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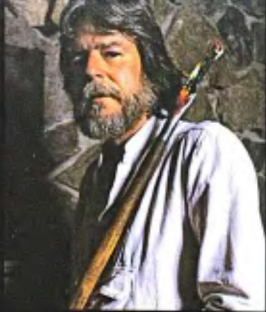
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Geo-porn

An unnamed employee of the U.S. Geological Survey invited malware into the government agency's computer system by visiting more than 9,000 porn websites on his work computer, according to an inspector general's report. *The Washington Post* reported that many of the websites were Russian, and the malware spread to the entire network at the USGS. The employee also saved images from the sites on a USB drive and personal cell phone, which also contained malware. And, yes, that employee was fired.

Follow Jesus App

If "Pokemon Go" has overextended your short attention span, up your game with the Vatican's new "Follow JC Go," a new augmented reality mobile game in which players collect saints and other notable Bible figures as they move through the world. Pope Francis has approved the game, which asks players to answer questions about the characters and donate to charities to earn game currency. The app is currently available only in Spanish, but other languages are on the way.

The First Rule of Fight Club

Two mothers are suing the Adventure Learning Center day care in St. Louis over an incident in December 2016 when teachers organized a "fight club" among preschoolers. The idea was conceived as a way to entertain the kids while the heater was broken. The 10-year-old sibling of one of the preschoolers was in the room next door and captured video of the fights with an iPad, then texted the video to his mom, who believes the fight was broken up only because she called the director of the center. The video shows one teacher jumping up and down in excitement as another one puts Incredible Hulk fists on the kids, and cameras at the center recorded more than 30 minutes of fighting. While the St. Louis Circuit Attorney's Office declined to prosecute, the teachers were fired and the center has been subject to increased inspections, resulting in 26 violations.

Creepy

Construction workers in Valdosta, Georgia were rattled recently when they tore down a second-story wall in a turn-of-the-20th-century building to find about 1,000 human teeth hidden inside. The T.B. Converse Building, constructed in 1900, was originally home to a dentist, Dr. Clarence Whittington, reported the *Valdosta Daily Times*. Ellen Hill, director of Valdosta Main Street, said two other Georgia towns have had buildings, also home to dentists' offices, where teeth have been found in the walls. "I'm not sure if it was a common practice to deposit extracted teeth in the walls," she said.

Find That Colon!

The University of Kansas Cancer Center wants its colon back. The \$4,000 giant inflatable colon, used to educate the public about colon health, was stolen from the bed of a pickup truck a few months ago. Sadly, the colon balloon was scheduled to appear at a run/walk event at a local park the next day. Kansas City Police are hoping the public will help find the 150-pound, 10-foot-long colon and return it to its owners.

Stain Reaction

Helen Washington, 75, of Brooklyn Center, Minnesota, faces charges of second-degree assault with a dangerous weapon after she ran out of patience with her grandson, who continued to put his teacup on her furniture even after she repeatedly asked him not to. After dumping his tea out, the grandma left the room, apparently to get a gun. Meanwhile, the grandson had made a new cup of tea and put it on the furniture. The argument resumed, and granny pulled out a .38 Special, shooting her grandson in the leg. She told officers at the scene she didn't think she should go to jail. After all, the kid had been warned.

Gettin' Some Wind

Atif Masood, 42, an employee at a Tesco supermarket in Thornton Heath in south London, is suing the store over

the harassment and racial discrimination he says he suffered when a fellow employee broke wind in his face. *The Sun* reported that Masood claims he was targeted because he is Muslim, saying the "unwanted conduct had the purpose or effect of violating his dignity." Tesco dismissed Masood's complaints in February, saying it found no evidence of racial discrimination. Masood's hearing will take place in 2019.

Skid Marks

William Friedman, 68, of Franklin Township, New Jersey told police officers when he was apprehended that his weird practice of dumping his grandson's used diapers around town "almost became a game." Friedman had been disposing of the soiled nappies along several roadways over the past year, until an officer spotted him at 3:15 a.m. on Oct. 21 making another deposit. But back in June a biker crashed his motorcycle after running over one of Friedman's shit bombs. The weirdo grandpa has been charged with interference with transportation and faces up to \$1,000 in fines.

Dumbass Criminals

Most of the time, when plotting your escape from a correctional facility, the plan doesn't include breaking back into the jail. But that's what police in Holmes County, Mississippi say occurred this past September. According to police, four inmates of the Holmes-Humphreys County Correctional Facility succeeded in escaping the jail and robbing a nearby convenience store before attempting to break back into the prison. Incredibly, the inmates succeeded in returning to the facility undetected, stolen goods in tow. It wasn't until police reviewed the surveillance camera footage from the store that they realized what happened. The four inmates have all been charged with commercial burglary. Meanwhile, the Holmes-Humphreys County Correctional Facility has promised to review their security measures. Probably a good idea.



6 WENDY O

Cinn City Choppers'
Crazy-ass Idea
On the front cover: Veronica Lavery
Photo by: Don Rogers



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Last Chance!
See 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 March 5, 2019.

Easyriders® magazine ISSN 0046-0990 Number 548, March 2019, Vol. 49. **Easyriders®** is published monthly by Paisano Publications, LLC, with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, 818-889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, 818-889-8740, FAX 818-889-1252. Website: www.easyriders.com. Periodicals postage paid at Agoura Hills, California 91301-2693 and at additional mailing offices. Copyright 2016 by Paisano Publications, LLC. All rights reserved. Nothing may be reproduced without prior written permission of the Publisher. Editorial Submission Guide-lines All submitted letters, articles, jokes, poems, photos and artwork ("Submissions") become the property of Paisano Publications, LLC ("Publisher"). The Publisher is under no obligation to keep or return any Submissions unless a SASE is provided at time of submission. The Publisher has the unrestricted right to print all or any portion of Submissions, to edit same, and to print, re-print, edit, alter or disregard all said materials at their sole discretion, in any medium now or hereafter used by Publisher in connection with its business operations. This includes, but is not limited to, magazines, books, calendars, catalogs, merchandise, advertisements, videos, television and Internet applications. No compensation is payable for letters usage but appropriate photo captions may be given (e.g. your name and city listed) at the discretion of the Publisher. All Submissions must be exclusive to the Publisher who will provide appropriate credit to the author, photographer or artist of published works, and will indicate if same has been excerpted from or materially changed from original content. Subscriptions: All correspondence regarding subscriptions and changes of address must be addressed to **Easyriders®** Subscription Department: P.O. Box 422425, Palm Coast, FL 32142-2425. **Print Subscriptions:** One year: \$39.99; two years \$69.99 in the U.S. and its possessions. Postage: Canada please add \$30.00 and all other foreign add \$50.00 per year for postage (U.S. funds only). **Digital Subscriptions:** One year \$39.99, two years \$14.99. Postmaster: Send address changes to **Easyriders®**, P.O. Box 422425, Palm Coast, FL 32142-2425. Advertising: **Easyriders®**, P.O. Box 3000, Agoura Hills, CA 91376-3000. FAX: 818-889-4726. The publisher is exempt from the record keeping requirements and disclosure statements mandated by 18 U.S. Code 2257 (a) through (c) and the pertinent Regulations, 28 C.F.R. Ch. 1, part 75, since all of such material falls within the definition of exempted material set forth in 75.7 (a) (1-3) of the pertinent Regulations. Printed and produced in the U.S.A.



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WENDY O

CINN CITY CHOPPERS'
CRAZY-ASS IDEA

"Do what you love.
It is like oil and grease and
blood, sweat and tears."



This month's Fox Hunt winner is the vixen known as Veronica Lavery. Her lean and clean look goes perfectly with this Cinn City Chopper by Sean Bast.

This motorcycle started out as a bike that was to be built for our late and great photographer, Michael "Balls" Farabaugh. When Michael passed away in March of 2017, his long-time friend Jon Shipley took the Andy Boersma-built Kalamazoo Choppers roller over to Sean Bast of Cinn City Choppers. "Jon came in with the frame and springer front end and a set of wheels," Sean tells us.



Rather than to try and sell the roller as is, Sean looked around the shop and realized he had everything he needed to build a complete motorcycle. "Jon just let me go for it," Sean says. "I had a 74 cubic inch shovelhead motor and a Softail 5-speed tranny and an inner and outer primary from a Twin Cam Dyna." Sean was dedicated to make this Franken-chopper work.



"We had to cut a hunk out of the tranny to make it bolt up to the primary," Sean recalls. "But you wouldn't believe how great it rides. It's like a Cadillac." Cinn City Choppers is known for building rigid frame, kick-only choppers. "I can't tell you how many times people have come up to me and said that if one of my bikes had shocks and an electric start, they would buy it." This bike offered those customers a chopper that was exactly what they were looking for.

The frame was originally a 1958 drop-seat panhead chassis that had been powdercoated. Sean showed Jay Bury at Good Times Reform the color on the frame and he was able to match it with a killer red paint job on the gas and oil tank and rear fender. Because Sean had added a 'fin' across the top of the gas tank and rear fender, he was reminded of the Queen of Shock Rock hair style of Wendy O Williams. "Yeah, we call the bike, Wendy O," Sean laughs.

"We recently sold the bike to a guy in Virginia," Sean says. "He loves the hell out of it." That dude is gonna be shocked to see his Cinn City Chopper right here in the pages of *Easyriders*.

When asked what advice he has for young bike builders out there, Sean told us, "Don't think you're gonna get rich doin' this. You do what you love. It is like oil and grease and blood, sweat and tears." We couldn't have said it better.

—Dave Nichols



"You wouldn't believe how great it rides.
It's like a Cadillac."



Owner: Jon Shipley
City: Bloomfield, Indiana
GENERAL
Fabrication: Cinn City Choppers
Year and make: 2017 Cinn City Choppers
Model: Dingle
Assembly: Cinn City Choppers
Time: 6 months

ENGINE

Year and make: 1976 Harley-Davidson
Model: shovelhead
Rebuilder: Sean Bast at Cinn City Choppers
Ignition: Mallory
Displacement: 80 cubic inches
Lower end: H-D
Balancing: Cinn City Choppers
Pistons: Wiseco
Heads: H-D
Cam: Andrews "B" grind
Lifters: JIMS
Carb: S&S "E"
Air cleaner: S&S
Pipes: V-Twin Mfg.

TRANSMISSION

Year and make: 1996 H-D
Type: 5-speed

PAINT

Painter: Good Times Reform
Color: red
Type: House of Kolor

FRAME

Year: 1958
Builder: Andy Boersma
Type: chopper
Rake: 42 degrees
Stretch: 6-inches up, 4-inches out
Shocks: Progressive Suspension

ACCESSORIES

Bars: Cinn City Choppers
Handlebar controls: V-Twin Mfg.
Fender: Sean Bast
Headlight: Cinn City Choppers
Taillight: Model A
Pegs: brass
Electrics: minimal
Gas tank: Sean Bast
Oil system: H-D
Primary cover: 2004 Dyna
Seat: Rich Phillips
Mirrors: Big Dog
Grips: brass

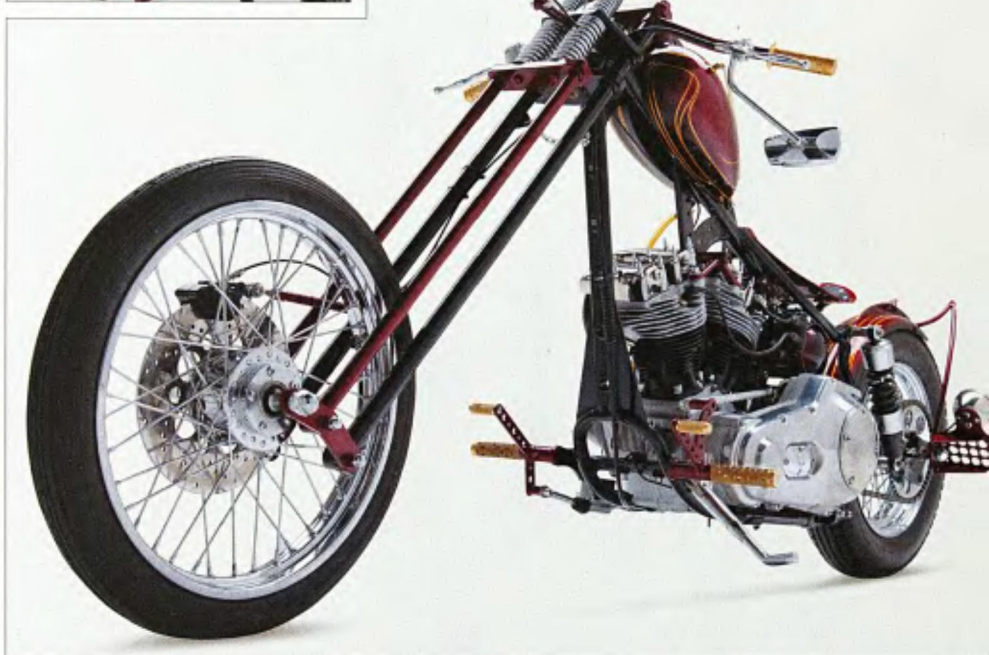
FRONT END

Type: springer
Extension: 14-inches over
Builder: Bitterend Choppers

WHEELS

Size: 21-inch front, 16-inch rear
Hub: spool
Tires: Avon
Brake: rear only

Photos: Don Rogers
Model: Veronica Lavery



Yeah.

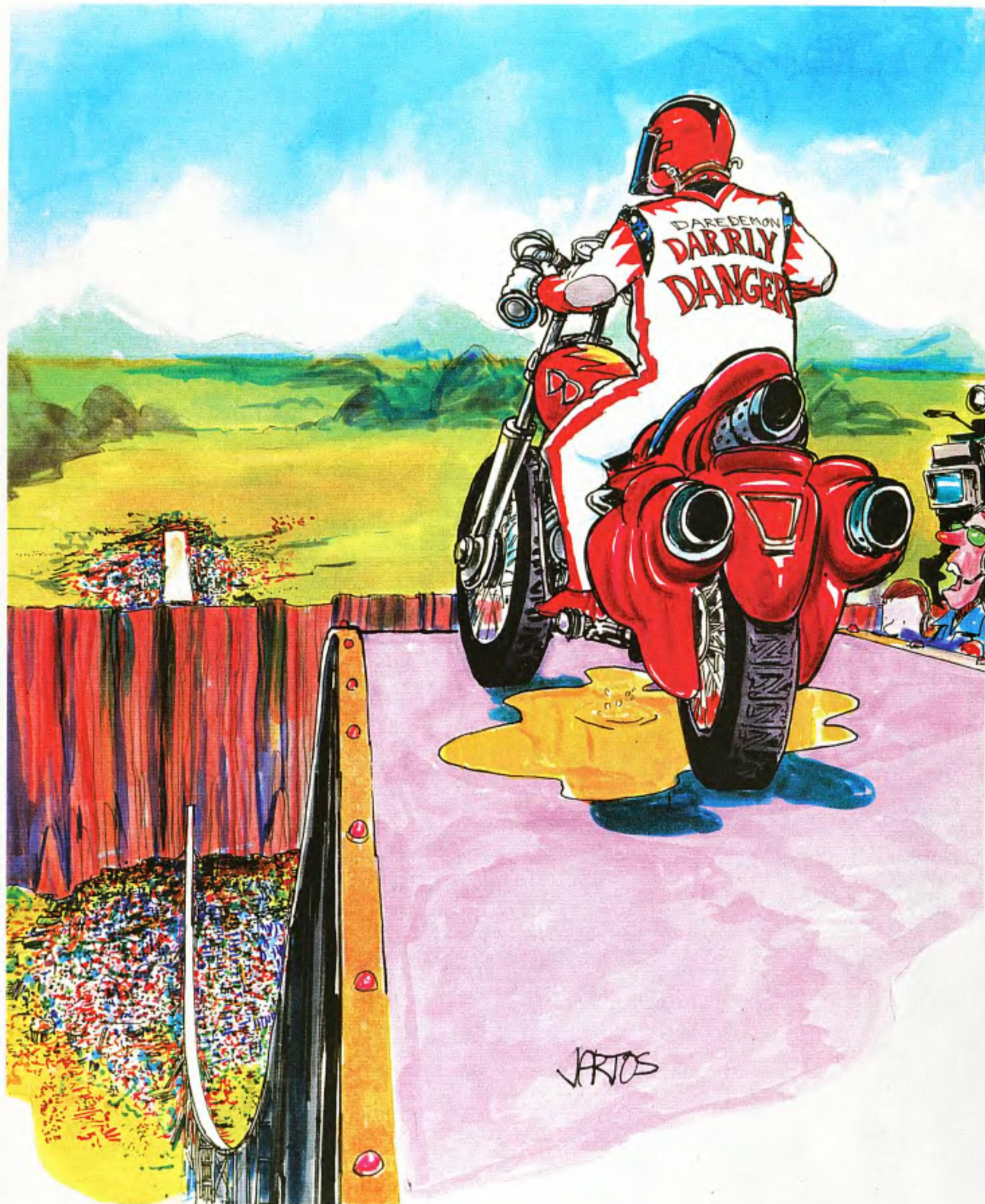
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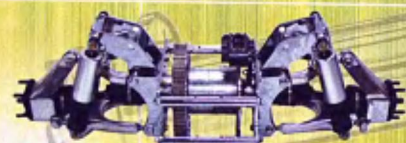
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TWIN PEAKS TRIALS POSTPONED

It is a certainty that there will be no further trials in the Waco cases in 2018. What was to be the second trial of Timothy Shayne Satterwhite, originally scheduled for November 5, has been rescheduled for January 28. Satterwhite's attorney, Bob Gill, said that "State's counsel suggested that the new district attorney administration in McLennan County may be more amenable to settling the case without a jury trial." This is in reference to the fact that the incoming Attorney General, Barry Johnson, who defeated outgoing DA Abel Reyna by 20 percentage points on a platform that largely reflected the legacy of Reyna's handling of the Twin Peaks debacle, would be the party responsible with sorting out which cases to pursue and which to drop.

Judge Ralph Strother, who has to his credit, revealed that he has been "troubled by the whole Twin Peaks matter from its inception," postponed the trial, saying that he wants the new district attorney to review how the remaining cases will proceed. He also questioned prosecutors about the riot indictment, and how, "They, in effect, had turned what normally is a Class B misdemeanor into a crime that possibly subjects the defendants to life in prison. I'm not so concerned about whether or not I made the right ruling, but everything that's legal doesn't necessarily mean it's right," Strother said.

Source: Tommy Witherspoon, reporting for the Waco Tribune Herald

QUOTE OF THE MONTH

"Fear is the foundation of most governments."

—JOHN ADAMS

MOTORCYCLE PROFILING PROJECT'S NATIONAL SURVEY

Due to the yeoman's work of David "Double D" Devereaux, the Motorcycle Profiling Project has been collecting data for a study detailing the depth of the problem of motorcyclist profiling by law enforcement, and its implications for the motorcycling community at large. The survey, located on the MPP website, (motorcycleprofilingproject.com) is attempting to prove conclusively and irrefutably that motorcyclist profiling is an issue nationwide, and demands legislative relief. There are 11 questions that will help the MPP define trends more accurately so they can focus their resources in areas that need it the most. So far, more than 10,000 individuals have responded, and we are including this in the hopes that our readers will help out David's work, as well as to encourage funding to keep the Motorcycle Profiling Project alive. There has already been some useful legislation passed on the state level, and there is much work to be done. Please give them a hand.

PAGAN'S CHARGES DROPPED FOR EXCESSIVE FORCE

As an example of the good work of the Motorcycle Profiling Project, they recently released a news item reporting that four members of the Pagan's MC were recently exonerated of charges after "video released by numerous news outlets shows officers brutally beating one of these members well past the point of being subdued before being arrested and charged with aggravated assault, conspiracy and riot as a result of the fight. On November 14th, all charges were dropped against all four defendants. Furthermore, the FBI announced an on-going investigation into the incident."

