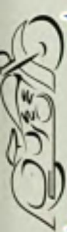


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SEX WITH MOTORCYCLES

Mechanophilia is a term used to describe someone who is sexually aroused by machines such as automobiles, motorcycles, helicopters, planes, and ships. This became relevant in the United Kingdom when a man was arrested in Canterbury for allegedly "attempting sexual maneuvers" on a blue Suzuki motorcycle. Besides trying to have sex with the bike, he also allegedly punched and kicked the motorcycle, and was charged for indecent exposure and criminal damage. He pled not guilty to both charges, claiming to have no recollection of the events in question, though he does at one point remember dropping his pants. And yes, alcohol was involved. Probably lots of it.

GATOR ATE HIS DICK!

After a five-day meth binge, this 52-year old Florida man was found by neighbors, writhing on the ground, covered in blood and clutching his groin. Paramedics rushed him to the hospital and investigators questioned the man's 28-year old girlfriend. It seems the couple had spent the past few days smoking crystal meth and that the drug caused the man to experience a psychotic event. He went outside with a knife, took off all his clothes and proceeded to cut off his genitals! He threatened her with the knife when she begged him to stop and when the gory task was done, he jumped over the backyard fence and ran away.

Even more bizarre is that local CCTV footage from a number of properties was collected in which the man can be seen approaching a canal that runs behind his property. "In his hand he's holding his genitals, we believe" an investigator said. "At this point, he

spots an alligator on the opposite side of the canal, and he flings his genitals in that direction."

In the video, the gator is quick to pounce on the genitals and consume them. "There's no chance whatsoever of recovering them," stated an investigator.

MUSEUM OF FAILURE

Samuel West announced recently that his Museum of Failure will open in Helsingborg, Sweden, this summer, to commemorate innovation missteps that might serve as inspiration for future successes. Among the initial exhibits: coffee-infused Coca-Cola; the Bic "For Her" pen (because women's handwriting needs are surely unique); the Twitter Peak (a 2009 device that does nothing except send and receive tweets—and with a screen only 25 characters wide); and Harley-Davidson's 1990s line of colognes (in retrospect as appealing, said West, as "oil and gas fumes").

JERKY IS FOREVER

New for Valentine's Day from the SayItWithBeef.com company: a bouquet of beef jerky slices, formed to resemble a dozen full-petaled roses for just \$59. The company reminds us that, "Flowers die quickly, but jerky is forever."

CUM APP

Harvard Medical School technicians recently announced a smartphone app to give fertility-conscious men an accurate semen analysis, including sperm concentration, motility, and total count—costing probably less than \$10. Included is a magnification attachment and a "microfluidic" chip. The app magnifies and photographs the "loaded" chip, instantly reporting

the results. Best of all, semen never touches your phone!

STEALIN' DIRT

A 65-year old dude in Georgia was arrested recently, charged with stealing dirt from the elderly widow of a man who he said had given him permission to take it before he died. This "dirt broker", had taken more than 180 dump-truck loads from the widow's property.

SMOKIN' TUNES

The California reggae rock band Slightly Stoopid recently produced a vinyl record of songs that was "smokeable," according to *Billboard* magazine—using a "super resinous variety of hashish". The first two versions' sound quality disappointed and were apparently quickly smoked, but a third is in production.

EAT MORE MONKEY!

While 80 percent of Americans age 45 or older have calcium-cluttered blood veins (atherosclerosis), about 80 percent of Bolivian Tsimane hunter-gatherers in the Amazon have clean veins, according to a report on NPR. Keys for having "the healthiest hearts in the world": walk a lot and eat monkey, wild pig, and piranha. I knew I was missing something in my diet.

COP A FEEL

A Maryland police officer recently pleaded guilty to four counts of misdemeanor "visual surveillance with prurient interest" (which basically means he's a pervert) and was sentenced to probation. This was his fourth event, said prosecutors, in a Sports Authority store, where he was caught taking an up-the-skirt photo of a woman. Unfortunately for him, the woman just happened to be a cop.



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FREE 'N' EASY

Jack Deagazio's
1976 Shovel Chopper



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BOARDTRACKER STYLE

Karns Kustoms'
1975 XLCH



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ORANGE SUNSHINE

Jim Street's
1947 Knucklehead



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LAUGHLIN RIVER RUN

Mellowing With Age And
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MAMA TRIED

A Smokin' Hot Winter
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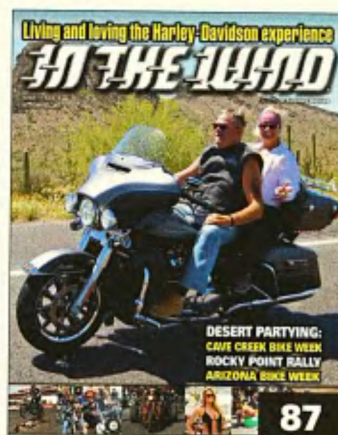
PURE CLASS

Donny Loos'
1969 FLH Shovel



Madison Taylor with Jim "Street"
Skonzakes' 1947 H-D Knucklehead,
photographed by Don Rogers.

We love hearing from you! Please send
your questions or comments to the
editor at dnichols@easyriders.net.
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August 15, 2017.



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IN THE WIND #171

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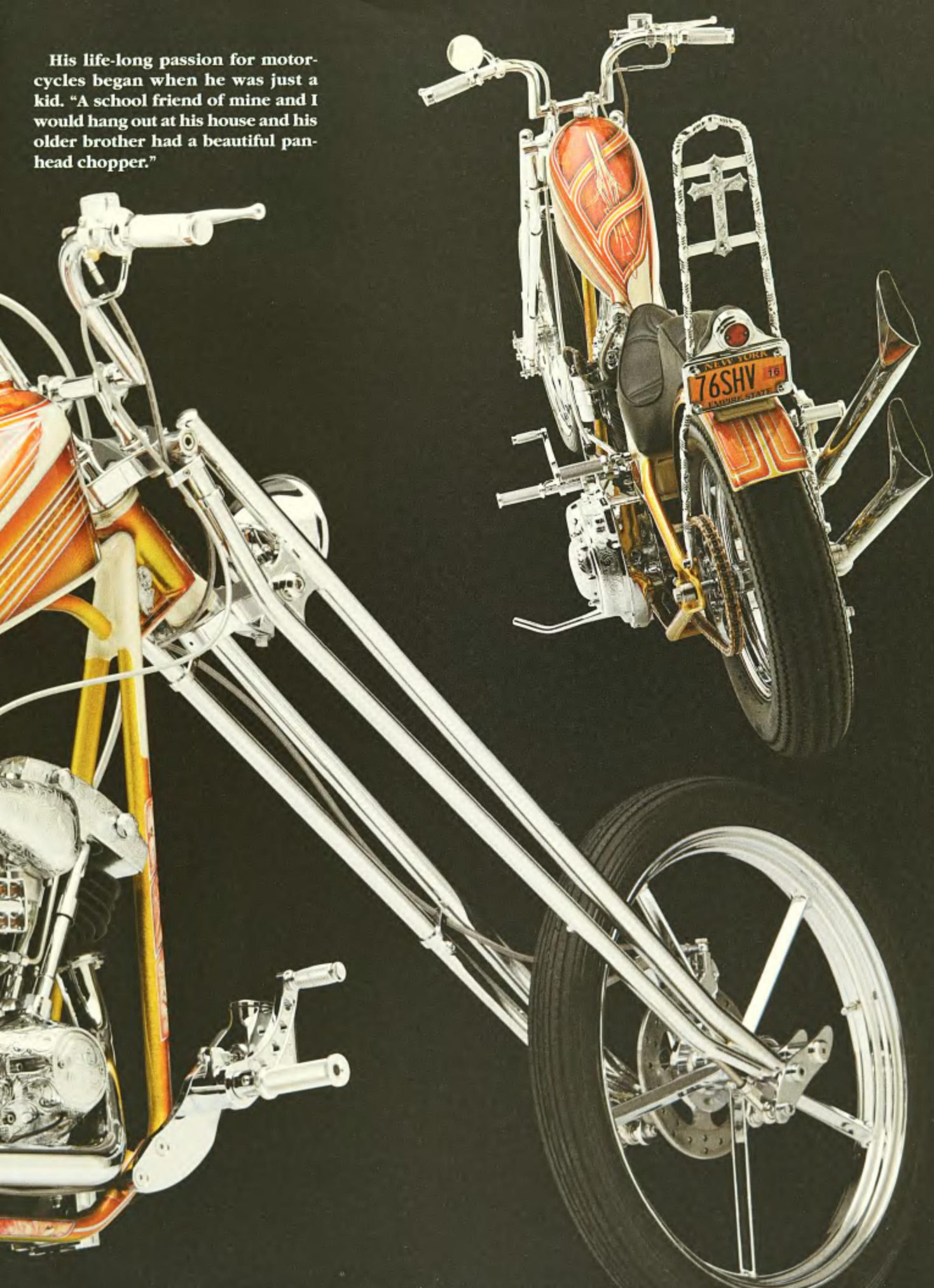
Jack Deagazio's 1976 Shovel Chopper

Jack Deagazio of East Syracuse, New York knows motorcycles, especially custom motorcycles. As the chief judge for the Rat's Hole Bike Show for 20 years, he knows what makes a bike a winner. When he builds a custom chopper, he knows what he's doing and how to get a judge's attention.

"Research old *Easyriders* magazines to make your bike correct to the era."



His life-long passion for motorcycles began when he was just a kid. "A school friend of mine and I would hang out at his house and his older brother had a beautiful pan-head chopper."



"We looked at that bike with awe and promised each other that someday we would ride together." That boyhood dream came true and also fueled Jack's love of custom choppers. "I started riding in 1976," Jack says. "I bought a 1974 Sportster and started customizing it. I chopped it up good. I had a bunch that I rode with and we all chopped our bikes."

Working construction as a carpenter and eventually as a superintendent, Jack has never had time to make bike building a business, he'd rather keep it a hobby that is a true labor of love. "I travel a lot for my work," Jack tells us. "That's why it took me two years to build this chopper." The shovelhead he calls Free 'N' Easy started with a classic 1976 Harley motor and tranny, expertly engraved by Hernan D'Aloia. "I have a close

group of friends that work on my bikes," Jack says. "Last year I lost both my engine rebuilder Randy Meisenhelder and my wiring guy Lyle Martin." While both men passed away recently, their work and love of bikes live on in this show-winner.

Other friends who made this build happen include Penz from Austria who insisted on doing the perfect rigid frame, Bill Holland who created the 26-inch Harmon girder front end, and the glorious '70's style paintjob is by Mo Diaz of Mo's Image Customs. "When it came time for paint, I told Mo to surprise me, but just not to paint it black or green." The finished mix of House of Kolor hues is both a nod to classic choppers of the past and is also totally fresh and new.

This shovel chop has the perfect

stance and is also a joy to ride. "It handles beautifully," Jack says. "If you do your rake and trail correctly, a chopper can ride right. And it is so comfortable! Of course it is a rigid, so at age 58, my back doesn't enjoy the potholed roads here in New York."

Jack brought Free 'N' Easy to our Easyriders Invitational Bike Show in Columbus, Ohio, this year where it took Best of Show in the Regional Class. We asked Jack what advice he would give to up-and-coming builders who want to capture the essence of classic choppers. "Research old *Easyriders* magazines to make your bike correct to the era," Jack says. "The lines of the bike are the most important part. You have to have both function and looks."

—Dave Nichols



"A school friend of mine's older brother
had a beautiful panhead chopper.
We looked at that bike with awe."



Owner: Jack Deagazio
City: East Syracuse, NY

GENERAL

Fabrication: Mo Diaz & Jack Deagazio
Year/make: 1976 Harley-Davidson
Model: Shovelhead Chopper
Assembly: owner
Time: 2 years
Chroming/Engraving: Hernan D'Aloia

ENGINE

Year/make: 1976 H-D
Model: FX Shovel
Rebuilder: Randy Meisenhelder
Engraving: Engrave It Inc.
Ignition: points
Displacement: 74 cubic inches
Balancing: Randy Meisenhelder
Cam: Crane
Lifters: JIMS
Carb: S&S
Air cleaner: H-D
Pipes: Paughco

TRANSMISSION

Year/make: 1976 H-D
Modifications: none
Shifting: foot

PAINT

Painter: Mo's Imagine Customs
Color: multi
Type: House of Kolor

FRAME

Year/Builder: 2013 Penz
Type: hardtail
Rake: 42 degrees
Stretch: 4-inches over
Shocks: none

ACCESSORIES

Bars: owner
Handlebar controls: Kustomtech
Fenders: handmade
Headlight: Paughco
Taillight: Biltwell
Pegs: Biltwell
Electrics: Lyle Martin
Gas tank: Low Brow Customs
Oil tank: Penz
Seat: Halifey Bros.
Mirrors: Moon
Grips: TC Brothers

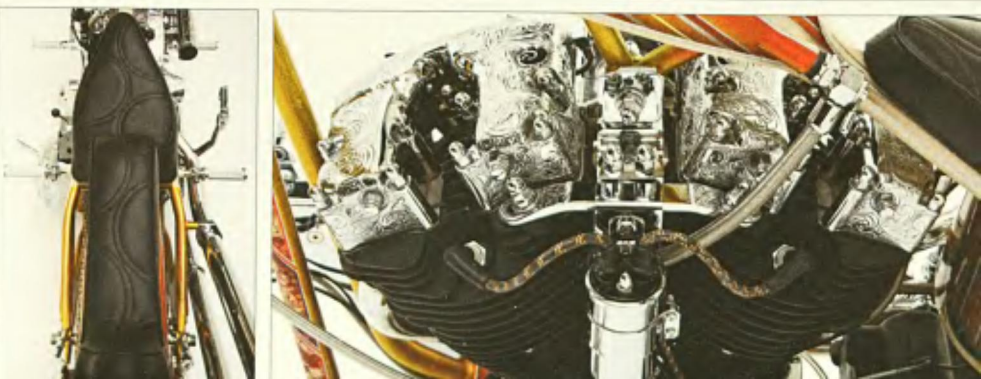
FRONT END

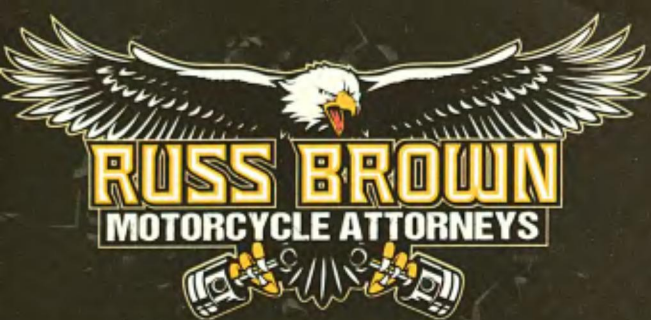
Type: Harman Girder
Extension: 26-inches
Builder: Bill Holland

WHEELS

Size: 21-inch front, 16-inch rear
Type: Invader
Tires: Avon front, Firestone rear
Brake: Jaybrake front, Wilwood rear

Photos: Dino Petrocelli





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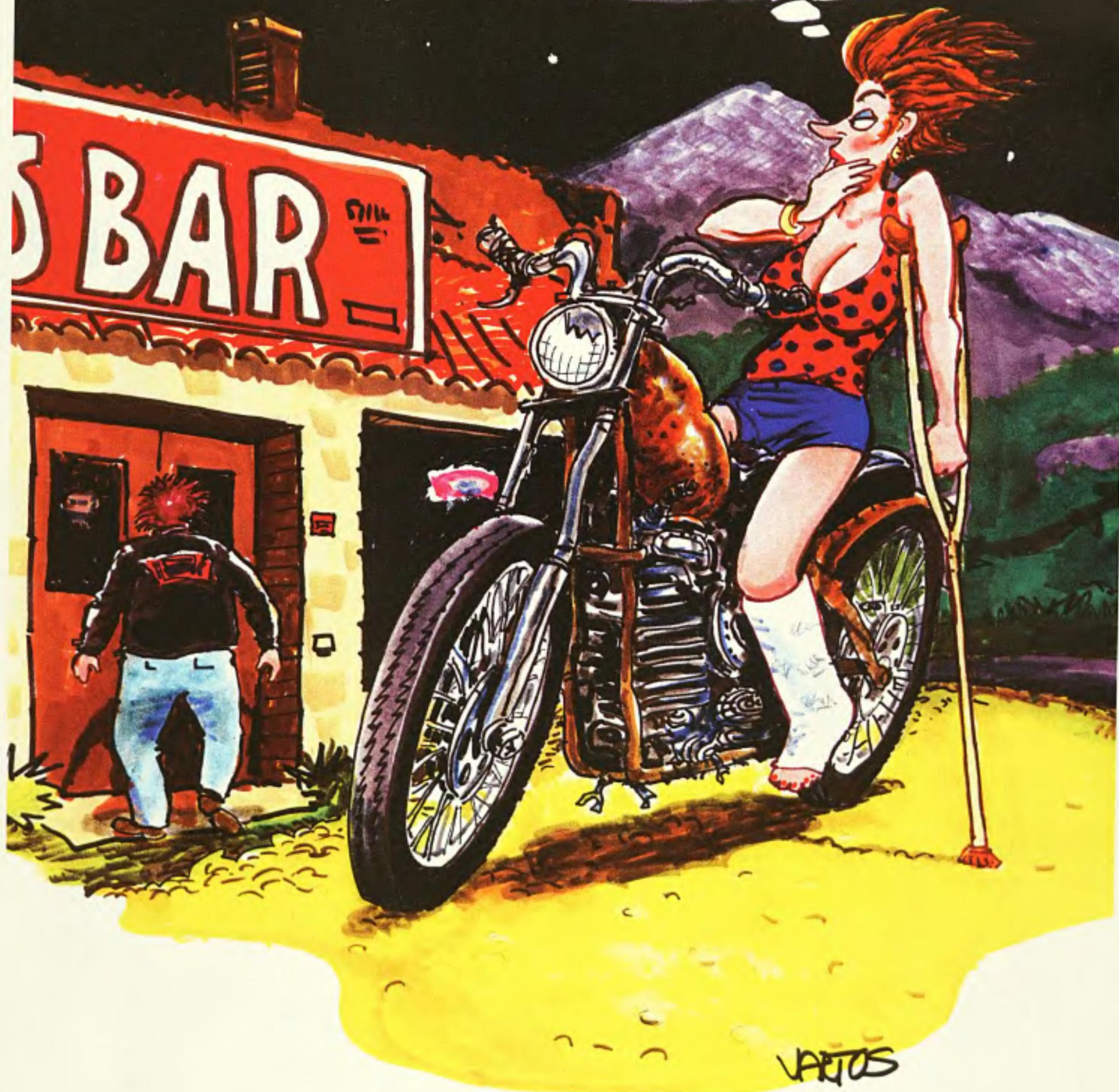
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“ I recommend Russ Brown Motorcycle Attorneys highly as they were fast and efficient when I needed them most. They fully appreciate riders' needs as they ride and understood my situation fully. I have no regrets and am very happy with the outcome.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

Thank you, Rick Rademacher

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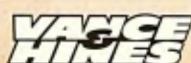
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WACO LAWSUITS PILE UP

The list of the unlawfully arrested in the May 17, 2015 Waco debacle now suing the city, county and individuals in law enforcement and the prosecutor's office has skyrocketed, now that the statute of limitations date was passed on May 17, 2017. All told more than 100 lawsuits have been filed.

Topping the list is a \$1 billion lawsuit from four members of the Grim Guardians MC, represented by Attorney Brent W. Coon. In a press release he called the operation the "worst police operation initiated by law enforcement in the history of Texas, including the fiasco of the Branch Davidian storming that killed dozens of innocent women and children outside of Waco over 20 years ago." The suit alleges that the men, "unsuspectingly going to a place they weren't wanted or liked, and where a paranoid and trigger-happy faction of local law enforcement had already been preparing for a shootout." Despite wearing their club colors, the men say that they say they committed no crimes that day.

Many more lawsuits have been filed by attorney Don Tittle, noting many causes of action, including 4th amendment violations, 14th Amendment violations, and conspiracy on the part of Stroman, Chavez, Reyna, Lanning, Rogers, Swanton, Schwartz, and Frost for knowingly orchestrating the illegal arrests and incarceration despite the lack of probable cause.

These lawsuits are in addition to a separate \$350 million action filed by Morgan English, a 32-year-old former bank teller who was jailed for 16 days after the incident. Morgan had no prior

arrest or criminal record, nor any association with any motorcycle clubs, voluntarily spoke with police, but was arrested for no reason except the authorities' decision to arrest nearly every individual on the scene.

