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Flying While Farting

A pilot was forced to make an emergency landing after a fight broke out when a passenger wouldn't stop FARTING. The Dubai to Amsterdam flight made an unscheduled stop in Vienna as the elderly, overweight man reportedly refused to contain himself in the packed cabin. Chaos erupted when two Dutchmen who were sitting next to the flatulent man told him to stop and complained to the crew. Yet despite repeated requests and even a direct order from the pilot, the man continued farting and a fight broke out. The pilot decided to make an emergency landing at Vienna International Airport in Austria where officers boarded the plane with police dogs and escorted four people off the plane. A spokesman for the airline told local media that the four people have now received a ban from any further travels, but were not arrested because they had not broken any Austrian laws. Imagine that, banned from flying for farting!

And on Another Flight

In February, travelers "remained silent" for 20 minutes while a fellow passenger on a Ural Airlines flight from Antalya, Turkey to Moscow used the air vent above her seat to dry a pair of underwear. Witnesses reported that the woman showed no shame and that "everybody was looking with interest and confusion." Debate raged later, however, after video of the woman was posted online, with one commenter speculating that "maybe the takeoff was sort of extreme, so now she has to dry those."

Judge's Judgment?

District Judge Joseph Boeckmann, 72, took a personal interest in the young men who came through his courtrooms in Arkansas from 2009 to 2015 with traffic citations or misdemeanor criminal charges. A local paper reported that Judge Boeckmann routinely dismissed those charges pending "community service," which Boeckmann would set up through private phone calls with the men, assigning them to provide sexual favors or allow Judge Boeckmann to take pictures of them in "embarrassing positions; positions that he found sexually gratifying," a court document revealed. Boeckmann admitted to the charges in October and was sentenced to five years in

prison. So now he is forced to live in close contact with hundreds of young men.

Driving While Alcoholic

The Texas 3rd Court of Appeals recently upheld the four-year prison sentence Ralph Alfred Friesenhahn, 65, of San Antonio, received after his fourth DWI conviction in 2016, rejecting arguments from his lawyer that the state's legal limit for alcohol concentration discriminates against alcoholics, who have a higher tolerance for liquor. "You're not being punished for being an alcoholic," Sammy McCrary, chief of the felony division for the Comal County criminal district attorney's office told a local newspaper. "It's the driving that's the problem."

Bugging Out

A few months ago, several residents along a block in Marina, California were hit by mail thieves, but the criminals probably didn't know what hit them when they stole Rosalinda Vizina's package. It seems she is an entomologist and had ordered 500 live cockroaches for a study she's working on. "I feel a little bad for the roaches in case they got squashed or tossed or something like that," Vizina told a local TV station. "For the thieves, I hope that the roaches went everywhere," she added.

Mullet Pride

The mining town of Kurri Kurri, Australia cut loose in February with a new festival to draw visitors: Mullet Fest, a celebration of the infamous hairstyle and those who wear it. Local hairdresser Laura Johnson came up with the idea, which included contests (Junior Mullet and Ladies' Mullet categories, and so forth) and bands (the Stunned Mullets from Karuah). Winner of the junior division prize, Alex Keavy, 12, told local press: "It's not a hairstyle; it's a lifestyle." He pledged to use his \$50 prize to buy his girlfriend a pie.

Buried Alive

A Flemington, New Jersey cemetery worker was digging a grave at Hanover Cemetery recently when the 800-pound lid of a concrete burial vault fell on top of him, pinning him in the grave. The grave digger's worst nightmare was being buried alive and he got to experience the total darkness, lack

of air, and complete terror of the situation for several hours until police and other first responders managed to lift the heavy cover with straps, giving the frantic man enough space to squeeze out into the daylight.

Dumb Crook Department

Chinese police recently posted a video on social media of two men trying to break into a business by using bricks to shatter the glass storefront. When the first crook's brick bounced off the glass, he bent to retrieve it and ended up squarely in the path of the other crook's brick, which struck him in the head and apparently knocked him out. Police remarked, "If all burglars were like this, we wouldn't need to work overtime."

The Butt of a Joke

A drug smuggler from Brazil apparently didn't know he was under investigation by the National Anti-Narcotics Trafficking Unit in Portugal when he arrived on a flight wearing a set of false butt cheeks, filled with 2.2 pounds of cocaine. The unidentified man was detained at the Tax and Customs Authority and searched, where his unusual derriere aroused suspicion. An accomplice, waiting for him at a Lisbon train station, was also arrested and charged with drug trafficking.

Beware of Bigfoot

Crestline, California resident Claudia Ackley, 46, has teamed with *Discovering Bigfoot* filmmaker Todd Standing to sue the state of California, requesting that state agencies acknowledge the existence of a Sasquatch species. Ackley and her daughters say they were hiking a trail at Lake Arrowhead last year when they spotted a large figure braced in a pine tree. "I ran into a Sasquatch—a Bigfoot. We were face to face," Ackley told the *San Bernardino Sun*. Forest rangers insisted at the time that Ackley and her daughters had seen a bear, and Ackley fears that by not acknowledging the presence of the legendary creatures, the state is putting the public at risk. "People have to be warned about these things," she said. "They are big."

Biker Saying of the Month

"You don't stop riding when you get old—you get old when you stop riding."



6

RUBY
Jon Shipley's
Perfect Pan/Shovel
On the front cover: Irina
Photo by: Don Rogers



18

TWISTED DECADES
Craig Hartless'
Indian Larry-inspired
Fat Boy



26

ATOMIC SHOVEL
Trent Schara's
1964 Harley-Davidson FL



34

**ATLANTIC CITY
BIKE SHOW**
We're Back!



44

DAYTONA 2018
The 77th Run To The Sun



60

FLAT BLACK
Nick Beck's
Chopp Shop Racer
Road King



72

SLOW AND STEADY
Adam "Manboywolf" Perez's
1949 Harley-Davidson
Panhead



80

**ROAD TESTING
HARLEY'S LOW RIDER**
Old-school Styling With
New-school Attitude



88

THE MALUNGEON
Matt Harris'
40cal Customs
1929 Harley JD



96

**14TH ANNUAL DAVID
MANN CHOPPERFEST**
Up From The Ashes

DEPARTMENTS

Takin' It Easy	3
EasyNews	14
Parts Box	24
Passin' Gas	32
Confessions of a Stripper	42
Puttin' Pets	66
Fiction: At First Sight	68
The Metalsport Wheels Story	86
New H-D Boots	94
General Store	108
In The Wind	112
Fox Hunt Contest	117
Readers Rides	120
Advertiser Index	122



94



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Jon Shipley's Perfect Pan/Shovel

RUBY

Jon Shipley, owner of Hoosier Daddy Choppers has been a regular fixture at our Easyriders Bike Show for many years. The Bloomfield, Indiana resident has won his fair share of Best of Show trophies, but this chopper that he calls "Ruby" is our favorite scooter he has built to date.

A lifelong biker, Jon began riding a mini bike when he was just four years-old. His dad rode and worked at a Harley dealership, so being around bikes is in his blood. "I knew the late Michael Farabaugh through the Miracle Ride that he sponsored," Jon recalls.

Beginning in 1994, the Miracle Ride collected funds for Riley Hospital for Children and has brought in over six million dollars over the years. "My son had leukemia and I'll never forget him watching all those Harleys parading by during the Miracle Ride. I got to know Mike Farabaugh well and attended his Bean Blossom Bikerfest every year." It was at Bean Blossom that Jon saw incredible custom motorcycles by such builders as Jeff Hill, Steve Broyles, Phil Hoffman and Black Swamp Choppers. "I couldn't image building bikes like that back then."

A few years later, all the custom bike TV series were the rage and Jon remembers watching bike builders creating customs for those shows and thinking, "I can do that." The drywall contractor decided to give it a go. "I had never worked with metal in my life," Jon tells us.



"I found out that metal is very unforgiving. There's no fudging with it. Out of ignorance, I built my first custom bike, and it was a Jack Daniels-themed bike."

Jon brought the bike to our Easyriders Bike Show in Louisville. "Awards time rolled around and I waited to see if I was gonna win anything. My class came and went with no trophy awarded," Jon says. "I told my son to go get the truck and trailer to get in line to load up. I thought I had wasted all my time and money on that bike and was pretty depressed. Then they announced the very last award and I got Best of Show. Man, I went from extremely low to extremely high!"

Ruby won Best of Show at the Easyriders Nashville Bike Show and then went on to take first in its class at the Invitational Bike Show in Columbus.





That win was the beginning of a hobby that became an addiction for which there is no cure. Jon says he constantly has ideas for new bikes stuck in his head. "I can see the completed bike in my head before I even start, and I have to make them come to life," he smiles. And that brings us to Ruby here.

"I met a hoarder of Harley parts a few years back," Jon confides. "He had barns and storage containers and houses packed to the rafters with parts. It took me two years to see all his stuff. The frame and gas tank for Ruby was sitting in his barn, molded and in primer. He told me it had been

sitting there for 20 years. I felt like it deserved to be finished. We struck a deal. I paid him \$400 and took it home, then it sat in my garage for five years."

A big fan of old school choppers and hot rods, Rat Fink style, and kustom culture details, Jon imagined a mix of copper and brass parts to set this bike apart from the crowd. "I decided on a pan/shovel motor with a jockey shift four-speed tranny and kicker," Jon says. "I found the RC-1 five-spoke back wheel on eBay for \$200 and got the 4-inch over springer from Mid-USA. The copper rear fender is by 7 Metal West."



"I thought I had wasted all my time and money on that bike, and was pretty depressed."



Jon made the steam punk inspired oil tank himself out of a piece of copper pipe.

When it came time to paint, Jon went to see Chris Krampy at Krambo's and they talked about the look of old 1970s choppers. "I was thinking about doing fish scales on the tank," Jon recalls. "But Chris told me that look was 'wore out,' so we settled on iconic images from the kustom culture era, including a spark plug, a Von Dutch flying eyeball, a Rat Fink, and even an Indian Larry question mark all set as details in ruby red House of Kolor paint."

Ruby won Best of Show at the Easyriders Nashville Bike Show and then went on to take first in its class at the Invitational Bike Show in Columbus. Just think, now Jon Shipley is inspiring young builders across the country to say those golden words... "I can do that."

—Dave Nichols

You have picked the ravishing redhead Irina from Hollywood, Florida as your Fox Hunt Winner this month.

Bike owner: Jon Shipley
City: Bloomfield, Indiana

GENERAL

Fabrication: Jon Shipley and Sean Bast
Year and make: 2016 custom
Model: chopper
Assembly: Jon Shipley and Sean Bast
Time: three months
Chroming: none

ENGINE

Year and make: 1968 Harley-Davidson
Model: pan/shovel
Rebuilder: Andy Boersma
Pistons: Wiseco
Heads: H-D
Cam: Andrews
Lifters: Andrews
Carb: Ultima "E"
Air cleaner: Speed Dealer Customs
Pipes: Jon Shipley

TRANSMISSION

Year and make: 1968 H-D
Shifting: 4-speed kicker

PAINT

Painter: Krambo's
Color: ruby red
Type: House of Kolor

FRAME

Builder: H-D/modified (barn find)
Type: wishbone
Rake: unknown
Stretch: unknown
Shocks: rigid

ACCESSORIES

Bars: Roland Sands
Fender: 7 Metal West
Headlight: Crime Scene Choppers
Taillight: Panic Cycles
Pegs: Viddy Design
Electrics: Sean Bast
Gas tank: swap meet special
Oil tank: Jon Shipley
Primary: Evil Engineering
Seat: Adam Croft
Grips: Viddy Design

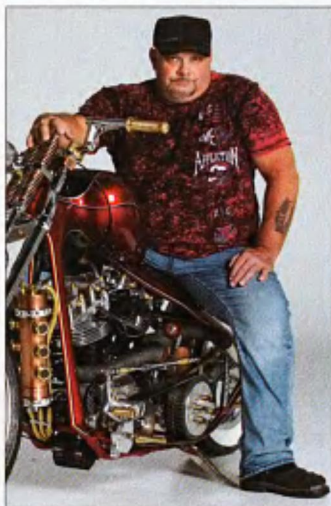
FRONT END

Builder: Mid-USA
Type: springer
Extension: 4-inches over

WHEELS

Size: 23-inch front, 16-inch rear
Tire: Vee Rubber front, Avon rear
Brake: Sproter rear

Photos: Don Rogers
Model: Irina



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MISSOURI HELMET LAW UP FOR REVIEW

This will be old news by the time you read this, but Missouri's helmet law is again being looked at by the legislature. Senate Bill 556 would give riders over the age of 18 the right to choose whether to wear a helmet, as long as the rider carries \$1 million of insurance to cover medical payments.

Riders say that Missouri is missing out on vast amounts of tourist dollars as vacationing bikers headed to Sturgis and other destinations bypass the state because of the restrictions. Missouri MRO "Freedom of Road Riders" expressed its view that helmets are neither good or bad, but the choice to wear them should be up to the rider. Currently Missouri has an all-ages "universal" helmet law.

The bill has until May 18 to be voted on in the legislature, so check www.senate.mo.gov for progress on Senate Bill 556 for more info.

Source: ksbb.com Kansas City

WACO SHOOTING CASES PUT ON HOLD

To date, 133 civil suits have been filed alleging police and prosecutorial misconduct in the Waco shooting cases dating back to 2015. For two years now the state has imposed a stay on hearing those cases, citing an ongoing federal investigation of the Bandidos motorcycle club concerning a case in San Antonio, saying that investigation could have an impact on the Waco cases.

U.S. District Judge Sam Sparks of Austin has extended that stay another 90 days, as the federal prosecutor won't release information regarding the case to lame duck DA Abel Reyna until the prosecution wraps up.

Attorney Don Tittle, who represents 115 of the 133 plaintiffs, expressed

QUOTE OF THE MONTH

"In our age there is no such thing as 'keeping out of politics.' All issues are political issues, and politics itself is a mass of lies, evasions, folly, hatred and schizophrenia."

—GEORGE ORWELL

disappointment and asked the judge to allow the 25 cases where the plaintiffs have not been indicted on criminal charges to at least progress to the discovery phase.

Tittle says that the ruling is another attempt to allow Reyna to avoid being placed on a witness stand. Reyna has recently dismissed a large number of defendants so he would not have to testify under oath relative to criminal acts committed under color of authority.

Most of the suits allege false arrest and violation of civil rights. The suits are against Reyna, the City of Waco, Police Chief Brent Stroman, Detective Manuel Chavez; Waco police officials Robert Lanning, Jeffrey Rogers and Patrick Swanton, as well as Department of Public Safety officials Steven Schwartz and Christopher Frost. Also named are companies connected with the Twin Peaks restaurant organization.

Source: [Waco Tribune Herald](http://WacoTribuneHerald.com)

MEANWHILE, IN CANADA...

In Alberta, Canada the government has announced that turban-wearing Sikhs will be allowed a freedom that the rest of Canadians don't possess: the right to a choice of headgear. Yes, now a

protected class of Canadians (over 18 years of age) can practice their religious freedom to wear a turban, instead of a helmet, while enjoying the beauty of the Canadian landscape. Sikh bikers in British Columbia and Manitoba have already been granted this freedom. Legislation Ontario has been repeatedly stymied by Premier Kathleen Wynne, who calls the practice "unsafe."

Jagdeep Singh of the Sikh motorcycle club of Ontario explained the significance of the turban to religious Sikhs, saying, "It's a social statement. There's a value statement behind the turban; it's reflective of that. It's evolved over hundreds of years to actually become part of a uniform. We just consider ourselves incomplete, it would almost be like going out without clothes."

Source: [Calgary Herald](http://CalgaryHerald.com); [NewsMax](http://NewsMax.com)

LATEST NEWS IN THE PHILIPPINES

While bikers in the states are fighting for freedom to choose whether to wear a helmet or not, in the Philippines a far different battle is taking place. It seems that militants in the city have taken to full face helmets and visors to disguise their identities as they carry out shootings and attacks. So, the City of Mandau has imposed a prohibition of helmets and visors under an ordinance that prohibits face coverings while in transit.

A group of riders challenged the local ordinance via civil disobedience where they were met by 220 traffic enforcers who issued at least 81 tickets to helmet wearing bikers. When the protestors went down to the government office to settle, they were charged the equivalent of \$90 U.S. in fines. It's a weird world.

Source: [Sun Star](http://SunStar.com)



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BACK IN THE USA

Voters in Florida will soon go to the polls to decide if convicted felons, who have served their time and paid restitution, should have their voting rights restored. Florida is one of a handful of states that has no mechanism for these rights to be restored automatically. In Florida, it takes five years before an application can even be submitted, and it can take years and significant expense for a felon's right to be restored. In the case of persons convicted of certain violent or sexual crimes, the submission deadline is seven years.

Currently, there are 38 states that have provisions for automatically restoring

the voting rights of felons, and in Vermont and Maine, prisoners are allowed to vote while behind bars. It is estimated that if the initiative passes, between 600,000 to 1.6 million persons could be added to the state's voter rolls.

The situation in Florida is controversial, as critics compare the current law to post civil war Jim Crow policies to keep blacks from voting in the past.

Floridians for a Fair Democracy is the organization that has circulated petitions to get the measure on the ballot. Murderers and sex offenders would still be excluded from voting rights restoration under the initiative.

Source: News Service of Florida; Associated Press

TRUMP TO STAND UP FOR STATE'S RIGHTS ON MARIJUANA?

When the "Cole Memo," an Obama-era policy which limited what federal prosecutors and law enforcement officers could do after the legalization of marijuana in several states, was rescinded by Attorney General Jeff Sessions, concerns were aroused in those states over what actions the federal government might take in the future regarding marijuana.

According to U.S. Senator Cory Gardner of Colorado, President Trump has personally assured him that the rescission of the Cole memo will not impact Colorado's legal marijuana industry. He said that, "President Trump has assured me that he will support a federalism-based legislative solution to fix this states' rights issue once and for all." This was confirmed by White House Press Secretary Sarah Huckabee Sanders, who called the senator's statement "accurate."

Details of the legislation are not available. A timetable to develop the proposal has not been worked out,



and of course, it still has to pass the Congress. Then there is the mercurial nature of the president himself, who changes his mind like normal people change their underwear. Hope for the best, but be prepared for anything. The editor of this column is well aware of (Scott) Horton's Law, "Politicians can be counted on to keep all their bad promises, and abandon all their good ones." Having written significantly about the positive changes on international relations I foresaw coming from a Trump presidency in our *Bikers For Trump* book-a-zine, I can attest that disappointment is a head spin away.

—Kit Maira

Source: Washington Post; Tom Angell, Weedmaps

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motorcycle, the words "RIDE HARD LIVE FREE" and a graphic depiction of a toothed gear. This handsome watch is extremely strong and dependable with its innovative design, durable quartz mineral lens, precision quartz movement and is waterproof up to 3 ATM's. The adjustable bracelet-style band closes with a C-clasp and is comfortably sized to fit most wrists.

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CRAIG HARTLESS' INDIAN LARRY-INSPIRED FAT BOY

Twisted Decades

Looking at this custom teal two-wheeler, it's hard to believe it started out as a Fat Boy. But that's exactly what it was according to Craig Hartless who owns Ace of Customs out of Winston-Salem, North Carolina. Together with his crew, Craig turned what was a complete wreck when he got it into this beauty. "It was a friend of a friend's bike that had been in a house fire. It was a completely burned out bike when we got it," he says.

Craig's friend was going to try to rebuild it, but soon found out he was, as Craig puts it, "in way over his head." That friend then suggested Craig might build himself a rat bike out of it. Craig says he looked at it for

a while and, despite some nay-sayers chiming in, decided he was going to bring this bike back to life, kind of like a phoenix rising from the literal ashes. "But definitely not as a rat bike," he adds.

After he purchased it, Craig tore the Softail down and sandblasted every part of it. "And I made a lot of things on it," he points out. "Anything that's twisted I made, and anything chromed, like the rocker box covers, the front end, the swingarm, all the linkages, the grips, the handlebars, and I painted it. Pretty much the only thing I didn't do was the chroming itself because the EPA wouldn't let me."



A close-up photograph of a custom motorcycle. The frame is painted a vibrant turquoise color. The front end features a large, round, chrome headlight mounted on a chrome fork. A chrome wire wheel is fitted with a black tire. The engine and other mechanical parts are visible, showing a mix of chrome and turquoise finishes. The background is dark, making the motorcycle stand out.

You can see Indian Larry's influence in the twisted metalwork on the swingarm and front end.

