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Once You Go Black

In Turkmenistan's capital, Ashgabat, drivers of black cars are facing high costs to repaint their cars white or silver after President Gurbanguly Berdimukhammedov banned black vehicles because he thinks the color white brings good luck. Police began seizing dark-colored vehicles in late December, and owners have to apply for permission to repaint and re-register them. The average wage in Ashgabat is about \$300 a month (or 1,200 manats); one Turkman told *Radio Free Europe* that he was quoted 7,000 manats for a paint job, but was told that the price would rise within a week to 11,000 manats. "Even if I don't spend any money anywhere, I will be forced to hand over pretty much my entire annual salary just to repaint," the man said, adding that his black car had already been impounded.

Burrito Bank?

A 28-year-old Tampa, Florida resident was arrested for DUI after he mistook a Spring Hill bank drive-thru lane for a Taco Bell. On Jan. 17, around 5:00 p.m., the bank branch manager noticed a driver passed out in a blue Hyundai sedan in the drive-thru lane. When the manager went out to the car and banged on the window, the driver woke up and tried to order a burrito, according to the *Tampa Bay Times*. After being set straight about the bank not serving Mexican fast food, the dude drove around to the front of the building and parked, where deputies found him and administered a field sobriety test, which he failed. "He made several statements that were differing from reality," a cop on the scene said.

Bumper Cars

In Dresden, Germany, police reported that two men were injured after hitting each other with their cars in consecutive accidents. The first man,

49, pulled into a handicapped parking spot, then saw his mistake and backed out, accidentally hitting a 72-year-old man walking behind the car. The two men exchanged information for a report, then the older man got into his car and reversed out of his parking spot, hitting the younger man.

A Biker State

Noting that "nobody else has done it," Nebraska State Senator Paul Schumacher of Columbus recently proposed a novel constitutional amendment with the goal of stimulating growth in western Nebraska: Delegate complete or partial sovereignty over a designated, limited, and sparsely populated area. "If I were a major business, I would not want Omaha or Lincoln ... telling me what to do," Schumacher said. The *Lincoln Journal Star* reported that the senator believes his concept would attract businesses looking for no state or local taxes and no state or local regulations. It presents the opportunity to "have your own state," he explained. The Nebraska legislature must approve the resolution before citizens get a chance to vote. Maybe we should have a biker state all our own... an *Easyriders* state!

Dog Shoots Man

A Russian outdoorsman had just let his dogs out to run before a winter hunting outing in the remote Saratov region when one of the dogs bounded back to him and clawed the trigger of his double-barreled shotgun, shooting the man in the abdomen. His brother rushed him to the hospital, but he died less than an hour after the shooting. The dog has not been charged for the accident.

Naked Rage

Distracted driving caused long backups and at least one minor traffic accident recently as a man wandered along I-95

in Philadelphia—in the buff. The *Philadelphia Inquirer* reported the stripped-down man walked along the shoulder and in and out of the right lane around noon, throwing items at cars before being taken into custody by police. Hopefully, he didn't throw his own feces.

MMMM...Doughnuts!

A North Carolina man achieved minor celebrity status in 2014 when he won a doughnut-eating contest sponsored by the Elizabeth City Police Department. (He ate eight glazed doughnuts in two minutes.) At the time, police had been looking for him as a suspect in break-ins going back to 2013, so they arrested him, and he received a suspended sentence that ended in October 2017. But a doughnut habit is hard to break. It seems he was charged a few months ago with robbing a Dunkin' Donuts store.

Barney the Dino Sex Guru

We know you've been wondering whatever happened to Barney the Dinosaur. Well, David Joyner, 54, romped inside the big purple suit for 10 years on the 1990s *Barney & Friends* TV show on PBS. Today, he's a tantric sex guru in Los Angeles who says he can unite his clients' body, mind, and spirit through tantric massage and unprotected sex. Joyner credits his tantric training with helping him endure the 120-degree temperatures inside the Barney suit. While surprised, Stephen White, former head writer on the show, said he sees Joyner's new vocation as the "'I love you, you love me' deal, but different. I don't judge or anything, but that's a side of David I didn't know." Super-dee-dooper!

Biker Saying of the Month

You can't drink all day if you don't start in the morning.



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CODE OF THE WEST

Brian Adams' Subculture Chopper
On the front cover: Karla
Photo by: John Covington



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BLACK FLAG

Mad Motorcycles' 1983 H-D Ironhead Sportster



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STAINLESS STEEL KNUCKLE

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The Athens of the South



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BAR & SHIELD BADASS

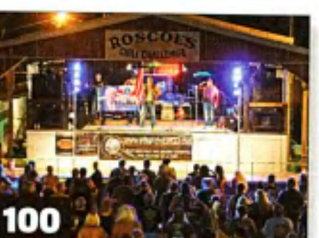
Shane Gatto's Performance H-D Iron 883



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ROAD TEST

The 2018 CVO Limited: Harley's Ultimate Road Warrior



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ROSCOE'S CHILI CHALLENGE

Lakeland, Florida

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BRIAN ADAMS' SUBCULTURE CHOPPER

In his own garage in Scottsdale, Arizona, and on his own time frame, Brian Adams builds a few choice custom bikes each year. He says, "As much as I love motorcycles, I don't enjoy trying to make the motorcycle business my sole means of survival." Inspired by his passion for custom machines from the 1960s, '70s, and '80s, Brian's shop is called Subculture Cycles and he can proudly provide a manufacturer's certificate of origin for any project he builds for ya. Makes it easier to get your chopper registered and insured.



Brian hand-fabricated much of what you see here with just a vise, a hacksaw, and the bumper hitch on his Ford F250.



This month's Fox Hunt Winner is kinky Karla from Chandler, Arizona. She knows her way around a wrench but don't make her prove it to ya. And whatever you do, don't introduce her to your mom.



Brian originally built this bike nearly ten years ago and it was his only ride for a few years. After a couple of trips to Sturgis, putting on way more miles than he can remember, Subculture Cycles began to get busy and Brian pushed his well-worn chopper into a



corner of the shop. After many moons of working on other bikes, Brian was starting to think he was never going to find time to rework his favorite old ride. But then, this bike feature would have never happened, right?

Obviously, Brian managed to handle a complete refresh of his tried and true scooter, but more impressive is the fact that he hand-fabricated much of what you see here with just a vise, a hacksaw, and the bumper hitch on his Ford F250. For instance, after trying several handlebars that didn't quite cut the look he was going for, Brian went out to the shop and bent the bars using only his vise. In fact, if you look closely, you can still see the kink marks.

Brian says that there have been people who told him that they could never ride a bike with a front end as narrow as the one on this chopper. One guy actually said he could never ride "something like that." But you know what? Mr. Adams didn't build this rowdy rigid for them. No sir! He built this scalded dog to ride himself, and every damned thing on it is pretty much the way he wants it.



"As much as I love motorcycles, I don't enjoy trying to make the motorcycle business my sole means of survival."



Of course, there are always problems when you create a hand-built bike. Just a day before the photoshoot with John Covington, the copper fender strut broke and Brian went to an industrial metal supply jobber and got some brass pieces that he took to Doctor Dave at Lane Splitters Garage in Phoenix to braze together at the last minute. But that's life in the fast lane, folks. Just like in the old days of chopperdom, one-off rides often demand their riders to be capable with a wrench, some duct tape, and bailing wire.

That's the Code of the West, baby!

—Nacho and Negan

Owner: Brian Adams

City: Scottsdale, AZ

GENERAL

Fabrication: Brian Adams

Year and make: 2008 Subculture Cycles

Model: Chopper

Assembly: Subculture Cycles

Time: 6 months

Plating: Gold Tech Industries

ENGINE

Year and make: 1999 Harley-Davidson

Rebuilder: John Shields at White Knuckle Performance

Ignition: Dyna 2000i

Displacement: 80 cubic inches

Lower end: Harley-Davidson

Balancing: Harley-Davidson

Pistons: Harley-Davidson

Heads: John Shields at White Knuckle Performance

Cam: Woods

Lifters: Harley-Davidson

Carburetor: S&S

Air Cleaner: Chopper Dave

Pipes: Subculture Cycles

TRANSMISSION

Year and make: 1999 Harley-Davidson

PAINT

Painter: Deluxe Paint and Body

Color /Type: Red and gold / PPG

FRAME

Year and make: 2008 Spartan Frameworks

Type: rigid

Rake: 36 degrees

Stretch: 2 inches up, 2 inches out

Shocks: none

ACCESSORIES

Bars: Subculture Cycles

Handlebar controls: none

Fender: Chica Customs

Headlight: El cheapo

Taillight: El cheapo

Pegs: Chica Customs

Electrics: Subculture Cycles

Gas tank: Modified Sportster style

Oil tank: Spartan Frameworks

Oil System: Harley-Davidson

Primary: modified Rivera Primo

Seat: Subculture Cycles

Grips: Biltwell

FRONT END

Type: Springer

Extension: 6 inches over

Builder: Paughco

WHEELS

Hub: spool

Size: 21 inch front, 18 inch rear

Tires: Coker

Brake: Performance Machine

Photos: John Covington

Model: Karla



Yeah.

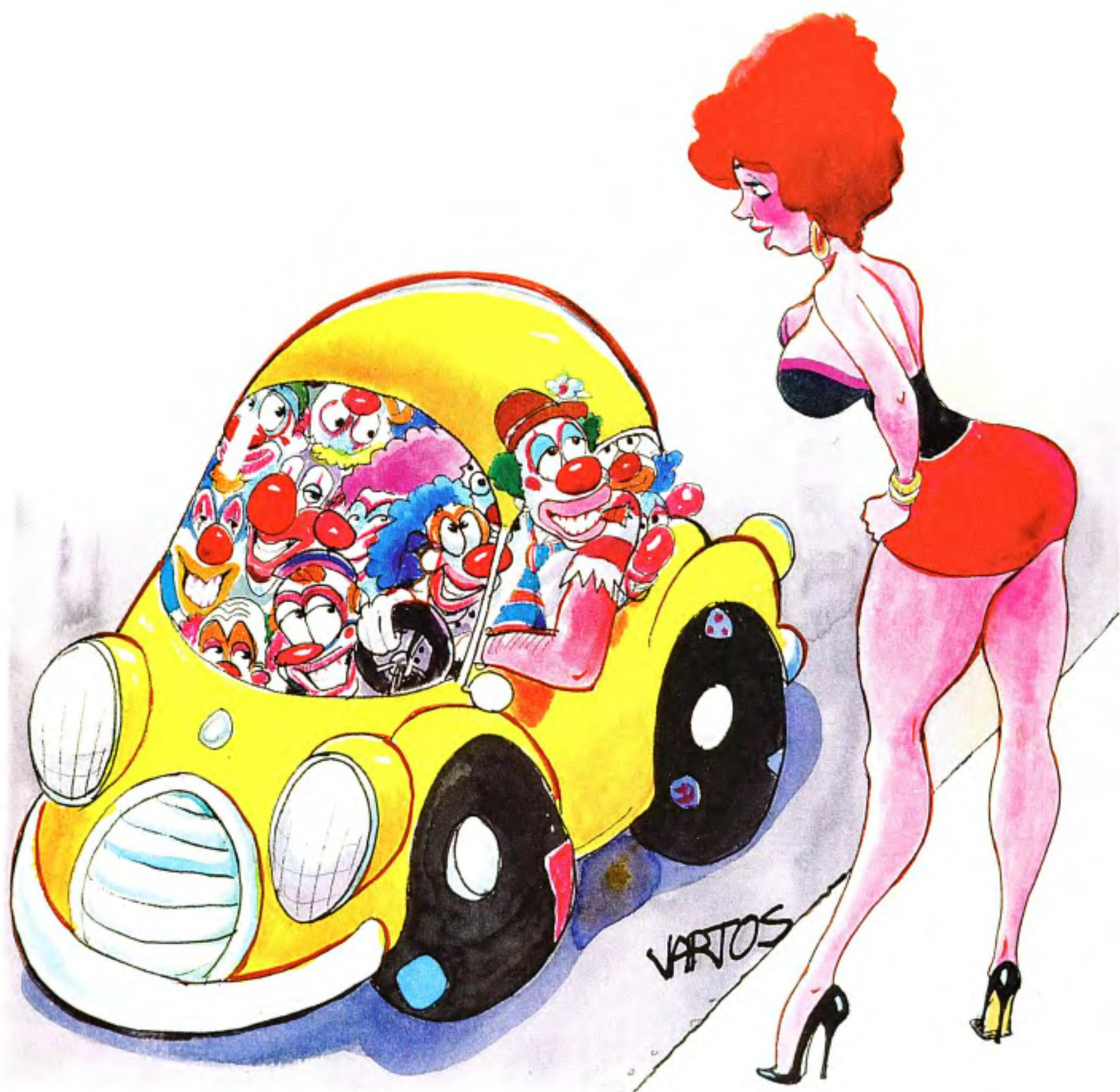
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WACO PROSECUTOR OUSTED BY VOTERS

Abel Reyna, the McLennan County District Attorney who decided to arrest and charge 177 bikers after the Waco tragedy in which nine bikers were killed and 20 others were injured, has just lost the primary election, and with it any reelection chances. Opponent attorney Barry Johnson's appeal to the voters that Reyna's decision to arrest all those people was politically motivated seemed to resonate with the electorate. In the campaign he charged that Reyna had put the county in financial jeopardy though his actions to further his own ambitions. As noted in previous EasyNews columns, an additional cloud of corruption charges had been raised over the embattled DA, and the voters spoke loudly: Johnson won the race by 20 percentage points.

Adding to his self-inflicted troubles, the day before the election, Reyna had been admonished by visiting judge Doug Shaver in a pretrial hearing on the bikers' cases for using photos from the shooting scene to promote his campaign. Journalist Tommy Witherspoon of the Waco Tribune-Herald quotes the judge's words: "The way you have handled this case is absolutely shameful and misleading to the citizens of this county." He continued, "I know the election is tomorrow, and we can't do anything about it up to this point. But you should be ashamed of yourself, and if I could enforce any of the gag order against you, I would put you in custody. But since I can't, you are excused."

Reyna and Johnson faced off in the Republican primary. A Democrat, Seth Sutton, dropped out of the race a few weeks after his announcement, but his name remained on the ballot. Since the primary, an independent candidate,

QUOTE OF THE MONTH

"Everyone wants to live at the expense of the state. They forget that the state wants to live at the expense of everyone."

—FRÉDÉRIC BASTIAT

Daniel Hare, has entered the race in the General Election.

Reyna's office has so far dismissed the cases of 32 of the bikers who were indicted, and declined to prosecute another 32 of the 177 who were arrested, but not indicted. Johnson has said that if he survives the General Election, he will review the remaining cases going forward. He is now focused on that contest.

The most recent development in the case was the dismissal of charges against Cody Ledbetter, a Cossack whose father was killed in the shooting, and Desgraciados member George Bergman, who was refused a plea deal which would have resulted in probation. Bergman's attorney, Clint Broden, said that Bergman "called the state's bluff" by turning down the offer, which led to the dismissal.

Video evidence showed that Bergman had just arrived at Twin Peaks when the shooting started, and immediately ran for cover in the neighboring parking lot.

Source: Waco Tribune Herald;
Associated Press

TARIFFS COULD HURT HARLEY

The Trump administration's proposed tariffs on steel and aluminum imports could lead to a trade war, and Harley-Davidson, Levi's, and American whiskey look to be the likely fall guys caught in the crossfire. Trump has proposed a 25%

tariff on imported steel, and 10% on aluminum imports.

Wedbush Securities, a financial services and investment firm, estimates that Harley's costs could rise as much as \$30 million because of tariffs on imported steel. Now the European Union is preparing to impose tariffs on Harley-Davidson, Levi's, and American whiskey as countermeasures. It was feared that the president would extend the tariffs to Canada, the largest supplier of steel and aluminum to the U.S., but that order seems to have been stayed, likely due to the existing NAFTA agreement.

Harley-Davidson just recorded a 40% drop in its quarterly profit. 16% of its sales are in Europe, and if you add rising costs of steel and aluminum to the mix, a trade war could be the death knell for the already struggling manufacturer.

The company has already skirted tariffs in India by opening an assembly plant in that country in 2011. This has resulted in a reported 30% sales growth in that country over the last two years. The company also operates a plant in Brazil. Harley is now facing heat from U.S. workers over a proposal to open a plant in Thailand, which has 60% tariffs. Foreign sales account for a third of its revenues, and although foreign sales have been declining of late (the company reported a 4% drop in such sales last year), they are still a very important segment of the company's business.

Trump seeks to shore up support in the rust belt by coddling the steel industry, thereby hobbling foreign competition. This is, of course, protectionist nonsense. Tariffs are taxes on foreign commerce, which do nothing but raise prices on goods for Americans. Worse, these taxes, (let's call them what they are), will not only effect Harley-Davidson, they will raise prices on

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many American goods, and many American jobs will be lost.

While tariffs may temporarily give a measure of protection to those two industries, economists warn that each job "saved" would be offset by five jobs lost in other sectors of the economy. The real victims of these tariffs are companies that use steel and aluminum. By raising their costs, they become less competitive on the world market. Worse, to become more competitive, American companies may move their operations to countries that do not have these tariffs. Exactly what we are seeing with Harley. It's a no-win situation. Unfortunately, it appears that the Trump administration is likely to move forward on these threats, and is now countering the European response by threatening to tax EU cars.