On the eve of the two-year anniversary of the tragedy, attorney Clint Broden issued a press release detailing this miscarriage of justice and the suffering of the innocent at the hands of law enforcement, noting, "...Finally, lost in the constant delays sought by the State, is the tragic death of nine Texas citizens. Yet, to this day, the Waco Police Department has refused to tell the public how many of those nine killed were killed by law enforcement officers. Meanwhile, the Sword of Damocles hangs over the heads of those indicted and, even two years later, these motorcyclists and their families are being denied justice and are unable to move on with their lives because there is absolutely no end in sight as a result of the State's delaying tactics. Also, during the past two years and likely into the next decade, McLennan County citizens are being asked to absorb the staggering financial burden of the ill-conceived actions by their elected district attorney." Clint Broden represents three on the motorcyclists in their criminal cases, and is co-council, along with Don Tittle, in approximately forty motorcyclists in their civil rights cases.

Source: Waco Tribune, Guns.com, Broden and Mickelson LLP

QUOTE OF THE MONTH

*"The truth will set you free,
but first it will piss you off."*

—JOE KLAAS

HARLEY-DAVIDSON — MADE IN THAILAND?

Thanks to a 60% tariff on imported motorcycles, Harley-Davidson has announced that they are building an assembly plant in Thailand, which will allow the company to compete in this growing foreign market. This is not the first time the Motor Company has built overseas plants to service the Asian market. In 2011 it built a plant in Bawal, India, to get around that country's 100 percent tariff. It also has a plant in Brazil.

The Thai plant will also lower shipping costs to China, and will take advantage of a trade deal known as the Association of Southeast Asian Nations, or ASEAN, which is currently seeking to enlarge its trade area, by expanding it to China.

Union workers in the United States are incensed at the deal, but it is a fact that while sales in the US fell 3.9 percent, overseas sales grew 2.3 percent. When the Trans Pacific Partnership (TPP), was cancelled, the last chance of eliminating tariffs between the US and the Asian countries went with it. This latest move by Harley-Davidson is the inevitable result of protectionist trade policies.

Source: The New York Times

MASSACHUSETTS HELMET LAW RALLY

Massachusetts Sen. Anne Gobi has authored S 1923, a bill that would completely delete the Massachusetts helmet law from the state vehicle code. The whole bill reads simply: "SECTION 1. Section 7 of Chapter 90, as appearing in the 2014 Official Edition, is hereby

CONTINUED NEXT PAGE



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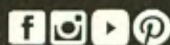
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amended by striking out the entire sentence beginning with the word 'Every' in line 149 and ending with the words 'or older' in line 158." With these few words the bill cleverly repeals the state's entire law governing helmet use. Massachusetts is neighbored by New Hampshire, Maine, Connecticut and Rhode Island, all of which allow helmet choice for adults. Proponents of the change say that motorcyclists from these states are refusing to ride in the state because of the helmet law.

In other state news, Rep. Sarah Peake H 2752 is proposing changes to the law regarding Right of Way violations. Her bill would raise fines from \$35 to 200, and stiffer fines would result in the event the violation results in injuries or serious injuries. If the violation results in a fatality, they would be fined \$1,000, and in addition to any other penalties lose their license for 180 days.

A third bill, H 1917, by Rep. Timothy Whelan's would allow motorcyclists to proceed at dead red light intersections after stopping and exercising due care.

Source: Andy Metzger/State House News Service

MISSOURI HELMET BILL

A couple of months ago we reported that riders in Missouri were pinning their hopes on a couple of bills that would allow them a choice on whether to wear helmets. It appears that their hopes were quashed by the nanny state one more time. The measure was removed from a larger bill in a Senate committee after passing the House in the first go 'round. The bill would have applied to riders over 21, and would have added additional medical insurance requirements on motorcyclists yearning to ride free.

VERMONT LOOKS TO LEGISLATURE TO LEGALIZE WEED

In a first for the nation, the Vermont legislature is proposing SB 22, which would eliminate criminal and civil penalties for adult use, possession and cultivation of marijuana. While other states have accomplished this feat through the referendum process, this is the first time a state legislature has attempted this. The bill would legalize possession up to one ounce, and cultivation of two mature plants (or up to four immature plants). It also establishes a nine member commission to make recommendations to present to the legislature in order to regulate the marijuana market.

Source: NORML

FIRST AMENDMENT PROTECTS TATTOO SHOPS

Tattooist Jame Real has won a legal victory in the 9th Circuit unanimously in his constitutional battle against Long Beach, California's anti-tattoo shop zoning law and regulations. The court of appeals ruled, "We have held that tattooing is 'purely expressive activity fully protected by the First Amendment,'" in regards to a previous court decision dismissing his complaint, adding, "This includes '[t]he tattoo itself, the process of tattooing, and even the business of tattooing.'"

The decision in *Real v. City of Long Beach* orders the district court to rehear Real's case and "to try Real's facial and as-applied First Amendment claims, on the grounds that the City's zoning ordinances operate as unlawful prior restraints on speech and are unreasonable time, place, or manner restrictions on speech."

Source: Damon Root, writing for Reason Magazine

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the engine because it's
a kick-only bike.**

Adam Karns says this is the second in a series of three bikes he's built in the boardtracker style. That may seem like a very short series, but Adam's main reason for keeping it that way makes sense. "They are extremely time-consuming to build."

As a shop owner who builds bikes for a living, time-consuming work is not something Adam tries to focus on. Time is money, and money is expensive, and Adam fabricated just about everything on this bike, and what he didn't make himself, he modified. "Everything on this bike is done in-house, and that would include the metal work and the paint," he elaborates. "The only things I send out is the powdercoat and chrome."



BOARDTRACKER STYLE

The "problem" was that Adam built these bikes to show and not necessarily for profit, and after the first one had become extremely popular, Adam felt like he had to build more. "All three have Sportster engines, but each bike is a little different," he adds.

On this bike, the Sportster tank's bottom got flattened, the tank itself stretched a little, and the frame, while an original Harley part with proper serial number, was lengthened in the rear. The chain goes through the metal work, and to make that happen, Adam had to box up everything inside. Much time went into all those panels and the fuse box, and the oil bag's in there as well. "There's a pop-up cap underneath the seat to fill the oil bag," he says. "And the battery is accessible from the bottom of the bike. There's a little door under there and the battery will slide out. It works pretty well. It says 'Haters Gonna Hate' in reverse letters so if you put a mirror underneath, you can read it."

The "Karns Kustoms" lettering on the fork is pretty trick, too. The fork is chromed, so Adam masked the letters on it and painted over the entire fork. "It's sort of a reverse paint job," he says. "We do all the art work in-house, like that on the ignition cover, and the '99' is all hand-painted, for instance, and we hand-striped the Sportster motor."

The pipes are also hand-fabricated. "I was trying to figure out something different," Adam says. "Everyone has 'em going down, either in the middle or on the side, so I ran the one pipe forward. I wanted to make it look like the front wheel was actually going to hit it. It obviously clears, but it's just a different look." He swears it works fine. "You never even feel that pipe."

It's a strong running bike, according to Adam, and everything internal is new. He didn't build up the engine because it's a kick-only bike, so he kept the compression down so the bike starts every time with one or two kicks. That's good for when he rides it, which he does fairly frequently. "I live about 30 miles from the beach, so it's about an hour total, and that's about all I wanna do on this bike. It's a great beach cruiser or bar hopper."



Adam's been doing his thing since 2003 and entered his first Easyriders Bike Show in Columbus back in 2004 with a bagger, of all things. "Back then, there was only one other bagger in the show," he says, "maybe two."

His is not a big production shop, and right now he's working on a lay-frame shovelhead. "I build a couple of show bikes a year, but my focus is more on flipping bikes, really," he says.

—Red Baron

"They are extremely
time-consuming to build."



Owner: Adam Karns

City: Delmar, MD

GENERAL

Fabrication: Karns Kustoms

Year/make: 1975 Harley-Davidson

Model: XLCH

Assembly: Karns Kustoms

Time: 1 year

Chroming: none

ENGINE

Year/make: 1974 H-D

Model: Sportster

Rebuilder: Karns Kustoms

Ignition: H-D

Displacement: 1000cc

Lower end: stock

Lifters: H-D

Carb(s): CV

Air Cleaner: velocity stack

Pipes: Karns Kustoms

TRANSMISSION

Year/make: 1974 H-D

Modifications: hydro clutch

Shifting: 4-speed

PAINT

Painter: Karns Kustoms

Color: black/mint green

Type/brand: House of Kolor

FRAME

Year/builder: 1974 H-D / Karns Kustoms

Type: hardtail

Rake: stock

Stretch: 5 inches

Shocks: none

Modifications: metal work

ACCESSORIES

Bars: Front St. Cycles

Handlebar controls: Arlen Ness

Fender(s): Karns Kustoms

Headlight: 3-1/2-inch Lowbrow

Taillight: no school

Pegs: TC Brothers

Electrics: Karns Kustoms

Gas tank: mod. Sportster / Karns Kustoms

Oil tank: Karns Kustoms

Oil system: Karns Kustoms

Primary cover: H-D

Seat: Rich Philips

Grips: P.M.

FORKS

Type: DNA springer

Extension: 5-1/2 inches under

Builder: DNA

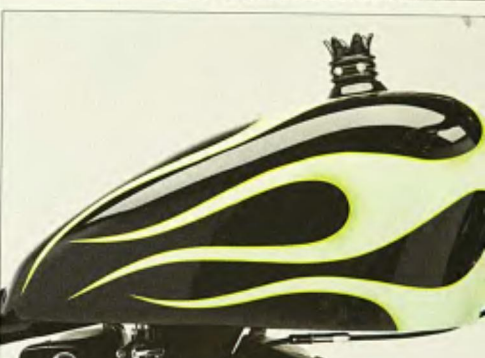
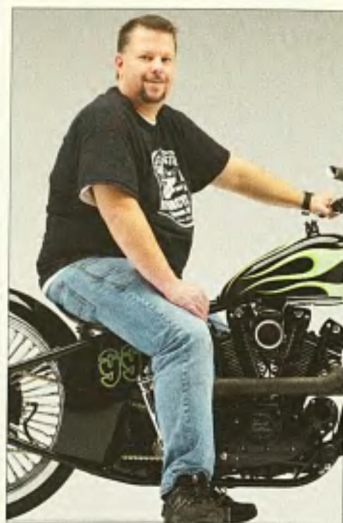
WHEELS

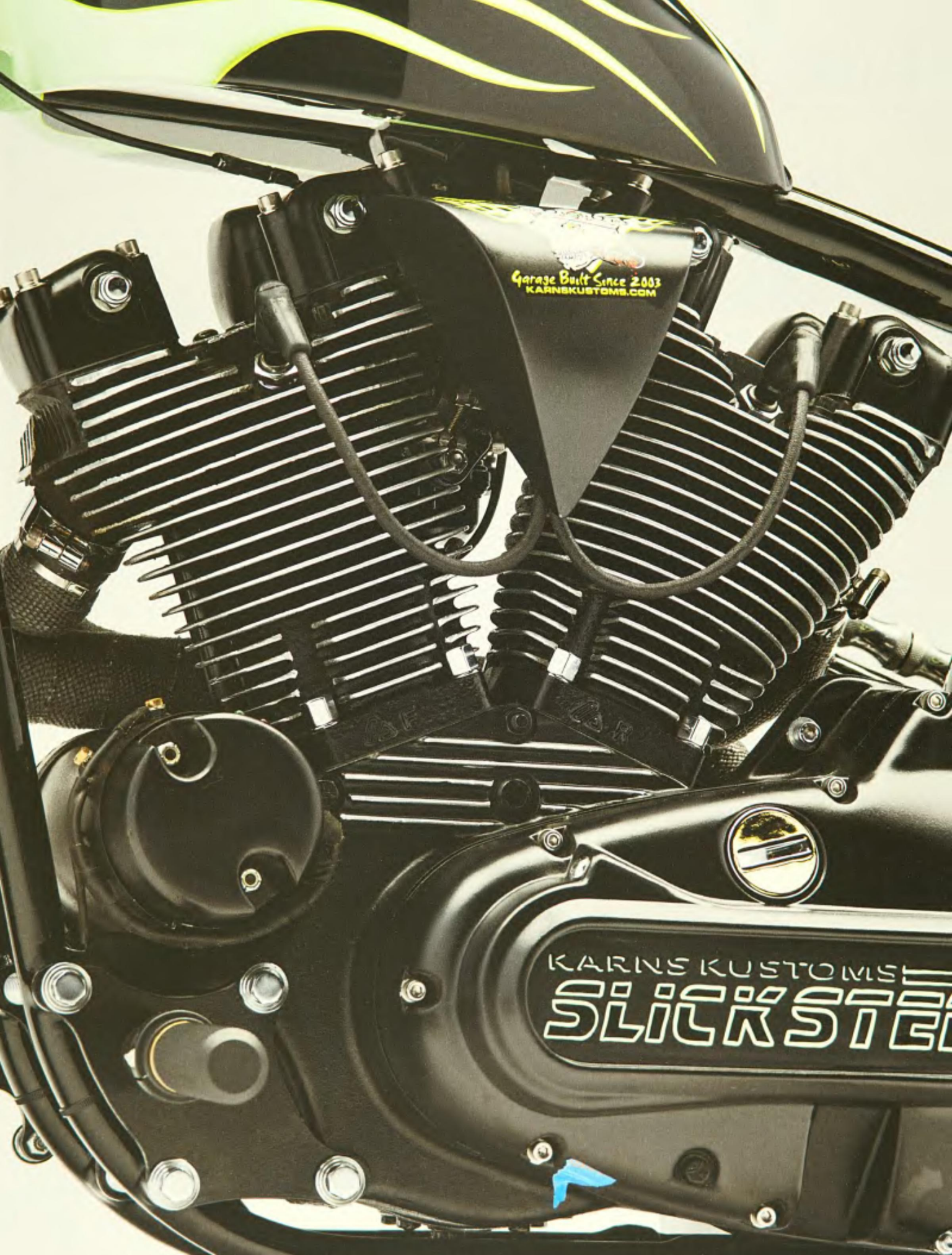
Size: 23x2.75 front, 21x2.5 rear

Tires: Vee Rubber

Brake: sprotor / DNA / Karns Kustoms

Photos: Michael Lichter





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HARLEY-DAVIDSON'S CAFÉ RACER CLIP-ON HANDLEBARS

Low, narrow, gloss black clip-on handlebars enable the rider to "tuck in" over the tank in a classic, aggressive riding position to help to reduce wind resistance and improve control. Ideal for carving corners and splitting lanes, these Clip-On bars mount on the fork tubes below the upper triple tree and narrow the overall width of the bike. Fully adjustable for reach and height, these individual 12.25-inch bars are engineered from solid aluminum for strength, and drilled and dimpled to accept bar-end mirrors and standard hand controls. Each kit includes bars, fork clamps and all mounting hardware. They fit many 2014-later Sportster models, and individual vehicle applications may require separate purchase of an instrument mount and cables or brake lines.

See an authorized Harley-Davidson dealer for fitment details.



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Adjustable Highway Peg Mounts are a revolutionary solution to the challenge of adding comfortable highway pegs on a bike with fairing lowers. Pair with Ciro CMX or Rail footpegs for the ultimate setup and you'll be ready for a day ride or cross country trip. Available with chrome or black arms for '09 and

newer Harley-Davidson Touring models with driver floorboards.
ciro3d.com



K&N'S OE REPLACEMENT FILTERS

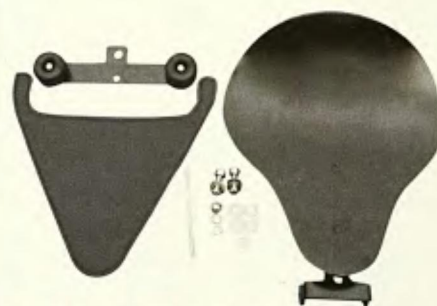
K&N's all new OE Replacement High-Flow Air Filter is for the 2017 Model Harley Davidson Milwaukee-Eight model engine. The K&N HD-1717 is a direct replacement for the HD OE#29400212, designed to fit directly into the stock air intake assembly without any cutting or fitting required. The K&N HD-1717 improves usable surface area over the stock unit, for low restriction and improved airflow to the throttle body resulting in an increase in horsepower and torque. K&N OE Replacement High-Flow Air Filters are available through your authorized K&N Dealer. Made in the USA since 1969.
knfilters.com



AZTEC FUEL CAPS FOR INDIANS

Classic styling reminiscent of a traditional sundial design makes the Aztec Fuel Caps a captivating addition to Indian big twins. Includes right-side vented fuel cap and matching left-side

dummy cap for a complete custom look. These direct replacements are made from durable die-cast aluminum and include vented fuel cap and dummy cap. They're available in chrome or satin black finish for all 2014-'17 Indian Chief, Chieftain, Roadmaster and Springfield models. They also match Aztec's very cool looking dipsticks.
kuryakyn.com



BOLT-ON SOLO SEAT SYSTEM-2004 UP SPORTSTERS

DK Custom Products' Solo Seat System is a direct bolt-on, no drilling, cutting or welding affair and comes with front and rear mounting brackets that bolt onto your Sportster. Also comes with your choice of a pair of chrome or satin black barrel springs, scissor springs, or rubber bumpers. The set includes all needed hardware and is easy to install in less than 45 minutes. Step-by-Step Instructions are included. Optional leather seat cover kits available.
dkcustomproducts.com



DRAG SPECIALTIES PREMIUM VOLT REGULATORS

Worry less about electrical issues with Premium Voltage Regulators from

Drag Specialties. Fully assembled in the USA with domestic made electrical boards, these regulators are tested multiple times during the assembly process to ensure superior internal heat

management results for better, more reliable performance. The all-aluminum die-cast housing is available in chrome or black finish for 1984-'99 Evolution Big Twin models. dragspecialties.com



DEI'S EXHAUST SLEEVE KIT-TITANIUM

It may be hard to believe, but not everyone likes the look of exhaust wrap. Despite different visual tastes, though, no one likes getting burned from a hot exhaust. DEI now offers our premium Titanium exhaust wrap, in the form of a sleeve. This great looking alternative to traditional wrap satisfies the eyes while offering the same amount of insulation and

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deipowersports.com

BDL'S TC-CONVERSION SET

Thinking about replacing that early engine with a Twin Cam, but don't want to dump your tried and trusted BDL belt drive? No problem with this conversion option (*below*) from the folks at Belt Drives LTD. The conversion is made possible with the use of this new front pulley insert that bolts easily into the earlier style front pulleys, just as the original insert did. The difference is the new insert is broached to fit the TC engine sprocket shaft, which means that instead of 10 splines you have 24. Once in place the insert allows builders to install the newer style Twin Cam engine and still run their current belt drive set up. Available from 0 to 2-inch offset, the inserts are available for a wide variety of applications which you can identify on the BDL site.

beltdrives.com



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ORANGE SUNSHINE

I just got off the phone with legendary hot-rodder/builder/collector/enthusiast Jim "Street" Skonzakes and my head is spinning. The hard-charging 88-year-old Dayton, Ohio native kicked my ass with a two-hour, rapid-fire barrage of stories from the golden age of Kustom Kulture with plenty of sidetracks; from the history of his famous 1953 Lincoln Capri "Golden Sahara", to his extensive collection of WWII German vehicles and weapons. He told me about boats with Duesenberg motors, how he came to own the boat from the film *The Maltese Falcon*, the history of Thomas Sopwith of British aeronautics fame, to the Chimp named Clyde that he lived with for 44 years. I am exhausted.

JIM STREET'S \$850 KNUCKLEHEAD



"Everybody that worked
on this bike is dead.
All of em."



Jim owes his incredible energy to the fact that he never drank or smoked, was a golden gloves boxer and weightlifter as a youth, and has an unquenchable curiosity and love for anything mechanical. His history with bikes boats and cars is the stuff of motorized legend and his legacy in the custom world is huge. Just go online and check him out. Trust me on this.

Today we are here to talk about this wonderful knucklehead on the quivering pages before you. Jim bought it new from the dealer in 1947 when he was in high school for the lofty sum of \$850. His high school career ended abruptly after he rode the bike into the school building and did some smoky burnouts in the hallway. Well, these things happen.

