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Long Live Asgardia

Many citizens of the world are weary of the war and strife that seem to be consuming the news, and about 200,000 of them have already signed up to put it all in the rear-view mirror by becoming citizens of Asgardia. This coming-soon colony on the moon is led by Igor Ashurbeyli, a Russian engineer, computer scientist and businessman who was inaugurated as its leader on June 25 in Vienna. Asgardia's parliament plans to set up "space arks" with artificial gravity in the next 10 to 15 years, where its projected 150 million citizens can live permanently. Ashurbeyli hopes settlement on the moon will be complete within 25 years. Asgardia is named after Asgard, a "world in the sky" in Norse mythology. Its leaders hope to attract a population from among the most creative in humanity. Best of all: For the time being, becoming a citizen online is free.

Shit Storm

Susan Allan of Kelowna, British Columbia, Canada, was recently driving with her son, enjoying the beautiful weather with the sunroof open, when they were suddenly hit with a cold material that smelled to them like feces mixed with chlorine. "Like a clean poop smell if that's possible," Susan said. "My son threw up, and we had so much in our faces. Both of us, our faces were covered in poop." Apparently, poop is falling from the sky all over Canada; Transport Canada has received 18 such reports this year. But the government has not issued an explanation for the phenomenon. Susan Allan thinks it's related to airplanes flying overhead and the Canadian government is covering it up. But Transport Canada pooh-poohed her theory and has declined to comment further.

Sugar Rush

Minor league baseball teams come up with some wacky promotional ideas and "Sugar Rush Night" at the Erie, Pennsylvania SeaWolves game last month didn't disappoint. Local TV news noted that one highlight was the "cotton candy hot dog": a wiener nestled in a cloud of cotton candy, then sprinkled with Nerds candies. Brave SeaWolves fans could top off the meal with a "cotton candy ball": ice cream covered with sprinkles and enclosed in cotton candy. Maybe the sugar rush was too much for the players; they lost 5-3 to the Altoona Curve.

Airport Nudity

Travelers aboard a Delta Air Lines flight that had just landed at Hartsfield-Jackson International Airport in Atlanta recently were startled when a nearly naked man ran up to their plane and jumped

onto a wing, then attempted to open an emergency exit. Jhyrin Jones, 19, had scaled a fence topped with razor wire to reach the runway. Just minutes before, he had jumped onto some parked cars at a nearby construction site and threatened to "kill y'all! I'm going to blow this place up. Trust nobody. You better believe me," according to the *Atlanta Journal-Constitution*. A police report indicated Jones "appeared to be under the influence of narcotics." Ya think?

The Wife said No!

During the 2014 World Cup, five friends in Durango, Mexico made a pact to travel to the 2018 tournament in Russia. They saved their money, bought a bus, painted it in Mexico's colors and booked passage for themselves and the bus on a ship going to Spain where they planned to drive the bus to Russia. But just before they boarded the ship, one of the five, Javier, told his friends his wife had put the kibosh on his trip. So the remaining four did the next best thing: They made a cardboard life-size cutout of Javier, looking grumpy and wearing a shirt that says, "My wife didn't let me go," and set off for Russia. The cardboard Javier has been very popular at the soccer venues, attracting female admirers, appearing on the big screen, and being photographed with fellow football fans from all over the world.

Anger Management

In North Port, Florida last month, a witness watched as 75-year-old lady beat an unnamed man with a water jug after he watered her plants. When he emptied the rest of the water in the jug on her plants, she went inside her house and returned with a different weapon, which the witness didn't see, but said "made a different sound" than the water jug. North Port police arrived to find the victim soaking wet, with blood drops on his shirt. The ol' lady was charged with battery.

Pissy Art

At the Royal College of Art's annual London fashion show in June, one graduate unveiled a unique approach to accessorizing garments: crystallized bodily fluids. Alice Potts displayed a pair of ballet shoes decorated with crystals formed from sweat, along with a fake fur adorned with urine crystals. Potts told reporters the "more natural materials" could offer environmental benefits not possible with traditional plastics.

Big Red Truck Pizza

Firefighters of Engine 642 of the Henrietta, New York Fire District recently went the extra mile

after responding to an accident in which the injured driver was a pizza delivery man, according to Fox News. "Once the patient was cared for and loaded into the ambulance, the crew decided to finish the delivery so the pizza wouldn't go to waste," the fire department posted on its Facebook page.

Early Release?

James J. Rynerson, 38, was being held in the Mesa County Jail in Colorado after being charged with menacing, disorderly conduct, and trespass. But sheriff's deputies at the jail released him, having mistaken him for Marvin March, 35, a different inmate. Jail staff gave Rynerson March's belongings, and he wore March's leather jacket as he signed March's name to the release papers and left the facility. Rynerson's wife was startled to see her husband in the garage at their home, and after he explained what had happened, she convinced him to go back to jail. She personally drove him back to the Mesa County Detention Facility, and he was back in custody by 11 p.m., with new charges, including escape and forgery, added to his list.

Don't Bug Me

It seems that a Mr. Li of China's Guangdong Province recently went to the doctor at Pingshan Hospital in Shenzhen after feeling discomfort and pain in his ear. Using an otoscope scan, the doctor discovered a live cockroach burrowing into the 52-year-old man's ear canal. "It's still alive, still moving," the doctor could be heard saying on video, according to *The Daily Mail*. The doctor cut the roach into pieces to remove it and disinfected Li's ear with alcohol in case it had laid eggs.

A Happy Ending

When Juan Ramon Alfonso Penayo, 20, of Santa Teresa, Paraguay failed to return after leaving his home last month, his family assumed the worst. The town lies on the border with Brazil, and is a hotbed of illegal drug activity. Police found a charred body three days later and called Penayo's family, who, despite being unable to identify the remains, accepted that it must be him, and proceeded with funeral arrangements. As they mourned over his casket during the wake, Penayo walked nonchalantly into the room. The body in the casket was returned to the morgue, and Penayo's family celebrated his return.

Biker Saying of the Month:

Biker born and biker bred,
the day I die, I'll be biker dead.



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DIRTY TAIL

Dirty Bird Concepts'
2016 H-D Softail

On the front cover: Cassie Michelle
Photo by: John Covington



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Party in the Black Hills



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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 November 6, 2018.

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A CONCEPT BIKE FROM DIRTY BIRD CONCEPTS

Dirty Tail



Always expect the unexpected. That seems to be John Shope's motto, not only at Dirty Bird Concepts, his Phoenix-based shop, but in life as well. Case in point: this very sleek and sexy Softail—not to be confused with the equally sleek and sexy Cassie Michelle pictured here. "I built it for myself," John says, "but we had barely finished it when a customer came into the shop and just had to have it."



This new trend wasn't something John had expected, but he's making the most out of it.





Somewhat unexpected, but understandable when you take a closer look at the bike. What started out as a Softail was turned, with the addition of some of Dirty Birds' very own alterations and parts, into what John now proudly calls the "Dirty Tail." That's because one of the main ingredients in this bike is the rear end of what once was a regular old Softail frame. "The only thing that's still left of that frame is the middle part," says John. The rear is John's very own version of the old FL-type swingarm that helps this bike handle like a dream.

Add to that a nicely freshened-up motor that was blown out to 107 inches, a set of 12-inch mini apes, some homegrown footboards and a set of SMT wheels, with 26 inches in the front and 18 in the rear, and you can see how this Dirty Tail must be one helluva cruiser that was built for the long haul.

But what really pushed this bike over the edge, according to John, were those exhaust pipes. "I don't know how long they are, we never measured them, but people love them," he says.



This month's Fox Hunt winner is curvy Cassie from Glendale, Arizona. She adds a ton of stripper charm to John Shope's Dirty Tail. You can almost smell the flowery perfume.





"You know how you always have problems scratching up the long ones when you park at the curb or coming off a driveway? Not with these." That's because John and his crew kicked them up a few degrees towards the rear. "In fact, they've become such a hot item around here that we now have them made by Paughco, and are selling them," he adds.

In fact, this whole style of bike has become a brand recognition phenomenon for Dirty Bird. "We started building more of these bikes,

one after another as customers order them," John says. "None of them looks the same as far as paint or wheels go, though."

This new trend wasn't something John had expected, but he's making the most out of it. In fact, you can go to the Dirty Bird website (dirtybirdconcepts.com) and see a whole bunch of bikes that look just like this one, but different.

When we talked to John about this bike, he was actually in Los Angeles shopping around his "sizzle reel" for what he anticipates to be a wildly successful TV reality series about Dirty Bird Concepts. You can see all the crazy hijinks that seem to happen there on a weekly basis on the company's Facebook page. Always expect the unexpected at Dirty Bird Concepts. —Tripper

Owner: Todd Fairchild

City: Phoenix, AZ

GENERAL

Fabrication: Dirty Bird Concepts

Year and make: 2016 H-D

Model: Softail

Assembly: DBC

Time: 90 days

Chroming: Metro Plating

ENGINE

Year and make: 2016 H-D

Model: TwinCam

Rebuilder: Sideshow Cycles

Ignition: H-D

Displacement: 107 cubic inches

Lower end: H-D

Pistons: Wiseco

Heads: H-D ported

Cam: .575

Lifters: Feuling

Carb(s): fuel injection

Air Cleaner: Roland Sands

Pipes: DBC

TRANSMISSION

Year and make: 2016 H-D

Shifting: stock 6-speed

PAINT

Painter: Liquid Luv

Color: multiple colors/custom mix

Type: PPG

FRAME

Year and builder: 2016 H-D/DBC

Type: Softail

Rake: 35 degrees, 7-degree trees

Stretch: 2 inches

Shocks: Dirty Tail swingarm

Modifications: tweaked neck,

DBC rear end

ACCESSORIES

Bars: 12-inch mini apes

Handlebar controls: H-D

Fender(s): DBC

Headlight: DBC

Taillight: DB billet led

Speedo: H-D / New Image

Pegs: DBC floorboards

Electrics: H-D

Gas tank: H-D

Oil tank: H-D

Oil system: H-D

Primary cover: H-D

Seat: Guy's Upholstery

Mirrors: Ness

Grips: DBC

FRONT END

Type: H-D

Builder: H-D

WHEELS

Size: 26-inch front, 18-inch rear

Type: SMT

Tires: Dunlop

Brakes: HHI



Photos: John Covington
Model: Cassie Michelle
Contact: Dirty Bird Concepts

Yeah.

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MUCH ADO ABOUT BOYCOTTS AGAINST HARLEY

We've all been reading the stories about Harley expressing interest in building motorcycles overseas to get around tariffs imposed by other countries, and President Trump's displeasure over the move, and his tweeting, "Many @harleydavidson owners plan to boycott the company if manufacturing moves overseas. Great! Most other companies are coming in our direction, including Harley competitors. A really bad move! U.S. will soon have a level playing field, or better."

Many Trump supporters, including Bikers for Trump, are cheering the president's words, and accept his assertion that Harley is using the tariffs as an excuse to move U.S. manufacturing jobs overseas, a plan they had all along. It is no secret that Harley already has assembly plants in Australia, Brazil, India, and Thailand.

What is the bottom line? The truth probably lies somewhere in the middle. Maybe we'll take a side when Harley (and Indian) start advertising in these pages again. In the meantime, there is a substantial number of used Harleys already available in the marketplace. New bikes are so expensive that only the wealthy, and those willing to finance over extremely long periods of time are buying them anyway.

So, in this writer's humble opinion, ride the bike you have, fix it up with used and aftermarket parts, or buy pre-owned. To that end, *Easyriders* is launching a new, free service: *Easyriders Chopper Shopper*, to help unite sellers of used bikes with new happy owners.

Take advantage of the service by posting your bike for sale for free, and peruse the classifieds to find the perfect ride for you. We just want to unite good bikes with good people, 'cause we live and breathe motorcycles, and we know that you do, too. You can find *Easyriders Chopper Shopper* online at easyriders.com/cs

AMA OFFICIAL STATEMENT ON AUTOMATED VEHICLES

The American Motorcyclist Association has adopted an official position statement on automated vehicles that calls on government agencies and elected officials to include motorcyclists in the ongoing discussion, planning, and implementation of the policies and regulations governing the rollout of automated vehicles.

"Failure to specifically address motorcycles in statutory and regulatory language amounts to the abandonment of motorcycle safety by legislators and regulators," the position statement reads. "Essentially, the issue of distracted

and inattentive driving will mushroom into a monumental hazard for motorcyclists when flawed AV technology enters the transportation mainstream."

"This new position statement is an essential element in the association's continuing efforts to convince regulators, technology companies, and automakers to ensure that automated vehicles fully and effectively identify and properly respond to motorcycles in all traffic situations," Dingman said. "We have been pursuing that goal ever since developers and manufacturers began testing these new technologies, and we will be redoubling our efforts as more companies put AVs into service on public roads."

The AMA recognizes that some features being developed and tested may result in a reduction in the number of crashes and injuries involving motorcyclists. However, no mandate is in place to require that motorcyclists are included in the discussion or that motorcycles be specifically addressed during development of detection devices and software development.

The full text of the "*Automated Vehicles and the Safety of Motorcyclists*" position statement is available at www.americanmotorcyclist.com under the "Rights" menu tab.

QUOTE OF THE MONTH

*"The real division is not
between conservatives
and revolutionaries,
but between authoritarians
and libertarians."*

—GEORGE ORWELL

HEARING PROTECTION FOR MOTORCYCLISTS UNDER REVIEW

ABATE of Arizona is reporting that there is an effort underway to overturn state laws in several states which prohibit the use of earplugs by riders. Four states (Alaska, Louisiana, Ohio, Virginia) specifically ban the use of earplugs by



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motorists and motorcyclists alike. Many riders have discovered that earplugs reduce wind noise and make motorcycling safer and more pleasant. They tell us that the Motorcycle Riders Foundation and the Motorcycle Industry Council are working on language that legislators can use to write legislation overturning these laws.

OPEN CARRY GETS BOOST FROM 9TH CIRCUIT COURT

For gun owners in the jurisdiction of the Ninth U.S. Circuit Court of Appeals, particularly in California and Hawaii, where gun ownership laws are particularly onerous, where the question is of whether the Second Amendment has any purpose/meaning at all, the news is good. In the case *George K. Young, Jr. v. State of Hawaii*, in a 2-1 ruling decided that Americans have a constitutional right to carry guns openly outside the home.

The three judge panel, consisting of Judge Diarmuid O'Scannlain, Judge Sandra Ikuta, and Judge Richard Clifton. Both O'Scannlain and Ikuta affirmed the ruling, with Clifton dissenting.

What makes this ruling monumental is the court's recognition that the Second Amendment right to "keep and bear arms" clearly applies outside of the home. "The right to bear arms must guarantee some right to self-defense in public," O'Scannlain said in an opinion joined by Judge Sandra Ikuta. "While the right to 'keep' arms protects the 'core purpose' of the Second Amendment within the home, he said, 'the separate right to 'bear' arms protects that core purpose outside the home."

O'Scannlain said that some reasonable restrictions are permissible, but states like California and Hawaii that issue open-carry permits only to those "engaged in the protection of life and property" are unconstitutional because it effectively excluded everyone except police and security guards.

The case will likely be eventually

settled by the US Supreme Court, which makes the Trump nominees to fill future Supreme Court seats very important.

Source: San Francisco Chronicle

STURGIS RALLY NUMBERS UP

According to the South Dakota Department of Transportation (DOT), attendance of the 2018 Sturgis Rally leaped nearly eight percent over last year. The DOT set up road counters at locations around Sturgis. According to the DOT, 505,969 visitors hit the counters, up from 469,103 in 2017. These numbers are preliminary, official numbers won't be released until the fall.

The numbers this year are significantly down from peak "Anniversary" years, but are still respectable. Sturgis officials credit an improved economy for this year's boost. Traditionally, anniversary years such as the 70th and 75th, and the upcoming 80th in 2020 are heavily attended. Sturgis City Manager Daniel Ainslie said that, "The week before the Rally, we were swamped. There were early indications that this year's Rally was going to be large."

In other good news, accidents were down by 10 percent over last year's total, despite the larger crowds.

Source: Black Hills Pioneer



Sturgis Rally 2018. See coverage in this issue on page 44.

