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534 • JANUARY 2018

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Pissed Off

Transgender Canadian artist, Cassils, recently displayed an installation at New York's Ronald Feldman Fine Arts Gallery. The description from the artist's website reads:

"The centerpiece is 'Pissed,' a minimalist glass cube containing 200 gallons of urine: a collection of all the liquid the artist has passed since the Trump administration rescinded an Obama-era executive order allowing transgender students to use the bathroom matching their chosen gender identities. The sculpture is contextualized by audio recordings from the Virginia school board and the Fourth Court of Appeals articulating the ignorance and biases that run through every level of judicial proceedings."

Guess this guy or gal was really pissed.

Man Rape?

An attractive 34-year-old woman has been nabbed in Russia for drugging and raping ten men. She approached them in a bar and spiked their drinks with clonidine, which knocked them out for 24 hours. She then dragged them off and used a tightened rope to keep their dicks erect then had her way with them. The victims all remembered a friendly brunette that gave them drinks, but recalled little else. One of her victims has refused to press charges, saying, "It was great. I like hot women. I only wish she hadn't used the clonidine on me."

Don't Park Drunk

A 25-year-old man in Orlando, Florida was arrested on DUI charges after he struck 17 parked vehicles at an apartment complex. He told cops that he was "just trying to park."

John Wayne Fact of the Month

Marion Robert Morrison, (later known in movies as "John Wayne"), was born to Clyde and Mary Morrison on May 26, 1907, in Winterset, Iowa. Weighing in at a whopping 13 pounds, it's safe to say that John Wayne was larger-than-life from the start.

A group of local firemen started calling him "Little Duke" at a young age because he never went anywhere without his huge Airedale Terrier, "Duke." He preferred "Duke" to Marion, and the nickname stuck.



Drive-through Condoms

There was actually a store in Cranston, Rhode Island that opened in 1992 and was the world's first, (and probably last), drive-through condom store. Locals were said to be outraged, and the local Catholic church condemned the store as a "moral outrage." A rock was thrown through the window of the Speedy Rubbers shop and graffiti was spray-painted across its front, though there is no word on what the

graffiti said. The business owner, a former flight attendant and "adventurous entrepreneur," eventually succumbed to community pressure, packed up her dick gloves, and shut the place down.

Sign of the Times?

The following sign was posted outside of a Seattle Propane gas station in Wallingford, Washington: "Do regular dogs see police dogs and think, 'Oh no, it's a cop?'"

Snake Bite Detox

A health craze in China has been stopped by authorities as maybe "not so healthy" after all. Several restaurants had been serving "poisonous snake-bitten chicken" as a supposed "detoxifying" meal. The cook holds a poisonous snake and forces it to bite a live chicken until it dies, then he cooks it and serves it to customers.

Bunny Love

An Oregon woman was arrested again after she was found in a hotel room with 13 caged bunnies. She had previously been arrested for keeping 250 rabbits in her home. The conditions of her parole mandated that she was not to keep pets and must "stay at least 100 yards away from rabbits."

Solar Bras

Now women can power their cell phones with their boobs! Triumph International Japan has invented and markets the solar-powered bra. They also have a bra that turns into a reusable shopping bag.

Biker Saying of the Month

A friend will help you move. A brother will help you move a body.



6

SALVADOR

Cole Rogers'
1975 Harley-Davidson
Sportster



18

PLAN B

Bryan Lane's
Sweet 1947 Knuckle
Head



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BIKE OF THE YEAR

Masa Inoue's
1953 Harley-Davidson
Revolt Chopper



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FUN IN FOWLerville

It's Easyriders Motorcycle
Rodeo Time



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ODIN'S AXLE

Motorcycle Royalty
By Ron Finch



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KENTUCKY BIKE RALLY 2017

In Sturgis, Kentucky



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ORANGE BLOSSOM SPECIAL

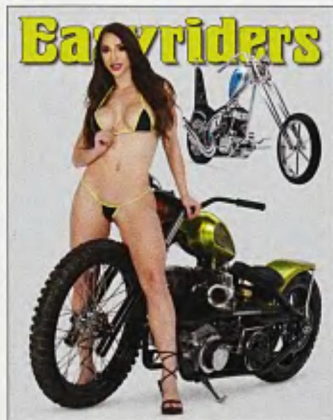
Roger Harper's
2015 Camtech Road Glide



80

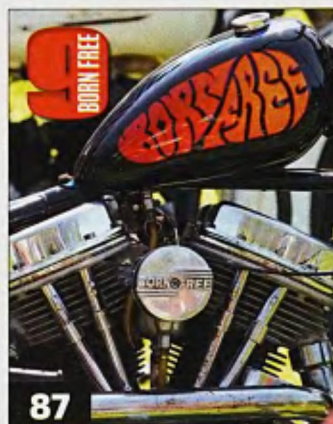
BOTTOM DOLLAR

John Dodson's
1947 Harley-Davidson FL
Knucklehead Custom



Molly Todd with John Dodson's 11947
Harley-Davidson FL Knucklehead
Custom. Photo by Don Rogers.

We love hearing from you! Please send
your questions or comments to the
editor at dnichols@easyriders.net.
Next month's issue goes on sale
December 26, 2017.



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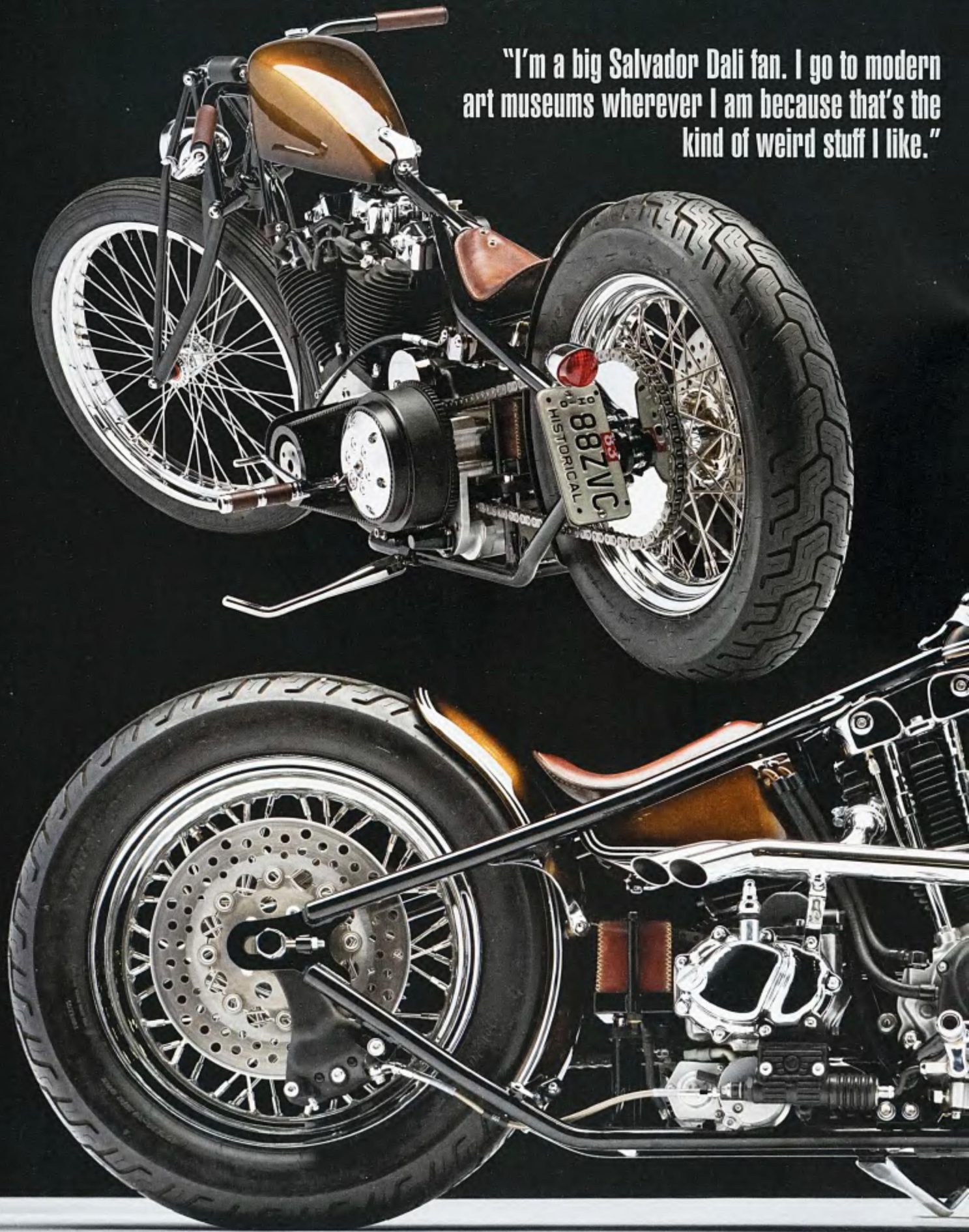


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"I'm a big Salvador Dali fan. I go to modern art museums wherever I am because that's the kind of weird stuff I like."



When Cole Rogers of Springsboro, Ohio builds a bike from the ground up, which he usually does, he likes to fabricate everything himself. Although he's become known for a distinct bobber style, every part on his bikes has its very specific place and no two of his bikes are exactly alike.

With "Salvador," as he calls this work of art, he really started from scratch. "When I bought the engine, it was completely disassembled," he says. "I mean every last nut and bolt was a part in a bin. But it had a title, and I gave the guy 200 bucks for it, I think."



Salvador

COLE ROGERS' DALIESQUE CREATION



As luck would have it, the case was cracked at the transmission, so Cole simply cut the transmission off and replaced it with an FLH tranny. Then he built a frame around the motor and that Tech Cycle belt drive with the starter on the bottom of the transmission. Making the mount for the tranny was kind of tricky, Cole says, because the Sportster frame is narrow compared to a big twin frame, so he had to jack the transmission up a little bit to get that starter and everything in there.

Cole also fabricated the pipes, the seat, and the bike even has one of his inverted clutch levers with the cables running through the handlebars. Of course he built the unique front end, too. "I call it a girder, but it's actually a knee-action front end," he says. "I did all the drawings and took them to my dad. My dad used to be a rocket scientist, literally. He did solid rocket propulsion for the military for 34 years. So he looked over the drawings and changed a couple of numbers, and I built the first one. It worked great, and a couple of other guys liked it, so I built some more, and now it's my best-selling part."

He did have Bob Colvin go through the lower end, and it now features Truitt & Osborn flywheels and Keith Black pistons with gapless rings. He says it's a pretty fast little Ironhead. The folks at Good Time Reform handled the tasteful, custom, root beer paint.

The Sportster gas tank, by the way, is narrower and rounder on top than stock. Or, as Cole puts it, "I took the good parts of the Sportster tank and got rid of the bad parts and made a better Sportster tank."

The reason he calls the bike "Salvador," Cole says, is "because the tank mount is sort of abstract and bent and sort of melty-looking, as are the fender mounts. I based it on Salvador Dali's 'Persistence of Time' painting. You know, the melted clock painting. Plus, he painted some people

with super skinny arms and legs, and I made the frame out of some pretty skinny material."

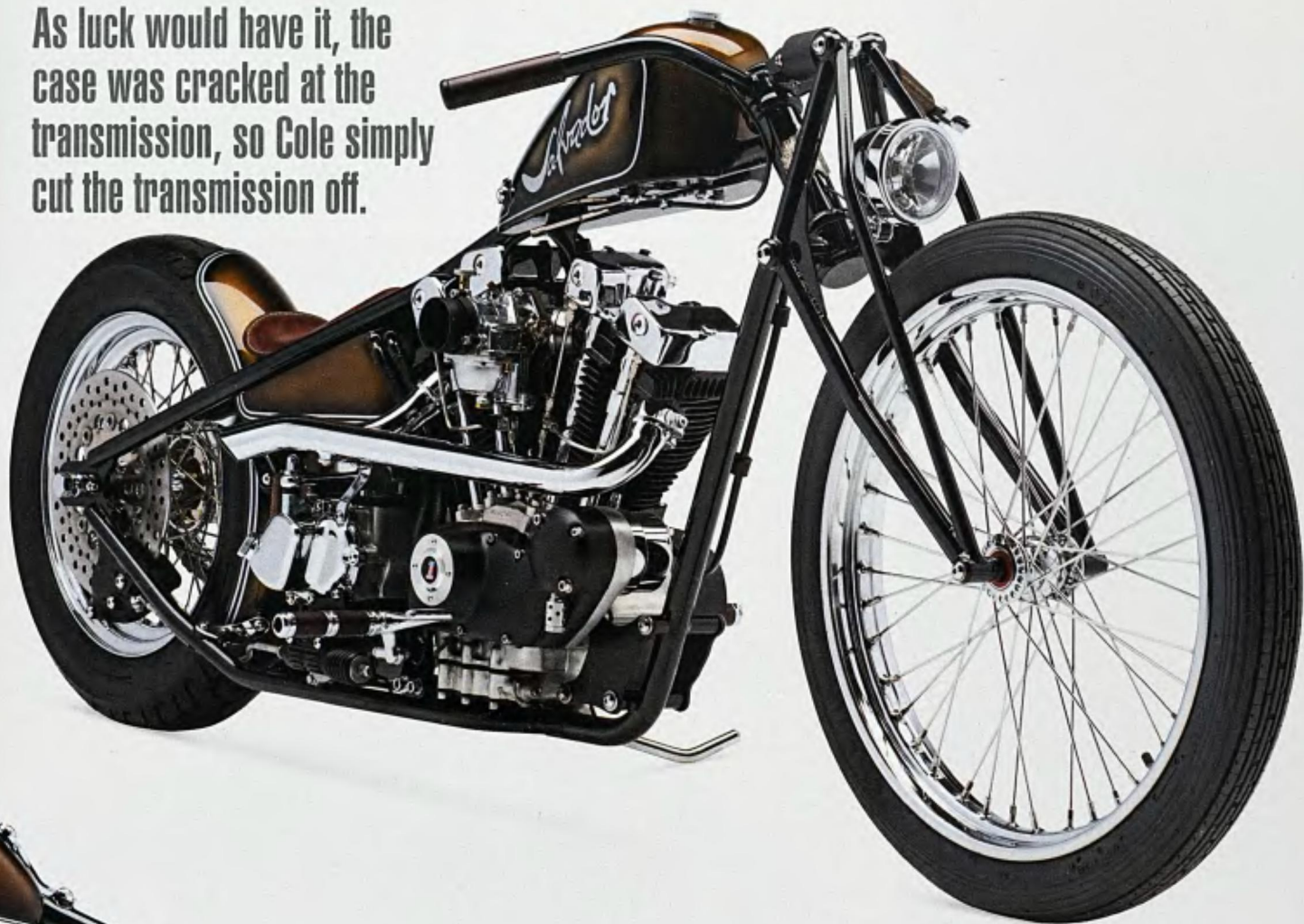
That's actually Dali's signature on the gas tank, or a copy thereof. "I'm a big Salvador Dali fan," Cole explains. "I go to modern art museums wherever I am 'because that's the kind of weird stuff I like. And that's why stuff isn't always symmetrical on what I do. Like a tank mount that's a bit off to the side, and so on, but everything always flows right."

Cole says he's currently working on a traditional shovelhead chopper, something a little different than what we're used to seeing from him. It's hard to imagine what that'll ultimately look like, but one thing's for sure: it'll be as unique as all Cole Rogers' choppers.

—Red Baron



As luck would have it, the case was cracked at the transmission, so Cole simply cut the transmission off.



Owner: Cole Rogers
City: Springsboro, OH
GENERAL
Fabrication: 138 Cycle Fabrication
Year and make: 1975 H-D
Model: Sportster
Assembly: 138

Time: 4 months
Chroming: Dayton Wire Wheel

ENGINE

Year and make: 1975 H-D
Model: Ironhead Sportster
Rebuilder: 138 Cycle Fabrication
Ignition: Dyna 2000
Displacement: 80 cubic inches
Lower end: Truitt & Osborne
Balancing: Bob Colvin
Pistons: KB gapless rings
Heads: H-D
Cam: Andrews PB+
Lifters: Jims
Carb(s): S&S Super E
Air Cleaner: 138 Cycle Fabrication
Pipes: 138 Cycle Fabrication

TRANSMISSION

Year: 1977 FLH
Modifications: yes
Shifting: foot

PAINT

Painter: Good Time Reform
Color: Root beer
Type: House of Kolor
Powdercoating: Steve Martin

FRAME

Year / builder: 2015 138 Cycle Fabrication
Type: hardtail
Rake: 37 degrees
Stretch: 2 inches out
Shocks: none

Modifications: none

ACCESSORIES

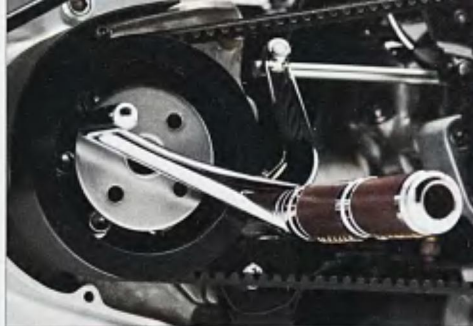
Bars: 138 Cycle Fabrication
Handlebar controls: 138 Cycle Fabrication
Fender(s): 138 Cycle Fabrication
Headlight: Tedd's
Taillight: Tedd's
Pegs: 138 Cycle Fabrication
Electrics: 138 Cycle Fabrication
Gas tank: 138 Cycle Fabrication
Oil tank: 138 Cycle Fabrication
Oil system: H-D
Seat: 138 Cycle Fabrication
Grips: 138 Cycle Fabrication

FORKS

Type: girder
Extension: 6 inches under
Builder: 138 Cycle Fabrication

WHEELS

Size: 21 inches front, 16 inches rear
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Brake: H-D discs



Photos: Michael Lichter



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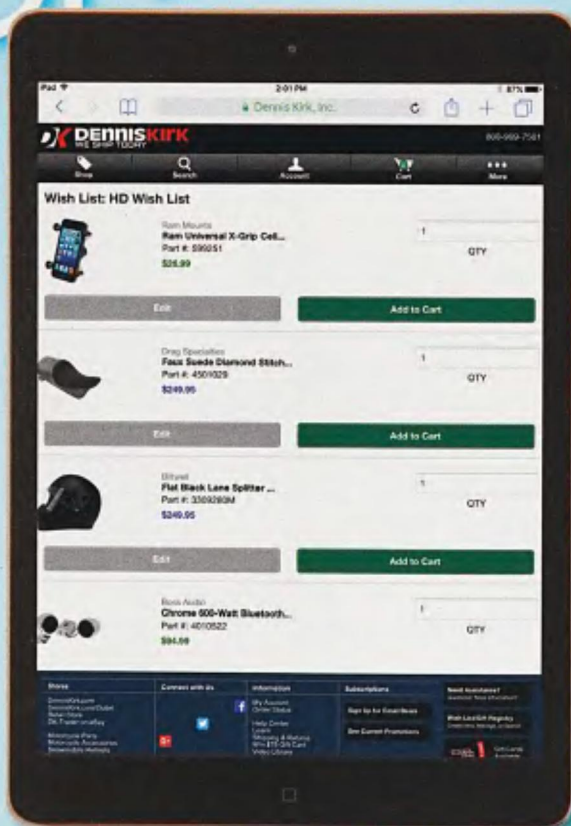
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KILLING THE DYNA

Harley-Davidson made some significant changes to its lineup for the 2018 model year, particularly in the Softail line, but one of the big surprises was the elimination of the Dyna from production. Surprising, as this model has been a favorite of the younger demographic that Harley is seeking to grow and retain. The nimble Dyna has always been seen as the next step up from the Sportster for the performance-minded rider.

