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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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Heavy Metal

A 35-year-old Indian man decided to deal with his depression by, wait for it, swallowing metal! He was rushed to surgery at Sanjay Gandhi Hospital in Satna, Madhya Pradesh, India, after developing severe abdominal pains. An endoscopy showed that the man had "coins, nails and nut-bolts in his stomach," said the leading surgeon. In late November, surgeons removed 263 coins, 100 nails and other metal items, including razor blades and dog chains, from the depressed dude's stomach, who promised to never eat metal again.

Deer Can't Read Signs

Autumn is breeding season for deer in Iowa and lots of deer get hit by cars when trying to cross highways. It's also the time of year when the Iowa Department of Transportation begins fielding questions from drivers asking why deer crossing signs aren't erected at safer spots for deer to cross. "This sign isn't intended to tell deer where to cross," the Iowa DOT recently posted on its Facebook page. "It's for drivers to be alert that deer have been in this area in the past." Get real, people. Deers can't read road signs. Sheesh!

Have You Herd?

Rocky, an enterprising seven-month-old border collie in Devon, England, took the command "bring the sheep home" a little too literally recently when he herded nine sheep into his owner's kitchen. "I was in the kitchen and heard a noise," Rocky's owner told the BBC. "I turned around and the sheep were just standing there. It was funny at the time, but then there was quite a lot of wee, poo and mud everywhere." The sheep stood around for a few minutes, then allowed themselves to be shown out the front door. I say, give that dog a treat!

John Wayne Fact of the Month

It seems that the Duke was a very superstitious man. Among the many things (normally wives) that made a volatile Wayne fly off the handle was the act of anyone leaving a hat on top of a bed. Also, no one in his family was ever allowed to pass salt directly to Wayne, it had to be placed on the table instead and then he would reach for it, to make sure it wasn't spilled and cause bad luck.

Guns for Jesus

As elder members of the First United Methodist Church in Tellico Plains, Tennessee, gathered to discuss the recent church shooting in Sutherland Springs, Texas, one of those present asked if anyone had brought a gun to church. One man spoke up and said he carries a gun everywhere, produced the gun, emptying it before passing the weapon around. When the owner got the gun back, he replaced the magazine and recharged the chamber, accidentally squeezing the trigger and shooting himself in the hand and his wife in the abdomen. Both victims were taken by helicopter to the University of Tennessee Medical Center for treatment of non-life-threatening injuries. Praise the Lord.

To Go Order for Heaven

Richard Lussi, 76, of Plains Township, Pennsylvania, succumbed to heart disease a few months ago. But before he died, he made sure his family knew there was one thing he wanted to take with him: a cheesesteak from Pat's King of Steaks in Philadelphia. "No onions because they'll come back to haunt me!" Lussi told his family. So the day before his funeral, his son, John, grandson, Dominic, and two friends drove to Philly, where they ate cheesesteaks and bought two extra for

Lussi's casket. The funeral director advised not putting the sandwiches in the coffin until after the viewing, "because people would take them." Pat's owner Frank Olivieri Jr. said he was flattered and proud that his cheesesteaks were held "so dear" by someone. "Maybe it's a bribe for St. Peter," he added.

Case of The Missing Zebra Head

Stacy Scott of Anchorage, Alaska, arrived home in November to find thousands of dollars' worth of clothing and jewelry missing, along with a signature item, George the mounted zebra head. The thief was bold enough to call a taxi to use as the getaway car and loaded the zebra head into its trunk, all of which was caught on a surveillance camera at Scott's home. Anchorage police tracked down and arrested Desiree Fuller, 38, for felony burglary and theft, and recovered most of Scott's items.

But George the zebra head remained missing until the cab driver saw a story on local TV and contacted them. He had been holding the zebra hostage because Fuller neglected to pay her cab fare. You'll be happy to know that George was safely returned home.

Homeless for the Holidays

Firefighters in North Philadelphia burrowed through trash for hours to free a man who was trapped in the back of a garbage truck. Philadelphia Police were not sure how the 33-year-old unnamed man had landed in the truck, but speculated he may have been sleeping in a dumpster when it was emptied into the truck.

Biker Saying of the Month

"The best things in life are dangerous: motorcycles and women."



6

CHOPPERS FOREVER

2017 Shadley Bros.
Ground Pounder

On the front cover: Liza Scot;
Photo by Dino Petrocelli.



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THE SILVER BOBBER

Michael L.'s
1952 Panhead



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NEW TRACKER

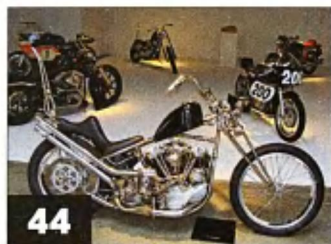
Adam Karns'
Ironhead Sportster



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SACRAMENTO SHOWDOWN

The Easyriders Bike Shows
Are Back



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BROOKLYN INVITATIONAL

Custom Motorcycle Show



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THE SWEEPER

Mitch Anderson's
2006 Road King



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CATSKILL MOUNTAIN THUNDER

Blackthorn Resort,
Upstate New York



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GLORY DAYS

Fred Sala's
Mondo / Denver's Choppers'
1945 Knucklehead



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ROAD TRIP

Andrew Potash's 1948 Indian
Chief Roadmaster



98

MOTO BEACH CLASSIC

Roland Sands
SoCal Event

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SPECIAL CENTER SECTION



We love hearing from you! Please send your questions or comments to the editor at dnichols@easyriders.net. Next month's issue goes on sale April 3, 2018.

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THE SHADLEY BROTHERS' SWEET SHOVEL CHOPPERS FOREVER

The Shadley family of Hanson, Massachusetts ride motorcycles. Paul Shadley, the owner of this amazing shovelhead, started riding when he was in the 4th grade. His first bike was a Rupp mini bike that this older brother Mark bought for him. "My father had a 1956 panhead," Paul recalls.

"Motorcycling was part of my upbringing and all my brothers ride."

The love of all things with motors and wheels led Paul and Mark to work at repair shops until they opened their own shop in 1981. "At that time the shop was mainly handling car repairs and we would work on bikes for ourselves and friends during off hours," Paul says. "The bike shop eventually got busier and busier, so in 2001 we built a new repair facility that included a motorcycle store, bike repair, and custom builds." Since then, Shadley Bros. Motorcycles has been a full service, custom motorcycle shop.



This bike started life as a 1972 FXE shovelhead. Paul bought the bike from a family friend he was helping out at the time when his friend's sister had passed away. Paul helped with selling off some cars from the sister's estate. "I always liked the look of a 1920 v-twin, and the look of matching tall wheels looked cool to me," Paul tells us. "So when I bought the shovel, I thought it would be a good donor bike for this project. To start, I bought a U.S. Choppers curved backbone board tracker frame from Paughco." The frame was made to fit up to a 21-inch rear wheel so some modifications had to be made.



Mark set the frame up in the shop's frame jig and cut the back of the frame apart. He made a new rear section to fit the 23-inch rear wheel and lift the rear axle height to keep the bike as level as possible with the larger wheels.

The 23-inch, platinum cut, custom color wheels were special ordered from Performance Machine. To accommodate the wheel change, Mark set up a mount system for a 4-piston rear sprotor and a mount on the new rear section of the frame for a Ken's Factory neo-fusion tail lamp and

"Motorcycling was part of my upbringing and all my brothers ride."



license plate. "We found the oil tank at a swap meet in Connecticut," Paul recalls. "The oil tank was originally for a kickstart bike, so it had to be modified to fit the battery, and then we added the side panels and notched the front of the tank to give it a tight fit."

The rear fender started out as a R.W.D. OCF front fender. The Shadley Bros. spun the fender around, cut it down, and bobbed it. Mark then made two arched fender struts to finish it off. "We got the gas tanks from a crashed Victory Vegas," Paul says. "We cut out the two outer panels, made new bottoms and flat back sides. The tanks were also shortened and Mark made a bull nose end at the back of the tanks. Then he made up a great set of top tank mounts that leave the curved backbone of the frame



exposed. Those tanks are definitely one of my favorite parts on the bike."

The front end is a Three-Two Choppers wide glide with a hoop kit and spring stabilizer. They used a Victory Vision master cylinder which is controlled by a proportioning valve to adjust both pressure and timing of the front and rear braking.

The engine was rebuilt in-house by Mark. The motor is a 4 1/4 stroke and 3 1/2 bore S&S with forged pistons and an 8 to 1 compression ratio. The Magnuson supercharger came from the cellar of a customer who had plans for building a race bike in the 1970s, but the bike never made it to the track. "Mark made both the intake manifold and the drive system for the blower," Paul says. "He fabbed the carb side for a Mikuni carburetor with dual runners. From the blower to cylinder heads side, he made an additional manifold with a pop valve hidden on the back side."

The transmission is a 5-speed Softail case with a take-out gear set. "We got the hand shifter and clutch lever from one of our friends, Bloody Bill Hodgdon," Paul says. "The exhaust system shows off one of Mark's many talents, from the clean shapes, to the seamless shield and mounting brackets." We have to admit, the pipes are killer on this scooter.

Molding and getting the bike ready for the spray paint booth was handled

by California Jim McCallum at Shadley Bros. The PPG Gold Rush paint was laid down at Shadley Bros by Down-Hill Ronnie Abercrombie. Artwork and gold leaf was completed by John Hartnett of Hartnett's Custom Paint. "I wanted to remember the original owner of the bike somehow," Paul tells us, "so John added a Playboy Bunny to the neck of the frame to remember her; she worked at the Playboy Club as a bunny in Boston."

"As far as how the bike has turned out, it is my favorite custom bike that I have ever owned for two reasons," Paul says. "I love the way it looks, and the time I spent with my brother working on the project."

Last January, The Sturgis Motorcycle Hall of Fame inducted Mark Shadley into the Hall of Fame and this bike was on display for all to see. Solid proof of the Shadley Bros. lifelong love of cool choppers.

—Dave Nichols and Paul Shadley

This month's Fox Hunt winner, chosen by you rowdy readers, is New Yorker Liza Scot. Tucked away in a special place on her body is a tattoo that reads, "Choppers Forever".



Owner: Paul Shadley
City: Hanson, Massachusetts
GENERAL
Fabrication: Shadley Bros.
Year and make: 2017 Shadley Bros.
Model: Ground Pounder
Assembly: Shadley Bros.
Time: 9 months
Chroming: Meclac

ENGINE

Year and make: 1972 Harley-Davidson
Model: shovelhead
Rebuilder: Mark Shadley
Ignition: Daytona Twin Tec
Displacement: 82 cu. in.
Lower end: S&S
Balancing: S&S
Pistons: forged 8 to 1
Heads: Mark Shadley
Cam: Bob Woods
Lifters: S&S
Carb: Mikuni

Air cleaner: Drag Specialties
Pipes: Mark Shadley

TRANSMISSION

Year and make: 1997 H-D
Modifications: chrome case

PAINTING

Painters: John Hartnett and Ronnie Abercrombie

Color and type: Gold Rush/PPG

FRAME

Year and builder: 2015 Paughco/Shadley Bros.

Type: rigid

Rake: 38 degrees

Stretch: 3 inches

ACCESSORIES

Bars: Biltwell

Fenders: Shadley Bros.

Headlight: Ken's Factory

Tailight: Ken's Factory

Pegs: Roland Sands

Electrics: Shadley Bros.

Gas tank: Shadley Bros.

Oil tank: Shadley Bros.

Primary: BDL

Seat: Danny Gray

Grips: Roland Sands

FRONT END

Type: Springer

Extension: 4-inches over

Builder: Three-Two Choppers

WHEELS

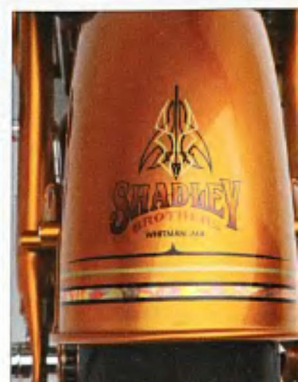
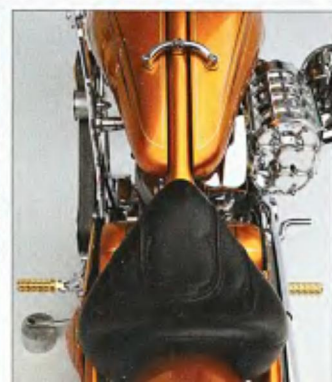
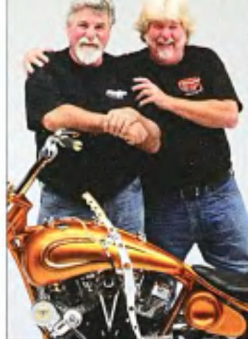
Type: Performance Machine

Size: 23-inch

Tires: Avon

Brakes: PM/Shadley Bros.

Photos: Dino Petrocelli
Contact: Shadley Bros.
781-447-4454
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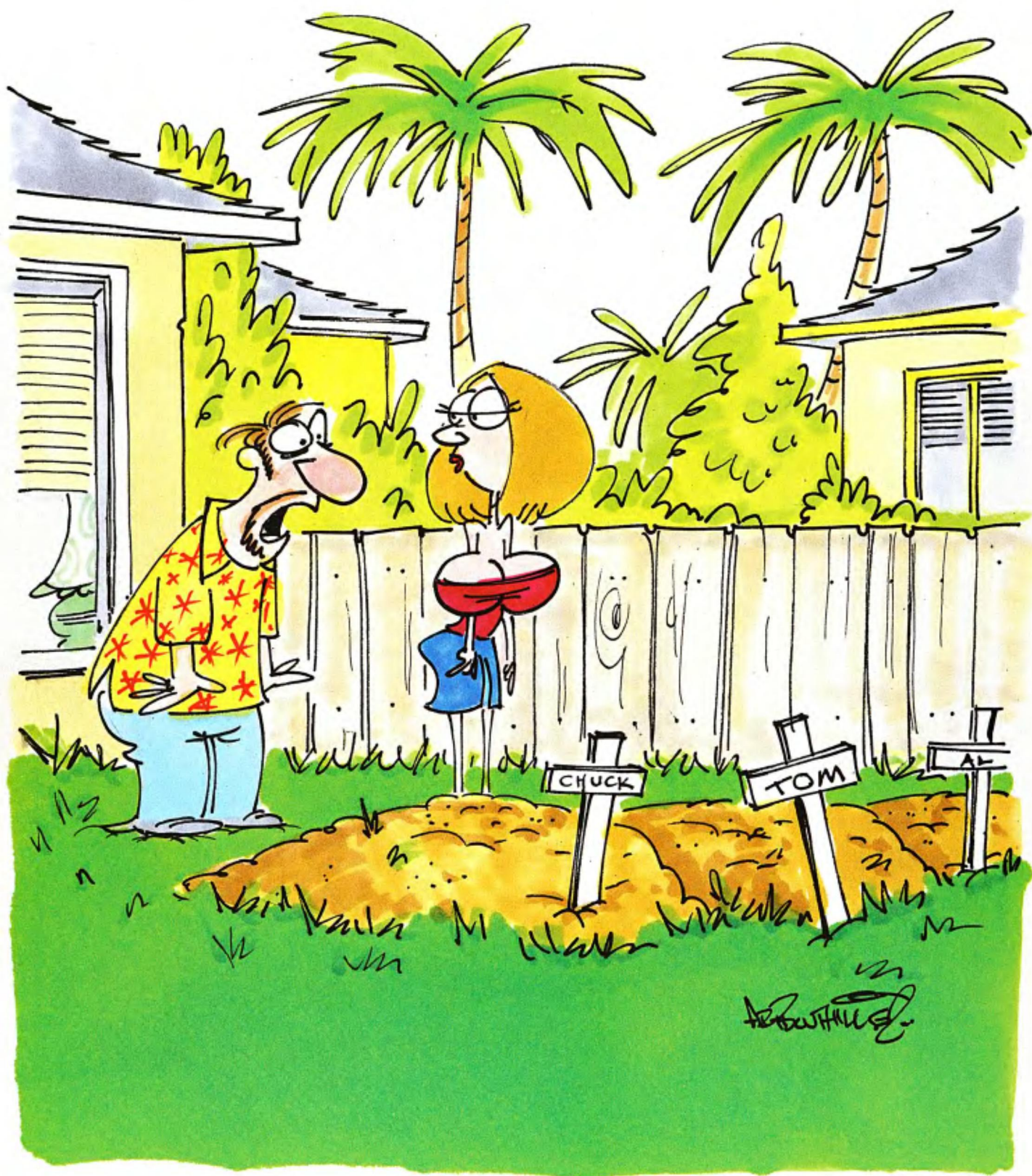
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THE TYRANNY OF THE MAJORITY

Way back in January Nebraska State Sen. John Lowe introduced LB 368, which would have allowed motorcycle riders 21 and over choice over whether to wear a helmet or not, and was optimistic about passage. He had the votes a couple of days before, only to have his coalition collapse. On the floor the bill was debated for three hours, and Lowe filed a motion for cloture, ending debate. That measure failed and along with it the main motion. In the end the bill came up three votes short.

A helmet law modification has been on the agenda as an almost yearly event in Nebraska, and every year since the helmet law went into effect in 1989 it has been shut down by procedural maneuvers. Last year the bill failed after it was unable to overcome a filibuster by one vote.

Source: Omaha World Herald

IOWA HELMET LAW THREAT

Iowa is one of only three states that does not require any riders to wear helmets. The safety ninny's have set their sights on changing that. The University of Iowa Hawkeyes basketball team has thrown their support behind the Brain Injury Alliance of Iowa to push legislation they are calling the "Line Law" after Caroline "Line" Found, who died in a moped crash in 2011. ABATE of Iowa has always stood tall in the state, and will likely be able to fend off this assault. Nevertheless, it pays to be vigilant on these matters.

Source: KCRG-TV9

QUOTE OF THE MONTH

"The smart way to keep people passive and obedient is to strictly limit the spectrum of acceptable opinion, but allow very lively debate within that spectrum...."

—NORM CHOMSKY,
THE COMMON GOOD

ALABAMA BIKERS WORKING FOR SAFER CURVES

Two members of ABATE Of Alabama, Joey Rucker and Arthur Johnson, are gathering signatures to increase the height of some concrete walls on Interstate 80 to make them safer for motorcyclists. They have named two specific problematic curves where they feel the barriers are too low. ABATE member Joey Rucker said of the curve where biker Richard Lee lost his life, "It is literally just waist high or a little over waist high so if you impact that, it's actually going to propel you over the side."

Another of the curves, near the bridge between Phenix City and Columbus has a wall that is regulation size, but Rucker would like to see it raised in the interest of safety. These ABATE members have around 800 signatures to increase the height of these walls and make them about five feet

high. Rucker says that he has had conversations with the Alabama Department of Transportation, who are said to be receptive towards the changes, but it is too early to predict the results.

Source: WRBL News 3

WACO PERJURY ALLEGATIONS DISMISSED

Clint Broden, the attorney for Matthew Clendennen in the Waco shooting trial brought up the issue of whether District Attorney Abel Reyna or Waco police Detective Manuel Chavez "committed perjury or aggravated perjury at hearing held in the Twin Peaks" cases. The question arose when Reyna testified that he had a discussion with Chavez before Chavez signed the arrest warrants for the 177 bikers charged on the day of the shooting. Chavez testified that the discussion never happened. Who is telling the truth? We will likely never know, as Judge David Peoples, the judge named for a court of inquiry has dismissed the case without ever holding a hearing.

Broden expressed his disappointment that the process wasn't completed. "Of course, it will be up to any other attorneys aware of the scientifically impossible contradiction in the testimony at the August 8, 2017 to determine whether another Court of Inquiry should be requested so that a decision can be made after a judge takes testimony and evidence on the matter. Likewise, it will be up to the public to compare the testimony from the August 8, 2017 and come to their own conclusions," he said.

Source: KWTX 10

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Copy Editor: Diane Nichols

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Michael Lichter • Don Rogers • Mike Chase

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Ben Zales • Brad Patton

Contributors: Jeff Moore • Z. Jakl

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WACO DA SUBJECT OF FBI CORRUPTION PROBE?

Retired Waco police Detective Sherry Kingrey has submitted an affidavit to the defense team of Waco defendant Jorge Salinas that she has provided information about Waco District Attorney Abel Reyna's involvement in an "illegal gambling operation in Waco," adding that the organizers of the operation that were "close friends" with Reyna, to the FBI.

