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PRESIDENTIAL SEX

It must be difficult when you are the President of the United States and the First Lady. Secret Service agents are watching over you 24 hours a day. Though these agents are in place to protect, it must be annoying when you're trying to have a private moment as a couple and everyone in the White House knows you are doing the dirty deed. Case in point, there were various code words used in the White House so that Secret Service agents could communicate with each other without mentioning names or locations. During Obama's administration, the President was known as "Renegade" and First Lady, Michelle, was known as "Renaissance." When they wanted to have sex, it was referred to as "the Bosnian problem." So the conversation would go, "Renaissance can't be disturbed. She and Renegade are discussing the Bosnian problem."

BREAST MILK BONER

A 37-year-old man in Hong Kong recently pleaded guilty to stealing a bottle of a co-worker's breast milk at work and drinking it—but only to help with "stress" in his job as a computer technician. Undermining his health-improvement explanation was a photo that the dude sent the woman, showing himself with a boner. What a charmer.

SNAP SHOT GREED

A chick was eating at a Chipotle restaurant in Denver over 10 years ago when a photographer snapped her photo along with other customers. She refused to sign a "release" for the photos taken and was surprised when she saw her likeness in a Chipotle ad in 2014 and again in 2015. In the photo she is seen with alcoholic beverages at her table that she denies buying, so she is suing the restaurant chain for all the profits earned between 2006 and 2015, over 2 billion dollars. I hope they pay her off in burritos.



POT PRICE HIKE

An Australia police department says a woman called cops to complain that her drug dealer increased his marijuana prices. They recounted the "unusual" exchange in a Facebook post that has since quickly spread on the Internet. Police said the woman demanded that they investigate the "outrageous" price hike. But it seems she soon realized her mistake, and quickly hung up once cops asked for further details. The post concluded with a hint of sarcasm, saying, "If you know a drug dealer who is ripping you off, give us a call, we'd love to help."

SMART LITTLE SHOPPER

A 6-year-old in Arkansas was smart enough to press her sleeping mom's fingerprint onto her cell phone to unlock the Amazon app and ordered \$250 in Pokemon toys. Mom later noticed 13 email confirmations that the toys had been ordered and asked her kid about it. The kid owned up to it, defiantly stating that she had just been shopping. Just like mommy does. Can't blame her, can ya?

FUNERAL STRIPPERS

Apparently in China, there is a centuries old tradition of over-the-top funerals that includes lots of music, song—and strippers. Yes, these funerals include pole dancers. But the Ministry

of Culture cracked down on funeral pole dancing and arrested those who were selling their services to mourners for this practice. However, the Chinese can still see great funeral pole dancing in Taiwan. A recent funeral there featured 50 "scantily-clad" entertainers.

ADULT WRAPPING?

Who knew this was a "thing." New mothers in Tokyo are following the latest health trend by being wrapped up in a white bag and gently rocking from side to side. This supposedly cures post-pregnancy aches and pains. The practice is similar to wrapping babies in swaddling at birth. "I have never experienced this before so it is quite hard to describe properly," one mother said. Yeah. I'll bet.

CHILL PILLS

A man was arrested recently after an evening of gambling at the Sands Casino in Bethlehem, Pennsylvania, for tipping his casino bar servers with Valium pills. What's the big deal? Everybody should just take a chill pill.

LOOK DOWN

Speaking of Casinos, the *Las Vegas Sun* recently reported that Nevada slot and video machine gamblers leave nearly \$12 million dollars in change on the floors of Nevada casinos per year. Maybe the highest paid casino employees are the people who run the vacuum cleaners in those places.

RADIATION-PROOF UNDIES

Believe it or not, a company called Spartan makes boxer briefs that stylishly protect your manly goods from Wi-Fi and cellphone radiation. I didn't even know I had to worry about that. Sheesh!

YOGI BERRA QUOTE OF THE MONTH

"Predictions are difficult, especially about the future."



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MEAN OL' BITCH

Marty Cottrell's
Pan Chopper



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A LITTLE HELP FROM HIS FRIENDS

Brent Rogers'
1946 Knucklehead



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SHOVEL OF LOVE

Sean Bast's
Tried and True
1984 Harley-Davidson FXB



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MILWAUKEE RALLY

A Rite Of Fall



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ATLANTIC CITY

Making Bike Shows
Great Again!



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THE PERFECT PAN

Mike Diamond's
1953 Panhead



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FIRST LOOK

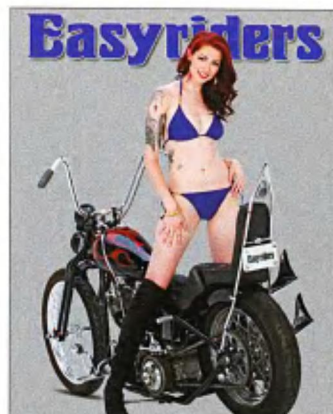
Harley's NEW Urban
Street Rod



80

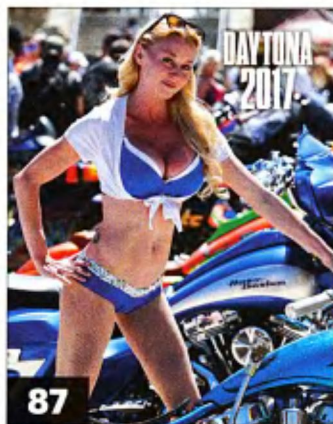
PINEAPPLE JUICE

Dax Leandro's
1979 Harley-Davidson
Sportster



Anelita with Sean Bast's Tried and True
1984 Harley-Davidson FXB,
photographed by Don Rogers.

We love hearing from you! Please send
your questions or comments to the
editor at dnichols@easyriders.net.
Next month's issue goes on sale
June 20, 2017.



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DAYTONA 2017

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Mean Ol' Bitch

Marty Cottrell's Pan Chopper





**"It took me a crazy amount
of money and five years
to build this bike."**

The story of Marty Cottrell's love of motorcycles is a whole lot like many of you reading this. He had an uncle who gave him a ride at an early age and that first ride on a Vincent in Detroit gave birth to a fascination for motorcycles that has lasted his entire life.

"I had a Monarch bicycle when I was little," Marty recalls. "I had to tie blocks to the pedals and could only

get on it by climbing a fence to mount it." He got his first motorized scooter when he was just 10 years old. "Then I remember a beautiful blond woman once visited my folks when I was about twelve. She rode up on a full dress panhead. I remember looking at her and that bike and thinking, 'I want one of each!' I've been chancing that dream ever since. You could say I was hell-bent to be on two wheels."



"It's a time machine, taking me back to the 1970's every time I ride it."

Marty went off to Vietnam in 1967 and when he came home in 1970, the first thing he did was buy a Honda 450 Scrambler. His love of bikes led him to work for famous moto artist Ron Finch for a little while. Ron was a big inspiration and helped him work on his first real chopper in 1972. "I got on that chopper and headed to California, pogoing all the way," Marty remembers.





You can probably guess what happened next. A man on a chopper rides from Detroit to California? Yep, he stayed and ended up in the Aerospace industry as an industrial engineer.

When that industry collapsed in the 1980s, Marty went to work for legendary SoCal bike builder Andy Hansen. But he was soon ready for a new frontier and new challenges. He moved to Colorado where he retired from the rat race, and built the black and white panhead chopper seen on these pages. "It took me a crazy amount of money and five years to build this bike," Marty tells us. "It fought me the entire time, hence the bike's name, Mean Ol' Bitch."

Beginning with a 2010 gooseneck rigid frame and girder front end from Spartan Frameworks, Marty did a total refresh on the 1958 panhead motor, adding an Osborn lower end, S&S pistons, JIMS lifters, a Mallory ignition, and an Andrews cam. "I hand-fabricated a lot of the parts on this bike with help from my friends at Phat Rides," Marty says, "including the forward controls, shifter, pipes, and put the whole thing together in my one stall garage."

"This chopper rides better than my 2013 Road Glide," Marty confides.



"It tracks true and the air ride by Paul Cox under the Bitchin' Stichen' seat makes for a comfortable ride. It's a time machine, taking me back to the 1970s every time I ride it."

The black and white paint was expertly handled by Motion Sports Concepts, but this chopper is a tribute to another painter and true friend of Marty's named Joe Raley. Joe passed away from cancer in 2010. "I was able to present the bike to Joe's family during Born Free last year," Marty says.

So, you see? This is a story about a biker. Maybe a biker like you. A man who has spent his life hell-bent to be on two wheels. —Negan



Owner: Marty Cottrell
City: Loveland, Colorado

GENERAL

Fabrication: owner/Phat Rides
Year / make: 1958 Harley-Davidson
Model: Panhead Chopper
Assembly: owner

ENGINE

Year / make: 1958 Harley-Davidson
Model: panhead
Rebuilder: owner/Phat Rides
Ignition: Mallory
Displacement: 84 cubic inches
Lower end: Osborn
Pistons: S&S
Heads: Harley-Davidson
Cam: Andrews
Lifters: Jims
Carb: CV
Air cleaner: bird deflector
Pipes: Phat Rides

TRANSMISSION

Year / make: 2014 Baker
Modifications: Baker kicker
Shifting: jockey

PAINT

Painter: Motion Sport Concepts
Type/color: House of Kolor/
black and white

FRAME

Year / builder: 2010 Spartan
Frameworks
Type: rigid gooseneck
Rake: 30 degrees
Stretch: 3 inches
Shocks: none

ACCESSORIES

Bars: Chimp 10-inch
Fender: Phat Rides
Headlight: Todd's Cycles
Taillight: custom
Pegs: Speed Dealer
Electrics: owner
Gas tank: Phat Rides
Oil tank: After Hours Choppers
Primary: Tec Cycles
Seat: Bitchin' Stitchin'
Grips: Speed Dealer

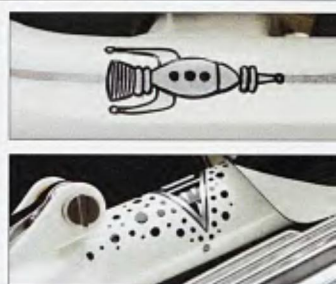
FRONT END

Type: Girder
Extension: 3 inches over
Builder: Spartan Frameworks

WHEELS

Size: 19 inch front, 16 inch rear
Hub: Harley-Davidson
Tires: Avon
Brakes: Euro drum rear

Photos: Michael Lichter





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Chuck Koo *Jim Long*

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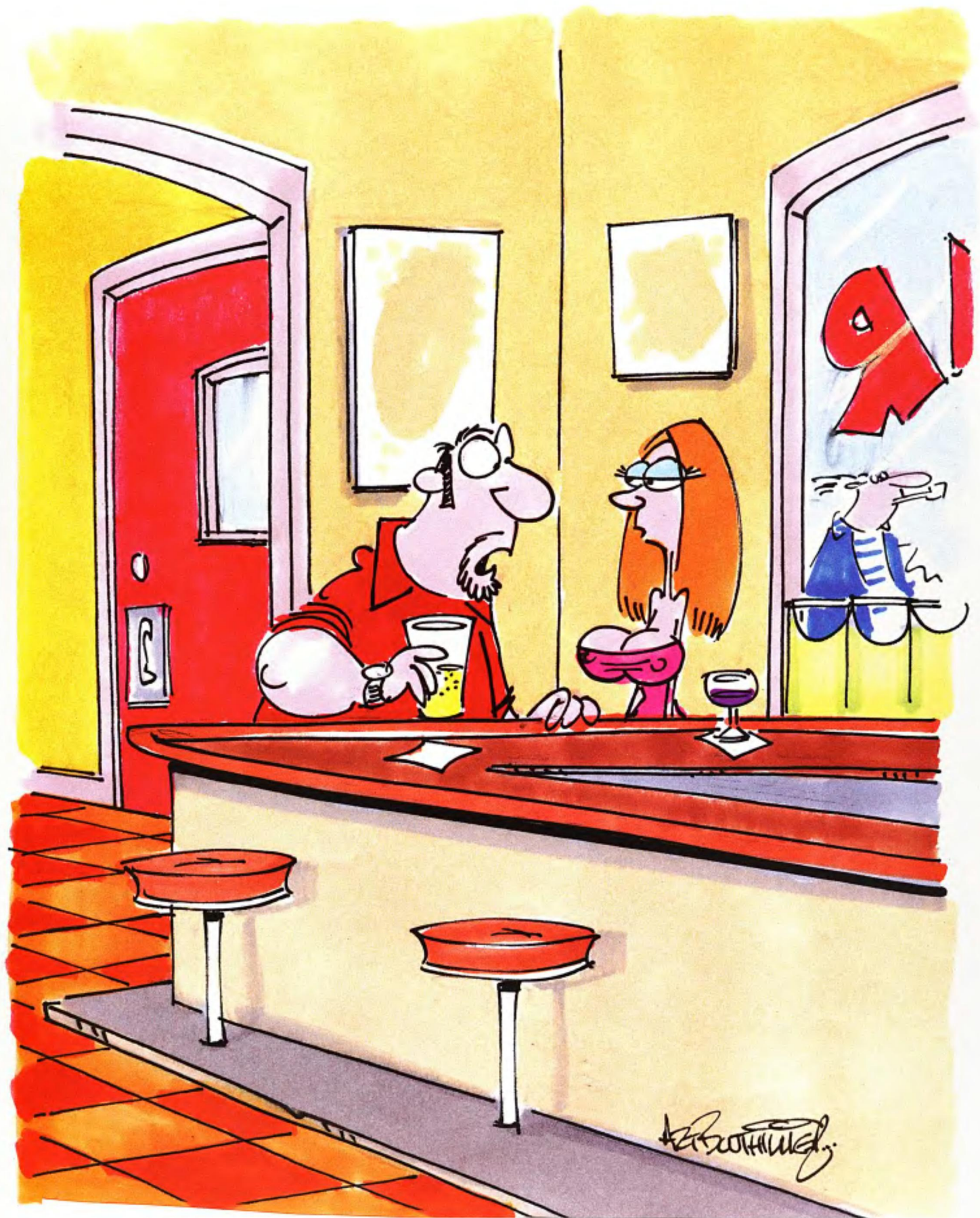
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“ I recommend Russ Brown Motorcycle Attorneys highly as they were fast and efficient when I needed them most. They fully appreciate riders' needs as they ride and understood my situation fully. I have no regrets and am very happy with the outcome. When the unthinkable happens, it's good to have them on your side. I wouldn't consider anyone else, neither should you. ”

Thank you, Rick Rademacher

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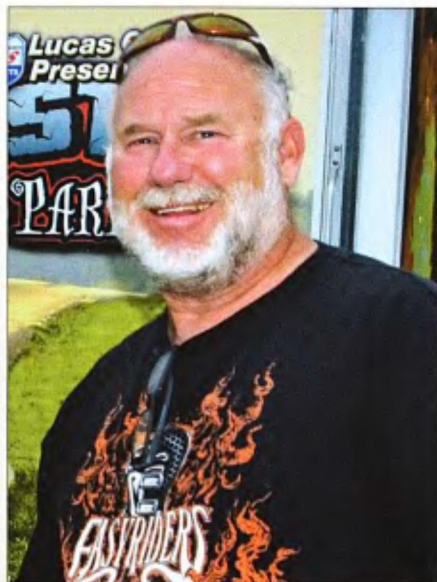
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MICHAEL FARABAUGH RIDES ON AHEAD

The *Easyriders* family endured a great loss with the passing of one of our ace photographers, Michael "Balls" Farabaugh. He had just returned from Daytona and his son, Ryan, said that he was cleaning up around the house, went to bed and just didn't wake up in the morning. Michael is survived by his wife, Debby, and his son Ryan, a sister, a brother, and a granddaughter. Michael and Debby spent over 50 years together. For Michael and Debby, it was always about the ride, and the couple loved exploring America on two wheels.

In 1978 Michael became the first Director of ABATE of Indiana. He, along with the leaders and members of ABATE founded the Bean Blossom Boogie as a membership recruiting tool. It quickly became one of the greatest motorcycle parties in the country. ABATE of Indiana, on their website describes him as "a very charismatic and insightful leader. Balls made us look and plan far ahead. He was a very effective communicator with the membership as well as legislators."

