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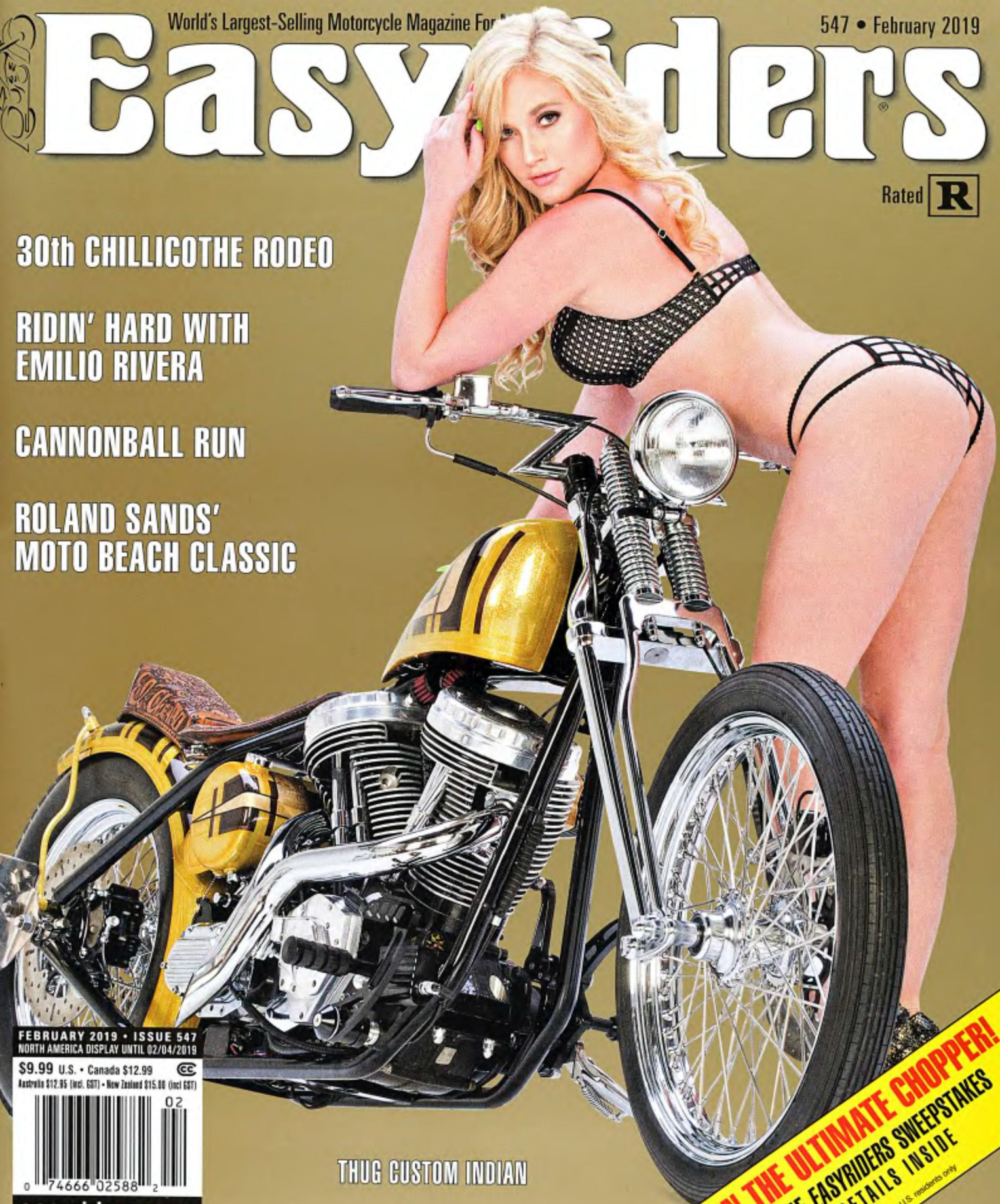
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Exit, Stage Right

Things got tense for passengers on a GoAir flight from New Delhi to Patna, India last month when a first-time flyer mistook an emergency exit door for the restroom. A fellow passenger asked the man what he was doing, to which he replied that he "needed to use the washroom urgently" and returned to tugging at the exit door. An airport official explained, "Pandemonium prevailed and the man was restrained. The official said that the confusion happened because he had never flown before." Yeah. If he had gotten that door open it would have been the last time he would have flown, too.

Applesauce for the Dead

The Wagner Funeral Home in Jordan, Minnesota made news recently when a judge released the details of a ruling against the mortuary for, among other violations, storing jarred applesauce in the same room where embalming takes place. Joseph Wagner, who runs the funeral home, was just helping out his brother, who owns an apple orchard and needed some extra storage space. But the Minnesota Department of Health took issue with the jars being stored adjacent to a hazardous waste container where blood and other waste from the embalming process are disposed of. Too bad you can't use applesauce AS embalming fluid.

What's in a Name?

In the remote town of Yungar, Peru, two candidates for mayor with remarkable names are duking it out: Local politician, Hitler Alba Sanchez, who served as mayor from 2011 to 2014, has been challenged by Lennin Vladimir Rodriguez Valverde. Sanchez says his parents had been unaware of the Nazi connection to his name when he was born, but even after realizing its origins, his father liked it because it "sounded foreign." Peruvians are known for choosing foreign-sounding first names for their children: Last year, Peru's junior football team featured a player named Osama Vinladen.

An Anus by any other Name

Election season brings out the funny name stories. In Belgium, 26-year-old Luc Anus is running for a council seat in the city of Lobbes. But when he tried to incorporate social media into his campaign strategy, he hit a snag when Facebook wouldn't allow him to use his last name. The candidate didn't miss a beat and quickly changed his online name to Luc Anu.

"How much for the Little Girl?"

Recently at a Port Orange, Florida Walmart, Tracy Nigh and her 8-year-old daughter were taking a break on a bench inside the store when 81-year-old Hellmuth Kolb approached them and asked if Nigh was married. "He didn't seem like a threat at first," Nigh told WKMG-TV, but then Kolb started offering to buy the little girl. "The first amount was \$100,000, the second amount was \$150,000, and then the final amount was \$200,000," Nigh said. "I then told the man that we had to go." They rose to leave, but Kolb grabbed the girl's wrist and kissed it. Nigh alerted store security, and the encounter was recorded on surveillance video. Police charged the ol' perv with battery and false imprisonment. I imagine him being led away in handcuffs yelling, "I'll go \$250,000, but that's my final offer!"

Special Delivery

Neither rain, nor sleet, nor need of a bathroom break could stop a postal carrier from delivering the mail (and more) to a Memphis, Tennessee resident. FOX13 reported that a homeowner's surveillance camera captured the postman looking around as he walked up the home's front porch and urinating as he approached the mailbox. He then placed mail inside the box and continued on his rounds, leaving a trail of urine on the porch and steps. The homeowner told FOX13 he still hasn't touched his mailbox because he's worried what could be on it. That's easy... Piss!

Peach-Scented Butt

An employee at the Manassas, Virginia Giant supermarket had a memorable day at work back in September when he spotted Michael Dwayne Johnson, 27, in the produce aisle. As the employee watched, Johnson pulled down his pants, picked up a piece of produce and rubbed it on his buttocks. Then he replaced the produce on the display and pulled his pants back up. Manassas Police charged Johnson with indecent exposure and destruction of property after the store was forced to destroy several pallets of fruit.

Smokin' and Screwin'

Laurence Mitchell, 53, gets this month's Most Helpful Dad Award for graciously driving his 15-year-old son and the son's girlfriend, to a Port St. Lucie, Florida park so they could "do their thang," as Mitchell described it. A Port St. Lucie police officer

approached Mitchell's car around 11:30 p.m., after the park had closed. Mitchell told him the kids "aren't out there stealing, they're just having sex. They could be out there doing worse."

When the teenagers returned from the nearby soccer field, Mitchell's son told the officer they were "just smokin' and fuckin'." Mitchell was charged with contributing to the delinquency of a minor, which is a misdemeanor.

Bible Thumping

While shopping at a Peoria, Illinois Walmart, an unnamed 30-year-old woman filled her cart but also added a few items to her backpack: leggings, pencils, a quart of oil, and a "Jesus Calling" Bible. After she paid for only the items in her cart, a loss prevention officer stopped her before she left the store. Peoria police were summoned and the woman explained to them she was hoping the Bible could help her spiritually. "She told me that it sounds strange, but she was trying to be more Christian," an officer reported. She was charged with misdemeanor theft.

Bait and Switch

Ironman triathlete, Jaroslav Bobrowski, 30, of Landshut, Bavaria, has been banned from frequenting Running Sushi, an all-you-can-eat restaurant, for eating too much sushi. Bobrowski, a former bodybuilder, ate close to 100 plates of sushi, which sent the restaurant into a panic and caused the owner and chef to tell him he was banished for eating too much. "He eats for five people," the owner complained. "That is not normal." I suggest they change their restaurant sign to read: "All-you-can-eat unless you're Jaroslav Bobrowski!"

Turtle Snatcher

An unnamed 26-year-old British woman appeared at a Hospital emergency room in the Canary Islands last month with extreme pain in her groin area. The doctor who examined her was surprised to find a dead, Chinese pond turtle lodged in her vagina. The woman told police she had attended a beach party the night before, but could not remember what happened. (Given that the freshwater species of turtle is sold in pet shops, it's not likely that it got there by accident.) Police suspect she may have been the victim of a sexual assault, but she chose not to file a complaint. I'm just sad for the turtle. What the hell did he do to deserve that?



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EL CHEAPO

Tom Keller's
Thug Indian Bobber
On the front cover: MK Blondie
Photo by: Don Rogers



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GETTING SQUIRRELLY

Casey Smith's
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Still Crazy After All
These Years



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page 29!

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We love hearing from you! Please send your questions or comments to the editor at dnichols@easyriders.net. Next month's issue goes on sale February 5, 2019.

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Tommy Keller of Thug Custom Cycles has been building crazy custom motorcycles for a long time. The Hollywood, Florida resident started out with Eddie Trotter many moons ago, then did a stint with Gangster Choppers before starting Thug over 15 years ago. The dictionary tells us that a thug is a violent criminal, a ruffian or hooligan. But to Tom, Thug stands for True Heroes Under God. "It's someone who stands tall and stands up for his own," Tom tells us.

While the traditional Thug style of chopper is aggressive and no-nonsense with more than a dash of flash, this particular bike was a change of direction for Tom and the crew. "A customer of mine came in on a skinny tire bobber-style bike," Tom recalls. "He let me ride it and I was able to really throw that scooter around like it was nothing. I liked it."

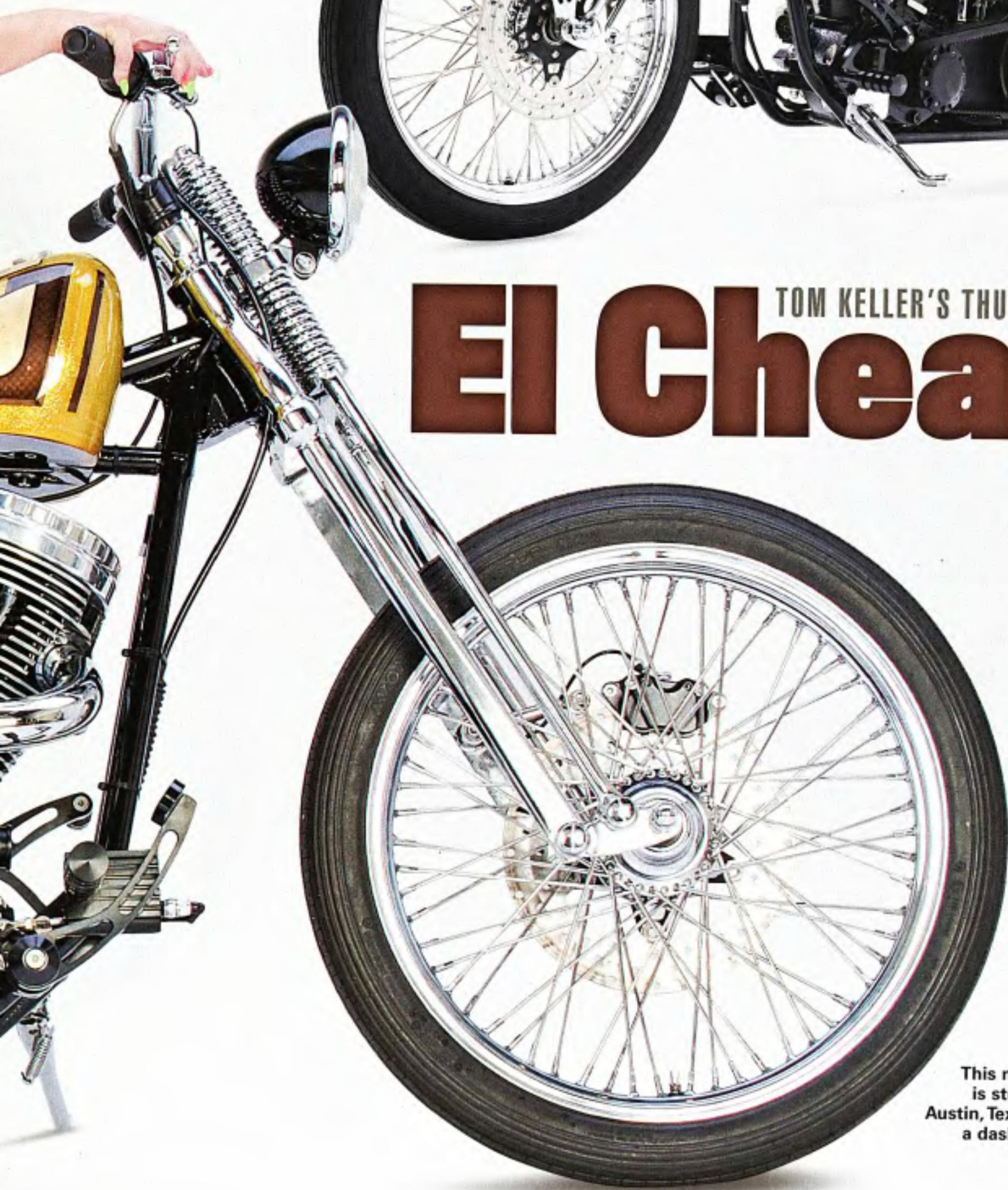


"We call the bike 'El Cheapo' because it's made from parts we just had laying around."



El Cheapo

TOM KELLER'S THUG INDIAN BOBBER



This month's Fox Hunt Winner is stunning MK Blondie from Austin, Texas. She adds more than a dash of class to Tom Keller's thrilling Thug bobber.

Thug stands for
True Heroes Under God.



So Tom decided to build a lightweight bobber with skinny tires and a big motor just to have fun on. "We grabbed all the brand new spare parts I had laying around the shop, beginning with a Kraft Tech rigid frame," Tom says. "Steven Warren from Orange County Choppers had a bottle cap Indian motor for sale and I had to have it for this bike." The unusual motor definitely makes this bobber one-of-a-kind.



"We call the bike 'El Cheapo' because it's made from parts we just had laying around such as the Z bars, the LAF exhaust, the trailer-style rear fender, and the Paughco springer front end, but then we put that Indian motor in it and decided to have Freddie Sheppard do some engraving on the heads," Tom says. "Freddie is also known for his amazing leather work. He has his own special style and flavor. His engraving and leather work really put this bike over the top. He truly goes the extra mile."

The simple yet elegant paint job was sprayed by Rick Corgan in Pagan Gold over Silver Flake and includes some special gold leaf work. The end result is indeed a fast, light little custom that certainly doesn't look el cheapo at all. "Yeah, everybody came to play on this one. I took the bike to Daytona Bike Week and then to Leesburg Bikefest where photographer Don Rogers saw it," Tom tells us. "I was showing him all my fancy Thug choppers and he just kept saying, 'But that little Indian. I want to shoot that little Indian.' So, he showed a few photos to Dave Nichols and here it is on the cover of *Easyriders* magazine. I told Freddie and he was blown away!"

—Dave Nichols

Bike owner: Tom Keller
City: Hollywood, Florida
Designer: Tom Keller of Thug Custom Cycles

GENERAL

Fabrication: Tom Keller
Year and make: 2018 Indian
Model: Bobber
Assembly: Thug Custom Cycles
Time: 2 months

ENGINE

Year and make: 2018 Indian
Ignition: Twin Tech
Displacement: 100 cubic inches
Lower end: Indian
Balancing: factory
Pistons: Indian
Heads: Indian/engraved by Freddie Sheppard
Cam: Indian
Lifters: Indian
Carb: S&S
Air cleaner: Thug
Pipes: LAF

TRANSMISSION

Year and make: 2018 Ultima
Shifting: 6-speed

PAINTING

Painter: Rick Corgan
Color: Pagan Gold over Silver Flake
Special paint: Gold Leaf

FRAME

Year and builder: 2018 Kraft Tech
Type: rigid
Rake: 34 degrees
Shocks: none

ACCESSORIES

Bars: Z Bars
Handlebar controls: V-Twin Mfg.
Fender: Thug
Headlight: Drag Specialties
Taillight: Thug
Pegs: DNA
Electrics: wiring by Don B.
Gas tank: Cole Custom
Oil tank: Thug
Seat: Freddie Sheppard of Misfit Skinny Customs
Grips: Avon

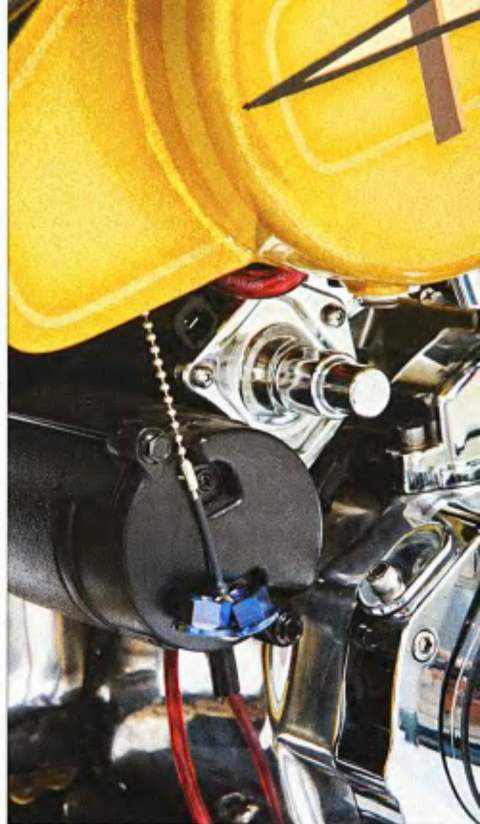
FRONT END

Year and builder: 2018 Paughco
Type: springer

WHEELS

Size: 21-inch front, 16-inch rear
Type: spokes
Tires: Avon
Brakes: DNA

Photos: Don Rogers
Model: MK Blondie
Contact: Thug Custom Cycles
954-581-1801
thugcustomcycles.com



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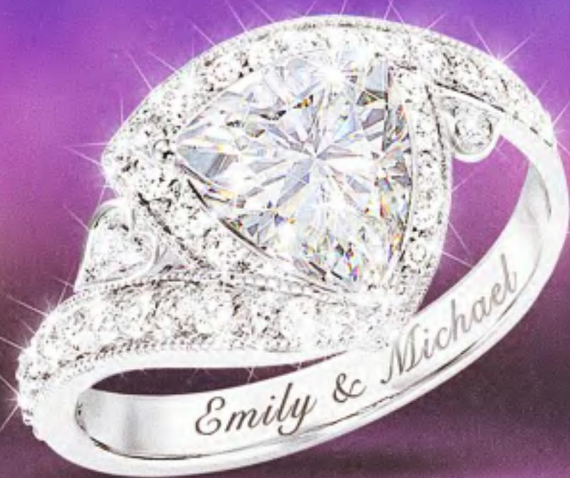
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Photo: Harley-Davidson

HARLEY DEBUTS 2019 LIVEWIRE ELECTRIC MOTORCYCLE

At the company's 115th Anniversary this past Labor Day weekend Harley-Davidson unveiled the 2019 LiveWire electric motorcycle. In November they followed up with specifications and details about the motorcycle at the Milan, Italy EICMA show. Harley tells us that it intends to deliver "a full portfolio of electric motorcycles by 2022."

Way back in 2014, this writer had a chance to ride the initial Project LiveWire bike in Santa Monica, California. The bike delivered a very positive experience as far as power, handling, and the "fun factor." Downsides were mainly in the battery life category.

Harley-Davidson tells us that it is their intention to be "the world leader in the electrification of motorcycles, and is aggressively, but wisely, investing in electric vehicle technology." Up top in the press release is this interesting phrase, "The LiveWire model is designed to produce a tone that increases in pitch and volume with speed; a new sound that represents the smooth, electric power of the LiveWire motorcycle." (No more "potato-potato?")

The chassis of the LiveWire features suspension from Showa, with a mono-shock in the rear, and "Showa SFF-BP

(Separate Function Fork-Big Piston)" up front. The bike is fitted with Brembo front brake calipers and dual 300 mm-diameter discs. Anti-lock braking (ABS) and Traction Control System (TCS) is also standard on the bike.

A color, touch, TFT display above the handlebars is tilt adjustable for easy reading for all size riders. The screen also allows the rider to access the interface for Bluetooth connectivity, navigation, and music.

Getting to the nitty gritty, the battery is composed of lithium-ion cells encased in a finned aluminum housing. It can be charged with a Level 2 or 3 DC Fast Charger, and all Harley dealers who carry the bikes will offer a public charging station. I asked Harley's PR rep Jennifer Hoyer to address this, but at this moment all she could say was that, "We will be announcing range and pricing in Jan. 2019." We'll pass that info along to you as soon as we have it.

Harley is obviously focusing on its "More Roads to Harley-Davidson" strategy, hoping to "build the next generation of riders globally." Declining ridership is something we all need to address if our biker lifestyle is to continue. We need new riders to replace the old geezers (I resemble that remark!) as they leave the sport or simply die off. To that end, we wish Harley good luck on this endeavor, even though it is a big turnabout from the gasoline motorcycles we know and love.

Source: Harley-Davidson

MEDICAL MARIJUANA CARD HOLDERS CAN'T BUY GUNS

The 9th U.S. Circuit Court of Appeals has ruled (Wilson v Lynch) that Medical Marijuana Card Holders forfeit their

right to purchase a gun. Actually, it's quite simple. The Firearms Transaction Record, commonly known as Form 4473, which every purchaser of a firearm in the United States has to fill out, is quite clear about this. Section 11 (c) asks, "Are you an unlawful user of, or addicted to, marijuana or any depressant, stimulant, narcotic drug, or any other controlled substance?"

Warning: The use or possession of marijuana remains unlawful under Federal law regardless of whether it has been legalized or decriminalized for medicinal or recreational purposes in the state where you reside."

