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6 KILLER CUSTOMS

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Waiting for the BOOM!

On May 1st, as airmen of the 91st Missile Wing Security Forces traversed the gravel back roads of North Dakota between two nuclear missile launch sites, the back hatch of their truck fell open, allowing a 42-pound metal box of explosive grenade rounds to fall out. Despite deploying more than 100 airmen to walk the entire six-mile route the team had driven, *The Washington Post* reported that the ammunition still hadn't been found. The Air Force's Office of Special Investigations has offered a \$5,000 reward for information leading to the recovery of the box and has alerted local farmers and oil field vendors in the area that the box could be dangerous if damaged.

Nude Snooker Champ

Making good on his promise, Welshman Mark Williams, 43, celebrated his third world snooker championship by conducting the post-match news conference at the Crucible Theatre in Sheffield, England, in the nude. Williams, who beat John Higgins of Scotland on May 7th, is the event's oldest winner in 40 years. "I'm not going to say anything stupid ... but to be honest, if I won this next year, I'd cartwheel down here naked," Williams promised. We'll be waiting.

Screwed and Tattooed

A mother in Sweden recently thought it would be a nice idea to have her two children's names tattooed on her arm. The mom asked her tattoo artist to entwine the names of her children, Nova and Kevin, on her arm. It wasn't until she got home that she realized the tattoo read "Kelvin" instead of "Kevin." "My heart stopped and I thought I was going to faint," she told a local newspaper. She found out that removing the tattoo would take multiple expensive treatments, so she decided to just legally change her two-year-old son's name to Kelvin. "When I thought more about it, I realized that no one else has this

name," she said. "It became unique. Now we think it is better than Kevin." Yeah. Wonder what Kelvin thinks of it?

Case of the Six-headed Squirrel

Six baby squirrels in Elkhorn, Nebraska found themselves in a sticky situation when their tails became tangled in tree sap and knotted together in their nest. When a man noticed what looked like a six-headed squirrel cluster moving around in a tree, wildlife expert Laura Stastny, executive director of Nebraska Wildlife Rehab, got the call. Stastny told the *Omaha World-Herald* that her group sees a case like this once year or so. She covered the squirrels with a towel to calm them and then snipped the fur that held them together. Case closed.

It's only Money

The owner of a 15,000-square-foot condo on the 45th floor of the swanky Atelier building in Manhattan is offering the 10-bedroom, 11-bathroom property for sale for \$85 million, according to WNBC. It features the expected appointments such as marble bathrooms and granite kitchen counters with stainless steel appliances. But the steep price tag also includes some nice extras, such as two Rolls-Royce Phantoms, a Lamborghini, courtside season tickets to the Brooklyn Nets, a summer mansion in the Hamptons, a million-dollar yacht, live-in butler service and (wait for it), two tickets for a trip to outer space.

Crappy Brownies

A 47-year-old woman from Adrian, Michigan lost her job recently after she brought laxative-laced brownies to a co-worker's going-away party. Another employee of MMI Engineered Solutions in Saline tipped off company officials, who called police. The baker initially denied putting anything in the brownies, but came clean after being told the brownies could be forensically tested. Saline Police Chief Jerrod Hart told the *Ann Arbor News* there had been

tension between the baker and the guest of honor, but the nature of the spat was not clear. "A lot of times you see it in movies or TV shows where someone tries to do this or play a joke, but it's very serious," Hart said. "It's a criminal act." The woman, however, was not charged, since no one ate the shitty treats.

Seize the Booty!

Matthew and Maria Colonna-Emanuel of Staten Island knew about the silver box partially buried near some trees in their yard for years; they thought it was a cable box. But when they decided to replace the trees, they discovered the box was actually a safe full of treasure. A few months ago, the couple found thousands of dollars, along with "jewelry, diamonds, and engagement rings," said Matthew Emanuel. They also found an address, which linked them to nearby neighbors. The New York Police Department told CBS New York that indeed, the Emanuels' neighbors were robbed in 2011 of a safe with items totaling about \$52,000. The couple returned the safe and its contents to the crime victims, who were thrilled.

Deadly Hicky

A 44-year-old New Zealand woman nearly died of a hicky. It seems she was necking with her boyfriend when he gave her a massive hicky on her neck. Two days later she lost the use of her left arm. Doctors were baffled until one noticed the hicky. It was apparently right over a major artery and the force of the love bite had created a blood clot which caused a minor stroke. She was treated with anticoagulants and recovered... but she's done with getting hickys.

Famous Biker Toast

Here's to...
a long life and a merry one.
a pretty girl and an easy one.
a trusty bike and a fast one.
a cold beer and another one!



6

THE AMETHYST

Carl Pusser's
Walkin' Tall Cycles Triumph

On the front cover: Callie Jane
Photo by: Kevin Willis



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THE GREYHOUND

Klaus Löffelberger's
Old-School Bobber
From Austria



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KNUCK OFF

Kenny Slaughter's
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Austin, Texas



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THE RACE OF GENTLEMEN

Where Cavemen Rule



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JUST BAD

Dalton Walker's
Show-winning S.I.K.
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BIKER BABES GONE WILD!

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page 29!

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We love hearing from you! Please send your questions or comments to the editor at dnichols@easyriders.net. Next month's issue goes on sale October 9, 2018.

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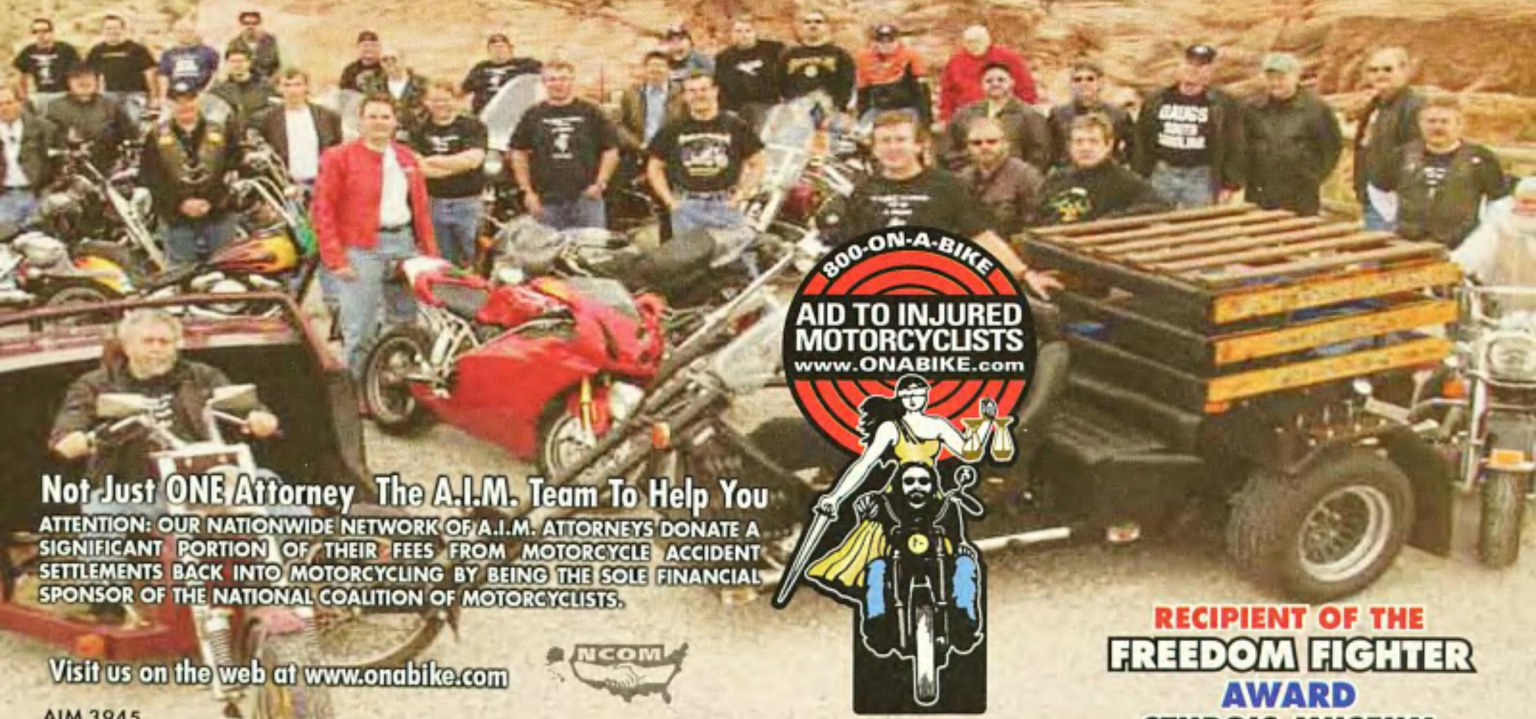
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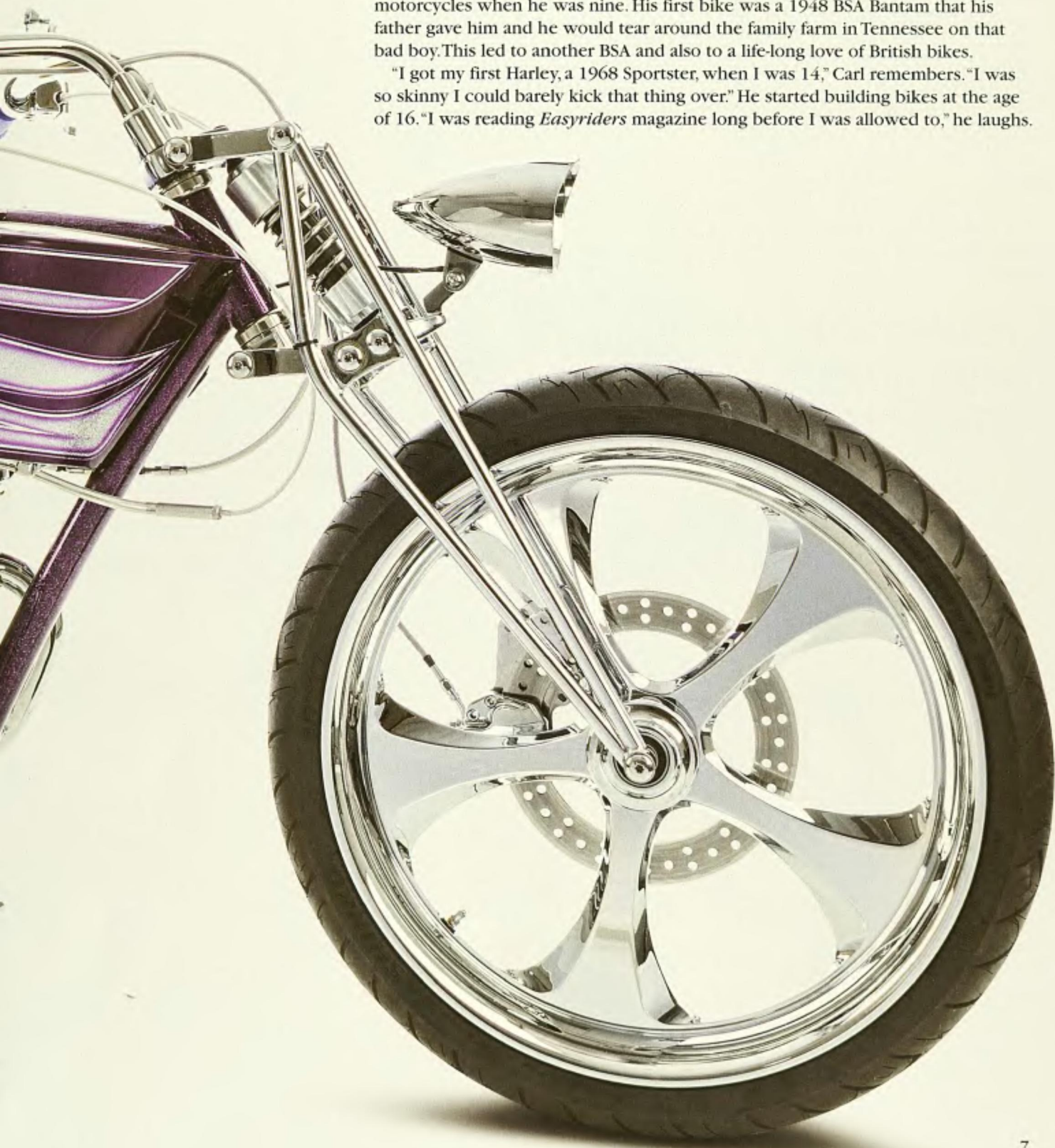
This month's Fox Hunt Winner is better known as "Miss Nude North America 2017," and is a frequent champion at Nudes-a-Poppin' in Indiana. Callie Jane was thrilled to add her sultry sparkle to Carl Pusser's rare two-wheeled gem.

CARL PUSSEY'S WALKIN' TALL CYCLES TRIUMPH

The Amethyst

Carl Pusser, owner of Walkin'Tall Cycles out of Tremont, Illinois, started riding motorcycles when he was nine. His first bike was a 1948 BSA Bantam that his father gave him and he would tear around the family farm in Tennessee on that bad boy. This led to another BSA and also to a life-long love of British bikes.

"I got my first Harley, a 1968 Sportster, when I was 14," Carl remembers. "I was so skinny I could barely kick that thing over." He started building bikes at the age of 16. "I was reading *Easyriders* magazine long before I was allowed to," he laughs.



"But the magazine has inspired me for over 30 years now and seeing bike builders like Arlen Ness, Dave Perewitz, and Donnie Smith in the pages of *Easyriders* when I was a teen led me to build my first Triumph chopper with a long front end."

Carl has been a concrete finisher for most of his life but decided to open his own bike shop five years ago. His uncle was Buford Pusser, the Tennessee wrestler turned lawman who carried a big stick, made famous by the film *Walking Tall* back in 1973 starring Joe Don Baker and remade in 2004 starring Dwayne "The Rock" Johnson in the title role. "I got permission from my cousin, who is the late Buford Pusser's daughter, to use that name for my bike shop," Carl tells us.

"Your imagination can take you anywhere you want to go."

Which brings us to the stunning purple people pleaser on these pages, a bike that Carl calls "The Amethyst." "I named it that because it is like a gem," Carl says. "I wanted to build a show bike and go over the top, so you can see what I can do to your bike." There's no doubt that bringing a custom bike like this to our *Easyriders* Bike Shows is a great way to get noticed. When we saw Carl's wild Triumph T-140 at our Nashville Show, we were blown away and had to shoot it for a feature so we could share his work with you.

This project began when a friend bought a couple of Triumph motors in Missouri. "I bought 'em off him for two hundred bucks with titles," Carl says. "For this bike I decided to use the 750 motor that had a left hand shift. I turned the cylinders around backwards, just to be different."



Carl built the hardtail frame himself, creating a nimble, open, "everything exposed" look using new technology with an old motor. He also handled fabbing up the swoopy gas tank and oil bag, and made those crazy cool pipes. And the few pieces on this Trumpet that he didn't fabricate have some amazing pedigrees. For instance, the front end is a 4-inches-under Donnie Smith girder that was originally built for House of Kolor's Jon Kosmoski but never used, and the seat is by none other than Adam Croft who makes all of Billy Lane's seats. When it came time for the amethyst-inspired paint, Dustin Hobert used House of Kolor hues to create what Carl calls "Crown Royal Purple."

"I wanted to create something like what Arlen Ness might do; a new style digger to maybe start a new trend," Carl says. "I mean, I love panheads and shovelheads, but I like to see something different." Carl certainly succeeded in that department. After all, when is the last time you saw a custom rigid Triumph with a 23-inch front and 21-inch rear wheel?

Carl tells us he likes it when he pulls a bike into an Easyriders Bike Show and the other builders look at it and say, "Shit, he's bringing something wild and crazy in here again!"

We asked the builder, who often says that his biggest critic is himself, what advice he has for young builders out there. "Your imagination can take you anywhere you want to go." That is perhaps the best advice we've ever heard. —*Dave Nichols*



Amethyst is a violet variety of quartz often used in jewelry that was a favorite gem stone of the ancient Egyptians. The Greeks believed that amethyst could prevent intoxication. Indeed, the word amethyst comes from the Greek words for "not intoxicate." European soldiers wore amulets made from the stone in the belief that amethyst has healing powers. To this day, the stone has a reputation for its mystical, powerful qualities.



Owner: Carl Pusser
City: Tremont, Illinois

GENERAL

Fabrication: Walkin' Tall Cycles
Year and make: 1977 Triumph
Model: T-140
Assembly: Walkin' Tall Cycles
Time: 6 months
Chroming: Precision Plating

ENGINE

Year and make: 1977 Triumph
Rebuilder: Walkin' Tall Cycles
Ignition: Pazon
Displacement: 750 cc
Lower end: Triumph
Balancing: Walkin' Tall Cycles
Pistons: Triumph
Heads: reversed
Cam: stock
Lifters: stock
Carb: Amal
Air cleaner: Walkin' Tall Cycles
Pipes: Walkin' Tall Cycles

TRANSMISSION

Year and make: 1977 Triumph
Shifting: left hand shift

PAINTING

Painter: Dustin Hobert
Color: Crown Royal Purple
Type: House of Kolor

FRAME

Year and builder: 2017 Walkin' Tall Cycles
Type: hardtail
Rake: 31 degrees
Stretch: a lot!
Shocks: none

ACCESSORIES

Bars: Walkin' Tall Cycles
Handlebar controls: GMA
Fender: 7 Metal West
Headlight: MidWest
Taillight: Fab Kevin
Pegs: Seven Sins Choppers
Gas tank: Walkin' Tall Cycles
Oil tank: Walkin' Tall Cycles
Primary: Triumph
Seat: Adam Croft Leather
Mirrors: Ness
Grips: Seven Sins Choppers

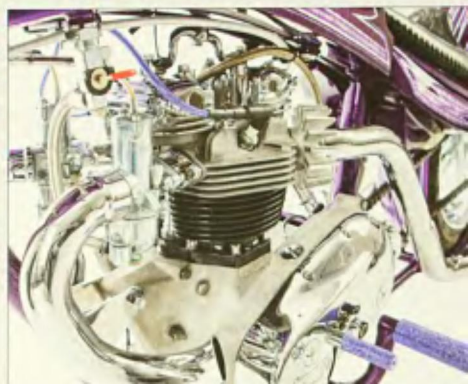
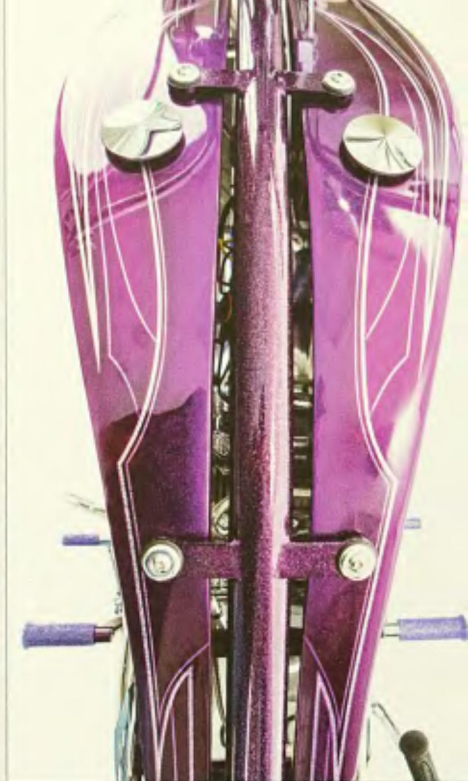
FRONT END

Type: girder
Extension: 4-inches under
Builder: Donnie Smith

WHEELS

Size: 23-inch front, 21-inch rear
Type: DNA
Tires: Shinko
Brakes: GMA

Photos: Kevin Willis
Model: Callie Jane
Contact: Walkin' Tall Cycles
309-642-8955
walkintallcycles@gmail.com



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TARIFFS AND HARLEY-DAVIDSON

Much attention has been focused upon the damage that additional tariffs imposed upon Harley-Davidsons exported to Europe will have on the company's bottom line. President Trump has gone so far as to threaten the Motor Company if it starts to move production overseas, saying that they will be "taxed like never before." The Trump administration is claiming that the company was using trade tensions as an excuse for changes in manufacturing practices it had already planned to implement.

The company says that the US tariffs on steel and aluminum imports has led the EU to increase the tariff on imported motorcycles from the US from 6% to 31%, which the company says will increase the cost of the motorcycles an average of \$2,200 per motorcycle.

The company is absorbing this cost instead of passing it along to the European dealers, because it is concerned by the long term impact on its overseas sales. To address this, Harley is considering a plan to shift some production, for overseas sales only to a plant located somewhere in the EU to avoid the tariff burden.

This solution is not the preferred action that the company would like to take, it is a matter of the company's survival in Europe. The company has said that "increasing international production to alleviate the EU tariff burden is not our preference, and we are hopeful the U.S. and EU governments will continue to work together to

reach an agreement on trade issues and rescind these tariffs, so we do not have to take these extraordinary steps."

In a letter to its dealers, a company spokesman also reiterated that the company's Kansas City production is not being moved to Thailand, as some media outlets have accused. Instead that production is being moved to the York, Pennsylvania, plant, to address excess capacity in the US. Harley-Davidson motorcycles sold in the U.S. will continue to be made in the U.S. Harley-Davidson motorcycles will not be imported into the U.S. from international facilities.

