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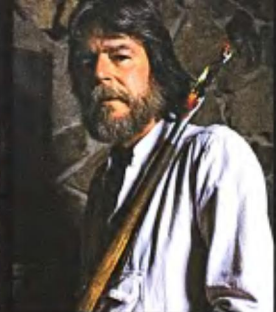


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Date of first publication: Biker Magazine, August 1995, Issue # 171

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Never work late

Arby's manager Le'Terria Akins, 21, was arrested in Royal Palm Beach, Florida for aggravated assault, battery, and criminal mischief recently after an altercation with another employee. FOX 35 reported that trouble started after Akins asked the employee if he could work late that evening, according to police. When he refused, the two began arguing, and witnesses reported that Akins pepper-sprayed her employee. The sprayed dude ran out of the building with Akins in hot pursuit, wielding a long kitchen knife. We think management training should be mandatory for this chick.

Joyless ride

Topeka, Kansas police recently took the joy out of a joyride for Nicholas Hodgden, 40, who climbed into a forklift outside a Dillon's grocery store that evening and set off down the road. The forklift, valued at \$1,500, had been left outside the store with the keys in the ignition. A spokesperson for the police said they apprehended Hodgden as he drove along, holding an open can of beer. He also had a six-pack in the back. Hodgden was booked into the Shawnee County Jail on one count of felony theft and misdemeanor counts of driving under the influence and transporting an open alcoholic beverage container. I guess the folks in Kansas just don't have much of a sense of humor.

Dumptruck Attorney

The last thing Ohio defense attorney Aaron Brockler remembers after hearing the judge pronounce a 47-year sentence for his client, David Chishton, was a "swoosh" sound. That was the sound of Chishton's fist speeding through the air toward Brockler's face. Back in February, Chishton had pleaded guilty in Cuyahoga County to domestic abuse, aggravated arson, felonious assault, and cruelty to a companion animal. Common Pleas Court Judge Nancy Margaret Russo handed down his sentence as he stood handcuffed next to his lawyer. But before Brockler could tell him that he would try to get the sentence reduced, Chishton had knocked him out cold. "All I remember is waking up on the floor underneath the table," Brockler told WKYC-TV. The dumptruck lawyer suffered a concussion and a broken nose.

Humans are too dumb to live!

It seems Cynthia Grund, 58, is not one to

back down from a challenge. Particularly after her 37-year-old son had been drinking all day at her home in Salem Township, Minnesota. So when he lay down on the driveway and asked, "Why don't you just run me over?" she was happy to oblige.

"He didn't believe I would. He has been drinking all day. We gave him a chance," Grund told deputies who responded to her husband's 911 call on March 18. Grund said she had arranged for her son to stay with a friend and was prepared to give him a ride when he stretched out on the ground. He suffered significant injuries to his head and pelvis, and Grund is accused of second-degree assault and may face an attempted murder charge.

All Beer Diet

Brewery worker Del Hall of Newtown, Ohio took an unusual approach to fasting for Lent this year. Hall, who works at the Fifty West brewery in Dayton, went on an all-beer-only-beer diet until Easter. He told WKRC-TV that monks from the 1600s inspired him. "Monks would take a popular style of beer in Germany, bock beer, make it extra hearty, and that would be their liquid bread. That's what they call it," Hall said. He is, however, including all types of beer in his fast. Hell, bikers have been doing this diet for years. What's the big deal?

Money from Heaven

Drivers along southbound Interstate 880 in Hayward, California were pleasantly surprised last month when they saw \$20 bills flying through the air. Some motorists stopped to collect as many as they could, but the mystery lay in where they came from. The next day, members of a family, who wished to remain anonymous, admitted to KTVU that they had tossed \$500 worth of bills into the air as they drove back from a funeral. The unexpected windfall was intended to honor their deceased family member. It's an "Oakland thing," one person explained.

Scrooge Report

As Clayton Lucas, 25, was being transported through East Deer Township, Pennsylvania from a halfway house to a treatment class on the morning of March 4 (69 days after Christmas), the van driver regaled him with Christmas songs. Turns out Lucas isn't a fan of holiday tunes, so he reached into the front seat and began choking the unnamed driver, who was strangled almost to the point of losing consciousness, according to

police. Another driver flagged down a state trooper and, after a struggle to get handcuffs on Lucas, the officer deposited him in the Allegheny County Jail, where he will face multiple charges. Ho, ho, ho!

Let's Make a Deal

In Granville County, North Carolina, Melissa Anne Godshall, 31, and her boyfriend, Robert J. Kennerley, 46, were minding their own business, panhandling at the side of the road, when a car pulled over and Godshall received an unusual proposal: Levan Lomtatidze, 44, from the nation of Georgia (at the intersection of Europe and Asia), would pay her \$12,000, give her a car, and make rent payments for her if she would marry him so he could stay in the United States. She agreed, according to U.S. Attorney Robert J. Higdon Jr., and Kennerley served as a witness at their nuptials.

Alas, this romantic partnership was not to be: Godshall and Lomtatidze were indicted by a federal grand jury and charged with conspiracy to commit marriage fraud, visa fraud, and making false statements in immigration proceedings. If convicted, the two face 30 years in prison and a \$250,000 fine. Best man Kennerley also faces prison time and fines for aiding and abetting marriage fraud.

Wedding Anger Management

As a wedding party of 30 guests gathered on the beach at Oceanfront Park in Ocean Ridge, Florida, Jeffery E. Alvord, 27, and his bride posed for photos before the ceremony. Trouble erupted when a 24-year-old man would not move from his spot on the beach to make way for the photos. In fact, Alvord told police, the man wouldn't relocate even after being offered \$50 and became "very belligerent," so Alvord punched him in the nose. The victim told Ocean Ridge police a groomsman held him while Alvord punched him three times, and the police report noted that the victim's "nose appears to be out of place, sitting more to the right of his face." His glasses were also broken. Alvord spent what would have been his wedding night in the Palm Beach County Jail facing charges of aggravated battery and criminal mischief. He and his fiancé married the next day, shortly after his release from jail. Mazel tov!

Biker Saying

"Sometimes I ride to forget, but I never forget to ride."



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ONE SWEET RIDE

Jonny Cadlac's
2004 Panhead Chopper
On the front cover: Hazel
Photo by: John Covington



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THIN MAN'S FLATTIE

Ryan Cox's
1939 Harley-Davidson
UH Flathead 80



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CAPTAIN AMERICA TRIBUTE

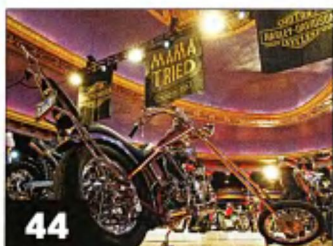
Easy Rider and Paughco
50th Anniversary



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LEESBURG BIKEFEST

Leesburg, Florida



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MAMA TRIED

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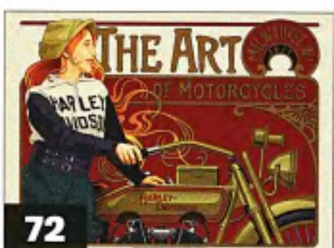
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We love hearing from you! Please send your questions or comments to the editor at dnichols@easyriders.net. Next month's issue goes on sale August 6, 2019.

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ONE SWEET RIDE

JONNY CADLAC'S LONG BIKE

Jonny Cadlac of Scottsdale, Arizona loves cars and motorcycles. He is known for restoring classic cars, but his love of bikes goes back to when he was a 12-year-old. His dad always owned bikes and had a lot of friends who rode choppers. "Choppers have such an iconic look," Jonny says, "and I wanted to capture that with this bike, but also build something that was a reliable, every day rider. I wanted a bike that is straight and simple, but that has that classic chopper look."

This month's Fox Hunt winner is heavenly Hazel. Her love of motorcycles goes back to her first ride with her dad when she was just two-years-old.



The panhead motor came from V-Twin Mfg. and Jonny had his friend Paul Rolando go through the 88 cubic inch, adding high compression pistons and an Andrews cam. That long and lean rigid frame came from Paughco. "They are such a great company to deal with," Jonny tells us. "They build everything in-house. I think Paughco is the only company to go to for chopper frames like this." Then Jonny went to Mondo of Denver's Choppers for one of his nimble, 18-over springer front ends. "I love the look of Mondo's choppers."

"I wanted a bike that is straight and simple."



His springer front ends are legendary. I also like Sportster tanks, so I had to have one of those too."

Jonny's other bike is a 1983 FLH. "It's got that classic Harley look, but I decided that I also had to have a chopper," Jonny says. "I built this bike back in 2004 when the chopper craze was in full swing. My dad's friends rode choppers and I wanted to capture that look." While Jonny says that most of the parts on this bike are off the shelf items, he was intent on creating a modern chopper that is very reliable. "That's why I have a standard clutch set up and an electric start. I wanted this chopper to be trouble free so I can ride the hell out of it."

"Choppers are forever."





Speaking of, Jonny's favorite place to ride with friends is around the beautifully scenic Cave Creek area. Because the frame and front end geometry are perfectly dialed in, Jonny can turn that 18-over springer all the way to the stops and do little circles

with no effort. There's not a bit of flop.

Paul Rolando also handled the paint on the gas tank. As you can see, everything else is chromed. "I went to Precision Plating because they do all the chroming for my car restorations," Jonny says. "They do a

great job on my Cadillacs."

While custom trends come and go, classic bikes and choppers will always be cool. "When you ride up on a chopper, you always get looks," Jonny says. "Choppers are forever."

—Dave Nichols

Owner: Jonny Cadlac
City: Scottsdale, Arizona
Designer: Jonny Cadlac

GENERAL

Fabrication: Paul Rolando
Year and make: 2004 chopper
Model: panhead
Assembly: Paul Rolando
Time: one and a half years
Chroming: Precision Plating

ENGINE

Year and model: 2004 panhead
Rebuilder: Paul Rolando
Displacement: 88 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: high compression
Heads: STD
Cam: Andrews
Lifters: hydraulic
Carb: S&S "E"
Air cleaner: round
Pipes: upsweep drags

TRANSMISSION

Make: swapmeet
Mods: rebuilt
Type: 4-speed ratchet top

PAINTING

Painter: Paul Rolando
Color/type: black/PPG

FRAME

Year and builder: 2004 Paughco
Type: Swedish chopper
Rake: 45 degrees
Stretch: 6-inches up, 3-inches out
Shocks: none

ACCESSORIES

Bars: Z-Bars
Fender: trailer
Headlight: Bates
Taillight: Sparto
Pegs: ribbed
Electrics: Justin Ramsey
Gas tank: Sportster
Oil tank: round
Primary: V-Twin Mfg.
Seat: solo
Mirrors: round
Grips: Amal

FRONT END

Type: springer
Extension: 18-inches over
Builder: Denver's Choppers

WHEELS

Size: 21-inch front, 16-inch rear
Hub: spool
Tires: Avon
Brakes: Performance Machine

Photos: John Covington

Contact: Paul Rolando

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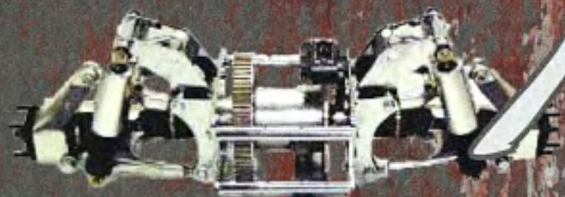
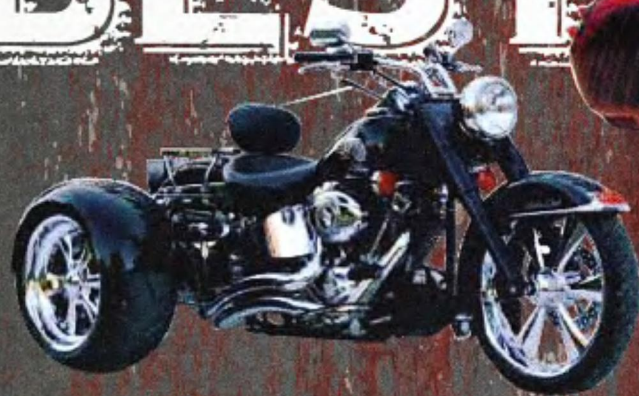
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STURGIS TRADEMARKS NOT OWNED BY STURGIS MOTORCYCLE RALLY INC.

There has been an ongoing controversy on the ownership of the name "Sturgis." Sturgis Motorcycle Rally Inc. (SMRI) had registered a trademark for the name "Sturgis" even though it had been in common use for many years prior to the registration, and began issuing licenses for its use, slapping "unauthorized" vendors with lawsuits for "trademark infringement."

One of those vendors, Rushmore Photo & Gifts (RPG), had been using "Sturgis" on a variety of products long before SMRI even existed. Nevertheless, SMRI sued RPG for using "Sturgis" on their products.

On November 2, 2018, the appellate court ruled that SMRI, in fact, did not own or have valid trademark rights to "Sturgis," "Sturgis Rally & Races" or "Sturgis Motorcycle Rally." The court summary said that "SMRI and its witnesses were not credible as a matter of law when they told the jury that it and its predecessors-in-interest had been the substantially exclusive users of the word." It went on to state, "A trademark owner cannot establish that its mark is valid simply by getting its officials and agents to say that it is."

Judge Jeffrey Viken in the US District Court, District of South Dakota, Western Division stated: "The record does not support a finding that SMRI owns, produces, or operates the rally, or does anything else that might allow it to acquire ownership over the rally itself or its intellectual property. The record indicates to the contrary that the rally is a pluralistic endeavor."

This is a great victory for all vendors looking to sell Sturgis related products going forward. It also is a great win for

consumers, who will now have a wide variety of t-shirts on the market, not just the "officially licensed" products previously available, so it is also a win for artists and creativity.

Source: Sturgis Rider News, Buffalo Chip



BIKERS INNER CIRCLE RADIO

Biker Inner Circle is the world's largest underground biker radio network. If you love motorcycles, biker music, and interviews with two-wheeled legends, this is the Internet radio network for you. And now, you can get the BIC radio app that works on any device, so you can keep in touch with the biker lifestyle no matter where you go.

Biker Blues musician Charlie Brechtel started Bikers Inner Circle in 1996 as a way to get his music on the air. Since then, the BIC Radio Network has gone 24 hours a day and features in-depth

interviews with everyone from one percenters to famous bike builders and icons of the motorcycle industry. Brechtel acts as one of the disc jockeys, preaching the good gospel of "motorcyclism." Other top-rated DJs include Grott, Rock N Rollz, Trog, Rennerdog and Easyriders editor Dave Nichols.

Download the app at the Apple iTunes app store or on Google Play. Listening to Bikers Inner Circle is the most fun you can have... well, except for riding your bike. For more info, visit bicradio.com

OUTLAWS MOTORCYCLE CLUB WINS "GRAFFITI" BATTLE

So when is signage "graffiti?" The City of Milwaukee's Neighborhood Services Department decided to take on the Outlaws Motorcycle Club's clubhouse and threatened to fine the club using the city's graffiti ordinance to force the club to remove the club's artwork on the building as unlawful graffiti.

The fines included an administrative fee of \$110 and daily penalties of \$150 to \$10,000 if not removed by a March 18 deadline, using the authority of the ordinance as ammunition.

The club contacted attorneys Hupy and Abraham, because the firm had previously represented several members over their expulsion from the Summerfest celebration "for no reason other than they were wearing club logos on their shirts," according to a press release from the law firm's offices.

The press release states, "This was another blatant attempt to attack the identity of a motorcycle club by erroneous interpretation of the ordinances governing signage on a building. Graffiti is the unlawful defacing of another's property without permission. Clearly,

QUOTE OF THE MONTH

"The Declaration of Independence is so lucid we're afraid of it today. It scares the hell out of every modern bureaucrat, because it tells them there comes a time when we must stop taking orders."

—KARL HESS

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the Outlaws own the building and had it painted themselves. This is no different than dozens of other buildings adorned with artwork, which is neither signage nor graffiti."

Attorney Jason Abraham was able to get a ruling in the club's favor, dismissing the order, so the club will be able to keep the signage on the clubhouse in a win for property rights and free expression.

Source: Hupy and Abraham, S.C.

INMATES CAN NOW CALL FREE IN NYC

For those imprisoned, whether convicted, or awaiting trial, isolation from the outside world is one of the harshest punishments. To make this incarceration even more onerous, telephone companies are granted monopolies of phone service in the prisons, and the rates are set so high that they impose a hardship on the families as well as the imprisoned. If you think that punishments of this type are okay, "because criminals deserve punishment," consider that the majority of those incarcerated in city jails are awaiting trials, and are to be presumed innocent.