While marijuana has been legalized, either medicinally or recreationally under many state jurisdictions, it still remains illegal under federal law. The defendant, Nevada resident S. Rowan Wilson, claimed that she was not an actual user of marijuana, but simply obtained the card to show her support of its legalization. The court rejected her claim, relying on guidelines from the Federal Bureau of Alcohol, Tobacco, Firearms and Explosives that firearms sellers should assume that medical marijuana card holders use the drug. A reasonable question to ask is that if she is not a user of marijuana, why did she have a problem with checking no?

Despite this setback, legal experts say that we should expect more challenges to the rule. The ruling relied on a blanket statement from the court which said that drug use "raises the risk of irrational or unpredictable behavior with which gun use should not be associated." So, it is theorized that future challenges may arise from medical marijuana users who argue that they shouldn't be lumped with other drug users in terms of concerns about violence.

The Gun Control Act of 1968 states: (d) It shall be unlawful for any person

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to sell or otherwise dispose of any firearm or ammunition to any person knowing or having reasonable cause to believe that such person—(3) is an unlawful user of or addicted to any controlled substance (as defined in section 102 of the Controlled Substances Act. Notably absent is anything prohibiting ownership. (Disclaimer: this is not legal advice! It is my theory.)

*Source: Fortune, Leafly, and the Law
offices of Josh Blackman.*

COLORADO VOTERS FINALLY ABOLISH SLAVERY

Prior to the vote on November 6, the Colorado Constitution, Article II, Section 26 stated: "There shall never be in this state either slavery or involuntary servitude EXCEPT as a punishment for crime, whereof the party shall have been duly convicted." Amendment 4, which was passed in November by the voters, removes the exception, saying simply, "There shall never be in this state either slavery or involuntary servitude."

It is an important distinction. Many Coloradans found the passage allowing slavery for incarcerated individuals as deeply offensive. This campaign began in 2016 when the legislature unanimously passed a referendum to be presented to the voters to this end, which failed due to confusing language. The 2018 referendum cleaned up the language, making it clear that a Yes vote abolishes slavery, and a No vote would keep slavery in the state's constitution.

The amendment's architect is Jumoke Emery, and in the *New York Times* he told reporter Lisa Lerer that the ultimate goal is to change the wording of the 13th Amendment to the US Constitution, which has similar language. "I don't believe that slavery should occupy any honored space," he said, "whether that's institutionalized through whips and chains or institutionalized through language."

Here is my question. Will removing

the offending passage from the state's constitution abolish mandatory prison labor? Or will they simply call it something else besides "slavery?"

Source: Fortune. New York Times

EDITORIAL MORE STATES LEGALIZE MARIJUANA

These most recent elections have added one new state (Michigan) to legalize marijuana, and two more states (Oklahoma and Utah) now allow medical use of the herb. This brings the total number of states and jurisdictions that have legal marijuana, in some form, to 33 states. The District of Columbia and 10 states have legalized outright, and 21 states allow medicinal marijuana to varying degrees.

A Gallup poll found that two thirds of Americans think it should be legal for recreational use, and a poll by Quinnipiac University found that 93 percent favor legal medical use. President Trump has repeatedly said that states should be free to set their own marijuana policies, and members of his administration have said that he is prepared to sign a bill to that effect if and when it gets to his desk.

It is likely that with the realignment of the House, with Democrats taking control, serious legislation respecting state's rights to control their own drug policy, and repealing banking restrictions on dispensaries might finally make some headway. Trump's firing of Attorney General Jeff Sessions, an ardent drug warrior, is a positive step in this direction.

Whether one imbibes or not, it is impossible to conclude any other path than that prohibition is on the way out. How long until marijuana is removed from the Schedule 1 drug registry is impossible to predict, but it is long overdue. The drug war is a war on the American people. It is time to declare peace.

—Kit Maira

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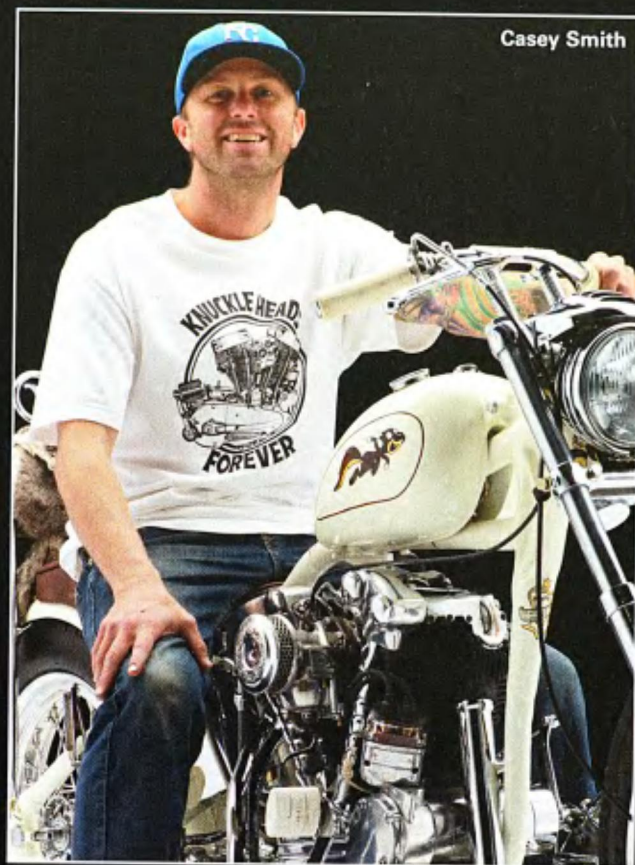
CASEY SMITH'S
'47 KNUCKLEHEAD

About seven years ago, a man named Mike Lewis shot a squirrel in his backyard. He skinned it, tanned it, and made a pouch out of its little hide. He then presented that pouch to the young man his daughter Brittany was dating. The young man, Casey, gladly accepted the pouch and eventually attached it to his motorcycle's sissybar.

A year before that happened, Casey had bought a knucklehead motor from fellow bike builder Ryan Grossman because he wanted to create "something different," as he puts it. After bringing the motor home, he went to a swap meet and found a VL frame that the previous owner had modified 30 years earlier to accommodate a knucklehead motor. "It was a bit beat up," Casey says, "so I tore the back end off and grafted a new one on and added a new stem. I just made sure that everything was easily interchangeable to more modern stuff. Plus I changed the rake for a better ride."



"On the right side of the tank is my wife,
on the left side is me, both as squirrels,
and our kids are on the back of the fender."



Casey Smith

He had a lot of parts just lying round and went out to purchase what he didn't have, like the front end and the juice drum brake for the rear. He also machined a few items, like the offset for the transmission, but also hand-made and modified a whole bunch more to make things work with the VL frame. And his Buddy Mike helped him put in a Harley Hummer switch with a relay so that the ignition switch automatically shuts off the magneto. "There's a lot of work in it, a lot of bondo, a lot of trial and error and breaking stuff," Casey says. "I blew up the motor three times."

As time went by, the bike began to take a back seat to Casey's busy life. He and Brittany got married and soon were raising two kids, Finley and Nash. Casey also works full-time for the city of Santa Rosa; he and his buddies build bikes in their spare time. At some point, his mind wandered back to the bike with the squirrel pouch, and that's when the idea of a squirrel paint theme entered his head.

He talked to another buddy, Justin "Lefty" Frei, and basically gave him free rein with the paint, with the main idea being that his family be represented as squirrels. "On the right side of the tank is my wife, on the left side is me, both as squirrels," Casey says, "and our kids are on the back of the fender."

The squirrel theme continued with engravings and squirrel-related stuff like the acorn nuts everywhere. "I didn't want the same cliché paint job that you see so often, like glitter paint or scallops," Casey explains with a laugh. "I wanted something different, like something where everyone says 'holy crap, how high was this guy?' That's what I wanted."



And those two little skins on the seat? Right, more squirrely stuff, but not from by now dad-in-law Mike. "I asked him to shoot some more squirrels," Casey says, "but he goes in and out of different phases, so I ended up searching the Internet and finally found a company that had squirrel hides, and I ordered a couple. My buddy Robert put down the squirrel skins perfectly."

"Squirrely", as the chopper is called, has become a family heirloom that won't ever be sold. —*Tripper*



Owner: Casey Smith

City: Rio Linda, CA

GENERAL

Bike name: Squirrelly

Fabrication: owner

Year and make: 1947 H-D

Model: knucklehead

Assembly: owner

Time: too long

Chroming: Moreno's

ENGINE

Year and make: 1947 H-D

Model: knucklehead

Rebuilder: owner / John Barry

Ignition: H-D

Displacement: 74 cubic inches

Lower end: H-D

Balancing: John Barry

Pistons: S&S

Heads: stock

Cam: stock

Lifters: H-D

Carb(s): S&S Super E

Air Cleaner: Benchmark

Pipes: home-made

TRANSMISSION

Year and make: 1947 H-D

Shifting: 4-speed

PAINT

Painter: Justin Frei / Lefty

Color: off-white

Type: House of Kolor

FRAME

Year and make: 1930s H-D

Type: VL Harley, modified

Rake: 32 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: home-made

Handlebar controls: H-D

Fender(s): Wassel

Headlight: H-D FX

Taillight: off big rig truck

Pegs: H-D

Electrics: ignition wire mag

Gas tank: Wassel

Oil tank: narrowed H-D

Oil system: H-D

Primary cover: none

Seat: custom, squirrel skins

Grips: H-D

FRONT END

Type: 33.4 Harley

Extension: stock

Builder: H-D

WHEELS

Size: 21-inch front, 18-inch rear

Hub: star

Tires: Avon

Brake: drum / H-D



Photos: Michael Lichter

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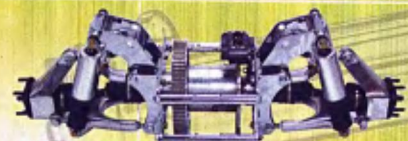
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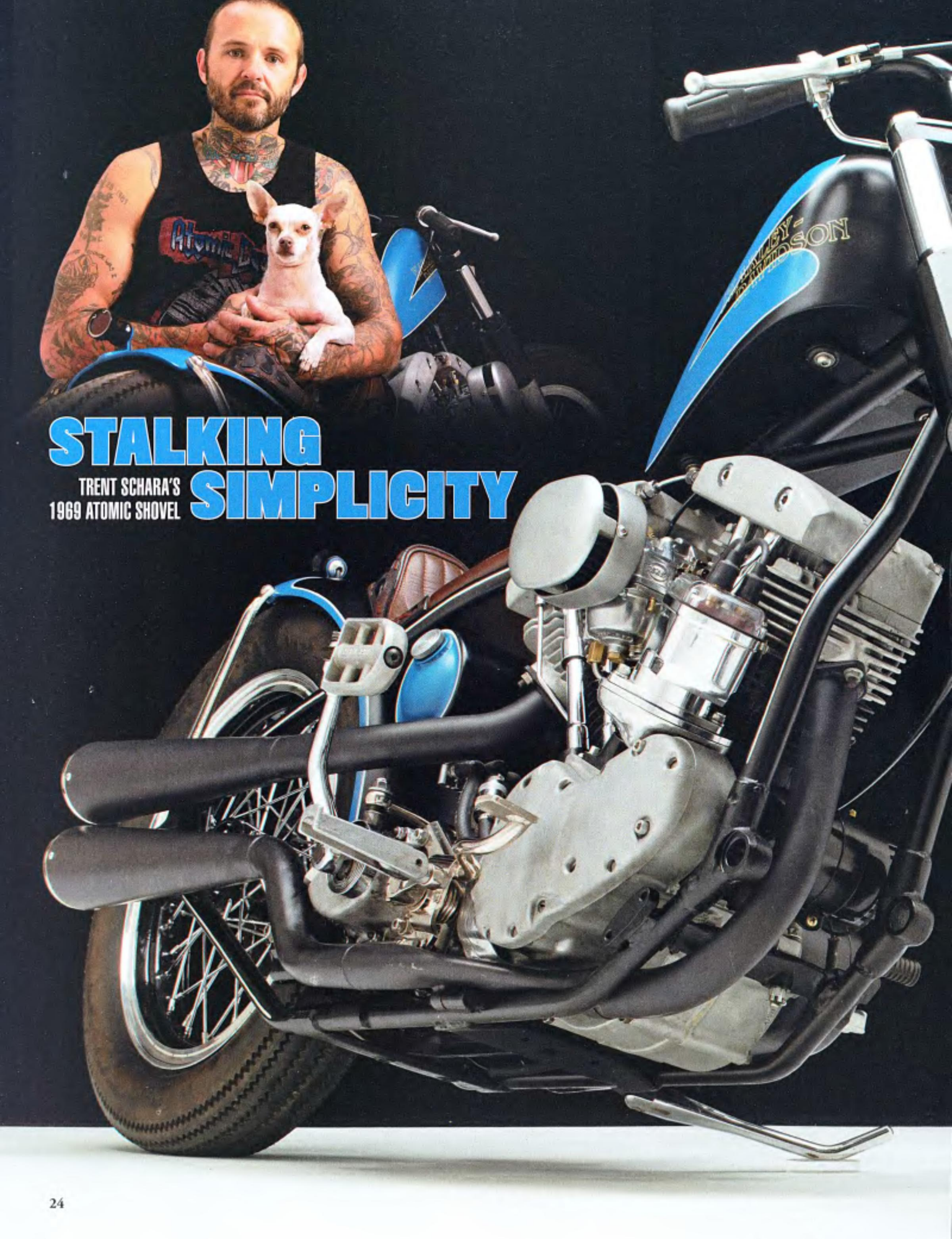
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A man with a beard and extensive tattoos is sitting on a custom motorcycle. He is holding a small, light-colored dog in his arms. The motorcycle is black with blue accents and features a large, detailed engine. The background is dark, making the motorcycle and the man stand out.

STALKING TRENT SCHARA'S 1969 ATOMIC SHOVEL

SIMPLICITY



**"I always start from scratch
and make everything new again."**

When we caught up with Trent Schara of Clancy, Montana, he was preparing his outpost for the long winter months ahead. He was handling the preparations with patience and know-how, the same attributes he brings to every custom motorcycle he builds at his shop, Atomic Customs. Like everything else in his life, his bikes are about simplicity in action, the beauty of function and not one single molecule of bullshit.

This super-clean shovel was literally a barn-find. Trent got it from an old guy in New Mexico who said it was in an original, uncut H-D wishbone frame. But when Trent checked it out, he spotted some stuff that didn't add up. The rake was not stock. Then he looked at the brake side and saw it was cast for a juice drum. "I thought, wait a minute, this is not a Harley frame," Trent tells us "I didn't know what it was, but whoever made it did an exceptional job. The neck forging was perfect."

He did some research and found out the bike had an Edlund frame. Edlund, a Swedish company, is still cranking out super high-quality frames. The old guy told Trent that he had scored the thing at a swap meet in the late 70s/early 80s, making it one of the very first ones. "I was blown away by that," Trent says.

The motor ran, but Trent still took it completely apart. "When I do a build, everything goes down to ground zero," he says. "I always start from scratch and make everything new again." Its stock 74-inches, with Wiseco pistons and an Andrews A grind cam. That's his tried-and-true slight performance upgrade. "You get a super-reliable motor," Trent explains. "You put a little more compression into it, and a little bit of cam. You get the Morris Magneto on there, and away you go."

In the generator shovelhead universe, Trent feels the 1969 shovel is one of the best. "Some guys knock on AMF bikes," he explains, "but if you take care of your shit, maintain it like you should, you're probably not going to have any problems."

With a penchant for kick-only bikes, he shaved the starter off the primary and also put mid-control shifting on.



"It's not shiny, it's not fancy, it's just tough."



"I essentially smoothed the top of it, cut off the back of it, put a mid-70s FX inner inside, and made it all work", he says, "and that's something hardly anybody notices."

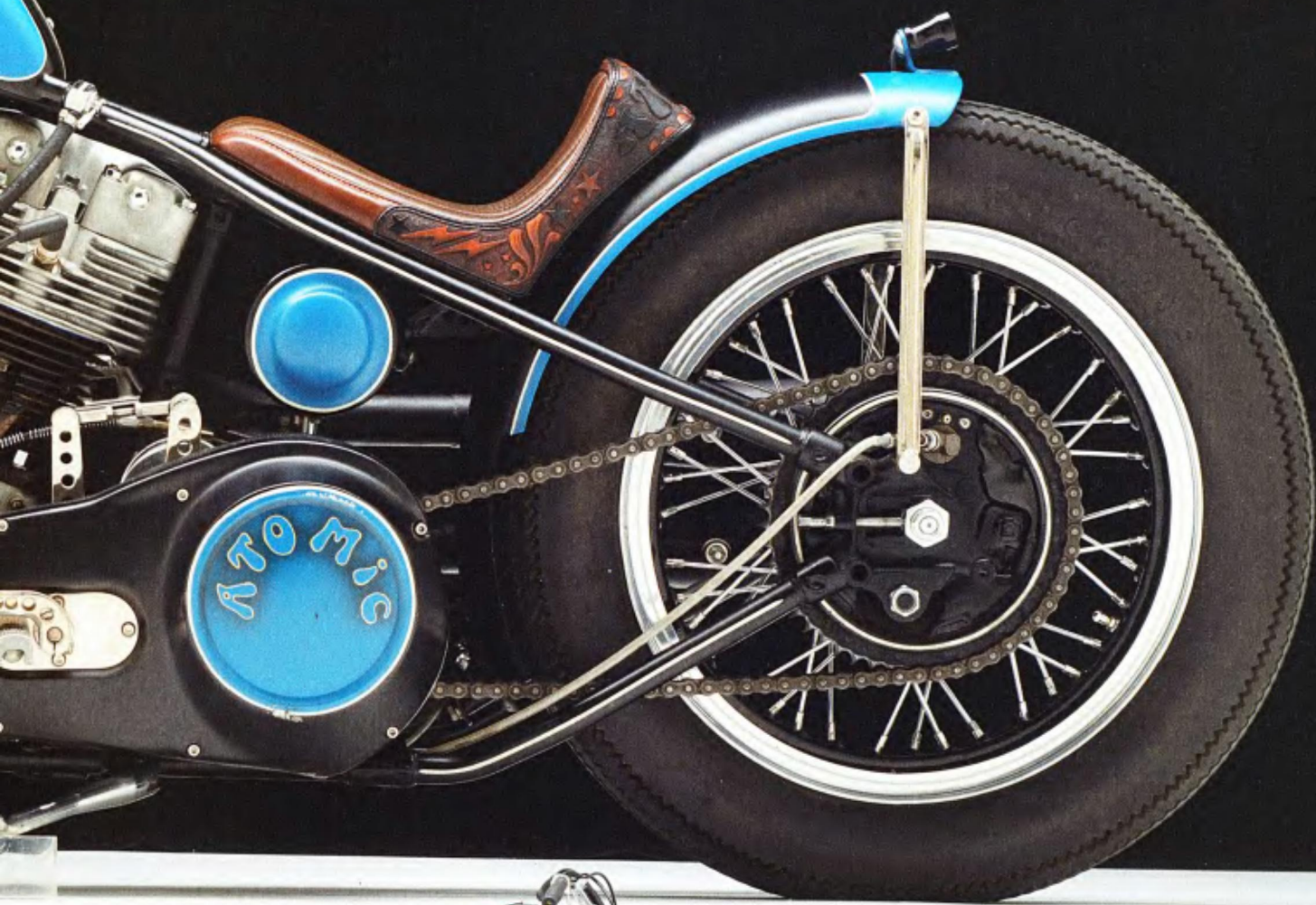
That's how it is with Trent's bikes. The fabrication is so subtle and well integrated that you don't even notice some of the coolest shit. The Damascus tank panel for instance. Look close. That's a Harley primary chain. He and a blacksmithing buddy

tig-welded every one of the links together to make a brick. They tigged on a long handle so it could go in the forge. Then the Nazel trip-hammer did the pounding. "Smash it, smash it, smash it, fold it over, repeat." Trent laughs. "Then it comes down to shaping it. A lot of sanding, and a lot of elbow grease."

The sweet and simple black and blue paint job was sprayed on by John Stromberg of Lucky's 7 in Amarillo,

Texas, while Christian at Xian Leather carved the sweet seat.

Matt Neil, the guy who ended up with the bike, lives near Trent, so he gets to see the bike out and about. Matt loves it and has put quite a few miles on it. It still runs great, which is crucially important to Trent. "It's not shiny, it's not fancy, it's just tough." He explains with a measure of pride, "I'd rather build a less 'fancy' bike, for a guy who is going to ride it farther.



My goal is always to have bikes on the road. That, to me, is really better than anything."

By the time you read this, the snow will be piled up deep in the mountains of Montana. Trent will be busy in his shop creating bitchen bikes. All of them will be tough as hell and built to ride.