TWIN PEAKS DEFENSE ATTORNEYS HONORED

Casie Gotro and Clint Broden, two defense attorneys who are representing some the Waco Twin Peaks defendants, have been chosen by the Texas Criminal Defense Lawyers Association to be honored as Percy Foreman Lawyers of the Year.

QUOTE OF THE MONTH

*"Whenever you
find yourself on the side
of the majority,
it is time to
pause and reflect."*

—MARK TWAIN

Casie Gotro defended Bandido Jacob Carrizal in the only case that has come to trial so far. That trial ended in a mistrial. Clint Broden represented many of the other defendants, including Matthew Clendennen. That trial was ended when a special prosecutor dismissed the case, citing the lack of probable cause. Broden persuaded judges to overturn two gag orders, and found local informants within the Waco government willing to speak on the record regarding corruption in the Waco DA's office.

The defense attorney's association stated that Broden's work paved the way for a succession of recusals and dismissals, along with civil suits that are now pending. The irregularities in the cases also resulted in Waco voters ousting District Attorney Abel Renya and replacing him with Barry Johnson in an election that focused on the controversies in the cases.

Source: Waco Tribune-Herald

HAWAII APPROVES SHOULDER SURFING

Some places allow lane splitting, riding between lanes of slow moving traffic, and others allow lane filtering where riders can filter through traffic at stop lights and proceed ahead of other vehicles when it turns green, but as an alternative Hawaii will now allow motorcycles to ride on the shoulder of the roadway.

Authorities have been debating allowing riders to practice lane filtering, as opposed to lane splitting, but after much deliberation Hawaiian riders will get neither, and instead will be the



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first state to get shoulder surfing: House Bill 2589 will allow two-wheel motorcycles to travel on the shoulder in designated areas of state roads, when there is congestion.

In Hawaii, the lanes are narrow, which makes lane splitting and filtering a greater concern. The motion was approved, however, Governor David Ige (D) was initially against the idea, stating that the shoulder lane was reserved for stopped vehicles and emergency services. He considered that allowing motorcyclists to surf the shoulder would equate to higher risks of accidents.

Despite the Governor's initial intention to veto the motion, on July 12th, 2018, it was passed by default, without the Governor's signature. In Hawaii, any bill left unsigned and un-vetoed automatically becomes a law. Effective January 1, 2019 riders will be allowed on the shoulder on roads of at least two lanes in each direction and with a shoulder lane wide enough for a vehicle to circulate safely.

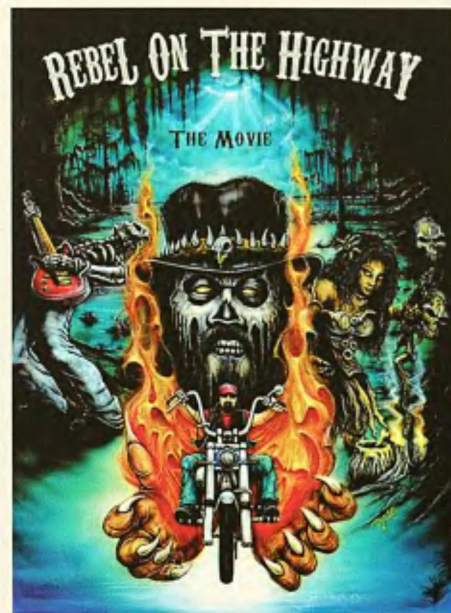
This experiment will also serve as an indication of whether this kind of measure concretely helps the flow of traffic or not.

Source: Bill Bish-The AIM/NCOM Motorcycle E-News Service

REBEL OF THE HIGHWAY: CHARLIE BRECHTEL'S NEW BIKER MOVIE

"Out just in time for summer, the new biker movie *Rebel on the Highway*, transcends the Hollywood cliché of biker movies, and uses well-known members of the motorcycle community across America as the cast," said Dennis Sanfilippo, the film's Executive Producer.

The iron horse opera was co-written by Charlie Brechtel and his wife Sabrina.



Brechtel is a well-known musician who has played with the likes of John Lee Hooker, Greg Allman, and Deacon Jones. Borrowing from his storied musical career, Brechtel, a New Orleans native, integrates motorcycle music and audio into the movie through cast members Deacon Jones, Charlie Musselwhite, Guitar Mac, and Guitar Shorty.

The story centers on the classic struggle of good over evil pitting down-on-his-luck musician Charlie Brechtel against the Devil, who uses manipulations, evil agents and even a touch of voodoo to gain possession of Charlie's soul. It all culminates with a motorcycle race on a lonely road in Angels Camp, California, as the Devil puts everything on the line in a final attempt to win Charlie's soul.

The only professional actor in the movie is Mickey Jones, known for his many roles in action movies and as Bob Dylan's drummer. Everyone else in the film are real bikers! Get your copy of the movie and swag at rebelonthehighway.com and watch for an interview with the film's producers right here in *Easyriders*.

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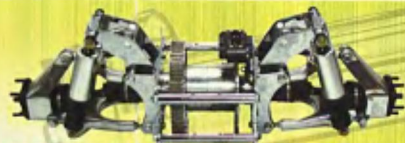
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Klaus bought a 1994 Springer Softail
and brought it to 68 Custom.



the Greyhound

AN OLD-SCHOOL BOBBER FROM AUSTRIA



As a longtime Harley fan, Klaus Löffelberger of Salzburg, Austria has owned a number of bikes from Milwaukee, and for a while now he's had the idea of owning an old-school bobber as a companion to his 2014 Street Glide. When he attended the last Biker's World exhibit in Salzburg, his attention was drawn to a local shop called 68 Custom. He followed the shop's custom builds on the Internet and decided last April to have Jochen and his 68 Custom crew build his dream bike.

Klaus bought a 1994 Springer Softail and brought it to master fabricator Jochen and his business partner Corvin at 68 Custom. They talked about the look that Klaus wanted in order to create this lean, no chrome road warrior that they call "The Greyhound."

As the general manager of the Lemonchilli restaurant in Salzburg, Klaus would frequently be crisscrossing the city on the bike, so it was going to have to be a light and nimble Softail, outfitted only with the bare essentials. Although the Evo motor was in excellent shape, it was refreshed with new gaskets, an Andrews cam, and an S&S Super E carb. To squeeze maximum horsepower out of the motor, the bike was fitted with BSL Drager Drag Outline pipes with racer baffles. Because of those pipes, the kicker pedal no longer fit, so it was replaced with a custom brass cap. Many other details on this bobber are hand-fabricated from brass such as the foot shifter knob, the grips, and washers.

The front fender was originally meant for a Harley Breakout that was in Jochen's shop awaiting some remodeling, but its minimal look was just what this scooter needed. The gas tank came from Cole Foster, topped by a spinner gas cap from Kustom Tech. The 16-inch rims, front and back, shod in meaty Avon rubber, finish the look.

Like the dog it is named after,
this hobber is both slender and quick!



So as to not disturb the desired clean appearance, the taillight and turn signals were integrated into the tire-hugging rear fender, while the front signals are from Motogadget and fit on each end of the Biltwell handlebars. Another nice touch is the Crime Scene Choppers headlight.

Kraus is mighty proud of his Greyhound Softail, and like the dog it is named after, this bobber is both slender and quick!

—Bernd Rauch



Owner: Klaus Löffelberger
City: Salzburg, Austria

GENERAL

Design/Assembly: 68 Custom
Time: 3 months

ENGINE

Year and make: 1994 H-D
Model: Evo
Rebuilder: 68 Custom
Ignition: CompuFire
Displacement: 103 cubic inches
Lower end: H-D
Balancing: H-D
Pistons: H-D
Heads: H-D
Cam: Andrews
Carburetor: S&S Super E
Air cleaner: S&S
Pipes: BSL Drager Drag Outline

TRANSMISSION

Year and make: 1994 H-D
Shifting: foot

PAINTING

Painter: 68 Custom
Color/type: grey/House of Kolor

FRAME

Year and builder: 1994 H-D
Type: Softail
Rake: stock
Stretch: stock
Shocks: H-D

ACCESSORIES

Bars: Biltwell
Risers: Biltwell
Handlebar controls: H-D
Fenders: 68 Custom
Headlight: Crime Scene Choppers
Taillight: LED strip in fender struts
Floorboards: H-D
Shifter: hand-milled brass
Electrics: H-D/68 Custom
Gas tank: Cole Foster
Oil tank: H-D
Primary: H-D
Seat: 68 Custom solo
Grips: hand-milled brass
Gauges: Kustom Tech Raw
Mirror: 3-inch Vintage

FRONT END

Type: Springer
Extension: none
Builder: H-D

WHEELS

Size: 16-inch
Type: spoke
Tires: Avon
Brakes: H-D



Photos: Alex Vorderleitner

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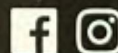
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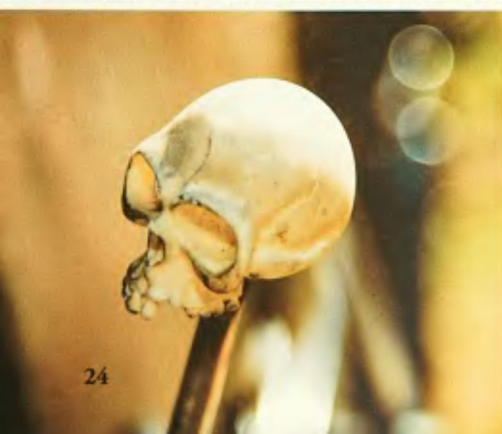
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KNUCK OFF

KENNY'S 1947 SLAUGHTER SHACK KNUCKLEHEAD



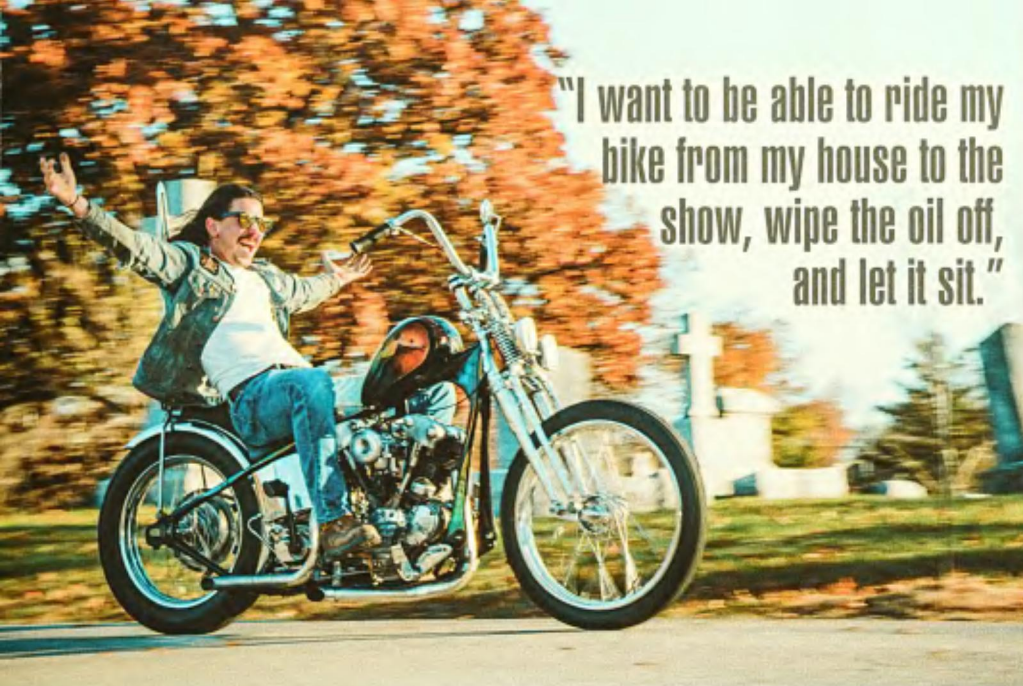
"I've got a knucklehead to ride and cycles to build!"



There are certain guys who just live and breathe choppers 24/7. Kenny Slaughter of Slaughter Shack Choppers is one of those guys. By day, he's a hard working roofer, but the rest of the time is pure chopper time. "Fuck yeah," he laughs, "I go in to work at 6am, go home at noon, and start chopping motorcycles!"

Kenny grew up around bikes in Florida. He then moved to Texas to work and then wound up in St. Louis about ten years ago where he really caught the bug. "I started roofing and seeing the El Foresteros riding bikes out here and everyone having fun and enjoying it," he says, "and I wanted to join the party!"

Like so many scooter tramps, he started out with a Sportster: a 1979 magneto-fired ironhead with a 20-over Sugar Bear springer. Then he wanted to step up to the big twin game. "I got into cone shovels. I wanted to know everything about the motor, transmission, everything. Then I got into genny shovels and panheads. In the last five years I've been able to afford a knucklehead, and now I've built nine of 'em."



"I want to be able to ride my bike from my house to the show, wipe the oil off, and let it sit."



The story of how this sweet knuck came to Kenny sounds like a story right out of '70s era *Easyriders*. "A good buddy of mine, Methhead George, was building motors for me and helped out with all the old parts. I found him at his mom's house riding a foot-clutch shovelhead. He saw me coming across the street riding a foot-clutch panhead, and he was like, 'Who the fuck are you?!' and I was like, 'Who the fuck are you?!'"

The two instantly became friends, hanging out every day, working on bikes. "He taught me a lot of shit, but I kept asking him, 'Where are all these

old bikes? Where are the motors?'" George led Kenny to his friend's house an hour and a half away out in the country where the guy had a 1947 knucklehead long bike. "It was sitting there for 25 years; hadn't run in forever. I finally picked it off of him after about six months of pestering."

The frame was the original '47 but raked out to 50-degrees. For Kenny, the first order of business was to bend the neck back to the stock 28-degrees. "It's a lot easier to ride," he tells us. "You gotta be able to crunch your miles. This is one hundred percent my favorite bike. I got like 14 bikes in my shop, but

this is the one I hop on and go anywhere. I bring a few tools with me, an extra belt, and I'd trust it to ride anywhere."

The paint job was squirted by Michael Geltz (The Flying Weasel) in Keokuk, Iowa. "We've always just done each other solid. I told him this is the bike I'm keeping. I didn't tell him what to do. I just put my trust in him. He would never show me any sneak peeks or anything. A couple of months later, he showed up at the door, and it just blew my mind. The secret was worth keeping. I think he captured everything in this paint job."





Kenny and Michael immediately threw it all together in three sleepless days and nights. "That's the way you gotta do it, right?" he laughs. "It's just like really expensive Legos, man!" B&C Cycles in Canada made the seat. "Hand-tooled leather, just perfect. I can crunch a hundred miles on it, stretch and want to get back on it. He killed it with that thing. Better than a Bates seat shoved up my ass!"

Kenny fabricated the sissy bar, the mid-controls, the headlight mount, and some other little things, but mostly it's genuine OEM. The skull on the hand shifter was given to him by his friend

Danny from Yokohama, Japan.

Kenny has done a bunch of bike shows in the past few years and notes that half the bikes there don't even run. "I want to be able to ride my bike from my house to the show, wipe the oil off, and let it sit. Or just let the oil fucking sit there! If you want to see some art, then get some fine naked women or some Picasso bullshit. A motorcycle is transportation, gets you from A to B and have as much fun as possible!"

Slaughter Shack Choppers doesn't have a website or do T-shirts and stickers. Kenny prefers to focus his

time on what counts: building bikes. "There's a guy in North Dakota, Vanilla Cycles, that buys my bikes to sell and he does all the website shit. I don't really care for the Internet that much. It's good for pornography and buying parts, and that's about it!"

So what does the future hold for Kenny? "Fucking good times, that's it!" He laughs, "Hopefully crunch a bunch of miles. I've got a knucklehead to ride and cycles to build!" To keep up with him and all the cool shit he's doing, check out his Instagram @kennyslaughter.

—Beatnik



Owner: Kenny Slaughter

City: St. Louis, MO

Designer: Kenny

GENERAL

Fabrication: Kenny

Year/make: 1947 H-D

Model: Knucklehead

Assembly: Kenny and Flying Weasel

Time: two sleepless days

ENGINE

Year/make: 1947 H-D

Model: Knucklehead

Rebuilder: Methhead George

Ignition: points

Displacement: 80-inches

Lower end: UL wheels

Heads: 1947 Knuck

Carb: S&S Super "E"

Air Cleaner: mushroom

Pipes: drag

TRANSMISSION

Year/make: 1947 H-D

Shifting: hand

PAINT

Painter: Flying Weasel

Color: all of them

FRAME

Year/make: 1947 H-D

Rake/Stretch: stock

ACCESSORIES

Bars: narrow apes

Fender: Wassel

Headlights: Hella

Taillight: Lucas

Electrics: H-D

Oil tank: panhead

Primary: open belt

Seat: B&C Cycles

Grips: yeah

FRONT END

Builder: H-D

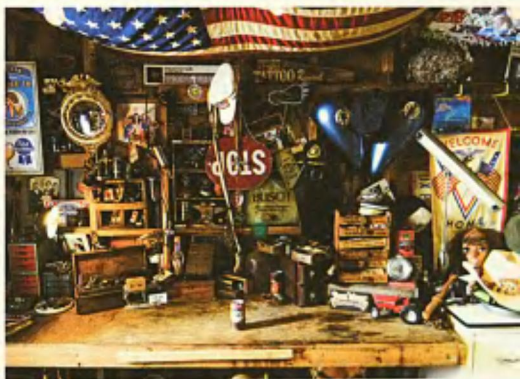
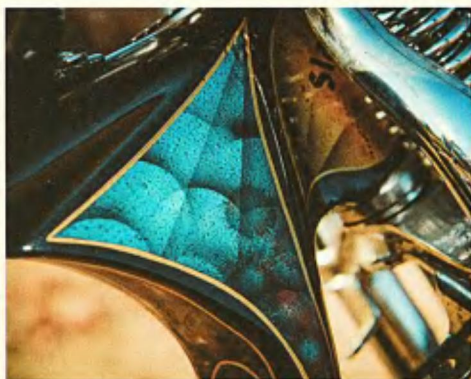
Type: XA

