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## REMOTE CONTROLLED DILDOS

Vibrator customers were recently awarded up to \$10,000 each in their class-action "invasion of privacy" lawsuit against the company Standard Innovation, whose We-Vibe model's smartphone app collected intimate data such as vibrator temperature and motor intensity, that could be associated with particular customers and which were easily hackable, and controllable, by anyone nearby with a Bluetooth connection. The Illinois federal court limited the award to \$199 for anyone who bought the vibrator but did not activate the app.

## SMART RUBBERS

Speaking of sex-related apps, the company British Condoms is now accepting pre-orders for the iCon Smart Condom with an app that can track, among other data, a man's "thrust velocity," calories expended per fuck session, and skin temperature, as well as do tests for chlamydia and syphilis. The projected price for these smart condoms will be about \$75.

## YOU JUST CAN'T WIN

Video cameras in England caught all the action when a 21-year-old dude was scootin' along on his motorcycle and was hit by a motorist. He was unharmed by the crash and stood up to check on his bike, which had crashed into a nearby light pole. That's when the light pole fell... yep, right on the biker's head. OWW! The rider survived but what really pissed him off was that the cage driver split after hitting him!

## SAY CHEESE AND CRAP!

For years now, China's public-park restrooms have suffered toilet paper theft by local residents who raid

dispensers, stealing TP for use in their homes. The prevailing feeling is that anything that is "public" belongs to the public. But the government recently fought back with technology. At Beijing's popular Temple of Heaven park, dispensers now have facial-recognition scanners beside the six toilets, with pre-cut paper (about 24 inches long) issued only to users who pose for a picture. One slug of paper can be dispensed to the same face in a 9-minute period, which is catastrophic for the diarrhea-stricken.

## YOU MIGHT BE A BIKER

- If all your best friends are named after animals...
- If your best shoes have metal toes...
- If you have motorcycle parts in your oven...
- If your idea of jewelry is barbed wire...
- If you can name bugs by their taste...

## GENERAL HIJINKS

Among the facts revealed in the ongoing criminal proceedings against U.S. Navy officials and defense contractor Leonard "Fat Leonard" Francis, who is charged with arranging kickbacks: In 2007 Francis staged a party for the officials at the Shangri-La Hotel in the Philippines during which "historical memorabilia related to General Douglas MacArthur were used by the participants in sexual acts." Hmm. I have so many questions.

## JUGGLING DRUNK

A few months ago, a 23-year-old woman performed a series of cartwheels for police to prove that she wasn't drunk. She probably thought her skill as a gymnast would be more impressive than the standard field sobriety test.



But the cops thought that her cartwheels sucked and booked her for DUI anyway. In related news, a student of the University of Central Arkansas managed to get out of a DUI by successfully juggling for the police officer who pulled him over.

## SEX BREAK TIME!

A councilman in Sweden, introduced a bill that workers be given paid "sex breaks" during the business day in order to improve well-being and job performance. The primary beneficiaries would be married, fertile couples, but all workers would receive the benefit. And employers, said the councilman, would have to trust their employees because some surely would "cheat" by taking a break but NOT having sex. Heaven forbid!

## DUMBASS QUOTE OF THE MONTH

"I guess I'm gonna fade into Bolivian."

—Mike Tyson





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**WELL HUNG**  
Dalton Walker's  
1964 Pan Digger



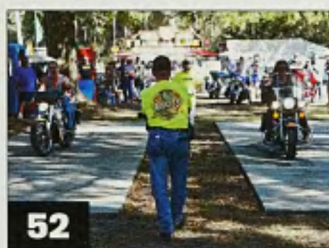
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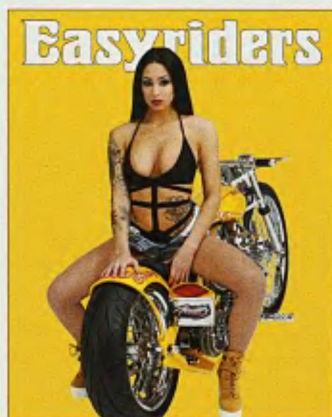
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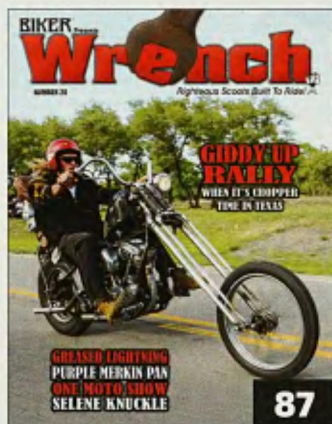


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We love hearing from you! Please send  
your questions or comments to the  
editor at [dnichols@easyriders.net](mailto:dnichols@easyriders.net).  
Next month's issue goes on sale  
July 18, 2017.



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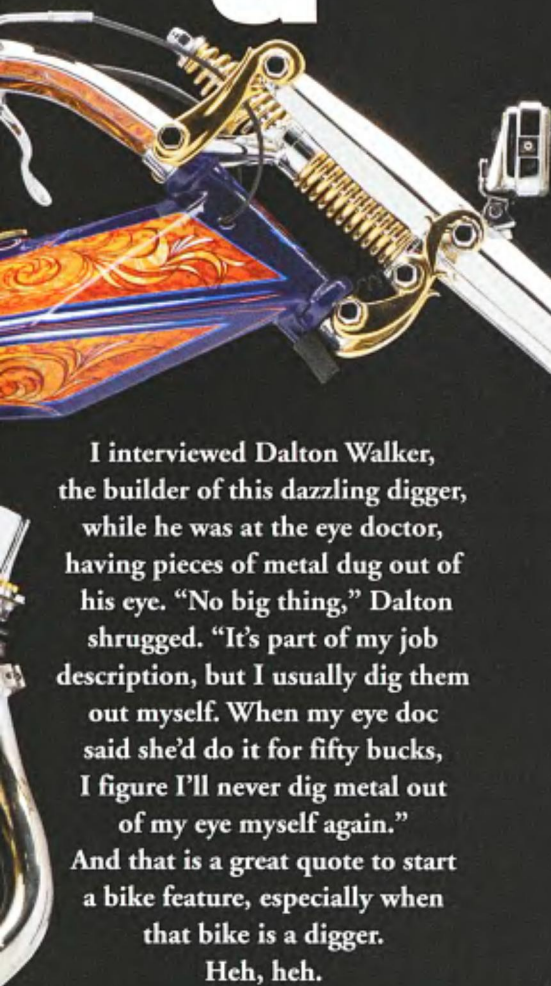


Dalton Walker's 1964 Pan Digger





# WELL HUNG



I interviewed Dalton Walker, the builder of this dazzling digger, while he was at the eye doctor, having pieces of metal dug out of his eye. "No big thing," Dalton shrugged. "It's part of my job description, but I usually dig them out myself. When my eye doc said she'd do it for fifty bucks, I figure I'll never dig metal out of my eye myself again." And that is a great quote to start a bike feature, especially when that bike is a digger.  
Heh, heh.





Dalton blows the judges away every year at our Easyriders Sacramento Bike Show.



The next question is; how do you get away with calling your cool custom digger Well Hung? Notice that there are no front downtubes on the frame. The motor is hung from the top frame member and floats in the air as if by magic. See? Well Hung.

Dalton blows the judges away every year at our Easyriders Sacramento Bike Show. He always brings a few of his one-off wonders from his shop Split Image Kustoms (S.I.K.) out of Hanford, California. He

amazed the pants off us again with Well Hung.

Back in the 1970s, ace bike builders such as Arlen Ness, Dave Perewitz, and Donnie Smith would often build show bikes that defied description. They would create crazy frames and front ends, mold all the sheet metal in, and then cover everything in detailed engraving or even gold plating. The builders of old have nothin' on Dalton. This thing is as wild as it comes.

There have only be a few custom bikes ever created that were missing a front downtube. For this one, Dalton began with a handful of sketches and a brainful of ideas. He welded each piece of the sheet metal frame, experimenting as he went. Jeff Montgomery built the 96-cubic-inch stroked panhead motor from the ground up, which breathes through two SU carbs with velocity stacks. There are also dual magnetos sparking the dual plug heads.



The motor is hung from the top frame member and floats in the air as if by magic.



The choice of a prism gas tank is the perfect fit for Well Hung, as is that long steampunk springer front end with its gold plated sculpted rockers and spring. Even the wheels are a work of art, from the spindly radial-laced spool hub way out front, to the hand-sculpted wonder under the seat. No CNC machine for Dalton. Speaking of the seat, the minimalist saddle is the work of Shack Cycles.

With so much to look at and appreciate, one of my favorite details

are the handcrafted foot controls. Imagine the time and effort it took Dalton to design and create those perfect, gold plated brake and shifter levers that float on either side of that mighty panhead. All the gold on this masterpiece was plated by Jose Reyes of Fresno.

Dalton sprayed on the blue to black base paint and then the absolutely astounding gold leaf work from stem to stern was handled with finesse by old school legend Dicky

Doodles. Well Hung was Walker's entry in Born Free 7 and it took third place at the Invitational Build-off. It also took first place Best Panhead and second place People's Choice. Then Dalton brought the bike to our Easyriders Sacramento Bike Show where it grabbed Editor's Choice.

In the mighty halls of Biker Valhala, the Gods of Thunder, Fire and Chrome are smiling down on one of their true sons.

—Negan



**Owner:** Dalton Walker  
**City:** Hanford, California

#### **GENERAL**

**Designer:** Dalton Walker  
**Fabrication:** S.I.K.  
**Year and make:** 1964 Harley-Davidson  
**Model:** Digger  
**Assembly:** Dalton and Jeff  
**Time:** 9 months  
**Chroming:** Moreno's Polishing

#### **ENGINE**

**Year and make:** 1964 Harley-Davidson  
**Model:** panhead  
**Rebuilder:** Jeff  
**Ignition:** dual magneto  
**Displacement:** 93 cubic inches  
**Lower end:** 4 3/4-inch stroke  
**Balancing:** S.I.K.  
**Pistons:** S&S  
**Heads:** dual plugs, outside oiler  
**Cam:** Lienweber  
**Carb:** dual SU

**Air cleaner:** S.I.K. stacks

**Pipes:** S.I.K. 2-into-1

#### **TRANSMISSION**

**Year and make:** 1950 Harley-Davidson  
**Type:** 4-speed  
**Shifting:** foot

#### **PAINT**

**Painter:** Doodles at S.I.K.  
**Type/color:** House of Kolor/  
black and blue and gold all over

#### **FRAME**

**Year and builder:** 2015 S.I.K.  
**Type:** rigid  
**Rake / Stretch:** it's a mystery  
**Shocks:** none

#### **ACCESSORIES**

**Bars:** S.I.K.  
**Handlebar controls:** UL  
**Fender:** S.I.K.  
**Headlight:** square  
**Taillight:** S.I.K.  
**Pegs:** Anderson  
**Gas tank:** S.I.K.  
**Oil tank:** S.I.K.  
**Primary cover:** S.I.K.  
**Seat:** Shack Cycles  
**Grips:** Biltwell

#### **FRONT END**

**Type:** girder  
**Builder:** S.I.K.  
**Extension:** 14 inches over

#### **WHEELS**

**Size:** 21-inch front, 15-inch rear  
**Type:** S.I.K.  
**Tires:** Avon  
**Brake:** H-D juice rear

**Photos:** Michael Lichter

**Contact:** Dalton Walker

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Thank you, *Rick Rademacher*

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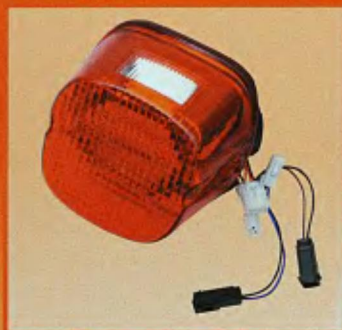


*"Oh come on, you expect us to believe a story like that?!"*





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## WACO UPDATE

Dallas attorney Clint Broden, representing Matthew Clendennen in the Twin Peaks trial, has filed a series of motions in defense of his client. Faced with the three-terabyte "document dump" provided by the prosecution, he has asked the judge to compel DA Abel Reyna to identify the specific evidence that the prosecution intends to use against his client. Broden contends that the materials presented appear to have no relation to Mr. Clendennen and amount to searching for a needle in a haystack.

In another motion, Broden quotes a transcript in which Reyna says he instructed Waco police Detective Manuel Chavez to read over each of the 177 indictments and swear that every detail is true and correct. Chavez testified that he never spoke to Reyna that night. If Reyna's statement is true, then "Mr. Chavez's testimony must be perjurious" the motion states.

Broden's motion seeks to suppress the "fruit of the unconstitutional arrest" alleging that Chavez did not have personal knowledge of the facts included in the 177 identical arrest warrants.

In his motion Broden concludes with a quote by celebrated New York state lawyer and former Chief Judge of the

New York Court of Appeals, Sol Wachtler, who once famously observed that prosecutors have so much control over grand juries that they could convince them to "indict a ham sandwich."

*Source: Waco Tribune Herald*

## \$700,000 AND COUNTING

The cost of the Waco prosecutions has cost McLennan County over \$700,000 and there is no end in sight. Reports from the Waco Tribune Herald indicate that the county has blown through \$208,239, and received another \$268,527 from the state, as well as \$248,941 from the feds, all for expenses related to the case. This includes fees for 70 court-appointed defense attorneys. The majority of the money received from the state, \$190,000, was spent by the county was for housing the 177 bikers who were originally arrested. The \$248,941 given by the feds went to pay overtime to the officers present during the incident.

The county is also paying attorney fees for officials named in lawsuits for civil rights violations. A total of 12 federal lawsuits have been filed on behalf of the arrested bikers who say they were wrongly accused.

The earliest trials are not set to begin until August 2018. However, federal officers say that a separate federal trial on a different matter may have information relating to the state action, but the feds say they won't share that information until the federal prosecution is concluded. *Source: Waco Tribune Herald*

## DAMNED IF YOU DO, DAMNED IF YOU DON'T

Due to a peculiarity of Louisiana law, wearing a full face helmet in the state puts a rider in violation of the

state's law against wearing masks in public. State law bars anyone in Louisiana from concealing their faces with masks or hoods, except during Mardi Gras, Halloween, or for religious reasons. Citing "overzealous law enforcement officers," members of ABATE of Louisiana lobbied their legislators to sponsor House Bill 161, exempting motorcyclists wearing safety helmets with visors from the state's prohibition on masks in public. Riders in the state say that they had been ticketed because they were wearing helmets that concealed their faces.

According to Cecil Crawford, an ABATE member, one particular officer was especially zealous, stopping motorcyclists at random and ticketing them, despite the fact that state law requires motorcyclists to use their visors while riding.

*Source: nola.com*

## FLORIDA VOTING RIGHTS RESTORATION

Florida is one of three states where, if a person is convicted of a felony, they face a lifetime loss of their right to vote. They also lose the right to serve on a jury, or hold public office. It is estimated that nearly one million Floridians are subject to this ban. Under current law, a felon may submit an application for restoration of these rights, however a policy change implemented by current Governor Jan Bondi and the previous Governor, Rick Scott, required that felons wait five years before they can petition for restoration of their rights.

A Florida state ballot initiative for the 2018 election proposes that voting

*CONTINUED NEXT PAGE*

## QUOTE OF THE MONTH

*"Without deviation  
from the norm,  
progress is not possible."*

—FRANK ZAPPA



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rights be automatically restored for felons in Florida, once they complete their sentences; however, it requires that the sponsors obtain nearly 700,000 signatures to get on the ballot. Once that happens, 60% of voters need to approve the measure. People who commit murder or felony sexual offenses wouldn't be eligible for automatic voting rights restoration.

Our man in Florida, Rogue, implores our Florida readers; "This legislation is long overdue and I am asking everyone to contact your Florida elected officials and ask them to vote on passing this."

*Source: Rogue*

## ASSET FORFEITURE

According to a report by the Inspector General of the Treasury, 91% of civil asset forfeiture actions under so called structuring laws "compromised the rights" of individuals by seizing money that bore no connection to illegal activity. This report was released one week after the Department of Justice revealed that DOJ had seized billions of dollars without any criminal charges being filed.

Senator Rand Paul of Kentucky has introduced legislation that would reform the asset forfeiture machine, curbing abuse on the federal level. Dubbed the Fifth Amendment Integrity Restoration Act (FAIR Act), the bill would en-

sure that property owners facing forfeiture have the right to an attorney and it would restore the presumption of innocence. It would prohibit the law enforcement practice of "equitable sharing," which at present provides perverse incentives that encourage police to seize cash, a portion of which is then deposited into their budgets. Instead, the seized funds would be redirected into the general fund of the treasury.

Senator Paul says, "For far too long, civil forfeiture has ruined the lives of tens of thousands of Americans who have done nothing wrong. Government agents should not profit from seizing property, especially if that property was taken from the innocent. We call on Congress to support the FAIR Act and end this un-American injustice."

*Source: Institute for Justice, ij.org*

## PERMIT-LESS CARRY

Currently 12 states permit "Constitutional Carry," requiring no permits to carry firearms. These states recognize the clear meaning of the Second Amendment, that the right of the people to keep (own) and bear (carry) arms shall not be infringed. The House in the state of South Carolina recently passed legislation by Rep. Mike Pitts, HB 3930, allowing citizens to carry firearms, openly or concealed, without permits. That legislation is now in the Senate, where it was referred to the Judiciary Committee on April 11. The bill would keep the state's concealed carry program in place, in order to conform to reciprocity agreements with laws in other states.

If approved by the Senate and signed into law, anyone who is legally allowed to buy a gun could do so without getting a state permit. Governor Henry McMaster has stated that he believes the legislation is constitutional and has indicated his intention to sign it if it manages to reach his desk.

*Source: Post and Courier, Charlotte Observer*



Senator Rand Paul of Kentucky



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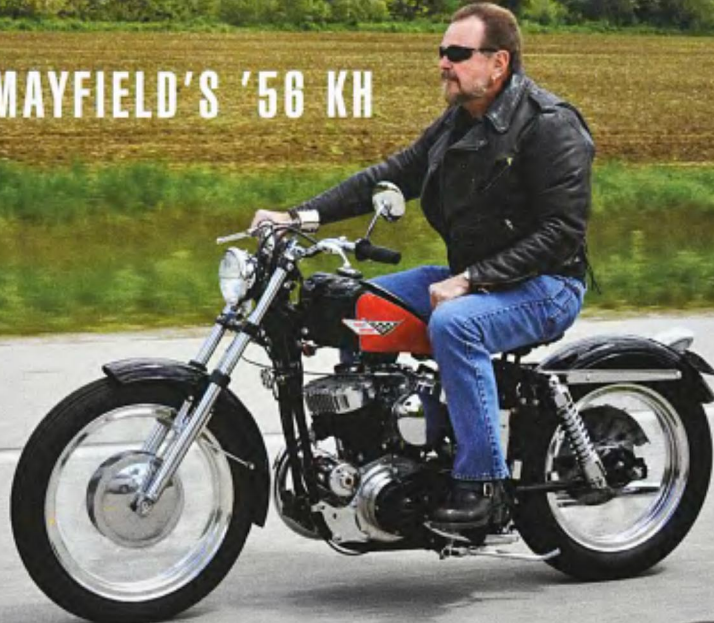
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## BRENT MAYFIELD'S '56 KH



## Wick-Ass N-Model

An avid fan of older custom bikes, Brent Mayfield says he was looking for a rigid frame panhead about eight years ago. A pan he'd heard about and gone to check out wasn't quite what he'd been looking for, but the pan's owner also happened to own this 1956 KH, so Brent decided he might as well look at it while he was there.









The owner told Brent it had been sitting for several years on account of the engine having seized on him. The KH's early Sportster frame had been chopped and molded, and it had an extended narrow glide front end with a 21-inch front wheel and disc brake. "It also had a 16-inch rear wheel and a flat fender," says Brent, "so it wasn't quite what I was looking for, but the price was right, so I bought it."

After he took the KH home, it sat for another six years in Brent's shed. But about two years ago, he decided to tackle the bike and see what he could come up with. "I pulled the motor and sold the rest as rolling chassis," he says. "I wanted to build a little hot-rod-style bike, so I started picking up different parts."