Photo: Michael Lichter

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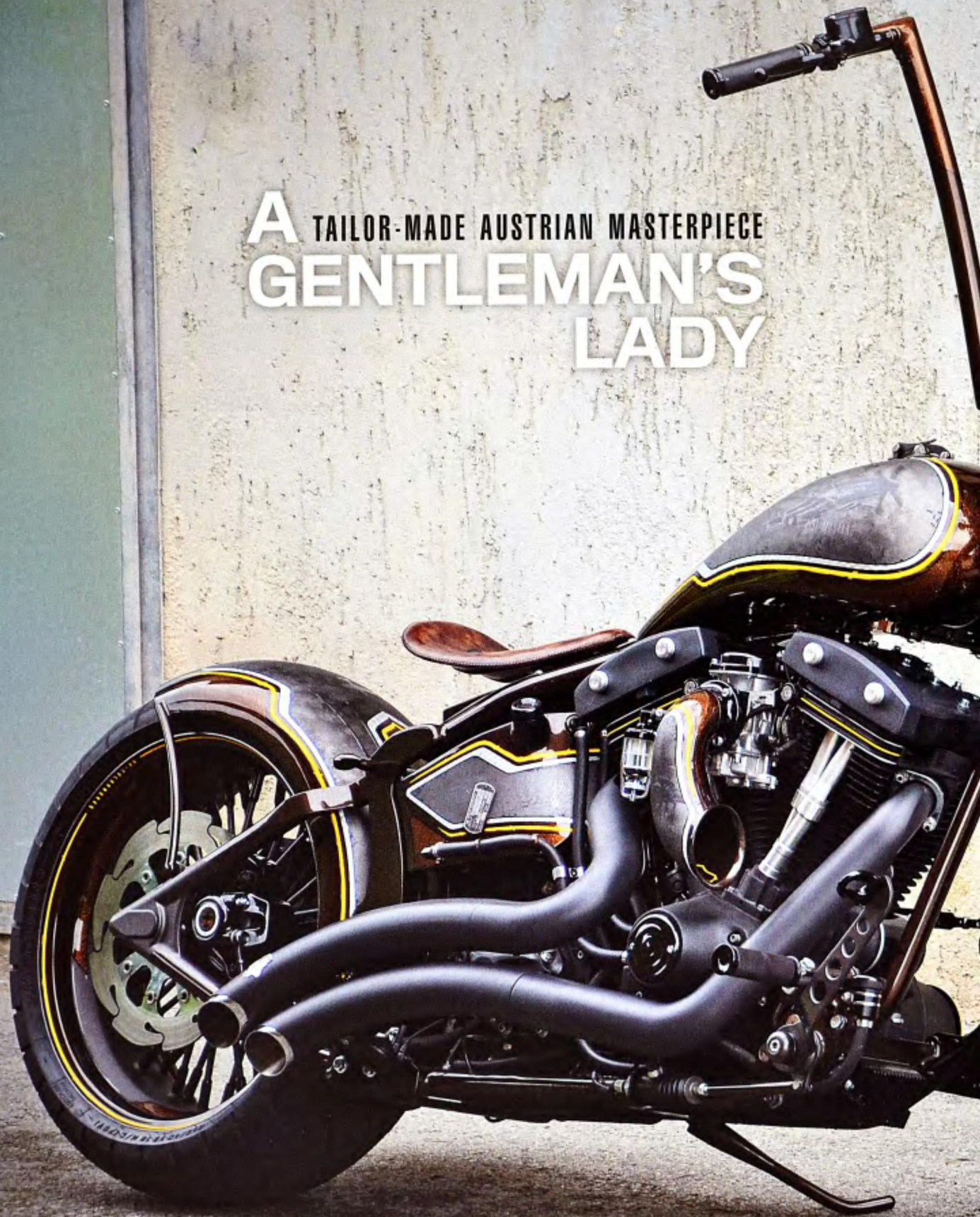


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When Hörb Lanner and Daniel Hirscher met about five years ago at the Rock the Roof Harley festival in Schladming, Austria, Daniel had never really thought of owning his own custom bike, even though he airbrushes for a living and has worked on plenty of Harleys. But as time went by and Daniel was working on different projects with Hörb, the owner of Ace Motorcycles, that very idea of having his own bike kept surfacing.

In the fall of 2015, Daniel finally approached Hörb. "We are both inspired by individuality and perfectionism," Hörb explains his connection with Daniel. "I knew from the start that this bike was going to be something special."

A few talks later, they both agreed on which direction this build would take. Daniel is not only a talented airbrush artist, but is also totally into model airplanes, in particular fighter planes from the Second World War. It's no surprise that he felt the need to express that passion on his bike. He also wanted a mechanically sound machine without a lot of frills; something that is dependable and just runs.

The guidelines Hörb was given for this bike were fairly simple. Daniel wanted a Softail frame from HPU with a 4-inch stretch in both the rear end and the downtubes, and a Harley Evo engine. The bike features a 3-inch belt drive from BDL, a Harley Springer front end with a 21-inch TTS Big Spoke wheel, and a wider-than-stock swingarm that accommodates a 240 tire on an 18-inch rear wheel. During his search for a suitable set of handlebars, Hörby ran into the usual problems. "There are a ton of them, but none really struck my fancy," he says, "so there was only one solution. I made the bars myself."

Likewise, the fenders and most other sheet metal parts were built from scratch, with only the gas and oil tanks being aftermarket. But even they were modified heavily. Parts such as the grips and foot pegs were machined at Ace Motorcycles. Rocker boxes from EMD and the decoratively drilled holes on the cylinder head fins add to the custom look.

"I knew from the start
that this bike was going to be
something special."



Daniel himself took over the arduous task of painting the bike, paying attention to every single highlight in the process. Those amazing details are visible everywhere, like the F8F Bearcat on the velocity stack, the P-51 Mustang on the oil tank, a P-48 Warhawk on the left side of the gas tank, a P-47 Thunderbird across the top and the Ace Motorcycles logo on the back of the headlight. He painted 244 parts in total, and each came out perfect, which shows ya what can happen when passion and skill comes together to create a tailor-made masterpiece like this.

—Maggie S. Zimpel



Owner: Daniel Hirscher

City: Adnet, Austria

GENERAL

Design/Assembly: Ace Motorcycles

Time to build: 3 months

ENGINE

Year and make: 1996 H-D

Type: Evo

Displacement: 80 cubic inches

Carburetor: Keihin CV

Air filter: Ace Motorcycles

Ignition: points

Exhaust: Vance & Hines

Rocker boxes: EMD

TRANSMISSION

Year and make: 1996 H-D

Shifting: 5-speed

Primary drive: BDL

Final drive: belt

Clutch: RevTech, hydraulic

CHASSIS

Year and builder: 2015 HPU

Stretch: 4 inches back and up

Type: Softail-type

Rake: 32 degrees

Swingarm: Kodlin

PAINT

Color: metallic brown, metallic gray

Painter: DH Colorworks, Daniel Hirscher

FRONT END

Type: H-D springer

ACCESSORIES

Bars: Ace Motorcycle

Risers: Biltwell

Grips: Ace Motorcycles

Gauges: Kustom Tech

Mirrors: Joker (shortened)

Gas tank: CCI/Ace Motorcycles

Oil tank: H-D/Ace Motorcycles

Foot pegs: H-D/Ace Motorcycles

Fenders: Ace Motorcycles

Seat: Wedenstein

Saddlebag: Wedenstein

Headlight: H-D/Ace Motorcycles

Taillight: Rizoma

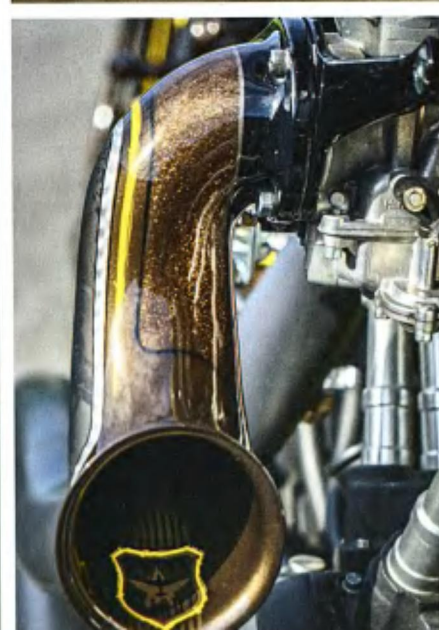
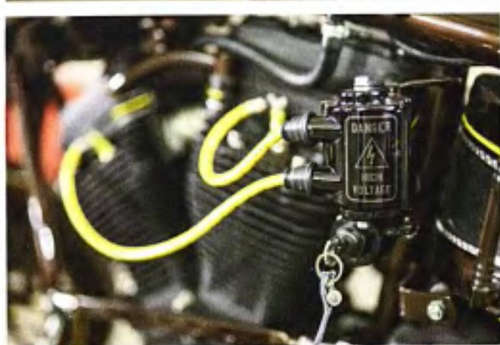
WHEELS

Size: 21-inch front, 18-inch rear

Make: TTS Big Spoke

Tires: Metzeler

Brakes: H-D



Photos: Walter Hirzinger

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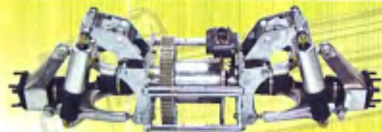
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THE FLAMING HOT CHEETO: Matt Jac



son's Rigid Pan Show Bike



"I ride my bike every day. Wherever I'm at on my bike, is my favorite place to ride."

No, you didn't accidentally travel back in time to pick up a copy of *Easyriders* from the 1970s. This custom show bike from Matt Jackson of Jackson's Choppers in Austin, Texas was built as a tribute to choppers of old and to impress the judges at the Born Free Chopper Show a few years back. He succeeded on both counts.

Matt tells us that he has been riding for over a decade and lives and breathes motorcycles 24/7. "I ride my bike every day. Wherever I'm at on my bike, is my favorite place to ride." His first Harley was a 1982 FXR shovelhead that he bought for \$2,500 from a used car dealership in Austin. "It wasn't much to look at," he recalls, "but as soon as I owned that bike, I was hooked."

Opening Jackson's Choppers in August of 2015 was a risk for the up-and-coming builder, but it has paid off in spades. "I took a risk going out on my own," Matt says, "but I stuck to what I enjoy doing and I have been busy since the first day." The result of Matt's hard work and passion for two wheels has earned him several bike features here in *Easyriders*.

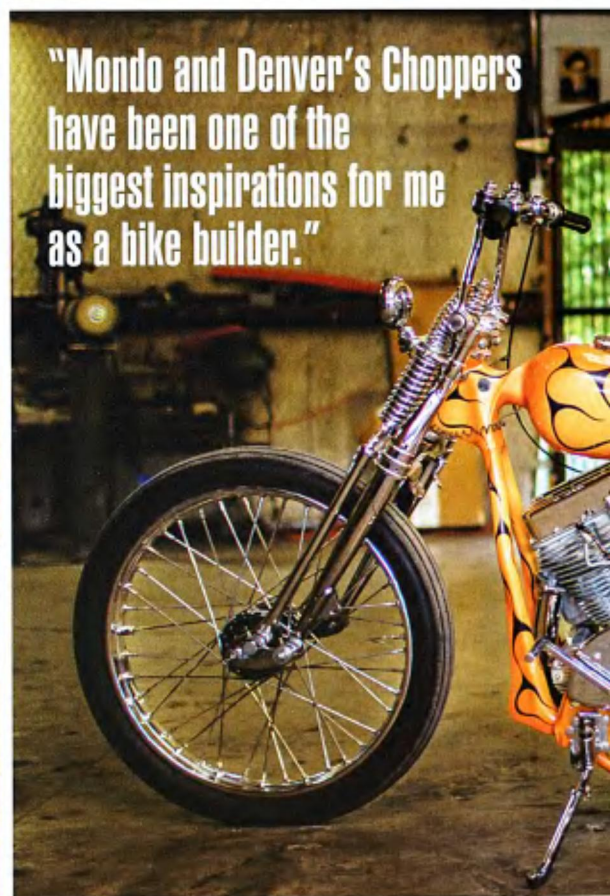
Matt's vision for this scooter was to capture the essence of a mid-1960s show chopper with lots of molding and chrome. "I knew I had to do something outside the box to make an impact among the Born Free builders that year," Matt says. "I used a lot of hex stock throughout the fabrication. Actually, this bike build began with just a single Avon 18-inch drag slick."

The bright orange chopper was built completely from scratch and every single part has been handmade or modified. The bike was assembled in Matt's living room over a Texas summer. "The motor and transmission were put together by Dan Carr of DC Choppers," Matt tells us. "He is an integral part of every bike I build and has always taken care of my motor builds and rebuilds."

Matt had more than a little help from his friends, including the M88 Linkert carb bodies sourced from Big Greg at MC Creations in Houston, and rebuilt by Dave Biller. The one-off cast intake was from Shawn at Imperial House.



"Mondo and Denver's Choppers have been one of the biggest inspirations for me as a bike builder."



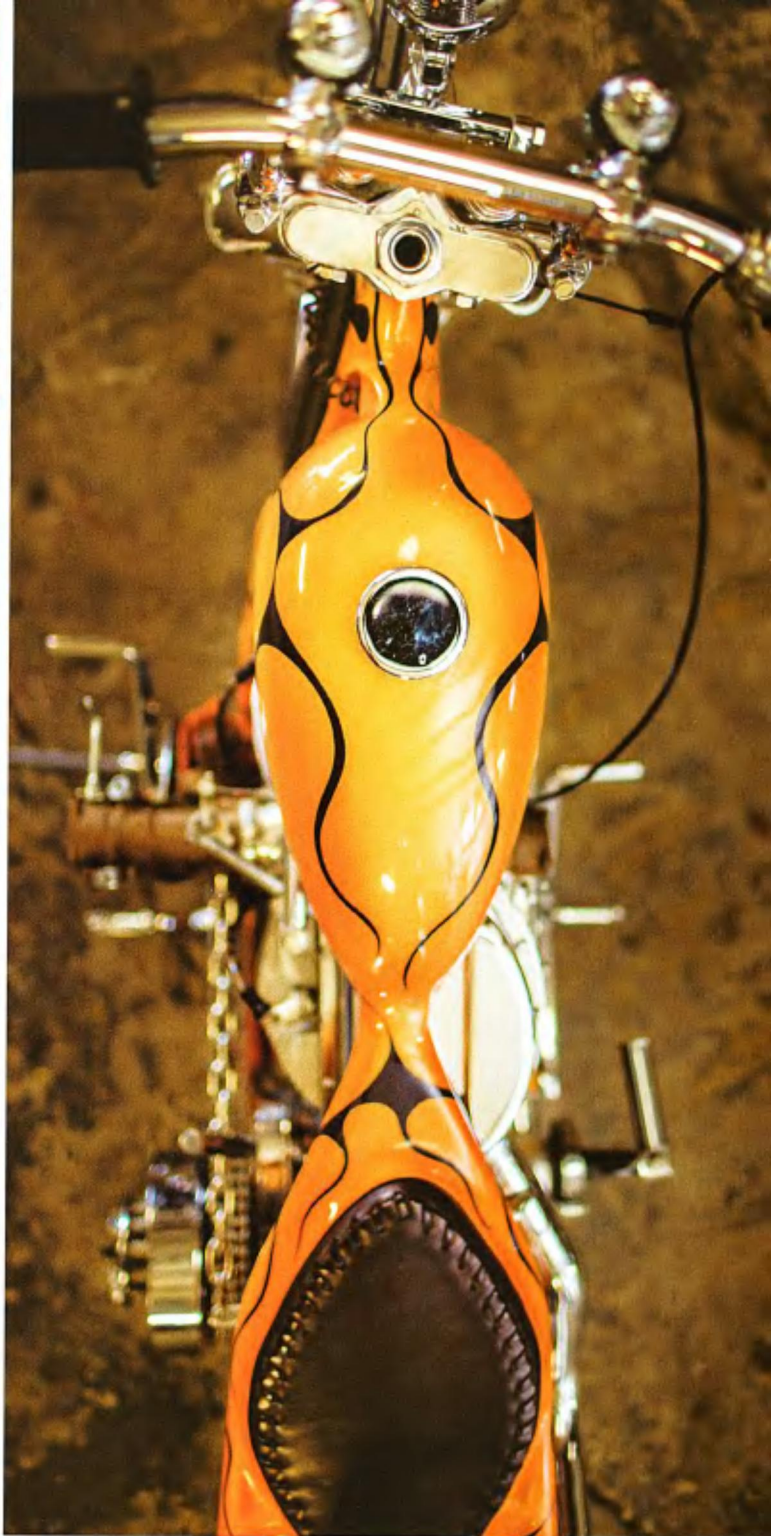
Matt Hurtado at Work Man's Customs handled the minimal seat, and Joey Cano of Slab Side sprayed on the bright orange paint with its killer swoopy flames. Matt would also like to thank Oliver Peck and Efen at Auto Chrome Plating, and especially Ryan Craft, Theron Rhoten, and Jon Lopez for their help in making this

bike and trip to Born Free happen.

"I'm happy with how it turned out," Matt tells us. "It made a good showing at Born Free and was later raffled off at the Southern Throwdown in 2017. The bike was built to be a show bike, something I had never done before. It is rideable and functional, but with all that

molding, I'm sure it will show some wear and tear over time. The gas tank was narrowed to hold about one gallon. The oil tank was narrowed, shortened, and welded into the frame along with the Wassell rear fender and taillight. All functional, but built for show."

This rigid pan has been shown at



the Harley Museum, Mama Tried, Fuel Cleveland, the Giddy Up Rally, and a handful of other shows. Matt says his favorite hand-made details on the scooter are the Superior muffler tips that he modified into fishtails on those crazy upsweep pipes.

"I was honored to be among the invited builders from Born Free, and

the highlight of the build for me was getting to meet Mondo from Denver's Choppers," Matt recalls. "Mondo approached me and mentioned that he had been following the build process. He said it caught his eye because Denver used to cut out fishtails the same way and always had an orange bike with black or purple

flames. That short interaction made all the long days and nights working on this bike worth it for me. I'm not sure if Mondo knew or not, but he and Denver's Choppers have been one of the biggest inspirations for me as a bike builder. I'll never forget that."

—Dave Nichols

Owner: Matt Jackson
City: Austin, Texas
Designer: Matt Jackson

GENERAL

Fabrication: Matt Jackson and Ryan Craft
Year and make: 1950 Harley-Davidson
Model: FL
Time: 6 months
Chroming: Auto Chrome Plating Co.