Devereaux writes, "There are differing accounts of what started the brawl. The bar owner, for example, reports that the police were the agitators and aggressors. But regardless of what started the fight, punching a completely defenseless Frank Deluca in the head and face 23 times while his arms were being held and his hair pulled back, as irrefutably shown in video, is unconstitutional use of excessive force, even if there was probable cause for an arrest, which, according to defense attorneys, eyewitness accounts to local news media, and the recent dismissals, is highly improbable."

The bar owner told reporters that the police had told him to post a dress code on the door excluding patrons wearing colors, and told the owner that "he doesn't want to see any bikers in his bar."

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Creative Direction: Smash Studio, Inc.

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818-889-8740 • Fax 818-889-5214

Director of Advertising: Tammy Porter

Advertising Executive: Isidro Romero

Advertising Production: Smash Studio, Inc.

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Newsstand Distribution

Curtis Circulation Company

730 River Rd., New Milford, NJ 07646

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PAISANO PUBLICATIONS, LLC

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The bottom line is that the video evidence is the best weapon we have against motorcyclist profiling and discrimination. The MPP says that “without video, law enforcement’s version of events would likely go unchecked, and four individuals would still be facing aggravated assault and riot charges.”

Source: Motorcycle Profiling Project, motorcycleprofilingproject.com

POLICE ACCOUNTABILITY

It is a fact that there is a problem with abuse at the hands of police, and it is just as true that police officers often face impossible situations that are no-win in nature. To balance these competing environments, it is necessary to objectively collect data on police vs. citizen encounters.

It is often the case that when reporting police abuse, the police station employees treat those who are the victims rudely, and in an intimidating manner. Often, reporting that information is the end of the line: it goes directly into the circular file, and no action is ever taken.

To deal with these problems, an organization by the name of “Open Police Complaints” has been created for citizen complaints to be registered, and objectively evaluated. Users are kept in the loop to know how their complaints are being followed up on.

One of the issues that those complaining often face is that once a police complaint is filed, the records are then concealed from public view. Open Police Complaints allows users to publish uncensored complaints online. The theory is that the best antidote to state secrecy is public transparency.

For more information on this interesting group, check out their website at openpolice.org

THE GOVERNMENT SURVEILLANCE INITIATIVE

We have long been aware of the encroaching network of total surveillance and its many empty promises. It appears that more of the same is soon to be coming our way. An outfit by the moniker of ST Engineering recently has been awarded 5.5 million dollars to install facial recognition street lights in Singapore. The street lights are preinstalled with sensors, LED screens and covert cameras. To top off the propaganda, ST Engineering promises their new street lights will bring “healthcare benefits to residents.” These benefits are unspecified, but are in line with claims in say, Riverhead, New York, where smart city advocates claimed that surveillance drones will “revitalize downtown.”

ST Engineering claims that their covert cameras can secretly identify people in real-time 24/7. It was recently awarded a contract to turn Hong Kong into a giant surveillance city under the “Smart City Transformation Initiative.”

One of the features that these companies envision is a complete circle of interconnected devices, integrated into the “Internet of Things,” where all devices, from toasters to refrigerators, robot vacuums to modems, and that Amazon Echo self-surveillance device that you just got for Christmas, are all interconnected with the smart grid for total monitoring by the powers that should not be. Everyone needs to be concerned about the unchecked data mining done by thousands of companies, both domestic and foreign, who are “data mining” your every move, and soon your very *thoughts*, in collusion with governments everywhere, to create a grid of control over your privacy.

Source: Joe Cadillac of the MassPrivet Blog and the National Motorists Association, motorists.org

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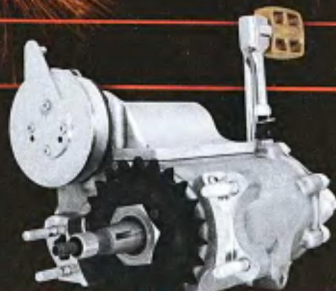
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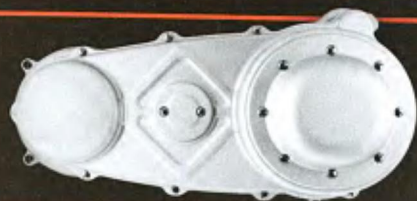
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"When the day of the show came, I was still not done."



DENIS BABIN'S 1947 KNUCKLE

Reptilian



There are some folks who believe that the Earth is actually being ruled over by Reptilian aliens who eat human children and oversee a vast Illuminati to control our every move and decision. Then, there are the rest of you. Actually, none of that has anything to do with Denis Babin's awesome little 1947 knucklehead. Unless, of course, he has named the bike The Reptilian as a nod and a wink to you to let you know that he knows about our extraterrestrial overlords and is secretly thumbing his nose at their green and scaly repugnance.

"I was asked to build a bike for the Born Free show and only had six weeks to pull it off."



This story actually starts about three years ago when Denis of Frogtown, California wanted to build a molded bike. We are talkin' a totally molded bike like in the good ol', bad ol' days of choppers of yore. He wanted the minimal gas tank to be molded right into the frame and he wanted sheetmetal pieces molded along the downtubes and back down on each side of the solo seat to meet the equally cool and molded rear fender. That was his dream... and you are looking at it here.

"I bought the Harley straight leg frame about three years ago," Denis says. "I got a little gas tank and started welding the steel all over the place with the intention of putting a 1969 shovelhead motor in it." Over time, he sold the motor and was piecing together a 1947 knucklehead, which became the heart of this beast." Paul Whitehurst rebuilt the knuckle, keeping it true to its H-D original parts



as much as possible. "I had the frame pretty much done when I was asked to build a bike for the Born Free show," Denis recalls. "A couple of bike builders had dropped out and I only had six weeks to get this scooter together. Nothing was finished at that point; not the motor, not the frame, not the front end. Nothing. I had already promised two builders that I would paint their

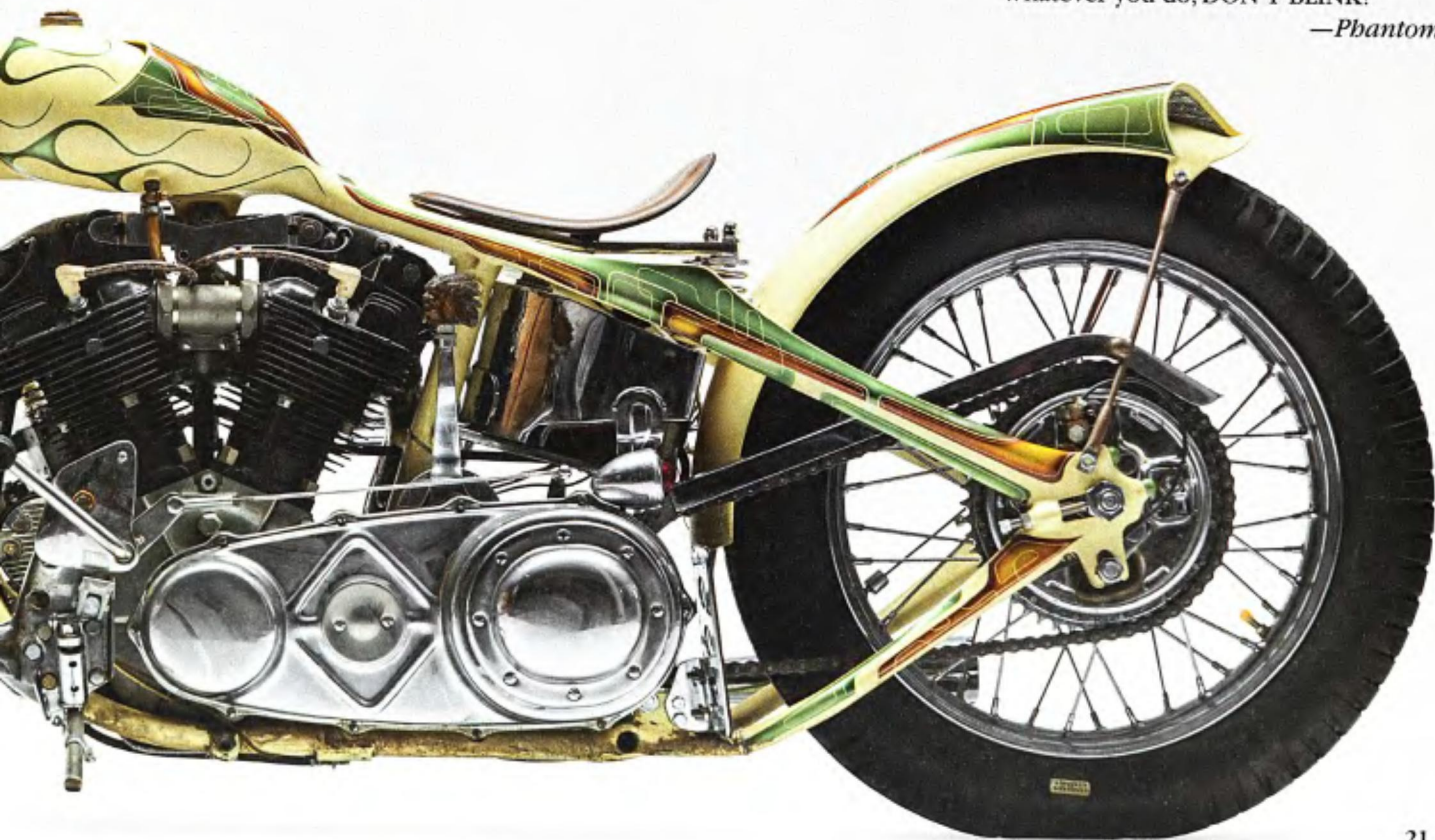
Born Free bikes for them, so I was in a tight spot on this build."

Luck often favors the bold and Denis worked his ass off to get the little chopper together in time for the big show. "When the day of the show came, I was still not done," he confides. "The bike was together but not running. I found out later that I needed to replace the magnet in the magneto." Naturally, Denis painted The Reptilian himself, mixing up some custom creamy yellow and lizard-like green, adding lots of old school graphics and classic flames.

The end result was more than a hit at Born Free. As you can see, he also got a feature right here in the world's best chopper rag. When asked what it's like to stomp around on this thing, Denis tells us, "The bike is really fun to ride. It feels like a little racer. The only thing that bothers me is the fuel capacity. So, I'm adding a second gas tank inside a battery box to give me around 1.3 gallons."

As for the Reptilian Aliens, they have the chameleon-like ability to blend in with any surroundings and only attack when you're not looking directly at them. They are incredibly fast and could be in your house right now. So, whatever you do, DON'T BLINK!

—Phantom



Owner: Denis Babin
City: Frogtown, California

GENERAL

Designer: Denis Babin
Fabrication: Denis Babin
Year and make: 1946 Harley-Davidson
Model: Knuckle Chopper
Assembly: Denis Babin
Time: 6 weeks

ENGINE

Year and make: 1946 H-D
Model: FL
Rebuilder: Paul Whitehurst
Ignition: Morris magneto
Displacement: 1200 cc
Lower end: H-D
Balancing: Paul Whitehurst
Pistons: H-D
Heads: H-D
Cam: H-D
Lifters: H-D
Carb: Linkert
Pipes: H-D

TRANSMISSION

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

PAINT

Painter: Denis Babin
Color/type: creamy yellow & reptile green/House of Kolor

FRAME

Year and make: 1950 H-D
Type: straight leg
Rake: stock
Stretch: stock
Molding: Denis Babin

Shocks: none

ACCESSORIES

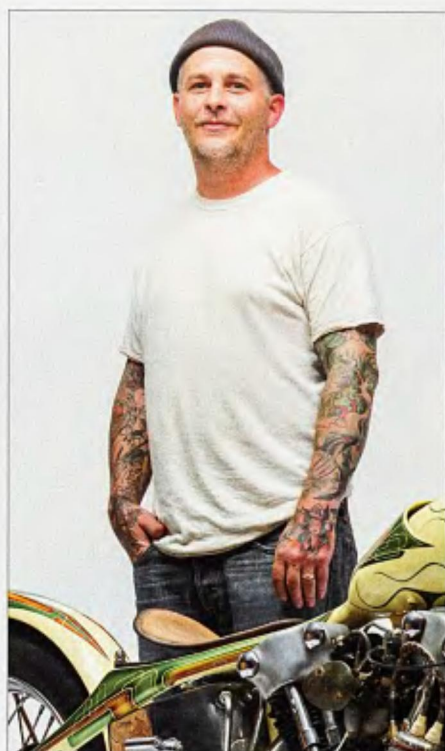
Bars: Denis Babin
Handlebar controls: H-D
Fender: Denis Babin
Headlight: Denis Babin
Taillight: Denis Babin
Pegs: Stan Dishong
Electrics: Denis Babin
Gas tank: Denis Babin
Oil tank: Denis Babin
Primary cover: H-D
Seat: Mauricio Aguilar
Mirrors: cheapo
Grips: Marble Cycles

FRONT END

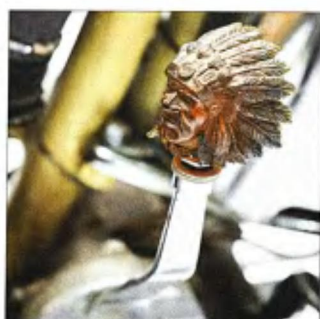
Type: springer
Extension: stock
Builder: Denis Babin

WHEELS

Size: 21-inch front, 19-inch rear
Make: V-Twin Mfg.
Tires: Goodyear front, Classico rear
Brakes: drum



Photos: Ben Zales



"Mondo was so disgusted with them, he didn't even give me time to take before and after shots."



MONDO MARVEL

GERALD CASEY'S '55 DENVER'S PAN



A long-time Triumph nut, Gerald Casey met Mondo Porras of Denver's Choppers when he was looking for some ripple pipes for "this little drag set-up" he had. "I'd just moved to Reno from Northern California and was at this local Triumph shop to see if they knew anyone who could fabricate those pipes for me," he says. "They told me to go see Mondo. I didn't even know Mondo had moved his shop from Vegas to Reno."

After Mondo fabbed the pipes, Gerald had him work on the bike some more to make it a "cooler bike," as he puts it. The two struck up a friendship, and soon Gerald, a web designer by trade, started hanging out at Mondo's shop on a regular basis, going to shows with him and designing his T-shirts. In fact, he says he always has his laptop with him so he can handle his regular business wherever he goes.

Soon, Gerald wanted a Harley and started looking around for something pre-'69. He found an ad without photos on Craig's List for a '62 pan/shovel. He called the guy who then sent him photos of the bike over the phone. Gerald thought it was so-so, but had potential. He called the guy up and found out he had another panhead, a '52. He sent Gerald pictures of that, too. "So finally the guy says if you come down here, we can make a package deal because I also have a '55 motor sitting on an engine stand."

Gerald couldn't resist and ended up buying the whole lot. He brought everything straight to Mondo who immediately started tearing the bikes apart. "He was so disgusted with them, he didn't even give me time to take before and after shots," Gerald says.

The two Harleys were soon up and running again, but the motor continued to sit in its stand for another two months. "I just wanted to build kind of a skinny bike from the era around 1967 when Mondo's shop started," says Gerald. "I definitely wanted a Denver's springer front end, but I didn't want something that I was gonna be scared to ride, so this one's only a 9-over."

That's how the bike started, and since all this happened right around

"Yeah, I know, I need an intervention."





the time of the shop's 50th anniversary last year, Gerald thought gold flake would be a good color in honor of that. "I had a Mustang tank and a Wassell fender lying around, so I sent everything to Mondo."

The rest, he says, came together pretty easily, with Mondo doing most of the work and Gerald basically making sure the design more or less matched his ideas. "Mondo is so easygoing, there was never any back and forth," he adds.

Gerald still has the other two Harleys, and all together he now has eleven bikes, including two BSAs and six Triumphs. "Yeah, I know, I need an intervention," he laughs. Some of the bikes are at Mondo's shop, the others he keeps in his three-car garage, but lest you worry about their collective health, Gerald says he rides all of them every Sunday. "I try to ride each one of them, even if it's just for a few miles. I just want to keep things lubricated."

—Tripper



Owner: Gerald Casey
City: Reno, Nevada

GENERAL

Fabrication: Denver's Choppers
Year and make: 1955 FLH
Model: FLH
Assembly: Mondo/Denver's
Time: 6 months
Chroming: Paughco

ENGINE

Year and make: 1955 H-D
Model: FLH
Rebuilder: J.R.
Ignition: mechanical
Displacement: 80 cubic inches
Lower end: H-D
Balancing: H-D
Pistons: H-D
Heads: STD
Cam: Crane
Lifters: Jims
Carb(s): S&S Super E
Air Cleaner: Berdoo
Pipes: Cocktail Shakers

TRANSMISSION

Year and make: 1955 H-D
Shifting: 4-speed ratchet top

PAINT

Painter: Ol' Skool Jim / Little Mondo
Color: gold flake
Type: House of Kolor

FRAME

Year and builder: 2017 Paughco
Type: wishbone
Rake: 36 degrees
Modifications: cast axle flats

ACCESSORIES

Bars: 16-inch narrow apes
Handlebar controls: old school
Fender: Wassell rear
Headlight: 4-inch
Taillight: 1933 Ford
Pegs: Anderson
Electrics: Frank's Generator
Gas tank: narrow Mustang
Oil tank: horseshoe
Oil system: stock
Seat: Biltwell Thinline
Grips: Jack Hammer

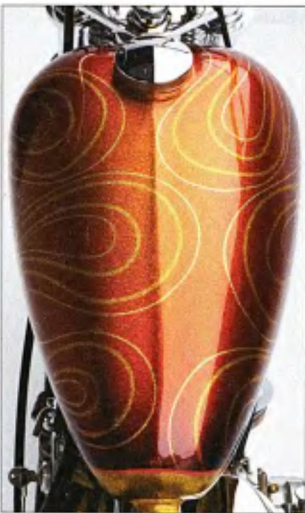
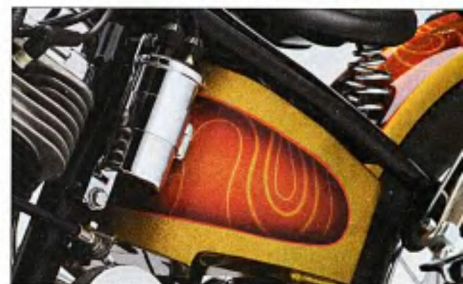
FRONT END

Type: Denver's narrow wishbone springer
Extension: 9 inches
Builder: Mondo/Denver's

WHEELS

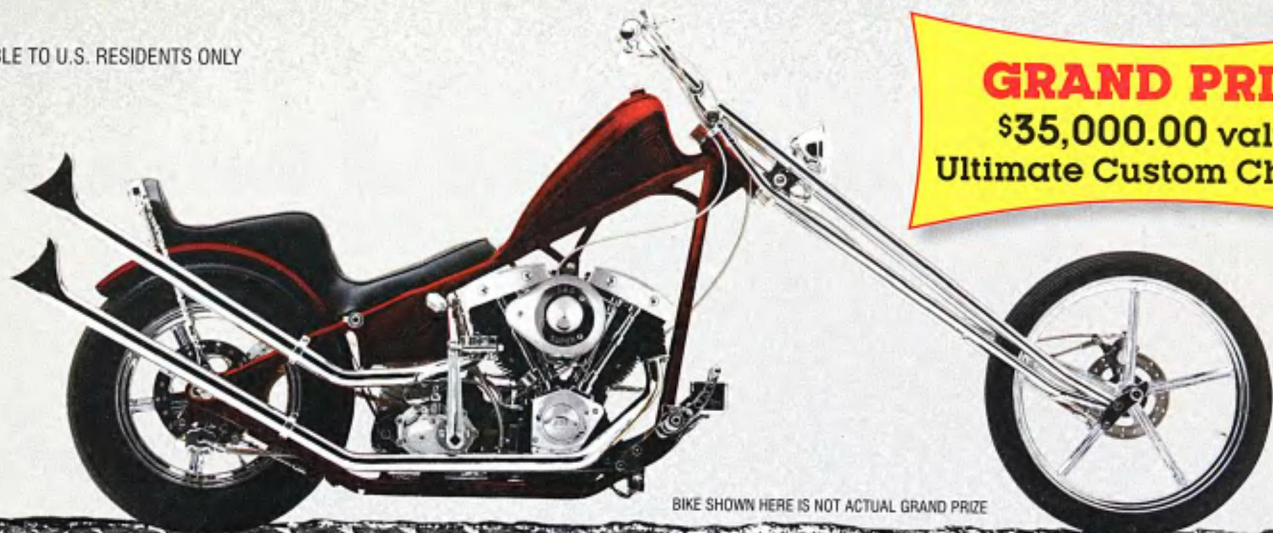
Size: 21-inch front, 18-inch rear
Hub: narrow star
Tires: Firestone
Brakes: mechanical H-D

