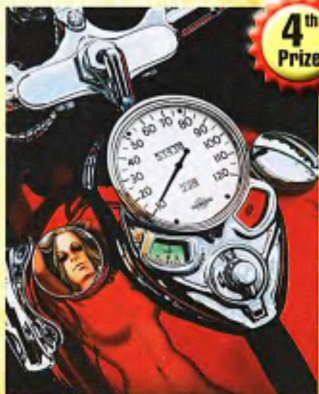


Four Riders and A Beast

First appeared in *Easyriders* issue No. 81, March 1980.

Valued at: \$10,000

4th
Prize



Cateyes

Commissioned but never used

Valued at: \$10,000

5th
Prize

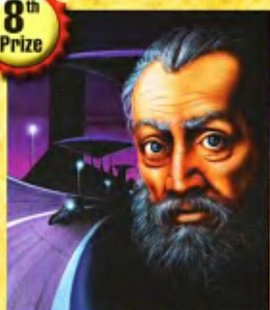


Help, Flat Tire!

First appeared in *Easyriders* issue No. 144, June 1985

Valued at: \$10,000

8th
Prize

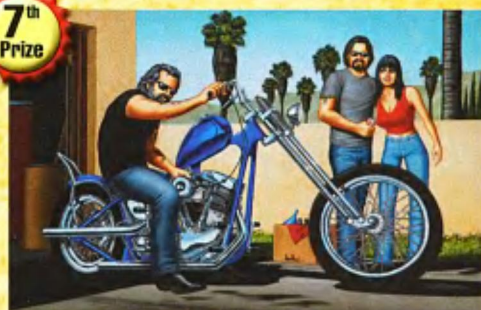


The Last Biker

First appeared in *Easyriders* issue No. 196, October 1989

Valued at: \$5,000

7th
Prize



Breaking Out the Old Chopper

First appeared in *BIKER* issue No. 178, January 2000

Valued at: \$5,000

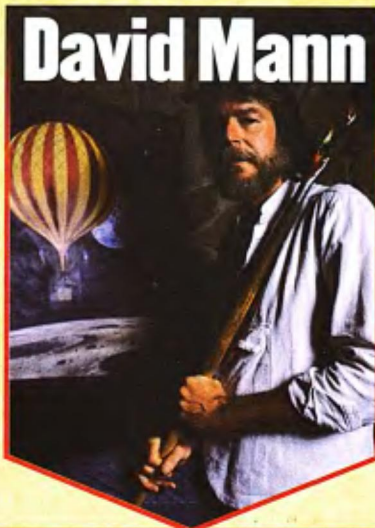
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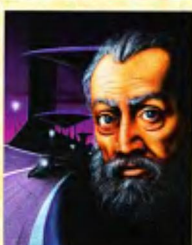
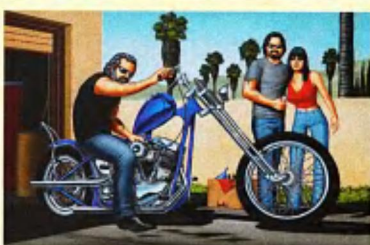
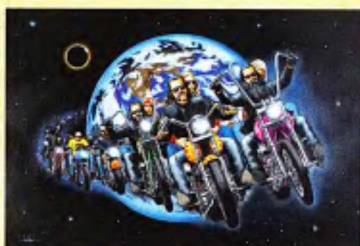
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THE HANDBUILT SHOW A NEW TRADITION

It's Friday afternoon and a beautiful day in Austin, Texas, in April. There aren't many towns cooler than Austin, and for this weekend in particular, it was over the top. We're talking about the only Moto GP in the USA at Circuit of the Americas (COTA)—a grade 1 FIA specification 3.427-mile (5.515 km) motor racing facility—on Saturday and Sunday, AMA Pro Flat Track on Saturday, 2,000 cars cruising town for the Lone Star Roundup hot rod convention, and coolest of them all—the Handbuilt Show in downtown Austin—with some of the best and most unique motorcycles in the USA on display.



This was the third Handbuilt Show and the second in a row I've attended. In just one year, the show grew exponentially. Perfectly situated at the Fair Market venue on East 5th Street, it can't accommodate more than the 120 bikes positioned on pedestals last year, nor can they let more people into the building than it's posted maximum capacity. This means there were lines sometimes, but it did grow with offerings beyond its original footprint by closing the street out front and taking over the empty lot across the street to miraculously build an oval dirt track right downtown in just a few days.

Friday night was the main race event with Indian sponsored Super Hooligan racing (including Roland Sands entire team) as well as the GNC (Grand National Championship) Pro Twins flat-track racing with a \$5,000 purse and "Run What Ya Brung racing for any spectators that had the gumption to get out there and try it.

By the time I left the track, the street was packed with people and bikes and the venue was bursting. I felt the place was vibrating from the energy inside this old corrugated tin structure, and I'm not talking from the music, just the sheer excitement! There were big smiles on the faces of visitors as they went from bike to bike ogling the amazing creations on display with many details to be discovered. In many respects, it felt like a reunion with builders coming from all over the country.



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True to the name of the show, everything is handbuilt, whether it be the individually hand-painted sponsor banners hanging from the ceiling, the designs on the event T-shirts, the great food prepared by the various food trucks on site, or the bikes on display. The other standout for me is the diversity of bikes I saw at every turn that included the variety of brands such as Harley-Davidson (a heavy representation as you would expect), Indian, BMW (the title sponsor for the event), Excelsior-Henderson, Crocker, JAP, Triumph, BSA, Velocette, Scott, Levis, Moto-Guzzi, Ducati, Honda, Kawasaki, Yamaha, and more. There was even a custom electric bike thrown in for good measure. The diversity extended to styles of bikes such as choppers, land speed racers, speedway, scramblers, street trackers, street racers, original bikes (including several centennials), restored antiques and other bikes that were so eclectic they defy categorization.

Some of the more notable builders present included Max Hazan with his polished aluminum V-Twin Musket (two Royal Enfield Singles in a single bottom end), several bikes from Jeff Decker like his amazing custom Crocker, Revival Cycles exotic BMW Landspeeder, Confederate Motorcycles P-51, a custom H-D shovelhead from Majik Mike Rabideau, Jeb Scolman's LSR (Land Speed Racer) Indian Scout, Custom Ducati's from Walt Siegl, and Bill Dodge's Blings Cycles chopped 1958 panhead.

With all the excitement, the art in the room may have been a little overlooked, but there was plenty of great work there as well.



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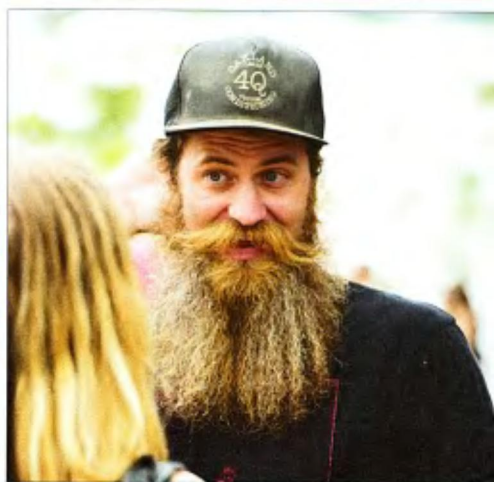
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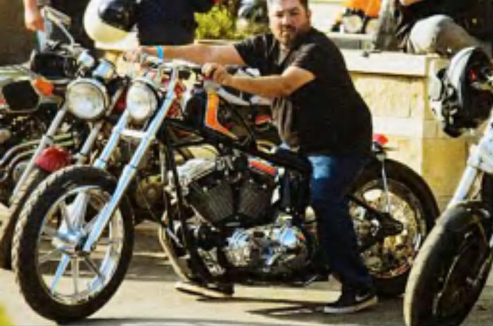


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THE BEST SIDE PROFILE STYLE



Jeff Decker had a number of his bronze sculptures on display right near the entrance and on the walls hung a diverse selection of art ranging from this year's annual Oil and Ink display (20 different artists under one banner) to Paul D'Orleans large tin-types.

When all is said and done, it is often the amazing people that stand out from these shows. I saw many old friends including the staff of Revival Cycles that manned every aspect of the show to the American Motordrome's Wall of Death crew. There were people I knew from the chopper world as well as people that had run the Motorcycle Cannonball. Scattered here and there were artists sketching the scene or painting it in oils. Then I noticed an odd-looking group of people, at least for being at a custom show, like the French Yamaha Moto GP tech team all in uniform, which seemed to be having a great time during a break from the racing.

The Handbuilt Show is one of the new breed of shows in America like Mama Tried in Milwaukee, the One Show in Portland, the Brooklyn Invitational in New York, and even my own Motorcycles as Art annual exhibitions in Sturgis. These shows are not competitions. It isn't about one-upmanship and going home with a trophy. The prize is having your work in these shows, or maybe just parking out front and getting seen. It's part of an emerging culture that not only acknowledges working with one's hands and creating something unique; it celebrates these abilities in a whole new way.

—Michael Lichter



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A BIG Milwaukee-Eight Motor Installing Harley's SE Big Bore Stage III Kit

The introduction of Harley's new Milwaukee-Eight motor brings back memories of 1998 and the launching of the Twin Cam motor. Just as the Twin Cam motor was significantly different from the Evolution motor that preceded it, in the new Milwaukee-Eight, Harley has developed a larger displacement V-twin that features four-valve cylinder heads. While the displacement increase isn't huge at 4 cubic inches, the motor's crankcase has a larger bore for the cylinder spigots and the cylinder stud spacing was increased. These two changes allow cylinders to be installed that have larger bores than was possible on the Twin Cam motor's crankcase. To take advantage

of these changes, Harley's Screamin' Eagle performance parts offers a Stage III kit that includes a set of 4.075-inch bore cylinders and matching forged high-compression pistons. That is a .138-inch increase over the stock 3.937-inch bores, which gives the modified Milwaukee-Eight motor a total displacement of 114 cubic inches. Now we're getting big!

