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Traveling Buttheads

Two American tourists from San Diego, California were arrested in Bangkok, Thailand recently and detained in an immigration detention center after they posted a "butt selfie" on Instagram, taken in front of a Buddhist temple. The pair's Instagram account, "Traveling Butts," showcased their hindquarters at tourist sites around the world, but it was deleted shortly after the arrests. The buttheads were also fined for a similar selfie shot at a different temple.

Just Sign Here

In Birmingham, England, a renowned surgeon pleaded guilty a few months ago to branding his initials onto human livers using an argon beam during transplant surgeries. A colleague first noticed the doctor's initials in 2013 on an organ during a follow-up surgery, which sparked an investigation. The liver-signing Doc resigned in 2014 and acknowledged that marking his patients' livers had probably not been a great idea.

Get Your Dick off my Back!

An unnamed newborn boy underwent surgery at the Scientific Research Institute of Pediatrics in Baku, Azerbaijan to remove a small remainder of a parasitic twin that had attached itself to the baby's back: a penis. Apparently the baby has a normal sexual organ where it is supposed to be as well as the penis on the back, which was surgically removed by doctors.

Those Wacky Brits

An unnamed man in England started digging a very deep hole in his yard weeks ago, but caused a neighborhood disruption when he climbed into the hole and refused to come out. A neighbor told news reporters that, "it started at about 4 a.m. ... when there was a lot of shouting and screaming coming from the house opposite me. The young man's family was outside trying to get him back in the house."

Emergency responders from a variety of services converged on the scene, even bringing a crane to lower into the hole to retrieve the man. A police spokesperson later reported that the incident was resolved and "the man got out of the hole of his own accord."

Special Delivery!

An employee at a Yogurt Hut in Matthews, North Carolina got a surprise while opening three packages delivered to the store, when he discovered \$220,000 worth of marijuana. Apparently, the packages had been delivered mistakenly and were meant for a P.O. Box at the postal store next door. While the origin of the packages is still unknown, the drugs and the recipient's information have been turned over to police, who report that no arrests have been made.

Dumb Criminal

A dude in Santa Ana, California raised suspicions after begging for money at a service station to put gas in the 2015 Ferrari 458 Spider he was driving. The \$300,000 car was in rough shape, according to the *Los Angeles Times*, with cracked fins, emblems torn from the body and vomit caked on the side. When Santa Ana police arrived, the dude ran away, but he was caught nearby hiding in bushes. The Ferrari's owner had left it at a Costa Mesa service center in October, where it was stolen. But don't feel bad for the car's owner; her insurance company replaced the Ferrari with a 2018 Lamborghini Huracan.

Penis Park?

Visitors to South Korea for the Winter Olympics may want to make a side trip to Haesindang Park near the coastal town of Sinnam. The park, also known as "Penis Park," opened to the public in 2007 and was dedicated to the memory of a virgin bride-to-be left behind by her fisherman fiancé. Locals tell the tale that after being abandoned, the bride

was swept out to sea and drowned, causing fish to leave the area. Now her spirit can only be soothed by the sight of male genitalia. The park features nearly 300 erect phallus statues, and about 12,000 visitors take in the titillating sights each year, most of them women.

One Toke over the Line

A 26-year-old stoner chick from Huntington, New York arrived at the Northport Police Department and Village Justice Court to answer a summons for possession of marijuana. But before she could even park her car, she attracted the attention of officers by cutting off an unmarked police vehicle and wheeling into the spot reserved for the chief of police. When officers approached the car and she rolled down her window, a cloud of marijuana smoke poured out, and she was promptly arrested for possession again, along with getting a ticket for using her cell phone while driving.

Sex on the Run

It was all fun and games until a drunk, naked man and his also naked lady friend crashed into a tree recently near La Grande, Washington. The Washington State Patrol reported that the couple were engaging in sexual intercourse when the driver missed a curve and left the highway. The woman was hospitalized with broken bones, but her 3-month-old child was unhurt in the backseat. The driver, who has three prior DUI convictions, was charged with felony driving under the influence, vehicular assault, and endangering a child.

Biker's Prayer

And we leave you this month with this Sunday school favorite:
As I lay rubber down the street,
I pray for traction I can keep.
But if I spin and begin to slide,
please, dear Lord...
protect my ride.



6

SINNER'S PRAYER

Greg Rouleau's
1989 XL

On the front cover: Samantha
Photo by: Don Rogers



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BLACK IRON CAKE

Pancake Customs'
2016 XLH



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OL' FANCY

Taco Rodriguez'
1962 Panhead



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EASYRIDERS CHARLOTTE BIKE SHOW

One Perfect Day



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THE MOSCOW CUSTOM AND TUNING SHOW

Moscow, Russia



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MINER'S MEMORIAL BAGGER

Tommy Davis'
Chopp Shop Road Glide



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BERSERKER

Trent Schara's
Atomic Custom Shovel



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LONE STAR RALLY

The Queen City Of
The Gulf



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ART ON WHEELS

This KTM Was Built To Be
Collected



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GREG ROULEAU'S SINFUL XL

Sinner's Prayer

Greg "Gray Wolf" Rouleau of Arkansas told us, "When you're taking your donor bike apart to build your custom project, you wind up with a shop full of parts. That is your sin. When you have a vision of building it into something that you would be proud to ride, that is your prayer." The chopper on these pages was built by Gray Wolf along with his family and some friends, and has earned its namesake, "Sinner's Prayer."

Gray Wolf is the Chaplain in his riding club Saints and Sinners that is

known for their annual Angel Ride Dice Run which has raised over \$50,000 so far in only seven years for the local Arkansas children hospital. His advice to anyone who has a dream of building a bike like this is to get a really great donor bike with a strong drivetrain. This chopper was once an 883 Sportster that was converted to a 1200. Gray Wolf had someone put it together the first time and he rode it for a couple of months before he tore it back down, sandblasted everything and started it all over again.

"When you're taking your donor bike apart to build your custom project, you wind up with a shop full of parts."



The build took 18 months but that is partially because his painter Josh Smith is a complete perfectionist. This was Josh's first time working with 24 karat gold leaf and lace, but Gray Wolf says the required seven months of waiting for the paint job was worth it.

After sending 34 parts out for plating, his vision was coming together. Check out the way he layered brass and chrome together on the three-piece rocker boxes and front end springs. Gray Wolf says he really likes his custom engraved air cleaner, and his wife Susie made a sweet custom leather battery bag like no other. He told us, "When riding this bike, you don't want to wear a helmet. Just let the wind blow through your hair. It's just you and your chopper crossing the peaceful highway inch by inch in total freedom. As the sound of the engine violates the silence, you become a part of the ride and it becomes part of you." He says one of his favorite rides is on Walcott Road from Paragould towards Jonesboro. All those curves are a blast, but Gray Wolf can't resist the urge to kick her in the butt. He once completed a nine-day, 2,700-mile ride headed around Lake Erie and across Mackinac Bridge to Highway 2 in the Upper Peninsula into Milwaukee.

—Nacho Cheese



"When riding this bike you don't want to wear a helmet. Just let the wind blow through your hair."



Owner: Greg Rouleau
City: Paragould, Arkansas
GENERAL
Fabrication: Taylor Rouleau
Year and Make: 1989 Harley-Davidson
Model: XL
Assembly: Shane Mason, David Grove and owner
Time: 18 months
Plating: Dipit.com

ENGINE

Year / Model: 1989 / Harley-Davidson XLCH
Rebuilder: Tim Lemons
Ignition: Harley-Davidson
Displacement: 1200 cc
Lower end: Harley-Davidson
Balancing: Tim Lemons
Pistons: Harley-Davidson
Heads: Harley-Davidson
Cam: Harley-Davidson
Lifters: Harley-Davidson
Carb: Harley-Davidson Screaming Eagle
Air Cleaner: Steel Tattoos engraving
Pipes: Ground pounders by Paughco

TRANSMISSION

Year / Make: 1989 / Harley-Davidson
5 speed

PAINT

Painter: Josh Smith
Color / Type: Kandy Root beer / House of Kolor
Special Paint: 24 karat gold leaf by Josh Smith

FRAME

Year / make: 1989 / Harley-Davidson
Type: rigid
Rake: stock
Stretch: stock

Modifications: Taylor Rouleau

ACCESSORIES

Bars: Z bars by Arlen Ness
Risers: solid brass
Handlebar controls: Jaybrake
Fender: US Bike Parts modified by Taylor Rouleau
Headlight: Deep dish teardrop by Paughco
Taillight: skull
Pegs: Custom Chrome Inc
Electrics: Gray Wolf Customs
Gas tank: Indian Larry stretched tank
Seat: Larosa
Mirror: solid brass
Grips: Custom Chrome brass plated

FRONT END

Type: Springer
Rake: 4-degrees
Extension: 6-inches over
Builder: DNA

WHEELS

Hub: Harley-Davidson 60 spoke
Size: 21-inch front, 16-inch rear
Tires: Avon
Brake: Jaybrake

Photos: Don Rogers
Model: Samantha



Yeah.

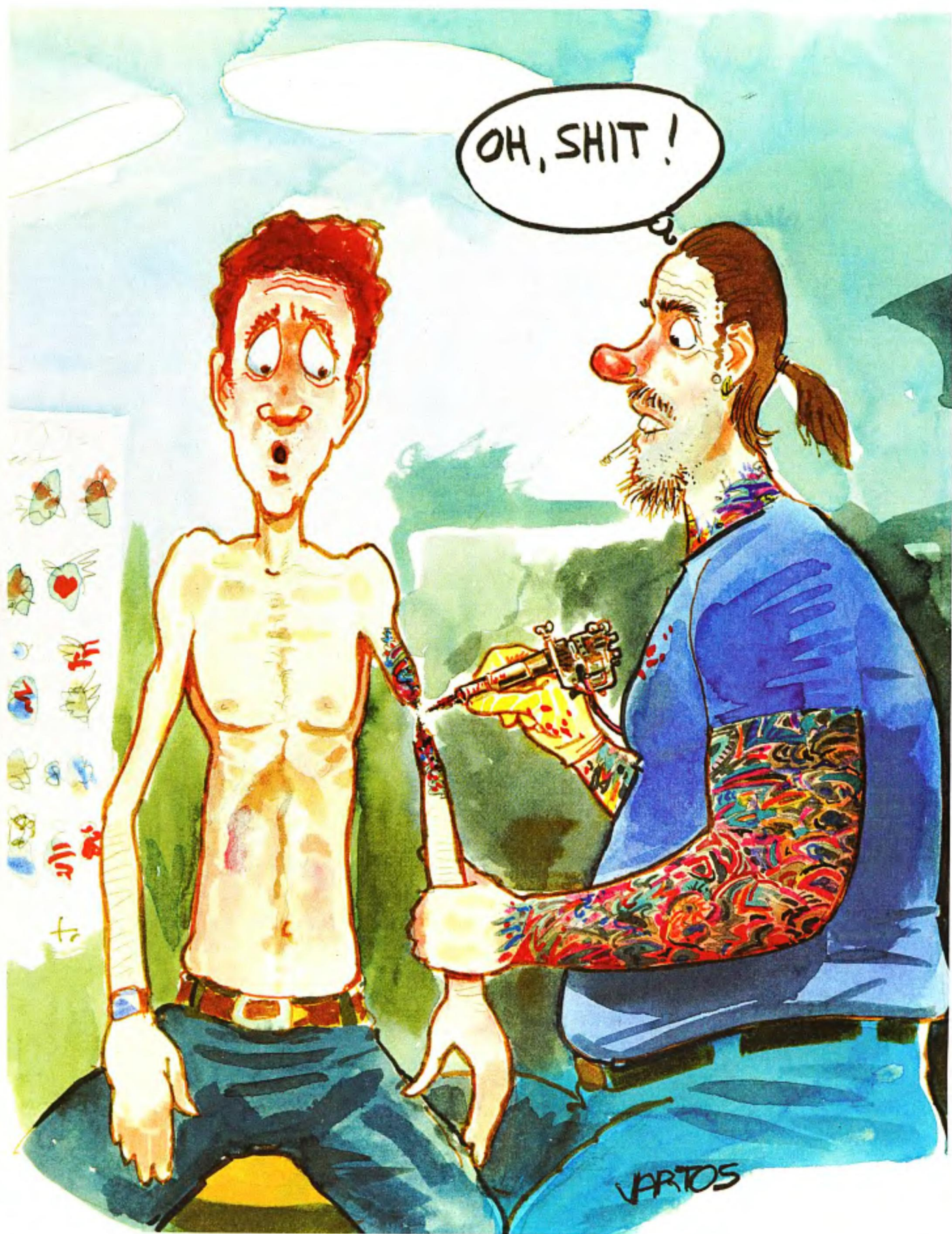
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13 WACO CASES DISMISSED

As the Waco shooting cases continue to unravel, the District Attorney's office has announced that they have dismissed the charges against thirteen defendants, and District Attorney Abel Reyna has recused himself from prosecuting two more cases. The announcement came just before a disqualification hearing alleging corruption allegations against Reyna was scheduled to be discussed. The hearing was to have included testimony from several current and former employees, including former police detective Sherry Kingrey, a retired police detective, Reyna's former first assistant, Greg Davis, former prosecutor Brittany Scaramucci, and current assistants Michael Jarrett, Amanda Dillon, and Sterling Harmon, who had been subpoenaed to testify against Reyna.

In a twist to try to postpone the corruption hearing, Reyna tried to get Judge Ralph Strother recused from the case. A visiting judge declined that motion. Strother then set a date for Reyna's disqualification hearing. Reyna's assistant then countered with a motion to recuse Reyna from the cases.

Fort Worth attorneys, Brian Bouffard and David Conrad Beyer, have said that the DA's office is trying to postpone the corruption hearing until after the upcoming March 3 primary election. Reyna's Republican opponent, Barry Johnson, said Reyna "is playing games and trying to hide until after the primary."

The DA's office has since sent notice to Judge Strother that it will dismiss charges defendants Colter Bajovich, Jose Valle, James Rosas, Diego Nerio Obledo, Michael Doyle Moore, William Redding, Marco Dejong, Boyce Ray

QUOTE OF THE MONTH

Treat people as if they were what they ought to be, and you help them to become what they are capable of being.

— JOHANN WOLFGANG VON GOETHE

Rockett, Narcisco Luna Jr., Mario Alberto Gonzalez Jr., Clifford Lee Pearce, and Andrew Raymond Stroer. Another eight men whom had not been indicted, but part of the original 177 arrested, were also officially notified that charges will not be pursued.

More than 100 of those arrested remain plaintiffs in federal civil rights lawsuits pending in an Austin federal court.

Sources: *Chicago Tribune*,
Waco Tribune

TRUMP ADMINISTRATION TO DROP EMISSIONS PENALTY AGAINST H-D

In August of 2016 Harley-Davidson agreed to pay a penalty of \$15 million over the sale of aftermarket products that were believed to increase emissions in excess of federal standards. Of the \$15 million, \$12 million represented a civil fine against the company, and \$3 million of the take was to be given to the American Lung Association of the North East, which the state of Vermont was intending to use

as incentives for wood stove retrofits and replacement.

The Department of Justice maintains that the law prohibits using federal settlements for payments to third parties. Ten states, plus the District of Columbia, have filed an objection to the Trump administration's actions to keep the money rolling into their coffers.

Source: *Milwaukee Business Journal*

IOWA HELMET LAW INTRODUCED

The state of Iowa is one of three states that does not require motorcyclists of any age to wear helmets. There are four bills pending in the current session that, if passed, would sound a death knell for freedom in the state. All would create a new and ominous new subsection to the Iowa vehicle code, "Helmets required." The bills are: HF 286 by Mary Mascher and Vicki Lensing, which is an all ages (universal) helmet law, and Bills SF 96 by Senators Kevin Kinney and Dvorsky), SF 2111 Senator Dvorsky) and HF 2092 (Representative John Forbes), which require drivers and passengers alike who are minors under the age of 18 years of age to wear helmets. All are described as simple misdemeanors and all are punishable by fines of \$35.

Source: *The Iowa Legislative portal: www.legis.iowa.gov*, *KCCI Des Moines*

HARLEY SHUTS DOWN KANSAS CITY PLANT

Harley-Davidson announced recently that its worldwide sales have declined 6.7 percent in 2017 vs 2016, with the U.S. numbers even more dreary, where sales fell 8.5 percent. This is part of a

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four-year decline for the company that is struggling to dig itself out. Most disappointing is the announcement that the Motor Company will be closing its Kansas City, Missouri plant, and in the process will be laying off about 800 local workers. It is small consolation that workers in York, Pennsylvania and the company's Wisconsin operations may benefit while taking up the slack. A number of factors come into play in this regard, with pundits weighing in from all sides to assess the cause. Some say that customers of all ages are becoming more risk-averse, while others complain that the price of new motorcycles are just too high. The bottom line is that the median age of motorcyclists in America is 47, while back in 1990 it was 32. *It is this editor's opinion that if we don't get more young people into the sport we will not see any improvement for a long time.*

Source: Milwaukee Journal Sentinel

SELF-DRIVING CARS AND MOTORCYCLISTS

The self-described Senate Motorcycle Caucus held a briefing to discuss motorcyclists' concerns regarding self-driving cars and the need for inclusiveness of all roadway users when advancing legislation and regulations for the future technology.

Senators Gary Peters and Joni Ernst, both said to be avid riders, opened the briefing to discuss the AV START Act, (American Vision for Safer Transportation through Advancement of Revolutionary Technologies Act) which Peters helped to author along with Senator John Thune. Specifically, they addressed a section of the legislation that required automakers and technology developers to include motorcycle recognition, identification and responsiveness in a required safety report that would be reviewed by the National Highway Traffic Safety Administration (NHTSA).

Industry representatives including Harley-Davidson, and the Motorcycle Riders Foundation also testified addressing motorcyclist concerns about how they would fit into the "new driving environment."

Source: Motorcycle Riders Foundation

DISTRACTED-DRIVING BILL GETS HEARING

South Carolina State Representative Bill Taylor has introduced H4480, the "Driving Under the Influence of an Electronic Device" bill, and it got its first hearing in January. The legislation would prohibit drivers from holding their phone in either hand while driving. It also prohibits drivers from typing, sending or reading text-based communications.

The first violation carries a \$100 fine, and subsequent violations carry a \$300 fine, and two points on a driver's record. Among the supporters are trucking companies, and ABATE of South Carolina.

South Carolina currently does have a ban on texting while driving, including a \$25 fine, but supporters say the current law is ineffective. "It's clear that virtually everyone recognizes we have an epidemic of distracted driving," Taylor said. "I tell folks this isn't a cure-all, but it's a step in the right direction."

Source: Aiken Standard

SEAT BELT LAW DEFEATED

A bill requiring seat belt use in South Dakota was shot down by the House Judiciary Committee. Representative Spencer Hawley was the main sponsor. It was defeated in a Do-Pass vote on a 6-7 vote, then killed 8-5. Representative Charles Turbiville of Deadwood said that seat belt usage should be a matter of responsibility, noting that South Dakota does not require motorcyclists to wear helmets, thus should not require seat belt usage.

Source: Radio 570 WNAX

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from the back. Design detail include contrasting fabric lining the hood, kangaroo pockets in the front, knit cuffs and hem, a full front zipper, and even chrome-look metal tippets on the hood drawstrings. Imported.

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PANCAKE CUSTOMS' IRONHEAD

BLACK IRON CAKE

We noticed this elegant XLH a couple of years ago at a bike show put on by our Dutch colleagues from *BigTwin* Magazine. It took a while, but we finally managed to photograph it.

This Ironhead is Boy's personal ride, and Boy is the owner of Pancake Customs. He left a busy life in Amsterdam to open up a slightly calmer shop in eastern Holland, and as soon as he was done with the move, he started working on this and another Ironhead Sporty. The other one was going to be for his cousin who wanted to have his built in the style of Dennis Hopper's Billy Bike in the cult classic *Easy Rider*.