Photos: Michael Lichter
Contact: Denver's Choppers
775-813-1994
denverschoppers.com



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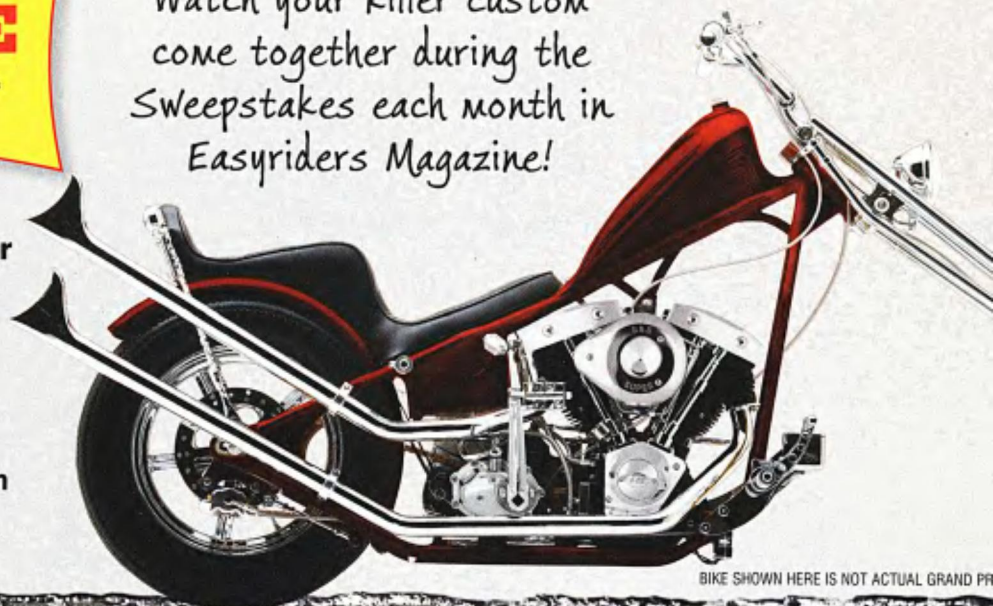
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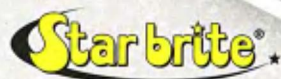


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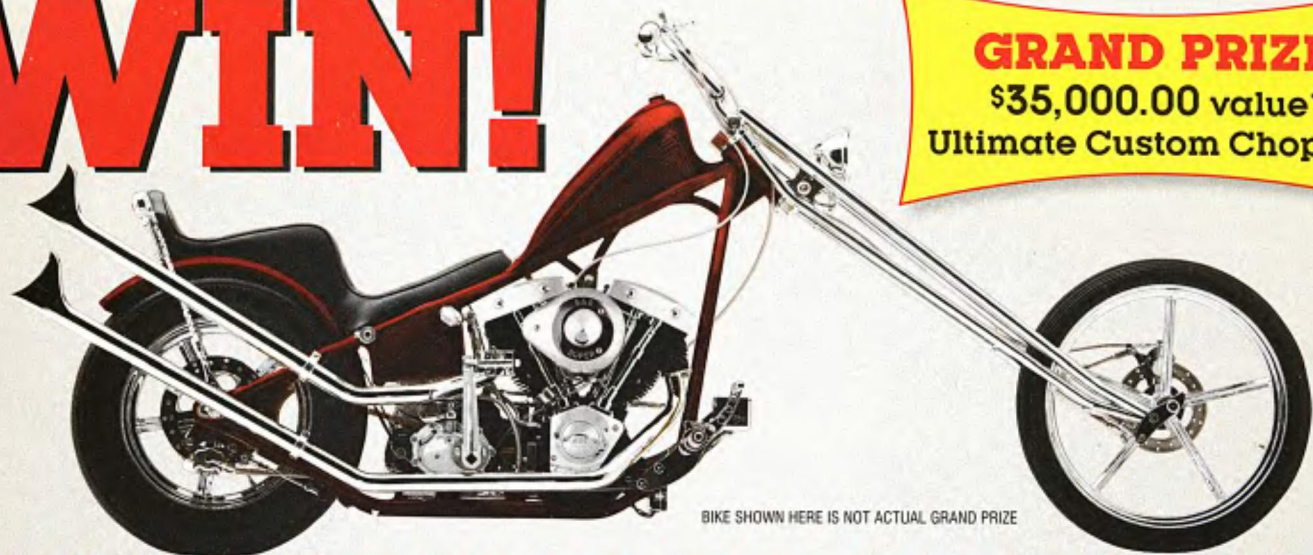
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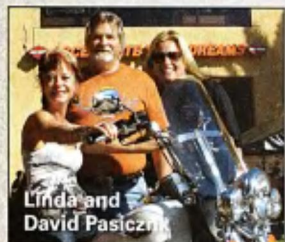
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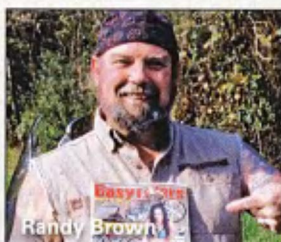
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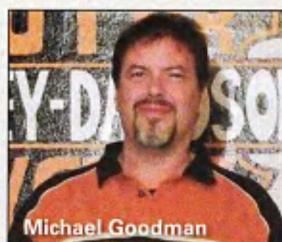
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LIMIT—ONE ENTRY PER HOUSEHOLD

Passin' Gas

What's the difference between a good ol' boy and a redneck?

A good ol' boy raises livestock. The redneck gets emotionally involved.

—Big D

Fun Town

A bro in a taxi leaned over to ask the driver a question and gently tapped him on the shoulder to get his attention.

The driver screamed, lost control of the cab, nearly hit a bus, drove up over the curb, and stopped just inches from a large plate glass window. For a few moments everything was silent in the cab. Then, the still-shaking driver said, "Are you okay? I'm so sorry, but you scared the daylight out of me."

The badly shaken bro apologized to the driver and said he didn't realize that a mere tap on the shoulder would startle the driver so badly.

The driver replied, "No, no, I'm the one who is sorry. It's entirely my fault. Today is my very first day driving a cab. I've been driving a hearse for the past 25 years."

—Sista V

Ioweee

A man walked out to the street and caught a taxi just going by. He got into the taxi, and the cabbie said, "Perfect timing. You're just like Frank."

"Who?" The man wondered.

"Frank Feldman," the cabbie replied. "He's a guy who did everything right all the time. Like my coming along when you needed a cab, things happened like that to Frank Feldman every single time."

"There are always a few clouds over everybody," the passenger said.

"Not Frank Feldman," smirked the cabbie. "He was a terrific athlete. He could golf with the pros. He sang like an opera baritone and danced like a Broadway star, and you should have heard him play the piano. He was an amazing guy."

"Sounds like he was something really special," said the man.

"He always knew the quickest way to go in traffic and avoid traffic jams. Not like me, I always seem to get stuck in them," said the cabbie. "But Frank, he never made a mistake, and he really knew how to treat a woman and make her feel good. His clothing was always immaculate, shoes highly polished. He was the perfect man! He never made a mistake. No one could ever measure up to Frank Feldman."

"An amazing fellow," the man conceded. "How did you meet him?"

"Well, I never actually met Frank," the cabbie said. "He died and I married his fucking widow."

—Carter Towne

Playa del Rey, California

Q What's the Indian word for poor hunter?

A Vegan.

—Greg Cook

Nat. City, California

Q What's blue and yellow and eats nuts?

A Gonorrhea.

—R. Quillin

Santee, California

"All right, lady," said the bill collector, "how about the next installment on that couch?"

The blonde shrugged and said, "Well, okay. It's better than having to give you money, I guess."

—Big D

Fun Town

Handsomeness Harry walked into the bar, ordered a stiff drink and moaned to the bartender, "An irate prisoner wrote to me threatening to have me whacked if I don't stop fucking his wife."

"So why don't you just stop?" asked the barkeep.

"It's not that easy," replied Harry. "He didn't sign his name."

—Greg Cook

Nat. City, California

One morning a man came into church on crutches. He stopped in front of the holy water and splashed some of it on both of his legs, then threw away his crutches.

An altar boy witnessed the episode and ran into the rectory to tell the priest what he'd just seen.

Without batting an eye, the priest said, "Son, you've just witnessed a miracle. Tell me, where is this man now?"

"Flat on his ass, Father, over by the holy water."

—Flanders

Northern Cal

How do you stop a kid from wetting the bed?

Give him an electric blanket.

—Greg Cook

Nat. City, California

My ol' lady was standing in the kitchen, preparing our usual soft-boiled eggs and toast for breakfast, wearing only the T-shirt that she normally slept in.

As I walked in, almost awake, she turned to me and said softly, "You've got to fuck me right now!"

My eyes lit up and I thought, "I am either still dreaming or this is going to be my lucky day!"

Not wanting to lose the moment, I embraced her and then gave it my all, right there on the kitchen table.

Afterwards she said, "Thanks," and returned to the stove, her T-shirt still around her neck.

Happy, but a little puzzled, I asked, "What was that all about?"

She said, "The egg timer's broken."

—Spike

Arizona

Phantom and Loudmouth were out drinking when Phantom fell off his barstool face down, and motionless on the floor.

"One thing about ol' Phantom," Loudmouth slurred to the bartender. "He knows when to stop."

—Cbris Tome

Somerset, Penn.

SweepstakesGarage

BUILDING THE ULTIMATE CHOPPER Part IV: Prepping for Paint

We're back with Tony Tyrrell at Lone Wolf's Chop Rodz in El Cajon, California checking on the status of your chopper, and it looks like we're getting pretty darned close to handing it over to you. That's right, it's your chopper, fair and square. All you gotta do is enter our sweepstakes and win it. It's that simple.

This time, we checked in with ace painter and pinstriper Manny Cisneros in his CSNRS Studio, about a mile-and-a-half away from Tony's shop. That's because Manny is going to give this awesome chopper the proper custom paint job. All he has right now, though, are the gas tank halves. He's still waiting for the rear fender and, depending on what he and Tony decide on, the frame. "Tony's still working on the fender," says Manny, "and I want to do the tanks at the same time as the

fender to make sure everything matches."

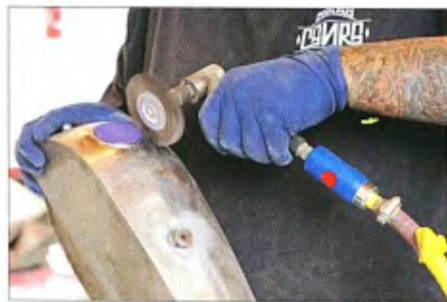
Makes sense because the chromed headlight will get a different treatment altogether, and the frame will also be a different color to make it stand out more, as Manny puts it. So we'll start with the two tanks that Tony brought to Manny just a couple of days ago to show you what a time-consuming and intensive process a paint job like this really is.

Although you can see Tony's terrific craftsmanship on those tanks, you'll notice they're also smudged and covered with an oily substance that Manny will have to clean off before doing anything to them. He already sandblasted the pieces at his neighbor's shop the day before, and now uses a wire wheel to get into each tank's crevice where Tony created the inlay.

He follows this up with some 80-grit sandpaper to clean up the rest of the tank and then some lacquer thinner that he sprays on the tanks to wash



The unfinished gas tanks are at Manny Cisneros' shop CSNRS, where they are being prepped for what Manny calls a time-less paint job.



Manny uses a wire wheel to get rid of any oils and weld slag or other contaminants that might be left on the tank's surface.



He then sands the tanks down with 80-grit paper to remove more leftover dirt or rust.



Spraying and wiping down the tanks with lacquer thinner ensures that there's absolutely no oil, slag, or any other contaminant left.



The next step is spraying the primer-sealer. Here Manny prepares enough to cover both tanks, mixing the primer with epoxy hardener.

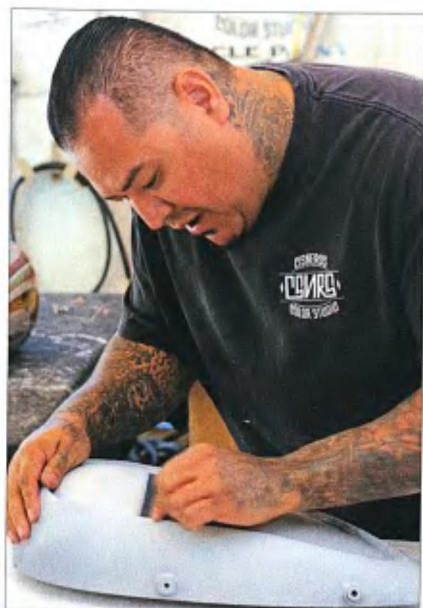


Then the sealant is sprayed on. Manny covers the tanks with two layers, just to play it safe.



After the primer has dried, Manny uses the grinder to smooth out the edges.

Photos: Kai R.



He follows this up by hand-sanding the grooves of the inlay, prepping the area for bondo.



Manny spreads the lightweight filler onto the tank's groove to keep the area from rusting or otherwise deteriorating.



Once the bondo is spread evenly over the tanks seams, Manny sands it all down at least twice, using finer and finer grits of sandpaper.



Though smooth as a baby's bottom now, the tank will get sanded a few more times and receive two more layers of primer before Manny is ready to paint everything.

them. This gets even more oil and grime out of the metal. He then hangs the two tanks up to shoot some primer on them that also functions as a sealer. "This basically keeps the metal from rusting," he explains. "It stops the oxidation process, and I do two coats of that to make sure."

After the tanks are dry, Manny applies bondo along the welding seams to smooth it all out. "When I paint it, there'll be so much material built up you won't see any hard lines or any kind of inconsistency," he says.

The smoothness is then enhanced by hand-sanding the area with 36-grit sandpaper first and following that up with another round of 80-grit to go over all the scratches caused by the 36-grit paper. Manny says he'll even go beyond that by using 150-grit paper and spraying on another coat of primer and then wet sanding it in the days to come. Ultimately, he'll add a third coat of primer before he lets the first drop of paint touch the tanks. All in all, he estimates he'll spend about 30 hours on the tanks alone.

As far as the paint job itself goes, Manny has some ideas, but nothing is ironclad yet. He's waiting for some input from Tony, who right now is trying to finish the rear fender. "I'm thinking the frame will be a different color, maybe something bright to make it stand out," he says. "With the tins I want to do a real classy black, like smoked wood. That way it'll be more organic and have some soul to it. I might do some silver leaf filigree work, and on the inlay I might do some gold leaf and maybe some classy pinstriping. And then I'll clear all that and buff it, so it'll be a nice paint job. Something timeless, like *Easyriders*."

The next time you see this awesome chopper, it'll be in a full-fledged bike feature with a tech chart that'll show you exactly what you're winning. So make sure you get the next issue of your favorite biker mag and remember, you can't win this chopper unless you enter the *Easyriders* Sweepstakes. See the ad in this issue and enter today!

—Tripper

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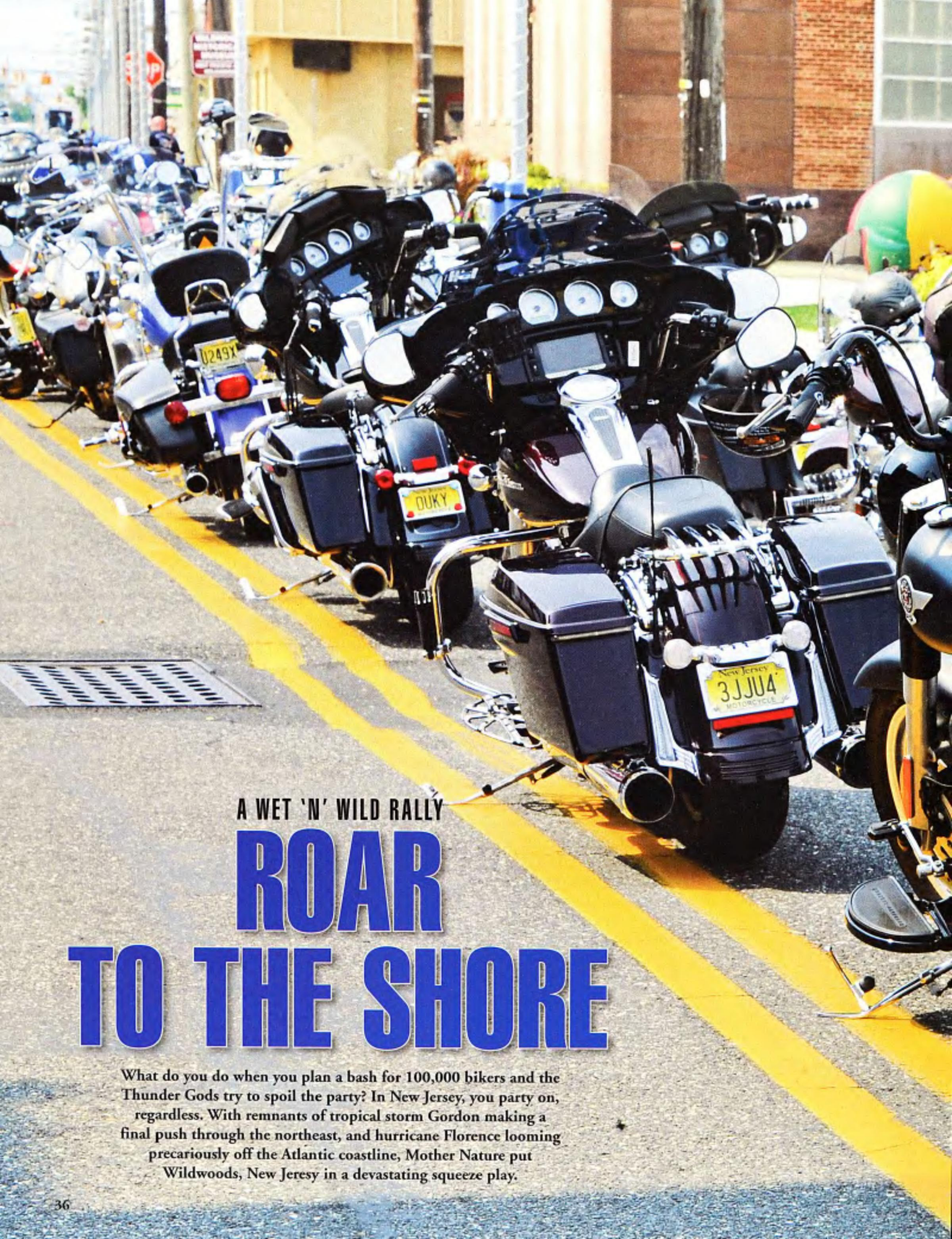
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A WET 'N' WILD RALLY

ROAR TO THE SHORE

What do you do when you plan a bash for 100,000 bikers and the Thunder Gods try to spoil the party? In New Jersey, you party on, regardless. With remnants of tropical storm Gordon making a final push through the northeast, and hurricane Florence looming precariously off the Atlantic coastline, Mother Nature put Wildwoods, New Jersey in a devastating squeeze play.