The Harley P&A Catalog listing for the Stage III kit (P/N 92500056, \$1,596) includes their SE8-498 performance camshaft, high-performance lifters, high-lift valve springs, multi-coated head gaskets, and clutch spring. We will cover the camshaft, lifters, and valve springs installation in an upcoming issue.

The Screamin' Eagle kit's included instructions only cover the operations used to fit the kit's unique parts into the motor; for the basic teardown, fitment, and standard assembly procedures, reference the factory service manual.



1 Although the new Milwaukee-Eight motor packs 107 cubic inches of power, it can be enlarged. These are the Screamin' Eagle cylinders that will do it; their 4.075-inch bore will give you 114 cubic inches. One new thing on these motors is that the front and rear cylinders are not interchangeable.



2 Mark installed the Stage III kit in a 2017 Road Glide; the job took two days.



3 The install started with the removing of the gas tank, air filter, right-side floorboard, and exhaust system. Mark then pulled the spark wires; there are four of them. He needed a special pair of pliers to get to the inner plug wires.



4 On the bike's left side, the horn and upper motor mount were removed as a unit.



5 The hoses and steel lines that supply cooling oil to the cylinder heads were next.



6 Unlike on a Twin Cam motor, the Milwaukee-Eight motor uses rocker arm shafts that are directly bolted to the cylinder heads.



7 With the rocker arms and pushrods out of the way, the lower half of the rocker box can be removed.



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That said, if you are planning on doing this type of modification to your bike's motor, buy the Harley-Davidson 2017 FL series service manual.

We followed along as Mark Petersen at Simi Valley Harley-Davidson performed the installations. Installing the SE Stage III big bore part of the kit was no more involved than fitting the motor with a new set of pistons. All of the parts fit as they were supposed to, without any drama.

The finished bike was a completely new ride. Its mid-range torque was outstanding, and when the throttle was yanked, the bike flew.

—Wendell Christopher

Simi Valley Harley-Davidson
Simiharley.com
805-552-9555

Harley Davidson
h-d.com



8 Mark then pulled the pushrod tubes.



9 The cylinder head nuts were removed and the heads were lifted off of the cylinders.



10 Mark pulled the head gaskets from the top of the cylinders.



11 To protect the pistons and their rings, he fitted flexible plastic tubes over the cylinder studs.



12 To prevent small parts from falling into the crankcase, rags were wrapped around the connecting rods and pushed down into the crankcase bores. The right-side wristpin keepers were removed, the pins pushed out, and the pistons were lifted off of the connecting rods.



13 The piston rings were checked for correct end gap and then installed onto the pistons.



14 The new cylinder base gaskets were fitted over the cylinder studs. Then the pistons and their wrist pins were given a light coat of oil and were installed onto the connecting rods.



15 Large diameter hose clamps (Ideal No. 462) were used to compress the rings on the pistons. Next, the rags were removed from around the connecting rods.



16 After sliding the cylinders over the studs and pistons, the hose clamps were removed.



17 The cylinders were seated into the crankcase and the reassembly process started. To be continued...



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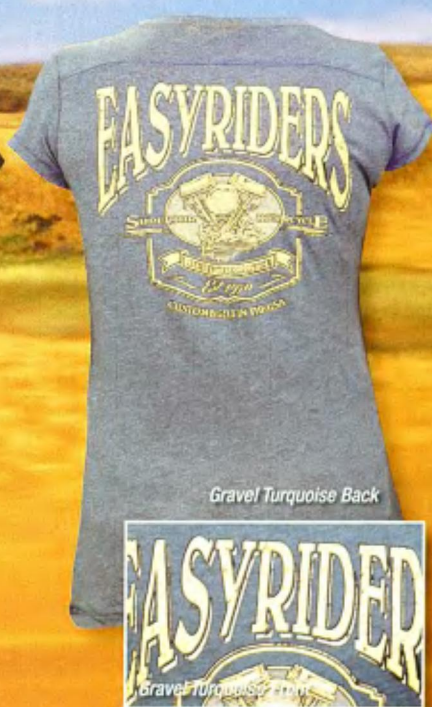
Peekaboo Front Black



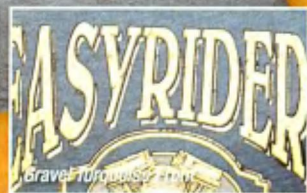
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CHARLOTTE BIKE SHOW

Hot on the heels of our killer Easyriders Bike Show in Sacramento, California, the 2017 Tour rolled into rainy Charlotte, North Carolina, for one day of custom craziness on January 21. The Charlotte Convention Center served as ground zero for a stunning collection of the Southeast's finest fabrications in the form of a cavalcade of custom motorcycles and dozens of classic cars and hot rods.

Carolina bikers welcomed us as they always do with Southern hospitality and you can bet that our crew enjoyed a heapin' helpin' of delicious soul food over at Mert's (where the slogan should be "Mert's 'til it hurts!"). Over 40 trophies created by Carolina Custom Products stood polished and proud, waiting to go home with the owners and builders of some of the South's coolest customs. Categories included Modified Stock bikes, Radical Customs, Old School wonders, Antiques, and baggers from mild to extremely wild.







Our sexy announcer for the bike show tour, Lisa Ligon, made sure that the hall was hoppin' and local band Dixie Revival laid down their soulful rendition of Southern rock favorites. Carolina bikers checked out the hundreds of custom bikes on display, filled up on tasty grub and frosty suds, and enjoyed the shakin' booties of the Purrfect Angelz Dance Troupe. A special tip of the hat goes to our friend J.R. Drake of Kick Ass Rod Shop, who always puts on a killer car show

featuring everything from classic cars of the 1940s and '50s to nasty hot rods and even rat rods. We also displayed original works of art by biker lifestyle artist David Mann; masterpieces that you can actually win in our new Sweepstakes!

As the judge of this bike show, I have to confess that absolutely every bike in the show deserved a trophy. I have never seen a more amazing collection of custom wizardry. I could have given out 100 awards to just all the elaborate





custom baggers from all over the Southern states. But choose we must, and when all was said and done, the day's top winners shook out like this: the Paul Yaffe Bagger Nation Award went to Woodlawn Baggers of Greenwood, South Carolina, for a 2016 Road King. The Sacred Steel "Douche" Award was handed to Dean Rappe of Charlotte, for an old-school 1953 panhead chopper that hasn't changed in decades.

The following top award winners qualified for our Invitational Bike Show in Columbus, Ohio, to compete for the Easyriders Bike of the Year. The Editor's

Choice Award went to Christopher Wade of Ft. Wade, South Carolina, for his sweet 1953 panhead; the coveted John Green Award was handed to Prism Supply of Stanley, North Carolina, for a cool 1941 knucklehead chop; and the Best of Show, which also gets a feature here in *Easyriders*, was awarded to Larry Curik of Lone Star Choppers in Waterloo, Illinois, for his pristine 2016 XR panhead chopper "El Rey."

The next stop for our Easyriders Bike Show Tour is Nashville, Tennessee. Visit easyridersevents.com for more information.

—Dave Nichols



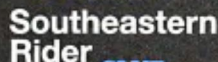
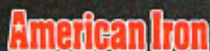
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A Party To Win

Bike builder Paul Yaffe knows how to combine business with pleasure. It's one reason he kept his businesses, Paul Yaffe Originals and Bagger Nation, afloat during the Great Recession when others folded by the score. His most recent endeavor was having his birthday bash at the Morongo Casino near Palm Springs, California, and combining it with a bike show and a bike raffle. It also happened to be his 25th business anniversary.

Originally planned as an outdoor event, the party had to be moved into the casino's ballroom due to inclement weather. Plenty of Paul's friends showed up to help him party it up, as did lots of random casino guests who doubtlessly were lured in by several examples of Paul's craftsmanship placed not only in front of the

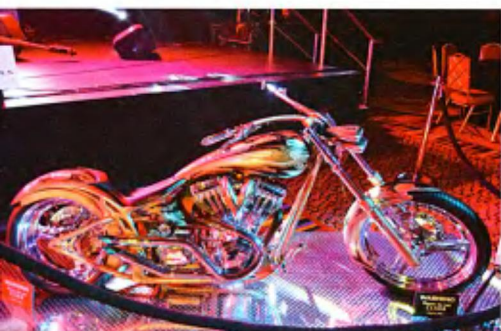


ballroom, but throughout the casino and inside the ballroom as well.

To that end, some of Paul's best customers gladly supplied their own Paul Yaffe Originals, customers like Tony Mullen, who brought five of his beauties all the way from El Paso.

The bike about to be raffled off was featured in the January 2017 issue of *Easyriders*: Paul's Jerry Sailor-themed

Morongo Casino Chopper, a 110-cubic-inch Twin Cam mill sitting in a PYO rigid frame with a 40-degree rake in the neck and an additional 3 degrees in the 6-over Paugho springer front end. Instead of paint, Paul explained during his introduction just prior to the giveaway, the bike wears tattoos, each one etched into the bare metal and then Cerakote-covered (a ceramic



coating brand) by painter Eric Carr to prevent rust. "Actually, each of the tattoos is one my father has on his skin," Paul explained to the audience. "We took them right off his body."

To set the mood, a birthday celebration came first, featuring a pretty girl jumping out of a giant cake, not one but two audience choruses of "Happy Birthday," and a slice of actual birthday cake for everyone who wanted some.

Then came the moment everyone had been waiting for. To qualify to win, you had to have a Morongo Rewards Card with which you got swiped in to compete. The lucky swiper—or winner—of the awesome tattooed bike was Lawrence Dean from nearby Redlands. To say he was a happy camper would be an understatement. While Lawrence tears in his eyes at times, most of the time he couldn't stop himself from grinning from ear to ear.