Sources: Foundation for Economic Education (fee.org) Forbes, Milwaukee Journal Sentinel, The Guardian, CBS News

HARLEY PARTNERS WITH ALTA MOTORS

Harley is doing everything it can to hold on to its current core customers, while hoping to attract the next generation of riders. Readers will remember that back in 2014 Harley came out with their LiveWire electric concept bike. We rode it and found it to be a lot of fun, but also noted serious drawbacks with battery life.

Harley just announced that they will be releasing their first production electric motorcycle in 2019, and concurrently announced their investment in Alta Motors, a manufacturer of electric motorcycles and lightweight electric vehicle drivetrains in Brisbane, California.

Some of the advantages of an electric drivetrain in a motorcycle are lighting quick throttle response, and significantly fewer moving (and wearing) parts, which should translate to long service life.

Of course, some of us are still wedded, and significantly invested in gasoline technology, and we are sure that a lot of you out there are shaking your heads and cursing under your breath. Harley-Davidson President and CEO Matt Levatich assures you, "We intend to be

the world leader in the electrification of motorcycles and, at the same time, remain true to our gas and oil roots by continuing to produce a broad portfolio of motorcycles that appeal to all types of riders around the world." In other words, the more the merrier.

Source: PRNewswire—Harley-Davidson; Alta Motors

HOW TO GET A DUI CONVICTION?

Pay the lab for each DUI conviction it generates. A Tennessee Appellate Court has ruled that payments from the state to the Tennessee Bureau of Investigation (TBI) for every conviction obtained from its testing is unconstitutional. The reasoning is that lab results cannot be trusted if the testing agency has a financial incentive to produce a conviction.

The court reversed a motorist's conviction for DUI because the state lab collects a \$250 fee if the report results in a conviction. The testing is by no means infallible, in 2013 a TBI Special Agent was fired over botched lab results when a motorist with a legal 0.01 was accused of being three times over the limit.

"There is no question that the TBI, an agency of the state, has a direct pecuniary interest in securing convictions," Judge McMullen wrote. "The TBI forensic scientists also have a financial interest in securing convictions because the collection of the BADT fees affects their continued employment and salary, which gives them an incentive to find that defendants' blood alcohol content is 0.08 percent or higher."

The required \$250 test is paid for by motorists convicted of driving under the influence. Under state law, any result from the TBI lab is automatically considered acceptable for use by prosecutors in court. While it is possible to use independent labs to test samples to contest the state's result, the expert witness needed to corroborate DUI evidence costs \$15,000 to \$40,000, the Court said that indigent defendants are particularly affected because they cannot afford the expense of independent analysis to challenge a BAC result at trial.

Source: TheNewspaper.com

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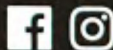
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Black Flag

Mad-skills Ironhead from Mad Motorcycles

The *Easyriders* lifestyle is alive and well all over the globe as witnessed by this killer Ironhead all the way from France. This bike with its "Black Flag" moniker stuck out like a blindingly sore thumb at the Verona, Italy Bike Show last year, but as happens so often in life, it would take a while before we actually were able to train a lens on it at the recent Chopperbash in Belgium.





"Our inspiration came from
the skateboard, chopper,
and rock'n'roll cultures."





Once it roars to life, there's
pure, unadulterated punk
rock blasting from its pipes.



THE BIKE

1983 H-D Ironhead Sportster

MAD MOTORCYCLES PARTS

Girder front end

Gas tank

Oil tank,

Handlebars

Air filter

Seat

Exhaust

Battery box

Motor mounts,

License plate mount

EMD PARTS

Primary cover

Valve covers

Drive gear

AFTERMARKET PARTS

Paughco frame

Beringer brakes

21-inch front wheel with small hub

16-inch rear wheel

Biltwell headlight

Lowbrow foot pegs

Photos: Cheerokea

But one thing right off the bat: what you see dispersed all over the bike are lightning bolts and not Nazi symbols. The bike's creator, Alex, puts it this way, "Our inspiration came from the skateboard, chopper, and rock'n'roll cultures, and they were mixed into the Californian ethos of radical and ultra-clean bikes."

Mad Motorcycles, based in the French city of Lyon, specializes in modifying and repairing Harleys, but also other brands, depending on a customer's preference. "We love putting our dirty hands on those unique bikes," Alex says and adds that he and his crew build entire front ends, gas tanks, handlebars, and many more proprietary parts, as you can see from this Ironhead Sporty. The girder front end, the Frisco-style gas tank, the exhaust, and plenty of other items all come from this small shop in Lyon.

The lightning bolt theme can be seen all over this scoot, check out the

oil tank and those wild pipes. They represent Mad Motorcycles because that's the company's logo, and the crew's sporting them wherever they go.

This particular bike was built in collaboration with the French aftermarket parts company EMD in an effort to promote its new engine covers for Ironheads. "However, it became much more for us than just a promo bike," Alex tells us. "We were totally engrossed in building this bike the way we love them: narrow and clean."

The bike's name was borrowed from the legendary LA hardcore punk band "Black Flag" that was well known for its high-energy stage performances. And there's one thing we can confirm: as clean and stylish as this Black Flag Sportster may look, once it roars to life, there's pure, unadulterated punk rock blasting from its pipes.

—Bernd Rauch





DRAG SPECIALTIES' FORK REBUILD KIT

Chances are, your ride will feel better than ever with the Drag Specialties Fork Rebuild Kit. This kit includes all parts needed for a complete rebuild of one set of front fork leg assemblies. It is available for 1991-1998 FXDs and 1987-1994 as well as 1999-2000 FXR models with 39mm forks.

dragspecialties.com



BRASS BALL CYCLES' MASTER CYLINDER COVERS

These master cylinder covers from Brass Ball Cycles are direct replacement parts for stock covers and work with the existing gasket/carrier. They coordinate with upcoming inlay parts, fuel door, tank panel, and inlay for grips, and they are available in three versions: hammered copper inlay, carbon fiber inlay, and knurled. Precision machined from aircraft grade 6061 T6 billet aluminum, these covers are black anodized or brushed finish and fit most touring bikes from 2013 on as well as 2004 to 2017 XL Sportsters.

brassballcycles.com

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performancemachine.com



BASSANI'S ROAD RAGE III STAINLESS 2-INTO-1 FOR FXR AND DYNA

There's a brand-new super-performance Road Rage 2-into-1 for 124-inch Harley-Davidson and S&S Twin Cam engines that fits 1991 through 2017 mid-control Dynas and 1984 through 1994 and 1999/2000 mid-control FXRs. Built entirely with stainless steel and Tig-welded by hand, these are three-stepped headpipe systems for big-displacement engines. There's a removable baffle and the muffler's end cap is removable.

bassanipipes.com



WOODWARD-FAB'S THROATLESS SHEAR

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woodwardfab.com

DIRTY BIRD CONCEPTS' LOOT SERIES DERBY COVER

This new addition to Dirty Bird's Loot series line will add a new age look to your bike with machine precision cuts. The derby cover is available in contrast black and shiny chrome which includes a gasket. This part fits Harleys up to 2016. Proudly made in the USA.

dirtybirdconcepts.com

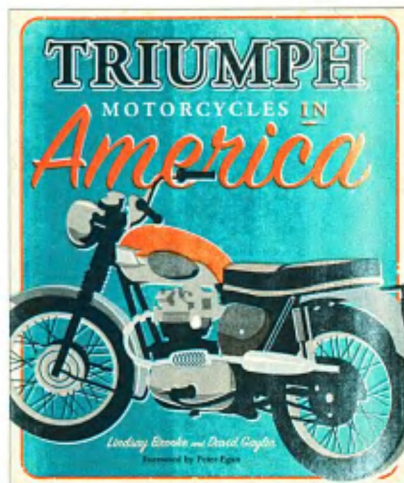


NAMZ/BADLANDS' NEUTRAL SWITCH ELIMINATOR

Although it replaces the neutral switch, this new neutral switch eliminator is a highly polished, stainless steel option for customizers of all types. The 1/4-inch blind Allen head design uses an O-ring to seal once it's tightened from the inside of the trans top cover. This part



fits 1984 through 2005 big twin models and cleans up the look while eliminating excess wiring (the neutral indicator light will no longer function once installed).
namzccp.com



TRIUMPH MOTORCYCLES IN AMERICA

Since you're holding this magazine in your hands, chances are you like to read. There's a brand new, terrific book out that will tell you everything you've ever wanted to know about one of the world's most popular motorcycle brands:

the British Triumph. Triumphs have been part of North America's motorcycling soul since long before WWII, and their iconic models—Bonneville, Trophy, Thunderbird, Daytona, and more—are loved by enthusiasts for their style, sound, performance, and coolness. You know they're cool because Marlon Brando rode a Triumph Thunderbird in the seminal movie *The Wild One* back in 1953. Written by motojournalist Lindsay Brooke and published by Motorbooks, *Triumph Motorcycles in America* is available at any good purveyor of books, even Amazon.

CIRO'S LED LIGHTED HORIZON WINDSHIELD TRIM

The new Ciro LED Lighted Horizon Windshield Trim pierces the night with its clean and classy styling that flows with the lines of your batwing fairing. Hidden LEDs illuminate the bottom edge with a bright white running light and amber sequential turn signals to increase visibility. The factory gap between the fairing and windshield is eliminated. Installation is simple plug-and-play with no drilling or splicing.

ciro3d.com



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This guy is not normal. Though he is humble and soft spoken, don't let that fool you. No normal human could have conceived of, let alone engineered and manifested, a machine of this order, especially when you realize that almost every part besides the engine is painstakingly handcrafted without using CNC milling or lathing.



This scooter began in the brain of Christian Newman of Buffalo, New York. The vegan, hardcore drummer and former base-jumper, is a mechanical engineer by day although most of his hands-on skills were developed at home. "I do almost no fabrication at my job, mostly just sit at my desk and think about motorcycles while drawing mining equipment," Christian says. "I have no training in fabrication whatsoever. I have never taken any kind of class. I just figure it out as I go, and wing it. Just wing everything!"

"Actually the first project I ever used a lathe on was this knucklehead," Christian tells us. "I've gotten a lot better at polishing and welding, too. There's a mix of different techniques here, most I did myself, but for things like the neck castings I did a CAD model, then sent it to a casting company. They 3-D printed it in wax and then cast it in stainless off the wax model."

The choice of motor was really a practical consideration. "I wanted the sprocket and rotor outside the frame, that was the initial idea. I've always wanted to build a bike around a knucklehead and it seemed like the appropriate time," Christian says. "If I'm going to put the effort into making something this elaborate, I have to put an engine in it that people will actually want to look at."

As he was planning the build, Christian heard about the People's Champ Competition at Born Free 9. "They confirmed my entry around Christmas, and from that day on it was non-stop. It was intense for sure," Christian recalls. "There were times when I was barely sleeping. I was just going to my day job and working on the motorcycle."

The stainless frame utilizes a live axle on the

"If I'm going to put the effort into making something this elaborate, I have to put an engine in it that people will actually want to look at."



rear end with the wheel bearings in the wheel adjusters, allowing the sprocket and rotor to sit outside of the frame, making for an exceptionally narrow frame. He runs the oil through the frame to eliminate oil line clutter and also act as a cooler. The 1940 half-dollar coins in the neck casting are Christian's own version of a VIN stamp.

The engine is mostly original H-D externally, but inside are modern components and the knuck was bumped up to an 84-inch displacement. Oil circuit changes allowed the use of open rockers. BA Enterprises in Lockport, New York was crucial in engine assembly and was responsible for the open rocker design. But when Christian was ready to work on the tranny, he decided the old jockey-top was too wide. "I was in Sturgis like two years ago looking at an old Indian Chief that didn't have the kicker gear cover on the side, and I thought 'that's really cool how that

kicker works. I wonder if I could make a Harley do that?' I thought, 'I gotta do something to make this skinnier. I know this will work and it's relatively easy to do.' And it did work."

All the shiny bits on this chopper are polished stainless with the exception of the rocker arms. Some of the hardware is chromed, as well as the exhaust pipes, which are polished stainless with chrome over the top. "I did that because polished stainless pipes tend to discolor a lot faster than if there's chrome over them," Christian tells us. The stainless steel girder fork has adjustable damping and a unique design where the risers pierce the top tree and the inside-out lower links. "I just started from scratch. I knew what the trail measurement I was trying to hit was, and I knew an approximate spring rate based on other springers I had messed with."

He also machined his own hubs for the wheels.



Owner: Christian Newman
City: Buffalo, N.Y.

GENERAL

Designer: Christian Newman
Fabrication: owner
Year/make: 2016 H-D
Model: knucklehead
Assembly: owner
Time: 3,500 hours

Chrome: Tripp Plating, Buffalo NY
(pipes and rocker arms only)

ENGINE

Year/make: 1940 H-D

Model: EL knucklehead

Rebuilder: BA Enterprises, Lockport, NY

Ignition: Morris Magneto

Displacement: 84CI

Lower end: T&O flywheels, OEM rods

Balancing: BA Enterprises, Lockport, NY

Pistons: S&S

Heads: OEM large port. Valve work and valve spring fitting and selection by BA Enterprises

Cam: Leinwebber

Lifters: Jims

Carb: Linkert M74B

Air Cleaner: owner/bird deflector

Pipes: owner

TRANSMISSION

Year/make: Cal Customs case,
Harley gears

Modifications: redesigned kicker cover/
gears/spring with open gears by cnewman

Shifting: hand, jockey lid

PAINT

Painter: Andy Zion at Zeon's Collision

Color: Black

FRAME

Year: 2016

Builder: owner

Type: stainless steel

Rake: 35-degrees

ACCESSORIES

Bars: owner

Hand controls: owner, internal throttle

Fender: West Eagle twin rib

Headlight: owner, housing/'51 Chevy lens

Taillights: owner, housings/'40s Hudson

lenses

Pegs: owner pivoting front floorboards

Electrics: cycle electric

Regulator: owner modified

Gas Tank: Throttle addiction shell, owner SS

center rib, mirrored SS bottom closeoffs

Oil tank: owner

Oil system: through frame, OEM pump

Primary: BDL clutch hub, industrial timing

belt/front pulley

Primary Cover: owner

Seat: owner, pan/foam;

NewChurchMoto cover

Grips: owner

FRONT END

Type: SS custom girder w/ friction damping

WHEELS

Front: Borrani 36 spoke 21-inch front,

18-inch rear

Hub: owner design

Tires: Speedmaster front, Dirtman rear

Brakes: Berringer/EBC, 4 piston,

rear floating rotor

"I have no training in
fabrication whatsoever.
I have never taken any
kind of class."



Photos: Michael Lichter



While the rear wheel is normal, check out the front. One side is standard H-D cross-four spoke lacing, and the other side is radially spoked. The headlight and taillight lenses are from vintage autos and the housings were painstakingly made by hand. It took like 50 hours to build the headlight housing alone. Andy Zion in Lockport

expertly squirted the deep black paint to the sheetmetal, while Ginger McCabe at NewChurchMoto skinned the seat.

Christian's knuckle went on to win the "People's Choice" award Friday night before Born Free 9, which bumped him into the "Invited Builders" class for the entire show. The bike was

then featured in Michael Lichter's Old Iron/Young Blood show in Sturgis 2017 and Milwaukee's 2018 Mama Tried show. He says he's not entertaining plans to open a shop or anything. At this stage Christian builds strictly for himself and the pure love of creating. Naturally, he's already thinking of the next project. —Beatnik



A sexually perverted doctor entered his examination room to find a beautiful woman waiting in a paper gown. He started the examination by rubbing her chest. "Do you know what I'm doing?" the creep asked.

"Yes, checking for cancer," she replied.

"That's correct," he said, drooling over her stunning breasts.

He leaned her back on the examination table and started giving her a gynecological exam. Consumed by desire, and noticing her eyes were closed, he stood up and unzipped his pants. The woman said nothing. He decided to go for it.

"Do you know what I'm doing now?" the scumbag asked.

"Yeah," she answered. "Getting herpes. That's why I'm here."

—Big D
Fun Town

Why did the blonde lose the breast-stroke swimming competition?

She later found out, the other swimmers cheated—they used their arms.

—Greg Cook
National City, Calif.

A bro came home from work and told his ol' lady, "Baby, we've been married 10 years. I've decided it's time to spice up our sex life."

The ol' lady, getting excited, asked, "Well, whaddya wanna do?"

"Let's do it back-to-back," he replied.

"What fun would that be?" she asked.

"Plenty," he said, "I invited another couple."

—Knuck
Abilene, Texas

A bro agreed to go to a marriage seminar on communication with his ol' lady. "It's essential that husbands and wives know the things that are important to each other," said the instructor. "Can you describe your wife's favorite flower?"

With a knowing smile, the bro leaned over and gently touched his ol' lady's arm. "Why, sure I can," he beamed. "It's Pillsbury All-Purpose, isn't it dear?"

—Cowboy
Greenville, Texas

Buzzard and his ol' lady were riding through Texas. As they approached Nacogdoches, they started to argue about the pronunciation of the town's name. When they stopped there for lunch they asked a waitress, "Before we order, could you please settle an argument for us? Would you pronounce where we are...very slowly?"

The girl leaned across the counter and said, "Burr-r-r-gerrrrrr Kingggggg."

—Sam Whaley
Houston, Texas

A wasted prospect went into an ice cream parlor. He walked up to the man behind the counter and slurred, "I'd like some chocolate ice cream, please."