In the early fifties the motor was knocked out to 80-inches with a Herbert cam by Henry Meyer (heir to the Offenhauser empire). Jim tore around the region riding and drag racing the unusually fast knuckle. He recalls one particular day, "There was a guy with a Vincent Black Shadow that thought he had the fastest bike in the place. So we raced. About halfway down the track I developed a bad speed wobble. The next thing I knew I was flying through the air, still hanging onto the handlebars and landed in the grass, burning my foot on the exhaust pipe. I believe I was wearing loafers at the time."

This issue's *Easyriders* girl is the zesty blonde who goes by Madison Taylor. The Woodstock, Georgia native loved nothing more than to saddle up to Jim's one-off wonder. In case you're wondering, the tattoo on her side says, "Together Forever, Never Apart." I sure wish she had me in mind when she had that inked.

Jim gave up bike racing after that, as his love of cars and boats took over, but he held on to the bike. In 1959 he undertook building it back as a show bike based on elements of his futuristic Golden Sahara car. The wild finned tank and rear fender were created by legendary metal magician Bob Metz, of Shelbyville, Indiana. "The best metal man anywhere," says Jim. The tank features a hinged panel that flips up to get to the fuel filler, and of course those extra groovy 1956 Cadillac antennae sunk into the sides. They are part of the Golden Sahara theme. The Sunset Orange paint was applied way back then by Bud West and the fact that it still looks amazing today is a testament to West's skill and artistry.





The last time this bike was ridden was in 1965 and has been lovingly stored in Street's vast archives. His friend Joe Mills of Vicious Cycles in Waynesville, Ohio helped get the bike ready for us to shoot. "But we really didn't have to do much of anything to the bike," says Joe. "We just cleaned it

up a little. It's all there and in incredible condition."

Jim Street can look back on a life of adventure and moto madness, but he also wants to remember those who were a part of that adventure. "Everybody that worked on this bike is dead. All of em. I want to pay tribute

to them and never forget them." Thanks to Jim's bottomless pit of energy and enthusiasm, this amazing specimen of 1960's custom art preserved in amber, lives on today along with all those who put their time and artistry into it.

—Beatnik

Owner: Jim "Street" Skonzakes
City: Dayton, Ohio

GENERAL

Designer: Jim Street
Fabrication: Bob Metz
Year/Make: 1947 H-D
Model: Knucklehead
Assembly: Jim Street
Time: 1-year

ENGINE

Year/Make: 1947 H-D
Model: Knucklehead
Displacement: 80-cubic inches
Ignition: Daytona points
Cam: Herbert
Lifters: H-D
Cases: H-D
Carbs: Del Orto
Air Cleaner: velocity stacks

Pipes: Henry Myer

TRANSMISSION

Year/Make: 1947 H-D
Shifting: foot

PAINT

Painter: Bud West
Color: Sunset Orange

FRAME

Year/Make: 1947 H-D
Type: rigid
Rake: stock
Stretch: stock

FRONT END

Builder: H-D
Type: springer
Extension: factory extended
modification: chromed

ACCESSORIES

Bars: pullback
Handlebar controls: H-D
Grips: H-D
Fender: Bob Metz
Headlights: Carello
Taillight: Bob Metz
Pegs: H-D
Electrics: Henry Myer
Gas tank: Bob Metz
Oil tank: H-D
Oil System: H-D
Primary: H-D
Seat: custom
Mirror: round
WHEELS
Size: 21-inch front, 18-inch rear
Hubs: H-D
Tires: yes
Brakes: drum, H-D
Model: Madison Taylor

Photography: Don Rogers



"The next thing I knew
I was flying through the air,
still hanging onto the
handlebars!"



Two graybeards, Wag and Roy, were tossing back a few cold ones and discussing their love lives. "Yep," Wag said, "I screwed me a 30-year-old three times last night."

"Yer kiddin'," Roy said. "I can't even do it once anymore. Tell me what your secret is!"

"Wheat bread," Wag told him. "The secret is to eat lots of whole wheat bread."

Roy jumped up and rushed to the nearest store. "I want four loaves of whole wheat bread," he told the clerk.

"That's a lot of bread, old timer," the clerk said. "It'll probably get hard before you're done eating it all."

"Holy shit!" Roy exclaimed. "Does everybody know about this except me?"

—Cowboy
Greenville, Texas

What's another name for a Swinger's Party in Arkansas? A Family Reunion.

—Rebecca Brack
Orangevale, Calif.

Weezer the ol' geezer was layin' on the beach gettin' a sun tan. Some ol' broad walked up to him and said, "So, tell me about yourself."

"I just got out of prison where I served 40 years. I stabbed my wife a hundred times, shot 'er in the head six times, then cut 'er up into li'l pieces and set 'er on fire."

She replied, "So, yer single?"

—JoLo
Long Beach, California

The blonde went into the drug store to buy some rectum deodorant. The pharmacist explained that they don't sell rectum deodorant and never have. The blonde assured him, "I've always gotten it here!"

So the pharmacist said, "Do you have the container it comes in?"

"Yes," she said and went to get it. She returned with the container and gave it to the pharmacist.

He looked at it and said, "This is just a normal stick of underarm deodorant!"

Pissed off, the blonde grabbed the container, turned it around, and held it in front of him pointing as she read the label, "To apply, push up bottom."

—Big Nasty
Childress, Texas

Snake went to a whorehouse. Once he was in the room with a whore, he put a hundred dollars on the bed and dropped his pants.

The whore nearly fainted at the sight of Snake's 16-inch cock. "Honey, no way is that gonna fit inside of me," the whore exclaimed. "I'll lick it and suck it, but that's all!"

"Fuck it then," Snake said, takin' back his hundred bucks, "I can do that myself!"

—G. Lowery
Long Beach, California

What's the worst thing about being a pedophile?

Havin' to be in bed by 8:00 o'clock!

—Cuzin Dennis
Iowa

Two drunk blondes were stranded in the middle of nowhere, trying to get home. The first blonde needed to take a piss, so she wandered off into the bushes.

After almost 10 minutes the second blonde began to worry and headed into the field to look after her friend. She walked for almost a mile until she finally found the first blonde kneeling beneath a horse, sucking his cock.

"What in the world are you doing that for?" the second blonde asked.

The first blonde pulled her lips away from the huge cock and drooled, "Hold on, I think I may have found us a ride home."

—Big D
Fun Town

Big Mike's newborn son weighed in at 10 pounds—upon inspection it was determined that the body weighed five pounds and his balls weighed the additional five pounds. "Oh, no," cried Mike's wife, "I suppose we'll have to put him in a mental hospital!"

"A mental hospital?" Mike shouted. "Whatdafuck you talking about?"

"Can't you see?" his ol' lady cried out, "he's half nuts!"

—Cowboy
Greenville, Texas

Mutha went to the drugstore and asked for arsenic. "What do you want that for?" asked the pharmacist.

"I want to kill my husband," she replied. "He's having an affair with another woman."

"I can't sell you arsenic to kill your husband," said the pharmacist, "even if he is cheating."

Mutha pulled out a photograph of her husband with the pharmacist's wife. The druggist turned pale and replied, "I'm sorry, I didn't realize you had a prescription."

—Bud
Cellville, Pennsylvania

What does a shit-faced drunk blonde at a biker bash have in common with a mousetrap?

Ya know that, sooner or later, both of 'em are gonna have the cheese eaten out of 'em!

—Big D
Fun Town

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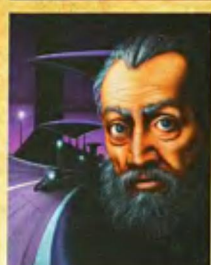
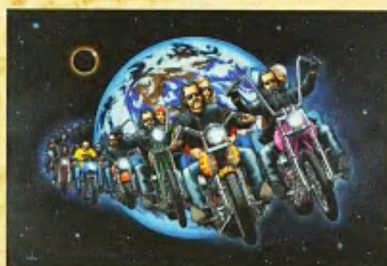
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David Mann Art



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

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**2nd
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Planetary Biker

First appeared in *Easyriders* issue No. 253, July 1994
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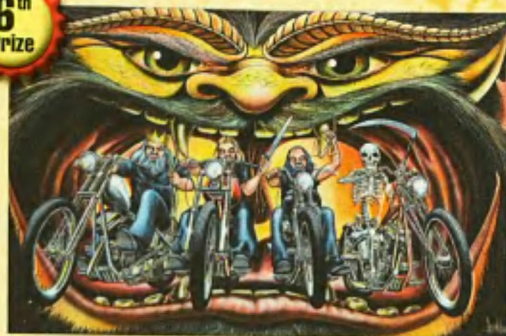
**3rd
Prize**



To Hell and Back

First appeared in *BIKER* issue No. 216, January 2004
Valued at: \$15,000
(This was Mann's last finished artwork.)

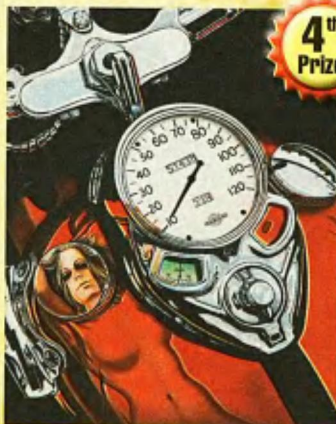
**6th
Prize**



Four Riders and A Beast

First appeared in *Easyriders* issue No. 81, March 1980.
Valued at: \$10,000

**4th
Prize**



Cateyes

Commissioned but never used
Valued at: \$10,000

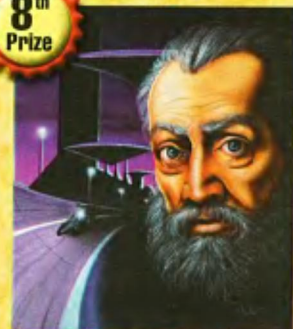
**5th
Prize**



Help, Flat Tire!

First appeared in *Easyriders* issue No. 144, June 1985
Valued at: \$10,000

**8th
Prize**



The Last Biker

First appeared in *Easyriders* issue No. 196, October 1989
Valued at: \$5,000

**7th
Prize**



Breaking Out the Old Chopper

First appeared in *BIKER* issue No. 178, January 2000
Valued at: \$5,000

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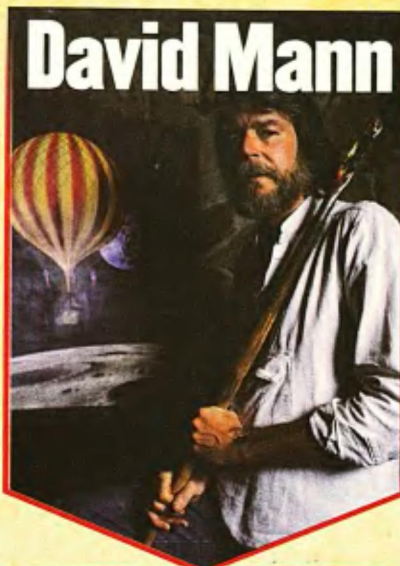
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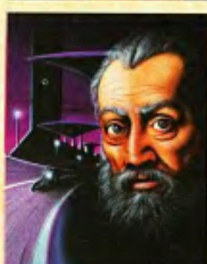
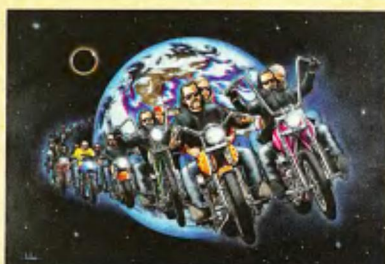
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David Mann was the Norman Rockwell of the biker world. In every state he called home, including Kansas, Florida, and California, he lived the biker lifestyle. Through his art, he rendered the fun, fascination, trial and romance of that lifestyle on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



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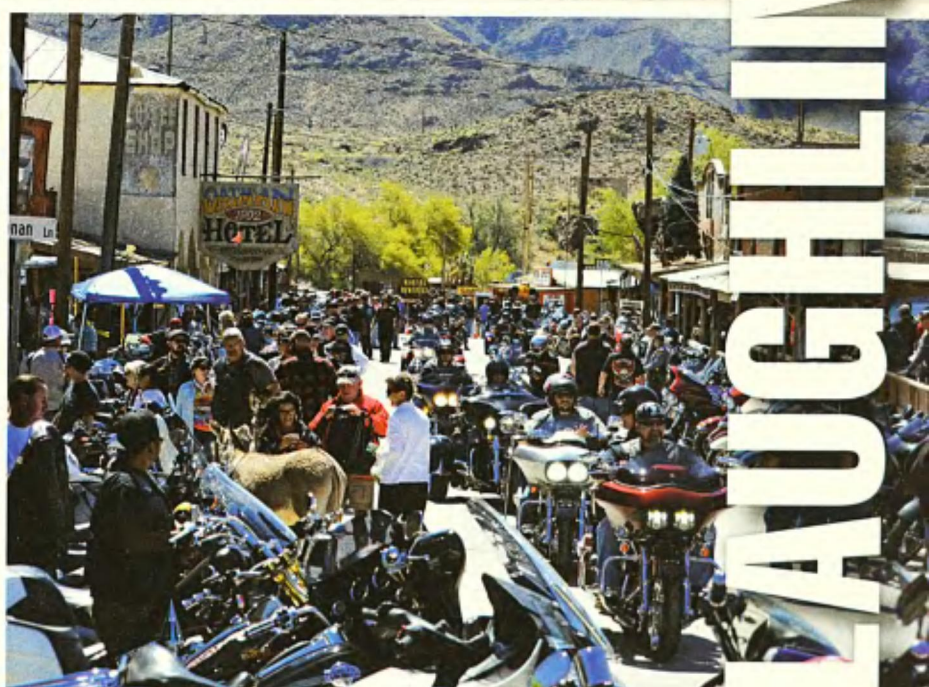
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LIMIT - ONE ENTRY PER HOUSEHOLD

LAUGHLIN RIVER RUN



The leitmotiv of this year's Laughlin River Run was: You Better Behave! All you needed to do was look at the sign in front of the Aquarius Casino Resort as you pulled into Nevada's second famous gambling town. "Clark County Ordinance NRS 201.210 - Open or Gross Lewdness," it said in bold letters. The sign then flipped to the next commandment, 201.220, which dealt with "indecent or obscene exposure." It was as if Moses himself stood there, holding the tablets up in the air.



And for the thicker-skulled among us, there was the sledgehammer method of getting the point across: a constant parade of uniformed police on foot, on horses, on motorcycles, in SUVs, and even a SWAT truck could be seen along the main drag and in parking lots throughout the weekend, while beefy security guards besieged outdoor watering holes like the infamous Hogs and Heifers bar in front of the Edgewater Casino to ensure some chasteness and wholesomeness at least during daylight hours.

More than once did the girls with the megaphones comment on the fact that no four-letter word was to be uttered by any of them before 6 p.m. lest they got into trouble with the law. It must have been hell for those potty-mouths.

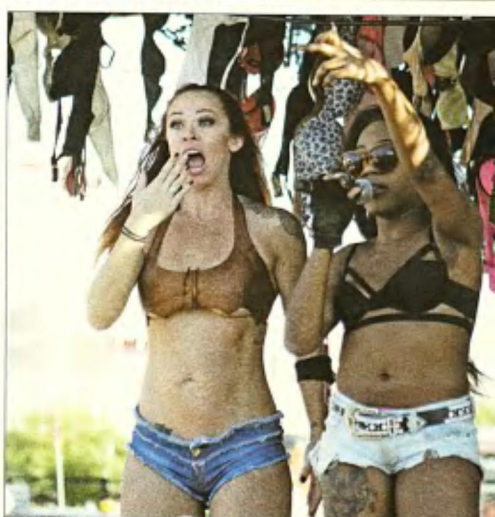
Thus the mood was set for the weekend (the rally ran from April 26th to the 29th), and it made for a pretty mellow time, with most folks hanging out inside the many casinos gambling, or browsing along the countless vendors set up in front of them. It as a very well-behaved crowd that seemed to enjoy mellow activities, like listening to a slew of different live bands set up throughout the area and offering sounds that ranged from country to rock to blues and even—believe it or not—DJs playing disco and '80s pop music. Among my personal favorites were Preston Shannon and his band at

the Colorado Belle's Loading Dock Stage, and Crosscutt on the parking lot next to the Golden Nugget.

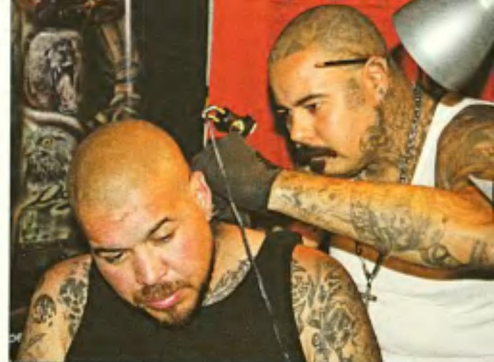
Also near the Golden Nugget, Big Bear Choppers had a set up featuring a couple of pretty awesome stunt riders that kept the crowds entertained at seemingly random times, while Performance Machine had a huge set-up with all kinds of parts, and Harley-Davidson had a fleet of different model bikes available for anyone wanting to go on a demo ride.

In fact, everyone that was anyone in the motorcycle industry seemed to be there this year, hawking the latest and greatest in biker wear or accessories, like the must-have handlebars with pop-out knives the folks from Ciro were selling. And, of course, there were tons and tons of T-shirts, helmets, shades, and gloves to be had, or silver jewelry, like the cool stuff from Nino925.

Meanwhile, next to the Pioneer Hotel and Gambling Hall, the Bear Hollow wood carvers from French Lick, Indiana, were letting the sawdust fly and creating true masterworks with chainsaws, grinders, and all sorts of other tools. Up on the D-Deck of the Colorado Belle, a tattoo convention was going on all weekend long and culminating in a tattoo contest on Saturday, while the Edgewater Casino offered free concerts in its Inferno nightclub.







That was pretty much all the free entertainment; everything else you had to pay for, like the Cheap Trick concert, or Willie Nelson, and even for Saturday night's Ms. Laughlin contest you had to have a weekend pass to get in!

But arguably the most entertaining part—and free to all—was going to Oatman, a touristy old mining town on Route 66 some 30 miles across the Colorado River in Arizona. The trick, though, is to get there early, like before 10 a.m. If you're into people or bike watching, Oatman's still the proverbial gold mine and very entertaining. It's amazing to watch the goings-on, especially once the burros show up and start mingling.

Since the town is right on Route 66, it's not just bikers populating the place but plenty of regular tourists in cars, too, and by about 1 p.m., both on Friday and Saturday, the town was packed with bikes, cars, and pedestrians, while tons of riders were still inching their way into town and sitting in a traffic jam about a mile long.

Back in Laughlin, once the sun had set and darkness and the liberal use of alcohol made some of the crowd feel less inhibited, things took a turn for the livelier with dancing, yelling, and four-letter words flying through the air. By the time the evening had advanced into the two-digit realm, morals had become very relaxed and the commandments were flaunted despite big brother's constant presence. Big brother, for the most part, just stood there and let folks have at it—within limits.

Obviously, the Laughlin experience has changed over the years. The wild ones of yore who used to do burnouts in casino parking lots and whoop it up all night long have gotten mellowed, maybe not only because there's a cop on every corner, but also because the biker crowd in general has gotten a lot older. Sure, there were a few traffic tickets handed out and warnings given, but for the most part, this year's crop of graybeards was extremely well behaved.

And the younger crowd that was there? Well, what did you expect? They were busy texting or snapchatting.

—Red Baron

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Giving Your Fairing The Strong Arm Installing Alloy Art's Fairing Mounting Brackets

If Harley's baggers have a weak link, it's in the two inner-fairing mounting brackets. On 1996 through 2013 Electra Glides, Ultra Glides and Street Glides, Harley used stamped sheetmetal brackets to attach the inner fairings to the bikes' front forks. The lower section of each bracket is securely bolted to the outside edges of the top and bottom triple trees and the upper section of each bracket bolts to the inner fairing in two places and also to the outside edge of the radio.

The problem develops with the end piece at the topmost part of the bracket, where it bolts to the inner fairing. That end piece is welded to the edges of the actual bracket. This end is about eighteen inches up from the lower bracket to the fairing mounting point. As the bike travels over most roads, the vibration from the front fork moves up through the fairing mounting brackets and the motion makes the bracket act like a whip; this movement can and does eventually break the bracket at the point where the bracket and its end piece are welded together.

Once the upper brackets break, the added vibration on the fairing mount can travel out the secondary speaker brackets, which then break at the point where they are attached to the fairing mounted radio speakers. With both of those brackets broken, the rider will hear a lot of rattling coming out of one side of the fairing and might notice that it is vibrating at its upper edge. If both fairing brackets break, the top of the fairing looks like it is dancing.

