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Lottery Winner Shits on Ex-boss!

54-year old Brian Morris, from Clarendon Hills in Dupage County, Illinois bought over 20,000 tons of manure and asked for it to be dumped on his former employer's property, pretending it was his residence.

Dozens of trucks filled with manure showed up in front of the house around 6:00 in the morning and began dumping the smelly cargo over the lawn. George Fitzgerald, Mr. Morris' former boss, was awakened by the sound of the vehicles on his property and called the police. By the time the cops arrived, more than 10,000 tons of manure had already been dumped.

Brian Morris was standing right across the street and laughing his ass off when the police arrived. It seems he had won \$125 million by playing Powerball in the multi-state lottery. When asked by organizers what he would do with the money, he had simply answered, "Just read the news, you'll see."

Sex Party House

There's a 7,500-square-foot house in Castle Rock, Colorado called the Thunderstorm Play Palace. The owner invites swinging couples and singles to gather for wild sex parties. Invitees must make a "donation" (\$70 for couples and single men, \$20 for single women), and the parties include drinks, snacks and potluck dishes. On the invitation, guests were asked to bring their own condoms. The host is a married father of three who feels harassed by the neighborhood, but he counters that he's taken steps to be discreet, including installing soundproofing and making sure "there are no open areas." But neighbors claim they hear "disturbing sounds" coming from the house. "You can hear people doing what they're doing," one resident told reporters. Castle Rock Police say the man is not breaking the law because he's only taking donations, and the activities are contained to his home.

Fifty Shades of Neustadt

Police officers in the German town of Neustadt were recently called to an apartment building after reports of screaming led neighbors to suspect domestic violence. Instead, they found a couple receiving instruction in the Japanese art of Shibari erotic bondage from the apartment's tenant. Shibari translates as "the beauty of tight binding." The police reported the couple were "well and in a

good mood," even asking the officers if they'd like to join in the erotic fun. The cops took a pass.

Breaking and Bathing

A 29-year-old chick broke a window and crawled into a home in Monroe, Louisiana. She then settled into a warm bath with a bag of Cheetos and a big plate of food she got from the fridge. The homeowner returned after work to find the strange woman in his house and called the cops. In related news, a homeowner in England came home to find a man bathing in his tub and eating a cup of soup. When cops arrived, the 39-year-old naked man tried to flee but was soon captured. According to the homeowner, "He ate me crisps, had five rounds of corned beef and sauce, ate a jar of pickles, had two ice creams and a can of Coke."

Jaywalkers Beware!

The city of Daye, in Hubei province China, has installed water sprayers and an electronic screen at a crosswalk to stop people from crossing on a red light. Five pylons have been placed along the road, three of which identify offenders using sensors and then spray them with water vapor. Other pylons "photograph people crossing against red lights," explained Wan Xinqiang of the Daye public security bureau, and "a large electronic screen at the intersection will instantly display their photos. If the equipment works well, we will utilize it throughout the city."

Worst Criminal Disguise

This 22-year-old dude broke into a GameStop store in St. Marys, Georgia, at 1:19 a.m. a few months ago, where he was captured on camera wearing a clear plastic wrapper (of the sort that holds bundles of bottled water) over his head. Even with the plastic "mask," the robber's face is clearly visible in surveillance video, and St. Marys police quickly identified and captured him.

Shadow Man of the House

In Tokyo, women who have qualms about living alone may soon have a new security option. "Man on the Curtain" is a prototype smartphone app that connects to a projector and throws a moving shadow of a man onto a closed window curtain to give the illusion that the woman is not home alone. The shadow man can be seen doing any of several different activities, such as

boxing, karate, vacuuming, playing the guitar or getting dressed.

Fun-stealing Bastards

In Norway's capital city of Oslo, tradition calls for high school graduates to participate in "Russ," a several-weeks-long party that includes drinking, nudity and public sex, sometimes resulting in fatal car crashes. So this year, the Public Roads Administration issued a statement that declares, "No to sex on roundabouts," warning that students should refrain from running naked and having sex on bridges and roundabouts, because such behavior gives drivers "too much of a surprise." Yeah. True that!

Bad Attitude

A senior citizen from Grassington, North Yorkshire, England thought he was outsmarting law enforcement speed cameras by installing a laser jammer in his Range Rover. In fact, he was so sure of his scheme that he repeatedly raised his middle finger to the cameras as he passed. What he didn't realize was that the laser jammer, rather than hiding his identity, was only blocking police from determining his speed. So when the fuzz tracked him down, he was charged not with speeding, but with perverting the course of justice. "If you want to attract our attention, repeatedly gesturing at police camera vans with your middle finger while you're driving a distinctive car fitted with a laser jammer is an excellent way to do it," Traffic Constable Andrew Forth was quoted as saying. The senior was sentenced to eight months in jail and prohibited from driving for a year.

Another Dumbass

This 24-year-old dumbass dame was sentenced to 18 months in prison in Belmont County, Ohio following her guilty plea for tampering with evidence. On probation after a drug possession sentence, she failed a drug urine test when the "borrowed" sample she used tested positive for drugs. "Let me get this straight," the Judge said in court. "To avoid the positive test with your own urine, you used someone else's urine, which turned out to be positive also. That's bizarre." Yep, and dumb.

Quote of the Month

"Racing is life. Anything before or after is just waiting." —Steve McQueen



6 WATERMELON DOUCHE

Jeff Ettelson's
Lone Wolf Rigid Evo
On the front cover: Ashley
Photo by: John Covington



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The Douche LaRouche Motorcycle Club is dedicated to building, riding and working on motorcycles in the douchiest way possible. The Club has chapters in Los Angeles, San Diego, Las Vegas, Reno, Florida, Ohio, Spain, France and Japan. This crew of misfits is all about having a good time and not taking everything so damned seriously. Hence the photo shoot we have here.

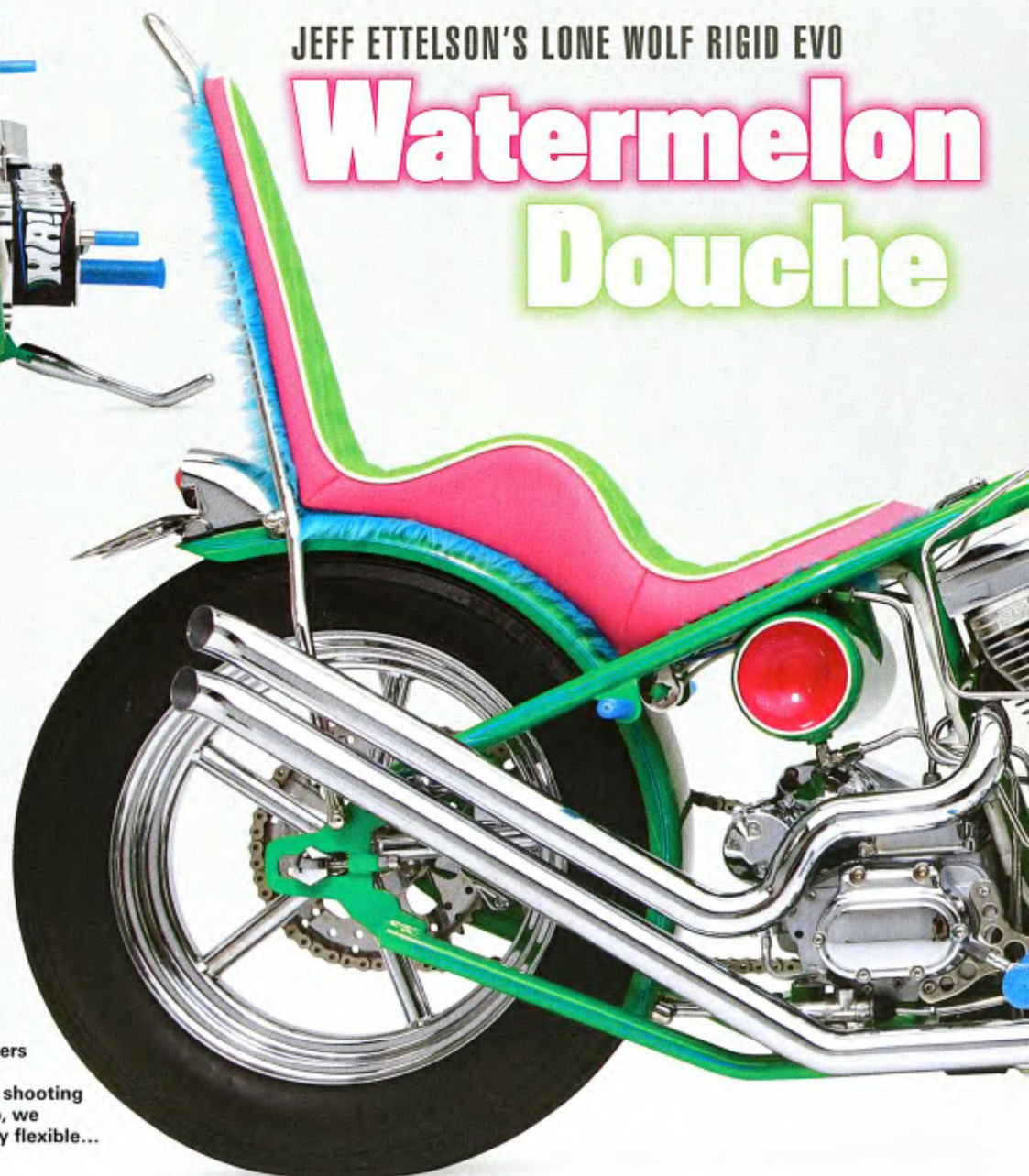
The watermelon-colored rigid chopper before you is owned by Douche member Jeff Ettelson of Lakeside, California. He bought the bike as a fat tire chop job a few years ago and took it to fellow Douche, Tony

Tyrrell, owner of Lone Wolf's Chop Rodz in El Cajon, for a few changes. "We started out by changing the handlebars and seat and things kind of progressed from there," Tony recalls.

Tony has been passionate about hot rods and bikes his whole life. "My dad was into hot rods and my older sister worked at Laidlaw's Harley-Davidson," Tony tells us. "She had a Harley, and I was bit hard by the Harley bug. I couldn't afford one, so I built one." Tony worked with Douche grand wizard Jason Wilson of Sacred Steel fame and started his own shop in Glendora, California in 2008. After

JEFF ETTELSON'S LONE WOLF RIGID EVO

Watermelon Douche



This month, you righteous readers chose awesome Ashley as your Fox Hunt contest winner. While shooting on Jeff Ettelson's rigid S&S Evo, we discovered that she is extremely flexible... in more ways than one.

moving to Nevada for a time and starting the Douche LaRouche chapter in Reno, he moved to the San Diego area in 2012. Lone Wolf's Chop Rodz is a natural extension of Tony's love of all things with a motor and wheels.

Jeff and Tony decided to do a total rebuild of the bike you are gawkin' at. Tony took the chopper down to the Santee frame, windowed the neck and shaved off all the tabs. He also reworked the TC Brothers gas tank and made the oil tank from scratch. While everything was apart, AS Auto Art sprayed the paint and Rex Upholstery

"I keep my head down and let my work speak for itself."



**There were a lot of photos
that we are not allowed
to show you.**

handled the king and queen seat. The guys next door at Moonshine Metals bent up the sweet upsweep pipes. The twin headlights are fog lights off a 1965 Mustang and Tony built the groovy 8-inches over stainless Springer front end.

Tony's design philosophy is simple and direct. "I like to take people's weird ideas and make them into safe motorcycles. I keep my head down and let my work speak for itself."



When it was time for our photographer, John Covington, to shoot this rigid LaRouche scooter, the session with Fox Hunt winner Ashley quickly got out of hand and became a crazy party. There were a lot of photos that we are not allowed to show you. Hey, it's the Douche way.

—Dave Nichols



Owner: Jeff Ettelson
City: Lakeside, California

GENERAL

Fabrication: Lone Wolf's Chop Rodz
Year and make: 2017 custom Chop
Model: La Rouche
Assembly: owner
Time: two months

ENGINE

Year and make: 2017 S&S
Model: Evo
Rebuilder: King's Cycles
Ignition: S&S
Displacement: 96 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: Andrews
Lifters: S&S
Carb: S&S

Air cleaner: velocity stack
Pipes: Moonshine Metals

TRANSMISSION

Year and make: 2005 Ultima
Type: 6-speed
Shifting: foot

PAINT

Painter: AS Auto Art
Color: watermelon green

FRAME

Year and builder: 2017 Santee
Type: rigid
Rake: 38 degrees
Stretch: 4-inches up, 1-inch out
Shocks: none

ACCESSORIES

Bars: Lone Wolf
Handlebar controls: internal
Fender: trailer rear
Headlights: Mustang fog lights
Taillight: dog dick
Pegs: Lone Wolf
Electrics: Lone Wolf
Gas tank: TC Brothers
Oil tank: Lone Wolf
Oil system: S&S
Primary: Frank Sanchez
Seat: Rex Upholstery
Grips: 7 Sins

FRONT END

Type: stainless springer
Extension: 8-inches over
Builder: Lone Wolf

WHEELS

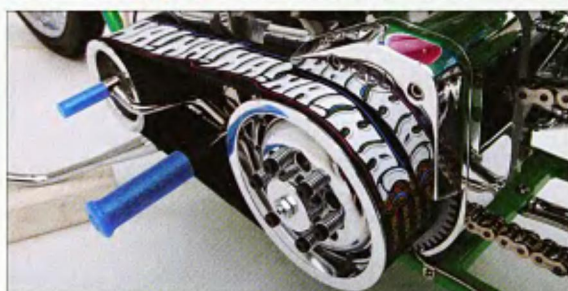
Size: 21-inch front, 16-inch rear
Type: S.I.K. Motorcycles
Tires: Avon
Brake: crappy rear sprator

Photos: John Covington

Model: Ashley

Contact: Tony Tyrrell

Lone Wolf's Chop Rodz • 626-393-9420



The Douche LaRouche are always in party mode.
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Yeah.

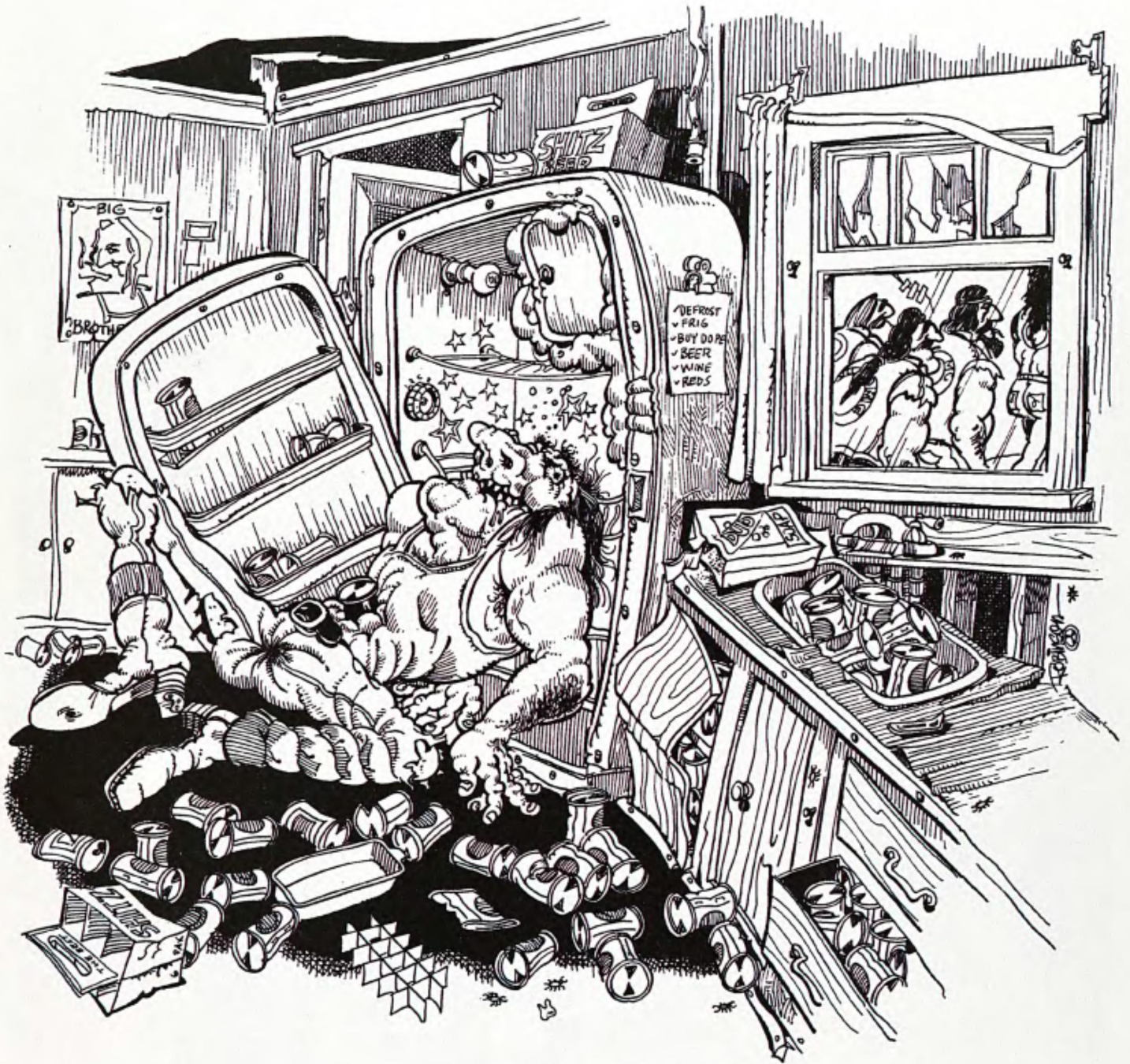
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SHARING ECONOMY COMES TO MOTORCYCLES

By now everyone is somewhat aware of the Sharing Economy from some well-known examples such as ridesharing with Lyft or Uber, housesharing through Airbnb, dogwalking with Wag, etc. Also known as peer-to-peer (P2P) or the gig economy, it's being touted as the job model of the future, but that is probably just a bunch of hype. The model is useful, however, for people who are looking to make ends meet in conjunction with another job, which is why thousands of Americans are supplementing their incomes part-time though one or more of these services.

It is inevitable that the Sharing Economy would come to the motorcycling world. Established motorcycle rental companies such as EagleRider have rented motorcycles for years. However, the motorcycles are generally limited to a few brands, Harleys and Indians, Hondas and BMWs. For most riders this is a fine choice, but the new peer-to-peer motorcycle rentals might be the alternative that some riders are looking for, as well as for motorcycle owners who are willing to rent out their rides instead of having them sit unused in their garages.