After that, the rockabilly band Rumble King got on stage and proceeded to rock the ballroom, while for Paul and his wife, Suzy Q, the fun was just beginning as they and a host of his friends kept partying until the wee hours of the morning.

—Tripper



138 Cycle Fab

RIGHT THE FIRST TIME





At the Easyriders Bike Shows we are always impressed with the rides on display, and for the last couple of years one of the stand-out builders at the Columbus Invitational has been Cole Rogers of 138 Cycle Fabrication, hailing out of Lebanon, Ohio. You know those bikes where you have to get down on the ground and look and point to every little nit-picky detail, each revealing one more level of perfection? That is the level of detail that we see in Cole's bikes, a marvel of simplicity and cleanliness in execution that really defines "finely crafted masterpiece."



Every frame, front end, or complete bike that comes out of 138 Cycle Fabrication is hand built. Cole prides himself on that level of craftsmanship. There are no CNC machines in his shop, just manual lathes and mills. He doesn't buy components from outside companies; he makes every piece entirely in-house. The only services he outsources are chrome, powdercoating, and paint.

This bike was crafted for Neal Perkins, a customer who had previously commissioned a bike from 138, then sold it after planning a cross-country trip with his dad that didn't pan out. When he tried to buy the bike back the new owner balked, so Neal went to Cole and asked him to build another bike, his primary criteria being, "it had to be even better than the last one."

The frame is a completely hand-built drop-neck design. The owner was

adamant that the bike "go real fast," so Cole wanted it to look real fast as well. The drop neck with the super short front end fit nicely towards that theme. The forks are a girder design that was designed and built by Cole. He describes it as a "knee action front end like an old bicycle." At first he was skeptical of the design, but has since declared it to ride "better than a new Harley front end."

Starting life as a 2003 Sportster, the motor was massaged with the addition of a 1200 kit to boost the inches from the original 883. A set of Andrews N-8 cams with a DynoJet kit made the bike into a real flyer. The transmission was trashed originally, so an Andrews close-ratio gearset was installed for flawless shifting. The end result was a horsepower to weight ratio that rocks.

Of course, a finely crafted machine has to look sharp in the paint

department as well. Cole wanted the paint to be understated, yet refined. For the House of Kolor Root Beer flake, Cole enlisted the talents of some young guns flying under the handle of Good Times Reform. The panels were laid in black with airbrushing around them, followed by tons of coats of Root Beer, some pinstriping, then more coats of Root Beer, and finally cleared. Cole declared it "awesome," saying that "it's really a pretty intricate paint job for being so simple."

The philosophy of 138 Cycle Fabrication is also really pretty simple when you get down to it. Everything is handmade. Everything fits like it should. Cole's bikes are functional and solid. They are made to ride. There is no breaking down, nothing falling off, they go and keep going. Not too much to ask for, eh? —Kit Maira



The owner was adamant that the bike "go real fast," so Cole wanted it to look real fast as well.

Owner: Neal Perkins
City: Lebanon, Ohio
GENERAL
Designer: Cole Rogers
Year/make: 2003 Harley-Davidson
Model: Sportster
Assembly: 138 Cycle Fabrication
Time: 3 months

ENGINE

Year/make: 2003 Harley-Davidson
Model: Sportster
Displacement: 74 inches
Cam: Andrews N-8
Ignition: Screamin' Eagle
Pistons: KB
Heads: Harley-Davidson
Lifters: JIMS

Carb(s): CV/DynoJet
Air cleaner: 138 Cycle Fabrication
Pipes: 138 Cycle Fabrication

TRANSMISSION

Year/make: 2003 Harley-Davidson
Modifications: Andrews close ratio gearset
Shifting: foot

PAINT

Painter: Good Times Reform
Type/color: House of Kolor/Root Beer

FRAME

Builder: 138 Cycle Fabrication
Rake: 36 degrees
Stretch: 2 inches
Shocks: none

ACCESSORIES

Bars: 138 Cycle Fabrication
Handlebar controls: 138 Cycle Fabrication

Fender: 138 Cycle Fabrication
Headlight: Tedds Cycle

Taillight: 138 Cycle Fabrication

Electrics: 138 Cycle Fabrication

Gas tank: 138 Cycle Fabrication

Oil tank: 138 Cycle Fabrication

Oil system: Harley-Davidson

Seat: 138 Cycle Fabrication

Pegs: 138 Cycle Fabrication

Grips: 138 Cycle Fabrication

FORKS

Type: Girder

Extension: -8 inches

Builder: 138 Cycle Fabrication

WHEELS

Size: 21-inch front, 18-inch rear

Tires: Avon Speedmaster front,

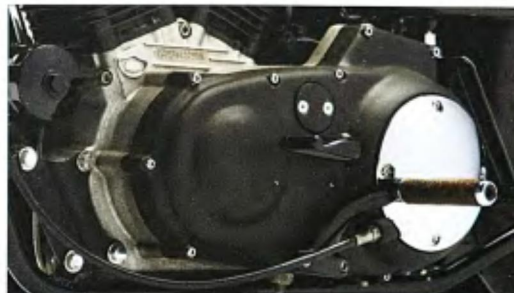
Avon Cobra rear

Brakes: Harley-Davidson

Photos: Michael Lichter
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Owner Neal Perkins standing, builder Cole Rogers sitting.



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This Month's Winner

In this month's issue, we bring you creamy Carly Deville from the kangaroo state of California. Carly digs surfing, slapping, slurping, and creating impressionistic sand-sculptures of her uterus for befuddled beachgoers. Turn to her feature and join us as we watch her discolor the formerly white seat of Alex Vasquez's insane Evo chopper.

—Captain Moosecock



#0501 Sarah—California

"My first ride on a Harley filled my soul with wild freedom and my under-pants with moist liberty!"



#0502 Michelle—Arizona

"My first motorcycle ride was terrifying at first but exciting at the same time. I couldn't wait to go again!"



#0503 Kirsten—Delaware

"My first ride on a Harley was amazing with the wind in my hair and the scenery to look at!"

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 discerning gentlemen of distinction. Meet and greet sweet and shy Katarina from Michigan. This cute as a cartoon bunny blonde enjoys long walks in nature, flower arranging, and murdering hitchhikers. Come back next month or we'll lay a big coil on your lawn and run away laughing with our pants down.

527

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

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

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Home Phone: () Cell Phone: ()

Date of Birth: I am years of age

I will pose: ☐ Nude ☐ Topless only

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

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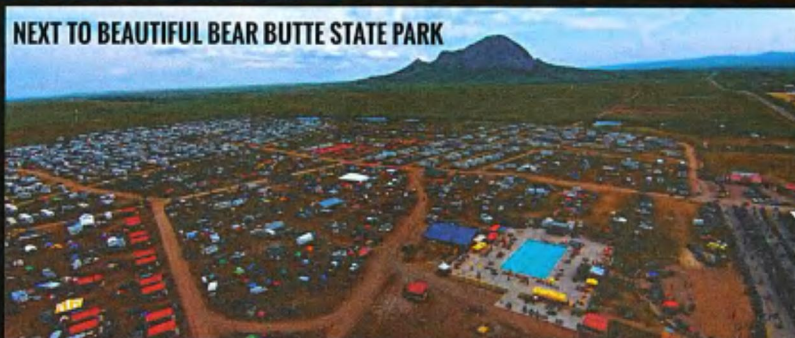
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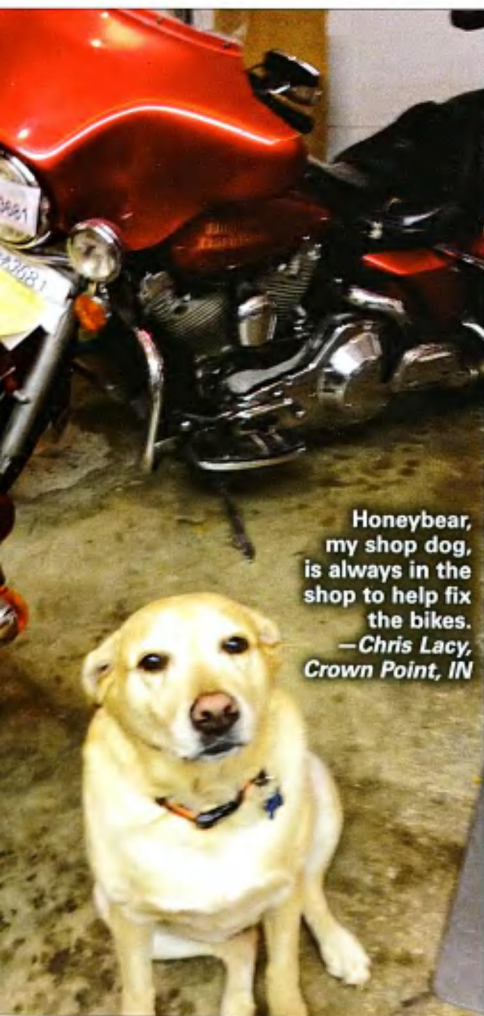


Puttin' Pets

A Biker's Best Friend

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

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



Honeybear,
my shop dog,
is always in the
shop to help fix
the bikes.
—Chris Lacy,
Crown Point, IN

This is my traveling buddy Beaker at the Buffalo Chip in 2016. He rode with me round-trip from Seattle. We logged 4,000 miles in two weeks and he loved it. He still gets excited at the sound of a bike starting up!

—Marc Vellat, Kenmore, WA



Here's Lefty, Otis, and Poncho.
They love to ride!
— Andy and Yvette Passon,
Lockport, IL





RETURN OF THE BLACK WIDOW

Fast Freddy dropped his Tequila shot into the mug of beer he had ordered. He chugged half the concoction, then slammed the heavy mug down onto the worn bar. "You sure it was her? I mean, I can't believe she has the nerve to even cruise through this old town after what she pulled," said Freddy incredulously.

"Yeah, no doubt," said Tony. "Terry will back me up."