To repair the broken bracket and keep the problem from reoccurring, the gang at Alloy Art developed a set of molded nylon brackets that they call the Strong Arm, part number ASB1, MSRP \$97. They are available either direct from Alloy Art or from your local Drag Specialties dealer. The Alloy Art brackets replace the stamped metal factory brackets. By making the brackets out of industrial grade nylon, which acts as a dampener, they eliminated the brackets' tendency to act as a whip, thus cutting down on the fairing's overall vibrations. These brackets use all of the original positions for mounting holes and are a total bolt-in replacement.

Having a staff member whose 2007 Electra Glide had broken fairing mounting brackets, we ordered a set of Strong Arms. Installing the two parts

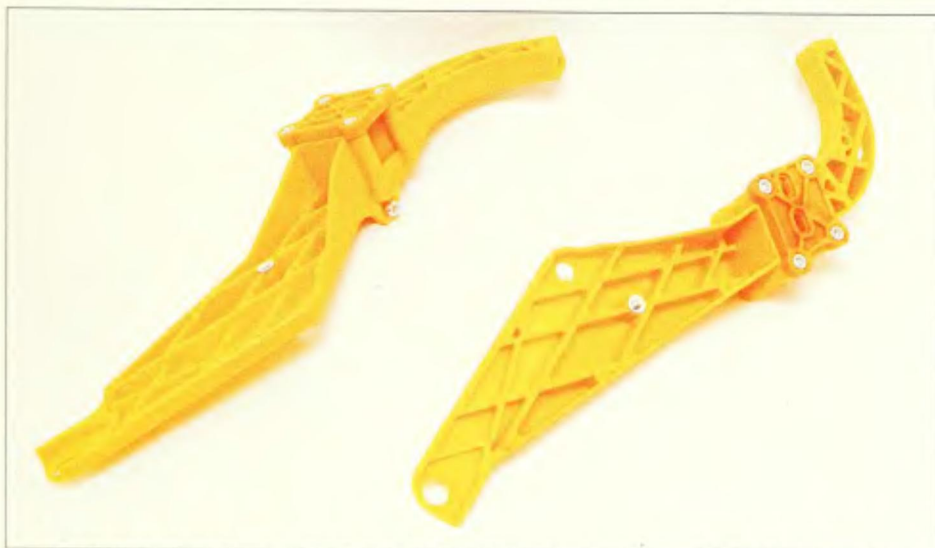
took us the better part of four hours. Although the job tested our collection of Allen wrenches, we didn't have to cut any parts or drill any holes.

After the bike was back together, the fairing was good and tight, with nary a rattle coming out as it rolled over our bumpy roads.

—Wendell Christopher

Alloy Art
Alloyart.com

Drag Specialties
Dragspecialties.com



1 The Alloy Art brackets are a case study in an engineer thinking outside the box. As different as these brackets look from the factory brackets, they work much better.



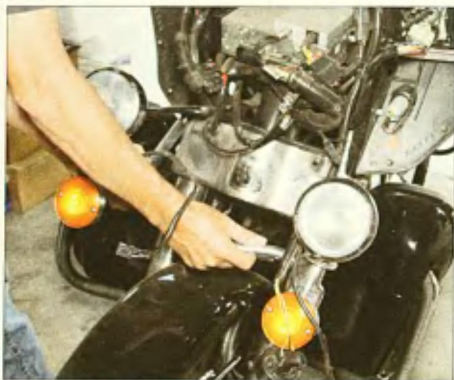
2 Removing the outer fairing starts at the windshield, there are three Torx screws to remove.



3 On the backside of the fairing, there are five Torx and Allen bolts that run down each edge of the fairing to remove.



4 With the outer fairing out of the way, we saw that the upper ends of both of the fairing mounting brackets were broken off.



5 Replacing the brackets required removing the passing lamp assembly and the lower outer fairing cover.



6 This close-up shows where the brackets broke, right at the point where the bracket's mounting pad is welded to the main section of the bracket.



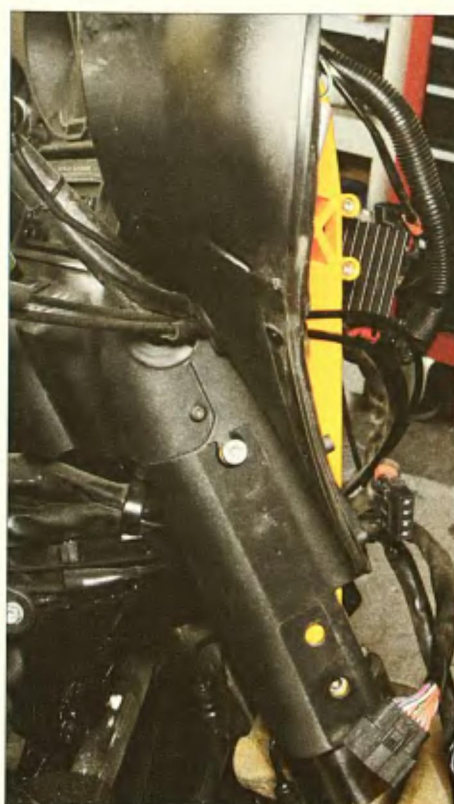
7 We had to unplug a couple of wire harnesses to get the factory bracket out.



8 We removed and replaced the brackets one side at a time. The factory brackets are very stout except at their upper end.



9 Even though it has a larger cross section, the Strong Arms fit right where the factory bracket came out of.



10 We first bolted the new bracket up to the fork assembly, then the inner fairing and finally the radio.



11 Once both of the new brackets were in place, we tightened all of their mounting bolts. There are six on each side: two at the inner fairing, two at the radio and two at the triple trees on the fork. Installing the fairing, completed the job. The finished installation was very tight when compared to what we started with.

Confessions of a Stripper

BY PUSSY PER SE



NO CHAMPAGNE IN THE CHAMPAGNE ROOM

Strip clubs incessantly play Chris Rock's song "No Sex (In The Champagne Room)." One line goes, "No matter what a stripper tells you/ There's no sex in the champagne room." Actually, the joke among strippers is that there's no champagne in the champagne room. What goes on in there is a mystery. Sort of like, does the light inside the refrigerator go out when you shut the door? Scientists have asphyxiated themselves trying to solve this problem. I don't know what other strippers do in the champagne room. We don't talk about it. No one wants to violate stripper-client confidentiality.

I'm not sure why these special places are called champagne rooms. The story goes that some clubs created private rooms, and sold cheap champagne at exorbitant prices to customers, who then were allowed to drink it in private with a dancer. The gimmick here is that the club could pretend that it was really selling champagne, as opposed to the real product: quality time with strippers. Nowadays that pretense has been generally lifted, and you no longer have to sip horrendous bubbly. Some bars, though, will furnish a free drink to both the customer and dancer.

Champagne rooms vary. I've worked only a few clubs where they were truly private. In two the champagne rooms were on the second floor, away

from the general population. In another, there was a series of rooms down a dark corridor, each with a partition that could be slid closed like a door. These had real privacy for a dancer and her customer. They had couches, a table, mirrors. Other CRs I've worked, however, were just half-assed cubicles in the general private-dance area. Customers getting conventional private dances could see you. One place had a CR with tinted windows, but it was also in the general private-dance area, and people could see in. At another bar, the CR was in a separate silo-like enclosure, but the "door" was just some hanging beads, and it was on the way to the bathrooms. The only time I used it, the manager pretended to have bladder problems and strolled by multiple times on his way to the john. Such CRs are in name only, and a waste of money, in my opinion.

What goes on in there? I would get a conventional dance first if you're interested in taking a dancer to the CR. Ask her what it's like. As for me, it varies. I've had orgasms (yet to be outlawed in most states, but give it time) during two bouts in the CR, so I'll tell you about those.

The first was with a rare customer: a woman. I normally like women, but this one, very zaftig, in her thirties, talked like a stevedore. I was onstage, and she whispered in my ear the things she wanted to do to me. It was worse than any man had ever suggested. She asked for a dance in the CR. Normally it is against my professional ethics to turn anyone away, but she scared me. I suggested we start off with a conventional \$25 dance before she dropped \$290 on a half hour in the CR. She complied, and after the 4-minute dance, during which she was remarkably aggressive, I would have followed her into the parking lot had she asked.

We stood by the bar waiting to get the bartender's attention so we could pay her for the room, and all eyes

were on us, the tough-talking, busty lesbian and the red-headed dancer waiting to go inside and do god-knows-what. I sometimes have bouts of amnesia, protective memory loss, like from being in a bad car crash, or, conversely, when the pleasure is too much to bear. You must realize that the rules applying to women in such situations are hazy. Various state legislatures (motto: "We never let rationality stand in the way of law making") have thought out what boys and girls can do with each other in strip clubs, but dicks that they are, legislators have given scant thought to non-penile sex. Thus, girl-girl activity falls into the cracks, as it were.

What I do remember is that my customer was very aggressive, highly skilled, and conversant with the subtleties of the female body (having one herself). Fortunately, the music in the club was playing loudly that day, and no one heard my crescendo. The customer—I didn't get her name—left me with \$200 (my share of the \$290; \$90 went to the club) and happy with my job.

The second orgasmic incident involved a creative male. He took me into the CR, and ordered me to lie down on the couch, with my arms stretched over my head. I did so. He told me to close my eyes. I did so. Then it was all he. He touched me lightly from head to toe with his fingers, a fluttery feeling that gave me waves of pleasure. He slowly circled and teased vital regions, tantalizing, not unlike Joshua circling the walls of Jericho. Then, without touching me, he smelled every part of my body. From somewhere he extracted a device—I think a feather duster—and got down to business, while whispering a delectable fantasy in my ear. He did some other things, too. I had a powerful orgasm. I thought, "Wow. I get paid for this." Don't worry. I don't expect this from every customer. All I require is the money.

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WHEN ALL YOU WANT IS JUST THE MOTOR THE KNUCKLEWOOD

It's difficult enough to build a bike from the ground up when you have most of the parts and pieces needed in a pre-fabricated and pre-manufactured form: the engine, the transmission, the wheels, and so on. Imagine having to make all those yourself, too.

That's what Peter Atteson, who lives in the small southern Swedish town of Laholm does. Except his parts are made from wood. Witness the Knucklewood; it's built from 265 individual pieces, all

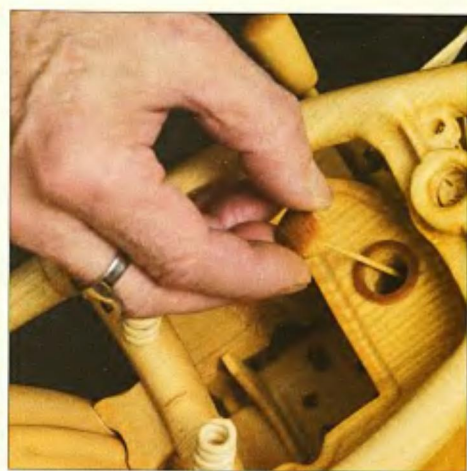
of which he made himself, and comes replete with functional parts.

Peter says he's been working with wood since he was a schoolboy. He parlayed his skill and passion into a job as a furniture restorer, and for the past 30 years he's been teaching woodcraft in school.

He's also been a Harley rider since 1976 and started with a '45 that he chopped. "My first big one was a 1947 knucklehead chopper," he says. "After that I had an Evo for a short while. I

didn't like it, though, and bought another knuckle and a pan."

He currently owns his third knuckle and a Wide Glide. But it's the knuckle that really has his heart, and about three years ago he decided to combine his two passions. "Buddha, a friend of mine, was showing me some clips of a working, mini knuckle motor," Peter says, "and we were both blown away. And then he said, 'why don't you make one out of wood?' But I thought that was too much work."





Peter Atteson



Photos: Peter Atteson



Later that week he mentioned the conversation to his wife. She apparently also thought it was a great idea. So Peter started out, initially wanting to only build a half-scale motor. "Some 150 hours later the motor was ready and I was thinking a tranny and a primary would be nice to go with that," he says.

Before he knew it, he was knee-deep in wood, building a fully working springer front end and a gas tank, followed by a frame, then the spoked

wheels. "I had gone over the edge," he says, "and nothing could stop me."

Many of the 265 pieces are fully functional, like the chain, the petcock, the kicker arm, the light and ignition switches, the brake and clutch pedals, the kickstand... you name it.

The project started about three years ago and it took him two years or about a thousand hours to complete. "The Knucklewood is built of lime wood because it's easy to carve, but the ignition key is made from jacaranda,"

Peter says. "And after sanding the wood I treated it with Linseed oil several times."

The bike now sits in his house, probably making for a very interesting conversation piece, but Peter says it's for sale if he gets the right offer. And he's already got plans for a new bike. "My next project will be a 74-inch flathead motor," he says. "But really, just the motor this time."

Anyone interested in making Peter an offer can do so by emailing him at atteson@telia.com. —Red Baron



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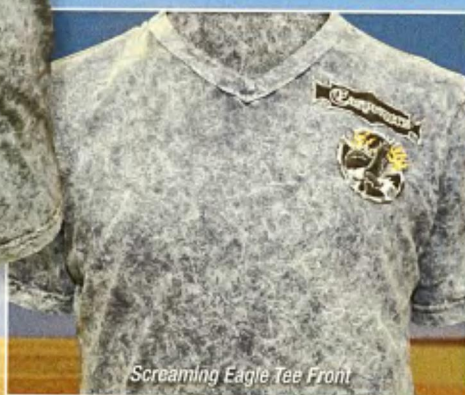


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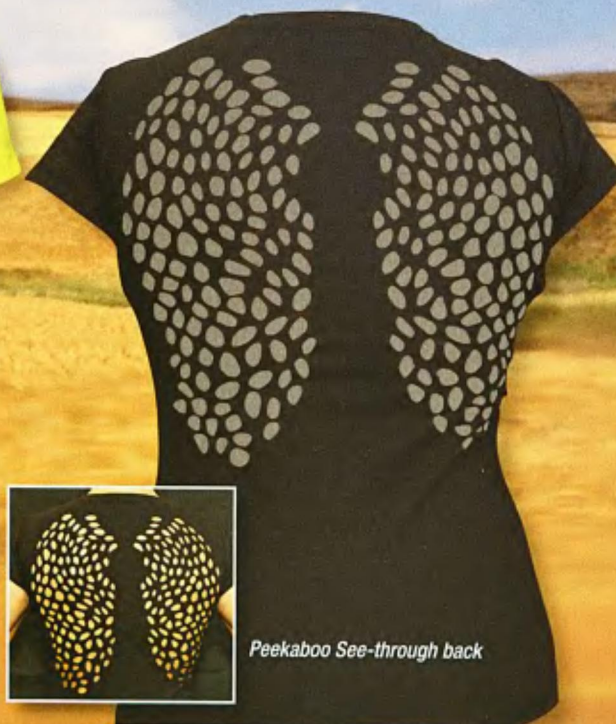
Glitter Guns Womens Long Sleeve
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Peekaboo See-through back



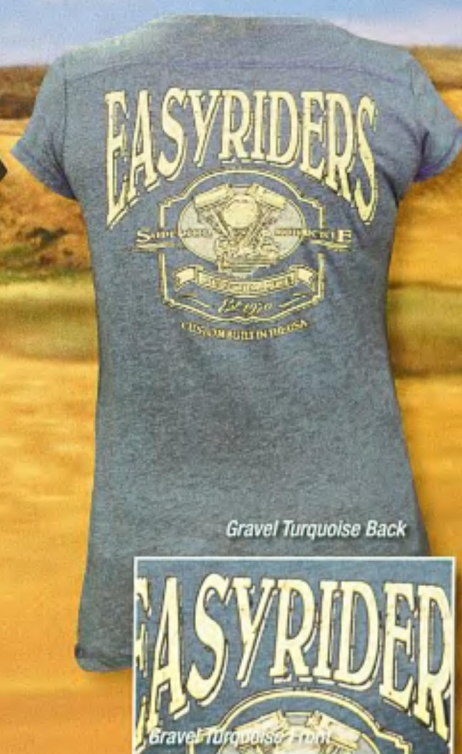
Peekaboo Front Black



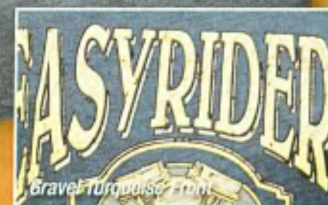
Peekaboo Front Pink

Peekaboo Womens Tee

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



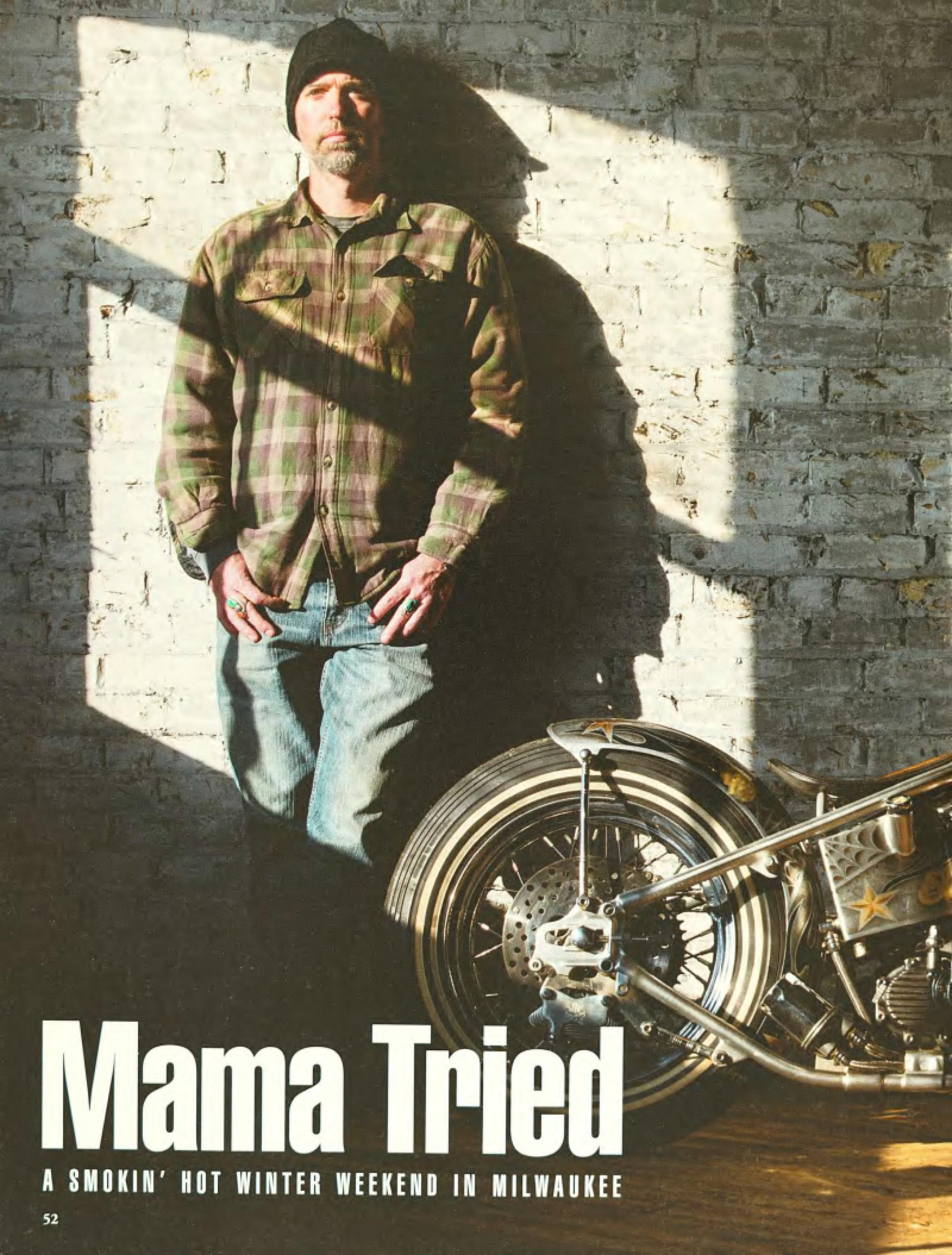
Gravel Turquoise Back



Gravel Turquoise Front

Gravel Turquoise Womens Tee
 2197 Short Sleeve \$21.95

womens



Mama Tried

A SMOKIN' HOT WINTER WEEKEND IN MILWAUKEE

Invitations went out and RSVP's came back – the Mama Tried Motorcycle Show in Milwaukee was on. Invited builders came from all over the country for this Harley-Davidson sponsored event. Jeff Leighton, the Suicide Machine Guardado Brothers along with Kiyo and other Born Free guys made it from California. Keino, from the Brooklyn invitational made it as did Ben Jordan, Matt McMannus and the Prism brothers, Jake and Zach Hinds from Charlotte.