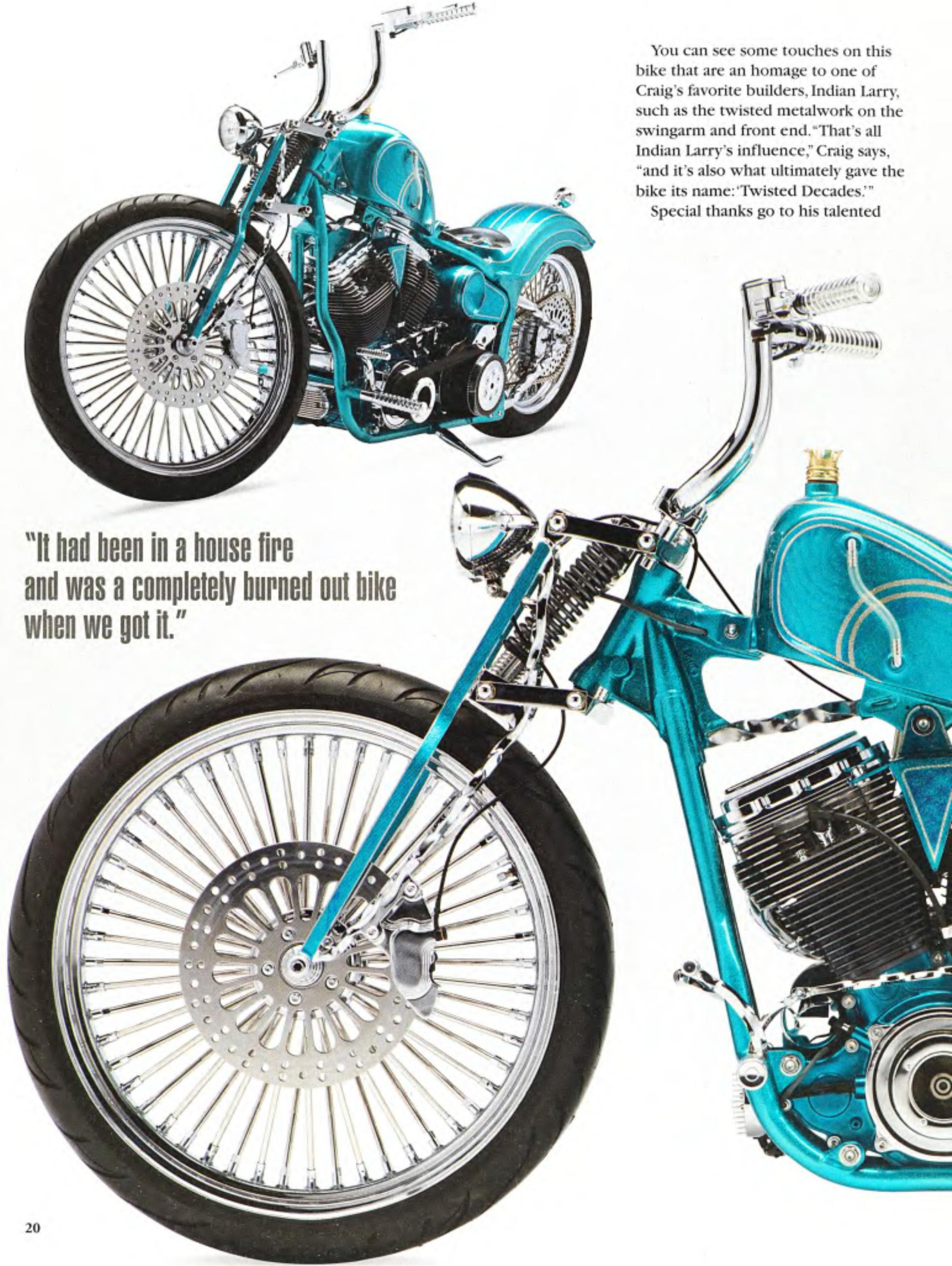
And yes, the kicker is functional, and the pan rocker covers help give this scooter the panhead look he was after. "The bike and motor is a 2003 Twin Cam," Craig says, "but the pan covers, wishbone frame down tubes, and kicker all make it look like a true pan."

Of course it helps that Craig has been working on both cars and bikes for a long time, starting in high school where he was taking welding classes and knew he was going to build cars, even at that age. Growing up in NASCAR country might have a lot to do with that.

You can see some touches on this bike that are an homage to one of Craig's favorite builders, Indian Larry, such as the twisted metalwork on the swingarm and front end. "That's all Indian Larry's influence," Craig says, "and it's also what ultimately gave the bike its name: 'Twisted Decades.'"

Special thanks go to his talented

**"It had been in a house fire
and was a completely burned out bike
when we got it."**



crew Casey Kiger and Randy Wilson for making this motorized dream come to life from the ashes. Craig still owns the bike, and it has won several awards at different shows, such as first place in the Street Custom class at our own Easyriders Charlotte Bike Show last January.

—Tripper



Owner: Craig Hartless
City: Winston Salem, NC

GENERAL

Fabrication: Craig Hartless
Year and make: 2003 H-D
Model: FLSTF
Assembly: Ace of Customs
Time: 4 months
Chroming: Concord Plating

ENGINE

Year and make: 2003 H-D
Model: Twin Cam
Rebuilder: Ace of Customs
Ignition: Thunder Heart
Displacement: 96 cubic inches
Lower end: H-D
Balancing: stock
Pistons: Wiseco
Heads: CNC
Cam: Feuling
Lifters: H-D
Carb(s): S&S
Air Cleaner: TC Bros.

Pipes: Ace of Customs

TRANSMISSION

Year and make: 2003 H-D
Modifications: major
Shifting: twisted, Ace of Customs

PAINT

Painter: Craig Hartless
Color: teal candy
Type: House of Kolor

FRAME

Year and builder: 2003 H-D/
Ace of Customs
Type: Softtail
Rake: stock
Stretch: stock
Shocks: H-D

ACCESSORIES

Bars: Ace of Customs
Handlebar controls: Ace of Customs
Fender(s): Ace of Customs
Headlight: Ace of Customs
Taillight: Ace of Customs
Pegs: Ace of Customs
Electrics: H-D / Ace of Customs
Gas tank: Ace of Customs
Oil tank: Ace of Customs
Oil system: Ace of Customs
Primary cover: Karata
Seat: Ace of Customs
Grips: Ace of Customs

FRONT END

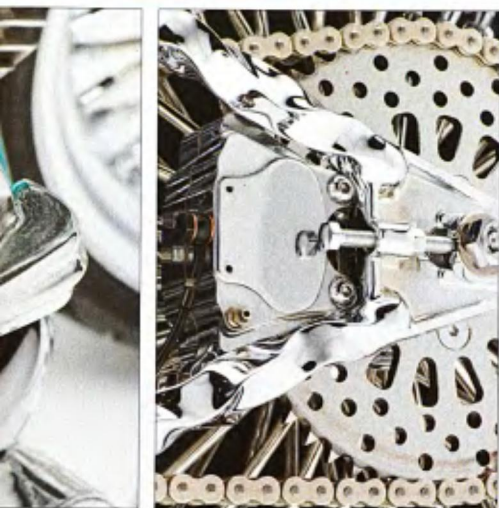
Type: girder
Extension: none
Builder: Ace of Customs

WHEELS

Size: 23-inch front, 18-inch rear
Tires: Vee Rubber front, Metzeler rear
Brake: PM front, sprotor rear

Photos: Michael Lichter







TBR RACING'S INTAKES

Check out these innovative, new, stainless steel breathers/intakes by TBR Racing. They're available for most Harley models including Dynas, Sportsters, and Milwaukee Eight applications. You get these in three finishes: raw stainless, polished stainless, and black finish. They're manufactured and assembled in Santa Ana, California.
twobros.com



SPECTRO PERFORMANCE OIL BRAKE FLUID

When do you change your brake fluid? Do you ever? Well, you should because braking is important. Remember to keep your brake fluid level reservoir topped off, and when adding fluid, only use brake fluid from a sealed container to help prevent internal corrosion of the brake system. The folks at Spectro will answer just about any question you might have regarding brake fluids or lubricants.
spectro-oils.com



JIMS LEFT MAIN SEAL INSTALLER

Less than perfect installation of the left crankshaft oil seal can result in unwanted oil

transfer between the engine and the primary drive. JIMS left main bearing oil seal installer (Part no. 5810) not only assists with perfect installation, but it has the added advantage of allowing the alternator stator to remain in place during the operation.
jimsusa.com



MIKUNI HSR 42, 44 AND 45 MM CARBURETOR REBUILD KITS

Mikuni's popular HSR42/45 and 48 mm Flatslide Performance Carburetors for American V-twins have been on the market for a number of years now, and for some older installations, it may be time for a maintenance check, cleaning and rebuild. Mikuni's HKS-016 Genuine Rebuild Kit for the HSR 42 and 45 mm Carburetors, and HKS-031 Genuine Rebuild Kit for the HSR 48 mm Carburetor will make sure your carb runs and performs like new again. Each rebuild kit contains all the necessary parts to rebuild one carburetor with all

gaskets, seals and O-rings, a new float needle valve assembly, and new float bowl screws for re-assembly.

mikunipower.com



DRAG SPECIALTIES SOLID-STATE REGULATOR

Regulate voltage the right way with a Solid-State Regulator from Drag Specialties. This 12V regulator features a rugged aluminum alloy construction that accurately regulates voltage under all electrical loads, has no relay contacts to prevent wear, and is environmentally sealed to protect against moisture and shock. It is available in black for 2014-'16 FLHTKSE, 2015-'16 FLHXSE and FLTRUSE models.

dragspecialties.com



SPYKE'S STEALTH STARTERS FOR EVO AND EARLY TWIN CAMS

Spyke's Stealth starters for Big Twin 1990 to 2006 Harley-Davidsons (except 2006 Dyna) have a unique design that is perfect for custom builds. They are specifically designed to provide more

cranking torque without having to change the stock battery. These starters will give you 46 percent more cranking torque compared to stock starters, accomplished by using a specially designed double wound armature. Spyke Super Torque Starters have 4.44:1 gear reduction. According to Spyke, they use nothing but the best quality components, including a super-duty clutch supported by high-tension springs. These starters are offered in chrome and black finishes. spykeproducts.com



NAMZ CAN/BUS CONTROLLER

If you've ever wanted to change your handlebars on a 2011-and-up Softail, 2012-and-newer Dyna, and all 2014-and-up bagger models, you probably noticed that it was next to

impossible to do... until now. That's because the factory threw another technological curve ball at you with the introduction of CAN/bus handlebar switch assemblies, so something had to be done. NAMZ, your two-wheeled electrical source, has come to the rescue with this NAMZ CAN/bus controller, model # NCBC-N01 for non-baggers, and NCBC-B01 for baggers. Simply plug the unit into the factory harness and wire up any handlebar switch assembly. It's that simple. namzcustomcycleproducts.com

ULTIMA'S NEW 2-INCH PRIMARY BELT DRIVE

These new belt drives (below) from Ultima are available for 2006-and-up Dynas and 2007-and-up Softails. The new 6061-T6 motor plate and starter gear are contour-designed and come in two finishes, and the polished or black clutch is included with stainless basket inserts to eliminate clutch plate wear on the outer basket. Save some weight on the primary drive and increase horsepower with these new beauties.

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TRENT SCHARA'S NO-BULLSHIT ZONE

ATOMIC SHOVEL

It's early April up in Clancy, Montana and a storm has just dumped a fresh bunch of snow on the ground. Trent Schara of Atomic Custom is jonesing to ride something fierce, but he'll have to be patient. This is life in Montana.

The straight-talking former Marine grew up in Helena and now resides in Clancy, after a stint in New Mexico. He's really happy to be back where he is, surrounded by the countryside he loves. "I like to snowmobile, ride horses, hunt and fish and it's all right here," Trent says. "I've got 23 acres on the edge of 400,000 acres of public land."





Atomic Custom, the business he runs out of the shop he built on his property, is the natural outlet for his passion for building high-quality choppers. "I've been doing this full-time since 2004," Trent tells us.

The sweet 1964 pan/shovel you are gazing at in your quivering man-paws is an excellent example of the functional style of each Atomic Custom. "This bike just nails it for me. I've done a ton of bikes with the same basic format. I use a stock springer and stock geometry because Harley builds the best bikes. They do! I've ridden them all over the place; in the dirt, climbing up hills. I like to rip around and have fun."

Trent's obsession with pan/shovels is easily explained. "You can run the fuck out of those things. Panheads don't really take the beating quite as well; knuckleheads definitely don't like to be beat on. The generator shovel, or pan/shovel, is the quintessential hot rod motor. Guys were taking their panheads off and putting on shovels because they had a way better combustion chamber. The intake runners were way better, with bigger valves. You could put big cams in them and they flowed. The bottom ends are really tough, too. And I also like using pan/shovels because of the time-capsule aspect of it. I feel like my bikes give a nod to those dudes who were building custom choppers back in the day."

This chopper, like all of Trent's bikes, is magneto-fired and kickstart only. "The first few bikes I built had issues with electrics, so I just ditched them. Headlight, taillight, brakelight-switch and no battery. You kick it and your power comes on when the generator starts working. That's it. Reliability. Simplicity. That's what chopper building is all about. Eliminating what you don't need and getting down to the bare bones of it."

He is also very fussy about the components that he doesn't personally build. "I run Harold's primaries in all my custom builds that require that early style primary. They're just the best. I use Cycle Electrics 100 percent of the time. They're American-made and the best shit ever. I use Morris Magnetos 100 percent of the time.

I also use Primo Belt Drives and their clutches on everything. I've put thousands and thousands of miles on these parts and never had a problem. Not one. Never had a problem with Wiseco pistons. They're a little bit noisier, but they don't fail."

Dig all the twisted metal on this bike. Rather than twisting everything in the same direction, Trent actually twisted them indexed left side, right side, so if

you look down from the top, you'll see the twists going out both sides. "It's easier to just twist a big rod of that stuff and form your pieces from that, but it's always been a little pet peeve of mine to look at springer legs or controls and they all look the same. I know that nobody's ever going to notice that shit unless you point it out to them. I mean, I'm not building a space station; it's a chopper, but little



**"Be a man or woman
of your word. Be real.
Be honest. Be honorable.
Whether you are building
choppers or mowing
somebody's lawn. If you
say you're going to do
something, then do it."**

—TRENT SCHARA



things like that matter to me."

What matters most to Trent is doing things right. "If you're a bike builder, you'd better be a welder first. Welding is the single biggest part of being a chopper builder. I stress out about every bike that I build, about the fabrication, the details, the reliability and longevity."

The wild flame paint job was sprayed on by none other than John

Stromberg of Luckys Seven in Amarillo, Texas. Stromberg won Easyriders Painter of the Year in 2005. "John has painted all my builds," Trent says. "He is my hero, my go-to guy, and he makes my bikes look great."

The ever-awesome Christian at Xian Leather made the seat. "He does all this crazy carving and stuff that's amazing, but of course with my bikes I like to keep things real; no frills," Trent says. "I

mean, when I build a seat pan I do it so it sits right, not because of how it looks. I've gotta be able to ride it all day without it punching a hole in my back."

Trent only builds about four bikes a year these days. He likes to keep his customer base small. "That way there's a lot more personal contact. They can call me and talk to me. I keep a personal relationship with people that way." —*Beatnik*

Owner: Trent Schara
City: Clancy, Montana
GENERAL
Designer: Trent Schara
Bike Name: Atomic BF6

Fabrication: Atomic
Year/make: 1964 H-D
Model: FL

Assembly: Atomic
Time: 6 months
Chrome: Brown's

ENGINE

Year/make: 1964 H-D
Model: FL
Rebuilder: Atomic
Ignition: Morris Magneto
Displacement: 74-inches
Lower end: H-D
Balancing: Atomic
Pistons: Wiseco
Heads: H-D
Cam: Andrews-B
Lifters: H-D
Carb: S&S "L"
Air Cleaner: Atomic
Pipes: Atomic

TRANSMISSION

Year and make: 1964 H-D
Shifting: ratchet/jockey

PAINT

Painter: Lucky's Seven
Color: multi-flame

FRAME

Year/builder: 1952 H-D
Type: wishbone
Rake/Stretch: stock

ACCESSORIES

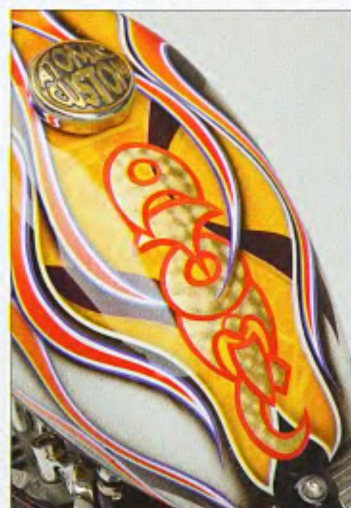
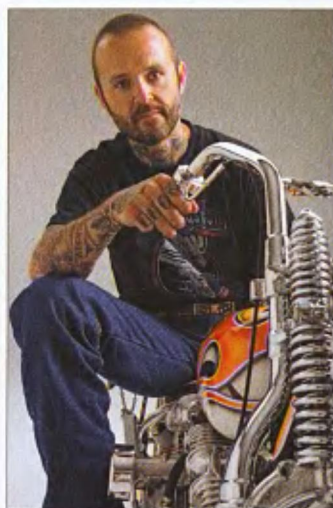
Bars: Atomic
Fender: Rear Front Street
Headlight: Atomic
Taillight: Biltwell
Pegs: Throwback
Electrics: Cycle Electric
Gas Tank: Wassel
Oil tank: Atomic
Oil system: H-D
Primary: Harold's Ironworks
Seat: Atomic/Xian Leather
Grips: Biltwell

FRONT END

Builder: H-D
Type: stock springer

WHEELS

Front: 21-inch front, 16-inch rear
Tires: Avon
Brakes: rear H-D drum



Photography: Michael Lichter
Contact: Atomic Custom
505-401-9518
atomic-custom.com

"This bike just nails it for me.
I've done a ton of bikes
with the same basic format."



Three bikers and three squares were traveling by train to the Super Bowl together. At the station, the three squares each bought a ticket and watched as the three bikers bought just one ticket.

"How are the three of you going to travel on only one ticket?" asked one of the squares.

"Watch and learn," answered one of the bikers. They all boarded the train.

The three squares took their respective seats, but all three bikers crammed into a toilet together and closed the door. Shortly after the train had departed, the conductor came around collecting tickets. He knocked on the toilet door and said, "Ticket please."

The door opened just a crack and a single arm emerged with a ticket in hand. The conductor took it and moved on.

The squares saw this happen and agreed it was quite a clever idea, so after the game, they decided to do the same thing on the return trip and save some money.

When they got to the station, they bought a single ticket for the return trip but saw, to their astonishment, that the bikers didn't buy any ticket at all. "How are you going to travel without a ticket?" said one perplexed square.

"Watch and learn," answered the biker.

When they boarded the train, the three squares crammed themselves into a toilet and the three bikers crammed into another toilet just down the way. Shortly after the train was on its way, one of the bikers left their toilet and walked over to the toilet in which the squares were hiding. The biker knocked on their door and said, "Ticket please."

—Rogue

Melbourne, Florida

Question: What did the egg say to the boiling water?

Answer: I may take awhile to get hard, I just got laid.

—Joseph G. Nortley III

Munising, Michigan

Two prospects got lost during a run out in the Mojave Desert. Several days later, they were dehydrated and near death. Out of nowhere, they saw a tree in the distance that appeared to be covered with bacon. One guy sprinted out ahead, only to be gunned down in a burst of machine gun fire.

"Run!" the dying man yelled out. "It's not a bacon tree — it's a hambush!"

—Big D

Fun Town

An out-of-town biker became friendly with Thelma, the waitress in his hotel coffee shop, and invited her up to his room. She was indignant. The biker said, "Don't get excited. It's all in the Bible."

Thelma was appeased, and after her shift they went out to have a few drinks. Again the biker invited her up to his room, and again she was angry. The biker explained, "Hey, it's in the Bible."

An hour later, they were in the biker's hotel room and he suggested they undress and have some fun. He assured Thelma that it wasn't sinful since it was in the Bible.



"I now pronounce you
Sugar Nipples and Mr. Big Nuts."

"Where?" she demanded. "Where does it say that?"

Taking the Bible from the hotel nightstand, he opened it to the front cover where someone has written, "Thelma the waitress is a great lay."

—Rogue

Melbourne, Florida

A bro and his wife were sharing a bottle of wine when the bro said, "I bet you can't tell me something that will make me feel happy and sad at the same time."

His ol' lady thought for a few moments then said, "Your unit's bigger than your brother's."

—Boxcar

Box Canyon, Calif.

Little Davie attended a horse auction with his father. He watched as his father moved from horse to horse, running his hands up and down the horse's legs, rump, and chest. After a few minutes, Davie asked, "Dad, why are you doing that?"

His father replied, "Because when I'm buying horses, I have to make sure they're healthy and in good shape before I buy."

Davie, looking worried said, "Dad, I think the mailman wants to buy Mom."

—Ms. Darlene Ferguson

Spring, Texas

A woman on a crowded bus is suddenly overcome with the urge to fart. She tries to let go of a squeaker, but instead lets loose a loud, disgusting blast. The entire bus goes silent, and the embarrassed woman desperately tries to think of something to say to the man sitting next to her. "Um, do you have a transfer ticket?" she finally asks.

