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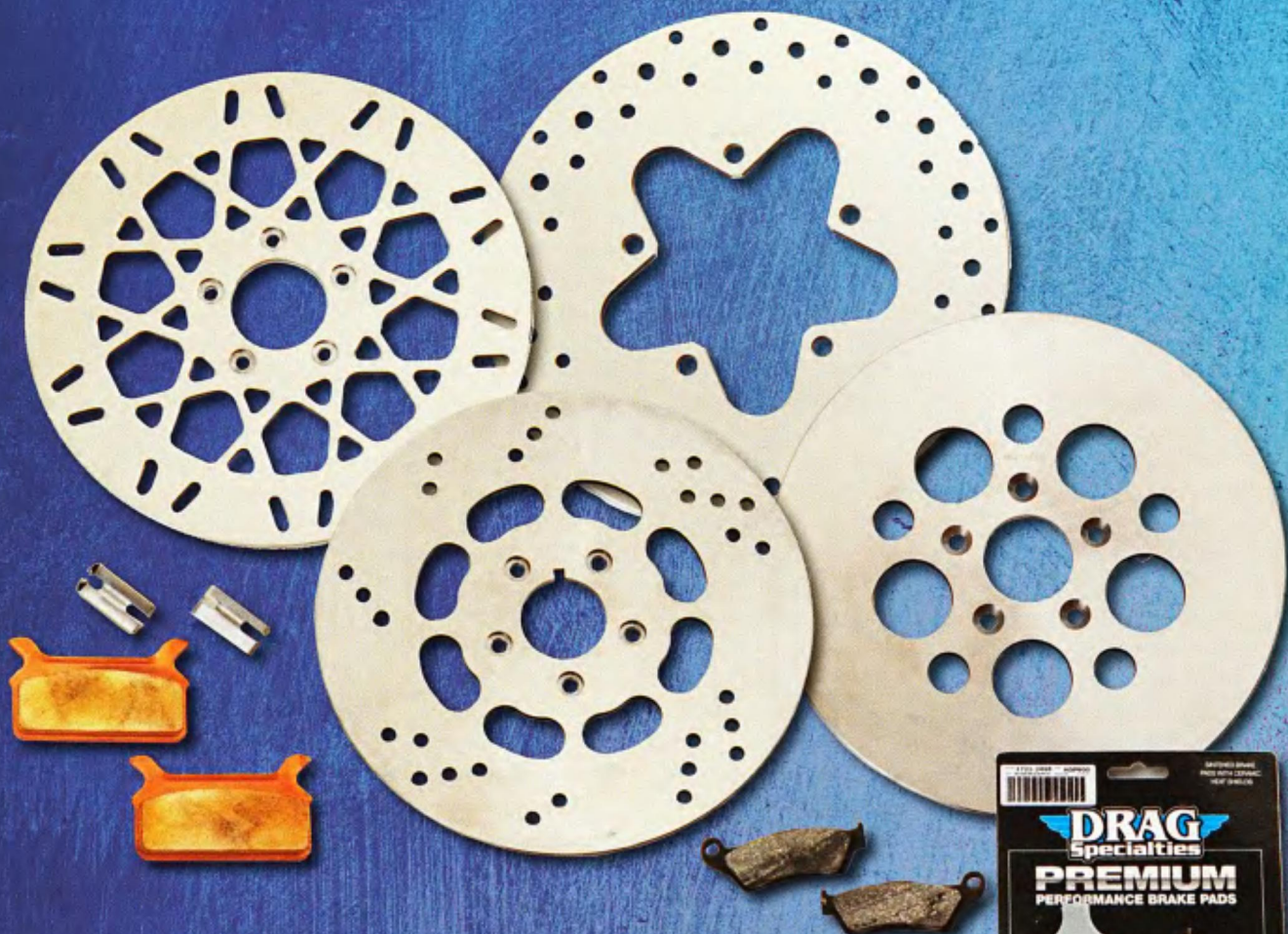
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Hello Dolly

Along with a nail salon, massage parlor, and dry cleaner, a mall in Toronto, Canada is now the site of North America's first sex doll brothel. Aura Dolls offers "an exciting new way" for patrons to achieve their desires "without the many restrictions and limitations that a real partner may come with," says the company's website. Marketing director Claire Lee says that customers "come in, they have their own room with a TV monitor that plays adult entertainment and a doll ready and waiting for you." Lee also assures potential customers that the dolls will be cleaned after each customer, using a three-step process. The company says it has had requests from women for male dolls and is considering adding them.

I Left My Crap in San Francisco

The public works department in San Francisco gets, on average, 65 calls *every day* with complaints about feces on sidewalks. Public works director, Mohammed Nuru, and the city's mayor, London Breed, put their heads together and came up with a solution: the Poop Patrol. In mid-September, five public works employees with a steam cleaner began scouring poop "hot spots," such as the Civic Center, Tenderloin, and South of Market neighborhoods during the afternoons to clean up the crap. Another team also cleans overnight. Officials told the *San Francisco Chronicle* that the waste comes from dogs and people, and the mayor recently allotted about \$1 million for new public restrooms.

Doggie-style Dog-sitting

Colorado Springs, Colorado resident Klete Keller engaged the services of a female dog-sitter through an app called "Wag!" for his pet, Jimbo. But Keller's tail was not wagging when he returned home early to find two shirtless men sitting on his couch and "an open

bottle of personal lubricant and a camcorder on the end table," Keller told Fox 21 News. When reached for comment, the unnamed dog-sitter said her keys were stuck in her car, and she "didn't have WD-40, so I ended up grabbing what I had in my car, for things, that, you know, I do on my personal time."

But Keller also noticed what he suspected was "bodily fluids" on the couch and said Jimbo the pooch was locked in a bedroom, sitting in his own urine and acting terrified. "It was just, just a total mess, and I can only imagine what poor Jimbo saw in there," Keller said. The sitter did admit that she shouldn't have invited guests over, but it's a good bet her former 4.96 out of 5 rating on "Wag!" might just take a hit.

Horse Drive Thru

William Parrish Jr., 32, and McKenzie Dobbs, 20, of Ocala, Florida were just trying to better accommodate their customers when they turned the kitchen window of their mobile home into a drive-thru for heroin addicts. They also installed helpful directional signs and even had a "Closed, please call again" sign alerting buyers when they'd next be open. Ocala police officers who raided the trailer were tipped off by several overdoses happening nearby. "We were able to determine that the product was laced with fentanyl," police Capt. Steven Cuppy told WFTV News. Parrish and Dobbs told Ocala police they thought a drive-thru window would be less noticeable than people regularly going in and out of their home through the doorway. Brilliant.

The Yoga Ball Murders

As his trial recently got underway, Chinese University of Hong Kong associate professor, Khaw Kim-sun, pleaded not guilty to a breathtaking murder plot. Prosecutors say that in 2015, Khaw filled a yoga ball with carbon monoxide, then left it in the

trunk of his wife's car, where it slowly leaked the noxious gas and killed his wife and their 16-year-old daughter. The BBC reported that Khaw was angry because his wife wouldn't divorce him so that he could be with a student with whom he was having an affair. When colleagues caught Khaw filling the ball, he said he was going to use it to kill rabbits, but in his statement to police, he said the gas was to kill rats in his home. He was charged with two counts of murder. The yoga ball, however, got off scot-free.

From UFO to GOP

On Aug. 20, the *Miami Herald* endorsed Republican Bettina Rodriguez Aguilera, who was running to replace Rep. Ileana Ros-Lehtinen to represent a district that includes parts of Miami and Miami Beach. Rodriguez Aguilera has been a city official and a business executive, the *Herald* noted, but conceded: "We realize that Rodriguez Aguilera is an unusual candidate." Before she was a candidate, Rodriguez Aguilera appeared on Spanish-language TV programs to talk about her experience of being abducted by aliens when she was 7-years-old. Three beings, two women and a man who reminded her of Jesus Christ, spoke to her "telepathically" and took her aboard their spaceship. Inside, she saw "round seats and some quartz rocks that controlled the ship." She said she has communicated with them several times ever since.

However, editorial page editor Nancy Ancrum didn't think Rodriguez Aguilera's beliefs or past experiences compromised her as an effective public servant. "Here's why we chose her: She's not crazy," Ancrum told *The Washington Post*. "I don't think we went off the rails here."

Rodriguez Aguilera lost her primary bid on Aug. 28.

Biker Saying of the Month

"The best alarm clock is sunshine on chrome."



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Eric Kerstholt's
Kirk Taylor Rigid
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Photo by: Mike Chase



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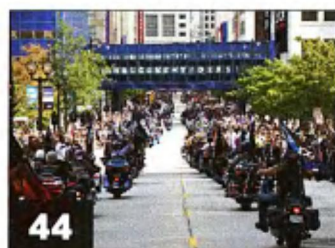
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ERIC KERSTHOLD'S KIRK TAYLOR RIGID SHOCK FACTOR

Kirk Taylor has been the force behind Custom Design Studios in Novato, California since 1997. The artist, custom painter, custom bike and hot rod builder has seen the motorcycle trends come and go over the years and is always up for a challenge. When

I spoke to him recently, he had just gotten off the phone with an avant-garde woman artist who was having him paint voting booths hot pink for an exhibition she's doing in New York. While choppers are Kirk's passion, he's hip to doing whatever it takes

to keep the doors open.

Case in point, the curious custom creation seen on these pages is not necessarily Kirk's cup of tea, but he listened carefully when Eric Kersthald came into the shop with a frame, a motor and tranny, and those 26-inch



Colorado Custom wheels. "This bike is Eric's vision," Kirk tells us. "I wasn't real receptive to the big wheel look at first. He kept calling this bike a boardtrack racer. But you know, after mock-up, I saw that those 26-inch wheels fill the space nicely. It's a new look for an old standard."

"Eric is very conservative and knows what he wants," Kirk says. "He works as an engineer for the City of Vallejo and handled much of the original mock-up chores on this rigid. He is big into racing too, from Outlaw midgets to boat racing. He also owns a Ducati Scrambler and a Harley Sportster."

Starting with a 100-inch Rev Tech motor and 6-speed Ultima transmission, Kirk massaged the Upland rigid frame to accept all the clearances. "The hardest thing was to create the chain clearance with the lid of the battery tray, which is a part of the frame," Kirk

recalls. The rear chain adjustment was a bit of a pain as well. And while a rigid frame held between those big wheels sure seems like a back breaker, Kirk says that Eric came up with some BMX-style Fox shocks for under the custom seat that cushions the ride nicely.

Believe it or not, Eric takes this hardtailed scooter on trips up to the wine country and definitely gets a lot of looks when parked in a sea of baggers. As for the paint, Kirk wasn't feeling the choice of solid grey in the green spectrum, but again, Eric knew

what he wanted and Kirk had to admit that the PPG color works on this bike.

When not coming up with creative solutions for making his clients dreams come true, whether we're talking motorcycles, cars, or voting booths, Kirk is busy working on a new TV series that is completely different from any of the bike building shows you may have seen over the years. "It's sort of Anthony Bourdain on wheels," Kirk says. Watch for details on the new series right here in *Easyriders*.

—Dave Nichols



FOX OF THE YEAR

Several months back, in our April issue, we asked our readers to pick their choice of Fox of the Year from all the gorgeous gals who adorned *Easyriders* magazine over the past year. Well, the votes have been counted and our readers have chosen succulent Sarah Jain from Berkley for the honor of being Fox of the Year. Here she is seen adding her charms to Eric Kerstholt's radical rigid, built by Kirk Taylor. Congratulations Sarah Jain.



Bike owner: Eric Kerstholt
City: Vallejo, CA

GENERAL

Fabrication: Custom Design Studio
Year and make: 2017 One-off
Model: custom
Assembly: Kirk Taylor
Time: one year

ENGINE

Year and make: 2017 Rev Tech
Ignition: Rev Tech
Displacement: 100 cubic inches
Lower end: Rev Tech
Balancing: Rev Tech
Pistons: Keith Black
Heads: stock
Cam: Andrews EV72
Lifters: stock
Carb: Mikuni HSR 42
Air cleaner: K&N
Pipes: Magna Flow

TRANSMISSION

Year and make: 2017 Ultima
Type: 6-speed

PAINT

Painter: Kirk Taylor
Color: EEKMOE
Type: PPG

FRAME

Year and builder: 2016 Upland
Type: rigid
Rake: stock
Stretch: stock
Shocks: Fox Air shock

ACCESSORIES

Bars: Santee
Handlebar controls: Moto Iron
Fender: Fat Kats
Headlight: Headwinds
Taillight: TC Brothers
Pegs: custom
Electrics: Rev Tech
Gas tank: swap meet find
Oil tank: custom
Primary: Ultima 2-inch
Seat: custom
Grips: Xtreme

FRONT END

Type: springer
Extension: none
Builder: Upland

WHEELS

Make: Colorado Custom
Size: 26-inches
Hub: Colorado Custom
Tire: Vee Rubber
Brakes: Wilwood

Photos: Mike Chase
Contact: Kirk Taylor
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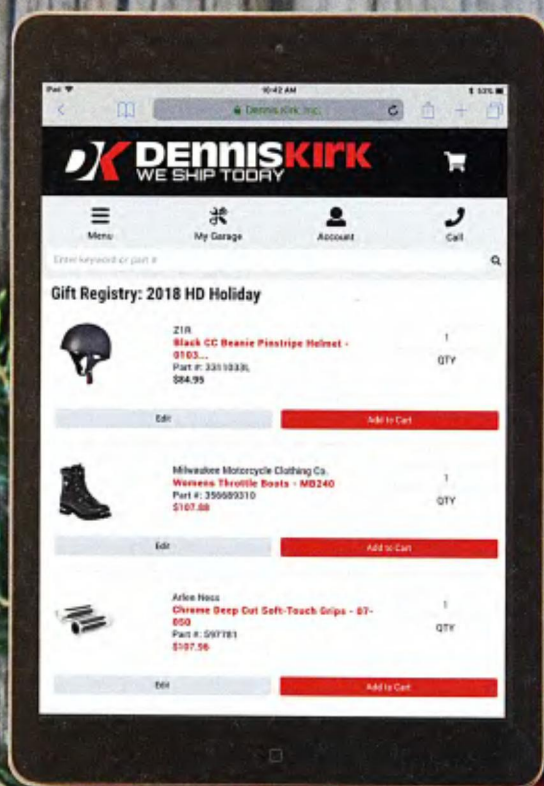
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NO HELMET REQUIREMENT IN CA FOR SCOOTERS

Here in California, a couple of startups came up with a rather ingenious plan to ease traffic congestion, while making boatloads of money for themselves. They manufactured thousands of electric scooters and dumped them on the sidewalks of the beach cities, and many other communities without caring one whit about seeking government approval. The scooters became so popular that the political forces had no other course of action than to accept them. While some restrictions have been placed on the companies in the meantime, mostly they have become an unstoppable force.

One of the notable features of the onslaught is that almost no one was using helmets while operating them, despite the California helmet law specifically requiring them *"when riding on a motorcycle, motor-driven cycle, or motorized bicycle."*

Widespread civil disobedience works. Governor Brown of California has just signed legislation authored by Assemblyman Heath Flora exempting the riders from the helmet law, citing, that "standup scooters can alleviate congestion on California's roads and will help the state meet its climate change goals by reducing car emissions." So if mass civil disobedience can nullify the helmet law for certain users, imagine if all California chose to adopt this tactic to free their own heads. But, as Phil Ochs penned 50 some years ago: *"Demonstrations are a drag, besides we're much too high. And I'm sure it wouldn't interest, anybody, outside of a small circle of friends."*

Source: Associated Press

E-15 THREAT LEVEL TO MOTORCYCLES INCREASES

For many years now, motorcyclist rights organizations have worked to prevent the encroaching threat that high ethanol blends pose to small engines such as motorcycles. The main concern is that fuel blends, such as E15 (a gasoline-ethanol blend of 85 percent gasoline, 15 percent ethanol), are not supported by any motorcycle manufacturer, and pose a particular threat of potential damage to fuel lines, injectors, seals, gaskets, and valve seats, as well as to carburetors.

The concerns are over the use of "blender pumps" which dispense multiple grades of fuel from a single spigot. If the last user of the pump chose E-15, the residue held in the hose would guarantee that the next user of the pump would receive as a gallon or more of E-15 in their next use of the pump. If that user is a motorcyclist, he would end up with nearly a full tank of E15. These higher blends have not been approved by the Environmental Protection Agency (EPA) for use in small engines like those in motorcycles. Furthermore, many motorcycle manufacturers now include statements in the manual that their warranties would be voided if E-15 or higher alcohol content is used.

The latest (and constant) threat comes from politics, naturally. Farm states, such as Iowa have a political interest in promoting high ethanol blends, as an outlet for their farm products. Politicians want votes from these key states to keep their power. Predictably, President Trump has now joined in, by granting the Environmental Protection Agency's (EPA) authority to lift

restrictions on higher blend of ethanol E-15 year-round. By lifting these restrictions, the EPA may now begin the task of creating new regulations.

