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Unhappy Meal

Asalene Branch, 29, was only defending her spot in a McDonald's drive-thru lane when she stabbed another woman in the head. Fox News reported that Branch and the other woman were waiting at a Memphis restaurant when a physical fight broke out over their places in the line; Branch took out a knife and assaulted the alleged victim, resulting in injuries that were not life-threatening. Branch was tracked down by police and charged with aggravated assault. I guess she didn't deserve a break that day.

No More Obligation Chocolate!

Valentine's Day is complicated in Japan where women traditionally give men chocolates. These are known as "giri choco," or "obligation chocolates," to their male colleagues, and "honmei choco," or "true feelings chocolate," to their boyfriends or husbands. But according to a Japanese newspaper, Japanese women are rebelling against giri choco. Forty percent of workers see the custom "as a form of power harassment," and some companies have banned the practice. Women find giving chocolates to associates stressful. "Before the office ban, we had to worry about things like how much is appropriate to spend on each chocolate and where we draw the line in who we give the chocolates to," said one worker. At *Easyriders*, we insist the female employees give the male employees bottles of Jack Daniels.

S&M Basement

A newly listed suburban Philadelphia home offers something a little different from your typical basement rumpus room. The five-bedroom, 2 1/2-bath brick colonial in Maple Glen has three fireplaces, a gourmet kitchen... and a sex basement. The finished lower level includes a bed-in-a-cage, complete with straps, whips and other accouterment for any buyer's "50 Shades of Grey" fantasies. Realtor Melissa Leonard stresses, however, that the basement "can be converted back to a typical suburban basement." She says neighbors were shocked to find out what's been going on in their neighborhood, but "I know it's a way of life for people," Leonard told *Slate*

magazine. Yeah. Some people like to use their basement to hide all the bodies, too.

The Smell of Burning Cheez-Its

A dispute over a box of Cheez-Its provoked a DeKalb County, Georgia man to do the unthinkable. As Jeremy Lamar Wyatt, 32, his brother, and 61-year-old mother argued over the salty snacks, Wyatt went outside, locked his family inside the home, poured gasoline on the front steps and started a fire, according to WGCL-TV. Wyatt's brother was able to lower the mother down from a second-floor window, and both escaped without injury. Wyatt, who had been enjoying some adult beverages with his Cheez-Its, was taken into custody at the scene and charged with arson and criminal damage to the property. No word on whether the Cheez-Its survived.

Dumbass Criminal

If you're going to rob a bank during the winter, target Florida or Texas. Jason Mackenrodt, 37, was making his getaway after robbing the Bangor Savings Bank in Waterville, Maine in February right after a snow storm. He scrambled across four lanes of traffic and into a restaurant parking lot, where he slipped on the ice and sprawled on the ground, right in front of Maine State Police Special Agent Glenn Lang, who was sitting in his parked car. Lang didn't know the bank had been robbed, but he became suspicious when "the money and the gun he had stashed in his jacket pocket spilled onto the parking lot," Police Chief Joseph Massey told the *Morning Sentinel*. Lang tackled Mackenrodt and took him into custody as police were responding at the bank. Mackenrodt was charged with robbery and terrorizing. The gun, by the way, turned out to be a BB gun.

Another Dumbass Crook

Julian R. Mitchell, 20, recently tried to use a debit card from a wallet he had stolen at a Nashville, Tennessee bar, according to WZTV. But a fraud alert tipped off bar employees that the card had been lost or stolen, so they asked for photo ID. Mitchell fished out the Tennessee driver's license from the wallet, which, according to the Davidson County arrest affidavit, made it "plainly obvious" that the photo

was not of him because of the difference in height. Mitchell, who strangely resembles a Ken doll with blond hair, a red beard, and black eyebrows, was charged with identity theft; officers found several other cards belonging to the same victim in the wallet.

Flying Naked

Passengers on a 12-hour Air France flight became alarmed when a man seated in the bulkhead row boarded the plane, then removed his pants and socks, settling into his seat in just his boxers and a T-shirt. Sitting across the aisle from him, passenger Lizzie Thompson took photos and posted on Twitter throughout the flight. She wrote, "Alerted the flight attendant. He offered to move me... but just shrugged when I suggested he ask the man to put his pants back on." Thompson also wrote that six hours into the flight from Paris to Los Angeles, the scantily clad passenger got cold, "SO HE PUT ON HIS PUFFY JACKET." The man put his pants and socks back on after landing, much to Thompson's relief. "Nothing bonds a group of passengers like a man half naked in your section," Thompson wrote. So damned true.

A Speedy Flight

In Seattle, Douglas Braden Smyser, 21, boarded a plane on his way to Los Angeles to attend a drug rehab center in Malibu. But his behavior during the flight finally caused the pilot to land in Portland and have him removed from the plane. Smyser, from Bonney Lake, Washington, would not stay in his seat, tried to sit in first class and threw his backpack in the aisle. Passengers helped contain him until the plane could land safely. Smyser admitted later that he had eaten some meth before boarding, which made him "suspicious and paranoid," reported KIRO TV. He also claimed to have a gun. He was charged with second-degree disorderly conduct and menacing, along with a federal charge of interference with a flight crew.

Biker Saying of the Month

"Life is not about waiting for the storms to pass; it's about learning how to ride in the rain."



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Steven Smith's
Classy FLH

On the front cover: Kayla
Photo by: Don Rogers



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We love hearing from you! Please send your questions or comments to the editor at dnichols@easyriders.net. Next month's issue goes on sale July 2, 2019.

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STEVEN SMITH'S CLASSY FLH

SHOVELS FOREVER!

We start off this month's cavalcade of far out fun by showcasing Steven Smith of Dayton, Ohio's nifty little 1981 Harley-Davidson FLH.

This is the kind of bike we all used to ride, and some, such as Steven, still do. Remember those glory days of kicking and kicking that pedal as layer after layer of leathers and clothes would be peeled off? Remember the thrill when your shovelhead would cough and spit some smoke to encourage you to keep kicking? Remember the unabashed joy when that puppy would finally fire up? It would soon settle down into that trademarked shovel lope... potato... potato... potato...



Remember the thrill when
your shovelhead would
cough and spit some
smoke to encourage you to
keep kicking?





We here at *Easyriders* truly love that there are still tried and true shovelheads on the road; those classic FLH bikes that continue the legacy of Motor Company. Remember the AMF years? Remember how you would have to tear that motor down every couple of thousand miles? Yeah. Good times.

In true bobber tradition, Steven and his buildin' buddy Mike Jarnells took off everything this scooter didn't need. They cut up a rear fender by Led Sled and reshaped it a bit, mounting it to the rear swingarm. Then they took what they cut off and used it to make the front fender. True old school creativity.

Bob Colvin tore the engine down and freshened up that 80 cubic inch shovel mill with some S&S heads, Wiseco pistons, Andrews cam and lifters and a Mikuni carb, all shootin' fire out of those custom made pipes. We especially dig the scalloped red and white paint by Mike Mayabb and Randy Pencil that adds the perfect two-tone combo of classic cool to this scooter. Shovels Forever!

—Dave Nichols

This month's long and lean Fox Hunt winner is the stunning Kayla from Michigan. Expertly shot by Don Rogers with Steven Smith's 1981 shovel, Kayla is the perfect example of what happens when the girl next door has bikers for parents.

Remember those glory days of kicking and kicking that pedal as layer after layer of leathers and clothes would be peeled off?





Owner: Steven Smith
City: Dayton, Ohio
Designer: Steven Smith

GENERAL

Fabrication: Steven Smith and Mike Jarnells
Year and make: 1981 Harley-Davidson
Model: FLH

Assembly: owner
Time: eight months
Chroming: Metal Brite

ENGINE

Year and make: 1981 H-D
Model: shovelhead
Rebuilder: owner and Bob Colvin
Ignition: Dyna Tech
Displacement: 80 cubic inches
Lower end: H-D
Balancing: Bob Colvin
Pistons: Wiseco
Heads: S&S
Cam: Andrews
Lifters: Andrews
Carb: Mikuni
Air cleaner: velocity stack
Pipes: owner and Mike Jarnells

TRANSMISSION

Year and make: 1981 H-D
Shifting: foot

PAINTING

Painter: Mike Mayabb and Randy Pencil
Color: red and white
Type: urethane

FRAME

Year and builder: 1981 H-D
Mods: owner and Mike Jarnells
Type: FLH swingarm
Rake: stock
Stretch: stock
Shocks: H-D

ACCESSORIES

Bars: buckhorns
Handlebar controls: V-Twin Mfg.
Fenders: Led Sled
Headlight: Bates
Taillight: Sparto
Speedo: stock
Floorboards: H-D
Electrics: Jim Ogletree
Gas tank/Oil tank/Primary: H-D
Seat: Bates
Grips: H-D

FRONT END

Type: FLH
Extension: 2-inches under
Builder: H-D and owner

WHEELS

Size: 16-inch
Tires: Shinko
Brakes: H-D



Photos: Don Rogers
Model: Kayla

Yeah.

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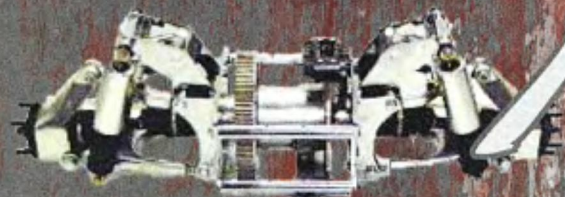
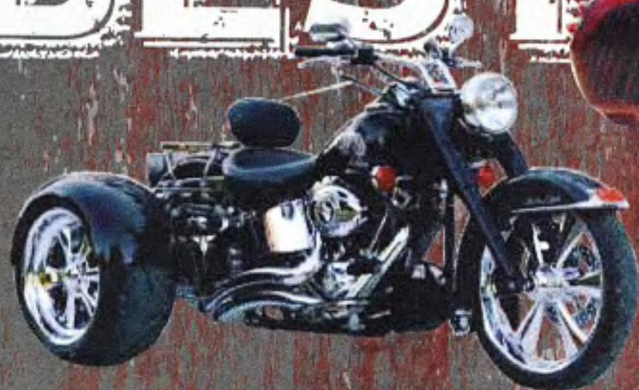
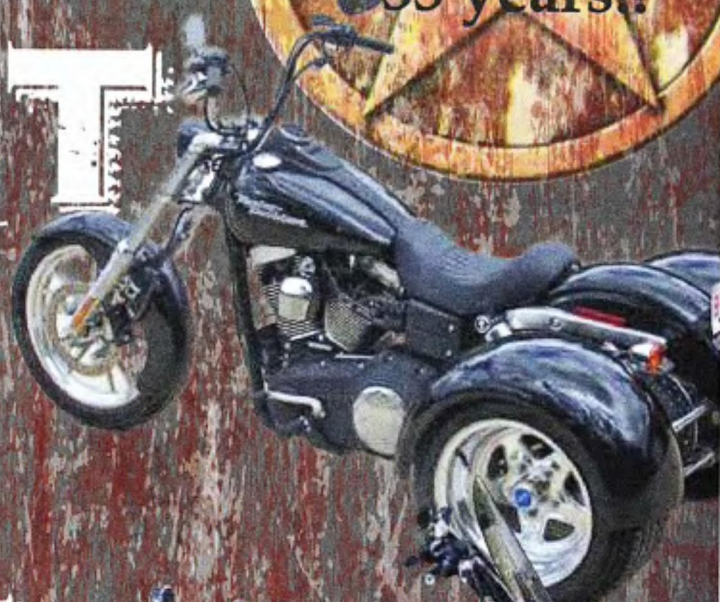
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REMAINING 24 WACO CASES DISMISSED

The criminal prosecutions of the 2015 Twin Peaks Waco, Texas shooting incident have finally ended with a statement from new McLennan County District Attorney Barry Johnson that the DA's office would not pursue any of the remaining 24 indictments.

As we all know by now, on May 17, 2015, nine bikers were killed in a confrontation between the Bandidos Motorcycle Club, the Cossacks Motorcycle Club, and police. The gathering at the restaurant was a meeting of the Texas Confederation of Clubs, and the purpose of the meeting was to discuss motorcyclist's rights and current events. A confrontation between members of the two motorcycle clubs escalated to the subsequent loss of nine lives, and the wounding of more than 20 others. It was later found that at least some of those who lost their lives were killed by the police.

In the wake of the incident, Waco police arrested 177 people at the scene, most of them simply witnesses to the shootings, and charged all with identical charges of engaging in organized criminal activity, and held with \$1 million bonds apiece.

Over time, many have stated that most of the persons charged had their proceedings dropped as a result of then McLennan County District Attorney Abel Reyna not wanting the jury to hear the testimony of several former deputies and others in the DA's office claims of corruption in the department.

However, in May of 2018, 24 defendants had their charges changed to "charging murder and riot," both first-

degree felonies. Some were also charged with tampering with evidence. The only case to actually go to trial was that of Christopher Jacob Carrizal, which ended in a mistrial, with the jury leaning heavily towards acquittal.

On Tuesday, April 2, 2019, DA Barry Johnson announced that his office would dismiss all of the remaining indictments. "There were nine people who were killed on that fateful day in Waco, Texas, and 20 injured, all of whom were members of rival motorcycle clubs/gangs, and the loss of life is a difficult thing," Johnson said. "But after looking over the 24 cases we were left with, it is my opinion as your district attorney that we are not able to prosecute any of those cases and reach our burden of proof beyond a reasonable doubt."

Of course, the dismissal of the charges does not end the long saga. Everyone who was present at the event has been scarred by the loss of life that day, and for those who were wrongfully arrested, the disruption of their lives is still an ongoing reality. As they put their lives back together, many lost their jobs, had to post bonds for unreasonable bail, paid for ankle monitors, and

endured unbearable hardships as a consequence of this miscarriage of justice. Likewise, the citizens of the City of Waco, who's tax money, adding up to a reported \$1.5 million dollars and climbing, will continue to haunt them as a reminder that an out of control police department, coupled with the complicity of an overly ambitious District Attorney, and other irresponsible officials will likely not be left off the hook in the future. Indeed, over 130 lawsuits are now pending against local officials, citing violations of the Texas Code of Criminal Procedure on probable cause requirements and excessive bond.

Initially, most of the media predictably dutifully reported, in a completely biased fashion, the blanket statements of the police and city officials. However, one honest reporter, Tommy Wither- spoon of the *Waco Tribune*, consistently and accurately reported the facts of the case, and is, in this writer's opinion, one of the true heroes of journalism.

Sources: *Waco Tribune*, KWTX

LEGAL LANE-SPLITTING PASSES IN UTAH

Utah joins California as a freer state, after passing legislation allowing motorcyclists to filter through traffic during times of congestion. H.B. 149 allows motorcyclists traveling no faster than 15 mph to filter between lanes of stopped traffic traveling in the same direction on roads where the speed limit is 45 mph or less. The bill, sponsored by state Rep. Walt Brooks and state Sen. David P. Hinkins, was signed by Governor Gary Herbert on March 21. The bill takes effect May 14.

While the restrictions in the Utah

QUOTE OF THE MONTH

"When plunder becomes a way of life for a group of men in society, over the course of time they create for themselves a legal system that authorizes it and a moral code that glorifies it."

—FRÉDÉRIC BASTIAT

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law are far more restrictive than those allowed in California, it is nonetheless welcome news for motorcyclists stuck in traffic in the Beehive State. There are provisions in the law which automatically sunset on July 1, 2022 if the legislature does not renew it. Hopefully, by that time the benefits of lane sharing, both for safety and for easing traffic congestion will persuade the lawmakers to extend and enhance the law, allowing for further freedom in the future.

Source: American Motorcyclist Association

HELMET LAW REMOVED FROM CONNECTICUT BILL

In a 28-8 vote, the Transportation Committee in the Connecticut General Assembly removed a provision from a bill that would have made universal head protection mandatory before voting the bill out of committee.

The committee voted in favor of a substitute version of H.B. 7140 that failed to contain any reference to helmet use, a victory for those who proclaim "Let Those Who Ride Decide" and for the Connecticut Motorcycle Riders Association (CMRA), which has opposed helmet legislation for decades.

However, also getting voted out of committee on a 30-6 vote was H.B. 6161, which would require all riders under 21 years of age to wear a helmet. That bill, which wasn't opposed by the CMRA, now goes to the House for consideration. Under current law only riders under 18 must wear a helmet. The CMRA statement, from their website, is: "The CMRA believes it may be in our best interests to back this proposal, BUT, with a 'line drawn in the sand' — meaning this is not a compromise that is subject to future revision. The new Governor has made it clear that he would support and sign a universal helmet law; we look at this as a compromise that may be acceptable. It would give the Governor and supportive

Legislators a sense of accomplishment, while leaving those of us 21 and older with the freedom to still choose."

Source: Connecticut Motorcycle Riders Association, thecmra.com

IDAHO SENATE APOLOGIZES TO MOTORCYCLISTS

Last month, in a news item entitled, "Motorcyclists Profiled in Idaho State Capitol," we reported that on the occasion of the hearing of a bill to address and prohibit profiling of motorcyclists by police, some of the motorcyclists that attended were required to remove their club vests before entry to witness the proceedings, which was a clear case of "profiling."

Subsequently, ABATE of Idaho sent a letter to every legislator in Idaho requesting that they never do this again. The President Pro Tempore of the Senate, Senator Brent Hill, apologized for the inconvenience, but failed to outline any changes, so ABATE of Idaho continued to press for an explicit policy. In a letter to the Senator, they stated, "ABATE appreciates your apology. However, removing motorcycle club colors as a precondition to entering the Senate viewing gallery is more than an inconvenience. Motorcycle club colors have been specifically designated as protected expressive conduct based on Supreme Court precedent. That means that motorcycle club colors receive the highest level of scrutiny under the First Amendment."

Senator Hill responded in writing that, "To the extent that the attire does not violate the provisions of Senate Rule 46(E), persons wearing club colors may be allowed access to the gallery." Editor's note: Senate Rule 46 (E) prohibits lobbying in the Senate or hearing rooms without permission.

Source: David Devereaux, Motorcycle Profiling Project, motorcycleprofilingproject.com

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BRANDON COOPER'S
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OH



BLACK BETTY

**"She's so rock steady, and she's always ready.
Oh Black Betty, Bam-ba-Lam!"**

There isn't a single part on this flathead that Brandon Cooper of Wayland, Michigan calls "Oh Black Betty" that isn't either handmade or at least heavily modified, with the exception of the tires, maybe. But everything else was painstakingly made from scratch, rebuilt, or reworked by Brandon. In fact, the only parts of this head-turner that were not done by Brandon are the motor by Tom Hyde, the solo seat by Red Tail Leather, and the pinstriping and graphics by Wizard.



The frame was built entirely from scratch by Brandon and is about 20 inches longer than the stock frame.



Starting with the engine, Brandon says Tom took his sweet time to tear down the old Servicar motor and rebuild it just like brand-new. Tom, an old flat track racer from way back, machined the heads so they have higher compression to match the pistons. It took him about eight months, Brandon says. "But that was good for him because he usually takes years to do stuff. A lot of times, it takes a couple of years to get him to even do something. He had seen the bikes I build and wanted to build the engine for me, so he got into it and started doing it."

An early sixties Norton 4-speed transmission is hooked up to the refreshed motor. "The Norton has a much taller gear because they used to race them a lot, so I could pick the ratio of the sprocket to make it work with the flathead," Brandon says. "Between sizing the gear ratio from the handmade primary to the transmission, and then the transmission to the rear end, the

bike will do 80 mph at 3,000 rpm."

The clutch basket is off of a Triumph because it fits a Norton transmission. "Nobody makes a Norton performance clutch, but Triumph makes racing clutches, so I converted a Triumph to a Norton transmission and welded a sprocket on it to make it a single primary chain," Brandon tells us.