"It was her all right, and she was askin' for you specifically." Terry said it with a wicked smile and a wink, then continued, "Looks like she wants a rematch."

"Well, she'd better pay me what she owes me before she asks for anything," Freddy spat with annoyance.

Just then, as if on cue, the front door of the bar flew open letting in a cold breeze, a few leaves, and an incredibly shapely woman wearing a skin-tight, full body leather suit. She walked with an air of confidence and let the wind slam the door shut behind her.

The stiletto-heels on the black, thigh-high leather boots she was wearing made a distinct clacking sound as she crossed the bar room floor. The crowd parted as if she were Moses and they

were the Red Sea. She had that effect on folks. After all, she was the Black Widow—a tough, hard-edged woman with the reputation of being able to tame her 130 horsepower Harley, winning race-after-race all along the Eastern seaboard. "Been lookin' for ya, Fred," she said before ordering her own boilermaker.

"You have some balls walkin' onto my turf with an attitude, considerin' you're just a tiny blowhard and a piker..."

She cut Fred off in mid-sentence by shoving a small manila envelope toward him. "Open it, Einstein. Then you'll know." She said it with a smirk and a wink. Freddy put down his empty beer mug, ordered up another one with the accompanying shot and proceeded to open the envelope.

Freddy grinned and said, "It took ya long enough, bitch." He counted the 20, hundred dollar bills the envelope contained. "There's more to it if yer gonna be all honest and upstanding," said Freddy. It was his turn to smirk.

A few years earlier, when the Black Widow had raced him down Acorn Drive in the old Deer Park section of Long Island, Freddy had beat the woman hands down. After losing, she had taken off through a narrow escape path, tearing off some pieces of her saddlebags and a mirror in the process. Fred had told everyone what a piker the Widow turned out to be and he was genuinely pissed. He was also pissed because, on the wide rear fender of the Widow's bagger, the phrase, "If ya beat me, ya can eat me" was written in neat red pinstriping and that was the real reason he raced her.

Tell ya what, handsome," said the Widow. "We go double or nothin' on a pro strip I know down in Jersey and if ya beat me...well, you know the rest."

Freddy didn't even think before answering. "You're on, Widow, and this time my boys will be blockin' off your escape routes. No more slippery moves, bitch."

"Okay, handsome. Two weeks from this Saturday, meet me in Englishtown, New Jersey. The strip will only be open for practice and shakedown. I can get us a half-hour there. I know the owners. Be there at noon and we'll do this thing." She said it like she meant it and

Fred noticed the hard glint in her eyes had softened a bit. He was doubly surprised when she stood up on tiptoes and kissed his cheek, whispering, "I'll get waxed on the off chance I lose." With that, she turned abruptly on her spiked heels and walked out the door.

Fred watched her bouncing ass as she headed out. It was a wonderful sight. He wondered what she looked like naked and then caught himself. 'Gotta beat her again. Gotta stay focused,' he thought.

Tony had wandered outside while the exchange between the Widow and Freddy had been going on. He came back in, all excited.

"Dude," He spoke to Fred. "She's got one of those new-fangled Harley Eight Valvers. Doesn't even look all that built. Did notice some hoses exiting the bags though. Gotta be nitrous."

"Yeah, that's fine," said Freddy. "I'll bring my 'A' Game. I'm takin' the Phantom." A few of the boys clapped and cheered.

"Good choice," said Tony. "I'll get to wrenchin' on it in the morning." Freddy had begun to rely on Tony for all his motor work. He had tired of doing his own work and was happy with Tony's incredible talent with Harleys. He'd won enough money street racing over the years to retire and just cruise the streets of the Northeastern U.S., looking for one race after another. It was his obsession. The incident with the Black Widow had gnawed at his soul for almost two years until he'd heard a story from an exceptionally pretty bar maid that he chatted up at Bird's Place.

The story she told had mellowed Fred a bit. Seems the Black Widow wasn't a piker, she was just desperate to pay the hospital bills her niece was accruing as she lay dying of cancer. She had been racing and beating her bike into the ground all over New York and New Jersey. Those races had taken their toll on her bike. She had been sending every penny back to her sister in Philly to help with all the specialists and meds needed for her niece and hadn't been putting anything into the bike.

Fred realized she was desperate and that was the reason for her quick exit from the scene when she lost to him. The Black Widow's niece had finally

succumbed to the disease but rumor had it that the Widow was still paying all the expenses. 'Guess she's not such an unholy bitch after all,' Fred thought to himself.

The day of the race came quickly and Fred, Tony, Latch, and Dennis, fired up their bikes early to beat the bridge traffic over to Jersey. They rode as one, ignoring speed limits and cranking hard. Fred was happy as a clam in wine sauce as the Phantom was running like a raped ape with its ass on fire.

She was a silver gray, Road King with black extended bags filled with nitrous bottles. She ran in the high tens on a legitimate strip thanks to her 130-cubic-inch motor. The Phantom was barely tractable out on the highway and Fast Freddy liked it that way. She was loud and raucous and anyone who heard her knew she was mean and formidable, kind of like Freddy. They made it down to Englishtown in record time. The weather was cool and dry and so was the drag strip. Freddy and the boys wound their way through the pits and onto the strip where the Black Widow waited with a few of her female cronies. Freddy was impressed with all of their rides, as was Tony. The Widow walked over to Freddy and reached out her hand. Freddy shook it firmly and that's when he noticed the black ribbon sewn across the red hourglass the Widow had stitched on her black leather, right over her heart. "Good luck today, handsome, she said with a grin. "You're gonna need it."

"Yeah, we'll see sweetie," said Fred as he leveled his gaze at her. "I didn't ride in on a donkey, ya know." With that he turned, walked back to his bike and mounted up. He motioned to his boys to run down the strip and block the exit roads. The Black Widow's crew rode down with them, chatting back and forth as they went. Fred was surprised to see the Christmas tree lights were working. He had half expected one of the Widow's crew to be dropping a flag. He nodded over to the Black Widow. She started her burnout sequence and Fred was surprised by how smooth the bike sounded, almost as if it hadn't had any motor work at all.

Fred laid into the Phantom and

smoked the tire violently. The bike shrieked like it was pissed off at the world. He could feel the frame bowing beneath him. He rolled up to the lights and staged. The widow took her time and finally rolled into the beam. She was trying to psych him a bit. She slapped down the lid on her full face helmet and turned to concentrate on the task at hand. Fred did the same.

The stage light was lit, then yellow, yellow, yellow, green. Fred dumped the clutch and felt the Phantom dig in firmly, he nailed second, wound her up through the rest of the gears, and in eleven plus seconds he was through the traps. He knew he had lost by a few tenths but he felt no remorse. It was a damned good run. He saw the Black Widow throw her fist up as she wound down and aimed for her gal pals. He watched her dismount and was once again impressed by her fine ass. Pulling the Phantom up next to her, he shut down, kicked down the stand and reached out his hand. She leaned in and shook it. "Told ya I'd smoke your ass," she bellowed, "and Lord knows I can use the money."

"So I've heard," said Fred as he unzipped his leather and reached in for the envelope. It was twice as thick as it was two weeks ago. He handed it to the Widow and said, "Great race, lady. I guess we're even on the rest as well."

"No, honey. I still feel like I owe ya somethin' for what I did to ya the last time we raced. Here!" She handed him what looked like a charge card. When Freddy looked at it, he realized it was a swipe key for the Holiday Inn two exits up. "See ya later," she said as she mounted up and hit the go button. The Black Widow rode off smoothly as her gal pals fell in behind.

Fred rode over to his boys. They had formed up and left his position open. Tony yelled over the pounding exhausts, "Hey what's up? You were a full second slow on that pass."

Fred answered, "Yeah my heart wasn't in it today, boys. You feel like stopping at the Holiday Inn for a few? If we get too wasted, the rooms are on me." With that, he eased out the clutch and headed for the interstate with the boys close behind.

—Z. Jaki

Road Test: 2017 Wide Glide



New Technology With Old-School Styling



Harley-Davidson's FX line, of which the Wide Glide is a prominent member, was originally conceived in the late 1970s by combining certain Sportster components with big twin frames and engines. It was, in a way, the company's first real attempt at customizing its bikes and thereby copying what many riders at the time had already been doing for years.

Many of the FX models were discontinued, including the FXWG Wide Glide, until the Dyna chassis was conceived and first produced in 1991, with the FXDWG Dyna Wide Glide being born (or reborn if you want to

put it that way) two years later. I wish I could say it became a huge hit, but it was retired again in 2008, only to rise one more time in 2010 as a sort of bobbed version of itself. And that's where this year's model comes in.

The 2017 Wide Glide is the company's modern version of "old-school" and their "back to the basics" approach. That means pretty much what you see is what you get. There are no hidden switches or gadgets, and the emphasis is on simplicity. From the no-frills dash that gives you nothing more than a speedo, trip meter, and clock (there is no entertainment



The Wide Glide is a true factory chopper.



DIMENSIONS

Length: 96.3 inches
Seat Height, laden: 25.5 inches
Ground Clearance: 3.9 inches
Rake: 34 degrees
Trail: 5.2 inches
Wheelbase: 67.5 inches
Tires, front: 80/90-21 54H
Tires, rear: 180/60B17 75V
Fuel capacity: 4.7 gallons
Weight, in running order: 683 lb.

ENGINE

Type: air cooled High Output Twin Cam
Displacement: 103 cubic inches
Bore: 3.875 inches
Stroke: 4.374 inches
Compression ratio: 9.6:1
Cooling: air cooled
Fuel system: electronic sequential port fuel injection (ESPFI)
Primary drive: chain, 34/46 ratio
Final drive: belt

CHASSIS

Exhaust: chrome Tommy Gun 2-1-2 collector with dual mufflers
Wheels: black steel laced
Brakes: 4-piston front, 2-piston torque-free floating rear

PERFORMANCE

Engine torque: 99.5 ft.-lb.
Engine torque (rpm): 3,750
Lean angle: 28.4 degrees right, 31.9 degrees left
Fuel economy: 42 mpg (combined city/hwy)



The rider's seat is lower than the motor's cylinder heads.

center, Bluetooth hook-up, or tire pressure monitor, for instance) to the bare bones foot pegs and minimalist black wire sissybar; this bike takes its styling cues from the bobbers and choppers of yesteryear.