"I'm sorry," said the man, "but I'm afraid we're out of chocolate."

"Oh," said the prospect, "in that case I'll take some chocolate."

"No, no sir, you don't understand," the man said. "We have run out of chocolate."

"Oh," replied the prospect. "Well, then, I'll just have chocolate."

The man behind the counter looked at the messed up dude and said, "Okay. Spell 'van' as in vanilla."

The prospect spelled, "v-a-n."

"All right," said the man, "spell 'straw' as in strawberry."

So the prospect said, "Okay, s-t-r-a-w."

"Good!" said the man. "Now spell 'frick' as in chocolate."

The prospect looked at the man and said, "But, there's no 'frick' in chocolate."

The man shouted, "That's what I've been trying to tell you!"

—Taz
Peeville

Shifter was not home at his usual hour, and the wife was fuming as the clock ticked later and later. Finally, at about 3:00 a.m., she heard a noise at the front door and, as she stood at the top of the stairs, there was Shifter, stinking drunk, trying to navigate the stairs. "Do you realize what time it is?" she said.

He answered, "Don't get excited, I'm late because I bought something for the house."

Right away her attitude changed, and she ran down the stairs to meet him. "What did you buy for the house, Babes?"

His answer, "A round of drinks!"

—John Trotz
Flin Flon

Court: "Young lady, were you cited in the motorcycle accident?"
Blonde: "I sure was, Sir. I was so 'cited that I peed all over myself."

Question: What's better than having two 18-year-olds at once?

Answer: Nothing. It's a trick question.

—Big D
Fun Town





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EASYRIDERS NASHVILLE



LE BIKE SHOW



I had the privilege of attending and acting as one of the judges for the Easyriders Nashville Bike Show this past January 27th in amazing Music City and was blown away by the wide variety of custom bikes on display. I was also fascinated to learn that Nashville is known as the "Athens of the South" for its rich and diverse focus on higher education and the fact that the city is home to a full sized replica of the Greek Parthenon, constructed in 1897 as part of the Centennial Exposition. Rebuilt to last in 1920, this art museum is the only full-scale replica of the Parthenon in the world.

NASHVILLE BIKE SHOW



Meanwhile, inside the gigantic Nashville Convention Center, custom bikes sat poised, much like the statues of ancient Greek gods, each with its own unique story to tell. One builder told me how his custom bagger was a tribute to his late wife; another builder created a long bike that, though brand new, looked like a 1970s easy ridin' chopper of old, except that it carried a Buell motor.



The doors opened at 10:00 a.m. and the masses made their way into this one-day custom circus, complete with a three ring carnival of NTC Stunt Trikes, motorcycle stunt show, and even a Globe of Death. The crowds kept their booted toes tappin' to live music all day from Crossroad Station and Stone Senate, while the Purrfect Angels sexy dance troupe gyrated and preened on stage, even managing some acrobatics and a fire show.



Event goers got to shake hands with biker celebrities Mike Ballard of the Full Throttle Saloon, the folks from Arlen Ness, and Paul Yaffe of Bagger Nation. Billy Lane and his family even stopped by to check out his Sons of Speed exhibit and to show off his new two-week old daughter, Brooklyn.





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FINAL

NASHVILLE BIKE SHOW



Judging this show was extremely difficult due to the number of excellent scooters and the wide array of styles. The People's Choice 1st Place winner was a favorite of mine because it was themed after the TV series *The Walking Dead*. They even had a replica of "Lucille," the deadly barbed-wire-wrapped baseball bat that I got to heft on stage. I used it to make sure award winners got their asses up on stage quickly.

When it was time to give out the over 40 trophies, our announcer Lisa Ligon joined me to hand out the awards. Top winners included 1st Radical Custom



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REGISTRATION 9-11AM

TENNIS BALL GRAB

FLAG GRAB

BIKER BARRELS

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BIKERS VS BULLS 12:00 PM

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NASHVILLE BIKE SHOW



which went to Terry Laurent of Ruma, Illinois for his 2009 Big Bear Choppers Pro-street Sled. Gary Mossner of Acworth, Georgia took home 1st Place Radical Bagger for his 2008 Road Glide, and Paul Yaffe handed the Bagger Nation Award to Jason Getter of Denver, North Carolina for his 2012 Absolute Custom Cycles Street Glide.

As the number of awards dwindled and we headed to the last remaining top winners, we gave out invitations and prizes to join us in Columbus in February for our big two-day Invitational Bike Show. These honored builders included Carl Pusser of East Peoria, Illinois who took the Editor's Choice Award for his 1977 Walking Tall Triumph T140. The John Green Award went to





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NASHVILLE BIKE SHOW





Matt Harris of Alcoa, Tennessee for his amazing 1929 Harley mash-up called "The Malungeon". Finally, Best of Show went to Curt Owen of Mulberry, Indiana for his 2018 Anything Goes Customs chop job that he calls "Already Stoned".

Our congratulations to all the winners. And thanks to our sponsors: Lucas Oil, Russ Brown, Bagger Nation, NTC Drift trikes, Billy Lane's Sons of Speed, the Outlaw Nation, Yuengling beer, Full Throttle Saloon, and Arlen Ness for making this one helluva a bike show tour. To see the full list of winners and for more information visit www.easyridersevents.com. Next stop on the tour is Atlantic City, New Jersey. Can't wait!

—Dave Nichols

Photos: Kai R.

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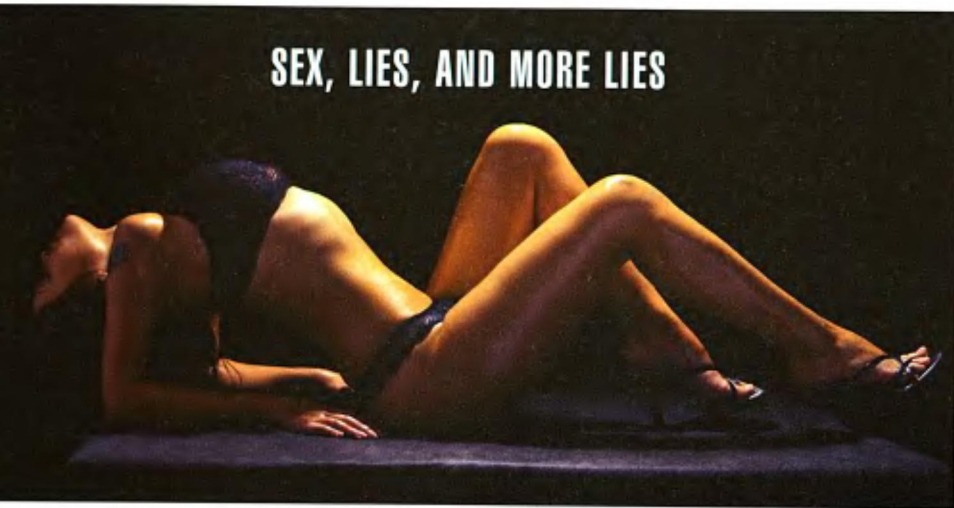
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Confessions of a Stripper

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SEX, LIES, AND MORE LIES



In strip clubs, as in life and literature, things are not always as they seem. I'll try to be fair here. I'll point out lies and deceptions that customers pull on strippers, but I'll describe our tricks as well.

The wedding ring. Or rather, the lack of same. First, whom do you guys think you're kidding by removing your wedding rings? Second, why do you think we strippers give a damn? Most of our customers are OWHs. That is, Other Women's Husbands. Sometimes a guy will think he can pass as single and date one of us. I like to play with these guys. One customer asked me to go home with him. He wasn't wearing a wedding band. I said, "Sure thing. Are you married?" He said no. "Too bad," I said. "I prefer married men." His friends all laughed at him while he dug into his pocket for the ring. Too late, I was already gone.

We strippers are just as phony. We forget to mention that we're married, have a boyfriend, or a passel of rug rats. It's not that we want to date the customers. We just want to create the illusion that we're available, and that they might have a shot.

The moose pasture. A classic moose pasture is a worthless plot of land seeded with a few precious minerals

on the surface. The con is to sell the plot to a buyer who sees the surface gems and assumes there's more buried beneath the soil. A moose pasture is any con in which all the good stuff is visible, but there's nothing else of value.

Many men are walking moose pastures. They sport a Rolex, bling, an expensive suit. They wear everything they own, but they're cash poor. I'm suspicious of customers who park their nice cars right by the main entrance. They are not likely to be big spenders. The dude with the Lamborghini or Arlen Ness custom chopper will park his ride some place out of the way where it won't get dinged or sat on. Then there are the guys who spread out lots of cash just below the tip rail: fifties, twenties, tens. A new girl will rush over and dance her ass off, but all she'll get is a nice one-dollar bill. I prefer the Matuszko brothers, who are always loaded after the onion harvest. They are not stylishly dressed, and they smell a bit like an Awesome Blossom from Chili's, but their bib overalls are filled with cash.

To be honest, strippers are also moose pastures. We often keep our tips tucked in a garter belt, thong string, or arm band. Many strippers will do the old mafia thing: keep a

\$100 bill wrapped on the outside of a big roll of bills. Is that roll full of hundreds? Probably not. The implication is that guys are constantly tipping us with \$100 bills, and you should cough up at least a twenty to be respectable. It's possible the \$100 came from a series of lap dances or a champagne room. It's also possible it came from the bank that morning, an essential part of a girl's wardrobe.

"Save that for the champagne room."

This is something strippers might say to guys who are getting a bit too frisky during a lap dance. The implication is that what is forbidden during a \$25 private dance will somehow not be a problem if you pay \$300 or more for a champagne room. Yes, the CR is generally far more private, but don't trust that. You may end up with the same boring dance, just longer and in more private circumstances.

Sometimes, though, the dancer is sincere. This doesn't mean she will do something illegal. How can I put this delicately? Let's say that for more money, and with more privacy, a dancer is likely to interpret club rules more liberally in your favor. Capiisce? That doesn't mean you should trust the stripper. It may seem awkward and crude to spell it out, but trust me: we've heard everything. For instance, you could say, "Does this mean that you'll [your favorite activity goes here]?" Yes, this is a negotiation about something very personal.

Nevertheless, it is still a negotiation, and the same rules at play in a used car lot are relevant here as well. Some girls have complained to me that guys who spend more expect more. Well, duh. Passengers in first class expect more than the bags of salted nuts they get in coach.

"My baby-daddy stole all my money."

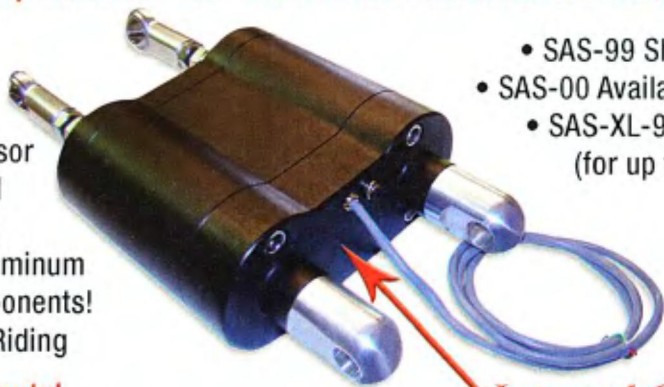
And now the stripper can't pay for her car insurance. Guess what. This is the one true thing you will hear from a stripper. This is the kind of boyfriend we have. But it's not your problem. As soon as a stripper has your money her creepy boyfriend will come back to her. Save your cash. The worthless boyfriend will get it.

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MOONEYES JAPAN

It's 8:00 a.m. on the first Saturday of December. Christmas is in the air, even in Japan. The crowds are lined up at the doors of the Pacifico Yokohama Convention Center waiting for the Yokohama Hot Rod Custom Show, or "Mooneyes" as it is more commonly known, to open.



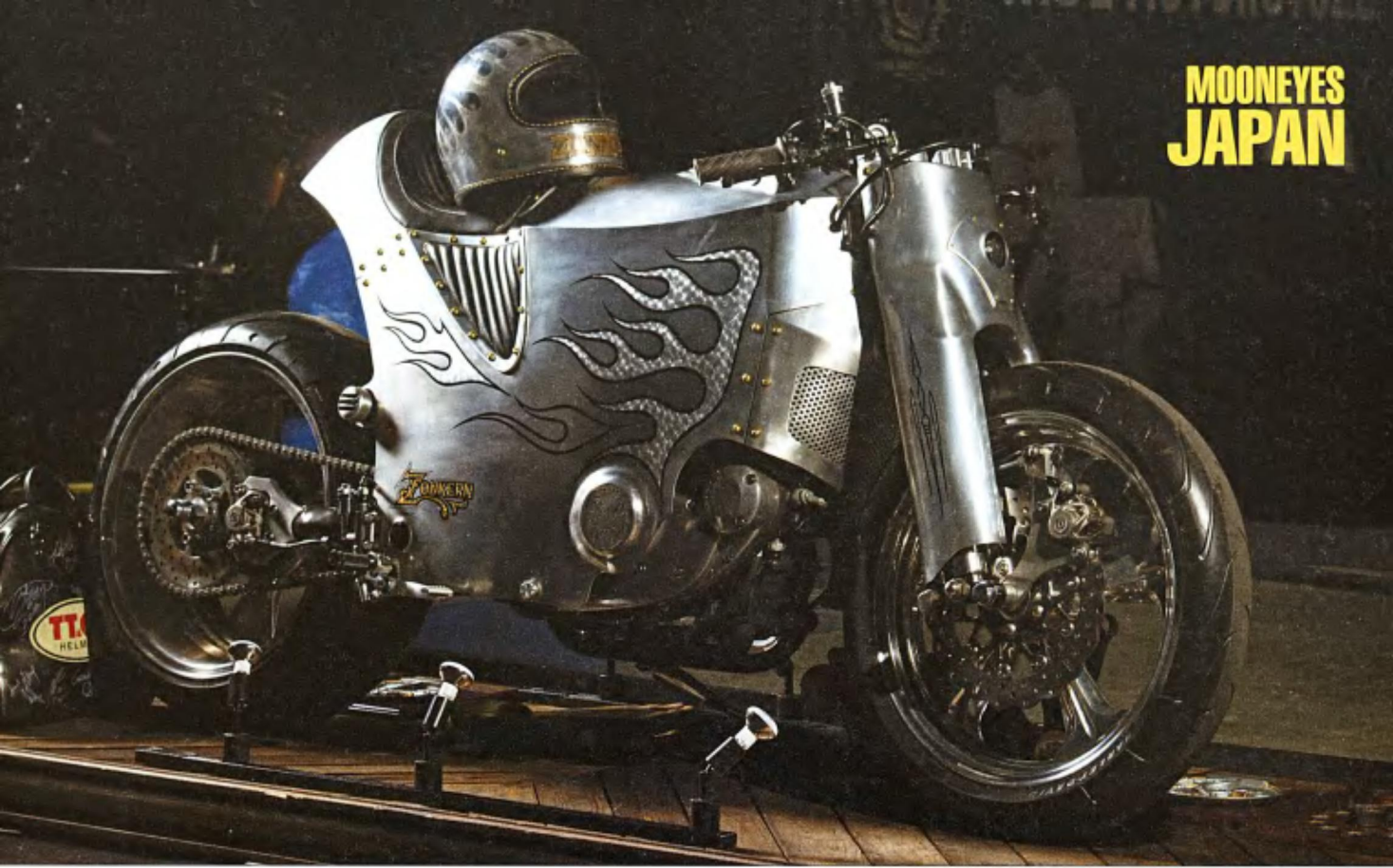




On that Sunday, I felt the pressure mount with the rising excitement of attendees, builders, and vendors. After shooting the invited celebrity bikes being warmed up behind the scenes, I moved into the hall as the bikes were ridden down the gauntlet packed deep with fans. By the time each builder had been introduced to the crowd, there were only five hours until the awards, and I knew there was a lot to see and photograph.

Mooneyes can be daunting. Whether you are a local from the Tokyo area, a visiting biker from Europe, the USA or Australia, or one of the 250 registered media (a good number of whom came from overseas), there is much to see. In addition to the 650 custom bikes, there were 300 hot rods on display, the annual custom paint contest and pinstrippers gathering, four live bands, a large display of scale models, and 330 vendors. Provided you only looked at the bikes and cars, didn't stop to eat or use the toilet and were able to get from one display to the next in under five seconds, that would give you less than fifteen seconds per display. That's insane, but then you just have to accept that Mooneyes isn't going to be the show where you can see it all. My goal for the day was to take in the flavor of Japan, the unique style of the bikes, the amazing craftsmanship I saw everywhere, and the fabulous energy that permeates the hall. Thankfully, there was an incredible setup day on Saturday to add to my coverage that had me out at the Yokohama port where they uncrated the invitational bikes and also in the hall itself for a sneak preview of what was to come.