Working on both bikes at the same time, Boy poured a lot of energy into this bike, a 1968 XLH that was going to be his shop's calling card. Boy has a thing for bikes from the land of the rising sun, and especially for those bikes being created in the shops around Kobe. He's inspired by compact, minimalist machines.

He began by shortening and narrowing the bike's frame, creating the necessary space for the short seat. He traded the original, square-tubed swingarm for the rounder tubes of a 1977 Sportster, which enabled him to install a drum brake. "Drum brakes suit my concept better," says Boy.

After that, he ordered a couple of Coker Excelsior Comp-H vintage racing tires for the two 19-inch wheels. During the 1930s, those tires were designed for race cars, so they may seem a bit unusual on a Harley, but they sure look good. Combined with the homemade rear end of the bike, they make for a narrow, racing appearance.



Boy is inspired by compact, minimalist machines.



Boy found the round oil tank with its concave sides and aluminum cap on eBay and installed it right underneath the seat, while a shovelhead rear suspension sits inside chrome tubes. The front end features the original forks with covers from Lowbrow Customs.

Once the rolling chassis was finished, Boy tackled the engine. He tore it down completely, freshened up its innards and painted the outside black before polishing the rocker boxes with Scotch Brite until they shone like the door of a whore house. Also unusual is the color combination: a white seat and white exhaust pipes are not something you run across every day.

All in all, this Sporty has turned out to be an excellent calling card for Pancake Customs.

—Jeremie di Stefano

Owner: Boy

City: Rheden, Holland

GENERAL

Builder: Boy, Pancake Customs

Year and make: 2016 H-D

Model: XLH

ENGINE

Year and make: 1981 H-D

Displacement: 1,000cc

Carburetors: Keihin CV

Air filter: VW Beetle

Ignition: Dyna

Exhaust system: Paughco Upsweep

Transmission: H-D OEM

CHASSIS

Frame: 1981 XLH, modified

Suspension: aftermarket

Front end: H-D OEM

ACCESSORIES

Bars: Biltwell Tracker

Risers: Lowbrow Customs, welding kit

Fork covers: Lowbrow Customs

Gauges: Anderson Style, metalflake

Foot pegs: aftermarket

License plate frame: home-made

Gas tank: Mustang style

Seat: Silver Machine custom seats

Oil tank: aftermarket

Fenders: homemade

Headlight: Bates

Taillight: homemade

WHEELS

Tires: Coker Excelsior Comp-H

Brakes: drum (1977 OEM)

Photos: Jeremie di Stefano







PERFORMANCE MACHINE'S AIR CLEANERS FOR M-8S

Performance Machine's line of stylish, functional air cleaners is now available for the M-8. Each of the available four PM air cleaners will fit the 2017-18 engine without sacrificing any performance or aesthetic value. Chose from Quality Chrome, Contrast Cut and Black Ops finishes (Super Gas available chrome and black and only). While the Jet and Max HP air cleaners are stand-outs in the line-up, their latest air cleaner was designed with a whole lot of nostalgia in mind to satisfy those vintage beating hearts out there - dubbed the "Vintage," of course. With its racing inspired induction opening, milled-out center on the face, and big bolt feature (matching PM's Vintage caliper), the Vintage makes a statement. The Super Gas air cleaner was designed with comfort and performance in mind. We've reduced the overall height by 5/8-inch to provide improved knee clearance. And, of course, you can still run the Universal Air Cleaner, match your faceplate to your wheels, or chose from over 20 designs to just to throw a little more custom at your scooter. performancemachine.com

DP BRAKE PADS FOR HARLEYS

DP Brakes now offers brakes that are an upgrade to original equipment for 2018 and earlier Harley-Davidsons, including Sportsters, Dynas, FLHs, and

Softails. DP's fitment list covers Harleys dating back to the early 1970s as well as fitments for all the models with new calipers, including trikes. Based on extensive highway testing, their brake pads deliver shorter braking distances and improved overall performance, and their brakes are quiet and dust free. dp-brakes.com



HEADWINDS' HI-OUTPUT LED BULBS

Headwinds introduces their all-in-one, hi-output LED bulbs for dual bulb headlamps on Road King (2014-on), Street Glide (2014-on), Street Glide Screaming Eagle & CVO (2012-on), V-Rod and Muscle and later Police Models. These powerful energy efficient bulbs produce whiter & brighter light than halogen, a 6,500° K color temperature and 4,000 Lumens. You may never have to replace another bulb with these solid-state LEDs that withstand shock and vibration. Now sold in pairs, they are easy-to-install; just plug and play. headwinds.com

BURLY BRAND'S MAGNETIC TANK SCREEN

Burly Brand is now offering their magnetic Tank Screen as a stand-alone product. The Tank Screen earned its reputation as part of the Voyager Tank Tail bag, and because it proved itself so

well, they decided to sell it on its own for riders like yourself. The Magnetic Tank Screen is available in the rugged Dark Oak 500gsm wet waxed UV Cotton Canvas with leather paneling and straps. Its innovative stretch screen design will hold a vast array of smart phones, small tablets, and even GPS units. The screen will stick directly to the gas tank via padded magnets. burlybrand.com



NAMZ/BADLAND'S WIRE RACK

Here we have an inexpensive, space-saving option for all those wires you have lying around your garage or shop. Available now, these compact metal racks are gray in color, can sit on a bench or hang from a wall, hold twelve 100-foot spools on each rack, two racks per box, with 24 colors used on all 1996-through-2013 bagger or non-bagger motorcycles. NAMZ/Badlands products are available through Drag Specialties, Parts Unlimited, Tucker Rocky, Mid USA, J&P Cycles, V-Twin, Parts Canada, Motovan, Les Importations Thibault, Parts Europe, Custom Chrome Europe, Motorcycle Storehouse, W&W, Zodiac, Rollies Speed Shop, Wildrider International Pty Ltd., or directly from our website. namzccp.com





CYCLESMITHS' NAKED LOLLIPOP MIRROR

This first-of-its-kind Naked mirror design has no housing thanks to the special hardened glass which is three times stronger than a car's windshield. The Naked Lollipop features a clean, subtly tapered stem and round mirror that's just as at-home on retro bobbers and choppers as it is on modern cruisers and baggers. The pivotless design won't vibrate out of place after tightening, and only requires a 5/32" Allen key to adjust. The Naked Lollipop is available with a chrome or black stem and with clear or smoked 2-1/4-inch, 3-inch, or 3-1/2-inch round glass to suit individual styles. CycleSmiths Naked Lollipop frameless mirrors fit standard Harley-Davidson controls or any mount that uses a 5/16-inch-by-1-5/8-inch stud. Made in the USA, the Naked Lollipop is available at CycleSmiths.com.

KURYAKYN'S AZTEC COLLECTION FOR INDIANS

Kuryakyn has come up with a handful of new additions (*below*) for its Aztec collection for Indian

Motorcycle that balance bold art deco design with subdued, modern styling for a clean, classic look. The Aztec Stereo Accent and Aztec Gauge Cluster Accents are designed specifically for the restyled inner fairing on 2017/2018 Chieftain and Roadmaster models. The form-fitted accents feature an elegant grooved and beveled design that adds depth to the inner fairing's contours, transforming the Ride Command system's surrounding panel and recessed area around the gauge housings. Both are made from durable injection-molded ABS, and utilize automotive-grade 3M VHB for a hassle-free install.

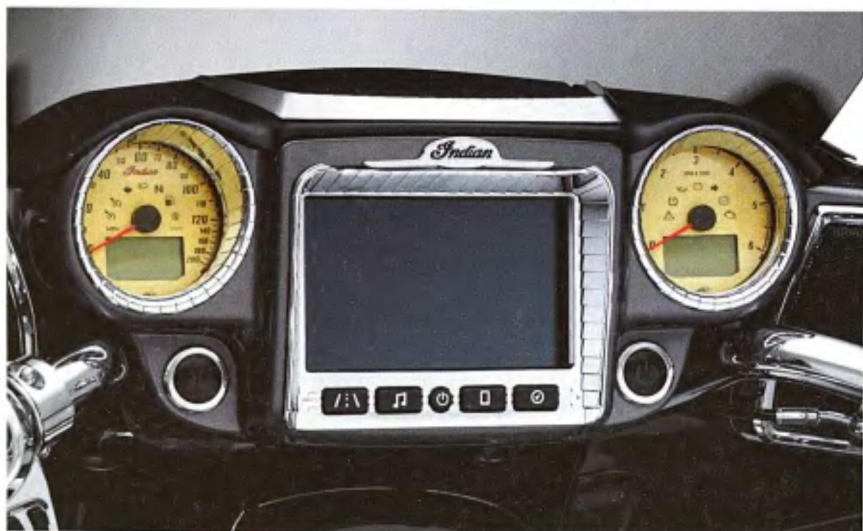
kuryakyn.com



JIMS M-8 WRIST PIN REMOVER ADAPTOR

The Milwaukee-Eight uses different wrist pins than do other Harley-Davidson engines. The JIMS Wrist Pin Remover Adaptor (Part No. 5805) assists the technician in easily and quickly removing the wrist pins in these new engines. We were able to save toolbox space and make it at a low cost by making it compatible with our existing wrist pin tool No.1276.

jimsusa.com



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FOR TACO RODRIGUEZ THE TIME WAS RIGHT

OL' FANCY

They say that life is what happens while you're making plans for the future. Sometimes it propels you forward; sometimes it stops you right in your tracks. Sometimes it does both in the fullness of time. Such was the case for Daytona, Florida's Taco Rodriguez and the astonishing creation you see before you.

Several years ago Taco and his wife had excitedly picked up a non-running 1962 panhead motor and had big plans for the old tin top when tragedy intervened. "The night we

bought this engine," Taco says "turned out to be a night we would wish on no one. My beautiful and loving mother-in-law, Kim Hall, was the most amazing woman you could ever meet. She came over to see this engine that we had been ranting and raving about. She loved spoiling us and wanted only to see us happy, regardless of the situation. She passed away tragically from a heart aneurysm just minutes after leaving our house that night." And just like that, in a heartbeat, everything changed for the couple.



With only four months to
complete the project, there was not
one single second to spare.



The sudden shock and loss left the Rodriguez family understandably in painful tatters. When something like this happens you don't think about anything but your people. "I decided that building this bike would be put on the back burner until the time was right," Taco tells us. And so the project got shelved while Taco took care of his loving family and ran his bustling shop, Taco Kustoms.

Three years later Taco got a call out of the blue from legendary motorcycle photographer Michael Lichter, inviting him to build a bike for his 2017 Motorcycles as Art museum show in Sturgis. With only four months to complete the project, there was not one single second to spare. Taco knew instantly what needed to be done. He thought of that old panhead motor and knew that the right time had indeed arrived to finally bring the vision of "Ol' Fancy" to life. "This has been by far the most important build of my career," Taco says. "Considering the challenges we had to overcome to finish this bike and make it out to Sturgis on time, this bike took all of four months with no sleep."

The theme of Ol' Fancy was to blend the old and the new to create this kind of beautiful Frankenstein machine that totally works. After sorting out the motor, he hit up Bill Dodge at Bling's Cycles for a stretched-out, single downtube Chopper Killer frame to cradle the 52 year-old mill. He then connected the motor to a modern Harley 5-speed electric-start tranny via a tough BDL open primary. That's right, this is a no-kick pan.

Dig the extensive engraving throughout the bike. The steady hands of Taco's homie Big Rick scratched the intricate designs on the quivering metal. The lucky mint green/gold pearl paint was squirted on by none other than Chad Chambers, and the old school stripes were laid down by Pinstriping by Mikey.

Putting an exclamation point on the old/new theme is the wild cantilever front end provided by Tricky Air of Henderson, Tennessee. With 6 ½ inches of fully air-adjustable stroke, the bike will ride and handle great, but with a touch of a button will lower down until it's resting gently right on the front frame rails. Now that's some tricky air right there.

For four months Taco and friends labored over every square inch of the bike, leaving no detail left untouched



until it was finally ready to show—mere minutes before loading it up and nervously making the long trek from Florida to South Dakota. Once the journey was made and the bike was set up, surrounded by the other amazing machines in the show, Taco found himself hanging out and talking shop with some of the major dudes from our scene. “I met some of the greatest OG’s of the industry that paved the way for us today: Willie G. Davidson, Sugar Bear, Dave Perewitz, Paul Yaffe, Bobby Seeger of Indian Larry Motorcycles, Arlen and Cory Ness themselves.”

Taco would like to give a special thank you to the hands that made this build possible: Mike Alonso, Laken Kay Hall, Kevin Jr, Speedmill Billy, Anthony Conforti, Pepper Pickett,

Miguel Gonzalez, Michelin, Redline Oils, Lyndall Brakes/Wheels, Donnie Of Strokerz Daytona Beach, Peter Strebbling, Daisy Rullan, Ron of Chop Docs, Chelby Sciacca, Paul Moniz and Mark Moniz.

To keep up with what Taco is up to, check out tacokustoms.com

—Beatnik



Owner: Taco Rodriguez

City: Hollyhill, Florida

GENERAL

Designer: Taco Rodriguez

Year/Make: 1962 H-D

Model: Ol' Fancy

Assembly: Taco/Mike Alonso

Time: 4 months

Chroming: Jose/ Hialeah Plating

Polishing: Jose in Daytona

Plasma Work: Speedmill Billy

Engraving: The Homie Big Rick

Hardware: Diamond Engineering

ENGINE

Year/Make: 1962 H-D

Model: Panhead

Displacement: 74-inches

Ignition: Digital Distributor

Lower end: H-D

Pistons: H-D

Cylinders: H-D

Cam: H-D

Primary: BDL

Carb: SU

Air Cleaner: SU velocity stack

Pipes: Taco Kustoms

TRANSMISSION

Make: H-D 5-speed

Shifting: foot

Other Features: electric start

PAINT

Painter: Chad Chambers

Color: mint green/gold pearl

Striping: Pinstriping by Mikey

FRAME

Make: Bling Cycles

Builder: Bill Dodge

Type: Chopper Killer

Rake: 38-degrees

Stretch: 1-inch out

Other mods: 1-inch stretch in rear

FRONT END

Builder: Tricky Air

Type: cantilever air ride

ACCESSORIES

Bars: Chassis Designs

Handlebar Controls: Arlen Ness

Grips: tightie whiteys

Fender: Taco Kustoms

Headlight: HardDrive

Taillight: Chop Docs

Pegs: Accutronix

Electrics: Taco Kustoms

Gas tank: modified Lowbrow

Oil tank: Taco Kustoms

Seat: Taco Kustoms

WHEELS

Make: Lyndall Brakes

Size: 21-inch front, 18-inch rear

Hubs: Lyndall

Tires: Michelin Commander

Brakes: Rear Lyndall

Calipers: Brembo

Photos: Michael Lichter





**Taco found himself hanging out
and talking shop with some of the
major dudes from our scene.**

The bike mechanic at the Harley dealership was confused by a bill for a customer, so he asked the secretary for some mathematical help. "If I were to give you \$20,000, minus eight percent, how much would you take off?"

The secretary looked at him while batting her eyelashes and said, "Everything but my smile."

—Big D
Fun Town

A biker from Texas rolled across the border into Oklahoma and stopped at the first bar he saw. A woman approached him as he got off his scooter and said, "My that's a mighty big Harley you have there."

"Well, Honey," the biker replied, "you know what they say, everything is bigger in Texas."

"And that's a big, bushy beard you have there, too," she cooed seductively.

"Well, you know what they say, Honey," he bragged again, "everything is bigger in Texas."

After a few beers, the biker ended up between the woman's legs. As he did, a look of astonishment crossed his face as he exclaimed, "Damn Honey, what part of Texas are you from?"

—Sammy the Sinner Whaley
Splendor, Texas

"Ya got no tits, and a tight box," snarled the guy to his girlfriend. "Get off my back!" she snapped.

—Slyder
PBSP, Crescent City, Calif.

Q What did the elephant say to the naked man?

A Damn, man, how do you breathe through that little thing?

Q What do women and rocks have in common?

A If they're flat, you can skip 'em.

—Kim Opsal
Pacific Beach, Calif.

A biker stops at a town after a long ride, walks into a bar and orders a beer. Looking around, he asks the bartender, "Hey Bro, where are all the ladies?"

"There aren't any," the bartender says.

"What do y'all do?" the biker asks.

"We do the livestock," the barkeep says.

Disgusted, the biker retrieves his bike and heads out on the road. Weeks later, he returns to the bar. After downing a few beers, he asks the bartender, "Y'all honestly do it with the animals?"

"Yeah, we do," the barkeep says.

The drunken biker leaves the bar and sees a dog run into the alley. He catches it and starts screwing the dog, which barks loudly. Finished, he looks up and realizes the whole town is watching in horror.

"My God!" the bartender hollers, "what are you doing?"

"Y'all said you do it with animals!" the biker exclaims.

"Yeah," the bartender says, "but no one does the sheriff's girl!"

—John Trotz
Flin Flon

"She planned on a murder-suicide," said the relieved biker widower. "Luckily she suffered from dyslexia."

—Big D
Fun Town

A very confident James Bond walks into a bar and takes a seat next to a very attractive woman. He gives her a quick glance then casually looks at his watch for a moment.

The woman notices this and asks, "Is your date running late?"

"No," he replies, "Q has just given me this state-of-the-art watch. I was just testing it."

The intrigued woman says, "A state-of-the-art watch? What's so special about it?"

Bond explains, "It uses alpha waves to talk to me telepathically."

The lady asks, "What's it telling you now?"

"Well, it says you're not wearing any panties..."

The woman giggles and replies, "Well, it must be broken because I am wearing panties!"

Bond smirks, taps his watch and says, "Bloody thing's an hour fast."

—John Trotz
Flin Flon

What do you call a biker with syphilis, herpes, and gonorrhea? An incurable romantic.

—Big D
Fun Town

A mother had been cleaning the house when she found her son's hidden stash of S&M porn magazines under his mattress. She asked her husband, "What should we do about this?"

"Well," he slowly replied, "one thing's for sure, don't give him a spanking."

—Edward Printup
Huntingdon, Pennsylvania



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EASYRIDERS CHAR

After surviving the smash hit of our Sacramento Bike Show, the Easyriders Tour took to the road, traversing this great land to arrive in Charlotte, North Carolina on January 20th. I always love to visit the Tar Heel State; after all,

I was born there, and the local biker community came out en masse to welcome us for another killer show, and to fill us up with enough sweet tea to induce a diabetic coma.

Maybe I shouldn't have mixed it with that moonshine.

LOTTE BIKE SHOW



CHARLOTTE BIKE SHOW



For one thrilling, action-packed day, the Charlotte Convention Center was biker heaven on earth. Over 40 trophies stood polished and proud, waiting to go home with the owners and builders of some of the south's coolest custom motorcycles. Categories included Modified Stock bikes, Radical Customs, Old School wonders, Antiques, and baggers from mild to extremely wild. This show has become known for its fine assortment of crazy baggers, and this year's awesome offering was certainly no exception.

Our sexy announcer for the bike show tour this year, Lisa Ligon, made sure that the place was jumpin', riding herd over the Purrfect Angelz dance troupe and introducing such local bands as Pete Schlegel and Crossroad Station.





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Spit Steel Surgical Steel Jewelry

Saloon

CHARLOTTE BIKE SHOW



The bikers of Charlotte were ready to check out all the custom scooters, imbibe in tasty grub and frosty suds, get an up close look at the David Mann art on display, and buy some biker geegaws from our vendors. You could also meet bike builder Cory Ness, son of the legendary Arlen Ness, and hang with Paul Yaffe of Bagger Nation fame. The show also showcased antique race bikes from Billy Lane's Sons of Speed and you could also take in the side-swipin' antics of the crazy NTC Drift Trikes. Weather in the mild 60s made it easy to get around and to even walk to our favorite soul food place, Mert's.