Attorneys Brian Bouffard, who represents defendant Jorge Daniel Salinas, and Conrad Beyer, who represents Billy Jason McRee, attached the sworn statement to a motion to Judge Ralph Strother to set a hearing in the matter.

Kingrey retired after clashing with Reyna's office over a staff member who leaked information to a suspected car theft ring. Reyna's office and defense attorneys tried to force Kingrey to reveal her confidential sources. At the time Judge Strother ruled that she did not have to reveal her sources, and consequently Reyna dismissed the charges against the seven defendants in the auto theft ring, including least one who was a suspect in a capital murder case.

According to Tommy Witherspoon of the *Waco Tribune*, this is the third affidavit signed by former law enforcement officials who said FBI agents have questioned them about Reyna allegedly helping campaign donors avoid legal trouble.

Source: Waco Tribune

SLUMPING BIKE SALES BLAMED ON UNCLE SAM

"To say sales of new motorcycles have been slow is an understatement right up there with advising the captain of the Titanic that there's a 'little leak' down in the hold," observes the National Motorists Association (motorists.org), then rhetorically asking "Why?" in a

recent blog..."Could it be Uncle?"

"It is because of Uncle that motorcycling isn't what it was once—freeing, in particular," claims NMA columnist Eric Peters, adding that it has also become too expensive for Millennials—the next-up generation that ought to be swelling the new rider ranks, but aren't, because they're already saddled with plenty of debt.

Some telling statistics indicate the median age of a rider today is 47—up from 32 in 1990—and even more alarming is that the number of first-time/new riders in the 18-24 cohort of people who will form the backbone of the buyer base for the next 20-30 years is down from 16% of the total pool back in 1990 to a depressing 6% today. Probably because they can't afford it, says NMA.

"Motorcycling has become not-cheap for several reasons—all traceable to Uncle."

Bikes are now mandated to have the same expense-padding equipment—especially anti-pollution equipment like cars have had for decades, even though motorcycles overall have a negligible impact on the environment because of small engines in small numbers.

New bikes must now be very much like new cars—computer-controlled EFI, catalytic converters...They are not only expensive as a result—especially to service, which most people can no longer do themselves."

So instead of being an inexpensive hands-on experience, motorcycling is becoming the pastime of the old—and affluent.

The median household income of a motorcycle owner is now \$62,200 according to stats compiled by the Motley Fool and 65% bring in more than \$50,000. That largely rules out the 18-24 crowd (Millennials) as a class. It's not that they "don't like motorcycles," as asserted by some analysts, "It's simply that they can't afford them anymore."

*Courtesy of Bill Bish, AIM/NCOM
Motorcycle E-News Service*

CUSTOM CYCLE CONTROL SYSTEMS

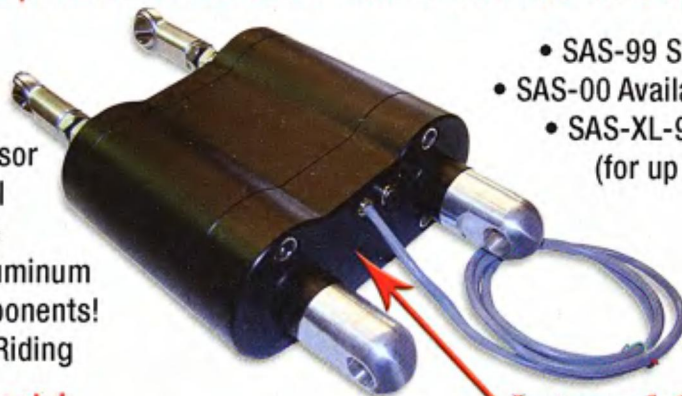
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HOMAGE TO THE GLORIOUS FIFTIES
THE SILVER BOBBER



Michael L., a Harley fan from Bavaria, had been looking for the perfect bobber for a long time. That's because he wasn't prepared to compromise, not even when it came to the paint scheme. He only wanted something in classic black

and silver. His new Harley also had to sit low and look very aggressive. That's where this gem comes in. Michael discovered it in the garage of a good friend of his who had enhanced the bike's details over the years.

Michael owns several other Milwaukee marvels and barely has enough time to ride this, his dream bike. Which is why, at the time of this writing, he's barely put 40 miles on it, and only rides it when the weather is really nice.

This bobber is based on a rare and completely original 1958 step frame. At the time the bike was built, that frame was still affordable, but these days, if you can find one in Europe at all, such original H-D frames are basically worth the price of a brand-new Sportster. The engine is original, too, a '52 panhead without any aftermarket parts. Of course it had to be refreshed and optimized, meaning it's actually better than brand-new.

The build took several years because it wasn't easy to find original parts from the '50s or '60s, like the mousetrap clutch, the horn, or the adjustable triple trees. Considerable planning was necessary to find the matching wheel and tire combinations to help give the bike its broad and low-to-the-ground look. Because of the unusual wheel-and-tire combo, some modifications had to be made, like the specially fabricated swingarm holding a 170 Metzeler rear tire on a 7-inch wide rim that's not offset and runs totally true, which makes the bike easy to ride.

The fenders also received some special treatment as both were custom-formed steel. Only the spoiler was fabricated from fiberglass-reinforced plastic using a specially made template to perfectly fit the radius of the frames lower down tubes. The gas tank was completely cleaned and modified to fit the frame and the seat lines.

After that, everything was painted Porsche silver, in the exact hue the legendary 356 Porsche used to feature back in the 1950s—an homage to those glorious days of auto and motorcycle manufacture.

Fournales air ride components adjust perfectly to the rider's needs to handle the rear suspension, while an extremely short FL telescope front end helps push the bike as low to the ground as possible. Even the seat is homemade, as is the elaborate and awesome-sounding exhaust system, replete with black ceramic exhaust coating to match the rest of the bike. Of course, old-timers know that back in the day, turn signals weren't required, hence you won't find any here.

The result is a badass bobber that flows perfectly and turns heads wherever it rolls. —René K.





Owner: Michael L.

City: Bavaria

GENERAL

Builder: G.F.

Year: 1952

Model: H-D panhead

ENGINE

Year: 1952

Bulder: H-D, rebuilt

Oil pump: S&S

Ignition: Dyna, Accel coil

Exhaust system: homemade

Mufflers: Trumpet style

Transmission: RevTech, 4-speed,
close ratio

Shifting: orig. mousetrap

Belt-drive: home-made,
3-inch

Clutch: BDL Special

FRAME

Frame: orig. '58 H-D step frame

Front end: shortened FL,
lowered

Triple trees: FL adjustable,
home-made

Rake: 3 degrees over

Swingarm: Super Cycle Shop,
modified

Suspension: Fournales air

PAINT

Color: Porsche silver metallic

ACCESSORIES

Handlebars: 2-piece Racing FL,
home-made

Grips: SJP, modified

Gauges: SJP

Footpegs: SJP, modified

Gas tank: H-D Fat Bob

Filler neck: home-made

Petcock: Pingel

Dash: '47 knuckle, modified

Oil tank: horseshoe, modified

Fenders: steel, home-made

Seat: homemade

WHEELS

Spokes: stainless steel

Axles: custom-made

Tires: Metzeler

Brakes: drum



Photos: René K.





ANDREWS' M450 CAM FOR MILWAUKEE-EIGHTS

Now that Harley-Davidson has introduced some new technology with its new Milwaukee-Eight engines, like liquid cooling, dual plugs and 4-valve heads with efficient combustion chamber design, the folks at Andrews have come up with parts of their own. All of this new technology means higher compression ratios with less heat and higher-flowing, high-velocity ports that produce very good power through the entire RPM range. The Andrews 'bolt-in' M450 cam is perfect for 107-inch engines and for riders looking to add excellent low end touring power. Testing has shown 14-percent increases in power with stock air cleaner and pipes and little if any tuning required.

andrewsproducts.com



APEX FOOT LEVERS FOR SPORTSTER & DYNA

Performance Machine took its APEX design cues and engineered a set of foot levers to replace the OEM ones for a nice custom touch. Choose between three standard finishes of Quality Chrome, Contrast Cut and Black Ops. This design was inspired by the old Hot Rod tradition of lightening parts by drilling holes for top speed results. But in this case, they modernized that theory to a slotted series of holes within a bevel in-cut. These levers are direct replacement and quick install and feature tacky pedal rubber for positive connection between rider and machine. Available to fit 2006-2017 FXD and 2004-2017 XL models.

performancemachine.com



SADDELMEN'S STEP UP LS SEAT FOR SOFTAILS

Saddlemen's new Step Up LS for 2018 Harley-Davidson Softails was created specifically for keeping the rider in position and on the saddle under nearly all dynamic conditions. A specially designed lumbar support provides the ergonomics to keep the rider locked into place without comprising control or comfort for rider or passenger. The Step-Up LS uses Saddlemen's proprietary High Impact UltraFOAM combined with Saddlemen's exclusive GEL-Core Technology, which dampens, diverts, and deflects energy to create a smooth, therapeutic ride. High Impact Ultra Foam and GelCore are co-molded to reduce engine vibration by up to 50 percent, and direct impact forces by up to 92 percent. The seat is covered with a retro-style lattice stitch to infuse old school looks with a modern day twist and is available in black or brown. All Saddlemen seats are designed, tested, and built exclusively in the USA.

saddlemen.com

ARNOTT SUSPENSION'S LED PUSHBUTTON SWITCH

Arnett's handlebar mounted two-button switch with digital display enables you to quickly adjust your Arnett air shocks and see the pressure value in pounds per square inch (PSI). The waterproof assembly mounts to the handlebar clutch perch and has separate buttons to inflate or deflate your system and a blue LED air pressure display. The inflation kit



comes with a high-impact aluminum housing finished in black type III hard anodization, which is completely sealed off from outside elements. The black switch includes an attached wiring harness pre-configured with the necessary connectors. The kit also includes a pressure transducer which attaches to the Arnett manifold, additional tubing, air line fittings, spade connectors and wire taps for connecting the unit to your ignition switch wire. Available in black or chrome.

arnottindustries.com



STAR BRIE'S STAR TRON/SALT OFF/CORROSION BLOCKER

Spring will be coming soon and it will be time to get your bike ready to ride. To guard against road salt or brine, treat the bike with Star Brite Salt Off after each ride to break down and remove salt deposits from all metal and painted surfaces. Next, use Star Brite Ultimate Corrosion Blocker to form an invisible, tack-free and durable finish that is not affected by heat. Fuel quality is the most important factor in making sure that engines coming out of winter storage start easily and run smoothly. Star Tron Enzyme Fuel Treatment's unique formula is the ideal way to

improve the performance of all gas engines year-round. The enzymes allow more oxygen to attach to hydrocarbon fuel molecules, resulting in a more complete burn of the fuel charge. This translates into maximum power, crisper throttle response and improved fuel economy. Used year-round, Star Tron Enzyme Fuel Treatment keeps all engines starting easily and running smoothly.

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KURYAKYN'S SCULPTED DASH INSERTS FOR H-D

These new Sculpted Dash Inserts are a simple and effective way to create a custom tank console appearance at a fraction of the cost for a complete replacement. Applications for '08-'18 Street Glide and Road Glide models without CB communications systems are constructed from durable, lightweight injection-molded ABS and replace the stock emblem. Sculpted Dash Inserts for '08-'18 Limited, Ultra and Tri Glide models are cast from A380 aluminum with a removable ABS cover that conceals the integrated CB headset port when not in use. You can also combine them with Kuryakyn's ignition switch covers for an even nicer effect.

kuryakyn.com



BIG BIKE PARTS' 3200 LUMENS LED H7

The good folks at Big Bike Parts have updated their nifty 10-107 H7 LED replacement bulb by going from 2,000 lumens to a whopping 3,200 lumens with a bright white 6,000K color, all with a lower retail price. They're able to accomplish this due to hands-on design capability and constant work with LED engineers to use the latest in LED technology. This new design is more compact than most others because of the ballast in the cooling fan assembly, which cuts cost and minimizes components.

bigbikeparts.com

BASSANI'S PIPES FOR 2018 H-D SOFTTAILS

Bassani Xhaust has come out with a whole new line of exhaust systems for the new H-D Softtail line (below). Check out this set of Sweeper Radius pipes for the 2018 Fat Bob. They are short and radical, showing off more of the rear end of bikes while providing an aggressive exhaust sound. Bassani's Sweepers feature 1-3/4-inch to 2-inch stepped head pipes with full heat shields, 18mm O2 bungs and 12mm adapters.

dragspecialties.com



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Adam says that riding this scooter makes him feel like he's on a bicycle, so he has a Schwinn emblem on the steering tube.



new tracker

ADAM KARNS' IRONHEAD SPORTSTER

Adam Karns told us that when it comes to being creative, "Make something you are passionate about." And Adam is passionate about Sportsters. If you were a bike builder who was fortunate enough to have an Ironhead Sportster from the 1970s strapped to your creative slab, what would you do with it? Behold the result of how this beguiling question was resolved by Karns Kustoms of Delmar, Maryland.

This mind-melting mashup is dedicated to bygone decades of Harley-Davidson high performance. Prior to the Sportster, only purpose-built race Harleys were known for their nimble handling and energetic acceleration. With a front wheel on each end, this is the third and last in Karns Kustoms' series of stripped down, spindly thin bikes that Adam calls the "New Tracker." The bike is also a "very labor intensive" labor of love. For instance, there's a chain tunnel running through the frame. Adam spent as much time boxing and finishing that tunnel perfectly as he did on the rest of the custom modified frame.



"Make something you
are passionate about."



Spending more time on the things you don't see than he does on the visible stuff, Adam takes this project to the next level. Karns Kustoms has regular work orders from customers who bring their bikes in just to have Adam and the team make the cables and hoses disappear. Adam describes this bike as a resto-mod that keeps an older look with updated technology. There is a lithium battery, sprutor brake, and a popup oil filler cap on the oil bag under the seat. Literally everything was planned and scrutinized before modification for this specific project. Adam says, "You are behind the eight-ball when you base your custom project on a Sportster because you have to go so much further and make it better



than anything else if you want to be recognized."

Adam says that riding this scooter makes him feel like he's on a bicycle, so he has a Schwinn emblem on the steering tube. Adam and his friends like to ride down route 50 to Ocean City Beach; in fact, he started Karns Kustoms by building bar hoppers for others who share his enjoyment of having a blast down the beach. Legend has it that Karns Kustoms has been known to race Sportsters on the local Baja go kart track after hours.

We discovered this red rocket at last year's Easyriders Atlantic City Bike Show and were blown away by its racy look and attention to detail.

—Queso Libre

Owner: Adam Karns

City: Delmar, MD

GENERAL

Fabrication: Karns Kustoms

Year and Make: 1974 Harley-Davidson

Model: XLCH

Assembly: Karns Kustom

Time: 4 months

ENGINE

Year and Model: 1974 /

Harley-Davidson XLCH

Rebuilder: Karns Kustoms

Ignition: Harley-Davidson

Displacement: 1000 cubic centimeters

Lower end: Harley-Davidson

Balancing: Karns Kustoms

Pistons: Wiseco

Heads: Harley-Davidson

Cam: Harley-Davidson

Lifters: Harley-Davidson

Carburetor: CV / Harley-Davidson

Air Cleaner: L.C. Fabrication

Pipes: Karns Kustoms

TRANSMISSION

Year and Make: 1974 /

Harley-Davidson 4 speed

PAINT

Painter: Adam Karns

Color/Type: Euro Red / House of Kolors

Special Paint: pinstriping and general
madness by Jason Wharton

FRAME

Year and make: 1974 / Harley-Davidson

Type: rigid

Rake: stock

Stretch: 5 inches back

Shocks: none

Modifications: Karns Kustoms

ACCESSORIES

Bars: 138 Cycle Fab

Handlebar controls: Arlen Ness

Fender: Karns Kustoms

Headlight: Karns Kustoms / Lowbrow

Taillight: New School modified by
Karns Kustoms

Pegs: T.C. Brothers

Electrics: John Dunning

Gas tank: Karns Kustoms

Oil tank: Karns Kustoms

Oil System: Harley-Davidson

Primary: Harley-Davidson

Seat: Phillips Leather

Grips: Speed Dealer

FRONT END

Type: girder

Extension: 7 inches underextension

Builder: 138 Cycle Fab / Karns Kustoms

WHEELS

Hub: Mid USA

Size: 21 inch front, 19 inch rear

Tires: Avon

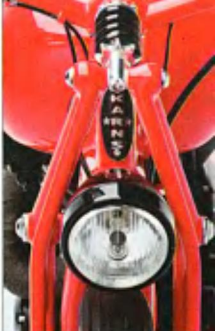
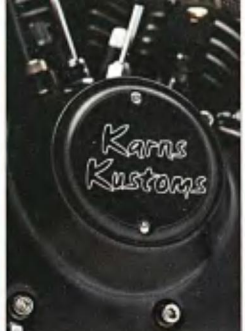
Brake: DNA Sprotor

Photos: Michael Lichter

Contact: Karns Kustoms

443-735-7399

karnskustoms.com



KARNS KUSTOMS



GARAGE BUILT
SINCE
2003

FEMALE PRAYER

Before I lay me down to sleep,
I pray for a man who's not a creep.
One who's handsome, smart and strong,
One who loves to listen long.
One who thinks before he speaks,
One who'll call, not wait for weeks.
I pray he's gainfully employed,
When I spend his cash, won't be annoyed.
Pulls out my chair and opens my door,
Massages my back and begs to do more.
Oh! Send me a man who'll make love
to my mind,
And knows what to answer,
To "how big's my behind?"
I pray that this man will love me to no end,
And always be my very best friend.
Amen

MALE PRAYER

I pray for a deaf-mute nymphomaniac
with huge boobs who owns a liquor store
and a fishing boat. This doesn't rhyme and
I don't give a shit.
Amen

—Motor Girl
Southern Cal

For more than an hour the scrawny little wimp had sat at the bar staring down into his glass. Suddenly, a big, burly, tattooed-up guy strutted across the room, sat down next to the wimp and drank the guy's drink. The poor guy busted out crying.

"Oh, come on pal," the big dude said, "I was just jokin'. Here, I'll buy you another drink."

"No, that's not it," the man replied between sobs. "You just don't understand. This has been the worst day of my life. I overslept, was late for work and got fired. When I left the office, I found my car had been stolen. I hailed a cab to go home but realized I had left my wallet at the house, so I walked the six miles home. Then I found my wife in bed with my neighbor, so I grabbed my wallet and came here. And just when I was thinking of putting an end to my life," the guy whined, "you show up and drank all of my poison."

—Big D
Fun Town

SOME SHIT TO THINK ABOUT

Taoism: shit happens

Hinduism: this shit happened before

Confucianism: Confucius says:
shit happens

Buddhism: it is only the illusion of
shit happening

Zen: what is the sound of shit
happening?

Islam: if shit happens, it is the will
of Allah

Jehovas Witnesses: knock, knock:
'shit happens.'

Atheism: there is no such thing as shit

Agnosticism: maybe shit happens,
maybe not

Protestantism: shit won't happen if
I work harder

Catholicism: if shit happens, I deserve it

Judaism: why does shit always happen
to me?

Televangelism: send money or shit will
happen to you

Rastafarian: smoke that shit

—Big Dave
Paso Robles, California

Two women meet and start to discuss children. One says, "I'm so happy. I'm seven months pregnant."

"How?" asks the second, "You've had such a hard time conceiving?"

"I went to a faith healer," the first one replies.

"Really? My husband and I went to a

faith healer for two months and nothing happened," the second woman ponders.

The first woman smiles and says,
"Go alone."

—JoLo
Lancaster, California

When a redneck's ol' lady has cum drippin' out both corners of her mouth, what does that mean?

The trailer is level.

—Big D
Fun Town

An ugly woman walks into a shop with her two kids. The shopkeeper asks, "Are they twins?"

The woman says, "No, he's nine and she's seven. Why, do you think they look alike?"

"No," he replies, "I just can't believe you got laid twice!"

—S. Terry
Mustang, Oklahoma

Two bikers were out hunting one day. Swifty asked Slowpoke, "Supposin' I snuck over to your crib this weekend and make love to your ol' lady while yer off fishin', and she gets preggers and has a baby. Would that make us kin?"