On the federal level, in 2013 the Federal Communications Commission capped out of state calls from prisons, but in-state calls are still governed by state legislatures.

Thanks to a law passed by the New York City Council last August, NYC is now the first major US city to provide free phone calls to prisoners. Mayor Bill de Blasio made an announcement, saying, "For too long have people in custody faced barriers to basic aspects of everyday life. With free phone calls, we're eliminating one of those barriers and ensuring that people in custody have the opportunity to remain connected to their lawyers, families and support networks that are so crucial to re-entry into one's community."

Inmate were previously charged 50 cents for the first minute, and 5 cents per

additional minute. They can now make free calls totaling 21 minutes every three hours to anywhere in the US.

In related news, lawmakers in the state of Connecticut are now considering statewide free calling for inmates. If passed it would be the first state to do so.

*Source: Associated Press,
Prison Policy Initiative*

OREGON COPS, HANDS OFF MY GARBAGE!

Oregon Supreme Court decisions in 1968 and 2007 paved the way for cops to search a person's garbage to find evidence of a crime, stating that once a sanitation company takes the garbage from the curb, it is fair game for the cops to paw through it. However, a newer ruling which overturned more than 50 years of state law, has narrowed the rules which Oregon cops can use to obtain evidence from a person's trash.

In the case in question, the police had asked the sanitation company, Republic Services, to specifically set aside the garbage of a suspect, to be searched later. The court ruled that for police to conduct this sort of search, officers would need to get a warrant. "Most Oregonians would consider their garbage to be private and deem it highly improper for others—curious neighbors, ex-spouses, employers, opponents in a lawsuit, journalists, and government officials, to name a few—to take away their garbage bin and scrutinize its contents," Justice Lynn Nakamoto writes for the majority.

The US Supreme Court, in *California v. Greenwood* in 1988, ruled that Americans don't have a reasonable expectation of privacy "in trash left for collection in an area accessible to the public." But also said individual states are free to impose "more stringent constraints on police" based on their own constitutions.

Source: Reason, The Oregonian

FREEDOM OF THE OPEN ROAD

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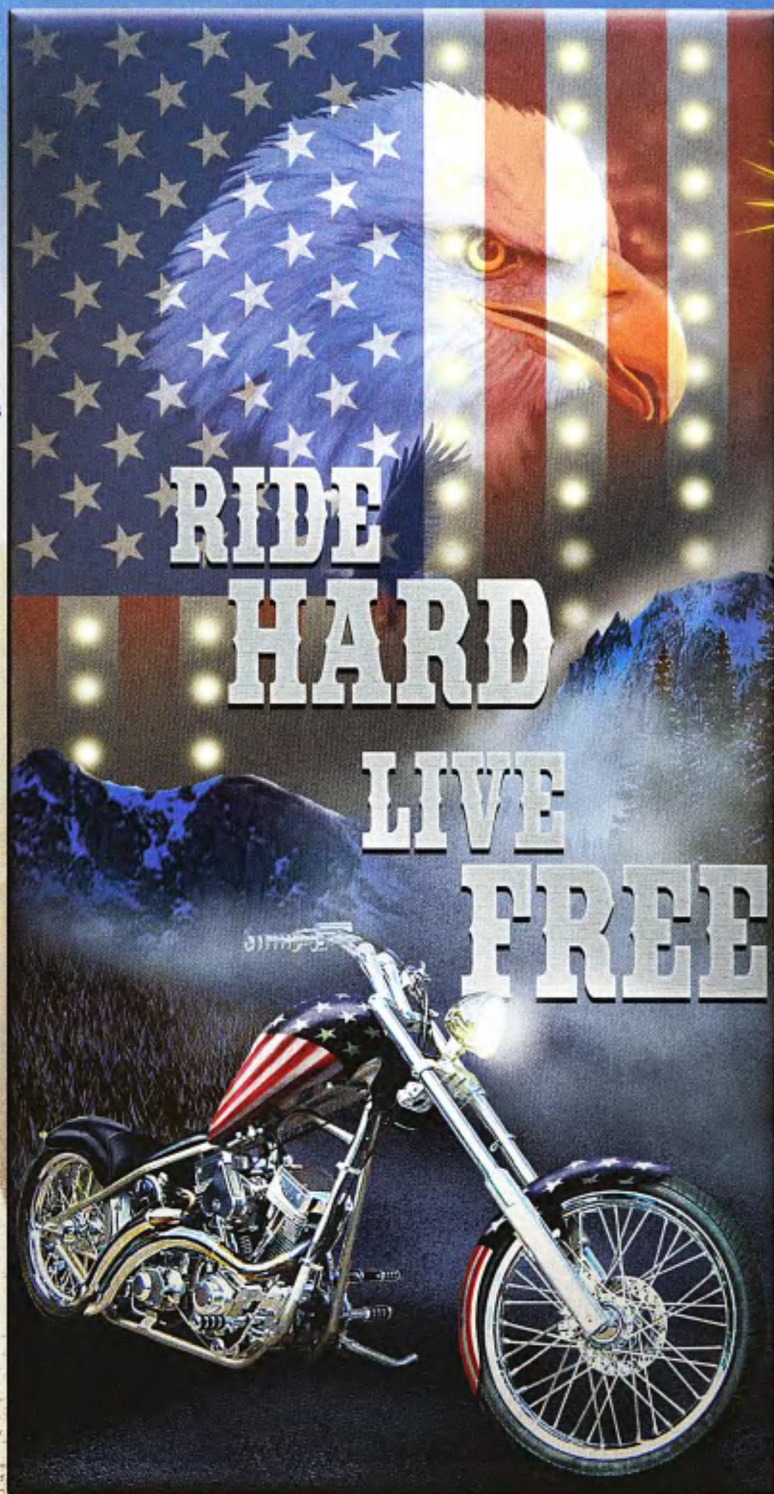
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RYAN COX BUILDS A TRIPLE WINNER
THIN MAN'S FLATTIE



"I have other bikes to ride long distance, but I cruise around town on the flattie every once in a while."



When we talked to Ryan Cox of Los Angeles, he was on his way home from the hospital after getting into an accident with his bike a couple of days earlier, so he wasn't really into telling the whole story about this beautiful flathead of his. "Some drunk guy turned left in front of me," he says. "I've have three broken ribs, a broken hand, a contusion on my chest, and I'm pretty sore, but other than that, I'm fine."

Ryan, who usually likes to work on older bikes and has built several of them over the years, says he wanted to build a show bike for a change. "Basically I got the motor from a good friend of mine, and it's a 1939 motor, so I wanted a '39 frame," he says. "That's what I was hunting for."

More to the point, because Ryan describes himself as a tall, thin guy, he's always had a preference for tall, skinny bikes. "That's why I kept everything narrow on this bike," he says. "Like the gas tank that was narrowed an inch-and-a-half. Master fabricator Jake Wreesman, who owns a shop called Metallhaus in Ventura, narrowed the tank for me and made the fender struts."

The seat is also pretty narrow, and a lot of the parts are small, according to Ryan, such as the kicker pedal. "Everything's kind of reduced in size," he points out, "but the front end is four inches over, and that's the first time I've built a bike with a longer than stock front end."

Ryan tells us he took his time with the build, almost a year, but so as not to get carried away with it, he set himself a deadline: last year's 14th David Mann Chopperfest in February. "Of course I literally finished it the night before," he says.

The flattie went on to win the David Mann Memorial Award, the event's most prestigious award. Right after that, he took it to the Paradise Road Show Palm Springs where it nabbed Best of Show, and from there he took it to Born Free where it won Best Flathead. "So yeah, people tend to like it when they see it," he says.

He hasn't put a ton of miles on the bike because he's trying to keep it nice. "I have other bikes to ride long distance, but I cruise around town on the flattie every once in a while," he says. "It's a fun bike to ride; it rides as smooth as butter."

Fortunately, the flattie wasn't the bike he crashed. Unfortunately, though, it was his FXR, which he's had for 12 years and put a ton of money into. It's now totaled. But with one arm in a cast, those broken ribs, and assorted aches and pains, Ryan's going to stay off bikes for a while anyway. Hopefully he'll have plenty of time to heal and build more bikes. —*Tripper*

Because Ryan describes himself as a tall, thin guy, he's always had a preference for tall, skinny bikes.





Owner: Ryan Cox
City: Los Angeles, CA

GENERAL

Fabrication: Ryan Cox / Jake Wreesman
Year and make: 1939 Harley-Davidson
Model: UH Flathead 80

Assembly: owner

Time: 8 months

Chroming: Eli

ENGINE

Year and make: 1939 H-D

Model: UH 80

Rebuilder: Andy at Top Dead Center

Ignition: Morris Mag

Displacement: 80 cubic inches

Lower end: H-D

Balancing: stock

Pistons: H-D

Heads: H-D

Cam: stock

Lifters: stock

Carb(s): Linkert M-51

Air Cleaner: cast bronze bird deflector

Pipes: custom

TRANSMISSION

Year and make: 1939 H-D

Modifications: stock

Shifting: 4-speed

PAINT

Painter: Walt

Color: dark aqua

Type: House of Kolor

FRAME

Year and builder: 1939 H-D

Type: knuckle/flathead

Rake: stock

Stretch: none

Shocks: none

ACCESSORIES

Bars: Hellings

Handlebar controls: knuckle brake lever /
KustomTech throttle body

Fender: Wassell

Headlight: Bates

Taillight: 1930s French big bicycle lights

Speedo: 1950 Smiths chronometric

Pegs: early H-D accessory

Electrics: basics

Gas tank: Wassell

Oil tank: 1937 H-D

Primary cover: OEM early knuckle

Seat: River

Grips: Out

FRONT END

Type: H-D VL

Extension: 4-inches over

Builder: Jason Phares

WHEELS

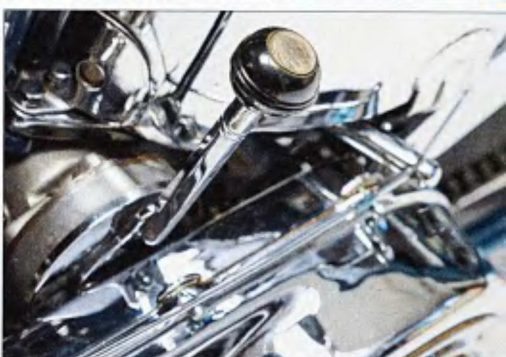
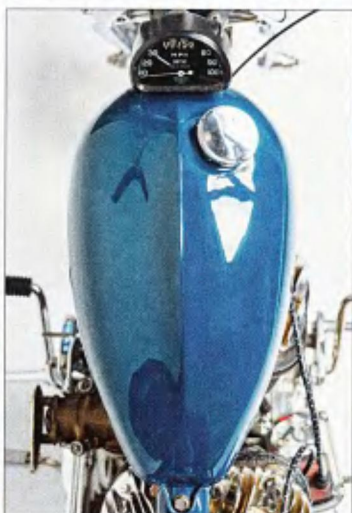
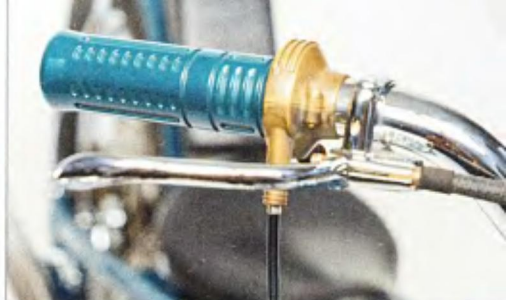
Size: 21-inch front / 18-inch rear

Hub: OEM stepped star hubs

Tires: Firestone front, M&H drag slick rear

Brake: OEM knuckle

Photos: Ben Zales





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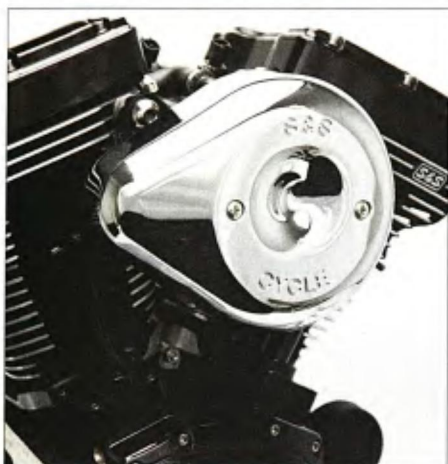
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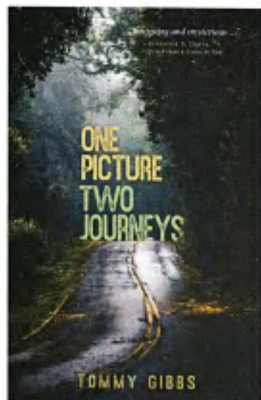
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S&S CYCLE'S TEARDROP STEALTH MAKEOVER

The classic S&S Cycle Teardrop looks as much at home on a knuckle as it does on a 2019 bagger, and now S&S just made it even better. The CARB approved Stealth Air Cleaner has long been a staple for high-performance induction (up to 6 hp gain on the M8), but the one thing it was missing was the full size teardrop cover (several exposed filter styles and a mini version of the teardrop are still available for the Stealth). The folks at S&S have rectified that by mating their best air cleaner platform with their most popular air cleaner cover, creating the Stealth Teardrop. CARB approved and available for all 1999-2019 Harley-Davidson big twin models. Cover-only kits are also available for all existing S&S Stealth systems. sscycle.com



ONE PICTURE, TWO STORIES

In his compelling new book, author Tommy Gibbs draws from his years of traveling by motorcycle in telling the

story of Rand Garret who goes in search of her missing father. Inspired by an old family picture, Rand takes a slow journey, searching America's roads for a trace of him. Convinced that her dad is not to be found, Rand prepares to return home but encounters someone unexpected: a man living with crippling memories of a father he wishes he'd never known. Together they confront a common history that frees them both to continue their own journeys. Reminiscent, in a way, of the movie *Easy Rider*, the book takes the reader through the Southwest and into the swamps of Louisiana, but in this version, both riders survive.

tackyrooster.com



DRAG SPECIALTIES INNER CLUTCH HUB

Inner clutch hubs do wear out, and Drag Specialties now offers the remedy: an improved and durable inner clutch hub to replace your worn stock part that replaces OEM #36785-84 and accepts all OEM components. This inner clutch hub fits 1986-'90 XL models.

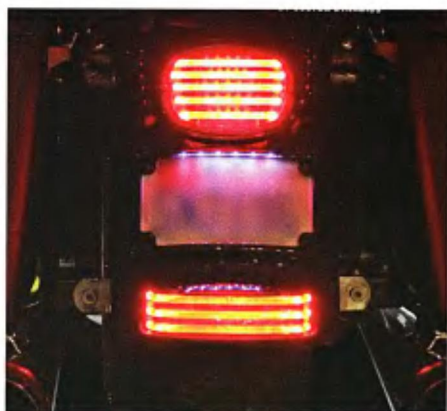
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H-D SNAP-ON TOOL KIT

This tool kit was developed specifically for Harley-Davidson by Snap-On to perform the most functions with the least amount of tools and weight. Kit Includes: 1/4-inch hex key (short arm L-key); 8-in-1 screwdriver; 15/16 x 3/4 x 1/4 x 5/16 box wrench; 3/8-inch hex key; 5/16-inch hex key; 7/32-inch hex



key; 3/16-inch hex key; 1/8-inch hex key; spark plug gap tool; 9/16 x 5/8 double open end wrench; 7/16 x 1/2 double open end wrench; 3/8-inch open end x 10mm open end wrench; ratchet (3/8 drive); 5/8-inch spark plug socket; 1/4-inch double hex socket (3/8 drive); 15/16 double hex socket (3/8 Drive); 3/4-inch double hex socket (3/8 drive); 6 slip joint pliers; and roll-up bag. It also rolls into a pouch for easy transport and has a lifetime warranty. h-d.com



PROBEAM REAR LED WRAP AROUND FENDER TIP FOR H-D

This complete plug and play rear wrap-around fender tip replacement for Harley baggers offers 3 LED light pipes illuminated for run function and 12 full contrast brake LEDs - the perfect match to ProBEAM's LED taillights and/or ProBEAM Fillerz. You can convert

your stock running fender tip light or decorative chrome fender tip trim to a modern run/brake LED light. The sealed unit comes complete with connector for plug and play installation behind the stock taillight and is backed by a lifetime LED warranty.

customdynamics.com



JIMS CASTLE NUT SOCKET FOR SOFTAIL INVERTED FORKS

The new Softail inverted forks utilize a unique inner fork nut (Castlenut) to secure and compress the fork spring. This one-piece solid steel socket is designed to help the technician by securing the socket to the joint rod prior to final assembly.

jimsusa.com



BURLY BRAND SISSYBAR BAG

Burly Brand's Sissy Bar Backpack is made of a dark oak wet-waxed UV-treated cotton canvas or black Cordura and leather paneling for support that will age and show character over time. Three clever

carry options with hidden Backpack straps, a leather wrapped side grab handle for easy duffel bag mobility and two tie-down straps secure the Molle system to most Sissy Bars. Also comes with high-quality "moto centric" zippers with metal Burly embossed button snaps and accents as well as an "Anti-Flail Snap System" to keep everything secure.

burlybrand.com



CHUBBY'S MX-STYLE BARS

The new "Savage" Chubby handlebars are 1.25 inches at the clamping section and 1 inch at the grip section, while the risers sport a massive 1.5-inch diameter and a 1.25-inch clamping section and come in heights of 3 inches and 10 inches. All Chubby Risers and clamps are machined out of the highest quality T6061 billet aircraft aluminum.

