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Jesus Wants Pizza

A few months ago, High Point, North Carolina 911 dispatchers received a surprising call from a man informing them he had broken into a business. "Yes, this is Jesus Christ, and I just broke into the Pizza Hut," claimed 46-year-old Richard Lee Quintero of Greensboro. "Jesus is here, he's back on Earth. I just broke in and had a pizza. I'm Jesus," Quintero told dispatchers. "Because I'm Jesus, I can do whatever I want." High Point police officers arrested Quintero and charged him with breaking and entering and larceny. No word on whether or not he really is Jesus.

Getting a Leg Up

A 43-year-old man in Kuna, Oregon was found guilty in an elaborate scheme to delay a prison sentence and collect insurance. Shortly before he was to begin a 10-year jail term for his role in a \$20 million housing scandal, this dude took out a disability insurance policy and talked his 17-year-old son into shooting him in the leg with a shotgun, which would delay his prison term, and allow him to collect on the new insurance policy. After the teenager shot him, the man called police and said he'd been assaulted. However, police became suspicious when they found his wallet and BMW were still at the scene. For this ruse, the U.S. District Judge tacked three years and ten months of additional time onto his original sentence. Oh, and his shot-up leg had to be amputated. What a moron.

Dumbass Criminals

When an intoxicated man arrived at the Delaware State Police station in Wilmington looking for a ride home, officers thought he seemed familiar. Turns out he was Christopher McDowell, 34, a suspect in a shoplifting incident at a local Kohl's store. McDowell was charged with shoplifting and arraigned, then released on \$1,000 bail. After he made a phone call to a friend for a ride home, his Kohl's accomplice, April Wright, 48, showed up, and she too was arrested and charged.

Who Burned the Spaghetti?

These two numbskulls thought they had a foolproof plan to cover their tracks after breaking into a mutual acquaintance's apartment in DeLand, Florida. The Volusia County Sheriff's Office said the men stole appliances and a flat-screen TV from the home, then stopped before leaving to set a pot of spaghetti sauce on a hot burner and place a washcloth nearby so it would catch fire and destroy evidence. The victim had been alerted to the break-in by security cameras and called police, who stopped the two and found among the stolen goods in their car an empty jar of Ragu spaghetti sauce. Both men were charged with unarmed burglary, grand theft and arson.

We've Got the Meats

In Toronto, a group of animal rights advocates started protesting outside an exotic meat restaurant called Antler in early December. By March, the protests had grown, and Antler's co-owner Michael Hunter, had had enough of the "murder" signs and "You've got blood on your hands" chants. So he figured, "I'm going to have my own protest. This is who we are and what we do. So I went and got a deer leg." Hunter brought a cutting board, knife, and the hindquarter of a deer into the front window and butchered the meat while the protesters looked on. As a result, Hunter and the protesters are now trying to open a dialogue, and reservation requests at Antler have increased.

An Epic Fail

A young driver in Buffalo, Minnesota wasted no time failing her driver's test when she rammed her car into the examination station before she'd even pulled out of the parking space. As the driving test began, the 17-year-old shifted her 2014 Chevy Equinox into drive instead of reverse and hit the accelerator, causing the car to lurch forward, jump the curb, and crash through the window of the station, located in a strip mall. While the driver was not hurt, the

examiner, 60, was taken to a hospital with noncritical injuries.

Munchies Marauder

Presumably in the throes of a serious case of munchies, Elizabeth Ildefonso, 44, drove up to the security booth at the Suffolk County (New York) jail at 10:12 a.m. and tried to order a "bacon, egg, and cheese" sandwich. Deputy Sheriff Yvonne DeCaro explained that she was at the jail, but Ildefonso "insisted that she really wanted a sandwich." The deputy noticed Ildefonso's eyes were dilated and glassy, and that she had white powdery residue in her left nostril. DeCaro also checked her license and found it was not valid. After failing a field sobriety test, Ildefonso was charged with felony driving while ability-impaired by drugs, and driving without a valid license. And she never did get that breakfast sandwich.

Robot Girls Want Sex, Too!

Have you been watching HBO's *Westworld* series? Ever wonder what it would be like to have sex with a real A.I. robot girl? Well, now you can. Matt McMullen, CEO of Abyss Creations, has been making hyper-realistic sex dolls, called RealDolls, for over twenty years, but now you can order a 75-pound, extremely realistic A.I. robot girl who will do your bidding in bed, have full conversations with you, and is even programmed to fall in love with you. She's built to be the perfect companion. But McMullen warns that there is also a "mood system" and if you insult her constantly, your robot girl is programmed to get pissed off and be in a bad mood, just like a real girl.

Matt says, "In the last few years, people seem to be relaxing quite a bit about their perceptions, and things that are sexual in nature are not as taboo as they once were. Adding robotics to these dolls takes it to another level." He says that some customers have said that they look forward to coming home knowing that their living doll is waiting for them. Hmm. I think these dudes need to get themselves a Harley and a real live woman.



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NOT SO MELLOW YELLOW

Steven Youngblood's
1978 Ironhead Sportster

On the front cover: Carrie
Photo by: Don Rogers



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A Recipe For Success



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We love hearing from you! Please send your questions or comments to the editor at dnichols@easyriders.net. Next month's issue goes on sale August 7, 2018.

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Steven Youngblood owns Youngblood Kustomz out of Cummings, Georgia. Like many of you reading this, he lives, eats, and breathes motorcycles. His custom motorcycle and hot rod shop specializes in custom builds and restorations, but also handles everything from collision repair to full metal fab and paint work.

The sweet shovelhead Sportster seen here is Steven's personal ride. "I found this 1978 Ironhead in an old barn," Steven tells us. "It had been sitting for years." How many times have we heard stories of bikes found in old barns?

Where are all these old barns and why don't WE ever find these diamonds in the rough?

Once the bike was at Youngblood's shop, he rode it around for a few days to see what he really had. Then it was time to put her up on the lift and take 'er apart, right down to the frame. "As you can see, we didn't use very many of the original parts of the bike," Steven says. "It took us around three months to build, in-between working on customers' bikes and hot rods."



**NOT SO
MELLOW
YELLOW**

STEVEN YOUNGBLOOD'S
1978 IRONHEAD SPORTSTER



Handmade details include the knurled lower front legs to match the motor mount and axle spacers. All the electrical wires were run inside the frame and the wiring was hidden wherever possible. "One thing that drives me crazy is seeing an awesome bike with wiring hanging everywhere," Steven says.



**"One thing that drives me
crazy is seeing an
awesome bike with wiring
hanging everywhere."**

**This month's Fox Hunt Winner
is cuddly Carrie from Maryland.
She was happy to heat up this
bike shoot by Don Rogers.**





Seven Sins Choppers provided the color matched plug wires. The bike was lowered and a Model A Ford spare tire cover was chopped in half and narrowed for the rear fender.

Lots of friends helped out with parts, including the crazy apehangers from Nash Motorcycles, and Lowbrow Customs came through with many of their excellent parts. "Our buddies over at Ed Roth Metalflake Paint and Tamico Clear hooked us up with products for the paint while we mocked everything up," Steven says. "We are all about the details here at Youngblood Kustomz, so we took some square bar stock, heated it up, and twisted it around to give the rear fender struts that cool, old school look."

"We got rid of the front brake so the back brake had to provide good stopping power," Steven says. "Jay Brakes gave us their best brake calipers for our bobber. We made a custom mounting bracket and changed out the back wheel, sprocket and brake set up to run juice brakes instead of the old drum brake from the factory."

When this not-so-mellow-yellow Ironhead rolled out of the shop, it captured the old school look while having everything freshened up and updated to be ready for whatever the Georgia roads could throw at it. When he's not wrenching, welding and painting on customers' bikes and rods, you can bet Steven is out running the wheels off of this thing.

—Dave Nichols



Owner: Steven Youngblood

City: Cummings, Georgia

GENERAL

Fabrication: Youngblood Kustomz

Year and make: 1978 Harley-Davidson

Model: Sportster

Assembly: Youngblood Kustomz

Time: three months

ENGINE

Year and make: 1978 H-D

Model: Ironhead

Rebuilder: Youngblood Kustomz

Displacement: 1,000 cc

Lower end: H-D

Balancing: Youngblood Kustomz

Pistons: Wisco

Heads: shaved H-D

Cam: Andrews

Lifters: stock

Carb: CV

Air cleaner: Maltese Cross velocity stack

Pipes: drag pipes

TRANSMISSION

Year and make: 1978 H-D

Shifting: foot

PAINTING

Painter: Steven Youngblood

Color: custard yellow

Type: House of Kolor

FRAME

Year and builder: 1978 H-D

Type: Sportster

Rake: stock

Stretch: stock

Shocks: air shocks

ACCESSORIES

Bars: Nash apes

Handlebar controls: Youngblood Kustomz

Fender: Youngblood Kustomz

Headlight: mini 5-inch

Taillight: custom made

Pegs: Youngblood Kustomz

Electrics: Youngblood Kustomz

Gas tank: Sportster

Oil tank: custom octagon

Primary: H-D

Seat: solo

Grips: Lowbrow

FRONT END

Type: XL turned

Extension: lowered 5-inches

Builder: H-D

WHEELS

Size: 19-inch front, 16-inch rear

Type: H-D spoke

Tires: Avon whitewalls

Brake: Jay Brake

Model: Carrie

Photos: Don Rogers



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have we heard stories
of bikes found in
old barns?



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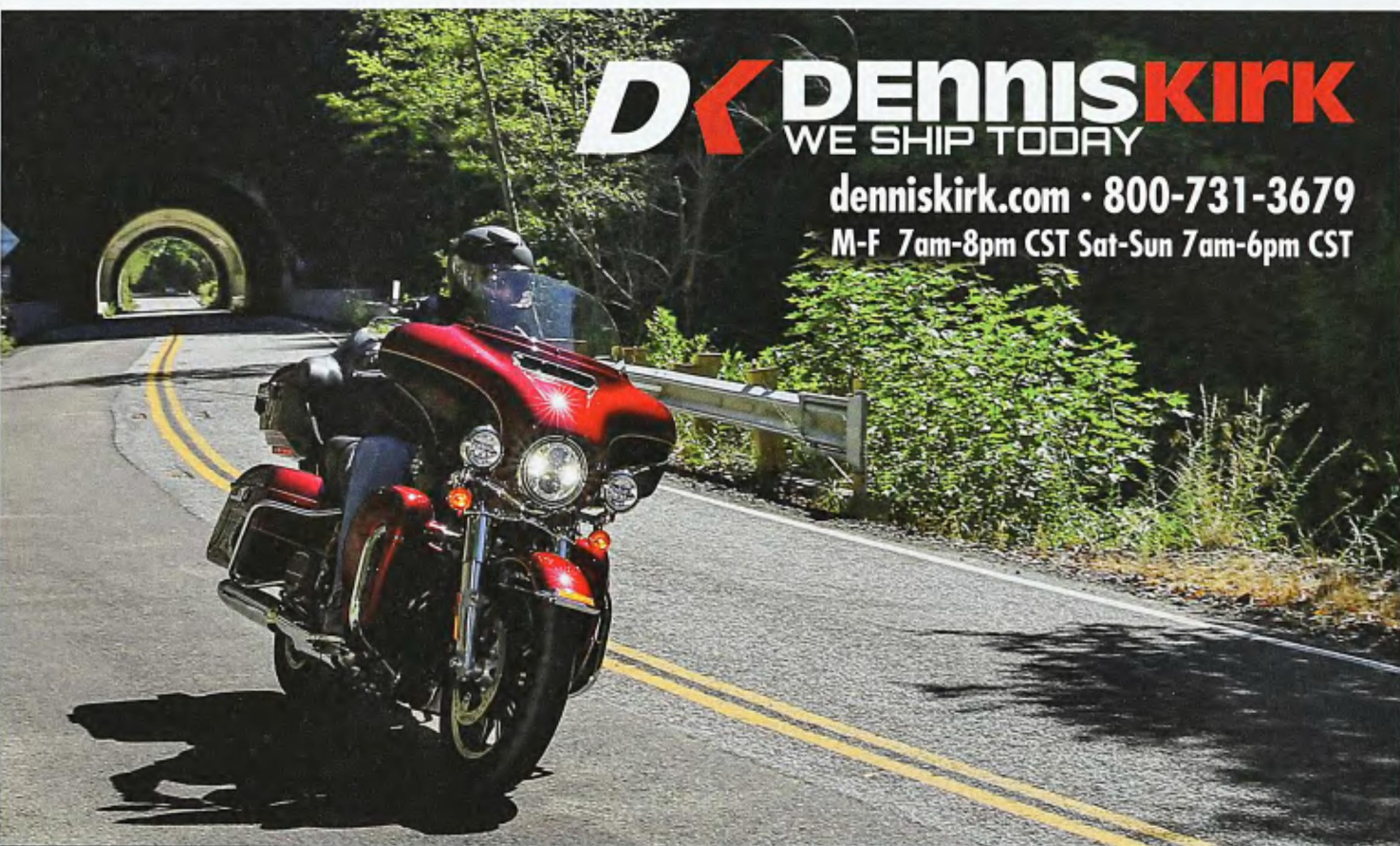
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WACO CASE UNRAVELS

For three years now, *Easynews* has been documenting the travails of the 177 bikers wrongfully arrested at Waco in the travesty that passes for justice in our day and age. As time has passed, we have seen the ousting of the District Attorney, Abel Reyna, by voters justifiably upset with the legal and financial mess he has created for the city and its citizens. Also, as of the date of this writing, we have seen the number of indictments reduced from 155 to 29. The District Attorney's office has now indicated that number will soon fall to 24 in order to focus on the "more culpable" defendants.

One of the defendants who is sighing with relief today is Thomas Paul Landers, whom David "Double D" Devereaux of the Motorcycle Profiling Project describes in a recent post on the organization's web site as "an important and previously prolific motorcycle rights activist." David writes of his friend saying, "Although very relieved, he is still angry about the continued prosecution of innocent people also arrested and jailed that same day who continue to face the prospect of life in prison for being ambushed at a political gathering."

While charges against most of the defendants have now been dismissed, two dozen of the remaining defendants have been recharged with new crimes, including rioting and tampering with physical evidence. These indictments came within three days of the statute of limitations running out. In addition, three defendants, Jeff Battey, Ray Allen and Glenn Walker, were re-indicted on murder and riot charges.

The only case that has come to trial so far, that of Jacob Carrizal, ended in a

QUOTE OF THE MONTH

*"What is history,
but a fable agreed upon?"*

—NAPOLEON BONAPARTE

hung jury and mistrial, 10-2 for acquittal. He is set for retrial on Sept. 10.

Sources: *Waco Tribune*, *Houston Chronicle*, *Dallas Morning News*

HARLEY BANS MEDIA FROM SHAREHOLDER MEETING

In sharp contrast from recent years, the Motor Company has shut down the customary celebration surrounding its annual shareholder meeting, and told the local media that they were not admitting any media to the event, which took place recently at the Harley-Davidson Museum.

Rick Barrett of the *Milwaukee Journal Sentinel* reports that in previous years the company would hold a gala event on Saturdays "with big-screen videos playing and rock music thumping out of auditorium speakers," and even gave out free tickets to the museum. This year the event was moved to a Thursday, and the company said in a statement, "We also limited access to shareholders, as it is their meeting."

This leads to speculation as to what Harley is so worried about that they didn't want the public to hear. Shareholders and the public, especially the workers at the plant, surely want answers in regards to plant closures and the prospect of moving jobs offshore. One of the issues that is most contentious for union leadership is whether

jobs lost at the Kansas City, Missouri plant are related to the news that Harley is opening a plant in Thailand.

While there is no law that requires a company to admit the media to a shareholders meeting, their deliberate exclusion can be construed as a "red flag" and invites additional media scrutiny. Harley-Davidson shares are down 21.6% for the year to date.

Source: *Milwaukee Journal Sentinel*, *MarketWatch.com*

NEW LAW: NO SEX FOR COPS DURING TRAFFIC STOPS

You can't make this shit up. The Kansas House Judiciary Committee recently managed to finally close a loophole in the law that essentially allowed police to have sex with people they pull over in the course of their duties. The law passed after revelations that a detective had a long history of coercing sex from women by threatening to arrest them and their relatives if they didn't submit to his advances. Another case cited was that of a teenager who accused two police officers of rape, but no charges were filed because the officers claimed that the sex was consensual, and therefore legal.

Source: *The Wichita Eagle*

BIKER ATTORNEY NOW DISTRICT ATTORNEY

Mark Gonzalez, the new District Attorney of Corpus Christi, Texas describes himself as a "Mexican biker lawyer covered in tattoos." An attorney who specialized in getting small time defendants acquitted, Gonzalez is also a



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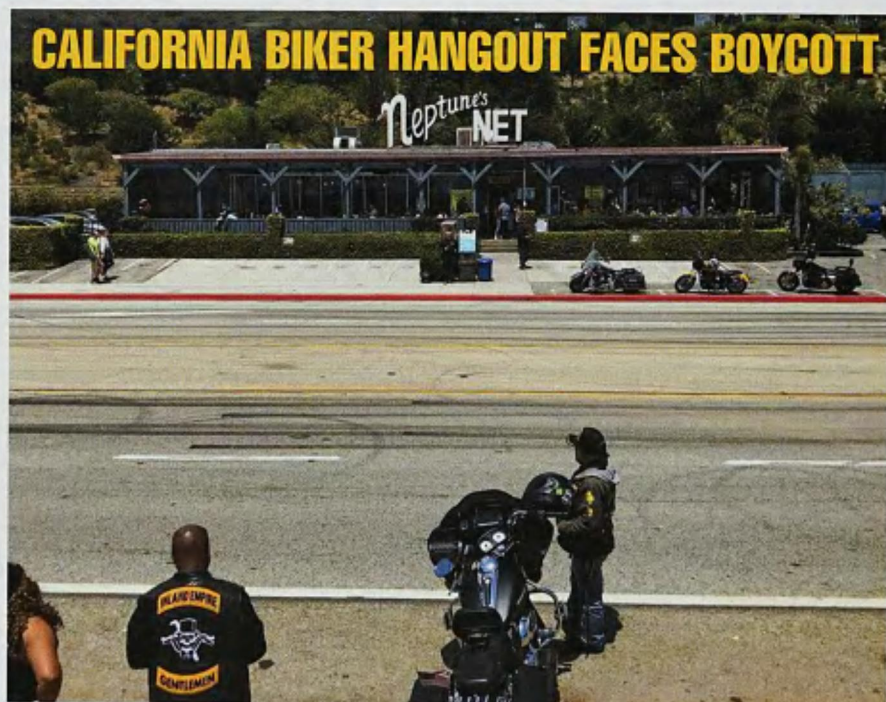
member of the Calaveras Motorcycle Club, a motorcycle club that the Texas police consider a "gang." Gonzalez was first introduced to his club when he was hired to deal with DUIs and small-time marijuana arrests, and soon became a member. He proudly bears a tattoo across his chest proclaiming "Not Guilty."