Cradled in its Dyna frame is its heart, a 103-inch High-Output Twin Cam engine that is anything but old hat. Although not quite as new hat as the brand-new Milwaukee Eight engine (reserved thus far for only Harley's bagger line), this 45-degree V-Twin offers up plenty of power and energy, which is only enhanced by the fact that it propels the bare minimum of

what's absolutely necessary to make this a minimally comfortable, hard-riding bike that handles a lot better than most choppers did 40 years ago.

As you can tell just by looking at it, this is not the kind of bike you want if you're a long-distance rider used to the comforts of a bagger. This is a bike you choose because you like to cruise around town or go on weekend runs with your riding buddies or your significant other. With its 21-inch steel-laced wire wheels mounted onto a Wide Glide front with a generous 34-degree neck rake (only the Breakout has more rake at 35 degrees), it



handles the way you would expect a mild chopper with 5.2-inch trail to handle: easy on the arms and back, no real effort needed to lean into curves, and just in general, a smooth ride that putts along easily on just about any highway, accompanied by a nice, mildly throaty sound that emanates from a set of chromed 2-in-1 Tommy Gun pipes as you twist the throttle.

But the Wide Glide can be more than just a nice ride down to the corner bar and back home; it can also serve as the starting point for your very own and personal custom bike. Harley-Davidson offers tons of proprietary parts and



The rear fender covers just enough of the tire to make it legal.



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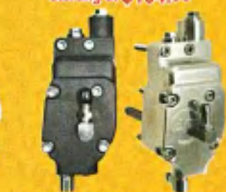
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accessories, from a factory-engineered Screamin' Eagle upgrade kit, solo seats, and drag handlebars to a gloss black front end kit, Bullet headlamps, and plenty more. Or just fabricate your own stuff if you have the wherewithal.

The 2017 Wide Glide is a nice combination of old-school and new technology, but the technology doesn't overpower you like that of one of Harley's top-of-the-line baggers might. Then again, at 16 grand, you might actually keep enough money on your debit card to afford the gas you need to power this puppy, which, by the way, gets an estimated 42 mpg and thus needs a bit more gas per mile than a heavier bagger with its larger 110-inch Milwaukee Eight engine would. Go figure.

At any rate, the 2017 Wide Glide is neither the best nor the worst bike Harley's ever come up with; it's pretty much right there in the middle somewhere, but considering the really cool (and expensive) stuff Harley's been coming up with lately, right there in the middle isn't so bad. Chances are, at least your wallet won't be bleeding to death.

For more info on this or any other Harley-Davidson model, go to h-d.com.

—Tripper



The bike's anti-lock brakes are one of its few hi-tech parts.



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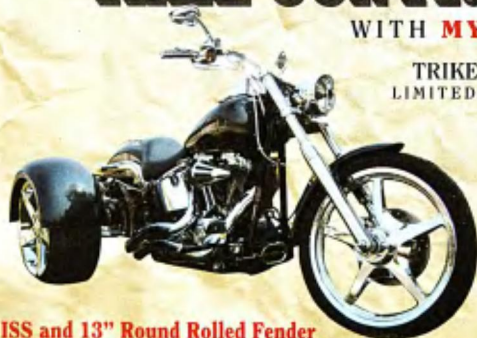
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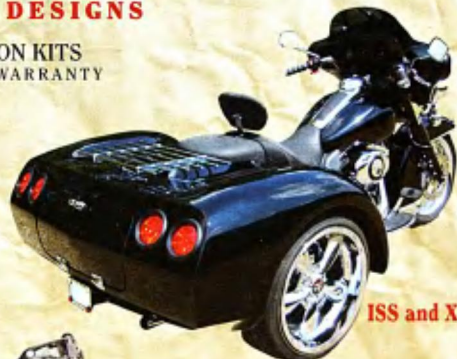
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ALEX "RUDE" VAZQUEZ'
LONE WOLF
RUDE CHOPPER

Rude Attitude

Alex "Rude" Vazquez of Rude Choppers out of Hawthorne, California, rolls with his Douche Larouche MC brothers and admits that DLMC keeps busy by skillfully constructing machines of this ilk and bringing their special brand of douchery to the world in an effort to keep it safe from the empty suits out there.



Rude built this machine to ride.



With a foot clutch, girder front end, rigid frame, open belt drive, kickstart only, and an Evo motor, Rude built this machine to ride. He told us that most of the crowd he meets has one of two perspectives on this chopper. "They feel either pure fear or pure admiration," Rude tells us.

Rude began his project with no real concept or direction whatsoever. After landing an incredible deal on the frame, he started a two-year voyage to put this pile of scrap metal together.

Rude proudly lives, breathes, wrenches, drinks, and bleeds for the good of the biker brotherhood. It sure looks like fun but you should hear how it sounds. Those upswept Paughco pipes are straight outta the 1970s, and the extra-long girder front end is from an old digger with a dirt tire—ribbed for her pleasure. Rude says he built the king and queen seat to fit his wife Kimberly's tush.



The unguarded chain is bent on the destruction of ankles and will chew your foot clean off if you aren't careful. Alex can be seen cruising on the shittiest roads in southern California, but can't stop smiling while riding his mind-twisting chopper. His favorite

stretch of road is a loop around San Diego with a stop at the Cherry Bomb.

Speaking of cherry bombs, let's all meet Ms. Carly Deville who you selected as this month's Fox Hunt winner. Whenever she brings out the twins she gets the win. —*Cheese*



Owner: Rude Vazquez
City: Inglewood, California

GENERAL

Fabrication: Spruce street/
Lone Wolf Chopz
Year/make: 1996 Evo
Model: chopper
Assembly: Rude Choppers
Time: 24 months

ENGINE

Year/make: 1996 Harley-Davidson
Rebuilder: Footloose Cycles
Ignition: S&S Hi-4
Displacement: 1340 cc
Lower end: Harley-Davidson
Pistons: Wiseco
Heads: Harley-Davidson
Cam: S&S 5655 grind
Lifters: S&S
Carburetor: S&S Super "E"
Air Cleaner: Speed Dealer
Velocity Stack
Pipes: Paughco Upswept

TRANSMISSION

Year/make: 1976 Harley-Davidson
4-speed ratchet top

PAINT

Painter: Sweet Baby James
Type/color: House of Kolor/blue, Orange

FRAME

Year/make: 2000 Paughco
Type: rigid
Rake: 38 degrees

Modifications: mid-controls

ACCESSORIES

Bars: Lone Wolf Chopz
Handlebar controls: Nissin
Fender: trailer
Headlight: Yankee
Taillight: DLWC Wizard
Pegs: Seven Sin
Electrics: Rude
Gas tank: Mustang 2.2 gallon
Oil tank: Spruce street
Oil System: Harley-Davidson
Primary: Belt Drives Limited 1 1/2-inch
with panhead plates
Seat: Boney
Grips: Seven Sin

FRONT END

Type: Girder
Extension: 6 inches over
Builder: Fury

WHEELS

Hub: War Gasser spool front,
Harley-Davidson rear
Size: 23-inch front, 16-inch rear
Tires: Bridgestone front,
Chengshin rear
Brakes: SK moto dual caliper

Photos: John Covington
Model: Carly Deville



"When people see
this bike they generally feel
either pure fear or
pure admiration."

A chopper freak to the core,
Rude has clearly never seen a
woman's breasts before.



FROM THE EDITORS OF  **COMMEMORATIVE SPECIAL**

BIKERS FOR TRUMP



His spirit and drive captured the heart of a nation and shocked the world. Billionaire businessman Donald J. Trump is the 45th President of the United States, but his road to glory had its share of potholes along the way. Luckily, red-blooded Americans from all walks of life had his back and such grassroots groups as Veterans for Trump and Bikers for Trump helped to pave the way for a stunning victory.

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**BIKER RUNS FROM
COAST-TO-COAST:**

TRUMP INAUGURATION IN D.C.

KENTUCKY BIKE RALLY

SEATTLE OYSTER RUN

RENO STREET VIBRATIONS

BIKERS FOR TRUMP

Riding the Inauguration





In the early days of the presidential primaries, Donald J. Trump's straightforward ability to speak his mind caught the attention of South Carolinian chainsaw artist Chris Cox. The same non-politician straight talk garnered the attention of a vast majority of blue collar America. Although the delivery was slightly off, very possibly you were among those who thought that the message was right on.

If you stood among that quiet majority, it should be blatantly obvious by now that you were not alone. Trump's views on everything from veteran's affairs and his hatred for the complete lack of support of vets were getting under the current administration, to strengthening our borders and defending the United States from radical Islamic terrorists, were all views that Cox and most working class bikers shared with this political outsider. While most Americans were thinking that this man will never break through the walls of the established politically correct society, nor get the republican nod with his defiant dialogue, Chris was thinking "This is our guy."

Trump was someone who could run this country like a successful businessman and not the usual career politicians that are tied to political correctness and loyal to the donations responsible for keeping them in public office. That was more than enough for Cox to join team Trump. Under the banner of his newly-founded organization, Bikers for Trump, he hit the open road to preach the gospel of Trump. His goal was to try and unify the biker community into a formidable group and educate the masses on his candidate's message.

Cox took to the road initially zig zagging through the southern quarter of the U.S., to spread the word at local biker bars, several larger scaled bike rallies, and anyplace that would let him speak, sell some Bikers for Trump T-shirts, and hand out a few bumper stickers. As Trump's approval gained momentum, so did the Bikers for Trump organization. The BFT movement expanded west and was soon getting air-time on the national news networks. The membership, consisting mostly of military vets and first responder types who ride, grew to approximately 250,000 and successfully broadcasted President Trump's message on a national scale. Cox believes he and his group played a significant part in the election of our current president.