Michael was a founder and past President of the Motorcycle Riders Foundation, and president Kirk Willard noted his passing, saying, "Balls was arguably the driving force behind much of the success the motorcyclists' rights movement has enjoyed. Balls was one of the pioneers of rider education in Indiana and his influence carried into many states and has certainly resulted in saving thousands of lives. He had an impact on motorcycling nationally and internationally.



Michael "Balls" Farabaugh

Balls actually founded the Motorcycle Riders Foundation (MRF). His ideas and inspirational character motivated many of the leaders in the motorcycling community, and that continues as a lasting legacy."

Michael was the 2002 recipient of the AMA's Hall of Fame award and the Sturgis Hall of Fame. He and Debby were graduates of the first Motorcycle Safety Foundation Chief Instructor Program. They taught motorcycle

riding survival skills to thousands of riders and he lobbied many state legislatures into giving publically funded rider training parity with driver education in obtaining vehicle operator licenses. He was also the head of Lucas Oil's Motorcycle Product Division, Forrest Lucas, noted upon his appointment to the company, "...Aside from all those qualifications, he and his wife have ridden over a million miles on motorcycles using Lucas Oil and other lubricants. If you want a textbook example of a person who's a perfect fit for heading up the Lucas Oil Motorcycle Division, Michael Farabaugh is the man."

For over 20 years Balls photographed hundreds of motorcycle features and bike events for *Easyriders* magazine. He was a great man, father, grandfather, a stand up brother. He will be sorely missed.

IDAHO KILLS ANTI-PROFILING BILL

Last month we reported that the Idaho House had passed a landmark anti-profiling bill which was now headed to the Senate side. Unfortunately, the bill, HB123, which had passed the House unanimously was defeated in the Senate, 22-13. The nay side argued that it would allow "gang members" (their words, not mine) wearing colors who are stopped a plausible defense if the stop lead to an arrest.

In 2011, Washington passed an even more stringent law, which added requirements for training for law enforcement. Advocates said complaints about motorcycle profiling there dropped 90 percent after the anti-profiling law took effect.

Source: *The Spokesman Review*

QUOTE OF THE MONTH

*"Liberty lies in the hearts
of men and women;
when it dies there,
no constitution, no law,
no court can save it."*

—JUDGE LEARNED HAND

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11 MORE BIKERS SUE

The noose keeps tightening for the Waco police and city. A lawsuit has been filed by Dallas attorney Don Tittle on behalf of 11 more people, bringing his total up to 31 bikers who were arrested and held on \$1 million bonds, against former Waco Police Chief Brent Stroman, Waco police Detective Manuel Chavez, McLennan County District Attorney Abel Reyna, the city of Waco, McLennan County and unnamed government employees involved in the arrests identified only as John Does. Damages are unspecified at this time. Of the 31, only seven have actually been indicted. Tittle said he expects to file "many more suits" in coming weeks, as the statute of limitations is set to expire May 17, 2017.

This is in addition the \$350 million lawsuit we talked about last month, filed by Morgan English on behalf of the first 100 defendants that she expects to be acquitted in their pending trials.

We also get word that the first trial which had been scheduled has now been postponed after the lawyer for the defense asked for a continuance to sift through terabytes of "evidence" from the prosecution's data dump.

Source: Waco Tribune Herald, guns.com

MISSOURI CHOICE

Several competing measures in the Missouri House and Senate are attempting to bring a semblance of choice for riders on the helmet issue. SB 323/HB 535 are identical bills that would allow riders over 18 to choose, provided that they have at least \$1 million in medical insurance coverage. HB 576 allows riders 21 and older to decide their choice of headgear, if they carry a minimum of \$100,000 in health coverage. HB 855, while not modifying the existing law, prohibits cops from stopping or detaining riders solely to enforce the current helmet law provisions.

Source: Missouri Legislative website

CONNECTICUT DEFEATS HELMET LAW

The Connecticut Motorcycle Riders Association, with the help of House Chairman Tony Guerrero and Senator Len Suzio, have succeeded in stripping the mandatory helmet law language from the omnibus DOT bill (HB 7055).

They warn that motorcyclists should "still must be wary of possible attempts to raise a helmet amendment on the floor of the House or Senate to HB 7055 or any other bill considered germane between now and June when the General Assembly recesses for the year. Nevertheless, we are one step away from the finish line."

Source: Rogue, CMRA

FREEDOM DEFEATED IN WEST VIRGINIA

The Senate in West Virginia has dashed the hopes of the state's motorcyclists when it defeated SB 549, a bill to amend the state's universal helmet law, 15-19. The bill had previously cleared two committees before dying on the Senate floor.

S 549 would have imposed certain conditions. Riders would have had to be 21-and over, and have possessed motorcycle certifications for two prior years. In addition, there is a provision that the riders carry \$15,000 in health insurance.

Source: Associated Press; Register-Herald Reporter

PARTIAL LANE FILTERING

While not nearly as far reaching as the lane-sharing that Californians (and apparently no other Americans) enjoy, the Georgia General Assembly is considering HB 490, which will allow riders to filter forward to a traffic light when the cars around it are stopped, "awaiting the change of a traffic control signal." A rule that this Californian (born and bred!) can't even believe is anything but common sense. HT to Bill Bish, NCOM.

—Kit Maira

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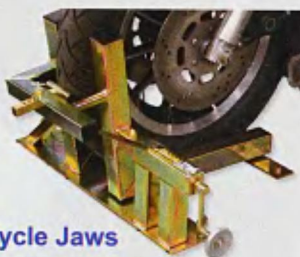


Brass



Black Chrome

WHEEL CHOCKS



Cycle Jaws



Removable



E-Track

a little help from his friends

BRENT ROGERS' 1946 KNUCKLEHEAD





For Brent Rogers, the friendships he created by building this gorgeous knucklehead bobber are at least as important as the bike itself. That's because most of the people who helped him with this build are true masters in their field, and the entire process was not only an adventure, but highly educational from beginning to end.

It's been more than 10 years since this bike was started as a project, with the original chassis and mock-up done by Scott Craig. At that time, the engine was a shovelhead. It ended up in Brent Rogers's garage, and nothing much happened to it for a while.

But then Brent walked into Yoshi and Kyio's Garage Company in Inglewood, California, on a day when Yoshi was being offered a 1946 FL knucklehead engine. "At the time, he had many knuckleheads," Brent remembers, "so he was kind enough to pass the deal on to me."

Brent resumed the build with a renewed impetus and in the process went through a few different types of front ends including a narrow glide, a Triumph pre-unit, finally using the VL I-Beam springer you see here.

To accommodate an original set of Stelling & Hellings risers, Kiyo had given to Brent, Kiyo restored them to near perfection and attached them to a set of original narrowed Flanders handlebars with internal throttles.





Then Kiyo rebuilt the engine and transmission and fabricated the upsweep pipes. "The small ripple sections exiting the heads were done by a friend, Richard Reyes," says Brent.

Originally the bike had a tall sissybar, but as a fan of Scott Craig's Moon Cricket bike, Brent always loved the way it looked like a Schwinn bicycle. "Much to my surprise the Moon Cricket's sissybar was still in Scott's possession and he was kind enough to donate to the cause," Brent says, "along with the rear wheel from the Moon Cricket." Ultimately, though, Kiyo ran into too many problems with trying to fit the sissybar, so he decided to do a similar version from scratch. Brent says it's one of his favorite parts of this bike.

The seat and P-pad, made by Michael

Maestas, lend the bike a 1960s show vibe, and Brent wanted to finish that look with a suitable paint job from Scott Craig, who unfortunately was traveling a lot at the time. So Michael introduced Brent to the legendary painter and drag racer Bill Carter. "I've always been a fan of the custom car Bill painted in the 1960s called the Choozey Beggar," Brent states. "Bill remembered it well and agreed to do a vintage lavender pearl with candy purple fades. I'm honored that he painted my bike."

A particular highlight for Brent was that he got to help Bill because Bill has a problem with his knee and has difficulty walking, so Brent ended up being his assistant throughout the paint job.

"What an honor that was!" —Red Baron



Owner: Brent Rogers
City: Los Angeles, California

GENERAL

Fabrication: Kiyo's Garage
Year/make: 1946 Harley-Davidson
Model: knucklehead
Assembly: Kiyo
Time: long enough
Chroming: Supreme

ENGINE

Year/make: 1946 Harley-Davidson
Model: FL
Rebuilder: Kiyo's Garage
Ignition: Mallory
Displacement: 74 cubic inches
Balancing: Kiyo
Pistons: Standard
Carb(s): Linkert
Air Cleaner: Ed Roth
Pipes: Kiyo's Garage/Richard Reyes

TRANSMISSION

Year/make: 1946 Harley-Davidson
Modifications: Andrews gears
Shifting: 4-speed

PAINT

Painter: Bill Carter
Type/color: 1950 vintage/lavender pearl

FRAME

Year: panhead era
Builder: Harley-Davidson
Type: straight leg
Rake: none
Stretch: none
Shocks: none

Modifications: plated/molded

ACCESSORIES

Bars: Flanders narrowed with internal throttle

Handlebar controls: internal throttle

Fender(s): English rib steel,
made in England

Headlight: vintage, unknown maker

Taillight: knucklehead

Pegs: Custom Chrome Engineering
(Randy Smith)

Electrics: Kiyo's Garage

Gas tank: Wassell, made in England

Primary cover: polished

Seat: Michael Maestas

Grips: Harley-Davidson

FORKS

Type: VL springer

Extension: 6 inches over

Builder: homemade, S/STE

WHEELS

Size: 21-inch WMO front,

19-inch Jones rear

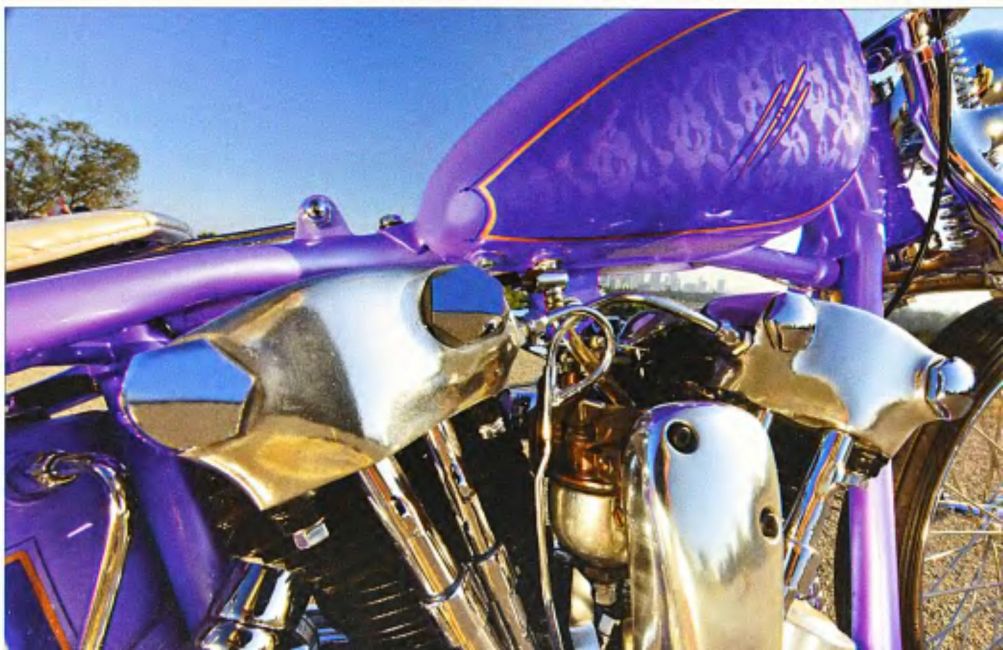
Hub: DNA

Tires: Avon Speedmaster front,

Good Year Grasshopper rear

Brake: none in front, juice in rear

Photos: Peter Linney





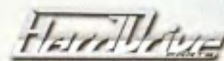
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HEADWINDS' LIGHT BAR FOR RAKED FRONT ENDS

Raked your bike and now your lighting up the sky? Headwinds, celebrating 25 years as the leader in custom headlights, introduces their 38-degree light bar that brings your spotlights and turn signals back down. Other rake angles available. Fits 12-degree raked

Harley-Davidson Road Kings, Electra Glides, and Street Glides. The spotlight spacing is wider than stock to allow Headwinds 4 1/2-inch Rocket spotlights to clear the fairing. Also shown is their matching Vampire series 2-inch turn signals and 12-degree raked headlight bezel. The bar fits with stock hardware and detachable windshields. They are available in chrome, black, or polished aluminum and are made in the USA.

headwinds.com



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Big Bike Parts has the answer to help keep your tail clean. This rubber mud flap with chrome accent easily mounts to the existing rear exhaust support bracket on your 2010 and newer Victory Cross Country, Cross Road, Cross Country Tour, Hardball, and Magnum models. Includes all necessary hardware and recesses nicely out of direct view while controlling the debris coming from your rear tire. bigbikeparts.com

COVINGTONS CUSTOMS' TRIPLE TREES

Trying to find the perfect front end rake for your Heritage Softail or Fat Boy can be a challenge, but the experts at Covingtons have the solution for you. With their more than 40 years of motorcycle customization experience, Covingtons has created 3-degree triple trees that provide the perfect amount of rake to give your bike the look you want without sacrificing the performance you need. Add to that the beauty and durability of a chrome-plated finish on CNC-machined



aluminum for the perfect visual accent to your bike. Made from CNC chrome-plated aluminum billet, this triple tree fits all years of FLST, FLSTF, and FLSTC with stock tins or nacelle and includes mounting hardware. Made in the USA by Covingtons Customs.

covingtonscustoms.com



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The new Orbit Vision and Orbit Prism 7-inch L.E.D. Headlamps from Kuryakyn utilize the latest in advanced L.E.D. technology to deliver a one-two punch of function and style. Available in two ultra high-performance packages, Orbit headlamps are DOT-approved and feature a color temperature of 6,000K for intense, uniform light output with extremely low current draw. Orbit headlamps are IP67-rated and constructed from sealed cast aluminum housings with non-yellowing hard-coated polycarbonate lenses that are scratch resistant. Both the Vision and Prism are direct replacements for Harley-Davidson models equipped with a 7-inch headlamp (2014-later Electra Glides, Road Kings, Street Glides and trikes require Kuryakyn Wiring Adapter, P/N 5487, sold separately).

kuryakyn.com



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Whether you're looking for stock style replacement boards for your vintage mount or a touch of old school for a late model big twin, Paughco has you covered. These beautiful steel boards and non-skid rubber and chrome inserts are accurate reproductions of those found on 1936-1964 Harleys. There are a number of different model numbers for each application so you'll want to check their website or call before ordering. Paughco Floorboards are available in black and chrome and with or without riveted inserts.

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SHOVEL OF LOVE

What Would David Mann Do?



Sean "Ratchet" Bast has been tinkering with stuff his whole life. Starting with bicycles and lawn mowers as a kid, the Cincinnati native grew into the kind of guy that can get his mitts in there and fix whatever you got. If it rolls, and runs on fossil fuel, Ratchet can get it going.

After years of laboring for others, his love of old Harleys led him to make the leap of faith and team up with his friend Bill Schalk to form Tried and True Garage in Hamilton, Ohio. The pair cranked out tons of groovy award-winning old-school iron, some of which you have seen gracing the pages of the very rag you hold in your quivering man-paws.



"People are surprised with how much power this old shovel has, it'll walk a Twin Cam, no problem."

Tattooed redhead Anelita brought her brightest blue panties all the way from Pennsylvania to wrap her long legs and knee-high boots around Sean's righteous shovelhead. Yer damned tootin'!



Ratchet has been reading *Easyriders* for a long time too. He's a big fan of David Mann whose art has influenced his own taste in what a chopper oughta be. You can clearly see that influence in this beautiful 1984 shovelhead presented here. "I wanted to build a bike that David Mann would've jumped on and rode the shit out of!" he says.