Unfortunately, the Dyna chassis is unable to accommodate the Milwaukee-Eight engine. The new eight-valve engine debuted last year in select bagger models, and has been expanded into the Softail line this year.

Another bit of news, perhaps not unexpected, was the elimination of the V-Rod models for 2018. While it has a niche of core riders, it never really

caught on here in the US. It has been suggested eliminating these models will allow the company to control costs by merging around a central platform.

Harley-Davidson is continuing to reach out to younger riders, with lower priced options in the the Street category: 500 and 750 cc models powered by the Revolution X power plant. It remains to be seen how well these new models catch on with the younger generation. Harley CEO Matt Levatich has stated a goal of bringing 2 million new riders into the fold over the next ten years.

WACO SAGA

The Waco trials are just getting started. In a recent development, Texas District Judge Ralph Strother has been recused in four cases (to date). The attorneys for the defense have successfully argued that Strother has shown bias in the cases towards the prosecution. In three of the cases it was noted that the judge required all of the defendants to appear in court so prosecutors could serve them with DNA warrants, dubbed a "DNA Docket," a move that showed the judge coordinated with prosecutors where he should have remained neutral.

In the first case scheduled to go to trial, that of Christopher "Jake" Carrizal, attorney Casie Gotro challenged the neutrality of Strother, saying he was using "the authority of the bench to aid and assist the state in prosecuting the defendant" and to prevent Gotro "from accessing evidence, addressing the court, making legal arguments, (and) preserving the record." She cited inability to receive full discovery from the DA's office, and the Judge's refusal to order the state to comply with these requests, rendering the ability to mount

a proper defense impossible without these tools.

Gotro objected to Carrizal's case placement in the docket, saying that Strother tried to force her to go to trial in the first pre-trial hearing she attended, even though she had only been on the case a few weeks, after his first attorney asked to be replaced. Austin attorney Millie Thompson testified that she witnessed that Judge Strother "tried to force her (Gotro) to go to trial in the March 24 hearing," continuing that "He reacted (with hostility) and accused her of lying," Thompson said, "He was trying to force her to trial without full discovery."

Strother has been replaced in these four cases by District Judge Matt Johnson, whose appointment was also challenged. Johnson is the only other District Judge in the county. Both Strother and Johnson met with DA Abel Reyna to discuss all of the defendants in the case, and select a trial calendar based on which motorcycle group each defendant was associated with, a move that the attorneys argued prejudiced both judges on every case. A motion to recuse Johnson has been denied, after Johnson said he had no bias against Carrizal, and pledged to be fair.

In another of the cases, a motion by defendant Matthew Clendennen asked for a dismissal of his charges on the grounds of his right to a speedy trial was being denied, as well as alleged misconduct by the DA's off for recording a conversation between the defendant and his attorney, Clint Broden while still in the County jail. Clendennen's right to attorney-client privilege was violated by the jail recording. Judge Johnson took the second motion under advisement, saying he wanted to listen

CONTINUED NEXT PAGE



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to the recoding to determine the extent of the damage.

Most recently Carrizal's case has been postponed. It is now unclear whether Carrizal or Clendennen will be the first to go to trial.

Sources: KWTX 10 News,
ABC News, Waco Tribune,
The Associated Press

CAN BUS HACK

Most new cars (and motorcycles) use the "Controller Area Network" or CAN Bus standard to connect the vehicle's internal communication system of electronic control units. CAN Bus controls brakes, power steering, airbags, and many other systems on the vehicle.

A group of researchers are warning that the CAN Bus standard, which includes as much as 100 million lines of computer code, is not only hackable, but that the design of the standard would need to be changed at its lowest levels to eliminate the flaw.

They were able to demonstrate that by overloading the CAN with error messages they were able to render the system inoperable, deactivating the airbags and braking systems. Critics of the research have argued that it would be necessary for an attacker to gain access to the ports in the interior of the car to override the system. However it has been documented that access can be gained through WiFi, through digital radio, and through mobile phones connected to the system.

The CAN Bus standard is integral to the "connected vehicle" concept, part of the path towards the much-touted autonomous cars in the future. CAN is essentially the brain of the car. If CAN Bus becomes the backbone of autonomous cars, the stakes will be far higher, should hackers decide to attack this avenue of the nation's infrastructure. Federico Maggi, a member of the

research team noted, "With current transportation trends such as ride-sharing, carpooling, and car renting, the scenario where many people can have local access to the same car is now more commonplace," he wrote, adding, "A paradigm shift in terms of vehicle cybersecurity must happen."

Source: Naked Security

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Steve West - (561) 499-0974 - steve@love-jugs.com

**This knuck was built
for riding and Bryan rides it
all the time.**

For Bryan Lane of Charlotte, North Carolina's Plan B Cycles, riding and wrenching on bikes is medicine for the soul. Originally from New York, Bryan throttled crazy sport bikes for 20 years until the prospect of impending fatherhood made him reconsider his death-wish ways. "You can get in real big trouble real fast on a sport bike," he



says in his New York drawl, "so I decided to slow down a bit."

Always having a love for old iron, he started building bikes in his garage, dubbed Plan B Cycles (the B is for Bryan). He built a few bikes, pans and shovels mostly, but kept his eyes open for a knucklehead project.

This sweet as sugar pie knuckle you

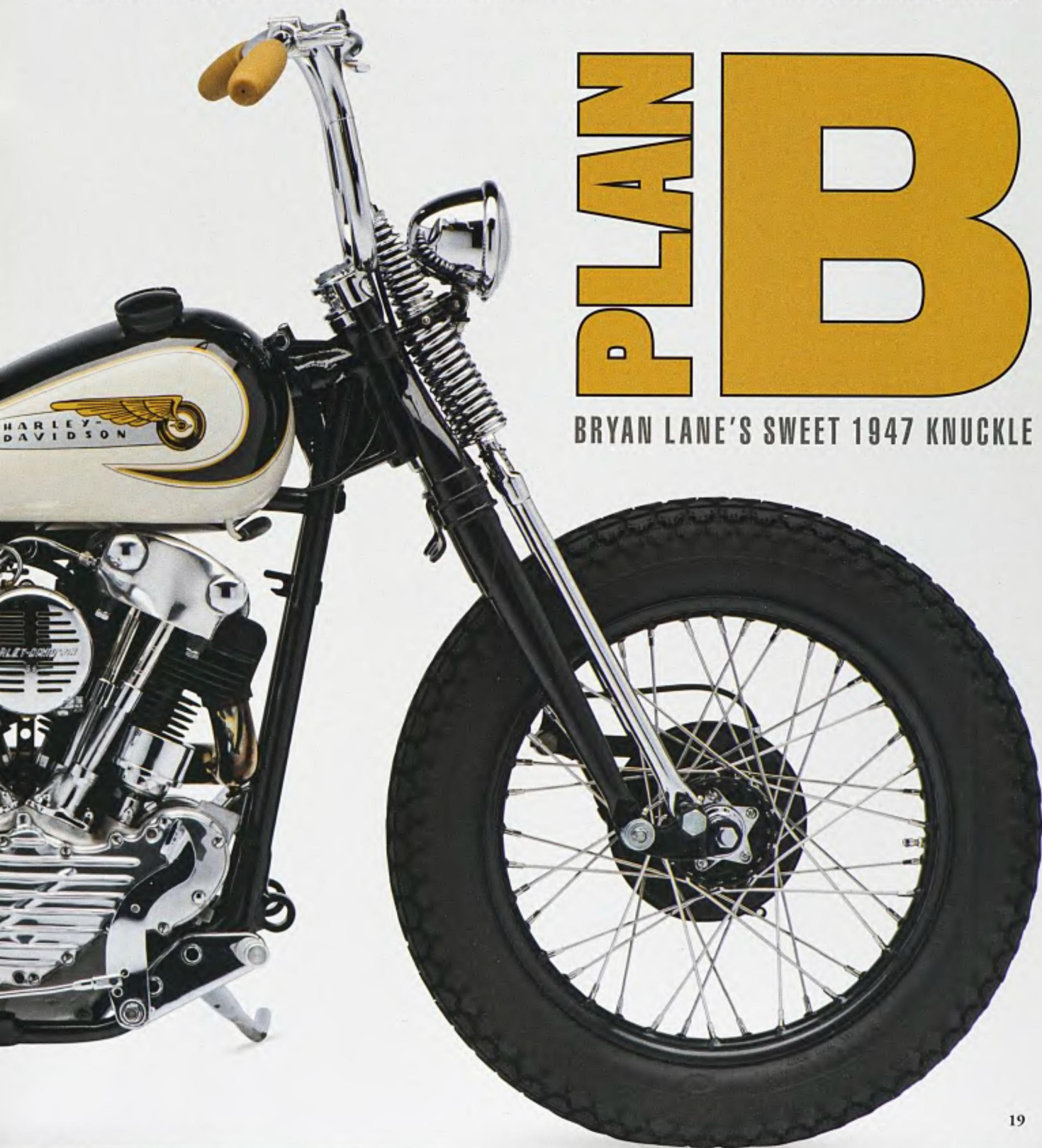
see before you started out as just a motor and tranny. When Bryan got the motor, he threw it into an existing frame just to make sure it ran, and by golly, it did. He tapped local motor guru Ben Edwards of Ben's V-Twins in nearby Indian Trail for expertise. All they really did was re-gasket the tough old mill. It remains the original

74-inches that God intended.

Bryan searched out and located a 1947 bullneck frame and stock front end on Craigslist and the project was on. The frame just needed a couple of tabs, but was otherwise ready to roll. He wanted to maintain an old-style bobber look, but with a few modern touches for creative expression and practicality.

PLAN B

BRYAN LANE'S SWEET 1947 KNUCKLE





After all, even though it won the coveted John Green award at the Easyriders Columbus Invitational Bike Show last year, this scooter is no show queen. This knuck was built for riding and Bryan rides it all the time, as evidenced from the golden hue on those stainless steel pipes that swirl around each other.

The stainless exhaust pipes are an engineering marvel, painstakingly bent and welded by Zach Hinde at Prism Supply Co. in Stanley, North Carolina. Zach and his brother Jake started PSC in 2012 and are a couple of young dudes building some of the coolest bikes and parts around.

Bryan opted for an open belt primary to avoid the constant maintenance and leaks of an old chain and cover rig. Plus, that open belt looks pretty badass, don't you think? Going through some personal hell at the time, he came really close to selling the bike mid-project, but his friends convinced

him to keep going with it as a kind of therapy. "Doing something like this really gets your mind off of all your problems and it really helped keep me together," he tells us. Attention to detail is witnessed in the narrowed rear fender and gas tank to give the bike a skinnier vibe. Bryan also fabricated the clutch cover and fender struts.



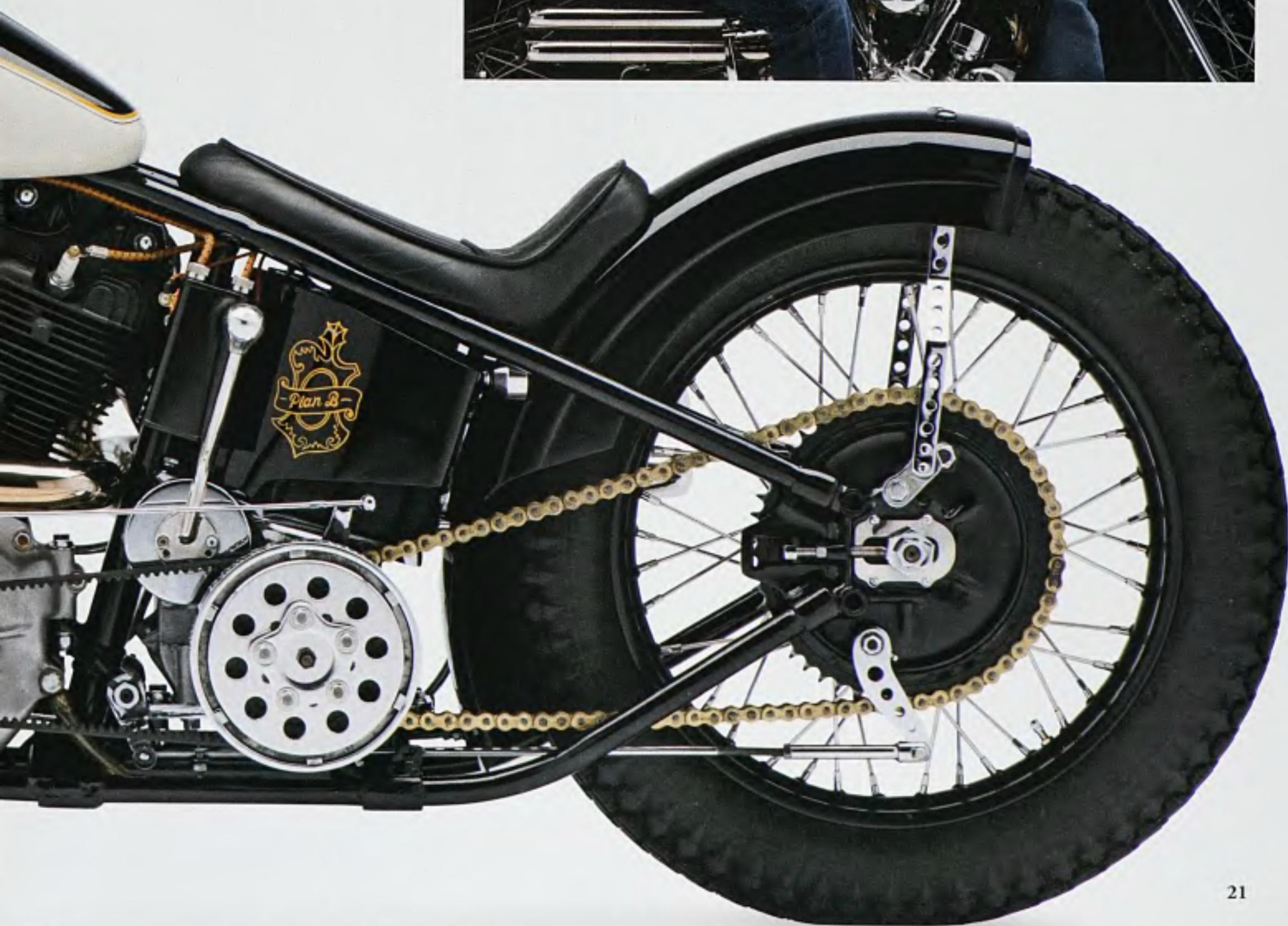
The air cleaner is actually a siren housing from an old cop bike.

The classic black and white paint with gold accents was squirted on by none other than Rusty Nash at Paints by Rusty in Murrells Inlet, South Carolina. When the finished product was all put together, what we have is this eyeball-poppin', super-sanitary, no bullshit, real-riding machine. It's a tribute to tenacity, vision, and following your moto-muse even through hard times.

These days Bryan is enjoying the relative peace, quiet, and great riding offered in his adopted state of North Carolina. So what's next for Plan B Cycles? Well, naturally he's got another '47 in the works. We can't wait to see it. If you want to see more of what Plan B is up to, check out [fastlaneplan](#) on Instagram.

You know, when you boil it all down, sometimes plan B can be a pretty cool option. —*Beatnik*

Bryan Lane seated on bike and Chris Wade at right. Bryan built the knuckle in Chris' home garage shop.



Owner: Bryan Lane
City: Charlotte, N.C.

GENERAL

Designer: Bryan Lane/Plan B Cycles
Fabrication: Plan B Cycles
Year/Make: 1947 H-D
Model: Knucklehead FL
Assembly: Plan B Cycles
Time: 6 months

Chroming: Concord Plating
ENGINE

Year/Make: 1947 H-D
Model: Knucklehead FL
Rebuilder: Ben's V-Twin
Displacement: 1200cc
Ignition: points
Lower end: stock
Pistons: stock
Heads: stock
Cam: stock
Primary: stock
Carb: S&S Super "E"
Air Cleaner: Plan B Cycles
Pipes: Prism Supply

TRANSMISSION

Year/Make: 1947 H-D
Shifting: jockey 4-speed
Shifter: Prism Supply Co.

PAINT

Painter: Paints by Rusty
Color: black/white

FRAME

Make: 1947 H-D
Type: Bullneck
Rake/Stretch: stock

FRONT END

Builder: H-D
Type: Springer

ACCESSORIES

Bars: Prism Supply Co.
Handlebar Controls: Kustom Tech
Grips: Biltwell
Fender: narrowed stock
Headlight: 4-inch
Taillight: Prism Supply Co.
Pegs: Prism Supply Co.
Gas tank: Narrowed shovel
Oil tank: H-D
Oil System: stock
Seat: Haifley Bros.

WHEELS

Size: 18-inch
Hubs: star
Tires: Firestone
Brakes: mechanical

Photos: Michael Lichter



Bryan searched out and located a 1947
bullneck frame and stock front end on Craigslist
and the project was on.



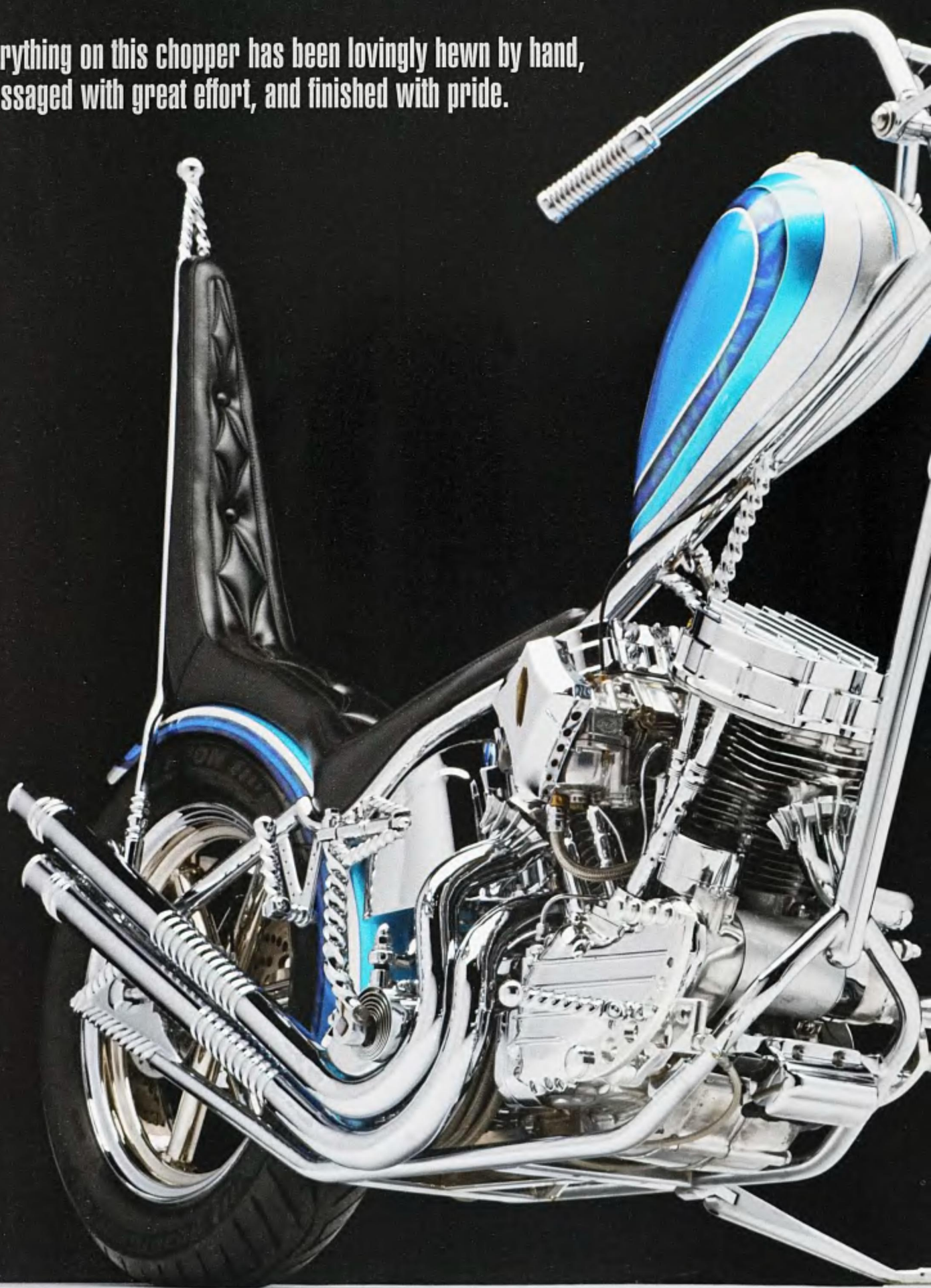


Nick Means Photography
Instagram icon @nickmeansphoto

Kat Livingston
Instagram icon @modelkatlivingston



Everything on this chopper has been lovingly hewn by hand,
massaged with great effort, and finished with pride.





