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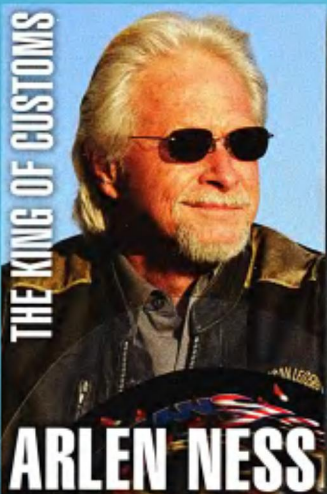
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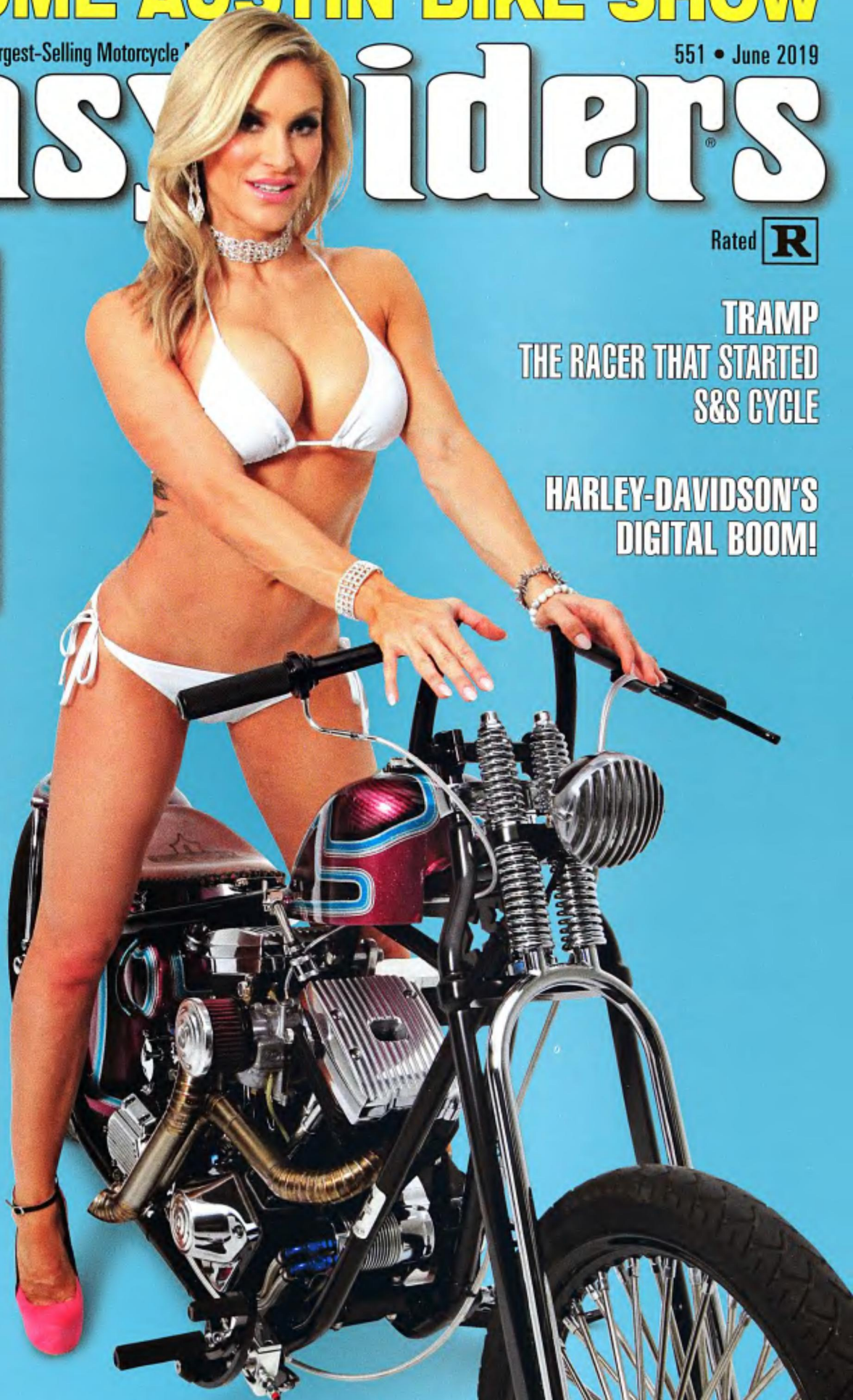
OLD SCHOOL CHOPPERS'
DISCO BITCH

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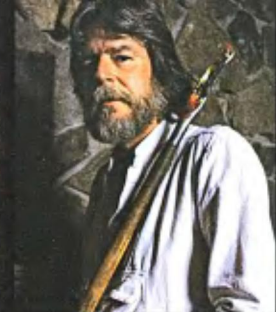
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A Stupid Fashion Idea

A Ukrainian designer is asking \$377 for a pair of jeans that have one fitted leg and one flared leg. Ksenia Schnaider, who calls her design the "Asymmetric Jean," says, "It's good to get people talking, and they're definitely going to make people turn their heads as you walk by!" Yeah, and they'll think you're a dumb shit.

Twin Peeks

Rachel Childs, 29, of Pearland, Texas, is not autistic and doesn't have an autistic twin sister, according to the *Houston Chronicle*. Nevertheless, she hired a caregiver for her (fake) twin sister who is (not) autistic. The elaborate plot involved the caregiver picking up the "twin" at Childs' house and taking her to the caregiver's home, where he was hired to care for her overnight. But when Childs' "twin" exhibited sexual conduct toward the caregiver, he became suspicious and investigated Childs, then contacted police. The woman was charged with burglary of a habitation with intent to commit assault, and also indecent exposure.

Junior Driver

Employees of John J. Murphy Elementary School in Round Lake Park, Illinois were surprised recently when a car drove into the drop-off lane and an 11-year-old student exited the driver's seat. Witnesses alerted police, who issued an arrest warrant for the front-seat passenger, 31-year-old Khafilu M. Oshodi of Round Lake, for two counts of child endangerment: a 9-year-old was riding in the back seat. Police Chief George Filenko told the *Lake County News-Sun* the situation could have "resulted in any number of tragic scenarios." Ya think?

Moon Madness

The rare "super blood wolf moon"

back in January caused a lot of people to look up at the night sky. But in West Palm Beach, Florida, two unnamed 24-year-olds chose to view the eclipse by lying prone in the middle of a dark road near the Apoxee Wilderness Trail. This would have worked out fine, except that around 11:30 p.m., a West Palm Beach police officer patrolling the area ran over the pair. Fortunately, reported the *South Florida Sun Sentinel*, he was cruising at just 5 mph, and the human speed bumps sustained only non-life-threatening injuries.

Hacked Off

Laura Lyons of Orinda, California was in her kitchen one afternoon a few months ago when a loud alert noise blared in the living room, followed by a detailed warning from "Civil Defense" that intercontinental ballistic missiles were on their way from North Korea to Los Angeles, Chicago, and Ohio. Lyons told the *San Jose Mercury News* the message warned residents they had three hours to evacuate. As she and her husband absorbed the news, they realized it had come from their Nest security camera, not from the TV, where the Rams-Saints game was proceeding as normal, and news channels were not reporting anything unusual. "It was five minutes of sheer terror," she said. The couple called 911, and then Nest, where a supervisor told them they had been victims of a "third-party hack" on their camera and speakers.

Self-Medicating Moron

When a 33-year-old unnamed Irish man was admitted to a Dublin hospital with swelling in his right forearm and a rash, he surprised the attending physician with the "cure" he had been using for his back pain. For a year and a half, the man had been injecting his own semen into his right forearm.

X-rays revealed a pool of the fluid under his skin, which had become infected. "He had devised this 'cure' independent of any medical advice," noted Dr. Lisa Dunne in the *Irish Medical Journal*. He also told Dr. Dunne that his back pain had worsened.

A Godly Crap

British retailer Marks & Spencer is in hot water with Muslims who claim the store's brand of toilet paper is embossed with the Arabic symbol for the word "God." An unnamed man posted a video to social media displaying a roll of M&S Aloe Vera 3-ply tissue and urging his Muslim brothers and sisters to avoid buying it or boycott the store altogether. In response, Marks & Spencer says the symbol is of an aloe vera leaf: "The motif on the aloe vera toilet tissue, which we have been selling for over five years, is categorically of an aloe vera leaf, and we have investigated and confirmed this with our suppliers."

Walmart Wanker

Police were called to a Walmart store in Stuart, Florida on January 10th. It seems that Dennis Palmer, 31, was in the pillow aisle where he was seen exposing and touching himself inappropriately. Palmer told police "he was just itching himself because he has crabs." But surveillance video recorded Palmer indulging in "rubbing" and activities other than scratching. "This continued for several minutes," the police report stated. When police asked Palmer what he was thinking, he replied that "he wasn't thinking, but he should have been thinking." He was jailed for exposure of sexual organs.

Biker Patch

Growing old is inevitable.
Growing up is optional.



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DISCO BITCH

Adam Wilkinson's
O School Chopper
On the front cover: Rae
Photo by: John Covington



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MÜNSTERLAND HARLEY

Frank Beckonert's
1981 Harley-Davidson
Shovelhead



26

CAFE DIGGER

Shadley Bros'
1978 Ironhead



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EASYRIDERS AUSTIN BIKE SHOW

Austin, Texas



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TEN YEARS. ONE MOTO.

Portland, Oregon



50

RODEO BIRTHDAY BASH

Check Out The New
Bloomsburg Shindig



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JUST RIGHT

Jess Walters Senior's
Tasty Trike



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TYPE 57X

Terence Musto's
Fabbro Shovel



72

SIMON

Cole Rogers'
1970 Triumph Racer

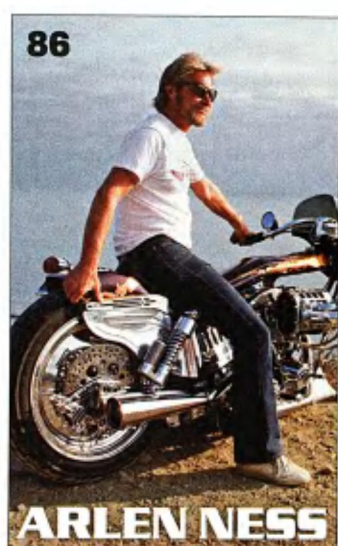


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GEORGE SMITH'S TRAMP

The Racer That Inspired
S&S Cycle

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ARLEN NESS

We love hearing from you! Please send your questions or comments to the editor at dnichols@easyriders.net. Next month's issue goes on sale June 4, 2019.

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Disco Bitch

ADAM WILKINSON'S O SCHOOL CHOPPER



Adam Wilkinson and his dad Rob, known as "Chop" to his friends, started O School Choppers in the south-west of Las Vegas back in 2003. Chop had retired and opened the 300 square foot shop as a hobby at first. Adam joined him the next year and brought his lifelong love of motorcycles and a passion for building clean and elegant scooters.

About two years ago, Chop retired for real and turned the shop over to Adam. O School Choppers is now in a 6,000 square foot facility just off the Vegas Strip near Mandalay Bay and the new Raider Stadium, and just expanded the shop and office space. OSC currently has six build tables that are busy with a wide assortment of bikes, including big wheel baggers, rigid bobs, custom Dynas, a restoration shovel, and even a board tracker featuring 26-inch wheels.



The Wilkinson credo of service, trust, and quality workmanship can be seen in every bike they build.



This month's Fox Hunt winner is the very statuesque Rae from Arizona. She positively towered over Adam Wilkinson's nimble rigid Evo.



Adam also has eleven service lifts that are constantly busy servicing local Harleys.

Adam says that business is booming and has shown a real up-tick in the last year. "People used to just come in to maintain their ride. Now they want us to personalize and customize their bikes." OSC is hiring new mechanics and fabricators, has designed a new website and eBay store, created a new social media platform, and hired an online sales guy to keep up with their expanding clothing and parts line.

"We specialize in wiring and performance," Adam tells us. "And we

produce our own line of turn-key O School Choppers including the Minimal Chopper, the Blue Collar (both rigids with Evo motors), and a rolling chassis called the 'Crew Cut' for just \$3,500." Watch for the new board tracker roller now available.

The Wilkinson credo of service, trust, and quality workmanship can be seen in every bike they build. And that leads us to the bike that Adam calls the Disco Bitch. "This bike started out as my personal ride," Adam says. "I had one of our rigid frames, a Paughco Springer and an Evo motor sitting around. Since it was a project for me, there was no rush and I picked away at it for over a year." But being able to take his time also allowed him to include some pretty trick details. For instance, Adam handled the CAD-designed belt drive pulley guards from scratch. There was also a lot of time spent on the exhaust system and the neck gusset.

"The pipes are all pie-cut stainless that our fabricator Justin put together. You really have to know how to weld stainless to pull this off." In fact, you can watch the pipes come together in a video on the all-new O School Choppers website oschoolchoppers.com. Go to OSC Bikes and scroll down to find the video link at the bottom of the page.

"When it came time for paint, I found a guy who specializes in the old school look I wanted and I'm really happy with the quality," Adam says. "We're currently expanding our service and build areas another 2,000 square feet to allow OSC to bring our custom paint in-house."

Psycho Seats hand-tooled the leather solo seat and other classy details include the wheels by DNA, the bars by Biltwell, and the pegs and grips by Ness. "I also really like the writing on the gas gauge down the center of the tank that shows from 'FULL' to 'OH SHIT!'"

Adam recently sold Disco Bitch to Jared Berry of Oceanside, California. "I imagine him blasting up the beach and hitting all the hot spot bars, because that's what I'd do," Adam says.

—Dave Nichols



Owner: O School Choppers

City: Las Vegas, Nevada

Designer: Adam Wilkinson

GENERAL

Fabrications: Adam and O School Choppers

Year and make: 2018 OSC

Model: Disco Bitch

Assembly: Adam

Time: one year

Chroming: Cali Chrome

ENGINE

Year and make: 1996 Harley-Davidson

Model: Evo

Rebuilder: OSC

Ignition: Dyna

Displacement: 80 cubic inches

Lower end: H-D

Pistons: 10.5

Heads: H-D ported

Cam: Andrews

Lifters: S&S

Carb: S&S "E"

Air cleaner: TC Bros.

Pipes: pie-cut titanium by Justin

TRANSMISSION

Year and make: 2018 H-D

Modifications: OSC

PAINT

Painter: Born USA 101

Color: Teal

Type: House of Kolor

FRAME

Year and make: 2017 OSC

Type: rigid

Rake: 34 degrees

Stretch: 2-inches

ACCESSORIES

Bars: Biltwell

Handlebar controls: Jaybrake

Fender: OSC

Headlight: eBay

Taillight: OSC

Pegs: Arlen Ness

Electrics: OSC

Gas tank: OSC

Oil tank: Chassis Design

Oil system: OSC

Primary: belt

Seat: Psycho Seats

Grips: Arlen Ness

FRONT END

Type: Springer

Extension: 3-inches

Builder: Paughco

WHEELS

Make: DNA

Size: 21-inch front, 18-inch rear

Tires: Metzeler

Brakes: Performance Machine

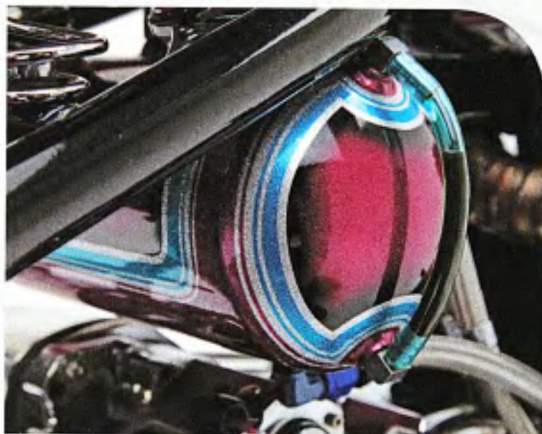
Photos: John Covington

Model: Rae

Contact: O School Choppers

702-837-5287

oschoolchoppers.com



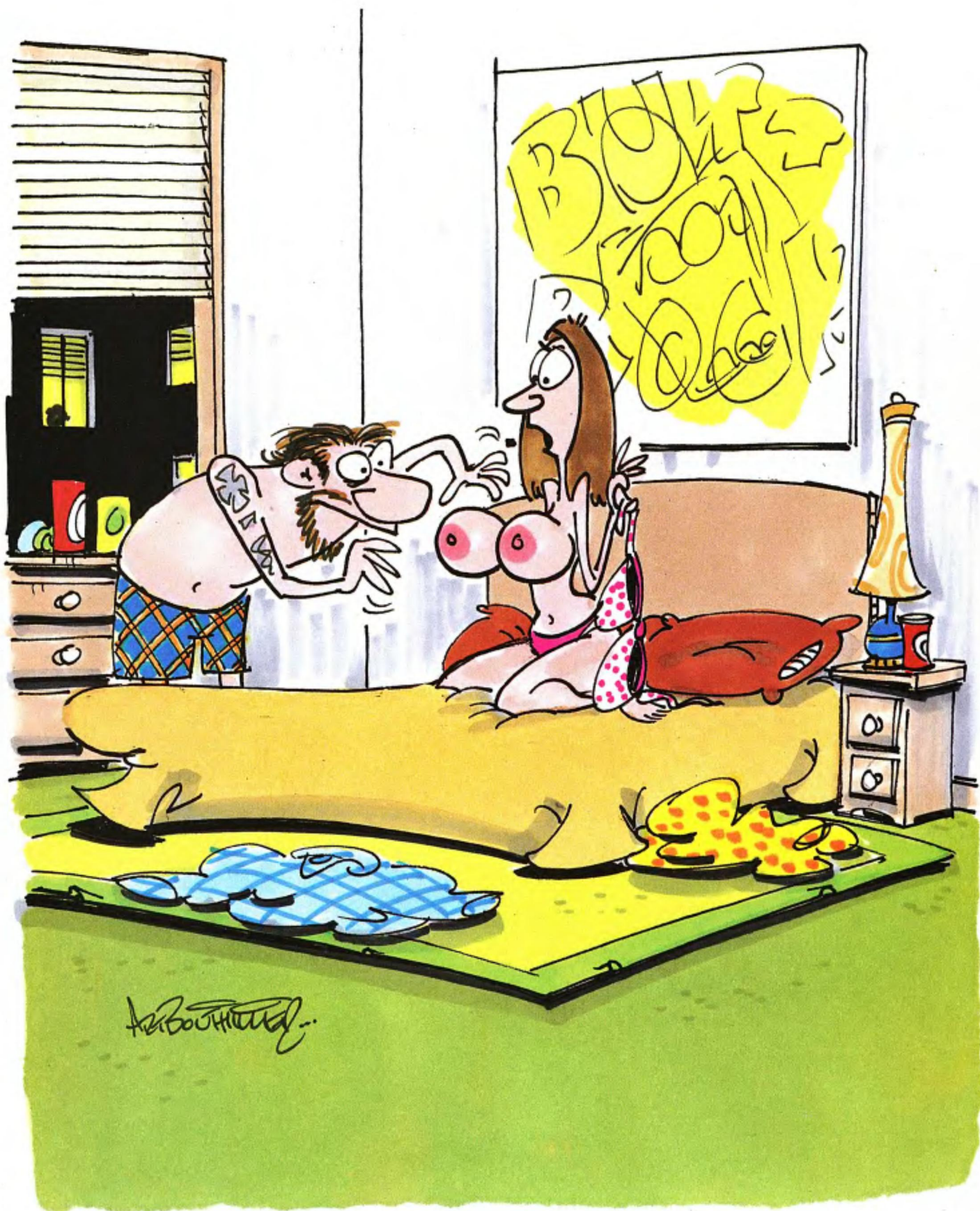
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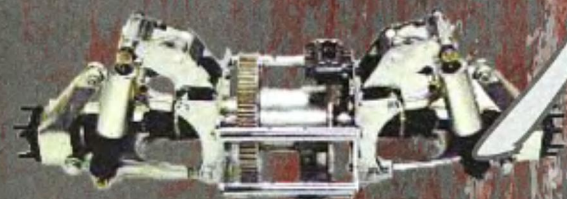
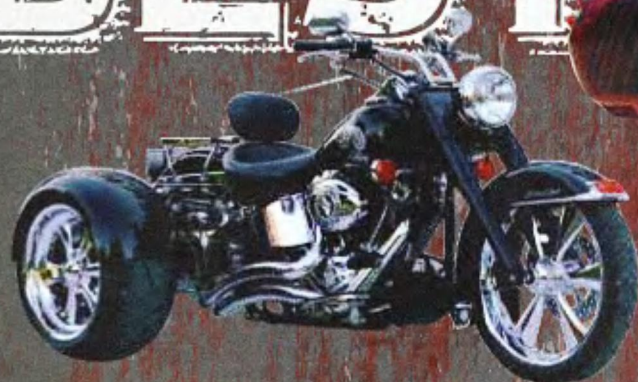
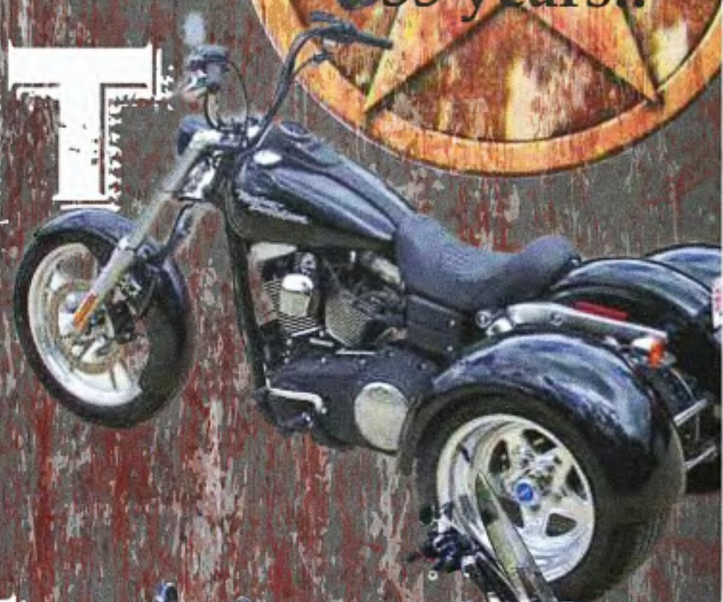
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MONGOLS MC TO KEEP THEIR TRADEMARKS



In a ruling that will have far reaching effects for all motorcycle clubs, US District Judge David O. Carter found that a verdict reached in favor of the government that would

have resulted in the forfeiture of the Mongol Motorcycle Club's trademarks, including their name and center patch, was unconstitutional. The judge set aside the jury's verdict, writing that, "The First and Eighth Amendments permanently prohibit the government's request to forfeit the rights associated with the collective symbols. Accordingly, the court DENIES the requested forfeiture of collective membership marks."