Powered by a 93-inch stroker shovel mill with an S&S bottom, David would've gone like a rapped ape. "People are surprised with how much power this old shovel has—it'll walk a Twin Cam, no problem." He laughs.

The bike is built to ride and the frame shows it. Bill and Sean took the stock 1984 skeleton and made it rigid, adding four inches to the rear section and finishing with those beautiful Harlot axle plates. On the front side they kept everything stock, so that the bike would handle great. Of course with no brake out front it's handy to have twin calipers to grab that disc out back to produce a beautiful arcing broad-slide like David Mann loved to do.

The Tried and True boys did plenty of hand-fabbing on this project. You can see it all through the bike, from the highbars, foot controls, and sissybar, to the gently curving ratchet hand-shifter, (yep, it's a 1/2-inch) ending with the cool as hell 1950s desk microphone transformed into a taillight.

Ah yes, and speaking of tail, there's Anelita, the sweet-as-velvet-cake redhead gently fondling the chrome. We here at pervert world headquarters would like to personally thank Satan for giving her the day off of destroying the lives of men just long enough for this photo shoot.

As so often goes in life, Sean and Bill have parted their business ways. We are happy to report that their friendship remains intact and they're supportive of each other. Bill still runs Tried and True Garage, while Sean, in another leap of faith, has now opened Cinn City Choppers and continues to build kickass bikes. As for this one, he recently sold it and picked himself up a sweet panhead, which he plans to ride the shit out of for the summer before transforming it into another of his wonderful old-school creations. We can't wait to see it. —Beatnik



"I wanted to build a bike that
David Mann would've jumped on
and rode the shit out of!"



Owner: Sean Bast
City: Cincinnati, Ohio

GENERAL

Designer: Bill Schalk
Fabrication: Tried and True
Year/make: 1984 Harley-Davidson
Model: FXB

Assembly: Tried and True

Time: 3 months

Chrome: Precision Metal Polishing

ENGINE

Year/make: 1984 Harley-Davidson

Model: shovelhead

Displacement: 93 cubic inches

Ignition: Dyna S

Lower end: S&S

Balancing: Sean Bast

Pistons: S&S

Heads: stockish

Cam: Andrews C grind

Lifters: Jims

Carb: S&S G

Air Cleaner: Throwback Cycle

Pipes: Paughco

TRANSMISSION

Year/make: 1974 Harley-Davidson

Shifting: hand

PAINT

Painter: Good Times Reform

Type/color: traditional hot rod/black, gold, and red

FRAME

Year/make: 1984 Harley-Davidson

Builder: Tried and True

Mods: rear section stretched 4 inches

FRONT END

Type: springer

Extension: none

Builder: Replica Harley-Davidson

ACCESSORIES

Bars: Tried and True

Handlebar controls: V-Twin Mfg.

Grips: Biltwell

Fenders: Led Sled/Tried and True

Headlight: cheap

Taillight: 1950s microphone

Pegs: Tried and True

Electrics: Tried and True

Gas tank: chopped Wassel/

Tried and True

Oil tank: replica panhead

Oil System: S&S

Primary: open

Seat: Dave Crockett

WHEELS

Size: 21-inch front, 16-inch rear

Tires: Metzeler front, Dunlop rear

Brakes: rear disc/dual calipers

Model: Anelita
Photos: Don Rogers





Pa walked around the barn and caught Billy Bob chokin' the chicken. Pa decided, "If'n he's old enough for that, he's old enough to be married off."

He arranged a weddin' with Susie Q who lived in the next holler over. Two days after the weddin' he caught Billy Bob back behind the barn beatin' his meat again. "What the hell ya gotta be doin' that fer, Billy Bob?" asked Pa. "Hell, I done got ya married off so's ya wouldn't hafta do that no more."

"Dang, Pa," said Billy Bob, "it's just that her poor li'l hand gets so tired!"

—Big D

Fun Town

Abiker walks into the local welfare office, marches straight up to the counter and says, "Hi, I hate drawing welfare, I'd really rather have a job."

The man behind the welfare desk says, "Your timing is excellent. We just got a job opening from a very wealthy old man who wants a chauffeur/bodyguard for his nymphomaniac daughter. You'll have to drive around in his Mercedes, but he'll supply all of your clothes. Because of the long hours, meals will be provided. You'll be expected to escort her on her overseas holiday trips. The starting salary is \$200,000 a year."

The guy says, "You're bullshitting me."

The welfare clerk says, "Yeah, well, you started it."

—Pat Herre

Montana

A farmer was arrested for having sex with one of his old cows. During the arraignment, the judge looked at him with disgust and asked, "Son, what the hell were you thinking?"

"Well," says the farmer, "I reckon I was thinking about a younger, hotter cow."

—Melanie Johnson

Vacaville, Calif.

Homeboy's ol' lady stood nude in front of the mirror and sadly stated, "I must be wearing out! My hair is

like wire, my tits are sagging, my ass is flat, and I'm getting wrinkles!"

"Cheer up, Honey. It's not that bad," Homeboy replied. "At least your eyesight's still great!"

—Sam Whaley

Houston, Texas

Abiker and his ol' lady were having marital problems, so they went to see a marriage counselor. The counselor, in an attempt to find some common ground from which to begin his analysis said, "Tell me about anything the two of you have in common."

The biker spoke up first and said, "Well, let's see...for starters, neither one of us sucks dick!"

—da ol' Sunman

N.W.Arky Saw

A young hardbelly fox was sitting at the bar when her friend introduced her to a man who had just paroled from a Super-Max prison.



"I TOLD you assholes it was a one-kick Harley!"

She had never experienced for herself if the stories about these Super-Max studs being the best lays were true, so she took the opportunity to buy the muscular, tattooed man a drink.

One thing led to another, and soon the pair were at the fox's pad. Once in the bedroom, the hardbelly stripped naked, climbed into bed, motioned for the guy to come to her, and said, "Okay, you fine lookin' hunk o' man, show me what you guys from Super-Max do best."

So he beat the shit out of her and stole her purse.

—Big D

Fun Town

Tommy met a girl in a bar, they went out back and she sucked his cock for hours. About two o'clock in the morning he rolled into his garage, dug into his saddlebag, took out some chalk and rubbed it on his hands. He walked into the house and his ol' lady was standing there waiting for him. "Where the fuck have you been?" she shouted.

"I was getting my dick sucked all night," Tommy grinned.

She grabbed his hand and looked at it. "Look at this chalk on your hand, you lying son-of-a-bitch. You were playing pool!"

—Cowboy

Greenville, Texas

A man was brought before the judge and charged with necrophilia—fuckin' a corpse. The judge told him, "In 20 years on the bench, I've never heard such a disgusting, immoral thing. Just give me one good reason why I shouldn't lock you up and throw away the key!"

The man replied, "I'll give you three good reasons: No. 1, It's none of your damn business; No. 2, She was my wife; and...No. 3 I didn't know she was dead; she always acted that way!"

—Red Beard

Boone, Iowa

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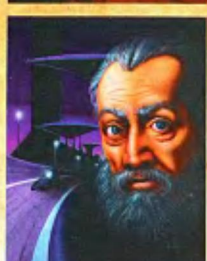
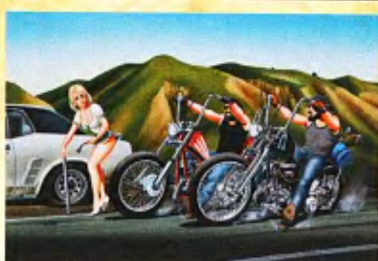
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Helmet Protest First appeared in *Easyriders* issue No. 217, July 1991. Valued at: \$25,000

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First appeared in *BIKER* issue No. 216, January 2004
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(This was Mann's last finished artwork.)

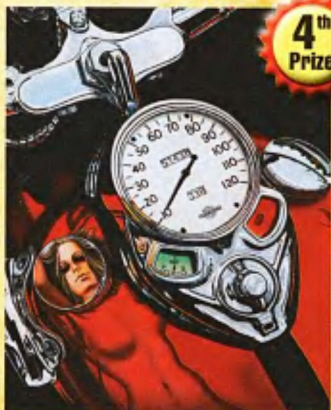
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Four Riders and A Beast

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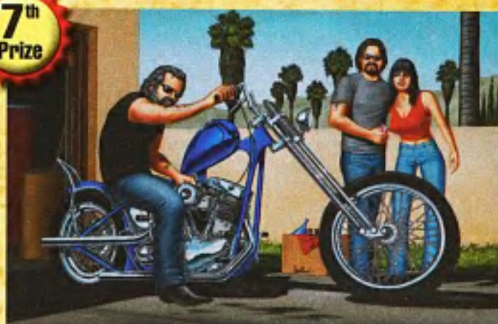
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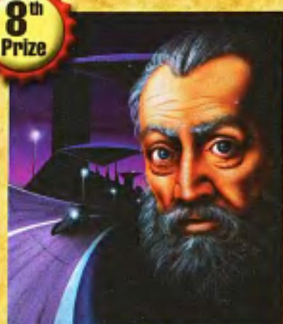
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Prize



Breaking Out the Old Chopper

First appeared in *BIKER* issue No. 178, January 2000
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8th
Prize



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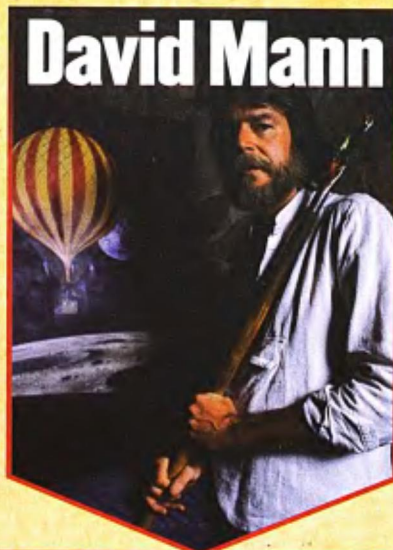
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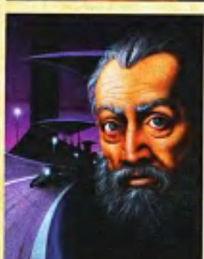
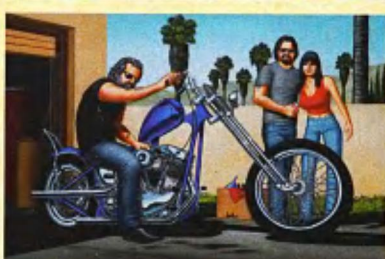
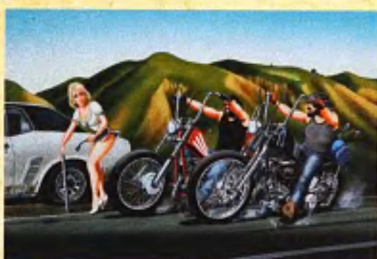
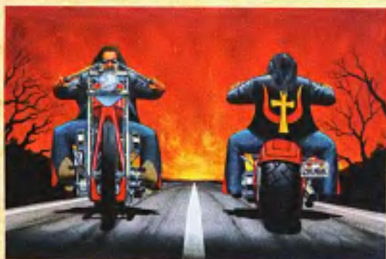
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David Mann was the Norman Rockwell of the biker world. In every state he called home, including Kansas, Florida, and California, he lived the biker lifestyle. Through his art, he rendered the fun, fascination, trial and romance of that lifestyle on the pages of *Easyriders* magazine, the most widely circulated motorcycle magazine in existence. His influence, talent, and appeal set trends and created a following around the world.



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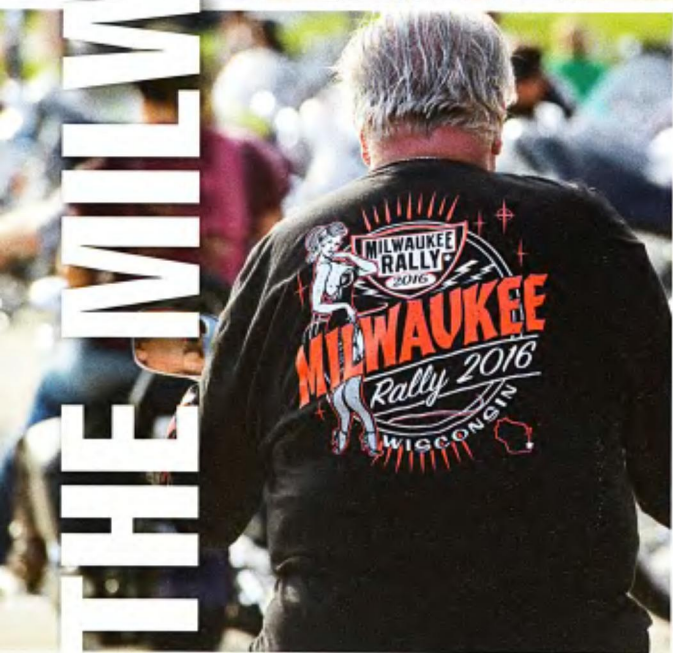
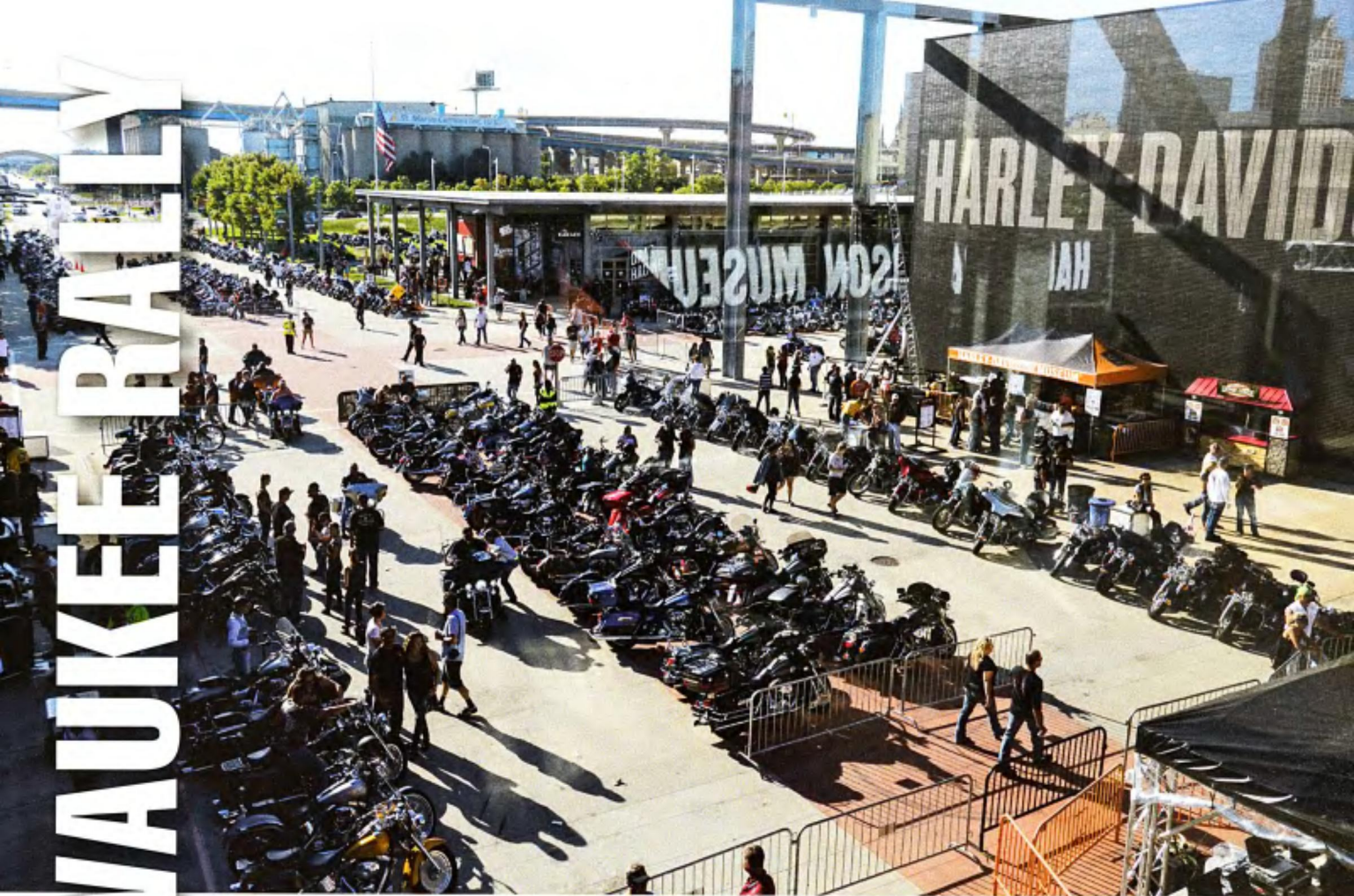
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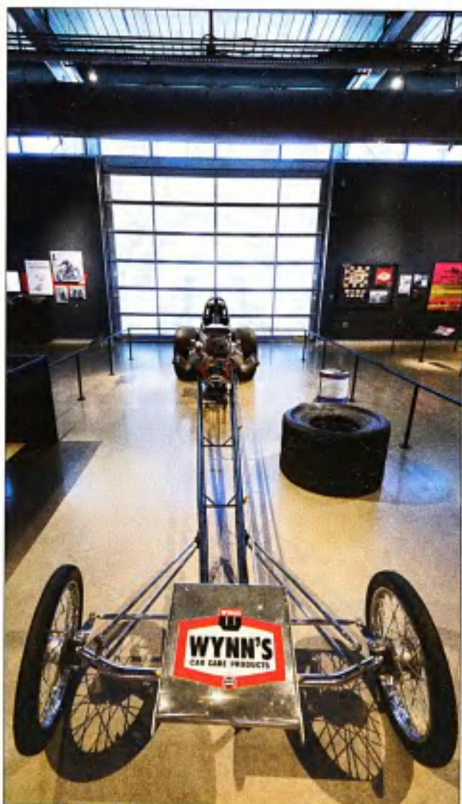