Slowpoke finally replied, "Don't know 'bout that, but it sure would make us even."

—Big Jim
Huntingdon, Penn.



"Hi there. You're all under arrest."

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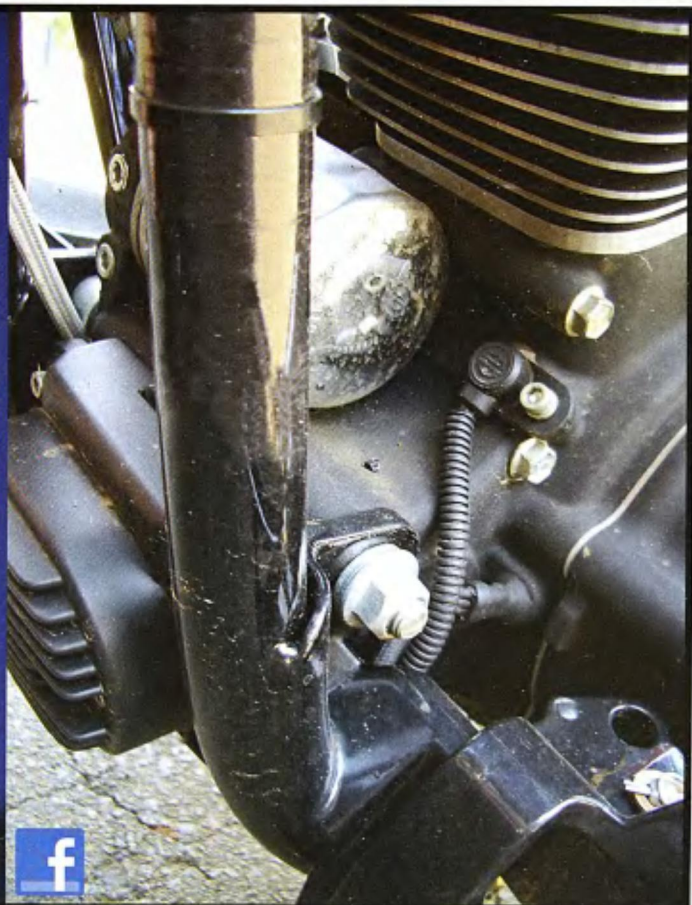
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SACRAMENTO

EASYRIDERS BIKE SHOWS ARE BACK!

Hey, groovy guys and groovy gals, it is that time of year again. The motorized cycle circus known as the Easyriders Bike Show Tour is traversing the nation to bring you the baddest, best, custom chopper carnival on earth.

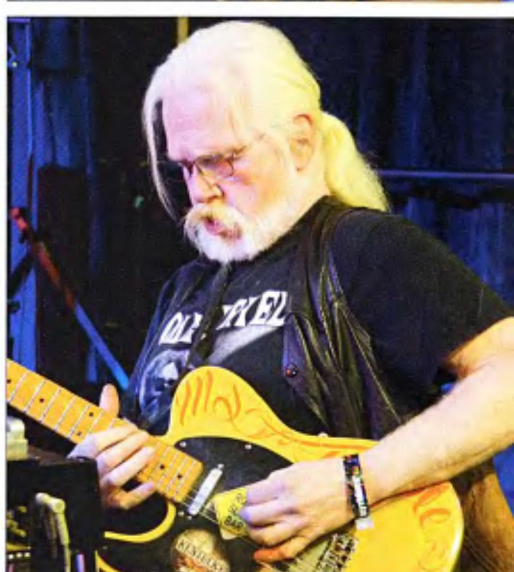
The first stop on the 2018 Tour was once again Sacramento, California, and this year Easyriders Events is proud to announce that our title sponsor for the bike shows is Lucas Oil. The Lucas folks are bringing tons of energy and killer swag to give away at all of our shows.



SHOWDOWN



SACRAMENTO SHOWDOWN



On Saturday, January 13th, the Sacramento Convention Center was transformed into a righteous biker city filled with amazing custom creations by some of the nation's top talents in the field of custom bike building. If you dig choppers and bobbers, antique racers, and custom baggers, this was the show for you. Award categories included Antique Class and Old School Choppers and Bobbers, Modified Stock, Radical Custom, Radical Bagger, and many more, with over 40 trophies handed out to the various winners. As always, our judges were the editors of *Easyriders* magazine, as well as Paul Yaffe from Bagger Nation.





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Bolt on a 25% Power and Torque Increase!*

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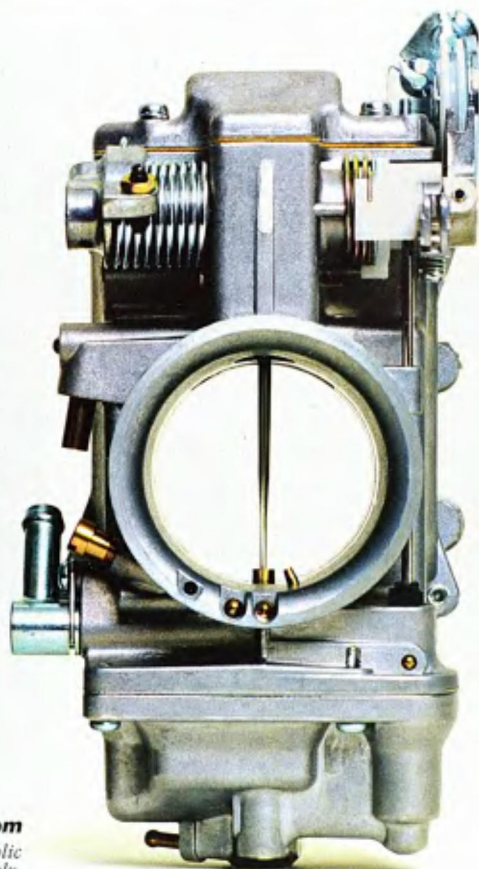
*Mikuni's HSR42 Easy Kit dramatically improves the performance of Harley-Davidson's Twin Cam engine, delivering unmatched throttle response and acceleration. Used with a Screamin' Eagle Air Filter and aftermarket exhaust the HSR42 Easy Kit adds 25% more power to the Harley motor. Horsepower is increased from 57.8 to 72.2 hp, and maximum Torque from 71.4 to 80.7 ft/lbs.

Smoothbore, flatslide roller bearing and accelerator pump technology delivers peak performance from easy starting and idle to wide open throttle. Ready to bolt-on and run right out of the box.



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SACRAMENTO SHOWDOWN



While the main attractions to this three ring, two-wheeled circus are the hundreds of colorful, custom bikes themselves, event goers enjoyed the booty shaking goodness of the Purrfect Angelz dancers and the music of *Easyriders'* favorite biker band, the Fried Brothers Band. Harry and the boys kicked ass, playing all their hits. California bikers kicked back with a frosty brew and some tasty chow to take in this indoor winter biker party, yet the weather was balmy enough for hundreds of scooter jockeys to ride to the event. In fact, motorcycles were parked everywhere within a few blocks of the venue.





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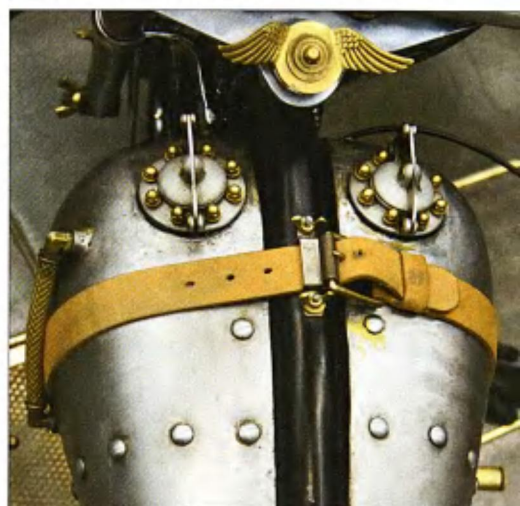


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SACRAMENTO SHOWDOWN

Basyriders' BALLOT BOOTH

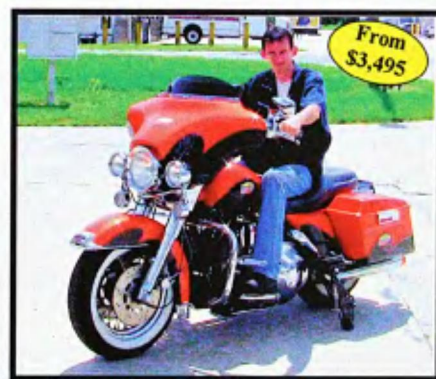


Announcer Lisa Ligon gave away prizes from Lucas Oil before we handed out top honors to some of America's best custom builders. As our show judge Kai Raecke is fond of saying, "People have all kinds of ways," and that was certainly true of the wide variety of custom bikes of every possible flavor that won the day. Top awarded builders were also invited to our Invitational Bike Show in Columbus, Ohio. These included Mark Shell of Bonneville Customs who took 1st Radical Custom for his 2011 Samurai, Daryl Alejandro of Tracy, California who won 1st Radical Bagger for his 2018 Road Glide, and Paul Yaffe picked Doug Ide's 2009 Road King to receive the Bagger Nation award.





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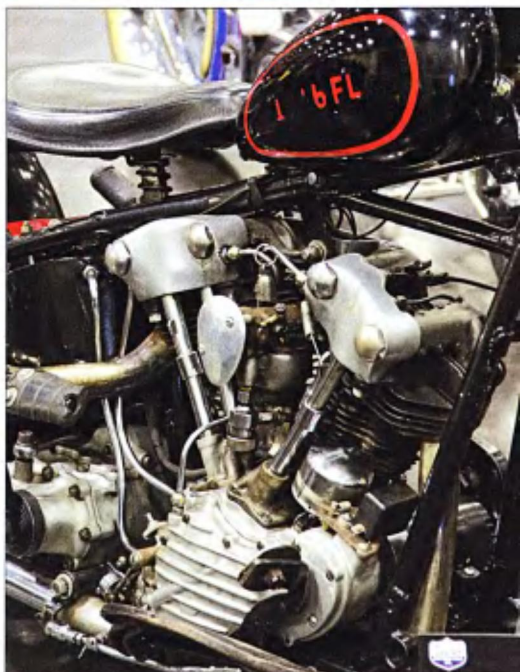
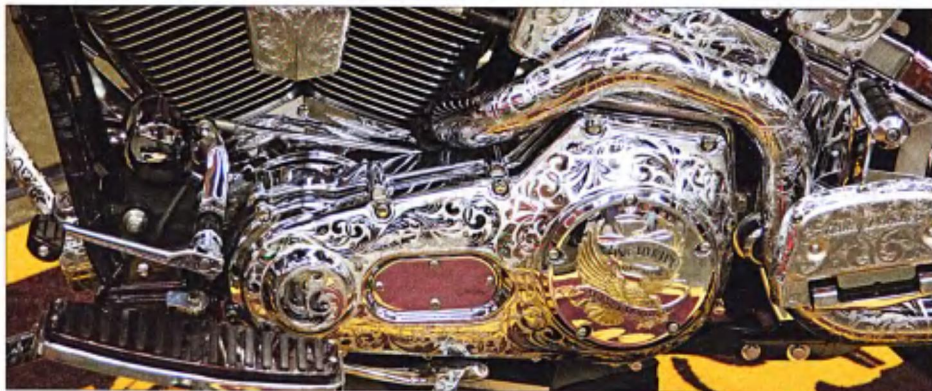
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SACRAMENTO SHOWDOWN





Also invited to Columbus were Editor's Choice winner Phil Cannon for his 2002 Loose Cannon Softail, Sean Mason of Phoenix, Arizona who took the John Green award for his 1945 knuck, and Best of Show went to the talented Dalton Walker of Hanford for his 1950 panhead chopper.

The next stop in the Easyriders Bike Show Tour is Charlotte, North Carolina. For more information please visit easyridersevents.com. —Dave Nichols

Photos: Kai R.

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brooklyn invitational



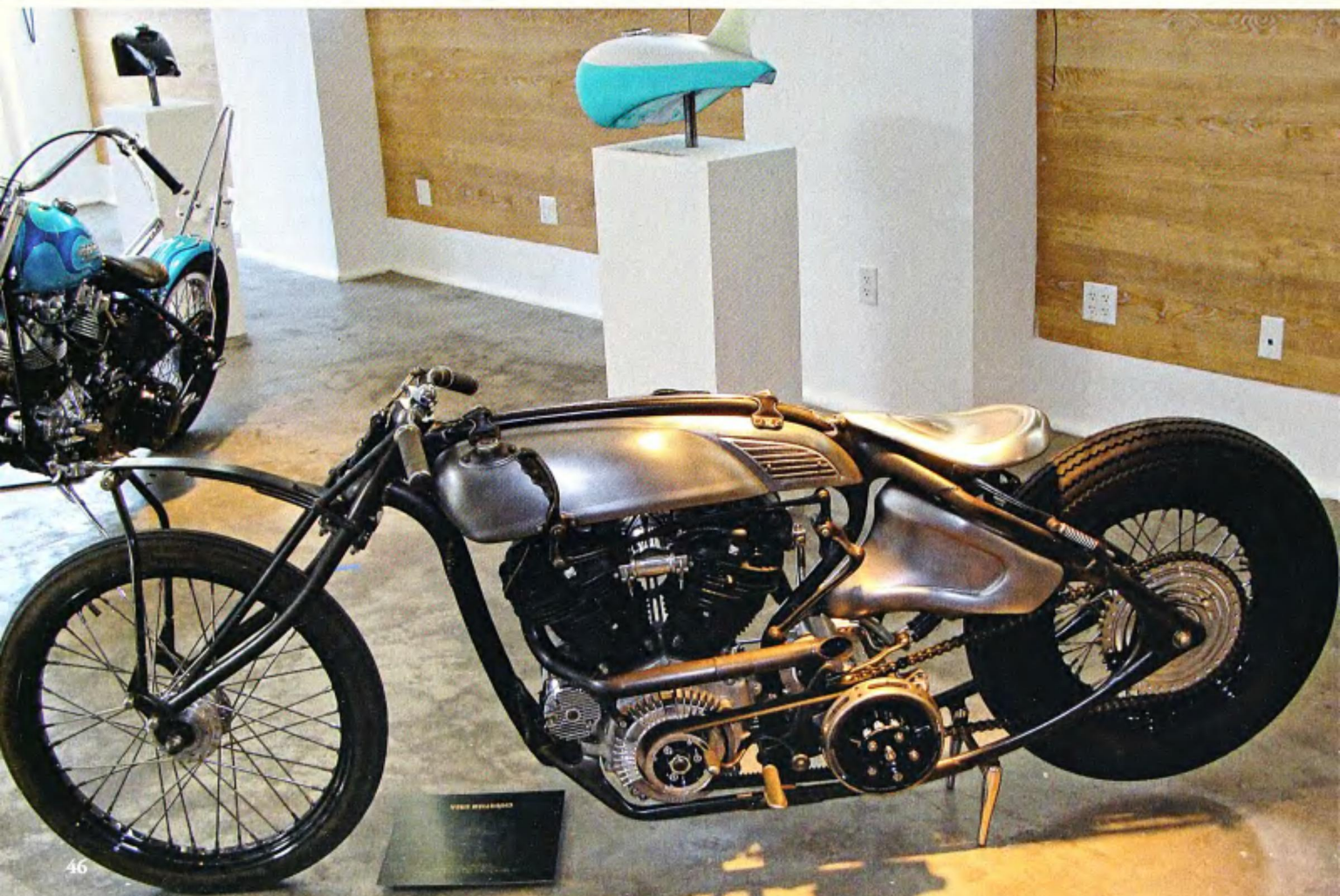
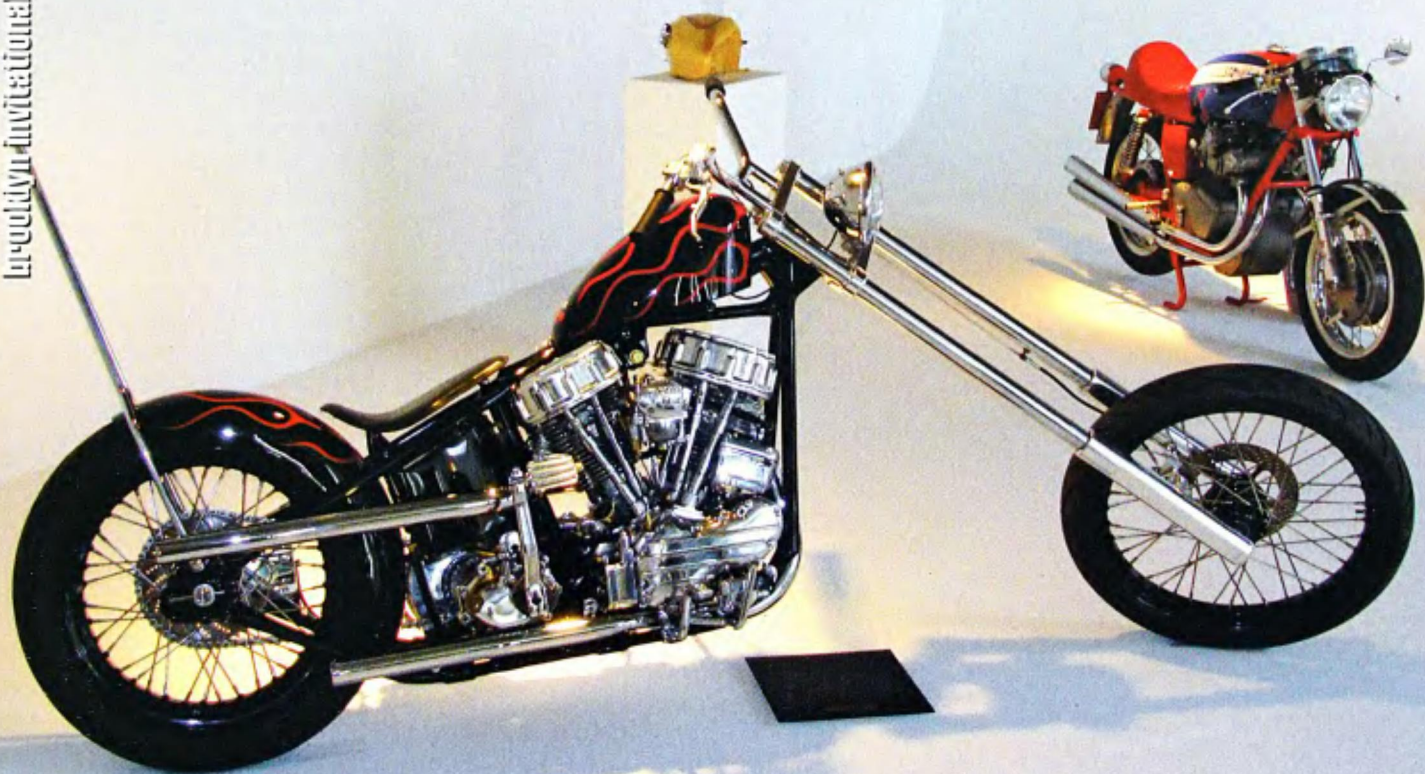
custom motorcycle show