On January 20, Cox took his group to Washington, DC, to celebrate the Republican victory. At the inauguration of our 45th president, Bikers for Trump offered some positive balance to the many anti-Trump protestors and provided assistance to the local police force to help deter any protesting gone awry. Cox states that Bikers for Trump are not vigilantes nor are they trying to start confrontation. His definition of the type of help they provide is simple, "We will let the local police do their job but if called upon to help, we will be there to aid them in any way we can." Although there were several peaceful and a few not-so-peaceful attempts at disruption during this year's inauguration, Cox's group never had to step in to that degree.

It was an honor to attend the inauguration, and Bikers for Trump put on their own "half-time party," tipping their Make America Great Again baseball caps to a new era of government "for the people and by the people." They celebrated their victory with music, inspiring speeches, and a show of emphatic support for our new President. The party got started with a few tunes from the biker world's favorite rally band, The Fried Brothers. We made sure bikers at the event realized that *Easysiders* magazine has been supporting Bikers for Trump and our new president. Then, House Representative and Veteran's for Trump speaker Al Baldasaro spoke to the crowd about some new things in the works to improve veteran's rights and their health care. Rolling Thunder's Ted Shpak spoke of better times on the horizon and invited everyone to support our veterans at this year's Run to The Wall in DC. Speeches from Cox and RC Pitman, of the Bikers for Trump Florida chapter, filled the gaps until it was time to bring back the Fried Brothers to entertain us while we waited for the inauguration parade to start its trek down Pennsylvania Avenue.

At the now famed Women's March on Saturday, Bikers for Trump secured DC's only rally permit for pro-Trump support. Starting things off at John Marshall Park, just off Pennsylvania Avenue, Bikers for Trump put together



an afternoon of activities for that Saturday, with Gary Thomas of the Fabulous Roadducks and a dynamic electric guitar rendition of the National Anthem, followed by a few politically versed country style tunes by all-American crooner Kenny Lee. In addition to the speakers from the Friday lineup, television journalist and Second Amendment advocate Jan Morgan spoke to the intermingled group about her Second Amendment battles and the ways our new president will aid us with that conservative fight. Kenny Lee wrapped up Saturday's rally and Trump celebration by serenading a very diverse group of political activists from both sides.

Now that the election is over and a new sheriff has moved into town, Cox and the Bikers for Trump won't simply ride off into the sunset, never to be seen again. Cox will stay at the helm of BFT and use its growing numbers to present a unified voice to the government for causes that are significant to the Biker Community all across America.

—Don Rogers



Photography by Don Rogers and Rogue

HOT & WET

CRUISIN' FOR A BOOZIN' AT THE KENTUCKY BIKE RALLY





It's been a few years since we last visited Sturgis, Kentucky, for the Kentucky Bike Rally. Most know this rally better by its former name, Little Sturgis, but we're not allowed to call it that anymore. Nonetheless, the rally will always be known as such to many old timers and regulars no matter what the courts say.

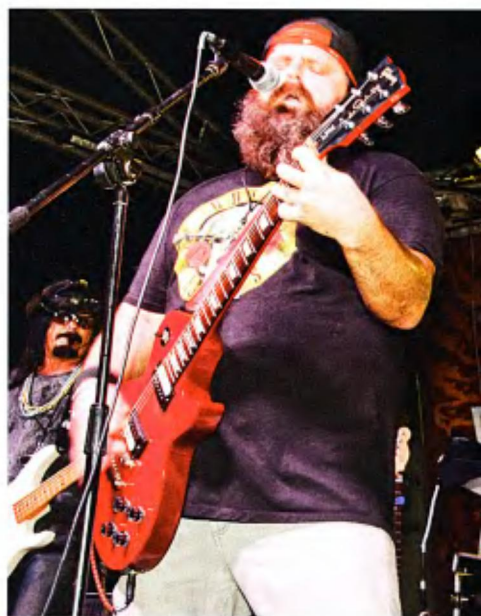
This year, the weather was hotter than hell itself. Previously considered "dry" and a BYOB affair, the rally recently got voted "wet," so there was plenty of ice-cold beer on hand to quench a parched throat. Lots of chilled bootlegged shine, that many Southern rallies are becoming known for, was also being passed around in mass quantities after the sun dropped. On my previous visit, I thought it strange to be at a motorcycle rally that didn't sell beer, and I couldn't imagine how it could possibly survive. But survive it did and actually thrived despite the handicap. Since that "no beer" thing has changed the Bud crew is now one of the rally's main sponsors. Happy days are here again!

Another heat buster at the Kentucky Bike Rally is their indoor rodeo and show field. It's the only rally, I know, that holds biker games and a custom bike show inside a nicely air conditioned rodeo arena, giving spectators a place to cool off while cheering on the games or watching the trophy presentation for the 23-class bike show. Conversely, making some temperatures rise outside that chilled arena were the booty shaking and sexily scorching Cherry Bombs dancers who were on hand for four shows at the three day event. Several of the gals added a little glam to the games inside by volunteering as partner for any rider who happened to find himself at the gate without his favorite wienie biter in tow. Also keeping things hot on the main stage outside were performances by Mustang Sally, Louisiana Swamp Donky, Hollywood Gutter Rats, Charlie Bonnett III, and Saturday's big headliner, country music's own rapper Colt Ford.

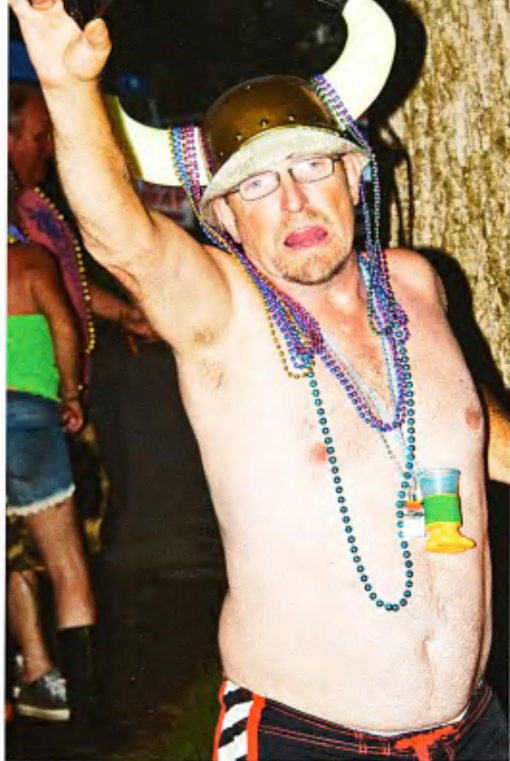
A big draw to the Kentucky Bike Rally has always been the Dirt Drags, which has not changed. Dust clouds fill the air around the track in an old-style, down and dirty, straight 1/8-mile timed shoot out in classes from Run What You Brung to Nitro—all vying for cash prizes in five classes.

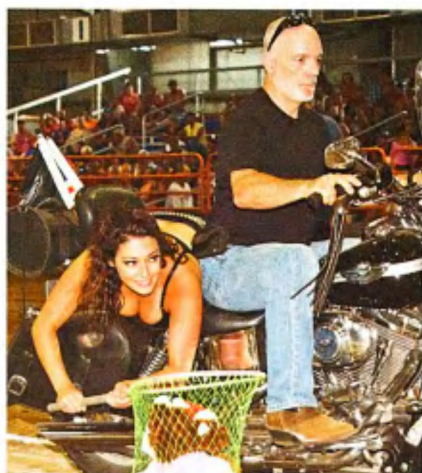
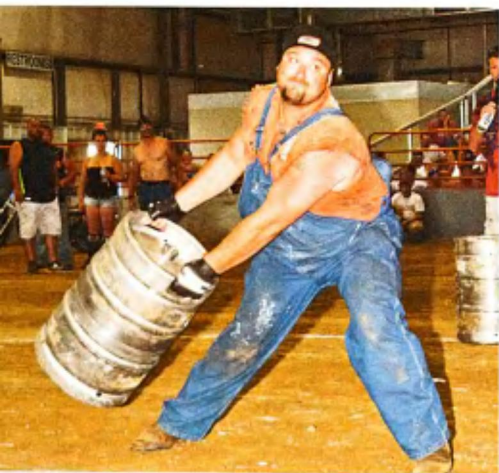






Since there aren't many hotels nearby, most of the folks who attend stay here at the rally, creating a party within the party. Even as entertaining as the scheduled activities are, riding the Loop as it's called, is half the fun here. The landscape along the loop is dotted with stripper poles, makeshift stages, swimming pools, carnival games and is lined with bead bearing folks who will gladly decorate any gal that rides by and shows a little skin. While this activity is ongoing all day, it really heats up when the sun drops below the horizon. That might have something to do with that shine we spoke of earlier.





One thing is for sure, the spirit of the old rally lives on through the people who supported it when she was on one knee and it grows bigger each year. The old timers continue to come back year after year bringing with them a new and younger crowd that knows nothing of what the rally was in days past. They only know what it is today. Just a damned good time.

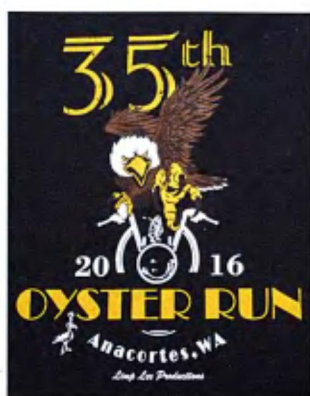
—Don Rogers



Photography by Don Rogers

OYSTER RUNNERS

LIVE TO SHUCK—SHUCK TO LIVE







In the marine world of the Pacific Northwest, autumn brings mollusk season and the renowned Oyster Run. Always on the third Sunday in September, this run is a self-guided-tour through whatever towns you want visit in Skagit County, for however long you want, riding whatever route you wish, but ultimately ending up in Anacortes, Washington, if you care to join the main festivities of the day.