"Savage" bars are diamond-knurled like all Chubby bars. Both "Savage" handlebars and risers are drilled for internal wiring and a mean clean look. With a 31-inch width and a flatter wrist angle, they're designed for perfect control and aggressive riding. "Savage" Chubbys are manufactured with the same double wall construction as all Wild 1 Chubbys with 1.25-inch diameter tubing and come in a show chrome, hot rod black powdercoat or raw finish. Fits most H-D models except FLHT/C/U/K, FLHX. All Wild 1 Inc.'s products are 100% made in the USA since 1996.

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EASY RIDER AND PAUGHCO 50TH ANNIVERSARY

CAPTAIN AMERICA T R I B U T E





Fifty years ago, the turbulent '60s was a time of war and chaos. Timothy Leary was teaching us to "tune in, turn on, and drop out." We lived through Vietnam, Kent State, Watergate, hippies, yuppies, and Woodstock. What a long, strange trip it's been.

Into the bubbling caldron that was America in the late 1960s came two maverick film-makers with a vision. The timing was perfect for *Easy Rider*. In 1969 America was a ticking bomb, and Peter Fonda lit the fuse. In the film, two tired carnies turn into drug-selling bikers and become icons of America along the way. Captain America, as played by Peter Fonda, with his red, white, and blue stars and stripes panhead chopper is the quiet reminder of what this country stands for. He is liberty. Dennis Hopper's character of Billy (as in Billy the Kid) on his flame-painted chopper is the ugly American, the frontiersman with

his pushy ways and rebellious spirit. They are America incarnate as they roll across this country looking for themselves and a bit of the American Dream. As the advertising slogan for the film read: "A man went looking for America and couldn't find it anywhere."

Interestingly, Fonda came up with the ending of the film first and worked backwards from there to craft a screenplay with the help of writer Terry Southern. Fonda acted as the film's producer while Hopper directed. At the time *Easy Rider* debuted across the country, the hype about the movie centered around the fact that Fonda and Hopper, along with some of the other stars in the film, smoked real pot in the scenes in which they're seen toking up. In 1969 that was a big deal, and people came out to watch the movie just to see people get stoned (both on the screen and in the theaters).



Easy Rider was also the first film to really use popular rock music as music videos within the film. Who can forget the opening credits of the Captain and Billy riding their choppers over the blaring strains of *Born to be Wild*? Peter Fonda once told me that he felt that the Woodstock generation had plenty of passion and their art included notable poetry and music, but that they lacked a movie that stood as their anthem. Fonda gave a whole generation such an anthem with *Easy Rider*.

There has never been a biker film before or after *Easy Rider* that captures the essence of what riding is all about as this film does. There is something about watching those choppers float down southwestern highways in the glory of golden hour that touches on the freedom you feel when piloting a big V-twin. Indeed, in the year following the release of the film, Americans bought motorcycles in record numbers. We all wanted a little bit of that freedom.

Easy Rider made a bundle at the box office, bringing in over 19 million in its original domestic release, which was huge money for an independent picture at the time. Peter Fonda and Dennis Hopper were old hands at being in biker movies, Fonda having starred in *Wild Angels* and Hopper having starred as the leader of the Black Souls MC in *The Glory Stompers*. But the post *Easy Rider* films that came out of American International Pictures and other low budget film factories focused more on the badass image of violent bike clubs than the idyllic motorcycle touring adventures

of Fonda and Hopper.

To this day, fans stop Fonda wherever he goes and confide that because of him, they learned to live and love the biker lifestyle. I was with him a few years ago when a grizzled biker walked up, shook his hand and said, "You changed my life, man. You are the reason I ride."

But ask any biker and they will tell

you that the real stars of the film *Easy Rider* were the iconic panhead choppers built by two African-American bike builders in Los Angeles, Ben Hardy and Cliff Vaughns. Hardy built two Billy bikes and three Captain America choppers, one of which was destroyed in the climax of the film. The other bikes were stolen before the film even hit the theaters.

Over the 50 years since the film debuted, there have been many Captain American and Billy bike replicas. For this 50th Anniversary tribute to the film and the ultimate anti-establishment two-wheeled symbol, we picked the Captain America chopper built by Ron Paugh, Steve Massicote, and the crew at Paughco Motorcycle Accessories in Carson City, Nevada. Ron bought what remained of the original Captain America bike that was crashed and blown up in the climax of the film and used many of the parts from that chopper on the one you're looking at here.





Paughco has coincidentally been in business for 50 years, making every part you need to build a custom or classic motorcycle. So, here's to 50 years of *Easy Rider* and Paughco.

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—Dave Nichols

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A dude walked into a bar and ordered twelve Boilermakers. The bartender asked him what the occasion was—what was he celebrating? “My first blowjob,” the dude answered as he pounded down the first shot of booze.

“Well, Hell, brother, that’s an important event,” said the bartender, “Let me set you up a free drink.”

“No thanks,” the dude said between gulps of beer, “If all this doesn’t get the taste out of my mouth, nothing will.”

Will Senkinski

Hastings-on-Hudson, N.Y.

The biker and his ol’ lady were down on their luck, so he suggested that she sell her tail for a while. The next evening she came home and told her ol’ man she had made twenty-five dollars and twenty-five cents. He asked her who the cheap fucker was that paid her a quarter, and she replied, “all of them!”

Dennis Hollin

Harrison, Ohio

These two bikers were traveling around the country when they both had the sudden urge to take a shit. They spotted an outdoor latrine that was a two-seater and decided to go for it. As they were finishing up, a nickel fell out of the one bro’s pants pocket, and fell down the shitter. He then disgustingly took all his change and threw it down the hole.

His bro said, open-mouthed, “Whatdafuck did you do that for?”

The first bro replied, “Well, you didn’t think I was gonna go down there for just the nickel, did ya?”

Danny Compagnari

Pendleton, Ind.

A prospect, slobbering on booze and reds, watched the elderly gent propositioning young chicks with frequent success. He noticed that the old dude would come to the park every day and he got lucky every time. After about a month of this, he finally asked the old fart how he did it.

“Simple!” said the old rogue, “I ask her, ‘Tickle your ass with a feather?’ If she agrees, I get some. If she gets hostile, I quickly say, ‘Typical nasty weather’ and she thinks she was hearing things.”

“That’s wild,” commented the bro.

Later, staggering up to the nearest broad at the bar, he blurted, “Stick a feather up your ass, baby?” “Whaaat?!” hissed the doll. “Aw shit,” babbled the bro, “Look at them fuckin’ clouds!”

Jiffy Jeff

Wenachie, Wash.

Because she wanted a baby, this hardbelly made sure her dude balled her at least three times a day for a solid week. After the final hump she murmured sweetly in his ear, “What will we name the kid?”

Easing back and pulling the well-filled rubber from his crank, the biker held it up to her startled face and said, “If the little bastard gets out of here, we’ll name him Houdini!”

Rabbit

San Jose, Calif.

Six joints and a case of beer later, the fucked-up biker stumbled out of the bar and crashed into a parking meter. Dazed, he stared for a moment then deposited a coin. “Holy shit,” he mumbled, “I lost a hundred pounds!”

M.C. Sturnes

El Cajon, Calif.

On a flight from L.A. to Hawaii, the pilot, after announcing flight schedules to the passengers, and unaware that the microphone switch was still on, turned to the co-pilot and said, “First I’m gonna go take a big shit, then I’m gonna fuck that new blonde stewardess.”

The shocked stewardess, rushing forward from the back of the plane to tell the pilot of his error, tripped and fell in the middle of the aisle. A little old lady looked down at her and said, “Take your time, honey, he’s gotta take a shit first.”

Robert B. Westerberger

Green Bay, Wisc.

A cannibal went to the village meat market. “How much you want for that missionary meat?” he asked.

“Twenty-five coconuts,” the butcher said. “How much for that sailor meat?”

“Thirty-five coconuts.”

“How much for that biker meat?”

“Ninety-five coconuts.”

“Ninety-five coconuts! How come so much?” asked the cannibal.

The butcher frowned, “You ever tried cleaning one of them motherfuckers?”

T. Tomlinson

Cocoa, Fla.

A biker got a job at a brewery and one day his foreman came to tell his wife that the poor dude had fallen into a vat of maturing beer and drowned.

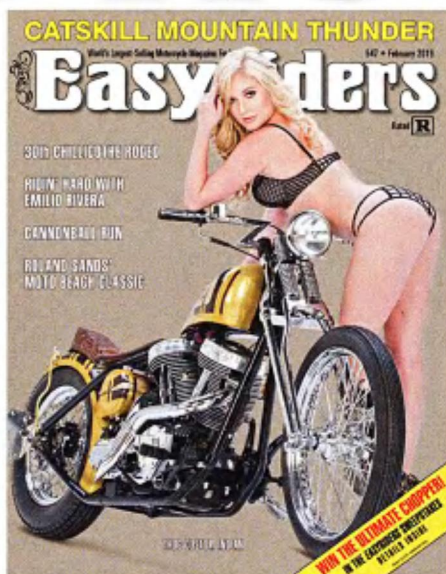
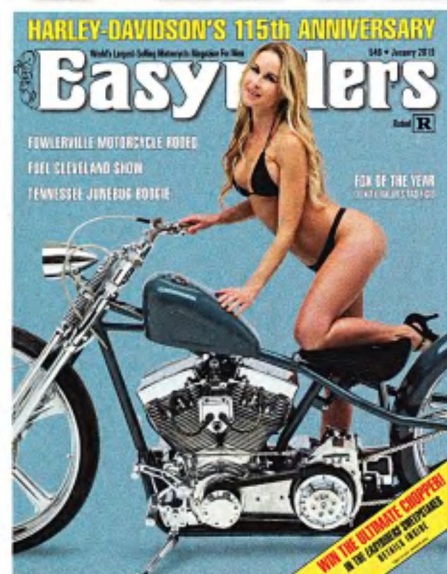
“Oh, my poor baby!” the chick wailed, “He never had a chance!”

“Yes he did,” the foreman assured her, “He got out of the vat twice to piss.”

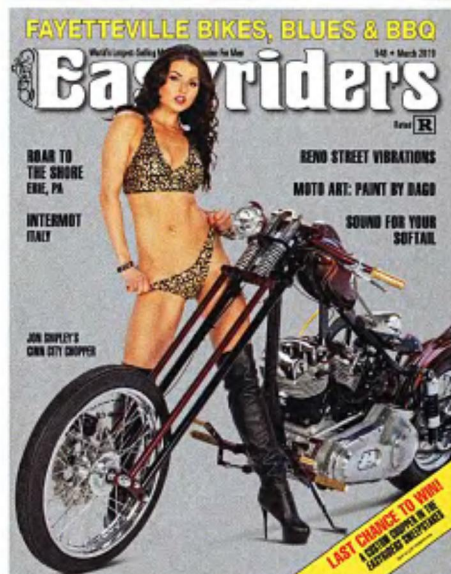
Sue DeHart

Lompoc, Calif.

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Welcome BIKERS



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How do you squeeze a few hundred thousand party animals into 30 blocks? Leesburg Bikefest is how. With over 60 free concerts, over 250 specialty vendors, six hot body contests, two custom bike shows, two car shows, moto stunt shows, precision drill teams, lots of great grub, plenty of cold beer, and a different music headliner every day, the Leesburg Partnership has refined a perfect formula to deliver the largest and most popular three-day motorcycle rallies in the country.

Each year, during the last week of April, Leesburg, Florida turns away from its tranquil retirement roots and transforms into the biggest biker playground on the globe. This year marked 23 years for the annual rally and increasing popularity is keeping this party on the top of many must-do-events lists.



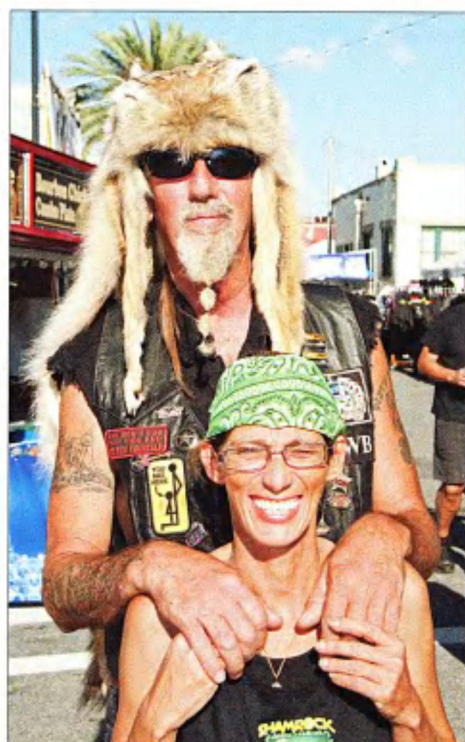


LEESBURG BIKEFEST



There is so much to see and do at Leesburg that you can't possibly cram it all into three days. Within the downtown area there are five massive vendor locations, with exclusive events and live music at each. Down on Canal Street, sort of the Rock-a-Billy end of town, Charlie Ransom and his crew filled the observation deck above the vertical Walls of Death as they executed perilous deeds for capacity crowds. Live bands stopped only long enough for the Ms. Pin Up contestants to strut their stuff on the stage, in one of the six Hot Body contests that dotted the weekend's event schedule.

Across the street at the Swamp, venue #2, Full Throttle hosted a ride-in custom bike show and divvied out some awesome handmade metal trophies. Our pal Radical Randy emceed the Ms. Budweiser contest. And for you ladies, the Mr. Lucky Man contest featured shirtless hunks to ogle.







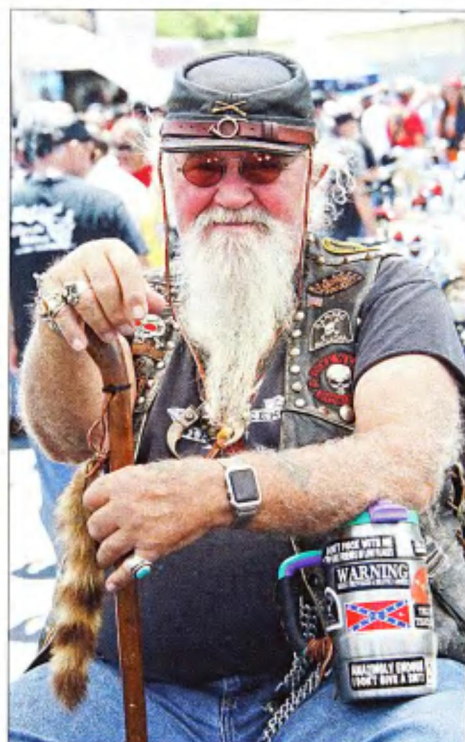
LEESBURG BIKEFEST



At the Rat's Hole, the Team Extreme Stunt Team sent clouds of smoke wafting into the atmosphere as they tore up the asphalt on one and two wheels. Paul Teutul Sr. was on hand for autographs and pics for OCC groupies, and Saturday's Rat's Hole Custom Bike Show awarded over 75 trophies in 14 classes.

Add the Ms. Leesburg contest on the main stage, a daisy dukes contest, a deafening Big Rig Convoy parade of trucks, precision riding demos and two days of biker rodeo games, and you need a vacation to rest up from this vacation.

It has been joked about on more than one occasion that Leesburg Bikefest is actually a music rally that allows bikers to attend. Live music of every kind on five stages kept everyone's toes tappin'. Bands included Big Engine, Bobby Friss, The Living Deads, Papa Wheelie, Hypersona, and Justin Heat. In all, over 60 free concerts were spread throughout the weekend, and it was elbow to elbow on the main stage for the headlining acts every night.