A couple of companies currently offering motorcycle ridesharing are Twisted Road and Los Angeles-based Riders Share. Twisted Road currently has about 600 bikes available on its website for rental and the numbers are growing every month. There is no charge to list your bike for rent, but the service takes a thirty-percent fee from the rental.

If this seems like something that you would like to try, Riders Share's

website is www.riders-share.com, Twisted Road is at twistedroad.com.

U.S. SUPREME COURT SIDES WITH MOTORCYCLISTS IN SEARCH CASE

The American Motorcyclist Association filed an amicus brief in a case of a motorcycle that turned out to be stolen, stating that authorities violated the defendant's constitutional rights when it conducted a warrantless search on private property and removed a tarp from a motorcycle, that was later found to have been stolen. The Virginia Supreme Court had ruled against the defendant, saying that because the vehicle was a motorcycle, not a car or truck, the officers did not need a search warrant to look under the motorcycle cover.

The AMA disagreed, saying, "By removing and looking beneath the cover of the motorcycle parked in the curtilage of the home, the police conducted a warrantless search in violation of the Fourth Amendment."

The U.S. Supreme Court judgement

QUOTE OF THE MONTH

"Government exists to protect us from each other. Where government has gone beyond its limits is in deciding to protect us from ourselves."

—RONALD REAGAN

was 8-1 against the Virginia ruling, saying that the Virginia court erred when it affirmed that the officer acted lawfully when he entered private property without a warrant. "Warrantless searches, of course, are per se unreasonable, subject to a few well-defined exceptions," the court said, citing case law, "In this case, however, neither the Commonwealth nor the trial court invoked the exigent circumstances exception."

The defendant is not off the hook yet. The case will now return to the lower courts in Virginia where it will be determined whether, "exigent circumstances," meaning it was not practical for police to obtain a warrant at the time, were present.

Sources: American Motorcyclist Association, Reuters, findlaw.com

WACO CASES CONTINUE TO UNRAVEL

An interesting motion has been introduced in the 25 remaining Waco shooting cases. Prosecutors have dismissed 98 indictments so far. The attorneys representing defendant Marcus Pilkington asked the judge to throw out his indictment for "riot" on procedural grounds. The point of contention is that prosecutors filed the new charges under the original case numbers saying that the original charges will not proceed. This is a procedural error, according to attorneys Paul Looney and Mark Thiessen, "An indictment cannot be 'supplemented' or superseded by way of a new indictment. There is nothing in statute, rule or law that allows the state to do what they have attempted to do herein. New charges require a new indictment, proceeding under a new cause number."



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The reason this is important is due to a three-year statute of limitations on charges of "riot." Since that time period has expired, the defendants can no longer be charged under a new indictment. Looney said they "are of the opinion that the second indictment was unlawfully obtained and cannot now be lawfully obtained." It is unclear what the judge will do at this point, but if history is any guide, he will probably choose to ignore it and kick the can down the road, leaving grounds for appeal as the likely option.

*Sources: Associated Press,
Waco Tribune Press, KCEN-TV*

ILLINOIS ROUTE 66 MOTORCYCLE PLATES

Route 66, also known as the Will Rogers Highway, the Main Street of America or the Mother Road, starts in downtown Chicago and snakes its way across six additional states as it makes its way to Santa Monica, California. One of the original US highways, it was established in 1928. The road was immortalized in song by Bobby Troup in 1946, and performed by hundreds of artists over the years. Route 66 is an icon of American culture. Tourists from around the world flock to America to experience what is left of its charms. Those folks provide millions of tourism dollars to communities along the route.

Illinois cagers have had commemorative Route 66 plates available previously, but motorcycle riders as well can now display their support. Commissioned by the Illinois Route 66 Heritage Project Fund to support preservation efforts and promotion for the legendary highway, the plates are available as random number or vanity or personalized versions.

*For more information, check out
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PENALIZING THE POOR

Too many times in this country people are driven into homelessness, have

been jailed, and have had fines driven into the stratosphere by a simple case of inability to pay for traffic tickets. A recent article in the *Washington Post* highlighted this injustice when it chronicled the case of a woman who ended up spending six days in jail and owing more than \$1,000 in penalties because she couldn't afford to pay a \$150 parking ticket. It's an unfortunate fact that many States use the court system as a significant source of revenue to fund local government.

According to the article, more than seven million people have had their driver's licenses suspended for failure to pay court debt. These cases end up driving desperate people into debt or jail time. When they lose their driver's license, they often lose their jobs and sometimes end up on the streets, destitute.

Radley Balko, a writer who should be familiar to many of our readers due to his work on police brutality and the militarizing of the police that we have talked about over the years, has taken on this topic and has discovered that of the fifty states, only four have statutes requiring a determination of a person's ability to pay before suspending driver's licenses. He finds that virtually all states that suspend for non-payment of debt do so indefinitely.

"What results is a vicious cycle. You can't afford to pay an initial court fine for a parking ticket or a shoplifting charge, so you lose your license. That means you can't drive to work or hold a job that requires a license — which makes you even less able to pay your court debt. If you drive without a license, you may get into more serious trouble. Meanwhile, you can't drive your children to school or to their medical appointments."

Balko notes that some of the States that previously enacted reforms are seeing these reforms reversed when Attorney General Jeff Sessions revoked an Obama-era advisory to use restraint when imposing fines and fees on the poor.

Source: The Washington Post

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The bike had apparently been stored in a garage for about 10 years, Dave guesses, calling it barn-fresh.



BOB GARONE'S PANHEAD BOBBER

Classic Perewitz

It's good to have friends in high places, especially when you want to have a motorcycle built. When Bob Garone decided to get himself a panhead bobber with a traditional look, he knew exactly who to call. No, not Ghostbusters, but an old friend and fellow Hamster, master bike builder Dave Perewitz of Halifax, Massachusetts.

Dave has built quite a few bikes for Bob over the years and started looking for something suitable. Dave says he finally found the bike after a friend of his in Minnesota called and said he knew of a 1955 pan in a '58 frame in Wisconsin. "I worked on the deal for at least three months, and we finally got the guy in Wisconsin to agree on a price," Dave tells us.

So Dave flew to Minnesota and hooked up with some friends there to drive the four hours out to Wisconsin. "It was literally out in the boonies," Dave says. "The streets didn't even have street names. It was like, 'Lane 23' or something."

The panhead had apparently been stored in a garage for about 10 years, Dave guesses, calling it barn-fresh. "We figured the guy either crashed it or decided he didn't want a rigid frame anymore and switched it to the '58 frame. Everything else was '55 on the



bike. I managed to get the bike back here when a friend of mine was coming out this way and we threw it in the back of his truck."

Back in his shop, Dave proceeded to tear it all down. It was rough, he says, but it was all there. "The transmission had water in it and half the gears were rusted. We just tore the motor completely down and built it back from the ground up."

Dave and his crew also disassembled the front end, replaced the fork tubes, polished everything, chromed everything that needed to be chromed, rebuilt the front end, put new wheels on it, and narrowed the traditional front fender. The gas tank and rear fender are original, but Dave installed all new brakes and added an electric starter set-up. "And we hid a lot of little things here and there," he says. "We put apes on it, Mustang did the seat, and it has a BDL belt drive in the front primary."

"He jumped right on it and tore ass right down the street. And he came back with a big smile on his face."



As for the paint job, Bob apparently didn't want anything crazy or wild, so Dave gave the pan a '58 paint job with '55 emblems. "I wanted to cross it up," he says about mixing up the period aspects. "We kept it simple with pearl orange and black, and gold leaf striping separating the two."

Dave tells us that Bob has quite an extensive collection of bikes, at least 30, maybe 40 or even 50, as well as hot rod cars and muscle cars. But he rides a lot of them including this pan. "One of the things I like most about building bikes for people is their first impression," Dave says. "I really look forward to seeing the expression on people's faces when I deliver the bike or they come here to pick it up and see it for the first time. And Bobby just gave me a big grin and he couldn't wait to get on it. He jumped right on it and tore ass right down the street. And he came back with a big smile on his face. That's always cool."

—Tripper



Owner: Bob Garone
City: E. Moriches, NY

GENERAL

Fabrication: Dave Perewitz
Year and make: 1955 Harley-Davidson
Model: FL
Assembly: Perewitz/Panhead Dave
Time: too long
Chroming: Meclec

ENGINE

Year and make: 1955 H-D
Model: Panhead
Rebuilder: Thayer
Ignition: Daytona TwinTec
Displacement: 74 cubic inches
Lower end: Thayer
Balancing: Thayer
Pistons: Thayer
Heads: Thayer
Cam: S&S
Lifters: H-D
Carb(s): S&S
Air Cleaner: Paughco
Pipes: Paughco

TRANSMISSION

Year and make: 1955 H-D
Modifications: stock
Shifting: 4-speed

PAINT

Painter: Perewitz
Color: black/orange
Type: PPG

FRAME

Year and builder: 1958 H-D
Type: FL
Rake: stock
Stretch: none
Shocks: stock

ACCESSORIES

Bars: Paughco
Handlebar controls: stock
Fender(s): front RWD narrowed, rear stock
Headlight: stock nacelle
Taillight: stock, glass lens
Speedo: H-D
Pegs: H-D
Electrics: Tech
Gas tank: H-D
Oil tank: Tech
Oil system: H-D
Primary cover: Paughco
Seat: Mustang
Mirrors: Paughco
Grips: Harddrive

FRONT END

Type: stock FL
Extension: stock
Builder: H-D

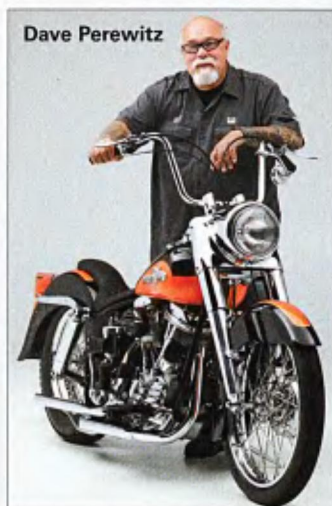
WHEELS

Size: 21-inch front, 16-inch rear
Tires: Avon
Brake: drum brake
Special modifications: Tech belt drive and starter set-up

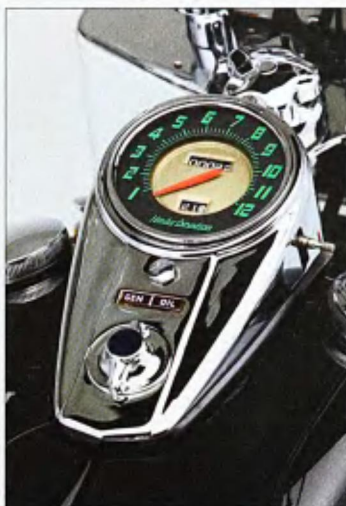
Photos: Dino Petrocelli

Contact: Dave Perewitz

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Dave Perewitz



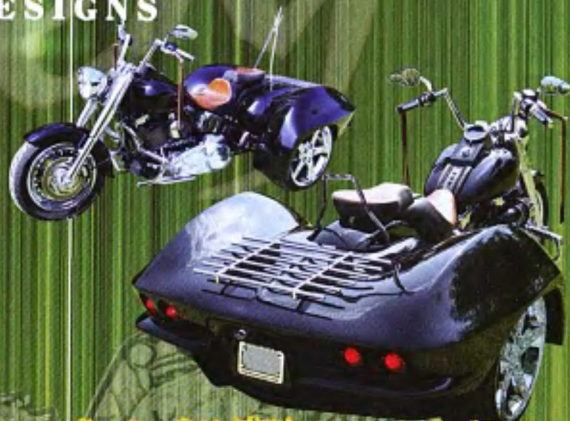
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NEW BADLANDER SEAT FROM H-D

Harley's new Badlander Two-Up seat features clean, smooth covers, subtle top-stitching and a frame-hugging profile. The low design delivers a reduced seat height that is ideal for riders who want the shortest possible reach to the ground. The long and lean shape also allows tall riders to move back from the hand and foot controls without sitting higher on the bike. This seat is wrapped in water-resistant vinyl and finished with an embroidered Harley-Davidson script. The new Badlander seat fits 2018-and-later Slim, Deluxe, Heritage Classic, Street Bob, Breakout, Low Rider, Sport Glide and Fat Boy models.
h-d.com



LOWBROW CUSTOMS KR-STYLE BOLT-ON HARDTAILS

Harley-Davidson produced the KR factory race bike in 1952, and it

dominated the track until production ended in 1968. These KR-style bolt-on hardtails for Harley-Davidson Ironhead Sportsters were inspired by those early Harley-Davidson looped KR-style race frames. This bolt-on hardtail fits stock front frame sections on Sportsters from 1967 to 1978.

lowbrowcustoms.com



JIMS BALANCER SCISSOR GEAR ALIGNMENT SCREW

This tool holds the two halves of the spring-loaded scissor balancer gear in alignment before removal for easy installation. With this tool, you will no longer have to fumble with screwdrivers while trying to align the gear in place. This screw is brightly colored to remind the technician to remove it before sealing the engine case.
jimsusa.com



CIRO ADJUSTABLE PASSENGER PEG

These new Adjustable Passenger Comfort Peg Mounts provide your passenger with the same freedom of movement and comfort you enjoy with your highway pegs. Your riding partner will love the alternative foot positions that help make the ride more comfortable and enjoyable. These mounts work perfectly with stock Harley-Davidson passenger boards or footpegs and are fully adjustable to suit any rider's height. They're available in black or chrome. Ciros has fitments from 1993-2018 Harley-Davidson touring models, as well as the Tri Glide and Freewheeler.
ciro3d.com



NAMZ HEATED GRIP EXTENSION KIT

This extension kit comes complete with installed heat shrink tubing, male and female connectors and color-matching wire. It's simple to install and will allow the use of up to 20-inch tall handlebars. As of June 1st, 2018, NAMZ will no longer produce part number NHGX-1802. The company says it will be superseded by part number NHGX-HD18, which will fit all H-D OEM heated grips designed for all 2008-and-up models.
namzccp.com



RSD NEW RIDING SHOE

The folks at Roland Sands Design not only come up with nifty parts for your scooter, they also come up with nifty parts for you. Like the Fresno Riding Shoe that blends the classic look and feel of an old-school skateboard shoe with modern motorcycle functionality and

protection. Only the finest quality top grain cowhide is used to construct the upper, and the reinforced ankle, toe box and heel cup will keep you protected. A fully waterproof membrane keeps you dry from the elements and a reinforced, textured shift pad and CE-approved sole ensures durability. rolandsands.com



FIRELINE SAFETY GLASSES

Fireline branded safety glasses were designed as shooting safety glasses and offer great, clear protection no matter what you are working on. Wide covers with side wraparound help protect from just about any errant debris. Soft rubber nose pad with flexible rubber temple tips allows hours of comfortable use. CE and ANSI certified. bigbikeparts.com

Z1R LEATHER RIDING SHIRT

Who wouldn't want a riding shirt that provides both style and comfort? I know I do. The all-new Z1R "The Motz" leather shirt has you covered. Constructed of soft-milled, full-grain leather, this leather shirt provides excellent wind protection when it's too warm out for a jacket. When stopped at your favorite watering hole, this leather shirt will keep you looking cool and feeling cool with its full-length moisture wicking mesh liner. Sizes S - 5XL.

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"I just wanted a simple little bike that I could hop on, blast through town, weave in and out of traffic, and have fun on."



JUSTIN MCNEELY'S 1981 STURGIS SPECIAL SPACE COWBOY

With a hot-rodder for a father and a grandpa and uncle into motorcycles, it was probably inevitable that Justin McNeely of Jackson, Missouri's Hooked On Speed Cycles, would get into building motorized stuff himself. All that family hot-rod garage influence led to his exposure as a little kid to the work of the great Kustom Kulture heroes such as Von Dutch and Ed "Big Daddy" Roth. That seed has grown into a love

for the creation of metal art like the sweet purple shovel you see here.

"About nine years ago I built my first bike, an XS650," Justin says. "It was all I could afford at the time, and I learned a lot from building that bike." That led to other bikes, including a de-raked 1958 panhead that he had a ball spinning the odometer on. "I rode to Amarillo, Texas and had a blast. Not a lot of people my age can say they rode a panhead chopper over a thousand miles."

That de-raked front end pointed him to St. Louis and a fateful meeting. "My buddy Randy Knoldge puts on a show called Cycle Showcase. I was there last year and met one of Michael Lichter's assistants. Randy told her, 'You gotta have this guy in that Sturgis Old Iron/Young Blood show.' Well, I guess I was young enough, so Michael called and asked if I'd build a bike for it.



You might think that the bike's name, "Space Cowboy," comes from the old Steve Miller song, but you'd be wrong.

That's a pretty big honor." An even bigger honor is that it is featured here in *Easyriders*.

The bike started out a stock 1981 Sturgis Edition shovelhead. "I had a few people cringe when I started cutting it up," Justin tells us. "I just wanted a simple little bike that I could hop on, blast through town, weave in and out of



traffic, and have fun on. I build all my bikes so I can just get on them and go."

The old motor was already running well, so it didn't need much. "I pulled it apart, glass-beaded the cases, cleaned it all up, freshened everything up on the inside, put a cam in it, and had a valve job done," Justin says. "I didn't have to do a whole lot beyond just making it look new again." The Paughco pipes came off his old panhead but he cut them up for a close fit.

Turning the stock frame into a hardtail and cutting a window in the neck took some engineering, but the front end was an easy call. "I'm a sucker for a 33mm front end, so I just had to have one." The diamond tuck seat was a family job. "I made the seat pan and put the padding on, but my cousin Caleb is the one who covered it. He hadn't done a motorcycle seat before. He said, 'I don't know how it'll come out, but I'll try.' He did an awesome job on it."

The galactic paint job was his wife's

idea. "We were getting close to the wire and needed to start thinking about paint. My wife told me, 'I want a galaxy on it.' We found some pictures on the Internet, some wild ones with purples and pinks and stuff. So I called Shawn Long and he knocked it out of the park."

You might think that the bike's name, "Space Cowboy," comes from the old Steve Miller song, but you'd be wrong. "I'm kind of a nerd," Justin laughs. "I like *Star Wars* and all that, but I also grew up riding horses, bullriding, all that cowboy stuff. I thought, 'Well, this bike is me, so we'll call it Space Cowboy.'"

When Sturgis rolled around, Justin's chopper made it to Michael Lichter's famed museum show at the Buffalo Chip. "When I walked in, I wondered why my bike was even in there. I mean, there were some amazing bikes there." As you can see from these pictures, Justin's creation was as deserving and amazing as the others. In fact, Lichter has invited him

back to build one for this year's Passion Built—From Garage to Gallery show as well. In the world of custom motorcycles, that is high praise indeed.

To keep tabs on Justin, check out his instagram @ratfink44.