To dig what Trent is doing, check out his website at atomiccustom.com

—Beatnik

Owner: Trent Schara
City: Clancy, Montana
Designer: Trent Schara

GENERAL

Fabrication: Atomic Custom
Year and make: 1969 Harley-Davidson
Model: FL

Assembly: Atomic

Time: 6 months

Chrome: Brown's

ENGINE

Year and make: 1969 H-D

Model: FL

Rebuilder: Arizona Custom Machine

Ignition: Morris Magneto

Displacement: 74-inches

Lower end: H-D

Balancing: Arizona Custom Machine

Pistons: Wiseco

Heads: H-D

Cam: Andrews-A

Lifters: H-D

Carb: S&S Super "E"

Air Cleaner: old STF

Pipes: Atomic

TRANSMISSION

Year and make: 1969 H-D

Shifting: ratchet/foot

PAINT

Painter: John Stromberg

Color: blue/black

FRAME

Builder: Edlunds

Type: wishbone

Rake: 35-degrees

ACCESSORIES

Bars: Atomic

Hand Controls: Atomic

Fender: Front Street

Headlight: Aris

Taillight: After Hours

Pegs: swap meet

Electrics: Cycle Electric

Gas Tank: Atomic

Tank Panel: Damascus

Oil tank: Atomic

Oil system: H-D

Primary: shaved

Seat: Atomic/Xian Leather

Grips: H-D

FRONT END

Builder: H-D/Atomic

Type: glide

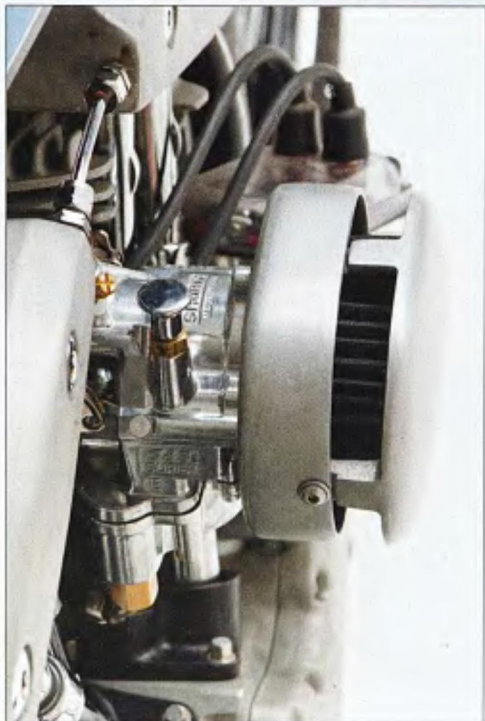
Extension: minus 2-inches

WHEELS

Front: 19-inch front, 18-inch rear

Tires: Firestone

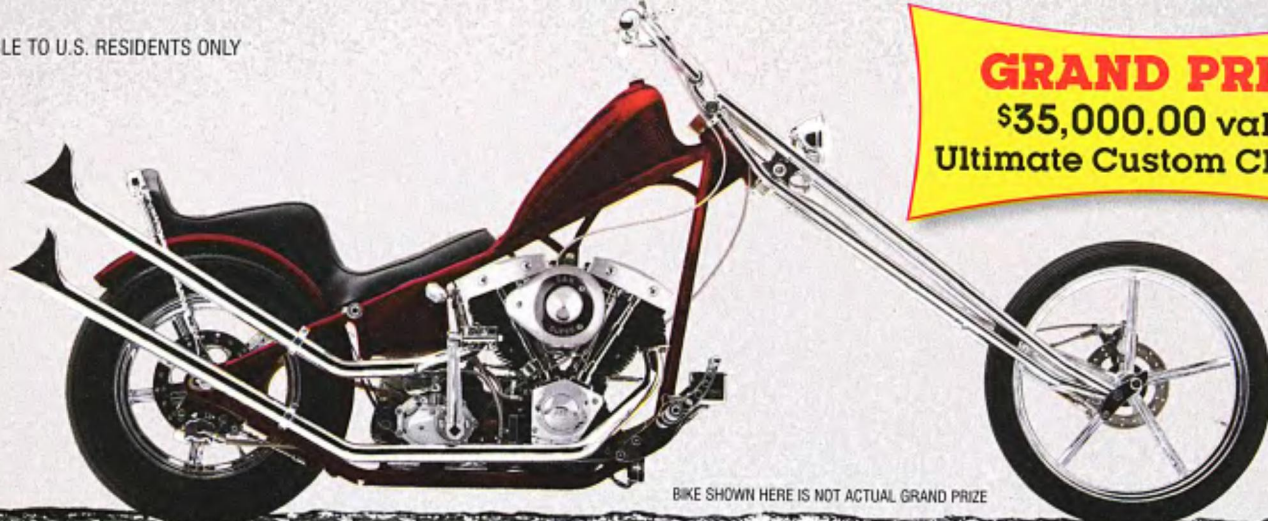
Brakes: H-D mechanical



Photos: Michael Lichter
Contact: Atomic Customs
406-980-1244
atomic-custom.com

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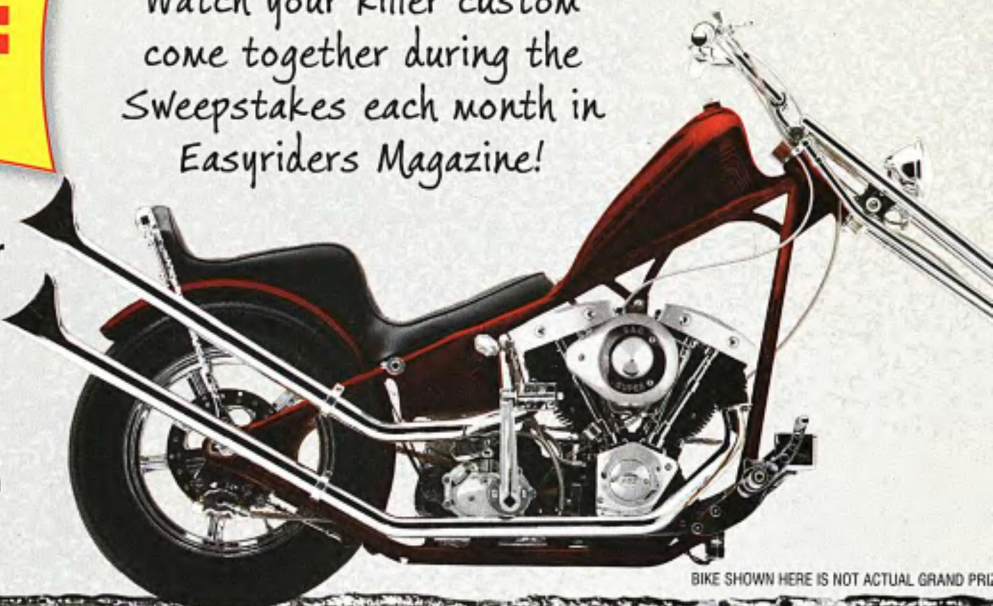
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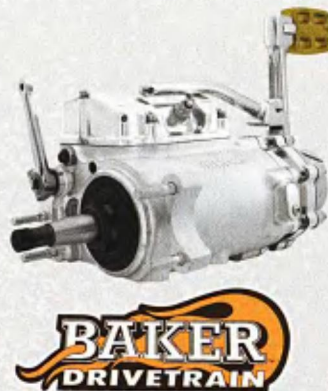
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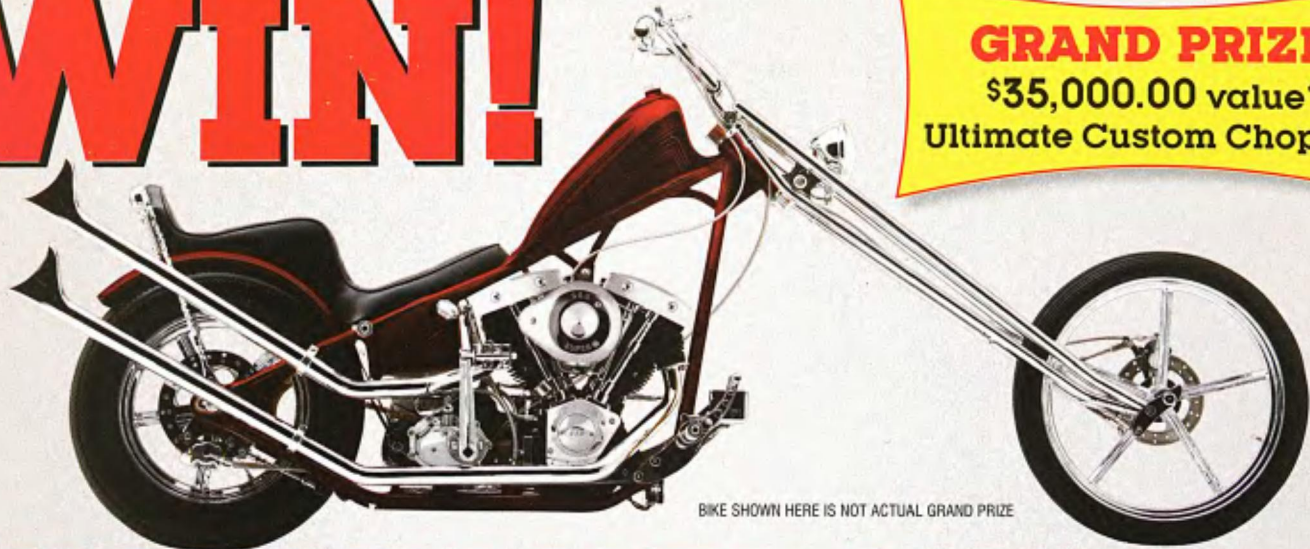
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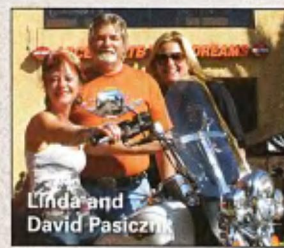
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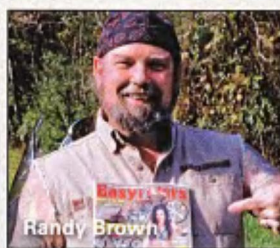
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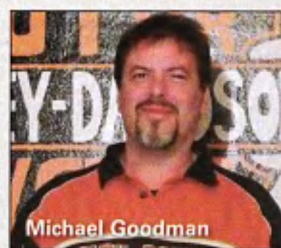
Linda and David Pasichnik



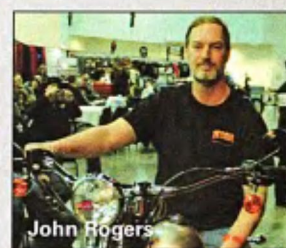
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LIMIT—ONE ENTRY PER HOUSEHOLD

Passin' Gas

Two Irish nuns have just arrived in the USA by boat and one says to the other, "I hear that the people of this country actually eat dogs."

"Odd," her companion replies, "but if we shall live in America, we might as well do as the Americans do."

As they sit, they hear a pushcart vendor yell "Get your dogs here" and they both walk towards the hot dog cart.

"Two dogs, please!" says one. The vendor is very pleased to oblige, wraps both hot dogs in foil and hands them over. Excited, the nuns hurry to a bench and begin to unwrap their dogs.

The mother superior is first to open hers. She begins to blush and then, staring at it for a moment, leans to the other Nun and whispers cautiously, "What part did you get?"

—Greg Cook
Nat. City, California

Three young boys were sitting in the park. One said, "My dad smokes, and he can blow smoke rings."

The second boy said, "Well, my dad smokes, and he can blow smoke out of his ears."

Determined not to be outdone, the last little boy said, "My dad can blow smoke out of his butt!"

"Have you really seen him do that?" asked his two friends.

"Well, not exactly," the boy admitted. "But, I have seen the tobacco stains in his underwear."

—Greg Cook
Nat. City, California

A biker is riding on a country road, when a sparrow flies in front of him. The biker can't do anything and hits the bird. As he looks in his rear-view mirror he sees the sparrow lying in the road. Being the standup guy he is, he stops, picks up the sparrow, takes it home and puts it in a cage, still unconscious.

When the sparrow comes to the next morning it looks through the

bars of the cage and says, "Aw shit! I must've killed that biker!"

—Tom Cook
Crescent City, California

If you had purchased \$1,000 of shares in Delta Airlines five years ago, you would have \$49.00 today. If you had purchased \$1,000 of shares in AIG five years ago, you would have \$33.00 today. If you had purchased \$1,000 of shares in Lehman Brothers five years ago, you would have \$0.00 today.

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gallons of alcohol a year. That means that the average American gets about 41 miles to the gallon.

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—Spider
Ft. Lauderdale, Florida

Chopper just moved to a new town and was chatting with his neighbor one day when they saw two women walking toward them. "Uh oh!" said Chopper, "here comes my ol' lady and she's with the woman I've just started doin' on the side. I'd better hide!"

"Damn, bro," the neighbor said, "you took the words right outta my mouth!"

—JoLo
Lil' Hill

What's the surest sign a man is in love?

He divorces his wife.

—Greg Cook
Nat. City, California



"Well, man, I need a coupla hun to pay my bar tab and to pick up a pound of grass."

SweepstakesGarage

BUILDING THE ULTIMATE CHOPPER Part III: Doing the Mock-Up

As promised in our last issue, it's time to check on the progress of your dream bike. Yep, we are giving this killer chopper away in the Easyriders Sweepstakes, and you could be the winner! With much of the fabrication done, Tony Tyrell and his sidekick Gnomie at Lone Wolf Chopz and Rodz in SoCal's El Cajon have been getting busy putting some of the pieces of this Ultimate Chopper together. It's kind of like working on an enormous, 10,000-piece puzzle, but Tony thrives on coming up with solutions and making things fit.

Because we at the magazine work a couple of months ahead of the publication date, the bike build will have progressed significantly by the time you actually read this, so what you are looking at here is basically a mock-up with most of the major parts in place to give you a basic idea of what the bike will look like.

We begin with the specially hand-made Paughco rigid frame with its 35-degree rake at the neck, stretched 8 inches up and 4 inches out. Tony starts

by placing the Baker transmission inside the frame. "It's a 4-speed case with a 6-speed gear set in it," he says. "The only thing I might still change on this is putting a longer arm for the shifter on it, but other than that, it's going in just like it is."

The shovelhead motor you see here is actually Tony's because the one Kendall Johnson has been working on is still awaiting its finishing touches. It should be shipped pretty soon, though. But Tony's motor works just fine for this purpose and gives us an idea how everything will ultimately fit into the frame.

After pressing the triple tree onto the neck stem, Tony and Gnomie check all the bearing clearances and internal fork stops before building the legs for that triple tree. Gnomie then bolts the trees on in preparation for the fork installment.

While Gnomie does that, Tony gets busy with the BDL primary drive and begins to assemble it by bolting together the clutch basket before installing the entire assembly on the frame. Using a rubber mallet, Tony gently hammers the front pulley into place and starts inserting the clutch plates so he can adjust their play. No

alignment happens at this point. "I'm just trying to get everything on for now to make sure it fits," Tony says. "Once we do the final assembly, I'll use a straight edge to align the pulleys."

At this point, Tony hasn't modified the oil tank yet. He says he's waiting until he has all the parts he needs before he tackles that job. But he's pretty sure now about where to put the battery. "I'm gonna try to get it in the oil tank to save room and make it look cleaner," he says.

Having an old Harman front end stashed in a corner of the shop comes in handy. Tony grabs it, and he and Gnomie install it. Tony hasn't had the time to fabricate the one that's going to be on this chopper, but since the old Harman is about the same length at 22 inches over, it fits perfectly for right now.

There also happened to be a set of old wheels lying around that can be used in lieu of the actual 40-spoked wheels, an 18-incher in the rear and a 21-incher up front, that haven't arrived yet. "They'll be coming from Paughco, but they're still busy lacing them up," Tony says. Meanwhile, Tony's old wheels conveniently round off this mock up.

Tony is going to fabricate the seat himself, but Gnomie gets a kick out of sitting on the mock-up bike anyway, just to see what it might feel like when the whole scooter is done. "This is awesome!" he says with a huge grin.

This mock-up gives Tony an opportunity to let you see what the chopper will look like, but without giving away too much. In the next issue, we're going to visit Manny Cisneros at CSNRS Color Studio. Manny and his crew are going to give this chopper an amazing paint job, and we'll be there to document it. Stay tuned, and remember, you can't win the Ultimate Chopper unless you enter the Sweepstakes. See the ad on page 29 for details.

—Tripper



The mock-up of this chopper begins with Tony placing the Baker 4-in-a-6 transmission into the stretched Paughco frame.



Tony and Gnomie look closely at how Tony's shovelhead motor fits to get an idea of what the Kendall Johnson motor will ultimately look like in it.



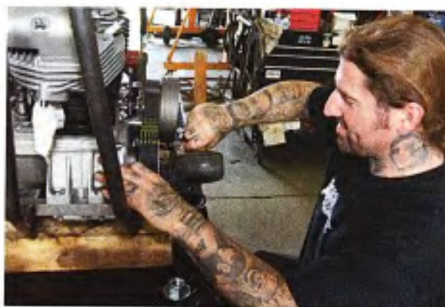
The clutch is being prepared for installing.



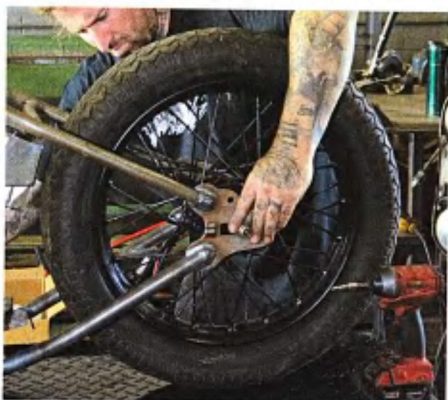
This oil tank is yet to undergo some modifications, but the battery is probably going to stay in it.



Gnomie presses the neck stem into the lower triple tree.



Tony gently taps the front pulley into place; alignment will happen during the final assembly.



A wheel is a wheel is a wheel. Ultimately, though, both rear and front wheel will feature 40 shiny spokes.



Clutch plates are installed so Tony can check their play.



A Harman front end gives this ultimate chopper some added coolness.



Tony assembles the neck for an initial bearing and fork stop check.



Stance wise, the chopper will look something like this.



STILL CRAZY AFTER THIRTY YEARS

CHILLICOTHE RODEO

All the two-wheeled action of the Easyriders Motorcycle Rodeo returned to Ross County Fairgrounds in Chillicothe, Ohio over the extended Labor Day weekend. This year marked the Rodeo's 30th year, and the Easyriders Events crew returned to celebrate with all of the familiar faces that helped make this the party of all parties. From track action, awesome bands, scantily clad girlie contests, a corn hole tourney, a bike show, a

tattoo contest, and the spicy Purrfect Angelz dancers, to all the campground shenanigans, this anniversary bash had it all.

Anyone who has attended Chillicothe in past years can attest, the weather here is undeniably unpredictable. From blazing heat one year to freezing temps the next, the meteorological handicap has proven to be a total crap shoot. As such, regulars to Chillicothe have learned to

come prepared for anything Mother Nature may throw at them. So, when the weather watchers were screaming doom, gloom, and thunder booms, it didn't slow things down one bit. In the end, the weather gods smiled down graciously by blessing rodeo patrons with damned near perfect rodeo weather. In fact, a slightly cloudy sky offered a welcomed relief from the heat, and the occasional light sprinkle helped to keep that rodeo

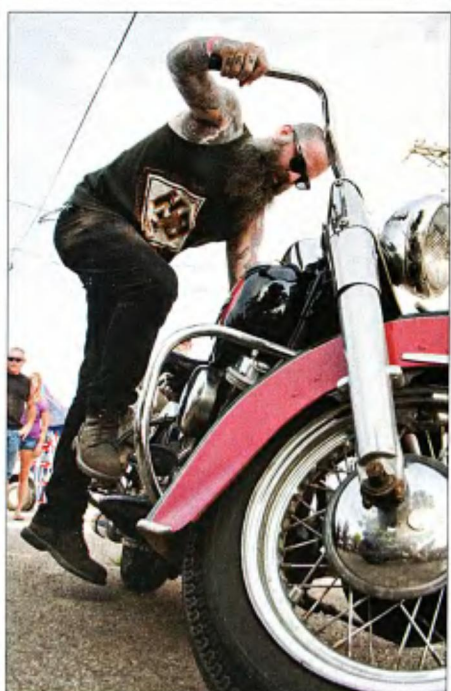
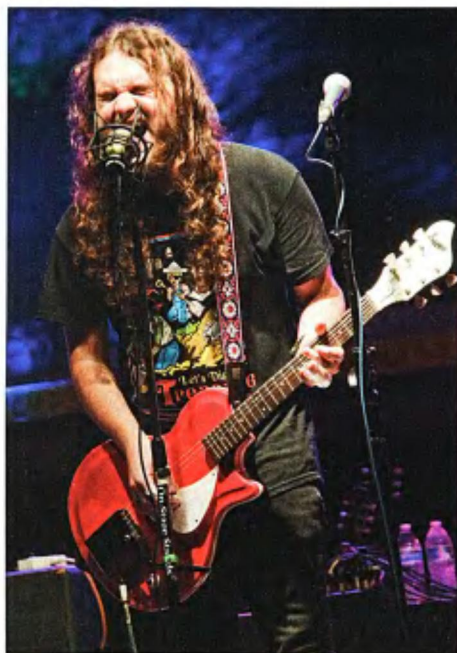


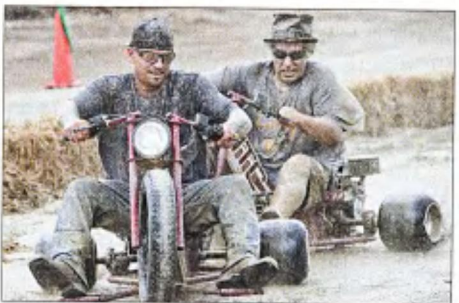
dust down a little. It also boosted the hilarity component at the Drift Trike finals on Saturday when the sky opened up briefly, deluging the track. That turned two-days worth of track dust into a hay-bordered mud bog. The decision to delay the final race was left to the crowd. As one might guess, the overwhelming cheers to forge ahead left drift trike finalists soaked to the bone and coated in a thick layer of Ohio's finest sludge.

Record numbers showed up for the barstool races each day. Numbers had to be limited to 40 competitors because of time constraints. The second try at the newly launched Kickstart Contest actually found a few traditional throttle jockeys who opt for leg power over push button starts, so there might be a future for this contest after all. The vendor areas, with over 30 vendors and a tattoo expo, were open daily for anyone searching for the latest trendy

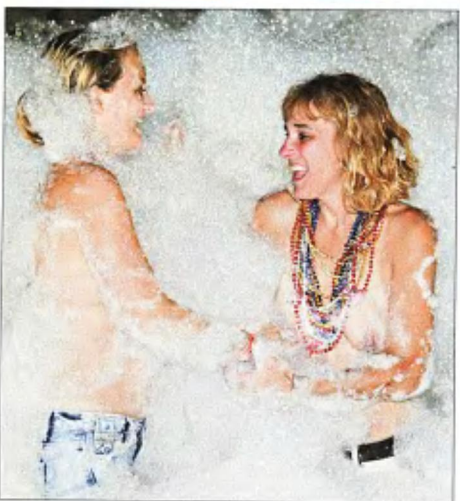
biker bits or needing some new ink from one of the many talented ink slingers at the expo pavilion. The vendor Poker Crawl added some extra enticement to shoppers by providing a chance to win some cold hard cash for the best poker hand collected. The top three hands divvied up \$1,000 between them.

As things heated up at the track, it looked like the father/son Tabor team might be heading toward another





rodeo sweep. However, fate intervened and took Jason Tabor out of the running for the Barrel Race with engine issues. Young Tabor collected the win in the Slow Race, but popped his motor in the process. This opened the door for Jim Hale to take first place at the barrels. After all the racers qualified with a series of full pulls, Mark Wilkin of Stanton, Michigan edged out competitors, Jason Tabor, Jim Hale and Loran Whittaker to pocket first in Top Fuel Trike, pushing young Tabor off the top podium spot after his win in Fowlerville. Jason did, however, retain his crown in Solo Sled followed by Loran Whittaker, Ted Grummett, and newcomer to the track events, Norm "Bud" Herman. Robert Tabor full pulled to victory in the Gas Trike Class and also won the Wienie Bite with the aid of partner, Niki Abel, and her incredible wienie biting skills. Jason and partner Chrissy took an extremely dusty win in the Tire Ride. And handing out the winners' loot on the track was our trophy gal, Kayla.



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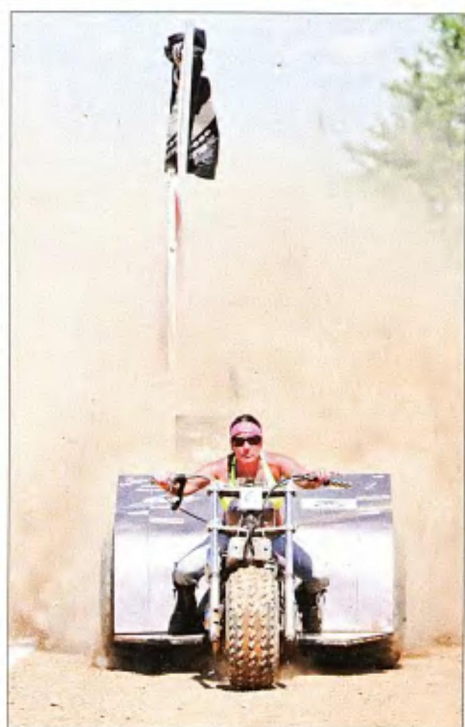
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One might have recognized this sassy miss, as she was also our trophy gal in Fowlerville. She's evidently a Rodeo junkie and followed a line of bread crumbs to Ohio for another go. Her devotion has earned her a future model spot right here in *Easyriders*.