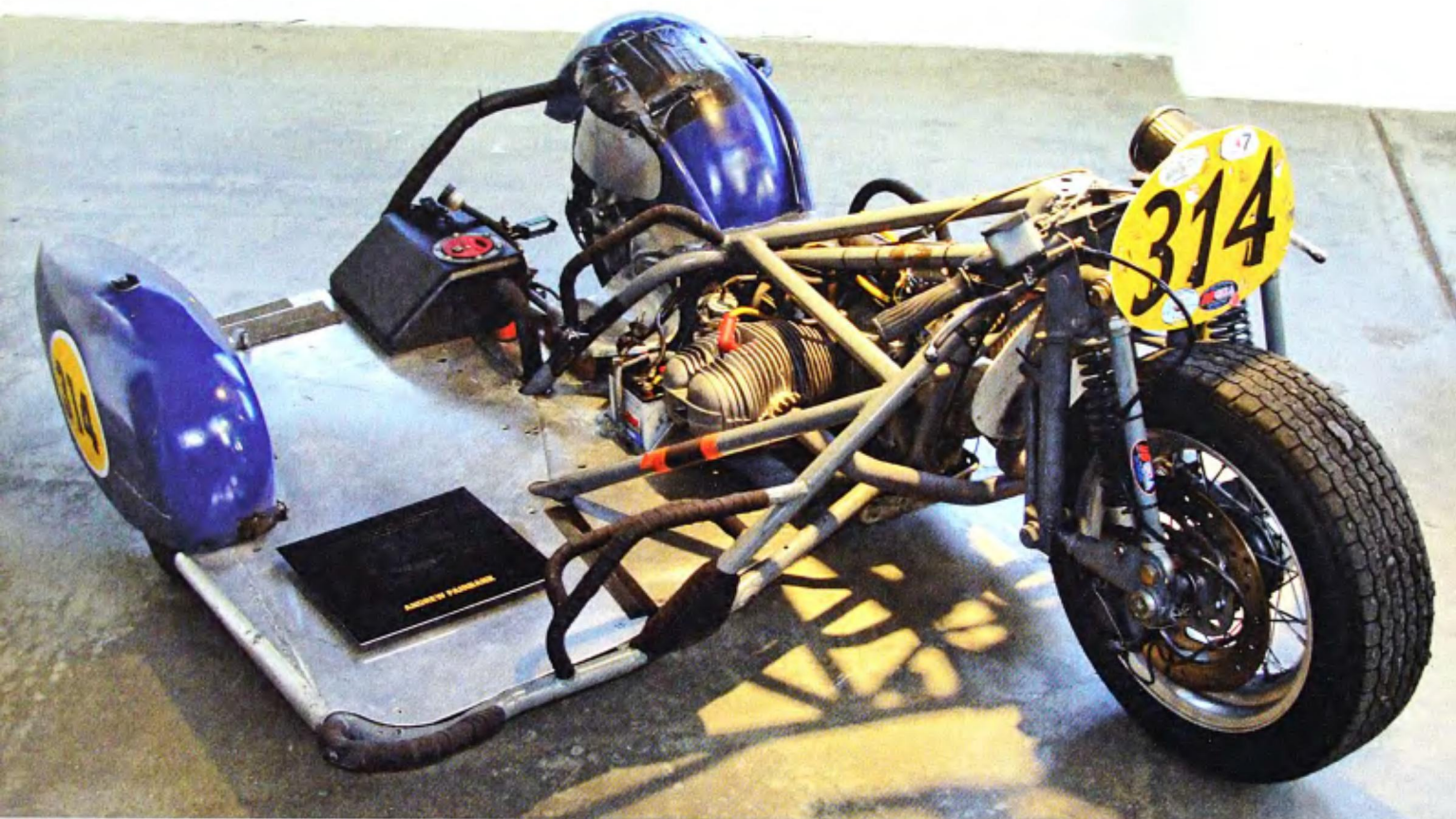


It has been no small task to brainstorm, organize, and realize the Brooklyn Invitational Custom Motorcycle show over the past nine years. Looking back at the first show in 2008, there was little to go on and few templates to follow. The idea of organizing a motorcycle show in a quiet gallery-like setting had really not been explored. In contrast to those days, the motorcycle scene has now moved into new territory. Today the level of expertise and creativity among builders is truly incredible. Different platforms, tastes, and stylizations now evolve organically in an international process. The community has gone global and young builders from every conceivable corner of the world now cross-pollinate their ideas and techniques very freely.

Originally in 2008, the first Brooklyn Invitational had a local flavor. The event founders John Copeland and Keino Sasaki set up the motorcycles for one day only in a dark, rough, nearly abandoned Greenpoint, Brooklyn factory building. There were no windows, and only simple, vault-like rooms with red brick walls and broom swept concrete floors. Bikes built by Lock Baker, Andy Camay, Rich Phillips, Bill Dodge, Paul Cox, Walt Siegl, Kevin Oranger, John and Keino, and a few others were illuminated by low-tech overhead lights. The machines sat quietly in the near darkness and begged attention. The founders created a free show with a museum or gallery ambiance: a series of quiet rooms where the motorcycles were presented simply on the floor. Nothing fancy, just a dozen inspiring motorcycles that spoke for themselves. People were invited to walk among the machines and quietly share their opinions and ideas. It was beautiful.

"This show started in 2008 as mostly choppers from New York and the surrounding area," John Copeland said recently. "As the





years went on we tried to widen the scope. It's custom motorcycles and not just a custom choppers show. There are all kinds of different things you can do in making a bike yours— some people build choppers, some people build café racers... So that's like the biggest thing we have done over the years. We've tried to widen the scope and the content of the show so it's not just one narrow take on the thing.

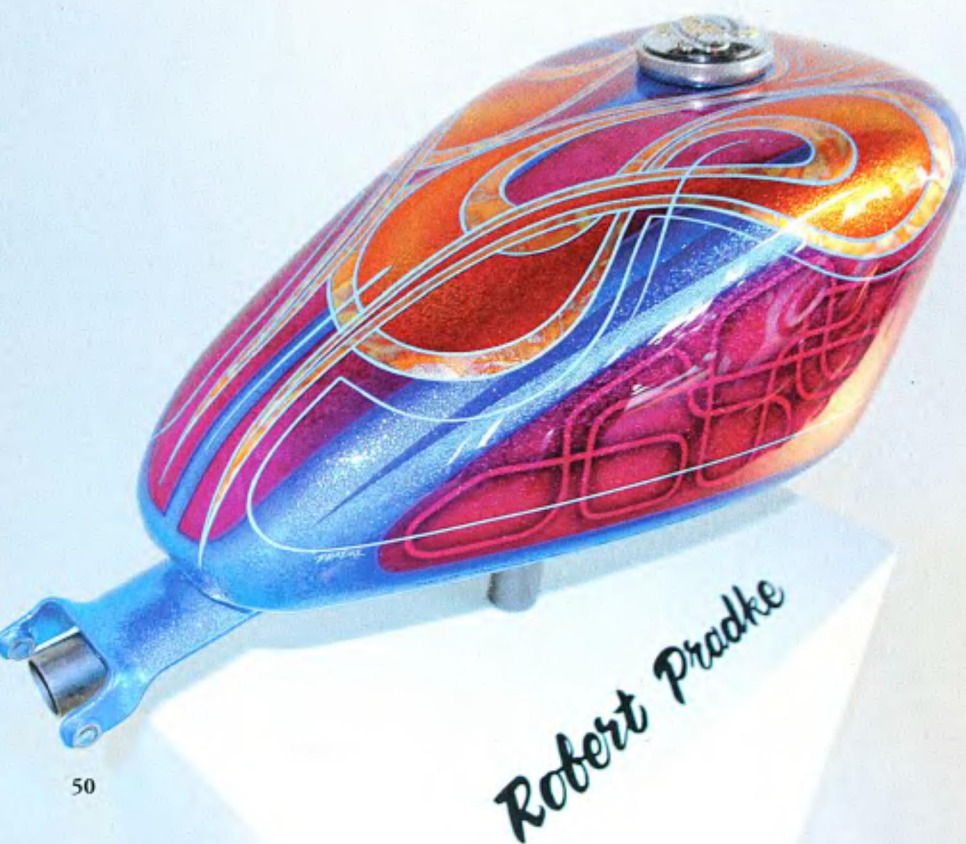
"There's a world of custom Harley choppers, and you get to know everyone, it's a small little world. Even though there are people all over the world doing it, you get to know everyone. We never wanted the show to feel like the same group of people every year.

"The Internet has changed everything," Copeland continued. "I wouldn't know half these people if it was twenty or thirty years ago when everything was by word of mouth. Now, you get to see these people's work on the Web. We had bikes built by Swedish builders Martin Carlgren and Nicke Svensson, and a bike by Toshiyuki Cheetah Osawa of Tokyo at the event this year.

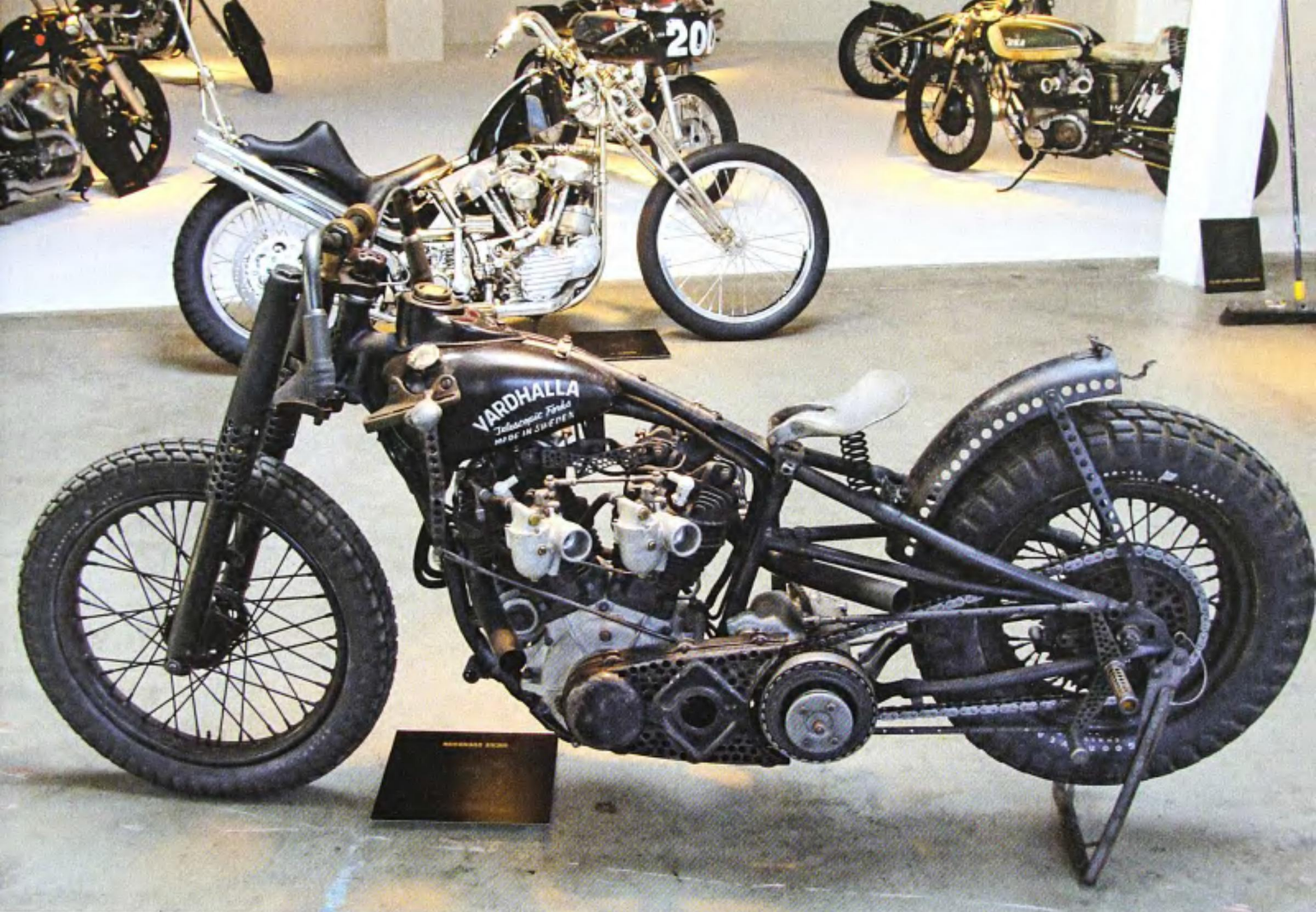








The location of the show shifted in 2009 to ROOT Studio; a ten-thousand square foot venue on North 14th street between Wythe and Kent in Williamsburg, Brooklyn. Copeland and Keino maintained the free "one day only," "you snooze you lose" approach. 1PM to 11PM on an anonymous Saturday in September. The event remained small, but the list of bike builders changed every year and started to include an international perspective. Over the years in a side room people sold some biker related fashion, and Matt Davis of DICE, a longtime friend of the show, set up a table for his magazine a few times. Tom Fugle also set up a table where he sold his handcrafted wallets and rock paintings; Shige Suganuma of Mooneyes attended one year and featured the event in his MOON Illustrated. Live music was added. Noted local tattooers, like Diego Mannino of Daredevil Tattoo NYC, worked all day



tattooing a special selection of small pieces he'd designed for the event.

"The list of builders shifted every year to include a selection of different sensibilities," Copeland continued. "Builders like Max Schaff, Chris Lindig, Aki Sakamoto, Jeff Wright, Michael Barragan, Walk Siegl, Chopper Dave, Hugh Mackie, Caleb Owens, Brandon Holstein, Shinya Kimura, and Dave Polgreen have been a part of this show." The number of people who visited the show every year is estimated at more than 4000 strong. Hundreds of bikes of every stripe were curbed on the street in front of the Roots building down North 14th. The vibe has always been no-friction, positive, and creative.

Jessica Wertz became more involved in the show several years ago and sweated the details along with Copeland and Keino. Her event planning skills and attention to detail kept the wheels on the rails.











In 2016, for the first time, the Invitational had a major motorcycle manufacturer sponsor: Indian Motorcycles played an active role in the show, and this year Indian promoted its new Scout bobber model at the event. The company asked a few top builders to do whatever they wanted to customize the bike. Keino got a bike, Roland Sands and Steve Caballero got a bike and worked on it together, and Satya Kraus got a bike. All three customized Scouts were featured at this year's event and Indian set up a low-key display table where company reps handed out material and shared info about the bike.

Keino's building timeline was short: he conceived and built his Scout in six weeks. "Indian contacted me about being a part of this new model promotional project," Keino said. "They said they wanted to pick multiple builders of different styles based on the new Scout model and show the bikes at this year's Invitational. That was a cool collaboration with Indian, as far as a sponsorship. We worked carefully

with them not to go overboard with the brand and to coexist together at the Invitational.

"Basically, they said I could do whatever I wanted and they didn't want to interfere with the creativity. They wanted to see something different, and of course, I just did my own thing. I reworked the tank completely from scratch. Anything aluminum on the bike except for the exhaust pipe end is worked from a flat piece of aluminum. Originally, I was given three months to complete the custom build, but for a mixture of reasons, the schedule got pushed back. So I ended up with six weeks and I said to myself, OK, I guess I gotta make this happen."

This year's Brooklyn Invitational was a success and once again everyone had a good day. 4000 motorcycle enthusiasts got together in a low-key creative environment, walked through the bikes along the sidewalk out front or in the show room and eyeballed the different styles and platforms of top international bike builders.

—Michael McCabe

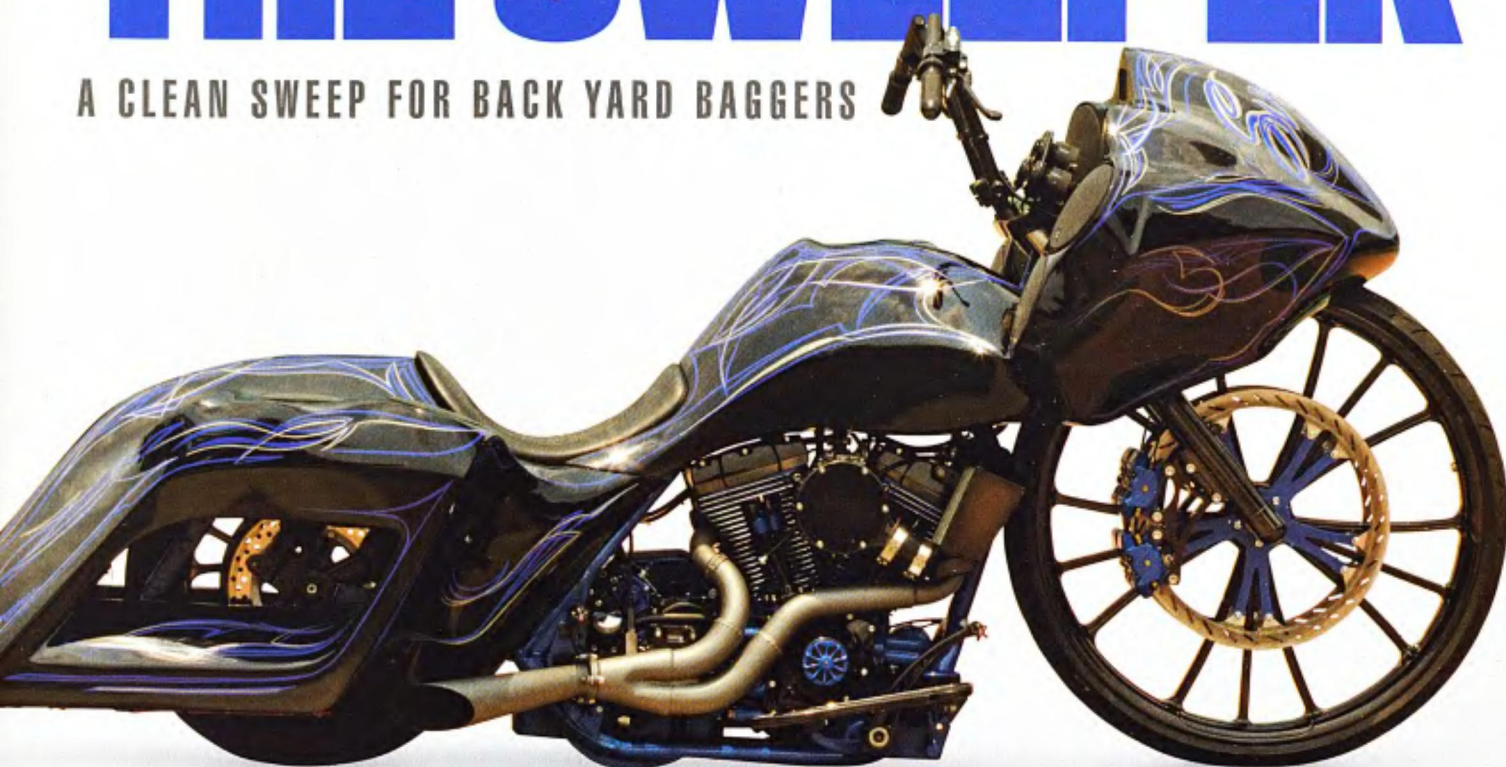






THE SWEEPER

A CLEAN SWEEP FOR BACK YARD BAGGERS



Joey Hensley of Back Yard Baggers says, "This bagger's owner, Mitchell Anderson from Greensboro, North Carolina came to me saying that he wanted the 'most radical, craziest looking bike that you have ever built, and I want it to sweep the show industry.'" The first show the bike was ever shown in was the Easyriders Charlotte, North Carolina bike show in 2014, where it won Radical Bagger.

