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536 • March 2018



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S&S: Stealth Air Cleaner & Cover*, 2-1 Stainless Steel Exhaust (custom)*, Gear Drive Cam, Quicke Pushrod Kit



Check out more details on this bike at various rallies and events throughout the year; or log onto dragspecialties.com/bike-builds to view the complete parts list.

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No Singing Allowed

A Montreal driver says his passionate rendition of a cheesy 1990s pop song has netted him a \$149 fine. The dude was on his way to buy a bottle of water, happily singing along to C+C Music Factory's 1990 song "Gonna Make You Sweat (Everybody Dance Now)" when he says he heard a police siren blaring behind him.

"I was thinking they wanted to pass, but they called on the speaker, 'Please go to the right side,'" the dude told local TV reporters. "I stopped and four police came, two on each side, and checked the inside of the car. Then they asked me if I screamed. I said, 'No, I was just singing.'"

The cops gave him a ticket for screaming in public. According to a Montreal bylaw, "to cause disorder by screaming" violates "peace and tranquility" and can be punishable by a fine of \$50 to \$1,000 for a first offence and \$100 to \$2,000 for subsequent infractions.

The man's wife said she wasn't surprised that her husband's vocals netted him a fine. "She told me, if it was for singing, I'd have given you a ticket for \$300," he said.

Robber Calls Cops

The police in Utah had been looking for a man who was suspected in a string of robberies. The cops spotted their suspect driving down the road and attempted to pull him over. But the suspected robber got out of his car, ran into a nearby church and hid in the boiler room. Unfortunately for the crook, he locked himself in. After six hours of sweltering heat in this self-imposed hell, he decided he needed some help and called the police on his cell phone. The 9-1-1 operator was happy to send a squad car over to get the dummy out and take him to jail.

John Wayne Fact of the Month

Did you know that film star John Wayne was a surfer? It's true, and if he hadn't spent a lot of time doing it, he may never have become a legendary actor. Like many USC students, Wayne spent a good deal of his extra-curricular time in the ocean. After he sustained a serious shoulder injury while bodysurfing, he lost his place on the football team. He also lost the football scholarship that had landed him a spot at USC in the first place. Unable to pay his fraternity for room and board, The Duke quit school and, with the help of his former football coach, found a job as the prop guy at Fox Studios in 1927. It didn't take long for someone to realize that John Wayne belonged in front of a camera; he had his first leading role in *The Big Trail* in 1930.

Snort the Dead

For a trio of drug thieves, it was their lucky day. They broke into a home in Silver Springs, Florida and discovered three jars of cocaine. They took the jars home and snorted up the contents. That's when they discovered that the jars were in fact urns, and that they were snorting the cremated remains of the victim's husband and two dogs.

Buy A Soul Online

A New Zealand man put his soul up for auction on an online Website. He described it as "a merry old soul" and the bidding went to just \$189. That's not much for a soul. He said that he had been considering selling his soul for ages. Advice from a lawyer was that the winning bidder would not be entitled to anything but his soul and would not be able to own or control him in any way, he said. The successful bidder will receive a framed deed of "soul ownership."

Driverless Shuttle Hit by Truck

Las Vegas' first driverless shuttle bus hit the streets of Sin City recently and was promptly hit by a truck. The shuttle was performing a test ride with passengers downtown when it was grazed by a delivery truck around noon, the city said.

The human driver of the truck, who was backing out at the time, was cited by the Las Vegas cops for the crash, which occurred within the first hour of the shuttle's operation.

"The shuttle did what it was supposed to do in that its sensors registered the truck and the shuttle stopped to avoid the accident," the city said in a statement. "Unfortunately, the delivery truck did not stop and grazed the front fender of the shuttle. Had the truck had the same sensing equipment that the shuttle has, the accident would have been avoided."

Sadly, the truck driver was unable to yell at anybody in the shuttle as there was no driver.

Famous Biker Saying

Love is the feeling you get when you like something as much as your motorcycle.

Man Eats Underwear

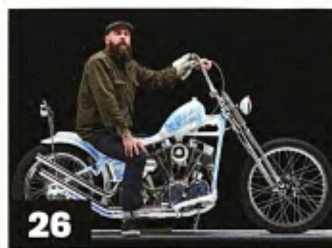
An 18-year-old man in Stettler, Alberta Canada tried to eat his underwear in the hope that the cotton fabric would absorb alcohol before he took a breathalyzer test. Apparently, it helped, since he blew an .08 (the legal limit). The cops saw the man driving along and weaving so they pulled him over. He ran from the vehicle but they caught and arrested him. While sitting in the back of the patrol car, he tried to eat his shorts. He reportedly ripped the crotch out of his underwear and stuffed it in his mouth. The guy was acquitted and everyone in the court had a good laugh at his undie-munchin' expense.



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TRIBUTE TO OIL CAN
Jeremy Valentine's
1956 Panhead



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THE METAL BOBBER
Andi Hauser's
2008 FLSTS



26
DUTCH RUDDER
Sacred Steel's
2016 Panhead Custom



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BIKES, BLUES & BBQ
Fayetteville, Arkansas



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LAS VEGAS BIKEFEST
A Buffet Of Biker Fun



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COPPER CRUISER
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2013 Road Glide
Midnight Special



72
SUPAFLY
Christopher Wade's
1953 Panhead



82
HARLEY TRACKS
Riding 41,000 Miles
Across Vietnam



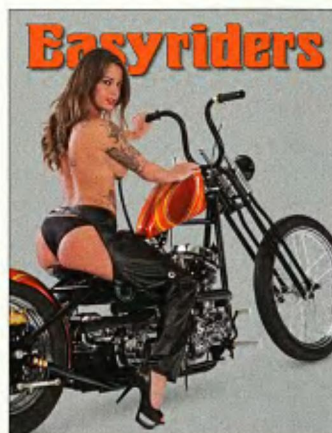
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Charlotte, North Carolina

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Hannah Hughes with Jeremy Valentine's
1956 Harley-Davidson panhead.
Photo by Brad Patton.

We love hearing from you! Please send
your questions or comments to the
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Tribute to Oil Can

JEREMY VALENTINE'S "ONCE, NEVER AGAIN" PAN

Over the years, we've heard many tales of young bikers learning their love of motorcycles from their fathers. This is one such story. Jeremy Valentine of Fort Wayne, Indiana is so deeply motivated by the bikes his dad, Joe "Oil Can" Valentine, wrenched on and rode that he built this righteous custom scooter in his honor.

It seems that Oil Can had a special love for panheads. In fact, Jeremy tried to find Oil Can's long lost 1948 panhead chopper, and though it turned up in Europe, he couldn't get it back to the states. So Jeremy decided to build a 1956 panhead since that is the year Oil Can was born.

This is the only tribute to Oil Can that Jeremy will ever build, so creating this one was extremely emotional for him. He told us there were times when he felt like his dad was with him in spirit, looking over his shoulder. When trying to come up with a name for this very special project, he spotted a picture of Oil Can that hangs on the shop wall.



The panhead called
"Once, never again" fulfills
Oil Can's lifelong dream to have
a bike appear in the pages
of *Easyriders* magazine.



This month, you righteous readers chose
Ms. Hannah Hughes as your Fox Hunt contest
winner. This tattooed temptress adds just the
right touch of old school cool to Jeremy
Valentine's two-wheeled tribute to his father.

You can clearly read the words, "Once, never again" on a fresh US Army tattoo he got in remembrance of those he served with.

Most people don't notice the blue pinstripe in the paint or the stage cut axle plates, and there are more clever details on this scooter than you're likely see on several other bikes



combined. The hand-fabricated controls are as slick as any you'll find, and the sight glass set into the custom aluminum oil tank required Jeremy to heat it to 400 degrees just to get it in the hole.

Other great touches include the engraving from Jason and DJ of Courthouse Customs, the unique kicker arm by Fab Kevin and the one-off bottom rocker on this spring style frontend, which turned out perfectly considering it was the first time that Jeremy had built one.

Jeremy Valentine's shop is called Joker Cycle Works, where the motto is, "Stock sucks!" "Generally, people don't realize that choppers are a lifestyle," Jeremy says. "If you want to ride marshmallows, that's what baggers are for." Jeremy inherited all of his father's talents and then some, because the panhead called "Once, never again" fulfills Oil Can's lifelong dream to have a bike appear in the pages of *Easyriders* magazine.

Ride easy, Oil Can. —*Queso Libre*



The Joker Cycle Works
motto is,
"Stock sucks!"



Owner: Jeremy Valentine

City: Fort Wayne, Indiana

GENERAL

Fabrication: Joker Cycle Works

Year and Make: 1956 Harley-Davidson

Model: Panhead

Assembly: Joker Cycle Works

Time: 12 months

ENGINE

Year / Model: 1956 / Harley-Davidson

Rebuilder: Joker Cycle Works

Ignition: Mallory

Displacement: 74 cubic inches

Lower end: Harley-Davidson

Balancing: Joker Cycle Works

Pistons: Wiseco

Heads: Harley-Davidson

Cam: Harley-Davidson

Lifters: Harley-Davidson

Carburetor: S&S

Air Cleaner: Joker Cycle Works

Pipes: Joker Cycle Works

TRANSMISSION

Year / Make: 2016 / Ultima 6 speed

Shifting: Suicide

PAINT

Painter: Nate Bowers

Color /Type: Orange / PPG

FRAME

Year / make: 2015 / Paughco

Type: rigid

Rake: 35 degrees

Modifications: Joker Cycle Works

ACCESSORIES

Bars: Joker Cycle Works

Handlebar controls: Joker Cycle Works

Fender: Joker Cycle Works

Headlight: Ted's

Taillight: Joker Cycle Works / Speedway

Pegs: Joker Cycle Works

Electrics: Joker Cycle Works

Gas tank: 138 Cycle Fab

Oil tank: Joker Cycle Works

Oil System: Harley-Davidson

Primary: Ultima

Seat: Sinister

Grips: Avon

FRONT END

Type: Springer

Extension: 2 inches under

Builder: Joker Cycle Works

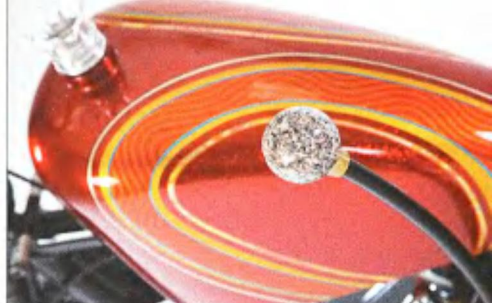
WHEELS

Hub: Front, Mid USA / Rear, TC Bros

Size: 21 inch front, 16 inch rear

Tires: Avon

Brake: Tokiko



Hannah Hughes and Jeremy Valentine cuttin' it up on the saddle, photo-bombed by Jared "Hotrod" Weber



Photos: Brad Patton
Model: Hannah Hughes
Contact: Joker Cycle Works
260-820-1750
jokercycleworks.com



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FIRST WACO PROSECUTION VERDICT: MISTRIAL

After two days of deliberations in the trial of Christopher Jacob Carrizal, the president of the Dallas Bandidos, the jury announced it was hopelessly deadlocked and a mistrial was declared. David "Double D" Devereaux of the Motorcycle Profiling Project was a consultant to the defense and had a unique perspective overlooking the trial.

David tells us that the case was premised on two text messages sent by the defendant that the state thought removed all reasonable doubt of innocence. The first was telling members to leave their wives at home, the second was to "bring their tools."

On November 10th, the jury sent a note that they had a unanimous verdict on one charge, but were deadlocked on the other two. According to Devereaux, one of the jurors sent a message after all was over saying,:

*Hello my name is ***** and I was one of the jurors on Jake's case. Please let Jake and his family know that I am so sorry that we couldn't get 2-3 guys to change their mind to not guilty. They weren't budging. I hate that you, him, and his family are possibly going to have to do this again. Jake seems like a great guy, and his mom seems so sweet. I think you are an awesome attorney and did a great job. If you have any questions please feel free to reach out to me. If this case happens to go*

QUOTE OF THE MONTH

"All government, in its essence, is a conspiracy against the superior man: its one permanent object is to oppress him and cripple him... The most dangerous man to any government is the man who is able to think things out for himself, without regard to the prevailing superstitions and taboos."

— H.L. MENCKEN,
A MENCKEN CHRESTOMATHY

to trial again I hope you get all of the evidence beforehand."

The most devastating element in the trial to the prosecution's case was Carrizal's own testimony. His words were truthful and convincing, maintaining that the two shots he fired were in self-defense, and even credited the police with saving his life, twice, by shooting two of the rival club members who were firing on him from only 10 feet away.

David's article on the Motorcycle Profiling Project webpage is remarkable for its clarity, and instead of trying to reproduce it here, we invite readers to read it in its entirety online at motorcycleprofilingproject.com.

CANNONBALL RUN

The Motorcycle Cannonball Run has announced its dates and roster for 2018. The run will commence from Portland, Maine on Saturday, September 8, and the ride will end in Portland, Oregon on Sunday, September 23. It will feature 100 riders from 32 states and 10 countries. Participants will ride vintage pre-1929 motorcycles such as Henderson, Indian, Triumph, Harley-Davidson, Norton, Excelsior, BSA, Thor and others.

"This is the fifth biannual transcontinental Cannonball, and as with runs of the past, the event is a timed test of both the rider's endurance and the roadworthiness of their respective vintage machines as they navigate America's back roads through some of the most scenic areas of the country," from a press release from organizers. Full information can be found online at motorcyclecannonball.com.

GOOGLE MAPS SHORTCUTS FOR MOTORCYCLISTS

India is the world's leading motorcycle market, recently overtaking China for that honor. It is interesting that tech giant Google has taken notice, and is designing a new mode into Google Maps that scouts routes for shortcuts which are accessible to motorcyclists, but not to cars and trucks. While the feature is only for the Indian market at this time, speculation is that this "India First" development will spread to other regions too.

Source: Engadget

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Editor-in-Chief: Dave Nichols

Creative Direction: Smash Studio, Inc.

Associate Editor/Video Producer: Kit Maira

Special Features Editor: Kai Raecke

Copy Editor: Diane Nichols

Humor and Photo Editor: Steve Werner

Editorial Consultant: Dick Teresi

Digital Imaging: Smash Studio, Inc.

Photographers: Billy Tinney, Sr. Photographer

Michael Lichter • Don Rogers • Mike Chase

John Covington • Dino Petrocelli

Ben Zales • Brad Patton

Contributors: Jeff Moore • Z. Jakl

Advertising

818-889-8740 • Fax 818-889-5214

Director of Advertising: Tammy Porter

Advertising Executive: Joe Russo

Advertising Executive: Isidro Romero

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Circulation

Newsstand Director: Tony DiBisceglie

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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Liza Jensen, Events Coordinator

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Flora Gordon, Legal & Licensing Coordinator

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LANE SHARING?

Arizona State Senator David Farnsworth has introduced SB 1007, which would strike out the language in the Arizona vehicle code outlawing lane sharing. Farnsworth admits that he is not "passionate" about it, and only introduced the legislation on behalf of a constituent. He would like to see more statistics that show that the practice is safer, despite reading the University of California Berkley's study that found that lane-splitting is "relatively safe" when performed at speeds under 50 mph.

The bill also directs the Arizona Department of Public Safety to "develop educational guidelines" for lane-splitting alongside other state agencies.

A similar bill, which would have legalized the practice in one county (Maricopa) and only for one year as a test, was vetoed by Governor Jan Brewer in 2010. At the time it was felt that one year was not a long enough period to educate cagers about it.

Source: Phoenix New Times

MAGIC MUSHROOM

The Attorney General of California has approved a petition drive in California which would legalize the "use, possession, sale, transport, or cultivation of psilocybin" by persons 21 years and older. Psilocybin mushrooms, also known as "magic mushrooms" are prohibited by state and federal law, and supporters hope that the same logic that lead to marijuana legalization in the state last year will carry over to "shrooms."

Marijuana legalization in California was preceded by the first medical marijuana legalization measure in the country, Proposition 215. Psilocybin has shown promise in treating post-traumatic disorder (PTSD) patients, and also psychological coping support for people facing death from health challenges, but these studies are not well known by the voting public.

Supporters have to turn in 365,880

valid voter signatures by April 30 in order to make the statewide ballot next year. The effort is not well funded, and without a large financial backer or other funding support faces an uphill battle. The measure is The California Psilocybin Mushroom Decriminalization Initiative. Another effort to legalize psilocybin is under way in Oregon.

Source: The Guardian

SCOOTER AND MOPED HELMET BILL

Currently scooter and moped riders over the age of 16 in Florida are not required to wear helmets. Motorcycle riders under 21 years of age are, and State Sen. Keith Perry has filed Senate Bill 346, to extend the same age requirement to scooter and moped riders.

Florida had an all-ages motorcycle helmet law until 2000, when the requirement was repealed for the current law that requires motorcycle riders over 21 to maintain a \$10,000 insurance policy for injuries they may sustain in a crash for the "privilege" of choosing to wear a helmet.

Source: FloridaHouse.gov

MED MARIJUANA & GUNS

The Honolulu (Hawaii) Police Department has sent letters to medical marijuana patients to "voluntarily surrender" their firearms because they use marijuana. They are being given 30 days to transfer or surrender their firearms. This is the first time that MMJ patients have faced this. The federal form to purchase firearms, (ATF) Form 1140-0020, specifically prohibits the right to bear arms to anyone who is, "an unlawful user of, or addicted to, marijuana or any depressant, stimulant, narcotic drug, or any other controlled substance."

Hawaii maintains a list of both firearms purchasers and medical marijuana patents, allowing police to cross check both to compile a list of MMJ patents in the state's firearms registry.

Source: Leafly News

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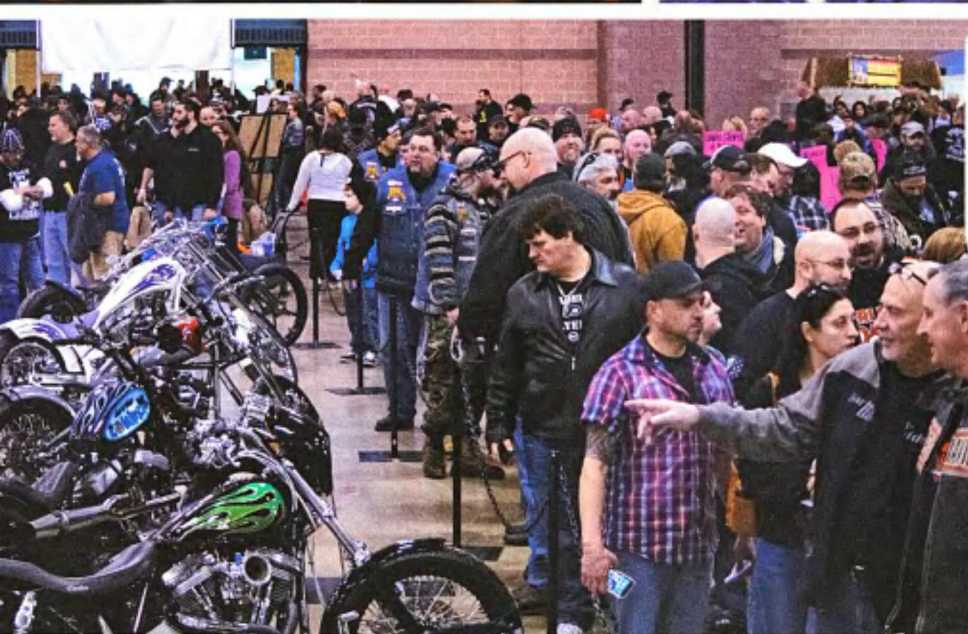


It's that time of year again. While winter winds keep motorcycles in the garage, bikers will find all their two-wheeled dreams coming true at the Easyriders Bike Show Tour, proudly sponsored by Lucas Oil! You'll discover all the biker fun imaginable at these great custom motorcycle shows. See the latest custom trends by today's hottest bike builders and meet motorcycle celebrities such as Cory and Zach Ness, Paul Yaffe of Bagger Nation, and Mike Ballard from Full Throttle saloon. Visit with *Easyriders* photographer Michael Lichter at our Sacramento and Columbus shows and maybe have your bike shot for a bike feature in *Easyriders*. Plus check out the amazing vintage race bikes from Billy Lane's Sons of Speed.

We'll also feature killer live bands from coast-to-coast to keep yer boots

tappin', the sexy Purrfect Angelz Dance Troupe will keep yer heart poundin', and you can hang out with the editors of *Easyriders* magazine including editor-in-chief Dave Nichols and Kai "Tripper" Raecke. Motorcycle vendors will offer every kind of biker goodie for you and your ride and there will be plenty of tasty grub to fill yer belly and frosty suds to put a smile on yer face. Plus check out the Lucas Oil booth to get some sweet free swag!

Advance discount tickets are available through select convention centers (see our website for details). Come to the Easyriders Bike Show near you and be a part of biker history. Who knows, you might even see your face right here in *Easyriders* magazine! For more info visit easyridersevents.com or call 800-962-9857.



EASYSIDERS 2018 BIKE SHOW TOUR DATES AND LOCATIONS:

JANUARY 13

Sacramento Convention Center
1400 J St. (Halls A & E)
Sacramento, California

JANUARY 20

Charlotte Convention Center
501 South College St. (Halls A & B)
Charlotte, North Carolina

JANUARY 27

Nashville Music City Center
201 5th Ave. South (Halls C & D)
Nashville, Tennessee

FEBRUARY 3

Atlantic City Convention Center
1 Convention Blvd. (Halls B & C)
Atlantic City, New Jersey

TWO-DAY INVITATIONAL FEBRUARY 10 & 11

Greater Columbus Convention Center
400 North High St. (Halls C & D)
Columbus, Ohio





The tiny town of Erlinsbach in the Swiss canton of Solothurn features a Tiki restaurant with drinks, food, and music in a South Seas style. After eating at the Tiki joint, Andi Hauser often rides through the Swiss alps on his chromed-out, gleaming Cross Bones bobber, built by Harley-Heaven.