"No, I don't," he replies. "But when we pass the next tree, I'll grab you a handful of leaves."

—David Vida

Pontiac, Illinois

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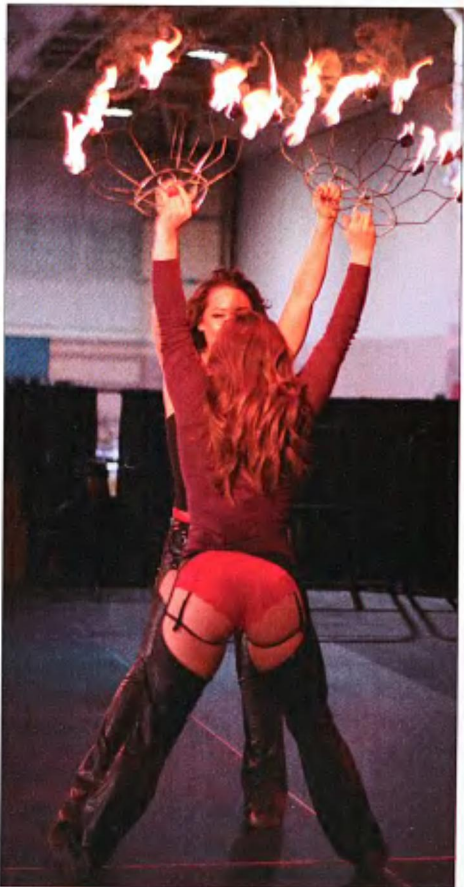
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EASYRIDERS ATLANTIC



CITY BIKE SHOW



The fourth stop on our Easyriders Bike Show Tour for 2018 took us to amazing Atlantic City. It was our second year in a row at this location and the combination of casinos, live shows, and great food made this a natural stop on our Bike Show Tour.

ATLANTIC CITY



On February 3rd, the Atlantic City Convention Center was transformed into a showcase for the northeast's very best custom motorcycle creations. There was every sort of custom motorcycle on display, from incredible antiques to café racers, from super long, old school choppers to the wildest baggers you've ever seen. When the show doors opened at 10am, the hall was very quickly packed with bikers, all eager to party hearty on this Super Bowl weekend. Over 40 trophies were up for grabs, and categories included modified stock bikes, radical customs, old school choppers and





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KB909LCA	103 3.875 STD.	.005 .010 .020 .030 .040	4.375	7.667	1.086	-5.4 DOME	10.5:1	9.5:1
KB660LCA	103 3.875 STD.	.005 .010 .020 .030 .040	4.375	7.667	1.086	-9.8 DOME	11:1	10:1
KB714LCA	107 3.937 STD.		4.375	7.667	1.086	1.6 FLAT TOP	10:1	9:1
KB661LCA	110 4.000 STD.	.005 .010 .020 .030 .040	4.375	7.667	1.086	-4.2 DOME	11:1	10:1
KB661LCA	113 4.000 STD.	.060 .065 .070	4.375	7.667	1.086	-4.2 DOME	11.3:1	10.3:1
KB917LCA	117 4.125 STD.	.005 .010 .020 .030	4.375	7.667	1.086	11.5 DISH	10:1	9:1
KB662LCA	117 4.125 STD.	.005 .010 .020 .030	4.375	7.667	1.086	-1.5 DOME	11:1	10:1
KB715LCA*	120 4.060 STD.	.005 .010	4.625	7.667	.0960	9 DISH	10.5:1	9.5:1
KB716LCA	124 4.125 STD.	.005 .010	4.625	7.667	.0960	12 DISH	10.5:1	9.5:1

*Does not fit S&S and Screamin Eagle® 120R engines. All Applications use standard 4.937" cylinder length.

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ATLANTIC CITY



bobbers, antiques, and baggers from mild to wild.

Vendors were hoppin', cold beer was flowin', and Atlantic City rocked to the sounds of Dave Fields and Stolen Rhodes. Event goers could meet such biker celebrities as Michael Ballard from Full Throttle Saloon and Paul Yaffe of Bagger Nation, as well as check out Billy Lane's Sons of Speed board track racers and enjoy the mind-numbing antics of the Deadbeat Stunt Show and NTC Drift Trikes.

Those sexy sirens of bump and grind, The Purrfect Angelz added a few new twists to their already outstanding dance moves, and the lovely Lisa Ligon acted as our Master of Ceremonies for this day of two-wheeled celebration. Soon it was



time to hand out the awards and the invitations to our Columbus Show the following weekend.

Top award winners included a 1st Radical Custom award which went to Mike Facciolo of Media, Pennsylvania for his 2007 Graves chopper. The 1st Radical Bagger went to Stephen Burke of Mount Vernon, New York for his JP Customs 2014 Road Glide. The Bagger Nation Award, picked by Paul Yaffe, went to Jim Fowler of Whitman, Massachusetts for his 2012 Sick Sledz Road Glide.

The Editor's Choice Award went to Paul Shadley of Whitman for his too cool 1978 XL1000 bobber. The John Green Award was handed to Dakota Toomey of Mount Laurel, New Jersey for his sweet 1972 Triumph T-120, and the Best of Show honors were awarded to Paul Shadley for his stunning 1972 Shadley Bros. shovel. Our congratulations to all. For a complete list of award winners visit www.easyridersevents.com.



JACK RUSSELL'S Great White

CATSKILL MOUNTAIN THUNDER

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September 12th-16th 2018

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KEYS to the KINGDOM LOCKSMITHING

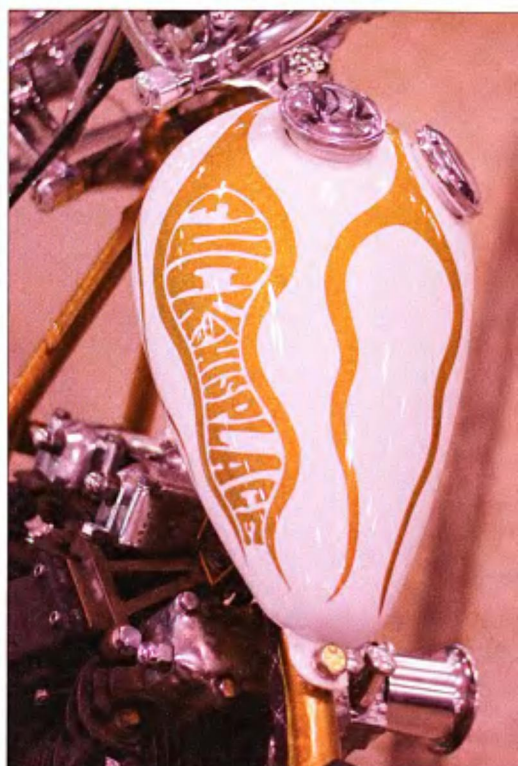
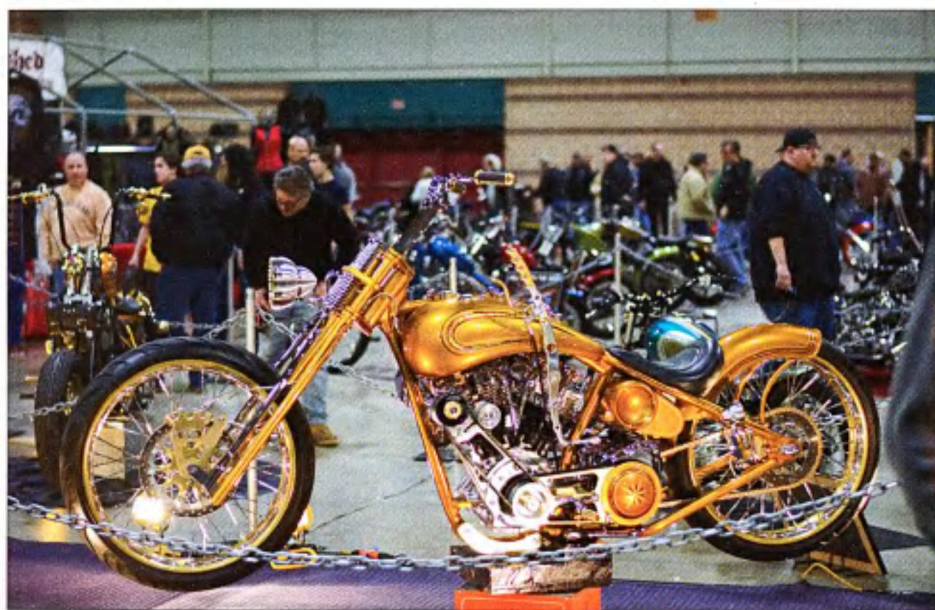
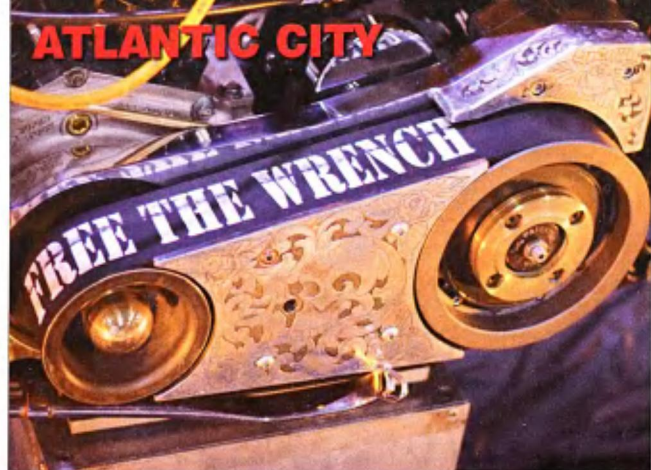
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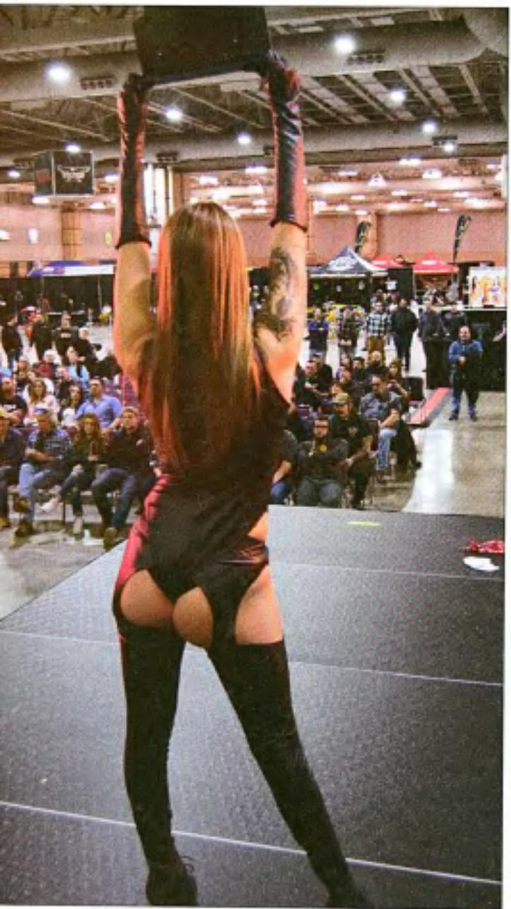
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Photos: Kai R.

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Confessions of a Stripper

BY PUSSY PER SE

YOU'RE BEING WATCHED



Have you always wanted to star in a porn film? If you're a regular patron of strip clubs, good news, you already have. The bad news is that you were filmed without your knowledge or approval, and it was not done in your best interests.

Most clubs I've worked in have multiple surveillance cameras strategically positioned. For the most part, I ignore them. They are supposedly there for "my safety," something I seriously doubt. (When did strip club owners become caring nurturers?) They are also there, theoretically, to make sure customers and dancers don't do anything illegal. Or perhaps it's more accurate to say that the club owners are using the cameras to convince various state and local authorities that they are policing dancers and customers to short-circuit anyone having too much fun. It's hypocritical to the max. The club wants us to make money for them. How do they think we do that? A girl is more likely to get fired for not making enough money than for stretching a few rules. It's like the interstate. The speed limit is 65 mph, but you can run through a speed trap easily at 69. Which is not to say that anyone is doing 69 in my club.

One of the strangest things that ever happened was a few years ago when a group of private eyes were secretly videotaping dancers and customers at

various clubs in California and Nevada. The investigators, under the direction of Thomas Martin, president of Martin Investigative Services, of Newport Beach, California, were not working for the clubs in which they were snooping. Martin, a former federal agent, had been hired by an owner of competing clubs who was hoping to sabotage his competition.

Martin said he was attempting "to determine if they [dancers and customers] were doing things that they were prohibited from doing." And they were: dances behind closed doors, lap dances in open spaces, "inappropriate touching," massages, and the like. "We kept it simple," said Martin. "Didn't record any sound." Martin's operatives sneaked in tiny cameras "in a shirt lapel or in a baseball cap or tucked into a sport coat." It didn't take long. "Most customers don't lolly-gag. They cut right to the chase. Like shooting fish in a barrel."

Though his agents were in the strip clubs to catch what they felt were infractions, Martin was appreciative of the strip club ambience. "You get a synergy," he said. "The girls have one idea that they want to make some money, and do what they want to do. And the guys are on a mission to do what they got to do. It's a nice atmosphere. Everybody's happy."

His client then took the videos to city council meetings to either get his

competitors shut down or to force them to adhere to the law so as to create a fair playing field for his own dancers. Think about it. You've put in a long day at work, wash up, and ride your Harley down to the club for a beer with your buddies and a dance with Desiree. You're happy, Desiree is cooperative. A couple nights later there you and Desiree are on the big video screen at the city council meeting. "Oh my god," says one of the councilwomen. "Isn't that Big Earl who manages the Jiffy Lube?" There are no criminal charges but your ol' lady says, "So this is why you couldn't take me to the Save the Leeches benefit."

Martin says this kind of intrusion into your privacy has become rare, but there is still the plain-vanilla surveillance from the on-site strip club owners to contend with. It's not the cops so much you have to worry about because, after all, many of our best customers are cops. Most of the heat falls on us dancers when the owner or manager catches us doing something risqué on camera. Their complaint is likely to be, "You do that for the customers? Why don't you come into the back office where you can do it for me?"

It's mostly just a pain, and today's video systems are more sophisticated so the club owner can sit at home watching the action. Not only will you be paying for lap dances, you'll be performing free for the owner, manager, and possibly their friends. As Martin puts it, "Somebody's going to be sitting with a beer and a box of popcorn watching you get your jollies off."

In the next issue, we will pursue the legalities of strip club surveillance, your legal rights and countermeasures, and how you can protect yourself. In the meantime, I had many a giggle reading Thomas Martin's tell-all book, *Seeing Life Through Private Eyes*. Martin recounts some of his best cases in many fields. My favorite was the bride who gave birth to a baby, nine months after her wedding, that was not her new husband's. Turns out the brides' friends hired a studly male stripper for her bachelorette party and....

Martin Investigative Services can be reached at martinpi.com.

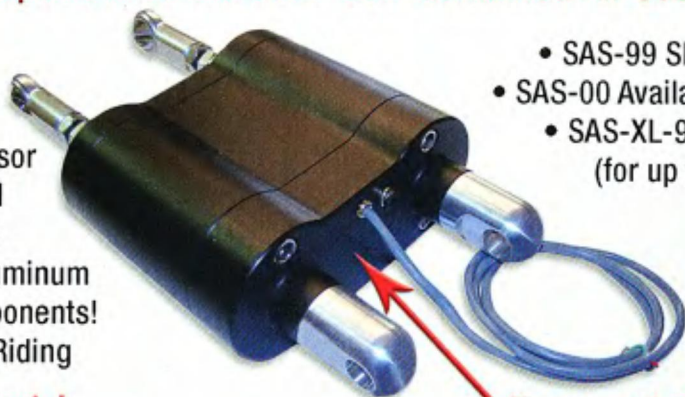
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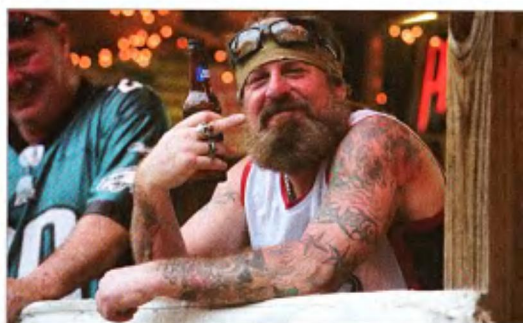
DAYTONA 2018

It felt like bikers needed Daytona Bike Week this year. After trudging through 51 weeks out of the year dealing with jobs and mortgages and North Korean James Bond villains and Russian collusion, it felt good to blow out the cobwebs at this first great run of spring from March 9th to the 18th. Bikers from all over the world made it to the massive rally, leaving winter storms in hopes of a better climate. This year's rally began cold and rainy, but by midweek had turned to bright blue skies and perfect riding weather in the Sunshine State.

Our ace photographer Michael Lichter made the trek down to Florida to document all of the action for you. He started out at the Iron Horse Saloon to hear David Alan Coe for one of his daily free concerts. Then it was off to Destination Daytona to watch Rhett Rotten ride the Wall of Death. Brittney Olsen promoted her antique events, legendary lady rider Gloria Struck did a book signing of *Gloria—A Lifetime Motorcyclist*, and two-wheeled lifestyle artist David Uhl painted away out front.

Last year we talked about how many riders had passed on hanging on Main Street in favor of heading out beyond the city limits, spreading out to enjoy much of what Florida has to offer. But this year, a nostalgic bug caused us to once again walk the boardwalk to gaze out at the awesome Atlantic Ocean, take in the bike show before doing the "Daytona Shuffle" along the sidewalks of Main Street, stopping for a brew at places like Dirty Harry's, Froggy's and the Boot Hill Saloon. Best of all, Main Street was closed to cars this year.

Of course, there are some out of town events that are a "must attend."



One of those is certainly Willie's Tropical Tattoo Chopper Time Show in Ormond Beach on Thursday. As Mike Lichter said, "Willie's show delivered beyond my highest expectations with the biggest turnout of custom bikes ever, and of course, Roadside Marty was there keeping the biggest-ever crowds laughing as he delivered his smack-down commentary on each builder." Over 8,000 bikers attend this old school custom show and it is always good to see old friends and check out some good ol', oil leakin' scooters. Other Ormond Beach bike shows not to miss included the ride-in Cycle Source show at the Broken Spoke, as well as the Perewitz Paint Show at his new location on Beach Street on Wednesday and the Boardwalk Show at the ocean on Friday.

The list of things to see and experience is long, but we managed to get to some of the classic happenings, such as a visit to the Cabbage Patch and all its coleslaw wrestling shenanigans. All through the week, we took rides south of Daytona, others north through Tomoka State Park and up the coast along the beach with some cool, old bikes. There were also press events by Harley-Davidson to attend, as well as an H-D ladies ride that we always support.



DAYTONA
2018



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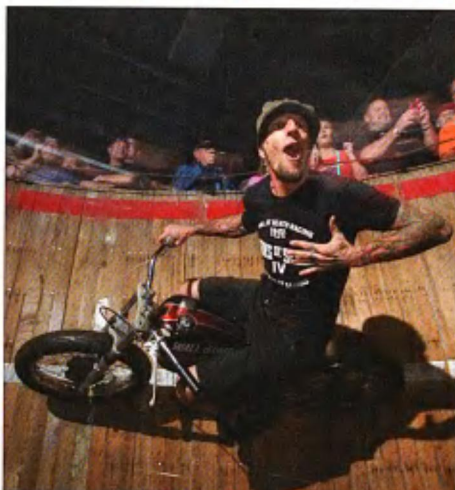




Stopping by the famous Daytona Speedway is a must in order to see Harley-Davidson's latest wares and to take a test ride on the latest motorcycle models by Harley and Indian. Situated around the outside of the park you could find just about any and everything a biker could want to buy. Those seeking products and accessories for Indian had to visit their new Main Street location.

Motorcycle racing first started this bike rally 77 years ago, and racing took the focus of this year's run. Not the big established racing of the Daytona 200, but the racing that everyone is talking about these days: the flat track races and its derivative, Hooligan Racing. Both of which have come back to bike week and were well attended, particularly by the younger crowd.

We made it out to the Daytona International Speedway just in time to catch Bubbah Blackwell successfully jumping 12 trucks and cars as he kicked off the American Flat Track season. The racing was full of elbow-to-elbow, fight-it-out excitement with a big jump added to the middle of the track. The Harley-Davidson TT races were presented by Russ Brown Motorcycle Attorneys this year and included a party at the Fanzone stage with live music by Giddy Up Go on Thursday.



DAYTONA
2018







Speaking of racing, Billy Lane's Sons of Speed board track-style racing at New Smyrna Speedway was back and better with over 30 racers and three classes this year on Saturday. These included the addition of 45 cubic inch racers, nearly 100-year-old Early 61 cubic inch flat track racers and a Hot 61 class. Sons of Speed has become THE vintage racing event of Daytona Bike Week.