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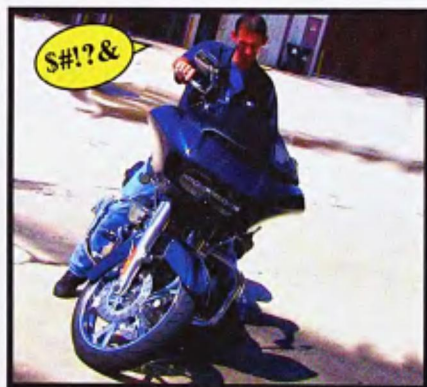
CHARLOTTE BIKE SHOW



But all too soon, it was time to hand out the trophies and honors at this one-day whoop-de-doo. Top winners at this year's Charlotte Bike Show included the following: Best Radical Custom went to Mike Powell of Greenville for his 2017 Boardtracker, while Best Radical Bagger was awarded to Edward White of Andrews, South Carolina for his 2009 Road Glide. Paul Yaffe picked his favorite custom touring bike and the Bagger Nation Award went to Woodlawn Baggers of Greenwood for their 2011 Road King.

Capping the big finale of the show, the Editor's Choice Award went to Nightmare Custom Cycles out of Summerville, South Carolina for their wild 1970 Sportster.





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CHARLOTTE BIKE SHOW





The John Green Award was handed out to Prism Supply of Charlotte for their wicked 1941 knucklehead, and Prism Supply also took Best of Show for their super clean 1948 panhead chopper.

Special thanks go out to our fine Bike Show Tour sponsors Lucas Oil, Russ Brown, Paul Yaffe's Bagger Nation, NTC Drift Trikes, Billy Lane's Sons of Speed, The Outlaw Nation, Yuengling Beer, the Full Throttle Saloon and Arlen Ness. The next stop for our Easyriders Bike Show Tour is Nashville, Tennessee. For more information visit easyridersevents.com.

—Dave Nichols

Photos: Kai R.

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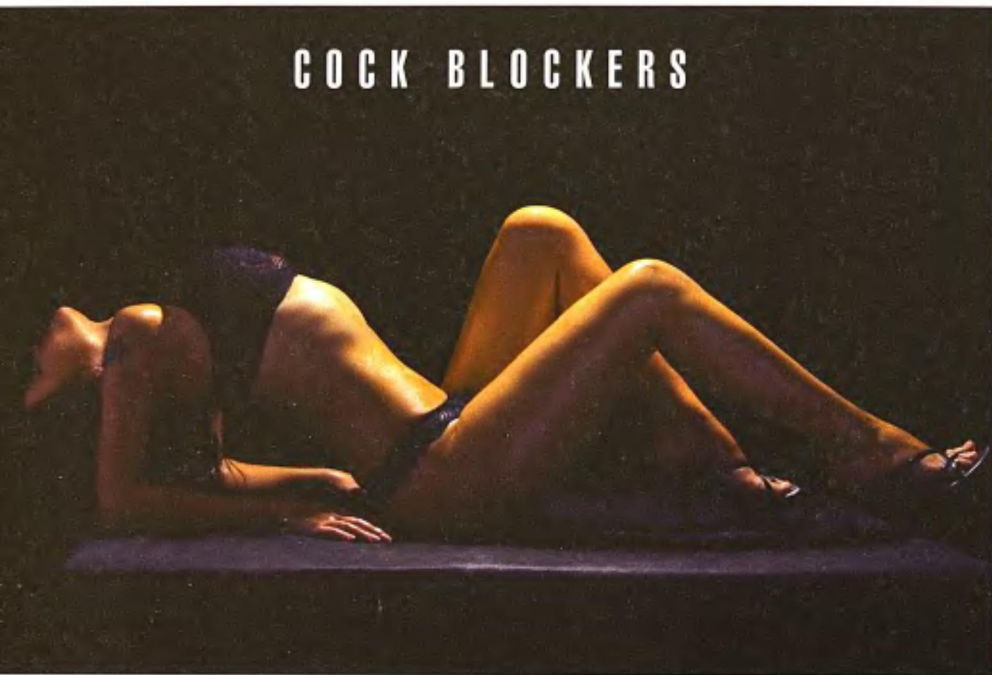
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Confessions of a Stripper

BY PUSSY PER SE

COCK BLOCKERS



It's often said that sex is the world's oldest pastime. Maybe, but an equally strong candidate for that title is cock blocking. Or, from my point of view, pussy blocking. For every guy or girl who wants to get laid, and is capable of doing so, there are at least two others who want to stop him/her from succeeding.

You would think that strip clubs would be cock-block-free zones. Clubs are about sex. Why would cock blockers be drawn to such a locale? Answer: Because the same reason that makes strip bars attractive to horny men makes them alluring to avid cock blockers. All those cocks available for blocking. You'd be surprised how many guys frequent strip clubs and never buy a dance, just sit there nursing a beer for hours. They ogle the girls for free, but they're also secretly disapproving of the whole scene. They feel superior to those of us with normal physical urges.

The biggest blockers are boyfriends—our boyfriends, the significant others of us strippers. Stripper boyfriends often turn up at the club during their girlfriends' shifts.

They say they want to be protective, and show their support. Yeah, right. Nothing scares away paying customers faster than a dancer's boyfriend. Our boyfriends put us in an uncomfortable situation. Do we really want to explain why we don't want them there? It's obvious. We may end up doing things that they do not want to see. Stripper boyfriends are torn. They like the cash flow we provide. They don't like what we have to do to provide it.

Some clubs I've worked at forbid boyfriends from the premises while their girlfriends are on duty. Thank god. We can then say, "Golly, honey, I'd love it if you'd come to the club, but the mean old owner forbids it." Probably because the dancers asked him for the prohibition. At one club, my boyfriend at the time kept coming in. It bugged the hell out of me. I suggested he get a lap dance from this very hot, new dancer. "You're okay with that?" he asked. I said, "Go have fun." He did. Then I agreed to a dance with the dirtiest, handsiest customer in the joint, a guy I normally avoid. And I picked the dance station right next to where my

boyfriend was sitting. I let my customer do what he wanted, and he really went to town on me. I made all sorts of nice sounds for him in response. My boyfriend got quite the show sitting just a few feet away. He was mad at me for a week, but he never came in the club again.

Other customers are the most common cock blockers. Customers get jealous, and after a dance some will follow a dancer around, snuggle close, put an arm around her, talk closely. This has been done to me many times, and it scares off would-be customers. They see a guy hanging all over me, whispering, and they think it's a boyfriend or close companion, and that I want to be left alone with him. No, I want to make a living. When you see this, and you want a dance with the stripper, just walk up to her, and say, "Excuse me, I'd like a dance when you're free." Then walk away. You won't have to walk far. Most dancers will leap away from their cock blocker and follow you eagerly to the back room. A dancer will consider you her savior. Or, if you're non-confrontational, you can ask the bartender to tell the stripper that you want a dance.

My researcher Paolo has made an art out of foiling cock blockers. When he sees a blocker hanging all over a dancer, he will stroll up to her with another stripper on his arm, and say, "Are you coming with us?" It usually works (offering a girl a double) and you can see the cock blocker's psyche crumble before your eyes. Some blockers humiliate themselves further by trying to physically hold on to the girl. Will the cock blockers hate you for this? Sure. But hey, if you're an authentic biker, you won't give a damn what they think. Women like guys who don't give a damn. Strippers are no exception.

The worst, most heinous, most effective cock blockers? Other strippers, I'm sad to say. If a stripper tries to sell you a dance, but you prefer another dancer, there's a classic line to look out for. "Oh, you like Vanessa? She's gorgeous and gives a hot dance. Just watch out for her herpes."

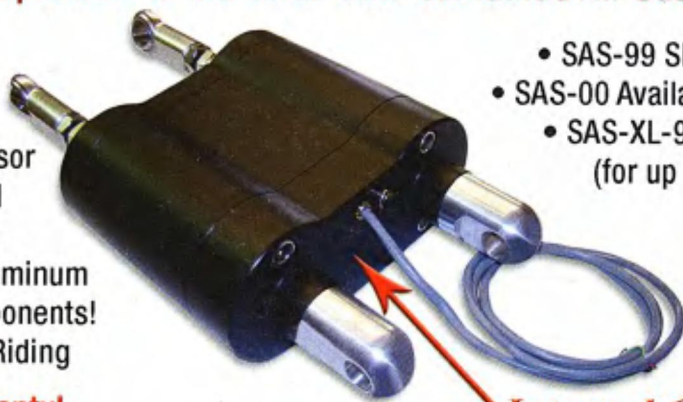
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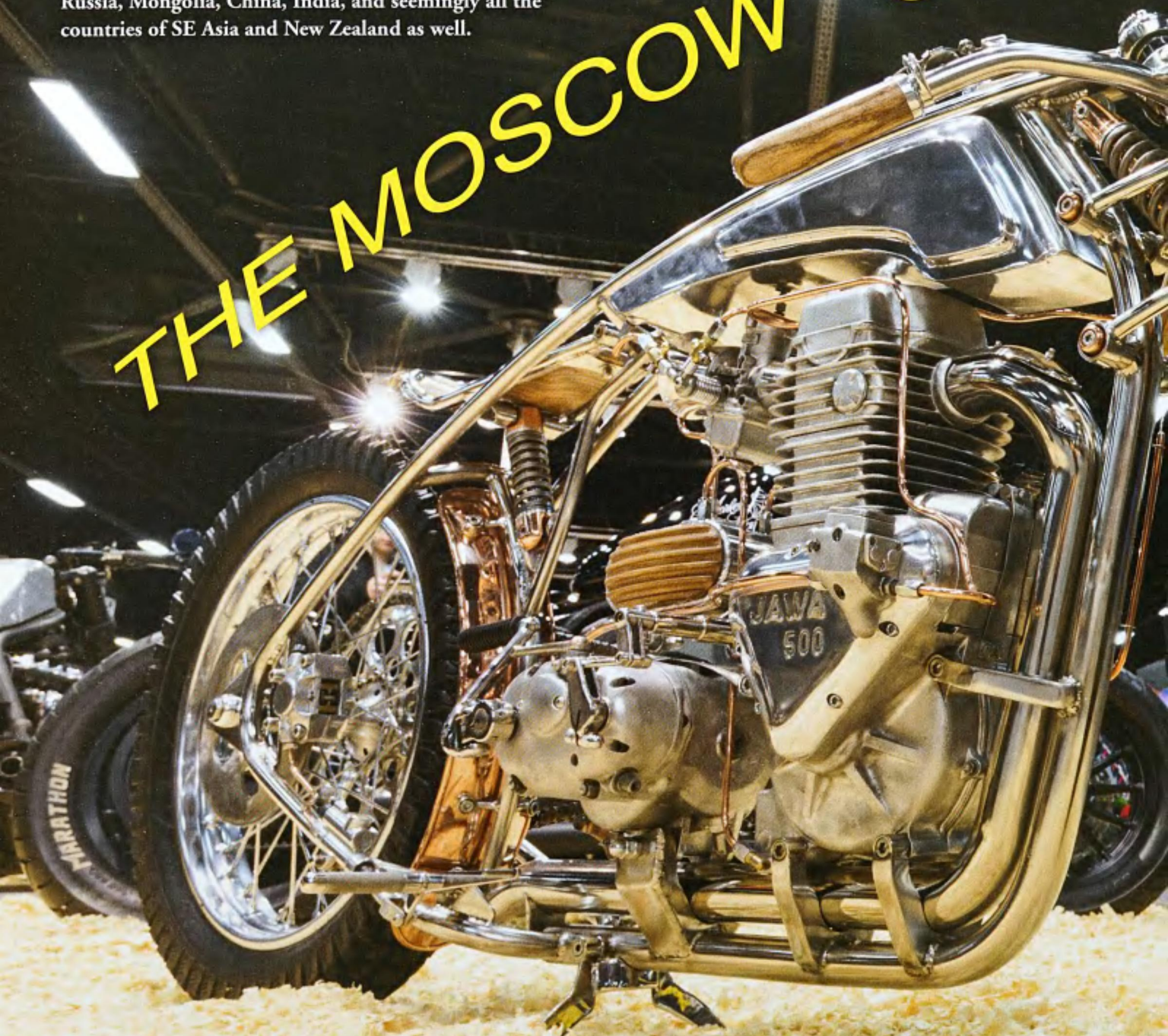


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The Moscow Custom and Tuning Show is the love child of Dmitry Khitrov, a biker, biker bar owner, and bike show promoter who lives and breathes motorcycles 24/7. At 37, this gentle giant has logged more miles in more countries than anyone I know. From his base in Moscow, Russia he has ridden through South America (Argentina, Bolivia, Brasil, Chile, Venezuela, and his favorite, Guyana, with five visits to this one country), all of North America, all but two-countries in Europe, through the Middle East, and the breadth of Asia with Russia, Mongolia, China, India, and seemingly all the countries of SE Asia and New Zealand as well.

THE MOSCOW CUSTOM



OM AND TUNING SHOW



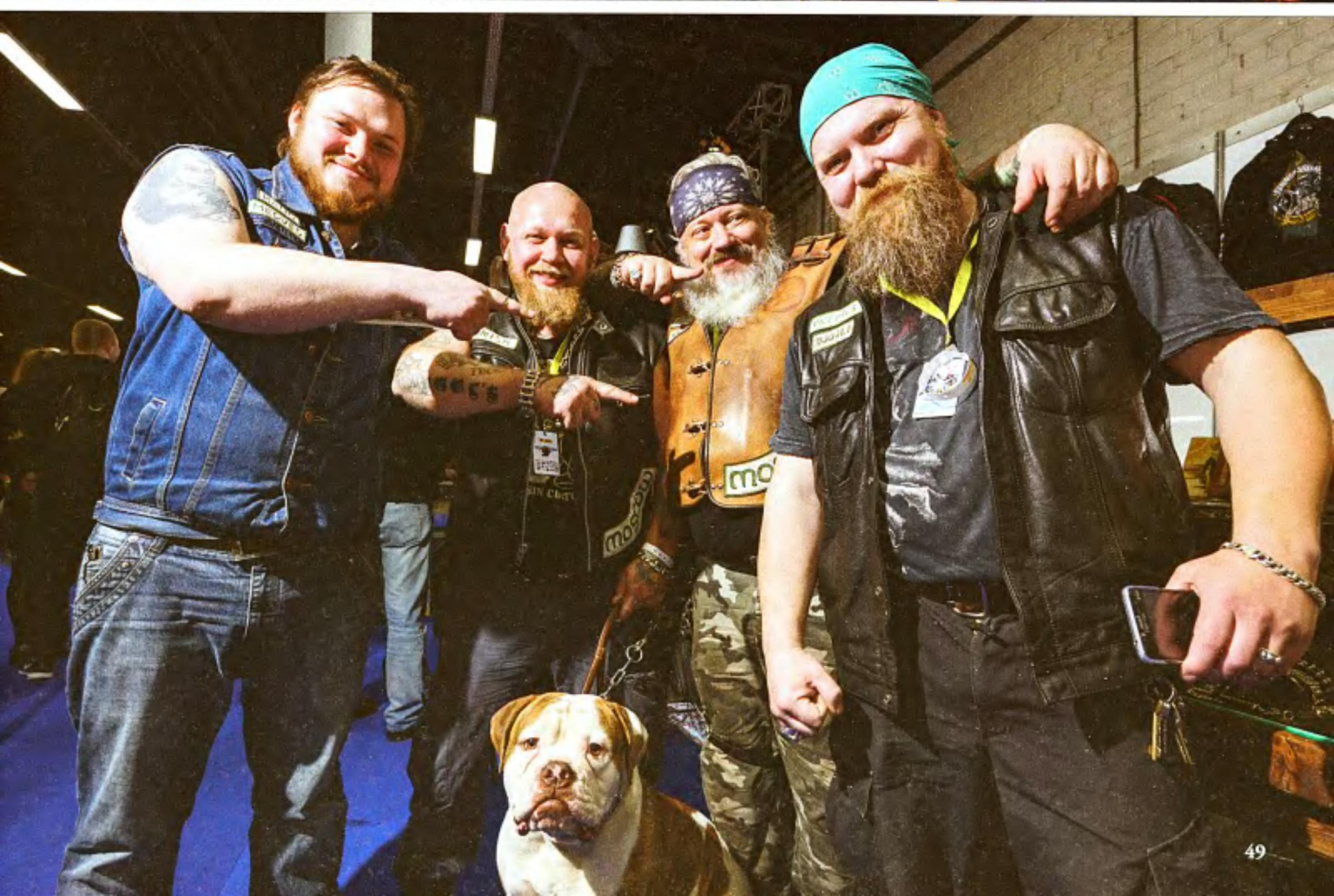
MOSCOW CUSTOM AND TUNING



Dmitry's custom show was originally part of another Moscow motorcycle show that eventually disappeared. After a two year absence, Dmitry got some investors behind him and started this huge "Motor Spring" show to fill the vacuum. At the same time, it provided the opportunity for him to restart his "Moscow Custom and Tuning Show" as the custom portion of the event.

As if to mimic Dmitry's personality, Motor Spring and the custom-oriented Moscow Custom and Tuning Show are incredibly diverse. All brands and styles of motorcycles were represented there. These included the Japanese brands, BMW and the Italians, and naturally, a great representation of Harley-Davidsons. There were café racers, bobbers, Land Speed Record racers, cruisers, baggers, and more. It was all there.





MOSCOW CUSTOM AND TUNING





My favorite custom was the one that got first place and will represent Russia in the next AMD World Championship. It was a completely handmade custom 500 cc Jawa with a BSA transmission from 29-year-old Dima Golubchikov of Zillers Garage in Moscow. It may have had a Speedway inspiration (from Jawa's heritage) but this was a monster of a naked custom with virtually everything getting hand fabricated. Also notable were LSR customs like the twin-engine from Yuri Shiff and another LSR from Sergei Maltese of FCM (Fine Custom Mechanics) of Moscow. Vlad Romanov of Leecoln Hotrods had his custom 1978 Harley-Davidson shovelhead along with a number of other bikes.



MOSCOW CUSTOM AND TUNING







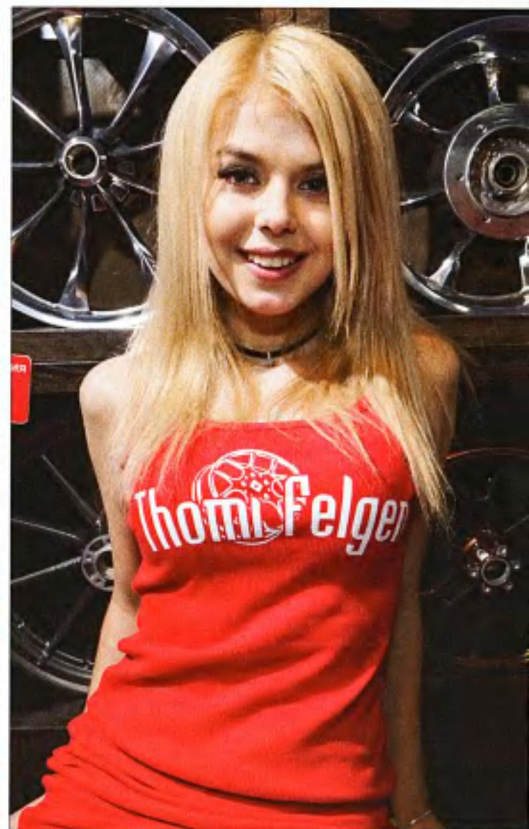
Traveling to a show rooted in a very different culture, it was interesting to see what the vendors had to offer. I found many offerings that were handcrafted and of outstanding quality. I loved the custom hats that Tamara and Alexander Ladutko made from their company Ladtoma, While there wasn't a booth, I got to experience the handmade silver belt buckles with vintage air-cleaner inspirations from Vasily Kostin and his Rags and Gents.