Gonzalez is now seeking justice from the other side of the fence. Defense attorney and campaign manager John Gilmore says, "I think that part of what makes this administration so good is that they've been on the other side. They know that it's not just good versus evil."

While he is attracting national

attention as a "reform-minded" prosecutor, Gonzalez says, "We're not here to destroy people's lives. We're here for justice, and sometimes that's not always going to require a conviction. Just because we can give somebody a conviction doesn't mean we always should and need to. That's why we need people who can take a step back and consider their own life experiences and other perspectives. That defendant standing there was me once. So when I look at a case, I'm also thinking, 'Is there a way we can make this person better, some chance we can give them?'"

Sources: *politico.com*, *Caller Times*, *Texas Observer*



For as long as I have been riding, Neptune's Net on the California coast has been a biker mecca. On weekends thousands of us would stop by to enjoy the beautiful views, bask in the sun and soak up some suds and seafood while enjoying a weekend ritual. It was right up there with such landmarks as Cook's Corner, The Rock Store and Cold Creek Tavern. David Mann even dedicated a painting celebrating the establishment as an essential landmark of California biker culture.

So it was a severe disappointment when the restaurant recently instituted a charge of \$2 for each rider, which allows bikers to park in front of the restaurant. ABATE of California is leading a boycott against the restaurant until they discontinue the fee. Hopefully, by the time you read this, the brouhaha will be over and we will have won. Source: *ABATE of California*

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TOXIC BIKES' EVO CHOPPER

Does the name Dr. Greenthumb mean anything to you? If it makes you think of a certain plant known for its intoxicating effects, you're on the right track. Like that mind-bending herb, this chopper named "Dr. Greenthumb" is intoxicating as well.



The toxic green paint may have also led to the bike's name, a reference to Cypress Hill rapper B-Real's alter ego, Dr. Greenthumb.



With this scooter, German bike builder Arno Kruth has proven that he has a green thumb when it comes to putting together winning rides.

We discovered this custom Evo Softail at the Kustom Kulture Show in the German city of Herten where the bike's owner, Christian W., took it on a long test

ride. He then met up with Arno to have some minor mods done to the bike.

Arno has been running Toxic Bikes in the far northeast of Germany for the past 10 years, and is well known in Europe for his old school style of choppers. You can run into Arno and his buddies at the Fuckerfest in Sweden,

Herten's Kustom Kulture, and at his own legendary party called Bike & Roll.

Harley-Davidson's Softail frame was created in the early 1980s to resemble the look of a rigid frame. But an open Softail suspension like you see here is fairly unusual, and the guys at Toxic Bike even emphasized it with the paint



We discovered this custom
Evo Softail at the
Kustom Kulture Show in Germany.

job. Arno hid a Highsider taillight underneath the fender and handmade the tall sissybar.

A few parts were sourced from Wannabee Choppers, like the fittings and the point cover that Ricky at Wannabee specially outfitted with the Toxic Bikes logo. Anyone who has Arno

do a custom job on their bikes will get one of those cute little covers as a present. License plate holders are also always made to order, and the "666" license plate mount is one of three that Arno generally has in stock.

The front end features a narrow Sportster fork that fits well with the

very shiny look of the bike. Arno's pal Chiko handled the metalflake and multicolored candy paintjob with its wild purple flames. The toxic green paint on the frame may have also led to the bike's toked out name, a reference to Cypress Hill rapper B-Real's alter ego, Dr. Greenthumb. —Maggie S. Zimpel



Owner: Christian W.
City: Neu Darchau, Germany

GENERAL

Designer: Toxic Bikes
Fabrication: Toxic Bikes
Year and make: 1996 Harley-Davidson
Model: Evo Softail
Assembly: Toxic Bikes
Time: 7 months

ENGINE

Year and make: 1996 H-D
Model: Evo
Rebuilder: Toxic Bikes
Ignition: CompuFire
Displacement: 80 cubic inches
Lower end: H-D
Balancing: H-D
Pistons: H-D
Heads: H-D
Cam: Andrews
Lifters: H-D
Carburetor: CV

Air cleaner: Pistor velocity stack
Pipes: Toxic Bikes

TRANSMISSION

Year and make: 1993 H-D
Type: 5-speed

PAINTING

Painter: Chiko's Pinstriping
Color: metallflake and candy green
Type: House of Kolor

FRAME

Year and make: 1993 H-D
Type: FXST
Rake: none
Stretch: none
Shocks: Progressive

ACCESSORIES

Bars: Chopper Kings apes
Risers: CCE
Controls: Wanabee Choppers
Fender: Easyriders Japan
Headlight: Bates
Taillight: Highsider
Speedo: Motogadget
Pegs: Toxic Bikes
Electrics: H-D
Gas tank: Rebel 2.2 gallon
Oil tank: H-D
Primary: Ultima 2-inch belt
Seat: Easyriders Japan
Grips: Motorcycle Storehouse
Sissybar: Toxic Bikes

FRONT END

Type: narrow glide
Extension: none
Builder: H-D

WHEELS

Size: 21-inch front, 16-inch rear
Hub: H-D
Tires: Avon Speedmaster
Brakes: H-D

Photos: Stefan Weider / Rostock







KICKSTARTER CONVERSION KIT

Nothing makes you look cooler than when you kickstart your ride in front of your bros. And you don't even have to have an old bike to do it, thanks to V-Twin Manufacturing's new Kick Starter Conversion Kit, which features a unique design that has the kicker gear mounted on the side of the pulley for easy access. The kit is available for 2007-up XL 5-speed models with all the items you need to convert your 5-speed. The transmission main shaft has an integral gear set with one-piece forged construction and the electric starter is retained. Be sure to use this conversion kit with forward controls or relocation of the master cylinder may be needed.

vtwinmfg.com



MOTORDOG69 COIN MOUNTS FOR HARLEYS AND INDIANS

Check out Motordog69's array of coin-sized medallions you can attach to

your ride. The one you see here is fits on your Indian's horn, or actually on any slightly curved or flat surface. These 1-3/4-inch challenge coins are easy to mount and just as easy to remove. The kit includes a set screw universal coin mount, set screws, Allen wrench, and easy-to-follow instructions. Put them on your horn, gas cap, timing cover, or mother-in-law.

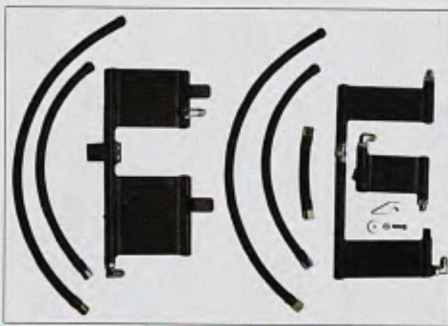
motordog69.com



JIMS CYLINDER HEAD HOLDER

Different spark plug threads in the Milwaukee Eight heads call for a different head holder, and JIMS has it. The proven system for anchoring the head in a vice is now available from JIMS for this new engine series. This new tool (Part No. 5828) is two-sided, with one side threaded for Twin Cam Heads, and the other threaded for the new Milwaukee Eight.

jimsusa.com



OILBUD OIL COOLERS

Summer's coming and the temps are rising. But you can keep your bike a bit cooler with OilBud's new oil coolers for 2018 Harley-Davidson models. These oil coolers are now available for 2018 Softail and Touring models. OilBud has simplified the installation considerably. Not only is the mounting of the element simplified, but the cooler can be installed without an adaptor. These new models are more affordable and even more effective at combating heat.

harleyoilcoolers.com

CAT EYE SOFTAIL REAR FENDER

This rear fender is a direct replacement for the stock unit and designed to make it easier for builders to complete by adding a unique LED taillight and frenched-in LED license plate frame. This fender is designed to be used with a lowering kit so the lines of the fender



flow with the bike. The fender is made out of hand-laid fiberglass for a durable finish. This is a Level 2 installation and may require adjustments prior to installation, so the Dirty Bird folks recommend installation by a professional.

dirtybirdconcepts.com



KING P-NUT GAS TANK

Lowbrow Customs' King P-Nut gas tank is designed for universal custom use or to simply bolt-on to 1986-2003 Harley-Davidson Sportsters using Lowbrow's gas tank adapter brackets. No welding, drilling, or modification is necessary. In addition to fitting on a Sportster, this gas tank can be mounted on any motorcycle frame with basic fabrication techniques. The King P-Nut gas tank is unique in that it allows full use of its 2.4-gallon capacity because of the left-side, 1/4-inch NPT petcock bung and the small gas filler moved up high on the tank.

lowbrowcustoms.com

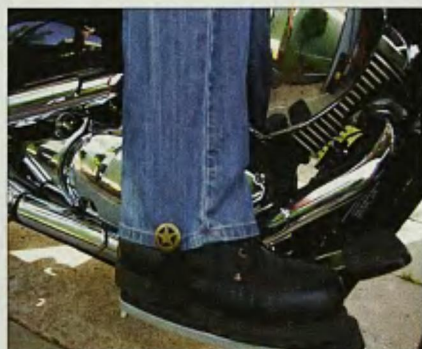
NAMZ PULSING BRAKE MODULE

The PBM-01 from NAMZ Custom Cycle Products is said to work perfectly as a stand-alone unit on any motor vehicle. When installed, it will pulse five times before the brake light stays illuminated.



Each time you release the brake and re-apply, the brake light will pulse five times then stay illuminated again. It installs before any other module and is backed by a lifetime warranty.

namzccp.com



FAARKEN BOOT LICKERS

Faarken Boot Lickers prevent your pants from blowing up over your shoes while riding and are made for riders who wear flat-soled shoes or sneakers with laces. Made with the

same durable clips as original Faarken Biker Stirrups, these Boot Lickers snag the bottom shoelace with the "tongue" and clip to the front of your pants. Bending the "tongue" up slightly will help to prevent the clip from coming undone. So stop showing off your white tube socks and try a pair of these Faarken Boot Lickers.

faarken.com

CIRO LATITUDE TAILLIGHT & LICENSE PLATE HOLDER

Brand-new from Ciro, this is a dramatic way to customize your Street Glide's rear fender (below). With its bolt-on capability, there is no need for any permanent modifications to your motorcycle. The plug-and-play light replaces the entire OEM lighting assembly with an LED run, turn, and brake light. Also included is a unique license plate mount with hidden fasteners to transform the rear end of your bike. Available in chrome or black.

Ciro has fitments for 2010-'13 Harley-Davidson FLHX, FLHXS, FLTRX and 2014-up FLHX, FLHXS, FLTRXS and FLHRS models.

ciro3d.com



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less is more

ERIC STEIN'S 1964 PANHEAD SOUL MACHINE



Eric Stein grew up in Long Island, New York, but decided to move to the slower pace of North Carolina a dozen years ago. Escaping the brutal northern winters means he can enjoy the longer riding season of the Tar Heel state. The Long Islander naturally feels pangs for the coast but has built a cool life in the suburbs of Charlotte with his wife Allison and kids Zach and Haleigh.

His interest in motorcycles began, like so many others, on dirt bikes as a

young man. But after a crash left him mangled, he ended his dirt bike days. Fast forward a few years to find Eric thumbing through a motorcycle magazine and getting bit by the chopper bug. Of course those were the days of stretched-out, 300 rear tire Softails, so his first build was in that vein, with a monster Ultima El Bruto motor. Unfortunately, mere months later, that bike was stolen. Eric was naturally depressed. "My wife said, 'Just build another one.' I said, 'Where

is this money coming from?' She said, 'Don't worry about it, we'll get it somehow, just get it done!'" Now that, my friends, is one cool chick.

Several bike builds later, his passion just keeps growing. He doesn't entertain making a business out of being a custom bike builder, though. Eric's motivation isn't for getting rich and famous, but for the joy of building bikes for himself and a maybe a few friends. That's what makes him happy.

**There is so much to love about
this bike, mostly because of the stuff
that's not there.**



Our photo-guru Mike Lichter noticed Eric's sweet pan parked on the street in Daytona during Bike Week and was all over it. A few twists and turns later, Lichter wound up shooting the bike at the Easyriders Invitational Bike Show in Columbus.

The sweet 1964 panhead you see before you was in pretty nasty shape when Eric picked it up. The tins and front end were all wrong, but the motor, tranny and frame were all there. The southern gentleman he bought it from told him it had run but, "hadn't been started in years."

Eric cleaned out the old gas tank, put in new plugs, points and new gas in it and, "She fired up in like six kicks. I didn't have to do anything to the motor at all," Eric tells us. "I mean, it's a panhead, so it's not going to win any drag races or anything, but it runs real good."

From there it was a matter of breaking the bike down piece-by-piece and putting it back together right.

"I unbolted all the ugly parts and swapped 'em out with the right stuff." He laughs. Eric found a correct hinged fender and bobbed it. He acquired the right wheels, powdercoated the frame and just cleaned everything up.

"There's not a bunch custom-wise that you can do to a swingarm frame," Eric confides. "I put shorter Progressive Suspension shocks on it and shortened the front end 2-inches so that the bottom is evened out." He installed some store-bought 2-into-1 pipes, shortened them and put on the megaphone. He had the boys at Prism Supply Company bend the stainless bars to his specs.

"I've known Zach and Jake at Prism for years and they're just good guys, real down to Earth and really into doing things right."

The classy paint was squirted on by Rusty Nash at Paints by Rusty in South Carolina and features an art deco Harley-Davidson logo on the tank. "I had that idea to just do something a little outside the box. A little different." The seat was built by the great Christian Marsh at Xian leather.



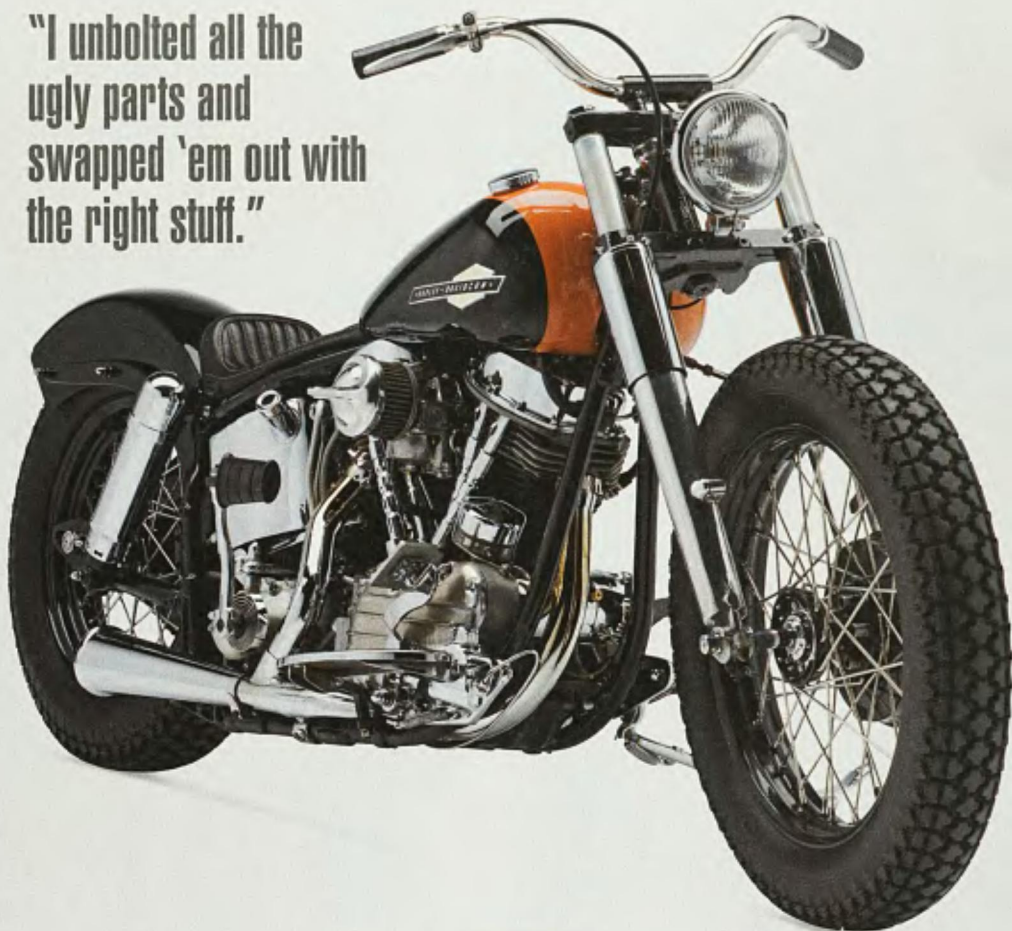
There are a couple of other neat little modern retro details on this scooter such as the old Racer Brown Cams jockey shift knob that fits the bike's style and the Mooneyes foot controls. Eric digs the Mooneyes stuff. The Mooneyes team likes him, too. So much so, that they ran shots of one of his bikes in their catalog.

