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STEPHEN WARREN'S SHOVEL CHOP

DAVID MANN

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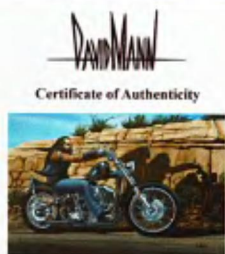


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I Married a Hologram

Akihiko Kondo, 35, of Tokyo, spent \$18,000 on a wedding ceremony to marry the love of his life, Hatsune Miku, a computer-generated hologram with big eyes and long, turquoise hair. Kondo told *Reuters News* that he found Hatsune Miku, who has thousands of fans around the world, singing on the Internet. The wedding ceremony included traditions such as the exchange of rings (hers were placed on the finger of a stuffed doll created in her image) and friends and relatives in attendance, although Kondo's parents did not attend. "I believe the shape of happiness and love is different for each person," Kondo said. Yeah. Or, you could just be forkin' nuts!

Free Money!

A Bank of America ATM in Houston was the scene of a near-riot a few months ago when it began dispensing \$100 bills instead of \$10s. After the first lucky driver posted his score on social media, a crowd showed up and stood in line. A few fights and arguments broke out over about two hours, until police were summoned and the free money was shut down. Bank of America released a statement the next day that would have galled Ebenezer Scrooge: "Customers will be able to keep the money dispensed." Turns out the blame lay with a vendor who incorrectly loaded \$100 bills into the \$10 slot. There was no report of how much money was withdrawn.

Another Dumb Crook

Wesley Glenn Bost, 27, of Birmingham, Alabama, made quite the impression when he fell through the ceiling of a Waffle House in Tuscumbia, not least because he wasn't wearing any pants. He apparently went into the restaurant's bathroom and used his pants to tie the door shut, then climbed into the ceiling with the intent of robbing the office. WHNT News reported that video of the incident shows the would-be robber shoving other restaurant patrons on his way to the door, which was being held shut by people outside, before hitting the door with

his shoulder and falling to the floor. Finally, he managed to flee without his trousers... which held his driver's license, making it easy for the coppers to pick him up.

Cop Seizes and takes Drugs

Richard Robert Langely, 46, of Kansas City, Missouri, was working part time for the Platte Woods Police Department when he decided to take part in the department's drug take-back program. Except, according to court documents, Langely wasn't disposing of drugs, he was helping himself to pills that had been collected. And to make matters worse, his own body camera captured evidence enabling prosecutors to charge him with felony theft of a controlled substance.

Yet Another Idiot

It happens all the time: A vehicle crashes into a building, causing damage and sometimes injury, because brakes don't function or a driver steps on the wrong pedal. In the case of Keith Rio Cavalier, 28, however, there was more to the story. WLOX reported that Cavalier drove his 1997 Toyota Tacoma into a glass wall at the Harrison County courthouse in Gulfport, Mississippi, on Nov. 10 at around 6 a.m. The building was empty, so there were no injuries, and Cavalier can be clearly seen on surveillance video climbing out of the truck and leaving the scene. When police caught up to him, Cavalier told them he intentionally struck the building in order to report drug paraphernalia had been stolen from him. He was found to be driving under the influence, and was arrested.

Weevils Wobble

Former Toronto Blue Jays star Jose Bautista has another honor to add to his resume, thanks to entomologist Bob Anderson of the Canadian Museum of Nature. Anderson recently named a newly discovered species of beetle after the star third baseman and right fielder. *Sicoderus bautistai* is a small black weevil found in the Dominican Republic, where Bautista hails from. "I thought what a great way to

kind of recognize (Bautista's) contributions to Blue Jays baseball and to Canadian baseball, really, as a whole," said Anderson. The scientist has named about 120 weevils over his career.

Wild Wedding Sex

Katherine Leigh Mehta, 26, of Arlington, Texas, accepted a gig to photograph a wedding at The Springs Event Venue in Weatherford a few months ago. But she became the star of the show when wedding guests discovered her having sex with another guest in a room at the venue, according to WSRZ Radio. A security guard summoned Parker County Sheriff's deputies, who found Mehta yelling by a fountain on the property, according to their report. She then walked to a tree and urinated. While she waited in the back of the patrol car, Mehta screamed death threats to everyone in the vicinity. At the jail, officers found a bottle of anxiety pills, which they believe she mixed with alcohol, causing her erratic behavior.

Crook Stopped by His Own Car

Suspected car prowler Isaiah John Gellatly, 31, of Vancouver, Washington was going about his business when Happy Valley police were called, according to Fox12 News. Responding officers found Gellatly lying fully reclined in the driver's seat of a Honda Accord matching the suspect vehicle's description. Suddenly Gellatly sat up and sped away, leading to a pursuit and the use of spike strips. As his ability to control the car decreased, police said, Gellatly opened his door to flee, but forgot to put the Honda in park, so it rolled alongside him as he ran. He tried to run in front of it, as the car hit a tree, a building and then Gellatly, breaking one of his legs. Suspected stolen items found in the car included a tennis racket, a Ping-Pong paddle, and a Texas Instruments calculator, begging the question: Was it worth a broken leg?

Biker Saying of the Month

You can never have too much sex, tools, or horsepower.



6

CANDY O

Stephen Warren's
Tribute Shovel Chop
On the front cover: Tess
Photo by: Dino Petrocelli



18

ONE LAST RIDE

Matt Davis And
Dean Micetich's 1968 Shovel



26

BLOOD DIAMOND

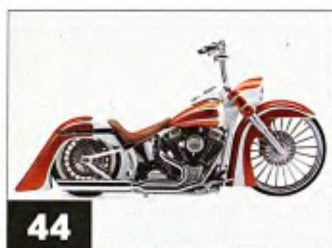
Ryan Grossman's
Sanguineous Knucklehead



36

CINCINNATI SHOWDOWN

First Stop On The Easyriders
2019 Bike Show Tour



44

LITTLE SEXY

Ed White's
Nick Beck Softail



50

MASON'S RIDE

Walters Custom Baggers'
Gangster Glide



72

YELLOW

Jerry Wasemiller's
Yolo County Chopper



80

ACE MOTORCYCLES

Austria's Coolest Little
Harley Shop



94

A SCARY RIDE

Dalton Walker's
S.I.K. Shovel Dragster



100

CHOPPERFEST XV

David Mann Chopperfest
Ventura, California

Takin' It Easy	3
EasyNews	14
Parts Box	24
Passin' Gas	32
Building The Ultimate Chopper	34
Confessions of a Stripper	42
Puttin' Pets	66
Fiction: You're It!	68
Biker Babes Bonus	86
General Store	110
In The Wind	112
Fox Hunt Contest	117
Readers Rides	120
Advertiser Index	122

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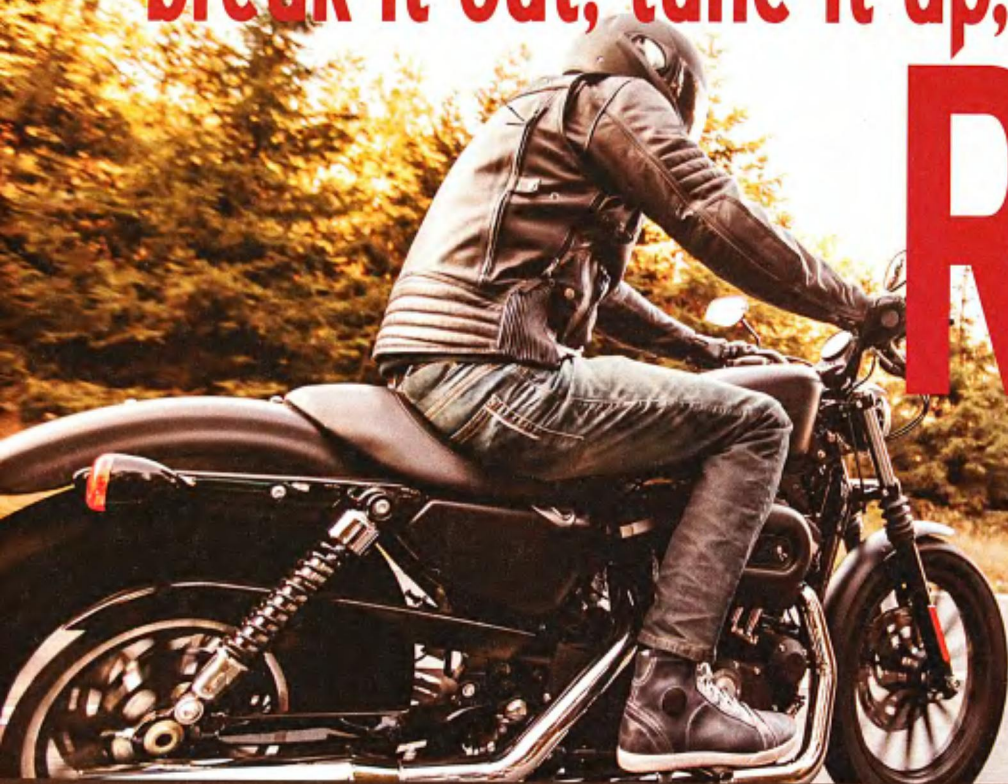


56

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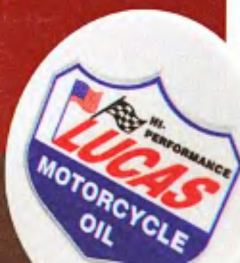
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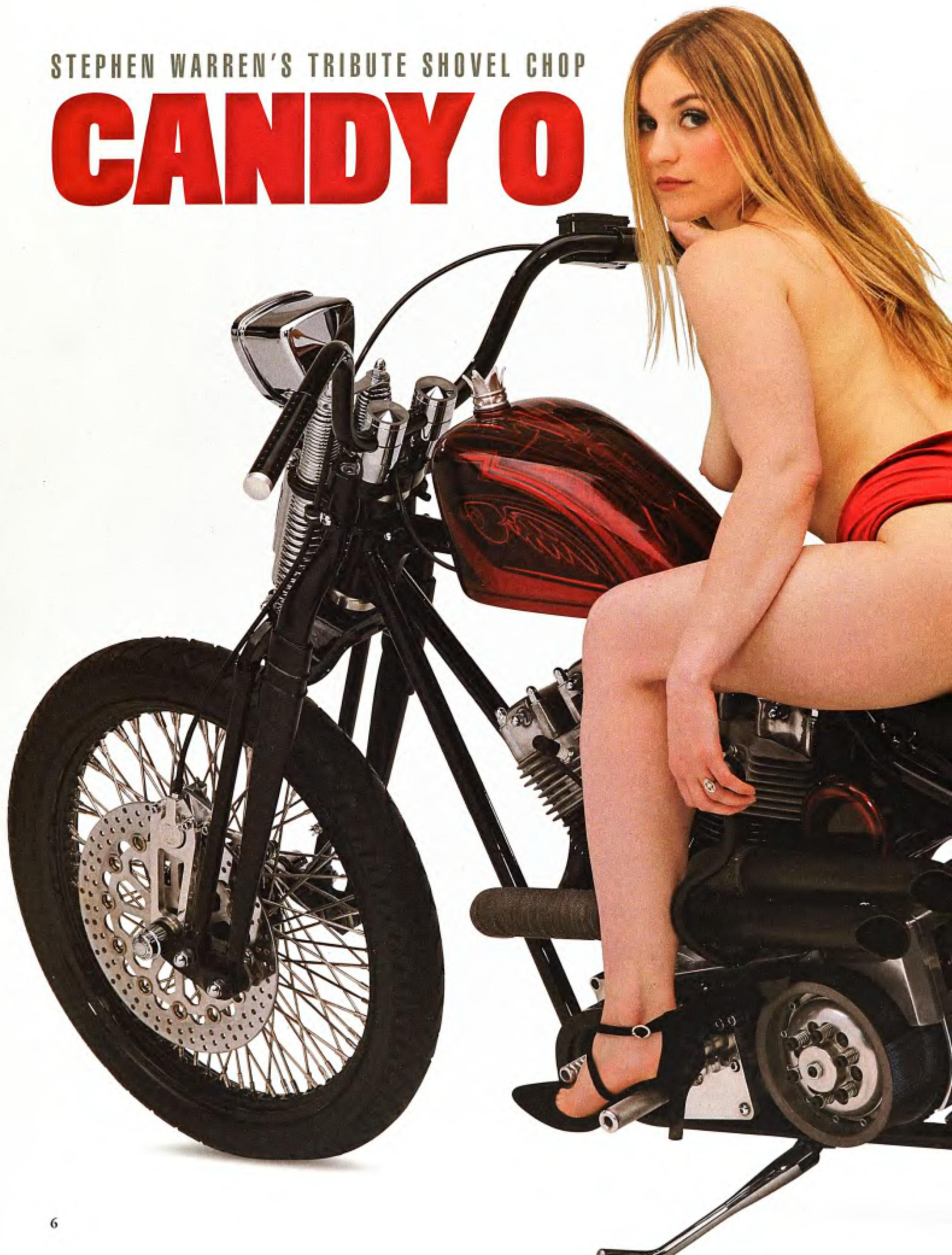
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STEPHEN WARREN'S TRIBUTE SHOVEL CHOP

CANDY O





Stephen Warren's rigid shovel is minimalistic yet classy, just like our Fox Hunt winner, the very tasty Tess from Catskills, New York.



"I have wanted to ride and build custom motorcycles since I was a little kid," Stephen Warren of Montgomery, New York, tells us. "Ever since I got a little Matchbox motorcycle toy as a kid, I was hooked." The 56-year-old owns City Line Auto Repair and spends much of his time servicing cars, creating hot rods and custom scooters like this one.

"My first bike was a Yamaha dirt bike," Stephen says. "I graduated to my first Harley, which was a 1973 Sportster. Sadly, I don't even have a photo of that bike." The first motorcycle that he built himself was a 1983 shovelhead. "I love shovels," Stephen confides. It's no wonder that he chose a shovelhead motor for this sleek red rigid.

Stephen carefully rebuilt the 1981 Harley motor in the chopper he calls Candy O, bumping it up to 1340cc's thanks to S&S internals, a Morris magneto, Andrews cam and lifters, expelling fire through a set of hand-made pipes by the late John Whalen.

The motorcycle community in the northeast is a fairly tight group and Stephen knows most everybody, including the famous family behind the Discovery Channel's *American Chopper* TV series. "I worked for the Teutuls for eight years at Orange County Choppers," Stephen tells us. "In fact, when I got a divorce, Paul Senior let me live in his garage for a while."

His lifelong love affair with custom bikes led Stephen to create the sweet shovel seen here. This scooter is a tribute to Stephen's close friend and riding partner of 40 years, Mike Mays. Mike had this bike mocked-up and sitting in his garage when he died of cancer in 2012. Stephen took the project on, finishing what John Whalen and Mike Mays started, adding his own special spin.

Stephen says the Von Dutch-style flying eyeball that he used on the license plate bracket was a favorite gift of Mike's. "And when I took the sheet metal to Nub of Nub's Graphix for the paint job, I told him to go nuts with the paint," Stephen recalls. "I told him to do whatever he wanted, as long as it was candy red." The killer custom paintjob includes another flying eyeball on the gas tank as a nod to Mike.

"Mike Mays always
wanted this bike to appear
in *Easyriders* magazine."



This chopper offers riders exactly what they need to make an impression without needless gee-gaws and bling; it's minimalistic, yet classy. We think Mike Mays would have been proud to see this bike feature. "Mike always wanted this bike to appear in *Easyriders* magazine," Stephen says. If you're looking down on us from biker heaven, Mike, congratulations. Your bike made the cover. —*Dave Nichols*

This chopper offers riders exactly what they need to make an impression without needless gee-gaws and bling.



Owner: Stephen Warren
City: Montgomery, New York

GENERAL

Designers: Stephen Warren, Mike Mays and John Whalen
Fabrication: Stephen Warren
Year and make: 1981 Harley-Davidson
Model: chopper
Time: 6 months

ENGINE

Year and make: 1981 H-D
Model: Shovelhead
Rebuilder: Stephen Warren
Ignition: Morris Magneto
Displacement: 1340cc
Lower end: H-D and S&S
Balancing: H-D
Pistons: H-D
Heads: H-D
Cam: Andrews
Lifters: Andrews
Carbs: two Mikunis
Air cleaner: velocity stacks
Pipes: handmade

TRANSMISSION

Year and make: 2018 Baker
Type: 6-speed

PAINT

Painter: Nub Graphix
Color and type: red candy, House of Kolor

FRAME

Year and builder: 2003 Santee
Type: hardtail
Rake: 34 degrees
Stretch: none
Shocks: none

ACCESSORIES

Bars: custom
Fender: West Coast Choppers
Headlight: custom
Taillight: custom
Pegs: West Coast Choppers
Electrics: Stephen Warren
Gas tank: West Coast Choppers
Oil tank: West Coast Choppers
Primary: BDL
Seat: Gillen Upholstery
Grips: rubber

FRONT END

Type: Springer
Extension: none
Builder: H-D

WHEELS

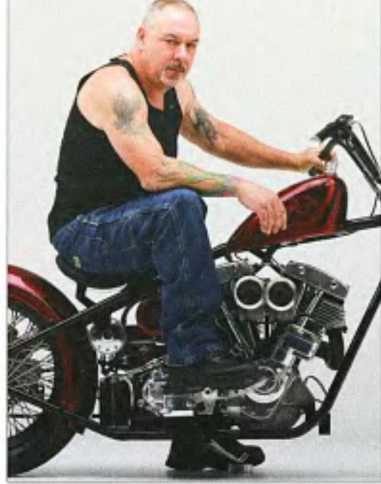
Size: 21-inch front, 18-inch rear
Type: spokes
Tires: Metzeler
Brakes: Performance Machine front, Exile sproter rear

Photos: Dino Petrocelli

Model: Tess

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COP WHO PULLED GUN ON HELLS ANGEL SENTENCED TO JAIL

A police officer who was involved in an altercation with two members of the Hells Angels motorcycle club has been found guilty of a first degree misdemeanor, for using a weapon while intoxicated. Gauntner pulled out his gun and held it to the head of one of the men, police said. The officer was sentenced to 180 days in jail, however the judge suspended 175 of those days. He also will serve a year of probation and has been barred from possession of a weapon during that period.

The officer has since been fired. The Mayor of Euclid, Ohio, Kirsten Holzheimer Gail, explained the rationale behind cop's firing, saying that the officer, "put himself and many bar patrons at a significant risk of substantial harm due to his reckless behavior." This is the second time the officer had been charged with a crime involving a gun. He previously pleaded guilty to discharging a firearm while off duty for firing his weapon over Lake Erie. He was fined and sent for counseling. He was also suspended for 90 days by his department.