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Gator Harley-Davidson has played a big part in this rally right from the start. This year, Gator H-D offered up even more vendors, contests and live entertainment, just a short scooter putt away from downtown. Many of the neighboring cities have jumped onto the Bikefest bandwagon and are now organizing smaller versions with their own events and music headliners.

If you made the scene for this year's Leesburg bash, but didn't manage to see it all, never fear, there's always next year. For more information visit leesburgbikefest.com

—Don Rogers





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Confessions of a Stripper

BUSMAN'S HOLIDAY NO. 2



Five issues ago I wrote about my first "busman's holiday," in which I went to a strip club as a customer and got my first-ever lap dance from a stripper. To reiterate, a busman's holiday is a 19th century term. A bus driver, going on vacation, would travel by bus. Taking a busman's holiday means engaging in a recreational activity that's similar to your job.

I told my editor I'd like to try that again. He happily agreed, so off I went to a new club. For this excursion, I asked an old school biker friend, Big G to drive us in his hot rod 1956 Chevy. It is black with bright green flames across its nose; the perfect nondescript car when you're up to no good.

Halfway to the club, he got a call from his friend Becky. I had met her once before. Finding out where we were going, she wanted to meet us there. I found this a little odd as Becky is a pillar-of-the-community type, a lawyer involved in liberal causes, a vegetarian, food co-op habitué, devoted church-goer. Her husband also subscribes to the do-gooder lifestyle.

The three of us arrived simultaneously in mid-afternoon, and Sabrina and I were the only female customers in the club. Our little gang of three, drawing stares from the other customers, sat together at the stage. It was pretty exciting, as the first three

of the five girls who danced for us were rookies, their first week on the job. They were all cute.

Unfortunately, one of the other dancers sat down next to us, and yammered the whole time. This is a gross violation of stripper etiquette. When another dancer is on stage, you let her be the star. Girls on stage are trying to make tips and attempting to sell private dances. That means conversing with the customers. This girl was distracting us. We had hoped to find three girls we got along with to take to the back room for a six-some. We wanted to do a round robin, rotating the three girls from lap to lap, and then maybe having them tag-team one or two of us. It helps if you've had some conversation first, but the yammerer kept yammering, blocking our attempts at intimacy.

To get away from her, Becky and I proceeded to the parking lot to smoke some Super Snow Dog. For medicinal purposes, of course. Big G stayed inside for the show. Even he got bored and five minutes later he joined us. He had a funny look on his face, which is always trouble with this guy. He stared at us. We stared back. Finally, he said, "I know I promised you two private dances. In lieu of that, why don't you both climb in my back seat and have fun while I drive you around?"

Somehow the matter-of-fact way he said it made the idea seem reasonable. "Sure, why not?" I said. "I'm down," said Becky. Into the enormous back seat of the '56 Chevy we went. It was still broad daylight, and he drove us to a Japanese restaurant, where we later had dinner. He drove around the lot, then parked by the side that had no windows, while Becky and I went at it. Within minutes, the windows of that Chevy were pretty steamed up.

Becky is very pretty. She has long, jet-black hair, a really cute face, lovely eyes, and a seductive smile. Her skin is so soft. She has high cheekbones. Flawless. Oh, and did I mention busty? I found out later she's a 34DDD. Massive tits on a smallish body. But she was still bigger and stronger than I am, and quickly lifted me onto her lap. She was polite. "Is it okay if I kiss you?" she said. I said, "Yes," and that's the last time she asked for permission for any activity.

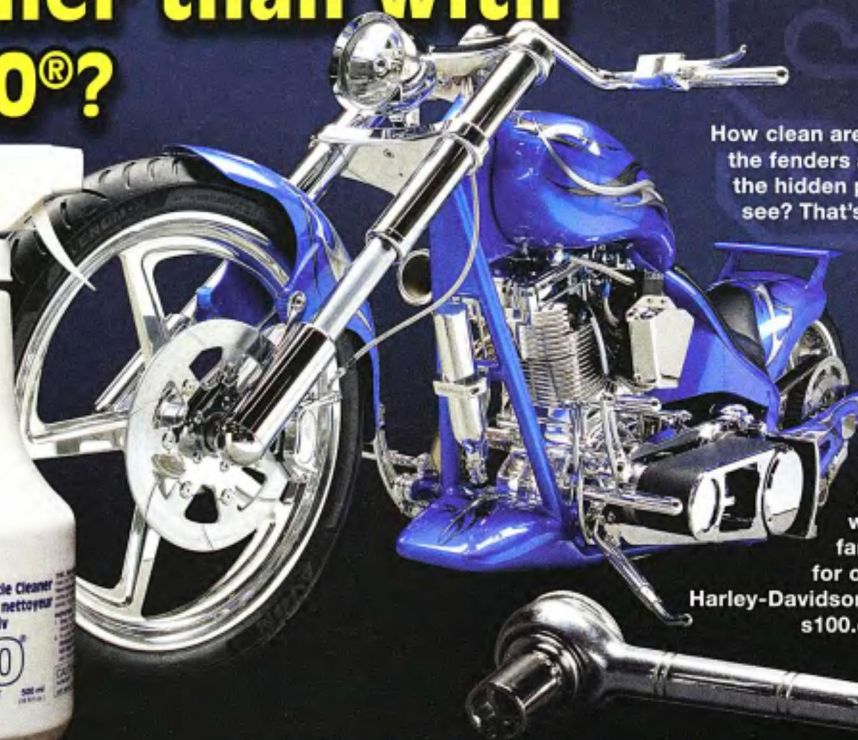
Becky put one hand down the front of my panties, the other down the back. The fingers in the front hand did the obvious. The back hand slid through my crack, and—by accident, I think—found a home, if temporarily. It was all very playful. It was easy to be frisky with her. Becky is more of a giver than a taker, but I went after her breasts, kneading, licking, softly biting.

Then out of the side door of the restaurant appeared a sushi chef, who lit up a cigarette. Big G put the car in gear and took off. Down a country highway we went. I guess we should have worried that our chauffeur was looking more in the rear-view mirror than at the road ahead, but Becky and I were busy. The bumps in the road were creating havoc, jarring Becky's probing fingers deeper. I had three orgasms.

Our driver demanded more kissing as we drove back to the restaurant. We were happy to oblige. Becky said to Big G, "I'll bet that's the first time you had two girls doing that in your back seat." He said, "No comment," which spoke volumes. Becky and I both looked at the seat, wondering how many girls had blessed the upholstery with their essence. I finally understood the logic of driving a classic Chevy with a bigass back seat.

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Bike Photo: www.brunorstensperger.com



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MAKIN' MOTO MEMORIES MAMA TRIED 2019

When you try to name a few of the world's biggest and baddest chopper shows in the world, Born Free and the Mooneyes Show in Japan are currently at the top of the list. But those two had best make room for another bike show that is destined for greatness. I'm talkin' about Mama Tried. The event takes place each year in the dead of winter right in Harley-Davidson's backyard in Milwaukee, Wisconsin.

Held on February 15th through the 17th this year, the Mama Tried Motorcycle Show has it all, from over 100 cool choppers and bobbers, to sport bikes, even café racers on display. It also has a movie theater that plays motorcycle-related flicks all weekend, including the Midwest premiere of the documentary "Oil in the Blood."



MAMA TRIED



Event organizers Scott Johnson and Warren Heir Jr. put on this annual chopper fiesta in order to get everyone out of their homes and into downtown Milwaukee to see some amazing one-of-a-kind custom bikes. People come out in droves and there is a line around the block just to get in. That's saying something when the temperature is just 15 degrees and it's snowing.

The festivities begin on Friday evening at Panther Arena with Flat-out Friday featuring indoor flat track racing at its finest. With its indoor track covered in sticky Dr. Pepper to keep the racers from sliding out, you can watch all classes of racing, including the all-new "Woman's Hooligan" class.

Saturday morning, a lot of folks were standing in line waiting to get in to see three floors of custom bikes, vendors, food, drink, and scooter art packed into the enormous Eagles Ballroom. There is so much to see and do that you don't need to leave the venue all day. Which is great since you'll be fully enamored with all the amazing bikes that Warren and Scott curate each year.





MAMA TRIED





MAMA TRIED



Besides the event itself, there are plenty of parties to attend in the area, from the "Shovelheads and Sweethearts" bike night at the Harley Museum and the Kick-off party at the Fuel Café on Thursday, to Saturday night's bash at the Iron Horse Hotel.

On Sunday, I got bundled up and headed over to a frozen lake to watch racers take to the ice. One of the highlights was seeing a guy dressed as Evel Knievel doing a wheelie out on the frozen lake. Where else are ya gonna see shit like that?

It's easy to see why shows like Mama Tried take on epic proportions and become legendary. Don't believe me? Come on out next year and check it out. You'll be hooked. Visit mamatriedshow.com for details..

—Ben the Boog





THE PREDATOR



RICHARD WRIGHT'S SHOWSTOPPING ROAD GLIDE

When it comes to the creation of truly one-of-a-kind custom motorcycles, Richard Wright of RW Chop Shop in Lexington, South Carolina has been wowing bike show judges for years. Richard always brings something remarkable to our Charlotte Easyriders Bike Show.

Year after year, he has blown us away with his long choppers and pro street ground pounders packed with intricate details and phenomenal fit and finish. Richard never fails to take home Best of Show trophies and wins bike features here in *Easyriders*.

A few years ago he struck more bike

show gold with this 2017 Road Glide. Taking aim at the custom bagger market, Richard blew away the competition with this lay frame wonder. He began with a Ballistic Cycles lay frame, reworking it to accept a one-off, single-sided front end. The bagger, that was a rolling chassis

TOR

If you want to know what *Easyriders* magazine is looking for when it comes to custom baggers . . . this is it.



Year after year, Richard Wright has blown us away with his long choppers and pro street ground pounders packed with intricate details and phenomenal fit and finish.

from Ballistic when it came to Richard, was owned by Richard's good friend Paul Trussell. Paul wanted Richard to create a bike that would take the honor of being the Bagger of the Year at our Easyriders Bike Shows. The challenge was turning this project around in just three weeks in order to get it to the show. This Road Glide, known as The Predator, took Bagger of the Year. Just six months later, Paul passed away from cancer.

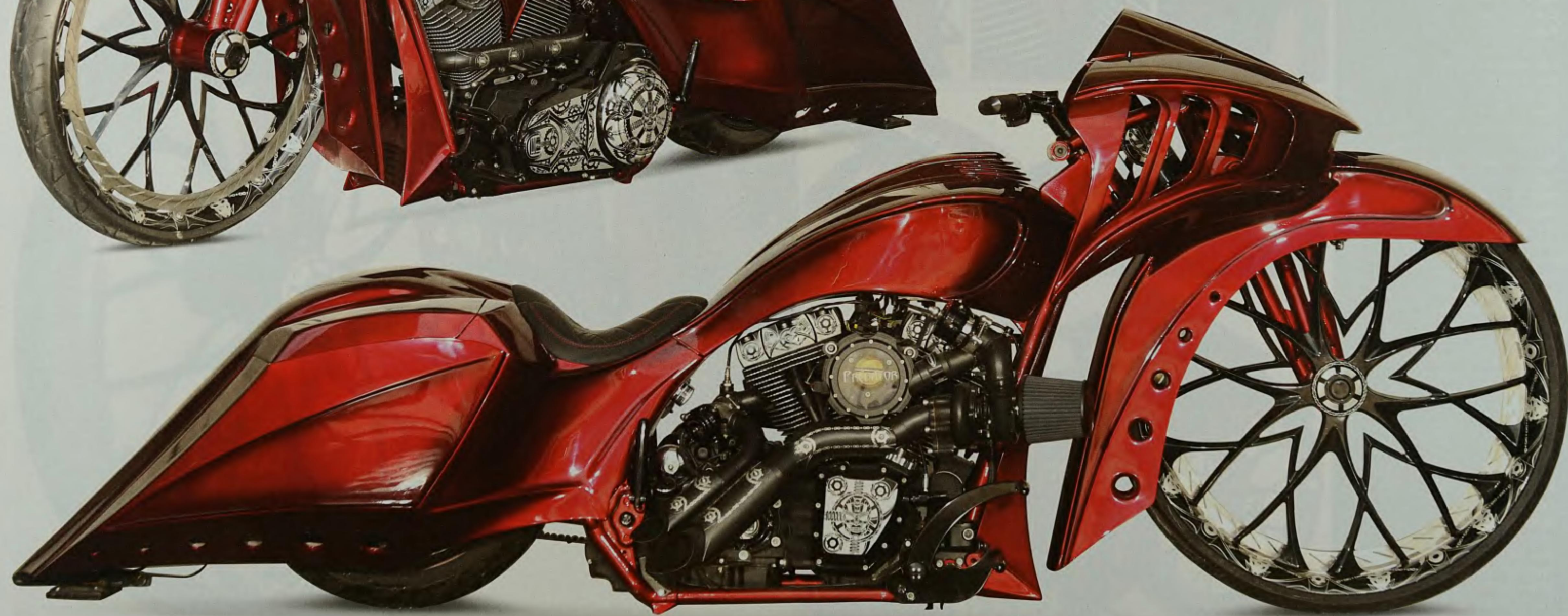
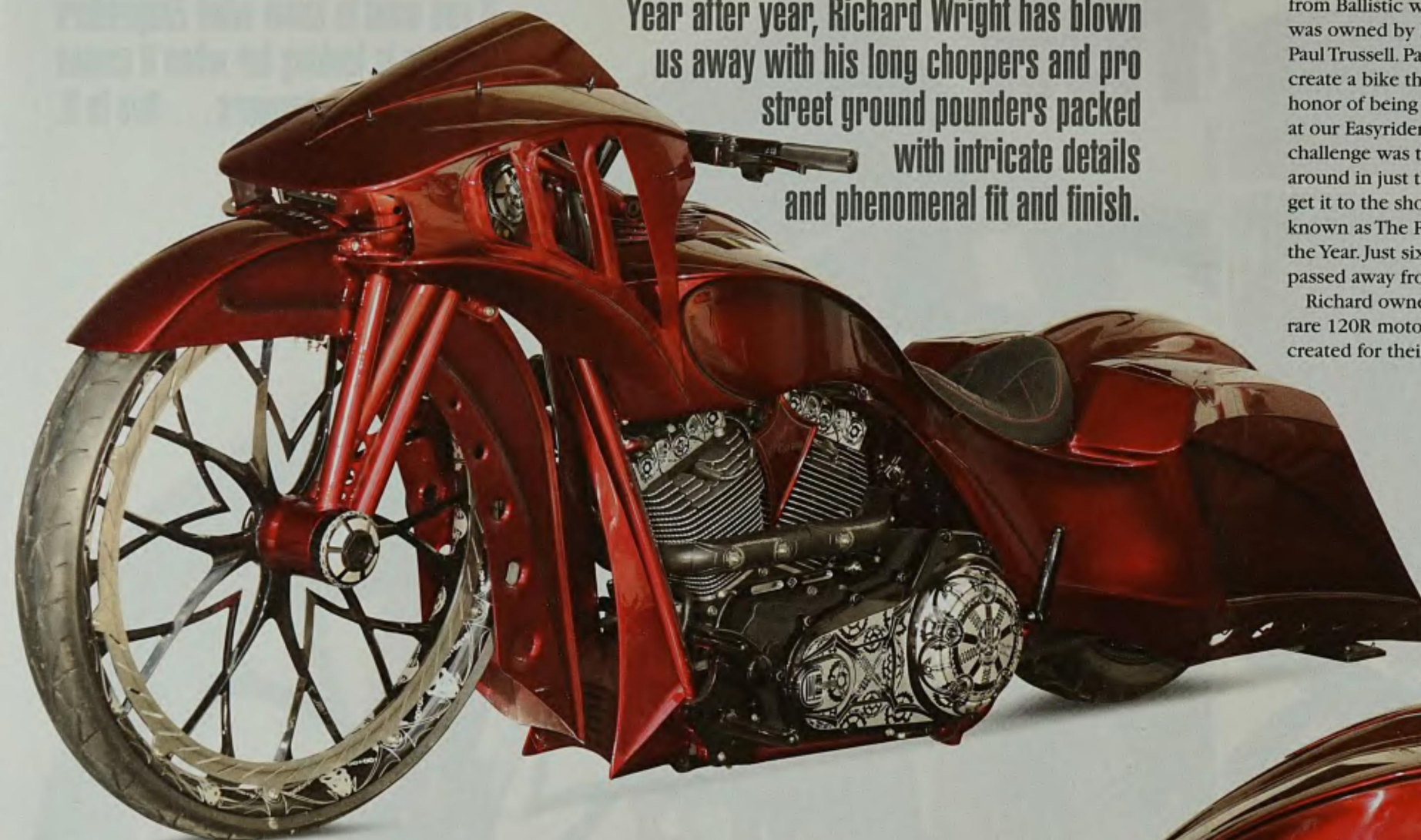
Richard owned the motor, which is a rare 120R motor that Harley-Davidson created for their CVO line of baggers. It

features Screamin' Eagle 120R heads, pistons, lifters, and a Screamin' Eagle 266E cam. As if 120 cubic inches were not enough for this beast, Richard mated it up to a turbo to boost the horsepower through the stratosphere. The bike roars through a two-into-one exhaust system that would make the God of Thunder shudder.