There is so much to love about this bike, mostly because of the stuff that's not there. If there's one thing Eric's bikes have in common, it's simplicity. It's getting down to the bare essence of what's cool about a bike and bringing that out. Less really is more.

Eric is building a new project for Mike Lichter's upcoming "Motorcycles as Art" show in Sturgis this August. The 2018 show is called "Passion Built - Garage to Gallery" and will feature amazing home garage builders like Eric. To follow what Eric is doing, check out his instagram page at [steinway64](#).

—Beatnik

"I unbolted all the ugly parts and swapped 'em out with the right stuff."



Owner: Eric Stein
City: Monroe, North Carolina

GENERAL

Fabrication: Eric Stein
Year/make: 1964 Harley-Davidson
Model: FL
Assembly: Eric Stein
Time: 2 months

ENGINE

Year/make: 1964 H-D
Model: FL
Ignition: points
Displacement: 74-inches
Lower end: H-D
Pistons: 30-over
Heads: stock H-D
Cam: Sifton
Lifters: mechanical
Carb: S&S S&A Super "E"
Air Cleaner: OTB Gear
Pipes: 2-into-1 megaphone

TRANSMISSION

Year and make: 1967 H-D
Gearing: 4-speed
Shifting: jockey

PAINT

Painter: Rusty Nash
Color: Black/orange
Type: House of Kolor

FRAME

Year/builder: 1964 H-D
Type: swingarm
Rake/Stretch: stock
Shocks: progressive/covered

ACCESSORIES

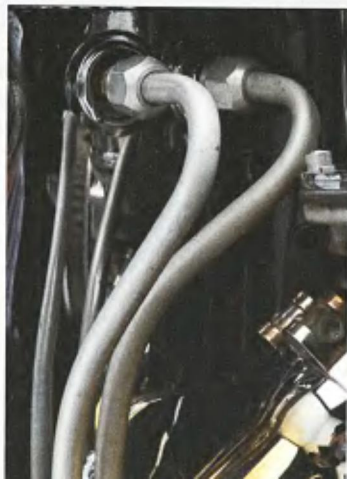
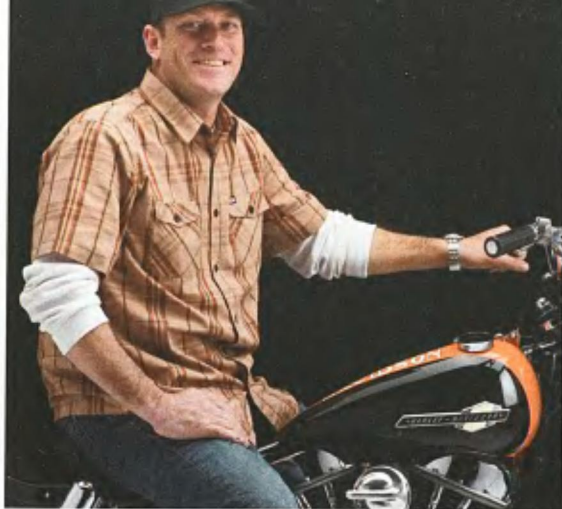
Bars: stainless by Prism Supply
Handlebar Controls: H-D
Fender: stock/bobbed
Headlight: Bates-style
Taillight: Prism Supply
Pegs: Mooneyes
Electrics: original 64 pan
Oil tank: stock-style chrome
Oil system: H-D
Primary: panhead
Seat: Xian Leather
Grips: waffle

FRONT END

Builder: H-D
Type: hydraulic
Length: 2-inches under

WHEELS

Front: 18-inch front, 16-inch rear
Hubs: star
Tires: Firestone/AMS
Brakes: H-D drum



Photos: Michael Lichter



Passin' Gas

Betty Sue went into the local newspaper office to see that the obituary for her recently croaked husband was written. The obit editor informed her that the fee for the obituary was 50¢ a word. She paused, reflected and then said, "Well, then, let it read, 'Billy Bob died'."

Amused at the woman's thrift, the editor said, "Sorry, ma'am, there is a seven word minimum on all obituaries."

Only a little flustered, she thought things over and in a few seconds said, "In that case, let it read, 'Billy Bob died—1983 shovelhead for sale'."

—John Trotz
Flin Flon

Panhead Dan found out he was going to inherit a fortune when his sickly father died. He decided he needed a woman to enjoy it with. So one evening he went to a singles bar where he spotted the most beautiful woman he had ever seen. Her natural beauty took his breath away.

"I may look like just an old crusty-assed biker to you," he said as he walked up to her, "but in just a week or two, my father will die and I'll inherit 20 million dollars."

Impressed, the woman went home with him that evening and three days later she became his stepmother.

—De Ol' Sunman
Northwest Arkansas

Sleazy Suzie was the picture of calm as the doctor confronted her with a barrage of questions after completing her pregnancy test. "So, you honestly mean to tell me," snapped the doctor, "that you have absolutely no idea who the father of your child is?"

"Aw, gimme a break, Doc," Suzie snapped back. "If you backed into a buzz saw, would you be able to tell me which tooth was the sharpest?"

—High Climber
Strongsville, Ohio

Sittin' in a car on Lover's Lane late one night, Slick Rick was readin' an *Easyriders* magazine. Next to him sat a

young hardbelly, knittin' a scarf. Suddenly a policeman tapped on the window. "How old are you, son?" the copper asked suspiciously.

"Twenty-three," Rick replied.

"And how old is this lovely young lady?" the cop then asked.

Slick looked first at the fine, young hottie, then glanced at his watch and said, "Well, in about 15 minutes she'll be 18."

—JoLo
Long Beach, California

The best diet Tiny ever had was a valium diet," his ol' lady told her friend. "A valium diet?" questioned her friend. "Yeah," she replied, "he'd take five at breakfast and the rest of the day the food would just fall out of his mouth."

—Bomer
Paradise City, Florida

Dirty Dennis didn't come home one night. The next day he told his wife that he had slept over at a friend's house. Suspicious, she called her husband's ten best friends. Eight of them confirmed that he had slept over, and two claimed that he was still there.

—Don Avery
Fallbrook, California

A man was lying in bed in the hospital with an oxygen mask over his mouth. A young nurse appeared to sponge his hands and feet.

"Nurse," he mumbled from behind the mask, "are my testicles black?"

Embarrassed, the young nurse replied, "I'm only here to wash your hands and feet."

He struggled again to ask, "Nurse, are my testicles black?"

Finally, she pulled back the covers, raised his gown, held his testicles in her other hand, took a close look and said, "There's nothing wrong with them!"

The man pulled off his oxygen mask and said, "That was very nice but, are... my...test... results...back?"

—Ben Lamb
Calabasas, California

McSnuff walked up to the drugstore counter and said, "I need some condoms and some pesticide."

The woman clerk said to him, "Sir, don't you mean spermicide?"

McSnuff replied, "No, I mean pesticide."

My wife's got a bug up her ass and I'm goin' in after it."

—Cook
National City, California

Beatnik met an "older" woman at a bar. She looked pretty darned hot for being 57 years old. She was drinking quite a bit, and while they were chatting, she came right out and asked him if he'd ever had a "sportsman's double"—a mother and daughter threesome.

An excited Beatnik said no, but she might be able to talk him into it.

So she slammed back one last drink, wiped her mouth, and looking directly into his eyes, told him, "Tonight's your lucky night, stud."

They went back to her place, she clicked on the hall light and shouted upstairs, "Hey Mom! You still awake?"

—Bobby Boutte
Lonesome, California



"It's so romantic when you play 'Moonlight Sonata' on your armpit."

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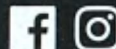
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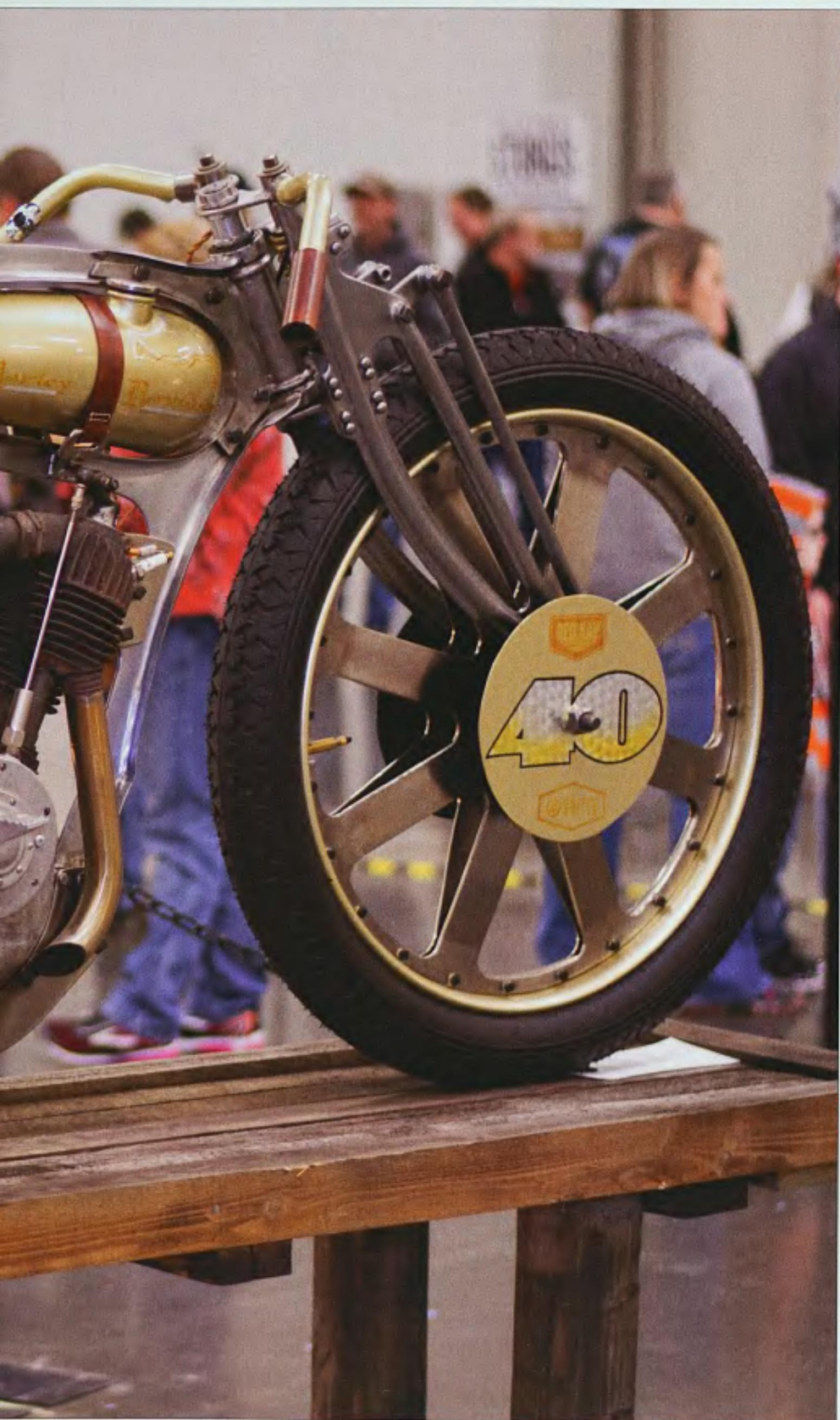
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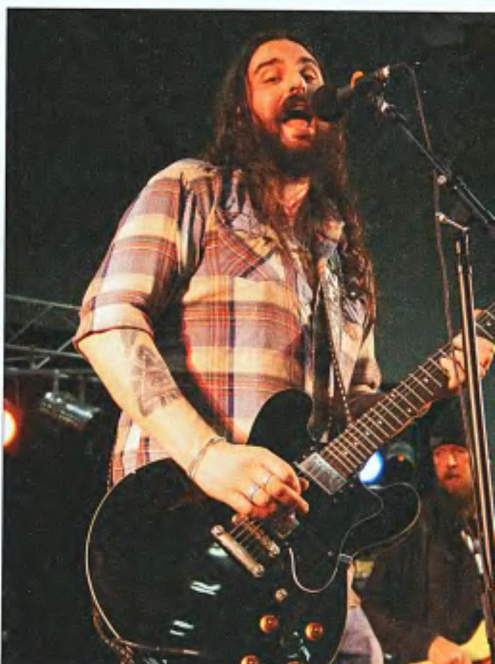
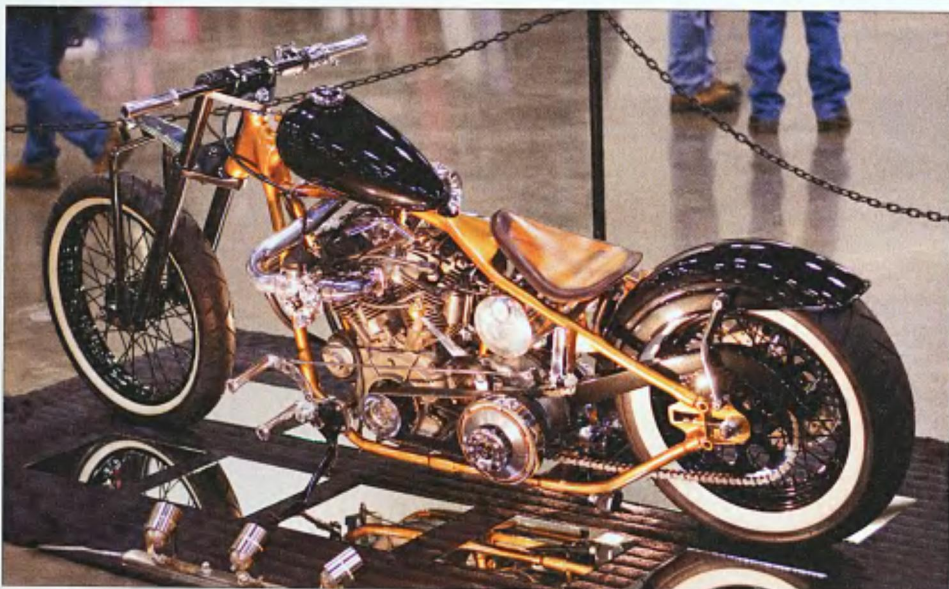


S INVITATIONAL



Once again, the Greater Columbus Convention Center was turned into a two-wheeled circus of stellar custom motorcycles as your brothers and sisters from *Easyriders* put on the ultimate bike show. February 10th and 11th was snow-free this year and bikers from near and far converged in Ohio to check out the very best bikes from all of our regional shows across America.

COLUMBUS



From old school choppers to futuristic baggers, and every kind of ride in-between, the place was truly biker heaven on earth. Event-goers could vote on their favorite bikes that included everything from mild to very wild, or watch live drifting demos by NTC Drift Bikes, and thrill to the sizzling stunts seen in the Ives Brothers' Ball of Steel. The hall was rockin' all weekend to such great bands as Peter Schlegel, Hillybilly Vegas, 90 Proof Twang and Stone Senate and those dazzling damsels known as The Purrfect Angelz added a fire show and gymnastics to their sexy dance moves.





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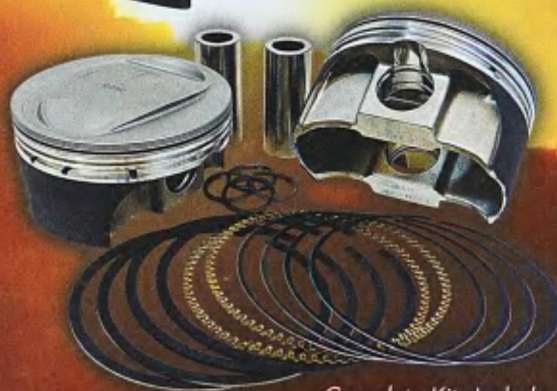
PART #	ENGINE BORE	SIZES							STROKE	ROD	COMP. HEIGHT	CC/TYPE	COMP. RATIO 85cc HEAD	95cc HEAD
KB908LCA	103 3.875	STD.	.005	.010	.020	.030	.040	4.375	7.667	1.086	-1 DOME	10:1	9:1	
KB909LCA	103 3.875	STD.	.005	.010	.020	.030	.040	4.375	7.667	1.086	-5.4 DOME	10.5:1	9.5:1	
KB660LCA	103 3.875	STD.	.005	.010	.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	

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COLUMBUS



Our judges had their hands full at this cool custom extravaganza because the collection of killer bikes on display was nothing short of astounding. Visitors enjoyed tasty food and frost suds, and bought biker goods of every sort from the many vendors that lined the hall. When regional awards time rolled around on Saturday night, the crowd was hushed as we revealed which bikes would be moved from Columbus Regional to Invitational and compete with the country's very best bikes.

On Sunday night, our *Easyriders* cover model Hannah Hughes acted as trophy girl and all around good sport as editor Dave Nichols took to the stage to announce the Invitational honors, including cash, prizes, and really cool trophies. The amazing metal dragon trophy for Bike of the Year was made by none other than miraculous metal maestro Ron Finch. Bike owners/builders in this category also received travel money, as well as a \$400 cash prize. Paul Yaffe of Bagger Nation picked the Bagger of the Year and gave



the winner \$5,000 in Bagger Nation parts along with the *Easyriders* cash purse of \$1,500. The Bike of the Year winner received \$3,500 in cash and a bike feature and cover in *Easyriders* magazine.