WHEELS

Size: 21-inch front, 18-inch rear

Hubs: star

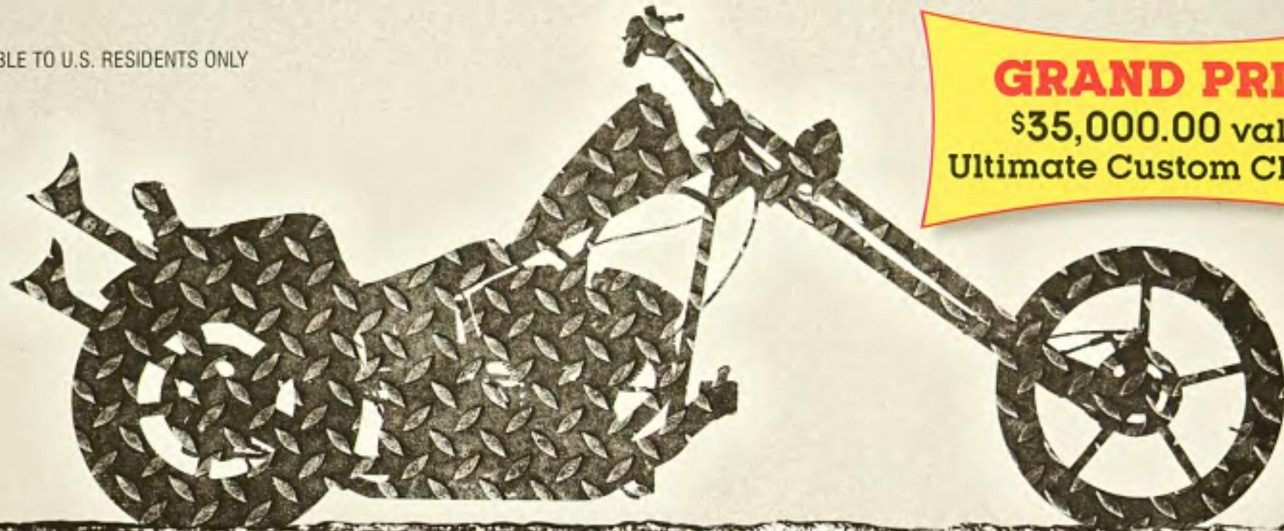
Brake: drum



Photos: Doug Ewing

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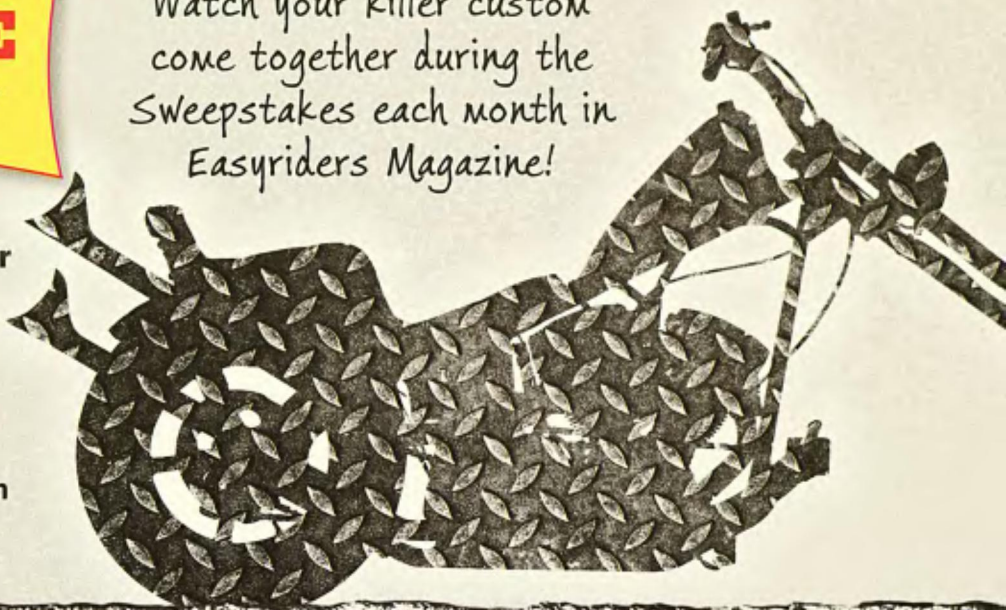
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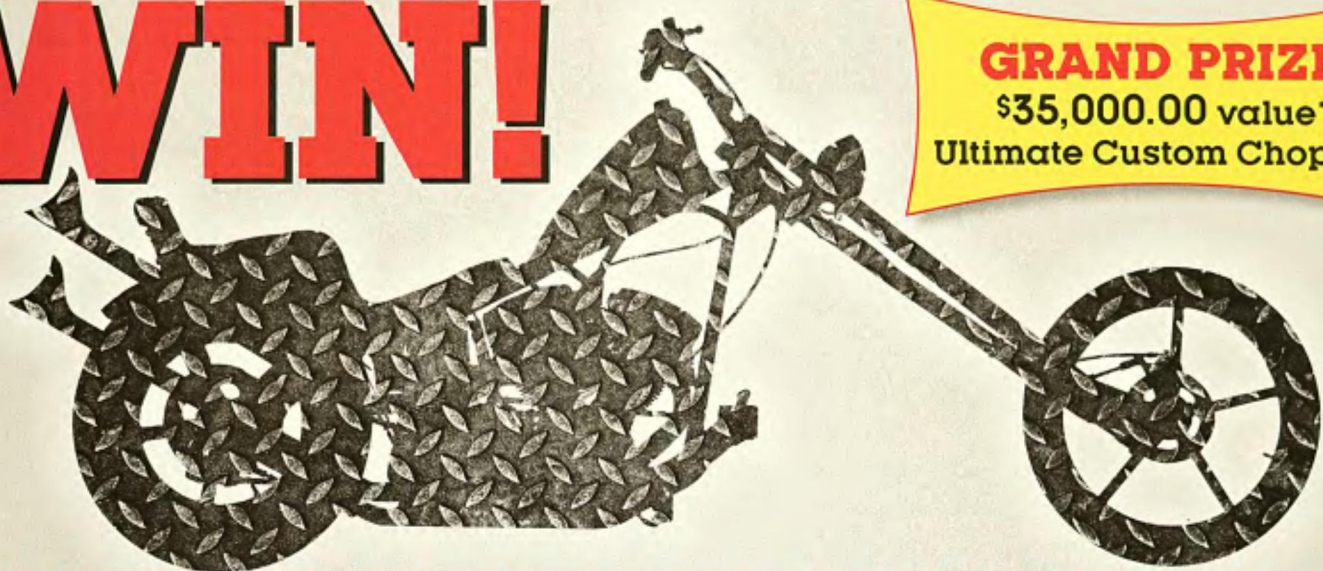
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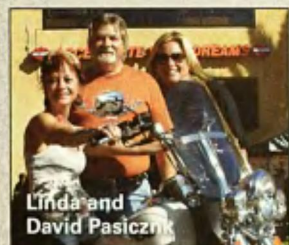


THE ULTIMATE CHOPPER

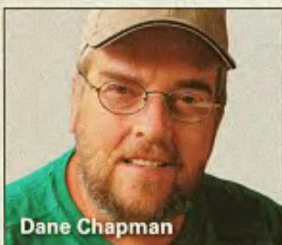
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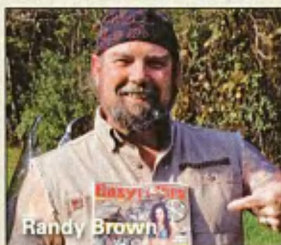
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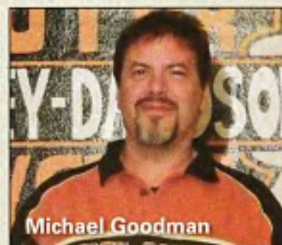
Linda and David Pasiecznik



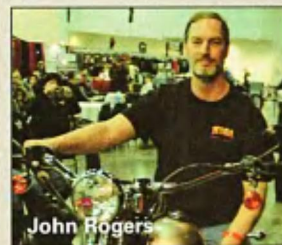
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LIMIT—ONE ENTRY PER HOUSEHOLD

Passin' Gas

Every evening an old lady stood on her front porch and shouted, "Praise the Lord!"

And every evening her next door neighbor, a biker named Wolf, yelled back, "There is no Lord!"

One day the old lady prayed, "Lord, I'm hungry. Please send me some food." The next morning she found two bags of groceries sitting on her porch. "Praise the Lord," she shouted.

"I told you there is no Lord," Wolf yelled over the fence, "I bought that food for you."

"Praise the Lord," the old woman marveled. "He not only sent groceries, but he made the devil pay for 'em."

—Christopher Tome
Somerset, Pennsylvania

An old graybeard walked into a pharmacy and asked for a bottle of Viagra.

"Do you have a prescription?" asked the pharmacist.

"Nope," replied the ol' graybeard, "but here's a picture of my wife."

—JoLo
Lil' Hill

Hear 'bout the prospect that went out drinkin' one night and got his arm broken in two places?

Yep, says he's never going back to those bars again.

—Uncle Don
Somewhere in the slush

While walking through the woods one day, a man came upon another man hugging a tree with his ear planted firmly against the tree. He inquired, "Just out of curiosity, what the heck are you doing?"

"I'm listening to the music of the tree," the other man replied.

"You've gotta be kiddin' me."

"No, would you like to give it a try?"

Understandably curious, the man said, "Well, okay..." So he wrapped his arms around the tree and pressed his ear up against it. With this, the other guy slapped a pair of handcuffs on him, took his

wallet, jewelry, car keys, then stripped him naked and left.

Two hours later another nature lover strolled by, saw this guy handcuffed to the tree stark naked, and asked, "What the heck happened to you?"

The dude strapped to the tree told the guy the whole terrible story about how he got there.

When he finished telling his story, the other guy shook his head in sympathy, walked around behind him, kissed him gently behind the ear and said, "This just ain't gonna be your day, cupcake."

—Aunt Ina
Sharpsburg, Iowa

Jim Bob and Skeeter spent the weekend at Clem's place out in the woods. As the good ol' boys were sayin' their goodbyes and climbin' into Skeeter's pick-up truck to head home, Jim Bob said, "Thanks for puttin' us up, Clem. The grub was great, the whiskey was the best, and I enjoyed fuckin' your wife!"

As soon as they started drivin' away, Skeeter turned to Jim Bob and said, "I hope you weren't serious 'bout enjoyin' fuckin' his wife."

"Of course not!" Jim Bob exclaimed. "She's really a lame screw, but I didn't wanna hurt ol' Clem's feelin's."

—Big D
Fun Town



Patty was in a rage when she screamed at Spike, "Are you ever going to stop drinking?"

Spike quietly sat down his beer and said, "Twenty-four cans in a case, twenty-four hours in a day. Coincidence?"

—Bomber
Paradise City

A man robbed a bank and took hostages. He asked the first hostage if he saw him rob the bank. "Yes," answered the hostage, and the robber shot him in the head.

The robber asked the second hostage if he saw him rob the bank. "Nope," answered the hostage, "but my wife did."

—Don Avery
Somerberes, U.S.A.

Taking a break from the golf circuit nearby, Tiger Woods drove his new Mercedes SUV into an Irish gas station.

An attendant greeted him in the typical Irish manner, unaware who this golf celebrity was. "Top of the mornin' to ya!" the Irishman smiled, doffing his cap.

As Tiger got out of the vehicle, two tees fell out of his pocket. "So what are those, lad?" asked the attendant.

"They're called tees," replied Tiger.

"Aye, and what would ya be usin' 'em for, now?" inquired the Irishman.

"Well, they're for resting my balls on when I drive," said Tiger.

"Aw! Jaysus, Mary an' Joseph," exclaimed the Irish attendant. "Those Mercedes fellas think of fuckin' everything."

—Jim Williams
Indiana

"When I'm gone, I want you to marry our neighbor," Buzzard, on his deathbed said to his ol' lady.

"Why our neighbor?" his wife asked, "you've hated him all your life."

"Still do," gasped Buzzard.

—JoLo
Lil' Hill, California

Is there a kind of Viagra for women? Yep, it's called money.

—Big D
Fun Town



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Suspension tuning can dramatically improve ride quality, handling, and the comfort of your motorcycle for a more confidence-

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Lowbrow Customs makes custom oil tanks for your Harley-Davidson Sportster, Big Twin, Triumph, or any other make of motorcycle, and they're made in the USA. Even the oil tank end caps are spun steel with tooling made specifically for Lowbrow tanks. They feature three mounting points, two on top and one on the bottom, to ensure secure and stable mounting with steel

mounting tabs. Instead of welded fittings to the top of the tank, the custom-made vent and return fittings on Lowbrow's oil tanks have furnace-brazed tubing, keeping all the fittings nice and tidy at the bottom of the tank for easy oil line routing.

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true-track.com



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sumax.com



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spectro-oils.com

PROBEAM FLAT STYLE DYNAMIC RINGZ TURN SIGNAL INSERTS

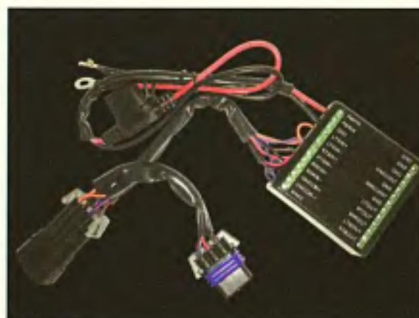
ProBEAM Flat Style Amber/White Dynamic Ringz turn signal inserts utilize advanced LED technology for maximize performance with unique reflector technology. The modular design is made from lightweight aluminum allowing the Flat Turn Signal



Adapter tabs to bend, securing the LED cluster to the adapter. Pair the Flat Style Dynamic Ringz with ProBEAM's Flat Bezel Turn Signal Adapters for a sleek, custom look. DOT and SAE compliant. customdynamics.com

DYNAMIC LOAD ISOLATOR FOR INDIAN MODELS

Custom Dynamics new Dynamic Load Isolator (DLI) for Indian motorcycles uses the latest technology to completely isolate the Vehicle Control Module (VCM), allowing for the use of almost any aftermarket lighting product or electrical accessory. All outputs are 100 percent isolated from the inputs to help protect factory warranty, prevent VCM codes and avoid damage to the vehicle from faulty aftermarket accessories. Simple plug-and-play installation provides output banks for five separate grounds, two accessory outputs, left and right turn signal outputs, brake output, integrated right turn/brake output,



and integrated left turn/brake output. Optional 4-Pin Trailer Harness (sold separately) can be wired to the DLI output providing completely isolated plug and play trailer lighting hook up. Fits 2014-2018 Indian Chief, Springfield, Chieftain, and Roadmaster models (does not fit Scout) and is backed by a five-year Custom Dynamics warranty. customdynamics.com

ROAD BLADES FROM CIRO

Ciro Road Blades are a set of die-cut flexible LED strips made specifically for your Road Glide. Featuring bright white LED running lights paired with amber turn signals, Road Blades will help you make sure you're seen on the road. Includes a plug-and-play wiring adapter with 3M adhesive for easy installation. Ciro Road Blades are available for 2015-up Harley-Davidson Road Glides. ciro3d.com



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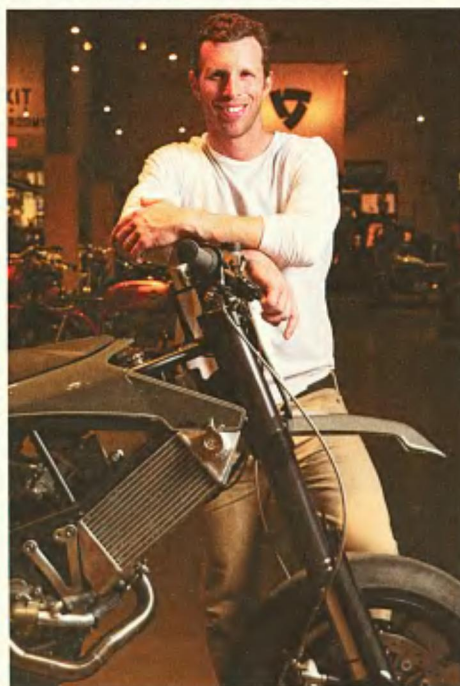
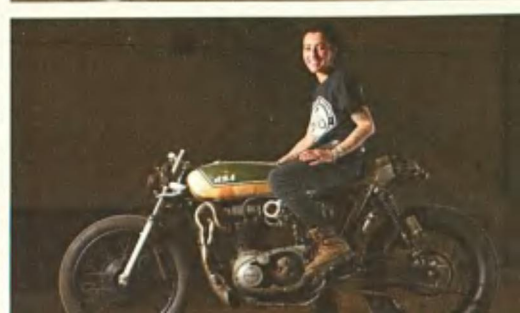
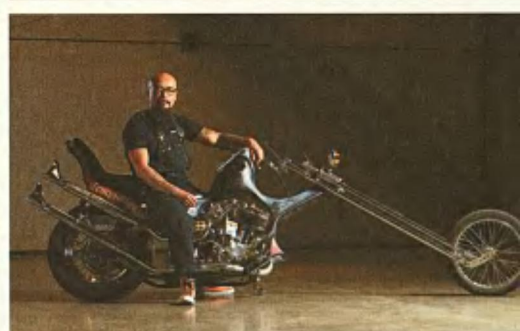
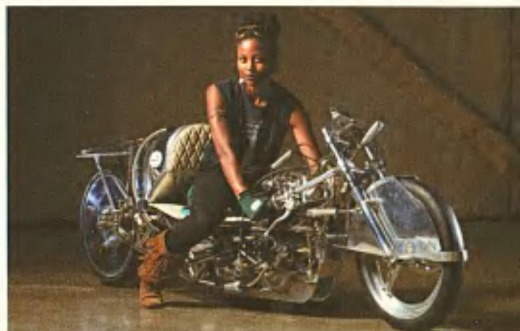


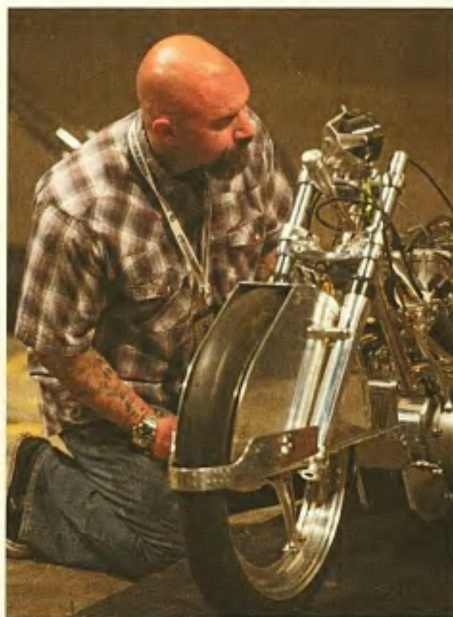
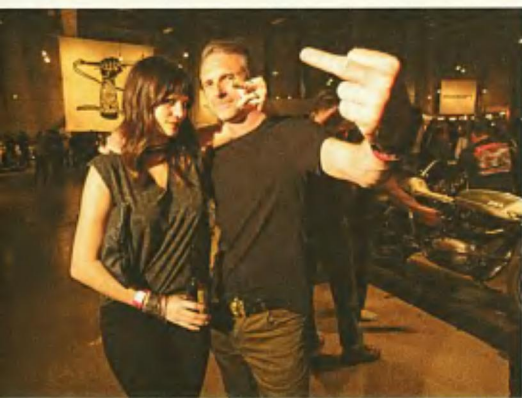
The Handbuilt Show

in Austin, Texas is an annual custom bike show staged every April that attracts custom bike builders from all over the USA and as far away as Japan. Revival Cycles is the shop that came up with the Handbuilt Show five years ago, and they just keep making it better and better. All year they keep a watchful eye out for the finest handmade bikes out there and invite the builders to bring a bike that was never shown at the Handbuilt before, or better yet, to build a bike to be unveiled for the very first time.

Compared to other bike shows, Handbuilt is the most diverse show I know of with so many different brands being represented. You'll see anything and everything here, from long defunct brands to Lock Baker's custom all-American Motus. Though I come from the V-twin chopper world, this show gives me a chance to see what else is out there and to learn new things about motorcycles. This year there were 150 participating builders and over 30,000 visitors who came through the doors of the "Austin American Statesman," the Handbuilt venue (an old newspaper printing plant), where the show moved after being in the smaller "Fair Market" location the last few years.

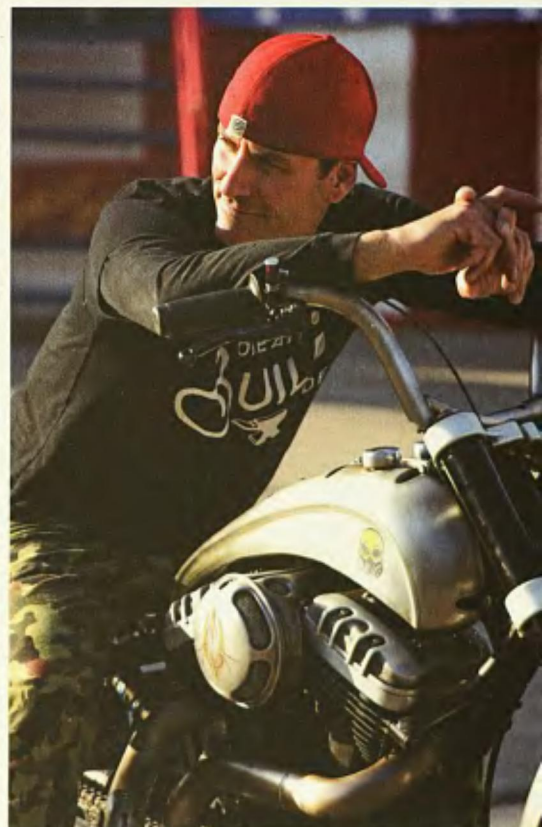
The Handbuilt Show



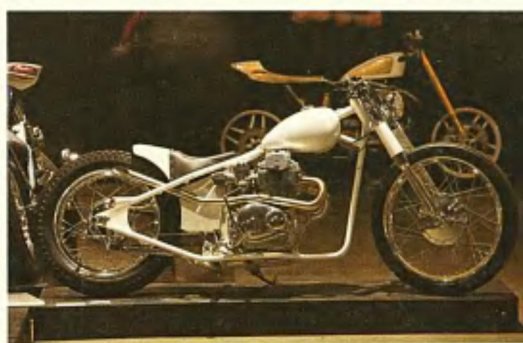
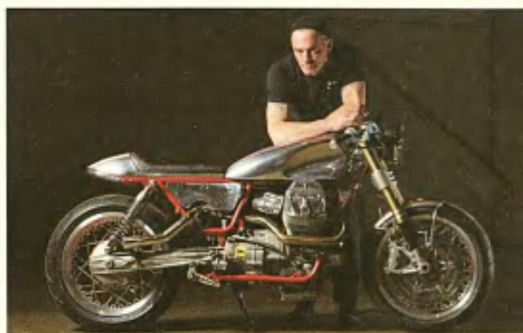


Diversity isn't the only thing that sets the Handbuilt Show apart from other shows. With the high bar of quality, creativity, and uniqueness maintained by the strict standards of the team at Revival Cycles (headed up by Alan Stulberg and Stefan Hertel), you can count on being amazed over and over. Probably the most dazzled were the builders themselves, exemplified by the very technically-minded Lock Baker, who spent much of his time on his hands and knees looking under the bikes and marveling at what he was discovering.

The Handbuilt Show is definitely geared toward bikes that would be fun to ride. It is also a show that welcomes builders to put out something quirky they've been thinking about showing. Such was the case with Jeremy Cupp who stepped out with a carbon fiber enduro 883 Sportster just so he could learn how to work with carbon fiber. Same thing with Max Hazan who challenged himself with a KTM 950 Supermoto. Max only kept the motor and part of the frame from the original production bike that he claims was "the ugliest and most hideous bike the factory ever made!"



The Handbuilt Show



He just wanted to turn it into something beautiful that could have come from the factory if he worked there. He achieved this by keeping the torquey 1,000 cc engine, relocating parts, making the fuel tank a stress member, hand-fabricating almost everything on it and trimming 110 pounds of fat from the stock bike. Another builder I was very impressed with was Craig Rodsmith. Craig is particularly known for his incredible metal shaping skills, which were very evident with his bare metal shovelhead in its Ducati frame. His Moto Guzzi was equally special and made him one of very few builders who got to put two bikes on display.

There were also plenty of bikes for chopper lovers. Bikes like Matt Jackson's 1950 panhead, Josh Allison's naked '75 shovelhead, Joey Cano's '56 pan, Aki Sakamoto's ULH flathead "Temptation," and Billy and Harley Guthery's 1940 knucklehead. Other favorite customs included Alson Garcia's '67 Triumph Bonneville, Kyle Shorey's high bar shovel, Jon MacDowell's "Flying Squirrel" '41 Indian, Bryan Thompson's '58 Triumph Tiger, Brian Buttera's '77 stainless shovel, Chopper Dave's "Steel Shoe" turbo-charged Sportster, Dan Rognsvoog's '76 turbo shovelhead digger, Brittney Olsen's 1938 Indian Sportscout, and so many more.