The Motorcycle Riders Foundation is urging support for the H.R. 5855, the Consumer Protection and Fuel Transparency Act of 2018. This would enact legislation requiring the EPA to revise the labeling requirements on fuel pumps that dispense E-15, and conduct a consumer education campaign about the risks of using it. The American Motorcyclist Association has long advocated prohibiting blender pumps from dispensing E-15 from the same hose as other grades.

There is a balancing act at play here. On one hand, ethanol and fracking have brought the US to the point that it is nearly self-sufficient in fuel. Easing our reliance on oil from the head-choppers in the middle east is a laudable goal. On the other hand, it may come at the expense of our ability to operate our older motorcycles. Many racing motorcycles run entirely on pure ethanol. So where are the motorcycle entrepreneurs who can provide retrofit kits for all the Keihin and Mikuni carbs out there so we can move forward into a terrorist-free future? Your country needs you.

Source: The Motorcycle Riders Foundation, American Motorcyclist Association.

SPEAKING OF THE EVER-POPULAR GOVERNOR OF CALIFORNIA...

We have to give credit where credit is due. Governor Brown has signed two critical pieces of legislation in California, which greatly increase transparency regarding public access to internal

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police investigations and video footage of shootings by police officers and other serious incidents.

Previously the state has been one of the most secretive regarding records involving police misconduct. Senate Bill 1421 allows the public to view investigations of officer shootings and other major uses of force, as well as allegations of confirmed cases of sexual assault and lying while on duty. California is the only state where even prosecutors cannot obtain officer personnel files.

Assembly Bill 748 will require departments statewide to release video and audio recordings of police wearing body cams and other devices within 45 days of officer involved shootings and serious use of force. These measures were both bitterly opposed by police employee unions, and similar measures have failed repeatedly in years past due to their efforts. However, time and public opinion has shifted against officers, as their actions have gained more scrutiny from activists who have openly filmed them in the performance of their duty, and public awareness of police abuse has escalated.

Source: Los Angeles Times

EASYRIDERS CHOPPER SHOPPER UP AND RUNNING!

Dear Reader,

You may recall that we recently announced that *Easyriders* magazine was launching a new free service, **Easyriders Chopper Shopper**, to provide an alternative to the high priced new motorcycle market. Our goal is to unite sellers and buyers to assist in the sale of pre-owned motorcycles with new owners anxious to get up on two wheels. We are proud to announce that the service is now available, and entirely free to buyers and sellers alike. You can find *Easyriders* Chopper Shopper online at easyriders.com/cs. Check it out!



LIVING LIFE WIDE OPEN

We are sad to report the passing of bike builder and lifelong biker Bob Parker of Cherokee Choppers fame. Bob truly lived to ride and built custom choppers, and his creations have appeared in both *Easyriders* and *Biker* magazines. He is survived by his son Bo of Okeechobee, Florida, his daughter Kandee of Cherokee, North Carolina, his grand kids and family.

His son Bo is dedicated to continuing in his dad's engineer boots and hopes to build choppers that will be worthy to grace the pages of *Easyriders*.

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HARLEY-DAVIDSON'S BEACH RACER-STYLE SLIM



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Building a custom bike comes with its own problems in Switzerland, and if you want to build some really cool stuff, you need to know the lay of this alpine land. And if anyone knows those Swiss peculiarities, it's Rainer Bächli who runs the family business, Harley-Heaven, near Zurich.

It's one reason he picked this Softail Slim that, with its thumping 110 cubic-inch motor, is not only one of the most powerful stock Harleys, it's also an aptly crowning conclusion to Harley-Davidson's Twin Cam series.

If you had stopped by Harley-Heaven just before last year's Swiss Moto trade fair, you would have seen this bike being worked on feverishly by the well-oiled team of expert mechanics. Rainer himself was wrenching alongside his crew because this bike was built for the dealership's 50th anniversary celebration.

Rainer intentionally bucked the current trend of working on the new line of Softails, and opted for the Twin Cam Slim instead. In fact, he keeps some 110-inch Twin Cams at the ready for a select few customers who prefer it. "The Milwaukee Eight sells pretty well without me having to do much," Rainer says, "but there are a bunch of customers out there who really appreciate the 110-inch Twin Cam

"There are a bunch of customers out there who really appreciate the 110-inch Twin Cam because of its raw power and performance."



because of its raw power and performance. We still have some of these older Softails, and a couple of them have already undergone our styling treatment."

Case in point, this Softail Slim, appropriately named "Flying Thunder." With its 18-inch Excel spoke wheels and knobby Continental tires, it has the beach racer look that is very popular

in Europe these days. The bike's air filter was created by the Italian design artist Vity, while the exhaust pipes came from Kess Tech, a longtime supplier for Bächli-built bikes.

The paint job has a particularly vintage look to it. The airbrush pros at '70s Design in Italy caused a sensation at the Motor Bike Expo in Verona, Italy a few months ago. Turning them loose

on Flying Thunder proved to be a smart move. Laying on some antique bronze, they made the bike look like it's already been through an entire beach racing season when everything about the bike, including the motor, is actually brand-new. Flying Thunder had its debut at this year's Swiss Moto, the country's largest trade show of its kind.

—Horst Rösler





Bike's Name: Flying Thunder

Owner: not yet sold

GENERAL

City: Dietikon/Switzerland

Design/Assembly:

Bächli Harley-Davidson

Time to build: 2 months

Year and make: 2016/2018 H-D

Model: FLSS Softail Slim

ENGINE

Year and make: 2016 H-D

Displacement: 110 cubic inches

Air filter: Vity's Design

Exhaust: Kess Tech

TRANSMISSION

Year and make: 2016 H-D

Shifting: 6-speed

PAINT

Color: old bronze

Painter: '70s, Vicenza, Italy

Special paint: aged and weathered, starting flag design

FRAME

Type: stock H-D Softail

FRONT END

Type: stock H-D

ACCESSORIES

Mirrors: H-D Oldstyle

Gauges: H-D Vintage

Seat: Spirit Leather

Signal lights: Rizoma LED

Headlight: Paaschburg Wunderlich

Wiring harness: H-D, modified

WHEELS

Type: Excel spoked wheels

Size: 18-inches

Tires: Continental TKC 80

Brakes: H-D

Photos: Horst Rösler



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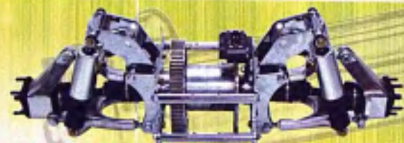
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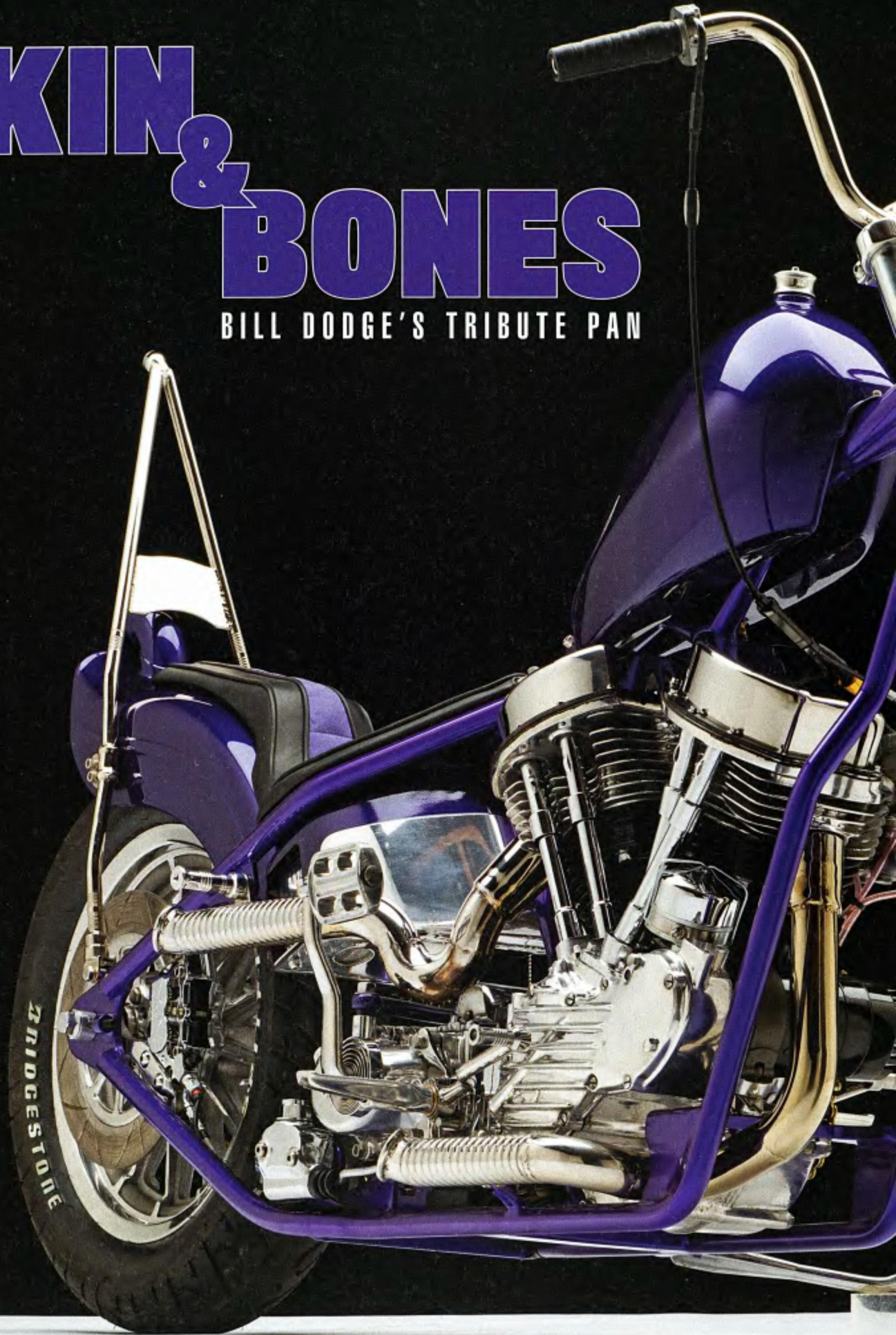
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SKIN & BONES

BILL DODGE'S TRIBUTE PAN





"I wanted to dig a little deeper and use my heart to build this motorcycle."

Bill Dodge, owner of Bling's Cycles in Daytona, Florida has been building one-off custom motorcycles since 1990 and is a no-nonsense, all-heart biker whose shop motto is "badass motorcycles that run." He likes all his bikes to be ridden regularly, ridden fast, perform, and last. Bill's clients quickly become friends for life.

One of Bill's trademarks is that he likes to get to know who he is building a bike for and then sneak hidden meanings, relative to the owner's personality, milled into some of the parts on the bike. It is that kind of creative detail that has made him one of the world's premier custom builders.

The purple panhead you are no doubt drooling over here was built specifically for Michael Lichter's "Motorcycles as Art" Buffalo Chip Museum Show in Sturgis two years ago. The show was called "Skin & Bones," and was centered around nimble, minimalistic custom bikes that gave a nod to the world of tattooing.

"It's funny that this exhibition was titled Skin & Bones as my bikes fit that bill perfectly," Bill says. "Every single piece is made one little spot at a time, just like a tattoo artist would do." Finding it interesting that the artistry of creating custom choppers and designing tattoos go together, Bill tells us, "There are so many reasons why the two go together, so I'll just pick one. Tattoos are all about memories, as are my motorcycles, and this motorcycle in particular. Every little piece was handmade with love for our friends that have fallen. I'll start off with Richie Pan. Great dude, great artist, great motorcycle rider." Tattoo artist Richie Pan Panarra died in June 2015. "This bike is mainly in honor of him and many of our fallen brothers."

"I actually made this bike for my friend Luis (aka Wicho) Rodriguez and his wife Tanya," Bill says. "As you can see, when you look closely at this bike, every single piece has a bit of their memories in it, whether it be the years of their children's birth, their birth dates, and other small things just for them."

The ultra-clean 1950 Harley panhead motor seems to float in Bill's handmade rigid frame, and the 74-cubic inch piece of jewelry is adorned

with a wicked set of pipes, also hand crafted by Bill. From the mini-apes to the handmade sissybar, this motorized marvel screams custom chopper.

"When I received this challenge from Mike Lichter to build a tattoo-inspired bike, I didn't feel that I was supposed to paint a bike like a tattoo," Bill recalls.

"Rather, I wanted to dig a little deeper and use my heart to build this motorcycle, and that's what I did, for my friends, and for Michael Lichter."

Speaking of Michael, I asked him what he likes best about shooting Bill's motorcycles. "I always look forward to photographing Bill's creations to discover the hidden treasures he hides everywhere on his bikes. It's like a mission of discovery."

—Dave Nichols



Bill Dodge builds
"badass motorcycles
that run."



Owners: Luis and Tanya Rodriguez
City: Daytona, Florida
Designer: Bill Dodge
GENERAL
Fabrication: Bling's Cycles
Year and make: 1950 Harley-Davidson

Model: FL
Assembly: Bling's
Time: 4 months
Chroming: Miami Plating

ENGINE

Year and make: 1950 H-D
Model: Panhead
Rebuilder: DC Choppers
Ignition: points
Displacement: 74 cubic inches
Lower end: H-D
Balancing: DC Choppers
Pistons: S&S
Heads: STD by DC Choppers
Cam: Andrews "A" grind
Lifters: solid
Carbs: dual 30mm Mikuni's
Air cleaner: K&N

Pipes: Bling's

TRANSMISSION

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

PAINT

Painters: Willy and Chad Chambers
Color: Violet Pearl
Type: House of Kolor

FRAME

Year and builder: 2016 Bling's
Type: rigid "Randy Jr."
Rake: 32 degrees
Stretch: 1/2-inch up, 1-inch out

Shocks: none

ACCESSORIES

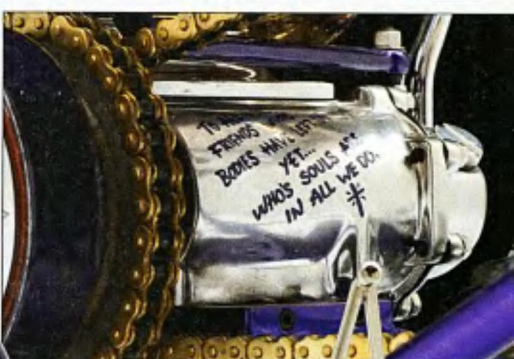
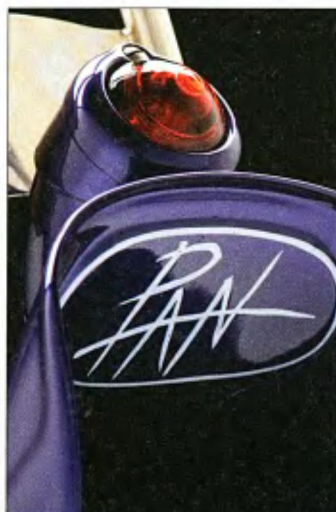
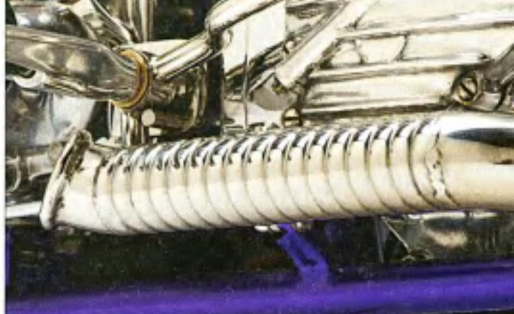
Bars: Bling's
Fender: Bling's
Headlight: found it
Taillight: Bling's
Pegs: Bling's
Electrics: Bling's (four wires)
Gas tank: Bling's
Oil tank: Bling's
Primary: Bare Knuckles Choppers
Seat: Bare Bones Leather
Grips: Avon

FRONT END

Type: Sportster with Bling's trees
Extension: 1-inch under
Builder: Bling's with Race Tech innards

WHEELS

Size: 21-inch front,
18-inch rear (Sportster Mag)
Hub: Sportster Mag
Tires: Avon front, Bridgestone rear
Brakes: Brembo rear