She seemed to be doing her very best to squash all the fun and debauchery that would normally befall this region during the 22nd annual Roar to the Shore motorcycle rally, held July 18th through the 22nd.

Depending on whom you ask, Mother Nature may have succeeded. Rain gear, ponchos, umbrellas, and towels were essential equipment if one wanted to enjoy this ocean-side rally. Due to unrelenting weather, the majority of scheduled events were replaced by unscheduled activities such as dancing in the rain, stomping through puddles, dodging raindrops, and seeking dry shelter in one of the many watering holes in this city of summer vacations. The completely free rally draws the majority of its attendance from four of the largest cities in the northeast. New York City, Baltimore, Philadelphia and Washington DC are all a short 150-mile scooter putt from party central, and were suffering the same weather affliction.





Consequently, attendance for this year's Roar to the Shore was down considerably.

All of the official events were to be held outdoors, and most were unfortunately, canceled. However, the vendors remained steadfast, diligently wrapping and unwrapping their booths when a break in the persistent rain gave them the opportunity.

One of the three guided rides around the Cape May peninsula rolled out as scheduled under sunny skies during the earlier part of the weekend's festivities. Participants got to take in some of the local scenery before ending their ride with a free pig roast picnic, compliments of a local auto dealer. Unfortunately, as folks wiped BBQ sauce off their kissers, the skies opened up, making the ride back to the shore a wet one. Saturday's Light up the Night LED show/contest enjoyed clear skies, and Cory Frey took the grand prize for his illuminated 2005 Thunder Mountain Custom. The Biker Babe contest is always one of the weekend's most popular events, and the unwavering crowd was graciously rewarded with a show that didn't need wipers on their rain goggles.

The sprinkles started up again as the young ladies made their way off the stage to divvy up a grand in cash, and the Rated R Band had to finish their set in front of a sea of umbrellas. Who would have thunk it? Mother Nature has a soft spot for booty shakin' and boobey flashing. Additionally, the On The Edge trials stunt team was able to squeeze in a couple of shows between raindrops, and bands such as Simply 3, Sublime Message, Brandon Ireland Band, and Voltage played on, for the most part undaunted by the wind and rain. Tribute headliners Light my Fire (The Doors) on Friday and Led Blimpie (Led Zepplin) on Saturday, played to modest, but grateful, crowds.

Without doubt, Roar to the Shore had a few bumps in the road this year, but those who toughed it out were rewarded with a weekend of entertainment, good music, great food, and as a bonus, they didn't have to stand in one line to enjoy any of it.

—Don Rogers

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Confessions of a Stripper

BUSMAN'S HOLIDAY



My editor asked me if I ever took a Busman's holiday. I had no idea what that was. Turns out it's a term stemming from the 19th century. A busman, going off on a holiday, would take an excursion by bus. It means engaging in a recreational activity that's the same or similar as your job.

"So," I said, "you want me to go to another strip club and get a lap dance?"

"Exactly," he said.

"I would pay another girl to do for me what I normally get paid to do?"

"Exactly," he said.

"WTF?" I said.

"I'll pay for it," he said.

"Let's go," I said.

We went to a small rural club during the afternoon. It wasn't busy, and there were few girls working. We narrowed it down to two dancers. Jessie had very large breasts. Lauren was tall, graceful, and willowy. Her motions were fluid; she almost floated across the stage. Lauren told us she had been a figure skater. Her skin was perfect. She was seductive and warm.

I chose the girl with the big tits. Jessie did not disappoint. We found an empty couch in the lap dance area. My editor accompanied us, saying it was necessary for him to witness the dance in order to fact-check my column.

Accuracy is everything. Yeah sure, I thought.

My editor and I sat down and Jessie approached. I thought it was fair to let her know I was also a stripper. I feared this might make her tense, but it seemed to have the opposite effect. She dove in. First, she attacked my editor, but he said, "No, go for the girl," and he stood up and took a chair, sat three feet away, and watched while Jessie and I went at it on the couch.

Jessie was a good dancer, had a really good body structure, lovely hips, a heart-shaped booty, a pleasure to look at. I've always been envious of girls with big breasts. I had big ones as a teenager, but they disappeared. I wanted to put pictures of them on milk cartons along with the missing children, but was told this was inappropriate. Still, if you see them, give me a call.

Back to Jessie, strip clubs, and big boobs. I believe they're more fun for the customer. There's more you can do with them. There are different shapes and different sizes, and in real life you can't see what type a girl has. It's a mystery. The unveiling is always something to look forward to.

With my editor out of the way, Jessie came toward me and sat on my lap, straddling my legs. That's when the real

dance began. I was sitting down and we were face to face. Well, not exactly. She pulled my face into her chest. I wasn't expecting that. It was fun. It was exciting. She has a very nice chest.

Her breasts were very different. Think of the horror-movie boob shot. The girls' boobs are all round, all the same size. They all have the same little nipple and little areola. Jessie has big boobs, but they're classic tear-drop shaped, with big areolas and long nipples. My head disappeared into the cavern between them, but I got a good look going in. I couldn't breathe for a second. I had to come up for air a couple of times. She put her breasts in my mouth. I didn't expect that, and I caution customers not to expect it either. Perhaps, because Jessie knew I was a stripper also, it was a case of professional courtesy.

I found her beautiful and we got very close. I was playing with Jessie's hair and she was enjoying herself. You're not supposed to touch the dancers—this rule was posted on the wall in this particular club—but at one point Jessie turned around and sat down on my lap, facing away from me. She took my hands, pulled them around her, and let me hold her breasts. I got very excited. The moisture level was high. I can tell you this: those boobs were not fake. I conducted a thorough examination.

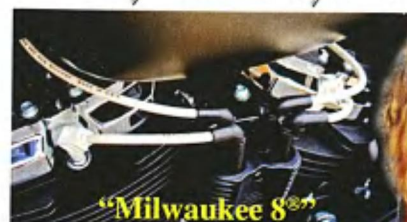
The excursion ended on a bit of a sour note. Toward the end of the dance, I noticed a creepy old man watching Jessie and me from behind my editor. Then as we were leaving the club, the bartender stopped us and said the owner wanted us to pay double for the dance we just got. The owner turned out to be the creepy old man. Frankly, my editor thought we should get a discount since the owner got to watch and get his jollies off. In any case, we pointed out that we had paid exactly what we were asked. My editor told the old man we were walking out, and if he wanted to stop us, he could try. He did not.

But no big deal. That was my first lap dance as a customer, and I hope someday to bury my face between Jessie's boobs again. I plan to continue my Busman's holiday with other dancers. I'll keep you posted.

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TO O W N E R S

The international motorcycle expo known as Intermot, held in Cologne, Germany every other year, isn't anything like what we normally see in the USA. Given my inquisitive nature, I headed over the pond to see what this was all about and found out that one of the biggest differences are the numbers.





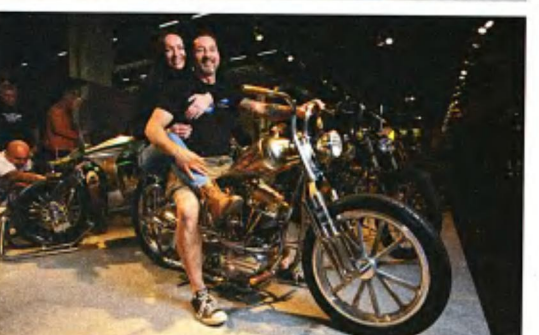
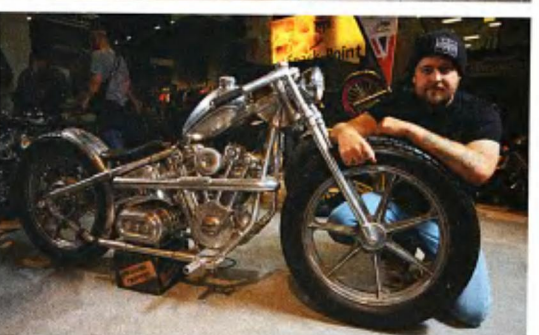
It was staggering to think I was just one of the 220,000 visitors from nearly 100-countries that attended Intermot this year. Then there were the 1,041-vendors from 41-countries set up in the five convention center-sized halls totaling 1.4 million feet, with an additional 750,000+ feet of outdoor space for test rides, racing, drifting demos, stunting, food vendors and more. You get the drift.

With EICMA staged in Milan, Italy every November, Intermot isn't the only bike expo on steroids. But after covering EICMA a number of times over the last ten years, I saw their interest in custom bikes wane from the glory it once had. By contrast, Intermot dedicated a convention center-sized space (Hall-10) to customization a few years back that they appropriately dubbed "Intermot Customized" and with each installment, it gets better and better.

The centerpiece of Hall-10 is the AMD display with more than 100-custom motorcycles in its World Championship of Custom Bike Building. This is the show that is built from "feeder" competitions in countries all over the world. Local promoters pay for winning bikes to attend Cologne. One thing that sets this Championship bike show apart is that it has more in common with the Academy Awards than it does with other bike shows. Each entrant is made to feel very special and the buzz around the awards ceremony itself is electric. As a studio photograph of each bike is displayed as the background to the large stage area, the builders of each of the top 20 bikes are called to the stage where they are briefly interviewed. You can feel the excitement in the crowd build as they get to the final bikes with an explosion of cheers as the first place "Freestyle Class" winner is announced, since that award is essentially tantamount to "Best of Show."

This year, the top award went to Dmitry Goluchikov of Zillers' Garage, a young builder in his early 30's known to his friends as "Dima." He built a super creative raw metal Yamaha SR 400 in his one-man Moscow, Russia shop. Second place went to Omar





Jumiran of Kuala Lumpur for his custom AJS, and third place went to Karoply Orkonyi of Hungary with his futuristic 1700 cc completely handmade bike known as "The Speedster King."

The quality and creativity of the bikes across the board in AMD's show is amazing. It is also amazing that as a visitor, you will never see a bike that has been in the AMD show before. Some of the bikes do get a bit far out for my taste, but at least the builders are pushing themselves to see how innovative they can be.

Another great event within this event that I found very interesting is a type of drag racing the Europeans refer to as "print racing." The flag girls were ready at the start, and off the pairs of bikes went, one-on-one down the 1/8-mile track. It was pretty obvious that there were a lot of women racers on hand to give the men a run for their money. That's something else you don't often find in the States.

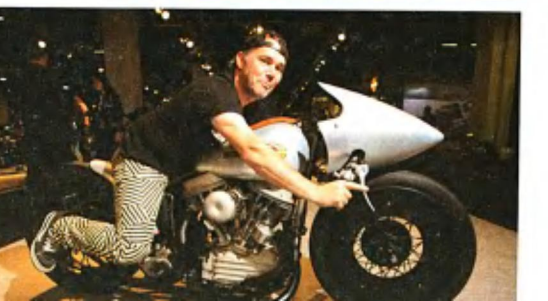
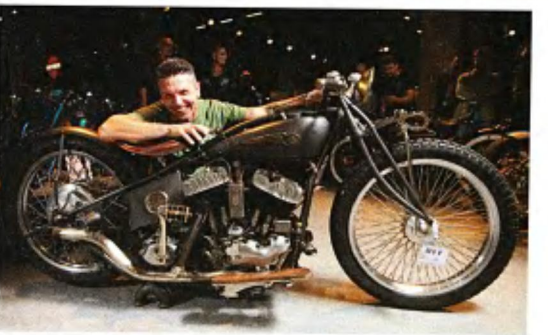
The trade show portion of this expo is huge. There were plenty of cool products in these four halls, and many related to custom bikes in one way or another. American brands were well represented including Harley-Davidson, Drag Specialties, (S&S, Rinehart Exhaust, ICON apparel, Moose), National Cycle, and plenty more. Indian felt strongly enough about Intermot that they chose it as the place to unveil their much anticipated FTR-750 inspired FTR-1200. With much fanfare, Jared Mees rode out from a mock "garage," across the hall, and up onto the big stage to reveal the new bike.

Interestingly enough, Intermot saw a 50% increase in visitors under the age of 21 this year. I'm sure other promoters would love to know the trick, but as far as I can see, it is just staying relevant with offerings that attract this demographic, like products geared toward them, repairs and test rides from a number of manufacturers. It is also done in European style, which means that this trade show was open to the general public.

Anyone who manufactures or sells bikes, bike parts or accessories should have this show on their must-do list.

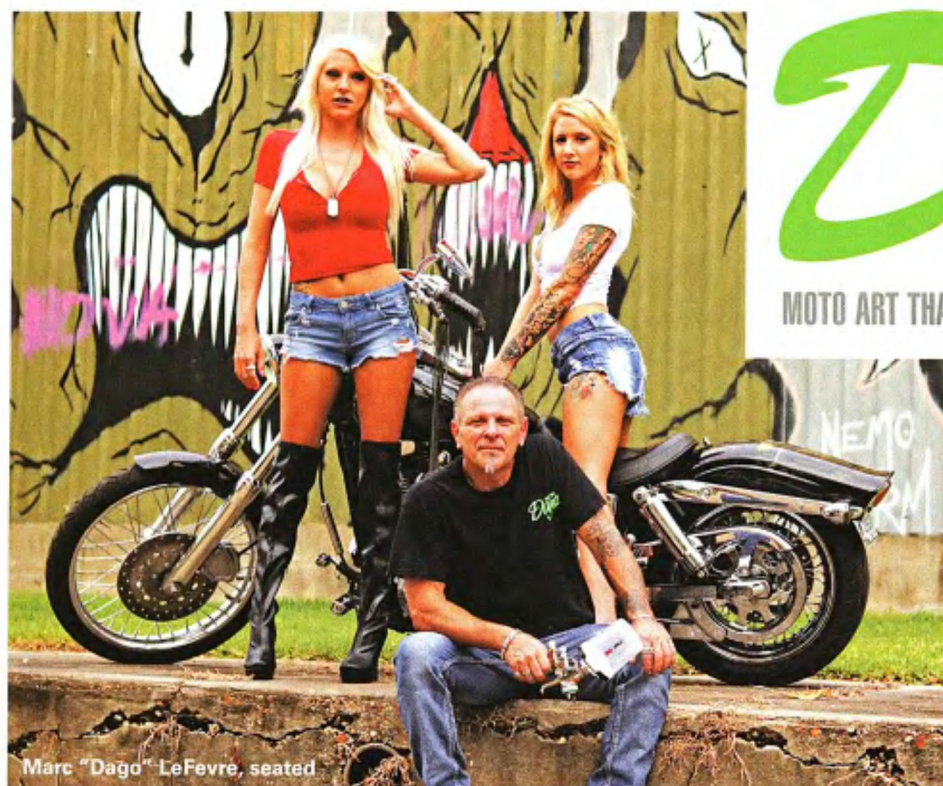
—Michael Lichter



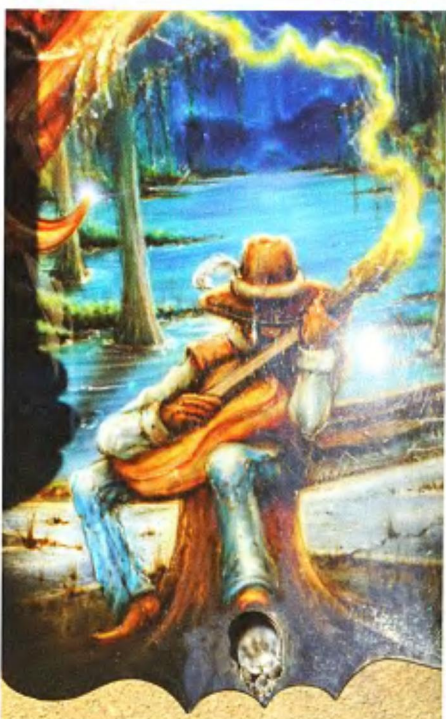


PAINT BY *Dago*

MOTO ART THAT TELLS STORIES



Marc "Dago" LeFevre, seated



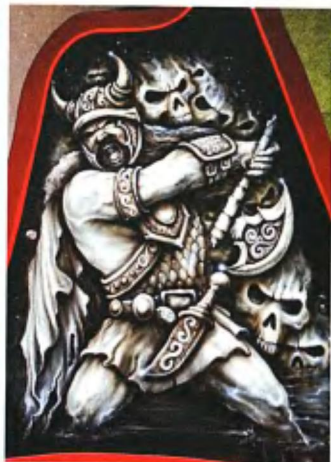
Marc "Dago" LeFevre was born in New Orleans and moved to Lake Charles, Louisiana as a boy. His father and brothers did paint and body work, and Marc grew up surrounded by color, art, and creativity. He started airbrushing when he was just 12-years-old.

Marc can airbrush on anything, from T-shirts and leather jackets to cars, trucks, boats, and especially, motorcycles. "I had a customer who wanted me to airbrush his pit-bull dog on his motorcycle," Marc tells us. "After that, the motorcycle side of my business really took off."

That was over 20 years ago, and Marc, known as Dago to the riding community, has become famous for his photo-realistic art, and especially for his finesse with custom airbrushing skulls on bikes. "But my favorite work is doing portraits," Marc says. He has been asked to paint murals on bikes that tell stories of families, of friends, and of life's journey for many of his clients. "I really enjoy telling stories with art and painting portraits," Marc confides. "I have had clients who lost family members and asked me to paint them on their motorcycles as tributes to their memories. Those are always very special to me."

While Marc's business is in Louisiana, he travels to bike runs and rallies all around the country, sets up a booth, and paints whatever his customers want. You could say he's in the business of making custom dreams come true. He is also more than happy to paint your bike no matter where you live. Just ship Marc your tins and he will paint anything you desire, emailing or texting images to you each step of the way during the process. And as a special favor to *Easyriders* readers, if you ship your tanks and fenders to Marc and let him know you heard about him through *Easyriders*, when your new paint job is ready, he'll ship them back to you for free! Yep, free return shipping for *Easyriders* readers.

You can also see Marc's work in the biker movie *Rebel on the Highway* as well as the upcoming film *Rough Boys!* You may reach Marc at 337-661-0948 or check him out on Facebook at Dago's Art Marc. —Dave Nichols



Photos: Dago's Art

"Get creative, but stay reliable."



BIG SEXY

TRACEY FIELDS' ALL N ALL CUSTOM BAGGERS SHOWPIECE

Tracey Fields of All N All Custom Baggers out of Columbus, Ohio is known for building rideable and reliable bikes that stand the test of time. When he decided to create a custom bagger that would act as a showpiece for his company's parts,

products, and fabrication abilities, he bought a brand new 2015 Harley Road Glide from Thiel's H-D, took it to the shop, and stripped it down.

"We took it right down to the frame to paint it the special blend of PPG teal colors," Tracey says. "We wanted

something truly different; a color that hasn't been done very much. That teal paint captures a lot of attention."

Being the first 32-inch bagger built at ANAC, Tracey pulled out all the stops. "We wanted to prove that we could build a rideable and reliable custom with a 32-inch wheel on a non-lay frame bike," he tells us. "We ended up with a grocery getter that you can ride to Sturgis and back, but that looks as custom as you can get." When asked about the future of big wheel baggers, Tracey says, "We're up to 34-inch front wheels now, and I'd say that is the top limit. I don't expect them to grow any more than that." Thank the gods of horsepower.