ENGINE

Year and make: 1950 H-D
Model: panhead
Rebuilder: Dan Carr of DC Choppers
Ignition: Joe Hunt magneto
Displacement: 74 cubic inches
Lower end: H-D
Balancing: H-D
Pistons: H-D
Heads: H-D
Cam: Andrews
Lifters: stock
Carb: Linkert
Pipes: Upsweeps by Matt Jackson

TRANSMISSION

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

PAINT

Painter: Joey Cano of Slab Side
Color: orange (Cheetos)
Type: House of Kolor

FRAME

Builder: reproduction
Model: modified wishbone
Rake: stock
Stretch: stock
Other mods: a lot of molding

ACCESSORIES

Bars: Emgo drag bars
Handlebar controls: Super Practic
Fender: modified Wassell
Headlight: old reverse light
Taillight: bullet
Pegs: hex

Electrics: magneto
Gas tank: narrowed
Oil tank: Jackson Choppers
Seat: Matt Hurtado at Working
Man's Customs
Grips: PM

FRONT END

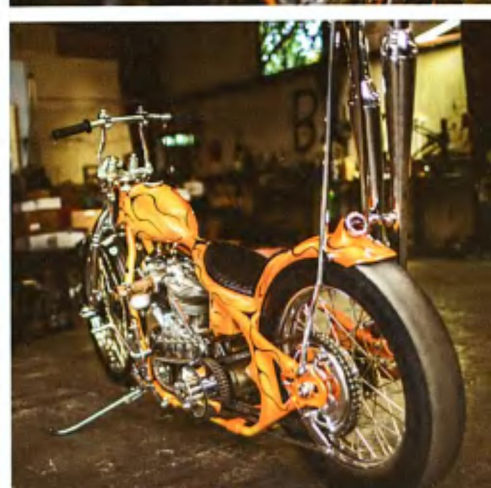
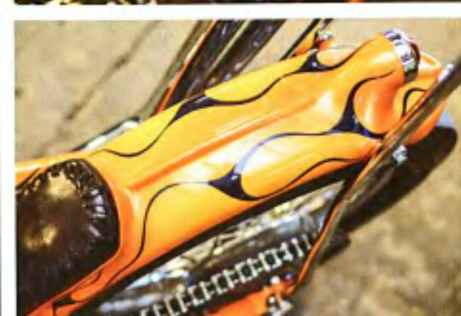
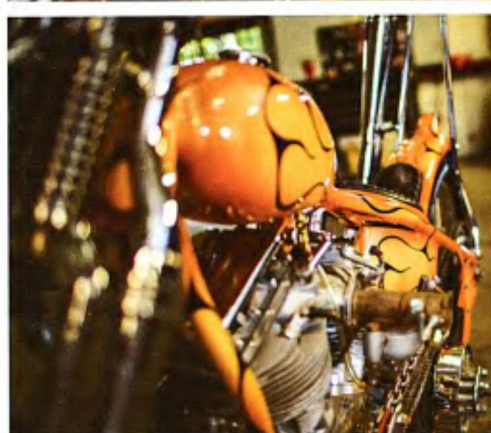
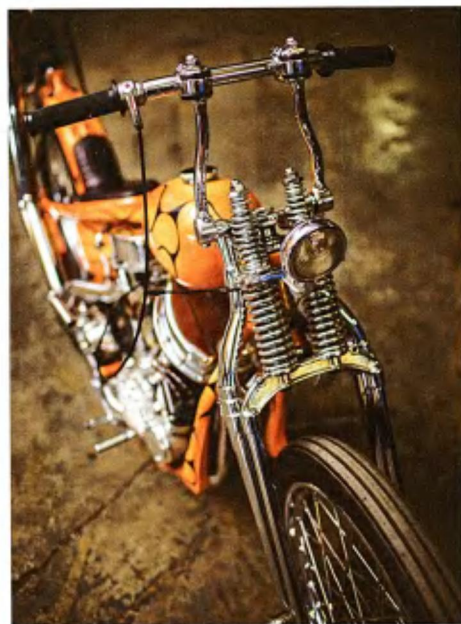
Type: inline Springer
Extension: none

Builder: reproduction

WHEELS

Size: 21-inch front, 18-inch rear
Hub: star
Tires: Firestone front/Avon drag slick rear
Brakes: drum

Photos: Larry Pena
Contact: Matt Jackson
jacksonschoppers.com
mattjackson13 on Instagram



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Ultimate Custom Chopper



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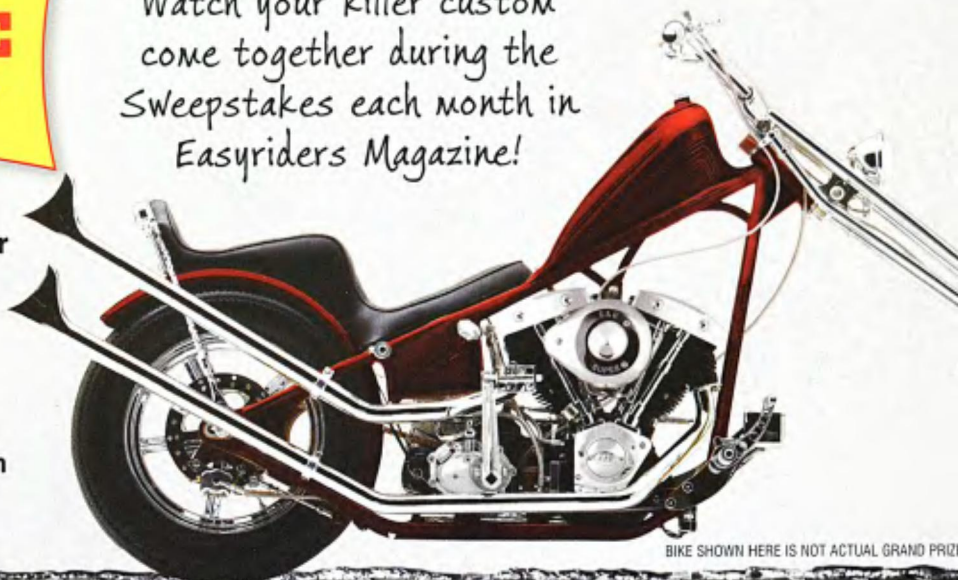
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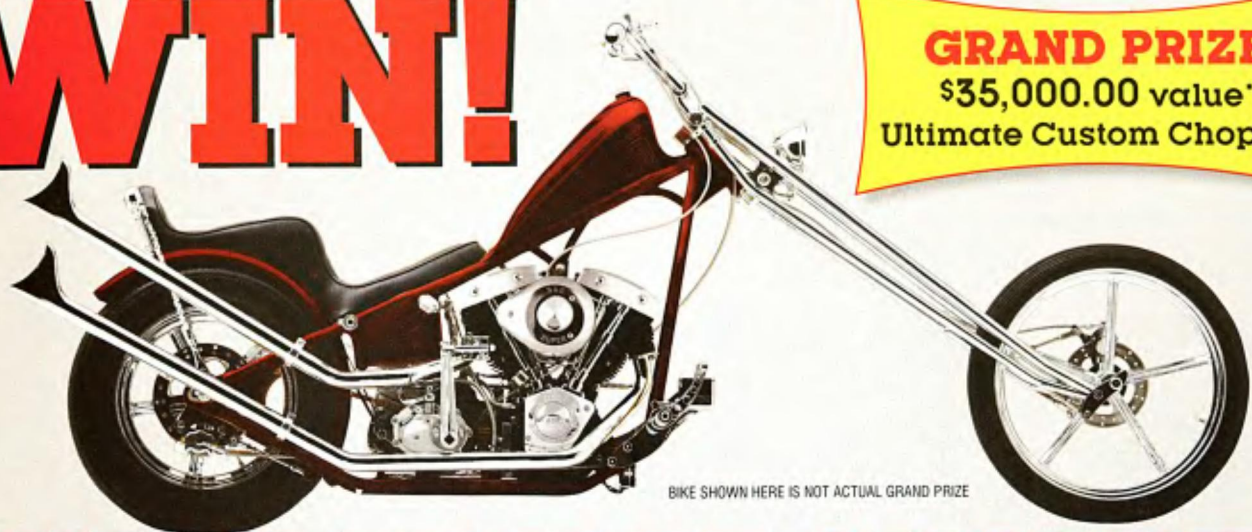


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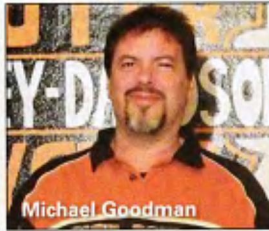
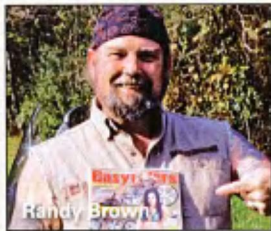
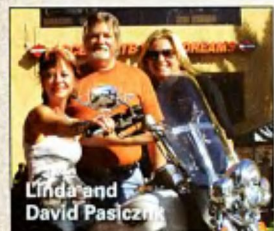
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WINNERS LIST: For a list of major prize winners, send a separate stamped, self-addressed business envelope to: Winners List, 2018 Annual Easyriders Subscription Sweepstakes, Easyriders/Paisano Publications, LLC, 28210 Dorothy Drive, Agoura Hills, CA 91301.

NO PURCHASE NECESSARY TO WIN.

LIMIT—ONE ENTRY PER HOUSEHOLD

A priest was performing the last rites on a dying man, "Renounce the devil!" he said. "Declare your contempt for his evil!" The dying man said nothing.

The priest repeated his order, but still the dying man said nothing. "Why do you refuse to renounce the devil?" the priest asked.

With a gasp, the man said, "Until I know where I'm headin', I don't think I oughta aggravate anybody."

—JoLo
Lil' Hill, Calif.

Willy visited his doctor after several weeks of not feeling well. "I have bad news," said the doctor, "you don't have long to live."

"How long have I got?" asked a distraught Willy.

"Ten," the doctor said sadly.

"Ten?!" screamed Willy, "Ten what? Months? Days?"

The doctor interrupted, "Nine..."

—High Climber
Strongsville, Ohio

Quasimodo was in the kitchen when his mother walked in carrying a motorcycle helmet. The hunchback grunted, "Mom, you finally bought me the Harley I've been wanting for so long?"

His mother said, "Bought you a motorcycle? No son. I'm using the helmet to iron your shirts."

—Big D
Fun Town

Quick Rick went to a psychiatrist and said, "Doc, I suffer from premature ejaculation. Can you help me?"

The psychiatrist said, "No, but I can introduce you to a woman with a short attention span."

—JoLo
Lil' Hill, Calif.

Bubba was told by his doctor that until the penicillin he was taking got rid of his infection he wasn't to have any relations whatsoever.

"Okay," said Bubba, "but what about friends and neighbors?"

—Greg Cook
National City, Calif.

A ventriloquist had a show at a biker bar and was going through his usual stupid prospect jokes when a big prospect stood up and said, "I've heard about enough of your smart-ass prospect jokes. We ain't all stupid around here."

Flustered, the ventriloquist started to apologize when the prospect told him, "You shut the fuck up mister. I'm talking to that little asshole on your knee!"

—Sam the Sinner
Tenn. Colony, Texas

The blonde goes into the store to buy some rectum deodorant. The pharmacist explains that they don't sell rectum deodorant and never have. The blonde assures him, "I've always gotten it here."

So, the pharmacist asks, "Do you have the container it comes in?"

"Yes," she says and goes to get it. She returns with the container and gives it to the pharmacist.

He looks at it and says, "It's just a normal stick of underarm deodorant."

Pissed off, the blonde grabs the container, turns it around, and holds it in front of him pointing as she reads the label, "To apply, push up bottom."

—Greg Cook
National City, Calif.

Did you hear about the blind skunk? He fucked a piece of shit.

—Greg Cook
National City, Calif.

"Doc, my ol' lady lost her voice," Chopper told his physician, "what should I do to help her get it back?"

The doctor thought for a moment and then replied, "Try coming home shitfaced drunk at three in the morning."

—JoLo
Lil' Hill, Calif.

"I have to come clean," a prospect said to his girlfriend. "While we've been together, I've been secretly seeing a psychiatrist."

"No worries," said the blonde, "I've been secretly seeing the Prez, two patch-holders, and the other prospect."

—Clean Dean
Laid Back Manor, Iowa

Susie Lee done fell in love, She planned to marry Joe. She was so happy 'bout it all, She told her pappy so.

Pappy told her, "Susie gal, You'll have to find another. I'd just as soon yo' ma don't know, But Joe is yo' half-brother."

So Susie put aside her Joe, And planned to marry Will. But after telling pappy this, He said, "There's trouble still."

"You can't marry Will, my gal, and please don't tell yo' mother. But Will and Joe, and several mo', I know is yo' half brother."

But mama knew and said, "My child, just do what makes yo' happy. Marry Will or Marry Joe, you ain't no kin to pappy."

—Clean Dean
Laid Back Manor, Iowa
(from Mom's old poem stash)

Digger is in the front yard with Digger Jr. attempting to fly a kite. Every time the kite gets up in the air, it comes crashing down. This goes on for a while until the ol' lady sticks her head out the door and yells, "You need more tail."

"Make up your mind!" Digger yells back, "I told you that last night and you told me to go fly a fuckin' kite!"

—Cbris Tome
Somerset, Pennsylvania



S&S PUMP AND CAM PLATE FOR M-8-POWERED H-D MODELS

Oil is often referred to as the lifeblood of an engine, and getting it into and out of the right places at the right times can be a matter of life or death for internal components. This is where the folks at S&S step in with their dual scavenge pump technology in a brand new design for the M-8 drivetrain. Independent scavenge sections for flywheel cavity as well as cam chest combine to create a superior tool for distributing oil throughout your engine and debris screens with a powerful magnet keep the flotsam from following it. Increased flow capacity on both feed and scavenge side, as well as adjustable pressure relief valve, are all designed to keep lubricant flowing throughout your engine under even the most extreme conditions. Matched to the billet aluminum S&S cam plate and you've created the perfect combination of oil management in your M-8 powered touring or H-D Softail model. sscycle.com

HARLEY-DAVIDSON SOFTAIL HOLDFAST TWO-UP LUGGAGE RACK

Now you can ride comfortably and with style while carrying everything needed for your riding adventures with Harley-Davidson's new Holdfast Two-Up luggage rack. Designed so riders can stay versatile, the rack's exclusive



latch system can be easily installed and/or removed in seconds without the need of a sissy bar. This low-profile style makes for a simple and sleek accessory featuring a flip design that keeps your luggage from sliding forward. The rack also can serve as a tie down attachment point to keep items secure allowing for worry-free travel. This luggage rack is available for 2018 Harley-Davidson Softail models in either chrome or gloss black finishes. Upon installation, the rack glides onto the docking points and latches into place ensuring it is secured. Installation requires separate purchase of a model-specific docking hardware kit. h-d.com



RECEIVER HITCH MOUNT CASE

Hopnel sewn products has a new item to keep your Receiver Hitch Mount from rolling around in your trunk or saddlebag. This 16-1/4-inch-by-8-1/2-inch padded case is designed to accommodate most receiver mounts to keep them from rattling or rolling around. The case quickly closes with a hook and loop fastener, allowing not only quick storage, but easy removal of your mount for use, too. Not only does this make a cool hitch mount case, it can be used to add extra padding to any other item stored in your trunk or saddlebag. Made in the USA. bigbikeparts.com



NAMZ'S ROYAL FLUSH RED LEDS

With the introduction of the Badlands Sequential Flashing Modules, Namz came out with some really trick LEDs. Flush-mounted and available in blank anodized or stainless-steel finishes, these 1-inch or the smaller 9/16-inch LEDs have red lenses and come with a rubber O-ring and a jam nut for a water-tight installation. Sold in six-packs, these LED turn signals are a perfect pairing for the sequential modules that will flash the three LEDs each on the left and right sides while adding a running light and brake light

functionality. This not only means great looks, but added safety.
namzccp.com



STAR BRIE ULTIMATE FABRIC GUARD

Now that summer riding season is here, don't forget to make sure your riding gear is ready for adventure. Star Brite's Ultimate Fabric Guard is the easy way to restore water-

repelling action to gloves, jackets, pants, bike covers, gear bags, and tents. It is safe for use on canvas, GORE-TEX and all other outdoor fabrics. Ultimate Fabric Guard helps block UV rays that cause fading, but won't affect the color, feel or breathing ability of treated fabrics.
starbrite.com



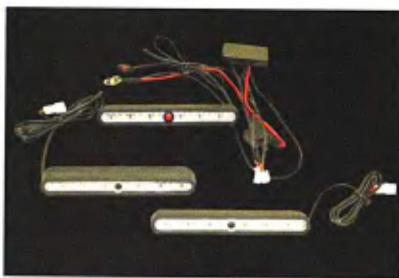
JIMS ENGINE STAND FOR MILWAUKEE-EIGHT TOURING MODELS

One of the first things the folks at JIMS did when taking delivery of their new Milwaukee-Eight test bike was, of course, pulling the engine to take a look inside. They instantly realized that a new engine stand was in order, so they created one. JIMS engine stands (Part No. 5826) are made from .125-inch steel and are powder-coated JIMS blue. This stand is a must if you are going to be doing any powertrain work on your bike.
jimsusa.com



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ROLLING THUNDER



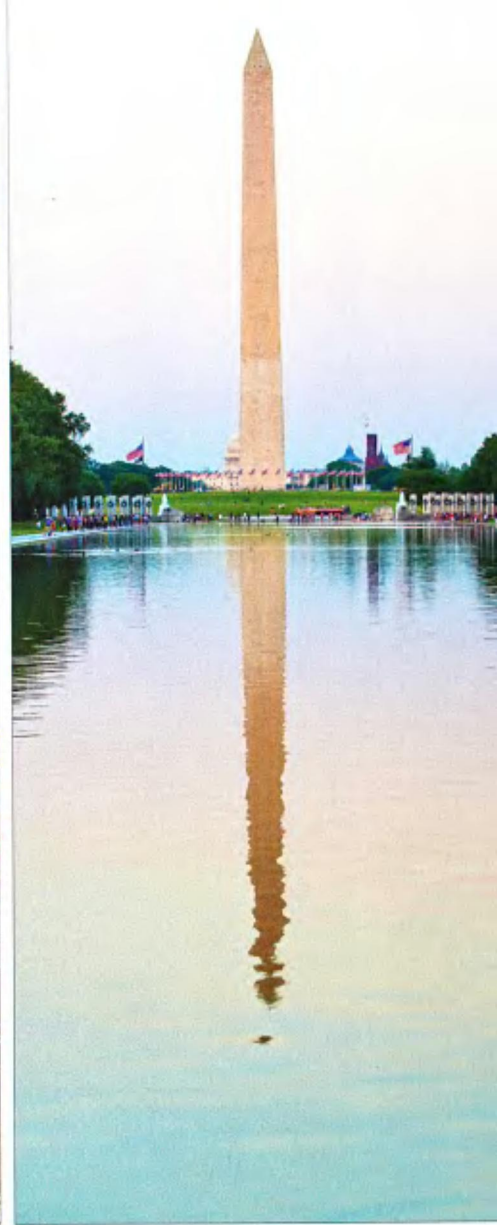
Being a vet myself, the Rolling Thunder Rally and the Run for the Wall has quickly become an event I look forward to attending each year. Joining my comrades to honor fellow veterans who have fallen while defending our freedoms and those still MIA stirs something way down deep in my gut. If you are one who has served your country, have lost someone in action or someone who just wants to say "thank you" (silently or otherwise) to those that have served, this event needs to be on your bucket list. It won't take long to realize this is a rally like no other that you've experienced. From the laughs with new pals to the tears shed for the old ones, to say it's an emotional roller coaster of a weekend would be a drastic understatement. But it is one I will never miss again.