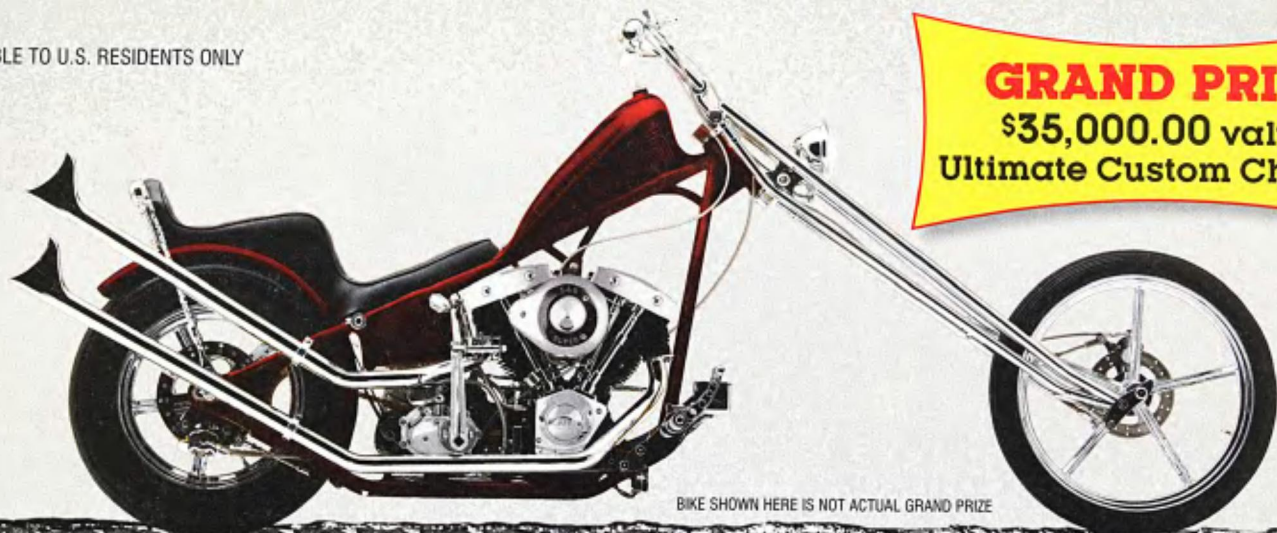
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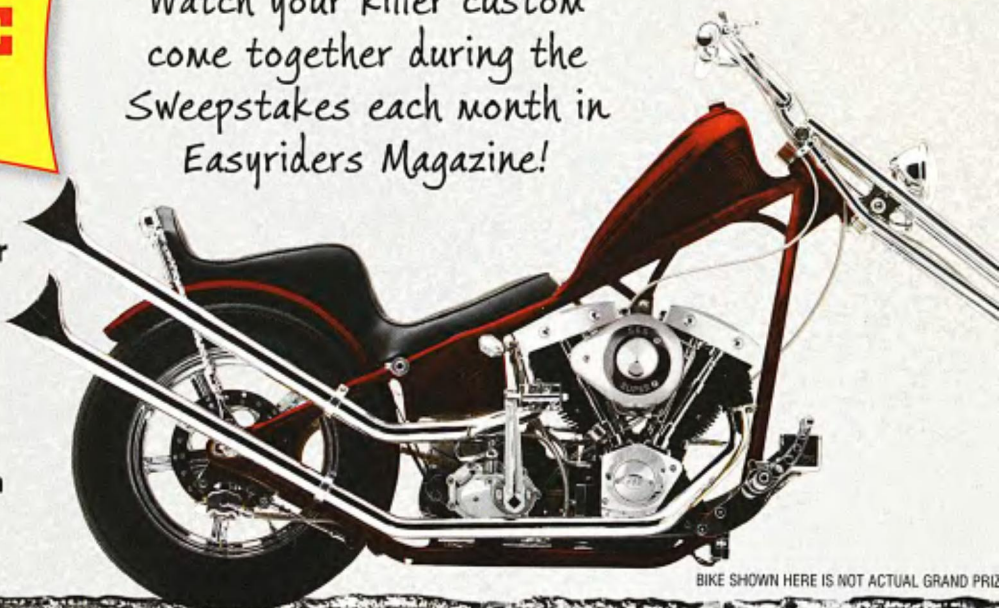
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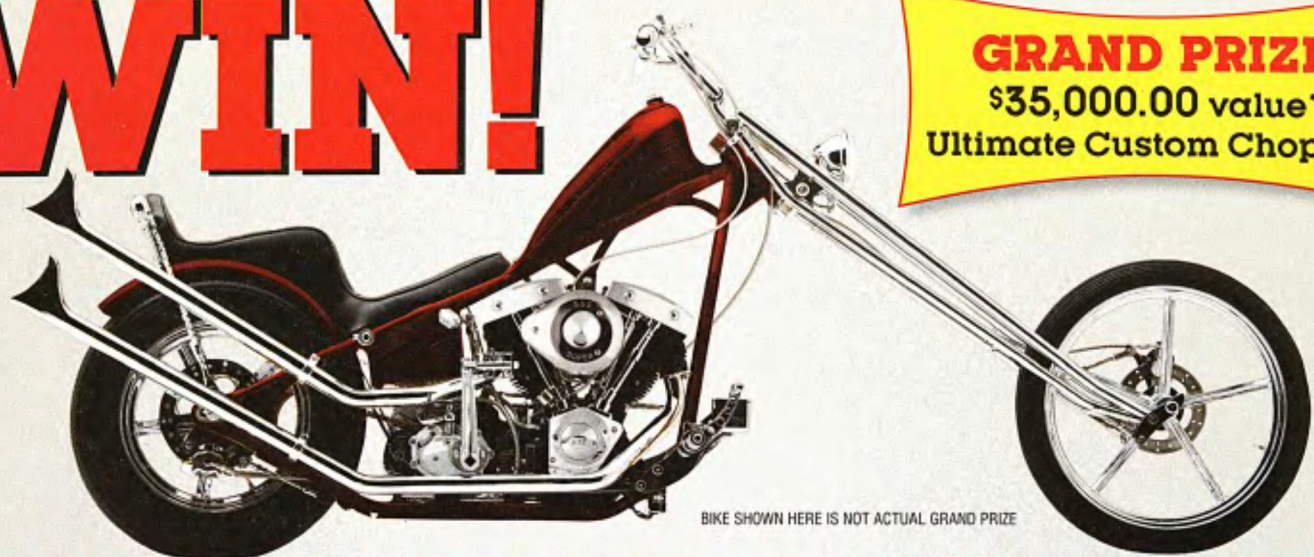
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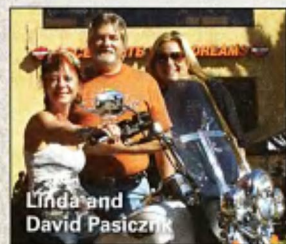
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WINNERS LIST: For a list of major prize winners, send a separate stamped, self-addressed business envelope to: Winners List, 2018 Annual Easyriders Subscription Sweepstakes, Easyriders/Paisano Publications, LLC, 28210 Dorothy Drive, Agoura Hills, CA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

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LIMIT—ONE ENTRY PER HOUSEHOLD

A guy from France, a guy from California and a guy from New York got captured by cannibals. The savages said to the guy from France, "We're going to boil you and eat you."

To this the Frenchman said, "Sacre bleu! Zis is terrible! You cannot boil me and eat me! Sacre bleu!"

Then the cannibals said to the Californian, "We're going to cut you up and use your bones to make weapons."

"Oh, wow, man. You can't do that, man. You can't cut me up. That's bogus, dudes," the Californian said.

Then the cannibals turned to the New Yorker, "And you, we're going to peel off all your skin and use it to make a canoe."

The New Yorker grabbed a fork from one of the cannibals, started stabbing himself all over and said, "Oh yeah? Here's your fuckin' canoe, you asshole. I got your fucking canoe right here. Here's your fucking canoe, pally. Your mother should take a trip in this canoe, you fuckin' mook!"

—Greg Cook

Nat. City, California

A college student who moved back in with his parents for the summer nervously walked into the kitchen. "Mom," he said, "I lost a bottle of pills that said ECSTASY on the cap. Have you seen anything like that?"

"Forget the pills," she answered. "Have you seen the zebra-striped singing dragon on the ceiling?"

—David Vida

Pontiac, Illinois

A blonde walked into a library, bounced up to the front desk and cheerfully exclaimed, "I'm here for the porn video try outs!"

"This is a library, young lady," croaked the disgusted elderly librarian.

"Oh, I'm sorry," said the blushing blonde. She then leaned in close and whispered, "I'm here for the porn video try outs."

—Big D

Fun Town

Two old bikers were about to enter a bar when a funeral procession went by. The first biker turned and whipped his cap off of his head as a sign of respect.

"Say, man," the second bro said, "that's the nicest thing I've ever seen you do!"

"Well, Dawg," responded the first as he headed inside, "after all, she was my ol' lady for 25 years."

—Sam Whaley

Tennessee Colony, Texas

"I'm having problems with my hearing," Mad Dog yelled to his doctor.

"You know, loud Harley exhaust pipes and wind can damage your hearing," said the doctor. "Can you describe the symptoms?"

"No problem," said Mad Dog, "Homer is fat and yellow, Marge has tall blue hair..."

—Big D

Fun Town

What goes in and out and smells like pee?

Grandpa doing the Hokey Pokey.

—Greg Cook

Natl. City, California

A beautiful redhead sat down at the bar in a rural pub and gestured seductively to the bartender. When he came over to her, she signaled for him to bring his face closer to hers. "Are you the manager?" she asked softly, stroking his face with both hands.

"Actually, no," he replied.

"Can you get him for me?" she purred, running her hands up into his hair.

"I'm afraid I can't," the bartender answered hoarsely. "Is there anything I can do for you?"

"Yes, there is. I need you to give him a message," she continued huskily, popping a couple of fingers into his mouth and allowing him to suck them gently. "Tell him there's no toilet paper in the ladies room."

—Tom Cook

Crescent City, California

Willie and Waldo were drunk as fuck. There they were, crawling down the railroad tracks when Willie said, "Goddamn, this is the longest set of stairs I've ever seen in my life."

Waldo replied, "It ain't the stairs that's killing me, it's this low handrail!"

—James Brundage

Monroe, Washington

Two bikers were drinking in a bar. One said, "Did you know that Elks have sex 10 to 15 times a night?"

"Aw fuck," says his friend, "and I just joined the VFW!"

—Cuzin Ina

Sharps Town

What did the blonde say when she was brushing her teeth and her gums started to bleed?

"Thank God—safe for another month."

—Tom Cook

Crescent City, California

Have you heard the slogan for the new, inexpensive tampon?

"We may not be number one, but we're still up there!"

—JoLo

Lil' Hill, California

SweepstakesGarage

BUILDING THE ULTIMATE CHOPPER

Part II: Fabrication and Modifications

As promised in the last issue, we went down to Tony Tyrell's shop, Lone Wolf's Chop Rodz in an industrial area of El Cajon just east of San Diego, California to check on the progress of the Ultimate Chopper we're having him build for you as the Grand Prize of our Easyriders Sweepstakes. A whole bunch of parts had arrived from Paughco, such as the frame they built to our specs, plus a huge box full of other stuff like the neck stem, headlight, floorboards, knurled push rod covers, and fishtail pipe extensions, as well as the Baker 6-speed tranny and the BDL primary drive.

Of course, Tony takes pride in fabbing a lot of items, even though he's usually a one-man shop. Fortunately, he has his "brother from another mother," Jason "Gnomie" Tapia at his side, helping him out when he gets swamped. Like he is right now, with this ultimate build.

Tony had already machined the triple trees for the front end he's going to build. And that's going to be a 22-inches over Harman-style front end that'll lend this chopper some added class. But we

haven't gotten that far yet. In fact, when we got there, Tony was busy working on the chopper's gas tank, and what I initially mistook for a peanut tank lying there on his work bench was actually one half of a split tank that Tony was giving his personal styling to. Looks like this bike's going to hold a lot more than just a gallon or two for longer riding with fewer stops.

Tony cut out the top of the first half to give the tank a more three-dimensional look. He then cut a strip of metal from a large sheet that he put into a stomp shear, spot-welding it around the cut-out, and running it through the shrinker-stretcher to give it the proper radius. He then re-inserted the cut-out with the strip into the tank side and welded the whole assembly together. One half of the tank was pretty much done.

Of course it's not as simple as that. It took some fitting and a lot of grinding to make sure everything was tight, smooth, and perfect. And that was just one half of the tank. "I'm also going to do a seamless strap over the split tanks and to the frame to hold it together," he says. "Plus, the tank's going to have a single gas cap."

Besides the gas tank and the Harman front end, Tony says he's fabricating not just odds and ends like mounts and

tabs, but also a lot of larger pieces.

"There's obviously the Harman front end with the built-in handlebars, but also the exhaust, the oil tank, the king/queen seat, and pretty much all the basic stuff," Tony says.

And what he's not building from scratch, he says, he will modify heavily. Like the oil tank that was still sitting in the big box from Paughco. "I'll probably use some parts of it," Tony says, "but it's ultimately going to look a lot different."

Meanwhile, Gnomie had some 3/4-quarter inch stainless steel in a lathe and was getting ready to make the bungs for another hand-made item: the sissybar. "It's probably gonna be about three or three-and-a-half feet tall," Tony tells me. "Obviously made from stainless, it's going to follow the fender and go up. I may also have the fishtail pipes go up on the side of the sissybar, but I haven't really decided yet."

As you can see, things are still fairly fluid around the shop, and ideas are still being worked out. When we come back for another check-up next month, most parts should be done, and some assembly will be underway. So stay tuned, and remember, you can't win this amazing chopper unless you enter the Easyriders Sweepstakes. See details on page 29 and enter today! —Tripper



The triple trees have been machined and are getting their proper threading for the bolts that will hold the Harman front end.



Tony runs a large piece of sheet metal through his stomp shear to cut the strip that will give the tank its three-dimensional look.



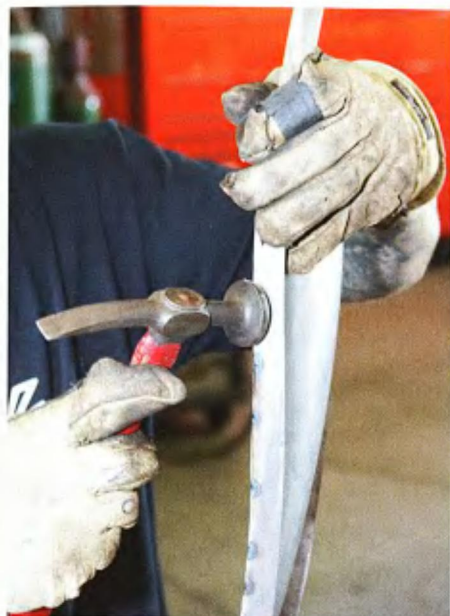
One half of the gas tank with its top cut out sits on the work bench awaiting Tony's special treatment.



The strip Tony cut is being spot-welded to the cut-out piece.



A shrinker-stretcher makes sure the part gets its proper radius.



Fine-tuning the strip's fit with a hammer.



The piece is then hammered gently into the tank's opening to see how it fits.



Additional adjustments are made with a special grinder.



Once everything fits, the parts are welded together.



Grinding the assembly some more ensures a smooth and perfect fit.



Meanwhile, Gnomie has a 3/4-inch stainless steel rod in the lathe and is working on the sissybar.



One tank half is done, the other half is still waiting for Tony's special touch.

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IT'S NOT JUST A CAMPGROUND PARTY!

FOWLerville RODEO



Around mid-August each year, RV's, trailers, toy haulers, and motorcycles piled high with camping paraphernalia start to accumulate outside the entry gate of Michigan's Fowlerville Fairgrounds. Camping out prior to the Easyriders' Rodeo for weeks in advance

has become a tradition to many of the regulars who crave that prime party spot at the area's largest and wildest party of the year.

Eager campers set up party zones that included stripper poles, couches, and lawn chairs that were strategically

placed for the best viewing and bead tossing activities that would come later during the after-dark parade of debauchery. The "official" start to this party commences with the opening of the midway on Friday.

This year over 30 vendors sold



everything from leather saddlebags to toys meant for an entirely different kind of party. There was plenty of cold beer on hand, and several food trucks with some killer chow. With the scent of freshly-cooked steak burgers wafting through the air, folks slowly started

migrating from the campgrounds toward the midway for the first of the weekend's live entertainment.

Generations and Damned by Dawn got the crowd warmed up for musical headliner Saving Abel, who got the party off to a rowdy start. Following an

outstanding performance, the stage call went out to all the lovely ladies with aspirations of being this year's trophy girl. Congratulations went to Kayla Hubell who won top honors and a little beer money for her participation in the semi-clothed dance off. In addition to





dishing out the cash to the winners, Kayla enjoyed trackside seating in the midst of all the action during Saturday's Rodeo finals.

The hot spot in the campground was out in the southwest corner. Golf cart traffic jams and hordes of party maniacs gathered around Mark, Roger, and Luke's makeshift discotheque/ stripper boutique for some all-night fun. Those not suffering too badly from Friday evening's campground antics had a jammed-packed Saturday. At the track, rodeo qualifying and finals are held on the same day in Fowlerville. The infamous barstool races and NCT Drift Trikes invited the more daring members of the crowd to experience some rodeo dust for themselves. On the main stage, a nonstop line up with Generations, Limelight, 4-Warred, and the evening's headliner, the Lacs kept things rockin' well into the night. Throw in a bike show, a corn hole tourney, a poker crawl, the evening's wet t-shirt contest and there was barely enough time to swing by Mystic Tattoo's mobile studio to get some new ink. Although there wasn't a shortage of body parts for new ink.