Harley-Davidson's Cross Bones Softail was a retro model the factory endowed with a rigid frame look,

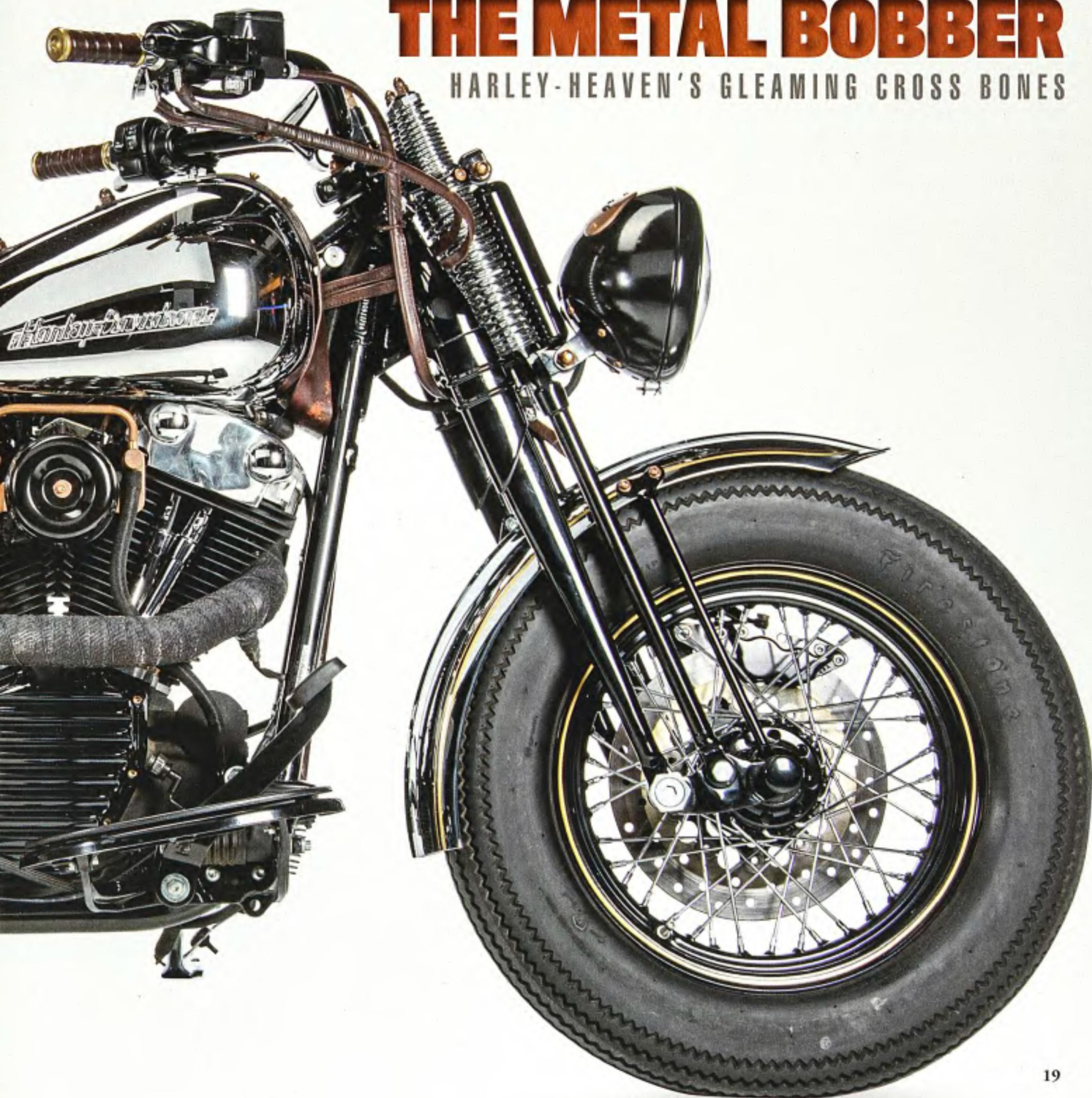
springer front end, and fat tires. But its production ceased in 2011 after only five years because the springer front end wouldn't accept ABS without major modifications. Within the EU, however, an anti-lock system is required on newer vehicles, even on motorcycles.

The counter-balancer inside this air-cooled Twin Cam ensures its vibrations are manageable, and the

bike's 700 or so pounds are hardly noticeable on the road. The brakes on this Cross Bones can be heartily applied because the fairly slack stock brakes benefit from a set of calipers from Performance Machine. The Softail frame with its hidden shock and low seat height were made even lower thanks to a 16-inch rear wheel and a Messinger Racing saddle, adding to the bike's old-style look.

THE METAL BOBBER

HARLEY-HEAVEN'S GLEAMING CROSS BONES



The Dr. Jekyll & Mr. Hyde exhaust system delivers a killer bobber sound, echoing off the distant Alps.

A Baker 6-speed transmission with kicker kit helps to give this Softail the classic look, and a number of unique metal parts give it unique style, such as a bit of brass and copper here and some gunmetal finished steel there. The leather-covered cables and small leather pouches do a good job of helping the owner, Andi, express his personal style.

The final touch of this tasteful custom build is Marcus Pfeil's pinstripping. Marcus has been delivering top quality paint jobs for the past 20 years, and he often likes to show his skills off by doing it live in front of an audience. His finely-drawn, golden lines serve to enhance the metal look of this badass bobber.

The bikes built by Harley-Heaven are hot in Europe right now; Rainer Bächli and his crew can be found at such events as European Bike Week in Faak, Austria, Harleys Days in Lugano, Italy, and the Oil Leak Rumble in Wollishofen/Zurich, Switzerland. The company not only offers Harley-Davidson motorcycles built in their custom shop, but also anything the discerning rider might need in terms of riding gear. And if you're thirsty or hungry, you can indulge your whims next door at the company's very own Race Bar & Grill where live music and organized rides are part of the regular schedule. —Maggie Zimpel





Owner: Andi Hauser
City: Erlinsbach/ Schweiz

GENERAL

Fabrication: Harley-Heaven Bächli
Year and make: 2008 H-D
Model: FLSTSB
Time: 6 months

ENGINE

Year: 2008
Builder: Harley-Davidson
Displacement: 96 cubes
Ignition: EFI
Air filter: Hot-Rod
Exhaust: Dr. Jekyll & Mr. Hyde
Special mods: Xzotic engine cover

TRANSMISSION

Year and make: 2014 Baker
Shifting: 6-speed
Modifications: kicker

FRAME

Year and builder: 2008 Harley-Davidson

Type: Softail

Rake: stock

PAINT

Color: chrome
Special paint: pinstriping
by Marcus Pfeil

ACCESSORIES

Bars: V-Team

Clamps: V-Team

Grips: Tschingg

Mirrors: Vintage

Foot pegs: H-D/ Harley-Heaven

Gas tank: stock, chromed

Oil tank: H-D

Fenders: Schwegler Chopper Parts

Headlight: H-D

Taillight: Vintage

Electrics: Harley-Heaven

Seat: Messinger Racer

Special modifications: leather-covered
cables

FRONT END

Builder: Harley-Davidson

Type: Springer

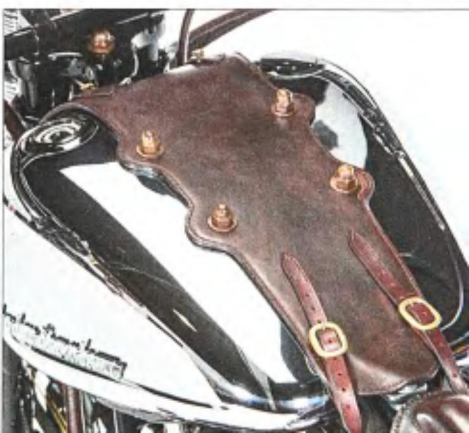
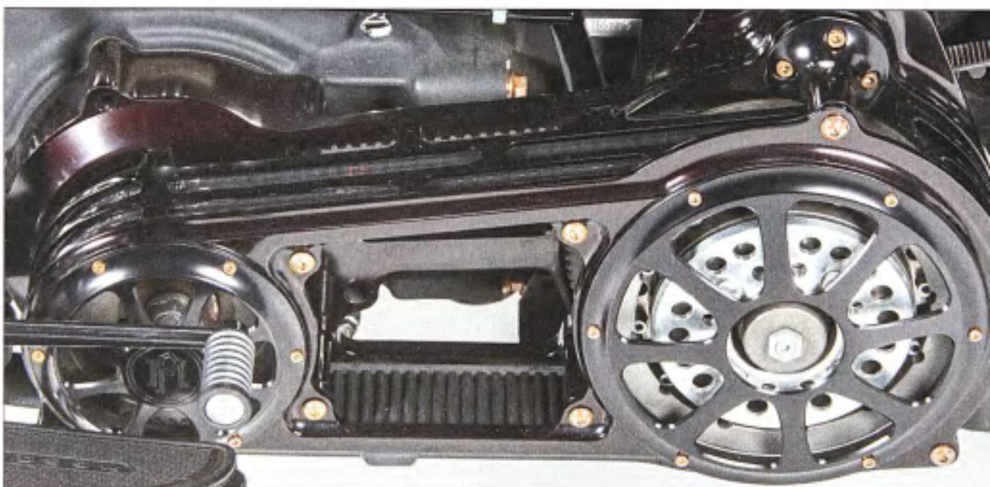
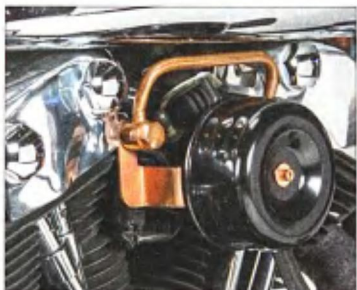
WHEELS

Builder: Harley-Davidson

Size: 16 inch

Tires: Avon

Brakes: H-D / Performance Machine



Photos: Peter Schultz

The bikes built by Harley-Heaven
are hot in Europe right now.





AEROMACH'S INDIAN SCOUT DEBRIS SHIELD

Now available from Aeromach is the Debris Shield for 2015 and newer Indian Scout motorcycles. The Debris Shield is laser cut and formed from 1/8-inch thick, 5052 grade aluminum plate and designed to protect the engine oil cooler and oil filter from road debris and damage. This may seem like a non-problem to many, but when it happens to you, it can cause immense damage, and for as low a price as Aeromach is making this available, it's a no-brainer to have one on your Scout. chromeindian.com



KURYAKYN'S SADDLEBAG COOLER

When riding temps push into the triple digits, Kuryakyn's Saddlebag Cooler keeps your favorite fluids frosty and at the ready, and who doesn't want that after a long ride? Sized to fit virtually any OEM hard bags, the cooler holds up to a 12-pack of bottles or 18-pack of cans plus ice. Outer construction features durable UV-rated 1200-denier polyester with a wide zippered opening for easy access. A sealed TPU-coated nylon liner with high-density insulation delivers extremely long-lasting cold storage capabilities, keeping moisture in the cooler rather

than the bottom of your saddlebags. Side-mounted carrying handles and a removable/adjustable shoulder strap offer convenient portability off the bike, and the included bottle opener never leaves you hanging. kuryakyn.com



NON-MARRING GASKET SCRAPER

Mr. Gasket Non-Marring Gasket Scrapers are ideal for removing stubborn gasket residue. These handy, industrial-strength tools employ special non-marring plastic blades attached to a carbon-steel body with a comfortable plastic and rubber-grip handle that fits perfectly in your hand. They're fully compatible with all standard single-edge razor blades, and the included blades are perfect for removing labels and decals from glass. Comes complete with the gasket scraper itself, 10 non-marring, double-edge plastic blades, and 10 single-edge razor blades. holley.com



COVINGTON'S CUSTOMS 2017 FIREWALL PLATE

Covington's has a new billet Firewall Plate that needs to be seen to be believed. It fits 2017 and newer Touring Models, is CNC-machined from billet

aluminum and available in chrome, black with machined dimples. Made in the USA.

covingtonscustoms.com

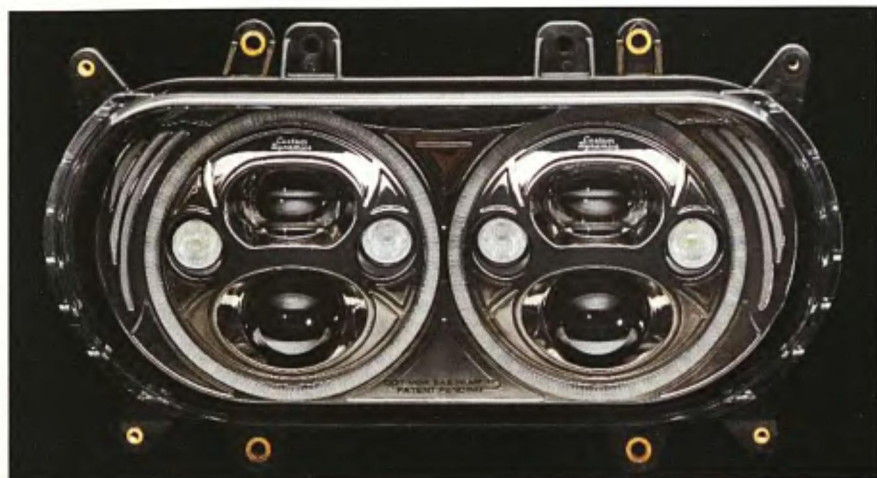


LOWBROWS' LOUVERED AIR CLEANER

The louvered air cleaner has traditionally graced hot rods using Holley 94's and Stromberg 97 carburetors, but with the new backing plates made by Lowbrow Customs, you can install and run one of these inexpensive, cool air cleaners on your Harley-Davidson with ease. Louvered Air Cleaner kits come with a washable paper filter, stainless steel, allen-head hardware and mounting gasket. They are available for CV carburetors and EFI Throttle Bodies, as found on Harley-Davidson Sportsters from 1991-2015, Big Twins 1993-2006, and FXD Dyna from 2004-2015. A kit is also available for S&S Super E and G Carburetors. The USA-made backing plates are 1/4-inch thick steel, powdercoated black. The Louvered Air Cleaner Install Video has step-by-step instructions on installing this kit on a Sportster, including a list of all tools needed. lowbrowcustoms.com

TRUBEAM'S LED HEADLAMP WITH HALO DRL & TURN SIGNALS

Custom Dynamics has come out with its TruBEAM LED Headlamp for 2015-2017 Road Glide Models. The complex reflector design features four low beam



LEDs and four additional high beam LEDs with built-in halo. The combination provides superior performance especially in curves of the road. This new TruBEAM headlamp also offers amber turnsignal function along with the built-in Halo DRL. Designed for plug and play installation on '15-'17 Road Glide models, the headlamp is available with a chrome or black chrome reflector and a lifetime LED warranty. customdynamics.com



8 PIN SMART TRIPLE PLAY UNIT FOR HARLEY-DAVIDSON CVO

Be fast but be seen! Custom Dynamics SMART Triple Play is now available for '10-'13 Harley-Davidson CVO Models with OEM rear LED Panels. Unlike most run/brake/turn modules, the SMART Triple Play allows for add-on LED lighting such

as Bagz to function as run, brake, and turn signals with a choice of 10 user selectable brake light strobe/flash patterns and selectable running light intensities. With a plug and play installation, the sealed, weather tight case offers built-in short circuit protection along with a 5-year Custom Dynamics Warranty. customdynamics.com



MARLIN'S GPS-DRIVEN COMPASS

A compass is a valuable tool to any rider on remote back country roads or in the big city. This unique compass is a self-contained GPS receiver and provides heading based on the driver's change in position. It is 8 Point GPS-driven and displays N, S, E, W, NW, NE, SW, and SE. The clean, compact design fits any of Marlin's mounts (fork lock covers, fork stem nut covers, all handlebar mounts, etc.). It's a simple two wire set-up with a 5V - 15V power requirement. marlinsclocksnet



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Dutch Rudder

HOW A CLINCHER WHEEL ENDED A TV SERIES



Jason Wilson of Sacred Steel has a wicked, twisted sense of humor, which he generally taps into when naming his crazy motorcycle creations. Check the Urban Dictionary online for the meaning of the term "Dutch Rudder" and you'll see what we mean. When building something from scratch, especially a custom motorcycle, you are voyaging in uncharted seas. The only way to try something new is to just do it. Sometimes it's magic, and sometimes it's tragic, but hey man, you just gotta try.

Such is the case of the Dutch Rudder. Back in 2016, The Discovery Channel featured Jason and his Douche Larouche crew of friends for the popular TV series called *Sacred Steel Bikes*. Several of those bikes have been featured here in *Easyriders*.

For Jason, a union sheet metal worker by day, chopper builder by night, the TV show offered the opportunity to showcase his skills and turn his passion for chopper building into a bonafide full-time business. The problem was that his creations weren't selling. Figuring that the stretched-out crazy bikes were too scary for the average bike-rider, he decided that the last chance for his shop to go pro was to build a very rider-friendly modern machine that could navigate city traffic.



During the final episode of *Sacred Steel Bikes*, Jason said in an interview, "This bike is a really important one because it could be our last. There's no more money, there's no more savings. If I don't sell something, my whole dream of making this a full-time business is over. So I've gotta work smart. Not all choppers were a hundred feet long. I think to sell a bike I have to shift gears and make a more rider-friendly bike."

He started with a 1954 wishbone frame that he re-tabbed for the new motor and also cut a "peekaboo" out of the neck casting. He left the rake bone stock. For a motor he chose an S&S P93 panhead motor for the old-style look but with modern reliability. He hooked it up to a Baker tranny with electric and kickstart capabilities, another feature to make the bike more user-friendly. The front end is a 2-inch over narrowed springer from Jason Phares of Phares Cycle Parts.

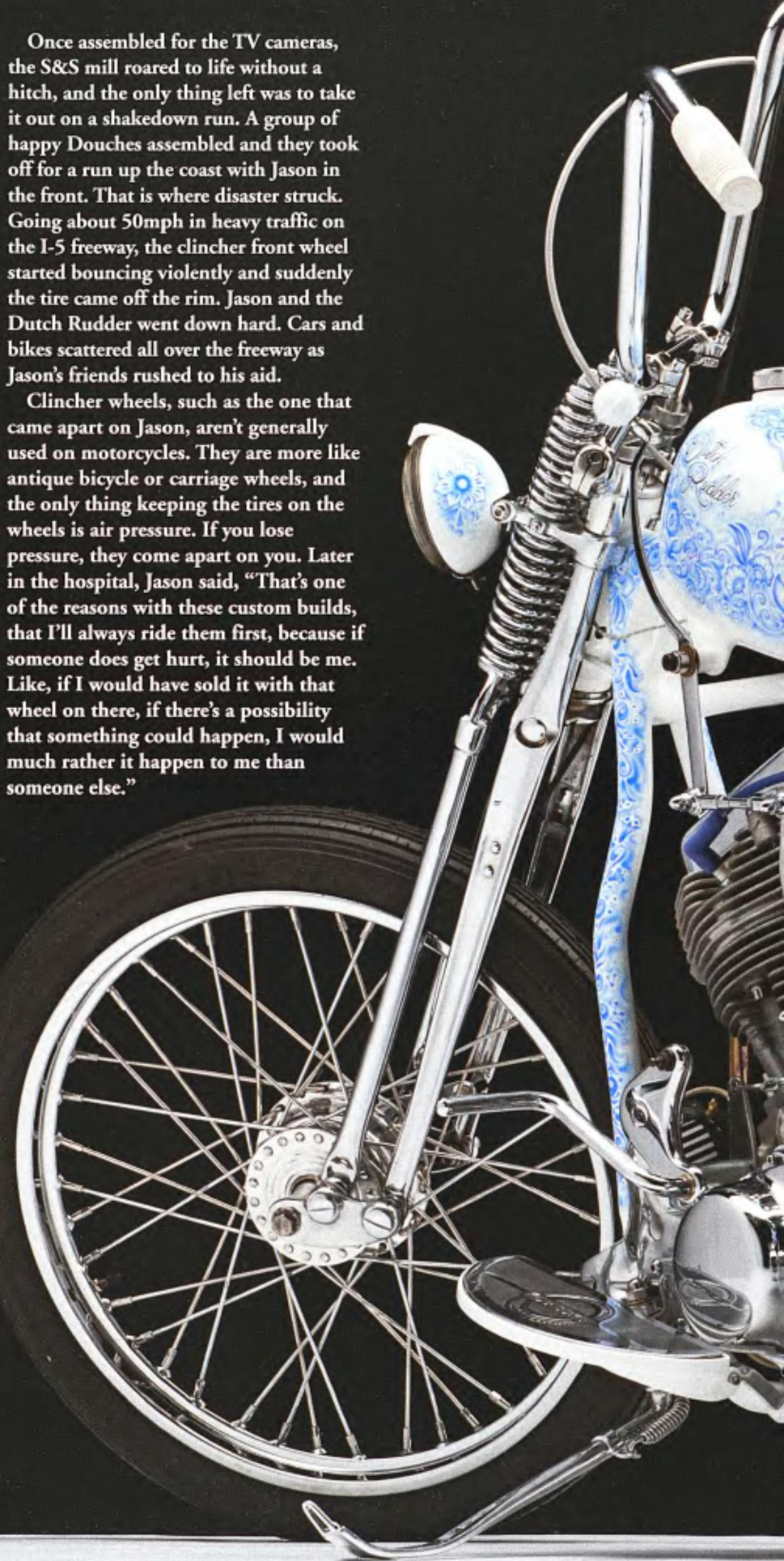
Jason found an old Wassel tank he had laying around, narrowed it, and lowered the tunnel so he could Frisco-mount the thing nice and high on the backbone. He also opted to rig up an old-style tank-shifter. For the wheels he scored a set of hoops from Chris at L.A. Speed Shop: a pretty normal 18-inch for the rear and a weird 23-inch clincher for the front with a Firestone tire. He figured that big front wheel would kick the frame uphill a little bit and give the scooter a really cool vintage stance.

Being a Sacred Steel bike, it had to have some bitchin' molding and a crazy, one-of-a-kind paint scheme. His inspiration came from an old box in his garage. Inside the box were some Dutch Delft dishes decorated in the familiar blue and white patterns of windmills and flowers. He called in Johnny Arias from Elizabeth Street Tattoos to design the intricate artwork. Douche brother Sweet Baby sprayed the white, and the whole shebang was handed over to Wayne Wreck from Alder Moto.