Officially, Labor Day was created to celebrate the United States labor movement of the late 19th century, but unofficially, it has come to celebrate and mark the end of summer. And what a great excuse for a party, which is exactly what happens every September for Labor Day weekend in Milwaukee, Wisconsin. The Milwaukee Rally, as this biker party is known, has been around for almost 15 years, but its roots go back to 1988 and the first "Anniversary Ride" (Harley's 85th) and every anniversary ride since (every fifth year.) This rally has successfully filled the gaps. Starting as a more local event, it has grown to attract bikers from all over the country.



All brands are welcome in Milwaukee, but it is easy to see Harley-Davidson is the main player. Just take the rally sponsors for example: Milwaukee Harley-Davidson; House of Harley-Davidson in Greenfield; Hal's Harley-Davidson in New Berlin; Suburban Motors Harley-Davidson in Thiensville; and Wisconsin Harley-Davidson, in Oconomowoc. Add to this that the Harley-Davidson Museum is a major sponsor along with H-D's Pilgrim Road manufacturing plant, which is open for tours and test rides, and you can see that Harley-Davidson was the focus in its home town.

The big kick-off party was Thursday night at the Harley-Davidson Museum. How appropriate since this is just an extension of the Museum's summer long season of Thursday night "Bike Nights" only for this evening, it was on steroids. The museum's plaza and outlying lots were packed with bikes as Bill and Willie G. Davidson unveiled the new 2017 motorcycles including the touring models just before the band "Hairball" performed their 1970s-80s highly orchestrated hair-band style show on an outdoor stage to the large crowd. Dressed up to impersonate rock stars like Ozzy Osbourne of Black Sabbath, Freddie Mercury of Queen, and Jon Bon Jovi of Bon Jovi, they had the crowd rocking and laughing. This evening set the mood for the entire weekend—plain and simple, everyone was out to just have a ball.





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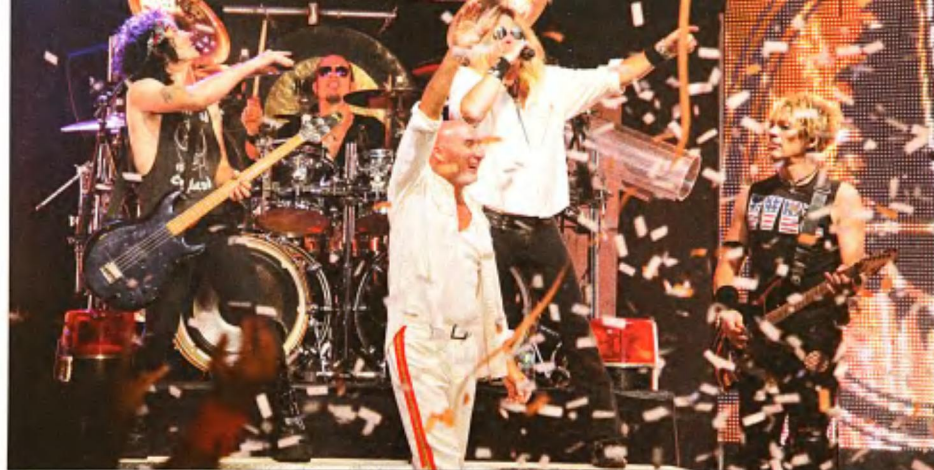
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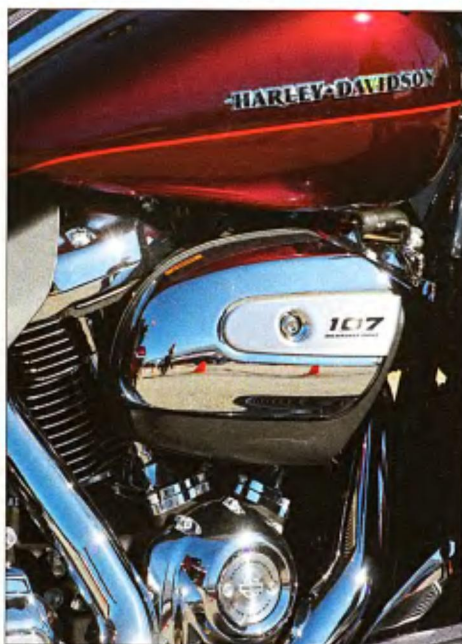
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Each of the sponsoring dealerships hosts its own weekend-long party that includes stunt shows, bike shows, concerts, food vendors, the wall of death, and each had the 2017 bikes on display and for sale. Rally goers had a great time going from dealership to dealership as did I. I also had a great time at the Pilgrim Road manufacturing plant where visitors were allowed in to check out the operational assembly line for the new Milwaukee-Eight engine and test ride the complete bikes in their back lot, but what most attracted me this weekend were the events at the Harley-Davidson Museum. I wasn't alone on this as more than 20,000 bikers showed up on the museum grounds to take advantage of their offerings. They had a ride-in bike show in the main plaza as well as an invitational bike show staged in a very large air-conditioned tent that was judged as an "Editors Choice" show with representatives from a dozen different motorcycle magazines.

The Museum's permanent collection was open as well as its special 10,000-square-foot event space known as "The Garage," which housed the special exhibition "Drag Racing: America's Fast Time." This temporary exhibition closed for good at the end of this weekend, so my timing was perfect. What a great theme and show they put together, which included artists like Von Dutch, Ed Roth, and Robert Williams, bikes from the likes of Tator Gilmore (his twin-engine shovelhead dragster) and Ray Price (with his 1979 championship dragster), and the full blown front-engine rail dragster, Swamp Rat 13 from Don Garlits.



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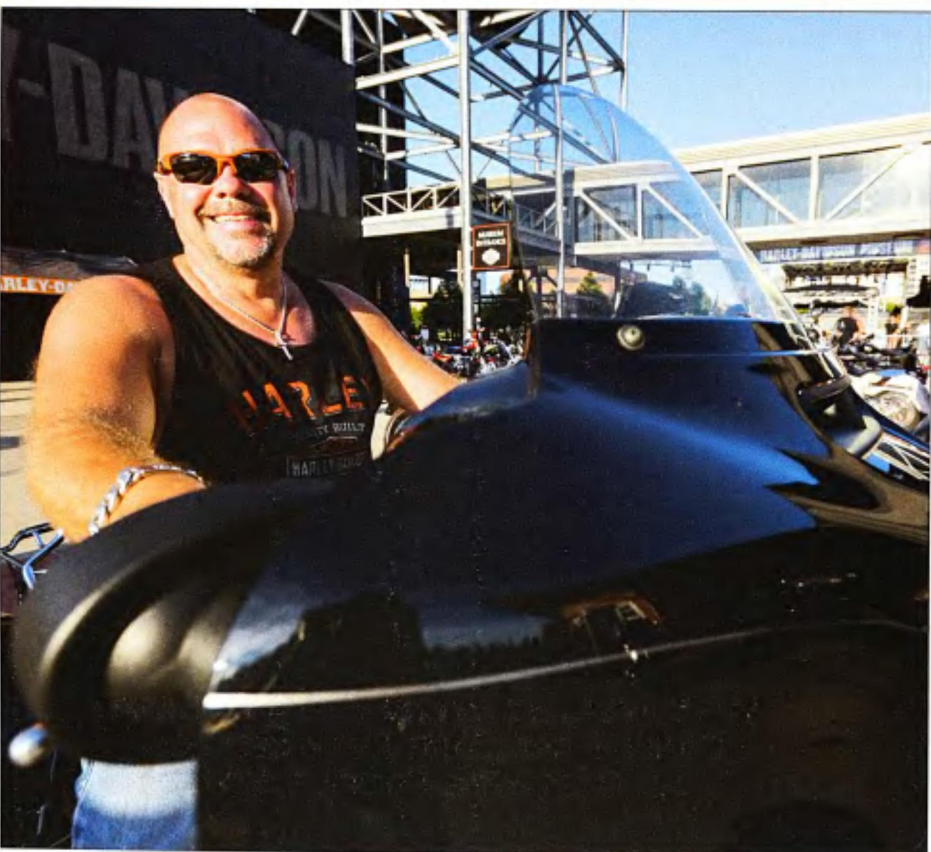
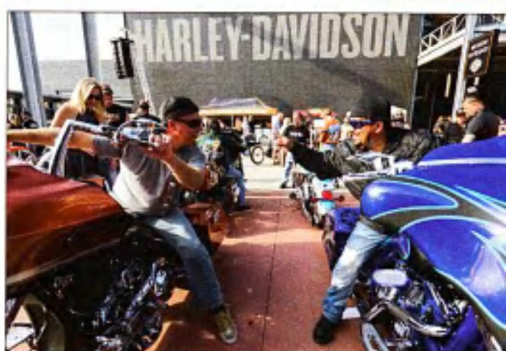
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Other than entry into the Museum's exhibition space, everything outside was free, and of course, for all HOG members, entry to the museum is always free. This was true for most of what went on at the dealerships, although they did charge admission for some of the bigger concerts. I'm sure many that came to Milwaukee have been saying, "I wish we had a weekend like this in my hometown," but it would be hard to replicate Milwaukee's welcoming spirit to bikers and then there is the Museum, which is one of a kind. I already have this rally on my calendar for next year. Hope to see you there next Labor Day weekend!

For more information visit milwaukeeerally.com.

—Michael Lichter

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Brian's Kustom Paint and BKP Art



In the late 1990s, there was a sanctuary for the American biker in Greenville, South Carolina, that was always filled with the most bitchin' rides in the upstate. Each visit to the shop was special, but you could not ignore a flamed steel trash can that was more striking than anything on any bike there. Painted by Brian Morgan of BKP Art, this "trash can calling card" was the beginning of a legacy built on riders having

their dreams emblazoned on the tins of their two-wheeled freedom machines.

Brian's Kustom Paint has painted hundreds of amazing custom bikes around the world since then. From humble beginnings with his wife, Carrie, putting in just as many hours as anyone else, BKP Art continues to grow but remains a family operation. Though the business began and survived on custom motorcycles, there

are some fast go karts, cars, and trucks that have been made even better than the builders imagined with the BKP Art touch. They have even been known to paint an electric guitar once in a while. Among Brian's favorite things to paint are helmets, like the green number 12 for his kart racing champion son, Devon. Getting a signature style on your helmet from BKP Art lets the world know you have arrived no matter what you ride.





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One of Brian's artists is Danny Robledo from Argentina. Danny brings great dedication to his craft and is known for making his customers' custom paint dreams come true. He tells us that the paint job you are dreaming of is only limited by your imagination.

We visited Brian at BKP Art and the place was hoppin'. As we looked around, Brian had Michael Powell getting some fenders and tanks packed up to be shipped the next day, while Danny was laying out an incredibly detailed lifelike graphic for a bagger. Brian went over to the paint kitchen

several times and mixed up some custom colors that he took into the spray booth to shoot a helmet that he was finishing for a NASCAR driver. He did this all while juggling phones and without missing a beat. He makes the paint process look like poetry in motion.

It has been said that you can have quality or speed but not both. BKP Art takes pride in meeting deadlines, and the quality of the work is well represented by show-winning vehicles, helmets, race driver recommendations, and even the most

remarkable trash can in the history of motorcycle shop trash cans. Once you realize your bike deserves better than another compromise, check out BKP Art on Facebook. They can't guarantee you'll win a show with their graphics on your bike, but there have sure been a lot of bikes that carried home show iron over the years with BKP Art graphics on them.

—Jeff Moore

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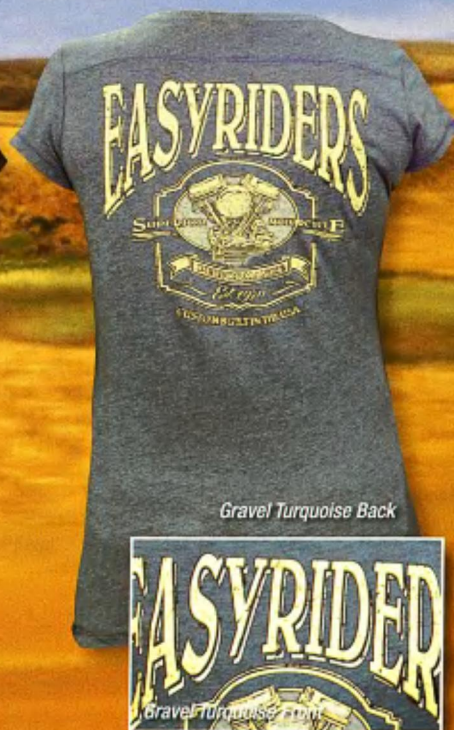
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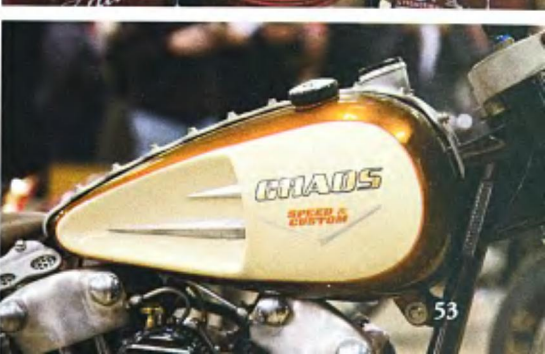
MAKING BIKE SHOWS GREAT AGAIN!

ATLANTIC CITY BIKE SHOW



The fourth stop on our Easyriders Bike Show Tour for 2017 was a first-time event for us. We descended upon Atlantic City, New Jersey, and it was as if a two-wheeled circus came to town! Having never been to Atlantic City before, imagine our amazement when this casino destination loomed out of nowhere, offering a Vegas-like wonderland right on the Atlantic Ocean.

On February 4, the Atlantic City Convention Center was transformed into a showcase for the Northeast's very best custom creations. There was every sort of custom motorcycle on display, from incredible antiques to café racers, from super long and old school choppers to the wildest baggers you've ever seen. When the show doors opened at 10:00 am, the hall was very quickly packed with bikers from the Northeast, all eager to see what an Easyriders Bike Show was all about.