Weeks before, a jury had affirmed a judgment of racketeering against the club, and granted the government's demand, allowing it to seize the club's trademarks, that might have allowed the police to raid members' homes and seize patches, memorabilia, and anything with the club's logo on it.

The judge set aside that ruling, writing that taking away the rights to "a symbol that has been in continuous use by an organization since 1969" would be "unjustified and grossly disproportionate" to the group's crime, and in violation of the Eighth Amendment.

In the 51-page ruling, the judge also asked, "What does the government plan to do with the tattoos of the (Mongols' insignia and patch) on members' backs, arms and other body parts?"

The judge did affirm the jury's guilty verdicts on the racketeering and conspiracy charges. The Mongols' attorneys, Joseph A. Yanny and Steven Stubbs said

that they plan to appeal that ruling.

This ruling from Judge Carter is a serious setback for the prosecution, and it is likely that the government will likewise appeal it to the federal 9th Court of Appeals. While the outcome of that is far from clear, in a previous case where the government tried to strip the club of its patch, the ACLU stepped in and successfully defended an un-indicted member of the club, stopping the government from seizing the club's marks. The ACLU filed an Amicus (friend of the court) brief in this case as well, which leads David Devereaux of the Motorcycle Profiling Project to predict that they would again step up if the case goes to appeal.

Sources: Motorcycle Profiling Project, Courthouse News Service, Orange County Register

THREE MORE WACO CASES DISMISSED

Special prosecutors brought in to handle some of the Waco cases dismissed charges against William Chance Aikin, Billy McCree and Ray Nelson, saying that, "Upon reviewing all the facts, circumstances and evidence, it is the state's position that no probable cause exists to believe the defendant committed the offense."

One of the prosecutors, Brian Roberts, called the way that defeated Waco DA Abel Reyna's McLennan County District Attorney's Office handled the cases was a "harebrained scheme,"

adding, "I can't imagine what (former McLennan County DA) Abel Reyna was thinking other than this was a big case and it was somehow going to be beneficial for him or his office."

He said that he had no problems with rounding up all of the people present that day, identifying and photographing them to help determine which were suspects and which were witnesses, "I do have a very serious problem as a lawyer with the wholesale charging of people without an investigation," he said. "They had plenty of time to conduct an investigation. They had plenty of time to do what they needed to do to find out who the parties needed to be in this harebrained scheme. It is just patently offensive to me. Justice is the sword and the shield. You had a number of folks who never should have been charged and whose lives have been turned upside down unnecessarily, and that is something you can't change. You can't take back what has happened over the last four years."

Source: Tommy Witherspoon, Waco Tribune-Herald

MOTORCYCLISTS PROFILED IN IDAHO STATE CAPITOL

In Idaho, a floor vote was held on S. 1109, which would prohibit profiling of motorcyclists in the state. A delegation of motorcyclists arrived for the proceedings to observe the vote, and became victims of this very same unconstitutional profiling. Members of ABATE, the primary grassroots group lobbying for the bill, as well as other members of the motorcycling community were told by law enforcement and security that they had to remove their motorcycle club colors if they wanted to enter the senate chambers.

QUOTE OF THE MONTH

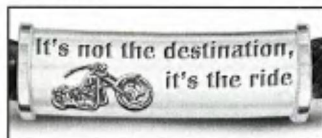
"A lie doesn't become truth, wrong doesn't become right, and evil doesn't become good just because it is accepted by the majority."

—BOOKER T. WASHINGTON

IT'S NOT THE DESTINATION, IT'S THE RIDE



Actual Size



CYLINDER ETCHED ON BACK WITH
THE BIKER'S CREED:
"IT'S NOT THE DESTINATION,
IT'S THE RIDE"



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CLOSE THE BRACELET

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GEAR UP FOR THE RIDE! With the roar of the engine, the rush of the wind, and miles and miles of open road to conquer, you could go on forever. And let's face it, for the true biker, it's not about the destination, it's all about the ride! Now, you can honor that biker's creed and gear up for your next ride in style, with a new custom jewelry exclusive—the "Ride the Wind" Men's Bracelet—available only from The Bradford Exchange.

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etched with another ready-to-ride motorcycle, and the biker sentiment: "It's not the destination, it's the ride". The cylinder is framed on each side by two stainless steel beads with black enamel motorcycle tire tread designs. Sized at 8 1/2" to fit most wrists, the bracelet closes with a unique stainless steel magnetic clasp at the back, making it easy to put on or take off.

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ABATE Of Idaho issued a statement asserting that, “denying an individual access to the Senate Chamber because they are wearing motorcycle club colors is a clear violation of speech, association and due process rights protected by the US Constitution. Motorcycle club colors are First Amendment protected expressive conduct, particularly when that expression is political.”

“Motorcycle profiling and discrimination have literally followed motorcyclists inside the Idaho State Capitol, a place where freedom of expression in a free society is supposed to be paramount, while participating in the democratic process to address issues of profiling and discrimination. Unfortunately, S 1109, a simple measure codifying Constitutional principles, fell one vote shy of passing.”

Source: ABATE of Idaho, HT Rogue

HAWAII LEGISLATORS SEEK TO REPEAL 2ND AMENDMENT

Hawaii has some of the most restrictive gun laws in the US, but that has not deterred the state legislature from wanting to ratchet the debate up a notch. On March 5, they introduced Senate Concurrent Resolution (SCR) No. 42, proposing a constitutional amendment to clarify the meaning of the constitutional right to bear arms.

The sponsors of the resolution suggest the Framers' use of the term “well-regulated militia” was “intended only to restrict the United States Congress from legislating away a state's right to self-defense.”

They call on Congress “to consider and discuss whether the Second Amendment of the United States Constitution should be repealed or amended to clarify that the right to bear arms is a collective, rather than individual, constitutional right.”

The resolution references 1939 United States vs. Miller case as their precedent for the “collective rights” interpretation. In that case the Supreme Court ruled that a shotgun less than 18

inches long had no reasonable relation to the preservation or efficiency of a well-regulated militia, and therefore cannot say that the Second Amendment guarantees to the citizen the right to keep and bear such a weapon.

The Supreme Court settled that question in District of Columbia vs. Heller, where Justice Antonin Scalia wrote: “The Second Amendment protects an individual right to possess a firearm unconnected with service in a militia, and to use that arm for traditionally lawful purposes, such as self-defense within the home.”

Scalia was joined in that ruling by Chief Justice John Roberts, as well as Justices Anthony Kennedy, Clarence Thomas, and Samuel Alito. The individual right interpretation was expanded and made the law of the land in 2010's McDonald v. Chicago decision, where it found that the right of an individual to “keep and bear arms,” as protected under the Second Amendment, is incorporated by the Due Process Clause of the 14th Amendment against the states.

Source: Foundation for Economic Education (FEE.org)

TEXAS HELMET LAW FACES CHALLENGE

The current helmet law in Texas allows riders over the age of 21, who have completed a motorcycle safety course, and who have purchased a specified amount of health insurance, to choose whether to wear a helmet. The law additionally does not allow police officers to pull over riders to determine if they are in compliance with these conditions.

A new bill, HB 748 would repeal all of these provisions, and reinstate the mandatory helmet law in Texas. If passed, it would be a Class C Misdemeanor to operate your motorcycle without a helmet. The bill was filed on January 11, and had its first reading on February 21, 2019. It has been referred to the House Transportation Committee. The two sponsors are Reps Victoria Neave and Anna Maria Ramos.

Source: Texas Confederation of Clubs and Independents

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It may seem hard to believe, but this shovel is Frank Beckonert's first custom Harley build. Prior to this, he'd customized some two-valve Beemers and attended mostly BMW events. Good thing for us he decided to apply his considerable talents to something a bit different for a change.

We ran into Frank and his stripped down pavement pounder at last year's Kustom Kulture event in Herten, Germany where the shovelhead was displaying its unique look while surrounded by all sorts of colorful choppers. We liked the bike right

from the get-go, so we went looking for its owner.

Frank told us that his basic concept for his first Harley was to create something "nice and tight, with no gaudy extras...Something with open design lines. A bike that is light and agile—no classic chopper."

It wasn't until he rode the bike to our photo shoot that we noticed how narrow, nimble and maneuverable it is. Seems his concept worked out just fine. Frank did a lot of the fabrication himself, and put this entire scooter together in his garage.

Münsterland Harley

FRANK BECKONERT'S NICE AND TIGHT '81 SHOVELHEAD





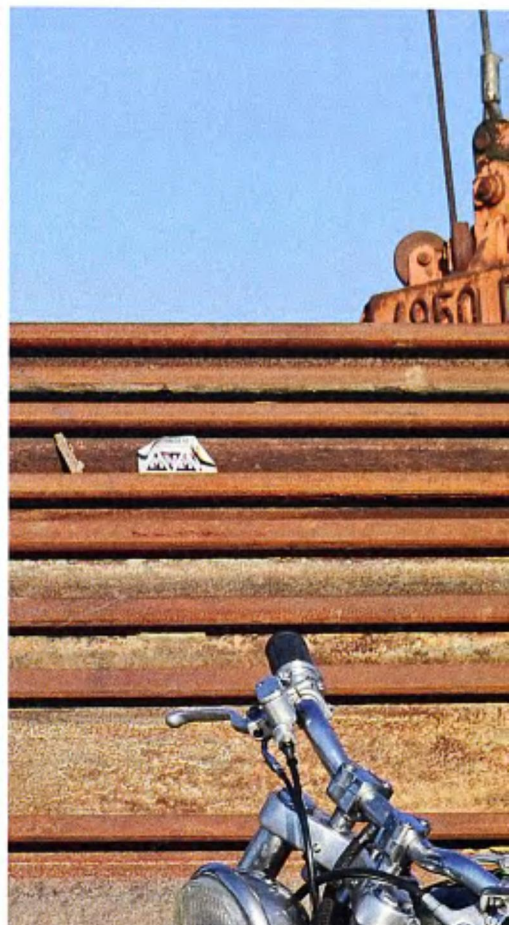
His favorite part is the gas tank, which was taken off of a Benelli and then went through some serious modifications. Frank welded on a narrow tunnel, radiused the tank, and pinched its sides.

The rear fender used to belong to a totally different bike, one that had its heyday during the fifties. Because it came off a puny little Hercules moped, the fender had to be widened a bit before Frank was able to weld it to the shovel's curved struts. Between that tank and fender we find a beautifully sculpted leather seat by Christoph Schippmann.

The classy bronze paint job is the work of another Christoph, Christoph Hiedl from the town of Telgte. The deep metallic paint utilizes a special staining technique that Christoph perfected through plenty of trial and error. The result is this metallic, greenish sheen that fits the shovel perfectly.

For a first time effort, we think this nasty little shovel kicks ass.

—Maggie S. Zimpel







Owner: Frank Beckonert
City: Münsterland, Germany

GENERAL

Year and make: 1981 Harley-Davidson

Model: shovelhead

Design/Assembly: Frank

ENGINE:

Year and make: 1981 H-D

Displacement: 80 cubic inches

Pushrods: Jims

Carburetor: Mikuni

Air filter: Hot Rod

Exhaust: Supertrapp 1-into-1

Transmission: dome

FRAME

Year and make: 1981 H-D

Forks: Sportster, cleaned up

Front wheel: 21-inch, Avon tire

Brake: Behringer

Rear wheel: 16-inch, Avon tire

Brake: Kawasaki Z 1000

ACCESSORIES

Handlebars: LSL Clubmann

Gauges: Micro Taster

Gas tank: Benelli, modified

Tank cover: Monza

Emblems: lasered

Oil tank: original, modified

License plate holder: home-made

Rear fender: Herculer, widening

Seat cover: Christoph Schippmann, Telgte

Signal lights: Kellermann

Headlight: Bates

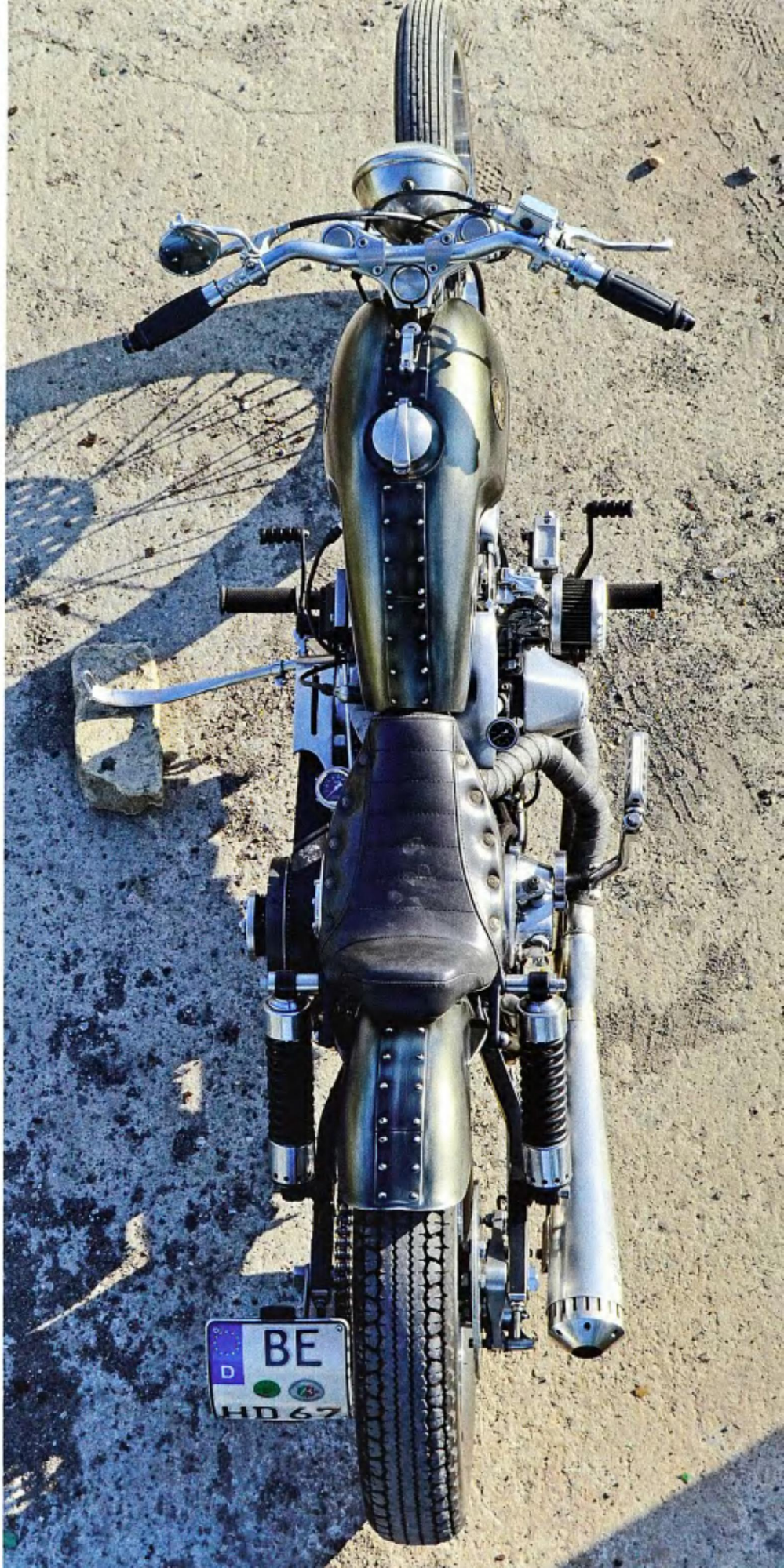
Taillight: MMB

PAINT

Type: old bronze

Painter: Christoph Hiedl

Photos: Maggie S. Zimpel



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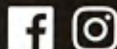
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dkcustomproducts.com



FAT BAGGERS 1-1/4-INCH EZ INSTALL HANDLEBAR KITS

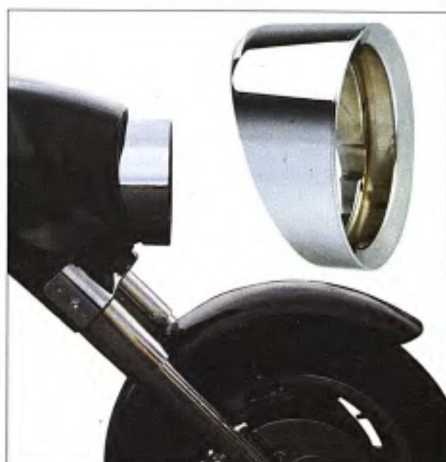
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from Fat Baggers. The revolutionary, interlocking, bolt-together, two-piece design features unique non-welded upper corners for easy wire pulling. Kits include everything to install your handlebars in half the time by extending, not replacing, existing cables and lines, saving you time and money. Gloss black powdercoated handlebar kits come with wire extensions and smooth black braided lines/vinyl cable extensions. Chrome handlebar kits come with wire extensions and braided stainless steel lines/cable extensions. Choose from round or pointed top handlebars. Fits most '08-'19 Dresser models with or without ABS. Made in the USA.

fatbaggers.com

HEADWINDS' 18-DEGREE RAKED HEADLIGHT BEZEL FOR FLH

Raked your front end or installed a big front wheel and now your headlight lights up the sky? Headwinds has the



answer for you with its 18-degree Raked Bradley Nacelle Bezel for Harley-Davidson FLH and most after-market nacelles. Also available in 6-degree, 8-degree, 10-degree, 12-degree, or 14-degree angles, this bezel with built-in rake keeps your light properly level with the road where you need it most. Hardware supplied, but does not include nacelle. Available in a variety of finishes. Made in the USA.

headwinds.com



JIMS ALTERNATOR ROTOR REMOVER AND INSTALLER

Removing or installing the high output alternator rotor on the Milwaukee Eight motor requires a unique tool, as those magnets don't budge easily. The folks at JIMS can tell you that using pry

bars or striking with a hammer can not only damage the rotor housing, but the magnets as well. But this tool easily removes and installs the alternator rotor while protecting the rare earth magnets within it. The JIMS Alternator Rotor Remover and installer can be purchased at your nearest JIMS dealer or online.

jimsusa.com



DRAG SPECIALTIES' INNER CLUTCH HUB

This Inner Clutch Hub from Drag Specialties is designed to improve your Sportster's clutch function and features a reinforced insert. It also accepts all OEM components. This clutch hub is available for 1991-'19 XL models.

dragspecialties.com

S&S CYCLE'S UPDATED BIG BORE KITS FOR SPORTSTERS

How can a solid product line like S&S Cycle's Big Bore Kits (below) for H-D Sportster Models get any better, you wonder? Not an easy task, but the folks at S&S thought they needed to make it more affordable. Each kit is still the same high quality liner

wrapped in cast aluminum including high compression pistons, rings, clips, and gaskets. The S&S Hooligan Kit still includes 482 cams, premium tappets, and all of XL kits are available for 1200cc or 1250cc. Available for most 1986-2019 XL models.

sscycle.com



TURN SIGNAL ELIMINATOR KIT FOR H-D TOURING

This direct bolt-on application replaces your OEM stock turn signal bar, offering a

sleeker, more custom look. Made from light-weight aluminum, the radius license plate mount eliminates the stock rear turn signals completely and is offered in a chrome or gloss black finish. Included in the kit is the radius license plate frame that provides license plate illumination with six, built-in white LEDs and a simple two-wire hook up. Backed by Custom Dynamics' lifetime LED warranty. Matching chrome or gloss black mounting hardware is included for a seamless installation. Available for 2009-2019 Harley-Davidson Electra Glide, Ultra Limited, Street Glide, Road Glide, and Road King Models with 180mm rear tire.

customdynamics.com



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SHADLEY BROS' 1978 IRONHEAD

CAFE DIGGER





Scoring 2018's Easyriders Bike of the Year with their awesome Gold Rush shovelhead, along with their induction into the Sturgis Hall of Fame the previous year, The Shadley brothers, Mark and Paul, found themselves in the fabled "catbird seat." They could pick and choose to build anything they wanted.