—Beatnik



Owner: Justin McNeely

City: Jackson, Missouri

GENERAL

Designer: Justin McNeely

Fabrication: Justin McNeely

Year and make: 1981 H-D

Model: shovelhead

Assembly: Justin McNeely

Time: 3 months

Chroming: St. Louis Plating

ENGINE

Year and make: 1981 H-D

Model: shovelhead

Rebuilder: Justin McNeely

Ignition: Joe Hunt Mag

Displacement: 80-cubic inches

Lower end: H-D

Balancing: stock

Pistons: 30-over

Heads: stock H-D

Cam: Andrews

Lifters: stock

Carb: Del Orto

Air Cleaner: bird-catcher

Pipes: Justin McNeely

TRANSMISSION

Year and make: 1981 H-D

Shifting: jockey

PAINT

Painter: Shawn Long/Chico

Color: purple and black

FRAME

Year and make: 1981 H-D

Rebuilder: Justin McNeely

Modifications: hardtailed/windowed

Rake/Stretch: stock

ACCESSORIES

Bars: Justin McNeely

Fender: Gasbox

Headlight: cheap

Taillight: Builtwell

Pegs: stock

Electrics: Justin McNeely

Oil tank: panhead

Oil system: stock

Primary: 1.5 open

Seat: Justin McNeely/Caleb Steska

Grips: Biltwell

FRONT END

Type: 33.5-narrowed

Builder: Mullins triple trees

WHEELS

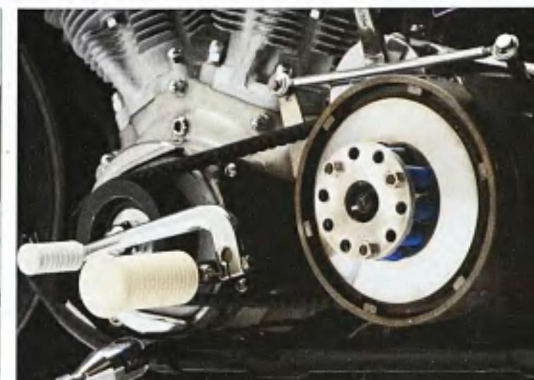
Size: 21-inch front, 18-inch rear

Hubs: spool

Tires: Coker

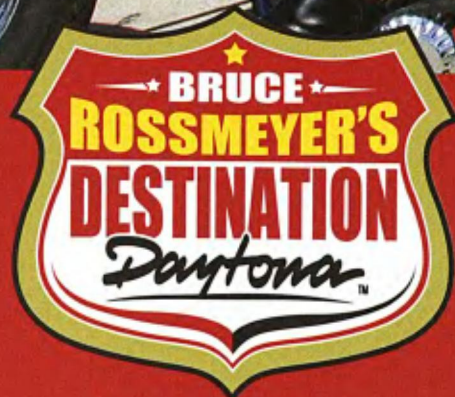
Brakes: BMW

Photos: Michael Lichter



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Passin' Gas

At his 30-year high school reunion, Fingers the biker ran into his old high school sweetheart. "How have ya been?" he asked.

"I just had a hysterectomy," she replied.

"Oh, damn, that's too bad," he said soothingly.

"It is," she said. "But, Fingers, there is good news. The doctor found that old Harley-Davidson ring you thought you'd lost."

—Big D

Fun Town, U.S.A.

Crazy John walked into a dentist's office and asked, "Excuse me, can you help me? I think I'm a moth."

"You don't need a dentist, you need a psychiatrist!" declared the dentist.

"Yes, I know," John answered.

"So, why did you come in here?" asked the dentist.

"The light was on," John replied.

—Jo Lo

Long Beach, California

Biker Moe walked into a bar and saw a hot blonde. He walked over to her and said, "Look, sweetheart, I don't like to waste time, so do you or don't you put out?"

The blonde replied, "Normally I don't, but you've talked me into it!"

—Split Shot

Sacramento, California

A prospect dialed 411 and told the operator, "I'd like the number for John Jones in San Francisco, California."

"There are multiple listings," the operator told him. "Do you have a street name?"

The prospect said, "Yeah, most folks call me Lumpy."

—Big D

Fun Town, U.S.A.

Captain Trash's two-seater plane caught fire as he was flying across the wilds of the Amazon and he was forced to crash-land in the jungle. He climbed out of the plane, started walking, and no sooner was he crossing a clearing

than hundreds of screaming savages came out of the forest and surrounded him, chanting and grunting and madly waving their spears. Trash said to himself, 'Oh man, I'm screwed.'

Just then a deep voice bellowed from the heavens and said, "You are not screwed. Go forth, grab the spear of the closest native, and run it through their chief's heart."

Springing into action, Trash quickly grabbed the closest spear, ran over to the guy with the biggest headdress, and plunged the spear into the man's chest, right where his heart is.

The deep voice said, "Okay, NOW you're screwed."

—Darlene Ferguson

Spring, Texas

During a revival meeting, the evangelist invited people to the front of the room. "Brother," he said to the first respondent, "What is your need?"

"My hearing," the biker answered.

The evangelist stuck his finger in the man's ear and prayed. "How is your hearing now?" he asked.

"I don't know," the man replied, "it's not until next week."

—Bud

Somerset, Pennsylvania

What happens when you eat baked beans and peanut butter?

You get a fart that sticks to the roof of your ass.

—G. Cook

Nat'l City, California

Why does a dog lick his own balls?

Because he can't afford to take a woman to dinner.

—Big D

Fun Town, U.S.A.

Little Johnny came home from school with a note from his teacher that read, "Johnny seems to be having some difficulty with the differences between boys and girls. Could you please sit down and have a talk with Johnny about this?"

So Little Johnny's mother took him by the hand, led him upstairs to her bedroom and closed the door. "First, Johnny, I want you to take off my blouse." So he unbuttoned her blouse and took it off. "Now take off my skirt." Little Johnny took off her skirt. "Take off my bra." He took off her bra. "Now, Johnny, please take off my panties."

When Johnny was finally done taking off all of her clothes she said, "Now Johnny, please don't wear any of my clothes to school any more!"

—D.R. Goff

Gallina, New Mexico

A redneck teenager was walking downtown when a prostitute came up and whispered to him, "Milwaukee Moon-pie, five dollars." He gave her a strange look and kept walking.

Soon after, another hooker did the same thing, whispering in his ear, "Hey baby, Milwaukee Moon-pie, five bucks." Confused, he kept walking.

When he got home he asked his mom, "What's a Milwaukee Moon-pie?"

His mother replied, "Five bucks, just like downtown."

—G. Cook

Nat'l City, California



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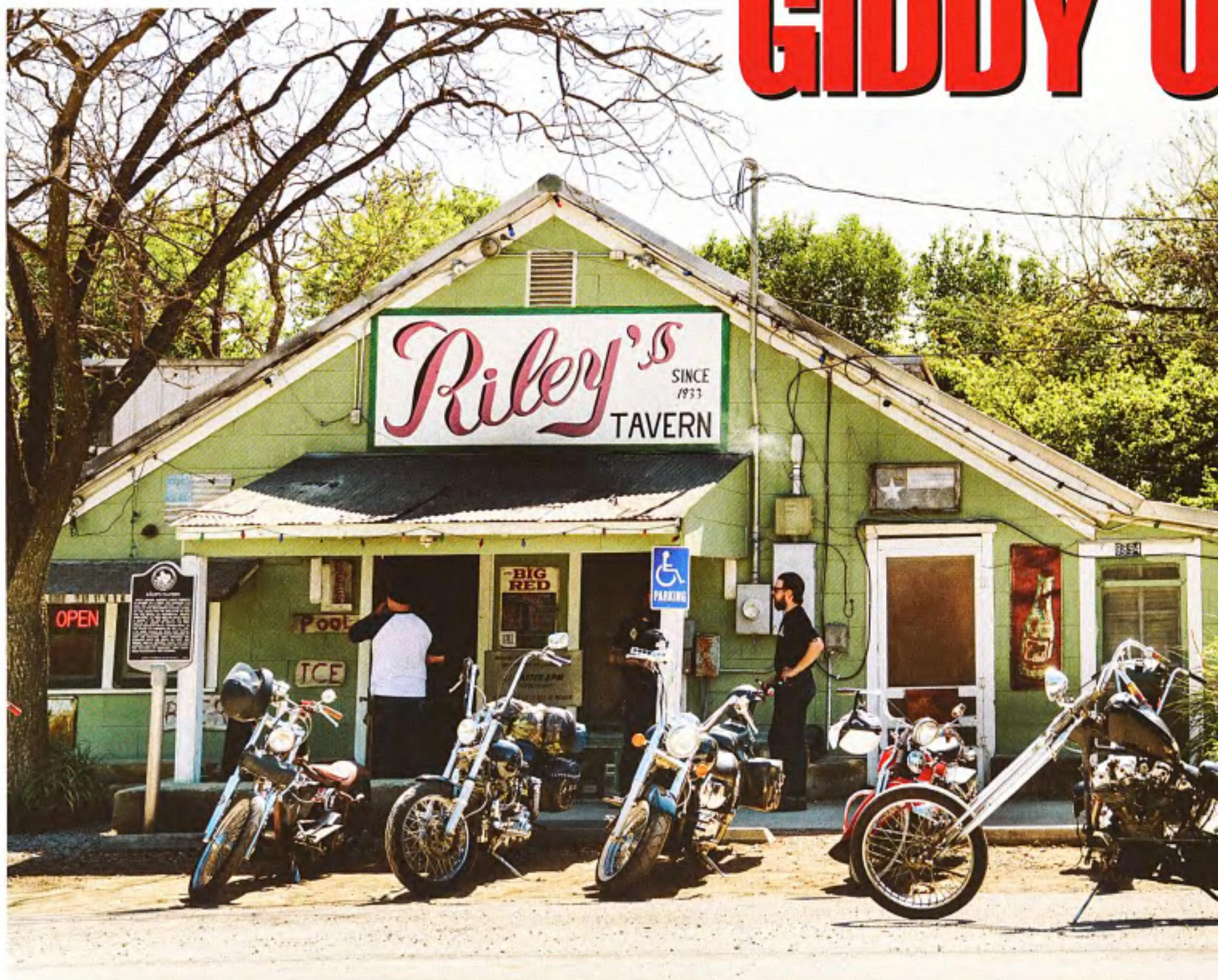
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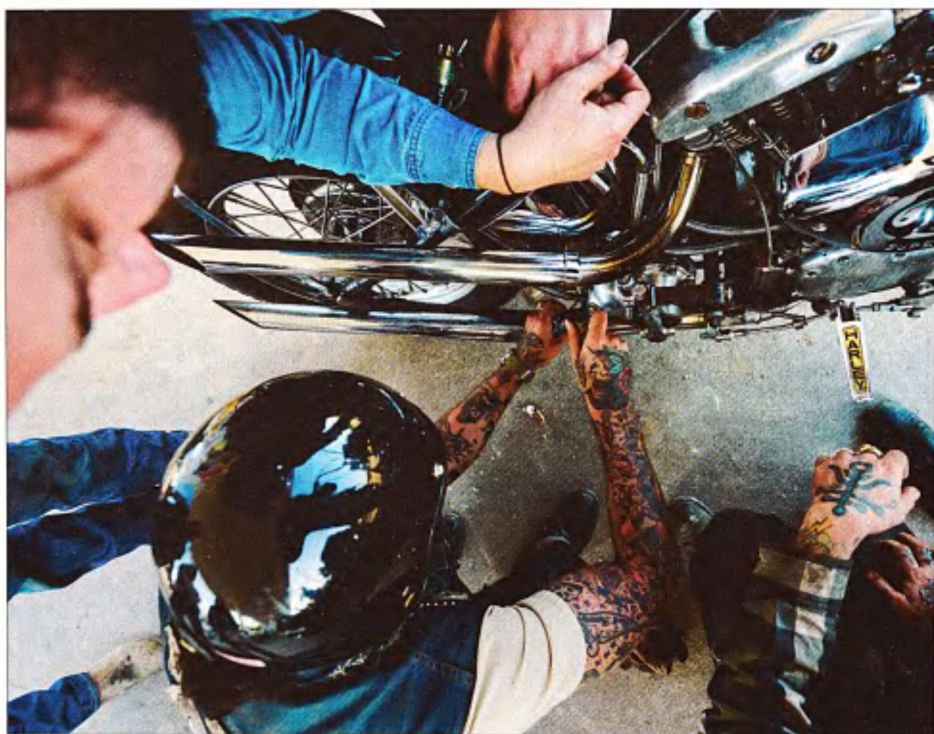
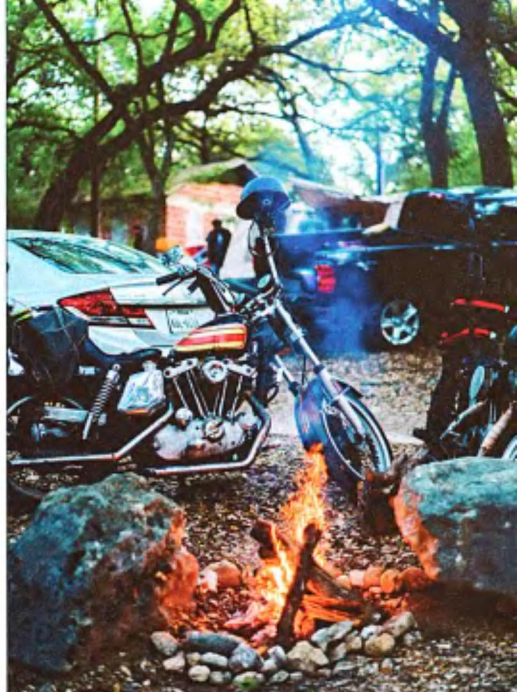


P RALLY



Let's be honest, grassroots chopper shows are almost a dime a dozen in this day and age. But the Giddy Up Texas Vintage Chopper Show has been able to keep its humble beginnings alive, even on its fifth go-around. The Giddy Up Rally took place on March 31st this year in New Braunfels, Texas and brings in some of the best vintage choppers around.

GIDDY UP RALLY



This show happens at the River Road Icehouse and is notorious for its great display of bikes, kickass bands that play throughout the day, and most of all, the campgrounds located next door where all the degenerates and hoodlums like you and me go to blow off some steam after the show. And as if this show couldn't get any better, they raffle off a vintage bike at the end! This year, Matt Jackson of Jackson's Choppers built a 1947 knucklehead chopper that is as classic as it gets. We're talkin' a flamed paint job, apehangers, and some sweet upsweeps. And it was given away to a





NEW KB SUPER DUTY PISTON SERIES for Harley Twin-Cams featuring **LINE2LINE** COATINGS

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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

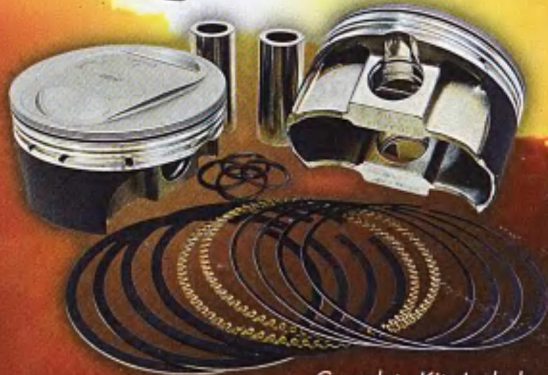
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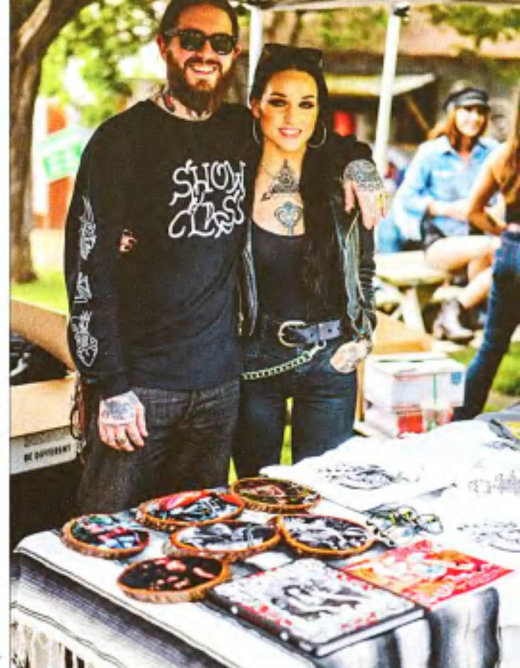
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GIDDY UP RALLY



lucky person for just a twenty-five dollar raffle ticket.

When walking the show, you can expect to see vendors from across the country selling everything from helmets and jewelry to vintage parts and even velvet paintings of Elvis. A pinstriper was even set up doing custom jobs right on site. They also brought in some of the best BBQ Texas has to offer.

I ran into Joey Cano while hangin' out, sippin' some beers on the lawn. He's one of the organizers of the events and I asked him what gave him the idea to put it on in the first place. The story goes that he and some friends had ridden to this campsite a year years back and had one helluva time. A light bulb went off and they figured that putting on a chopper show would be a great excuse to party. Well, I'm glad they thought of it, because getting over to Texas for this event is everything you'd want a chopper show/campout to be.



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GIDDY UP RALLY





Photos: Ben Zales

Thanks Joey, Matt and everyone who helps to put on the Giddy Up. We'll be back next year. For more info, visit giddyuptx.com

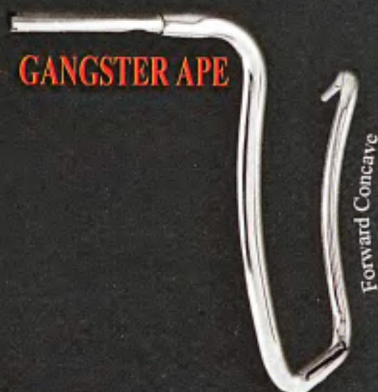
—Ben the Boog

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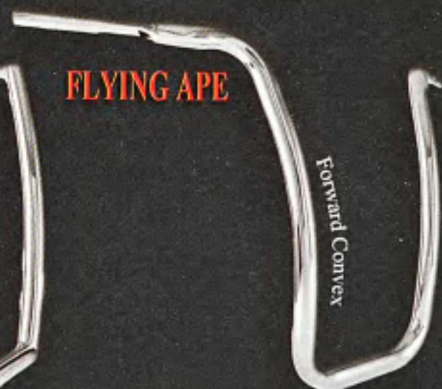
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Confessions of a Stripper

BY PUSSY PER SE

BRING A DATE



Normally men consider a strip club a good place to go when they don't have a date. But why not bring one? It might be fun for her and beneficial for you. Consider us dancers to be fluffers at your service.