One simply cannot experience Chillicothe without a trip into the bizarro world of campground craziness known as The Zoo. This is where folks come to let it all hang out. Literally. There are pretty much no rules here in the back 40. However, a sensible amount of respect toward fellow party lovers will help keep you out of trouble. Nakedness runs amok when the sun melts into the horizon and beads are paid out like candy at Halloween. In The Zoo, motorcycles have been replaced with ATV's, golf carts and makeshift vehicles of every variety. Hell, we even saw a couple of in-the-buff beauties being carted around by a modified lawn tractor. Seekers of the sacred plastic beads take advantage of the perpetual traffic jam to jump onto one of the many stripper poles that flank the rows and offer up a show that would rival the best booby bar.

The live musical entertainment for this three-day anniversary celebration was outstanding. Machine Gun Preacher, Otis, Miss Intent and Rat Bastard Syndicate kept the stage rockin' during the daylight hours. Cowboy, the Kid Rock tribute, returned to the Rodeo stage again this year to get things revved up for the raunchy ditties of reigning anti pop-country champ, Wheeler Walker Jr., on Friday. We also saw the return of long-time Rodeo rocker, Jasmin Cain. Rock superstars, Fuel finished out Saturday's music talent just in time for everyone to head over to the flat bed stage and enjoy the finer points, so to speak, of gals getting watered down during the wet T-shirt contest. Biker rally favorite from way back and rebel extraordinaire, David Allen Coe, finished off the lineup of top notch musical entertainment, putting a spectacular wrap on Chillicothe's 30th anniversary Rodeo biker bash.

—Don Rogers

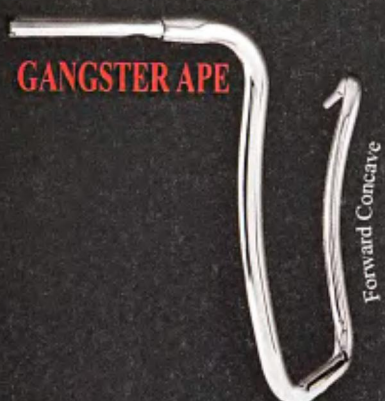
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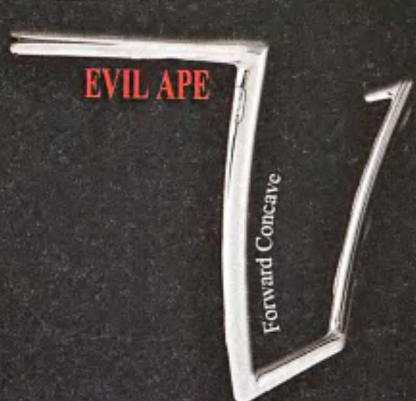
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Confessions of a Stripper

FUN IN THE WORKPLACE



The question I get most commonly: do strippers enjoy their work?

Emotionally and physically? The short answer: yes and yes. Granted, this is not true of all dancers. For some dancers it's just a convenient job with flexible hours.

I am one who has fun in the workplace. It has everything to do with you, the customer. I enjoy seeing people enjoy themselves. To be good, you have to put an effort into your routine, especially pole work. You're working out, doing strength training for the pole. So when you've developed a dance routine, and a customer is just staring into space, it's a disappointment. But when customers are getting excited, clapping for us, it's way more fun.

During lap dances, the appreciation is more palpable. Some of the guys overcompensate. Instead of saying, "Wow, your butt looks good" or "That was a nice back bend," they'll use their hands instead of their words. That's a definite compliment, guys, but definitely not allowed.

Sometimes, even without doing anything improper, customers have spontaneous events due to excitement. All a dancer can do is jump away from the event. It can be embarrassing for both parties, but you can tell the customer is

enjoying himself. For me, it's like an entertainer giving a performance and receiving a standing ovation. Just a different kind of standing ovation. Or being a comedian and getting laughter. It's just laughter coming from a different place.

Let's talk about *my* pleasure. At the moment I work in a club that's fully nude. We dancers can take off our panties. But I don't. In my stage act, I often don't take off any clothes at all. I focus on the dancing. Customers are both confused and enticed by my lack of stripping. I am more liberal during lap dances, but even then I will keep my panties on. I still give my all, so much so that I always pack at least seven pairs of panties for my shift. I must change them frequently as I move around a lot; my customer and I get very worked up. Dry panties are in order. The problem is more than just sweat.

I did take my panties off for one customer. He came in a couple days per week for three weeks. He tipped well. A good customer. Very polite. About 40 years old, a businessman, I think. Very clean hands. (That's a tip to you customers. We dancers look at a man's hands; clean hands and nails are always a plus.) The third week Mr. X came to see me, he asked for a

30-minute champagne room. He had a special request. It wasn't something I do, but it wasn't illegal either, and Mr. X had a good story.

He had been dating a girl. They liked each other, but their sexual passion was ebbing. He showed me a photograph of her on his phone. She was lovely, but hey, it could have been a picture downloaded from the internet. He was willing to take a chance of offending the girl and ending the relationship in order to take the sex to a higher level. Mr. X wanted me to leave my scent on his pants leg. He wanted me to remove my bottoms and to ride his thigh. He had a date with his girl in 30 minutes, and he was going to tell her about me, and what I had done, and he would ask her to ride the same pants leg, hoping that my pheromones would stimulate her to a higher level.

I did what he asked. For once it would be the customer who had to change his pants, not me. Though in this case, he had no intention of changing. It was fun, and I'm not sure there was anything legally wrong with it, though I didn't have a lawyer in the champagne room with me. But I wondered if I had been conned, that there was no girlfriend. On the way out, Mr. X asked to buy the panties I had been wearing. We negotiated a price and he left with them.

The following week he returned for another Champagne Room. Mr. X pulled out his phone. He showed me a video of an attractive woman riding a man on his back who must have been holding the camera. I assumed it was Mr. X. It was the same woman he had showed me the previous week. I could see that she was wearing my panties. She called out my name as she had an orgasm. Wow, I thought. So my customer wasn't making this up. It was exciting. It went back and forth like this for a few weeks. The girlfriend and I were having a competition to see who could make the guy hotter. Mr. X would bring me the videos, and I would be incited to try harder. Eventually, the girlfriend won, of course, having a more permissive venue than I did. After a few weeks I never saw him again. Add that to a stripper's list of skills: couples counseling.

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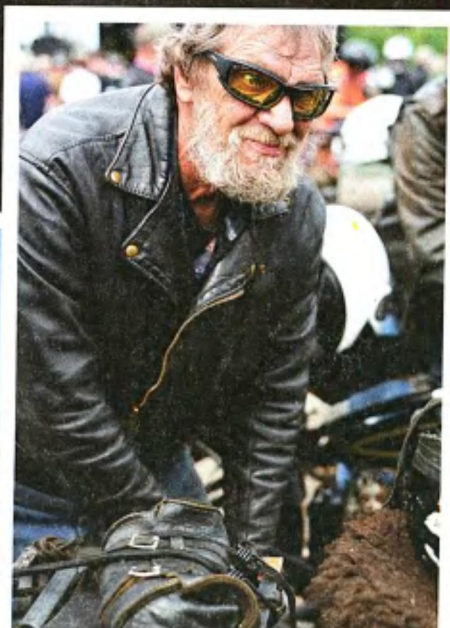
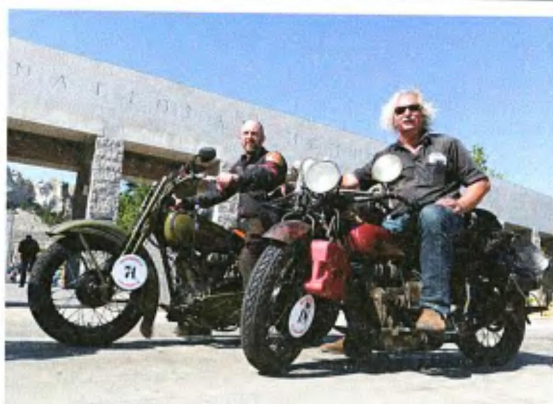
CANNONBALL RUN





COAST-TO-COAST ON ANTIQUE BIKES

Riders who sign up for the coast-to-coast Cannonball Run share a love of antique motorcycles and a positive "can do" attitude. These are people who can field strip a 1947 knucklehead in the middle of nowhere and get it running with a band-aid and a paper clip.



This endurance run is not a race, but rather an endurance competition where participants get points for miles ridden. They are docked for points missed or late arrivals at check points.

The Cannonball Run began in 2010, crossing America on two-lane back roads on antique bikes. It happens every other year, and for the 2018 run, all bikes had to be pre-1929. Other criteria included original engine cases and the bikes had to appear original for the period.

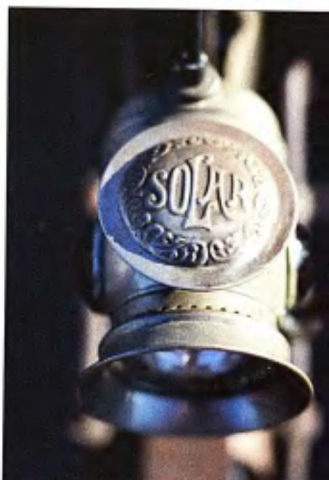
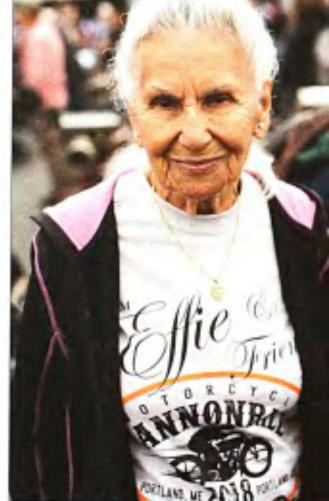
The idea of taking antique bikes out of museums and putting them back on the roads for this run is credited to Lonnie Isam, Jr., who sees the Cannonball Run as a tribute to the long distance rider Erwin "Cannonball" Baker, the first person to ride coast-to-coast on a motorcycle back in 1914. Lonnie thought that if Baker could make it on one of those early machines without support, and at times without any roads whatsoever, certainly today's riders could do the same.

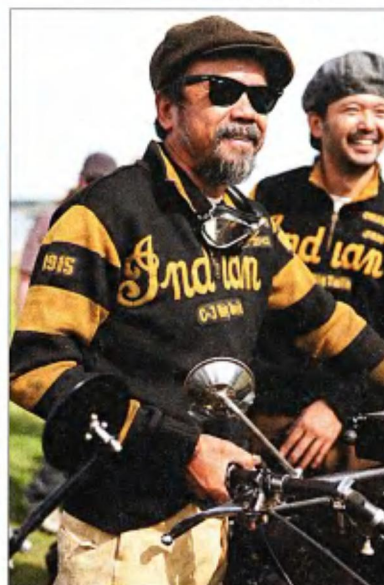
Anyone with an antique bike that fits the bill can sign up, but more riders would like to do it than there is space, so preference goes to repeat riders in the run, with many hopefuls on a waiting list. One hundred and seven riders were accepted for this year's run from the Atlantic to the Pacific Ocean, starting in Portland, Maine and ending in Portland, Oregon.

A diverse group of riders assembled on September 6th for the start of the run, with more women riders than ever before (four), as well as riders from Ireland, England, Italy, Australia, New Zealand, and Canada. Millennials were well represented as both riders and crew. This countered the notion that you have to be older and wealthy to ride across the country like this. I have always thought that volunteering as a crew member is one of the best ways for younger bikers to get involved and experience the amazing energy on these adventures. In the process, a few bikes do drop out due to a wreck, a catastrophic engine failure or any one of a million other things that can go wrong.

CANNONBALL RUN







CANNONBALL RUN



The goal is to make it from the Atlantic to the Pacific Ocean with a perfect score, which you get by riding every mile of the route without penalty. The route was 3,674 miles. Each morning, riders were given "ride sheets" without maps or even town names. Rather, the sheet offers such directions as, "Go 17.2 miles and make a left after the 7/11 store. Go 2.9 miles and bear right at the fork..." on and on for as many as 16-pages of directions in a single day.

This year's route was the most northern of all the Cannonball Runs, suggesting that it might be the most inclement. Having covered all five of the runs over the years, I can tell you that this Cannonball had the worst weather. Impending tropical storms were moving into the Southeast as we headed to Maine. New England's weather was impacted, and on the third day of the event, the weather was so harsh that the day's ride was called off due to potential flooding along the route. Riders were asked to make their way to the next city in support vehicles, which also meant that we missed some of the most spectacular scenery in the Finger Lakes region of New York. It also meant that the official route was reduced to 3,441 miles. We didn't see the sun until we were in Ohio.

From my camera's perspective, the most beautiful part of the trip was going through spectacular Glacier National Park. Beyond the beauty of the land, criss-crossing the United States on an antique motorcycle is an inspiring experience. Riding through small towns from coast-to-coast offers a unique perspective and deeper understanding of who we are as a nation.

So who wins the Cannonball Run? Only a handful of riders made every mile on the first Cannonball. Now, after five Cannonballs, everyone is getting so good at understanding what it takes for both the rider and the bike to be prepared, that 93 riders made it over the finish line at the Skamania Lodge in Stevenson, Washington on September 23rd. Even more impressive, 50 riders rode every one of the 3,441 miles over 18 days, and three of them were women.



CANNONBALL RUN™

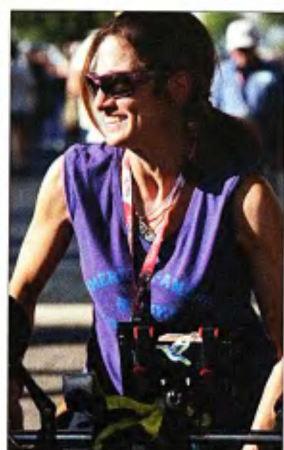


In the event that multiple bikes run perfect miles, as has clearly been the case, the rules state that the award goes to the oldest Class I bike (single-speed, single-cylinder) to complete the mileage. The coveted, one-of-a-kind Jeff Decker sculpture was awarded to the overall winner, Dean Bordigioni, and his 1914 Class I Harley-Davidson. Dean's win was impressive when you consider what a big guy Dean is, and how small this 7-horsepower (after being bored and stroked) ~500cc bike is. Dean's was also the first Harley-Davidson to ever win the Cannonball title.

If this all sounds interesting to you, get out there for the next Cannonball Run in 2020. Go ride to one of the stops to check out the bikes, or better yet, sign up to volunteer in some way. Help someone else get their bike across the country and you will be amazed at the satisfaction you'll receive from your contribution. This is how so many Cannonballers first caught the bug and got their start. Who knows? Someday you might be running the Motorcycle Cannonball on an antique bike yourself.

—Michael Lichter







"I realized that
customs could be
comfortable."

Coleton Lollis is a third generation biker and custom motorcycle builder out of Greenwood, South Carolina. His grandfather, local legend "Bub" Lollis was a Harley-Davidson dealer in the area since the 1950s and opened a custom bike shop called Woodlawn Cycles in 1968. So 25-year-old Coleton grew up around Harleys and has had a lifelong love for bikes.



ANDY BARRETT'S WOODLAWN ROAD KING

CERAKOTE

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N
G





"I brought a custom bike to the Easyriders Bike Show in Charlotte several years back and didn't know what to expect," Coleton told us. "I won 2nd Place People's Choice in the Street Custom class. I thought that was quite an honor and decided then and there to build custom bikes for a living."

Coleton's passion for building and riding led him to open Woodlawn

Baggers in 2013 where the shop motto is "You dream it, we build it." The Lollis family of bike builders is known for creating one-of-a-kind custom Harleys and for having a full service shop.

When the custom bagger trend came along Coleton wasn't the first to jump on the band wagon. "I wasn't crazy about them to begin with. Then I realized that customs could be comfortable," he says. "We've built

around 100 custom baggers so far."

This particular bike started life as a 2016 Road King. Andy Barrett, who works for Southern States Machinery, bought the bagger new and brought it to his friends at Woodlawn. "We tore it down to the bare frame," Coleton says. "And we stretched the neck with an HHI short neck kit." The gas tank, front end and chin spoiler were made in-house, while the fenders, hard bags



"You have to have a real passion for motorcycles,
and you have to keep at it."

and side covers came from Camtech. The wheels and rotors are by SMT Machining.

When it came time for paint, Coleton and Andy decided to not use paint. Rather, they chose a flat grey Cerakote. Cerakote is not paint, it is a Polymer-Ceramic coating most notably used for firearms, knives and exhaust pipes. It is available in over 100 colors and is pretty much bullet proof. Coleton

applied all the grey Cerakote himself at Woodlawn Baggers. Then they took the sheet metal over to Chad Hampton of Hampton's Body Shop where Chad applied the red paint and slick graphics that make this Road King look like it's going 100 miles per hour while standing still.

Andy and Coleton have become good friends and as we write this, Andy is having Woodlawn Baggers build him

another cool custom that will debut at the Easyriders Bike Show in Charlotte this January 26th. Coleton has come a long way since that first win in Charlotte. When asked what advice he would give to up-and-coming bike builders, he says, "This shit's not for everybody. You have to have a real passion for motorcycles, and you have to keep at it."

—Dave Nichols

Owner: Andy Barrett
City: Greenwood, South Carolina
GENERAL
Designer: Woodlawn Baggers
Year and make: 2016 Harley-Davidson

Model: Road King
Assembly: Woodlawn Baggers
Time: 6 months
Chroming: none

ENGINE

Year and make: 2016 H-D
Model: Twin Cam
Rebuilder: Woodlawn Baggers
Ignition: H-D
Displacement: 103 cubic inches
Lower end: stock
Balancing: H-D
Pistons: H-D
Heads: H-D
Cam: H-D
Lifters: H-D
Carb: H-D
Air cleaner: Figure Machine
Pipes: S.I.K.

TRANSMISSION

Year and make: 2016 H-D
Shifting: 6-speed

PAINTING

Painter: Chad Hampton
Color: red and flat grey
Type: Cerakote

FRAME

Year and builder: 2016 H-D
Type: Road King
Rake: 47 degrees
Stretch: 2 inches
Shocks: Dirty Air
Other modifications: HHI short neck

ACCESSORIES

Bars: HHI
Handlebar controls: H-D
Fenders: Camtech
Headlight: Daymaker
Taillight: Cycle Visions
Speedo: Dakota Digital
Floorboards: HHI
Electrics: H-D
Gas tank: Woodlawn Baggers
Oil tank: H-D
Oil system: factory
Primary cover: H-D
Seat: suede
Grips: DM

FRONT END

Type: H-D
Extension: 3 inches
Builder: Woodlawn Baggers

WHEELS

Size: 30-inch front, 18-inch rear
Type: SMT Machining
Tires: Vee Rubber front, Avon rear
Brakes: H-D/SMT

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



Kona, a six-year-old Labradoodle, faithfully protecting the Harley-Davidson fleet outside of Alamo, Michigan.
—Jeff Burleigh, Otsego, Michigan



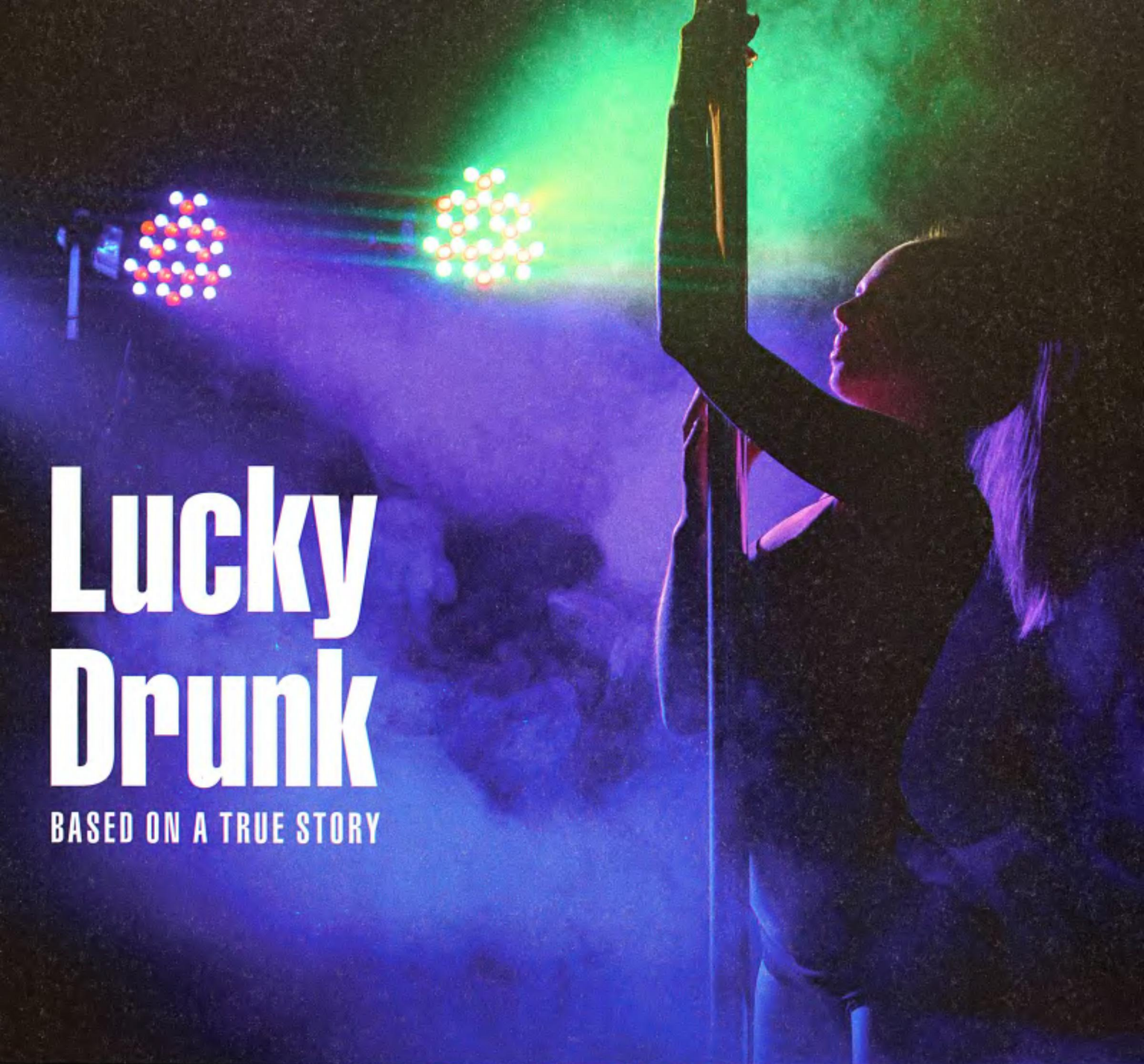
Here's Finn, lounging in chopperland. Hopefully, he's purdy enough for the mag.