The sheetmetal is all aluminum, from the fenders and sleek hardbags, to the stretched tanks and super stylish front fairing by Ballistic Cycles. Richard had to rework and complete the sheetmetal and fabricate some parts.

That 30-inch front wheel is also a Richard Wright design by Ballistic.

Handling the paint chores himself, Richard knows full well that a bike's color is very important when a bike show judge or a motorcycle magazine editor chooses a scooter that is a real showstopper. His tasty blend of candy apple red paint over metalflake silver lets you appreciate every curve and bend of his classy sheetmetal fabrication. If you want to know what *Easyriders* magazine is looking for when it comes to custom baggers... this is it. —Dave Nichols



Owner: Paul Trussell
City: Lexington, South Carolina
GENERAL
Designer: Richard Wright
Fabrication: Richard Wright
Year and make: 2017 Harley-Davidson
Model: Road Glide
Assembly: 3 short weeks

ENGINE
Year and make: 2010 H-D
Model: Twin Cam 120R
Ignition: Thunder Max
Displacement: 120 cubic inches
Lower end: H-D
Balancing: H-D
Pistons: Screamin' Eagle 120R
Heads: Screamin' Eagle 120R
Cam: SE 266E
Lifters: Screamin' Eagle
Carb: Pro Charger
Pipes: two-into-one

TRANSMISSION

Year and make: 2010 H-D
Type: 6-speed

PAINT

Painter: Richard Wright
Color/type: Apple Red/House of Kolor

FRAME

Year and builder: 2017 Ballistic Cycles
Type: lay frame
Rake: top secret
Stretch: classified
Shocks: Dirty Air

ACCESSORIES

Bars: HHI
Handlebar controls: HHI
Fenders: Richard Wright
Headlight: RW Chop Shop
Taillight: RW Chop Shop
Pegs: Accutronix
Electrics: RW Chop Shop
Gas tank: Richard Wright
Oil tank: Richard Wright
Primary: H-D
Seat: RW Chop Shop
Mirrors: HHI
Grips: HHI

FRONT END

Type: one-off, single sided
Extension: none
Builder: RW Chop Shop

WHEELS

Size: 30-inch front, 16-inch rear
Type: RW Chop Shop/Ballistic Cycles
Brakes: Performance Machine

Photos: Brad Patton





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!



Shop hedgehog Shiitake guards bikes and cups alike.
—Chris and Gabe Gibbany, Harrison, Arkansas



Smokey the fearless is ready to ride.
—Liza and Jonny, Ventura, California



Either two up or three up, 4-year-old yorkie-poo GIGI loves the wind in her face.
—Greg and Shari Spangler, Pittsburgh, Pennsylvania



It's Just a Bike



Gabe sipped the last of his coffee, then stood to leave the table. He and his cronies had been hanging on the patio of the local java hut every Saturday morning for years, and this warm Spring Saturday was no different. If you'd have told him twenty years earlier he'd be hanging out with other old farts at a coffee shop, talking politics and bikes, he'd have laughed in your face, yet here he was.

"I'll toss your cup," said Jeff. "I'm headed inside to choke the snake anyway." Gabe handed the cup to Jeff and walked towards his waiting scooter only to witness a scene we all dread. A pickup truck, all bedecked with ladders hanging from overhead racks, was slowly backing directly towards his bike. The driver was on the phone and barely paying attention to his mirrors. Gabe picked up his pace as he moved towards his bike, trying to raise the attention of the housepainter at the wheel of the pickup, but to no avail.

The truck tapped the rear fender rail of Gabe's bike just enough to topple the bike over onto its right side, snapping off the front brake lever and bending the side view mirror post in the process. Gabe's heart sank, his stomach churned, and rage burned inside him. "You fucking asshole!" he screamed. "If you can't drive it, then park it and let your momma drive you." Jeff, Adam and Big Rich were at Gabe's side before he could utter another word.

"Easy, big guy," said Rich. "You remember the last time you lost your temper? It cost ya a pretty penny in legal fees." Rich tossed an arm around Gabe's shoulder as he spoke. Gabe ducked from under his arm and headed straight for the driver of the pickup as he was emerging from the vehicle.

The driver had a length of pipe with him. "My name ain't asshole, old man. You take one more step and you'll have this pipe across yer skull." The young punk raised the pipe and as Gabe

closed the distance, the kid swung it. Gabe ducked, stepped in, and gut punched the punk from his ducked position. As the kid "ooofed" and bent forward, Gabe reached for the pipe and wrested it from the kid's grasp. Then he raised it as if to bring the pipe crashing down on the kid's skull.

Big Rich reached from behind and deftly snatched the pipe from Gabe, saving the kid's life in the process. Jeff stepped between the wheezing kid and Gabe. "Enough, brother. You know better," Jeff said. "That is unless ya wanna end up back in jail." The words helped Gabe go from high boil to low simmer. He thanked the boys and walked over to his bike.

"I'll get it," said Big Rich.

"To hell with that," Gabe barked. "When I can't pick up my own damned bike, I'll stop ridin' it." All the boys knew that would never happen. Gabe bent and with a grunt, used the squat technique to pick up his old Super Glide. He turned, threw a leg over, and

made sure the kickstand was in place before resting her over on it. He got off to survey the damage as the boys tended to the wisecass kid.

Gabe found that he could still use the front brake with two fingers, the bike sat correctly, and the front end was fine. He dismounted and reached for the side view mirror, bending it back in place. The right hand passenger peg had done a great job of saving the right side of the bike, even the blued drag pipes were unscathed.

The pickup driver, whose name was Rick according to his work shirt, was holding his side and leering at Gabe. "Lucky thing you had backup, old dude, or you'd be eating pavement right now."

"Really?" said Gabe. "Didn't need backup to double you over, and if it weren't for my boys here, your brains, what there is of 'em, would be all over the ground. Grow up, you asshole."

"Maybe you'd both better do some growin' up before some of the more conservative coffee sippers call the law," said Rich.

"Nobody needs that shit right now. We'll be here all day if they show up," Jeff said with some finality.

"I don't know what the damned big deal is anyway. It's just a bike," said Rick with a sneer.

"Oh brother," said Rich. "Here we go."

"You just said the wrong thing, man," smirked Jeff. "First off, you're gonna want to step over to our table where you're gonna negotiate payment for the damage to Gabe's bike. Then you're gonna want to apologize. And worst thing for you, you're gonna listen to Gabe explain why NO BIKE is 'just a bike.'"

Gabe had been quiet through the last exchange. He was already heading to the table. Rick, on the other hand, complained loudly about his time and the job he needed to bid on. Then he looked around and realized that he was outnumbered and that Rich was still holding the steel pipe in his fist. They were soon all seated around the table with coffees. Gabe very graciously bought the round, wincing as Rick ordered some caramel girlie drink to sip through a straw.

Then began the diatribe, which was at times funny, and at other times, heart

wrenching. "So you said it was 'just a bike'," said Gabe. "Well, let me tell you a little something about that bike and its history. And you better settle in, boy, because it's a long story."

"He ain't kiddin'," said Jeff. Rick did as he was told, knowing he had no choice.

"Round about 1972, when your daddy wasn't old enough to date, I picked myself out from under my Ironhead Sporty and dragged my ass down to the local H-D dealer," Gabe began. "I saw that black Super Glide and bought it on the spot. It's been my main mode of transport ever since. It has been to both coasts a dozen times at least. I've seen the sun rise in the east and set in the west while astride that ornery machine. That patched-up king and queen seat has had more beautiful female asses on it than you can count in any ten cross fit classes. One in particular left her mark on that old gas tank. If you look close you can see the scratches her high heels made on it as she rode with her smooth thighs wrapped around my waist. I treasure those scratches. I picked her up in Sturgis, married her in Vegas, and was there in L.A. when she had our daughter. That bike was right outside her hospital window. Thirty years later that bike led her funeral procession. These boys were all there, along with forty other bikes."

Gabe took a long sip of his coffee, then continued. "The dent on the left side of the bike was where my daughter took her first spill while learning to ride her. She dropped that Super Glide against a curb and skinned herself up pretty badly. Today she rides all over the United States and Canada promoting motorcycle safety."

Gabe reached into his back pocket, pulled out a flask and freshened everyone's coffee. When he came to Rick he looked into his eyes, the kid actually seemed interested in what he had to say. He pushed his cup towards Gabe and the old biker poured a generous amount into Rick's cup. He could only imagine what tequila would taste like mixed with all the caramel goo in Rick's cup. He smiled at the thought.

"Hey, tell him about the time you got

the dents on the right side of your tank," Adam chimed in. "Cool story."

"Sure," said Gabe. "I was ridin' from Jersey, headin' for Sturgis. The bike was still pretty new lookin' and I had just left the army, so I had money and an attitude. I could fight, I could drink, and I was fairly sure nothin' could stop me. Nothin', that is, except the weather. I hit a wicked hail storm just outside of Rapid City. At the end of July, no less. I tried to keep ridin' but my hands and face were bloody and bruised from the hail stones, and the road was slippery as hell. I pulled to a stop under a bridge, but just before I made it under, a huge chunk of hail nailed me in the left eye. It hurt like hell. I managed to get under the bridge, pulled her onto the shoulder and shut 'er down. I was way pissed about the half dozen dents in my gas tank and my broken headlight."

"Show him what else got dented that day, brother," said Big Rich. Gabe grinned and raised his wraparounds to look Rick straight in the eye. He winked with his right eye because his left eye had been lost by the hail stone that day outside Rapid City.

Rick just shook his head and said, "Ya'll are crazy."

"Yeah, we sure are," Gabe said as he lowered his shades. "To fall in love with a machine over the course of a lifetime is a little crazy in some circles. But bikers do it all the time. It's not a choice. I can't even describe to you why it happens. A man develops an affinity for a machine: its sound, its peccadilloes, the freedom it can bring. We're a lucky bunch. I have had that old bitch break down on me at the worst of times. I have had my hands on every single nut and bolt, every wire, every part on that bike. I know her like I knew the curves of my late wife." Gabe's voice grew quiet. "I don't expect you to understand completely, son. But maybe now you'll be a little more careful when you back towards a man's motorcycle. At least I hope so."

Before the men went their separate ways that day, Rick wrote Gabe a check for the damage to his motorcycle. The two actually shook hands. And at the bottom of the check was the notation, "Not just a bike." —Z. Jakl

INDIAN-NESS

C O R Y N E S S T A K E S O N A C H A L L E N G E



"I've wanted to do an Indian since they first came out."



"I have been around motorcycles forever," Cory Ness says, "My dad worked on bikes at home so I was always around them. He painted bikes to make a living at home. In fact, our garage was our paint booth for quite some time. It was normal for me."

Cory Ness, the son of legendary bike builder Arlen Ness is a great

builder in his own right. You see the proof before you in the form of this lavish custom Indian Digger. "I've wanted to do an Indian since they first came out, but when Polaris launched Indian they wanted to have the two brands, (Victory and Indian) totally separate, with different marketing teams, everything, and we

were definitely into the Victory program for a long time," Cory says. "Although we had an interest in playing with the Indian bikes, they didn't want us to do that. When they discontinued the Victory program, I decided that I was going to do up an Indian and started with this particular project."



The Ness family has long been famous for creating long and lean customs known as diggers. "I always loved the diggers, and at least for us, 99% of the diggers were on a rigid frame. I thought if we could do one on the Indian, and still use the Indian rear suspension, that might be a really comfortable, nice riding digger," Cory reasons. "It was a full custom chassis, but all the suspension points were put in the stock positions. I wanted to make sure it rode nicely, just float down the road, and that's kinda how it worked out. The digger style to me, and to the Ness roots, is 'skinny.' We

always used 7/8th chrome moly thin tubing. A digger is based on race performance styling, with everything lean and mean, and stretched out: 40 degrees of rake and everything narrow."

Cory says that the rear of the bike was fairly simple to do and works fine, because the suspension setup is very similar to stock. However, he admits that the front didn't work out as well as he'd hoped. "If you get up over 50 miles an hour you get a little vibration. When you're not going fast, all the weight is to one side and when you're at a standstill the weight dispersion is

heavy to one side. The front could use some tweaking would be another way to put it."

The tank and fender are both mounted from the single side and all the bracing is fabricated from tubing. The chassis was done by Jim Jennings, who has done a lot of work for the Ness family over the years. Cory says that, "All the tubing and gas tank was done in-house by a couple of our guys: Wayne Houk and Alex





Ramirez. The paint was done by Scott from Riff Raff, and the graphics were done by Taylor Schultz of Schultz Design."

Among Cory's favorite details on this Indian are the single-sided offset wheels, which he personally drew up. They are 23s front and rear. After doing the gas tank, he wanted the mounts to be a focal point, so after designing the tubing for them, he carried that theme to other points on the bike.

One of the many challenges to building a bike as custom as this one is that the new Indians, indeed all new bikes, come with fly-by-wire throttle controls. There are big components that go into the switch housings. They would look ridiculous on a bare bones motorcycle, so they had to convert to a traditional cable housing. "Basically, in a lot of the new bikes the electronic systems are so different from starting from an old bike with cables and minimal wiring and all that," Cory tells us. "There are sensors on everything, and without them the bike won't

operate at all." Cory was lucky to have the assistance of Todd Matthies, one of the engineers from Polaris to help him figure out how to reprogram the 'brain box' just to shut things off and turn things on. "When you want to remove the bulkiness, the stock harness would be a rat's nest."