*Source: The Cleveland Plain Dealer,
our thanks to Rogue*

CALIFORNIA NOISE VIOLATIONS NO LONGER "CORRECTABLE"

The California Highway Patrol has noted on its website that, as of January

QUOTE OF THE MONTH

*"Anarchism is not a romantic
fable, but the hardheaded
realization, based on five
thousand years of experience,
that we cannot entrust
the management of our lives
to kings, priests, politicians,
generals, and county
commissioners."*

—EDWARD ABBEY

1, 2019, exhaust noise tickets will no longer be correctable offenses, due to the passage AB 1824. According to the CHP, "A fine will become mandatory, not correctable, when loud motor vehicles and motorcycles are cited. Previously, a driver or motorcyclist who was cited for modified or excessively loud exhaust or muffler systems could correct the violation to avoid a fine."

According to the Judicial Council of California's Uniform Bail and Penalty Schedules for 2019, the suggested base fine/fee for a first conviction is \$25, with a total fee of \$193.

Previously, all equipment violations could be corrected by presenting the vehicle in a compliant state to an inspection station, paying a \$25 fee and presenting that certificate to the court. The change in the law is specifically

removing the sections relating to Exhaust Noise (Section 27150 and subdivision (a) of Section 27151.) from the list of offenses that are deemed correctable.

EDITOR'S NOTE: *In theory, a motorcyclist should be able to argue the officer's process for determining if the exhaust note is indeed above the threshold for violation. It appears that this change in the law leaves too much room for an officer's subjective opinion, as opposed to any objective test of sound pressure in decibels. Police do not carry decibel meters, indeed it is not legal for them to do so. My opinion? I'd fight it. The last time I was faced with this same violation the cop didn't show up. Case dismissed.*

*Source: ABATE of California,
leginfo.legislature.ca.gov*

MONGOLS MC TO LOSE PATCH?

A jury in California has, in effect, convicted every member of the Mongols Motorcycle Club under the RICO Act of "racketeering and conspiring to engage in racketeering, for conducting and participating in the criminal enterprise." Despite the "conviction," no persons will actually go to jail. According to David "Double D" Devereaux of the Motorcycle Profiling Project, "All of the crimes cited are historical and, in many cases, resolved." The government contends that it has a right to seize the club's insignia and patches under the RICO Act, claiming that they "are an element of



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the criminal enterprise and a tool of intimidation."

What the government intends to do is seize the club's name, insignias, and indeed any other paraphernalia associated with the club's identity. While this first round seems to have gone in the direction of the prosecution, it is unlikely to pass constitutional muster. Indeed, the judge in the case, United States District Judge David O. Carter, has expressed doubts on the ability of the verdict to survive constitutional challenges, since the "forfeiture provision is quite literally without limitation, it may exceed constitutional bounds in a particular case."

Indeed, the government, using a similar tactic nearly a decade previously, lost its bid to seize the club's trademarks when the ACLU successfully argued that the seizure of club memorabilia from an un-indicted member violated his free speech and due process rights. Indeed, the vast majority of the members of the club are innocent of any of the crimes cited in the case, so seizing their property is clearly overreach by law enforcement.

The judge has stayed any action on forfeiture until a future hearing. In addition, the attorney for the Mongol Nation, Joseph A. Yanny, has filed a motion to overturn the verdict. This case is being closely watched, both by law enforcement, and other motorcycle clubs, as if the government's case stands, it could have far reaching, even devastating consequences for motorcycle clubs nationwide.

Source: New York Times,

David Devereaux

INDIAN MOTORCYCLISTS PROTEST HELMET LAWS

Pune is the second largest city in Maharashtra, India, after Mumbai. It is also the ninth largest city in the country,

one of the fastest growing cities, and a very popular place for motorcycles. Beginning on January 1, the police began a campaign of cracking down on free-spirited motorcyclists who flout the country's helmet law. In a two-week period nearly 9,500 motorcyclists have been fined.

It has morphed into a city-wide protest, and Indian motorcyclists are not taking this lying down. They have formed an MRO—"Helmet Sakti Virodhi Kruti Samiti," to fight the police harassment. Recently, they staged a mock funeral where they cremated a helmet in a traditional Hindu funeral ceremony to protest the enforcement of the law. The last rites were performed at the Vaikunth crematorium, inside which vada pav (a popular roadside snack made of a spicy potato filling deep fried in batter) and a bottle of liquor were offered.

The leader of Shiv Sena, one of India's political parties, Mahadev Babai, was in the forefront of the protests. Babai was quoted saying that while the safety of the population was a top priority, it was important for the police to consider local public sentiment. He reiterated, saying that the majority of people ride slowly on local roads, negating the chances of accidents, and the need for helmet laws. Pune Member of Parliament (MP) Anil Shirole, urged police to carry out awareness drives instead of strict enforcement, saying, "The use of helmets should not be made mandatory, but kept as a personal choice. There are many cases of people suffering from medical issues after using helmets. Hence, it is my opinion that this issue should be kept open to the public," he said. Organizers said that the real reason for accidents and deaths was poor road conditions.

Source: Financial Express, Hindustan Times

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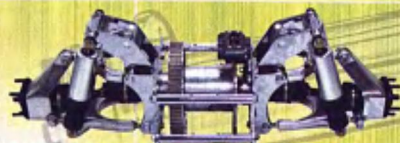
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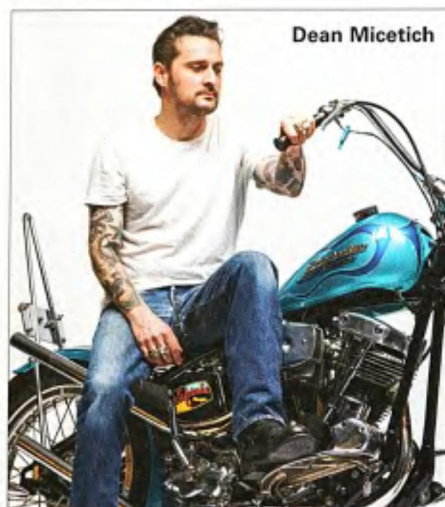


Fifteen years ago, a couple of chopper-crazed Englishmen named Dean Micetich and Matt Davis started a groovy thing called *Dice Magazine*. It all began in the cabin of Matt's Dutch barge boat that he lived aboard on the River Thames in London. In the ensuing years, Dean and Matt became an integral part of the emerging young chopper scene.

Both Dean and Matt always loved this bike. It was originally built by Dynamite Joe, who had traded it to Mike Davis (of Born Free Chopper Show fame). Back then, it had a VL Springer front end and a hand-shifter.

Paint guru Harpoon gave it a beautiful blue paint job, and it wound up in the Harley-Davidson museum for a while. It was about this time that Matt got sick. He was diagnosed with cancer. He was real sick, but was fighting it.

Then Mike put the bike up for sale, but Matt didn't have the money to buy it. Still, he toyed with the idea of buying it and putting a hydraulic front end on it, bringing it back to a hand-clutch set up to make it more rideable so he could start riding again.



Dean Micetich

Dean told him, "Tell you what, I'll swap you the hydraulic front end from my panhead and throw in two-thousand dollars." Matt called Mike and the bike was his.

They gave the shovelhead to their friends at Tracker Die to do the work. While the bike was at the shop, Matt went to the doctor who told him he was not going to get better. That was a gut-punch. This news might have made someone else give up, but Matt was still adamant. He said, "We've gotta get this bike finished how I want it. There's a few things I need changed." He was still looking at the bike with love in his eyes. He said, "Let's put a stock OEM primary on it. I want to change out the seat and the air cleaner."

At this point Matt was bed-ridden. So every morning, Dean would wheel the bike out into the yard, put it on the kickstand, sit on the bed with him and say, "What do you think?"

Matt told him, "The primary's looking good, the bars are looking great, but are those two-inch seat springs or three-inch? Yeah, those are three inch. Man, you can't run those."

Dean laughs at the memory, "He was busting my balls on the seat springs. Bear in mind the bike was 40 feet away and I couldn't even tell the difference!"

Dean put the two-inchers on and Matt told him, "There it is, it's finished. It's done."

Unfortunately, Matt never got that last ride on it. A couple of days later he told Dean, "I need to talk to you. I want you to have my motorcycle."



"Life is to live it.
Do it!"



Owner: Matt Davis & Dean Micetich
City: Charlotte, NC

GENERAL

Year and make: 1968 FLH H-D

ENGINE

Year and make: 1968 Harley-Davidson

Model: shovelhead

Rebuilder: Kiyo's Garage

Displacement: 96-inch stroker

Lower end: H-D

Pistons: H-D

Heads: H-D

Lifters: H-D

Carb: S&S

Air Cleaner: Kick Start Cycle Supply

Pipes: Up-sweep drags

TRANSMISSION

Year and make: 1968 H-D

Shifting: foot

PAINT

Painter: Harpoon

Color: Candy blue

FRAME

Builder: H-D

Type: straight leg

Rake: stock

ACCESSORIES

Bars: Stelling & Hellings 1 inch

Hand Controls: H-D

Fender: Bates ribbed

Headlight: Bates

Taillight: bullet

Pegs: floorboards

Electrics: H-D

Gas Tank: Axed 1952 H-D

Oil tank: H-D

Oil system: H-D

Primary Cover: H-D

Seat: Bates pan,
recovered by Tony Nancy,
2-inch springs!

FRONT END

Builder: H-D

Type: Super Glide

Extension: 4-inch over tubes

WHEELS

Size: Front: 21-inch front,
19-inch rear

Tires: Firestone

Brakes: Hamburger Superglide front,
drum rear



Photos: Ben Zales

"No, man, I can't take that from you!" Dean exclaimed.

Matt said, "No, I want you to have the bike."

"Fuck the bike!" Dean protested, "We can sell it and pay for your hospice and medical bills."

Matt told him flatly, "No. Keep the bike and enjoy it. If any of our friends come to town and need a bike to ride, you let them ride that bike." With that, he handed his dear friend the title.

"I didn't know what to say," remembers Dean. "And he still had that glisten in his eye. I mean, we were both crying, and he was smiling. I was like, 'All right, mate, if you say so.' About three weeks later Matt passed away."

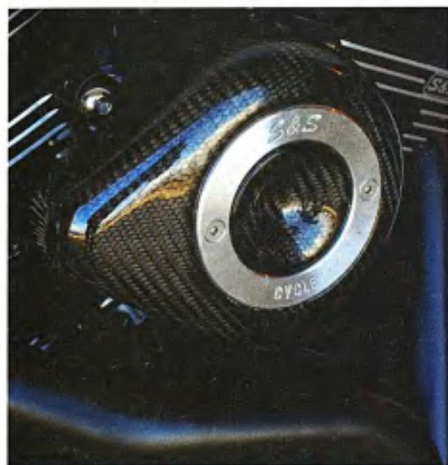
Dean shipped the bike to his friends at Eat Dust in Antwerp. He flew there and rode the bike through Belgium and France, then into England for the Assembly Chopper Show. From there it went to New York for the Brooklyn Invitational and to Japan for the Mooneyes Show. "Since then," says Dean, "I'm just waiting for the next adventure because he told me to enjoy it."

The other thing that Matt told Dean was, "I don't want a funeral. I don't want people turning up at church in black suits. Just take me for one last ride." So Dean got on the blue shovel and, with about a hundred friends, rode up the Angeles Crest Highway and sprinkled some of his friend's ashes. They came down, had a big party, and that was it. And now every time Dean takes the bike out to ride it, he carries some of Matt's ashes with him.

"It was a life-changing thing," says Dean. "You realize at the end of the day that everything can be taken away in a second. You've got to enjoy it while you can. Also, it makes you realize that you weigh up your wealth with friends and with family and your quality of life, because that's what's valuable. Life is to live it. Do it! Ride motorcycles or play golf or fucking grow bonsai trees or whatever you're into. Just make sure you're doing it for the right reasons; that you have fun doing it, and you're with your friends, and that's it."

—Beatnik





S&S TEARDROP AIR CLEANER

With its classic lines and a legacy that dates back to 1975, the S&S Cycle Teardrop Air Cleaner has done time on the drag strip, the salt flats, and countless races. It has also been seen on countless custom bikes, and even in David Mann paintings here in *Easyriders*. Hard to imagine that the S&S crew could make it any better, but now they have. Check out this carbon fiber version that's available in the high flow Stealth Air Cleaner line. Vacuum formed carbon fiber is sprayed in a high-temp clear and sandwiched between satin-finished, billet aluminum rings that sit on top of the proven Stealth intake system. CARB approved and available for all 1999-2019 Harley-Davidson big twin models. sscycle.com

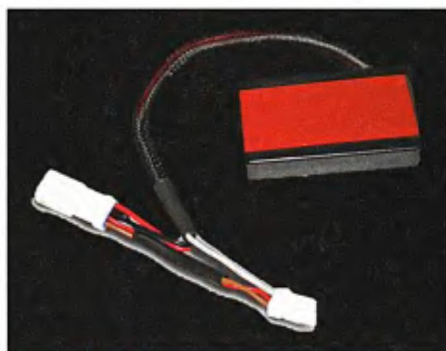


STAR TRON STORAGE PREP

Star Tron Enzyme Fuel Treatment is engineered to protect fuel during storage. The enzymes help maintain fuel quality for up to two years to ensure easy, smoke-free starts. Star Tron's enzymes also allow for a more complete

burn of the fuel charge for easy starts, maximum power, and improved fuel economy. A more complete burn of the fuel charge also helps prevent carbon deposits, keeping engines running clean with significantly reduced emissions. Star Tron helps treat water issues caused by condensation by breaking apart clumps of water molecules into tiny submicron-sized droplets that can be safely eliminated while the engine is running. Used year-round, Star Tron Enzyme Fuel Treatment keeps engines starting easily and running smoothly.

startron.com



CUSTOM DYNAMICS INDIAN TRUNK MAGIC STROBES BRAKE LIGHT FLASHER

Custom Dynamics' Magic Strobes Brake Light Flasher is now available for 2015-2018 Indian Roadmaster models with OEM trunk brake light. With a plug and play installation, riders can easily apply one of ten flash/strobe patterns to the stock LED trunk light by simply spinning the dial on the module. With the OEM trunk light at eye level to traffic behind you, applying flash/strobe patterns such as the popular BlasterX will significantly increase visibility for riders, keeping them safe on the road.

customdynamics.com

LOWBROW FINNED GAS CAPS FOR LATE MODEL HARLEYS

Check out Lowbrow Customs' new finned gas caps for Harleys. The classic finned design will look at home on a



chopper, cafe racer or bobber. The Finned Gas Cap from Lowbrow Customs replaces the boring stock gas cap on your 1996 and later Harley-Davidson Big Twin or Sportster, but also on any aftermarket gas tank that takes an H-D thread-in style gas cap. A useful feature of these vented, cast aluminum gas caps is the ratcheting mechanism, which allows you to tighten the cap and then rotate it back right to the spot you want it to stay, keeping the design in line with your bike. The soft and supple gasket will ensure no gas will spill from your tank while out riding, no matter how tight the curves.

lowbrowcustoms.com



WILD 1 INC. HOOKED CHUBBY BAGGER BARS

Looking for the ultimate custom 1.25-inch handlebars for your bike? Check out Wild 1 Inc's Hooked Chubby and Hooked Chubby Bagger Bars. Combining a max comfort wrist angle and fluid bends, these Chubbys not only make your bike look badass, but

you sit up straighter and feel better riding. The Hooked Chubbys come in sizes of 10, 12, 14, and 16 inches, and like all Chubbys, they are drilled for internal wiring. Available in show chrome, satin black powder coat, or a raw finish. All Wild 1 products are 100% made in the USA since 1996.
chubbyhandlebars.com



NAMZ CONNECTOR KIT FOR STREET AND ROAD GLIDES

NAMZ has made

these illusive connectors that were once only available from the H-D factory. The NAMZ NHD-72130-04 connector kit comes complete with (12) female terminals and is used on almost all 2004-and-up factory models. It is found on speedometers, tachometers and the rear fender (Tri-Bar fender light) harness on 2010-Up Street/Road Glide Models.
namzccp.com

CORBIN BRAVE SADDLE FOR INDIAN SCOUTS

The Brave saddle (below) combines excellent rider support and a fast look for your Indian Scout. Up front an ergonomically contoured saddle provides a large area of body contact for best weight dispersion. The Fastback tail section is padded and upholstered to provide for passengers while providing the

rider with additional lower back support. Choose from a variety of leather styles to customize the look of the saddle at no additional charge. This saddle installs on your bike with tabs that go under the strut covers and attach to the sub frame to stock bolt locations. Hardware and instructions included.
corbin.com



CIRO BIG ASS DRINK HOLDER

You know how hard it is to stop your amazing ride just because you're thirsty. Ciro's Big Ass Drink Holder offers the perfect way to bring that 30-ounce tumbler on the road with you. The durable neoprene rubber molded net is designed to securely grip your cup so there's no worry of losing it. The rubber is also weatherproof and won't deteriorate in the sun or the elements you encounter on the road. Available in black or chrome with various mounting options.

ciro3d.com



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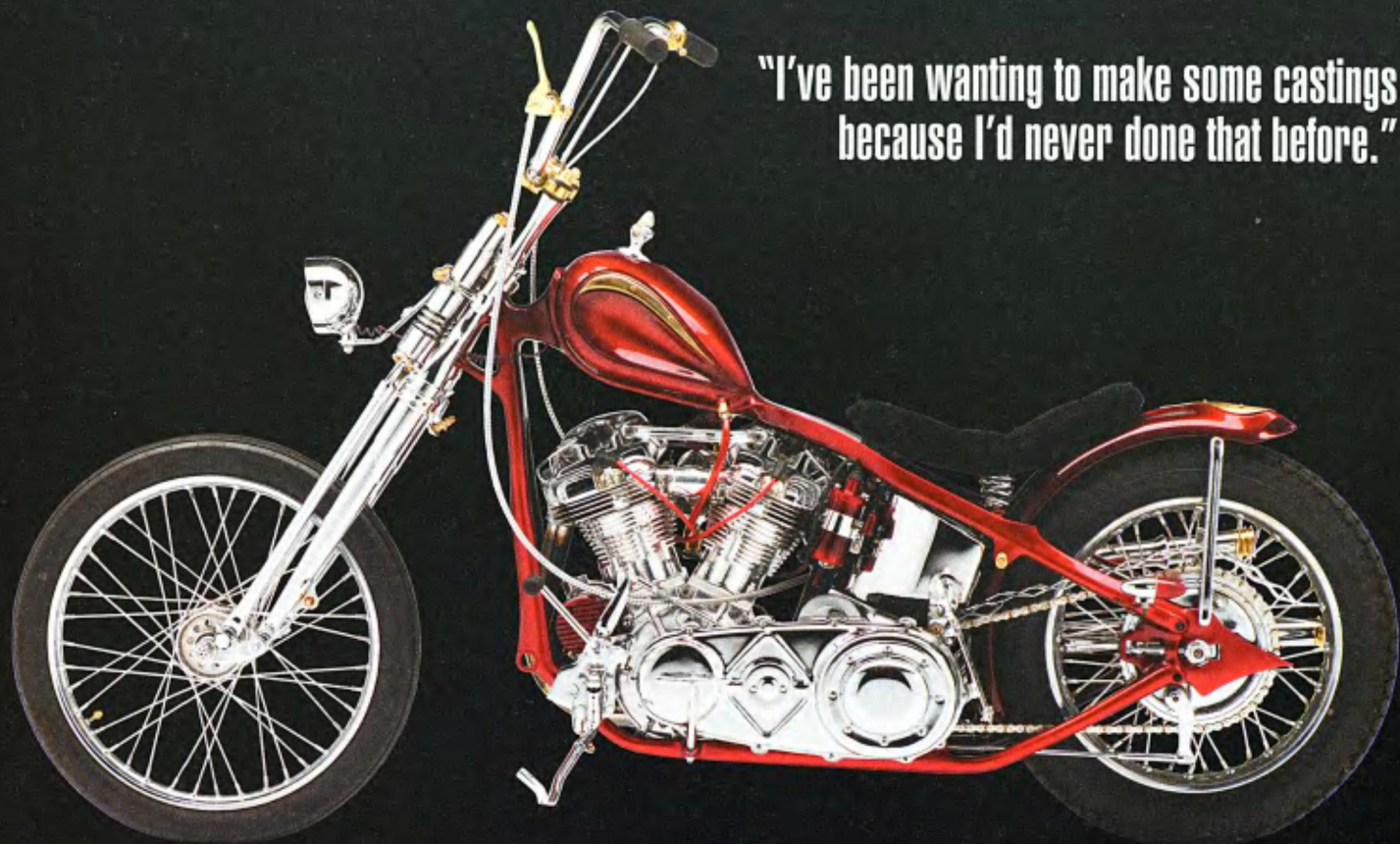
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"I've been wanting to make some castings
because I'd never done that before."