The frame that the motor and tranny are sitting in, was built entirely from scratch by Brandon and is about 20 inches longer than the stock frame. "It's 66-inches axle to axle," he says, "with a 32-degree rake."

The "swap meet special" handlebars sit atop a girder-style front fork that Brandon also made from scratch because he says he couldn't find anything suitable. "I didn't want to use anything stock 'cause I was building the frame," he says. "I already had the tubing, so I made the wishbones, split some tubing, and welded it on in sections. It's a lot beefier than it needs to be, but it looks cool."

Brandon also stretched the gas tank by two inches and channeled it about an inch. "I think it was a Mustang tank originally," he says. "I modified it pretty seriously. It originally had a side cap and I put a center cap on it, and also added front and rear mountings in order to position it where I wanted it on the frame."

Brandon then took a cannonball oil tank, cut it in half and put a center tube section into it so it would have the right width. He also built the pipes several times. He rebuilt them even after the photo shoot so what you see here isn't what's on the bike now.

When the time came for custom paint, Brandon laid down the basic black cloak and Wizard handled the pinstriping, adding some pin-up girls on the tanks and fenders. The end result is a tasteful custom that, like the lyrics of the song by Lead Belly, "She's so rock steady, and she's always ready. Oh Black Betty, Bam-ba-Lam!"

—Red Baron



Owner: Brandon Cooper
City: Wayland, MI

GENERAL

Fabrication: custom
Year and make: 1959 H-D
Model: Flathead
Assembly: owner
Time: 2 years

ENGINE

Year and make: 1959 H-D
Model: Servicar
Rebuilder: Tommy Hyde
Ignition: Morris Mag
Displacement: 873cc
Lower end: Stroker by Tom
Balancing: Stroker by Tom
Pistons: forged/machined by Tom
Heads: H-D
Cam: Tommy Hyde grind
Lifters: stock
Carb(s): Mikuni
Air Cleaner: 1930 Henderson
Pipes: custom by owner

TRANSMISSION

Make: Norton
Shifting: foot

PAINT

Painter: Brandon
Color: black
Type: Dupont chrome base
Pinstriping: Wizard

FRAME

Year and builder: 2008 Brandon
Type: full custom
Rake: 32 degrees
Stretch: 20 inches
Shocks: none

ACCESSORIES

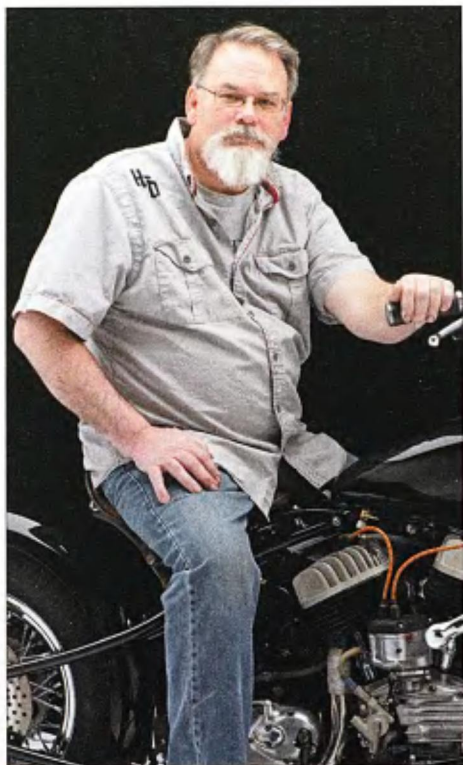
Bars: swapmeet
Handlebar controls: H-D brake
Fender(s): custom by Brandon
Headlight: Unit
Taillight: 1933 Dodge
Pegs: hand-forged
Electrics: mag
Gas tank: modified dump find
Oil tank: fabbed by Brandon
Oil system: copper lines
Primary cover: none / chain drive
Seat: Red Tail Leather
Grips: stock Harley

FRONT END

Type: custom girder by Brandon
Extension: none
Builder: Brandon Cooper

WHEELS

Size: 19-inch front, 16-inch rear
Tires: Firestone
Brake: drum front, disc rear



Photos: Michael Lichter
Contact: Brandon Cooper
bcooper@reccofilters.com





S&S CYCLE'S SUPERSTREET TWO-INTO-ONE EXHAUST SYSTEM

Making real power and looking great are often mutually exclusive in the exhaust market. But the folks at S&S Cycle have figured it out with this SuperStreet two-into-one system. S&S doesn't build anything unless it makes power and the SuperStreet does exactly that with 86hp (+15 percent) and 110 lb./ft. torque (+10 percent) out of the new generation of M8 Softail models. Add to that the perfect length and angle, clearing bags, passenger pegs and forwards, plus an adjustable exhaust note via their dB reducer insert, and you have the trifecta of power, looks, and sound. Available with S&S designed high flow cat (49 state legal) or as a race-only version in ceramic black or chrome and made in the USA.
sscycycle.com



MUSTANG'S STANDARD TOURING SOLO FOR INDIAN SCOUT BOBBER

The Standard Touring Solo seat positions riders at a similar reach to the

controls compared to stock, with a deeply contoured bucket that offers excellent lower back support and keeps the rider from sliding back in the saddle. A generous 13-inch width offers riders an additional two inches over the stock solo seat for improved support in the hip areas. Riders also benefit from a narrower nose that relieves pressure on the inner thighs and provides easier ground reach. The hand-stitched cover made from high-quality expanded vinyl is available in two colorways: smooth and textured black, or contrasting distressed brown and textured black. Both feature large diamond-stitched center panels with reinforced double stitching on the side and rear panels for increased durability.
mustangseats.com



V-TWIN'S "E" AIR SNOOT POLISHED

What's old is new again. Now you can give your bike that old-school, stripped-down bobber styling look with V-Twin's polished cast aluminum air intake snoot. Featuring the "old style" pivoting side door and rear facing intake, this snoot is

a direct bolt on installation for the Super "E" and shorty carburetors. They're also adaptable for CV, early Linkert, and Keihin carburetors, but will require separate adaptor flange and spacers. Exclusively through your V-Twin authorized dealers.
vtwinmfg.com



H-D'S NEW HEAVY BREATHER

The new Harley-Davidson Screamin' Eagle Heavy Breather extreme air cleaner is designed for maximum performance. It flows 42 percent more air than traditional heavy breather filter through a new elliptical tube and increased filter surface. This air cleaner was designed with the most air-sucking surface area of any air cleaner H-D offers. At speeds over 60 mph, the filter captures air from the front, forcing the air through a smaller area to create a RAM air effect that optimizes performance. The kit is available in black or chrome and includes all required mounting hardware. All models require ECM calibration with Screamin' Eagle Pro Street Tuner for proper installation.
h-d.com

BAT WINGZ' BATWING FAIRING TRIM

Now you can add a sleek, custom finish to your H-D Batwing Fairing with the innovative new Bat Wingz, Low Profile Amber/White Batwing Fairing Trim for H-D. With 13 white DRL LEDs and 12 contrasting amber turn signal LEDs per side, Bat Wingz provide a 180-degree viewing angle to maximize your



visibility on the road. The effortless plug and play installation using 3M automotive grade tape allows the low-profile design to discretely provide enhanced forward and side visibility to the lower edges of the Harley-Davidson OEM batwing fairing. Bat Wingz are currently available for 2006-2019 Harley-Davidson Batwing Fairings and are backed by the Custom Dynamics Lifetime LED Warranty. customdynamics.com

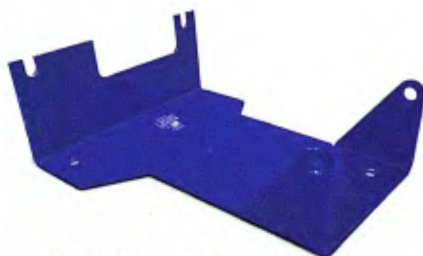


NAMZ' LETRIC LIGHTING LED INSERTS

NAMZ just released their very own LED product line, Letric Lighting Co. Products include LED turn signals, accent lights and headlights ranging from a 1-year, to an industry leading LIFETIME WARRANTY. Namz' Bullet LED Inserts are available in three styles; Standard, Premium and Deluxe. lettricliting.com

JIMS ENGINE STAND FOR MILWAUKEE-EIGHT SOFTAIL

Whether you're doing an engine tear down or setting up your engine to



display, JIMS has got you covered. JIMS engine stands are made from .1875-inch (7 gauge) steel and are powdercoated JIMS blue. This stand is a must if you are going to be doing any powertrain work on your bike. jimusa.com



STAR BRITE'S SALT OFF AND CORROSION BLOCKER

Here's a great combo: Salt Off was originally developed to shield metal from the harsh marine saltwater environment, the toughest conditions any metal can ever face. Salt Off breaks down and removes salt deposits from all metal and painted surfaces, leaving behind a protective polymer barrier to help prevent future deposits. Use the Salt Off applicator to apply to multiple bikes, trailer or trucks using a garden hose. After the area is salt-free, protect it with Star brite Ultimate Corrosion Blocker. Corrosion Blocker shields all painted, polished, chromed or bare metal from the destructive effects of corrosion. The polymers bond to the treated areas for long-term protection. Corrosion Blocker displaces moisture and will not harm wiring harnesses. starbrite.com

ULTIMA

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- ◆ Cylinders Diamond Honed to appropriate size for new pistons and rings.
- ◆ Cylinder heads rebuilt using Ultima® Beehive springs.
- ◆ Assembled with all new gaskets and seals.
- ◆ Engine is pre run under power to verify oil pressure and compression before shipping.
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- ◆ Late style high volume oil pump.
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Back in June of 2017, Chris "Papa Roach" Pennington was out pulling wheelies on his hot-rod Sportster when he hit a turn too fast. "I figured I'd screw it on and take it sideways," he recalls. "That didn't quite work. It shot me up over the curb. The back wheel hit the pole about four feet up and sent me down the driveway where I slid under a car with my head busted open."

If you're gonna wreck, it helps if you do it right in front of your good friend's shop, especially if that good

friend is Bill Schalk and that shop is West Chester, Ohio's Tried and True Garage. Bill dragged the wounded bike into the shop and the paramedics dragged Papa to the hospital.

Believe it or not, the bike was not that mangled, nor seemingly was Papa, who was soon out of the hospital and back to his hard-riding ways. "I hate to say it, but I was back on the bike the next week," he admits. "I wasn't supposed to be on it for a couple of months." He rode the bike for another couple of months before deciding to

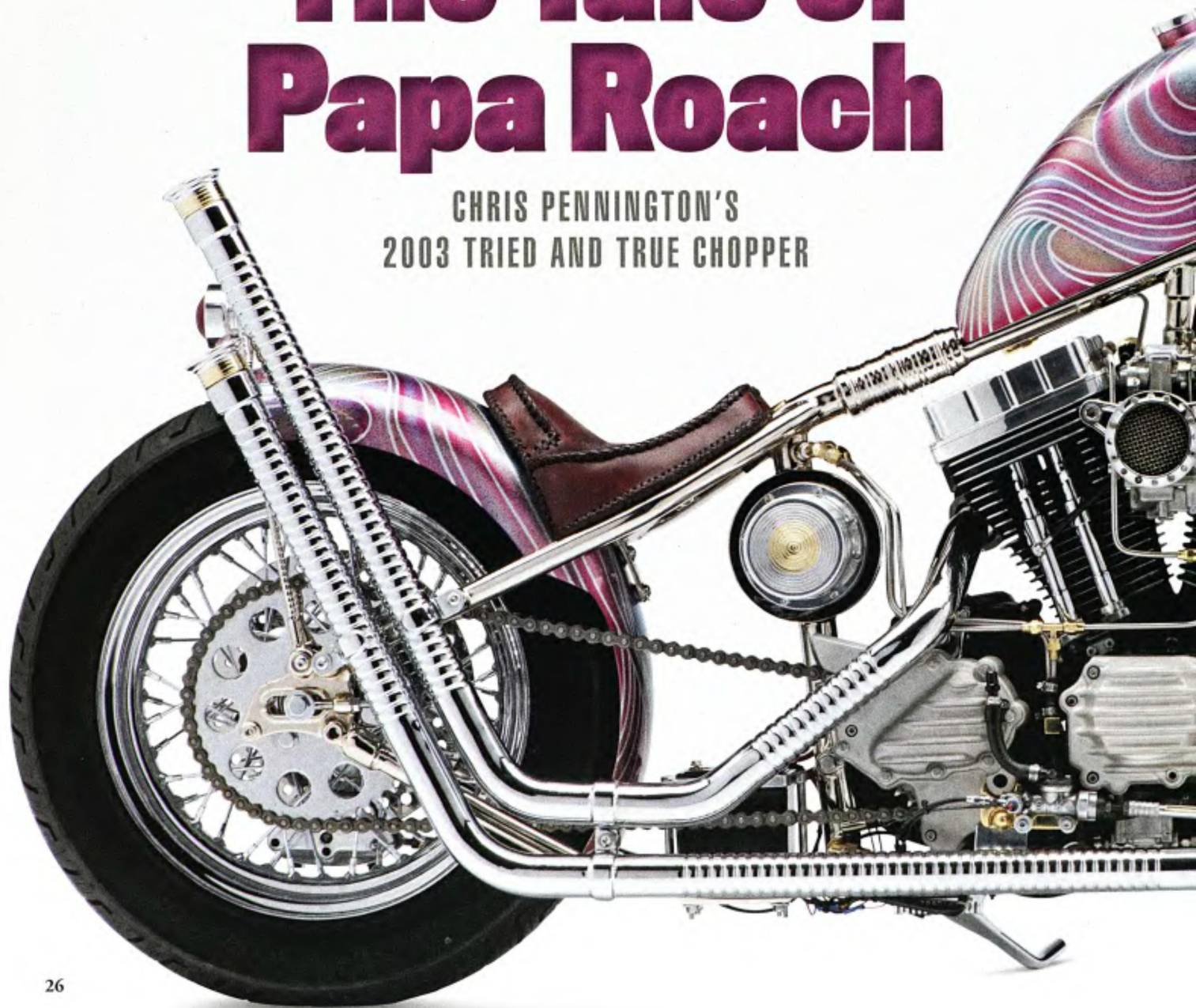
change it into a chopper, and Bill Schalk was just the man to do it.

The night before the build was to start, Bill woke up at 2:30am with an inspiration. He grabbed a napkin and drew out the plan to run the oil through the frame with the filler cap on the back of the gas tank which runs into the frame.

Bill finished the frame, but then called Papa and said, "Nah, we gotta cut it apart. It's too plain; we gotta do something special." He explained that he was going to add some turned

The Tale of Papa Roach

CHRIS PENNINGTON'S
2003 TRIED AND TRUE CHOPPER



pieces on the downtube and behind the tank. The frame then got nickel plated.

The Sportster motor needed nothing as it had already had extensive internal work done. The centerpiece of that was the NRHS 1250 kit which turns the already hot XL1200 motor into a pure monster.

For the paint, they went next door to Jay Bury at Good Times Reform. "They really took care of me," Bill says. "I told Jay to paint it pink and purple, and that I wanted something that looked like it



got dropped straight out of the seventies. I think he nailed it. Outdoors in the sunshine, it's just unreal."

The build was going great when things went sideways. On December 10, Papa went from being healthy to being crippled like he'd had a stroke. "I couldn't feel my fingers, couldn't pick up a hammer, was having trouble with my right leg walking, dragging everything. It was scary, I didn't know what was going on."

He went to a neck specialist who looked at his MRI and Papa was under the knife two weeks later. The accident had bruised the spinal canal in his neck and there wasn't enough room for his nerves to heal. When the nerves swelled months later, boom! He was crippled.

Even though Papa was messed up, the bike was entered in the 2018 Easyriders Columbus Bike Show. "My wife told me this was my incentive," he remembers. "She said that if I could get out of the hospital in three days, she would take me to Columbus. And bless her heart, she took me out there. She pushed me around in the wheelchair all day." Amazingly, the chopper won Best of Show and Papa came up to the stage in his wheelchair to get the award.

But wait, there's more to this story. Papa recovered from the operation and was soon able to throw a leg over his beloved chopper and get back to riding, which is his main joy in life. Then he made the trip to this year's Cincinnati Bike Show. "It's only forty miles from home," he explains. "I told my buddy, this year I'm riding my fucking bike down!" He took home Editor's Choice, qualifying him for the Invitational Bike Show in Charlotte where he scored Best Modern Chopper, and this time he proudly collected his trophy on two feet. To top it off, the Sporty was shot by Michael Lichter for a feature here in *Easyriders*.

As for Bill and Amy's Tried and True Garage, he considers their friendship as deep as the ocean. Papa even performed their wedding ceremony. "Bill is amazing; beyond a craftsman," Papa says. "This is the best riding bike I've ever been on, bar none, and I ride the shit out of it!" —*Beatnik*

"This is the best riding bike I've ever been on, bar none."



"Don't ever give up your
passion. Keep your head up
and never quit."



Owner: Chris Pennington
City: West Chester, Ohio

GENERAL

Year and make: 2003 H-D
Model: Sportster
Fabrication: Tried and True
Assembly: Tried and True
Time: 3 months
Chroming: Precision Polishing and Plating

ENGINE

Year and make: 2003 Harley-Davidson
Model: Sportster
Rebuilder: Papa Roach
Displacement: 1250cc
Ignition: Dyna
Lower end: stock
Balancing: stock
Pistons: NRHS
Heads: NRHS
Rocker Covers: Led Sled
Cam: Andrews 547
Lifters: stock
Carb: Mikuni
Air Cleaner: Ching
Pipes: Tried and True

TRANSMISSION

Year and make: 2003 H-D
Shifting: stock

PAINT

Paint: Good Time Reform
Painter: Jay Bury
Color: multi
Type: candy

FRAME

Year and builder: 2018 Tried and True
Type: rigid
Rake: 40-degrees
Stretch: 4-inches up, 4-inches out
Other Mods: turned pieces, nickel plated

ACCESSORIES

Bars: Tried and True
Hand Controls: Tried and True
Fender: Led Sled
Headlight: H-D
Taillight: Tried and True
Pegs: Tried and True
Electrics: Tried and True
Gas Tank: Tried and True
Oil tank: Tried and True
Oil system: Tried and True
Primary Cover: EMD
Seat: Tried and True
Grips: Lowbrow

FRONT END

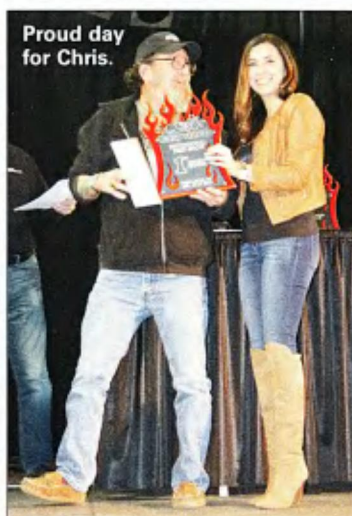
Builder: Tried and True
Type: EL springer
Extension: 6-inches over

WHEELS

Size: 21-inch front, 16-inch rear
Hubs: spool
Brake: stock rear



Proud day
for Chris.



Photos: Michael Lichter

Contact: Tried and True Garage
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A sweet young thing had just started associating with the local biker club. Her first night in the clubhouse, the prez came roaring up on his hog and rode right into the clubhouse. He dismounted, pissed in the fireplace, punched two prospects, downed two six-packs of beer, dragged five mamas into the bedroom and started jacking off.

The rattled chick asked the biker she was with, "Does he do this all the time?"

"Naw," he answered. "He usually drinks bourbon."

*D.L. Allen
Charlotte, N.C.*

A bro was dancing cheek-to-cheek with his chick when he noticed how good she smelled. "Mmmm, you smell so good baby, what have you got on?" he asked.