Which brings us to this wicked cool 1978 Ironhead Sportster you hold in your filthy, quivering man-paws. Why on Earth did these top dudes put the time and massive effort into building an old Ironhead? "I think Ironheads are a little bit forgotten and shoved aside," muses Mark. "When we grew up as kids, everybody had Sportsters. I come from a town called Randolph, Massachusetts. Man, all night, every night, people would cruise up and down the boulevard with their Sportsters. In 1978 I won the Rat's Hole Chopper Show with one of my Sportsters. So I still build 'em here and there just because I like 'em."

So Mark found this wrecked bike that had plowed into a car. The front end was flattened. He got it into his head to build a little cafe racer to bomb around town on. He brought his digger roots into the mix with that low, stretched out frame. He shit-canned the top tube and bent up some chromoly to match the curve of the stretched, flat-sided tanks he built. He also dropped the neck an inch and a half.

"That's the digger thing," he explains, "You drop the neck like that. Then you gotta drop the tube so it's not up in the air."

Mark also stretched the swingarm an inch, had Works Performance make the rear shocks, and mounted that real short rear fender. He also took a stock 39mm front end, narrowed the trees, and made the handlebars from scratch.

The gas tanks were a major project and are a marvel of engineering. The right side is fuel, but the left side is the oil tank with the oil going through the rear section of the frame to the engine. But here's the cool part.



"It's stretched out so when you sit on it, even a big guy doesn't feel cramped."

"I think Ironheads are a little bit forgotten and shoved aside."



"I was thinking about the old 45's and the old war bikes," Mark says, "where the fuel side of the tank actually fits inside the oil side to give you more fuel capacity. So you have three and a half quarts of oil in the left side, but you get three and a half gallons of gas in the right side. There are probably at least 150 hours in the tanks alone."

He mounted the gas tanks the same way as they did on brother Paul's Gold Rush bike, across the top with those little backbone thingies, leaving the whole top-tube exposed.

The rear wheel is an Akront aluminum one that came off the wrecked bike. Mark liked the narrowness of it so much that he got another one for the front so they'd match exactly.

Mark says he had to rebuild the 40-year-old motor top to bottom. He used S&S rods, forged pistons, and Andrews performance cams. "There's a guy named Jimmy Dorgan who's worked for me since we opened the

shop," Mark tells us. "He does all the cylinder head work, valves, everything." They also used hardened seats with stainless steel valves.

The custom paint work was done by a trio of guys. California Jim did all of the bodywork, prepping all the surfaces. Downhill Ronnie sprayed the Hot Wheels Red paint, then John Hartnett laid on the striping and the gold leaf.

Mark is really pleased with the bike. "It's comfortable and rides good." He says, "It's stretched out so when you sit on it, even a big guy doesn't feel cramped. I mean it's not a 200-miles-a-day bike, but we ride it around town all the time, it runs good. My kids really like riding it."

The Shadley Bros' shop in Whitman, Massachusetts opened way back in 1981, so it's safe to say they're in it for the long haul. "My brother and I started when we were kids and we're still at it," Mark laughs, "We enjoy it, it's a good life, ya know?" —Beatnik

Owners: Mark and Paul Shadley
City: Whitman, Mass.

GENERAL

Year/make: 1978 H-D
Model: XL1000
Designer: Shadley Bros.
Fabrication: Shadley Bros.
Assembly: Shadley Bros.
Time: 6 months
Chroming: Meclec Metal Finishing

ENGINE

Year and make: 1978 H-D
Model: XL1000
Rebuilder: Mark Shadley
Displacement: 1000cc
Ignition: Daytona Twin Tec
Lower end: stock
Balancing: stock
Pistons: H-D
Heads: Shadley Bros.
Cam: Andrews
Lifters: stock
Carb: S&S

Air Cleaner: Roland Sands
Pipes: Shadley Bros.

TRANSMISSION

Year and make: 1978 H-D
Shifting: stock

PAINT

Paint: Shadley Bros.
Color: Hot Wheels Red
Type: PPG

FRAME

Year: 1978
Builder: H-D/Shadley Bros.
Type: crashed Sportster
Rake: 38-degrees
Stretch: 5-inches up, 2-inches out
Shocks: Works Performance
Other Mods: raised backbone, dropped neck

ACCESSORIES

Bars: Shadley Bros.
Hand Controls: P.M.
Fender: Shadley Bros.
Headlight: Crime Scene
Taillight: Shadley Bros.
Pegs: Roland Sands
Electrics: Shadley Bros.
Gas Tank: Shadley Bros.
Oil tank: Shadley Bros.
Oil system: Shadley Bros.
Primary Cover: stock
Seat: Red's
Grips: PM

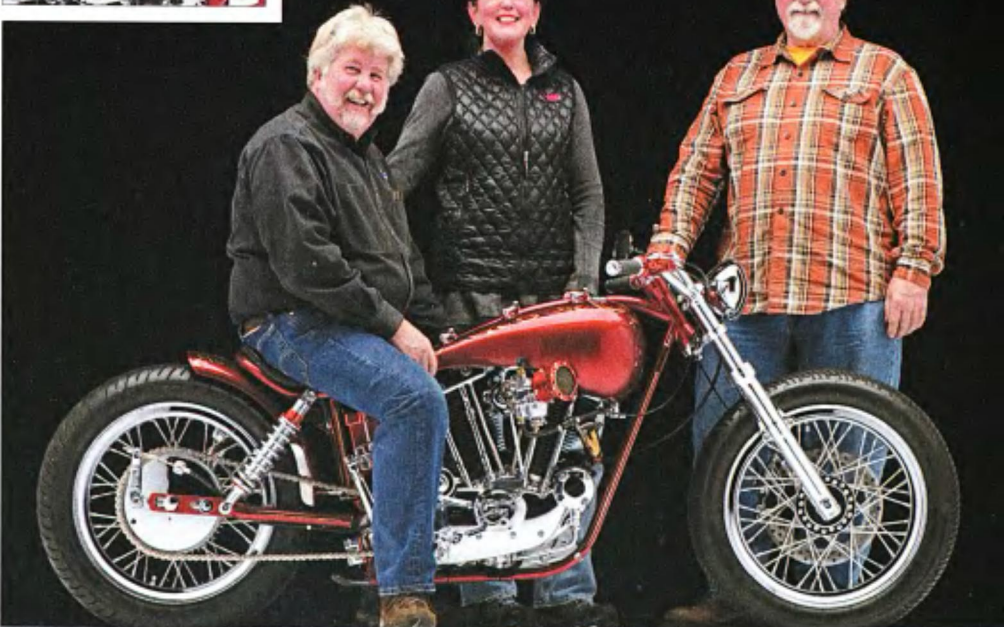
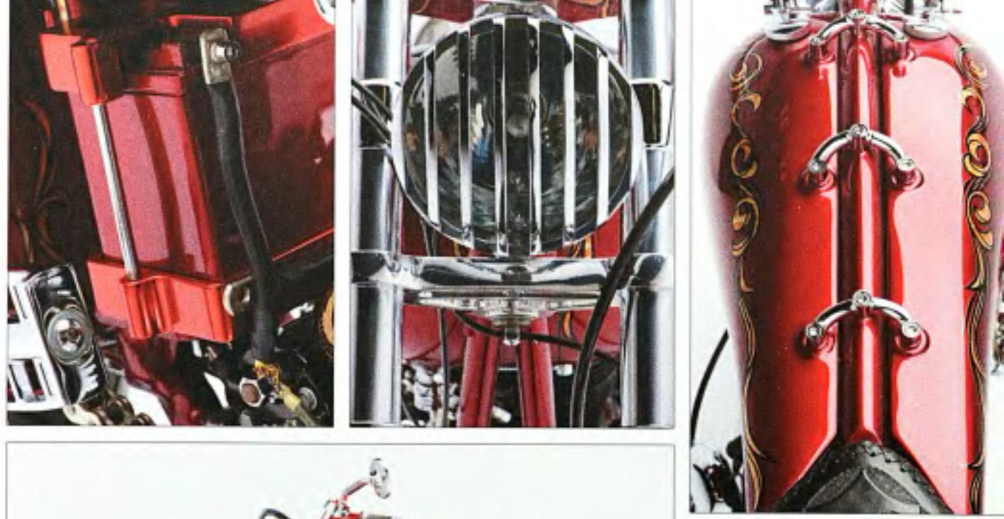
FRONT END

Builder: Shadley Bros.
Type: 39mm
Extension: 2-inches under

WHEELS

Size: 18-inch
Make: Akront
Tires: Metzeler
Brakes: PM front, stock rear

Photos: Michael Lichter
Contact: The Shadley Bros.
781-447-4454
shadleybros.com



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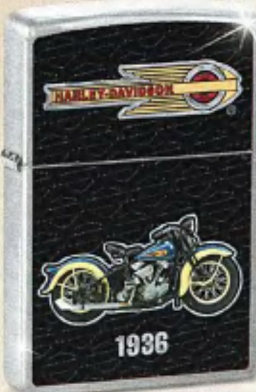
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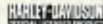
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While having a beer at his favorite saloon, the bro saw a mama that had owed him a dollar for several months. "Where's the money you owe me, god-dammit?" He asked.

"I don't have it," the chick replied, "but if you sit down right there in that booth, I'll give you a blow-job."

When she had finished, the dude zipped up and prepared to leave. As he was going out the door he turned and said, "Remember, you still owe me seventy-five cents."

*Vern Townsend
Forest Grove Ill.*

The Army sergeant had his men fall in for an announcement.

"Gonzalez," he shouted, "Step forward!" Private Gonzalez did as ordered.

"Gonzalez," he bellowed, "Your mother's dead, fall back into line!" Weeping loudly, the young recruit fell back into line.

Infuriated by this heartless display, The company Commander ordered the sergeant back to NCO school to brush up on tact, humility and compassion. He no sooner returned to camp when another announcement was in order. "Don't worry sir," the sergeant assured his company Commander, "I'll handle this tactfully." He then had the men fall in.

"All you fuckers with mothers, take one step forward—Not you, Murphy."

*John Blank
Ames, Iowa*

Coming home early from a club meeting one afternoon, the biker discovered his ol' lady naked in bed, breathing heavily, and clearly distracted. "Linda, what's the matter?" the bro asked.

"I think I'm having a heart attack," she gasped.

Quickly, the bro rushed downstairs

and started dialing the doctor, when his son hurried in and exclaimed, "Daddy there's a naked man in the front closet!"

Going over to the closet he opened the door and found his best friend naked, cowering there. "Aw for fuck's sake, Frank, My wife's upstairs having a heart attack and you're down here scaring the kids!"

*Jim Coates
Fresno, Calif.*

Greatly agitated, the biker's ol' lady carried her squalling ankle-biter into the drug store and asked, "What can I do? My baby swallowed one of his daddy's .357 magnum bullets!"

"Give your baby the contents of this bottle of Castor Oil," The druggist advised. "But don't point the little fucker at anybody!"

*Vernon Rowdy
Clint, Ark.*

"Darling," said the young wife one morning, "do you remember those trout you spent a week fishing for back in January?"

"Sure do," mumbled the husband as he read the morning paper.

"Well," she said, "One of them called and said you were going to be a father."

*Jim Crocker
Tallahassee, Fla.*

A lot of bikers wake up in the morning feeling like an eighteen-year-old, but where the fuck are you gonna find one that early in the morning?

*Ben Tucker
Evanston, Ill.*

Two stoned prospects were staggering along the railroad tracks when one exclaimed, "I sure wish we'd get to the bottom of this flight of stairs."

"The stairs aren't the worst of it," the

other one grumbled, "these low handrails really get to me."

*Biker Billy
Salt Lake City, Utah*

"Hey Spike," the biker's ol' lady called to him, "Junior just called and said he's bringing a whole Boy Scout troop home for dinner."

"That son of mine is really changing," the old bro answered. "That's cool, how long are they gonna stay?"

"He didn't say for sure," the ol' lady answered, "He said it depends on how long it takes their parents to come up with the ransom."

*Sam Jensen
Billings, Mont.*

For twenty years, my wife and I were happy," bawled the depressed dude at the bar.

"Then what happened, brother?" asked the concerned bartender.

"We met."
*Fred Wackerty
Madison, Wisc.*

When his best friend stopped over at his pad, the biker decided to run out and get some beers before kicking back. Before he left for the liquor store he instructed his wife to give the bro the best southern hospitality.

When he returned from the store he found his bro laying on the kitchen floor and his ol' lady on top, balling him furiously.

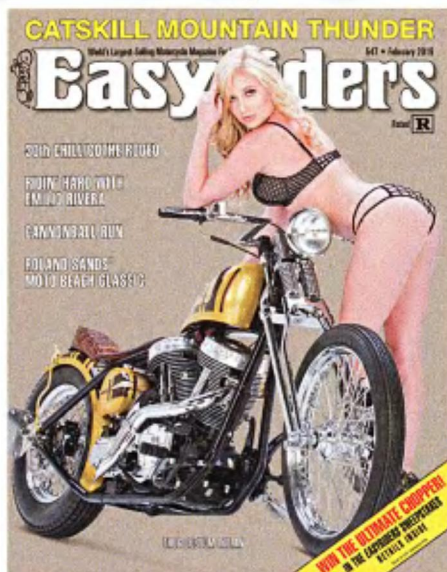
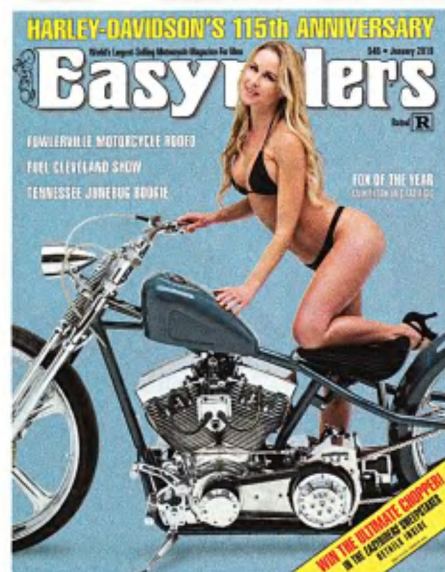
"Bitch, what the fuck are you doing?" the biker yelled.

"Just what you told me," the undulating broad said, "giving him the best southern hospitality!"

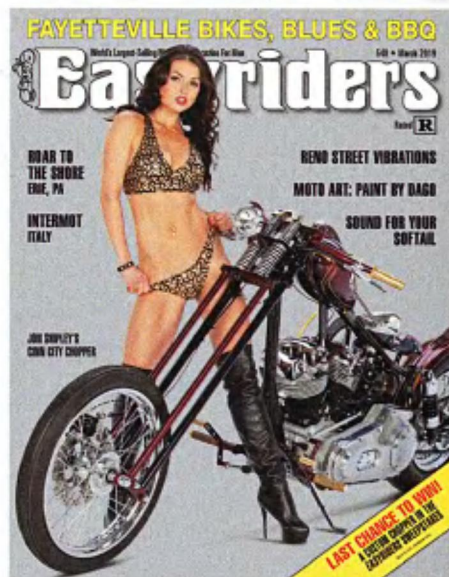
"Well, god-dammit, arch your back and get his balls offa that cold floor!"

*Robert Petty
Hutchinson, Kan.*

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HARLEY'S DIGITAL AGE BOOM! Box GTS Infotainment System

With Harley-Davidson's LiveWire only months away from coming onto the market, it's safe to say the company is not only poised to enter the electric vehicle (EV) age, it is also firmly entrenched in the digital age. Its BOOM! Box GTS Infotainment System is irrefutable proof of the light years the company has traveled since 1903.

The Infotainment System actually has been around for a few years, but its GTS version is fairly new, having come out with Harley's 2019 line of new models. GTS stands for "GPS, Touchscreen, and Smartphone Integration," but it's a touch screen that you can operate even with your gloves on, which hadn't been the case previously.

Right off the bat: it is, of course, never advisable to operate the screen while riding. That's why the models equipped with this infotainment system also have toggles on either side of the handlebars for you to find your way around without having to let go of them. Anything you can do by touching

the screen you can also accomplish through the toggles.

The first thing you might notice if you've dealt with the older generation of this infotainment system is that start-up time of the GTS is just about cut in half, and route calculation is much quicker than before. There are three buttons to work with: Navigation, Music, and Phone, but there's also a new "Back" button on the right-hand control cluster, as well as a new quick jump feature that lets you access navigation, audio, and vehicle information with ease.

The higher-resolution screen has also more contrast for easier viewing in bright sunlight, and you can now choose your screen's background color from a number of preset options, like orange or blue. As with the previous version, you can hook up various devices like your iPod, and the system is Bluetooth compatible. But the GTS is also Apple CarPlay compatible, meaning you can get directions, make calls, send and receive messages, and listen to music. However, the bike must be equipped with an optional wired or wireless H-D Genuine Motor Parts and Accessories headset and an iPhone 5 or newer to enable CarPlay.



Harley's new hi-res touch screen has a sharp, high-contrast appearance for better viewing in direct sunlight. The main three buttons are Music, Navigation, and Phone.



Various devices can be paired or plugged in, such as your iPhone or iPod.



New for this version is the "Back" button: a simple touch and it takes you right back to the previous screen.

While the audio system is probably the most used aspect of the BOOM! Box, the most *useful* application for the average rider will most likely be the navigation system. The best part about this may well be the fact that you can, in the comfort of your home or hotel room (or wherever) figure out on your cell phone or computer a route you want to take, and then send it to your motorcycle.

To that end, Harley also has its own free app that you can download onto your phone from their website. Not only can you plan your ride with it, it also keeps a record of your previous rides and makes recommendations for where to go on rides in your greater area, if that's what you're into. I have the app myself, and for this month (January as of this writing), the recommendations are the Death Valley Scenic Byway and the San Luis Obispo North Coast Byway along Route 1.

The app also tells you about motorcycle events happening in your area and has monthly challenges you can enter where you can collect points for the miles you devour on your scooter. The winner gets custom digital coins and something like virtual recognition.

The GTS Infotainment System comes



A multitude of audio settings are shown sharp and clear, and the whole system is easy to navigate.



The "Back" button takes you back one step, the "Home" button to the left takes you all the way back to the start-up screen.

standard on the Ultra Limited, Ultra Limited Low, Road Glide Ultra, Road Glide Special, Street Glide Special and Tri Glide Ultra models. It's also available as a factory-installed option on the Street Glide, Road Glide and Electra Glide Ultra Classic models. The 2019 Ultra Classic, Street Glide or Street Glide Special models can be upgraded to the BOOM! Box GTS system with Genuine Motor Parts and Accessories, but unfortunately the radio is not compatible with older models.

Also, unlike current smart phones, the data in the maps is not live and downloaded on demand because the navigation map database must be processed and loaded onto the radio at the time of production. Consequently, due to lead times on the map processing, the map information is frozen and locked down for release in the 2nd quarter of the previous year prior to launch. This means, for instance, that the maps in 2019 vehicles was frozen in the 2nd quarter of 2017, and brand-new addresses may not be locatable.

Lots more info about the GTS Infotainment System and the Harley-Davidson app can be found in the "Manuals" section at h-d.com.

—Red Baron



Everything you can do on the touch screen can also be done via the toggle switches on the bottom of the handlebar controls. The left side features the "Home" button. The toggle switches also control volume and screen navigation. The right side has the "Back" button.

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LEADERBOARD		DETAILS
POINTS	MILES	CHECK-INS
🏆 1	Mike B.	10,320
🏆 2	JD D.	9,843

Another aspect of the Harley-Davidson app is the monthly New Roads challenge. Participating riders are rewarded with custom digital coins for miles they've ridden during that month.