With all the campground hijinks and tons of cool stuff happening, it might have been easy to forget why we all congregated here in the first place. Namely, the actual Motorcycle Rodeo. I was astonished to learn, while I shoveled one of those big ol' steak burgers down my gullet, that the friendly couple sitting across from me had no idea what was happening on the track right behind them. After a quick explanation of what the rodeo actually is, I was informed, "that all sounds interesting" and "we'll have to check that out." I guess we all have different reasons to visit the Fowlerville Rodeo, but it's in the name of the event! Anyway, for those that came to the rodeo and missed out on all the excitement at the track, here's what you missed.

As it has been in the rodeo's recent history, the Tabor clan cleaned up at the track. Father and son team Robert and Jason took firsts in all events except the barrel race. Troy Snyder edged out Jason for a first place win in that event and Jason placed second. In the Gas Trike, Robert was followed by Mark Rockafellow, son Jason and Patti Neuffer in fourth. Jason took the Solo Sled win over Loran Whittaker with full pulls on both runs. Robert Tabor came in third and Ted Grummett took the cash for a fourth place finish.

The story of the rodeo continues in similar fashion with the Tabors on top and everyone else nipping ferociously at their heels. Robert went on to win in the Tire Ride and Weenie Bite with the aid of partner Niki Abel. Jason's partner, Christa Tabor, was the first to emerge from the haystack with potato in hand, picking up another win for the Ohio dynasty. Next month we'll all be in Chillicothe, Ohio for the finals. It will be exciting to see if someone can dethrone the current Kings (and Queens) of the Easyriders Rodeo.

A shout out and special thanks goes to the crew from the Remnant Sons MC for all their volunteer help. They handled track prep, running the sleds, dusting off fallen barstool racers and kept us all safe during the rodeo events. And as always, special thanks to our Rodeo Tour sponsor, Lucas Oil!

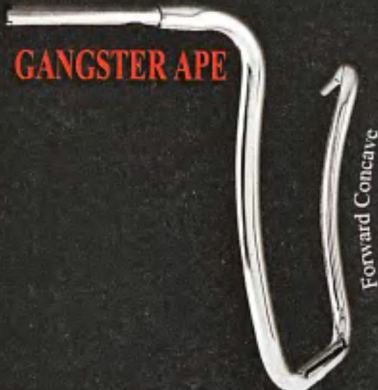
—Don Rogers

Photos: Don Rogers

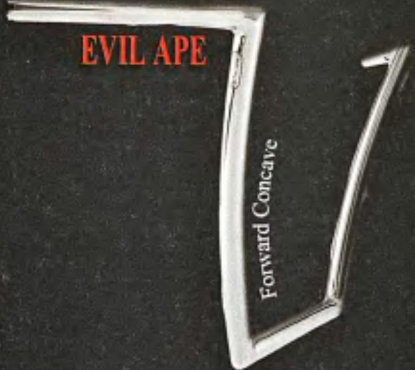
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Confessions of a Stripper

SHOOTER GIRLS



Many bars and lounges have shooter girls. During busy hours, shooter girls walk through the bar selling shots in test tubes, held in a wooden or plastic rack with holes in it. Strip clubs also employ shooter girls, but the duties are slightly different.

The tubes are filled with various drinks: sex on the beach, red-headed sluts, vodka and various juices (such as a Windex shot), Grateful Deads and so on. The same shots a shooter girl in a standard bar might carry. What differs is what how a shooter girl in a strip club might serve those shots.

Most popular are body shots, in which the shooter girl becomes the vessel for the liquor. In a snake bite, for instance, the shooter girl lies on her back, and lemon juice is poured in her belly button, and the girl holds the test tube in her mouth. The customer sucks the drink from the test tube, then swallows the lemon juice in her navel, and then eats a lime wedge. Shots can be imbibed from various other parts of the shooter girl's body depending on her willingness and the size of the tip.

Shooter girls will be wearing more than the strippers (i.e. not naked), but still sexy, provocatively dressed. In most clubs, shooter girls are not allowed to

give lap dances except under special circumstances. Men, being perverse, are often attracted to the forbidden, so a shooter girl may often get more attention from customers than a naked stripper. It's a challenge.

You can get close. A shooter girl might sit on your lap and pour the drink down your throat. Do some gyrations. Or you can tip a stripper to come over and let the dancer and the shooter girl tag-team in various creative ways. I had one customer who didn't drink. But he always bought shots from me. He had me drink them. He would bring a stripper (or two) over to help me. Sometimes he wanted me to stick the test tube between the dancer's breasts, and suck the shot out.

It is an entry-level job. I started my strip club career as a shooter girl when I was 20 years old. I had one of my best experiences ever.

One night in the club I was serving shots to this very attractive couple, a man and his wife who were, I'd say, in their mid 40s. They were very comfortable in the club. The woman had long blond hair. They kept staring at me even when I wasn't serving them. After the third or fourth drink the wife had this coy smile on her face. The man put his hand on her knee, and did

all the talking, explaining why they followed me with their eyes all over the room.

He said his wife was interested in me and had never had an encounter with another female. I hadn't either, but I was not about to tell him that. I didn't want to admit that I wasn't experienced, and I wanted to maintain the fantasy of the club. I told him, in a way that wasn't really answering his question, that I wouldn't decline the opportunity.

His questions about my experience was a form of foreplay, and it was working. The husband offered to buy a lap dance, and said that he would expect me to make out with his wife. She didn't say anything, just checked me out. She was smiling. I said yes.

I got the manager's permission to give them a dance. The husband fondled his wife while she made out with me. She stroked my behind, put her hand on my stomach, telling me how attractive I was. The husband kept reassuring his wife, telling her how she was still "the main attraction of his heart." He touched her, kissed her, encouraged her to make out with me. We ended up tag-teaming the wife. She kept looking at her husband as if to say, "I'm getting what I want. Are you sure it's okay?"

I had an orgasm. It wasn't any specific touch, but the entire experience that aroused me. I had never kissed a woman before. It was the softness of her lips, the passion that she had making out with me. She had very, very big breasts. We could have continued playing with each other indefinitely. We became a threesome instantly. I wanted them to know that I wasn't coerced into doing this, or that I was doing it just for money. When we finished, I took off my panties and let them see the results, that it was definitely something I enjoyed.

The couple asked me to come home with them. I declined. I was very young and I didn't know what to do. They say a person's greatest regrets are not the things she did, but the things she didn't do. I would definitely go home with them if I saw her again. I regret that I didn't keep in touch with them.

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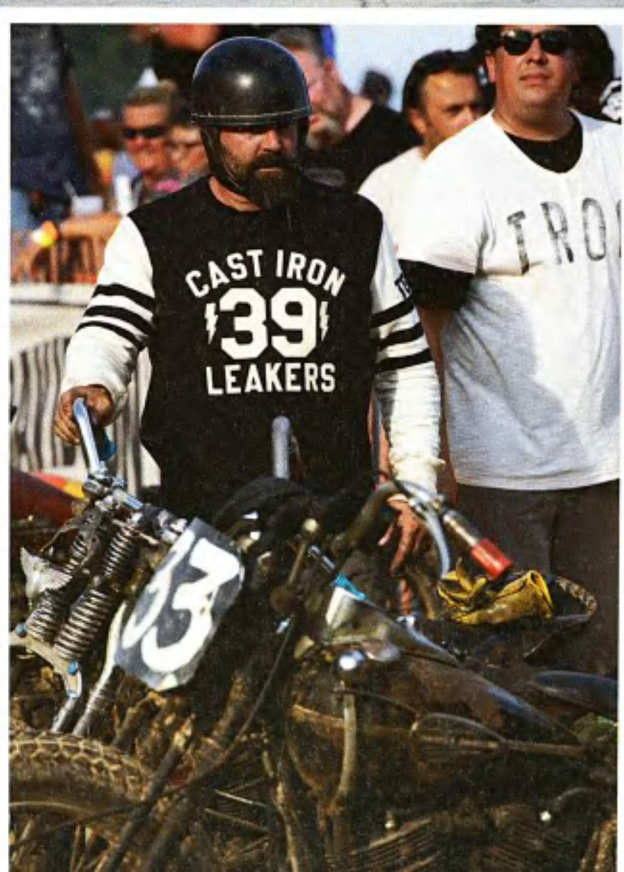
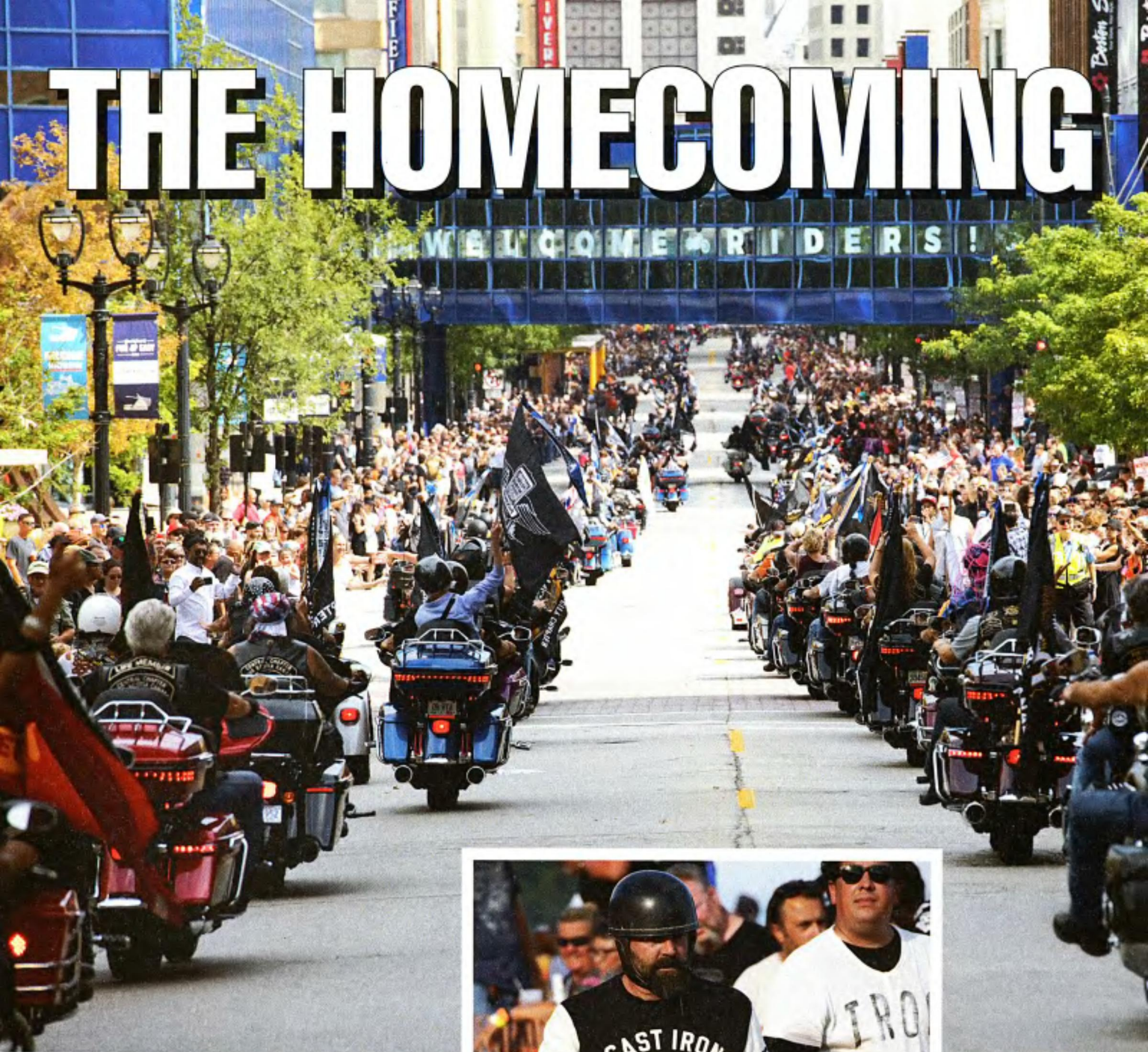
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THE HOMECOMING





HARLEY-DAVIDSON'S 115th ANNIVERSARY



The Harley-Davidson Motor Company is great at staging anniversary events. It was all new in 1988 when I attended the very first homecoming, which was filled with the excitement of building toward the 100th anniversary in 2003. Harley has tried it all, from mega-star bands and controlled venues, to what they offered this year for the 115th, an open platform with a multitude of offerings.

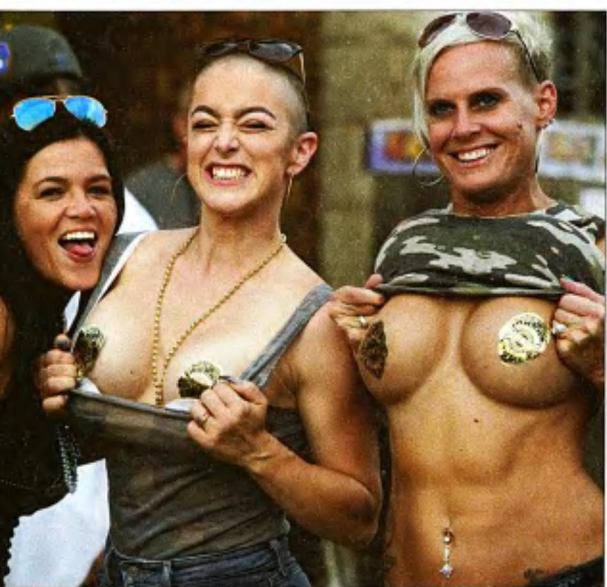


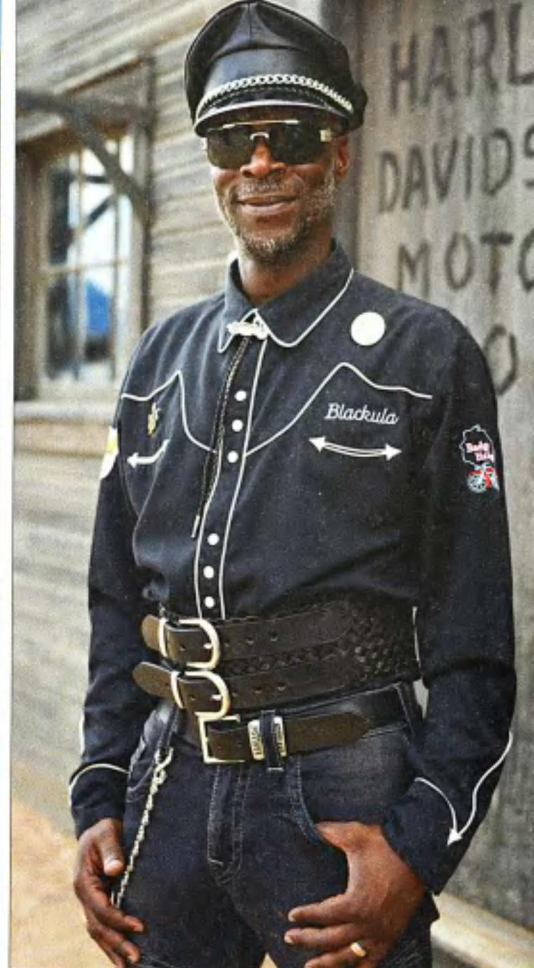
There was no Bruce Springsteen, Kid Rock or ZZ Top, but there was plenty of character, variety, and so much to choose from that you couldn't possibly do it all. And definitely, there was something for every kind of rider.

In addition to the incredible range of riders that attended this event from within the United States, large numbers of riders came from overseas. You saw this to an extreme in the Sunday afternoon parade that acted as a finale to the 115th Anniversary event. Over 6,500 bikes were staged at Miller Park and they rolled all day long, thrilling local Milwaukee spectators.

The one place where people seemed to keep coming back was the Harley-Davidson Museum. Acting as ground zero for the event, the Museum had two stages with back-to-back live bands including a solo performance by Pat Simmons of the Doobie Brothers, and acts at night such as the Reverend Horton Heat and Hairball. During the day, there were motorcycle field games, stunts by the Ives Brothers and Cole Freeman with his Ill Conduct show, tattoo artists, a custom bike show, and motorcycle artists like David Uhl, Scott Jacobs, Heyltje Rose and Kayla Koeune. The Museum itself is like the Holy Grail when it comes to Harley-Davidson history, and your HOG membership gets you in free.

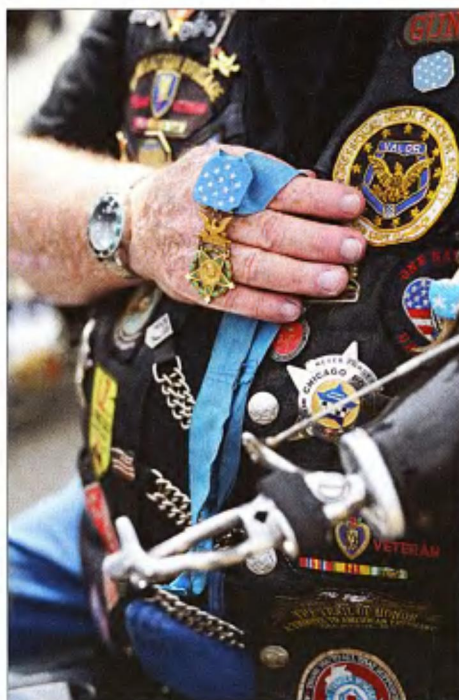






There was every kind of motorcycle racing imaginable going on during the rally, including run-what-you-brung drag racing at the Great Lakes Dragaway in Union Grove on Friday and Hill Climbs on the slopes of the Little Switzerland ski resort in Slinger on Saturday. Flat-Out Friday indoor flat track and Hooligan racing was a big hit with crowds of racing enthusiasts, as was the Bradford Beach Brawl 1/4 mile oval races on the banks of Lake Michigan Saturday.