RYAN GROSSMAN'S SANGUINEOUS KNUCKLEHEAD

Blood Diamond

Although there's no actual diamond on it, this bike came by its name pretty honestly, mainly because of the amount of spilled blood it exacted during its build. The gem that crowns the sculpted gas tank is actually a quartz crystal, according to Ryan Grossman who created this awesome ride. And the blood that was sacrificed was Ryan's own.

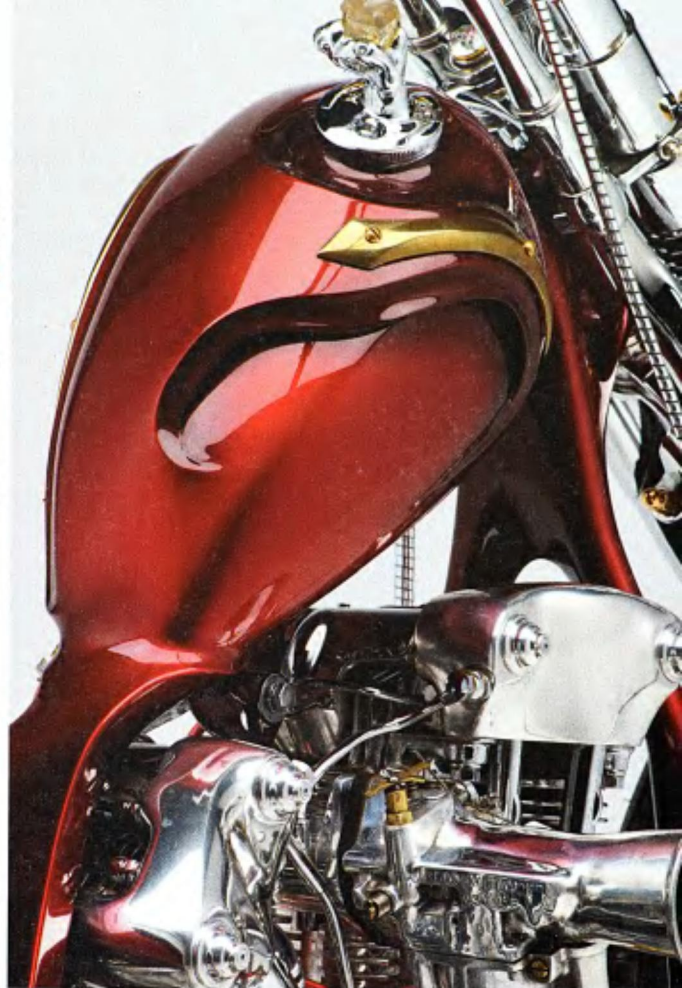
Seems he was fabricating something for the bike's mid-controls and happened to have a very sharp piece of metal under his fab table. "I was going to move something under there, and the metal just cut me right on the artery on the top of my hand," he explains. "Blood literally squirted out of my hand and got all over the floor."

But the sacrifice came in handy, so to speak, because he had been thinking about doing something with jewels for this build anyway, so when the mishap occurred, the thought just hit him. "Oh yeah, the blood diamond," he says. "It just all kind of came together at that moment."





The blood that
was sacrificed was
Ryan's own.



Owner: Ryan Grossman

City: Martine, CA

GENERAL

Design/Fabrication: Vintage Dreams

Year and make: 1946 H-D

Model: EL

Assembly: VD

Time: 9 months

Chroming: Moreno's

ENGINE

Year and make: 1946 H-D

Model: EL

Rebuilder: Vintage Dreams

Ignition: single fire

Displacement: 83 cubic inches

Lower end: Truett/Osborn

Balancing: yes

Pistons: S&S .10 over

Heads: chrome knuckle

Cam: Leineweber

Lifters: solids

Carb(s): Super B

Air Cleaner: none

Pipes: homemade/VD

TRANSMISSION

Year and make: 1946 H-D

Modifications: Rodan kicker cover

Shifting: foot

PAINT

Painter: Matt Busby

Color: Salinas Red

Type: House of Kolor

FRAME

Year and builder: 1948 H-D

Type: wishbone

Rake: stock

Stretch: n/a

Shocks: none

ACCESSORIES

Bars: CZ

Handlebar controls: Abel Brown Co.

Fender(s): modified Wassell

Headlight: bright

Taillight: Torpedo

Pegs: Diamond

Electrics: blue arc single fire

Gas tank: custom

Oil tank: early knucklehead

Oil system: stock

Primary cover: stock/tin

Seat: Shack Cycles

Grips: rubber

FRONT END

Type: H-D

Extension: 4 inches over

Builder: modified H-D

WHEELS

Size: 21-inch front, 18-inch rear

Hub: star

Tires: Coker

Brakes: mechanical H-D

Special modifications: three bronze hand-carved castings

Photos: Michael Lichter

As an invited builder at Born Free for three years running, Ryan, owner of Vintage Dreams in Martine, California, says he built the Blood Diamond in 2017. "The first year I did a 1947 knuckle called Alien's Poison, and the following year I built this one. I spent about nine months building this bike specifically for the show."

He says he wanted to put a knucklehead in a wishbone frame just because he likes that look and hadn't done it with anything before. The chopper he calls Blood Diamond is full of one-off fabrication, such as the pipes and the gas tank, for example. Other parts are highly modified, like the Wassell fender. "The fender is removable," Ryan says, "and I welded the tank into the tunnel so it's completely molded in."



"And then I just kinda went crazy with the design work and one-offs." Among those one-offs are also three completely individual lost-wax castings made out of silicon bronze. "I've been wanting to make some castings for a while because I'd never done that before," he says, "so this was kind of a test, whittling out those

pieces, figuring out the shrinkage, and kind of carving them into the inlays that I'd welded into the tank and the fender."

Ryan says he just wanted to try it out and found it to be pretty effective. "There was definitely a lot of time spent learning, and plenty of trial and error, trying different waxes and trying



to figure out whether to use bronze or aluminum or whatever. But it's good to have it under my belt if I ever want to do it again."

As far as his bike building style goes, Ryan tries to use original Harley parts and modify every part as much as possible, or just make the part. "But I try to stick with a pretty traditional

approach, although this bike is a little busier than traditional, I guess."

The Blood Diamond has been sold to a lucky guy in Elko, Nevada. But Ryan also just recently raffled off a knucklehead, live on Instagram, and says he may do it again. Might be worth checking out Ryan's Instagram page. —*Tripper*

Passin' Gas

Two fat biker chicks are sitting in a pub. One says to the other, "Your round."

The other replies, "So are you, ya fat skank."

—T. Cook

Crescent City, California

A lawyer and an old biker are sitting next to each other on a long flight. The lawyer is thinking that seniors are so dumb that he could get one over on him easy, so the lawyer asks the old biker if he would like to play a fun game.

The ol' boy is tired and just wants to take a nap, so he politely declines and tries to catch a few winks. The lawyer persists, saying that the game is a lot of fun. "I ask you a question, and if you don't know the answer, you pay me only \$5. Then you ask me one, and if I don't know the answer, I will pay you \$500," he says. This catches the senior's attention and to keep the lawyer quiet, agrees to play the game. The lawyer asks the first question, "What's the distance from the Earth to the Moon?"

The senior doesn't say a word, but reaches into his pocket, pulls out a \$5 bill, and hands it to the lawyer. Now it's the senior's turn. He asks the lawyer,

"What goes up a hill with three legs and comes down with four?"

The lawyer uses his laptop and searches all references he can find on the Net. He sends e-mails to all the smart friends he knows, all to no avail. After an hour of searching, he finally gives up. He wakes the senior and hands him \$500. The senior pockets the \$500 and goes right back to sleep.

The lawyer is going nuts not knowing the answer. He wakes the senior up and asks, "Well, so what goes up a hill with three legs and comes down with four?"

The old biker reaches into his pocket, hands the lawyer \$5, and goes back to sleep.

—Bruce Reardon

U.S.A.

An elderly spinster, who was a dog lover, agreed to look after her neighbor's dog while he went on his holiday. The only problem was that the spinster's own dog was a bitch that was in heat and the neighbor's dog was a male. She had a large house and was able to keep the two dogs apart.

As she lay in her bed drifting off to sleep the spinster was suddenly awakened by awful howling and

moaning sounds from downstairs. She rushed downstairs to find the dogs locked together, as dogs do when mating. The dogs were in obvious pain, howling but unable to disengage. Try as she might she could not part them and she was perplexed as what to do next.

Though it was late, she reluctantly phoned the vet. After a few rings, her grumpily answered the phone. The spinster explained the problem. The vet said, "I want you to take the phone to the dogs and place it down alongside them. I will then phone your number back, and the noise of the telephone ringing should make the male dog lose his erection and be able to withdraw from the bitch."

"Oh," said the spinster, "do you think that will work?"

"Well," The vet replied, "it just worked for me."

—Cuzin Ina

Dullsbury, Iowa

A penguin walked into an Irish bar in Antarctica and said, "Have you seen my brother?"

The bartender replied, "What's does he look like?"

—T. Cook

Crescent City, California



"I just called a number on the shitter wall and my ol' lady answered."

Two prospects are standin' outside a whorehouse. The first prospect says, "I heard half these whores have the clap, the other half have crabs and none of them would think twice about rippin' ya off fer every dime ya got."

"Shhhhh!" says the second prospect. "Not so loud, or they won't let us in!"

—Big D

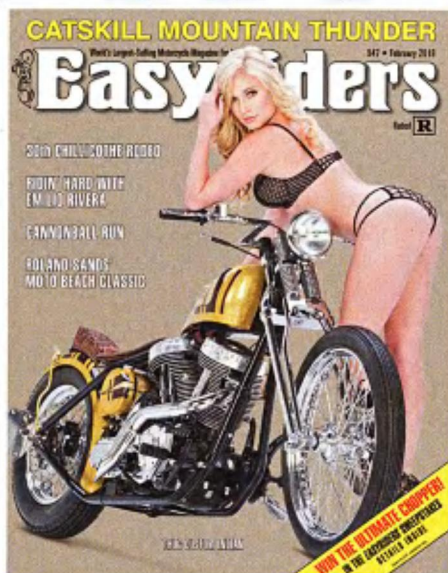
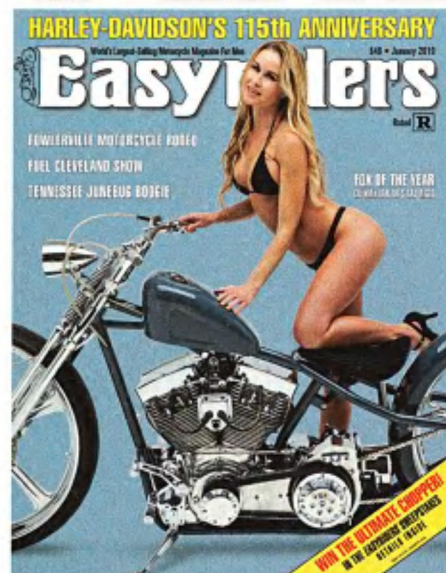
Fun Town

I met a girl in the park the other evening. There was an instant spark between us and she immediately dropped to her knees and laid on the grass at my feet. As we lay making love, I thought, "These taser guns are well worth the money!"

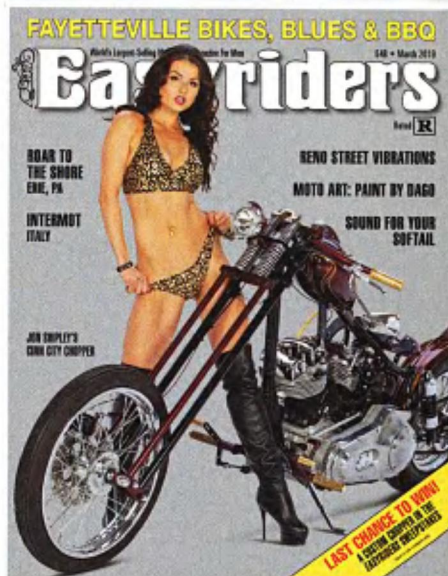
—BallsBean

Blossom, Indiana

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SweepstakesGarage



BUILDING THE ULTIMATE CHOPPER Getting Creative With The Paint Job

In this issue, we thought we would introduce you to the painter of your new chopper that we are giving away in the Easyriders Sweepstakes. Manny Cisneros, owner of CSNRS, is only about a mile and a half from Tony Tyrrell's Lone Wolf's Chop Rodz in El Cajon, California, where your chopper is being built.

The two have known each other for several years and actually used to work together at San Diego Rod and Custom, just a few doors down from Tony's shop, where Manny did a lot of pinstripping. He says he got the pinstripping bug through a friend of his just as he was joining the Navy about 20 years ago. "I was pinstripping stuff every day for about six months when I was on a ship," he says. "Including the ship itself."

Once he left the Navy, Manny started doing bodywork and paint for different shops and doing gigs on the side, but ultimately he struck out on his own. In the beginning, he worked on cars, but like most custom painters, he wouldn't turn down a good job, no matter what it might be. In fact, during our last visit, someone dropped off the sheetmetal of

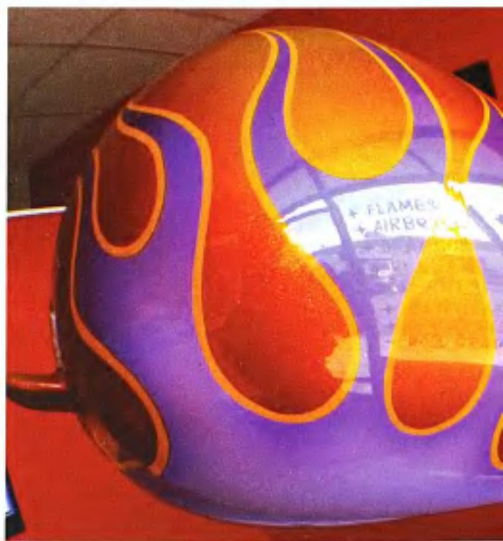
an old golf cart for Manny to do his magic on. These days, though, most of his customers are bikers, and it's been that way for quite a while.

Manny, who himself owns a 2007 Street Glide and a 2000 Road King that he painted and pinstriped, says he'll do just about any kind of paint job, from flames to gold leaf, from wood grain to graphics. "I love it all, and I'll even do a bit of wrenching," he says, "although sometimes it does get a bit overwhelming. But I like getting something that might be crap and turning it into something really nice."

Although he's usually a one-man shop, he'll call on a couple of guys, Ruben and James, to help out when it gets too hectic for him. And to add to Manny's already full plate, he also teaches a pinstripping class every once in a while.

Manny says he has done everything from Cholo-style baggers to wild and crazy asymmetrical stuff, from low riders to even arcade art, though he says he's primarily been busy with refinishing and painting a lot of baggers lately. "Regular stuff, nothing too wild," he says, "because that's what most people seem to want around here."

Which is why he says he's really looking forward to painting your sweepstakes chopper. It allows him to



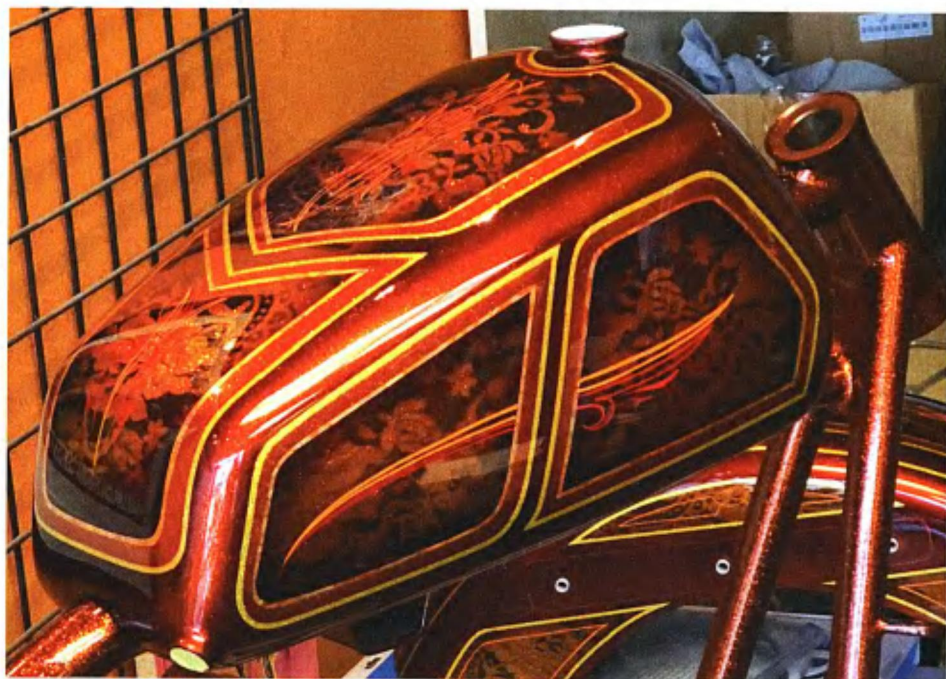


use some of his own ideas and creativity to make the bike totally stand out. "We're gonna do an orange frame for sure; a bright neon orange powdercoating," he says. "And with the tins I'm gonna do some nice leafing on the inlay there on the tanks, and I'll just kind of highlight around that."