A unique feature of the bike is that

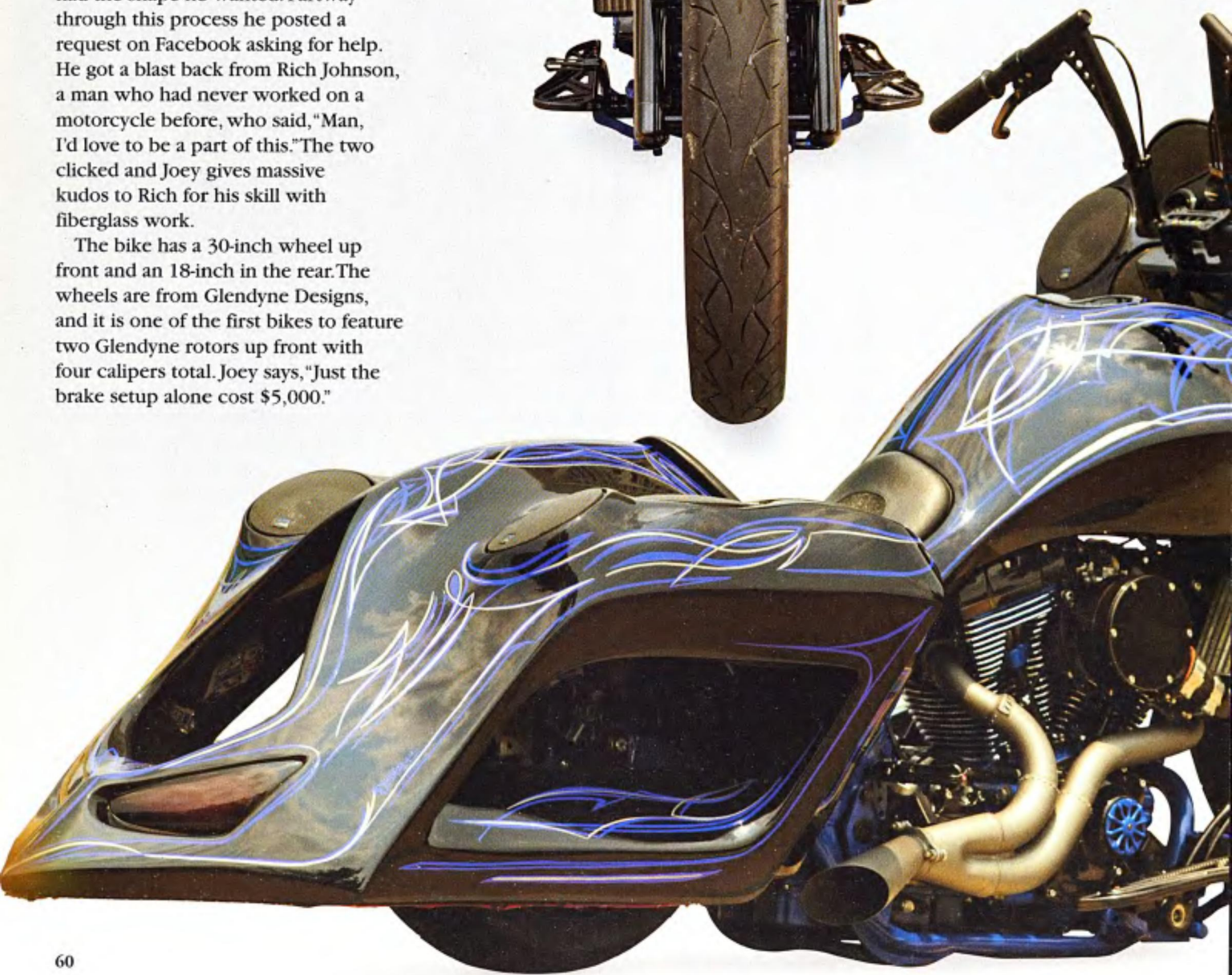
the saddlebags are "see through." There is a cutaway in each side from which you can view the wheel, rotors, and calipers. Through the rear fender you can see the rear tire. Underneath, the body panels are finished as nicely as the topsides, and are even pinstriped for extra detail. The base paint in black is by Lil Mans Custom in Georgia, and the pinstriping is by Randy Disher of Dish Did It in Winston-Salem, North Carolina.



Also involved with the paint were Alex Mabe and Jody Goodwill, both longtime collaborators with Back Yard Baggers.

The body is constructed in two pieces: the front half from the gas tank forward, and the rear half from the side covers to the tail section. The sections are heavy, requiring three grown men to lift them into place. Joey started the process of molding the sections by laying down a can of spray foam onto the gas tank, then waiting overnight. When he returned every morning, the foam would have grown three to four inches. He would then shape the foam with a hand grinder. When he had the shape he wanted, he would cut up microfiber towels, dip them in resin, and hand lay up the fiberglass until he had the shape he wanted. Partway through this process he posted a request on Facebook asking for help. He got a blast back from Rich Johnson, a man who had never worked on a motorcycle before, who said, "Man, I'd love to be a part of this." The two clicked and Joey gives massive kudos to Rich for his skill with fiberglass work.

The bike has a 30-inch wheel up front and an 18-inch in the rear. The wheels are from Glendyne Designs, and it is one of the first bikes to feature two Glendyne rotors up front with four calipers total. Joey says, "Just the brake setup alone cost \$5,000."



Wild and crazy bikes like this one make the Easyriders Bike Show Tour a must see event every year.



The motor was built by Zack Johnson of Kendall Johnson Customs. Joey says of it, "It has a ProCharger on it. The motor has a big crank, big pistons, big valves, and makes 200 horsepower. The bike is so heavy and makes so much power that it would never spin the rear tire. I weigh 300 pounds, the bike is probably 1,500 more, and I can go down the road, dump the clutch and it will pull the tire a foot in the air and carry it all through second gear."

The LED lights are from a 636 Kawasaki, placed upside down. The rear tail lights are also 636 Kawasaki headlights, which were molded into the rear section. The floorboards, extra motor covers, and accessory parts are from Battistini, which have been powdercoated in black chrome. The exhaust is from Frankie Serrano Designs (FSD), and were heat coated by Jet Hot Coatings in Burlington, North Carolina. The seat is a Butch Watson originally from High Roller Motorcycle Seats. Joey sends out special thanks to mechanic Charlie Ross, who helped with the assembly of this show-stopping bagger.

Rounding out the radical design of

the bike is the crankin' audio system. Back when the bike was built, audio was usually considered an afterthought. This bike broke the mold and Joey thanks Adam Dunn for making that happen. The bike has ten, 6 1/2-inch speakers in the front fairing, with an 8-inch subwoofer firing down off of the front tire, and six, 6 1/2-inch speakers in the rear tail section with two additional 8-inch subs firing down on top of the wheel. Plus, there are four, 1-inch tweeters on the handlebars. All told, there are 23 speakers, powered by 2,000 watts of amplifiers. Joey recalls getting in trouble at our Easyriders Invitational Bike Show in Columbus, Ohio. "I remember Leah (the show manager that year) coming up asking us to cut it off because it was so loud we were drowning out the band!"

Wild and crazy bikes like this one make the Easyriders Bike Show Tour a must see event every year. We hope you'll come down and see us soon for another great round of great bikes, biker music, hot chicks, and good times. Go to www.easyridersevents.com to see the complete schedule. See you there! —Kit Maira

Owner: Mitch Anderson
City: Greensboro, North Carolina
GENERAL
Designer: Joey Hensley
Year/make: 2006 Harley-Davidson
Model: Road King
Assembly: Back Yard Baggers
Time: one year

ENGINE

Year/make: 2006/ Harley-Davidson
Model: Twin Cam
Displacement: 1550cc
Cam: S&S
Ignition: Twin Tech
Pistons: Kendall Johnson/Wiseco
Heads: Kendall Johnson
Lifters: S&S
Carb(s): ProCharger
Air cleaner: ProCharger
Pipes: FSD Exhaust

TRANSMISSION

Year/make: 2006/Harley
Modifications: Kendall Johnson
Shifting: foot

PAINTING

Painter: Lil Mans Custom/Randy Disher, of Dish Did It
Color/type: Black with pinstriping and lettering

FRAME

Builder: Harley/Back Yard Baggers
Rake: 42 degrees
Stretch: 1-inch
Shocks: Back Yard Baggers

ACCESSORIES

Bars: Roland Sands
Handlebar controls: Performance Machine

Fender: Back Yard Baggers
Headlight: 636 Kawasaki LED
Taillight: 636 Kawasaki LED
Electrics: Back Yard Baggers
Gas tank: Back Yard Baggers
Oil tank: H-D
Oil system: H-D
Seat: High Rollers
Pegs: Battastini
Grips: Performance Machine

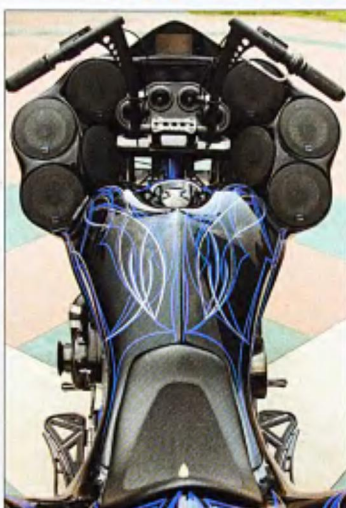
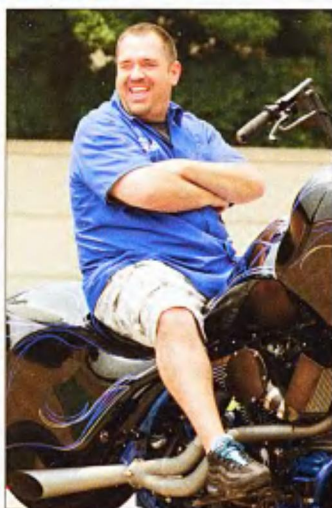
FORKS

Type: Arlen Nesse
Builder: Back Yard Baggers

WHEELS

Size: 30-Front, 18 Rear
Wheels: Glendyne Designs
Tires: VeeRubber
Brakes: Glendyne Designs

Photos: Brad Patton
Contact: Back Yard Baggers
336-755-5010
backyardbaggers.com



"I want the most radical, craziest looking bike that you have ever built."



SPECIAL Unswimsuit

2018 FOX OF THE YEAR



We have long had a serious problem here at the offices of *Easyriders* magazine. Since way back when *Easyriders* began in the 1970's, our shop has been filled with the usual office stuff; a pool table, old bike parts, wrecked typewriters, ancient fast food wrappers, Harley manuals, a stripper pole, posters from old biker flicks, and a goodly assortment of our editors' and writers' choppers. These oil-leaking wonders with their 16-over springer front ends and up-swept pipes are a lot more fun to look at than potted plants (unless the plants are pot, that is).

The problem with having cool shovelheads and panheads in the lobby is that they attract women... lots of women. It wasn't long before the *Easyriders* offices were packed with silly girls, asking to run out and get us beer, or jumping naked into the hot tub in Spider's office. Yes, girls love motorcycles and bikers, but this got out of hand. Soon, these wanton women wanted to be featured in the magazine astride gleaming choppers. So we came up with the idea of having a contest to weed out the girls

for that dubious honor. Best of all, we decided to have our loyal readers pick a winner each month. That way, the girls couldn't blame us if they didn't get in the rag. Thus, the monthly Fox Hunt Contest was born.

While some magazines have an annual Swimsuit Issue, we decided to create an UNSWIMSUIT SPECIAL a few years back, wherein you may peruse a bounty of topless biker chicks in their natural habitat, lounging on some of the world's wildest killer custom bikes. For this year we thought of combining the Fox Hunt Winners of the past year with our Unswimsuit Special as a way to find our FOX OF THE YEAR! And so, once again, you readers' mettle will be put to the test as we present you with all our Fox Hunt Contest winners from last year, all hopeful of becoming the one and only *Easyriders* gal for 2018, our FOX OF THE YEAR.

Simply kick back with your beverage of choice and leaf through the following pages to search out and pick your favorite Fox and then let us know who you think should receive this honor in one of several ways:

Call me at: 818-889-8740, ext. 1258

Email me at: dnichols@easyriders.net

Enter a message on the
***Easyriders* Facebook page at:**
[facebook.com/EasyridersMagazine](https://www.facebook.com/EasyridersMagazine)

Use the Fox of the Year Survey in our
***Easyriders* Digital Magazine.**

Or send me a snail mail at:
Dave Nichols
Easyriders Magazine
28210 Dorothy Drive
Agoura Hills, California 91301

We will gather your choices of winners for the next two months and then reveal our Fox of the Year in a future issue of *Easyriders*. The winner will receive some fine lady biker attire from our Roadware catalog, a cash prize and a chance to be featured once more in the illustrious pages of the world's best biker rag, *Easyriders*.

And now, without further fondue, here are the ladies...

—Dave Nichols

We begin our Fox of the Year search with the alluring A.K. from Illinois. A.K. is not 47, but is locked and loaded for your viewing pleasure. Pick her and your search is over, Bucko!

Fox Hunt winner A.K.

Bike: Jon Shipley's 2016 pan/shovel bobber "Green Bling"

Photo: Don Rogers



The electrifyin' Miss. Erika Lynn is a blond bombshell from the deep end of the Arizona gene-pool, where she enjoys long walks with hot midgets, warm radiator fluid and folding money.

Fox Hunt winner Miss. Erika Lyn

Bike: Ryan Johnson's 2014 Harley Breakout "Lucy"

Photo: John Covington





Sugar-sweet Stephanie is a delectable ginger
from the state of Indiana where the drapes
always match the curtains and the hat
usually matches the purse...
if you get our drift.

Fox Hunt winner Stephanie

Bike: Mike McFadden's

2003 M&M Customs Sportster

Photo: Michael Farabaugh



Rockin' Rachelle Nicole is a healthy lunged, tattooed terror from arid Arizona. Get out a magnifyin' glass and take a gander at all of her awesome skin art. It could take ya awhile.

Fox Hunt winner Rachelle Nicole
Bike: Dave Russell's 2012 Dirty Bird Softail
Photo: John Covington

The creamy and dreamy Ms. Carly Deville comes to us from California where she digs surfing, slapping, and creating impressionistic sand sculptures of her uterus for befuddled beachgoers.

Fox Hunt winner Carly Deville
Bike: Rude Vazquez's
1996 Evo Chopper
Photo: John Covington



Fox Hunt winner Katarina
Bike: Jason Stritenberger's
1996 Court House Customs Sportster
Photo: Don Rogers



Cutie Katarina is a daring psychedelic dame from Michigan who reminds us all of what girls looked like in the 1970s. She loves flower arranging and murdering hitchhikers. Hey, who doesn't?

Also from Michigan is sweet Melissa who enjoys craft beer, craft beer farts and nude parasailing with paraplegics. One thing you should know is that she absolutely refuses to keep her clothes on.

Fox Hunt winner Melissa

Bike: Dax Leandro's

1979 Pineapple Customs Sportster

Photo: Don Rogers





Sarah Jain is the perfect California girl. She hails from Berkeley, where she has been known to talk even the shrewdest lawyer out of his wallet. She is best served with drawn butter.

Fox Hunt winner Sarah Jain
Bike: Heath Fifield's 2016 Riff Raff Custom
Photo: Mike Chase

Awesome Ashley is an able-bodied blonde from, you guessed it, Michigan! She loves nothing more than donning a brightly festooned clown head and flying nude, wing-walking on a bi-plane.

Fox Hunt winner Ashley Carr

Bike: Donny Loos' 1969 Harley FLH

Photo: Michael Farabaugh



Meet a sweet bit on blonde ambition named Amy
from the wicked wilds of Pennsylvania.
Amy digs choppers, shoefly pie, and quiet evenings
with Pennsylvania Dutch boys.

Fox Hunt winner Amy

Bike: John Dodson's 2017 Gangster Chopper

Photo: Don Rogers



Willd Prescott is a wily and witty bit o' crumpet from North Carolina where, after a night of hard drinking with Thelma Lou and Aunt Bea, she kicked Barney square in the balls!

Fox Hunt winner Willd Prescott

Bike: Mike Patrick's

1996 Relentless Evo Chopper

Photo: Don Rogers

And that wraps it up, pilgrims!
Which devilish damsel did you pick
for our Fox of the Year?



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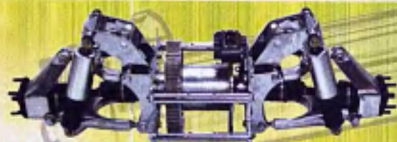
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Send a disc of your photos or videos to: Puttin' Pets, P.O. Box 3000, Agoura Hills, CA 91301, or email 'em to our purveyor of pets, Steve "Beatnik" Werner at swerner@easyriders.net. Who knows, you might just see your best furry friend on these pages!



Cindy, her bike and her pit bull, Nala.

—Cindy Coshat, Daphne, Alabama



This is Mickey, a six-year-old Boston terrier. He has been riding for three years now.

—Gary Hartsel, Ashland, Ohio



Harley is a five-and-a-half-year-old, friendly mutt. He weighs 60 pounds and has ridden over 22,000 miles on the back of my bike since he was a puppy.

—Bill "Watertight" Doerr, Gainesville, Georgia

CATSKILL



MOUNTAIN THUNDER



FOR 20 YEARS, THE HANDEL FAMILY HAS BEEN WELCOMING ALL WHO ROLL THROUGH THE GATES OF BLACKTHORN RESORT FOR THE ANNUAL CATSKILL MOUNTAIN THUNDER RALLY. BROTHERS DALE AND ROY TREAT EACH AND EVERY ONE WHO ATTENDS AS PART OF AN EXTENDED, ALBEIT OCCASIONALLY UNCONVENTIONAL AND SOMETIMES ROWDY, FAMILY.



Rolling in from all over the USA and Canada, this diverse family continues to grow. The accommodating mindset of the hosts is surely to blame. If you haven't yet deduced, Blackthorn, where the vast majority of CMT is held, is nestled amid the scenic Catskill Mountains located in upstate New York. The area offers some phenomenal riding opportunities and the timing of the rally gives these northern scooter jockeys a chance to enjoy those roads before Ol' Man Winter plummets the temps and covers them with a blanket of snow.

The fun gets rolling with Wednesday's Pub Crawl. You simply climb aboard one of the provided (stripper pole equipped) school buses, cruise around the area with a bus load of new friends, and visit a few of the Handel's favorite watering holes without fear of obtaining one of those pesky DUI citations. Then, to nurse your hangover on Thursday, The Blackthorn provides free food and drinks for the official pre-festival kickoff party, and the weekend of nonstop entertainment is officially under way.







Friday's breakfast run gave some of the early risers and those not nursing hangovers a chance to see the rally's magnificent backdrop during a 90-minute guided ride through some of the twisty mountain roads that are synonymous with the Catskills. For a few, those roads proved to be a little too twisty, but nothing a few Bloody Marys couldn't cure upon arrival to a nearby restaurant and a prearranged breakfast buffet. Once back at the resort, the infield was starting to buzz with activity.

Approximately 50 vendors surrounded the main infield. Rhett Rotten's Wall of Death, the Urias Family Globe of Death, and the sky-high acrobatic antics of the Moto-X jumpers shared stunt show duties, while the custom bike shops competing in the bike build-off were sending sparks in all directions. This year, the local shops competing were Ol' School Customs, DiSorbo Motorsports, Area 61 Customs, and CS Customs.



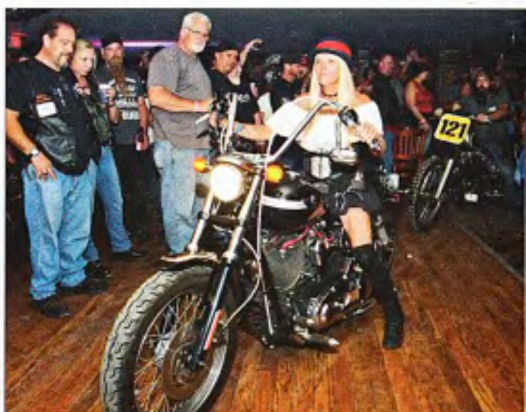


Each shop is assigned the daunting task of building a working motorcycle from "scratch" in four days. That bike must be capable of navigating the resort, riding through the bar (inside) and up to the front of the main stage under its own power. Any bike not capable of making the short run is booted off the podium. Popular vote determines the winner and this year's honors went to CS Customs.

While motorcycle rodeo games took the spotlight for most of the afternoon on Saturday, the real excitement began after sunset. Each night, CMT turns up the heat with fire shows via fire-breathing bartender Ms. Truna, as well as the all-new "flaming" aerial burnout lift (a sight one must see to believe), gals wrestling in spaghetti, body painted beauties, an incredible fireworks display, and loads of live music. Headliners Quiet Riot and Back in Black were joined on various stages over the weekend by The Razorbacks, Moonshine Junkies, Bullzeye and CMT crowd favorite, Dressed for the Occasion.

The rally's custom bike show and Sunday pig roast offer the perfect finale to an already jam-packed weekend. Next year the rally turns 21 and will take place on September 12th to the 16th. For more info visit catskillmountainthunder.com.