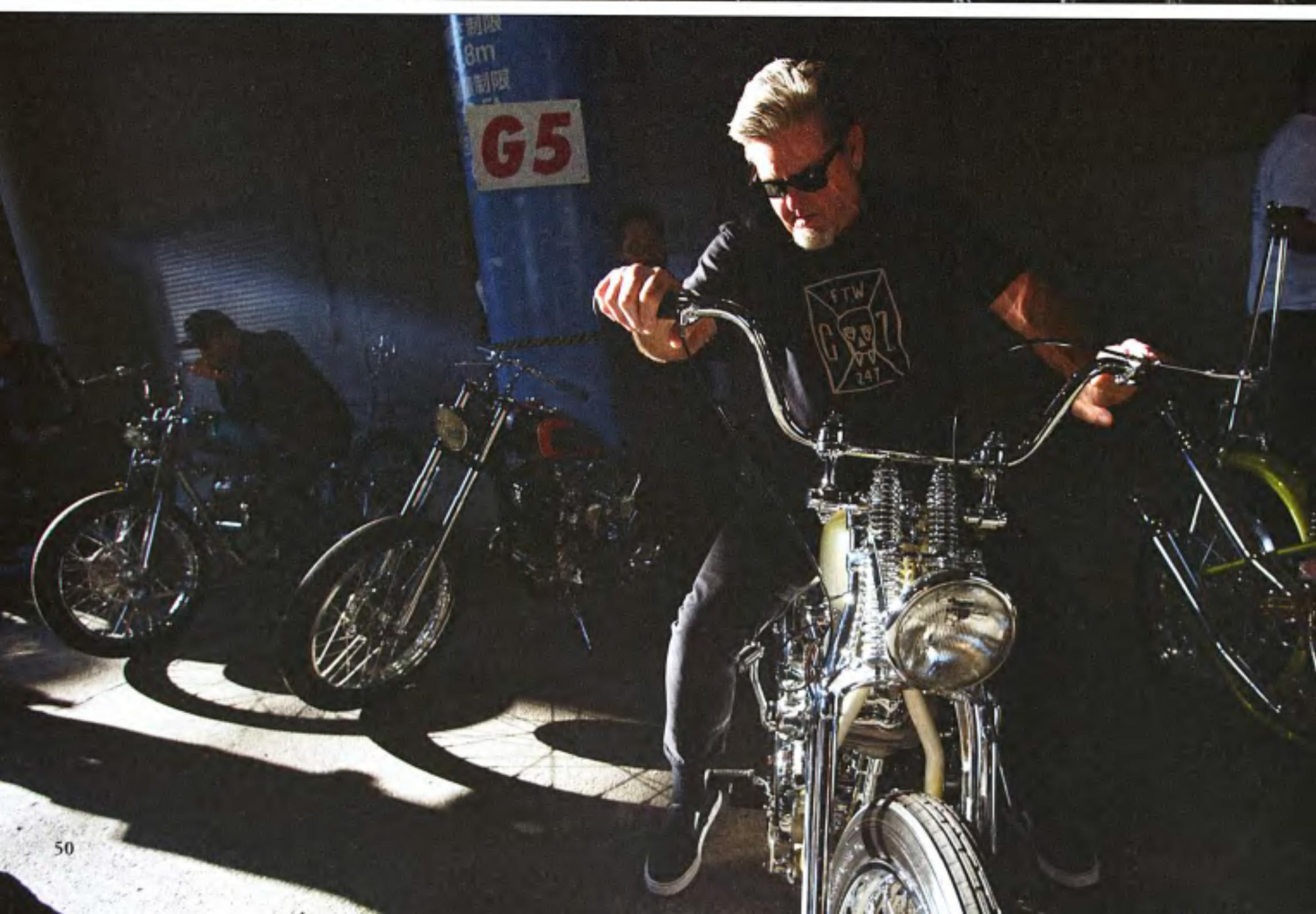




TAIL **MOONEYES
JAPAN**

SWALLOWTAIL

SWALLO

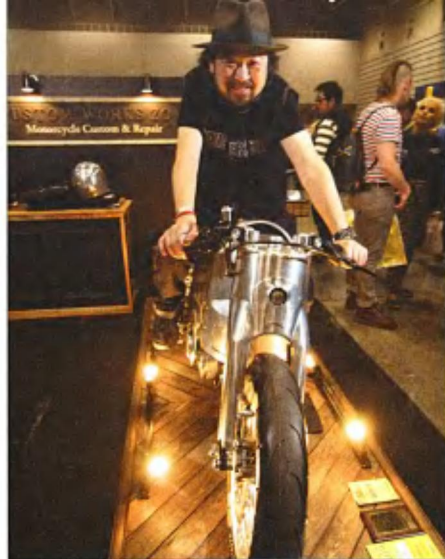


Despite the high cost of shipping, customs from the USA came from "celebrity" builders including the Wretched Hive's Dave Polgreen, Small City Cycles' Todd Asin, Joker Skate Shop's Dynamite Joe Kerivan, Loser Machine's Damin Lujan, Cycle Zombies' Big Scott Stopnik, the Cutrate's Oliver Jones and Bryan Thompson of Thompson Cycles. From Warr's Harley-Davidson in London came a new custom from Charlie Stockwell, and Martin Carlgren of Sweden brought his meticulously handcrafted 1947 Husqvarna V-twin (with a completely hand fabricated one-off engine) that won "Best of Show" at the last Born Free event. From a bit closer to Japan came two bikes from Singapore and eight more from Indonesia.

The vast majority of bikes were, of course, from Japan, and, as we have all come to expect from Japanese customs, they were over the top in their creativity, attention to detail, and execution. They represented every style you can imagine, from traditional choppers to modern customs, from cafe racers to a sprinkling of baggers, and performance bikes as well. But the largest number were simply quirky bikes that defy any other categorization other than that they are uniquely Japanese.

Locals were blown away to meet builders from the States, getting autographs and taking selfies with the many celebrities in the hall. People like the founder of Van's, Steve Van Doren, sculptor Jeff Decker, leather and jewelry maker Bill Wal, and Pro Skate Board legend Steve Caballero were basically on pedestals and treated like rock stars.

As you see in all aspects of Japanese culture, respect was everywhere. Whether it was the way bikers greeted each other on the show floor or the way in which awards were given out, everything was done with the utmost respect in a way you don't see anywhere else. Builders came through a door at the back of the stage as each was announced, along with the presenter of that particular award, and this went on for quite some time. When all was said and done, Heiwa Motorcycle was awarded Best of Show for the second year in a row, and again, for a Triumph.





HIGH MOTORCYCLE
**MOONEYES
JAPAN**







There are custom bike shows that get more attendees, and some with more bikes, but I can't think of another bike show anywhere in the world that has more influence on the custom bike scene than Mooneyes, and that alone would be enough reason for me to want to go back every year.

—Michael Lichter

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HARLEY'S NEW S

MEET THE FORTY-EIGHT SPECIAL AND THE IRON 1200



SPORTSTERS



Harley-Davidson seems to be going all out in its continuing effort to attract the youth market among motorcycle riders with two new Sportster models, the Forty-Eight Special and the Iron 1200. These new models come in the wake of a brand-new line of Softails, and all of it is happening because of the company's ambitious goal of ultimately letting their customers choose from a total of 100 "high-impact" models by the year 2027.

With these two Sportsters, the fine folks at the Motor Company are clearly aiming at the younger crowd that favors old-style Harleys, something that's very obvious at gatherings like Born Free in California or the Congregation Show in North Carolina. And it's a great concept. After all, the Sportster line has been roaming America's roads for 50-plus years, so there's plenty of "retro" in its DNA.

And it's that Sportster DNA the company is building on by going retro almost full force with these two models, but without giving up a lot of the technical advances H-D has made over the decades. These are Evolution motors, after all, and if Harley were to go any further retro, they'd have to reintroduce the Ironhead Sportster motor.

The Iron 1200's engine is said to represent 36 percent more torque (73.0 ft. lbs. vs. 53.8 ft. lb.) over the 883cc Evolution engine that powers the Iron 883, or as the company calls it, "the original urban brawler in the Sportster family."

Of course, torque is one the Sportster's trademarks. They were, after all, conceived as an antidote to the first British invasion back in the Fifties when Triumphs often ruled the racetracks. Small and compact in stature but packing a terrific punch, the Sportster meant business then, and Harley-Davidson is counting on the fact that it still means business today.

Both models are strong on looks, with the Iron 1200's entire powertrain styled by black upper and lower rocker boxes, black exhaust and muffler shields, and black timer, primary and derby covers. The bike's satin-black Mini Ape handlebars, Harley says, are an essential element of the garage-built chopper look "that adds instant attitude."

The Forty-Eight Special, on the other hand, also oozes some major 'tude with its burly front end consisting of a 130mm front tire that's framed by 49mm forks which, in turn, are secured in massive forged aluminum triple clamps; all of it topped by gloss-black, 7.25-inch high Tallboy handlebars. Its Evolution 1200 engine features a black top end with plenty of chrome below, including chrome primary, inspection and derby covers, and solid chrome muffler and exhaust shields.

In terms of paint, both Sportster models benefit from what Harley says they're seeing more on custom bikes these days: less of the complex and intricate, aiming toward designs that are clean and simple. You can see that especially on their gas tanks which are reminiscent of the classic peanut Sportster tanks.

The Iron 1200's tank holds 3.3-gallons, whereas the Forty-Eight's 2.2-gallon tank will have you pull up to a gas station even before you ride your first 100 miles on it, so you better plan your longer trips very carefully. The Harley-Davidson Smart Security System and anti-lock braking system (ABS) are factory-installed options for both the



Forty-Eight Special

Iron 1200



Iron 1200 and the Forty-Eight Special.

Both models also have a handlebar-mounted electronic speedometer with odometer, time-of-day clock, dual tripmeter, low fuel warning light, low oil pressure light, engine diagnostics readout, and LED indicator lights.

Starting at \$9,999 and \$11,299 respectively, the Iron 1200 and the Forty-Eight Special, Harley-Davidson figures will be attractive to those who may not have the needed cash for a bigger bike. And the company goes even further retro by giving you the bike's full purchase price (excluding tax, title fees and extras) of an eligible new or used Harley-Davidson Street or Sportster model when you trade it in within one year from date of purchase. The last time the company did that was with a Sportster model called the 883 Hugger back in the 1980s, when the current target customers were mostly still in their diapers.

For more info on these and any other Harley-Davidson bikes, go to h-d.com.

—Tripper

Photos: H-D



"Lining up a good Instagram shot is WAY different from staring at that chick's ass."

Most of what you see on here was built from scratch, like the crazy fairing that droops almost all the way down to the front fender.



PURPLE PEOPLE

It's hard to tell that this bike was originally a Road King. Just about everything on it has been altered, modified, and built entirely from scratch to turn it into the beautiful, purple Street Glide before you. Even the engine was gone through thoroughly and upped to 107 inches.

The choice of color, Pavo Purple, was laid on by the bike's owner, Dana "Big D" Hallberg. Dana is also the owner of Deadline Customs in Forest Lake, Minnesota, (about a stone's throw from Minneapolis). Big D likes to build bikes just to have some on hand in case a customer walks in and wants to buy one.

"This particular one was a donor bike, so we stripped it of almost everything but the motor and tranny and some of the wiring and what not," he tells us.

Most of what you see on here was built from scratch, like the crazy fairing that droops almost all the way down to the front fender. The fairing, Dana says,



PLE PLEASER

is basically there to incorporate the audio system. In fact, you could say the massive sound system is the centerpiece of this bike. "There are no gauges on the bike, so the whole fairing is basically a big speaker pod," Dana explains. "It's all fiberglass, all molded together, with speakers and

wiring inside, and hanging down over the front fender. We incorporated all the mounting right into it instead of having multiple pieces. Aside from the handlebar clamp, it's all just one piece."

"It's a huge audio system," Dana adds. "It's all JL Audio and Hertz Audio. There are four eights in the back, two six-and-

a-halves up front, there's two super tweeters out front, and two amps in one bag. There's not a lot of bag space left; it's pretty much all audio equipment."

The gas tank is another one-off piece and has the radio head unit ported right through the center of the tank.



Also made from scratch are the dash that's molded into the radio mount, and the swoopy front fender. Plus, the bagger rides on air, front and back. "It's our own air system," Dana points out. "I started doing air systems before some of the other guys even had kits. We make a fast air system and build our own tanks, too."

There are a few items Dana and his crew didn't fabricate themselves, yet a lot of those were made to Dana's specs, like the Sik pipes that he had made about four or five inches longer than their standard set of pipes. "I just wanted some length in the middle of the bike," Dana explains, "so we stretched them as far as we could to make them kinda zoomy."

Dana says he still has the bike at the time of this writing, and even though the shop guys might have taken it out on rare occasions, it's usually Dana himself who gets to ride it. He did build it for himself, after all. But there is interest in the bike, and if all goes well, Dana says, it should be on its way to California within a couple of weeks where its massive stereo system will no doubt cause the next major earthquake. —Tripper



"There are no gauges on the bike, so the whole fairing is basically a big speaker pod."

Owner: Dana Hallberg

City: Forest Lake, MN

GENERAL

Fabrication: Deadline Customs

Year and make: 2009 H-D

Model: Street Glide

Assembly: DLC

Time: 2 months

Chroming: JR Plating

ENGINE

Year and make: 2009 H-D

Model: Twin Cam

Rebuilder: Bikeman Performance

Ignition: Thundermax

Displacement: 107 cubic inches

Lower end: H-D

Balancing: Bikeman

Pistons: Bikeman

Heads: Bikeman

Cam: Bikeman

Lifters: Bikeman

Carb(s): EFI

Air Cleaner: Black Label Bagger

Pipes: Six Pipes S/S

TRANSMISSION

Year and make: 2009 H-D

Modifications: clutch

Shifting: 6-speed

PAINT

Painter: DLC

Color: Pavo Purple

Type: House of Kolor

FRAME

Year and builder: 2009 H-D/DLC

Type: touring

Rake: 44 degrees

Stretch: 1.5 inches

Shocks: DLC Air

Modifications: full paint

ACCESSORIES

Bars: BLB

Handlebar controls: BLB

Fender(s): DLC (front), BLB (rear)

Headlight: Sport Bike

Taillight: Bagger Nation

Pegs: BLB

Electrics: H-D/Thundermax

Gas tank: BLB/H-D

Oil system: H-D

Primary cover: H-D

Seat: Mark Milbrandt

Mirrors: PM

Grips: PM

FORKS

Type: H-D

Extension: 2 inches over

Builder: DLC

WHEELS

Size: 30-inch front, 17-inch rear

Hub: MAD

Tires: Vee Rubber / Metzeler

Brake: MAD 18

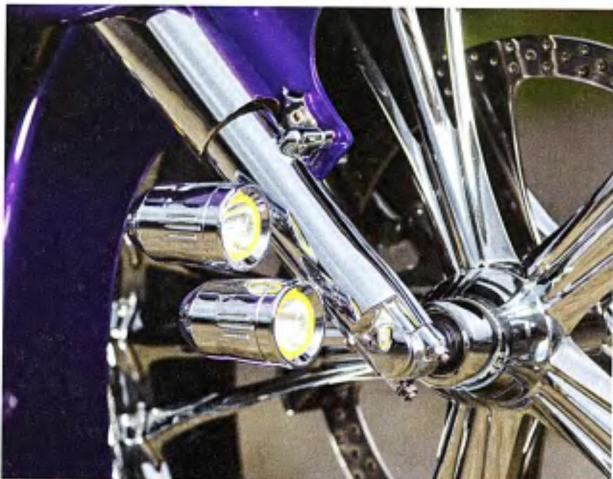
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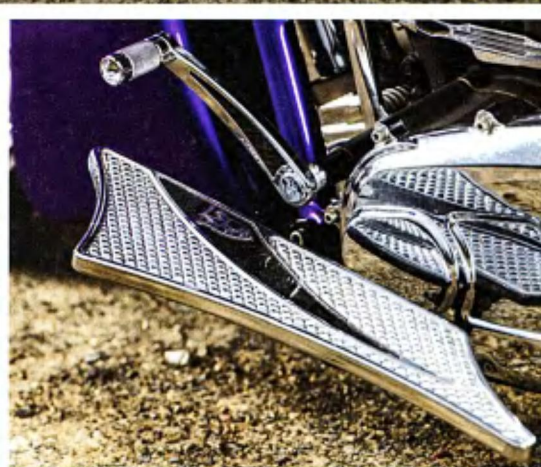
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Mugsy, guarding my bike.

—David Swanson, Hardy, Virginia



Lion-dog Cody is bored by you, your boots and the bike you rode in on.

—Kai Raecke, stuck in traffic, U.S.A.



Multi-tasking papoose-dweller Smokey has his paws full navigating, entertaining the masses and keeping the road free of goddamn squirrel bastards.

—Liza and Jonny, Ventucky, California



Tin Tin slowly pushed open the back door to Rocky's cluttered workshop. He had to admire how a 5,400 square foot workspace had every square inch filled with frames, engines, trannies, and more. Standing in rows were shelves upon makeshift shelves that sagged from the weight of the detritus Rocky had accumulated over years of fabrication work. Cables of varying strengths hung down from the steel ceiling beams, each containing their own piece of history.

Tin saw the flash of a welder's arc as he stepped further into Rocky's shop.

After years of partnership, he knew Rocky's work schedule as well as he knew his own. He walked towards the lightning-like flashes and picked up a pair of welder's goggles from the base of the acetylene and oxy tanks that had stood in the same place for more than 20 years. He made his way to Rocky's work station, balancing the coffees he had brought.

"Mornin' Rocky," Tin said to the small form who was leaning over a frame jig. Rocky was putting the final touches on a frame meant for one of a dozen customers.

"Mornin'? It's almost noon," Rocky barked curtly. Tin knew it was only 8:00 a.m., but said nothing to his long-time cohort. He just grinned and handed over one of the tall coffees he had brought. Rocky flipped back the welder's helmet and took a long pull from the cup, then set it down in an open drawer of a nearby roll away, flipped down the helmet and continued to lay bead while Tin watched through his goggles. He had never seen any other welder match the precision, speed, and outright skill of Rocky.