—Dustin Negrete, Ventura, California



Here's a snap of me and my faithful hound, Tucker, and my 1977 FLH.

— Cowboy, Elkins, West Virginia



Lucky Drunk

BASED ON A TRUE STORY

Billy was a real asshole. Don't get me wrong, he was friendly enough and had some real skills when it came to riding his shovelhead. Lord knows, even when he was three sheets in, he could still handle his raked and lowered shovel. The rest of us respected Billy for what he could do in high speed turns and how he could maintain within the pack, but truth be told, off the bike he could be an immature, self-centered asshole.

Somehow, he managed to snag himself a good ol' lady. Maria was

beautiful to look at, had a great sense of humor, and a love for packin' behind Billy on his scoot. She was as patient as a saint with him. She told the other women of the group how she saw something good in him. She saw potential. The other girls just shook their heads and wondered why she wasted her time. I mean, the guy was such an ass. When he tried to make up for something asinine he'd done, he'd bring Maria flowers. Trouble was, they were usually flowers he'd fished out of the trash from behind funeral parlors.

No kiddin', he was that much of a dick.

Billy's other problem was not knowin' when to quit. Many a night at the local topless bar, Billy would be well into a rum bottle, at ten bucks a shot, and flirtin' with Linda the barmaid. We would all try to grab his keys, roll his scooter into the bar at closing time (3am), and drive him home. But most nights he'd manage to sneak out the bathroom window, and we wouldn't know he was gone from the crowd until we heard his bike start up and tear out of the dirt lot. Somehow he

made it home every time.

Billy was supposed to be saving up for his wedding to Maria. She didn't want anything too fancy and she never asked for much, but she was hoping for a nice service and a small reception. Billy, on the other hand, was too busy tipping topless dancers and drinking to put much away, so Maria worked overtime to help. Late one September, they tied the knot. While Maria made the rounds, thanking the guests and accepting envelopes in hopes of paying the bill for the reception, Billy hit on the bridesmaids. He was already into a rum bottle by the end of the ceremony. We watched as Maria helped a stumbling Billy into her car and drove off towards their new apartment. We all wondered how the honeymoon night went. We supposed that Billy was unconscious and Maria sat up all night alone.

Even with his drinking, Billy was amazingly good at his job as an aircraft mechanic and put in a ton of overtime. He rationalized that his OT paid for his booze and broads, and his straight time took care of all the monthly bills. But it did nothing to help his marriage. Maria was home alone every Friday and Saturday night. Billy kept up his carousing and the other ol' ladies kept up their criticism of Maria's situation. Maria's response was always the same, "He'll change for the better. He's a good man deep down inside."

Trying to find a way to keep Billy home, Maria began planning parties. She made up party platters for the whole club, and had a beer-only rule in the apartment. Billy began to come straight home on Fridays, directly from work. After one night of partying, he and Maria came out to say goodbye to all his fellow revelers. He threw a leg over his bike and looked over at the gang, and in all seriousness, as he straightened up the Super Glide, he said, "How am I ridin?" while the bike sat stock still. Big John pulled his panhead up next to Billy's bike, snatched the keys from the ignition and tossed them to Maria, who promptly shoved them into her bra. With that, the rest kicked into gear and roared off into the night.

Billy just laughed, dismounted from

the shovel, then walked up the steps and into the apartment. Maria followed behind only to find him curled up next to the toilet bowl, emptying his guts out.

Life went on like that for a few more years. One Friday night, as Maria sat peering out the front window, hoping her man would come home in one piece, she heard the far off rumble of Billy's shovel. She heard him downshift for the right hand turn on North Country Road, then heard him accelerate and shift back up to fourth gear. He was only two minutes away. She got up and headed out to the street to greet her man. Billy pulled smoothly into the parking lot, kicked down the stand, shut down the thumping shovel, and walked right past her into the apartment.

Seconds later, she heard the roar of a pack of Harleys. All of them rolled into the apartment lot with Big John at the front of the pack. "Sweet Jesus," John exclaimed, "sure is a relief to see the bike here. Billy told us he'd race us home when we tried to take his keys. He slipped away from Danny and just bolted out the back door and was gone before we knew it."

Freddy piped up with, "Yeah, we raced all the way here just to see if he made it. We thought we'd find him wrapped around a divider somewhere."

Maria began to shake uncontrollably. Then came the tears. She was a tough woman, but she'd had enough. It all crashed down at once. The boys all surrounded Maria and gave solace as best they could. After a few minutes, she gathered herself up and apologized to all the brothers. "No need for apologies," said Danny. "I think we all need to step up and intervene, once and for all."

Then and there a plan was hatched to be carried out right at the bar, of all places. Maria would be there, as would the entire club. They planned it all for the following Friday.

Billy worked two hours of overtime on Friday and got a late start for the watering hole that was his second home. By the time he pulled up in front of the place, the parking lot was packed with every bike in the club. Two cop cars were parked in front of the entrance as well. Billy found a tight

space and shut down the shovel. Something told him that this night would be different from all the rest at the bar.

When he walked in the front door, a cry went up in unison, "BILLY!" Everyone was clapping. He wondered if he'd forgotten something. It wasn't his birthday and it wasn't his patch anniversary. Within 20 minutes all was explained to him.

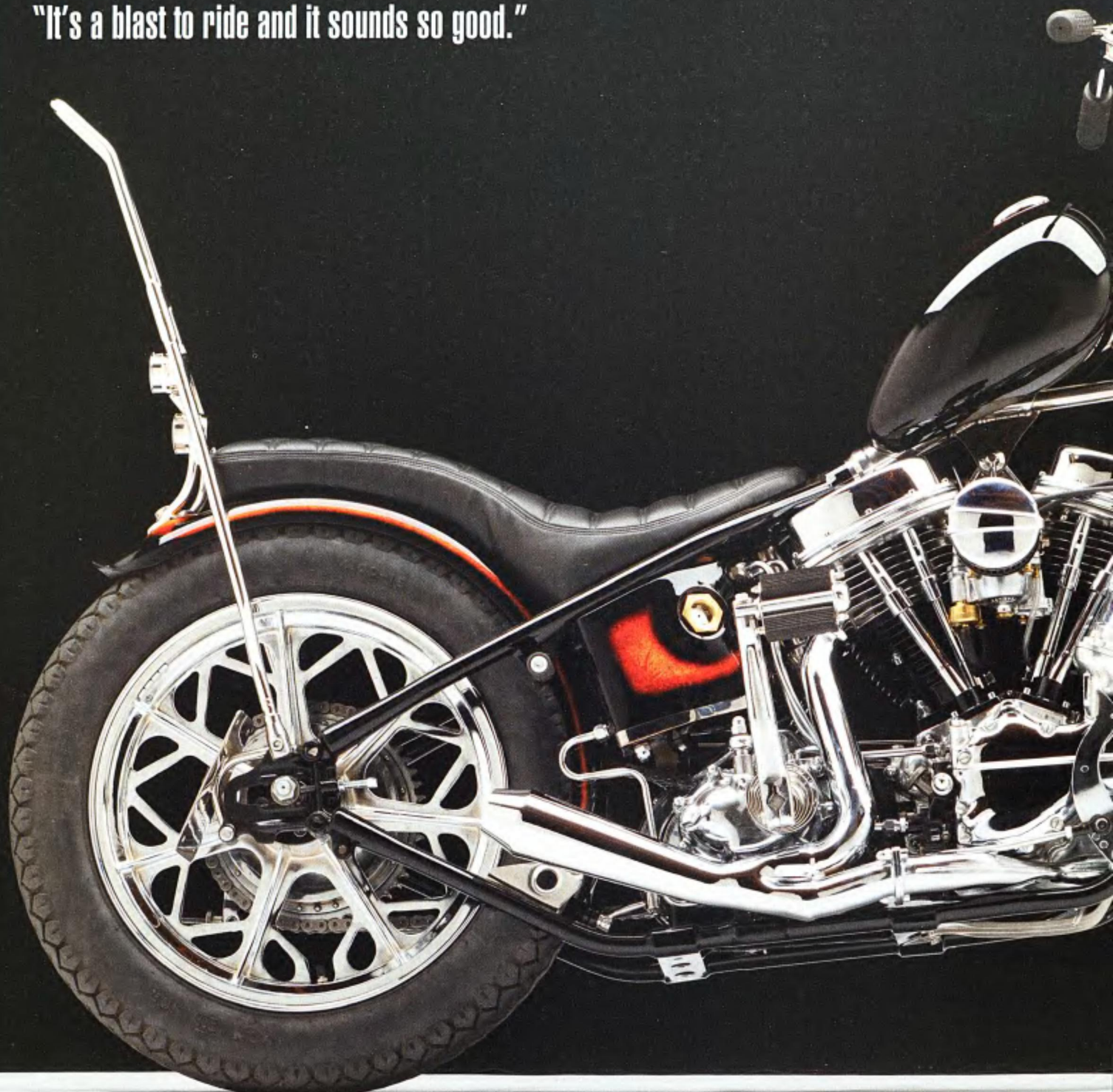
As each person in turn spoke to him about their feelings about his drinking, Billy listened patiently. He began to realize how much everyone actually cared for him, his safety, and for his wife Maria. They genuinely wanted him to be happy and to continue to ride with them for a very long time. Two local cops stepped up and gave Billy their personal numbers. There were co-workers, and there was Linda motioning for him to sit on his favorite stool. Then someone tapped him gently on the shoulder. He turned to see his radiant wife, Maria. Though she smiled sweetly, she had tears in her eyes.

Billy looked at all the faces of his club brothers, of his friends and his loving wife. He was suddenly overcome with the love and devotion being poured on him. He felt a warmth that no bottle of spirits could ever come close to. He was also overcome by a sense of pride in his club, pride in his friendships, and pride in his ever-patient wife.

Billy looked across the bar at his reflection in the huge mirror. His shaggy beard and pasty face peered back at him from amongst those good people who surrounded him. He felt a change come over him. Billy downed a lot of sparkling water and shook many a hand that night. He was asked to make a promise to his club and his loving wife, and he was comfortable doing just that. A change had come over him. Billy stopped being an asshole from that night on.

Soon, he and Maria were aboard the shovel and heading home. 'Lord, I'm a lucky man,' he thought to himself as he leaned into the long left hand turn that brought him closer to home. He felt Maria's arms tighten around him as they both enjoyed the music of his Harley's open pipes. —Z. Jakl

"It's a blast to ride and it sounds so good."



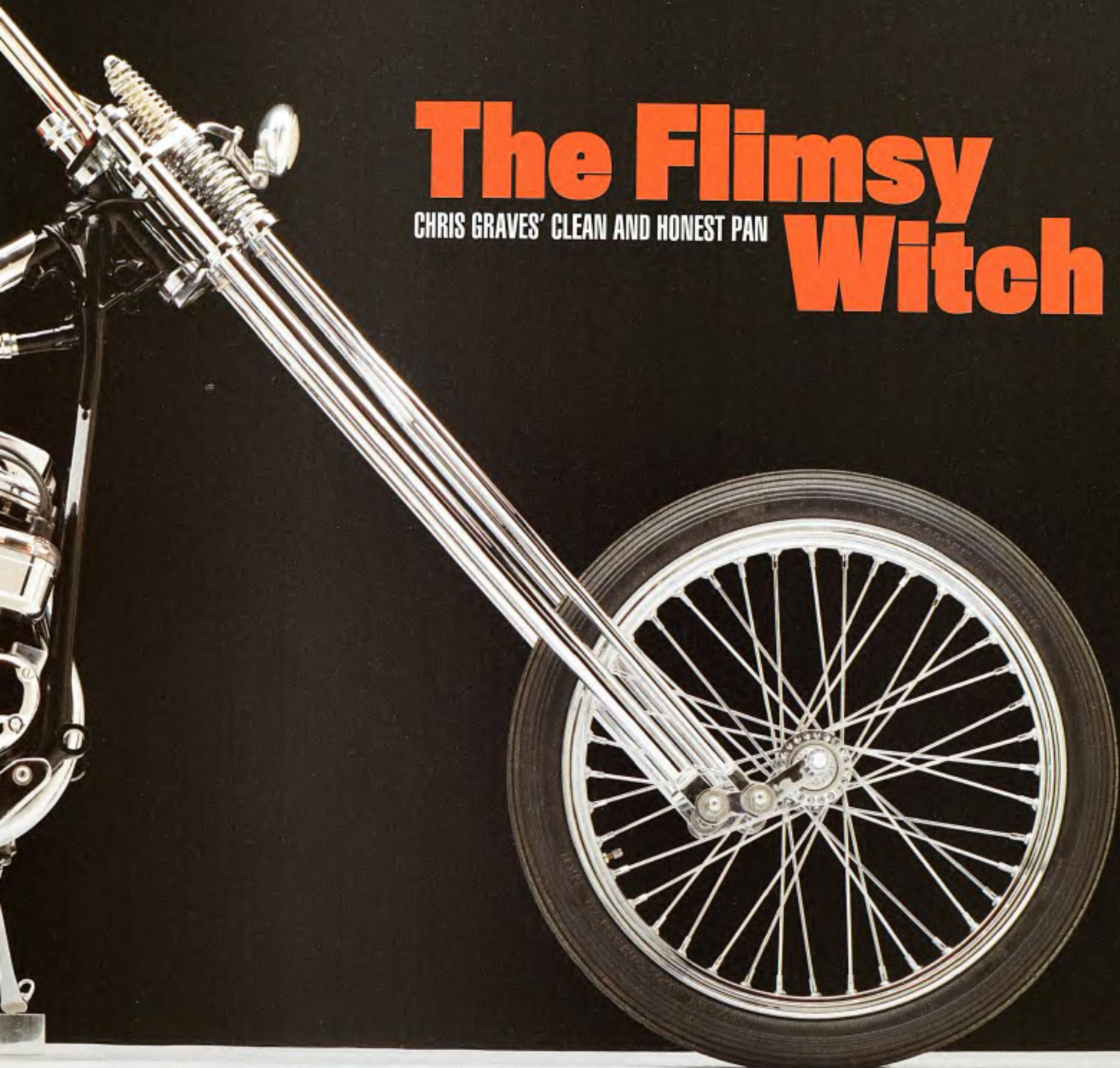
Chris Graves says that his bike started out as a 1959 FL, except it had shovel tops and was dressed out as a 1980s Superglide. He kept the engine and trans, which he rebuilt, and sold the rest. He purchased the bike on Craigslist, and says that not only was the seller also named Chris, but he "literally looked like my doppelgänger."

Chris says the initial vision for the

bike was inspired by his friend Justin Moon's panhead. "His bike was one of the cleanest and most honest choppers I'd ever seen and it really inspired me," Chris tells us, though he ultimately went in a different direction as far as style. Despite the deviation from the original inspiration, the bike is certainly clean and simple, with lots of handmade details. "You don't want

people to notice the details until they're really looking closely at the bike, know what I mean?"

He collected parts for this bike for quite a while, stashing them away in his basement. "I cut the steering head and motor mounts off a shovel frame and started with those pieces, then I bent a lot of tubes and made a lot of stainless structural frame components,"



The Flimsy Witch

CHRIS GRAVES' CLEAN AND HONEST PAN

Chris says. Most of the other parts were either made by Chris, or bought. Special thanks go to Lowbrow Customs for the fender and gas tank. The seat was stitched by Adam at Pierce Street Seats.

The motor is built big, to 92 inches, and with a 4 3/4 stroke and a magneto. It's a bit of a bear to kick over. Chris sometimes makes it a group activity

with friends taking turns to start the big bugger. "Honestly, most of the time it starts with just a few kicks," he says. "It's a blast to ride, and it sounds so good." His daily rider is either this one, or his FXR, but he recently finished another shovel, so he is in love with that one as well. Life, it seems, is full of choices for Chris.

While there are many hand-built

parts on the bike, Chris says that the sissy bar is his proudest achievement. It has only one mounting point to the fender, a big 3/4-16 bolt that ties right into the middle of the fender. "We've all seen a lot of cracked sissy bars from high cycle fatigue. This design is nice because the big mounting point is behind the actual sissy bar, so it provides a little bit of triangulation.



It also makes for a good handle when you're kicking the hell out of the bike."

Chris was an invited builder in Michael Lichter's recent "Passion Built—Garage to Gallery" Motorcycles as Art show in Sturgis. The show was dedicated to garage-built bikes by home builders, rather than well-known professional builders. One of the highlights of the show for Chris was meeting Sugar Bear for the first time. "I put his number into my phone and said aloud, 'First name Sugar, last name Bear.' He corrected

me and was like, 'No, it's just Sugar Bear. Bear's not really my last name.'" Chris works for Harley corporate, and had to miss out on some of the things Michael had lined up for the builders. "But I was just super grateful to be out there and to be having a good time," Chris tells us.

He has one useful piece of advice for would-be Sturgis attendees, "NEVER let your wife take a Greyhound bus across multiple states by herself. Just talk her out of it," Chris says. "I won't go into detail, but letting her take that

bus was one of the dumbest things I've ever done. From bus drivers that were falling asleep to heroic tweakers saving the day, she had an adventure, to say the least."

So why did Chris pick The Flimsy Witch as the name of his bike? "The origin of the name just came down to the fact that I usually don't build bikes that are quite as long. It seemed like a good name for a classic panhead chopper with the little bit of stretch and the long springer front end. That's all there was to it." —Kit Maira



Owner: Chris Graves
City: Milwaukee, Wisconsin

GENERAL

Designer: Chris Graves
Year/make: 1959 Harley-Davidson
Model: FL
Assembly: Chris Graves
Time: too long

ENGINE

Year/make: 1959 Harley-Davidson
Model: FL
Displacement: 92 cubic inches
Cam: Andrews 7
Ignition: Morris G5 magneto
Pistons: S&S
Heads: H-D
Lifters: H-D
Carb(s): S&S Super E
Air cleaner: Modified aftermarket
Pipes: Chris Graves

TRANSMISSION

Year/make: 1959 Harley-Davidson
Modifications: chrome case
Shifting: hand shift

PAINTING

Painter: Darryl Rotten
Color/type: Black, Gold, and Tangerine/
House of Kolor

FRAME

Builder: Chris Graves
Rake: 33 degrees
Stretch: 2.75-inches up, .5-inches out
Shocks: none

Other Modifications: hand-built

ACCESSORIES

Bars: Chris Graves
Handlebar controls: just throttle
Fender: Lowbrow Customs
Headlight: gift from Majic Mike
Taillight: Chris Graves
Electrics: simple

Gas tank: Lowbrow Customs
Oil tank: modified re-pop
Oil system: basic
Seat: Pierce Street Seats
Pegs: Pangea Speed
Grips: Lowbrow Customs

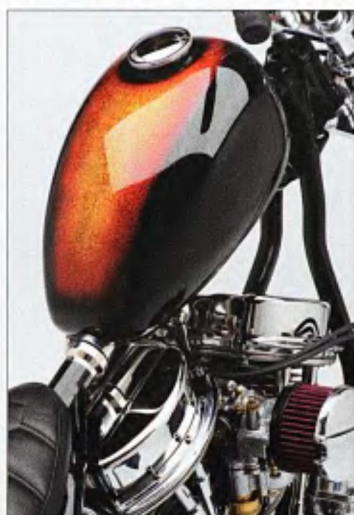
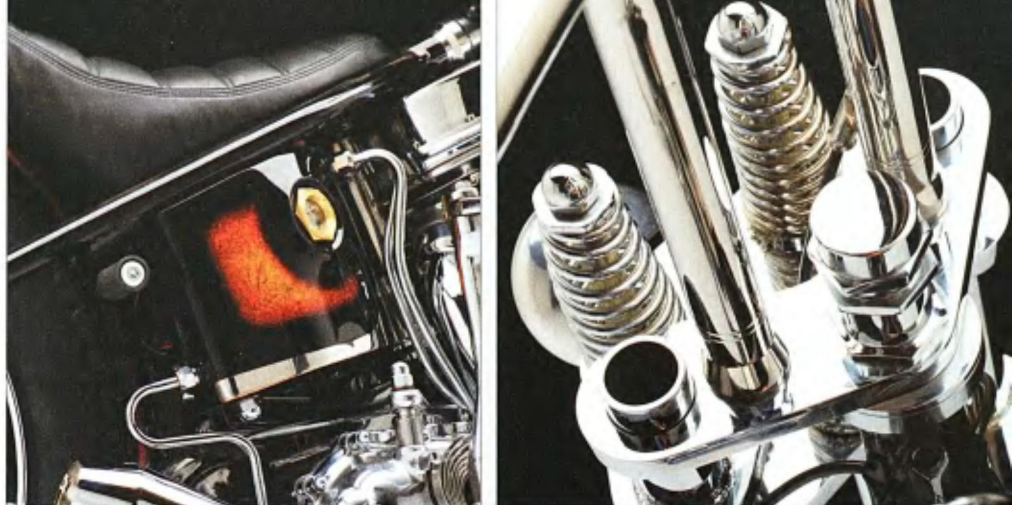
FRONT END

Type: springer
Extension: 14-inches over
Builder: Denver's Choppers

WHEELS

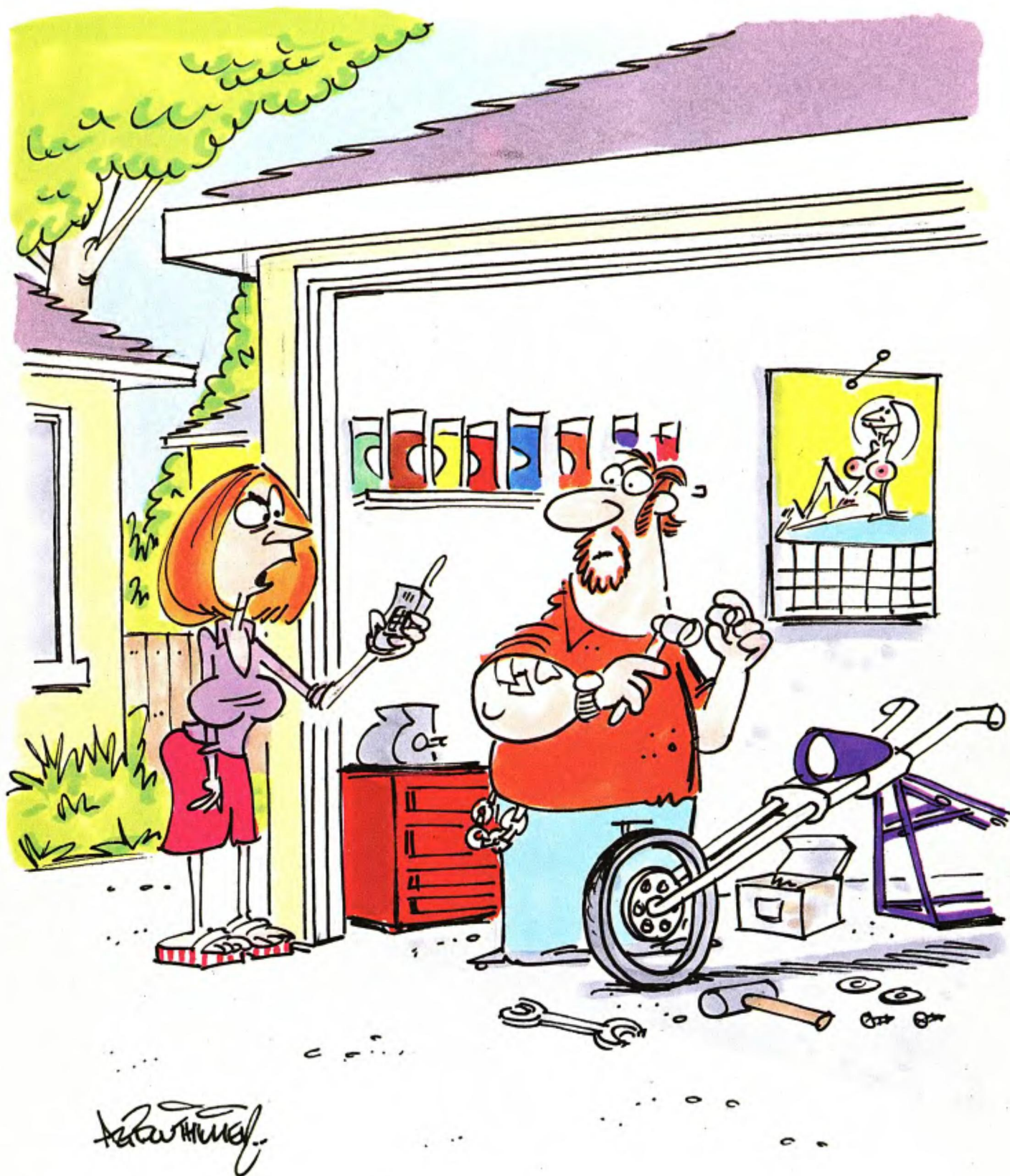
Size: 21-inch front, 18-inch rear
Wheels: Morris Mag, modified by
Chris Graves
Tires: Avon
Brakes: Ironhead drum,
modified for BT frame

Photos: Michael Lichter



"The origin of the name just came down to the fact that I usually don't build bikes that are quite as long."