Every year we try to be everywhere and see everything, and every year we find that it is an impossible task. It seemed to get harder to attend all the races, bike shows, parties, and industry doin's as the rally reaches a fever pitch towards the last weekend and Main Street became more and more packed. We did manage to visit with a few familiar faces, stopping in at The Bank Saloon to see Kenny Duda and The Razorbacks play. It was the band's 27th year of playing Daytona and they were joined on stage by Paul Martin from Harley-Davidson on the harmonica. Paul is the dude responsible for creating the paint colors and graphics on your Harley. We also rode out to visit Al Bulling at The Last Resort to reminisce about bike weeks gone by, and to toast bike weeks still to come.



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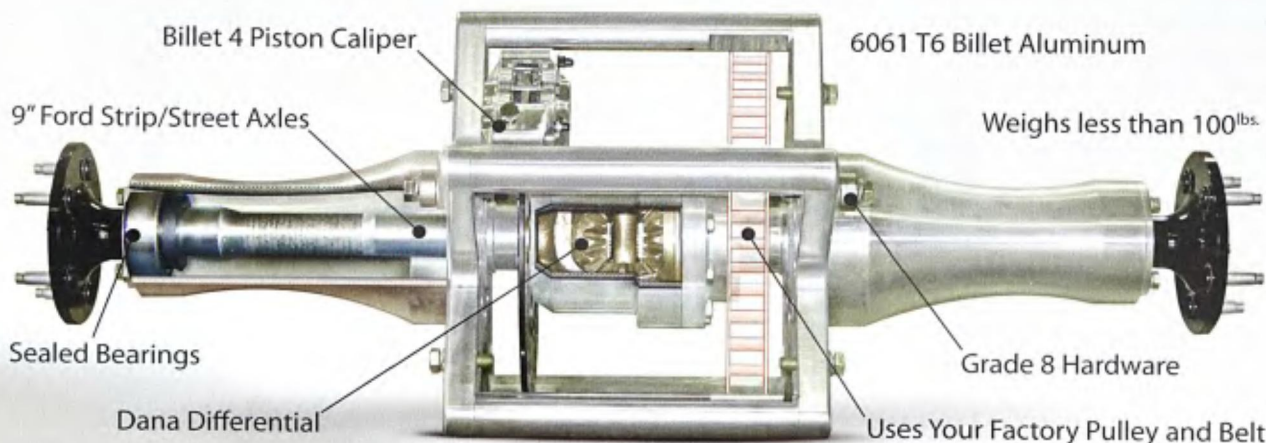
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DAYTONA 2018



When all was said and done, the bottom line with Daytona Bike Week is that no other motorcycle rally feels like Daytona, and riding with thousands of like-minded brothers and sisters down A1A with the Atlantic Ocean in sight, is a great way to start your riding season.

I'd like to dedicate our coverage of Daytona Bike Week this year to ace Harley motor man Carl Morrow. This year during Bike Week, Carl decided to retire after 50 years of making Harleys go fast. He was selling off everything in his famous Beach Street shop during the rally. We'll miss you, Carl. Ride easy, my friend. —Dave Nichols

Photos: Michael Lichter





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Hooligan Races

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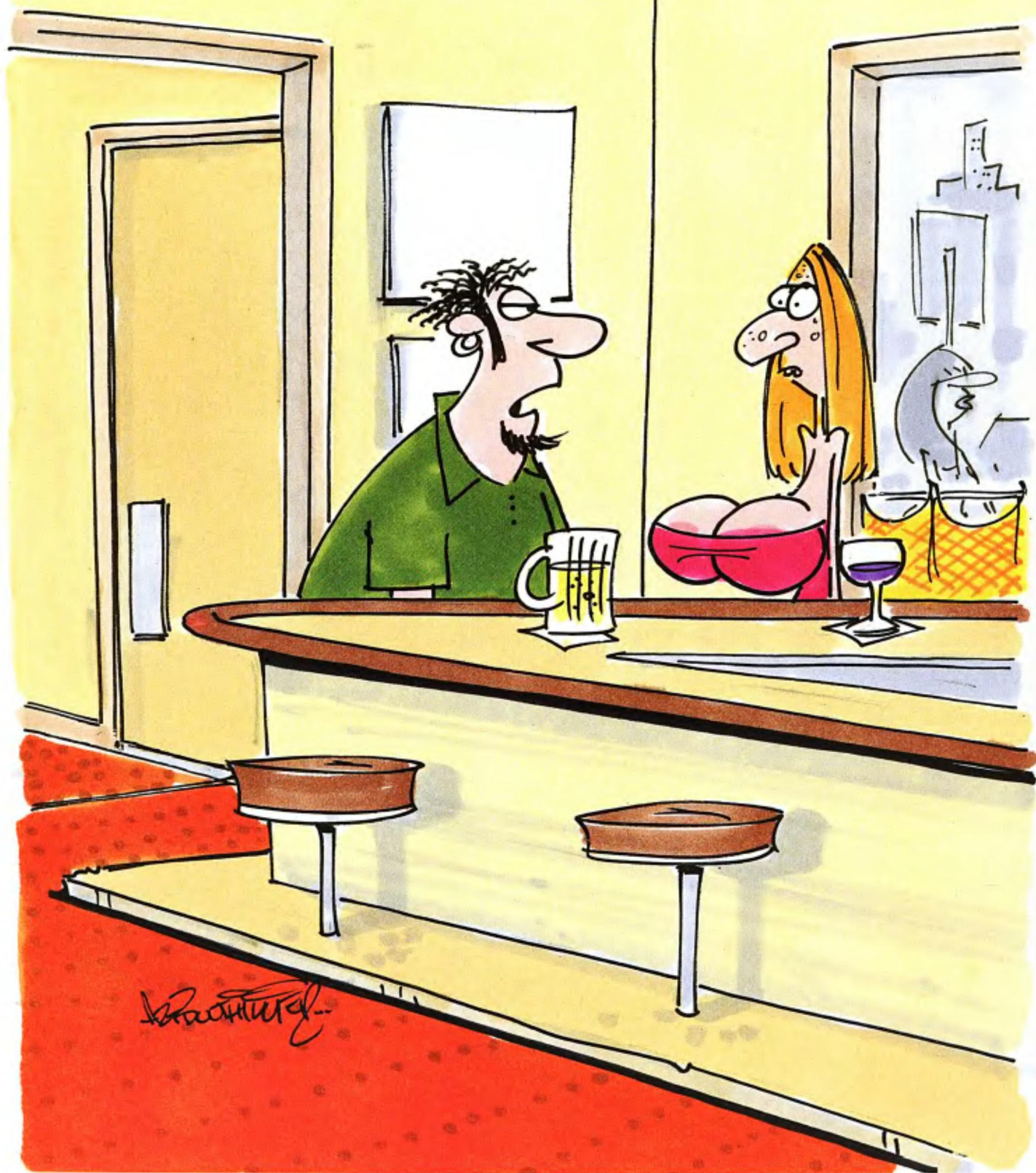
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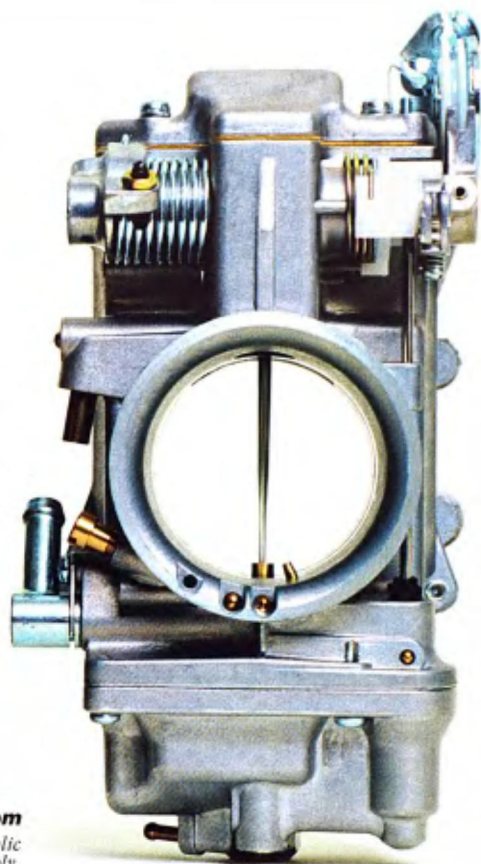
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NICK BECK'S CHOPP SHOP RACER ROAD KING

flat black

Nick Beck owns a trucking company in Dobson, North Carolina. Motorcycles are in his blood and he has been riding since he was 16 years old. This is the second bike that he has built with Shannon Davidson at the Chopp Shop in nearby Taylorsville. The first bike he had Shannon design was interrupted by the death of his son in a motorcycle accident. Nick says that he couldn't focus on the building process of that bike, as he was understandably overcome by grief. "When my son passed away, Shannon was there. He made sure I was okay and delivered that bike to me in Myrtle Beach where I got to ride it for the first time."

For this bike, Nick desired to be fully immersed in the building process, and Shannon worked with him to make the bike exactly what he wanted. The theme of this bagger reflects Nick's racing heritage, from the screen "vents" to the 120R motor, this bike hits all of his goals. Nick wanted the bike to be flat black and Shannon steered him towards the inlaid color accents and the pin striping. Nick calls them Shannon's "magic touches."



"Shannon allowed me to help put it together.
It was the first bike that I had ever actually
set a motor in myself."





"It took us about two months to build the bike," Nick tells us. "Shannon allowed me to help put it together. It was the first bike that I had ever actually set a motor in myself. That makes this bagger very special to me."

Beginning life as a Road King, the only Harley part of this frame that is left is the swingarm, as Shannon built the frame from scratch. First to arrive at the shop were the Glendyne front wheel and the floorboards. Shannon was unhappy with the colors, so he elected to paint them. The fuel tank is comprised of two fiberglass tank halves. They cut the center section out and laid them over the factory tank. This left the factory logo visible through the mesh inlays. The rear bags and fender were customized in the shop, molding the side panels into the bags so there is no seam. They also added the screen mesh to make it look like it has cooling vents, and molded in the tail lights in behind the mesh, so you can't see them unless they are lit up.

Nick says, "We finished the bike on a Thursday night at midnight and went



Nick Beck



straight to the Easyriders Bike Show in Nashville, Tennessee the next day. It was the first time I had ever put a motorcycle in a show. As we were unloading the bike, Paul Yaffe was the first person who showed up. He said, 'Man, I like that bike!' I remember that I was shaking because I didn't know what to say. That Saturday night we won the Paul Yaffe Bagger Nation Award. I'll never forget that. It was pretty awesome."

Winners of the Bagger Nation Awards at our regional shows are invited to the big finale Invitational Bike Show in Columbus, Ohio. "We then went to Columbus with the bike and did this photo shoot with Michael Lichter," Nick recalls. "The bike won first place radical bagger and made it into the Invitational Class. There we also won first place radical bagger for the entire show. It was a super accomplishment for me and Shannon that our simple bagger went that far. A lot of my friends got to go to the show and to the after party. It was a cool, cool event." —Kit Maira



Owner: Nick Beck
City: Dobson, North Carolina
GENERAL
Designer: Shannon Davidson
Year/make: 2016 Harley-Davidson
Model: Road King
Assembly: The Chopp Shop
Time: two months

ENGINE

Year/make: 2016 Harley-Davidson
Model: 120R
Displacement: 120 cubic inches
Cam: Screamin' Eagle
Ignition: Screamin' Eagle
Pistons: Screamin' Eagle
Heads: Screamin' Eagle
Lifters: Screamin' Eagle
Carb(s): H-D EFI
Air cleaner: Glendyne
Pipes: D&D

TRANSMISSION

Year/make: 2016 Harley-Davidson
Modifications: open belt
Shifting: 6-speed, foot

PAINTING

Painter: Shannon Davidson
Color/type: Flat Black PPG

FRAME

Builder: Shannon Davidson
Rake: unknown
Stretch: unknown
Shocks: AirFX
Other Modifications: scratch built

ACCESSORIES

Bars: Carlini
Handlebar controls: H-D
Fender(s): The Chopp Shop
Headlight: Harley-Davidson
Taillight: Custom Dynamics
Electrics: H-D
Gas tank: The Chopp Shop
Oil tank: H-D
Oil system: H-D
Seat: Butch Watson, High Roller Seats
Pegs: Battistini
Grips: Paul Yaffe

FRONT END

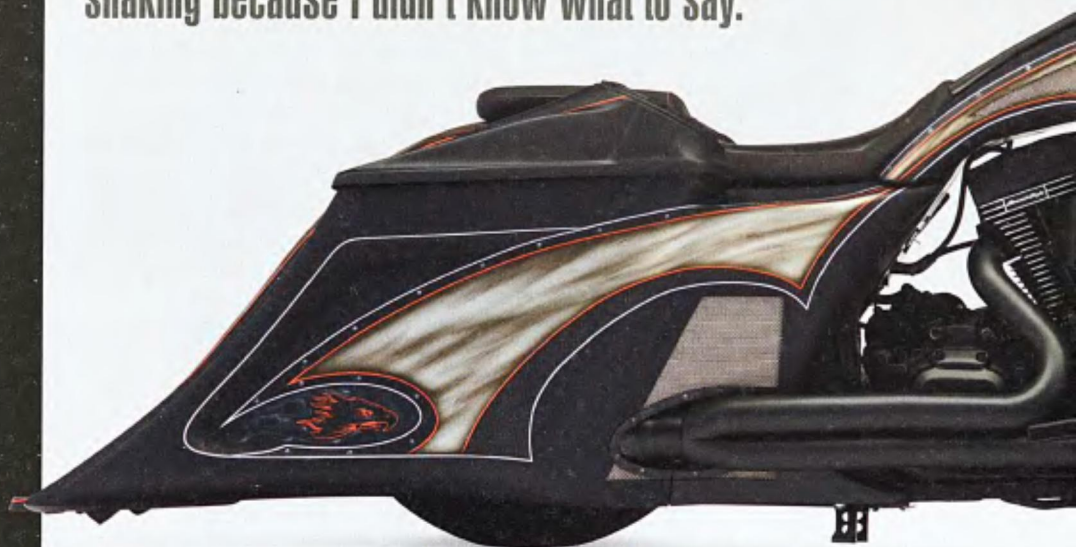
Type: conventional/AirFX
Extension: none
Builder: Arlen Ness

WHEELS

Size: 30-inch front, 16-inch rear
Wheels: Glenndyne
Tires: Vee-Rubber front, Avon rear
Brakes: Glenndyne

Photos: Michael Lichter
Contact: Shannon Davidson
The Chopp Shop
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"Paul Yaffe was the first person who showed up. He said, 'Man, I like that bike!' I remember that I was shaking because I didn't know what to say."





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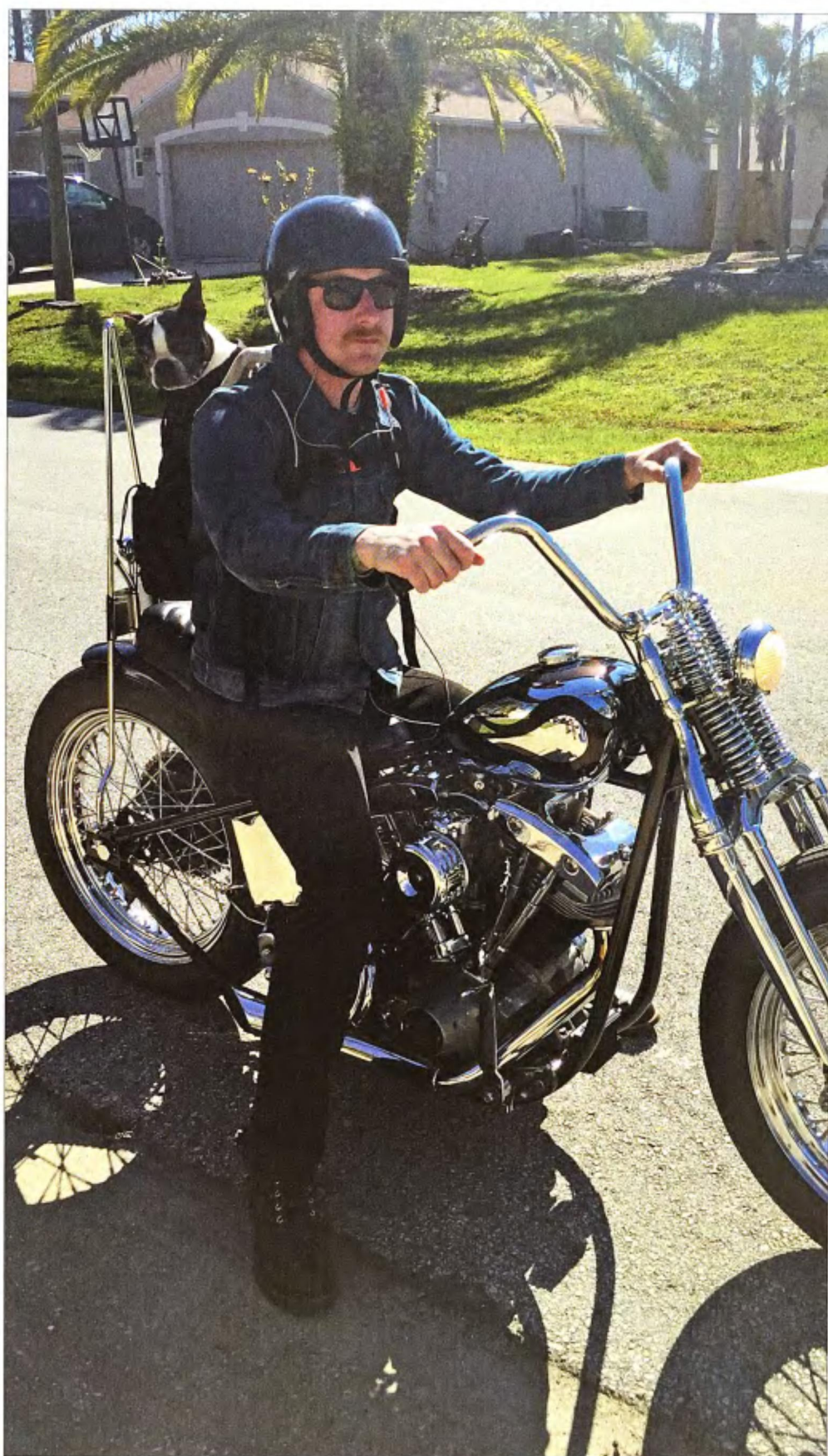
Hey, do you have a pooch that loves to putt? Maybe a dog that loves your Hog? A parrot that says, "Potato, potato, potato..."? How about a cat that cuddles up to your Kawasaki? (Maybe forget that last one). Well, we have a contest for you. Just email us a photo or video of your cute critter and, if our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

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



My dog Fraya is an American "Pit" Bull Terrier from Norrod bloodline.

—Chris Gonzales,
Pomona California



Some people have a monkey on their back. Matt has a pug named Garrett.

—Matt Waln, Warrenton, Virginia



Charlie is a French bulldog. He doesn't ride with me but he loves my bike. He gets exited anytime he hears it, and anytime I'm wrenching on it he's right there helping me.

—Chris Duncan, Toms River New Jersey



At First Sight

Ace never believed all the hype regarding "love at first sight." He'd heard chicks spout such baloney and even a few of his brothers had mumbled about it in their weaker, booze-soaked moments, but Ace just laughed it off and grumbled things like "love is for pussies." Right up to the day it had happened to him.

He knew it from the moment he saw her. He let his eyes brazenly roam all over her. He didn't care who saw him staring. He didn't care who noticed the stars in his eyes, and he also didn't care what anyone thought of his overall slack-jawed, lost look.

She represented beauty in every classic sense of the word. Her curves,

her stance, her way of leaning to one side. She looked a little bit hard-edged and life worn, but that was just the way Ace liked 'em.

He walked over to her and whispered "My God, where have you been all my life?" He knew it was a time-worn line, but he was sincere. "You are beautiful." Absolutely no reaction from her at all. It was as if she was deaf. Undaunted, Ace walked around her, taking her all in. She would be his, no matter what the cost, no matter what trials he had to endure to have her. In a word, Ace was smitten.

Fast forward a few years. Ace always got what he wanted and so it was with Tammy. She was his in every sense of

the word and they were inseparable. Where he wandered, Tammy wandered. They traveled back roads together, both of them enjoying the straight and narrow, as well as the winding twisties. She responded enthusiastically to the hard acceleration when Ace felt like twisting the wick, but she was just as happy when pegs were scraped in tight switchbacks. She lifted Ace when he was down about club business, family problems, divorce complications or what have you.

Yes, divorce problems. Many men suffer through the pain and expense of a divorce or two, and frankly, it was the least Tammy could do to be there for him. She went to great lengths and



endured some gruff moods from Ace at times. After all, she was the cause of his most recent divorce. Tammy never apologized for it, she just kept up the steady job of bringing Ace a joy such as he had never known before. Time spent with Tammy was the most pleasurable time he could ever remember having.