Over 40 trophies by Carolina Custom Products were up for grabs, and categories included Modified Stock bikes, Radical Customs, Old School choppers and bobbers, Antiques, and baggers from mild to wild.

Vendors were hoppin', cold beer was flowing, tasty grub was shoved down throats, and Atlantic City rocked to the sounds of Triple Goddess and our headliner band, America's best biker band, the Fryed Brothers! Event goers could meet such biker celebrities as Michael Ballard from Full Throttle Saloon, Paul Yaffe of Bagger Nation, Jason Wilson of Sacred Steel, and Paul

Teutul Junior from *American Chopper*. So, within a few feet of each other, you could check out Yaffe's killer performance custom baggers, Jason's mind-melting old-school choppers, and Paul Jr.'s two-wheeled artworks.

Folks were blown away by the free-wheelin' drift trikes that were roaring around the hall, and were reduced to trembling horn dogs at the gyratin', drool-inducin' slip and slide, bump and grind goodness of the Purrrfect Angelz dance troupe. The energy elevated to a fever pitch as sexy announcer Lisa Ligon took to the stage to get the crowd riled up for the bike show awards.



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This was an incredibly difficult bike show to judge as the quality of all the motorcycles on display was very high. But when the smoke cleared and it was time to hand out the honors, the top awards went to: Radical Bagger, Joey Hensley of Back Yard Baggers in Winston-Salem, NC, for his 2016 Road Glide. Radical Custom went to Mike Pugliese of Staten Island, NY for his 2005 custom knucklehead. Paul Yaffe's Bagger Nation Award was handed to Jason Campbell out of the Bronx, NY, for his 2013 Road Glide.

The "least shitty chopper" award (also known as the "Douche" Award) was given out by Jason Wilson of Sacred Steel to Pete Cullen of Williamstown, NJ, for a nasty 1970 Ironhead Sportster chopper that he rides the snot out of every day! Editor's Choice was awarded to Evan Favaro of

Wallkill, NY, for his cool as hell little 1981 Yamaha XS650 by Speakeasy Motors. The coveted John Green Award went to a bike that our former bike show head honcho would have loved to throw a leg over; Jason Matuliewicz of Hatfield, PA's, 1949 panhead chopper. Best of Show went to an absolutely gorgeous 1981 shovelhead Digger by Evan Favaro of Speakeasy Motors out of Wallkill, NY. Well done everyone!

Besides the trophies and the honors, such top awards as Best Radical Custom and Bagger, Editor's Choice, and Best of Show winners were invited to our Invitational Bike Show in Columbus, Ohio, to try out for the season's tippy top honor... bike of the year! See you all in Columbus!

For a complete list of winners visit easyridersevents.com.

—Dave Nichols

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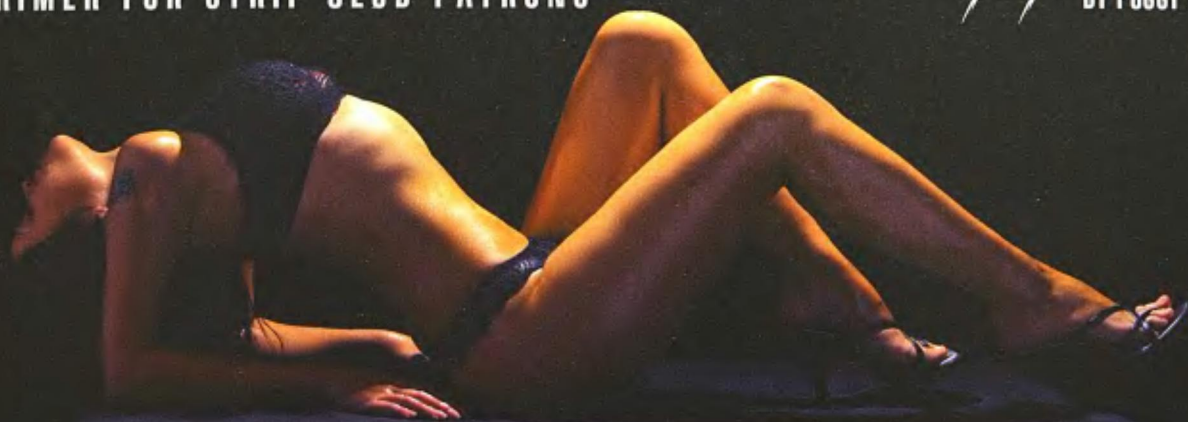
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Confessions of a Stripper

A PRIMER FOR STRIP CLUB PATRONS

BY PUSSY PER SE



Oh my god, I have a column in *Easyriders*! Last week I couldn't even spell "columnist," now I am one. When the editor told me I could write a primer for strip club patrons, I dripped more fluid than an AMF-era shovelhead! Okay, now where do I begin?

I am a stripper. I have danced in a number of states, and while the rules vary, the behavior is affected little by crossing state lines. The job is not without its pleasures. My customers are often thoughtful. One folds his tips into little origami animals, assembling a little dollar-bill menagerie—cranes, bears, bunnies, pigs—on the tip rail of the stage. I take them home to my son. I mentioned to another customer that I had coin-operated laundry in my building, and now he tips rolls of quarters. One left a turkey baster on the stage, which he knew I needed for Thanksgiving. Another patron pays me extra to do the River Dance. There are better step dancers, but can they do it in five-inch heels, naked? Other tips have included a fresh pineapple, cigarettes, a cheeseburger, and pesos (a guy wanted a hat dance). Some customers bring me gifts on my birthdays. The smart stripper will have several birthdays per year.

In this and following installments, I will share with you my knowledge of the strip club business so that you may

expand your knowledge of the world and become a renaissance man, or at least a savvy biker. As mentioned, strip club laws and practices vary from state to state, but human nature and the basic equipment remain constant.

Before I get into practical advice for customers, let me tell you a bit about clubs from a stripper's point of view. First, there are the usual competitive hazards. One coworker took a man into the champagne room that another dancer considered to be her exclusive customer. Later in the dressing room she found four of her costumes sliced into neat strips by a razor. Then there is always pressure from bosses—managers, bartenders, bouncers, whatever. Same as any job. One shift manager will demand that you be more "friendly" with the customers to bring in more money. Then the next guy will tell you to take it down a couple notches so the club doesn't get in trouble with the stripper police, whoever the hell they are.

Like many other dancers, I don't tell people what I do for a living, but I slip up at times, like when I bought a TV and external speakers by counting out \$625 in one-dollar bills. I was new. I didn't know you could exchange your ones at the end of the shift for larger bills from the bartender.

A fringe benefit of being a dancer is that you're surrounded by pretty

women. Sometimes there are parties after work. Find-the-Feather, blindfolded, is a good game. If my boyfriend has been nice, he gets to listen in on his cell phone. Not that I'm a lesbian. To me, a lesbian is a person with a dour world view who meets a similar woman, bonds with her, and they proceed to have a sex life so banal and tedious that it rivals that of middle-class heterosexual couples. By contrast, I'm just trying to have fun. If a girl says to me, "How about we get a cat together?" I know it's time to split.

A great number of my colleagues come out of trades that require intimate contact. Some are nurses, physical therapists, nursing home attendants, grade-school teachers. One cares for paraplegics, another for mentally disabled people. One dancer raises sled dogs. You have to be willing to get your hands dirty. I started stripping while I was a spousal-abuse and rape crisis counselor at a women's shelter. Stripping was a release from my regular job. It paid well, offered flexible hours, and allowed me to exercise my wild side.

The media image of strippers is absurd. The girls at the Bada Bing in *The Sopranos* wouldn't make a nickel in the clubs I've worked. Spinning around on a pole? Who tips for that? Better to attend a gymnastics meet. Or take the big scene in the movie *Strip Tease* where Demi Moore works the pole, and whips off

her top. Whoopee. She's a lovely woman, but that's it? At the clubs I work, customers demand to see more than that, and at much closer range.

Many of our customers are OWH's (other women's husbands), and our job is not to seduce them but rather to titillate them. We are not necessarily prettier or sexier than their wives. We are different than their wives. Intercourse is not allowed in a club, so we provide a variety of skilled, light, tantalizing foreplay. Many customers admit that afterward they rush home to their significant others. We work hard to keep families intact.

But enough about me. Let's talk about you, specifically how you can best give me your money when you come to a club.

The first thing to remember is not to feel intimidated. Humans, especially men, tend to be performance conscious. Will I be judged? How will I stack up? My view of the world, atop four- or five-inch heels, naked, is that people are essentially decent and will treat me with respect, and I, them. As I take a look at the customers around the stage, I'm aware that they're coming into my house, and it's my job to put them at ease. I always introduce myself to each customer before I begin dancing, maybe chat a bit. My foray down the stage is essentially an audition for a private dance (\$25 and up, depending on the club) from one or more of you. The pressure is on me, not you. Relax.

Which of you will I concentrate on? Which is the best candidate to sell a dance to? I once read an article about a champion car salesman, who, when asked which people were the most likely customers, said, "Anybody who walks into the showroom." Same deal here. If you're at the stage and putting cash on the tip rail, you might be a private dance customer. Rolexes? Bling? A big roll of bills? They mean nothing. It's not how much you have, but whether you're going to spend it. I know many of you are on a budget. I am, too, and I know you need to go home afterward with enough money in your chain wallet to buy oil for your Harley.

Upon entering a club, you might be intimidated by the bar-regulars. There's

always a gaggle of men who drink but rarely buy a dance or lay a tip on the stage. They may stare at you, give a look that says "And you are..." Ignore them. I do. They consider themselves to be some kind of intoxicated cognoscenti, commandeering the bar, chatting up the bartender, the managers, the owners, DJs, projecting a sense of elitism. Some are just cheap, figuring that looking at the girls is free. Some are puritanical: Looking is okay for them ("I just needed a drink"), but more than that is evil.

Anyway, buy a drink at the bar—if the regulars will move aside long enough—then make a beeline for the stage. Show the dancers you mean business. After that, to guide you, here are answers to frequently asked questions.

How do I get attention from a dancer?

Tip her, obviously. Look, you're sitting at the stage in a strip bar. You share with the dancers the desire to relate on a basic human, sensuous level. We understand that. Sure, some dancers are bitches, as are some nuns. Most of us, though, are trying to make a living while having a good time.

How much should I tip?

These days you only have to put down a dollar, but why not put down two? You've just doubled the ante of pretty much everybody else in the club. If there's a girl you really like, put down a five. You'll get her attention.

What can I talk about?

Just about anything. Jokes are good. Sex stuff is not optimum because we're already naked. Let the girl bring up those topics. Children and family are good subjects. Many dancers will hide the fact they are married or have children to create a sense of false availability in the patron's mind, but if the customer asks, most of us, like anyone, are happy to talk about our kids.

Do I ask for a private dance or do I have to be approached?

Either way. Don't be shy about asking. It's a rare dancer who turns anyone down. I've never turned away a customer.

Can I ask a stripper for a dance if she's talking to one of the regulars at the bar?

Absolutely. I have a researcher, Paolo, who helps me with this column, and comes to clubs with me, anonymously. Paolo loves doing this to the regulars. The dancer has to decide: Do I want to continue a tedious conversation or do I want to make some money?

What if a dancer asks me, and I don't want a dance with that particular woman?

It's best not to lie. A common response is "Maybe later," which we all know is bullshit. Just say "No thanks." Or "I'm committed to a dance with another dancer." If that's true. Or "I'm broke right now because I spent all my money on Pussy Per Se." That's a very credible statement.

Do I need to drink?

Technically no. But the bartender might get hostile, and a hostile bartender might interfere in a private dance later. So buy a soda, and leave a decent tip. The tip is all that counts to the bartender, not the club's welfare. One option is to hand the bartender the tip and order nothing.

Are bikers welcome?

Does a bear shit in any North Carolina bathroom he desires regardless of gender designation? You bet! Groups of bikers tend to be calmer and more respectful than, say, frat boys or salesmen.

How do I act cool?

Don't act cool. So many customers pretend that they couldn't care less that a naked woman is writhing in front of them. Then why are they there? Basically, make eye contact with the dancer, look at what she's highlighting on her body. Smiling is allowed. In a private dance, other physiological reactions are unavoidable. State laws may forbid actual sex but legislatures cannot criminalize natural physiological responses.

Someday I hope to look down from the stage and see your face. You can look back up at my face. Or at anything you want.

THE PERFECT PAN

Mike Diamond's 1953 Panhead

The editors here at *Easyriders*, and old-school bikers worldwide, are nearly unanimous in their assessment that the panhead is the most beautiful motor Harley ever produced. With this green custom pan, Michael Diamond has given us a gorgeous showcase for that venerable motor, like a jeweler creating the perfect setting for a dazzling diamond.



Frank Gonzalez laid down the gorgeous two-tone House of Kolor Planet Green metallic and white paint that caps off a beautiful ride.



When Mike and his wife, Angie, purchased this bike, the initial attraction was that the bike was built in 1953, and so was Angie. This led Angie to say that they bought the bike for her, while Mike says she is mistaken, he bought it for himself, a rivalry between them that continues to this day. The things married couples quibble over, really!

The pair live in Livermore, California, and hang around with the "Manteca Gang," a group of riding pals in California's San Joaquin Valley with a shared interest in cool motorcycles with a vintage twist. Mike says that when they originally bought the bike he rode it around for a short while until it started having mechanical issues. He tells us he shelved the project for 10 years in a corner of his garage while life went on. Then a light went off in his brain one day and he decided to polish the little gem that was hiding in the rough.

He tore the bike completely apart, asking motor wiz Matthew Negherbon to go through the engine and transmission, while the frame and tanks were repaired, putting the bike together correctly over a period of four months. While some might feel a twinkling of a bygone era in this bike, Mike says, "That era never left me."

The bike has all of the classic period touches, shortened wide glide forks, upswept trumpet pipes by Superior, diamond primary, BTE "Dog Dick" taillight, mousetrap—all the goodies.

While some might feel a twinkling of a bygone era in this bike, Mike says, "That era never left me."

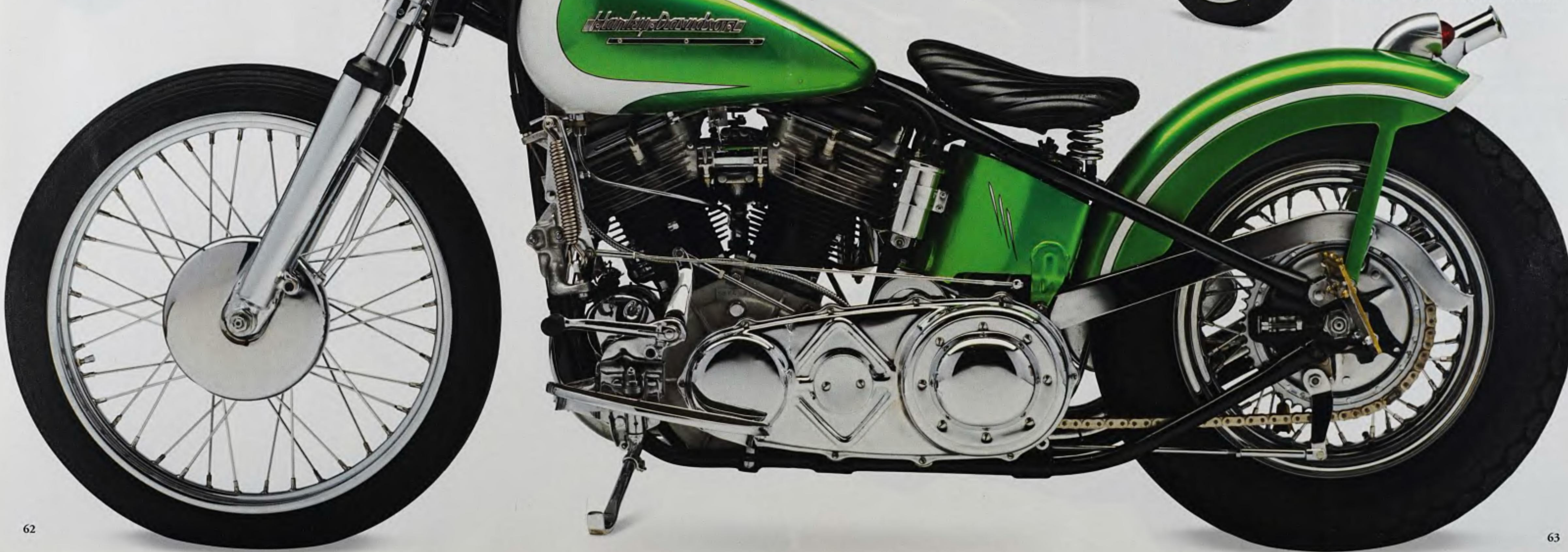


He fitted the bike with Sportster "Speedster" handlebars that have the throttle cable hidden in the bars, a Bates leather seat, and cut up a springer front fender that was turned around and fashioned into a rear fender.