I'm excited when I see women in the club, whether as the dates of men or by themselves or with a bunch of women. But for me, the stripper, there are hazards—subtleties may be a better word—to keep in mind. First, be forewarned that some strippers are not comfortable dancing for women, and may ignore you and your ol' lady at the stage. Don't let it bother you. It's their problem, not yours.

As for me, I approach a couple carefully. If you don't talk to the girl first, you'll never sell a dance. If you approach the guy, and you're right in front of his girlfriend, and offering him what you know he wants, the girlfriend is going to put a stop to that. She'll feel left out. However, if you start talking to a man about his girlfriend, then she'll get all shy and personal because you're involving her. She'll no longer feel threatened, thinking that you're trying to get her boyfriend for yourself.

From your end, that of the male customer, don't forget you have a date. Don't get all absorbed in the stripper. Keep the conversation a three-way, so your girlfriend or wife feels equally involved. And whatever

you do, do not go for a private dance with a stripper without your date. This seems obvious, but I've seen male customers do it. Recently, a man came in with a date who made a trip to the ladies room. When she returned to the stage, she couldn't find her guy. She went into the back room, and there he was. A stripper, Kierra, going to town on him. The date girl said to her guy, "Alright, that's enough. Let's go." Kierra handled this as badly as one could. She argued with the girl, telling her to calm down. A better tactic would be to say, "Why don't you join us?" The couple walked out of the club, and Kierra failed to cash in on the opportunity.

When I do a private dance, I make a point of sitting next to the girl. I go with what she wants. She'll usually tell me, "I want to see you do this with him," or, "He wants to see us do this or that." I let the girl lead because—let's face it—the guy's going to be happy no matter what. The girl's going to feel insecure just walking in the building, not knowing what to expect. Plus, she's already thinking that we, the dancers, are some kind of prostitutes, not realizing there's a very thick line between prostitution and stripping. When you show them that it's like a dance recital—albeit up close—then they trust you, and want to give you money. They realize they don't have to entertain their date. We, the dancers,

are the entertainment. The girls on dates don't have to try so hard.

The worst mistake I've made is asking a guy, in front of his date, if the couple wanted a private dance. The guy went, "Uh, uh, uh..." In his heart, the answer was "Yes!" But his date was staring daggers at him. So I eased off, said I had to go for a smoke. I think some girls bring their men to the club just to see their reactions to the dancers. Sometimes a girl will accompany a guy to a club for the "Aha-Gotcha!" moment. "So this is what you do behind my back." Maybe this will be an opportunity for a girlfriend to leave the relationship. Or justification for getting a second boyfriend on the side. Another service we dancers provide.

All-girl groups can be interesting, if challenging. Girls can be mean. As customers, they are demanding. If they are offended or don't like a dance move, they feel they should be able to fire us. You can hear them talking to each other, and they do not hold back. They become loud, want you to know they're talking about you. Recently a cute Asian girl came on stage after me, and there was a group of seven or eight female customers. All she could hear was, "We didn't come to a midget club." They didn't let up making fun of her height. The dancer was pretty, and had a nice rack. Maybe the girls were intimidated by her. The dancer thought it was funny. You develop a pretty thick skin in this business. You realize the customers are speaking from their own insecurities.

In general, men tip better, with an exception. If you go all out for a girl customer—exposing as much as possible—she will tip extra. As a woman she'll understand that you're making yourself vulnerable, and will reward you. Men take it for granted.

A suggestion: don't bring a traditional date; bring a woman who's a platonic friend, preferably a bisexual woman or a lesbian. Someone who really wants to be there for her own benefit. She can be your wing-woman. Let the dancers know that the relationship is platonic. This is the kind of couple we love, a situation in which we can go all out. You and your friend will get plenty of attention.



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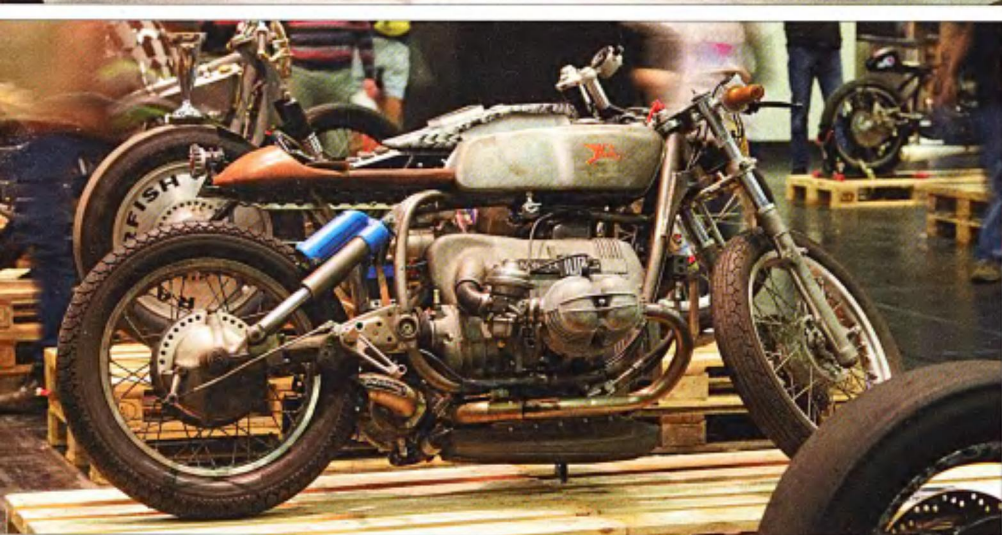


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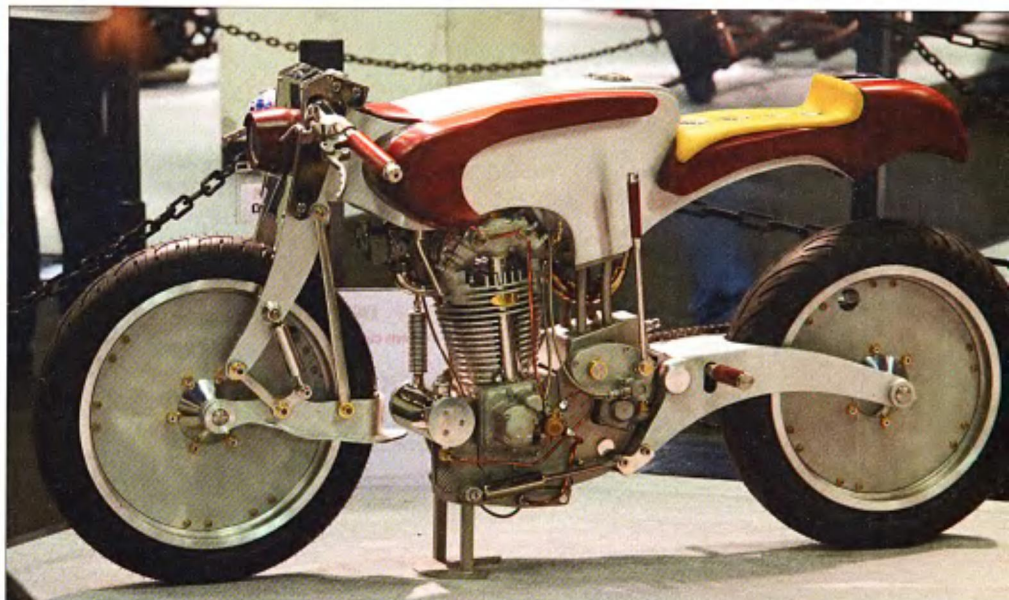
Making A Trade Show The Place To Be

INTERMOT CUSTOMIZED

Listen up, because as you read this, Intermot is gearing up to stage its next motorcycle extravaganza in Cologne, Germany on October 3-7. This massive trade show includes the latest and greatest new motorcycles and accessories coming to market and also a special focus on custom motorcycles. This custom show-within-a-show is called Intermot Customized,

and the event organizers believe it makes custom bikes more relevant to the overall motorcycling world, while making a trade show relevant to bikers who dig custom bikes.

With almost 250,000 square feet of exhibition space dedicated to custom motorcycles, at the last Intermot show there was plenty of room for the 100 commercial displays, and a "Garage



Area" where professionals worked on every aspect of building a bike including a paint booth. Large bike displays included one from "Essenza - The Essence of Motorcycles" with its artful collection of bikes, and the very cool "Sultans of Sprint" exhibit with its custom dragster builds. There was even a display from yours truly with 40 of my framed, limited-edition

exhibition photographs.

Best of all, there was the AMD World Championship of Custom Bike Building, which drew nearly 100 custom bikes that qualified by winning top honors at shows in 23-countries. With five classes including Freestyle, Modified Harley, Retro-Modified Pre-1983 Engine, Café Racer and Street Performance, there was an incredible

diversity of motorcycle styles. The highly coveted Freestyle class was won by a Japanese shop, Suicide Customs with its 1973 1,000cc Harley-Davidson "Rumble Racer." To give you a sense of how international the competition was, this was followed by Naumann & Co's Michael Naumann and Olli Schulze's "Simple Iron" from Germany in second place. Third was won by one of my



favorites, Fred Bertrand of Krugger Motorcycles in Belgium and fourth was won by the very talented Larry Moore with his "Kontrollod Kaos" shovelhead all the way from Wichita, Kansas.

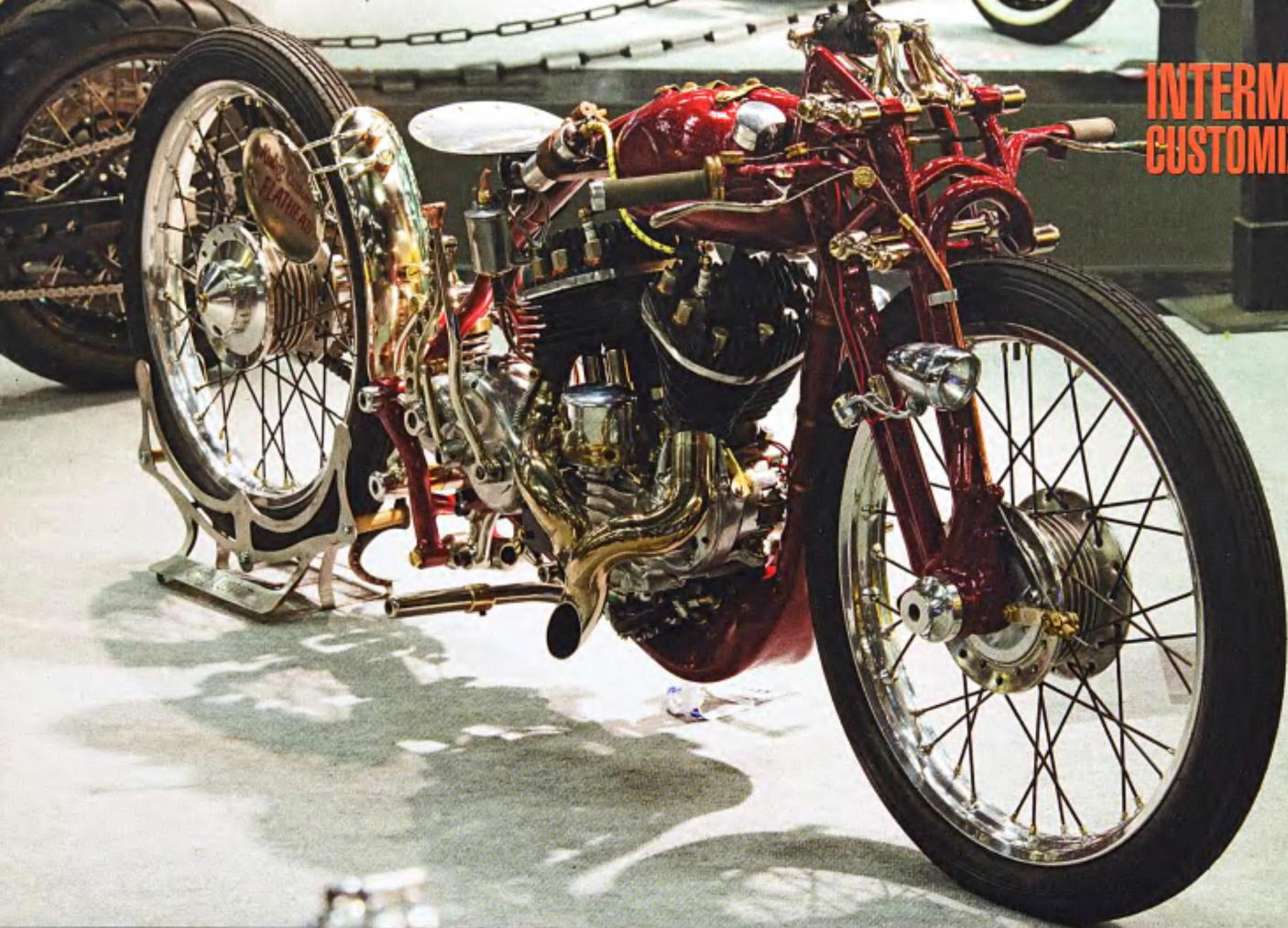
It seems to me that younger bikers today are more inclusive than any bikers that ever came before, and as such, they are open and interested in everything out there. Given the industry focus these last few years on retro looks and new bikes that are more customizing-friendly, Yamaha featured a number of company-sponsored "Yard Built" customs including one from custom builder Shinya Kimura. Another area younger customizers may have found interesting was the incredible displays focused on E-bikes.

Another incredible feature of this event was how much went on outside, with 750,000 square feet allocated to test rides, stunting, demos and what I liked best of all, the Sprint racing on Saturday.

Since its inception, Intermot has grown each year to the point that in 2016, 1,133 companies from 40 countries participated and 220,000 visitors from 95 countries attended.



INTERMOT
CUSTOMIZED







INTERMOT CUSTOMIZED



Now that the show has had two years to fine-tune plans for the second iteration of INTERMOT Customized, I for one can't wait to see how off-the-hook this event will be come October.

—Michael Lichter

Photos: Michael Lichter



STEVE HARDY'S RACER ROAD KING HOMEWRECKER

Chris Fox of Fox Custom Paint, working out of The Bike Exchange in Gastonia, North Carolina, says this bagger project started because he was tired of building out of parts catalogs and wanted to build a full custom from scratch. The bike began life as a 2015 Road King he was building for Steve Hardy of BX Custom Designs and The Bike Exchange.

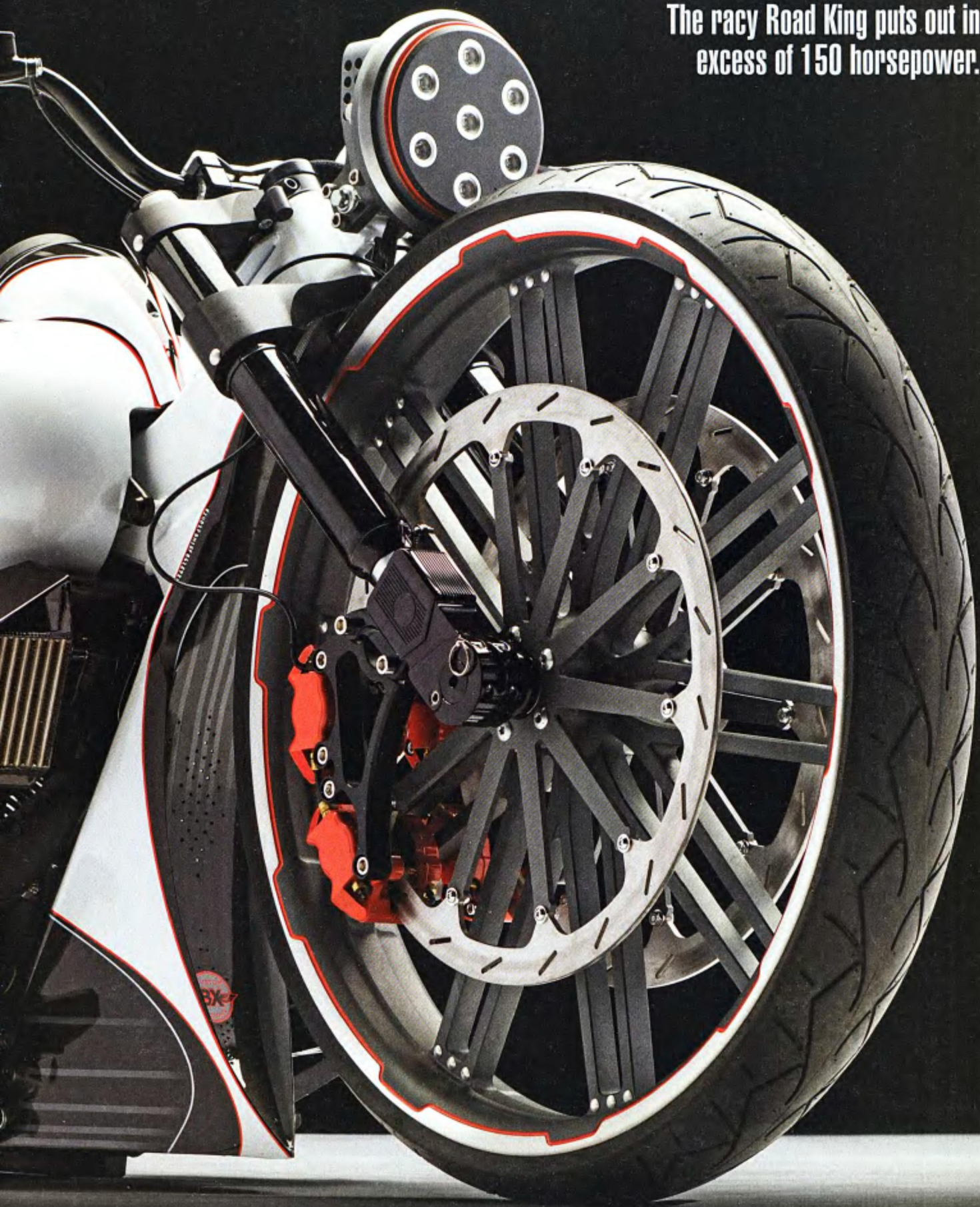
The bike was purchased in October of 2016 and construction didn't start until November, a tight deadline considering that they were hot to show the bike at the Easyriders Charlotte Bike Show in mid-January. Chris was already spending 80 hours a week working on other daily projects and says that the

construction of this bike almost put him into divorce court with the additional hours it required. That's why we call it the Homewrecker.

Chris drew a sketch of what he envisioned the bike to be and decided he didn't want a front fairing to screw up the lines, thus the Road King was the perfect model to start with. He also decided to narrow the Camtech saddlebags by two inches and run the exhaust through them in the style of the "Bellflower tips" that Chris recalled from a 1966 Oldsmobile that he owned. This entailed a considerable amount of custom work by the crew to fit the pipes and gain the needed clearance.