The tins themselves are going to be a real classy black, like smoked wood, he adds, to keep everything "more organic" and with "some soul" to it. And of course it'll all be cleared and buffed

to make everything timeless, like *Easyriders* magazine. "I'm really happy to do this sweepstakes bike and be involved with a chopper magazine because I've been doing so many baggers. I'm glad I'll be getting to do some real fun stuff! I really like painting outside the box."

If you're as curious as we are about what this chopper is going to look like once it's all finished, make sure you get the next issue of your favorite biker mag, *Easyriders*! —Tripper







FIRST STOP ON THE EASYRIDERS 2019 BIKE SHOW TOUR

CINCINNATI SHOWDOWN

This year, for the first time in *Easyriders* long history, our Easyriders Bike Show Tour began in Cincinnati, Ohio. On January 5th, the mega moto experience and cycle circus burned rubber into the massive Duke Energy Center for a day the Queen City will not soon forget.

CINCINNATI SHOWDOWN



Event-goers were thrilled by the sight of hundreds of custom-built motorcycle creations, while vendors offered every possible biker goody imaginable, as well as tasty grub and frosty suds. Plus, it didn't hurt that temps were in the 50's in January. The hall was packed.

Back once again for this year's tour, the sexy Purrfect Angelz strutted on stage offering amazing dance, aerial and fire performances. Fans of the 1969 film *Easy Rider* could check out our Captain America and Billy bike replicas as they were restored to former glory in the Easyriders Garage—a full garage shop façade.





CINCINNATI SHOWDOWN



Headbanger bikers got their engineer boots stompin' thanks to the rousing rock of metal maven and hard rock honey, that sexy siren pixie with an axe, Jasmine Cain. Our Bike Show Tour sponsors gave away some killer swag from the main stage including gifts from Lucas Oil, Russ Brown, Prism Supply, TC Bros., The Full Throttle Saloon, Evil One Clothing, and more.

As always, *Easyriders* editors acted as the judges of this chopper hoedown, announcing the winners at 6 p.m. Bike classes included everything from old school bobbers and choppers to restored antiques, modified pavement pounders, radical baggers, and even drag bikes. Top honors and invites to the Invitational Show in Charlotte went to the following:

1st Place Radical Custom

Travis Kemp, Piqua, Ohio
2010 Apollo Dragon

1st Place Radical Bagger

Mark Rhoades, Newburgh, Indiana
2013 Road Glide

3rd Place People's Choice

Dell Battle, Crown point, Indiana
1991 Sportster

2nd Place People's Choice

Roger Harper, Panama City, Florida
2017 "Walking Dead" Road Glide

1st Place People's Choice

Eugene Isaacs, Waynesville, Ohio
2010 Street Glide

Editor's Choice

Chris Pennington, West Chester, Ohio
2003 Sportster

The John Green Award

Tony Geraci, Cincinnati, Ohio
1975 H-D Chopper

Best of Show

Donny Loos, Miamitown, Ohio
1949 Pan/Shovel Chopper

For a complete list of winners visit easyridersevents.com. Now it's on to Sacramento for our second of four kickass bike shows in this tantalizing tour. Watch for coverage right here next month. —Dave Nichols

Photos: Kai R.

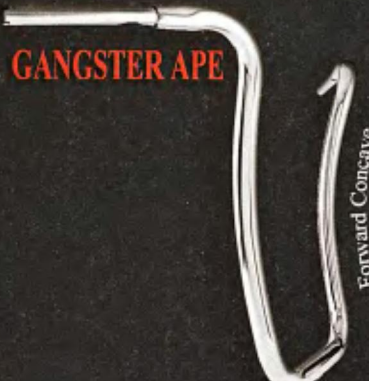
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Many dancers, me included, hire drivers to take us to and from the club. It can be expensive, but cheaper than a limo. It's a bit of a luxury. Our drivers will run errands for us while we're working, bring us dinner or a root beer float (my addiction), and generally be part of a support system.

A friend scoffs at me and other dancers who use drivers, saying it would be cheaper to call a cab or an Uber. This is the world's second worst advice (next to Hitler's "Let's invade Russia!")

I did take a chance on an Uber once. Never again. It is dangerous. This is not to besmirch all Uber drivers or cabbies. But some are less stable, less cool versions of Travis Bickle, the unhinged character played by Robert DeNiro in *Taxi Driver*.

One night my driver was unavailable, and I made the mistake of calling an Uber from my club at 2:30 a.m. He was there immediately. There are fleets of crazies in cabs, Ubers, and Lyft with the addresses of strip clubs taped to their dashboards. Others are not so crazy. They have memorized the addresses.

For most, the motive in racing to pick up a stripper is personal. They

think they might get lucky. It's a fool's bet. In my case, it was worse. I noticed that the Uber driver was not taking me on a route directly home. When I asked him what the deal was, he said he wanted to take me to some other destinations where I could make good money. Turns out he was there on behalf of his other boss, a pimp. The driver's mission was to help turn me out, and he figured a stripper would be game.

When I told the creep to take me home, he stopped the car, leaned over (I was in the front), opened my door, and shoved me out onto the curb. Oddly, I must have hit the video function on my phone, and I captured a picture of my legs flailing as I fell from the cab. I lost the wifi signal from his car as he drove away. Then suddenly I had service again. It could mean only one thing: he was coming back after me. I threw myself into the bushes as he was rounding the corner, and he drove past me.

Thus I have a driver of my own choosing, often an older gentleman with his own car who is retired and wants to make some extra money, and perhaps craves company and conversation. The clubs sometimes allow drivers to hang out without paying the

cover charge because strippers often drink on the job (customers buy us drinks), and the manager wants us to get home safely. A dead stripper is not a profitable stripper. With some notable exceptions, but that's for another issue.

I pay my drivers between \$80 and \$100 per shift for picking me up, delivering me to the club, and doing errands such as getting me cigarettes, coffee, food, and other amenities. It's not a lot of money, but more fun, say, than being a Wal-Mart greeter or getting paid as a guinea pig for a new line of urinary catheters. The drivers also get to look at a lot of naked girls while they're waiting around.

I interview new drivers, telling them what I expect and what is off limits (hooking up with me). The best driver I ever had was also the DJ at the club. It was convenient for both of us. It also gave me the chance to talk him into playing songs that I liked to dance to on stage. He had a nice car, too, and knew how to drive it.

One driver who didn't work out was a part-time comedian. He would practice his routines on me during the ride. His delivery was good, but his material was flawed by the fact it wasn't funny. I left my research notes in the car once, and he stole them, used them as part of his act. I wonder how that went. The notes were for an article on ovarian cysts.

On occasion a driver asks for an ego boost, and often I oblige. An older man asked if I would have breakfast with him at his favorite diner. The reason became clear. He wanted to sit with a pretty girl to impress his buddies. As we left, I heard one of his friends say, "Yeah, that's the way it should be." That is, young women should be with old men. Other times, a driver will ask me if he can swing by his apartment house while he retrieves something. It's so his neighbors will think he has a cute girlfriend. This is usually not the case.

I've never hired a driver who rode a Harley. But I would. That would be awesome. It would make it easier to weave through traffic and get to work on time. You wouldn't get so hot in the summer. It would be exhilarating.

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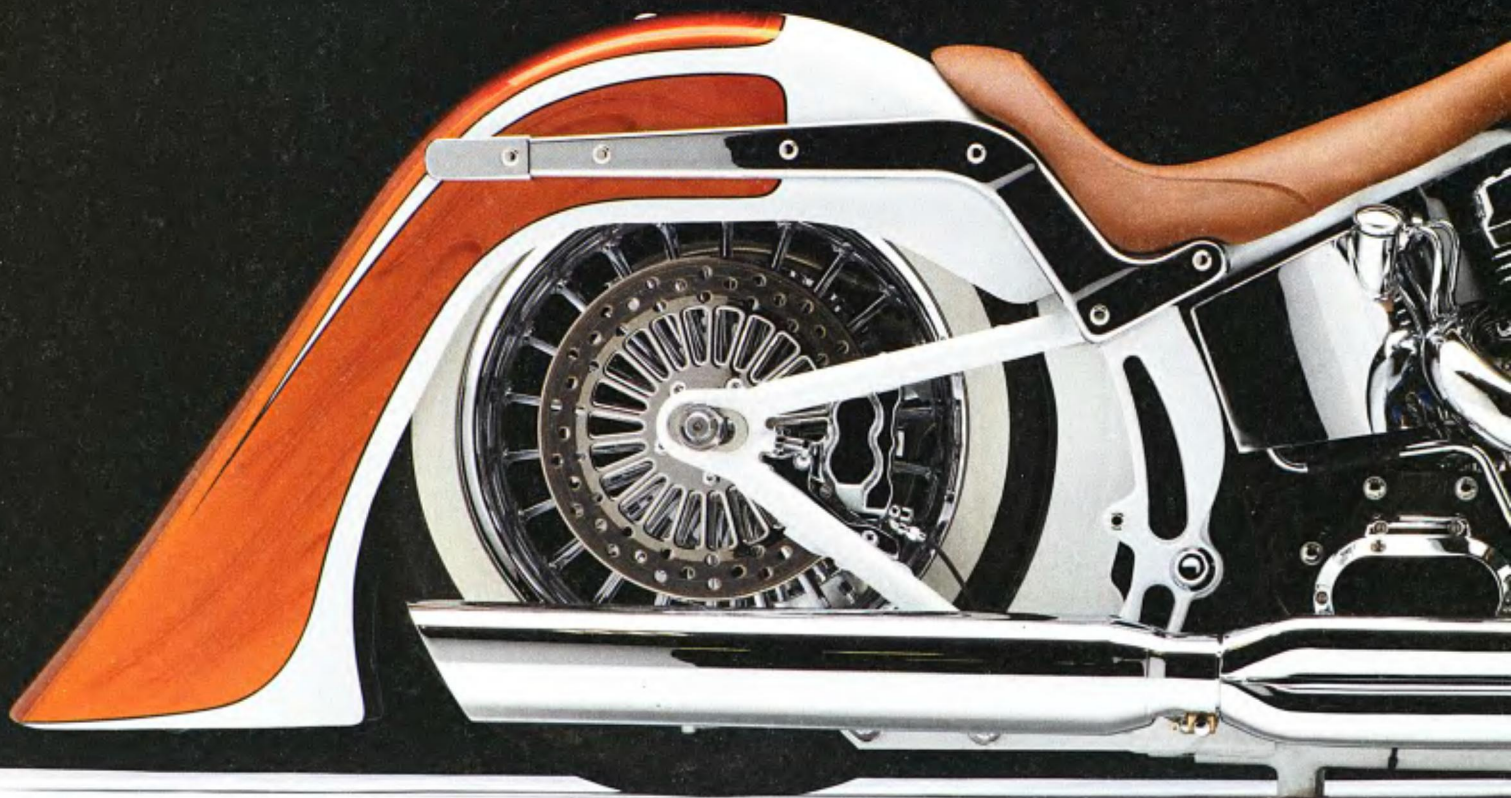
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"It's amazing how
motorcycles build friendships."



ED LEE WHITE'S NICK BECK SOFTAIL

little sexy

Shannon Davidson of The Chopp Shop in Taylorsville, North Carolina has been building custom motorcycles for Edward Lee White II for many years. Some of Ed's lavish custom baggers by Shannon have been featured here in *Easyriders*. Ed owns a welding company in South Carolina that specializes in making logging trailers.

The gleaming Softail seen here is a different bike for Ed, who usually is seen riding around on his big wheel baggers. His friends call Ed "Big Sexy," and this Softail is called "Little Sexy." It was painted by Shannon Davidson, but primarily built by Nick Beck and Turk Miller. Nick owns a trucking company, but also runs Renegade Cycles out of Dodson, North Carolina. "It's amazing how motorcycles build friendships," Nick says. This particular bike put Ed and he together and they have been best friends now for over a year and a half. "Ed's my best friend in the world."





**"I wanted to run a 26-inch
Metalsport front wheel and
tuck it up under the front."**

Nick started this project when he decided to build a different kind of Softail. "I wanted to run a 26-inch Metalsport front wheel and tuck it up under the front," Nick tells us. "I built it to fit me perfectly. Luckily, Ed and I are about the same size." The bike is a lay frame Softail with two air compressors. There's a 7-degree rake at the neck with another 5-degrees in the triple trees. "I'm all about performance, so I took the motor to Hawaii Racing to boost it to 107 inches and run a set of two-into-one D&D exhaust."

While Nick is all about black bikes and high performance, Ed is all about white bikes and chrome.

"We used engine covers and floorboards from Covington's to give Little Sexy some extra bling," Nick says. "I first met Ed in Daytona and he talked about getting a Softail. He came to my house and saw this bike and bought it right there." The two men discovered they had a lot in common. "We started doing a lot of riding together, going to bike shows and rallies."

The bike that brought these two bros together also led to building more motorcycles. "Ed and I are designing two new bikes that we're hoping to bring to the Easyriders Charlotte Bike Show," Nick says. We can't wait to see what Nick and Ed dream up.

—Dave Nichols



Owner: Edward Lee White II
City: Andrews, South Carolina
GENERAL
Fabrication: The Chopp Shop
Year and make: 2016 Harley-Davidson
Model: Softail
Assembly: Nick Beck and Turk Miller
Time: three months
Chroming: H-D

ENGINE

Year and make: 2016 H-D
Model: FLSTC
Rebuilder: Motorman
Ignition: H-D
Displacement: 107 cubic inches
Lower end: H-D
Balancing: H-D
Pistons: H-D
Heads: H-D
Cam: H-D
Lifters: H-D
Carb: HPI

Air cleaner: Covington's
Pipes: D&D 2-into-1 Fatkat

TRANSMISSION

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

PAINT

Painter: Shannon Davidson
Color: orange and candy white

FRAME

Year and make: 2016 H-D
Type: Softail
Rake: 7-degree with 5-degrees
in the triple trees
Stretch: none
Shocks: dual Air Ride

ACCESSORIES

Bars: Carlini
Handlebar controls: H-D
Fenders: The Chopp Shop
Headlight: custom
Taillight: Heartland
Speedo: custom engraved copper
Floorboards: Covington's
Gas tank: H-D
Oil tank: H-D
Oil system: H-D
Primary cover: Covington's
Seat: High Rollers – Butch Watson
Mirrors: Joker Machine
Grips: Covington's

FRONT END

Type: Smoothies
Extension: none
Builder: Arlen Ness

WHEELS

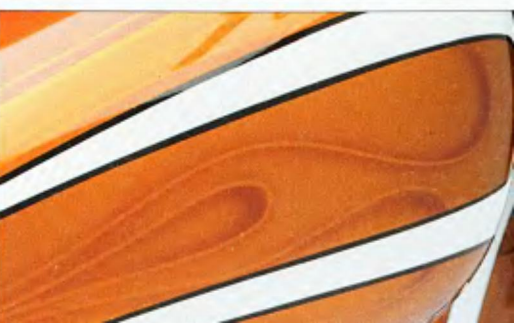
Size: 26-inch front, 16-inch rear
Builder: Metalsport
Tires: Metzeler
Brakes: Hawg Halters

Photos: Michael Lichter
Contacts: The Chopp Shop
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Ed White with his fiancé Debbie



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Mason's Ride

WALTERS CUSTOM BAGGERS' GANGSTER GLIDE

Back in 2017, this sinister black and orange custom bagger roared into the convention hall at our Easyriders Charlotte Bike Show. The bike's builder Jess Walters Jr. and his dad brought in a number of exotic scooters, including Jess Senior's trike. But this black beauty garnered most of the attention. This was partially because at the time, most baggers featured a lot of chrome and bling, and this wild Harley was in stealth mode.

The 2012 Harley Road Glide's custom treatment was actually designed by Jess Jr.'s nephew, Mason Walters, who was just nine years old at the time.



The 2012 Harley Road Glide's custom treatment was actually designed by Jess Jr.'s nephew, Mason Walters, who was just nine years old at the time.





Mason picked the traditional Harley-Davidson black and orange colors as well as the massive front wheel by SMT and other components that give this bike its stealthy look.

"This is my personal bike," Jess tells us. "I built it over a summer when Mason was out of school so he could help me create it from the ground up." Jess wants to thank his friends in the motorcycle industry who helped out with many of the parts. "Special thanks

to my friend Tim at SMT Wheels. He was a big help," Jess recalls. "Mike at Detroit Choppers helped me source all the parts I needed. The gas tank, side panels, hardbags and rear fender are all by Top Shop, and Ballistic built the space-age front fairing and handlebars." Chris Lowe handled the stereo speakers and amps. The bike's massive sound system includes two, 10-inch subwoofers in the bag lids.

The Twin Cam motor is mostly stock,

but benefits from a set of Magna Flow exhaust pipes. The black cloak of PPG paint was expertly sprayed on by Chris McCraven, and HighRollers handled the bike's low-slung custom seat. We think this sleek sled looks like something that Batman might ride. The final effect got the judges' attention at the Easyriders Show, and Jess tells us there will be another amazing bagger coming to this year's Invitational Show.

—Dave Nichols



Owner: Jess Walters Jr.
City: Salisbury, North Carolina

GENERAL

Designer: Walters Custom Baggers
Fabrication: WCB
Year and make: 2012 Harley-Davidson
Model: Gangster Glide
Assembly: WCB
Time: 2 months

ENGINE

Year and make: 2012 H-D
Model: Twin Cam
Rebuilder: WCB
Ignition: Drag Specialties
Displacement: 103 cubic inches
Lower end: H-D
Balancing: H-D
Pistons: H-D
Heads: H-D
Cam: H-D
Lifters: H-D
Carb: H-D Fuel Injection
Air cleaner: SMT
Pipes: Magna Flow

TRANSMISSION

Year and make: 2012 H-D
Type: 6-speed

PAINT

Painter: Chris McCraven at WCB
Color and type: black PPG

FRAME

Year and builder: 2012 H-D
Type: Road Glide
Rake: HHI short neck
Shocks: Dirty Air

ACCESSORIES

Bars: Ballistic
Handlebar controls: H-D
Fenders: Detroit Choppers/Top Shop
Headlight: Ballistic
Taillight: Custom Dynamics
Speedo: H-D
Floorboards: Carl
Electrics: H-D
Gas tank: Top Shop
Oil tank: H-D
Primary cover: H-D
Seat: HighRollers Seats
Mirrors: Arlen Ness
Grips: Drag Specialties

FRONT END

Type: HHI
Extension: 3-inches
Builder: WCB

WHEELS

Size: 30-inch front, 16-inch rear
Type: SMT
Tires: Vee Rubber front, Michelin rear
Brakes: HHI



Photos: Brad Patton
Contact: Walters Custom Baggers
704-746-7894



SPECIAL Unswimsuit

To all our biker brethren out there, it is time for our annual UNSWIMSUIT SPECIAL. This is basically a way for us to shamelessly show you a whole bunch of naked chicks for your hard-earned buck. Why do we do this? Because we here at *Easyriders* magazine know that bikers like two things in particular, motorcycles and women; bikes and babes, scooters and

hooters, putts and butts. We know that besides looking at awesome artistic expressions of motorcycle magnificence, you crave to stare longingly at the soft curves of naked female flesh. We don't know much, but

we know this: You like bikes and you like boobs, so here they are.