Hundreds of bikes filled the streets and parking lots around the House of Harley dealership where bands played from a large stage beside the dealership, and Count's Kustoms had a great display of custom bikes. This was just one of seven local dealerships that each hosted Anniversary events with street closures and test rides on the just-released 2019 model Harleys. Thanks to H-D, I was on one long test ride on a brand new 2019 Ultra during the festivities. What a great ride (thanks so much Jen Hoyer, Alan Barsi, and Harley-Davidson), and yes, I do want one!



One thing I truly enjoy during these Milwaukee reunions is the "Brady Street Experience" as they are now calling it. This street party has legs that just keep going. It has to be the best street party I've ever been to, and maybe the closest thing to Mardi Gras outside of New Orleans. The streets are only open to motorcycles for many blocks, similar to Main Street at Sturgis. But on Brady Street there are bars everywhere, plenty of live music, and open drinking on the streets. Everyone was having a blast and everyone was getting along. Not that this was the only street party, because I also stopped by the Motorcycle Alley party on S. 5th Street by the Fuel Cafe, replete with a stage in the middle of the street.

There was plenty more to do, such as the Milwaukee Motorcycle Film Festival and my own exhibition at the beautiful Iron Horse Hotel. Look at it this way, Harley-Davidson has been around for 115 years; they deserve to throw the ultimate biker party. Riding free for 115 years is plenty to celebrate!

—Michael Lichter



VISIONARY

MIKE SAENZ'S 2008 VICTORY VISION



On January 9, 2017, Polaris Industries abruptly shit-canned its Victory Motorcycle line and that caught a lot of people by surprise, including yours truly. It was really a puzzle, but shit happens, and eventually we got used to the idea and just moved on. Polaris also owns Indian Motorcycles and everybody kinda stopped thinking about the Victory line. Well, not everybody.

Mike Saenz of Heavy Metal Designz (HMD) in Tucson, Arizona never stopped thinking about them. You see, Mike specializes in customizing the notoriously hard-to-customize Victory baggers with his own line of wicked fiberglass body parts and other stuff. He opened his shop in 2009 and put every fiber of his being into making Victory bikes look cool.

So when the axe fell that fateful day, it left Mike and his company in a weird position, to say the least. Would this be the end of his ambitions and all the





years of hard work he had put into his company? "Polaris left me and everyone else high and dry," Mike explains. "It was a coin toss for us, and could have turned out way differently." But then, something amazing happened. "All of a sudden the phone started ringing, and it kept ringing. Our business has doubled, and it's just getting busier."

Once something gets discontinued, it often increases in interest and value. A car or motorcycle that is no longer in production becomes finite in quantity, and that makes it rare. "My feeling is that the Victory Vision is going to become like the 1963 split-window Corvette," says Mike.

The screaming Tangelo machine you see here is an excellent example of what Mike and his crew can do.

It was designed to be an advertisement for the shop. It's a strong running bike, making 120 horsepower. The only mods to the motor were the Lloyd's z cams, and the intake and pipes. Mike tells us it'll pull the wheel up in second gear with no problem.

The bombproof 106-inch Victory motor doesn't need much to begin with. Longevity? They've gone well over 200,000 miles with the original top end. The rings don't blow out or anything. And they're so simple to

maintain. You can buy the oil filter at any auto parts store. "You've got your normal maintenance stuff like belts, fork bushings, seals, changing the fork oil. But nothing major," Mike says. "You just don't see these motors cratering or anything, because they just don't."

The front end is HMD's rake kit made for a 21-inch wheel, which kicks the front out a bit while keeping the bike at factory height. Jeff at Air FX makes the shocks for HMD, but Mike builds the guts of the system. The result is a big bike that rides amazingly well. "You could ride it clear across the country, drop it into a bike show and still be respectable," Mike tells us. "It rides beautifully and handles like a crotch rocket... Almost."

"We were one of the first companies making body parts for Victory bikes and we're going to be the last one standing."



Owner: Mike Saenz
City: Tucson, Arizona
Designer: Heavy Metal Designz

GENERAL

Fabrication: HMD
Year/make: 2008 Victory
Model: Vision
Assembly: HMD
Time: 3 months

ENGINE

Year: 2008 Victory
Model: 106
Ignition: Victory
Displacement: 106-inches
Lower end: Victory
Pistons: stock
Heads: stock
Cam: Lloyd's
Fuel Delivery: Power Commander V
Air Cleaner: Victory
Pipes: HMD 2 into 1

TRANSMISSION

Year and make: 2008 Victory
Shifting: 6-speed

PAINT

Painter: HMD520
Color: Tangelo Pearl
Type: House of Kolor

FRAME

Year/Make: 2008 Victory
Type: Vision
Rake: 4-degrees
Stretch: none
Shocks: HMD/AirFX

ACCESSORIES

Bars: HMD Cadillac
Fender: HMD Wraparound
Headlight: HMD
Taillight: HMD Frenched
Floorboards: Revolution
Center Stand: HMD
Gas Tank: Victory
Oil tank: Victory
Primary: Victory
Seat: HMD
Grips: Ness
Stereo: 1300 watt JL
Stereo Housing: HMD
Speakers front: Hertz SPL 6.5-inch and ST35 horn
Speakers rear: 10-inch JL Slimline sub
Speaker Lids: HMD 8.8-inch

FRONT END

Builder: HMD

WHEELS

Size: 21-inch front, 16-inch rear
Brakes: HMD 13-inch

Photos: John Covington
Contact: Mike Saenz
Heavy Metal Designz
520-308-3759
HMD520.com



The bodywork is all made at HMD, including the fenders, center console, stereo housing, speaker panels, and more. Remember those crappy stock Vision saddlebags that looked huge, but were tiny on the inside? The Scorpion tail kit fixes all that. Stretched 6-inches past stock, there is actually room for your shit. And dig those 8.8-inch speaker lids. Those 10-inch JL Slimline subwoofers in the back and Hertz SPL 6.5-inch and ST35 horns in the front are powered by a massive 1300 watt JL amp.

Something this cool doesn't happen by itself. Mike's crew of Erica, David, Sam, Tim, Josh, and Coco poured

everything into this build. You could say that they believed in something nobody else did. So Victory may be history, but like so many things in motor sports, what looks like the end can really be the beginning, if you have the right kind of vision. Mike has that vision and the future is looking pretty damned bright. "We were one of the first companies making body parts for Victory bikes and we're going to be the last one standing," Mike says. "That sounds cocky, but it's the truth. Our competition is gone." —*Beatnik*





Puttin' Pets

A Biker's Best Friend

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

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



Who doesn't love a hedgehog on a panhead? This one is named Shiitake. I have owned hedgehogs for over 20 years.
—Chris Gibbany, Harrison, Arkansas



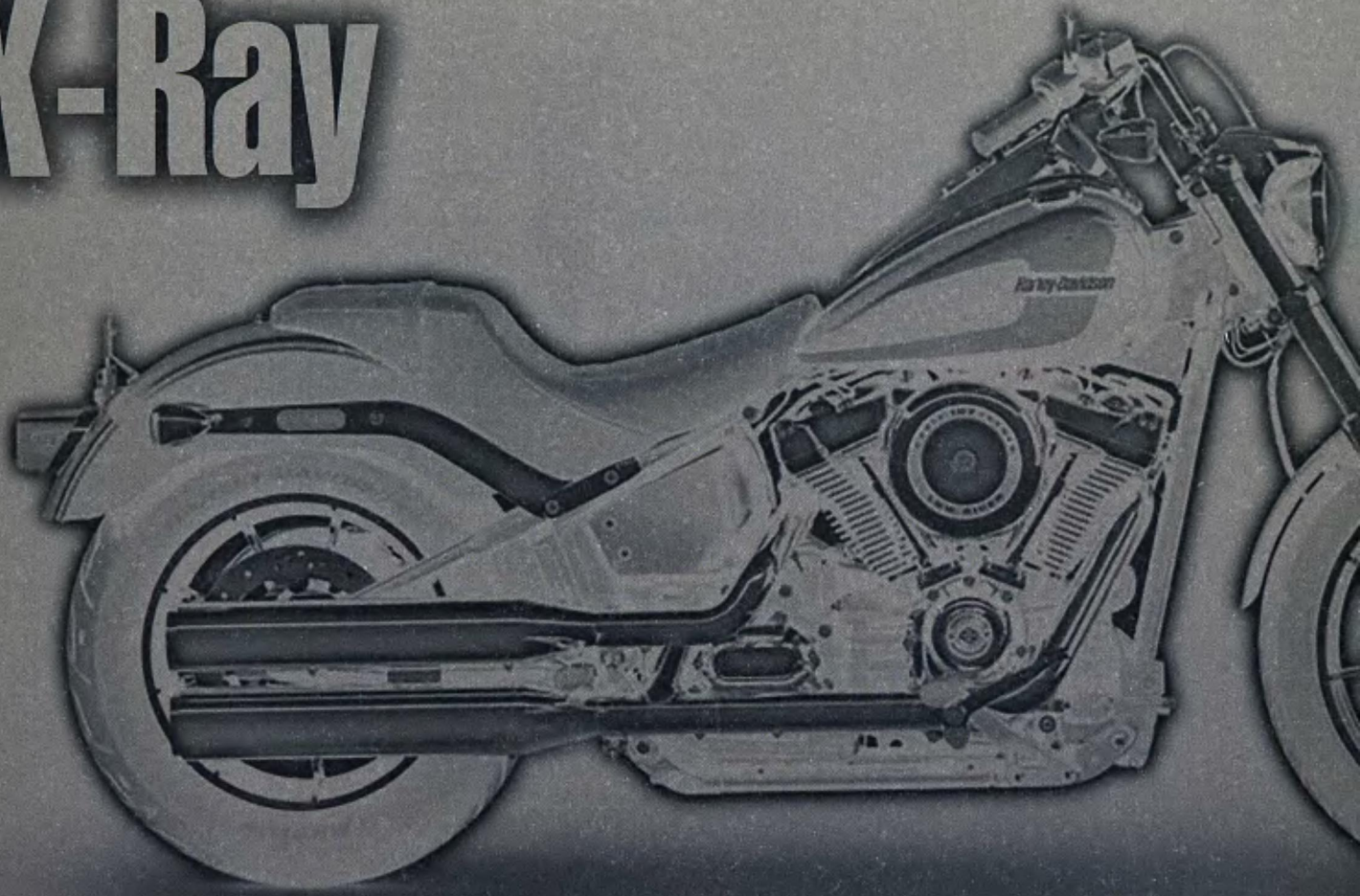
This is Memphis. His road name is Beast. He will be four on June 13th. He is a four-year old Yorkipoo and he loves to ride!

—Michele Ashmore, San Antonio, Texas



Rose (aka Rosy) is a rescue dog originally from Texas who loves working in the garage with her dad around his Harley-Davidsons.
—Jim & Lori, Calgary, Alberta, Canada

X-Ray



"I thought he was still runnin' coast to coast on that old '79 Lowrider," said Spook.

"All I know is he bought that horse farm for his 'ol lady and moved up there just to shut her up," Rick's answer was tinged with annoyance.

"Yeah, but Tony saw him out in Oakland like four years back," Ralph chimed in. "And he had a small crowd around that Lowrider. You know how pristine he kept that bike. Always looked showroom new."

"For sure," said Spook. "Always clean as a whistle and loud as a cannon with those open 42-inch drag pipes screamin'. His ol' lady bitched about that, too."

"I swear, he did the coast to coast every year just to get away from her gripin' but it stayed a habit long after she split," Ralph said.

"You kiddin' me? She split the poor bastard?" asked Danny.

"Yeah, she took off and left him the whole place to take care of: horses, barns, house. It was just him up there for the last ten years."

"Wonder why he never cruised back down to hang here?" asked Danny.

"Ahhh, you know X-Ray. He was a proud man. He probably didn't even want us to know about his trials. He was an independent cuss," said Ralph. "One thing's fer sure, he loved that bike as much as he loved his son. That's why he made the plans he did."

The boys were all sitting around the King's table at Bird's place as they traded memories of X-Ray Mike. A good man, an avid biker, and a gentle soul with a hardcore exterior. X-Ray could be a hardass when he had to be, but for the most part he was just a giving soul who loved to ride. Back in the day when he rode amongst The Northside Boys (so named for the fact that they practically owned the North

Shore of Long Island back in the AMF years) he was known for his generosity, his womanizing, his hardcore riding abilities on and off road, and for being a devoted father to the son he loved.

X-Ray rode the wheels off his '79 Lowrider. He loved the early 80-inch shovels and loved the "Silver Shadow," as he sometimes called his bike. X-Ray missed more than a few club runs and meetings because he was off galavanting on that shovel. If he wasn't in New Mexico with Carly, he was in Oregon with Gina, Carly's estranged sister. When it wasn't Gina, it was Tish, when it wasn't Tish, it was Patty, and on and on ad infinitum. Not that X-Ray was a handsome dude. If anything he was a bedraggled-looking scooter tramp. We all know the type. The sort of guy who just doesn't look the part of the consummate womanizer, yet every time we saw him, he had a new



more rounds and continued telling tales about X-Ray. "Hey, anybody remember how he got his nickname?" asked Ralph.

"Yeah, you gave it to him," replied Danny. "Not all that clever when you consider he was an X-Ray tech."

"True that," Ralph recalled. "But I never called him that until the flight 800 stories started filterin' out of the hospital he worked at."

"Yeah, that was some horrendous shit," said Danny.

X-Ray worked himself through school by the skin of his teeth. At the time he rode a beat up old Sporty back and forth to school and that included winter days with temps in the teens. On snowy days he took cabs. He lived in a one room apartment with lousy heat and the occasional cracked pipe, and his Sporty was parked outside with a ratty tarp thrown over it. He lived like that for the two years it took him to complete school and work part time. There were times when he'd call one of the boys to help wrestle the bike into his room so he could wrench on it. He graduated at the top of his class and began working at the largest hospital in the region.

X-Ray worked his way up to chief tech in no time and was able to buy his Lowrider in late 1979. He'd ride the back roads of Long Island with the boys, scraping pegs and sending up sparks. He had the habit of power downshifting and tearing up his rear tire as he accelerated out of every turn. He went through a chain a season after having stretched them all past adjustment, yet that damned Lowrider just kept on ticking.

Eventually, Mike came as close to settling down as any true biker can. His wife Katrina gave him a baby boy to be proud of and Mike raised him in the tradition of motorcycles and brotherhood. He carries on Mike's name proudly. The boys all called him "Little Mike" from the get go and nowadays some people are confused when they first hear his nickname, as "L'il Mike" has grown into a six-foot-two-inch, powerlifting giant of a man. It was Little Mike who first brought the news about X-Ray's passing to Bird's place. Amidst the cigar smoke, hard

rock music, and gyrating topless dancers, he sat at the King's table and reminisced with the boys.

"He was a good man and a great father and I'll miss him every day until it's my turn for the urn." Said Mike when he first broke the news. The boys all continued swapping tales about the man.

"He was a great guy and an interesting character. We were proud to ride with him," said Spook.

"And he loved all his good times with you guys," said Little Mike.

"We'd like to do somethin' special for the man," said Spook.

"Well, there is somethin' I'd like to request on my Dad's behalf." Little Mike became serious. "My Dad requested that a portion of his ashes be placed in the seat downtube in the frame of that old '79. He'd like Spook to do the work. Maybe weld a plug in place top and bottom of the tube to hold him." Little Mike continued, "He left the bike to me and I'd like to ride it down to Port Jeff and spread the remainder of his ashes on the lawn in front of the boat museum, and I'd like you all to be there, if that's okay."

"Of course, man," said Ralph. "We'll ALL be there."

"Thanks, boys," said Little Mike, "I knew I could count on you."

The following Saturday a loud, twisting snake of metal and leather proceeded down the main street of the old port town. There were over 60 bikes in all. Windows rattled and the townfolk stopped to stare as a bright silver Lowrider led the procession of Harley-Davidsons to the expansive lawn of the Boat Museum overlooking the harbor. More stories were told, bottles were passed around, even a few prayers were said. As the short ceremony wound to a close, Little Mike spoke up and thanked everyone. "Special thanks to you, Spook. You did a great job. Looks factory finished." Little Mike smiled as he shook Spook's hand. "Now Pop and I are gonna head to Frisco. For some reason I have an urge for fish stew and a ride west."

A cheer went up as Mike kicked over his inheritance and aimed her toward the setting sun.

—Z. Jaki

beauty on his P-pad. That is, until a mouthy wife slowed his roll a bit.