**The KH had been sitting for several years on account of the engine having seized.**

Brent visited several swap meets in his area. He found a one-year-only '56 K Model frame at one and picked up an old set of early 1960s aluminum Sportster wheels and a stock fork at another. At a third swap meet he found the late-model 883 gas tank. "I got the bobbed fenders, the seat, the drag-style bars, the risers, and most other accessories at V-Twin Mfg.," he says, "and the KR-style drag pipes came from California."





Then he took the motor apart and found the problem right away. "The nut that holds the sprocket shaft in the flywheel had come off," he explains. "The nut got chewed up and a piece of it lodged between the flywheels and the case."

Although most of the internals were still in good shape, Brent rebuilt the engine with new pistons, valves, valve guides, a sprocket shaft, and new bearings. "I ended up using a later style XLH distributor with auto

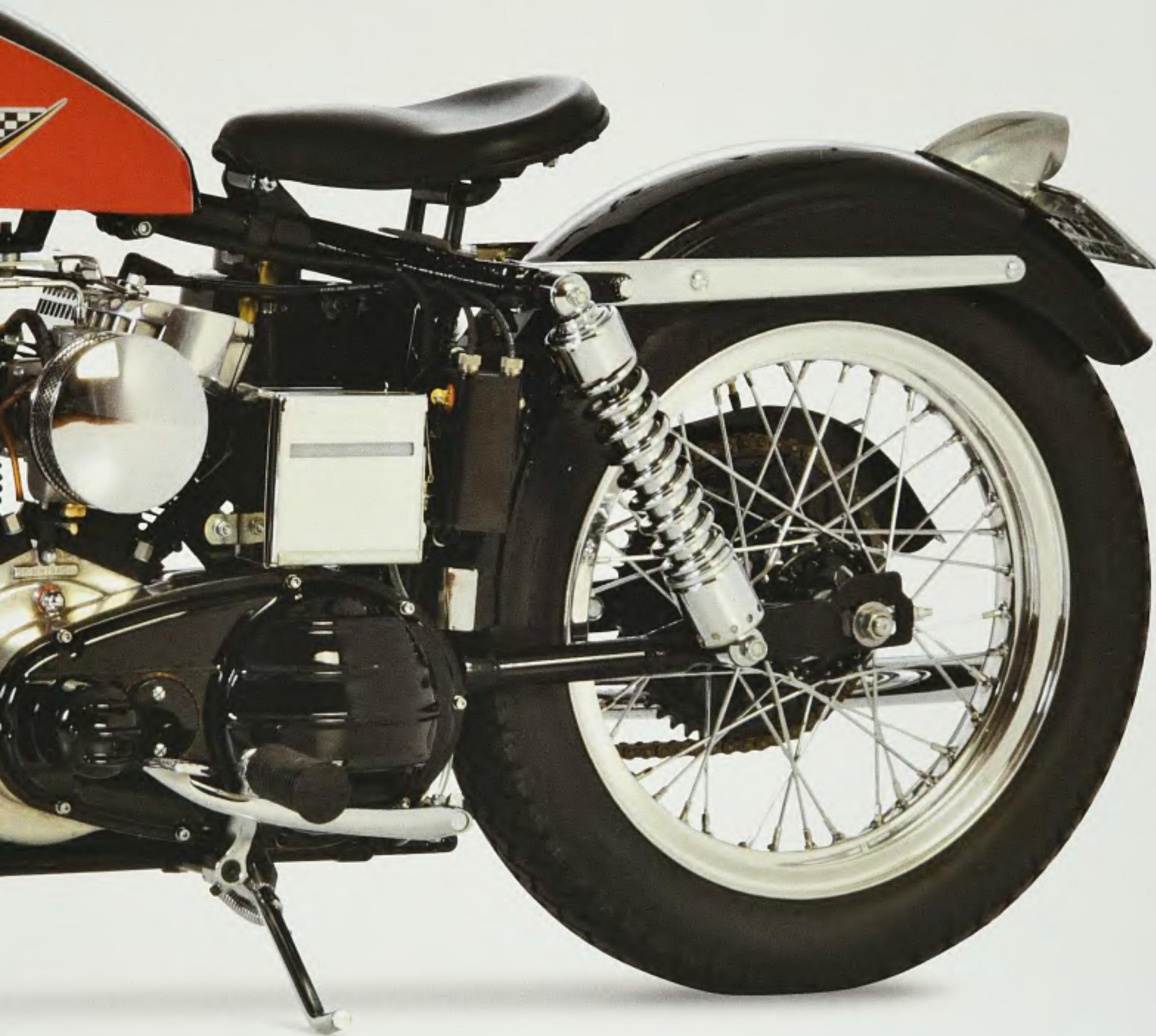
advance, which works great," Brent says. I also wanted to use an XLCH-style tin primary but wanted to retain the compensating sprocket, so you'll notice that the tin primary has been modified to accept the comp sprocket."

Brent says he leans toward black bikes, and his favorite is black with some red accents. He didn't want the usual shaped red panel, plus he wanted to incorporate a tank decal Harley used for the early Sportster, so he ended up

working with his painter friend, Kenny, to make it look the way the panel does now. "I also want to thank Jamie Brown for the fine pinstriping," he says.

All in all, the bike came out exactly as he had envisioned it. "I think it might be what Harley would have done back in '56 if they had come out with a sport version of their stock KH model," he adds. "You don't see many K-models these days, and this one gets attention wherever it goes."

—Red Baron





**Owner:** Brent Mayfield  
**City:** Centerville, Ohio  
**GENERAL**  
**Fabrication:** Brent Mayfield  
**Year and make:** 1956 Harley-Davidson  
**Model:** KH  
**Assembly:** owner  
**Time:** 1 year  
**Chroming:** Dayton Wire Wheel

#### ENGINE

**Year:** 1956  
**Model:** KH  
**Rebuilder:** owner  
**Ignition:** 12V with later-model XL auto advance distributor  
**Displacement:** 900cc  
**Lower end:** stock  
**Balancing:** owner  
**Pistons:** KH +.020  
**Heads:** stock aluminum KH  
**Cam:** stock  
**Lifters:** stock solid  
**Carb(s):** 38mm Mikuni  
**Air Cleaner:** round  
**Pipes:** KR-style drag

#### TRANSMISSION

**Year:** 1956  
**Shifting:** right foot

#### PAINT

**Painter:** Kenny Anderson  
**Color:** shiny black and red  
**Pinstriping:** Jamie Brown

#### FRAME

**Year:** 1956  
**Builder:** Harley-Davidson  
**Type:** KH  
**Rake:** stock  
**Stretch:** stock  
**Shocks:** FLH with modified mounts

#### ACCESSORIES

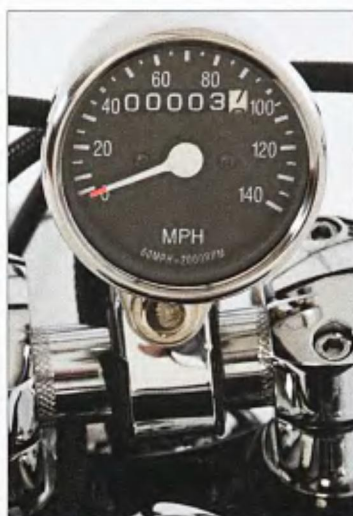
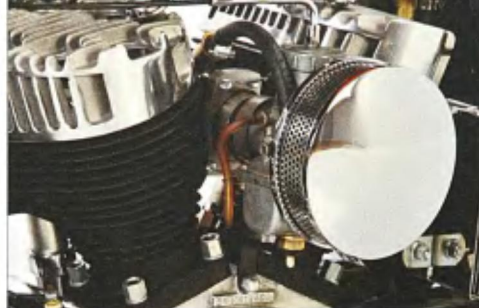
**Bars:** flat track style  
**Handlebar controls:** snap throttle and ball-end clutch/brake levers  
**Fender(s):** bobbed  
**Headlight:** Bates style  
**Taillight:** Sparta  
**Speedo:** small  
**Pegs:** stock KH  
**Electrics:** 12-Volt  
**Gas tank:** late model 883  
**Oil tank:** stock KH  
**Oil system:** stock KH  
**Primary cover:** modified  
**Seat:** small leather solo  
**Mirrors:** small and round  
**Grips:** black

#### FORKS

**Type:** 1972 H-D XLCH  
**Extension:** stock  
**Builder:** Harley-Davidson

#### WHEELS

**Size:** 19-inch front, 18-inch rear  
**Tires:** Avon  
**Brake:** stock drum front and rear



Although most of the internals were still in good shape, Brent rebuilt the engine.



Photos: Michael Farabaugh





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**bigbikeparts.com**



## S&S CYCLE'S HOOLIGAN KITS

Upgrading the power of your Sportster just got a whole lot easier with Hooligan Kits from S&S Cycle. Bolt-on big bore kits mean easy installation with no machining and no rebalancing;

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**dragspecialties.com**



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**lowbrowcustoms.com**



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**hushmat.com**



## KURYAKYN'S REAR TURN SIGNAL BAR

The new Kuryakyn Rear Turn Signal Bar is a clean, sleek direct replacement for the factory unit on select Harley-Davidson Road Glide and Street Glide models. The bullet-style signals and bar are made from quality cast aluminum available in chrome or gloss black finish. A smooth, stepped design forms to the contours of the rear fender and features full top coverage to eliminate the grab-handle look of the stock bar. Included in the kit are stylized deep-dish bezels with red lenses and clear incandescent bulbs that offer full run-turn-brake functionality. The Rear Turn Signal Bar utilizes the stock plate illumination and mount and is compatible with Kuryakyn Curved License Plate Mounts, sold separately. The streamlined bullet housings also accept Kuryakyn Bullet Style L.E.D. Rear Turn Signal Conversions for an easy L.E.D. upgrade in place of the incandescent bulbs.

**kuryakyn.com**





### HARLEY-DAVIDSON CAFÉ RACER ROUND BAR END MIRRORS

The new Round Bar End Mirrors complete a cut-down café bike look. The mirrors offer an improved field of view on a bike equipped with narrow bars, are adjustable for maximum rear visibility, and can be positioned above the bar or, in some configurations, below the bar. Right and left mirrors are sold separately and include hardware required to fit both 7/8-inch or 1-inch bars. Installation requires separate purchase of Diamond-Black Hand Grips. These mirrors fit stock or accessory handlebars on 1996-later Sportster models as well as many other Harley-Davidson motorcycle models. [h-d.com](http://h-d.com)

### KHROME WERKS 2-INTO-1 TORQUE BOOSTER CONVERSION KIT

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SoftBrakes' new Reduced Reach Clutch lever for 2014-17 and newer touring bikes with hydraulic clutch is certain to enhance the ride experience for many touring, sport, and even trike riders. The unique lever reduces the stock 4-inch pull to grip by a full 1 inch providing smoother, easier operation. Great for smaller hands, women or anywhere quick response is a necessity like exhibition competition riding. All sales are on an exchange basis only and the exchange must be polished not powdercoated or chrome. 208-561-5031 [softbrake.com](http://softbrake.com)



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# DIGGER LOVE

MIKE ESTABROOKS' PEREWITZ DIGGER

This was the '70s, when wild choppers were the coin of the realm and anything else was just a garbage wagon.





Mike Estabrooks is an old sea dog. As a young man, the Rockport Massachusetts native went to sea as an engineer with the Merchant Marines and quickly discovered that there were no chicks or choppers out there. Being a motorcycle nut his whole life, he whiled away the shipboard hours with whatever scooter mags he could lay his salt-encrusted mitts upon from ports around the world.

It was in reading these rags that he was first introduced to the "King of Flames" Dave Perewitz, whose shop Cycle Fab, as it turned out, was happily close to Rockport. This was the '70s, when wild choppers were the coin of

the realm and anything else was just a garbage wagon. Of course, the wildest choppers around in those days were the diggers.

Styled after drag bikes, the long, low custom diggers with their insanely stretched frames, pulled back bars, and kicked out front ends, naturally caught the imagination of anyone who spotted one. True, Arlen Ness was the guy who invented the style, but it quickly caught on like a wildfire across the tundra. Perewitz and Ness met at a bike show in Detroit in 1975 and became lifelong friends. Dave dug the crazy little bikes and started building his own version.







After Mike returned from sea, he built his first Sportster digger with Perewitz in 1978. In fact, that bike went on to win the Harley show in Daytona in '79, eventually found its way back to Perewitz and Dave still has it. The Digger era lasted a good 10 or 15 years, but by the middle '80s, the custom motorcycle world had simply moved on to different styles and the diggers were relegated to the past and mostly forgotten.

But Mike never forgot. Just as the sea stays in a sailor's blood, so does the love of diggers. So when Mike decided to manifest his digger dreams recently, it was just natural that he enlist his old friend Dave to do the build. The idea, as you can see, was to create a digger but with all top of the line modern components.

The motor, a massive 131-inch beast from R&R with its chromed primary and transmission, sits cradled in a one-off Texas Bike Works frame built of 7/8 tubing to give the bike that light, race-bike feel. The 23-inch clincher front wheel dangles from the sweet trees hand-fabbed by Duke, (yep, just Duke). The short Ceriani forks with zero inches of travel, guarantee to rattle loose any pesky fillings in the rider's mouth, but hell, style this cool is well worth losing a couple of teeth over.

Duke also hand-fabbed the wonderful stretched-out gas and oil tanks. The sweet as lemon pie yellow PPG paint was squirted on by Perewitz and Jay Crone, while the delicate stripes and silver leaf were applied in tender strokes by Keith Hanson.

The effect is what you see here: a modern bike that reminisces in line and style to another time, another era, when things were cooler, when life was simpler, when a hard-living sailor tossed on the wild brine, lay in a bunk gawking at mags of wild custom iron and chrome, dreaming of greasy adrenaline kicks on a highway of moist chicks with the wide open future of possibilities laid at his salty feet.

Time and tides creep softly upon all sailors. Life intercedes. The hair grays and thins. The Sun-scorched skin wrinkles, the eyeballs blur, but the dreams remain strong—as strong as a North Sea gale, strong as 131 inches of raw power, strong as a forty-year-old friendship, strong as the bonds of home, strong as digger love.

—Beatnik





The sweet as lemon pie yellow PPG paint was squirted on by Perewitz and Jay Crone, while the delicate stripes and silver leaf were applied in tender strokes by Keith Hanson.

This month's *Easyriders* girl is jazzy Jordann, a nasty New Yorker who was more than happy to haul her lanyards broadside of Mike's salty Perewitz digger. We'd lay our dingies in her port for a fortnight, sez I.





**Owner:** Mike Estabrooks  
**City:** Rockland, Massachusetts

#### **GENERAL**

**Designer:** Dave Perewitz/owner  
**Fabrication:** Perewitz/Duke  
**Year and make:** 2016 Cycle Fab  
**Model:** Perewitz Digger  
**Assembly:** Perewitz/Jay Sousa  
**Time:** 2 years  
**Chrome:** Meclec Metal Finishing

#### **ENGINE**

**Year and make:** 2004 R&R  
**Model:** Evo  
**Displacement:** 131 cubic inches  
**Ignition:** Daytona Twin Tec  
**Lower end:** R&R  
**Balancing:** R&R  
**Pistons:** R&R  
**Heads:** R&R  
**Cam:** R&R  
**Lifters:** R&R  
**Cases:** chromed  
**Carb:** S&S D  
**Air Cleaner:** Eddy Trotta  
**Pipes:** Perewitz

#### **TRANSMISSION**

**Year and Make:** 2014 Baker  
**Shifting:** 6-speed crash box  
**Mods:** chromed

#### **PAINT**

**Painter:** Perewitz/Jay Crone  
**Type/color:** urethane/PPG Yellow  
**Silver Leaf:** Keith Hanson

#### **FRAME**

**Year and Make:** 2013 Texas Bike Works  
**Type:** rigid  
**Rake:** 34 degrees  
**Stretch:** 4 inches  
**Mods:** 7/8 tubing

#### **FRONT END**

**Builder:** Ceriani  
**Type:** glide  
**Trees:** handmade

#### **ACCESSORIES**

**Bars:** Perewitz/Duke  
**Handlebar controls:** Performance Machine  
**Grips:** Performance Machine  
**Fender:** RWD/Perewitz  
**Headlight:** Headwinds  
**Taillight:** Perewitz  
**Pegs:** Perewitz  
**Electrics:** Jay Sousa  
**Gas tank:** handmade by Duke  
**Oil tank:** handmade by Duke  
**Oil System:** Russell  
**Primary:** BDH  
**Seat:** Mustang  
**Mirrors:** Performance Machine  
**WHEELS**  
**Size:** 23-inch front, 18-inch rear  
**Hubs:** PM/GMA  
**Tires:** Avon  
**Brakes:** Performance Machine

**Model:** Jordann

**Photos:** Dino Petrocelli

**Contact:** Perewitz Cycle Fab  
508-697-3595 • jodyperewitz.com









One day Jughead came home from work earlier than usual and caught his ol' lady in the sack with his best friend. Pissed off, he grabbed a gun and shot his friend to death.

His ol' lady said, "Ya know, Asshole, if you keep goin' on like this, you're going to lose all your friends."

—Rocky

W. Palm Beach, Florida

A biker was cruising along a country road when he was pulled over by a cop who was lurking just after a bridge. He shut off his bike along the side of the road. "What's the hurry?" the officer asked smugly.

"I've got a work emergency. I'm in a big hurry," the biker replied.

"Oh yeah?" said the cop, "What exactly do you do?"

"I'm a rectum stretcher," he replied.

"A rectum stretcher?" the cop asked suspiciously, "what the hell's that?"

"Well," explained the biker, "I take a patient and put a small stretching device in his rectum and leave it there for three weeks, then I carefully remove that one and insert a larger stretching device which, again, I must leave for three weeks. I do this four times until finally I put in the largest stretching device I have, and leave it in until the patient has a six-foot asshole."

"What the hell would anybody do with a six-foot asshole?" the cop asked.

The biker replied, "Well, usually they put him at the end of a bridge with a radar gun."

—Duck

Tennessee Colony, Texas

Hapless Harley walked into the bar. "That's it," he told the barkeep, "I'm gonna divorce my wife."

"What fer?" asked the barkeep.

"Well, yesterday was her birthday and I took 'er to the most expensive restaurant in town."

"So?" the barkeep asked.

"So, I ordered a bottle of Dom Perignon and I made a toast: 'To the best fuck in this city.'"

"What's wrong with that?"

"Four waiters joined in."

—JoLo

Long Beach, Calif.

Two gynecologists met at lunch. The first one said, "I had a patient this morning with a clit like a dill pickle."

"That big or that green?" asked the second.

"No," said the first, "that sour!"

—Cowboy

Greenville, Texas

What's the worst thing to hear in a dark room when you are shit-faced drunk?

"Pull out, like your father should have."

—Big D

Fun Town

Question: What's a blonde's mating call?

Answer: "I think I'm drunk."

Question: "What is a fat blonde's mating call?"

Answer: "I SAID, I THINK I'M DRUNK!"

—Spit Shine

Fort Leavenworth, Kansas

Two whores were sittin' on a couch in the biker clubhouse. "That handsome biker with the long black beard gave me a diamond studded watch last night for letting him jizz in my ear," the first one said.

"Is that right?" her friend inquired. "What kind is it?"

"Oh, it's ten after two," the first replied.

—Bid D

Fun Town

A small rural monastery needed to raise money. Since it was located

in potato-growing country and there were fish in a nearby lake, the brothers opened a fish 'n' chips restaurant along the highway.

The first customer, waiting for his order, asked the monk in charge, "Are you the fish friar?"

"No," the brother said, "I'm the chip monk."

—G. L. Weaver

San Berdoo, Calif.

Question: What's clear, has red in the middle, and tastes like shit? Answer: Grandpa's thermometer.

—Big D

Fun Town

Two blondes were walking down the road when one said, "Look at that dog with one eye!"

The other closed one eye and said, "Where?"

How many perverts does it take to screw in a light bulb?

Just one, but it takes a whole team of surgeons to get it out!

—Shannon Hinkle

Iowa Park, Texas

Cindy brought her new biker boyfriend home to meet her parents. However, his tattoos, earring, swearing, and wild spirit didn't go over well. After the bro left, mother said to daughter, "Dear, he doesn't seem like a very nice person."