Wayne cut hundreds of little stencils out of Arias' artwork, fogged in the basics and just freehanded the details. You have to appreciate the sheer amount of tiny detail work that went into the paint. Metal-carver Tay Herrera engraved the cam cover and distributor to match the paint job. Dwayne Ballard built and stitched the matching seat.

Once assembled for the TV cameras, the S&S mill roared to life without a hitch, and the only thing left was to take it out on a shakedown run. A group of happy Douches assembled and they took off for a run up the coast with Jason in the front. That is where disaster struck. Going about 50mph in heavy traffic on the I-5 freeway, the clincher front wheel started bouncing violently and suddenly the tire came off the rim. Jason and the Dutch Rudder went down hard. Cars and bikes scattered all over the freeway as Jason's friends rushed to his aid.

Clincher wheels, such as the one that came apart on Jason, aren't generally used on motorcycles. They are more like antique bicycle or carriage wheels, and the only thing keeping the tires on the wheels is air pressure. If you lose pressure, they come apart on you. Later in the hospital, Jason said, "That's one of the reasons with these custom builds, that I'll always ride them first, because if someone does get hurt, it should be me. Like, if I would have sold it with that wheel on there, if there's a possibility that something could happen, I would much rather it happen to me than someone else."





Paramedics arrived quickly and rushed the injured biker to the hospital. He had broken his pelvis in two places and had a bunch of nasty road rash. The bike naturally sustained a bunch of damage, which no one had money to fix, leaving the dreams of Sacred Steel shadowed by doubts as the friends pondered the wounded bike and builder.

**"People still love
stripped-down
choppers and they
always will."**

Owner: Sacred Steel
City: Los Angeles, California

GENERAL

Designer: Jason Wilson
Year/Make: 2016
Model: Dutch Rudder
Assembly: Sacred Steel
Time: 3 weeks

ENGINE

Year/Make: 2016 S&S P-93
Model: Panhead
Displacement: 93-inches
Ignition: S&S
Lower end: S&S
Pistons: S&S
Cylinders: S&S
Cam: S&S
Primary: S&S
Carb: S&S Super "E"
Air Cleaner: fork
Pipes: Sacred Steel

TRANSMISSION

Year/Make: 2016 Baker
Shifting: tank
Other Mods: kick and electric start

PAINT

Painter: Sweet Baby/Wayne Wreck
Color: white/blue "Delft"

FRAME

Make: 1954 H-D
Type: wishbone
Rake: stock
Stretch: none
Other mods: lots of molding

FRONT END

Builder: Jason Phares
Type: custom narrowed springer
Extension: 2-inches

ACCESSORIES

Bars: cut
Handlebar Controls: Biltwell
Grips: Lowbrow
Fender: Cooper Smithing
Headlight: Wipac
Taillight: Ford/Sacred lens
Pegs: Biltwell floorboards
Electrics: Berto
Gas tank: Narrowed Wassel
Oil tank: cut stock
Seat: Dwayne Ballard

WHEELS

Size: 21-inch front, 18-inch rear
Tires: Avon
Brakes: Juice rear/drum front

Photos: Michael Lichter



Back in 2016, The Discovery Channel featured Jason on the popular TV series called *Sacred Steel Bikes*.

Epilogue: Yep, every good TV show needs an epilogue and here's ours. Because the injured Jason was out of action for about six months, the TV show got cancelled. Physically, he is still recovering and hopefully will find his way back to his full powers. He had to close the doors on his beloved shop, but hopes to get Sacred Steel going again out of his home garage.

As you read this, the Dutch Rudder has been repaired and equipped with a conventional 21-inch front wheel. In fact, this scooter and several of Jason's bikes were on display at our 2017 Easyriders Bike Shows. That's where Michael Lichter took the shots you're looking at here. "It was the coolest thing having people, not just tattooed up crazies, but regular people be so excited to see the bikes in person," Jason tells us. "People still love stripped-down choppers and they always will." —Beatnik



Passin' Gas

An elderly man lay dying in his bed. In death's agony, he suddenly smelled the aroma of his favorite chocolate chip cookies wafting up the stairs. He gathered his remaining strength and lifted himself from the bed. Leaning against the wall, he slowly made his way out of the bedroom, and with even greater effort forced himself down the stairs, gripping the railing with both hands.

With labored breath he leaned against the door-frame, gazing into the kitchen. Were it not for death's agony, he would have thought himself already in heaven. There, spread out upon newspapers on the kitchen table, were literally one hundred of his favorite chocolate chip cookies.

Was it heaven? Or was it one final act of heroic love from his devoted wife, seeing to it that he left this world a happy man? Mustering one great final effort, he threw himself toward the table, landing on his knees in a rumpled posture. His parched lips parted, the wondrous taste of the cookies was already in his mouth, seemingly bringing him back to life. His aged and withered hand, shaking, made its way to a cookie at the edge of the table, when it was suddenly smacked with a spatula by his wife.

"Stay out of those," she said, "they're for the funeral."

—*Big Dave*

Paso Robles, California

A man, his wife and mother-in-law went on vacation to Jerusalem. While they were there the mother-in-law passed away. The undertaker told them, "You can have her shipped home for \$5,000, or you can bury her here in the Holy Land for \$150." The man thought about it and told him he would just have her shipped home.

The undertaker asked, "Why would you spend \$5,000 to ship your mother-in-law home, when it would be wonderful to be buried here and you would spend only \$150?"

The man replied, "Long ago, a man died here, was buried here, and three days later he rose from the dead. I just can't take that chance."

—*Sully*

Blowme, California

The lifeguard at a public swimming pool went over to Dirty Dan and asked that he stop peeing in the water.

"But everybody pees in the pool sometime," objected Dan.

"Yeah, your probably right about that, sir," said the lifeguard, "just not from the diving board."

—*JoLo*

Lancaster, California

A guy on trial for murder decided to bribe a juror so he could escape the death penalty. He told a blonde on the jury that he'd give her \$5,000 if she pushed for manslaughter. She agreed.

Days later the jury found him guilty of manslaughter and he was taken to jail. There he used his one call to phone the blonde juror. "Thanks for saving me," he gushed.

"No problem, but it really wasn't easy," replied the blonde, "everybody else wanted to acquit you."

—*Tomboy*

Metamora, Michigan

A Kiwi walked into his bedroom with a sheep under his arm and said, "Darling, this is the pig I have sex with when you have a headache."

His girlfriend lying in bed replied, "I think you'll find that's a sheep, you idiot."

The man said, "I was talking to the sheep."

—*Tiberius*

Ventura, California

Define "Easy."

A woman with a man's sex drive.

—*Big D*

Fun Town

Iwent into the 7-11 gas station the other day and asked for five dollars worth of gas. The clerk farted and gave me a receipt.

—*Crystal Neice*

Iowa

A guy went to a supermarket and noticed a beautiful blonde wave at him and said hello. He was rather taken aback, because he couldn't place where he knew her from, so he said, "Do you know me?"

She replied, "I think you're the father of one of my children."

Suddenly panicked, he thought back to the only time he had ever been unfaithful and said, "My God, are you the stripper from my bachelor party that I did on the pool table with all my buddies watching, while your partner whipped me with wet celery and then stuck a carrot up my butt?"

Shocked, she replied, "Um, no, I'm your son's math teacher."

—*Boxcar Bluz*

Lonesome, California



"According to your test results, your beer farts are the cause of climate change."

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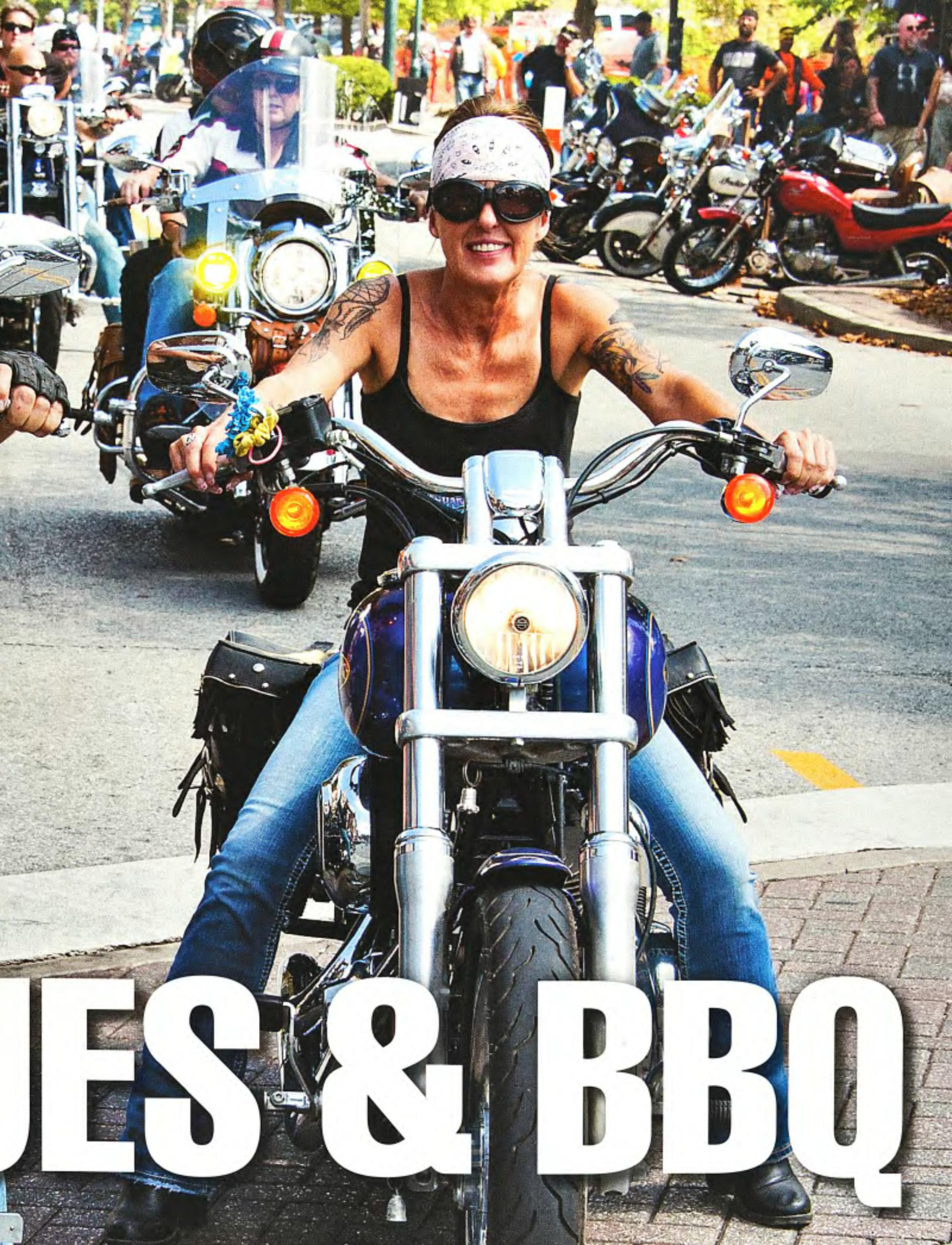
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A man with a grey beard and sunglasses is riding a motorcycle. He is wearing a black helmet with "DAMN I GOT OLD QUICK" written on it. The motorcycle has a large chrome headlight and a clear windshield. The background shows a crowd of people and other motorcycles, suggesting a rally or festival.

Every year, near the end of September, thousands of bikers roll toward Fayetteville, Arkansas looking forward to a weekend of exceptional riding, great music, and some of the best barbeque this side of the Pecos. Fayetteville is the 17-year home to Bikes, Blues & Barbeque and is nestled among the spectacular Ozark Mountains. Surrounded by sweeping highways that crisscross throughout the region, it makes for a perfect rally spot for the twisty road fanatic in all of us.

BIKES, BLUES



UES & BBQ

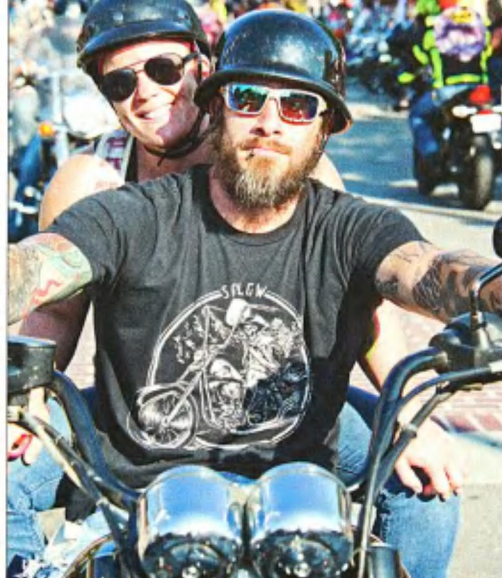


This four-day event generally fires up at a relatively unhurried pace. The Dickson St. Beer Garden (epicenter to the rally) doesn't even open until 5PM during the earlier days of the rally. That is undoubtedly part of a greater plan to free up the daylight hours for riding the magnificent scenic highways that appear to be designed specifically for two-wheeled enjoyment. Cruising this part of the country is a major draw for many a throttle jockey, not just those who come here for a rally but for the scores who visit here throughout the spring, summer, and fall. There are plenty of friendly bars, restaurants and touristy-style communities in the area that cater specifically to our beloved biker community.

On Wednesday, we headed out to HWY 23, aka "The Pig Trail," which







winds its way through the Ozark National Forest and is ranked among the top 10 destination rides in the country. It is here that you will find 104 miles of exhilarating curves, back country farm roads, and scenery straight out of a travel guide. After a whole day in the saddle, we turned our sights toward Dickson Street to take in the early action downtown. After a cold brew, we caught the tail end of a live musical performance with a perfect blend of blue grass, country, and a little funk by a group of local boys calling themselves Arkansauce, a fitting name for a BBQ rally. Next up on stage was Mountain Sprout, a scruffy group whose party boy, hillbilly music and style kept us all visually and musically entertained for the remaining hours.

Instead of finishing up our second day's ride with the Dickson St. crowd,





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NEW 18" ROTOR & CALIPER KIT

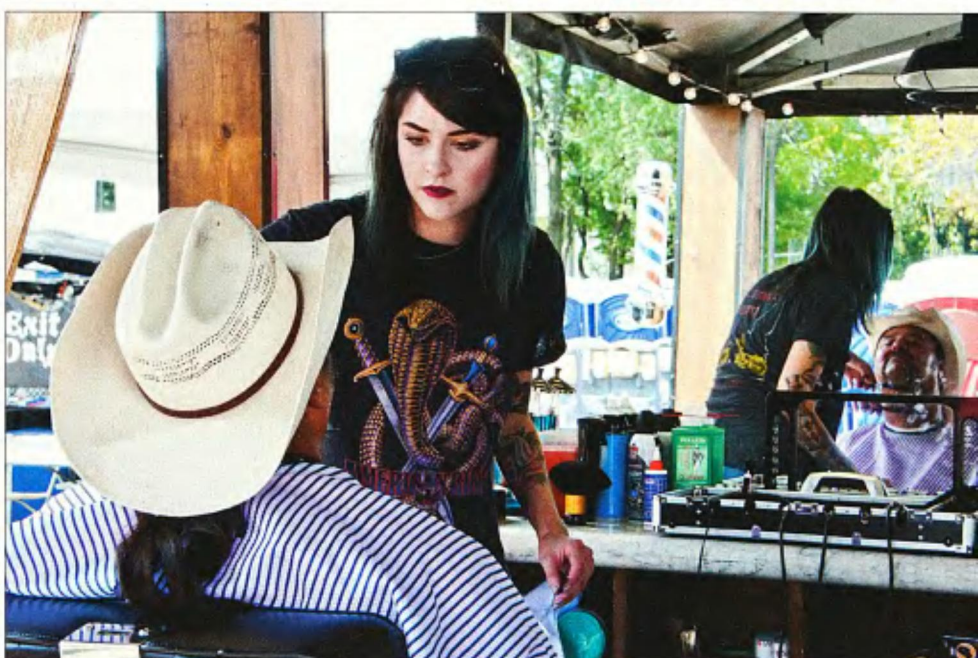
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we choose to give the ladies a treat by swinging by Washington Fairgrounds for the Mr. BBB contest. Contestants ranging from comical to studly vied for the honor of being selected as the very first Mr. BBB. The boys vote came in strong for Billy Bob, the beer-bellied, mullet-wearing Joe Dirt clone, but alas, the ladies went for the beefcake who obviously spends an unreasonable amount of time in a gym. Go figure.

Friday and Saturday are the happening days for rally events at BB&B. Baum Motorcycle Village was the place for vendors selling everything connected to the motorcycle world. Harley-Davidson, Suzuki and V8 Choppers were all on hand, offering free demo rides to anyone looking to upgrade or just



check out the new models. At the fairgrounds, folks gathered for the People's Choice award at the Arkansas State BBQ Championship.

Unfortunately, a scheduling snafu with suppliers left teams without ribs or the necessities for pulled pork, so chicken was all we got to sample this year. Slightly disappointing, but it was good chicken nonetheless. While at the Fairgrounds, it would've been a major party foul not to hang around a little longer for the Miss BBB qualifier and offer some enthusiastic support to the young lassies looking for a spot in Saturday's final.

On Saturday morning we took a short 10-mile ride to Rogers where motorcycle history was the focus at the Old School Show. Here we found motorcycles of every sort and vintage. Antique, metric, and mini bikes mingled with vintage Harleys, Indians, and a few customs that took us back to earlier days when we were first bitten by the motorcycle bug. For those with a taste for 4-wheeled customs, Arvest Park in Springdale played host to the 6th annual BBB Classic Car show. Back downtown at the Dickson St. Beer Garden, the celebrated Battle of the Bikes was an interesting mix of shiny-verses-grunge custom. Bikes there competed in head-to-head crowd-based runoffs until a field of semi-finalists was reduced to just one. This year, the congratulations go to Evan Arter, who proved the radical Bagger industry is still going strong with his 2010 Street Glide. Finally, the parade of power staged all manner of vehicles at the Fairgrounds and snaked its way along spectator lined streets, eventually finishing the run with a cruise down Dickson Street.

We rolled into Fayetteville expecting a weekend of great riding, great music, and great food. We left Fayetteville with fond memories of fantastic rides through mountain scenery, our ears still buzzing with sounds of country, blues, jazz, and even a little old fashion rock 'n' roll, and our belts backed off a notch or two. Once again, Bikes, Babes & BBQ did not disappoint. For information about next year's rally visit bikesbluesandbbq.org

—Don Rogers

Photos: Don Rogers

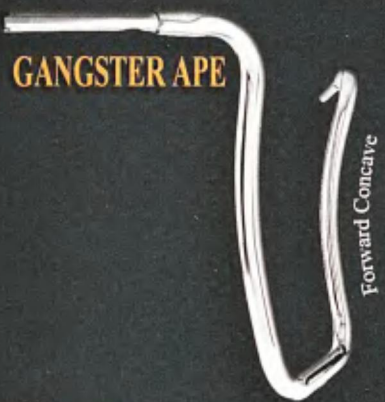
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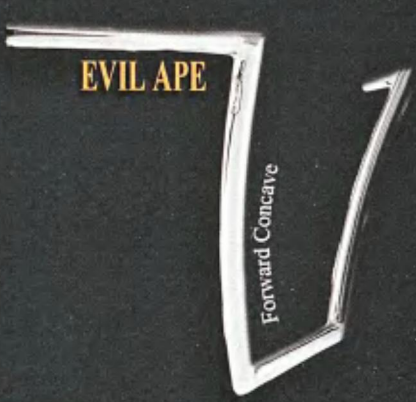
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Confessions of a Stripper

CUSTOMERS WITH SPECIAL NEEDS

Men patronize strippers for many reasons. It's light, fun, no-strings, sexual entertainment. I find Chris Rock is mostly uninformed when he talks about strippers, but he's not far off when he says, "Your wife will take care of you, but she ain't gonna entertain you."

There are other reasons. Sometimes people's needs are...special. These are perfectly legal needs, but even stating these desires, harmless as they may be, may subject a man to disapproval or disgust. Strippers tend to be more open minded. Here are some of my special customers.

I met Fred (as in Astaire) on an afternoon when I was wearing black-and-red stripper boots with six-inch heels. Fred took me back to the private dance area—in this club it included five chairs—and, as I often do, I kicked off my boots before beginning the dance. He saw them lying on the floor, and paid me \$50 for two dances. But he wanted me to sit on the chair while he danced—wearing my boots. He was a small guy and they fit him.

Fred danced back and forth sing-singing, "I'm a stripper. I'm a stripper. I'm a stripper." He wasn't concerned that he was in full view of other customers and dancers. I felt odd sitting in the customer chair, but then, the customer is always right.

"The major" had a similar fetish, and paid a lot more money. He was a high-ranking officer from a nearby military base. When I was a teenager I won a scholarship to a modeling school, but I didn't accept any modeling offers because 1) I wanted to start a family

and 2) models have to look angry or at least disdainful, and I'm pretty much a smiley person. One offer was weird: to be a foot and shoe model. Evidently my 6½-size feet with high arches were optimum. It sounded boring, though.

Anyway, more than 15 years later my feet again were appreciated. The major loved my feet, and at first he brought me sexy shoes and boots, and I wore them for him in the champagne room. Later, he brought me a Frederick's of Hollywood catalogue, and he ordered me shoes that I picked out. Then, he had me select flimsy negligees out of the catalogue, and I would wear them also in the champagne room for him.

I felt by indulging his secret desires I was doing my part to bolster America's defense posture. A happy officer is a vigilant one. And I got to keep all the shoes, boots, and negligees.

Then there was Bud, a guy whose thrill was to watch a beer bottle going into my mouth. He wouldn't take me into the private dance area or the champagne room. He would pay me \$50 to sit at a table or at the bar with him and drink a beer. First, though, I had to put on very red lipstick.

The problem was that to make the job cost efficient, I had to drink the beer quickly, and that would make me woozy. So I would excuse myself and go to the ladies room, and dump some of the beer. I'd come out of the bathroom still drinking so (maybe) he would think I was drinking the whole time. Bud just loved watching the neck of that bottle going into my red, red lips.