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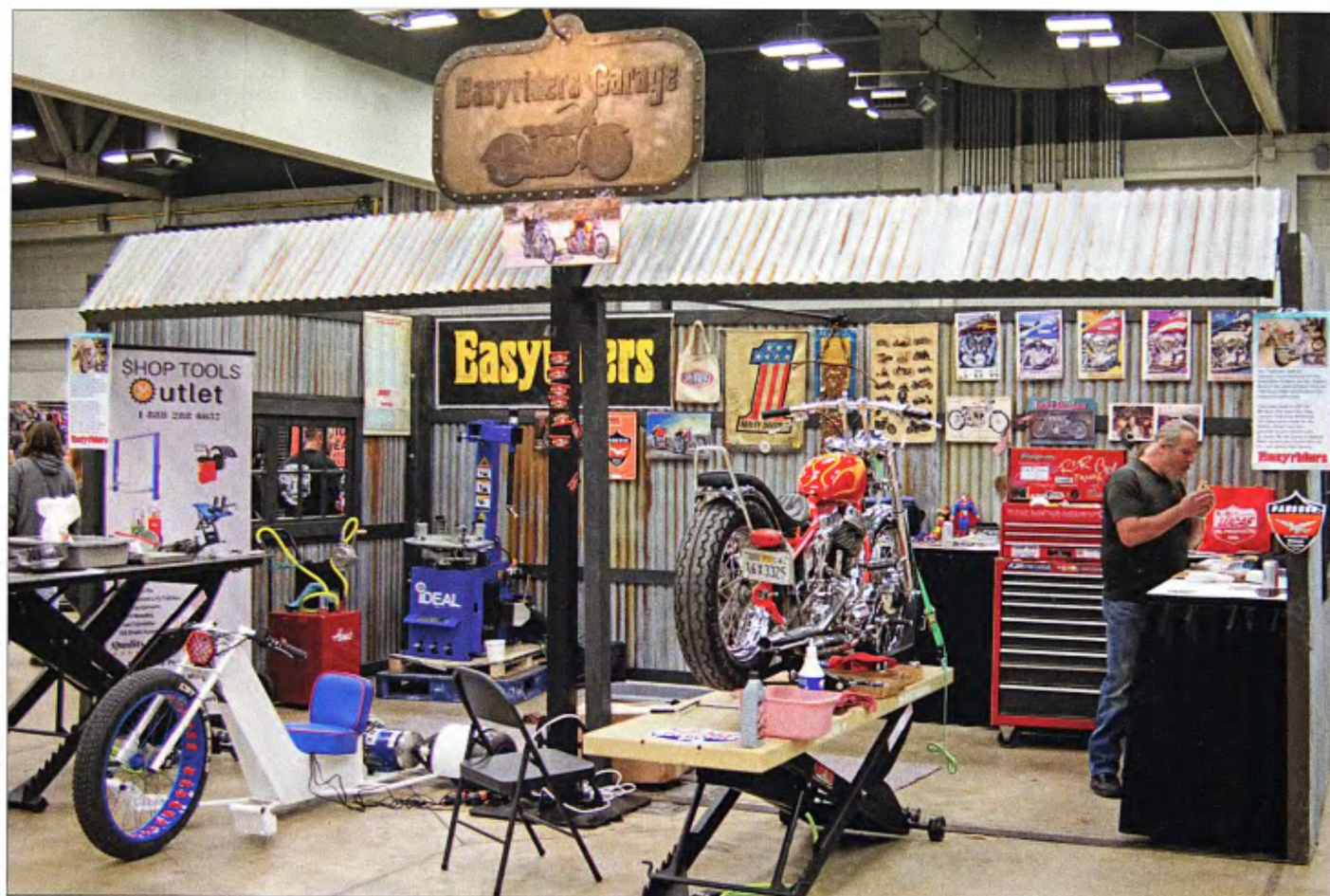
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EASYRIDERS AUSTIN BIKE SHOW

The Easyriders Bike Show Tour had never been held in Austin, Texas before. Indeed, I had never been to Austin before. Imagine my surprise to discover upon first whiff that it smells remarkably similar to the smell behind your ear—not a good smell, yet familiar. What is that smell, and why does it permeate Austin? Frankly, I had no time to do any research on the matter as the Bike Show was jammed into high gear and I was to be the judge of over 100 truly amazing custom motorcycles on display.

By the time the Austin Convention Center opened to the public on Saturday, January 18th, I had forgotten all about the mysterious Austin aroma and was up to my axis vertebra with amazing motorcycles. The loud yet strangely alluring NTC Drift Trikes were blasting around making a noise similar to an air raid siren mixed with







someone strangling an otter, and swarms of slack-eyed bikers ambled, zombie-like, towards the cacophony, not unlike spawning salmon, or spawning bikers.

Luckily, our ample-bosomed announcer, the lovely and talented Lisa Ligon, was able to coax the crowds toward the stage again and again to hear live music by The Bayou City Outlaw Band. I once heard a band called The Bayou City Inlaw Band, but they were rubbish as they were comprised entirely of pensioners on



Famous Quotes About This Show

"Of all the Easyriders Bike Shows, this is definitely one of them."

—Obvious Al,
professional meat packer

"Wait, these are not my glasses."

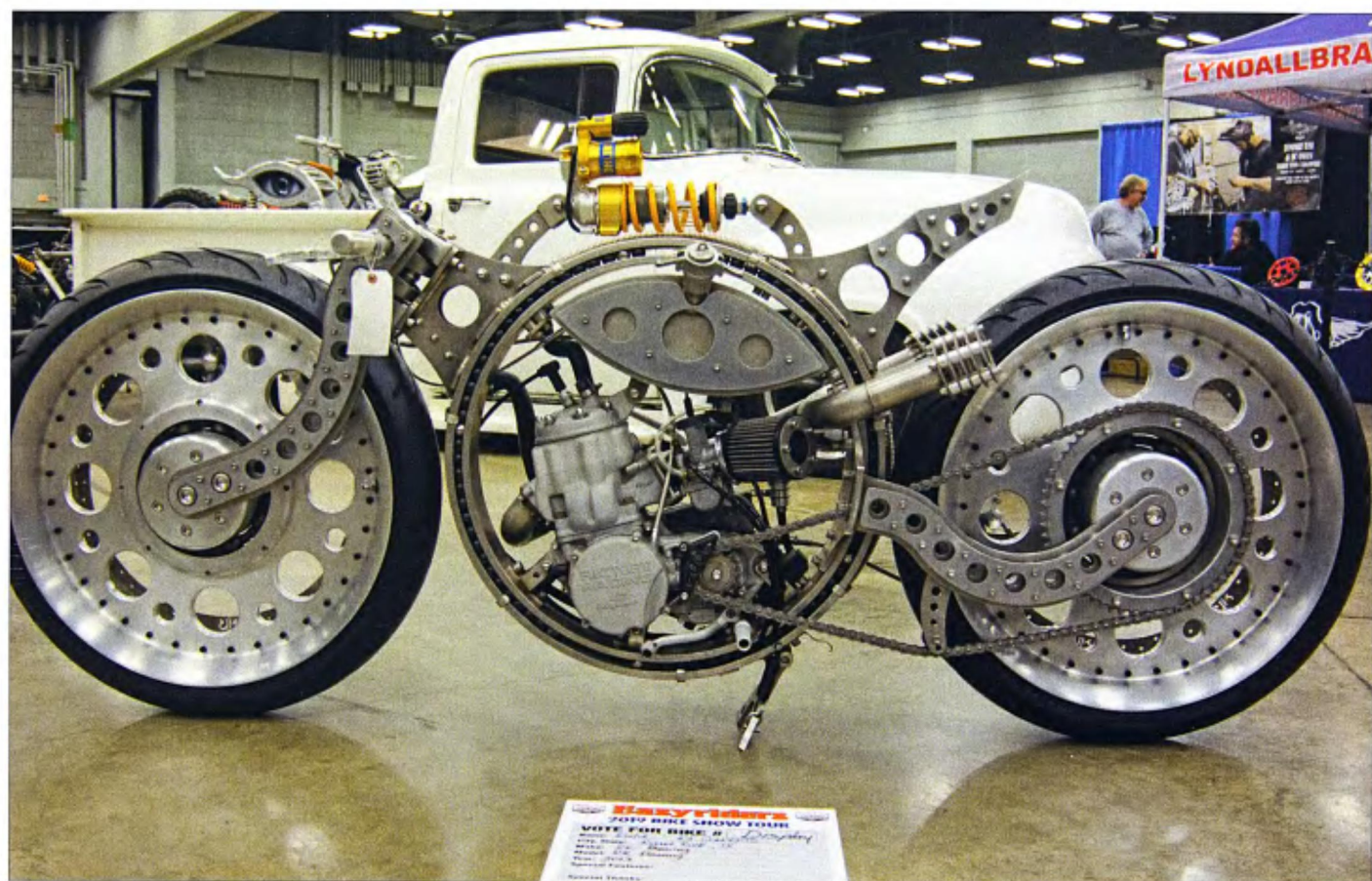
—Willie G. Davidson's dog

"My cowboy hat didn't get smaller... My head is getting bigger."

—Midge

"We blew it, Billy. We blew it, man."

—Peter Fonda



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AUSTIN BIKE SHOW



Photos: Kai R.

accordions. Then the extremely jiggly Purrfect Angelz dance troupe wowed the crowd by wearing very little and gyrating repeatedly and quite remarkably. It seems that all the audience really wanted was cold beer, some Texas barbecue, and the sight of a shapely ass or two. Who could blame them? Though the dashing damsels heightened their act by doing daring and strenuous acrobatics, including a bit where they juggled glowing orbs.

Event-goers took in the cycle circus of vendors and stopped by to watch with more than a dollop of fascination in the Easyriders Garage as expert mechanic Rob Schwelling assembled the transmission of the iconic Billy Bike replica from the film *Easy Rider*. Several drunken bikers thought this garage set was actually a cantina and tried to order ostrich meat enchiladas with a side of 30-weight oil and beans. Rob took their order and managed the job without cutting off any appendages, which made everyone a bit sad.

How does one judge over 100 lavishly customized bikes in a day? Well, you don't. You begin the day before as all the bikes roll into the massive hall. And you don't judge the bikes by yourself. I was joined by the very able-bodied Kai Raecke, who has been judging custom bikes since Hector was a wee pup (actually longer), and who has the uncanny ability to yodel while judging. Don't ask.

The day of biker fun and frivolity dashed by at a high octane rate, and too soon we were up on stage to give out the awards, prizes, and incentives to bring the winning bikes to next week's Invitational Bike Show finale in Charlotte, North Carolina.

Top winners are listed on the opposite page. For a complete list of winners, visit easyridersevents.com. Special thanks to our sponsors Ryan Farabaugh with Lucas Oil, Russ Brown Motorcycle Attorneys, Prism Supply Company, NTC Drift Trikes, Evil One Clothing, The Full Throttle Saloon, and Shop Tools Outlet. The next stop on the Easyriders Bike Show Tour is our mega motorcycle finale in Charlotte, North Carolina. Watch for coverage in next month's issue.

—Dave Nichols

Radical Custom

3rd Place – Christopher Moos
Corinth, TX
2018 Mooscraft

2nd Place – Scott Patterson
Austin, TX
2005 Pro Street "Slingblade"

1st Place – Scott Patterson
Austin, TX – 2006
"Hotter 'N' Hell" chopper

Radical Bagger

3rd Place – Rubin Rodriguez
San Antonio, TX
2016 Powerhouse Street Glide

2nd Place – Jesse San Miguel
Pasadena, TX
2009 Road King

1st Place – Alan Corbett
San Antonio, TX
2013 Benz & Bikes Road Glide

Custom Sportster

Tom Miller – Keller, TX
1967 Sportster

Best Display

Richard Morris – El Paso, TX
2009 Softail Deluxe

Best Paint

Art Steele – Dallas, TX
2017 All Star Baggers Road King

Editor's Choice

Tim and Tina Scates – Waller, TX
1952 Pan/Shovel Chopper

People's Choice

3rd Place – Lupe Hernandez
Midland, TX
2001 Road King

2nd Place – Krystal Hess
Austin, TX
2010 Triumph Scrambler

1st Place – Eric Contreras
Houston, TX
2013 Powerhouse Road King

John Green Award

Billy Aaron – Kerrville, TX
1939 Harley ULH Custom

Best of Show

Xavier Muriel – Lago Vista, TX
1953 Pan/Shovel Bobber

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Confessions of a Stripper

A TALE OF TWO COACHES



When you live of life of illusion, and we dancers create an illusion of sexual eagerness, you often get fooled yourself.

Coach was a loud, leather-clad customer. He was obnoxious, big and fat. As a stripper, one gets used to men drinking in a bar, surrounded by naked women, being loud and uncouth. You want to allow a customer to let off steam so long as you're not too close to the nozzle.

Coach had all the trappings of a biker, but I should have been more suspicious. Bikers are normally generous and Coach was not a good tipper at the stage. Nor, now that I think of it, did he ever buy a lap dance. But he had that biker look and swagger. My dad is a biker, so I figured Coach was okay. He was not.

Coach talked about his bike incessantly. One night he took me outside to view it. It was a Honda Gold Wing. Oh, I thought. Not that a Gold Wing rider isn't a legitimate biker but...you know. It wasn't what I was expecting from a guy who was wearing a herd's worth of leather on his expansive body. Coach, puffed up with pride, asked me what I thought. I said, "Wow. Looks...comfortable." Then a dude drove up in a Corvette and my attention wandered.

Coach said he was the pitching

coach for the Yankees. In a nice piece of humble-bragging, he added, "I don't coach *all* the pitchers. Just the starting ones." He also had a penthouse somewhere in "the city," and a little apartment nearby. He was looking for a girlfriend, and described a life of spas, resorts, and penthouses that the lucky girl would enjoy. It sounded good. One night, still not having bought a single dance, he said that dances in public were too crude for him. He would prefer a private performance in his apartment. He cited a satisfactory price. I said okay, but no funny business. He agreed.

I got to the apartment and set up my spring-loaded pole between the floor and ceiling. He was a big guy so I asked him to tighten the bolts while I got changed into my dancer clothes. As I went into the bathroom, I noticed his duffle bag, one that coaches carry. It was partway open. I could see a load of balls inside. Soft balls. Well, he didn't say he coached for the *New York Yankees*. Maybe the Ft. Lee, New Jersey, girls-slow-pitch Yankees.

So I got up on the pole and pulled myself upside down to the top and was starting my spin, when slip, pop, the catch at the top of the pole where it hits the ceiling came loose. Coach hadn't secured it. The last thing I remember was holding fast to the

pole—as if that would help—and falling upside down, face first, toward the big-screen TV. I pulled left and dodged the screen, landing on a table, mostly unhurt. After that I just did a conventional dance on flat land. He sat on the couch expressing terms of affection and his desire for something more than a dance. I declined but he lunged, and having overindulged, fell on me. I used a wrestling move to escape and I got the hell out of there.

Postscript. The following day I went to the local police station to report my driver's license stolen. I approached the desk and the cop on duty was going through a file cabinet with his back to me. When he turned around, we both gasped. It was Coach. He turned red. "What do you want?" he said. I told him about the stolen license. He directed me to a website and turned away. So much for the Yankees. Was it a sting? An attempt to trick me into accepting money for the obvious? I don't know. Probably just another dorky guy trying to get laid.

Three months later I was dancing in the same club when another dude, Charlie, sat next to me at the bar. We got to talking and he told me what he did for a living. "I'm a coach," he said.

I thought, oh boy. Another one. Maybe this line is going around. I said, "Which precinct do you coach?" He drew a blank. He also did not buy a lap dance, and I thought, 'Here we go again.'

He made me a proposition. Could I just hang with him at the bar, talking exclusively for the rest of my shift, about three hours? He wanted company. He would pay \$300. It was a Monday, a slow afternoon shift, as customers have often lost money on sports bets over the weekend. I agreed—it was \$100 per hour for conversation—and he was a gentleman and interesting.

A club will let you do that: reject all other dance offers so long as you do your stage sets. It was a good deal. I looked Charlie up on the Internet later. He gave me his real name and indeed he was a college basketball coach. He would come in occasionally and we'd make the same deal. A lot of guys are fakes. Some are real.

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Ten Years. One Moto.

One of the coolest things about going to custom bike shows is that no matter how many motorcycles you've seen, you always see something that you've never seen before. The One Moto Show is all about cool custom bikes of every kind and description. You'll find Harleys, Yamahas, Ducatis, and a whole lot more. This year, they even had a section for custom mini-bikes.

February 8th through the 10th marked the ten-year anniversary for the One Moto Show, and riders came from all over the country to take in this Pacific Northwest phenomenon. Portland, Oregon was packed with scooter jockeys who were hot to check out all the custom creations. This show definitely hit the mark.

"Bigger and Better" was the theme for this decade celebration. Art was displayed alongside the custom bikes, and that alone really drove home how creative the biker lifestyle is. There were photos and paintings on display, as well as custom-painted helmets. A sea of vendors offered everything imaginable for your ride, and various mini-bars were scattered throughout the two-storey warehouse that acts as home to the event.

The One Moto Show is a three-day event and you need every minute of those three days to check out everything. The Show includes plenty of live music and there's even a flat track race on the 2nd day. Watching flat track is always a blast. I loved seeing Sportsters race down the dirt track, sliding around the turns, and blasting across the finish line. It sure gave me a lot of respect for those damned racers. Sometimes, I even think I'd like to get out there and try it myself. But then, one of them will slide out and take a tumble and I think, "Better just sit back and take photos of the action."

Speaking of, check out all the moto madness of this year's event and I'll bet you'll be thinking about riding to Portland for next year's party. For more information visit the 1moto.com

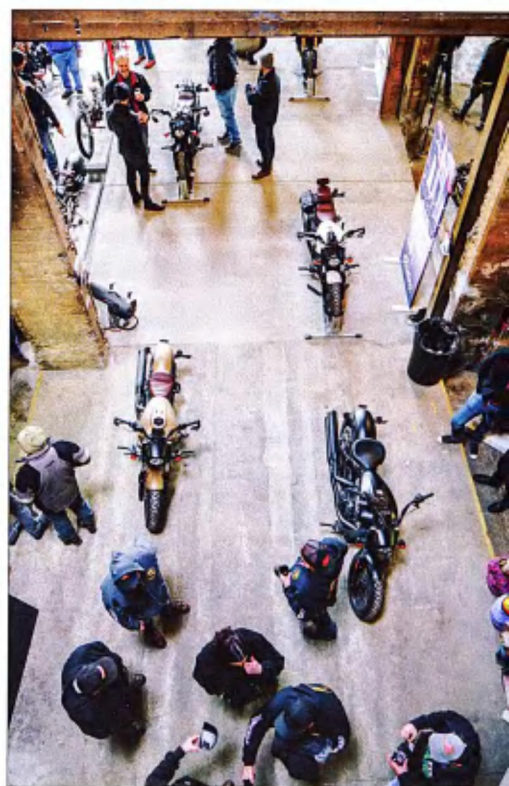
—Ben the Boog







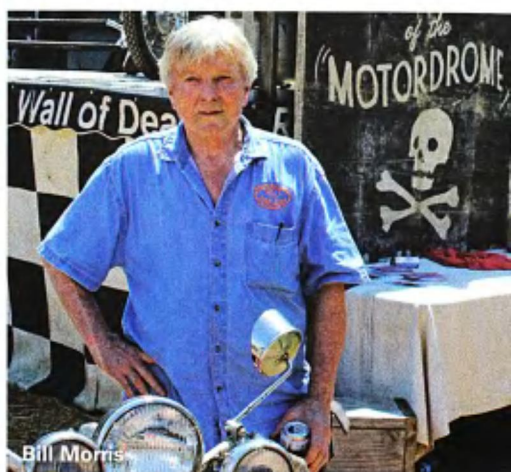








Bill's Bike Barn



Bill Morris



CHECK OUT THE NEW BLOOMSBURG SHINDIG Rodeo Birthday Bash

Stop the presses, start your engines, and don't forget to bring presents!

The Easyriders Rodeo Tour is about to start its new season, and it's going to kickstart it with a helluva bang and a birthday bash at its brand-new location in Bloomsburg, Pennsylvania.

That's right, the rodeo tour has been expanded and now starts even earlier than before as rodeo contestants, fans, and party animals in general, will congregate the weekend of June 7 thru 9 at the Bloomsburg Fairgrounds. It's the first time in a long time that the rodeo is being held in the Keystone State again, and it's shaping up to be a weekend of epic proportions, with lots of big-inch engines revving, big tat-tas bouncing, roaring live rock'n'roll music, and tons of rodeo fun and excitement.

One of the highlights will be Saturday's big birthday bash for Bill Morris who owns both Bill's Custom Cycles in Bloomsburg and, just up the hill from there, Bill's Old Bike Barn, which is about the coolest little museum you can imagine. "We're having a big birthday bash for me here at the museum," says Bill who will turn 80 this year. "And then we'll ride as a

large group from the museum to the rodeo, which is about five miles south of here, right down the road in town. I figured if we all worked together, all my regular people are gonna come here, and you *Easyriders* guys will bring people from far away, so I think it's gonna be a helluva show."

If you've been to the Bill's Bike Barn before, you know it's a place any motorcycle aficionado would love. But if you haven't been there yet, you definitely owe it to yourself to check out the huge motorcycle collection and tons of memorabilia this centuries-old barn houses. Coming to the Easyriders Rodeo will be the perfect catalyst for riders near and far to do just that.

But it's not just Harleys or even American-made bikes you'll see here, there are plenty of foreigners, too, like a very rare 1961 Moto Guzzi called "The Mule" that was built to take supplies over the Alps for the Italian army, according to Bill. There are also German Zündapps and NSUs, as well as Nortons and Triumphs among the 200 or so bikes Bill says he has, along with hundreds of Harley signs.

In fact, Billville, as it's called, also

features a large carousel collection. "I have about 320 carousel horses that I've collected in Europe," says Bill. From there, you can follow a street and into Billville where Bill's created little shops, "like barber shops and cigar stores and train stations and a Coca Cola room," he says, "because everyone collects Coca Cola shit. And then I have a Harley shop inside, and on top of the Harley shop I have this telephone collection with 700 or 800 telephones. There's also a camera shop with about 5,000 cameras, and there's a dentist's office and a police station and beer store built out of about 6,000 beer cans, with walls 14 feet tall. About 1,000 of those cans are Harley dealer cans. And there's a shoe store, a print shop, a beauty salon, even a little saloon. I was born in '39, so I collect '39 World Fair stuff, and I have the bar from the '39 World Fair in the saloon."