UNDER RALLY

THE RUN FOR THE WALL



ROLLING THUNDER



The run was started 30 years ago by two Vietnam Veteran bikers, James Gregory and Bill Evans. The two men, along with a few others who believed in their cause, zig-zagged cross country from California to Washington DC speaking with newspapers, radio and TV news in an effort to raise awareness. The country needed to be reminded about the brave men and women who never returned from the Vietnam War and the government's neglect in correcting the situation. It is a dilemma this country still faces to this day.

The specific destination for the original run would be a newly formed rally in DC called the Rolling Thunder Rally. Named for bombing runs in Vietnam (Operation Rolling Thunder), the rally consisted mostly of veterans who ride and who had a similar agenda of bringing light to the MIA problem. That cross-country trek has grown steadily each year since, and the vast numbers of bikers rolling through towns and cities now can't



help but draw the attention of local TV news crews so, Greg and Bill's patriotic efforts march on strongly.

Many think of the Run for the Wall as a one-day event and visualize flag waving pedestrians and lines of bikers rolling through Washington, DC. The truth is that the actual Run starts weeks before. The photos you see here

are actually the finale of a one or two-week ride depending on which route was taken. In the weeks prior to Memorial Day, groups from numerous points around America and Canada start their journey toward Washington via several predetermined routes. Multiple lines of bikers from all four corners of the country grow in

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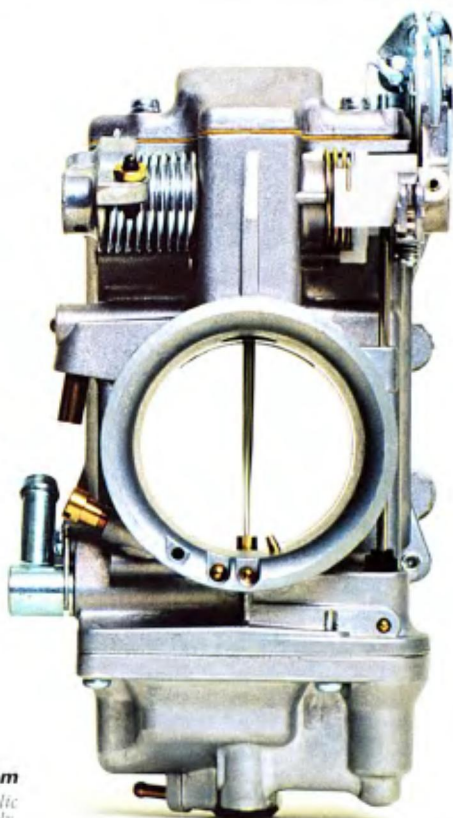
*Mikuni's HSR42 Easy Kit dramatically improves the performance of Harley-Davidson's Twin Cam engine, delivering unmatched throttle response and acceleration. Used with a Screamin' Eagle Air Filter and aftermarket exhaust the HSR42 Easy Kit adds 25% more power to the Harley motor. Horsepower is increased from 57.8 to 72.2 hp, and maximum Torque from 71.4 to 80.7 ft/lbs.

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ROLLING THUNDER



numbers as they roll closer to our capital. Smaller groups hook up with larger ones until the combined count reaches into the hundreds of thousands. As it should, the run centers around the Vietnam Veterans Memorial, more commonly known as "The Wall." However, the events packed into the weekend honor all branches of service as well as the missing and fallen veterans from all U.S. involved conflicts.

The weekend's official ceremonies started Friday with a Blessing of the Bikes at Washington National Cathedral. From there we rolled to the National Mall for a candlelit vigil. At twilight, the Gold Star Mothers were honored and led the procession passed the Wall and then continued on to each of the war memorials, standing for a silent prayer at each.

Saturday's agenda was filled with ceremonies to honor veterans, wreath laying ceremonies and a visit to Thunder Alley; the vendor row for the rally. The local H-D dealer threw a little block party bash that gave us the opportunity to laugh a little, listen to music, and catch up with old friends.

Sunday is the day that we all recognize as Rolling Thunder. While there are many groups involved in the run to raise awareness, the Rolling Thunder group has been at the organizational helm for several years and leads the parade of an estimated 400,000 bikers from the Pentagon, across the Arlington Memorial Bridge, past the Capital Building, and into the heart of DC. Thousands of pedestrians line the streets awaiting the long parade of motorcycles, cheering them on and waving old glory as a sign of patriotic respect for the men and women who have, or still do, serve our country. This show of respect has been a long time coming for many of these guys who came home to an ungrateful nation engulfed in political unrest over the war they just left.

The remainder of the day is filled with speakers, testimonials of hardship and triumph, some intermingled music to lift the spirits, and, of course, one more visit to the Vietnam Memorial to pay tribute to our nation's Wall of Heroes. —Don Rogers

Photos: Don Rogers

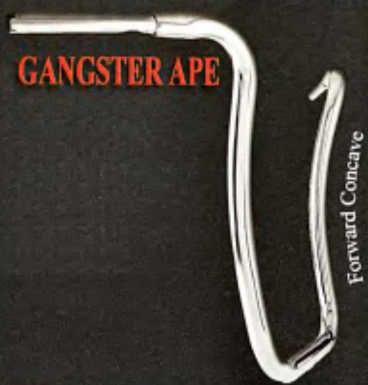
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BY PUSSY PER SE *Confessions of a Stripper* ASSHOLE ALLEY



When I was four years old, my dad, a patch-holder, bought me a Barbie Motorcycle Powerwheels. It had an electric motor, and hit maybe five mph with a strong tailwind. A year later he had me helping him work on his Triumph Bonneville, and then other bikes. Mostly I just handed him tools, but he taught me how to run diagnostics also. The Powerwheels was pink, not the traditional hog color, and perhaps that influenced me later to become a cheerleader. But I also became a mechanic, working in a body shop and resurrecting cars in junkyards, and I did a stint in a bike shop. The cheerleading led eventually to stripping, which is similar, only with fewer clothes and a pole. I mention this to illustrate that I am acquainted both with men and their motors.

Just two weeks ago I was sitting with a friend at a picnic table eating a Heath Bar sundae at a roadside ice cream stand. "There he goes again," I said to the friend. "That's Mark, driving back and forth, stalking me again."

"But you're not even looking at the road," my friend said.

I didn't have to. I knew what Mark's transmission sounded like when he slowed down to gawk. A rotating doob-doob-doob-doob noise. Many people don't understand that improper braking can affect their transmission. In Mark's case he was using the e-brake to compensate for worn brake pads. The

point here is that Mark is an example of an unpleasant aspect of strip-club life. He is a charter member of my club's Asshole Alley.

Most every strip bar has an Asshole Alley, an area where losers congregate. These are regulars who hold forth to anyone who will listen about how important they are to the bar. They hold the walls up, make sure the bar stools are polished by their butts. To the untrained eye, they look like big spenders. Mark is a typical AA (member of Asshole Alley). He spends about as much on us dancers as he does on brake pads. He was stalking me that day as I ate my sundae because I had refused to go out with him. Mark had tried to "entice" me by saying he was friends with the club's owner, and he'd put in a good word for me. When that didn't work, he said he would tell the owner to fire me.

An AA pretends—or may actually believe—that he is an insider. He will talk, inanely, to the club owner, manager, bouncer, bartender, whoever will stand still long enough for the AA to utter words. The AA will interpret this as a close relationship. The AA's will manipulate new girls into talking to them, making them believe a lap dance is imminent. These guys rarely, if ever, buy a dance or even tip at the stage. They stick together and act like the cognoscenti (from the Latin verb "to know"), the highly informed

in-crowd. They are sinkholes who look like high-rollers to uninformed customers and rookie dancers. They like to be surrounded by pretty girls. They do not like to spend money.

The AA's gossip non-stop, especially about the girls and what kind of "extras" each of us will provide. How would they know? They don't buy dances. They try to get personal information from the girls that they can exaggerate and broadcast. They don't move much except when the club orders in free pizza. Then they're all over the pepperoni like maggots on road kill.

Okay, they're a pain in a dancer's ass, but how does this affect you, the customer? Here's the problem. They will try to latch on to any new customer. Why? I'm not sure. Maybe because they want to impress you. Or anybody.

AA's will tell you that they are "good friends" with the owner. A lie. They will then tell you, in a low whisper, which girls provide extras, and what kind. If you expect this from these dancers, you will be sorely disappointed. Think about it. If a guy was getting special treatment, why would he want to alienate the dancer by bragging about it? AA's will tell you background details about the dancers. Again, these are lies because we tell outrageous stories to the AA's. For example, my father is not really the Archbishop of Canterbury. Sadly, as yet, no patch-holder has ever been appointed to that job. I am also not a Benedictine nun who sneaks out of the convent every night to strip. Mostly though, the AA's will cock-block, hovering over the girls to make you think they are unavailable for dances.

The big question is: why do the clubs allow AA's to wreck their business? I guess if a guy pays his cover fee, and buys the occasional beer or soft drink, they have to let him stay. Or maybe the managers just like the flattery.

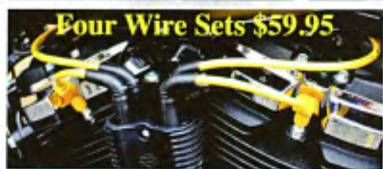
BEST/WORST CUSTOMER LINE I'VE HEARD THIS MONTH:

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STURGIS 2018





Party in the Black Hills

They come by the hundreds of thousands each year in August, riding from every state in the Union and traveling from every country on earth. The Motorcycle Mecca known as Sturgis has been calling bikers home to South Dakota since J.C. "Pappy" Hoel, owner of the local Indian dealership, held motorcycle races back in the 1930s. This year marked the 78th party in the Black Hills and took place over ten days, August 3rd through the 12th.

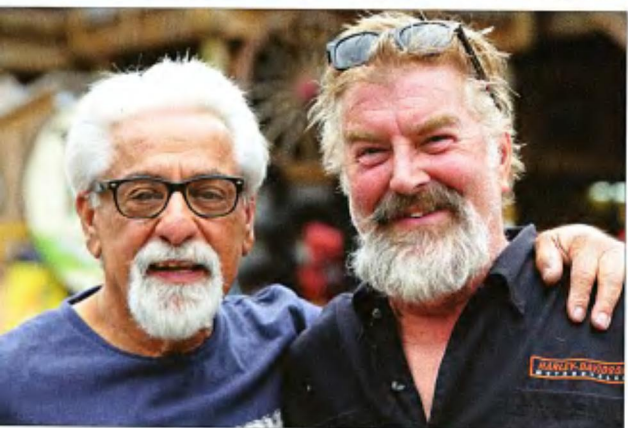
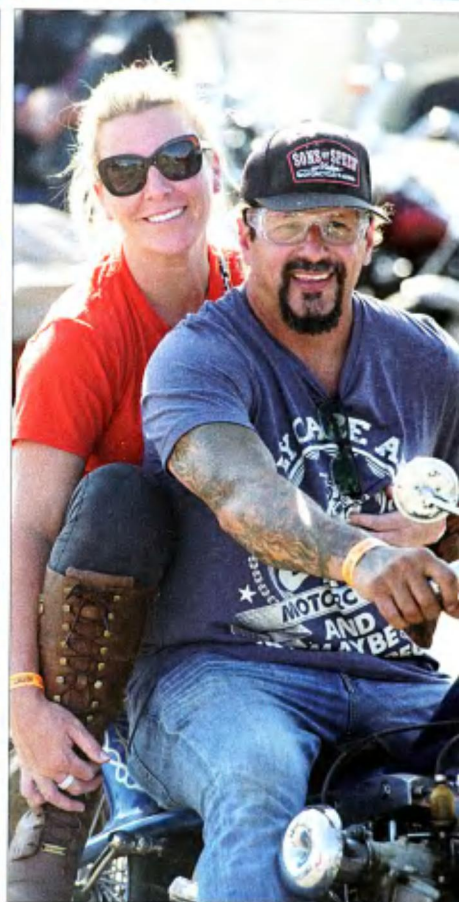
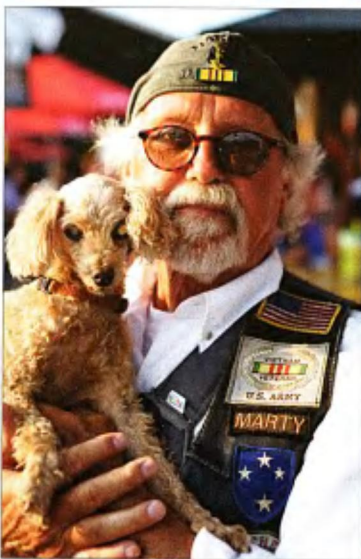
From Rapid City and Mount Rushmore to Deadwood, Spearfish, and all points in between, the good people of South Dakota opened their homes, hearts and businesses to make every rider feel right at home. Temperatures were fairly cool early in the week and, as usually happens during the rally, riders experienced everything from rain and wind to withering summer heat, sometimes all in the same day.

Main Street Sturgis was packed with motorcycles lining the streets at all hours of the day and night and food vendors served up every edible delectable imaginable. Harley and Indian offered demo rides, Lazelle Street was a vendor circus for miles and out at Black Hills Harley, aftermarket companies and custom bike builders held court to showcase their latest wares.

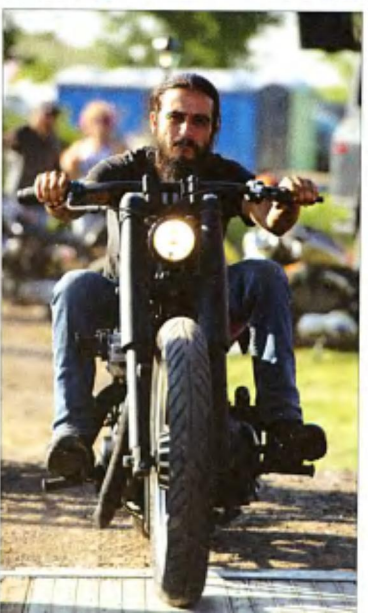
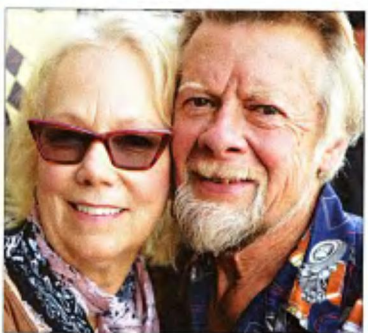
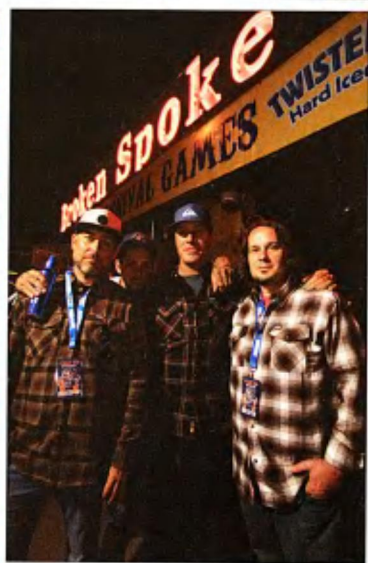
You could also head out of town for Harley demo rides at the Full Throttle Saloon, which this year hosted Billy Lane's Sons of Speed antique races on Thursday. As always, Sons of Speed featured thrilling head-to-head racing on nearly hundred-year-old motorcycles. Carey Maynell won the Hot-61-inch boardtrack class on his 1927 Harley J model. Mark Hanna won the early 61-inch class on his 1918 Harley J model. Josh Owens of *Moonskinners* fame won the 45 Shootout on his racer called Vigilant. The bike's rare 1937 W 45-inch motor was expertly built by Berry Wardlaw of Accurate Engineering. Meanwhile, nine miles north of the Full Throttle, Sugar Bear held court at the future home of his Chopperville Museum.