"But, Mom," cried Cindy indignantly, "If he wasn't nice, why would he be doing 500 hours of community service?"

—David Chance

Ogden, Utah

Hear 'bout the new Super Sensitive Condoms?

Yeah, after the guy leaves, they stay around and talk with the broad.

—David Wagner

Corcoran, Calif.



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(This was Mann's last finished artwork.)

6<sup>th</sup>  
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**Cateyes**

Commissioned but never used

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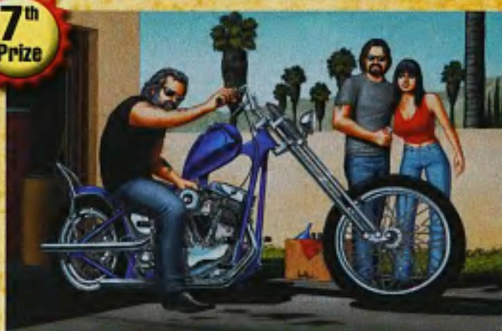


**Help, Flat Tire!**

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

Valued at: \$10,000

7<sup>th</sup>  
Prize



**Breaking Out the Old Chopper**

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

Valued at: \$5,000

8<sup>th</sup>  
Prize



**The Last Biker**

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

Valued at: \$5,000

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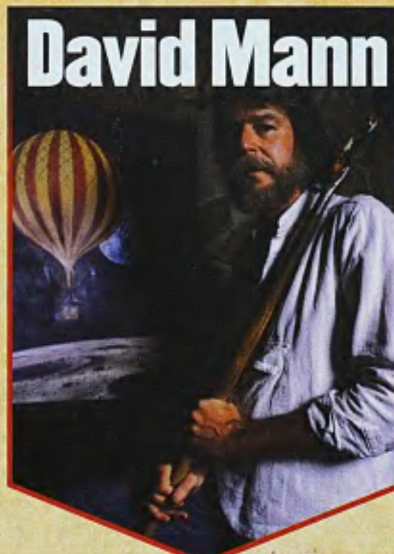
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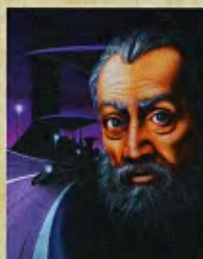
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**HOW TO ENTER:** 1) Automatic Entries – individuals who purchase a subscription in connection with this promotion will be automatically entered into the sweepstakes. 2) If you do not wish to subscribe, please write your e-mail address, name, address, and phone number on a 3x5 index card marked "2017 EASYRIDERS - \$100,000 ORIGINAL DAVID MANN ART GIVE-A-WAY SWEEPSTAKES" and mail it in an envelope to: "2017 EASYRIDERS - \$100,000 ORIGINAL DAVID MANN ART GIVE-A-WAY SWEEPSTAKES, 28210 Dorothy Drive, Agoura Hills, CA 91301. Limit: one 3x5 card per envelope. Entry form must be legible and completed in full to be valid. 3) Visit our website at [www.easyriders.com](http://www.easyriders.com) and click on the Sweepstakes link and complete the on-line entry form. Sweepstakes begins March 28, 2017, and all entries must be received by November 30, 2017. Easyriders/Paisano Publications, LLC ("Sponsor") assumes no responsibility for lost, misdirected or late mail. Sponsor reserves the right to invalidate any incomplete or unreadable entries.

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**WINNERS SELECTION:** Winner(s) will be selected by random drawing from all entries received, and validated by an independent entity whose decisions will be final. Prize winner(s) will be notified by e-mail or if not provided by Registered U.S. Mail or phone within 90 days of the closing date and must acknowledge notification within 10 days or the prize will be forfeited. In the event that the prize cannot be awarded because the winner cannot be located, is not eligible or refuses the prize, Paisano will offer the prize to up to two (2) alternates, selected in the same manner as the original winner. If, the prize cannot be awarded after such efforts are undertaken, then Paisano shall have no further obligation to seek out alternates or to award the prize. **THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPROVED BY SUBSCRIPTION PURCHASE.**

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**WINNERS LIST:** For a list of major prize winners, send a separate stamped, self-addressed business envelope to: **Winners List, 2017 EASYRIDERS - \$100,000 ORIGINAL DAVID MANN ART GIVE-A-WAY SWEEPSTAKES, Easyriders/Paisano Publications, LLC, 28210 Dorothy Drive, Agoura Hills, CA 91301.**

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EASYRIDERS COLUMBUS INVITATIONAL BIKE SHOW

# BIG FINALE



Each year our Easyriders Bike Show Tour finishes its big top biker bash tour in Columbus, Ohio, where riders come from near and far to check out the very best custom bikes from our regional

shows. This year on February 11 and 12, the Greater Columbus Convention Center was packed with bikers who were enjoying unusually pleasant weekend winter weather while gazing at the shiny chrome and perfect paint of hundreds of custom creations.

From old-school choppers to the latest futuristic baggers, and every kind of ride in-between, the place was biker

heaven on earth. Visitors could vote on their favorite bikes that included everything from mild to very wild, or watch live drifting demos by NTC Drift Bikes. The hall was rockin' to the tunes of country singer David Adam Byrnes and America's Best Biker Band, The Fried Brothers Band, while the Purrfect Angelz all-girl dance troupe was bumpin' and grindin' to an







appreciative—and mostly male—audience.

Paul Yaffe of Bagger Nation sought out his pick for the Bagger Nation Best Bagger and Jason Wilson of The Discovery Channel's *Sacred Steel* found what he calls “the least shitty chopper” for his Douche Larouche Award. Our judges had their hands full at this two-wheeled extravaganza because the collection of custom bikes on display was nothing short of astounding. Eventgoers enjoyed tasty grub and frost suds, and bought biker goods of every sort from the many vendors that lined the hall.



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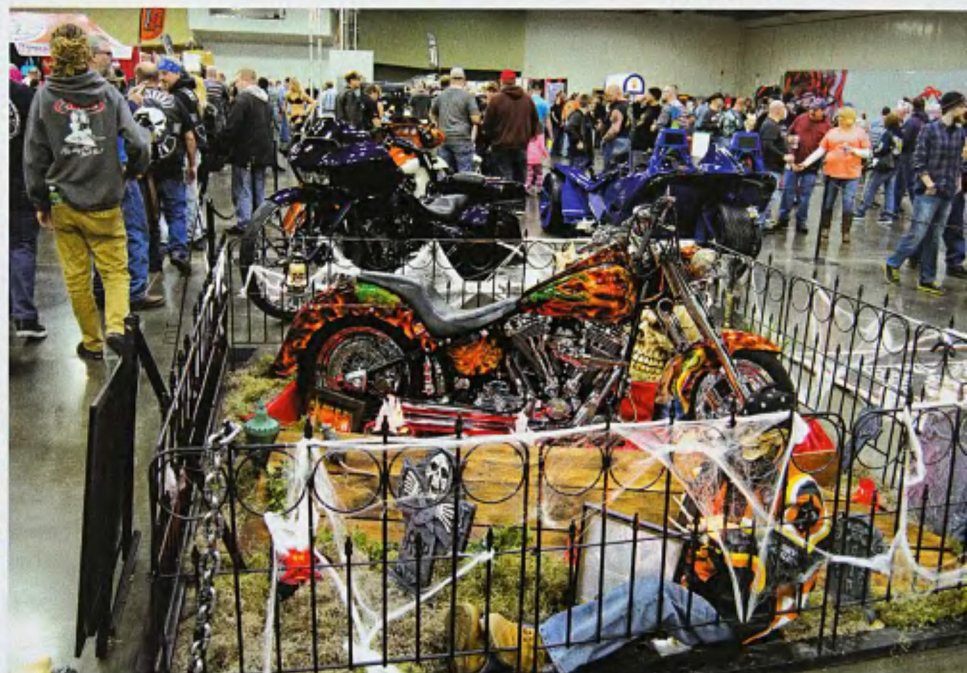
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When regional awards time rolled around on Saturday night, the crowd was hushed as we revealed which bikes would be moved from Columbus Regional to Invitational and compete with the country's very best bikes.

Top bike show winners including the Bike of the Year pristine panhead chopper by Masao Inoue of Osaka, Japan, were photographed for full bike features in our magazines by none other than Michael Lichter. Congratulations to all our winners and to all who brought bikes to this ultimate custom bike show. For a complete list of winners visit [easyridersevents.com](http://easyridersevents.com). —Red Baron





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This perfect panhead chopper by Masao Inoue from Osaka, Japan, took Bike of the Year.

## TOP REGIONAL WINNERS

### PEOPLE'S CHOICE

- 1st Place:** Mark Striker's  
2006 H-D LoLife Custom  
**2nd Place:** Chris Turner's  
2014 Replica BMW w/sidecar  
**3rd Place:** Jeff Stalczyński's  
2014 Street Glide

### RADICAL BAGGER

- 1st Place:**  
Tracey Fields's 2015 Road Glide

### RADICAL CUSTOM

- 1st Place:**  
Dell Battle's 1991 1200 Sportster

### EDITOR'S CHOICE

- Cole Rogers's 1980 FXE Shovelhead

### JOHN GREEN AWARD

- Bryan Lane's 1947 Knucklehead

### BEST OF SHOW

- Jack Deagazio's 1976 Custom Chopper

*On Sunday night, our very own mistress of ceremonies, the lovely Liza Jensen acted as trophy girl and excellent sport as editor/judge Kai Raecke took to the stage to announce the Invitational honors, including cash, prizes and trophies by Carolina Custom Products.*

## INVITATIONAL AWARDS

### ANTIQUÉ CLASS

- Christopher Wade's 1953 FL Panhead

### OLD SCHOOL CHOPPER

- Jack Deagazio's 1976 Custom Chopper

### OLD SCHOOL BOBBER

- Bryan Lane's 1947 Knucklehead

### MODIFIED BAGGER

- Alan Smith's 2014 Street Glide

### CUSTOM SPORTSTER

- Grigoly Georgiev's 1973 Ironhead

### SPECIALTY CLASS

- Cole Rogers's 1980 FXE Shovelhead

### STREET CUSTOM

- Hoosier Daddy's 2017 Pan/Shovel

### MODERN CHOPPER

- Larry Curik's 2016 "El Rey" Chopper

### RADICAL CUSTOM

- Dell Battle's 1991 1200 Sportster

### RADICAL BAGGER

- Tracey Fields's 2015 Road Glide

### BEST PAINT

- Sinworx Custom's 2013 Road Glide

### EDITOR'S CHOICE

- Jonathan Floyd's 2007 Iron Hogz Shovel

### BAGGER OF THE YEAR

- Richard Wright's  
2017 Chop Shop Custom

### BIKE OF THE YEAR!

- Masao Inoue's 1953 Panhead Chopper





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# Confessions of a Stripper

BY PUSSY PER SE



## DOUBLING DOWN

I employ a male research assistant, Paolo, to roam strip clubs and give me the customer's point of view. Recently, Paolo went into a club, and a dancer came up to him—let's call her Ilse—and asked Paolo's opinion of a new girl onstage—let's call her Heloise. Paolo thought she was cute. Granted, Paolo is attracted to any woman who is anatomically correct, but in this case, Heloise was, in fact, beautiful.

Ilse wanted a favor: Would Paolo ask them both for a double dance? Ilse is a longtime dancer, a veteran of porn films, and goes through more young women than Dick Cheney goes through hunting companions. Here, though, she had a genuine crush, became shy, and wanted Paolo to help her break the ice. Paolo complied, and "made" Ilse do things with Heloise. A romance was forged.

Consider that several years ago, several members of the Republican National Committee made news when they spent \$2,000 at the Voyeur West Hollywood strip club to see simulated lesbian sex—at a distance. Paolo, for a lousy \$50, witnessed two gorgeous women making out right on his lap. Being sandwiched between them, their actions had to go right through him. There are advantages to this.

Four days later Paolo visited a second club, and related the story above to another dancer. She hemmed and hawed, then asked if he could do her the same favor. There was this new dancer she liked and.... Once again, he was up to the task.

Don't underestimate the benefits of doing strippers "favors" like this. Dancers may seem brazen when

interacting with customers, but it's a different story with our colleagues. I'm often attracted to another dancer, but it's risky and embarrassing to come on to a coworker, and then possibly be rejected. As a customer, you can help lubricate these social situations, and make yourself a warm reputation among strippers.

I enjoy doing doubles, and it has less to do with profits and more to do with quality of life on the job. I wouldn't suggest a double to an unfamiliar customer, but I do on occasion pitch this to regulars. Often, though, I may be onstage with a dancer I like, and we will indicate through very subtle body language (okay, not that subtle) that we're fond of each other. This will give customers the idea. Doing one double with a customer inspires others to ask for the same. There is a whole universe of possibilities here, but it's surprising how many men who frequent strip clubs think only in terms of boy-girl and not much else. It is my job—nay, my duty—to enlighten them.

Meanwhile, back at the club, Paolo was demonstrating that one can double down at the stage also. I had sent him to two clubs with twelve \$10 bills. When two dancers are onstage, he lays two \$10 bills on the tip rail, about 12 inches apart. Then he asks one dancer if both girls will dance for him. He tried this three times at one club and three times at another, and went 6 for 6. He came back and asked to continue the experiment, but I said that I thought we could trust this sample, small as it was. I was out of tens.

So, why pay double for the same amount of time with two dancers, whether it be onstage or in the private-dance area? Synergy. One plus one doesn't always equal just two. Sometimes it spins out of control, like adding fire to gasoline.

Let's say you come to my club with your riding bros, say 10 to 12 bikers. Will the dancers be thrilled? Not necessarily. This is nothing against bikers per se, but the sociology of large

groups of men. In my experience, groups of men are there for the camaraderie and drinks, not so much for sex. They can tip well at the stage—especially older bikers—but are less likely to buy lap dances in the back room, preferring to hang with their buddies. There's nothing wrong with that, but I'd encourage you to add to the fun.

For example, the biker sitting in the middle of the group should lay down the two \$10 bills. Two girls will go at each other in front of him, but you can all enjoy it. This is normally called "skeeving," free-riding on another customer's tip, but it's okay in this instance. The strippers will put on a show to the limits of the law and often beyond. They are playing to the customer who put down the money, but also to the other customers around the stage. Your tip can launch a feeding frenzy. The other customers will want the show to continue, and start tossing their own money on the girls. There is also the motivation to be part of the action. The guy who puts the first money down is the kingpin, the fire starter, the capo di tutti capi, and the other customers will feel out of the action if they don't start throwing money on the stage. But the guy who put down the two tens...we know that you're the man. It's like getting in on a successful IPO. Even if the strippers end up with hundreds of dollars, it's your first \$20 that made it happen.

Which two dancers should you choose for a double lap dance? I wouldn't. Choose the one dancer you like most, and ask her whom she likes. You will get a much hotter dance. I have done doubles with dancers I didn't know, or even hated, but a lot of time is wasted getting used to the other woman.

You can of course also triple-down, quadruple-down, quintuple-down, etcetera. But let's not get into that. You may first want to correct those mechanical violations on your bike.



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## Rebuilding a Set of Shovelheads Installing New Seats, Guides, and Valves

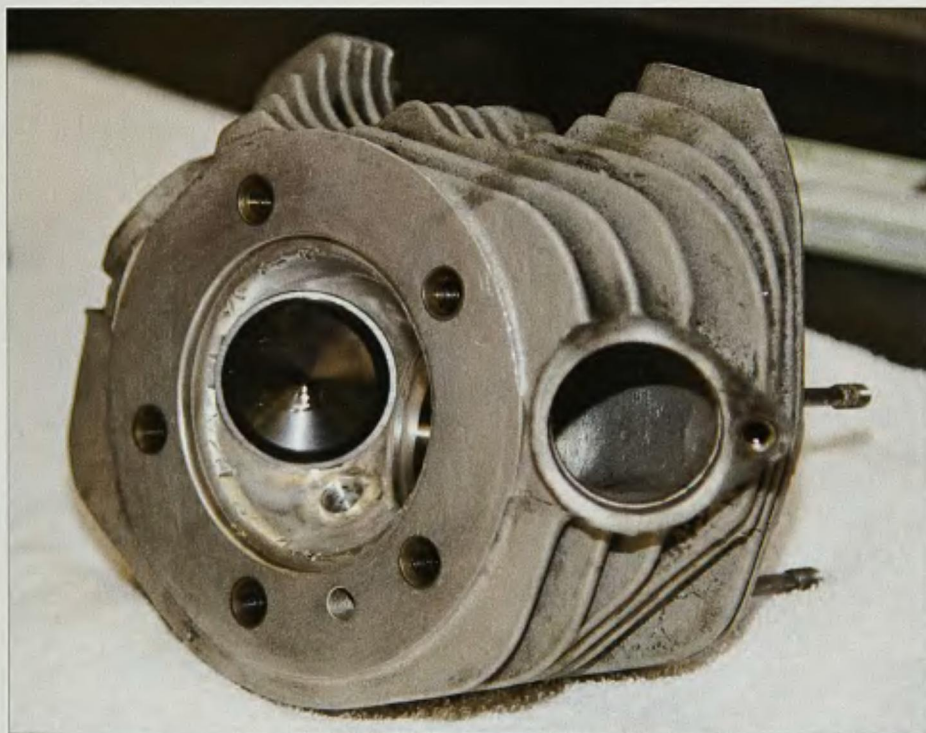
Harley introduced their first V-twin motor in 1911—an F-Head, which used overhead intake and flathead exhaust valves. Since then, the type of cylinder heads with which they were fitted has defined Harley V-twin motors. The 1936 knucklehead was the birth of the company's modern big twin motor. Two generations later, in 1966, Harley introduced the shovelhead, which is the focus of our attention here.

The shovelhead got its name from the shape of its rocker arm housings. The previous motor design, known as the panhead, used rocker covers that were formed out of sheet steel, which were not really oil tight. The new shovelhead featured oil-tight cast-aluminum rocker arm housings. Harley made shovelhead motors until 1985; total production was over 300,000, and many of these venerable motors still exist today.

Rebuilding shovelhead cylinder heads is a fairly straightforward operation as their valve seats and valve guides are replaceable. The most common problems found are stripped spark plug threads and broken rocker box mounting studs. To refresh our memory on the rebuilding of a set of shovelheads, we went to Rosa's Motorcycle Shop, in Huntington, New York. The shop owner, Andrew Rosamilia, has been wrenching Harleys for more than 40 years. He says that there are four key elements for a good cylinder head rebuild: component inspection, cleanliness, repair, and careful assembly. In following along as he cleaned the heads and replaced all of the valve seats, valve guides, seals, and valves in this set of shovelheads, we agree. His completed cylinder heads were as good as—or maybe even better—than when they were new.

—Tom McCrea

**Rosa's Cycle Shop**  
rosascycle.com  
631-424-1235



**1** Shovelhead cylinder head.



**2** The rebuilding starts with cleaning the combustion chambers and inspecting all of the valves and their associated parts. To protect the valve seat areas and the cylinder head's ports, Andrew left the valves in the heads while he cleaned the carbon build-up in the combustion chambers.



**3** He finished cleaning the heads in two steps. He first washed them in a chemical parts washer then bead blasted them with non-abrasive ceramic media.



**4** The new valve seats are made from cast iron, which works well with the aluminum heads and steel valves.





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**5** After he removed the old valve seats, Andrew heated the aluminum head casting on an electric range.



**6** He then fitted the new valve seats into the heads.



**7** He used shouldered bronze valve guides, nitride valves, and spring kits.



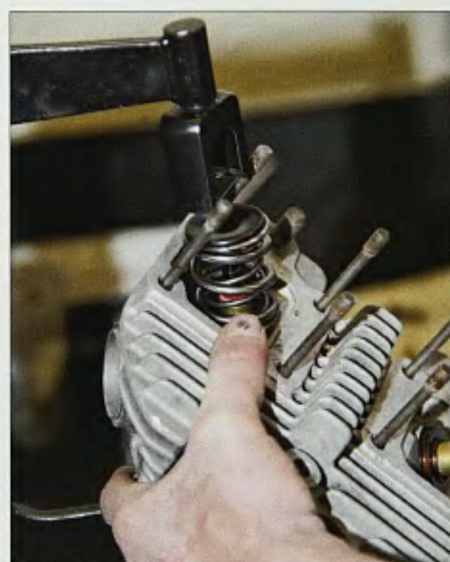
**8** The shouldered bronze valve guides were pressed into the heads.