Yuri is the valued customer of another dancer. Yuri comes in every few

months, and pays \$400 for a few minutes of the stripper's time. He gives her a cup. She fills the cup with her urine in the bathroom. Then she brings the cup to Yuri in the private dance area, and he drinks her pee in front of her. Sounds a bit freaky, but it's \$400, and she doesn't have to drink it.

Yuri illustrates the need for strippers. This activity is not something a guy writes down in his Match.com profile under "for fun."

Towel Man just comes in for regular lap dances, but with a twist. He spreads a towel across his lap so I don't make actual contact with him. Is he a germophobe, protecting himself from me? Or is he hiding what goes on beneath the towel? I don't ask. With these kinds of customers, I figure their motivations are their own business.

I met Wheelchair Willie while working at a club with a ramp. Frankly, all clubs should be accessible to the disabled, which could become a significant percentage of the market. I had danced for disabled clients before, but this guy turned out to be different. Willie wheeled himself into the private dance room, and told me to hop on. I was reluctant, thinking I might hurt him. He laughed. "I'm a paraplegic. You can't hurt me." So I climbed on, and danced as well as I could in such a position. He didn't touch me, but kept his hands on the wheels, rolling us suggestively back and forth.

I'm not a doctor, but I thought paraplegics had lost all feeling below the belt. This guy had at least one appendage that was very much alive. He was hard as a rock. Willie smiled when he saw my expression. I couldn't believe this was happening. He rolled the chair faster and faster. Who was going to stop him? Would a bouncer or bartender dare to yell at a paraplegic in a wheelchair? I was sort of trapped on this crazed amusement-park ride.

I was tempted to follow him to the parking lot. I suspect Willie folded up the chair and handed it to a buddy with a big car trunk while he hopped on his panhead chopper and sped off.

I always say, "Never play a player." But I think I got played.

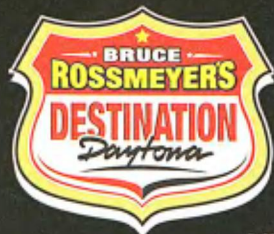
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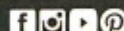


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Road Testing The New 2018 Fat Bob

It's safe to say that the 2018 Fat Bob is probably the most un-Harley-like Harley the company's come out with in quite a while—at least as far as its exterior is concerned. Its compact, upswept look is more reminiscent of some Italian sport bike than something that might have come out of Milwaukee, and its fat front tire gives it the aggressive stance of a pitbull ready to pounce.

The Fat Bob is one of eight new Softails that H-D has come out with for 2018. Yes, many Dyna fans—especially *Sons of Anarchy* fans—are bemoaning the demise of their favorite bike as result of the Softail-Dyna merger, as Harley calls it. But the upside is a truly reinvented Softail, one that's shed some weight and has become more solid in its frame (34 percent more chassis stiffness, according to H-D). It is also a better handling beast thanks to its high performance racing-style cartridge front suspension and adjustable rear

mono shock suspension. Plus, there's the Milwaukee Eight engine, now in its second year, that offers plenty of torque and thrust while at the same time providing smooth efficiency thanks to its refined counter-balancing system. Of the eight new Softails, the Fat Bob is definitely the sportiest and most agile of the line.

For this article, we got the 107-inch version, but during Harley's press launch back in August, I got to ride the 114-inch monster. Aside from the difference in displacement and, consequently, in torque (107 ft-lb vs. 118 ft-lb), the two bikes are virtually identical (not counting the \$1,600 price difference). Both were denim black, with cast aluminum 16-inch wheels and laser-etched graphics front and rear. Both sport 4-piston front and 2-piston floating rear brakes, with ABS standard on the 114-inch and optional on this one, and a 2-into-1-into-2 exhaust system with its catalytic in the header.

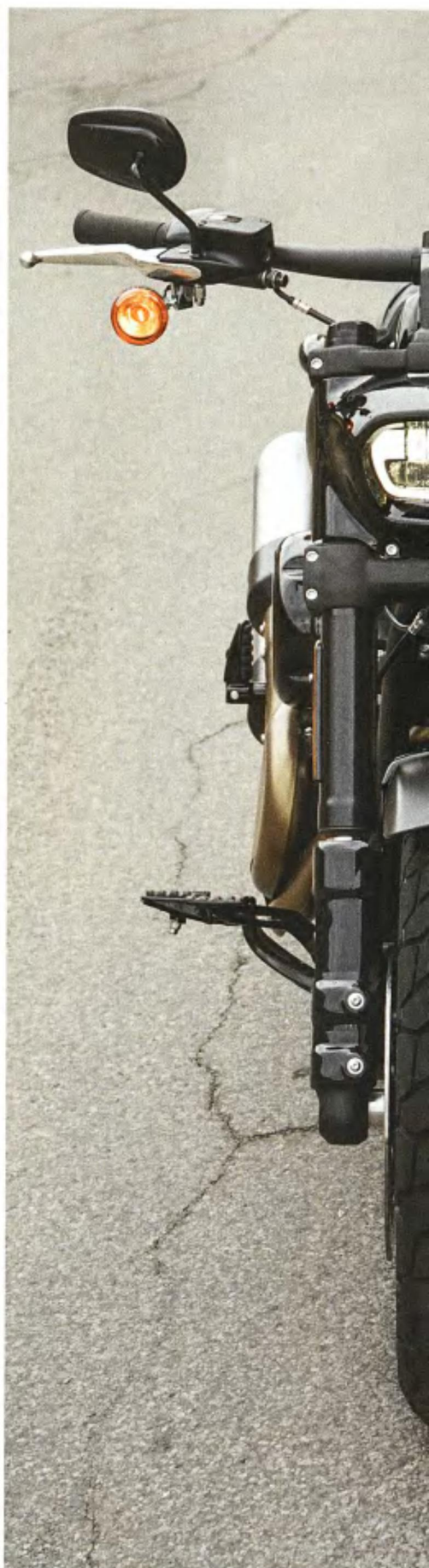




The seat height on both is a relatively tall 27.7 inches, which makes it pretty much Harley's tallest bike in that respect (and right on par with H-D's biggest bike, the CVO Limited). Conversely, though, it seems odd that a bike that requires fairly long legs would also feature foot pegs that don't give the rider a lot of room to stretch. But that's not really much of a problem as long as you don't take the bike on rides across your state or even the country.

Chances are, though, you're not going to do that anyway. The bike is way too much fun going through canyons and along curvy mountain roads, or twisting the throttle on the straightaway and beating everyone to the next traffic light.

That, at least, was my impression as I carved my way through SoCal's San Gabriel Mountains and the Malibu Hills.







Despite its fat tires—or maybe because of them—the Fat Bob inspires confidence even when you take it beyond the “recommended” maximum lean angles of 32 (left) and 31 (right) degrees. And while the Milwaukee Eight gives you plenty of torque to accelerate coming out of a turn, going into a turn is just as much fun because the bike handles so well. There’s no slop in the steering, no worries in the back of your mind that maybe you ought to take it a bit easier; not because you don’t trust your skills, but because you don’t quite trust the bike.

This is a no-frills bullet: all you have is a digital speedo, rpm indicator, two trip meters, and a reserve gas indicator, which comes in handy because even though the bike gets about 47 miles to the gallon, its 3.6-gallon gas tank gets thirsty quick.

But for the true motorcycle aficionado who wants pure riding fun and nothing else, what more do you need? Maybe some good credit. While

it’s one of the lower priced big twin Harleys available at 17 grand for the 107-inch and \$18,700 for the 114-inch version, the Fat Bob still takes a big enough bite out of your wallet.

For more info on this or any other 2018 Harley-Davidson, go to h-d.com.

—Tripper





LAS VEGAS BIKEFEST





It's safe to say that after 17 years, Las Vegas BikeFest has truly become an annual October tradition for many riders throughout the West and beyond. And we do mean beyond: people came from as far away as Japan and Europe, not just to check out what was happenin', but also to exhibit their custom bikes.

Like Armand Mary, for instance. He brought his amazing little Sportster Digger, aptly called the Queen of California, all the way from France, or Yuichi Yoshizawa from Japan who displayed his wild and crazy 1997 Buell Lightning S1 that looked more like a medieval knight's armored horse than a modern custom bike. But they both flew across oceans just to participate in the Artistry in Iron contest, one of the toughest bike shows to compete in



because every contestant who enters is judged by every other contestant. How much tougher can it get, right?

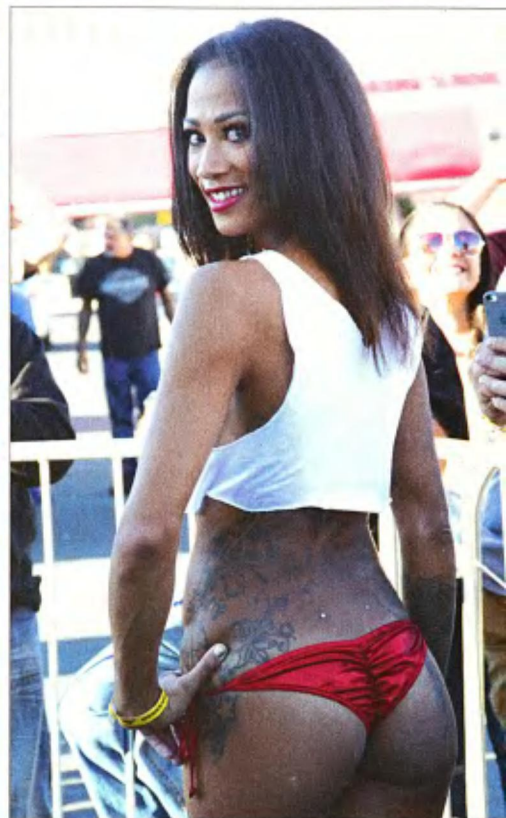
This year's Vegas BikeFest began on Thursday, October 5th with the Artistry in Iron's artist reception. This is always pretty cool because you get to check out some amazing work without hundreds of other people drooling over the same motorcycles at the same time. Plus, if you're lucky, you get to talk with some of the builders and try to find out what makes them tick. The winner of the contest, by the way, was Max Hazan's supercharged KTM, truly amazing art on two wheels (see a full bike feature in our May issue).

Besides the Artistry in Iron show, BikeFest has become a Las Vegas-style biker smorgasbord offering large portions of excellent entertainment, vendors galore, several ride-in bike





Hall of Fame inductees (Left to Right)
Arlen Ness, Genevieve Schmitt and Dave Nichols



shows with some truly amazing rides, and all of it smack-dab in the middle of downtown Sin City. Ground zero is the Golden Nugget Resort, right next to the famous Fremont Street Experience, ensuring non-stop fun around the clock.

Friday morning saw several bike shows going on, foremost among them was LVBF's very own bike show that was judged by some well-known industry insiders. Live music on two stages throughout the day included Astoria, Grove Street, Madison Rising, and Berdoo. But the two highlights of the day were undoubtedly the wet T-shirt contest at Re Rock Harley-Davidson just a coupla miles west of downtown. It's always a thrill to see those semi-nekkid beauties getting hosed down and then strutting their stuff.





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The other highlight that day was, of course, the presentation of the Las Vegas Motorcycle Hall of Fame induction, now in its second year and featuring as inductees Peter Fonda of *Easy Rider* movie fame, world-renowned bike builder Arlen Ness, Women Riders Now's founder Genevieve Schmitt, and our very own editor-in-chief, Dave Nichols. Congratulations to all.

Saturday offered more of the same, like the Globe of Death that was there all weekend long, as were the Indian demo rides, a meet & greet with Rick Harrison of *Pawn Stars* fame, a Baddest Bagger contest emceed by Flash from Bikers against Bullies, a Best Facial Hair contest, motorcycle giveaways, and, of course, some more bare skin at the Miss Las Vegas BikeFest contest. And again, two stages full of live music kept you hopping with bands such as Lady Chameleon, Crash Midnight, Burn Unit, and one of my favorites that weekend, Jake Nielsen's Triple Threat. Born with cerebral palsy, Jake nonetheless is one of the most impressive blues players I've ever seen; he even uses his crutches to play his guitar.

But Saturday night's headliner was Uncle Kracker at the 3rd Street stage right next to the Golden Nugget, while only a couple of blocks away, the girls at the Hogs and Heiffers bar had their own party going. Saturday is the biggest day of BikeFest as most people start leaving on Sunday morning to head back to wherever they may have come from. For many it is, after all, the last big party before freezing temps take over and put a damper on riding.

But then, there's always a new year right around the bend so we can get our scooters started up all over again. Mark your calendars for next year's Las Vegas BikeFest, October 11-14, 2018 and for more info visit lasvegasbikefest.com.

—Tripper





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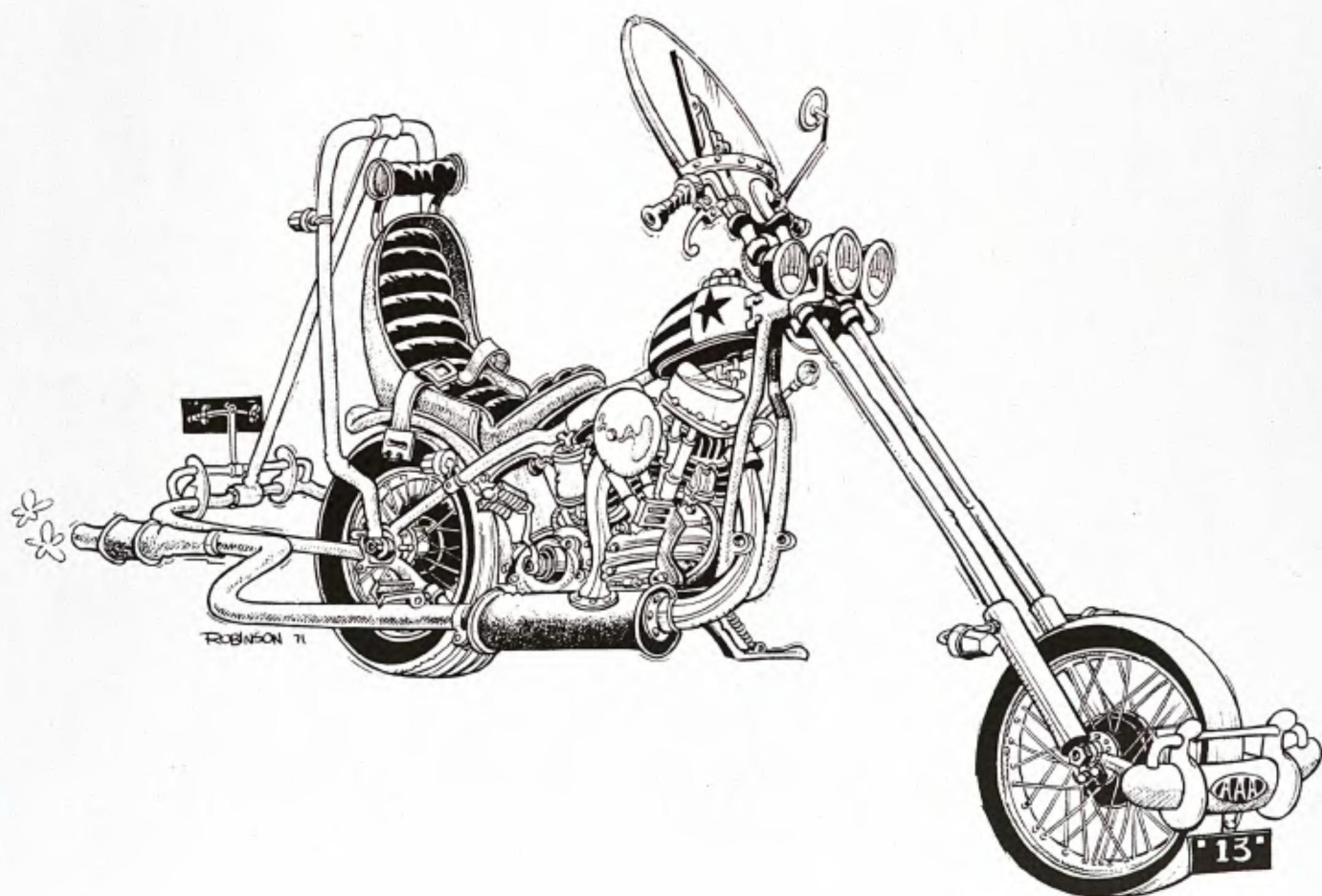
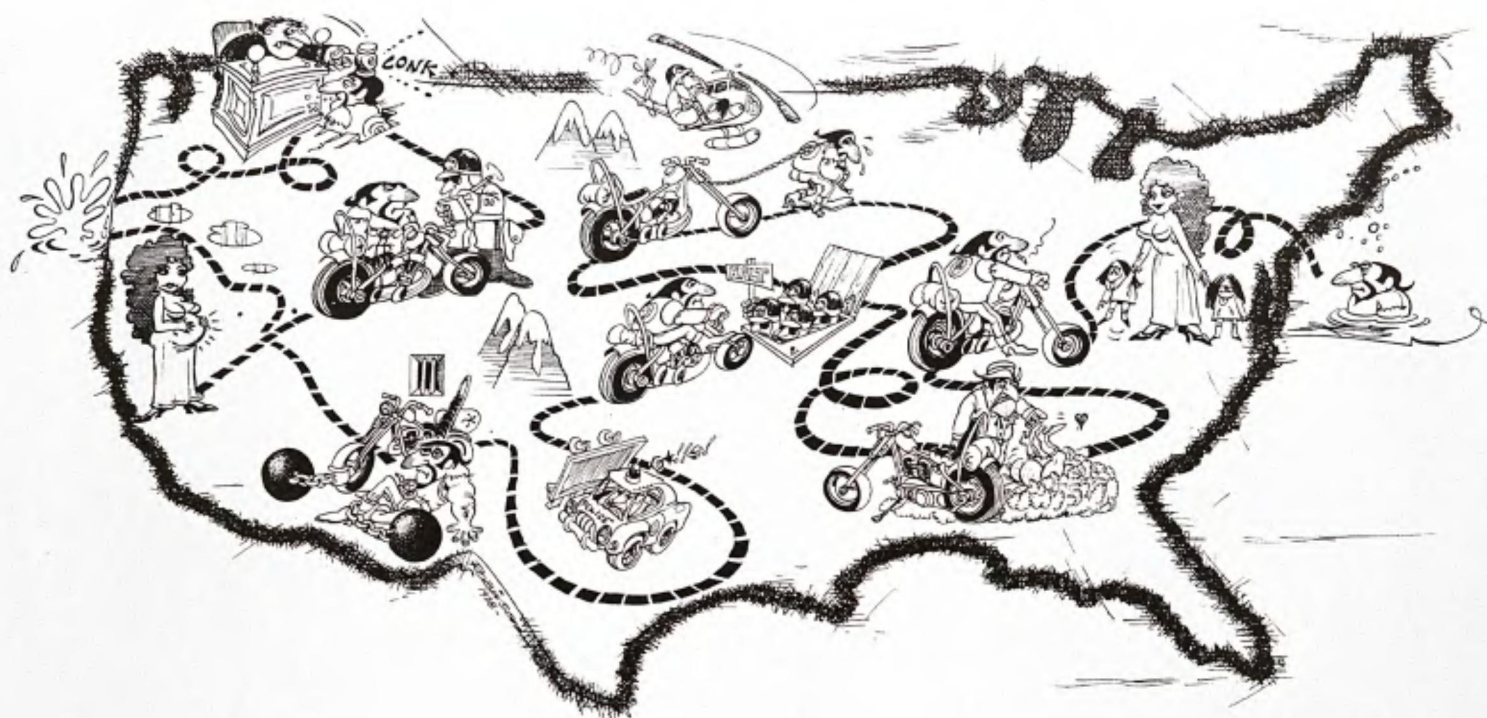
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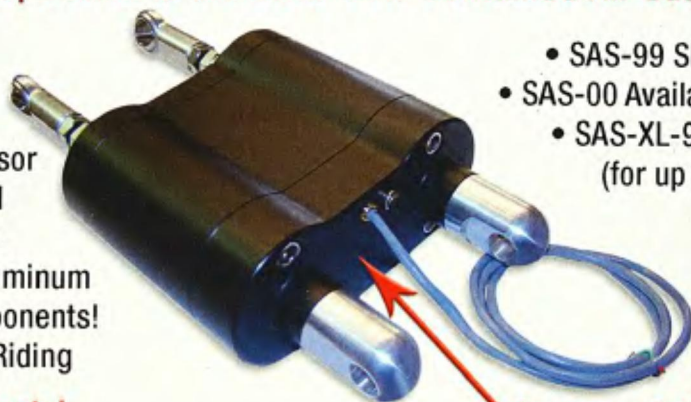
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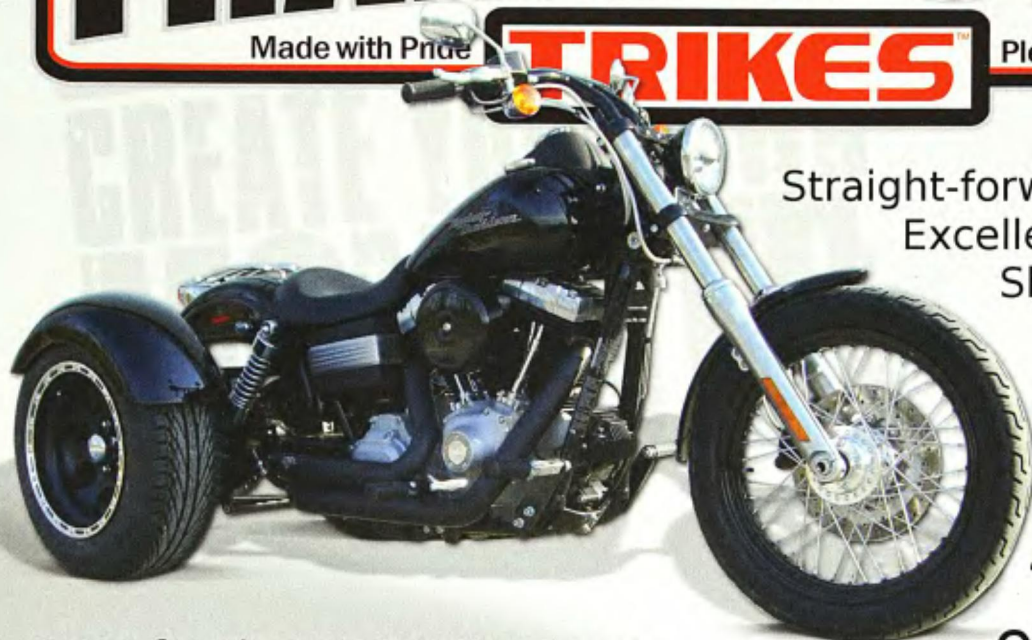
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Jim Nasi's Copper Cruiser

A 2013 ROAD GLIDE MIDNIGHT SPECIAL

Motorcycle maestro Jim Nasi of Phoenix Arizona says, "I've done business with the Mariconda family since I started. They generally throw me some ideas, but mostly they let me do what I do on their bikes. That gives me a lot of freedom."