Billville also features a firehouse with a '51 Mack fire truck and a 1926 Harley fire bike, all of it decorated with hats and coats. Other gems are a 1948 Rolls Royce pick-up, a little Morris Minor and a Citroën mail truck from France. As crammed with cool stuff as it is, the museum's not finished



growing yet. Bill says he's constantly on the lookout for new additions. "I'm always collecting."

Which is how there's literally something for everyone because Bill didn't want to have just a bike museum. "Not everyone's into bikes," he concedes, "so if families or different groups of people come here, I wanted to have stuff for people who are into other things, too."

The museum has been in existence since 1998 and celebrated its 20th anniversary last year, but it all started with Bill's Custom Cycle shop that Bill says will be half a century old next year, so there's another party waiting to happen. The reason he built the museum, he says, was because there were simply too many collectibles in his shop and he figured they needed a space of their own, so he created this 55,000-square-foot museum.

In fact, he's planning on building a permanent Wall of Death structure in collaboration with Rhett Rotten because, as Bill puts it, "I have a 55-acre property and I hate mowing."

Check out the museum online at billsbikebarn.com. —Tripper

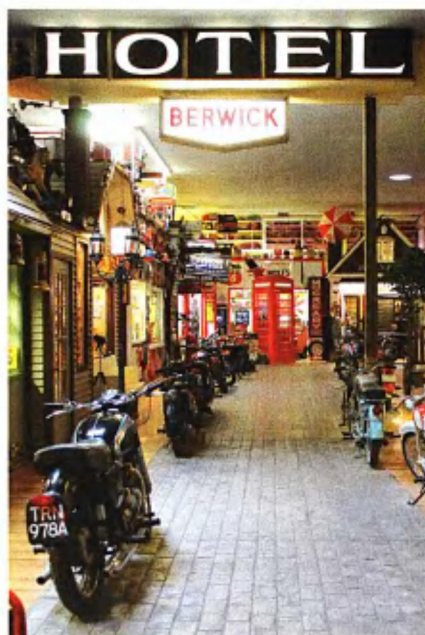
THE RIDE:

The ride to the Bloomsburg Fairgrounds will be in conjunction with Bill's 80th birthday bash on **Saturday, June 8** and will start at Bill's party in the morning. Kickstands go up at 12:30. The run will last about 45 minutes on a route predetermined by the local ABATE chapter and will end at the Rodeo in time for barstool races, rodeo events, and bands. The cost of the ride is \$40 and includes entry into Bill's event, entry into the rodeo and an Easyriders Rodeo commemorative run pin. Registration for the ride is limited, so sign up early if you're interested.

THE RODEO:

Starting Friday, June 7 and going through Sunday, June 9 at the Bloomsburg Fairgrounds in Bloomsburg, PA, the Rodeo will feature live bands; rodeo competitions; aerial, dance and fire performances by the Purrfect Angelz; freestyle roller demos; wet T-shirt and trophy girl contests; food; beer; camping; vendors, and much, much more. You must be at least 18 years of age to enter.

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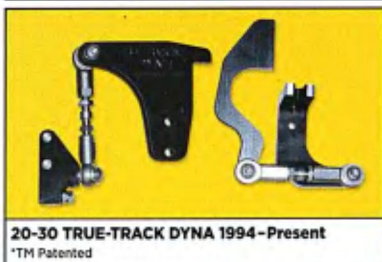
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JESS WALTERS SENIOR'S TASTY TRIKE

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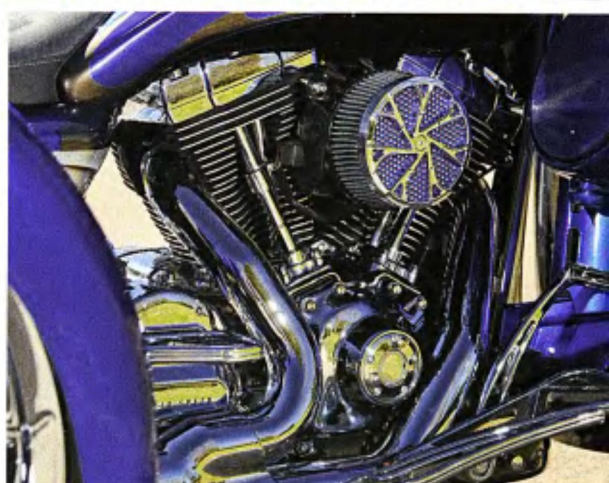
"It will lift the front wheel
right up off the ground."





There are two men in Mt. Ulla, North Carolina named Jess Walters, and both of them love motorcycles. Jess Walters Sr. and Jess Walters Jr. build some amazing custom bikes out of Walters Custom Baggers. In fact, you may have seen some of them right here in *Easyriders*.

For his own personal transportation, Jess Sr. decided on a 2013 Harley Tri Glide that he bought brand new from Charlotte Harley-Davidson. "Joey Hensley of Backyard Baggers did the first version of this trike," Jess Jr. tells us. "It was a mild custom with a 30-inch front wheel. Then after a while, we tore the whole thing down to redo the trike for the Easyriders Charlotte Bike Show in 2017."



That year, the father and son team brought a bunch of extravagant custom baggers, as well as Senior's fresh Tri Glide. "SMT made the 32-inch front wheel and created one-off rear wheels for us," Jr. says. "We decided to change the color and drove the sheetmetal in a trailer to Steve at Royal Rain Paint in Pennsylvania. He did a beautiful job for us."

Drag racer Andy Simmons of Simmons' Performance handles all the motor work for Walters Custom Baggers, bumping the original 103-inch Twin Cam to 107 cubic inches, breathing fire through its RC Components exhaust system. "It is a

runner," Jess Jr. says. "It will lift the front wheel right up off the ground."

Top Shop made the outer fairing and Voodoo did the inner fairing, fabricating room for a few 8-inch speakers. The superior sound system was engineered by WCB's Dennis Cookus. Jess Jr. says that his dad loves country music, and that mega sound system really cranks out the Jason Aldean.

Other top drawer parts and accessories include the Bagger Nation bars, Battistini floorboards, Ness mirrors, lighting by Custom Dynamics and Dakota Digital speedo. The Tour Pak and other odds and ends came

from John Shope of Dirty Bird Concepts. Jess Jr. thanks Mike at Detroit Choppers for finding the cool custom front fender and gas tank. "Butch at High Roller Custom Seats handmade the saddle," Jesse Jr. says. "And that's really important because my dad rides this trike all the time and that seat is both good-lookin' and comfortable."

In the past seven years Walters Custom Baggers has become known as prodigious purveyors of pristine custom touring machines in the southeast. We can't wait to see what they bring to next year's Charlotte Bike Show. —*Dave Nichols*



Owner: Jess Walters Sr.
City: Mt. Ulla, North Carolina
GENERAL
Designer: Walters Custom Baggers
Fabrication: WCB
Year and make: 2013 Harley-Davidson
Model: Tri Glide
Assembly: WCB
Time: two months

ENGINE

Year and make: 2013 H-D
Model: Twin Cam
Rebuilder: Simmons' Performance
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

Fuel Injection: H-D

Air Cleaner: SMT

Pipes: RC Components

TRANSMISSION

Year and make: 2013 H-D

PAINT

Painter: Royal Rain

Color: custom blue

Type: PPG

FRAME

Year and builder: 2013 H-D / WCB

Type: Tri Glide

Rake: 21 degrees

Stretch: 3 inches

Shocks: Dirty Air

ACCESSORIES

Bars: Bagger Nation

Handlebar controls: H-D

Fenders: Bagger Nation / Detroit

Choppers

Headlight: Custom Dynamics

Taillight: Custom Dynamics

Speedo: Dakota Digital

Floorboards: Battistini

Electrics: H-D

Gas tank: Dirty Bird Concepts

Oil tank: H-D

Primary: H-D

Seat: High Rollers Custom

Mirrors: Arlen Ness

Grips: Battistini

FRONT END

Type: FL

Builder: HHI

Mods: WCB

WHEELS

Size: 32-inch front, 15.5-inch rear

Type: SMT

Tires: Vee Rubber front, Michelin rear

Brakes: HHI

Photos: Brad Patton

Contact: Walters Custom Baggers

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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!



This is Memphis. His road name is Beast. He will be four-years-old this June 13th. He's a Yorkipoo and he loves to ride!
— Michele Ashmore, San Antonio Texas



My friends Jonny and Smoky greet the dawn after a night of dirt and booze. There was dust in my eyes and dust on the lens as the sun came up in Ojai.
— Joseph Kennelty, Camarillo California



Here's a picture of me and 8-Ball with our 1950 Indian Chief.
—Laura Brewer, Clover, South Carolina



Limited Perception

Tonya was a headstrong, determined young woman. She put herself through business school and used her natural acumen and knowledge to turn a failing coffee shop called the Java Lounge into a thriving enterprise in just a few short years.

Known as Tonya to her customers and friends, she had the reputation for being tough, independent, and a little bit hardnosed. But she was also kindhearted and generous to a fault with both her time and her cash. She accepted little or no help from anyone, even to the point of building her own 1200 Sportster rigid chopper that she cherished almost as much as life itself. The bike was her relaxation and her sanity after 15-hour days of running her coffee shop and dealing with the public.

Having the Sporty parked outside the shop, custom paint gleaming in the sunlight, was the surest way to get a particular brand of clientele to frequent her place. She was a biker at heart, and her favorite customers were of the motorcycle loving variety. As fate would have it, a bike shop opened only two doors down from Tonya's place, and

over the course of a few years, Charlie, the owner of the bike shop, became fast friends with Tonya. Some would say it was more than just friendship, but Tonya would put rumors to rest when folks got nosy.

Every morning at 6am, Tonya spun her closed sign around to read "Open for Business" at just about the time Charlie was throwing up the steel garage doors of his shop. The sound of Harleys being Dyno tuned in the morning hours over at Charlie's Chop Shop was music to Tonya's ears, as were the sounds of the bikes that backed to the curb in front of her place. Soon she'd be frying eggs and sausage for breakfast for the hardcore men and women who frequented her place. She was famous for her cooking as well as for her brew, and her prices were fair, not inflated like the prices at the brew house up the street.

Tonya treated everyone who walked in like family, and she also rode on Poker Runs and in Charity events with those very same folks. She was generous to a fault and offered the farm she had inherited from her dad to be used as an inexpensive campground

each year for those on their way to Sturgis, donating the proceeds to local charities.

One evening near closing time, Charlie walked in and pulled up a stool at the counter. He watched Tonya cleaning the grills and the prep counter, admiring her shapely figure. "Hey Tonya, why won't you hire someone to help you with all the cleanup and prep work in the place? It'd free ya up for more ridin' time with yours truly." He wore a huge grin as he said it.

"I told ya, baby, when I'm a little older and I have more dough in my retirement account, I'll do just that. For now, I'm the chief cook and bottlewasher. Besides, we both love night rides." She looked up and met his eyes. "Get on outta here. When ya hear my scooter start up, we can take a twisty ride back up to the farm and do whatever."

"You got it. I'll be waitin'." With that, Charlie spun around on his stool and headed for the door with a wave.

Tonya was a wonderful girl, but just a little thick about some things. She took care of her farm all alone and she took care of her shop the same way. Her morning ride in was the only time she took for herself. The sun on her face and the wind whistling in her ears was her therapy, as it is for most of us. Riding her Sporty was what brought her the relaxation and happiness she needed to balance out her life. Charlie knew this and that was the reason he bugged her about hiring some help. He even offered to pay for a crew to come in to do the grills, but she was stubborn about not accepting help.

On this night she decided to clean the huge stainless steel vent over her grill before leaving for the night. She liked things to be spotless. Tonya mixed up her bleach and detergent elixir for the job and brought out her step ladder so she could reach to the very top of the vent. As she was placing the bucket of cleaner up on the shelf near the top portion of the vent, she briefly lost her footing on the step ladder. In so doing she missed the shelf with the bucket and dropped it. The bleach and detergent mixture upended, spilling the entire contents right into Tonya's

face, blinding her in the process.

The pain of the chemical burn on her face and eyes was beyond words. Tony staggered down from her ladder and rushed to the dish sink to rinse her eyes. She used the eyewash station next to the sink and then ran cold water into her wide open eyes for what seemed like an eternity. She pulled back and looked towards the ceiling, only to see a faint glow where the bright overhead lights were shining. She continued to wash out her eyes. The intense burning she first experienced was fading, but her heart sank as she realized that she had lost most of her sight.

Charlie had waited for over an hour but didn't hear the familiar roar of Tony starting her Sporty. He decided to head back to the Java Lounge to see what was up. He had a sinking feeling as he hurried over, pushed open the door, and called for Tony. At first there was no answer, but as he listened he heard, "In here..." between what sounded like wracking sobs.

Charlie rushed into the back room of the place only to find Tony sitting on a stack of coffee bean bags. "Charlie," Tony sobbed. "I... I can't see." He held her hand the entire ambulance ride to the hospital, cursing himself the whole way for not insisting that Tony use a professional cleaning crew. Why did this have to happen to her?

The news from the doctors was not good. The various experts who treated Tony said that some of her vision would return in time, but that it would never be 100% again. Tony was devastated, but she put up a brave front.

Charlie drove her in to her shop each day and all her steady customers pitched in to keep her place running. Things were working out as well as could be expected under the circumstances. The biker community that Tony loved so much was there every step of the way.

Charlie spoke to Tony about keeping shorter hours now that she had help at the Java Lounge and, to his complete surprise, Tony agreed. As Charlie was driving her home one day, Tony broke down and explained to him that what she missed more than sight itself was riding her beloved Sportster.

Charlie knew that not being able to ride was causing a deep ache in Tony, but he had no answers for her. That night he followed Tony into her barn where he had parked her Sporty after trailering it to her little farm. He was amazed when Tony walked right to it and pulled off the tarp that covered the bike. She mounted it, choked it, kicked it over, and on the second kick the chopper fired up with a lion's roar. Tony sat astride her beloved scooter, revving the motor, and a broad smile washed over on her face. Charlie hadn't seen her smile in a very long time and he too grinned at the sight of it.

Tony's next request was a shock to Charlie. She asked him if he would consider taking over managing her coffee shop for a while. She said she needed a few weeks to "get her head straight." Charlie accepted her request, telling her that he always had her back, no matter what.

The following day Tony began a strange ritual. She would walk into the field next to her home with a weed whacker in one hand and a shovel in the other. Over the course of two weeks Tony cleared a path that ran about an eighth mile completely around the outer edge of the field. She filled deep depressions with shovels of soil and cut the highest grasses down to their roots. She removed a section of old barbed wire fence and many large rocks from the path she was creating.

Near the end of the second week, filled with excitement, Tony walked to the barn and, though her vision was still extremely blurry, found her old off-road bicycle leaning against a stack of rotting hay. She mounted it, rode a few yards, and clipped her shoulder on the half opened barn door. She crashed to the ground, shredding knuckles in the process. But Tony got right back up, dusted herself off with a laugh, and got back on that old bike. She rode out of the barn and headed in the direction of the field and the path she created.

For five days Tony rode, crashed and remounted until she had the crude track she had created memorized. When she was able to circle the entire track twenty times without incident, she knew she was ready for the next step in her plan.

The following morning Tony was seated astride her cherished Sportster. In minutes she had the bike running and was easing out the clutch. With her heart pounding and her palms sweating, she headed towards her makeshift track in first gear. She kept her feet down on the first lap, just in case she needed to steady herself. But by the second lap, her feet were on the pegs. By the third lap she was in second gear.

Instinct and practice brought her to the downhill stretch in turn three. She prepared and carefully braked for the remainder of the turn, but she went in a little too fast. She found herself suddenly on the ground with her Sporty on top of her. The bike stalled out and Tony began to move her foot until she had created a small space for her leg to move in. She was soon out from under the scooter and back in the saddle with only a bloody elbow to show for the mishap.

During all this time Charlie had stayed in touch with old Ed McCormick who owned the farm next to Tony's. From the edge of his property, Ed could see the determined woman getting better and better at riding her track. When Ed called to say Tony was lapping her field like an expert, Charlie felt the time was right to pay her a visit.

He rode his bike on over and, as he steered his shovelhead down the long dirt drive, he could see Tony riding around and around the crude track on her Sportster. Charlie pulled up near the track and hit his kill switch. Tony had heard him coming and pulled to a stop on the track within ten feet of him. "How are ya, Tony girl?" asked Charlie.

"Fine as frog's hair," Tony grinned. "Happier than I've been in a while. It seems ya don't have to see the day, to seize the day."

"I'm mighty happy to hear that," Charlie said. "I guess any day we're above ground is a good day."

She kicked over the Sportster and grinned from ear to ear. "It sure is." As he watched the proud woman let out the clutch and ride off in a cloud of dust, Charlie knew that Tony would be just fine.

—Z. Jakl

"My name is Terence Musto, but everyone calls me T for short. I graduated from college in 2010 with a Bachelor of Science degree in Business Administration. All I wanted to do, though, was build motorcycles," Terence tells us. "I had built a chopper in my parents' garage while I was in college, working on it over long weekends and vacations. But I decided I wanted to get serious about bike building."

"This bike had been living inside my head for seven years, being built and re-built," T tells us. "When Michael Lichter said the theme of his Sturgis Museum Show was motorcycles and the next generation, looking at where the industry is headed, I thought it was a perfect place to debut this frame design. I knew that this was the bike I had to build. It was finally time to bring it to life."

"The timeline added a degree of difficulty," T recalls. "I began fabbing the frame and shock absorbers in April 2017. The bike shipped to Sturgis on July 17, 2017. So that was a little over three months for complete fab, mock

TYPE 57X

TERENCE MUSTO'S FABBRO SHOVEL

up, tear down, paint/plating, and re-assembly of a frame design that I had never attempted before."

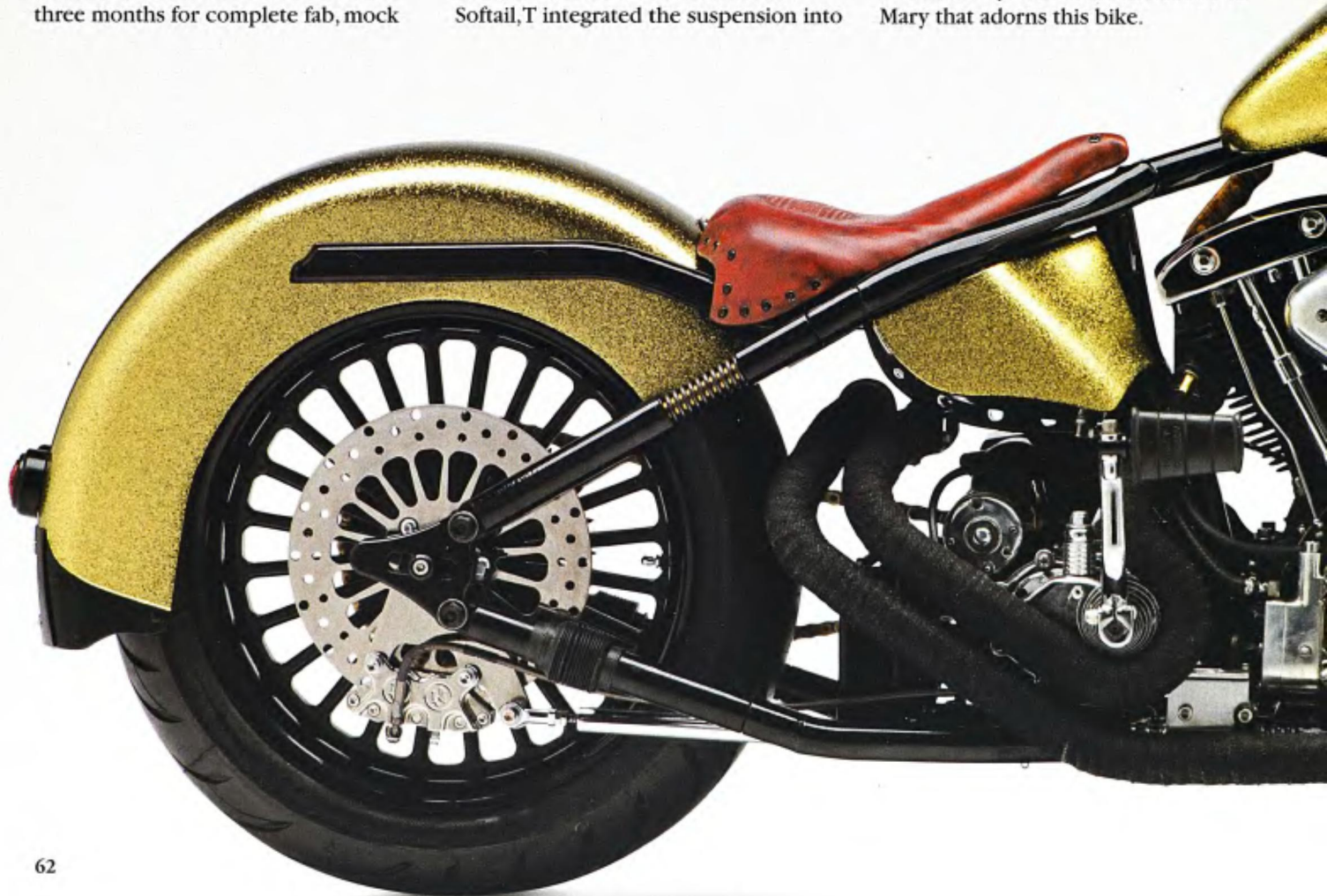
The main focus of this bike is the frame that Terence calls the "Type 57x." "I have one current US utility patent for the frame itself, and a second patent pending on the axle block. This bike is the first fully functional prototype that I've created for a motorcycle frame with an integrated rear suspension." Rather than use a swingarm, as in the conventional Softail, T integrated the suspension into

the frame itself. The suspension uses the forward momentum of the rear wheel to roll into the shock absorbers, and distribute the load over four shock absorbers using a "push-pull" type set up. This gives you the lines of a rigid, with the comfort of a swingarm frame. "I'm working to optimize the design, but this bike was my proof of concept."