Hand-picked by the deranged editors of this scooter rag, we offer you some of the finest fillies, sexy Sallys, nasty Nellies and hot Harley honeys that we featured over last year. So kick back with your beverage of choice and strap on your drool cup. It's UNSWIMSUIT time!

—Dave Nichols

The elegant Elisabeth Hassell is a Georgia peach minus the pits. She ads her special sultry sauce to Rusty Nash's roadworthy panhead.

Bike: Rusty Nash's
1951 Vic Woods Panhead
Photo: Brad Patton



Hog wild **Hannah Hughes** is a tattooed temptress who exudes class and old school cool all over Jeremy Valentine's two-wheeled tribute to his father.

Bike: Jeremy Valentine's 1956 Joker Cycle Works

Photo: Brad Patton



New Yorker **Liza Scot** comes complete with a secret tattoo that reads, "Choppers Forever". Here she adorns the Shadley Brothers' *Easyriders* Bike of the Year.

Bike: Paul Shadley's 1972 Shadley Brothers Shovel
Photo: Dino Petrocelli



Long and lean **Samantha** hails from the dangling forelock of Florida. She has caused many men to utter a sinner's prayer that can't be repeated.

Bike: Greg Rouleau's 1989 Harley XLCH Chop

Photo: Don Rogers



We found **Irina** the ravishing redhead washed up on a Florida beach, wrapped in a fisherman's net. Now we'll never get the smell out of those fish.

Bike: Jon Shipley's 1968 Hoosier Daddy chopper
Photo: Don Rogers



Kinky Karla is actually a rubber sex doll.
You can tell by the way she never moves her
pouty, open for your erect member, lips.
Her tattoos, however, are real.

Bike: Brian Adams' 2008 Subculture Cycles
Photo: John Covington



Do you have a taste for terror? Take **Carrie** to the prom. This Maryland native was more than happy to light a fire under Youngblood's Sportster Custom.

Bike: Steven Youngblood's
1978 Youngblood Kustomz Sporty Chop

Photo: Don Rogers



Sexy little **Staci Raven** is extremely flexible in more ways than one. She can bend her ankles back over her head and come out the other side.

Bike: Jeff Ettelson's
2017 Lone Wolf's Chop Rodz Evo
Photo: John Covington



Curvy Cassie adds a ton of stripper charm to this Dirty finger... I mean DirtyTail by John Shope. You can almost smell the cheap flowery perfume.

Bike: Todd Fairchild's 2016 Dirty Bird DirtyTail

Photo: John Covington



Meet Callie Jane, a fully-qualified model/mortician from Indiana.
She can fill you with both desire and formaldehyde.
She was also Miss Nude North America.

Bike: Carl Pusser's 1977 Walkin'Tall cycles Triumph

Photo: Kevin Willis



Puttin' Pets

A Biker's Best Friend

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

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



Dozer keeps watch over Dad's baby.
—Larry & Barbie Graser,
Boscobel, Wisconsin



First test ride with our new family member, appropriately named Harley, on my 2017 Street Glide Special. He's a 5-month-old Maltese. We weren't too sure how he'd like it, but the look on his little face says it all. It's been harder getting him used to wearing his goggles—he'd rather eat them!
—April and Walt Costa, Laconia, New Hampshire



Mark riding his 1969 shovel with his best buddy, Smokey, in the sidecar.
—Mark and Cathy Fike, Tiro, Ohio



You're It!

Most of us were a little crazy in our youth. I mean, we hopped aboard torquey Harleys and rode with no real protection against the elements, the cages, the crazies, and the cops. Bikers are bikers after all. We drink, we ride, we drink some more and ride some more, and when we were young we did some "ball testing" too. It was fun, but I will say, I'm too old and slow to heal fast nowadays, so I'm a tad more careful than I once was. Back in the day, we all had fun playing "tag."

It started on a Friday night a few years back. We were all sitting around our favorite watering hole after work. We weren't drunk enough to slur words, but we were drunk enough to take some chances. You've probably been there a time or two.

"Hey, Mickey," Bobby piped up. "Remember that game of tag we started over in Lindenhurst? You know, when you clipped the barrier barrels on Sunrise Highway?" "Yeah, what of it?" I answered. "I also remember you endin' up in a gravel pit that night."

Bobby looked at the scar on the back of his hand that was earned during that particular game of tag. He smiled at the memory. "What do you say we do another shot of Tequila and play tag one more time before we get too old for that shit."

Everyone at the bar's ears pricked up at this. Joey, at the end of the bar, yelled out, "Come on, Mickey! Show him ya still got it!"

Bobby was a bit younger than the rest of us and always the wise ass. I'm pretty sure the rest of the boys were seeing it as a challenge to their manhood and their age. It was a screwy idea, but once everyone started to go with it, I had to admit I felt pressured to do it. Kaylee the barmaid weighed in with, "Don't listen to 'em, Mickey. You're the best tipper in the place. I don't

want you to get your old ass killed."

Though I had nothing to prove, her words kind of sealed the deal for me. I threw back the shot of Tequila and we all sauntered outside to the bikes.

I threw my leg over my faithful Super Glide and Bobby mounted his Low Rider. An adrenaline rush mixed with the booze in my gut: the perfect combination for a daredevil biker game.

For those who may not know the rules of tag: a few guys ride a race on a predetermined route. A coin toss determines who is "it." The guy who is "it" hangs back and lets the rest take off a few seconds ahead and then has to catch up to the riders and tag the front runner. There are really no other rules save for pedestrians having the right of way. The no-holds-barred race allowed the use of back roads, sidewalks and even private property. On this night, it would be just me and Bobby racing, so I wouldn't have to wade through a pack of riders to reach him. The actual "tagging" was done with a kick to the leg as you pass the lead rider.

The coin was flipped and I was "it." Bobby took off from the lot, spinning gravel everywhere. Playing at night was twice as dangerous, but thrilling as hell. I looked around at the expectant faces of my brothers. Kaylee came out and gave me a "thumbs up" as I started my bike.

Over yells of encouragement, I popped the clutch and tore off after Bobby. The first curve was almost in front of the bar. It was a tight left hander and my boot heel scraped the tarmac just before my left peg did the same, throwing up sparks. I could see Bobby about an eighth mile ahead of me and I opened her up.

The light on Main Street was no issue for Bobby. I heard his pipes roar as he ran the yellow, leaving me to deal with the red. I sped up to the light with no intention of stopping. It was well after

rush hour and the little town would be relatively free of traffic. I hoped there were no cops near the intersection as I sat deep in the saddle and twisted the grip to the stops.

The next few seconds were a blur as a pickup truck rolled through the green. I locked up both brakes briefly and managed to time it just right, whipping around the back of the pickup with inches to spare. The truck's tailgate was down and would



have cut me neatly in half had I kissed it at eighty per. But I cleared it. I straightened up and kept her cranked. Bobby was nowhere to be seen.

I knew the route we agreed on like the back of my hand, so I braced for the dip in front of Babylon Hardware. The bike bottomed out, bounced into the air and landed well, though the drag pipes and my back took a beating. More sparks in my rearview.

Culligan's curve was next, and I

leaned over for the tight right hand curve. My pipes echoed off the guardrail and I smiled. This shit really was fun. I straightened up and kept her at eighty per, then felt the familiar frame twist as I pushed her over for another left hander. Then came the straight, where I could boost her up another twenty miles an hour.

But as I came over Toggle Hill, I saw a car making a left into the driveway of the only house within ten miles. There

was just enough room on his right to swing by on the shoulder, but a ton of gravel was strewn along my path. I braked, slowed, and rode her through the gravel, fishtailing as I did. Somehow I kept the old shovel upright. More luck than skill that time, I'll admit.

With my heart pounding and my palms sweating, I relaxed the throttle a tiny bit. The next few miles of road were straight and true, and I could see Bobby up ahead. He'd be slowing soon enough when he got into the construction zones. I grinned into the wind and powered her on.

Before a minute had passed, I was directly behind him. Ignoring the bright orange cones, I moved to the left. Now the cones were between me and him. The road was shredded in my lane, in preparation for new blacktop, so I was vibrating up to my eyeballs and steering was dicey. Bobby came up on the only car within miles and it was creeping along. With me on his left and the car in front of him, I could see him eyeing the shoulder. I accelerated, moved in close and kicked him in his left leg while yelling, "Tag, you're it!"

I accelerated past the car, still vibrating all over, pulled in front of the cage and back onto smooth pavement, then checked the rear view. Three headlights behind me. One was Bobby's. I cranked her hard and managed to stay in front of him.

The route back to the bar included a run through the sand pits in Port Jeff and the narrow, rusty old shit pile that served as a bridge over the railroad tracks in Stony Brook.

I pulled into the bar's parking lot to applause, free Tequila, and Kaylee's fine chest pressed against mine in a well-deserved hug and kiss as I heard Bobby's pipes roarin' up the highway.

As he pulled in, I greeted him with a middle finger salute and a shot glass full to the top. He shut his hot motor down and threw back the shot. "Shit, that was fun," Bobby grinned. "I thought sure I was gonna tag you back at the bridge, but you were just too quick for me. Drinks are on me, brother."

He was right, it was fun. But I'm here to tell ya, I won't be playin' another game of biker tag anytime soon. Unless...

—Z. Jaki



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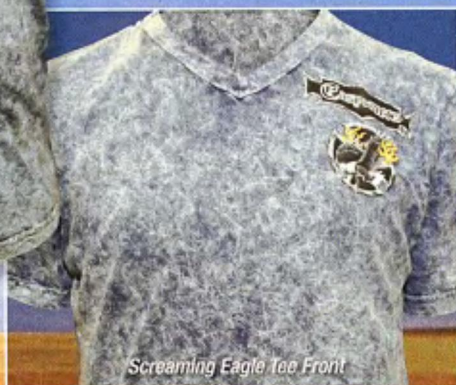


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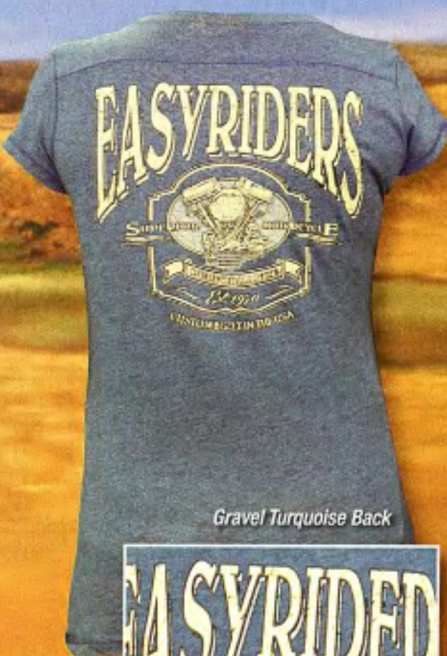
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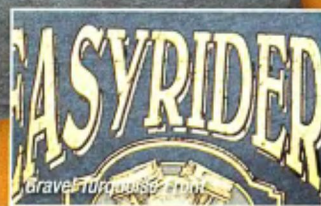
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JERRY WASEMILLER'S YOLO COUNTY CHOPPER

Jerry Wasmiller tells us that this bike was inspired by a memory from when he was only 14-years-old. Jerry was standing on a street corner in Woodland, California when he spied a 1956 panhead chopper and its rider at a stoplight, and it so influenced his thinking that for his whole life he was on a mission to relive that initial spark. A few years later, as a young man just starting a family of his own, he was presented with a chance to buy that bike, but his family

obligations held him back. He has kept track of that cycle ever since, and knows precisely where it sits today: in the barn of a local collector, not for sale. These days Jerry has created a buzz for himself as a builder in his own right, and has built many bikes, including one which graced our pages a couple of years ago.

Jerry says that this bike captures some of the spark that got him started on his two-wheeled journey all those years ago. The previous incarnation of



"Yolo County Choppers
is a little hole in the wall
in the Sacramento Valley,
and I do it because
I love it."





this bike was actually Jerry's first attempt at a custom build. It started as a frame, some eBay parts and a Harley crate motor. As his skills increased, he rethought his original concept and swapped out a 93-inch S&S "S" series motor, which he sourced from Kirk Taylor of Custom Design Studios out of Novato, California. After striking up a friendship with Bill Holland of Executive Choppers, Jerry opted to use the Harman-style front end to radicalize the bike a smidge.

Jerry admits that there is not a lot of detail on the bike, it's not really trick, but he insists that it captures his style. "To me, less is more. I like to build a basic bike with nice lines. Everything is proportional and looks good with a rider on it. That is how I approach building a bike."

Jerry built this bike as his daily rider, and as such, he wanted everything as bulletproof as possible. Thus, the choice of the generator case S&S motor. "I wanted this motor in particular, because although I love the look of the vintage motors, I don't care for their unreliability." To Jerry's mind, the big inch shovel goes well with the Harman front end, as John Harman was almost as well known for his big-inch shovelheads as his classic front forks. When Jerry was redoing the bike, he met the owner of Bandit Industries and had him build the primary. They are known for their work in motorcycle drag racing. Likewise, the Baker five-speed with kicker and electric start combines old school looks with modern technology. The frame is a Santee "Down and Dirty" that Jerry purchased on eBay. He did have to change the rake of the frame from 34 to 37 degrees to accommodate the Harman forks.

Jerry started building bikes around 1974, just for the love of motorcycles. But he tells us that he didn't start to get serious about it until around the year 2000. He says that it has never really been a source of income for him, as he owns two other businesses. "I didn't need another job. The motorcycles are therapy for me. Yolo County Choppers is a little hole in the wall in the Sacramento Valley, and I do it because I love it." —Kit Maira

Owner: Jerry Wasemiller
City: Woodland, California

GENERAL

Designer: Jerry Wasemiller
Year/make: 2004 Yolo
Model: Down and Dirty
Assembly: Yolo County Customs
Time: one year

ENGINE

Year/make: 2008 S&S Cycles
Model: "S" series generator shovel
Displacement: 93 inches
Cam: S&S
Ignition: S&S
Pistons: S&S
Heads: S&S
Lifters: S&S
Carb(s): S&S Super E
Air cleaner: S&S
Pipes: Yolo County Customs

TRANSMISSION

Year/make: 2004 Baker
Modifications: kick/electric
Shifting: 5-speed

PAINTING

Painter: Alvie
Color/type: Yellow PPG

FRAME

Builder: Santee
Rake: 37 degrees
Stretch: 3-inches up/4-inches out
Shocks: none
Other Modifications: altered rake

ACCESSORIES

Bars: Flanders
Handlebar controls: Performance Machine
Fender: Yolo County Customs
Headlight: Bates
Taillight: eBay
Electrics: Yolo County Customs
Gas tank: Yolo County Customs
Oil tank: Yolo County Customs
Oil system: S&S
Seat: Yolo County Customs
Pegs: Accutronix
Mirrors: Arlen Ness
Grips: H-D

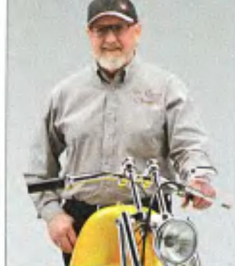
FRONT END

Type: Harman Girder
Extension: 6 inches over
Builder: Executive Choppers

WHEELS

Size: 21-inch front, 18-inch rear
Wheels: eBay
Tires: Metzeler
Brakes: Performance Machine

Photos: Michael Lichter



"To me, less is more.
I like to build a basic bike
with nice lines."





"Okay, you win, Doris. I'll never beg you to bring a chick home with you ever again."