More builders came from Florida, New Mexico, and for the event itself, it seemed every state was represented as well as bikers from overseas. It was a true gathering of the tribes.

Of course, Wisconsin and the surrounding mid-west states were well represented at this amazing melding of bikes and styles. It is in just this way that the bikes were mixed up where promoters Warren Heir and Scott Johnson really shone. You see, Warren was raised around his father's custom Harley shop with lots of Harley riding "Uncles", while Scott's interest was solely in metric bikes and the performance world.



But the two came together with great respect for each other's passion four years ago and Mama Tried was born. Their two worlds seemed to blend together as they placed classic choppers next to cafe racers, trikes beside antiques and scramblers alongside garage builds; all styles were represented.

The 125-year old, four-storey Lindsay Building in the middle of the city was home to this new style bike show. The old industrial manufacturing environment had the perfect character for this new style bike show. Understanding what people are looking for these days, they put together a full weekend of excitement. This included flat track racing Friday night, ice racing Sunday and incorporated parties and after-parties all around town. Other offerings included the mind-blowing Harley-Davidson Museum and an exhibit of photographs and public talk by yours truly at the Iron Horse Hotel just a few blocks away.

As bikes arrived all day Friday, the builders checked out each other's work up close and personal with a great vibe and feeling of camaraderie in the hall. Then as the sun sank low it was time to head to the flat track races. At this point, you must be wondering how you can possibly flat track in Wisconsin in the middle of winter? Problem easily solved by pouring gallons and gallons of Dr. Pepper syrup over the concrete floor of the BMO Harris Bradley Center and letting it dry to a perfectly sticky surface. The excited crowd of almost 10,000 spectators cheered wildly for the AMA Pro-racers and Hooligans that came for not only the \$20,000 purse, but simply for the fun, excitement and bragging rights.

The Hooligans were the first up, revving the crowds as they revved their engines. This class was open to anyone with a 750cc (or higher) displacement bike, but you would want a lot of experience and skill to be out there going elbow-to-elbow against these guys.

After the first Hooligan heats finished, the serious business of AMA Pro-racing got underway, which saw its finale with the 35-lap Charlotte Kainz Memorial race.





In addition to its \$3,500 purse, there was a payout of \$100 to the winner of each lap, which really kept the excitement up. These Hooligan races are the latest rage across America, and with both Harley and Indian getting serious about their flat track bikes, I think we'll see some money flying at this event over the next few years.

The excitement in Milwaukee was high, so it was no surprise that by 11am on Saturday, the line went around the building, down four blocks, and stayed that way until late afternoon. If there was one problem with the show, this line and the ensuing wait to get inside was it, but there were no great solution since the promoters had their hands tied by the fire marshal. A couple of bars were setup outside for distraction, and to be sure everyone was perfectly comfortable, all records were shattered with a high of 67 degrees (while the average Milwaukee high temp is 32 degrees in February!)

Over 8,000 people attended this year's Mama Tried and one of the reasons for its success is undoubtedly Warren and Scott's choice of builders and bikes that made it stand out. A few that particularly drew my attention included a local favorite who appeared with two bikes; Mike Lange with his 1929 FHAC factory built twin-cam racing sidecar rig and his 1921 Harley-Davidson Banjo Two-Cam privateer racer. Some of the others were Jeff Cochran's tight little custom shovelhead, Johnny Branch's custom shovel drag bike from California, JP Rodman's 1960's style knuckle trike from New Mexico, Eric Allard and Josh Brennan's Ironhead Glam Fairy from Florida, Dalton Walker's Triumph from California, and Teach's Ironhead drag bike from Minnesota.

The show stayed open and busy until 10pm when the energy shifted back to the after-party scene. There were the Cactus Club and Company Brewing's parties, but I availed of Milwaukee Mike's invitation to stop by the packed Shed Motorcycle Coop where the band Big House was rocking.

For anyone that didn't make it on Saturday, and for those of us that wanted seconds, the show was open until 3pm on Sunday.







It was another spectacular day, but unfortunately, this also meant that the scheduled "Slippery Sunday" ice racing had to be cancelled since the ice on Lake Michigan, just a few blocks away, was far too thin. However, a group of guys that call themselves "The Frozen Few" were way too anxious to give it up. After some investigating, Lake Sinissippi, about an hour out into the country, was found to have just enough ice to have some fun on.

The ice was a bit soft and thin in spots, as I found out when my intrepid assistant Jason fell through the ice. But he survived and now has a great bar story to tell. For that matter, maybe that's what we all ended up with, not only from the bit of time we spent on the ice, but from the entire action packed Mama Tried weekend - some really awesome bar stories we'll have for years to come.

—Michael Lichter



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THE MAD DOCTOR

Roger Harris' Road Glide of Bad Dreams

This bike owner must have a taste for the macabre. "It started with the needles," Roger Harris of Phoenix says. The painter, Eric Carr of Liquid Luv Studio hit Roger up with a bunch of crazy concepts until this one stuck. "I let him put the theme together, and he came up with the whole idea. The catalyst that got the theme rolling was the needles for taillights. "We were going to go with LED boxes, then we had the idea of making them needles." From that inspiration Roger decided to go with black and white horror as a theme, and Eric was happy to oblige, coming up with The Mad Doctor, the black splatter for blood, and the tortured girl injecting her eyeball. Exactly what kind of guy thinks up this demented stuff?

Outside of the horrific subject

matter, this Road Glide, although radical, is actually very rideable. In fact, Roger says that he rode it all over Sturgis the year before last, plus every year for Arizona Bike Week, and rides it regularly around town and on trips. He tells us that despite what some people mistakenly believe about 26-inch front wheels, they are perfectly practical.

The fenders and gas tank are one-offs by Kohei Tanaka, and all-steel. The front fairing is also a unique piece, it started as a Road Glide fairing, and was modified to give it a new shape. The windshield is molded into the front fairing and the inner fairing features Dakota Digital's MVX analog speedo and tach. This allowed Roger to edit the dash from six gauges down to two, while still monitoring the oil, temp, volts, etc., of the bike.



The painter, Eric Carr of Liquid Luv Studio
hit Roger up with a bunch of crazy
concepts until this one stuck.



The audio is from JLAudio, with 6-by-9s in the lids, and 7.7s with one-inch tweeters in the dash. The head unit is an Alpine 7-inch with touch screen navigation and Bluetooth connectivity.

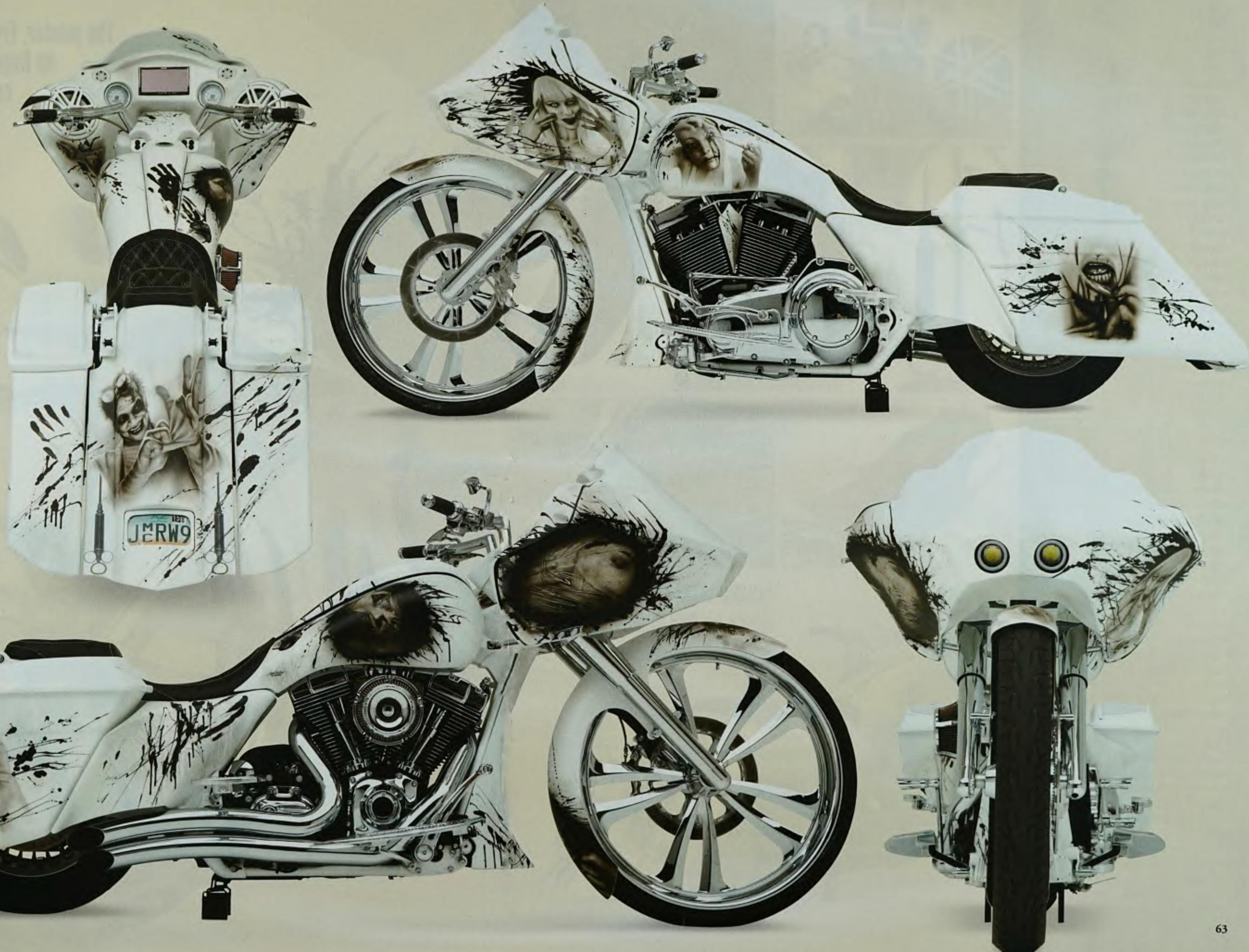
The saddlebags are by Ness, and feature hinged, power-actuated lids. There are no visible latches, you just hit a button to open them. He says the nice thing with this set up is his old lady doesn't break her nails on the latches. There are also LED lights inside the lids to illuminate the contents of the bags.

The Road Glide features Legend Air's rear air ride. The swingarm incorporates a reserve air tank to hide some of the hardware. He opted not to go with front air, wanting the bike to ride at stock ride height, and to keep it rideable. Roger says that this way he doesn't have to deal with scratches in the bags, or nicks in the back fender like some of the big tail draggers end up with.

Roger founded SRS Customs about four years ago. He started out building two or three bikes for himself, then one for a buddy, and one thing led to another. He also sells cars, trucks and motorcycles, and maintains a bagger parts website, all of which keeps him plenty busy.

Thanks for the bad dreams Roger, now I can't sleep. Sheesh. Remember kiddies, stay in school, and don't do drugs!

—Kit Maira



Owner: Roger Harris
City: Phoenix, Arizona
GENERAL
Designer: Kohei Tanaka
Year/make: 2009 Harley-Davidson
Model: Road Glide
Assembly: SRS Motorsports
Time: 1 year

ENGINE

Year/make: 2009 Harley-Davidson
Model: Twin Cam
Displacement: 96 inches
Cam: Andrews
Ignition: H-D
Pistons: H-D
Heads: H-D
Lifters: H-D
Carb(s): FI

Air cleaner: Arlen Ness

Pipes: Samson

TRANSMISSION

Year/make: 2009 Harley-Davidson
Modifications: none
Shifting: foot

PAINT

Painter: Eric Carr, Liquid Luv Studio
Color: White Pearl/black airbrush

FRAME

Builder: Harley-Davidson

Rake: 45 degrees

Stretch: none

Shocks: Legend Air Roide

Other Modifications: drop seat

ACCESSORIES

Bars: Ballistic Cycles

Handlebar controls: Performance Machine

Fender: Fat Katz/Kohei Tanaka

Headlight: Angel Eye LED

Taillight: custom LED

Electrics: H-D

Gas tank: Kohei Tanaka

Oil tank: H-D

Seat: Guy's Upholstery, Mesa

Pegs: Eddie Trotta

Mirrors: Arlen Ness

Grips: Roland Sands Design

FRONT END

Type: hydraulic

Extension: 1-inch over

Builder: Arlen Ness lower legs

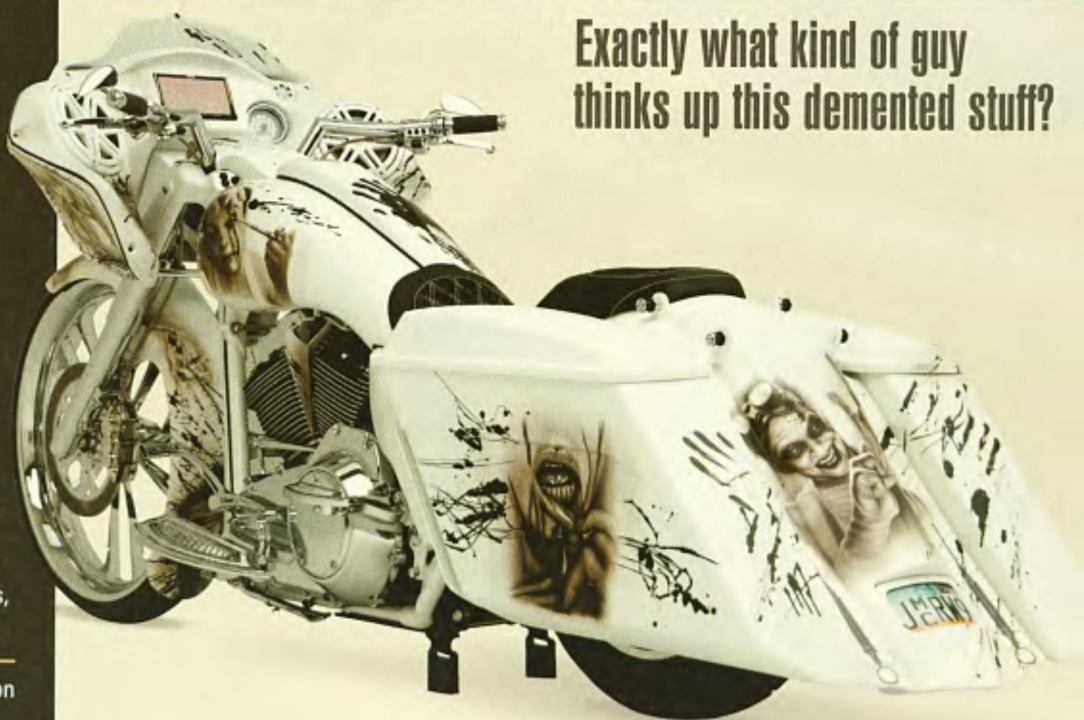
WHEELS

Size: 26-inch front, 16-inch rear

Wheels: Colorado Custom

Tires: Vee Rubber front, Avon rear

Brakes: 13-inch Lyndall composite rotors, PM 6-piston caliper



Exactly what kind of guy
thinks up this demented stuff?

Photos: John Covington



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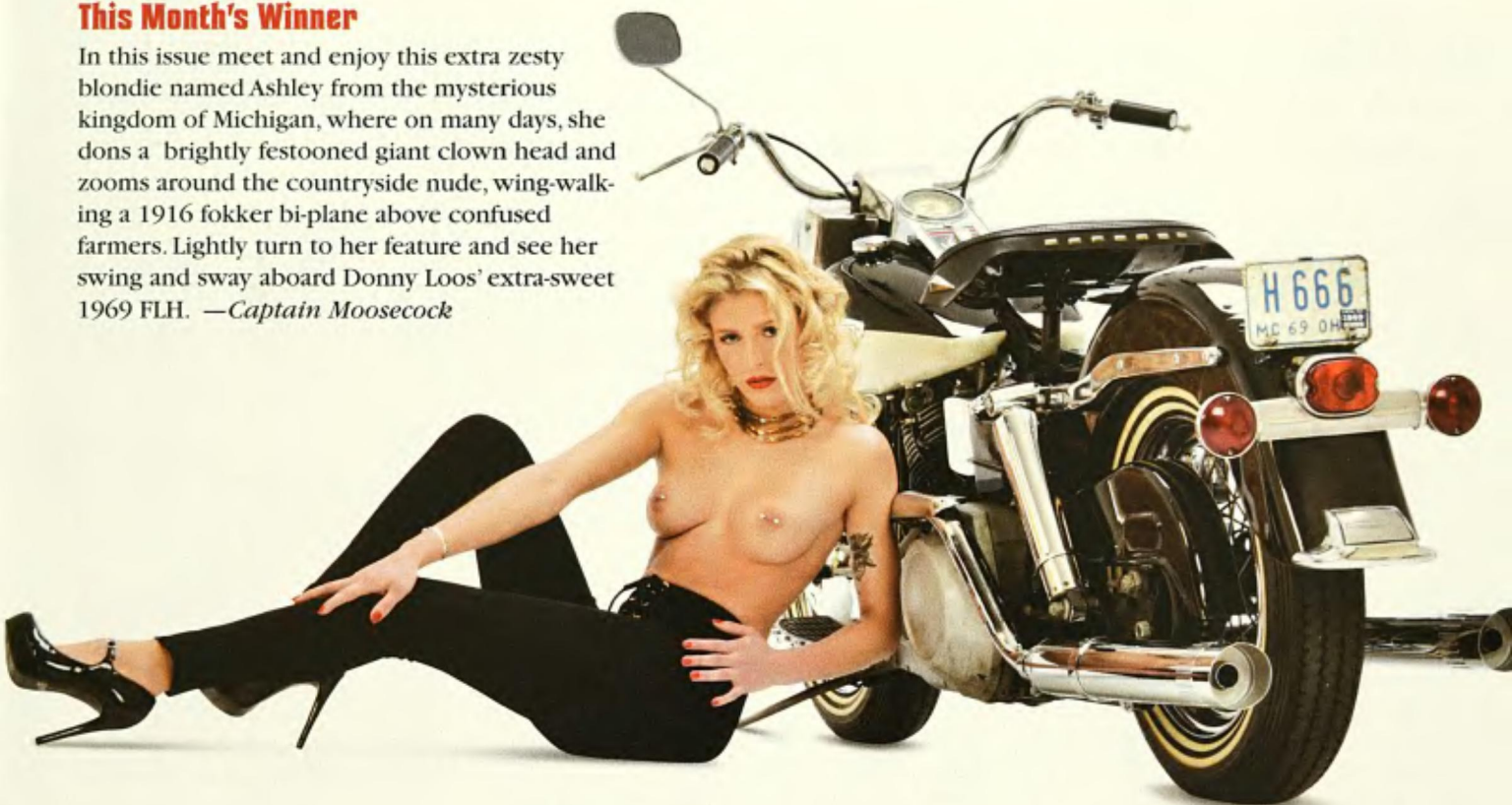
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This Month's Winner

In this issue 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. Lightly turn to her feature and see her swing and sway aboard Donny Loos' extra-sweet 1969 FLH. —*Captain Moosecock*



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"My first ride on a Harley I was so happy with the wind in my hair and the freedom of the road!"



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"My first ride on a Harley was on a beautiful day and I never wanted to stop!"

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 suave swingers. Please meet a sweet bit of blonde ambition named Amy from the ravening wilds of Pennsylvania. Amy digs choppers, guys who dig choppers and, well, that's pretty much it. Come back next month or we'll keep her totally for ourselves and you can't have any even if you ask nice.

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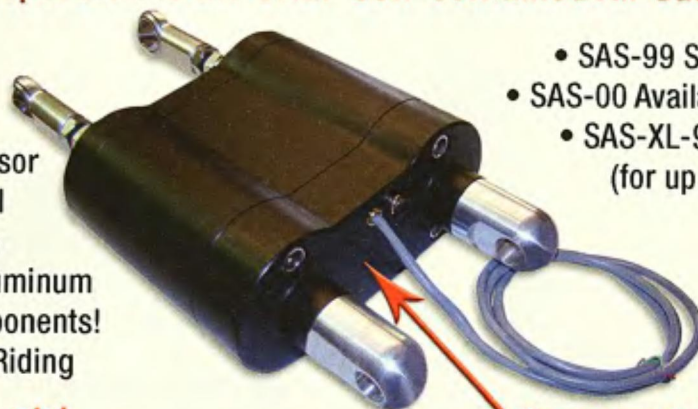
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Send a disc of your photos or videos to: Puttin' Pets, P.O. Box 3000, Agoura Hills, CA 91301, or email 'em to our purveyor of pets, Steve "Beatnik" Werner at swerner@easyriders.net. Who knows, you might just see your best furry friend on these pages!