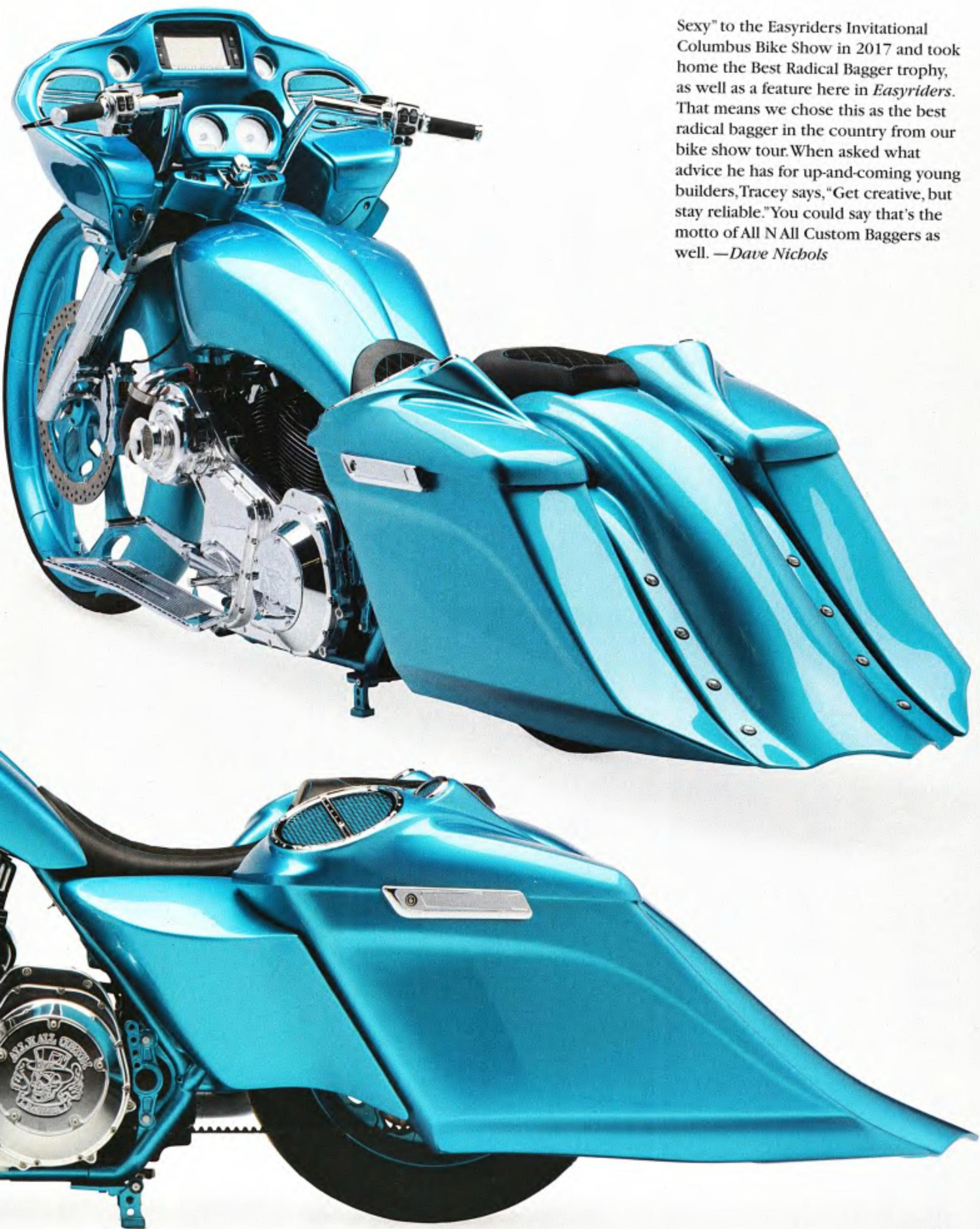


Speaking of powerful ponies, since the idea was to use a Pro Charger on this Road Glide, the innards of the 103-inch Harley Twin Cam motor are mostly stock, save for a Thunder Max ignition and Red Shift 575 cam. The cool and throaty two-into-one pipes are by Freedom Performance. The super charger allows this scooter to produce 145 horsepower. Not too shabby for a grocery getter.

Tracey brought the bike he calls "Big



Sexy" to the Easyriders Invitational Columbus Bike Show in 2017 and took home the Best Radical Bagger trophy, as well as a feature here in *Easyriders*. That means we chose this as the best radical bagger in the country from our bike show tour. When asked what advice he has for up-and-coming young builders, Tracey says, "Get creative, but stay reliable." You could say that's the motto of All N All Custom Baggers as well. —*Dave Nichols*



Owner: Tracey Fields
City: Columbus, Ohio

GENERAL

Fabrication: All N All Customs (ANAC)
Year and make: 2015 Harley-Davidson
Model: Road Glide
Assembly: ANAC
Time: 6 months

ENGINE

Year and make: 2015 H-D
Ignition: Thunder Max
Displacement: 103 cubic inches
Lower end: H-D
Balancing: H-D
Pistons: H-D
Heads: H-D
Cam: Red Shift 575
Lifters: H-D
Carb: Pro Charger
Air cleaner: Pro Charger
Pipes: Freedom Performance

TRANSMISSION

Year and make: 2015 H-D
Type: 6-speed

PAINT

Painter: ANAC Baggers
Color: teal
Type: PPG

FRAME

Year and make: 2015 H-D
Type: Road Glide
Rake: 47 degrees
Stretch: 5-inches
Shocks: Dirty Air

ACCESSORIES

Bars: HHI Speed King
Handlebar controls: Custom Chrome
Fenders: B Cool
Headlight: H-D
Taillight: ANAC
Speedo: H-D
Floorboards: Covington's Customs
Electrics: H-D
Gas tank: TOL
Oil tank: H-D
Primary cover: Pro Charger
Seat: Guy's Upholstery
Mirrors: Ness

FRONT END

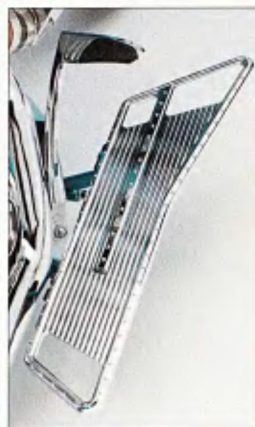
Type: Ness
Extension: 3-inches

WHEELS

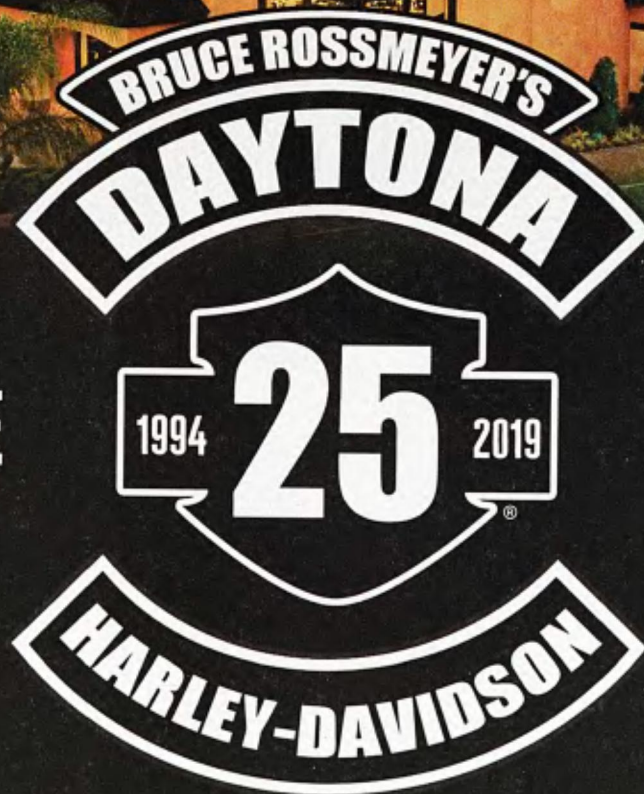
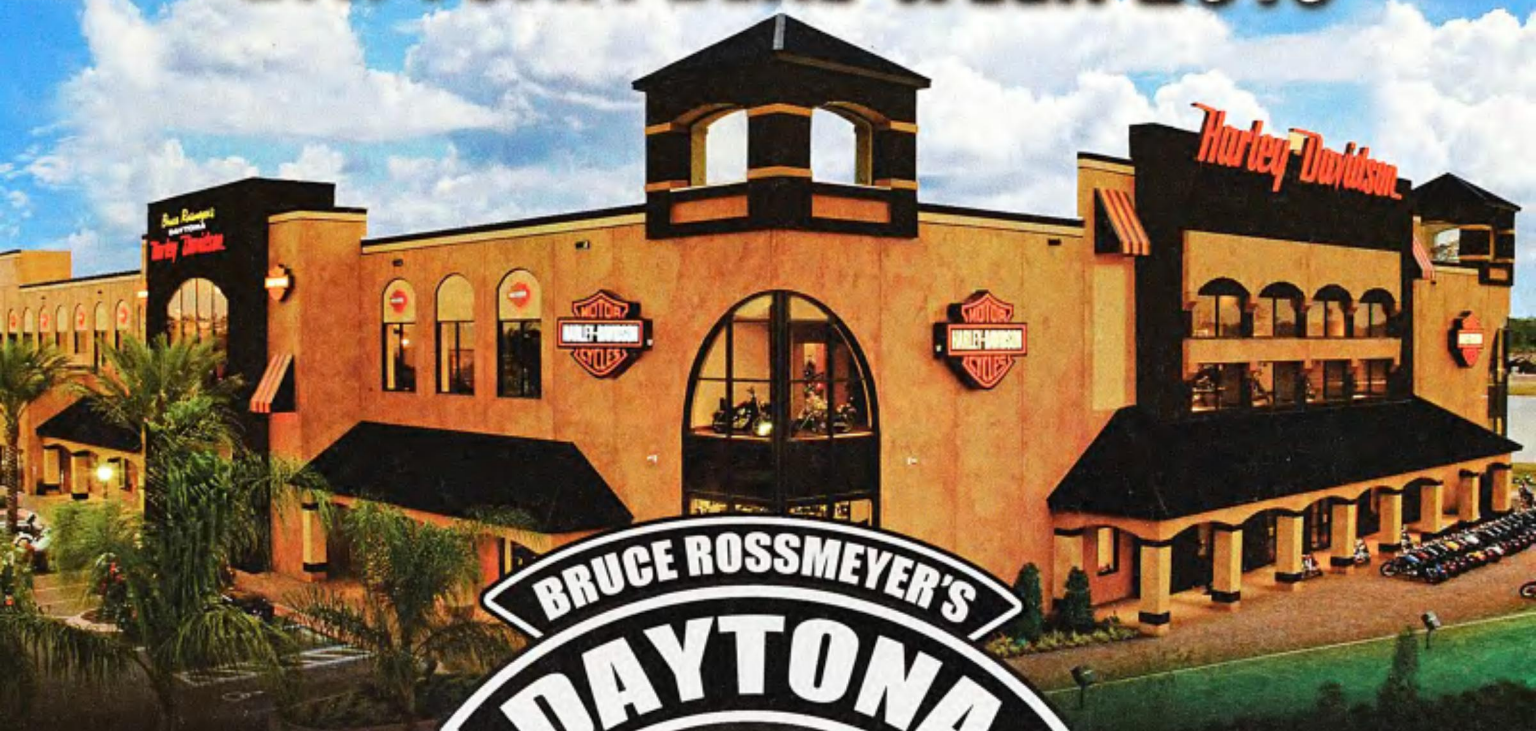
Size: 32-inch front, 16-inch rear
Hub: Gorbys
Tires: Vee Rubber front. Avon rear
Brakes: HHI 6-piston

Photos: Michael Lichter

Contact: All N All Custom 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!



This is my French Bulldog Frag Order waiting to go for a ride.

—Andy Heikkinen,
Monroe, Washington



Here's a picture of our little rescue pup, Oliver. He's paralyzed on the back half, so he rolls along in his own set of wheels. When he's not running around in his wheelchair, he's either crashed out in one of his many beds, or out riding with us. He's logged over 17,000 miles on the back of Lisa's Road King. Bikes come and go, but there's only one "White Wheeled Wonder" in our world!

—Mitch and Lisa Merritt, Whitestown, Indiana



Here is my friend Stanley and his dog Olivia
(Stan and Ollie) on their way home from
Sturgis. Olivia rides everywhere with Stanley.
— Tom Barclay, Summerset, South Dakota





Tiddy's Race

George Tidwell was a good man at heart. He was a bit of a cliché in that he bought his first Harley in his 40s after his kids had grown, his wife had mellowed, and his finances allowed. He had watched some hardcore bikers rumble past his suburban home for years and always wished he could ride like they did. They never seemed to have a care in the world as they rode by. Two or three Harleys at a time would ride by, some packin' ol' ladies on the back, some just riding one up, but all of them with a relaxed look on their faces that said to Tidwell, "this is the life." He wanted that. But he was soon to learn that a person can buy into the Harley lifestyle, but the biker lifestyle had to be earned.

Tidwell took delivery of his Fat Boy late in March from Three Rivers Harley in Glenshaw, Pennsylvania. After taking a rider's course, he began riding around town. His skills improved, and

by summer he could handle the bike fairly well. Of course, like most of us, he'd had some experience as a young teen with dirt bikes and scooters and it carried over. It even saved his life on a curve when an oncoming texter near killed him. In his mind, he was ready.

After an argument one day with Jessie, his loving and hardworking wife, he rolled his Fat Boy out of the garage and hung a hard left on his street. He headed for the old house where he had seen a lot of Harleys parked.

Bikes were neatly backed to the curb in front of the old place with some parked on what passed for a lawn and a few others in front of the barn located toward the back of the place. That's where many of the rough-looking crowd seemed to be hanging out, swilling beer, and laughing raucously. Tidwell decided to brazenly just ride up and make his presence

known. He bounced through the potholes in the dirt drive and found a space for his bike. He rolled on into the spot without even thinking about how he would turn around when it came time to leave, threw down his kickstand, and promptly dropped his bike in front of the whole crowd.

Most of the scooter tramps laughed at his misfortunes, but from the center of the crowd came a beefy-looking graybeard with his 'ol lady. They proceeded to help Tidwell pick up his Fat Boy, then pushed it backwards a bit so he'd have room to turn it around when it came time to leave.

Tidwell felt every bit the fool as the others came over to greet him. His face was red and his hands were shaking, but after a few minutes of back slapping and handshaking, he began to feel a bit better.

"Hey we've all done it, brother." This from a large man who looked wider than he was tall. "Don't believe anyone



with a round of applause behind him and a warm feeling inside.

Over the course of the summer, Tiddy was invited to various runs and BBQ's and more than a few charity events around Pennsylvania. Jessie tagged along for a few of the runs, but she wasn't into the whole scene as much as George, and she bowed out on more than a few occasions. Jessie worked weekends, so George began to spend almost all of his weekend time with his new-found brothers and sisters. One afternoon, after riding over a hundred miles to The River, a watering hole frequented by every type of rider, the conversation turned to road trips.

Their travel stories made Tiddy eager for a road trip, so it was decided, much to his chagrin, that he and Jake should "race" to the west coast. Tiddy's stomach knotted up. The look on his face must have given him away because Ginger, an FXR-riding tough ass, came up and said, "What's the matter, honey? Long trip make ya nervous?" Some of the bikers laughed, but most just looked on to see how Tiddy would respond.

"Yes, actually, I am." George Tidwell was nothing if not honest.

Jake piped up with, "Nothin' to be scared of, Tiddy, unless you're afraid of becoming addicted to the road or of gettin' lost."

"Not scared of those things. Just scared of losin'." Tiddy said.

Jake smiled, "It's meant to be fun, not a chore. Besides, it's time you got your ass numb if you want to call yourself a biker." Tiddy knew he had to step up if he wanted to earn the group's respect. He knew that being a biker meant more than wearing the T-shirts and drinking beer. He was up for it.

When the day of the trip arrived, Tiddy was amazed when Jake showed up on a rigid shovelhead chopper with a tall sissy bar packed tight with his belongings. "Tell me you're not taking that chopper 2,800 miles, Jake," said Tiddy.

"Yep," Jake chuckled. "Best travel bike I ever owned. See you at the Hideaway Bar & Grill in Sacramento, brother." With that Jake reached over to shake George's hand. "Loser buys beer for a week."

Jake jumped on the shovel's kicker, the bike roared to life, and he roared off. The race had begun. Tiddy rode hard for the first 20 hours or so. He grabbed sleep for an hour or two atop rest stop picnic tables. Every fuel stop reminded him of how cold and exhausted he was. He was stiff and limping after 30 hours, and he forgot he even had an ass it was so numb. He never ate, just fuel, coffee and go.

The hours seemed to stretch like days. There were times when the scenery and the experience of floating a few inches above the pavement seemed like heaven to him. At other times, the sheer torture of high speed riding for hours on end took its toll. A shooting pain in his lower back stayed with him until he arrived in Sacramento, but the smile of accomplishment on his face was huge. His first hoarse words to the owner of the Hideaway Bar were, "Has Jake gotten here yet?"

The owner smiled and poked a thumb over his shoulder, "Oh yeah. He's in the back with Sandy." Tiddy limped on back towards a row of booths, wondering who the hell Sandy was. Turns out she was a fine-looking blonde sitting in Jake's lap. Ol' Jake seemed to have a girl in every town. Sandy was holding a glass of Jack Daniels up to Jake's lips and he was casually sipping it down.

As Jake tells the tale, he really wasn't racing at all. He had stopped in Chi Town to see an old friend, then he rolled on to Lincoln, Nebraska to visit Sandy's sister where he grabbed a quickie breakfast and 20 winks. He then hopped back on the shovel and rode her straight through to Reno where he rolled some dice for a bit, grabbed a drink or two, then headed for Donner Pass. He was in Sacramento in 60 hours. No world record by any stretch, but pretty good time for a grizzled graybeard on a hardtail shovel. Tiddy was amazed that Jake hardly looked the worse for wear.

"How you doin', Tiddy? You look like you were rode hard and put away wet." He handed a shot of Jack to Tiddy and grinned. "Congratulations." It was the first of many such shots of Jack that day. —Z. Jakl

who tells you he hasn't dropped a bike or two. My name's Jake." Jake threw out his hand and George could feel the bones in his own hand moving as he shook the beefy appendage.

George was under the impression that Jake was a leader of sorts among the group. He exuded the Alpha Male vibe and was obviously respected by everyone there. He introduced George to everyone, and before the introductions were even over, he had been given a nickname. One of the women in the group had recognized him from the bank where he worked as assistant manager. "You're George Tidwell from Argosy Bank, aren't ya?" she said with a grin.