The bike still runs the 6-volt battery and electrics, and all of the wiring is cloth covered for a vintage look. Likewise, keeping with the period, the M74B Linkert carb has been polished and fitted with a classic ribbed bird deflector in place of an air cleaner.

Frank Gonzalez laid down the gorgeous two-tone House of Kolor Planet Green metallic and white paint that caps off a beautiful ride. The bike is simple and elegant.

We at *Easyriders* would like to settle this his vs. hers argument once and for all, with the simple observation that the bike sports a solo seat, with no passenger accouterments at all, so who's bike is it? We rest our case. This will surely bring marital bliss to this divided family. Yeah, right. —Kit Maira



Owner: Mike Diamond
City: Livermore, California
GENERAL
Designer: Mike Diamond
Year/make: 1953 Harley-Davidson
Model: panhead
Assembly: Mike Diamond
Time: 4 months

ENGINE

Year/make: 1953 Harley-Davidson
Model: FL
Displacement: 74 inches
Cam: Andrews A
Ignition: points
Pistons: Harley-Davidson
Heads: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): Linkert M74B
Air cleaner: bird deflector
Pipes: Superior

TRANSMISSION

Year/make: 1953 Harley-Davidson
Modifications: none
Shifting: foot/mousetrap

PAINT

Painter: Frank Gonzalez
Type/color: House of Kolor/Planet Green, white

FRAME

Builder: Harley-Davidson
Shocks: none
Other Modifications: light molding

ACCESSORIES

Bars: Speedster
Handlebar controls: internal
Fender: modified front on rear
Headlight: 6-inch
Taillight: Modified BTE
Electrics: 6 volt, cloth wiring
Gas tank: 1953 Harley-Davidson
Oil tank: 1953 Harley-Davidson
Oil system: stock
Seat: Bates ribbed
Pegs: footboards
Mirrors: one
Grips: stock

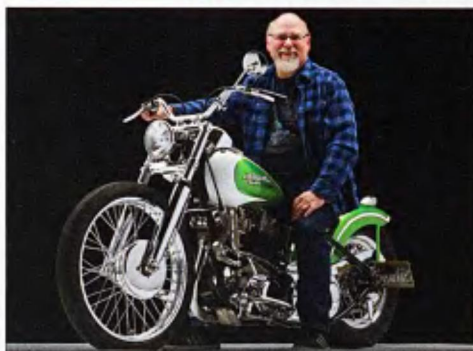
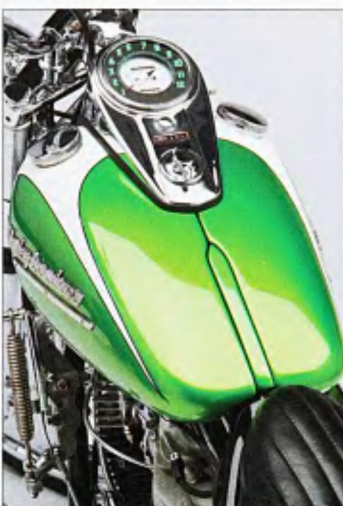
FORKS

Type: wide glide
Extension: 2 1/2 under
Builder: Forking by Frank

WHEELS

Size: 21-inch front, 16-inch rear
Wheels: spokes
Tires: Avon/Pirelli
Brakes: stock mechanical

Photos: Michael Lichter



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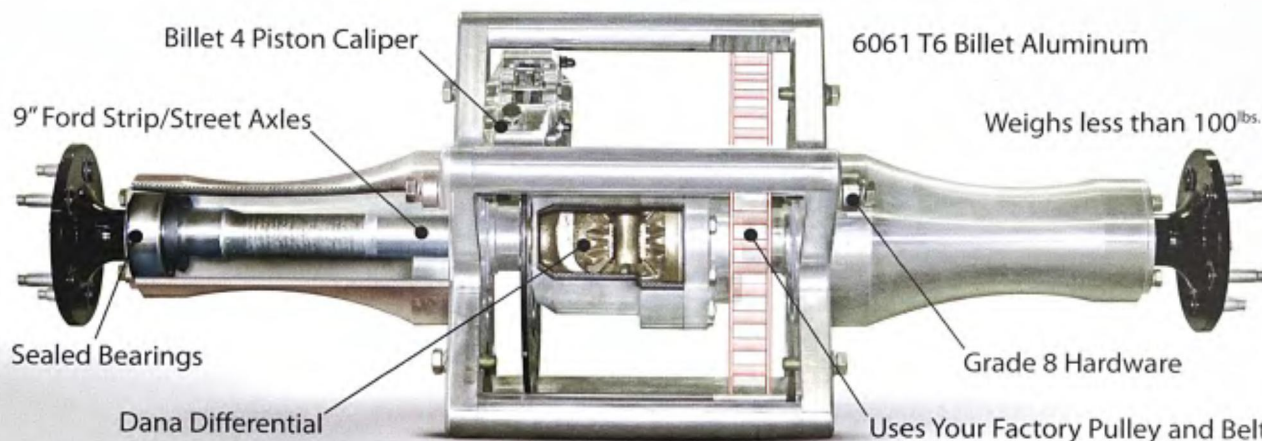
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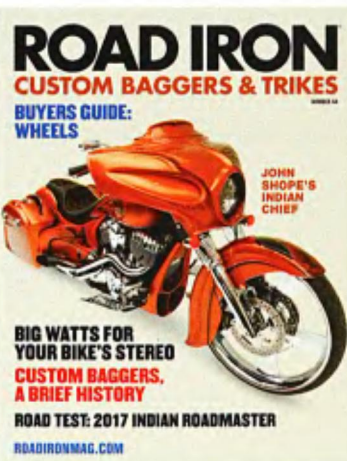
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This Month's Winner

In this month's issue, we bring you a mostly moist mademoiselle from Michigan named Melissa. Melissa enjoys craft beer, craft-beer farts, and nude parasailing with paraplegics. Gently turn to her feature and dig as she pulls the ripcord on Dax Leandro's sweet-as-sugar-pie Ironhead Sporty chopper.
—Captain Moosecock



#0701 Amy—Pennsylvania

"During my first ride on a Harley, I was scared we weren't going to make it. But of course we did, a little later!"



#0702 Jenn—Arizona

"On my first time on a Harley we rode through the beautiful countryside and I never felt so free and alive!"



#0703 Starflower—Oregon

"My first ride was transformative. Through the hills of Gold Lick, I felt my soul shining through the top of my head!"

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 nasty naturalists. Observe this hearty and quasi-virginal specimen named Sarah from the vast antediluvian mud-plains of the Northwest. Sarah spends much of each day foraging through the weeds and thickets in search of grubs, termites, and berries to sustain her through the long winter. In the spring, she will shed much of her winter coat with the aid of Vietnamese waxing technicians—this is called symbiosis. Come back next month as we study her complicated and lucrative mating habits.

529

FOX HUNT
P.O. Box 3000,
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I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an *Easyriders* photo shoot, and this authorization shall extend to photos created from such photo session.

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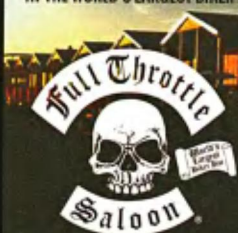
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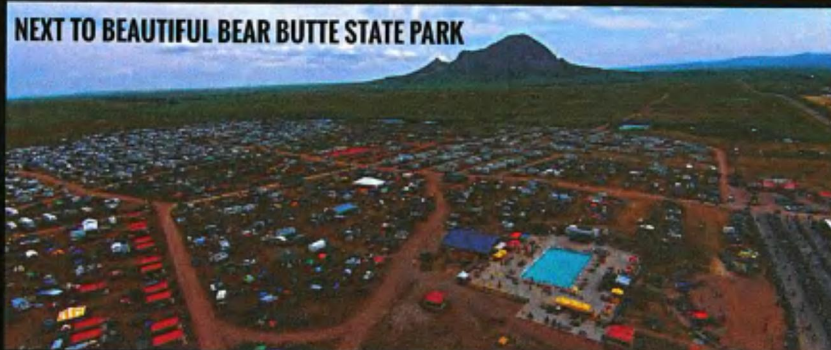
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Send a disc of your photos or videos to: Puttin' Pets, P.O. Box 3000, Agoura Hills, CA 91301, or email 'em to our purveyor of pets, Steve "Beatnik" Werner at swerner@easyriders.net. Who knows, you might just see your best furry friend on these pages!



Kipper the squirrel is wondering if there are peanuts in the saddlebag of my 1998 FXD.

—Michael Merna, Dearborn, MI



Mr. Kitty has grown up to a Big Twin and is ready to kick the dust off them tires and light a fire!

—Cory Zint, Lawrenceburg, IN



Here is our English Bulldog.
His name is Tofu and now he is five months old.
—Bruce & Cami Roth, Belgrade, MT



Zales caught reflecting
in the great wide open.
Death Valley Run.
— Ben Zales, El Lay, Calif.

THE WIND





Real women kick their 1956 pans. Chris doing what she does.

—Chris and Gabe Gibbany, Harrison Ark.



Toupee laws suck.

—Lou Camerota, Toys for Tots Run



Breakfast with the Bobbits.

—Mark Sherman, Cal Rendezvous

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



Mexico brings out the best in people.

—Rusty Childress, Rocky Point Run



Rode hard and ready to date your daughter. —Rich Wagner, Glendale, Calif.



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A man with a grey beard and mustache, wearing a black leather motorcycle jacket, black leather gloves, and a black helmet, is riding a Harley-Davidson Street Rod motorcycle. The motorcycle is black with chrome accents, including the engine, exhaust pipes, and wheels. It features a large headlight, orange turn signals, and a black seat. The rider is leaning forward, and the motorcycle is in motion on a paved road. The background is blurred, showing trees and a red stop sign.

Harley-Davidson's Street Rod is a nod to the company's flat track racing heritage.



FIRST LOOK

Harley's NEW Urban Street Rod

Harley-Davidson can look back at many years of successful flat track racing thanks to its XR750. With the brand-new Street Rod, a "muscular middle-weight built to blitz the city streets," the company is now trying to parlay that success into an aspect of urban riding it has rarely addressed.

The folks at H-D are doing this by pairing the new High Output Revolution X 750 engine with a revised chassis and up-rated suspension components to make the Street Rod quick, light handling, and easy to ride. A liberal dose of Harley's Dark Custom styling lends the bike a truly aggressive stance enhanced by increased ground clearance and new 17-inch wheels, a supercharger-inspired air intake, and the deeper exhaust note. The High Output Revolution X engine comes with a new single overhead-cam V-twin engine features a larger air box, a new dual-throat throttle body, revised four-valve cylinder heads and high-lift



With its drag-style bars, bar-end mirrors, and darkened speed screen, the Street Rod sports arguably the most aggressive stance of any Harley.

camshafts, and a higher-volume muffler, and it produces 18% more horsepower and 8% more torque than the slightly older Street model's Revolution X 750 engine. While the compression ratio went from 11.0:1 to 12.0:1, and the engine redline was increased from 8,000 to 9,000 rpm, the bike also gets an estimated 54 miles to the gallon. Not bad!



The teardrop gas tank and sinister looking air filter cover say all it needs to say to let you know this bike means business.

Add to this the fact that Harley is returning to flat track racing by going all in with a race-modified, liquid-cooled version of this engine, and you can see the emphasis the company puts on this Street Rod. The bike comes in three colors options: Vivid Black, Charcoal Denim, or Olive Gold, but there's plenty more this bike has to offer. Check it out for yourself at h-d.com. —*Tripper*

Base Price: \$8,699.00

Length: 83.9 in.

Wheelbase: 59.4 in.

Ground Clearance: 8.1 in.

Seat Height: 29.4 in.

Fuel Capacity: 3.5 gal.

Motor Displacement: 750 cc

Compression Ratio: 12.0:1

Lean Angle: 37.3 degrees right,
40.2 degrees left

Weight (running): 516 lb.

Engine Redline: 9,000 rpm

Fuel System: Mikuni Twin Port
Fuel Injection

Transmission: 6-Speed

Final Drive: Toothed Belt

Brake System: 2-piston,
floated front and rear

Wheels: Black 7-split, open spoke
aluminum

Front Tire: 120/70 R17 V

Rear Wheel: 160/60 R17 V



The single speedo/tach makes for simple, yet effective styling, and while it delivers its biggest punch at 3,000 to 5,000 rpm, the engine redlines at 9,000 rpm.



Dual disc brakes in the front and single disc in the rear, but all of them with 2-piston brake action. This ABS-equipped bike stops on a dime.



A new speed screen is color-matched to the rest of the bike and makes it look fast just standing still.



The inverted, anodized forks and triple clamps along with a stylish fender only add to the already aggressive look of the bike.



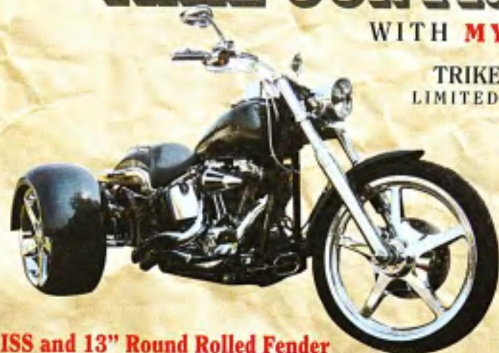
The new seat shape designed to fit the rider's contour incorporates a seat height raised to 29.4 inches to enhance the rider's view forward over traffic.

Photos: Harley-Davidson

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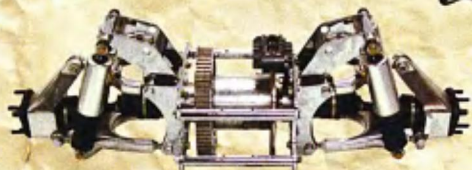
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PINEAPPLE JUICE

Dax Leandro Makes A Splash



**"Old-school choppers
should be easy to crank,
fun to ride, and have fewer
things to replace."**

Pineapple Customs built this 45-degree raked Sporty chopper and it really takes us back to the early 1970s era. Bill "Pineapple" Leandro was born in Hawaii, and his family moved stateside when he was only 6 years old. Growing up in Frisco and checking out the custom scene, Pineapple eventually moved to Alabama and opened up his own bike shop. Soon, his son, Dax, came along and joined his dad in building some amazing custom bikes. Last month we showed off Dax's big front wheel chopper—a bass boat big flake blue rigid that takes trophies where ever it is shown.



"The nostalgic '70s-style paint job was done in-house."



This month, we're showing you a down home chop job by the father/son team that took the John Green Award at our Easyriders Bike Show in Nashville. Dax tells us that he likes bare bones bikes because, "They're easy to crank, fun to ride, and have fewer things to replace."

Pineapple traded some guy \$40 dollars-worth of fuel injection parts for this 1979 AMF Sportster in nearly

stock, but dubious condition. It sat around the shop for a few years and they played around with the idea of putting a shop bike together.