Some of Ace's bros saw him as being a bit weak when it came to Tammy. After all, she always seemed to come first. Before business, before friendship, before bills or any other of Ace's responsibilities, Tammy always came first. All of them secretly had to admit that they too were involved in the same kind of physical and emotional

attachment that men can find themselves in. It happened to the toughest amongst them; every man has his weaknesses. Some of his brothers actually admired the way Ace was so damned honest about all of it. Not a one of them would try to get between Ace and Tammy.

Not to say that Tammy was perfect. She could be damned persnickety at times. There were some days when she cost Ace time, money, patience, friendships, and even pride. There was even a time or two when she left Ace abandoned in the middle of nowhere with nothing but his wallet and his finite patience to get him home. But that was to be expected. We've all been there.

As the years wore on, Ace and Tammy became closer still. They traveled the world together. Australia, New Zealand, England and Scotland, but mostly the two of them preferred the states. They crisscrossed America a dozen times over the years. The more they traveled, the closer the bond between them. She helped Ace make friends in every state and in all the countries they had travelled through.

There came a time finally when Ace considered severing ties with the old girl. Life threw him a few curveballs that even the strongest man couldn't be prepared for. A double dose of health scares slowed Ace for a while and Tammy couldn't do as much for him as she had in the past. He contemplated letting her go. It was agony for him to even consider it, but in the end he came to his senses. After all, Tammy had aggravated and annoyed him at times, but she had never deliberately let him down. He owed her his loyalty. And he owed her a good life in the event of his passing. So on a warm spring morning, he and Tammy headed to the club lawyer's office to draw up a will. Ace was getting on in years and all the best sawbones in the region didn't give him all that long to live, so it was the right thing to do.

The club inherited Tammy along with a string of conditions. She was to be taken care of the way she had always been. Only the best for her. She was to be treated with the utmost respect and she was to get her own, glass display case over the bar. Every year on Veteran's Day, she was to be removed from her case and ridden in the Vet's Day parade, and then parked amongst the other antiques and classics so the townsfolk could wander past and admire her. Her paint was to be kept pristine and she was to be thoroughly detailed and returned to her case after her sojourn in the parade.

The solid brass plaque that had been lovingly engraved by Ace would be polished each year and placed in the case alongside her. It leaned against her eighty spoke front wheel and simply read, "Tammy: the finest panhead I have ever known." —Z. Jakl



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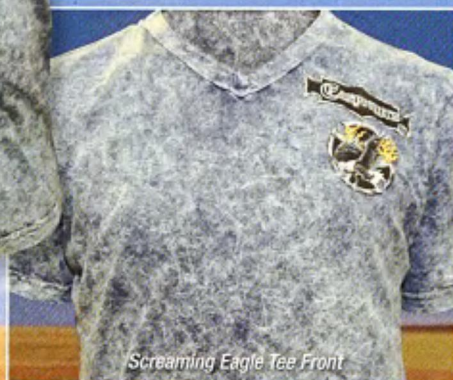


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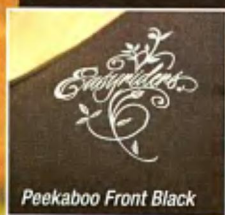
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Peekaboo See-through back



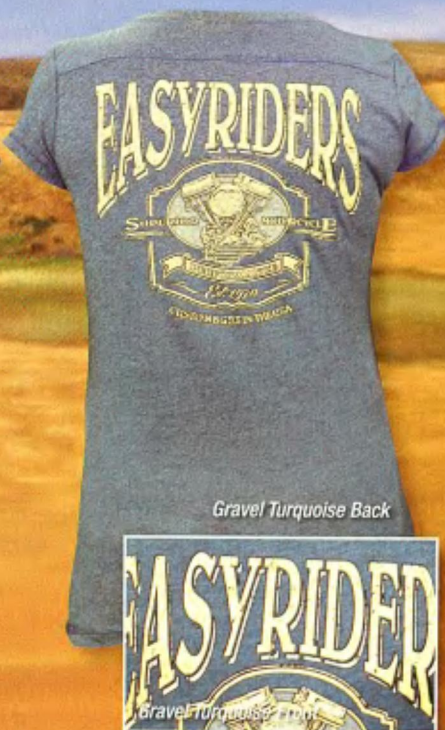
Peekaboo Front Black



Peekaboo Front Pink

Peekaboo Womens Tee

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Gravel Turquoise Womens Tee
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womens



A '49 PANHEAD LOVE STORY

SLOW & STEADY

Adam "Manboy Wolf" Perez from East LA, California built this 1949 panhead chopper the old fashioned way, with patience, hard work, and determination. After building his shovelhead chopper and ripping it around for a bit, he got panhead fever. Adam originally bought himself a 1951 panhead basket years before this build. Unfortunately, he had to sell off the '51 pan motor and VL front end to help pay his way through school. He hated to do it, but his priorities were on point, and he did what he had to do.



Adam did, however, keep the frame and wheels from the '51 for his future pan build.

A few years later, his friend Buddy from Transitions Skate Shop in Carson, California called him up one evening and turned him on to a 1949 matching belly numbers panhead basket case for sale. This would end up being the panhead he was waiting for and that you see here. Adam scraped together the dough to pick up the '49 basket case and eventually dropped the motor off with Phil Long of Cycle Works in Lynwood. While the motor was being built, he dismantled his beloved shovelhead for the frame and patiently collected the rest of the pieces over the next year and a half. He searched local swap meets buying, selling, and trading for every piece of the panhead puzzle. After all of the pieces were collected, like the original Flanders bars, the step-down throttle, and the Lee clutch pedal, he began the process of fitting them all together.

Adam entrusted his good friend Mitch Romero (@mitchoacangold) with the fabrication work. "Mitch killed it on the 'subtle, yet tasteful, but still a little wild,' fab work," says Adam. The two of them spent countless hours staring at the bike and taking things slowly to make sure it was all done right and the lines flowed the way they should. "I think a bike needs to spend enough time in a garage/shop. It has to slow cook for just the right amount of time, like a good pot roast," Adam tells us. After the fab work was finally all buttoned up, Adam started slapping Bondo on the frame to begin the molding process. Being his first time working with Bondo, Adam wasn't too sure about how it was going. After an inspirational chat with his pal Max Schaaf of 4Q Conditioning, Adam kept at it and ended up doing an excellent job, if you ask us.

"I think a bike needs to spend enough time in a garage/shop. It has to slow cook for just the right amount of time, like a good pot roast."





Owner: Adam "Manboywolf" Perez
City: Alhambra, California
GENERAL
Designer: Manboywolf
Fabrication: Mitch Romero
Year and make: 1949 Harley-Davidson
Model: panhead
Assembly: Manboywolf
Time: 69 months
Chroming: Eli's

ENGINE

Year and make: 1949 H-D
Model: panhead FL
Rebuilder: Cycle Works
Ignition: distributor
Displacement: 74 cu. in.
Lower end: Phil
Balancing: Phil
Pistons: custom
Heads: polished
Cam: Andrews B grind
Lifters: solid
Carb: M74B
Air cleaner: Roth
Pipes: Mufflers by Mitch

TRANSMISSION

Year and make: 1965 H-D
Modifications: polished
Shifting: jockey lid

PAINTING

Painter: Chaka
Color: panty droppin' purple
Type: Chaka metallic

FRAME

Year and make: 1948 H-D
Type: wishbone
Rake: custom
Stretch: none
Shocks: Never!
Other modifications: molded

ACCESSORIES

Bard: Flanders OG Apes
Handlebar controls: throttle
Fender: custom
Headlight: it works
Taillight: more than one
Pegs: ATR

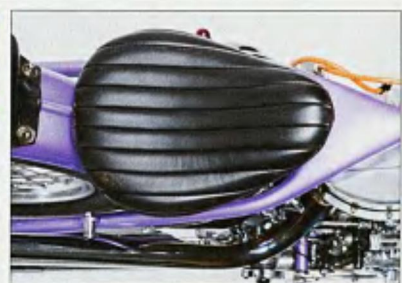
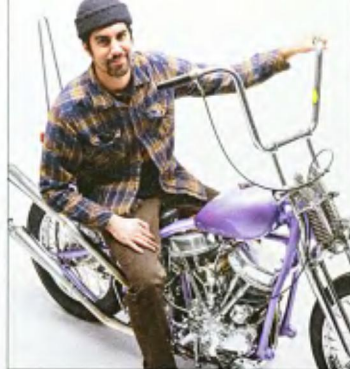
Electrics: custom
Gas tank: Livin' Co.
Oil tank: horseshoe
Oil system: H-D
Seat: River Seat Co.
Grips: 7/8's

FRONT END

Type: springer
Extension: none
Builder: H-D

WHEELS

Size: 21-inch front, 18-inch rear
Hub: star
Tires: black
Brake: Yes



Photos: Ben Zales

Next came the paint. Adam had intended on painting the bike with a coworker in his East LA back yard when another good friend asked to paint it. Mark Choiniere (@paintbychaka) had recently started painting bikes and wanted a crack at Adam's panhead. Mark did a terrific job on the prep work with help from Peter Stoddard, and as we all know, prep is half the battle. Mark then proceeded to lay down the perfect shade of panhead purple on the frame, tank, and fender. Once the bike was painted and the chrome was done, it was time for the assembly.

During assembly, Adam's longtime friend and fellow panhead owner Jamal Hollis (beefy_mcyesplease), or "Dramal" as he's known, was there every step of the way, preaching and coaching Adam on the ways of a nice bike. "He definitely pushed me over the edge with polishing the motor cases, transmission, and the heads," said Adam. Jamal convinced Adam that everything would be easier to clean if it was polished, and he took his advice, as you

can see. This build may have taken Adam two years to complete, but, as they say in the story books, "slow and steady wins the race."

Adam sums this feature up by saying, "I have tons of time and effort into this bike. To me, it's like a completed project that keeps on giving. It kicked my ass mentally and physically at times, but I love this damn bike. It is not for sale."

—Cary Brobeck



**"I have tons of time
and effort into this bike.
To me, it's like a
completed project that
keeps on giving."**





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OLD-SCHOOL STYLING WITH NEW-SCHOOL ATTITUDE

Low Rider Road Test

Harley-Davidson's Low Rider model has been around since 1977. It was an instant hit with Harley customers when it first came out, and the company reportedly sold more Low Riders than any other model that year.

That really shouldn't come as a surprise because it was the company's first attempt at a factory-made custom. The Low Rider was the ideal platform for further customization by its owners.

The Low Rider has been a Dyna model for the past quarter-century, but since Harley-Davidson decided to merge the entire Dyna line with its Softail models for 2018, the Low Rider is now a Softail, one of nine Softail models the

company has come up with so far in their ambitious plans to offer a total of 100 different Harley-Davidson models within the next ten years.

The folks at H-D are betting on the fact that the Softail's smoothly flowing rigid frame look is far more attractive to riders than the old suspension shocks that used to connect the Low Rider's older frame with its swingarm set-up. But the new frame for 2018 is an improvement over both the Dyna and Softail frames of old.

Much has already been written about the new high-stiffness, carbon steel, tubular frame that is said to be 65 percent stiffer than last year's Softail frame.







It is also less complex with fewer welds, yet at the same time 15 percent lighter. Benefits include increased lean angles, sharper turn-in response, quicker acceleration, nimble flick-ability, and easier side stand lift-off than previous Softail and Dyna models.

All nine of these new Softail models come with a 107-cubic-inch Milwaukee-Eight engine configuration. Some of them are also available with the 114-inch engine, although the Low Rider is not one of them. But because the Low Rider only weighs about 660 pounds wet, this 107-inch Milwaukee Eight, offering 110 foot-pounds of torque at 3,000 rpm, is plenty sufficient to give

the rider a nice thrust when twisting that throttle.

Ironically, the Low Rider doesn't sit quite as low as some other current models and actually sits about an inch higher than those early Low Riders. However, even with a 28-inch inseam, most riders should have no problem getting both feet flat on the ground when they're at a stop. The Low Rider's long heritage is still visible not only in the bike's stance, but also in some of the stylish accents it features, such as the headlight visor, the pull-back handlebars, and the dual gauges mounted on the dash on top of the gas tank. These consist of a speedo, tach,

two trip meters, a reserve gas indicator, and a clock, while the 5-gallon gas tank itself sports a paint job that's very reminiscent of Harleys from the late 1970s.

Also reminiscent of that era are the new Low Rider's wheels, which are cast aluminum that's been machine highlighted. You've got 16 inches in the rear and 19 up front, just like in the old days. It's a combo that not only gives the Low Rider its cool stance, but also puts the rider in a very comfortable pilot position, so long as you're not over 5-foot-9 tall.

Taller riders may feel a bit crowded after a while due to the bike's



combination of mid-mount pegs and pullback handlebars. After about 50 miles, I wanted to have forward controls for my legs, or mini apes for my arms, or maybe even both. Fortunately, Harley-Davidson has a vast array of parts that'll help you get very comfortable on this bike. There's even a set of saddlebags that fit this bike perfectly, tucked in just above the bike's large-diameter exhaust pipes, so you can stash a few items for a weekend trip. As for those mufflers, the company may call these pipes "shotguns," but the mufflers act more like silencers, so don't expect to be setting off any car alarms as you ride down the street.



2018 LOW RIDER

Engine: Milwaukee-Eight 107

Bore/stroke: 3.937 in./4.375 in.

Displacement: 107 cubic inches

Compression ratio: 10.0:1

Fuel system: Electronic Sequential Port Fuel Injection (ESPFI)

Exhaust: 2-into-2 offset shotgun; catalyst in muffler

Length: 92.7 inches

Seat height, laden: 26.2 inches

Seat height, unladen: 27.2 inches

Ground clearance: 5.1 inches

Rake: 30 degrees

Trail: 6.4 inches

Wheelbase: 64.2 inches

Tires: 110/90B19, 62H BW front / 180/70B16, 77H BW rear

Fuel capacity: 5 gals.

Oil capacity: 5 qt.

Engine torque: 110 ft.-lb.

Lean angle: 29.6 right, 29.6 left

Fuel economy: 47 mpg

Primary drive: chain, 34/46 ratio

Wheels: black, machine highlighted, radiate cast aluminum

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

Aside from everything mentioned here, there isn't anything that sets the Low Rider apart from the rest of the new Softail line. A common feature is the high-performance, racing-style, cartridge front suspension that's very effective on any type of road and makes handling the bike a breeze. ABS braking is optional on this bike, while the security system comes standard, as does the keyless ignition and the USB port on the left side of the bike's neck.

In a way, the Low Rider can be seen as an intermediate model that fits somewhere between the no-frills Street Bob and the two-bikes-in-one Sport Glide. It's a great ride for cruising around town and maybe an out-of-town weekend, but with readily available accessories like those saddlebags and a sissybar, who knows how far away from home you might end up?

Starting at \$15,000 for the vivid black version and \$15,400 for the color versions, the Low Rider is not Harley's lowest-priced Softail model, but also not its most expensive one. This Low Rider sits smack dab in the middle of the H-D line-up; bigger than a Sportster, but smaller than a bagger, just as it always has. For more info go to www.h-d.com.

—Tripper

Photos: Kai R and Kit Maira



THE Metalsport Wheels STORY



Matt Hotch's "the Vinnie"

The journey of the big wheel on motorcycles began in 2005 when master bike builder Matt Hotch of Fullerton, California built a bike called "the Vinnie" for the Discovery Channel's *Biker Build-Off* TV series and decided he wanted to create a custom chopper with a 20-inch wheel in the back and a 26-inch wheel for the front.

Making the massive front wheel wasn't the biggest challenge, rather it was finding a tire company that would make one-off tires. After approaching several tire companies that were not interested in making a one-off tire, Matt found Vee Rubber, a company based in Thailand that was willing to make his two, odd sized tires. Some think of Vee Rubber as a small company, but they employ over 7,000 people and have long been in the business of making car and motorcycle racing tires. At that time, Vee Rubber had not entered the V-twin market but they were interested in doing so, and agreed to make the two special tires.

Matt then approached the guys who are now known as Metalsport Wheels to make the one-off wheels and several other components for the bike. The guys at Metalsport had worked on the previous two bikes builds that Matt did for the *Biker Build-Off* TV series. After the show wrapped, Matt pondered what to do with the 26-inch wheel and tire. He decided to put it on a new chopper he was building, and that was the beginning of the big wheel trend.

Having seen the success of the 26-inch front wheel, the guys at Metalsport Wheels decided to push the big wheel envelope by creating the first 30-inch front wheel. Once again, they approached Vee Rubber to create the rubber for their new design.

"We didn't really think people would ride a bike with a 30-inch front wheel," Metalsport's owner Ron Loynds tells us. "We just wanted to present the opportunity to talented bike builders in order to push their skills in creating concept bikes." The difference between

the 26 and the 30-inch wheel is that the 26 can go on a standard frame, but the 30 required modification of the frame and neck. Not just being satisfied with concept bikes, Ron and his crew discovered that people wanted to ride bikes with 30s out front. Matt Hotch, who would never put out a bike that wasn't rideable and safe, took the time to reengineer the frames and necks with proper rake and trail and designed a very rideable and comfortable 30-inch motorcycle.

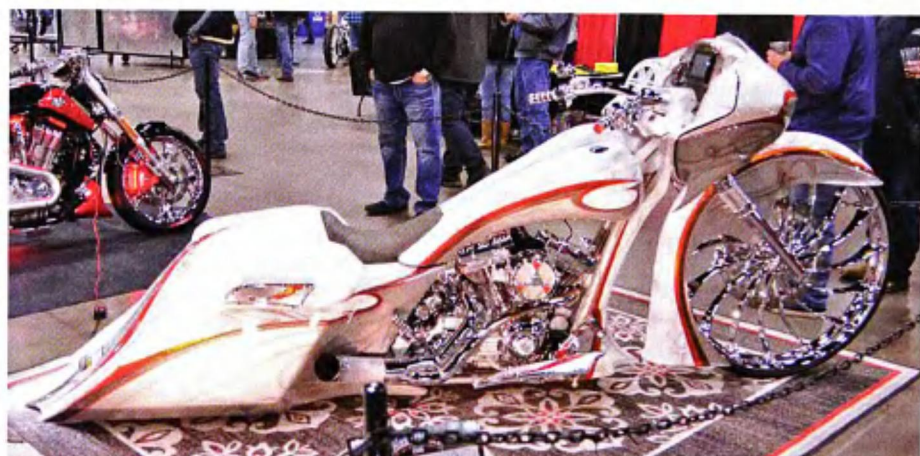
People were naturally skeptical of the 30-inch front wheels and they took a bit of time to catch on. But after seeing custom touring bikes riding from coast to coast using Metalsport's 30-inch front wheels, the big wheels started moving. Over a two-year period, the 30 overtook the sales of the 26-inchers on baggers two to one, and today those sales are probably three to one.

At the beginning of the sales of the 26-inch wheel and tire, there were



Anyone who bought a 32 or a 34-inch wheel and tire bought it exclusively from Metalsport with the tire mounted, and the company only sold the wheels to builders that could set up the frame and neck properly. Consequently, there have been no issues with the 30s, 32s or 34s. "We knew the wheels were going on bikes with builders who knew how to set them up properly," Ron says. "Many of the people who ride these bikes claim that they handle better than a stock bike, mostly that the large tire smoothens out the highway, not so much with U-turns though."

Many critics said when the 26 and 30-inch wheel came out that it would be a short-lived fad. That was ten years ago. "The 34s were introduced two



Photos: Metalsport

complaints about tires leaking and Vee Rubber took a bad rap. The actual problem was that people didn't know how to properly mount a big tire. Unbeknownst to them, they were ruining the bead seat when they installed the tire and it would leak. At the same time that people were complaining about the 26-inch tire leaking, Metalsport was selling the 26-inch wheel with a mounted tire by the hundreds and never had a problem with them leaking.

With all the complaints coming in, Vee Rubber decided to reengineer the bead seat and made it more user-friendly to mount the tire without damage. "When Metalsport came out with the 30-inch wheel and tire, we decided to approach the market differently," Ron says. "We only sold the wheel and tire together, with the tire



mounted by us exclusively for a year to establish that the tire had no problems. When coming out with the 32-inch wheel and tire, and then later the 34, we used the same approach."