**9** Andrew used a Serdi high-precision cylinder head machining center to finish the valve seats.



**10** FSeats were first rough-cut then given a three-angle profile on the new seats.



**11** The valve seals, valves, springs, retainers, and keepers were installed.



**12** Because of the improvements that have been in the individual components over the past 50 years, the finished heads are really better than when they were new.



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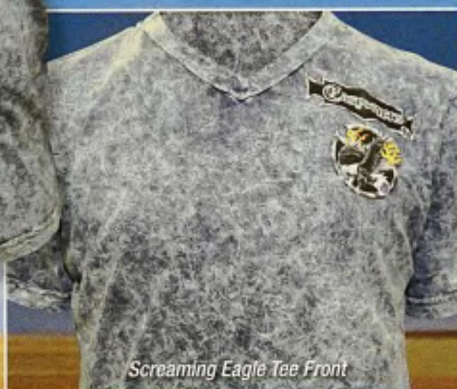


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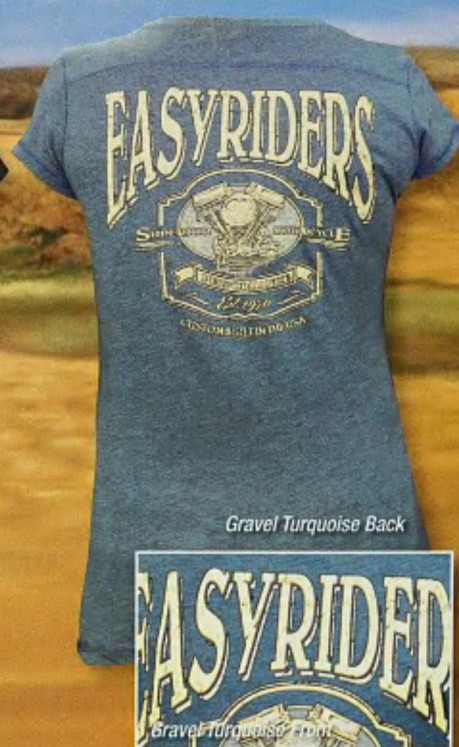
*Peekaboo Front Black*



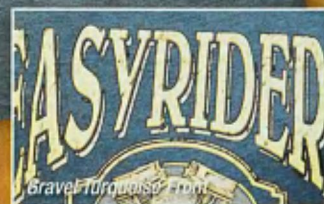
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# ROSCOE'S CHILI CHALLENGE



When we initially pulled into the gate on Thursday for the 30th annual Roscoe's Chile Challenge (on November 3-6), it was clear that our arrival may have been slightly premature. The field was eerily quiet while campers and vendors alike were still setting things up for the upcoming festivities. One would have to be blind not to have noticed that attendance at many rallies around the country has been on somewhat of a decline lately and my concern over attendance for the weekend was apparently obvious.





I was quickly assured that things would pick up and a light afternoon crowd, this early in the game was normal since early entry to onsite camping is not permitted. However, I was also informed that if you're looking to procure a favorite camp spot from years past, then prompt arrival is recommended since this place fills up in an instant. It was also immediately apparent that Roscoe's Chili Challenge is a true to its billing as an old-school rally. Scoots loaded up with bed rolls and camp gear, as it was back in the day, got preferential treatment here and were starting to back up at the gate. For those that enjoy a softer side of camping life, fear not, the neighbors nearby are on board with what this bash has grown into and open their own properties for the overflow. Many of the neighbors adjacent to the RCC property allow RV glamping and also offer areas to camp for those who drove in on more than two wheels.



Thursday's crowd was indeed a little lighter than the norm but still left very little room around the stage area for the evenings live bands and stage antics. Roscoe prefers to give local talent a shot at stardom and primarily books bands from the local music scene. So chances are, no one you've ever heard of will be headlining here, but these local boys all passed muster and were undeniably good enough to get the growing crowd to their feet with their own brands of rock and Southern rock styles. By Friday the infield was filling up nicely.





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Approximately 25-30 vendors were in full swing and lawn chairs were popping up around the infield to mark territories for that afternoon's entertainment. If you're one of those guys (or girls) that attend rallies to check out what the rally gals are wearing or not wearing, Friday was the first prelim for the "Art of Pole Dance" contest and body painters were working furiously to keep up with rapidly growing lines and scheduled appointments.

For the main event, the chili pots are fired up bright and early on Saturday. Approximately a dozen teams aimed their sights on this year's best of trophy and a piece of the \$2,000 payout. While the chili cookers set to slicing and dicing, the rest of Saturday's schedule was pretty much consumed by the games. After a horseshoe tournament in the morning, the biker games commenced. And while slow races and wienie bite passes certainly kept the crowd entertained, the contest everyone really came to see is seemingly appropriate for a chili contest: RCC's own outhouse races. A dream, I'm sure, for many a man and a nightmare for their women, because nothings says "I luv you, honey" more than pulling your ol' lady down the track at full speed while she sits inside a portable shit house.

After the games concluded, it was time to devour some all-you-can-eat free chili and place a vote for our favorite. RCC was handing out free cold beer to sooth burning taste buds. Free chili and free beer would be a perfect end to what turned into be an action-packed, fantastic weekend. But the night was young and the party had lots more in store with a veterans honor ceremony, the pole dance finals, a best body paint contest, and plenty of live music to rock us into the early morning hours.

Although the Chili Challenge may have started out a little tame, in the end it certainly delivered as promised. I look forward to returning next year to show my "better" half some of that Roscoe's styled romance and to feast on more of the best chili you'll ever eat.

Visit [roscoeschilichallenge.com](http://roscoeschilichallenge.com) for rally information and camping arrangements. — Don Rogers







# NEW KB SUPER DUTY PISTON SERIES for Harley Twin-Cams featuring

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| KB908LCA  | 103    | 3.875 | STD.  | .005 | .010 | .020 | .030 | .040 | 4.375  | 7.667 | 1.086        | -1 DOME      | 10:1      | 9:1         |           |
| KB909LCA  | 103    | 3.875 | STD.  | .005 | .010 | .020 | .030 | .040 | 4.375  | 7.667 | 1.086        | -5.4 DOME    | 10.5:1    | 9.5:1       |           |
| KB660LCA  | 103    | 3.875 | STD.  | .005 | .010 | .020 | .030 | .040 | 4.375  | 7.667 | 1.086        | -9.8 DOME    | 11:1      | 10:1        |           |
| KB714LCA  | 107    | 3.937 | STD.  |      |      |      |      |      | 4.375  | 7.667 | 1.086        | 1.6 FLAT TOP | 10:1      | 9:1         |           |
| KB661LCA  | 110    | 4.000 | STD.  | .005 | .010 | .020 | .030 | .040 | 4.375  | 7.667 | 1.086        | -4.2 DOME    | 11:1      | 10:1        |           |
| KB661LCA  | 113    | 4.000 | STD.  | .060 | .065 | .070 |      |      | 4.375  | 7.667 | 1.086        | -4.2 DOME    | 11.3:1    | 10.3:1      |           |
| KB917LCA  | 117    | 4.125 | STD.  | .005 | .010 | .020 | .030 |      | 4.375  | 7.667 | 1.086        | 11.5 DISH    | 10:1      | 9:1         |           |
| KB662LCA  | 117    | 4.125 | STD.  | .005 | .010 | .020 | .030 |      | 4.375  | 7.667 | 1.086        | -1.5 DOME    | 11:1      | 10:1        |           |
| KB715LCA* | 120    | 4.060 | STD.  | .005 | .010 |      |      |      | 4.625  | 7.667 | .0960        | 9 DISH       | 10.5:1    | 9.5:1       |           |
| KB716LCA  | 124    | 4.125 | STD.  | .005 | .010 |      |      |      | 4.625  | 7.667 | .0960        | 12 DISH      | 10.5:1    | 9.5:1       |           |

\*Does not fit S&S and Screamin Eagle® 120R engines. All Applications use standard 4.937" cylinder length.

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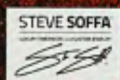


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"I find that I am  
happiest when I spend time  
with my family, playing  
with motorcycles."





This is not the first time that Sammy Newsom's drag-race-inspired bike has graced the pages of *Easyriders*. In the 20th Anniversary issue, the bike was featured as the Los Gatos Flyer, and it resurfaced 10 years later in the 30th Anniversary issue as well. Sammy came up with renaming it "Still Flying" in homage to its earlier incarnation. The bike was originally built in the late 1970s as a drag bike, and Sammy raced it for many years. As new advances in speed technology came out, he retired the bike from the strip, and converted it for use on the street.

For several years Sammy campaigned the bike on the street and rode it fast and hard. At some point he did some damage to it and retired it to the back of the garage, where it sat for 25 years.



## *Still Flyin'*

Sammy Newsome's  
"Los Gatos Flyer" Sportster Is Back!



Eventually, Sammy decided that he didn't want to leave the burden of dealing with the bike solely to his family, so he decided to bring it back to life. It soon became a family project with the support of his wife and their 10-year-old daughter.

Newsome has long had Sportsters in his blood. For a number of years, he worked at Sportsters of San Jose, where he was first infected by the bug, as well as the local Harley dealership. He also did some time in the research and development department of Custom Chrome. He has always been interested in the nuts and bolts of bikes, forever curious on how they are made, put together, and how to make new parts.

He started riding when he was 12 years old, mostly on dirt bikes, and became intrigued by a biker who lived down the street from him, a man with an olive drab panhead. "I would hang around his garage and he would let me help him. It got my interest going," Sammy says. "Once it's in your blood, it flows. I find that I am happiest when I spend time with my family, playing with motorcycles."

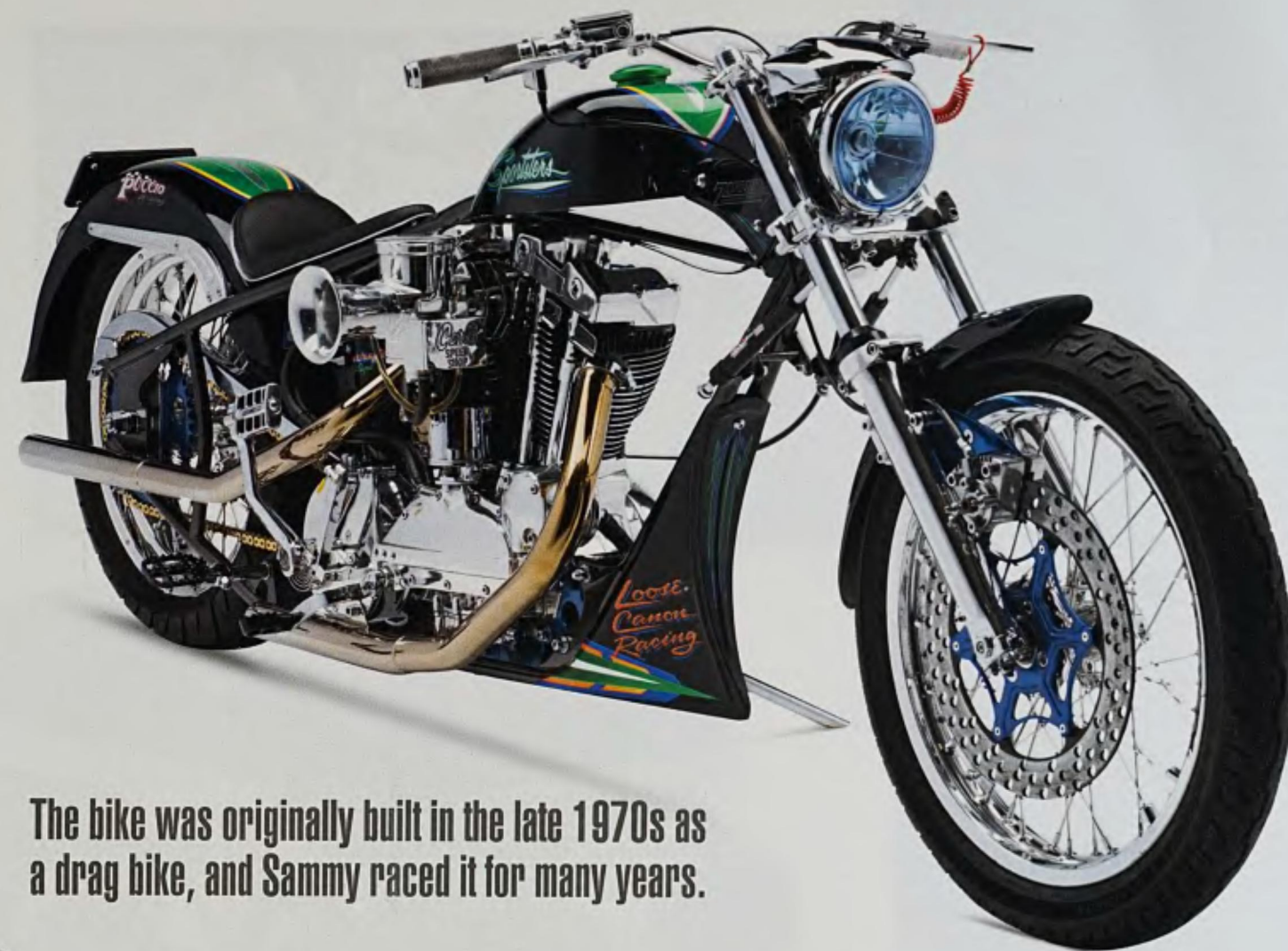
Here at the rag we feel it's important to preserve the legacy of our endeavors. So when thinking about the



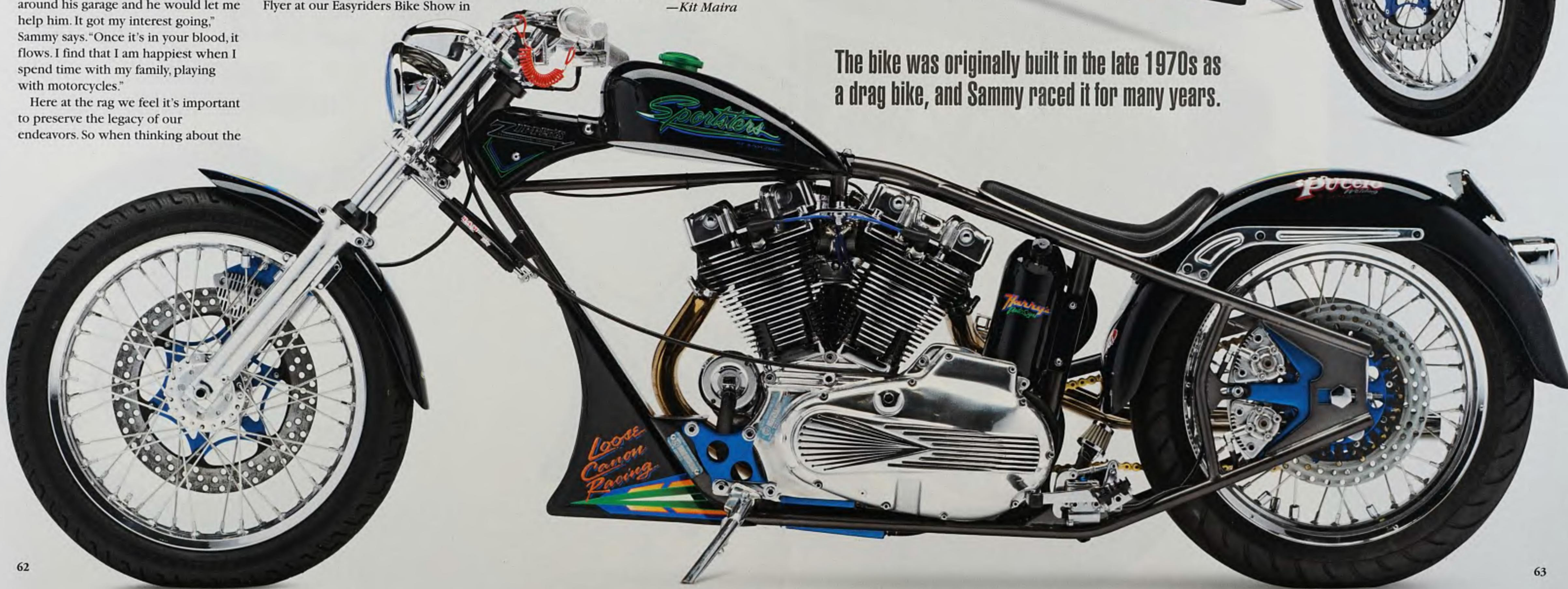
thousands of bikes that have graced our pages over our 46-plus year history, we often ask ourselves, "Where are they now?" We were extremely pleased when we spied Sammy's Los Gatos Flyer at our Easyriders Bike Show in

Sacramento, California, last year. That appearance netted the bike a well-deserved trophy as first place Custom Sportster. Sammy and his Sporty are still flyin' after all these years.

—Kit Maira



The bike was originally built in the late 1970s as a drag bike, and Sammy raced it for many years.





**Owner:** Sammy Newsom  
**City:** Los Gatos

#### GENERAL

**Designer:** owner  
**Year and make:** 1974 Harley-Davidson  
**Model:** Sportster  
**Assembly:** owner  
**Time:** 6-months

#### ENGINE

**Year and make:** 1974 Harley-Davidson  
**Model:** Sportster  
**Displacement:** 95 cubic inches  
**Cam:** Andrews  
**Ignition:** Hunt magneto  
**Pistons:** Wiseco  
**Heads:** Harley-Davidson, Baisley  
**Lifters:** Sifton  
**Carb(s):** Carl's Speed Shop

**Air cleaner:** none

**Pipes:** Puccio Welding and Machine

#### TRANSMISSION

**Year and make:** 1974 Harley-Davidson  
**Modifications:** Andrews gears  
**Shifting:** fast

#### PAINT

**Painter:** Harry's Auto Signs

**Type/color:** PPG/black

#### FRAME

**Builder:** Arlen Ness/Puccio Welding and Machine

**Rake:** some

**Stretch:** out there

**Shocks:** none

**Other Modifications:** by Puccio Welding and Machine

#### ACCESSORIES

**Bars:** billet

**Handlebar controls:** Pingle

**Fender:** front by owner/glass  
prototype rear

**Headlight:** Bates-style

**Taillight:** Harley-Davidson clear glass

**Electrics:** Hunt single fire

**Gas tank:** cut down King Sportster

**Oil tank:** spun aluminum

**Oil system:** XR style with mini sump

**Seat:** Corbin

**Pegs:** Bung King

**Mirrors:** none

**Grips:** Pingle

#### FORKS

**Type:** early Ceriani

**Extension:** none

**Builder:** Ceriani

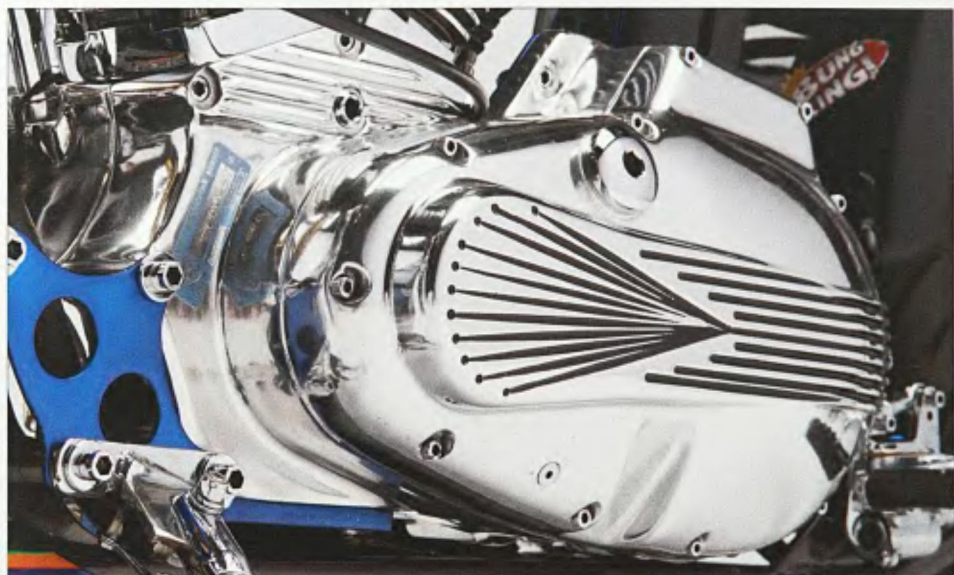
#### WHEELS

**Size:** 19-inch front, 19/18-inch rear

**Wheels:** Barnes Quick Change  
(prototype)

**Tires:** Dunlop front, Michelin Pilot Road 2

**Brakes:** early Kosman discs



**Photos:** Michael Lichter







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## This Month's Winner

In this month's issue, we bring you quasi-virginal Sarah from the mud-plains of the northwest. Sarah forages through the weeds and thickets in search of grubs and berries. In the spring, she will shed much of her winter coat with the aid of Vietnamese waxing technicians. Please turn to her feature in this issue and observe her colorful mating display aboard Heath Fifield's long and low Riff Raff Customs Lowlife chopper. —*Captain Moosecock*



#0801 Willa—North Carolina

"My first ride on a Harley I was so excited that I sneezed a big gob right out of my nether regions!"