As for entertainment, the show featured daredevil motorcycle stunt jumpers as well as a parade of over 1,000 bikes that rode en-masse from the city center to the show. There was also a fine art component and a skills area. I also had the pleasure of hearing lots of live music on an outdoor stage. Six different bands played over the weekend, and all played Rockabilly, Dmitry's favorite music.

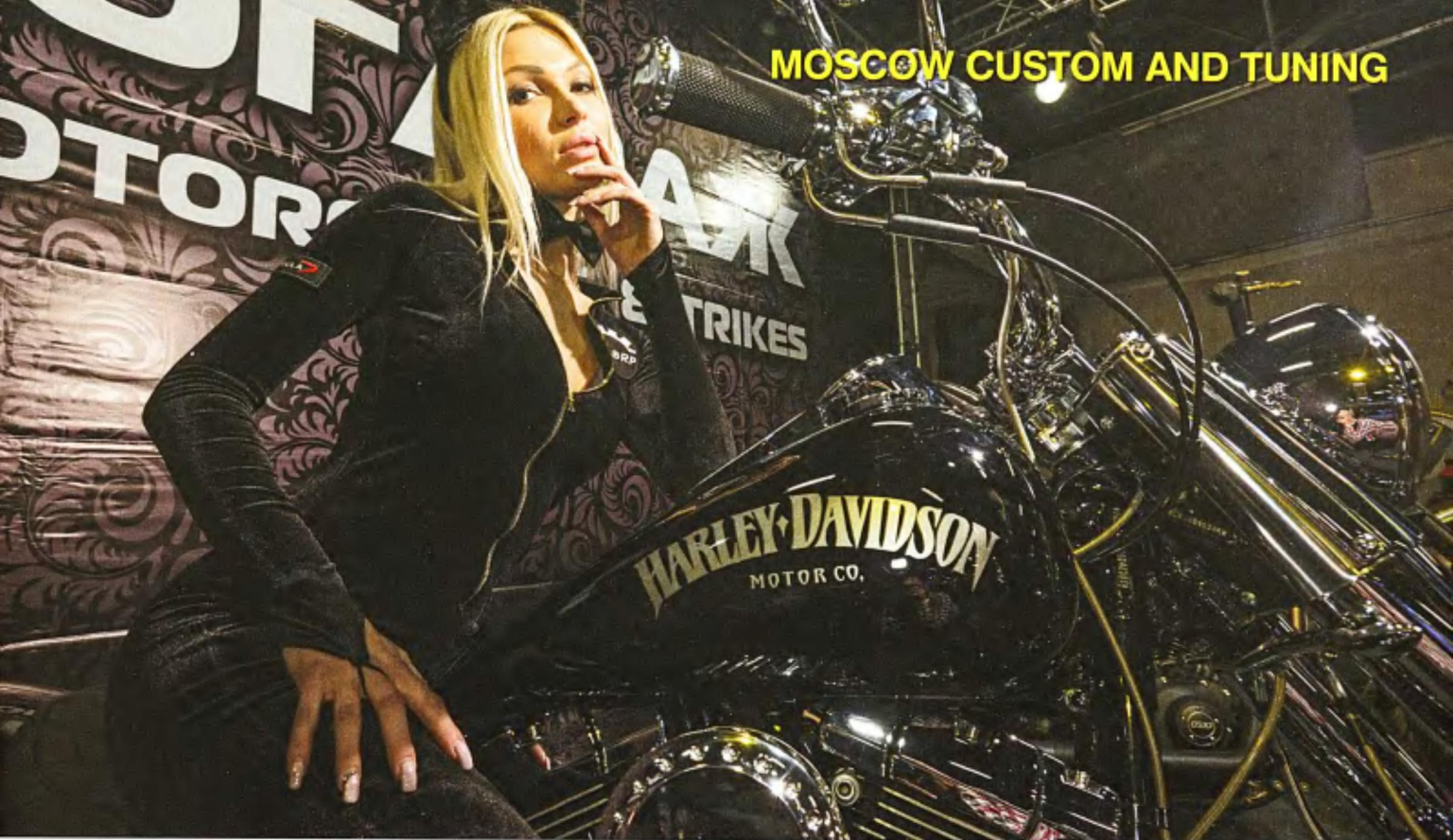
The show alone was worth the 16-hour flight, but I also had the opportunity to tour Moscow and beyond. One of the highlights was a visit to the 11th century Golden Ring town of Suzdal where you can imagine life as it was almost a thousand years ago. It isn't often you get the opportunity to hang with a Cossack bell ringer dressed in traditional uniform while ringing the bells high up in the church tower. The sound had me traveling through the centuries and it was totally amazing. I can say the same thing for the fantastic and diverse food I experienced every day.



Dima Golubchikov's Ziller Garage 500cc Jawa took First Place.



MOSCOW CUSTOM AND TUNING

A collection of custom motorcycle wheels and rotors is displayed on a wall. The wheels are arranged in a row, showing various designs including multi-spoke and solid disc styles. Below the wheels, there are several rotors and calipers. In the foreground, a Harley-Davidson motorcycle is partially visible, showing its front end and wheels.

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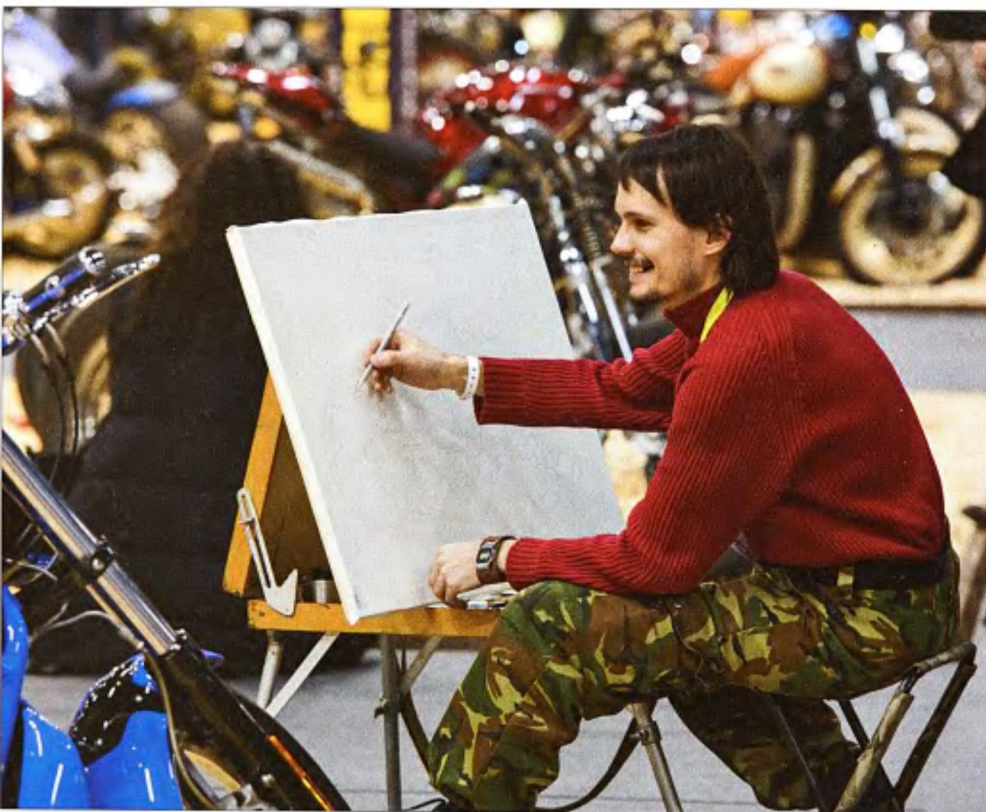
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MOSCOW CUSTOM AND TUNING





My trip to Russia left me feeling that the passion for motorcycles is truly universal. If we could all just get on some bikes and ride with people that we may have thought of as adversaries, we might all realize that we all have similar interests and concerns and perhaps would embrace the words of poet Henry Wadsworth Longfellow who wrote, "We would find in each person's story enough suffering and sorrow to disarm all hostilities."

—Michael Lichter



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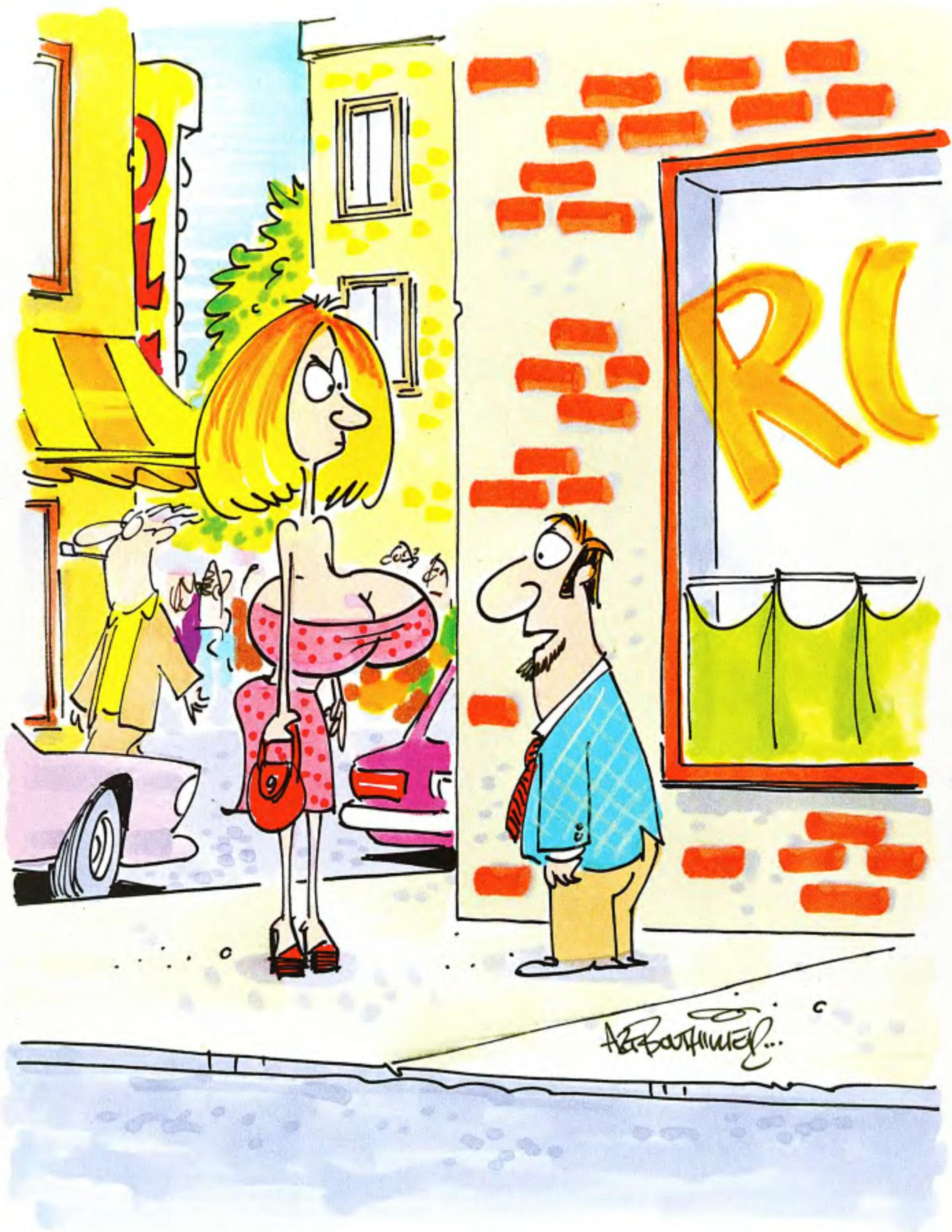
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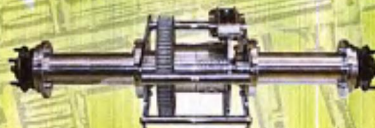
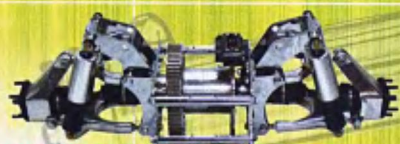
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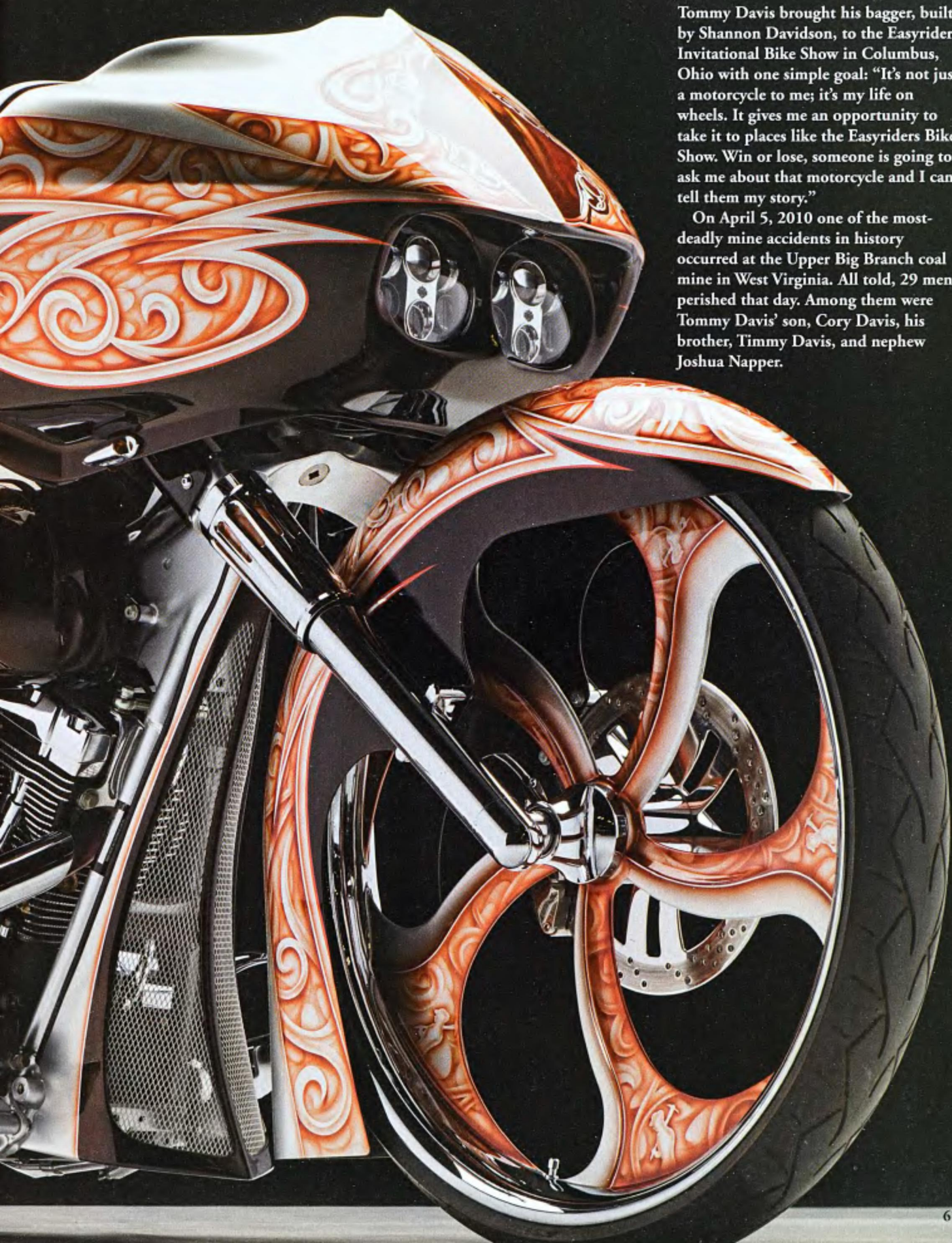
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TOMMY DAVIS' CHOPP SHOP ROAD GLIDE



MINER'S MEMORIAL BAGGER





Tommy Davis brought his bagger, built by Shannon Davidson, to the Easyriders Invitational Bike Show in Columbus, Ohio with one simple goal: "It's not just a motorcycle to me; it's my life on wheels. It gives me an opportunity to take it to places like the Easyriders Bike Show. Win or lose, someone is going to ask me about that motorcycle and I can tell them my story."

On April 5, 2010 one of the most-deadly mine accidents in history occurred at the Upper Big Branch coal mine in West Virginia. All told, 29 men perished that day. Among them were Tommy Davis' son, Cory Davis, his brother, Timmy Davis, and nephew Joshua Napper.



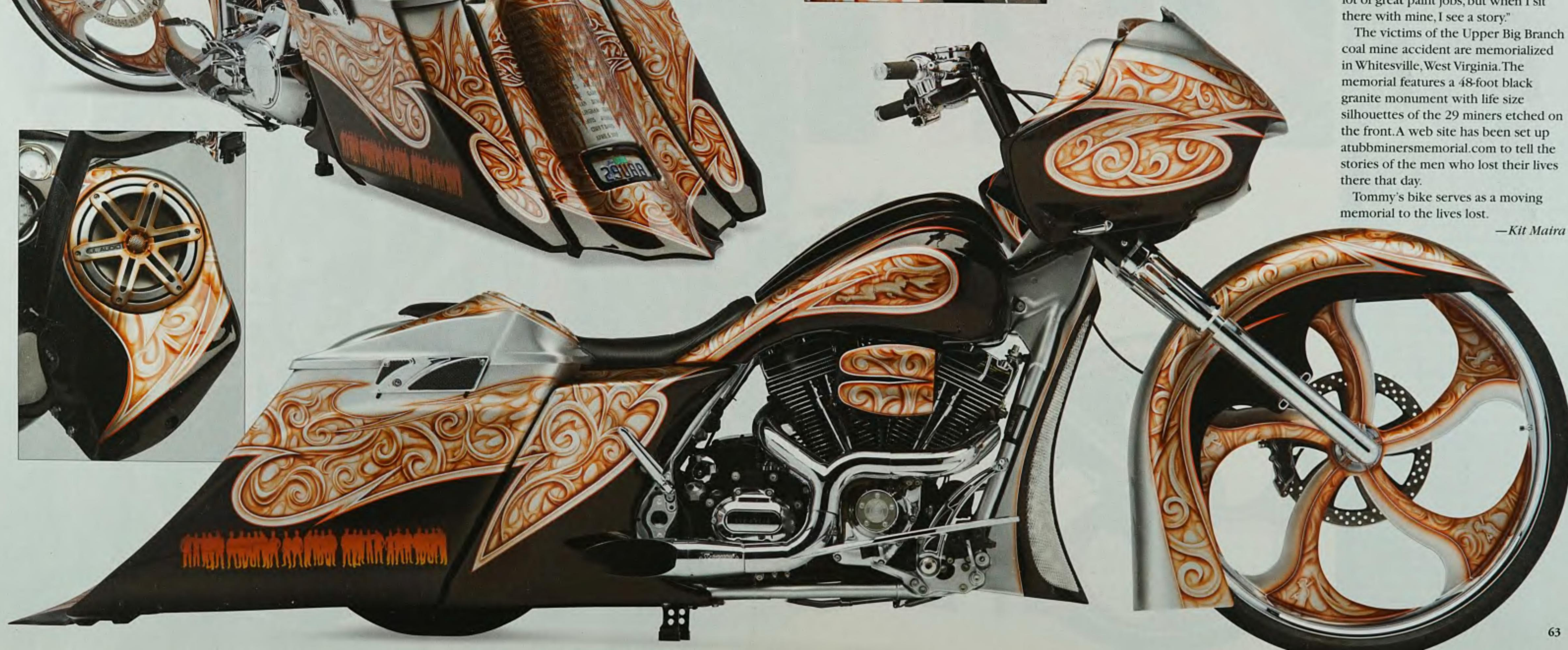
After the accident Tommy found that the only thing that helped him cope with the pain was riding his Harley. It became his daily therapy and it got him to thinking about what he could do to honor the memories of his family and the friends that he had worked with every day whose lives had been lost. Tommy had been an admirer of Shannon Davidson's work, building custom baggers, and after much discussion they set about building this tribute bike.