On this 2013 Road Glide, Jim wanted to do something different. First and foremost, he wanted it to sound good. This was accomplished by adapting a CFR V-Rod cone pipe so the exhaust is actually a two into one into two again

system. It has a deep sound to it. Jim says that a lot of times when you put skinny pipes coming out the rear, you get more of a snap, crackle, and pop sound.

This led to routing the exhaust out through the back fender. He adds, "Once you do all that nice sheet metal work, you don't want to put an ugly license plate on it. So we came up with a way to make the license plate flip over. Everybody loves that thing at bike shows; we pretty much kill the battery flipping it every time."

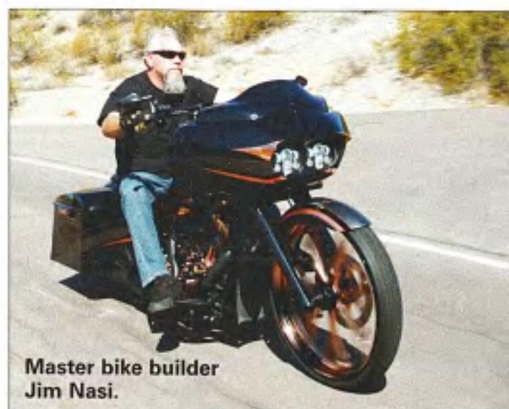


"I wanted the bike to have a rich feeling, and that is why I added the copper plating to it."



In a sea of plastic and fiberglass parts that are out there now, one of the things that separates Jim Nasi Customs from the others is that they are known for their amazing metal work. The front and rear fenders, chin spoiler and gas tank are all crafted from steel. JNC also sell parts like ABS side covers, saddlebags, etc., but their metalwork stands apart.

The inner fairing is another piece that Jim wanted to feature. It incorporates 7.7 JL Audio marine speakers. The inner fairing allows you to lose the gauge cluster that normally sits above the handlebar risers on Road Glides, and comes with a new handlebar cover to replace it. The gauges go into the new inner fairing. That inner fairing can incorporate either a single or double DIN head unit and the radio mount is included. Jim says that, "this has been one of our best-selling products for the bagger market. We also pre-fit everything before it gets mailed out so it fits very well."



Master bike builder
Jim Nasi.

On his build philosophy for this Road Glide Jim says, "I wanted the bike to have a rich feeling, and that is why I added the copper plating to it. It's really important that you're delicate with that coating, so we clearcoat the pieces so they don't turn green." The paint by Sinthium, Inc. is a black with copper mini flake and copper leaf detail. "I also used a Baker Bully primary cover. It's a nice piece that a lot of people don't know about. It's not cheap, but it's really nice. Bert went above and beyond on that. It is all CNC."

What's new at Jim Nasi Customs? Jim is selling and designing parts with Kuryakyn now. "I've been doing some design work for them, and they are doing the manufacturing. This relieves me of the burden of manufacturing, packaging, and all that," Jim says. "I've known Holger Mohr for a number of years, so that became one of the reasons I wanted to do business with them. I work well with Holger. Now my older brother John works there and runs all the roadshows. What's better



than a family member pushing your product, right?"

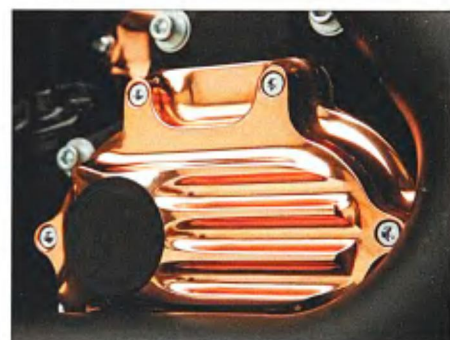
"We've been doing the baggers and it is kind of nice that Softails are starting to make a comeback. I miss building Softails. You can be a lot more creative with those bikes," Jim says. "You're going to see a lot more parts and accessory kits come out of Kuryakyn, designed by us. We're keeping busy building bikes, but we're also doing a lot of R&D design work here."

"This is my 23rd year in business and I still attend all the major rallies," Jim tells us. "A lot of the newer guys don't set up booths. I see them riding around, but they don't set up booths. You see guys like me, and Jerry Covington, and Paul Yaffe, and I always feel that you need to be there, show your work off, and talk to a person face-to-face to build a relationship with them."

If you're in Daytona, Sturgis or any of the other major runs this year, stop by and take a gander at Jim's awesome customs. Tell him *Easyrider*s sent ya.

—Kit Maira

The front and rear fenders, chin spoiler and gas tank are all crafted from steel.



Owner: Joey Mariconda

City: Phoenix, Arizona

GENERAL

Designer: Jim Nasi Customs

Year/make: 2013 Harley-Davidson

Model: Road Glide

Assembly: Jim Nasi Customs

Time: 6-months

ENGINE

Year/make: 2015 Harley-Davidson

Model: Screamin' Eagle ST

Displacement: 120-inch

Cam: Harley-Davidson

Ignition: Harley-Davidson

Pistons: Harley-Davidson

Heads: Screamin' Eagle Harley-Davidson

Lifters: Harley-Davidson

Carb(s): EFI Harley-Davidson

Air cleaner: Performance Machine

Pipes: Jim Nasi Customs/CFR

TRANSMISSION

Year/make: 2013 Harley-Davidson

Modifications: none

Shifting: foot

PAINTING

Painter: Sinthium, Inc.

Color/type: Black/Copper leaf Copper

Mini Flake

FRAME

Builder: Harley-Davidson

Rake: 9 degrees/8 degrees

Stretch: 1-inch

Shocks: Arnott Airride

ACCESSORIES

Bars: Torch Industries

Handlebar controls: Performance Machine

Fender: Jim Nasi Steel

Headlight: Harley-Davidson Daymaker

Taillight: Jim Nasi Customs LED Smooth

Electrics: Harley-Davidson

Gas tank: Jim Nasi Steel

Oil tank: Harley-Davidson

Oil system: Harley-Davidson

Seat: Rex Simon

Pegs: Carl Brouhard

Mirrors: Performance Machine

Grips: Performance Machine

FRONT END

Type: Harley-Davidson

Extension: none

Builder: Jim Nasi Customs

WHEELS

Size: 26-inch front, 16-inch rear

Wheels: Performance Machine
Paramount

Tires: Metzeler

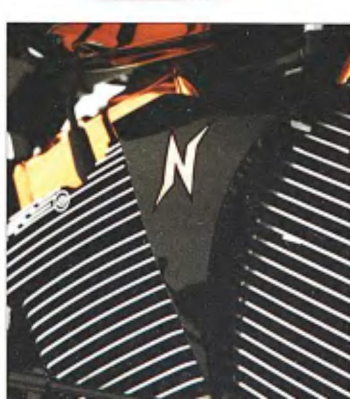
Brakes: Performance Machine

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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!



Riff is a three-year-old Schnug (schnauzer/pug mix). No, he does not ride on my bike yet, especially like this! But he will next summer when I buy a dog safe motorcycle carrier.

—Tom Bradley, Syracuse, New York



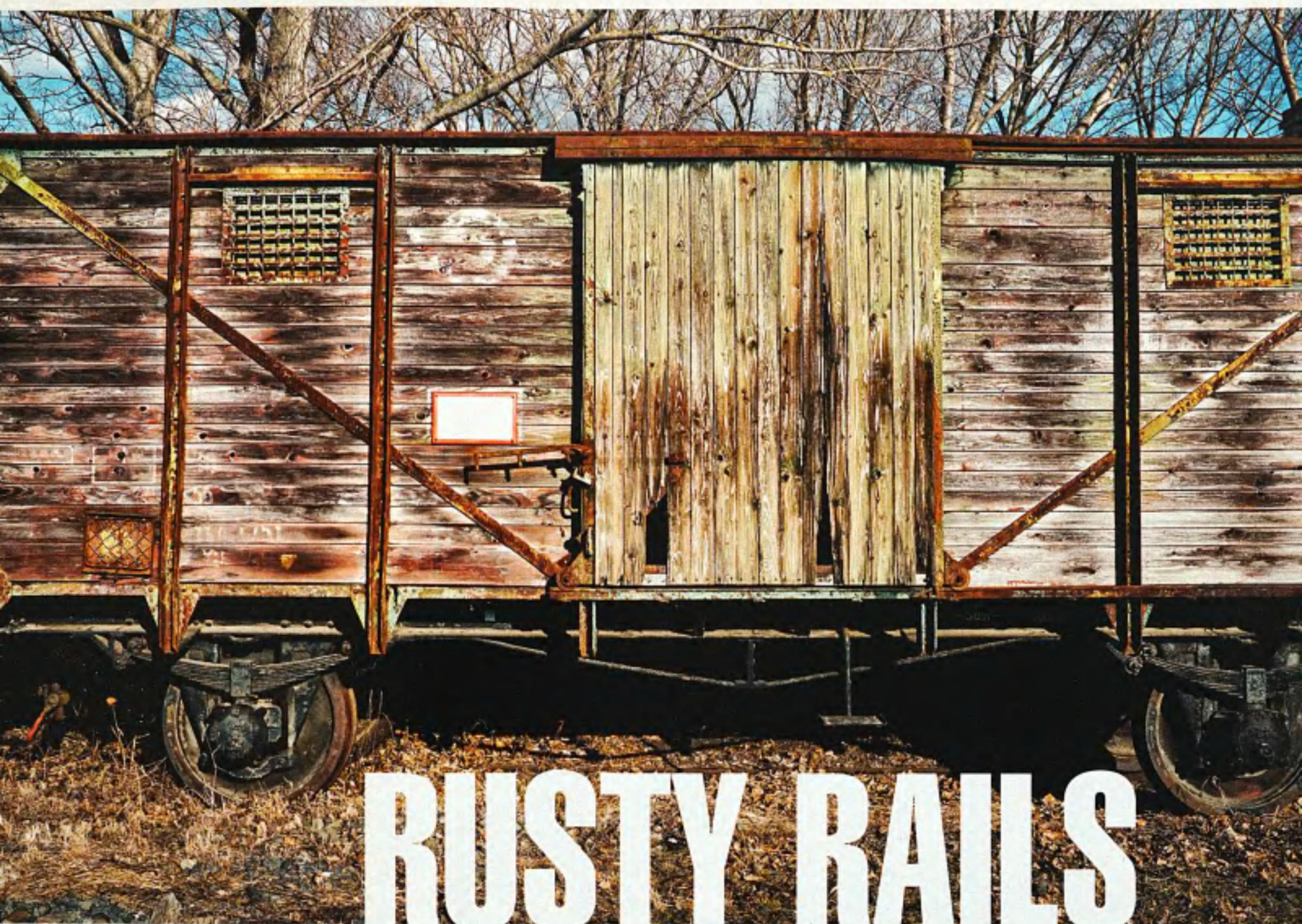
Here is a picture of the shop dog we all love. His name is Bumper. My old lady will not pose but the dog will!

—Heathen, Ottawa, Illinois



Here's a picture of the best dog around, Mongo. His owner is my friend Turkey Foot and Mongo is seen on the chopper that he's had since the early sixties.

— Tyler Rotz, York, Pennsylvania



RUSTY RAILS

You packin?" Came the gravelly voice from behind Tug.

"Always, brother. It's in my saddlebags."

"Fat lot of good it'll do ya in them bags when the shit comes down," said the gravelly voice again.

"Yeah, no shit," said Tug. "Poor plannin' on my part. Just had to get out of the house. My ol' lady was givin' me grief."

"They do that to ya sometimes," the gravelly voice chuckled. "You can drop your hands, bro."

Tug dropped his hands. As he did he heard the twin hammers on the shotgun behind him gently being put to rest.

"I shouldn't be givin' gun safety lessons. This ol' piece of shit hasn't been loaded in a passel o' Sundays."

Tug turned to see an old dude with a

gap-toothed smile and a white beard, lowering an antique Remington side-by-side. His beard was more yellow than white around his mouth. Tug guessed he chewed a lot of tobacco.

"How'd you find me back here in the tall grass?" asked the old dude.

"When I rolled over the tracks up there at the crossin', I noticed the side rails were all rusted to shit, so I figured I'd follow 'em down and grab some free tent space," said Tug.

"That's why I'm back here, I like it quiet. I get a visit from the local sheriff every so often. His wife bakes me an occasional pie. Nobody else comes 'round though. It's the way I like it." The old man extended his hand. "The name's Gabby. Least that's what everyone calls me 'cause I look like the old movie actor, Gabby Hayes." Tug noticed that Gabby was wheezing a bit as he spoke.

"Sorry to intrude," Tug shook the hand. "I'll get outa yer hair."

"Nah, it's always good to have a fellow biker to shoot the shit with once in a while. Climb back on that Fat Boy and bring 'er down by the creek. Ya can park her next to my panhead. The ol' girl needs work but she can still hold her own," Gabby smiles.

Tug did as he was instructed. He was startin' to like the old codger and he looked forward to some stories around a warm campfire.

Gabby placed the shotgun into the old boxcar that served as his home. He bent to get some more wood for the fire while Tug parked his jet black Fat Boy and dismounted. He walked over, grabbed an armload of fire wood and dropped it near the fire. "Nice setup ya got here. All surrounded by tall trees, nice and quiet like."

"Yeah, I'm a right lucky dude," Gabby grinned. "Set your bedroll inside the boxcar. There's plenty o' room. Oh, and supper is beef stew."

Inside the old boxcar, Tug discovered a table and chair, a mattress in the far corner, and quite a few weathered books; westerns mostly. As he set down his bedroll, he noticed a stack of motorcycle magazines. Tug was pleased to find that most of them were *Easyriders* mags from the 1970s. He thumbed through a few and felt a wave of nostalgia wash over him. He had read them all before and remembered some of the pictorials. His Dad never missed an issue and neither did Tug.

When Tug stepped from the boxcar, he found Gabby leaning over a tripod setup that held a huge steel pot filled with stew. He was ladling the stew into a clay bowl. "Here ya go, laddie. You'll never taste better stew," said Gabby, handing him the bowl.

Tug sat down cross-legged on a tree stump, and began to devour the delicious concoction. "Heads up," said Gabby as he tossed a crust of hard bread over to the biker. Tug caught it and dipped it in the stew. "Have all you want," Gabby grinned. "Now, ain't that the best damned stew ya ever tasted?"

"Hell, yeah," replied Tug. Much obliged, Gabby."

"Hey, I was meanin' to ask ya. Before we chase this meal down with the tequila I have stashed in my boxcar digs, would ya be interested in helpin' me fix the flat on the old Grape? That's what I call my old panhead chopper."

Tug used his bread to finish up the stew. He looked over at the sweet old pan. He'd never seen a deeper purple paintjob. "Sure thing, brother. Haven't messed with a pan since my Dad was still breathin'."

The men made short work of the tube change. Tug broke his mini compressor out of his saddlebags and had the pan rolling again in no time. Gabby choked her and kicked her to life, then showed off a bit, tearing around the campsite. He did a few donuts, then rode her back and parked her alongside Tug's Fat Boy. He sported the grin that every biker wears when he's astride the love of his life. Tug

could feel the affinity the man had for that old scooter.

The two scooter tramps broke out the tequila as the sun set, swapping lies and truths about their bikes, the lifestyle, and the places that two wheels had taken them. It was dawn before they finally sought some sleep. Tug in his bag near the dwindling fire, and Gabby in the "apartment" he had made for himself within the old 1930's era boxcar.

Skip ahead eight months to the day Tug's German Shepherd let out a rolling growl while intently peering down the gravel path that served as the road to Tug's place.

Tug narrowed his gaze down the path as well. "Stay put Sheba." The dog did as she was told, but she was at the ready, as always. Tug reached around his back to where his 45 was neatly holstered in its hideaway, as was his habit when unexpected company showed. A silver Mercedes came into view with an older white van pulling up the rear. In a few minutes, the Benz was in his driveway and the driver was rolling down the window.

Sheba stiffened as the driver called out, "You Tug Anderson?" "Who wants to know?" came Tug's reply.

"I'm Jeff Feinstein. Attorney for Daniel Watson."

"And who might that be?" said Tug, while visions of past misdeeds danced in his head.

"You may have known him as Gabby." Tug smiled. It was the first time he'd thought of Gabby in quite a few months.

"Mr. Watson passed away a few weeks back and he mentioned you in his will. He left you a token of his appreciation for, as he put it, 'your help and company'."

At that, the "fee chaser" leaned over and shoved a sheaf of papers through the window of the Benz. Sheba stepped forward a few feet and sat back down just under the man's hand, still grumbling her discontent.

Tug took the papers and the man carefully pulled his manicured hand back into the car, never taking his eyes off of Sheba. "Just need your signature

and we can unload the van and get out of your hair."

Tug quickly read through the sheaf of legal documents. It all looked on the up and up. He reached into his cut for a pen, quickly scrawled a signature and handed the legal eagle back the papers.

The C Class sedan started, then backed quickly out of Tug's drive, leaving room for the van to pull in. Within minutes, the driver was out and had opened the rear door of the van.

"If ya give me a hand, this will go faster," said the heavily bearded driver as he lowered a ramp.

Tug was amazed to see Gabby's Grape panhead chopper sitting in the van. She sparkled proudly. He helped the driver of the van unload the sweet old pan. "Thanks, man. Ride safe," the driver said as he turned to leave. "And make sure to check those saddlebags. The old dude left you a note and some other stuff."

The bearded driver shoved the ramp into the van, hopped in and drove off, leaving Tug standing there in the driveway with a puzzled look on his face. Sheba had finally relaxed as the van disappeared from sight and laid her head on her front paws while she watched Tug throw open the road-worn leather bags.

Each bag was filled with the *Easyriders* magazines that had once belonged to Gabby. In the left bag, one magazine was folded open to a photo shoot of the Grape. A note was tucked into the magazine.

Tug struggled to decipher Gabby's handwriting, in essence the note stated that doctors had told Gabby that he had come down with the Big C and had months to live. The old biker decided to shine all treatment and live the rest of his days on his own terms. In the last week of his life he had written out a crude will and tacked it to the side of the freight car he called home. It included the number of Gabby's plea peddler. The next time the local sheriff came 'round to check on Gabby, he found the Last Will and Testament of Daniel Watson and got it to the lawyer. Gabby's last words to Tug were, "Take care of old Grape for me. Ride her until the wheels fall off."

Tug intended to do just that.