MASA INOUE'S PERFECT PAN **EASYRIDERS** **BIKE OF THE YEAR**

You are looking at our editors' pick for the Easyriders Bike of the Year. This rigid frame panhead chopper was built by Masa Inoue, owner of Revolt Custom Cycles of Osaka, Japan. Masa has been building bikes for over 15 years and opened his shop five years ago. He decided to create a motorcycle that he hoped would challenge the bike builders across the ocean at American bike shows. "I named the chopper 'Trident' as a weapon for challenging over the ocean," Masa tells us.

Masa's bike building friends in the United States encouraged him to show his bike at our Easyriders Bike Show in Sacramento, California. Masa brought us this jewel, and promptly blew our minds! "Ocean is the theme of this motorcycle and its motifs are reflected everywhere," Masa says. "For example, the twisted and rippled processes are inspired from the waves, and the shape inside of the sissybar is symbolic of an anchor. I also inlaid diamond shapes in it. That's the symbol of my shop. The custom paint expresses the sight when you dive into the sea and look up at the surface, reflecting the sunshine."

So, how does a custom motorcycle become our Bike of the Year? It begins with bringing your bike to one of our Easyriders Bike Shows, held around the country each winter. When your bike wins Best of Show honors at one of our regional shows, you are invited to bring the bike to our Invitational Bike

Show in Columbus, Ohio. The very best custom bikes from all over the country compete in Columbus for the coveted title of Bike of the Year: the best of the best. Our editors act as the judges of the Invitational Show and meticulously go over every aspect of the bikes, looking for a motorcycle that not only stands hands above the crowd of amazing iron, but also exemplifies the *Easyriders* lifestyle.

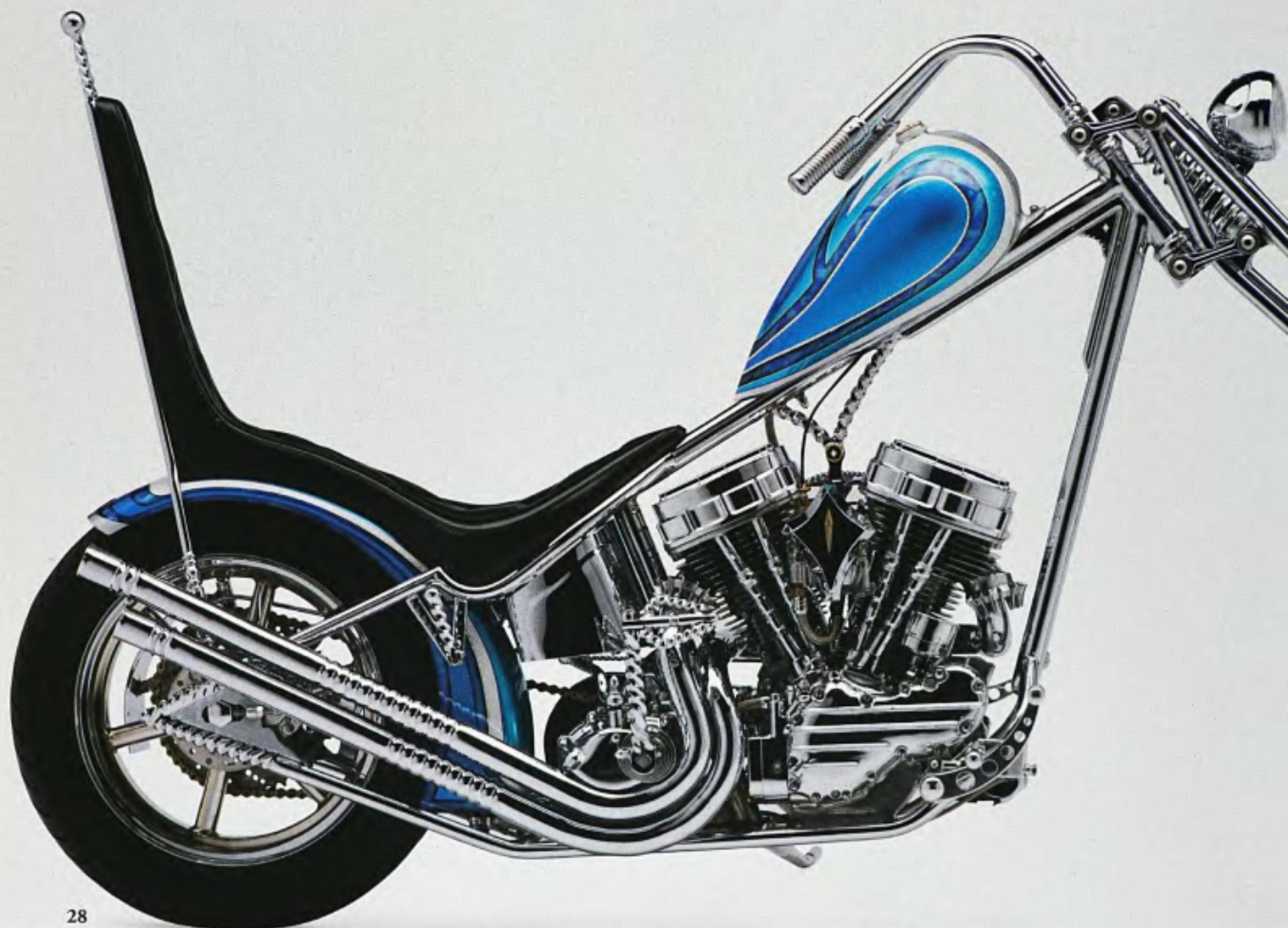
The winner of this honor gets a bike feature in *Easyriders* magazine, and we also showcase the bike in all our ads and promotional materials for our bike show tour the following year. We look for bikes that sum up the biker lifestyle in all its righteous glory; hand-built choppers by builders with grit, determination, style, and class. Masa's scooter fit the bill and then some.

This pristine panhead is a flawless example of what a custom chopper should be. Starting with a 1953

panhead motor and tranny, Masa rebuilt the powertrain with quality S&S parts before creating a rigid frame that looks like it came right out of the 1970s chopper scene. A big fan of the kind of southern California style of choppers we featured back in the day, many of the details on this pan pay homage to iconic chopper builders such as Denver's Choppers. In fact, Masa used a technique that Denver's was known for: hiding the oil tank in the rear fender. Other trick features include a braking system that is enabled by twisting the left hand grip.

Everything on this chopper has been lovingly hewn by hand, massaged with great effort, and finished with pride. From the 2-inches over girder front end, to the sky high sissybar, and everything in between, this scoot is a rolling tribute to the *Easyriders* style.

Masa created almost every highly-detailed piece of this bike himself.



"I named the chopper
'Trident' as a weapon
for challenging over
the ocean."



Every single piece was designed to make an impressive statement, complementing the whole. Masa made the Invader-style wheels, the headlight, the air cleaner cover, the grips, the bars, those sweet upswept pipes, the gas tank, and rear fender; all of it, to create a statement. We're particularly impressed with the twisted and turned details on the motor mount, the kicker, the pipes, frame, and sissybar to complete the look. In fact, the only parts Masa sent out was the cobra-style seat by Jimmy Dope and the custom paint on the gas tank, and fender by Big Sign.

When you get to this high level of sophistication, all of the cables and wires are hidden. The fit and finish is flawless. With Masa's award-winning panhead, the line has been clearly drawn, and only men of valor may pass. This is what it takes to build a Bike of the Year. —Dave N.



Owner: Masa Inoue

City: Osaka, Japan

Designer: Masa

GENERAL

Fabrication: Revolt Custom Cycles

Year and make: 1953 Harley-Davidson

Model: Revolt Chopper

Assembly: Revolt

Time: six months

Chroming: Revolt

ENGINE

Year and make: 1953 H-D

Model: panhead

Rebuilder: Masa

Ignition: Dyna

Displacement: 74 cubic inches

Lower end: H-D

Balancing: Masa

Pistons: S&S

Heads: H-D

Cam: J cam

Lifters: S&S

Carb: S&S "E"

Air cleaner: Revolt

Pipes: Revolt

TRANSMISSION

Year and make: 1953 H-D

Modifications: Revolt

Shifting: jockey

PAINT

Painter: Big Sign

Color: blue

Type: House of Kolor

FRAME

Year: 2016

Builder: Masa

Type: rigid

Rake: very little

Stretch: quite a bit

Shocks: none

ACCESSORIES

Bars: Revolt

Handlebar controls: Revolt

Fender: Revolt

Headlight: Revolt

Taillight: Diamond

Pegs: Revolt

Electrics: 12 volt

Gas tank: Revolt

Oil tank: Revolt

Oil system: oil tank in rear fender

Seat: Jimmy Dope

Grips: Revolt

FRONT END

Type: custom girder

Extension: two inches

Builder: Masa

WHEELS

Size: 19-inch front, 16-inch rear

Make: Revolt

Tires: Avon

Brakes: Customtech



Photos: Michael Lichter





ACCUTRONIX EXTENDED FLOOR BOARDS

The new extended "Knurled Drilled Teardrop" front floorboards from Accutronix for 1984-up FLH & FLT baggers and 1986-up FLST replace the stock OEM front floorboards for a more custom look. They're extended 2-1/8 inches in front and mount like stock boards with stock hardware. They also fit the front of 2014-Up Indian Chiefs like stock with stock hardware. Accutronix floorboards are machined from 6061 T6 billet aluminum and brilliantly black anodized. The "Night Series" are black anodized with some areas remachined, yielding a contrast of a black anodized and raw aluminum finish. accutronix.com



KURYAKYN HYPERCHARGER ES AIR CLEANER

This radical new design features a state-of-the-art electronic butterfly operation,

delivering precise butterfly movement compared to vacuum-operated fluttering. An integrated servo motor connecting to the coil actuates and opens the butterflies with every twist of the throttle, creating an interactive experience between rider, air cleaner and motorcycle unlike anything available. The Hypercharger ES fits all 1999 to 2017 Twin Cam and 2017 Milwaukee-Eight models; XL Sportster applications will soon to follow. kuryakyn.com/hyper



DRAG SPECIALTIES STEERING DAMPER KITS

Dampen unwanted fork oscillations with Steering Damper Kits from Drag. These seven-position hydraulic steering dampers are fully adjustable, allowing full-fork movement from stop-to-stop. These kits come in a silver or black satin finish, and include required mounting hardware and instructions for installation. Available for 2006-'17 FXD models. dragspecialties.com



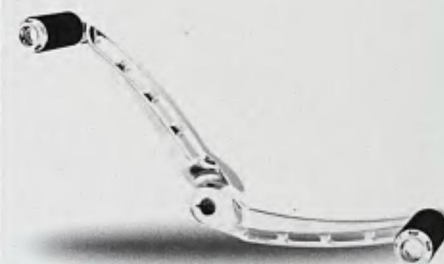
KHROME WERKS 5-4 SLIP-ON MUFFLERS

Engineered for performance, style and sound, these mufflers have been dyno-tested to show an 8-percent increase in torque and a 13-percent increase in power. They produce the Khrome Werks signature, authoritative tone without annoying high-frequency

noises and are offered in your choice of slash-cut or billet tipped in either triplex nickel chrome or black. khromewerks.com

PAUGHCO CHROME STEEL AXLE SPACER KITS

Paughco now offers an assortment of chrome plated steel axle spacers that will save builders a lot time and grief. This kit contains 28 pieces divided into 14 pairs of different lengths, from 1/4-inch to 3 inches. They're available in 3/4-inch and 1-inch inner diameter. This is a must-have kit for any shop or home builder. The complete kits are shipped in handy plastic tubes. paughco.com



PERFORMANCE MACHINE APEX LEVERS

Performance Machine has just released a matching line of brake and shift levers to accompany its ever-growing Apex Accessory Design Family. Designed to complement PM floorboards, the Apex levers feature classic, lightweight styling without forgoing comfort. Machined from billet aluminum, the new Apex levers are available in chrome and Contrast Cut finishes. CNC-machined from billet aluminum, they fit 1997-and-up FLH/T

and 1987-and-up FLST applications. Available in chrome and contrast cut finishes, they are made in USA. performancemachine.com



BLACK CLASSIC HOPNEL PAC-A-DERM FOR INDIAN

Hopnel created the original Pac-A-Derm Highway crash bar covers in the early 1990s, and they've come

out with Pac-A-Derms for nearly every model motorcycle which now includes Indian Motorcycles. Pac-A-Derms turn your crash bars into lower fairings providing protection from wind, rain, bugs and road debris. No tools are required, the design allows mounting of aftermarket highway pegs and includes a pair of Black Classic EZ Mount removable pouches. Designed to work specifically with the OEM Indian Mustache highway bars for the 2014 and newer Indian Roadmaster, Springfield, Chief and Chieftain Mustache bars. bigbikeparts.com



PRO-ACTION TRIKE SERIES SHOCKS

Co-developed with DK Custom Products, these 14-inch Pro-Action trike series shocks are a breakthrough in ride quality for Harley-Davidson trike models. Made from CNC machined T6061 aircraft quality billet aluminum, they feature 3-stage incrementally pressure sensitive self adjusting compression valving, a 2-stage pressure sensitive rebound system, are nitrogen gas-charged with coil-over spring, and weigh less than 2 pounds. dkcustomproducts.com



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IT'S EASYRIDERS' MOTORCYCLE RODEO TIME

FUN IN FOW

A woman wearing a yellow tank top and sunglasses is riding a blue motorcycle with a sidecar. The sidecar has a sign that says "Easyriders Motorcycle Rodeo" and "CASH-N-FUN RACING". The motorcycle has a number "9" on the front. The rider is on a dirt track, and there is a large cloud of dust behind her. In the background, there are trees and a flagpole with a red flag that says "Easyriders RODEO".

**Easyriders
RODEO**

Hundreds of bikers and a couple of actual beasts waited patiently outside to get tickets for the party that started it all. While it was "touch and go" in the early stages, Mother Nature tried, but could not dampen the spirits of those waiting for the Early Bird entry to the Easyriders Fowlerville Motorcycle Rodeo.

FOWLERVILLE



Participants were all itching to scream through the gate and claim their favorite camp spots for viewing all of the adult-style antics about to besiege Fowlerville Fairgrounds. For some it would be the only race they would witness all weekend.

The rain showers disappeared and made for perfect conditions at the track. With over seven grand in cash up for grabs, the rodeo competition (the piece of this shindig most of us came to see) was fierce. The father and son team of Robert and Jason Tabor came out on top on the track taking firsts in all the sled pull events. Robert, the father half of Team Tabor, added to his winnings with two first place awards in the wienie bite and tire ride with the aid of his partner, Niki Abel. Troy Snyder managed to edge out Jason by mere seconds for his win in the barrel race, and he, along with partner Carrie, went home with the top prize money for





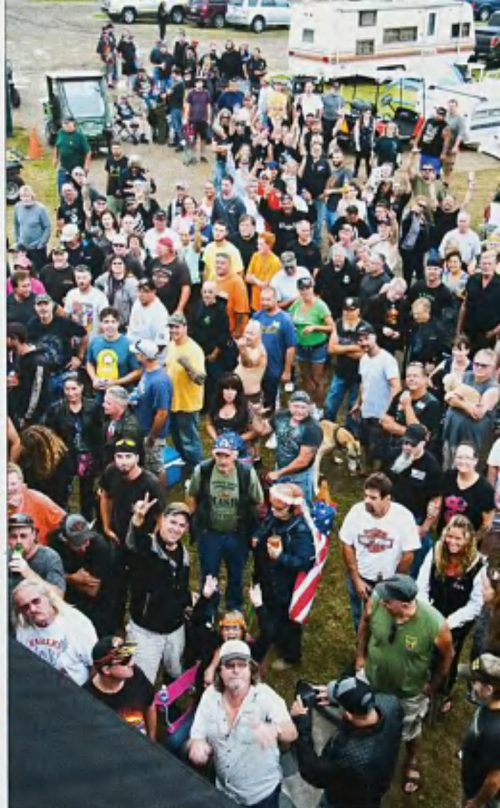




Carrie's potato seeking abilities in the hay stack.

This year's rodeo was year two for the very popular NTC Drift Trike races. Since all the trikes maintained damage in one form or another during the 2016 rodeos, NTC did a little beefing up of their design. A slightly sturdier frame and shorter, fatter front tire up front eliminated the topsy turvy habits of the older design. It was almost impossible to flip these machines over. When the dust finally settled, Andy Passon, a long time rodeo attendee, left with the Drift Trike win.

As always, the Fowlerville Rodeo offered up not only a rowdy weekend



of race competition with sled pulls and biker games, but some great music as well. This year's headliners at Fowlerville included the mighty Fryed Brothers Band, Drowning Pool, and to the shock of many, Puddle of Mudd showed up and put on a terrific performance. The vendor midway was selling pretty much anything remotely connected to motorcycles, along with good food and plenty of icy cold beer. Mix in stunt shows by the beautiful high wire lasses of Circus Una, a ride-in bike show, trophy gal contest, and a wet "T" (oddly, the gals in both contests ended up losing their shirts), and you have the ultimate biker shindig. It was an exciting rally with the added thrill of open exhaust pipes and dirt slinging at the track. That's what everyone comes here for, right?



But wait, there's more! The rodeo weekend also offered one helluva balls-to-the-walls, booby flashin', bead throwin', roll-around-in-the-mud biker party. Rodeo games? What rodeo games? There's no secret about the camp antics and what happens after sunset in the far away dark corners where younglings dare not go. The campground is a venture into a whole new level of debauchery. Tops, no tops, costumes, no costumes, or bottomless chaps, it all flies here. Shots of various liquors and shiny beads are the currency out back behind the fairgrounds. The product for sale is raucous behavior and lots of nudity.

Believe it or not, there are those within this crowd that have not a clue as to what happens on the other side of the fence. I talked with several folks from the campground clan that were surprisingly unaware of this thing we called the rodeo. How does one come to an event with rodeo in the title and not know there is a rodeo or even what it is?

Completely stunned by this idea, I approached one slightly unsteady reveler dressed fittingly in a hula skirt, combat boots, a pink wig, and armed with a tray of miniature cups filled with what I assumed to be Jello. For the sake of privacy, let's call this Jello-wielding hula boy "Mikie." So I asked Mikie, "why did you come to a motorcycle rodeo if not to watch the rodeo?" Mikie stated simply and with a look like I had just asked the most stupid question of all time, "We just came to party." And boy howdy, party they did. All the while completely oblivious to what most of us consider to be the main event. I guess we all march to a different drummer and Mikie's drummer stands topless except for the beads around her neck and a Jello shot in her hand. Well, party on, Mikie, but maybe next year take a look over that fence. You might be pleasantly surprised at the action on the other side.