*"It's the bike shop.
They said, yes, they can make a seat that looks exactly like your first girlfriend's pussy."*

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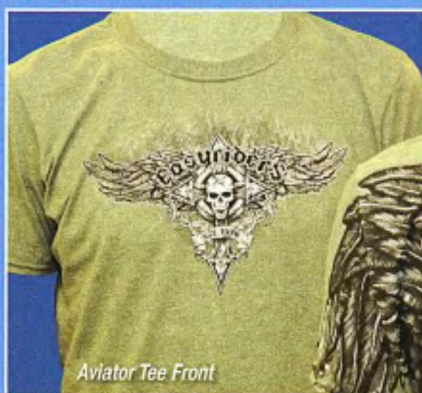
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Screaming Eagle Back



Screaming Eagle Front



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Peekaboo See-through back



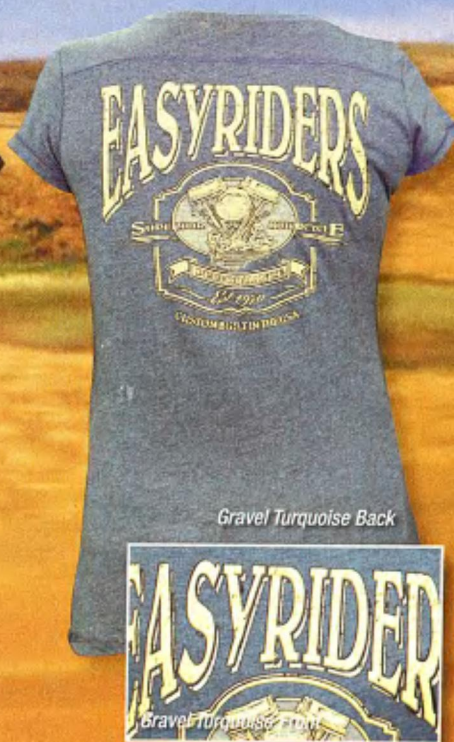
Peekaboo Front Black



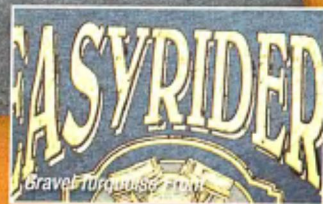
Peekaboo Front Pink

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Gravel Turquoise front

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Moto Beach Classic

ROLAND SANDS' SO CAL BEACH PARTY





Roland Sands is known in the custom bike world for creating some very wild race-inspired rides and is head honcho of Roland Sands Designs (RSD). The former AMA Pro250 GP champ was born into a biker family and lives and breathes motorcycles. Roland and his crew created the Moto Beach Classic in 2017, and it has become a true southern California cultural explosion.

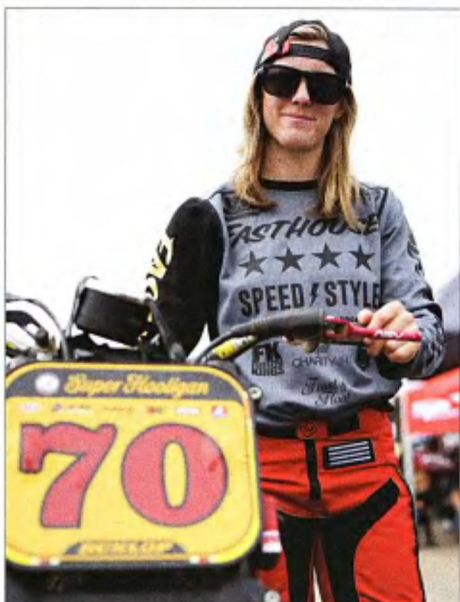
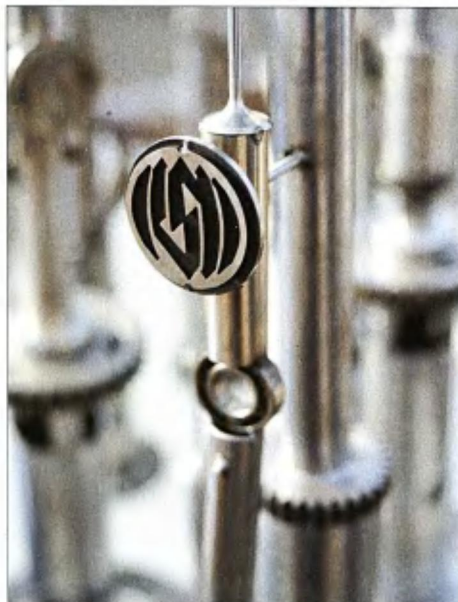
The event took place in Huntington, Beach on October 27th and 28th, still prime riding time in SoCal. Roland joined forces with Surf City Blitz and an incredible collection of punk rock bands for two days of motorcycle racing, bike shows, surfing, and live music. The festival featured over 100 racers battling it out on a dirt track for the Super Hooligan National championship series finale presented by Indian Motorcycles.

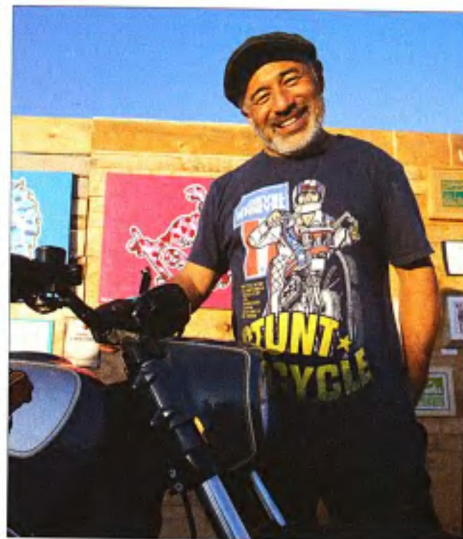
Live concerts throughout the weekend brought together the biggest names in punk rock history including performances by Social Distortion, Pennywise, The Offspring, Rancid, Suicidal Tendencies, Bad Religion, FEAR, TSOL, and more. All performed at Huntington State Beach overlooking the mighty Pacific Ocean.

An area called The Lot was free to the public and offered BMW Salty Sprint Races and a vendor row of biker goodies, food and drink. The Lot also hosted the Bell Helmet Stunt Show, Mini Road Races, OEM Demo Rides, and a Dunlop Kids Course, and was open until sunset on both days.

The final two rounds of the Super Hooligan National Championship took place on a specially constructed dirt track built on the sand. The series champion of the year was points leader Andy DiBrino who took home a Roland Sands Design custom 2019 Indian FTR 1200. Andy crashed during the Main Event on Sunday and suffered a separated shoulder and two fractures on his upper arm, but still won the championship!

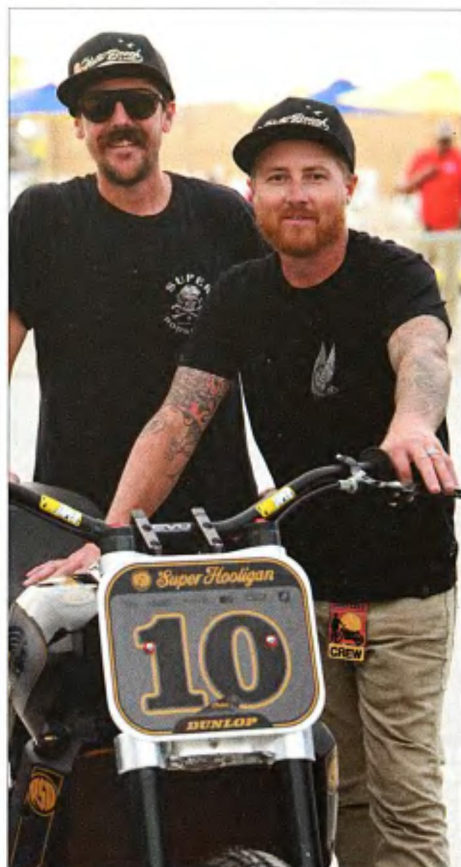
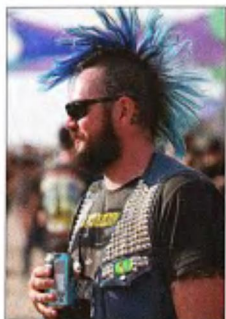
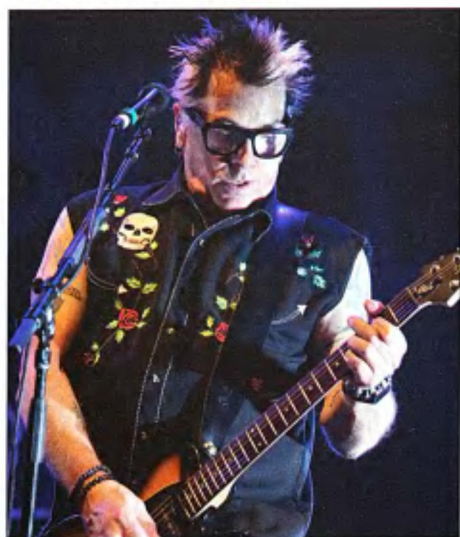
The Moto Classic Bike Show displayed killer custom bikes right on the beach, on raised stands. Favorites

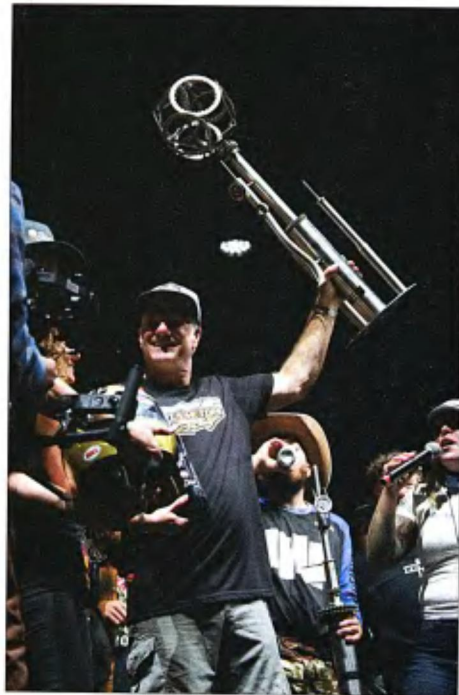




this year included Eric Bennet from Bennet's Performance's water-cooled shovelhead drag bike. The motor was actually one of two motors used in the original Jammer Streamliner. We also really dug Matt Hazan's JAP-motored custom.

On Saturday, West Coast Board Riders Surf Comp surfers battled it out in a tag team format with local legends hitting the water in head-to-head competition for their respective surf cities. Brian Bent's Fast Surfboards and his collection of hand-built "Kook Box" surf dragsters competed for top honors with a group of local hotshots vying for top speeds.

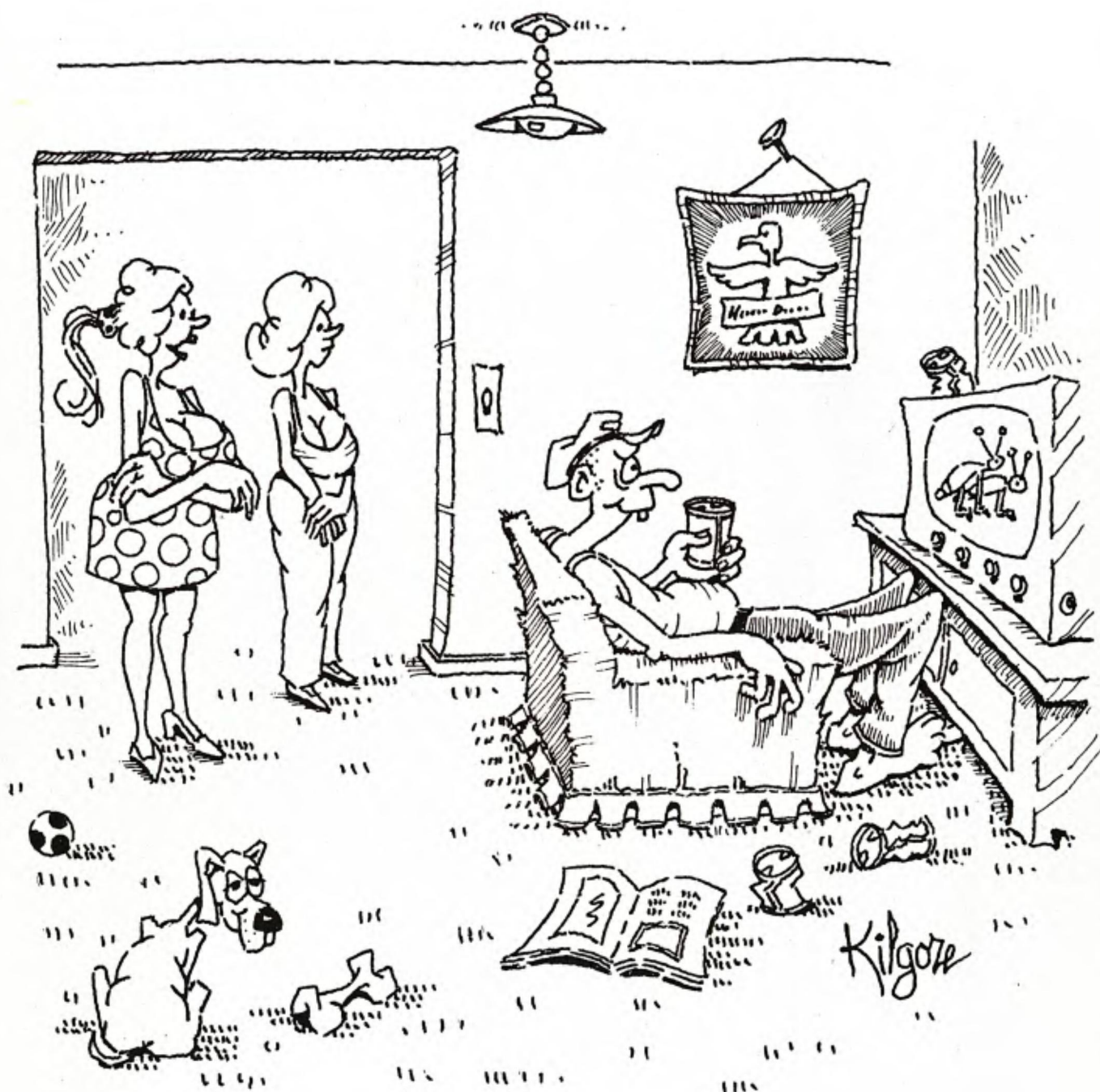




Summing up this weekend of beach blanket biker bingo au-go-go madness, Roland says, "We waited all year to bring motorcycle racing back to the beach and I couldn't think of a better way to do it than partnering with Surf City Blitz and some of my favorite all time bands. We've retained the moto soul that made the original Moto Beach Classic so special, and added to it."

General Admission tickets went for \$59.50 per day or \$99.50 for the weekend. Mighty spendy, but that's southern California for ya. For more info on next year's Moto Beach Classic visit motoclassicevents.com.

—Dave Nichols



"He loves nature shows. Watching insects fuck makes him horny."

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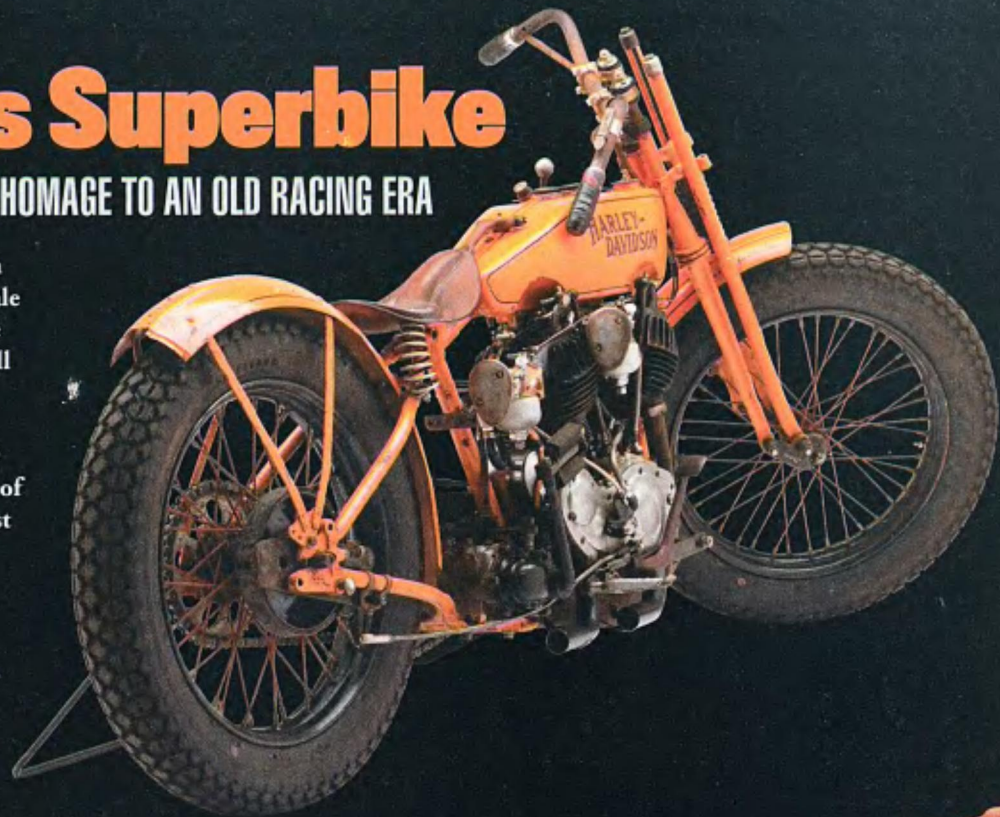
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The 1920s Superbike

MATT WALKSLER'S HANDMADE HOMAGE TO AN OLD RACING ERA

Matt Walksler, son of Wheels Through Time Motorcycle Museum founder Dale Walksler, has probably forgotten more about antique iron than most of us will ever learn. He's also built and raced some amazing vintage bikes over the years, but nothing quite like this 1929 JDH-XR. He says it's the culmination of a few ideas and lots of parts he had just "lying around."



"The clincher-style tires from the 1920's look great, but when you want to staying on the throttle and giving the bike hell, you really want some drop center rims."

Matt and his friend and fellow racer, Atsushi "Sushi" Yasui of Freewheelers Clothing in Tokyo, had been toying with the idea of building what Matt calls, "a 1920s Superbike" for about six years. "We settled on the 1929 two-cam bottom end because that bike was the factory's high-performance model," he says. "They only made about 500 a year in 1928 and '29. It's based off of Harley's 1920s 61-cubic-inch racing engine which had great success on boardtracks and hillclimbers."

Stuart Ritchie at JD Jugs in Australia built the cylinders. "No one's ever really dual-carbed a pocket valve Harley before, so Stuart cast me up a special set of cylinders in a kind of XR style," Matt says. "I'd built a similar motor before and had some success with it, so I bored and stroked it. It uses Truett & Osborn flywheels, 20-over Evo pistons, and stock JD rods, so it works out to about 92 cubic inches. It's a monster that'll do wheelies and 50-foot burnouts."

Matt says he also used a special set of racing cams, plus drilled and lightened the gears. "The two cams are particularly rare," he explains. "Finding all the components took a little time, but aside from the cylinders, it was important for me to make the external engine with all antique parts, like the rocker towers, pushrods, tappet blocks, lifters, and so on."



When it came to getting a chassis, Matt worked with another friend to reproduce the 1920s factory hillclimbing frame. It is called a keystone frame, where the engine sits lower, thereby giving the bike a lower center of gravity and better handling. "My pal Justin Wall at BTTW in Grove City, Ohio brazed the frame together and hammered out the gas tanks. They're shortened versions of standard Harley racing gas tanks from the early 1920s," Matt says. "Since we don't do any hillclimbing, I took the castings and made a dirt-track-style frame out of it, changed the geometry and the wheelbase a little."