—Z. Jakl



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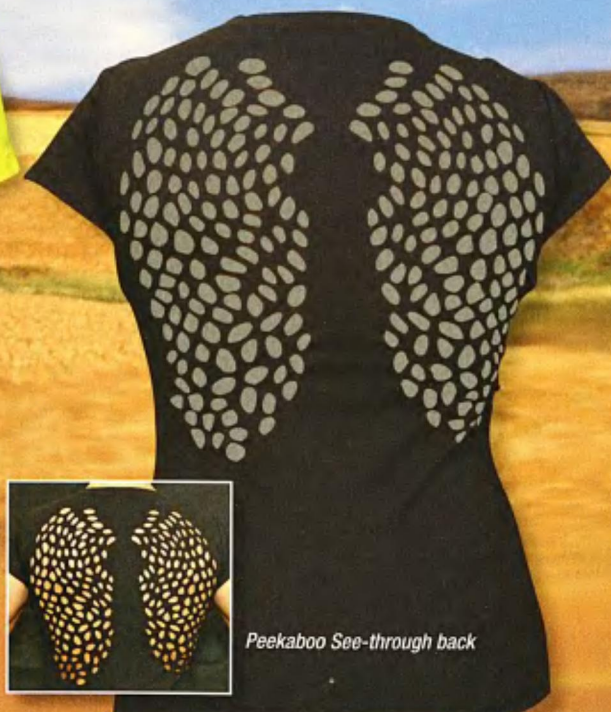
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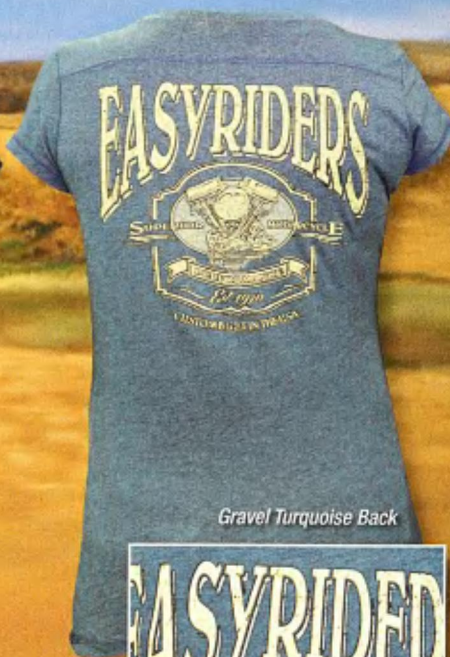
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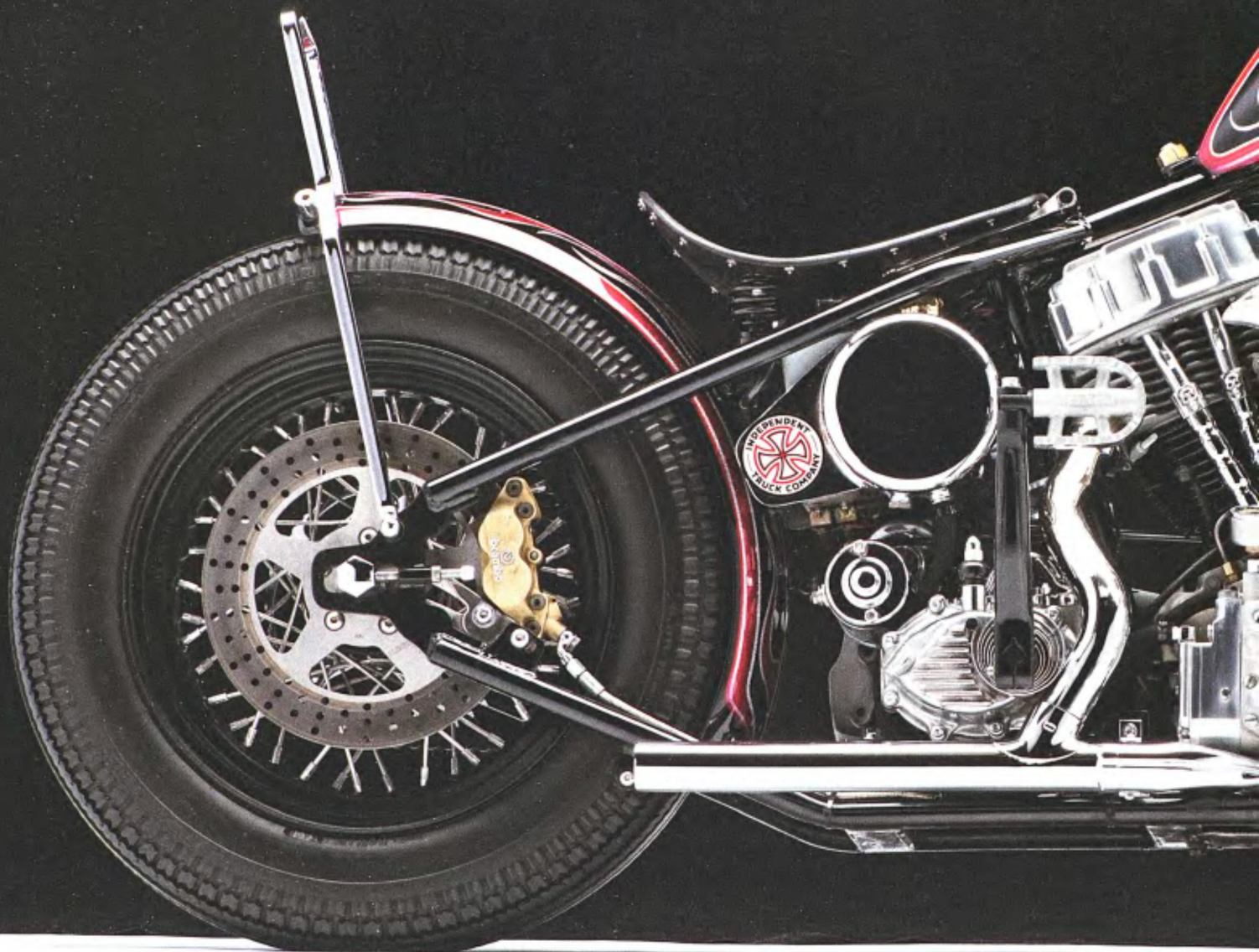
SUPAFLY

There are some bikes, a few choice custom scooters, that when you first see them, you think, "Man, I would ride the holy bejesus out of that!" This is one of those kinds of bikes. And in this issue we proudly showcase three amazing panheads: Jeremy Valentine's Joker Cycle Works chopper, Jason Wilson's amazing Dutch Rudder, and this clean and serene pan owned by Christopher Wade.

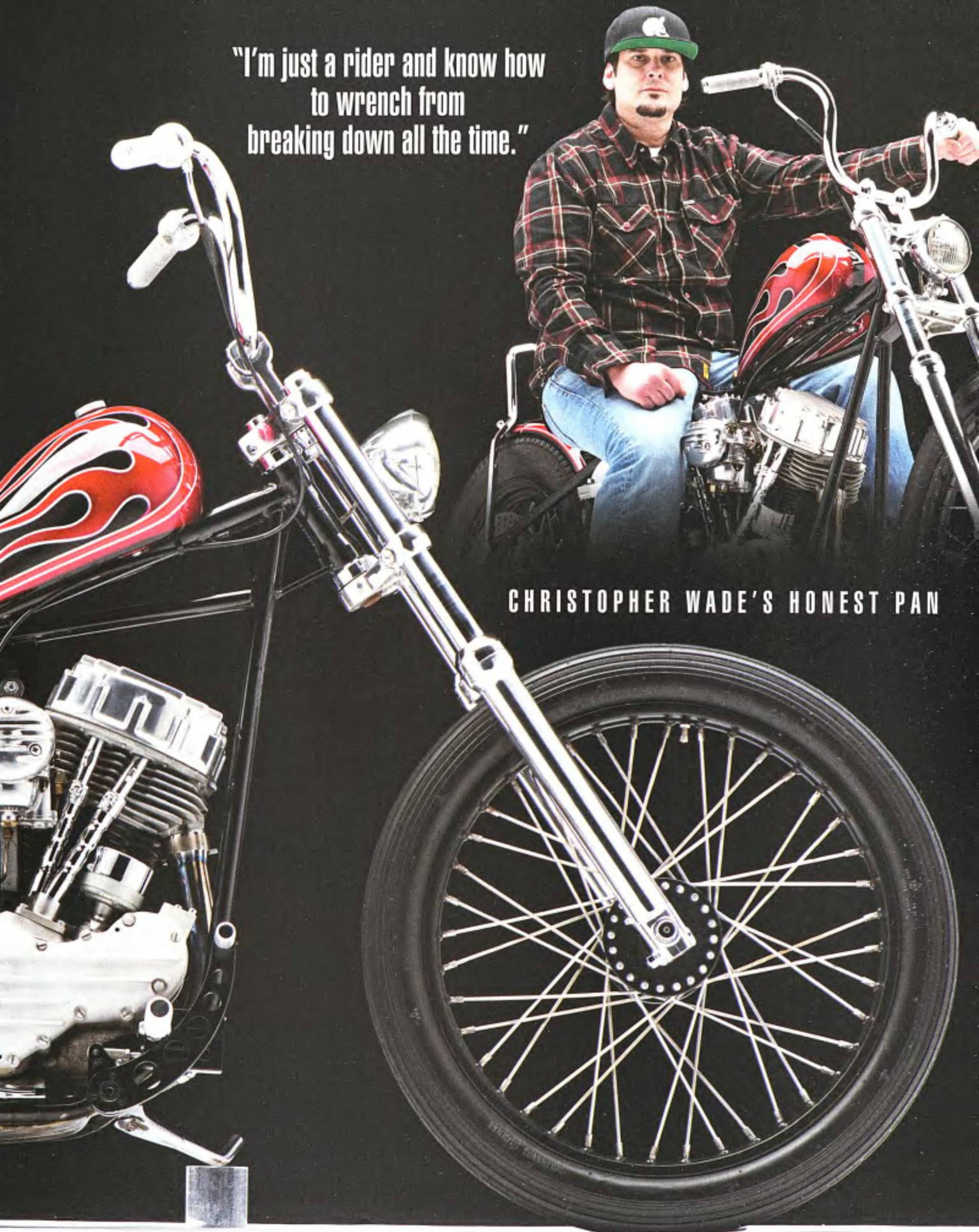
Chris has been riding for over 20 years. His two-wheeled sojourn began while he was in the Marines, stationed at Kaneohe Bay, Hawaii. When he returned home to the Carolinas, he bought a 1946 knucklehead with a shovelhead top end. While no one in his immediate family was into bikes,

he was told that his grandfather had a knuckle as a young man. "He took my grandmother for their first ride and lost it in the gravel," Chris tells us. "As the story goes, that was the end of his riding days."

When he was growing up, Chris dated a girl whose father was a biker. "I remember looking at all of his photos from the seventies when he returned home from Vietnam. He was a painter and painted most of the club bikes around here. His *Easyriders* magazine collection was what obviously caught my eye," Chris recalls. "I was forever drawn to the David Mann artwork. The bikes were always timeless and the panheads spoke to me the most."



"I'm just a rider and know how
to wrench from
breaking down all the time."



CHRISTOPHER WADE'S HONEST PAN



That brings us to this stunning pan that Chris calls 'Supafly'. "I bought this 1953 panhead from my friend Trump Dave. He actually called me when he first bought this bike so I could give it a once over as it was his first time buying a Harley," Chris says. "He threw the towel in many years later after blowing the cases to hell and back. It was in rough shape and needed much love. I picked it up and immediately knew I wanted that classic Frisco-style chopper made famous in David Mann's art."

Longtime friend Ben Jordan helped Chris with many aspects of the bike. "I have a nice shop behind my house that I work out of with some good friends," Chris says. "We all help each other out and whoever is the most 'well-versed' on different aspects of the bike, kind of becomes the guru that day."

The stout panhead motor has been completely rebuilt and the frame has been stretched two-inches up and two-inches out. Chris and Ben manipulated an old Twisted Choppers gas tank to give it look they wanted. They also repurposed many 'throw away' Harley parts such as the sissybar, the Sportster front end, and other bits and pieces. The rear fender and stainless handlebars came from Front Street Cycle. Many of the parts that look like chromed pieces are actually polished aluminum.

"I've only had jockey shift suicide bikes and this one follows protocol," Chris tells us. "It has a couple of parts given to me

by my friends, as well. The Bling's Cycles fork tube caps are from my homie Eric Stein. The kicker pedal is by Mullins Chain Drive that my brother-from-another-mother, Bryan Lane, gave me."

Harrison Klickman aka "Horrible Harry" laid down the classic flames paint scheme that gives this scoot the finishing touch of old school cool. It has won numerous awards at our Easyriders Bike Shows and at Daytona Bike Week this past year and Chris is truly humbled for the accolades. "I'm not a 'builder' and honestly have no desire to be one," he says. "I'm just a rider and know how to wrench from breaking down all the time. Now that I've discovered red Loctite, I don't break down as often."

Chris informs us that this chopper is no trailer queen; she runs like a raped ape! "Don't let Supafly's looks fool ya. It's ridden hard and put up wet," Chris chuckles. "I love riding her and getting lost on the back roads between North and South Carolina."

One of the small details on this killer custom that means the most to Chris are the risers that Throw Back Cycle Parts made for him. "Josh Frazzitta machined 'Vato Loco' on the risers for my dear friend Jimmy Prandoni who passed away. I get to have Jimmy ride with me wherever I go... Pretty rad."

—Dave Nichols



Owner: Christopher Wade
City: Ft. Mill, South Carolina

GENERAL

Fabrication: owner and Ben Jordan
Year and make: 1953 Harley-Davidson
Model: panhead
Assembly: owner and Ben Jordan
Time: 4 months

ENGINE

Year and make: 1953 H-D
Model: panhead
Rebuilder: Ben Edwards
Displacement: 93 cu. in.
Lower end: H-D
Balancing: Ben's V-Twin
Pistons: Keith Black
Heads: 1965 H-D
Cam: hot
Lifters: H-D
Carb: S&S
Air cleaner: Plan B
Pipes: Paughco

TRANSMISSION

Year and make: 1965 H-D
Modifications: line bored
Shifting: plenty fast!

PAINTING

Painter: Harrison Klickman
Color/type: black, red & silver/
House of Kolor

FRAME

Year and builder: mystery frame modified
by Ben Jordan

Type: rigid

Rake: 2-inches up and 2-inches out

Shocks: The Ladies!

ACCESSORIES

Bars: Front Street Cycle

Handlebar controls: Speed Dealer

Fender: Front Street Cycle

Headlight: Plan B

Taillight: dim

Speedo: I prefer banana hammocks.
Harr dee harr harr!

Pegs: Speed Dealer

Electrics: owner

Gas tank: owner and Ben Jordan

Oil tank: sweat shop girl!

Oil system: BETTER WORK!

Primary cover: H-D

Seat: Anvil Customs

Mirrors: Shine like the door to a
whore house

Grips: Speed Dealer

FRONT END

Type: 39mm H-D

Extension: needed

Builder: owner

WHEELS

Size: 21-inch front, 16-inch rear

Type: H-D

Tires: worn

Brakes: Brembo



Photos: Michael Lichter

"I was forever drawn to the David Mann artwork. The bikes were always timeless and the panheads spoke to me the most."





"Forget it. I see a three-hour relationship, followed by five years of therapy"

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H-D'S NEW SPORT GLIDE

A HORSE OF A DIFFERENT COLOR



In their ongoing and highly ambitious effort to come up with 100 new models in the next ten years, the folks at Harley-Davidson have surprised the unsuspecting public—and us, to boot—with a brand-new model only a few weeks after introducing the eight new Softail models back in late August. They call this new one the Sport Glide.

Its main feature, and what differentiates it from the other eight, is its new, lockable set of rigid saddlebags enhanced with a clamshell design. The bags, while not exactly huge at a combined capacity of 1.9 cubic feet, are easy

to load and unload and can be opened with one hand by the rider. There's even a damping device to ensure smooth opening and closing. And if you decide to ride without them, they're taken off in just a few seconds thanks to an internal quick-release mechanism.

If, on the other hand, you need more luggage capacity, there's an accessory sissybar available, or a luggage rack, or even a TourPak mounting rack for the serious tourer. Each of these options features the new HoldFast detachable latch system that's designed specifically for this new Softail platform.

Also a big plus is the new fairing that's shaped to deflect the wind away from the rider's chest while keeping his or her head in the wind. And like the bags, the fairing is easily taken off by undoing the quick-release clamps that mount it to the fork tubes. In other words, you can go from touring to bar-hopping in mere seconds.

The Sport Glide's saddle height is 25.7 inches, which may be a challenge for shorter riders, as may the forward controls that otherwise allow the rider to stretch his or her legs comfortably on a long ride.



Like the rest of the new Softail line, the Sport Glide also features Harley's all-new mono-shock rear suspension with remote hydraulic pre-load adjustment. In other words, there's a knob right underneath the right side cover, and all you have to do is turn it to adjust the suspension to your liking. No tools required.

If you read our overview of all eight new Softail models two issues ago, you may remember how impressed we were with the new frame design: it is much stiffer and firmer, with better handling in any road situation, but particularly

along curvy roads. And the front features the company's new 43mm inverted forks with its single-cartridge damping system that also help stiffen the front end, making the bike easier to handle, and your ride that much more comfortable. The Sport Glide benefits from all these improvements.

Of course the new frame cradles Harley's new 107-inch Milwaukee Eight engine that runs much cooler than previous generations of big twins, and the Daymaker headlight surrounded by a ring of LED signature lighting that compliments the bright LED tail/brake light

and LED turn signals all make sure you're seen wherever you go. Braking is done via the standard ABS, plus there's a USB charging port in the neck as well as keyless ignition and Harley-Davidson's Smart Security System.

While we haven't had a chance to ride the new Sport Glide yet and test it for ourselves, we'll get our hands on one and give you our very own impressions of this new ride in next month's issue. Until then, as they say, "stay tuned," but if you want more info on the bike right now, simply go to h-d.com and check it out. —*Tripper*

Harley

RIDING 41,000 MILES ACROSS VIETNAM

Tracks

In 1997, I moved to Asia for work as a golf course superintendent, and for adventure. Before leaving a golf club in Singapore in 2008, I made plans for dive time off islands east of Bali, but a job offer in Hanoi, Vietnam interrupted them. I didn't imagine the ride I would make, nor could I have planned it. In hindsight, the logistics were more complex than the rules of golf.

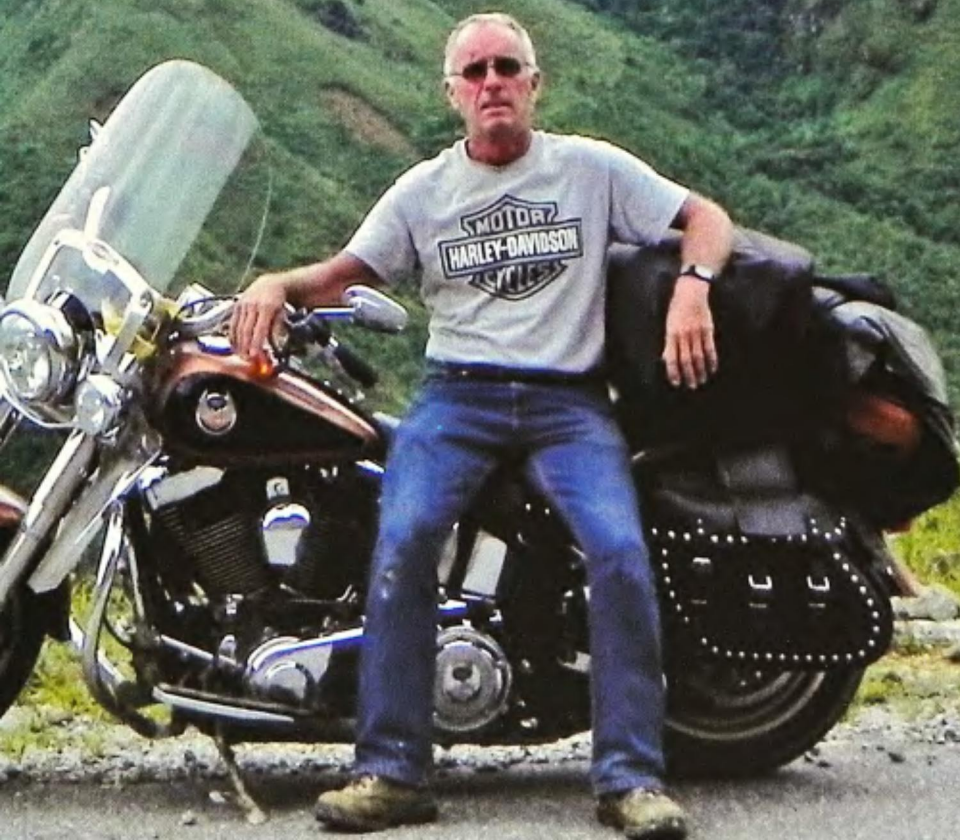
In June I landed in Vietnam for the first time. Even in the shade it was hot, and in Hanoi traffic the temperature was not far from melting tar. The motorcycle had long been a part of my life, so to imagine riding in that swelter was natural, but the thought quickly passed. A couple of months later I met a guy who imported motorcycles with no tax. Long-term employment had been rare, but the import affair sounded as easy as ordering a pizza, so I splurged. My 2008 Harley Anniversary Fat Boy arrived the following January.

I was relieved that the Vietnamese people didn't hate Americans. Their American War was distant history, and they were happy to meet me. Capitalism and free-enterprise thrived beneath a veil of Communist governance, and the people enjoyed freedoms their ancestors never knew. I've spent twelve years in three communist countries, and as an outsider, I saw Vietnam with a greater flavor of western influence compared with China and Laos.

Riding in Vietnam was often surreal. At times, I felt I rode alone in the twilight zone, and I was the anomaly. A motorcycle culture grows in Vietnam, and when I made friends with other riders, they warned me against riding alone. If I had an accident I could be ignored, and medical treatment in a remote area could take a day or more to arrive, if I was found. I taped two cards to the bike: one said



"Nobody rides alone around here," said my new friends.
Then one of them told me about a new highway that nobody used.
I became nobody, and the highway belonged to me and those I rode for.



At peace in Mordor



A joy ride with some of the Hanoi Boys



Enough said



Fresh imports



Full circle with Mike Swinscoe



720 miles from Hanoi, 6 miles to Nha Trang



In the Mekong Delta



Winter conditions in the Central Mountains



"Keep Off," and the other was an emergency phone number. They looked tacky, and I soon removed them.

Riding in Vietnam was also an act of survival. Of the many dangers, none were more threatening than the fearless moto riders, and there were millions of them. Young or old, man or woman, any one of them could have done something crazy and taken me out—or I could have taken them out. I rode through many accident scenes with motos and bodies spread across the road.

One Sunday morning I rode alone to check out a new highway that nobody used, and found a spectacular stretch of trail known as the Ho Chi Minh Road. I grabbed a handful of throttle that day, and returned to it often. More than 600 miles cut through mountains and jungle before it reached the Highlands in the south. Few towns and hamlets sat beside it, and there was little to no traffic. Warnings of robberies and scams to fix flat tires were old stories, and the only place I carried gas was on the Western Branch, 150 miles through remote jungle north of Khe Sanh. I would overlap tracks on every kilometer of the Ho Chi Minh Road, and each ride was a powerful experience.

One year into my contract, it crumbled, but another opportunity was just a road trip away. Although that job was short lived, my journey was about to take off.

Between jobs, my joy rides rolled in a wandering fashion out of Hanoi and Nha Trang; from the Chinese border, through mountains and jungle; along the East Sea and into the Mekong Delta, to a town on the southern tip that few people knew about. The guys in Hanoi and the HOG of Saigon told me that I rode across Vietnam like no one ever had. While I rode, I thought of those who fought and died there; it was difficult to imagine war in that land of beauty and welcome. When I considered that our soldiers missing-in-action were still out there beside my trails, I felt a cold, empty sense of helplessness for them and their families. At times I felt guilty for the fun I was having on the land where they died or disappeared.

On that southern tip, I stood at the

end of the trail and thought I'd made the ride of my life. In the channel before me, whirlpools swirled with a hypnotic effect. While I stared at the water, a déjà vu-like sensation crept over my shoulders. It felt like the adventure had chosen me—and it wasn't over! But I was preoccupied with the fun of a ride, and looked forward to a phone call about a job out of the country.

I returned to Nha Trang a few days later. There was no call, and the Tet Holiday approached. From my experience I knew it would be unusual to start a new project at that time, and a déjà vu sensation rose to the surface with an opportunity: I would ride across Vietnam in memory of those who died there. I'd ride for them in the spirit of freedom on a Harley Davidson, across the land they saw last. How cool was that, I thought. The whole country was a battleground, so I decided to ride up the Ho Chi Minh Road and around the crown—the Laos, Chinese, and East Sea borders—and back down the National Highway #1. I could do it in two weeks.