My dog's name is Levi, he is a 7-year-old Havanese. The trike is a home-built 1600cc VW with a 4-over Sportster fork, built for a Vietnam copter machine gunner who was shot as their craft was leaving a battlefield.

—Frank Hapgood, Locust Grove, GA



A memory of home for a U.S. Navy bro on duty at sea.

—David and Louie, Orange Park, FL



This is our dog, BadAss Bella. She hopes to make it into the pages of *Easyriders* in order to attain enough celebrity status to meet her fantasy bad boy, Triumph The Insult Comic Dog so she can show him a game of Bury The Bone that he will never forget.
—Joe and Barbi Jo Brown, Allen, TX

"I wanted a bike that you could ride to a show and just throw down on the ground."





Scott Caraboolad's Harley/Honda Road Warrior

REAPER RAT



When you get Scott Caraboolad of Rootstown, Ohio's voicemail, he informs you that he is probably out doin' wheelies or weldin' on a bike. You gotta love that. Scott is a man with a plan, a man on a mission. He was blessed with a righteous, Harley ridin'

father who taught him about the freedom found on two wheels at a young age. Today, Scott not only builds wild, hard-ridin' road warrior bikes, but also runs Ride 4 Life; a stunt riding company that spreads the message of "ride, rust and redemption."

Owner: Scott Caraboolad

City: Rootstown, OH

GENERAL

Fabrication: Scott Caraboolad of Scott's Chop Shop

Year/make: 1978 Harley/1994 Honda

Model: Shit Box Cycles

Assembly: Scott's Chop Shop

Time: 2 months

Chroming: old

ENGINE

Year/make: 1978 Harley-Davidson

Model: Ironhead Sportster

Ignition: H-D

Displacement: 1,000 cc

Lower end: H-D

Balancing: H-D

Pistons: H-D

Heads: H-D

Cam: H-D

Lifters: H-D

Carb: H-D

Air cleaner: none

Pipes: handmade/loud!

TRANSMISSION

Year/make: 1978 H-D

Shifting: hand shifter

PAINT

Painter: Mother Nature

Color: rust/grease

FRAME

Year/builder: 2012 built by owner

Type: weird

Rake: a whole bunch

Stretch: long

Shocks: off a sport bike

ACCESSORIES

Bars: handmade

Fenders: Lincoln Continental

Headlight: really big

Taillight: off a trailer

Pegs: bar stock

Electrics: shady

Gas tank: H-D Sportster

Oil tank: handmade

Oil system: a rubber hose

Primary: H-D

Seat: handmade

Grips: sport bike

FRONT END

Type: Honda CBR 600RR

Extension: none

WHEELS

Size: 16 inch

Type: Honda

Tires: Shinko

Brakes: Honda

To fully understand where Scott is coming from, we have to go back to 1973 when Scott's biker dad took him to see Evel Knievel at a local drag strip. His father's love of the biker lifestyle and that day of watching Evel do his thing got Scott hooked on motorcycles for life. He was soon on ATVs and dirt bikes, and by 1996 he owned a motorcycle stunt riding team.

Scott lost his dad when he was just 17. His father was only 43 years old and his precious Harley sat for 23 years until Scott turned it into one of his crazy rat rides. "The fancy, \$100,000 custom bikes were never for me," Scott says. "Back when people were buying super expensive customs that were more like pieces of jewelry than rideable bikes, I decided to build the opposite of all that. I wanted a bike that you could ride to a show and just throw down on the ground; the opposite on the high-end bullshit bikes that look like jewelry but don't function."

With that in mind, Scott took one of his father's Harleys and a sport bike he had at the time, threw them in the back of his truck and headed down to a local shop where he borrowed a saws-all and just started cutting both bikes apart. "It was a passion and I had a vision of what I wanted," Scott tells us.

"I had worked on our stunt bikes and had done some welding with an old Lincoln welder," Scott recalls. "I built that first rat bike with a big hammer, a pair of vice grips and a few other hand tools."



Photos: Michael Lichter

Contact: Scott Caraboolad

Ride 4 Life

330-310-9336 • www.ride4life.bike

All of Scott's creations have a few things in common. "Most have a sport bike rolling chassis and Harley powerplant," Scott says. "The exhausts go forward, there's always a hand shifter. Stuff that goes against the grain and make them a load of run to ride. My bikes are rusty and the welds are ugly but they have heart and you can ride them hard!" The bike you are looking at here is one that Scott built for a fight club out of Pittsburgh called Thick as Thieves.

After Scott's dad died, he rode the drug rollercoaster for a while. Though he was living a rock star life with his stunt team, doing shows all over the world, he was empty inside. "I was on my hands and knees," Scott says. "I hit bottom and then I got sober in 2011." That led Scott to found Ride 4 Life outreach, a group of stunt riders who visit prisons, schools and arenas, to spread the word of hope. "It's all about ride, rust and redemption," he says. "We always bring several of my rat bikes for people to sit on and check out."

These days, Scott's life couldn't be better. He is living the good life and has a young son of his own who has caught the motorcycle bug. It's the circle of life, baby! The legacy is passed on.

—Dave Nichols



"The fancy, \$100,000 custom bikes were never for me."



GOIN' GREEN

Cade downshifted and leaned over for the exit ramp. He had been rolling since dawn and had stopped only for gas and to strap his leathers to his risers, and of course to guzzle Java and take leaks. His usual travel routine. He had locked up his machine shop, backed his Evo-powered bobber out of its place near the backdoor, and just headed out onto the road.

Customers, deadlines, and what all else, could just be damned as far as he was concerned. He'd had enough of all of it for a while and he needed a break. A two wheeled break. He had a wad of

cash on him, his cell phone (which was off) and a spare pair of underwear in the gun pocket of his leathers. That's how he preferred these "therapy" trips. He traveled light and that made him feel as if the weight of the world was off him for a bit.

He found a gas station, pulled in and topped off. It never took long since the Sporty tank on his bobber only held three gallons. He reached into his back pocket and pulled forth a half pint of Jack Black. He took a short pull from the bottle and had a look around.

Cade was always one to glance around at his surroundings and this

stop was no different. He scoped out a tourist shop across the highway, a broken down old Mack Bulldog rotting next to the shop, and a giant ass billboard. The billboard was emblazoned with info about the New York Renaissance Faire as it was spelled out for the tourists. Cade had heard stories about wild times at Ren Faires for years but had never took the bullshit seriously enough to even bother attending one. Today would be different, he decided.

Two kicks and a clunk into first later, he was rolling out of the gas station towards a new experience.

'What the hell' he thought, 'at least it'll be somethin' different'.

Within a half hour Cade was walking away from his bike and towards the entrance to the Ren Faire. The entry fee was a bit pricey but the brochure he received along with his ticket guaranteed plenty of fun and "merriment", and the included map showed the location of every beer hall and pub, so Cade was cool with it. Within a few hours he was well buzzed and had witnessed sword fights, muddy beggars, joists on horseback, madrigal singers and more bursting cleavage than most men would see in a lifetime. All shapes and sizes of women wandered about in medieval-style garb with plunging necklines. The female vendors especially showed off their goods, to distract husbands, while wives spent a fortune on stuff they would never need. Cade found himself wandering in and out of shops just to take in the view of protruding boobs.

By mid-afternoon the sun and the walking were taking its toll on him so Cade decided to grab a turkey leg and a beer and relax for a bit. He found a comfortable spot beneath a shade tree in a wooded glen and sat down to partake. He wasn't one to sit at the many crowded tables as his large frame and fully sleeved arms were a distraction to most and he wasn't in the mood to pretend friendliness.

After a few bites of the turkey leg and some large gulps from the ample beer mug, he leaned back against the tree and began to doze a bit. He felt a warm breeze on his neck and a moment later he heard a whisper, "What do you ride?"

Cade was startled a bit. He looked around but saw no one within yards of him. A moment later he heard it again, this time a giggle accompanied the question.

Cade jumped up and turned toward the voice. Much to his surprise he found himself staring into a pair of deep brown eyes. Startled for the second time, he stepped back to take in the whole scene. There before him, tightly wrapped around the oak tree he had been leaning against, stood a tall, thin woman. She was dressed completely in varying shades of green, her skin was dyed or painted (Cade

didn't know which) green, and she wore a halo of leaves along with a tight leotard also covered in fabric leaves. Her feet were clad in green leaf-covered flat slippers. She blended so well into the surrounding shrubs and trees as to be almost invisible.

Cade shot her a wide and very genuine grin. "I have to say, I've met beautiful women in a variety of venues and circumstances, but this is definitely a first for me," he said in his friendliest voice.

"Well, answer the question. What do you ride?" Her smile was as wide as Cade's.

"Persistent, aren't ya?" Cade said. "It's an Evo-powered bobber and it's parked right out by the front gate. I'd be happy to give ya a ride on her but I'm pretty sure all your leaves would blow off."

Green Gal laughed. "I know. I saw ya pull up. I was wrapped around the vines that drape the front entrance. Real nice bike. You build it?"

"Yeah, as a matter of fact, I build all my own rides," Cade drawled with a hint of pride.

The next half hour was spent in deep conversation. They were occasionally interrupted by tourists and patrons asking her for photos, but the Green Gal was unflustered by it all. Cade learned that her name was Michelle and that she traveled the whole United States on the Ren Faire Circuit. She made an okay living at it, and it afforded her the opportunity to see the country and just live a free, gypsy lifestyle. Cade learned of her theater experiences and how she learned to love Harleys. Seems her Dad and brother both rode and wrenched and she had her own Sporty back at Dad's place in the Dakotas.

"Hey, why don't ya come on back after hours. Meet me at the Pirate's Pub. We call it the Quivering Cock Inn," she purred. "There's music and the kegs are emptied for the night. We'll drink free and later on you can give me a ride on that fine Evo of yours."

Cade like the idea just fine and at 7pm on the dot he wandered over to the Pub after finding it on his wrinkled brochure map. There were a host of musicians out front of the pub playing everything from mandolins to pan

flutes, tambourines and hand-held drums. Cade found it odd to hear Zeppelin being played on medieval instruments, but he soon got used to it.

Michelle showed up in tight jeans, sneakers and a green sweater which Cade found to be a bit of a turn on. After downing some ale along with a few shots of spiced rum, the two wandered off into the woods. Michelle led the way through a stone tunnel that wound under the highway. After pushing aside some brush, Cade was amazed to find them not 20 feet from his bike. "After living in Renny campgrounds for fifteen years, ya learn every secret passage and hidden tunnel. They come in real handy sometimes." Cane could only imagine why.

Two hours later as the sun began to set, Cane found himself pulling up to a weathered, ten-unit Motel. Within five minutes Michelle emerged from the Motel office swinging a plastic key fob from her pinky finger. She sported a huge grin and Cade was glad he had followed the directions she yelled into his ear as they rode the twisty back roads of the old upstate town.

The night was spent in ways Cade had never thought possible. Michelle brought him to places he hadn't been in years and he tried his damndest to do the same for her. He could feel a special bond growing between them. Something deep, and somehow important. They managed some sleep between more intense sessions of shagging and finally fell out in each other's arms.

Morning found Cade being awakened by the sound of the shower. He got up, threw open the curtains and let the bright sun stream in. Shafts of light fell across the disheveled bed where Cade noticed something unusual. There in the middle of the bed, was a shapely green stain. Michelle's dye had left its mark. It might take a little getting used to, Cade thought, but it sure would be fine with him to see a green stain in every bed from here to the Texas Renaissance Faire. Cane headed to the shower, fully intending to help Michelle soap away whatever green body paint might be left.

—Z. Jakl



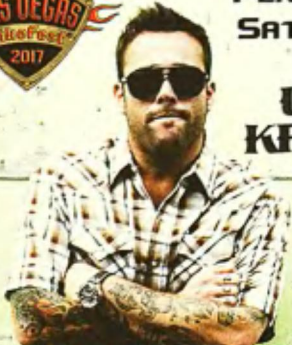
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Donny told us that he owned a '69
shovel like this and it was one of the
coolest scooters he ever had.



PURE CLASS

DONNY LOOS' 1969 FLH SHOVEL

Don's Custom Cycle in Cleves, Ohio is home to many cool choppers and custom bikes. But Donny Loos had his reasons for restoring this gorgeous 1969 Harley FLH. Donny told us that he owned a '69 shovel like this and it was one of the coolest scooters he ever had.

There's something special about a real road bike from that era. In those days the motor company had fewer model choices, and this one was the top of the line. Many years ago, Donny built a 1949 custom for his good friend Bruce Wyke. Bruce liked Donny's work, so when he found this 1969 FLH, he brought it to Donny for new tires and a tune-up.

Several years and miles passed, and on a mountain ride with some friends, Bruce went down and slid into a guard rail. He told Donny he was thinking of turning the wrecked bike into a bobber, but Donny told him, "Don't do that to it."



A few months later, Bruce offered the FLH to Donny at an irresistible price and said that he thought Donny should have it.

Complete with original saddlebags and buddy seat, Bruce even had the original check for \$2,300 that paid for the brand new bike back in 1969. The wreck hadn't hurt it much, and Donny was more than pleased to get it because as he puts it, "This one didn't need anything different to be this cool. It is quiet, runs good, and is really a whole different ball game to ride."

Bruce put a police solo seat on it, which Donny really likes, and he kept pretty much everything absolutely original except for the Paughco true duals for 1970 and up models. Donny has specialized in panhead and shovelhead engines for the past 31 years. He stuck with the older bikes from the beginning and has had over 20 of his custom projects featured in *Easyriders* magazines.



Along with dozens of shovelhead engine rebuilds scheduled, Don's Custom Cycle just finished a cool Fat Boy project and currently has a shovel hardtail on the lift. For Donny, the only thing that shakes his spirit more than the sound of one of his resurrected engines roaring back to life, is an open throttle on a curving mountain road.

Speaking of soulful twisting, this month, you have selected the dangerous curves of Ms. Ashley Carr as your *Easyriders* Fox Hunt winner.

—Cheese



Owner: Donny Loos

City: Cleves, OH

GENERAL

Fabrication: Don's Custom Cycle

Year/Make: 1969 Harley-Davidson

Model: FLH

Assembly: Don's Custom Cycle

Time: 1 month

ENGINE

Year/make: 1969 Harley-Davidson

Model: FLH

Ignition: Harley-Davidson

Displacement: 74 cubic inches

Lower end: Harley-Davidson

Pistons: Harley-Davidson

Heads: Harley-Davidson

Cam: Harley-Davidson

Lifters: Harley-Davidson

Carburetor: S&S

Air Cleaner: Harley-Davidson

Pipes: Paughco

TRANSMISSION

Year/make: 1969 Harley-Davidson

PAINT

Painter: Don's Custom Cycle

Color /Type: Black, white / PPG

Special paint: Don's Custom Cycle

FRAME

Year/make: 1969 Harley-Davidson

Type: swingarm

Rake: 30 degrees

Stretch: none

Shocks: Harley-Davidson

Modifications: Riff Raff Customs

ACCESSORIES

Bars: Harley-Davidson

Handlebar controls: Harley-Davidson

Fender: Harley-Davidson

Headlight: Harley-Davidson

Taillight: Harley-Davidson

Pegs: Harley-Davidson

Electrics: Harley-Davidson

Gas tank: Harley-Davidson

Oil tank: Harley-Davidson

Oil System: Harley-Davidson

Primary: Harley-Davidson

Seat: Harley-Davidson

Grips: Harley-Davidson

FRONTEND

Type: Hydraulic

Extension: stock

Builder: Harley-Davidson

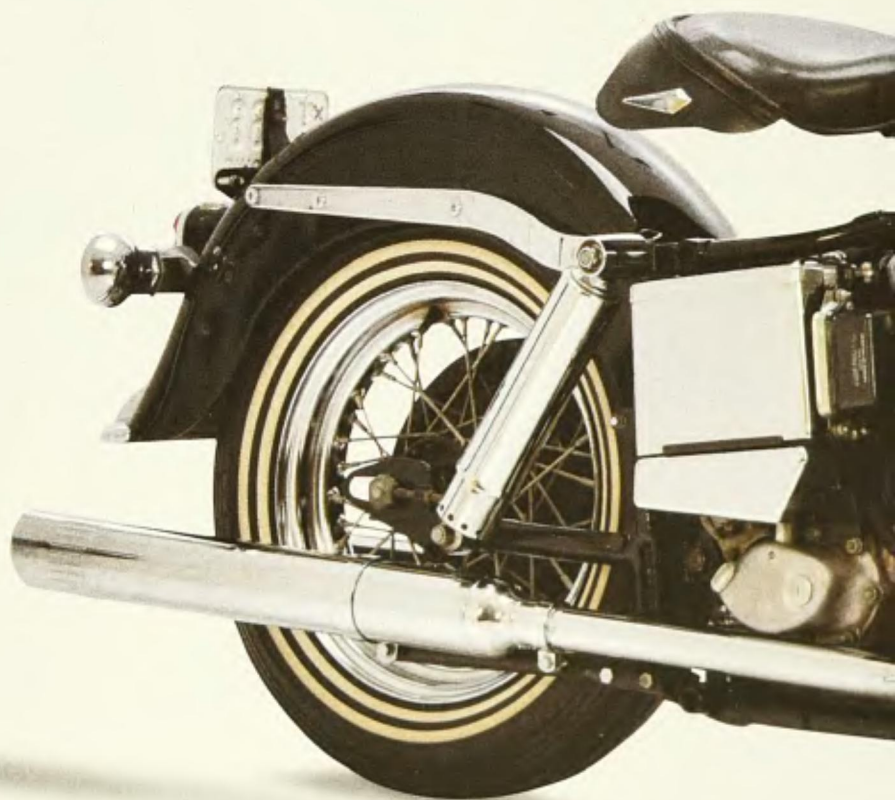
WHEELS

Hub: Harley-Davidson

Size: 16 inch

Tires: Goodyear

Brakes: Harley-Davidson

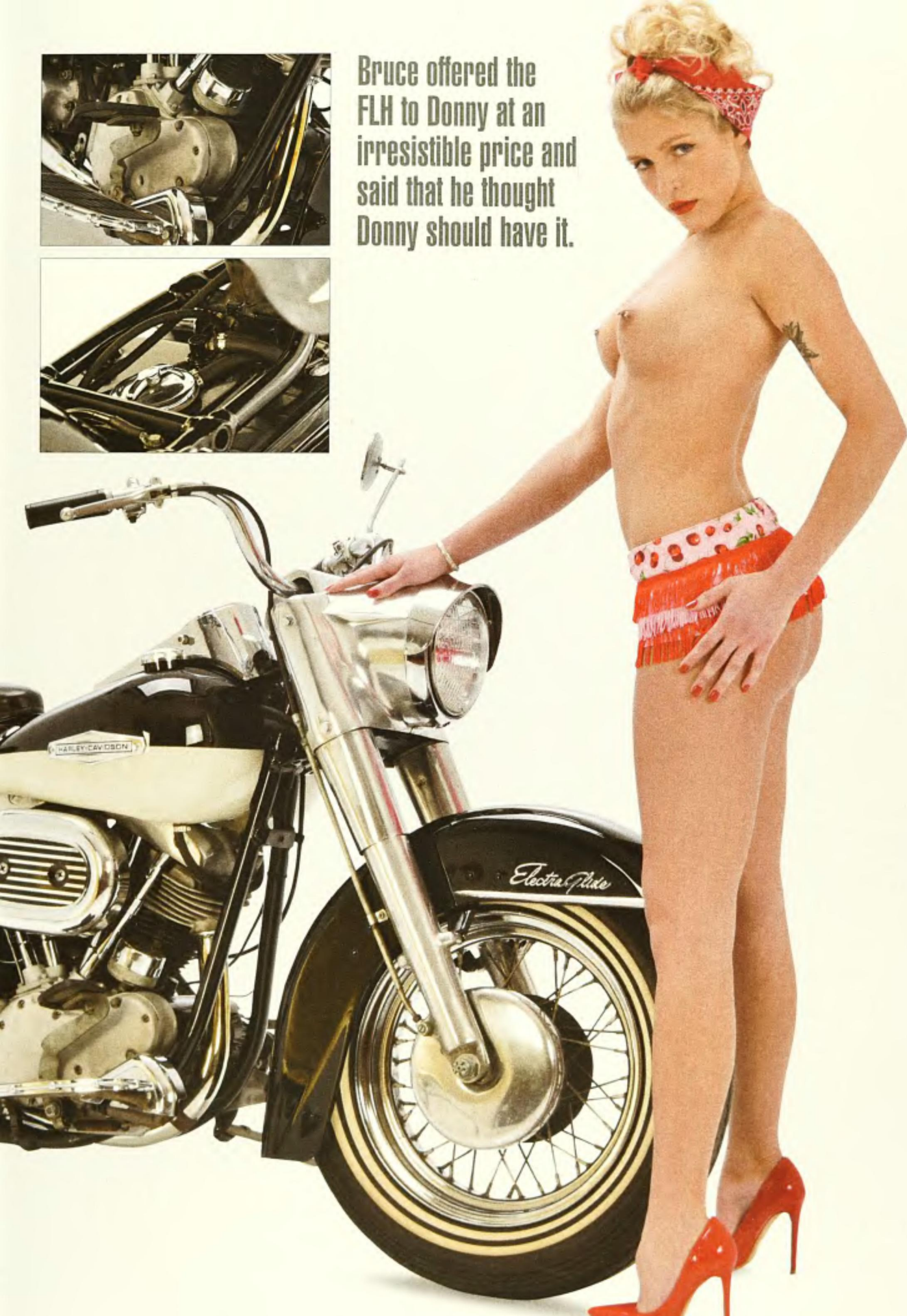


Photos: Michael Farabaugh

Model: Ashley Carr

Contact: Don's Custom Cycle
donscustom.com

Bruce offered the FLH to Donny at an irresistible price and said that he thought Donny should have it.



