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535 • February 2018

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BEWARE OF THE BLOB

Forget worrying about alligators in the sewers or that demon clown from *It*, the newest scary thing in the sewers is a giant "fatberg" that lives beneath the streets of London. A fatberg is created by a buildup of fat and grease combined with used diapers, sanitary napkins and wipes. This one is almost the length of three football fields and weighs more than 140 tons. Matt Rimmer with London's Thames Water said the current glob is "a total monster and is taking a lot of manpower and machinery to remove." He says it's like trying to break up concrete.

MILK DOES A BODY GOOD

Entrepreneur Miki Argawal, 38, of Brooklyn, New York was a hit at this year's Burning Man gathering in Nevada, where she pumped breast milk and offered it to fellow attendees to help with hangovers or for use in lattes. She even tried some herself, saying it tasted a bit like coconut milk. She estimated that 30 to 40 people tried her milk. "The fact that any part of that could be seen as taboo... it's time that conversation changes," Argawal said. Okay, but we like to get ours straight from the tap.

ONE DUMB TERRORIST

Terror suspect and Uber driver Mohiussunnath Chowdhury, 26, of Luton, England was detained in London recently after using his navigation program to direct him to Windsor Castle. But the technology led him astray, and he pulled up outside The Windsor Castle Pub in Windsor. After realizing his mistake, Chowdhury headed for London, where he parked his car next to a marked police van outside Buckingham Palace, brandished a 4-foot-long sword and yelled "Allahu Akbar." Chowdhury was charged in the

Westminster Magistrates Court with one count of preparing to commit an act or acts of terrorism. Dumbass.

JOHN WAYNE FACT OF THE MONTH

When he first met actor Michael Caine, John Wayne gave him some friendly thespian advice. "Talk low, talk slow and don't say too much." He then baffled the Brit by adding, "and never wear suede shoes." When Caine asked why, Wayne replied, "Because one day a guy in the next stall recognized me, turned towards me and said, 'John Wayne, you're my favorite actor!' And he peed all over my suede shoes. So don't wear them when you're famous, kid."

ANOTHER DUMBASS

This dude in Plymouth, Minnesota went to extraordinary lengths and wasted two days of police investigators' time just to get a few days away from his wife. The woman reported her 34-year-old husband missing and showed police a text from him saying he had been kidnapped. The kidnapper demanded a paltry \$140 for his return, and the wife agreed, but the kidnapper said she could wait for the husband to receive his paycheck. Eventually police caught up with the husband, who insisted he had indeed been kidnapped but asked officers to stop investigating.

GETTING HIGH IN CHINA

After arguing with a security guard about the high price of parking, a woman in Benxi, Liaoning Province, China left her car in front of the entrance gate to a housing community. But people had to get in and out, so a crane was employed to lift the car onto the roof of the security building next to the gate. Onlookers can be heard laughing in a video of the incident. Man, I wish I owned a crane.

NOSE JOBS AND BONERS

A 45-year-old man was undergoing the latest in a series of plastic surgeries (this one a rhinoplasty) in Iran when he "reacted badly" to the general anesthesia and developed a painful, long-lasting erection, known as priapism. As he recovered in a Serbian hospital, he was denied painkillers and was only relieved of the condition after another surgery. He is hoping his latest nose operation will improve his looks enough to launch him to international stardom. Yeah, good luck with that.

HELP ME, OBI WAN

Farmer Jeremy Goebel of Evansville, Indiana has honored the late actress Carrie Fisher with a corn maze planted in the shape of her iconic character, Princess Leia from *Star Wars*. He planted the maze last spring using a GPS device, and it was scheduled to open in early September. This dude has too much free time.

FROM THE "TOO WEIRD" DEPARTMENT:

Thousands of people gathered at a city park in Santa Fe, New Mexico on the evening of Sept. 1 to revel in the burning of the effigy Zozobra, a six-story monkey puppet filled with handwritten notes about anxieties and problems they hoped to send Aup in smoke. Locals dropped their notes in a "gloom box" at a shopping center, with subjects ranging from an ill family member, to hurricane victims, to government corruption. This bizarre tradition began in 1924 and was named for the Spanish word for upset or worry.

BIKER SAYING OF THE MONTH

"The vagina is the perfect motor. It starts with one finger, is self-lubricating, and once a month it changes its own oil."



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Rusty Nash's
1951 Pan Chop



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1940 UL



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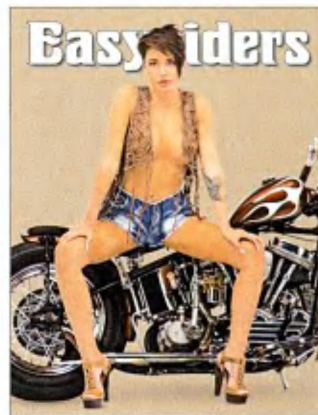


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When You're In A Hurry
To Get Somewhere

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Elizabeth Hassell with Rusty Nash's
1951 Harley-Davidson panhead.
Photo by Brad Patton.

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
January 30, 2018.

Easyriders® magazine ISSN 0046-0990 Number 535, February 2018, Vol. 48. **Easyriders®** is published monthly by Paisano Publications, LLC, with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, 818-889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, 818-889-8740, FAX 818-889-1252. Website: www.easyriders.com. Periodicals postage paid at Agoura Hills, California 91301-2693 and at additional mailing offices. Copyright 2018 by Paisano Publications, LLC. All rights reserved. Nothing may be reproduced without prior written permission of the Publisher. Editorial Submission Guide-lines All submitted letters, articles, jokes, poems, photos and artwork ("Submissions") become the property of Paisano Publications, LLC ("Publisher"). The Publisher is under no obligation to keep or return any Submissions unless a SASE is provided at time of submission. The Publisher has the unrestricted right to print all or any portion of Submissions, to edit same, and to print, re-print, edit, alter or disregard all said materials at their sole discretion, in any medium now or hereafter used by Publisher in connection with its business operations. This includes, but is not limited to, magazines, books, calendars, catalogs, merchandise, advertisements, videos, television and Internet applications. No compensation is payable for letters usage but appropriate photo captions may be given (e.g. your name and city listed) at the discretion of the Publisher. All Submissions must be exclusive to the Publisher who will provide appropriate credit to the author, photographer or artist of published works, and will indicate if same has been excerpted from or materially changed from original content. Subscriptions: All correspondence regarding subscriptions and changes of address must be addressed to **Easyriders®** Subscription Department: P.O. Box 422425, Palm Coast, FL 32142-2425. **Print Subscriptions:** One year: \$39.99, two years \$69.99 in the U.S. and its possessions. Postage: Canada please add \$30.00 and all other foreign add \$50.00 per year for postage (U.S. funds only). **Digital Subscriptions:** One year \$9.99, two years \$14.99. Postmaster: Send address changes to **Easyriders®**, P.O. Box 422425, Palm Coast, FL 32142-2425. Advertising: **Easyriders®**, P.O. Box 3000, Agoura Hills, CA 91376-3000. FAX: 818-889-4726. The publisher is exempt from the record keeping requirements and disclosure statements mandated by 18 U.S. Code 2257 (a) through (c) and the pertinent Regulations, 28 C.F.R. Ch. 1, part 75, since all of such material falls within the definition of exempted material set forth in 75.7 (a) (1)-(3) of the pertinent Regulations. Printed and produced in the U.S.A.

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LUCKY

OAK LEAF

Rusty Nash's
1951 Pan Chop

Sometimes you get lucky in life and good things happen. Like Rusty Nash's story about his sweet panhead here. I got lucky too, because when I interviewed Rusty for this bike feature, everything you are about to read just tumbled out of him. Sure made this job easy.

"I have been on two wheels since the age of four, my first ride was a 1980 Suzuki JR50 that my parents bought me for Christmas," Rusty begins. "My first Harley was a 2004 Super Glide. My dad had a bike off and on most of my life. He had a beautiful 1982 Super Glide." You could say that Rusty was bitten by the motorcycle bug early and having parents who fostered his passion was a real plus. His love of



bikes even led to a career wrapped around two wheels.

"I am a custom motorcycle painter and own a shop in Murrells Inlet, South Carolina," Rusty tells us. "I've been in business for six years but have been painting for a little over 20 years. I mostly make my living painting baggers, but my passion is choppers."

Rusty bought this bike six years ago. He says that it was a crappy restoration job at the time, but it didn't matter to him because he had his heart set on turning it into a chopper.

"I didn't have panhead money, but turns out the owner wasn't asking for panhead money after all."



It had the original motor, frame and tranny that had all been together since 1951. "I tried to leave it a big fender bike, but I decided to CHOP IT because I just can't leave things alone."

"I bought the bike from a local guy I was trying to buy a shovelhead from. He told me the night that I looked at



the shovel that he had a pan for sale as well," Rusty recalls. "After I left his place that night my girlfriend asked why I didn't check out the pan and I told her that I didn't have panhead money. After a sleepless night with panhead dreams, I called the guy back and asked about the pan. After a couple days of going back and forth with the guy, we made a deal. Turned out he wasn't really asking for panhead money after all."

See? We told you this was a lucky story. Rusty began modifying the bike right away, but it went through several front ends, three gas tanks, two seats, two exhaust systems, and a few rear fenders before he hit on just the right combination. "The tank was modified to fit like I thought it should," Rusty continues. "I went with a Lowbrow Customs Stingray rear fender, and my good buddy Vic Woods from 624 Customs made the super clean fender struts and mounts. Vic was also the one who modified the tank. I decided on traditional flames for the tank and my

pinstriper Mick Forrest of Olde Soul Paint Works hand-painted the oak leaf design on the top of the tank."

Jeff Kimmel and Kevin Mayhew of Hottails in Murrells Inlet handled the solo seat and p-pad. The headlight is a 100-plus year old spotlight for a fire truck that has been restored. It was a gift from Rusty's better half. And Eric Berg hooked him up with the old risers that he had owned for over 40 years.

"The bike is a rider and is ridden frequently," Rusty confides. "It's old, so it doesn't like the South Carolina heat in the summer, but it gets a lot of use when the weather is right." Rusty has entered the pan in some small bike shows in the Myrtle Beach and Charleston area. "It has won a few awards, but that's not what it's about for me." And Rusty's favorite detail on his beloved scooter? "I would say my favorite part is the oak leaf design on the tank. It has always been my favorite Harley logo." —*Dave Nichols*



Your Fox Hunt winner this month is the elegant Elizabeth Hassell. This Georgia peach ads her special sultry sauce to Rusty Nash's roadworthy panhead.

"It's old, so it doesn't like the South Carolina heat in the summer, but it gets a lot of use when the weather is right."



Owner: Rusty Nash
City: Murrels Inlet, South Carolina
GENERAL
Fabrication: Vic Woods
Year and make: 1951 Harley-Davidson
Model: Panhead
Assembly: owner
Time: three years

ENGINE

Year and make: 1951 H-D
Model: Panhead
Rebuilder: RS Cycles
Ignition: points
Displacement: 74 cu. in.
Lower end: H-D
Balancing: RS Cycles
Pistons: Keith Black
Heads: H-D
Cams: Andrews
Lifters: JIMS
Carb: S&S
Aircleaner: Throwback Cycles
Pipes: homemade

TRANSMISSION

Year and make: 1951 H-D
Modifications: none
Shifting: foot

PAINT

Painter: Rusty Nash
Color: root beer/cream
Type: Matrix
Special: hand-painted oak leaf by Mick Forrest

FRAME

Year and builder: 1951 H-D
Type: wishbone
Rake: stock
Stretch: none
Shocks: none

ACCESSORIES

Bars: swap meet
Fenders: Lowbrow Customs
Headlight: old spotlight
Taillight: Justified Defiance
Pegs: H-D
Gas tank: Wassel
Oil tank: H-D
Primary cover: none
Seat: Hottails
Mirrors: Drag Specialties
Grips: Jason Jessee

FRONT END

Type: Springer
Extension: none
Builder: H-D

WHEELS

Size: 21-inch front, 16-inch rear
Hub: star
Tires: Avon front, Shinko rear
Brake: drum

Model: Elizabeth Hassell
Photos: Brad Patton





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E-15 LAW DEFEATED

Motorcyclists concerned over high ethanol fuels, which are proven harmful to all motorcycles, can breathe a little easier. The Consumer and Fuel Retailer Choice Act (S 517), by Senator Deb Fischer (R-Neb) which would have allowed the sale of E-15 blends during the summer months from June 1-September 15 will not receive a vote in Congress. Under current EPA regulations, E15 cannot be sold during these popular travel months.

The American Motorcyclist Association opposed the bill, as it would likely lead to engine failure of motorcycle engines, as currently no motorcycles are certified to run on the high ethanol fuel. The biggest problems would be with "blender pumps," which dispense multiple grades of fuel from the same hose and nozzle, which can amount to up to a gallon from the previous fueling.

Source: American Motorcyclist Association

RED LIGHT RELIEF FOR CALIFORNIA

For an eternity Californians have endured faulty signals that fail to detect motorcyclists and bicyclists at intersections. There have been bills that would have allowed motorcyclists to wait a reasonable period of time and then proceed cautiously through the intersection when safe. Unfortunately, these bills have been considered too risky by the governor, and have been vetoed.

QUOTE OF THE MONTH

If all that Americans want is security, they can go to prison. They'll have enough to eat, a bed and a roof over their heads. But if an American wants to preserve his dignity and his equality as a human being, he must not bow his neck to any dictatorial government.

—DWIGHT D. EISENHOWER

Riders in the state may finally receive some relief in this area, with Governor Brown's signage of SB672 (Traffic-actuated signals: motorcycles and bicycles), authored by Senator Jean Fuller. The bill mandates that when existing traffic signal actuators are replaced, that the new devices are in conformance with professional engineering practices, so as to detect lawful bicycle or motorcycle traffic on the roadway. The bill will also include reimbursement by the state as required by the California Constitution.

It looks like this will be a long time coming, as it doesn't require all intersections to be repaired, only that they be updated upon replacement, but we'll take it as an incremental win for California motorcyclists. The bill was advanced and supported by ABATE of California.

Source: ABATE of California, leginfo.legislature.ca.gov

FIRST WACO TRIAL

The trial of the first Waco Twin Peaks defendant, Jacob Carrizal began on October 14. Attorney Casie Gothro, representing Carrizal, complained about the state suppressing evidence from the defense, but stopped short of requesting a mistrial, saying "At this point, the state is putting us in a position of asking for a mistrial, with prejudice. We talk about the volume of information and as long as this case is. I've been asking for information for six months. And they said you've got it, you've got it, you've got it, only to get it in the middle of trial."

John Jacobson, an ATF firearms expert, testified that of the 154 firearms recovered at the scene, only 12 had been fired. This number did not include weapons fired by police.

In the coming trial of Matthew Clendennen, District Attorney Abel Reyna has recused himself "in the interests of justice." Clendennen's attorney, Clint Broden had tried previously, unsuccessfully, to disqualify Reyna due based on financial interests due to civil lawsuits filed against him in connection with the case.

The recusal is unrelated to a charge from Broden that Reyna is under investigation by the Austin division of the FBI for selective prosecution for political gain. FBI Special Agent Michelle Lee said the bureau could neither confirm nor deny an investigation.

Broden is also asking for a probe as to whether Reyna or Waco police Detective Manuel Chavez lied under oath

CONTINUED NEXT PAGE

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Publisher: Joe Teresi

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818-889-8740 • Fax 818-889-5214

Director of Advertising: Tammy Porter

Advertising Executive: Joe Russo

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Advertising Production: Smash Studio, Inc.

Circulation

Newsstand Director: Tony DiBisceglie

Foreign Licensing: Sanford Meyers

Manager: Gudrun Carver

Accounting: Keith Hart

Trade Events Associate Producer: Jim Betlach

Consumer Events: Kari Roben, Manager

For Vendor & Sponsorship Opportunities:

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Products Division: Arj Murillo, Purchasing

John Plaza, Shipping/Receiving

Newsstand Distribution

Curtis Circulation Company

730 River Rd., New Milford, NJ 07646

Newsstand Circulation

ProCirc

PAISANO PUBLICATIONS, LLC

Chairman/CEO: Joe Teresi

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regarding conversations that led to the identical "fill in the names" arrest warrants after the shootout. Broden says he had "extensive discussions" with Chavez before Chavez signed the warrants. Chavez has testified that he never spoke to Reyna that night.

Source: Waco Tribune Herald

RED LIGHT SCANDAL

In a previous story we spoke of the unfolding scandal in Chicago where innocent motorists were wrongly ticketed by automated red light cameras, and a court settlement was ordered. Under that settlement, 1.2 million motorists who did not pay or contest the ticket they received, then were found guilty for failing to respond, will receive half of their money back, if they file a claim by December 11, 2017. This settlement was issued because the city failed to provide a second notice, within 14 days, to those ticketed, as required by law.