"I like to think that on the spectrum between chopper and bobber, my bikes fall right in the middle," T says. "The one word that inspires me when I'm building is 'timeless.' Create a bike that is beautiful today, will be beautiful in two years, and will be beautiful in 20 years."

The frame is not the only handmade part on this bike, T also fabricated the handlebars, saying, "I wanted the handlebars to complement the springer front end, so I machined the bottom of the bars to be the mirror image of the top of the Springer front piece. They look so simple, but they took me 40 hours to make."

But not everything on this scooter was made by hand. Take the statue of Mary that adorns this bike.



"This bike had been living inside my head for seven years, being built and re-built."



"When I was chopping up the stock primary to make the open belt setup, I noticed that the stock inner primary had this half-shell area that reminded me of the Mary Mother of God statues that all the Italians put on their front lawns in Brooklyn where my parents grew up. We always knew them as "Mary on the Half Shell." So, I decided I needed to mount one on the bike. I called my mom and said, "Do you have any little statues of Mary that I can use?" She did, of course... Typical Italian mom."

Terence also designed a one-off front brake bracket, which incorporates an adjustable steel bar with dual sealed ball bearings in the back, so the linkage can pivot on the dual ball bearings, which are all hidden away.

The battery box contains an integrated live action chain tensioner, making it a dual purpose component. The riveted top trim piece really sets it off. The foot controls are likewise handmade from scratch, as are the split oil tanks. T designed the exhaust to route through the bike and poke out the left side under the seat. That seat is a collaboration between Copper Mike and Handsome Anthony.

After college, Terence worked as an apprentice under Copper Mike, at Gravesend Choppers, where he was promoted to head fabricator and eventually shop foreman. He left in 2013 to start Fabbro Industries in Voorheesville, New York.

"My goal in opening my own motorcycle company was to create innovative parts that were rooted in vintage form, but had modern day function. To this end, I began to develop my first product idea, the Type 57x. I'm currently in the process of perfecting the design, and I aim to bring the frame to market within the next two years." —Kit Maira





"I like to think that on the spectrum between chopper and bobber, my bikes fall right in the middle."



Owner: Terence Musto
City: Voorheesville, NY

GENERAL

Designer: Terence Musto
Year/make: 1966 Harley-Davidson
Model: Type 57X
Assembly: Fabbro Industries
Time: 1,200 hours

ENGINE

Year/make: 1966 Harley-Davidson
Model: FLH
Displacement: 74 cubic inches
Cam: H-D
Ignition: H-D
Pistons: H-D
Heads: H-D
Lifters: stock
Carb(s): S&S Super B
Air cleaner: S&S Super
Pipes: Fabbro Industries

TRANSMISSION

Year/make: 1966 Harley-Davidson
Modifications: none
Shifting: 4-speed

PAINTING

Painter: DiDomenico Hot Rods
Color/type: Metallflake Gold/House of Kolor

FRAME

Builder: Fabbro Industries
Rake: 34 degrees
Stretch: 2 inches over
Shocks: Fabbro Industries
Other Modifications: Integrated rear suspension

ACCESSORIES

Bars: Fabbro Industries, 12-inch apes
Handlebar controls: Performance Machine
Fender: Taildragger w/riveted trim
Headlight: Drag Light in black nickel
Taillight: Biltwell Dual Model B's
Electrics: Accel
Gas tank: narrowed H-D 3.5 gallon
Oil tank: Fabbro Industries
Oil system: S&S
Seat: Copper Mike/Handsome Anthony
Pegs: Fabbro Industries
Mirrors: Todd's Cycle Shop
Grips: Copper Mike; Wood Grip with copper inlay

FRONT END

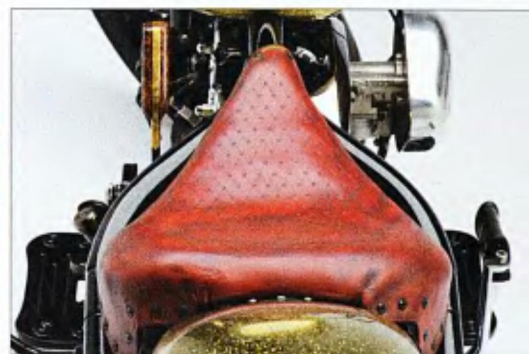
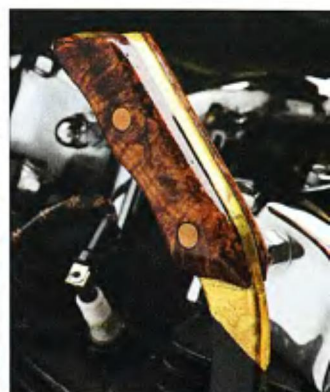
Type: springer
Extension: 4 inches over
Builder: DNA

WHEELS

Wheels: 21-inch front, 18-inch rear
Tires: Avon
Brakes: Performance Machine

Photos: Michael Lichter

Contact: Terence Musto
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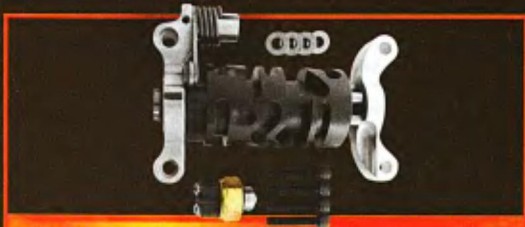
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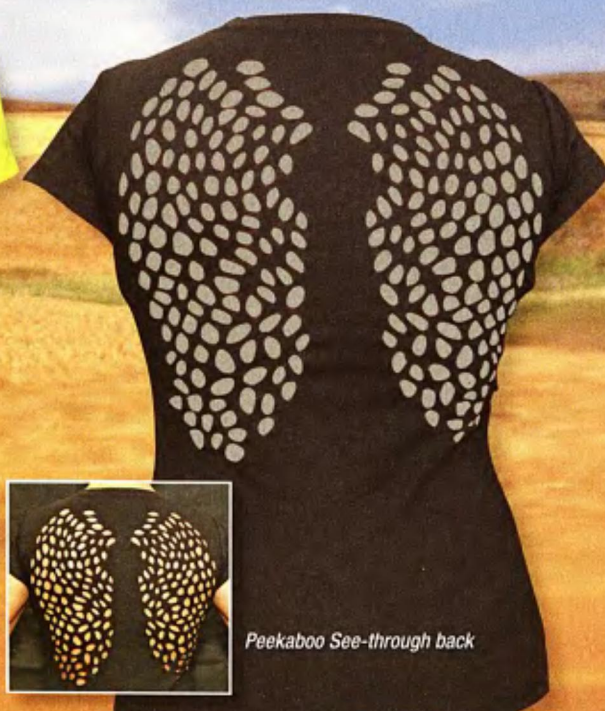
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Peekaboo See-through back



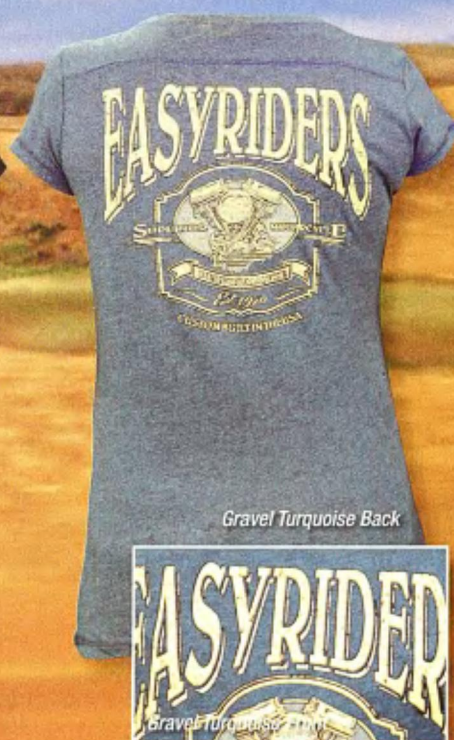
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Gravel Turquoise Back



Gravel Turquoise Womens Tee
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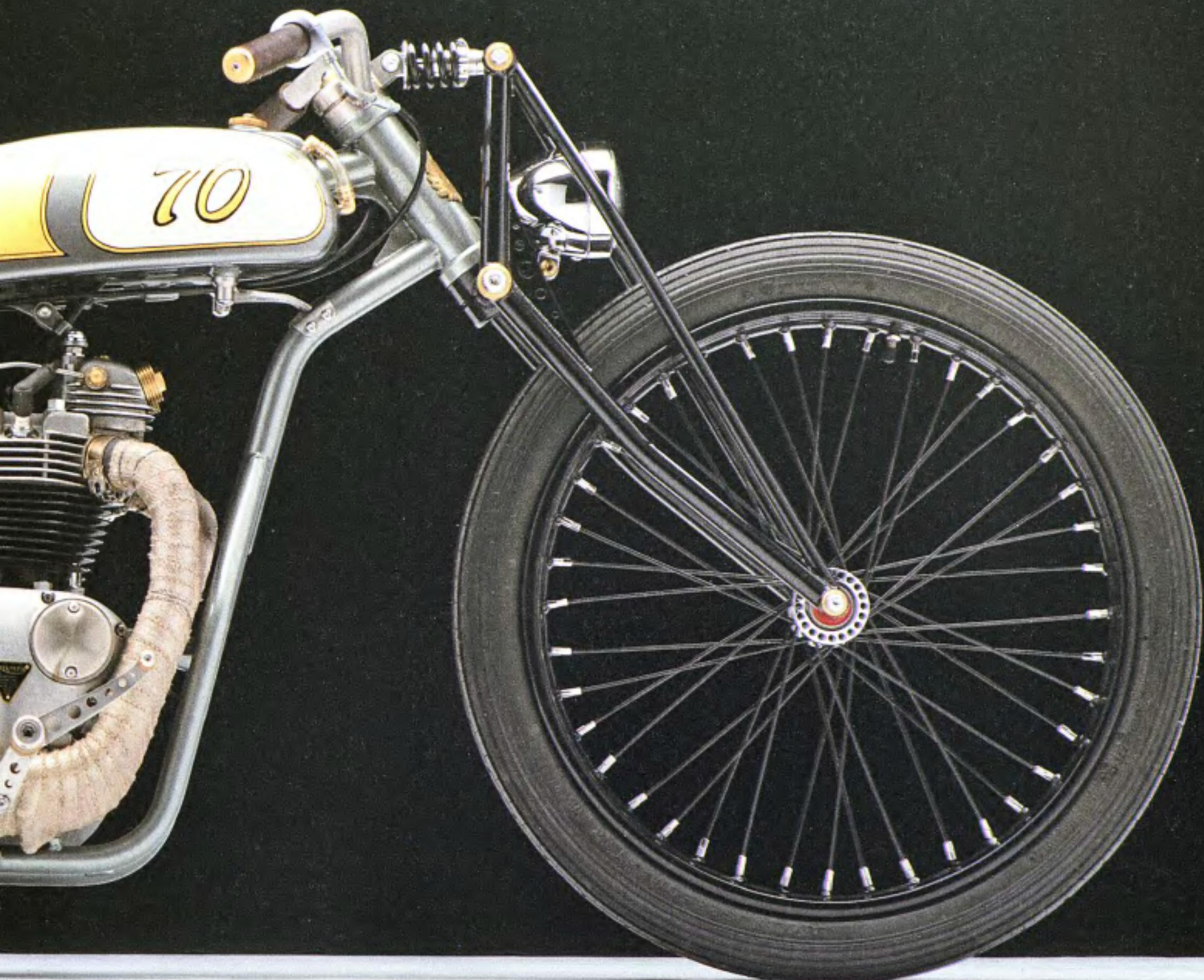
SIMON

COLE ROGERS'
1970 TRIUMPH RACER



Several of Cole's bikes are named after punk rocker Sid Vicious. This racer is named "Simon" because that's Sid's middle name.





We're going to start this bike feature backwards. Usually, we fill you in on who the builder is, where he's from, tell you that he has been riding motorcycles since he could crawl, then tell you about how he came from a whole biker family, that this is the 30th bike he's built, and then go into the details on why this scooter is slicker than snot. After all that, you check out the tech chart to see where all the piece and parts and accessories came from.

This time around we are gonna start with the chart. Please go take a look at it and then come back here. We'll wait....

Okay. What did you notice about this glorious little 1970 Triumph Bonneville

racer by ace bike builder Cole Rogers? Hopefully, first you gleaned that Cole owns and runs a little bike shop called 138 Cycle Fabrication out of Lebanon, Ohio. If you're a loyal *Easyriders* reader, you may recall seeing many of Cole's award-winning, spindly, two-wheeled hot rods on these pages.

Fans of Cole Rogers' custom creations know that he has a weak spot for punk rock, especially older British bands such as the Sex Pistols. In fact, several of his bikes are named after lead rocker Sid Vicious. This racer is named "Simon" because that's Sid's middle name.

Now, getting back to the bike chart, did you notice who rebuilt this 750cc Trumpet motor? The chart says 138.

Who made the air cleaner and pipes? 138. Who made the rigid frame and the girder front end? Yep, 138. Where did the rear fender come from? Or the hand-tooled leather solo seat? Or the handlebars? Right again, 138. Like those handlebars and grips? 138 again. How about the gas and oil tank and caps? That would be Cole Rogers at 138.

The point here is that Cole Rogers doesn't buy a bunch of aftermarket parts and put them on a stock Softail or Road King and then call it a custom bike. He doesn't build bikes like that. Cole starts from scratch, with a few ideas in his head, and proceeds to hand-fabricate motorcycles the way the gods of horsepower guide his hand. His bikes are quality-built to be ridden.



Though he has a warm spot for British motors, his products are American, built using only American-made materials.

If you'd like to use his parts to make your own rigid road demon, Cole can supply you with everything you see on this bike, including gas and oil tanks, girder and springer front ends, rigid frames, handlebars, pegs, grips, seats, even sprutor brakes.

However, if you have your heart set on having Mister Rogers build you one of his exquisite customs, such as the one seen here, you're gonna have to get in line. "I'm keepin' real busy these days," Cole tells us. "Right now I am backed up about two years on builds." Cole says that his customers are willing to wait. We can see why.

—Dave Nichols



"Right now I am backed up
about two years on builds."



Owner: Cole Rogers
City: Lebanon, Ohio

GENERAL

Designer: 138 Cycle Fabrication
Fabrication: 138
Year and make: 1970 Triumph
Model: Bonneville Racer "Simon"
Assembly: 138
Time: 3 months

ENGINE

Year and make: 1970 Triumph
Model: Bonneville
Rebuilder: 138
Ignition: Pazor
Displacement: 750 cc
Lower end: Triumph
Balancing: 138
Pistons: KB
Heads: Triumph
Cam: Triumph
Lifters: Triumph
Carb: Amal
Air cleaner: 138
Pipes: 138

TRANSMISSION

Year and make: 1970 Triumph
Shifting: foot

PAINT

Painter: Good Times Reform
Color: greenish blue

Type: PPG

FRAME

Year and builder: 2017 138
Type: rigid
Rake: 36 degrees
Stretch: 2-inches out
Shocks: none

ACCESSORIES

Bars: 138
Handlebar controls: 138
Fender: 138
Headlight: VT
Taillight: 138
Pegs: 138
Electrics: 138
Gas tank: 138
Oil tank: 138
Primary: Triumph
Seat: 138
Grips: 138

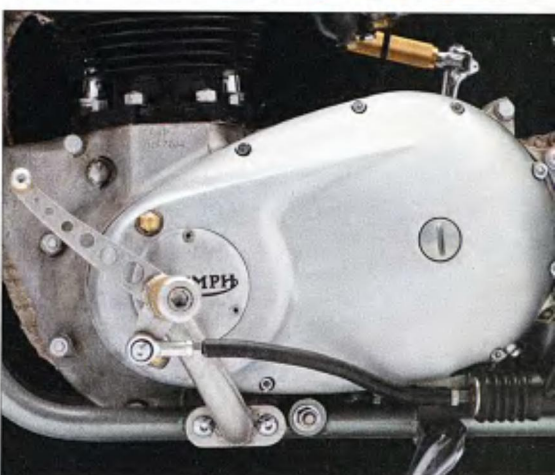
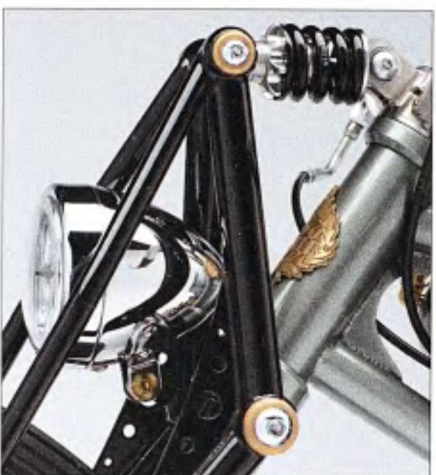
FRONT END

Type: girder
Extension: 5-inches under
Builder: 138 Bullet Girder

WHEELS

Size: 21-inch front, 19-inch rear
Hub: spool
Tires: Avon
Brake: 138 sprotor

Photos: Michael Lichter
Contact: 138 Cycle Fabrication
937-478-2558
138cyclefabrication.com



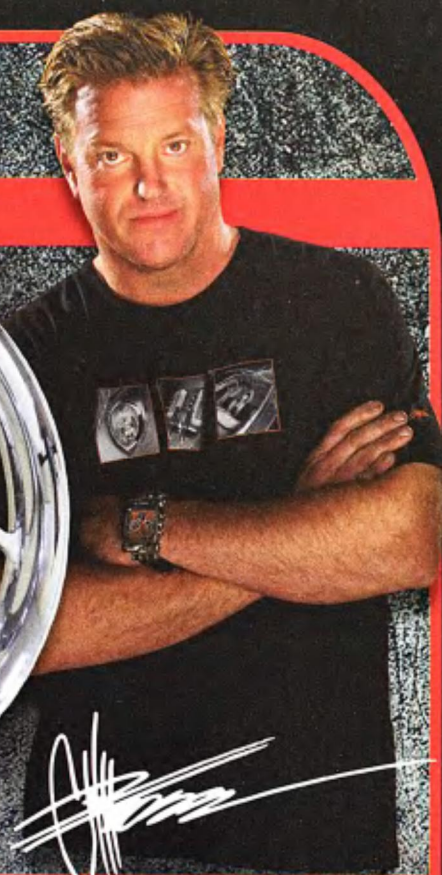


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Over the last hundred or so years, there are a number of motorcycles that have become so much more than the sum of their collective mechanical parts. Some have become part of modern culture, while others have become chapters in history. And a fair proportion of this band of brothers have been V-twins.

Take, for example, the iconic photograph of a bathing suit-clad Rollie Free stretched out along the length of his Vincent HRD Black Shadow, familiar to people who've no interest in speed records. Or take the Stars and Stripes-bedecked "Captain America" panhead in *Easy Rider* or any one of TE Lawrence's Brough

Superiors. The bike you see here is arguably one of the most important V-twins in history because of its influence on V-twin performance parts. This is the bike that built S&S Cycle.

In 2008, as part of its 50th anniversary celebrations, Wisconsin-based S&S Cycle built a replica of a 1939 Harley-Davidson knucklehead that belonged to the co-founder of the company, George Smith, Sr. This is not that motorcycle. This is the real deal.