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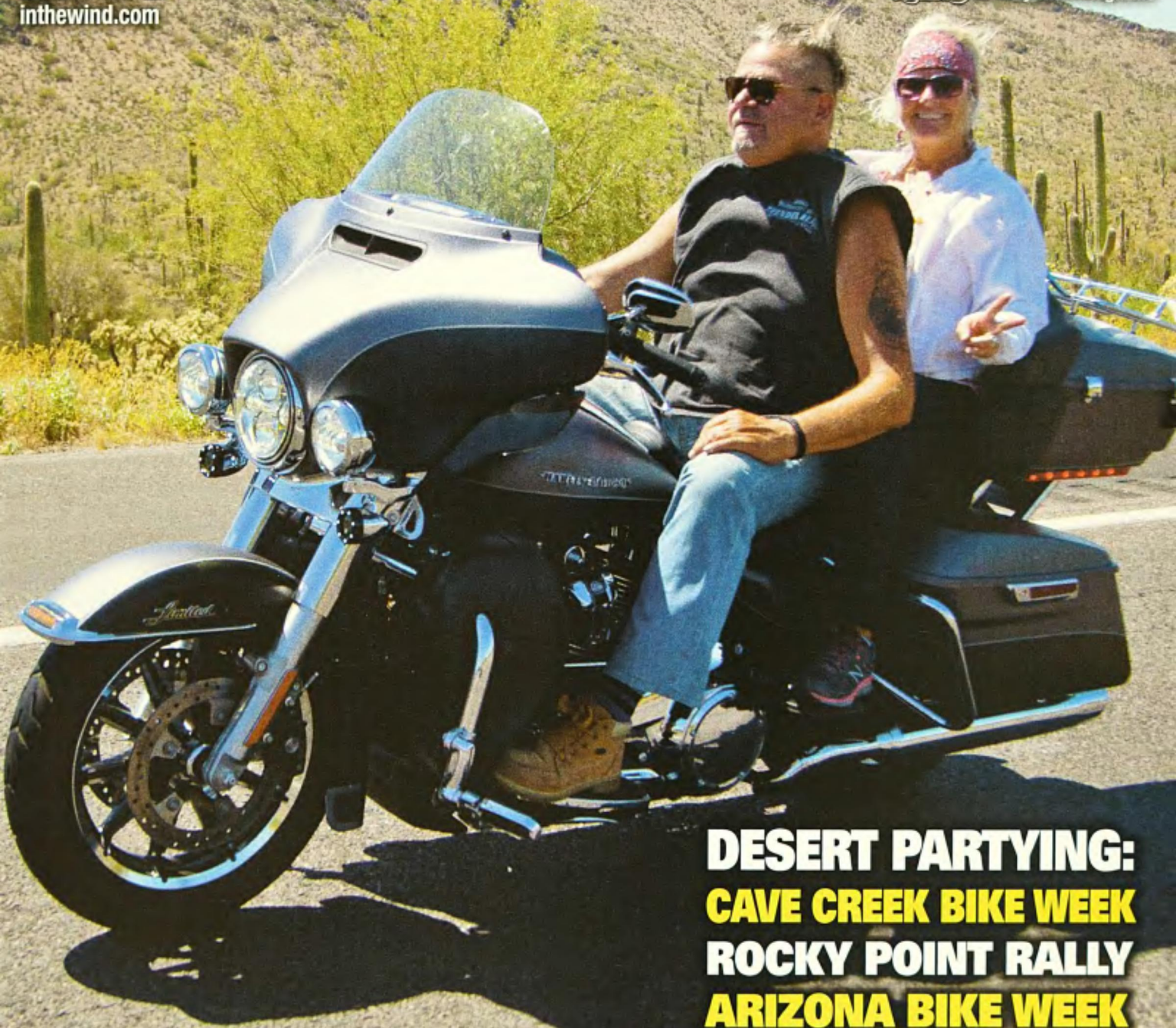


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DESERT PARTYING:
CAVE CREEK BIKE WEEK
ROCKY POINT RALLY
ARIZONA BIKE WEEK





CAVE CREEK BIKE WEEK

KICKIN' IT AT THE CREEK



Tucked up next to the base of the Black Mountain somewhere in the Sonora desert off the Carefree Highway is a quaint little town that calls to the wild side in all of us. Established in 1870, Cave Creek is an eclectic community that prides itself on sticking to its roots as an old mining community by continues to eschew such modern stuff as sidewalks and high rises. The little berg's motto is "Where the wild west lives" and locals, who call themselves "Creekers," test that out on a regular basis by loping through town with their spurs jingle-jangling.

Each spring locals roll out the welcome mat with a biker bash that draws winter-weary riders from around the world. Tourists are known to get into the swing of things by donning Indian head-dress to cruise the boulevard. Cave Creek's 5,000-some residents batten down the home front and saddle up to cruise the streets on horse back since it's quicker to navigate the motorcycle-choked narrow roadways through town when the little community swells to an estimated 75,000 souls during the first week in April.

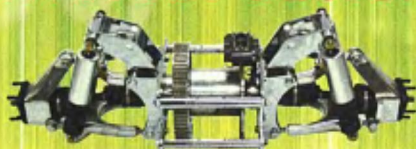
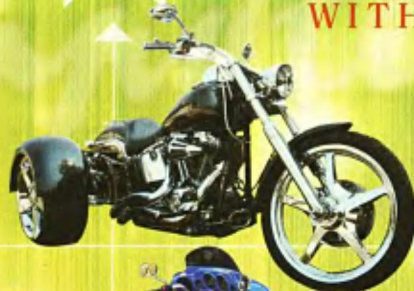
Local watering holes invite resident cowboys and visiting bikers alike to belly up to the bar to swap riding stories and do a little role reversal and everyone gets along just fine. On one side of the main drag, Cave Creek Road, biker bars like the Hideaway and the Roadhouse invite vendors to pop out the popups as riders hang out to watch the stunt guys burning rubber and whipping around on wheelies while across the road the cowboy bars have rodeos and line dancing. During Cave Creek Bike Week, however, the lines get blurred and everyone gets into the act for shenanigans like biker rodeo games in the same arena where 2,000-pound bulls fling cowboys off their backs on a regular basis. There's even barrel racing, on both motorcycles and horseback.



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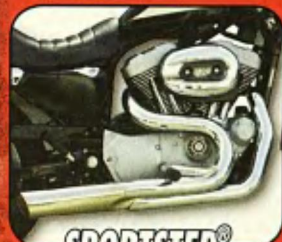
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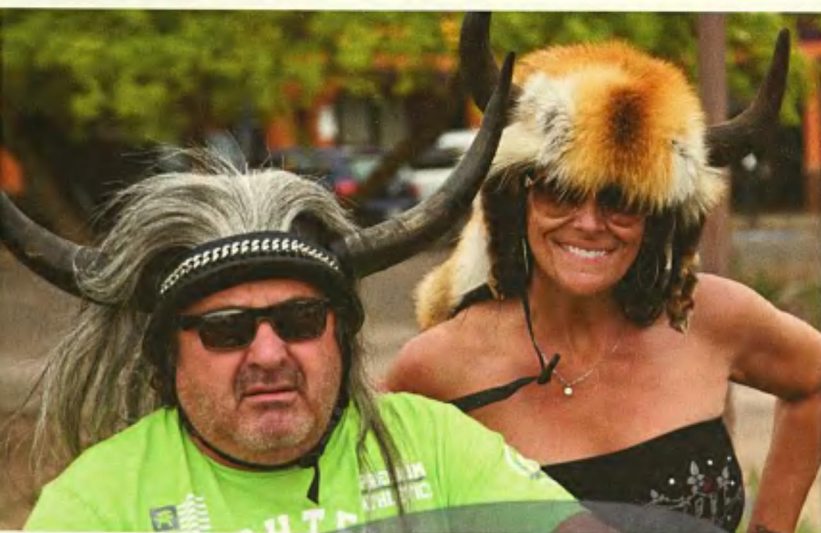
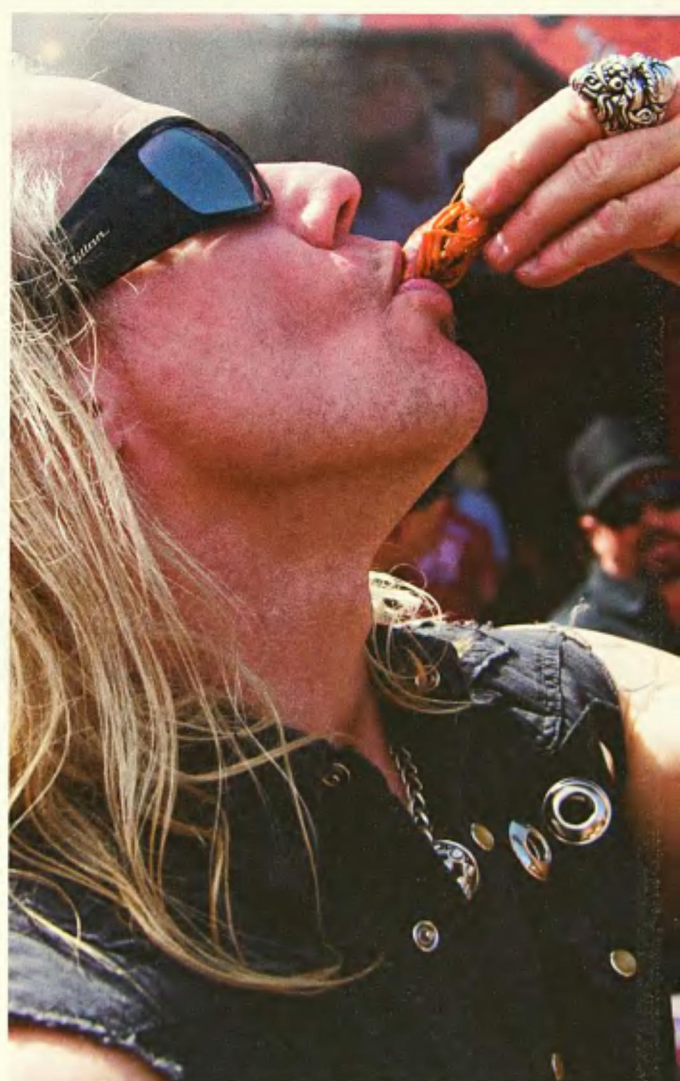
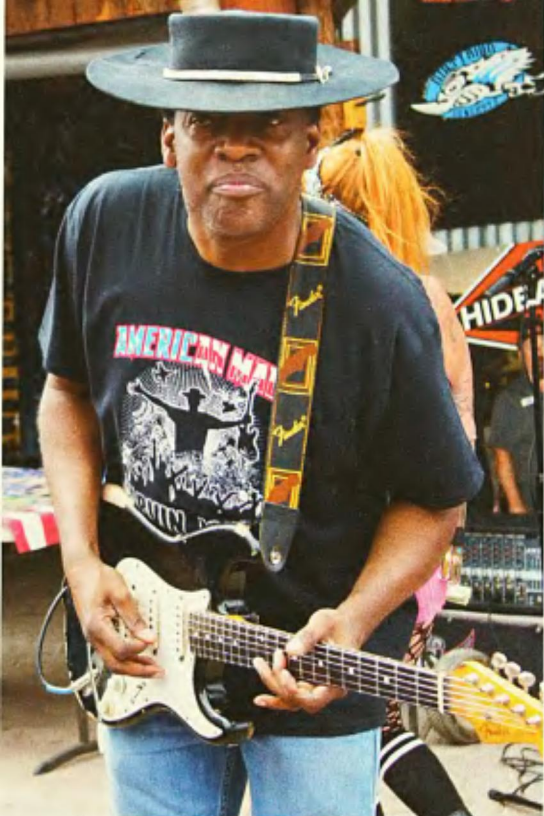
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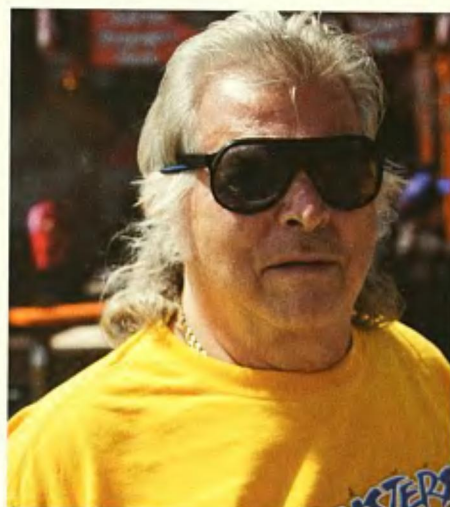
There's just something about watching guys tossing up dirt on a Harley that tends to send a crowd into a frenzy, but when the five local bars sponsored cowboys to represent them each in a bull riding contest it was standing room only. Snot-slinging, pissed-off bovines stomped around the arena in a man-against-beast dance off that sent cowboy flying through the air in a contest that's been played out at rodeos through the generations. Just to balance things out, you could get your own beast dyno tested right across the street.





Maggie the brassy bartender, decked out in fishnet stockings of course, is set up to serve icy cocktails al fresco in front of Outlaw Annie's but misbehave and she'll have you toeing the line with a crack from her trusty bullwhip while the oldest bar in Cave Creek, Harold's, offers line dancing lessons if a biker feels the need for a little instruction.

On the last day of bike week, a long held traditional biker's Sunday Funday in the wild town, Cowboy Church is held at the bar, the Buffalo Chip, while notable bike builders battle it out with tequila infused drinking games over at the Roadhouse. All while wearing super hero costumes, of course. It's flat out hilarious. We even spied members of the band from Warrant hanging out to suck down a few crawdads served up free as a customer appreciation from both the Hideaway and the Roadhouse, proving that you just never know who you might run into while hanging out in Cave Creek.





Photography by Felicia Morgan



There are rides scheduled all week, a variety of bike shows and live music is everywhere. Buddy Stubbs, the famous stunt rider and racer, has a blowout bash over at his Phoenix Harley-Davidson dealership and Phoenix Bikefest has its own hoe-down complete with test ride demo trucks offered over in Peoria where several other valley dealerships kick in.

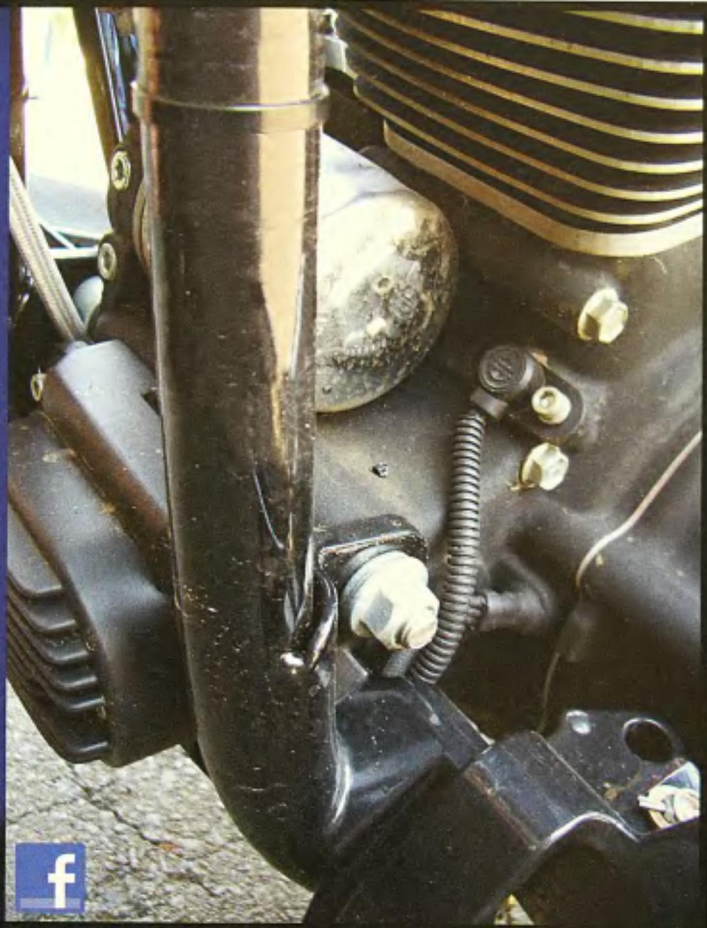
Arizona Bike Week kicked off mid-week over in Scottsdale so there's plenty to keep a biker busy if hitting the saguaro-lined back roads isn't your particular cup of tea, or mug o' beer. Next year is the Hideaway's 20-anniversary so be sure to mosey on out and join the festivities.