The racy Road King puts out in
excess of 150 horsepower.





reshaped the gas tank, adding "knee pockets" which made it resemble the tank on an early Triumph. It was decided that the bike looked cleaner without a front fender.

One design element that is consistent throughout the bike are the aluminum panels that are riveted to the tanks, bags and rear fender. Chris contacted Aaron Glenn of Glenndyne Design Wheels to create a complimentary design into the wheels that incorporates rivets, powdercoating and pinstriping. Aaron also made the floorboards, headlight and taillights.

The console required a massive amount of custom work as well. It started with a Top Shop Street Glide console to which Chris grafted a Camtech Road King console gauge cluster. The starter button was lifted from a newer Indian, and in keeping with the race bike theme, he wanted to use an oil pressure gauge of the type that is generally mounted to the rear cylinder. But with the cut-down gas

tank, there was a concern that the gauge would stick out too far, so they molded it right into the console.

The motor was beefed up by T-Man out of North Carolina, who is well-known in the area for building hardcore motors. He welded the crank and did some top-end work. Then Kendall Johnson performed his magic to tune the motor to perfection, utilizing a Procharger supercharger setup. A recent Dyno run at Kendall Johnson's confirmed that the bike is putting out in excess of 150 horsepower.

All of that hard work paid off in spades. The bike took People's Choice First Place at the Easyriders Charlotte Bike Show and went on to take Second Place at the Nashville Show. At the Easyriders Columbus Invitational the bike won Paul Yaffe's Bagger Nation Bagger of the Year award, capping off a very successful year.

—Kit Maira

Owner: Steve Hardy/The Bike Exchange
City: Gastonia, North Carolina

GENERAL

Designer: Chris Fox / Tripp Kirby / Steve Hardy

Year/make: 2015 Harley-Davidson

Model: Road King

Assembly: The Bike Exchange

Time: 6 months

ENGINE

Year/make: 2015 Harley-Davidson

Model: Screamin' Eagle

Displacement: 103 Cubic Inches

Cam: 595 E Screamin' Eagle

Ignition: Power Vision

Pistons: Screamin' Eagle

Heads: Screamin' Eagle/T-Man

Lifters: Harley-Davidson

Carb(s): Fuel Injection

Air cleaner: Procharger

Pipes: Vance and Hines

TRANSMISSION

Year/make: 2015 Harley-Davidson

Modifications: stock

Shifting: foot

PAINT

Painter: Fox Custom Paint

Color/type: white/PPG

FRAME

Builder: Harley-Davidson

Rake: 9 degree trees, 7 degree neck

Stretch: a little

Shocks: air

Other Modifications: Camtech

ACCESSORIES

Bars: South East Custom Cycles

Handlebar controls: Performance Machine

Fender: Camtech

Headlight: Glenndyne Design

Taillight: Glenndyne Design

Electrics: stock

Gas tank: Chris Fox

Oil tank: H-D

Oil system: stock

Seat: High Rollers

Floorboards: Glenndyne Design

Grips: Performance Machine

FRONT END

Type: Mach 8 inverted

Extension: stock

Builder: American Suspension

WHEELS

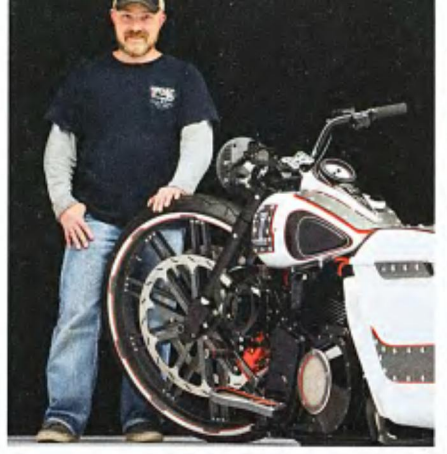
Size: 30-inch front, 18-inch rear

Wheels: Glenndyne Design

Tires: Vee Rubber front, Metzeler rear

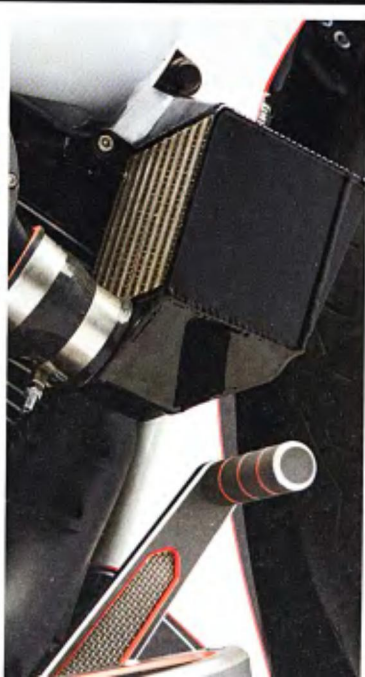
Brakes: Glenndyne Design

Photos: Michael Lichter
Contact: BX Custom Designs
704-824-8533
bxcustomdesigns.com



Chris Fox was tired of building out of parts catalogs and wanted to build a full custom from scratch.





Puttin' Pets

A Biker's Best Friend

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

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



This is me and our American Staffordshire Solomon, when I was first mocking up my panhead in the house, where it lived for over three years. Solomon passed away in December of 2016.
—Chris Gibbany, Harrison, Arkansas



Kronos is a male 4-year-old black throat monitor lizard, guarding Tony's 2016 Indian Chief Dark Horse.

—Tony "Satan" Mattson, Mt. Iron, Minnesota



Here's me and Rascal Mac after graduating his riding training.
We appeared in Puttin' Pets in the November 2016 issue on his first ride.

—Ron McCartney, Colton California

Quiet Neighborhood



The only thing you know about honor is how to spell it." John was immediately sorry he had said it. He loved his son. Both his sons. He just couldn't get past the fact that he and the boys had grown so far apart. Charlie was a respected stockbroker and highly successful and Thomas was an aeronautical engineer with FAA awards to his credit. Neither son showed any respect for blue collar workers in general and certainly not for John's job.

"Enough, Dad. We'll never get along. You see a stockbroker as an enemy of the middle class and I see myself as a contributor to the middle class. You have to understand that a \$250,000 a year stockbroker, by today's standards, IS middle class. This isn't 1968, Dad." Charlie rose from the restaurant table. He walked briskly away, shaking his head as he did so. Then he suddenly spun on his heels, walked back to the

table and threw down a wad of bills to cover the check. He shot his Dad a tired look and left the restaurant.

John's son Thomas had refused to even come to the table. He argued with his father constantly about John's retirement and how his dad, at 65 years old, should be selling his motorcycles and "settling down" to live with one of his sons.

John, on the other hand, didn't see himself as old. He knew that a biker doesn't stop riding because he gets old, he gets old because he stops riding. It was a little rougher now that texters, traffic, and roundabouts were the norm, but 50 years of riding experience helped keep him alive on a daily basis and he just plain didn't want to live if he couldn't ride.

He tipped the waitress well. John didn't want a penny from either of his sons, so the waitress received every cent of the money Charlie had so

disrespectfully thrown down. She was grinning widely when she thanked John for the generous tip. "Have a safe trip, Johnny. I know it's that time of year." John forced a smile and a wave and walked into the bar area of the restaurant. He ordered two shots of lower shelf Tequila and a beer and sat on a stool to ruminate for a bit.

The old biker wasn't exactly a drunk but he was no stranger to the "riding buzz" as he called it. He always tended to raise his blood alcohol level a bit when he was preparing for a ride. Just one of the many "imperfections" his sons would point out to him. John had spent many years pounding rivets and shearing hi-loks, building rich folks' aircraft. He worked every bit of overtime he could just to put both boys through college so they wouldn't have to be wage slaves all their lives. He never expected two boys who had always been happy to help him build



and maintain his bikes to become so disdainful of a little dirt beneath their fingernails, but deep inside he was happy for both of them. They were financial and social successes. Charlie was happily married and Thomas was engaged to a wonderful woman who was completely devoted to him. They owned nice homes and weren't in a great deal of debt. As John knocked back his second tequila he whispered to himself, "I done good." And he knew both boys were grateful. He also knew they worried about him and found him exasperating.

He pushed away from the bar and headed out to his waiting Road Glide. It was the only stock bike he had ever owned. He knew it was time. The road called him for his annual trip to the "Quiet Neighborhood," as he called it. That neighborhood was many miles away, and it was a relaxing trip for him. He raised the

boys near that neighborhood. He had moved around the country quite a bit after his sons entered college. He chased aircraft work and overtime from state to state as aircraft manufacturing jobs disappeared overseas or went to robots. But he always returned to the Quiet Neighborhood to experience nostalgia and say hello to his past.

Starting up the Glide, he headed on home to sleep in a tequila-induced warmth. He'd pack tomorrow and head out. This time would be a little different, though. This time he'd leave the deed to his home on the dining room table, along with the keys to the house, the garage, and his other bikes. He'd call Charlie when he got to the coast to let him know he'd be staying out on the road until he just couldn't ride another mile. Then maybe he'd consider his offer to move into Charlie's guesthouse, but not until he wore out the Road Glide and the seat of his pants.

The ride was the usual rain and shine, warm and cold, beautiful road trip. The white lines and the double yellows just shot past him and the Road Glide. He rode north so he could take the 101 down through the whole state of California. He inhaled the fog and the redwoods and traveled on down the highway. He crossed the Golden Gate for the umpteenth time and headed into wine country, stopping for a winery tour and made more than a few straight-laced folks there uncomfortable with his thick build and multiple tats. John bought a bottle that made him feel a wave of nostalgia for the old days. After stowing it in a saddlebag, he mounted up and continued the last leg of his journey.

A steady rain began to fall from a steel-gray sky but John didn't stop for rain gear. He rode on, his jean jacket soaked through, and still he rode. He leaned expertly through twisties, all but ignoring the rain, and smiled as the thunder of his open pipes echoed pleasingly off guardrails and the cars he passed. He was headed to Old Jane's Nursery. In twenty more minutes he had pulled up in front of her place and kicked down the stand.

The rain slowed and as Johnny looked up he could see blue sky peeking through the clouds and just the hint of a bright rainbow.

Forty minutes later he was back on the road with a bouquet of fresh flowers stowed into the front of his jacket, and he aimed the Road Glide towards the Quiet Neighborhood. He twisted the grip for the last leg of his pilgrimage, looking for the right avenue to make his left. He found it and leaned her over. A few dozen feet up the pavement he found the address he looked for every year for the past 25. He parked and began the quiet walk up the path. In moments he was there. John carefully removed the flowers from his jacket and bent low to place them on the well-kept grave. He found his usual seat opposite Stacy and said his hellos.

Just over three hours later, after pouring the last of the wine and having a long conversation with the love of his life, John rose from the unmarked headstone and gave it a gentle pat. Then he knelt again to push his spare house key deep down into the soil before the stone. He wasn't exactly sure why he did it, it just felt right for some reason. He slowly walked towards his waiting ride, started her mighty V-twin and rode off into the late afternoon mist.

As the rhythm of the ride soaked into his bones, John grew contemplative. He looked at his hands as they held the grips and knew that time was catching up as it does to all of us. It just caught Stacy a little sooner. He believed he'd see her again, and he believed she watched over him and their sons. He was never truly alone as long as her face floated right there in front of him.

He'd cross the border into Mexico by that night and of course Tijuana would be his first stop. He'd load up on Tequila as often as he could, sleep in his bedroll, and keep riding until the road disappeared. Throughout the trip the memory of Stacy would bolster him as it always did. Her memory and the throaty rumble of his Harley would sustain him until his last breath.

—Z. Jakl

PARADISE

PRISM SUPPLY'S PRISTINE PAN



Jake and Zach Hindes of Charlotte, North Carolina are the owners of Prism Supply Co. and are also the founders of the Congregation Show that takes place each April. Check out coverage of the event next month here in *Easyriders*. These brothers live, eat and breathe custom motorcycles. "My dad swears we learned to ride when we were just three years old," Jake tells us. "We were

zooming around on a 1985 Honda Z50."

Jake's first Harley was a 1977 cone shovelhead, "and I've never owned a newer one," he says. When the Hindes boys grew up, Jake moved in with Zach who is a few years older and had a shop behind the house. "I bought a Honda CB350 in 2012 and we thought we could make it look a lot better," Jake recalls. "The café racer look was hot at the time and we made a new gas tank and rear fender and ended up doing a full custom build. We posted it to our blog and got great feedback. Pretty soon, people wanted to buy the parts they saw on the bike and we started making clip-on handlebars and taillights." Prism Supply Co. became a legit parts business in 2014.

As far as the brothers' skill set, Zach does metal fabrication for NASCAR and Jake finished getting his Degree in Mechanical Engineering while Prism was taking off. Which brings us to the

seafoam green panhead chopper that the boys call "Paradise".

"I bought a panhead chopper because it was cheap," Jake says. "We used the motor and tranny from that bike and I found a straight leg frame for \$500. The frame had been in a wreck and we ended up only using the original frame castings. We made everything else." The idea was to create a 1960's-style traditional chopper, and this scooter is all that. "We wanted it to look like it belongs at the beach."

"It was our first true chopper," Jake says. "We wanted to go with that classic 1960's chop with a molded tank welded to the frame." The brothers hand-built the gas and oil tank, made the frame, sissybar and that wild rigid front end. "We machined the legs so they have a taper, but it's hard to see that in the photos," Jake confides. While this chopper is not meant to ride cross-country, the chrome moly sleeved front end does have some flex to it.

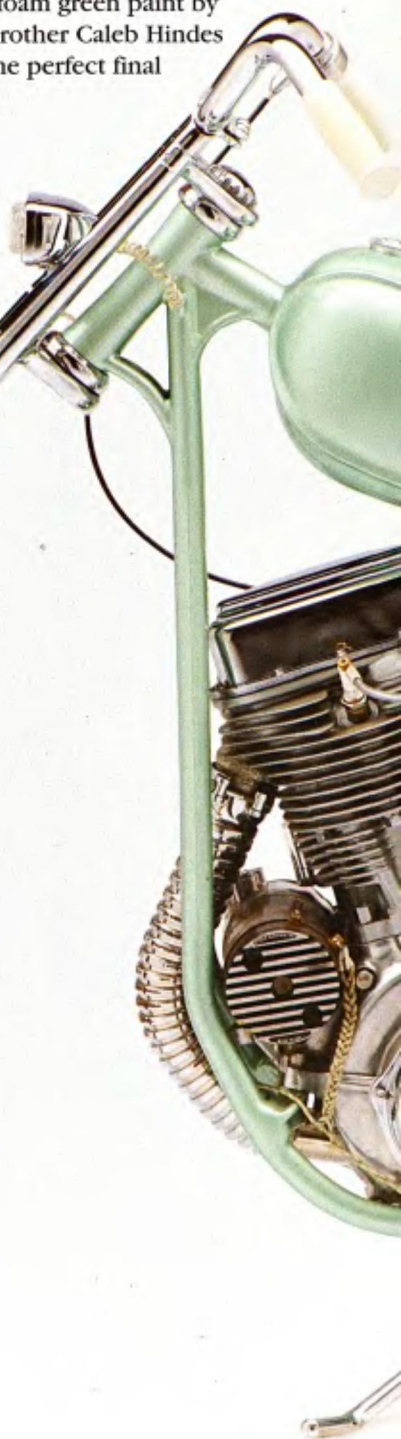
When it comes to designing the look and style of a bike, the two brothers are definitely in sync. "We have the image of the bike in our heads and our styles really align," Jake says. "We knew we



**"We kind of
let the bike speak
to us."**

wanted a rigid front end with a 21-inch front wheel and an 18-inch rear wheel and that molded frame on this one, and for the rest, we kind of let the bike speak to us." That design philosophy was definitely true of the unique exhaust system. "We do the exhaust last, after we have the look of the bike down. We tried different things and basically had the pipes finished when we decided to start over and change them to what you see here."

The seafoam green paint by younger brother Caleb Hindes acted as the perfect final



**"We wanted it to
look like it belongs
at the beach."**

touch to this Paradise pan. Of all the custom choppers seen at our Easyriders Bike Shows last year, this was one of my personal favorites. It won Best of Show at the Easyriders Charlotte Show and went on to the Columbus Invitational where it took Best Old School Chopper.

When asked his advice for up-and-coming builders, Jake told us, "Style-wise, stick to what your gut tells you. Don't let social media or anything else guide you. Do what you think is cool."

—Dave Nichols



Owner: Prism Supply Co.
City: Charlotte, North Carolina

GENERAL

Fabrication: Prism Supply
Year and make: 1948 Harley-Davidson
Model: FL

Assembly: Prism Supply

Time: six months

Chroming: Concord Plating

ENGINE

Year and make: 1948 H-D

Model: panhead

Rebuilder: Peter Matofiy

Ignition: points

Displacement: 80 cubic inches

Lower end: H-D

Pistons: H-D

Heads: H-D

Cam: H-D

Lifters: H-D

Carb: Linkert

Air cleaner: Prism

Pipes: Prism

TRANSMISSION

Year and make: 1948 H-D

Shifting: jockey shift

PAINT

Painter: Caleb Hindes

Color: seafoam green

Type: Sherman Williams

FRAME

Year and builder: 1948 H-D/Prism

Type: FL

Rake: 38 degrees

Stretch: 2-inches up, 2-inches back

Shocks: none

ACCESSORIES

Bars: Prism

Fender: Lowbrow/Prism

Headlight: Volkswagen reverse lights

Taillight: Prism

Pegs: Prism

Gas tank: Prism

Oil tank: Prism

Oil system: S&S

Primary: H-D

Seat: Wes-Counterbalance Cycles

Grips: custom

FRONT END

Type: rigid

Extension: 13-inches over

Builder: Prism

WHEELS

Size: 21-inch front, 18-inch rear

Hub: Star

Tires: Coker

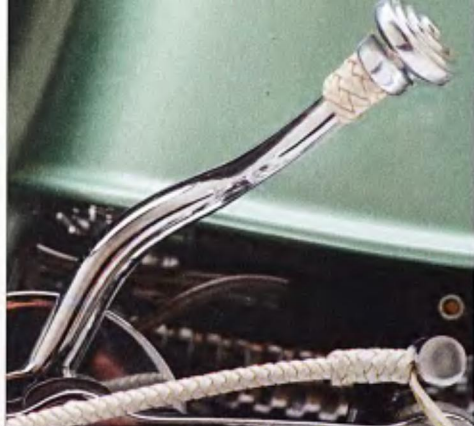
Brakes: drum rear

Special thanks: Rob L., Derek F., Peter M., Caleb H., JT, Matt M., Ben E.