Jake heard that and immediately started calling George, "Tiddy." The rest of the afternoon sped into evening. After many beers and stories, George said his goodbyes, mounted his bike, made a skillful u-turn, and rode off

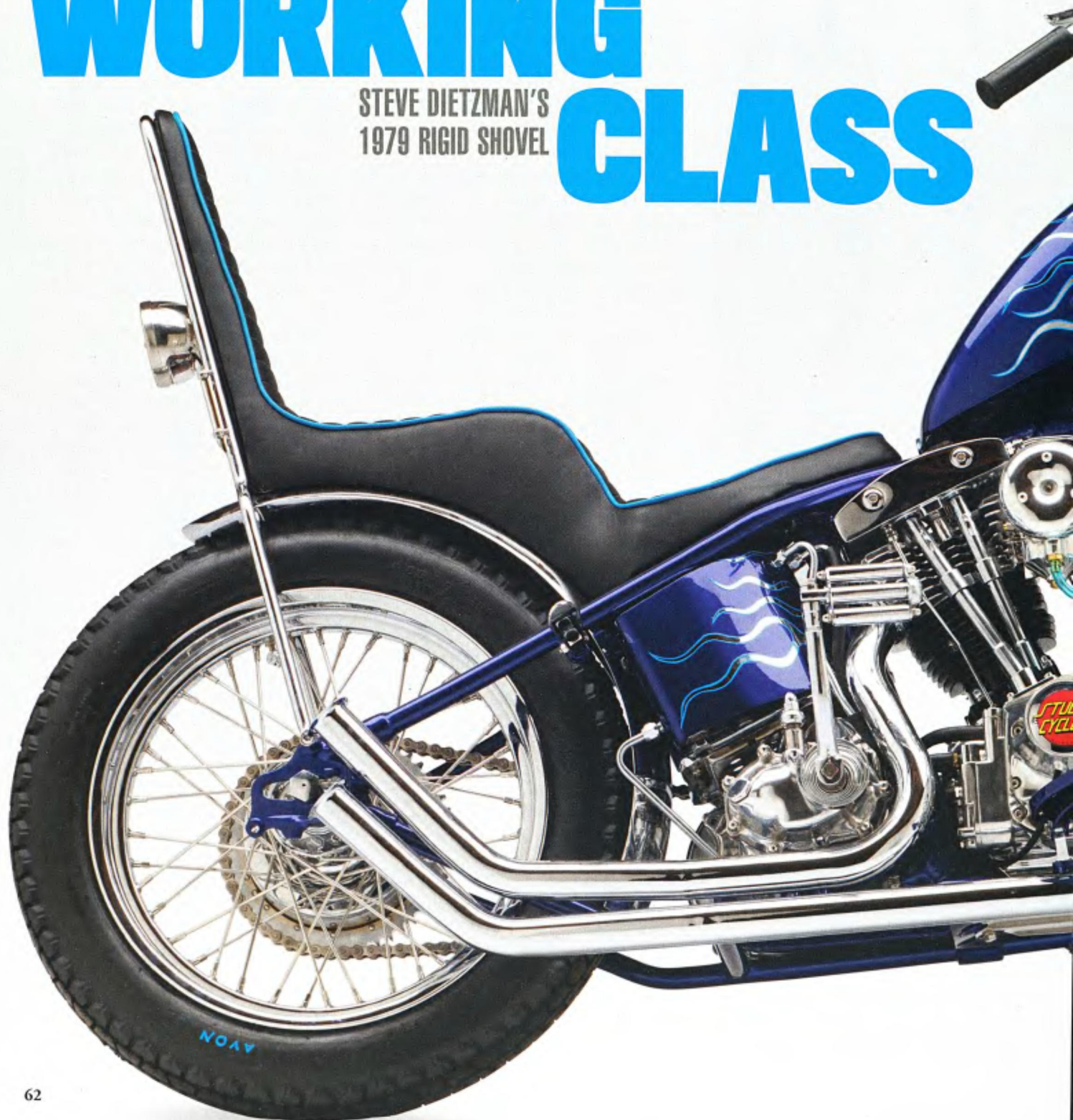
Steve Dietzman tells us, "Truth be told, there really isn't a rhyme or reason for why I build motorcycles. I got into them when I was around 15. Had a sweet little Honda that my buddies and I began working on." He lets on that he was never that interested in formal schooling, saying, "I was too busy living life."

Fortunately, toward the end of his high school years, things got more interesting, "During my senior year the BUILD Program was introduced. BUILD is a non-profit educational organization dedicated to pairing teams of high school students with bike-building mentors in a collective

effort to learn valuable life and interpersonal skills while working on motorcycles. It turned out to be a great outlet for me; gave me something I could focus on and be psyched about. The program strengthened my desire to learn how to build a motorcycle from top to bottom.

WORKING CLASS

STEVE DIETZMAN'S
1979 RIGID SHOVEL



"Truth be told, there really isn't a rhyme or reason for why I build motorcycles."



In the program you get a chance to learn everything from motor building to chassis design to paint."The program led to his first build on his own, a 1977 Ironhead Sportster project that he and his dad collaborated on.

A little down the road, Steve was working on a Triumph build for a retro-mod class at an upcoming motorcycle show in Chicago. By that time, Steve had been in his current motorcycle shop for about a year and a half and knew he was going to have to step up his game if he was going to have a chance of winning in his class. That was when he started thinking about building this bike, the shovelhead that he calls "Working Class."

"I got the Triumph all ready for the Chicago IMS Show, and as it turns out, I not only won the class for the regional competition, but I won overall for the series," Steve says. "I sure wasn't expecting that, but it got me amped to get home and get back to work on Working Class."

Steve had heard that Michael Lichter was planning his Old Iron, Young Blood 'Motorcycles as Art' museum show for Sturgis, and reached out to see what it would take to get an invite. Somehow the stars aligned, and he got the invite, and finished the build for the show. "Having Working Class be part of the Old Iron, Young Blood show was an amazing experience for me," Steve tells us. "The show itself and Sturgis are a pretty big deal."

Steve calls his home shop "Studio Cycles," which is located in a residential neighborhood in Milwaukee. He says he has pretty much all the tools he needs there. Steve has a "pretty good handle on building and restoring motors," and what he really digs is the final assembly of a bike, when it all comes together. He concludes by saying, "Working Class is gonna stay with me for a while. It's a good showcase for my shop and will help inspire future builds here at Studio Cycles."

—Kit Maira



"Having Working Class be part of the Old Iron, Young Blood show was an amazing experience for me."



Owner: Steve Dietzman
City: Milwaukee, Wisconsin

GENERAL

Designer: Steve Dietzman
Year/make: 1979 Harley-Davidson
Model: Shovelhead
Assembly: Studio Cycles
Time: 4 months

ENGINE

Year/make: 1979 Harley-Davidson
Model: Shovelhead
Displacement: 80 cubic inches
Cam: Andrews
Ignition: points
Pistons: Wiseco
Heads: Harley-Davidson
Lifters: S&S
Carb(s): S&S Super B
Air cleaner: S&S
Pipes: Studio Cycles

TRANSMISSION

Year/make: 1979 Harley-Davidson
Modifications: rebuilt
Shifting: ratchet top

PAINT

Painter: Rome Urbaniak
Color/type: Boujee Blue Candy

FRAME

Builder: Studio Cycles
Rake: none
Stretch: none
Shocks: nope

ACCESSORIES

Bars: Studio Cycles
Handlebar controls: panhead
Fender: 7 Metal West
Headlight: Bates
Taillight: Ford
Electrics: 12 volt
Gas tank: King Sportster
Oil tank: horseshoe
Oil system: Harley-Davidson
Seat: Pierce Street Seat Co.
Pegs: floor boards/spoons
Grips: waffle

FRONT END

Type: Wide Glide
Extension: 6-inches over
Builder: Harley-Davidson

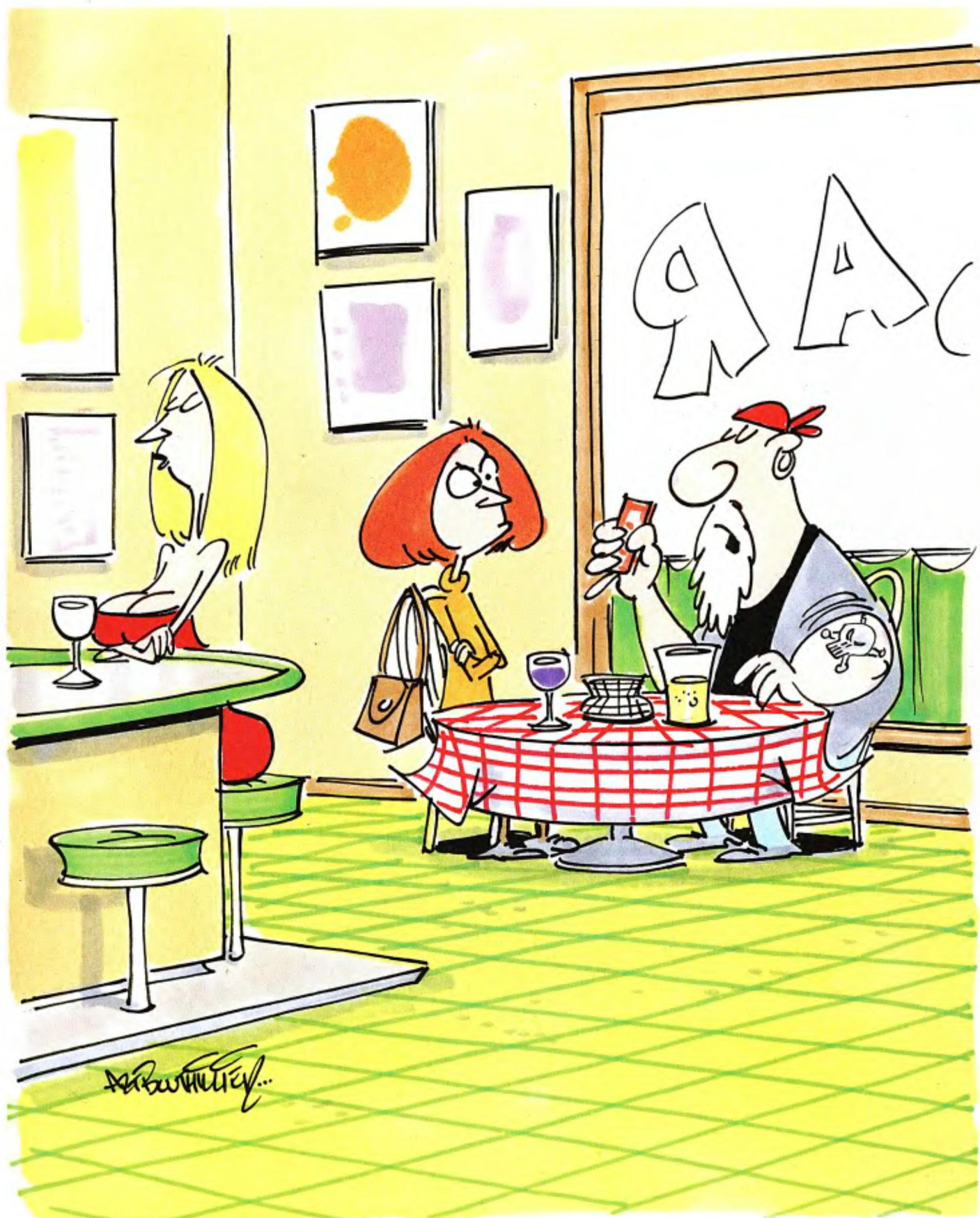
WHEELS

Size: 21-inch front, 19-inch rear
Wheels: spokes
Tires: Avon
Brakes: mechanical and juice

Photos: Michael Lichter







*"No, I'm not gonna stare at her ass all night.
I snapped a couple of pics with my phone for later."*

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Screaming Eagle Back



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Hardcore Front

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Peekaboo See-through back



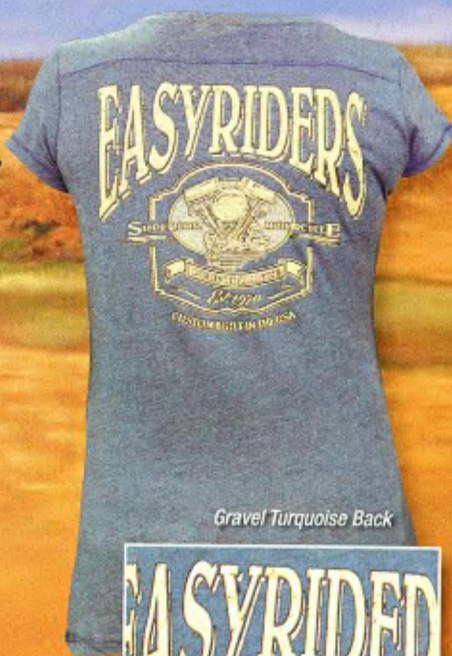
Peekaboo Front Black



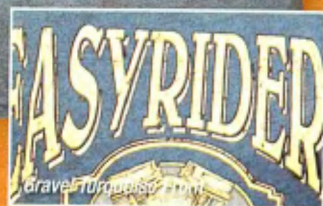
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Gravel Turquoise Womens Tee
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womens

METAL, MUSIC, AND MOTORCYCLES

Reno Street Vibrations

To badly paraphrase an old beer commercial, "I don't go to Reno often, but when I do, it's for Street Vibrations." That was the case last September, too, when the Biggest Little City in the World's annual Street Vibrations was happening for the 25th time, this time under the official theme of "Metal, Music, and Motorcycles."

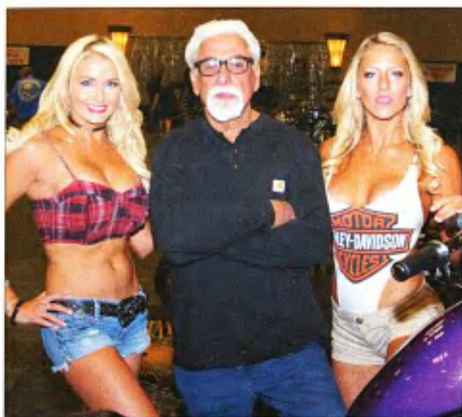
With an estimated 60,000 riders coming from all over the country, there was plenty of all of that, and it was difficult to separate them from each other at times, with some of the bands out on Virginia Street playing some heavy metal, plenty of iron steeds

blasting all kinds of gnarly music across the streets, and of course, motorcycles being the general theme all across downtown Reno and beyond.

One of the places to be all weekend long was the Reno Ballroom where Mondo and his Denver's Choppers crew once again hosted a terrific and, most importantly, free-to-all bike show that featured dozens of old-style chopper, bobbers, and even the occasional custom bagger. Categories included not only "old-school" and "new-school" choppers and bobbers, but also survivors, British bikes, and beaters. The judges, that included







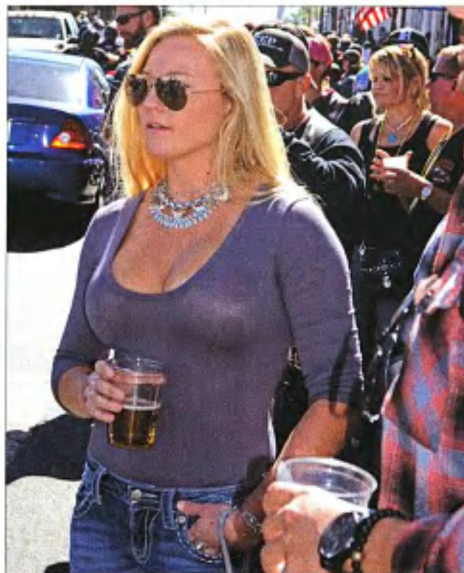
luminaries like Sugar Bear, were seen pulling their hair out trying to decide who would be the big winner. Ultimately, it was Billy Alexander's beautifully copper-covered '47 knucklehead chopper named "Selene" that won Best of Show.

Meanwhile, a Chicano Bike Show took place concurrently in a separate corner, offering some amazing baggers and lowriders showcasing incredible paint jobs and beautifully engraved chrome parts.

Also at the Ballroom on Thursday was a Miss Street Vibrations contest featuring some of the finest bikini-clad specimens of femininity, briefly hosted by Erik Estrada, who had earlier acted as the Grand Marshal at the annual Police on Parade. Friday night saw the first-ever bike auction held as part of the event. The place was packed and the bidding was fierce in some cases, with one bagger finally going for something like 55 grand; mainly because it used to be Rusty Coones' ride in *Sons of Anarchy*.

Out on the streets, crowds moved up and down Virginia Street, which had turned into vendors' row and was busy well into each night. Live bands entertained those crowds each afternoon and late into the evening with music ranging from 1980s pop (New Wave Crave Band) to blues (Rick Hammond Blues Band), country rock (Big Heart), straight rock'n'roll (Zepparella, an all-female Led Zeppelin cover band), and heavy metal (Hell's Belles, an all-female AC/DC cover band), just to name a few.

As they do every year, Monte Perlin's Globe of Death crew had set up at the corner of 6th and Virginia and thrilled







the spectators with some daredevil stunts inside a tiny little globe.

About 30 miles south of Reno, Virginia City once again burst at its Old West seams trying to offer enough room for the multitudes that gathered there on Saturday. The main drag was packed with bikes and, unfortunately, a whole bunch of cars as well, while the wooden sidewalks creaked and groaned under those thousands of boots stomping up and down.

The police presence was more than noticeable this year, which forced many of the women trying to earn some beads by flashing their boobs to make it quick, which in turn made it difficult for most photographers to get a good shot.

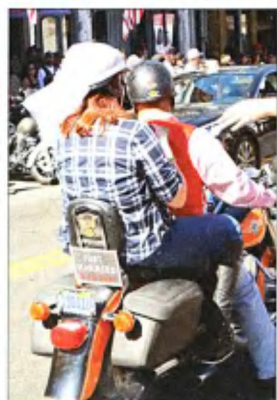
Carson City Harley-Davidson and Reno H-D also had some vendors at their parking lots, but as usual, Street Vibrations had so much to offer, it was difficult to be everywhere, especially if you also wanted to get out and ride around in some gorgeous scenery, like up to Lake Tahoe or nearby Mt. Rose.

All of it came to a well-orchestrated climax during Saturday night's fireworks. Virginia Street came to a standstill as everyone's eyes were glued to the dramatic light spectacle illuminating the night sky above them.

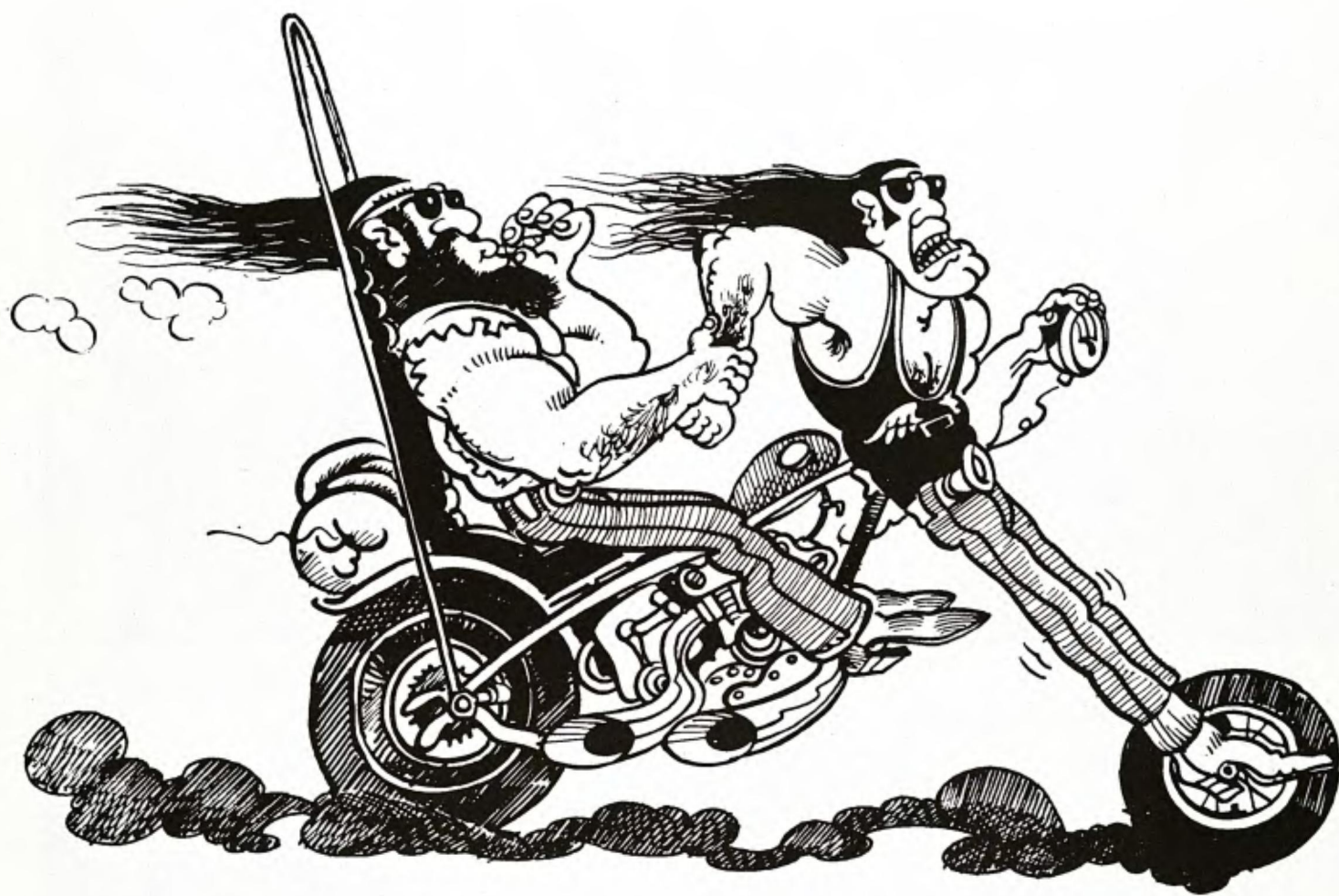
And with that, another Street Vibrations rally came to a glorious end. Although there was still a lot happening on Sunday, many riders were already on their way back home by the time Virginia Street started to stir.