The inspiration for the luminous paint job were Tommy's tattoos. The three men on the fairing represent Cory, Timmy and Joshua. The headlight shines down on a portrait of Cory on the fender. Twenty-nine men are painted on the saddlebags representing the miners lost. "I see a lot of beautiful bikes, and a lot of great paint jobs, but when I sit there with mine, I see a story."

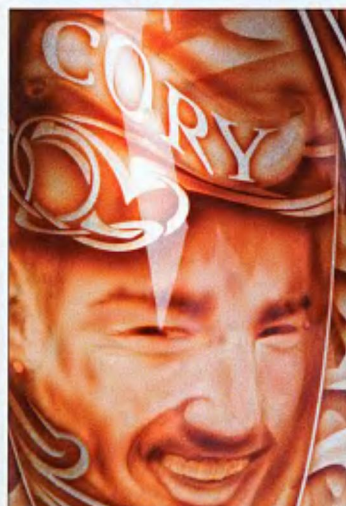
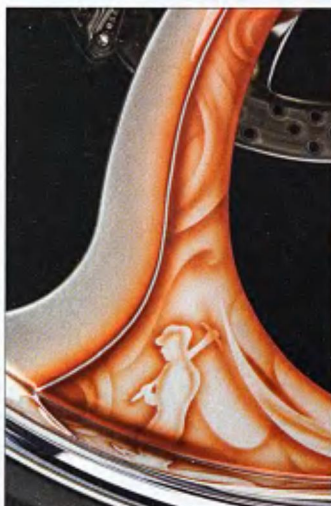
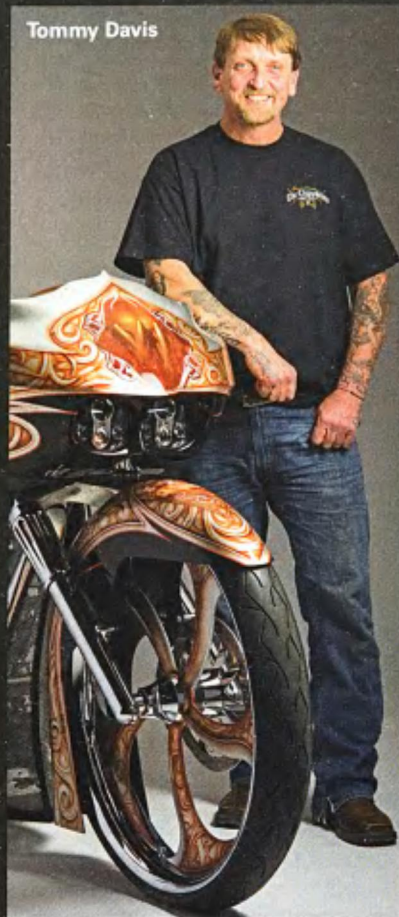
The victims of the Upper Big Branch coal mine accident are memorialized in Whitesville, West Virginia. The memorial features a 48-foot black granite monument with life size silhouettes of the 29 miners etched on the front. A web site has been set up at atubminersmemorial.com to tell the stories of the men who lost their lives there that day.

Tommy's bike serves as a moving memorial to the lives lost.

—Kit Maira



Tommy Davis



CORY THOMAS DAVIS

Cory Thomas Davis, 20, of Cabin Creek played baseball in high school and followed his family members into the mines. He loved the outdoors, often spending weekends at a family camp on a mountaintop, hunting, fishing and putting his truck in the mud. He is survived by his parents, Tommy and Cindy Davis.

CHARLES TIMOTHY DAVIS

Timmy Davis, 51, of Eskdale, loved fishing, hunting with his bird dogs and riding his Rhino. His son described him as "the best hunter and fisher you've ever seen."

He is survived by his wife, Diana, and children Timmy Davis, Jr., Cody Davis, and Misty Dawn Cooper.

JOSHUA SCOTT NAPPER

Josh Napper, 25, of Salem Center, Ohio was a nurse and an avid body builder who loved the outdoors, camping, dancing, and riding his four-wheeler. He wrote a note to his family members, "If anything happens to me, I will be looking down from heaven." He is survived by his daughter, Jenna Leigh, fiancée, Jennifer Ziegler, and parents, Scott and Pam Napper.





"It's not just a motorcycle to me; it's my life on wheels."



Owner: Tommy Davis
City: Belle, West Virginia

GENERAL

Designer: Shannon Davidson
Year/make: 2015 Harley-Davidson
Model: Road Glide
Assembly: The Chopp Shop
Time: 6 months

ENGINE

Year/make: 2015 Harley-Davidson
Model: Harley-Davidson 103
Displacement: 103 cubic inches
Cam: Harley-Davidson
Ignition: Power Commander
Pistons: Harley-Davidson
Heads: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): EFI Harley-Davidson
Air cleaner: Cycle Vision
Pipes: Akrapovic

TRANSMISSION

Year/make: 2015 Harley-Davidson
Shifting: 6 speed

PAINT

Painter: Shannon Davidson
Color/type: PPG Silver/black with luminous panels

FRAME

Builder: The Chopp Shop
Rake: 45 degrees
Stretch: 5 inch
Shocks: Air Airsx

ACCESSORIES

Bars: Carlini
Handlebar controls: Harley-Davidson
Fenders: The Chopp Shop
Headlight: Harley-Davidson
Taillight: Custom Dynamics
Electrics: Harley-Davidson
Gas tank: The Chopp Shop
Oil tank: Harley-Davidson
Oil system: Harley-Davidson
Seat: Butch Highrollers
Pegs: Carl Brouhard
Grips: Performance Machine

FRONT END

Type: glide
Extension: none
Builder: Arlen Ness

WHEELS

Size: 30-inch front, 16-inch rear
Wheels: The Chopp Shop
Tires: Vee-Rubber front, Avon rear
Brakes: Performance Machine

Photos: Michael Lichter
Contact: Shannon Davidson's
The Chopp Shop
828-635-1189
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Bear is a 9 month-old Maltese. He loves to ride and we keep him safe in a motorcycle carrier and he keeps the bike safe, a job he takes all too serious.

—Dave and Jamie Attaway, Emailtown USA



Biscuit rides in Krewe de Barkus Mardi Gras dog parade.

—Cheri Hutchings, Fairview Hts., Illinois



Garage hangs with the boys, Nico and Sonny.

—Pablo, Denver, Colorado

born to be mild



Sam was looking forward to seeing his old Uncle Joel. The guy had been around since dirt was young. He taught Sam everything he knew about Harleys, Indians, women, and life. Sam still applied his advice on a daily basis.

Uncle Joel acted as a nonjudgmental father to Sam from the time his father was killed in the last days of 'Nam. He supported the household, took care of chores until Sam was old enough to take over, and ferried Sam's mom to the hospital for her treatments right up until the day she passed. He tried to teach Sam self-defense and basic boxing skills, but Sam was never the type to fight. He was a peaceful sort and a loner for the most part.

Sam was picked on in school right up until his junior year in high school when he began to excel at anything that required a wrench. Joel helped Sam set up a business repairing and building custom motorcycles, and it took off due to Sam's talent and Joel's vision. Sam gained respect in the biker world for his skill, honesty, and ability to be fair with his clientele.

Sam named his place "Busted Knuckle Motorcycles," which Joel found ironic since Sam was a non-violent, peaceable sort. But having a bar next door to his shop did create problems on rare occasions and Joel

worried that Sam might have an issue he just couldn't solve peaceably one day. But over the course of years, Joel watched Sam handle just about every situation with aplomb and his worry took a back seat to the pride he felt for the boy.

"Well Sam, you've done a great job with the place, and ya certainly don't need this old codger around anymore. I'm gonna head out to Cali for a bit and see some old friends. One in particular." Joel said it with a wink.

Sam smiled. He knew his uncle was growing restless for a long road trip aboard his panhead, and he also knew that a woman was waiting for him on the coast. It was an "on again, off again" sort of relationship. But when it was on, his Uncle Joel would be smiling all day and walking with a spring in his step.

"I'll miss your sorry old ass for sure," Sam said. "And work will pile up big time around here 'til ya get back. But I know the road calls, and so does that pussy you've been in love with for all these years."

"Not love, boy... lust. Pure and simple. It works well for us. Lord knows we couldn't live together without one of us endin' the other." Joel said with a broad grin. "But after bein' away from each other for a year or so

at a time, the lust just fires right up again. Don't even need a pill to get things started."

"Your half of the house will be waitin' for ya and your tool box will be locked up tight 'til you roll back in here," said Sam.

"I think this time I'm just gonna stay on the road, boy. You have all this well in hand and I need the freedom," Joel said a little wistfully.

"That's what you said the last five times you rolled on outa here. I'll be here waitin' for ya, ya old snake in the grass." Sam was grinning. He knew Joel would be back. Sam waited for the inevitable question. The one his Uncle asked every time he was headed out. In a few minutes it came.

"Ya know I have to ask. Lordy knows it's a tradition now." Joel leaned in. "Where in holy hell do ya go for that two hours every day? I mean, even when we're busy I hear that Evo start up and off ya go." Joel was serious. "I know it ain't that barmaid next door because she comes to you three nights a week and ya keep me up 'til the wee hours with the racket you both make. So what the hell?"

"Someday I'll tell ya, Uncle Joel, but not today." Sam trailed off.

"I hope I live that long, boy. All I know is, you come back a different

man after those two hours. It's like you're ready to tackle the world. It ain't church is it?"

Sam broke into laughter, "No, it sure as hell ain't church."

Sam thought of that conversation with a smile as he tightened down a new, chrome primary cover on the shovel he had just installed a new chain and clutch basket on. It had been just about four months since he watched Joel pull away with his tent and pack strapped to the sissy bar of the sweet old panhead. He knew he'd be hearing that pan before long. Joel had called and said he was a hundred miles out. Seems he had a falling out with his lady friend for the hundredth time and he just wanted to turn wrenches "to forget her once and for all!"

Sam knew that in half a year the old codger would be headed west towards his weakness once again. He had only met her once, and she was everything Joel said she was. Sam understood the old dude's passion.

Within an hour, Sam and Joel were embracing. "Let's head over to Bird's and get us a few cold ones, boy." As was their tradition, they closed up the shop and walked on over to Bird's Place, the ramshackle titty bar that almost all of Sam's customers frequented. Within an hour they were four boilermakers in and Joel was telling tales of the road and of his lady.

They were enjoying each other's company and the dancer up on stage when a group of unfamiliar dudes strolled through the door. They were a rude bunch. Young, loud, and derisive of the barmaid and the dancers.

Sam watched Joel stiffen as the nonsense the four rude dudes were tossing around got under his skin. In his day Joel could throw down with the best of them, but his age wouldn't let him dance rough anymore. Sam knew that wouldn't stop him, though. He never liked to see anyone disrespected. "Let it be. They'll be leavin' soon," said Sam.

"You know I can't do that, boy. I hope you remember what I taught you 'cause I'll need back up." Joel started to rise from his chair, but Sam caught his arm.

"That's what the cops are for, Uncle Joel. If Lucy has enough, she'll dial them up." Sam knew it wouldn't matter and so did Joel. The cops never came to a biker bar until after the blood was dry on the floor. The bar was almost empty and it didn't look like anyone was gonna step up to straighten out the rude dudes.

"I can appreciate your pacifism, boy. I can even respect it, but sometimes a man's gotta do what a man's gotta do," Joel grumbled.

One of the rude dudes had overheard Joel. He walked over and roughly shoved Joel back down into his chair as he was beginning to rise. "And just what are ya gonna do, you old fuck?" said the fattest of the bunch.

"Hey, hey, hold on a minute. He didn't mean anything by it. He's just an old school gentleman at heart. Leave him be," said Sam with a calm, conciliatory tone.

"No, I won't leave him be. If he wants to make a smartass comment, let 'im back it up," said the skinny one from his perch on his bar stool.

Sam saw the look in Joel's eyes. It was a look of disappointment aimed right at Sam. That was all it took. Sam never wanted to see that look again. He stood up quickly, his chair falling over behind him.

As the chair hit the floor, Joel elbowed the fat boy in the crotch. Fatty doubled over in time to feel Sam's beer mug kiss the back of his head. One down, Sam thought to himself. He sized up the situation. Skinny was off his bar stool and heading for Sam. But Sam was ready. He threw a roundhouse kick over Joel's head and planted it right into Skinny's temple.

Two down, thought Sam. The other two rudes jumped from their stools and headed toward the fray. Joel spun low and kneecapped the first one with his beer mug. That gave Sam time to take out number three with a quick shot to the throat followed by a classic combination to the mid-section. Just for good measure, Sam kicked him in the temple as he headed for the floor.

Sam heard his Uncle Joel yell, "Blade." And turned in time to see number four heading towards him with a hunting knife that had to be all of twelve

inches. Number four was a bit wobbly after his kneecapping with Joel's beer mug, but the glinting blade made up for that. He lunged at Sam, who deftly moved to one side. He lunged again and again and Sam expertly avoided the blade every time. Joel noticed that Sam actually seemed to be enjoying himself.

"If I can't cut you, then I'll cut the old dude," said number four as he spun around and sliced the air, the blade aimed for Joel's throat. It never reached him. Like a flash of lightning, Sam moved and within seconds number four was laying on the floor, amongst the peanut shells and tobacco juice, screaming, his knife arm broken in two places. Sam picked up the knife and handed it to Joel.

"Little souvenir for ya," Sam said with a smile.

He looked towards the bar where Lucy had her sawed off shotgun aimed at the rude four. She was swiveling back and forth to keep them all covered. Sirens could be heard off in the distance. "You best get out of here, boys. I called the cops when that bunch of assholes first walked in. Guess they figured enough time has passed, so they'll come bustin' in all heroic like," said Lucy with a smirk. "Don't think you wanna be around when they start askin' questions."

"You got that right," said Sam. "See ya tonight?"

"Yeah, I'll be over after my shift," she said, her grin growing wider.

Joel waved to Lucy and said, "Adios, beautiful."

The two men walked out the swinging doors and back towards their bike shop. They mounted their rides and as they prepared to head home, Joel said, "So, that question I been askin' ya fer years. The one about where you go every day for two hours. I think I finally have my answer." He was smiling.

"Yeah, I guess ya do. I've been earning black belts for years. Even a peaceful man has to be prepared. Your words."

Uncle Joel laughed as he kicked over his pan. The two rode off together as they had done for decades, each filled with respect for the other.

—Z. Jakl



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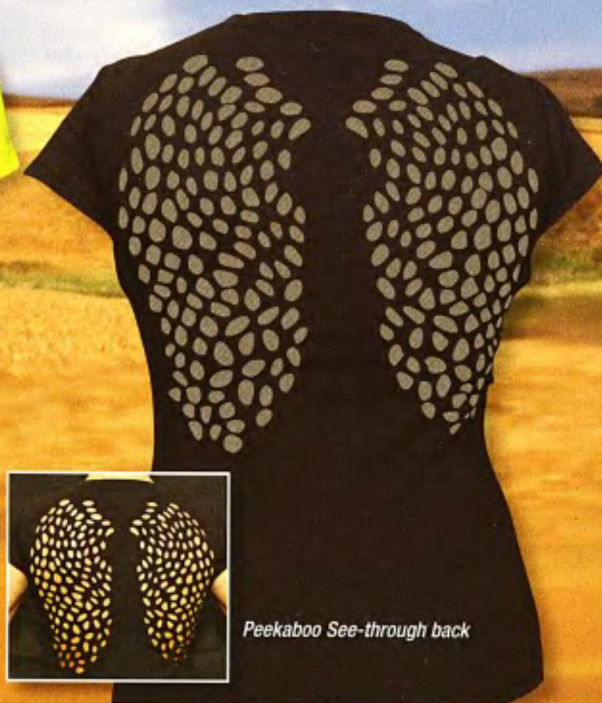
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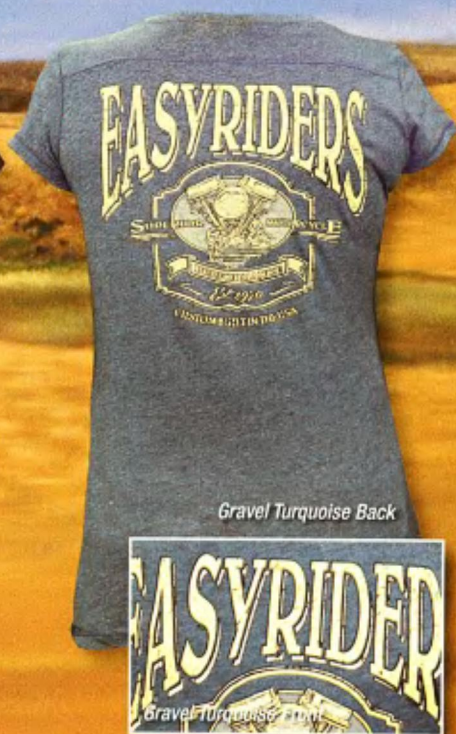
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TRENT SCHARA'S ATOMIC CUSTOM SHOVEL

BERSERKER

As the editor of *Easyriders* magazine, I can honestly say that I was blessed to be a friend of the late David Mann. And I can also honestly say that he would have loved this bike. As David would say, "It's got the look." It is a look and style that could have ridden right out of one of Mr. Mann's centerfold paintings for *Easyriders*. The look was, and is, the definition of cool.

Trent Schara, owner of Atomic Custom of Clancy, Montana is hip to

creating two-wheeled works of art, and this sweet shovelhead sums up his passion for all things with two wheels and a v-twin motor. It's a love affair that began when he was just 4-years-old. His first motorcycle was a 1976 Yamaha GT80 and the fact that his family members rode helped to ease him into the saddle.

With a great eye for old school, pre-1970s choppers and bobbers, Trent opened Atomic Customs.

"We do mostly panheads and shovelheads by appointment only," Trent says. "But an occasional Evo bike will sneak in from time to time."

This particular shovel is called the Atomic Berserker and it's a ground-up custom that was showcased in Michael Lichter's "Motorcycles as Art" museum show at the Buffalo Chip during Sturgis Bike Week last year. It began with a 1968 FLH motor and tranny wedged into a 1957 Harley rigid frame and mated to a Primo primary belt drive. Randall Nelson freshened up the motor with a Morris ignition, Wiseco pistons, and an Andrews cam. The carb is an S&S E.

Trent made the gas tank, oil tank, handlebars, sissybar, seatpan and exhaust pipes by hand, and had the talented David O'Hanlon handle the expert engraving on the rocker boxes and generator cover.

and generator cover. John Stromberg sprayed on the midnight cloak of black paint and Union Speed crafted the classic king & queen seat. The perfect 2-inches-over-stock chrome springer front end is by Phares Cycles.

The end result of this build is exactly the kind of clean, traditional chopper that Trent pictured in his mind, long before he turned the first wrench on it. "It turned out exactly as I planned," he tells us. "I haven't ridden it as much as I would have liked, but in 2018, it will see some miles."—*Dave Nichols*



David O'Hanlon handled the expert engraving on the rocker boxes and generator cover.