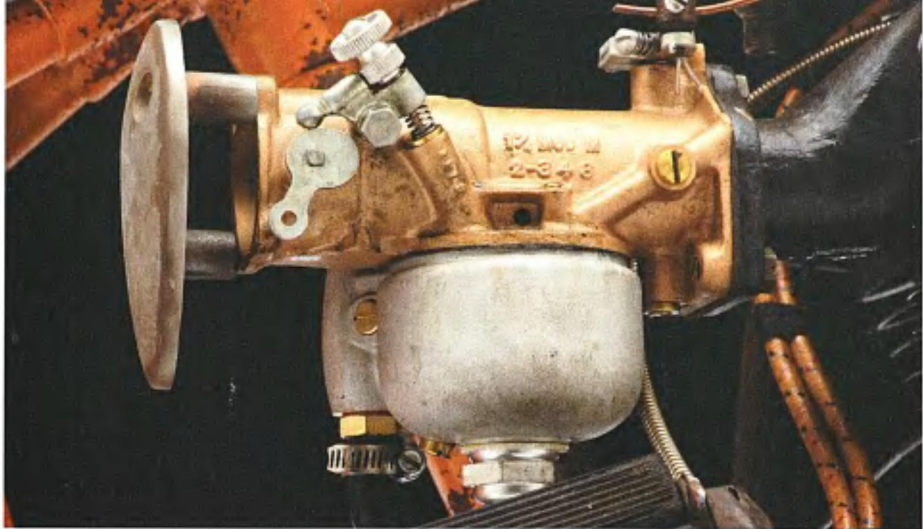
The NOS I-beam front end was produced for one year, one model only, according to Matt. "The 1929 JDH fork's got the I-beam construction of the later forks, but the design of the earlier forks, so it's a super rare front end."

Tom Faber built the custom set of handlebars with reinforcements, while other components include the Mesinger racing seat and an original racing rear fender. Once the chassis was sorted out, Matt decided to go with 19-inch wheels front and rear. "The clincher-style tires from the 1920's look great, but when you're talking about staying on the throttle and giving the bike hell, you really want some drop center rims," Matt says.

Matt and Sushi decided on the racing orange inspired by the rare 1929 H-D DAR. Matt painted the bike, with Mark Peters in Nashville doing the pinstriping and lettering. Matt also aged the paint job to make it look like the bike had just come off a racetrack, got stuck in a barn, and was forgotten. "The bike looks old and original, but it runs like a brand-new, 120-mile-an-hour bike," he says.

The JDH actually belongs to Sushi, but Matt gets to keep it when Sushi's not there. "Sushi likes to come over and race it, but rather than transporting it back and forth to Japan, it's displayed at the Wheels Through Time Museum. He'll probably be back in the spring to take it out and do some laps on it."

—Tripper



"It's a monster that'll do
wheelies and fifty-foot burnouts."



Owner: Matt Walksler

City: Waynesville, NC

GENERAL

Fabrication: owner / Justin Walls

Year and make: 1929 H-D

Model: JDH-XR

Assembly: owner

Time: 1 year

Chroming: none

ENGINE

Year and make: 1929 H-D

Model: JDH

Rebuilder: owner

Ignition: Bosch ZEV Magneto

Displacement: 92 cubic inches

Lower end: 28/29 H-D Twin Cam

Balancing: owner

Pistons: Ross Racing

Heads: JD jugs dual-carb 74-inch
specially cast

Cam: original JDH

Lifters: OEM

Carb(s): dual Linkert M41-L

Air Cleaner: bird deflectors

Pipes: short

TRANSMISSION

Year and make: 1929 H-D

Modifications: none

Shifting: 3-speed / 1-N-2-3

PAINT

Painter: owner

Color: H-D Racing Orange

Type: aged

FRAME

Year: late

Builder: H-D

Type: period modified / Justin Walls

Rake: 26 degrees

ACCESSORIES

Bars: Faber Cycle / reinforced

Handlebar controls: original throttle and
spark advance

Fender(s): 1925 H-D (shortened)

Headlight: none

Taillight: none

Pegs: H-D WR

Electrics: none

Gas tank: 1920s H-D, shortened

Oil tank: by Justin Walls

Oil system: total loss

Primary cover: original single row 530

Seat: Mesinger racing type

Grips: friction tape

FRONT END

Type: H-D 1929 I-beam JDH (NOS)

Extension: none

Builder: original H-D

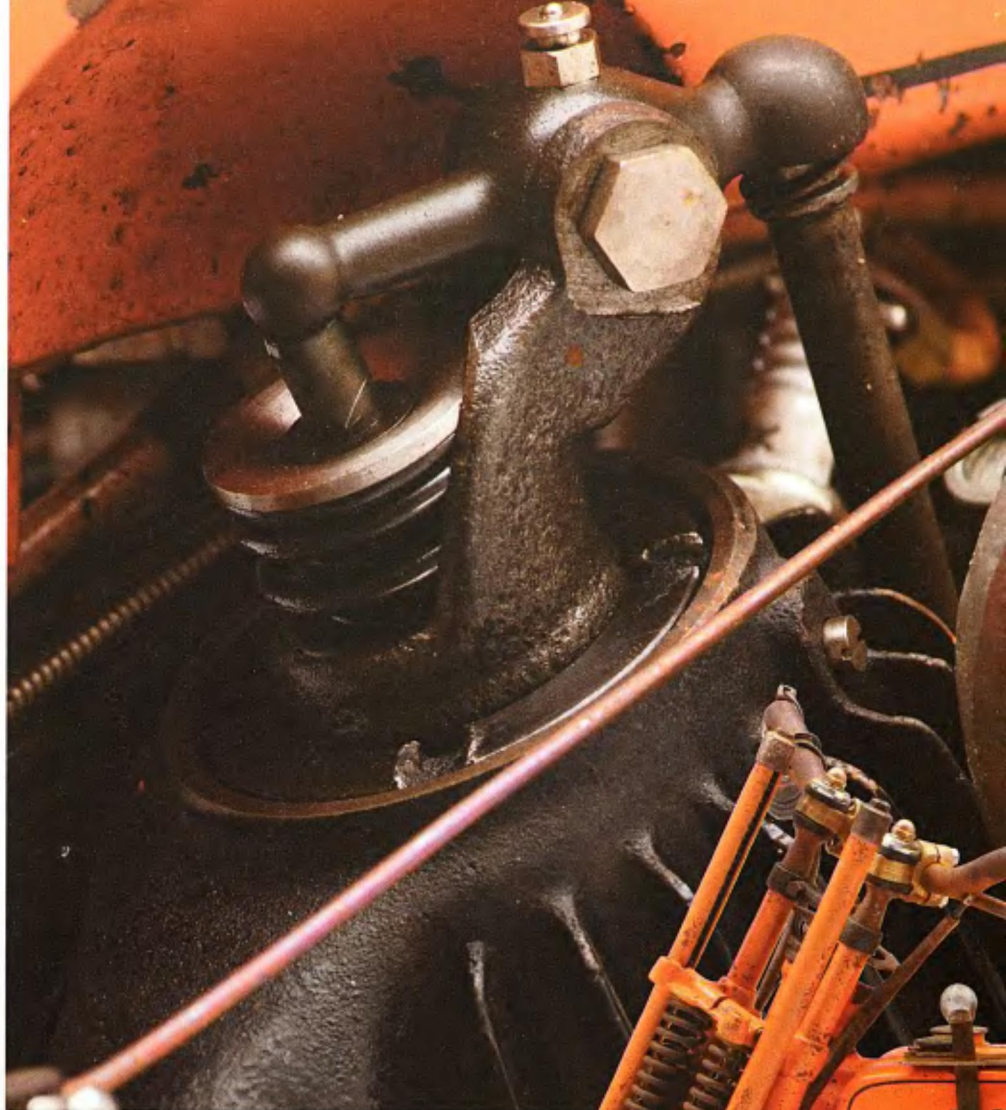
WHEELS

Size: 19-inch

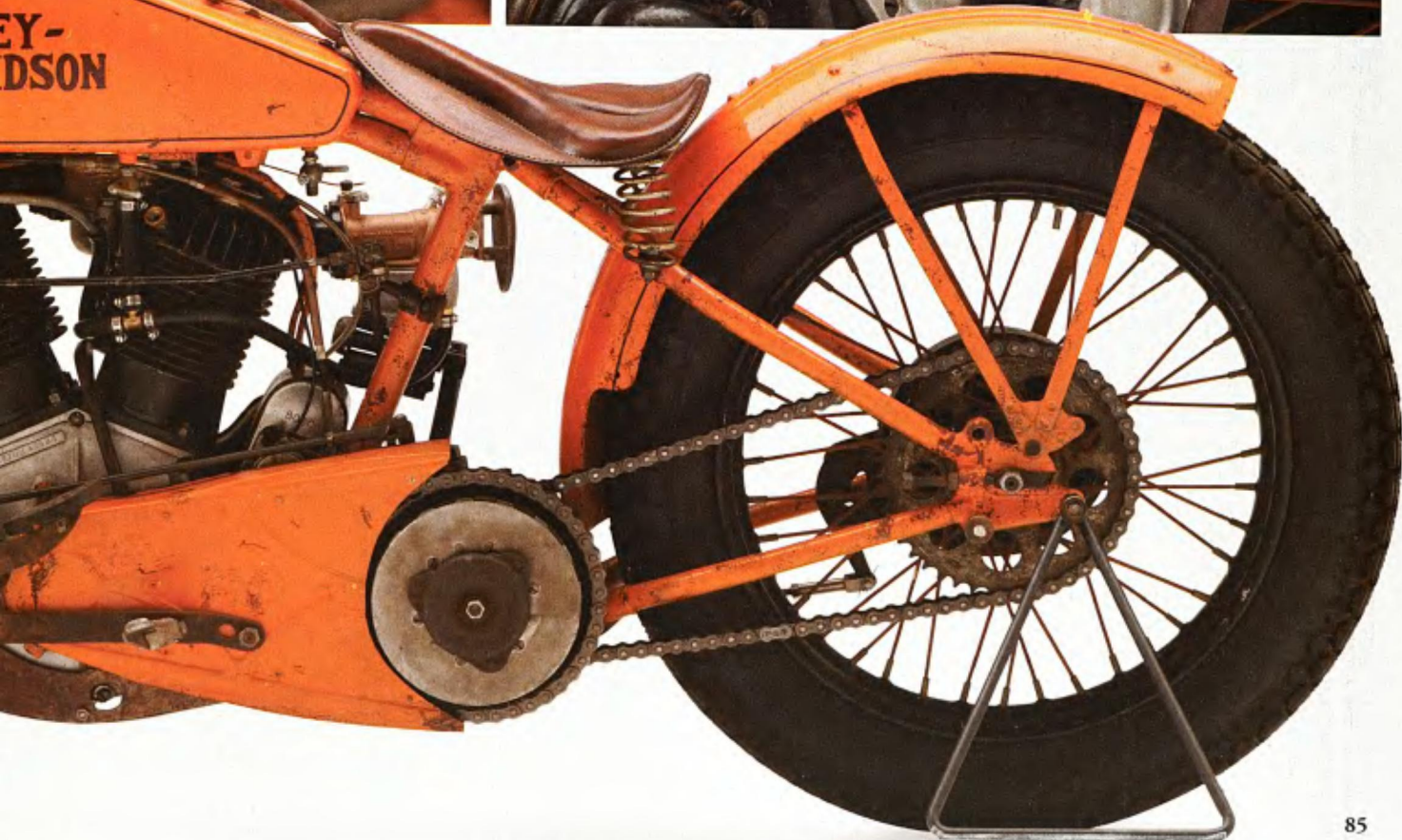
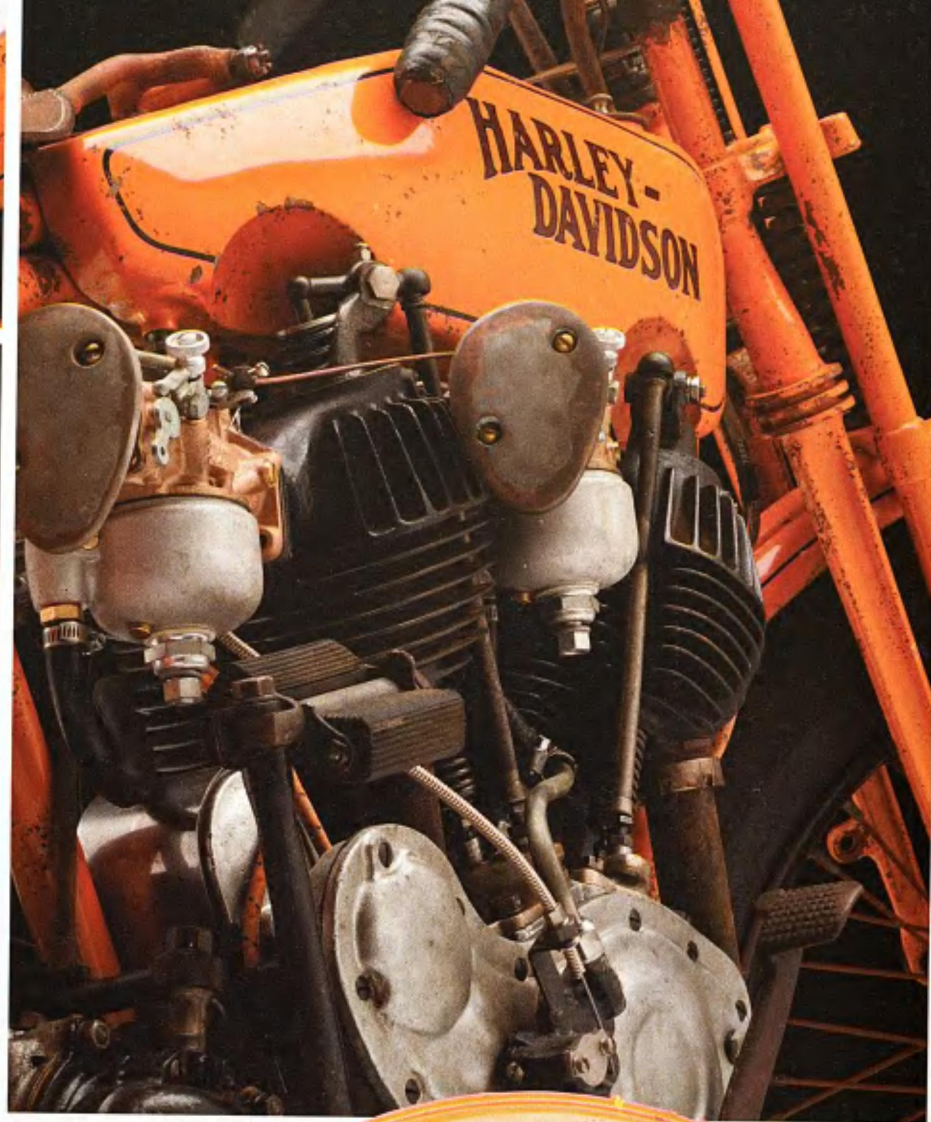
Hub: OEM 1921 front, 1929 rear

Tires: Firestone

Brake: rear band (OEM)



Photos: Michael Lichter





Riding Hard with Emilio Rivera

Fans of the FX Network TV series *Sons of Anarchy* know actor Emilio Rivera as the character Marcus Álvarez. It is a role that Emilio is bringing back in the new series *Mayans MC*. Rivera is such a natural on TV that it won't come as a surprise to fans to learn that he's lived the street life since back in the day. I had a chance to catch up with him to discuss his early days of riding, as well as his role in the new action-adventure film, *Ride Hard Live Free*.

Growing up poor in the Elysian Valley, known as the "Frogtown" area of central Los Angeles, Rivera began riding makeshift mini-bikes at a young age, and got his first "real bike" at 14 years old. "I saved my money from changing tires, and I bought it," he says. "Twenty-one hundred dollars, I think. It was a lot of money back then, for a kid."

"It was a Suzuki," he continues. "A 125 Excel Street Enduro. The first day I got it, I drove it out of the showroom floor and they told me, 'Wait till you drive 500 miles before you open it up,' right? And me, I didn't listen to nobody back then. Literally three hours later, I was racing down the street in my neighborhood and I stopped at a stop sign. My friend didn't, and he crashed into me. So I crashed the bike the first day I got it, man. Brand new bike."

"The throttle handle broke off, so when I went to work 35 miles away on the freeway, I had to wrap the cable around my hand with a mechanic's rag, and that's how I would shift. And when the big trucks would come by, I was shaking all over the damn place. It was a good riding experience, put it that way. Now I know I can drive with one hand," he laughs.

When asked how he became interested in motorcycles, Emilio says, "I got into bikes through my cousin Clemente Riviera, may he rest in peace. He was very influential to me. He belonged to an MC back in the day, you know. He always worked on bikes, he always smelled like gas, and was always wearing his cut. That was my first look at MC's."

These days Rivera has three bikes to play with. "I have a Heritage Softail, a Deluxe Softail, and a Road King," he tells me. And he has fun with them. "I like to ride anywhere with canyons; I like winding roads. When you're doing that, man, you're gliding; it's beautiful. I like to go up to Malibu, Neptune's Net, the Rock Store. When I go somewhere, whether it's an assignment or riding, they always take me to the nicest parts of their state. I've been blessed that way."

In Rivera's latest film, *Ride Hard Live Free*, he plays Gauge, the wise leader of an MC in a post-apocalyptic barren world filmed in the southern Nevada desert. I ask him what attracted him to this role and to the film. "I really dug the storyline. You know I get a lot of offers for different roles for biker stuff, but some of the stuff is just like the same thing over and over again. This guy don't like that guy, they shoot it out and somebody dies. But this movie is like a *Back to the Future*, back to the past kind of thing. And the part of Zyra, she's trying to make peace, you know? That was a pretty cool idea, man. Something I hadn't read."

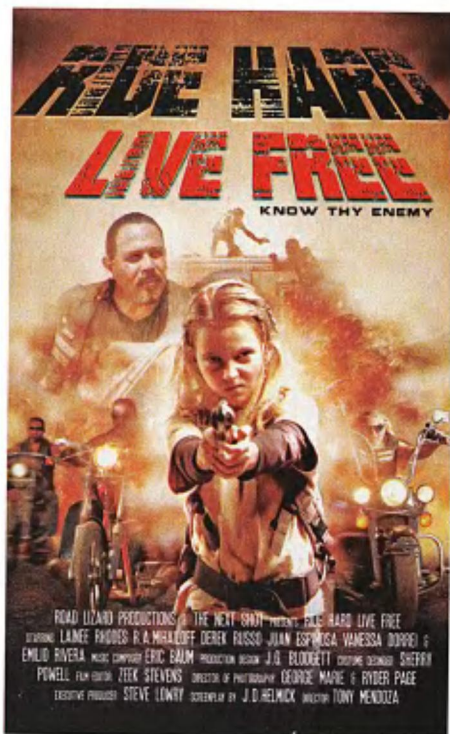
The "Zyra" character Rivera is referring to is depicted as both a 12-year-old child and as a 70-year-old woman. Gauge mentors Young Zyra, and as an adult, she carries on in his footsteps. I asked Emilio if it is unusual to have a female leader in a movie like this. "It is very unusual. You don't see that anywhere, really. She was brought up by the baddest dude around: Gauge. So she would have the respect of these people. Because she's his prodigy."

I ask Rivera how he feels playing the Latino leader in a biker movie like this. "I've met a lot of MC's and one-percenters...they're mixed. You might have a majority of white guys in one, and a few Latinos in there, or vice-versa; they are diverse. But having the woman be the leader in this film, I haven't seen that in real life, I'll be honest with you. That's what grabbed me."

I ask him about working with real life outlaw clubs (Skoners, Road Gypsies, and P.O.B.O.B) who are featured in *Ride Hard Live Free*. "I've been around a lot of one-percenters," he tells me. "It doesn't matter what club, I've been around everybody, and you know...I'm a street guy. And patchholders recognize that real quick. Especially the ones who get the bad rap. They're just guys like me, dig what I'm saying? Except they wear cuts. We can talk to each other for two minutes and we know where we're coming from. It's just respect, man. Where I come from, we take care of our own, right? But the MC's, I see they take care of their own, and they do so much charity work. They do so much for the kids and for

the animals and the elderly. The average person accepts what they read in the paper. They don't know about the good stuff that clubs do. If you talk about what they really do, it overshadows all the bad stuff."

In the movie, Gauge and Young Zyra (Lainee Rhodes) have a great chemistry. "Lainee was a real trouper," Rivera says. "That little girl, man, I beat her up...I mean not really," he laughs. "I told her 'I play for real. So I don't want to be acting here. I'm gonna rough you up a little, don't worry about it.' You know, she was tough. She looked at me and she clenched her teeth and she went for it. That's badass."



I ask Rivera about the violence in *Ride Hard Live Free*. "This wasn't like violence for the sake of violence," he says. "We had to have it (in the film) to save ourselves, save our people, dig what I'm saying? We kill because if we don't kill one, we lose a tribe. So we lose one or two instead of the whole tribe."

"You know when you play the tough guy, you don't have to say a lot," he continues. Throughout my career, being a street guy and also as an actor, the one who talks the most, the one that barks most, ain't about shit."

In *Ride Hard Live Free*, there is an

overarching theme of freedom versus security. I ask Rivera what that means to him. "Freedom is a different thing for different people," he says. "Sometimes, security is freedom. When you know there is nothing that can hurt you, it's kind of like, *do what you want*. I kind of dig that."

The character of Gauge seems custom-made for Emilio. "I love Gauge. He's just an old-school, chill guy. He's been around the block. He's survived because he's not a dummy."

I asked Emilio how acting has changed his life. "I'm happiest when I'm working and when I'm with my family. And I'm blessed with both. I've been in worse places, you dig what I'm saying? I remember one time I was working on set with a friend of mine, and I saw one of the main actors. He was acting like a little kid, kind of childish. And I looked at my friend and I go, 'Bro, if I ever make it big and act like that, you be sure you slap me upside the head,' he laughs. "Because I never wanna be that asshole. C'mon man, look what we do."

"When we were kids and played Cowboys and Indians, I always wanted to be the bad guy. So for the next 18 years, I became the bad guy in real life. And all of a sudden, I changed my life around. I've got 28 years clean and sober. And now, I get to play a bad guy! And not hurt nobody! What do I have to complain about?"

As a mentor in real life, Rivera has a lot in common with the Gauge character. "We all go through things for a reason. I talk to young adults who might be straying the wrong way, and that's the reason I think I'm still alive. They might have a cousin like me or an uncle like me, but it doesn't matter how tough your dad or uncle is, sometimes you gotta listen to someone who doesn't belong to the family. It's weird, I get a lot of letters that say, 'Because of you, my kid has changed.' That's the beautiful thing here, man."

Emilio Rivera is a survivor, and is grateful every day. "I'm in the last quarter of my life, and I'm having the time of my life. I'm 57 years old, and it's like I'm just getting started. Life's a trip, man."