For a complete breakdown of all the field event winners go to Easyridersevents.com and stay tuned next month for coverage of the amazing Chillicothe Rodeo.

—Don Rogers

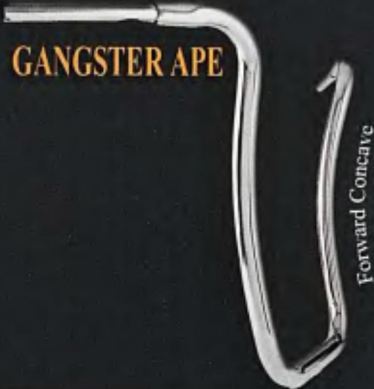
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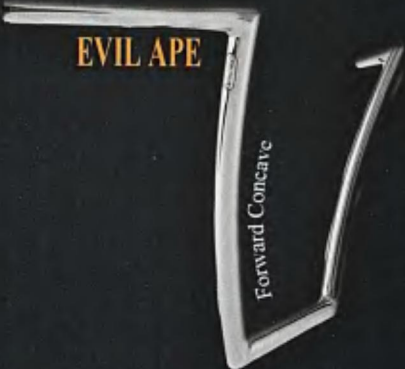
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Harley OEM Part Stream There's An App For That

As an ancient Chinese proverb says, "There's an app for everything." And while that's probably true, if you wanted to get replacement parts or accessories for your Harley-Davidson motorcycle, chances are you'd have to do some lengthy and fairly complicated digging through print catalogs, dealer indexes, or the main H-D website just to find a part number. This holds especially true if your Harley is an older model, in which case the H-D website won't be of any help at all.

But thanks to Blake Taylor, an avid bike enthusiast and app builder from Australia, parts finding problems are a thing of the past. Blake is, as he puts it, just an average Aussie guy who owns

an 2004 Harley-Davidson V-Rod VRSCB. One day, fate intervened in the guise of a bike accident that left him shaken up and with one of his feet badly smashed. And while some people might have called it quits at that point, Blake called it sort of an awakening.

When he set out to fix his bike, he says, "I realized it wasn't the easiest of tasks to complete as I wasn't able to go to the dealer due to my foot being smashed up. So I searched for an app that would help me with the process, but was surprised to find there wasn't such an app, so I decided right there and then to design and release one."

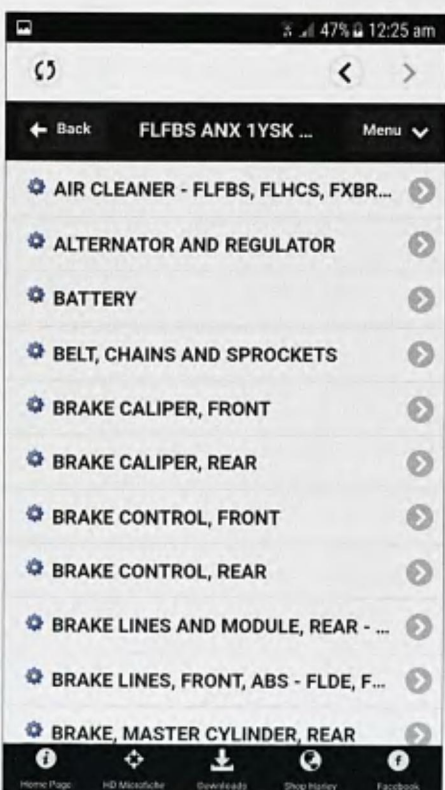
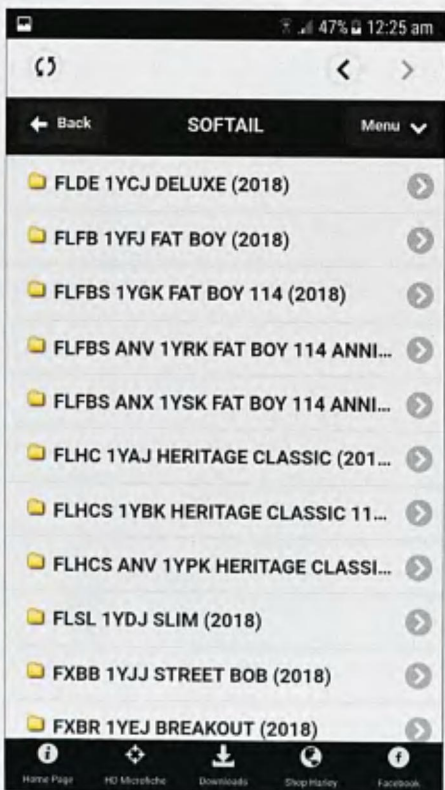
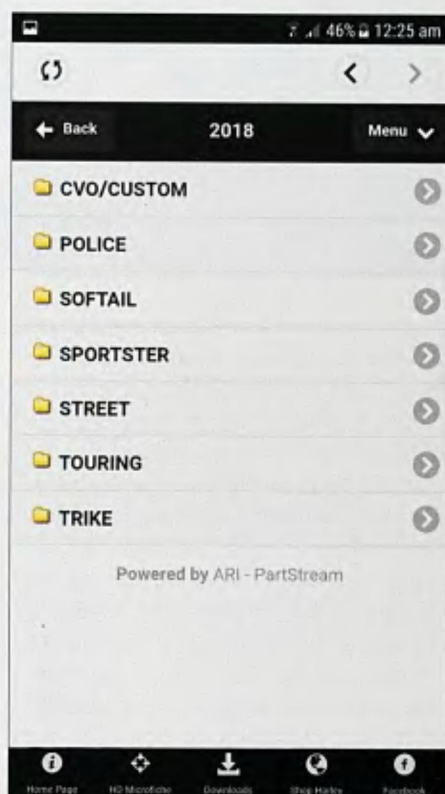
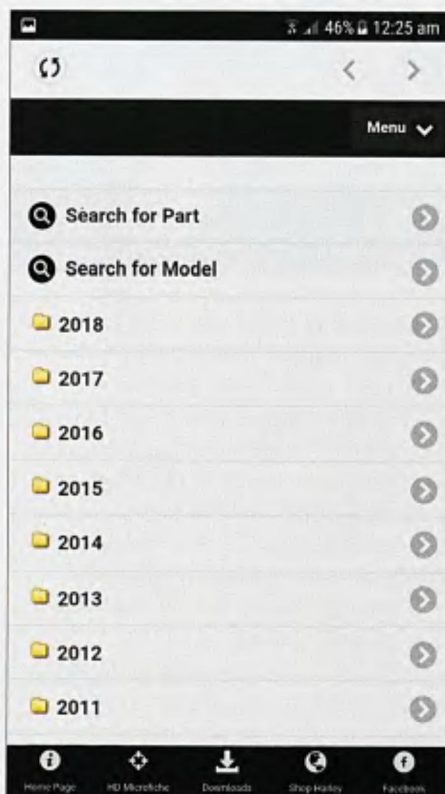
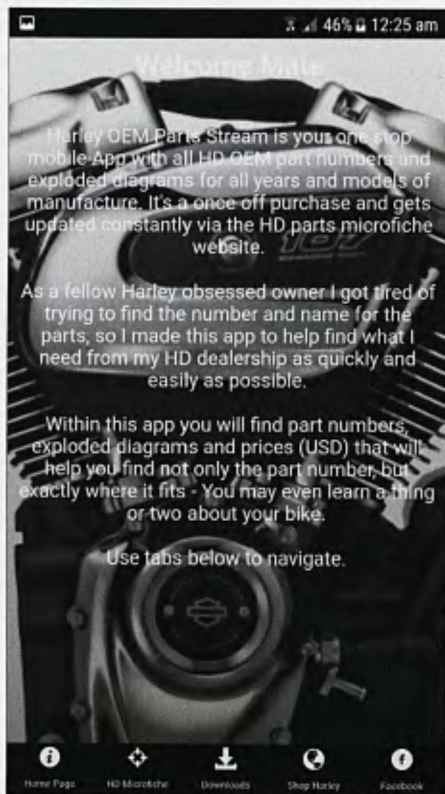
It helps that Blake builds apps for a living. After lots of development and testing, he was able to launch his app, Harley OEM Part Stream, into Google Play and iTunes stores on June 20, 2017.

Blake says the app can help you

with Harleys from 1941 to current models. Of course, the app won't find the part itself for you, but it will find the part number, and that is a big step because once you have your desired part numbers, you can order from a part supplier in the United States or take your list to your local dealer, even if you don't live in America. The app also contains exploded diagrams and prices (USD) and can show you exactly where on your bike a certain part fits.

You can find detailed instructions on how to go about finding your specific parts on YouTube by entering the app's name. Harley OEM Part Stream is available at all major app stores for download. It's not shareware and costs \$7.99 AUS (or about \$6.35 U.S.), but that's a tiny sum for something that saves you lots of time and effort. —*Tripper*





Confessions of a Stripper

BY PUSSY PER SE



VERY BAD BOYFRIENDS

Last week we found Edith Wharton (her stage name; granted, a poor choice) sobbing in the dressing room. The day before she had left the club early, and returned home unexpectedly to find her boyfriend on his knees with his face ensconced in his ex-wife's privates. It wasn't an innocent little peck on the labia, either. He was hunkered down, like a starving horse with his muzzle in a bag of oats.

Unapologetic, the boyfriend calmly announced that he had reunited with his ex, and that she was moving in with him. That would mean that Edith and her toddler son would have to move out—immediately. For months, Edith had been paying the rent, the boyfriend's monthly truck payments and insurance, the utilities, buying all the food, and supplying him with spending cash. The lease was in his name, as was the truck title, and a week's worth of meals was in his refrigerator. Heartbroken and, worse, broke, Edith had to find another place to live. Her age of innocence had come to an end.

None of us other dancers were surprised by this story. Barely 22, and a stripper for less than a year, Edith had already acquired, and lost, a genuine stripper boyfriend. We told her not to worry. As soon as his ex missed one of his truck payments, he'd be back.

Let's say you filled the Astrodome with wonderful, caring, responsible men, but you hid just one incredible asshole in the cheap seats (where else?). We strippers would find him and love him and give him all of our money. I know what you customers are

thinking: that every dollar you give me goes for crack or coke or weed. No, it goes right to my boyfriend.

I am an expert on the topic, having just come off a relationship with a bad boyfriend that lasted eight years, which is 56 in stripper years. The stripper boyfriend is most likely a narcissist, which is wicked hard to spell, and harder to live with. My guy, let's call him Hannibal, exhibits all the symptoms. You know how little kids make no distinction between themselves and the rest of the universe? That everything and everybody exists just for their benefit? The narcissist never makes the next developmental step, exhibiting empathy for his fellow humans.

Hannibal and I had a running controversy over gasoline. If he wanted to see me, he would demand gas money. When he got to my apartment, I would cook him and his kids a big meal, then do their laundry (using my quarters, of course). I would be driving to work, and find the gas gauge on my truck plummeting to double-E. He would have siphoned gas out of my tank. It's a good metaphor for the typical stripper boyfriend: a giant siphon. In this case, it was made more annoying by the fact that he couldn't pronounce the word, saying sigh-FONE.

Hannibal expected me to bring home girls for threesomes, which I did for a time. I used to think he was a real ladies man until it occurred to me that I was doing all the heavy lifting. We'd be in a bar and he'd pick out the women he was attracted to, but it would be up to me to approach them and talk them

into coming home with us.

Other women need not worry. We strippers have not cornered the market on narcissists. There are plenty to go around. According to recent research, narcissism is on the rise. The writer Tom Wolfe called the 1970s the "Me Decade." It has been renewed decade after decade. We now live in the "Me Century." Why do strippers, among others, choose narcissists? Actually, they choose us. Strippers don't get paychecks that are deposited in a bank. We are cash flow personified, a walking bag of money. Thus, Hannibal wooed me for nearly a year. At the beginning, he bought me gifts, and went to my family members to woo them as well. Eventually, I was hooked. Since then, I've not seen so much as a card on my birthday.

Hannibal and other narcissists do have their appeal. My narcissist was charming, and he had an outsized libido; we would have sex usually three to five times each morning, and one day we did it 12 times. It stopped being fun after the fifth time; after that we were just going for the record. I'm not saying the sex was totally satisfying, but it was a good base on which to build. Oh, and that's another thing. Narcissists are wonderfully easy to cheat on. They are so self absorbed they believe any lie that flatters them.

Why do strippers tolerate such men? I think it's guilt. The stripper-narcissist relationship is more mother-child than man-wife. We have an insatiable need to take care of people. Once we care about someone, we can't cut them loose, and narcissists are so needy. One coworker, Ilse, successfully broke up with her boyfriend, even moved to another state. Yet once a week she drives to his home to give him money to live on.

Now I'm single again. Any guys out there for me? You know what I like. Whip out that siphon.

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Motorcycle Royalty by Ron Finch

Odin's Axle



There are innovators and there are imitators. Ron Finch is a prime example of the former, and unquestioningly the real deal. He started his motorcycle business back in 1965, which was very successful, but the man himself grew increasingly disillusioned by the responsibility of caring for a business and a multitude of employees, and ultimately decided to go it alone, to focus his energy on creativity rather than mundanity.

In 1969 he created Odin's Axle. Originally built for \$10,000, and at the time it was considered to be one of the world's most expensive custom motorcycles. It was also one of the most radical designs ever imagined. With its unique asymmetrical design, with hundreds of individually handmade axes on the left side, and Ron's unique rod work on the other, the bike was lauded by bike show judges across the country, and over time has been featured in at least 32 motorcycle magazines in multiple countries. In 1970 it was placed into Detroit Michigan's Museum of Art, the first motorcycle ever to be displayed as art. It is truly an iconic piece of American motorcycle royalty.

Ron originally created the bike for Tom Lang, who later sold the bike back to Ron. Finch then had it in his shop for years, until a friend, Pete Smith, purchased the bike, and held on to it until he passed away.





Owner: Donna and Darryl Smith

City: Rochester, New York

GENERAL

Designer: Ron Finch

Year/make: 1962 Harley-Davidson

Model: Panhead

Assembly: Finch's Custom Cycle

Time: one year

ENGINE

Year/make: 1962 Harley-Davidson

Model: FL

Displacement: 74 cubic inches

Cam: H-D

Ignition: 12 volt

Pistons: Keith Black

Heads: H-D

Lifters: H-D

Carb(s): SU

Air cleaner: Finch's Custom Cycle

Pipes: short drag

TRANSMISSION

Year/make: Harley-Davidson

Modifications: none

Shifting: 4-speed

PAINT

Painter: Ron Finch

Color/type: pale blue multicolor graphics/
House of Kolor

FRAME

Builder: H-D/Finch's Custom Cycle

Rake: 32 degrees

Stretch: 6 inches

Shocks: rigid

Other Modifications: Finch's Custom Cycle

ACCESSORIES

Bars: Ron Finch "Double Z"

Handlebar controls: Barnett

Fender: Finch's Custom Cycle

Headlight: Cibie

Taillight: Finch's Custom Cycle

Electrics: 12 volt

Gas tank: vintage peanut

Oil tank: vintage horseshoe

Seat: Leatherman

Pegs: Finch's Custom Cycle

Grips: Harley-Davidson

FRONT END

Type: one-off girder

Builder: Ron Finch

WHEELS

Size: 21 inch front /18 inch rear

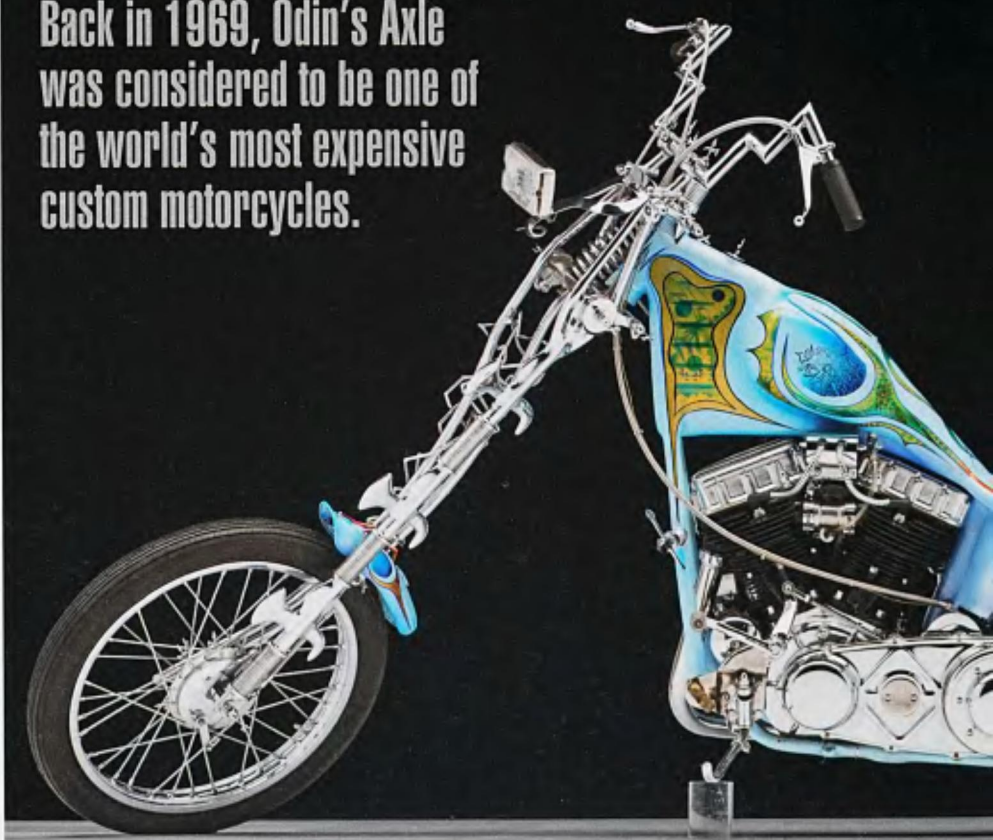
Wheels: Husqvarna front, H-D rear

Tires: Dunlop

Brakes: Husqvarna, H-D



Back in 1969, Odin's Axle
was considered to be one of
the world's most expensive
custom motorcycles.



Photos: Michael Lichter

Metal maestro Ron Finch, seated.
Owner Darryl Smith, standing.

"I've watched hundreds
of people take pictures
of the bike and talk
about it."



Pete's wife then sold the bike minus the engine and transmission through the Internet, and it ended up at a swap meet, where Donna and her husband Darryl Smith found her in 2002. The bike had been reduced to a rolling chassis, a mere shadow of its former glory. The bike had suffered a lot of damage over the years, and the paint was hammered, but the brilliance of its design was still evident. Donna recalls that she looked at the bike for hours admiring the creativity that went into it. Some haggling ensued, a deal was forged, and Donna was the new owner of a genuine piece of motorcycling history; a history that she still didn't fully comprehend.

At the time, Darryl recalled that he had previously seen the bike at a bike show in Buffalo, New York, and knew that it was the work of Finch. Donna tracked Ron Finch down, told him of their find, and asked him to restore Odin's Axle.

After its resurrection, the bike stayed with Finch for six years, as he

displayed it anew in five museum shows, including an exhibit called The Art of the Chopper at the Bill Clinton Presidential Library September 2008—February 2009. Donna says that she wanted him to show it off. She says, "It's his creation, not mine. I wanted Ron to have fun with it, talk about it and its history and enjoy it. That's why I like to take Odin to shows. I've watched hundreds of people take pictures of the bike and talk about it. It's a lot of fun. It was a good investment just to bring joy to people."