"I'm really happy with how the bike turned out," concludes Cory. "I love the color combo and the graphics. Although I didn't actually paint it, I did lay out the graphics. It was a nice challenge for me, but I do want to tweak that front end a little bit more." —Kit Maira

Owner: Cory Ness
City: Dublin, California

GENERAL

Designer: Cory Ness
Year/make: 2015 Indian
Model: custom
Assembly: Jim Jennings, Wayne Houk
Time: several years

ENGINE

Year/make: 2018 Indian
Model: Chief
Displacement: 106 inches
Cam: Indian
Ignition: Indian
Pistons: Indian
Heads: Indian
Lifters: Indian
Carb(s): Fuel Injection
Air cleaner: Ness
Pipes: Ness

TRANSMISSION

Year/make: 2015 Indian
Modifications: Ness
Shifting: Ness

PAINT

Painter: Riff Raff, Taylor Schultz
Color/type: White/black

FRAME

Builder: Jim Jennings
Rake: 38 degrees
Stretch: 5 inches
Shocks: Ness
Other Modifications: single sided

ACCESSORIES

Bars: custom
Handlebar controls: Ness
Fender: custom
Headlight: 4 1/2-inch
Taillight: Ness
Electrics: Ness
Gas tank: Ness
Oil tank: Ness
Oil system: Ness
Seat: LePera
Pegs: Ness
Mirrors: Ness
Grips: Ness

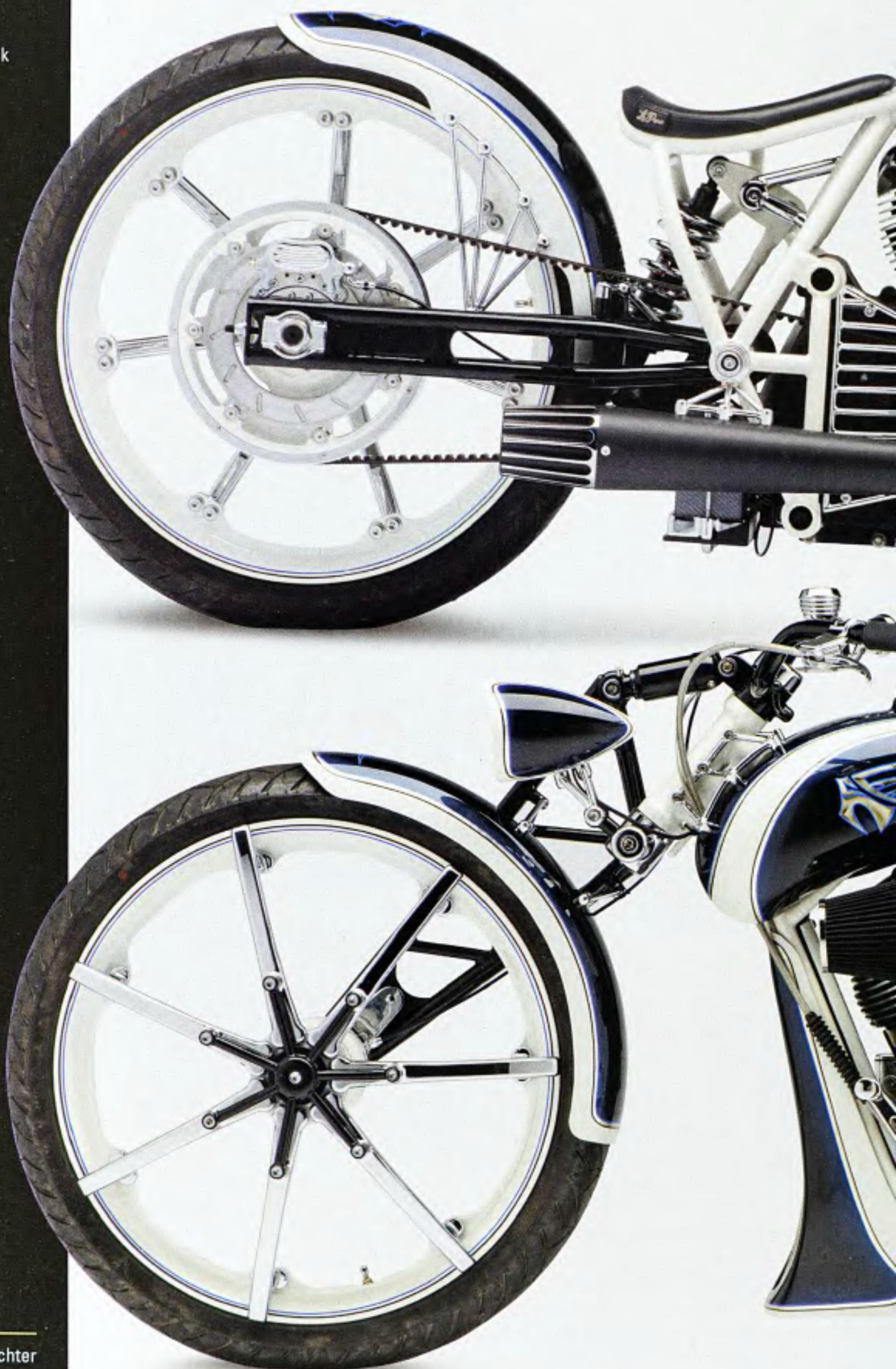
FRONT END

Type: single-sided girder
Extension: stock
Builder: Chassis Design Co.

WHEELS

Size: 23-inch
Wheels: Ness
Tires: Metzeler
Brakes: 360 Brake, GMA

"The digger style to me, and to the Ness roots, is 'skinny.'"



Photos: Michael Lichter





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SIGHTSEEING Riding with Flea



I think it's fair to assume that, for most of us, cruising the road less traveled is what riding is really all about. The chance to get away from the city and twist our way through the corners of some road that time forgot is the stuff of daydreams, for sure, but sometimes we still find ourselves on a super slab on the way to somewhere in a hurry. Which is exactly the situation I recently found myself in as I was scooting across the sunny Southwest on a schedule.

Now, for those of you who aren't familiar with traveling through arid states like Arizona, New Mexico and Texas, you learn real quick to keep an eye on your fuel level since 100-mile stretches of nothing but sagebrush and tumbleweeds are pretty common. The places where you can pull off for a little tending to you and your machine

are usually interesting, if not downright entertaining.

Watching the billboard advertisements for petrol means also reading about stuff like dinosaur parks, Indian jewelry or even "The THING" that includes a painting of a monster of some sort. This last one promises to shock visitors who dare to stop by, stokes the curiosity, and is its own form of amusement along Interstate 10, which stretches from California to Florida. Not advertised, however, are things like the old rest stop shelters that offer a little sanctuary along the road. Once a common sight, these simple niceties are a throwback to a time when families traveled with picnics and a little break along the way was normal part of the journey. The structures vary in decor but are usually

in keeping with the surrounding landscape. Slowly but surely, these bits of Americana are becoming extinct. I found one area in West Texas where the picnic tables are shaded by teepees and the ones in the Texas hill country look like inviting little cabanas that are great wind shelters. These are accented by the famous Texas wildflowers in the spring, but my all-time favorites are the ones I found in New Mexico.

Adobe structures painted in Native muted tones, the mini-haciendas are shaded and a comfortable reprieve from the highway traffic. The picnic tables make a great makeshift bed once you roll out your sleeping bag, and the bike is easily backed in out of the weather if you need a place for the night. Pitching a tent is not only unnecessary, it's a bad idea, since the



highway constables get a bit cranky about squatters who look like they're taking up residence. My conversation with the highway patrol officer who stopped by to check on me included a debate over the actual definition of the word "vagrant." I defended against his accusation that I might, in fact, be a vagrant by pointing out that I had a means of travel, some cash in my pocket, and wasn't begging for money, gas or food. While all this meant that I was by no means a vagrant, I thanked him for his concern over my safety and he left me with a warning to be gone by sunrise. Which was okay since that was my plan all along.

By the next sunset I was cruising a back road surrounded by the aforementioned Texas wildflowers and mesmerized by the perfume that

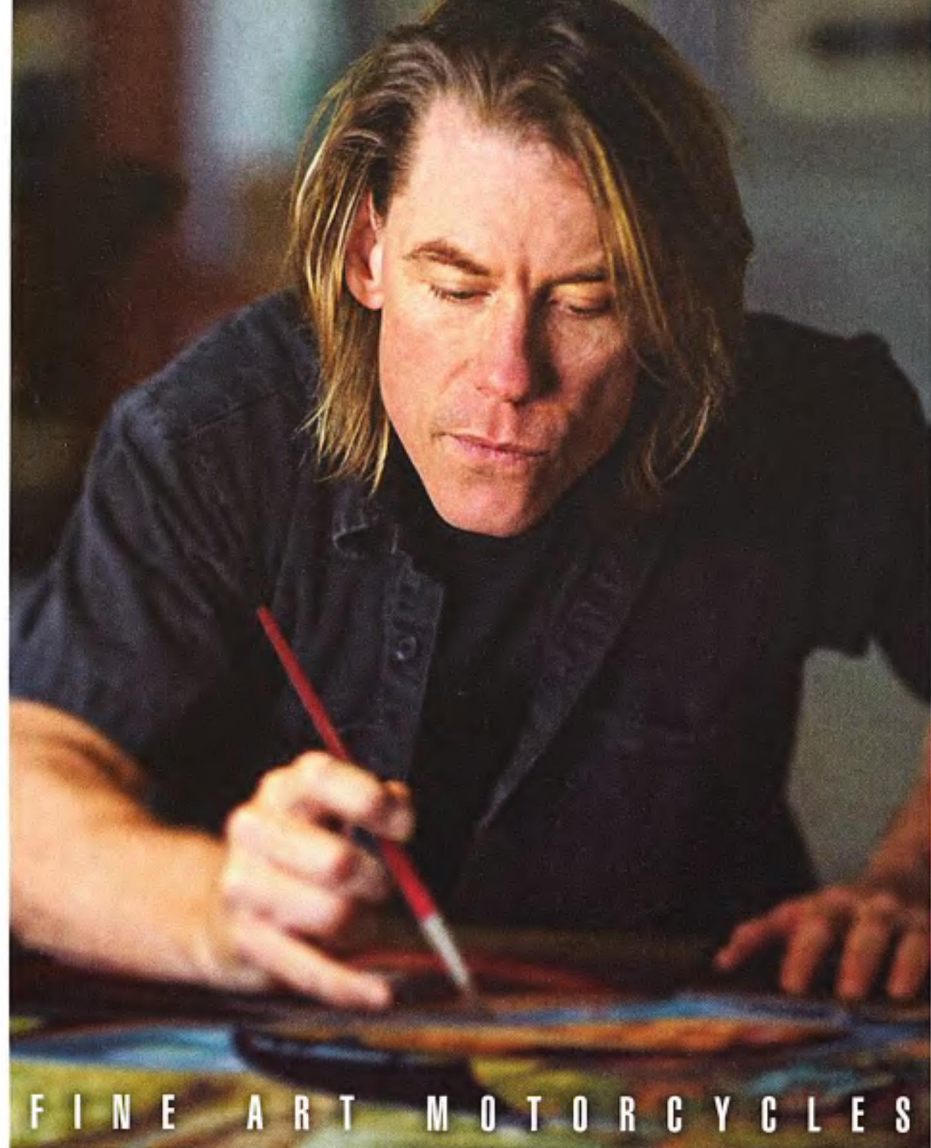
wafted from the fields. I'd seen all those pictures of the bluebonnets that bloom in the hills, but I was tripped out to find a carpet of pink Indian Paintbrushes springing up out of a field of green as I was drifting along a river road near New Braunfels.

I'd wanted to check out the Gruene Hall that I had heard so much about, which is reported to be the oldest continually running dance hall in Texas. With 6,000-square feet of dance floor covered by a steeply-pitched, old tin roof, the place still has the original layout since it was built in 1878. Various artwork adorns the walls, much of which has been hanging there since the 1930s.

Musical greats such as Ray Wylie Hubbard, Robert Earl Keene, and Jerry Jeff Walker have performed at the hall

and are still known to play for audiences now and then. The area has a few shops and a restaurant, and it's fun to wander around on the cobbled sidewalks for a trip through the past and recall a time when the world seemed to turn at a much slower pace. I found myself sitting outside the antique shop across the street with a couple of old guys during my visit. We chatted a bit about the guy who rode by on his flashy, big wheel bike, blaring that "gawd-awful caterwauling" on his stereo. They both shook their heads and asked me why people do that, and I had to admit, I had no clue. Personally, I'm content to just listen to the sound of the Beast's steady rumble as we scoot along the countryside, checking out the scenery and making new friends.

Hope to see ya out there! —Flea



Danial James

You may own some art by Danial James and not even know it. If you have a Harley-Davidson T-shirt, for instance, chances are it's got one of his designs on it. He says "In the 17 years that I worked with Harley-Davidson, I created over 600 designs for them. It's fun seeing many of my old designs on thousands of T-shirts at the rallies."

Danial has also created T-shirt and poster designs for companies like Triumph and Indian Motorcycles, Chevy, and Ford. He says the challenge in designing T-shirts is finding out what sells. "I have found that old

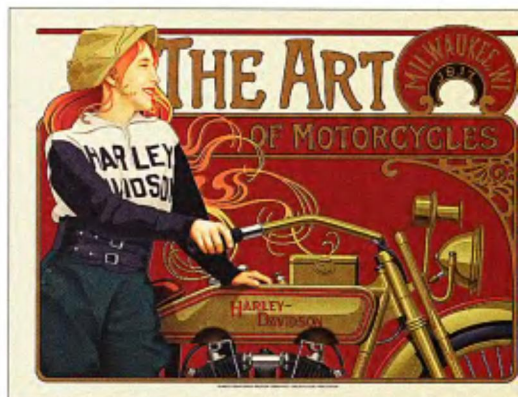
school bikers are set in their ways as far as things they like to see in a design," he says, "like flames, eagles, wolves, pin-up girls, or skulls sell great, and deviating from that would cause a design not to sell. When you do rallies, you need to tie the location into the design. For instance, you would tie Devils Tower or Mt. Rushmore into the Sturgis designs."

Danial's also designed a vintage series of posters for Harley-Davidson, such as *Shifting into Popularity* or *Outdoors Greatest Sport*, and *The Art of the Motorcycle*. "I really enjoy digging into the history of a subject,

coming up with stuff that might have been done back then, and putting it into a design," he explains. "But ultimately, you become stagnant in creating your designs, doing the same thing over and over."

Danial James Stuckenschneider (he jokes that he dropped the last name somewhere along the way because it's just too hard to sign) is one of those fortunate people who know from an early age what they want to do. Through perseverance and hard work, he has been able to do what he truly loves as a career. "I told my mom and dad in first grade that I was going to be an artist," he says. "Art is all I've ever done."

Growing up in Iowa, Danial started out drawing mostly animals; motorcycles would have to wait a



while. He got into scholastics in the ninth grade and won the only full-ride scholarship to the Rocky Mountain College of Art and Design offered to a High School Senior in the U.S., graduating with an Illustration Degree in 1987.

He later joined, and became business partners with, David Uhl for 25 years until he branched off to pursue his own fine art career in 2015. Danial has an extensive background in technical illustrations, and you can see that in his paintings. "I was a product illustrator out of college and worked with Bosch Automotive doing cutaways of all their products, their starters, spark plugs, batteries, and so on," he says. "It was engineered drawing for a transparent 3D image so you could see inside and through all the layers of Bosch products."

For the past five years, Danial's main



focus has been on fine art, creating his own style and concentrating exclusively on oil painting. Not only does he get to paint what he wants, but he also gets to be creative in his designs for clients. "It keeps me very busy," he says.

Daniel particularly enjoys the

vintage, impressionistic look. "The pin-up girls like the *Strapper Flapper*, *Lawful Beauty*, or the *Strap Tank Beauty* all have more of that abstract background, whereas *The Perfect Day* and *Taking a Moment* are more in the impressionistic style," he says. "But I'm starting to do more of what I would

call abstract realism, with backgrounds that have that abstract block-of-colors look."

Whether he's doing paintings of motorcycles, people, or just about any other subject matter, one of the hardest things for most artists to paint accurately are faces, he says. "You want



Taking A Moment



Scarlet Lady



Strapper Flapper



Dakota Glory



Milwaukee Fire Department



The Chase



your faces to have a realistic look. The skin tones and lighting are so important."

Animals are also something Danial really got into painting again. The first one was a wolf and raven piece, based on a dream he had three nights in a row a couple of years ago. "I kept dreaming about this wolf and raven," Danial explains, "and on the morning after the third night, my sister called me and told me that our grandma died. That same day I did a painting titled *Raven's Moon* because I thought there was some meaning there; maybe me being the lone wolf and my grandma being the raven looking out for me."