"Chanel No. 5," she cooed. "Ya know, you smell pretty good too, Mongo. What have YOU got on?"

The surprised bro replied, "I've got a hard-on but I didn't think you could smell it!"

*Snake
New York, N.Y.*

"Can you explain to me how this lipstick got on the front of your pants?" the suspicious ol' lady asked the drunken bro.

"Nope, I honestly can't," the puzzled dude replied. "I distinctly remember taking my pants OFF!"

*M.D. Lawrence
Rome, N.Y.*

The Biker Dictionary defines Relative Humidity as the sweat from your balls as it drips down your cousin's leg.

*David Hurst
San Bernardino, Calif.*

A thoroughly modern couple, who had recently gotten married, were entertaining their biker neighbor in the den of their home. When the talk turned to sex, the biker said to the husband and asked, "Since you claim to be so liberated, would you let me suck on your ol' lady's tits for a thousand bucks?"

Not wanting to be uncool, and sure needing the extra money, the couple agreed, and the wife removed her blouse and bra. Then the bro nestled his face in between her tits and remained there for several minutes until the husband got impatient to complete the deal. "Well, go ahead and suck them!" he urged.

"I'd love to," the bro said, "but I really can't afford it."

*Steven Lockwood
Gila Bend, Ariz.*

A bro came home late from work and as drunk as a skunk. As soon as he came in the door his ol' lady started screaming at him. "How much of your paycheck did you spend?" she yelled.

"Sixty-five dollars," the bro replied.

"Sixty-five dollars?" the harpy yelled, shaking her head, "Do you know how long sixty-five dollars would last me?"

"Well, you don't smoke, you don't drink, and you've got your own pussy," the dude speculated, "so I guess it would last you forever."

*Mark Bell
Kansas City, Mo.*

The biker kid knocked on his neighbor's door on Halloween dressed as a pirate. "Well, what have we here?" asked the neighbor.

"I'm a pirate!" the rugrat retorted. "I can see that," said the neighbor,

"but where are your buccaneers?"

The scooter kid looked perplexed. "Under my buckin' hat, ya buckin' idiot!"

*Sam Griffin
Atlanta Ga.*

While examining the young man's lip infection, the doctor asked, "Have you had any unusual experiences lately, like learning to smoke a pipe or trying a different shaving cream or eating a lot of oranges?"

"Well, there was one thing," the youngster replied. "Last week for my eighteenth birthday, my dad took me to a whorehouse and paid a beautiful girl to sit on my face."

"That explains it!" exclaimed the sawbones, "Didn't your dad ever tell you not to lick a gift whore in the mouse?"

*Paul Senyon
Darby, Conn.*

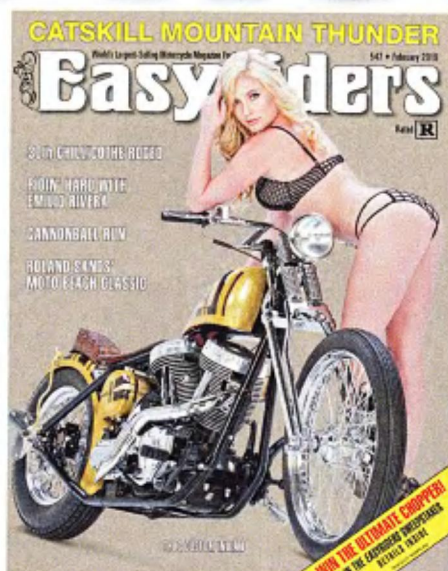
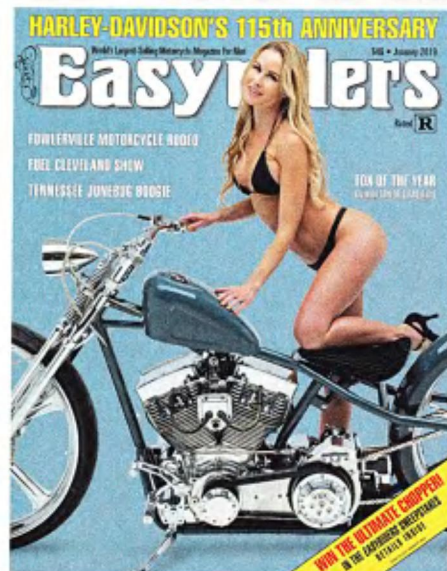
Once there was a sea captain whose greatest dream was to marry a virgin. He searched far and wide over the seven seas but couldn't find one. He finally decided that he needed to grow his own, so he adopted an eight-year-old orphan girl and took her to sea to raise as his own.

Finally, when she turned eighteen he married her. Following a shipboard ceremony, he took her down to his cabin, laid her gently down upon his bunk, and was considerably slathering his cock with Vaseline.

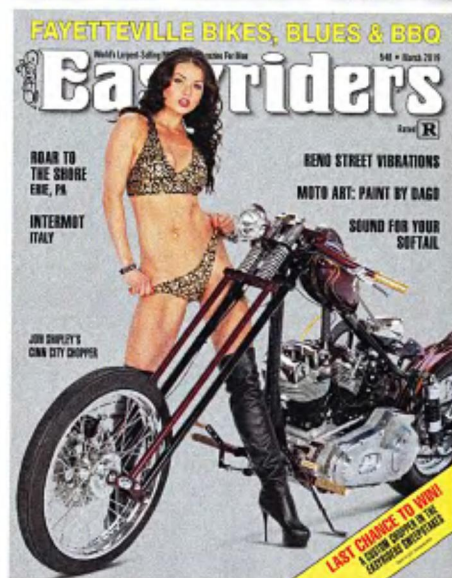
She looked up, puzzled and said, "Why don't you just spit on it like the rest of the crew?"

*John Bearden
Santa Fe, N.M.*

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THE FINALE

EASYRIDERS CHARLOTTE INVITATIONAL BIKE SHOW



The Owl Stretching Competition was absent from this year's Bike Show finale in Charlotte, North Carolina due to lack of interest. That said, bike builders proudly brought their custom creations from as far away as Sacramento, California and Torn Gonad, Oregon to attend this, the last stop in our 2019 Easyriders Bike Show Tour. This was the Invitational "Academy Awards of bike shows" featuring the best of the best from around the country, all converging on the massive Park Expo Center for two days of everything except owl stretching.

We were new to this venue, which offered up a three ring circus in the form of three enormous rooms. The first featured all the regional and invitational custom bikes on display, the second was packed with classic

and hot rod cars sponsored by JR Drake's Kickass Rod Shop, and the third featured many vendors and Rhett Rotten of the Wall of Death doing freestyle stunts for the slack-jawed crowd. It should be mentioned that they were "slack-jawed" only due to their extreme interest in the riveting proceedings.

Emcee Lisa Ligon kept the crowd hoppin' as she gave out swag from our sponsors, introduced the Purrfect Angelz dance troupe, known for their booty-shaking frenzy, as well as live bands featuring brain-bashing tunes by Jasmine Cain and the astounding southern rockabilly shenanigans of The Royal Hounds.

Bikers from near and far packed the halls on Saturday and Sunday, January 26th and 27th. They drank beer, belched quite a bit, and ate any number

of delicacies not limited to collard greens and ham hocks. The NTC Drift Trikes blasted around the big room, performing acts of derring-do, and famous motorcycle photographer Michael Lichter and his talented crew were on hand to shoot bike features for *Easyriders* throughout the entire weekend. One so inclined might even purchase posters and limited prints of David Mann's biker lifestyle paintings. You could say that the event was like a biker-related version of Comic-Con, except it wasn't.

Another big draw was the Easyriders Garage, wherein crew chief Rob Schwellinger and his crew restored the iconic Captain America and Billy replica choppers from the 1969 epic biker flick *Easy Rider* and brought them once more to fire-breathing life. Way to go, Rob!





On Saturday night we gave out the regional awards where the following winners were brought over into the invitational class for the opportunity to collect more cash, prizes, and trophies:

REGIONAL WINNERS

1st Radical Custom

Lynn Deagazo, East Syracuse, NY
1964 Sportster Chopper

1st Radical Bagger

Roger Harper, Panama City, FL
2015 Road Glide

Custom Sportster

Casey Kiger, Winston-Salem, NC
1982 Sportster Chopper
"Ace of Customs"

Editor's Choice

Richard Ruck, Riverview, FL
1975 Shovelhead "I'll Ride Choppers"

People's Choice

3rd – Glen Merryman, Harlem, GA
2015 Indian Vintage

2nd – Edward White, Georgetown, SC
2018 "Big Sexy" Road Glide

1st – Christopher Sasscer, Dallas, GA
2015 "Dracula" Road King with Sidecar

John Green Award

Jake Silver, John's Island, SC
1959 Panhead Chopper

Best of Show

Freddie Arnold, Canton, GA
1957 Panhead Chopper





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CHARLOTTE BIKE SHOW



Sunday was another perfect day of bike gazing, booty shaking, and beer swilling until the editors of *Easyriders* magazine took to the stage, along with JR Drake, to give out the car show and invitational bike show awards. The following Invitational Winners all received a trophy and \$400, with the top winners getting more cash, and even bike features in the magazine.

INVITATIONAL WINNERS

Antique

Tim Scates, Waller, TX
1952 Harley FL "Route 66" Chopper

Old School Chopper

Freddie Arnold, Canton, GA
1957 Panhead Chopper

Old School Bobber

Stacy McCleary, Manteca, CA
2018 Flat Tracker

Modified Bagger

Edward White, Georgetown, SC
2018 Chopp Shop Road Glide

Custom Sportster

Lynn Deagazo, East Syracuse, NY
1964 Sportster Chopper

Specialty

Jake Silver, John's Island, SC
1959 Panhead Chopper

Street Custom

Richard Ruck, Riverview, FL
1975 Shovelhead

Modern Chopper

Chris Pennington, West Chester, OH
2003 Sportster Chopper

Radical Custom

Travis Kemp, Piqua, OH
2010 Apollo Dragon Pro-street

Radical Bagger

Troy Boyer, Batavia, OH
2012 Road Glide

Best Paint

Roger Harper, Panama City, FL
2017 "Walking Dead" Street Glide

People's Choice \$500

Christopher Sasscer, Dallas, GA
2015 "Dracula" Road King with Sidecar

Editor's Choice \$750

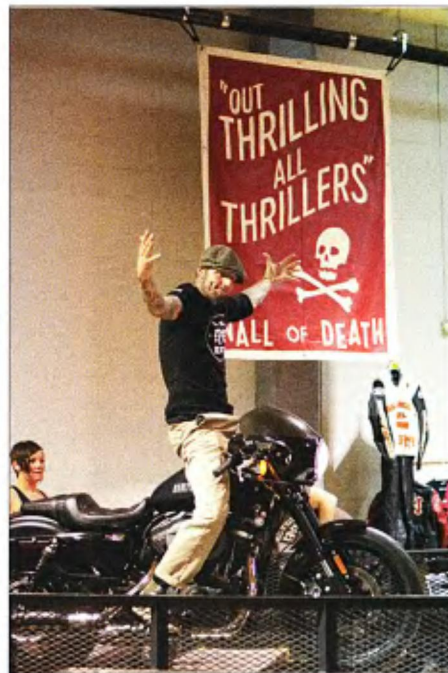
Donny Loos, Cleves, OH
1949 Pan/Shovel Chopper

Bagger of the Year \$1,000

Roger Harper, Panama City, FL
2015 Road Glide

Bike of the Year \$3,500

Xavier Muriel, Lago Vista, TX
1953 Pan/Shovel Chopper





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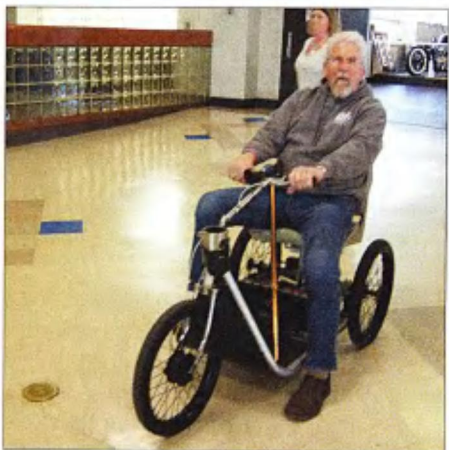


CHARLOTTE BIKE SHOW



Marked by the enormous number of empty beer bottles on the floor of the Park Expo Hall, it could be surmised that another Easyriders Bike Show Tour finale was a resounding success. Special thanks to the Easyriders Events crew and our tour sponsors: Lucas Oil, Russ Brown Motorcycle Attorneys, Prism Supply Company, NTC Drift Trikes, The Purrfect Angelz, Evil One Clothing, the Full Throttle Saloon, and Shop Tools Outlet for helping us put on one helluva a biker party. See easyridersevents.com for a complete list of winners and get ready for this summer's Easyriders Motorcycle Rodeo Tour, coming soon.

—Dave Nichols

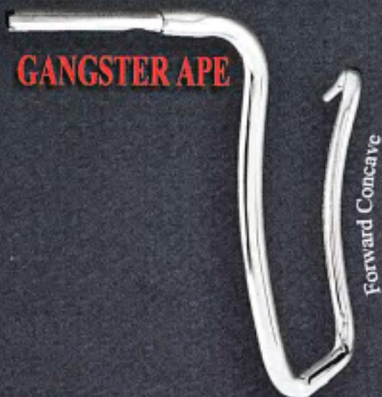


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Confessions of a Stripper

GOOD CUSTOMERS



We dancers bitch a lot. Occupational hazard. You meet creepy guys. So why not quit? Because there are so many good customers who make it worthwhile.

In a previous column I talked about the guys in Asshole Alley, who just sit at the bar, watch you dance from afar, but never buy a dance or tip at the stage. There are other customers, though, who watch from the bar, then hand you money when you get off stage, or walk over and put cash on the end of the stage for you.

Once a guy made eye contact, invited me over, just wanted to buy me a drink, and talk. (I'm a cheap date; I only drink pineapple juice.) He was interesting, so I hung out with him for a bit. He handed me a \$100 bill. I saw him from time to time in the club. He never bought a dance, but kept feeding me tips.

Some regulars will help you get new customers. If they see a new guy eyeing you, but who is too shy to ask for a dance, the regulars will introduce the newbie to you, talk you up, tell the new customer what a good dancer you are.

You'd be surprised at how thoughtful some men are. I've had

guys fill up the washer fluid in my car, clean the windshield, check the tire pressure, to make sure I got home safely. Many bring us food. One customer brought the girls a full dinner every Thursday. He'd bring a huge box of pot roast and potatoes, with sodas. I have a customer who brings me steak dinners from Texas Roadhouse.

Another customer—let's call him Bob—bought me a drink and gave me his business card. He and his friend, a cop, got together every three months at various strip clubs. Bob's buddy didn't say he was a cop, but dancers get a sense of such things. Bob had poor face recognition, and it was funny because whenever I would change outfits, which I do between every stage set, he would think I was a different girl, especially since I was wearing a variety of wigs. (Men like variety.) We hit it off after he realized I was the same person.

Bob was in construction, divorced, and lived in a house in the woods. He needed someone to help with renovations on the house, and I do that kind of work, so he hired me part-time to lay sheetrock in his house, do other improvements, and clean his

pool. I helped him find a buyer for his old bulldozer. He gave me a car to use, and he had a go-cart I could ride around the property.

One day I was riding around on the go-cart and smoking a joint when a police cruiser rolled onto the property. I ditched the joint, but I think the cop saw it. Then I recognized the driver in the cruiser. It was Bob's friend from the club. He just laughed; he was coming to visit Bob. Dancers are good at spotting cops in the club no matter how low key they play it.

Customers often have unusual requests. Tim came to my club regularly not to see me but in hope of dating Luna, another stripper. She was tall, very pretty, and he wasn't getting anywhere with her. One night he came in, lavished praise on me, and said he had a favor to ask. He didn't want a dance. Instead he wanted me to lie down on the stage in front of him and just talk to him. He paid me \$300. "But," he said (and everybody has his big "but"), "you have to do something for me." It was a mystery. He came in a second time, same deal: \$300 just to lie on the stage and talk to him. The third time the mystery was revealed. He came in with a nice Harley-Davidson jacket. Tim said, "I'm still going to give you the three hundred dollars but I want you to wear this jacket. Put it on as soon as you get down from the stage." I agreed. He explained, "I want Luna to see it. She broke my heart. We were supposed to date. I've been seeing her forever, and she blew me off."

I put on the jacket and went for a smoke. As soon as I got to the smoking area, I ran into Luna who said, "Oh, did Tim give that to you? That jacket was supposed to be for me." Then she ran up the stairs to the dressing room jibber-jabbering to everybody about Tim. I reported back to Tim about the effect the jacket had on Luna and he was very pleased. In the words of George W. Bush, "Mission Accomplished."

And Tim kept seeing me for \$300 non-dances. Perhaps just to drive Luna crazy.

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Bike Photo: www.brunoratsperger.com



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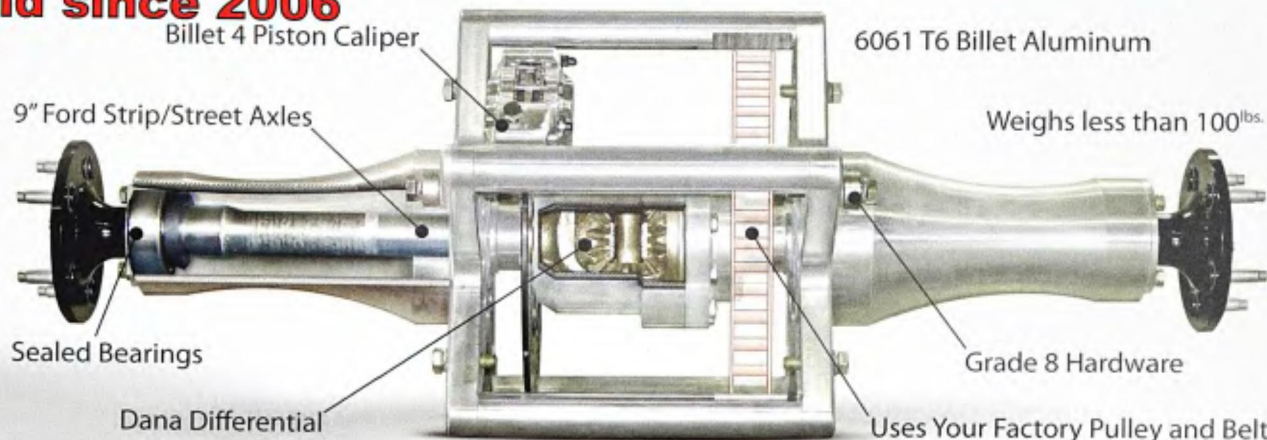
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THE 78TH RUN TO THE SUN Daytona Bike Week

To celebrate the first major motorcycle rally of spring, each year for the past 78 years, the city of Daytona Beach, Florida becomes biker heaven on earth for what has become known as Bike Week. This year's festival of fun took place from March 8th to the 17th.