Lest you think the show was just about bikes, I'll mention that there were also outside displays and the California Hellriders inside the "Wall of Death" doing back-to-back performances on their vertical walls. There were pre-parties before the show, parties the nights of the show, and after-parties when all was said and done. Being in Austin with its great music and food scene was also a big hit. As Chopper Dave told me, "the atmosphere is pretty cool in Austin, but most of all, I want to get back to Texas just for the barbeque. Terry Black's has by far the best BBQ Brisket I've ever had in my life."

So, whether you're a chopper dude or not, the Handbuilt Show offers plenty of eye candy and is a definitely going on my calendar for next year.

—Michael Lichter

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BY PUSSY PER SE *Confessions of a Stripper* THE GFE



Nikki, one of my coworkers, retired from the strip club business last week at the age of 32. She was getting married, and was moving out of state, so she held a going-out-of-business sale: thongs, g-strings, heels, fishnet stockings, costumes (one was a kitty-cat with a tail), and even a portable pole for home practice. All of it had to go, at prices that were insane, as the expression goes.

I bought a pair of Nikki's shoes. A week later I was walking down the stage when Skeeball, a regular, took one look at my heels and burst into tears. Skeeball runs around 320 pounds, and has never been a contender for the Alan Alda Sensitive Man of the Year award, so I was surprised to see the tears running down his cheeks. As far as I knew, his only interests were his shovelhead, arcade games, and deep-fried turkey (including the stuffing, mashed potatoes, and cranberry sauce, all of it dunked in his fry-o-lator). Evidently there was a fourth passion: Nikki.

Nikki's used heels brought on Pavlovian memories for ol' Skeeball. "Oh, I miss her so much," he sobbed. "She would come up to me on the stage and lie right down. She was so personal. We made such a deep connection." I think Nikki got over Skeeball the moment she moved on to the next customer. What Nikki was good at was creating the GFE. You may have heard of the GFE from the Steven Soderbergh movie *The Girlfriend Experience* or the Starz cable-TV spinoff series of the same name. The GFE usually references

special treatment that high-priced call girls give their clients. Affection, meaningful stares, all the activity one associates with a girlfriend, but in this case done for money, and don't bother booking a hall and a band for the wedding. The savvy customer knows this, and appreciates that the experience being purchased is temporary.

The GFE is also practiced in strip clubs, but four minutes at a time, the length of a lap dance, though a good GFE provider will stretch it out to several dances and preferably a champagne room. We all sell the GFE to some extent. Nikki was maybe better at it than most, or Skeeball was more gullible. The point here for you, the customer, is to enjoy it while it lasts, and know that it's guilt- and obligation-free, unlike having a real girlfriend. No in-laws to deal with either. The dancer's role as your girlfriend ends with the number of songs paid for, but then so do your obligations to her.

Some customers, though, get caught up in the fantasy, so I am honest with GFE seekers, telling them up front that it's a job. My good customers realize that I'm an entertainer, as opposed to sex slave or girlfriend. My GFE customers don't necessarily want a hot dance. Some just want me to sit down with them, maybe cuddle. One customer just wants to be kissed on the cheek. Many want to be touched, but in a non-sexual (legal!) manner. They don't ask a lot.

Some dancers go to extremes to please the GFE seeker. Jasmine, a coworker, accompanied her customer to a pet store where he bought them both

pairs of songbirds as a kind of romantic link. "Do you even like birds?" I asked Jasmine.

"Not really," she said. "Do you have any recipes for parakeet?"

To tell the truth, the GFE is not my forte. Early in the evening I like to perform. I've worked hard on my moves. I do good pole work. It takes a lot of upper body strength, core fitness. Toward the end of my shift, the GFE is more inviting to me. I'm tired, and if a guy wants me to just sit on his lap and talk, that can be attractive. With many men, I don't have to respond. They just want to talk to someone who will listen. Especially older guys, who enjoy reliving the past.

But here's one caveat: you're not going to get personal information out of me. Or most dancers. Our dance names are all fake, of course. (You may have guessed I wasn't born Pussy Per Se.) If you ask my real name, I will give you another fake one. I won't tell you where I live, and if I drop clues, they are probably red herrings. My favorite restaurant? The Taco Bell in Manteca. (Of course, I've never been to Manteca, nor gone in a Taco Bell). By the way, if you ask to take me out to dinner when my shift ends, I—and most of my coworkers—will be busy. Others tell me they'll take me home and I'll never have to worry about money again. They offer me their houses, their cars, everything they own. I laugh it off. Now if a guy produced a deed or title to those possessions, that might be different.

That said, there's nothing wrong with the GFE. It's all good fun. Lots of women in other professions supply the same emotional services: secretaries, nurses, flight attendants. Anthropologists call this "emotional labor." Except when strippers do it. Then they call it "counterfeit intimacy." Whatever. Despite the anthropological put-down, it's the same deal.

WORST COME-ON LINE OF THE MONTH

"Wow. Your ass is cuter than that of a fourteen-year-old boy."

Note to reader:

This is not an effective line.

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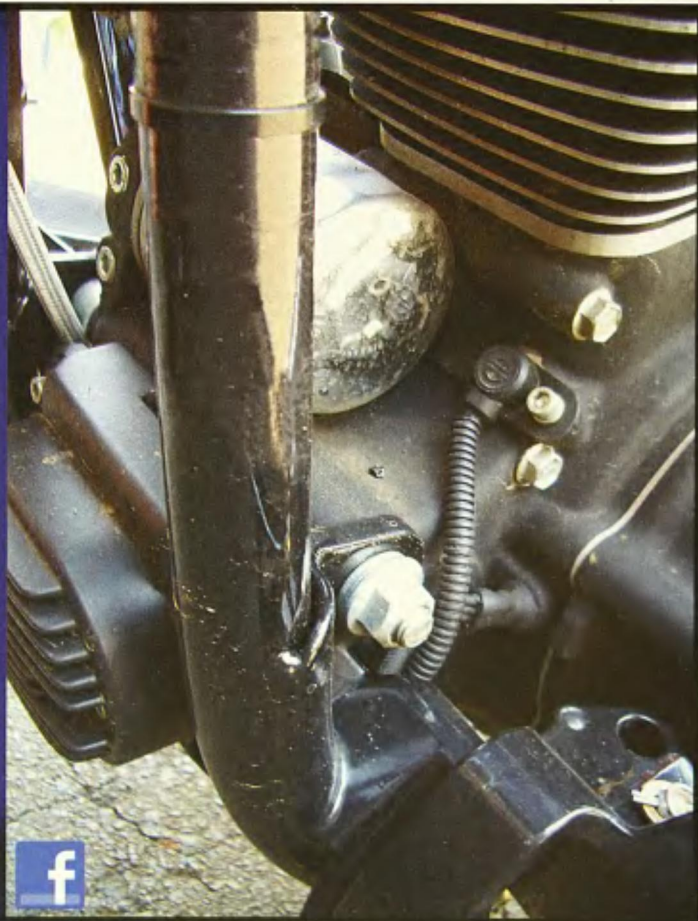
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20th Thunder Beach Rally

The 20th annual Thunder Beach Rally in Panama City Beach, Florida commenced on May 2nd this year. The run couldn't come fast enough for most of us here on the east coast because Thunder Beach heralds the beginning of the summer riding season. We were finally able to shake off the shivers and roll across the HWY 98 bridge to take in the beauty of the Emerald Coast.

This year's rally offered perfect clear skies, cool breezes, and great riding. My first stop was Hammerhead Fred's for the rally kick-off party featuring cover band Buck Wild. It was time to throw back a few cold ones and get to work ogling some of those pretty gals vying for the coveted title of Miss Thunder Beach.

After breakfast the next morning, I dropped into the Bone Yard to catch the Ives Brothers' Wall of Death Stunt Show and wander around vendor row a bit. Then I hit the Lucky 13 lot to see

who could wake the scooter gods with their sound-off competition. My ears are still bleeding from those baggers' mega-sound systems. Both venues had live music, vendors galore, and both claim to have the sexiest bartenders on the beach.

Pier Park hosted the Baddest Bagger and Best of the Beach custom bike shows showcasing baggers on Friday and custom bikes on Saturday. If these shows are any indication of trends within the industry, the rumors about a diminishing bagger craze are slightly exaggerated. On both days, the lot was packed with baggers showing off heavy flake paint, big front wheels, over the top stereos, and enough compressed air to fill the Goodyear blimp.

I got to chat with our old friend Jerry Covington of Covington's Customs, who claims he still can't build custom baggers fast enough. A renewed faith in our economy must be one of the reasons. This was illustrated on a paint





Thunder Beach



job that adorned one of Jerry's new Road Glide builds, appropriately named "CHA CHING."

After checking out all those big dollar baggers, it was time to come back down to earth, so I rode down the beach to Ms. Newby's for my favorite bike show happening during the weekend. Ms. Newby's Old School Show remains a solid favorite among attendees to this rally. Ironhead Sportsters, shovels, and pans rule here. If you dig Old School, this was the place to be.

Since the rally officially ends on Sunday, Saturday is the day most of us tend to wrap things up in preparation for the ride home. However, Saturday is packed with more things to do than there is time to do them. It made me wish I had a clone in order to be in several places at once. I did manage to catch up with Captain and Maybelle at the Boardwalk to enjoy their sideshow and sword swallowing antics.

I also finally made it over to Frank Brown Park to catch the high wire motorcycle trapeze act with the ladies of Circus Una. I strolled through many of the over 100 vendors there, took in







the Custom Dynamics-sponsored LED light show, as well as the finale for the Miss Thunder Beach contest.

But the best was yet to come as I managed to kick back for a bit to enjoy Saturday's main stage headliner, Lita Ford. The queen of 1980s rock put on one helluva performance. In between all that excitement, the folks from PCB Harley drew the ticket for their bike giveaway. Congratulations went to Gary Harrelson for holding the lucky ticket. Gary got to ride home in style on a brand new Harley Street Bob.

As you might expect, I got a late start on Sunday. My whirlwind trip around the beach had reached its inevitable end. I headed north over the same HWY 98 bridge, praying that some of that perfect weather would follow me back home. As the emerald waters passed beneath me once again, I couldn't help but wish for a few more days. Seeing as that just wasn't in the cards, I instead started making return plans for next year's jam-packed weekend at Thunder Beach.

—Don Rogers



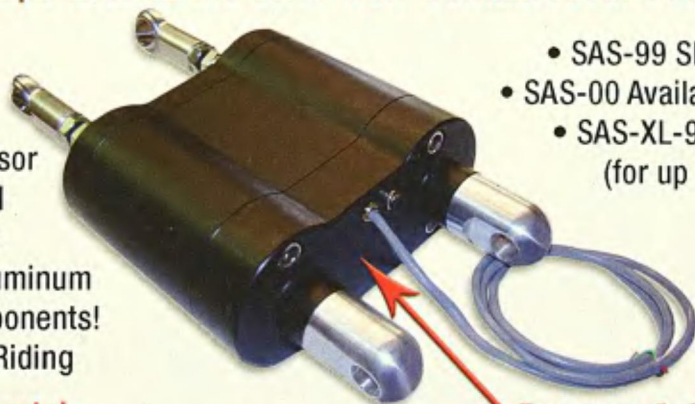
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Jason Harrison was sitting in a college area bar in Trenton, Tennessee when this young kid came in and said he had a bike for sale. "I think we only gave \$3,500 for this bike to start with."

Jerry Brewer of Hellbent Custom Cycles in Trenton, Tennessee says, "I have built this bike for Jason Harrison at least twice now. This is an '07 Road King converted to a Road Glide. It was originally built in 2013, after which we took it out to Sturgis where it won a couple of big shows. As soon as we got back, Jason had us start work on a 170 horsepower Road King and this bike kinda got neglected and pushed over to the side of the shop. We took that Road King to Florida and ended up winning a bunch of bike shows and took all the money out of there. Jason ended up selling the bike and told us this bagger had to be better and badder than the Road King."

"The reason Jason wanted to do this as a Road Glide and not a Road King is that he wanted a huge stereo. It's all JL Audio and it's the craziest stereo I've ever heard. It's so loud and so clear," Jerry tells us. "In order to house the components, a generic fairing was cut up into about six pieces and we fiberglassed it all back together."



Hellbent for Glory

JASON HARRISON'S CRAZY COOL ROAD GLIDE

"The reason Jason wanted to do this as a Road Glide and not a Road King is that he wanted a huge stereo."



"Jason is a great customer and a good friend. He is very difficult to build for because it all has to be perfect."



Jerry says that the bike is "full of one-off crazy cool stuff that we did. It's on full air ride, like all the 30 inch bikes these days. We took a Voodoo chin spoiler that was made for 2014 and up bikes, cut it, and made it fit. It has running lights built into it. We positioned them a little bit different that Voodoo had them. It gives you a really cool effect."

"The gas tank is all steel, and HHI provided the hidden control handlebars. The seat is a one-off. It's got green double stitching and all of the stitching lines up with the scroll work on the tank," Jerry continues. "The rear end of this bike is my proudest part of it. We were at the painter's and were doing some last minute fab work on the rear end when Jason said that he hated the Tour Pak and wanted me to cut it in half to match the rear end. Brad Hudspeth of Brad H Designs cut it up and I think it is the coolest Tour Pak I've ever seen. Sixty hours of fab work went into the Tour Pak alone."



"Jason is a great customer and a good friend," Jerry says. "He is very difficult to build for because it all has to be perfect. He won't take anything less. But it's also very rewarding because I get to share in the glory of the finished product. He wants it perfect; I have to make it perfect, and I get a little glory looking at it and appreciating it too."

—Kit Maira



Owner: Jason and Kristie Harrison
City: Trenton, Tennessee

GENERAL

Designer: Jason Harrison/ Brad H Designs/ Hellbent Custom Cycles
Year/make: 2007 Harley-Davidson
Model: Road Glide
Assembly: Hellbent Custom Cycles
Time: 6 months

ENGINE

Year/make: 2016 JIMS
Model: JIMS 120
Displacement: 120
Cam: Woods custom grind
Ignition: H-D
Pistons: CP Piston
Heads: JIMS ported stage 5
Lifters: S&S
Fuel Injection: HPI 60mm Throttle Body
Air cleaner: Xtreme Machine
Pipes: modified D&D

TRANSMISSION

Year/make: 2007 H-D
Modifications: Baker
Shifting: Baker 7 speed

PAINTING

Painter: Brad H Designs
Color/type: PPG green, gray, white

FRAME

Builder: Hellbent Custom
Rake: 47 degrees
Stretch: 4 inches
Shocks: Dirty Air

ACCESSORIES

Bars: HHI
Handlebar controls: HHI
Fender: Power House
Headlight: Harley HID Halo
Taillight: custom plasma rods
Electrics: H-D, JL Audio
Gas tank: Custom, all steel
Oil tank: H-D
Oil system: H-D
Seat: Legends Hot Rod
Pegs: JH Choppers
Mirrors: Pro-One
Grips: HHI

FRONT END

Type: Air Ride
Extension: 4-inches
Builder: HHI

WHEELS

Size: 30-inch front/17-inch rear
Wheels: Metalsport 3D
Tires: Vee Rubber/Avon
Brakes: HHI

Photos: Don Rogers



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THE RACE OF GENTLEMEN

WHERE CAVEMEN RULE



The Race of Gentlemen is a sand drag race on the beach that was first staged in Alanhurst, New Jersey in 1912 and has been held every year since. There were two held one year, it moved from Alanhurst to Wildwood along the way, and it was also staged on Pismo Beach, California one year. While this colorful event is only six years-old, its roots go back a bit further to when race founder and promoter Mel Stultz became fascinated with the book "Legend of the Boards" about the board track

NTLEMEN



racing era. At the time, he was completely bored with where he was with the hot rod scene and couldn't fathom why you would just want to drive to a show somewhere, park your bike or car for the day, and then go home.

Mel, who mostly identifies with backyard surf board builders, motorcycle and hot rod mechanics, and anyone with a heart and soul, started thinking, "What if..." After enlisting the help of fellow Oilers Car and Motorcycle Club members, they staged that very first race. Just one year later, it became a full blown event and has grown every year since. Now it is truly a three-day extravaganza with bands, related shows, beach bonfires, road closures, and more that attracts thousands of fans, as well as 190 hotrod and vintage bike racers.

Unlike almost any race you have ever attended, TROG, as it is known, is a feast for the eyes. I'll limit most of my commentary here to the half of the race dealing with bikes, as that is my thing, but rest assured, most of what I write is true for the cars as well. For starters, entries were limited to 1947 and older American-made motorcycles. (This may be the one big difference with the cars, as hotrods had to be 1934 and older.) These include knuckleheads, flatheads, and other American motors, but no aftermarket motors such as S&S, Revtech, and so forth. And that's when the rules really kick in: only period carburetors, period distributors, period magnetos, period transmissions, period hand shifters (foot clutches / no "Jockey" style ratchet lids), period number plates... PERIOD. They even went on to say "period fasteners" and no nylon zip ties, nor yellow, red or other colored plug wires. You may be thinking this is way too much, but it's this kind of attention to detail that makes the racing what it is: FANTASTIC!

This race is full of character, seen in every bike, every car, and in every racer. Who else would show up for this kind of abuse? Can you imagine what it's like to clean the sand out of every piece of your machine after a weekend of racing on the beach?

Who is attracted to this wild, sandy









race in New Jersey? I ran into quite a few industry notables like custom builders Billy Lane (Sons of Speed) and Rick Petko (formerly with OCC), restorers like Matt Walksler (Period Modified) and Mike Silvio (Cyclemos) and even hot rod customizing legend Gene Winfield who, at 91, was ready to take on absolutely anyone at the starting line.

Some of the racers are known just for their sand racing skills, like Josh Kohn in particular, who can spin donuts on a dime in deep sand without flinching, or the similarly skilled "Hollywood" who worked the event. Then there were many racers like Bill Gallo of Long Island, who after witnessing just one TROG said, "I'll be out there next year," and sure enough, he was. He found himself an affordable 45 flathead that needed some rebuilding over the winter and he has raced it several times now.

The number of female racers also keeps growing. As Karen Howell on her 1942 Harley-Davidson WLA 45 or Thelma Domalewicz on her 1939 UL Harley-Davidson 74-inch flathead demonstrated, they sure do know how to ride. Every year finds some racers that head over from across one pond or the other and this year was no different. There was Frenchman Frederick Fosse on his 1941 Indian Scout racer, Marc Felix on his Harley-Davidson knucklehead racer, Fabrizio Iacono of Italy with his 45 inch Harley-Davidson flathead racer, and Atsushi (Sushi) Yasui of Japan who brought both a hot rod and a Harley-Davidson knucklehead racer all the way from Japan.

For the most part, the racers are "Cavemen," or at least that's one interpretation that Mel Stultz has come up with. You see, when he was first naming the event and came up with "The Race of Gentlemen" ("Gentlemen" since he sees himself and his friends as honest, hardworking gentlemen who only need a handshake to close a deal), it coincidentally created the acronym TROG, which Mel, as an ex-drummer in a punk rock band, immediately connected to the English band "The Troggs" (originally formed in 1964 as the Troglodytes). Considering that a Troglodyte by definition is basically a

caveman, the name became extra fitting. The name was also used for the Friday night craziness known as the "Night of the Troglodytes," which is and old school chopper show in a fittingly seedy beach town motel parking lot. The chopper guys came out in force and it was a blast.

The racing was exciting right from the start, but got more intense as the tide narrowed the beach through the day. By 3pm, there wasn't much sand left, and what was left was getting soft and dangerous. Mel warned everyone to tone it down, but did they listen? Come on, we are talking Cavemen here, with testosterone to spare. Unfortunately, the Saturday race ended with Jeremiah Armenta of Love Cycles out of Phoenix, Arizona flying down the beach until he hit a bumpy patch and high-sided in a bad way. It got quiet as he was taken off in an ambulance and the beach was cleared. A few hours later, when everyone regrouped on the beach for a bonfire, the energy and spirit were back in force. It was time to party again.

The Sunday racing was equally exciting, but again, with the rising tide, a narrowing beach, and softer track, there was another wreck. This time it was Sushi who went down, rolling his bike near the end of the track for the last run of the day. Both Jeremiah and Sushi have since fully recovered.

There's no doubt, it was a challenging year for the racers, workers, and the media, but I don't think the spectators took much notice of how rough the beach conditions were. The City of Wildwood decided to do beach work just before the event, and as a consequence, a long skinny pond was created in the middle of the beach effectively splitting it in two, narrowing the track and pushing racers into higher and softer sand, even at the lowest of tides.

If you're interested in racing or just attending next year's Race of Gentlemen, visit theraceofgentlemen.com. Mel will likely cut back on the number of entrants next year, but he won't cut back on the fun, excitement, and character of the event, which will always be overflowing.

—Michael Lichter



This 2018 Street Bob cuts the aggressive profile of an authentic bobber, melding stripped and chopped custom creativity with rough and raw finishes. The sprung solo seat, sky-high rigid sissybar and the Fat Ape handlebar deliver an authentic garage-built look, while the aged brass trim, black-finished rims and polished spokes recall images of a classic era.