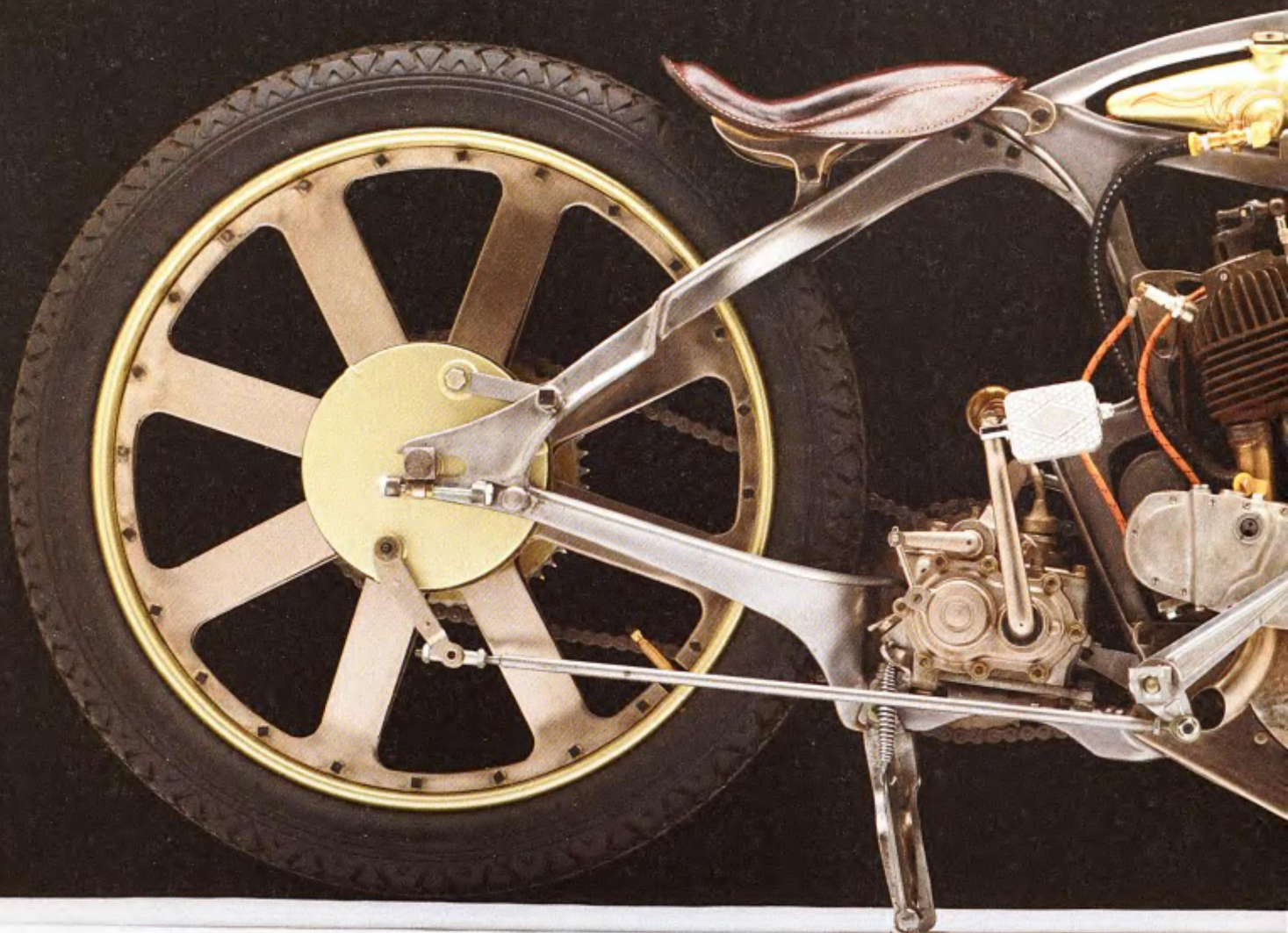
years ago, are really starting to move because they have been established to be so rideable," Ron tells us. "People ask when the next, bigger wheel will come out. It will have to be someone else who makes an even bigger wheel and tire; the 34 is the last version of the big wheel from Metalsport. If you are thinking of building a bike with a 30, 32 or 34 wheel, make sure you research the people that are going to modify your frame. There are really good people out there, and some not so good. It will make all the difference in the performance of your bike."

The folks at Metalsport will be happy to suggest some of the builders that put together a quality frame and neck, if you'd like to give them a call at 562-776-9594 or visit them online at metalsportwheels.com.

—Dave Nichols and Ron Loynds

THE MALUNGEON

Matt Harris' 40cal Customs 1929 Harley JD



Matt Harris, the builder of this amazing motorcycle, hails from Alcoa, Tennessee. It is an area that is steeped in tales of a forgotten people known as the Malungeons. They were a mix of Native American, African, and European ancestry; an isolated tribe of free men and women who lived hundreds of years ago in and around central Appalachia. "I named this bike The Malungeon because, like that tribe of people, it is of unknown origin and doesn't fit into a class," Matt tells us.

"It is basically a bunch of parts that don't really go together."

We spoke to Matt hot on the heels of his return from Daytona Bike Week where he raced in Billy Lane's Sons of Speed. "We finished fourth in the Hot 61 Class," Matt says proudly. The Tennessee builder began riding when he was 17. "I had a ragged out basket case 1969 XLCH. My dad was a biker and told me 'If you wanna ride it, you gotta put it together.'" Matt did just that. He remembers a lot of kicking on the old starter pedal and says he

pushed that bike as much as he rode it.

About four years ago, Matt started his own bike shop on his property called 40cal Customs where he builds choppers and makes custom parts for people. The goal for this bike was to bring something cool to the Born Free Show. Matt found the 1929 JD motor intact, brought it home, and took it apart. "It was actually in very good shape," Matt recalls. "We had to replace a few parts, but put it back together, including the factory iron pistons. I kicked it over three times

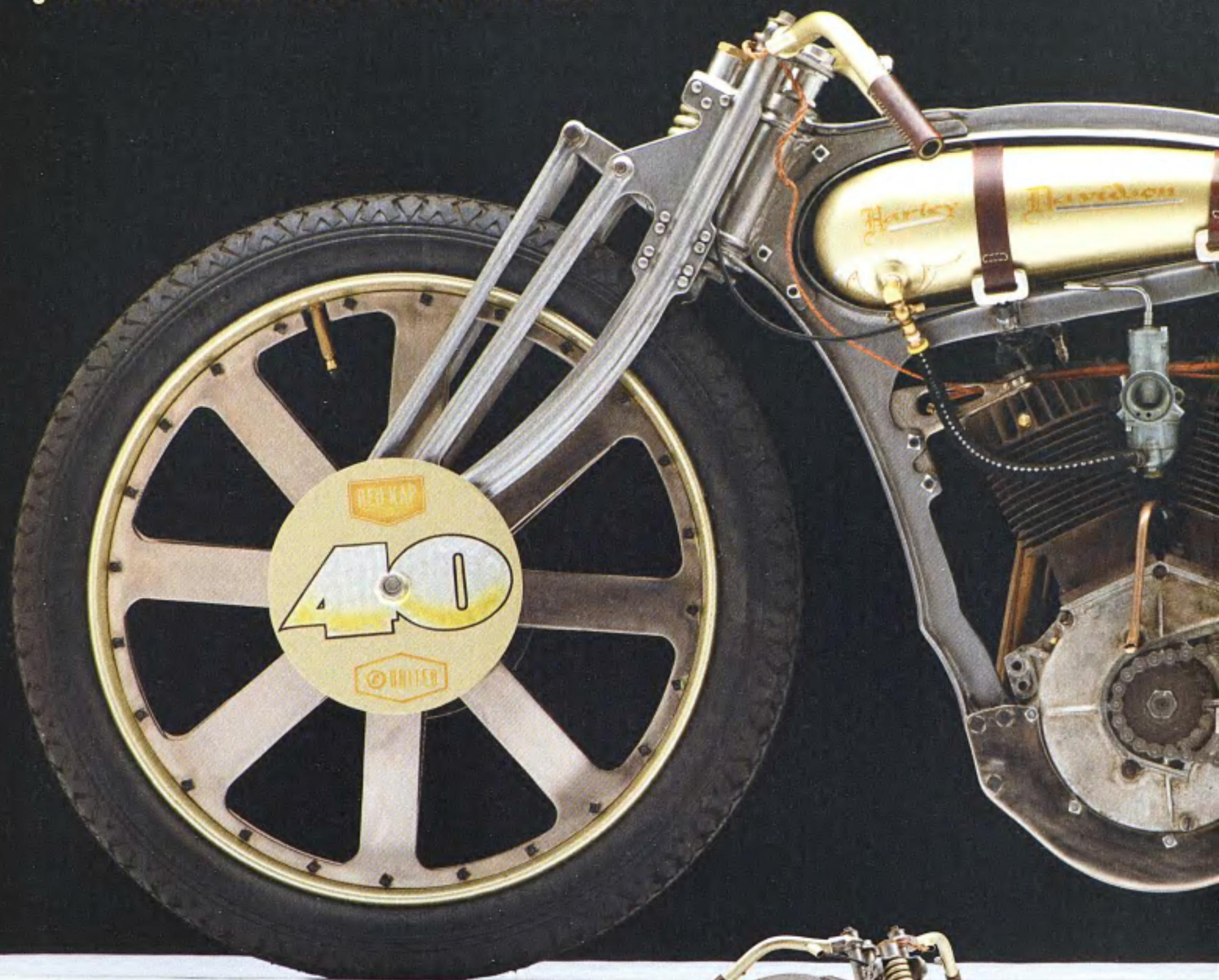


and it fired right up."

As for the look of the bike, Matt is a fan of the British Brooklands Racing of the 1930s and '40s. He had also come across a book of old Harley-Davidson patents and discovered that H-D had worked on stamped steel frames back in 1918. "I wanted to build the frame out of plate steel and give it the lines and looks of an old race bike," Matt explains.

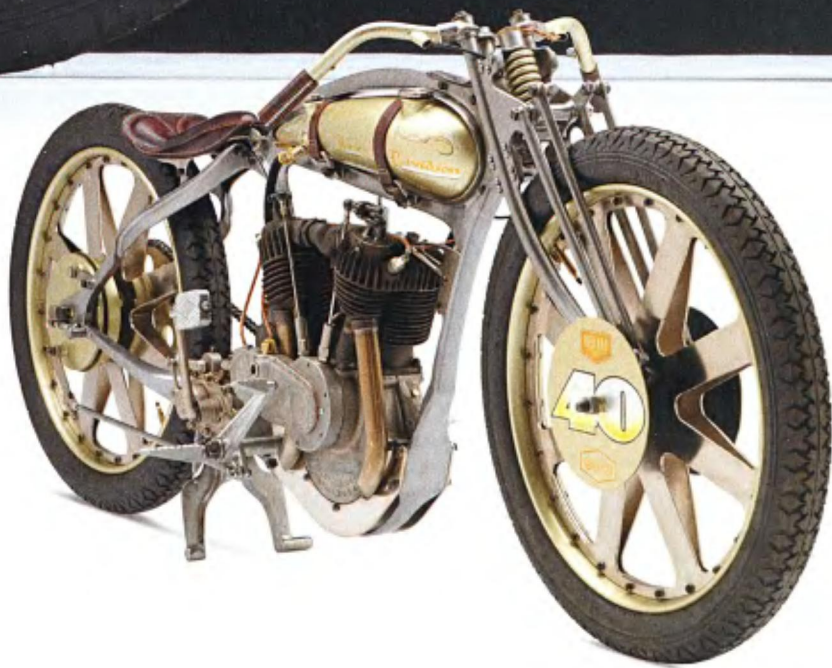
"A bunch of my friends like to go on scrambler runs, riding Sportsters through the woods around here."

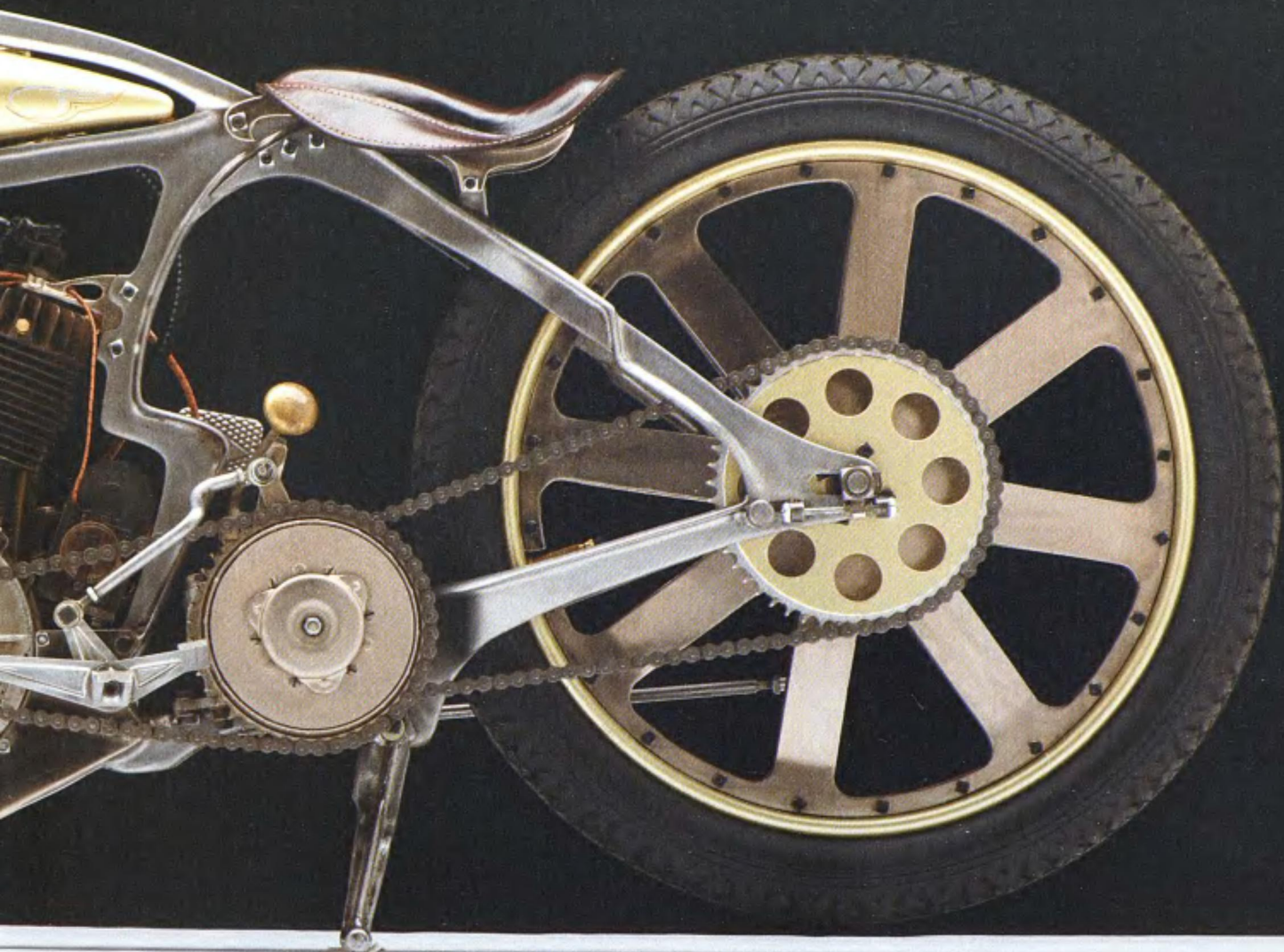
"I wanted to build the frame out of plate steel and give it the lines and looks of an old race bike."



"I crashed. Hit a tree going 40 mph and smashed myself up pretty good. So I called all my friends to help me put this bike together for Born Free. We had about three months to basically build everything from scratch, and I was being pushed around in a wheelchair," Matt says.

"We made everything from the chassis and front end, to the tanks, and even the wheels," Matt tells us. "We copied 1925 Bugatti wheels and made them out of steel starting with flat plate and hand-formed them."





They weigh about 20 pounds apiece. All my friends jumped in to help. Mike Barillaro did the gas and oil tank, Dave Snapp from Custom Cycle Corner and Mason helped out a lot, as did my dad. Carp handled the foot controls, David Corn did the seat and some assembly, and Flea sprayed on the House of Kolor paint."

Matt's favorite handmade part of this scoot is the frame. "I know what it took to build. It's all hand cut with a torch," he says. When asked how The Malungeon rides, he tells us that it

runs incredibly smooth. The 40cal team finished it at 5am before leaving for the Born Free Show where it was very well received. Then it was on to Sturgis as part of the Michael Lichter "Motorcycle as Art" Museum Show at the Buffalo Chip. Then Matt took it to the Easyriders Nashville Bike Show where it won the John Green Award, and went on to win Best Antique in the Columbus Invitational. "The best thing for me was to see so many bike builders I have admired and really looked up to, just staring at my bike,

taking it all in. It was an honor."

It seems to me that the Malungeon people are a bit of a mystery, forgotten in time. Who knows where they came from and who knows where they went? The bike called The Malungeon shares some of that mystery beginning with a motor of unknown origin and a bunch of parts that don't really go together, but blend into something altogether unique and original. I think that gazing at this motorcycle conjures a similar sense of mystery and wonder. —Dave Nichols

Owner: Matt Harris
City: Alcoa, Tennessee

GENERAL

Fabrication: 40cal Customs
Year and make: 1929 Harley-Davidson
Model: JD
Assembly: 40cal
Time: four months
Chroming: Electroless Nickel

ENGINE

Year and make: 1929 H-D
Model: JD
Rebuilder: Dave Snapp
Ignition: Bosch Zev mgneto
Displacement: 74 cubic inches
Lower end: H-D
Balancing: H-D
Pistons: stock
Heads: stock
Cam: H-D
Lifters: H-D
Carb: Amal
Pipes: 40cal

TRANSMISSION

Year and make: 1923 H-D
Modifications: nickel plated parts

PAINT

Painter: Ron Fleanor
Type: House of Kolor

FRAME

Year: 2018
Builder: 40cal
Type: plate formed
Rake: 26 degrees

Stretch: none
Shocks: none

ACCESSORIES

Bars: 40cal
Hand controls: internal throttle
Fenders: none
Headlight: don't need it
Taillight: don't need it either
Speedo: only at the pool
Pegs: Carp Mfg.
Electrics: in the bag
Gas tank: Barillaro Speed/40cal
Oil tank: Barillaro Speed/40cal
Primary: stock

Seat: Comfiass Seats
Grips: Comfiass Seats

FRONT END

Type: springer
Extension: none
Builder: Harlot Cycles/40cal

WHEELS

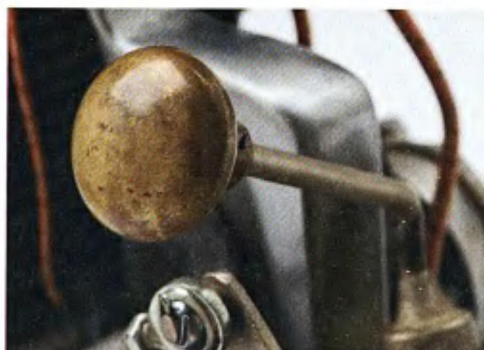
Size: 30 inch
Builder: 40cal
Tires: Firestone front, Coker rear
Brakes: H-D drum rear

"We copied 1925 Bugatti wheels and made them out of steel starting with flat plate and hand-formed them."



Photos: Michael Lichter

Special thanks: Red Kap Workwear, Blue C United, Dave Snapp, Bonnie Harris, Kenny Harris, Hannah Harris, Nate Jacobs, Carp, Mason Wilit, David Corn, Ron Fleanor, Chase Anderson, Kickstand, Scott Maddux, Edd Harris, Dale Walksler, Mike Barillaro, and Tricky Air suspension



REALLY COOL NEW HARLEY BOOTS

If you've ever been riding your bike for hours at a stretch on a hot, sunny summer day, then you know how your feet can feel like they're just sloshing around in some sort of primordial ooze inside those heavy leather boots you're probably wearing. Well, brothers and sisters, that is about to change. Relief is on the way for your steaming tootsies from the fine folks at Harley-Davidson Footwear. Just in time for summer, H-D Footwear has come out with a new line of riding boots specifically engineered to keep your feet cool during hot days. There are six styles in total: three for men, and three for women.

All six are made with heat-resistant leather that is infused with what H-D calls "TFL Cool System technology." It is

geared to keep the boots' temperatures up to 54 degrees (Fahrenheit) lower than standard leather when exposed to the sun's rays over time, and that in turn makes it much cooler for your feet and stops them from melting like Swiss cheese in a microwave.

All this cool stuff is apparently based on technology that lets the boot leather reflect the sun's rays, even though these boots are dark in color and really ought to absorb the light instead. It's that absorption that apparently causes the temperature inside your old boots to go up to an egg frying 140 degrees Fahrenheit. Holy cow leather! By reflecting

the sun's energy, these boots make life a lot cooler for your feet.

To test these new puppies out, I got myself a pair of the Bozeman boots, and I can say from first-foot experience that they are very comfortable and nowhere near as heavy as they might look. They also keep my feet at a very comfortable temperature on sunny days. However,

Women's Boots, left to right:
Desmet, Calvert and Chalmers



it hasn't been sweltering yet here in SoCal, so I'll have to wait until August to really put them to the test. But I did have an opportunity to take these boots on a ride to the Arizona Bike Week with temps ranging in the low 90s throughout much of my ride, and I can tell you that my little piggies were happy campers all weekend long, and never once did they feel like bacon sizzling in a frying pan. My conclusion, therefore, is that whatever this "TFL Cool System technology" is, I'm glad someone obviously much smarter than me came along and invented it.

improves ease of wear while subtle Bar & Shield branding and contrast top stitching on the boot's upper add a hint of Harley style.