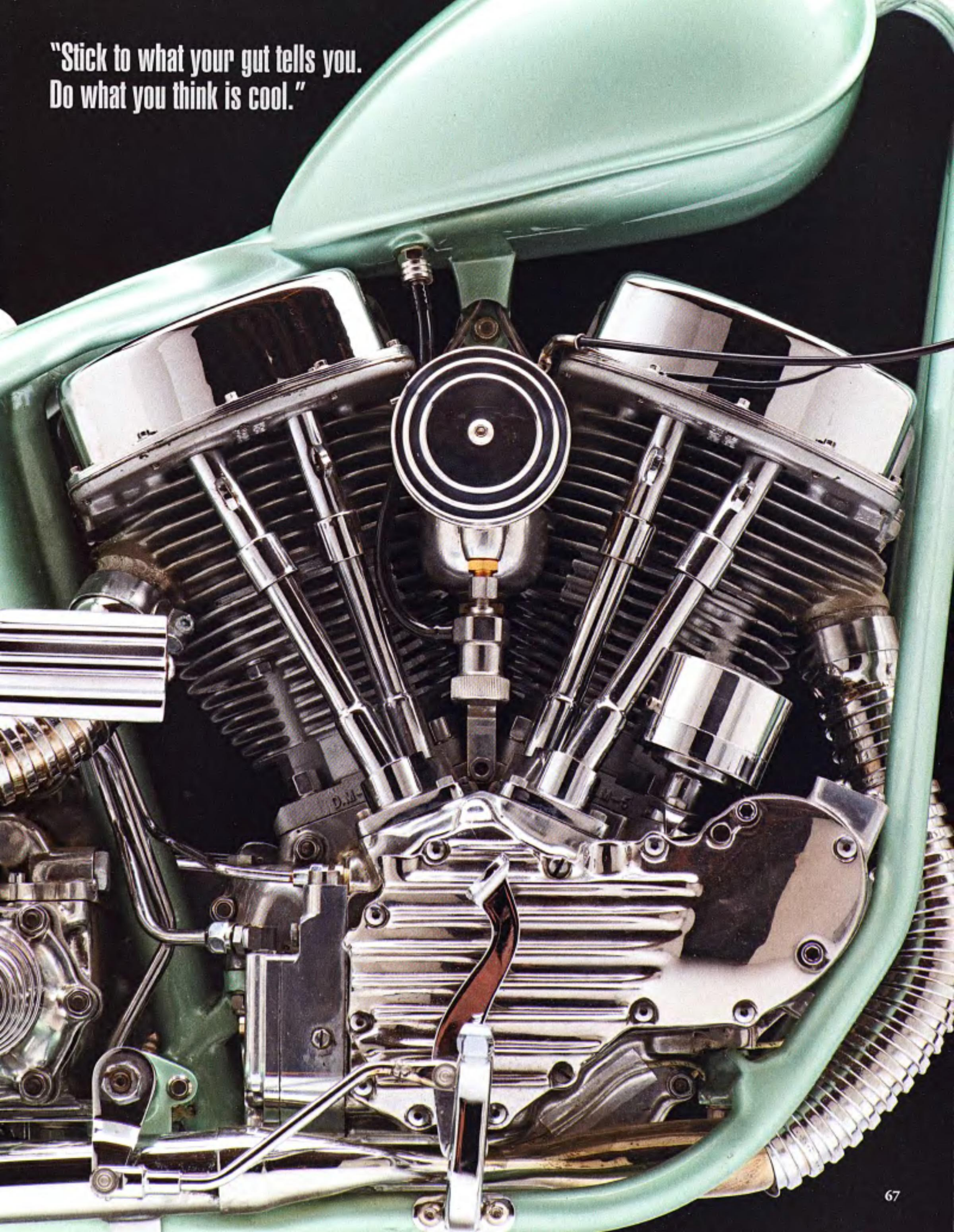
Photos: Michael Lichter

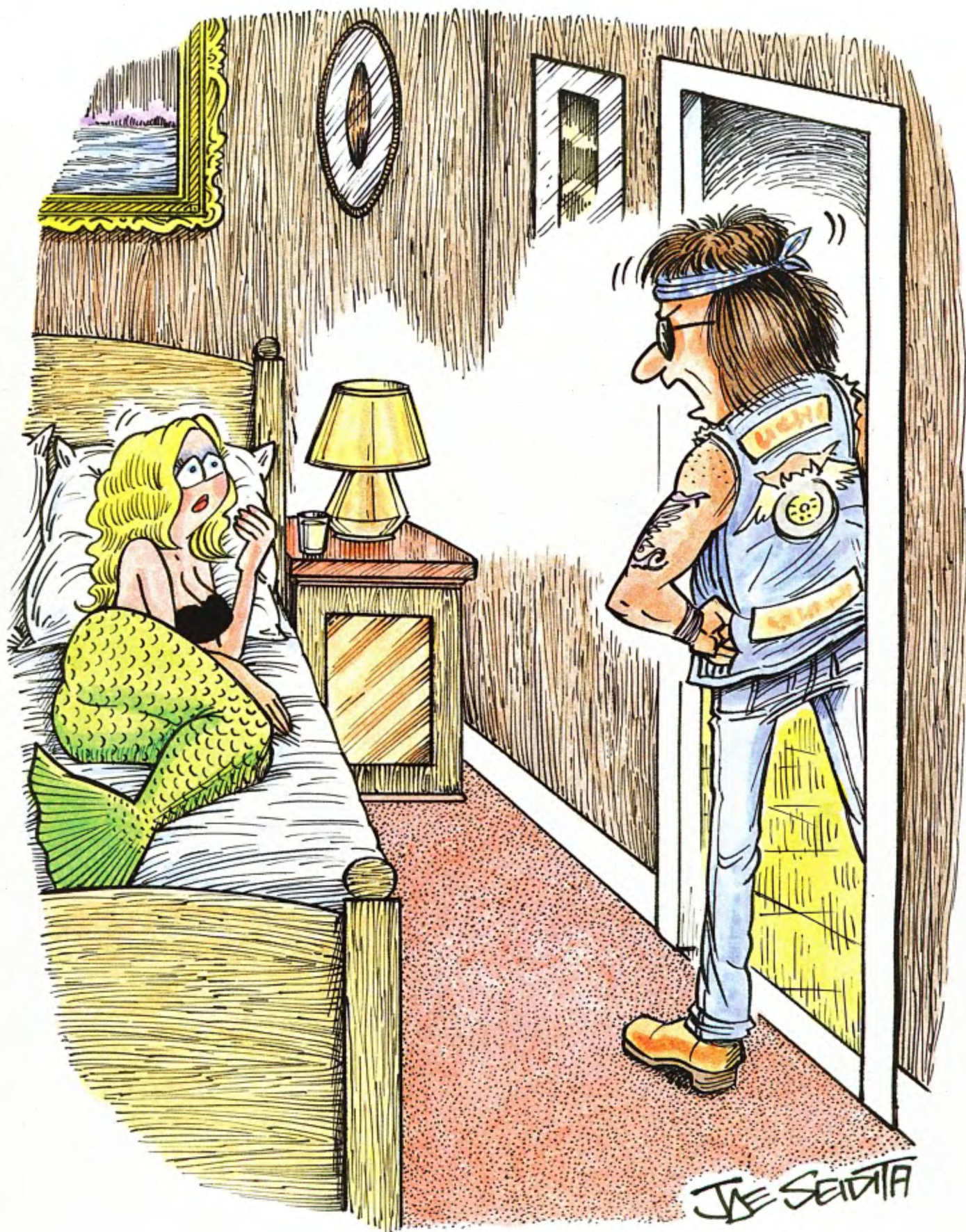
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"I'm pretty sure you gave me the crabs!"

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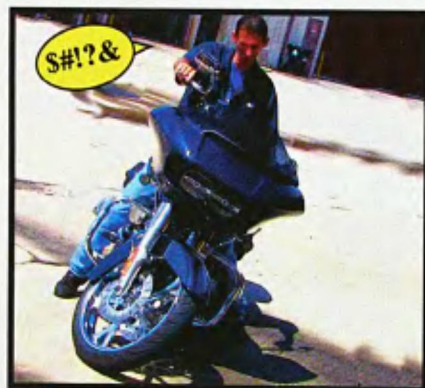
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Screaming Eagle Back



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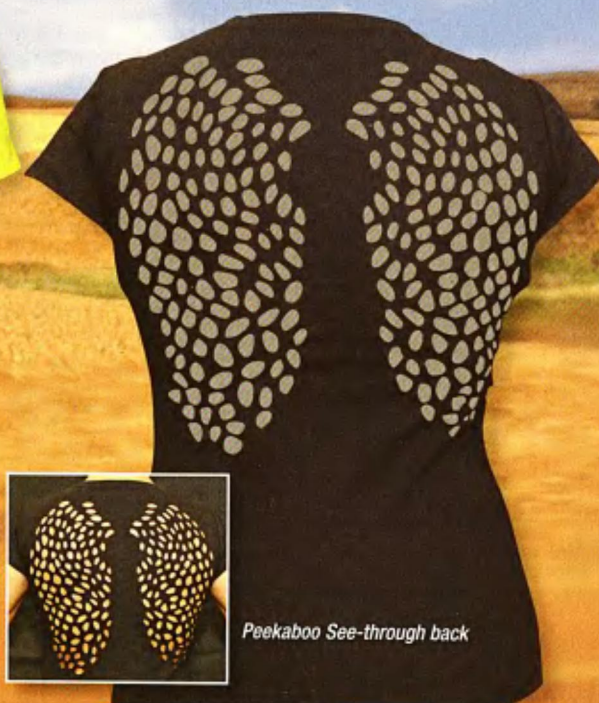
Glitter Guns Womens Long Sleeve
 2183 Purple \$27.95



Flowing Metal Womens Tee
 2186 Black Short Sleeve \$28.95



Rise and Shine Womens Tee
 2196 Yellow Short Sleeve \$19.95



Peekaboo See-through back



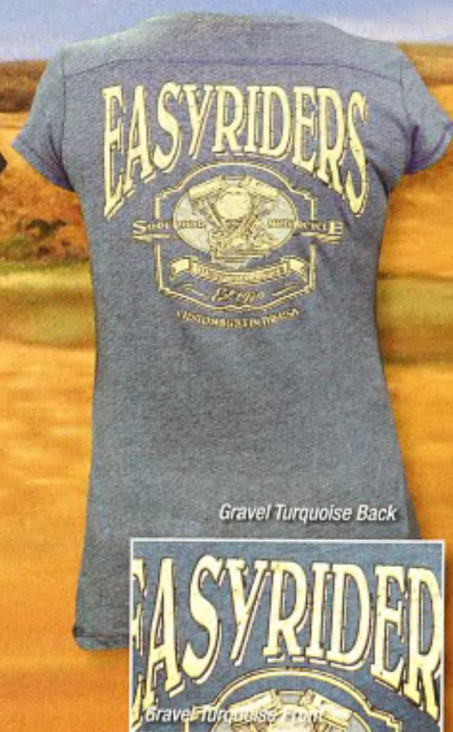
Peekaboo Front Black



Peekaboo Front Pink

Peekaboo Womens Tee

Short Sleeve, V-Neck, See-through back cutout
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Gravel Turquoise Back

Gravel Turquoise Womens Tee
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womens

Hells Angels 'Berdoo Turns 70

Under gloomy skies and a smattering of rain, partiers from around the world rolled into the San Bernadino, California clubhouse of the Hells Angels MC Berdoo to celebrate seven decades of the famous club's brotherhood. Known for their warm hospitality, the Mother Charter threw open the doors of their comfortable digs and welcomed guests into what has become a time capsule of the MC's longevity and fame through the years. Folks were invited to check out photos commemorating members, motorcycles, moments and memories that accented the walls as well as the vast number of artifacts that have been collected during the 70 years since the Berdoo HAMC was founded on March 17, 1948.

Gifts sent from well-wishers and HAMC charters worldwide were proudly displayed, contributing to the museum feel of the clubhouse. Biker lifestyle art included a poster painted by none other than Easyriders' artist David Mann that hangs in the ladies room. The flashback poster was an ad for a Berdoo HAMC fund raising support party in Glen Helen Park from April of 1985.

Every entry ticket to the anniversary party included a chance to win a custom Road Glide painted with graphics celebrating Berdoo's 70th Anniversary. Surprisingly enough, a little bitty lady claimed the unique machine. Natalie had ridden her own bike down from the Bay area and had to make arrangements to get the bagger back home. At a dainty 5-foot 4-inches, Natalie has plans to lower the machine as soon as possible.



The evening was a true celebration of respect and brotherhood. The hospital across the street helped with congestion by opening its parking lot, and the local government cooperated in the permitting process so that the shindig came off without a hitch. "The neighborhood, the whole community really, all came together and were great about this whole thing. Very supportive. We had volunteers step up to help during the party and there wasn't a single incident," Berdoo HAMC Vice President John shared. "Everyone just had a good time and we're grateful for the support." —Felicia Morgan







Arizona B

The thunder of tens of thousands of Harleys reverberated across the Valley of the Sun for about five days last April as riders from all across America rolled past gila monsters and saguaro cacti into the enormous WestWorld events facility in Scottsdale just north of downtown Phoenix. Yes, it was once again time for Arizona Bike Week.

The mighty Legends Pavilion was filled with wall-to-wall vendor stalls, while just outside, the Rock Yard was lined with booth after booth offering everything from demo rides and riding gear, to tattoos and all kinds of food and drink.

Entertainment was everywhere and non-stop, with alternating bands at the Handlebar Saloon and an FMX extreme freestyle motocross stunt show keeping folks entertained inside the Pavilion. Out in the sunshine, Clint Ewing's professional riders amazed the audience and Team AZ gave safe-riding demos. At the HellRacers Dome next door, "down and dirty" flat track races kept folks glued to the oval race track all day long, with more than 20 categories competing. These ranged from the Mini 12-and-under riders, to the Run What Ya Brung, the Brakeless, and the Hooligan races.





ike Week

The area around Phoenix is perfect for street riding and there were plenty of organized rides during the week. These included the Peace Out Prostate Cancer Ride sponsored by H-D of Scottsdale, the T-Bar Trail Ride, and the Dry Heat Run, a charity ride put on by the Hamsters. Dry Heat started at Paul Yaffe's Bagger Nation in downtown Phoenix, and led up into the mountains and to Cave Creek where Cave Creek Bike Week was happening at the same time.

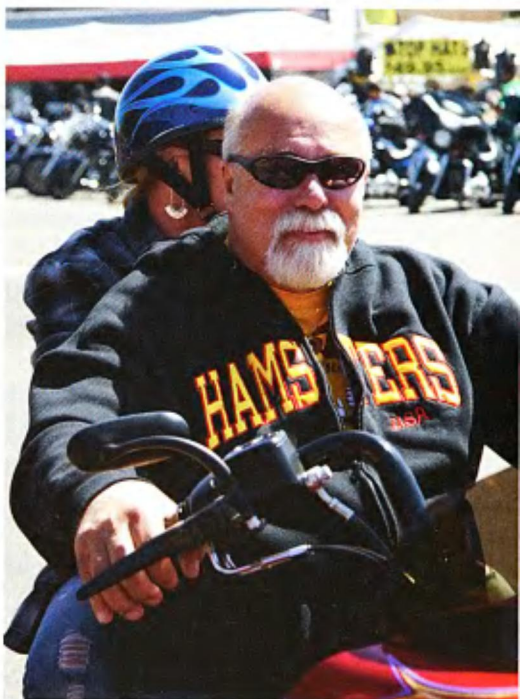
There were several ride-in bike shows on Saturday at WestWorld such as the Baddest Bagger Show, the Arizona Bike Week Custom Show and "Diva Amy" Skaling's show dedicated to lady riders and their scoots. Every night, an outdoor concert featured live music from such bands as Collective Soul, Chevelle, and Shinedown. But for many, the ultimate highlight of a week spent in the desert came on Saturday when that little ol' band from Texas, ZZ Top, took the stage to get every biker boot tappin'.

If you weren't there this year, never fear. Plans are being made right now for next year's event, scheduled for April 3-7, 2019.

—Red Baron



Photos: Kai R.





Cave Creek Bike Week

In April each year, there are two noteworthy motorcycle runs that happen in the same state at the same time. We're talkin' about the awesome Arizona Bike Week at WestWorld in Scottsdale, and just 30 miles away, Cave Creek Bike Week holds court at the famous Hideaway Grill and Roadhouse Bar.

The tiny town of Cave Creek is a throwback to the days of the untamed west where Harleys replace horses during this week of two-wheeled shenanigans. The town's horse-drawn stagecoach is given a vacation and the area's 28.2 acres of frontier is flooded with thrill-seeking bikers. Vendors offer their wares, tourists ditch their cares, and bikes of every kind cruise the cactus-lined roadways that lead to the Hideaway Grill.