BOB YOUR SOFTAIL

HARLEY-DAVIDSON'S GOT THE RIGHT BOBBER STUFF

Harley aficionados have been customizing their bikes for decades, and the bobber style in particular has deep roots among riders. The idea of tossing everything deemed unnecessary in order to lighten the load and go faster has been around since the 1930s, but it was the 1970s chopper craze that epitomized the custom scene by incorporating stylish choices like sky-high sissybars and apehangers, psychedelic paint jobs, upswept pipes, and plenty more.

The folks at Harley-Davidson have had a hand in trying to accommodate their customers with different options over the years, but for 2018, it really seems they outdid

themselves with these tasty items. Of course it's all happening in an effort to help you make your new Softail look even cooler than when you bought it or, if you haven't bought one yet, to make you want to get one soon just so you can put this stuff on it.

What they've come up with is what they call the Brass Collection, an assortment of very cool-looking accessories designed to help you give your ride some personal style.

We think Harley has hit the ball way out of the park with this collection consisting of a single-sided swingarm bag, a 21-inch sissybar, a Fat Ape handlebar, and a leather solo seat.



SISSYBAR

Rolling down the road with this new one-piece, 21-inch tall, rigid-mount sissybar is like riding back in time to the seventies. It lets you strap on your bedroll or your backpack and hit the road in style. This classic paperclip-style sissybar is the perfect finishing touch to a stripped-down bobber build. It features a rolled steel upright that is welded to the rigid-mount side plates for a custom look, and is bolted directly to the fender struts for a narrow profile and clean installation. Designed to complement two-up and solo-seat equipped motorcycles, the kit includes installation hardware for a passenger backrest pad that's sold separately and fits 2018-and-later Heritage/S, Street Bob, Deluxe and Slim models.



HANDLEBARS

With this new 12-inch Fat Mini-Ape or a 16-inch Fat Ape handlebar, your ride is going to look like something David Mann might have painted. The 1.25-

inch Fat Ape bars are big, beefy and shaped for the perfect mix of comfort and style. They feature a traditional shape that tapers from a narrow base to a wide-open stance and provide a flat hand position with less of the turned-in shape that can put stress on your wrists. The bar is also factory drilled to allow internal wiring and finished in your choice of show-quality chrome or gloss black surfaces. The handlebar can be installed in the OE risers on models with 1.25-inch handlebars, or use a Fat Handle riser kit to install on motorcycles with a stock 1-inch bar.



SWINGARM BAG

This single-sided swingarm bag, available in Black or Antique Brown, is designed to hold riding essentials you might otherwise stuff into pockets or bungee across your passenger pillion.

Constructed of heavyweight leather, the bag features a pouch-style flap lid that is secured with two quick-disconnect clips hidden behind traditional straps and buckles on the Black, and buckles-only on the Antique Brown. It's shaped to hug the bike's frame's contours and adds an old-school look. The rigid-backed bag is secured to the left side of the bike with easy-to-install adjustable straps and fits 2000-and-later Softail models (except Heritage Softail Classic and Softail Deluxe).

SOLO SEAT

This new bobber solo seat is no doubt the tastiest part of the stripped-down garage-built look. Harley offers four versions, and each seat features different styles of supple leather for a unique appearance: Tuck and Roll, Smooth Leather with Trim Ring, Black or Brown Distressed Leather. They're easy to install with no cutting, welding or fabrication needed. The purchase of a separate spring seat installation kit includes everything you need for fitment on the Street Bob and Slim models, including beehive-style springs that help cushion the ride. For the maximum old school style, the low profile Rigid Mount kit gives you a truly slammed look. And if you're heading out for some long distance two-up riding, just remove the solo seat and put a touring seat on instead.

For more information, visit h-d.com.

—Tripper



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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!

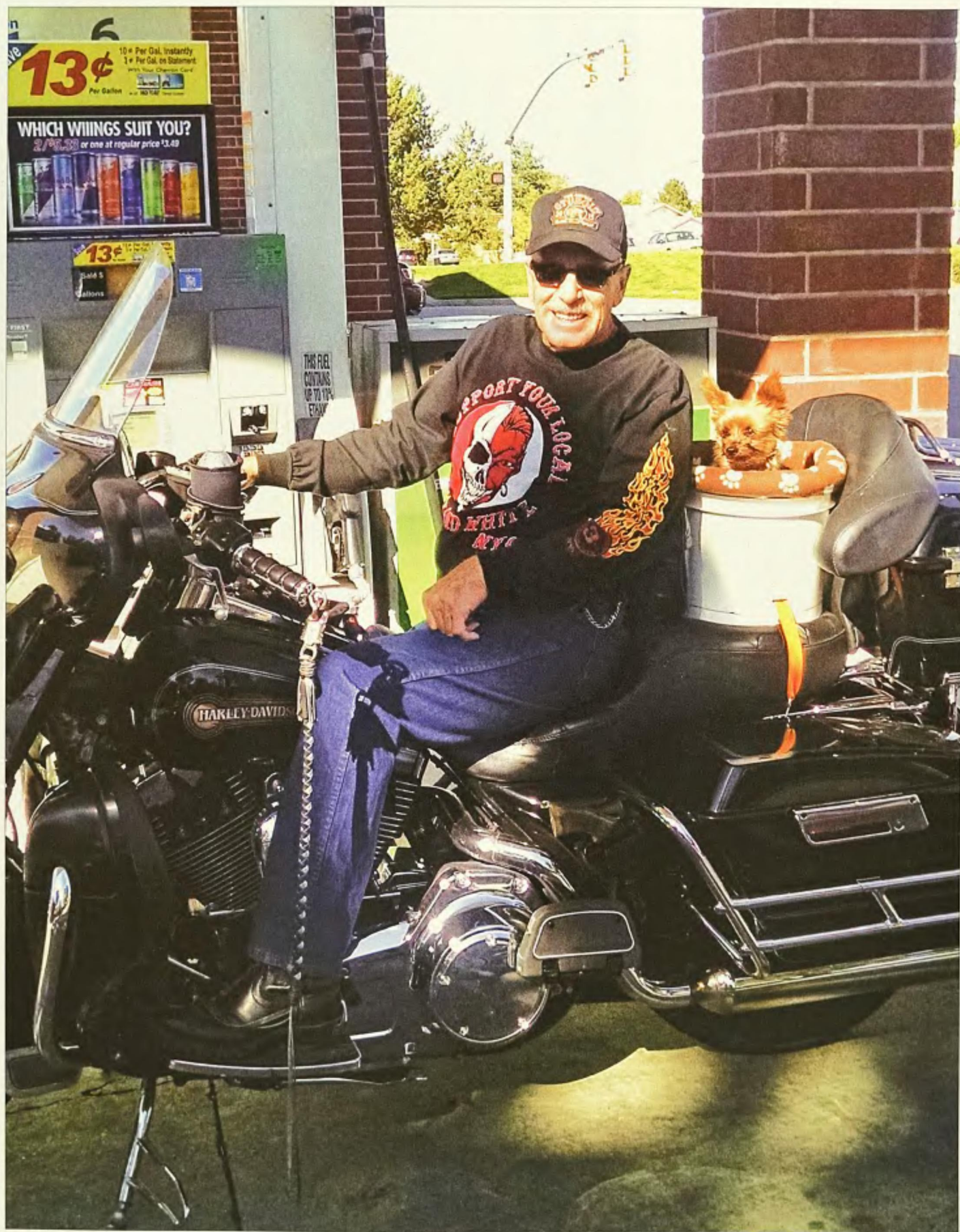


This is my partner Mika. Her road name is Creek. The club thought it was a good idea to connect us as my road name is River. We ride with Drifters Crew Independent RC from Calgary.
—Richard "River" Wright, Calgary Alberta, Canada



A friend of mine had a dog named Rex he got from the pound some years ago. He picked him up on his Electra Glide, complete with sidecar that Rex jumped right into. Kevin and Rex had years and many miles together, with his lady Nancy beside them on her Sporty. Last year, with Rex grey in the muzzle, they took that final ride that every pet owner dreads. Kevin found a second riding buddy he named Victory. A great dog he turned out to be, jumping right into the saddle the way Rex did, goggles and all. Here's a pic he took of Victory sitting proudly in the saddle. RIP (Ride in Peace) Rex.

—Chris Carrig, Cleveland Ohio



Lefty and Nicodemus enjoying the day in Salt Lake City, Utah.

—Kathy Brenenstall, USA

Anna had a right to be proud. She was part of an elite group for sure: one of the few women who owned and operated her own Harley Dealership. Her years in college taking business and management courses, as well as Harley-Davidson mechanics and maintenance courses, along with years of working parts counters and wrenching on Harleys, had all finally paid off. She was the proud owner of Goosecreek Harley-Davidson located in the mountains of North Carolina.

She jumped at the chance when Goosecreek H-D became available for sale. After all, her grandfather was buried right next door in Goosecreek Cemetery along with over a hundred other bikers who chose to be interred next to the dealership they loved. Harleys had been sold at the old dealership since the 1920s and many local scooter tramps had a steadfast loyalty to the old place. So much so that they chose to be buried right next to it.

Anna saw it as a twist of fate, and after all of the banking details and her life savings were put on the line, she was the proud owner of the old place. She set about updating the shop, expanding a bit, and began selling used bikes on a regular basis. The bikes and parts sales brought in a good pile of cash. She had the usual go-rounds with Harley Corporate, and a few customer hassles, but all-in-all she was happy and satisfied. She awoke at 5am each day and worked tirelessly until well after 9pm each evening including Sundays.

As with most bike shops, the doors were closed on Mondays, but Anna was still in her dealership doing paperwork, wrenching, checking inventory, and immersing herself completely in all that a dealership entailed.

One evening, after a particularly long Monday, she sat on the edge of the fold-out couch in her office. The couch served as her bed most nights as she only rode her Fat Boy home a few nights a week to pick up personal mail, mow the lawn, and do the other household chores we all become slaves to. On this night she was ready to kick off her boots, lie back on the couch and watch the news, but before she did so, she decided to reach into her desk



drawer and pull out the bottle of Mezcal that she had kept there since she had closed the deal on Goosecreek.

The bottle had been a gift from her close friend and associate at The Baron's Harley-Davidson dealership up on Long Island where she had worked for four years. "Think of me on a night when you're finally settled in and grab a snort from this while you do. Best of Luck, Anna. It ain't easy ownin' your own place, but it's worth it. You deserve it," said the Baron with his usual wise-ass attitude. Anna knew he was sincere. She cracked the seal on the bottle, and too damned tired to get up and grab a cup, she just took a long pull straight from the bottle.

"Wow, that has a kick to it for sure," she said it aloud to the four walls and to all the awards and diplomas that hung on her office wall. Within minutes, she was out like a light.

In less than an hour, Anna awoke with a start to the sound of breaking glass along with the sounds of grumbling, groaning and some shrieks. She leapt up from the couch, then reached behind it for her shotgun. With

her heart pounding, she headed for the sales floor, flipping on the lights as she went. Such an enormous amount of breaking glass could only have come from there.

As she emerged from the hallway onto the sales floor, her pounding heart seemed to stop dead in her chest. Her eyes grew as wide as half dollars at the sight before her. The entire row of brand new, floor-to-ceiling picture windows was shattered, and through the opening there came an army of the most terrible things she had ever witnessed. There were skeletons, half-rotted corpses, and gray-skinned beings, walking, limping, and strolling into the dealership. Some were dragging crippled and useless limbs behind them, others were perfectly mobile, even while their entrails dragged along the ground. Still others were missing lower jaws, eyeballs, and fingers. They moved en-masse towards the waiting new bikes that were displayed in neat rows.

A stiff breeze blew in and brought the smell of death and rot straight to Anna's nostrils. She had been frozen in place by the gruesome sight before her,



but the stench of death broke her loose. She leveled the shotgun towards the strange "visitors," but as she rested her finger on the triggers and began to squeeze, something deep within her said, "No." Logic told her that it would do no good. She might shatter a few skeletons with a blast or two, but what of the rest? They were already dead, she thought to herself. So she lowered the gun and continued to stare, transfixed, as the dead visitors began to mount the bikes one at a time.

As in most dealerships, the keys to each bike were zip-tied to their front brake levers. The animated corpses and skeletons had no trouble whatsoever just snapping off each set of keys. Within a few moments, all the bikes were started and idling. It was then that Anna began to notice more details about her "company." Some were wearing leathers, others wore bandanas, a few more had long canvas drover-style duster coats like those worn by riders of the early twentieth century. Many had on engineer boots. A few were barefoot.

My God, Anna thought, they're from

the cemetery. She was both shocked and calmed by the thought. All the stories that folks in the area had been telling her about the cemetery being haunted by riders of the past all made sense to her now.

The tallest cadaver of the group motioned towards Anna. He held out his right hand. Bits of flesh hung from it. Anna was surprised to see, resting neatly in the palm of the rotting appendage, a badly tarnished, silver Gremlin Bell. A voice in her head groaned, "For you." For some odd reason Anna felt compelled to walk over and snatch the bell from the corpse's hand.

The tall corpse then raised his hand high in the air as a signal to the others, and dropped it. As one unit, the other ghostly riders released clutches, twisted throttles, and tore off into the night on Anna's new motorized inventory. The only evidence of the horrifying visit was a putrid mix of exhaust fumes and rot hanging in the air along with the tire marks across her showroom floor. Anna stood for a moment in disbelief, then thought,

What the hell am I gonna tell the insurance company? She walked slowly back to her office in a daze, feeling an overpowering urge to sleep.

The sun rose precisely at 6:41. Its first rays streamed through the spotless front windows of Goosecreek Harley-Davidson, reflecting off the beautiful array of new Harleys that sat on the dealership floor, lazily leaning on their kickstands.

Anna awoke with a start. She rolled off the couch, and in so doing, kicked the half empty bottle of Mezcal across her office floor. Her head pounded and she was feeling a bit unsteady. Her first instinct was to rush out to the sales floor, ready to call cops and insurance agents.

She was both stunned and relieved to see that everything was as in perfect order. Every bike was spotless and the entire front room was as it should be. Anna immediately realized that her horrific night was all due to the Mezcal combined with exhaustion brought on by her constant work to bring the dealership up to her strict standards.

Just then, her sale manager Buck walked through the front door carrying the usual two large coffees and a bag of bagels, and walked directly over to his boss. "Damned girl, you look like hell. Late night?" He handed her one of the coffees. "You've been working too hard. Why don't you take a few days to ride that Fat Boy of yours? You know I'll hold down the fort."

Anna sipped the hot brew, picturing herself riding down country roads on her sweet Harley. "You know, I think I'll do just that." Within an hour, the arrangements had all been made and she was slipping on her leathers.

She headed out to the shop to her waiting Fat Boy. As she walked over to it, she noticed something glistening just beneath the right floorboard. She knelt down and cupped the object in her hand, a slight grin appearing on her face. Anna felt a sudden kinship with her tall, old, biker granddad who was buried not five hundred feet away in the Goosecreek cemetery. For hanging from the Harley's floorboard was the "Gremlin Bell" she had been handed the night before. —Z. Jaki



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Peekaboo See-through back



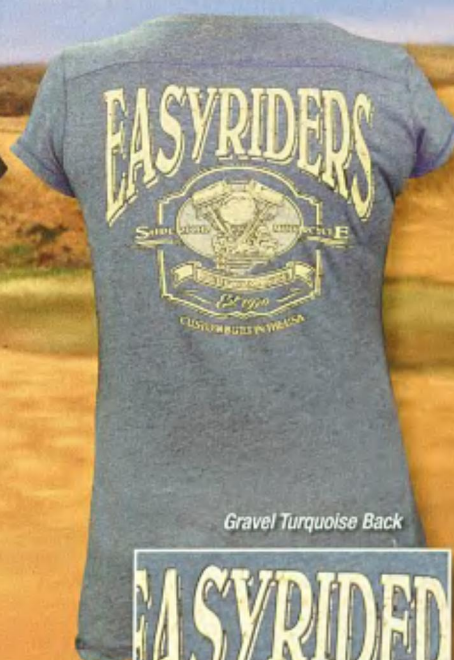
Peekaboo Front Black



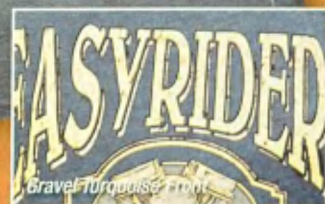
Peekaboo Front Pink

Peekaboo Womens Tee

Short Sleeve, V-Neck, See-through back cutout
 2194 Black / 2195 Pink \$29.95



Gravel Turquoise Back

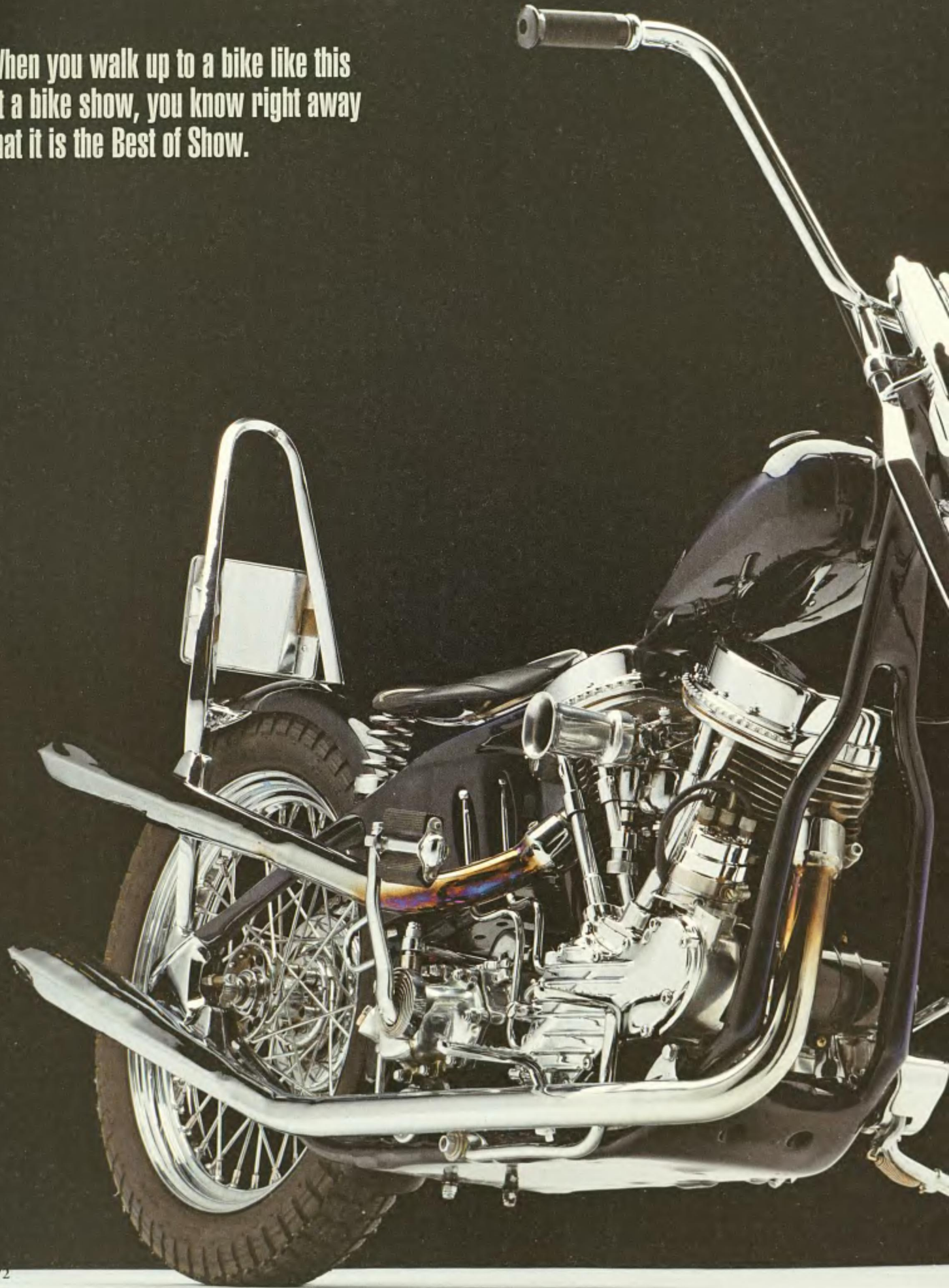


Gravel Turquoise Front

Gravel Turquoise Womens Tee
 2197 Short Sleeve \$21.95

womens

When you walk up to a bike like this
at a bike show, you know right away
that it is the Best of Show.





JUST **BAD**

DALTON WALKER'S SHOW-WINNING S.I.K. 1950 PAN

Over the past 47 years, *Easyriders* magazine has helped to make a select few custom bike builders into legends. These master motorcycle fabricators have included Arlen Ness, Dave Perewitz, and Donnie Smith. They've inspired other young men such as Paul Yaffe, Billy Lane, and Jesse James to build custom choppers in their own distinctive styles and tastes, and we've showcased those bikes here.

Now a new generation of bike builders has entered this hall of custom legends, creating their own special breed of choppers and bobbers. Each year we start off our *Easyriders* Bike Show Tour in Sacramento, California where some of the west's best builders bring their latest creations to show our judges and to get those amazing motorcycles shot by Michael Lichter for an *Easyriders* bike feature.