He was a fun guy on and off his bike, and was always up for a long trip. He once got the urge for Cioppino and talked a few of the boys into riding all the way to San Francisco for a big bowl of it. A long way to travel for some damned fish stew. They took off on the spur of the moment with no leathers, no changes of clothes or underwear. They just hopped on their bikes and split for the Golden Gate State and Sam's Grill where the staff all knew him and treated X-Ray and the boys like family. It wasn't the first time he pointed the "Silver Shadow" toward the sunset. The boys that traipsed along with him said he never tired; it was just "Gas n Go" until they got there. Spook said X-Ray hopped off the bike in Frisco like he'd only gone around the block.

The boys at Bird's ordered a few

Jesse Srpán, who owns Raw Iron Choppers in Charndon, Ohio tells us, "This bike was built specifically for the Michael Lichter's Motorcycles as Art exhibit "Old Iron, Young Blood" at the Sturgis Buffalo Chip in 2017. For the last few years, I've wanted to build a bike around an S&S 124 that would squeeze every drop of power out of that motor and be a killer fast bike to ride. My shop does a lot of pans and shovels so I wanted to break away from that with this build and do it around an Evo power plant." Jesse literally built the whole bike around that 124 S&S engine.

"Lichter's exhibit at the Buffalo Chip

was geared around the under 35-year-old and younger builder. So being a '90's kid, I wanted to build a throwback to the Jesse James Motorcycle Mania days when the look was based around simple Evo choppers with a tough stance," Jesse tells us. "I bought a donor bike from a friend of a friend so I could pull the 2003 S&S 124 engine and BDL belt drive off of it. Everything else from that bike I sold on eBay, to recoup some of my funds back."

When asked how he came up with the bike's name, Jesse says, "I'm a fan of a band called, Trivium, who over a decade ago came out with a song I really dig called 'A Gunshot to the Head of

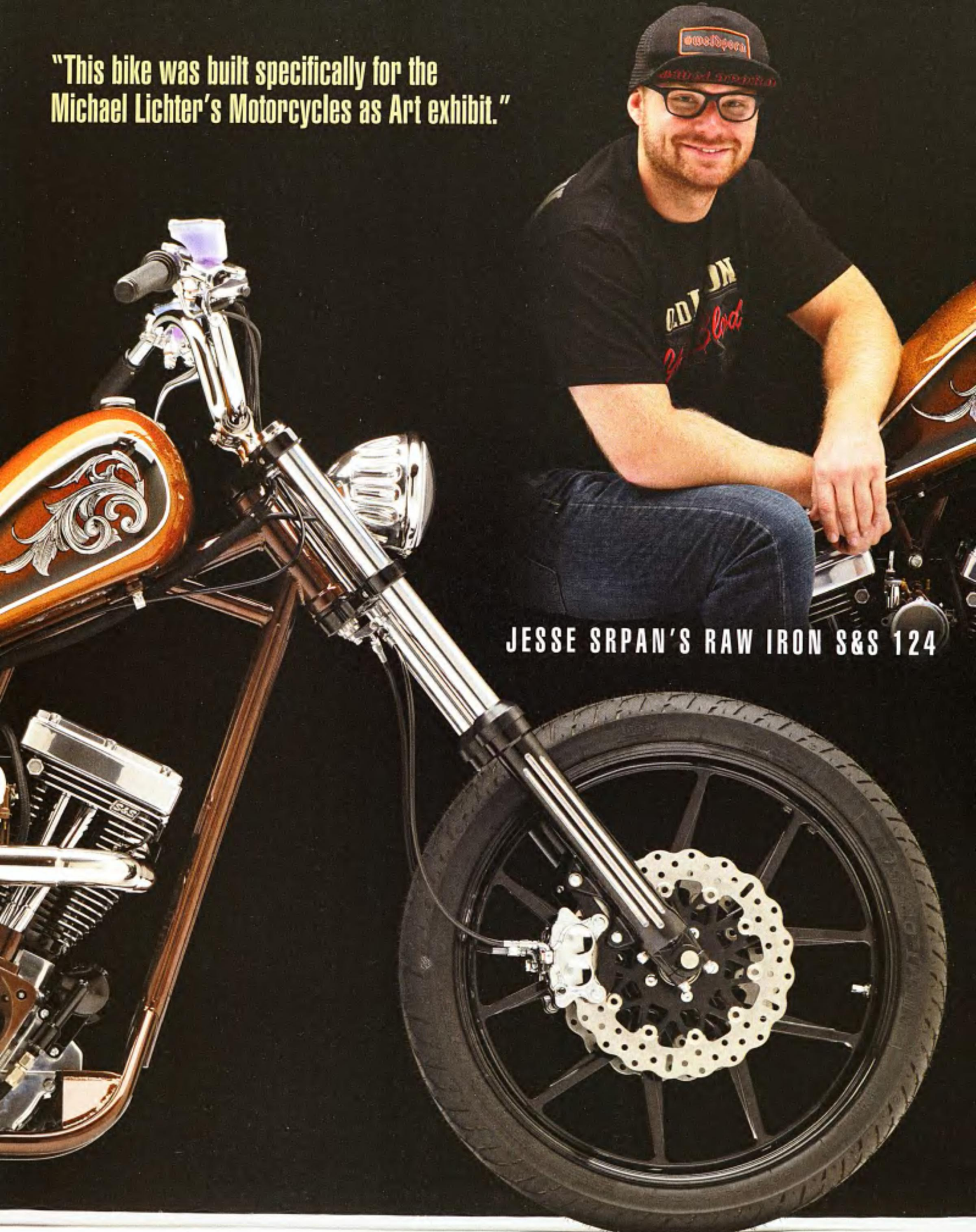
Trepidation.' Since trepidation means a deep feeling of dread over something that hasn't happened yet, and since I only had two weeks to build this chopper, the name fits."

Jesse tells us that his first motorcycle was a TTR-90 Yamaha dirt bike. His first street bike was a 2004 Softail that he chopped a couple of times until finally selling it in 2015. Both of his parents are also solid biker stock, who have ridden together for over 40 years. "It's pretty cool to see original 1970's bikers from back in the day, still loving the enjoyment of riding on two wheels," Jesse says.

TREPIDATION



"This bike was built specifically for the Michael Lichter's Motorcycles as Art exhibit."



JESSE SRPAN'S RAW IRON S&S 124

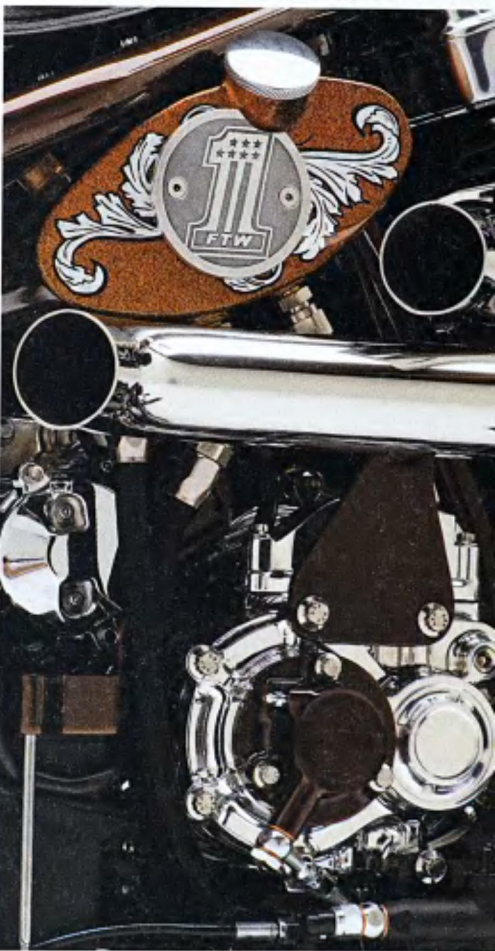


Raw Iron is a small shop that Jesse named while he was still in high school, dreaming of owning his own shop. "I keep it simple and low key with just one or two builds going on at a time," Jesse says. "I like to focus on the projects I'm working on and form a good customer relationship so they know they're getting that personal respect and passion into their project."

Some of the handmade details that stick in Jesse's mind begin with the frame. It intrigues him to buy 20 to 30 feet of straight tubing and bend, notch, machine, and weld it into a beautiful and functional piece of art. "This one has subtle ball mill machining throughout the down tube and rear end braces," Jesse tells us. "I didn't want it super fancy and in your face, but when you look through the bike you pick up

that detail in the frame." He also cites the BDL belt drive that he re-machined to accept a 2-inch belt for a narrower look. The gas tank from Paughco was chopped and narrowed, and the fork lowers were shaved and ball milled for a contrast cut effect.

In addition to running a full time motorcycle shop, Jesse also teaches private welding classes through his shop for tig, mig, fluxcore, and stick welding processes. "Some days I take owning a custom motorcycle/welding shop at age 28 for granted, because I view it like it's every other normal job. But it's been a hell of an opportunity, because I get to do what I love. It just depends on how much effort and dedication you want to put into your life to make your dream a reality, especially in the field of custom motorcycles."—*Kit Maira*



Owner: Jesse Srpan

City: Chardon, Ohio

GENERAL

Designer: Jesse Srpan

Year/make: 2017 Raw Iron Choppers

Model: FTW

Assembly: Raw Iron Choppers

Time: 8 weeks

ENGINE

Year/make: 2003 S&S

Model: 124

Displacement: 124 cubic inches

Cam: Leinweber E8

Ignition: Dyna Twin Tec

Pistons: S&S

Heads: S&S

Lifters: S&S

Carb(s): S&S Super G

Air cleaner: Speed Dealer Velocity Stack

Pipes: Raw Iron Choppers

TRANSMISSION

Year/make: 2017 Baker Powerbox

Modifications: polished

Shifting: 6-speed

PAINT

Painter: Chop Docs-Ron Harris/

Pinstriping by Mikey

Color/type: "Sunset" two coats candy tint

FRAME

Builder: Raw Iron Choppers

Rake: 37 degrees

Stretch: 3-inch up/3-inch out

Shocks: none

Other Modifications: ball milled accents

ACCESSORIES

Bars: Biltwell Chumps (modified)

Handlebar controls: Brembo Radial

Fender: Twisted Choppers

Headlight: EMD Vitaman C

Electrics: Raw Iron Choppers

Gas tank: Raw Iron Choppers

Oil tank: Anything Goes Oval

Oil system: S&S oil pump

Seat: Bare Bones Leather

Pegs: Boosted Brad

Mirrors: Custom 3-inch round

Grips: Speed Dealer Knurled

FORKS

Type: Narrow Glide

Extension: 2 inches over

Builder: Raw Iron Choppers

WHEELS

Size: 21-inch front, 18-inch rear

Wheels: Lyndall B-52 hub

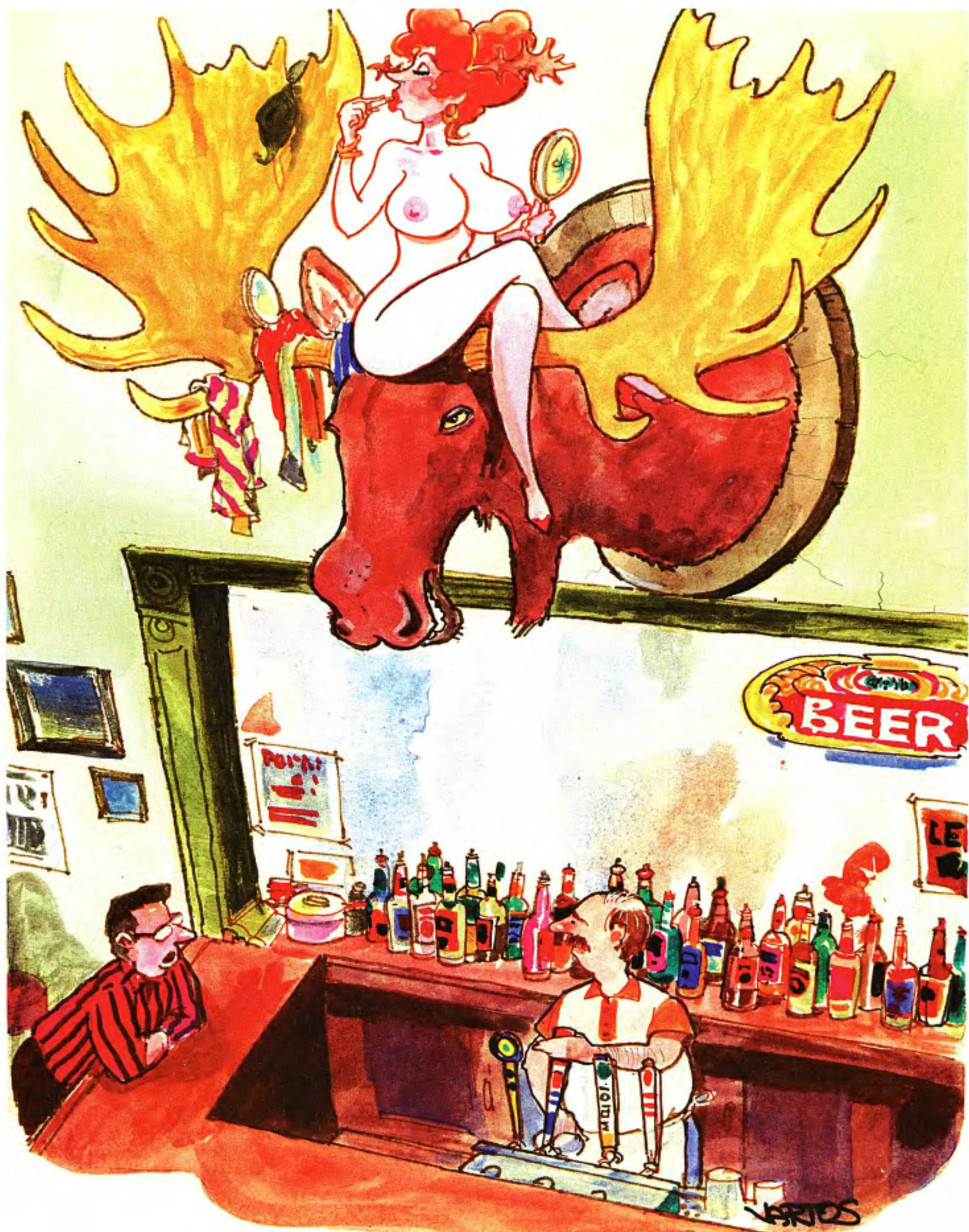
Tires: Pirelli

Brakes: DNA 4-caliper



Photos: Michael Lichter





"So where and when does this 'Moose Girl' do her act?"