In a few moments Rocky stood up, removed the welder's helmet and turned towards Tin. "Whaddya have for me, Tin Tin? All of it, I hope." Tin knew he had better have everything done

for Rocky or there would be hell to pay. A taskmaster for sure, once Rocky started a project, everything else in both of their lives was at a standstill until it was done. "Yeah, it's all out in the truck, waitin' for your inspection."

Tin could be a little impatient with Rocky at times but, all-in-all, they made a great team. Tin was the best sheetmetal fabricator in the state and made almost all of Rocky's gas tanks, fenders, oil tanks, and whatever else needed to be snipped, tacked, pressure-tested, and bolted to one of Rocky's premier choppers. In fact, Rocky had been the one who gave him the nickname, Tin Tin.

Rocky removed the heavy welder's gloves, walked over to Tin, stood on tip toes and kissed him hard. "I love when you're right on schedule," she said with a grin. Rocky smelled like a welder, and to Tin, it was the perfect perfume.

"The tanks are all pressure checked

ROCKY & TIN TIN

to your spec, as usual. All the tin is primed and ready for paint as soon as you pick your colors," Tin said with an air of confidence. He knew she'd love the work. It matched her drawings exactly.

He had done work all over the country for the big names in chopperdom, but liked working with Rocky. She was a complete perfectionist who stood behind her work. Tin Tin had a few other reasons for preferring to work with Rocky, not the least of which was the ring each of them wore on tight chains around their necks.

Tin had met Rocky over 25 years ago while teaching sheetmetal work at an inner-city school. Rocky taught welding at the same school; she and Tin Tin became fast friends. A bond of mutual respect led to a stronger bond of mutual admiration, and finally to a deep and soulful relationship. The fact that each of them liked to ride hard,

both on city streets and twisty country roads, helped them to form a connection that most couples never share.

Tin worked out of their home in Brooklyn. He had a small, perfectly neat shop in the garage. Over the course of years, each of them had developed their own way of working and learned early on that separate workspaces were best for them. Rocky liked her disheveled space for working. Tin, on the other hand, liked everything neat and in its place. Their choice of separate shop space made for less arguing and better overall production.

After inspecting each piece of sheetmetal with the eyes of a perfectionist, Rocky planted another kiss on Tin's cheek. "We'll have this little scooter mocked up by tonight if you'll give me a hand plopping that pan in the frame," she said.

"You bet," said Tin. "I can't wait to see how that panhead looks in your frame." She had stretched the neck out pretty far and had managed to pick up a 16-over Sugar Bear front end. Tin knew the combination would be incredible when it was all done.

"Ya know what?" said Rocky in the sweet voice she always used to get her way. Tin Tin tensed up a bit. He never knew what to expect from the tiny woman, and he could only imagine what was to come next. "Why don't we save mock-up for tomorrow and just take a long putt this afternoon? Maybe up to Hunter Mountain or the Seven Lakes Highway. Whaddya say?"

Wow, that was out of the blue for Rocky, Tin thought. But he was always game for any ride, any time. "Hell yeah, that works for me. But it sure isn't like you to take a break when mock-up is due."

"Ya know, we ain't gettin' any younger, and I need to get away and clear my head for a bit. We haven't been on a decent putt in a dog's age," Rocky said while putting her clamps and tools in the roll away. "I'm gonna call Jeff and Donna and see if they wanna come along, okay?"

"Excellent. A regular family affair," Tin smiled. "It'll be fun, for sure." Jeff

was their son. He was raised with decent values such as honesty, loyalty, and self-reliance, and he was on two wheels before he ever drove four. Tin and Rocky helped him build his first bike for his sixteenth birthday. It became his daily ride and remained so to the present day. Donna was Jeff's main squeeze and she was as dyed-in-the-wool as any biker Tin had ever known. She lived and breathed Harleys and helped Jeff with his builds. Tin had every reason to believe that the two would hitch up before much longer.

By two in the afternoon, the four of them were winding up Route 9 somewhere north of Poughkeepsie. They rode as one. Tin and Rocky led, handlebar to handlebar as always, each knowing the other's moves, each responding in kind. Jeff and Donna took up the rear and rode with the same fluid alacrity. A warm breeze blew up from the southwest and it blended perfectly with the steady drumbeat of their open pipes.

A brief gas stop had lifted Tin's spirits even more. He learned from Donna that in the short span of seven and a half months, he would be a grandfather. Jeff had proposed and Donna had accepted "for tradition's sake," as they had put it.

Tin was as happy as a man could possibly be. He was thrilled with the idea of another addition to his family of bikers. He was also thrilled at the prospect of having a wonderful daughter-in-law. A daughter really, one who wasn't afraid of getting a little dirt under her fingernails.

Yeah, things were shaping up right nice for his family. He knew that respect for the traditions of the ride and the Motor Company would live on. He and Rocky had "done good."

On their return trip home, Tin dropped back through their small pack and followed a few bike lengths behind. Rocky took the lead and picked up speed. Tin watched the three of them wind their way through the twisty back roads of upstate New York, pegs scraping and V-twins roaring up and down through the gears. It was a beautiful sight.

—Z. Jakl



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MATT JACKSON'S JAW-DROPPIN' PAN FLAME ON

Sometimes a chopper comes along that you just fall in love with. Such was the case when we saw this killer panhead by Matt Jackson. Matt's words about the build were so genuine and heartfelt that we decided to let him tell you the story himself. —Ed



"The ideas the customer
had allowed me to
go outside the box and
try something a little
less traditional."





Six months into starting my own business, Jackson's Choppers out of Austin, Texas, I was contacted by Franklin (the owner of this build). I was just starting out, so when someone contacted me regarding a full chopper build, I usually had to weed through people who were interested in building bikes that were not my particular style. I don't make a ton of money doing what I do, usually I just get by paying my bills, but I've

always stood by my work and I've been fortunate enough to be able to turn down projects that do not interest me.

Right off the bat, Franklin Daniel told me he wanted a panhead, jockey shift, no front brake, single chain primary, Magneto, kick only chopper. I'm thinking, Right on, man, this is my kind of build. He put a deposit down and we started moving. First things first, I went to my good friend Dan Carr in

Spicewood, Texas and said I needed a hopped up panhead motor. Dan is my go-to guy for motors and always makes it happen. I'm fortunate to have someone like that so close to Austin.

Starting with a 1948 wishbone frame, I cut out the country bar for a cleaner look and cut off all the unnecessary pieces. The small stainless round oil tank gave it a very open look, so I continued that minimal aesthetic throughout the build.



"Much love to *Easyriders* magazine. It has been a dream of mine for many years to have a bike featured in here."

The ideas the customer had allowed me to go outside the box and try something a little less traditional. The bike turned into a late 1960s style build. So I turned to Mick at Mick's Chop Shop to build a 6-inches-over springer front end, just like the original Denver's Springers. Bare Knuckle Paul supplied me with the single 530 chain primary setup that helps contribute to the slim look of this bike. My good friend Scott at

Chemical Candy Customs painted the tank and fender. The colors paired perfectly with the chrome frame and polished stainless parts. I can't say enough about Scott; he always comes through for me, and is an extremely talented artist.

Cato at Cato's Custom Upholstery covered the seat pan I made from scratch in a diamond stitch pattern. I made a lot of parts out of stainless, stepped the bars to accept a 7/8's

throttle, and built this bike to not only show, but first and foremost, to ride.

I'd like to thank Ryan for all his help on this build at Jackson's Choppers, Franklin for putting his trust in me, and everyone else involved in the build. Much love to *Easyriders* magazine. It has been a dream of mine for many years to have a bike featured in here. Hard work pays off.

—Matt Jackson,
Jackson's Choppers, Austin, Texas

Owner: Franklin Daniel

City: Austin, Texas

GENERAL

Fabrication: Jackson's Choppers

Year and make: 1952 Harley-Davidson

Model: EL

Assembly: Jackson's Choppers

Time: three months

Chroming: Auto Chromeplating

ENGINE

Year and make: 1952 H-D

Model: panhead

Rebuilder: Dan Carr of DC Choppers

Ignition: Joe Hunt magneto

Displacement: 84 cu. in.

Lower end: H-D

Balancing: DC Choppers

Pistons: H-D

Heads: H-D

Cam: H-D

Lifters: H-D

Carb: S&S Super B

Air cleaner: none

Pipes: Jackson's Choppers

TRANSMISSION

Year and make: 1952 H-D

Type: 4-speed

PAINTING

Painter: Scott at Chemical Candy

Customs

Color: purple pearl

Type: House of Kolor

FRAME

Year and make: 1948 H-D

Type: wishbone

Rake: stock

Stretch: stock

ACCESSORIES

Bars: modified Z Bars

Fender: ribbed for her pleasure

Headlight: tractor

Taillight: bullet

Pegs: cheapo

Gas tank: narrowed Wassel

Oil tank: Jackson's Choppers

Primary: H-D

Seat: Cato's Custom Upholstery

Grips: rubber

FRONT END

Type: springer

Extension: 6-inches over

Builder: Mick's Chop Shop

WHEELS

Size: 21-inch front, 18-inch rear

Hub: spool front, star rear

Tires: Firestone

Brakes: mechanical

Photos: Larry Pena

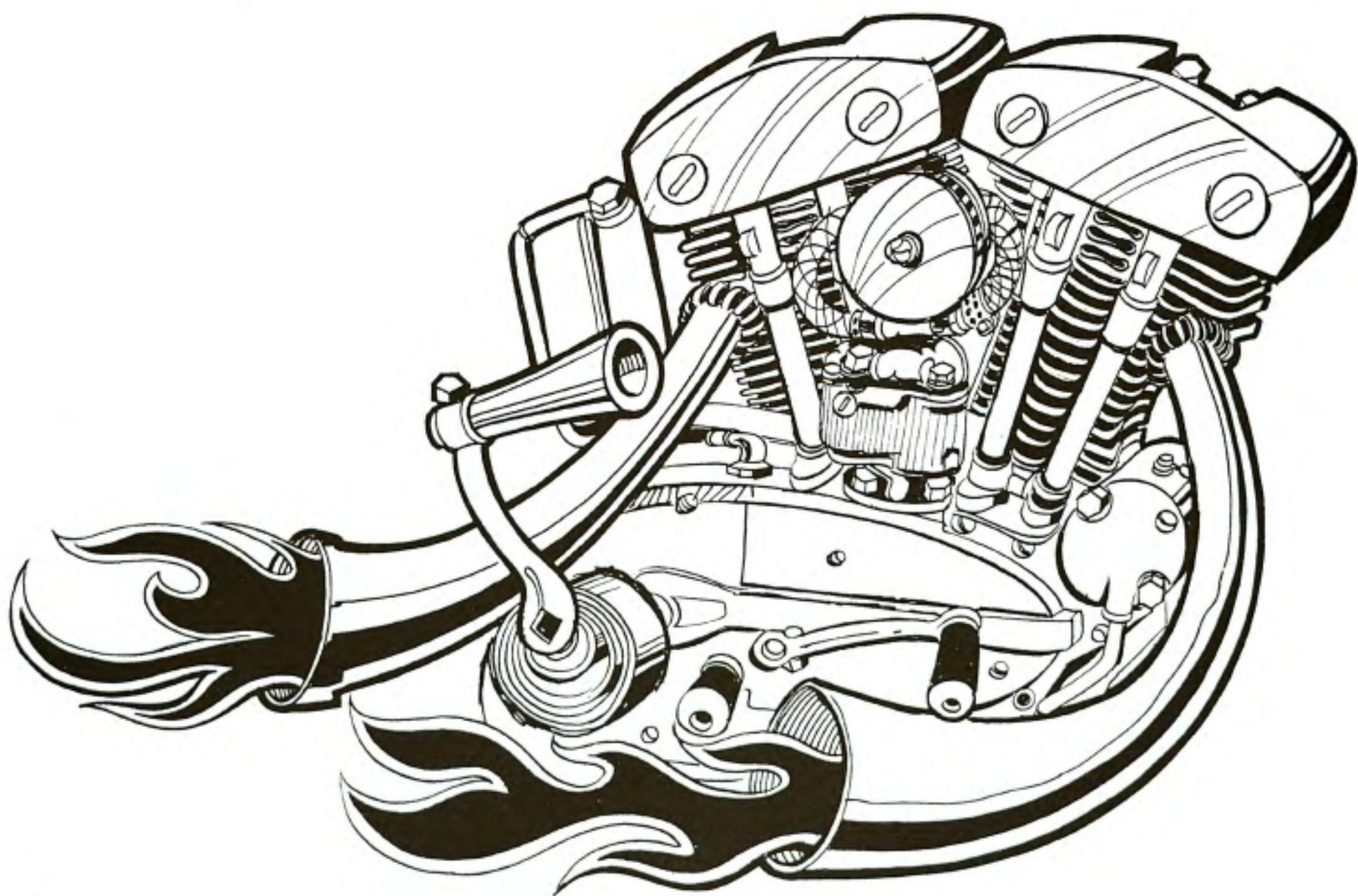
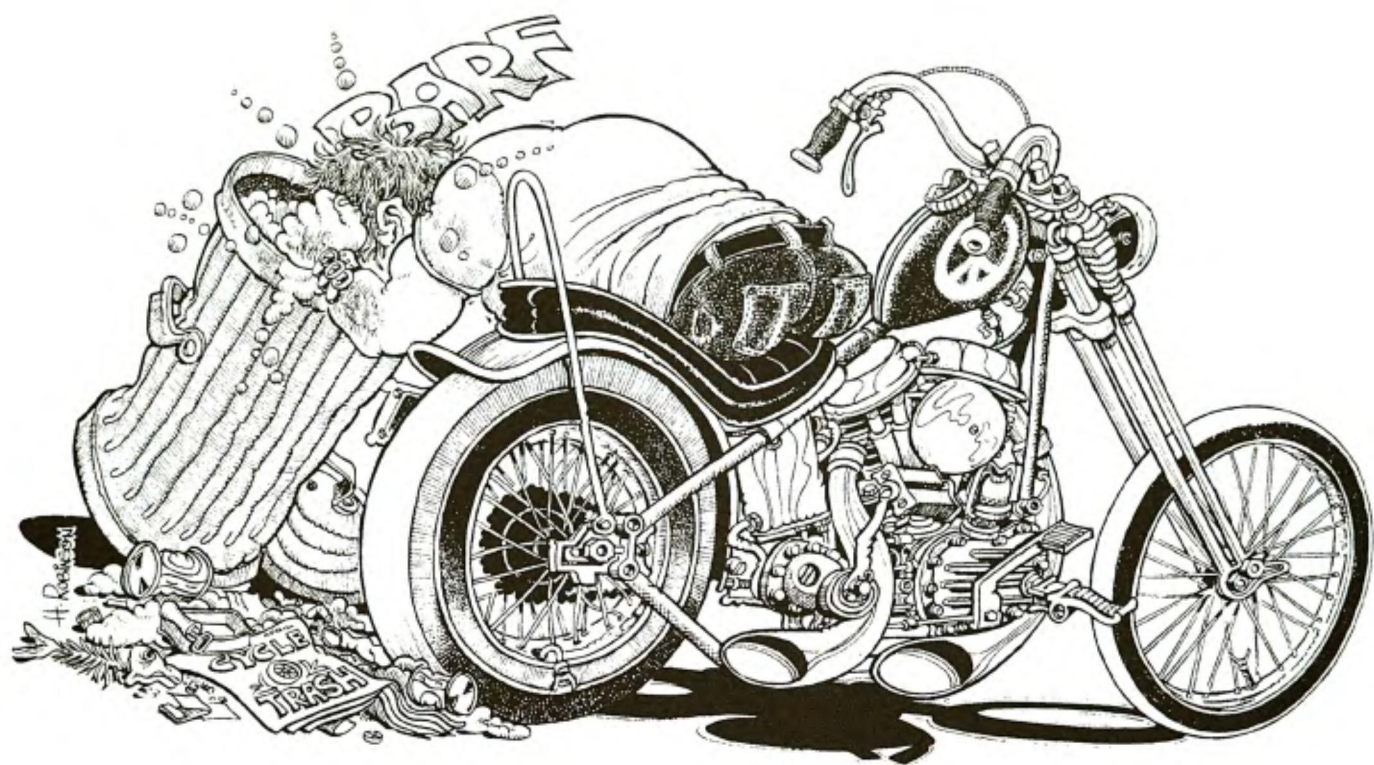
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Easyriders Dress-up Guide

If you're among those rare motorcycle owners who can buy a bike and then just leave it as it is, skip these pages because they may just lead you astray and make you want to actually prettify the two-wheeled love of your life. It's not very difficult these days when there's an abundance of accessories and aftermarket parts readily available for you to dress up your ride to make it uniquely yours, and at the same time, stand out in the crowd.

It's safe to say that this industry has, over a couple of decades, gone from having almost no choice to having so many options, it can make your head spin. Well, we here at *Easyriders* are here to help. We've compiled a vast array of what's out there in the parts and accessories aftermarket, from mild to wild. So browse and enjoy. We sincerely hope you find something that your bike just has to have.