—Don Rogers



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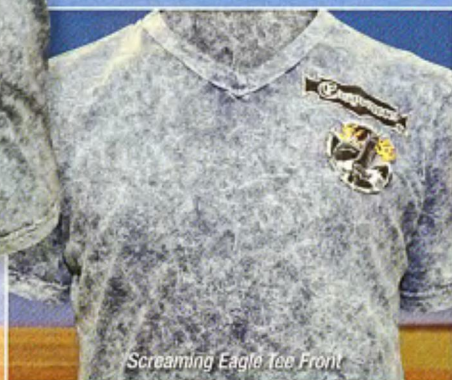


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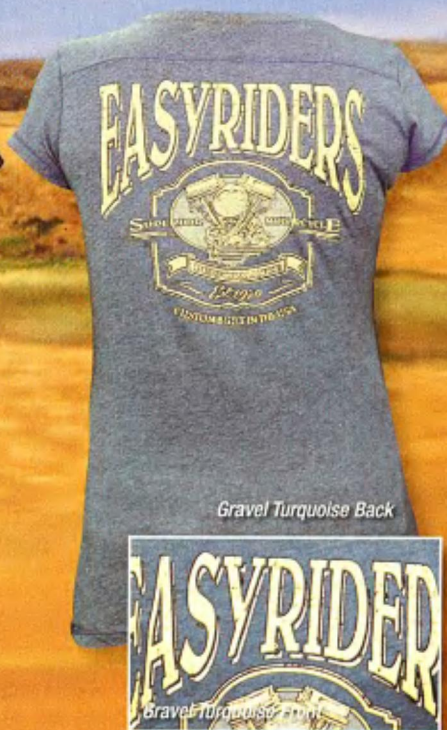
Peekaboo Front Black



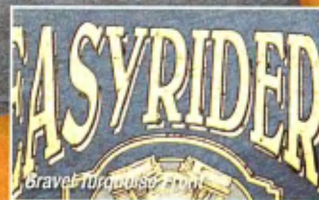
Peekaboo Front Pink

Peekaboo Womens Tee

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



Gravel Turquoise Back



Gravel Turquoise Front

Gravel Turquoise Womens Tee
 2197 Short Sleeve \$21.95

womens



Twelve Feet

Dylan was on the last leg of his journey, both figuratively and literally. He'd spent a lot of years on the planet and had a lot of miles under his creaky old ass. He knew he was a very lucky man. He'd been able to live life mostly on his own terms, and not many men could say that. He made a good living as a machinist, having learned the trade from his father at a young age. He parlayed the trade into a thriving business and sold it all for a handsome profit which enabled him to retire at 55. He met and married a wonderful woman who had stuck by him through the thicks and thins of life, his alcoholism, his penchant for fighting both in bars and rings, and his dalliance with a mistress. A tough, no nonsense, bitch of a mistress.

These days the alcoholism was a thing of the past, thanks to Carolyn, his loving and supportive wife. He no longer fought at the drop of a hat, as legal fees and emergency room visits ate up a lot of cash and old bones take a long time to heal. But the mistress thing...well, that was still a problem.

Many wives have a passel of nonsense to deal with when they're married to bikers and Carolyn was no exception. From their very first date aboard Dylan's first Harley, an Ironhead Sportster, she knew the thrill of riding, tucked in behind a skilled street rider aboard a loud and brash Harley-Davidson, but she also realized, right off the bat, that there would be problems with all of it as well. Not that Dylan wasn't attentive and kind to her. He was. She never tried to tame him,

because she knew he couldn't be tamed, but it hurt her to watch him go through his personal agonies.

Over the years, they grew closer as a couple. They were almost inseparable. Carolyn found out at a young age that she could not have children. It was devastating for her because she so wanted to bear a son for Dylan. Dylan took it in stride. They'd planned on adopting, but during Dylan's drinking and fighting years, it didn't seem to be the way to go. Ultimately, it just didn't happen. Dylan and Carolyn both worked long hours and planned on an early retirement together, and they achieved their goal. Carolyn was happy and content with their lives, but Dylan remained restless. And then, of course, there was his mistress to contend with.

Many biker's wives have their hands

full with their wild husbands. Usually a spotless, expensive Harley acts as the mistress. Sometimes a leaky old panhead or shovelhead can be a wife's competition. Hours and fortunes are spent on the machines with little time or money left over for the wife.

Not so in Dylan's case. Dylan made good money utilizing his machinist skills. He restored and sold off many a Harley and built a stockpile of cash in the process. Cash he used to purchase any bike he wanted without touching his retirement money. So that wasn't an issue for Carolyn. Dylan's bikes weren't his mistresses. As a husband, Dylan was generous to a fault. There were flowers for every occasion, jewelry, and thoughtful cards, and new cars under Carolyn's fine butt every few years. Dylan was anything but selfish with his earnings.

Dylan's mistress wasn't his Harleys, Dylan's mistress was the open road. Two lane blacktop and wide open interstates called him, tugged at him, consumed him.

Carolyn didn't understand Dylan's passion at first; there were arguments in the early years. Dylan took her on long road trips with him whenever Carolyn could find time off. She enjoyed the rides at first, but after a few years of riding hard through deserts and small towns, dodging hail storms, blazing heat, enduring the numbness that even the most comfortable passenger seats provide, and shivering to the bone on freezing cold nights, the lure of the road got old for her.

Those trips taught her that the passion for the road ran deep in Dylan. He was a man for whom a car trip to the local store or to his in law's home three towns away was sheer torture. But if done on his hawg, it was a thrill. It never got old for him. It was always the same with Dylan. Carolyn would see a change in his mood after weeks of hard work and routine. He would get a faraway look in his eyes and their conversations would end with him just staring off into space or out a window. That's when she knew his mistress was calling; the lover she competed with for decades was once again knocking on the door. There were no secret text messages, no whispered phone calls,

just the faraway look in her man's eyes.

Carolyn tried ever harder to make a happy home for Dylan and they had their own brand of fun. They raised rescue dogs and always had at least two in the house at any given time. They finally settled on a pair of four-footed mental cases that brought laughter and happiness into their otherwise quiet home. The dogs slept with them and Carolyn would be happiest when there were "twelve feet" in their bed. Dylan balked at first, but grew used to having the pair in bed with them, and he was happy when Carolyn was happy. His road trips became farther apart as he grew older and he became more satisfied with his home life.

One morning, as Carolyn was sliding one more piece of French toast onto Dylan's plate, she froze for a moment. There it was, the look that so many wives have endured over the centuries. It was unmistakable. Some wives knew it was another woman, others knew it was a custom bike, or a hot rod car, but Carolyn knew it was the same old bitch. The rotten, selfish bitch who had haunted her marriage from day one. She didn't let on about her feelings, she just poured coffee and watched Dylan toss pieces of French toast over to the "boys" as they called their dogs. She braced herself for what was to come next.

The conversation about the bitch. The faraway tone in his voice, the rationalizations and the whys and wherefores. She knew that there would only be ten feet in her bed that evening. Once again she would know the worry and loneliness of a wife who must compete against a determined mistress or lose her man for good.

Carolyn didn't argue with Dylan, she helped him pack fresh water, some canned goods, and a few sandwiches for his first few days out. She watched him lash his pack and tent and sleeping bag to his Candy Apple Red Harley Breakout. As always, they locked the dogs out of the bedroom and said passionate goodbyes. As they did, Dylan wondered why the pull of the road never ceased, why he would leave behind such a beautiful and passionate woman to chase ghosts down lonely highways.

Two hours later Dylan was heading west on I-70 at 80 miles an hour. The bike ran well at that speed. His mind played a slideshow, just behind his eyes, of a hundred previous trips. The bloodied face caused by a freak July hail storm up in South Dakota. The lungs full of Roundup in Kansas as a crop duster released his payload while he rode unseen between endless rows of corn. The flat tire in Lubbock, the endless rain in Albuquerque, so much rain his ass crack got soaked. The bad coffee, the stiff neck and numb hands, the cramp in his right leg that was so painful he yelled out loud and almost dropped the bike as he pulled to the shoulder. He had a hundred more memories just like those and he wondered why he did it at all.

But then came the sunset. The sunset that caused the cactus on either side of him to throw long shadows. Shadows that reached for him and the rumbling Breakout. He avoided the Armadillo that was in a permanent sleep in the middle of the road and he rolled on. The wind was brash music in his ears and the temperature dropped as the elevation rose. His eyes teared and cold began to creep through his gauntlets. He would push on as he always did. He would suddenly find joy in all of it. In the pain, in the high that could only be achieved by carving up roads on two wheels while listening to a mighty v-twin's heartbeat. In the near misses and the rapid conversations with strangers at gas stops and in el cheapo campgrounds. He would ride along the Pacific for the umpteenth time and he would curse the construction delays along the entire trip, and then he would turn east once more. East and home.

A light exploded in his head, he had an epiphany, maybe he did it all just so he could come home. Maybe that was the reason for his whole addiction to his tarmac mistress. Coming home to Carolyn's open arms and smooth thighs. Maybe she was right when she whispered to him as he lay spent in their bed, "Dylan, twelve feet are better than ten feet any day." He smiled at that, and still smiling, he looked for the east bound loop.

—Z. Jakl



A DENVER'S CHOPPERS TRIBUTE IN CHROME

GLORY DAYS





If anyone knows how to build custom choppers in the West Coast style that was huge half a century ago, it would be Mondo, owner of and head-of-everything at Denver's Choppers in Reno, Nevada. That's because he was there way back in the day when Denver's Choppers was one of the first—if not the first—custom bike shops in Southern California.

So when it came time to build this beautiful 1945 knucklehead, its owner, Fred Sala, knew exactly who'd do it right. "Freddy basically co-owned the bike with his good friend Mark 'Papa' Guardado," Mondo says, "and they were going to build it together. Freddy had the transmission and a rear wheel, Papa had the motor and the frame."

Unfortunately, Papa died back in 2008 before they could really get started, so Fred kept his parts and ultimately bought Papa's parts from his kids.



"I wanted to make it look like it was built during the glory days of choppers."

About three years ago Fred approached Mondo about finishing the project in memory of Papa, basically making the knuckle a tribute bike. "I told him that, of course, I'd do it," Mondo says, "so Freddy brought me the parts and I constructed the whole thing in Papa's memory."

What that meant specifically was



that, because Papa was from San Francisco, Mondo put the bike together in the famous Frisco-style of yore, with mid-controls, a mild set of custom apes, and the Denver's springer front end. Fred also got involved in the build by designing such aspects as the handlebars, the pipes, and the sissybar, which Mondo then fabricated along

with the oil tank and many other old-school custom features. About the only nod to modernity would be the belt drive inside the primary.

As you can see, pretty much everything on the bike is chromed, with the exception of the root beer-colored frame, which Fred picked. "Chroming everything else was my

idea," says Mondo, "because back in the sixties and early seventies, a lot of guys used to chrome their bikes, their gas tanks and fenders and so on, and I wanted the bike to be a throw-back. When you look at the footpegs, the master cylinder, the magneto, and everything else, everything's period correct for that time. I wanted to make

Owner: Fred Sala

City: Reno, NV

GENERAL

Fabrication: Mondo / Denver's Choppers

Year and make: 1945 H-D

Model: rigid

Assembly: Mondo

Time: 6 months

Chroming: Paughco

ENGINE

Year and make: 1945 H-D

Model: knucklehead

Ignition: magneto

Displacement: 74 cubic inches

Lower end: stock

Balancing: stock

Pistons: H-D

Heads: stock

Cam: stock

Lifters: solid

Carb(s): M-75-B

Air Cleaner: knuckle

Pipes: Denver's Choppers

TRANSMISSION

Year and make: 1947 H-D

Shifting: 4-speed

PAINT

Painter: no paint

Color: gold

Type: powdercoat

FRAME

Year and builder: 1970 Santee

Type: rigid

Rake: 33 degrees

ACCESSORIES

Bars: Denver's Choppers

Handlebar controls: old school

Fender(s): Denver's Choppers

Headlight: Paughco

Taillight: Paughco

Pegs: Anderson

Electrics: Mondo

Gas tank: Paughco

Oil tank: Paughco/Mondo

Oil system: H-D

Primary cover: H-D

Seat: Bates

Grips: stock

FRONT END

Type: springer

Extension: 4 inches over

Builder: Denver's Choppers

WHEELS

Size: 21-inch front, 16-inch rear

Tires: Avon

Brake: H-D juice brake

Photos: Ben Zales

Contact: Denver's Choppers

775-813-1994

denverschoppers.com



Mondo (standing) with Fred Sala and son.

Because Papa was from San Francisco, Mondo put the bike together in the famous Frisco-style of yore.

it look like it was built during the glory days of choppers."

Mondo says he even narrowed the five-star front Harley hub to fit the front end, and it has an M-75-B carburetor, as he points out, and not an M-74-B. "They had a short run of the M-75-B back then, so the bike has a chromed one of those, and that makes it pretty special," Mondo explains.

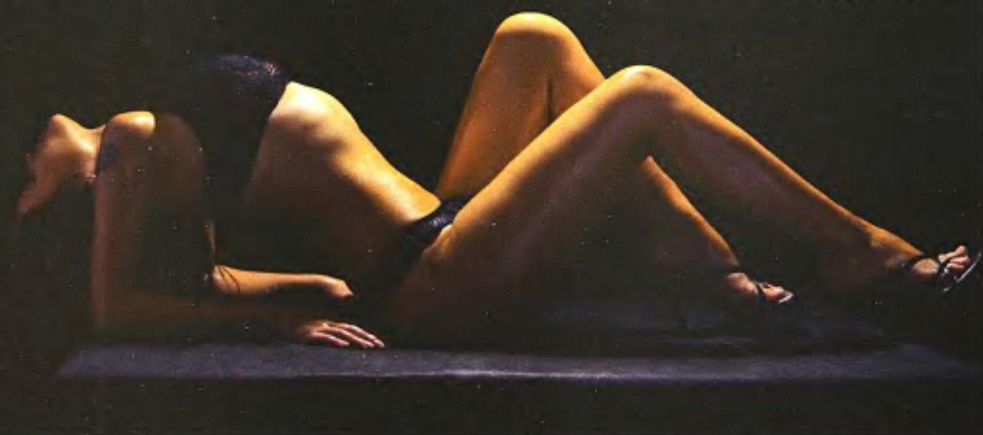
Although Fred owns the bike, Mondo still has it at his shop for the time being and takes it around to different shows. "The bike is really popular," Mondo says, adding that he wants to thank Mark Guardado Jr. for his support and "for saying that his dad would have loved the bike. May Papa rest in peace." —*Tripper*





Confessions of a Stripper

BY PUSSY PER SE



HOW (LONG) TO TALK TO A DANCER

There are lots of guys who come into a strip club and talk endlessly. They turn on the charm, or what they believe to be charm. They do some subtle bragging, and some not-so-subtle bragging. They like to tell us, the dancers, something about themselves. These guys read in some magazine that this is what all women want. "Really," I have to say when a response is clearly called for, "You revolutionized the wholesale plumbing supplies business in the tri-state area? Fascinating!"

None of this is necessary. A strip club is not a singles bar. A fascinating life story and \$25 will get you a lap dance. The fascinating life story by itself? Nothing. I don't say this to put "charmners" down, but to explain that you must shift gears when you enter our club, our turf. The rules are different here.

Take a customer we call Harpo. He doesn't play the harp, so far as I know, but he is as quiet as Harpo Marx. He never talks to other customers, never jawbones at the bar. Just takes a seat at the stage, and when he meets a stripper he likes, points to the back room. Or points to two girls, and then the back room. We know this means he wants a private dance. Once back there, he hands over a wad of bills. We

count it, divide by 25, and that's how many dances he wants. Every stripper knows this math. Harpo is very responsive. He talks with his hands and body. Every dancer I know gives him special treatment.

The other customers hate Harpo. Two of them once confronted me and complained about what a loser and a user he is. "That guy just comes in, doesn't talk to the girls, takes them into the back room, gets what he wants, then leaves the club." I explained slowly and clearly. "You know what we call a guy like that? The perfect customer."

There is a bright side to all of this. Strip clubs level the playing field. The guy who is shy or maybe doesn't know what to say to girls is on an equal level with the big talkers. The pickup rule, "Say anything," doesn't apply here. You have to remember where you are. In a singles bar you may be required to talk endlessly to get a girl interested. Not in my place. It's not that I or my coworkers are unwilling to talk. But keep it short, especially if you're not interested in a dance. One of my coworkers, the very lovely Victoria, has a three-minute rule. She will talk to a customer for no more than three minutes. If there's no sale, she moves on, or suddenly needs to tinkle. Her reasoning: a four-minute dance plus

three minutes of conversation equals seven minutes. If the guy buys a single dance, she has made \$25 for seven minutes, not four. Yes, it's part of the job, but some jobs are more profitable per minute than others. You can see why we give Harpo extra attention. There is no lost time with him.

I expressed my approach to a longtime customer who runs a bike shop. He understood immediately, said many of his shop customers love to talk about bikes to him while he's working on theirs. From discussing how long they can ride before their seat makes their butt sore, to the proper way to bleed brakes or gap sparkplugs or what jets to use in their carburetor, they want to talk bikes. He secretly charges them for listening, adds it to the time spent under "labor." We strippers don't have that recourse.

Another coworker, Dazie, is a clean-cut girl, fresh looking, no tattoos, a prom queen type. She left stripping for six months to be a high-priced escort. The escort services charge business types simply for finding them dates who don't look like working girls for various events. What happens afterward is between the client and the escort. Dazie came back to stripping for far less money. She couldn't stand being an escort. It wasn't the sex. That was familiar territory. It was the talking, the laughing at lame jokes, of being charming and attentive to some businessman doofus for hours at a time. The common strip club customer is not nearly so boring. I just tell you this to make a point: when we are talking to you, we are still working. It is business.

That said, I realize that talking is part of my job. If we didn't talk at all it would be boring, the social equivalent of a glory hole. We're trying to have fun and talk is part of that. There is another reason. We strippers do feed on the illusion that some men do delude themselves into thinking they're in a singles bar, or a party. It is the stripper's job to make the customer believe he has some intrinsic value. And for sure, he does, and many of my customers are legitimately charming. Still... bring your wallet.



"Are you the idiot that does these stupid paintings?"

ROAD



ANDREW POTASH'S 1948 INDIAN CHIEF ROADMASTER

We met Andrew Potash last year at the Chopperfest in Ventura, California. Andrew took 2nd place Antique for this tried-and-true 1948 Indian Chief Roadmaster. He has been riding for over ten years and his first bike was a 1981 Yamaha SR500 that is still running strong. But this Indian is his true love. Though Andrew's dad rode a cool Norton Atlas café bike back in the day, his parents were against Andrew and his brother Nick riding "murdercycles," so they had to wait until they moved out of the house to get some wind.

Andrew found this faithful Roadmaster in Missouri about four years ago. "A righteous dude named Carlos had owned it for about 30 years," Andrew tells us. Carlos had originally picked the bike up in Florida from a retired Harley mechanic. "I drove out to Missouri from San Diego in my dad's pickup with my dog Dora. We made the round trip in four days." When he got the Indian home, Andrew and a friend

went through the entire bike and discovered that almost everything had been done right or never touched. "It was missing a lot of the little parts," Andrew recalls. "This was my first antique bike and there were so many little parts you never think about on a chopper or newer bike."

"I love old stuff, so I knew I didn't want to do any cosmetic restoration," Andrew says. "But I wanted to be able to ride it as often as possible, and I wanted to add some accessories from the period. I love all the old little lights, reflectors and stuff that people used to customize their bikes back then. It's slowly coming together and it isn't a perfect restoration. For instance, the Corbin speedo and dash is from 1947, but I like the way it looks better than the '48 version."

"When I first got the bike, I didn't want to do anything more than clean the dust off and ride it," Andrew says.



D TRIP



"I think the tanks are an old repaint, since seafoam blue, the stock color for that year, is lighter. I have seen a couple Chiefs that claim to be OP that look very similar, but I also thought it might be Harley skyway blue, from the same period, since it was a Harley mechanic's project 35-plus years ago."