This year's 35th anniversary rally was blessed with sunshine and blue skies on that long-awaited September Sunday. With temps in the low 50s, I had rolled my Road King out of the garage before sunup. When my posse arrived, we headed north to grab breakfast at Sound Harley (as in Puget Sound). As one of the 70-something supporters of the run, the store also sponsored local children's organizations by providing a pancake breakfast with a lot more than just pancakes for \$10 a plate.

There are too many towns to pass through all of them, so we chose to ride north on Route 9, then headed west to Conway on our way to Anacortes. The Conway Tavern, a long time supporter of the Oyster Run, serves grilled oysters and bloody Marys—the breakfast of champions! Next door, local artist, Steve Harrold of Harrold Studios, showed creative wire and oyster shell art. By 9:30 a.m., hundreds of bikes were roaring through the Skagit Valley on every road within 70 miles of Fidalgo Island, home of Anacortes.

This year, some 20,000 bikes converged on the region, coming from as far away as Texas, Utah, New Mexico, and Montana, according to Limp Lee, one of the founders of the Oyster Run. The Christian Motorcycle Club hosted a welcome event at Bay View State Park for Canadians. A lot of participants stay in the outer area, in towns like Big Lake, Clear Lake, Conway, LaConner, and Edison, and the hotels were full for the weekend—even in Marysville, 47 miles south of Anacortes.

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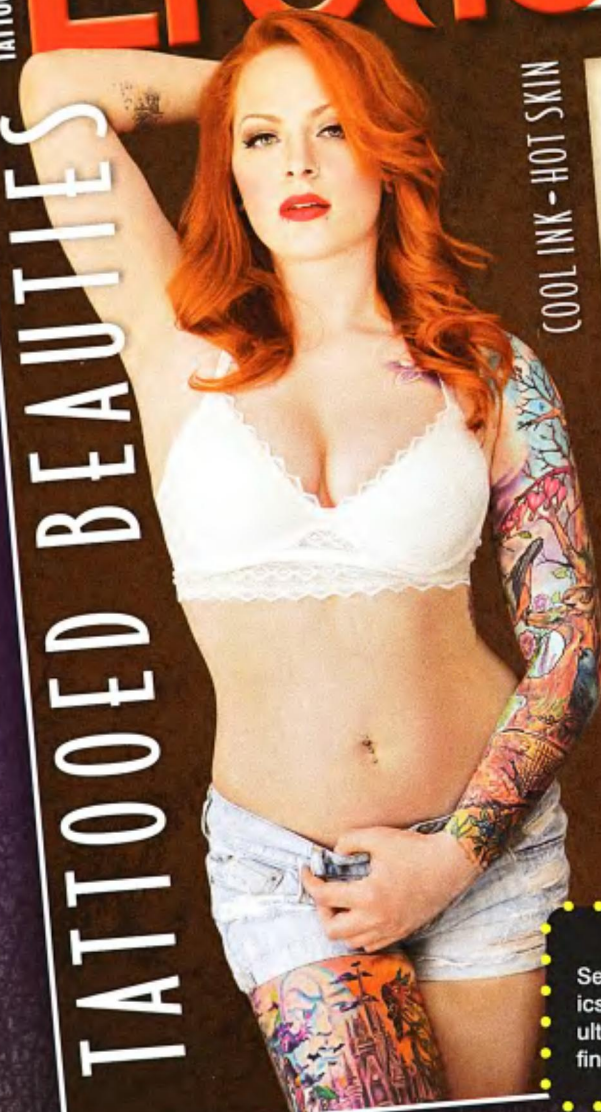
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Everywhere there were oysters are to be eaten. Suck 'em off the half shell raw, use a fork to eat 'em fried, stack 'em in a sandwich, or have 'em grilled as a side, hot sauce or no sauce, you couldn't go wrong if you love oysters.

The town of Anacortes was packed by 10:00 a.m., and the bikes just kept rolling in. At the entrance to downtown, the Vintage Motorcycle Enthusiasts hosted a motorcycle show. The Seattle Cossacks Motorcycle Stunt Team, as always, put on a jaw-dropping, fantastic show, climbing all over each other, doing headstands and yoga poses while riding vintage Harleys, VLs, ULs, and knuckleheads.

Once the sun finally burnt off the last of the clouds, temps hovered in the low '70s, warm enough to take off the leathers for a few hours. Early birds start to leave Anacortes around noon to avoid the traffic that backs up a few hours later, as there is only one road on and off the island. Visiting some of the many towns on the way home is part of the fun, too, regardless of which direction you head.





Photography by Derby Photography

With dancing in the street, vendors galore, music at the Majestic Inn throughout the weekend, old bikes, new bikes, oysters and fair food, motorcycle stunt team, sunny weather, blue skies, rolling hills, and the Seahawks crushing the 49ers 37-18 to boot, it was a great day.

By 5 o'clock bars stopped serving, vendors packed up, and the streets were cleared out by local authorities. It felt a bit like midnight on Fat Tuesday in New Orleans, a quick transition from crowded, ruckus, and festive to calm and tranquil.

To learn more about the Oyster Run, visit www.oysterruninc.org

—Derby

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Bodacious babes in wet T-shirts, cool music, awesome roads to ride on, a terrific bike show, casino gambling, and much more. The 2016 Reno Street Vibrations Fall Rally had it all, and all you had to do was get there and enjoy. If you had a copy of the Official Pocket Program, you knew right away it would be impossible to do everything. There was a slew of activities, and the one big drawback was that you simply couldn't be everywhere at the same time.

Saturday alone featured so many events and points of interest, you didn't even know where to start. Monte Perlin's Globe of Death attracted hundreds to the corner of 6th and Virginia in downtown Reno while the Slow Bike Races were happening just further down on Virginia Street and, at the same time, 40 miles to the south, the Liv Fast Moto-X Free Style show was going on at the Carson City H-D dealership.





Meanwhile, bands played at just about every downtown street corner, from rock to blues and more. There was some awesome blues by the Boogie Daddies, for example, or '60s-types stuff by Lucky Tongue, or tribute bands like the all female band Cruella or the ZZToppers trio calling itself Beerdrinkers and Hellraisers. Likewise, vendors densely lined the streets and sold all kinds of goods, from food and beer to motorcycle-related stuff to things you usually would find at regular street fairs, like arts and crafts.

All weekend long in the Reno Ballroom, and at the invitation from Mondo Porras and Les Covington, dozens of old-style choppers and boppers competed for attention and trophies at the Denver's Choppers Old-School bike show. It must have been gut-wrenching for the judges to determine the winners among so

many worthy contestants. Ultimately, though, it was young gun Ryan Grossman's insane '47 knuckle chopper "Alien Poison" with its Paughco wishbone frame and springer front end that took Best of Show, while People's Choice went to Stacy McClearly for his '66 shovelhead race bike "Garage Special." As always, Les and his girl, Michelle Avery, beautifully handcrafted each of the 17 trophies themselves.

Now in its 23rd year, Reno's Street Vibrations Fall Rally has evolved into one of the major motorcycle gatherings in the nation, not only based on attendance (which was estimated at around 50,000 motorcyclists from around the country) but also in terms of "playing field" size. While Reno was the center of the event, lots of things were also going on in the surrounding areas and stretching all the way into California.



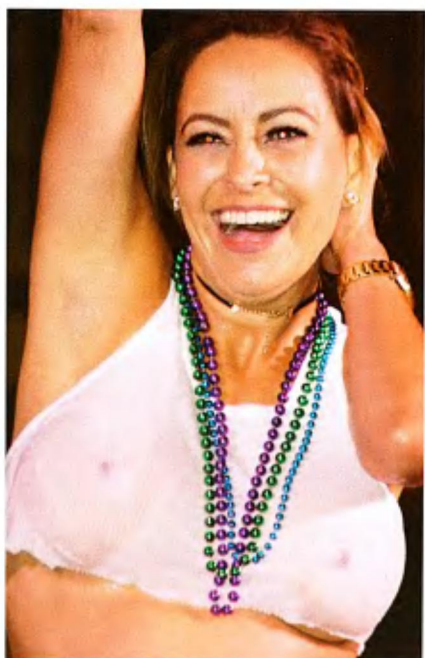


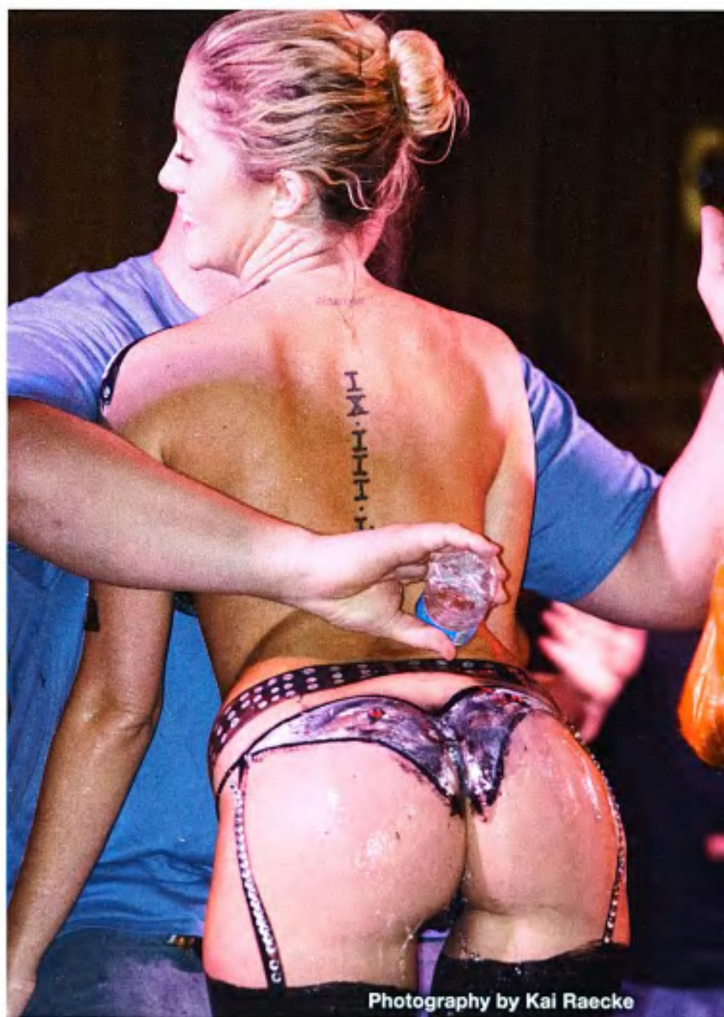
Of course, lots of people opted to ride out to Virginia City for the day to hang out with thousands of their best friends, do some people and bike watching, toss beads to all the women willing to lift their tops for them, enjoy Bloody Marys at the infamous Bucket of Blood Saloon, or simply just amble along the city's slanted, wooden sidewalks, cheek to cheek and in lockstep with everyone else. Others chose to ride the scenic roads out to Lake Tahoe or other destinations in the Sierra Nevada.