Some of the top bike show winners were photographed for full bike features in our magazines by none other than Michael Lichter. Paul Shadley's Bike of the Year was shot by Dino Petrocelli and featured on the cover of the April issue of *Easyriders*. Congratulations to all of our winners and to all who brought bikes to this ultimate custom bike show. We once again tip our hat to the 2018 Bike Show Tour sponsors: Lucas Oil, Russ Brown Motorcycle Attorneys, Paul Yaffe's Bagger Nation, NTC Drift Trikes, Billy Lane's Sons of Speed, The Outlaw Nation, Yuengling Beer, the Full Throttle Saloon, and Arlen Ness.

For a complete list of winners, visit easyriderevents.com.

—Dave Nichols

JACK RUSSELL'S Great White

CATSKILL MOUNTAIN THUNDER

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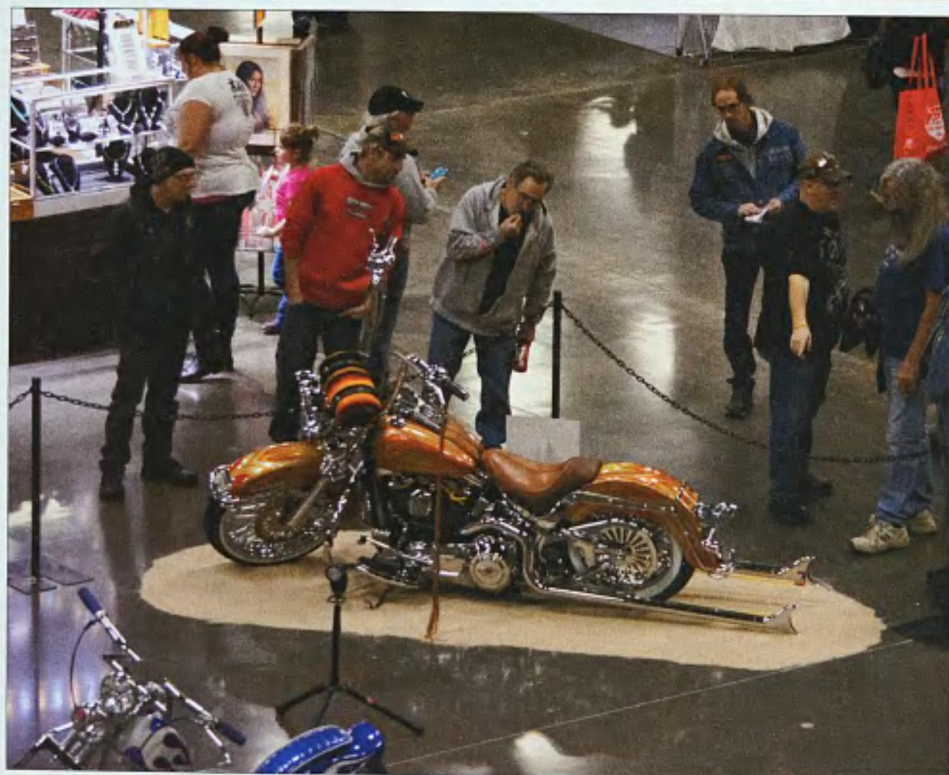
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TOP REGIONAL WINNERS

1st Radical Custom: Lonnie Warne
Zanesville, Ohio – 2007 H-D Evo chopper

1st Radical Bagger: Russel Flickinger
Westerville, Ohio – 2015 Road Glide

People's Choice

3rd Place: Tommy Davis
West Virginia, 2009 Road Glide

2nd Place: David Johnson
Hamilton, Ohio – 1997 H-D FLH

1st Place: Jimmy Holstein
Hilliard, Ohio – 2018 custom bobber

Editor's Choice: Mark Shadley, Witman
Massachusetts – 1956 KH model

John Green Award: Kevin Persons
Ney, Ohio – 1959 Hill's Performance panhead

Best of Show: Chris Pennington
West Chester, Ohio – 2003 Sportster chopper

INVITATIONAL AWARDS

Antique: Matt Harris
Alcoa, Tennessee – 1929 H-D "The Malungeon"

Old School Chopper: Prism Supply
Charlotte, North Carolina – 1948 panhead chopper

Old School Bobber: Prism Supply
Charlotte, North Carolina – 1941 knucklehead bobber

Modified Bagger: Jason Geter
Denver, North Carolina – 2012 Absolute Custom
Street Glide

Custom Sportster: Paul Shadley
Whitman, Massachusetts – 1978 XL-1000 Sporty
bobber

Specialty Class: Dakota Toomey
Mt. Laurel, New Jersey – 1972 Triumph 650

Street Custom: Pat Morris
Cinnaminson, New Jersey – 1970 shovelhead

Modern Chopper: Mike Facciolo
Media, Pennsylvania – 2007 Graves Customs
chopper

Radical Custom: Jimmy Holstein
Hilliard, Ohio – 2018 custom bobber

Radical Bagger: Edward Lee White
Andrews, South Carolina – 2009 Chopp Shop
Road Glide

Best Paint: Roger Harper
Panama City, Florida – 2017 "Walking Dead"
Street Glide

Editor's Choice: Chris Pennington
West Chester, Ohio – 2003 Sportster chopper

Bagger of the Year: Doug Ide
Sacramento, California – 2009 Ide Innovations
Road King

Bike of the Year: Paul Shadley
Whitman, Massachusetts – 1972 custom shovelhead

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Confessions of a Stripper

BY PUSSY PER SE

YOU'RE BEING WATCHED, PART 2



In the previous issue, we talked about the presence of surveillance cameras in strip clubs, both those set up by owners/management and those surreptitiously deployed by private detectives from the outside, hired by rival clubs in an effort to put competitors out of business for violating decency laws. That second practice, outsiders prowling the club with secret cameras, is rare, and I wouldn't worry about it.

More prevalent are cameras set up around a strip club by the owners or management, meant to police excessively friendly relations between dancers and customers. I use the word "police" lightly. Strip clubs are not routinely invested in the law-enforcement business. The cameras are employed mostly to exert control over employees; that is, the strippers. Customers need not worry excessively about the cameras.

It's hard to explain because it's not fully rational. Here's my take on it. First, it's a bit like beer ads that tell you to "drink responsibly." Really? They seem to be saying, "Whatever you do, don't buy too much of our beer. We hate profits." Do you believe that? Or take Japanese motorcycle makers who target pimply-faced kids, selling them 150-mph bikes, then insist they wear helmets. For safety's sake. It's all for show.

The cameras are in fact partly for the benefit of police and municipal authorities, to make it look like the strip clubs care about propriety. But since the hot-

ter the dances, the greater the profits, the clubs don't want to fully discourage the dancers from doing a good job any more than Budweiser wants you to go on the wagon. The bouncer or manager will seriously police customers' actions at the stage because that's in plain view. But where the real money is made, in lap dances in the back and in champagne rooms, it's a different story.

My view is that the primary purpose of video-recording private dances is to give management leverage over the dancers, not the customers. On occasion, I've seen customers ejected from a club for behavior, but it would be outrageous behavior that was unsolicited and harmful to the dancer. That's rare. What normally happens, if a stripper and her customer consensually go over the line, is that the stripper gets fired. A customer's protection against getting ejected is to keep spending money. The stripper will find employment at another club if she is a good earner, and is often hired back by the club that fired her. Management can point to the fact that it has fired dancers who broke the rules as proof of its adherence to the law.

Why would a club hire back a dancer it just fired a few weeks earlier? We all have phone numbers of our regular customers, and if fired, we will text them all, telling them what new club we have moved to. Many will follow us. If a club wants those customers back,

they have to hire us back. This is capitalism at its best. Customers don't patronize a strip club because they think the bouncers are cute. Though the bouncers seem convinced of this.

A customer's other protection is the expertise of the dancers. Surveillance video is usually stored in a 24-hour loop, recording over the old video each day. The systems are terribly, horribly insecure. That's not good—who knows what perverts are viewing your lap dance with the lovely Serena—but the bright side is that there is usually one dancer who knows how to get into the system and erase the tape whenever a coworker has gone over the line. The rest of us can distract the manager and bouncers.

Laws vary from state to state, but there's a good chance that your favorite strip club's cameras are in violation of something. For example, many states grant "innkeepers" (this would include clubs) the right to film their own property, but also require them to give due notice to customers; the cameras should also be in plain sight. I've never worked in a club that gave proper notice to the customers that they were being watched, and the cameras are often not noticeable. Should a case ever end up in court—and we can't find one that did—this would be a problem for the club. Should a manager or bouncer ever confront you about your activities, throw this in his face.

There is also the tactic of covering up a camera lens. Thomas Martin, president of Martin Investigative Services, of Newport Beach, California, said a club owner came to him to complain about how a customer had thrown a jacket over a lap-dance camera, causing the video to go blank for nine minutes. He wanted Martin and his investigators to track down the customer—toward what end remains unclear. Martin demurred. Cade Crawford, Director of the Technology for Liberty Program at the ACLU of Massachusetts, has never heard of anyone being arrested for obscuring a surveillance camera. Actually harming the camera would be vandalism, however.

We're just speculating here, but maybe the club owner's real complaint was that he was deprived of watching nine minutes of real-life entertainment.

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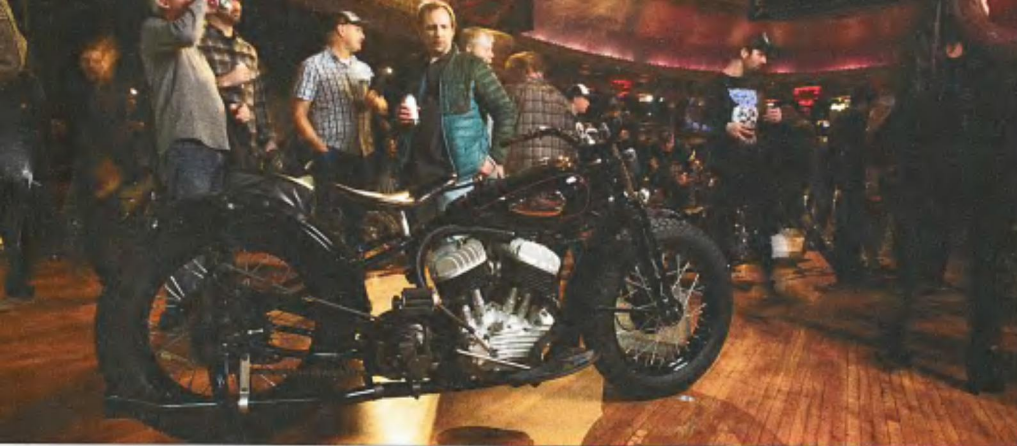
A RECIPE FOR SUCCESS MAMA TRIED 2018

It seems like a great recipe: find an old vacant warehouse, invite a bunch of like-minded bike builder friends to show their latest creations, open the doors to the public, and voilà, a cool event happens.

Mama Tried just finished its fourth successful year in its third Milwaukee venue. The event takes place every February and the weekend of fun begins with Flat Out Friday Flat Track and Hooligan Races, parties all weekend, and motorcycle related offerings all over town. Warren Heir Jr and Scott Johnson, the founders and promoters of the event, can finally take a deep breath and a little break. All too soon, it will be time to start working on next year's Mama Tried.

The Lindsay Building worked out great for 2017 and the owner was on-board for 2018. But then a wrench got thrown into the works just two months before this year's show was scheduled, when the City of Milwaukee announced that no temporary occupancy permits would be granted for events in old warehouses. After operating like this for four years, Warren and Scott thought this could easily have been the end of the story, but they just put one foot in front of the other and kept on going until they discovered the "Rave / Eagles Ballroom" and the event was saved.

Fast-forward eight-weeks to set-up day on Friday, February 23. The location is a historical gold mine. Old black and white photos line the way, each showcasing the venue in its heyday, from the Olympic sized pool in the basement and the bowling alley to the basketball court, lounges, pool halls, the barber-shop, cafeteria, and more, all going back to its opening as the Eagles Hall in 1927.



Vendors and bikes were loaded into the grand ballroom on the top floor, but certain areas couldn't be accessed as several concerts were scheduled for that same night (there are seven music venues inside this single behemoth of a building). The amazing ballroom was filled with over 100 custom motorcycles on display, each carefully aimed at the center of the hall. Aligned with the premise of keeping it fresh, none had ever been displayed at Mama Tried before. There was a wide array of bike styles, with a focus on older engines and a diversity of brands. In addition to the heavily represented Harleys, there were bikes by BSA, Moto-Guzzi, Triumph, Hodaka, and all the Japanese marques.

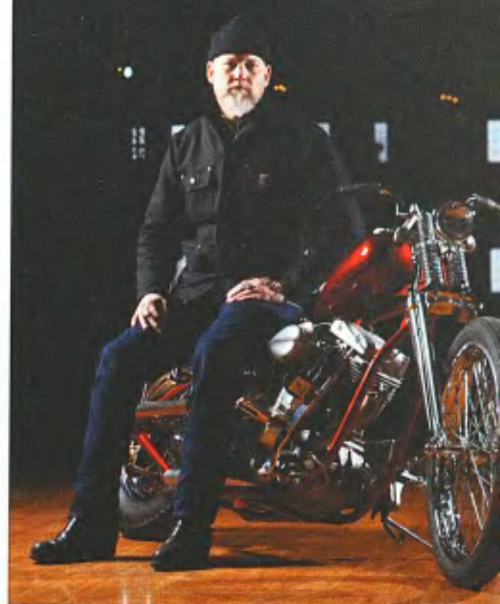
Some stand-out bikes included the two foreign bikes; the Zonkern Sportster all the way from Custom Works Zon in Shiga Prefecture, Japan, and Enrico de Haas' all-electric chopper (with the motor hidden in what looks like an oil bag) named AISi9Mg from Huettenberg, Germany. California was well represented with bikes from Roland Sands, Ben Zales, Ryan Grossman, and a couple of Dalton Walker's bikes that got lots of attention.











I'd be remiss to not mention Christian Newman's custom 1940 stainless steel knucklehead, with what may be the most amazing handmade foot controls I have ever seen, and bikes like Mike Lange's single cylinder 1911 HD Model 7A, Brad Gregory's de-raked Evo chopper, and Mike Milanowski's custom flathead.

The final ingredients that made Mama Tried a resounding success were the entire weekend of events that Milwaukee had to offer visiting bikers. These included the Harley-Davidson Museum Bike Night on Thursday, and the Mama Tried pre-party on Friday night. As Warren told me, "Mama Tried is more of an experience than a bike show." Flat Out Friday may have been the biggest ingredient outside the show, with 11,000 people partaking at this indoor, downtown, flat-track racing event. There was good purse money for the AMA pro-racers, but the crowd pleasers were definitely the Hooligan racers. These crazies pull out all the stops when it comes to elbow-to-elbow action on their large v-twins.

Mama Tried is an outstanding two-wheeled sensation, and you can bet we'll be back! For more information, visit mamatriedshow.com.

—Michael Lichter





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Dan Martin says he's been riding bikes since the mid-1990s when he bought his first Harley, a '94 Softail Nostalgia. Nowadays, though, he prefers Road and Street Glides, and at some point back in 2016, Dan got it in his head to have one built that he could also show. "I bought a 2013 Street Glide and had been looking at big wheel bikes," he says. "I asked around and found out that Trask Performance was

a good place to go."

When Dan took his new bike to Trask in Phoenix he found out that they do four stages of modification, from mild to radical. Dan opted for a Stage Three custom build, which he says includes everything except having his engine supercharged. But even without that, the bike went through a number of engine modifications that include not only a hotter cam, but also a new set of S&S

pistons, an extra 10 cubic inches, a Timken lower end, a new set of pipes, and a 58mm throttle body.

Although Dan did all that around three years ago, the bike still only has about 400 miles on the odometer. That's because although he's putted it back and forth to Trask and occasionally to local bars just to let people check it out, he had the bike built specifically as a show bike that he can trailer to various bike shows.





DAN MARTIN'S TRASK STREET GLIDE ROCK 'N' ROLLER

Built to Show



And to that end, the bike certainly is endowed with a number of prize-winning attributes, like the 26-inch Fat Cat front wheel and the 16-inch rear wheel, a combination that ensures an aggressive stance that is only helped by the neck's 9-degree rake and Legend air ride suspension.

The highlight of the whole treatment has to be the \$8,000 rock 'n' roll-themed paint job that pays homage to rockers such as Janis Joplin, Jimi Hendrix, Jim Morrison, and the Rolling Stones, among others. "I'm into that 1970s rock 'n' roll," he says.

Dan is a plumbing contractor by trade and has a son who rides. He also owns a 2013 Street Glide so the two can ride together. "My son Daniel and I have four Road Glides and Street Glides, those are our favorite bikes." Both father and son also play guitar, which is actually what inspired the paint job. "My son has a rock band called Radiofix here in Phoenix, and

"I'm into that 1970s
rock 'n' roll."



he's a very good guitar player," Dan says. "I'm not at that top level. But my son and I also collect guitars, we're guitar enthusiasts."