—Felicia Morgan

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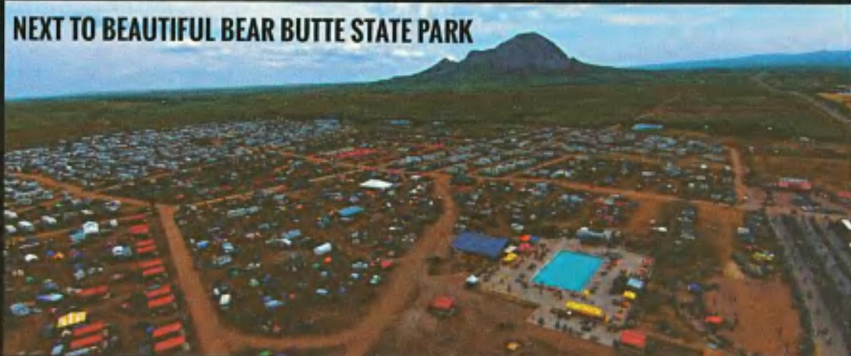
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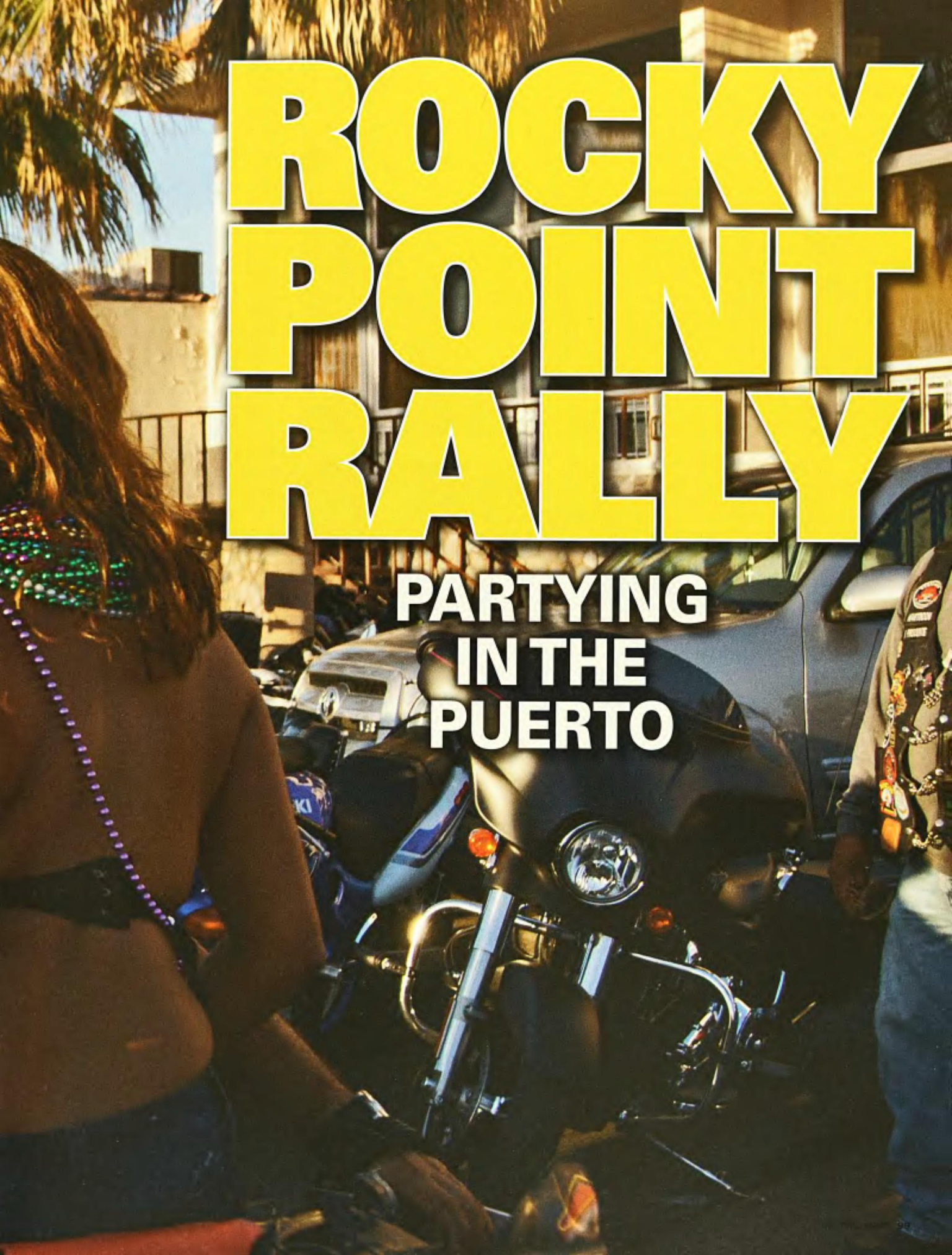
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PARTYING
IN THE
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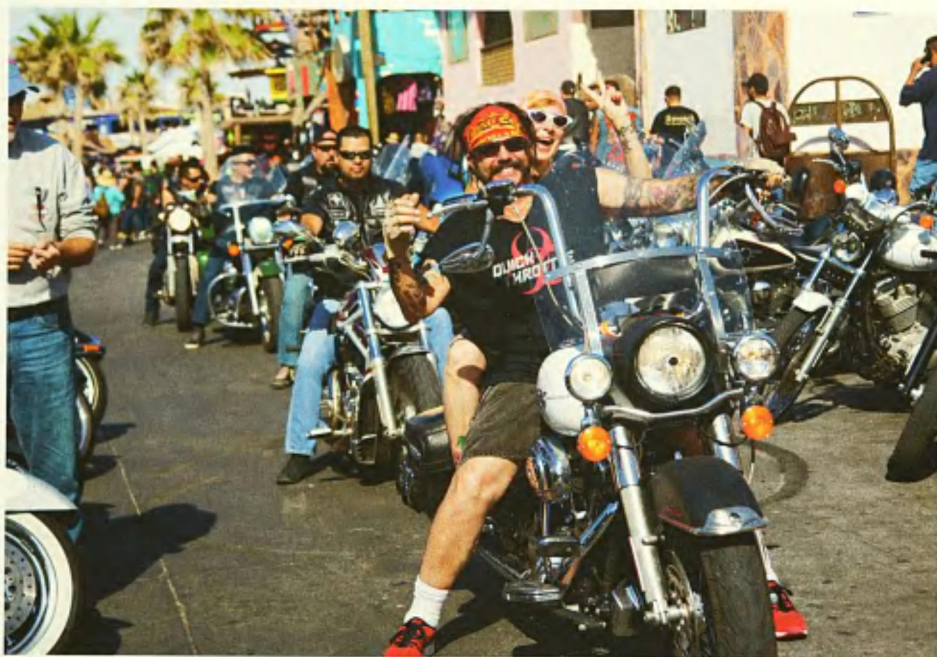
Any time we get a chance to party down south of the border, you can bet your sombrero that we'll be loading up the saddlebags and hightailing it out to bask in the warmth of Mexico's gracious hospitality. But for the 2016 iteration we found out the Rocky Point Rally was celebrating their Sweet 16, and we knew we were in for a raging good time.

The entire city of Puerto Penasco, a small fishing town nestled up on the shores of the Sea of Cortez, gets into the biker way of life and rolls out the red carpet as riders from all over the world take to the streets. Rides, events and parties are held all around town as riders skip around seeing the sights of the seaport city. But the big blowout is down on the malecon on Saturday afternoon. A parade of all things two-wheeled kicks off around noon and riders continue to lap the blocked off streets in an all-day, nonstop cruise. Vendors set up curbside while crowds soak in the salty breeze coming in off the sea and set about partying at outrageous levels.

Due to the international trade laws and border crossing headaches for merchants, there will probably never be American vendors set up at Rocky Point, which just makes it all the more cool. The local flavor is all you need while soaking up the sand and sun of the rally. The headliner Arizona band "Mogollon" rocked the wharf with their hot licks as burnouts, wheelies and wild times filled the streets. Fresh seafood is everywhere, ice cold cervezas and exotic drinks poured into fresh pineapples are served up on the sidewalks, and the masses mingle along the waterfront making friends and catching up with past party peeps. There's simply no such thing as a stranger in Rocky Point.







While the party on the palaya is all fun and festive, the backstory is that the locals are raising money to tend their own and remain independent. Funds raised through donations and registration from the rally are distributed to several different charities that include a local families and children office, a home for seniors, a school for disabled children, the Cancer Center for Women, the local fire department and the Red Cross, so you get that feel-good vibe that comes with helping out the community while riding around making friends.

Every motorcycle club imaginable lined the curbs yet everyone respected each other and enjoyed the weekend of an international gathering dedicated to all things motorcycle. A big-ass bike show sprawled across two levels of the malecon and families and bikers alike checked out the two-wheeled art.

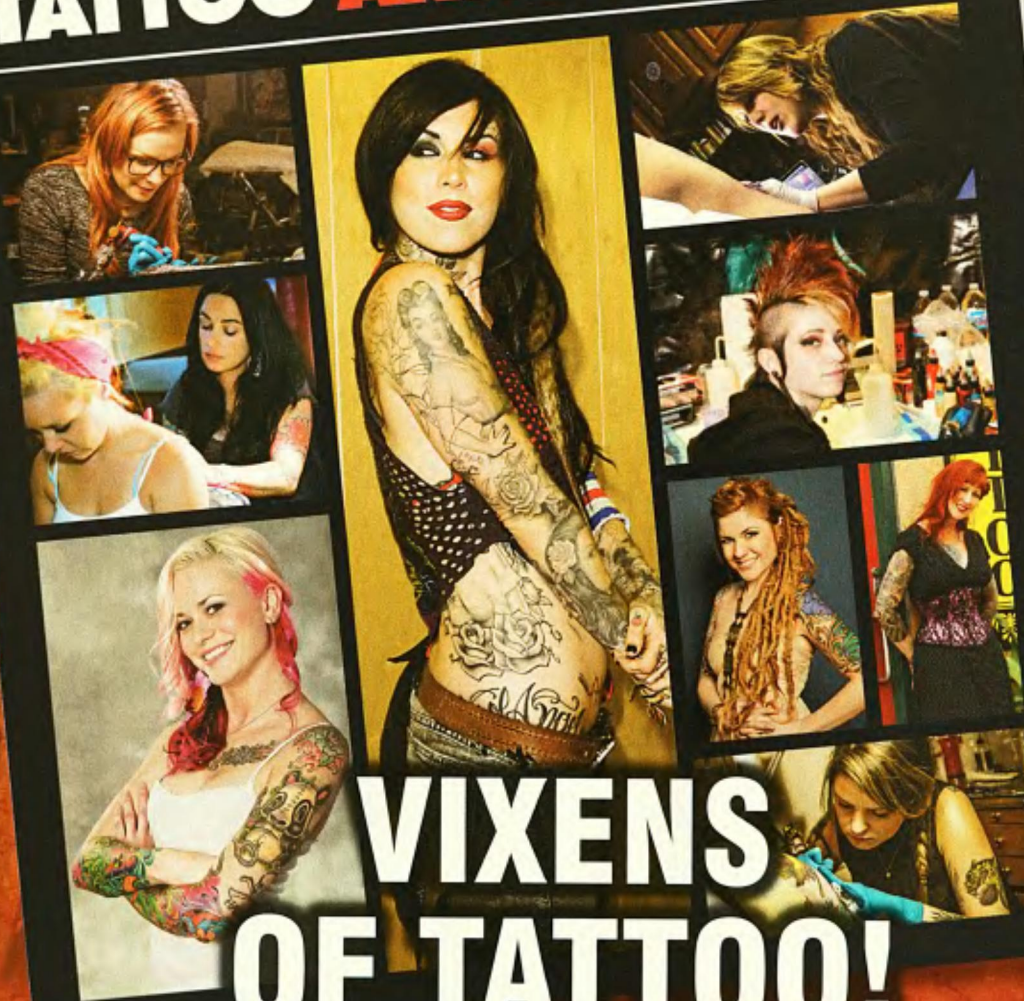


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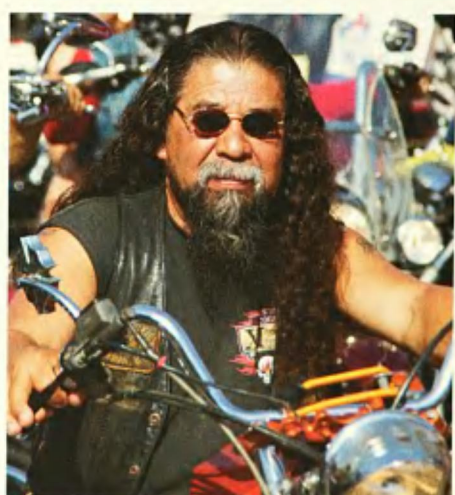


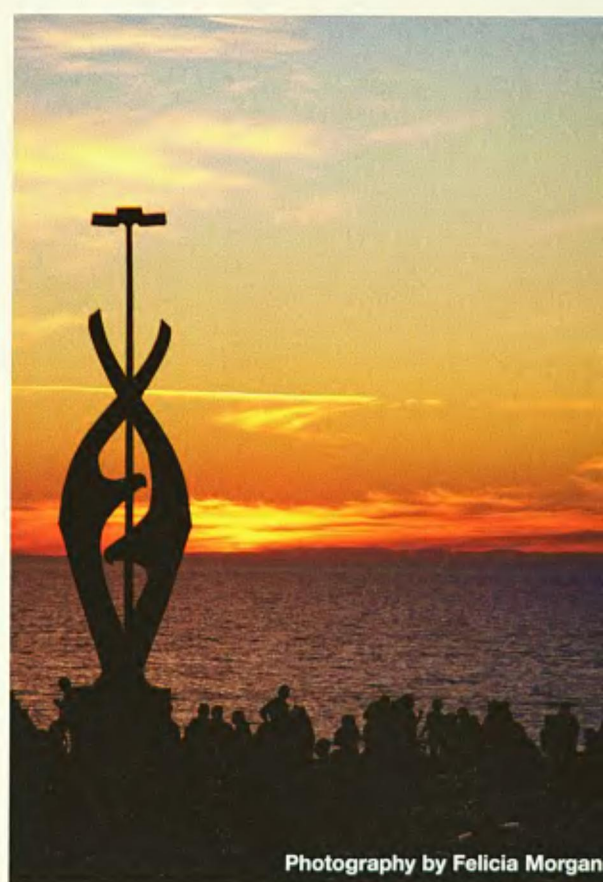


If crossing the border gives you pause, forget about it. Bring your passport and party hat, leave your weapons and worries and roll on out to a Mexican weekend of fun and frivolity. But whatever you do, don't forget to buy a Mexican insurance policy. Your regular policy won't cover you south of the border and you absolutely do not want to travel without it. You can buy policies at any of the border towns and our full coverage policy for a 4-year old bike cost \$85.

Puerto Penasco is about 60-miles from the Arizona border and home to a large population of Americans. The city is prepared to do business with American dollars but dinner checks and receipts are presented in pesos. So go on, take a ride through the Sonoran Desert to the salt and sun of the Sea of Cortez. Get your toes in the sand and soak up some of that tropical sun and warm hospitality.

—Felicia Morgan





Photography by Felicia Morgan

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DOIN' IT IN THE DESERT

ARIZONA BIKE WEEK TURNS 21





WestWorld is a Scottsdale equestrian venue best known to the rest of us non-horse type folks as the place that has, for the last several years, been home to the Arizona Bike Week each April.

Cabin fevered riders load up the trailers, board planes or just flat haul-ass out of their particular water-logged homestead or personal snow bank to head for the sunny southwest where wide open spans of endless horizons welcome the hordes of bikers hell-bent on soaking up every mile of warm, desolate desert.

Central Arizona's famous Valley of the Sun calls us out and the twisty back roads become a biker's playground as riders hit the highway to scope out Arizona's signature scenery that includes the statuesque saguaro cactus. The fact that of the 76,800,000 acres comprising the Sonoran Desert that spans from Mexico all the way into Canada, only a small part of that acreage actually grow the dignified but prickly desert denizen and the largest concentration of the cactus is in the arid spans of Arizona. Consequentially, tourists are particularly taken with the local landscape and it's considered a sort of unspoken sacrilege to leave the state without one of those ultra-kewl, iconic saguaro sunset photos.





With charity runs scheduled every day of the weeklong wingding, there's no need to look real hard for a riding buddy since everyone's just as thrilled to be in the wind as the next guy. The most popular run, the T-Bar, is spent hitting the area strip bars while raising cash for breast cancer. And while the days of Arizona Bike Week are mostly spent riding around soaking up the sun, things cool off in the evenings and there are plenty of bikeresque activities on tap to keep everyone entertained. The talented guys from the Busted Knuckles Stunt Tour set the nights on fire, literally, when they ignite the gasoline soaked tarmac with sparks from dragging their rear fenders across the black top while popping wheelies for the cheering crowds. During the daylight hours their high-octane, over-the-top stunts are tempered by the precision choreography of the Harley-Davidson of Scottsdale Drill Team riders.

There are concerts, bike shows, stunt shows, flat track racing and vendors to



peruse to your heart's content at Scottsdale's WestWorld. There's even a vintage bike auction held in a huge air conditioned building to shop through when the sun gets to be a bit too much, and it's all conveniently laid out near onsite camping which is really the best way to infuse oneself in the total flavor of the Arizona Bike Week experience.

From pitching a tent, to big-ass RV sites, the camping accommodations make staggering back and forth between the various stage performances and non-stop events an opportunity to meet n' greet bikers from around the world. There's even a judged contest for the best decorated homestead. Some folks never even leave the comfort of the grounds at all, though Phoenix Bikefest and Cave Creek Bike Week is also going on just a few miles down the road and would be a shame to miss. Arizona Bike Week promoters encourage riders to get out and check out the other venues since each event has something unique to offer.





Each year a recognized biker personality is honored with a "Hero Award" and the 2017 recipient was the much loved and respected Jay Allen. Additionally, bike builder Arlen Ness was presented a Lifetime Achievement Award.

Nightly concerts at Arizona Bike Week are included in the ticket price and consisted of local resident Bret Michaels, the Pete Cummings Band, Creedence Clearwater Revisited, Korn, and Alice Cooper, who is also an Arizona resident. Bands comprised of students from Alice Cooper's School of Rock also performed throughout the week but the nighttime antics sponsored by the Dirty Dogg Saloon are definitely for the 21-and-over crowd.

Dates for 2018 Arizona Bike Week are scheduled for April 11-15 and the theme is "Deuces Wild," in celebration of their 22nd anniversary on two-wheels.

—Felicia Morgan



Photography by Felicia Morgan

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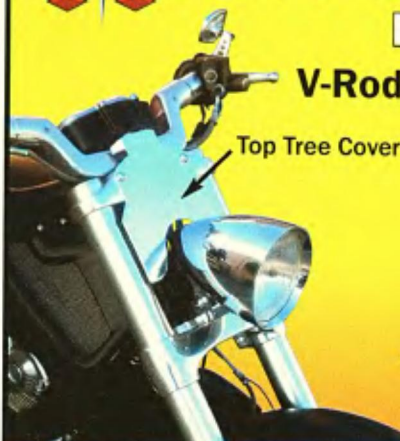
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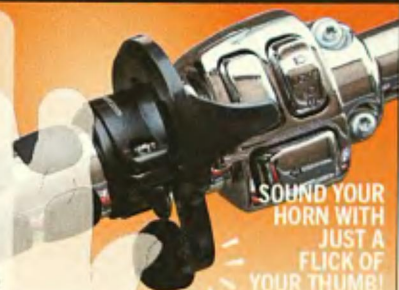
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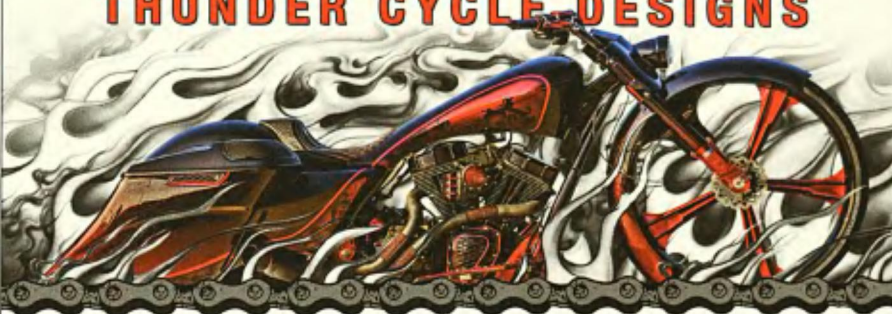
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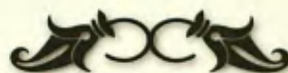
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Kenny Davanzo Taylor, MI 1949 Panhead

The number 49 plays an important role here, temporarily, anyway. That's because when Kenny built this bike, a 1949 panhead, he was 49 years old. "It's an original '49 engine and frame," he says, "and I'm 49 years old and own a small shop here in Michigan, just south of Detroit."

Actually, it's a two-car garage that Kenny's been using to do repair work and some builds in an effort to just get his name out there. Or in here, as it were. "I got this bike from Mississippi and tore it down to the



frame," he says. "I cut and raked the neck to 45 degrees and welded on some steel tabs to have the oil tank sit close to the top of the frame like it's floating from the side."

He also rebuilt the engine from the crank on up and added some mild cams and a set of Wiseco pistons,

giving the set-up a 10:1 compression ratio with a Joe Hunt magneto. He also cleaned up the heads and went through the tranny by installing some Andrews close ratio gears, and then he added a 3-inch BDL belt drive to get the whole thing moving. Finally, he decided to top it all off with a "crazy paint scheme" by enlisting his buddy Jeff "Wacko" Rush's help who gave it that metal flake look.

"The bike's a great runner," says Kenny. "It's loud as hell, especially rolling down the road to Nowhere Land." His shop, by the way, is very appropriately called Hazardous Cycles. And no, we don't know what Kenny's gonna do when he's 50.

—Tripper



Comin' At Ya



Photos: Owner



"Wbaddaya mean he doesn't want to be a cop when he grows up?"



The awesome October issue of *Easyriders* (No. 532) takes you to America's oldest motorcycle rally, Laconia! We'll also ride to the Leesburg Bike Fest for all the wild action. This is also our "Unswimsuit Special" filled with a gaggle of gorgeous girls sans duds. That means more boobs for yer buck!

Custom bike features include Wayne Burgess' wild shovel show-stopper, Bob Kavanaugh's wicked pan, Larry Curik's award-winning Lone Star Chopper, and John Dodson's Gangster Chop.

All this plus more stripper confessions, a classic David Mann painting, some twisted laughs and more topless treasures than you can throw a net over! It's all comin' at ya, in the October issue of *Easyriders*!

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