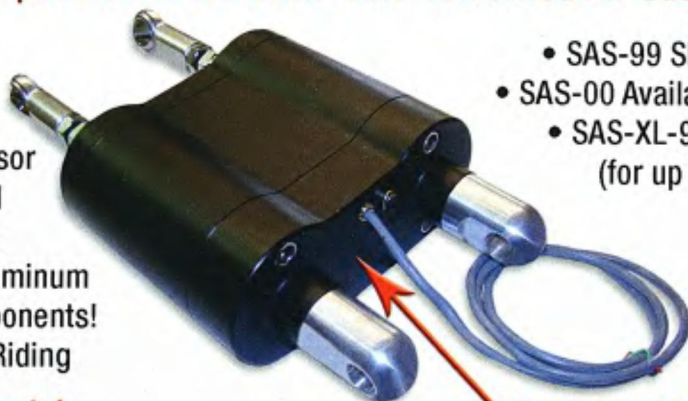
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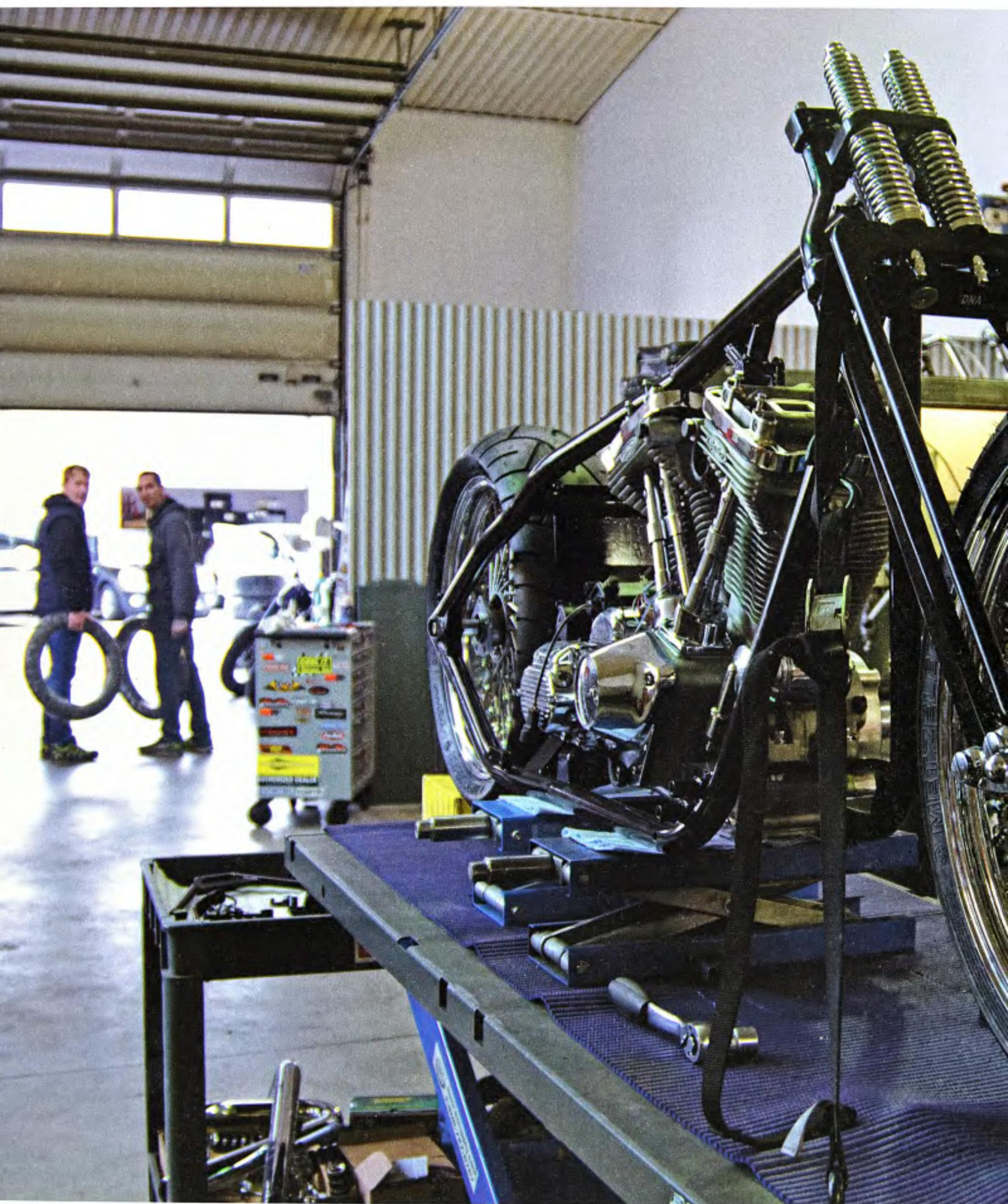


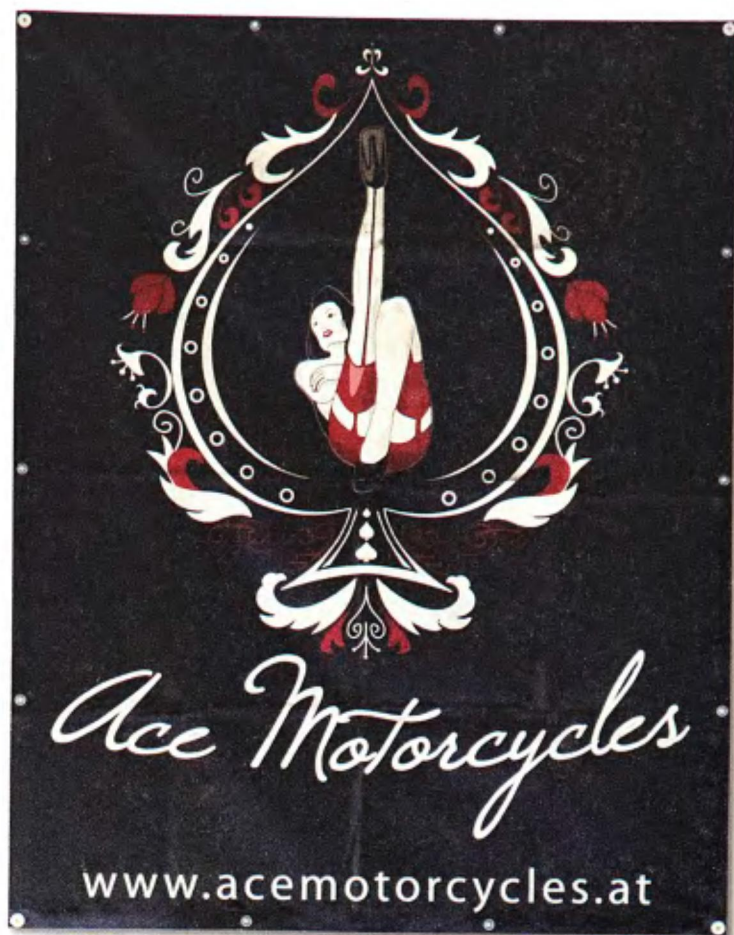
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Austria's Coolest Little Harley Shop

Tucked away behind massive mountain ranges, the sleepy little town of Radstadt may be better known for its beautiful scenery and skiing than a thriving custom Harley scene. That shouldn't be too surprising since Harleys are very expensive in Austria and the riding season is a relatively short four or five months. Nonetheless, this burg of less than 5,000 souls has one of the coolest little custom Harley shops in Austria.

Owned and run by Herbert "Hörb" Lanner, Ace Motorcycles is responsible for a number of awesome custom builds that push the envelope of what's possible within the generally very restrictive EU guidelines. Some of them have even appeared in *Easyriders*, both in its German and U.S. editions, as well as in other magazines. That's a source of pride for Hörb who says that nine years ago, when he opened his shop,



"plenty of people thought I was nuts, and asked what the hell was I thinking?"

Growing up in an even smaller town some thirteen miles away, Hörb says he's always had a passion for motorcycles. Nine years ago, after working out of his garage for two years, he made the move to Radstadt. Despite all those naysayers, he says he's doing well. The town's geographic location

has a lot to do with that. "During the summer, we have a lot of riders coming from (the states of) Styria and Carinthia, but also from Germany and some local areas," he says. "There's a lot of great riding around here."

Like the scenic Tauernstrasse that's part of Federal Highway 99 connecting Radstadt with locations to the south, for instance, Celtic traders traveled here some 2,500 years ago, and these

days, it's a favorite route for motorcyclists despite—or probably because—of its steepness grades of up to 15 percent.

Ace Motorcycles is a full service shop where Hörb and his two-man crew do maintenance and repairs like most bike shops, but Hörb says he'll also do restorations of older bikes and upgrades on newer ones. He's even worked on a few Milwaukee Eights, he

says, pointing at a 2017 Street Glide sitting outside. "But most people come to us for old school choppers, bobbers, and hot rod builds," he says.

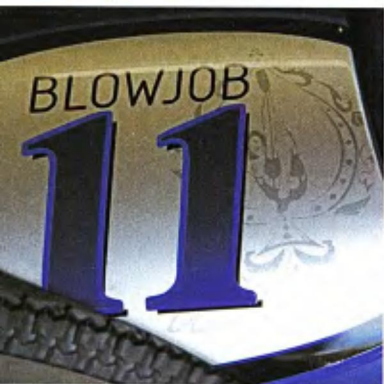
It was late October when I visited Ace Motorcycles, and there were about 30 Harleys waiting in the shop to get Hörb's attention. Three of them were custom builds, and four more were scheduled to come in. Winter is Hörb's busiest season.

An additional dozen Harleys were in a hall next door hibernating. He stores bikes for some local riders during the winter months if they don't have enough room in their own garage. "I charge 1.20 euros a day for it, but I make sure that the batteries stay fully charged," he says. "I also clean and service them so once spring is here, they can just pick them up and ride."

When it comes to custom builds, he's

primarily become known for his no-frills style that is as minimalist as possible. "Less is more, that's the style I love. And I like them really clean, where everything is hidden as much as possible."

A growing problem, Hörb says, is getting custom bikes registered because EU regulations are very strict and getting stricter every year. "When you have a shop like mine, someone



from the state's testing authority will show up and check out the bike you just customized," Hörb explains. "They'll look at everything, from the headlight to any non-standard parts. They want to make sure it's not just safe for you to ride, but also safe for others. For instance, you can't have anything sharp on the bike just in case you hit a pedestrian, and so forth."

Lighting is another example he mentions. "Your taillights can't be close

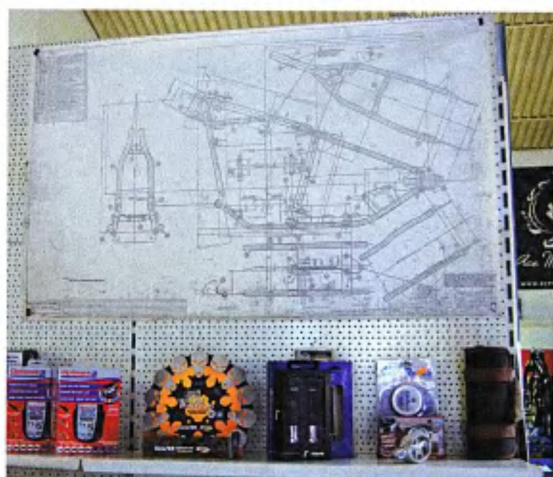
together. They have to be at least 18 centimeters (about 7 inches) apart, from lens to lens, and they can't be any lower than 32 cm (about 13 inches) or any higher than 132 cm (about 52 inches) above the ground."

Even hopping up engines can be problematic. "There's usually a 10 percent limit, so if you have an engine with, say, 60 horses and you hop it up, that engine can't legally have more than 66 horses. If it has more, you have

to reregister it with the TÜV (a technical inspection association mainly in Germany) and go through the whole process again."

A bit more leniency is shown to bikes that have old, original papers. One of the bike's he's restoring is an old WL with drum brakes, something that would be impossible with a newer model year because they all have to have ABS. "You can imagine how difficult it would be having to install





ABS in an older model bike like this WLA," Hörb says.

The funny thing about those papers, though, is that once a bike was originally registered as an older bike, you can then do whatever you want to it. That's why, for instance, Hörb has a shovelhead sitting on a bench that's registered as a '58 panhead. "But even there you have to be careful and not change too much," says Hörb, "otherwise the TÜV will tell you that all

those changes don't represent the bike and how it was originally conceived."

One way around some of those regulations for Hörb is his proximity to Germany where the rules are a bit more relaxed. "Sometimes I'll take a bike to the German TÜV to have it inspected, and once they've signed off on it, I'll bring it back here and let the Austrian inspection office check it out. They usually accept the German TÜV's appraisal and just go along. Of course

that means that my reputation depends a lot on my doing things right in the first place. Fortunately, I've been doing this long enough that they know me pretty well by now."

Hörb also recently opened a store called 2 Aces in Radstadt, which, translated literally, means Wheel City. He sells riding gear there, so he's fully invested in the motorcycle lifestyle, come what may in 2019 and beyond.

—Tripper

Photos: Kai R.



THE HEALING POWER OF NAKED DRUNKEN TITTIE CHICKS BIKER BABES BONUS

We here at *Easyriders* Laboratories have come to the conclusion that there is no ailment known to man that cannot be healed by a wild naked chick. I made this scientific breakthrough one night at Adelita's, the finest whorehouse in Tijuana. Suffering from a variety of physical ailments rooted in my terminal combo-platter of acute anxiety and depression (poor man's speedball!), I was miraculously healed in 60 short minutes by a young nurse-practitioner named "Ashley." I had staggered into Adelita's a steaming, jangled wreck of a human being, my

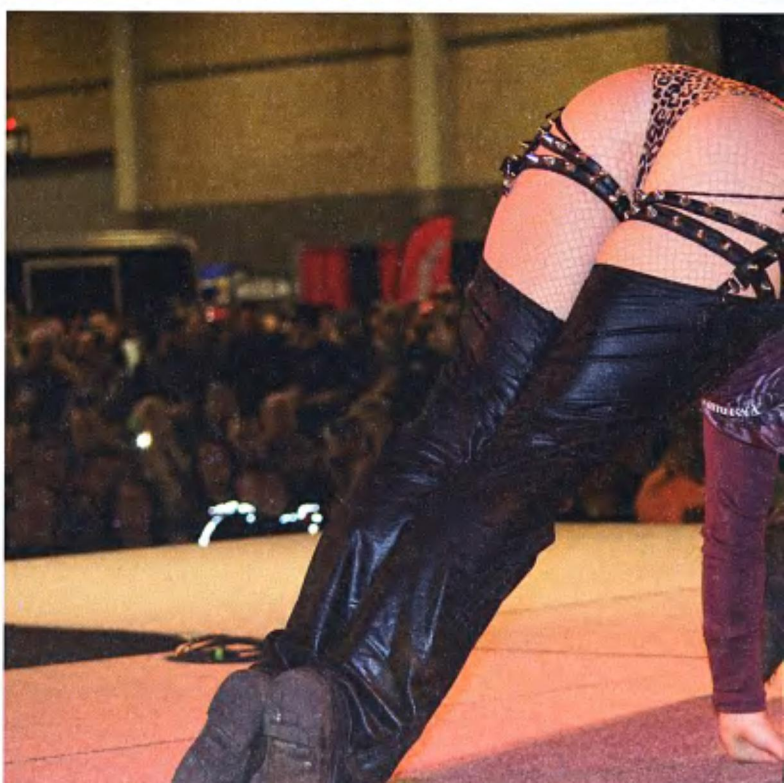
shriveled black heart barely pumping the thin gruel of plasma through my decimated organs. I walked out completely healed of every affliction.

In light of this new evidence, we hereby prescribe to you, dear patients, a plethora of pictures of wild drunken naked tittie chicks scientifically culled from runs and rallies across this great land of ours. Gaze upon these medicinal images for as long as it takes. You will start feeling the healing power immediately. Repeat dosage as needed. You're welcome.

—Dr. Beatnik MD, PHD, BMF, CBFFCB



BIKER BABES BONUS.



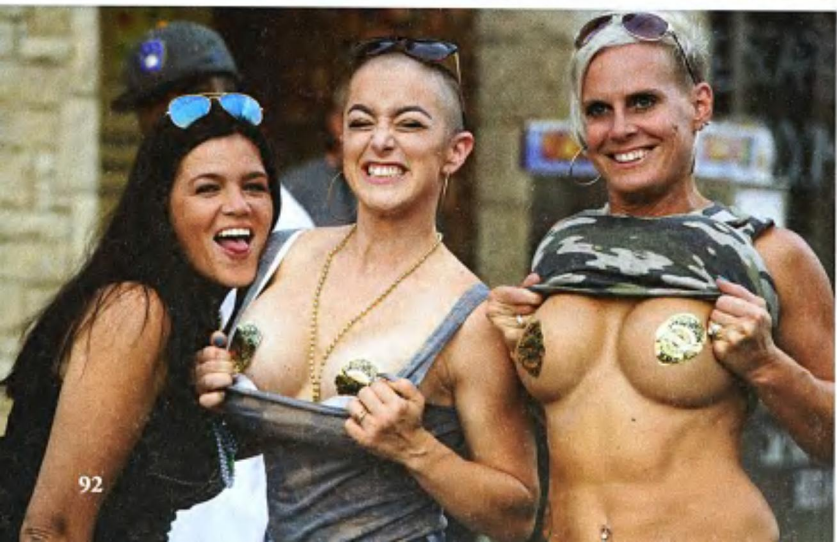
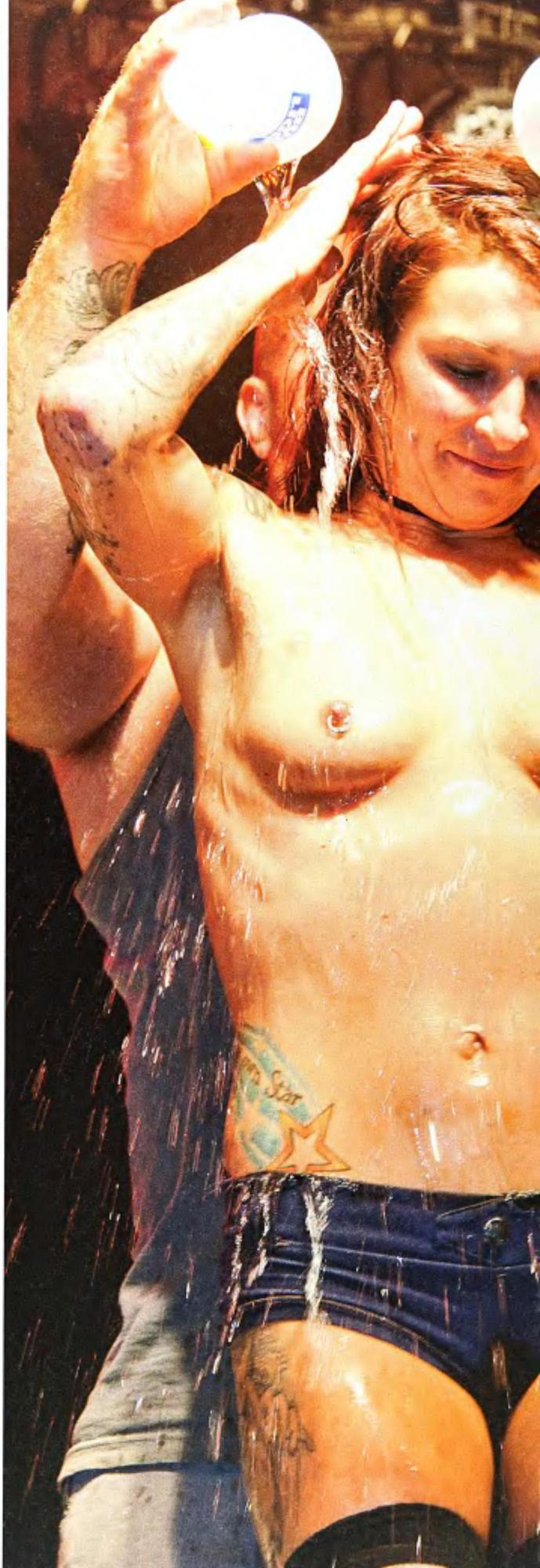




BIKER BABES BONUS









DALTON WALKER'S S.I.K. SHOVEL DRAGSTER

HIGH-FASHION DRAG BIKE



**"I put his name on it so
he could just put it right in his
store in Beverly Hills."**



You don't usually think of drag bikes and haute couture fashion, do you? But by the time you read this, chances are, this drag bike built by Dalton Walker at his Split Image Kustoms (S.I.K.) shop in Hanford, California, will be sitting in a store called Robin's Jean in a Beverly-Hills-adjacent mall, surrounded by extremely hip denim jeans and all the pricey accoutrements the modern rapper or hip-hopper requires.