As always, the biggest party during the rally was held at Rod "Woody"









Woodruff's Buffalo Chip Campgrounds. Since 1981, the Chip has become known as the home of the world's largest music and motorcycle festival with two weeks of world-class concerts, professional flat track hooligan racing, and ride-in bike shows. This year's acts included Kid Rock, Eric Church, Lynyrd Skynyrd, Foreigner, Aaron Lewis, Theory of a Deadman, The Marshall Tucker Band and Phil Vassar. Some of the world's top party bands also made the list including Charlie Brechtel, Pop Evil, Red Sun Rising, John Kay & Steppenwolf, Yelawolf, Chevelle, Reverend Horton Heat, and Queensrÿche. Whew! Kid Rock packed the place and announced that he might be running for President someday.

Located just three miles from downtown Sturgis on 600 acres, the Chip has six stages, a swimming hole, showers, cabins, RV hook-ups, and camping galore. Ride-in bike shows included the super Sportster Show put on by Pat Patterson. It is also home to Michael Lichter's annual "motorcycle as art" museum show. This year's "Passion Built—Garage to Gallery" show is covered elsewhere in this issue.

The Sturgis Motorcycle Museum Hall of Fame inductees this year included artist Jeff Decker, visionary chopper builder Mondo Porras of Denver's Choppers, "Pappy's" son Jack Hoel, *IronWorks* magazine's Marilyn Stemp, racer Valerie Thompson, The Hamsters (celebrating 40 years), and Freedom Fighter Kirk "Hardtail" Willard. Our congratulations to all.

Once again, the Jackpine Gypsies held exciting flat track, hill-climb and drag races throughout the week of the rally as they have done since 1936. Speaking of great racing action, the Brittany Olsen "Spirit of Sturgis" vintage races on antique bikes were killer. The Legends Ride out to Deadwood is always a favorite, and this year Sarah Palin joined Woody from the Chip, actor Tom Berenger and HBO *Westworld* star Zahn McClarnon. Paul Teutul Jr. raffled off a custom bike in Deadwood bringing in over \$100,000 for the Black Hills

Special Olympics and other charities.

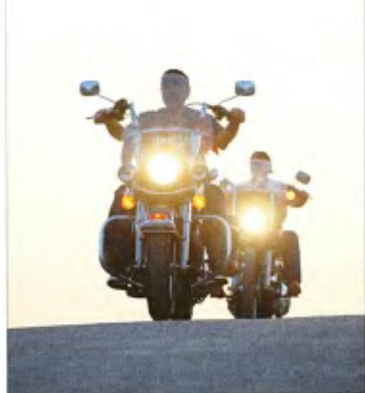
The Iron Horse Saloon held free concerts all week starting with a record crowd for rapper Nelly that drew in a lot of younger riders. Other bands included the Outlaw Nation Southern Revival, David Allen Coe, Chris Hawley, Insane Clown Posse, Hairball, Tim Montana, and Uncle Cracker. The Broken Spoke courtyard was home to several ride-in bike shows and Dave Perewitz and his awesome Paint Show.

In fact, you would have to clone yourself or learn the mystical art of bilocation or have the ability to use time travel and break your own time line (which you can't) in order to be everywhere at once and take in all that this Mega Rally has to offer each day. And that's without adding in a trip to Mount Rushmore or to Crazy Horse or to stop for a beer at the Full Throttle Saloon, The Beaver Bar, The Knuckle Saloon, the Sidehack, the Loud American Roadhouse, or One Eyed Jack's. The Dungeon Bar on Main Street celebrated its 30th Anniversary of booze, babes and downright debauchery. It was also the 30th Anniversary of Arlin Fatland's 2-Wheelers bike shop on Main Street, always a favorite place to stop.

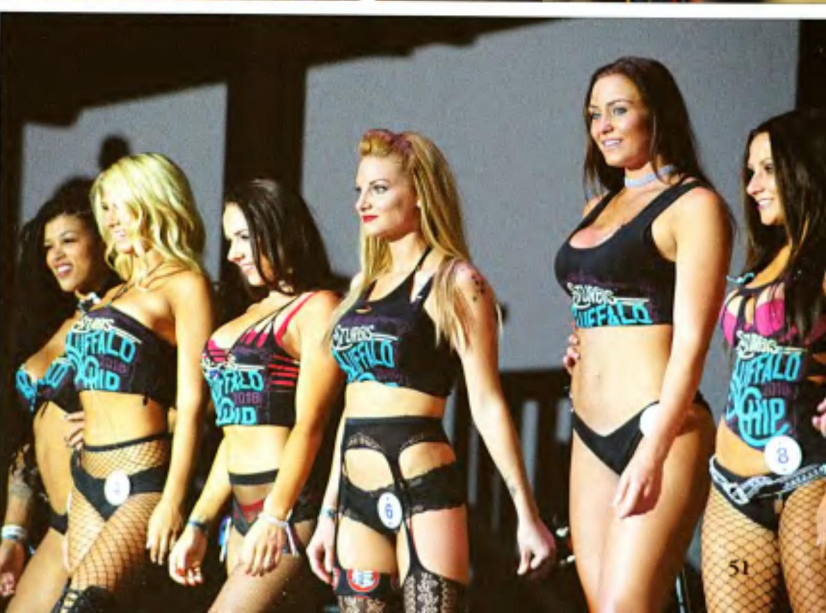
See the problem? There is simply too much fun and you can't possibly have it all during Bike Week! However, there is a simple fix to this mind-numbing problem. All you have to do is realize that wherever you go and wherever you are during the Sturgis Rally, you are at exactly the right place, with the right people because you, my friend, ARE the party.

To me, the Sturgis Rally encompasses the best of what this country has to offer. Riding through the sacred Black Hills is the perfect balm for what ails every motorcyclist. This is the one week of the year that make all the rest bearable. The good people of South Dakota make every biker feel as though they have come home to the world's largest family reunion. For 78 years, riders have heard and answered the call to come home. To this home in South Dakota... where our heart is.

—Dave Nichols



STURGIS



CHRIS FOX'S BIKE EXCHANGE LEATHER GLIDE

LEATHER Saves A Marriage

Chris Fox tell us that the whole reason this bike came about was that the last bike he built for Steve Hardy and the Bike Exchange put a serious strain on his marriage, and that all he wanted to do was get out of having to build it. He worked so many hours on that project, which earned "Bagger of the Year" at the Easyriders 2016 Invitational Bike Show, that in the interest of marital bliss, he had to promise his wife that he wouldn't do it again this year.

So when Steve asked Chris if he had any ideas about the Easyriders Bike Show bagger last year, Chris told him, "Nope, I don't. I told you, I don't want anything to do with this bike." That lasted a couple of weeks and he knew that he was only getting away for so long. But then his wheels started turning.

"I got an idea on how I could get out of this bike," Chris told us. "I called Steve Hardy and said, 'Do a high-end leather interior, like a Ferrari. If we could make a bike look like that, I think we'd have something special!'"

Stephen Kurzman, of Custom Stitching Co. has been building all of the seats for the Bike Exchange, and after consultation, Chris and Stephan came up with a plan to cover the bike entirely in leather. He presented the plan to Steve, who loved the idea.

Chris laid out the bodywork like he was going to paint it, then passed the design off to Stephen. "Parts that look like carbon fiber are actually leather.



"If you are a person who appreciates craftsmanship,
you appreciate the work."





All the orange striping is leather with a ton of stitch work. There is no paint on the bike except for on the frame and the paint that's on the wheels," says Stephen. "There are about seven hides worth of leather on the bike." All of the holes, all the grommets, are under-laid with leather. "If you're a person who appreciates craftsmanship, you appreciate the work. Whether it's your style, whatever your opinions of it, at the end of the day, you can appreciate the craftsmanship."

What to do with the seat posed another dilemma. If you have a leather bike, do you paint the seat? "I didn't want the scheme of the bike to flow into the seat. It needed to be something that stands out on its own," Stephan says. So he set the seat apart by covering the whole face with hand-punched perforations. The idea worked. It defines the seating area, and

helps it stand out on its own.

Stephen says that the front fender posed the biggest challenge on the project. "The whole fender is a curve. It's a large radius curve, and then the sides of it are curved, so to upholster that and cover it was the most challenging aspect of it," Stephan says. "There was a lot of sweat happening." All told, he put in at least 220 hours of work before he lost count. "I'm a one-man shop with a single needle sewing machine, and everything you see is done my one person and one machine."

"We wanted to do the inner fairing almost like a European-inspired dash." The view from the tank to the dash, that runs up to the fairing is comprised

of beautiful stitching. "You feel like you are sitting in a Ferrari or Porsche," Stephan says.

Mechanically, the bike is fundamentally a 2017 Street Glide. Internally, the bike is basically stock, with the exception of the one-off Trask custom turbo, which literally arrived the day that the bike was to be shipped off to the Easyriders Charlotte Bike Show. Up front there is a 30-inch front wheel from Mad Wheels, and Hawg Halters' raked triple trees and shaved lowers. The majority of the body parts are from TOL Motorcycles

and the outer fairing is from Top Shelf. The bike uses Dirty Air Ride from Dirtyworks and the bike sits on a center stand; it is not a "lay frame."

Steve says that he knew they had something special when they rolled the bike into the hall at the Charlotte Easyriders Bike Show. What really got them was when the first couple of guys who walked into the show said, "Wow, that paint looks really good!" Stephan adds, "I love to watch people touch the bike, it's the best feeling bike out there."

—Kit Maira



"I love to watch people touch the bike; it's the best feeling bike out there."



Owner: Steve Hardy
City: Gastonia, North Carolina
GENERAL
Designer: BX Custom Designs
Year/make: 2017 Harley-Davidson
Model: Street Glide
Assembly: Tripp Kirby
Time: 5 months

ENGINE

Year/make: 2017 Harley-Davidson
Model: Milwaukee 8
Displacement: stock
Cam: H-D
Ignition: stock
Pistons: H-D
Heads: H-D
Lifters: H-D
Carb(s): Fuel Injection
Air cleaner: Trask Turbo
Pipes: Trask

TRANSMISSION

Year/make: 2017 H-D
Modifications: stock
Shifting: stock

PAINT

Painter: none
Color/type: Leather Wrap

FRAME

Year/Builder: 2017 H-D
Rake: 30 degrees
Stretch: 2 up, 2 out
Shocks: Dirty Air Ride

ACCESSORIES

Bars: Custom Factory
Handlebar controls: Performance Machine
Machine
Fender: TOL rear/ Fat Kat front
Headlight: Custom
Taillight: Custom
Electrics: H-D
Gas tank: TOL
Oil tank: H-D
Oil system: stock
Seat: Custom Stitching Co.
Pegs: Carl Brouhard
Mirrors: Performance Machine
Grips: Performance Machine

FRONT END

Type: FL
Extension: stock
Builder: Hawg Halters

WHEELS

Size: 30-inch front, 18-inch back
Wheels: Mad Wheels
Tires: Metzeler
Brakes: Performance Machine

Photos: Michael Lichter



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

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



Nickie is the resident Border Collie at a horse ranch and knows the sounds of my Harleys. Leanne is the couch surfing, schizophrenic friend and model. Nick was a high dollar working cow dog and said fuck chasing cows.

—Ken Napp, Oceano California



My little Jack Russell Terrier, Tara loves to ride. She got a late start riding in her life, but she is making up for that quickly. Just look at how happy she is while riding.

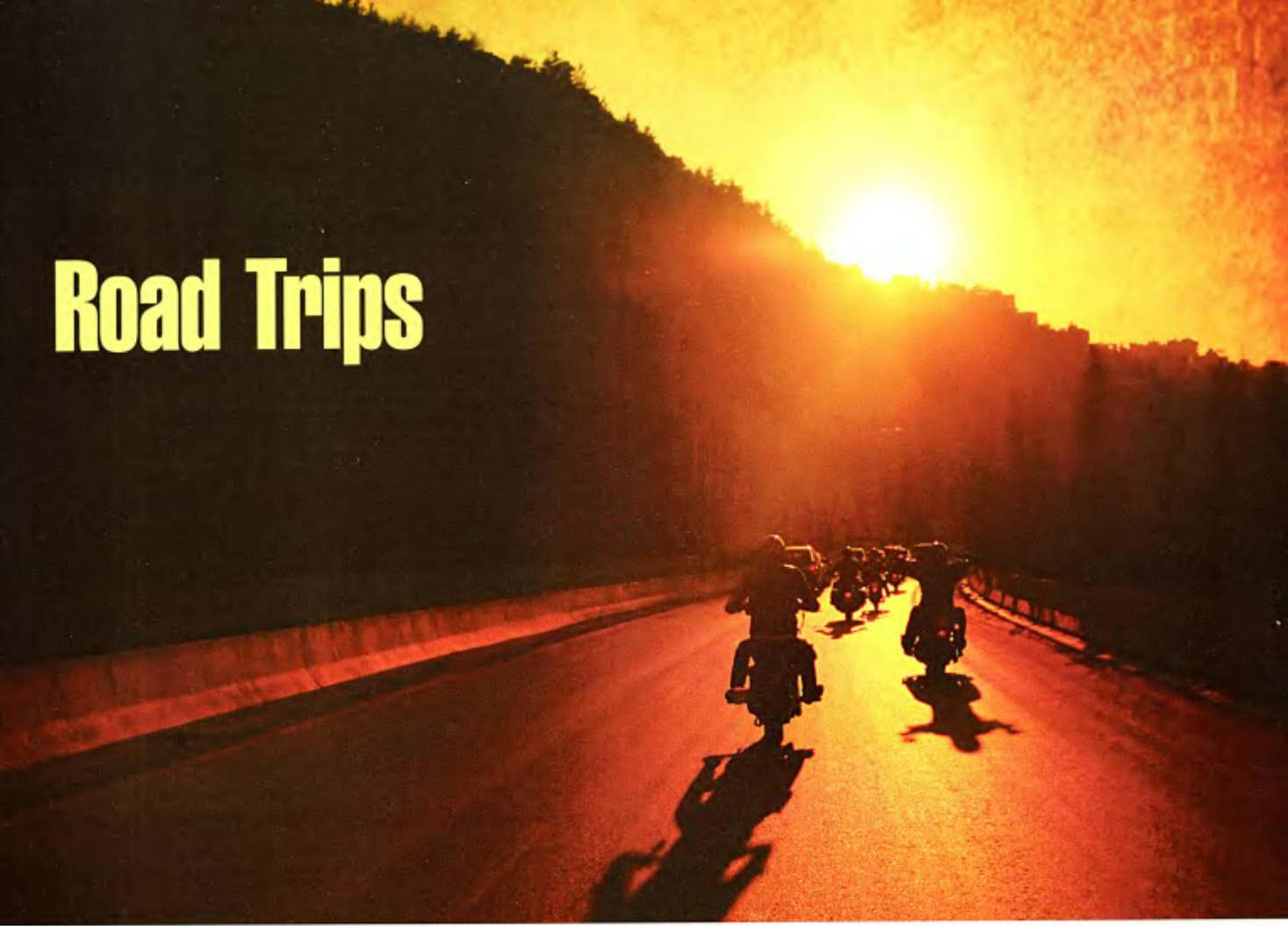
—Radar and Tara, Grand Junction, Colorado



Molly was a rescue and we bailed her out of dog prison 11 years ago. She always hears us coming home on our scooters and runs ahead of us to follow her in. We just love her.

—Eric and Lori Abbott, Royal Oak, Michigan

Road Trips



Throwing back my third beer, I settled in and began to relax as I listened to Big John wax on about how everything has changed when it comes to just taking off and heading down Interstates and narrow two lanes on two wheels. You know, that thing we were all born to do.

"Last time I had a decent trip was the early 1980s. I was zippin' through Oklahoma on ol' Route 66. Empty highway felt like it was built just for bikers. No texters, very few semis, and me," John went on. "Stopped at a Travel Inn outside of Okie City. It was 28 bucks for clean sheets and a decent shower."

"Those were the days, John." I answered. "Fewer trucks, fewer assholes in cages, and definitely cheaper to roll."

I thought about my last road trip. I hit a lot of rain while headed down I-81. Washed the lube right out of my throttle cable. Exited for gas and was surprised all to shit when my throttle wouldn't return. Reminded me of the "suicide

throttles" of old. I lived. Stopped at a Speedway, picked up a can of WD-40, and solved the problem. Not my first choice for cable lube, but when you're in a pinch, you make do. That's what it's all about, isn't it? Being self-reliant and adaptable. Because, lord knows, the road throws some shit at you.

We ordered another round of beers and continued ranting about road trips. "As far as I'm concerned," said John, "friggin' cage drivers should have to take a damned test before they're even allowed on an Interstate."