A priceless addendum to the story of Odin's Axle's resurrection is the enduring friendship subsequently forged between the Smith's and the Finch family over the years. Donna says, "We've been friends with Ron and the Finchmen, his wife Ruth, and the family for 15 years now. We never have a dull moment, it's always fun, it's unexplainable. He is such a character. We're always laughing and having a good time." —Kit Maira





Kentucky Bike Rally

The Kentucky Bike Rally in Sturgis, Kentucky has been doing quite well with its "new" identity for several years now. While the organizers can no longer use their town's namesake in the rally's title, most of us still know and will always refer to this shindig as Little Sturgis, no matter what the lawyers say.





This year the early bird camper-types got the festivities cranked up on Wednesday. For their prompt enthusiasm they were rewarded with some outstanding modern Kentucky country music by No Deceit, the first of twelve top notch bands scheduled to play at the rally throughout the weekend.

Thursday is always kind of a lazy day at Kentucky Bike Rally as the not-so-early birds arrive, bedazzle their campsites in hopes of laying claim to top honors in the best campsite competition, and set chairs in just the right spot for the approaching weekend's endless booby parade. That made this the perfect day to check out the extensive vendor midway and grab a rally T-shirt. Although I'm not sure why, I've got more of them than I can count.

Those in a party mood, but not quite ready for the campground hijinks, took in live performances by Kingsbury Drive, Jericho Woods, and guitar phenom Dan Lawson. On Friday the heat got turned up a bit. Literally and figuratively. There were two poker runs, one on Friday and another on Saturday. These gave the folks who actually showed up to the event with a legal, road-worthy bike a chance to experience some of Kentucky's

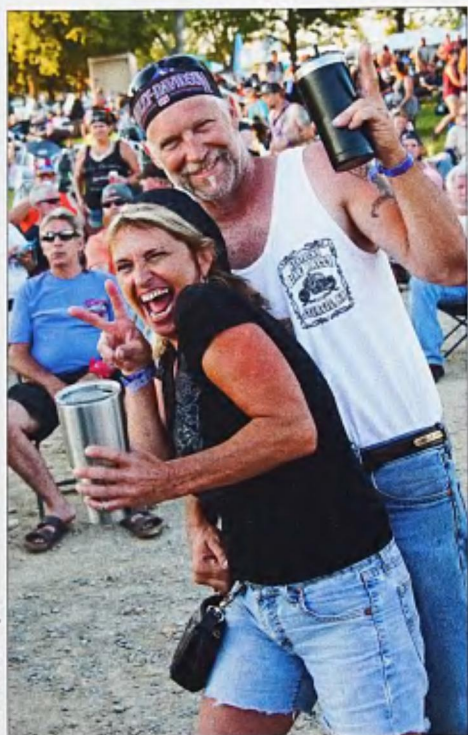




beautiful scenic roads, as well as a ferry ride, while compiling their best poker hand. For those who prefer to challenge the riding skills of both rider and passenger, and possibly earn a little cash for their efforts, both days featured an array of biker games consisting slow races, barrel roll, roadkill, the infamous weenie bite, and placing a golf ball atop a beer bottle from a moving motorcycle. No one seemed to know what that last game is called, but it did prove to be quite challenging.

Popular rally favorite, Big Engine, kicked off the music lineup for Friday, and "Tennessee" rockers' Saving Abel wrapped up that day's events with their rowdy southern style. Pepper the day with a tattoo contest, the Miss Sturgis Pageant, and some awesome booty shakin' from the Cherry Bombs dance troupe, and the Kentucky heat wasn't the only thing making southern boys sweat.

Saturday's itinerary was chock full of interesting goodies. A custom ride-in bike show, a slightly more crowded replay of the bike games within the confines of their air conditioned arena, the dirt drags with a "run what you brung" class, more Cherry Bomb booty shakin', and of course, plenty of live music to fill the air long into the night.



There was plenty to do to keep the biker masses occupied at Kentucky Bike Rally; however, that didn't stop the big party in the campground from exploding into an entirely different sort of adults-only entertainment. Many come here just for this party outside the rally's scheduled events. The moonshine flows and makeshift stripper stages light up the night around the fairgrounds. A constant parade of anything with wheels winds through the campground paths, offering up an eyeful along the way. Traffic jams stop the flow at every impromptu stripper pole as the braver gals take turns and each vehicle patiently waits their turn for the onslaught of beads heading their way. So many beads are exchanged over the weekend that one would have to assume the tiny jewels were made of something much more valuable than bits of colored plastic.

Nevertheless, as it is at many rallies these days, beads for boobies is a common theme within the campground areas. For the price of a sparkly plastic necklace, one can surely buy a glimpse of most any gal's special personalities. And the personalities at Lil Sturgis are some of the best in Kentucky.

—Don Rogers





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Passin' Gas

Ol' Slip Gear, havin' done a little work as an electrician in the past, was sittin' in an interview. The supervisor told him that he had a few questions about his experience.

"Sure thing," said Slip Gear, "Whatever you need to know."

"Okay then," said the supervisor, "Can you tip your hardhat off your head, roll it down your arm, and pop it back up on your head?"

"Oh yeah, no problem," said Slip Gear.

"Okay then," said the super, "can you bounce the butt-end of your screwdriver off of the concrete, and spin yourself around in a circle in time to catch it in your tool pouch?"

"Oh yeah," said Slip Gear, "no problem."

"Can you quick-draw your wire pliers from your tool pouch, twirl them around the end of your finger like a gunslinger, slipping them back into the pouch like a holster?"

Ol' Slip Gear, feelin' a lot more confident now said, "Hell yeah, I've been doing that for years."

"Well then," said the supervisor, "I'm sorry, I can't use you, I've already got 15 of you doing that crap now!"

—K. D. Crouch
Rowlett, Texas

Why did they bury the lawyer 30-feet deep?

Because down-deep, he was a good person.

—Cuzzin' Dennis
Crows Town, Iowa

One biker said to another, "My ol' lady and I have started talking dirty to each other. You should try it."

So his bro went home, got in bed with his ol' lady, and said, "Hey, baby, talk dirty to me."

"Go screw yourself!" she says.

"Hey, not that dirty!"

—Joey
San Berdoo, Calif.

Buzzard was puttin' down the street when he spotted a chick with spectacular boobs. He pulled over and offered her \$100 to let him bite them.

"Are you nuts?" she scoffed.

"Whaddabout for a grand?" he asked.

"Listen, you sick pig," she said, "I'm not that kind of woman!"

"Ya wouldn't even do it for 10 grand?" asked Buzzard.

"You'll pay me \$10,000 to bite my breasts?" she asked. "Okay, let's go over to that dark alley."

Once there, she took off her shirt, and

Buzzard began caressin' the fine melons, kissing them and fondling 'em.

"Hey, are you gonna bite them or what?" she huffed.

"Nah," he shrugged, "too expensive!"

—Joey
San Berdoo, California

The two hottest studs in high school were the young bikers Juan and Amahl, the twins of a Spanish mother and an Arabic father. Every hot-crotch girl in school wanted to have sex with them. Two sisters were lucky enough to have some success in bedding the twins. "I got it on with Juan after we rode on his Harley last night, and boy was it good," the younger sister said, "but I won't be satisfied until I've had his brother, too."

The older sister rolled her eyes, "Hey, they're twins, and I've had them both. Take it from me li'l sis, if you've had Juan, you've had Amahl."

—Big D
Fun Town

Aman was in the hospital recovering from an operation when a nun walked into his room. She was there to cheer up the sick and ailing. The man and nun started talking, and she asked about his life. He talked about his wife and thirteen children. "My, my," said the nun, "thirteen children. You're a good, proper Catholic family. God is very proud of you!"

"I'm sorry, Sister," he said, "I'm not Catholic. I'm Jewish."

"Jewish!?" she replied, and immediately got up to leave.

"Sister, why are you leaving?"

"I didn't realize I was talking to a sex maniac!"

—Big Dave
Paso Robles, California

Atending a wedding for the first time, a little girl whispered to her mother, "Why is the bride dressed in white?"

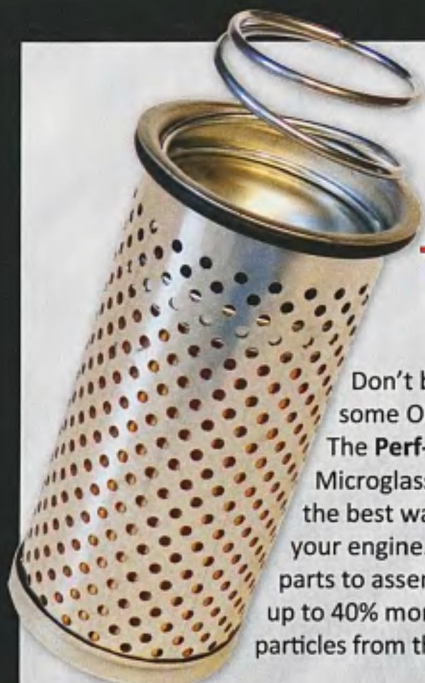
"Because white is the color of happiness, and today is the happiest day of her life," whispered the mom.

The child thought about this, then said, "So, why is the groom wearing black?"

—Peanut
Long Beach, California



"Beatnik introduced me to a great new birth control method—it's called sodomy!"



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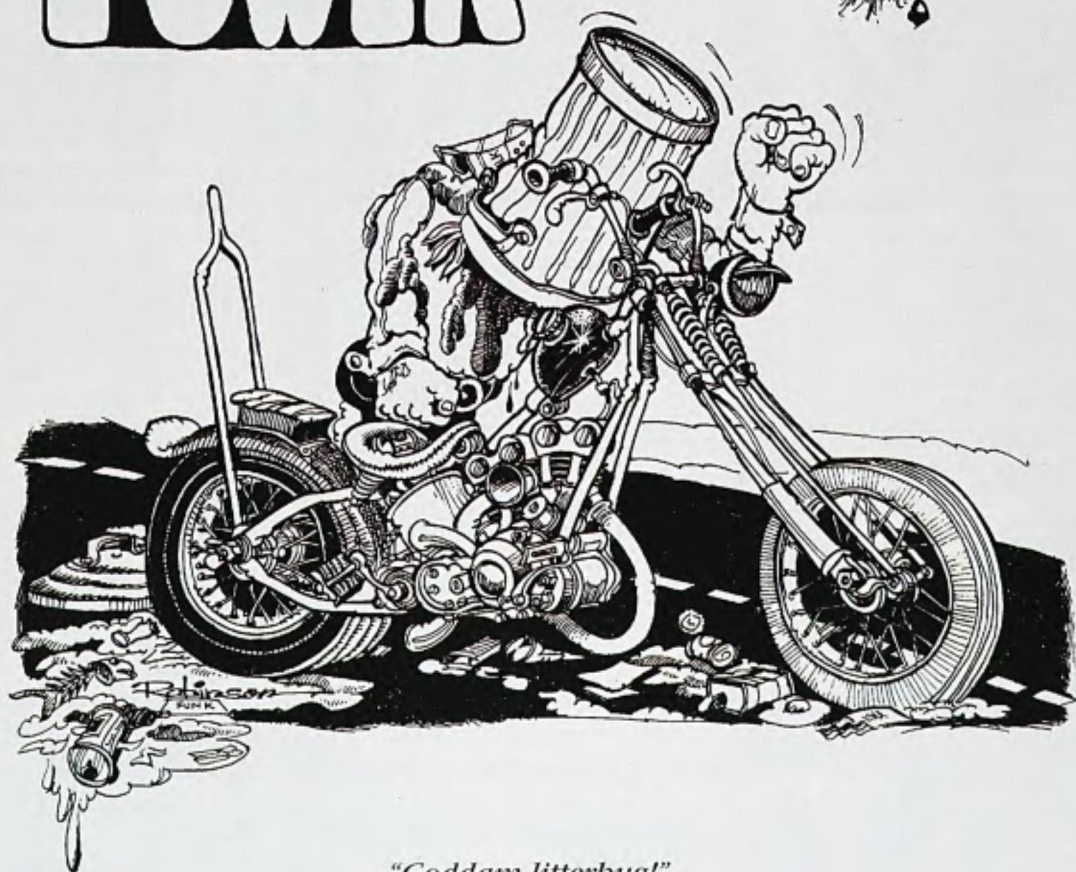
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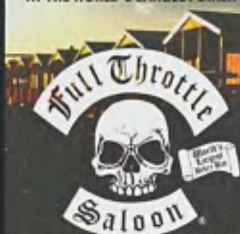


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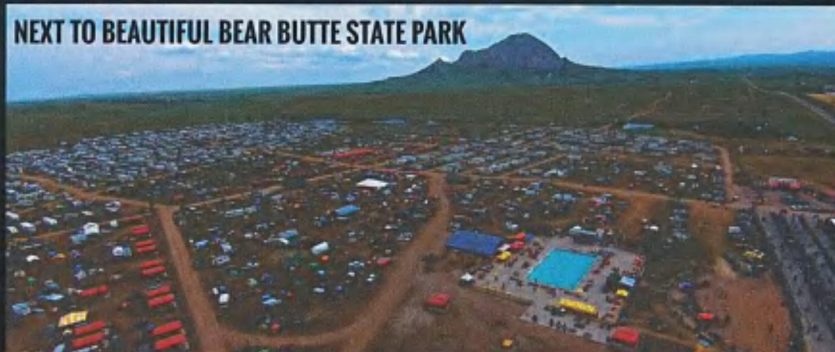
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ORANGE BLOSSOM SPECIAL

ROGER HARPER'S 2015 CAMTECH ROAD GLIDE





In all of the United States, there are really only a handful of custom motorcycle shops that have refined what has become known as the big wheel bagger look. By refined, I mean that they have taken the building of ground-up touring bikes and made it into an art form. One such shop is Camtech Custom Baggers out of Summerville, South Carolina. Shane Phillips and his talented crew have become known the world over for creating high styled baggers that combine big horsepower with remarkable design, fit and finish.

Camtech has created a look all its own. Every year, Shane brings several of his most recent builds to our Easyriders Charlotte Bike Show. Over the last five years Camtech's sleek baggers have taken every award imaginable and never fail to impress our judges.

The bright orange Road Glide seen here makes 180 horsepower at the rear wheel, thanks to the work of motor maestro Kendall Johnson from Winston-Salem, North Carolina.

The 113-cubic-inch Twin Cam motor roars through a ProCharger and those throaty Camtech two-into-one pipes.

The Harley Road Glide frame was raked and stretched to accommodate that crazy 32-inch Bill Gorby Machine "spinner" front wheel on Vee Rubber. The huge wheel is tucked nicely right up into the Camtech fairing. Most of what you see is available in kit form from Camtech, from the stretched gas tank and side panels, to the seat, the fenders, and those swoopy hard bags, and chin spoiler.

When it came time for paint, Don Keller applied the special B.A.S.F. blend of candy orange and wild graphics. Don has painted many of Camtech's wildest baggers and is known for his innovative, street graffiti style. The folks at B.A.S.F. were so impressed with Don's work on the Road Glide that they placed the bike on display at their SEMA booth last year.

Known throughout the industry for daring and brilliant styling, Camtech baggers are also built to ride. As trippy as this orange scooter appears, it is also a reliable, every day rider. I can't wait to see what Shane and his team have in store for us at this year's bike show.

—Dave Nichols



Shane Phillips and his talented crew have become known the world over for creating high styled baggers that combine big horsepower with remarkable fit and finish.



Owner: Roger Harper
City: Molena, Georgia
GENERAL
Fabrication: Camtech
Year and make: 2015 Harley-Davidson
Model: Road Glide
Assembly: Camtech
Time: 6 months

ENGINE

Year and make: 2015 Harley-Davidson
Model: Road Glide
Rebuilder: Kendall Johnson
Ignition: H-D
Displacement: 113 cu. in.
Lower end: H-D
Balancing: H-D
Pistons: H-D
Heads: H-D
Cam: H-D
Lifters: H-D
Carb: ProCharger
Pipes: Camtech

TRANSMISSION

Year and make: 2015 Baker
Shifting: 7 speed

PAINT

Painter: Don Keller
Color: orange and red
Type: B.S.A.F.

FRAME

Year and builder: 2015 h-D
Type: Road Glide
Shocks: air ride

ACCESSORIES

Bars: Camtech
Handlebar controls: H-D
Fenders: Camtech
Headlight: Camtech
Taillight: Camtech
Speedo: H-D
Floorboards: Camtech
Gas tank: H-D
Oil system: H-D
Primary cover: H-D
Seat: Camtech
Mirrors: Arlen Ness
Grips: H-D

FRONT END

Type: FL
Builder: H-D

WHEELS

Type: Bill Gorby Machine
Size: 32-inch spinner front
Tires: Vee Rubber front, Avon rear
Brakes: H-D



Photos: Don Rogers

Contact: Camtech Custom Baggers

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The bright orange Road Glide seen here makes 180 horsepower at the rear wheel, thanks to the work of motor maestro Kendall Johnson.



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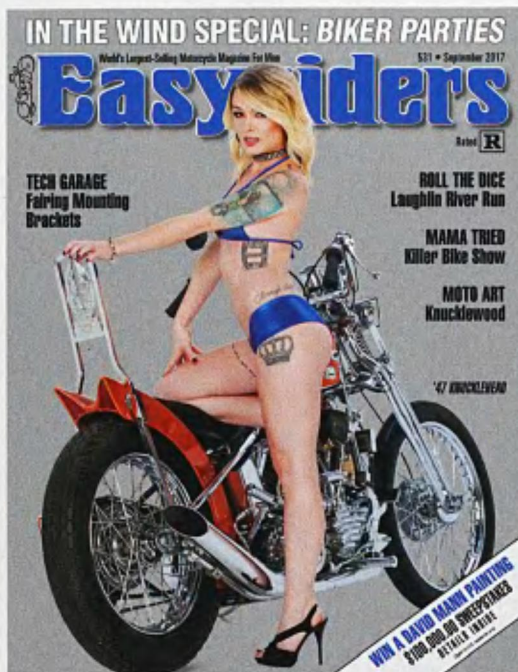
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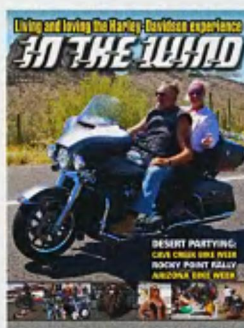
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This Month's Winner

Please meet Samantha, a simple Amish farm girl from Pennsylvania where she eschews proud buttons by never wearing a shirt at all. Impure thoughts bedevil many fine gentlemen when sister Samantha starts handling two by fours. Shave your mustache, bop your buggy over to her feature and watch her raise every barn in the room astride John Dodson's 1947 knucklehead.

—Captain Moosecock



#0101 Jennifer-Arizona

"We rode through the night and the desert was alive. I have never felt so free and beautiful!"



#0102 Susie-Arizona

"My first ride was amazing; a feeling of freedom with the wind blowing through my hair and feeling the vibration of the bike between my legs was an awesome experience!"



#0103 Hannah-Georgia

"My first ride on a Harley was so exciting that I don't know who was vibrating more, me or the bike!"

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 deranged dingleberries. Please meet Elizabeth, a sexy somnambulist from Georgia who enjoys hypnotizing chickens and eating Peaches in a slurpy manner with the juices dripping down her chin. Unfortunately, her dog is named Peaches. Come back next month or we'll withhold your measly okra allotment until your mind is right.