The settlement covers tickets issued from March 23, 2010 to May 17, 2015. As reported previously, the city changed the rules in 2015, removing the requirement for a second notice.

Source: www.dnainfo.com

20,000 NEW JERSEY DRIVERS COULD GET DUI CASES TOSSED

Police Sergeant in New Jersey, Marc Dennis, who was in charge of certifying calibration of breath testing machines, has been accused of falsifying state documents attesting to the calibration of the devices. While the officer was allegedly observed skipping the step on only three machines, it has raised a cloud of suspicion over every machine overseen by his department. He has been charged with second-degree official

misconduct, third-degree tampering with public records and fourth degree falsifying records.

Prosecutors in New Jersey are now in the process of notifying more than 20,000 people changed with DUI that their cases are under review. A judge has been appointed to decide if those charged with DUI between 2008 to 2016 are entitled to relief due to the officer's alleged actions.

The case is related to a similar probe of the State Police drug lab, in which the technician, Kamalkant Shah faked the results of drug testing, resulting in the review of 15,000 drug cases.

Source: NJ.com

STOP THE SHAKEDOWNS

A Colorado ballot initiative in the process of being certified for circulation would stop government from receiving financial benefit from fines, forfeitures or other financial penalties. Instead 100 percent of any fines would go to the victim of crime, up to their total damages. Absent a victim, such as in a traffic violation, the person paying the fine could designate that the money be donated to a charity of their choice.

The would eliminate the conflict of interest for financial motivation from any law or regulation. Most cities rely on traffic citations as revenue sources, rather than safety enhancement, this measure puts the focus on public safety rather than revenue generation.

The backer of the measure, Steve Kerbel, defends the measure saying, "We end up with more judicious enforcement, and there is no financial reward for enforcement. It's going to feed the hungry, shelter the homeless. If they pull you over, it's because you really did something wrong. They just can't keep the money, and that money is going to go to the charity of the victim. There really is no loser here."

Learn more about the measure at stopheshakedown.com.

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Love Jugs Keeping Your V-twin Cooler

For many riders, especially in the Southwest and Southern regions of the country, idling in traffic is a huge problem in the hot summer months. Besides overheating your inner thighs, insufficient air flow to the cylinders can result in excessive oil temperatures to your motorcycles internal parts, and in turn present a real strain on your engine's lifespan.

Over the years a few manufacturers have tried to address engine cooling, from oil cooler fans, to fans directed to the cylinders. Harley has one such device as a parts and accessory item in their catalog, and several other companies has come up with something similar.

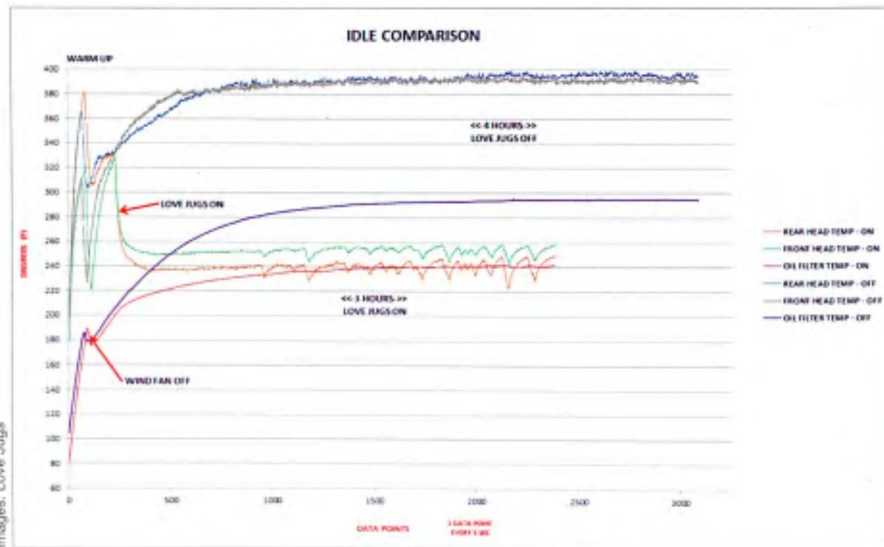
Love Jugs has taken engine cooling to another level. They have come up with a system incorporating two fans that direct air flow right where it is needed, one for each cylinder.

Ordinarily, when cruising along at highway speeds the fins on any Harley do a pretty good job of dissipating heat. But when traffic grinds down to a

crawl, the fins can only shed so much heat before the system breaks down. With EPA mandates for ever-leaner running engines to control emissions, the problem is only going to get worse. Harley has begun to address this with liquid cooling to the heads, and this helps somewhat. Still, something needs to be done... heat destroys engines, plain and simple.

AMSOIL is one of the most respected names in high performance lubrication, and a leader in both the automotive and motorcycle industry. While every oil company has a research facility to test their products under laboratory conditions as well as in real life, AMSOIL's facility is one of the best. It is important to note that these tests were performed independently on their own, and not in conjunction with Love Jugs.

Love Jugs has always claimed a 100 degree head temperature difference when their fans are blowing. In addition, they have a claimed a significant cooling of the oil itself, the engine's lifeblood. AMSOIL put those claims to the test. The AMSOIL testing actually exceeded those claims, as the chart below shows.





The test was performed on a non-liquid cooled Harley-Davidson Twin Cam. The bike was idled for four hours with the Love Jugs on and off. The temperature (fahrenheit) of the heads with the fans turned off stabilized at 394 degrees at the rear jug, and 390 in the front. Oil temperature at the oil filter stabilized to 294.6 degrees.

When the Love Jugs were turned the four hour test period was repeated. With the fans blowing, the temps recorded were 249 and 258 degrees rear and front respectively. This testing showed a head temperature difference of 145 and 132 degrees. In addition, the oil filter temperature dropped 53.2 degrees to 241.4 degrees. This is significant, as oils break down at higher temperatures, and subsequently their lubrication qualities fail quickly. This is particularly true with conventional oils, which seriously start to degrade at temps above 240 degrees. Quality synthetics are better in this respect, but there are limits.

Anyone who has idled in traffic, particularly in the desert South West, can appreciate any relief from engine overheating, particularly in states other than California that do not allow lane sharing. There is little doubt that Love Jugs can provide that relief. Love Jugs are available in a number of styles and finishes. Check out www.love-jugs.com for more information on installation and products available.

—Kit Maira

"At the end of the day,
shows are cool and everything,
but bikes are for riding."



Following the trail of longhorn cows, driven twice daily for camera-toting tourists, you stroll through the old stockyard section of North Fort Worth. You hook a left down Exchange Avenue and hear the unmistakable sound of thunder. Not the thunder of cattle hooves, but the suck/bang/blow roaring to life of old iron. In a rustic storefront next to a custom cowboy boot place, you'll find the Chopper Supply Co.

The brainchild of a couple of motor-mad friends, Jim Harper and Kenny Kirk, Chopper Supply Co. came to life in 2015 as a cultural clearinghouse. Parts, art, music, clothing, culture and friendship have made CSC the go-to place for all things custom in the Fort Worth area.

FORT WORTH FLATTIE

JIM HARPER'S 1940 UL



One half of that partnership, Jim Harper, is the builder of the sugar sweet flathead featured here. Jim grew up in Fort Worth and got into choppers by watching the various bike builder shows on TV that were popular a few years back. "The image of a guy going down the road on a chopper just stuck with me," he says, bitten by the builder bug. "I got it into my head that I just had to do that."

Jim bought himself an old Ironhead Sporty and started learning the art and science of keeping old iron alive. He learned to weld and fabricate. Never looking back, down the greasy rabbit hole he went. As his mechanical skills grew, he grew to love the process of creation. "I really got hooked on machine work," he says. "I love my machines!"

He started building bikes for himself and friends through the moniker of his home shop, Jim's Choppers. His passion for building kept him busy once word got out about how good Jim was with a wrench. He also dug the culture and spirit behind the Born Free Chopper Show and was thrilled in 2016 when he was asked to build a bike for Born Free 8.

"I really wanted to bring something extra special for the show."

This bike build started with a motor. His friend Kirk Sharp of the Just Kickers Show had just had a nasty wreck on his knucklehead chopper and was selling off a bunch of stuff. The running 1940 flathead mill seemed like just the thing to base a build around. He located a mid-forties frame that needed work. Someone had raked the thing to like 50-degrees, so the first job was cutting it back to a more reasonable 38-degrees.

Jim built the 10-inches over VL style springer from scratch. Dig the taper on those rear legs. There were a lot of hours and painstaking lathe-love involved in getting them just right. He modified a set of stock H-D rockers to connect the 21-inch front wheel and the stance of the bike is just perfect.

Jim fabbed the handlebars, pipes, shifter and sissy bar. A little detail that's not so little is the taillight. Jim made it along with the bracket, but says the glass lens was a piece he found in his grandfather's shop after he died.

He built the narrow, high gas tank, inspired by one built by Masa (of Luck mc Japan) that sits on Jim's buddy Scott Hoepker's shovelhead. Hoepker just happens to be the painter extraordinaire behind Chemical Candy Customs. Naturally it fell to Hoepker to squirt the black and cool blue flames that adorn the tank. A neat feature of the tank is the hidden attachment points so it seems to just float over the frame.



"I really wanted to bring something
extra special for Born Free."



Owner: Jim Harper
City: Fort Worth, Texas

GENERAL

Designer: Jim Harper
Year/Make: 1940 H-D
Model: UL Flathead
Assembly: Jim Harper
Time: 9 months
Chroming: Al's Plating

ENGINE

Year/Make: 1940 H-D
Model: UL Flathead
Rebuilder: Dan Bacon Carr
Displacement: 74-inches
Ignition: Stock Timer
Lower end: H-D
Pistons: NOS H-D
Cylinders: Aluminum Motortech Mfg.
Cam: H-D
Primary: H-D
Carb: Linkert M51
Air Cleaner: Le Beef
Pipes: Custom

TRANSMISSION

Year/Make: 1940 H-D
Shifting: 4-speed jockey

PAINT

Painter: Scott Hoepker Chemical
Candy Customs
Color: black/blue flames

FRAME

Make: 1945 H-D
Builder: Jim Harper
Rake: 38-degrees
Stretch: none

FRONT END

Builder: Jim Harper
Type: custom VL style Springer
Extension: 10-inches

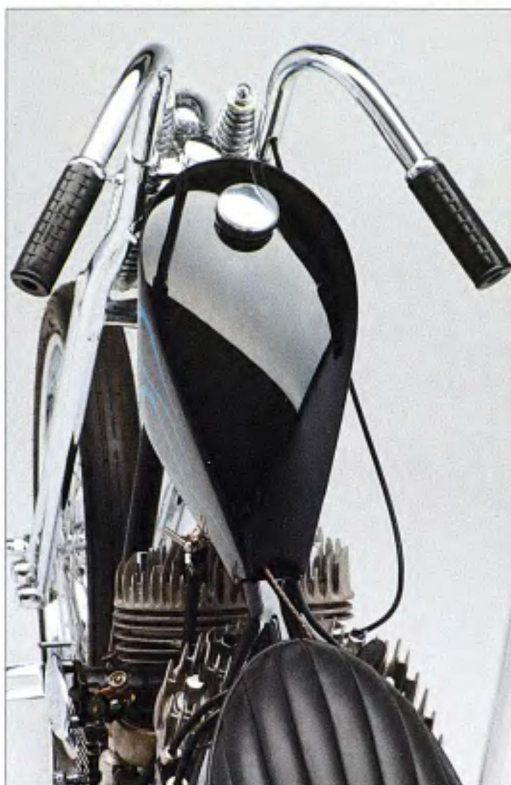
ACCESSORIES

Bars: custom
Handlebar Controls: H-D internal throttle
Grips: H-D
Headlight: modified Guide DH49
Taillight: custom w/glass lens
Pegs: Throwback Cycle Parts
Electrics: Cycle Electric/generator
Gas tank: custom fabbed
Oil tank: stock H-D
Seat: Union Speed and Style

WHEELS

Size: 21-inch front, 18-inch rear
Hubs: star
Tires: Firestone
Brakes: H-D Drum

Photos: Michael Lichter



In those old bike builder shows on TV, it seemed some crisis would always happen just before the big deadline. Well, in a case of life imitating art, just before Born Free, the motor started overheating which damaged the old cylinders, rendering them unusable except for as maybe paperweights. Ack!

In a serious bind, Jim turned to another friend, Dan Carr, legendary motor-master of DC Choppers for answers. As luck would have it, Carr just happened to have a pair of cast aluminum cylinders made by an obscure German company called Motortechnik Mfg. He got right on it and had the old motor rebuilt and

running a couple of days later. Jim made the show and had the experience of a lifetime.

These days Jim enjoys the labors of love that motorcycling brings him, riding the Texas hill country around Fort Worth, enjoying the camaraderie of the chopper community and tending to Chopper Supply Co with his bro Kenny. "Sometimes a kid will roll up on some shitty Sportster, all fired up and learning the ropes like I did, and I just smile." Jim is always happy to help the new guys with friendship and advice.

And as for the flathead? Yep, he's still got it. It runs and rides great. "At the end of the day," he reflects, "shows are cool and everything, but bikes are for riding."

If you want to see more of what Jim is up to check out choppersupplyco.com.

—Beatnik





BIG BIKE PARTS H4 LED BULB

Somehow, the folks at Big Bike Parts have managed to get more output from this bulb, expanding to 3,200 lumens in both high and low beam. The same bright white 6,000K color temperature now has an all new die cast aluminum cooling fan. In addition to increasing lumens, they've also been able to build the LED driver into the housing, thus removing the external driver from the cord and making for a very compact H4 LED that delivers 3200 lumens in a fan cooled unit.

bigbikeparts.com



DRAG SPECIALTIES' SOLID PRIMARY SPROCKET KIT

The next time you need to fix primary drive components, check out a product like the Solid Primary Sprocket Kit from Drag. This kit features a solid steel 34-tooth sprocket with a one-piece design that eliminates the need for a complete compensator assembly. This kit is spring-less and much quieter than stock or diaphragm spring-style compensators while retaining the use

of the stock installation bolt. This kit includes washer, spacer and instructions, and is available for '07-'16 FLHT, FLHR, FLTR, FLHX, '07-'17 Softail and '07-'17 Dyna models. dragspecialties.com



MAGIC STROBES BRAKE LIGHT FLASHER FOR '14-'17 HARLEY-DAVIDSON LED TOUR-PAK

Get a little more flash for your '14-'17 LED H-D Tour-Pak. While the LTP Magic Strokes Brake Light Flasher applied the flash/strobe pattern to only the center-most portion of the Tour-Pak, the new LTP2 allows the entire Tour Pak to strobe/flash for brake alert. The Magic Strokes Brake Light Flasher is plug-and-play and offers a five-year warranty plus a SMART function that disables Strobe/Flashing on turn signals when simultaneously braking and turning. In a sealed, weather-tight case, the Magic Strokes Brake Light Flasher helps with safety and visibility.

customdynamics.com

WOODWARD-FAB'S SHRINKER/STRETCHER MACHINES

If you're a hands-on kind of guy, check out the newest shrinker/stretcher machine from Woodward-Fab of Hartland, Michigan. The new Model WFSS-PRO is hands-free and foot-operated machine for forming metal by either shrinking or stretching the metal. Basically this tool is used to make smooth radius curves in a sheet metal. Sheet metal can be formed without heating, cutting, or welding by using a shrinker/stretcher tool. As the name suggests, a this tool makes inside



curves by shrinking the metal on one side while the metal is expanded for making curves on the outer side. woodwardfab.com



PRO-ACTION HARLEY TRIKE SERIES SHOCKS

Co-developed by DK Custom Products, these 14-inch Pro-Action Trike Series Shocks enhance the ride quality for Harley-Davidson trike models. Made from CNC-machined T6061 aircraft quality billet aluminum and with three-stage incrementally pressure-sensitive self-adjusting compression valving plus two-stage pressure-sensitive rebound system. A light-weight (under two lbs.) nitrogen-gas-charged with coil over spring, it is designed to work with or without the DK Custom 14-inch Convertible Comfort Lift brackets. They not only give you the most suspension

travel available for an H-D trike, they also level out your trike and give you the ability to eat up small and large bumps, easily.

dkcustomproducts.com



HEADWINDS' V-ROD LED HEADLIGHT

Headwinds' V-Rod LED headlamp, a black 5-3/4-inch 60/20W hi/lo, is a direct replacement for the stock two-bulb headlamp. These powerful non-glare lamps are up to four times brighter and whiter than halogen (3,600 lumens high, 2,400 lumens low) and reach down the road like a proverbial bolt of lightning. It also has a wide light pattern to illuminate the shoulder. Made with energy efficient solid-state LEDs that withstand shock and vibration, easy-to-install as plug-and-play. Headlight mount not included.

headwinds.com

MOMENTUM'S FREELoader DUFFEL BAG

The Momentum Freeloader duffel bag literally lets you "stow-n-go." A wide top-roll sealed design offers easy access to a cavernous main storage compartment. The separate bottom-zippered compartment and multiple quick-stash pockets allow convenient access to the included rain cover or other necessities. An external adjustable bungee storage system accommodates coats, bedrolls or other items, and the side-



release buckle mounting system attaches to virtually any sissy bar or backrest in seconds. Bikes without sissy bars can utilize integrated D-Rings and the additional included strap kit for mounting to passenger seats or luggage racks.

kuryakyn.com



EXHAUST ART FROM MOTO ART

Pictured is the first piece in a series of Exhaust Art from Moto Arts entitled "Exhausted." As premium casting of the highest quality aircraft aluminum, each piece is individually hand-finished by the artist and triple-plated in chrome, gold, black nickel, or black chrome. Featuring the unique Moto Arts blind mounting system, all stainless attachment hardware is hidden from view, leaving only the figure hovering slightly over the exhaust with plenty of air circulation to keep everything cool. These are fully functioning heat shields but also objects of gallery quality fine art. Plus, they are just plain fun to polish.

motoart.com

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SPOILS OF WAR

LARRY MOORE'S SHOW STOPPER





"What I like about this bike is I didn't build it for any other reason except to suit me."