"Can't say as I disagree with you on that one," I said with a chuckle. That brought to mind another incident on the trip south on 81. Everyone knows how the occasional cage driver, with his or her head up their ass, will begin to pass a semi and then just dawdle alongside the trailer, trapping all the rest of us behind them. I faced that situation at least five times on that short, 700-mile hop. Usually I can

throw her down a gear and that 103 motor will pull me up to a good clip so I can split the lane and zip past the idiot and the truck. But really, why should I risk my life at my age just to keep moving at a good clip on the highway? Maybe those "construction ahead" signs should give lessons as well as info. But it would be a lost cause. What those types really need is to be trapped between a semi and the Jersey Barriers for about 40 miles while on a heavily laden scooter in a rain storm or two. I told John as much.

"You're right, brother. Maybe we should start a school for the idiots." John laughed and took a long pull from his schooner, then slammed it down and wiped his mouth with his shirt sleeve. It didn't help; he still had foam in his beard.

"We could start an online school and get ideas and feedback from everyone. But you know damned well the jerks who need to see it most are too busy

on Facebook and texting their 'friends' to bother to visit a driver education site." I was getting buzzed and rambling by this time.

"Texters are the worst. Almost been killed a half dozen times by them." Big John said it while motioning for the young waitress to bring two more beers.

"Had one coming onto an entrance ramp in West Virginia. Started pulling right into me. I downshifted and cranked right past him. Scared the shit out of him when those shorty pipes barked. He yanked it right, and ended up in all the marbles and rusty bolts strewn along the shoulder." I said it with a grin. "Maybe he'll remember to look left next time instead of at the pic his gal pal sent him."

"Nah, he'll do it 'til he kills somebody," John sneered. The beers were putting him into a cantankerous mood and nobody in the place could deal with John when he became cantankerous.

"I do agree with ya, John. Road trips aren't what they used to be, and we ain't kids anymore, brother. Without ear plugs, my back brace, three coffees, and a bunch of Advils every two hours, I can't even do a road trip anymore."

"I guess we are gettin' up there. And let's face it, it's not like we're on dressers with all the comforts. You're doin' it on an FXSB and me on the panhead with no windshield. It's gettin' kinda old, ain't it?"

"You got that right," I stammered. "Man, I tried to get off the damned thing after a good 12 hours of ridin' and I had to ask for help," I said with some humility.

"Whaddya mean? What kinda help?" asked Big John.

"I got off on the right side, which I almost never do. Just wanted to shove my card in the slot and pump me some high test. I went to slide my card and that's when I noticed the sign taped to the gas pump screen. 'Cash Only. Sorry for the Inconvenience.' I cursed out the whole Chevron organization and grabbed the bars and started pushin' the bike up to the next pump. That's when I heard it."

"Heard what?" asked John.

"Heard the kickstand snap up. You know how they are on those damned Breakouts. Those shorty stands will

snap up in a stiff breeze. I had the bike balanced against my thigh and I was just too plain stiff and tired to throw my leg back over and kick down my own stand. I had to ask a kid at the pumps across from me to kick it down. Embarrassing? You bet your ass it was."

John laughed out loud and the waitress and the rest of the clientele all smiled and relaxed at once. If John was laughing after umpteen beers, it was always a good thing. Cantankerous John was gone and Belly Laugh John was in his place. "To think, you used to do the Iron Butt."

"Yeah, when I was 30 years younger," I tossed back. "I guess this last trip just sobered me up a bit about road trips. I mean it had everything from the stuck throttle to the slow motorhomes with jeeps hanging off their bumpers. Man, I even had a 'classic' happen. I couldn't wait to sit here in a crusty old pub and tell the story," I said.

"What the hell happened? I'm all ears," John leaned in.

"It happened quick. Almost killed me," I said in all seriousness. "I was cruisin' along between clusters of snail cages and ass draggin' semis, when I came upon a slow movin' motorhome tryin' to make the grades in the mountains. He had a few bicycles hangin' off the back bumper. You know the scene. It's a guy you wanna get around real quick-like because you know those bikes are just waitin' to pitch off into your path."

"Been there," said John, listening intently.

"Well, they must have been some pretty fancy bikes because he had them covered all nice and tidy with a nylon cover that was blowin' around fierce. I tried to get over into the left lane as soon as I saw the situation unfold, but two semis were trying to make the hill in that lane. They must have figured the same thing I did. That load of bikes was gonna be trouble. Those trucks were bumpered up good with no room for me, and not an ounce of consideration for my predicament, so I couldn't get over quick enough."

"Oh man, don't tell me," said John knowingly.

"The damned bike cover let go, blew back towards me, and I just pushed

hard to the right and went for the gravelly shoulder. The whole cover missed me by an inch or less, but I managed to keep it up in the soft shit and pulled to a stop."

"Holy shit!" said John. "Can you imagine where you'd be right now if that fucker had wound around your face? Or jammed up between your front fender and your tire?"

"I'd be in a box most likely," I said quietly. "I thought about it a lot. Maybe it's time to slow it down. No more road trips. I haven't even gone near the bike since I pulled into my garage. Haven't even unpacked the bitch. Don't even want to look at it."

"I've had similar thoughts myself lately," said John. "Maybe it's time to just keep it local and slow."

"Yeah, maybe. I mean, I've been lucky for the 50 years I've been out there. Just a few pins and scars," I said. "I even thought about sellin' the damned thing."

John changed the subject to his pool championship, and in another half hour, I was in my pickup headed home. I aimed the old Ford into my driveway, and a few minutes later I had the garage door open and was unpacking my bike. The damned thing was filthy from all the rain I'd hit on my way down from New York to North Carolina, so I grabbed my detailing spray and some clean rags and started going over her. In an hour and a half, she was sparkling clean. I had to admit she was a beauty.

I removed her backrest/luggage rack and hung it on the hook I had made up special for it. As I did so, I knew in my heart that I'd be putting that rack back on sometime in the weeks to come. I turned and looked at that sweet motorcycle one more time before turning out the lights and walking towards my back door. I fished my phone out of my pocket and dialed up John.

"Hey, brother. I was just thinkin'... There's a huge run goin' on in Albuquerque end of August. You game?"

"Fuck yeah," said John. "Let me get my bike in shape. Brakes and oil change."

"Sounds good, brother. See you in a few," I smiled at the thought. Nobody rides a Harley to go get groceries. The road is always calling and we just have to answer the call. —Z. Jaki

"I can build an
agile, fun little bike
out of a 45."



build from the heart

CHRIS MILANOWSKI'S 1945 H-D 45

Thirty-one-year-old "Little" Chris Milanowski of New Berlin, Wisconsin has been involved in hotrod cars and custom motorcycles for practically his whole life. "I grew up in Milwaukee county so motorcycles have always been a part of my life since I was a little kid," he says, "I've been fabricating stuff for cars and motorcycles since I was fourteen."

Coming out of the BMX world, Chris found himself naturally drawn to the smaller, lighter end of Harley-Davidson's line-up, starting with a 1958 Ironhead Sportster. Wanting to get into an older build, he was drawn to the venerable 45s. "It's the same thing as a Sportster," he says. "I like the age and I like the history of it. I can build an agile, fun little bike out of a 45."

"I picked up the engine and cases at a swap meet," Chris tells us. "Then I came across a basket case on Craigslist. I made a road trip down to Birmingham and traded some stuff for the 1934 RL frame. The more I studied it, I really liked the neck casting, and it was slimmer than the later WL frame."





"When I step back and look at it, I feel like it was a homework assignment or a thesis project."



That's all stuff that I followed with my BMX upbringing, having lighter, slimmer frames. I barely had to modify the RL frame to make it work."

"During the motor rebuild, my mentor Mike Lange and I bored it 0.050 over, and put 0.050 over pistons in it because that's where the basket case cylinders were. I didn't want to go too crazy with the motor," Chris says. "I wanted something reliable that I didn't have to mess with too much on the street. Mike was helping me all along the way. One time I went on an errand and while I was gone, he put on that Wico vertical magneto that he took off of one of his race bikes."

I asked Chris about his mentor. "I met Mike through cars, early Ford stuff, but he had been building motorcycles since he was a young kid. I was just persistently asking him questions. Any time I would hang out with him I'd learn something new about motorcycles and about his history," Chris recalls. "He had his UL flattie featured in *Easyriders* back in the '70s. I've just learned so much from the guy. I hope to be able to do that in the future for somebody else who's coming up."

The unusual Posa carburetor rides the intakes. "At the first Mama Tried show, Cabana Dan (Rognsvoog) had a Posa on a drag Sportster that just blew my mind." Chris was nervous about running it on his newly rebuilt motor though. "I started up the motor with the stock M88 to break it in and make sure everything was okay." Then on a whim one day, he decided to try out the Posa carb. "It fired right up on the second kick. I'm still dialing it in, but I'm very happy with how it's performs."

Chris put a great deal of thought, planning, and effort into the sheetmetal on this 45 as well, starting with the gas tank. He designed the sleek tank so that the frame's neck was exposed. "I wanted people to see the neck casting," he says, "so you can see that it is an earlier frame." For the oil tank he made a buck for the top and bottom, hammer formed it, and fusion welded it.

Then came the front end. "Some early race bike XLCHs have Ceriani

Owner: Christopher Milanowski

City: New Berlin, WI

Bike name: Hotrod 45

GENERAL

Designer: owner

Fabrication: owner

Year/make: 1945 Harley-Davidson

Model: WL

Assembly: owner

Time: 6-months

ENGINE

Year/make: 1945 H-D

Model: 45 cubic inch

Rebuilder: owner/Mike Lange

Ignition: Wico WR magneto

Displacement: 47-inches

Lower end: stock

Pistons: 0.050 over

Heads: stock, ported

Valves: oversized

Cam: stock

Carb: Posa injector

Pipes: owner

TRANSMISSION

Year/make: 1941 H-D

Shifting: 3-speed

PAINT

Painter: owner/gold leaf by Kendal

Color: black

FRAME

Year/make: 1934 H-D

Type: RL

Rake/Stretch: stock

ACCESSORIES

Bars: 7/8-inch

Handlebar controls: H-D internal throttle

Fender: narrowed and shortened

Headlights: Unity

Taillight: Crocker style

Electrics: H-D

Gas tank: owner

Pegs: Paul Dryja

Oil tank: owner

Primary: stock

Seat: Adam/Pierce St. Seats

Grips: Revenge Industries Da'kine

FRONT END

Builder: owner

Type: early narrow glide

Length: 33.4-inches

Lowers: owner, Barney's style

WHEELS

Size: 19-inch

Hub Front: Jr's Cycle Products

Hub Rear: owner/Tavis Frier/JJ Flairty

Brake: stock 1941

Backing plate: owner/Paul Dryja



front ends, so that got me thinking of telescoping forks," he says. "And I always loved the Barney's front ends, so I decided to make a set of my own because they're slim and simple."

The front hub is a Jr's Cycle hub that fellow builder Warren Hier Jr. donated to the build. "I wouldn't have been able to build this bike without Warren. He threw my name in there to Mike Lichter to build a bike for his Sturgis Museum Show. Warren's always like that, bringing people together."

Chris painted the bike himself and his friend Kendal laid down the sweet, classy gold leaf. How does Chris feel

about this scooter now that it's finished? "When I step back and look at it, I feel like it was a homework assignment or a thesis project. I've taken everything I've learned about motorcycles over the past years and put it all into this build as a reflection of what I've learned. Also, I wouldn't have been able to build this bike without all my friends."

His advice to other young builders out there? "Build from the heart." To keep up with what Chris is up to, check him out on Instagram @lc_pojazdu.

—Beatnik

Photos: Michael Lichter

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Peekaboo See-through back



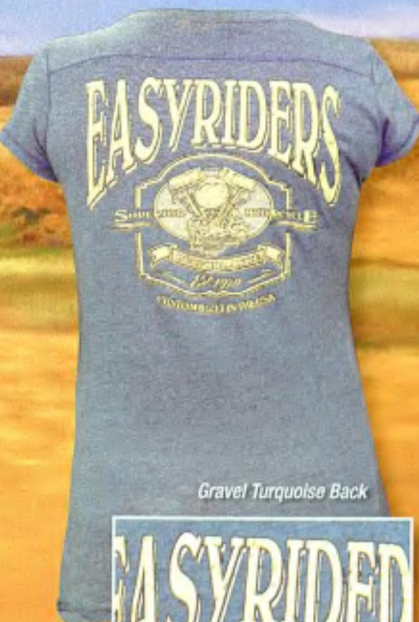
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Peekaboo Front Pink

Peekaboo Womens Tee

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Gravel Turquoise Back

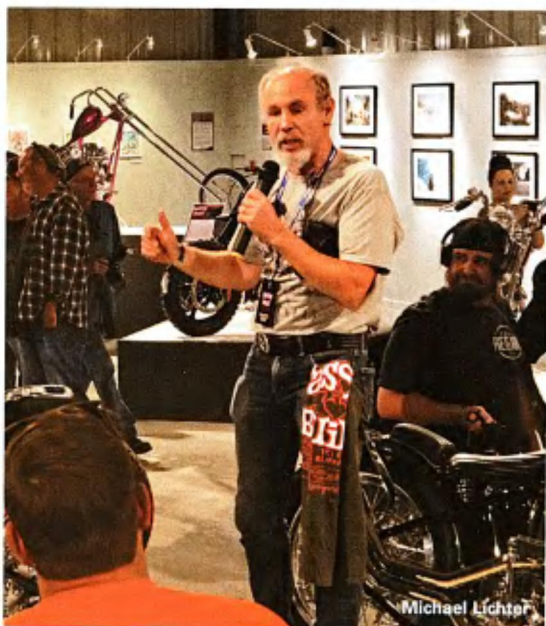
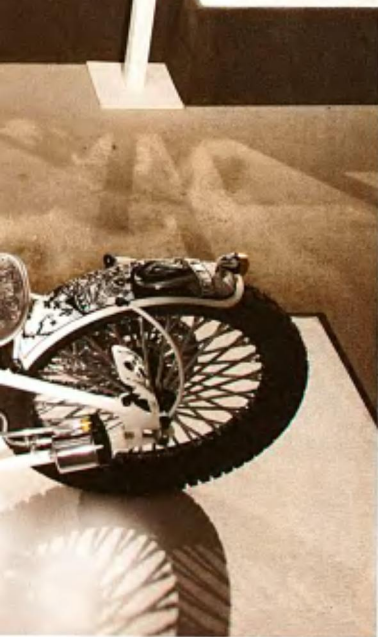


Gravel Turquoise Front

Gravel Turquoise Womens Tee
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PASSION BUILT

MICHAEL LICHTER'S
MOTORCYCLES AS ART
MUSEUM SHOW

The love of motorcycles brought together a stunning collection of motorized masterpieces during this year's Sturgis Rally for the Buffalo Chip's 10th annual "Motorcycles as Art" exhibit by photographer Michael Lichter. "Passion Built: Garage to Gallery" featured the work of over 40 builders and artists who demonstrated their passion for bikes by building motorcycles especially for this show. All support themselves by other means, yet they all build professional-quality custom motorcycles outside of a professional workplace.

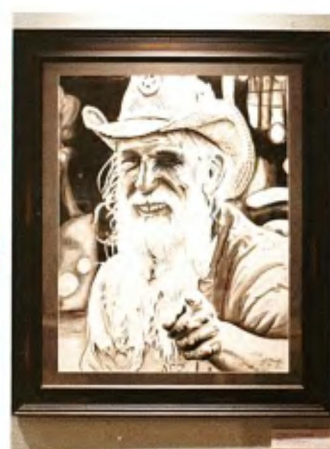
"We were looking for the best custom bikes these builders could produce to show off how diverse the world of custom bike building is," said exhibit curator Michael Lichter. "It isn't just a small handful of professionals who are driving this world and deciding where it's headed, nor has it ever been. Now, through new means of communication, these non-pros have a bigger voice than ever before."



As a follow up to the 2017 "Old Iron — Young Blood" exhibit, which focused on the work of builders under age 35, this exhibit broadened the diversity of the artists to include those passionate about custom building motorcycles even through retirement.

Most of those chosen for the 2018 exhibit manage to find the energy and passion to work on their projects after returning home from a full-time day job. Some, such as Harley-Davidson Motor Company Vice President of Styling and Design, Brad Richards, work in the industry, but must still find personal time to fuel their passion for building. Musicians Xavier Muriel of Buckcherry and Gilby Clarke formerly of Guns and Roses both displayed their new creations. From attorney Dave Polgreen to lighting expert Randy Noldge, the list of exhibitors for this show brought together a varied group of motorcycle builders with a deep-seated desire to create.





"The diverse list of builders and two-dimensional artists that came together to display this year were all doing this for the sheer joy of building a custom bike from scratch," said Lichter. "It may not be about anything more than bragging rights. These people are really creating a type of folk art without thought of reward. The enormous amount of time and energy they put in result in custom bikes on par with any made by professional builders. And the display of energy and enthusiasm demonstrated made this show a great follow-up to last year's exhibit by millennials."