—Tripper



HEADWINDS' CLASSIC BULLET HEADLIGHT

Headwinds puts a modern spin on a vintage look by introducing its newest 5-3/4-inch headlight, The Standard Bullet, in black and antiqued brass. The spun aluminum headlight housing is fully machined, polished, and anodized with a gloss black finish. The solid brass clamp ring and bracket are polished, antiqued, and sealed with a satin coating. Add a convex lens for a real old school look and feel. The headlight fits all SAE 5-3/4-inch headlamps and 3/4-inch wide Harley mounts. Made in the USA by Headwinds.

BARNETT SCORPION SERIES CLEAR DERBY COVERS

It's almost like watching your laundry spin. These Barnett Scorpion Series clear derby covers are designed to fit OEM primary covers on 1998-and-up Harley-Davidson Big Twins and 2015-17



FL's with the 'narrow' primary. Featuring a quarter-inch-thick clear polycarbonate window to your clutch, the scratch and discoloration resistant window is firmly secured and sealed with an O-ring gasket. The outer cover area is CNC-machined from billet aluminum and available in a brilliant chrome or black powdercoat finish. The derby cover gasket is also included. For the ultimate in looks and performance, install a Barnett Scorpion clutch with your new cover. Made in the USA.

barnettclutches.com



DRAG SPECIALTIES BLACK + 1-INCH KICKSTANDS

A kickstand may not seem like much in terms of dressing up your bike, but it can give your ride a nice little extra accent. And, of course, you need one to keep your ride upright, so why not with a Black +1-inch Kickstand from Drag Specialties? These kickstands replace OEM kickstands perfectly, measuring 1 inch longer than stock for

a more secure hold on bikes with longer suspensions. These kickstands are crafted from high-strength steel with a powdercoated gloss black finish. They're available for 1991-2017 FXD and FXDWG models.

dragspecialties.com



BLACKMORE'S WEDGE FAIRING

The Wedge Fairing, designed to offer mid-sized bike owners all the advantages of a quality frame-mounted fairing, has evolved over the last four years from fiberglass to vacuum-formed, acrylic-coated ABS. This is a stronger, lighter and more stable material. The high gloss black acrylic finish eliminates the need for an expensive paint job. There are two door-covered storage compartments and plenty of room for one of the three factory-installed audio options. Each Wedge Fairing is shipped as a preassembled complete package. Windshield, headlights, turn signals, wiring harness, wire connectors, fasteners and model specific mounting frame comprise the complete unit.

wedgefairing.com



METALSPORT/BREMBO'S BRAKING COMPONENTS

Metalsport partnered with Brembo Brakes in a joint project to produce a custom M/C caliper that combines superior stopping power and reliability with an unmistakable custom appearance. The caliper is shown here with one of the company's complete kits which include unique an 18-inch rotor with 420 heat treated outer ring mounted to 6061-T6 aluminum carrier with application specific stainless steel buttons. Carriers are offered in cuts to match Metalsport's wheel designs. Also included are a custom billet caliper hanger and all stainless mounting hardware.

metalsportwheels.com



CHROME DOME'S FLOORBOARDS

The folks at Chrome Dome Motorcycle Products have come up with a new set of Skulls and Medicine Wheel floorboards. They're offered in polished or aged aluminum with black powdercoat or polished aluminum trim. All of Chrome Dome's products blend with the theme of your bike whether it's skulls, Native American, eagles or hearts and they're made in the USA. The ones you see here fit '84-and-up Harley-Davidson touring models and '86-and-up Harley-Davidson Heritage Softail Classic, Deluxe, Fat Boy, and Switchback.

chromedomemp.com



DIRTY BIRD CONCEPTS' POP-N PANELS

These jagged, pop-on side covers plug right into your factory frame, eliminating bonding over your stock factory OEM Harley covers and are made from NYB polymer blends for superior fitment and strength. This new design takes up less space, thus giving you more legroom. With stock or stretched bags trimming may be required, likely necessitating installation by a professional. Dirty Bird's entire line of aftermarket Harley parts can be found online.

dirtybirdconcepts.com

DRAG'S FIREBRAND FIFTY TWO52 2-INTO-1 EXHAUST

Although engineered for performance, these Firebrand Fifty Two52 systems (below) also look damned nice. The systems feature 4-inch-by-12-inch long muffler bodies with 20-degree upsweep and proprietary Powercurve, True-Merge Collector, and 1-3/4-inch matched ratio head pipes. The race-inspired 2.5-inch stainless core, high-performance baffles are removable and deliver a deep tone. Systems are compatible with 12mm, 18mm, and 18mm wideband oxygen sensors and include full coverage heatshields. Made in the USA, they are available in chrome or black ceramic for 2004-2015 XL 883/1200 models.

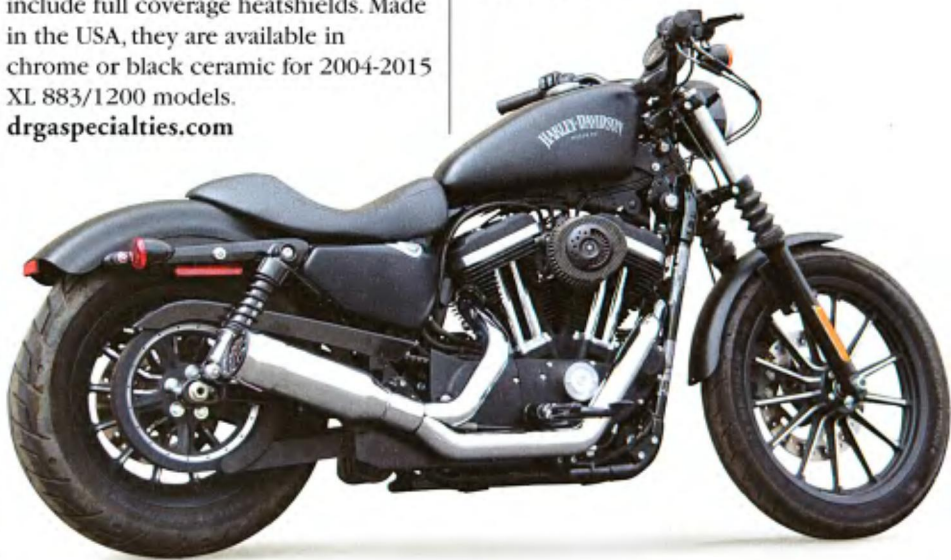
drgspecialties.com



BIG BIKE'S DETACHABLE SMART MOUNT BACKREST FOR INDIAN

Big Bike Parts' Smart Mount backrests for the Indian line of motorcycles has the latest quick-detach mount, allowing easy removal of the pad assembly and leaving all hardware below the seat top for a clean look. The unique design of the pad assembly provides three different pad height positions, providing superior comfort and support. A convenient removable storage pouch snaps to the back of the backrest pad. Available in either Black or Saddle to match Indian seats. Made in the USA.

bigbikeparts.com





LEGEND-REVO-A'S CLEAR ANODIZED COIL SUSPENSION

Not necessarily an obvious feature, a suspension can also add to a bike's look, especially one like Legend REVO-A's adjustable coil suspension for Harley-Davidsons. The new, clear anodized REVO-As are available in 12-inch and 13-inch applications for 1999-2018 FLH models; 12-inch, 13-inch, and 14-inch applications for 1991-2017 Dyna models; 13-inch and 14-inch applications for 1984-2000 FXR models, and 12-inch and 13-inch applications for 2004-2018 Sportster models. The external knob has six adjustments, which allows the rider to fine-tune rebound for their personal riding style. legendsuspensions.com



PM'S LINE OF AIR CLEANERS

Performance Machine has one of the longest lines of air cleaners and intake systems in the Harley riding world. They are CNC-machined from billet aluminum and feature an internal crankcase breather system and high-performance K&N Air Filter. All of that means you're not only getting increased horsepower, but also some nice-looking hardware that improves



your sled esthetically. PM has more air cleaners than there's room for here, so the above, the Jet and the Scallop, are only two popular examples. performancemachine.com

DRAG SPECIALTIES' PREDATOR 2-UP SEAT

Giving you the right mix of styling and comfort, the Predator 2-Up Seat (*below*) is molded from polyurethane foam for maximum comfort and styling. The seat has a 3/16-inch thermoformed seat base with rubber bumpers and fully carpeted bottom for a perfect fit that won't scratch your ride's paint. Solar-reflective leather in the seating area helps keep the seat cool on hot days, with automotive-grade vinyl rounding out the sides. This seat features a double diamond stitch pattern with black stitching for added detail. Made in the USA, it includes all mounting hardware for '06-'17 FXD, FXDWG and '12-'16 FLD models. dragspecialties.com



BIG BIKE PARTS' TUXEDO TIE FOR INDIAN ROADMASTER

Tuxedo Tie tank dividers are a great way to provide aesthetically pleasing wear and scratch protection. Hopnel Sewn Products now makes them for the Indian Roadmaster and the Chieftain. They include a generous 8-inch-by-4-1/2-inch-by-1-1/2-inch storage pouch that easily accommodates cell phones behind a clear pocket sleeve. The Indian Tuxedo Tie is tailored to match the wide tank of the Indian and enhance its natural lines. They mount securely with OEM tank covers and special hook and loop under tank attachments, allowing removal for a thorough bike cleaning. Made in the USA. bigbikeparts.com

RINEHART RACING'S MOTOPRO 45 SLIP-ON EXHAUST FOR H-D TOURING MODELS

These bagger pipes from Rinehart deliver performance, style, and that



distinctive Rinehart Racing sound thanks to the company's proprietary baffle design. The larger diameter 4.5-inch canister on the MotoPro 45 creates a deep, powerful sound in comparison to stock exhaust systems, while the trademark end caps complete the look. The proprietary Hi-Flo baffles come pre-installed, and because the MotoPro 45 retains the stock catalytic converter, they are 50 state EPA and CARB emissions compliant. Available in chrome or black finishes, no major modifications are necessary. Simply bolt on the exhausts and give your bike the rumble it deserves.

rineharttracing.com

SADDLEMEN'S STEP UP LS FOR SELECT NEW 2018 H-D SOFTTAILS

Saddlemen's stylish new Step Up LS (below) for 2018 Harley-Davidson Softails was created to keep the rider in the saddle under nearly all dynamic conditions. A specially designed lumbar support provides the ergonomics to keep the rider locked into place

without comprising control or comfort for rider or passenger. The Step-Up LS uses Saddlemen's proprietary High Impact UltraFOAM combined with Saddlemen's exclusive GELcore Technology, so the time spent comfortably riding increases dramatically.

saddlemen.com



KURYAKYN'S SCULPTED DASH INSERTS FOR H-D

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

kuryakyn.com



KURYAKYN'S SCULPTED IGNITION SWITCH COVERS

These Kuryakyn's ignition switch covers combine unique polished and textured sand-casted finishes for a distinct effect. All components are offered in chrome or contrasting chrome and black finishes for select Harley-Davidson Touring and Trike models. They are cast from A380 aluminum and fit over the existing unit for a hassle-free install with no disassembly required. Multiple fitments are available for most '07-'18 Electra Glides, Street Glides and Trikes.

kuryakyn.com



V-TWIN'S REPLICA KNUCKLEHEAD FRAME

This is the closest thing you'll get to an authentic 1946 to early 1947 knucklehead frame. This replica is an authentic reproduction of the factory style, bull neck frames. Forged parts included in the construction are the neck, front, and rear motor mounts, sidecar loops, yoke, and rear axle plates. The 30-degree neck angle will accept offset spring forks. The seat post is included, and the seat post bushings, mechanical brake cross shaft bushings, correct toolbox mount, and grease fittings are installed.

vtwinmfg.com





CIRO'S SNAKEYES LIGHTS

Ciro Snakeyes are a first-of-its-kind lighting system to smooth the transition between the backrest and Tour-Pak. It features bright red run and brake lights as well as amber turn signals. Easy to install, Snakeyes are affixed with 3M automotive grade adhesive and require no drilling, splicing, or special tools. If you wish to customize your Tour-Pak even more, Snakeyes lenses are easily removable for painting to color match. Two different kit options allow you to purchase with or without the proprietary Ciro controller. Available in chrome or black for 2014 and newer Harley-Davidson Touring models. ciro3d.com

BARNETT HYDRAULIC BRAKE AND CLUTCH LINES

Adding style to substance, the new genuine Barnett hydraulic brake and clutch lines are designed to match Barnett cables and are available in Classic Stainless braid, Platinum Series bright silver, black with chrome fittings and Stealth black-on-black. These new Barnett brake and clutch lines are available in stock and full



custom lengths to fit Harley-Davidson, Victory and Indian models through 2018 with ABS lines being available as well. A 24-hour rush service is also available on the brake and clutch line kits. Like all Barnett products, these brake and clutch lines are proudly made in the USA.

barnettclutches.com



WILD 1'S RISER ADAPTER

These riser adapters work great when your bike is fitted with a factory 1-1/4-inch clamping diameter and you want to use your 1-inch diameter Wild 1 Chubby handlebars. They're designed as a two-piece clamp that is 5-1/16-inch in width and has a smooth, large wire hole—no shredding of wires. They're also diamond-knurled just like all Chubby bars, and there's no slipping with these bad boys. Made with the same high quality American steel as all Chubby handlebars, these adapters are available in a show chrome or hot-rod black finish, and are designed to fit most aftermarket handlebars. wild1inc.com



WILD 1'S CHUBBY HANDLEBARS

The new Savage line of Chubby's bars measure 1.25 inches at the clamping section and 1 inch at the grip section, while the risers sport a massive 1.5-inch diameter and a 1.25-inch clamping section. Savage bars are diamond-knurled, like all Chubby bars. Both Savage handlebars and risers are drilled for internal wiring and a clean look. With a 31-inch width and a flatter wrist angle, they are designed for perfect control and aggressive riding. Savage Chubbys are manufactured with the same double wall construction as all Wild 1 Chubbys with 1.25-inch diameter tubing. They come in a show chrome, hot rod-black powdercoat or raw finish. Made in the USA. wild1inc.com

KURYAKYN'S NEW FINNED COLLECTION FOR H-D

The new Finned collection (*below*) from Kuryakyn echoes the classic era



of custom culture. The complete line of covers and accents is available for a wide variety of Harley-Davidson TwinCam and Milwaukee-Eight models and designed to easily alter stock styling in a matter of minutes. Focus areas include the outer primary where finned derby covers can be combined with assorted model-specific primary accents to completely transform the stock appearance. Other components include finned timing covers, spark plug covers, transmission and starter accents, as well as passenger floorboard covers. They are all cast from quality A380 aluminum with raised horizontal lines that mimic the traditional cylinder fins for a uniform look throughout. Finish options include polished chrome, or satin black with machined fins for a contrasting raw metal appearance.

kuryakyn.com

ULTIMATE CORROSION BLOCKER

Dressing up your bike is one thing, keeping it bright and shiny afterwards is quite another. But don't fret, Star Brite's Ultimate Corrosion Blocker delivers the most effective protection for all metal surfaces. Unlike aerosol protectants that are either runny or create a gooey, sticky mess, Corrosion Blocker quickly cures to form an invisible, tack-free and durable finish. The formula will not harm wiring, paint or wrapped surfaces. It delivers long-term protection for engine blocks, frames, wheels, spokes, tools, trailers, and all other bare or polished metal surfaces. The polymers bond to treated surfaces to help repel moisture, dirt and grime. Just spray on, wipe off excess and let dry.

starbrite.com



ACCUTRONIX'S EXTENDED FLOORBOARDS

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

accutronix.com

KURYAKYN'S AZTEC COLLECTION FOR INDIANS

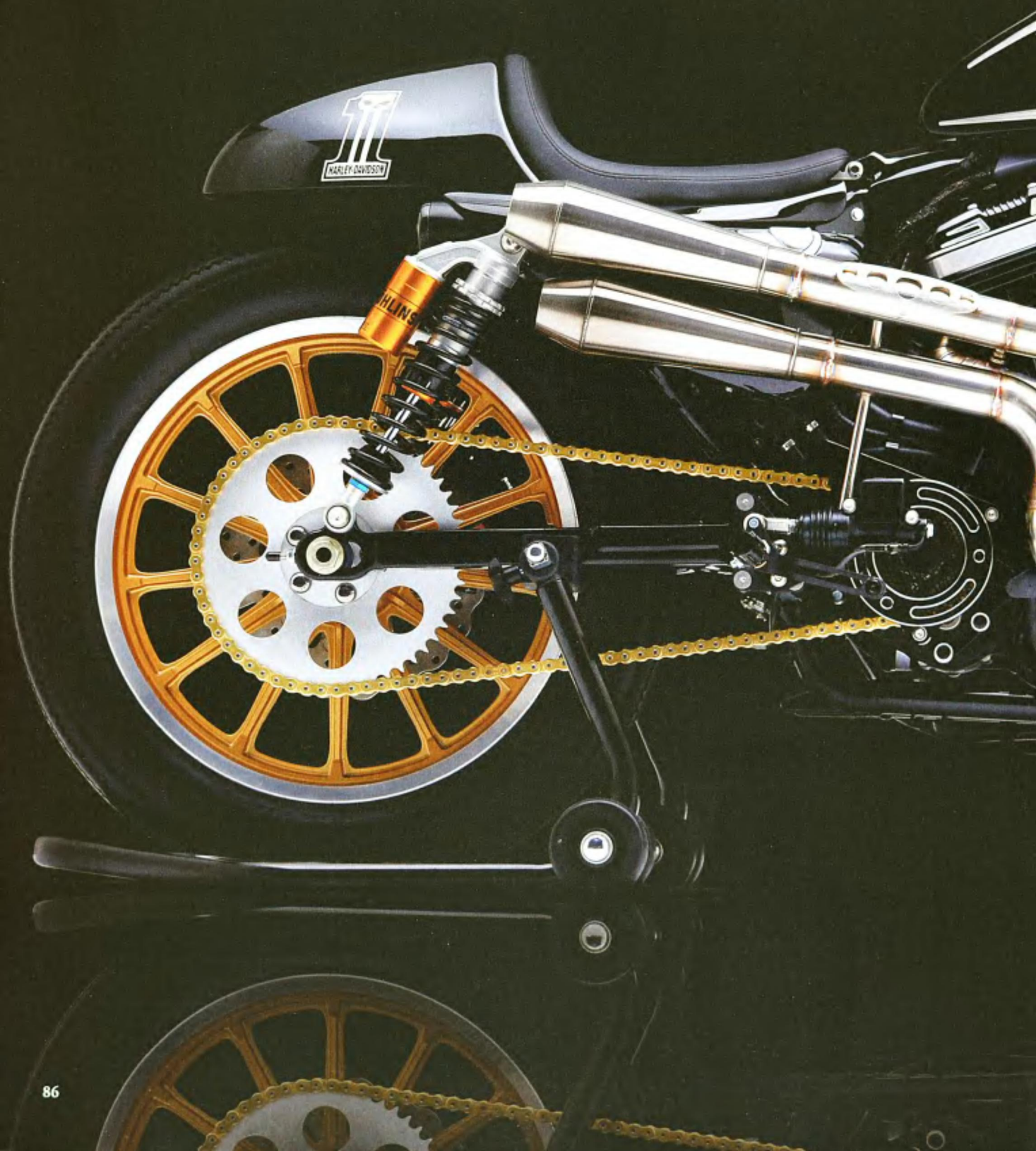
The Aztec Stereo Accent and Aztec Gauge Cluster Accents (*below*) are designed specifically for the restyled inner fairing on 2017-'18 Chieftain and Roadmaster models. The form-fitted accents feature an elegant grooved and beveled design that adds depth to the inner fairing's contours, transforming the 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