Larry Moore was the 2017 Easyriders Invitational Bike of the Year winner for one of his stunning one-off custom motorcycles creations. His bikes are known for their flawless fit and finish, classic lines, and impeccable style. Part of that honor included a boss set of wheels from FTD Customs. Along the way, that amazing bike was entered in a number of other shows, where he consistently garnered top honors. Often the top prizes included more parts, and this is where this bike's story begins. Larry refers to the bike as the "Spoils of War."

Larry wanted this bike to keep an old style profile and a road-worthy stance.



Of course the true bike builder is not going to be sitting on his laurels building a new bike from spare parts alone, and Larry is no exception. He hand-crafted many of the fine details on this rigid sled, including adding flat sides to the Kiwi Indian tanks. He fabricated all the hard lines on the bike, and even constructed the air cleaner from scratch. Larry also bent the exhaust pipes and fabricated the oval oil tank.

Larry wanted this bike to keep an old style profile and a road-worthy stance. He had an S&S Evo-style motor in his parts box and added XZotic pan tops and a Joe Hunt magneto toward that goal. Likewise, a springer front end from Tedds V-Twin topped with speedster bars completed the look. Put it all together in a Kraft Tech rigid frame and you have elegance, style and simplicity: the hallmarks of a Moore Custom. In fact, one of the only aspects of this scooter that didn't benefit from Larry's loving touch was the exquisite forest green paint job by Joe Delarosa.

Larry Moore has a long history of creating show-stopping motorcycles,





including four features in *Easyriders*, but for this one he wanted to build a bike "just to have fun on." He says, "I used to love riding motorcycles, but since I started building them, I never have time to ride 'em. In the summertime I'm either building them or showing 'em, or going to a bike rally. My wife and I just haven't been able to take the long bike trips like we used to on our road bikes."

So what does a master bike builder do when he has won every accolade? "I don't need another trophy. I don't need another ribbon. What I like about this bike is I didn't build it for any other reason except to suit me," Larry tells us. "We want to go to bike rallies

and be the ones that ride up and down Main Street instead of just being stuck at a bike show somewhere." Currently Larry and his wife Karen are looking for a happy medium, doing a little of both.

Take a good look at this classy sled because, like all of Larry's motorized masterpieces, this one is long gone. Even before the bike was completed, a guy rolled up with a reasonable offer in hand and managed to buy the "Spoils of War" literally out from under Larry's butt. So the process begins anew, Larry has started on another project bike and we can't wait to see it at this coming season's *Easyriders* Bike Show Tour. —Kit Maira



Owner: Larry Moore
City: Wichita, Kansas

GENERAL

Designer: Larry Moore
Year/make: 2017 Bobber
Model: Moore Customs
Assembly: Moore Customs
Time: 3 months

ENGINE

Year/make: 2000 S&S
Model: V-Series
Displacement: 86 cubic inches
Cam: big
Ignition: Joe Hunt magneto
Pistons: Wisco
Heads: S&S
Lifters: S&S
Carb(s): S&S "E"

Air cleaner: Moore Customs

Pipes: Moore Customs

TRANSMISSION

Year/make: 2010 Baker

Modifications: none

Shifting: foot

PAINT

Painter: Joe Delarosa

Color/type: Forest Green

FRAME

Builder: Kraft Tech

Rake: 30 degrees

Stretch: none

Shocks: none

Other Modifications: cleaned up

ACCESSORIES

Bars: speedster

Handlebar controls: Performance Machine

Fender: 7 Metal West

Headlight: Full Throttle

Taillight: 32 Ford cowl light

Electrics: minimal

Gas tank: Kiwi Indian/Moore Customs

Oil tank: Moore Customs

Oil system: S&S Cycle

Seat: Kustom Breed Leather

Pegs: Performance Machine

Grips: Performance Machine

FRONT END

Type: springer

Extension: stock

Builder: Tedds V-Twin

WHEELS

Size: 21-inch front, 16-inch rear

Make: FTD Customs

Tires: Avon

Brakes: Performance Machine



Karen and
Larry Moore



Photos: Michael Lichter



Two prospects were toolin' too fast down the road in a borrowed car and got pulled over by the Highway Patrol. When the driver rolled down his window, the cop slapped the crap outa him and said, "Boy, you have your license in your hand when I get up here."

After writing the ticket, the cop walked around to the passenger's side, and proceeded to slap the crap outa him, also. "What was that for?" the man exclaimed.

"Just making your wish come true," replied the cop. "I know when y'all got a block away, you were going to say, 'I wish that f%&-er woulda tried that crap with me!'"

—Sam Whaley
Houston, Texas

A man got up one morning to find his wife already in the kitchen cooking. He looked to see what they were havin' to eat, and saw one of his socks in the frying pan. "What are you doing?" he asked.

"I'm doing what you asked me to do last night when you came to bed very drunk," she replied.

Completely puzzled, the man walked away thinking to himself, "I don't remember asking her to cook my sock..."

—John Trotz
Flin Flon, MB

Question: Did you hear about the prospect who had a penis implant?

Answer: His hand rejected it.

Weasel walked into the bar and told the bartender he just had a fight with his ol' lady. "Too bad," said the bartender, "how'd it end?"

"Well," replied Weasel, "when it was over the ol' lady came to me on her hands and knees."

"What'd she say?" asked the barkeep. "She said, 'come out from under the bed, you little chicken.'"

—Joey
San Berdoo, California

Old Gus headed into the nurses' office of his rest home and informed the nurse that his penis had died. Ms. Sandy played along, knowing that Gus is old and forgetful and said, "It did? I'm sorry to hear that."

A few days later Nurse Sandy saw Gus walking the halls of the rest home with his pecker hanging out of his pants. "Gus, I thought you told me your penis died."

"It did," said the old man, "today is the viewing."

—Travis Jones
Bellefonte, Pennsylvania

Question: What's worse than a cardboard box?

Answer: Paper tits.
—Big D
Fun Town



"Of course I'll respect you in the morning, I'll be long gone by then!"

Greasy did like he always does, kissing his wife, crawling into bed and falling to sleep. All of a sudden, he woke up with an elderly man dressed in a white robe standing in front of his bed. "What the hell are you doing in my bedroom, and who are you?" he asked.

"This is not your bedroom," the man replied, "I am St. Peter, and you are in heaven."

"What? Are you saying I'm dead? I don't want to die, I'm too young," said Greasy. "I want you to send me back immediately."

"It's not that easy," said St. Peter. "You can only return as a dog or a hen. The choice is yours."

Greasy thought about it for a while and figured out that being a dog is too tiring, but a hen probably has a nice, relaxed life. Runnin' around with a rooster can't be that bad.

"I want to return as a hen," Greasy replied. And the next second, he found himself in a chicken run, really nicely feathered. But now he felt like his rear end was gonna blow.

Then along came the rooster. "Hey, you must be the new hen St. Peter told me about," he said. "How do you like being a hen?"

"Well, Okay I guess, but it feels like my ass is about to explode."

"Oh that!" said the rooster. "That's only the ovulation going on. You need to lay an egg."

"How do I do that?" Greasy asked.

"Cluck twice, and then you push all you can."

Greasy clucked twice and pushed more than he was good for, and then 'plop' an egg was on the ground.

"Wow," Greasy said. "That felt really good!" So he clucked again and squeezed. And you better believe that there was yet another egg on the ground.

The third time he clucked, he heard his wife shout, "Greasy, for Pete's sake, wake up! You're crappin' all over the bed!"

—Kerwin Kerr
Elizabethtown, Kentucky

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CHILLICOT



The weather this year for the Rodeo finals in Chillicothe, Ohio started out with a very pleasant and sunny disposition. However, two days in, it started getting a little cranky. By cranky, I mean T-shirts or sunblock one day and winter fashions and rain gear the next. Early entry Gold Rush participants were able to set up for the weekend's upcoming activities in pretty much pristine weather, and Thursday's schedule rolled on without a hitch.

EASYRIDERS WET 'N WILD GRAND SLAM

THE RODEO



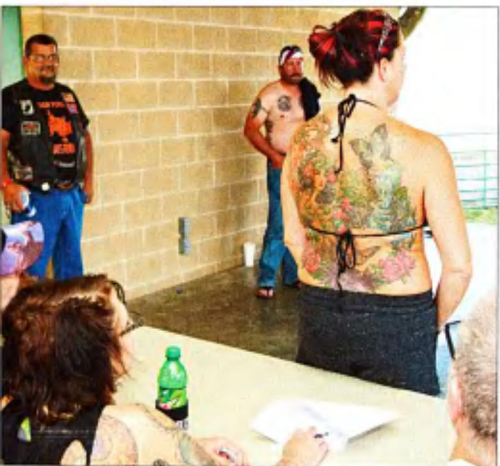
The rodeo events held on Thursday included Drift Trike Races as well as the crowd favorite, Barstool Races. Anyone lucky enough to partake in either of those events during the first round was rewarded with all the fun of small engine racing without the added "enjoyment" of a very cold persistent drizzle and the resulting mud.

Rockabilly trio The Royal Hounds made their second visit to the rodeo playing to a respectable crowd, considering the ominous weather threat. The weather held and their high energy show kept the early arrivers swinging into the night. It was also obvious that no one in the campground was paying much attention to the weatherman's doom and gloom commentary as the party was kicking in true Chillicothe form.



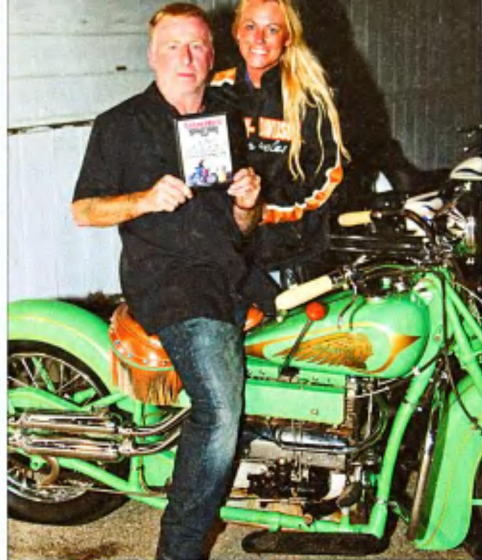






Boobies, beads and beer was certainly the theme along with goofy costumes, pole swinging, foam parties, and some of the most outrageous means of transport one's imagination could dream up. A simple golf cart is so passé these days. Resembling scenes right out of a Mardi Gras playbook, the campground party gets wilder with each passing year.

In the morning, it looked like there might be something to the weatherman's troubling predictions as we all woke to a pretty damp and brisk morning. While the inclement weather did hinder a few of the day's scheduled events, the trike and barstool racers forged ahead,



weather be damned. It takes more than a little mist to pull the plug at the track, so out came the sweatshirts and rain gear, and the day's races never skipped a beat. A midday stroll along the paths of the previous evening's raucous party zone, however, revealed a considerably different tone with folks bundled up in blankets or favorite warmies and stealing as much heat from their campfires as possible.

Many headed indoors for a visit to the tattoo expo. Whether window shopping or ready to take the tattoo plunge, the expo was charged with buzzing tattoo guns where over 20 shops were on hand to offer up their ink slinging talents. On the stage, Machine Gun Preacher and our favorite, The Fried Brothers Band, entertained a cold and damp, albeit enthusiastic, crowd.







Unfortunately, as the night wore on, the rain got increasingly heavier. By the time Friday's late night headliners, the Dead Daisies, hit the stage it was a full on deluge, and much of the crowd scattered for cover. Even still, some of the more determined Daisies fan's hung tight. Donning rain gear, trash bags, and anything that could shed the wet, a steadfast crowd refused to cave under Mother Nature's pressure, and the Dead Daisies rewarded them with a kick-ass performance. As the crowd had disappeared, so had any contenders for the wet t-shirt contest. Alas, the contest was called off due to a lack of participants, or an audience for that matter.

Rain persisted, on and off, during Saturday's rodeo practice.



Understandably, attendance for practice was a little lighter than normal. But on the brighter side, there was no need to wet the track down for the dust storm that normally accompanies these track events. The Rodeo takes place rain or shine, so eventually everyone crawled out from under their cozy blankets for qualifying, and with a few tractor passes to remove some puddles, mud at the track began to fly. Folks in the campground also started popping out from wherever they were hiding to check out the campground parade madness and get their systems revved up for all the debauchery a Saturday night at Chillicothe would undoubtedly bring. The annoying rain lessened to an annoying drizzle and things started shaping up for a great night of campground tom foolery, screaming Rap antics from Yelawolf (that evening's headliner), and the selection of our beloved trophy gal.

The motorcycle gods ultimately smiled down upon Chillicothe with warm, sunny skies, allowing all to ditch their rain gear and enjoy the weekend's main event. As usual, the father/son team of Robert and Jason Tabor took top honors in several of the sled pull and game events. Jason took wins in Solo Sled and Top Fuel, while his dad, along with the very impressive wienie-biting skill of Nikki Abel, took firsts in the wienie bite and tire pull. However, the ultimate highlight of the day was undoubtedly the surprise upset when Patty Nuefer knocked the Tabor boys off the top spot in the Gas Trike Sled Pull. A series of full pulls bumped her into the number one spot and sent the overcrowded grandstand into an ecstatic frenzy.

Winding up that perfect day at the track was a perfect night at the main stage. Tennessee country rockers Saving Abel blew away a packed house with their own brand of rowdy, country stylings to put a wrap on Chillicothe and send the 2017 Easyriders Rodeo circuit into the history books with a crowd pleasing bang.

For a complete list of rodeo winners visit easyriderevents.com

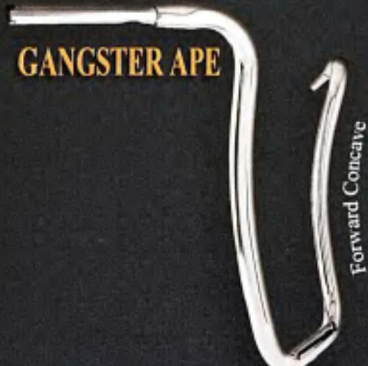
—Don Rogers

Photos: Don Rogers

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Confessions of a Stripper

THE CARE AND BLEEDING OF THE REGULAR CUSTOMER

This month's topic is the regular strip club customer, a valued human to all strippers, but one who also presents special challenges. I, like most strippers, have several regulars. Not all are big spenders, and they don't have to be. I have a guy who comes in weekly for a champagne room, and sure, \$200 or more is a good thing, but he misses weeks. I also have a customer who drives down from out of state on Thursdays, and always buys three (\$75) to five dances (\$125). The guy is like clockwork. When making my schedule, I try to hit Thursdays, because knowing that I have \$75 or more sewed up is not a bad thing.

It would seem counterintuitive that a strip club customer, searching for a no-strings alternative to a wife or girlfriend, and craving variety, would want to patronize one dancer only. But some men are wired up this way. They seek stability, even though stating on a resume, "Have obtained a weekly lap dance from the same stripper for four years running," might not be evidence of reliability to a prospective employer.

I treat my regular customers a little differently. In most cases, my private dances for them are less bump-and-grindy and more GFE-ish. (Girlfriend Experience. Ish.) I am more affectionate, less sexual. I'm still naked, of course, so it would be incorrect to say the dance is platonic. Remember how your wife treated you up until the day after the honeymoon? Something like that. When the customer is new, I may give him extra time.

How does one zero in on the perfect customer to transform into a regular?

The stripper websites give elaborate advice. For example: "For the first couple of times that you see your potential regular customer, treat him like you do everyone else...spend the minimum time allowed...no more time than necessary...make great conversation with him every time. On his fourth or fifth time you can make your move...talk for an extra five minutes...say something about how you should be walking around but you want to stay.... Do this for a couple of visits... return back to your normal time amounts.... He will most likely miss the attention and try to get your attention back with more tips and visits." It goes on and on like this. Look, if we strippers could remember all that we'd have gone into femtosecond laser technology. I play it by ear. If I have a nice conversation with a guy, maybe he'll become a regular. That's it.