#0802 Allyson—Arizona

"My first time on a Harley we rode through the Sonoran Desert and I never knew how beautiful it was!"



#0803 Cece—Colorado

"My first ride we went way up in the mountains. I was so cold but we found a fun way to warm me up!"



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:

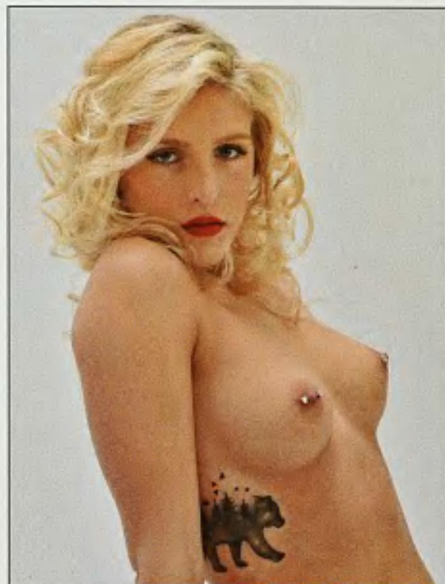
*Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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 ambivalent aerialists. Please meet and enjoy this extra zesty blonde named Ashley from the mysterious kingdom of Michigan, where, on many days she dons a brightly festooned giant clown head and zooms around the countryside nude wing-walking a 1916 fokker bi-plane above confused farmers.

530

**FOX HUNT**  
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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.

Model's Name:

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City: State: Zip:

Home Phone: ( ) Cell Phone: ( )

Date of Birth: I am years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature:

Photographer's Name:

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Daytime Phone: ( ) Evening Phone: ( )

Photographer's Signature:

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

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

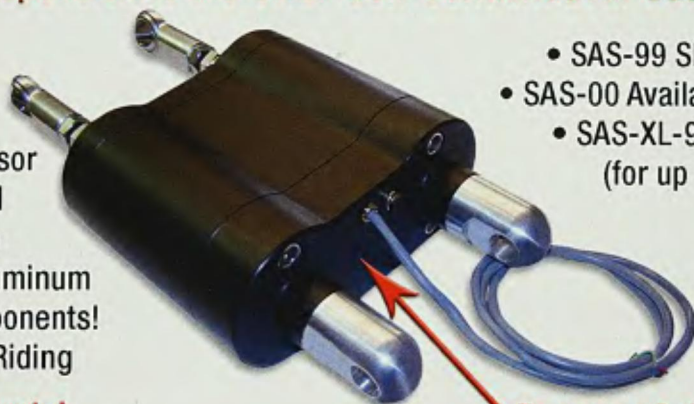


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## A Biker's Best Friend

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

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



Ginger the shop cat lounging on the shop Sporty—a 1972 XLCH.

—Michael Merna, Dearborn, MI



Eight-week old rottweiler Big Mama loves to ride and will not fit in that saddlebag much longer.

—Renee Fisher, Brooksville FL





My shitzu Harley on a hog and ready to ride. He was very sick this past month and almost died. I'd give my life for him.  
— Vincent Ribaud, Philadelphia, PA





Ride like your hair's on fire! Chris training for her long-distance rigid pan adventure.  
—Chris and Gabe Gibbany, Harrison, Ark.



**IN THE WIND**





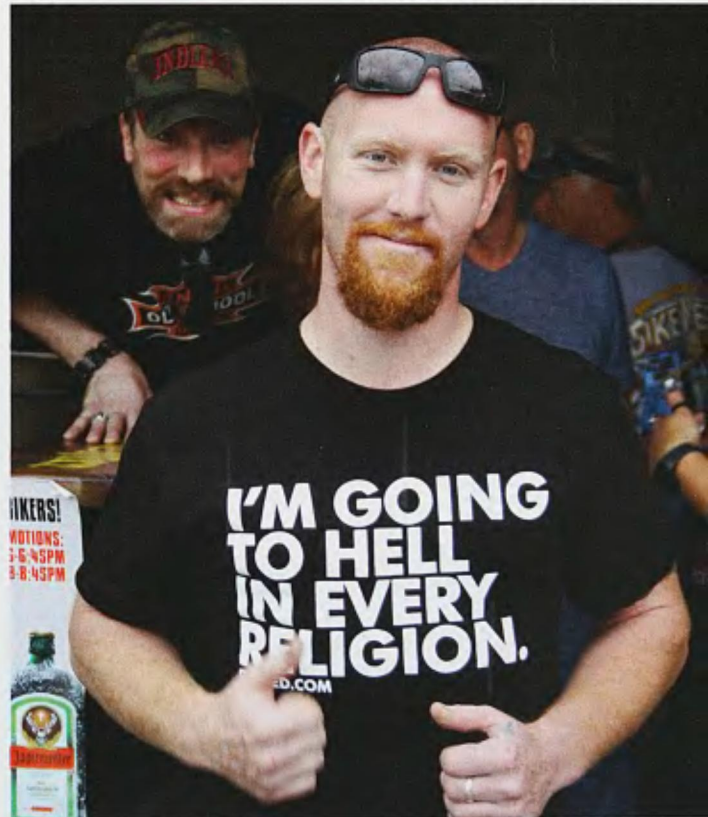


It ain't where you've been that matters, brother. It's where you're going.

—Ben Zales, Giddy Up Rally



Tequila: championship round. —Rick Kline, Harley Rendezvous



So's that guy behind you! —Fritz Braun, Ulm, Germany

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](mailto: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.





"It's 2:05 and 29 seconds, thanks for asking!" — The Boy Scout, Columbus, Ohio



Road sisters Kenda and Wendy rock the girl power. — Kenda Todd, Semmes, Ala.



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# HOLLOW POINT



Cain was a tough sumbitch for damned sure. He chewed bolts and spit nails and he could hold his own in a bar fight. He had some bad habits that included chewing tobacco and hard, two-fisted drinking. His wife constantly reminded him that he was “bad husband material.”

He loved his ol’ lady, but the flame had gone out a long time back and he had no compunction about hunting strange pussy. He had put both his kids through school, built a frame building business with no help from anyone, and hired and trained inner city kids to work in the shop. He taught them welding, boxing, and whatever else they needed to know, to not just survive, but thrive. He took no shit, asked for no quarter, and gave none. He needed no friends, but he’d be one if someone needed him. Yes, he was a bigger-than-life character but he never saw himself that way. Life was good enough and had moved along well enough for 52 years. That is until she came along.

Cain pulled up a stool at the watering hole he had frequented for over 20 years—a crude titty bar on 26th street where the dancers were veterans and had the stretch marks and scars to prove it. Missing teeth and caesarean scars were the norm. The

place was friendly enough, except for when it wasn’t friendly, and none of that bothered Cain. He went there to nurse his habit, Cabo Wabo and cold beer helped, but titty dancers were his weakness, one in particular.

Tracy was a small-chested, nicely-formed, little 30-year-old who had really caught his eye and held it. She moved like an oiled python and had no problem spreading her waxed pussy wide enough for every patron to see. She was afraid of Cain but attracted as well. Over the course of time, through the cigar smoke and Tequila fumes, she made it known to him that she was more than a little available.

A relationship grew and Tracy became Cain’s “girl on the side.” She hadn’t asked for much—an occasional ride on Cain’s chopped shovelhead, some work done around her place, and a thorough fucking whenever time allowed. Cain was more than happy to oblige.

Over the course of a year, the two became more than just fuck buddies. They actually began to develop a deep relationship. Cain’s wife could have cared less. As long as he paid the mortgage and other bills and the business was willed to her, Gina had no issue with Cain’s “dalliances” as she called them.

On one of the many evenings Cain

and Tracy spent in the little office above his shop, sprawled out on the fold-out couch, Tracy began to hatch her plan. Cain had waited long enough for Tracy’s agenda to be expressed, so he was ready. Or so he thought.

“Hey sweetie,” drawled Tracy in her breathy, syrupy voice.

‘Here it comes,’ thought Cain. He could tell by all that sweetness that the pin had finally been pulled. “Yeah, what?”

“I have to tell you somethin’ and yer not gonna like it,” she purred.

Cain’s gut tightened. What’s it gonna be? he thought. Money? Nah, she makes plenty. Pregnant? No, she’s missing her ovaries. Cain just braced himself. He knew that his weakness for fine pussy—and Tracy’s was fine beyond words—would catch up to him, and this might just be that moment.

It came out in one quick blurt, “My husband is gettin’ outta prison and he’s gonna come for me.”

“Fuckin’ HUSBAND!” Yelled Cain. “You told me he left ya. Not that he was a friggin’ con.”

“I know, I know,” she threw her hands up in supplication. “I didn’t wanna scare you off right at the beginning. I like you and thought we had a chance at somethin’ long term.”

“Do I look like I scare easy?” said Cain with a grim grin. His heart was pounding and he was wondering just how much aggravation her pussy was worth.

“He said he was gonna kill me and burn the house down with my corpse inside,” she spat. “I know him, he means it. He’s huge, he weight trains, and he’s a master of mixed martial arts, and I’ve seen what he can do. He’ll never rest until he finds me and ends me. I was the one who turned him in for dealin’ meth.” She was shaking now and tears were running down her face.

Cain thought a moment and said, “I’ve got a sister in Chi town. You head out there for a bit until it all calms down. I’ll front you some cash to tide ya over until this asshole loses interest.”

“Cain, I’m tellin’ you. Sam won’t rest until he sees me dead. One of the reasons I first hooked up with you was because I felt you’d step up when push came to shove. I can tell ya fer true;



Sam will do a LOT more than shove. He'll cut me up in little pieces and feed me to the neighbor's pit bulls."

"All right, all right. When's he getting out?" Cain wasn't the least bit intimidated, he was just pissed that his evening was being ruined. "I'll meet him and straighten his sorry ass out."

"No, no, I'm tellin' you, he can't be scared off," she pleaded. "And the man can take a beatin' and come back and get even. The only thing that will stop him is a bullet. I want him gone."

Right at that moment Cain realized he's been had. He was ashamed of himself for not seeing the whole picture sooner. Between the pussy and the Tequila, he must have been a little fogged. This chick was just usin' him to off her old man. Maybe even collect on the insurance or whatever. He pulled it together and instantly a plan began to form in the back of his booze-soaked brain. "Ok, I'll ask ya again. When's this horse's ass gettin' out?"

"A week from Monday," she sobbed. "He'll be at my house first thing that mornin'."

"I've got a Glock nine mil with no numbers that is full of hollow points," Cain's voice was like gravel. "A hollow point at the base of Sam's skull will stop him."

"Do this for me and I'm all yours for as long as you want me. I will be your sex slave forever," she smiled through runny mascara.

Oh, this bitch is goood, Cain thought to himself. He had already hatched a plan of his own. "I'll call ya on Monday morning just before Sam's release. There's a duffel over there in the corner. That's all the luggage you can take with ya."

She wrapped her arms around Cain's neck and he pulled her close. "We're gonna take the bike to Cali after the deed is done," Cain continued. "I've got brothers out there that we can stay with and they own a titty bar where you can shake that fine ass of yours." He spent the rest of the night being paid in advance for the job he was going to do.

Cain used the week finalizing his plan. He was banking on Sam showing up at the house alone as Tracy assured him he would. He put Tracy up in a good motel then went to work making a few special

modifications to her apartment.

Monday came damned quick. Cain had stashed his trusty black shovel around the back of Tracy's bungalow. He patted her tank and went into the house to check on all the details. He had his Glock in a shoulder holster, well hidden under his denim. He found a good hiding place in the shadows. He didn't have to wait long.

Cain heard the squeak of the cab's brakes before he saw it. It pulled up right in front of the path that led to the front steps. A large man emerged and handed the cabby some bills. The car roared off and Sam headed toward the apartment.

The ex-con had to be six five, two ninety. He was shaved bald and sported a tightly cropped goatee. Sam was covered in tats and he walked with a slight limp. Cain tensed a bit as he weighed the situation. He reviewed all his preparations and was satisfied with all of it. He slipped the burner cellphone from his pocket and began to video the front door.

"TRACY, you fuckin' bitch....Daddy's home!" The front door broke open and slammed back from the mighty kick of Sam's size thirteen engineer boot. The huge man filled the entire doorway. He stepped into the living room and that is when all hell broke loose.

Cain and a few loyal brothers had worked for hours booby-trapping the entire room. Sam walked into over three hundred treble fish hooks that hung from the ceiling from individual steel cables. He was instantly ensnared, and as he waved and swatted at each new hook, he was caught fast. One hook buried itself in his nostril, another in his lip, many snared his clothing, his hands, his chest. His T-shirt was punctured by at least fifteen of them as were his arms. As he struggled to free himself, he stepped forward into the shadows and that's when the real fun began.

Cain and his crew had taken a saw to a section of the floor about five feet beyond the front door. The hole was big enough for a refrigerator to fall through. In the basement sat a cage that Cain and his brothers had welded together out of steel strap and rebar. Sam hovered momentarily over the

hole and then began to drop into it as each fish hook tore loose from his skin. The big man dropped through the hole and into the waiting cage.

Cain had been filming the entire event with his burner phone. Then he triggered the locking cage lid and it slammed into place, trapping his human prey. Sam was bloodied and caged like the animal he was. During all of it he shouted threats aimed towards Tracy. "I'll kill you, ya fuckin' bitch! I'll gut you and watch you bleed out! You're mine, ya whore!"

Cain had it all on video. He dialed 911 on the burner phone, explained to the police dispatcher what had occurred and told them where to find the phone. The shouted threats and the kicked in door would be enough to put Big Sam away for a few more years. Cain had kept his promise to Tracy to protect her.

He walked out to his waiting shovel and listened. Sam could still be heard screaming and roaring from the basement. Off in the distance Cain could hear sirens wailing. He kicked the Harley to life and reached into his denim to pull out the Glock. He dropped the clip and worked the slide. He caught the chambered round, then disassembled the gun and tossed it into the storm drain he sat idling next to, along with the clip. He eased his shovel into gear and headed off to meet Tracy.

An hour later, he sat astride his shovel as Tracy struggled to free her duffel from his sissybar. She was crying. "You promised we were heading to Cali. Why the hell are you dumping me off at a bus station?"

Cain reached into his denim and pulled out a small item. "Here, you connivin' bitch. I don't do women's dirty work. I sure as SHIT wasn't gonna kill a man, fuck up my whole existence, and live on the run for pussy—even a pussy as glorious as yours. I got my own life to live. Have a nice day, bitch." Cain kicked his bike into gear, popped the clutch and roared off, tearing free of Tracy's grip forever.

Through her tears, she examined the "souvenir" that Cain had left her. It was a nine millimeter hollow point. Something to remember him by.

—Z.Jaki





**E**very block of stone has a statue inside of it and it is the task of the sculptor to discover it. Now, what about that free pizza?" —*Michaelangelo*

Artists and writers share many creative instincts but none stronger than the delicate and time-honored art of free food acquisition. All throughout the glorious history of the arts, very little would have actually been accomplished without a free lunch and plenty of snacks.

When Bad Brad's Barbecue approached Pontiac, Michigan's incredible moto-artist Ron Finch about doing a little art for the restaurant they were building in nearby Orion Township, well sir, the savory die was cast and with the whoosh of welding gas and the scent of barbecue sauce

# FINCH PIG

SPARE PARTS AND FREE FOOD





hanging temptingly in the air, a very hungry Finch got down to work.

Finch, as you know, being a vigilant peruser at every local swap meet and yard sale, has in fact accumulated a large stockpile of doodads, geegaws, and bric-a-brac for his constant artistic desires. He dug deep into this pile and transformed it into the mind-boggling sculpture of porcine proclivity you see on these quivering pages.

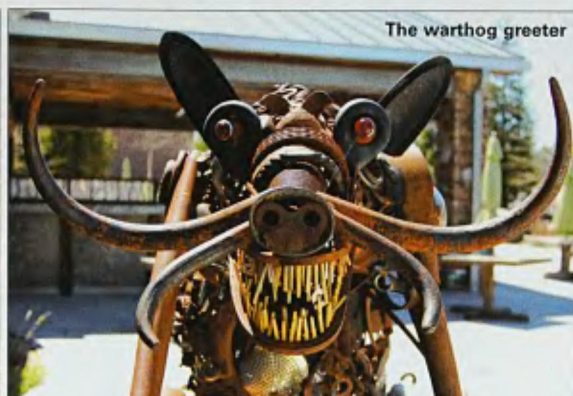
Dubbed aptly by Ron's wife, Ruth, as "Chris P. Bacon," the sculpture came to life over the course of three months in the legendary artist's shop. Starting with a bare bones frame and legs made from Audi door E-posts with Chevy rocker

arms for toes, Finch found just the right item for every square inch of this pig. Finch's brave and tiny assistant, Jason, would often crawl inside the beast to hold something in place for welding.

Within the stout conglomeration you will find among other things, hubcaps, golf clubs, hand-tools, sprockets, shovels, springs, air cleaners, scoops, clutch-plates, nutcrackers, can-openers, forks, scissors, piston rods, rotors, chains, exhaust pipes, Tonka trucks, and more, all welded and wedged together throughout the framework of Finch's famous bent rods and hunks of steel plate. The tapered tail was hammered out by a local blacksmith.

In the end, the 565-pound masterpiece was delivered by giant bikers and now stands guard at the restaurant, along with a wild warthog greeter also made by the hopefully less-starving artist. If you want to catch a glimpse of this bona fide art treasure, get your ass over to Bad Brad's Barbecue. It is a fine place with delicious food, cold beer, and waitresses with hopefully no morals. I say this all out of the purest journalistic integrity and not at all because I want them to send me a bunch of food to: Beatnik, c/o *Easyriders* Magazine, 28210 Dorothy Drive, Agoura Hills CA 91301. —*Beatnik*

Photos: Michael Lichter





# RESURRECTION

RIFF RAFF CUSTOMS' SECOND COMING

Over the years Heath and Scott have traded cars and bikes, ridden together, and remain close friends.





Heath Fifield has known about the talents of Scott Hultquist and his shop Riff Raff Customs in Danville, California, since 1995. Scott does his own metal fabrication, pinstriping, custom paint, and practically everything else required to create cool custom machines like this one. Over the years, Heath and Scott have traded cars and bikes, ridden together, and remain close friends.





**"Remember that whatever machine you build for someone, it always comes back to you someday for service."**

Seven years ago, during a visit to Riff Raff world headquarters, Heath saw a bike with long lines that Scott just completed. Heath announced, "that bike is the style I want," and began gathering parts. Starting with a 2004 Independent frame and Performance Machine wheels, it seemed his new project was moving ahead. But then life began to get in the way of the project. Fast forward six years later when the parts had matured into "new old stock." Scott told Heath he had some time available if he was ready to finally put his bike together.

Because of the long wait between first conceptions and final assembly, Heath and Scott call this bike "Resurrection."







One thing is certain, you won't pull up next to anything else that looks like this or runs like the Patrick Racing 128-cubic-inch engine. It sounds amazing, like a funny car. The long and low flowing lines give it tremendous curb appeal.