Certain builders always bring something new and remarkable to this show, and one builder who we always look forward to seeing is Dalton Walker. The Hanford, California native owns a shop called Split Image Kustoms (S.I.K.). With a small, dedicated crew, Dalton designs some of the most amazing motorcycles on the scene today. Bikes like this one. And like all motorcycles, this one has a story.

"On Halloween a few years ago, I got invited to build a bike for Born Free," Dalton tells us. "That same day, two girls walked into my shop and said they had heard I was into old bikes. It seems their father had built an old panhead back in the 1980s. He passed away, and their mother wanted to sell it."

Dalton went over to see the bike, amazed that it was only a block from his shop. "There in the corner of the garage was a 1950 panhead chopper," Dalton recalls. More amazing was that the old woman only wanted \$1,500 for the bike and it came with a bunch of old parts and pieces. Most amazing of all, it started after only four kicks.

"The 74-inch motor had been rebuilt, but I wanted to tear it apart and polish it," Dalton says. "While it was apart,

Jeff Montgomery and I freshened everything up." Then the 1950 wishbone frame got a makeover. Dalton cut off the tabs to create a nimble, classic chopper look. There's a subtle 3/8 inch rake and 1 1/2 inch stretch at the neck offering the perfect fit for Dalton's hand-fabricated, 6-inches over stock springer front end.

As the judge of our Easyriders Bike Shows, I can tell you that what hits me first when I look at a bike is its stance. I look at the way it sits, and this bike sits perfectly. The overall profile is stunning. This kind of attention to detail doesn't happen by accident. It's no wonder that Dalton named the bike "Just Bad."

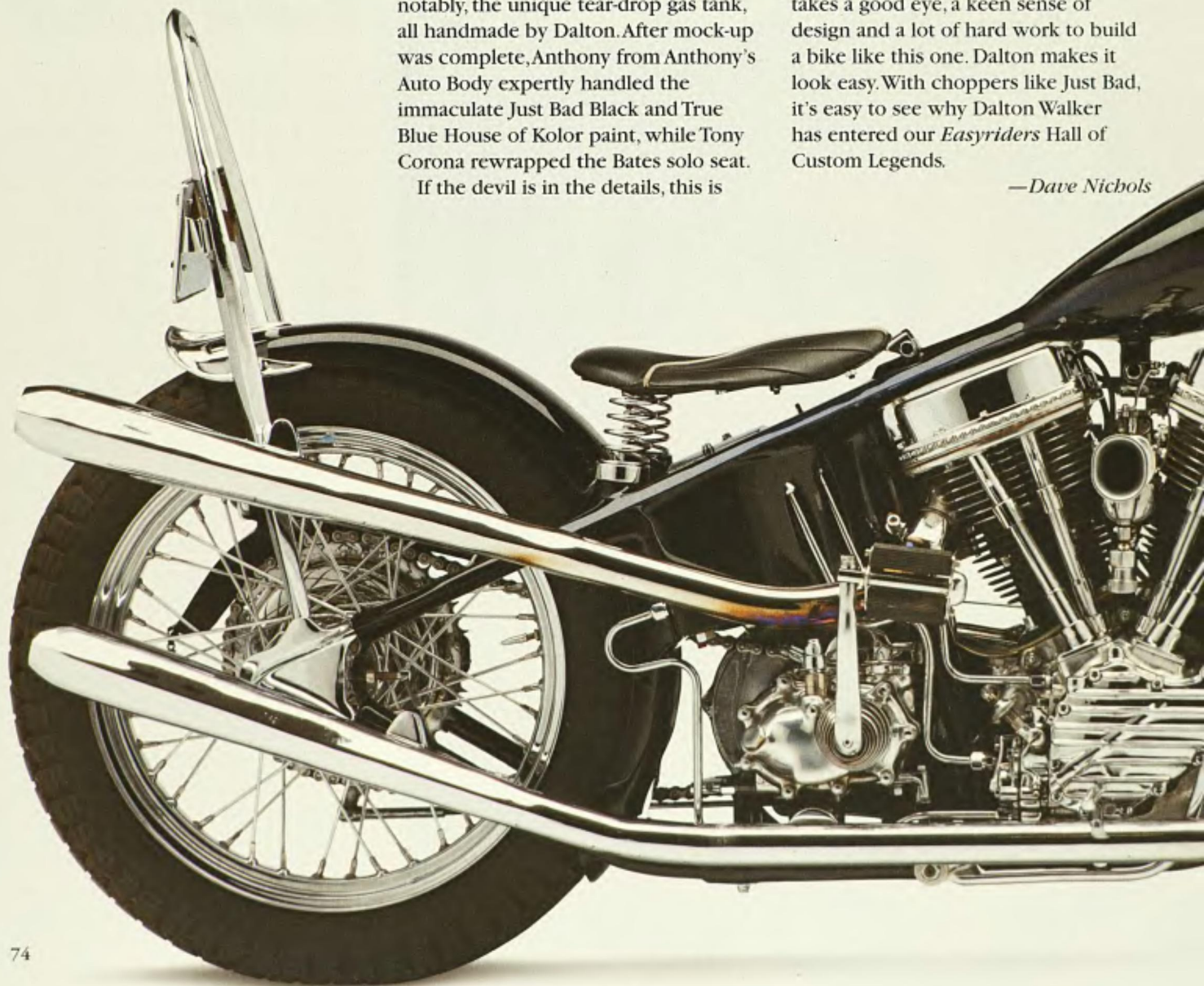
Key focal points on this build include the line from the apehangers down to the sissybar, those clean pipes, the tire-hugging rear fender, and most notably, the unique tear-drop gas tank, all handmade by Dalton. After mock-up was complete, Anthony from Anthony's Auto Body expertly handled the immaculate Just Bad Black and True Blue House of Kolor paint, while Tony Corona rewrapped the Bates solo seat.

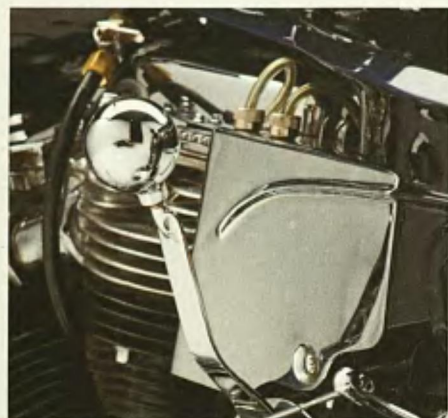
If the devil is in the details, this is

one devilish ride. After all, this story started on Halloween, right? Before the chopper made it to Born Free, Dalton rode it over to the lady's house and showed it to her. She told him that her late husband Glen would have been proud that the bike had a new life. "Then I rode it to Sturgis," Dalton says. "You know, it says a lot about an old panhead when you can take it to Sturgis, ride around the Black Hills all week, and never have to take out a wrench. It runs so sweet; I'm kinda sentimental about this one."

As mentioned at the beginning of this tale, a few months later Dalton brought Just Bad to the Easyriders Sacramento Bike Show. When you walk up to a bike like this at a bike show, you know right away that it is the Best of Show. It is clearly a cut above everything else on the show floor. It takes a good eye, a keen sense of design and a lot of hard work to build a bike like this one. Dalton makes it look easy. With choppers like Just Bad, it's easy to see why Dalton Walker has entered our *Easyriders* Hall of Custom Legends.

—Dave Nichols





This kind of attention to detail
doesn't happen by accident.



Owner: Dalton Walker
City: Hanford, California

GENERAL

Fabrication: Split Image Kustoms (SIK)
Year and make: 1950 Harley-Davidson
Model: panhead
Assembly: SIK
Time: 8 months
Chroming: Moreno's

ENGINE

Year and make: 1950 H-D
Model: panhead
Rebuilder: Jeff at SIK
Ignition: Poole
Displacement: 74 cubic inches
Lower end: SIK
Balancing: SIK
Pistons: H-D
Heads: H-D
Cam: Andrews
Lifters: H-D
Carb: Linkert
Air cleaner: stack
Pipes: SIK

TRANSMISSION

Year and make: 1950 H-D
Shifting: 4-speed

PAINTING

Painter: Anthony from Anthony's
Auto Body
Color: Black and True Blue
Type: House of Kolor

FRAME

Year and builder: 1950 H-D and SIK
Type: wishbone
Rake: 3/8 inch
Stretch: 11/2 inches
Shocks: none

ACCESSORIES

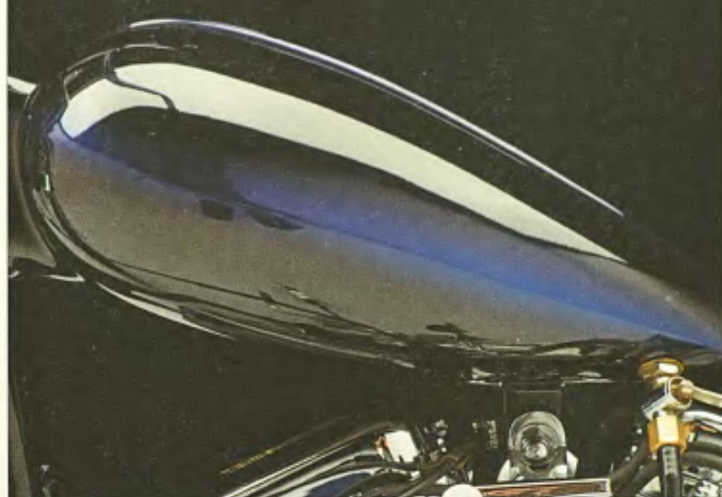
Bars: SIK
Handlebar controls: SIK
Headlight: cheapo
Taillight: molded Glide
Fender: SIK
Pegs: SIK
Electrics: SIK
Gas tank: SIK
Oil tank: SIK
Primary cover: H-D
Seat: Bates and Tony
Grips: rubber

FRONT END

Type: springer
Extension: 6-inches over
Builder: SIK

WHEELS

Size: 21-inch front, 19-inch rear
Tires: Avon
Brakes: H-D rear drum



Photos: Michael Lichter
Contact: Split Image Kustoms
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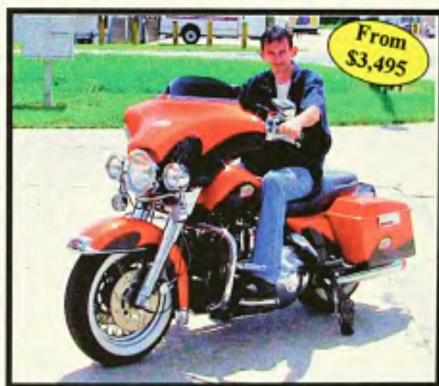
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A side-profile photograph of a red Harley-Davidson Softail Slim motorcycle. The bike is parked on a city street, with its rear wheel and dual chrome exhaust pipes prominently displayed. The background is a blurred urban scene featuring traffic lights, palm trees, and a fire truck with flashing lights in the distance. The motorcycle has a black seat, a black rear fender with a taillight, and a black fuel tank. The overall tone is professional and promotional.

ROAD TESTING HARLEY'S NEW SOFTAIL SLIM



Whoever named this bike the Softail Slim probably also thinks that calling the biggest guy in the club "Tiny" is just hilarious. Calling someone or something the opposite of what they are might be corny or whatever, but the simple truth is that there's not much that's slim about this bike.

One look at the Slim's fat-tired front end will tell you that this bike is one of the beefier bikes in Harley-Davidson's stable. That's despite the Slim having slimmed down 35 pounds over previous years to a dry weight of 642 pounds as part of the revamping of Harley's entire new Softail line.



At just over 90 inches in length, and with a 25.5-inch seat height and 4.7 inches of ground clearance, the Slim looks compact yet powerful and ready to pounce. That look is reinforced by the 16-inch wheels, with the front wheel wearing a 130/90 tire and the rear wheel a 150/80 tire. And let's not ignore those muscular fork tubes and Hollywood handlebars with their slender top brace running across. The bike's signature look is completed with a generous five-gallon gas tank with top-mounted dash and a low-slung seat featuring a nicely retro tuck-and-roll pattern.

All of that doesn't mean the Slim's fat, though. She may be a big-boned gal, but she's still sexy as hell. There's a classic bobber appeal to her that makes this model one of the best-looking stock Harleys available. The

black-out metal, from the handlebars and the front end all the way to the oil tank and black steel-laced wheels, all give her a very cool, almost menacing appearance. If you added maybe a couple of Screamin' Eagle parts, like a High Flow air cleaner or a set of Cannon mufflers, this baby would be ready to compete in any modified stock class.

If you're looking for lots of gratuitous technological frills or bling, however, you're barking up the wrong kickstand. The Slim is all about bare necessities, like any bobber would be. Speedo, odometer, two trip meters, gas reserve, gear indicator, and a clock are all there is, but all of it is digital.

You've also got Harley's LED headlight brilliance illuminating the darkness in front of you, its racing-style cartridge fork, and adjustable high-

performance rear mono shock. A lot of those attributes are pretty much standard these days, and what more would you need anyway? ABS maybe? That's optional with the Slim.

Just looking at a bike is one thing; sitting on it and riding it is often quite another, and that's especially true here. Getting on the Slim and rolling out onto the highway is when you notice that shedding those pounds has added some palpable sportiness to this bike. In fact, the Slim turns out to be a quick and agile beast with plenty of power at just about any rpm range. But you don't sit on this bike like you would on a sport bike; you sit in the bike, and that makes it a very comfortable ride. From simply cruising around town to going on a long distance trip, the Slim's got you covered.

Your feet rest comfortably on a set of



long footboards that offer you the perfect range of stretch for your legs, regardless of how long or short they might be. For me, the only thing missing there is a heel shifter, and every once in a while I'd forget until my booted heel would only hit air. No big deal, though.

As you hold on to those wide handlebars and twist the throttle, you can feel the Slim's engine thrust you forward unapologetically. That Milwaukee Eight means business, and in a few seconds you've shifted through all six gears and are doing 90 on the open highway, grinning from ear to ear. Yes, the Slim's a temptress, so be careful. She'll seduce you into a heap of trouble if you let her.

But as seductresses go, the Slim is relatively easy on your wallet at just under sixteen grand. As far as Harley's



2018 SOFTAIL SLIM

Base Price	\$15,899
Length	90.9 in.
Wheelbase	64.2 in.
Ground Clearance	4.7 in.
Seat Height	25.5 in.
Fuel Capacity	5.0 gal.
Engine	Milwaukee Eight
Motor Displacement	107 ci
Compression Ratio	10.0:1
Torque	110 ft-lb
Lean Angle	27.4 degrees
	either side
Weight (running)	671 lb.
Fuel System	Electronic Sequential Port Fuel Injection (ESPFI)
Fuel Economy	47 mpg
Transmission	6-Speed
Final Drive	Belt
Brake System	4-piston fixed front, 2-piston floating rear
ABS	Standard
Wheels	Gloss black, steel laced
Front Tire	130/90B16 53H, BW
Rear Wheel	150/80B16 77H, BW

Photos: Kai R and Kit Maira



entire Softail line goes, only the Street Bob and the Lowrider retail for less. To my mind, that puts the Slim at a distinct advantage because, aside from any budgetary concerns, this bike scores high in just about every single category.

Unfortunately, I had to return this Slim back to her rightful owner, but if you should have the opportunity to test ride one yourself, or if you already own one, I think you'll agree with me that the Slim is a keeper.

—Tripper







FOR THE BELIEVERS

The Congregation Show 2018



The Congregation Show was aptly named. While “congregation” simply means a gathering of people, it’s hard to deny the word’s religious connotations, especially in Charlotte, North Carolina where this show takes place in the heart of the Bible Belt. It’s a place where the word “congregation” evokes the coming together of people to worship, of the faithful assembling, of brethren, followers and believers. However, this particular “coming together of the faithful” centers around their love of custom motorcycles. On one Saturday in April, they came together with devotion to fuel, oil, metal, craftsmanship, creativity, and for the sake of just plain having fun.

On the Congregation website, the show’s mission states that they “create a community that connects and inspires motorcycle builders, vendors, sponsors, and enthusiasts.” Personally, I think it is more about connecting a community that already exists, but either way works for me. Jake Hinds, the co-owner of Prism Supply Co. with his brother Zach, came up with the Congregation Show concept a couple of years ago. Jake explained the focus from the beginning has been on the mid-Atlantic states since there wasn’t anything similar to what they wanted to do in the entire region.

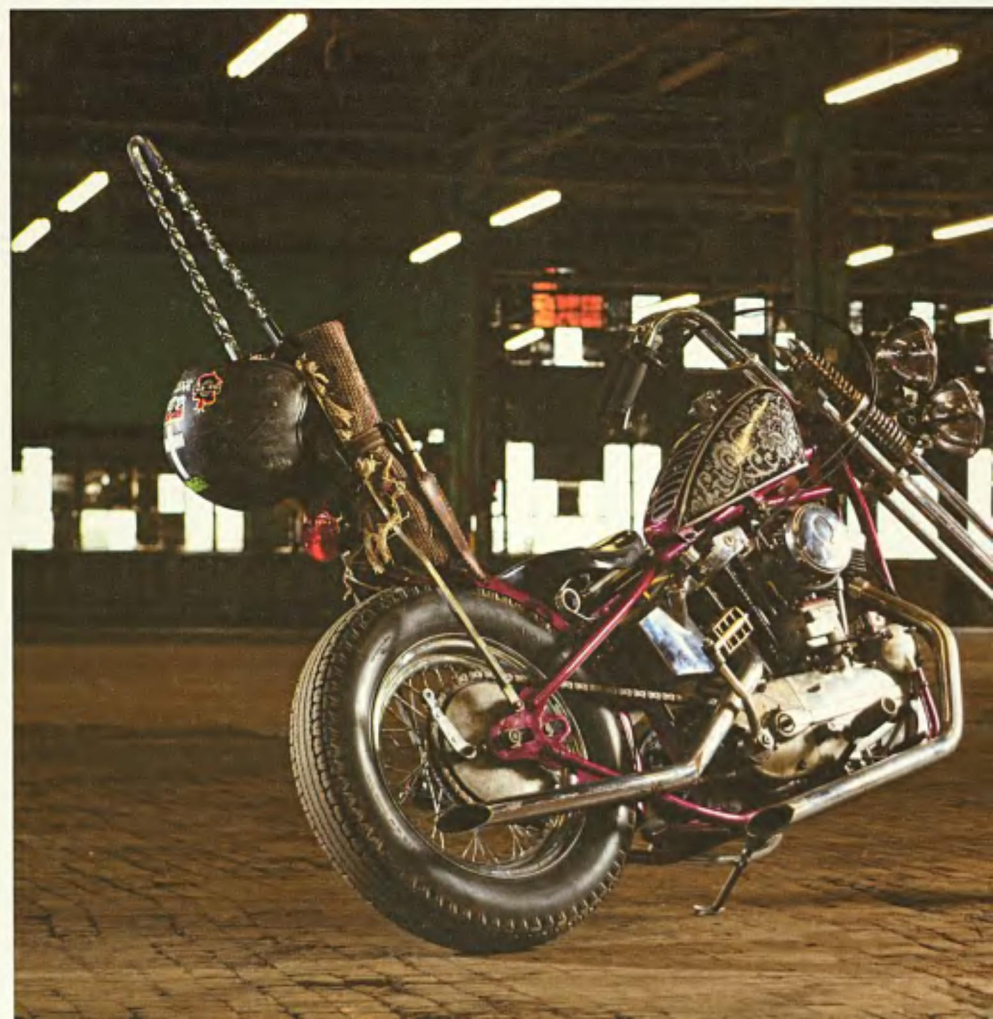
Jake was the sole go-to-guy when it came to builder invites last year, but to help broaden the scope of the show’s second iteration, Jake enlisted the Cafe Racers of Instagram (CROIG) to help with the invitations and draw in bikes that Jake, who focused on choppers the first time around, may have otherwise missed. This wise decision had a profound effect, giving the show a more inclusive feel and making it inviting to a broader audience. Regarding their participation, CROIG owner David Shang said, “It was our first time in Charlotte and our first time at the show. The guys at Prism were very welcoming and we loved being a part of it, so we’ll definitely return to bring a variety of motorcycles in addition to the choppers they have easier access to.”

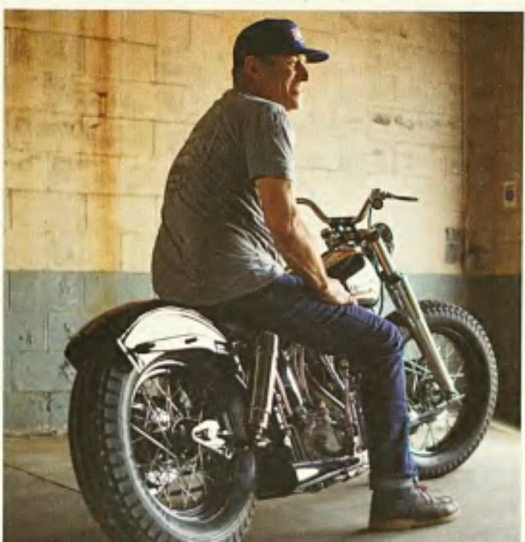
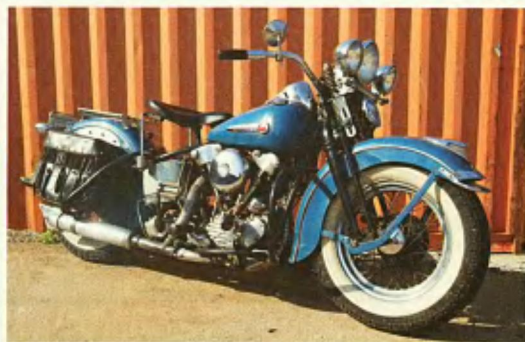
Some of the builders did come from further afield, like the Federal Moto



brothers Peter and Michael Muller, who came the 750 miles from Chicago, or David from CROIG, who brought several bikes almost 1,200 miles from Minneapolis. They came from the northeast and from the south, with a particularly good contingency of builders from Daytona Beach, Florida, nearly 500 miles away. Sunshine State builders included Bill Dodge, Nick Pensabene, and Kevin "Taco" Rodriguez. Bill Dodge, one of the more established builders attending, at least in that he is known to a broad audience, commented on how the promoters, "are really on it. I admire those kids because of their talent and what they do. The show is really cool and I love that they put motorcycles and cars together."