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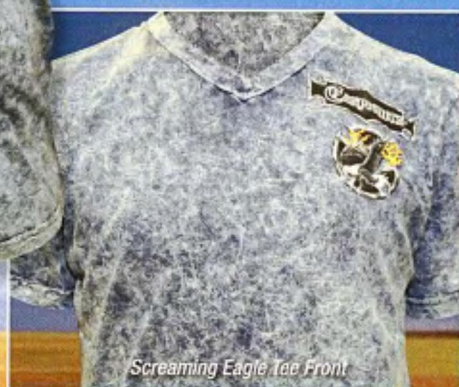


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Peekaboo See-through back



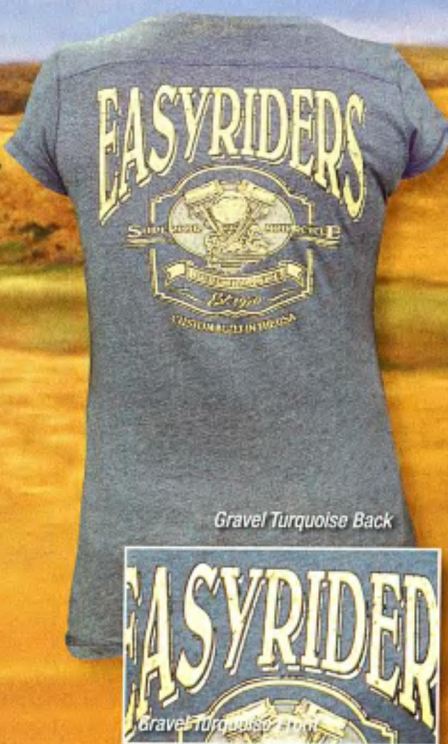
Peekaboo Front Black



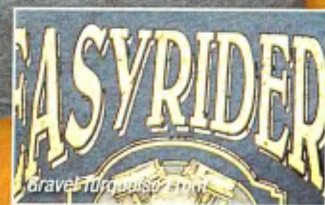
Peekaboo Front Pink

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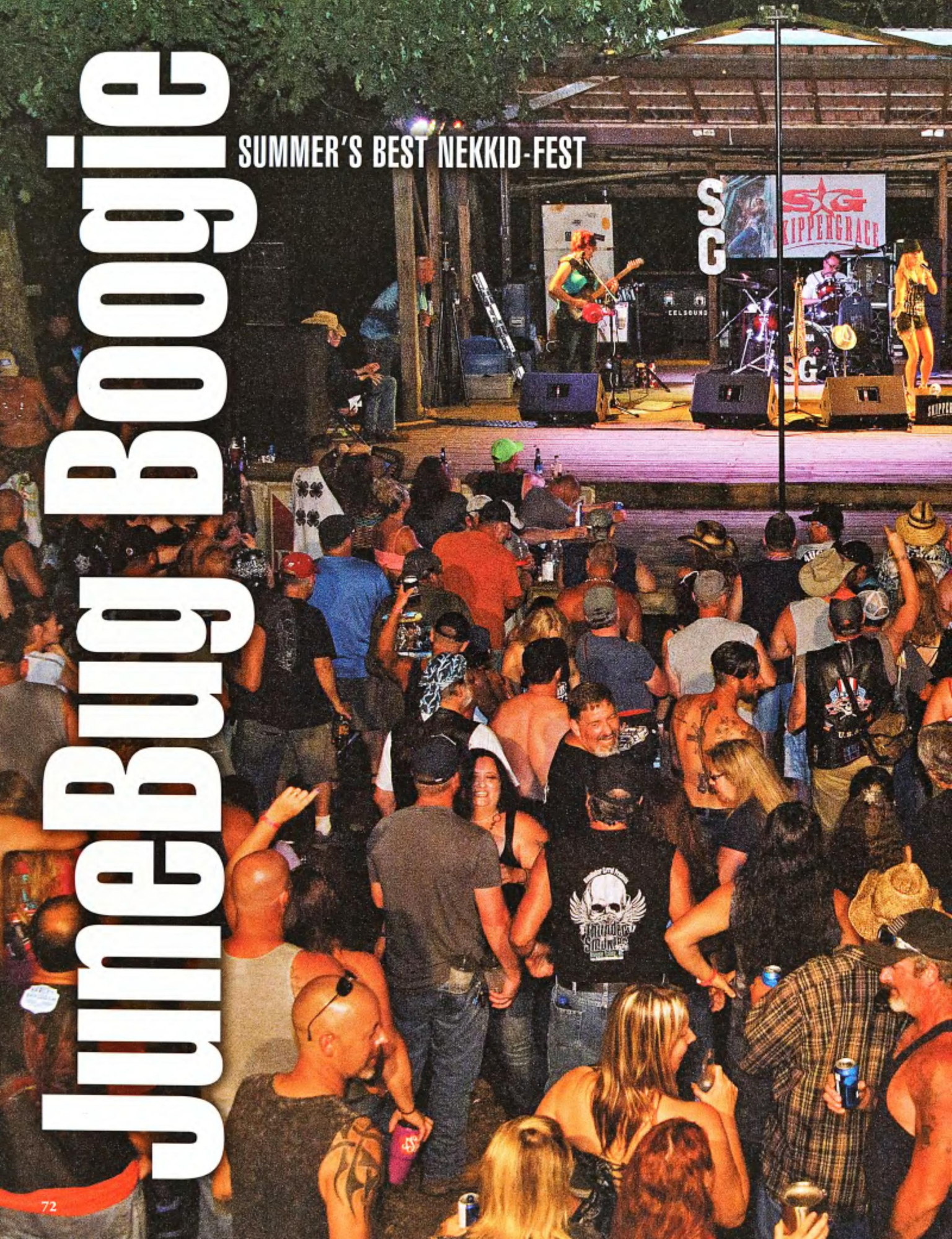
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June Bug Boogie

SUMMER'S BEST NEKKID-FEST





For seventeen years Herbert and Amber Clark have been throwing a helluva party on their private 120-acre ranch in Tennessee. The infamous "JuneBug Boogie" (summer) and "Boogie Too" (autumn) have become the must-attend campground rallies for many of the biker folks residing in and around the Southeast.

The JuneBug Boogie Ranch, as the property is now known, is nestled in the hills of Eastern Tennessee near Cookeville, just a stone's throw from Nashville. The summer rally draws the bulk of its crowd from every rebel state you could possibly name. Certainly, a big part of the success here is Herbert and Amber's personalities. They treat everyone who rides onto their ranch, for either of the rallies, like part of an extended family. They know most of the regulars by name and make it a point to make the rounds to welcome newcomers.

This year we attended the JuneBug Boogie, and the party did not disappoint. The moonshine starts flowing on Thursday as the action at the three-day rally gets cranked up with a few stage contests, live music, and the crowning of Mr. & Miss Junebug. The details of what it takes to win such a distinguished honor must be experienced. I couldn't begin to do the race for those titles justice with mere words. Let's just say that leaving the kiddos at grandma's for the weekend is probably a good idea. In fact, it's one of the only rules with which rally attendees must comply. Aside from the obvious no fighting and such, there aren't many rules at JuneBug Boogie Ranch.

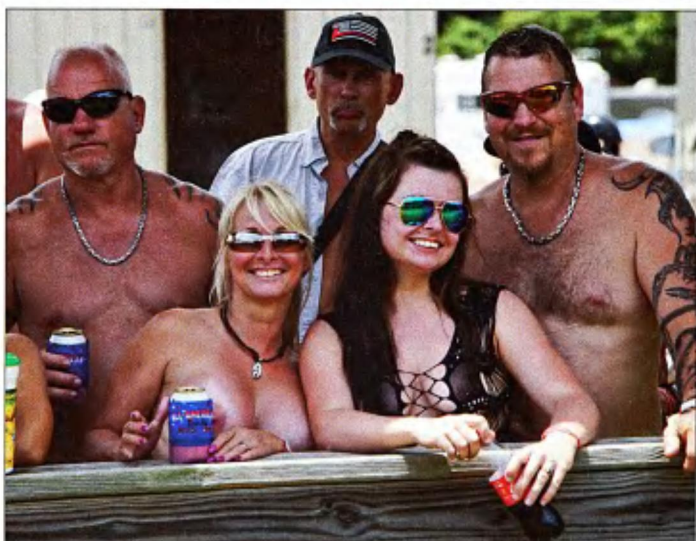
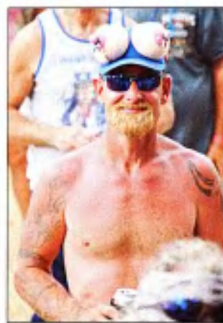
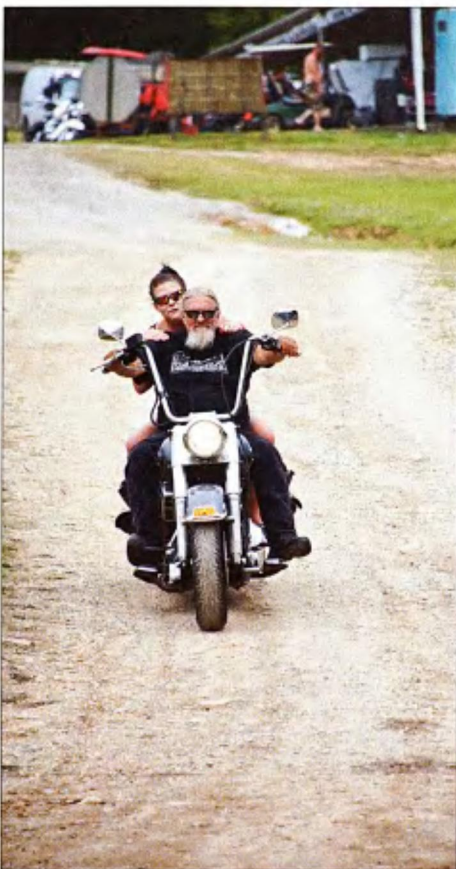
Both rallies are labeled as adults-only parties for very good reason. While boobey flashing at most rallies is fast becoming as rare as a Sasquatch sighting, letting those puppies breathe is back in style here. Some might say "encouraged." Who doesn't like that at a biker party? If your answer is, "Nope, that's not for me, I don't need to see such debauchery." Well then, I suggest you stay at Grandma's with your kids. Lighthearted decadence is alive and well at the Boogie.





Don't take that wrong, there are plenty of activities that don't focus on nekkid-ness. There's live music with bands such as Skipper Grace, Jolt Band, Titanium Blue, and 4 Miles Gone to entertain the crowds throughout the days and nights, while the raunchy comedy of Bag Lady Sue and ventriloquist Crystal Birdwell, along with her puppet sidekick, Harley, fill the gaps between musical sets.

The greater part of the daylight hours is chock-full of biker rodeo games. Some old favorites include the water balloon toss, road kill, slow race, barrel race, and the wienie bite, mixed in with a few new games like the beer slide, shake it don't break it, and the dreaded knee trembler contest. Now I could explain each of the new ones in detail, but that would certainly spoil the fun of discovering those antics for yourself.





As an added bonus for the spectators, game participants get a second go at any game for the insignificant price of just removing their top. The boys have to remove their bottoms. To wrap up the games and bring just a little more heat to the already hot summer Tennessee night, a naughty school girl contest on Friday (very similar to the Ms. JuneBug selection), and a wet T-shirt contest on Saturday "warmed up" the crowd for the evening's music headliner.

The Junebug Boogie can be summed up pretty simply as a damned good time for everyone. Just don't tell Grandma or you may find yourself looking for somewhere else to stash the young'uns for the weekend. —Don Rogers



"Dolly is a grief counselor—my scooter blew a cylinder."

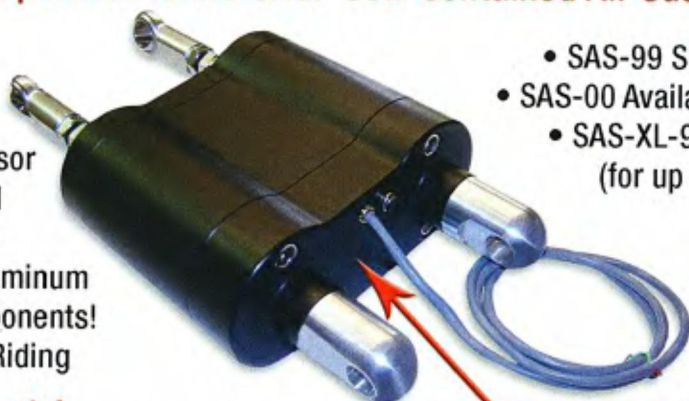
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"People were trippin' that I was riding that bike.
I had no beard, I was just some young kid.
That was a very cool experience."





CODY MURCHLAND'S PRIDE AND JOY **HAND-ME-DOWN PAN**

This panhead chopper originally belonged to a guy named Kenny Bise who rode it around the country for a good 20 years. Kenny rode it to Sturgis and all the local bike runs, and it was his primary means of transportation for a long time, according to his stepson, Cody Murchland, who owns it now.

Seems Kenny met Cody's mom when Cody was about ten, and that's when Cody's life changed forever. "My stepdad introduced me to motorcycles, and that panhead was actually the first bike I ever rode, and it was the bike I learned to ride on," Cody tells us. "We used to ride to this neighborhood eatery called Route 66 on bike night when I was fourteen-years-old. I didn't even have my motorcycle license yet. They used to have a bike show, and it won first place several times there."

As Kenny was getting older and had a jacked-up back from riding a rigid all those years, he decided to get onto something with a suspension, like the Road Glide he rides these days. He handed the pan over to Cody who proceeded to ride the hell out of it.



"My first major ride on it was the Laughlin Run," Cody remembers. "I got to ride 350 miles with my stepdad and all of his friends. People were trippin' that I was riding that bike. I had no beard; I was just some young kid. That was a very cool experience."

About three years ago Cody took a tight turn too fast one day, high-sided the bike, and crashed. Other than a sprained ankle and a couple of scrapes, Cody walked away unhurt. The bike was less fortunate. "The frame checked out okay. There were no fatigue cracks or anything like that," he says. "But it dented up the tank and scratched up the pipes, bent the bars,

scratched up the forks, and so on."

The accident acted as a catalyst for some major changes. "I took it down to my parents' house. That's where we tore it down to the frame and had it all repainted and had a bunch of new parts made. That's when I put my touches on it and really made the bike mine."

Kenny was a big part of the game plan, of course. "We did it side by side," Cody says. "He pretty much walked me through the whole process so I'd learn how to do it. That way, if anything ever happens, I'll know what to do; like if it breaks down or I need to adjust something."

A friend of Kenny's, Richard Barbee, also helped out by doing a lot of the machining, while Cody, a welder by trade, did much of fabrication and all of the welding. "We ordered some parts, like the pipes, where I cut the flanges off and put on three-bolt flanges, or we bought a brand-new sissybar and cut the tabs off and welded our own tabs on," Cody tells us. "The frame's all bonded and molded so there are no seams. It's all smooth and you don't see any welds on it."

The motor was rebuilt by Berry Wardlaw at Accurate Engineering, the chrome was done by Brothers in Riverside, and the paint was sprayed



by Finde Design in Hemet. The rebuild took about two-and-a-half years because Cody lives some five hours away from his parents. He says he was only able to get down there sporadically, so the build took a lot longer than if he'd worked on it every weekend.

Cody says the bike had just gotten finished mere days before the photo shoot for *Easyriders*. "The weekend before it got shot for the magazine." With a laugh, he adds, "I actually had to rush to get parts just to make the photo shoot. We were even doing last minute touch-ups the morning of."

—Tripper



Owner: Cody Murchland
City: Hollister, CA

GENERAL

Designers: owner, Kenny Bise, Richard Barbee

Fabrication: Cody, Kenny Richard

Year and make: 1957 H-D

Model: FL

Assembly: owner

Time: 2-1/2 years

Chroming: Brothers, Riverside

ENGINE

Year and make: 1957 H-D

Model: panhead

Rebuilder: Accurate Engineering

Ignition: Twin Fire

Displacement: 88 cubic inches

Lower end: H-D

Balancing: Accurate Engineering

Pistons: Wiseco

Heads: H-D

Cam: Andrews

Lifters: H-D

Carb(s): S&S

Air Cleaner: S&S

Pipes: Paughco, custom flange

TRANSMISSION

Year and make: 1957 H-D

Shifting: 4-speed / ratchet top

PAINT

Painter: Fine Design

Color: two-tone green

Type: House of Kolor

FRAME

Year and builder: 1954 H-D

Type: rigid/wishbone

Rake: just enough

Stretch: just enough

Shocks: none

ACCESSORIES

Bars: 12-inch apes

Fender: rear fender is FL front

Headlight: Headwinds

Taillight: Cat's eye

Pegs: PM

Electrics: minimal

Gas tank: Paughco

Oil tank: H-D

Oil system: H-D

Primary cover: open

Seat: custom cobra-style

Grips: BDL

FRONT END

Type: wide glide

Extension: 2-inches over

Builder: Forking by Frank

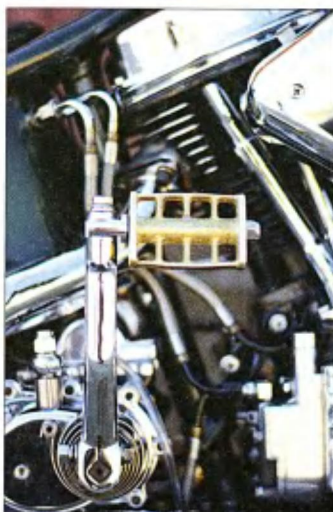
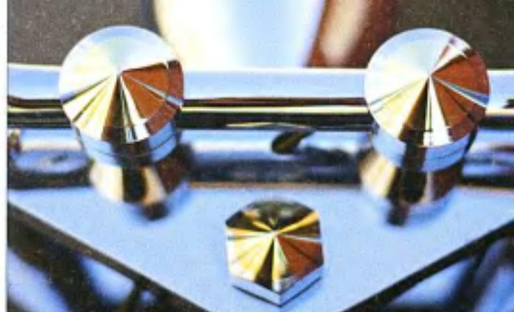
WHEELS

Size: 19-inch front, 16-inch rear

Type: spokes

Tires: Dunlop

Brake: PM



Photos: Kai R.

"Kenny and I did it side by side.
He pretty much walked me through it all
so I'd learn how to do it."



BIKE OF THE YEAR



The Easyriders Bike Shows are Comin'!

Back in the April issue of *Easyriders* magazine, we featured the Shadley Brothers' amazing shovelhead on the cover. This gold shovelhead won Best of Show at our Columbus Invitational Bike Show, and also won the coveted title of *Easyriders* Bike of the Year. As such, the gleaming ground pounder is seen in all the advertising for our 2019 Bike Show Tour.

The bike started life as a 1972 FXE that Paul Shadley bought from a family friend. He used a U.S. Choppers curved frame from Paughco and did some

major modifications to fit the 23-inch Performance Machine wheels. The oil tank came from a swap meet and the curvy gas tank came off of a crashed Victory Vegas. The front end is a Three-Two Choppers wide glide springer.

The stunning PPG gold paint was laid down at Shadley Bros. by Down-Hill Ronnie Abercrombie and the artwork and gold leaf was handled by John Harnett of Harnett's Custom Paint. The elegant look of this rolling jewel won the hearts of our bike show judges. Paul and Mark Shadley were blown

away when their scooter won Best of Show and the Bike of the Year honors last year. See the video in the digital edition of this issue.