Secondly, how does one keep a regular customer from being poached by another stripper? Again, I don't think about it. There are so many forces at play that no human can control them. I knew one dancer who feared she would lose her most profitable regular while she was on vacation, so she asked a friend, another dancer she trusted, to take care of him while she was away, then to give him back. You know how that turned out. Business often trumps friendship in the strip bar environment.

At times, one can be too blasé, taking the regular for granted, just going through the motions during private dances. One dancer's regular got tired of this treatment, and started seeing a different stripper. The original dancer got

a second chance with him a month later, and bragged that she had pulled out all the stops (I hadn't noticed the stoppers in the first place), and re-landed her guy. In reality, she hadn't played him. He had played her. The customer had gone on a month-long protest to improve the service. That's why I don't like the intricate game-playing advice ladled out to dancers on stripper websites. The tricks assume that customers are unthinking chess pieces to be manipulated at will. Male customers have counter measures for every trick.

The downside of the regular customer is that he may become possessive, even lovesick, and expect more and more of the dancer's time. I had one follow me around the club, always buying me drinks, hovering over me, scaring away other customers. I was losing money with this guy. Fortunately, a series of DUI convictions landed him in jail.

Victoria, a stunning, dark-haired dancer, had an excellent regular, call him Tom. He came to her club every Monday night, showered her with bills onstage, and afterward took her into the champagne room. Tom never missed a Monday in six months. His was an interesting story. He was in his early thirties, had a good job, was recently divorced, no children. Tom was a decent guy. That was his problem. The middle-class women he dated marked him as potential boyfriend/husband material, and so they wouldn't have fun sex with him. They dispensed their affection, such as it was, in coffee spoons, in ill-fated attempts to rope him in. He told Victoria he spent \$1,200 one month on Match.com dates, and received only a series of pecks on the cheek. For a couple hundred bucks per week, the beautiful Victoria guaranteed him half an hour of naked affection and stripper sex, better than his Match.com realtors, life coaches, and other divorcees were providing.

Then it ended. Tom insisted on sex. Not the faux stripper variety of sex, but the kind involving a penis and a vagina, the former inserted into the latter. Victoria said no, and her regular split. I and the other dancers were stunned. Not at Tom's behavior but at Victoria's shock. Six months? You got six months worth of CRs out of a lovesick customer? Outstanding.

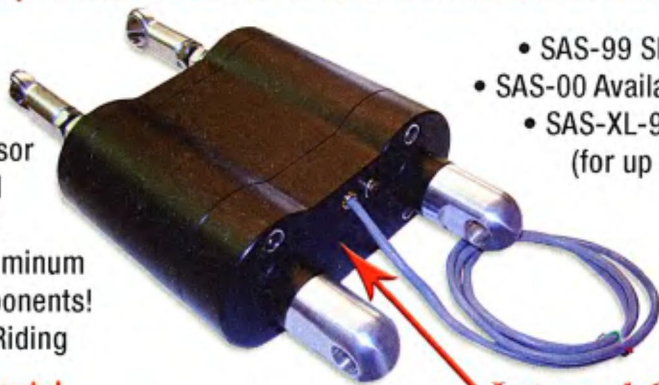
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THE CHROME ANNIVERSARY

BIKETOBER



BIKETOBERFEST

Long hailed as the last big biker rally before winter sets in, Daytona Beach, Florida's Biketoberfest is the little brother to the city's massive March Bike Week. This year the 25th running of Biketoberfest took place on October 19th through the 22nd.

The city projected that over 100,000 bikers would make the trip for this last run to the sun of the year, but weather forecasts predicted seven days of rain, which might have accounted for a lighter-than-usual turnout. In fact, though there was a bit of wind and wet stuff, most of the event boasted the usual Florida sunshine and temps in the 80s.

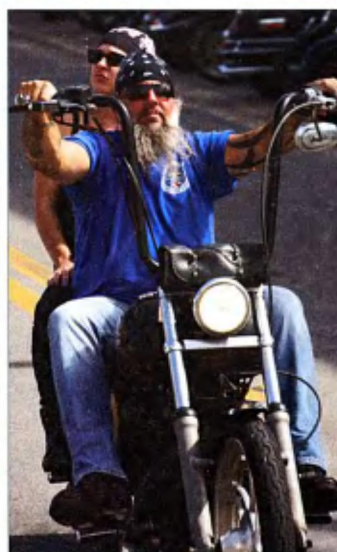
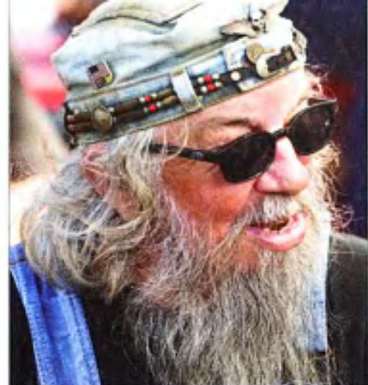
This year's chrome anniversary offered up everything you might need for a memorable good time on two wheels: live music, every kind of motorcycle vendor known to man, races, riding alongside endless beaches, and biker partying from mild to very wild.

Whether it was your first time to Biketoberfest or your 25th, Main Street is still a great place to join the endless bike parade or to do the "Daytona Shuffle" as you try to walk down the sidewalk amid a sea of like-minded bikers, gazing at the endless cavalcade of chrome and rumbling Harleys. We had to stop in at some of our favorite downtown haunts, including the Boothill Saloon, Dirty Harry's Pub, and Froggy's.

The high price of booze along Main Street was certainly one of the reasons that a lot of riders headed out of town in search of fun. A quick ride out to Ormond Beach to visit the Iron Horse Saloon is always a must. You can listen to the legendary David Allan Coe during "free beer" hour and smell the burnt rubber of the burn out pits. It's like being in biker heaven, and the place was always packed.

Also in Ormond Beach, Destination Daytona is the place to check out new parts and products for your bike with tons of aftermarket companies showing off their wares and lots to do at this massive motorcycle mall, including a free concert by Jackyl, and ride-in bike shows. It's also the home to the J&P Cycles Superstore. Since you're out for a ride, another must-see spot is Sopotnik's Cabbage Patch Bar in Samula. It's worth it for the ride-in bike shows and coleslaw wrestling hijinks.

Speaking of bike shows, our favorite Biketoberfest offering is the killer Chopper Show on Thursday put on out at Willie's Tropical Tattoo in Ormond Beach. Nothing but good vibes as you meet up with old friends and check out the old school choppers and bobbers.







Friday was spent perusing the Boardwalk Bike Show along the ocean, hangin' on Main Street before heading over to Destination Daytona for the AMCA Show, and finishing up the daytime hours at Paul Yaffe's Bagger Nation Baddest Bagger Show at Daytona Speedway. We also managed to visit Bill Dodge's newly reopened shop, Bling Cycles, that was devastated by Hurricane Irma but got a total makeover thanks to more than a little help from his friends.

Saturday was all about Billy Lane's Sons of Speed Racing at New Smyrna Raceway. These antique motorcycle races were a big hit at March Bike Week, and Billy keeps making this event bigger and better. There were more bikes in the field as well as a bike and car show out front before the races. The Speedway's half-mile, paved and banked track was perfect for this thrilling caper to Biketoberfest's 25th birthday.

As Sunday rolled around and bikers mounted up for the trip home, we were left feeling a little used. On the upside, there is always way too much to see and do during this four-day shindig and we had a blast trying to experience it all. But on the downside, the City of Daytona has always made bikers feel unwanted; like they want us to just drop off all our cash and leave. Maybe that's why they don't close down Main Street to auto traffic or why cops are out to make their quota on loud pipes and high handlebars. But we don't come here for the City, we come here for the brotherhood and to enjoy the comradie of our motorcycle family.

—Dave Nichols



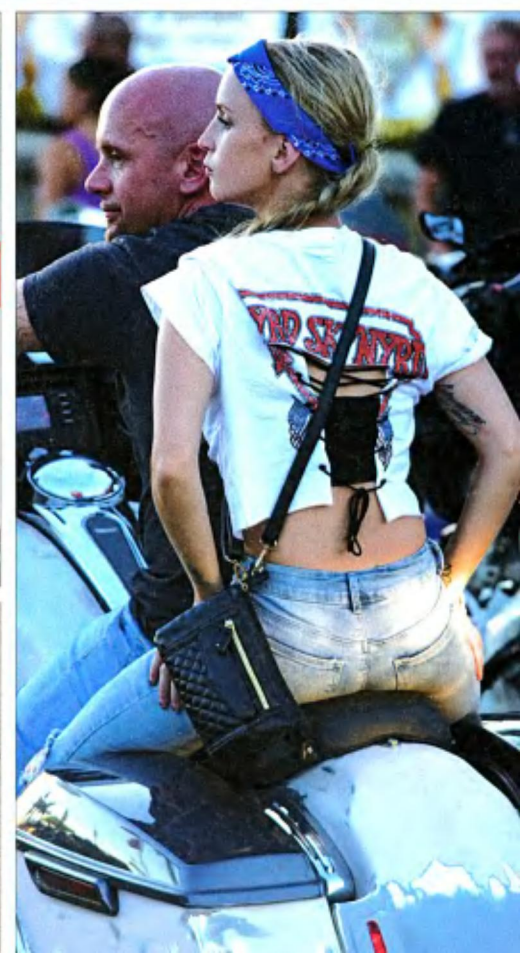
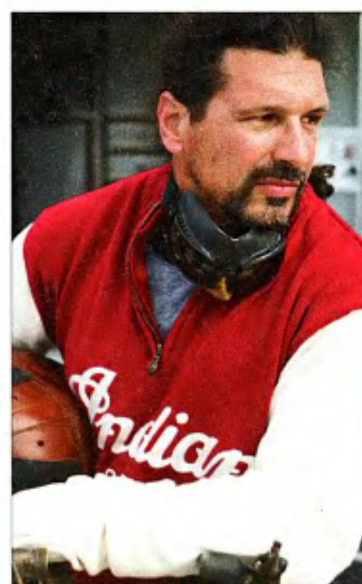














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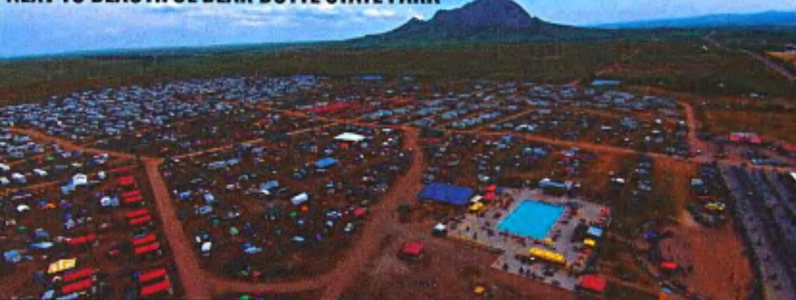
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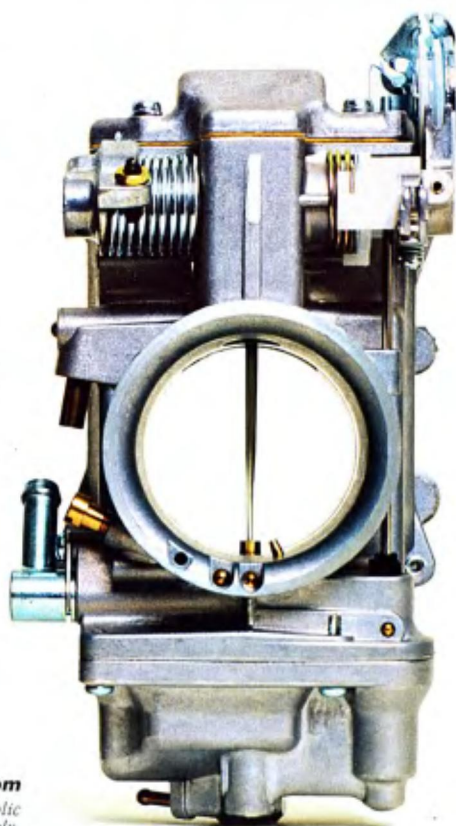
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Total Blast

Walters Custom Baggers' 32,000 Watt CVO Ultra





Considering that this bike started out as a 2011 Harley-Davidson CVO Ultra, it's fair to say there isn't a whole lot left of the original stocker. In fact, it looks nothing like it did when it rolled out of the factory some seven years ago.

Gone forever is the TourPak, the stock wheels, pipes, fairings (both upper and lower), the seat, and plenty other parts that made the CVO Ultra a very versatile stock bagger. What you're looking at is the result of a total recreation of the bike; a rebirth much like a phoenix rising from its ashes. "We took it, stripped it down, cut the neck, and put a 32-inch Metalsport wheel on the front," says Jess Walters, Sr., the owner of Walters Custom Baggers in Mt. Ulla, North Carolina.

Jess and his four-man crew handled most everything on this bagger

themselves, including the very cool paint job. About the only thing they didn't do in-house was the engine. "We had the motor built by Simon Performance," Jess says. "It was 110-inches stock, and they blew it out to a very nicely tuned 117 inches." The only other item Jess went out of house for was the custom seat by Butch Watson at High Rollers Seats in nearby Winston-Salem.

WCB handled such details as the side boxes that are molded to the side covers, the raked neck on the frame, and the Dirty Air Ride kits front and back. Even the electric centerstand was built by WCB. Then there's the front fairing with its Boom! infotainment system that features a full 3,200 Watt stereo system. No, that is not a typo. Jess clearly said, "3,200 Watts."



Jess and his four-man crew did most everything themselves, including the very cool paint job.



The entire front fairing and the lowers were all custom-built by the WCB crew. "The fairing is newer style and all molded together, so it's all one piece," Jess explains. "You can't buy those parts. Like the front fairing? It's got 8.8-inch speakers in it and so do the lowers. We made all that out of fiberglass."

According to Jess, you can't even stand next to the bike when the stereo's blasting. "The sound is so crisp and clear, it vibrates the concrete underneath it. It's got four 800-Watt amps in it, two ten-inch subs, sixteen speakers. It's pretty healthy."



"It's got four 800-Watt amps in it, two ten-inch subs, sixteen speakers. It's pretty healthy."



Owner: Jess Walters Sr.
City: Mt. Ulla, NC

GENERAL

Fabrication: Walters Custom Baggers
Year and make: 2011 H-D
Model: CVO Street Glide
Assembly: WCB
Time: 3 months
Chroming: not much

ENGINE

Year and make: 2011 Harley-Davidson
Model: 110 inch
Rebuilder: Simon Motorsports
Ignition: Klock Werks
Displacement: 117 cubic inches
Lower end: Simon Motorsports
Balancing: Simon Motorsports
Pistons: Simon Motorsports
Heads: Simon Motorsports
Cam: Simon Motorsports
Lifters: Simon Motorsports
Carb(s): EFI
Air Cleaner: H-D
Pipes: Python / Curly Customs tip

TRANSMISSION

Year and make: 2011 Harley-Davidson
Modifications: none
Shifting: stock

PAINT

Painter: WCB
Color: candy silver
Type: PPG

FRAME

Year and builder: 2011 WCB
Type: custom
Rake: 9 degrees over
Shocks: Dirty Air

ACCESSORIES

Bars: Misfit
Handlebar controls: H-D
Fender(s): Detroit Choppers
Headlight: Custom Dynamics
Taillight: Custom Dynamics
Speedo: H-D
Pegs: Carl Brouhard
Electrics: H-D
Gas tank: Voodoo
Oil tank: H-D
Oil system: H-D
Primary cover: H-D
Seat: High Roller (Butch Watson)
Mirrors: Arlen Ness
Grips: Landmark

FORKS

Type: HHI
Extension: stock
Builder: WCB

WHEELS

Size: 32 inch front, stock rear
Tires: Vee Rubber front, Avon rear
Brake: HHI, 6-disc front caliper



The Walters Custom Baggers crew including Jess Walters Sr. (seated).



Photos: Brad Patton



Jess says he built the bike for himself so he could ride it and take it to a few shows. It's done quite well so far. "People are all over it," Jess says. "In fact, we're taking it tonight to Kickback Jack's in Morrisville, North Carolina. They have a bike night tonight, and they're having a bike show for baddest bagger and loudest stereo. I'm pretty sure we're gonna take that one."

—Red Baron



Puttin' Pets

A Biker's Best Friend

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

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



Chopper pooch Smoky is ready for a putt. —Liza and Jonny, Ventura, California



Here is Cooper, a seven-week-old, Mini Dachshund getting ready for a ride on my 2015 Ultra Limited.