Next up, the **Bladen** is an engineer style, mesh-lined boot that also features an inside zipper, rubber lug outsole for abrasion, oil, and slip resistance, as well as a Goodyear welted sole for reliable durability and added stability.

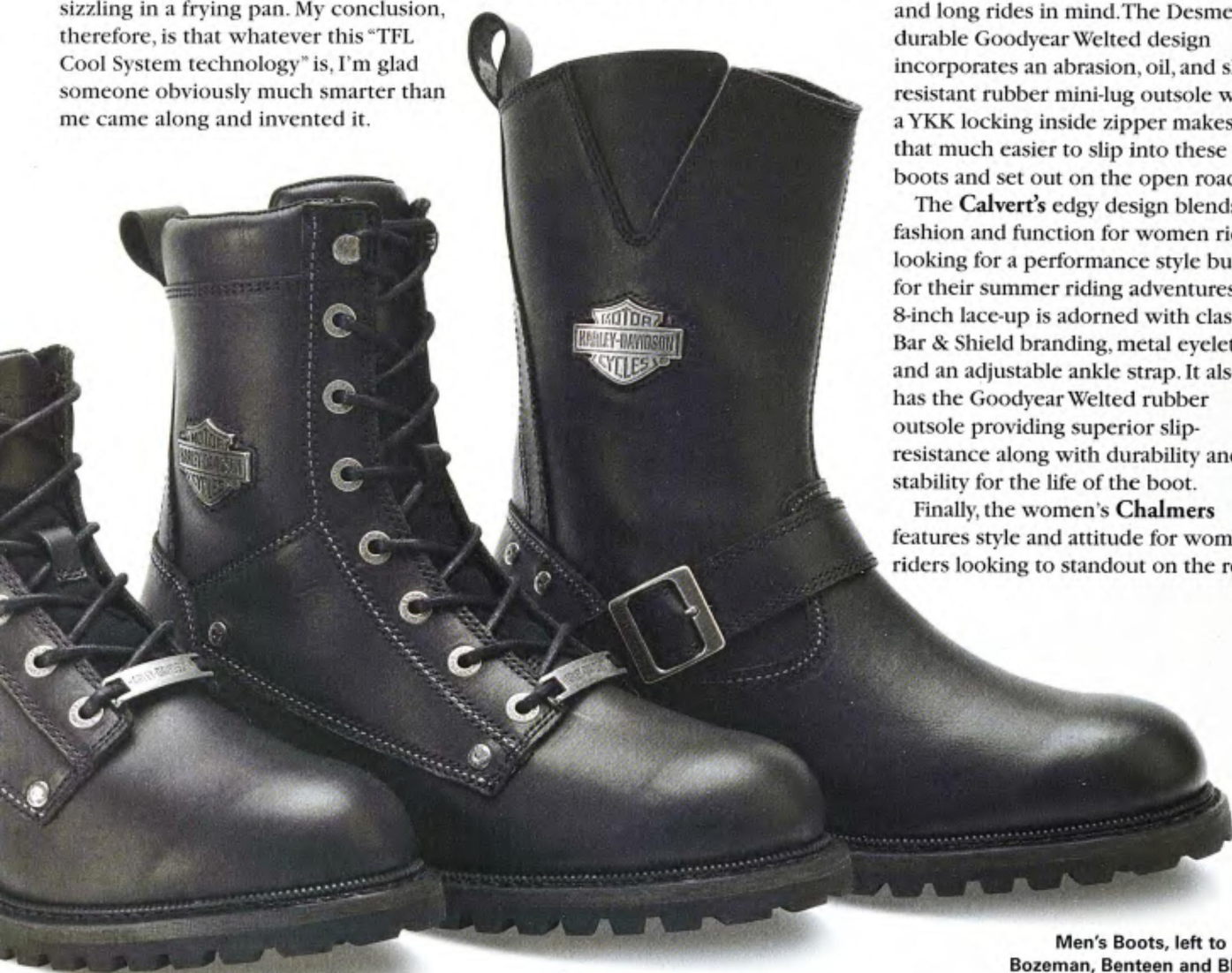
WOMEN'S BOOTS

Now let's check out the women's boots, all of which, just like the men's boots, benefit from that TFL Cool System technology for cooler feet and feature that YKK locking zipper:

The **Desmet** features a classic harness silhouette and full-grain leather upper designed with warm weather and long rides in mind. The Desmet's durable Goodyear Welted design incorporates an abrasion, oil, and slip resistant rubber mini-lug outsole while a YKK locking inside zipper makes it that much easier to slip into these boots and set out on the open road.

The **Calvert's** edgy design blends fashion and function for women riders looking for a performance style built for their summer riding adventures. The 8-inch lace-up is adorned with classic Bar & Shield branding, metal eyelets and an adjustable ankle strap. It also has the Goodyear Welted rubber outsole providing superior slip-resistance along with durability and stability for the life of the boot.

Finally, the women's **Chalmers** features style and attitude for women riders looking to standout on the road



Men's Boots, left to right: Bozeman, Benteen and Bladen

MEN'S BOOTS

Here are the three styles for men and what H-D has to say about them:

There's the **Benteen** with its classic lace-up design featuring a durable mini rubber lug outsole with superior abrasion, oil, and slip resistance. The Goodyear Welt construction improves stability and durability and lessens foot fatigue for the wearer on uneven surfaces. An inside locking YKK zipper

And finally you have the **Bozeman**, a 6-inch lace-up riding boot Harley calls a "must-have addition to your performance riding wardrobe." They also feature an abrasion and slip resistant rubber outsole and a rugged Goodyear Welt construction for added durability. The Bozeman, however, does not have the locking zipper, and I'm not sure why it would even need it.

and off. The 12.5-inch engineer-inspired silhouette is made modern with its taller height and state-of-the-art performance technology. It's also got the Goodyear Welted rubber outsole, of course, and that subtle H-D branding.

You can check these new boots out at your local Harley dealer or just go to www.h-d.com and see if a pair (or two) of them wouldn't be ideal for making your feet happy. —*Tripper*

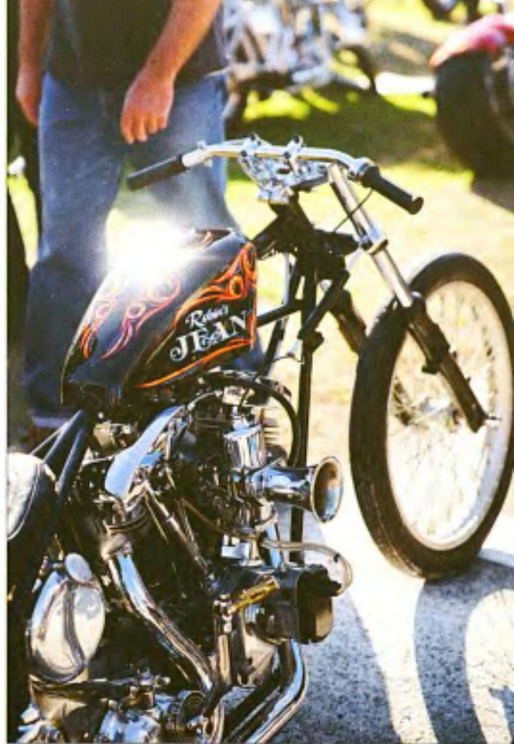
CHOPPER FEST

14TH ANNUAL DAVID MANN

The David Mann Chopperfest is generally held the second Sunday of December at the Ventura County Fairgrounds in Southern California. However, the 2017 event was postponed by the Thomas fire which hit the community days before the event and the Fairgrounds became a staging area for the displaced and for fire suppression efforts. A series of fires from Santa Barbara to Ventura led to evacuations for as many as 200,000 people.



CHOPPERFEST



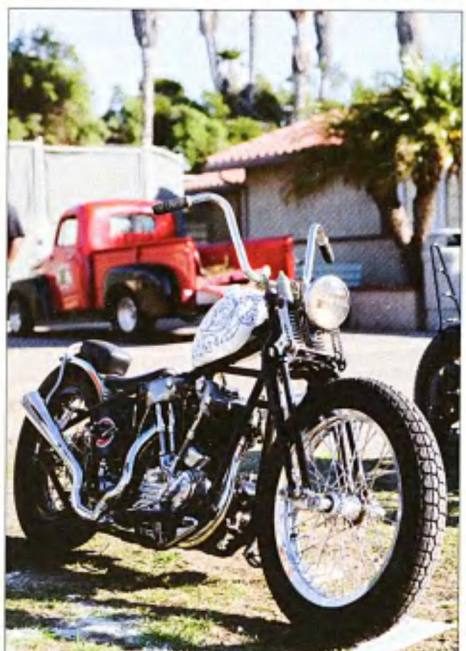
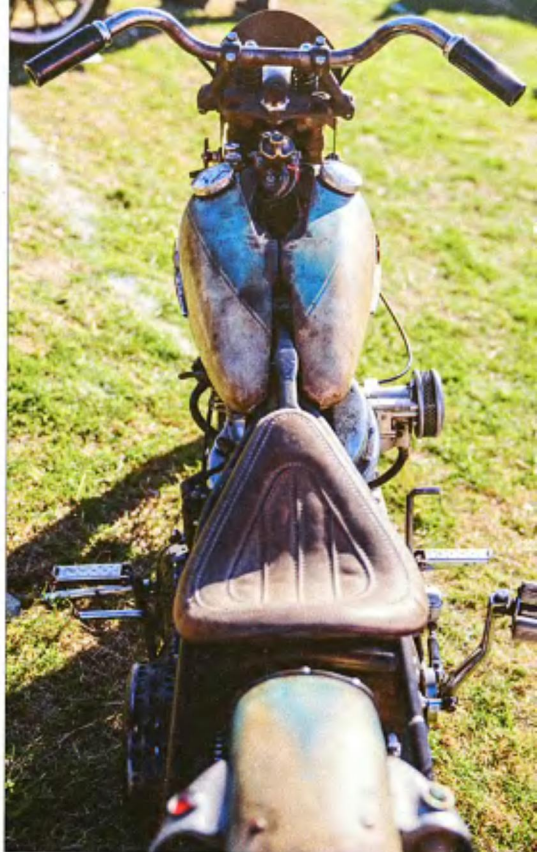
The Thomas fire ultimately scorched 281,883 acres, about 440 square miles, making it the largest fire in modern California history. The organizers of Chopperfest, Tory DuVarney and Dave "Huggy Bear" Hanson, changed the event date to February 4, 2018. Some of the proceeds of the event went to continuing relief efforts and the Red Cross, to give back to the community.





CHOPPERFEST





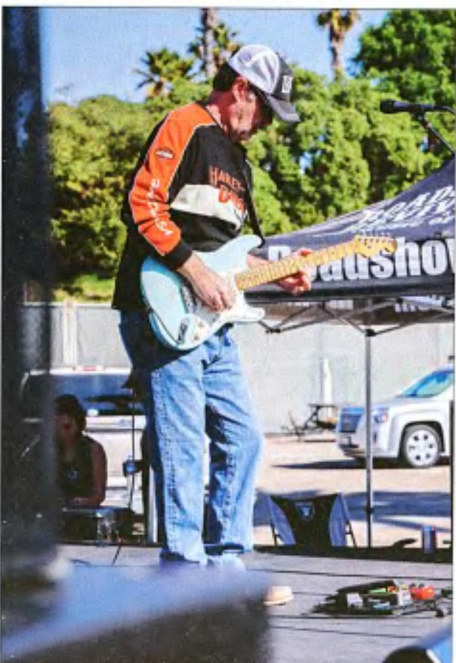
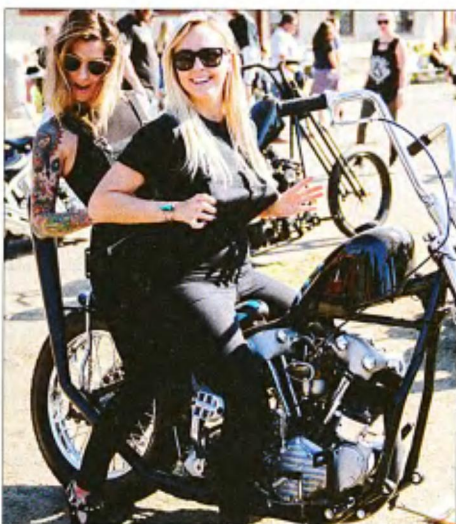
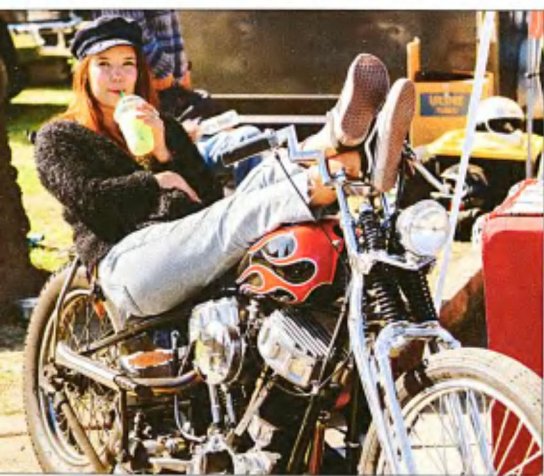
The chopper gods must have been pleased, because the attendance of the event was phenomenal, and the weather could not have been more pleasant. There was a fine crop of custom machines gracing the builders contest, and the swap meet and vendor area was packed. The formal title of the show is the David Mann Chopperfest Motorcycle Art and Culture Show, so of course there was a fine stable of artists and craftsmen showing and marketing their crafts, paintings, and creations. Topping off the show was a bevy of musical performances that went on all day long. Our own Steve "Beatnik" Werner was one of the starring artists to perform on the Chopperfest stage.



CHOPPERFEST







This writer grabbed one of the judging slots at the event and can attest that the competition was fierce. There were so many fine choppers to evaluate that judging was extra challenging this year. Besides judging my class, the bobber class, I weighed in on the most prestigious awards of the show, including Best of Show, the coveted David Mann Award, the Ross "Kiwi" Tomas Award, and the 805 Beer Award (a show sponsor). The judges were nearly unanimous on those awards, giving Best of Show to Ryan Grossman for his exceptional 1947 knucklehead, with Ryan Cox taking the David Mann Award for his exceptional 1939 flathead. Johnny Branch's 1969 shovelhead was the choice for the Ross Tomas award, and Mike Rabideau won the 805 Beer Award with his 1981 shovelhead.

A killer time was had by all, and the 15th Annual show has already been scheduled for December 9, 2018. For more information, check out Chopperfestival.com.

—Kit Maira







Best of Show
Ryan Grossman
1947 knucklehead



WINNER'S LIST

CHOPPER

- 1st Dalton Walker 1950 panhead
2nd Johnny Branch 1949 panhead
3rd Carlos Amador 1958 FLH

BOBBER

- 1st Stacey McCleary 1949/69 shovelhead
2nd Bob Carrillo 1967 shovelhead
3rd Dave Shaw 1971 shovelhead

ANTIQUE

- 1st Legends Motorcycles 1916 Henderson 4
2nd Brian Ellison 1928 H-D JD Police
3rd David 1937 knucklehead

DAILY RIDER

- 1st Boog (Ben Zales) 1947 knucklehead
2nd Victor Agaronov 1948 panhead
3rd Sam Gallagher 1950 panhead

MODERN CHOPPER

- 1st Jeff Ettleson 2017 Chopper
2nd Mario Garcia 2013 Special Construction
3rd Ricky Bongos 2015 Sportster

RADICAL DESIGN

- 1st Marco Barra 1980 Honda CB650
2nd Marko Djoric 2017 Djoric Design
3rd Ameiro 1980 FLT

METRIC

- 1st AFT Customs 1970 Honda CL362
2nd Ryan Stivers 1975 Yamaha XS650
3rd Ronnie Price 1974 Honda BD750

KOOLEST PAINT

- 1st David Martin 2014 FLHXS
2nd Ryan Glossman 1946 knucklehead
3rd Ameiro 1980 FLT

BAGGER

- 1st Mike Schuler 2014 FLHX
2nd Ivan Sacceba 2016 FLH
3rd George Delfino 2006 FLHR

SPORTSTER

- 1st Michael Tyrell 1970 Sportster
2nd Marko DelaCuesta 1969 XLCH
3rd Richard Jones 2000 Sportster

BRITISH

- 1st Frankie Klepadio 1969 Triumph TR6
2nd Tom Day 1976 Triumph T140
3rd Anthony Robinson 1969 Triumph T100

RACER

(race bike)

- 1st Chris 2000 Fuel FXR Drag
2nd Robin Gean 1981 HD Drag Bike
3rd Brent Johnson 1940 Indian Scout

SPECIAL CONSTRUCTION

- 1st Stephanie Cota 2005 Rigid Custom
2nd Michael Ojala 2013 Salt Flat Custom
3rd Oliver Jones 1982 FXRCT

FXR

(presented by KD Kustoms)

- 1st Adler Moto Design 1989 FXR
2nd John Jessup 1984 FXRP
3rd Rick Stratman 1989 FXLR

LADIES

(presented by Real Deal)

- 1st Julie Wafford 2001 Sportster
2nd Stephanie Cota 2005 Rigid Custom
3rd Lisa Cooksey 1993 FXRS-SP

RAT BIKE

- 1st Paul Wheeler 1939 EL knucklehead
2nd Bret Hatt 1943 EL knucklehead
3rd Norm Newman 1934 Fairchild
JAP Speedway

BEST KNUCKLEHEAD

Jeremy Aleck 1940 knucklehead

BEST PANHEAD

Super Chop Evan 1965 panhead

BEST SHOVELHEAD

Johnny Branch 1969 shovelhead

BEST OF SHOW

Ryan Grossman 1947 knucklehead
*Special thanks from Chopperfest to
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DAVID MANN MEMORIAL AWARD

Ryan Cox 1939 flathead

ROSS "KIWI" TOMAS AWARD

Johnny Branch 1969 shovelhead

805 BEER

Mike Rabideau 1981 shovelhead
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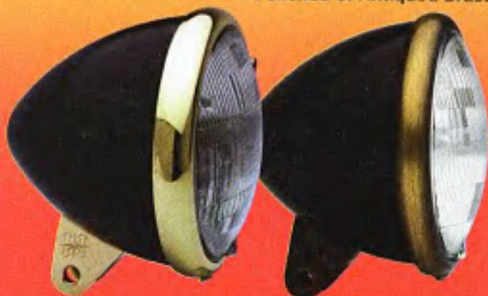
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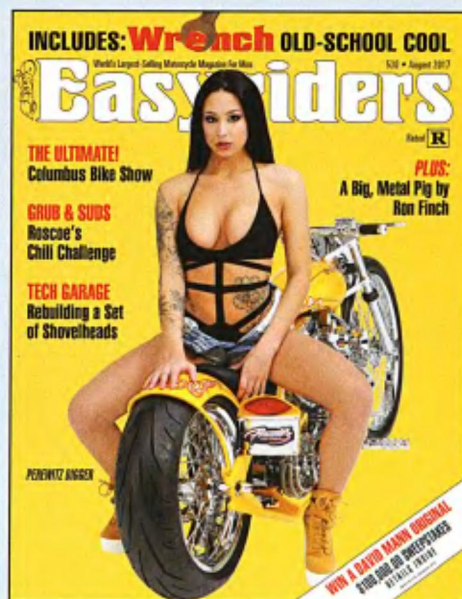
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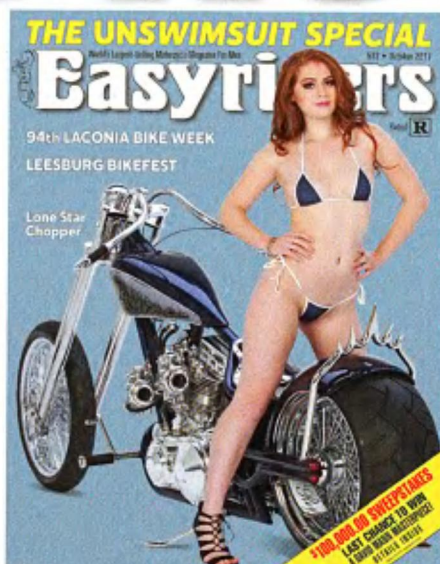
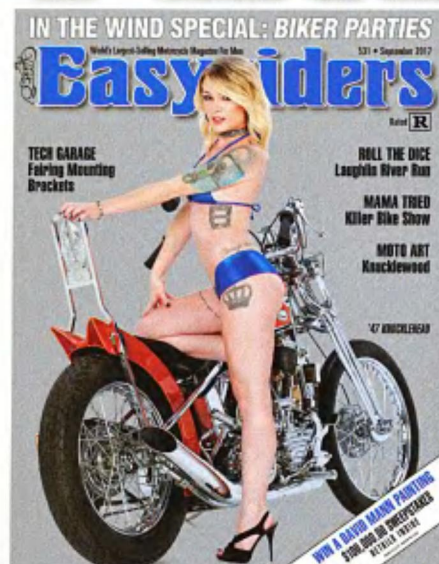
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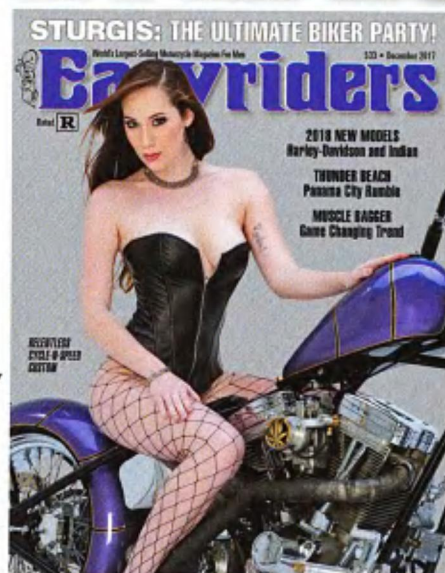
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you spent working in the office or mowing your lawn.
Climb that goddamn mountain." —Jack Kerouac
—Photo: Ben Zales, El Lay***