534

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

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

Model's Name:

Address:

City: State: Zip:

Home Phone: () Cell Phone: ()

Date of Birth: I am years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature:

Photographer's Name:

Address:

City: State: Zip:

Daytime Phone: () Evening Phone: ()

Photographer's Signature:

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

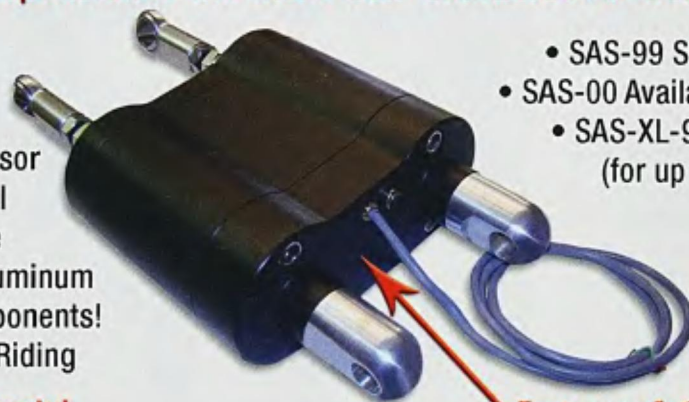
In the space below, or on a separate page, tell the staff about your first ride on a Harley:

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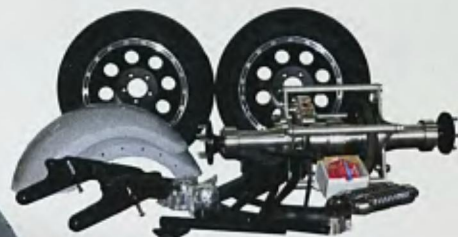
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Send a disc of your photos or videos to: Puttin' Pets, P.O. Box 3000, Agoura Hills, CA 91301, or email 'em to our purveyor of pets, Steve "Beatnik" Werner at swerner@easyriders.net. Who knows, you might just see your best furry friend on these pages!



My 1988 FLHS "Old Blue" along with my security team, Casper and Rya, ready to roll!
—Bob Leger Limerick, Maine



If I throw my leg over my bike and take off without Miles, he definitely lets me know his feelings when I return with a couple of hard bites and barking. It's nice to be able to get lost in the wind with my traveling man, Miles.

—Eric Westman, Candor, North Carolina



Here's a pic of my guard dog "Smoke" with my chopper.
—Dale Campbell, Calgary Alberta, Canada

IN THE WIND

The answer my friend is still blowing
In The Wind. —Ben Zales, El Lay Calif.





Uncle Mangler's Mobile Mammogram Service in 1995. He ain't a doctor, but he'll take a look. —Phil Kaufman, Nashville, Tenn.



School's out forever. —Rusty Childress, Rocky Point, Mexico



Friends helping friends. —Paul Shermer, Greensboro, N.C.

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



Scott slow-racing his '76 shovelhead, Hot August Nights. — Scott Whitver, Elk, Wash.



Mike and Sierra on the Beartooth Highway. — Mike Spackman, Whitehall Mont.



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Lane Splitter

Ricky'd had enough. He was a good man at the crux of it. But even the best men become fed up to the gills once in a while. The divorce, the business lows, the death of one riding brother after another as the years stretched on, all added up to take a toll on Rick.

Rick thought to himself, Man up and deal, so he dealt. And he dealt. Finally, one cloudy morning he just packed up his shovelhead, fired her up, and left. Left his mortgage, his garage, most of his tools, and all the bad memories behind. He twisted the grip and aimed his ship off into the murky waters of the unknown. Every dime he had in the world was with him. Four hundies in his wallet and the rest hidden under his seat. He'd make it last until he found gainful employment in some little town where no one knew him.

He rode, and he thought, and he rode some more. He played the appropriate tunes in his head, he gassed up, and he rode. He rode until he was numb. He camped in fields, cooked over makeshift fires, ate beanie weenies from the can, and then rode some more.

One night when his personal stench was at its peak, he treated himself to a crappy motel in Passaic. Rain was comin' down in a steady piss warm sheet and he dragged his tired old carcass up the stairs to a dilapidated room with a serviceable shower. He cleaned up, changed duds, and sat himself in the worn out chair by the window of his room. The shovel was parked right outside, locked up and still packed with most everything he cared to own. He watched it change colors from black to red to green as the motel sign blinked on and off: Motel... Motel... Motel... The neon sign must have been as old as he was.

He cracked the seal on his rum bottle and swigged some back, then chased it with a warm beer. Putting his boots up on the windowsill he kept an eye on

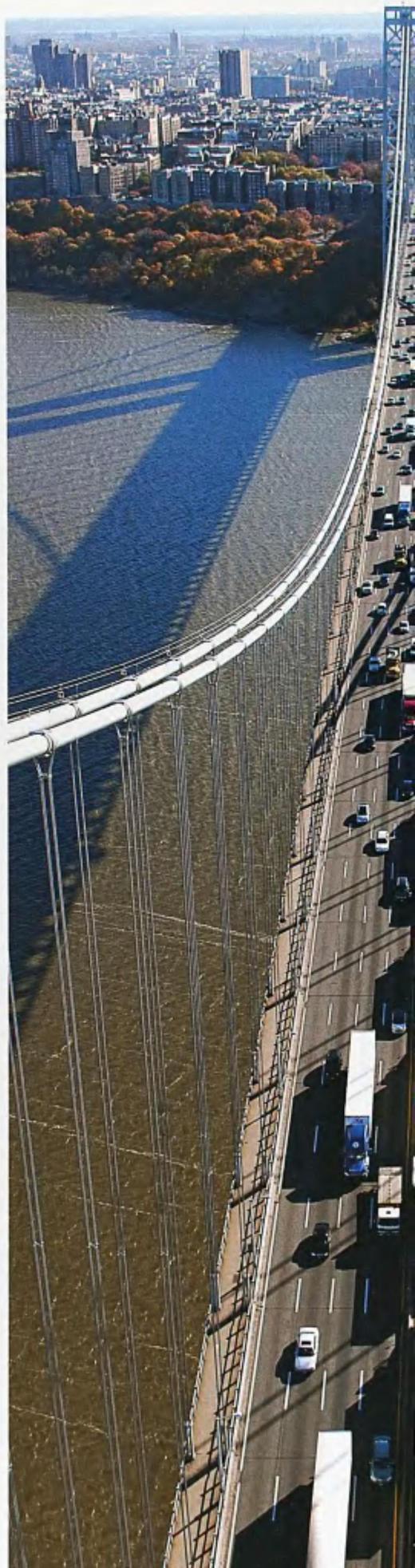
the bike until sleep came.

Morning came as it always does (until it doesn't), and he creaked and groaned himself out of the chair, locked the door, and headed out to his bike; his therapy machine. He choked her then kicked her, and he laughed to himself. Those were violent descriptions for sure, and he was not a violent man. But truth be told, choking and kicking started old Bess every time. Her pipes echoed off the surrounding buildings and he hoped they woke up a few derelicts and hobos so they could face the day on similar terms.

For some reason Rick felt the urge to cross some bridges and head for his old stomping grounds on Long Island. The ferry was out of his price range so the bridges were his only real choice. By the time the sun was up high enough to turn the roads to steam, he was sitting in traffic waiting for toll takers and commuter drones to move a bit faster. He could feel the heat of the primary cover in his left ankle and he knew old Bess was running warm. He could have stopped somewhere for some diner coffee/mud, and let the traffic ebb, but he just wanted to stay aboard Bess and feel the pavement beneath his feet.

He crept forward a few feet at a time with the other toll trolls. In the process he played a little Aerosmith in his head and looked around at the treasures that lay along the shoulder. There was a trucker's pee bottle, a hundred car parts per mile, a book written by L. Ron Hubbard, probably cajoling folks to join his quasi-religious order.

He knew that lane splitting in Jersey and New York was illegal, and he didn't feel like dealing with the coppers on this day, so he behaved. A few squid bikes roared by with inches to spare, but he stayed patient and kept within the bounds of the law that was in place to "protect" him from himself. He continued to monitor his engine temp





with his ankle, and as the morning sun rose higher, his ankle became more sensitive. He might have to split lanes yet. No biggie really as long as he could outrun the fuzz. Of course police radios made that kinda hard these days. He used the time to contemplate life. He'd spend one more night, face demons for one more fight, do one more sunrise, and face the daylight one more time. All anybody can do really. He sat astride his true happiness and listened to her chuff and chug. She was reliable, she never lied, and most important of all, she took him where he had to go. To places only Bess and he understood.

He reached into his cut, pulled out his pint bottle of rum and finished off the last third, resisting the urge to toss the bottle into the detritus that littered the shoulder. He had his code, after all. He eased out the clutch and inched up some more, all the while checking out the odds and ends along the way. He was surrounded by cage drivers playing with their phones, making calls, sending texts, or fiddling with their GPS devices while upping their AC settings. They were well insulated from the gritty world they were inching through. Rick would have none of that. He had lived on two wheels from the time he was a teenager. He wanted the dirt on his face, the bugs in his beard. He wanted to fly close to the ground, forcing Bess over into every tight bend, fully aware of all that surrounded him. He wanted to smell the smells and taste the air that 80 miles an hour forced into his lungs. It reminded him that he was still alive.

He saw something interesting coming up on the left shoulder, and for the life of him, he couldn't explain it. Here he was on a bridge approach, he could see the Empire State Building and the Freedom Tower off to his right, but lying there to his left was a deer. How it ended up there was beyond him. Maybe it just fell off some hunter's fender, maybe it was commuting. Either way, it had tiny, velvet covered antlers and the crows and gulls hadn't gotten to its eyeballs yet. As he inched Bess up alongside it, passing blackened banana peels and a half eaten Whopper, he felt as if the deer was looking right at him,

or rather right through him. It seemed to say, "Why?" And right then, Rick had had enough.

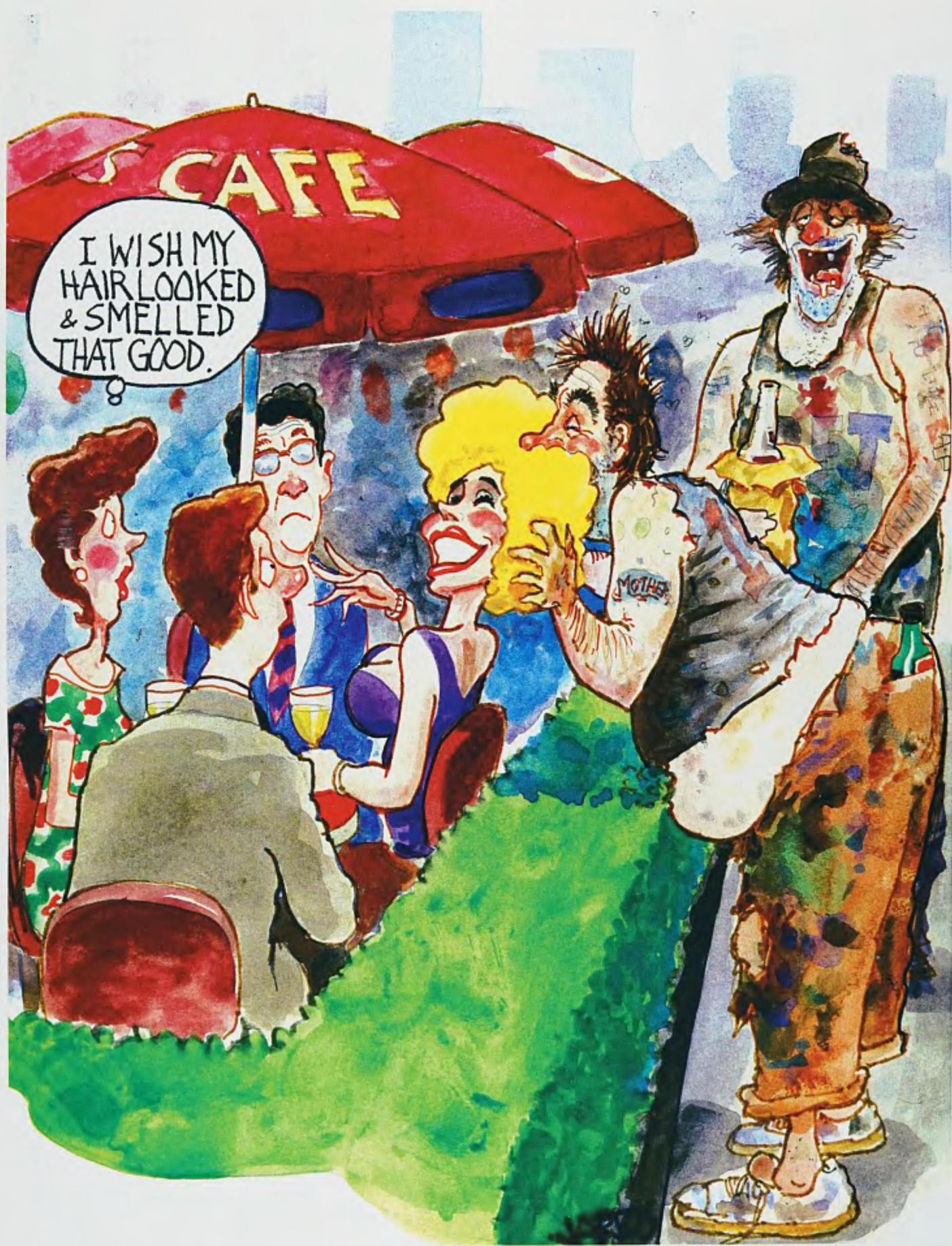
Today he wasn't going to ask life's questions, or obey rules, or wonder why such a beautiful creature died mercilessly, a victim of the "progress" of man and the cruelty of life itself. He twisted the grip and began to do what he and Bess did best. They moved as one as he made the roads his. Laws be damned. He split lanes with the best of them. He let a squid bike take the lead two lanes over. Hopefully he'd be the bait for Johnny Law and he could just keep flying along. Rick had no speedo on Bess. He never saw the need for one. He had a notch in his throttle that told him when he was doing 70 in fourth and that throttle was damned close to the mark.

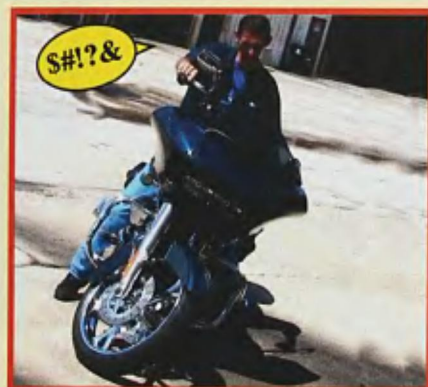
The bridge came up fast, and as he stopped to pay his toll, he could feel that the bike's primary was a helluva lot cooler. He roared out of the tollbooth, still splitting lanes, even though traffic moved a bit faster on the lee side of the toll booths. He heard the whoop of a police siren and saw red lights way behind him. He didn't even bother to reach back and bend his license plate in. He didn't care. He twisted the grip way past the 70 mph notch and just kept flying along. One cop then two just fell behind him in the traffic.

Before very long he was in the next county where traffic lightened up. He dialed it back to an estimated 80 mph and headed for an old bar he knew in a port town on the crowded Island. He'd met the love of his life there once, a long, long time ago. Seems she made a better decision with her life, and he briefly wondered how she was doing. He hoped very well.

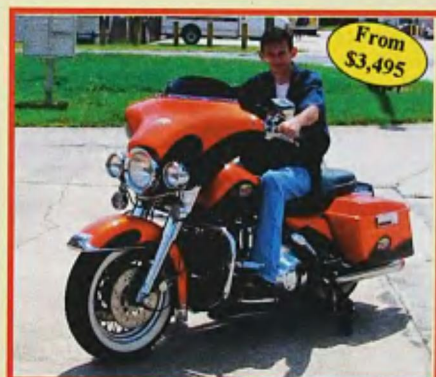
He backed Bess against the curb and dismounted. As he walked into the musty old watering hole, he knew things were looking up. He felt alive again. Unencumbered by life's stale bullshit. Yeah splitting lanes was a damned good idea, cops be damned. He was actually smiling, and lord knows he was better off than that deer. He had choices, for God's sake. Bess had done her job again.

—Z. Jakl





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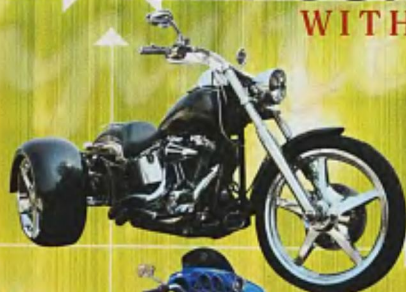


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JOHN DODSON LOST IT ALL ON WOMEN AND FUN

Bottom Dollar



"There is nothing like that knucklehead sound. The look, the feel, and the way people react to it."

John Dodson of Gangster Choppers out of Chesterfield, Virginia has built some of the baddest choppers on the road. John calls this knucklehead Bottom Dollar because he says he has spent all his money on girls and whisky. "There is nothing like that knucklehead sound," John tells us. "The look, the feel, and the way people react to it."



John has had this magneto-fired, Harley-Davidson knucklehead in no less than four different chassis over the past two decades. It is a kickstart-only and that means no excuses, no turning back, and no stopping. It also means no battery. John tells us how to crank her up: "So you set the stroke, and tickle the SU carb just right. Every girl has that sweet spot. If you touch her at just the right time, in just the right place, you'll get her motor started."





Owner: Dodson Family John, Ken, and Axle Dodson

City: Chesterfield, VA

GENERAL

Fabrication: Gangster Choppers

Year/Make: 1947 Harley-Davidson

Model: FL Knucklehead Custom

Assembly: John Dodson

Time: 6 months

Chroming: Atlantic Chrome

ENGINE

Year/Make: 1947 / Harley-Davidson

Rebuilder: John Dodson

Ignition: the "mighty" Morris Magneto

Displacement: 80 cubic inches

Lower end: Harley-Davidson

Pistons: Flathead Power

Heads: Harley-Davidson

Cam: Harley-Davidson

Lifters: Harley-Davidson

Carburetor: SU

Air Cleaner: velocity stack

Pipes: Gangster Choppers

TRANSMISSION

Year/Make: 1948 / Harley-Davidson

Modifications: Andrews close ratio gear set

PAINT

Painter: Robert Pradkee

Color/Type: Bottom Dollar green/
House of Kolor

Special paint: Mural by M. Hall

FRAME

Year/Make: 2017 / Gangster Choppers

Type: rigid

Rake: chopper-ish

Stretch: chopper-ish

Shocks: none

Modifications: Gangster Choppers

ACCESSORIES

Bars: Dirt bike

Handlebar controls: Dirt bike

Fender: Dirt bike

Headlight: Sportster

Taillight: Gangster Choppers

Pegs: Bates

Electrics: John Dodson

Gas tank: Indian Larry

Oil tank: John Dodson

Oil System: Harley-Davidson

Primary cover: Primo

Clutch: H-D Shovelhead

Seat: Roger Harris

Grips: Dirt bike

FRONT END

Type: hybrid Harley-Davidson / Husqvarna

Extension: 40mm overextension

Builder: Gangster Choppers

WHEELS

Hub: Star hub front, Roland Sands rear

Size: 23 inch front, 18 inch rear

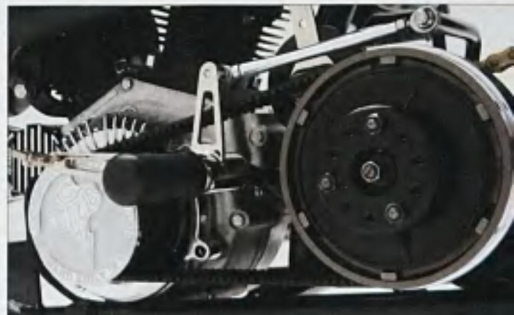
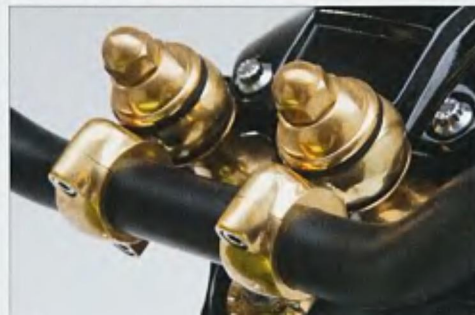
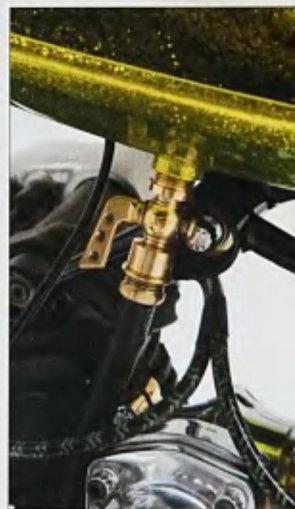
Tires: knobby, front, Pirelli rear

Brakes: Performance Machine

Photos: Don Rogers

Model: Molly Todd

Contact: Gangster Choppers on Facebook



John Dodson says he is just a country boy with a backhoe, a dump truck, and some chickens in the yard. When he rolls up to the local seed and feed on Bottom Dollar, it sometimes seems like time stands still. He tells us, "This bike is like nothing anyone has ever seen before." Leave it to the Dodsons to successfully mate a chopper with a dirt bike.