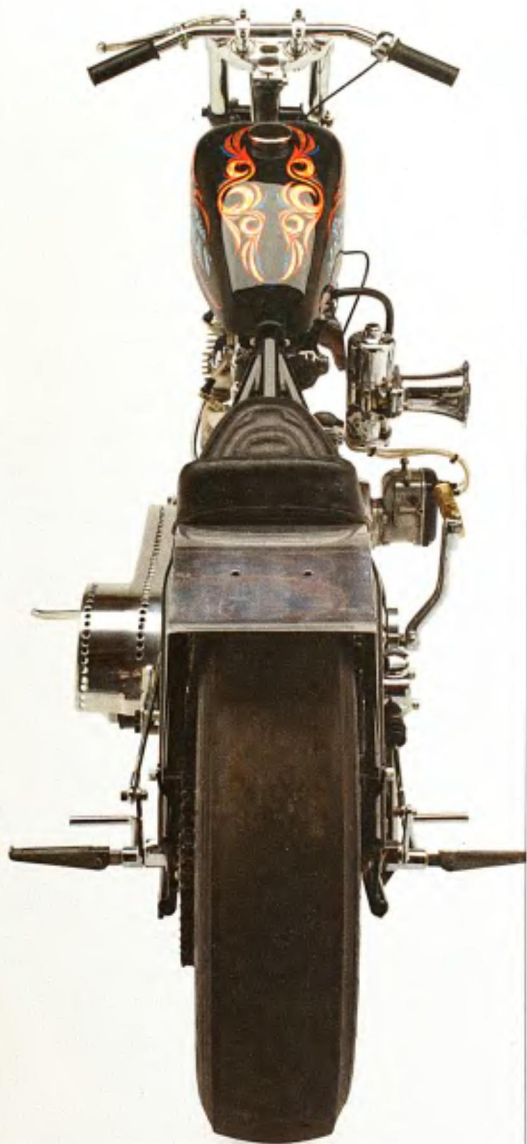
That's because the owner of this bike, Robin Chretien, the designer of the Robin's Jean line and owner of the store, loves Harleys. He has a number of others, 50 or 60, according to Dalton, and some of them in other stores around the country. In fact, there's a beautiful knucklehead at that Beverly Hills store right now. It was also built by Dalton, but it's only on loan and will be replaced by this drag bike in the near future.

Among the bikes that Robin owns was another drag bike he had just bought when he ran into Dalton at some motorcycle event. "He asked me if I knew of any other drag bikes," Dalton remembers, "because he wanted to put them into some of his stores as display pieces." Dalton happened to know of a friend's drag bike, but it wasn't together. "He had dropped the motor out of it, but he also had the whole chassis, the tank, forks, rear wheel, and so on, so I told Robin I could build him a pretty cool bike," Dalton says. "I also told him I could make it a dummy, and it would be cheaper."

But Robin wanted none of that, saying that if he was going to put any money into something, he'd want it to be real. "Just in case he'd want to go down the strip," Dalton adds with a chuckle.

So Dalton bought the parts and put everything together. He also built a wheelie bar for it, cleaned up some of the fab work that had already been done, and added some forward controls. "And when I painted it, I just put his name on it so he could just put it right in his store in Beverly Hills," Dalton adds.

Coincidentally, right about the same time Dalton was working on this drag bike, photographer Michael Lichter



was looking for two-wheeled art for his annual Museum Show at the Buffalo Chip near Sturgis, and the theme for that year was "Old Iron, Young Blood," featuring 40 builders under the age of 36. Michael asked Dalton if he had anything, and Dalton offered up this drag bike. Michael said yes, and you could say that Dalton was now building the drag bike for two masters: high fashion and museum art, both known for their exacting standards.

The drag bike has obviously been done for quite a while now, but it's yet to become the centerpiece for Robin's Jean store. "I haven't had a chance to deliver it yet," says Dalton, "because Robin travels a lot, visiting his stores in New Jersey, France, or wherever. But I'd like to get my knucklehead back at some point." —Red Baron



"I told him I could make
it a dummy, and it would
be cheaper."



Owner: Robin's Jean
City: Los Angeles, CA

GENERAL

Fabrication: Dalton Walker
Year and make: 1979 H-D
Model: shovelhead
Assembly: S.I.K.
Time: 6 months

ENGINE

Year and make: 1981 H-D
Model: shovelhead
Rebuilder: S.I.K.
Ignition: magneto
Displacement: 80 cubic inches
Lower end: H-D
Balancing: H-D
Pistons: H-D
Heads: H-D
Cam: H-D
Lifters: H-D
Carb(s): SU
Pipes: S.I.K.

TRANSMISSION

Year: 1981
Modifications: none
Shifting: 4-speed

PAINT

Painter: S.I.K.
Color: black
Type: gold leaf

FRAME

Year: not sure
Builder: H-D
Type: rigid
Rake: stock
Stretch: none
Shocks: none

ACCESSORIES

Bars: S.I.K.
Handlebar controls: none
Fender(s): S.I.K.
Headlight: small
Taillight: yes
Pegs: Anderson
Electrics: S.I.K.
Gas tank: Sporty
Oil tank: S.I.K.
Oil system: S.I.K.
Primary cover: S.I.K.
Seat: Danny Gray
Grips: rubber

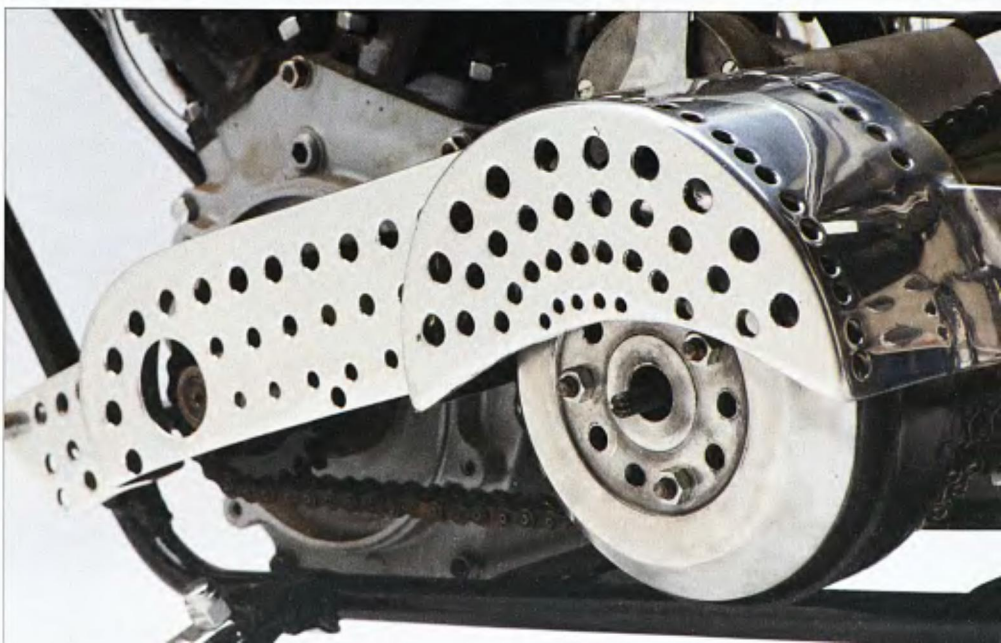
FRONT END

Type: narrow glide
Extension: none
Builder: S.I.K.

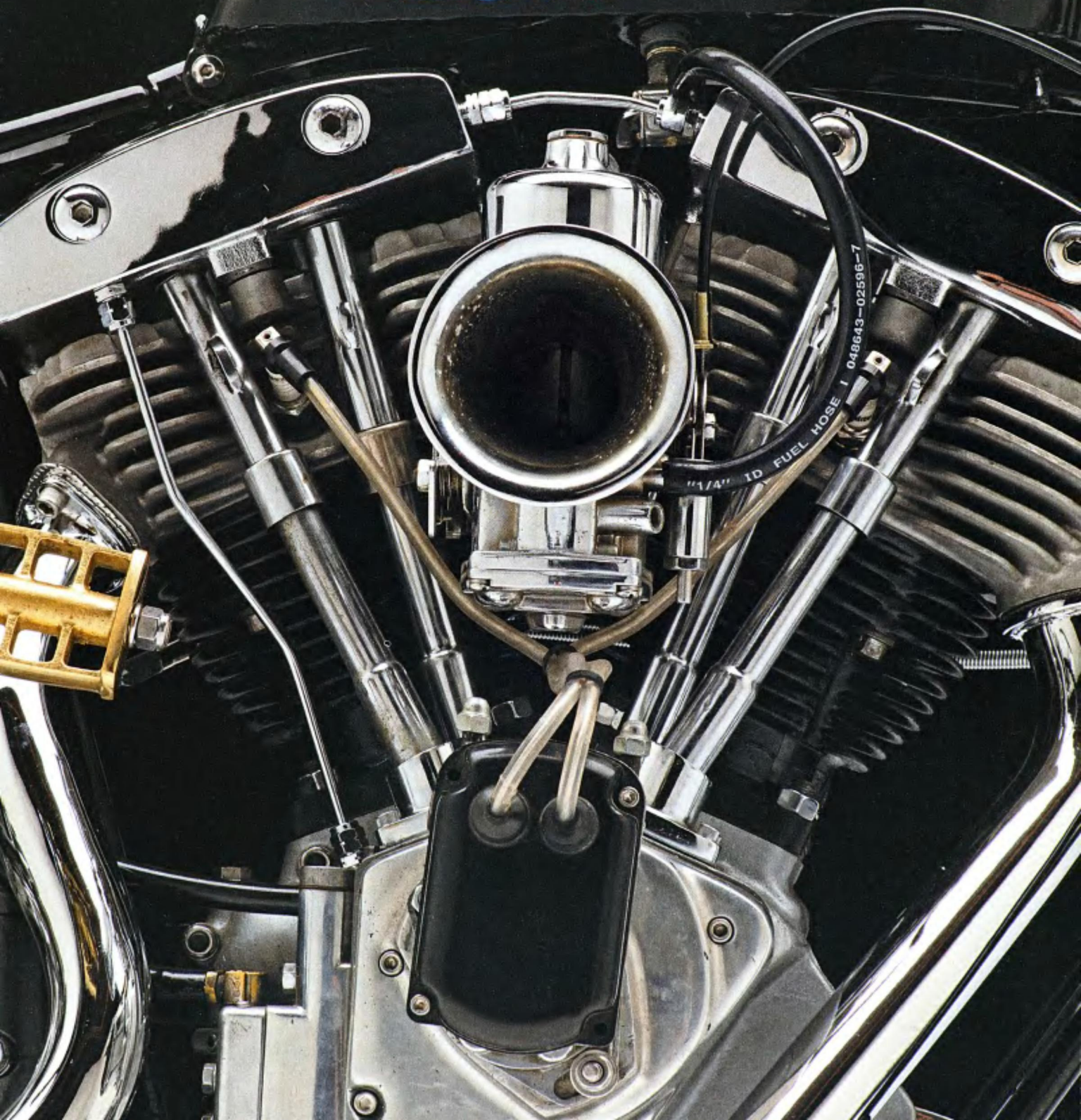
WHEELS

Size: 21-inch front, 15-inch rear
Hub: original WR
Tires: Avon
Brake: Airheart
Special modifications: wheelie bar, forward controls

Photos: Michael Lichter



Robins
JEAN





"IF YOU BUILD IT,
THEY WILL COME."

CHOPPER



EST XV

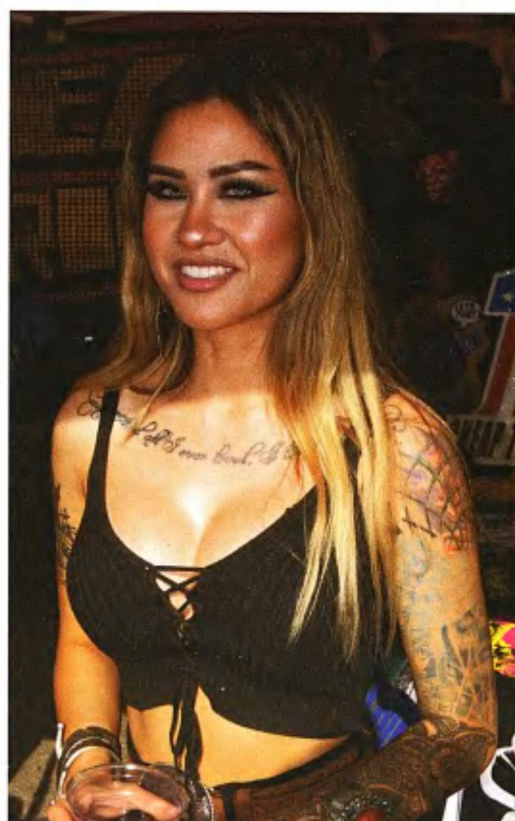
The fifteenth annual David Mann Chopperfest was held on Sunday, December 9th at the Ventura County Fairgrounds, overlooking the Pacific Ocean. This ride-in chopper show is a showcase for bike builders who make honesty and integrity values that are still worth striving for and displaying as miraculous works of motorized art.

The 170 or so very cool and very rideable choppers, bobbers, daily riders, antiques, and even rat bikes were impressive, some even stunning. Nary a bike on display here was built purely for show; there was no fakery, no billet barges, no trailer queens. These are scooters that were built to ride.

Chopperfest, though relatively small compared to some other events of this sort, has always been big on heart and soul, whether it's about the bikes, the art that's exhibited in some of the halls, or that whole biker credo about living to ride and riding to live. Generally speaking, what you ride matters less than the fact that you ride, and the nice percentage of custom metric bikes having entered the competition bore witness to that.

The event is called a "motorcycle art and culture show" as there's always plenty of art and plenty of culture anywhere you look. Much of the terrific art on display was in honor and a tribute to David Mann whose artwork permeated not only the exhibit halls but also many of the bikes themselves, from gas tanks and fenders to helmets and huge wall art.

Also present were many of the pioneers of the biker culture; bike builders who've been at it for decades and still demonstrate the same passion that got them into this business all those many years go. Guys like Mondo who's been building long-assed choppers since the mid-sixties and still does so at his shop, Denver's Choppers in Reno, Nevada. Or Sugar Bear, who incidentally won the Mann Kind award for his many years of building his famous springer front ends. He wasn't competing in the show, but had brought one of his earliest builds, a really long (and rusty) 1979 shovelhead. He recently bought the bike back from the son of an old



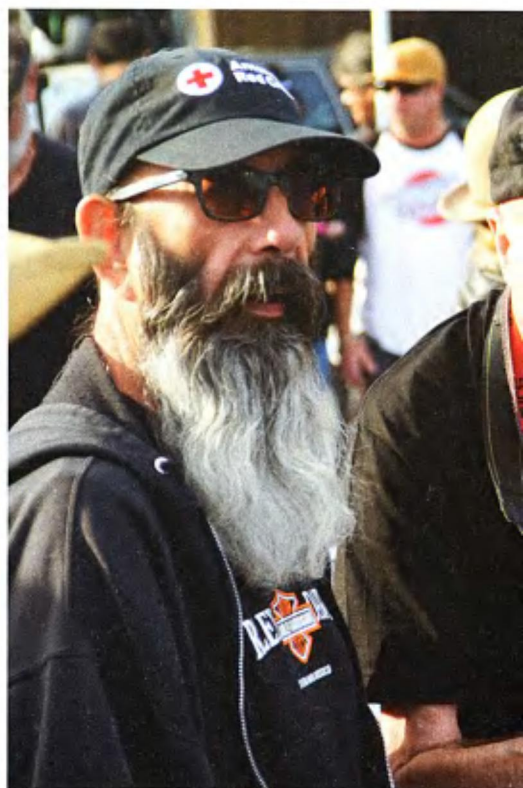


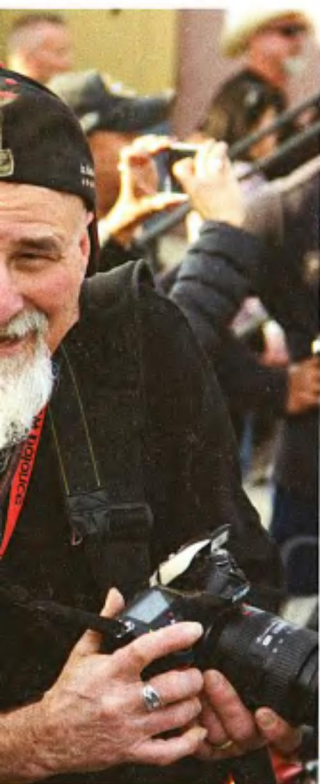
customer who'd had it in his garage for the past 30 years. Bear says he plans to display it in his new chopper museum in Sturgis.

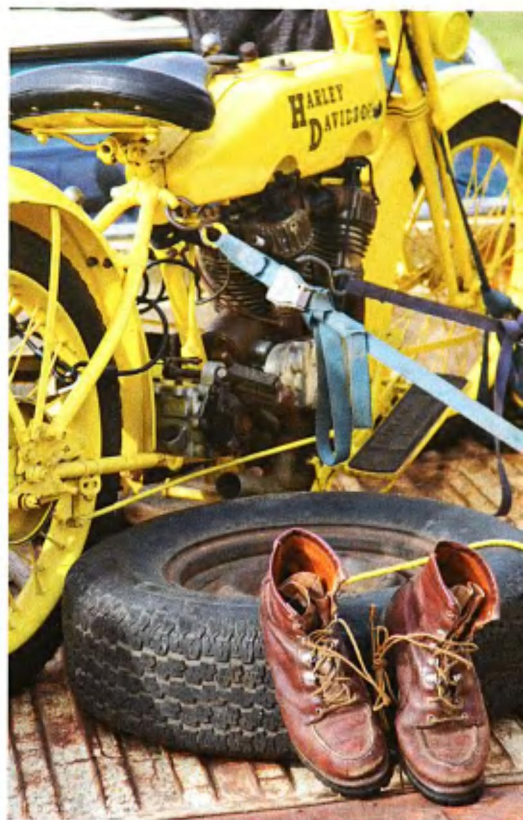
Other old-time illuminati of custom bike building included Micah McCloskey, Bret Hatt, and there was even a rare sighting of Keith Ruxton, the main motorman behind the Easyriders Streamliner. Of course, there were also plenty of young custom whizzes like Dalton Walker, Jason Wilson, Eric Bennett, Eric Baez, and many more. One of them, Ben "The Boog" Zales, had even set up a booth to shoot some of the bikes at the show for future issues of Easyriders.

It's no big secret that people come not only from all around the country, but from around the world just to hang out at Chopperfest and enjoy the balmy weather that southern California has to offer this time of the year. At this year's party, according to Tory DuVarney, who is the main promoter of this event, some 4,500 people showed up for Chopperfest. And with more than 200 vendors, there was something for just about every one of those people, from art to parts, from riding gear to motorcycle jewelry. Several swap meets offered up anything from old rear fenders and frames to rolling chasses, and even a complete 1918 Harley.