Everything on this project is based on the original 1979 frame. Pineapple had some square tubing laying on the bender. They trimmed it to become a one-off square tube hardtail conversion, and now the old Sporty has a nasty stance. The oil tank came from a sheet of steel that Pineapple rolled up and welded together just like in the old days. The rear fender was actually a repurposed chunk of what was left over from an old trailer fender project in 2009.

Owner: Pineapple Customs
City: Opelika, Alabama

GENERAL

Fabrication: Pineapple Customs
Year/make: 1979 Harley-Davidson
Model: Sportster
Assembly: Pineapple Customs
Time: 1 month

ENGINE

Year/make: 1979 Harley-Davidson
Model: Sportster
Ignition: Dyna "S"
Displacement: 1,000 cc
Carburetor: S&S Super "E"
Air Cleaner: Velocity stack
Pipes: old-school drag pipes

TRANSMISSION

Year/make: 1979 Harley-Davidson
Shifting: foot

PAINT

Painter: Pineapple Customs
Type/color: House of Kolor/
Candy Burgundy
Special paint: Lil Daddy Roth
Mind-splitter gold flake
over black base

FRAME

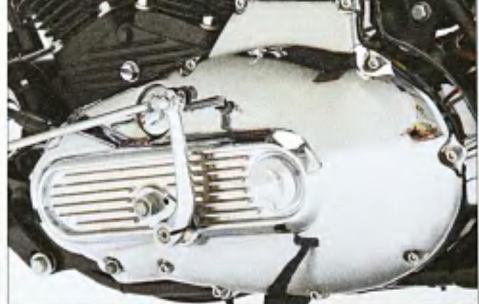
Year/make: 1979 Harley-Davidson
Type: rigid
Rake: 45 degrees
Stretch: 9 inches
Shocks: none
Modifications: Square tubing hardtail
by Pineapple Customs

ACCESSORIES

Bars: Drag bars
Handlebar controls: J&P Cycles
Fender: Pineapple Customs
Headlight: Harley-Davidson
Taillight: old bullet from Pineapple
Customs
Pegs: J&P Cycles modified
Electrics: Pineapple Customs
Gas tank: King Sportster
Oil tank: Pineapple Customs
Primary: Harley-Davidson
Seat: Spring suspension
Grips: J&P Cycles
Front End
Type: springer
Extension: 4 inches over
Builder: Demon's Cycle South

WHEELS

Hub: Demon's Cycle South front,
J&P Cycles rear
Size: 21-inch front, 16-inch rear
Tires: Avon front, Shinko rear
Brake: Harley-Davidson modified

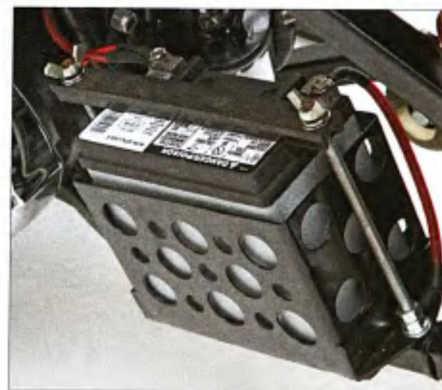


Photos: Don Rogers
Model: Melissa



The nostalgic '70s-style paint job was done in-house as well. Dax says, "This is family operation." His son Adrian could someday be wrenching and riding along too. Their favorite road is along the Redneck Riviera, which is US highway 98, also known as front beach road in Panama City Beach, Florida. Don't miss the best cool down stop at Ms. Newby's for a sip of their world famous Hunch Punch.

Speaking of cooling down, this month you selected the munch-worthy Melissa as your Fox Hunt winner. This proves that you can't kickstart a V-twin with a pineapple, but if you have two perky pineapples, you can jump start an old goat. —*Cheesus*



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DAYTONA 2017



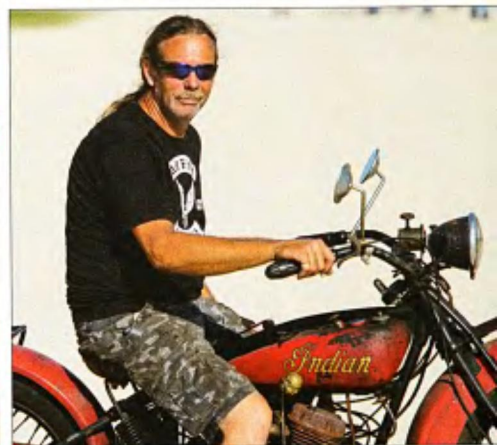
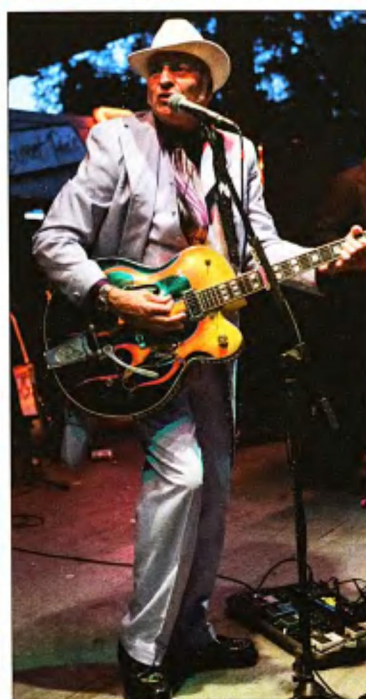
What's a great ride without some good turns and exciting curves? That pretty much sums up Daytona Bike Week 2017, the best Daytona I've attended in more than 25 years. Now that's saying a lot for someone who is known to have a critical eye, but this year I saw a perfectly smooth curve before me, leaned into it, and came out on the other side with a big smile as I found new life in an event that at 76 was showing its age!

What I discovered has been growing

for years and evolving over time. Many bikers who ride to this "run to the sun" every March had become disillusioned with the Main Street scene of Daytona, Florida (despite a few great spots that I will always go back to), and had decided it is better to reach out beyond the city limits and do things the way they were done years ago—back when bikers took responsibility for making their own fun. Daytona Bike Week has spread out, and in so doing, has reinvented itself.

The seeds were laid back in 1986

when Sally and Billy Stevens moved their Iron Horse Saloon from downtown, just off Main, to its present location in Ormond Beach. At the time, some wondered who would ever go that far away from downtown for a beer, but it was more than that. Sally and Billy, along with many visitors, were tired of what they saw as the town seemed to be turning against bikers. The commercialization of the overall event and the downright harassment by law enforcement drove many riders away.





How prescient it was when someone wrote back then, "They told us to leave, even sent us a letter, so we moved the ol' Iron Horse and the best just got better." And better and better it still gets! The Iron Horse is one place I go back to a number of times during the event, and I usually head there on day one for the free David Allen Coe afternoon concert and beer hour. I don't know how many times I have heard this balladeer sing about his life, and I never get tired of hearing it again, nor the incredible vibe in the air. The free beer hour is a nice welcoming touch to Daytona Bike Week.

In the years since, many vendors and biker-style entertainment have moved out of town. Willy Jones held his first Tropical Tattoo Chopper-Time old-school Bike Show in 2003, also in Ormond Beach. Starting modestly, it has steadily grown into the one must-see, ride-in bike show that everyone attends and I tout as my favorite. Officials told Willie this year that 8,000 people attended his parking lot show that was packed with close to 100 bikes—choppers, bobbers, knuckles, pans and

shovels of every configuration and style. No signs or explanations were needed, just eye candy grip to grip with everyone elbow to elbow taking it all in. Cheap beer served by sexy ladies greased the conversations and despite the show being free for all, they still managed to raise a great donation for local charities. Of course Roadside Marty was back offering up his unique brand of entertainment. Laced with plentiful abuse, he called up trophy winners with their bikes to receive their award, each skillfully and creatively made by a builder craftsman—old-school all the way.

Other bike shows not to miss included Warren Lane's True Grit that kicked the week off the first Sunday at Destination Daytona (also in Ormond), the *Cycle Source* show at the Broken Spoke (Ormond again) where record crowds filled the place with a fantastic atmosphere on a Tuesday. There was also the Perewitz Paint show back at Destination on Wednesday and the Boardwalk Show on the ocean on Friday. Then there was a first year show called the Boogie East at Annie Oakley's Saloon

on Friday put on by Scott Hoepker and his Chemical Candy group with the help of sponsors such as Biltwell. In all my years, I had never before been in the back garden of Annie Oakley's, and what a chill place it was to spend an afternoon. Another show I heard was great but couldn't get to, was the Lowdown Hoedown Bike Show at Hold Fast Tattoo in Port Orange. But it will be on my calendar for next year, which brings up what is my biggest problem: so much to see, so little time. There is so much to see and do during Daytona Bike Week, I need to clone myself!

The list is long, but I also managed to get to the Sunshine AMCA Chapter's antique meet in New Smyrna to start the week and was back out that way on Wednesday for the Cabbage Patch and all its coleslaw wrestling shenanigans. All through the week, I was on rides south of Daytona, others north through Tomoka State Park and up the coast along the beach with cool old bikes. There were also press events by Harley-Davidson and Indian to attend an H-D ladies ride that I always try to support.



It was easy to stop by the famous Daytona Speedway, which has been greatly improved now that it is all paved, to check out Harley-Davidson and Indian's latest wares and to take a test ride on their latest motorcycle models. Situated around the outside of the park you could find just about any and everything a biker could want to buy. Speaking of shopping, the massive motorcycle mall known as Destination Daytona had it all.

Motorcycle racing first started this bike rally 76 years ago and racing took the focus of this year's run. Not the big established racing of the Daytona 200, but the racing that everyone is talking about these days and that's the flat track and its derivative, Hooligan Racing. Both of which have come back to bike week and were well attended, particularly by the younger crowd. I unfortunately missed seeing Cole Freeman jump his Harley-Davidson bagger over a bunch of cars. Now if that doesn't sound like insanity, I don't know what does.

The most defining event of this year's Daytona Bike Week for me, and one that I had been looking forward to for over a year, took place on the last official day of the event. Billy Lane's launch of his Sons of Speed boardtrack-style racing at New Smyrna Speedway hit the nail on the head. I was fortunate enough to stop by Billy's shop a couple of times to see the controlled frenzy as so many great builders and mechanics came in to work around the clock to help get all the bikes finished and ready for the track.

It was more like "old-old school" with all the 90- to 100-year-old bikes racing around a ½ mile, 20 degree banked paved track. To add some interest, Billy pulled in some of his good friends, including custom builders Rick Petko and Paul Cox, and Buckcherry's drummer Xavier Muriel, who lived and worked in the shop for two weeks wrenching on bikes. There was *Moonsbinner* TV star Josh Owens, Billy's brother and noted builder Warren Lane, Shelly Rossmeier from Destination

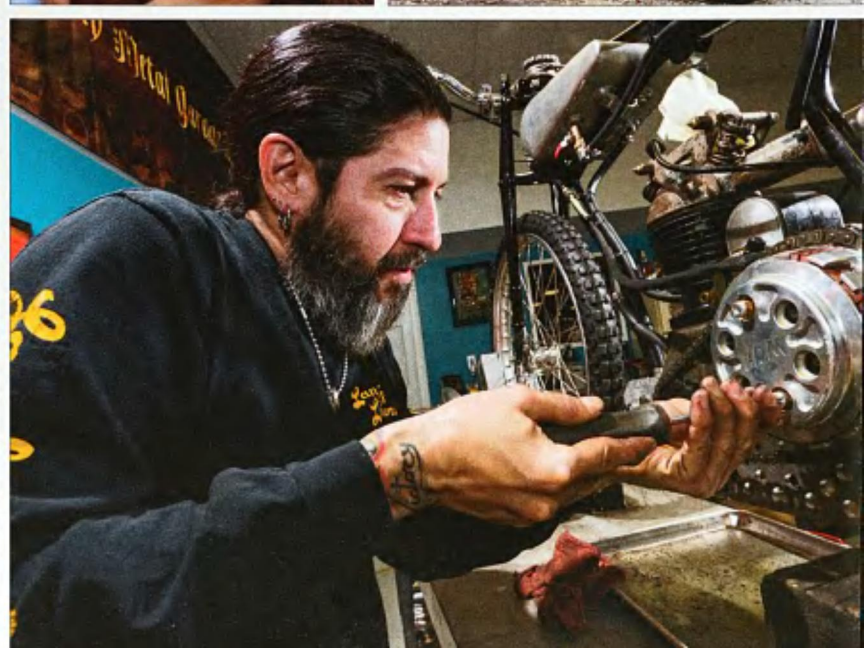
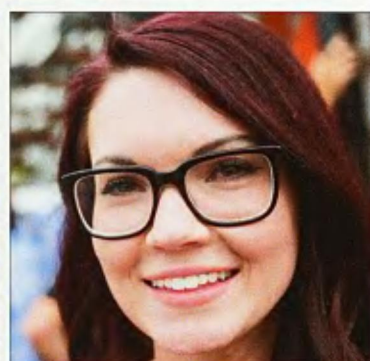
Daytona, and the Harley Museum's restorer Bill Rodencal. I wasn't really familiar with the second place finisher, custom builder Matt Harris, but he had amazing form and is building some great custom bikes. Last, but certainly not least, what can you say about the best running bike and the only woman racing, Brittney Olsen of South Dakota, who pulled out all the stops to beat all the guys and take the checkered flag!

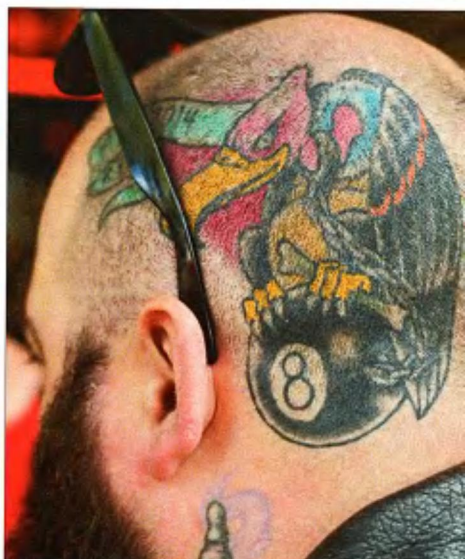
I'm sure I say the same thing every year about how I'm going to see everything next year, but that's never going to happen. There is just too much going on, but that is also what is making Daytona Bike Week better. This event is reinventing itself and that fact isn't going unnoticed. There is a new, younger crowd showing up and staying longer to take advantage of the fact that there is more for them to enjoy. And a lot of these younger riders are women as well. I love it and want to see them keep shaking it up and adding new turns and curves to the road every year. —*Michael Licbter*