Scott's challenge to other budding builders is, "Remember that whatever machine you build for someone, it always comes back to you someday for service." Scott's mastery of hiding the wiring, cables, and hoses retains thoughtful access for normal service. Integrating the rear fender into the swingarm is how Riff Raff Customs skillfully blends a Legends air ride suspension set up that rides like a cloud and looks cool.

When on two wheels, Heath rides around his hometown of Clearlake and up along Konocti Bay into Kelseyville for a stop at Richmond Park Bar and Grill to cool down and nosh some fine grub. Speaking of cool, this month you have selected the amazing Sarah Jain as your Fox Hunt winner. Simmer down now!

—Cheddar





**Owner:** Heath Fifield  
**City:** Lakeport, California

#### **GENERAL**

**Fabrication:** Riff Raff Customs  
**Year and make:** 2016 Riff Raff Custom  
**Model:** Low Life  
**Assembly:** Riff Raff Customs  
**Time:** 12 months

#### **ENGINE**

**Year and make:** 2010 Patrick Racing  
**Ignition:** Dyna 2000  
**Displacement:** 128 cubic inches  
**Lower end:** S&S  
**Pistons:** Patrick Racing  
**Heads:** Patrick Racing  
**Cam:** Patrick Racing  
**Lifters:** Jims

**Carburetor:** Mikuni 45mm HSR  
**Air Cleaner:** Riff Raff Velocity stack  
**Pipes:** Martin Bros.

#### **TRANSMISSION**

**Year and make:** 2010 Baker 5-speed RSD

#### **PAINT**

**Painter:** Riff Raff Customs  
**Type/color:** House of Kolor/Candy Cobalt

#### **FRAME**

**Year and make:** 2004 Independent  
**Type:** single-shock swingarm  
**Rake:** 45 degrees  
**Stretch:** 7 inches  
**Shocks:** Legend Air

#### **ACCESSORIES**

**Bars:** Riff Raff Customs  
**Handlebar controls:** Performance Machine

**Fender:** Riff Raff Customs  
**Headlight:** Headwinds  
**Taillight:** Riff Raff Customs  
**Pegs:** Performance Machine  
**Electrics:** Riff Raff Customs  
**Gas tank:** Riff Raff Customs  
**Oil tank:** Independent  
**Oil System:** S&S  
**Primary:** Primo  
**Seat:** Corbin  
**Grips:** Performance Machine

#### **FRONT END**

**Type:** hydraulic  
**Extension:** 10 inches over with  
10-degree trees  
**Builder:** American Suspension

#### **WHEELS**

**Hub:** Performance Machine  
**Size:** 21-inch front, 18-inch rear  
**Tires:** Metzeler  
**Brakes:** Performance Machine rear/  
American Suspension front

**Photos:** Mike Chase

**Model:** Sarah Jain

**Contact:** Riff Raff Customs  
925-997-7686  
riffraffcustoms.com









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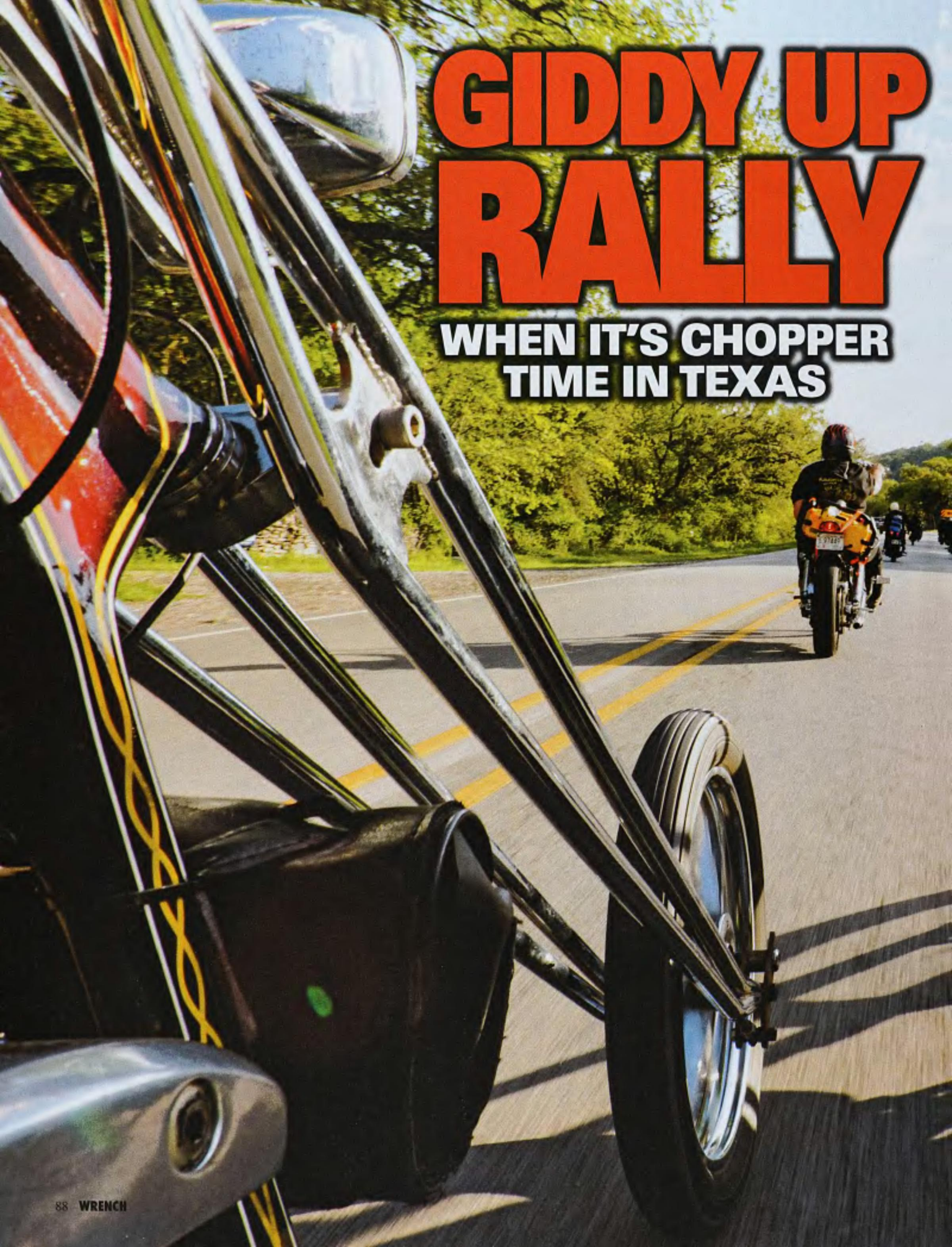
## GIDDY UP RALLY

**WHEN IT'S CHOPPER  
TIME IN TEXAS**

**GREASED LIGHTNING  
PURPLE MERKIN PAN  
ONE MOTO SHOW  
SELENE KNUCKLE**







# GIDDY UP RALLY

**WHEN IT'S CHOPPER  
TIME IN TEXAS**







**T**he Giddy Up Rally and vintage chopper show in New Braunfels, Texas, started out as just a little outdoor ride-in bike show a few back. It has since evolved into one of the biggest chopper parties in Texas. This year, the Giddy Up Rally was held on March 25 out at the River Road Ice House in the Texas Hill Country between Austin and San Antonio. The big draw was that one lucky chopper freak got to win a custom chopper built by Joey Cano of Slab Side Cycles.

Joey built a one-of-a-kind 1956 panhead chopper with a 1949 ratchet top tranny, a straight leg frame, a cool Triumph front end, a jockey shifter, custom pipes and sissybar, apes, and a killer peachy-pearl paintjob.

This old-school good time featured live music from a variety of Texas-based bands, camping at Camp Huaco Springs (where the after party rocks!), good food and brew... In other words, everything you need to have a killer good time. This outdoor show makes you feel like you slipped back in time to the early 1970s, with nothin' but good vibes and really righteous choppers of every description.

The Giddy Up Rally wants to thank its sponsors: Grune Harley-Davidson, LowBrow Customs, Biltwell Inc., Chop Cult, TC Bros, Willie Max, Indura Power, and Show Class. For info on next year's Giddy Up Rally visit [www.giddyuptx.com](http://www.giddyuptx.com). —Negan

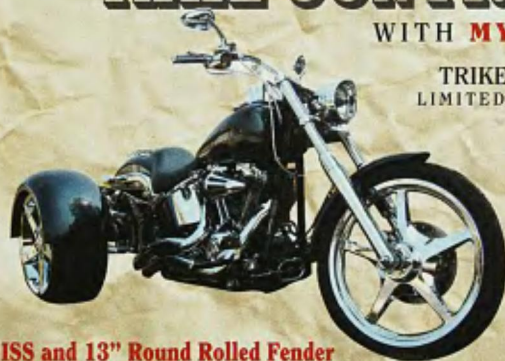




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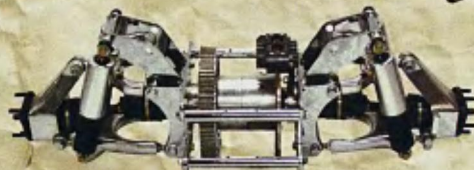
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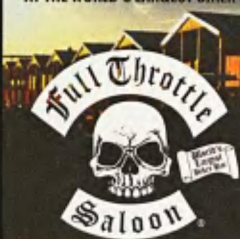
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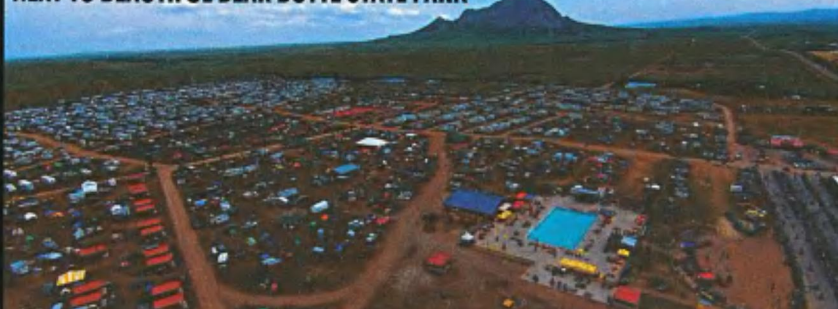
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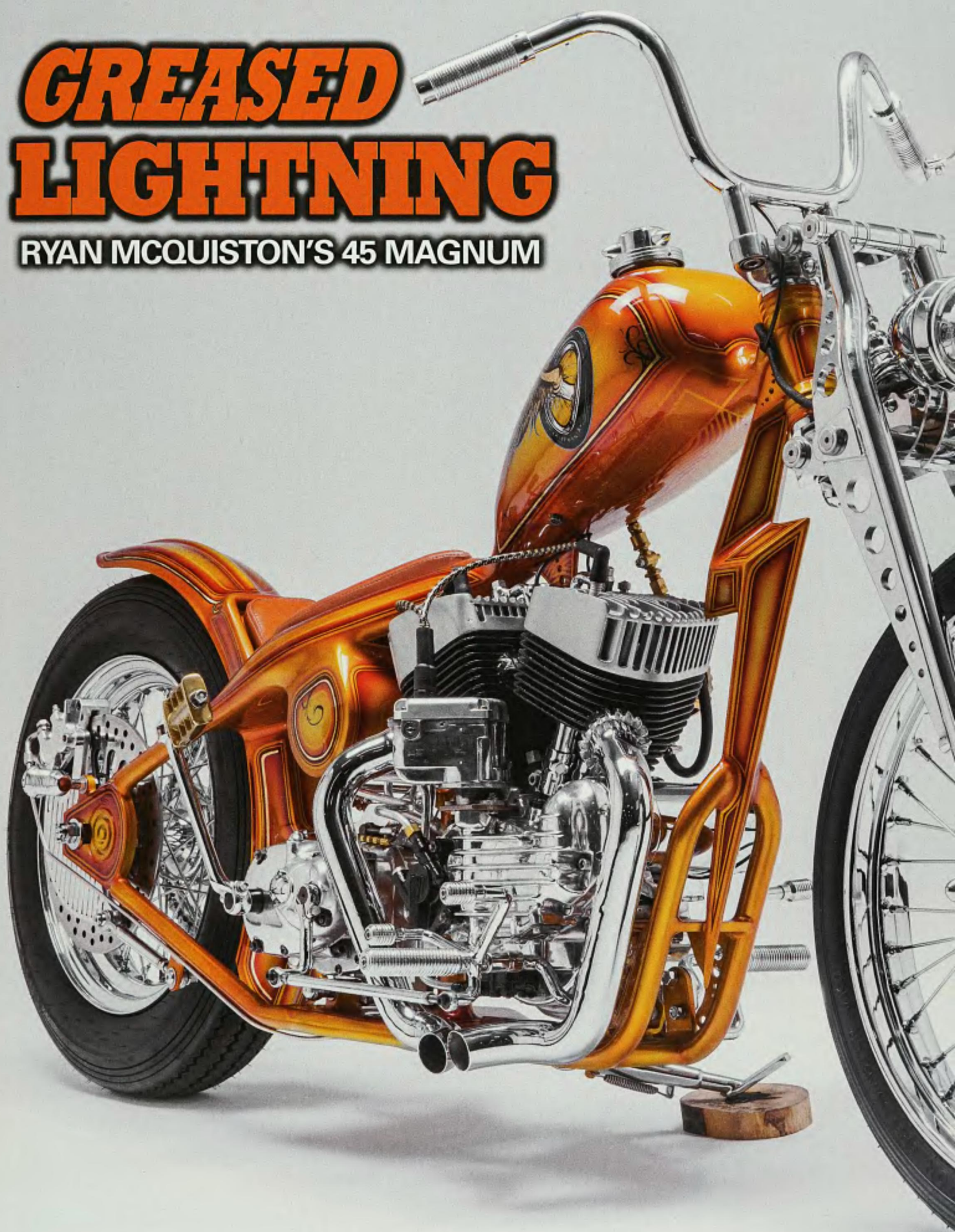
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# ***GREASED* LIGHTNING**

**RYAN MCQUISTON'S 45 MAGNUM**

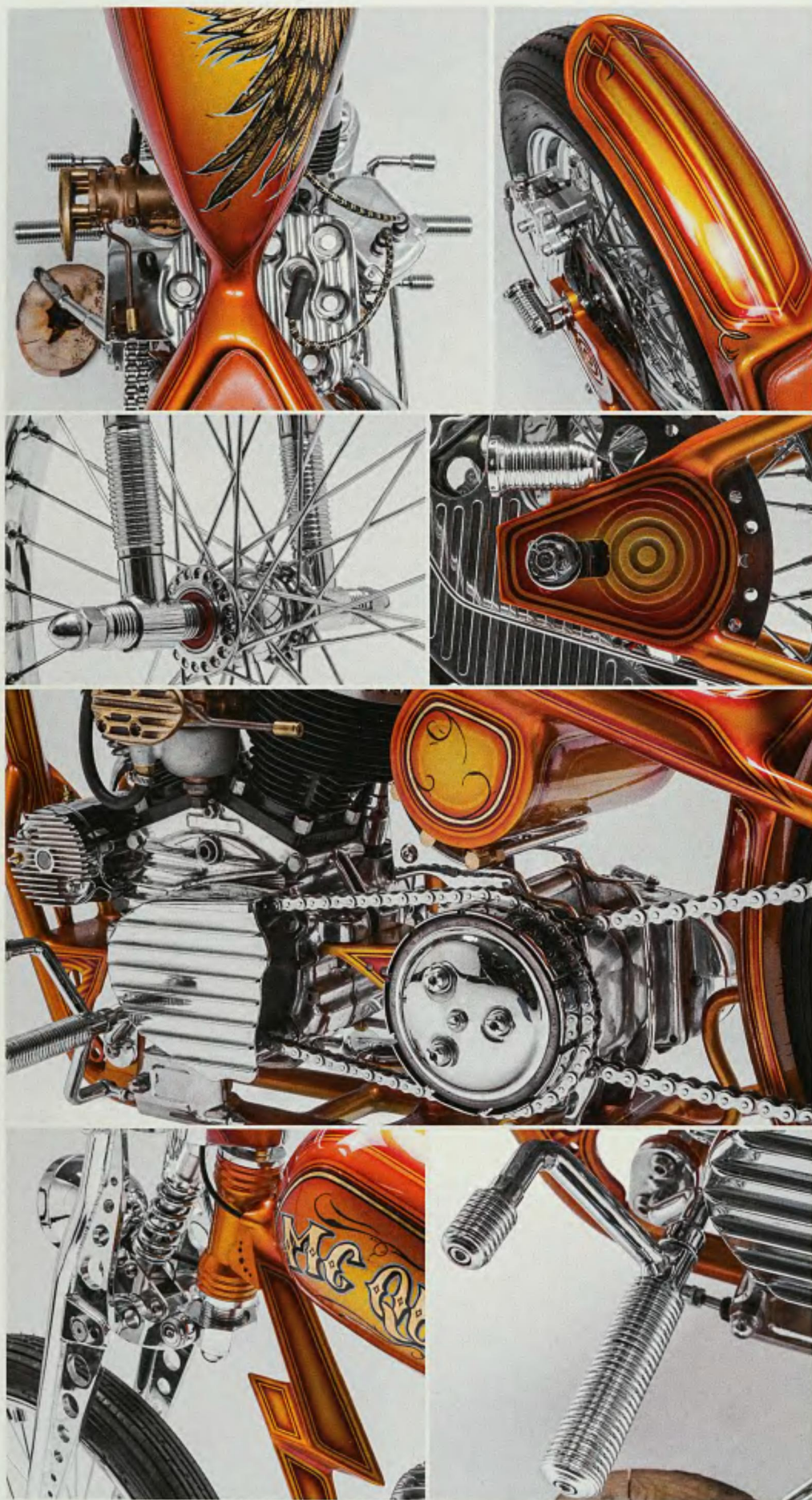




*Ryan McQuiston got his first motorcycle when he was 18 years old and he has been riding and loving the lifestyle ever since. Today, he is the owner of McQuiston Chopper Designs in Long Beach, California, where he can wrench and ride all year long. He brought this crazy zigzag 45 to Chopperfest this year and we just had to know how it came to be.*







"One of my best friends is bike builder Pat Leahy," Ryan tells us. "He showed me a picture of one of his knuckle builds in which he made a lightning bolt out of 1-inch tube steel for the front downtube of the frame. It never got finished, but it was inspiring enough for me to want to build something similar. So another good friend of mine, Allen Lee, sold me a 1941 45-inch motor and that's what I based my frame build around."

Ryan's first thought was to find a 45 frame, but they turned out to be really pricey, so he decided to just make the frame himself from scratch. "I started out with just axle plates and a neck," Ryan says. "I spent a few days figuring out the angles of the lightning bolt downtube out of card stock. When I got the dimensions right, I cut up some 3/16 plate steel and made two sides of the lightning bolt so I could put 1-inch tube steel inside it for extra strength."

When it came time to make the motor mounts, Pat Leahy suggested that they build a 45 Magnum motor. "Midway through the frame build, we built the motor, relocated the base studs for the cylinders to accept a 1954 KHK Sportster top end, and used the WR cams," Ryan says. "Since the bike's motor was a hybrid, I decided to use a Triumph 4-speed tranny, mating it up to the Harley motor."

Using perforated steel to hand-form the gas and oil tank and rear fender, Ryan applied fiberglass to mold the pieces on the frame, skimmed it with a light coat of bondo, and got it primed for paint. "My Friend Targino Targ painted all the graphics on it for me with my logo and company name on it in gold leaf and the 45 Magnum was born."