There's also a Street Vibrations spring version that takes place in early June. For more info visit roadshowsreno.com.

—Red Baron







"Man, I've heard that being a Prospect is rough, but this is ridiculous."

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SCARY RIDE

MATT OLSEN'S
RARE '46 WR

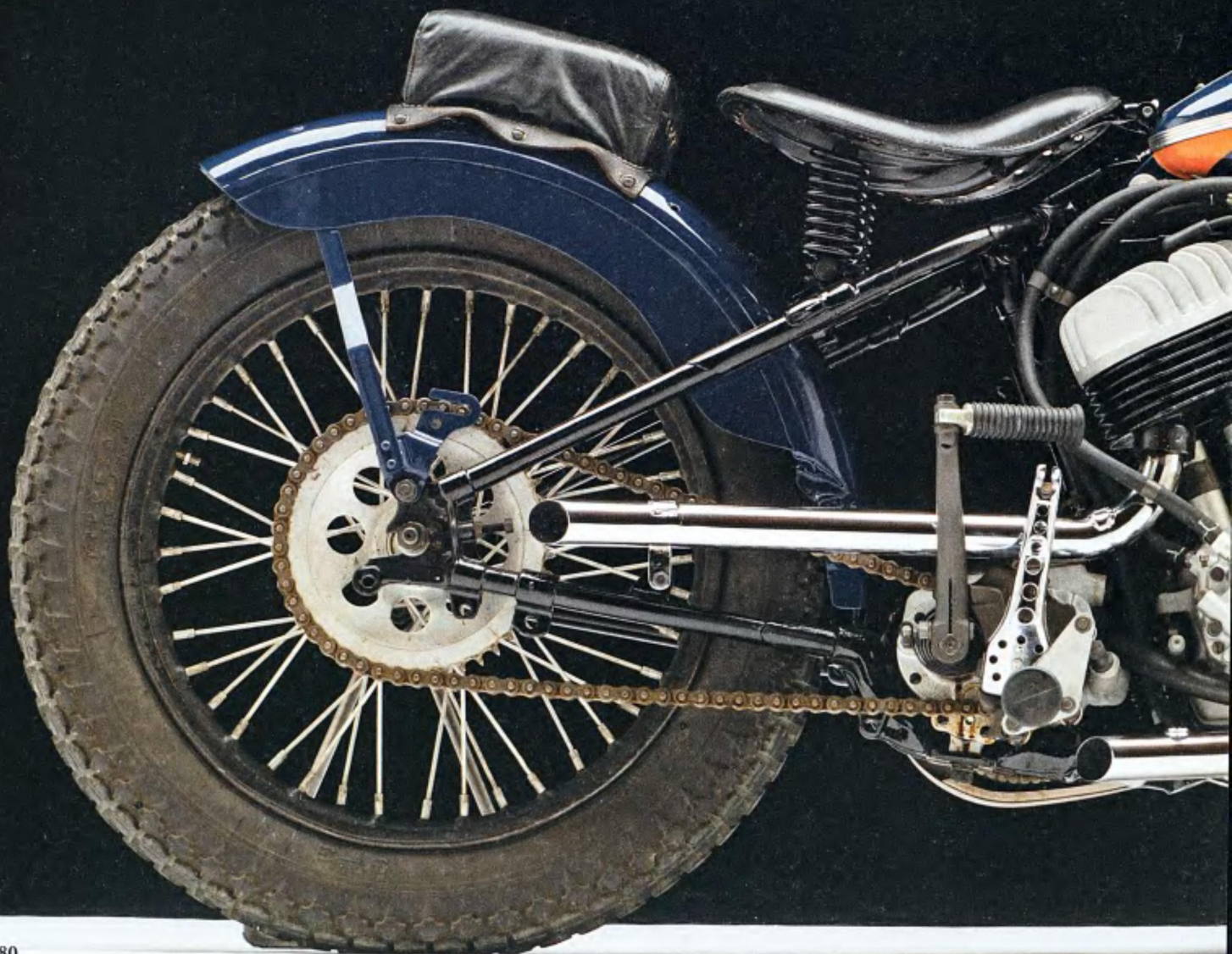
Only about 100 of these factory racers were built back in 1946, according to Matt Olsen, who put this beauty together. And even though it is very rare and took him a total of 14 years to build, Matt has no qualms about taking it to vintage races around the country and blasting down the track, risking the bike's total destruction in the process.

Actually, Matt tells us that he only takes the bike to a couple of races a year, so the risk is minimized. And for most of those 14 years he says it took him to build this bike, it was actually a pile of parts tucked away in storage.

On top of that, Matt doesn't race the bike himself. He lets his friends do it for

him. "I'm not really competitive, so I don't race," he says. "Plus, I have too many responsibilities. I have a lot of bikes to build, a family to support, a mortgage to pay... That sort of stuff. So I let my friends race it."

But Matt knows how powerful the WR is because every once in a while he takes it out on the country roads around where he lives, in the middle of nowhere. "It's actually really scary to ride," he says. "It's really, really fast, and once it gets up in the RPMs, it just doesn't let up. It just keeps going." The fact that it has no brakes may have something to do with why this scooter is so scary to ride.



One of Matt's responsibilities is putting knuckleheads together at Carl's Cycle Supply, a business he runs together with his dad, Carl, in Aberdeen, South Dakota. It's what has given him the expertise, the patience, and the connections to find and turn a bunch of old parts into what you're looking at here: a mean, Venetian blue and orange racing machine.





Because Carl's Cycle Supply deals mostly with knuckleheads, the WR wasn't even on his radar as a bike for himself. "I built a '42 WR and a '52 WR for a friend of mine in Wisconsin named David Johnson, who kind of collected WR parts," Matt says. "I traded some of the labor on those bikes for the bulk of the parts that started this project when I was 18. I just never had the time to work on it."

So when he finally did give it a go, Matt decided to have some fun with all those parts that had just been collecting dust. "I had a set of original gas tanks, used a funky old fender, and Harley's WR track model wheels," he says. "It's kind of a mixture of different old parts, like the '46 WR left case and the WLDR right case, a '46 WR cam cover,

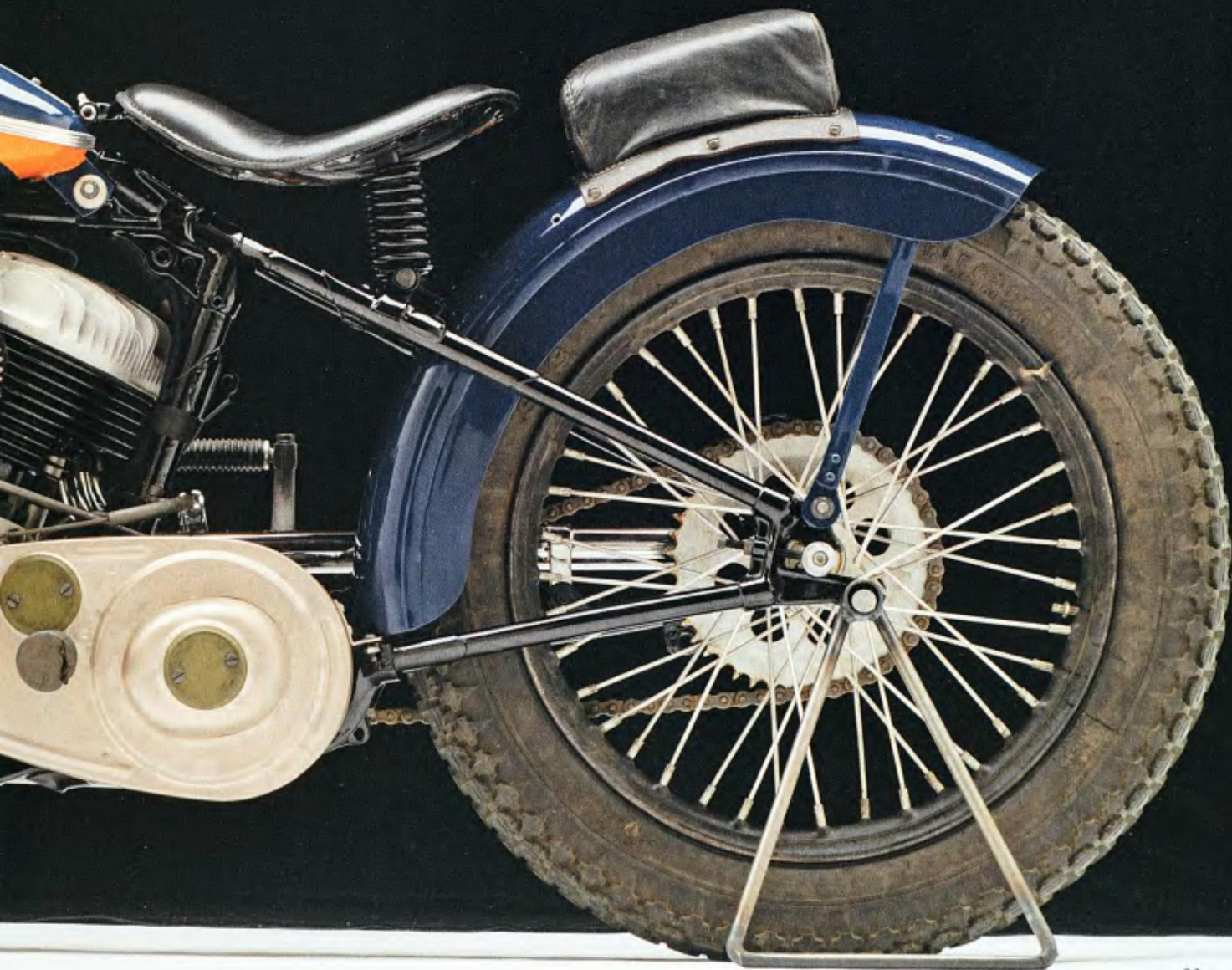


and '48 to '52 cylinders for a WR, which have angled valves. I had one of my friends and mentors do the motor, Marty MacCollum at USA Racing in New Jersey."

Since it's been finished, the WR has been to Sturgis where it made an appearance at the Spirit of Sturgis event, a race Matt's wife Brittney was instrumental in creating, and actually races in herself. "It also raced at Sons of Speed last March, where it got third place," Matt says.

The bike currently sits in the hallway of Matt's house, waiting to be taken to the races again. That could be pretty soon. "We might take it to Sons of Speed in March, or maybe to Sturgis again, for Brittney's race."

—Tripper



Owner: Matt Olsen

City: Aberdeen, SD

GENERAL

Fabrication: owner / Carl's Cycle Supply

Year and make: 1946 H-D

Model: WR

Assembly: owner

Time: 14 years

Chroming: J and D Plating

ENGINE

Year and make: 1946 H-D

Model: WR

Rebuilder: USA Racing

Ignition: Wico lay-down magneto

Displacement: 45 cubic inches

Lower end: ball bearing

Balancing: 60 percent

Pistons: Ross

Heads: 48 to 52 WR heads

Cam: Leineweber

Lifters: flat

Carb(s): MR4A KR carb from Yukio

Panhead Man

Air Cleaner: K&N

Pipes: by owner

TRANSMISSION

Year and make: 1942 H-D

Modifications: drain plug

Shifting: close ratio

PAINT

Painter: John Dills

Color: Venetian blue and orange

Type: toxic chemicals

FRAME

Year: 42 WLA

Builder: H-D

Type: rigid

Rake: stock

Stretch: none

Shocks: none

ACCESSORIES

Bars: Flanders #0

Fender(s): custom rear

Headlight: none

Taillight: none

Pegs: shortened KR

Electrics: kill wire

Gas tank: narrowed Harley tanks

Oil tank: narrowed

Oil system: recirculating

Primary cover: narrow pre-1940

Seat: WR style

Grips: white tape is the throttle

FRONT END

Type: RL

Extension: 1 inch

Builder: H-D

WHEELS

Size: 19-inch front and rear

Hub: original WR

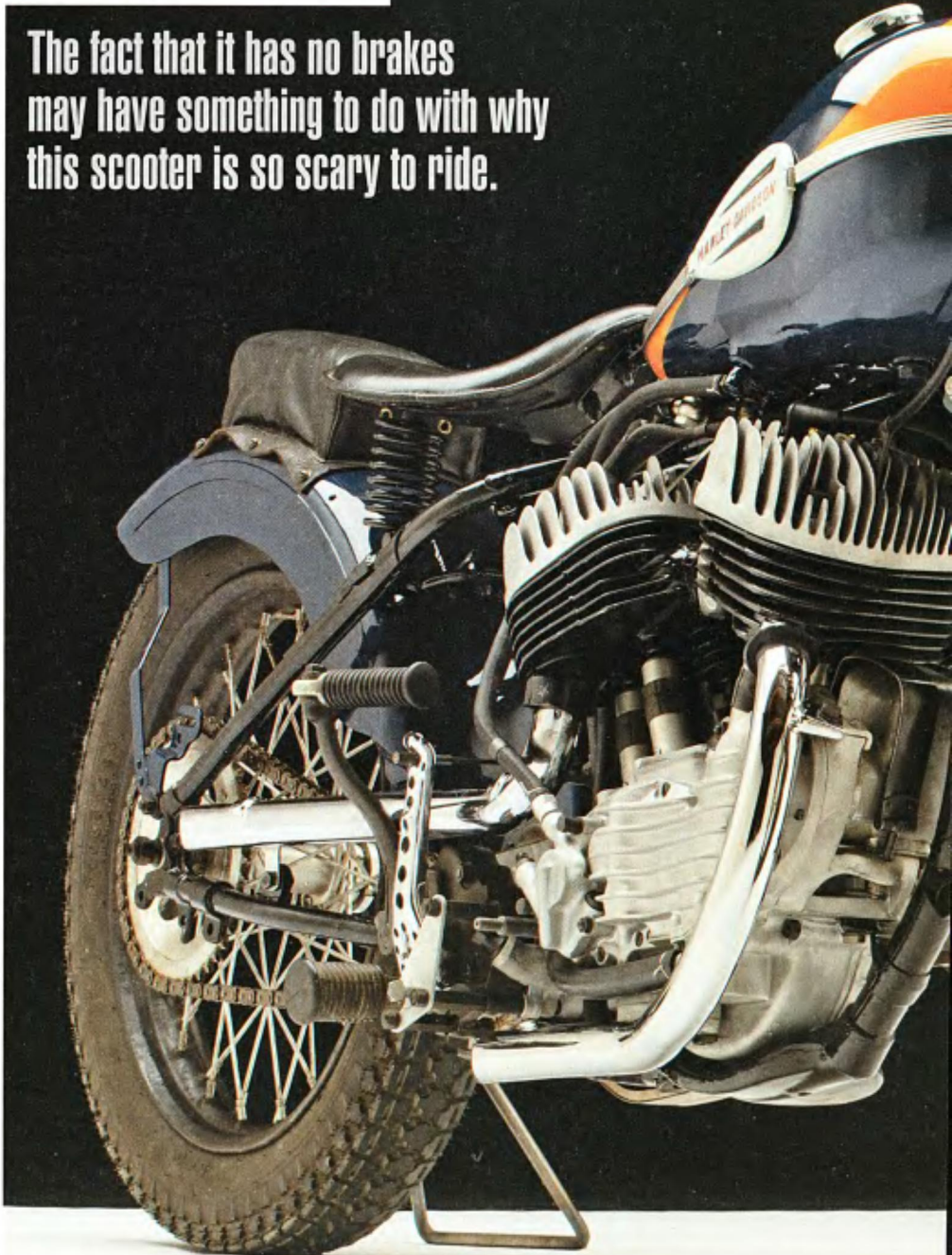
Tires: Grass Hopper and Coker

Brake: none

Special modifications: Thanks to Carl Olsen, Brittney Olsen, Dave Johnson, Hobo Bill, Jim Wall, Ralph Camp, Yukio Panhead Man, Marcin, Dale Walksler, Marty MacCollum



The fact that it has no brakes
may have something to do with why
this scooter is so scary to ride.



Photos: Michael Lichter

Matt doesn't race the bike himself. He lets his friends do it for him.





THE BEST SOUND AROUND

STEEL HORSE AUDIO

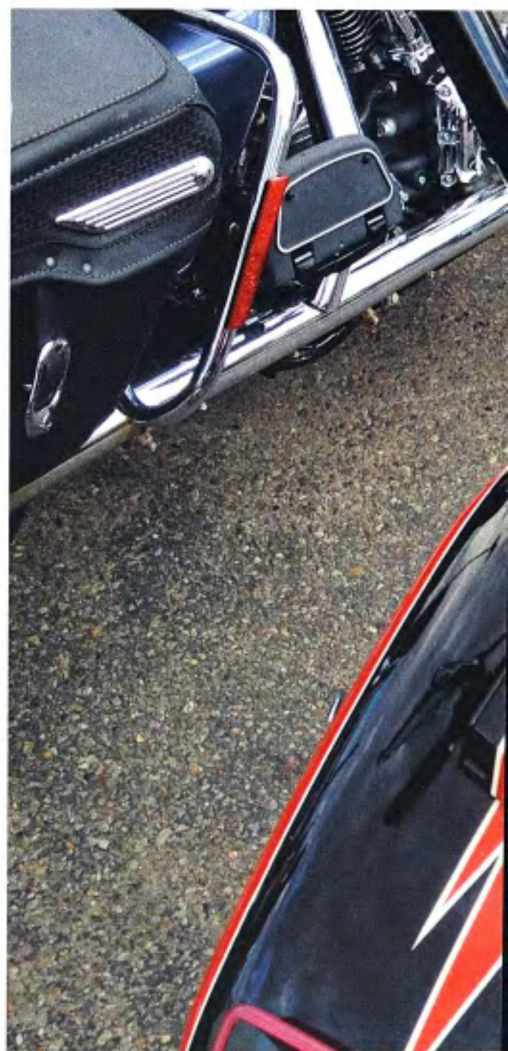
Kristopher Winkler of Denver, Colorado has been in the audio business for eight years, but his love of motorcycles caused him to open Steel Horse Audio two years ago. It started when he was appalled by the lack of quality audio systems available for street motorcycles that didn't come with stereos from the manufacturers. "I wanted speakers on my own bike, which was a Midnight Star cruiser," Kris tells us. "I started doing research and couldn't believe the cheap crap that was being offered. I had straight pipes and none of the cheap audio systems worked for me."

Believing in the motto, 'See a need, fill a need,' Kris decided to put together the best American-made components for his own bike's audio system. "I wanted it to work and look decent," Kris says. "I tried everything and finally narrowed the components down to three systems that really work and sound great." Those three systems fit almost any street motorcycle as well as ATV's, snowmobiles and boats.

All of the Steel Horse Audio systems come with a five-year warranty, are

Bluetooth capable, are Highway rated for tough performance in the real world, are weatherproof, come in a chrome or black finish, and are made in the USA. They are designed for bikes that don't already have a stereo system, such as Softails and Road Kings, but they will also bring your favorite road tunes to Sportster and Street models. The three systems are the ST200 Classic Edition, ST400 Cruiser Edition and ST600 Platinum Edition. Prices start at just \$279.99, with special deals available on the company website.