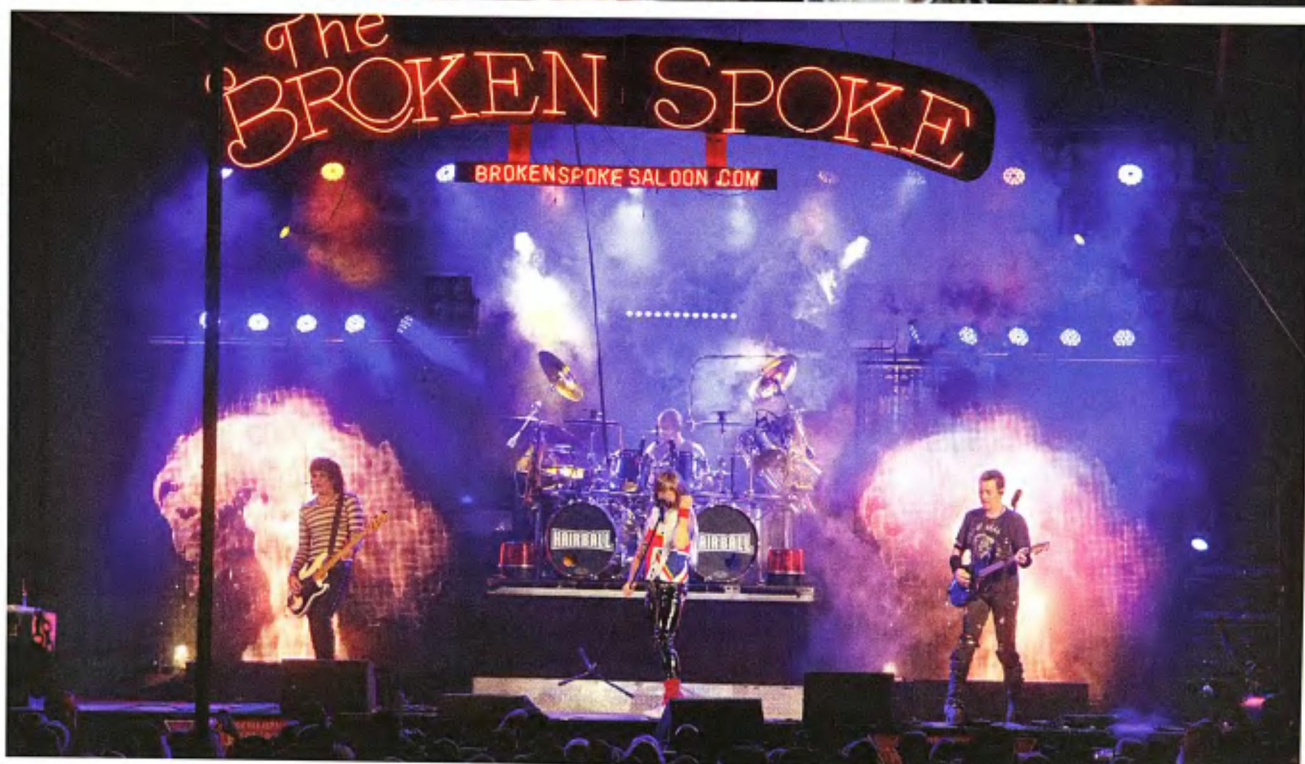
For bikers riding from snowy climes to take part in this annual rally, Daytona offered some of the best weather ever this year. Sunny skies and perfect riding temperatures were on tap for most of this run, and scooter jockeys from all over the world converged on this beach town to get their party on.

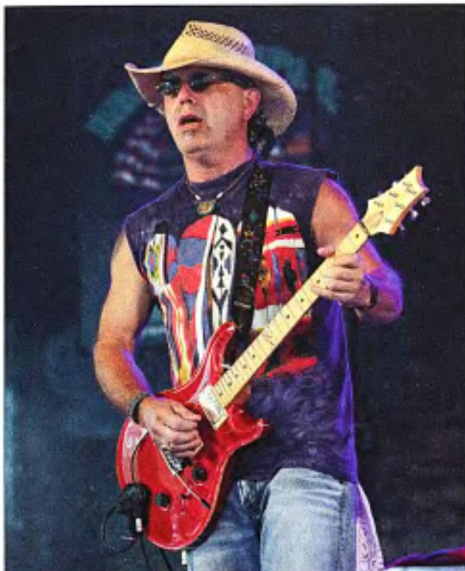
From Destination Daytona, riders

could take US 1 to hang at The Broken Spoke and The Iron Horse Saloon or head out to Main Street to be a part of the crowded Daytona experience. Hey, everybody has to do the "Daytona Shuffle" down the Main Street sidewalk at least once, right?

Beach Street, which used to be a party all its own with the original Daytona Harley, Carl's Speed Shop, and endless aftermarket vendors, has now been converted to the future site of million dollar condos save for the Indian dealership, where the parking lot is now home to the Rat's Hole Bike Show.





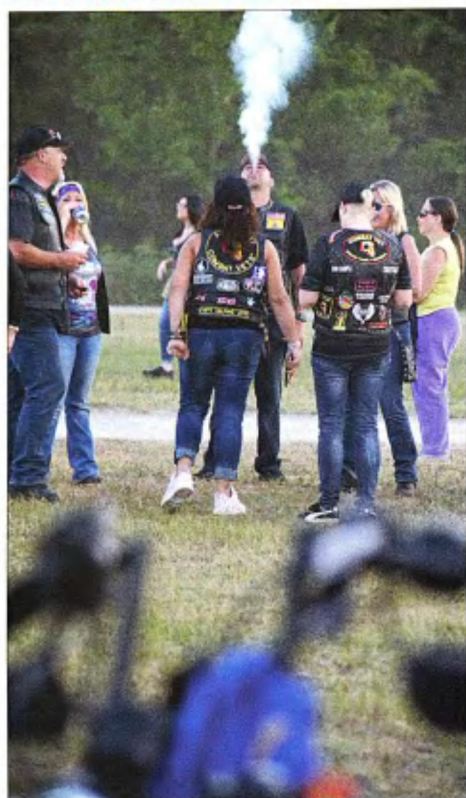


There was live music of every variety for your boot-tappin' pleasure happening just about everywhere within 20 miles of Daytona. A few favorites included the Outlaw Nation Concerts at Destination Daytona, Jasmine Cain playin' at Dirty Harry's, and a KISS tribute band called KISS America over at Main Street Station. No run to Daytona would be complete without stoppin' in at the Iron Horse Saloon to hear the legendary David Allen Coe. Other bands at the Horse included JB Walker, Danny Charles, Tornado Factory, Jake Barkley Band, Stone Senate, Gethen Jenkins, Black Water Mountain, Soul Circus Cowboys, Buck Shot, Mustang Sally, The Piedmont Boys, Miss Intent, Parmalee, Blackfoot, LA Robinson, and Colt Ford. Whew, what a line-up. And all at one place!

Right down the street at The Broken Spoke Saloon, live music included many of the same bands from the Iron Horse, but also included Jive Mother Mary, a ZZ Top tribute band called Z3, a Queen tribute band called Absolute Queen, and the tribute band kings, Hairball. Clearly the biker crowd favorite, Hairball does an incredible show with tributes to Kiss, Alice Cooper, David Lee Roth, and more.



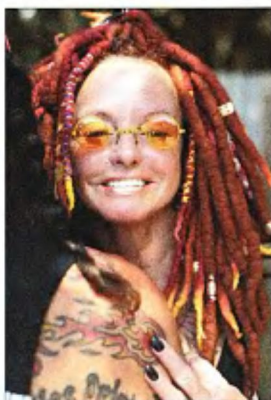
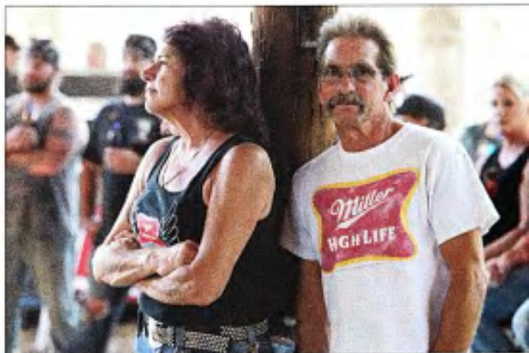
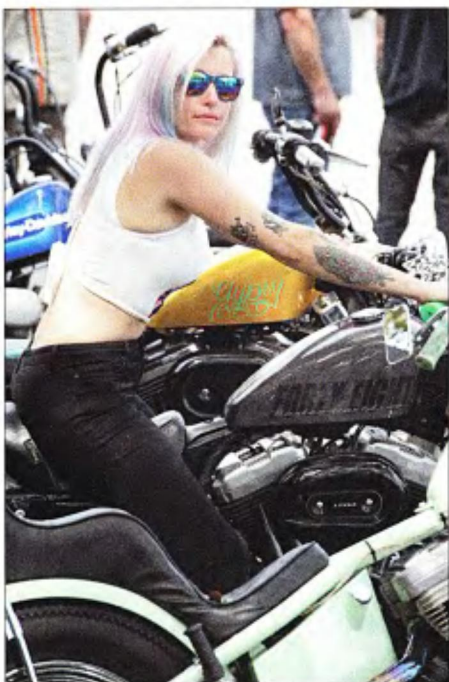




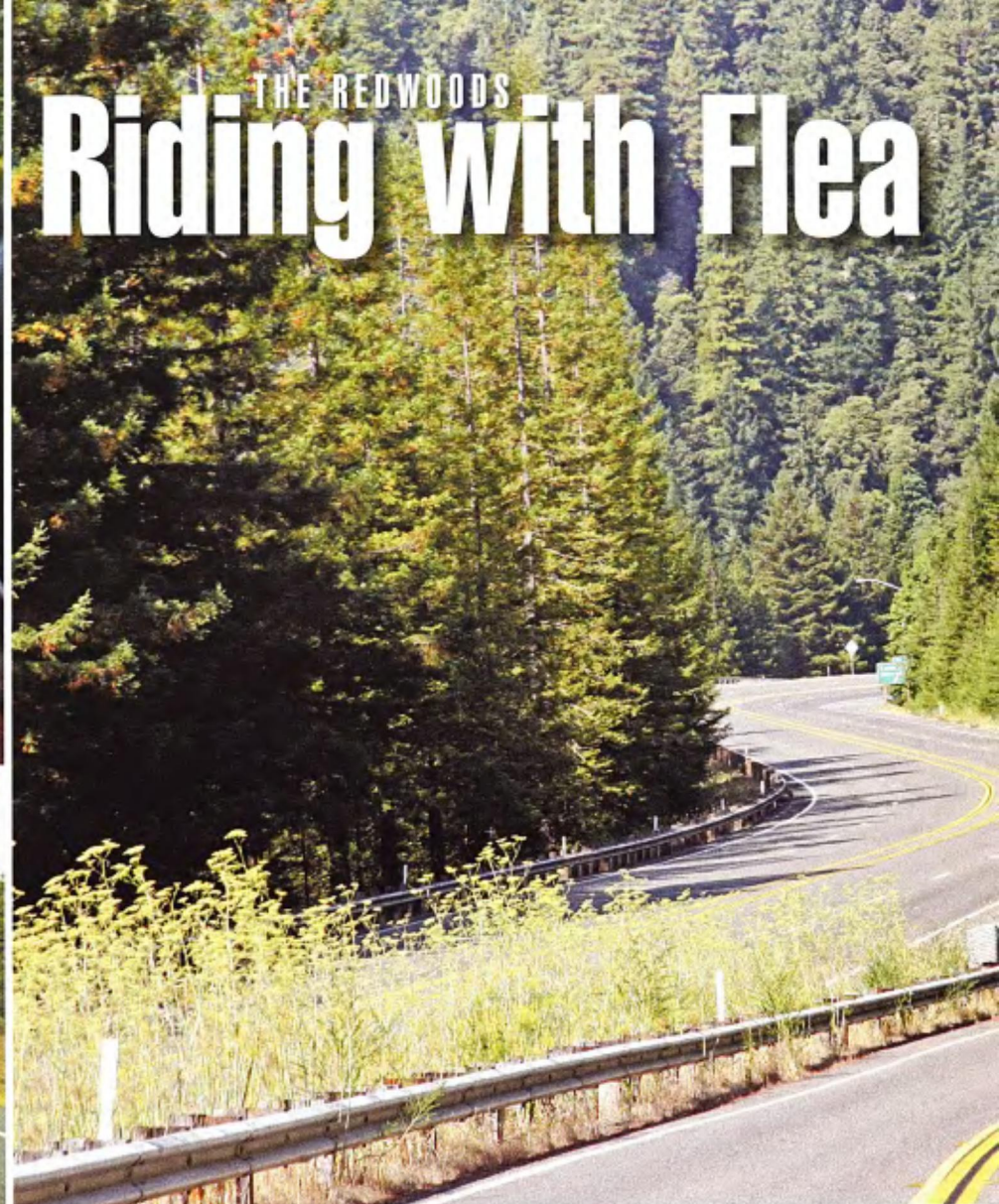
Our good friend Melissa Penland brought in concrete slabs so that all the bike shows at the Broken Spoke Saloon could sit on solid ground instead of dirt or mud, and that brought the venue to a whole new level.

Some of the great things you can do during Bike Week is see mind-blowing racing action and also take in the dozen or so custom bike shows. We'll cover Billy Lane's kickass Sons of Speed races, as well as all the ride-in bike shows from this year's run to the sun, elsewhere in this issue. Besides the thrills and chills of Sons of Speed, the AFT flat track races and hooligan races at the Speedway reminded us that all customization of motorcycles began with trying to go fast. It's all about speed.

Ace photographer Michael Lichter worked his diminutive butt off to provide you, faithful reader, with a vast assortment of memorable photos to commemorate this 78th running of Bike Week. He put together rides to showcase the natural beauty of Florida and managed to get around to much of what makes this rally truly special. Take a look and tell me if these shots don't make you want to throw your leg over your scooter and ride. —Dave Nichols







THE REDWOODS Riding with Flea

I'm a drifter. It's not just what I do, it's actually who I am, and I like it that way. From the first time I saw an *Easyriders* magazine back in 1973, I knew that scooting around the back roads on Milwaukee steel was what I wanted to do, so, here I am. My creaky bones made a corporate decision more than a decade ago that between my kicker knee and my hard tail-battered back, my chopper days were done. But that's okay because the Beast, a 2012 Street Glide, treats me pretty well these days and we keep moving just fine. There's more than 80,000 miles on the odometer and we get along great, so we've settled into the comfort of cruising around to enjoy this great country of ours.

Out of the 48 contiguous states, North Dakota is the only one left that I

haven't ridden through, so that's moved to the top of the to-do list for this year. Once all that nasty snow burns off, that is. Not being much of a fan of winter weather, me and the Beast mosey towards the Southwest desert in the fall and linger where the sun still shines in January, but by spring we usually set our sights for California. If you haven't ridden the famous Pacific Coast Highway (PCH), you owe it to yourself to put that trip on your bucket list even though the southern section is pretty congested these days.

One of the most scenic routes in the world, the PCH and S.R. 101 run concurrent along much of the state's 3,427 miles of shoreline, but it's the northern-most section of the 101, where it kicks free of SR 1 at Leggett, that I love the most. A 350-mile long stretch known

as the Redwood Highway starts at California's famous Golden Gate Park, ends at the Oregon line, and winds its way through the world's tallest and oldest trees up in Humboldt County. Known worldwide for their pot growing since back in the 1960s, Humboldt is where 17,000 acres of never-forested trees grow undisturbed in the Humboldt Redwoods State Park. These old growth, virgin Redwoods reach for the heavens and leave visitors awe struck with their magnificence in the famous Avenue of the Giants, which runs parallel to the 101.

The road narrows to little more than a paved path through the mighty behemoths and transports visitors to a place of deep shadows and verdant ferns that grow at the base of trees that are over 1,500-years old. The massive



old trees tower above the forest floor to heights of over 350-feet and nothing can make ya feel more insignificant than stopping to stand beside one of these massive giants.

If you're into hiking, there are over 100 miles of trails in the park, but personally, I'm happier cruising with the Beast, so I tend to find places to soak up the nature vibes in places where I don't have to work that hard. Like at a campground. My favorite is the Redwood River Resort, which is 27-miles south of the park and offers all the comforts of home. Located right across the 101 from Confusion Hill and offering a variety of cabin options, there are also inexpensive sites where you can set up your homestead right at the base of the Redwoods.

There's nothing like snuggling up in

your sleeping bag and drifting off to sleep to the sound of the wind gently rustling through the trees. Owned by a charming little octogenarian Brit named Billie and her family, the property boasts such conveniences as shower and laundry facilities, a built-in pool and a convenience store as well as a comfortable pub that exhibits the family's great sense of humor. Painted to represent an old English phone booth, the pub door sports a sign warning that "Muggles" aren't allowed. That's Harry Potter-speak for "non-magical folk."

Inside the pub, everyone is treated like family, and tasty pub grub and a full bar sates guests, while sports are played on the telly. The fire pit outside invites stargazing while sipping wine. If you're lucky, owner Billie will come out

to share a glass. Though she's never been a rider, Billie's certain she was a biker in a prior life and proves out her biker heart through the nearby memorial garden she fashioned inside the burned out hollow of a Redwood. Here she lists the names of the biker friends she's made and lost over the years. The lady never met a stranger, and it only takes one stay in the magic forest before you, too, become family.

If you ride out in September, ask about buying a ticket to the famous Fryed Brothers Band's annual anniversary bash and spend the weekend rocking out to some incredible tunes. So c'mon, you deserve some fun! Take a ride up to the Redwoods and soak up some of Mother Nature's magic. I'll see ya out there.

—Flea

"Too much is never enough."
—RASPUTIN, (MAYBE)



STEPHEN LIUZZI'S TURBO ROAD GLIDE

Woodlawn Wonder

Woodlawn Baggers of Greenwood, South Carolina has been around since 1976. Coleton Lewis' grandfather opened and ran the shop until he passed away in 2011. Coleton took over the operation and transitioned into the custom bagger scene. They have since built dozens of wild, big wheeled wonders such as the one you are gawkin' at here. The Woodlawn team consists of Coleton, fabricator

Randy Qualls, and Coleton's dad, James Lollis. Together, they can transform your stock Harley bagger into a true work of rolling art.

It was a no brainer for Stephen Liuzzi to choose Woodlawn Baggers to design and fabricate his 2017 Road Glide. He owns a stable of bikes, but needed a custom touring bike for the occasional long haul. While this Glide began as stock, Woodlawn had

customized it a bit before Stephen bought it. He then rode it around for a while. But when it comes to custom baggers, Stephen's motto is apparently, "Too much is never enough." And he wanted to make this bike his own.

The Woodlawn team began by bumping the already stout 103-inch Twin Cam motor up to 107-inches with Star Performance heads and cylinders and adding a Trask Typhoon





Turbo Kit and exhaust system. They also upgraded the stereo and speaker system, added Dakota Digital gauges, and Performance Machine Scallop series parts.