SHANE GATTO'S PERFORMANCE H-D IRON 883

BAR & SHIELD BADASS





"I've been building bikes for about 25 years," Shane Gatto tells us. "I went to work for Performance Harley-Davidson of Syracuse, New York after having my own shop about four years ago. This was the first custom bike I did for Performance H-D and it was built for the nationwide Harley-Davidson Custom Kings contest." About 130 dealers were involved in that promotion. The owner of Performance made Shane the crew chief for the build. "There were four of us involved. Under the rules of the contest, Harley told us what model to use and the time frame of the build.

You were allowed to use a few aftermarket parts, you could fabricate anything that you wanted, and they wanted to see what you could do with H-D parts and accessories out of their P&A catalog. They allowed six weeks to complete the project."

Shane says that 80 percent of the bike is Harley-Davidson and that it started life as a brand new 2016 883 Iron. "I didn't want to take the 883 Iron out of it; I wanted the bike to be something that a shop could build for a customer with a road-racer feel. One thing is certain, you are not going to pull into a parking lot and see one exactly like it. There's nothing like starting with a brand new bike as a building canvas."

Interestingly, the overall design was inspired by a Harley-Davidson limited edition helmet. It was a low production, vintage-style Bell helmet. The paint scheme and theme of the bike was based around that.



The build team from Performance Harley-Davidson, including Crew Chief Shane Gatto (second from left).





Owner: Doug Malone
City: Syracuse, New York

GENERAL

Designer: Shane Gatto
Year and make: 2016 Harley-Davidson
Model: Iron 883
Assembly: Performance Harley-Davidson
Time: six weeks

ENGINE

Year and make: 2016 H-D
Model: XL883N
Displacement: 1250cc
Cam: Performance H-D
Ignition: Performance H-D
Pistons: Performance H-D
Heads: Performance H-D
Lifters: Performance H-D
Carb(s): EFI
Air cleaner: Roland Sands Designs
Pipes: Performance H-D/Kinetic

TRANSMISSION

Year and make: 2016 H-D
Modifications: rear set controls
Shifting: foot

PAINTING

Painter: JT's Custom
Color/type: Vivid Black/PPG

FRAME

Builder: Harley-Davidson
Rake: stock
Stretch: stock
Shocks: Ohlins

ACCESSORIES

Bars: Harley-Davidson Clubman
Handlebar controls: Harley-Davidson
Fender: Front Harley-Davidson (modified)
Rear RSD

Headlight: Harley-Davidson Daymaker

Taillight: LED

Electrics: Performance H-D

Gas tank: Performance H-D

Oil tank: stock

Seat: Roland Sands Designs

Pegs: RSD Tracker

Mirrors: Harley-Davidson

Grips: RSD Tracker

FRONT END

Type: conventional

Extension: 2-inches over

Builder: Performance H-D

WHEELS

Size: 19-inch

Wheels: H-D

Tires: Firestone

Brakes: EBC rotors, 883 calipers



"Harley told us what model to use and the time frame of the build."



Photos: Dino Petrocchi

Shane designed the tank and fender stripes to match the helmet, offsetting them to match the café style. He wanted to combine the look of a vintage racer with modern styling, hence the use of Roland Sands parts.

"We ended up fabricating and using EBC rear rotors on the front, combined with 19-inch rims front and rear," Shane says.

"We converted a front wheel to fit the rear with chain drive and used Roland Sands' tail section and seat. Then we modified and reshaped the tank and the front fender and incorporated a lot of Harley P&A, such as the handlebars.

All of the motor covers are from the new H-D Rail Collection. We made the exhaust, farming out the header to Kinetic Exhaust Systems, which was custom made for us, and we fabricated the mufflers and the heat shield. The exhaust system, for me, was one of the cool factors. Very racy."

The Performance Harley team built custom turnsignal mounts and used Ohlins suspension front and rear. The gold downtubes were something new at the time. Shane felt they complimented Harley-Davidson's black and orange theme.

"In 2017 the Motor Company released the Café Package, which you can buy through the catalog. It includes a café-style tail section and clip-on bars. The designers at Harley definitely paid attention to our work, and we were flattered."

Performance Harley-Davidson held on to the bike for a couple of years for promotional purposes, but the bike now has a new owner, Doug Malone, and it gratifies Shane greatly seeing Doug tooling around town on the bike.

Shane parted company with Performance Harley-Davidson recently, on completely positive terms, and is now the Service Manager for Harley-Davidson of Utica where he is building custom bikes. He says that this bike is what opened the door for him at his new job, and he thanks Performance Harley-Davidson for the opportunity.

—Kit Maira



"The designers at Harley definitely paid attention to our work, and we were flattered."



HARLEY-DAVIDSON'S ULTIMATE 2018 ROAD WARRIOR

CVO Limited Road Test



Harley-Davidson has what it calls "alpha customers." They are among Harley's most loyal and die-hard customers, according to insider sources, and they will not hesitate to spend whatever it takes to ride a top-of-the-line factory bike without actually having to do anything beyond opening their wallets. And that's okay. If you got it, flaunt it, right?

It's for those alpha customers that Harley created its exclusive Custom Vehicle Operations (CVO) line, and even though the line's production numbers are limited, it has continuously been Harley's most sought-after group of motorcycles since its inception back in 1999.

For 2018, the CVO line consists of three models: the Street Glide (FLHXSE), the Road Glide (FLTRXSE), and the Limited (FLHTKSE), which is the company's top-of-the-line bagger in every aspect. There's actually a fourth model, but it's the anniversary version of the Limited and only differs in some minor, but expensive aspects, like the anniversary paint job, for instance.

The Limited has been around for a couple of years, alternately known as the Ultra Limited or even the Ultra Limited Electra Glide, but the basic principle has remained the same: exclusivity and a custom look are tantamount, but so are rideability and amenities that'll make your ride smooth and comfortable regardless of distance.

More than any other model, the Limited is made for the long haul. From the highway pegs that'll let you stretch your legs, to the ultra-comfortable and heated two-up seat with rider back rest and separate Boom! infotainment system controls for the passenger, this is the Barcalounger of motorcycles. Kick back, relax, and occasionally twist the throttle, or put it on autocruise, and the bike will get you to your destination almost as if guided by some invisible force. All you would need to make this even more of a kick-back-and-relax situation is to put on a movie and keep a few coldies within easy reach.

Like all CVO bikes, the heart of the bike is Harley's 117-inch Twin-Cooled Milwaukee Eight engine with color-accented rocker box lowers.



Running considerably cooler than its predecessors, the Milwaukee Eight not only offers plenty of torque to this close-to-a-thousand-pound behemoth, it also keeps your inner thighs from crisping up at traffic lights. Because the bike weighs almost half a ton, it may feel a bit cumbersome and top-heavy at low speeds, but once you twist that throttle and make that puppy scream, it is as elegant and graceful as a circus elephant on roller skates.

Adding to that grace and comfort are the dual bending valve front suspension and emulsion rear suspension with hand-adjustable preload that lets you fine tune your ride just the way you need it, and it handles both the straightaways and serpentines with equal ease. The LED lighting that surrounds you from headlight to taillight and turn signals ensures that you will be seen wherever you go.

There's plenty of room in those

hardbags and the Tour-Pak for most anything you and your passenger might want to take along. And once you hit the road, don't worry about getting lost: the bike's navigation system will make finding your way, or getting intentionally lost, a breeze, and with its 6.5-inch Boom! infotainment system, music, news, or even talking to your passenger through a wireless headset, is only a push button away. A remote locking system ensures



anything stored in the Tour-Pak or the two saddlebags is kept safe while you're having dinner.

Feel the wind in your face or don't, it's up to you with Harley's color-matched Split-Stream air vent, just like it's your choice if you want to rest your feet on the floorboards or kick out those highway pegs and really stretch your legs. The one drawback is, of course, that you have to be fairly long in limb to begin with as the bike's

saddle height (unladen) is right at 30 inches (29.9, according to H-D). At least it'll drop a good two inches once you plant your rear end on it.

This truly is a bike that you'll just want to keep going on because it's that comfortable and that much fun. And with a 6-gallon gas tank and 41 miles per gallon on the highway, you're bound to have plenty of fun before having to refuel.

The model seen here is dressed in Black Earth Fade, but it's also available in a very tasty Burgundy Cherry Sunglo Fade or a perhaps aptly named Odyssey Blue. All of this comfort and luxury doesn't come cheap, however, and this top-of-the-line, cross-country bagger will set you back at least 43 grand. But if you're an alpha customer, that's just another minor bump in that road, isn't it?

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

—Tripper



Model: 2018 CVO Limited
Base Price: \$43,949
Length: 102.4 in.
Wheelbase: 64.0 in.
Ground Clearance: 4.9 in.
Seat Height: 29.9 in.
Fuel Capacity: 6.0 gal.
Engine: Milwaukee Eight
Motor Displacement: 117 ci
Compression Ratio: 10.2:1
Torque: 125 ft-lb
Lean Angle: 34.3 degrees right, 33.4 degrees left
Weight: (running) 944 lb.
Fuel System: Electronic Sequential Port
Fuel Injection: (ESPFI)
Fuel Economy: 41 mpg
Transmission: 6-Speed
Final Drive: Belt
Brake System: 32mm 4-piston fixed, front and rear
ABS: Standard
Security System: Standard
Wheels: Gloss Black and Contrast Chrome Slicer
Front Tire: BW 130/80B17 65H
Rear Tire: BW 180/65B16 81H

Photos: Kai R and Kit Maira







EVERYTHING YOU NEED FOR TWO-WHEELED ADVENTURE MOTO-CAMPING

Here at *Easyriders* our motto is "Find your Freedom," and one of the best ways to enjoy two-wheeled adventure is to get out and experience this amazing country of ours and its National Parks. Moto-camping is all about packing a few things on your bike and getting out there. One of this magazine's long-time friends is Joel Felty, known for his Headwinds line of headlights and also his Moto-Camp line of camping gear. We asked Joel to fill us in on the basics of moto-camping. Here's what he had to say:

"I'm the middle of eight kids. When I was growing up we didn't have a lot of money, so when we went on vacation, we went camping. I grew up camping, and as I grew older, backpacking. From that, I developed a sense of what you needed in order to pack light. A lot of that holds true with motorcycles, because you don't have a lot of room.

Several years back some friends of mine invited me to go motorcycle camping to Big Bear here in California.



Joel Felty

With my background in camping, both as a kid growing up and my time in the Boy Scouts, I thought it would be a no brainer. I was somewhat surprised that basic skills that I saw as simple truths

were not as universal as I thought. For instance, fastening things to a bike. I saw one of my buddies duct tape a sleeping bag to his saddlebag. Another buddy used bungee cords in a crisscross

pattern instead of being parallel to each other, and his loads would shift in the curves of the road, constituting a safety hazard; my safety, since I was following him on my bike.

Seeing that these camping skills were not instinctual to everyone, I set about defining the best practices for motorcycle touring and camping, and started researching products best suited to moto-camping.

Scouting had taught me the ten essentials to bring along:

- Pocket Knife
- First Aid Kit
- Extra Clothing
- Rain Gear
- Water Storage
- Flashlight or Headlamp
- Food
- Matches and Fire Starters
- Sun Protection
- Map and Compass

To this list I added shelter; a tent, foam pad, and sleeping bag. This constitutes the bedroom. You need to stay warm and dry at night. I like the McKinley Black Granite by Stansport. It is a three-person tent that is easy to set up, provides good head room, and folds to a very compact package on the bike. I also like the five pound hooded sleeping bag by Stansport. It's roomy and keeps me warm even when temperatures dip into the 20s at night. Don't forget a pillow! I found a couple that are compressible and they really add to your comfort factor at night. A good night's sleep is essential when you are getting up and riding the next day.

For the kitchen I added a little stove and windscreen, a mess kit, and kitchen utensils. I like the Pocket Rocket stove because it is extremely compact, puts out a tremendous amount of heat, and the canisters, which last four hours, are readily available. The windscreen concentrates the heat on the pot, instead of the heat blowing out to the great outdoors. As for camp food, I like stuff that cooks quickly and is hearty. For instance, angel hair pasta cooks in minutes and a can of chili poured over it is like heaven on earth. Another kitchen item I found indispensable is a collapsible ice chest that is leak-proof and will conform to other gear you've



Tent, Cot and Mattress



First Aid Kit



Hatchet and Table

packed. By bringing this ice chest, you can have eggs and sausages in the morning. Another neat item for cooking is a spatula I found that triples as a pasta strainer and a cheese grater.

I have found some basic camp tools to be indispensable. For instance, a small hatchet and a folding trowel. You want the trowel to dig a trench around your sleeping area to channel water away from your tent. The hatchet allows you to chop up wood for your campfire. Where you are allowed to lay a fire, there is nothing more comforting than a small campfire.

For personal warmth and comfort, don't forget a parka and gloves. It gets chilly at night, and a leather jacket may protect you from the wind and asphalt abrasion, but it is not warm sitting

around camp at night. The same is true for riding gloves. I also carry a poncho, because you never know when a sudden rainstorm is going to pop up, and being wet while camping is a miserable experience.

These are just some of the basics. For a more in-depth product offering, check out the pages of the Moto-Camp catalog on our Headwinds (www.headwinds.com) website where you will find my pick of favorites. These are products that I have used myself and I can attest to their quality. But above all, try moto-camping. It's about freedom and self-reliance. Like motorcycling, there is nothing like it to fully explore this beautiful country of ours. Enjoy it before it's gone."

—Joel Felty as told to Kit Maira



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CHALLENGE

Roscoe's Chili Challenge claims to be the longest-running backyard biker party in the sunshine state. This year, RCC celebrated 32 years with all the good times that 32 years of party throwing experience will bring.



LI CHALLENGE

ROSCOE'S CHILI CHALLENGE



At its start, no one ever dreamed that a friendly rivalry between two buds about who stirred the best chili pot would ever set in motion one of the south's longest-running and most-popular parties of the year.

To be fair to all those who show up to show off their chili, Lil Hank and Roscoe, (the originators of this event), no longer compete. Although their rivalry has run its course, Roscoe and Hank can still be found every year standing side by side during RCC, stirring that big ol' caldron of chili that will provide the all-you- can-eat, free

chili feast which follows the weekend's contest. This rain or shine, adults-only party takes place in the boonies outside Lakeland, Florida and is literally held in Roscoe's backyard.

Back in 1986 when the first Chili Challenge began, RV "glampers" did not exist. So, while all are welcome to come by and play at the festivities, scooters hauling tents and bedrolls are all that's allowed to camp in the "yard." Roscoe's friendly neighbors pick up the slack for the new school contingent that prefers to roll with four or more wheels.

The RCC gates officially opened for

camping on Wednesday. The grounds came alive with food, t-shirt and merch vendors offering up everything from motorcycle parts to new tattoos. However, the real party ball started rolling on Friday when the weekend warriors began to fill the place for a few days of shameless decadence. Back-to-back bands belted out a unique mix of rock, country, and southern rock. A standing-room-only crowd grew in front of the main stage just in time to hoot and holler for the first of two pole dancing contests the raucous weekend provided.