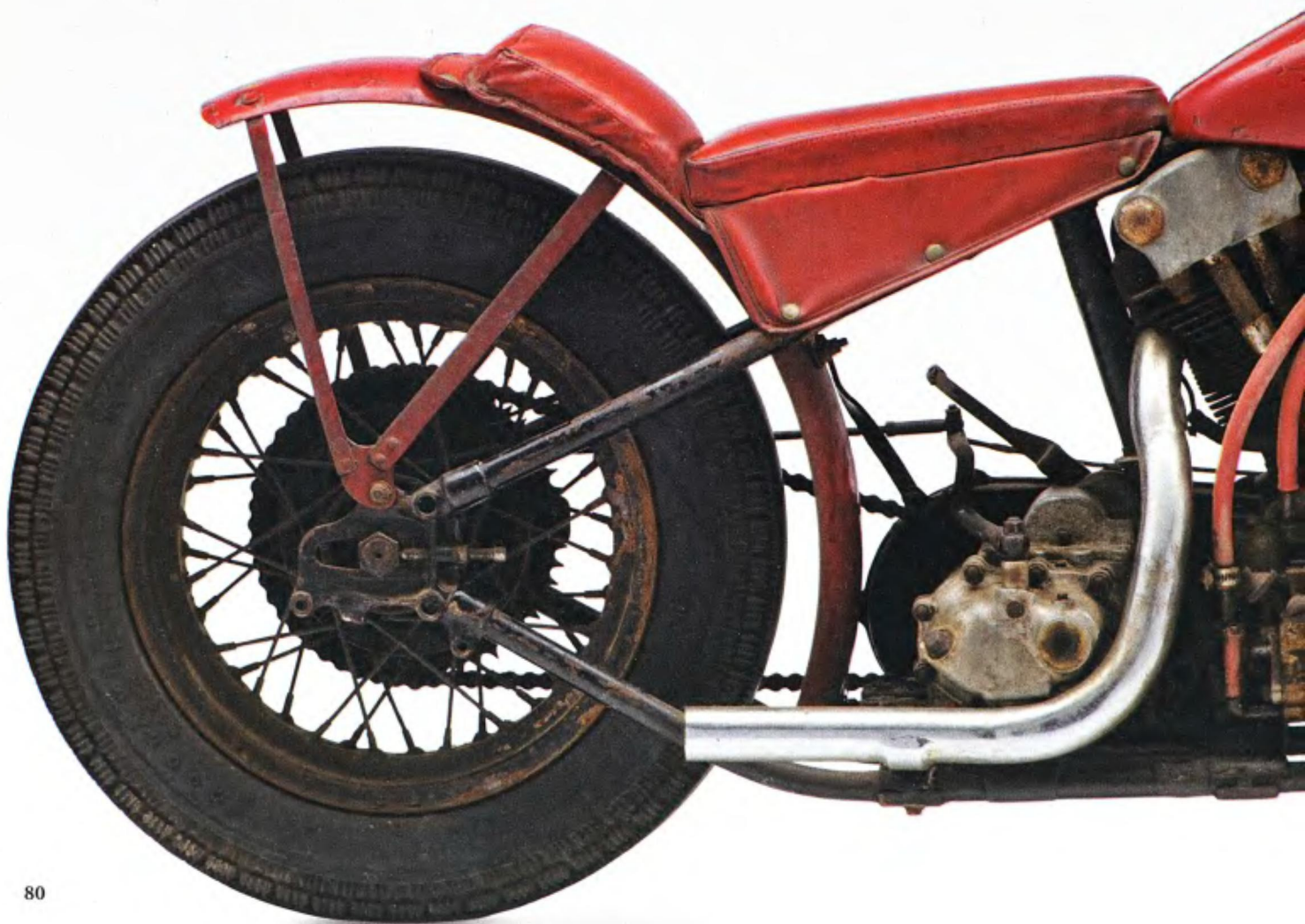
George Smith was born in 1921. Growing up at a time when both car and motorcycle manufacturing was first booming and then struggling due to the Great Depression, he quickly developed a natural talent for

mechanical engineering which would lead to a lifetime fascination with two wheels. During World War II he trained as a pilot, but didn't see combat due to the end of the war. George returned from the war seeking the thrills he'd found on the race track.

At first this took the form of car racing and, having built himself a midget racer, he was both competitive and successful on the track. But he soon turned to motorcycles, driven by the need for speed and the desire to win a \$1000 prize. So George bought a 1939 Harley-Davidson knucklehead which had seen better days. In fact, it was little more than a basket case with a stock 61 cubic inch motor.

GEORGE SMITH'S TRAMP

THE RACER THAT INSPIRED S&S CYCLE



Two years before George's bike had rolled off the production line, Joe Petralli had reached a speed of 136.183mph on Daytona Beach on a partially streamlined, twin carburetor EL. By scrounging parts and making others, George increased the knucklehead's engine to 80 cubic inches, using flathead UL 4-9/32-inch stroke flywheels and 3-7/16-inch bore cylinders. Then he modified the cylinder heads by welding each up to accept a pair of Riley carbs. Perhaps thinking of his aviation experience, he also experimented with different fuels, and it was with nitromethane that "Tramp," (as the knucklehead was dubbed) took to the asphalt at Half



Day Speedway. To the amazement of the crowds and his fellow competitors on both two and four wheels, Tramp turned in speeds of up to 125mph on the quarter mile drag strip.

By the end of the 1952 season, it was clear to everyone that George and Tramp were unbeatable in the drag race series competition and, by rights, that thousand dollars should have been safely in his pocket. But the result had also become clear to the drag strip promoter and, at the last moment, he withdrew the money, leaving George with the title of Midwest Champion, but no prize.

That season with Tramp only reinforced George's need for speed and instilled in him a passion for racing that would last a lifetime.

Unsurprisingly, his imagination was captured by the speed trials then taking place at the Salt Flats in Bonneville, Utah. He partnered with his friend, Stanley Stankos, and they persuaded Al Molenaar, a local Harley-Davidson in Chicago, to sponsor him to race at Bonneville in 1954.

Tramp's engine was rebuilt with big bore cylinders bored from solid steel

plugs and pistons that were cast at Stanley's upholstery shop using homemade patterns and molds, skills George had learned in his pre-war apprenticeship as a die-sinker. It took a number of attempts to get the components right, but finally George was happy with the results. Tramp went to Bonneville in 1954 with an almost completely homebuilt 92 cubic inch engine, still in the stock frame but fitted with a Harley K model set of forks at the front. On the salt, George made a run of 152.02mph, battling against, appropriately enough, Joe Petralli on his knucklehead.

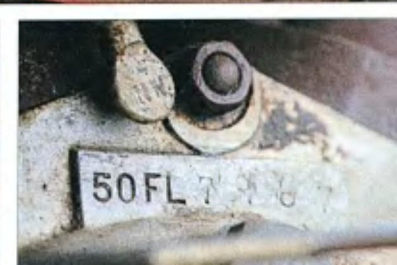
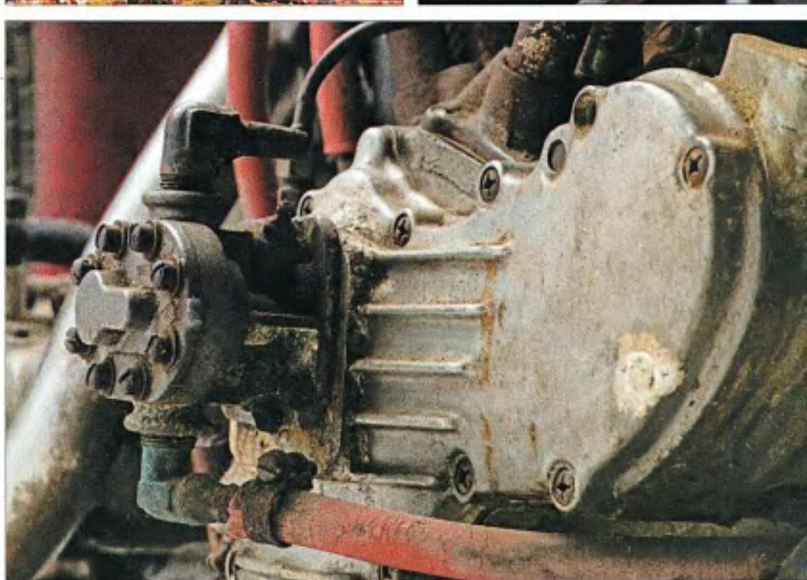
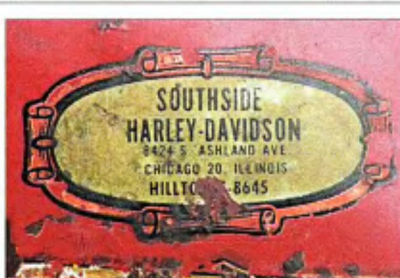
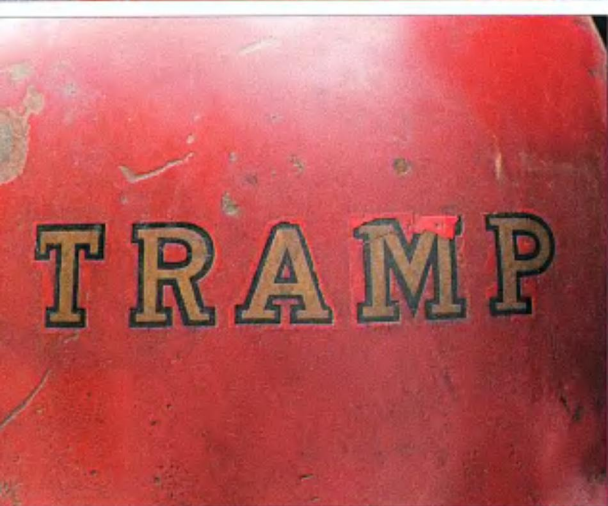
George's talent for increasing performance and making tuning parts

became much more than a hobby, especially when other racers began asking him to make them parts. In 1958, George and Stanley started S&S Cycle Equipment in the basement of George's home in Blue Island, Illinois. One of the first items they offered was lightweight aluminum pushrods with solid lifter conversion units.

Stanley, however, soon found that he couldn't combine the new venture with his own busy upholstery business, so in 1959, he sold his share of S&S Cycle to George. So why did George keep the second 'S'? Well, his wife Marge's maiden name had been Smith and she was already a valuable part of the company by taking care of







administrative and bookkeeping duties, so S&S Cycle it stayed. Incidentally, Marge did far more than act as a secretary: she answered the phone, but in the early days she also built and tested many parts herself, and customers soon came to learn that if they wanted technical information, Mrs. Smith could provide everything they needed.

In 1969, the Smiths moved to Viola, Wisconsin, where S&S Cycle still has its home. George's energies were focused into ensuring people other than himself could go fast. Even the might of Harley-Davidson came to rely upon George's components, which were responsible for much of the Motor Company's successes at Bonneville. In the 1960s, he designed, developed, and produced the first of the famous S&S carburetors (along with the instantly recognizable teardrop air filter), and in 1968, formed a partnership with Warner Riley to develop engines. Eventually, having redesigned virtually every part of an engine, it made sense for S&S to produce its own range of proprietary V-twin engines, beginning with the X-Wedge. Every S&S part is made in the USA, the vast majority using materials sourced from within a 400-mile radius of the Viola facility.

Although it was already a success, George Smith didn't live to see the continuing achievements made by his company. He died suddenly of a heart attack in 1980 at the age of 59, leaving Marge to lead and guide the company until she passed away in 1992. But what of Tramp? Well, for many years the motorcycle that was responsible for the genesis of S&S Cycle was thought to be lost. No one seems to quite know what happened, but it appears that the bike passed to Al Molenaar at Southside Harley-Davidson who had sponsored the record attempt in 1954. The dealership was sold in the 1970s and the old knucklehead was part of the deal, tucked away in one of the storage units.

The Smith family tried to buy the bike back on several occasions, but the owner refused to sell. A replica of Tramp was built for S&S Cycle's 50th anniversary in 2008 and the trail went cold again until 2011. It was then

that Cyril Huze broke the news on his internet blog that Tramp had been found and purchased by bike builder and TV star, Jesse James.

Then, for the next six years, Tramp disappeared again, just as it had for the preceding forty years. To everyone's amazement, it suddenly turned up at last year's Handbuilt Show in Austin, Texas. It was the first time that just about anyone had seen it since 1959, and it looked pretty much just as it had back in the 1950s. The new owner, Gary Wattis, had taken possession of Tramp just the day before. He also displayed the famous knuck at the entrance to Michael Lichter's "Old Iron, Young Blood: Motorcycles as Art"

exhibition at the Buffalo Chip during last year's Sturgis Rally.

They say that the Holy Grail is not a shining piece of gold, but rather a tarnished cup that many non-believers would ignore. There were people at Sturgis who walked past this worn and scruffy old, red knucklehead without giving it a second glance, while others stopped in their tracks, hardly believing that it was real. It may only be metal, but Tramp is indeed one of the Holy Grails of 20th century motorcycling history. The fact that it has re-emerged, blinking into sunlight and the guardianship of Gary Wattis, is something for which we should all be grateful. —Blue Miller

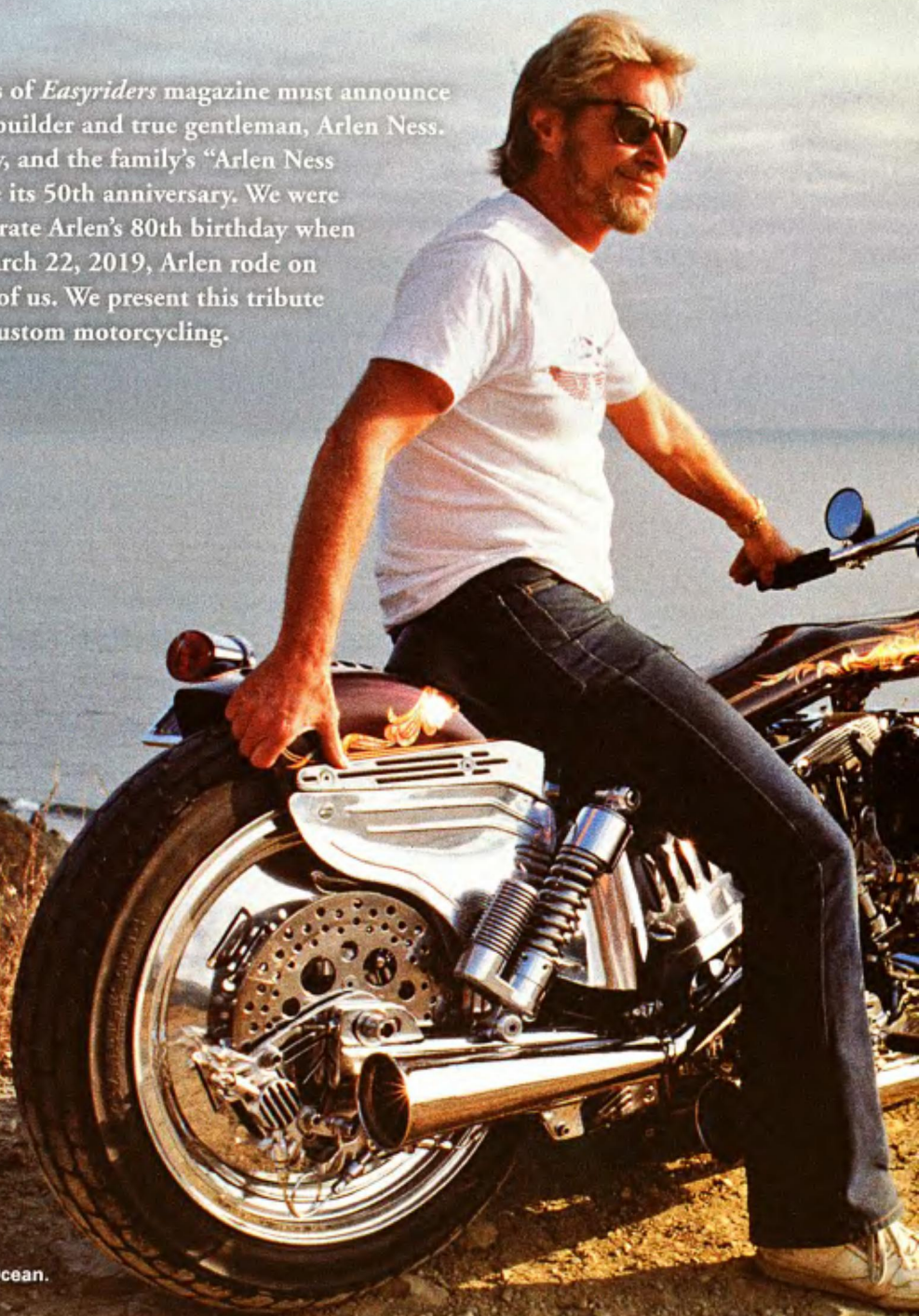


From the earliest times, **ARLEN NESS** was a trendsetter, quietly and

1939-2019

It is with great sadness that the editors of *Easyriders* magazine must announce the passing of legendary custom bike builder and true gentleman, Arlen Ness. Arlen was just shy of his 80th birthday, and the family's "Arlen Ness Motorcycles" business is about to have its 50th anniversary. We were planning this extensive article to celebrate Arlen's 80th birthday when we got the news of his passing. On March 22, 2019, Arlen rode on ahead, preparing the road for the rest of us. We present this tribute as a celebration of Arlen's lifetime in custom motorcycling.

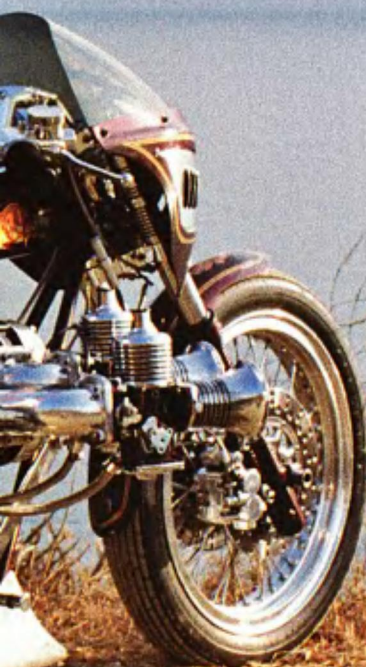
—Dave Nichols



Arlen on Blower Bike overlooking the Pacific Ocean.
Sausalito Hills, CA, 1987.

THE KING OF C

eadily producing some of the most creative custom bikes the motorcycle world has ever seen.



Many of his innovative ideas and designs evolved into popular styles and trends. Year after year, even when custom bike building was going through hard times, he came out with spectacular new machines that caught the attention of the media and the riding public.

It all goes back to a fateful day in 1963 when a 24-year-old Arlen drove by a Harley-Davidson knucklehead for sale while driving home after working his day job delivering furniture. With his wife Bev at home with their two-year old, Sherri, and pregnant with Cory, Arlen took \$300 of his bowling winnings to go buy the knuckle the next day. His friend Charlie had to ride the bike most of the way home since Arlen had never ridden a suicide clutch, but he did get on it and, after killing it a dozen times, managed to pull it into his garage. Bev opened the door, took one look, and promptly slammed the door on him.

Arlen rode that '47 knuck everywhere. He soon made friends with other riders and got involved with the motorcycle scene. They hung out in Harry Brown's Hayward garage where Harry painted bikes on the side and where Arlen learned as much as he could by helping Harry out. All the while, he practiced his own paint, graphics and flaming techniques by working on Harry's customer's bikes, as well as his own Harley. Every year, that knuckle got rebuilt and was put into shows, but it was the Oakland Roadster Show every January that really mattered. It was 1977 when that knuckle, then known as "Untouchable," finally won that "Show of Shows," and then things really started to change. No longer was he going to rip apart the knuckle just to rebuild it the next year. Instead, he saved "Untouchable" as it was and began working on a second custom bike, thus starting what would become an impressive collection of one-off motorcycles.

Without realizing it, Arlen was also creating a model for an industry before an industry could even be fathomed, and it was one that has

USTOMS



Sherri in Arlen's T-Bucket Roadster.
San Lorenzo, CA, 1963.

lasted for decades. Every year, after Arlen's bikes won awards at bike shows, they got the attention of the press and got photographed for magazines like this one. Once on the newsstands, the phone at Arlen's shop started ringing.

Keep in mind, this was a time when pre-fabricated aftermarket parts were just becoming available, so there wasn't much out there. When guys saw a set of custom handlebars in *Easyriders*, such as Arlen's Ram Horn Bars, they snapped them up in record numbers. In fact, handlebars were the first Arlen Ness products available. "People seemed to like them, so I went down to Superior Tube and they bent more up for me," Arlen told us. "Then I'd take them to a polishing shop, bring them back to weld the bungs in them, and then have them chromed. My first production may have been twenty sets. That was a big investment for me at the time, but people would see my handlebars in a magazine on a bike and they would call up to order them. I didn't know anything about advertising."

Arlen realized that the average guy might not be able to afford an entire Arlen Ness custom bike like the ones they saw featured here in *Easyriders*, but they could certainly afford a set of Ness bars or mirrors or grips, and the rest was two-wheeled history.



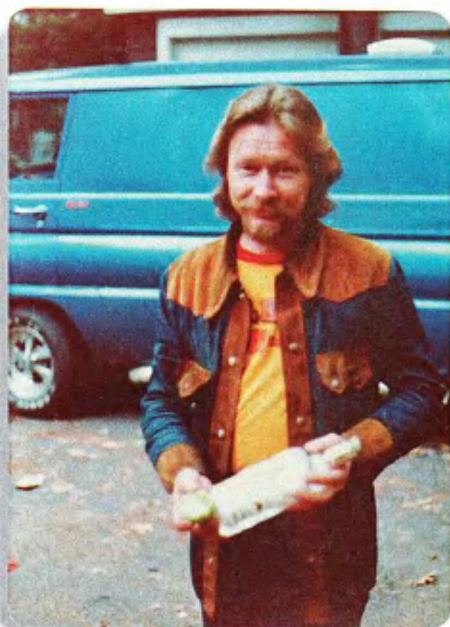
Bev with Arlen on Two Bad shortly after its debut. California, c1987.