Before I packed, I got the call and was in Laos within the week. My quest was delayed almost two years. During those years, I thought I'd lost my chance, and perhaps even sacrificed it for my career. At my lowest point, my boss called with good news about a job near Saigon. My quest was back on. After the HOG of Saigon's Third Anniversary Party, I rode out on Christmas Eve, 2011. Winter wasn't the best time to ride north; rain, fog, and landslides detoured me from the Central Mountains. Then I partied with the HOG of Hanoi at their First Anniversary Party.

From there, I rode haphazardly into the mountainous crown and found a land I called Mordor, like in the movie *The Lord of the Rings*. Although I didn't do battle with orcs or see any lightning, there were actually times I saw very little in the dense fog. Yet, I followed temptation, and I followed rugged trails into confusion and pain. At the top of Vietnam, I rode in sunshine through the Lunar Realm, so called because of its barren black lava mountains. It was a spectacular region



How they plant 40 million metric tons of rice



In the thick of it



Meaty field mice for dinner

in contrast to everything below it. The toughest trail I'd ever been on with a Harley came next, and an injury made it even harder.

The ride took six weeks instead of two. I'd carried the spirits of the fallen from the Mekong Delta to the top of Vietnam for a look into China. On a blustery day on the Gulf of Tonkin, I imagined them in their youth, walking on the beach, joking around and enjoying a moment of life again. I thought my quest was complete, but I was exhausted and not thinking clearly. The bike had taken a beating, and I walked with a limp. I thought about selling it or shipping it home and going back to work. That scared me—not the pain or the part about work, it was the thought of selling my bike. I must have been insane from pain. Still, another thought nagged at me: a sense that I'd missed something on my ride for those who gave all. But what, and where?

After I recovered, I put my work aside. When I returned from my Kashmir intermission, I rode without limits, responsibilities, or commitments. I rode with faith that the trails would guide me across the Delta, over the Highlands and beside the sea, through the mountains and into the solitude of the jungle. I didn't know combat, but I imagined the tasks and turmoil of a combat veteran more easily and vividly than I ever had. Alone, with undisturbed thoughts on the land where they fought and died, and where many remained, I crossed a threshold. I bonded with the spirits of my generation and began to live vicariously for them. Although humility, compassion, and helplessness came often, and at times overwhelmed me, I didn't want the ride to be a somber affair. I wanted to celebrate for them in the spirit of freedom, so I rode with a playful vengeance.

I animated my world and became one with it. I talked to the spirits, and I talked to the mountains that stood like wise men watching over us. I rode fearlessly and foolishly with a handful of throttle—and willed wild sensations to the fallen. I taunted the trails with a flip of a digit to potholes I missed, cursed the ones I didn't, and dodged a lot of moto riders. I raised my fist and



In a heavy swelter deep in the Highlands



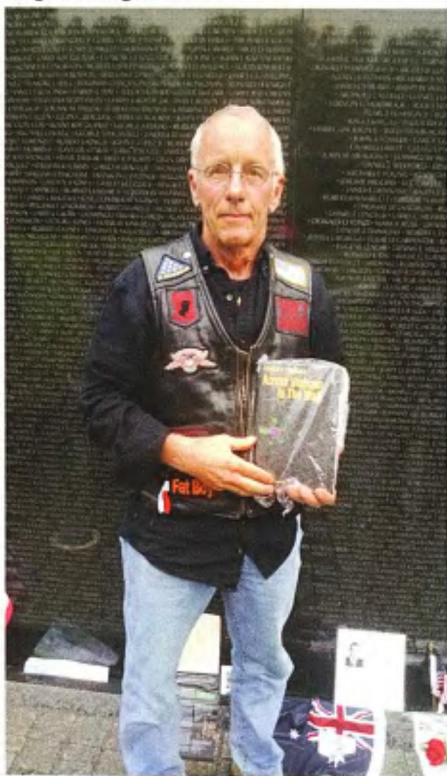
An import from the 60's



If they can load it, they'll haul it; count'em, 5 pigs



Hogs of Saigon



United with a story like no other



My farewell to Mr. Nhon at Memento Resort



Near Quy Nhon

Photos: Mike Rinowski

challenged nature, too. In sunshine I called for more heat, and in the rage of monsoonal blasts I yelled for more. We were invincible! Back in the crown, I found peace in Mordor. Children cheered with me, and I received kindness from those who remembered the wrath of American firepower. There were times I was exactly where I was supposed to be. I may have been in a foreign land, but I was on a mission in my world and carried the spirit of freedom another 10,000 miles.

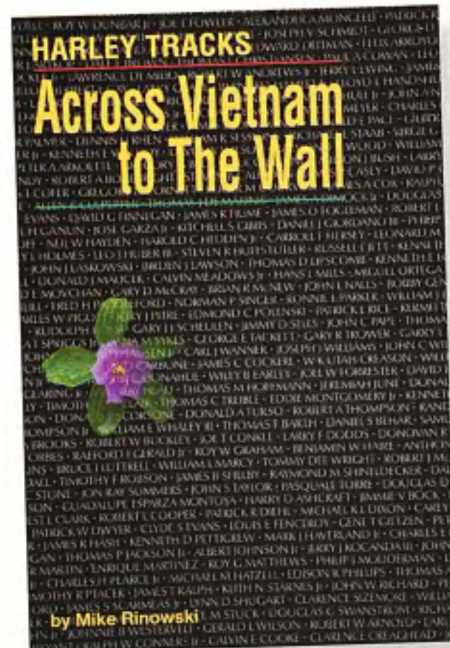
My own carelessness added to factors that could have doomed the ride many times, but they didn't. However, I wasn't always mindful, and there were encounters, but I rode away from each one. Sometimes the bike was dented, bent, or a little broken, and I was bruised, sprained, or a little fractured. I often reminded myself that it was all part of the adventure—I was the luckiest rider in Vietnam.

After countless adventures in the tracks of others, I had laid tracks like no one before me: 41,000 miles across Vietnam on a Harley-Davidson. I was known and welcomed from one end to the other. The landscape was diverse and spectacular with the most entertaining climate I'd ever been in. I laid a special claim to the trails, and the country. I felt freedom like I'd never felt

before, and I felt the intimate presence of those I rode for. I found a greater recognition for all combat veterans and their families, a greater awareness of my free-spirited nature, and a changing nature among the Vietnamese. It was the ride of a lifetime for those who never had the chance, and once again, I thought my quest was complete.

The experience was too much to keep for casual stories, which put me at another crossroads: do I write a book? The demands would be great. At 59 years old, do I risk my retirement and leave my career to return home and write it, before I started forgetting, or do I go back to work and let the story fade?

Millions of people would have felt the same as I did on my ride, and I didn't have to search far within myself for an answer. As I rode in faith, I would write in faith. But it wasn't over yet—coincidence and opportunity had more cards to play. Had I not met a veteran at the Texas BBQ in Nha Trang three months before I left Vietnam, my quest would have been incomplete and I wouldn't have known it. With him, my journey rolled full circle in 2013 with a ride to the Vietnam Veterans Memorial, AKA The Wall, in Washington, DC. After four and a half years, my journey ended with a joy ride through Canada.



Not bad for an unexpected road trip. I'd have to talk with a priest, a monk, and a psychologist to decide if it had been laid out by a higher power, fate, or desire. Although, I know my guardian angel was very busy.

My book, *Harley Tracks: Across Vietnam to The Wall*, is available from my web site, www.harleytracks.com; also from Amazon and Barnes & Noble, in hardcover and e-book.

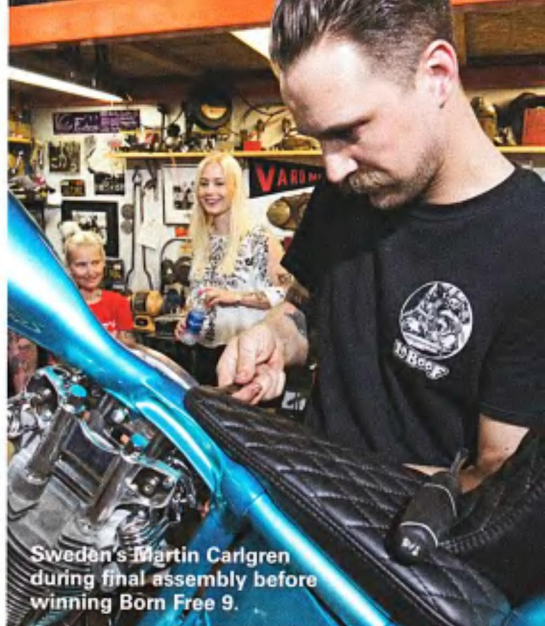
—Mike Rinowski

This Born Free First Place winner got an invitation to the Mooneyes Show in Japan.



WHAT IT TAKES TO BUILD A BORN FREE WINNER

insomnia



Sweden's Martin Carlgren during final assembly before winning Born Free 9.

You're looking at the first place winner of last year's Born Free 9 show, "Insomnia," so named by its builder, Martin Carlgren, for obvious reasons. "I probably never slept as little as I did during those seven months of building this bike," he says.

When Martin, who owns the Martin Ringö Chop Shop in Gothenburg, Sweden, received the invitation on November 1, 2016 to create a bike for Born Free, it triggered an incredible avalanche of activity as Martin, with the help of his friends Magnus, Kalle, and Mikael, worked around the clock to put this amazing bike together. After all, this chopper, which is based on a racing version of a Swedish Husqvarna motor, was going to be built from the ground-up.

That included not only the discovery in an attic of a long-lost design plan from 1948 for such a racing motor, and then having to build it, (including forging the pistons and building other parts), but it also entailed building the chopper version of a Harley-Davidson JD fork from the late 1920s and heavily modifying a 1930s Harley VL frame. "With the Harley VL frame and the engine's origin, also in the 1930s, the style of the bike began to fall into place," Martin explains. "It would be like someone built a 1960s chopper based on what was available on the motorcycle market before World War Two. Or, looking at it in another way, like somebody came up with the '60s style 30 years earlier."



Nothing ever works as planned, of course, and Martin encountered one hurdle after another until he shipped the bike without the engine in place from his native Sweden to California. "The cylinder heads including the rocker boxes, the camshafts and oil pump were not ready," he says, "and the exhaust system, oil lines and brake pedals were some of the things that still had to be chromed. I simply had to send the bike as it was, hoping that I could fit everything else into my luggage."

With the bike on its way, he went to work to try to finish the engine. Even

there he was at it until he had to get on a plane himself, with the engine literally bubble-wrapped in his suitcase. Before he left, though, he burned the clothes he had literally lived in for the past few weeks.

Fortunately, Martin has friends in Orange County, one of whom, Jeff Leighton, shares a shop with Dave Polgren, and the two of them gave Martin the space to finish the engine, place it into the chassis, and make sure everything worked okay. To do that, Martin and Jeff, who had also been invited to Born Free, and thus was also Martin's competition, loaded up their

bikes and took them to the Costa Mesa Speedway. Then it was back to the shop for some fine-tuning, and with virtually minutes to spare, get the bikes to the Born Free event.

Suffice it to say the ordeal was worth it, as winning first place includes an invitation to the Mooneyes show in Japan, which thrilled Martin to no end. At the time of this writing, the Mooneyes show is still a few weeks out, so we don't know yet how he did. We can only assume everything went well and hope that Martin gets to sleep again.

—Red Baron

"It was like someone built a 1960s chopper based on what was available on the motorcycle market before World War Two."



Owner: Martin Carlgren
City: Gothenburg, Sweden

GENERAL

Fabrication: Harley/SRM
Year and make: 1930 H-D (frame)
Model: VL (frame)
Assembly: Martin Carlgren
Time: 6 months plus
Chroming: lots

ENGINE

Year: 1947
Model: SRM (Swedish Racing Motor)
Rebuilder: owner plus friends
Ignition: Wico magneto
Displacement: 1000 cc
Lower end: custom-made
Balancing: owner
Pistons: Omega, custom-forged
Heads: aluminum
Cam: custom-made
Lifters: custom-made
Carb(s): 2 Amal GP3s
Air Cleaner: custom
Pipes: custom-made

TRANSMISSION

Year: 1948 H-D 4-speed
Modifications: many
Shifting: early H-D 4-speed clutch

PAINT

Painter: Tobias Andersson
Color: teal candy
Type: House of Kolor

FRAME

Year: 1930
Builder: H-D
Type: VL
Rake: de-raked 1.5 degrees /
24.5 degrees total
Stretch: none
Shocks: internal
Modifications: rear lowered 2.5 inches

ACCESSORIES

Bars: narrow apes
Handlebar controls: custom
Fender(s): Wassel rear
Headlight: Bates type
Taillight: dashboard light from
old racing boat
Pegs: custom-made
Electrics: custom
Gas tank: Mustang, narrowed and
sectioned
Oil tank: narrowed and sectioned
horseshoe
Oil system: custom
Primary cover: single chain w/ironhead
Sportster clutch
Seat: C.M. King & Queen
Grips: Biltwell

FORKS

Type: chopper version of '29 JD springer
Extension: depends
Builder: owner

WHEELS

Size: 21-inch front, 19-inch rear
Hubs: custom front, H-D star rear
Tires: Dunlop and Avon
Brake: H-D drum brake



Photos: Michael Lichter





Easyriders Streamliner

MORE SPARK FOR THE MILWAUKEE 8 Sumax Offers Performance with Color

Sumax is a company that has been with *Easyriders* for decades. In 1989, Keith Ruxton needed the best wires available for the *Easyriders* Streamliner, and he went to Sumax for their Pro Wires to withstand the heat and demands of high speed Bonneville racing for our twin-engine shovelhead beast. In 1990, that motorcycle set a 322.150 land speed record, a record which held for 16 years.

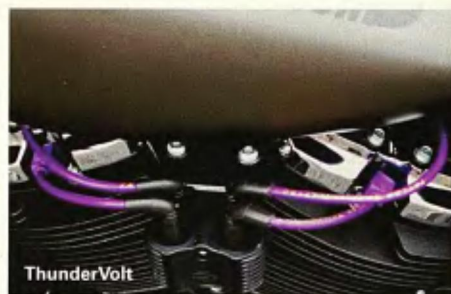
During the shovelhead era, serious gearheads used to run two coils and four wires to increase spark and therefore horsepower/torque. The spark plugs were located on each side of the cylinder head. Today the new Milwaukee 8 runs dual coils mated together running four wires. Two spark plugs to the side and two to the top of the cylinder head. Coils are located between the cylinders on the Softail

models, while under the seat on the touring models. The spark plug boots for the side are the 135 degree Pro boots, while the top location requires a deep well boot configuration.

With the stock plug wires, you are limited to simple black wires. Sumax thought that we deserved more choices. They came up with a variety of options for the discerning biker.



First up are the popular Pro 8mm wire sets that come in a variety of colors with matching boots and wires. Colors include: black, red, blue, yellow, orange, purple, white, teal, pink, green and gray. They are rated at 350 ohms/ft of resistance, so you get the firepower while protecting your computer/electronics. These wires are offered for \$59.95.



For the performance-minded consumer, Sumax offers its ThunderVolt line of plug wires. Stock spark plug wires fire intermittently, causing nasty carbon build up on your spark plugs. At 50 ohms/ft of resistance, ThunderVolt wires fire a positive stream that actually clean your plugs as you ride. Sumax says that you will see your bike start easier, run stronger, and have the added benefit of more horsepower and foot pounds of torque. These 8.2mm wires come in several colors: black, red, blue, orange, purple and yellow for \$78.95. The 10.4mm sets are standard issue black, ideal for the racing riders, and are \$96.95 per set.



Sumax's Classic Thunder line gives you the look of "old school cool" with modern technology. In the early 1900's, prior to the invention of silicone, the motorcycle industry used cloth to insulate spark plug wires. Sumax brought that look back with these 7mm black silicone wires. They come with the same silicone synthetic jacketing as modern wire sets that resist heat, oil, and abrasion. The outer cloth jacket is rated at 450 degrees F. A combination Kevlar helically spiral wound core, with 350 ohm/ft of resistance, delivers great spark energy, while improving power, idle, and fuel efficiency. Matching black silicone boots protect against high exhaust temperatures. Custom fit colors offered are: orange with a black tracer, yellow with black & red tracers, black with a blue tracer, red with a black tracer, and gray with a brown tracer. They retail at \$92.95 per set.



wires are another option. The braid is over the Pro 8mm black wires, also \$78.95 per set.



Finally, there are the Streethunder Wires. Along with Taylor, Sumax developed these to deliver great performance at the extremely affordable price of \$48.95 per set. These plug wires feature a low resistance conductor that is wrapped in durable silicone double layer jacketing. This offers heat protection, strength and durability while the 8mm silicone and synthetic jacketing resist heat, oil, and abrasion. 500 ohms/ft of resistance delivers greater spark energy,

while improving power, idle, and fuel efficiency. A combination Kevlar Helically Spiral Wound Core conductor offers greater strength and durability that suppresses Electro Magnetic (EMI) and Radio Frequency Interference (RFI). Matching black silicone boots protect against high exhaust temperatures. Double Spring Locking Terminals are used for a secure, vibration-proof connection.

Installation of these wires is a breeze. Softail model installation does not even require you to remove the gas tank. Touring models require you to just remove your seat. Just plug into your coil and snap on to your spark plugs; no tools required. Your new Milwaukee 8 motorcycle no longer has to sport boring stock spark plug wires. These easy plug and play wires from Sumax boast higher performance, and a splash of color for your bike. All Sumax products and services are proudly made in the USA. Check 'em out at sumax.com.



There are several other configurations available from Sumax, especially for the new Milwaukee 8. The Sumax "409" series are their Fat Wires. Custom sets are ready for your Fat Boy, Fat Bob or any Softail model. These wires are offered in red, blue and black, and are \$78.95 per set. Stainless braided plug



The website for the first Congregation Show in Charlotte, North Carolina last spring was clear in what they were going for with this first year event. It proposed how the Congregation Show is an indoor invitational motorcycle show and gathering inspired by the history and engineering of motorcycling and the many talented builders that breathe new life into vintage iron.

THE CONGREGATION



GATION SHOW

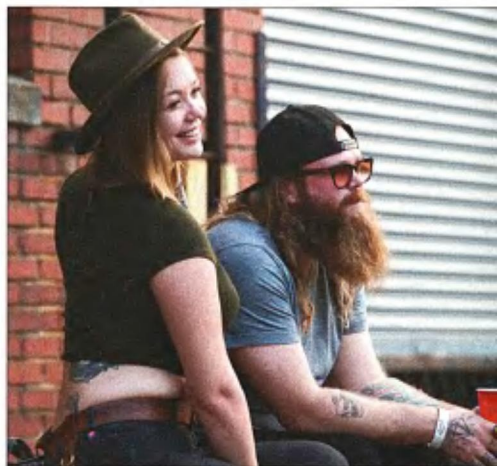
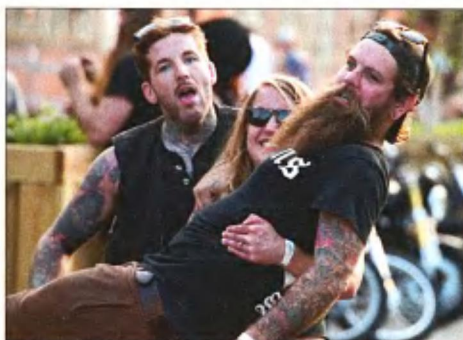


It went on to suggest it's mission is to create a community that connects and inspires motorcycle builders, vendors, sponsors and enthusiasts. To this end, the organizers Jake and Zach Hindes from Prism Supply and Matt Micetich from *Dice* were very successful.

There was a pre-party at the Iron Lords car club's shop in Concord Friday evening and then there was show day! Camp North End offered a great location for The Congregation Show. The old Ford factory was constructed in the 1920's to build model A's and T's and was bought and expanded by the US government in the 1940's to make Hercules missiles. More recently, the 240,000 feet of space has been repurposed as a collaborative work area for artists. The end grain hard wood block flooring throughout (originally to help prevent sparks from setting off spilled gunpowder) added a nice quality to this custom show.

Camp North End housed over 100 high quality custom and vintage bikes, more than 30 hot rods and about 30 vendor and builder booths. With all this to see inside, and a great outdoor bar and stage area under the water tower outside, there was plenty to do. Ride-in bikes added another exciting dimension to the outdoor area.

With over 3,000 attendees, the numbers for a first year show were impressive and even more so considering it was hot as blazes on this late May weekend. Next year, with the show moving six-weeks earlier in April, this shouldn't be a factor and I would expect really crazy numbers for year two.

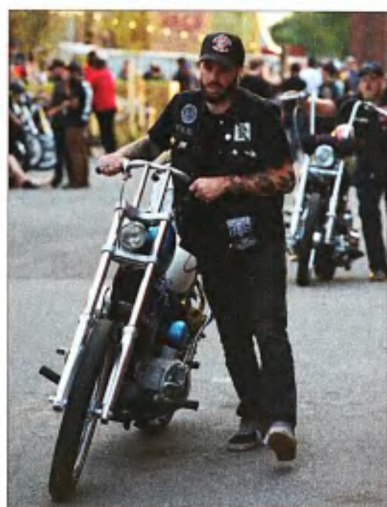






ER'S







The quality of the bikes, from full-on customs to antiques was very high, but I'd love to mention one quirky standout; the custom 1953 survivor panhead built by Byron "BB" Bowles. This scooter was apparently parked in the '60s, covered in quilts, tucked in a trailer, stored in a barn and forgotten for 40 years. Dean Rappe found the bike in perfect condition after Byron passed away just a few years ago. Now that's a story!