The swoopy new fenders, hard bags and stretched gas tank are by TOL Designs, the weapon-like floorboards are by Carl Brouhard, with mirrors by Ness, grips and brakes by Performance Machine, and stylish seat by High Rollers. The classy mix of Candy Red, Grey and Silver paint is the work of Chad Hampton of Gastonia. Naturally, a big wheel bagger needs a big damned wheel, so Stephen chose the elegant and twisty five-spoke 30-incher from Xtreme Machine. The Woodlawn crew stretched the neck with an HHI kit to accept said big wheel and Stephen was soon off to the races, making noise, getting looks, and winning trophies at bike shows. —*Dave Nichols*



"Of all the custom baggers I've ever seen, this is definitely one of them."
—ERIC IDLE, (COULD HAVE)

Owner: Woodlawn Baggers
City: Greenwood, South Carolina

Designer: Woodlawn Baggers

GENERAL

Fabrication: Woodlawn Baggers

Year and make: 2016 Harley-Davidson

Model: Road Glide

Assembly: Woodlawn Baggers

Time: four months

Chroming: C&C Plating

ENGINE

Year and make: 2016 H-D

Model: Twin Cam

Rebuilder: Woodlawn Baggers

Ignition: H-D

Displacement: 107 cubic inches

Lower end: H-D

Balancing: H-D

Pistons: CP

Heads: Star Racing

Cam: S&S

Lifters: Woods

Carb: fuel injection

Air cleaner: Trask

Pipes: Trask Turbo

TRANSMISSION

Year and make: 2016 H-D

Modifications: Barnett clutches

Shifting: 6-speed

PAINTING

Painter: Chad Humpton

Color/type: Candy Red,

Grey/House of Kolor

FRAME

Year and builder: 2016 H-D

Type: Road Glide

Mods: HHI Short Neck

Rake: 47 degrees

Stretch: none

Shocks: Dirty Air

ACCESSORIES

Bars: HHI

Handlebar controls: H-D

Fenders: TOL Designs

Headlight: H-D

Taillight: Cycle Vision

Speedo: Dakota Digital

Floorboards: Carl Brouhard

Electrics: H-D

Gas tank: TOL Designs

Oil tank: H-D

Oil system: H-D

Primary cover: H-D

Seat: High Rollers

Mirrors: Arlen Ness

Grips: Performance Machine

FRONT END

Type: FL

Extension: 2-inches over

Builder: HHI

WHEELS

Size: 30-inch front, 18-inch rear

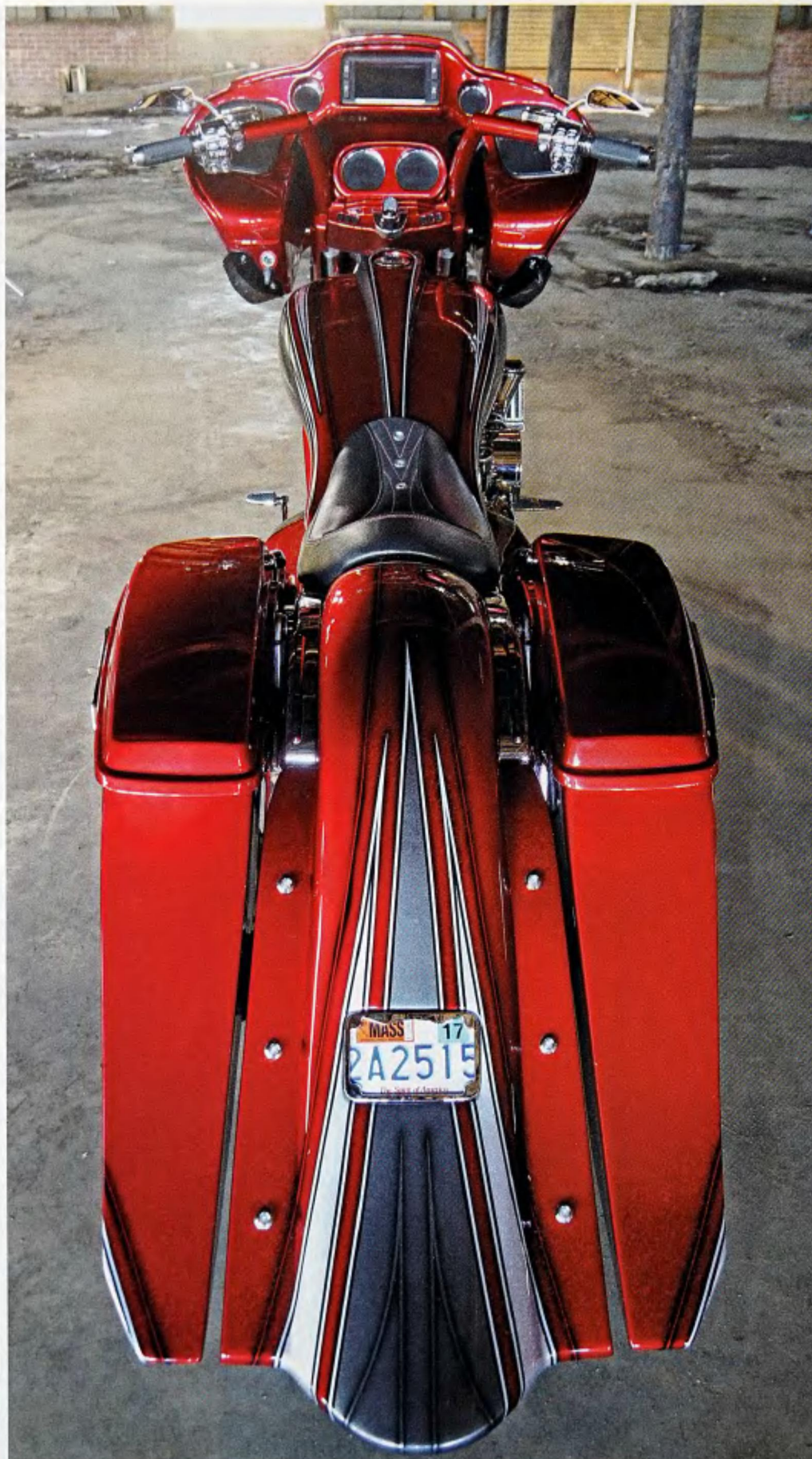
Type: Xtreme Machine

Tires: Vee Rubber front, Metzeler rear

Brakes: PM front, H-D rear

Photos: Brad Patton

Contact: Woodlawn Baggers • 864-993-5422





Puttin' Pets

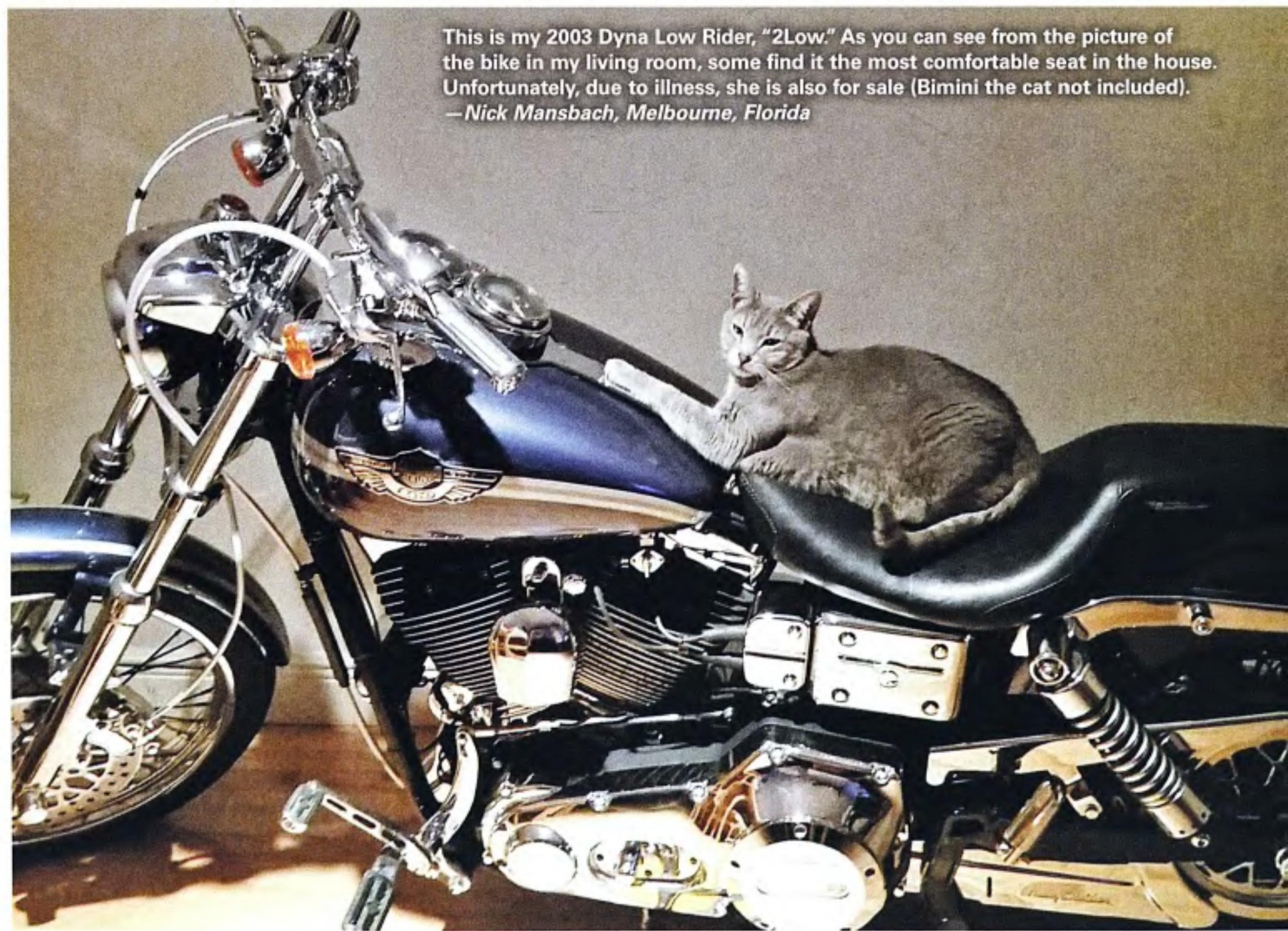
A Biker's Best Friend

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!



Kipper the squirrel, wondering if there are peanuts in the saddlebag of that '98 FXD.
—Michael Merna, Dearborn, Michigan



This is my 2003 Dyna Low Rider, "2Low." As you can see from the picture of the bike in my living room, some find it the most comfortable seat in the house. Unfortunately, due to illness, she is also for sale (Bimini the cat not included).
—Nick Mansbach, Melbourne, Florida



The trusty shop dog guards the fleet.
—Kevin N. Poor, Wister, Oklahoma



The night sky was as clear and bright as any he had ever seen. Clayton relaxed in the saddle of his Road King. He let the crisp breeze blow over him and take him to that place we all must go on a regular basis. That place of peace and contentment that can only be accessed on two wheels. He felt the bright full moon kissing him on the cheek. He twisted the grip to increase the breeze and fully enjoyed the reverie he was experiencing deep in his soul. That is, until he felt the wobble that could only mean one damned thing: flat rear tire. He tensed up, tightened his grip on the bars, exclaimed, "Shit" to the stars, the woods and the raccoons, and muscled the big bike over to the shoulder. He wished he hadn't opted for wire wheels and tubes as he slid to a stop.

Within a few minutes he had the bike levered up onto his helmet in a precarious balance. Clay began rifling through his bags for the patch kit and inflator. Just as he was about to wrench on his axle bolt, a set of pale yellow headlights pulled up behind him, a gravelly voice came from somewhere behind the lights. "Hey boy, don't do it here. Let's load her into my truck and I'll take you up to my shop. It's warm, well-lit, and I have every tube Harley ever manufactured on my shelves."

Clay ignored the boast, but quickly

agreed to the offer. It beat fiddling around in the moonlight with that damned rear wheel. Within ten minutes the bike was loaded into the back of a nicely restored Ford F100. Even the cab was in perfect shape, all except for the over-laden ashtray. It was filled with Camel no filters and one hung from the driver's lips as well. Clay rolled down his window to let some smoke out of the tight cab space as he conversed with old Ralph, the owner of the pickup.

"Nice bike you got there. She a prototype or somethin'? Never seen one quite like it," said Ralph with a quizzical look.

"Just a Road King. She's not fancy but she's plenty reliable," replied Clay.

"Yeah, until a tire takes a shit." Ralph replied with a chuckle, "It happens to the best of 'em."

"Very true," said Clay as he wondered if he liked the old boy or not. *Well, what does it matter?* Clay thought to himself, *As long as I get my tire fixed so I can cover the last hundred miles home.*

It wasn't long before Ralph slowed down, passing a mailbox that looked like a miniature barn sitting atop a tall pile of rocks. He pulled off the main road and down a gravel drive, bordered by neatly trimmed trees and shrubs. The truck brakes squealed as he pulled

to a stop in front of a freshly painted red barn. In front was an ancient Coke machine that was also perfectly restored.

"Feel free to get yerself a beer, boy. The Coke machine is filled with them. Get me one too, if ya don't mind. I'll pull right on into the barn." Clay hopped out and headed for the Coke machine as Ralph pulled the barn doors open.

Clay chuckled to himself when he spied an old fashioned can opener hanging by a cord from the hinge of the machine. He stopped chuckling as he pulled open the door of the old Coke machine. The beer cans were definitely steel with no pop tops; real vintage stuff. The can opener or a screwdriver were the only way he and Ralph were gonna drink beer that night. Clay began to feel a little uneasy in the pit of his stomach. When he entered the barn, carrying the open beers, the feeling became stronger. He was met with yet another blast from the past. On every wall in the barn were signs from gas stations, oil companies, and tobacco companies. Aeromax, Mobilgas, Ajax Cord Tires. Like the cans of beer, they looked brand new. What was goin' on here?

But the biggest miracle was yet to come. Clay turned and all his uneasiness disappeared the moment he laid eyes on her. The love of his life. His heart started beating faster the moment he saw her. Just a few yards away, parked directly under an old hanging shop lamp, sat a 1938 Harley knucklehead. She was bright blue with a classic art deco Harley tank emblem proudly gleaming under the pale light. Clay was completely absorbed by her. He walked straight to the bike, never acknowledging Ralph's voice behind him.

At that moment, time seemed to stand still. He wasn't even aware there was anyone or anything else on Earth at that moment. His eyes roamed over every inch of her, like a lover. She was beautiful, right down to her Linkert with its polished air cleaner, not showing so much as the smallest pit.

"HEY!" hollered Ralph, "I'm talkin' to you, boy."

Clay was pulled from his reverie by

Ralph's shouts and turned to his host, blinking. "Yeah, brother. Sorry. I was just interested in how well restored that knuck is." There was wonder in Clay's voice.

"That's no restoration, brother. She's all original. Now go get me a 16-inch tube. I'll make it fit. They're on the last shelf on your right." Ralph said with a bit of authority.

Clay did as he was told while thinking Ralph was as crazy as he was kind. A true biker and a bit of a bullshitter, and somethin' else he couldn't quite name.

Within half an hour the Road King was off the floor jack and leaning on its jiffy-stand, facing the door. Ralph was sitting back in an old style, wheeled, leather office chair finishing his third beer while Clay went out to the Coke machine to fetch their fourth. He grabbed a wooden crate and pulled up next to Ralph. They talked bikes way into the early morning hours. Ralph knew every detail about pre-war Harleys and some post war, but he was lost beyond 1948. Clay made every attempt to fill him in, but Ralph seemed confused by more modern technology.

It seemed Ralph was much more at ease with things he knew and nodded towards the gleaming knucklehead. "I gotta say this, boy. The look on your face when you saw Betsy over there was the look all my brothers told me I had on mine when I first laid eyes on my wife, Lord rest her soul." Ralph grinned through his sadness.

"Yeah, she's a beauty alright. You willin' to sell her?" Clay asked hopefully.

"Not on a bet, son. But I might just give her away someday when my broken ticker finally gives out. Have no offspring, so I'd will her to the right party if I'm in the right mood... on my deathbed." Ralph laughed as he said it and Clay knew right then that the old buzzard had long ago fallen off his rocker.

More beers were consumed, more tales were told, and by late morning a buzzed Clay waved goodbye to a really buzzed Ralph, promising to return soon for another visit. Clay wound his way down the manicured drive and out onto the highway, pointing the Road King towards home.

Fast forward three and a half months to the day when Clay finally found time to visit old Ralph again. He had been telling the story of Ralph and the perfect knuck to his brothers and had grown tired of the japes and jeers about his "imaginary" perfect knucklehead. So, he called out his three closest buddies to ride out to Ralph's with him. He had never gotten a phone number for the old boy and figured they'd just wing it and surprise him.

The boys left at 8am on a Saturday morning, when the weather was still a bit brisk. Clay took the lead and settled in for the ride. Two hours later he began to scan the road for familiar landmarks. He passed the area where he was pretty sure he and Ralph had loaded the Road King into the pickup. Clay hadn't remembered there being guardrails along the route, but there they were and they were plenty old and rusty. Guess he just missed them in the dark. The riders slowed a bit as Clay began to look for the pile of rocks with the mailbox atop them. He wanted to make sure he didn't miss the driveway entrance to Ralph's.

Twenty minutes later he was still looking. He pulled to the side of the road and his brothers pulled alongside him as traffic zoomed past. "Hey, Clay," shouted Jonah, "I knew you were full of shit."

"Give me a minute, you jackass. I just need to find a landmark," Clay barked. "I'm gonna do a u-turn here and head back. Stay close." With that, Clay kicked his mount into gear and hung a tight turn, heading back the way they had come. The others followed as traffic allowed.

Clay carefully scanned the left side of the highway and was rewarded when he saw, amongst heavy brush, the remains of a rusted mailbox lying in a nest of rocks. He signaled quickly and turned up the very overgrown driveway. He was amazed at the poor condition of the pathway. He rode through thick brush and past downed trees, and in the distance he spied the rooftop of the barn. He continued with his brothers, weaving and cursing as they tried to ride the nearly nonexistent path.

Clay's jaw dropped as he spied the

remains of the once-pristine barn. The Coke machine still stood in front but it lay open, and rusted out. It had seen better days. "This is the perfect barn you told us about?" Jonah hollered. "You must have been way wasted, brother." The rest laughed as they threw down their stands.

Clay felt the uneasiness he had experienced on his first visit to the place. He could hear Rod Serling in his head, saying, "You have just entered The Twilight Zone." He walked over to the forgotten barn. It was impossibly aged and leaning dangerously. He tried to pull the huge door open, then jumped aside as it toppled off the hinges, hitting the ground beside him with a resounding crash and a cloud of dust and debris.

The barn was eerily dark and appeared empty as Clay stepped inside. As the cloud of dust cleared, sunlight shown through a massive hole in the roof, and there... there lit by a shaft of light, sat the knucklehead. She was only a little worse for wear. She was covered with a thick patina of dust, and a leather welder's apron was draped across her saddle. Clay could see writing on the apron. He brushed the dust from the writing as the others stood back in a sort of reverence.

Clay could make out the words, written in grease pencil, and read them aloud. "Dear Clayton, I waited for you to return someday as I thought we hit it off real fine. It never happened and time finally caught me by the throat, or rather by the lungs. The old ticker is ready for the big sleep. I auctioned off every single thing I ever cared to own except for old Betsy here. I saved her for you. If I'd had a son, I'd have wanted him to be you. I felt a kinship the moment I spied you on the side of the road. And when I saw the way you looked when you first saw Betsy, I knew you were the only man I'd ever let have her. It was love at first sight. So here she is, boy. I know you'll take good care of her. I believe that true love can have an interesting effect on time. I know that's been true for me. And when the time comes, pass her on to someone equally worthy. Yours truly, Ralph."

—Z. Jakl

Brian McCleary of Sacramento, California tells us that he has been riding motorcycles nearly all of his life. He started as a teenager riding dirt bikes, graduated to road bikes, and says, "I have tried them all. I've had modern bikes, antique bikes, and currently, I love these old Harleys. I like working on them, I like restoring them, and I have a small collection of them in different styles."