The knobby/enduro tire setup seems to get a lot of attention from the hardworking new generation of custom motorcycle enthusiasts out there. "You automatically think everyone knows how cool a chopper is, but when you ride this bike, people

have their minds blown." The Indian Larry fuel tank is just one more thing that makes Bottom Dollar a rare ride.

John's friend Clink rode with him down to the photo shoot while his dad Ken kept busy machining parts during the entire project. John says he will build you one just like it, but Bottom Dollar is not for sale because he wants his son Axle to experience the V-twin royalty of this knucklehead.

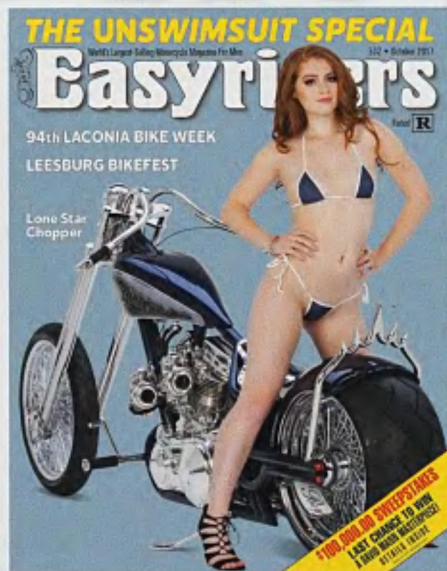
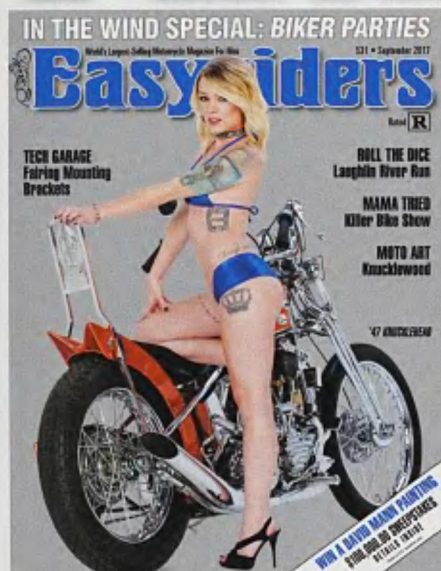
This month you selected the very sultry and southern Samantha as your Fox Hunt Winner. She brings a little high dollar class to Mr. Dodson's Bottom Dollar knuckle.

—Cheese Biscuit

"You automatically think everyone knows how cool a chopper is, but when you ride this bike, people have their minds blown."



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One of today's biggest and most vibrant outdoor motorcycle shows all started with three good friends at a swap meet at the end of August in 2008.

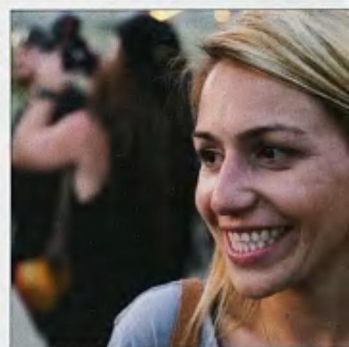
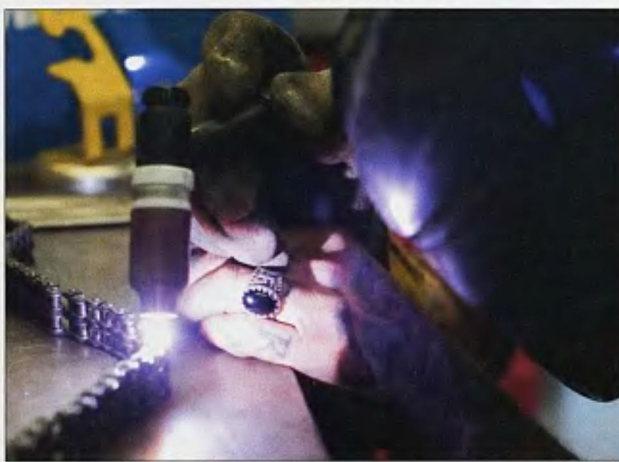
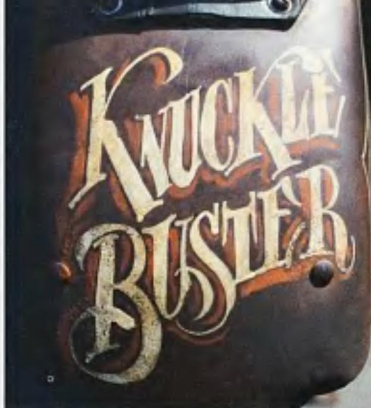


It was a Sunday morning at the famous SoCal Swap Meet in Long Beach, California where Grant Peterson, Mike Davis, and Harpoon were checking out parts, having a good time and talking about how they should have a bike show of their own filled with the kind of old school bikes they love from all of their friends and riding buddies. Ninety-nine percent of the time, this kind of talk would come and go and life moves on, but somehow, there was just the right mix of energy and personality between these three; so much so that by Monday night, Mike Davis announced he had a name for their show. It was to be "Born Free", a contraction from the names of Mike's company "Loser Machine," and Grant and Harpoon's company, "Freedom Machine," (although keep in mind, they all had day jobs as well.)

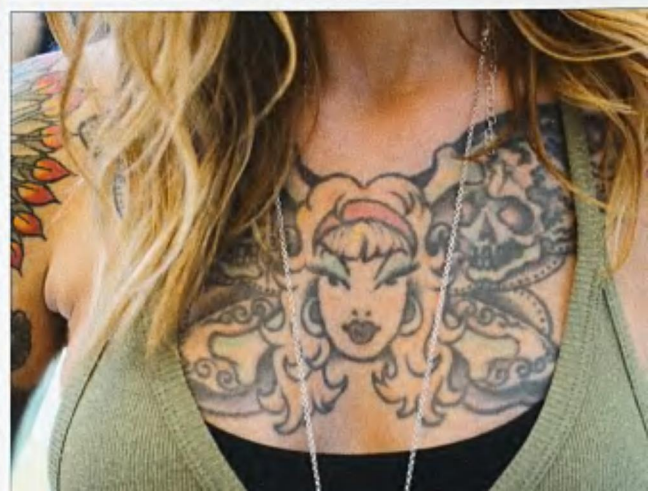
Just about a month later on a closed-off city street, it happened. Through word of mouth and simple Internet message boards, (we are talking pre-social media as we know it today), a few hundred bikes and 500 people gathered to check out each other's rides. Born Free was nothing like the big traditional indoor bike shows that had been going on for decades, but exactly what this young crowd was looking for and at exactly the right time. With the vibe so right on, word spread quickly, so that by June of 2009, Born Free 2 blew up with a thousand bikes showing up. That year's event on the streets of Signal Hill, California was described as a "Motorcycle Woodstock." It looked more like what people saw in old motorcycle magazines than anything anywhere else at the time.

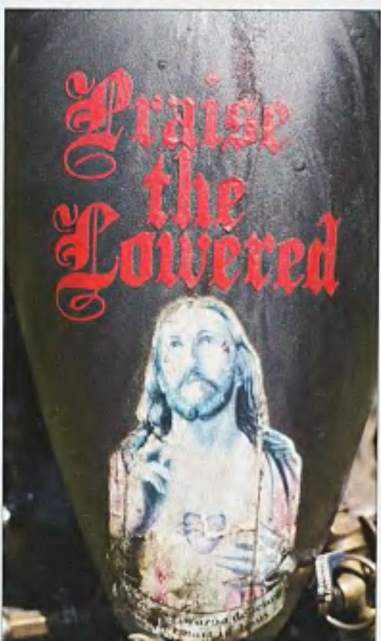
It was easy to see this thing had legs, but big decisions had to be made. It was clearly going to get bigger and require a lot more time and energy. At this point, Harpoon dropped out because, as an art teacher in the public schools and with a family and business obligations, he just didn't have the time, but Grant and Mike plowed ahead. It was decided the street wouldn't be able to handle a bigger show, so Born Free 3 in 2010 was moved to its current location on the grounds of the Oak Canyon Ranch in Silverado.

The property was a perfect setting









along a narrow, windy road with Irvine Lake just beside it and the dry Southern California hills all around. Camping wasn't far away, and there was the great Cooks Corner historic biker bar just down the road in Trabuco Canyon. There was an amazing feeling of being in the middle of nowhere despite being so close to the big city. Everyone agreed, and the show exploded even more, with thousands of bikes showing up that year.

The growth has been steady, as the changes have been. It is maxed out now with 25,000 people showing up over what has grown into a two-day show. The "Invited Builder" class that was added years ago has gained so much respect that it has attained international recognition and is considered by many as the "Best Bike Show in America!" Harpoon called it the "Lalapalooza of all of them," and having been to most of the shows across this country, I won't personally disagree. In fact, having been to some of the best around the world, such as Mooneyes in Japan, the Twin Clubs Norrtälje show in Sweden, and MBE in Verona, Born Free can hold its own with any of them.

The invited builders pull out all of the stops to unveil their very best each year, and Born Free 9 was no exception. Interestingly enough, the builders vote on each other's bikes to determine three place winners that are announced Saturday afternoon. This year's winners saw a very international mix with Dave Polgreen from the "Wretched Hive" coming in third with his rigid 1947 Harley-Davidson knucklehead chopper. Toshiyuki "Cheetah" Osawa came in second with his flat-track inspired Harley-Davidson WL flathead from Tokyo, Japan that he named "The Comet." In first place was Martin Carlgren of the Ringo Chop Shop in Gothenburg, Sweden with his 1947 SRM (Swedish Racing Motor) 1,000 cc chopper for which he was awarded \$6,000 and an all-expense paid trip for himself and his bike to the famous Mooneyes Yokohama Hot Rod Custom Show in Japan.

Martin's bike deserves a special note as it may have been the most unique chopper I have ever seen at Born Free.

BORN-FREE



BORN-FR

BORN-FREE





You often hear how a builder created every part on their bike, but on this bike, Martin, with the help of his friend Magnus, actually built every part of the engine as well. You see, there never was a 1,000 cc SRM, at least not one other than in someone's mind and on paper.

The story goes back to Folke Mannerstedt, who was the chief engineer of Husqvarna's racing engines in the 1930s. He went on to develop the very competitive single cylinder 500cc SRM engine as a project with students at the Stockholm Technical Institute. This engine was lighter and more powerful than anything else out there and became popular on the European Speedway circuit despite only 35 engines having ever been sold. It was also thought that Mannerstedt was designing a 1,000 cc V-twin version of the engine when the 1,000 cc racing class in Europe was shut down due to too many fatal accidents from the higher speeds these larger engines were attaining.

It wasn't until the late 1980s that Husqvarna enthusiast Gösta Svensson discovered in the attic of the recently-deceased Folke Mannerstedt, some incomplete drawings of the 1,000 cc engine that confirmed Mannerstedt had actually ever worked on it. The rumors were true and Gösta went on to get molds and castings made from the incomplete drawings, but it stopped there. Someone had to continue the work on the design of the internal components and dimensioning on the cast parts, so this is where Martin and his friend Magnus came in. And then Martin's invitation to be one of Born Free's invited builders arrived, so the race was on. It was cut so close that all the parts were shipped to the "Wretched Hive" shop in Santa Ana where Martin spent a month doing final assembly, finishing just the night before the bikes were debuted at the Born Free pre-party. It is an epic story of an exceptional bike.

Back to Born Free, organizers Grant and Mike are known for always coming up with exciting new additions to the annual event, and this year marked Born Free's first dirt track races at the world famous Costa Mesa Speedway on the Thursday before the weekend show.







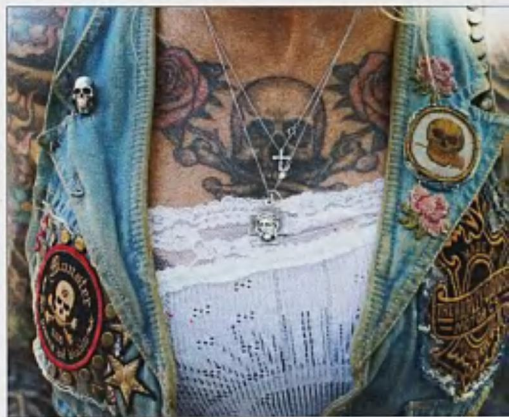


Over 2,800 people showed up to watch the “thrills and chills” and elbow-to-elbow racing excitement where everyone from amateurs on choppers to professional flat-trackers competed for the big purse. The evening also went down as the Born Free “pre-party” and the debut of all the invited builder bikes to the public.

Another first was the special camping area, limited in size and scope, but packed with bikers ready to party all weekend. The actual event kicked off early Saturday morning. Many of the builders and vendors arrived before sunrise to get ready and by 10am, the place was starting to fill up. In addition to the build-off bikes, there is a nearby “corral” where the organizers invite some of the great bikes that have been ridden in to be displayed. Close to 3,500 bikes can fit inside the main 17 acres of grassed grounds, and then there are another 5,000 bikes parked on the dirt, so there is no lack of iron to see.

The vendor area is also somewhat different from more traditional shows in that Grant and Mike hand pick the vendors. This year they were even more picky, cutting out 40 vendors from last year despite having a waiting list of nearly 100. This also made room for Vans Shoes to set up a vertical skate ramp, that at one time was the tallest ramp in the world. They put the icing on the ramp by having some of the greats, like Steve Caballero, Jason Jessee, Bucky Lasek, Christian Hosoi, and Lizzie Armanto demonstrate their talents there.

One of the big draws to Born Free are the bike giveaways for which people buy chances on-line and on-site, but you need to be present to win. Jeff Leighton built a beautiful custom 1942 knucklehead that went to a lucky winner on Saturday that just happened to be famed custom bike builder Max Schaaf. Two bikes were given away on Sunday: a 1951, all-original panhead, and a brand new 2017 Harley-Davidson Lowrider S. There were also awards given on Sunday, from best Sportster or metric bike, to the “Best of Show” for which any bike ridden to the event was eligible to win. The big prize was another all-expense paid trip to Mooneyes in Japan.



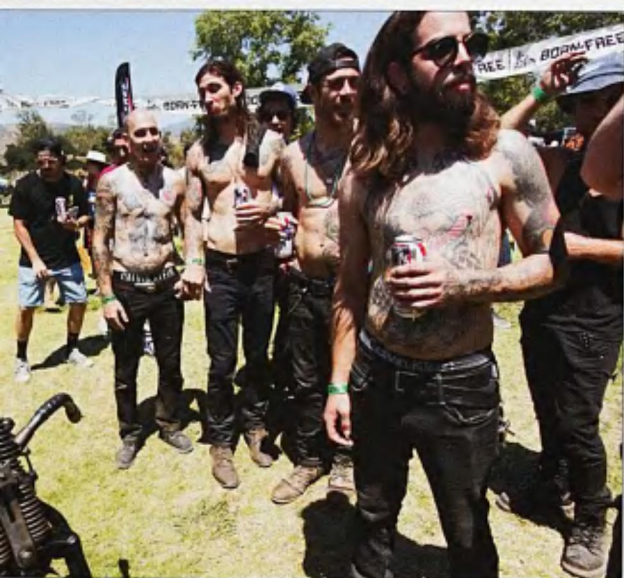
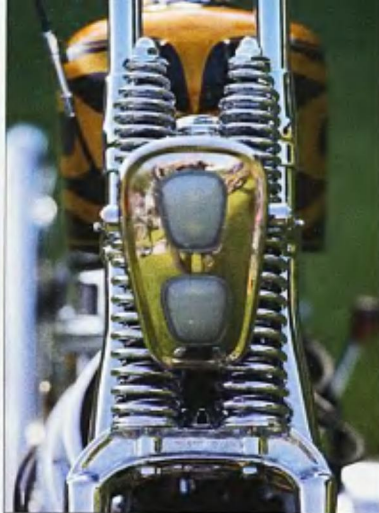
Born Free is really about eye candy in a three ring circus. There are great things to see in every direction, and not just on-site. Head down the road and the party continues at Cooks Corner. Friday night is the big night there with *Showcases Magazine's* "People's Choice" award being bestowed on one very talented builder from the five that competed. The winner got to put his bike into the "Invited Builder" competition Saturday morning with the big guns. This year's winner, Christian Newman, deserved the accolades for his completely hand-built 1940 H-D knucklehead chopper.

Capturing the energy of Born Free in photos is always a treat. The weekend goes quickly, and when it is over, I find myself wishing there were just a few more hours. But no, I have to wait another year. Who knows what the 10th anniversary will look like, but considering how far they have come from that morning at the swap meet, you can bet I'll be there to find out.

Next year's Born Free 10 will take place on June 23-24, 2018. For more info visit bornfreeshow.com.