Owner: Trent Schara
City: Clancy, Montana

GENERAL

Fabrication: Atomic Trent
Year and make: 1968 Harley-Davidson
Model: FLH
Assembly: Atomic Trent
Time: some
Chroming: D.I.P. Helena

ENGINE

Year and make: 1968 H-D
Model: shovelhead
Rebuilder: Randall Nelson
Ignition: Morris
Displacement: 84 cubic inches
Lower end: H-D
Balancing: H-D
Pistons: Wiseco
Heads: H-D
Cam: Andrews
Carb: S&S E
Air cleaner: S&S
Pipes: Atomic Trent

TRANSMISSION

Year and make: 1968 H-D
Shifting: hand

PAINT

Painter: John Stromberg
Color and type: black / House of Kolor

FRAME

Year and builder: 1957 H-D

Type: rigid
Rake: stock
Stretch: stock
Shocks: none

ACCESSORIES

Bars: Atomic Trent
Hand controls: none
Fenders: Atomic Custom
Headlight: swap meet special
Taillight: After Hours Choppers
Pegs: Biltwell
Electrics: Atomic Trent
Gas tank: Atomic Trent
Oil tank: Atomic Trent
Primary: Primo
Seat: Union Speed
Grips: Biltwell

FRONT END

Type: VL springer
Extension: 2-inches over
Builder: Phares Cycle

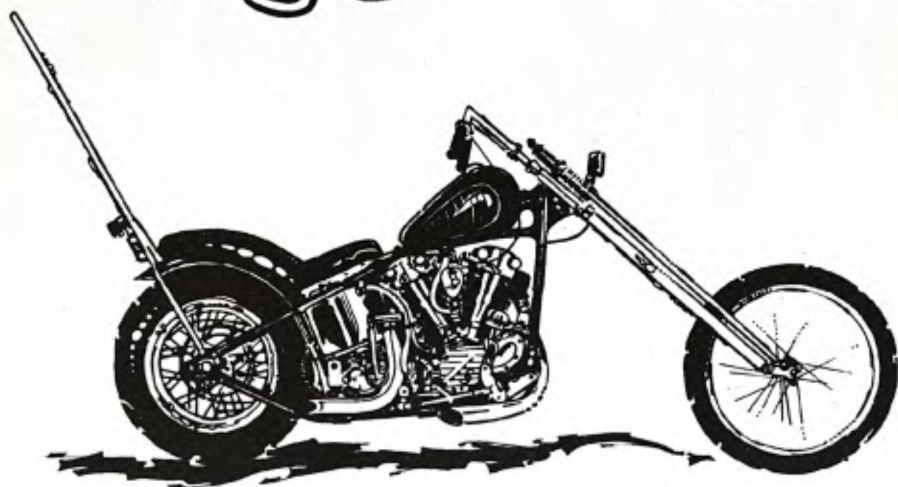
WHEELS

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

Photos: Michael Lichter
Contact: Atomic Custom
406-980-1244
atomic-custom.com







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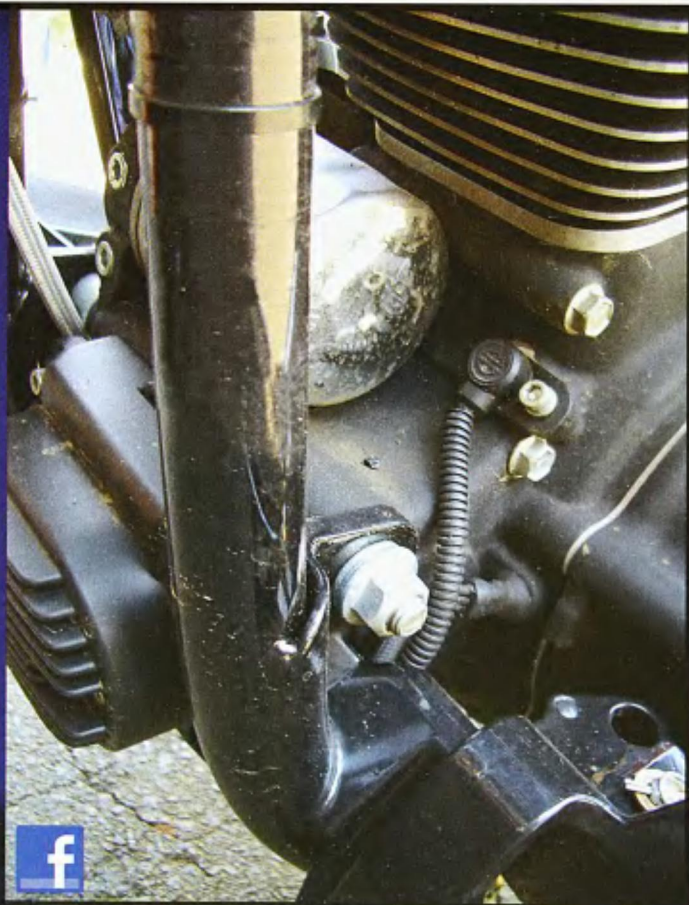
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HARLEY-DAVIDSON GOES BACK TO BASICS WITH A TWIST

Street Bob Road Test

Arguably, Harley-Davidson's most fun member of its new and growing Softail line-up, the 2018 Street Bob, is all about what motorcycling used to be about, and maybe still should be about. It's a no-thrills, no-gimmick bike with very little to distract you from the ride. Kind of like what it used to be before the two-wheeled luxury liners with their heavy-duty infotainment systems took over.

What you see is pretty much what you get with the Street Bob: an engine and tranny cradled inside a brand-new Softail frame, two laced wheels, a front end with handlebars, gas and oil tank, and a seat. And what more do you really need? There's a definite "less-is-more" philosophy going on that even relates

to the bike's weight, which comes in at only 630 pounds dry, or a full 16 pounds less than previous Street Bob models.

Add to that the fact that the engine is Harley's new 107-inch Milwaukee Eight that boasts 110 foot-pounds of torque at 3,000 rpm, and you can see that this power-to-weight ratio is geared to giving the rider a whole lot more fun as he or she shifts through the six-speed tranny. And with a seat-height of 25.8 inches, even the shorter crowd ought to have no problem getting both feet flat on the ground when coming to a stop.

The bike takes a lot of stylish cues from the bygone and much revered chopper era of the 1960s and 70s.







Starting with the 19-inch front wheel and 16-inch rear and continuing with a very comfortable set of mini apes, the Street Bob pays tribute to the early days of chopperdom without, however, sacrificing anything that you wouldn't want to have a half a century later. There's the Softail frame, for instance, that not only handles much better, thanks to 34 percent more stiffness in the neck (according to Harley), it also lends the bike its cool rigid frame appearance that so many riders admire.

Yet, with its adjustable rear mono shock suspension under the seat, you can set your very own comfort level.

Pretty much the same can be said about the bike's high-performance racing-style cartridge front suspension; hitting potholes and road bumps will convince you that there's some very modern—and pretty effective—technology at work here.

You'll also notice the absence of any gauges, another nod to the no-frills idea of early choppers, but the cool

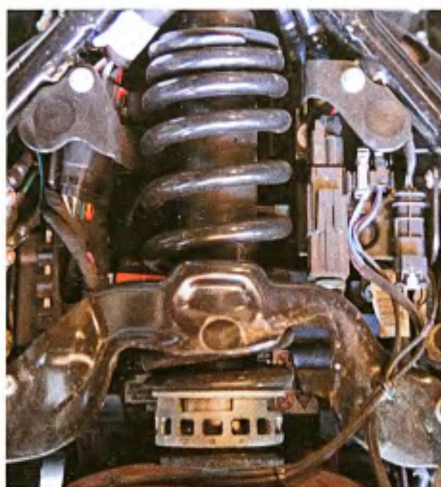
part here is that they're not gone at all. Instead, they've become digitized and been relocated into a tiny spot inside the handlebars. Specifically, the speedo, odometer, trip meters, rpm and gas gauges, and the clock have all been tucked into the handlebar riser in front of you, leaving the rest of the bike totally naked and uncluttered. Ingenious, if you ask me.

ABS is optional on this bike, while the security system comes standard, as do the keyless ignition and the USB



port on the left side of the bike's neck. But then, all 9 Softails feature such a port now.

As far as taking the Street Bob for a ride, here too, what you see is what you get: plenty of power thanks to the Milwaukee Eight, excellent handling thanks to the stiffer frame and front end, and lots of comfort on that single rider seat. My only complaint, as always, is that the mid-mount foot pegs are right underneath you, which leaves your legs feeling cramped after a while



GENERAL

Model: 2018 Street Bob
Engine: Milwaukee-Eight 107
Bore/stroke: 3.937 in./4.374 in.
Displacement: 107 cubic inches
Compression ratio: 10.1:1
Fuel system: Electronic Sequential Port Fuel Injection (ESPFI)
Exhaust: 2-into-2 offset shotgun; catalyst in muffler

PERFORMANCE

Engine torque: 110 ft.-lb.
Lean angle: 28.5 right, 28.5 left
Fuel economy: 47 mpg
Primary drive: chain, 34/46 ratio

DIMENSIONS

Length: 91.3 inches
Seat height, laden: 25.8 inches
Seat height, unladen: 26.8 inches
Ground clearance: 4.9 inches
Rake: 30 degrees
Trail: 6.2 inches

WHEELS

Wheelbase: 64.2 inches
Tires: 100/90B19, 57H BW front / 150/80B16, 77H BW rear
Fuel capacity: 3.5 gals.
Oil capacity: 5 qt.
Wheels: gloss black, steel laced
Brakes: 4-piston fixed front, 2-piston floating rear

Photos: Kai R and Kit Maira

and wishing for some highway pegs to stretch your toes a bit.

But Harley does have a nice selection of aftermarket parts like the long-angled adjustable highway peg mount kit that should alleviate some of those problems.

Like its beefier Fat Bob cousin, the Street Bob is not really meant to take you on long distance rides. It's more of a bar hopper; a fun bike to tool around town on. But it can also be your ground zero for some serious customizing, starting with H-D's very own Screamin' Eagle parts, maybe a passenger pillion for the ol' lady, or even a luggage rack or bags to turn your bar hopper into a long distance rider.

Part of the entire Softail concept is the idea that a lot of the accessories Harley has ready for you will fit just about any new Softail model. And in the Street Bob's case, a starting price between \$14,500 (for the vivid black version) and \$15,300 (for the two-tone versions) should ideally leave you with enough cash in your pockets to let you start customizing your ride right away. For more info on the Street Bob or any other Softail model, simply go to h-d.com. —Tripper

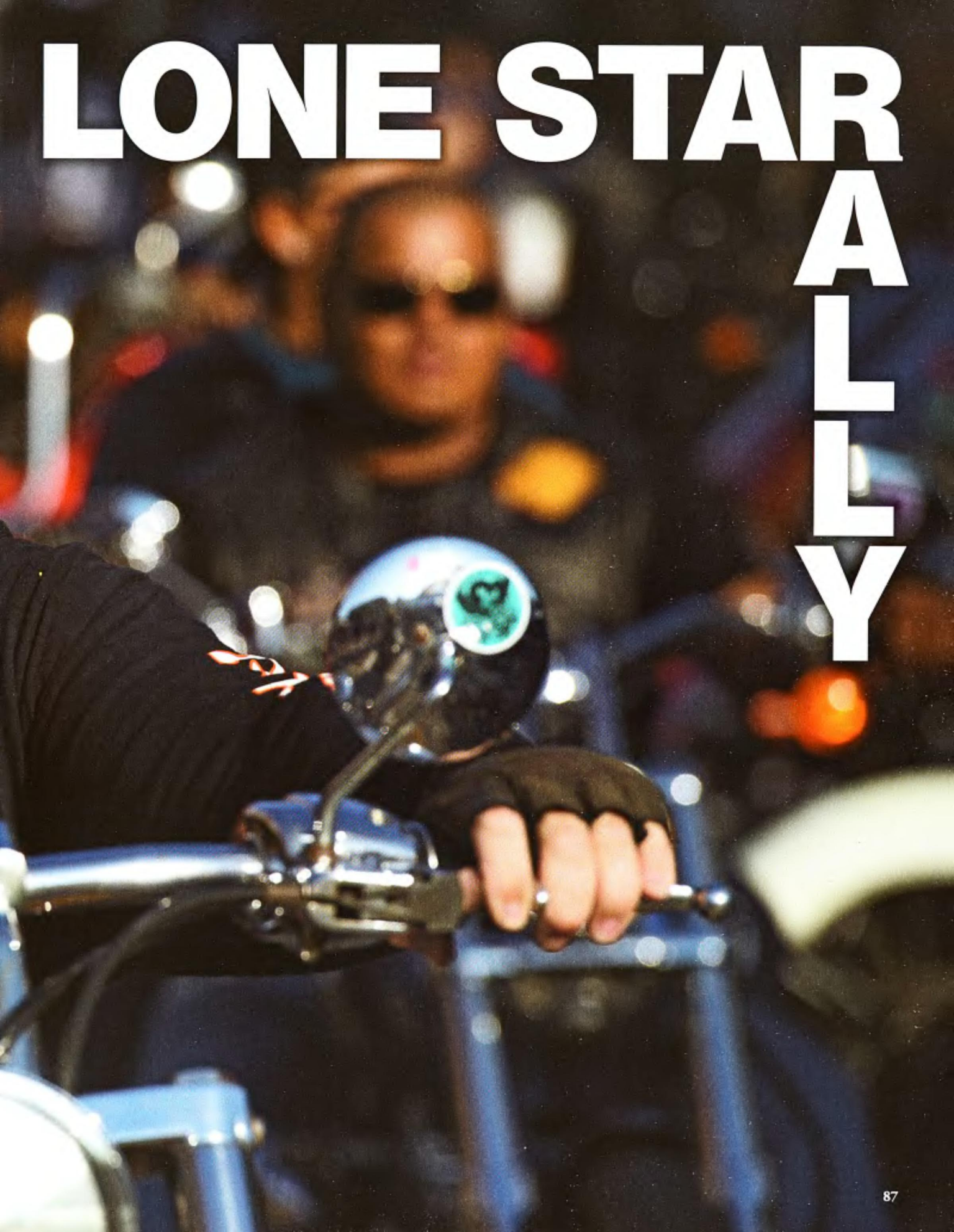


THE QUEEN CITY OF THE GULF

The first time I attended the Lone Star Rally in 2008, I was so sufficiently impressed that I've headed back many times since. That sentiment is shared by enough bikers that this annual November rally in Galveston, Texas has become one of the most attended four-day bike rallies in the country. (The official DOT figure for the weekend was 455,000 visitors).



LONE STAR ALLEY

A photograph of a person on a motorcycle at night. The person is wearing a dark jacket and a helmet with a green visor. They are holding the handlebars, which have a red and white striped grip. The background is dark with blurred lights, suggesting a city street at night.

LONE STAR RALLY



My friend, and legendary custom bike builder, Dave Perewitz started going to the rally around the same time as I did, only he doesn't mince words when it comes to describing the event. He simply says, "It's fucking nuts!" in his thick Boston accent. Dave went on, "I'm a huge fan of Galveston and I tell everyone about it. I can talk all night, but you've got to go yourself to see how crazy it really gets. It reminds me of Sturgis back in the 1970s when they didn't have all the rules, so I love going every year." Dave, along with his world land speed record holder daughter Jody, has staged one of his Perewitz paint shows in front of the Hotel Galvez on the Seawall these last few years, but he assured me he would go anyway, even if he didn't put on the show.

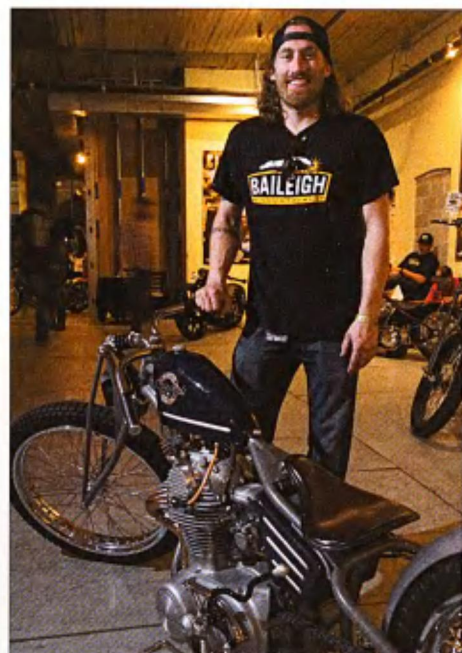
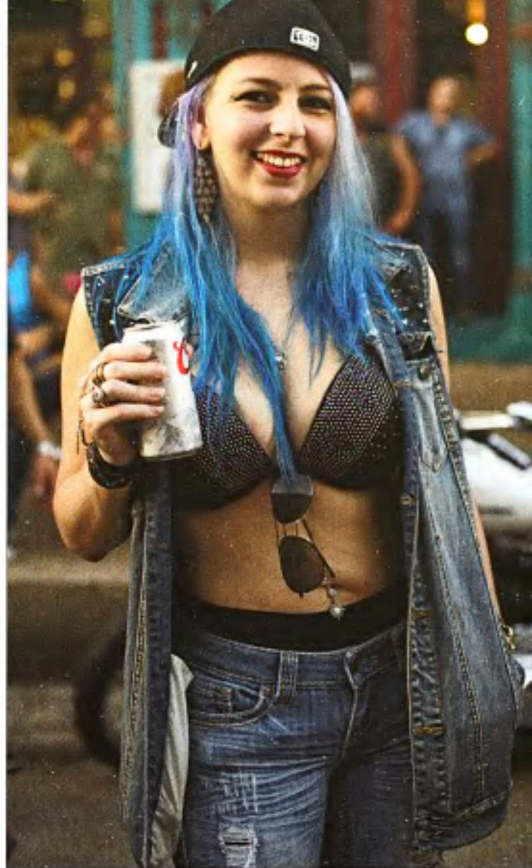
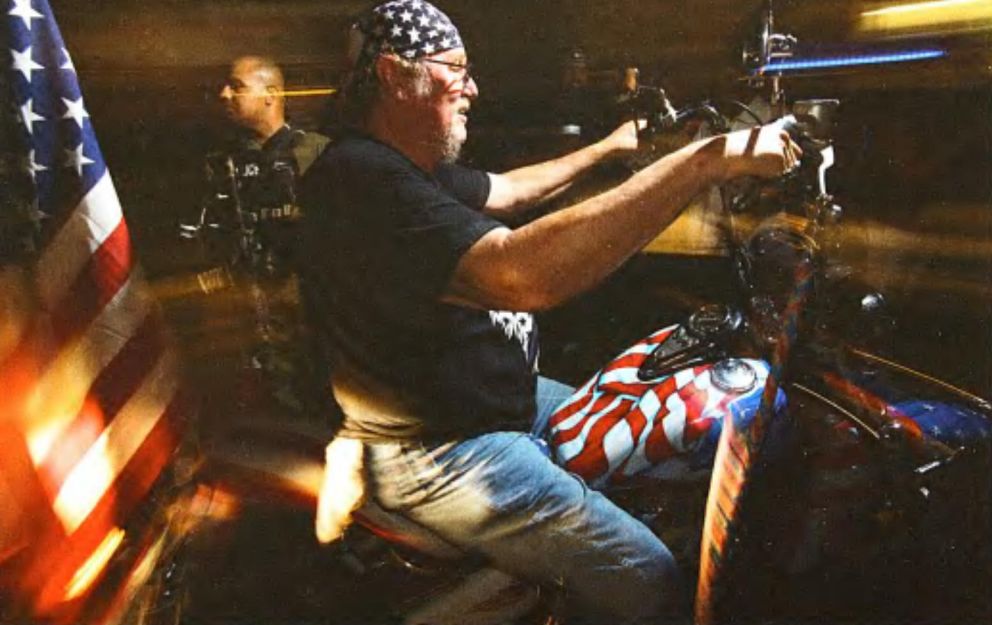
Dave and Jody Perewitz





LONE STAR RALLY





The Lone Star Rally has grown immensely since its rag-tag beginnings seventeen years ago when the event more closely resembled a street festival. It now has a great lineup of free entertainment that included concerts with David Alan Coe, Sawyer Brown, and Vanilla Ice among others. Along with bike shows, car shows, field events, and countless vendors in the historic Galveston Island and its sandy white beaches, there is so much to do. The close proximity of Houston just fifty miles away helps to swell the numbers, but I also saw visitors from surrounding states like Louisiana, Alabama, Arkansas, and Kansas.