—Tom Stock, Willingboro, New Jersey



Baby Girl guards my 1951 pan.
—Jerry DePaolis, Clover, South Carolina



FUN ON THE RUN

Billy parked in his usual spot near the back door of the topless joint he loved to frequent. He wandered in and sat down on the stool farthest from the front door. By the time his ass was planted, Linda, the tough assed barmaid, had his boilermaker set up for him. He downed it and the second one was in front of him before he had his money on the bar.

"How ya doin', honey?" Linda leaned in to light Billy's well-chomped cigar.

Billy blew out a few blue-gray smoke rings before he answered with, "I'm fine, baby, how've ya been?"

"Fair enough, I guess. Be better when my asshole husband finds a damned job," she said with a scowl.

"Linda, ya been sayin' that for over five years. Methinks you just better get used to that lazy fart just sittin' home all day watchin' the tube," said Billy. "I guess. Things would sure be a lot better for me if you'd finally come to yer senses and make me yer wife. I'd be a damned good 'ol lady to ya. Head and dinner every night and I make a good buck here at Bird's." Linda was dead serious.

"Can't say I haven't thought about it," Billy shot back.

"You been sayin' that for over five years, Billy. But I'll wait a few more." With that Linda reached for Billy's hand. She brought it up to her lipstick-kissed mouth and kissed every finger. She began to suck his middle

finger with the skill of someone who has had experience.

Billy hooked the digit behind Linda's front teeth and gently tugged her toward him. He brought her to within an inch of his lips and then, after removing his finger, he kissed Linda long and hard. Linda responded as she always had, with much tongue and enthusiasm.

Fat Freddy, the owner of the dilapidated old establishment, yelled down the length of the bar from his rickety stool. "Hey, will you two get a room already. You're gonna make me puke!"

The usually unflappable Linda looked sheepishly towards her boss, "Sorry, Freddy." She winked at Billy, "Later, Tater. We have some unfinished business." She then drifted along the bar pretending to wipe it clean with the filthy rag she always wore over her shoulder.

Billy spied his reflection in the mirror behind the dancer stage and wondered what Linda saw in him. He had a long, salt and pepper beard, and with his matching hair pulled back in a long braid, he looked like something out of an *Easyriders* magazine from the early 1980's. Add to that his weathered face and he could never figure out why women were always attracted to him. Maybe it was the pristine, black Evo, parked out back, but whatever it was, Billy played it to

the fullest for free drinks and bold kinks. He saw a nice little story unfolding with Linda someday and he really aimed to make it happen. For now though, he was content to catch a warm buzz, watch Linda sashay around behind the bar, and put a few fivers in G-strings once the juke box started spewing classic hard rock. He saw that as an evening well spent after slaving over welders and sheetmetal brakes all day.

As if in tune with his thoughts, a tiny blond stepped out of the ladies room wearing nothing but a bikini bottom and a see-through blouse. She walked over to the juke box with a few bills in her hand and fed the brightly-lit machine. AC DC blared from the speakers hanging on either side of the stage as the tiny blond made her way to the stage. "What's your name, blondie?" asked Billy in his usual direct way.

"Tara," she shot back with a 'tude. Billy smiled. He liked 'em tough and nasty. Tara did her best to warm up the early patrons. Within an hour every factory from the industrial park up the road would spew out its blue collar flotsam and the place would be packed and cheering for Tara. Billy could see right away she had what it took to keep a crowd interested and tossing wads of bills her way.

As Billy tipped and chatted up Tara, he could see Linda eyeing them wistfully from the cash register. Not wanting to upset Linda too much, Billy dialed it back a bit with Tara, then cursed himself for having a soft spot for Linda. "Guess I'm gettin' old" he thought with a wry grin. He got up from his stool to lean on the end of the bar where Linda was chatting up a customer and joined the conversation.

He glanced at Tara one more time just to make sure he wasn't seeing things. Tara was completely nude and the mirror showed off her attributes quite nicely as "Highway to Hell" blasted from the speakers. "Since when did you guys go full nude? I thought it was illegal in this county," Billy queried Linda.

It is, but Freddy likes the money." Just as Linda finished her answer the cry went up, "COPS!"

Billy looked up in time to see the front door burst open and cops streaming in, dressed in full riot gear. They looked like worker ants with a violent agenda. He glanced towards the back door as they pounded at it with a four-man battering ram. All they had to do was turn the damned knob but sometimes cops like to be dramatic, Billy guessed.

Before he knew what was happening, he heard, "Hey you!" He turned back towards the stage to see Tara leaping over the bar right towards him. Billy had no choice but to catch the naked vixen in both arms. She squirmed out of his clutches, dropped to the floor, grabbed Billy's hand and yelled, "follow me!"

He followed Tara into the ladies rooms where she slammed the door behind them. Billy looked quickly around the room and spied an old style swing door trash bin. He yanked off the top and jammed the tall bottom half under the door knob, wedging it all tightly in place. Tara picked up a burlap shoulder bag containing her clothes and began to force the window open. Billy gave her a boost and heard a distinct "Oooooof" as Tara landed on the dumpster that was always parked beneath the window. Billy wasn't far behind.

Two cops spied them from the far end of the lot where they stood near a black Suburban and began to run towards the fleeing pair. It was Billy's turn to yell, "follow me!" He grabbed Tara and tore around to the back of the building towards his waiting Evo. He hopped on, punched the go button and the sleek black and chrome Harley roared to life. Tara hopped nimbly onto the p-pad and shoved her bag between them. He handed her his piss pot helmet and she struggled to put it on as Billy dumped the clutch, spraying gravel in the direction of the cops. He deftly steered the bike between potholes and bottles and then out into the road. "Where we headed, honey?" he shouted back to Tara.

"Three blocks up and then hard right," she screamed back. The irony of handing a naked woman his helmet to wear wasn't lost on Billy. He was

grinning from ear to ear. Running from the cops always reminded him of his formative years when he routinely outran cops on his homebuilt mini-bike.

They reached the right hand turn in no time and as Billy leaned over he could feel his sexy passenger lean in perfect unison. She had P-pad experience for sure. "Green house on the left, ride up the driveway into the back. Shoot past the pool through the next yard and you'll come out on Sheffield, then hang a right," she yelled against the wind and the roar of his Harley's pipes.

Billy could hear sirens getting closer behind him but she sure seemed to know the shortcuts. He locked then unlocked the rear and leaned making the turn into the driveway with the skill of a man who had done it all before. When he emerged on Sheffield she again yelled instructions. In five more minutes they had lost the cops and Tara was rifling through her bag.

She came out with the keys for the little bungalow they were hidden behind. "Leave it runnin', I'll be out in two." True to her word she was fully dressed, back out and mounted behind Billy in no time. Billy hit the kill switch. "What the hell are ya doin?" she shrieked.

"First off you are gonna tell me where we're headed. Second, give me that damned bag so I can lash it to the bar instead of having it shoved into my kidneys." He said it with as much patience as he could muster, but it shook Tara a bit.

"Okay, you're right. But we better keep movin' if we don't want them to stop us at the ferry." She said breathlessly.

"Ferry?" Billy was flabbergasted. "I'm not runnin' a travel service. You're safe now and I'm out of here."

"No, please, my license uses this address. The cops will be here in a minute. They've been after me for weeks on the full nude thing."

"I'm pretty sure there's more to the story, but to tell ya the truth, I don't wanna hear it." Billy was stern, "Get on, if we make the ferry without incident, we should be cool. They're not gonna go interstate on a nudie charge." They

made the ferry without incident. Just another biker couple on a weekend jaunt to Connecticut for some back country riding.

They caught up on the ferry. Tara laid out her story, and by the time they docked in Bridgeport, they were like old friends. Tara had paid for the ferry and laid some cash on Billy for his trouble and gas. As they rolled down the ferry ramp, Billy nodded to the Coast Guard boys who kept watch on the comings and goings and they were off for country roads. Within an hour Tara had directed Billy to a gated community and a huge curving drive lined with Maples. Billy yelled over his shoulder, "Are you kiddin' me?"

"It's my sister's place," Tara laughed. "Can you tell I'm the black sheep?"

"Yeah, it's obvious," said Billy. "You're a good lookin' chick, but I know damned well titty-dancin' money didn't pay for all this."

"Got that right, Sis married up for sure." Billy pulled to a stop in front of the mansion and Tara hopped off. "I'll be right back. Just let me tell my sister I'll be stayin' in the guest house for a few weeks. If you follow the drive to the right there's a nice place to park your bike. There's a mini fridge under the cabana and it's always stocked with Tecate."

"You sure it's cool?" asked Billy.

"Yeah, her husband is always away on business and my sister adores me." Tara was off towards the house. He parked his Evo, found the mini fridge and grabbed three beers. Billy walked over to one of five hammocks next to the Olympic sized pool and climbed in. He chugged one beer down immediately and slow sipped on the next. "A man could get used to this kinda life," He thought.

What a day. He could think of no one else he'd rather tell the story to than Linda. He laid back in the hammock and dialed her number, and while he waited for her to answer, he made a decision. He'd ask Linda to move in with him as soon as he got back to the Island. He'd forgotten how good it felt to have a fine piece of ass tucked in behind him on the sleek, black Evo. And Linda was the woman he wanted back there. —Z. Jakl



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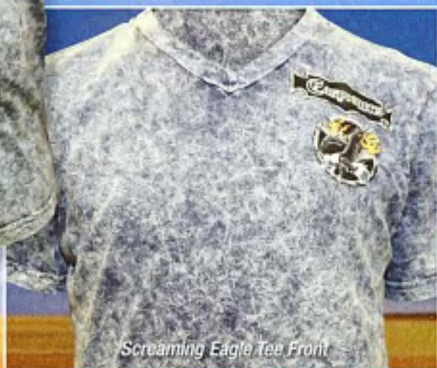
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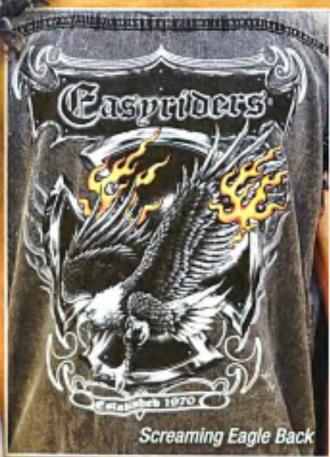


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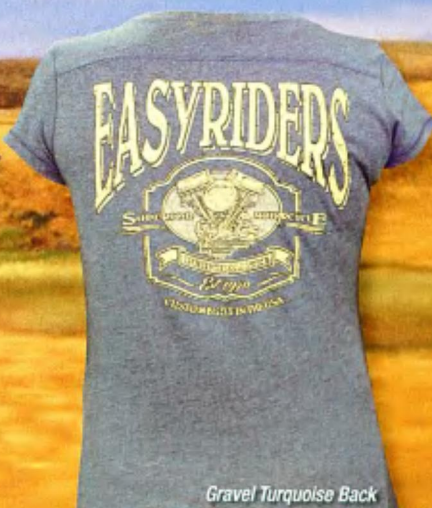
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The Gambler

JEREMY VALENTINE'S JOKER CYCLE WORKS SPORTY



Lifelong biker Jeremy Valentine opened Joker Cycle Works in Ft. Wayne, Indiana back in 2006. The company is dedicated to building old school bobbers and choppers. Whether you'd like a full custom from the frame up or you're into turning your tired stock bike into a show winner, Jeremy can do it all for ya. This particular Sportster chopper sums up the Joker Cycle Works build philosophy. "It's a bare bones rider," Jeremy tells us. "Ride, rinse, and repeat."



"It's a bare bones rider. Ride, rinse, and repeat."

Following that design sensibility, there is nothing on this scooter that you don't need. It's two wheels, a motor and tranny, a seat, handlebars, and pegs. "I don't do the polished cases and stuff," Jeremy says.

"My bikes are riders. You don't have to spend a bunch of time on your back, polishing this thing up."

Ryan Gledhill of Decatur, Indiana wanted Jeremy to build him a bike, and the two buddies began looking for a motor and tranny. Ryan bought this 1982 Harley Sportster motor and brought it over to the shop. "Does it run?" Jeremy asked.

"I don't know," Ryan confided. "It's a gamble." And that's how this bike became known as The Gambler.



Starting with a one-off, hand fabricated rigid frame made at Joker Cycle Works, this chopper sits just right, and the six inches over DNA Springer front end makes for a righteous, old school look. While Joker Cycle Works offers many nifty chopper parts for your ride, most of what you see here are one-off parts to go with that sleek frame. The gas tank, forward controls, and sissy bar were handmade specifically for this bike, but the bars, taillight, exhaust pipes, pegs, and oil tank are all available for your bike build.



Owner: Jeremy Valentine
City: Ft. Wayne, Indiana

GENERAL

Fabrication: Joker Cycle Works
Year and make: 1982 H-D
Model: Sportster
Assembly: Joker Cycle Works
Time: nine months

ENGINE

Year and model: 1982 Sportster
Ignition: single fire
Displacement: 1,000 cc
Lower end: H-D
Balancing: H-D
Pistons: H-D
Heads: H-D
Cam: H-D
Lifters: H-D
Carb: S&S E
Air cleaner: Tedd's V-Twin
Pipes: Joker Cycle Works

TRANSMISSION

Year and make: 1982 H-D

PAINT

Painter: Bowers Paint
Color: candy green
Type: PPG

FRAME

Year and builder: 2015 Joker Cycle Works
Type: rigid
Rake: 48 degrees
Stretch: three inches
Shocks: none

ACCESSORIES

Bars: Joker Cycle Works
Handlebar controls: Tedd's V-Twin
Fender: Led Sled
Headlight: Tedd's V-twin
Taillight: Joker Cycle Works
Pegs: Joker Cycle Works
Electrics: single fire
Gas tank: Joker Cycle Works
Oil tank: Joker Cycle Works
Primary cover: H-D
Seat: Bates
Grips: H-D

FRONT END

Type: Springer
Extension: 6 inches over
Brand: DNA

WHEELS

Size: 21 inch front, 16 inch rear
Hub: H-D
Tires: Shinko
Brakes: H-D

Photos: Michael Lichter
Contact: Joker Cycle Works
260-820-1750
jokercycleworks.com

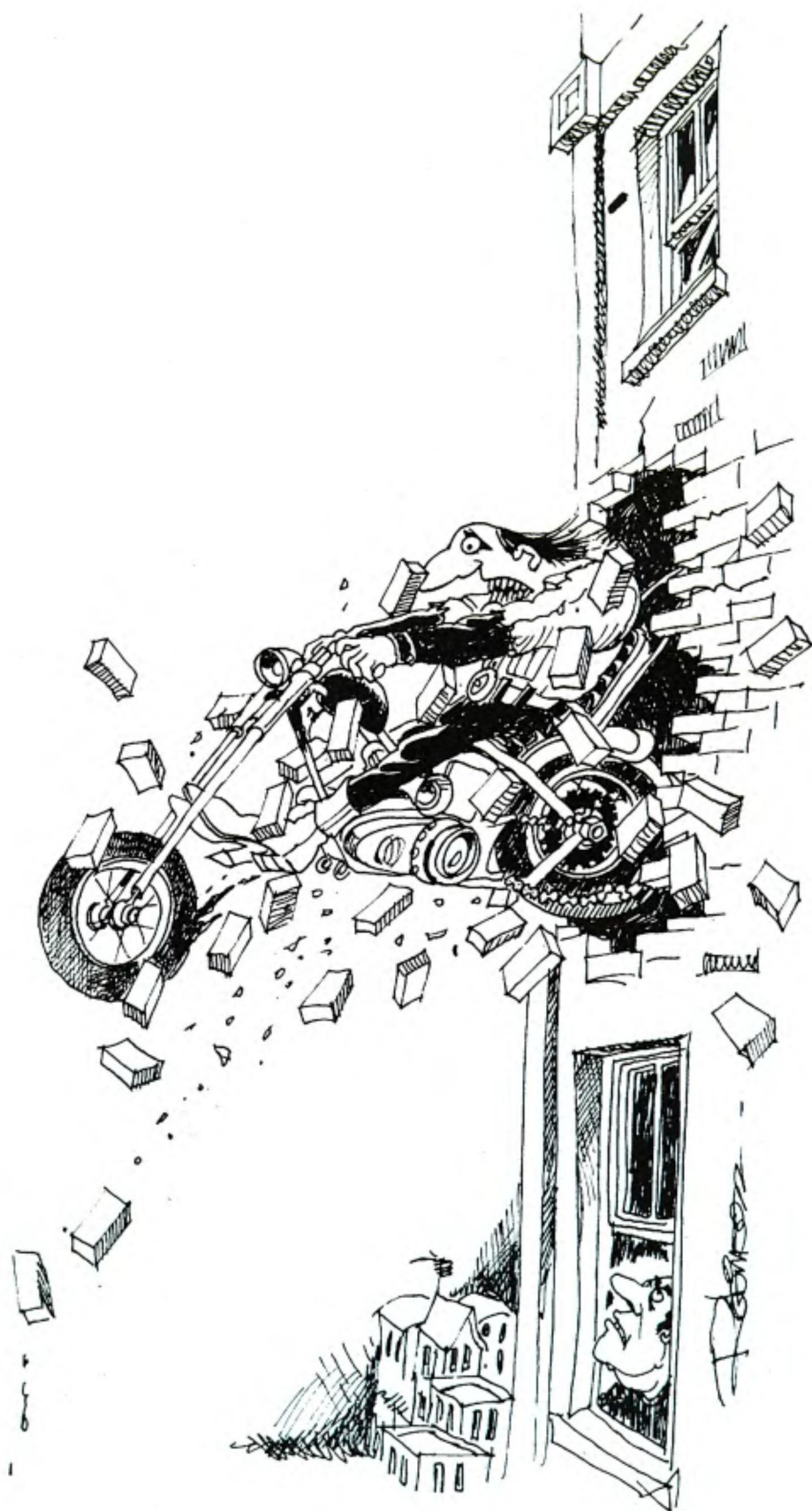




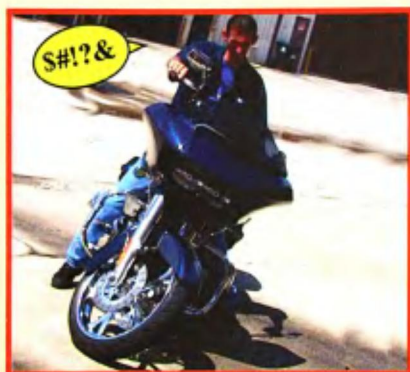
Jeremy rebuilt the 1982 Sportster motor and transmission, including a single fire ignition. The seat is by Bates and the groovy rear fender is by Led Sled, while the headlight and air cleaner are by Tedd's V-Twin.