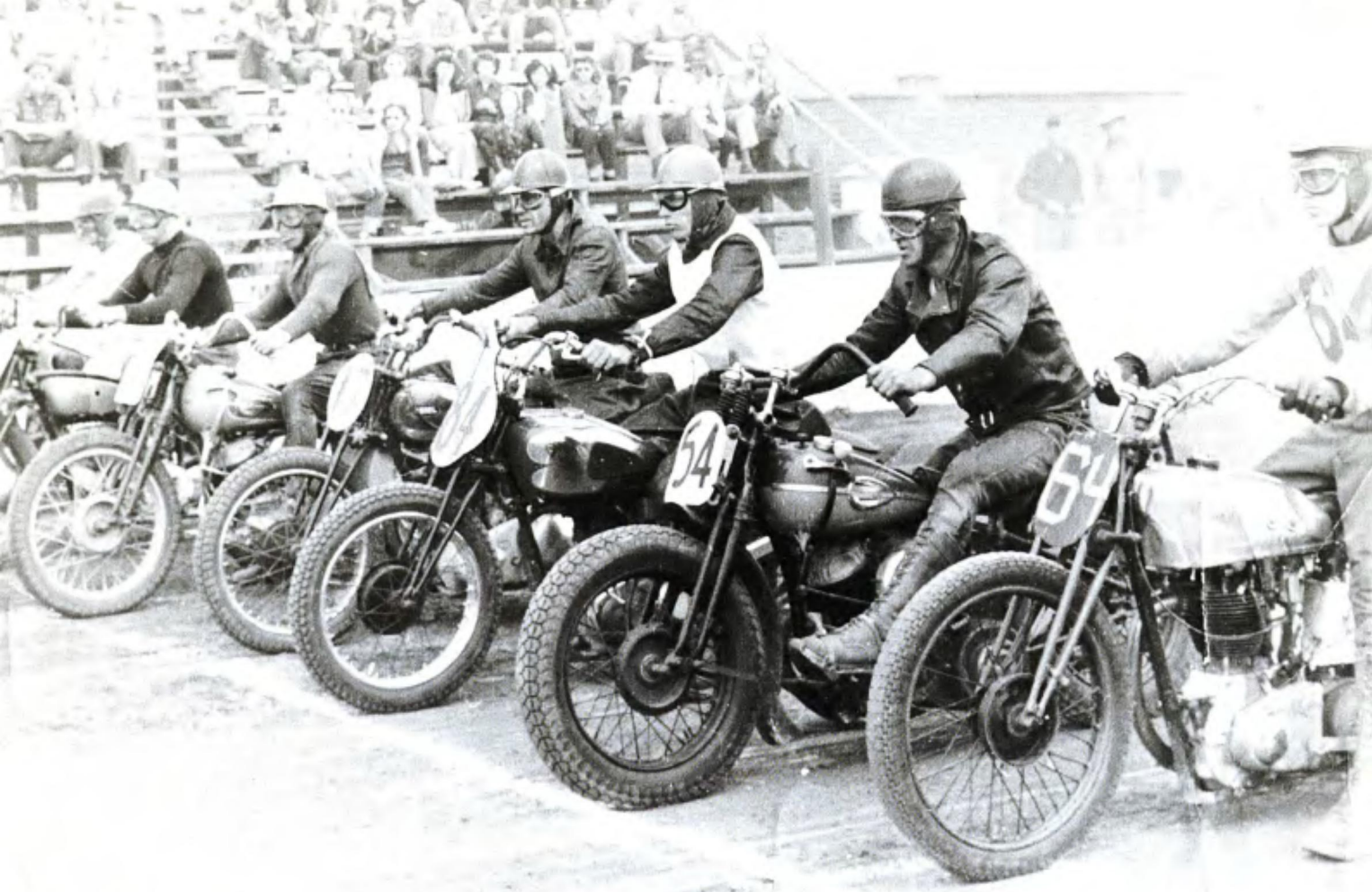
"Is that a burrito? Ew, that dude looks weird! Hey that chick looked at me! Oh and I have to pee again." —Fritz Braun, Germany



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—Chris and Gabe Gibbany, Harrison, Ark.

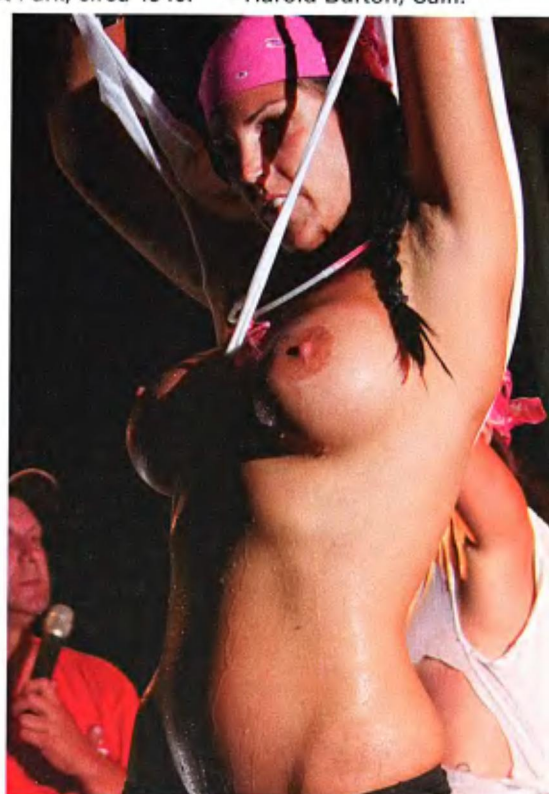
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"The first one with destroyed kidneys wins!" A flattrack race at L.A.'s legendary Ascot Park, circa 1940. —Harold Burton, Calif.



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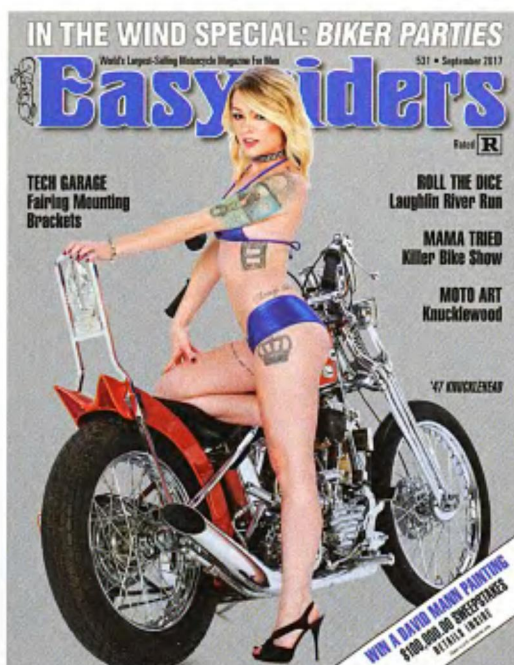
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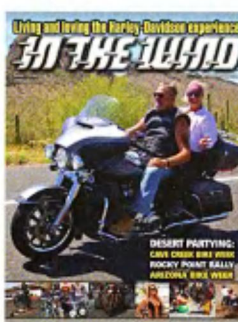
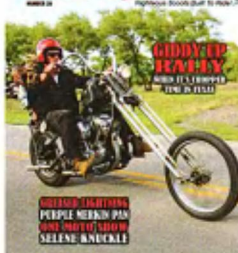
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This Month's Winner

Meet Irina from humidity-enhanced Florida, where she works as a state-licensed manatee counselor. Bless her heart for helping those fat lazy bastards. Turn gently back to page 6 and watch her swim slowly around the propeller of Jon Shipley's classy and brassy Hoosier Daddy bobber.
—Captain Moosecock



#0701 Staci-Arizona

"My first ride on a Harley was awesome. I didn't know where we were, who the dude was, or where we were going, but we sure got there fast!"



#0702 Erika-Idaho

"My first ride on a Harley I was really nervous at first, but once we got going with the wind in my hair and the vibrations of the bike, I totally splooged!"



#0703 Paige-Kansas

"My first Harley ride was when I was a little kid and my father putted me around the neighborhood."

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 barrel-chested bush pilots. Please meet Captain Carrie of the historic Maryland fishing schooner Mal de Mer. This wily captain casts wide her nets upon the sparkling Chesapeake and she always comes home with the crabs. If you are nice to her she will be only too happy to give them to you. Come back next month or expect a terrible itching way down below.

FOX HUNT
P.O. Box 3000,
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I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an *Easyriders* photo shoot, and this authorization shall extend to photos created from such photo session.

Model's Name:

Address:

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Home Phone: () Cell Phone: ()

Date of Birth: I am years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature:

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

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



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Martin Becker Heidelberg, Germany 2017 Highnecker

As of this writing, Martin Becker isn't the actual owner of this bike anymore. Martin, who owns a bike shop called MB Cycles in the beautiful German city of Heidelberg, has been building some very nice custom bikes there since 2001 and has even worked his way up to becoming the European Biker Build-Off winner in 2016. And Martin likes American V-twins.

Being that he's a professional, he sold this bike, which he calls a "Highnecker," to a fella he simply calls "Andy." Andy happens to be a very special customer of his. "Andy passed by my shop to pay for a bike he had bought at the Custombike Show, an Evo hardtail

Sportster," says Martin. "Sitting there, drinking coffee, Andy decided to order another custom motorcycle. After talking about different styles, he went for the Highneck Hardtail Chopper. I had built one a while ago, which he really loved." Being a businessman, Martin figured, why not? Even though the trend these days is heading in a different direction, Martin says he still likes those Highnecker. "Especially that 'King of the Road' feeling you get when you ride one of these huge frames," he adds.

One of the main reasons Martin likes old hardtail frames (Harley or aftermarket, like VG or Santee) is that they're already registered in Germany, so there's some customizing freedom in that otherwise very restricted country. Martin is never above taking some extra steps, like mounting everything and taking it down again to change the concept or

paint job, even at the last minute. His buddy at Chiko's Pinstriping always adds the final touch with some tasty custom paint.

After Martin had built this Highnecker, Andy came by to pay for it, and the same thing as before happened. "We were sitting there, drinking coffee, and Andy said he wanted another bike," Martin says. "This time he went for the MB Buell Hardtail Racer, which I raced at Glemseck 101." (That would be the biggest outdoor motorcycle event in Germany, just so you know.)

At that point, Martin decided to give Andy the "customer of the year premium status," Martin says. I'm guessing that makes Andy what they call a "whale" in casino slang. And sure enough... "Just two days ago he called and announced his next visit, with the next order. Crazy dude!" —Tripper



Photos: Melissa Rademacher



Comin' At Ya



The astounding August issue of *Easyriders* (#541) rides to the righteous biker party known as Leesburg Bikefest and takes you to Mama Tried for a killer good time. Experience the ultimate custom extravaganza as we bring you killer coverage of the Easyriders Invitational Bike Show in Columbus, Ohio where we name the Bike of the Year and come with us to the Verona Motorbike Expo.

Custom bike features include Steven Youngblood's Ironhead Sportster along with Fox Hunt Winner Carrie, Toxic Bikes' Evo Chop from Germany, Eric Stein's pristine panhead, Dan Martin's Trask Street Glide, and Tony Geraci's old school Tried & True rigid shovel.

Get an inside look at 20 years of amazing moto art by David Uhl, kick back with some sweet biker fiction, laugh your ass off with our twisted humor and weep over plenty of pert hooters that are sadly only two-dimensional. All this and more is a summer heat stroke away in the August issue of *Easyriders*!

On sale July 3rd

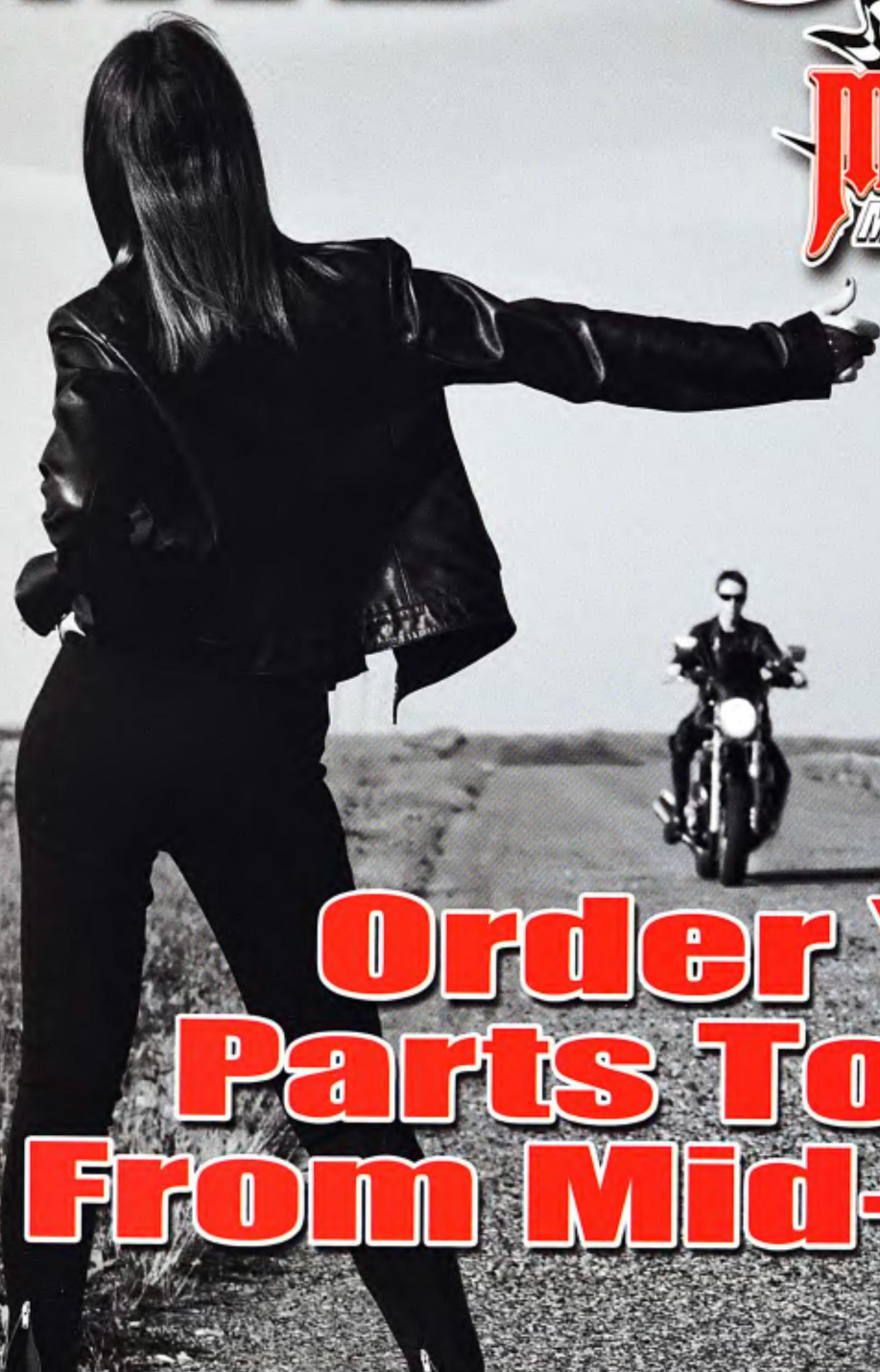


The August issue of *V-Twin* (No. 205) is the "G-Rated" version of *Easyriders* and there is nothin' in it that you can't show your dear ol' mum.

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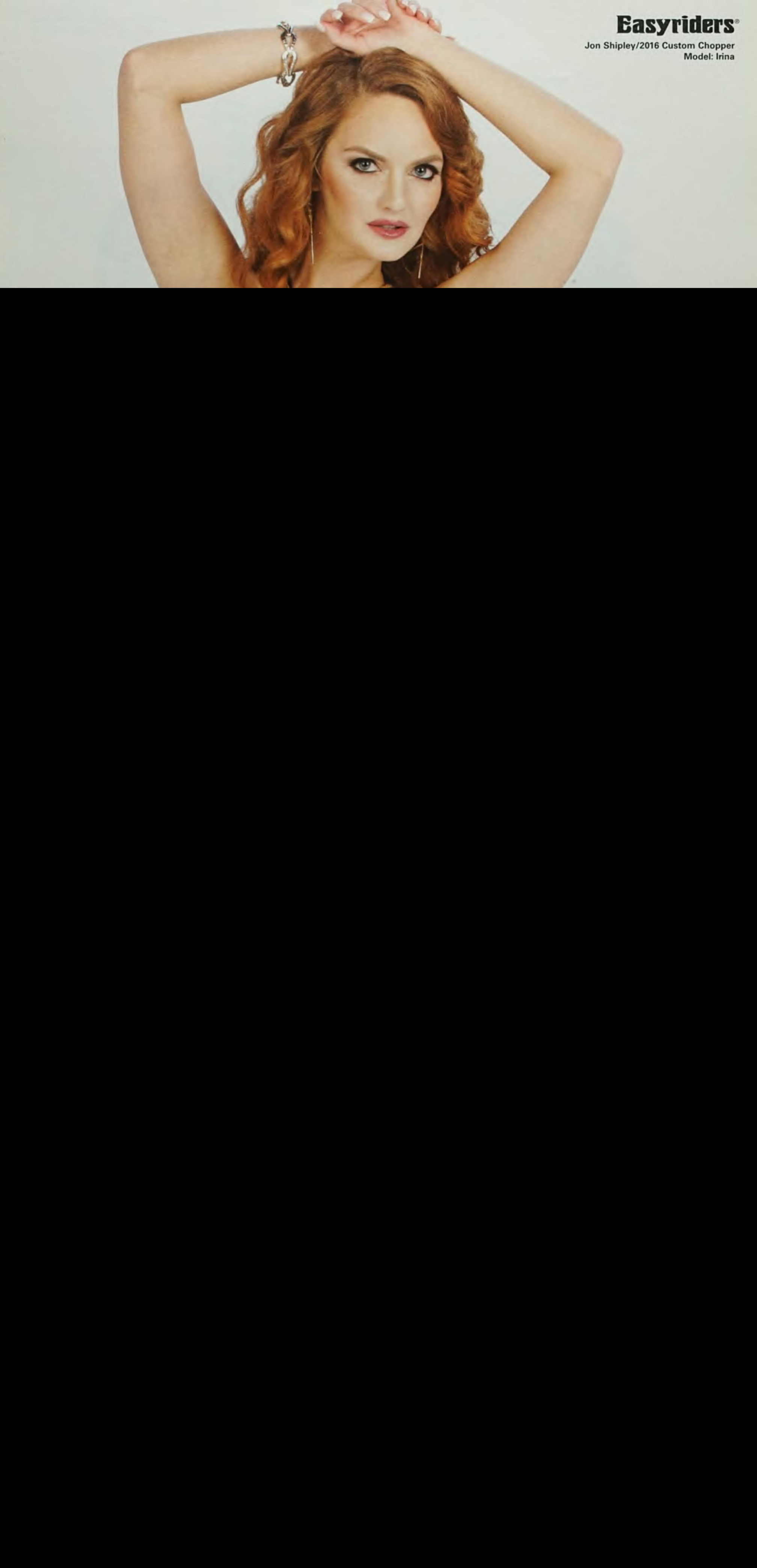
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Our all-American July issue of *Easyriders* brings you David Mann's painting *Sparks Flyin'* which first appeared in the *Easyriders* March 1977 issue. It may also be found in our *David Mann 50 Motorcycle Masterpieces No. 3*.



DAVID MANN