Exhausts are loud and the music blares late into the night at the Lone Star Rally, but really, it is impossible for me to convey just how loud this event is. I'm not complaining because it's all part of the incredible energy of the event, particularly in the historic Strand District where a six-block long stretch is closed to four-wheeled traffic (along with all of the side streets in and out of it) and the party is in the streets.



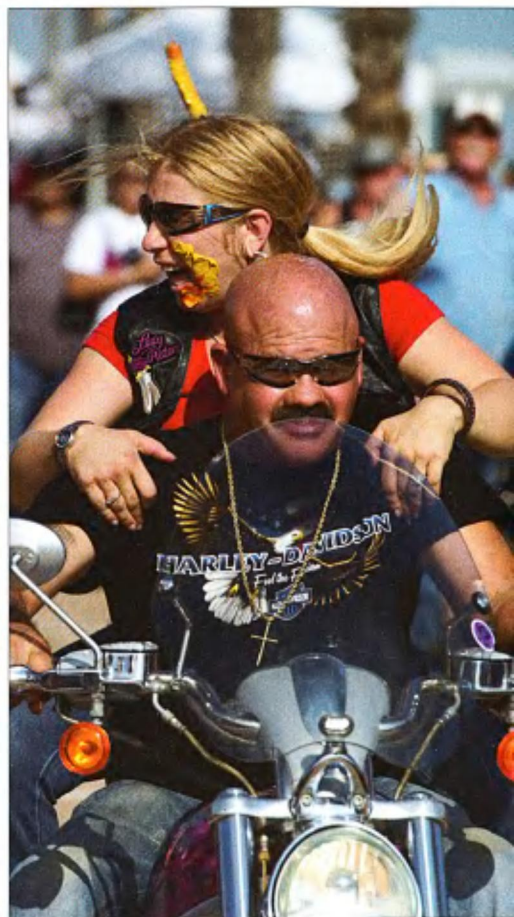
LONE STAR RALLY





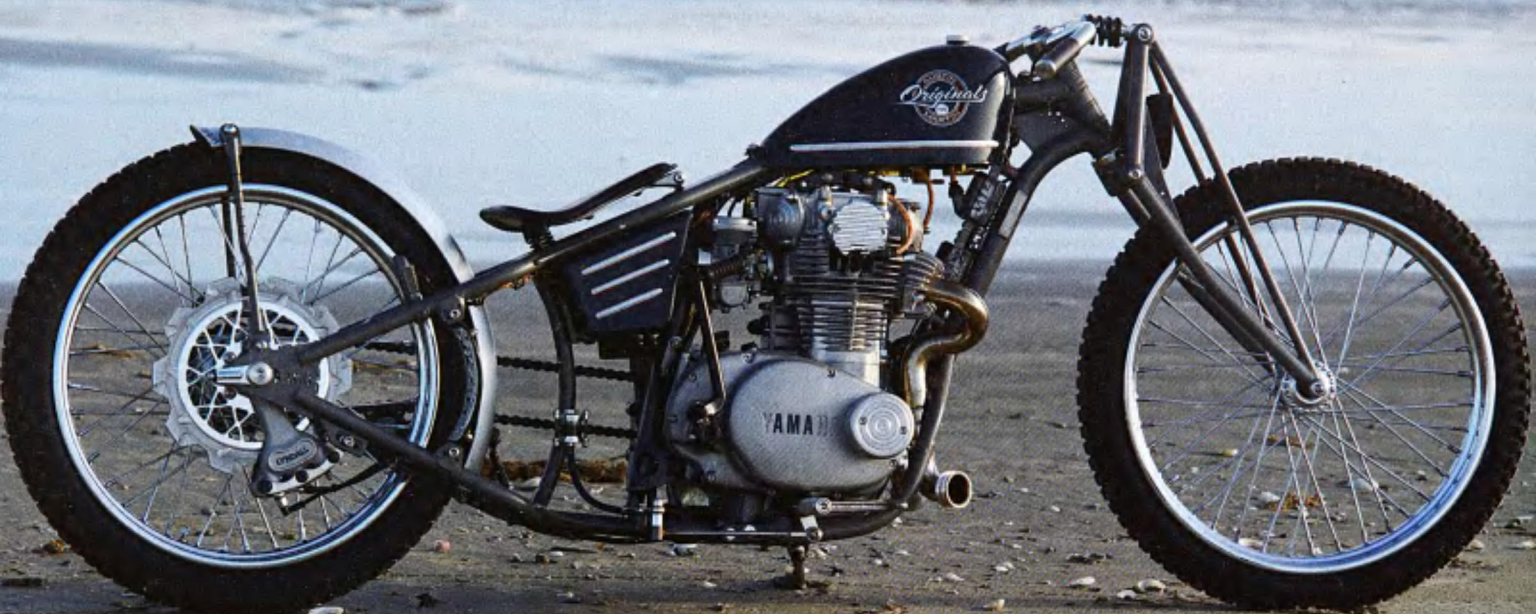


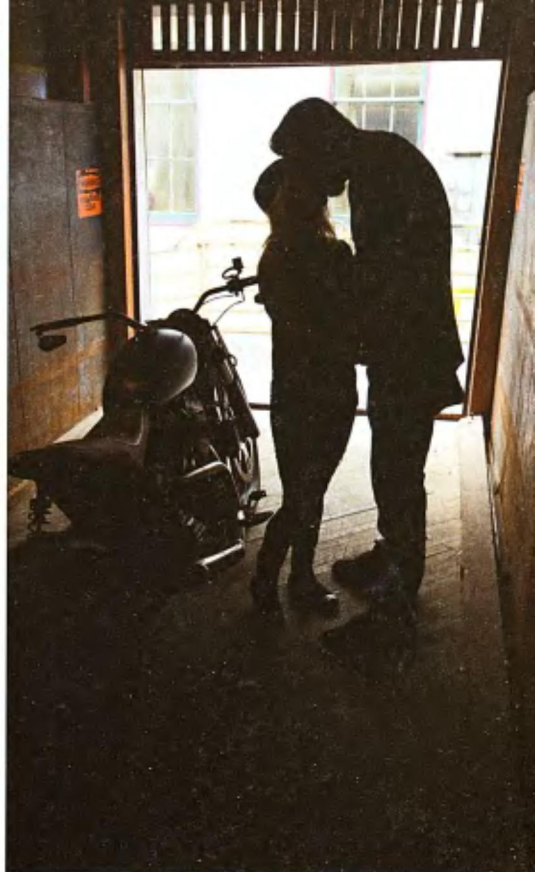
A really nice addition this year's rally was the "In Motion Invitational Builder Show" that included Austin Andrella, Bill Dodge, Chris Moos, Donny Loos, Jeff Cochran, Kiwi Mike Tomas, Kyle Shorey, Majik Mike Rabideau, Pat Jansen, Ryan Gore, Will Ramsey, and Xavier Muriel. The show was appropriately named since the bikes all had to go out for a shakedown ride on the Thursday to be eligible for the big prize money. The final group of bikes was impressive and their look was enhanced by the old brick building on the Strand where they were on display. This group of elite builders expressed how there isn't a cooler place to hang out with friends and go riding, and all this under the umbrella of the rally. Bill Dodge described it as, "a bit of a drunkfest, but cool because it feels like the mayhem there used to be before the 1980s. It's still wild and feels like the old days in Galveston." In the end, only one bike can win the big prize, and in what I thought to be a very fair judging system with 20% being peer-based (the builders themselves), 40% an industry panel, and the last 40% coming from a group of motorcycle related tradesmen, Donny Loos went home with the \$10,000 Grand Prize for his flamed 1949 panhead.





LONE STAR RALLY





I hope this feature inspires many of you to try the Lone Star Rally out for yourselves on the first full weekend of November. There really isn't a better time to be down on the Gulf with winter about to hit points north. You'll also never see bikers so welcomed as they are in Galveston. The red carpet is rolled out in a way you don't see in Sturgis, Daytona, Laconia or anywhere else. They genuinely want bikers in Galveston and that feels really good. Hope to see you there next year in the Queen City of the Gulf.

—Michael Lichter







this KTM was built to be collected

ART ON WHEELS

If you were to Google "KTM 520 MXC" on your computer, you'd find yourself staring at pictures of an off-road bike with lots of colorful plastic, thick knobby tires, and looking nothing at all like this amazing and totally scratch-built piece of art on wheels.

The bike is now part of a private collection in Dallas to which Max Hazan, its creator, has already contributed four other motorcycles. "I met Bobby Haas when he only had his

personal bike," Max says, "and now he's got about 150 of them."

But Max didn't build this KTM specifically for Bobby; he says he built it as a sort of an homage to the very first bike he ever built in his dad's garage many years ago, mostly from bicycle parts. He wanted to imbue this KTM with that "bicycle feeling," and when Bobby saw the finished piece, he fell in love with it and bought it along with Max's very first bike.

"It's not really street legal."



Owner: Bobby Haas
City: Dallas, TX

GENERAL

Fabrication: Max Hazan
Year and make: 2003 KTM
Model: 520 MXC
Assembly: Max Hazan
Time: 4 months
Chroming: General Plating Co.

ENGINE

Year and make: 2003 KTM
Model: 520 MXC
Rebuilder: Max Hazan
Ignition: stock, retarded
Displacement: 520 cc
Lower end: stock internals
Carb(s): FCR 41 Flat Slide
Air Cleaner: open velocity stack
Pipes: Max Hazan

TRANSMISSION

Year: 2003
Modifications: none
Shifting: integrated tank shift / foot clutch

PAINT

Color: black
Type: nickel plating

FRAME

Year: 2017
Builder: Max Hazan
Type: 125-inch wall chromoly rigid
Rake: 3-inch trail
Stretch: custom
Modifications: built from scratch

ACCESSORIES

Bars: made in-house
Handlebar controls: made in-house
Fender(s): Max Hazan
Headlight: Trailtech LED
Taillight: none
Pegs: in-house
Electrics: in-house
Gas tank: Max Hazan
Oil tank: Max Hazan
Oil system: Max Hazan
Primary cover: stator cover
Seat: Max Hazan
Grips: Max Hazan

FORKS

Type: springer
Builder: Max Hazan

WHEELS

Size: 24-inch front, 23-inch rear
Hub: Max Hazan
Tires: Firestone
Brake: rear runs off final drive train
Special modifications: AMR supercharger, billet blower drive and snout, stock compression, runs on 110 octane, integrated wet sump oil tank, rear spokes laced directly to sprocket.

Photos: Michael Lichter

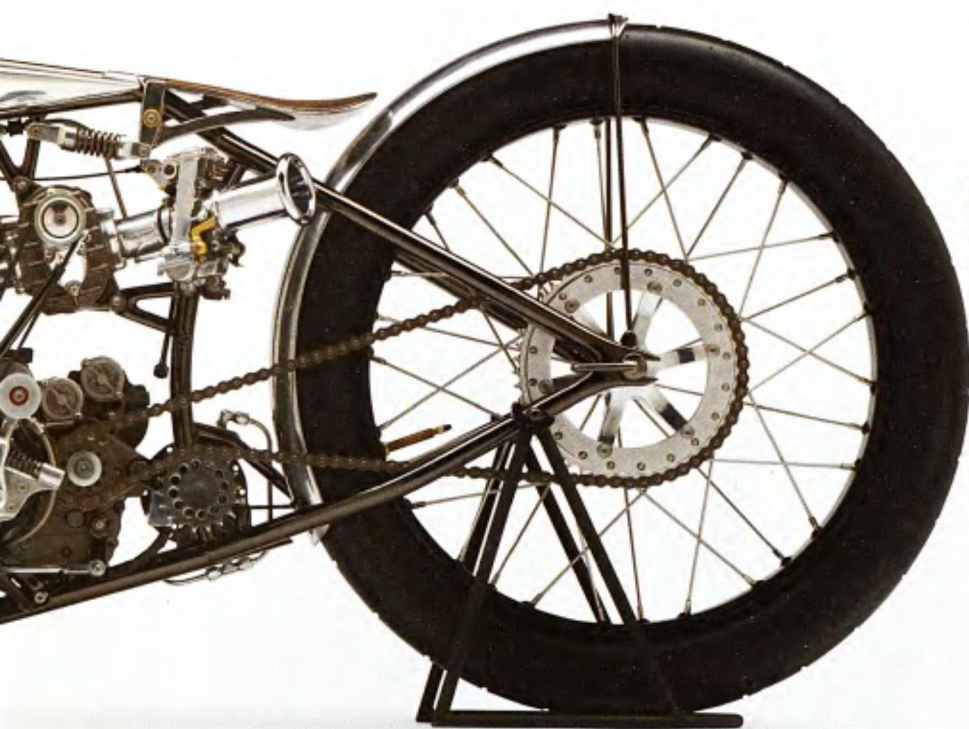
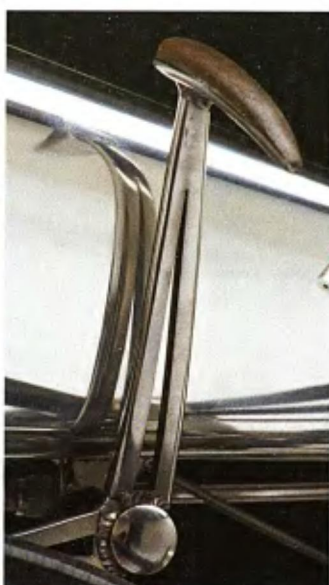


Although the KTM looks like you couldn't ride it, and it's not really meant to be, Max says that the 80-plus-hp engine combined with a total bike weight of about 240 pounds make for one helluva ride. He knows because he tested it by pouring 110-octane gas into its tiny tank and taking it up to about 70 mph on what is essentially a set of bicycle tires on clincher rims. "It's beefy enough," he says, "but it's a scary ride."

The engine is about the only thing

that's more or less stock on this bike. "I just retarded the ignition and moved the sensor back about ten degrees," Max says. "With the boosters it's just a little detonation protection. And I machined the stator cover out of a block of aluminum. It's got bearings in it and a drive shaft with a pulley on the end, so it spins the blower by that. It's not really street legal."

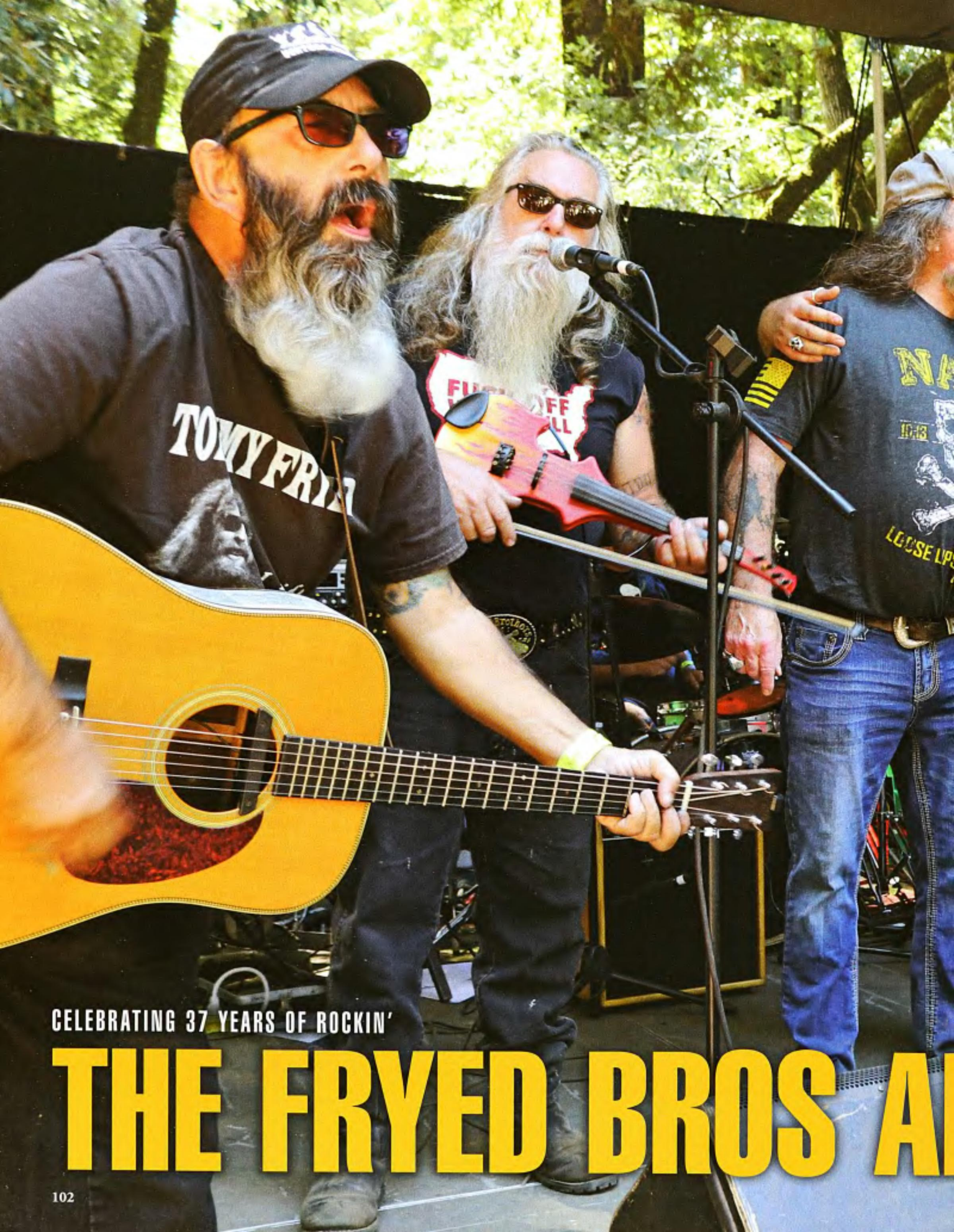
Everything else on this custom was either made by Max or modified so heavily that he might as well have built



it from scratch. For instance, he built the hub for the front wheel, while on the rear, he connected the spokes directly to the sprocket. And that's usually how it starts for Max. "I get an idea of what kind of wheels I want to use, and it usually takes a couple of tries to get the right wheel-and-tire combo," he says. "Then I put the wheels and the engine on the table and get everything laser-straight. Then I build the frame around that. On this one, I kind of eyeballed the rake and then set the trail,

which is about three inches."

For a final touch, Max had the bike nickel-plated. "It was nickel, then dipped in something else which makes it turn black," he says, "and then it was clearcoated." With about two or three other commissioned bikes always in the shop, Max says he and Bobby are working on plans for another bike for the collection, but this time it's supposed to be a racer. "We want to take it to Bonneville and maybe break a record." —*Kai R.*

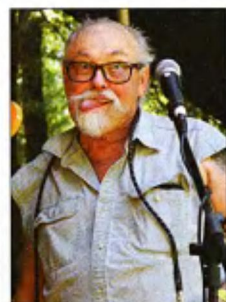


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THE FRYED BROS ARE

Easyriders magazine's favorite biker band, the Fryed Brothers Band, has been touring for almost four decades. The boys have been playing their soulful, countrified rock music and putting smiles on the faces of bikers across America and are frequent headliners at our own Easyriders Bike Shows and Motorcycle Rodeos.

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The Fryeds have established a loyal following as they've touched the hearts of faithful fans with not just their ability to capture the biker lifestyle in their music, but with the honest sharing of their personal lives as well.