Ryan says that he works seven days a week, so he doesn't have much time to ride this little lightning 45. "My job is to keep everyone else's knees in the breeze," he says. "I love my job, building choppers for a living. I don't make much money, but I truly love motorcycles, so no complaints here." —Dave Nichols









*“My job is to keep everyone else’s knees in the breeze.”*

**Owner:** Ryan McQuiston

**City:** Long Beach, CA

**General**

**Designer:** Ryan McQuiston

**Fabrication:** McQuiston Chopper Designs

**Year and make:** 1941 Harley-Davidson

**Model:** 45 Magnum

**Assembly:** MCD

**Time:** a good long while

**Engine**

**Year and make:** 1941 Harley-Davidson

**Model:** Flathead

**Rebuilder:** MCD

**Ignition:** Morris magneto

**Displacement:** 45 cubic inches

**Lower end:** H-D

**Pistons:** stock

**Heads:** KHK

**Cam:** K cams

**Lifters:** KHK

**Carb:** Linkert

**Air cleaner:** Linkert

**Pipes:** MCD hand-made

**Transmission**

**Year and make:** 1958 Triumph

**Shifting:** 4-speed

**Painting**

**Painter:** Targino and Pee Wee

**Color:** gold

**Type:** House of Kolor

**Frame**

**Year and builder:** 2016 Ryan McQuiston

**Type:** rigid

**Rake:** stock

**Stretch:** stock

**Accessories**

**Bars:** MCD

**Handlebar controls:** MCD

**Fender:** MCD

**Headlight:** teenie

**Taillight:** MCD

**Pegs:** MCD

**Gas tank:** MCD

**Oil tank:** MCD

**Primary cover:** MCD

**Seat:** MCD

**Grips:** MCD

**Front end**

**Type:** girder

**Builder:** Voodoo Vintage

**Extention:** stock

**Wheels**

**Size:** 21-inch front, 16-inch rear

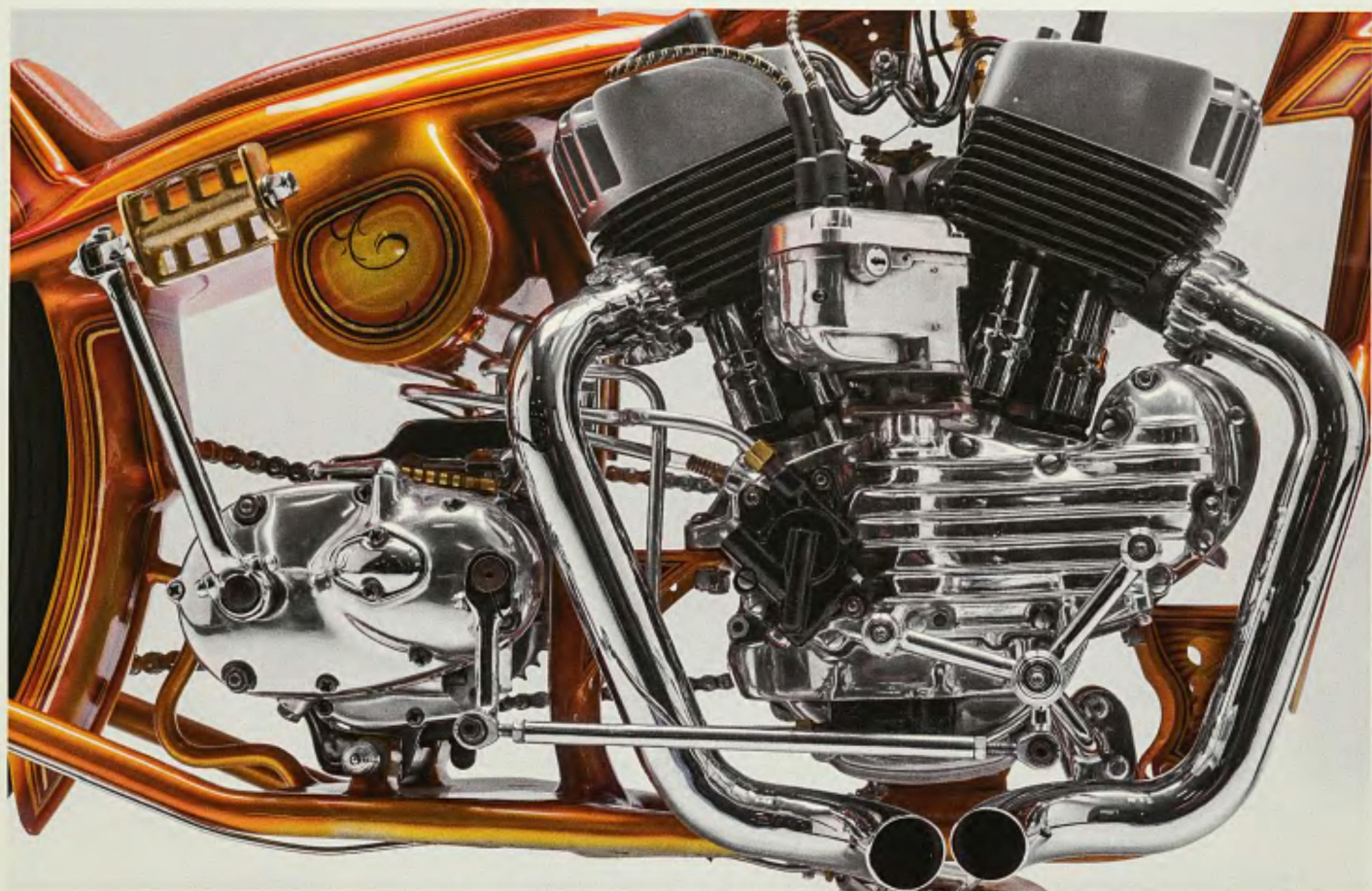
**Type:** H-D

**Tires:** Avon

**Brake:** PM

**Photos:** Ben Zales





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# THE ONE MOTO SHOW







**T**hor Drake, the organizer of the One Moto Show in Portland, Oregon, and the owner of See See Motor Coffee Co., sums up the intent of this bike show with the following sentiment:

"Funny thing about motorcycles, when you get one, you want two. When you get two, you want ten. Then one day you have ten motorcycles. You start to think about how to combine all of them into one bike. Not literally combine the parts into one, but take all the knowledge you have accumulated and build a machine that encompasses your vision of the ideal bike. The ONE motorcycle."

February 10-12 this year, The One Moto Show celebrated eight years of putting on a phenomenal bike show in an amazing location for...wait for it... FREE! Yeah, the idea was to create an experience that brought back the legendary "good ol' days" when bikers got together to drool over vintage custom motorcycles and it didn't cost anything.

As Thor (great name) says about how this event came to be, "We started picking up bikes for free and on the cheap. We pulled off the stuff that was unnecessary, put a little money into getting the cycles a bit more safe to ride, and rode the crap out of 'em until we needed to rebuild. In the process, we found the places where we could score parts, met people who could help us, and learned."





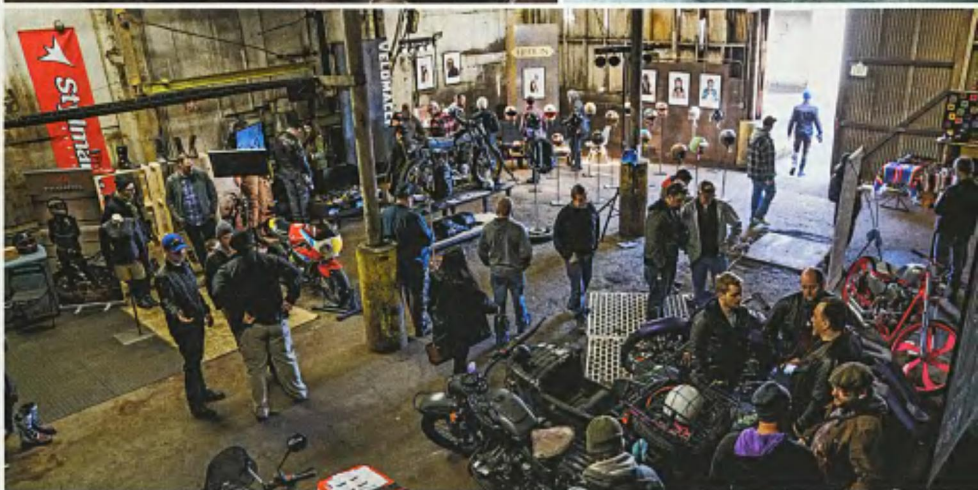
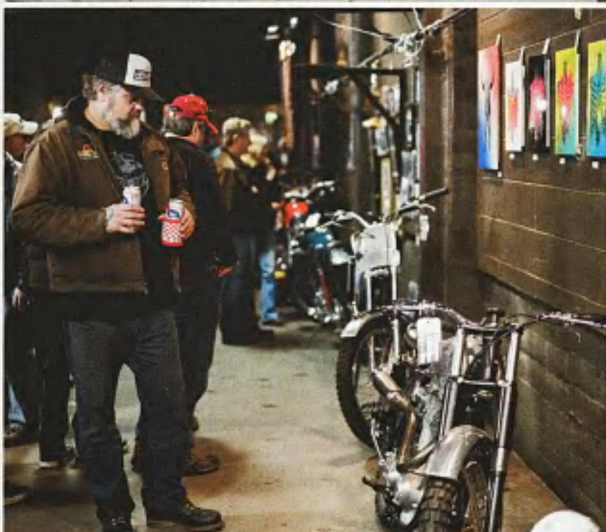
We quickly began to notice that there was a growing number of people who loved this subculture of motorcycling. This was when we decided to host the first gathering of what we would deem The One Motorcycle Show. The idea that a bike meant more to someone through experiences and stories. The notion that a motorcycle was built, restored, constructed, invented, or modified for particular reasons, using the means at their disposal. This doesn't stop at a particular year. People are expanding their range: you see a lot of late model customs inspiring vintage customs, and vice-versa."

"Eight years ago, we hosted the first One Motorcycle Show in an old, abandoned warehouse building. It was crafted to celebrate the weird, rare, unconventional bikes that we loved, in a way that everyone could enjoy. We started out with no knowledge of how to put on a show, let alone what might happen if we did, or the expectation we would be doing it for the next ten years. It's almost hard to believe that it has been so long! Our driving force to keep this going was the feeling that we were adding to something that we loved. We want to give back to motorcycling. We want to be inclusive and inspire people to participate."

"As things progressed, the show got bigger. We've been in multiple locations, and have been lucky to work with some of the most trusting sponsors within the greater world of motorcycles. It has been a non-stop learning process and we've always strived to make the show better each year. This has really been our biggest challenge: skating the line between big and small. We make this all work with the donation of time and money by people who want to see this happen again, every year. We are proud of this fact and it's the main reason we've made it this far."

The eighth show this year was once again FREE to attend. Thor says that it is free to exhibit your bike or art and it's free to attend thanks to the contribution of patrons and sponsors. New for this year, flat track races were held at the Salem Indoor Speedway, Salem Fairgrounds on Sunday morning for both Pro and Amateur Classes. If you love motorcycles and the biker culture, you will be absolutely blown away by The One Moto Show.

For more info check out [www.the1moto.com](http://www.the1moto.com). —Dave Nichols





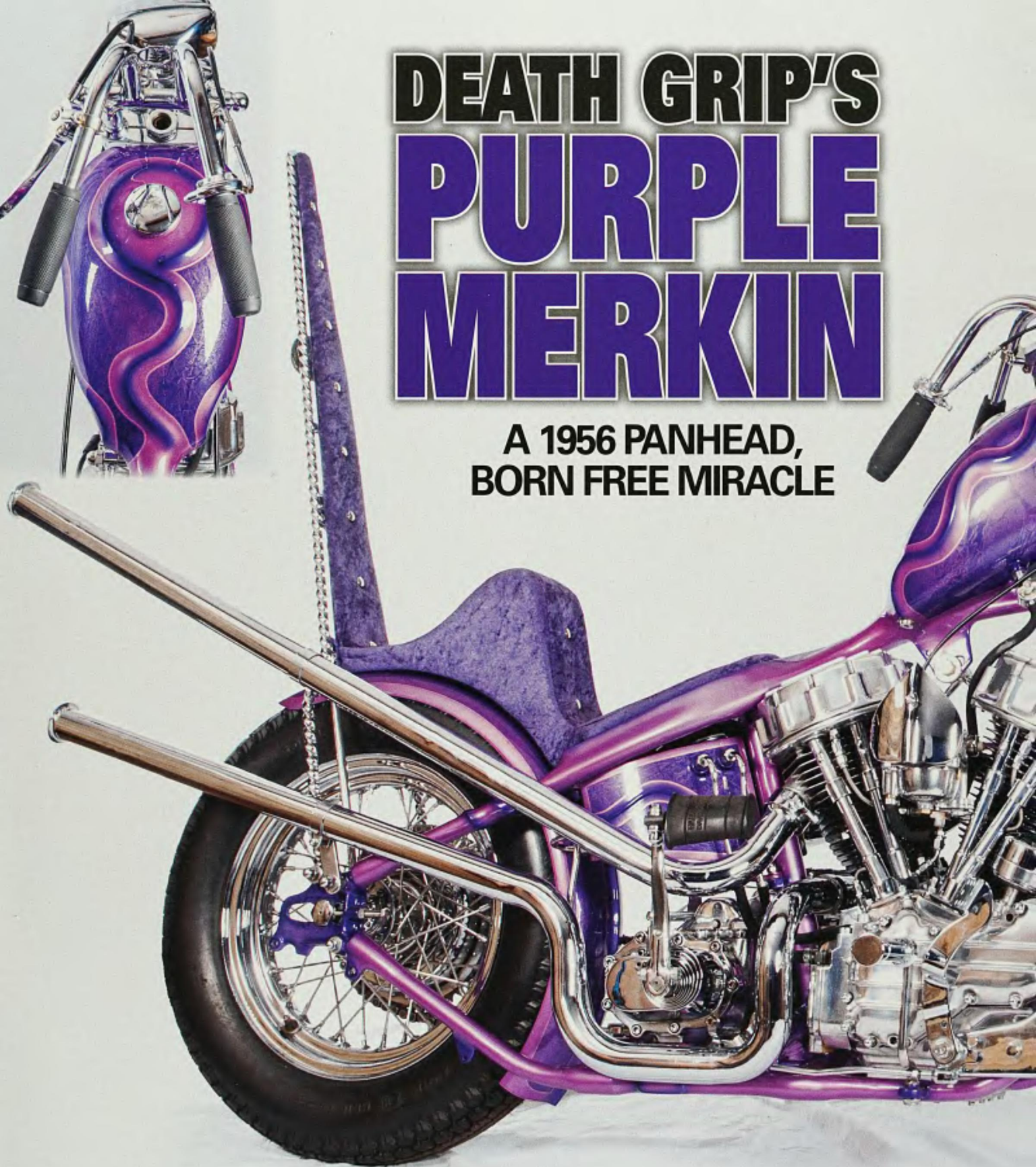


Pics by Ben Zales



# DEATH GRIP'S PURPLE MERKIN

A 1956 PANHEAD,  
BORN FREE MIRACLE





**T**eesside is small industrial steel town in the north of England and is probably the last place you would expect the father and son team of Louie and Norman Hartley to be building authentically-styled and precisely-built 1950s, '60s and '70s choppers. However, for the last two years, that's where Death Grip Custom Cycles has been doing just that, and Norman has been building custom bikes since 1972.







Back in 1965, 10-year-old Louie recalls seeing two local greasers riding stripped down and metal-flaked 45s. The sight of a couple of Harleys in England in 1965 was enough to shock anyone, let alone stripped down choppers. Norman was instantly hooked and began building his own custom bikes eight years later. Most of those early customs were BSAs and Triumphs.

Naturally, Louie grew up around bikes, and the father and son talked about opening their own chopper shop for years. With no cash in hand, Norman and his wife, Janet, sold the family home, leaving them temporarily homeless, in order to start Death Grip Custom Cycles. That's dedication. It's also where the story of Death Grip's Purple Merkin begins.

Norman and Louie had acquired a 1953 frame and found the motor in Belgium. The idea was to build a killer old-school panhead chopper with a ton of handmade parts as an introduction to Born Free 8. The bike would offer them a great way to promote their shop and get a little street cred at the epicenter of the SoCal chopper scene.

With that in mind, the team handled all the frame mods, plating, and molding. They built the bars and risers, the oil tank, the seat and sissybar, the foot controls and pegs, and completely rebuilt the panhead motor with new cams, crank, pistons, drag cases, and polished everything to a mirror finish. The amazing paint job was handled by Matt Earl, who knocked it out of the park!

The chopper was shipped from England to America, and stateside, Chris Hench gave them shop space to finish up the bike for Born Free. The final touches were applied on Thursday night and the show started on Friday. Death Grip was in California dreamland with a glorious chopper of their own design.

Louie and Norman are appreciative of everyone who voted for their bike, bought T-shirts, and donated money to help them get to the United States as well as of all their bike building family and friends in the UK, who helped make their dream come true.

Check out Death Grip's website at: [www.deathgripcustomcycles.co.uk](http://www.deathgripcustomcycles.co.uk)