Dan says if anyone is interested in buying this show bike it can be arranged. He actually wouldn't mind selling it so he can start on a new project. "It'll be another Street Glide," he says, adding that he's definitely planning to take it to Trask Performance. "They did an outstanding job and I'm 100 percent satisfied." —*Tripper*

Owner: Dan Martin

City: Phoenix, AZ

GENERAL

Fabrication: Trask Performance

Year and make: 2013 H-D

Model: Street Glide

Assembly: Trask

Time: 3 months

Chroming: Kerr West

ENGINE

Year: 2013

Model: Twin Cam

Rebuilder: Trask

Ignition: Thunder Max

Displacement: 106 cubic inches

Lower end: Timken left side

Pistons: S&S forged

Heads: ported, Trask

Cam: S&S 585

Lifters: H-D

Carb(s): 58mm T-body

Air Cleaner: Roland Sands

Pipes: custom 2-into-1

TRANSMISSION

Year: 2013

Modifications: stock

Shifting: stock 6-speed

PAINT

Painter: Steel Vision

Color: candy red

Type: House of Kolor

FRAME

Year and builder: 2013 H-D

Type: FLHX

Rake: 9 degrees over stock

Stretch: 1 inch

Shocks: Legend

ACCESSORIES

Bars: Trask 14-inch Bro Bars

Handlebar controls: PM Contour

Fender(s): 26-inch Fat Cat front

Headlight: Daymaker H-D

Taillight: Dirty Bird

Speedo: Dakota

Pegs: Trask

Electrics: Trask modified

Gas tank: Trask, stretched

Oil tank: stock

Seat: Guy Tieman

Mirrors: Ness

Grips: Trask

FRONT END

Type: stock tubes

Builder: Misfit short neck

WHEELS

Size: 26-inch front, 16-inch rear

Tires: Vee Rubber front, Avon rear

Brake: PM 6-piston calipers

Photos: John Covington

Contact: Trask Performance

623-879-8488

traskperformance.com

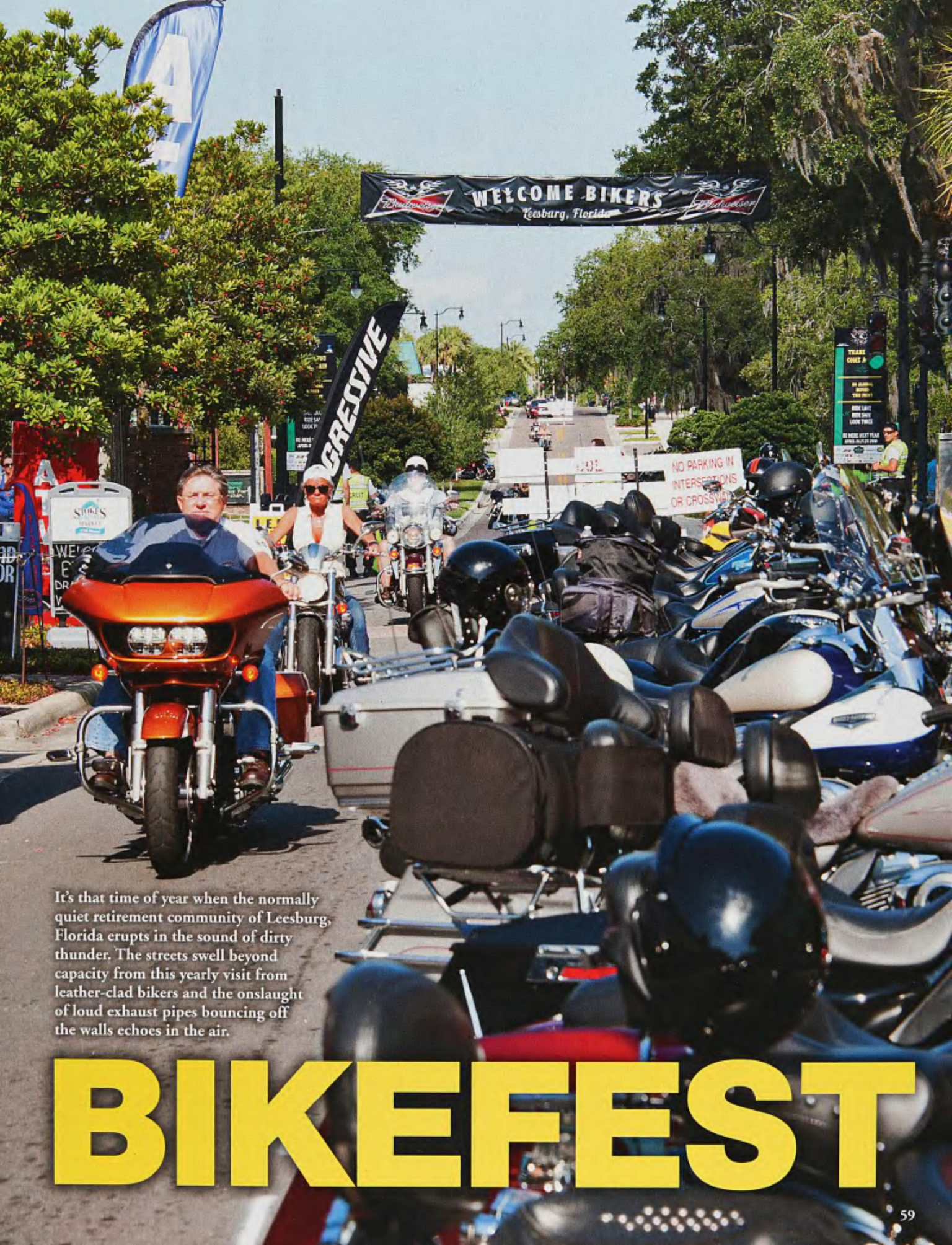




"Trask Performance was
a good place to go."



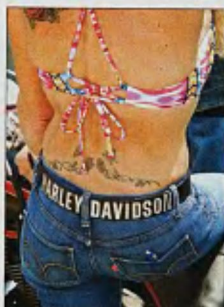
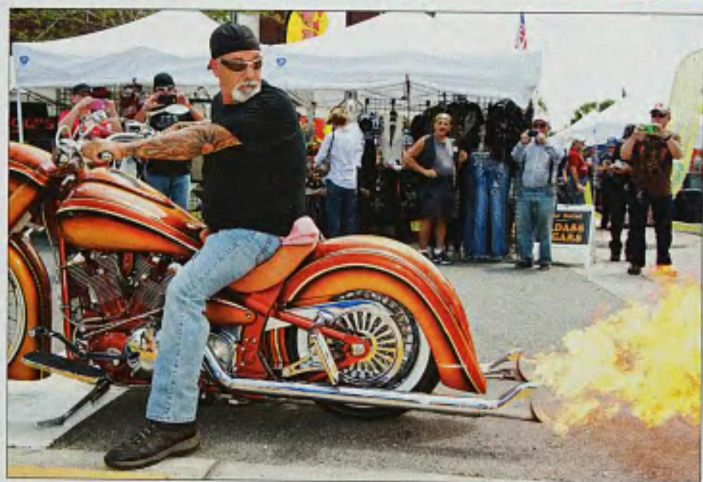
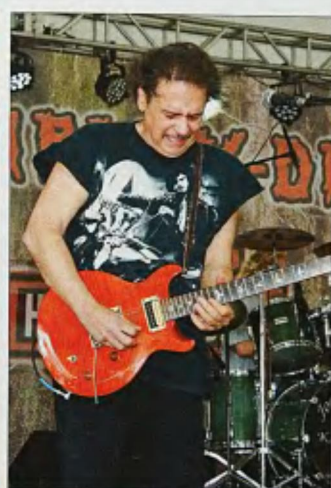
LEESBURG



It's that time of year when the normally quiet retirement community of Leesburg, Florida erupts in the sound of dirty thunder. The streets swell beyond capacity from this yearly visit from leather-clad bikers and the onslaught of loud exhaust pipes bouncing off the walls echoes in the air.

BIKEEFEST

LEESBURG BIKEFEST



The tourist gift shops, craft shops and Mom & Pop apparel stores, which line the streets on both sides of the city's quaint downtown, are obscured by vendor tents. Rows of motorcycles line Main Street, neatly lined up without room to spare.

While some of the locals embrace the intrusion of Leesburg Bikefest, the less adventurous bare it with some mild trepidation. As a review from one local newspaper stated, "It's too crowded, there are way too many motorcycles in the streets and all those people wearing leather?" I believe the intent of

this review was to portray a bad vision of the scene in downtown Leesburg during the largest three-day motorcycle rally in the country. One can only venture a guess as to the age of the reporter. But sorry, Pops, Leesburg sounds like a party me and my friends want to attend.

That review aside, the vast majority of the permanent residents welcome bikers to their town with enthusiastic excitement and embrace the change from their normally tranquil pace. Most locals enjoy the benefits of the temporary bump in their local

economy as the area hotels and restaurants fill to capacity and the money flows like water from biker chain wallets. Best of all for riders, all the entertainment is completely free at Bikefest.

This year marked the 22nd anniversary for Bikefest. What started so many years ago as a one-day event, with a couple of local garage bands and a few cases of beer, has since grown into one of the most popular rallies in Florida. Attendance now sees numbers in the hundreds of thousands. Vendors line the streets hawking everything,

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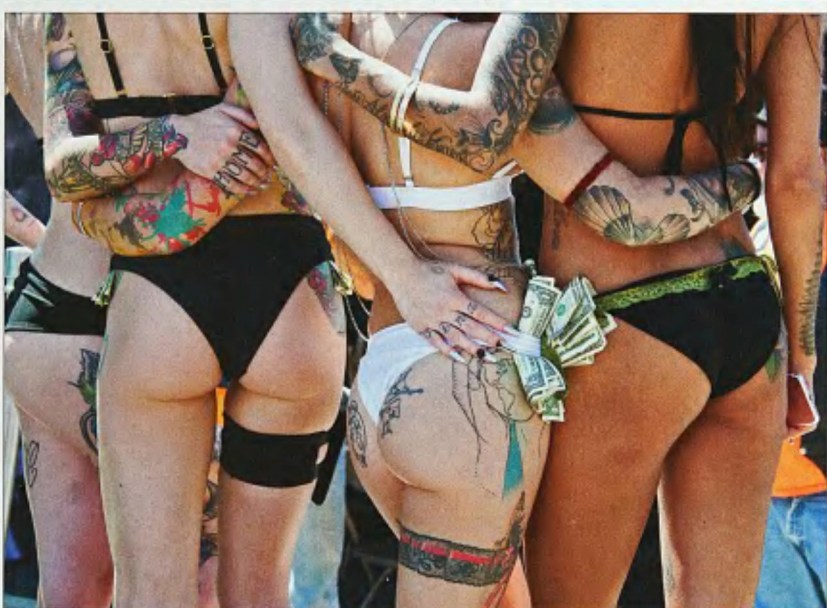
Leesburg Bikefest also draws some of the top music talent in the business. Tom Keifer, lead singer of popular 1980's rock and blues band, Cinderella; Scott Stapp, front man for the Grammy award-winning rock group Creed; and country rapper, Colt Ford, rounded out this year's headliners. In addition to the Bikefest headliners, music blasted from eight different stages throughout the weekend. Over 60 concerts, of every music genre, were squeezed into the weekend's music lineup. Big Engine,

Bobby Friss Band, Hypersona, John Poper and Jasmin Cain, just to name a few, were on hand to help keep toes tappin' and ears ringin' throughout the rally.

While the event is known for top notch musical talent, all the familiar biker entertainment was on hand, too. The Rat's Hole Custom Bike Show displayed a remarkable array of the Southeast's top iron. The Ride like a Pro Squadron offered up riding tips to novice and seasoned riders alike in daily presentations of skilled riding perfection. Charlie Ransom and his crew of two-wheeled acrobats

precariouly climbed the vertical wooden walls of the motor drome "Wall of Death" atop vintage motorcycles. The Team Extreme Stunt team amazed crowds with radical street moves and their show's MC, "Coach" kept all amused and slightly cooled off with his comical water-balloon soaked antics. And as anyone who has ever been to Bikefest can tell you, the only thing here more important than music and motorcycles are the curves.

Loudspeakers flanking the stages shook the grounds with thundering renditions of Motley Crue's 'Girls, Girls, Girls' while a smorgasbord of incredible



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LEESBURG BIKEFEST



beauties from the International Bikini Team strutted their bountiful talents wearing sexy biker attire, and extremely tiny swimsuits in five hot body contests spread throughout the weekend. The ladies got their chance to do the ogling in the Mr. Luckyman contest, where it was the boys doing the stage strutting.

For those who prefer to turn their own wrenches, a new addition to Bikefest, appropriately named Grease and Gears, has joined the stage lineup. G&G is a series of interactive mini

seminars featuring some of the top builders in the motorcycle industry, taking to the stage and demonstrating motorcycle maintenance, building techniques and tech tips.

Beside the free concerts, great street food, gorgeous gals, and killer custom scooters, Leesburg offers some amazing riding on the area's twisty lakeside roads. You can bet we'll be back to do it all again. For more information, visit www.leesburgbikefest.com.

—Don Rogers

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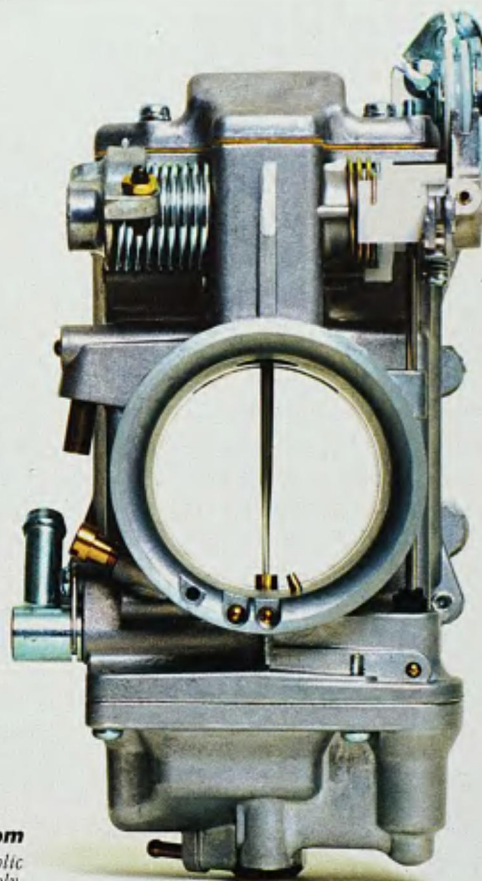
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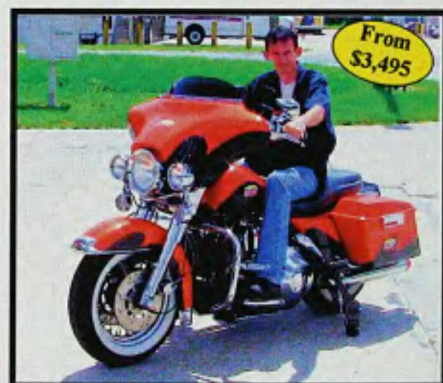


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Send a disc of your photos or videos to: Puttin' Pets, P.O. Box 3000, Agoura Hills, CA 91301, or email 'em to our purveyor of pets, Steve "Beatnik" Werner at swerner@easyriders.net. Who knows, you might just see your best furry friend on these pages!



I rescued Henry going on three years ago and he loves to ride. I cannot get out of the house without him!
—Ann Cretney, Calgary, Alberta, Canada



Peeka is approximately five years old. She is a Pekingese/Pomeranian mix. We rescued her in August of 2017 from a local animal shelter. She had come up from a high kill shelter in California. This is Peeka's first ride on the Road King. We did 50 miles that day and she loved it.

—Bri Hughes, Puyallup, Washington



Pooh Bear is my best buddy for ten years now and this is my beautiful bike.

—Heath Burch, Highlands, Texas



The Cobbler

Fred backed his rusty rat bike to the curb at Big Bird's, the titty bar in his town that catered to all kinds, but especially to hardcore bikers. The ambience was crude, the music was hard rock and the women were tough, street savvy, but friendly.

Sheila was up on stage and all eyes were on her. Fred had known her for years and he gave her a friendly wave as he headed over to talk to his boys. "Hey, it's the Cobbler," yelled The Deuce. "Great to see ya. I'm havin' trouble with the bracket I made up for those pipes ya made me. Ya wanna have a look?"

It was a blessing and a curse to be the local fabricator. Fred had made a lot of friends over the years in his little town and he was grateful for that. At times though it seemed like everybody in town needed his expertise, and Fred, being the good man he was, charged next to nothing for helping them out. He cobbled together parts for hot rods and Harleys, but could fabricate just about anything. For instance, in the men's room at Bird's bar, he had fashioned the flusher on the ancient urinal. It looked like holy hell, but it worked like a charm, and had been

working for over 20 years.

"Yeah, Deuce. Lemme get a beer or two and I'll wander out and have a look at it." Four beers and an hour later, Fred had made up a pattern for a new bracket out of a bar coaster and handed it over to The Deuce. He drank free for the rest of the evening as the rest of his boys told stories of all the magic fixes Fred had come up with over the years.

As a boy, Fred learned early on about life in a poor family. He worked at odd jobs and helped his mom support his younger siblings. He needed a bicycle for his paper route, so he ambled on down to the local bike shop to try to purchase a bicycle on credit. The shop owner laughed out loud, but admired Fred's moxie and told him that if he helped out part time, he'd be paid in used parts and shop time to pull together a bike.

In a few short weeks, Fred had assembled a butt-ugly, but perfectly functional bicycle with which to deliver newspapers. That's when the two wheeled bug took hold. The ride home from the bike shop always thrilled Fred. He would take old route 25A home

every night simply because of the long downhill stretch that led to his mom's driveway. The exhilarating feel of speed and the thrill of wind in his face took him to places he'd never been.

After reading motorcycle magazines and consulting with the shop owner about assembly, Fred cobbled together a motorized bike using parts he scrounged from dumpsters and back lots all over town. A Wisconsin, V-twin roto-tiller engine served as the power plant for Fred's first motorcycle. It was loud as hell, thanks to the four-inch shorty pipes Fred made up, and the local constabulary weren't too happy about Fred racing around town at all hours on an unregistered, highly dangerous mode of transport. But Fred knew every alley and fence shortcut in town, and usually evaded the cops.

As Fred became more adept at constructing and selling his 'murdercycle' creations, he managed to become a partner in the bicycle business. The owner was more than happy to let Fred have free creative reign when it came to modifying bikes and whatever other vehicles that were being brought by the shop.

Fred saved what he could and paid his way through welding school. By hanging out at local motorcycle shops and reading voraciously, he learned to create various types of scooters. Local bikers caught wind of his amazing abilities through word of mouth and by seeing some of his creations. There even came a time when parts made by "The Cobber" were being recognized on bikes all over the region.