ROSCOE'S CHILI CHALLENGE





The bulk of the action at RCC undeniably went down on Saturday. At precisely 8:00 a.m., the chili pots fired up in preparation for the main event. As contenders vigorously sliced and diced, hints of cayenne and habanero filled the air under the covered pavilion and made my watering eyes seek the open air. The biker games commenced shortly after that with a horseshoe tourney starting things off. The biker games consisted of much of the standard fare, as games go. Variations of the slow ride (with passenger and without) and wienie bite filled most of

the time until the chili chefs were ready to present their mouth-watering, contest-worthy creations.

When the lunch bell rang at noon, the rodeo field suddenly took on the vague appearance of a ghost town as everyone made a beeline for the cooker's pavilion to sample the contest entries, place a vote for a favorite, and indulge in the free chili feast provided by their hosts. Even Spike the parrot, a regular and popular attendee to the Challenge, got to taste the spicy efforts and place a vote. If all-you-can-eat chili for man, woman, and feathered beast

wasn't enough, the RCC bar handed out free beer to extinguish any scorched taste buds. Free chili and free beer? Take note rally organizers of the world, that is surely what 32 years of experience brings to the table.

With burning bellies full of some of the best chili ever tasted, we turned our attention back to the play field to wrap up the games with some insane mini-bike races and the world-famous RCC Out-House Nationals. This was Porta-potty racing at its finest, and a seemingly appropriate activity for this party.

ROSCOE'S CHILI CHALLENGE



As the sun made its way west, the bash moved back to the stage for more rock 'n' roll, and the much anticipated dishing out of the cash at the awards presentation. This year's chili honors went to the following teams: Mamas Slow Burn for the hot stuff, Ducks Delight for mild, and 3 B's Chili (Bacon, Booze & Boobs) for people's choice.

Saturday night's stage antics started off with a special standing tribute to the Armed Services, old and new. No one took a knee in this crowd. If they

had, they surely wouldn't have gotten back up. RCC wrapped up the weekend on the main stage with more pole dancing, a body paint contest, an arm wrestling contest, live music, and this old school biker party that went on all night.

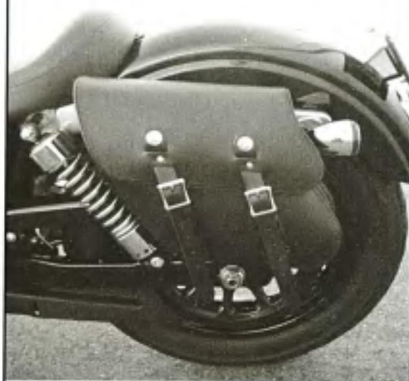
To throw your chili hat into the ring, or if you just want to eat your weight in chili, get next year's dates, schedule, and all of the challenge rules at roscoeschilichallenge.com.

—Don Rogers



Photos: Don Rogers

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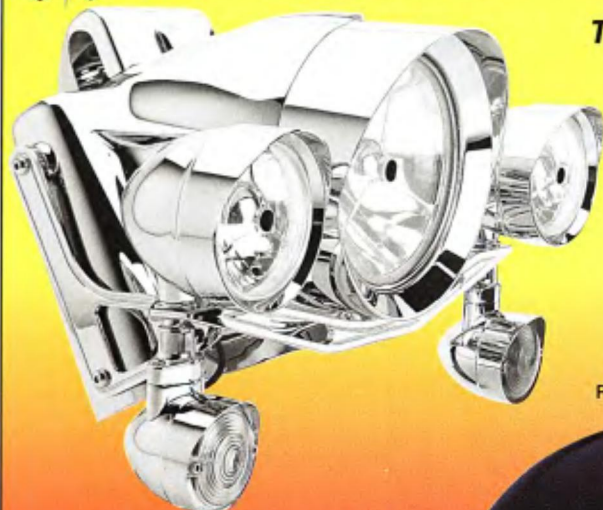
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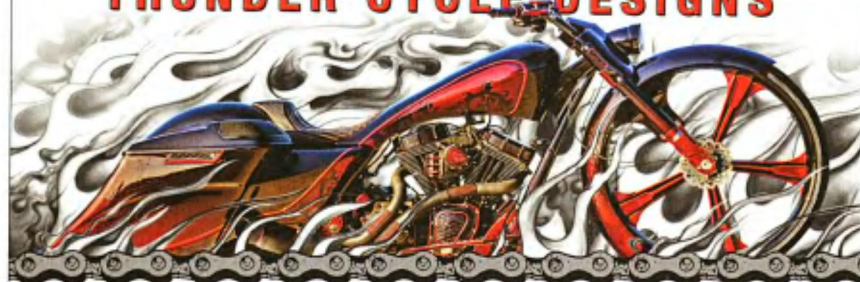
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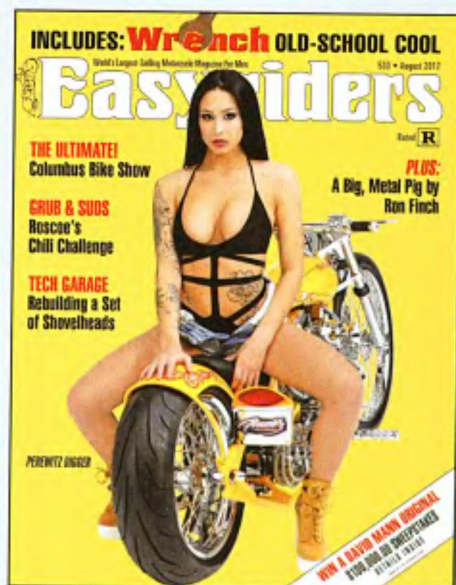
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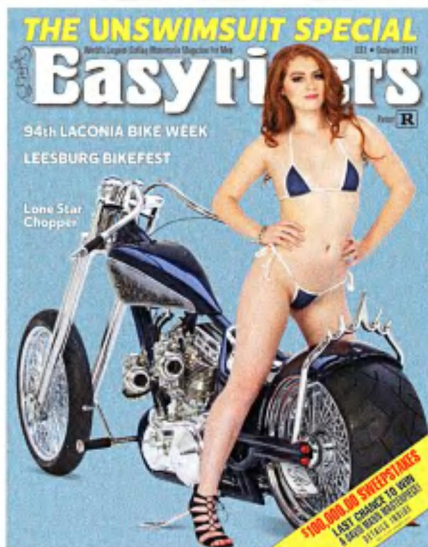
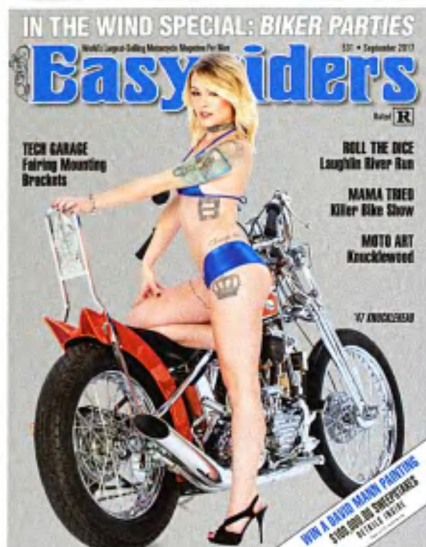
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IN THE WIND



"Love is the feeling you get when you like something as much as your motorcycle." Dr. Hunter S. Thompson
— Ben Zales, El Lay





Danny and Kenda negotiate who's gonna drive.

—Oh Snap Photography, Semmes, Ala.



Sometime around 1981, this beast was rumbling through the cornfields.

—Brian Volz, Owendale, Mich.

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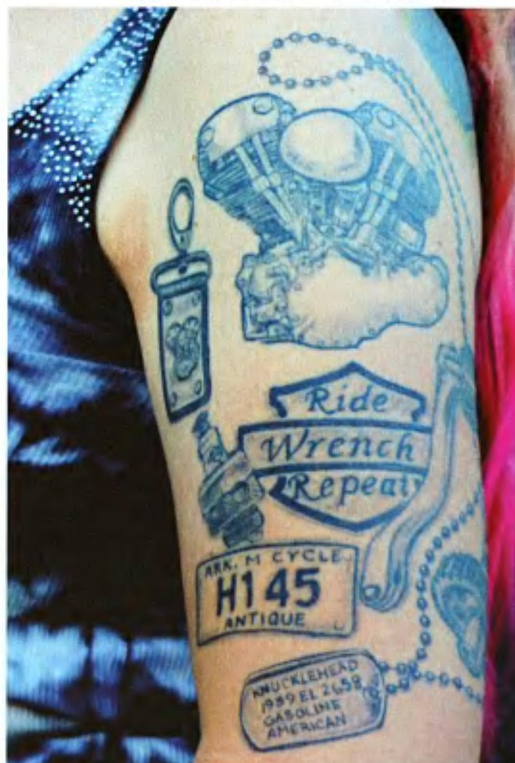
Mark and Tanya enjoying a little saddle time.

—Mark Palton, Deltona, Fla.



Fat John and Hope display proper 1969 riding attire.

—Billy Tinney, Texas



Heart on her sleeve.—Chris Gibbany, Ark.

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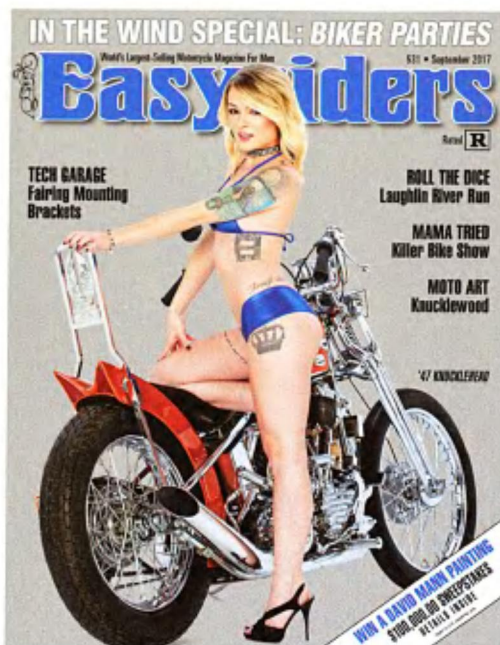
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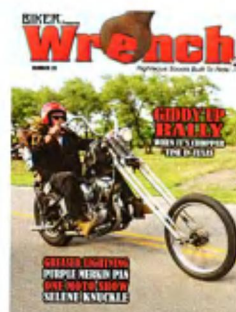
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—Captain Moosecock



#0601 Carrie—Maryland

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#0603 Violet—Arizona

"My first time on a Harley I couldn't believe the feeling of freedom and I still can't."

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 whirling butt cherries. Please meet and greet Irina from a humidity-enhanced land called Florida where she works as a state-licensed manatee counselor. Bless her heart for helping those fat, lazy bastards. Come back next month or buddy I've got two words for you: manatee poo.

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Danny Richardson
Beria, KY
1982 FXR

"I get a lot of shit on the Internet about shovelheads," says Danny about his FXR's appearances in social media, "but I tell you what, that bike's been totally trouble-free all the years I've had it." And that's saying something considering Danny has owned the bike for at least 15 years now. But then, he has recently retired as an auto mechanic, so you know his shovelhead's been

well maintained. "In fact," he adds, "I've only broken down twice: once it was the clutch cable, and another time it was the chain."

He tells us that he also completely overhauled the bike about eight years ago. "I rebuilt the transmission and rebuilt the engine by myself in my garage," he says. "I've had it running for long periods of time at 120 miles an hour. It's a creeper. It doesn't take off really hard, but once you get going, it doesn't seem like it's got any top end, so to speak."

Danny also repainted the bike, point-

ing out that it was red with ghost silver flames on it when he bought it. He also put a wide glide front end on it and a Fat Bob rear fender. "The tank's not original. I actually bought a new tank because I was going to refinish the old tank and found out it had caved in and was full of bondo, so I replaced it with the exact same one."

His other bike, a 2010 FXT Super Glide, may be his daily ride, but it's the shovelhead that comes out on special occasions, like when he wants to "show it off," he says, and for bar hopping. —*Tripper*



Danny Richardson's 1982 FXR is this month's winner of our Star Brite Reader's Ride contest.



Comin' At Ya



The star spangled July issue of *Easyriders* (#540) takes you to America's ultimate run to the sun for Daytona Bike Week. Check out all the thrills and spills of this fabulous Florida biker rally. The join us for the Easyriders Atlantic City Bike Show to see how master builders collide for cash and honors in the North east. PLUS get a load of old school cool at Ventura, California's epic Chopperfest!

Custom bike features include Jon Shipley's shapely shovelhead bobber, Craig Hartless' stunning Softail, Trent Schara's psychedelic blast from the past, Nick Beck's classy Shannon Davidson Road King, Adam Perez's old school panhead chopper and Matt Harris' one-of-a-kind 1929 conglomeration called "The Malungeon".

We'll also visit the home of big wheels, Metalsports to find out about the history of big wheeled baggers, bring you some kick-butt biker fiction, righteous scooter laughs and a heap of nudie cuties to drool over. All this and more is roaring your way in the July issue of *Easyriders*! On sale June 5th



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. On sale June 5th

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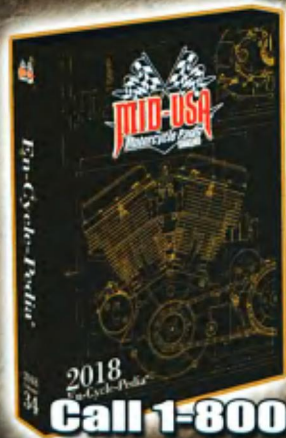
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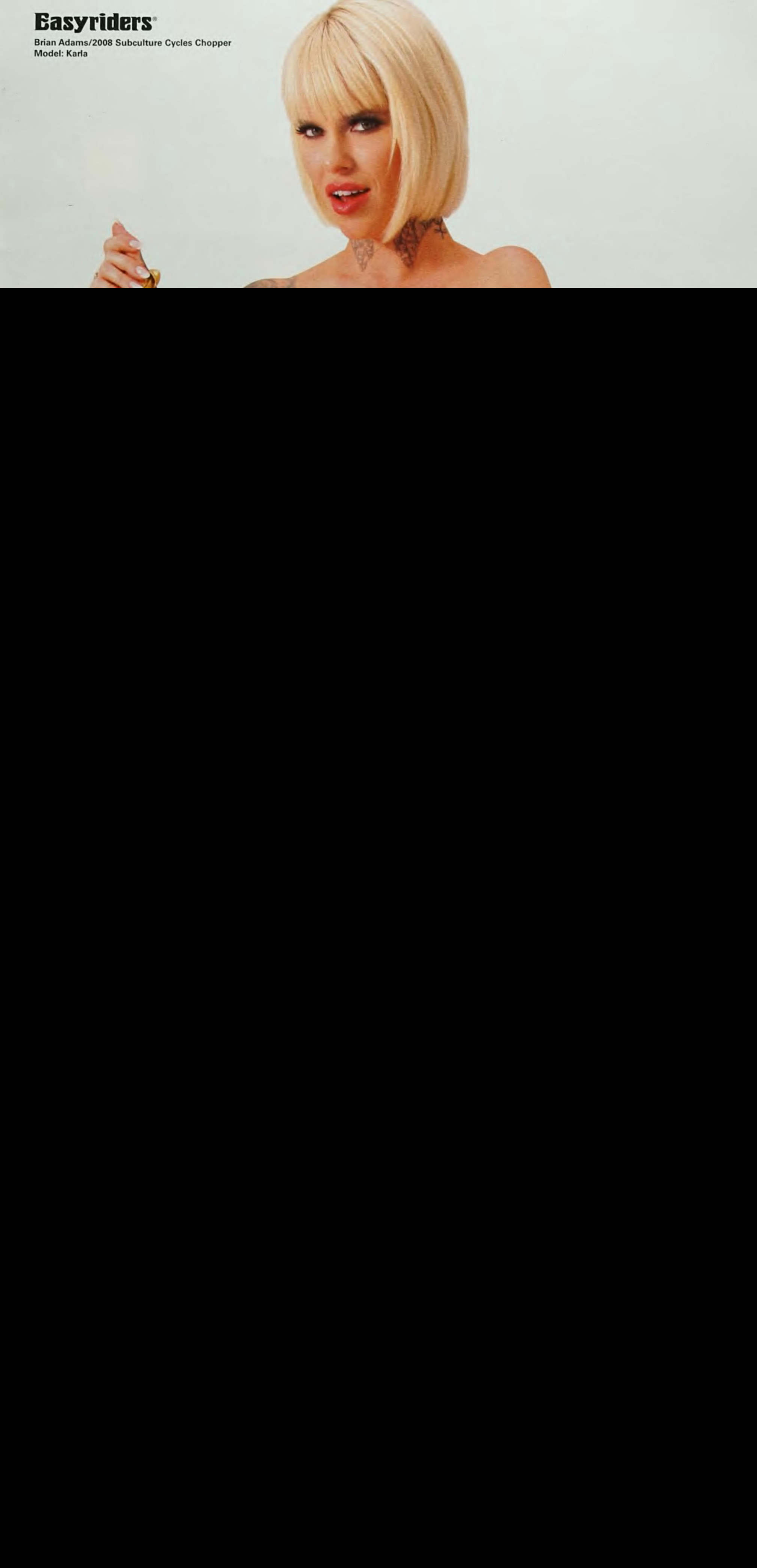
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Brian Adams/2008 Subculture Cycles Chopper
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David Mann's painting *Colorado Cruisin'* first ran in the August 1998 issue of *Easyriders*. It can also be seen in our *David Mann 50 Motorcycle Masterpieces Volume No. 3*.



David Mann