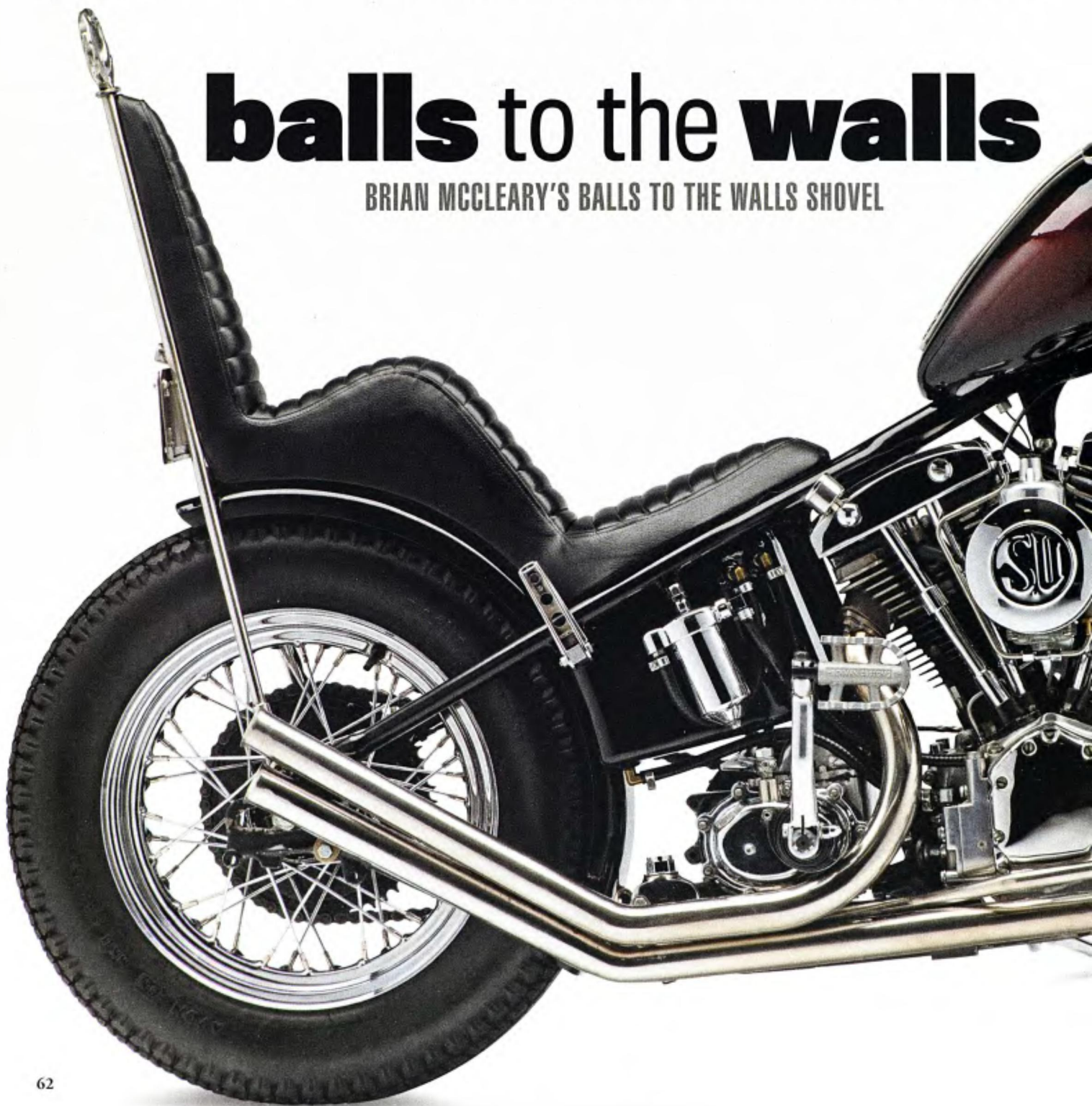
While Brian owns several motorcycles, this one is a 1969 generator shovel and his favorite. It was built for him by Justin Walls of Balls to the Walls Hardcore Fabrication in Grove City, Ohio. Justin designed and built the bike from start to finish, including the custom paint. He fabricated the triple trees and built the front end. "We wanted to keep the front end as narrow as possible," Brian

tells us. "We squeezed that 21 in tight, and like the idea of using those skinny 31 millimeter tubes to keep it even more narrow up front." The tubes are six over, with stock Harley lowers that have been shaved of all the brake tabs and fender mounts. "It's a really good, sweet riding front end."

The frame is off of a 1969 FLH that Justin modified into a hardtail. The 96 inch stroker motor features S&S heads,

balls to the walls

BRIAN MCCLEARY'S BALLS TO THE WALLS SHOVEL



"This bike is really simple and really clean.
That was the look we were going for."



"When I get a chance,
I am always out on the road, riding my bikes."



dual plugs and is running an SU carburetor. The tranny is a Harley four-speed, ratchet top with a foot clutch.

The gas tank holds a mere two gallons, also custom-made and painted by Justin. The paint goes from a deep red into a black fade. He also designed the stainless steel stripe across the top to give it a cool custom touch. The handlebars are one-offs from Zombie Performance. They were custom-made to fit the frame and Brian says, "They have a nice feel and keep me stretched out real comfortable for a long ride."

The shifter handle is a dragon's foot clutching a crystal ball, the sissy bar is likewise handmade, and everywhere you look on the bike there are subtle custom touches. "This bike is really

simple and really clean. That was the look we were going for," Brian says.

"When you look closely, you see all the small details. I wanted something that wasn't real showy, just a clean-looking chopper." He got it in spades.

You could say that Brian is sort of a chopper curator. "I am kind of a keeper of these bikes," he tells us. "I'm not necessarily the builder, but I feel like I have an obligation to keep them in good condition for people to see, and one day, to pass them on as well." He particularly appreciates the work that goes into his custom bikes and he regards them as rolling works of art.

"When I get a chance, I am always out on the road, riding my bikes," Brian says. "That is what they are for, not

show pieces, but to be ridden every day. Once you get out of Sacramento, out of the city, and head up towards the foothills and the Sierras, there is beautiful riding in this area. There are redwoods, nice canyons, the rivers, windy roads... It is just beautiful. The cool mountain air makes central and northern California a great place to ride." —Kit Maira



Owner: Brian McCleary

City: Sacramento, CA

GENERAL

Designer: Justin Walls, Balls to the Walls
Hardcore Fabrication

Year and make: 1969 Harley-Davidson

Model: chopper

Assembly: Justin Walls

Time: 1 year

ENGINE

Year/make: 1969 Harley-Davidson

Model: generator shovel

Displacement: 93 cubic inches

Cam: Andrews

Ignition: points

Pistons: S&S

Heads: S&S

Lifters: S&S

Carb(s): SU

Air cleaner: SU

Pipes: Justin Walls

TRANSMISSION

Year/make: 1969 Harley-Davidson

Modifications: none

Shifting: hand shift

PAINT

Painter: Justin Walls

Color/type: deep red, fade to black

FRAME

Builder: Harley-Davidson/Justin Walls

Rake: stock

Stretch: 2-inches up

Shocks: none

Other Modifications: tabs removed,
cleaned up

ACCESSORIES

Bars: Zombie Performance

Handlebar controls: none

Fender: 5-inch flat

Headlight: old chopper find

Taillight: LED custom Justin

Electrics: simple

Gas tank: Justin Walls

Oil tank: Justin Walls

Oil system: stock

Seat: Justin Walls

Pegs: H-D

Grips: H-D

FRONT END

Type: Sportster

Extension: 6 inches

Builder: Justin Walls

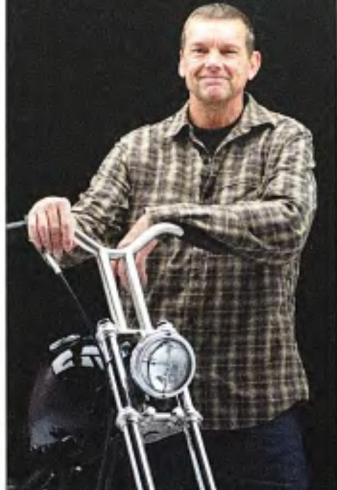
WHEELS

Size: 21-inch front, 16-inch rear

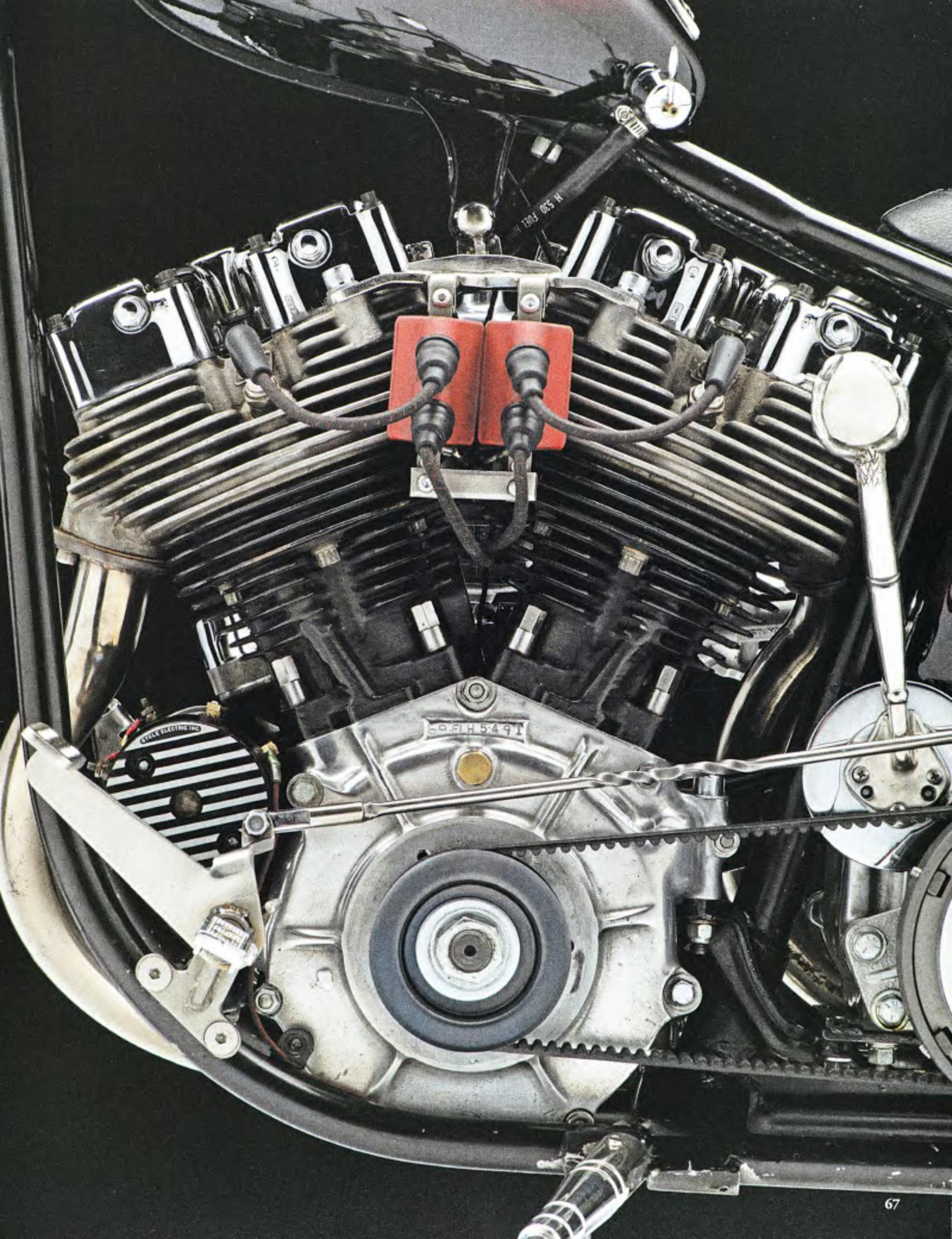
Wheels: spokes

Tires: Avon

Brakes: juice drum



Photos: Michael Lichter





Barthelme

"Hon, have you seen my new electric feather duster?"

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Screaming Eagle Back



Screaming Eagle Front



Hardcore Front

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Peekaboo See-through back



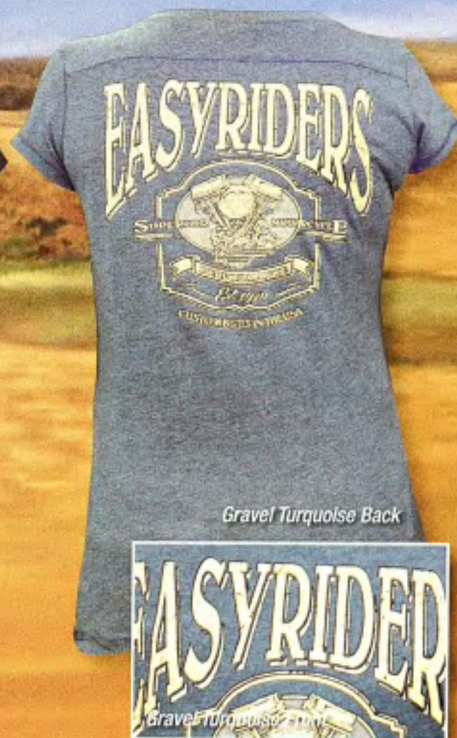
Peekaboo Front Black



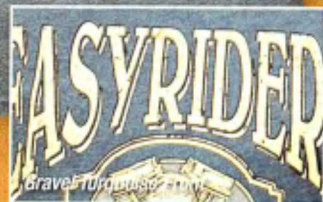
Peekaboo Front Pink

Peekaboo Womens Tee

Short Sleeve, V-Neck, See-through back cutout
 2194 Black / 2195 Pink \$29.95



Gravel Turquoise Back



Gravel Turquoise Womens Tee
 2197 Short Sleeve \$21.95

womens



Gibtown Bike Fest 2019

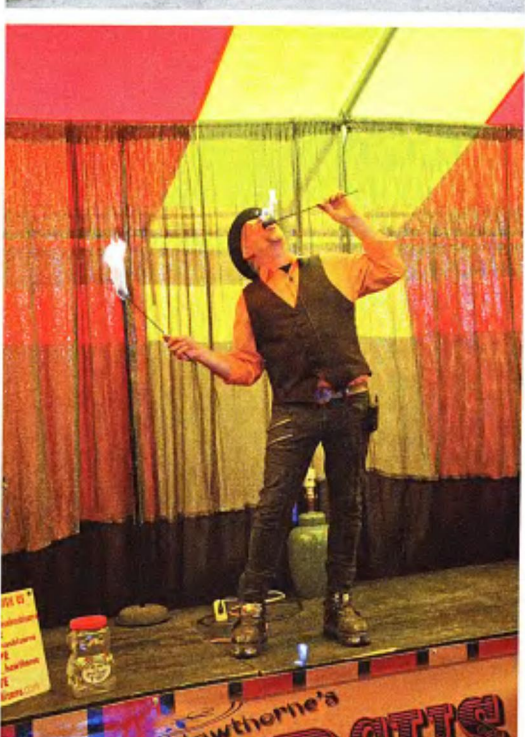
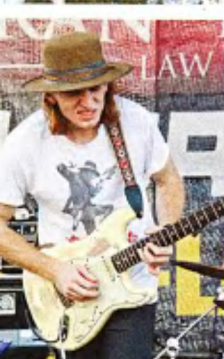
"COME SEE THE FREAKS, FIRE BREATHERS AND THE HEADLESS WOMEN!"

January is generally a ghastly time of year when many, north of the Mason Dixon, ache for saddle time while their wheels sit comfy inside the warmth of a garage. Of course, I know there are those among us who laugh in the face of frostbite. But for us average Joe's who detest the frosty side, Ol' Man Winter simple squashes most attempts to hit the open road. So, when the call came in to head south toward the sunny skies of Florida, for what could best be described as a traveling carny

bike rally, I jumped at the chance. Warm temps, perfect sunny skies, some top notch entertainment and a little biker accoutrement shopping were just what the doctor ordered.

Gibtown Bikefest was held January 11 - 13 in Gibsonton, Florida on the grounds of and hosted by the International Independent Showman's Association (IISA), just a short jaunt from Tampa/St. Pete. Not a bad place to be in January. The IISA in Gibsonton is better known as a seasonal showman's

retreat. It is a winter haven for the folks that celebrate the Carny lifestyle. Consequently, with a pedigree such as that at its roots, it's no wonder this curious mix of motorcycles with a splash of sideshow carnival has been labeled the most entertaining bike event in the country. As testament to Ron Long, IISA ex-president and founder of this gathering of mixed oddities, 2019 marked 16 years for the charity event. To this day, they do not charge admission for entry, parking,

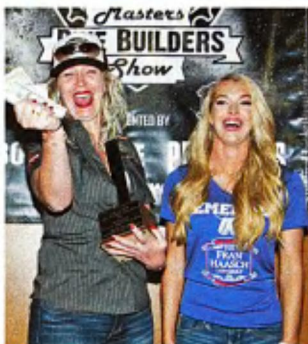
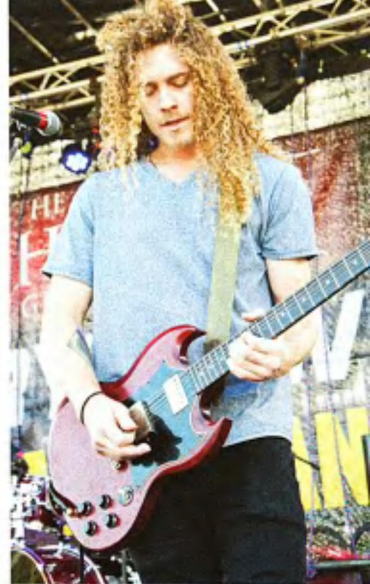
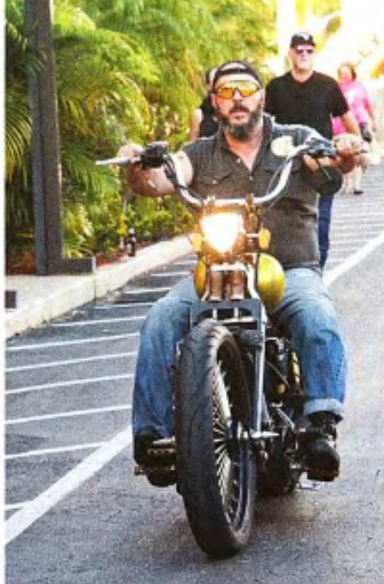


concerts or shows and have still managed to raise hundreds of thousands for local charities over the years. The attendance has grown from a simple one-day poker run with a handful of riders, to over 15 thousand biker-friendly folks gathering together for a three-day biker carnival.

Upon arrival, it was hard not to notice that Gibtown is a smaller rally compared to many. Size wise it compares to some campground rallies I've attended. However, this is where

Gibtown's experience shines bright. In about the same space, there are more vendors, more stages (inside and out), stunt shows, sideshows, three ride-in bike shows, a Harley dealer tent filled with all the new models along with tons of used bikes for sale and a learn to ride experience. Add to that a full size carnival-style Ferris wheel and a helicopter pad for rides along the Alafia River. It's plain to see these guys have been doing this a while. And not just here at Bike Fest.

As I studied the layout and the schedule for the weekend's festivities, a blaring announcement, with a perfected old fashion carny flair, echoed throughout the property, summoning the masses to view the crazy stunt antics of Johnny Rockett's Cycle Circus Stunt Show Spectacular. It didn't take long for the small space in front of the Circus Big Top facade to get packed elbow-to-elbow. While the Ringmaster bellowed to his audience, a giant clown face that provided the

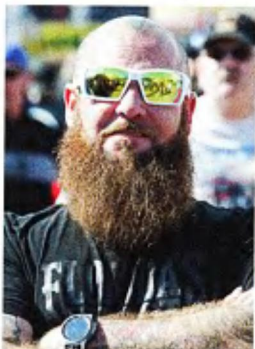


backdrop for the whole scene, started belching BMX and motocross riders. They promptly took flight and started flipping and flying through the air in true X-games fashion. A pretty young jester twirled on a makeshift high wire as three riders squeezed into the caged globe of death and fist bumped as they circled inside the cage in perfect syncopation. Then that same pretty gal, known around these parts as Galaxy Girl, climbed onto something called a

"Cycle Tron." The Cycle Tron is best described as a circular motorcycle powered lever contraption that spun our pretty acrobat around in circles, 40 feet above the ground. As the Cycle Circus wound down their performance, a gentleman sporting a vintage pinstripes and derby getup, started barking, "Come see the freaks, fire breathers and the headless women" attempting to steal the crowd before they headed back toward the bar. Just a

few yards away from him sat a wrestling ring with two oversized behemoths engaging in a WWE-style smack down. It was quickly apparent that Gibtown isn't your typical bike rally.