Fred knew he was a lucky man to have found a passion for fabrication and he was grateful. He also felt fulfilled when he could help keep his brothers in the wind because, ultimately, the wind is what lifted him and his family up from poverty.

The feeling of traveling on two wheels, eating up mile after mile and feeling as free as a hawk on the breeze is what inspired Fred right from the beginning. If he hadn't discovered the passion of riding, he shuddered to think what would have become of him.

Ultimately, Fred became a club wrench purely so he could help others with the same need for speed and passion for the road. He took the job of keeping folks "knees in the breeze" very seriously. He also liked the nickname "Cobbler" and the reputation for being able to fix anything or create something new from scratch.

The Cobbler hardly ever paid for a drink in any pub he entered, and at Bird's place especially, he liked it when as he walked in and the boys would yell, "Cobbler" as he stepped up to the bar. Yeah, it was a good life.

On one such evening, as Fred was enjoying a beer and chatting with Sheila about repairing the AC bracket in her Toyota, the boys wandered over for a pow wow. "Hey Fred," said Jimmy. "We've got a little project for you."

Ob Geez, he thought. What's it gonna be this time? A broken lawnmower? A split gas tank on Jocko's bobber? Or maybe one more of a thousand exhaust systems? Fred spun around on his bar stool and said, "Well, whaddya have for me, boys?" He braced himself for the new challenge.

"Follow us, brother," Jimmy grinned. "We have a surprise for ya." Fred slid off his stool, beer mug in hand, and followed four of his closest friends and

brothers out the back door of Bird's place and into the pot-holed parking lot.

There, to his surprise, fifteen more of his club brothers stood around Jimmy's old Ford pickup; a truck that wouldn't be on the road if it weren't for Fred's skill.

As Fred strolled over to the group, Jake reached over and opened the tailgate, slowly dropping it down. Inside were a passel of milk crates filled with motorcycle parts and a relatively modern Harley frame.

Fred wore a puzzled expression as he perused the contents of each crate. "Where'd you get all this?" he asked, hoping it was a legal deal.

Jimmy spoke for the group. "We heard from Teddy over at Curly's Harley-Davidson that this mess came in with a bunch of other repos. Seems the guy who had it wasn't makin' his payments, and he tore it down to ship it to Costa Rica of all places." The guys all laughed and mumbled at the idea.

"We figured, if anyone could make a bike out of this pile of parts, you could." Jimmy was smiling broadly. "It's supposed to be an FXSB when it's in one piece."

Fred knew it was a Breakout when he first saw the frame and the 240 rear tire sitting in the back of the truck. It was gonna be a huge challenge for him, but he knew that he was up for it, and so did all his brothers. "Man, I hope ya didn't pay too much for this pile of parts," said Fred.

"Just the opposite, man. Curly was thrilled to get the remainder of the payments for it," Jimmy confided. "He didn't want to waste shop time puttin' it together, either. So we got it for dirt."

"Well, I'll do what I can, but I may need a hand from a few of you boys to get her up and runnin'. You game?" asked Fred.

"Whatever ya need, brother. And just one more, itty-bitty, little thing," said Jimmy.

Ob brother, here it comes, thought Fred. They're gonna want it done yesterday or some such shit. Fred turned and said, "So, what's the catch?"

"No catch," said Jimmy. "We just want you to know that you'd better do an ace job, because the owner is pretty picky about his rides."

"And who's the owner?" asked Fred, figuring it to be some upscale type from the other side of the tracks.

"You are, brother!" smiled Jimmy. A roar went up followed by a round of applause from everyone there.

Fred felt himself being spun around. It was Sheila. She planted a big, wet kiss on Fred, and then explained how she and the boys were so grateful for everything he had ever done for them. This was their way of saying thank you. Fred didn't know what to say. It was a first for him, being speechless.

"We expect to see this thing rollin' in here right soon, boy," Jimmy clapped Fred on the back. "Now let's go fill that mug to the top and party it up a bit." Fred did as he was told. His grin never left his face for the rest of the evening.

Eight weeks to the day later, as the boys were doing their usual carousing, a loud Harley could be heard pulling up to the back door of Bird's. Everyone in the bar made their way outside to view the beautiful, black, Breakout that had just pulled up. The bike was flawless except for the two dozen or so bugs that coated the front end and headlight. Fred had obviously been riding it hard through the mountains and back roads.

The Harley's proud owner stood back while Jimmy and the boys poured over every inch of the bike. They were amazed at the attention to detail, the paint, the hand-stitched seat. All done by Fred.

"Hey now, I found the highlight of this scoot for sure," said The Deuce. Everyone had to agree with him. Fred had to leave his trademark "Cobbler's fingerprint" on the build, and the exhaust pipes were it. They were shorty pipes with homebuilt brackets and chrome covers over black wrap. But what really set them apart were the flappers that rested over the openings. They were designed to open in staccato rhythm as the bike idled. Fred hit the starter button and everyone smiled as the flappers danced. The sound they made was totally unique.

"Leave it to you to add tractor flappers to a set of shorty pipes. That's what makes it yours, Fred," said The Deuce. The others had to agree.

—Z. Jakl



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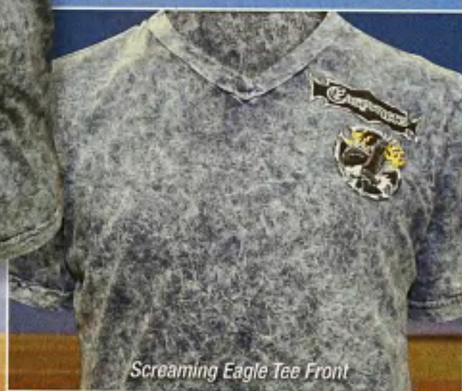


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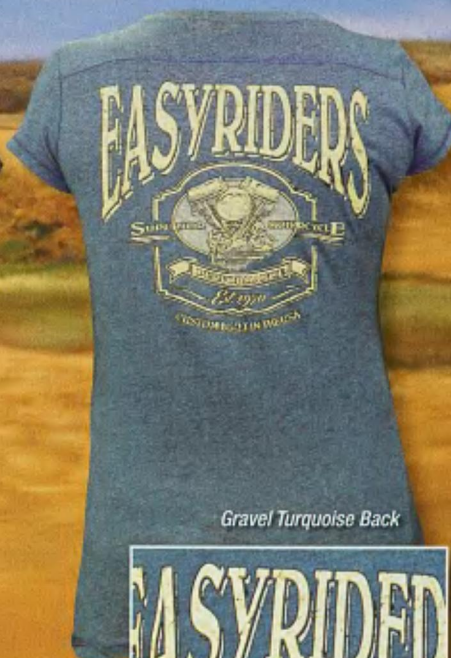
Peekaboo Front Black



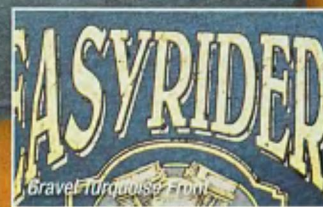
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Gravel Turquoise Front

Gravel Turquoise Womens Tee
 2197 Short Sleeve \$21.95

womens





TONY GERACI'S DREAM COME TRUE SHOVEL

HANDFUL

Tony Geraci has loved and ridden motorcycles his entire life. The Cincinnati, Ohio resident began when he was just ten-years-old and rode motocross growing up in Kentucky. His entire family rode, including his dad and all his siblings, so the love of scooters runs deep.

His first Harley was a 1983 FLH shovelhead with a 5-speed tranny. His passion for shovels continues to this day as witnessed by his current ride, a 103-inch S&S shovelhead in a rigid frame. "A buddy of mine had the bike. The S&S motor and 6-speed Frankentranny were in an early shovel frame," Tony tells us. "He had a different vision for the bike, including a king and queen seat, spoke wheels, and so forth."

Tony had always wanted to design a bike for himself, and when his friend fell on hard times, Tony snapped this one up. "I took it to Sean Bast and Bill Schalk at Tried and True Garage. The frame was bare so I had them turn it into a rigid, had it chromed, and put on the Invader wheels," Tony recalls. Donny Loos took the motor apart so that Greg King could polish it and then had Donny put it all back together again. "That 103 is a beast," Tony says.

"I designed the bike the way I wanted it and had definite ideas for designing the paint scheme," Tony confides. "I went to Jay at Reincarnation and he did a beautiful job. It's just what I wanted."

Sean and Bill along with Josh Donahue put the whole chopper

together. "Since these photos were taken, Sean and Bill went their separate ways and I have Sean and Josh, now at Cinn City Choppers LLC, continue to refine my dream bike." As we interviewed Tony for this bike feature he was just arriving at Cinn City Choppers to pick up the latest incarnation of the bike they call Handful, (even the license plate says HNDFL). It now sports a set of bitchen fishtail pipes.

A favorite detail on Handful is the handcrafted seat that features a pair of angel wings and praying hands. "It was presented to me after my mom passed," Tony says. And the bike is a tribute to longtime friend, riding partner and brother-in-law, Fred Terretti. "Fred and I rode together for years," Tony says. "He got cancer and couldn't ride anymore, so this one is for Fred."

—Dave Nichols



"I designed the bike the way I wanted it
and had definite ideas for designing
the paint scheme."



Owner: Tony Geraci
City: Cincinnati, Ohio

GENERAL

Fabrication: Tried and True Garage/
Cinn City Choppers

Year and make: 2017 Chopper

Model: Handful

Assembly: Tried and True/
Cinn City Choppers

Time: 4 months

Chroming: Metal Bright

ENGINE

Year and make: 2013 S&S

Model: shovelhead

Rebuilder: Donny Loos

Ignition: S&S

Displacement: 103 cu. in.

Lower end: S&S

Balancing: S&S

Pistons: S&S

Heads: S&S

Cam: S&S

Lifters: S&S

Carb: S&S

Air cleaner: Throwback MC

Pipes: Tried and True

TRANSMISSION

Year and make: 2013 Baker Frankentranny

Shifting: 6-speed

PAINT

Painter: Jay at Reincarnation

Color: blue & green

Type: PPG

FRAME

Year and builder: 1972 Tried and True

Type: rigid

Stretch: 2-inches

Shocks: none

ACCESSORIES

Bars: Tried and True

Handlebar controls: Kustom Tech

Fenders: Led Sled

Headlight: Model A

Taillight: Tried and True

Pegs: Tried and True

Electrics: Tried and True

Gas tank: Low Brow Customs

Oil tank: Tried and True

Primary cover: Lakeside

Seat: Tried and True

Mirrors: Tried and True

Grips: Tried and True

FRONT END

Type: springer

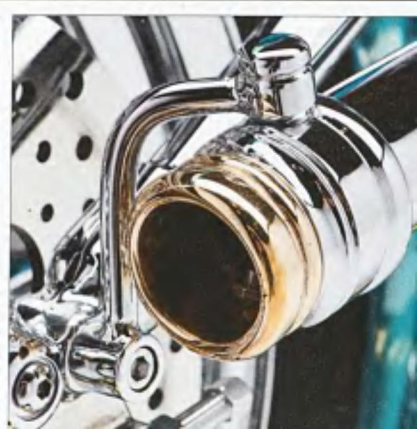
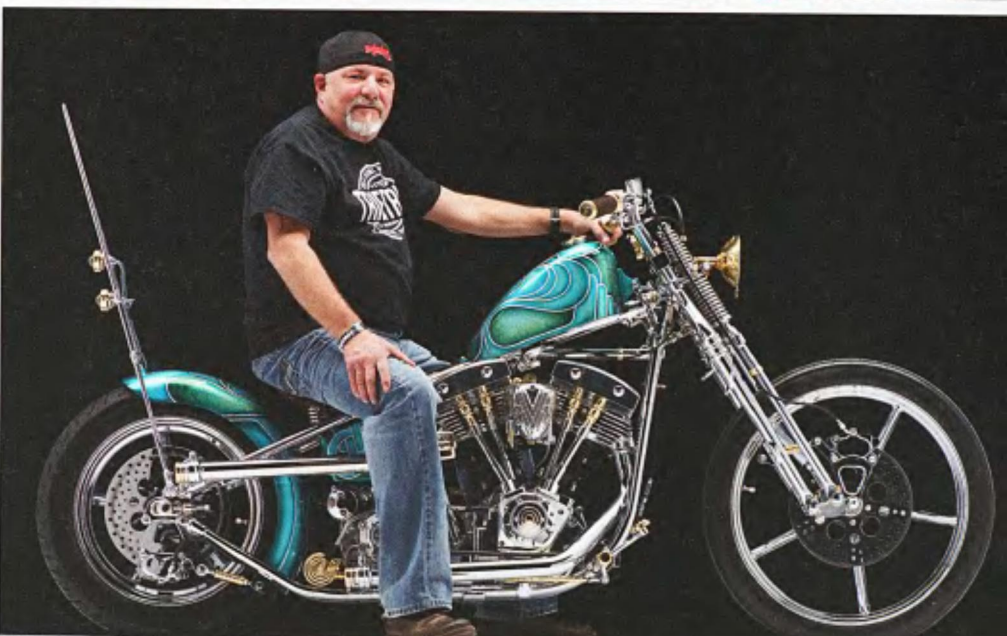
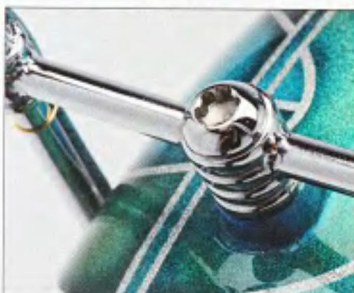
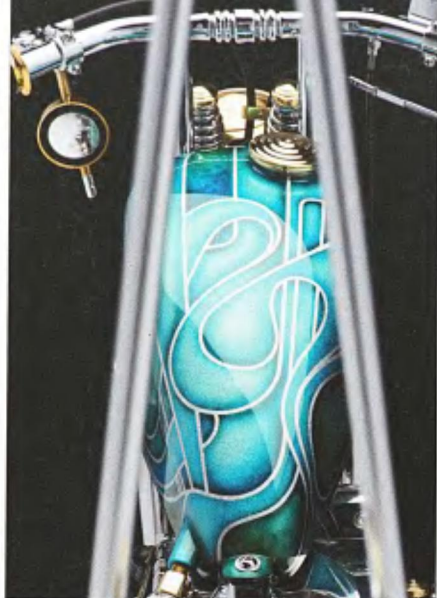
Builder: Mid USA

WHEELS

Size: 21-inch front, 16-inch rear

Make: Led Sled Invaders

Brake: DNA



Photos: Michael Lichter
Contact: Cinn City Choppers LLC
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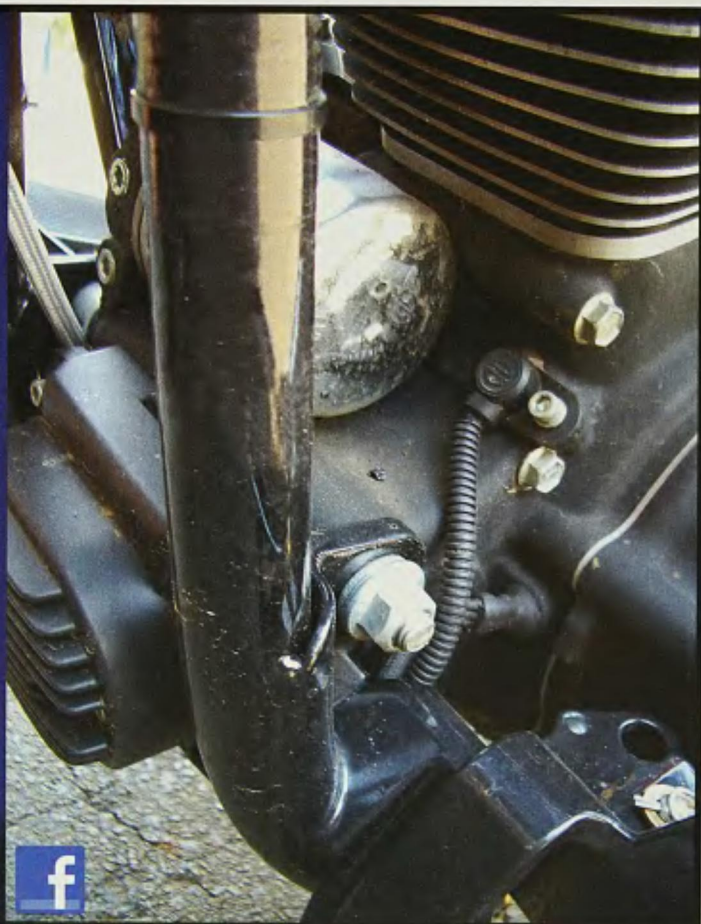
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ROAD TESTING THE 2018 ROAD KING SPECIAL

IT'S ALL THAT *AND* A BAG OF CHIPS

The only thing I wished I'd had on my road trip astride Harley-Davidson's 2018 Road King Special was a windshield. Other than that, this bike was the perfect vehicle for what turned out to be a 1,000-mile round trip to cover this year's Arizona Bike Week in Phoenix (about which you can read more in the September issue of *Easyriders*).

Other than the windshield, the Road King Special did exactly what you'd want a bike with that moniker to do: it ruled the road. That is to say, the Road King Special does everything the Road King has been doing for just about a quarter century now, but it's special while doing it.

For the most part, that attribute refers to the bike's styling aspects because both the Road King and the Road King Special share the same 107-cubic-inch Milwaukee Eight engine with the same displacement and, consequently, the same torque of 111 foot-pounds. They also have the same 6-speed transmission, the same entire driveline including two-into-one pipes, although the Special's are all blacked out, as is the engine and a lot of other parts. And the Special features a downward-stretched set of bags that not only look very cool, but also give you about a fifth of a cubic foot more space each, so you can stuff that extra pair of socks and underwear in there if you need to.