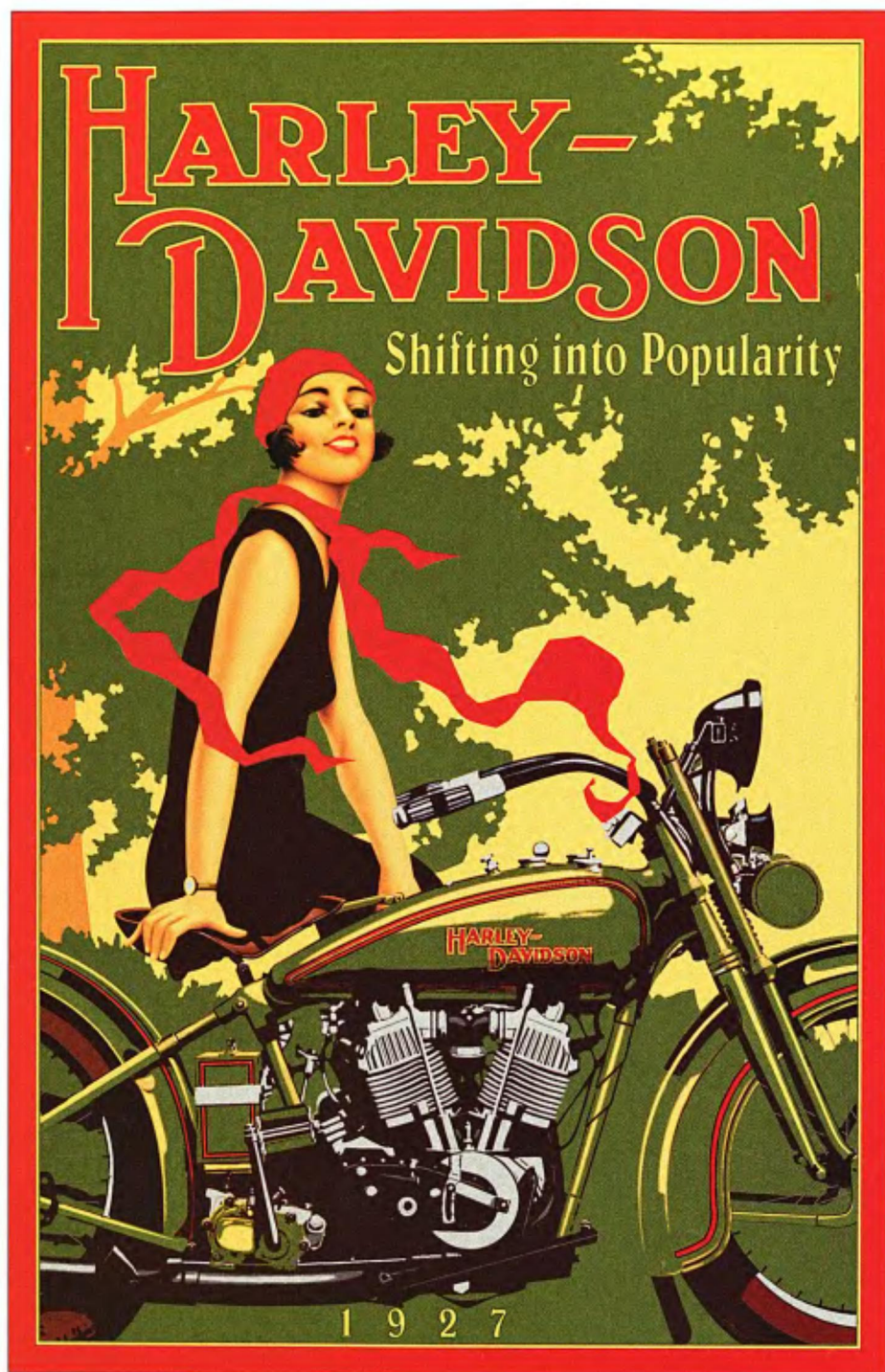
His art can frequently be seen at various fine art fairs. Just recently, he had a very successful show at the Waterfront Art and Wine Festival in Scottsdale, Arizona, and looks forward to being at other ones this year. "I love meeting people and talking about art. Not just my art, but art in general," he says. "Some of my favorite artists who have inspired me were Mucha, Norman Rockwell, and David Mann."

Occasionally, he'll add an airbrush to his tool box. "I first picked up the airbrush during high school," Danial says, "and I even taught airbrushing classes. I've done some nose art on an operating airplane, and the guy's wife also commissioned me to do a leather jacket to match it for him. It was really cool because I hadn't used the airbrush in about four years before that."

A recent series of paintings celebrates a culture having little to do with Danial's Midwestern roots. The large paintings show how the bootleggers started NASCAR. "I just completed the third painting of the series of five. The originals are already sold before they're painted. My client that purchased them has a museum called Legends Museum in Springville, Utah. He has a phenomenal collection of motorcycles and is purchasing a 1940 Ford Coupe Deluxe to display in the Museum along with my Bootlegger Series paintings. That was the number one moonshine-running car back then."

Danial recently finished another one of his Strap Tank pin-ups for the Strap





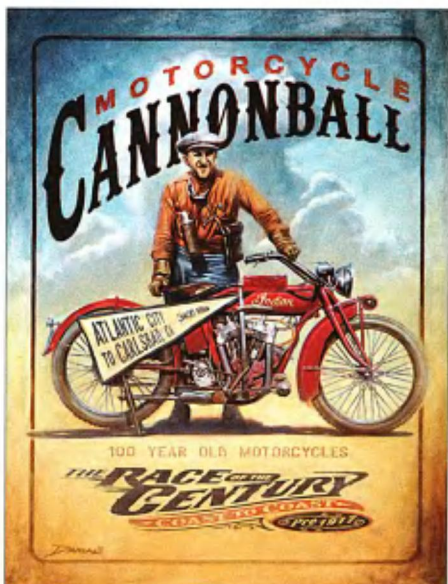
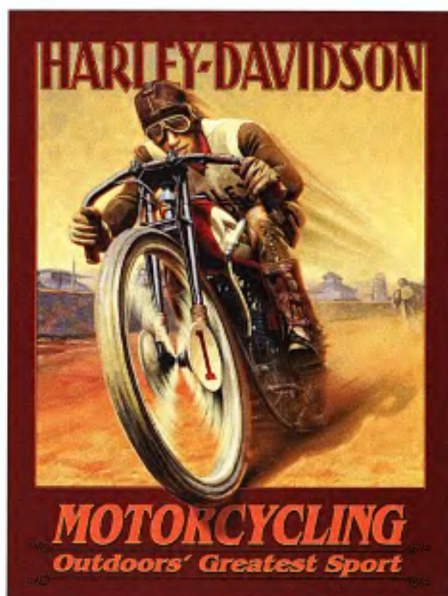
Tank Brewery, which is located next to the Legends Museum. Ultimately, there will be several Strap Tank Breweries at different locations, and his artwork will be displayed in all of them. "The newest pin-up has a western barmaid theme," Danial says, "and the pin-up designs will also be used for Strap Tank Brewery's signs and T-shirt designs."

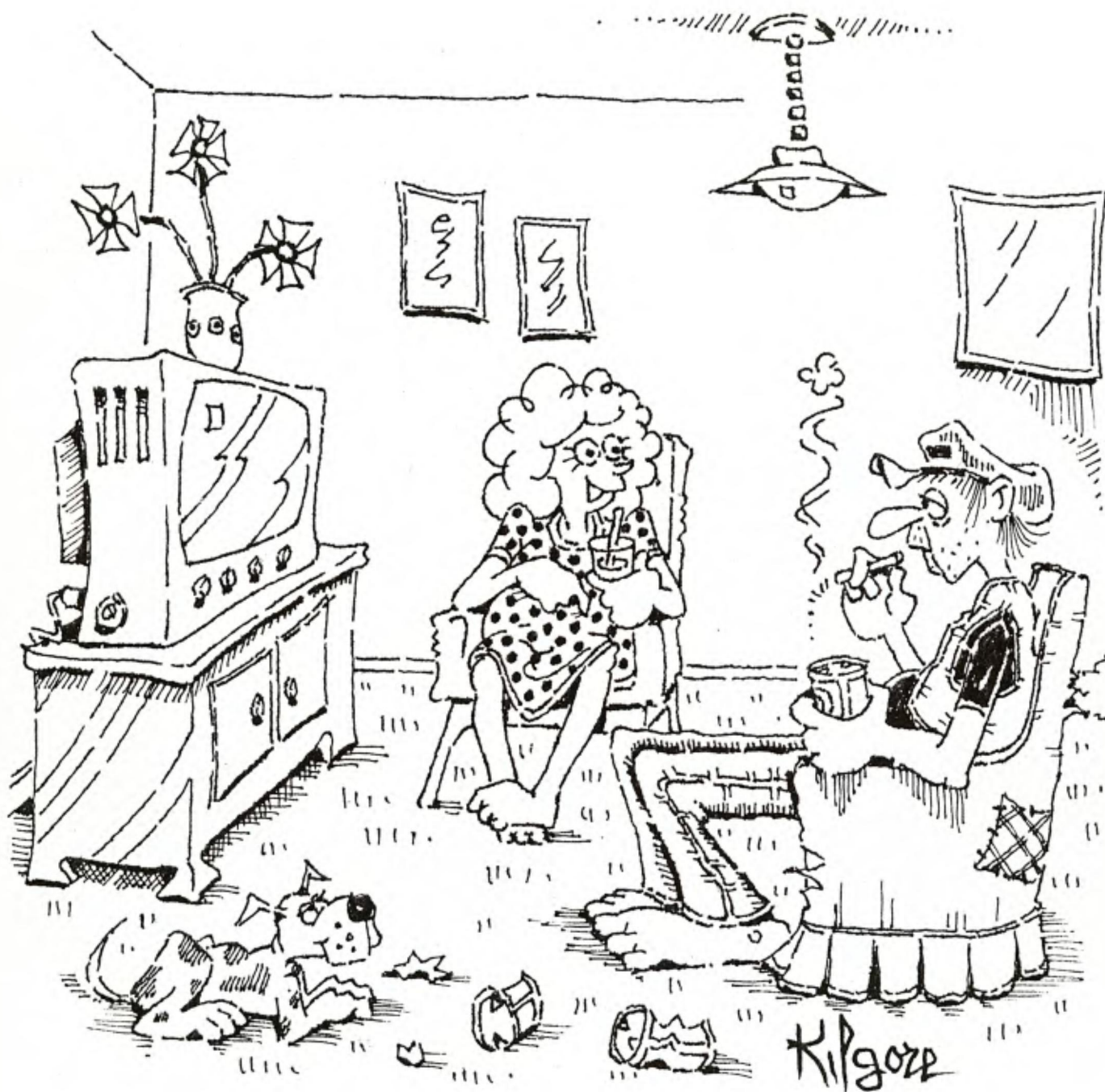
Always busy on several projects at once, Danial also just completed what

he calls one of the most challenging pieces he's ever done. It was taken from a black and white glass plate negative from 1924. "A lot of time went into colorizing and bringing the painting to life," he says. "I'm really excited about that one."

Danial's art can frequently be seen at various fine art fairs, motorcycle and car rallies, and you can check it out at danialjamesfineart.com.

—Red Baron





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HADES

Hawke Lashé lives in northern Montana where winters are long and the riding season is very short. He tells us that means he's usually got plenty of time to create masterpieces like "Hades," the tall chopper you see here.

Hawke built Hades for the People's Champ competition held prior to Born Free X in California. "I didn't really have a client on board," he says, "but I did have set of knucklehead cases and cylinder heads, so I started with those. I had to construct the complete frame and all the body work."

The engine cases are from Motortech in Germany and were modeled after the 1946 original markings. Hawke used a transmission and neck castings from that same year, trying to combine three different design elements in this bike: a kind of art deco style with the chromed castings, the molded 1970s chopper style, and a hot rod feel.

The heads are actually an aluminum version of the knucklehead and are also by Motortech. "The purist in me, if I had an original set, I probably wouldn't have gone that drastic with polishing it and modifying it so heavily," he says. "I did a full polish with the cases and sculpted everything in. I used a company called Elite Polishing, a guy named Steve Langston, he's done the last two show bikes for me, and he's just an animal."



"It only holds
1.6 gallons,
but I always tell
people it holds a full tank."



Hawke shaved the lower three fins off the cylinders and chrome-plated those, exposed the valve train, or at least the rocker arms, and put a valve in there, "so I could at least temporarily oil the rocker arm shafts by turning the valves on and off really quick and not having to use zerks," he says. "It's an old trick from the 1930s and '40s."

He modified a set of stock knucklehead head pipes and built the two-into-one collector. They go well with the early 1950s K-Model carbs

that he chopped the chokes off of and slash-cut the openings on to use the large "bean pot" float bowls. He hand-built the manifold to get them both to sweep forward and tuck in tightly. "I figured if I put enough effort in I could run them on the right side of the bike," he says. "Everything's a little tight, but it works."

The tall, 30-over front end was built by Dalton Walker to fit Hawke's six-foot-two frame. Wanting to keep the neck like a '46 bull neck without



cutting and raking it, he curved the down tubes and the back bone to get the neck into the position he wanted without wedging the neck. "The trick with the neck is that a lot of guys will cut that window on the bottom out of it," he says, "but because I built it for a show, I decided to put four windows in it, and that was a couple of weeks' worth of extra work."

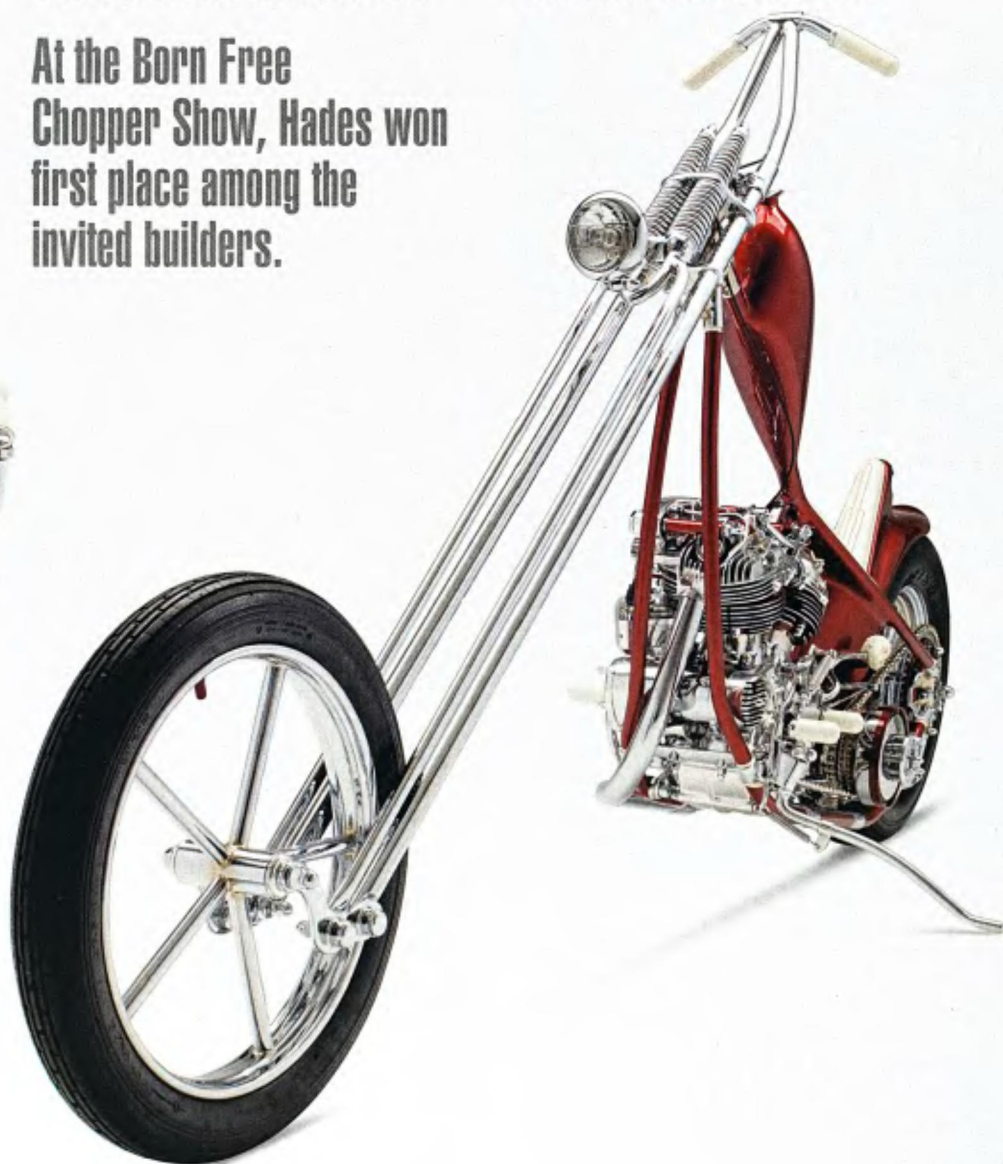
Hawke also cut the two top two rails off the hardtail section, curved the bottom piece, and straightened the axle plate back out, and then he curved the top piece of the hardtail underneath the back bone. "I was trying to keep that uninterrupted line, even though they're both curved in different directions," he says. "I don't use a tubing bender, I just use an oxyacetylene torch and my eye, and

just go for it, you know? No fancy tools up here in Montana."

The gas tank is a custom aftermarket tank, but it was too wide and too tall, so Hawke cut the tank into two halves and continued to work it around the back bone and molded the tank directly in. "I get another quart or so of fuel out of having a hollow back bone," he says. "It only holds 1.6 gallons, but I always tell people it holds a full tank."

At the Born Free Chopper Show, Hades won first place among the invited builders and, on the following day, Best Knucklehead. That got him invited to the Mooneyes show in Japan and the Rat's Hole show in Sturgis. And for his next magical trick, Hawke plans on building a fully exposed, 12-1/2 foot long, cone shovelhead chopper. We can't wait to see it. —Red Baron

At the Born Free Chopper Show, Hades won first place among the invited builders.