Ever wonder how you get your bike featured here in *Easyriders*? Bring it to one of our *Easyriders* Bike Shows. If our judges like your bike, we might have it shot by Michael Lichter and it will end up right here in the world's best biker magazine. Who knows, next year your bike might just be the Bike of the Year.

—Dave Nichols

Photos: Michael Lichter



EASYRIDERS 2019 BIKE SHOW TOUR

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January 12—Sacramento, CA

January 19—Austin, TX

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FUEL CLEVELAND

When you think about it, motorcycles and art go together. Especially custom motorcycles and kustom kulture art. Mikey Arnold, co-founder of the Fuel Cleveland Show must have thought the same thing a few years ago when he started this kickass event. This two-wheeled shindig has grown to a much larger scale in just a few short years and is now one of the largest chopper shows in the Midwest.

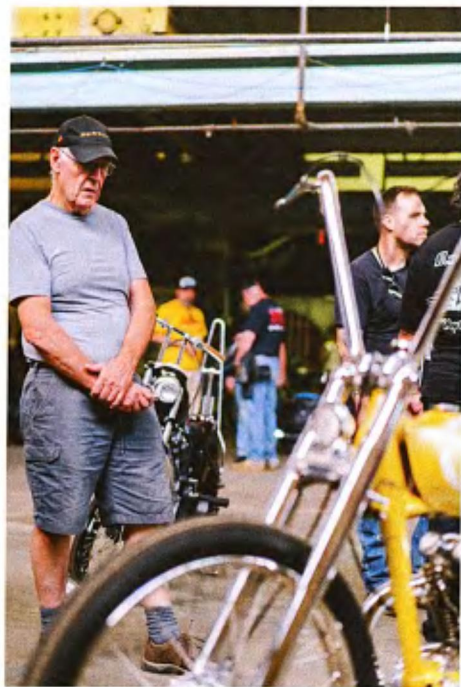
Photography and art are showcased alongside a group of custom motorcycles. This year a total of 15 photographers, 15 artists, and 15 invited bike builders from all across the country came together in a giant indoor warehouse. With all the bikes, art, and photography combined with vendors, food, and people, this show overloads the senses. And that's just inside the warehouse. The parking lot outside is also filled to capacity with bikes from everyone riding to the show, more vendors, more food, and most importantly, cold ass beers.





As I walked the show with one of the aforementioned cold ass beers, I saw everything from survivor choppers (an original cover bike Denver's chopper from the '70's and a wild Ron Finch chopper), to fully customized Japanese-powered choppers. There was everything from salt-flat racers to modern day builds. The featured photography was hung throughout the entire warehouse along with paintings, and even a display of custom painted helmets. The climax to this day dedicated to motorcycles-as-art included a raffle to win a 1972 Ironhead built by The Gas Box, as well as a motorcycle trip to the Himalayas by Himalayan Heroes, and products by Lincoln Electric. Best of all, the entire event was free to the public!





FUEL CLEVELAND



This year's Fuel Cleveland was held on Saturday, July 28th, but the fun didn't end there. The organizers thought up a few reasons for you to head out to the Midwest even before the show. The day before, Mama Tried and Harley-Davidson held Flat-Out Friday. Based out of Milwaukee, the indoor flat track racing event offered several classes including a chopper class. There's nothing like watching a jockey-shifting '60's chopper racing around a Dr. Pepper-slathered sticky track going up against a trike ridden by a luchador (Mexican wrestler). Maybe I made up that last part about the Mexican wrestler... or maybe I didn't. You'll just have to go to the next Fuel Cleveland show to find out for yourself.

Until then, if you're in the Cleveland area, be on the lookout for my wallet and a pair of 501 jeans. I'm pretty sure I had a little too much fun at one of the pre-parties and woke up broke in a hotel room that wasn't mine.

—Ben the Boog





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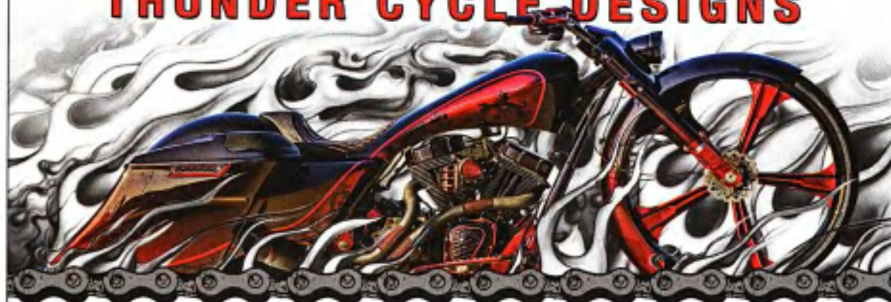
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Happiness is a dirt road in the middle of nowhere with someone you love.
—Jen and Jason Barker, Cheyenne, Wyo.





Sweet Redemption. Chris takes a first ride on her home-built 1939 knuckle.

—Chris and Gabe Gibbany, Harrison Ark.



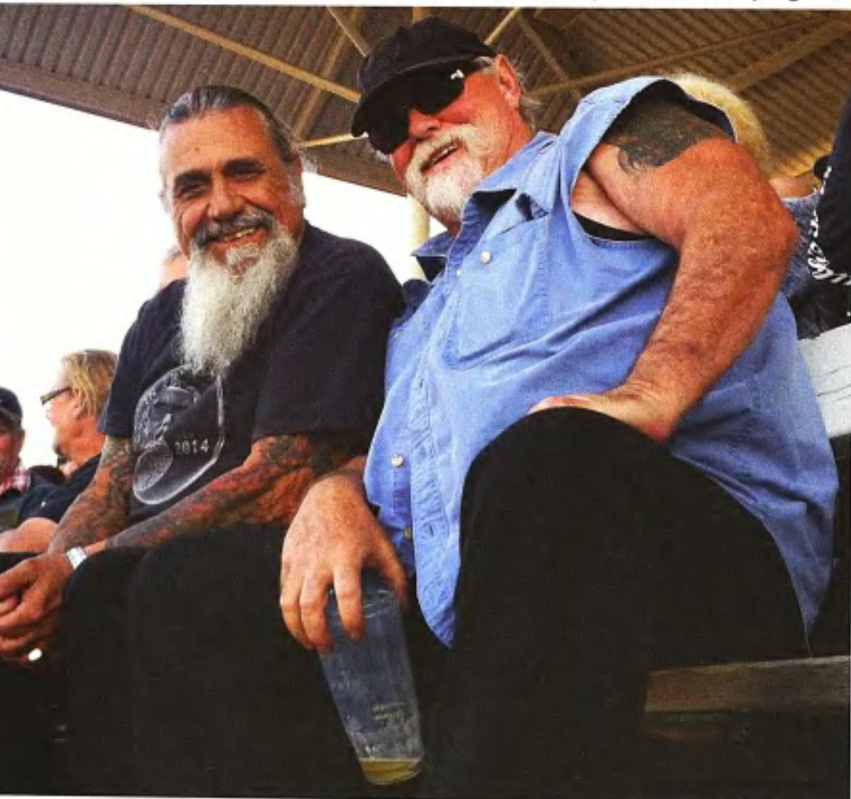
Chopper dudes down under: Brendan English, Craig Moyle, Bob Kotmel and Damian Muscat. —Bob Kotmel, Queensland, Australia

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.



Geoffrey, Andrea (photog) and Laura's Ohio to Cape Breton camping tour.

—Geoffery Schaffer, Annapolis, Md.



Sil and Big Daddy Les digging the Stampede. —Beandip, Ventura, Calif.



Buddhist Nudists. —Jay Hill, Castle Rock, Colo.

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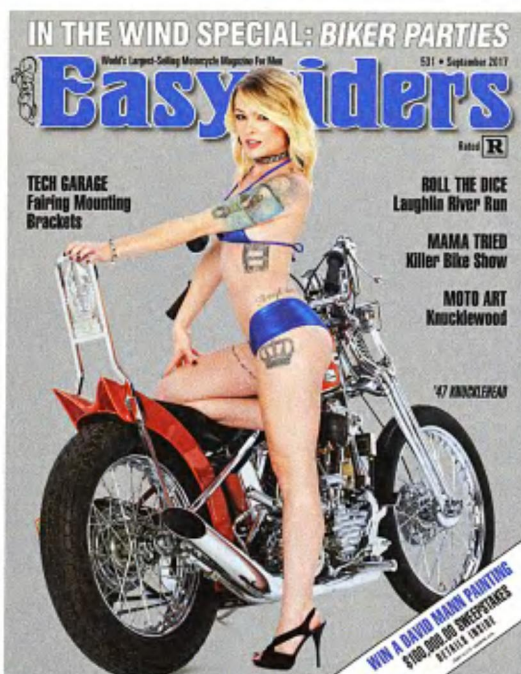
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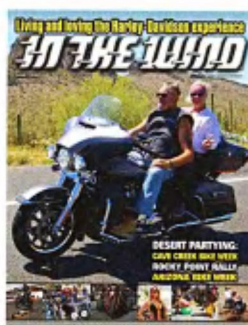
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This Month's Winner

Here she is, *Easyriders'* Fox of the Year as selected by our deranged readers.

Meet the lovely Sarah Jain from the hazy green fields of Northern California. Follow the breadcrumbs back to page 6 to see Sarah Jain add more than a little class to Eric Kerstholt's radical rigid. — *Captain Meatbook*



#1001 Krystal—Nevada

"My first ride on a Harley was behind a really sexy biker man. He sure knew what he was doing."



#1002 Lisa—Arizona

"My first ride on a Harley was an amazing cornucopia of delightful wind, stirring vibrations and thirteen jello shots!"



#1003 Veronica—California

"My first ride on a Harley I was a little scared, but by the end I never wanted it to stop."

Hey ladies, now you can win \$500 by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to **www.easyriders.com** and clicking on Fox Hunt.

Easyriders magazine is looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets \$200 for sending in the photo and the winner gets \$500 for modeling at our studio or choice of location.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

- Entry photos must be topless. **No Polaroids or scanned photos!**
- The release form (on this page) signed and a photocopy of model's driver license.
- A photograph of the model holding the signed release form and her driver license.

Please submit three to five color prints, color slides, or digital images (4x6 300 DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to:

Easyriders Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at **www.easyriders.com** (then click on Fox Hunt). The voting deadline is one month after the on sale date of this issue. We'll announce the winner in a future issue of *Easyriders*.



Here's next month's Fox Hunt Winner as selected by you horcruxing haberdashierians. Please meet MK Blondie from the birthplace of humidity, Austin, Texas, where she works as a fully-accredited bat-wrangler for the Texas Bureau of Bloodsucking Rodents. Come back next month or you might want to start shopping for tuxedos and practicing your Bela Lugosi impression.

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

Model's Name: _____

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

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Shawn M. Johnson Green River, Wyoming 2006 Heritage Softail

To paraphrase a well-known big screen pirate, "Wherever we want to go, we go. That's what a bike is, you know. It's not just cylinders and wheels and handlebars; that's what a bike needs. Not what a bike is. What the Black Pearl really is, is freedom." So it is with this Black Pearl, a 2006 Heritage Softail owned and airbrushed by Shawn M. Johnson (aka. Blue Eyed Jack) of Green River, Wyoming.

"I walked right up to it and said, 'I gotta have this bike!'" Shawn tells us. "It was a slightly used Softail with every chrome goody you could think of, and very loud Sampson fishtail pipes. My longtime friend Dennis Laughlin,

owner/manager of Flaming Gorge Harley-Davidson, said, 'well, let's make it yours.' It wasn't until a year later that I finally took it all apart during one of our notoriously long Wyoming winters that the painting finally began.

"First I handed it off to my best bud Delbert Poll, owner of Frank's Auto-body & Glass. He sanded it all down, filled the weld seam on the tank, and fixed a couple of small dents. Then he primed and painted the tank and fenders black with light coats of Caribbean Night Mist Pearl and several coats of clear.

"Then it was my turn. It took four months to finish, mostly deciding what I wanted to paint on it, narrowing it down to key characters and memorable things from Disney's *Pirates of the Caribbean* series of movies. In actual labor there's 115 hours of extremely

detailed airbrush paintings on every surface that could be painted. It was then cleared and sanded yet again so I could add the signature flourished pin-stripes in pearl blue and gold before being cleared again.

"It truly is a labor of love and an absolute joy to ride. The added bonus is the reactions from old and young alike that are fans of the movies. Mark Twain said it best. 'Now and then we had a hope that if we lived and were good, God would permit us to be pirates.'

Or as a certain Captain Jack Sparrow might have said it, 'it's a pirate's life for me. Savvy? Now bring me that horizon.'"

Shawn M. Johnson is the owner of Southpaw Graphics, a helicopter mechanic, a veteran of the United States Air Force, and at times, a Jack Sparrow impersonator.

—Tripper

Shawn M. Johnson's 2006 Heritage Softail is this month's winner of our Star Brite Reader's Ride contest.





Comin' At Ya



The February issue of *Easyriders* (#547) features all the excitement of the Moto Beach Classic rally and races in Huntington Beach, California. Then ride with us to the 30th Chillicothe Motorcycle Rodeo for the ultimate two-wheeled party! PLUS we'll roar across the country on antique iron in the Cannonball Run.

Custom bike features include Tom Keller's Thug Custom Indian, Casey Smith's nasty knuckle, Trent Schara's sick shovel, a wild Woodlawn bagger, Chris Graves' primal pan-head chopper and Matt Walksler's JDH racer.

And that's not all! We'll interview Mayans MC TV star Emilio Rivera. Laugh your ass off with some sick humor, collect another classic David Mann painting and get the chance to win a killer custom chopper in the *Easyriders* Sweepstakes! It's all barrelin' your way in the February issue of *Easyriders*!

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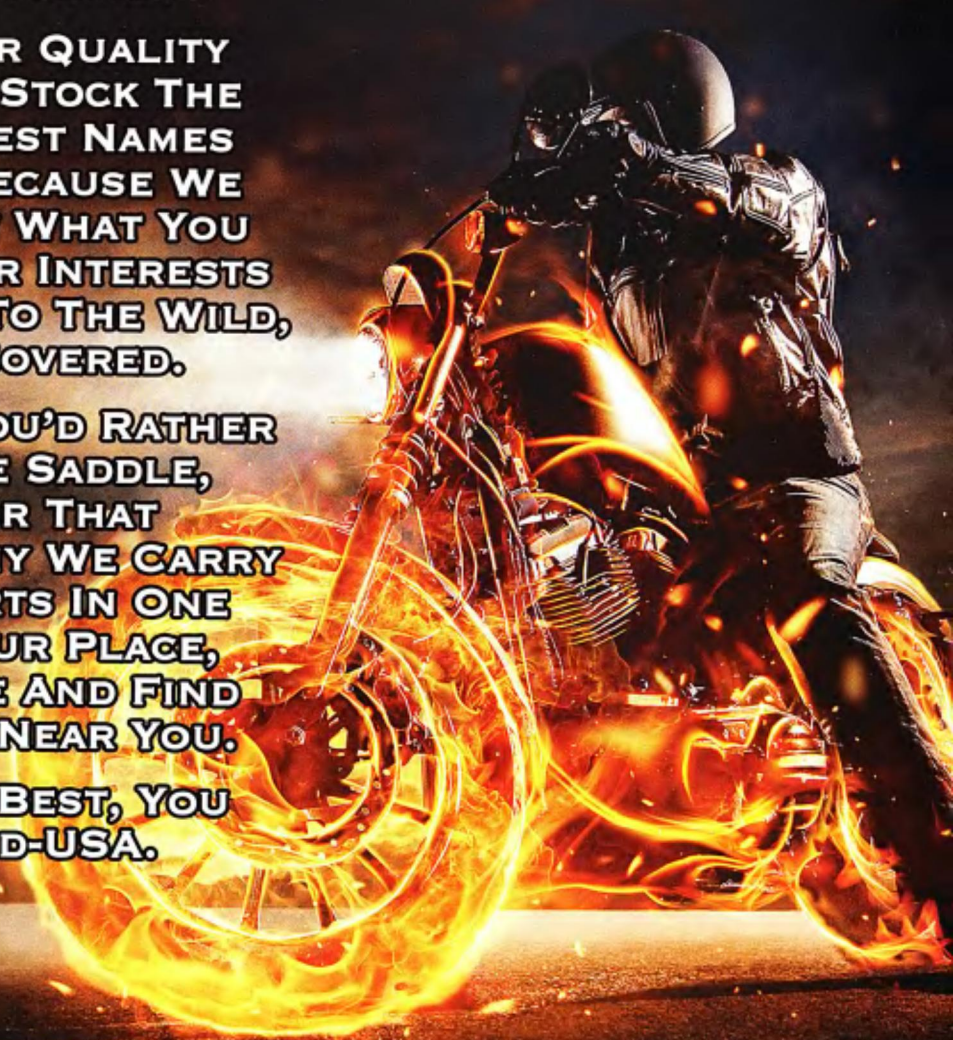


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David Mann's painting *Two Couples Riding* was first published in the February 1976 issue of *Easyriders* magazine.