Ironically, the Road King comes with a windshield. In all other aspects, though, it's the Special that outdoes the base model with the certain extras that may make you want to pay those extra three grand for it.

At 19 inches in the front and 18 in the rear, the Special's black turbine cast aluminum wheels are two inches bigger in diameter than the base model's Impeller wheels, but both bikes sit equally low and have the same wheel base of 64 inches, even though the Special measures about an inch shorter overall. Must be because of the Special's skinnier tires that also give the Special half an inch less ground clearance at 4.9 inches.

But enough of all that technical stuff; you can look all that up on Harley's website. The thing I love about the Road King Special is that every time I look at

it, I just want to go on a ride, a long ride. With its nine-inch mini apes, footboards, and cushy two-up seat, this bike is as comfortable as any Harley model and built for the long haul. The eight-valve, 107-cubic-inch engine also runs much smoother than prior engine models. In fact, it's 75 percent smoother according to the folks at Harley, due to the single-internal engine counterbalancer the Milwaukee 8 is blessed with. I had no way of verifying that number other than to agree that it runs very smoothly, but with just enough vibration to let you know that you are indeed still on a Harley.

Although Harleys in general have become much quieter over the past few years, worry not, for when you twist that throttle, those pipes still roar pretty mightily. And since you're at it, you'll definitely feel the engine's torque that

propels you forward at just about any rpm range. This comes in very handy should you need to get out of tricky situations in highway traffic. In my case, that ended up being several successful attempts at avoiding tumbleweeds blowing across the highway, because by the time I got into the Phoenix area, I found myself engulfed in a sandstorm with 60-mph wind pelting my face. That's where that wish for a windshield came in. But I also had a chance to cruise the mountains north of Phoenix near Cave Creek, and the bike was easy to handle both on the twisties and in stop-and-go traffic through the Cave Creek Bike Week event where one lane on either side of the highway going through town was closed for bike parking.

Of course that was no surprise to me because I've been a fan of the Road



King for years, and a huge fan of the Road King Special for the past two years the model has been around. Part of my love for the bike is because it's minimally equipped in terms of amenities: there's no radio, no GPS, no digital screen distracting your view, none of that. In other words, because it has no fairing or TourPak, the Road King Special is much less top-heavy than some of Harley's other touring models. The bike's low center of gravity makes it much easier to handle, especially in slow traffic.

However, the Special does offer some necessary information right at your fingertips and in front of you in the digital read-out on the dash. This includes info like how fast you're going, what gear you're in and at what rpm you're traveling, and what time of the day it is. There's also the odometer and



2018 ROAD KING SPECIAL

Base Price	\$21,999
Length	95.3 in.
Wheelbase	64.0 in.
Ground Clearance	4.9 in.
Seat Height	27.4 in.
Fuel Capacity	6.0 gal.
Engine	Milwaukee Eight
Motor Displacement	107 ci
Compression Ratio	10.0:1
Torque	111.4 ft-lb
Lean Angle	32 degrees right, 31 degrees left
Weight (running)	818 lb.
Fuel System	Electronic Sequential Port Fuel Injection (ESPFI)
Fuel Economy	45 mpg
Transmission	6-Speed
Final Drive	Belt
Brake System	32mm 4-piston fixed, front and rear
ABS	Standard
Wheels	Black, turbine cast aluminum
Front Tire	130/60B19 61H
Rear Wheel	180/55B18 80H

Photos: Kai R and Kit Maira

two trip meters, as well as a fuel indicator that tells you how many more miles you might have left before you run out of gas.

And, of course you've got ABS that's standard on the Special but not on the base model, and cruise control, but I'll be the first to admit I have never quite figured out—on any bike that has it—how to actually make it work. I've come to the conclusion that it's because I just have too much fun twisting that throttle and never staying at the same speed for too long.

All in all, the Road King Special is everything the Road King is, and a bag of chips—which you can also easily stow in one of the saddlebags and munch on while riding, thanks to the saddlebags' one-click fastening mechanism, although I wouldn't recommend it. They tend to go flying all over the place.

For more info on the Road King Special or any other Harley-Davidson model, go to www.h-d.com.

—Tripper





20 YEARS OF MOTORCYCLE MAGIC

David Uhl

David Uhl is my favorite motorcycle lifestyle artist working today. His body of work is rich and diverse, covering a wide spectrum that captures every biker's love of all things with two wheels. From the forgotten, rusted out Indian Chief lost in the Black Hills in his painting *Badlands*, to the fantasy steampunk custom creation and the stunning magician astride it in *The Alchemist*, David's work takes us to amazing places.

David was born into a family of engineers and artists, which made him particularly suited for capturing the lifestyle inherent in motorcycling culture.







The Alchemist



Evelyn

He purchased his first bike in 1988, and soon after, his pencils and pens reflected his visual passion for the sport. In 1993 he began producing countless best-selling artworks for Harley-Davidson apparel.

After several years at the helm of Uhl Studios, an award-winning illustration company, David fulfilled his desire to move into Fine Art. In 1998, he created his first oil painting and, upon taking it to Harley-Davidson headquarters in Milwaukee, he was eagerly welcomed as the first-ever licensed oil painter for The Motor Company.

Since then, David has created scores of masterpieces reviving the rich history of this legendary manufacturer. Pouring over the company's black and white photography archives, he selected numerous compositions and



David Uhl

brought them "back to life" in oil on canvas. His timeless style is perfect for capturing the deep emotions Harley-Davidson evokes, and will allow the legacy of the biker lifestyle to live on for generations to come.

He was the program cover artist for the Indy 500 in both 2008 and 2011. In 2013, David was honored to present his painting *Chance Encounter* to Pope Francis at the Vatican. His works are collected worldwide, most notable, his Women of Harley and Steampunk collections.

This year he celebrates 20 years of creating masterful works of motorcycle art and is offering special commemorative pieces for both Daytona Bike Week and Sturgis. See more at uhlstudios.com.

—Dave Nichols



Badlands



Frozen in Time



Lucky Dog



Steampunk



Still Kickin



BRAD PITT'S ERIC BENNETT-BUILT RAT TRAP FXR

LA RATONERA

This FXR from Bennett's Performance started off as a set of cases from S&S. Discontinued now, they featured Evo-style mounts, but are built to house Twin Cam components. In other words, a "TwEvo." A friend sold Eric Bennett an FXR rolling chassis, out of which only the frame was used, and that was the beginning of this bike. "My first thought was to build a low budget beater bike to fuck around with,

and it quickly escalated," Eric tells us.

Eric says that, in his opinion, the signature of the bike is the routing of the exhaust system. When he decided to go with the bagger transmission and its integral oil pan, he knew that it would give him a lot of real estate to work with under the seat. So the exhaust was routed under the rear tail section and over the rear tire, giving the bike a flat track, enduro look.





"I love flat track racing and the look of the bikes," Eric says. "That paint job is modern, but with a little bit of a throwback, the colors and the pattern on it. There's a late seventies, early eighties, flat track look with it. That tail section especially gives it that racy look. The inspiration for the bike was to build a racy style bike and to keep it compact. Looking at the bike from the rear forward, it's a really skinny bike."

"I've been in the Harley business my whole adult life," Eric says, "and this bike is just crazy to ride. It's not like any other Harley because you've got so much ground clearance and killer brakes, which we're not accustomed to on Harley-Davidsons. That front brake... you just look at that thing and you'll be over the handlebars. I actually had to relearn how to ride a little bit because the brakes were so sensitive, and I can't speak enough about how perfect the suspension is. You are almost looking for bumps to hit so you can jump 'em!"

The front end uses Italian Rebuffini trees and a KTM inverted tubes. The Ohlins shocks are considerably longer than stock, and the Brocks Performance swingarm is extremely robust. "I had to cut a section out of the top rear part of the transmission because the shocks were so tall, and the swingarm was taller in diameter than the stock swingarm. So I had to create clearance to get the swingarm to drop low enough to get the shocks to fit. That was a lot of work!"

A buddy of Eric's had wrecked his FXR, so he ended up with a junk outer primary to cut up. The inner primary was a swap meet find. It is a Delkron unit that Eric paid \$50 for, because "it leaks." No problem, since Eric was running a belt drive. The headlight is another low buck find. Eric didn't want to run a traditional round headlight, so he found this off-road light for a Jeep. Finally, the bike does run a license plate, but try to find it. It's under the rear tail section. Don't see it? Eric says that means he has done his job.

Eric wants to draw attention to some special features that you might not notice at first glance. "All the wiring is super simple. One of the challenges was to get a battery good enough to



Brad Pitt has something like 12 V-twins. He says that the TwEvo blows away all of his Harleys "hands down."





Owner: Brad Pitt
City: Los Angeles, California

GENERAL

Designer: Eric Bennett
Year/make: 1982 Harley-Davidson
Model: FXR
Assembly: Bennett's Performance
Time: 16 months

ENGINE

Year/make: 2016 Hybrid H-D
Model: TwEvo
Displacement: 106 cubic inches
Cam: S&S 585
Ignition: Daytona Twin Tec
Pistons: S&S
Heads: Branch O'Keefe
Lifters: S&S
Carb(s): 45mm Mikuni
Air cleaner: Roland Sands
Pipes: Bennett's Performance

TRANSMISSION

Year/make: 1995 H-D Road King
Modifications: WPC Treatment gear set
Shifting: mid

PAINT

Painter: Buck Wild
Color: Black, Orange and Pewter
with silver leaf
Type: House of Kolor

FRAME

Builder: Harley-Davidson/
Bennett's Performance
Shocks: Ohlins
Other Modifications: Brocks Performance
swingarm

ACCESSORIES

Bars: Renthal
Handlebar controls: Brembo racing with
Rizoma reservoirs
Fenders: KTM Gabe Vidrio (front);
James Crosby (rear)
Headlight: Jeep aftermarket
Taillight: Bennett's Performance LED
Electrics: MotoGadget Ruin Van
Driessche

Gas tank: FXR

Oil tank: under transmission

Oil system: Bennett's Performance/S&S

Seat: Saddleman

Pegs: Joker Machine

Grips: Renthal

FRONT END

Type: inverted

Builder: Rebuffini trees, KTM White
power tubes

WHEELS

Size: 19-inch front, 17-inch rear

Wheels: BST carbon fiber

Tires: Michelin

Brakes: Brembo

Special Thanks: Gabe Vidrio, James
Doerr, Bob Ropper, Ruin Van Driessche,
John O Keffe, Chris from Saddleman
seats, my boys at Alloy Art and all the
guys at Speed Merchant

Photos: Michael Lichter



"The inspiration for the bike was to build a racy style bike and to keep it compact."



start the bike, while keeping it small enough that I could hide it. It is under the seat," Eric reveals, "there is a little pan that drops down and all the electronics are under the seat." There are no "zip ties" on the bike at all, everything is safety wired. Likewise, for each hydraulic hose, there are tiny tabs welded on the frame with shrink wrap on the line and safety wire to secure them to the frame. Since the bike was assembled and torn down multiple times during the build, and each component pre-fitted, final assembly was a breeze.

As Eric started getting into the project, he realized that this bike was going to be special. At that point he invested in the BST carbon fiber wheels because he felt the bike needed it. Eric says, "I see guys building bikes and doing all these killer things, and then skimp on a few things at the end, and the bike just isn't 100 percent of what it could have been." With this bike, Eric didn't think he would find someone willing to spend what he would want for it. But when he showed the FXR at Born Free, actor Brad Pitt's assistant saw the bike. Long story short, he later got a call from the movie star's camp, saying that they really dug the bike, and, "We came up with a number that we were both happy with."

Eric said he has recently heard back from Pitt and was told the actor really loves it. Brad has something like 12 V-twins, and a bunch of European and Japanese bikes. He says that the TwEvo blows away all of his Harleys "hands down." —Kit Maira





The Motor Bike Expo pulled out all the stops this year to celebrate its 10th anniversary of being staged in the ancient city of Verona, Italy.



VERONA MOTOR BIKE EXPO





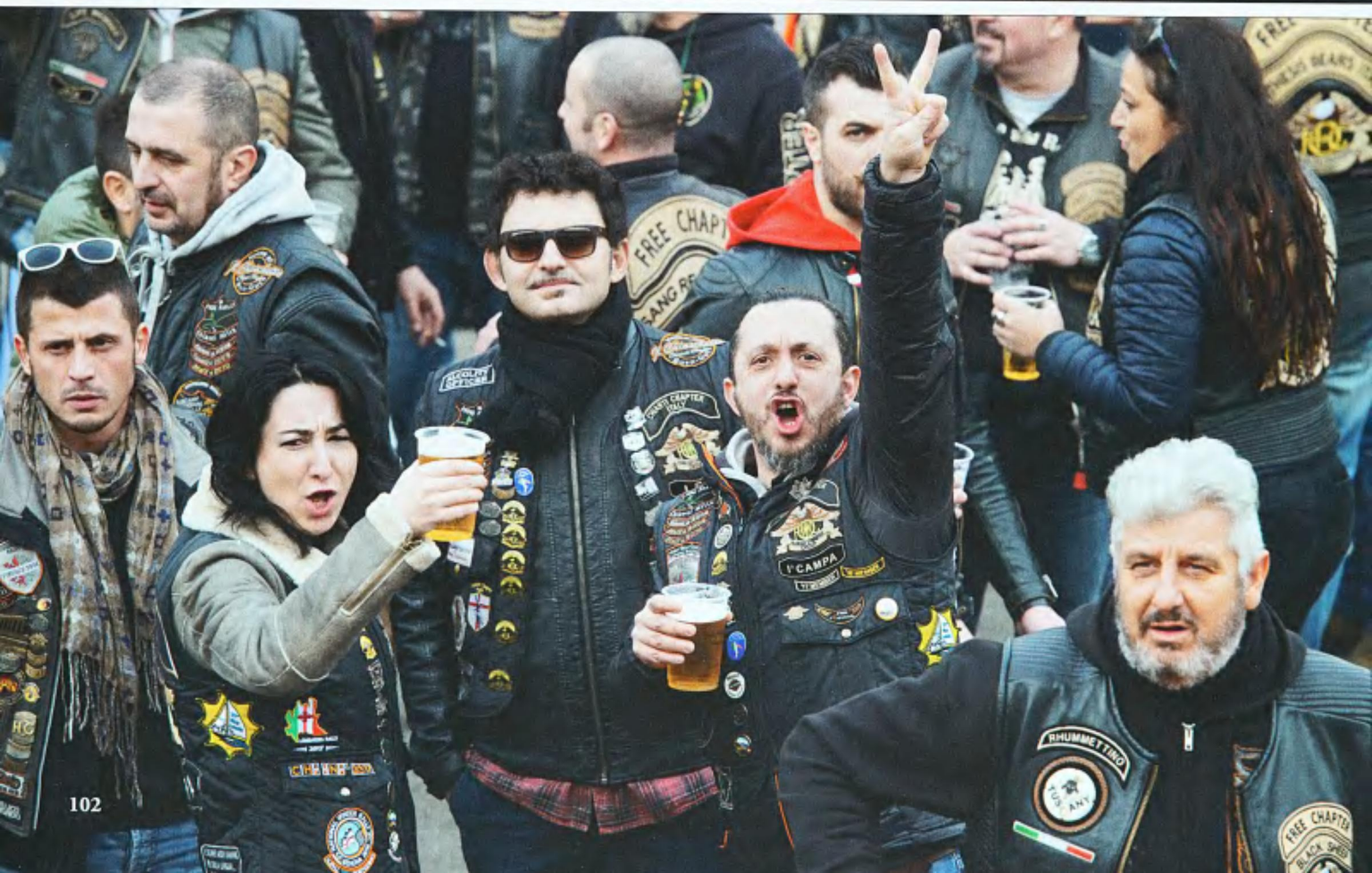
Yes, the same Verona where Juliet said from her balcony 500 years ago, "Good night, good night! parting is such sweet sorrow, that I shall say good night till it be morrow", in William Shakespeare's Romeo and Juliet.

MBE, as this event is more commonly known, grew from three days to four days just for this anniversary. As suspected, the numbers exploded to a record 167,000 visitors who came to check out over 600 custom bikes and more than 700 vendors. If you think these numbers are staggering, then try to imagine the sheer scale of the venue itself, which includes 850,000 square feet of indoor exhibition area spread between seven exhibition halls as well as 230,000 square feet of outside area for displays, shows and racing.