Arlen in front of his second store on East 14th Street in San Leandro, CA in the early 1980's.



Arlen in his driveway with the original knucklehead in its second form.
San Lorenzo, CA, c1965.



Arlen in Sturgis City Park circa 1978.



Cory riding one of his early customs with Arlen who was on the Blower Bike.
California, c1988.

All Arlen had to do (a bit of an understatement) was keep coming out with incredible customs and fabulous parts year after year, which is all he really wanted to do in the first place. One thing he learned along the way was to recognize his own shortcomings and make up for them by enlisting outside help to achieve something as

outstanding as he envisioned. Consequently, when the business was still small, he came up with the tag line "Quality Motorcycle Parts from California Craftsmen," so whether a bike was being displayed at a show or featured in a motorcycle magazine, contributors like Bob "Mun" Munroe, Jim Davis, Danny Gray, Jeff McCann, Horst and Dick DeBenedictis were clearly identified and thanked. These craftsmen appreciated the credit, as well as Arlen's sense of honesty, fairness, and respect. Their response was to strive for perfection, producing the highest quality work possible.

Following those fourteen years of working/reworking the '47 knuck known as "Untouchable," new bikes started coming out on a more regular basis. The first major custom bike to follow "Untouchable" came out later the same year (1977) in the form of a 2,000 cc twin-engine supercharged Sportster with two-Weber carbs, four-oil bags, two-batteries, and center-hub steering. "Two-Bad," as it was named, certainly startled the crowds, especially when they got close to the bike, as Arlen would use a remote garage door opener to start the beast up from a distant vantage point. It was pure Ness.

At about this time Arlen, along with Dave Perewitz and Donnie Smith, started the Hamsters MC. This was a fairly loose group in the early years, but as time went on, it became a full-on club that focused on builders linked by their addiction to custom bikes. The Hamsters get together at rallies and events all around the country, and their ranks have grown into the hundreds. Some of Arlen's closest and oldest relationships have come through the Hamsters, which now includes both his son Cory and grandson Zach. To this day, you can see several hundred Hamsters riding in a pack as they pass through Sturgis, Daytona, and other bike events in their distinctive yellow T-shirts.

Back at Arlen's Motorcycle Ness-eccities on East 14th Street in San Leandro (they were in their 3rd location on the same street by this time in 1978), Arlen unveiled the



Arlen bowling. Castro Valley, CA, 1987.



Arlen at his home in Castro Valley reviewing initial Carl Brouhard sketches of Ferrari Bike one year before its debut in bare metal, 1987.



Arlen fills tires of his 1959 Rolls Royce Silver Cloud. San Fransico, CA, 1987.



Arlen in the showroom of his second San Leandro store with the twin-engine custom Sportster "Two Bad" in the background, 1987.



Arlen and Cory in the second store on East 14th Street. San Leandro, CA, 1987.



Wrap-frame Victory



Yellow VL Chopper, 1969



Top Banana, 2004



Untouchable, 1963 – 1977



Blower Bike, 1987



Red Flame Chopper, 1993



Two Bad, 1977



Smoothness, 1995



Peter Max, 1969



Strictly Business, 1984



Aluminum OHC Evo, 1998



Ferrari, 1990



Jet Bike, 2005



Nesstalgia, 1995



Arrow, 1999



Double OHC Evo, 2000



View from Arlen's office of the new showroom, retail area and glassed in museum. Dublin, CA, 2004.

antique inspired "Nesstique" with its thin chrome moly 5/8 tubing and 21-inch front and back wheels. A 93-inch shovel/knuckle dubbed "Orange Blossom" came out in 1984 in time to be included in the "California Dream" exhibition at the Oakland Museum of California.

In 1986, there was the corporate-sponsored street digger "Accel Bike" with its 90-inch knuckster motor (Knucklehead top end with Sportster cases), and then the drag inspired "Blower Bike" came out in 1987. 1990 was a big year with "Ness Café" (possibly inspired by Willie G's XLCR), as well as the "Ferrari Bike" that he had been working on for several years, going back to preliminary sketches in 1987.

The 1990s saw huge growth in

custom motorcycling, and concurrent with this was Arlen's most productive decade ever. He came out with many "signature" bikes reflecting different inspirations. Looking back to the 1960s, he came out with several very cool choppers like "Yellow Knucklehead Chopper" (1990), "Red Flame Chopper" (1993) and "Green Flame Chopper" (1995). Some of his most memorable customs came to life, like "Nesstalgia" (1995), which is often referred to as "The Chevy Bike" as well as his Art-Deco looking "Smoothness" (1995), that was initially sketched out by Carl Brouhard, based on a 1932 Bugati Roadster sculpture Arlen has in his house.

Arlen's "Luxury Liner" custom baggers started appearing in the late 1990s with "Orange Luxury Liner"

(1997), and the green and white Pete Ardema-powered "Overhead Cam Luxury Liner" (1998). Another one of these Ardema OHC engines, made expressly for Arlen, was used in the "All-Aluminum OHC Evo" (1998). By 1999, theme bikes started appearing like the "Ness County Fire Engine Bike" (1999) and "Ness Patrol" (1999). Finishing out the decade was another art deco-inspired signature custom named "Arrow Bike" that took inspiration from open fendered cars from the 1920s and '30s.

By 2000, Arlen entered the new Millennium by making his son Cory vice-president of Arlen Ness Inc. with the understanding that he would be responsible for the daily running of the business, while his sister Sherri headed up human resources and other business details. This gave Arlen, then in his early 60s, even more time to play with his bikes.

The decade started with a very practical bike, "Screamin' Nessessity" (2000) that he rode to Sturgis several times. This custom bagger, on a heavily modified FXR frame with a 21-inch front wheel, six-speed transmission, and a nine-gallon fuel tank, was geared high so the engine only had to turn 2,700 rpms at 80 mph. Perfect for those long trips to Sturgis that Arlen so loved. Engines and wheels seemed to get bigger, as did Arlen's enthusiasm, as he moved to the current location in Dublin, California, which features a museum of all of Arlen's favorite builds from over the years.

Then came The Discovery Channel's "Biker Build-off" TV series. Arlen was featured in two of these television specials, starting with a head-to-head against his son Cory in Hawaii in 2002. While Arlen lost this bout to Cory, it was a big "win-win" for Arlen Ness, Inc. with all the publicity it brought. For the second build-off against a young Roland Sands, they filmed the ride and finale on location in Puerto Rico. Arlen started with a unique, one-off frame that enveloped a 145-inch S&S motor. The engine itself was modified to an OHC design and a supercharger with two S&S carbs added to maximize performance. Roland Sands also made a spectacular bike for this show and in



Arlen toasts his "Team Ness" with Dom Perignon after starting the Top Banana Build-off bike. Dublin, CA, 2004.

the end, while Arlen was announced the winner, Roland certainly didn't lose. This episode helped launch his career and RSD business.

One more major theme bike that needs mentioning was Arlen's "Jet Bike" (2005). Arlen's good friend Barry Cooney found the engine that originally came from a helicopter. Bob Munroe hand fabricated the all-aluminum body and Carl Brouhard painted realistic graphics that are so detailed it seems rust has built up behind the painted rivets from so many flight hours. While the paint may be "faux," there is nothing fake about the afterburner exhaust that shoots ten foot flames.

Since the Jet Bike, Arlen continued to release one or two customs each year, although his focus moved to touring bikes, especially since he wanted a custom worthy of riding to Sturgis every year with his Hamster buddies. Many of these bikes have been on the Victory platform, since Arlen and Cory had a strong relationship with the brand; most notably, designing the Ness Signature Series Vegas and Kingpin models.

Arlen's most recent bike is called "Magnum," featuring a flathead bottom end with a "Sportster" top end, to which he added an electric start



Bev and Arlen Ness at the Franklyn Hotel on Main Street in Deadwood, SD during the annual Sturgis Black Hills Motorcycle Rally, August 2017.

and Softail transmission. Watch for a full feature in an upcoming issue of *Easyriders*.

So what was Arlen's secret to success? Really, it wasn't much of a secret at all. It all started with his manner and attitude: easygoing, honest, and always there with a smile. Add to this the team he assembled, which included not only those "California Craftsmen" he sought out from the very beginning, but also his many employees over the years and his incredibly supportive family.

Arlen Ness will forever be known as one of the most esteemed and

accomplished custom motorcycle builders in the world. He is the benchmark against whom all other builders are measured.

On July 12 this year, Arlen was to celebrate his 80th birthday. It has truly been an honor for *Easyriders* magazine to showcase his many amazing custom creations over the years. Here's to the "King of Customs." He will be truly missed by his family, his thousands of friends, and the millions who love and admire his work and legacy in the custom motorcycle world. He was the best of us. —Michael Lichter



Arlen Ness riding through Tomoka State Park with son Cory and grandson Zach during the Daytona Bike Week 75th Anniversary event, 2016.

Photos: Michael Lichter, Ness Family archive; Dave Perewitz

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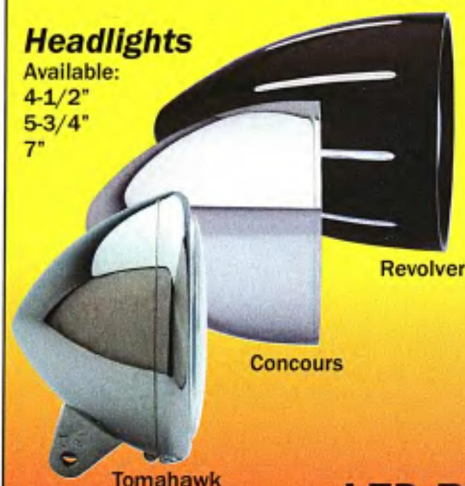
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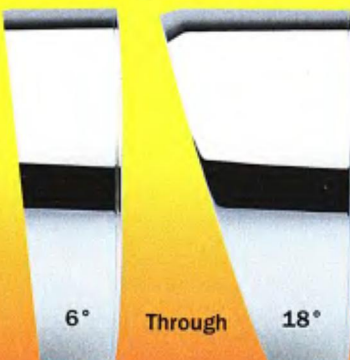


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IN THE WIND





*The road to redemption is full of breakdowns, potholes and wrong turns.
But in the end it gets you right where you're supposed to be.
—Chris and Gabe Gibbany, Harrison, Ark.*



Scott Overstreet of Razor Performance Riding and Kenda perform the death-defying "Purple Nurple". —Robert Conroy, St. Marks, Fla.



Bros on a quest find the source of happiness. —DaveyDawg, Abingdon, Md.



Sil in 1957 on his \$700 scoot. —Sil Dechellis, GG, Calif.

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Katie Fox celebrates her Gold Empire Tattoo Barber grand opening with friends and Andrew Delaney's Larry tribute. —Bob Kotmel, Oz



What happens in Death Valley...

—Jonny Bourgaht, Ventura, Calif.



Bike Week Hypnotist —Big Brad, Parsonsburg Md.

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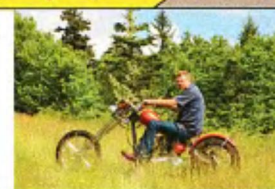
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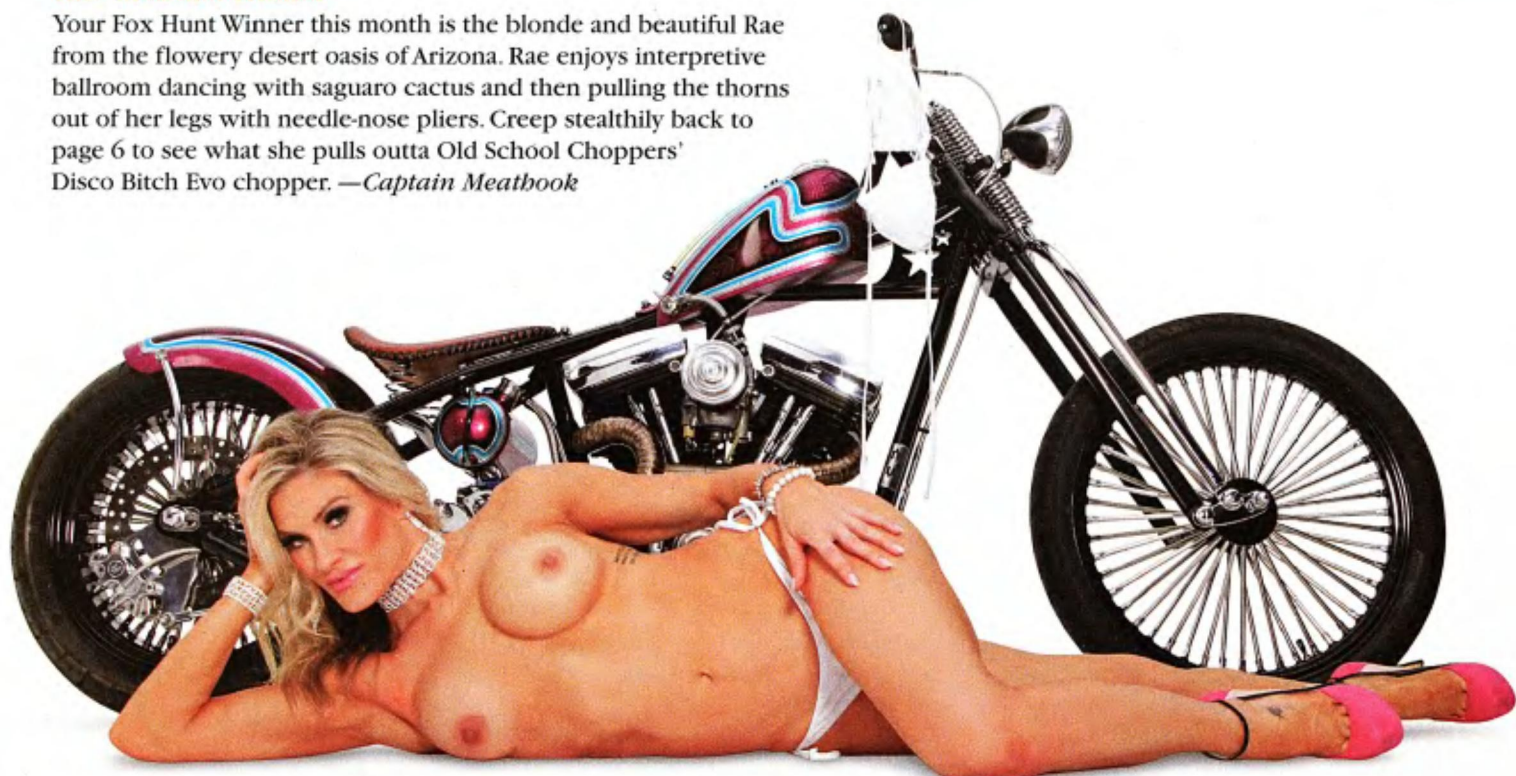
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This Month's Winner

Your Fox Hunt Winner this month is the blonde and beautiful Rae from the flowery desert oasis of Arizona. Rae enjoys interpretive ballroom dancing with saguaro cactus and then pulling the thorns out of her legs with needle-nose pliers. Creep stealthily back to page 6 to see what she pulls outta Old School Choppers' Disco Bitch Evo chopper. —*Captain Meathook*



#0601 Hazel—Arizona

"My first time on a Harley was when I was two-years-old with my dad and the tradition has never ended."



#0602 Jennifer—California

"My first ride on a Harley I was so happy with the wind in my hair and the freedom of the road."



#0603 Stella—New Mexico

"My first ride we went way up in the mountains. I was so cold but we found a fun way to warm me up!"

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 nifty nipple-nibblers. Please meet Kayla from the dark, forested wilds of Michigan. Kayla enjoys swinging out of the trees, covered in deer blood, with a knife in her teeth. Come back next month or she'll make a change purse out of your scrotum.

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

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

Model's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: () _____ Cell Phone: () _____

Date of Birth: _____ I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature: _____

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Photographer's Signature: _____

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

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

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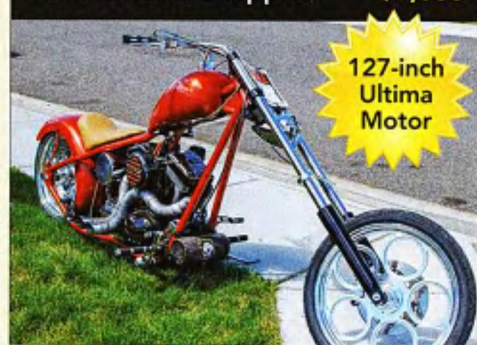
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*We are not sure how long we can offer this for free, but at least until 2019.

Joseph Rendo
Los Angeles, California
2016 Indian Chief

It's Joe's inclination to do things differently that made him get this vintage looking, yet almost brand-new Indian Chief. Joe, who works as a Senior Correctional Officer for the federal prison system, says that after riding a Goldwing bagger for many years, he wanted to get a new V-twin and looked at Victory at first, but you can't get a new one of those anymore. So he started looking around for something else and found a local Indian dealer that had exactly what he wanted.

Joe bought the Chief and rode it around stock for about six months before the urge to change things took hold of him. "When I started looking into the bagger scene," he says, "I saw



that about 95 percent of aftermarket stuff was for Harleys and I knew I'd have to figure things out on my own, like how to take the bike apart and make it look like a vintage retro-modern bagger; a kind of fusion."

He says he'd always wanted a big twin, but he wanted it to be different because that's his style. "When everyone's got matte black and dark-colored Harleys, I wanted to go as vintage as I could."

The bike came out of the dealership

with the very vintage-looking, willow green and cream paint job, but Joe added a few nice pieces to make the Chief his very own. And he did all the work himself except for the Stage II cam. "I had the Indian dealer put the cam in," he says. "But I also added an Air Ride suspension, 21-inch front tire, a full 4-speaker system, True Dual Shark Tails exhaust pipes, LED headlights, a lot of custom leather work, custom fringe, custom lower front fairings, and so on."

He did all the work in his garage, which is why he calls the bike a garage queen. "I ride it about every weekend, or when I go on bigger rides. I ride with the Patriot Guard, so I go on toy runs and so forth," Joe says.

But you are looking at his biggest reward in customizing his Indian. "Every guy's reward for working on their bike is to make it into this magazine."

—Tripper





Comin' At Ya



The July issue of *Easyriders* (#552) will take you to that epic first major run of 2019, Daytona Bike Week for ALL the two-wheeled action! From the beach to the race track and from Orlando to St. Augustine, we'll bring you the best bikes, babes and biker parties of the 78th Run to the Sun. Then we'll head to the Giptown Bike-fest where bikers and carnies collide AND feast your eyes on the best custom bikes in America at our *Easyriders* Invitational Bike Show in Charlotte, North Carolina.

Custom bike features will include Steven Smith's sweet shovelhead, Brandon Cooper's farout flathead, Chris Pennington's Tried & True Sportster, Woodlawn Baggers' radical Road Glide, Brian McCleary's old school shovel, and Matt Harris' 40cal Customs drag chopper.

All this PLUS a classic David Mann painting that's ready for your garage wall, tricked out humor and some mighty nasty hardbellies who can't keep their clothes on! It's all in the red, white and true blue July issue of *Easyriders*. On sale June 4th

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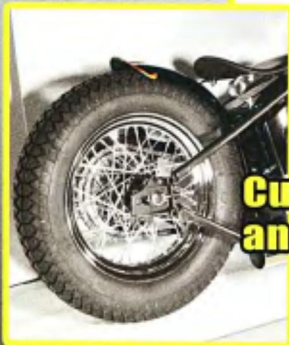
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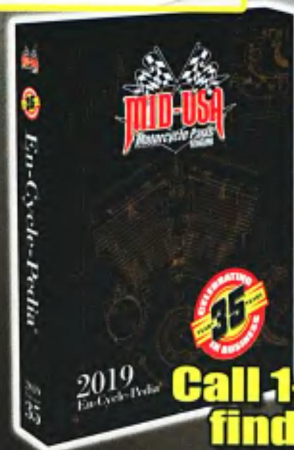
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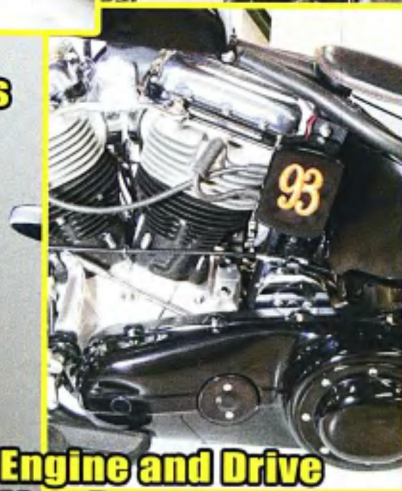
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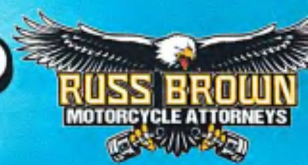
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David Mann's painting *Surfer Girl* first appeared in the June 1978 issue of *Easyriders* magazine.