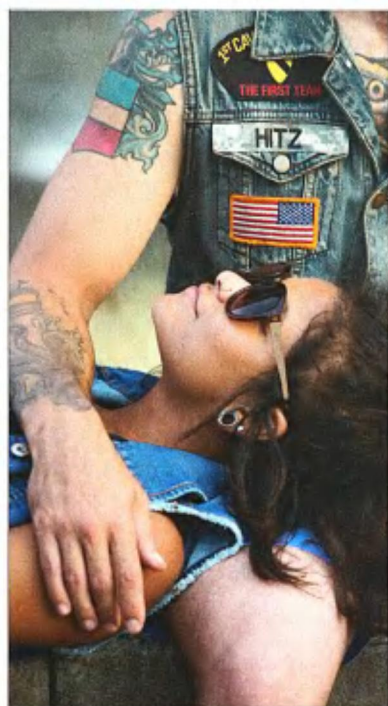
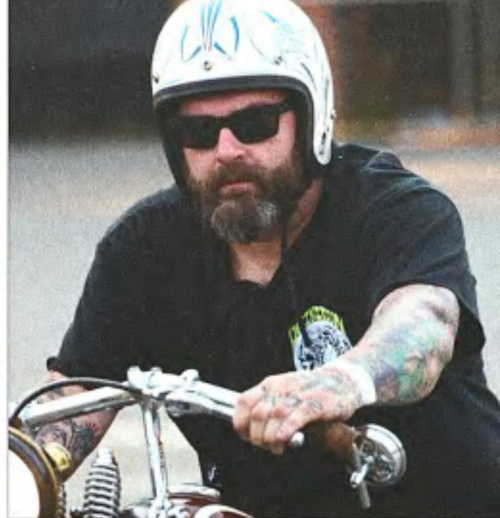
Outside the building, there was a bar and stage area beneath the water tower where you could sample Highland Brewery's locally made craft beer as well as brewed coffee, some traditional Carolina slow-cooked BBQ at the Carolina Smash truck or even grilled cheese at another food truck. As the sun set on this event, the "Loose Lugnuts" took to the stage to play their traditional version of country music.

Next year's Congregation Show will take place on Saturday, April 14th. For more information check out thecongregationshow.com.

—Michael Lichter







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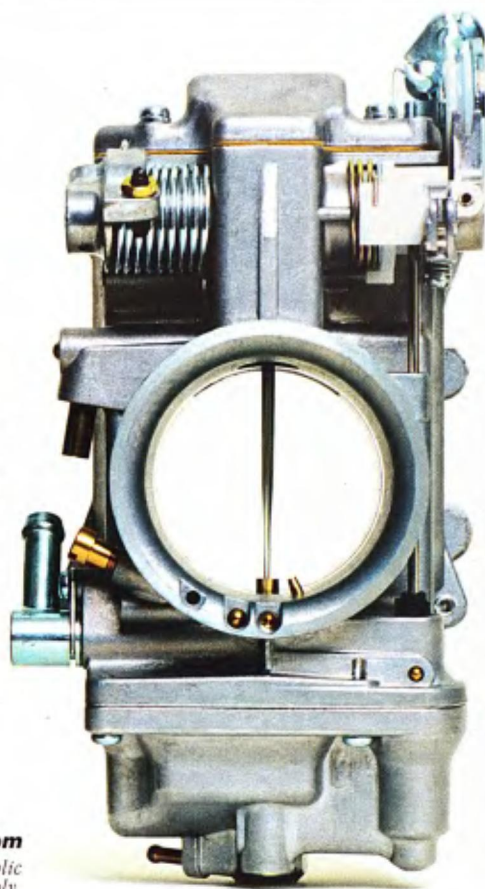
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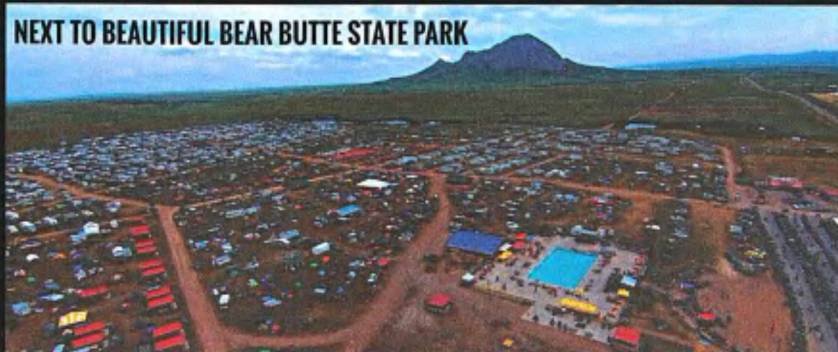
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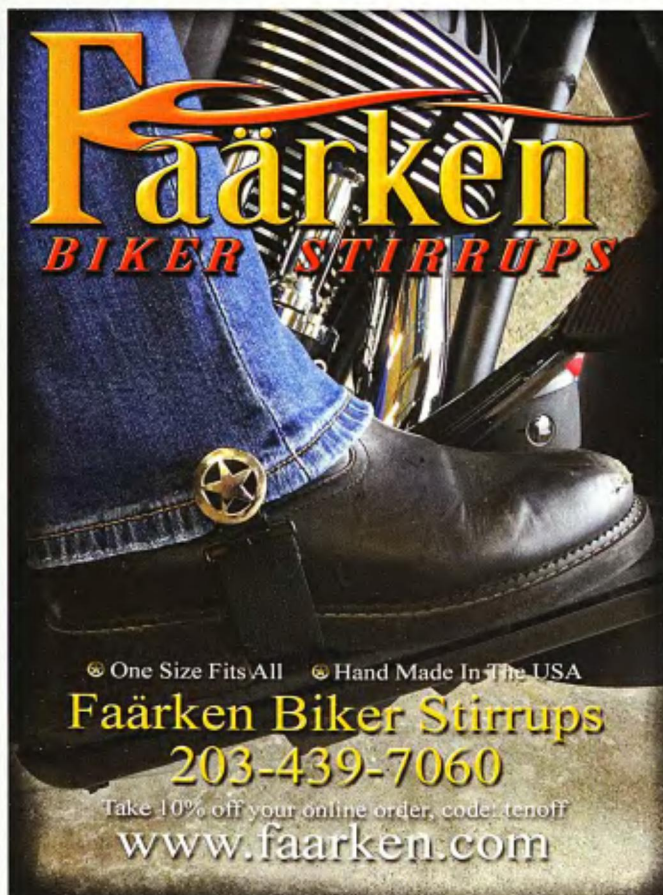
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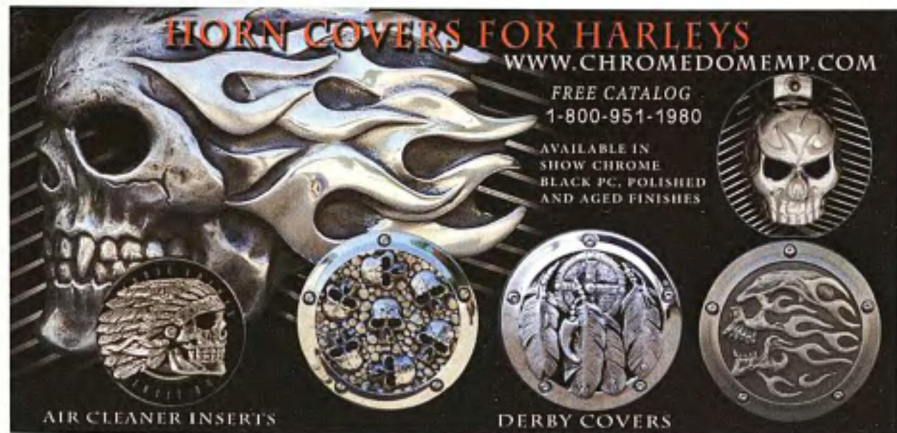
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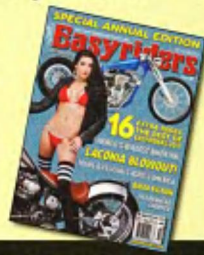
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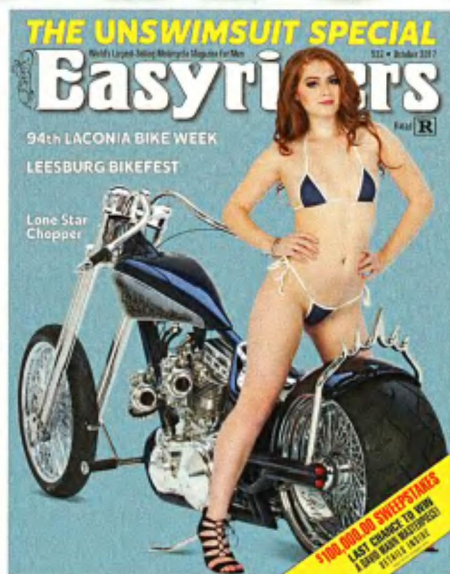
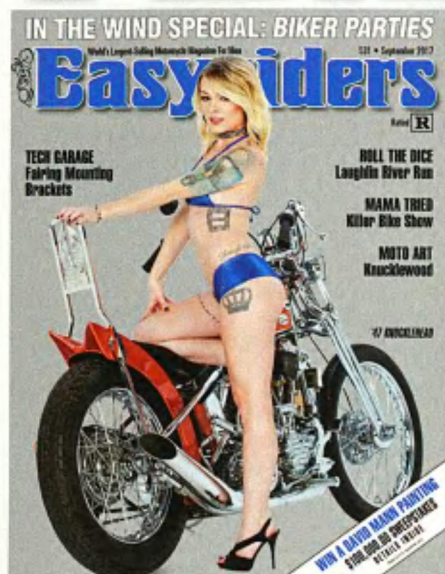
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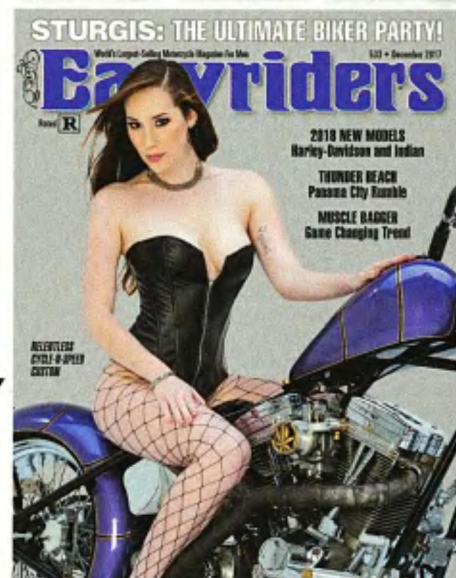
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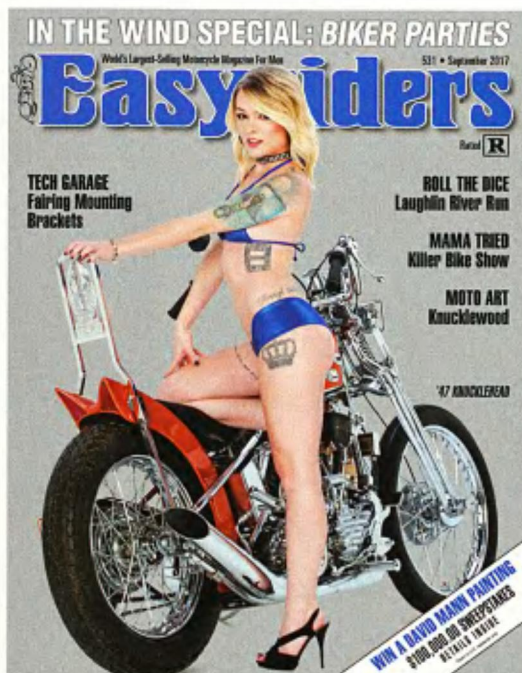
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This Month's Winner

Meet Hannah, yet another sweet, tatted-up, fuzzy little Georgia peach. Hannah firmly believes that aliens live inside her mind and force her to get more tattoos and mow the lawns of strangers. Turn gently back to page 6 and watch her do some intricate weed-whacking aboard Jeremy Valentine's awesome 1956 Joker Cycle panhead.

—Captain Moosecock



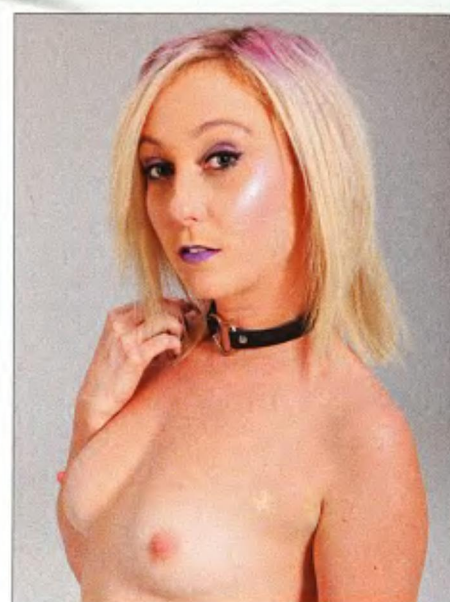
#0301 Samantha—Florida

"My first ride on a Harley was a savage, rum-soaked voyage with a saucy pirate man. It wasn't long before he'd unlocked my wee treasure chest!"



#0302 Tani—Arizona

"I grew up on the back of a bike. One of my first baby photos was with my mom posing on the back of my dad's bike. Pretty badass, right?"



#0303 Lindsey—Nevada

"My first ride was on a black and green Harley. Feeling the wind in my hair and face was amazing, I felt so free!"

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 righteous readers. Please meet Tammy, a sexy and savvy punk rocker from the mean streets of New York. This raven-haired rump roast wants nothing more than love, peace and her own bazooka. Come back next month or brother, we're gonna give her one.

FOX HUNT
P.O. Box 3000,
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91376-3000

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

Model's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: () _____ Cell Phone: () _____

Date of Birth: _____ I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature: _____

Photographer's Name: _____

Address: _____

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Photographer's Signature: _____

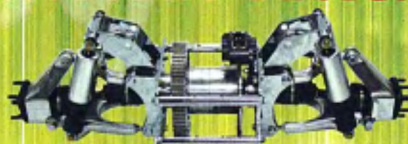
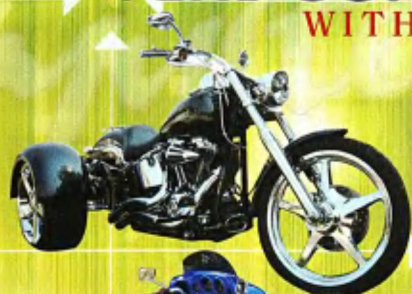
Important: Models, please send a photocopy of your picture I.D. that shows your signature and photo.

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

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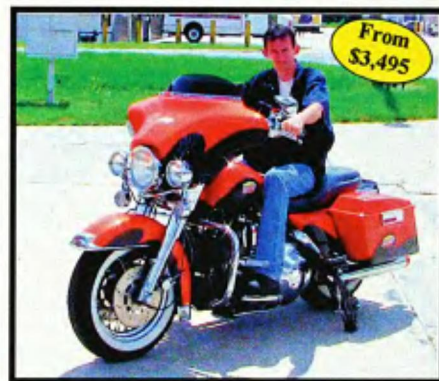
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"Find what you love and let it kill you." Charles Bukowski
— Ben Zales, Death Valley Run





1-2-3-kick! Forget about the Rockettes. Here's the only dance move that matters.

—Chris and Gabe Gibbany, Harrison, Ark.



Mel, G, Stace and Sluggo get their drink on.

—Katmandu, Port St. Lucie, Fla.



Bead hoarder.

—The Boy Scout, Ohio



Winner of the Biketoberfest Side-Boob Inspiration Award.

—Fritz Braun, Ulm, Germany



Classy hard-riding graybeard does Daytona. —Fred Stoll, Tenn.



A Hooters Hello from Panama City!

—The Hunter, Panama

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

Reno Raines **2000 H-D Custom "Renegade"** **Softail**

Reno's "Renegade Bike" had been in the works long before he ever bought this Softail about a year ago. "It's been a project pretty much since day one," he says. "I even started collecting parts years prior, knowing I was saving for the actual bike."

As a boy, he spent a lot of time with his late grandmother who was a fan of the 1992 TV series *Renegade*, and of Lorenzo Lamas (whose character was known as Reno Raines). They often watched the show together, and they did so the weekend before she had to go to the hospital. "I even remember her saying to me, 'you're going to grow up to be just like Reno.'"

In many ways, this bike was built as a tribute to her, he adds. He got his feet wet by building what he calls a "poor man's" version of it with a Yamaha V-Star, but he knew one day it would be a Harley. So he eventually found himself a stock 2000 Softail that was mostly black instead of chrome. He says he picked a 2000 instead of 1990 version, like the bike used in the TV show, because of the miles, the newer belt drive and the engine, with otherwise no visual differences in an FXST of that era. After tearing the bike down, all he had left was the frame and the engine.

Besides the custom paint, done by Pink's Custom Auto Paint in Canton, Ohio and the installment of a 95-inch bore kit in the 88-inch engine that a local bike shop helped him with, Reno did everything else in his garage,

including the rewiring, the cables, and replacing all the black parts with chrome—handlebars, mirrors, primary cover, oil tank, ignition system, sissy bar, luggage rack, transmission, cam, and rocker covers, bell, rear fender braces, dash panel, and the complete exhaust system. "I had to search online to find matching parts like the seat and the bed roll blanket," he says. "I also custom-made the front turn signal mounts and air cleaner cover, all to match the TV show bike as much as possible. I left the lower forks black, though, to have my chrome Renegade tribute logos stand out."

Reno says he has ridden the bike to several bike nights and local bike shows in Ohio, and that the best reactions are always from "the middle-aged people who were fans of the show back then." —*Tripper*

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



Photos: Bobby Sickler

Comin' At Ya



The awesome April issue of *Easyriders* (#537) is our "Unswimsuit Special", offering a sexy stable of Fox Hunt winning ladies all hoping to win the title of FOX OF THE YEAR! Ride with us to the first Easyriders Bike Show of 2018 in Sacramento, California to catch the latest custom trends and visit the Brooklyn Invitational to see how they do it on the left coast.

Custom bike features include Paul Shadley's amazing custom shovelhead, a German ground-poundin' panhead, Adam Karn's killer Sportster, Mitch Anderson's radical Road King, Fred Sala's Denvers knuckle chopper and Andrew Potash's 1948 Indian Chief. PLUS we'll road test Harley's exciting new Sport Glide!

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

On sale February 27



The April issue of *V-Twin* (No. 201) 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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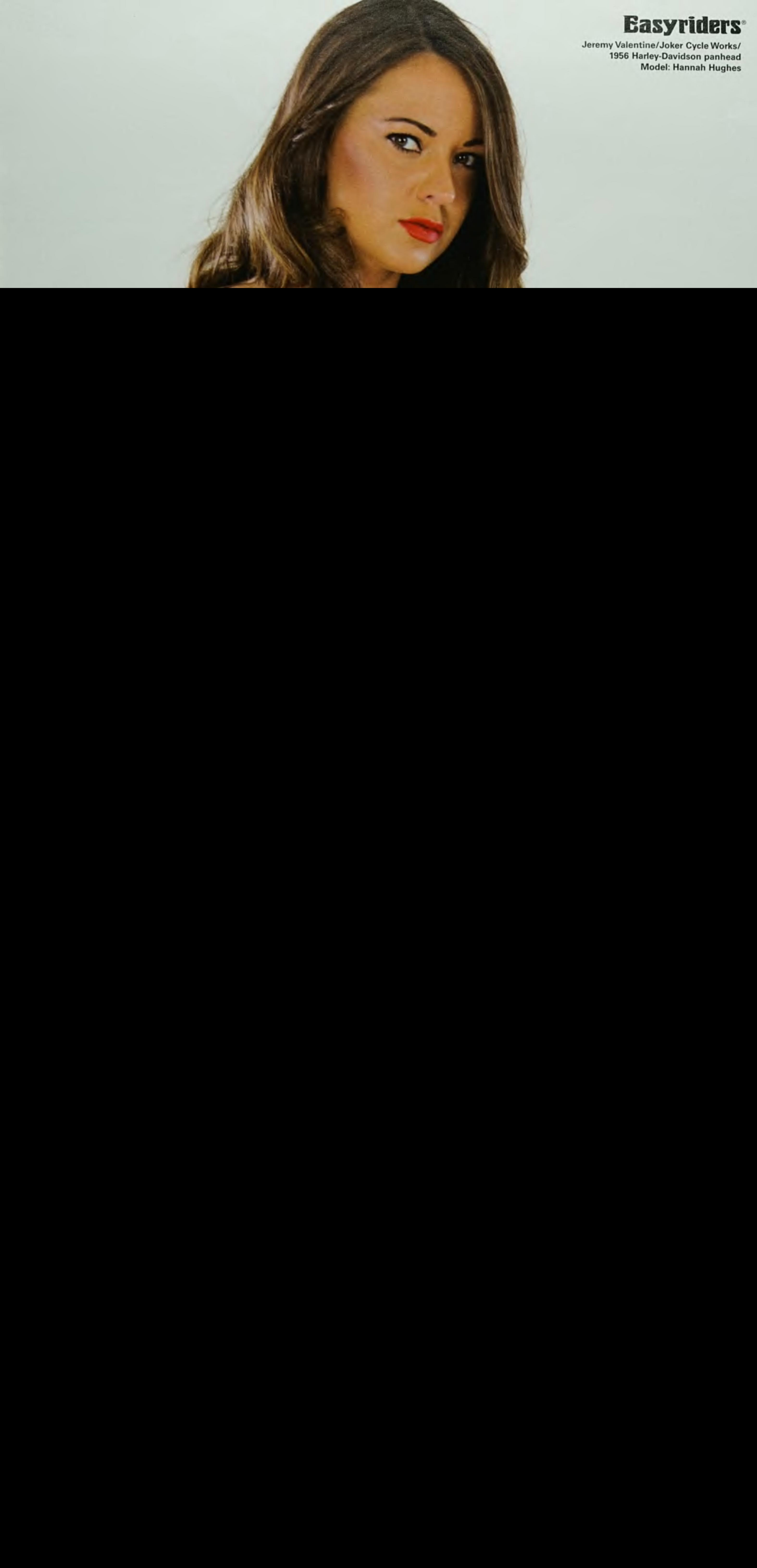
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David Mann's painting *Help, Flat Tire* was first seen in the June 1985 issue of *Easyriders* and may also be found in our *David Mann 50 Motorcycle Masterpieces Volume #3*.