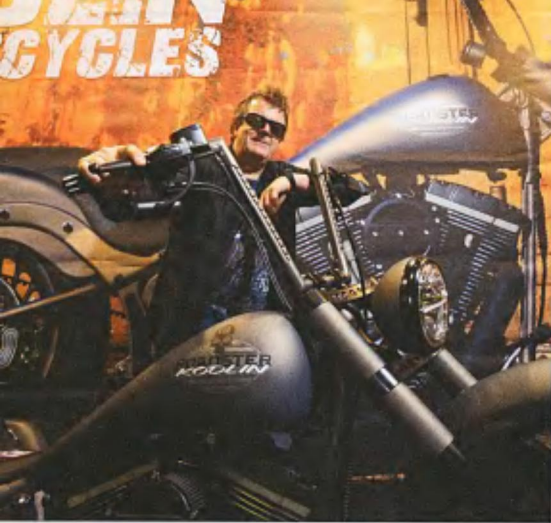
VERONA





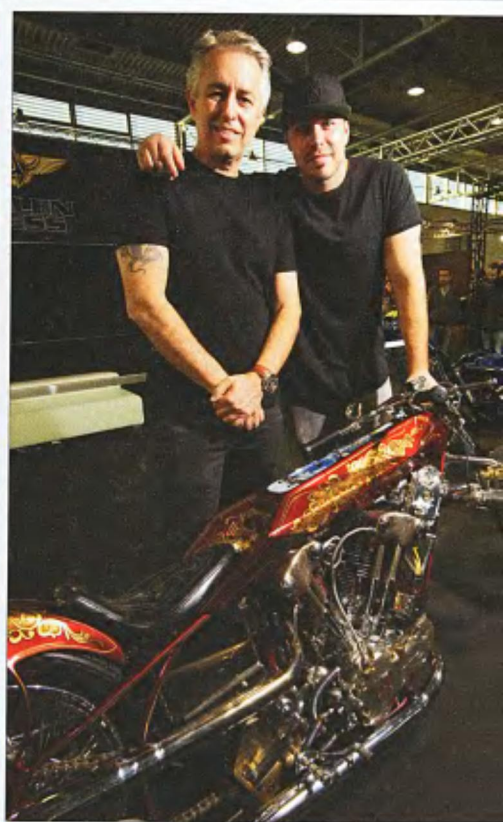
There was so much to see and do at this show that you couldn't possibly see it all, even with the new four-day format. Of course, the main focus was on the bikes, and there were remarkable ones from all corners of the globe. Not only was virtually every country in Europe represented, bikes came from the United Arab Emirates, Taiwan, Hong Kong, Thailand, Japan, Morocco, Tunisia, Algeria and the USA. As is often the case when traveling to shows in Europe and Japan, it's rare to see a custom bike that was seen at the show before as most builders will only display something new. The majority were unveiled in one of the "shows within the show" such as that hosted by *LowRide Magazine* Italy, which was won by Radical Choppers with their "Angel Dust" custom Harley-Davidson shovelhead.





The Custom Chrome International Bike Show offered awards by industry pros, but the Italian Champion title went to the UK's Pete Pearson of Rocket Bobs Cycle Works for his "Swamp Water" shovelhead. Another show created a rivalry between 250 authorized Harley-Davidson dealers from 21 countries.

The main event of the weekend was the MBE "King of Verona" Award that took all of the custom bikes throughout the Expo into consideration. This show was judged by an international panel of judges including Danny Schneider of Switzerland, Go Takamine of Japan, Rocco Siffredi of Italy and Zach Ness and yours truly from the USA. In an odd twist of protocol, with a narrowed field of ten bikes, we held up large placards with numbers from one to ten, just like at skating championships, so each bike received a total score. The quality of all ten bikes was exceptional, but the builder who came out on top was Samuele Reali with his latest custom from Abnormal Cycles in Milan, a 1919 Mag Moto.









Beyond the bikes, there is an extravaganza of offerings outdoors with 18 stunt riders competing in a European championship, trials bikes that climbed vertical obstacles, drift cars that smoked a track all weekend, motorcycle test rides, motocross racing and even stunts on mopeds. Most of the vendors were inside and it was refreshing that many offered unique accessories I'd never seen before. As you might imagine, there was incredible Italian food made by chefs in full professional garb, working out of food trucks across the property.

One new addition this year was "The Art of Kustom" competition for which eight artists were brought in from Asia to celebrate the 10th anniversary of the event as well as "70's Helmets" 10th anniversary displaying their beautiful

helmets at the show. They did this by having each artist paint a helmet on site, which was judged by a panel on the final day so a winner could be crowned.

Walking around the event, as I was constantly offered espresso, beer, wine, Prosecco, exotic cheeses and snacks. There seemed to be a party in every booth and one even had its own live band! I was struck by the quality I saw and passion I sensed in absolutely everything. It was in the bikes, the food and the music. It was in displays like the Zombies Chopper Run and PDF (Punto Di Fuga) Motociclette. And it was in all the smiling faces. Maybe that is what felt the best, so many people having so much fun.

MBE has already announced that they will stick with the new 4-day format in

2019 and, knowing it gets better every year, I hope some of you will decide to make this journey so I see you in my viewfinder next year. I can already hear you saying how this is too far away, but approaching this from a different angle, consider how bikers by definition are travelers that are forced to live in the moment by virtue of what it takes to ride down the road on two wheels. We get on our bikes and go on a journey. We use all our senses and we see, smell, taste and experience things we never saw before and it is wonderful. Take me up on the offer and you won't be disappointed. See you in Verona on January 17-20, 2019.

You'll find more information at motorbikeexpo.it.

—Michael Lichter

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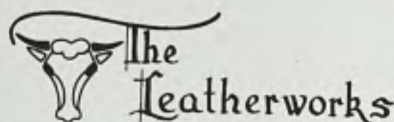


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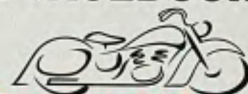
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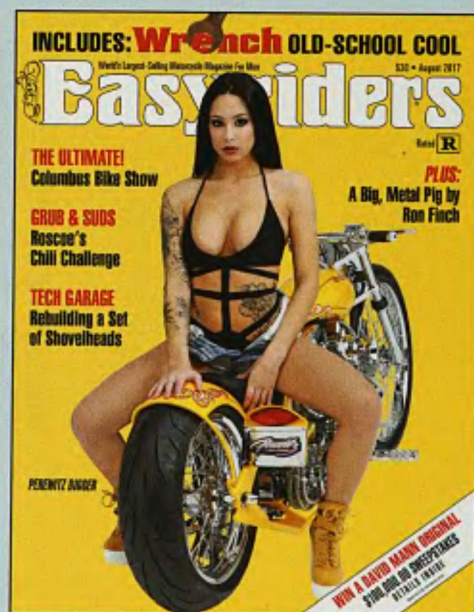
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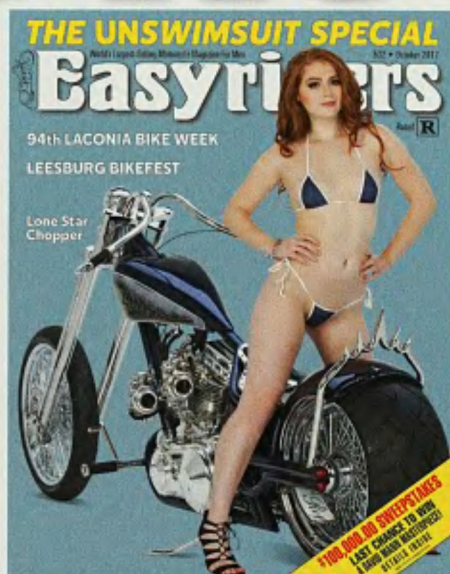
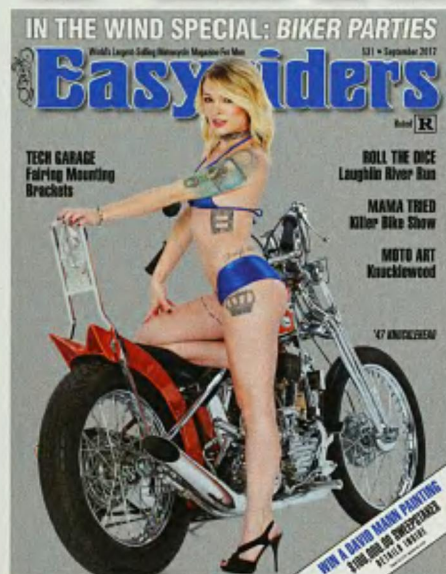
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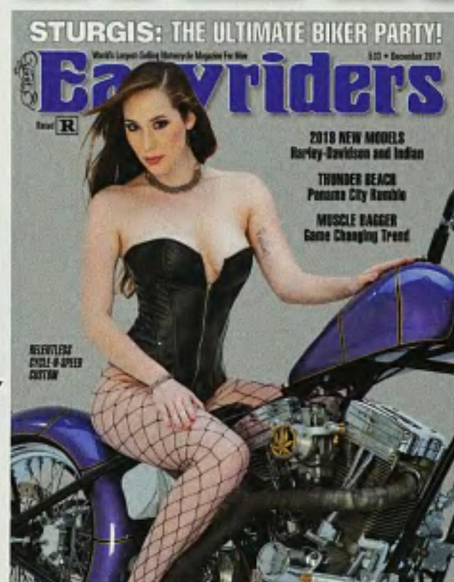
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IN THE WIND



Mike Dugan and Carol Lefferts both grab a handful on the road to Arizona Bike Week. —Mike Dugan, Gardena Calif.





Assume the position.

—Ben Zales, El Lay



Never underestimate a chick and her vibrators. Chris displays her pleasure toys. —Chris and Gabe Gibbany, Harrison, Ark.

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



James Roper-Caldbeck finds fourth somewhere in the forests of Copenhagen

—Siwer Ohlsson, Sweden



Opening day riders. Let's go, Dodgers!

—Bomber, Chavez Ravine



—E.L. Woody, Daytona Beach, Fla. 1981.

Go to easyridersbulk.com to learn how you can sell *Easyriders* magazine in your shop



This Month's Winner

Your Fox Hunt Winner this month is Captain Carrie of the historic Maryland fishing schooner Anguille du Désespoir. This wily captain casts wide her nets and legs upon the sparkling Chesapeake and always comes home with the crabs. Crawl back through time to page 6 and learn how she gave crabs to Steven Youngblood's bad to the fishbone Ironhead Sporty and everyone else in the room.
—*The Mighty Meatbook*



#0801 Callie-Indiana

"My first ride on a Harley was so intense. I don't know how fast we were going, but by the time we stopped, all my pubic hair was gone!"



#0802 Marissa-Arizona

"My first ride on a bike was when I was twelve. I've loved bad biker boys ever since."



#0803 Tani-Arizona

"I grew up on the back of a bike. My parents are bikers, and when I was five, my dad picked me up from school on his bike."

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 furious funk-monkeys. Please meet a delicate and deranged micro-biologist named Staci from the scorching land of Arizona, where the Phoenix rises from it's own asshole. Staci enjoys looking at very small things, (no offense). Come back next month or she'll cultivate a large carbuncle on your prostate.

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Adam Drake
Plainfield, Vermont
2008 Harley FXDB Street Bob

Working for the city of Montpelier, Vermont seems to be a pretty cool job. Adam Drake works there as an "operator," which apparently entails just about anything from maintaining sidewalks to picking up the occasional road kill. And in return, he gets to keep his two Harleys in style. Like this Street Bob. Heck, it's maintained better than most mistresses. Adam says, "Once I started, I just couldn't stop. I'm still not done with it."

He bought the bike from Wilkins H-D in nearby South Barre in 2013, and according to Adam, it was just stock, a plain Jane Street Bob with apehangers.

But of course, it didn't stay like that for very long. He got a set of Performance Machine "Gasser" wheels with a matching rotor up front and had the front forks powdercoated. He also got some Arlen Ness dust caps, a Harley-Davidson solo seat, a coil relocater from DK Customs, and JSR handlebars. "I go on eBay and I just buy stuff. It gives me something to do," he says.

He also lowered the bike an inch with a set of Progressive Suspension shocks and shipped the sheetmetal to C.R. Designs in Phoenix, Arizona, where Chad Riccio did his magic on them. "I haven't done anything to the motor, though," Adam says. "I just dressed it up with PM rocker boxes and a set of Blow pipes. They don't sound like Vance & Hines, which is

what I had on there before, but I was going for looks, not sound."

That's because Adam likes to take the Street Bob to local shows around Vermont where he's already won a few first-place trophies. "They've got bike shows at Wilkins H-D," he says, "and out of thirteen Dynas that showed up, I took first place. That's not too bad."

Adam also has a 2012 Street Glide for when he takes his wife Hilary on rides. There are a few more things Adam wants to add to the Street Bob before it's done, but then he'll turn his attention—and his wallet—over to the Street Glide. "I still gotta get the rotor for the rear and the drive belt pulley," he says. "But you're talking four or five hundred bucks a part. It's not cheap, but it's fun."

—Tripper

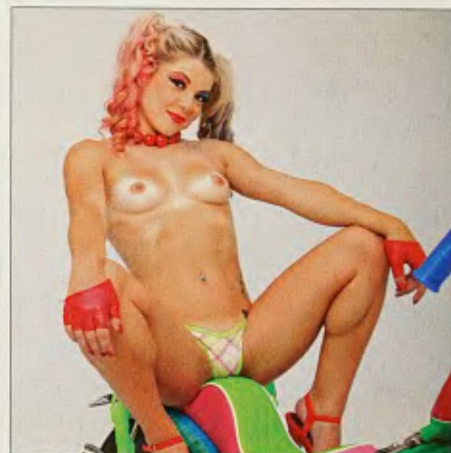
Photos: Owner



Adam Drake's 2008 Harley FXDB Street Bob is this month's winner of our Star Brite Reader's Ride contest.



Comin' At Ya



The sizzling September issue of *Easyriders* (#542) takes you to the massive Inter-mot Rally in Germany and both the Cave Creek Rumble in Arizona and the Giddyup Rally in Texas.

Custom bikes run the gamut from a crazy Douche LaRouche Evo Chopper, to a classic Dave Perewitz panhead, and from Justin McNeely's old school shovel and Prism Supply's sweet pan chop, to an all new Orange County Choppers supercharged wonder bike. PLUS we'll test ride Harley's two new Sportster models.

Take a gander at guitars built entirely from Harley parts, squeeze your brain with some crazy biker fiction, laugh 'til you fart with some truly sick humor and get another classic David Mann masterpiece. All this and more is just a throttle twist away, in the September issue of *Easyriders*!

On sale August 7th



The September issue of *V-Twin* (No. 206) is the "G-Rated" version of *Easyriders* and there is nothin' in it that you can't show your dear ol' mum. On sale August 7th

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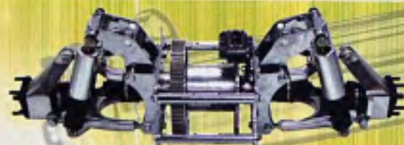
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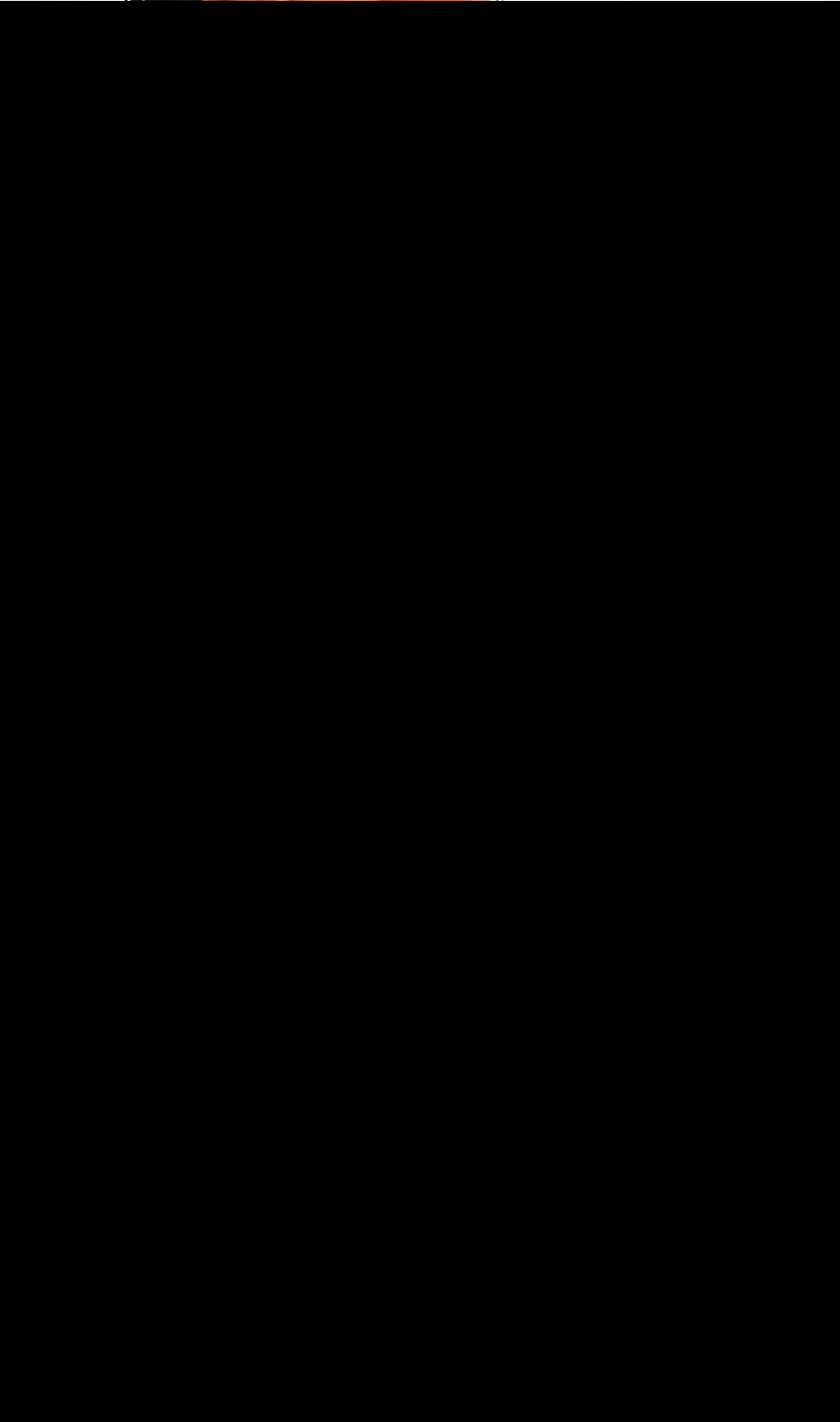
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Steven Youngblood/
1978 Harley-Davidson Ironhead Sportster
Model: Carrie





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David Mann's painting *Lawn Sprinkler* shows his great sense of humor. This classic first appeared in the July 1984 issue of *Easyriders*. It can also be seen in our *David Mann 50 Motorcycle Masterpieces No. 3*.

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