Just down the street from Buddy Stubbs Harley-Davidson, the Roadhouse Bar invites the local Indian dealership, Double D's Performance, and a host of Arizona's premiere builders to set up in

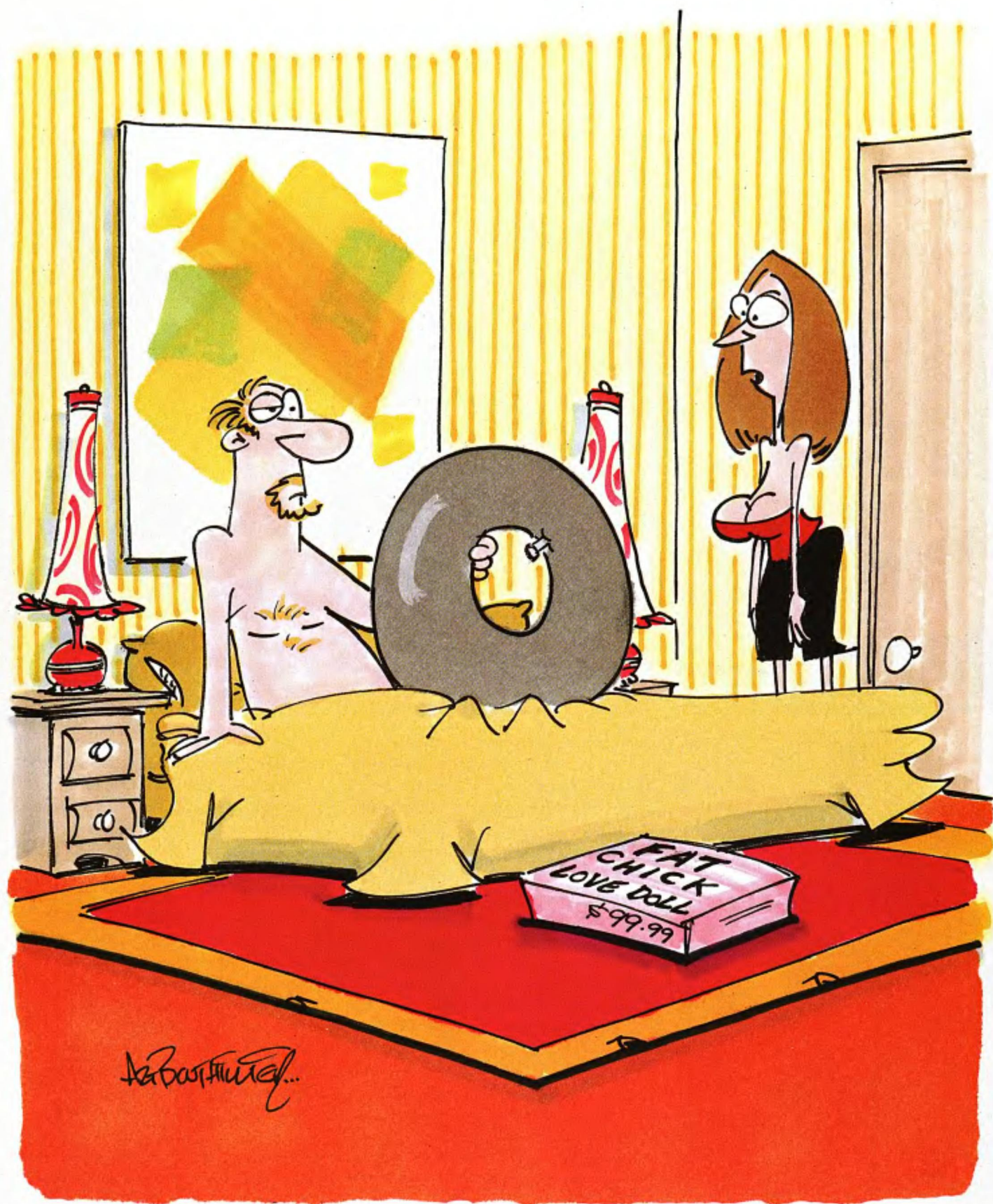
the parking lot to show off bikes and to press the flesh with riders from around the world. On the south side of the street, cowboys still rodeo right there in the middle of town at places like the Buffalo Chip and Outlaws while bikers take Cave Creek Road to check out a variety of bike shows and charity rides.

This year the Hideaway proudly celebrated 20 years of serving up cold ones at the joint where the motto is, "There are no strangers here, just friends you haven't met yet." Sexy servers were slinging suds, hula hooping and harassing customers while the crowds were digging live music into the wee hours.

Bikes were being Dyno-tested right on the main drag as scantily-clad sirens were hanging off stripper poles outside of cowboy bars across the street. You really have to experience this crazy scene to believe it, so map a route to Cave Creek Bike Week next year.

—Felicia Morgan

Photos: Felicia Morgan



"You are literally too stupid to live."

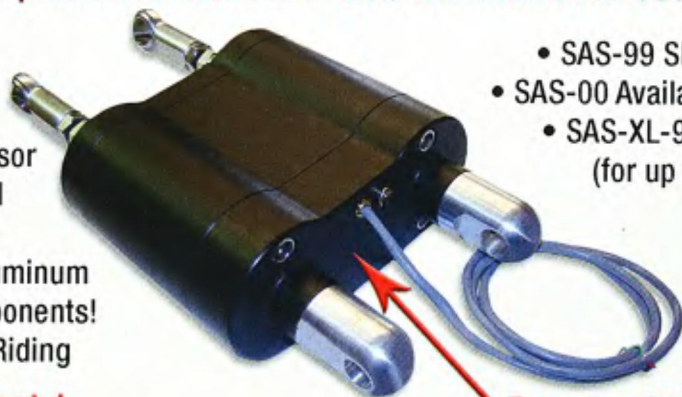
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AMERICAN CHOPPER IS BACK!

The Teutuls Return With A New Geico Race Bike



With the return of *American Chopper* comes the return of crazy OCC choppers for corporate sponsors such as Geico Racing.

You all remember the reality TV series called *American Chopper* that aired on The Discovery Channel from 2003 to 2010. How could any of us forget the custom bike-building antics of the Teutul family, right? Each week, we would wonder if Paul Teutul Senior was gonna smack the tar out of Paulie Junior. The contrasting work and creative styles of the father-and-son team and their arguments made the series an American favorite. In 2008, an explosive argument led to Paul Junior's termination and departure to start his own shop, Paul Jr. Designs. After 218 episodes spanning 10 seasons, the series was cancelled.

Well, time, as they say, heals all wounds, and here we are in 2018 with an all-new TV series on The Discovery Channel called, you guessed it, *American Chopper*! The Newburg, New York custom bike shop known as Orange County Choppers (OCC) is still turning out lavish "theme" bikes and



even some more subtle old school choppers. Paul Teutul Senior, his son Mikey and the crew are ten years older but also wiser.

In the new series premiere entitled "Welcome Back" that aired in March, we get reacquainted with the Teutuls and what they've been up to. At OCC,



Paul Senior gets a two-bike deal with Okada Resort in the Philippines, and separately at Paul Jr. Designs, the younger Teutul is working on a custom chopper for the Buffalo Chip Campground in Sturgis. We get the idea that the animosity that severed the relationship between Junior and Senior has had time to mellow and Mikey acts as the go-between to get the two Pauls together. When Junior finds the Yankee chopper that he built years ago with his dad battered and bruised at an auto salvage auction, the stage is set for father and son to come back together and restore the Yankee scooter to its former glory.

With the return of *American Chopper* comes the return of crazy OCC choppers for corporate sponsors such as the Geico Racing neon chartreuse wild thing you see here. The Teutuls have created a number of custom motorcycles for Geico Insurance. Most notably, Paul Junior designed an Armed Forces chopper as a tribute to all our



men and women in uniform. But this time, Gary Goodell of Geico Boat Racing down in Jupiter, Florida had other ideas; he wanted a two-wheeled road warrior to act as the custom flagship of the company race team.

Beginning with designs by OCC's Jason Pohl and a Rolling Thunder rigid frame, the idea was to create a lethal-looking drag machine with a 26-inch front wheel and massive meat at the rear. The S&S 124-cubic inch motor benefits from a crazy custom Thomson Supercharger sitting high in the air for all to see. The hand-formed gas tank holds petrol in the front section and the electronics in a rear section. All that blown power makes it to the 300 back tire by way of a Baker 6-speed right-side-drive transmission. The badass front end and front brake came from American Suspension. This thing must sound like a jet engine on steroids. It is easily the fastest machine OCC has ever built, churning out over 200 horsepower.

When it came time for paint, Geico's neon chartreuse logo was the inspiration for the eye-watering House of Kolor mix sprayed on by Phil Nask. Were Gary and the Geico Racing Team happy when they got a first look at this monster? You'll have to watch *American Chopper* on The Discovery Channel to find out. The episode featuring the Geico Racing bike first aired on Monday, May 28th but is available On Demand. Check your local listings for air times or stream episodes at discovery.com.

—Dave Nichols



Bike owner: Gary Goodell – Geico Racing
City: Jupiter, Florida

GENERAL

Designer: Jason Pohl
Fabrication: Evan Favaro
Year and make: 2018 Orange County Choppers
Model: Geico rigid chopper
Time: three weeks

ENGINE

Year and make: 2017 S&S
Model: Evo
Ignition: S&S
Displacement: 124 cu. in.
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: S&S
Carb: S&S
Air cleaner: S&S
Pipes: OCC
Other: custom Thomson Supercharger

TRANSMISSION

Year and make: 2017 Baker
Type: 6-speed RSD

PAINT

Painter: Phil Nask
Color: yellow neon
Type: House of Kolor

FRAME

Year and make: 2017 Rolling Thunder
Type: rigid
Rake: 45 degrees
Stretch: 2-inches up, 6-inches out
Shocks: none

ACCESSORIES

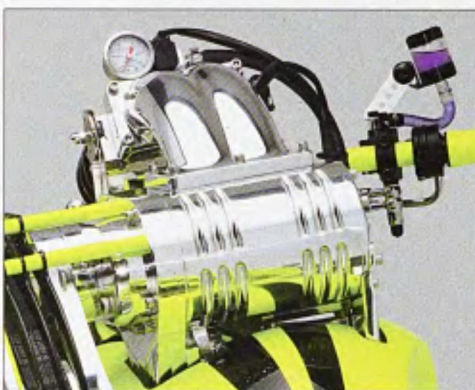
Bars: custom OCC custom
Handlebar controls: Rizoma
Fender: rear—tubing
Speedo: SM Autometer
Pages: OCC/Accutronix
Gas tank: OCC custom
Oil tank: OCC custom
Primary cover: OCC custom
Seat: OCC
Grips: Rizoma

FRONT END

Type: Mach-8
Builder: American Suspension

WHEELS

Size: 26-inch front, 18-inch rear
Type: OCC
Tires: Avon
Brakes: American Suspension front, HHI rear



Photos: Dino Petrocelli

Contact: Orange County Choppers

845-522-5222

orangecountychoppers.com

This thing must sound like a
jet engine on steroids.



TERRY JOHNSON'S CUSTOM H-D GUITARS

SOUND OF THUNDER

My name is Terry (Mojo) Johnson of Mojo Johnson Guitars out of Poland, New York. I've been a big fan of Harley-Davidson motorcycles for years. For me, Harley's are not just a motorcycle, they have this vibe: the look and the sound that symbolizes a true biker's bike. In fact, I wrote a song called "Live to Ride" that we play in my band, the Swamp Drivers. We used the unmistakable sound of the Harley motor in the intro of the song. For me, the sound of a Harley motor has a musical rhythm.

I've been building theme guitars for a while and I decided that I'd like to try to make a guitar from Harley motorcycle parts. I contacted my brother-in-law Walt from Wolf Pact Motor Engineering in Rome, New York because he's been building custom Harleys for years. I told him my idea and he invited me over to his shop to take a look around. We put our heads together and picked out a bunch of parts, and from them I created what I call the Hog-o-Caster guitar. The Harley

Joe Bar with his Bass Hog



The Screamin' Eagle



The Hog-o-Caster



Terry Johnson with the Hog-o-Caster guitar



parts I used to make the first guitar include a sprocket, derby cover, some gears, a clutch handle, an air cleaner and, of course, twin exhaust pipes. To me, the look of the Hog-o-Caster guitar is just badass and the sound of this guitar is also totally unique.

I did a video of me playing the guitar where I played the song, "House of the Rising Sun," and put it up on the band's web page. The video went viral, with over 11 million views. It was shared to Lynrd Skynyrd's page and also on the Guitar World site.



I was so pleased with the guitar that I decided to make a few more. I worked with my bass player, Joe Bar, and made a Harley Bass that is called Bass Hog. The sprocket came from a drag bike that was one of the fastest bikes in the world. Then I came up with another design idea and made the Screamin' Eagle. I intended to sell the Screamin' Eagle but after finishing and playing it, I fell in love with the damned thing. I figured it would be like selling one of your kids. But I will be making a few Harley guitars to sell through Mojo Johnson Guitars.

The Swamp Drivers Band features all homemade instruments. Even the drums are made from garbage cans. We have played for the Harley Owners Group in Utica, New York and played at the Harley Rendezvous. The band has opened for national acts including Marshall Tucker and The Kentucky Head Hunters. Our music style is high energy, drivin', rocking blues. The sound is similar to ZZ Top but with the addition of our one-of-a-kind custom Harley instruments.

Find out more on our band website www.theswampdrivers.com and check out my guitar building site mojojohnguitars.com.

—Terry Johnson



HARLEY'S NEW IRON 1200 & FORTY-EIGHT SPECIAL

DUELING SPORTSTERS

For this issue's road test we decided to try out Harley-Davidson's two brand-new Sportster models for 2018, the Iron 1200 and the Forty-Eight Special. They're both equipped with 1200cc engines and have a lot in common besides their drive train. As you might imagine, they're both light, agile and sporty.

Which is, of course, what the Sportster was made for from the start, way back in 1957, when it was conceived as the antidote to the British bikes that had taken over racing

circuits here in the States. Having grown out of the earlier K-model, the Sportster was meant to be an aggressive, quick-out-of-the-gate and very nimble counterpart to its heavier and more lumbering big-twin cousins.

But because of its light weight and relatively low stance, the Sportster was also considered ideal for women, shorter men, or beginning riders, and thus received, unjustly, its reputation as not something a real biker would ride. Those days are long gone, however, as the Sportster

seems to be enjoying a sort of renaissance among those manly men, or at least the younger ones. One reason for that may well be its much smaller price tag.

I had a chance to sit on both bikes and felt a bit more comfortable on the Forty-Eight with its highway pegs and slightly shorter mini apes, but fate somehow had predestined our illustrious art director, Beatnik, who's always been an avid Sportster fan, to ride the Forty-Eight while I was



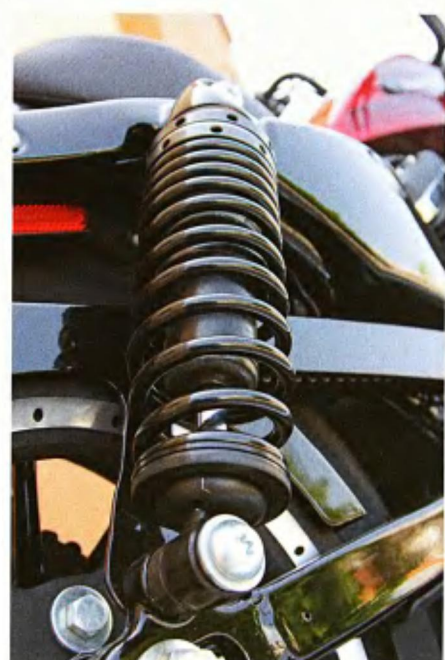
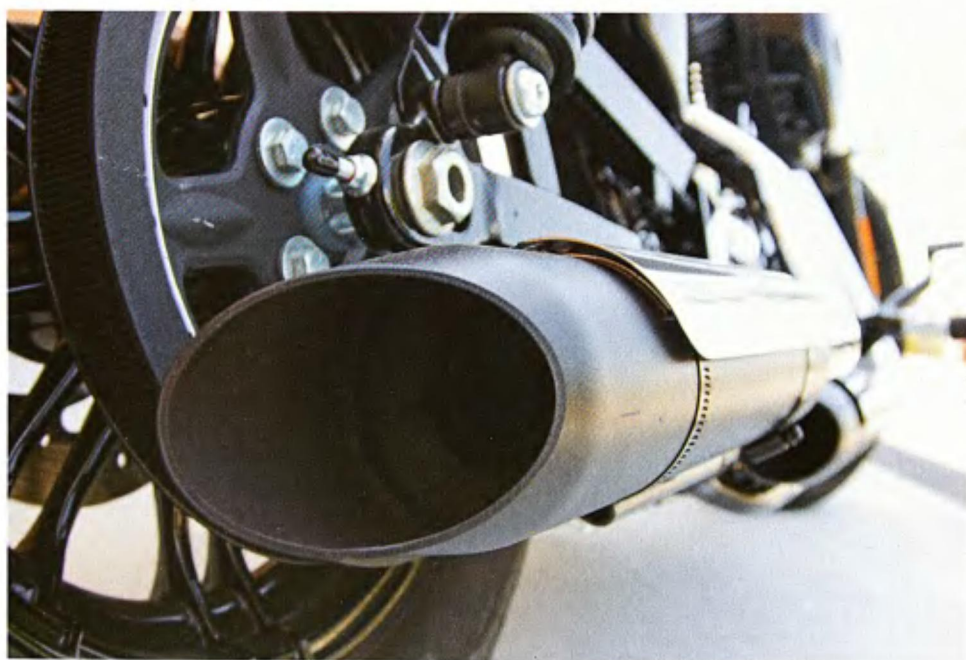
tucking my knees under my chin on the Iron 1200.

Actually, it wasn't bad at all. The Iron 1200 is a beefed-up version of the Iron 883 and not only looks very cool with its engine, drivetrain, wheels and entire front end including handlebars and speed screen all blacked out, it's also relatively comfortable. However, I do admit to being glad the gas tank doesn't hold more than three gallons because that gives you a chance to get off the bike to gas up and stretch your legs about every hour-and-a-half or so on a longer trip. With the Forty-Eight's two-gallon tank, it seems like you have to stop for a refill about every 15 minutes.

A slight drawback, depending on your riding style, might also be the limited lean angle of 27 degrees on the right and 28 on the left. That doesn't give you a lot of leeway before you



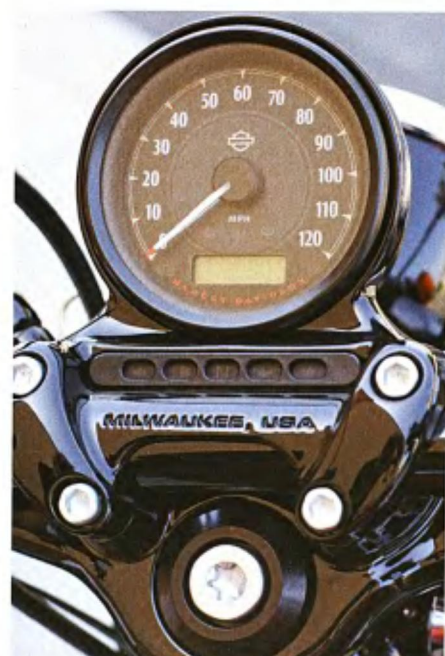
Gleaming in the sun, waiting to be taken through their paces are Harley-Davidson's two brand-new Sportster models: the Forty-Eight Special on the left and the Iron 1200 next to it.





scratch the asphalt with your pegs or, if you keep pushing it to the right, your pipes. And that's too bad in a way because the Iron 1200 really is a lot of fun to ride, and not only in an urban setting where it makes it easy to weave in and out of traffic or split lanes. Beatnik and I took our bikes into the hills above Los Angeles one day and had a blast riding the crap out of them.

As far as the looks department goes, Harley's done a great job with that retro-styled paint job and those peanut tanks. Both the Iron 1200 and the Forty-Eight Special are pretty much



bare bones when it comes to frills. What you see is what you get, and that's basically a handlebar-mounted electronic speedometer with odometer, time-of-day clock, dual trip meter, low fuel warning light, low oil pressure light, engine diagnostics readout, and LED indicator lights. ABS and a security system are optional on both Sportsters, and with a price tag of ten grand for the Iron 1200 and just above twelve grand for the Forty-Eight Special, you really can't go wrong if you're in the market for a Sportster.