In addition to the custom bikes and work of individual artists on the walls, the show also included a display of ten hand-painted helmets, each from a different artist, provided by Biltwell Helmets, an exhibition sponsor. To see more of Mike Lichter's amazing motorcycle photography, visit lichterphoto.com —Dave Nichols



THE BUILDERS

Ben Jordan

Waxhaw, NC

Brad Gregory

Glenwood, LA

Brad Richards & Ry Seidler

Milwaukee, WI

Chris Callen

Tarentum, PA

Chris Graves

Milwaukee, WI

Clinton Wallace

Cleveland, TX

Dan Rogensvoog

Franksville, WI

Dave Polgreen

Santa Ana, CA

Eric Stein

Monroe, NC

Gilby Clarke

California

Jack Deagazio

New York

Jeff Holt

California

Johnny Humphrey

Terre Hill, PA

John Barwood

Payson, AZ

Justin McNeely

Jackson, MO

Mark Shell

Idaho Falls, ID

Marty Davis

Pensacola, FL

Nick Pensabene

Edgewater, FL

Randy Noldge

Saint Louis, MO

Rick Pew

Fort Lupton, CO

Skeeter Todd

Maryland, NY

Stacy McCleary

Manteca, CA

Steven Bates

Saginaw, TX

Tim Dixon

Ten Mile, TN

Wayne Burgess

Fenwick, Ontario, CANADA

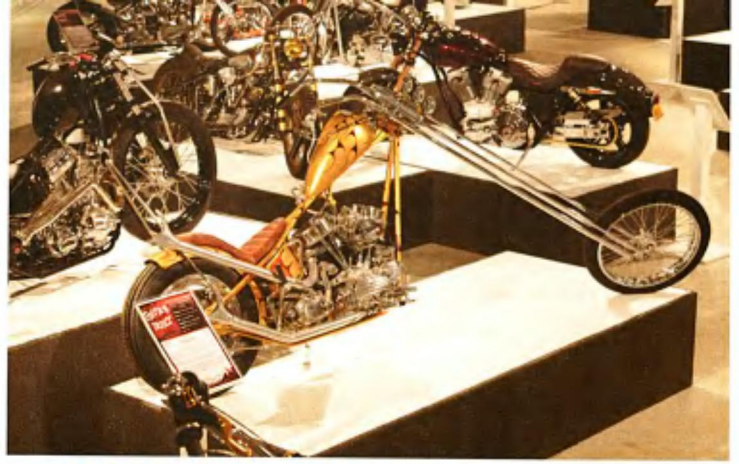
Will Thomas

Los Feliz, CA

Xavier Muriel

Texas







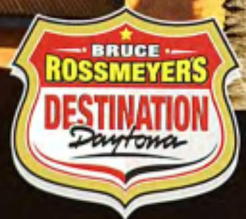
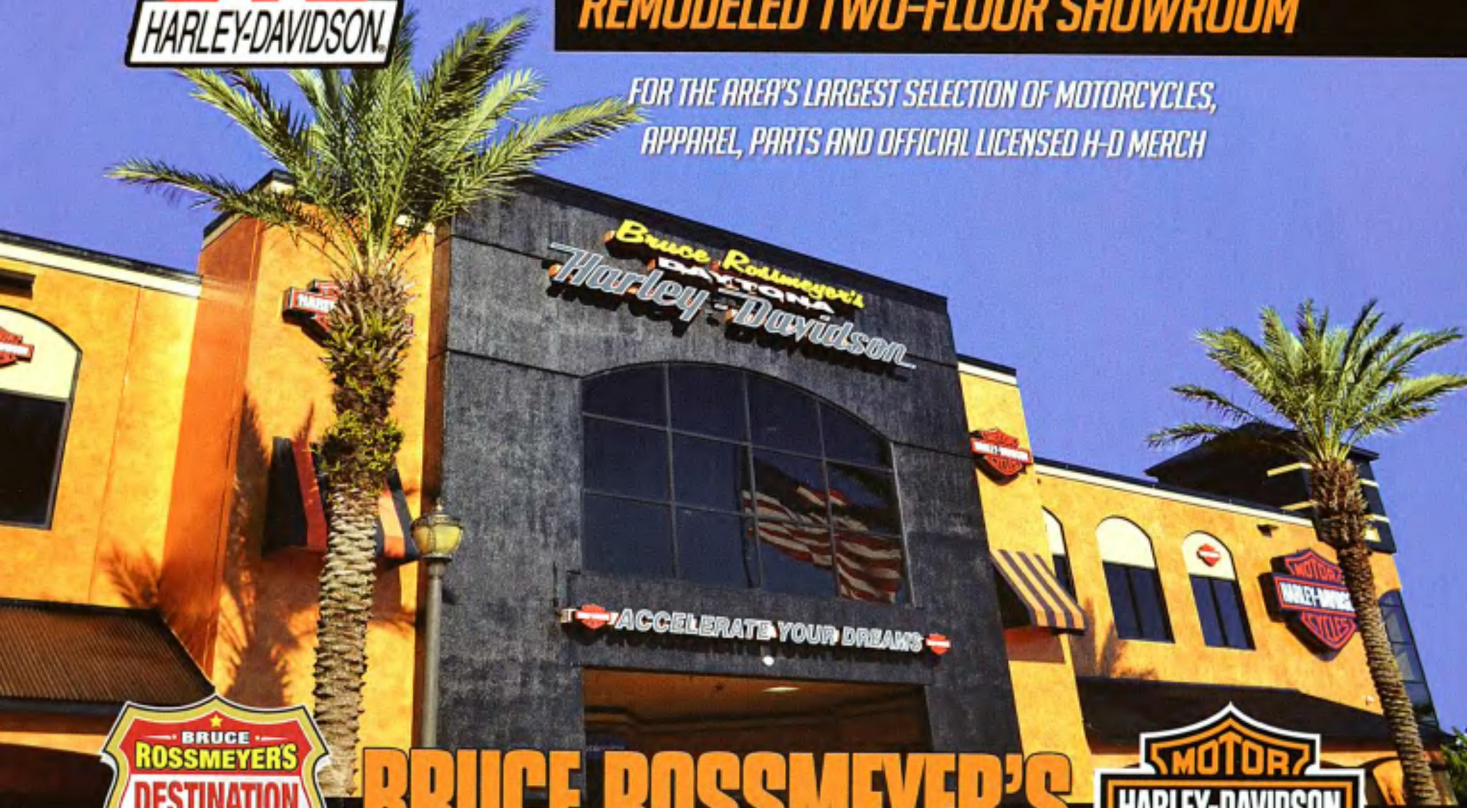
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JASON WILSON'S SACRED STEEL
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You are lookin' at the most difficult and most extensive bike build produced for the *Sacred Steel Bikes* TV series. The bike building show ended with Jason Wilson's crash on a chopper with a "clinker" front wheel. Since then, Jason, owner of Sacred Steel out of San Gabriel, California, has had four

surgeries with another one scheduled to put right his fractured hip, several back vertebrae, and a tweaked up shoulder. He sums the whole experience as, "Crashing sucks!"

The crash caused the end of the TV series. Jason lost the shop that the series was centered around and now

he is building a big shop on his property, next to his house. "I tore down my old garage," Jason says. "It took a year just to get the permits from the city. Now it is all framed up and there's a roof on it. By the time this bike feature is in print, I'll be ready to open up and build some bikes."

MOCK



This yellow digger was started completely from scratch. "For the bikes featured on the TV show, we only had two weeks to build them," Jason tells us. "So there was no time to find a proper Harmon front end and the wait time for Invader wheels was out of our time line, so Paul Cavallo of

Spitfire Motorcycles used his computer design skills to whip up that 14-over Harmon-type front end. He also made the Invader-style wheels." Jason fabricated the gooseneck rigid frame from scratch as well as all the sheet metal. "My buddy Velvet handled the cardboard templates for all the crazy

angles on the gas tank and rear section. We handmade everything."

Jason looked at some old Arlen Ness digger bikes from the 1970's for inspiration and talked to Arlen himself about this particular style of chopper. "Arlen was telling me about his love of yellow bikes. He said when you are



"When you launch with this thing, with its long and low front end, you see your own death out in front of ya."



riding in a pack, the yellow bike always stands out; you can see it for miles away. So since he is the king of diggers, I had to paint it yellow as a tip of the hat to the king."

This bike, however, definitely captures a style of its own. "I wanted

everything linear, yet molded, so everything flows," Jason says. "The crazy turbo was Chris 'Rockhard's' idea. He loves turbos." Other interesting race details include the Paul Cox chain primary and Pingel speed shifter. The handmade oil tank is located under the



"We handmade everything
in just two weeks!"

Owner: Jason Wilson
City: San Gabriel, CA

GENERAL

Fabrication: Sacred Steel
Year and make: H-D 1976
Model: digger
Assembly: Sacred Steel
Time: three weeks

ENGINE

Year and make: 1976 H-D
Model: Shovelhead
Rebuilder: Jason Wilson
Displacement: 96 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: stock
Cam: Andrews
Lifters: stock
Carb: Mikuni
Air cleaner: S&S
Pipes: turbo
Engraving: Taye Herrera

TRANSMISSION

Year and make: H-D 1976
Shifting: foot

PAINT

Painter: Sweet Baby James
Color: yellow
Type: House of Kolor
Graphics: Casey Johnson,
Headcase Customs

FRAME

Builder: Jason Wilson
Type: rigid gooseneck
Rake: 48 degrees
Stretch: 12-inches out
Shocks: none

ACCESSORIES

Bars: pullback
Fenders: Sacred Steel
Headlight: cheapo
Taillight: tiny
Pegs: Biltwell
Electrics: six wires
Gas tank: Sacred Steel
Oil tank: Sacred Steel
Primary cover: Paul Cox
Seat: Duane Ballard
Grips: Biltwell

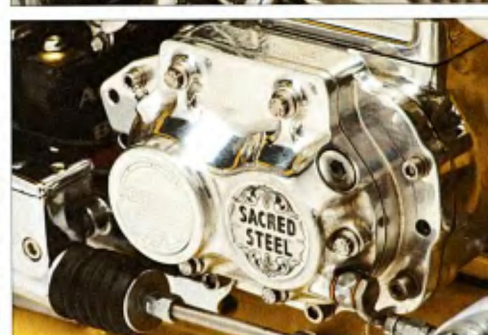
FRONT END

Type: girder
Extension: 14-inches over
Builder: Sacred Steel/Spitfire

WHEELS

Size: 19-inch front, 15-inch rear
Make: Spitfire
Tires: Avon
Brakes: Performance Machine

Photos: Michael Lichter
Contact: Sacred Steel Bikes
sacredsteelbikes.com





Baker trans and battery. Electrical is in the tail section, the top of the fender is removable for access. "Bob from Diamond Bar Choppers Dynoed the bike at 148 horses, and let me tell ya, when you launch with this thing, with its long and low front end, you see your own death out in front of ya."

When Jason brought this digger to our Easyriders Bike Shows, we were all



amazed by the amount of crazy detail, all pulled off in two weeks, not counting the killer paint by Sweet Baby James, the graphics and lettering by Casey Johnson of Headcase Customs, and that stunning engraving by Taye Herrera. Final assembly happened in just three days. "It was the only bike we ever did with a starter," Jason recalls. "I could never have pulled it off without the help of the

entire Douche LaRouche crew."

Does Jason miss being on TV? It was crazy, but I do miss the excitement of doing a bike in two weeks," he says. "Left to my own devices, it takes me way longer." Now, instead of doing a TV series, Jason can be heard on his Sacred Steel Shitshow Podcast. Visit sacredsteelbikes.com or [instagram @sacredsteel](https://www.instagram.com/sacredsteel) and check it out.

—Dave Nichols



BORN FREE

10

A DECADE OF COOL

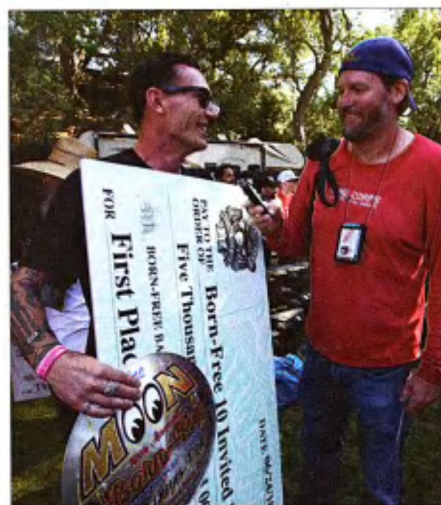
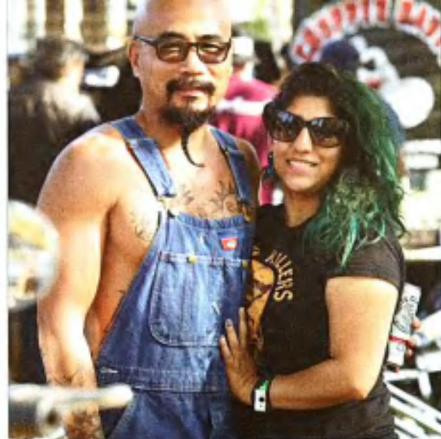


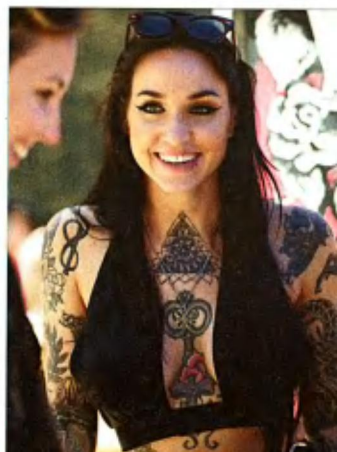
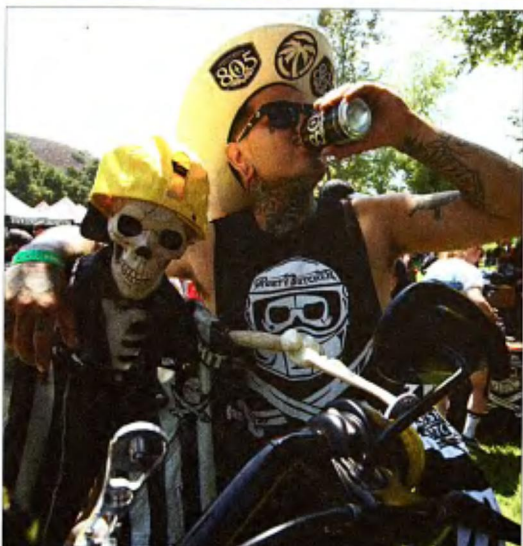
The reason for this can be traced to these guys' commitment to a grass-roots, friendly, inclusive environment that comes right out of their hearts. This atmosphere is palpable from end to end in this event. Born Free is all about friendly good times, no hassles, and cool people.

For Born Free 10, the party started Thursday night at "The Stampede" flat track races in the City of Industry where classes included Pull Start minis, Tank Shift, Vintage Singles & Open Twins, XR 75, Ladies, Hooligans, and all kinds of cool stuff. The stands and grounds were packed with race fans, hot chicks, and neck tattoos.

The following night's pre-party at Cook's Corner was off the hook, pulling out revelers from around the globe to guzzle suds, dig some chicks, and check out the bikes vying for a chance to join the weekend's invited builders in the show proper. There were some incredible bikes there, but only one could win People's Choice. A very stoked Josh Sheehan and his 1968 Harley-Davidson 74-inch generator shovelhead got the well-deserved nod.

Saturday dawned on the Oak Canyon Ranch and the line of bikes and cars going into the place was just a mind-blower. The line to get in was continuous and quickly filled up the Grass Pass area. The gigantic dirt parking lot behind the place was filled all the way to the back with more attendees flowing in the whole time. Estimates of 25,000 bike-lovers a day wouldn't be out of line.



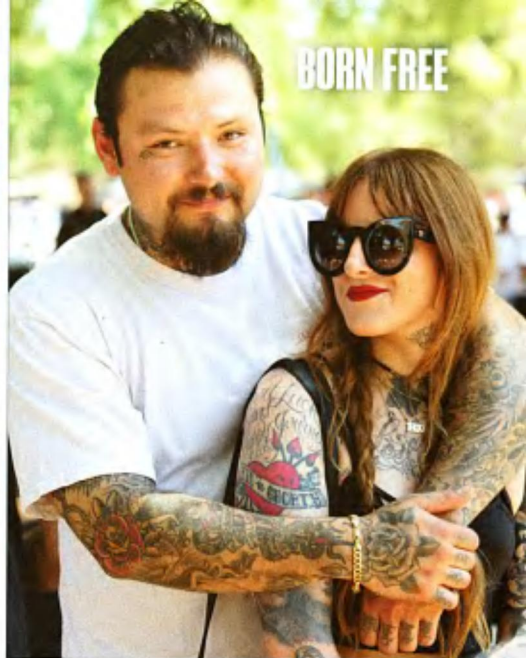
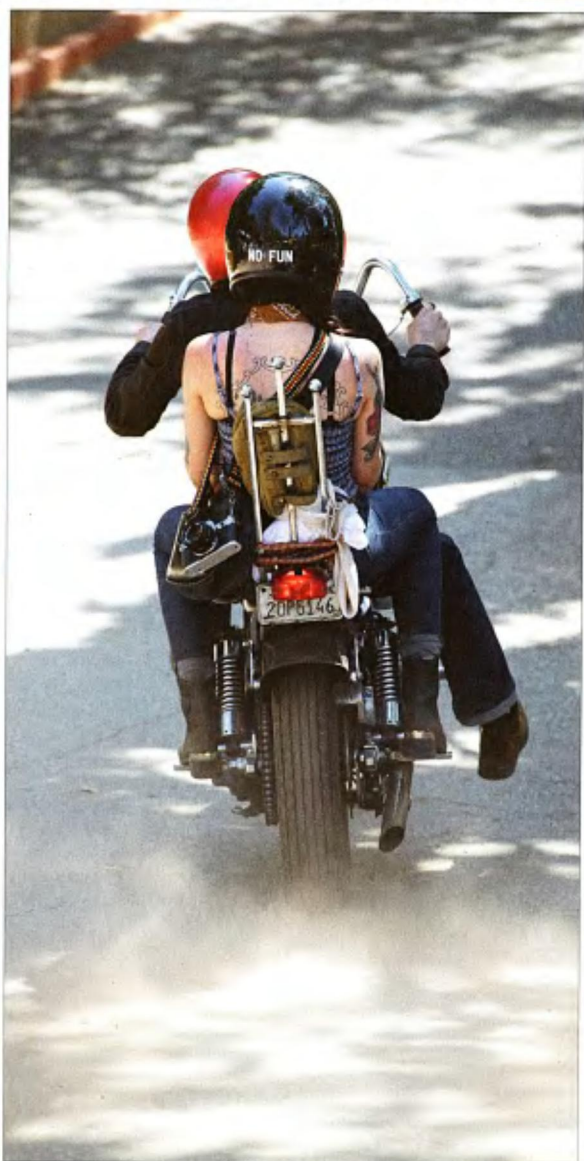
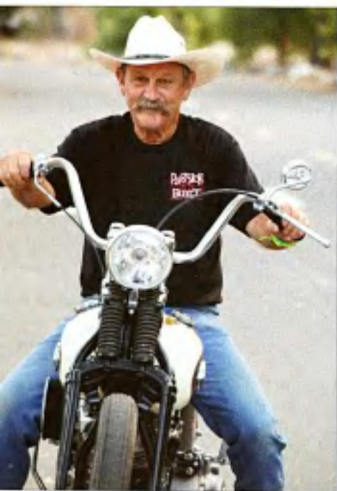


BORN FREE

MOTORCYCLE SHOW





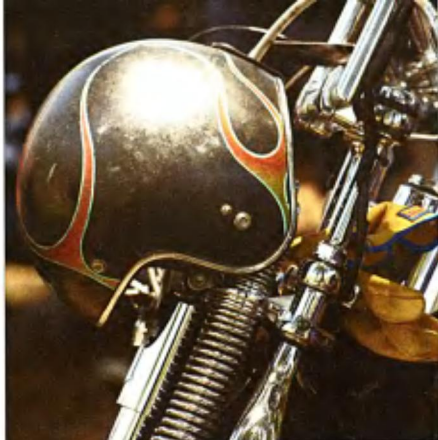


Fortunately, the park is big enough so that you're not asshole-to-elbow all day.