For the grand finale on Saturday night, the Silver Legacy Hotel put on a terrific fireworks display on the hotel roof. It just so happened that John Dawson and his eponymous band were just finishing their set in the parking lot of the nearby Sands Regency Hotel to make room for a wet T-shirt contest, when the fireworks started, an impromptu offering of America the Beautiful and a couple of other patriotic songs made for a very festive and emotional atmosphere.

Once that was over, though, a bevy of wet titties brought the whole weekend to a delectable and uproarious climax that went from the downright comical to the very titillating and, in general, would be hard to describe. You just had to be there.

—Tripper





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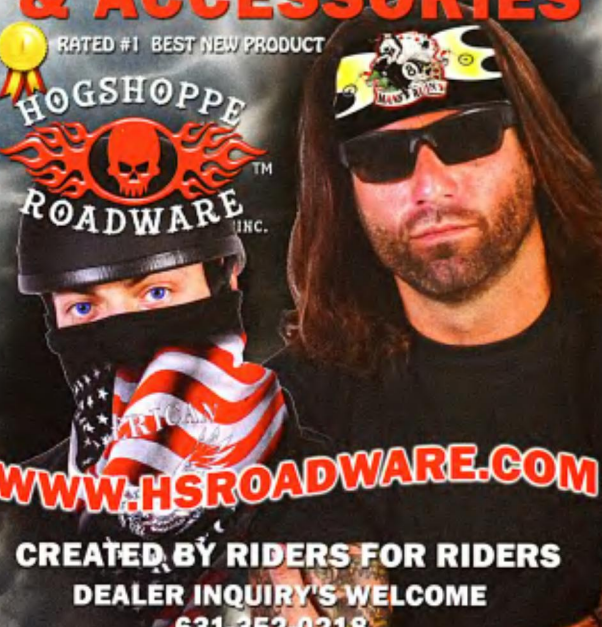
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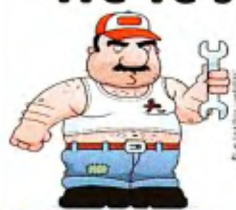

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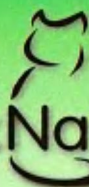
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ReadersRide

Billy Moss

Orangevale, CA

1999 Honda Shadow

We don't show metric bikes on these pages very often, but there are times when we just can't help it because they're just too cool not to. That's the case with this very nice little bobber. It demonstrates that even such normally hard-to-customize bikes like this '99 Honda Shadow can be modified and tweaked to look like something that looks perfectly at home in any hardcore custom bike magazine.

According to its owner, Billy Moss, most of the work was done by the good people at Old E Metalworks in Rancho Cucamonga, California. The frame was gutted and rebuilt to accept the bottom-mounted radiator, for instance. Old E also made these very impressive looking straight pipes, lending the rebuilt 750cc engine a much more throaty sound than you'd expect from a Honda Shadow. The pipes weren't the only parts handmade by Old E—there are also the pegs, the gas tank, the oil tank, handlebars, and all kinds of other neat little pieces.

Finally, the bike was painted in satin black with a white pattern on the tank to match the equally white and sprung solo seat. All in all, this is by far the coolest, raddest Honda Shadow we've ever seen. —Tripper



Comin' At Ya



Ride with *Easyriders* June issue (No. 528) to the mighty Republic of Texas Rally for all the farout two-wheeled fun! Then join us at the Easyriders Nashville Bike Show to check out the South's coolest new customs. We'll also take you to the all-out biker party known as Bean Blossom Bikerfest for all the nekkid nastiness!

Custom bike features will include Arnold Mary's show-winning digger, Rick Martinez' panhead chopper, Dax Leandro's big wheeled Evo rigid, Andy Marks' Indian boardtracker, and Jason Steitenberger's old-school chop job.

Then check out the latest chopper kid crazies in *WRENCH!* It's all rippin' up your front yard in the June issue of *Easyriders!*

On sale April 25



The June issue of *V-Twin* (No. 194) is the "G-Rated" version of *Easyriders* and there is nothin' in it that you can't show your dear ol' mum. It includes a bonus custom bagger magazine—*ROAD IRON*—extra tech guides, and of course, no nudity.

On sale April 25

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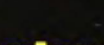
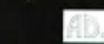
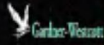
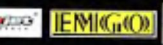
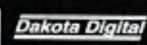
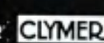
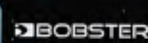
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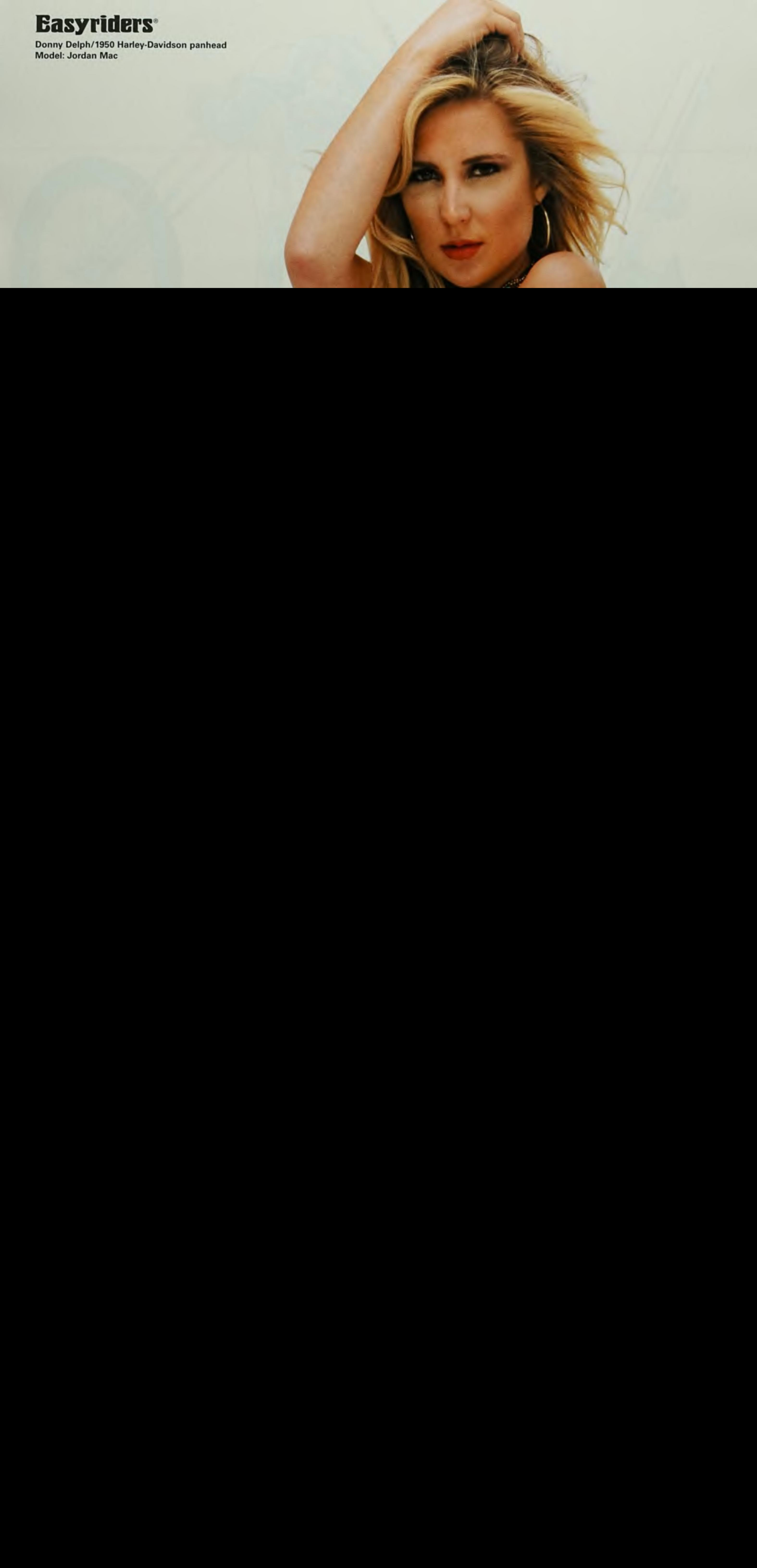
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Donny Delph/1950 Harley-Davidson panhead
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Rude Vazquez/1996 Lone Wolf Rude Chopper

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David Mann's painting "Jump!" was never before used in *Easyriders* magazine. It is part of a new collection of paintings called RARE MANN. See the ad on page 109 in this issue to order yours!