—Biff Wonderloaf







**Owners:** Louis and Norman Hartley  
**City:** Middlesbrough, U.K.

#### General

**Designer:** Death Grip Custom Cycles (DGCC)

**Fabrication:** DGCC

**Year and make:** 1956 Harley-Davidson

**Model:** Purple Merkin Chopper

**Assembly:** DGCC

**Time:** 6 months

**Chroming:** Sean at

Agbrigg Chrome Platers

#### Engine

**Year and make:** 1956 H-D

**Model:** panhead

**Rebuilder:** DGCC

**Ignition:** H-D

**Displacement:** 74 cubic inches

**Lower end:** polished

**Balancing:** DGCC

**Pistons:** H-D

**Heads:** polished

**Cam:** Andrews

**Carb:** S&S

**Aircleaner:** DGCC

**Pipes:** DGCC

#### Transmission

**Year and make:** 2016 RevTech with 1953 ratchet top barrel

**Shifting:** 4-speed

#### Painting

**Painter:** Matt Earl

**Color:** lots of purples

**Type:** House of Kolor

#### Frame

**Year and builder:** 1953 H-D

**Type:** wishbone

**Rake:** 6 degrees over

**Stretch:** 4-inches

**Shocks:** none

#### Accessories

**Bars:** DGCC

**Handlebar controls:** early Sportster

**Fender:** Fenland Choppers

**Headlights:** backup lights

**Taillight:** Land Rover

**Pegs:** DGCC

**Gas tank:** modified peanut tank

**Oil tank:** DGCC

**Seat:** DGCC

**Grips:** Biltwell

**Sissybar:** DGCC

#### Front end

**Type:** Springer

**Builder:** D&D

**Extension:** 16-inches over

#### Wheels

**Size:** 21-inch front, 16-inch rear

**Type:** DGCC front, star hub rear

**Tires:** Avon

**Brakes:** drum rear

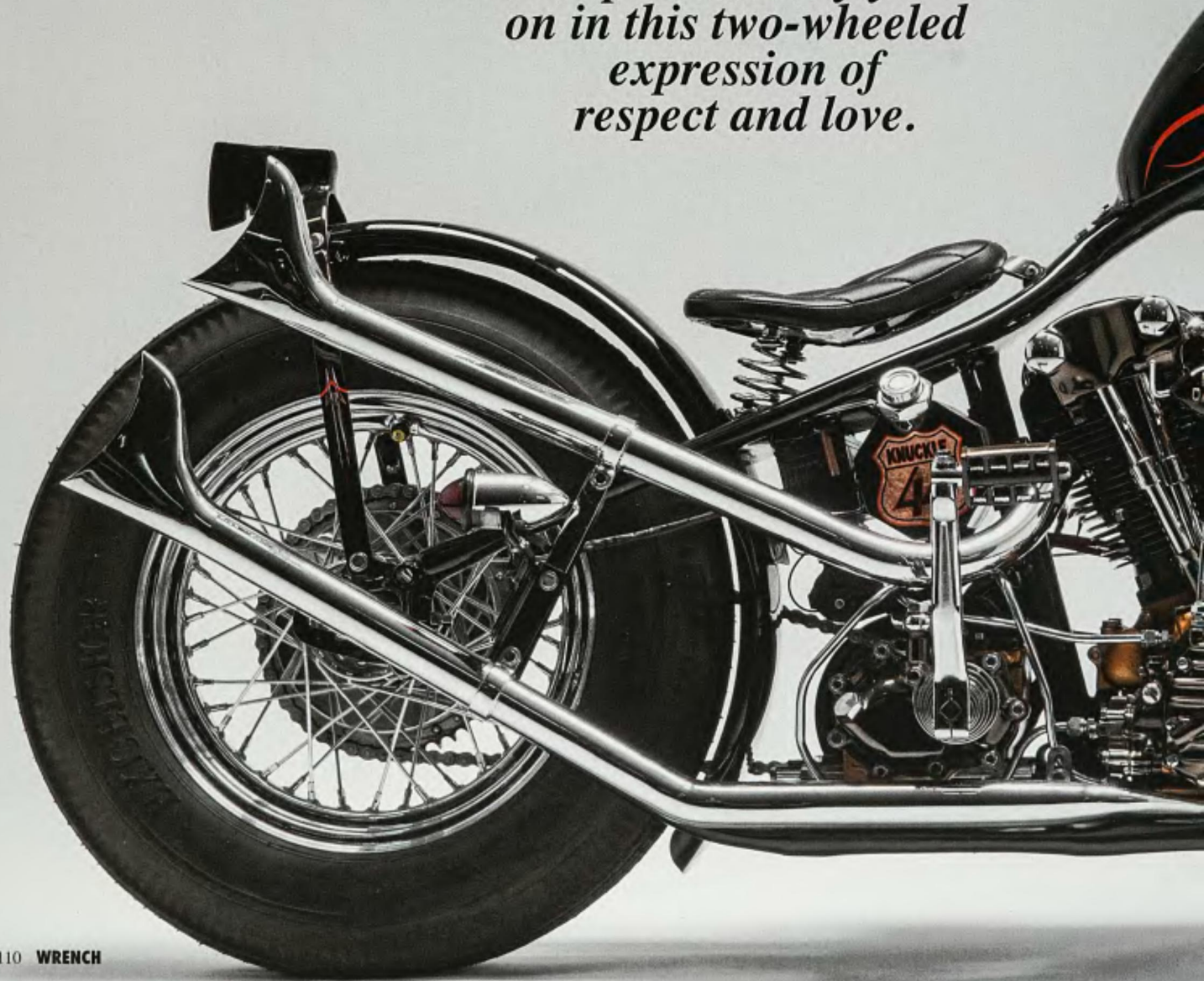
**Photos:** Jhony Wilson



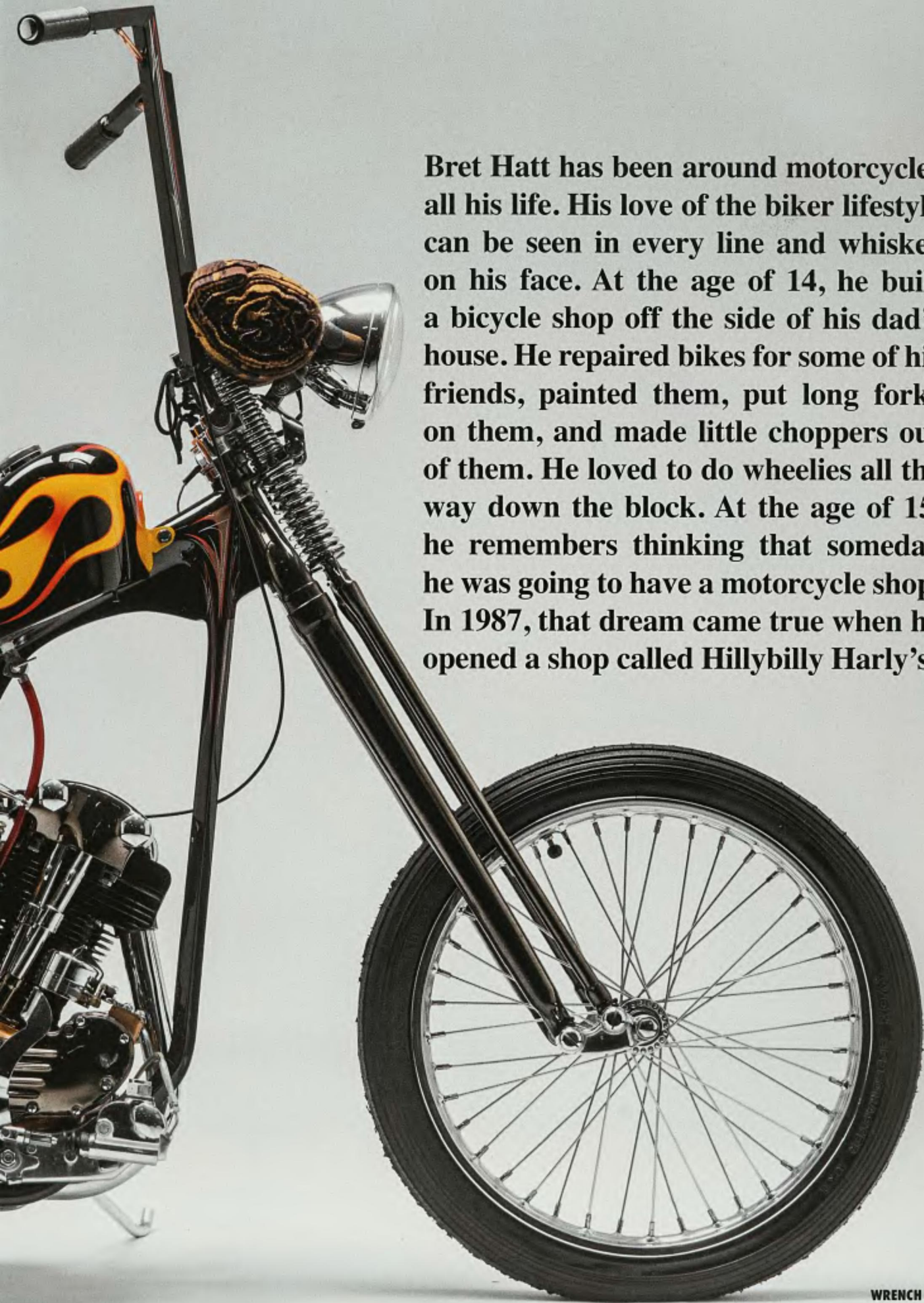
# SELENE

BILLY ALEXANDER'S 1944 HATT-BUILT KNUCKLE

*Selene passed away yet lives  
on in this two-wheeled  
expression of  
respect and love.*







Bret Hatt has been around motorcycles all his life. His love of the biker lifestyle can be seen in every line and whisker on his face. At the age of 14, he built a bicycle shop off the side of his dad's house. He repaired bikes for some of his friends, painted them, put long forks on them, and made little choppers out of them. He loved to do wheelies all the way down the block. At the age of 15, he remembers thinking that someday he was going to have a motorcycle shop. In 1987, that dream came true when he opened a shop called Hillybilly Harly's.









His current shop, Hatt's Motorcycles in Forest Knolls, California, is the kind of shrine to old-school choppers that we all dream of visiting. When Billy Alexander decided he wanted to own and ride a righteous knucklehead chopper, Bret was the natural choice to build it.

"A friend went to jail about five years ago," Bret recalls, "and I ended up with a pile of motorcycle parts from him. Billy bought the knuck motor and tranny out of that pile and we got started." They found a frame that was already stretched and had an old rusty girder front end on it and the game was on. That girder has since been replaced by a classic Springer.

Bret has touched and massaged every single part on this motorcycle. He handled

all the engine work on the 1944 mill, bored out the pistons, and used big port heads for a little more grunt. He even laced the wheels himself. In fact, the only stuff that got sent out was the chrome pieces and paint. The black cloak of House of Kolor and expert gold leaf was applied by Reality Customs. Billy worked on this scooter himself as well, hand-fabbing the apehangers and the sissybar.

The bike is a tribute to Billy's wife's sister, Selene, who passed away yet lives on in this two-wheeled expression of respect and love. Bret takes real pride in this rolling work of art, saying, "I'm grateful to have put my fingers in that motorcycle."

—Negan



**Owner:** Billy Alexander

**City:** Forest Knolls, CA

**General**

**Designer:** Hatt's MC

**Year and make:** 1944 FL

**Model:** chopper

**Assembly:** Billy Alexander and Bret Hatt

**Time:** one year

**Chroming:** Meclec

**Engine**

**Year and make:** 1944 H-D

**Model:** Knucklehead

**Rebuilder:** Bret Hatt

**Ignition:** 12 volt

**Displacement:** 74 cubic inches

**Lower end:** H-D

**Pistons:** bored .020 over

**Heads:** big port

**Cam:** K

**Lifters:** solid

**Carb:** Linkert

**Air cleaner:** brass H-D

**Pipes:** Paughco

**Transmission**

**Year and make:** 1944 H-D

**Shifting:** hand shifter

**Painting**

**Painter:** Reality Customs

**Color:** black with gold leaf

**Type:** House of Kolor

**Frame:**

**Year and make:** 1944 H-D

**Type:** rigid

**Rake:** 33 degrees

**Stretch:** 8-inches

**Accessories**

**Bars:** custom

**Handlebar controls:** internal

**Fender:** flat

**Headlight:** H-D

**Taillight:** bullet

**Pegs:** railroad spikes

**Electrics:** 12 volt

**Gas tank:** Paughco

**Oil tank:** repo

**Primary:** 3-inch belt

**Seat:** custom

**Grips:** H-D

**Front end**

**Type:** Springer

**Builder:** H-D

**Extension:** 10-inches over

**Wheels**

**Size:** 16-inch rear, 21-inch front

**Hub:** rear star, front spool

**Tires:** Excelsior

**Brakes:** H-D rear

**Photos:** Ben Zales

**Contact:** Hatt's Motorcycles

415-488-1441



*"I'm grateful to  
have put my fingers  
in that motorcycle."*

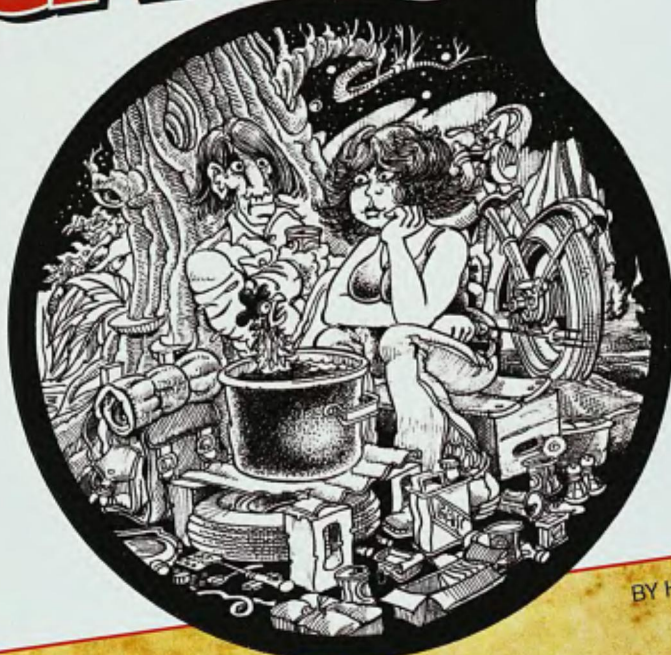


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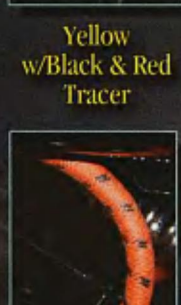
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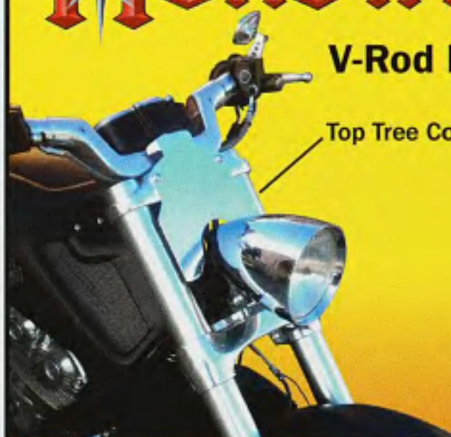
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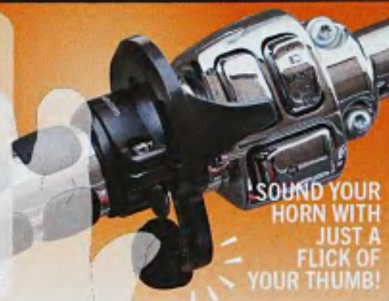


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Unshaven and dreadlocked, with the prerequisite pierced nips and "Cheat Death" tattoo on his ribs, he could arguably be the poster child of the millennial biker. And as the owner of Baumer's Cycles, he makes sure that his "Hipster Killer" Sportster supports his credo with every nut and bolt of its being.

Inside the 1999 stock hardtail frame with its 4-inch stretch sits a 2003



Roadster 883 engine with custom velocity stacks, a modified Keihin carb, and Baumer's very own customized fishtail pipes. The Wide Glide front end with 59mm tubes was smartly lowered 2 inches and sports a fenderless 21-inch DNA front wheel, while the 18-inch rear wheel, also

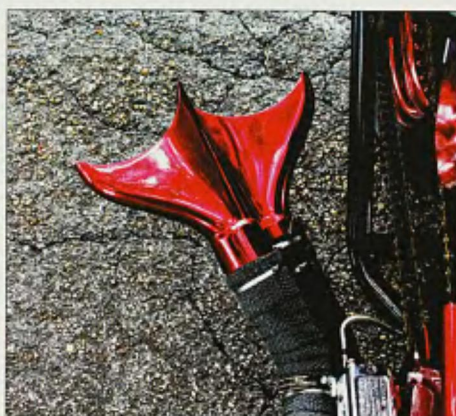
from DNA, is tucked neatly underneath Baumer's own rear fender. Above the frame, Baumer's gas tank reflects what some might see as a slightly split personality: the right side is neatly pinstriped while the left features a sort of purplish paisley pattern.

The piece de resistance—if it can be called that—has to be the handlebar setup, which is a sort of confusing crisscrossing of homemade (who'd-a guessed) Hipster Killer risers topped by Hayabusa aftermarket hand controls at an elevation that must be far above legal limits. But legalities be damned; this is millennial biking, and sacrifices must be made, a 'tude expressed, and a lifestyle dug to its fullest. —*Tripper*





# Comin' At Ya



The super September issue of *Easyriders* (No. 531) takes you to bike events from coast to coast including the kickass Mama Tried Show in Milwaukee and the Laughlin River Run in Nevada. We'll also bring you some of our all-time best readers' biker lifestyle photos in this *In The Wind* Special.

Bike features include Jack Deagazio's amazing shovel chopper, Adam Karns' sweet XLCH, Jim Street's custom knuckle, Roger Harris' sleek Road Glide, Donny Loos' classic FLH panhead, and a super weird surprise scooter you'll just have to see for yourself!

Plus killer biker fiction, another classic David Mann painting, some truly sick humor, and a big mess o' near naked ladies in some compromisin' positions. All this and more is roarin' at ya, in the September issue of *Easyriders*!

On sale July 18



The September issue of *V-Twin* (No. 197) is the "G-Rated" version of *Easyriders* and there is nothin' in it that you can't show your dear ol' mum. It includes a bonus custom bagger magazine—*ROAD IRON*—extra tech guides, and of course, no nudity.

On sale July 18



Roy Delgado



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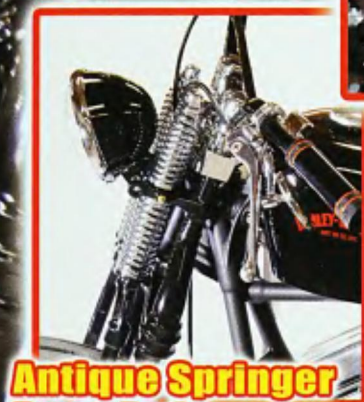
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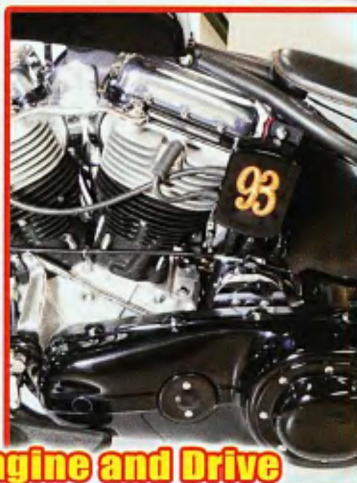


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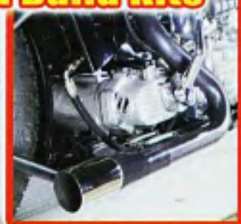


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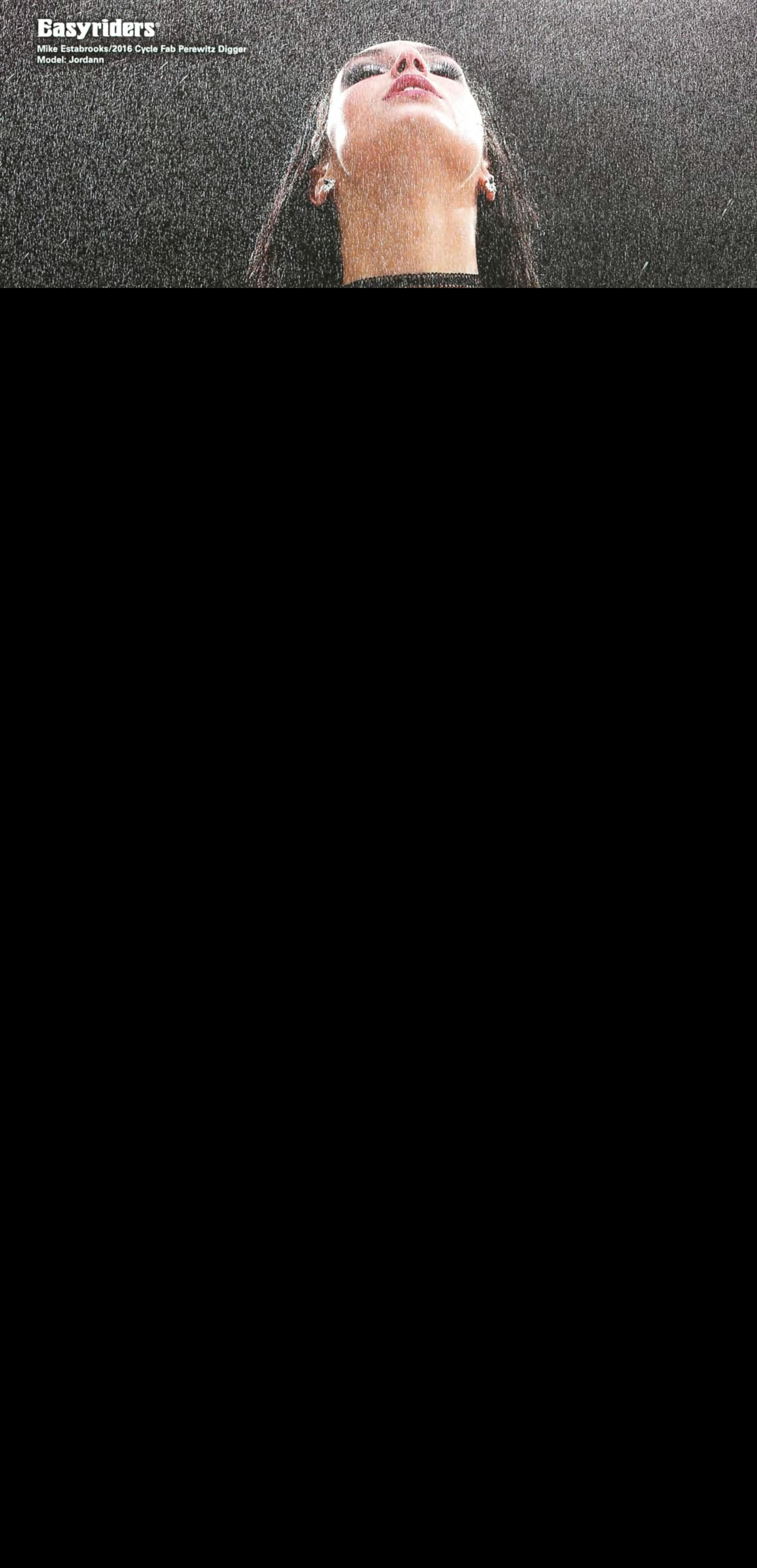
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David Mann

**Easyriders**

David Mann's *Hawaii Hauling* was first used in *Easyriders* March 1990 issue. It is part of a new collection of 50 David Mann Masterpieces #4, on newsstands now. See the ad in this issue to order your copy today!