Everyone converged on Charlotte at the very cool site known as "Camp North End," a group of buildings where Ford had an assembly line to manufacture its Model "T" starting in 1924. The facility was used as a US Army supply facility during World War II and was repurposed to build Hercules missiles during the cold war.





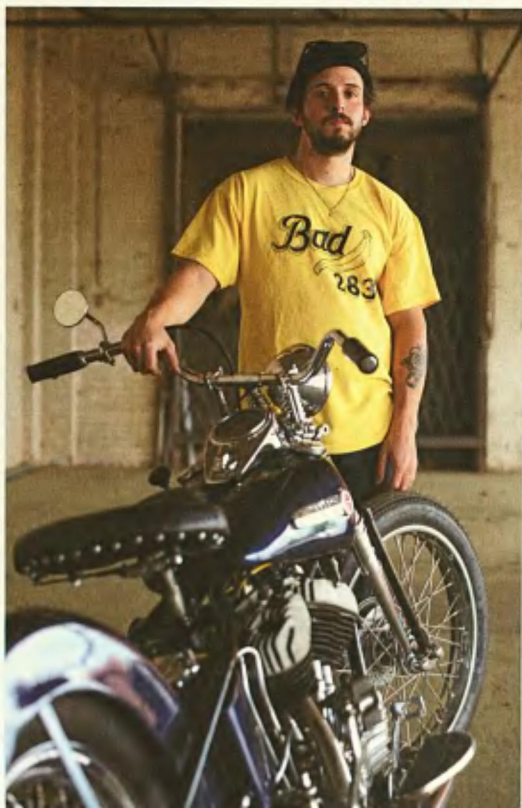


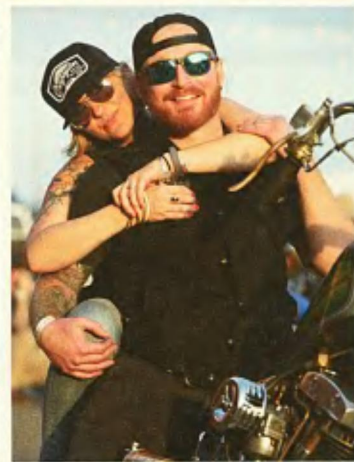
These days, it is used as a venue for all sorts of events, including the Congregation Show.

Being the second year of this event, it went off much more smoothly than the first. For starters, they had more support with the additional help of CROIG, plus the Rodder's Journal took care of finding hotrods that fit perfectly with the bikes. It was helpful that Harley-Davidson stepped up to the plate with a greater level of support this year, as did Sailor Jerry's Rum, who set up a lounge just off the bar. Having two bars instead of the single one they had last year was a good idea, as was manning them with pros to serve up the liquid libations.

On the music front, they went from one band playing in the evening to four bands performing back to back throughout the day. There are still some hurdles for the promoters to overcome, such as crazy permitting laws in Charlotte that prevented them from serving alcohol inside the venue these first two years, but they did make up for it by creating the chill outside bar area with games and garden seating.







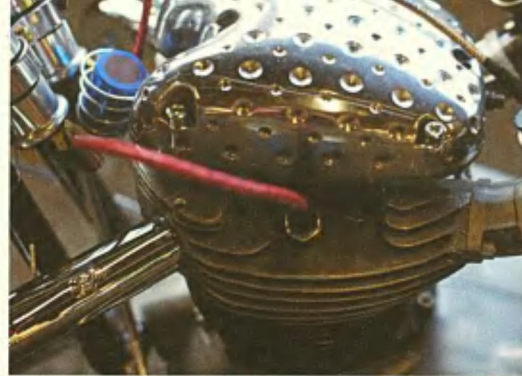
But nothing hindered the enthusiasm of attendees or bike builders like Bryan Lane who said, "I thought the first year was so good with so many amazing bikes on display that I wondered how they could do it again, but they outdid themselves this year. It was an amazing show in an amazing location and not just for the bikes - seeing so many faces and friends, connecting people I met with people I only knew through Instagram. It was a damned cool show and definitely the best show I've ever been to!"

One last point of difference this year was the growth. The show nearly doubled in terms of attendance. With all the room still available at Camp North End, I think we'll see this show take off in the coming years because it really is the perfect place to congregate. I, for one, will be back to partake with my fellow believers, all in the name of a good time.

For more information on next year's Congregation Show, check out thecongregationshow.com and on Instagram @thecongregationshow.

—Michael Lichter





MARK SHELL'S BONNEVILLE CUSTOMS SHOVEL **CHERRY BOMB**

This amazing shovelhead called Cherry Bomb is a labor of love in the truest sense. It was built in a shop that employs no one, not even its owner, yet some amazing custom bikes keep coming out of Bonneville Customs in Idaho Falls, Idaho.

The shop is more of a "playground" where a seasoned quintet of pros follows their passion for custom bike building. As Mark Shell, Bonneville Custom's owner, puts it, "It's an after-hours shop. It's just a few guys who weld all day for a living and build custom bikes at night and on weekends. Because we're all steel fabricators here, there's a lot of fabricated stuff on this bike."

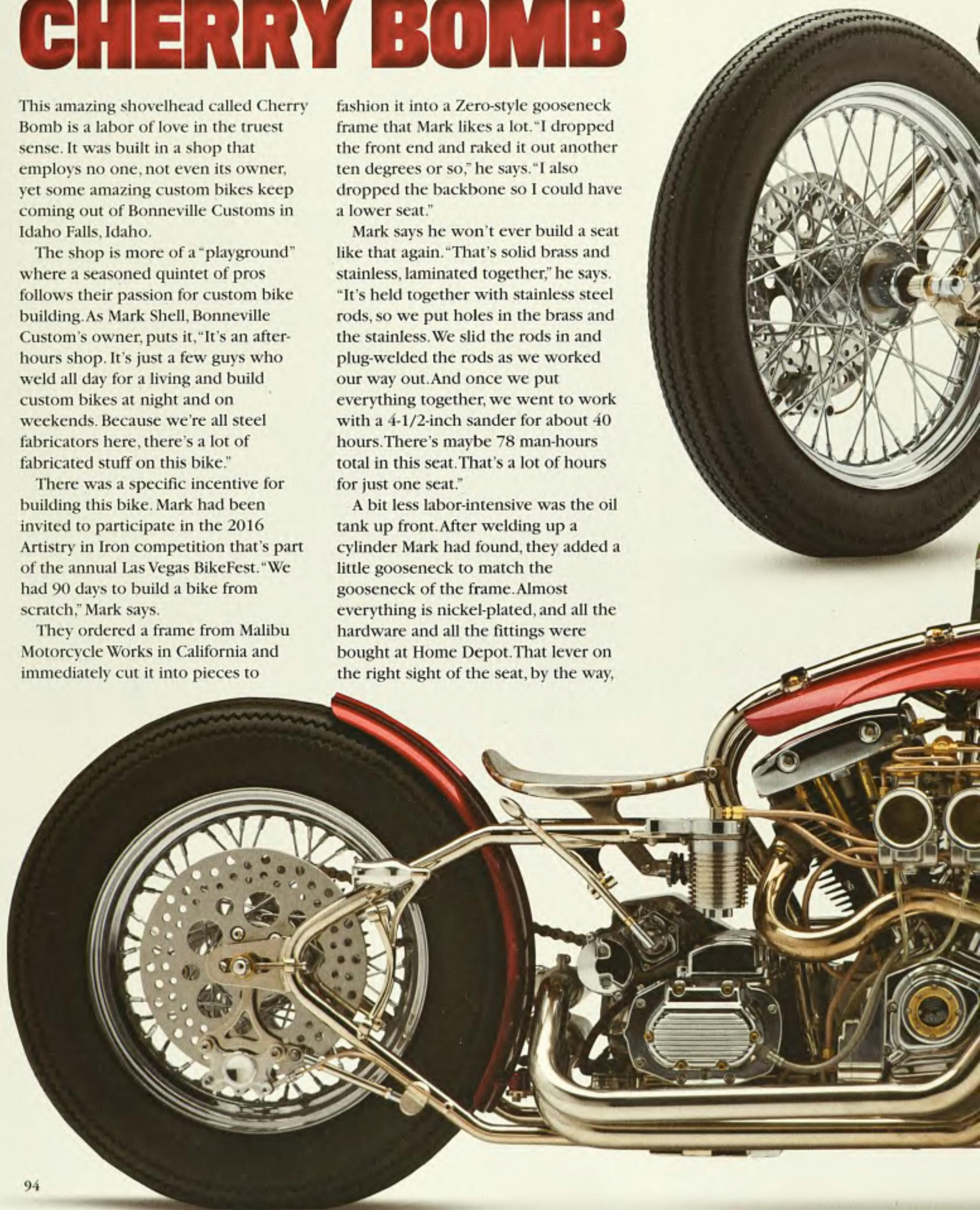
There was a specific incentive for building this bike. Mark had been invited to participate in the 2016 Artistry in Iron competition that's part of the annual Las Vegas BikeFest. "We had 90 days to build a bike from scratch," Mark says.

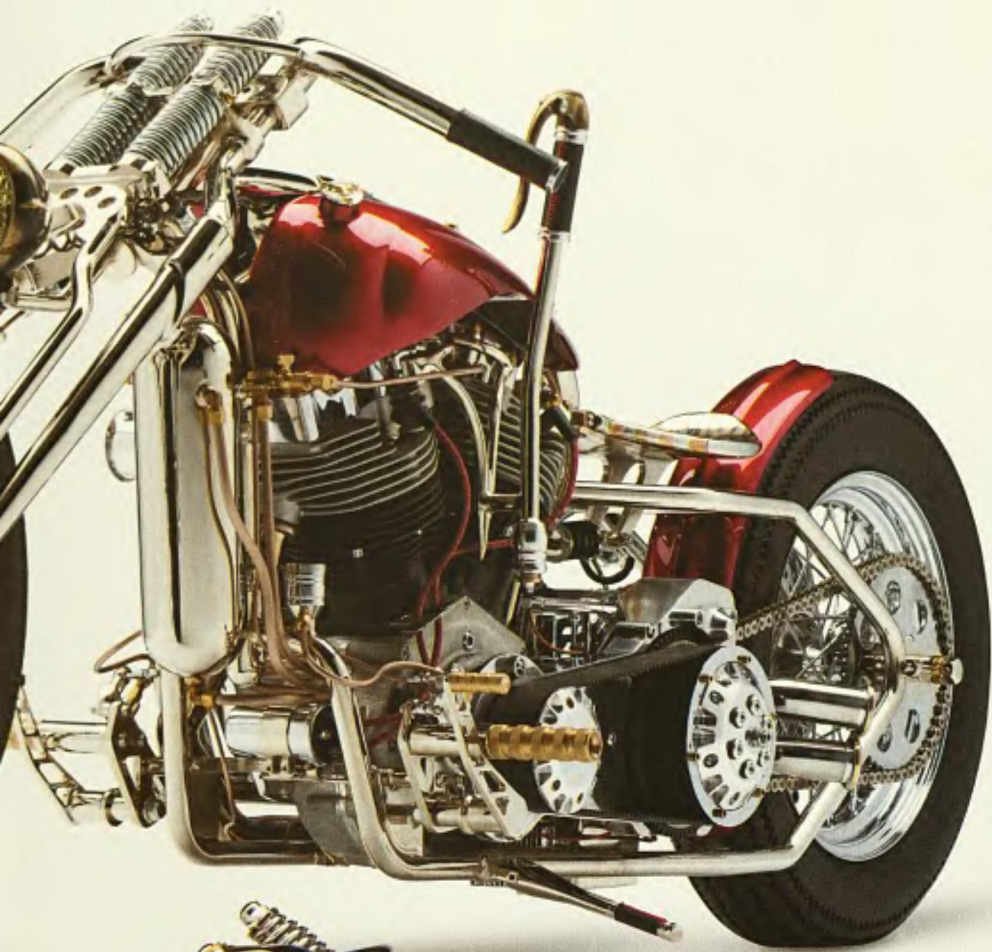
They ordered a frame from Malibu Motorcycle Works in California and immediately cut it into pieces to

fashion it into a Zero-style gooseneck frame that Mark likes a lot. "I dropped the front end and raked it out another ten degrees or so," he says. "I also dropped the backbone so I could have a lower seat."

Mark says he won't ever build a seat like that again. "That's solid brass and stainless, laminated together," he says. "It's held together with stainless steel rods, so we put holes in the brass and the stainless. We slid the rods in and plug-welded the rods as we worked our way out. And once we put everything together, we went to work with a 4-1/2-inch sander for about 40 hours. There's maybe 78 man-hours total in this seat. That's a lot of hours for just one seat."

A bit less labor-intensive was the oil tank up front. After welding up a cylinder Mark had found, they added a little gooseneck to match the gooseneck of the frame. Almost everything is nickel-plated, and all the hardware and all the fittings were bought at Home Depot. That lever on the right side of the seat, by the way,





is the starter that was made using a handle Mark had taken off an old mill and threaded.

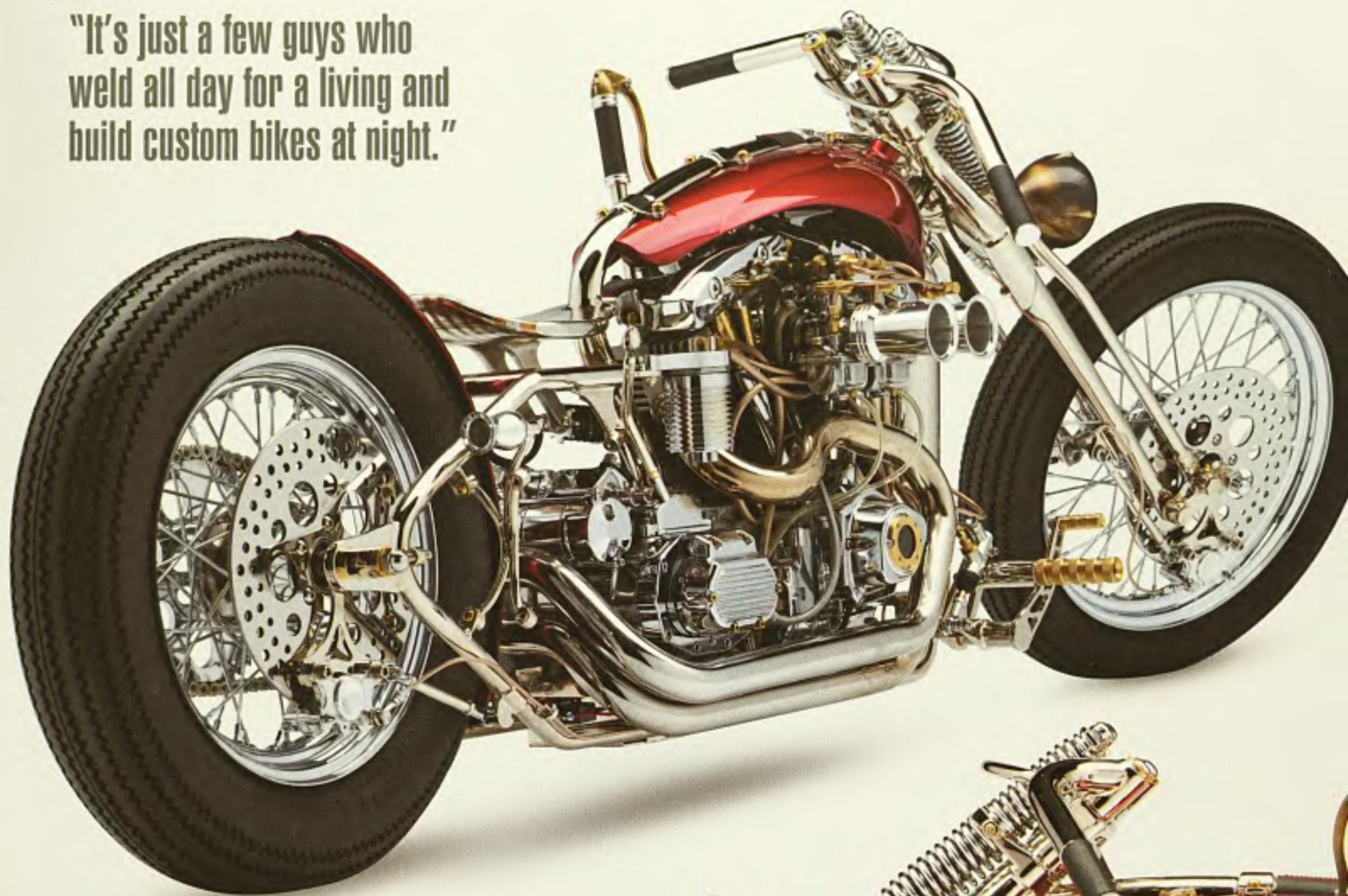
Probably the only things Mark and his crew didn't mess with are the wheels, the transmission, and the Ultima shovelhead motor. But even the brakes got messed with. "Both the front and rear brakes are operated by foot," says Mark. "The back brake lever is on the right side, where it normally is, but the front brake is operated by a foot lever on the left side. That's because I decided to make shifting this bike difficult."

Actually, it was because he wanted ultra-clean handlebars, which is also why you see that very cool suicide shifter. "This set-up makes riding the bike a bit of a challenge," he adds. "But that's the nature of building custom stuff."

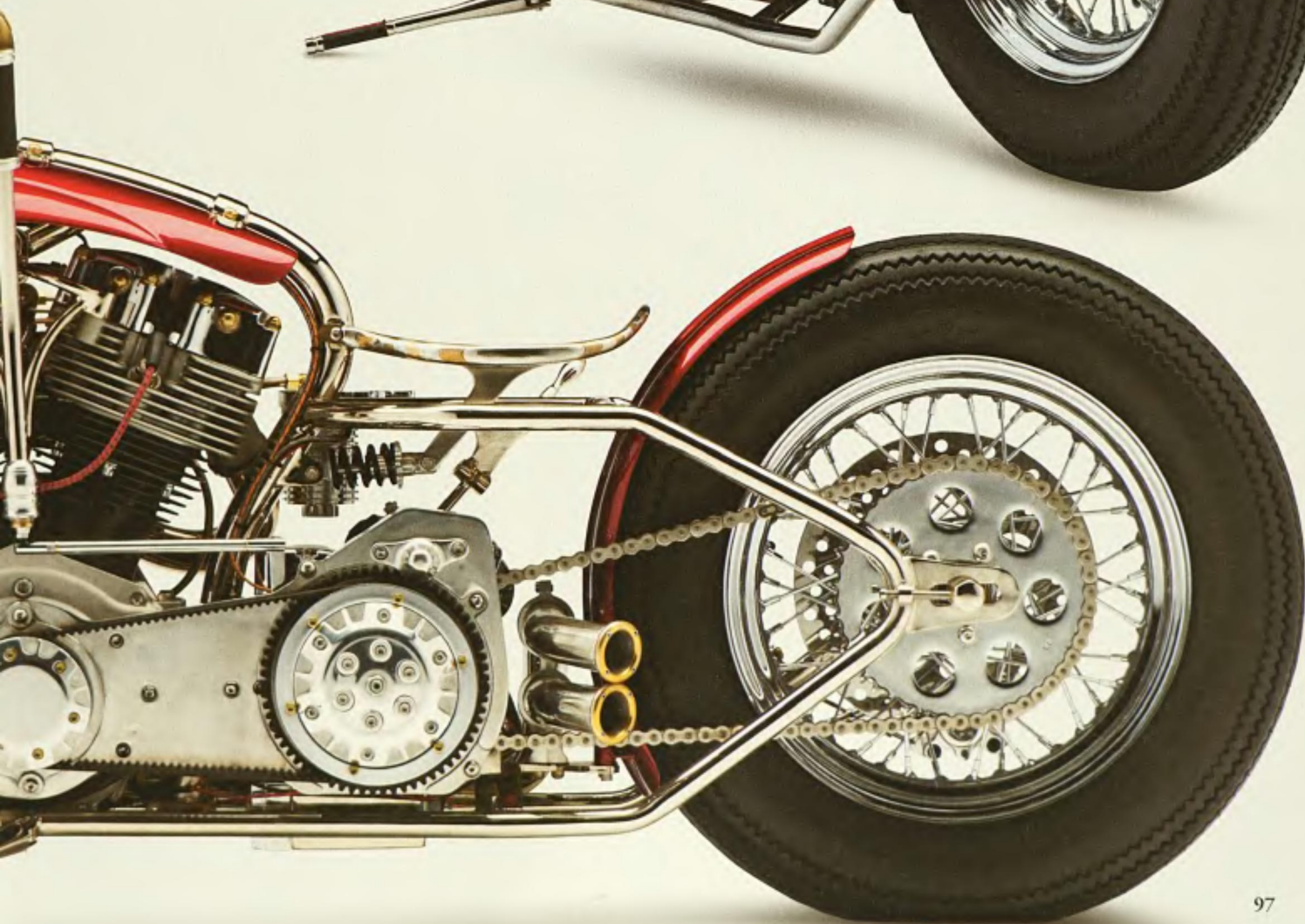
Cherry Bomb won second place at Artistry in Iron, but it also won first place in the Radical Class at our Easyriders Bike Show two years in a row. "We build a bike a year for the show circuit, and I don't usually take the same bike to the same bike show twice," Mark says. "We only took this bike a second year because Michael Lichter wanted to shoot it." And so that you, dear reader, could see it right here in *Easyriders*. —Red Baron



"It's just a few guys who
weld all day for a living and
build custom bikes at night."