When it came time for paint, Jeremy's good friend Nathan Bowers, who paints most of Joker Cycle Works bikes, mentioned that he wanted to paint it green, white, and gold. The end result is the perfect blend of dazzle for the old Ironhead Sportster that they call The Gambler. And does that motor run now? Hell, yeah! —Negan

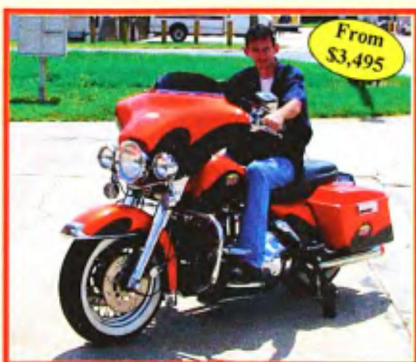




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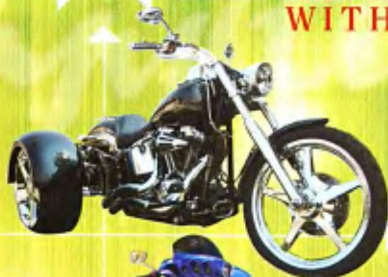


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Run For The Wall

This past year I was invited to participate in a yearly Memorial Day event that is most certainly known to all military veteran motorcyclists, and undoubtedly known to most of the motorcycle community as a whole. As a veteran myself, The Run for The Wall has been on my bucket list for some time. Thanks to the Legacy Vets Motorcycle Club, I finally got to put a checkmark by this one.





Run for The Wall is a cross-country motorcycle pilgrimage of sorts. The run starts at various points around the U.S., (along with a few groups from several other countries), and concludes in Washington, DC. More specifically, it ends at the Vietnam Veterans Memorial commonly known as "The Wall." This run is attended by several hundred thousand motorcycle enthusiasts each year, who want to show their support to the men and women of our Armed Forces. The Run currently lays claim to the title of the largest organized cross-country motorcycle run in America.

Although large now, the Run had humble beginnings. The whole movement got rolling 29 years ago when two Vietnam veterans executed a plan to ride from Southern California to Washington, DC in support of the thousands of military men still missing in action, as well as those still listed as prisoners of war. With multiple stops along their journey, they spread the word, attempting to raise the awareness of the people and government about the soldiers still unaccounted for.

As stated previously, my invite to join this esteemed ride came via the Vietnam/Legacy Vets, a group of veterans that include the Vietnam era as well as all vets who've been





honorably discharged since 1975. Our weekend got started with what basically amounted to a family picnic at their campground. This family, however, comes from beyond all four corners and shares a unique camaraderie that most cannot relate to unless they too have served our military. Greeting old friends and introductions for new ones was the order of the day. Many of the vets here look upon this part of their weekend as a celebration of the lives of their fallen brothers, and there's no better way to celebrate that life than an old fashioned biker's party.

For a brief moment these men and women allow themselves to get lost in a little fun during a weekend that is, for the most part, filled with tears. Biker games, a live band, an ice luge and one toast after another in remembrance to those no longer riding with us, helped things along to that end.

Coordination of the following day's ride was next on the day's itinerary. Orchestrating a group ride within a larger ride of this magnitude is no easy feat. The Vietnam/Legacy Vets club now follow directly behind the Rolling Thunder group, the club that has taken over the duties of coordinating the ride. Attempting to get everyone into the correct spot within two Pentagon parking lots holding a few hundred





thousand fellow bikers can prove difficult, to say the least. However, after some jockeying around the crowds and a little of "it's easier to ask forgiveness than permission" mentality, we landed in our designated spot, and as it goes with most military ops, we patiently waited. And waited. And then we waited some more.

Since I'm without club affiliation, my invitation to ride side-by-side with the Vietnam/Legacy Veterans group was indeed an honor. Rolling with the group across the Memorial Bridge, which was lined deep with cheering crowds armed with waving flags, was an experience I won't soon forget. The parade of bikes roared down a packed Constitution Avenue and passed the Capital building before circling around the Mall and finishing at the Veteran's Memorials. Even the sudden thunderstorm, which popped up on our ride's finale and persisted though out the rest of the day, couldn't dampen the pride I felt for all these guys, and to be honest, for myself.

I don't remember a time when I've witnessed such overwhelming support for the military, nor a time when I was more proud to be a member of it. The heavy rain continued and may have presented an obstacle for some of the days scheduled events, but it couldn't









weaken the spirit of those who came here to honor our fallen. The highlight, if one can possibly call it that, was certainly visiting the Vietnam Memorial and observing the old guard paying homage to their fallen brothers, although they were not the only ones here paying respect to the many heroes whose names are etched upon the Wall.

There was an unexpected younger contingent looking for a dad or granddad's name, and toddlers being taught by respectful parents about the sacrifice their granddad made for us all. To say this was a moving experience does not touch upon what it truly feels like to be surrounded by such

overwhelming sadness and pride at the same time. I did manage to make a few passes along the Memorial before the clouds in my own eyes and the crying skies forced me to move on. With all my equipment soaked to the circuits and failing miserably, it was time to call this one.

I found a small group of my new military brothers and we managed to snake our way out of the maze that is D.C. and headed for home. Passing along the way, a long line of bikers still rolled out of the parking lots surrounding the Pentagon in the pouring rain.

—Don Rogers



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Riding the 2018 Ha

According to Harley-Davidson, the company has spent more money, time, and effort on research and development with this new Softail project than it has ever before in its 115-year history. That's saying something, considering that just a few years ago the company's Project Rushmore was called everything from monumental, to stupendous.

The new Softail line combines aspects of the Dyna line, and as such, the popular Dyna model line is no more. *Sons of Anarchy* fans everywhere will no doubt be crying themselves to sleep.

Or, as Harley puts it: the hard-riding performance of the Dyna line was "merged with the unparalleled custom look of the Softail line." In other words, the spirit of the Dyna lives on.

This article is about the eight new Softail models and the recent press launch where motojournalists got to ride each one and collect their individual impressions along the twisty roads to Lake Arrowhead in Southern California's San Bernardino Mountains. Fortunately, I carried along a notepad and pen, (yes, we do it the old-fashioned way here at *Easysriders*), and

jotted down my first impressions as I rode. Before we started our trek at the Langham Hotel in Pasadena, about 150 miles from the ride's destination, some introductory comments were in order from some of Harley's head-honchos like Matt King (US PR manager), Brad McIlwee (Engineering Program Manager), Kirk Rasmussen (Styling Manager Softail), and Kevin Hintz (Senior Product Manager - Softail).

From a general overview headlined by an obligatory new slogan, "All for Freedom, Freedom for All", that explained the company's goal of



Harley-Davidson Softails

creating 100 new models over the next 10 years, to the more specific aspects of what customers want in terms of style and even engine vibration, Harley's gurus covered all points. This included the complete ground-up design, the new dual-balanced and oil-cooled Milwaukee-Eight engine, the new chassis and suspension, and a combined weight loss total of some 250 pounds. Plus, every Softail also has a USB charging port right in the steering head!

The Harley presenters also talked at length about the new high stiffness carbon steel tubular frame that is 65



Every Softail has a USB charging port in the steering head.

percent stiffer than last year's Softail frame and less complex with fewer welds, and it is 15 percent lighter. Benefits include increased lean angles, sharper turn-in response, quicker acceleration, nimble flick-ability, and easier side stand lift-off than previous Softail and Dyna models.

All eight Softail models come in a 107-cubic-inch Milwaukee-Eight engine configuration, with four of them, the Heritage Classic, the Fat Boy, the Fat Bob, and the Breakout, also available with the 114-inch engine formerly reserved for Harley's CVO models.



HERITAGE CLASSIC

At 9 a.m. it was time to saddle up and see if all those lofty words translate into serious road action. My first ride was the Heritage Classic with its studded leather bags, old-style floorboards, and other styling cues aimed at invoking that vintage 1950s look. The 2018 version is all that and then some, with its blacked-out wheels, front forks, and even the studs on the black leather bags. At least the pipes were left in gleaming chrome.

I've always liked the Heritage because it's a stripped-down bike with little weight to its chassis, which makes

it very maneuverable in an old-timey sort of way. But the new Heritage with its Milwaukee-Eight motor and lighter chassis is like your grandpa on steroids, and the much talked-about stiffness was felt right away as we hit the mountain roads. The bike handled much better than its predecessor ever did. Despite an improved lean angle, it's not a problem at all to scrape the floorboards. The only "drawback," if you can call it that, is that I liked the chrome studs from before better than these blacked-out things, but other than that, if you're a Heritage fan, you'll love this bike.



FAT BOB

A couple of hours into our ride it was time for our first photo stop and, with it, our first bike swap. After getting photos with the bike you were on, we swapped bikes and got another couple of turns in front of the cameras on the new bike; in my case, a Fat Bob 114. Talk about a fun bike! This is a big twin canyon carver unlike anything Harley's ever made. The Fat Bob, despite its moniker, weighs next to nothing (well,

about 650 pounds dry, but who's counting) and handles like a dream with its relatively fat tires (180 rear and 150 front) on a set of denim black, structure cast aluminum wheels with etched graphics.

The Fat Bob features inverted 43mm cartridge style front forks, an adjustable mono shock in the rear, and upswept performance pipes, a combination that

inspires confidence on even the twistiest, gnarliest roads. There's little to distract you from the road: a 4-inch gauge comprising a digital speedo, odometer, gear/fuel indicator, and analog tach is all you see in front of you. Despite its relatively tall seat height of 28 inches, it handles like a bike with a much lower seating position. Even though it doesn't look much like what you'd consider a traditional Harley-Davidson, the Fat Bob easily became the favorite of the group; everyone wanted to ride it. And at \$17,000 for the 107-inch version and \$18,700 for the 114, this might just be the most bang for your Harley buck right here.



FAT BOY

After we had lunch, it was time to swap bikes again, and I ended up on the Fat Boy. Other than both being "Fat," the difference between the Boy and the Bob is about as big as you can imagine. Where the Bob was quick and agile, the Boy is heavy and not really made for the twisties. I've never been a fan of solid-disc wheels, and the combination of a 240 rear tire and a 160 front tire (both on 18-inch wheels) made the Fat Boy a bit too cumbersome to carve any canyons efficiently. In fact, it took some getting used to the bulkiness of the bike, and leaning into a curve while having to apply the brakes made it seem like the heavy front wheel wanted to go every which way except where it was supposed to. And that feeling of heaviness continues despite the fact that the Fat Boy has slimmed down by 31 pounds compared to last year's model.

On the other hand, it's hard to beat on the straightaway with its "muscular, steamroller stance," as Harley puts it, and it's very comfortable seating position. At 47 mpg, you're bound to have a pretty stress-free ride, whether it's on the 107-incher or the 114-inch version.





SLIM

Another photo stop, another bike switch, and I found myself on top of the Softail Slim, another favorite of mine from past years, mainly because of its stripped-down, bare-bones agility, yet very comfortable riding position. With its narrow rear end, low-slung solo seat, Hollywood handlebars, and all-new front end design, the 2018 version was even more of a pleasure to ride than previous models. It handled everything coming its way with great ease, and looked very stylish doing so.

With its low seat height (26 inches), and coming in at only 642 pounds, the Slim is definitely one of the best-looking Harleys for 2018, but also one of the best-handling ones. Mostly blacked out and sporting a set of lace wheels, the Slim was almost as much fun to ride as the Fat Bob, and maybe all it would need to put it over the top is to have a 114-inch version.



LOW RIDER

We had one more photo stop and, consequently, one more bike swap before getting to the hotel where we spent the night. Unfortunately, we were very close to the hotel, so my time on the Low Rider was limited. However, this wasn't the first Low Rider I'd ever been on, so a comparison was fairly easy to do. With its throwback-style dual tank mount speedo and tach gauges, its headlight visor and fuel tank graphics, the Low Rider gets a lot of its styling cues from the 1970s choppers, and that's pretty cool, but, fortunately, that's the only thing it has from the seventies. The bike benefits from all that modern Softail technology, and the 19-inch front and 16-inch rear Radiate cast wheels and a set of tires that really grip the road only add to that.

A fairly light weight (633 pounds) and a narrow front end topped by a set of easy-to-hold-on-to buckhorn handlebars make for a comfortable ride and great handling through tight turns. This new Low Rider is definitely an improvement in every way over previous Low Riders.





DELUXE

After a good night's sleep in clean mountain air, we were set to go back down the mountain pretty much along the same roads we'd come up on. Although we were supposed to start out on the same bike we'd come in on the night before, things changed for some reason, and I started out on the Deluxe instead.

The Deluxe, like the Heritage, harkens back to days of yore in terms

of looks and styling, but also like the new Heritage, this new Deluxe was anything but an old bike. Where previous models always seemed to have quite a bit of slop and looseness in the steering and handling, here again the new, stiff frame and updated chassis made themselves felt in positive ways.

The new Deluxe, with its 16-inch wheel front and rear, is surprisingly spry and nimble, and handled

remarkably well on those mountain roads. There was no slack, no looseness, only lots of riding enjoyment, and leaning into curves to scrape the floorboards made for lots of noisy fun. Truth be told, though, you didn't have to try very hard. And with its comfort-able seating position and 5-gallon tank, you're assured plenty of miles of unbridled riding bliss. I hated to give this one up at the next photo stop.



BREAKOUT

But all things come to an end, and my next ride was the Breakout 114. Although basically a totally different model, it nonetheless is very reminiscent of the Fat Boy in terms of rideability and handling. Like the Fat Boy, the Breakout has a 240 rear tire on an 18-inch wheel, while its 130 front tire is on a 21-inch front wheel for a bit of additional custom styling. Here, too, it took a bit of getting used to in the tighter curves, and it seemed to me the Breakout also likes the straightaways better than the mountain roads. It's a bit lumbering until you get it onto a highway or freeway. That's where its dragster attitude comes into full play as you twist the throttle and are pushed into the low-slung seat.

The Breakout is more of a boulevard cruiser than anything else because even with its comfortable seating position and 42 or so mpg, a 3.5-gallon gas tank will only get you so far. Although, you'll surely look great on it while getting there.



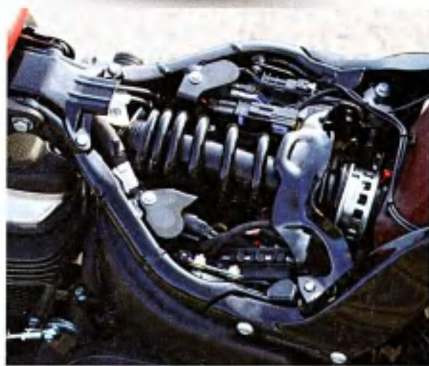


STREET BOB

I had been looking forward to riding the Street Bob ever since we got started in Pasadena because this bike, to me, is one of the most fun-to-ride bikes Harley makes. Until I sat on the Fat Bob, that is. Maybe that's because both those bikes used to be part of the now defunct—or make that “merged”—Dyna line. The Street Bob is the only test bike I ever got a speeding ticket on as soon as I'd picked it up. Described by Harley back then as a “stripped-down, rowdy bobber” that “captures the essence of motorcycling,” the 2018 model, though a Softail now, still fits that description perfectly. With its chopped fenders, black spoke wheels, mini apes, and digital instrumentation mounted right into the riser, this bike handles almost like a bicycle because there's just nothing to it. Its lightness and power made this an immensely fun ride, and the only complaint I have about this bike is that it has mid-mounted foot controls. This

bike needs forward controls because anyone taller than the average American is going to feel all crunched up after about an hour on it. But that's a minor thing and easily remedied. The payout here is the fact that the Street Bob, at \$14,500, is the lowest priced member of the Softail bunch and, in my book, the most fun bike of them all. If I had 15 grand just lying around on my nightstand, this is the one I would purchase tomorrow.