After paying the measly 15 bucks to get in, there was so much to do and see you'd have to be an idiot to not be entertained. The invited builders corral in front of the main stage featured mind-bending creations from some of the top builders on the planet and elsewhere. San Diego Customs had an FXR and Dyna show featuring bikes that easily made adrenaline squirt out your ears. A million vendors were there to sell you all the cool shit you need for your chopper life. Hell, the parking lot was a bike show in itself.

The giant and terrifying Van's Half Pipe was again set up for some of the country's top pro-skaters to fly through the air on. They were joined by some skate-mad builders that were only too happy to risk life and limb for your entertainment. All the while, cool bands were playing on both stages. Frankie and the Studs, the Steve Webber Band, Richmond Sluts, Low Volts, BGH Country, Wargirl, the hilarious Yachty by Nature, and our fave outlaw country singer, Gethen Jenkins, kept the good vibes bubbling all weekend.

At the end of this two-day chopper extravaganza, a huge crowd gathered in front of the main stage clutching their raffle tickets for the bike giveaway. A really, really happy Paul Kuvellis walked away with Saturday's prize: an awesome Prism Supply custom shovel-head built by Zach and Jake Hindes.



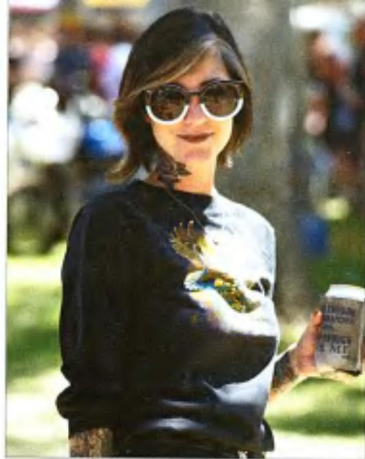
Sunday's raffles were for two bikes. There was a brand spanking new 2018 Harley 114-inch Fat Bob, which was claimed by a hyperventilating Devin Seymore. The grand prize was a 1945 bone-stock knucklehead, valued at \$70,000, fully rebuilt and ready to go. The winner was a shocked Brook Lund from Salt Lake City.

The invited builders gathered on stage as the awards ceremony took place. Kyle from Leadfist Cycles took third with his incredible pre-unit Triumph. Dalton Likness took second with his super-clean 1966 shovel. The First prize was claimed by Hawke Lawshe of Vintage Technologies for his stunning, 30-over long bike knuckle, which scored him and his bike a trip to the Mooneyes Japan show. All that remained was the Best of Show Award which was won by Justin Walls for his incredible Petrall Tribute 1948 UL custom El Mirage speed trials bike. He and bike will also go to Japan for the Mooneyes show.

As the sun crept to the horizon, a zillion or so competitors, fans, freaks, chicks, and vendors cleared out of the park and crawled back to civilization, already dreaming of next year's event. Born Free is a flat-out amazing thing to witness and it's only going to get better, thanks to the vision of Grant and Mike.

Born Free 11 will be held on June 22-23 2019. For more info, visit bornfreeshow.com. —Beatnik





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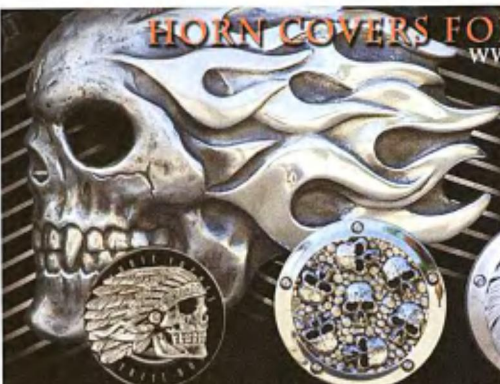
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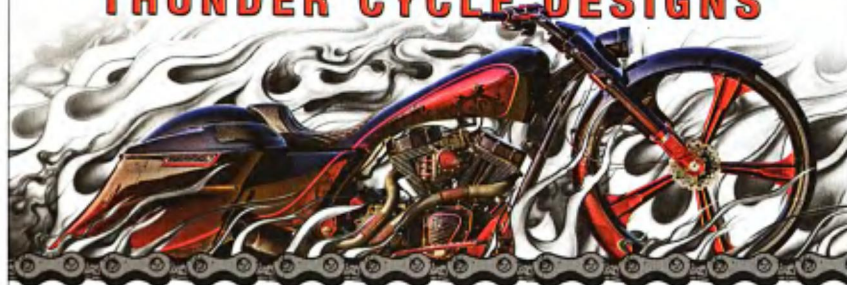
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IN THE WIND



*"Very little is needed to make a happy life;
it is all within yourself, in your way of thinking."*

—Marcus Aurelius

—Photo by Ben Zales, El Lay





Happiness is a cool bike, good friends and a chick with nipples like little baby-toes.

—Dawg, Abingdon, Md.



Hard-rider Chris and a couple of her power-tools: '81 ironhead and '56 pan.

—Chris and Gabe Gibbany, Harrison, Ark.

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



Where there's a will there's a way at the Bonedraggers Motorcycle Rendezvous.

—Fritz Braun, Ulm Germany



Peace and love in the curves.

—Joey Begley, Scottsburg, Ind.



Nice seat.

—Tracy Morey, B.C., Canada

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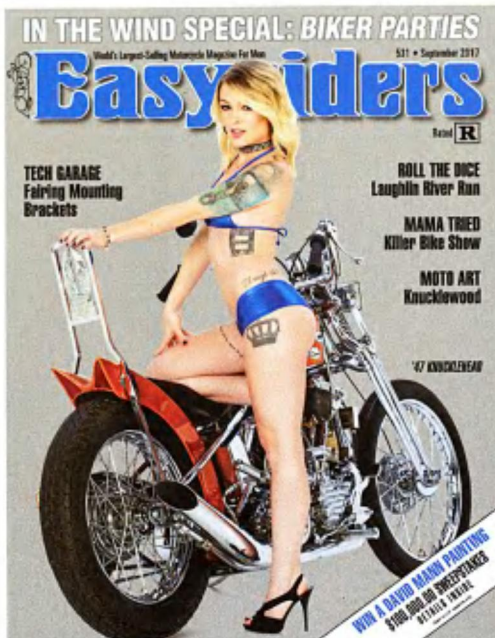
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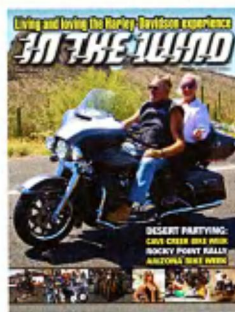
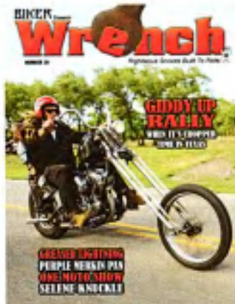
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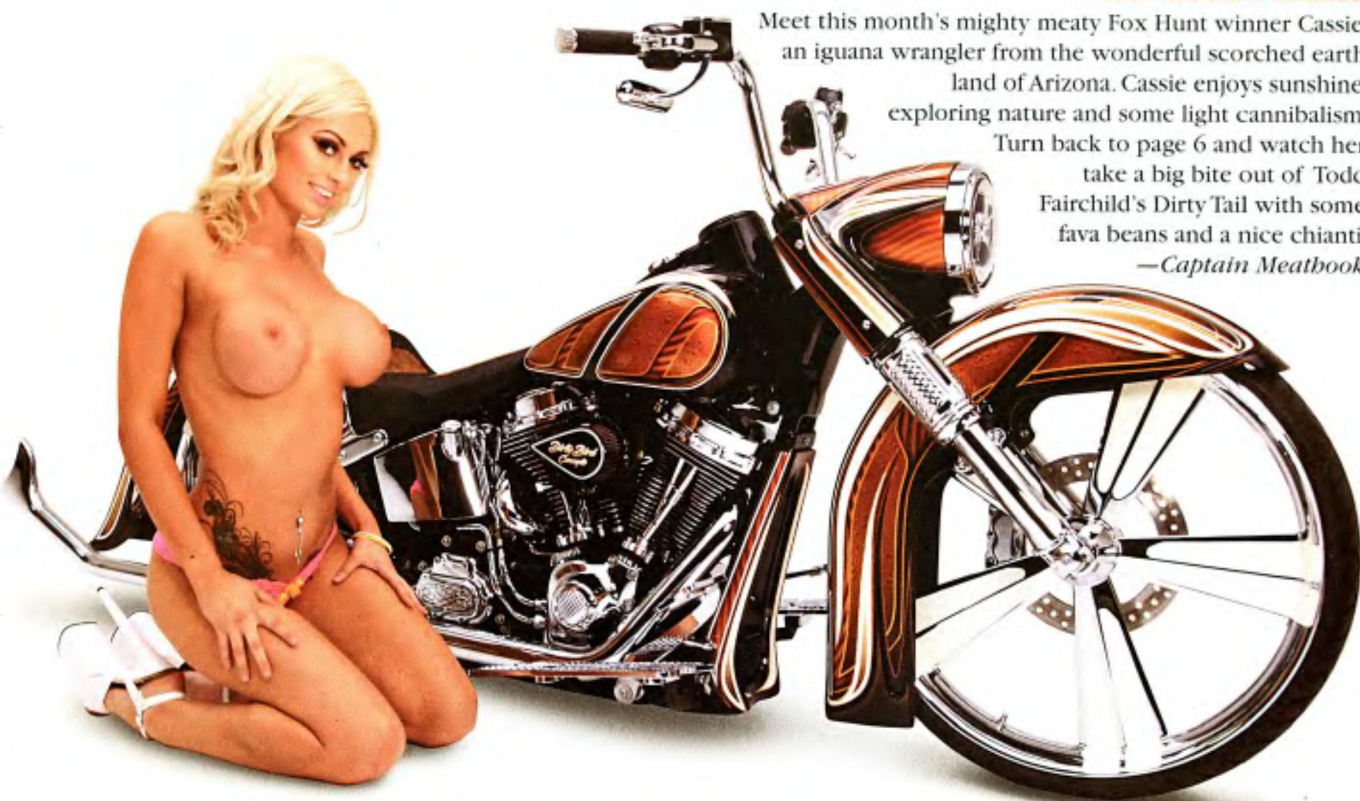
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This Month's Winner

Meet this month's mighty meaty Fox Hunt winner Cassie, an iguana wrangler from the wonderful scorched earth land of Arizona. Cassie enjoys sunshine, exploring nature and some light cannibalism.

Turn back to page 6 and watch her take a big bite out of Todd Fairchild's Dirty Tail with some fava beans and a nice chianti.

—Captain Meatbook



#1101 Sarah—California

"My first ride on a Harley I was so blazed I thought it was a flying jet-car pterodactyl. I was way happy it wasn't!"



#1102 Leanne—California

"My first ride on a Harley, the bike was fast and I wanted to hold on. Harleys are sexy, shiny, clean and gorgeous!"



#1103 Stella—Arizona

"On my first ride the wind in my hair and the vibration on my body was quite stimulating I must say!"

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:

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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 righteous readers. Please meet Bella, a saucy brunette from the state of Texas with a penchant for counseling depressed armadillos and squirting the lyrics to Stevie Ray Vaughn songs. (You didn't think Texas Flood was about rain did you?) Come back next month or you'll awaken in the night with thirteen moist armadillos.

544

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Chuck Mulvin
Sandusky, Ohio
Evo Chopper

You're not the only one thinking, "What the heck is it?" The owner of this bike, Chuck Mulvin, isn't quite sure either. All he knows is that he was looking on eBay one day for "stuff that no one else has" when he came across this frame, a set of wheels, and a right side drive transmission. "The seller claims it was made by a place

called Dirty South Choppers in Palmyra, Virginia," Chuck says.

After he'd bought the parts, he wanted to see what a finished bike might look like. "They supposedly only made four of those frames, but with the shop having been out of business since 2009, I couldn't find any," he explains.

Chuck just wanted to know where to put everything because, as he says, there was really no place to put anything, like the battery or the oil tank. His biggest problem, though, was the frame doubling up as gas tank. "You've

got to pump the fuel up into the carburetor, so I had to work a fuel pump into it and weld a couple of petcocks into the frame so you've got a main and a reserve," he says. "Upon firing it up, you find out that the average carb can hold about three pounds of fuel pressure, and the fuel pump was now up to about four to seven, so I got fuel dumping next to my exhaust pipes. The whole thing was about over with before I even got started."

But Chuck persevered and added an Offenhauser fuel pressure regulator,



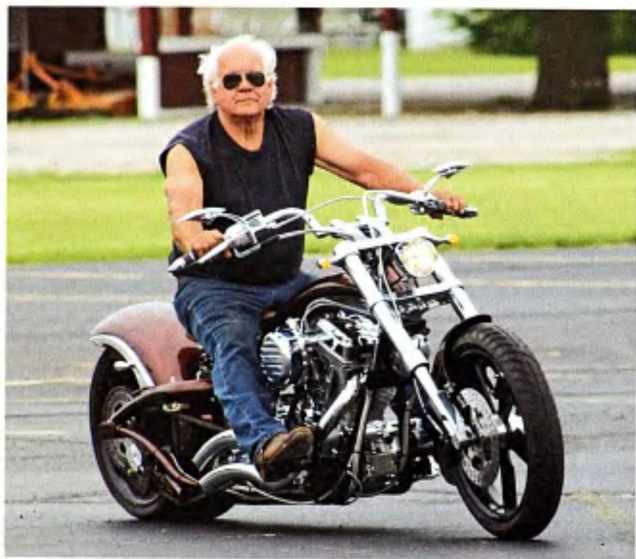
Photos: Diane

and his buddy Ken at Ken's Custom Cycle in nearby Castalia got him a 127-inch, 140-hp Ultima motor. "The frame holds about two gallons of gas, so with that motor I can go about 30 miles before I have to gas up again."

Chuck says that he found the other parts "here and there," like the La Rosa seat, the Demon Cycles handlebars, the CNC Engineering oil tank, and the pipes that he took off the Iron Horse Lone Star chopper he had sitting in his garage. He also had to weld on all kinds of tabs and things, including the chain idler to keep the chain from hitting the frame. Fortunately, working on a farm and having

been on motorcycles just about all his life taught him how to fix and fabricate just about anything. "It's a cool bike to ride," he says, "because you're looking down and all you see is the motor, transmission, and primary, and the top of the frame."

Chuck takes his bike to different shows where it always draws a curious crowd, but he says he shows it mainly to see if anyone can give him any clues about that frame. He'd really like to know just what the heck he's got there. —*Tripper*



Comin' At Ya



The December issue of *Easyriders* (#545) is our Holiday Special featuring a great Gift Guide for the biker in your life. Ride with us to Laconia Bike Week to enjoy America's oldest Motorcycle Rally. PLUS get a first look at the new Harley model motorcycles for 2019!

Custom bike features will include Ben Hunt's sexy shovelhead with Fox Hunt winner Bella, Paul Yaffe's crafty Crossbones, Edward Lee White's stunning Chopp Shop Road Glide, a badass Denver's Chopper, and Matt Walksler's 1929 JDH.

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David Mann's painting *Sturgis Buffalo*
first appeared in the August 1996 issue
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