"The seat is so ugly, but I love it," Andrew confides. "It came out of a thrift store. Someone had made a stool out of it, with a large gear as a shelf below it. It had some old leather repairs, and I had to do a lot more and condition it back to usable condition. Starklite and Kiwi Indian have both been super helpful for all the little pieces I was missing, and

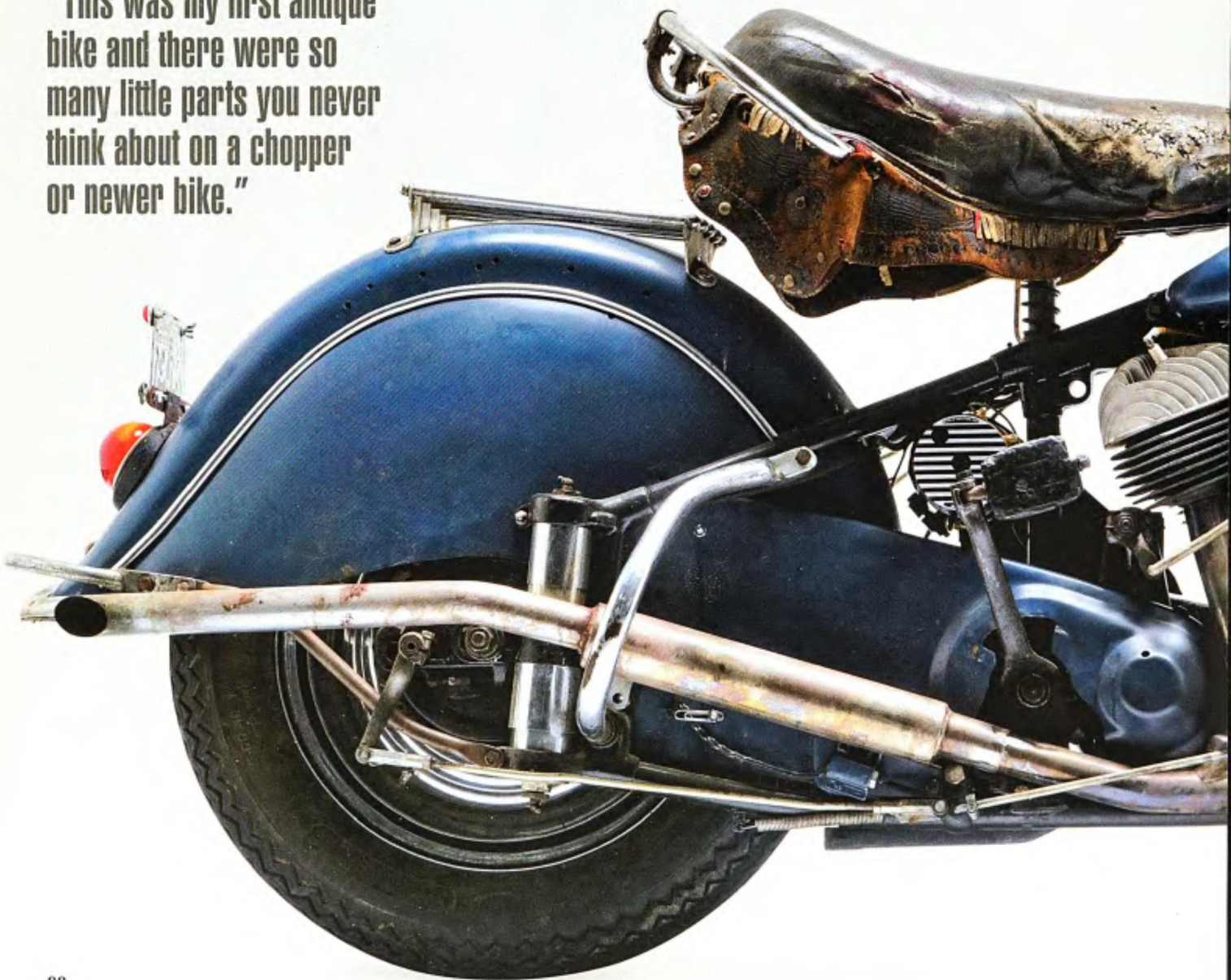
offering advice along the way."

Andrew tells us that he loves this old Indian more than any bike he has ever owned and rides it regularly, but not every day. "It's not happy in stop-and-go traffic, the old flathead needs the breeze, and with the stock 3-speed tranny, it's a little under-gunned on the freeway. Its 70 years old and deserves scenic country highways." His favorite places to ride include up the coast from Ventura and says that the AMCA Tahoe Run in autumn was the best ride he's ever done. "I spent three days around the lake and down to the surrounding towns with over 70 other old bikes, then rode up the Kern Valley on the way back."

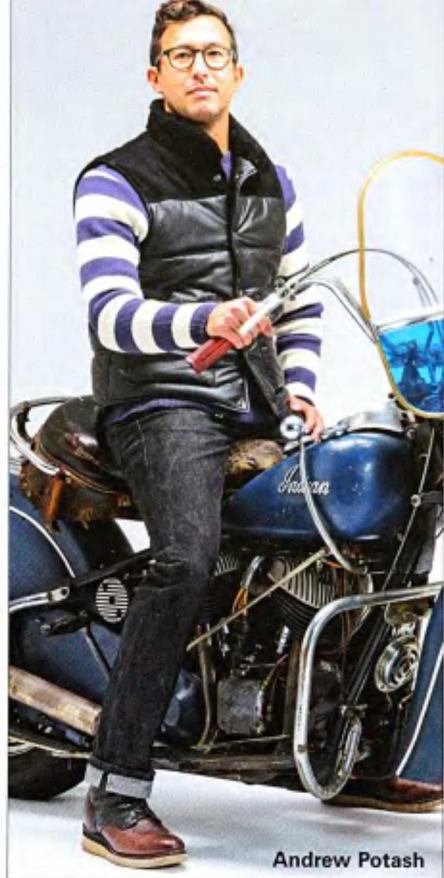
When asked if the Indian has won any other awards, Andrew says, "It has, to my surprise, but you can't fake the funk this old girl has and I think people appreciate it." It was voted Best Indian at last year's Born Free, Best Antique at the Ventura Nationals in 2016, and Best American at the Seal Beach Vintage Show. "It represents an idyllic and glorious era in American motorcycle history," Andrew adds, "you have to smile when you look at it." Andrew has also given the Indian his own self-awarded "Honorary Dick Magnet Award" since he says, "This thing draws way too many dudes in."

—Negan

"This was my first antique bike and there were so many little parts you never think about on a chopper or newer bike."



"It really doesn't like
stop-and-go traffic, and
with the stock 3-speed
tranny, it's a little
under-gunned on
the freeway.



Andrew Potash

Owner: Andrew Potash

City: Ventura, California

GENERAL

Year and make: 1948 Indian

Model: Chief Roadmaster

Assembly time: 8 months

ENGINE

Year and make: 1948 Indian

Model: Chief flathead

Ignition: stock

Displacement: 74 cu. in.

Lower end: stock

Balancing: Indian

Pistons: Indian

Heads: Indian

Cam: Indian

Lifters: stock

Carb: Linkert

Air cleaner: engraved by Badweather/

Nick Potash

Pipes: Indian

TRANSMISSION

Year and make: 1948 Indian

Type: 3-speed

Shifting: tank shift

PAINT

Painter: unknown

Color: blue

Type: really old

FRAME

Year and builder: 1948 Indian

Type: Chief

Rake: stock

Stretch: stock

Shocks: Indian

ACCESSORIES

Bars: Stellings Indian Hi-bar

Handlebar controls: stock

Fenders: Indian

Headlight: stock with unity

accessory lights

Taillight: Indian

Speedo: Corbin

Floorboards: Indian

Electrics: 12-volt cycle electric

Gas tank: Indian

Oil tank: Indian

Primary cover: Indian

Seat: Buco, old jeweled

"Chum-me" buddy

Mirror: Indian

Grips: Beck's

FRONT END

Builder: Indian

Type: Girder

Extension: stock

WHEELS

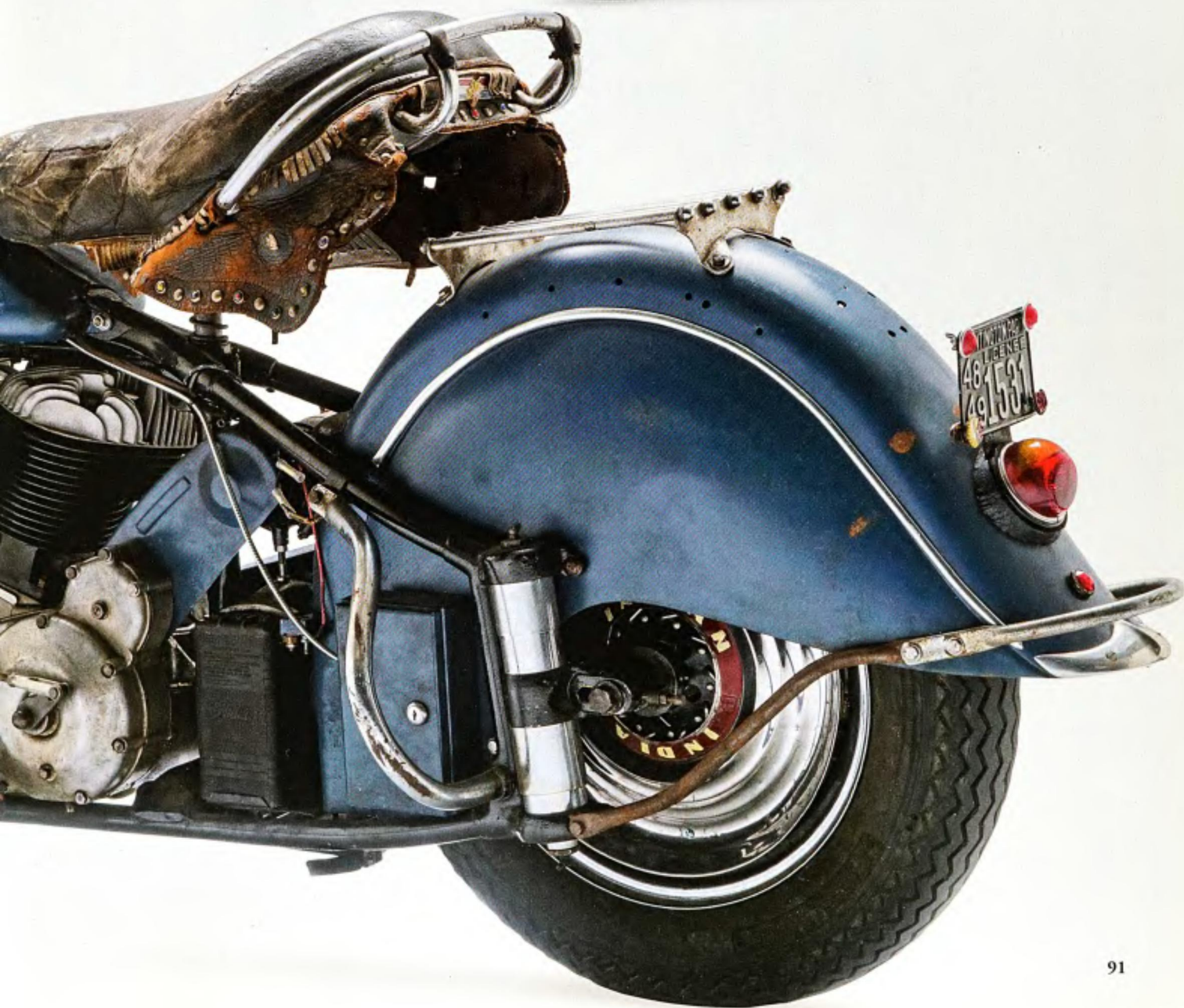
Size: 16-inch

Tires: Firestone

Brakes: stock drums



Photos: Ben Zales



TEST RIDE



THE NEW SPORT GLIDE

TWO BIKES FOR
THE PRICE OF ONE



"Call it a bagger, we dare you!" That's what you'll find on Harley-Davidson's website as the introduction to this latest and most surprising addition to the company's redesigned 2018 Softail line-up. So, yes, go ahead, call it a bagger if you want, but with just a couple of quick moves, you can turn that bagger into a bar hopper. And that is, in a nutshell, what sets the Sport Glide, apart from the rest of the Softail line.

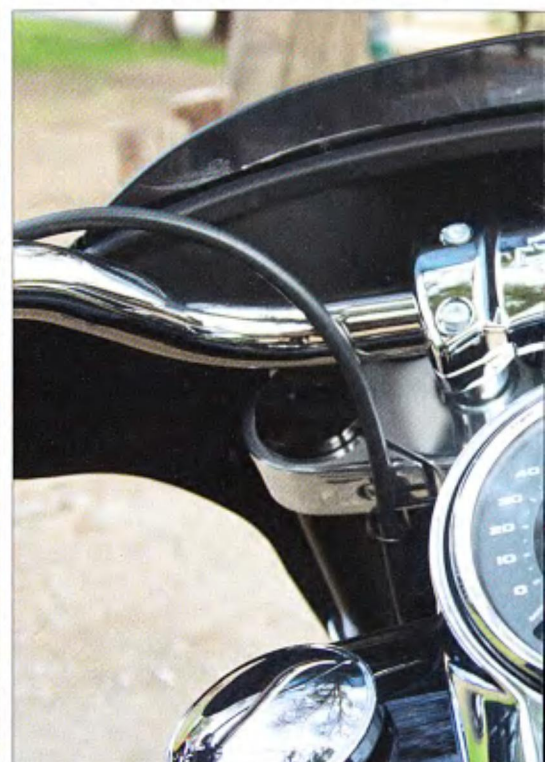
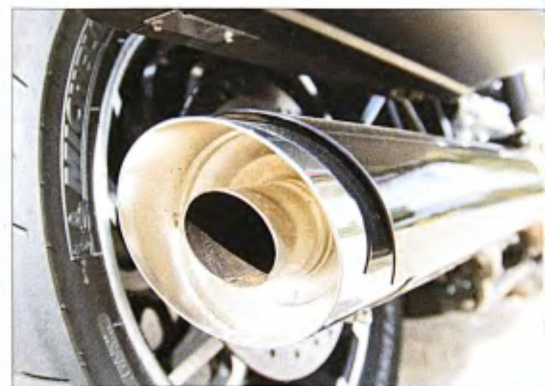
The fairing is attached to the fork legs by means of a clamp on each leg, and the only reason it might take you a bit more than two seconds to take it off or put it back on is that the wires on the right side (as you're facing the bike)

tend to get in the way. Other than that, it's literally a snap.

The same goes for the bags. You turn the internal quick-release mechanism, basically a knob, to the left and lift each bag up and away from its mounts.

Reattaching it is a bit trickier because each bag is also firmly attached to a strut that hooks up to the bottom rail of the frame's rear. Guiding the strut's open end onto its mount while at the same time making sure the bag hooks up to the two top mounts can be a bit trying, but I think it's still the best quick-release system for bags that Harley's come up with so far.





The bags themselves aren't very spacious, and I had trouble getting my camera bag in one, but they can be opened with one hand, even while you're riding the bike, and they have a damping device to ensure the bags open and close smoothly. And if you decide that you need to bring more stuff along than fits in these bags, Harley will happily sell you additional storage capacity in the shape of a HoldFast detachable latch system that's designed specifically for this new Softail platform.

There's also a luggage rack, or even a TourPak mounting rack so you can have as much space as you would on a full-fledged dresser.

The no-frills fairing, by the way, is pretty small and doesn't do much in







GENERAL

Model: 2018 Sport Glide

ENGINE

Engine: Milwaukee-Eight 107

Bore/stroke: 3.937 in./4.375 in.

Displacement: 107 cubic inches

Compression ratio: 10.1:1

Fuel system: Electronic Sequential Port Fuel Injection (ESPFI)

Exhaust: 2-into-1

Fuel capacity: 5 gals.

Oil capacity: 5 qt.

DIMENSIONS

Length: 91.7 inches

Seat: Seat height, laden 25.7 inches;

Seat height, unladen: 26.5 inches

Ground clearance: 4.7 inches

Rake: 30 degrees

Trail: 5.9 inches

PERFORMANCE

Engine torque: 108 ft.-lb.

Lean angle: 27.9 (right), 28.7 (left)

Fuel economy: 47 mpg

Primary drive: chain, 34/46 ratio

WHEELS

Wheel base: 64 inches

Tires: 130/70B18 63H BW front /

180/70B16 77H BW rear

Wheels: black, machine high-lighted, Mantis cast aluminum

Brakes: 4-piston fixed front, 2-piston floating rear

terms of keeping you out of the elements. But here too, Harley has a taller (5.5 inches) windshield for you if the wind's too much for your pretty face.

As far as the ride itself goes, the Sport Glide isn't much different than the rest of the Softail models, mainly because they all share the same frame with its by now famous 65 percent more stiffness than previous Softail models. They also have the same 43mm inverted forks with their single-cartridge damping system that also help stiffen the front end and make the bike handle much better than last year's models.

Plus, the Sport Glide has the all-new mono-shock rear suspension with remote hydraulic pre-load adjustment. Twist that knob underneath the right side cover and adjust the Sport Glide's suspension to your very own liking.

The Sport Glide also features Harley's new 107-inch Milwaukee Eight engine that runs much cooler than previous generations of big twins and puts a lot more power into your hands. Twist that throttle and feel the engine's power push you into that very comfortable two-up seat that even supports your lower back to some degree. And slowing down is easy thanks to the standard ABS that'll keep you in full control even in critical situations.

The Sport Glide's saddle height is given at 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.

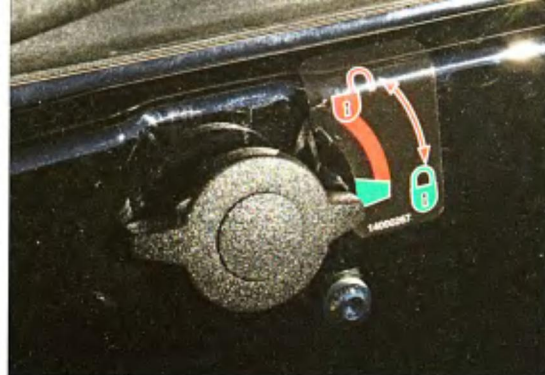
What I like about the whole ergonomic set-up is that the foot rests are moved sufficiently forward so that I can actually stretch my legs a bit, which comes in very handy on those longer rides. And I think you will want to take this Sport Glide on long rides; it's made for that because, at 650 pounds, it's a lot lighter than a full dresser, and that just adds to the bike's get-up-and-go. I rode this Sport Glide more like a sport bike than a dresser precisely because of its relative lightness and sportiness, and even loaded up it doesn't feel top heavy like those bigger baggers.

If you like the idea of having a bagger that's quickly turned into a bar hopper and back, the Sport Glide is ideal. The cool part is that you don't have to try to make things fit to convert your bike, Harley's already done that for you. And at \$19,000, you're getting a pretty nifty deal: a bagger and a bar hopper all in one.

For more info on the Sport Glide or any other Harley model, simply go to h-d.com.

—Tripper

Photos: Kai R. and Kit Maira



MOTO BEACH



CH CLASSIC

ROLAND SANDS HAS A WINNER

If you didn't know better, you'd have thought Roland Sands has been at this for years. However, this was the Roland Sands Design (RSD) team's very first Moto Beach Classic and it was, by all accounts, a huge success.



It had everything: motorcycle races of all sorts, a bike show, a motorcycle stunt show, live music, lots of vendors, tons of people (even some good-looking ones), and the glorious SoCal beach scene as backdrop. A winning recipe by anyone's standard.

The day started early, with a WCBR surfing competition at 8 a.m., right in front of the main gate at Bolsa Chica near Huntington Beach, California. That was, of course, way too early for some people, so we don't have any photos of that.

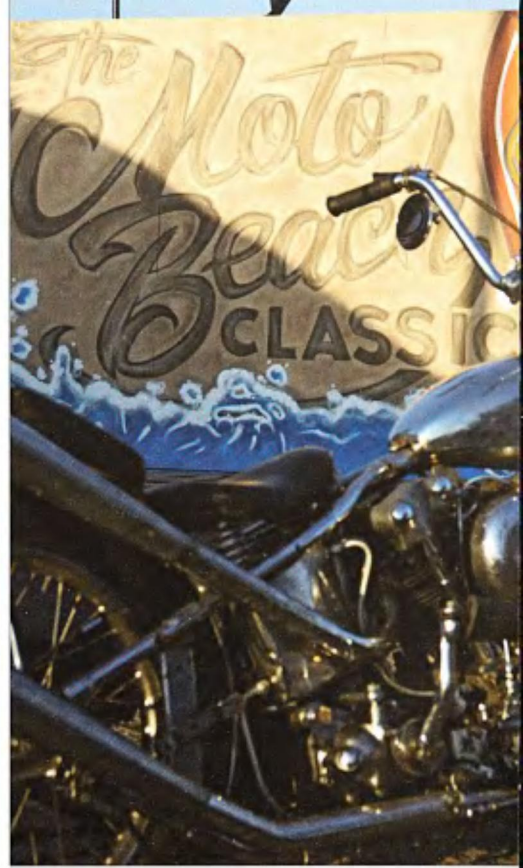
The gates to the Classic opened three hours later, and it was clear from the get-go that this was going to be a feast for all senses. On the schedule were Law Tiger's mini moto races, Indian's super hooligan races, BMW's salty sprint races, and the BMW Boxer Cup drag race. If you got there early enough, you were able to watch the racers practice.