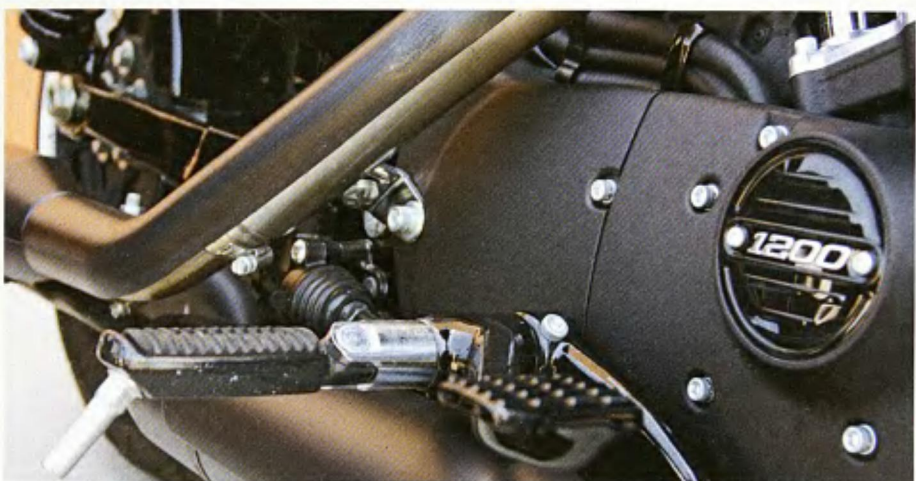
Harley-Davidson also has an arsenal of custom parts and accessories ready for you to give its Sportsters some personal style. And with the money you save by getting a Sportster instead of a big twin, you should have plenty of cash left for accessorizing the hell out of it.

For more info on these Sportsters or any other Harley-Davidson models, go to h-d.com. —Kai R.

IRON 1200 / FORTY-EIGHT SPECIAL

Base Price	\$9,999 / \$11,299
Length	86.6 in. / 85.2 in.
Wheelbase	59.6 in. / 58.9 in.
Ground Clearance	5.5 in. / 4.3 in.
Seat Height	25.7 in. / 26.2 in.
Fuel Capacity	3.3 gal. / 2.1 gal.
Engines	air-cooled evolution
Motor Displacement	73.4 ci. / 73.4 ci.
Compression Ratio	10:1 / 10:1
Torque	73 ft.-lb. / 73 ft.-lb.
Lean Angle	27 deg. r., 28 deg. l. / 27.1 deg. r., 27.1 deg. l.
Weight (running)	564 lb. / 564 lb.
Fuel System	ESPFI / ESPFI
Fuel Economy	48 mpg / 48 mpg
Transmission	5-speed / 5-speed
Final Drives	belt
Brake Systems	dual-piston front and rear
ABS	optional
Wheels	black 9-spoke / black split 9-spoke cast aluminum
Front Tire	100/90B19 57H / 130/90B16 73H
Rear Wheel	150/80B16 77H / 150/80B16 77H

Photos: Kai R. and Kit Maira





Cruising the mountains above LA on the Forty-Eight Special (left) and the Iron 1200 (right).

RIDING HARLEY'S FORTY-EIGHT SPECIAL

I said I was going to take it easy this time. Just putt around on a sweet test bike for a few weeks, and in the end, give it a nice thumb's up and everybody would be happy. A total lark. No bullshit, no drama, no insanity. Of course I was lying to myself.

It took all of five minutes to lose my mind. After picking up the Forty-Eight Special, I played it nice and easy. The 405 Freeway was jammed, as usual, so I crawled along like a good citizen, splitting lanes sensibly along with the other good citizens, just another bee in the hive. Just about then a big beautiful hole opened up in the traffic and that was that. Those wide-open lanes ahead screamed at me. My right hand started twitching. Then my brain exploded. WHACK, WHACK, WHAAAAACK and away I went along with all planned restraint. 90, 95, 100 mph. Sweet teeth-gritting insanity, death or glory, pure FTW. Yup, for three weeks this was my normal.

In retrospect, I was a psychological time bomb waiting to go off. A jangled wreck. Life had been dealing me dog shit for so long I could barely

remember any other reality. Not suicidal exactly, but just not caring if I lived or died. It's the same thing that drives me to kayak alone, far out to sea with great white sharks for fun. Reckless and irresponsible.

Once the Bastard Chakra is opened it tends to remain open, so every day I woke up it felt like a deranged Christmas. Every day I couldn't wait to get on that thing and screw it on some more. Up in the canyons; whack scraaaaape, whack scraaaaape. Hanging way over Gran-Prix style in the curves, a move I dubbed, "monkey making sweet love to a football sideways." I might've looked like a nutjob, but by god, I felt like Steve McQueen.

Every god-forsaken freeway in SoCal became my personal Bonneville Speedway as I cranked triple digits absolutely everywhere I went, on some of the most heavily-patrolled cop roads in America. I was pushing my luck so far beyond the pale it really is a miracle from Jesus that I'm not dead or in jail or both. I won't even tell you about "Peyote Day."

Towards the end though, logic began

a slow return. If there's one thing I know about luck, it eventually runs out. I had an incredible run—that was undeniable. I had broken every law of god and man on that bike and totally gotten away with it. But I could smell the stinking breath of the beast waiting just around the next sandy curve to collect its bloody toll, it's fangs drooling for the nectar of my throat.

So the next day I determined to take it easy for the last couple of days with the bike. A nice putt home from work, through the canyons out to the coast, flowing, yes, not even scraping the pegs, breathing in the beautiful, sunshiny day. Nice. Up the coast highway, going 60, happiness, yes, love and light. Around the big curve by the Navy base where the two-lane turns into freeway. I didn't even notice the Dodge Challenger until he was next to me.

I looked over and the driver stared forward and revved it a couple of times... and that was that. What else is a man to do? WHACK, WHAAAAACK! The Sportster leapt to 100, 105, 110, 115 side-by-side rocketing through the strawberry fields. FTW. At that speed, my feet were trying to lift off the forward controls. I began to really wish I had mid pegs or longer legs. Also, knowing that the bike has very little suspension, any bump I hit at this speed would turn me into a 115mph flying W, and after that, it won't matter much. I was ready to pay the toll. I pegged the throttle.

But just then, we started rapidly catching up to some slower traffic and had to shut down our little fiesta del muerto. I exited the freeway giggling like Dee Dee Ramone with my heart pounding in my ears. The beast would not be fed today. Nor the following day, when I humped dutifully through the eternal gridlock to return the Forty-Eight Special back to the bosom of the H-D Mothership. What a great bike.

And now, two weeks later, back to my old sensible ways. I haven't been over 70mph since the race with the Challenger. But some nights I dream of mad times, days of pure speed and complete irresponsibility, riding to Hell aboard that beautiful little hot rod known as the Forty-Eight Special. Oh man, I miss that sweet-ass bike. —Beatnik

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IN THE WIND



*"We should come home from far, from adventures,
and perils, and discoveries every day, with new
experience and character." — Henry David Thoreau*
—photo by Ben Zales, El Lay





Gabe twists up a little '49 pan/shovel power.

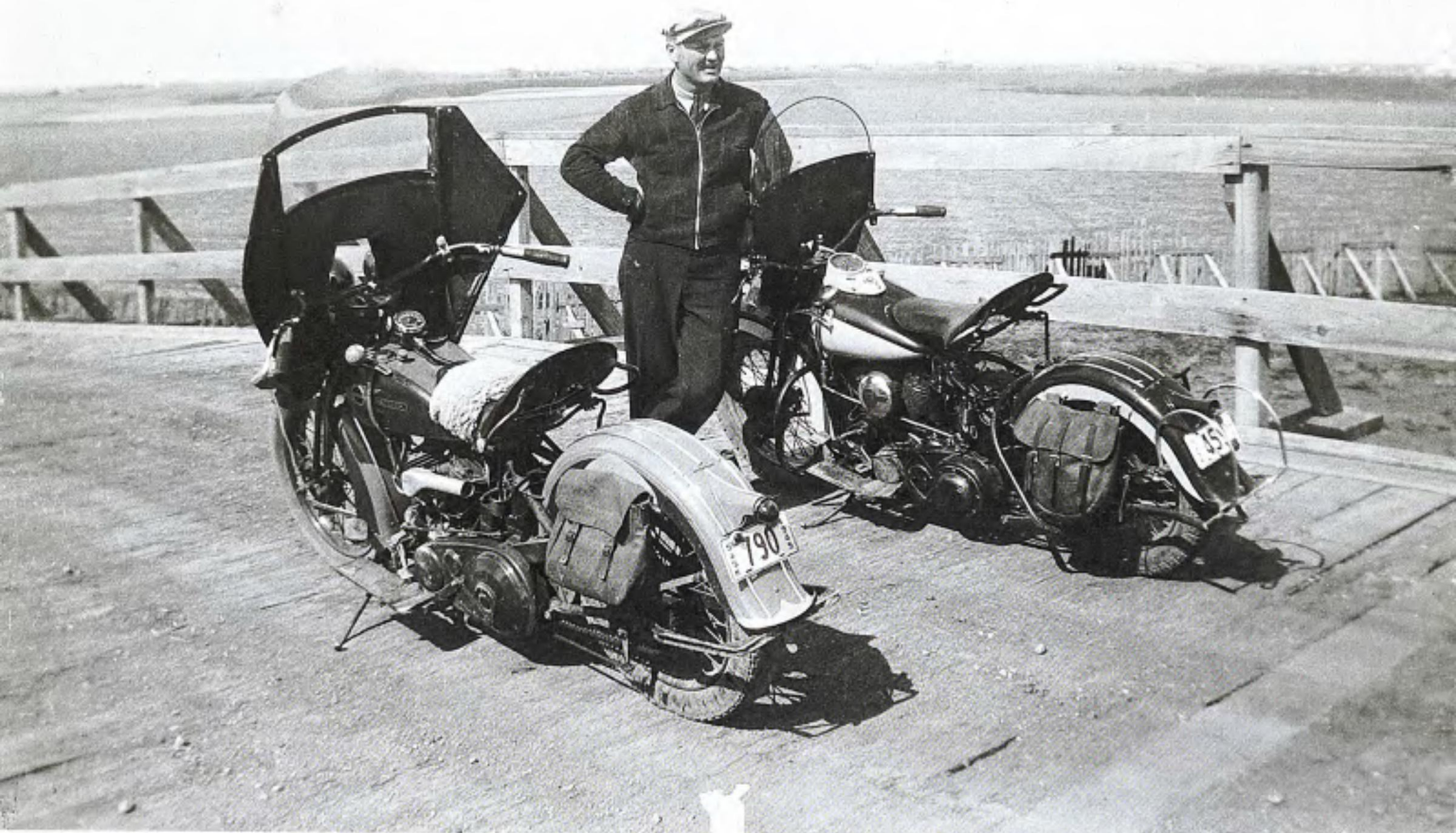
—Chris and Gabe Gibbany, Harrison, Ark.



Ruining Easter has never been more fun..

—Crash Dean, Jefferson, Ohio

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It's ol' Budman in Canuckerville.

—from John Page, Weyburn, Sask., Canada.



Low miles, runs good, some rust.

—Fred Stoll, Union City, Tenn.



Laconia rain.

—Jackman, Debary, Fla.

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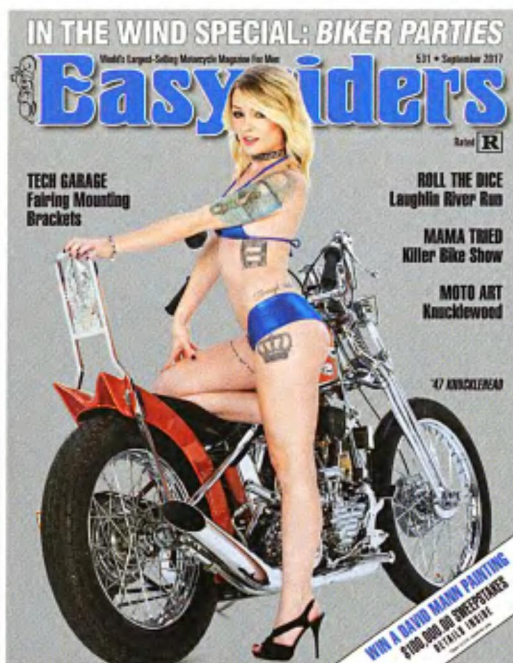
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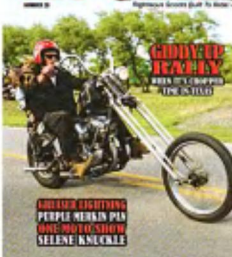
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This Month's Winner

Your Fox Hunt Winner this month is a delicate microbiologist named Staci from the scorching land of Arizona. Staci enjoys looking at very small things, (no offense). Hopscotch back to page 6 and see her aboard Jeff Ettelson's Lone Wolf Chop Rodz Douche LaRouche Special.
—Captain Meatbook



#0901 Allyson-Idaho

"I've been riding motorcycles since I was a kid, so I don't remember my first ride, but I love riding and going fast!"



#0902 Crystal-Colorado

"My first ride on a Harley the vibration of the bike and the wind in my hair made me feel free, happy and pretty horny."



#0903 Cassie-Arizona

"The first time I rode on a Harley the wind blew through my hair and made my ribcage vibrate like a set of Dollar Store novelty wind chimes."

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 burning hunks of love and goat-cheese. Meet Callie, a fully-qualified model/mortician from the state of Indiana. Callie can either fill you with desire or formaldehyde—your call, brotha. Come back next month or she will visit you in the wee small hours of the night, tag you and bag you.

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

Model's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: () Cell Phone: ()

Date of Birth: _____ I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature: _____

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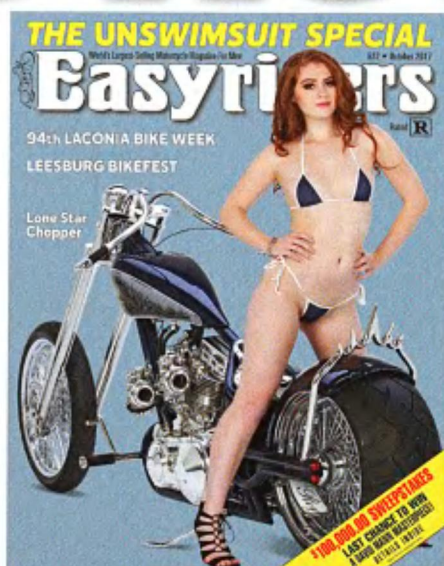
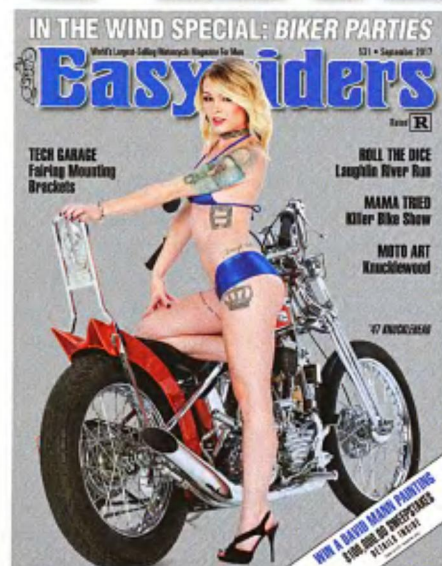
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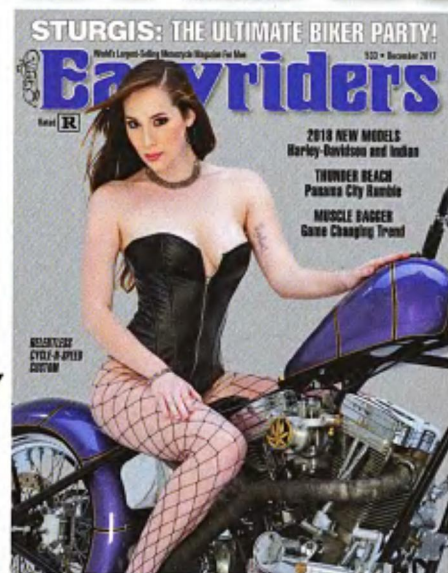
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Ron McAnally
Lufkin, Texas
2006 Wide Glide

Ron says his older brother who used to give him rides on his bike when Ron was six years-old, decided not too long ago that it was time for him to quit riding due to age and health. He had a 2000 Wide Glide Ron says was a piece of junk someone sold to him just a couple of years earlier. "I was surprised my brother let someone pull a fast one over him when it came to scoots," he tells us. "Age, I guess."

Ron, who's been riding since he was 15, decided to make the bike old-skool cool as best as he could. He stripped it down in his garage to nothing but the frame and engine and the electrical under the seat. He kept the lower chrome sliders on the forks and the

triple trees, but trashed everything else, like the bent fork tubes. "I didn't find that out until I was riding it home from my brother's house and the damn bike wouldn't turn without trying to buck me off," he says.

He painted the frame and spent days cleaning the engine. He left the mirrors because they're required in Texas, but turn signals are not, so he took those off. He also replaced all the chrome on the engine except for the outer primary, battery cover, and horn. "I cut and ground off the struts, back pegs, anything on the frame I didn't want. Then I sanded and painted the frame and started putting it back together."

It took him three years, Ron says. "A few times I had to ask Lumberjack Harley for help. They also helped me find a few parts that were obsolete on that bike. The majority of parts I

ordered online or at a local bike shop, Cycle Heaven."

There's stuff from everywhere, like the 4-inch risers from J&P Cycles, the Wicked Z-Bars from LA Choppers, plus a lot of parts from Harley-Davidson. Ron lowered the bike about two inches with Burley Slammer shocks and had the back fender special-made by Rocket Bob's in England. Ron also replaced the front motor mount. "I put some time, sweat and too much damn money into making it mine," Ron says. "Been to one show so far and took Best Bike."

It's his first tear-apart and build, and his last. "My health is going downhill now also. Must be from all the hot raunchy nights I spent with Miraculous Mutha in the 1970s drinking that pruno wine we made from the recipe printed in your magazine. Damn, them were the days, weren't they?"

—Tripper

Photos: Owner





Comin' At Ya



The awesome October issue of *Easyriders* (#543) will ride all across America to bring you the Congregation Show in North Carolina, the Handbuilt Show in Texas, and Thunder Beach in Florida.

Custom bikes will include Carl Pusser's Walkin' Tall Triumph, Kenny Slaughter's nasty knuckle, Jason Harrington's Hellbent Road Glide, Dalton Walker's super sweet panhead chopper, and Mark Shell's Bonneville Customs shovel. PLUS we'll test ride Harley's newest creation.

AND this is our "Biker Babes Gone Wild" Special, bringing you extra pages featuring America's most drool-inducin' hardbellies fresh from runs and rallies coast-to-coast! All this as well as mind-warpin' biker fiction, bladder-bustin' humor, and a David Mann classic painting is roarin' at ya in the October issue of *Easyriders*!

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David Mann's painting *Renegades* first appeared in the September 1996 issue of *Easyriders*. It may also be found in our *David Mann 50 Motorcycle Masterpieces No.3*.