On the normal side of things, our old pal Reverend Jim (Racing for Orphans) with an assist from the Born to Ride TV crew, sponsored a master bike builder challenge with cash for tops in all classes. Five hundred dollars and an all expense paid trip to compete in the



AMD show in North Carolina later this fall went to the best of show winner. Congrats to Tim Firstenberger for his one-off custom Sporty. You've seen Tim's amazing work sporting the pages of *Easyriders* before so, it's no big shocker that he took the win.

Local and national bands put on outstanding performances this year. DeCarlo with Tommy DeCarlo, current front man for legendary rock band Boston, put on a spectacular show on

Friday and Great White drew a big crowd as Saturday's headliner. Local favorites Bobby Friss and The Greg Billings Band were joined by The Black Ties, Come Back Alice, Dirt Road Rodeo, Stonegrey along with a dozen other artists rounded out the weekend's musical entertainment schedule.

Day three brought us the master builder awards, one last chance for a go around on that Ferris Wheel and the bold southern country rock sounds of

Soul Circus Cowboys sent everyone on their way with some renewed bounce in their step.

So next year, when the chill settles deep into your bones, think palm trees and the sunshine state. To fill your winter scooter craving with something a little different, maybe a trip south to Giptown Bike Fest might be just what your doctor ordered.

For info on next year's rally visit giptownbikefest.com. —Don Rogers

"I just want to be remembered
as the guy who is known for
doing motorcycle music."



BIKES, BLUES, AND CHARLIE BRECHTEL MOTORCYCLISM

"In all the world, only two legendary cultures exist that are purely American. They center around the music known as The Blues, and the American Motorcycle Culture."

—FROM THE OPENING OF CHARLIE BRECHTEL'S
BIKER MOVIE, *ROUGH BOYS*

Charlie Brechtel grew up in New Orleans, surrounded by a family of gangsters—not the Crips and Bloods variety, rather the Good Fellas, Italian variety. He was raised rough, with a no-nonsense upbringing that shares many of its rules with the biker culture. We're talking about such rules as "never snitch," and "your word is your bond," and "show no fear."

He spent many of his formative years listening to Blues musicians play at his Aunt's bar. In this classic New Orleans Club, Charlie learned to love music and motorcycles; passions that would define his life. "A lot of motorcycle clubs hung out at my Aunt's bar," Charlie tells us. "The Gallopin' Gooses used to hang out there. Then they'd ride over to the Royal Castle burger joint and take up that entire side of the street with their bikes. We'd watch the Mardi Gras parades from there. I was like 13-years-old and just loved that scene; bike people diggin' the Blues."

Charlie moved to California and started a band called Pointe LaHache in 1989. "I wrote a song called 'Redneck Mother' and people went crazy over it," Charlie recalls. The song echoed Charlie's down-to-earth code of ethics. "The San Jose Hells Angels came to hear me play. They invited me to the clubhouse. Then they invited me to go ridin', and pretty soon, I was the club's favorite band." This was not just because Charlie is a stand up biker, but also because his music is the perfect soundtrack for the biker lifestyle, taking listeners on a two-wheeled sojourn that began with the end of World War II and the beginning of the wild ones.

"Goodtime Charlie," as he is known in the music world, weaves legendary

bikers into his songs; men such as Wino Willy Forkner and Sonny Barger. "I met Sonny at a club run and told him I had a song for him," Charlie remembers. "I got up on stage and did 'Red and White' for the first time. Pretty soon, I started writing all motorcycle songs. About then the Internet was firing up and I had a little web site. I was getting gigs at motorcycle rallies all over the country." This led to the Charlie Brechtel Band being booked on their own stage in Sturgis every year, as the house band at the famous Buffalo Chip. His popularity and acclaim reached television when his song 'Riding in the Wind' was chosen to be used in the smash hit TV series *Sons of Anarchy*.

The religion of "motorcyclism" also led Charlie to create Bikers Inner Circle Radio in 1996. "I had to invent Biker Radio to get my songs on the air," Charlie says. "A Warner Bros executive told me there was no genre for biker music. But I knew that I had to keep doing this. I have to break down those doors." Today Bikers Inner Circle is the biggest biker radio network in existence.

In his travels, Charlie has torn down walls and opened doors for bikers from all walks of life. In fact, since his music takes in the entire riding spectrum, he has been able to break down some doors and encouraged communication between motorcycle clubs. We can think of no other musician who has been able to bridge the gap between clubs the way Charlie has. His All-American motorcycle music albums include *Freedom*, *Iron Buffalo*, *Iron Voodoo*, and *Made in the USA*.

Outside of the biker world, Charlie has worked with such world-class musicians as Gregg Allman, B.B. King, Dr. John, Buddy Miles, Aaron Neville, John Lee Hooker, and Deacon Jones. He has opened for such artists as Dave Mason, Foghat, Edgar Winter, Jackyl, and many others.

Playing with Blues legends, Charlie saw how great artists such as John Lee

Hooker and Deacon Jones could so easily be forgotten. So, with producer Dennis Sanfilippo, the two friends started the Blues Awards to honor veteran musicians and create a scholarship for music programs. His long friendship with Dennis has included producing albums, and now, biker movies.

Their film *Rebel on the Highway* is a modern day twist on the folk legend of Bluesman Robert Johnson selling his soul to the Devil in exchange for guitar-playing prowess. The movie was made by bikers, for bikers, and the entire cast rides. *Rebel on the Highway* has five stars on Amazon Prime and is also available on the website Choppertown. DVDs, Blu-Rays and the soundtrack album can be purchased on rebelonthehighway.com.

The same team is currently in production on their second biker film, *Rough Boys*, in which viewers can gather clues in an on-screen treasure hunt to find a real treasure in the form of a \$40,000 custom chopper built by Mondo of Denver's Choppers and motorcycle industry leader Paughco, as well as \$10,000 in cash!

Not too shabby a life for the "rough boy" who learned to play The Blues and make his mark in two-wheeled history. "It's all about motorcyclism," Charlie laughs. "I don't want to be a mayor, or a congressman or the President or anything like that. I just want to be remembered as the guy who is known for doing motorcycle music."

We'd say that's mission accomplished, Charlie! —Dave Nichols

Listen to Bikers Inner Circle Radio at bicradio.com

Check out the film *Rebel on the Highway* on Amazon Prime, Choppertown or at rebelonthehighway.com

Learn more about the Charlie Brechtel Band at bicproductions.com



"Oh, here you are! I've been looking for you in all the bars!"

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A totally "chopular" drag bike.



Matt Harris of Alcoa, Tennessee is a big fan of drag racing, and it's in the drag racing spirit that he, with some help from his dad Ed, and a couple of buddies, built this unusual chopper that he calls Count Chopula. "We originally built the bike for the SEMA Show and took it to a couple of bike shows," Matt explains. "We bought the engine and transmission, which leaked like a sieve, from a guy who'd busted a lifter on it and torn up the cam chest and stuff. The thing has a 93-inch S&S Sidewinder stroker kit in it, and we found out the transmission had a brand-new set of Andrew gears, along

with a Karate primary."

At the time, Matt hadn't built a chopper in a while and was just beginning to drag race, so he wanted to build a bike somewhat reminiscent of a 1970's funny car. "I handmade everything," he says. "The chassis was built with just a little stretch up and out. With all the gussets, and the way the tubes are bent, it kinda emulated a dragster chassis. And all the cool drag frames back in the day were all chrome or polished."

He picked up the entire rear wheel set-up from Rocket Wheels in nearby Chattanooga. If you haven't guessed

already, it's a car wheel, replete with a must-have Coker tire. Matt's buddy Carp machined an adapter to run the drum brake off a 1957 panhead.

The nimble front wheel came from a buddy of his in California. "We were gonna make a similar wheel, but Rick Bray posted a photo online that he had made for a guy, so I called and asked him to just make another one. He calls this one the Tennessee Ten Spoke. Anyone into old drag racing will recognize it right away as an old Anglia mount for front dragster wheels, except the wheels used to be made out of magnesium back in the day.



COUNT CHOPULA

MATT HARRIS' DRAGSTER TRIBUTE

But this one is just tubing welded in."

The gas tank and oil tank are made from aluminum, and for the side panels, Matt rolled the pleats in with a bead roller and polished them. There are no hand controls other than the throttle. "It's all foot clutch, which my buddy Carp machined. They've got the sort of old hot rod pedal look."

The "sorta" shotgun pipes are painted white ceramic, again for the old drag car look, and the oil tank is in the fender-seat unit. "The bike was built to be a rider," Matt says, "and I got to ride it a good bit. But just as I got everything dialed in, some guy wanted it worse than I did, so he threw out some cash and owns it now."

As far as the bike's name goes, Matt says, "All the cool dragsters that I remember growing up as a kid had really cool names, like the Jade Grenade or Chi-Town Hustler. They were all really cool, but pretty cornball at the same time. We named this one Count Chopula because it was really just kind of making fun of all the cool kids nowadays that talk about chopper stuff and call it chopular. They say 'that's really chopular,' and we're like, 'yeah, you're a tool!' But you gotta wear skinny jeans whenever you talk like that."

—Tripper



Matt bought the bike from a local guy with the "promise" that it was going to be torn apart in about 45 minutes.



Owner: Matt Harris

City: Alcoa, TN

GENERAL

Year and make: 2017

Model: chopper dragger

Assembly: 40 cal

Time: 8 weeks

Chroming: S&H Plating

ENGINE

Year and make: 1972 H-D

Model: shovelhead

Rebuilder: Thunderman

Ignition: Vertex

Displacement: 93 cubic inches

Lower end: S&S

Balancing: Custom Cycle Corner

Pistons: S&S

Heads: H-D

Cam: S&S

Lifters: S&S

Carb(s): S&S

Air Cleaner: Bison

Pipes: 40 cal

TRANSMISSION

Year and make: 1972 H-D

Type: 4-speed

Modifications: Andrews gears

Shifting: left hand shift

PAINT

Painter: 40 cal / Mike Miller

Color: Kandy Purple over Purple Haze

Type: House of Kolor

FRAME

Year and builder: 2017 40 cal

Type: chopper dragger

Rake: 40 degrees

Stretch: 8-inches up, 6-inches out

Shocks: none

Modifications: completely handmade

ACCESSORIES

Bars: 40 cal

Handlebar controls: 40 cal

Fender(s): 40 cal

Headlight: El Cheapo

Taillight: cheaper than the headlight

Pegs: 40 cal

Electrics: minimum

Gas tank: 40 cal

Oil tank: 40 cal

Oil system: S&S

Primary cover: Karata/Primo

Seat: Comfiass Seats

Mirrors: M.I.A.

Grips: Lowbrow

FRONT END

Type: Springer

Extension: 12-inches over

Builder: 40 cal

WHEELS

Size: 21-inch front, 16-inch rear

Tires: Firestone front, M&H rear

Brake: drum rear



Photos: Michael Lichter
Contact: Matt Harris
madpencycles@aol.com





WHITE KNUCKLE DAYTONA FUN

Billy Lane's Sons of Speed Races

For the three or four of you who may not know, Sons of Speed is a motorcycle race inspired by early 20th-century board-track racing, featuring stripped-down bikes with pre-1925 American V-twin engines tearing around a steeply banked, paved racetrack. The races began a few years ago and make a home at the New Smyrna Speedway's half mile track. The Sons of Speed races during Daytona Bike Week offer thrilling, wide-open, full-throttle motorcycle racing at its best. We're talkin' about race bikes with no brakes, no clutches, and a deadman's

switch. This year the crowd to see the races grew to epic proportions, becoming an absolute "must-see" event during Bike Week.

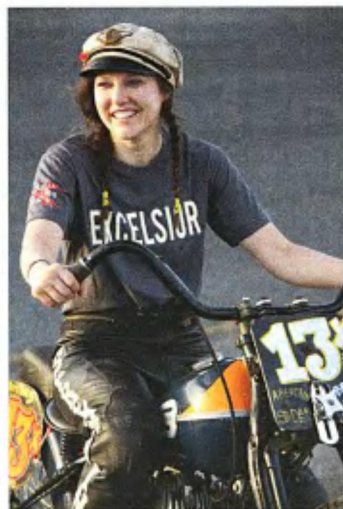
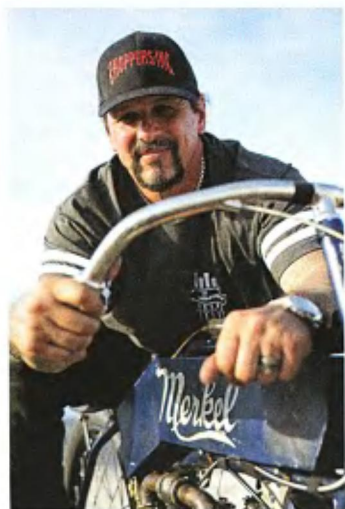
Founded by master bike builder Billy Lane of Discovery Channel's *Biker Build-Off* and *Monster Garage*, the Sons of Speed races feature some of the sport's most accomplished riders, builders, and motorcycle enthusiasts. This year's races included over 60 riders and three classes: Classic 61, Hot 61, and 45 Class, all racing on motors that are nearly 100 years old.

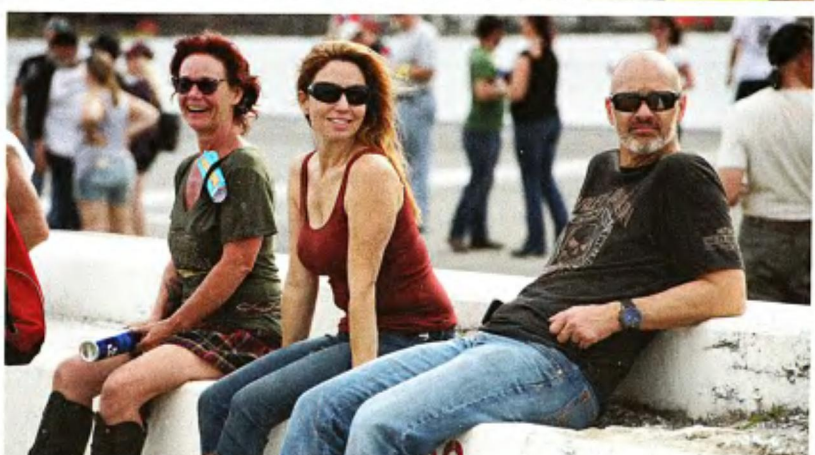
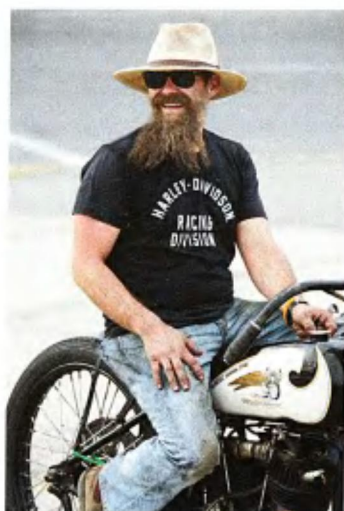
Berry Wardlaw of Accurate Engineering

pulled yeoman's duty, staying up at all hours to mend broken engines from the qualifying races and to get these antique motors to keep firing. When the smoke cleared on Saturday, the 2019 winner was none other than the Discovery Channel's *Moonshiners* TV star Josh Owens. He is a regular beast on the track, climbin' the walls for the win in the Classic 61 Class. Billy Applegate took the checkered flag for the Hot 61 Class and the 45 Class.

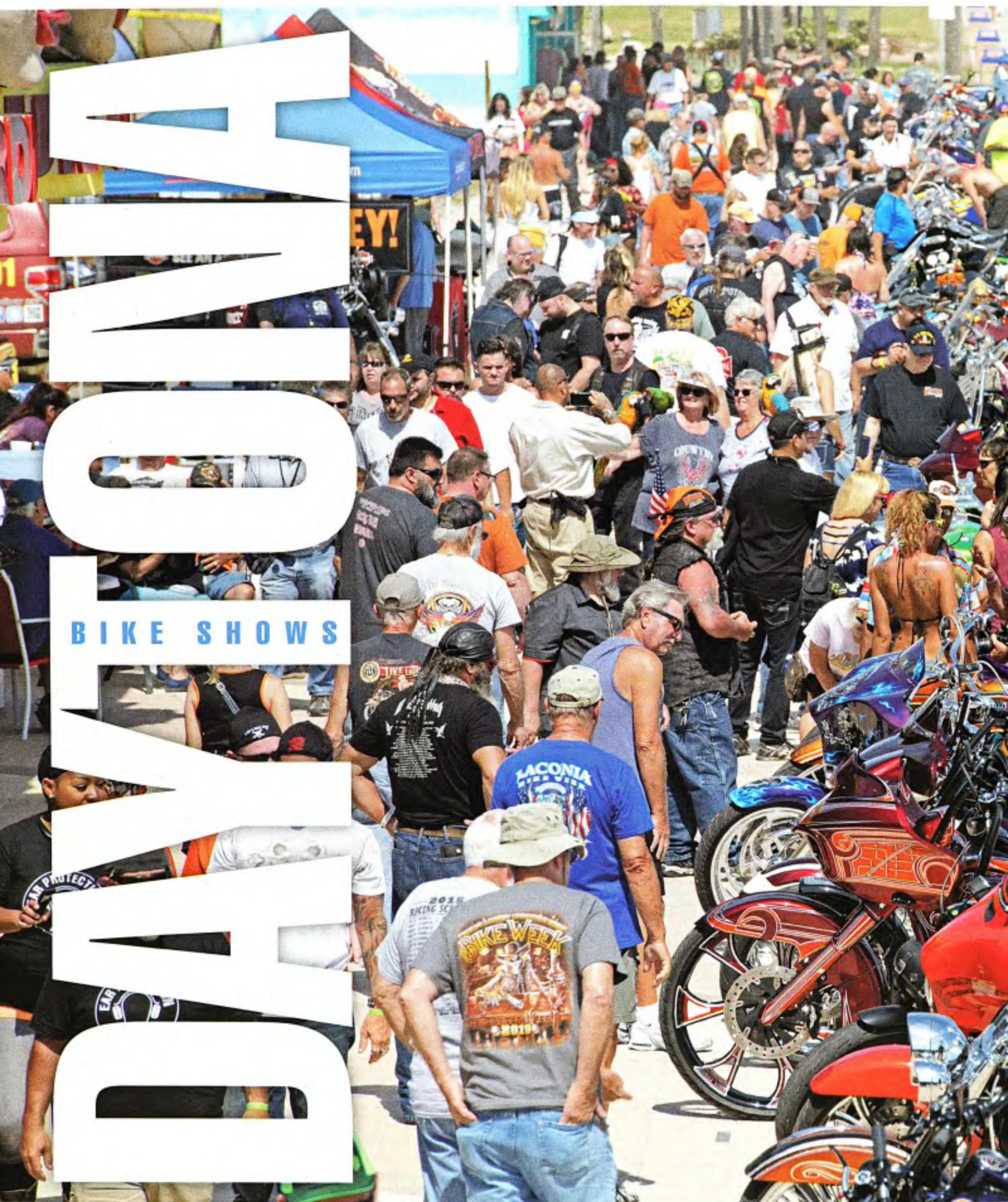
Next stop for this nail-biting, thrill-seekers competition is Sturgis Bike Week.

—Dave Nichols





Photos: Michael Lichter





Daytona Bike Week has become known for its ride-in bike shows. As long as there have been motorcyclists coming to enjoy the Florida sun and take in the races (right on the beach in the early days), there have been places to go and see some of the coolest custom bikes around. We asked Michael Lichter to attend as many of these shows as possible this year to bring you a sampling of some of the best bikes fresh from Daytona Bike Week, viewable right from your La-Z-Boy at home. Were there more ride-in bike shows during Bike Week than listed here? You bet there were, but the following are our favorites here at *Easyriders*.