All in all, it's fair to say that Harley's investment in styling, design, and technology has paid off handsomely. This new group of Softails is a much better-riding bunch than its predecessors were, and probably a much better-looking group, too. And since Harley-Davidson considers all eight of these Softails brand-new models, the company is already well on its way to its goal of 100 new models in 10 years. —*Tripper*



Photos: Nelson, Riley & Wing; H-D

There's no thrill like the thrill of being able to make your bike go faster. Unfortunately, it can also be a very involved and expensive undertaking, and not many among us have the necessary skill set, tools or finances necessary to tear down and soup up an engine from the inside out. And these days, an ace mechanic or a dealership will charge you an hourly labor rate that can be as much as what your last divorce lawyer charged you. What to do?

That's where this nifty guide comes in, because there are ways to up your horsepower without having to go broke. The key here is aftermarket parts. The following is an assortment of items designed not only to make your ride look stylish and cool, but also help you in the get-up-and-go department. And the best part? You can do most of this yourself—as long as you know how to follow instructions and know what the business end of a screwdriver or socket wrench is for. —Tripper

SCREAMIN' EAGLE EXTREME-FLOW AIR CLEANER—ROUND

The open-face filter design of the Screamin' Eagle Extreme-Flow Air Cleaner Kit provides 60 percent more filtered surface area to flow 11 percent more air than a traditional perimeter high-flow filter. When combined with the smooth radius die-cast back plate, this open filter can feed a large displacement engine with an unobstructed flow of clean air.

While sized to fit behind Original Equipment or accessory center-bolt air cleaner covers, the deep open-face filter provides maximum air-flow and style when paired with a matching open-face air cleaner trim options. It includes the gloss-black finished die-cast back plate, an open-face washable oiled-cotton filter element, and all required installation gaskets and hardware. An optional Rain Sock is available to protect the exposed element in inclement weather. This air cleaner fits '18-later Softail and '17-later Touring and Trike models, although '17-later Touring and Trike models require separate purchase of accessory round air cleaner cover or trim.

The air filter is not compatible with the air cleaner cover on CVO Touring models. It is 50-State U.S. EPA compliant, but all models require ECM calibration with Screamin' Eagle Pro Street Tuner for proper installation.
hd.com



VINTAGE AIR CLEANER FROM PERFORMANCE MACHINE

Based on the Vintage Caliper Line from a few years ago, the folks at PM designed a matching Vintage Cleaner to help build a design family.

The air cleaner case was stylistically designed for a timeless look with its smooth, machine-cut shapes that promote a nostalgic feeling. The drag-race inspired induction opening

will guarantee the speed freaks to nod their heads in approval. Perhaps the obvious element staring you right in the eye is the prominently placed distinguished bolt and the

PM-branded outer plate, boasting the U.S.A. badge of honor.

The Vintage Air Cleaner is lightweight and low profile with PM's proven internal crankcase breather system. Installed with a high-flow air filter, this beautiful piece boasts an increase of horsepower over the stock unit. With a Quality Chrome, Contrast Cut and Black Ops case finishes with a Red, Black or Chrome finished bolt, the Vintage Air Cleaner is available for FL, M8, Big Twin, and Sportster applications.
performancemachine.com





POWRFLO AIR INTAKE SYSTEM

The latest update from Cobra Engineering adds more than great style to your bike. Improved air flow means improved performance. Though you might be tempted to install this new PowrFlo Air Intake just because it looks better than stock, you'll be getting a lot more than a great styling update. With the PowrFlo Intake system you'll see improved performance across the power band. The unique internal venturi design promotes maximum air flow, a high-flow K&N Air Filter element ensures the best air intake and maximum protection for your engine, while a formed stainless steel mesh insert in the dual entry ports keeps out bugs and debris. It's also got a powder-coated laser-cut mounting cover, and the aluminum cover is available in black or chrome finish. The PowrFlo Intake system consists of an aluminum cover and all the fasteners, seals, backing plate and mounting hardware to make for an easy installation. cobrausa.com

KURYAKYN HYPERCHARGER AIR CLEANER

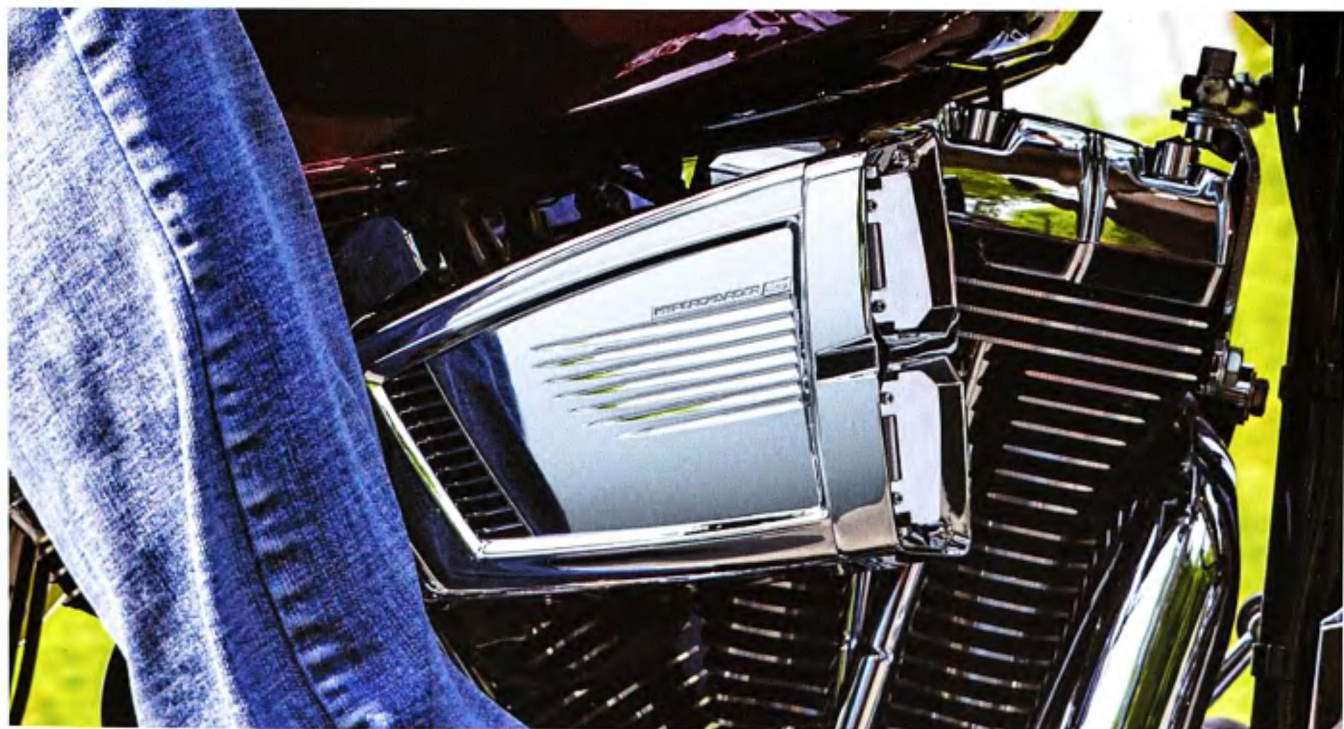
Kuryakyn's Hypercharger, a hot rod-inspired intake, was introduced to V-twin enthusiasts more than 25 years ago. Apparently, a quarter century was long enough for the company to come out with a new, technologically more advanced version, the

Hypercharger ES. The Hypercharger ES showcases modern updates in both style and performance, like the new state-of-the-art electronic butterfly operation, delivering precise butterfly movement compared to vacuum-operated fluttering. Or the integrated servo motor that connects to the coil and actuates and opens the

butterflies with every twist of the throttle, creating an interactive experience between rider, air cleaner and motorcycle.

Air delivery is maximized through an all-new Kuryakyn-designed high-flow K&N filter element. The larger surface area combined with an internal stinger design on the filter's end cap results in approximately

10-percent more airflow, improved CFM rating, and increased horsepower and torque versus previous Hypercharger models. Third-party dyno tuning performed on a stock Harley-Davidson 107-cubic-inch Milwaukee-Eight produced an 8.5-percent horsepower increase and three percent more torque. kuryakyn.com



CIRO'S CIPHER AIR CLEANER FOR TOURING BIKES

The Cipher Air Cleaner has a unique, exotic and clean style that beautifully accents your engine. Designed exclusively for Harley-Davidson Touring motorcycles, the low profile design dramatically maximizes leg clearance. The customizable front blades allow for a wide variety of four different styles. Ciro's ultra-flow filter produces a massive 45% increase in airflow over a 2014 OEM air filter. The innovative design also incorporates the OEM style crankcase breather. The Ciro Cipher Air Cleaner is available for '08-'16 Harley-Davidson Touring models. ciro3d.com



MIKUNI HSR42 /45/48MM CARBURETOR EASY KITS FOR AMERICAN V-TWINS

The all-out racing carburetor for American Big Twin monster motors is Mikuni's HSR48 Easy Carburetor Kit. This huge 48mm smoothbore carburetor offers the highest airflow possible while providing highly accurate fuel metering, more power, and Mikuni's renowned precision throttle response.

A new extended main jet and larger fuel valve assure ample fuel supply for very powerful engines.

All Mikuni HSR 42/45/48 smoothbore carburetors offer the highest air flow possible while providing highly accurate fuel metering, more power, and Mikuni's renowned precision throttle response. Carburetors are designed with an 8-roller bearing flat throttle slide assembly that allows an unobstructed venturi at full throttle to flow more air, while it mixes more precisely at all throttle settings.

Mikuni's roller bearing throttle slide offers smoother throttle control and allows the use of a lighter throttle return spring for reduced throttle effort. And the Mikuni adjustable accelerator pump provides instant throttle response in any riding or performance application. While a high capacity float bowl prevents fuel starvation even under full throttle applications. mikunipower.com



SUMAX SPARK PLUG WIRES

For the performance-minded rider, Sumax offers a ThunderVolt line of plug wires. Generally, spark plug wires fire intermittently, causing nasty carbon build up on your spark plugs. But at 50 ohms/ft of resistance, ThunderVolt wires fire a positive stream that actually clean your plugs as you ride. Your bike will start easier, run stronger and have the added benefit of more horsepower and foot-pounds of torque. These wires are offered in two sizes, 8.2mm and 10.4mm for those that need more insulation on their wires. The 8.2mm wires come in several colors: black, red, blue, orange, purple and yellow. The 10.4MM sets are standard issue black, ideal for the racing consumer.

sumax.com

DRAG SPECIALTIES HEAVY-DUTY 32-AMP CHARGING KIT

Going fast is one thing, but you also need to keep your bike running smoothly and fully charged, and this is where heavy duty 32-amp charging kit from Drag comes in. This kit features a thick .476-inch encapsulated magnetic center rotor as compared to a .222-inch center OEM rotor. Also included with the kit are a precision-wound starter and a voltage regulator. It is available for 1990-'96 FLT, 1984-'99 FXST, FLST, 1991-'98 FXD, and 1984-'99 FXR models with 32A system. dragspecialties.com



RED SHIFT 468 CAM FOR MILWAUKEE 8 ENGINES

New from Red Shift Cams is the 468 bolt-in grind for 107- and 114-inch Milwaukee 8 engines. The Red Shift 468 is designed to compliment the M8 heads' high intake flow while its unique design overcomes the restrictive exhaust port for big gains in both torque and horsepower, this delivering significant improvements in

power and throttle response right where you ride.

The 468 provides instant acceleration below 2,000 RPM while pulling strong to 6,000, but really shining in the 2,000-4,000 RPM cruising range. Cranking compression is unchanged for easy starting, and proprietary Red Shift Cams ramp design delivers quiet operation and long valvetrain life.

zippersperformance.com

LOVE JUGS

Especially in the summer, when temps rise enough for you to fry an egg on the street, you don't want to have your thighs fried while riding. That's where Love Jugs come in. They've been around for a while, and that's for good reasons because it's not just your thighs that fry, it's the engine, too.

Love Jugs keep your engine cool when it counts. In fact, based on some very convincing testing, it was shown that non-liquid cooled engines sporting a set of Love Jugs run a minimum of 100 degrees cooler than non-Love-Jugged ones. That's because the oil temperature dropped about 50-plus degrees, which is significant as oil breaks down quicker at higher temps. Love Jugs are available in a number of different styles and for different bikes. For more in depth information, see article in this issue on page 16. love-jugs.com



DRAG SPECIALTIES SLASHDOWN SLIP-ON MUFFLERS

For increased performance and great sound on your bagger, check out these Slashdown Slip-On Mufflers from Drag. At 28 inches long, these mufflers are designed to work with existing hardware and clamps, including most saddlebag extensions. The removable louvered steel baffles leave you in control of the overall sound. Available in chrome or matte black, these mufflers come in 3-inch and 4-inch configurations for '17-'18 FLHT, FLHX, FLHR, FLTRX and FLTRU models, as well as 3-1/2 inches and 4 inches for 1995-'16 FLT, FLHT, FLHR, FLHX, FLTR and H-D Trike models. dragspecialties.com

MAGNAFLOW LEGACY GEN-X 2-INTO-2 SYSTEM

The Legacy Gen-X 2-into-2 system from MagnaFlow is engineered to increase horsepower with equalized exhaust flow and back pressure to put power to the ground, providing amazing deep, bold sound quality. These systems feature 1-3/4-inch stainless steel head pipes with a durable Magna-Black coating that won't rust or fade to blue. The 2-1/2-inch heat shields and a laser-cut X junction cover help make a bold statement, while the hi-flow stainless steel louver core baffles help generate superior horsepower and torque gains, ideal for tuned engines requiring increased flow or stock engines looking for increased performance.

Precision-channelled, rotatable gloss black end caps allow for a personalized custom look. 12mm and 18mm O2 sensor ports allow for maximum tuning options, and include sensor plugs for non-sensor applications. Available in

chrome or black for 1986-'17 Softails, '13-'17 FXSB/SE and '08-'11 FXCW/C models. dragspecialties.com



COVINGTON'S CUSTOMS "DESTROYER" EXHAUST

Check out this new Covington "Destroyer" exhaust! Previously made exclusively for bikes built in-house, the exhaust is now available for 1995 to present Harley touring models. The exhaust is available in chrome or black finish and includes heat shields, baffle, mounting hardware, O2 ports and plugs. Pipe includes a 3-stepped header with a patented Covingtons 3-bolt collector design, full header heat shields and a short baffle.

This design not only looks great but increases horsepower and torque on both stock and modified motors. Note: they are not legal for sale or use in California on any pollution-controlled vehicles. covingtonscustoms.com

**BASSANI EXHAUST'S
ROAD RAGE II MEGA
POWER 2-INTO-1
SYSTEM**

Give your Dyna added power with Road Rage II Mega Power 2-into-1 Systems. Designed specifically to address the needs of tuned motors built for high-horsepower applications, these systems feature equal-length 1-3/4-inch - 1-7/8-inch stepped headpipes, with a tapered megaphone-style muffler body. A 4-inch black billet end cap adds impressive detail with contrasting machined flutes.

These systems include full-coverage heat shields and removable baffles, along with 12mm and 18mm

oxygen sensor ports and plugs. Available in black and chrome finishes for 1991-'17 FXD and FXDWG models with mid or forward controls. Made in the USA. dragspecialties.com



**FIREBRAND FIFTY
TWO52 2-INTO-1
EXHAUST**

With the Fifty Two52 2-into-1 Exhaust System from Firebrand you live where horsepower and torque collide. Engineered

for performance, these systems feature 4-inch by 12-inch long muffler bodies with 20-degree upsweep and proprietary Powercurve, True-Merge Collector, 1-3/4-inch matched ratio head pipes for

maximum power. The race inspired, 2.5-inch stainless core, high-performance baffles are removable and repackable, delivering a deep tone.