Designed to be loud and clear at highway speeds, the ST200 includes two 4-inch Pioneer speakers and 200-watts of power. The speakers mount easily on your handlebars, risers or highway bars, and everything you need for installation is included. The ST400 system utilizes a Kenwood Maxpower 400-watt compact 4-Channel digital amp, Bluetooth remote control, two handlebar or riser-mounted Kicker speakers, and everything you need for excellent sound on the road. The best-selling, high end unit is the ST600





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Platinum system. It includes a Rockford Fosgate 900-watt amp, 2-or-4 Kicker speakers for distortion-free output and full range highway sound.

"Many of our customers even trade in their Harley BOOM audio systems for ours," Kris says. "The big selling points are that all our systems as made in the USA, are waterproof and highway rated, and were designed by people who ride."

For more information visit steelhorseaudio.com or call 1-800-823-5310. Tell 'em *Easyriders* sent you for a special discount.

—Dave Nichols

Images: Steel Horse Audio



AGGRESSIVE

Welcome



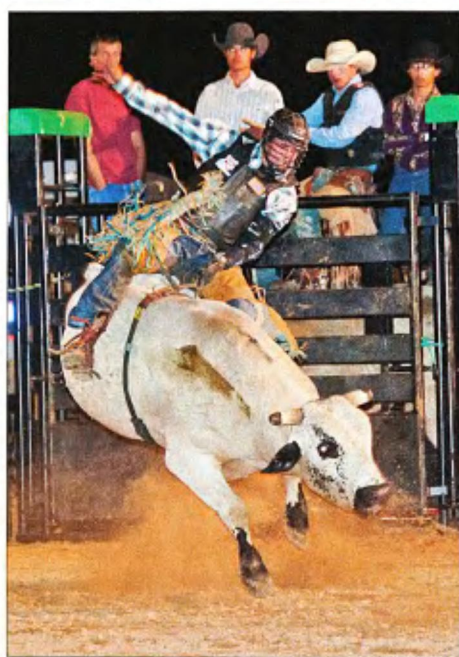
BIKE

Ride On

PROGRESSIVE

Nineteen years ago, Bikes, Blues & BBQ started as a small charity poker run comprised of approximately 200 participating riders. BBB has since grown immensely in both attendance and charitable donations. The family-friendly rally professes to be the largest charity biker rally in the country with 100% of the money raised going to local charity organizations. So far, the rally has raised over two million dollars for the charities around the NW region of Arkansas.

BIKES BLUES & BBQ



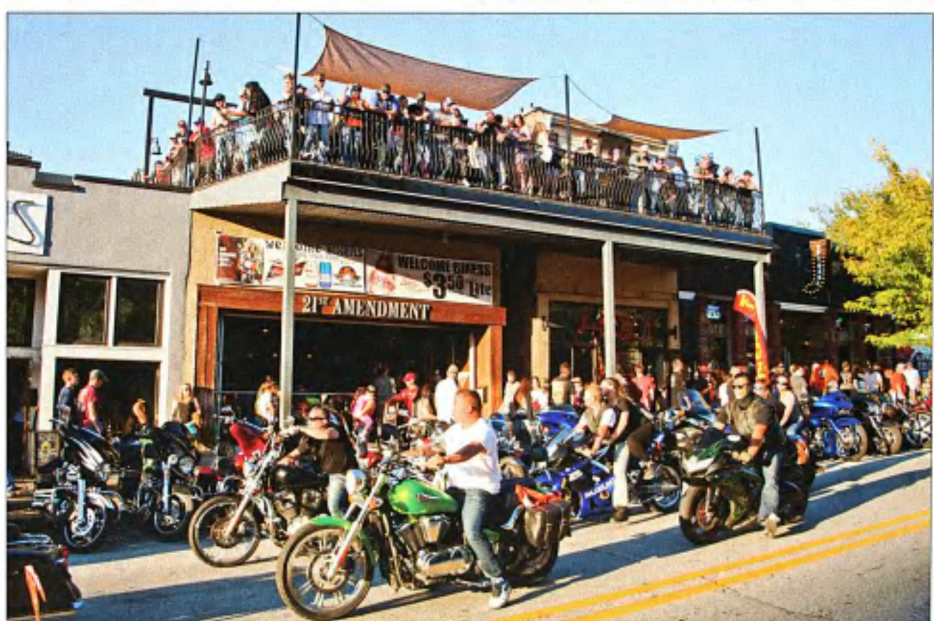
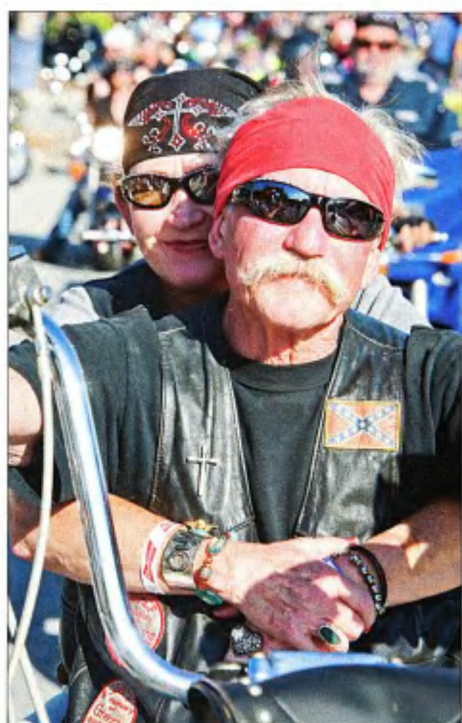


Each year, riders descend upon the college town of Fayetteville, Arkansas for this celebration of music, food, and all things on two wheels. The organizers couldn't have picked a better time of year or place for a rally. Fayetteville is surrounded by some of the best highways for motorcycle riding in the country, and fall riding in the Ozark Mountains is pretty damned hard to beat.

As there are so many cool things happening later in the rally's schedule, I've found it best to get my scenic riding and photo snapping wrapped up early on. This year I ventured out on Hwy 23, also known as the "Pig Trail," and enjoyed a superb morning run on some of the most twisty and majestic scenic mountain roads I've ever been on. A few hours in, with a parched throat and a growling stomach, I stopped at a local hot spot and half way point to wet my whistle and grab a snack. Turner Bend is the meeting spot for the Pig Trail riders and is ideally located for a leg stretch



BIKES, BLUES & BBQ





Photos: Don Rogers

and chatting up some fellow riders. All too soon, I had to head back toward town and the Washington Fairgrounds to see what was happening at the Arkansas State BBQ Championship's People's Choice Contest.

For a nominal fee, participants could sample the savory fixin's of top-notch barbeque experts on hand for the BBQ State Championship that coincides with the rally. This year's grand champion congrats went to the Gettin' Basted crew from Branson, Missouri. With a belly now uncomfortably full and my lips tingling from spicy barbeque sauce, it was time to take in some awesome music, get in a little people watching, and check out the scene on Dickson Street, the epicenter of the rally. Everybody lines the main drag each day to watch the never-ending parade of cool cycles and hot honeys.

There were way too many blues, jazz, and rock bands performing

around the area to name them all, but a few popular favorites returning to the main stage included The Mixtapes, Fayetteville Funk Factory, Nace Brothers, Jason D. Williams, and Dead Metal Society. Lynyrd Skynyrd rocked the Arkansas Music Pavilion just a few miles north in Rogers, Arkansas.

Over at Baum Stadium, over 80 vendors had everything a biker could dream of. And when your gal got tired of shopping, helicopter rides were running non-stop for an aerial view of the downtown scene. Harley-Davidson, Yamaha, and V8 Choppers were on hand, giving demo rides for anyone wishing to try out this year's newest models. The Full Throttle babes made the rounds, passing out free samples of Wicked Brew at The Full Throttle-sponsored moto stunt show.

New additions to this year's lineup included Ink & Art in the Ozarks, offering tattoos by appointment from local and nationally-renowned artists,

as well as some alternative sideshow acts. You could also check out the Amped Up Rodeo Bull Riding Tour. But the climax to any trip to Bikes, Blues & BBQ has got to be the Stokes Air Battle of the Bikes. This ride-in bike show is second to none with the pack of two-wheeled beauties whittled down, one class at a time, until one proud owner is left standing with the Stokes Battle belt held high.

As the final night's last call approached, everyone migrated down to Dickson Street's main stage to take in the righteous sounds of Death Metal Society. It was hard to believe that in less than 24 hours, this place would be vacated, spotless, and empty. When Monday rolled around, it was back to business as usual, and the only sign that Bikes, Blues & BBQ 2018 ever existed was the few stragglers trying to function normally while nursing massive hangovers.

—Don Rogers

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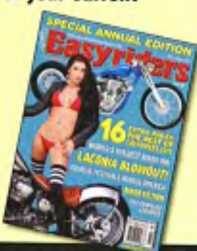
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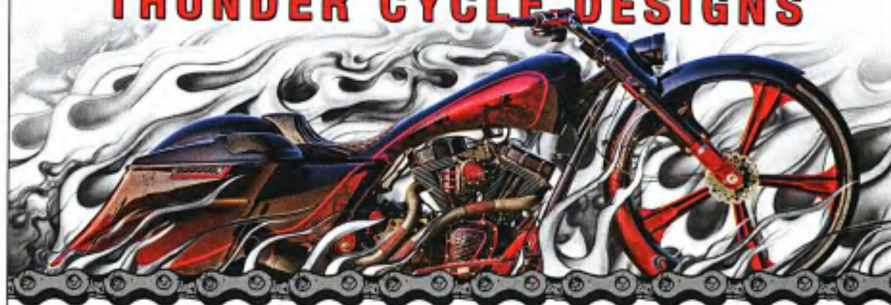
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—Pic by Ben Zales, El Lay



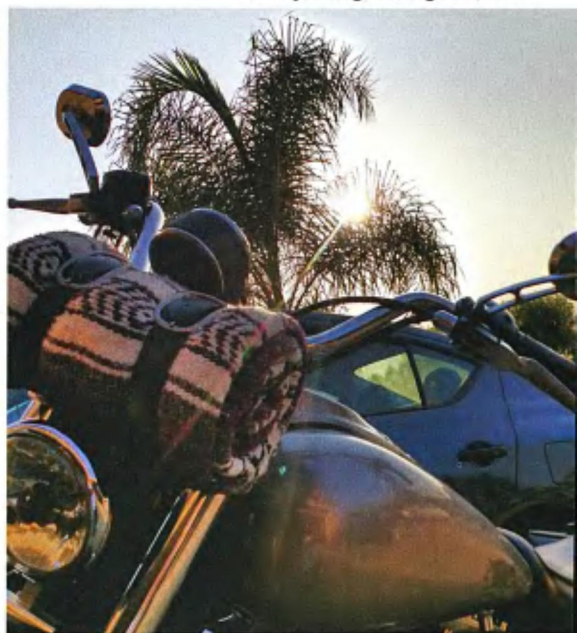


Ride to Swim—Swim to Ride at the East Coast Motorcycle Rally.

—DaveyDawg, Abingdon, Md.



Bob and his panhead. —Bob Kotmel, Alligator Creek, Queensland, Australia



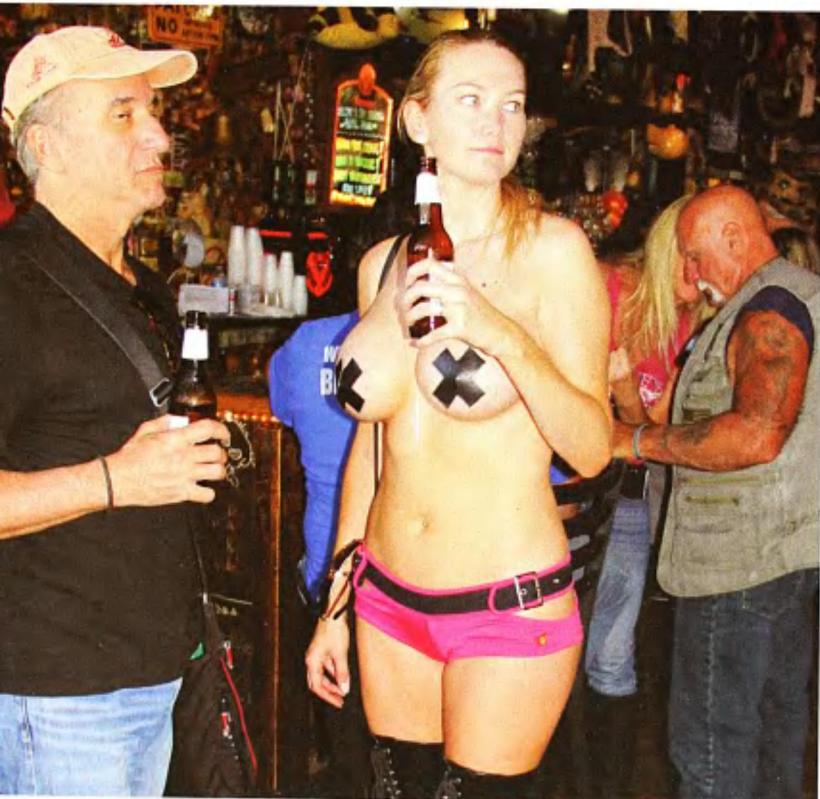
Putt the palms. —Michael Nielsen, Banning, Calif.

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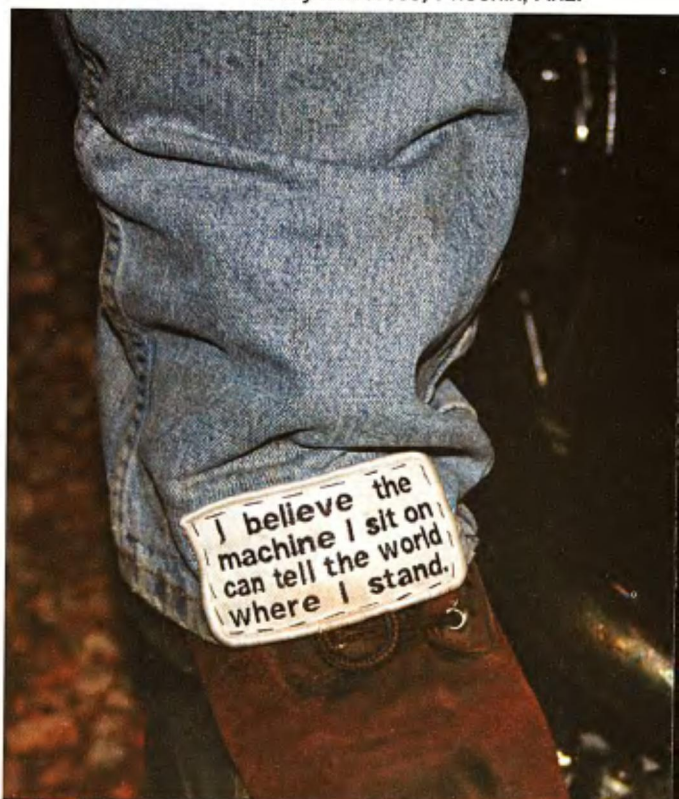
Outrunning a thunderstorm in the Black Hills.

—Rusty Childress, Phoenix, Ariz.



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—Fritz Braun, Ulm, Germany



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—Chris and Gabe Gibbany, Harrison Ark.

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This Month's Winner

Please meet Veronica the harmonica from Northern California, where she is changing the course of musical history one slobbering moosh at a time. Dance deftly back to page 6 and watch her put a savage lip lock on Jon Shipley's wild-ass shovelhead chopper. —*Captain Meatbook*



#0301 Ashley-Arizona

"My first ride on a Harley was on the back of my dad's bike. It took my breath away and got my adrenaline going!"



#0302 Chelsea-Colorado

"On my first Harley ride, the wind in my hair and vibrations through my body caused me to convulse with desires."



#0303 Crystal-Arizona

"The first time on a Harley I was so scared at first but that fear was soon replaced by excitement!"

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 sausage-fingered Rasputins. Please meet sweet Tess from deep in the borsh belt of upstate New York. Return next month or she'll take a big kaken in your gifilte fish.

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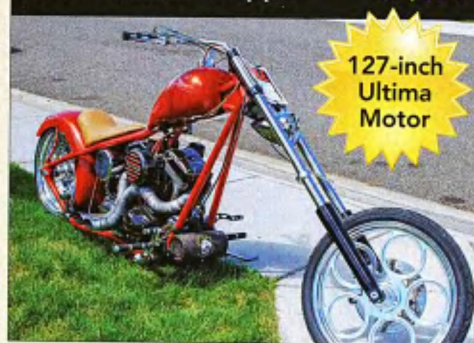
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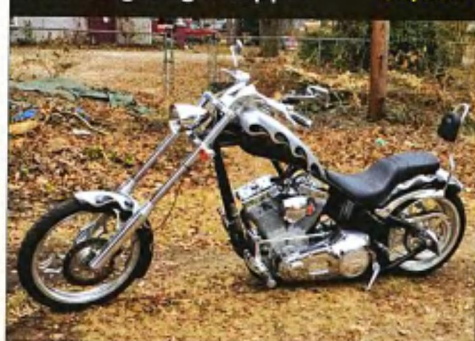
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James St. John Oshawa, Ontario • 1976 FX

Judging by the shit-eatin' grin on James' face, riding in Canada must be one helluva blast. It helps, of course, if you're riding a cool bike, like this shovelhead that James says he picked up more or less stock back in 1999 from a guy in the Toronto area. Of course, it wasn't gonna stay stock for long.

For starters, he added some straight pipes and forward controls, and slowly he started piecing some chrome bits together to make the bike truly his own. Then James added S&S cases and had the lower end redone and the valve seats reground by a local shop, Motor City Custom. "The bike also had a '79-style cowpie tranny in it, so I changed that back to a standard 4-speed with a kicker, which is a little more fitting for the year of the bike," he adds.

A couple of years later he replaced the 3.5-gallon gas tanks with a larger 5-gallon set, drilled some holes into the handlebars, and tucked everything inside. He also got some chromed hand controls, braided cables, a Ness headlight, and more. "I took the rims off one year and put in my own twisted spokes, which was quite a chore, but I had the guys at Motor City Custom do the truing on both wheels."

James found a set of hardbags on eBay because he likes to travel to rallies like Laconia or Sturgis, but that caused him to change the fenders, giving his bike an FL look. "Then I thought I'd want to rake this thing a bit, so I got some 3-degree triple trees and 3-degree neck cups to give the neck a 6-degree rake. Then I added a set of 6-inch over fork tubes just to give it a little bit of that chopper look," he says. "But then I needed to fill up the front fender, so I got a 21-inch twisted-spoke front wheel."

The bike's looked this way more or less unchanged since about 2010, with the catseye dash being a more recent exception. "It gives the bike a kind of odd vintage look," James says. —Tripper



Comin' At Ya



The April issue of *Easyriders* (#549) is our UNSWIMSUIT Special featuring extra pages of near naked Foxhunt Winners. We'll also scour the two-wheeled world to find the best biker babes from runs and rallies and plop 'em right in your lap! Ride with us to our first ever Easyriders Bike Show in Cincinnati, Ohio to kick start our custom motorcycle Bike Show Tour. And join us for killer coverage of Roscoe's Chili Challenge in Lakeland, Florida and Chopperfest in Ventura, California.

Custom bike features will include Stephen Warren's chillin' chopper, Dan Micetich's sweet shovelhead, Ryan Grossman's nasty knuckle, Jess Warren's badass bagger, Jerry Wasmiller's Yolo County Chopper, and Dalton Walker's S.I.K. dragster.

All this as well as another classic David Mann painting, some truly sick humor, and more tantalizing topless sweeties than you can wave a soiled towel at is roarin' your way in the awesome April issue of *Easyriders*!

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David Mann's painting *Hellhounds*
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