46TH ANNUAL RAT'S HOLE CUSTOM BIKE AND CHOPPER SHOW

Big Daddy Rat has been producing this killer collection of scooters for 46 years now. Known as the largest show in Daytona, this year's shenanigans took place in the parking lot behind the Indian dealership on Beach Street. There was an Indian and Vintage Motorcycle Show on Saturday the 9th, a V8 Parade on the 11th, and the Rat's Hole Show itself on the 16th featuring 16 classes of motorized masterpieces.

30TH ANNUAL BOARDWALK BIKE SHOW

The Boardwalk Show is a favorite for those who love looking at two-wheeled custom creations combined with the backdrop of the glorious Atlantic Ocean next to the Main Street Pier. On Friday, the 15th, over 200 entries and 20 classes made this a must-see show.

PEREWITZ CUSTOM PAINT SHOW

March 13th saw the Dave Perewitz Custom Paint Show out at the Broken Spoke Saloon. The world famous bike builder and master painter was on hand to give out a \$1,000 cash prize for best paint, along with the ever-charming Jody Perewitz.

GARAGE BUILD NO PROS SHOW

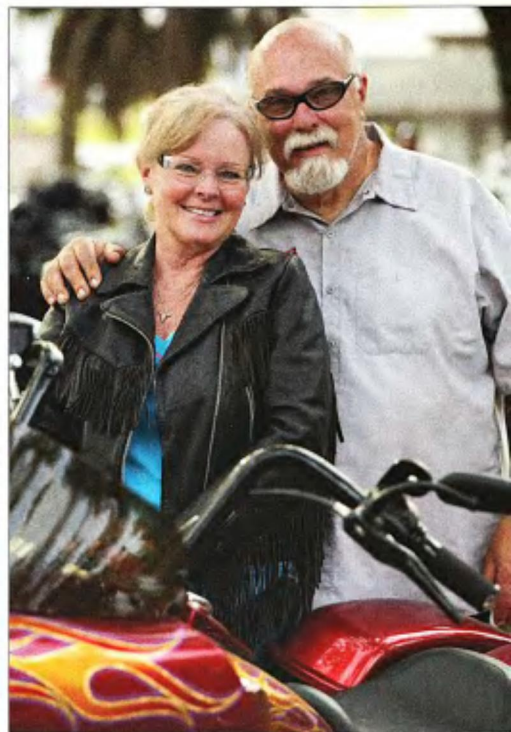
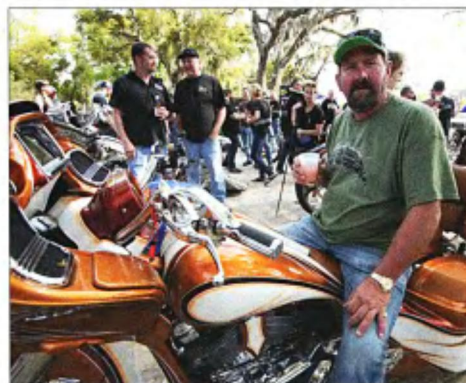
Also out at the Broken Spoke on the 15th, this show offered a home for custom builds and classic motorcycles for home garage builders. That's right, no pro builders were allowed, but they double up on the heart and soul. Sponsored by Dennis Kirk.

WARREN LANE'S TRUE GRIT ANTIQUE GATHERING

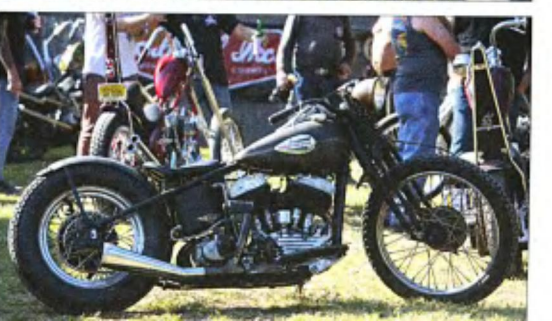
A truly remarkable display of vintage motorcycles was showcased at this get-together out at Destination Daytona on the first Sunday of Bike Week. Owners of pre-1970 motorcycles, any make, model and style, were invited to show off their machines and socialize. There was no judging and no cost, just good times with good friends.

WILLIE'S TROPICAL TATTOO CHOPPER TIME BIKE SHOW

This old school chopper show has gained quite a reputation for being the coolest place to be during Bike Week,



DAYTONA BIKE SHOWS



and it delivers. Held on the 14th at Willie's Tropical Tattoo Shop on Ormond Beach, the ride-in show offers 20 classes and live bands with proceeds go to the Veterans Support Fund.

LOWDOWN HOEDOWN

This bike show and party was held at Al Bulling's killer Last Resort in Port Orange on the 16th. Live entertainment included Rammer and DJ Jukebox Bully. There's nothin' like hangin' at Al's hallowed haunt. Proceeds went to the American Cancer Society.

AMCA VINTAGE MOTORCYCLE SHOW

The Antique Motorcycle Club of America held a great afternoon of over 200 classic bikes on display at the Streamline Hotel on South Atlantic on Saturday, March 16th. It was a day filled with rare machines, food, drink, and music. What more do you want?

PAUL YAFFE'S BADDEST BAGGER SHOW

Want to show off your custom touring bike? Then Paul Yaffe's Bagger Nation Baddest Bagger Show was the place for you. This ride-in show took place out at Daytona Speedway on Friday the 15th, and was packed with out of this world, high-end custom baggers. The Best Bagger winner won a bike feature right here in *Easyriders*.

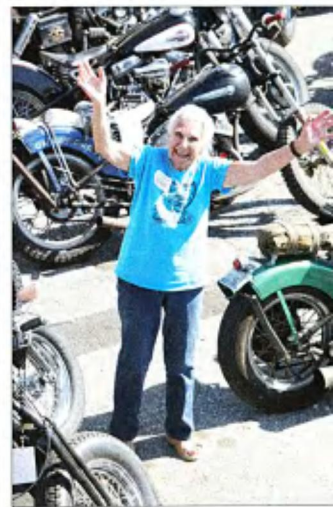
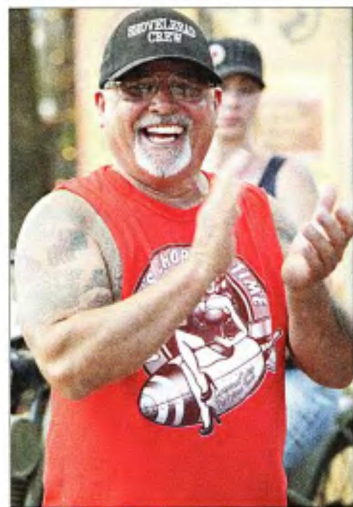
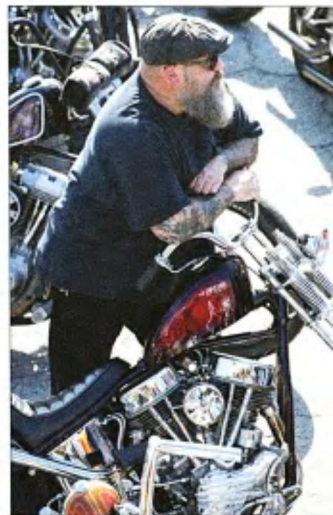
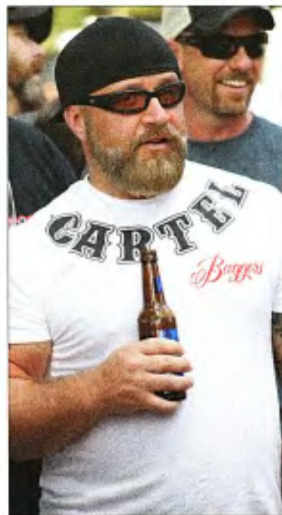
RICKY BONGOS' WILD VEGAS PARTY SPORTSTER SHOW

There was a bike show for every taste during Bike Week and Ricky Bongo's is dedicated to the venerable XL. Touted as being filled with booze, broads, and bands, this party was held at The First Turn Pub in Port Orange on Monday, the 11th. The projectile vomiting contest alone was worth the price of admission.

BOOGIE EAST CHOPPER SHOW

Last, but not least, the Boogie East was also held on the 15th. I don't know how Mike Lichter got around to see everything on this farout Friday. Luckily, this one was held at night over at Annie Oakley's Saloon in Ormond Beach and featured one of Mike's favorite bands, Lulu and the Black Sheep. Chemical Candy Randy brought an East Texas flair to this kickass event.

—Dave Nichols



DAYTONA BIKE SHOWS



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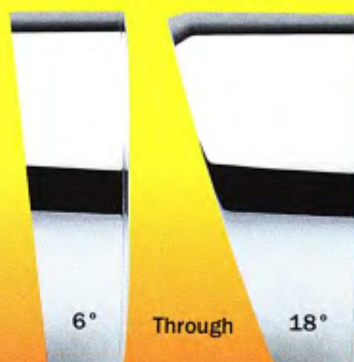
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*"I was surprised, as always, by how easy the act of leaving was,
and how good it felt. The world was suddenly rich with possibility."*

—Jack Kerouak

—Pic by Jonny Bourgalt, Ventura, Calif.





Breakfast should always include a delicious, nutritious bowl of Wheelies.

—Ben Zales, El Lay



A vintage road sister rolls her own.

—Easyriders Archives



Beatnik unchained. —Kit "Not the Devil" Maira, Calif.

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



Gabe gets some Oklahoma crude on his 1949 pan/shovel.

—Chris and Gabe Gibbany, Harrison, Ark.



How to get everything for free at Bike Week. —Big Brad, Parsonsburg Md.



Donny, Missy, beer. —DaveyDawg, Abingdon, Md.

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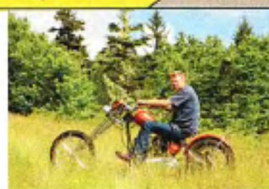
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This Month's Winner

Feast your eyes on long and lean 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. Stalk on back to page 6 to see her catch and release Steven Smith's sweet-ass 1981 shovelhead.

—Captain Meatbook



#0701 Ari-Arizona

"My first time on a Harley I was so nervous I peed myself just a little!"



#0702 Kady-California

"My first time on a Harley was awesome. I have been hooked ever since!"



#0703 Kania-Arizona

"My first ride on a Harley was a beautiful day and I never wanted to stop!"

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

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

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

- Entry photos must be topless. No Polaroids or scanned photos!

- The release form (on this page) signed and a photocopy of model's driver license.

- A photograph of the model holding the signed release form and her driver license.

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

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

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

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

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

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



Here's next month's Fox Hunt Winner as selected by you gnarly gnomes. Please meet Hazel, a raven-haired cowgirl from Arizona. Hazel roams the range as a modeling freelance tarantula wrangler. Oh man, you should see her twirl that tiny lariat. Come back next month or she'll hog-tie you in three seconds flat, pardner!

552

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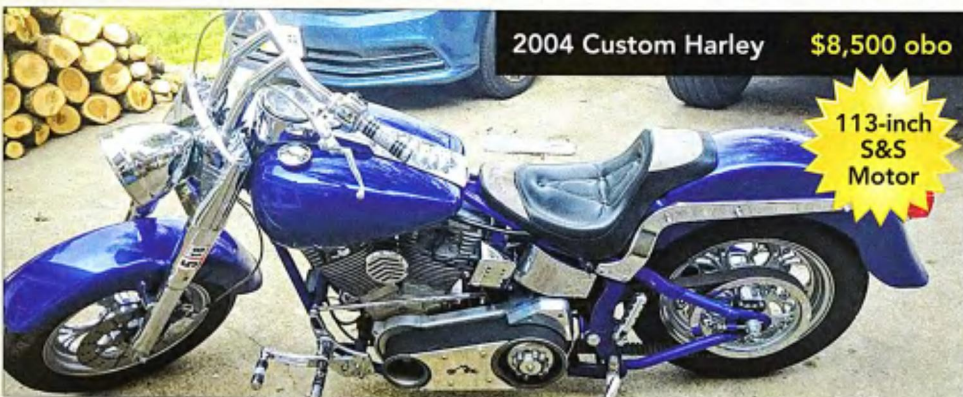
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Hess Nomar Rand, West Virginia 2008 Harley Cross Bones

Originally part of Harley-Davidson's "Dark" custom line-up, the Cross Bones (FLSTSB) was around for only three years before it was submerged in the company's vast and dark sea of former models. But Hess liked it enough to trade a four-wheeler for this Cross Bones back in 2017. Then he went about changing it around to suit his taste even more. "I stripped it down to the frame and the motor," he says, "and did a little here and there when I had the time. It took me about a year and a half to build it back up because I did pretty much all of it myself."

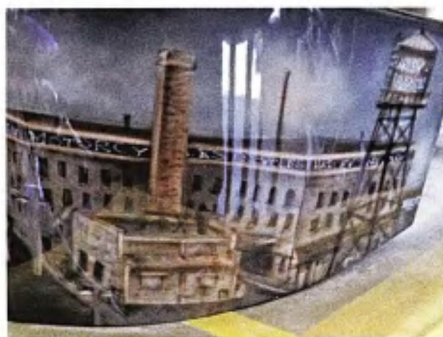
Specifically, that would mean changing things like the rear fender mount, or the seat pan. "I took a piece of aluminum foil and shaped it out. Then I fiberglassed it and worked on it until it was really comfortable," he says. "I redid the fender and chunked it out, and I even took the shocks off and cleaned them to have them powder-coated."

Although Hess considers himself to be a jack-of-all-trades and is a certified auto body mechanic, he also knows his limits. Like when it comes to powder-coating, for instance. Aside from the shocks, he also had the pipes powder-coated candy apple red and changed the top ends of the motor and had them powdercoated, as well as other parts, such as the rims and spokes.

Hess says he even painted the front fender himself. But a fellow in Kentucky named Tracey McKenzie painted the rest of the sheet metal. And while you might think that his wife Henrietta—who took these photos—appears on the oil tank with "Hetta" underneath, she says he only borrowed her name for it.

Similarly, the sexy welder on the rear fender was borrowed from elsewhere. "I have a T-shirt with that image on it," Hess says, "and I just liked it."

Hess also has a Sportster in his garage and a 2007 Softail Springer Classic that he bought brand-new. But the Cross Bones is his "me time" bike, so to speak—notice the solo seat. "I take the Classic Springer when I take the wife for a ride," he says. —*Tripper*



Hess Nomar's 2008 Harley Cross Bones is this month's winner of our Star Brite Reader's Ride contest.



Comin' At Ya



The August issue of *Easyriders* (#553) will ride to the incredible Leesburg Bikefest in Florida for the 23rd running of the world's largest three-day motorcycle and music event. We'll also hit the Mama Tried Show in Milwaukee, Wisconsin to check out some of the world's coolest custom choppers.

Bike features will include Jonny Cadlac's pan chopper, a farout flathead by Ryan Cox, Stacy McCleary's 1969 shovel FLH, Richard Wright's rowdy Road Glide, and a mind-blowing custom Indian by Cory Ness.

All this plus the motorized artwork of Danial James, some twisted humor, gorgeous gals, and another classic David Mann painting, ready for your garage. It's all in the August issue of the world's best biker rag, *Easyriders*.

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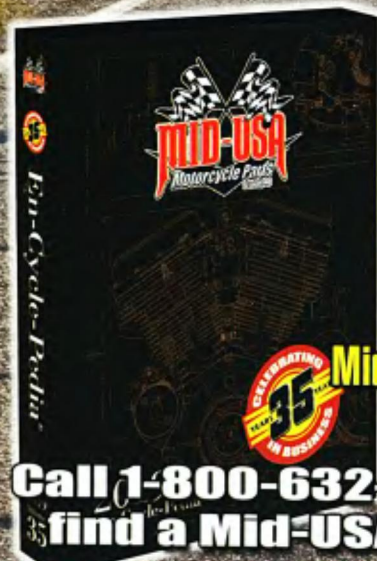


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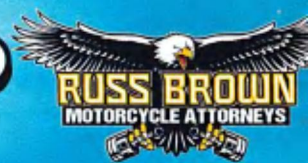




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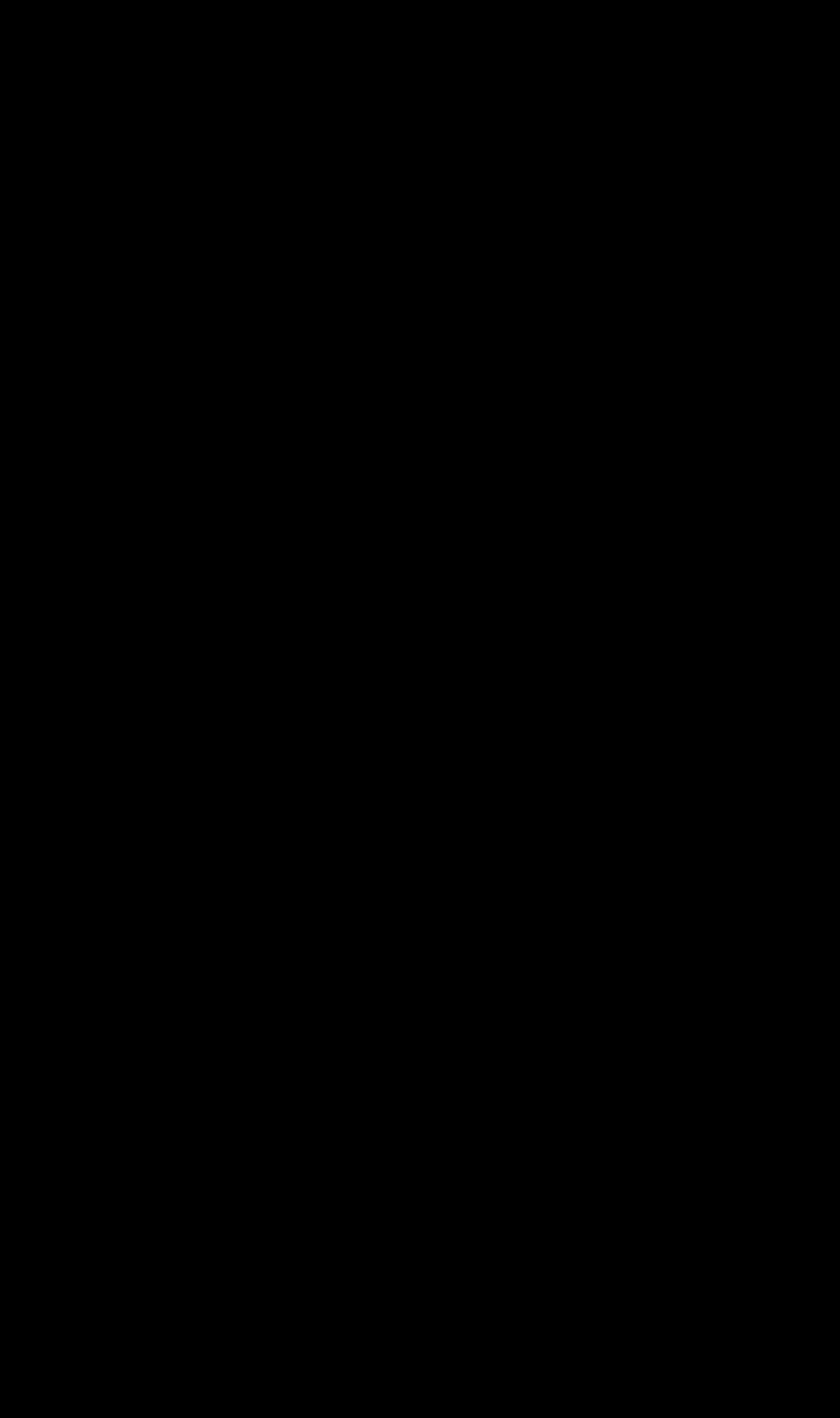
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