"This set-up makes riding the bike a bit of a challenge."



Owner: Mark Shell

City: Idaho Falls, ID

GENERAL

Fabrication: Mark Shell

Year and make: 2017 H-D

Model: Cherry Bomb

Assembly: Bonneville Customs

Time: 3 months

Chroming: nickel—Ogden Chrome

ENGINE

Year and make: 2017 Ultima

Model: shovel

Ignition: Ultima

Displacement: 96 cubic inches

Lower end: Ultima

Balancing: Ultima

Pistons: Ultima

Heads: Ultima

Cam: stock

Lifters: Ultima

Carb(s): twin Mikuni

Air Cleaner: velocity stacks

Pipes: stainless steel

TRANSMISSION

Year and make: 2017 Ultima

Type: 6-speed

Shifting: hand

PAINT

Painter: Blair Peterson

Color: candy apple red on pea green

Type: PPG

FRAME

Year and builder: 2017 Bonneville Customs

Type: Malibu Choppers

Rake: 49 degrees

Stretch: dropped and stretched

Shocks: none

ACCESSORIES

Bars: Bonneville Customs

Handlebar controls: Bonneville Customs

Fender: Bonneville Customs

Headlight: found on eBay

Taillight: made it

Pegs: Bonneville Customs

Electrics: in-house

Gas tank: Bonneville Customs

Oil tank: Bonneville Customs

Primary cover: 2-inch open

Seat: stainless & brass

Grips: custom

FRONT END

Type: springer

Extension: 3-inches over

Builder: Bonneville Customs

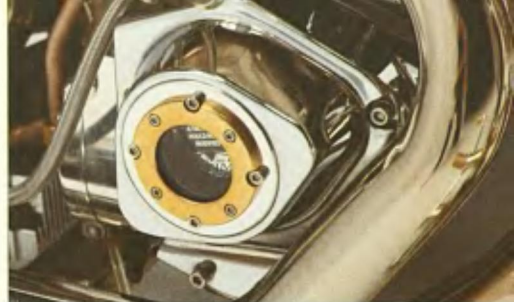
WHEELS

Brand: King Spoke / Ultima

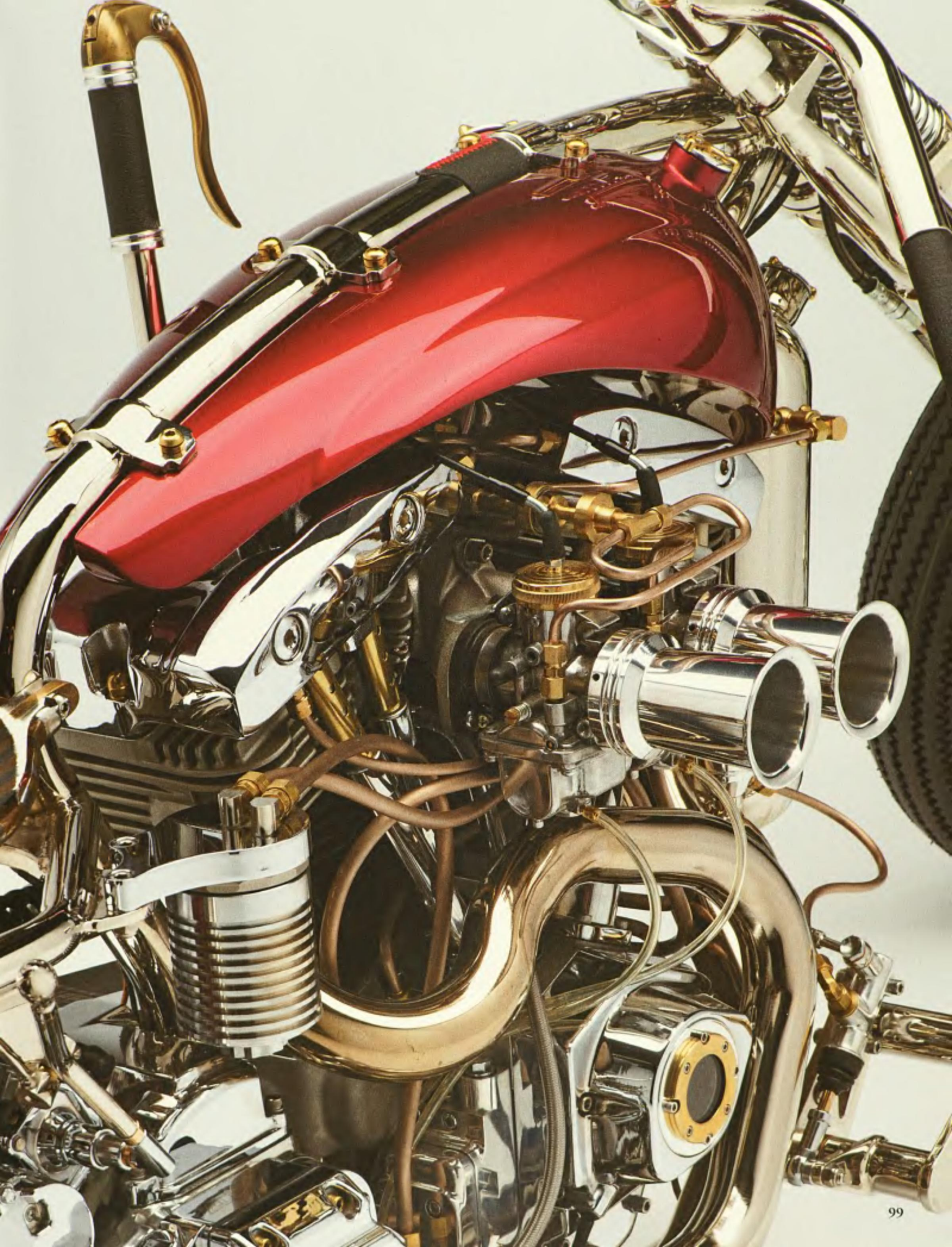
Size: 21-inch front / 19-inch rear

Tires: Coker

Brakes: Ultima



Photos: Mike Lichter





BIKER BABES GONE WILD!

EASYRIDERS GIRLS OF SUMMER

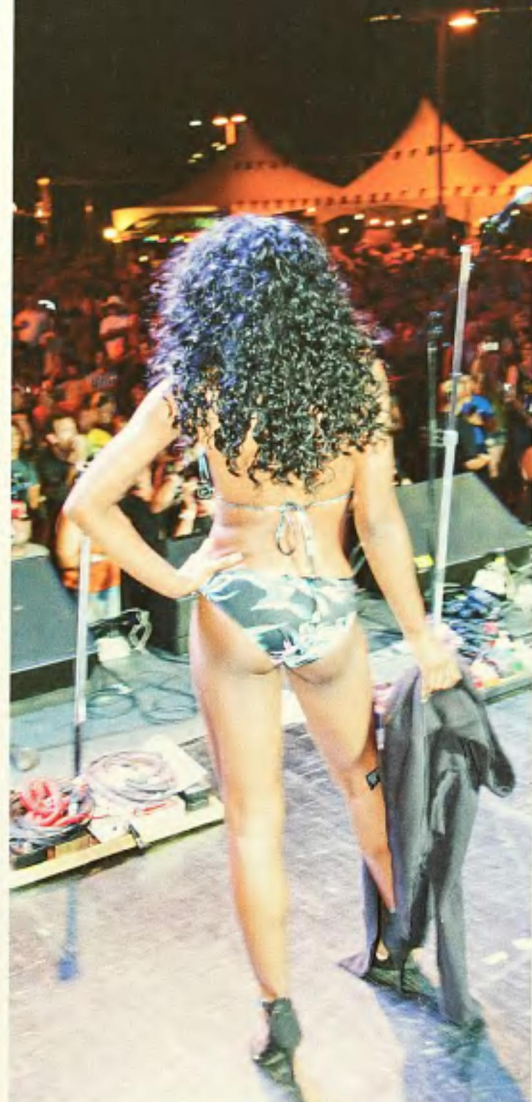
As I have roamed the vast and deranged world of two-wheeled wonderment that we call home, I have come to many conclusions about many things. Sometimes I'm right and often I'm wrong, but one thing is always true: Chicks rule the Earth. Oh yeah, we may think we're the boss of everything but we are kidding ourselves. It's the chicks. From the moment we are spewed out of the womb, we spend every waking moment of our lives trying to get back in.

And if chicks rule the Earth, then it follows that biker chicks most certainly rule the fucking universe, especially in the summertime. Ah yes, the sweet warm summertime when winter's grip is finally dead and buried and the path is lined with cast-off mukluks of all

kinds. I'm talkin' about the time of the summer bike runs where free of sobriety and any sort of morals whatsoever, the drunken, naked titty chicks flower like demoniac blossoms squirting their delicious nectar upon our world. We, my brothers, are the buzzing bees, desperately clamoring for that nectar, and of course we will do anything to get it.

In honor of the biker chicks who drive us insane, who we adore so much, please study the following images of delicate delight, culled from our voluminous archives and worship at the dainty feet of these courageous broads and thank our lucky stars that they will have anything at all to do with us.

—Beatnik

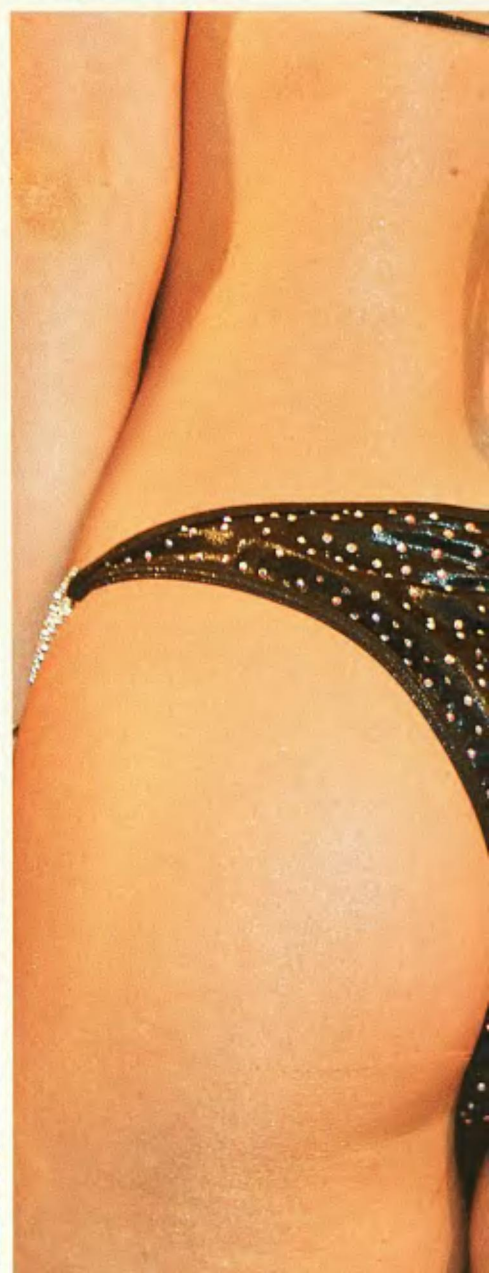


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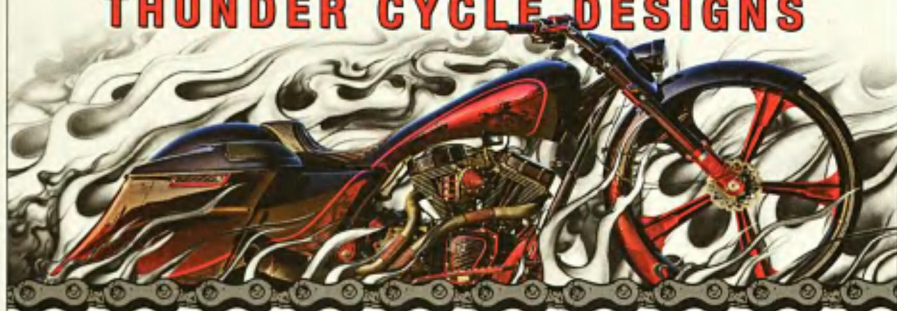
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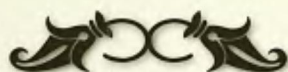
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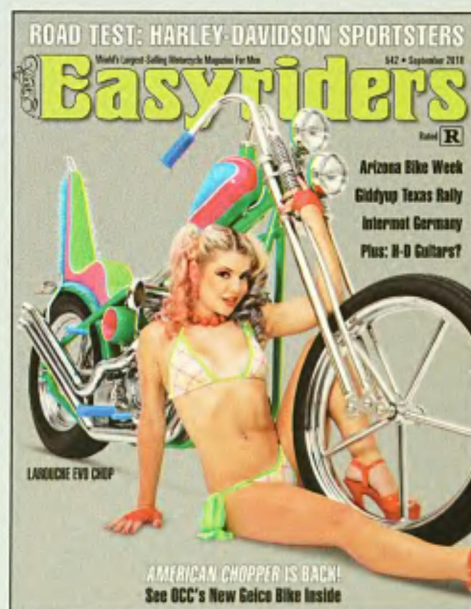
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—Crash Dean, Jefferson, Ohio



Ass-kicking women kick their own.

—Chris and Gabe Gibbany, Harrison, Ark.

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—Ben Zales, *OutThere Somewhere*



Thinks everyone is checking out his lip piercings

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Mm, tasty—John van der Made, Denmark.

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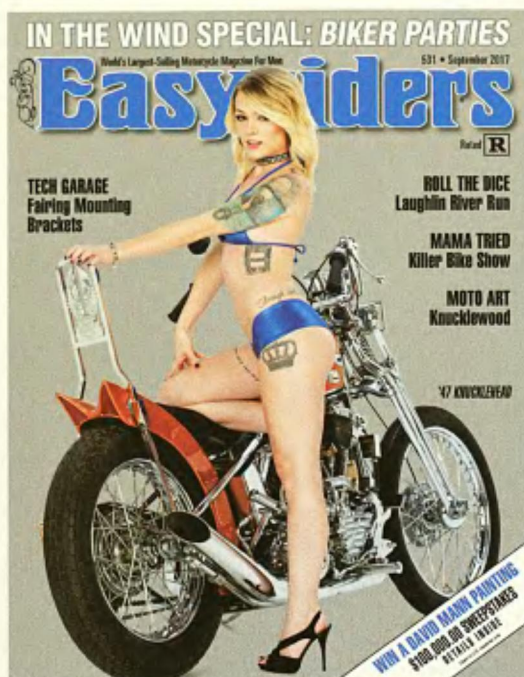
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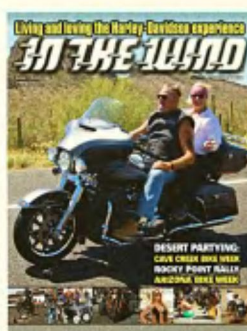
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This Month's Winner

Meet Callie, a fully qualified model/mortician from the state of Indiana. Callie can either fill you with desire or formaldehyde—your call, brotha. Head on back to page 6 as she performs a perverted post mortem on Carl Pusser's wild Walking Tall Triumph.

—Captain Meatbook



#1001 Bella—Texas

"A handsome man on a rigid bobber offered me a ride. My coochie has never been the same!"



#1002 Chrissy—Pennsylvania

"My first ride on a Harley was very exciting. I enjoyed the relaxing breeze and had fun. I was a little nervous at first, but once I got used to it, I loved it!"



#1003 Susie—Pennsylvania

"My first ride on a Harley was amazing with the sound of the pipes, the vibration of the bike and the wind blowing through my hair. I felt the freedom of being free!"

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 delicate delinquents. Please meet Cassie, an iguana wrangler from the molten land of Arizona. Cassie enjoys sunshine, exploring nature and cannibalism. Come back next month or she's gonna eat you, and not in the way you're thinking of right now.

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

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: _____

Photographer's Name: _____

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

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

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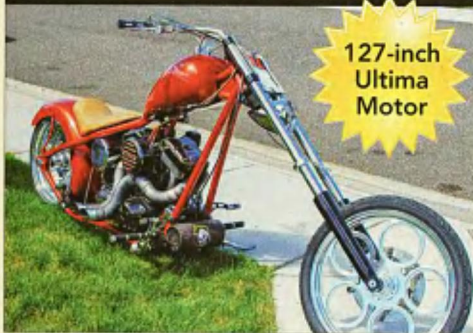
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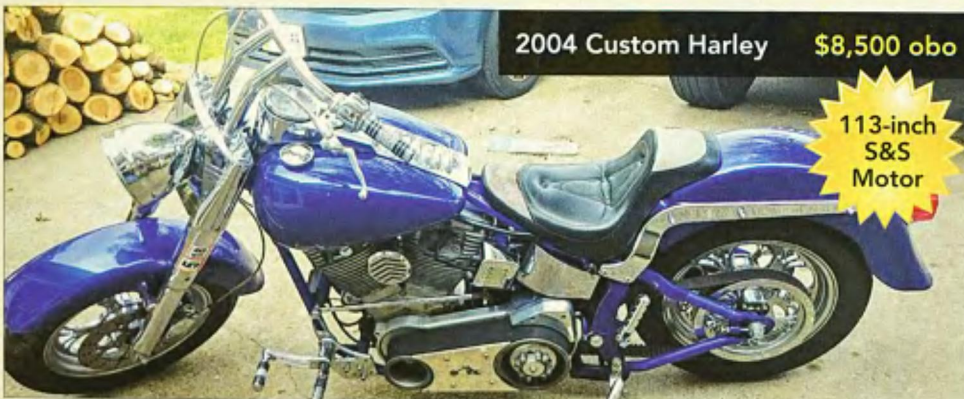
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Josh Fowler
Salisbury, MD
1999 Dyna Super Glide

It's fair to say that a lot of us have strong emotional ties to our bikes. That's one reason why we ride. Josh Fowler is no different, and he actually has some very personal reasons for being attached to his Super Glide. "This bike has a lot of sentimental value to me," he says. "My granddad helped me put clutch plates in that bike before he passed away. But I also almost lost my life on this bike in an accident I had on the day before he passed."

Having your head go through the driver's side window and survive

would probably be enough trauma for some to just give up riding, period, but not for Josh. In fact, he was determined to not let the accident scare him off the bike. So while he was on the long road to recovery, he had some work done to what was basically a stock bike when he'd bought it from a friend of his about seven years ago.

For one thing, the 88 cubic inch Twin Cam engine was completely gone through. "Billy Sonner in Winchester, Virginia, where I'm from, did all the custom stuff," Josh says. "He cut and drilled holes into the rear fender, custom-made the handlebars, did the paint job, and installed the 23-spoke front wheel."

Josh then took the bike to Rommel

H-D in Delaware where they upgraded the stock five-speed to an Ultima six-speed and finished the bike to his liking with new shocks and new tail-lights, among other things. "I also had a headlight installed. You can change the color of the light with your cell phone," he adds.

And now, two years and more than 20 thousand dollars later, Josh says he's very happy with the bike and wouldn't sell it to anyone, even though he's been getting offers. "I ride this bike every day and everywhere," he says. "And because I live so close to the ocean and I don't have a garage, the bike always goes in my living room." Josh tells us his wife is not a big fan of that. —*Tripper*



Josh Fowler's 1999 Dyna Super Glide is this month's winner of our Star Brite Reader's Ride contest.



Comin' At Ya



The November issue of *Easyriders* (#544) is our Sturgis Special taking you to all the two-wheeled fun of this year's run to the Black Hills. From Deadwood to Mount Rushmore and all point in between, we'll bring you all the sizzlin' action. Then ride with us to America's best custom chopper show, Born Free!

Custom bike features will include Todd Fairchild's Dirty Bird Softail, Matt Jackson's amazing Cheetos-colored panhead chopper, Steve Hardy's sick BX Custom Street Glide, Chris Milanowski's farout flathead scoot, and Jason Wilson's Sacred Steel digger.

All this plus some badass biker fiction, gutbustin' humor, another classic David Mann painting and a gaggle of near nekkid gals! It's all just a turkey leg away in the tasty November issue of *Easyriders*!

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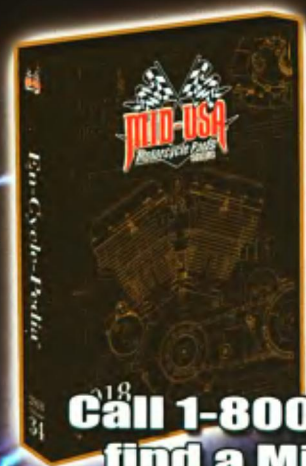


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David Mann's painting *Pacific Coast* was first published in *Easyriders* #8, October 1972.