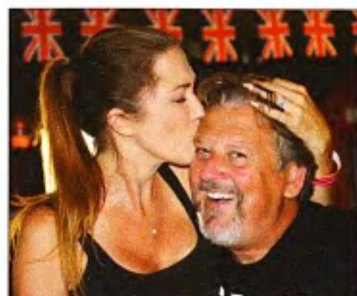
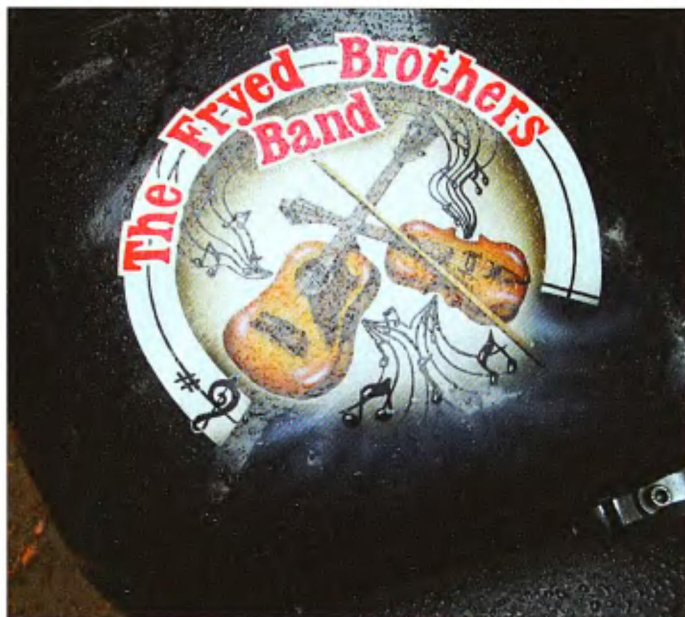
Harry and Tommy Fryed formed The Fryed Brothers Band in 1980 after their older brother, Mark, was killed on his bike. Mark inspired his younger brothers on every level and his absence left a huge hole in the boys' lives. But with the birth of the band, his memory was kept alive and shared on stage through the original songs written by

Harry and Tommy. After baby brother Tommy passed four years ago, and original band member Doug McDowell died shortly after, Harry welcomed new members to the brotherhood, and the followers embraced these skilled musicians with love and support. The Fryed Brothers Band that includes current members Warren Dorrell, Bobby Boutte, Stephen Pocus, and Rex Stenzel may no longer be a blood family, but they're family just the same. When they gathered for the band's anniversary party in the Redwoods this past September, the celebration became

a family reunion of epic proportions.

Harry's sister Barbara, the band's manager, works to bring the whole clan together with fans, followers and friends for one hell of a rocking weekend. She and her husband John work their butts off, not just during the anniversary party but all year long, to keep the band on stages across the country. For the party, however, they show up days in advance with a small group of dedicated family and friends who roll up their sleeves to erect the little city of Fryedville. Musicians from all across the country show up to rock







the Redwood River Resort with love, respect, and killer good tunes.

This year, Harry and the boys shared the stage with the other eight bands that were scheduled and the mutual respect and close bonds of the talented musicians radiated through the instruments they each play, out to the dancers and into the campground, saturating the little community with hardcore good vibes. Music drifted through the ancient trees until the wee hours of the morning and lulled revelers to sleep just in time to greet the sun and start it all over again. In

other words, everybody had a total blast. But music wasn't the only thing that echoed through the normally quiet forest.

What's a biker party without old school biker games, right? So, two-wheeled gladiators lined up to do battle on their iron steeds. Contenders rode up on everything from old tank-shifted antiques to mini-bikes, even big-assed baggers! Things got a little tense as builder Bret Hatt's knuckle almost got away from him in the thick gravel and folks scrambled to protect Mama Fried, Gerry, from nearly getting run

over. But Gerry just sat calmly, watching the whole ordeal. After raising a family of seven children, four of whom were motorcycle-riding maniacs, we got the impression that not much rattles Mama Fried.

By the time the guitars were unplugged and the dust had settled, it was Monday morning. Another year of Fried Brothers fun had been properly celebrated, and the boys were ready to hit the road to bring you the best biker music on the planet. Check 'em out at friedbrothersband.com

—Felicia Morgan

Photos: Felicia Morgan

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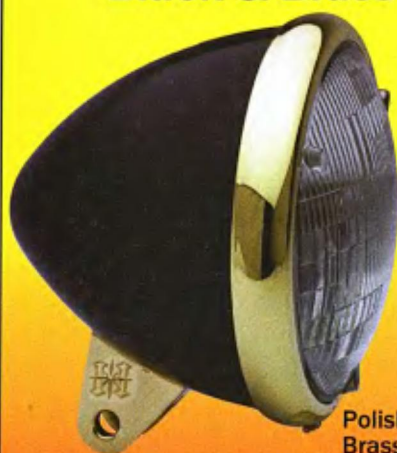
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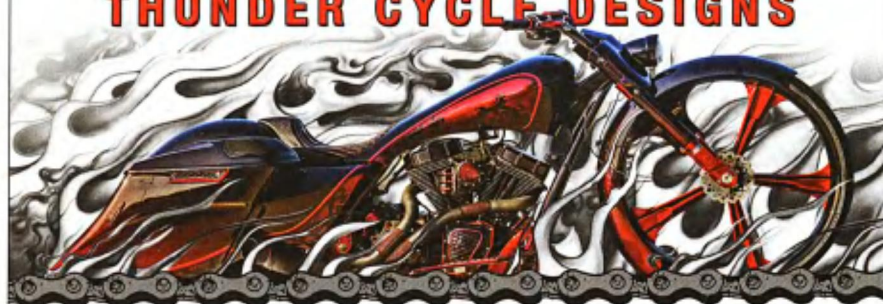


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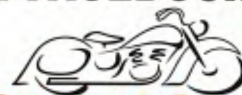


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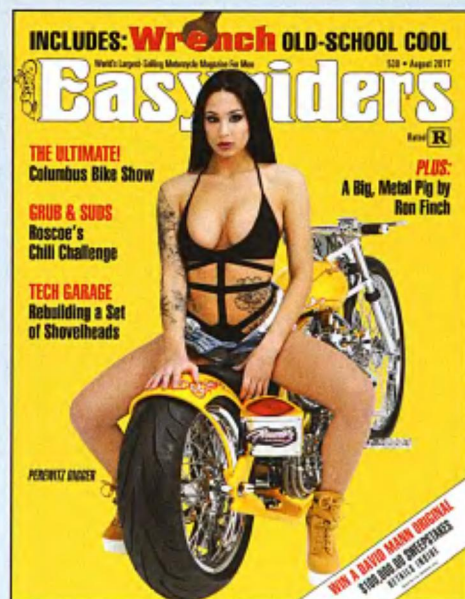
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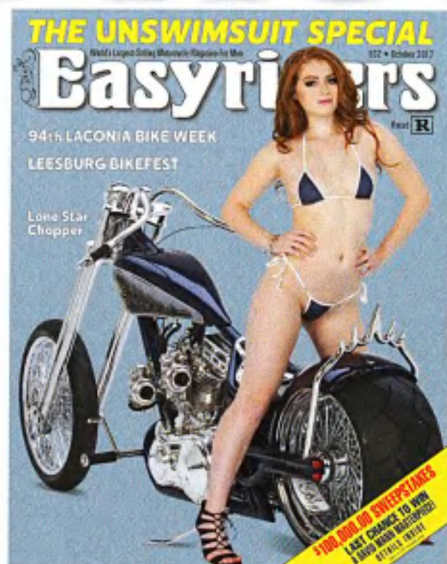
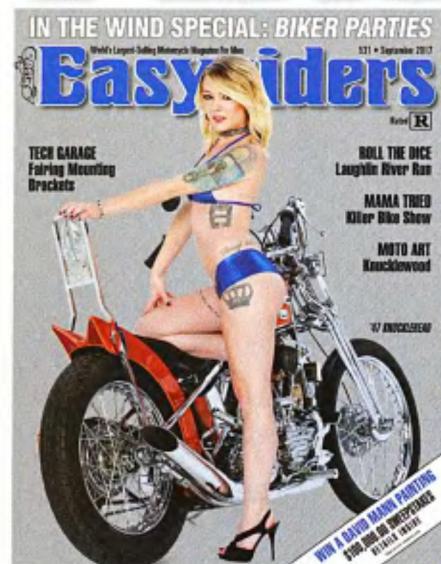
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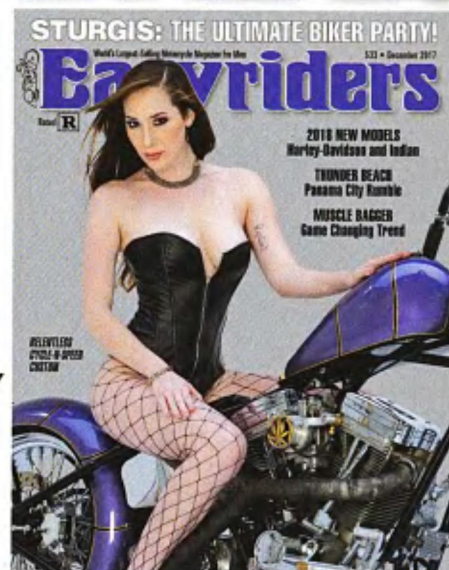
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IN THE WIND





*A descendent of Captain America takes the long way.
"Oh, yeah, they're gonna talk to you, and talk to you,
and talk to you about individual freedom. But they see
a free individual, it's gonna scare 'em." George Hanson
—James Exley, Escape to Hazzard County*



Larry, Nancy, Larry and Gina Martin, Joby and Shanner visit famous Pig Rock in Speculator, N.Y. —Larry Yaddow, Massena, N.Y.



1979...The bikin' Brod brothers, Rocky, 1950 pan/shovel; Fly, 1968 shovel; J.B., 1962 panhead. —The Brods, Mundelein, Ill.

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Redemption is sweet. Chris meditates on her soon-to-be-chopperized '37 EL.

—Chris and Gabe Gibbany, Harrison, Ark.



Donde está el baño? Borracho chopperista in Mexico.

—Cary Brobeck, El Lay



1986 tits —Serge McCabe, Portland, Ore.

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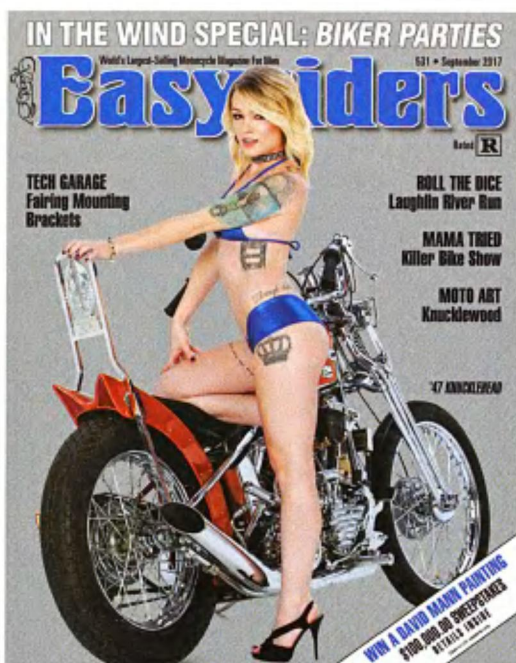
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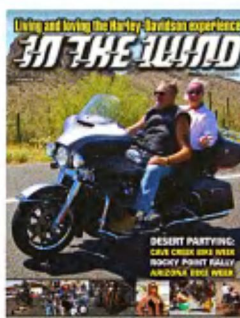
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This Month's Winner

Our Fox Hunt Winner this month is Samantha, a tan and sunny honey-bunny direct from the dangling partciple of Florida. Turn back to page 6 of your hymnal and sing along as she lays her healing hands on Greg Rouleau's "Sinners Prayer" Sportster.

—Captain Moosecock



#0501 Feral-B.C. Canada

"My first ride on a Harley was on the back of my best friend's bike. It was a very scenic ride from Stettler to Jasper."



#0502 Irina-Florida

"My first ride on a Harley I wasn't scared one bit because I was drunk as a skunk. I don't know where we wound up but I'm pretty sure it was Florida!"



#0503 Taylor-Arizona

"My first ride was with my grandfather when I was ten. We rode through a small town on a sunny day and it was the ride of a lifetime."

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 staggering drunk dudes. Please meet and greet Karla, a delicate flower from Arizona. Karla enjoys laughing, singing and laying on the ground in a fetal position. She can also kick your ass, so come back next month and worship at her feet. Perhaps she will spare you.

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

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I will pose: ☐ Nude ☐ Topless only

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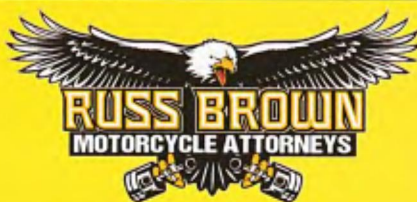
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Volker Gegenfurtner **2014 Softail Deluxe** **Germany**

Volker actually built this prize-winning bike, which he calls "The Rise of the Mexican," for his wife Tanja who's been riding her own bikes for 17 years. Highly unusual for Germany and more at home in the American Southwest, this Cholo-inspired bike with its amazing paint job (done by Markus Pfeil) was entirely the product "of my convoluted thinking," Volker says.

It was also the first large project Volker did within the framework of his new "Deluxe Motorcycles" shop, a company that he and Tanja started after Volker, who'd until then been wrenching professionally for the German auto

industry (mainly BMW and Mercedes), had a heart attack in 2013. Already endowed with a well-equipped workshop, they decided to expand on it and to pursue professionally what Volker had until then been doing as a hobby: customize Harleys.

Certain parts, such as the rear fender, were completely built by Volker, while others, like the gas tank, were heavily modified. "The basis of the bike is a 2014 Softail Deluxe," Volker says, "and the only original parts are the engine and the frame; everything else was built new. I re-covered the ABS cables myself because they weren't available in a steelflex look, and I made new mounts for the KessTeck mufflers and for a lot of spacers, while my wife painstakingly covered every single screw with decorative caps."

The Softail also includes parts from other people, like the Eddie Trotta footboards, the specially-made TTS 21-inch and 16-inch spoked wheels, the grips and pegs from Arlen Ness, and the PM brakes.

Although Volker is not Mexican, he feels that, in retrospect, the name fits like salsa on a burrito, especially considering the many awards the "Mexican" has won for them. "I hadn't even thought of entering the bike in any shows," Volker explains, "but some of my customers and friends literally pushed me to compete."

After winning big at the Custom Chrome European Bike Week, the Swiss Custom Show, and the International Custombike Championship in Germany, Volker and Tanja are happy they listened. —*Tripper*

Photos: Owner





Comin' At Ya



The June issue of *Easyriders* (#539) kick starts summer riding with exciting coverage of Roscoe's Chili Challenge, the amazing Mooneyes Japan Show and our killer Nashville Bike Show.

Custom bike feature include Brian Adams' Lane Splitter Evo, Christian Newman's old school knuckle chopper, Dana Hallberg's Deadline Street Glide, Matt Johnson's Cheetos pan, and Shane Gatto's slick Performance H-D café racer.

We'll also bring you a Dress-up Guide of the latest products for your scooter, righteous biker fiction, side-splittin' humor, another David Mann masterpiece poster and some near nekkid wild women doin' the hoochie-koo. It's all comin' at ya way too fast in the June issue of *Easyriders*!

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The June issue of *V-Twin* (No. 203) 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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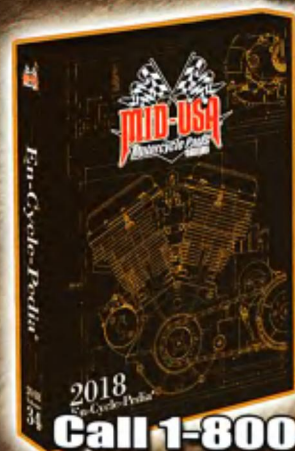
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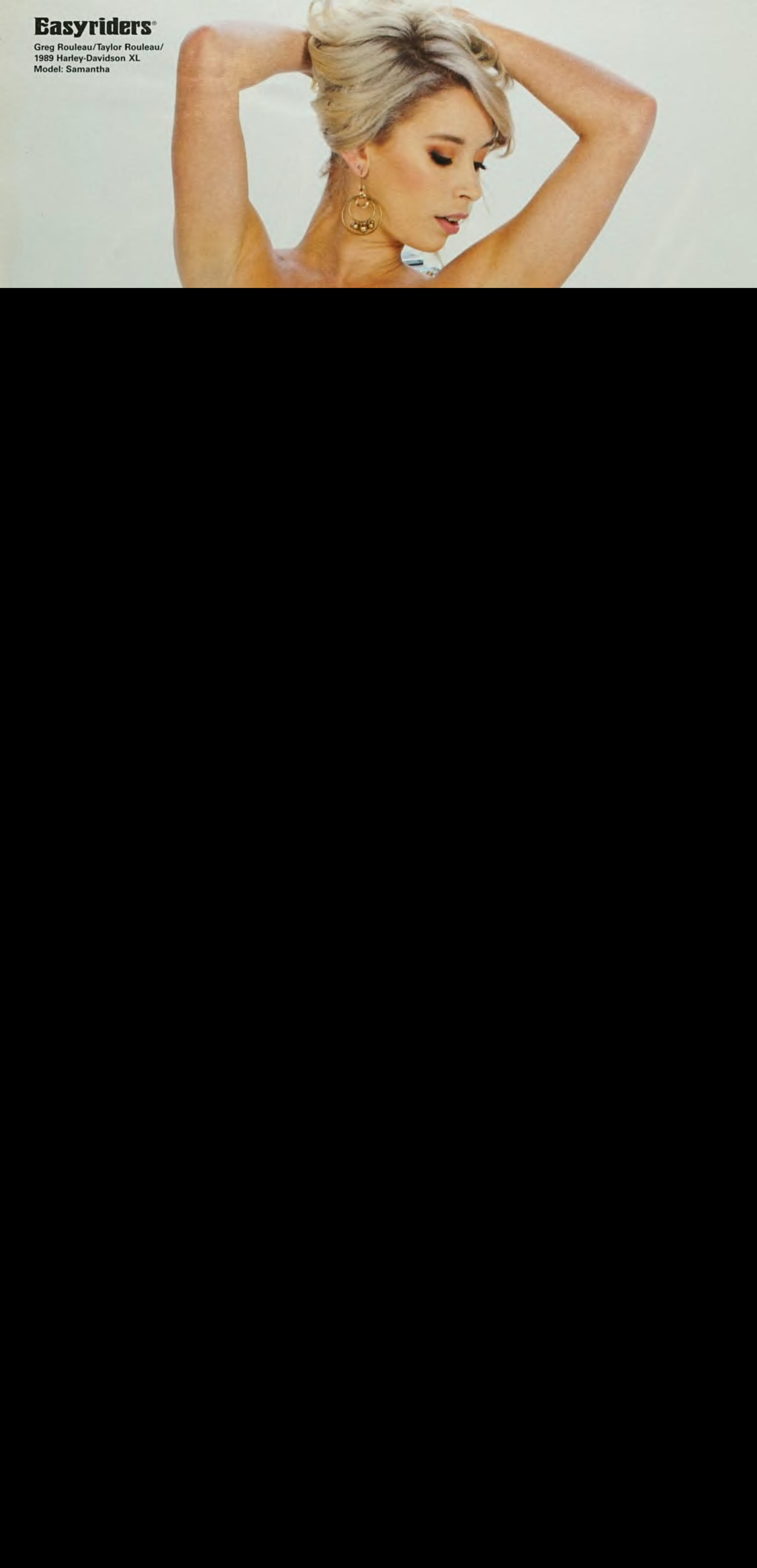
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Greg Rouleau/Taylor Rouleau/
1989 Harley-Davidson XL
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David Mann's painting *Leaving Your Mark* first ran in the June 1994 issue of *Easyriders* and may also be found in our *David Mann 50 Motorcycle Masterpieces Volume No. 3*.