Systems are compatible with 12mm, 18mm and

18mm wideband oxygen sensors and include full coverage heatshields. Made in the USA, these systems are available in chrome or black ceramic for '04-'15 XL 883/1200 models. dragspecialties.com

PRECISION STOPPING POWER FROM GMA

GMA, a subsidiary of BDL, offers a full line of exclusive brake calipers that reflect the parent company's reputation for unsurpassed American craftsmanship and superior performance. Designed and manufactured at the BDL factory in Southern California, these high performance billet calipers are CNC machined to mil-spec tolerances from the superior quality materials to fit to most all factory and custom applications. Attention to detail and precise fit are what you would expect from BDL/GMA as is each caliper's solid stopping power and reliability. Sleek lines and a finish on both the black or chrome calipers are flawless and make a visually stunning upgrade. Available in either chrome or black, for single and dual disc models, the new calipers are supplied with mounting hardware. For detailed fitment and pricing information visit any of the BDL/GMA dealers worldwide.

beltdrives.com



METALSPORT/BREMBO'S BRAKING COMPONENTS

Going fast also means you need reliable breaks, and Metalsport partnered with Brembo Brakes in a joint project to produce a custom M/C caliper that combines superior stopping power and reliability with an unmistakable custom appearance.

The caliper is shown here with one of the company's complete kits which include: Unique 18-inch rotor with 420 heat treated outer ring mounted to 6061-T6 aluminum carrier with application specific stainless steel buttons. Carriers are offered in cuts to match the Metalsport's wheel designs. A custom caliper hanger, manufactured in house from 6061-T6 billet aluminum, and all stainless mounting hardware are also included.

metalsportwheels.com

SPECTRO HEAVY DUTY PLATINUM 20W50 OIL

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The PAO pour point allows Spectro to quickly coat engine components at every start up avoiding damage after sitting for days, weeks, months or years. Its formulated specific additive package combats high heat that's stress-typical in v-twin engines. Spectro is and has been a motorcycle-focused oil since 1966. Made in the USA.

spectro-oils.com



LEGEND REVO-A ADJUSTABLE COIL SUSPENSION

A great suspension system also aids in going fast, and Legend REVO-A's adjustable coil suspensions for Harley-Davidson's provide superior ride quality and performance. The external knob has six adjustments, which allow the rider to fine-tune rebound for their personal riding style and personal ride quality preference.

Black REVO-As are available for most Harley-Davidson FLH, Dyna, V-Rod, FXR, Sportster, Street and Tri-Glide models. The new Clear Anodized REVO-As are available in 12-inch and 13-inch applications for 1999-'18 FLH models; 12-inch, 13-inch, and 14-inch applications for 1991-'17 Dyna models; 13-inch and 14-inch applications for 1984-'00 FXR models; and 12-inch and 13-inch applications for 2004-'18 Sportster models.

legendsuspensions.com



DRAG SPECIALTIES STEERING DAMPER KITS

For a smoother ride, 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 sliver or black satin finish, and include required mounting hardware and instructions for installation. Available for '06-'17 FXD models. dragspecialties.com

WILD 1'S OUTLAWZ APES

They won't necessarily make you go faster, but Wild 1's narrow apehangers with Chubby style look good at any speed. These Outlawz Apes combine badass style with maximum comfort as they are 33.5 inches wide with a 9.5-inch center and a perfect 22-degree wrist angle. OutlawZ range in size from 10-16 inches and come in a show chrome, satin black powdercoat or raw finish. Like all Chubbys they are drilled for internal wiring. OutlawZ are designed to fit most all H-D models excluding FLHX, FLHT/C/U/K. And who knows? You might even think you're going faster. Wild 1, Inc. provides high quality products 100 percent made in the USA. wild1inc.com



WILD 1'S PSYCHO STREETFIGHTER BARS

If you're looking for a set of thick MX TBars, you will want to check these out! Wild 1's Chubby Psycho Streetfighters are 35 inches wide and available in 3 heights - 10-inch tall bars with 6-inch riser and 4-inch bar rise; 12 inches tall with 8-inch riser and 4-inch bar rise; 14 inches tall with 10-inch riser and 4-inch bar rise. They come in a show chrome, satin black powder coat or raw finish and are made with the same double wall construction as all our other Chubbys with 1.25-inch diameter tubing.



Special care is taken in the manufacturing process to ensure smooth inside corners so the electrical doesn't get hung up during installation (no shredding wires). Designed with a slight kick forward, the Streetfighter bars provide both a neutral and comfortable wrist angle for maximum control and performance. Fits most H-D models except FLHT/C/U/K, FLHX. wild1inc.com

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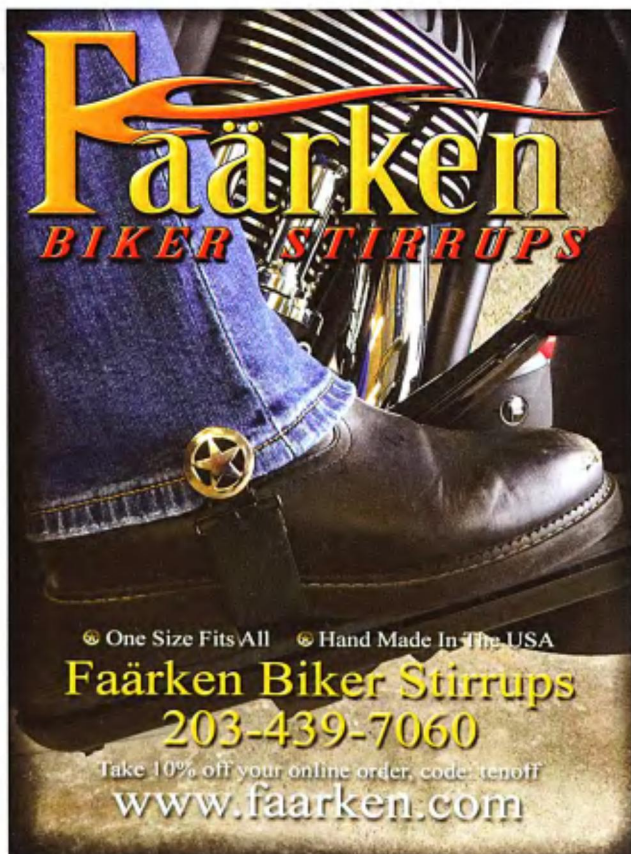
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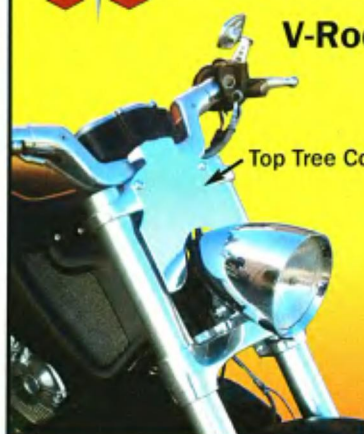
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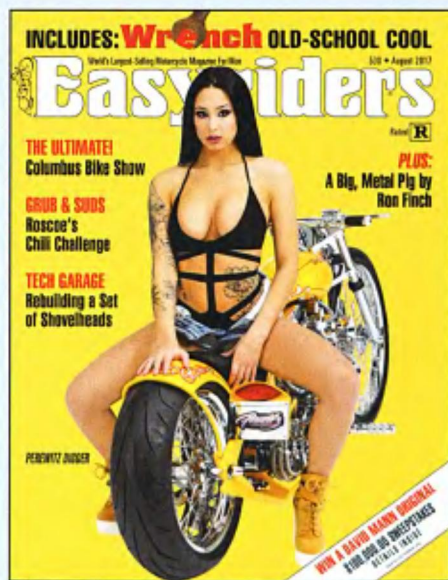
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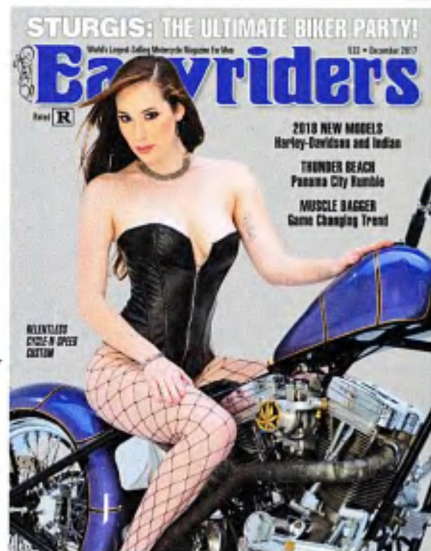
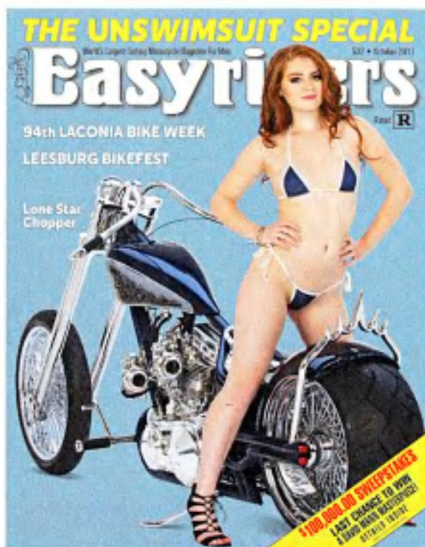
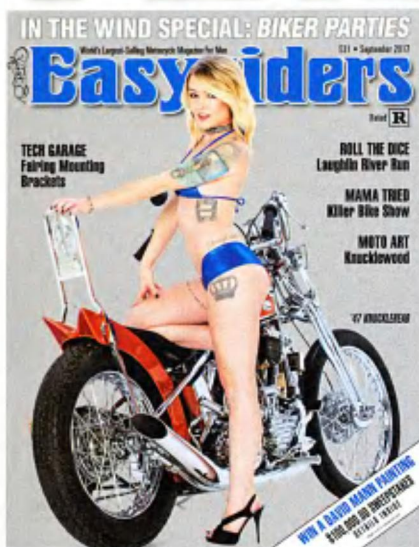
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This Month's Winner

Here's our Fox Hunt winner for this issue. Meet Elizabeth, a sexy and sassy somnabulist from Georgia who enjoys hypnotizing chickens and making nice bologna sandwiches. Turn back to page 6 and see her spread a generous dollop of mayo all over Rusty Nash's delicious '51 panhead on rye.

—Captain
Moosecock



#0201 Tammy—New York

"During my first ride on a Harley, I was really nervous until the vodka kicked in!"



#0202 Daryl—Arizona

"I was a little girl on the back of my daddy's bike with the wind in my hair, holding on with the biggest smile on my face!"



#0203 Airika—California

"I was in the 6th grade and my aunt had just bought a purple Harley. We drove around the neighborhood. It was exhilarating and terrifying all at once!"

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 dangling participle. Please meet Hannah, yet another sweet, tatted-up Georgia peach. Hannah firmly believes that aliens live inside her mind and force her to get more tattoos and mow the lawns of strangers. We would put her in the loony bin but she does a really good job with cutting grass. Come back next month or we'll let your weeds grow as high as an elephant's eye.

FOX HUNT
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—Chris and Gabe Gibbany, Harrison Ark.





Antique moto-racer/time traveler Brittney Olsen and her '23 H-D remind us that all time is relative. —Fritz Braun, Germany



How Rhett Rotten gets high. —Don Rogers, Springfield Mo.



The sweet taste of victory. —Paul Shermer, Greensboro, N.C.



Somewhere between here and there is the place where you find yourself.

—Ben Zales, El Lay, Calif.



1st Place Chillicothe Bike Show. —Lonnie warne. Zanesville, Oh.



Kenda relaxes. —Oh Snap Photography, Semmes, Ala.

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Daniel Burke
El Paso, TX
1955 Panhead

Daniel Burke says he bought this panhead back in 1982, after a year of working as a dishwasher when he was still a senior in high school. In fact, he says that's him on the bike in the school's parking lot just a few months after he'd bought it. The gal sitting behind him is his high school sweetheart. Yep, they ended up getting married.

Fast forward a few decades to today and the scene is an entirely different one. Daniel's on his third wife now,

but he's still got the same panhead. Admittedly, the bike doesn't look much like it did back then. That's because Daniel and his two brothers-in-law, (the current ones, not some previous installments), got together about five years ago and decided to tear into the bike. "After many, many miles and saving up some money, I decided to make it more like it was originally," Daniel tells us.

Daniel and his bro-in-law, Jim and Rex Stevens, did everything themselves. "Everything but than the engine," Daniel adds. "We did all the fabrication and wiring, we painted it. I had Biker's Custom in El Paso rebuild the motor, but other than that, it's 100

percent a garage-built bike."

A lot of the hand-made parts carry a 'BBU' stamp. "That goes back to when I first got the bike and we started working on our bikes in Jim's garage," explains Daniel. "We'd make little brackets and stuff and we were sitting around one day, drinking beer, when I said, 'we could have a company called BBU,' and they said, 'what's that?' and I said, 'Built by us.' So we ended up having a lot of BBU parts on our bikes. We're working on Jim's 1945 knuckle right now."

BBU may not be a big aftermarket company or any kind of company at all, but that doesn't matter. Daniel and his brothers-in-law are just happy riding their bikes. —*Tripper*

Photos: owner



This month's Star Brite Reader's Ride Contest winner!



Comin' At Ya



The marvelous March issue of *Easyriders* (#536) will travel the country for the best biker parties including Chopperfest in California, Bikes, Babes & BBQ in Arkansas, and the Congregation Bike Show in North Carolina.

Custom bike features include Jeremy Valentine's Joker Pan, Andi Hauser's chromed out Cross Bones, Jason Wilson's Sacred Steel Dutch Rudder, Jim Nasi's Road Glide, Christopher Wade's 1953 panhead, Martin Carlgren's Swedish chopper, AND we'll road test Harley's hot new Softail Fat Bob!

All this plus farout biker fiction, sick laughs, classic David Mann art, and some nasty girls who just can't keep their clothes on. It's all rippin' up the pavement in the March issue of *Easyriders*!

On sale January 30



The March issue of *V-Twin* (No. 200) is the "G-Rated" version of *Easyriders* and there is nothin' in it that you can't show your dear ol' mum.

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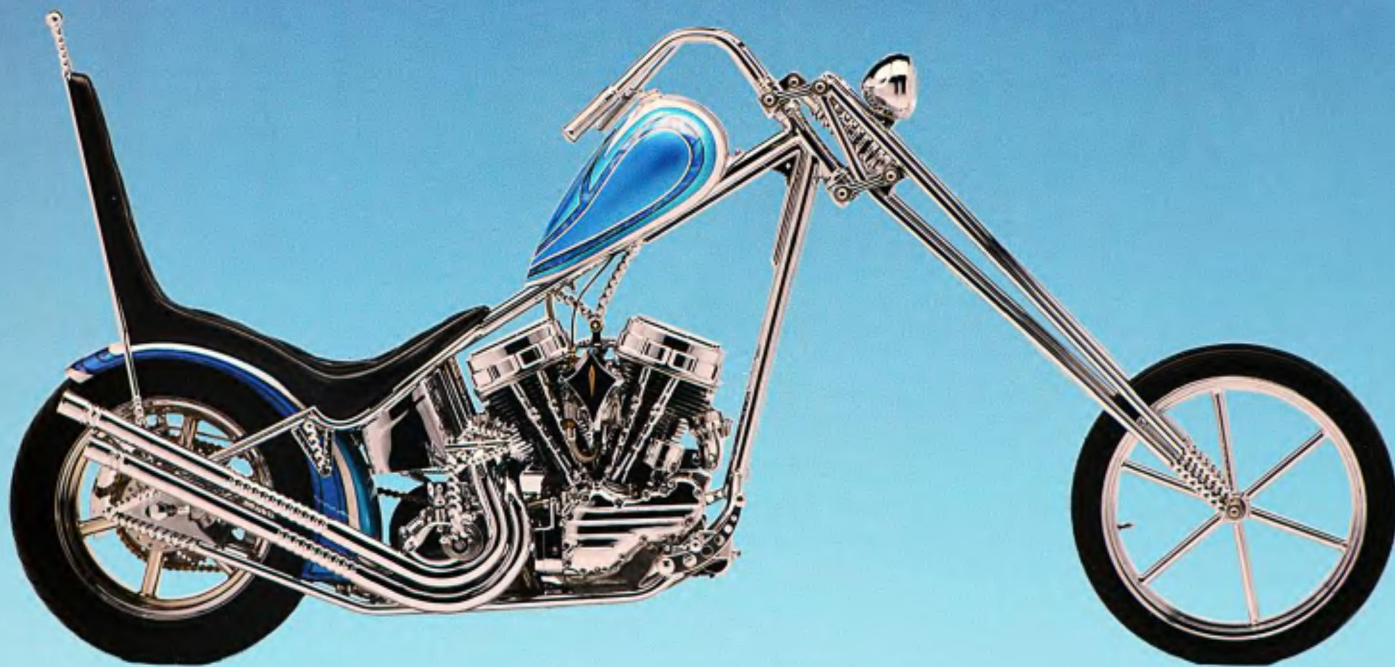


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Easyriders

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David Mann's painting *Big Front Wheel* was first seen in the September 1980 issue of *Easyriders* and may also be found in our *David Mann 50 Motorcycle Masterpieces Volume #3*.