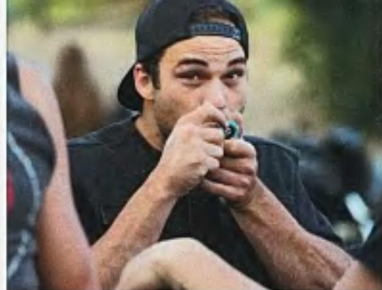
—Michael Lichter

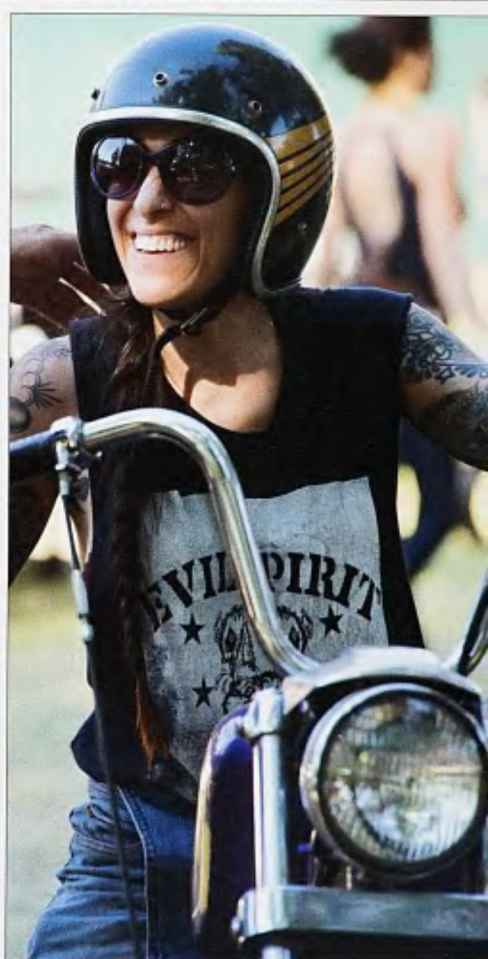
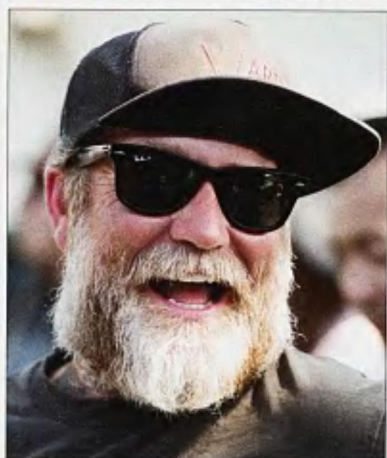
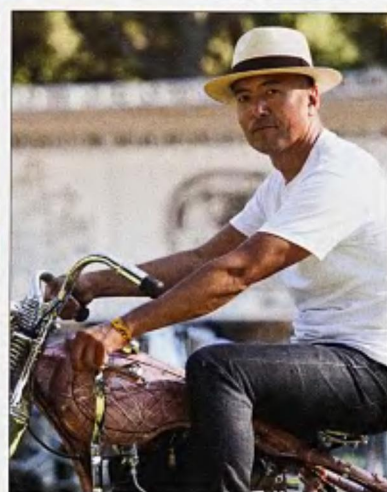


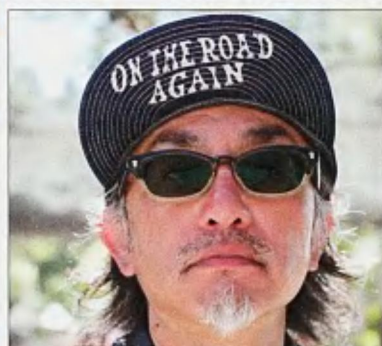
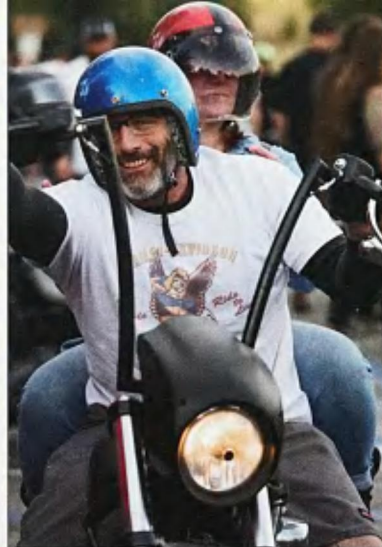


















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The sun was searing holes in my eyelids as I came to on the grass with ants chewing on my Eustachian Tubes. "Ack!" I screeched, sitting bolt upright, clawing at my ear holes. "Jesus Christ, where am I?" The air felt like a thousand degrees. My mouth tasted like Fritos and ass. I found myself face to face with a crazy old twin-engine flathead race machine next to a baby blue shovelhead next to a panhead C-cab trike that looked like the kind of

shit I used to draw on my Pee-Chee folder in Junior high school. As my vision cleared I realized I was lying in the middle of a beautiful green field filled with every imaginable kind, color, brand and style of chopper. I thought I had died and gone to heaven, and in a way I had, because this was the Born Free Chopper Show 9.

Perhaps it was the three days of constant parties leading up to the main event that had finally caught up to me

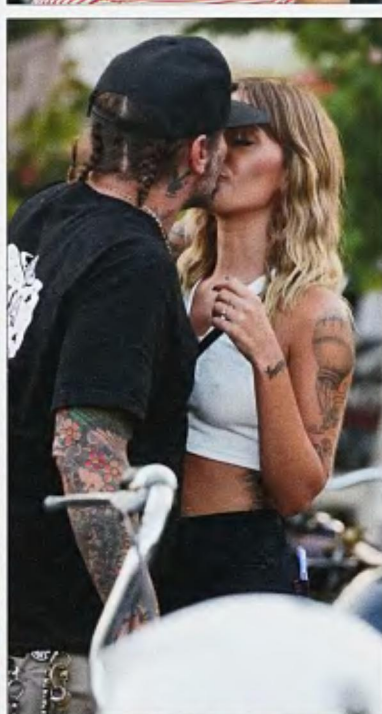
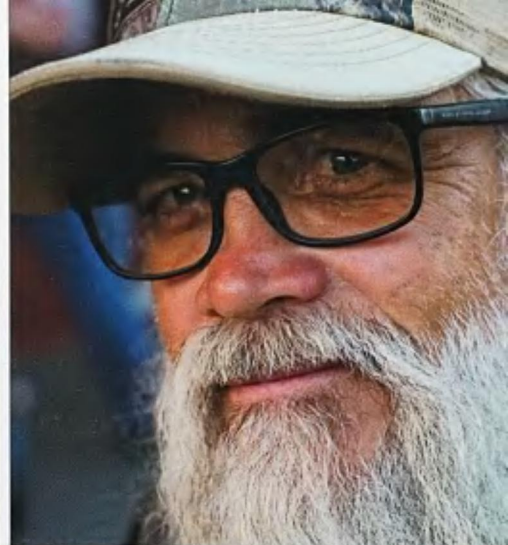
and caused my collapse, but no matter. I had God's work to do. I staggered to my feet and lurched towards the giant plastic tits of the beer booth.

I remember the beginning anyway, at Costa Mesa Speedway Thursday night and insane hooligan races and giant crowds of moto-mutants covered in grease, hair, beer and neck tattoos, all barking unintelligible gibberish at one another and laughing hysterically. The air was heavy with a delicious



UNCLE'S A DOCTOR!







potpourri of scorched rubber, two-stroke exhaust and Hai Karate. The chicks were off the hook (Thank you baby Jesus for summertime in So Cal). All the while, my favorite country singer Gethen Jenkins and the Freightshakers were pile-driving their brand of honky-tonk hellfire over the undulating, beer-soaked congregation.

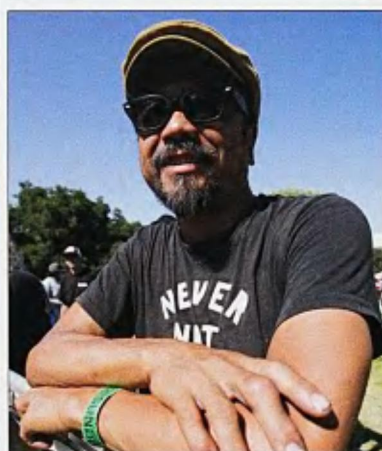
After that, it was a psychotic two-day blur of raucous chattering bro-downs

and an endless lane-splitting, oil-spewing freeway grind to parties all over the region, all leading to this, the spiritual ground zero of what is happening.

Born Free is what's happening and you would have to be some kind of nimrod to not see how beautiful it is. That people in vast numbers, of every age, size, shape, color, sexuality, nationality, religion, political bent and

beard-style, share this space in goodwill and greasy good times, all for the love of cool motorcycles is what's happening.

The love-spirit of this beast was born into it from its humble beginnings directly from the hearts of founders Grant and Mike. It's pure love power, man. As massive as it has gotten over the course of nine years, Born Free has always maintained an air of grass-roots



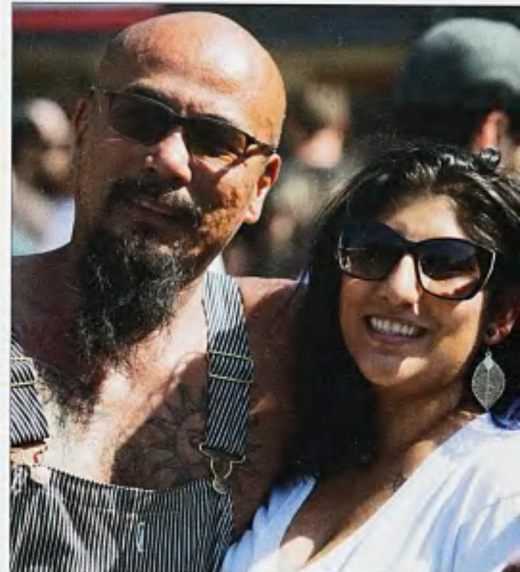
humility and inclusiveness at its core that is inspirational to say the least. The proof is the thousands upon thousands of happy punters who travel from every corner of the globe to get here and broil together in the blistering heat.

As I strolled the endless rows of some of the coolest machinery imaginable, with the strains of good snotty punk rock in my ears and the

sight of bike builders and pro-skaters alike getting huge airs over the massive and terrifying Vans half-pipe, it was the faces in the crowd that kept grabbing my attention. Hipsters, geezers, tough guys, tourists, speed freaks, stroller dads, hot moms, high rollers and gutter-rats all rolled together, sweating it out and speaking the same language of grease and gasoline and two-wheeled internal abandon.

To a lot of people, me included, Born Free is much more than a bike show. It's a movement, a grass-roots DIY ethic, and a template for how to do this stuff. It's no surprise that there are shows popping up around the country, hell, around the world based on the template of Born Free. It gives me a ray of hope for my species. Born Free is love, and love will always win, baby.

—Beatnik





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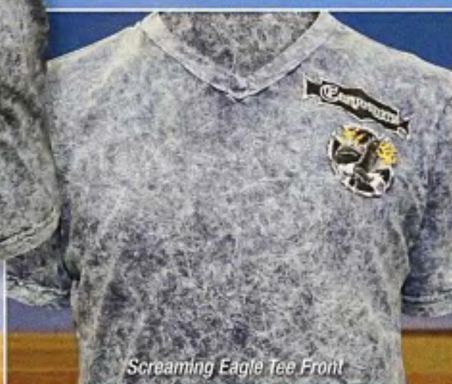


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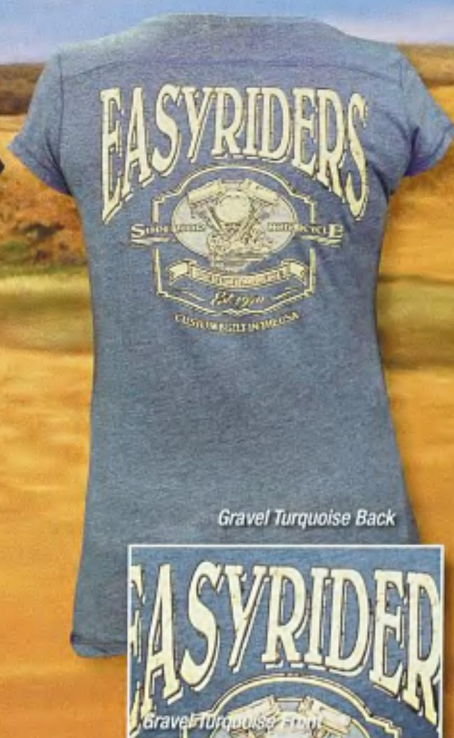
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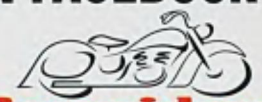
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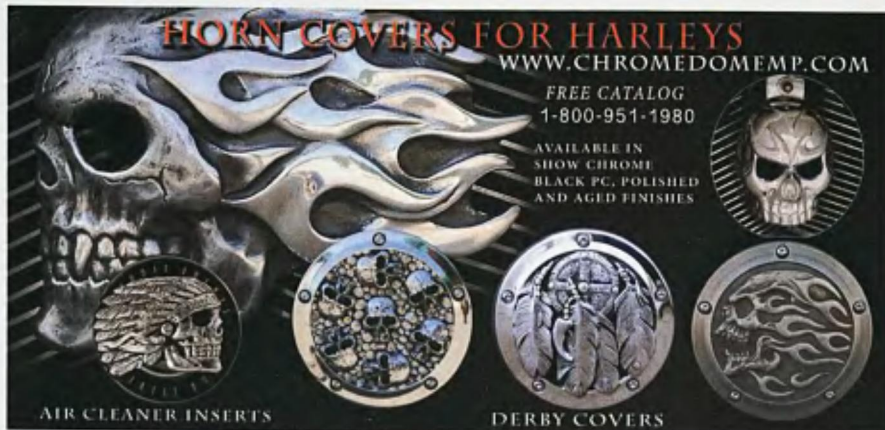
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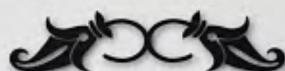


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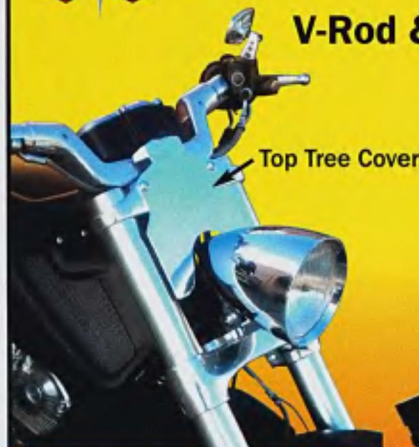
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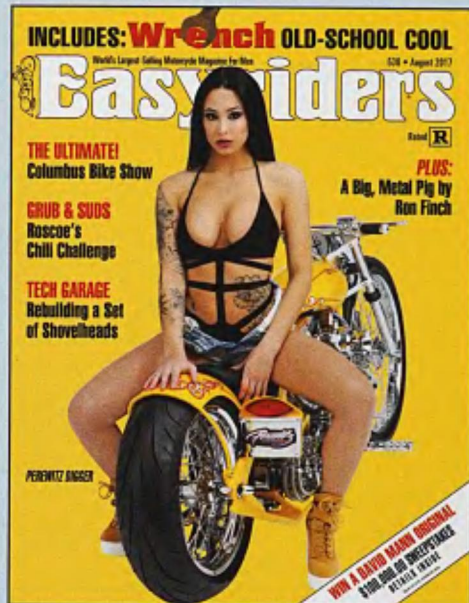
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Chris Gibbany
Harrison, Arkansas
1956 Panhead

Chris Gibbany is a motorcycle and hot rod nut who has motor oil running through her veins. After riding an 1881 Ironhead Sportster for years, Chris set out to find herself a knucklehead.

When the opportunity to buy a panhead engine instead bit her on the butt about 8 years ago, she pretty much bought it on the spot. Once she had it home, it spent half of its life being mocked up in the living room where she slept beside it for three years. "My husband Gabe and I finished building it in a backyard shed," she says, adding that she designed the bike from beginning to end. Chris soon decided that this would be her "dream bike," so



she splurged on goodies like the Baker Drivetrain N-1 shift drum with its neutral on the bottom "so you don't accidentally catch neutral when shifting up from first," she explains.

She also wanted a beefy appearance, so she bought a Chica gooseneck frame with its larger-than-standard tubing and wider rear. "It's actually made to run a large 180 tire, but we just made a traditional 16-inch tire fit," Chris says. "I run Avon MK IIs on the front and rear of

this bike to further that beefy appearance. My front tire gets more attention than any part of the bike."

Then she found a picture of a Spartan Frameworks springer that she just had to have. Chris says she had to sell all of her guns to pay for it. "I received it the day after Christmas in 2010," she says. "It was the best gift I have ever given to myself."

Chris picked a Chica ribbed rear fender instead of a sissybar or fender strut, and was originally going to keep the bike a kick-only. "But since the engine is freshly rebuilt and I have a bad knee," she says, "I purchased a Tech Cycle electric start kit for when the need arises."

A friend, Jim Crabb, painted the tank, fender and seat pan Chrysler Lime Peel Effect while she custom-made the seat, which is just a piece of thin leather cut

Photos: Gabe Gibbany



WINNER of our Star Brite Reader's Ride contest!

from a pattern she drew on a brown paper bag and tied together with screws onto a Baas Metal Craft pan. "I call my panhead 'Panacea,' which means 'a solution or remedy to all difficulties,'" she says. "and after riding my 1981 Ironhead 'Iron Man' for so long, the pan rides like a dream."

—Tripper



Comin' At Ya



The February issue of *Easyriders* (#535) takes you to the ultimate two-wheeled treat when we check out all dirty antics of the Chillicothe Motorcycle Rodeo. We'll also take you to the last great rally before winter, Biketoberfest. We'll also ride with thousands to the run for the Wall to honor our men and women in uniform.

Custom bike features include Jeremy Valentine's Joker Sportster, Jim Harper's 1940 flathead, Larry Moore's show-stopping panhead, Jess Walker Sr.'s swoopy Street Glide, Rusty Nash's wicked rigid pan, and Andrew Potash's 1948 classic Indian Chief.

All this plus righteous biker fiction, twisted humor, classic David Mann art, and some sexy Sallys who will do anything for a ride. It's all burnin' rubber your way in the February issue of *Easyriders*!

On sale December 26



The February issue of *V-Twin* (No. 199) is the "G-Rated" version of *Easyriders* and there is nothin' in it that you can't show your dear ol' mum.

On sale December 26

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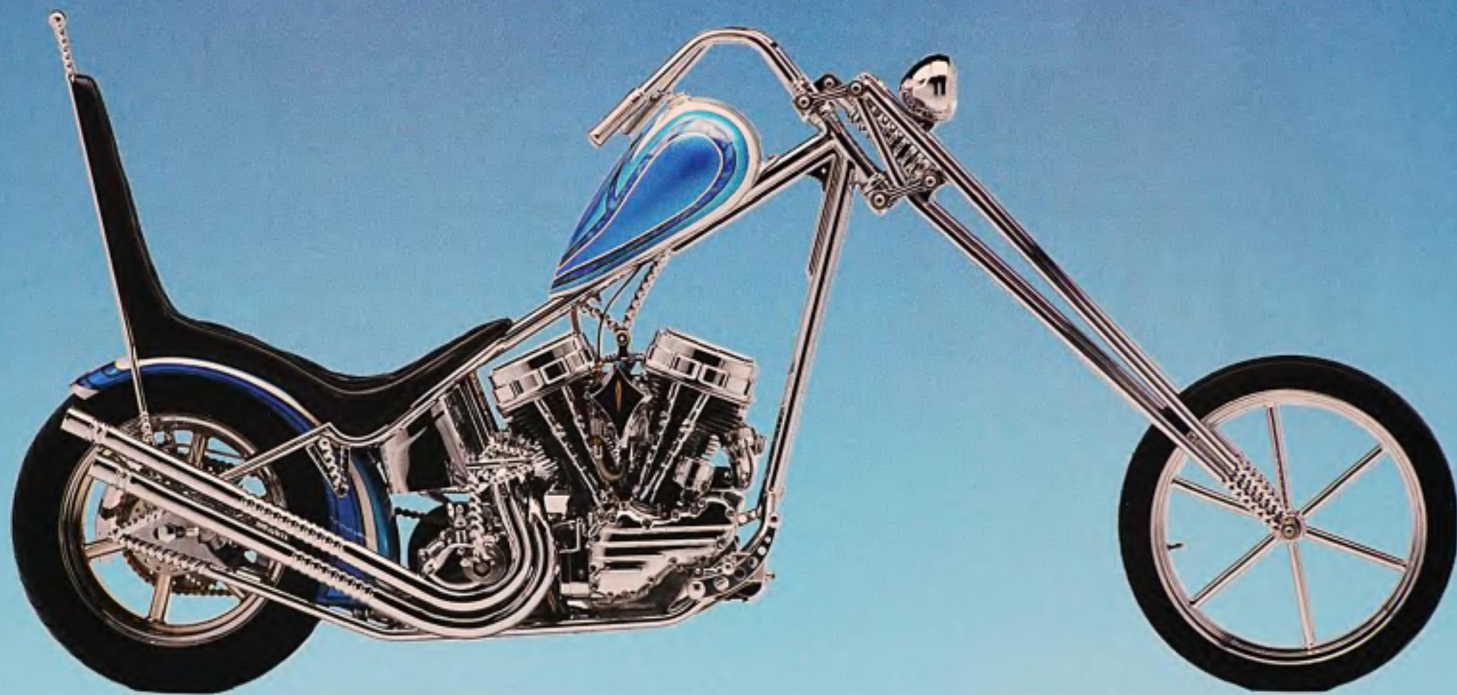
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David Mann's painting *A Moving Experience* first appeared in the January 1984 issue of *Easyriders*. It is part of a new collection of 50 David Mann Masterpieces #4.