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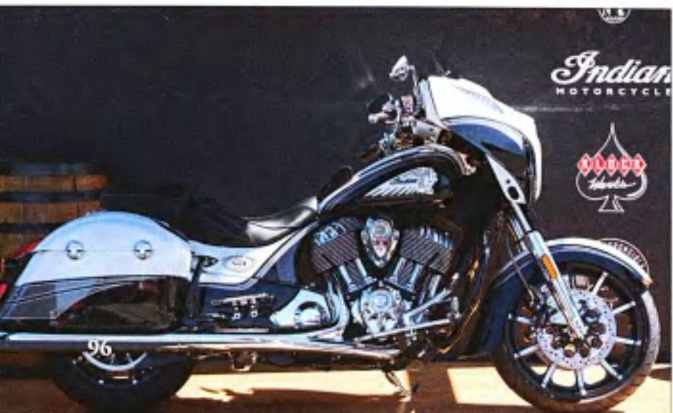
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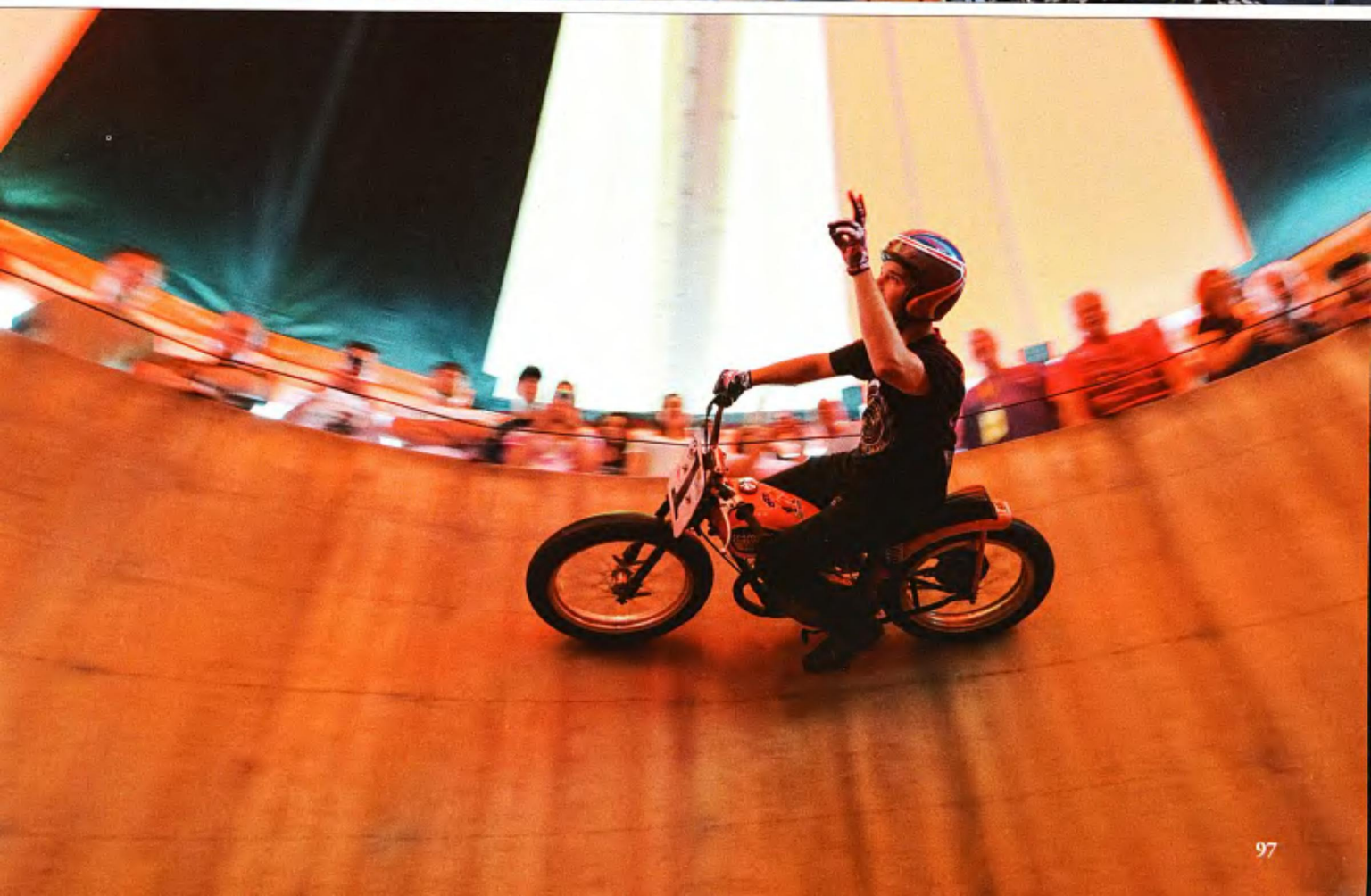




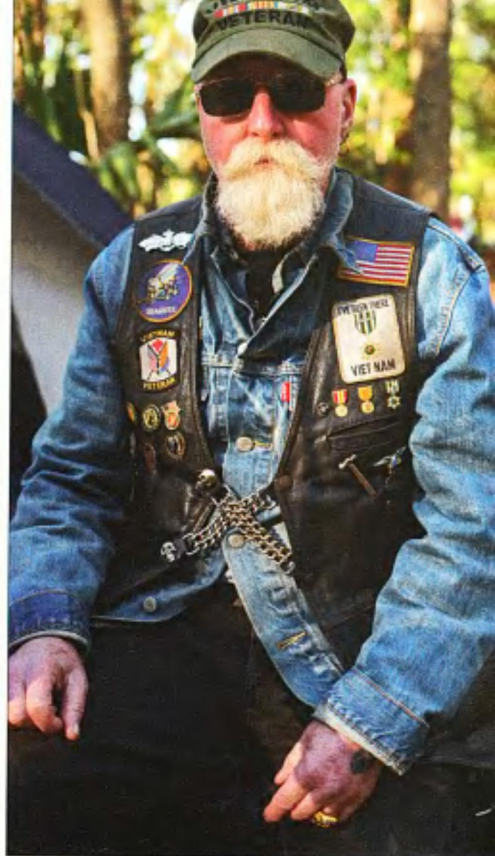




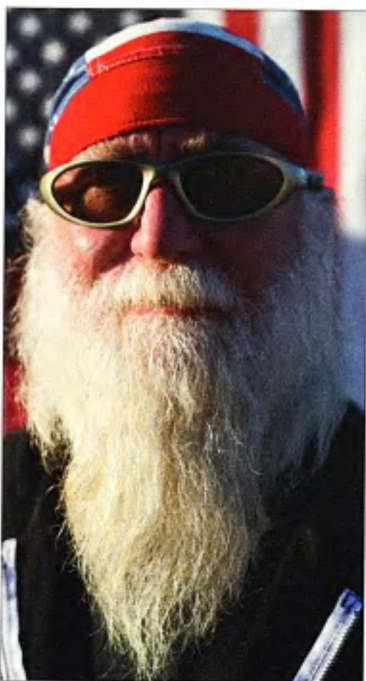












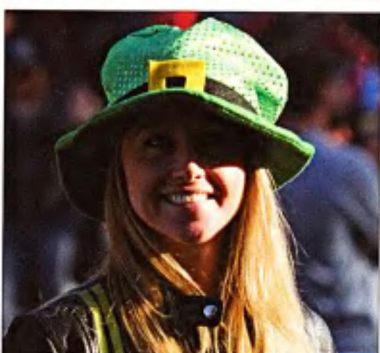




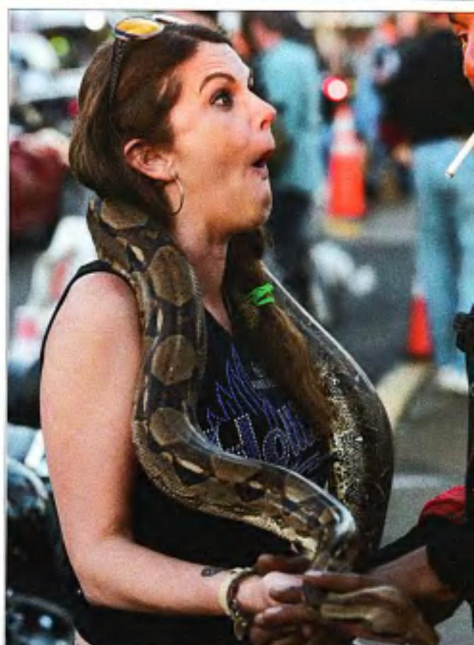
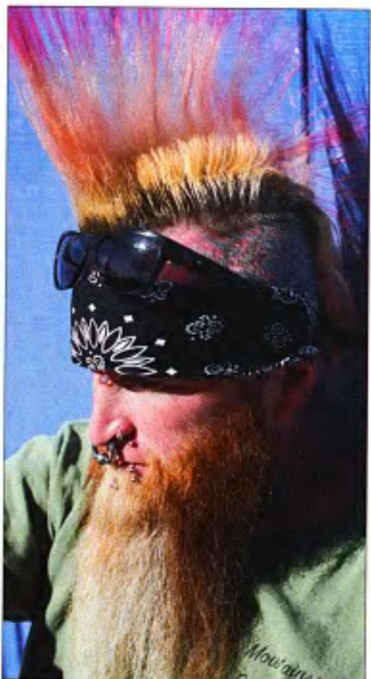






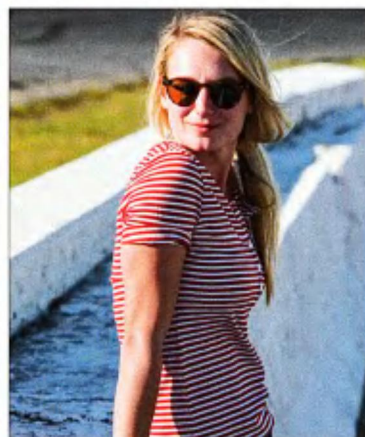














BILLY LANE'S INAUGURAL SONS OF SPEED RACE: Brittney Olsen Wins Debut Race at Daytona Bike Week

Billy Lane's first Sons of Speed race was a big success during Daytona Bike Week this year. On race day, a dozen vintage motorcycle racers mustered their courage and skill to take on the daunting ½ mile banked asphalt track at New Smyrna Speedway. In the final heat Brittney Olsen of 20th Century Racing took the checkered flag, with Matt Harris of 40 Cal Customs taking second place, and Shelly Rossmeyer-Pepe of Bruce Rossmeyer's Daytona Harley-Davidson rounding out the third spot.

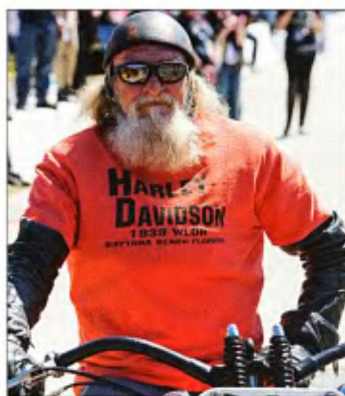
"The reality is that everyone who raced a bike on that track did something that has not been done in almost a century; we made history," said Billy Lane, renowned bike builder and founder of Sons of Speed. "Every racer and spectator knows in their heart that Sons of Speed was more than an event, it was about the camaraderie and kinship that was shared by all. We look

forward to our next race in Sturgis at the Full Throttle Saloon."

Inspired by early twentieth-century boardtrack racers, the bikes raced in Sons of Speed were stripped down, no clutch, no brake pre-1925 1,000cc American V-twin motorcycles. Most of the bikes were ground-up builds with some being finished just before race time. More than 2,000 spectators in the stands had a birds' eye view as racers came by at speeds of over 80 mph in closely raced heats. In the end Brittney Olsen took home the coveted Bill McCann custom-made, one-of-a-kind first place trophy.

Based on the success and support for the Sons of Speed race, Billy will host another Sons of Speed event on Tuesday August 8 at the Full Throttle Saloon in Sturgis, as well as another event at New Smyrna Speedway during Biketoberfest on Saturday October 21. The race at the Full Throttle Saloon will be a dirt track surfaced with clay (to keep it firm) with high banks and will include Pre-1930 1,000cc class and 1,000cc+ class. More details will be forthcoming. For more information, email sonsofspeedrace@gmail.com.

—Ken Conte



Sons of Speed Debut Racers:

Billy Lane 1924 Harley

Warren Lane 1920 Indian Powerplus

Rick Petko 1919 Indian Powerplus

Shelly Rossmeyer-Pepe 1915 Harley

Brittney Olsen 1923 Harley

Xavier Muriel 1913 P.E.M.

Rhett Rotten 1919 Harley

Josh Owens 1919 Harley

Bill Rodencal 1915 Harley

Paul Cox 1917 Indian Powerplus

Buzz Kanter 1915 Harley

Matt Harris 1924 Harley

Ken Curtis 1914 Harley

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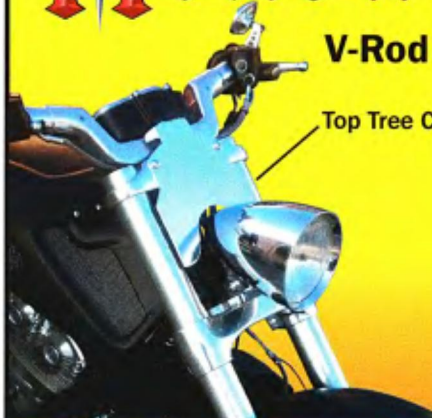
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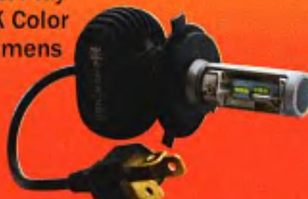


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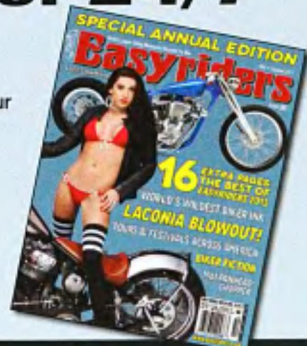
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Flash Presents

NUMBER 4

David Mann

An Editor's Choice of Rare Biker Lifestyle Art



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Paisano Publications has produced three previous David Mann bookazines of his amazing biker lifestyle art. This fourth offering is a collection of very special works of art selected by the editors of *Easyriders* magazine; works of art that stirred their own passion for two wheels. You'll find many centerspreads as well as art that was created for specific works of Biker Fiction that ran in *Easyriders*. Many of these paintings have not been seen by the public since they first ran in the magazines.

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Phillip Ruer
Spring Hill, Florida
1973 Shovelhead Chopper

Phil says that some 18 years ago he got bored at a bio-tech conference in La Jolla, California, so he stopped by Moreland Choppers in nearby Solana Beach and bought a 1972 20-inch-over Durfee girder. Fifteen years later, at a swap meet in Webster, Florida, he found a single down-tube Santee frame with a 43-degree rake, 6 extra inches in the down tube and 4 extra inches in the back bone. Six months after that he had a rolling chassis, found a 93-inch shovelhead motor with cracked cases at a junkyard, and started building the

bike. "She became an obsession," he now says.

His plan was to design a decent handling chopper by keeping the trail under 6 inches. "I wanted to design it open, to allow for fast service and maintenance," he adds. "It needed front and rear disk brakes, and the wiring is simple because I followed an old Easyriders blue-covered wiring guide."

Because of the open nature it's easy to hide items in plain view, he points out. "Originally, I designed a 45 pistol to sit in the seat springs and used neodymium magnets to suspend tools and a knife under the tank, but when she started getting noticed, I pulled the 45 idea. No open carry yet in Florida, but I've got a holster ready."

So many bikes are built by right-handed people and use the geometry of the push rods, pipes and carb to create illusion, Phil adds. "I like the left side, it's where the power goes. The motor—the heart—is visible without obstruction, and all of the aluminum fabrication was left rough. We all like it rough sometimes."

She's a little high maintenance, he admits, but "all the good ones are worth it, and she's still hot into her 40s." And that despite spending only 350 bucks on a pretty decent candy apple red paint job from Roy Spring, with some sparkles and stuff. This is where he thanks his wife, Tara, for "always running to the garage when I need a hand." —*Tripper*





"One male and two animals."

Comin' At Ya



The awesome August issue of *Easyriders* (No. 530) will take you to the ultimate custom bike show, our Invitational Show in Columbus, Ohio, for a look at America's very best bikes! Then ride with us to the 30th annual Roscoe's Chili Challenge for a heapin' helpin' of meat, beans, and boobs!

Custom bike features will include Dalton Walker's dazzling Digger panhead, Brent Mayfield's killer K-model, Mike Estabrooks' Dave Perewitz Evo, Sammy Newsom's Sportster drag bike, Heath Fifield's pro-street Low Life, and a big metal pig by Ron Finch!

All this plus leg-wettin' biker fiction, another classic David Mann painting, twisted humor, and dirty-legged hardbellies are slippin' off their duds in the August *Easyriders*!

On sale June 20



The August issue of *V-Twin* (No. 196) is the "G-Rated" version of *Easyriders* and there is nothin' in it that you can't show your dear ol' mum. It includes a bonus custom bagger magazine—*ROAD IRON*—extra tech guides, and of course, no nudity.

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Sean Bast/Tried and True/1984 Harley-Davidson FXB
Model: Anelita



David Mann's painting "Skinny Dippin'" was first used in the July 1983 issue of *Easyriders* magazine. It can also be found in our new bookazine, *David Mann #4*, featuring 50 biker lifestyle masterpieces.

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