— Nikki Corda

Catskill Moun



Mountain Thunder

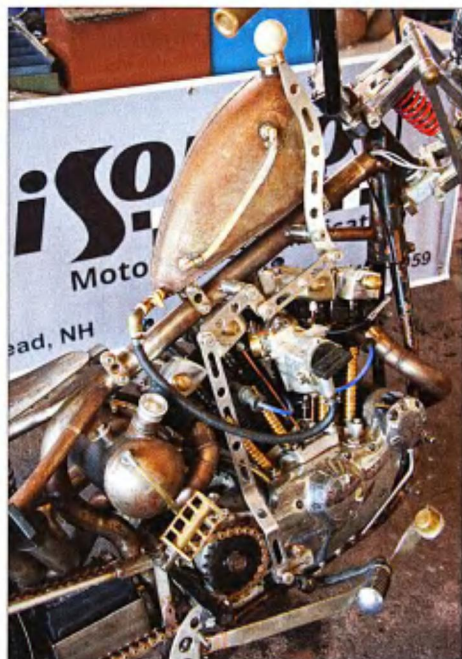


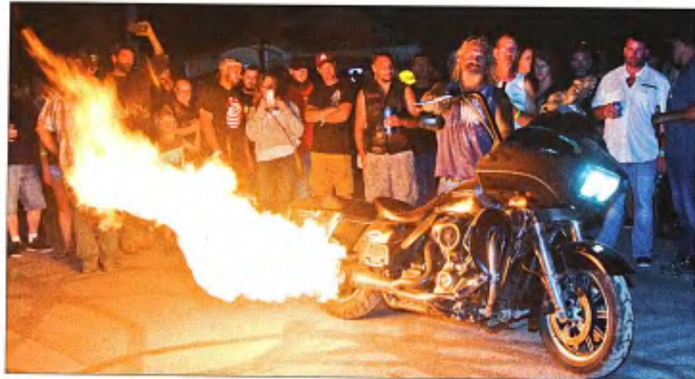
Catskill Mountain Thunder is not just another biker rally. In the true sense of the word, it is a self-proclaimed festival. By definition, this is a celebration of family and friends. Organized by the Handel family and their extended group of party-going regulars, they welcome back friends each year to Blackthorn Resort with a genuine sincerity that one can only find in the small townships that dot upstate New York. Granted, not everyone here shows up on two wheels, but make no mistake, the common core of this festival is indeed focused on the biker lifestyle.

This year I made a point to show up early, in time to jump on a bus with 200 fellow partyers, for the pre-festival Pub Crawl. This adventure has always eluded me and I was glad to finally witness this insane piece of the CMT itinerary. Imagine if drinking was promoted back in your school bus days and someone swapped your juice box with a beer or two or three. As one might expect, the shenanigans get increasingly more rowdy as the taverns are counted down. This year Senior, of the TV show *Full Throttle*, was on board doling out samples of The Full Throttle Saloon's S'loonshine to help get folks primed for the mayhem that followed.

The official kickoff on Thursday is a picnic of sorts. And it's free! Grab a plate of grub and a brew, then peruse the progress of the Biker Build Off creations that are housed under a big pavilion. As the Build Off is based on popular vote, the creators of these custom bikes are eager to dish out the inside scoop as to why their crazy ideas are the best and deserve to win. I must say, each year the ideas get more interesting; some might say bizarre. We saw a

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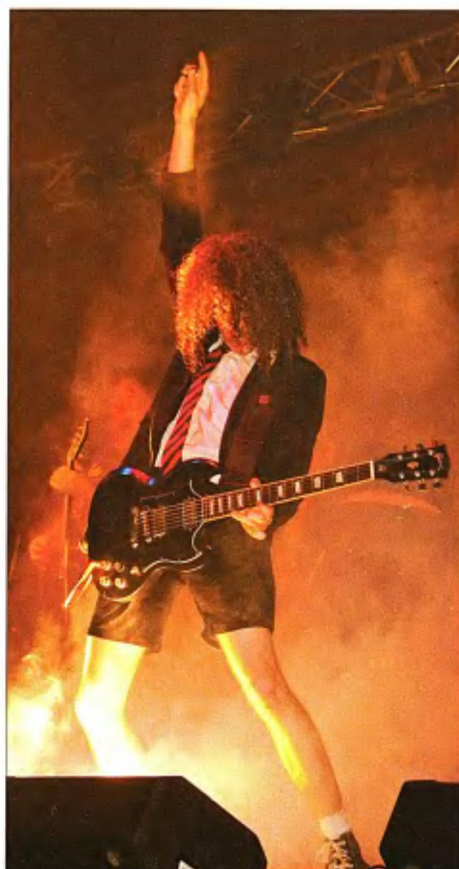




frame made completely of twisted rebar (in homage to Twisted Sister); a motorboat trim tab hydraulic-front-suspension thingy; and a disjointed rear axle/shock set up that would prove to be not only functional, but also quite comfy. Upon completion, the final builds must cruise through the nightclub and out to the main stage. Any scoot not able to make the journey is disqualified. Honors this year fell to the Booze Fighter crew for the front hydraulic thingy.

While this biker party is moderately laid back during the daylight hours, there is plenty happening to keep the average hooligan entertained. Vendors are spread throughout the field selling everything you or your scoot might need, as well as a few things you don't. Famed master builder Ron Finch, who's always game to snap a pic or have a little moonshine snort with respecting fans, had his zany art creations on display. Equally talented in his own right, Scottie Porges of A.M.S. Cycles showcased some of his latest rolling art.

MOTO BEACH CLASSIC



Photos: Don Rogers



For adrenalin junkies, Shawn Connors and his freestyle stunt team performed aerial acrobatics, and Rhett Rotten's Wall of Death shows ran throughout the day. Everywhere you looked, there were tire-thrashing burnouts. For those who like to play rather than watch, biker games included the barrel roll, slow race, waitress carry, weenie bite, and several others to fill up the afternoon hours on Saturday.

When the sun sets, the real action starts. Everybody heads to the nightclub and adjoining beer garden to hear live music from multiple stages. Headliners this year included Shovelhead, Dressed for the Occasion, Moonshine Junkies, Razorbacks, Back in Black, and Dee Snider, of Twisted Sister fame. The scene was reminiscent of a sideshow circus.

Nighttime revelers were packed elbow-to-elbow. Some were focused on the stage and the music emanating from it, while others took in the colorful visual smorgasbord that surrounded them. For instance, I witnessed a long-legged lass serving up shots from high above via a pair of stilts while the event's fire-breathing bartender, Truna Halverson, threw balls of fire high into air sync'd perfectly to the beat of thundering heavy metal music. Periodically, the flame-throwing aerial burnout pit lit up the night sky as tire smoke obscured everything for 25 yards in every direction.

Catskill Mountain Thunder also offered a jam-packed schedule on Sunday. The Blackthorn infield was full of sweet rides gleaming in the bright sun for a Custom Bike Show. The freestyle team was still flyin' high in the sky and the sound of Rhett's old Indian could still be heard zooming around the wooden walls of the motordrome. Vendors pushed to make a few last minute deals, and the Bike Show trophy presentation brought another CMT festival to a close. To top things off, a pig roast feast with all the fixin's was the Handel family's way of saying "thanks for coming, and we hope to see you all back again next year."

—Don Rogers

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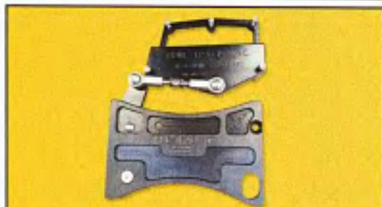
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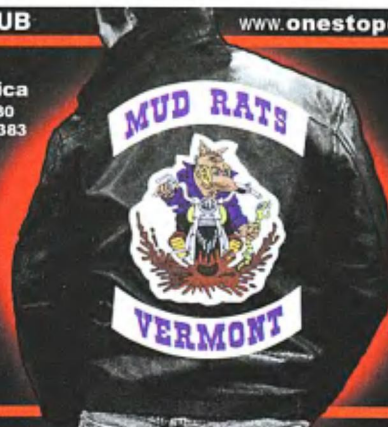
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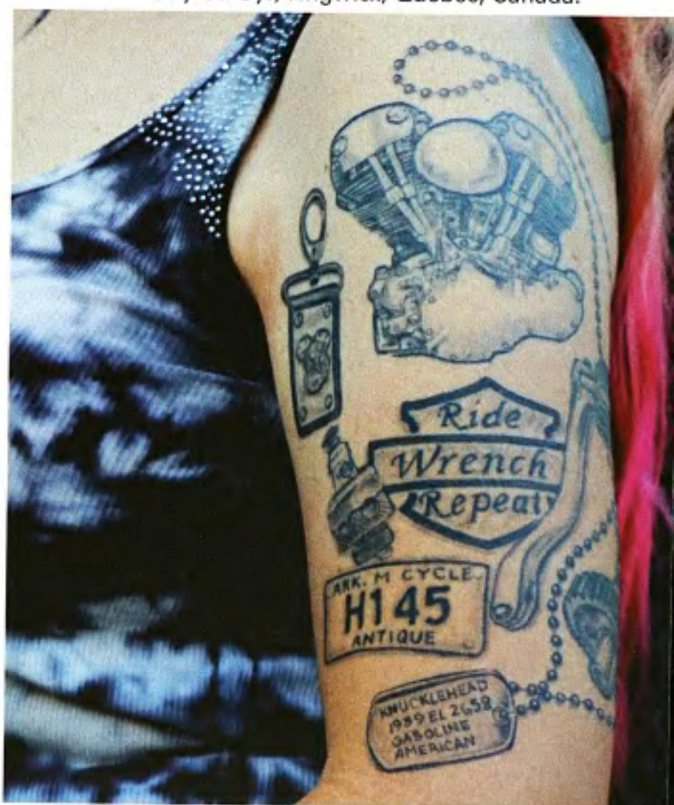


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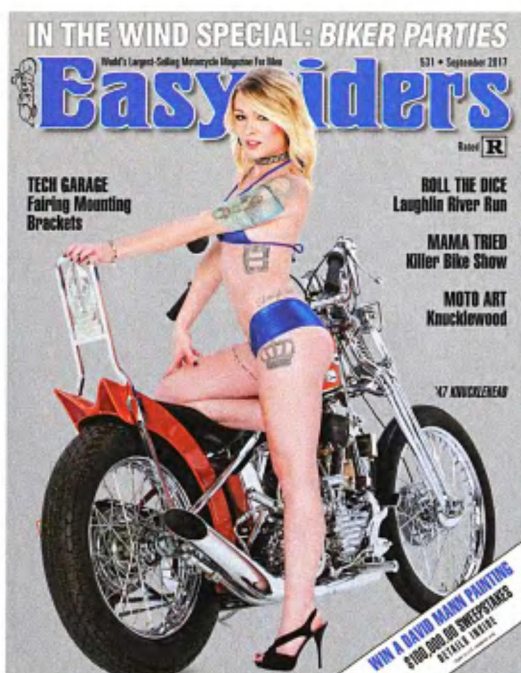
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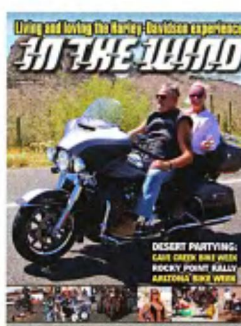
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#0202 Tess—New York

"My first ride on a Harley was an amazing trip through the beauty of nature!"



#0203 Janine—Montana

"The first time I rode on a Harley, I was so nervous, but soon I was just enjoying the ride!"

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 dashing demigods. Please meet Veronica the human harmonica from Northern California, where she is changing the course of musical history one slobbering mouth at a time. Please return next month or you'll miss your turn and have to go to the back of the line, bro.

FOX HUNT

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

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

Model's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: () Cell Phone: ()

Date of Birth: _____ I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature: _____

Photographer's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Daytime Phone: () Evening Phone: ()

Photographer's Signature: _____

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

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

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*We are not sure how long we can offer this for free, but at least until 2019

Mike Miliakis
Crete, Greece
2002 H-D Sportster

A motorcycle engineer by trade, Mike lives on the beautiful Greek island of Crete where he says he's got the only custom bike shop there. It's called Iron Eagle Motorcycles. This is Mike's 2002 XL 883 that he's had for four years now. "The bike was stock, but I had a vision for her," he says.

About two years ago Mike started to turn his vision into the custom bobber you see here. "First I modified the motor to 1200cc by changing pistons and cylinders and modifying the heads," he explains. "Then I added an S&S carburetor and the stock H-D single-fire ignition system with an

advance curve. I also added the stainless steel BSL 2-into-2 exhaust system, and an open dry clutch belt drive by Evolution Industries. The bike just wants to fly!"

The rear has a custom swingarm for a 180-by-5.5-inch solid and anodized wheel. The triple trees are contrast-cut and black anodized with five degrees of rake by JOS and holds a 39mm Nightster model front end. The 18-by-4-inch front wheel is topped by a home-made custom fender. Both wheels are from RST.

Mike installed drag bars with internal wiring, which he made from scratch, just like the wiring harness. All gauges are from Motogadget, the Alien headlight with built-in LED turn signals is from Primo Rivera.

"The gas tank is a King Sportster

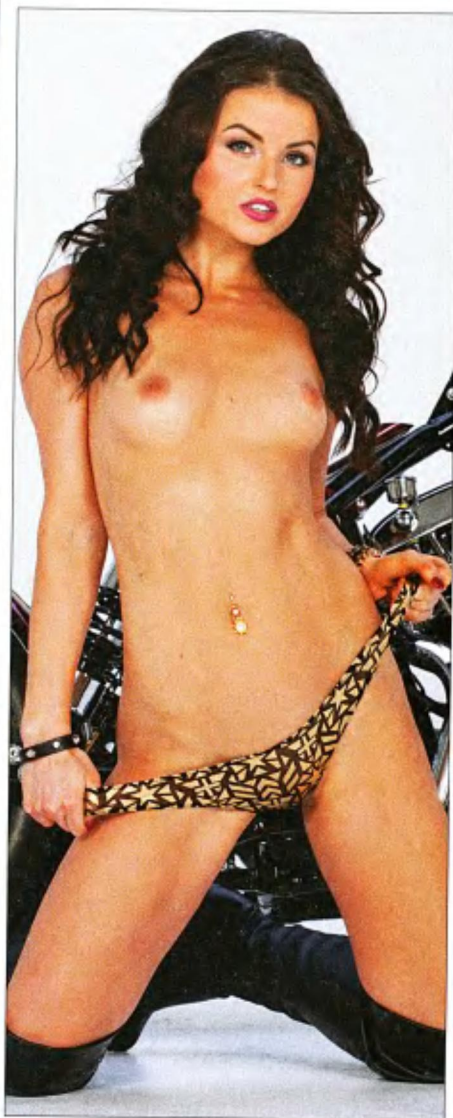
modified by me with this idea that I came up with one day during my noon nap," Mike says. "It's an idea that gives an old school, but at the same time an aggressive, rat-like look to the total style of the bike." And if you're wondering whether those sprockets with the chain on either side of the gas tank work, Mike says, "Yes, they spin like the Wheel of Life. Manually."

Mike adds that he loves living and riding on Crete. "Every two weeks, usually on Sundays, we organize daily trips around the island which is 200 miles long and 60 miles across at its widest. Winding roads take you through mountains full of small, green rivers and lakes. Rides like that make you not want to want to be anywhere else!"

—Tripper



Comin' At Ya



The March issue of *Easyriders* (#548) will take you to the mighty InterMot Show in Cologne, Italy, Reno Street Vibrations, and to the amazing Bikes, Blues & BBQ biker party in Fayetteville, Arkansas.

Custom bike features include Jon Shipley's Cinn City Chopper, Denis Babin's 1946 knuckle, Gerald Casey's Denver's Chopper, Tracey Fields' wild ANAC Bagger, Steve Dietzman's old school shovel, and Matt Olsen's race-ready WR flattie.

Plus check out some amazing moto art by Dago's Paint, get the latest sound system for your scooter from Steel Horse Audio, and enter to win the ultimate chopper in the *Easyriders* Sweepstakes. All this and more will be tearin' up the road in the March issue of *Easyriders*!

On sale February 5th

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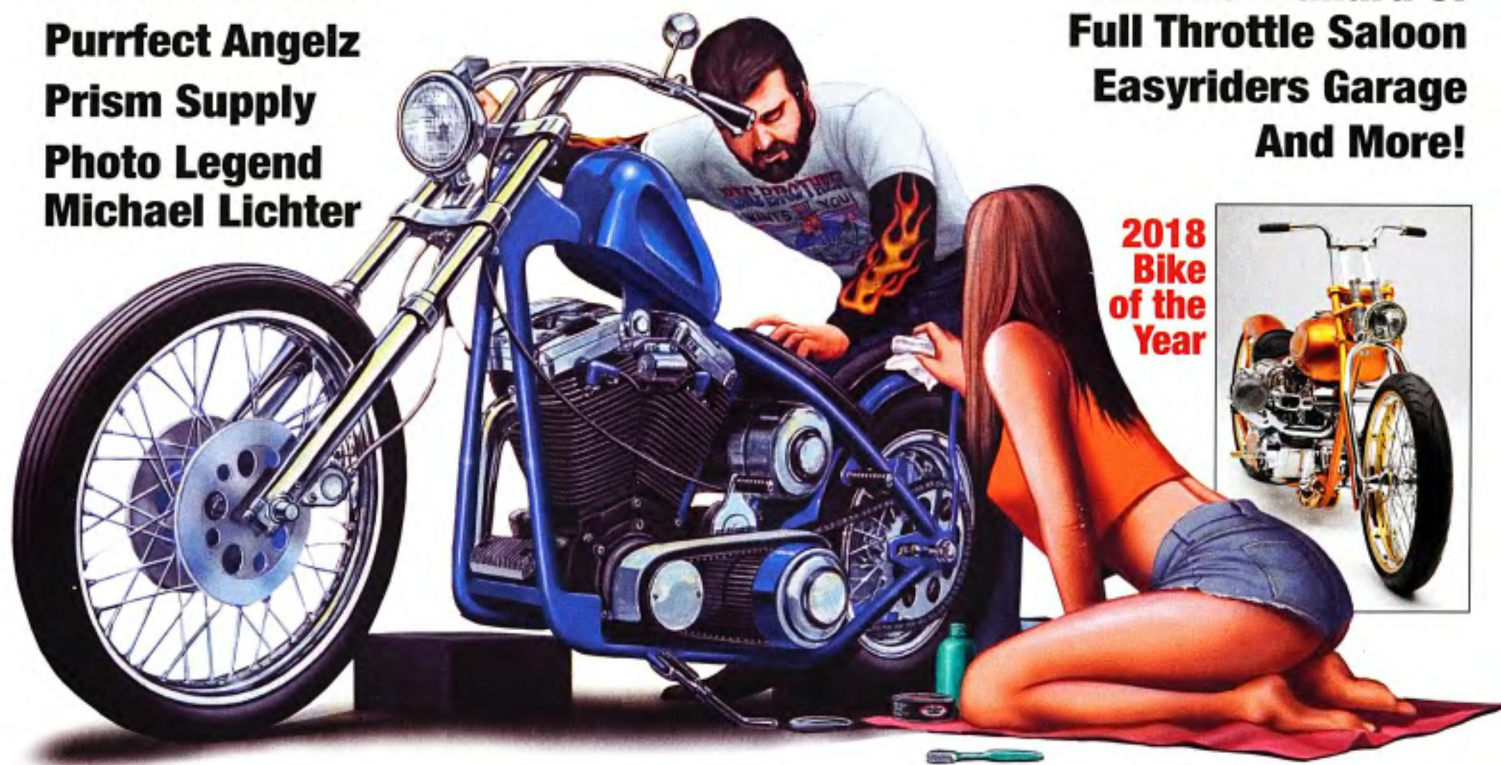


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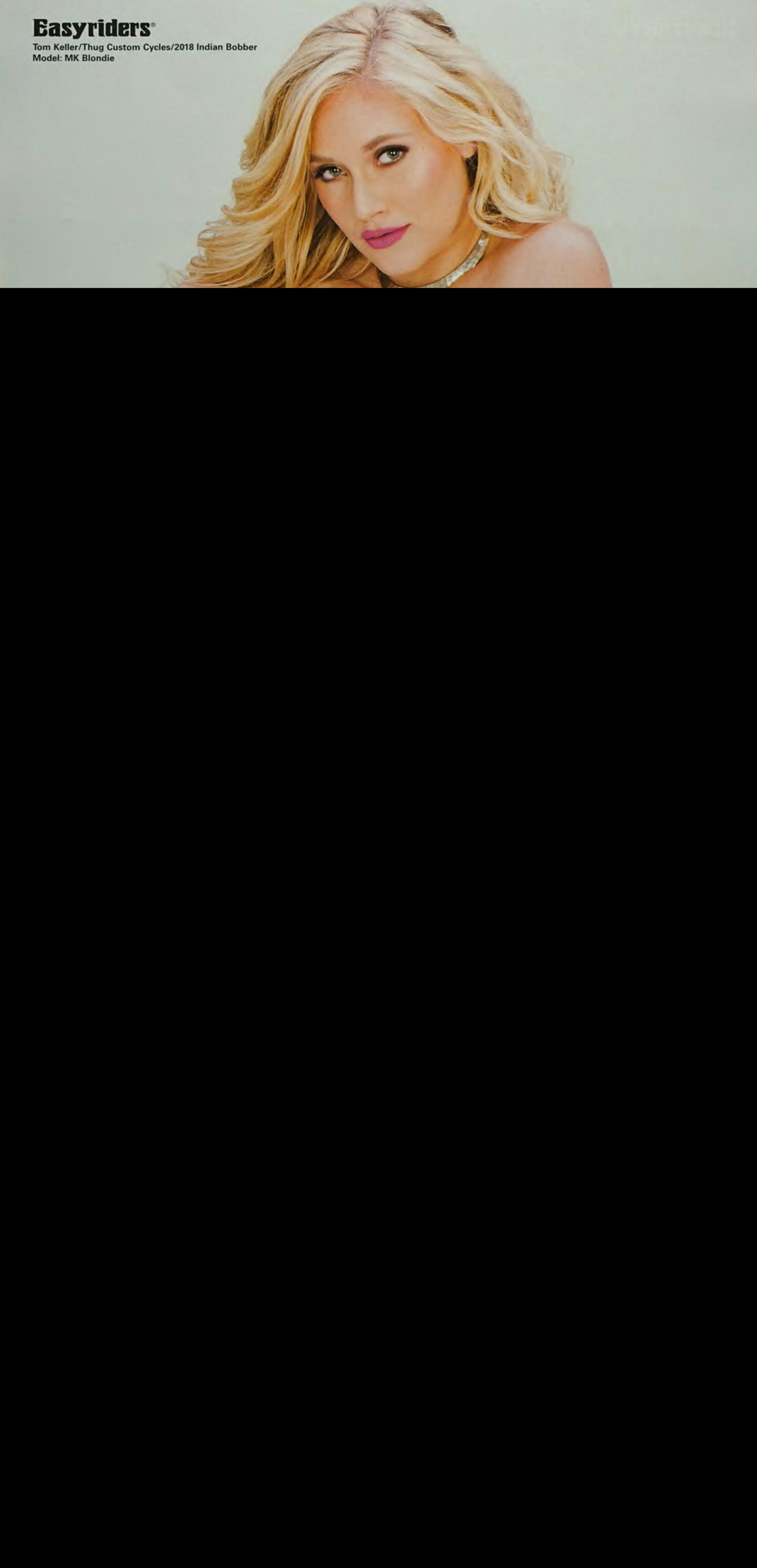
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David Mann's painting *Blue, Ice & Wet*
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