Live music rocked the beach all day. Bob Carillo's Awesome Blue Band with Charlie Brechtel on guitar and vocals opened the festivities at about 10 a.m. They were followed by Jennifer Santolucito and her So-Cal Metal Co. Jennifer also did a great job as the event's emcee. The Midnight Rider Band then closed out the musical program just in time for the awards ceremony when all the winning bikes were set up in front of the stage so you knew exactly who won what.

By the time Eric Bennet won Best of Show for his '69 shovelhead, another Chopperfest was coming to a close. I think I speak for many when I say this is one of the best chopper shows around. It's been one of my favorites for a long time, with great bikes, great people, great weather, great music, and great vibes. —*Tripper*



THE WINNERS OF THE 2018 DAVID MANN CHOPPERFEST BIKE SHOW RESULTS

Presented by Russ Brown Motorcycle Attorneys and Harley-Davidson

CHOPPER (Old Skool Skooter)

- 1st Place Dalton Walker, 1950 Panhead
- 2nd Place Travis Stuckey, 1952 Panhead
- 3rd Place Gerald Casey, 1955 Panhead

BOBBER

- 1st Place Tim Graber, 1946 Knucklehead
- 2nd Place Brett Hall, 1957 Panhead
- 3rd Place Al Hall, 1955 Panhead

ANTIQUE

- 1st Place Jay Maltzman, 1965 Triumph Bonneville
- 2nd Place Josh Young, 1965 FLH
- 3rd place John Jessup, 1980 FXRT

DAILY RIDER

- 1st Place Jeff Montgomery, 1946 Knucklehead
- 2nd Place Buck Chavaria, 2014 Evo Rigid
- 3rd Place Jeff Bradley, 1982 FXR

MODERN CHOPPER

- 1st Place Eric Baez, 1980 H-D Evo
- 2nd Place Sobe, 1999 H-D Softail
- 3rd Place Paul Lindliff, 2018 Pro 1 Chop

RADICAL DESIGN

- 1st Place Johnny Branch, 1980 Shovelhead
- 2nd Place The Holmes Family, 1936 H-D Servicar
- 3rd Place Bill Forbes, 2010 VW Trike

METRIC

- 1st Place Johnathan Schroder, 2007 Suzuki GS250
- 2nd Place Marco Ibarra, 1980 Honda CB650
- 3rd Place Duane Ballard, 1975 Honda CB750

KOOLEST PAINT

- 1st place Jesse Velasquez, 1994 H-D Softail
- 2nd Place Eli, 2018 KD Customs Chopper
- 3rd Place Jeff Montgomery, 1946 Knucklehead

BAGGER

- 1st Place Jim Tietz, 2019 H-D FLTRSE
- 2nd Place Matt Schuler, 2015 H-D FLTR
- 3rd Place Mick Schuler, 2015 H-D FLHX

SPORTSTER

- 1st Place Mondo, 2015 Sportster
- 2nd Place Marco De Cuesta, 1969 XLCH
- 3rd Place Rick Young, 1973 Sportster

BRITISH

- 1st Place Anthony Robinson, 1966 T100
- 2nd Place MacSpeed, 1956 Triumph
- 3rd Place Jay Maltzman, 1965 Triumph Bonneville

RACER

- 1st Place Dan & Phil, 1936 VLD
- 2nd place Kristine Peach, 1939 Indian Survivor
- 3rd Place Wes White, 1948 Triumph T120

SPECIAL CONSTRUCTION

- 1st Place Donna Frank, 2018 Spec. Const. Shovelhead
- 2nd Place Stefani Cota, 2005 H-D Spec. Const.
- 3rd place Paul Lattia, 2007 H-D Spec Const.

FXR (presented by KD Customs)

- 1st Place Taylor Goodwin, 2018 Ducati/FXR
- 2nd Place Haustale, 1994 FXR
- 3rd Place Tom Edison, 1992 FXR



DYNA

- 1st Place Shane Tully, 2011 Dyna
- 2nd Place Andrew Koo, 2016 Dyna
- 3rd Place Zacharey Bradley, 2011 Dyna

LADIES (presented by Real Deal)

- 1st Place Lisa, 1992 FXRS-SP
- 2nd Place Allison, 1984 Suzuki GS-1100
- 3rd Place Kristine Peach, 1939 Indian

RAT BIKE

- 1st Place Sean Kearney, 1947 Knucklehead
- 2nd Place Marco Djorc, 2007 Triumph T100
- 3rd Place Marco Ibarra, 1980 Honda CB650

BEST KNUCKLEHEAD

- Ron Weber, 1947 Knucklehead Chopper

BEST PANHEAD

- Stacey McCleary, New Panhead

BEST SHOVELHEAD

- Donna Frank, 2018 Special Construction Shovelhead

BEST OF SHOW

- Eric Bennett, 1969 Shovelhead

DAVID MANN MEMORIAL AWARD

- Micah McCloskey, 1965 H-D Chopper

ROSS "KIWI" TOMAS AWARD

- Roger Herbison, 1936 Indian Chief Bobber

MANN KIND AWARD

- Sugar Bear

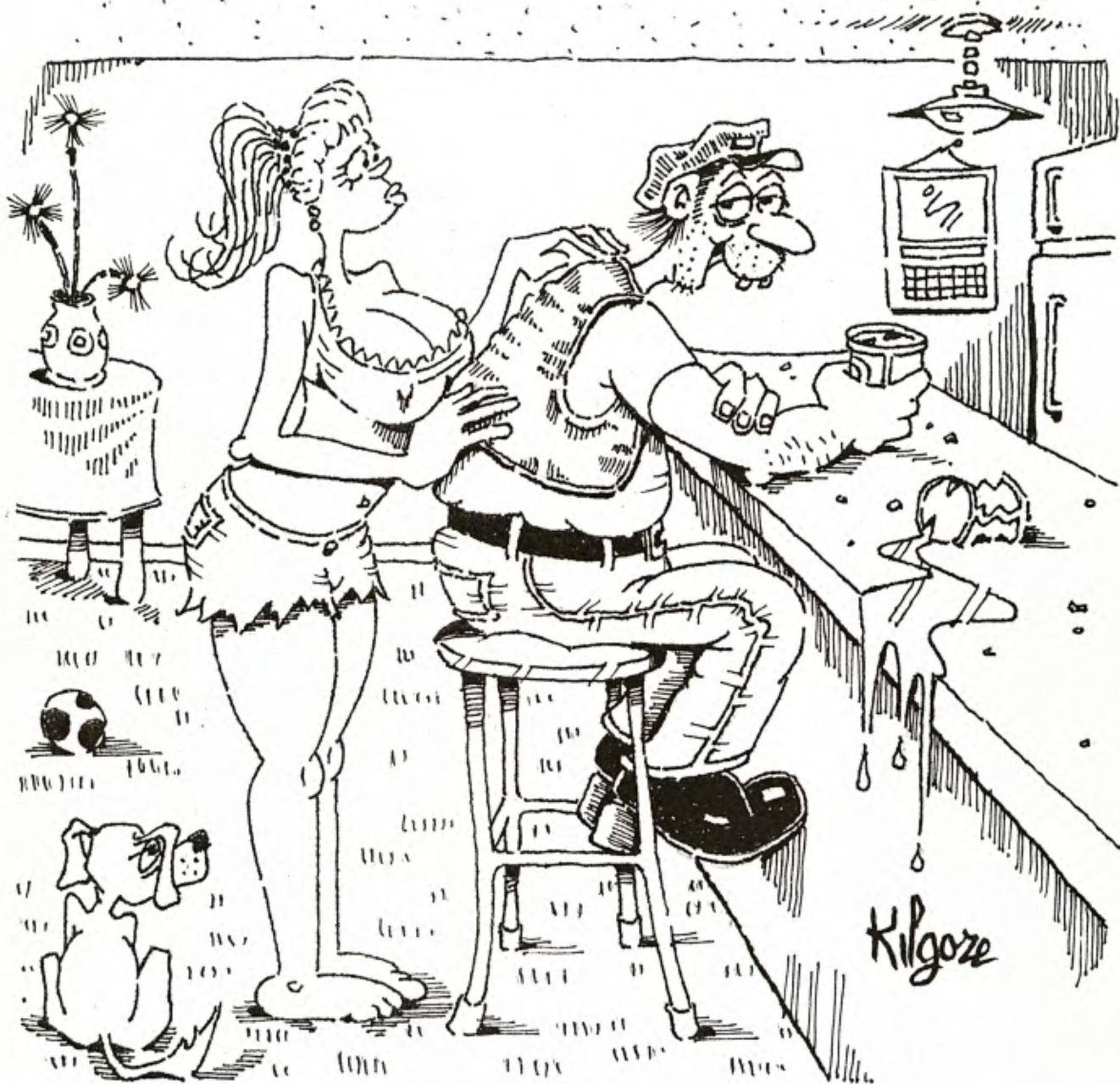
KD CUSTOMS AWARD

- Stefan Amann, 2018 H-D Low Rider

KD CUSTOMS BUILDERS CHOICE AWARD

- Todd Daniel, 2015 H-D Street Glide





"Kiss and make up? Couldn't you just give me a blow job and stay mad?"

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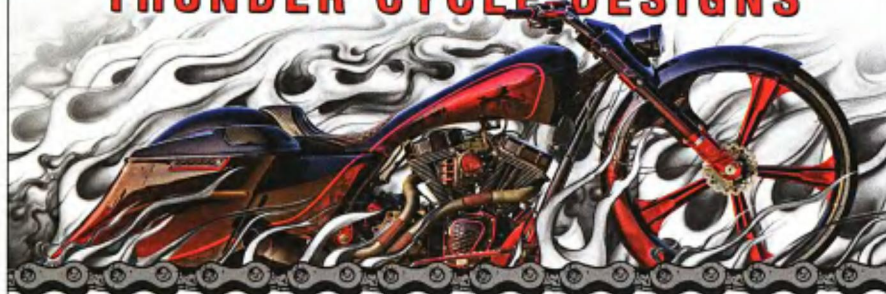
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Irresponsibility is nature's own antidepressant. Brendan Anderson takes a dose somewhere in Death Valley on his go-everywhere '72 shovel.
—Jonny Bourgault, Ventura, Calif.



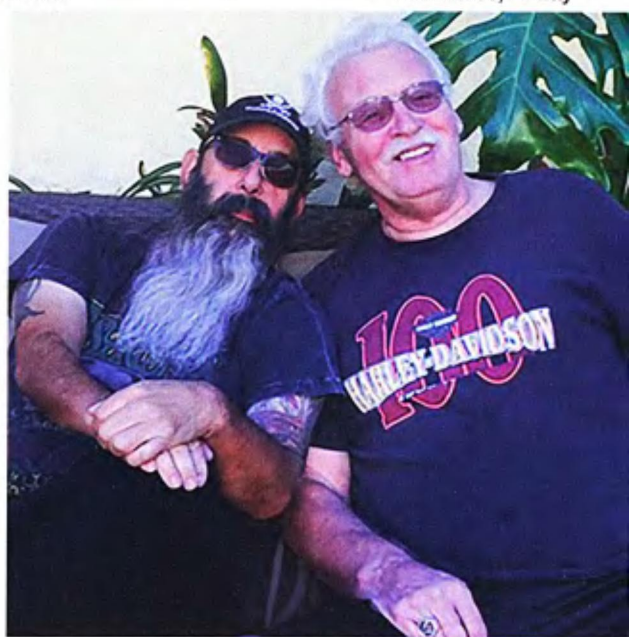


A pack of friends hauling-ass up the coast highway to the Dave Mann Chopperfest.

—Ben Zales, El Lay



Chris and her pre-gooseneck '37. —Chris and Gabe Gibbany, Harrison Ark.



Beatnik and Tim, loaded in Mexico.

—Barbaracita

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



The German Precision Sidecar Olympics team at work. —Michael Mailhammer and Giorgio la Curva, Bad Reichenhall, Germany



Happiness is a nipple in the ear. —Michael Lichter, Boulder, Colo.



Clean Dean takes the bait. —Loudmouth, Agoura Hills Calif.

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This Month's Winner

Meet sweet Tess from deep in the borsht belt of upstate New York. Grock her getting all verklempt in the gonnectagazoid over Steve Warren's ruby red 1981 shovelhead chopper.

—Captain Meatbook



#0401 Rae-Arizona

"My first ride on a Harley was an amazing journey through a wonderland of nature's beauty and about a fifth of tequila!"



#0402 Samantha-Ohio

"My first ride on a Harley I felt the freedom in my hair and the vibrations all through my body."



#0403 Summer-Utah

"The first time I was on a Harley I was nervous but I held on tight to the big hairy ape in the front. It was awesome."

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:

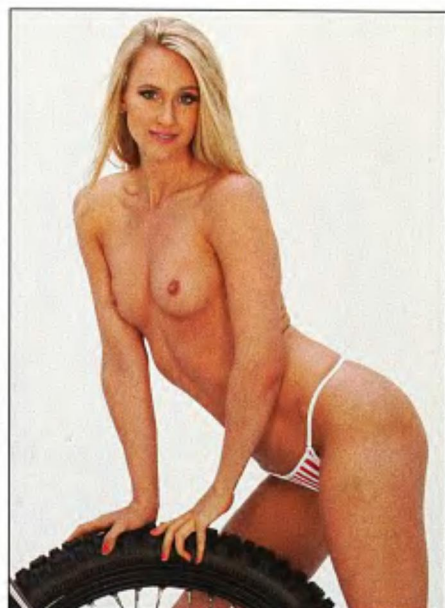
Easyriders Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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 mainly manly moondoggies. Please meet Chelsea from the very high state of Colorado where she's presently perched atop the upper branches of a giant blue spruce named Edgar. Come back next month or she'll come swinging down on you like a fucking spider monkey!

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I will pose: ☐ Nude ☐ Topless only

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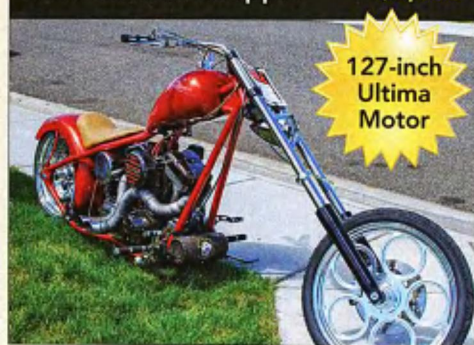
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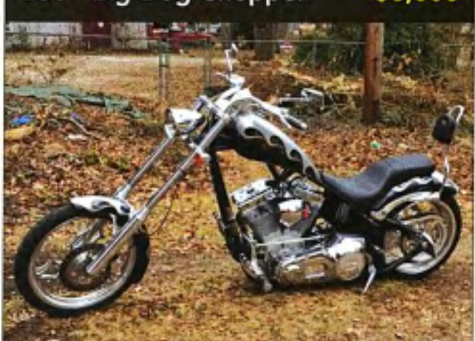


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Dan Daigle

New Brunswick, Canada

1970 Ironhead Sportster

The lettering on the side of this bike's oil tank really tells you everything you need to know about it: '70 Ironhead Raw & Nasty, and the suicide shifter on the bike's right side kind of underscores that. But the bike is actually a means on wheels for its owner to advertise his paint and pinstripping business at all the motorcycle events he rides to.

Dan says he bought the motor and frame on Kijiji, Canada's version of Craig's List, from a guy near Toronto. "When I picked it up, the motor was just a bunch of stacked pieces," he says.



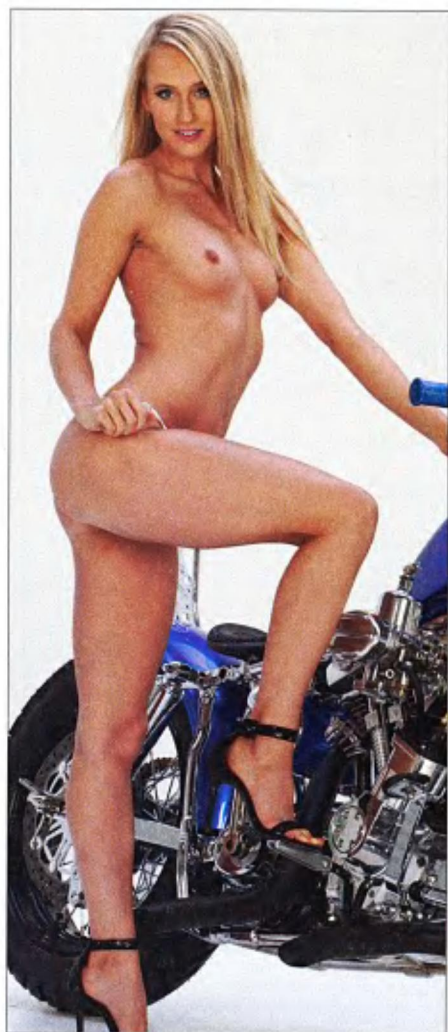
"But the frame was an early 1970 gooseneck plunger frame, and I searched the Web to find information on it. The only thing I was able to find was a small ad for it in an early *Easyriders* magazine."

Dan, who owns a paint shop called Orangepaint Factory, says he and his buddy Bob Moor used to work on projects where Bob would put bikes together that Dan would then paint. That was also the plan with this Sportster, but Bob ended up in a head-on collision on his bike and was out of commission for quite a while. "For a long time we didn't think Bob was gonna make it," says Dan.

Not being a builder himself, Dan handed the bike to Sean's Non-Stock

Customs in Nova Scotia where it was turned into a roller. After that, Dan says, "The guys at Chopper Rods in Fredericton put it all together, did all the machining, and made all the pieces fit. They really carried out my vision. For example, we went from drum brakes to discs, and there was so much work involved to fine-tune that."

Dan also decided to turn the two-year project into a tribute to his friend Bob who is up and riding again. And if you're interested in Dan's paint and pinstriping talents, you can check them out at kustompaint.ca, or just head out to Digby, Nova Scotia, in mid-August where he'll be pinstriping up a storm at the Wharf Rat Rally, Canada's version of Sturgis. —Tripper



The May issue of *Easyriders* (#550) brings you the latest custom bike trends fresh from our *Easyriders* Sacramento Bike Show. Then ride with us to Vegas Bikefest and get rowdy at the super-secret Wild Weekend Run!

Out in the scooter shed, we've got amazing custom bike features including John Dodson's shovelhead Gangster chopper, a crazy Softail all the way from Germany, Zach Hamilton's Led Sled Sportster chop, Norman Lovelace's Dirty Bird bagger, Pangea Speed's flathead chopper, and a psychedelic Pensabene shovel scoot.

All this plus we'll offer up the biggest boobies from *Easyriders* long history in a ta-ta tribute called BIG UN's as well as another classic David Mann painting, a passel of laughs and some old school biker fiction. It's all twistin' the grip in the May issue of *Easyriders*! On sale April 9th

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David Mann's painting *Flashing the Trucker* first appeared in the November 1977 issue of *Easyriders* magazine.