If that wasn't enough to get you excited, the amazing No Limit stunt team was there to show you things you probably never dreamed possible on a motorcycle. Whether it was riding backwards, standing on the head or on one leg, steering with one leg, doing the bunny hop, you name it, Jason Britton and his stunt riding partner Ian Gaines did it all—and made it look as easy as shifting gears.

Once their first show was over (they did three more before the day was done), Black Uhuru opened the live music segment with some tasty reggae, mon, on the Sea Legs Live venue stage, also known as the VIP area because it had all kinds of chairs and other comforts as well as a couple of food and drink vendors at hand. But there was also plenty of food and drink all around the venue.

Entranced by those laid-back reggae rhythms you could saunter into the vendor area anchored by the large Red Bull tent that sold all kinds of "Red Bull and ..." mixed drinks, albeit at a fairly hefty price. But then again, Red Bull was one of the main sponsors, along with Indian Motorcycles, Geico, BMW, Dunlop, and too many others to list them all.

Right next to that tent was a bike-show/art-exhibit of sorts, consisting

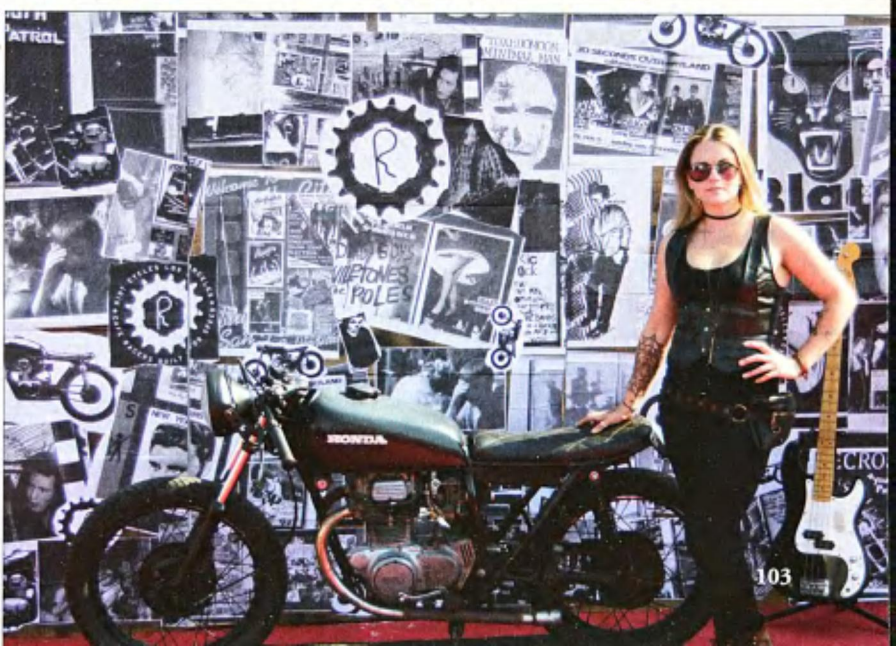
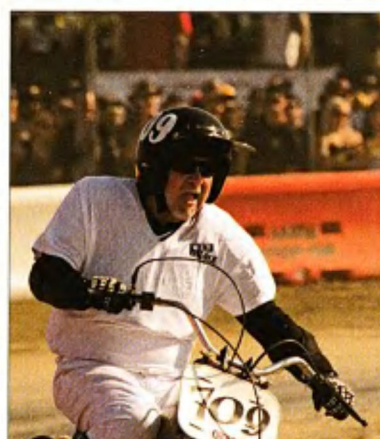


MOTO BEACH CLASSIC



MOTO BEACH CLASSIC





mainly of some very cool motorcycles (Harleys, Indians, BMWs, Hondas, even an old Brough Superior), motorcycle photography, and Jackie Danger, a Portland-based artist who spent the day painting a mural of a mermaid on a motorcycle.

From there it was time to check out the vendor circle offering up everything from RSD jackets and Hurley wet suits or surfboards to Cupcake designer wine, and even new cases for your cell phone (this is, after all, the OC). But rest assured, there were plenty of motorcycle-related items, including custom leathers and jewelry, helmets, or cool clothing from Huntington Beach's LBZ and Brat Style in Long Beach, as well as a booth manned by the lovely Masumi who had brought her very own panhead to show where her passions lie.

But the main attraction for most people was the racetrack for which RSD had 20 truckloads of dirt brought in. Once the mini moto races got going, folks gravitated quickly to the north side of Bolsa Chica and stayed glued to the fence surrounding the oval. After the BMW salty sprint race, it was time to move over to the "drag strip" and watch the BMW boxer cup drag races, which was basically an elimination race on two bikes BMW had provided. The winner of each race moved on to the next round, and so on, until only one racer, Frankie Garcia, was left.

Back on the dirt track, Roland Sands himself made an appearance driving down the track on his custom four-wheeler called "Squatch" and popping a wheelie for the almost entire length of the track. There was even a quick chopper race between two shovelheads and a panhead, but the most exciting race was probably the final super hooligan race, mainly because it was also the most populated race. So many riders crashed in the first turn alone, the race had to be restarted three times! But after the dust finally cleared, it was road racer Andy DiBrino on his Indian Scout FTR750 who ended up getting the monster trophy.

Meanwhile, another glorious sunset across the Pacific Ocean signaled the end of the day and for the night's festivities to begin, which in this case



MOTO BEACH CLASSIC



MOTO BEACH CLASSIC



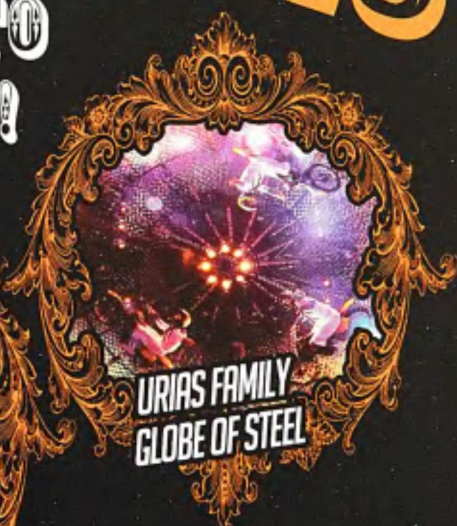
was the band Unwritten Law, and a pretty big crowd had already gathered in front of the stage. But before giving in to some of the harder rock sounds of the day, you could take a moment and enjoy the Pink Floyd-esque sounds of the Guitarcycliano, a weird contraption operated by its inventor and builder, Andrew J. Schmidt, one of the creative minds at RSD.

With the races over, most of the vendors packing it in, and the fire pits lit up along the beach, it felt like it was a day well spent at an event that seemed so familiar in many ways, yet so different at the same time. It was a unique experience, and one that we can only hope will be repeated next year. —Red Baron

Photos: Kai Raelcke

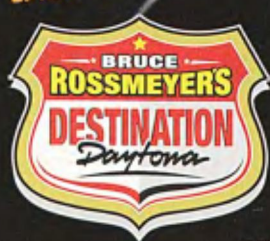
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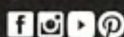
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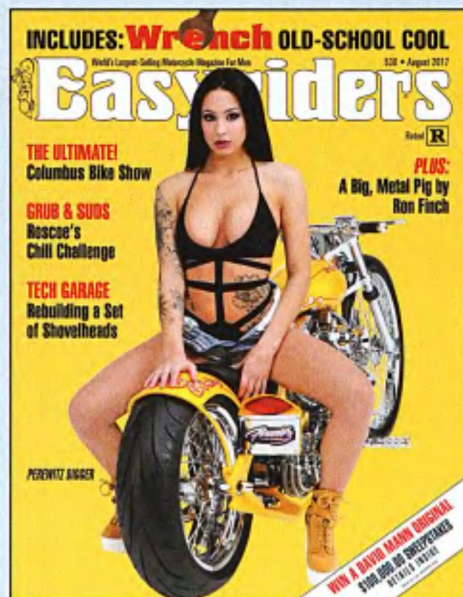
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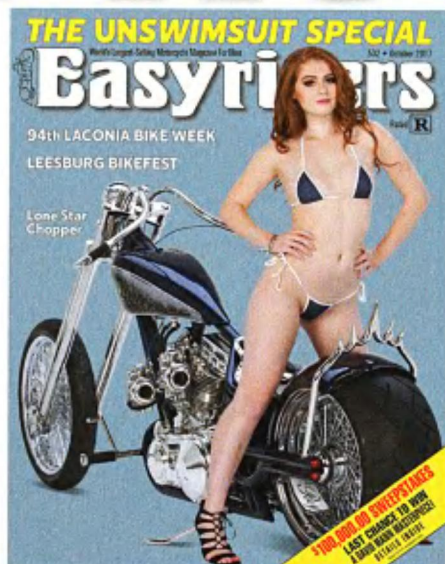
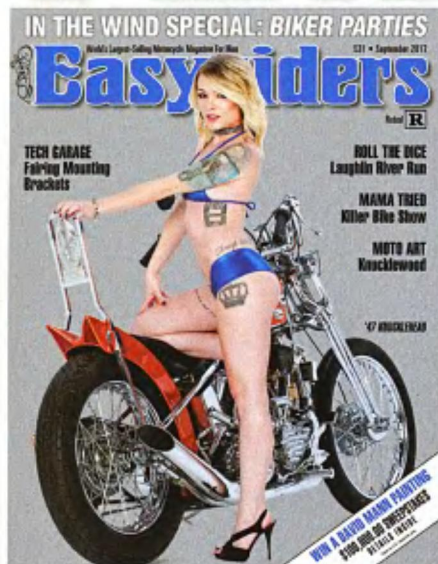
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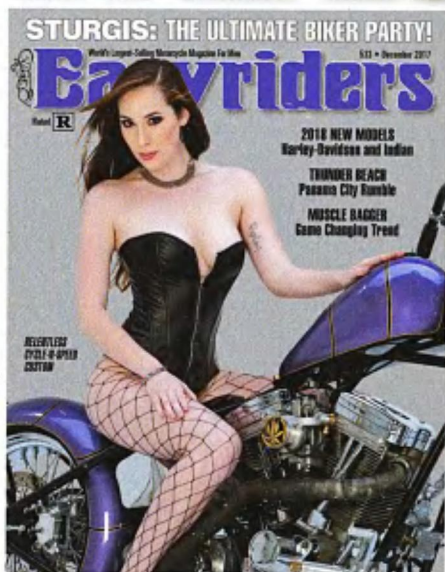
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IN THE WIND





"Twenty years from now you will be more disappointed by the things you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover." Mark Twain
—Ben Zales, Death Valley Run



When in doubt, this babe don't pout, she straddles her saddle and rides on out.

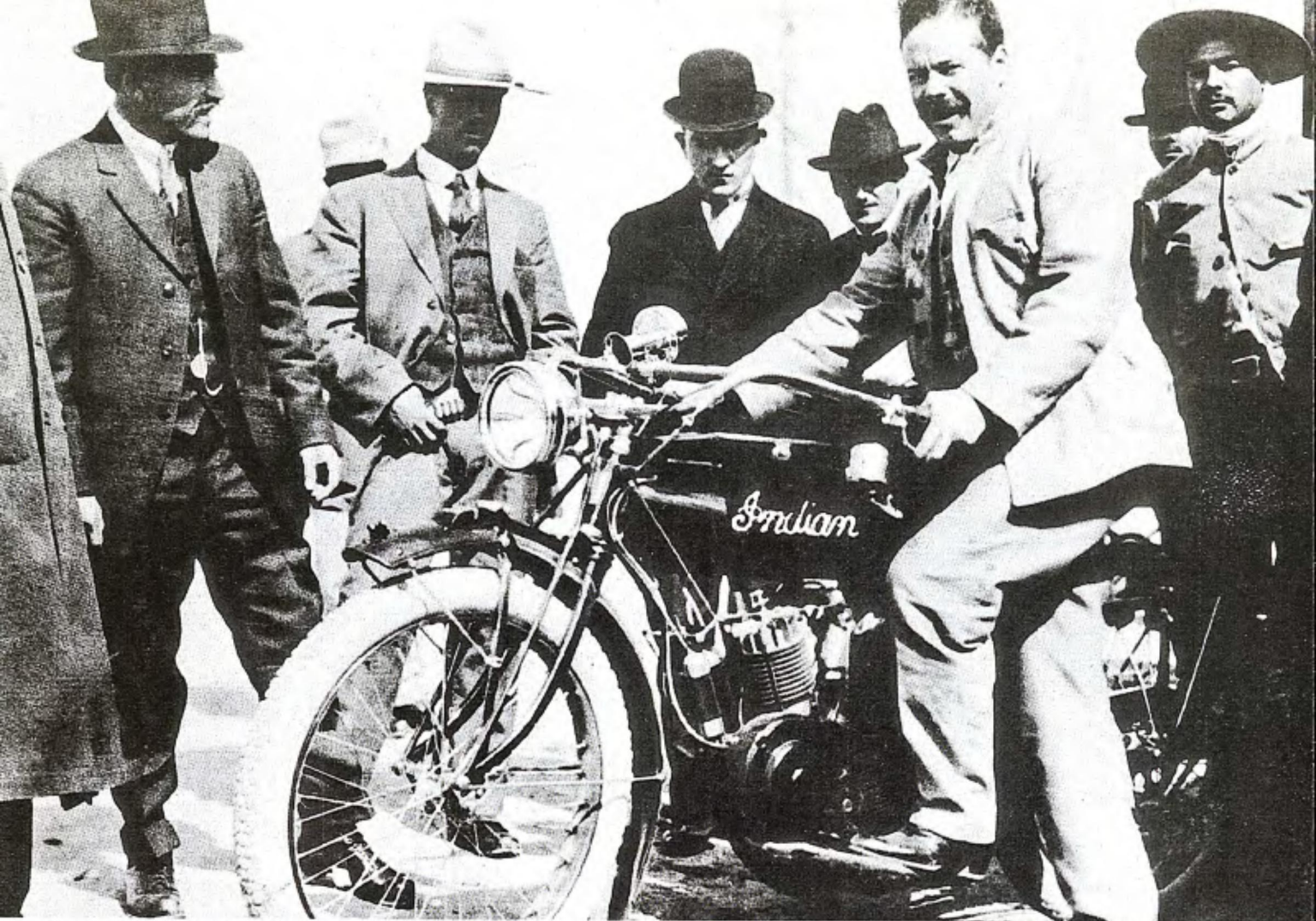
—Karen Brobeck, Babes Ride Out



Chris and her long-haul 1956 panhead, out doing what comes naturally.

—Chris and Gabe Gibbany, Harrison, Ark.

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.



Pancho Villa, Torreón, Mexico, In 1914 Villa refitted his cavalry with Indian Motorcycles.

—from Ed Tall Bear, Pearce, Ariz.



Tight squeeze at Biketoberfest. Got lube?

—Fritz Braun, Ulm, Germany



High beams.

—Paul Shermer, N.C.

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This Month's Winner

Here's Tammy, a sexy and savvy punk rocker from the mean streets of New York. This raven-haired Ramone wants nothing more than love, peace and her own bazooka. Turn delicately back to page 6 and see her fearlessly stage-dive from the lofty scimitar of Paul Shadley's sweet 1972 FXE shovel.

—Captain Moosecock



#0401 Chrissy—Pennsylvania

"My first time on a Harley was a lot of fun and exciting and also a little bit nervous riding. After awhile it got easier and I enjoyed the ride!"



#0402 Karla—Arizona

"My first ride on a Harley was everything I always dreamed of, with the wind in my hair, the freedom and vibrations, which made for a juicy sensation in my lady-parts!"



#0403 Erin—Nevada

"My first ride was a colorful collage of sights, sounds and moments as the wind blew through my open mind!"

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 debonair douches. Please meet Samantha, a tan honey-bunny direct from the dangling forelock of Florida. Come back next month to check out her spiritual tan line or we'll sneak up behind you and pour a sticky Daiquiri down your festive Speedos.

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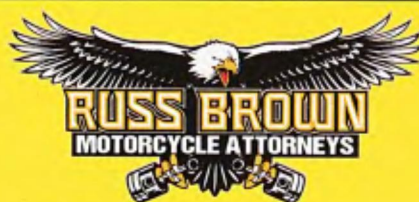
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Keith Demarest Phoenix, AZ 2014 Street Glide

In the custom bike scene, as in Hollywood, it's not always what you know, but who you know. Take this beautiful Street Glide, for instance. Its owner, Keith Demarest, is not a bike builder by trade, but he knows people. People like Don Belin, a custom painter by trade who's painted a chopper of Keith's before. And Carlitos Alavez, who also does paint. And there's Dino Sanchez, a noted pinstriper in the Phoenix area. All the actors in this play live in the Phoenix area, which is how Axalta Paints, Dan Stevens, and John Shope from Dirty Bird Customs come into play.

Keith says he was looking to build a new bike when Don told him that Axalta Paint, a company with a global span and an office in Phoenix, was interested in taking his new bike to the 2015 SEMA show in Las Vegas. Keith, of course, loved the idea. The only problem was he didn't have a new bike yet. "So I ran down to the Harley dealer and bought this Street Glide right away," he says.

He then got what he calls "an incredibly sweet deal" on some parts from John Shope and took everything to Dan Stevens at Knot 4 U Customizing to put it all together. Both Don and Carlitos laid down the awesome paint, which Keith is proud of actually having been able to name himself. "I'm a huge fan of Oingo Boingo," he says, "so when they asked

me if I wanted to give that paint a name, that's what I decided to call it: Boingo Green."

And with Dino's expert leaping on top of everything, the bike was ready for its SEMA close-up. The only problem? "The paint didn't dry in time," Keith says, "so we couldn't take it." Disappointing, for sure, but fret not, because Keith decided to just "ride the shit out of it" and have some two-wheeling fun.

But that's not the end of the story, because the folks at Axalta took the bike to SEMA the following year, which meant that Keith had some major cleaning up to do. "That was really cool, though," he says, adding the he's had the bike back now for a while and is still "riding the crap out of it."

—Tripper

Keith's Street Glide is this month's winner of our Star Brite Reader's Ride contest.



Photos: Lucida Studios

Comin' At Ya



The May issue of *Easyriders* (#538) takes you to the wildest custom rides the south has ever seen at our Charlotte Bike Show. Then come with us to the Moscow Custom Show to see how the Russians do it! We'll also ride to the massive Lone Star Rally in Galveston, Texas where biker parties really are bigger and also hang out with America's best biker band, the Fryed Brothers!

Custom bike features will include Greg Rouleau's sweet Evo Sportster chop job, Pancake Customs' awesome Ironhead, Taco Rodriguez' tasty panhead, Tommy Davis' Chopp Shop Road Glide, Trent Schara's righteous shovelhead, and Max Hazan's mind-blowing KTM marvel. PLUS we'll road test Harley's new CVO Ultra Limited!

You'll also find badass biker fiction, sick humor, another David Mann masterpiece and biker babes who know exactly how to drive ya crazy! All this and more is burnin' rubber your way in the May issue of *Easyriders*!

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The May issue of *V-Twin* (No. 202) 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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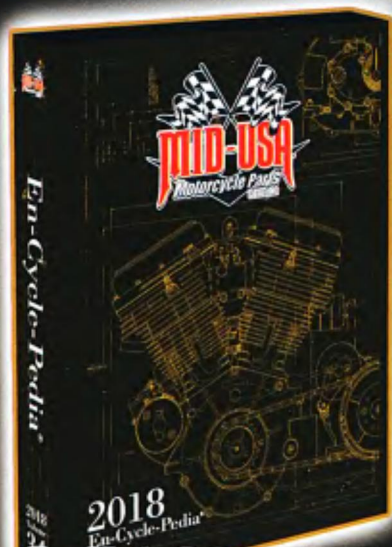
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David Mann's painting *Handlebars & Rain* first appeared in the March 1989 issue of *Easyriders* and may also be found in our *David Mann 50 Motorcycle Masterpieces Volume No. 3*.