Owner: Hawke Lawshé
City: Columbia Falls, MT
GENERAL
Fabrication: Hawke
Year and make: 1946 Harley-Davidson
Model: knuckle chopper

Assembly: Hawke

Time: 8 months

Chroming: DIP

ENGINE

Year and make: 1946 H-D

Model: FL

Rebuilder: Hawke

Ignition: magneto

Displacement: 74 cubic inches

Lower end: H-D

Balancing: stock

Pistons: 8.5:1

Heads: Motortech / aluminum

Cam: Andrews

Lifters: JIMS

Carb(s): Linkert M-53

Air Cleaner: none

Pipes: Hawke

TRANSMISSION

Year and make: 1946 H-D

Modifications: Flying Choppers kicker cover

Shifting: jockey

PAINT

Painter: Hawke

Color: Caddy red / pearl candy

Type: PPG / House of Kolor

FRAME

Year: 1946 custom

Builder: Hawke

Type: rigid

Rake: sure

Stretch: some

Shocks: none

Modifications: windowed neck, axle plates

ACCESSORIES

Bars: narrow

Handlebar controls: Moon

Fender(s): Lowbrow

Headlight: Lowbrow

Taillight: glass beehive

Pegs: Moon

Electrics: capacitor

Gas tank: molded / back bone

Oil tank: molded

Oil system: stock

Primary cover: none

Seat: Pierce Street seats

Grips: Moon

FRONT END

Type: Springer

Extension: 30-inches over

Builder: SIK

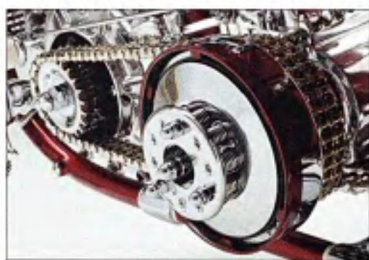
WHEELS

Size: 19-inch front / 15-inch rear

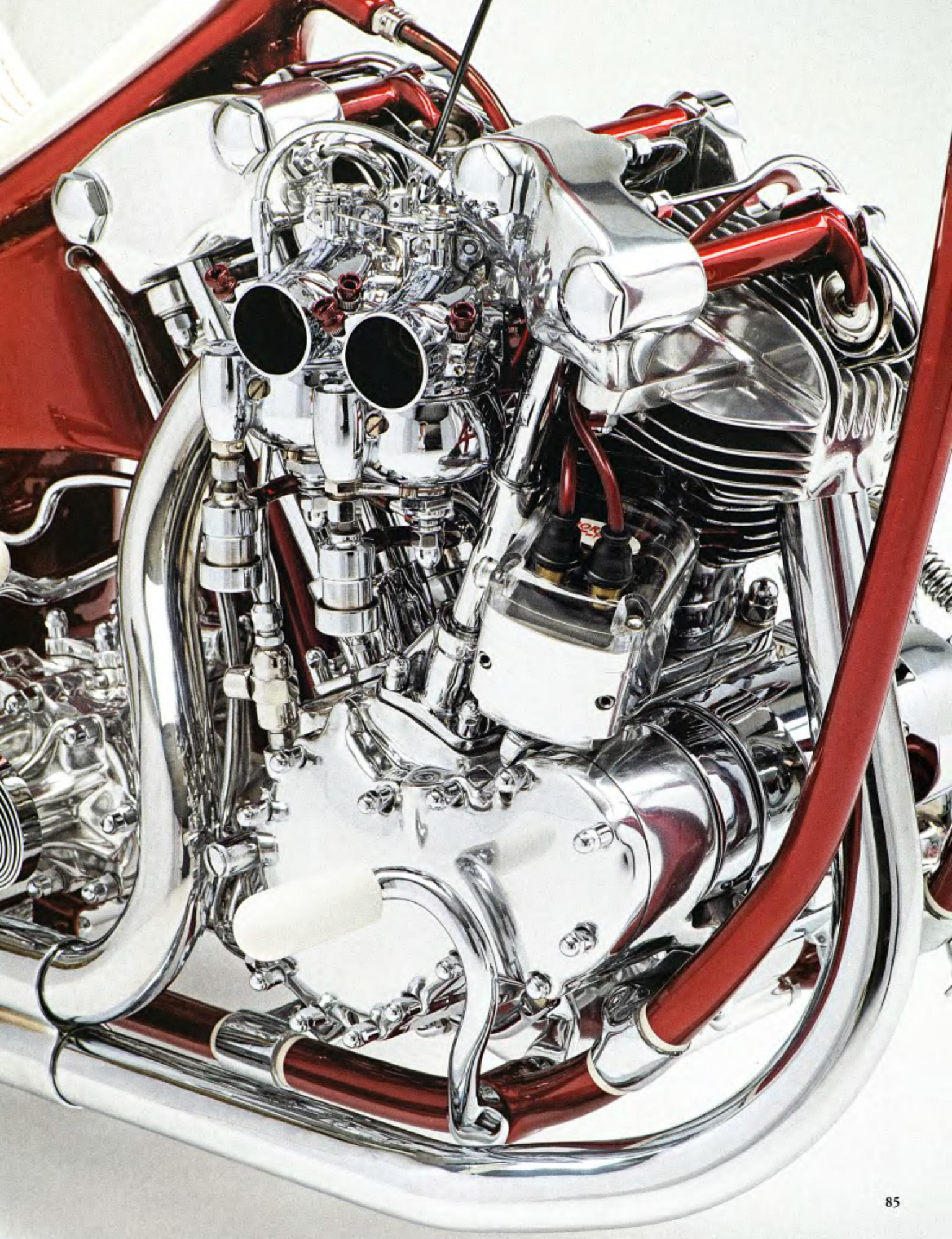
Hub: spool

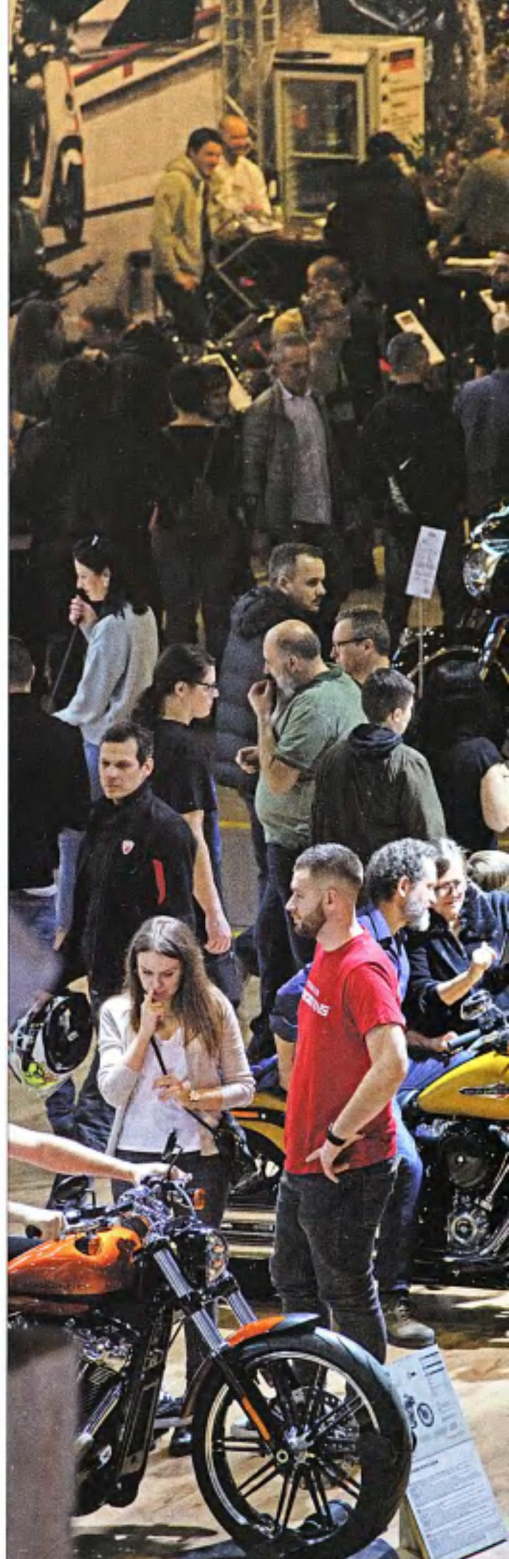
Tires: Avon / MIT

Brake: mechanical gear drive



Photos: Michael Lichter





Z U R I C H 2 0 1 9

SWISS MOTO

Swiss-Moto has had a reputation for being the largest motorcycle gathering in Switzerland, with over 70,000 in attendance. So when I received an invitation to attend this year (February 21-24), I thought it a great opportunity to see it for myself. It wasn't my first time to experience this spectacular country, as I've been through it before on a motorcycle, in a car, on a bus, and

even thumbed across it as a teenager. But no matter how I traveled, each time was special and revealed a different side of this dramatic land.

Swiss-Moto opened to a large crowd waiting at its doors Thursday morning. I was surprised at the great turnout even on work days, but this suggested the enthusiasm we'd see with the weekend crowds. As a guest of Yves Vollenweider



and Andreas Sieber, the show promoters, they set up a gallery area for me to display more than 70 of my framed archive photographs, giving me the chance to visit with many Swiss bikers and hear lots of stories.

The centerpiece of Swiss-Moto that most sparked my interest was the "show within a show," the Swiss-Custom Customizing & Tuning bike

show. Pre-selecting bikes from six countries kept the caliber very high. It was great to see Bryan Buttera with his garage-built 1977 H-D shovelhead that won a trip to Switzerland for Bryan and the bike at the Rat's Hole Show in Sturgis. Other bikes that particularly caught my eye included Arnaud Mary's 1986 H-D Sportster digger from France, 70's Helmets' Fabrizio Caoduro's

Radikal Choppers built "The Skinny" custom Sportster, Stéphane Grand's big tire knuckle bobber, Racz Dorin's compact 1973 "Rise of Anarchy" Ironhead from Romania, and Tom Mathys' clean garage-built 1950 panhead. You could sense the passion from these builders, as well as the larger motorcycle community. How cool were the husband wife team of



Mac and Sandra Fröhlich' with their McSand's Motor Shop '48 knuckle and '48 pan for which Sandra rebuilt both engines.

Some builders took their own booths like VTR Motorrad of Switzerland and Reini Servello of Liechtenstein who had several bikes from his "Bobber Garage" on display. Vendors like Rokker (motorcycle apparel) and others I'd never heard of displayed fantastic bikes that could easily have compete in any high level bike show.

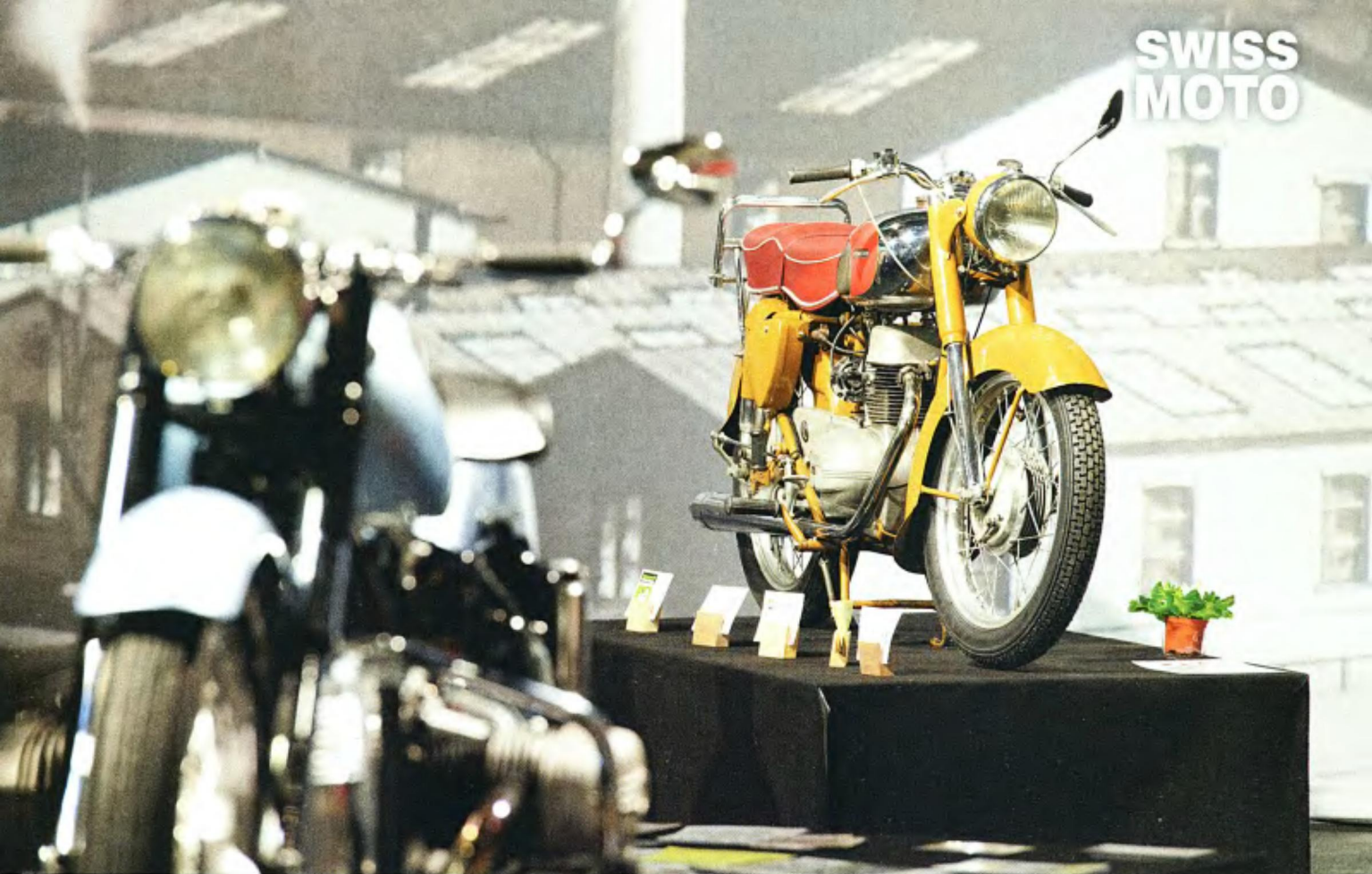
Swiss-Moto apparently has some very special offerings each year that keep visitors coming back. This year, some of the highlights included the unveiling of Arch Motorcycles in Switzerland by *The Matrix* star Keanu Reeves and customizer Gard Hollinger. There was also a custom Softail built for the luxury watch and jewelry brand Bucherer by Harley-Davidson Bündnerbike that was filled with jewels, hidden safes, a ring with a 5.4 carat diamond, and a one-off watch from Carl F. Bucherer. The bike is said to be the world's most expensive motorcycle, valued at \$1.79 million US dollars.

Another unveiling that was quite spectacular was Coni Bernasconi's CCCP Motorcycles (Lucerne) Viking-inspired chopper. The bike, called Ulfberht, was set on a giant rotating base with a similarly inspired grandiose movie (made just for the unveiling) displayed on a huge wall array of video









monitors just behind it. Just across from CCCP was the main stage where the British dance group the Valkyries performed their unique fire show and burlesque.

Swiss-Moto is enormous and takes up four separate floors. Downstairs, the Dynavolt Intact GP Moto2 team unveiled their 2019 machines to a very eager crowd. On another floor, the Swiss Tourism Board had a Biker's Paradise exhibition with a 60-foot long, augmented reality floor map that you could walk over with an iPad to reveal what they describe as "the Grand Tour" of Switzerland. The tour covers 1,600 kilometers and takes in 22 lakes, five Alpine passes and 12-UNESCO World Heritage Sites.

Beside this impressive presentation there was a wonderful assembly of Swiss manufactured motorcycles in the form of restored antiques, most of which I had never heard of before. Then beside the antiques was a large tribute to Switzerland's greatest motorsport hero, Luigi Taveri (1929-2018), with historical footage projected on a panoramic screen surrounded by racing memorabilia-filled display cases.

The weekend ended with the awards like that given by the Rat's Hole organizers that went to Dorin Racz for his sweet Ironhead. Two of the awards came with a very special prize: a trip for bike and builder to the Custom Show Emirates in Abu Dhabi in March. These went to Stephane Grand for his Emirates Pick award and Brian Buttera who got the "Best of Show" for his shovelhead. Bryan had never been outside the United States before this trip. In fact, he never had a passport before, and now, after just a few weeks back home in Florida, he will be heading off to the Middle East.

Switzerland seems to have the world pretty well figured out and seems to be happy with the way things are, from the stereotypes (great cheese, chocolate, watches, and punctuality) to the more than 70,000 visitors that came to this great motorcycle show.

Next year's Swiss-Moto will take place on Feb 20-23, 2020. For more info visit, www.swiss-moto.ch

—Michael Lichter



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—Jack Kerouak
—Pic by Jonny Bourgalt, Ventura, Calif.*





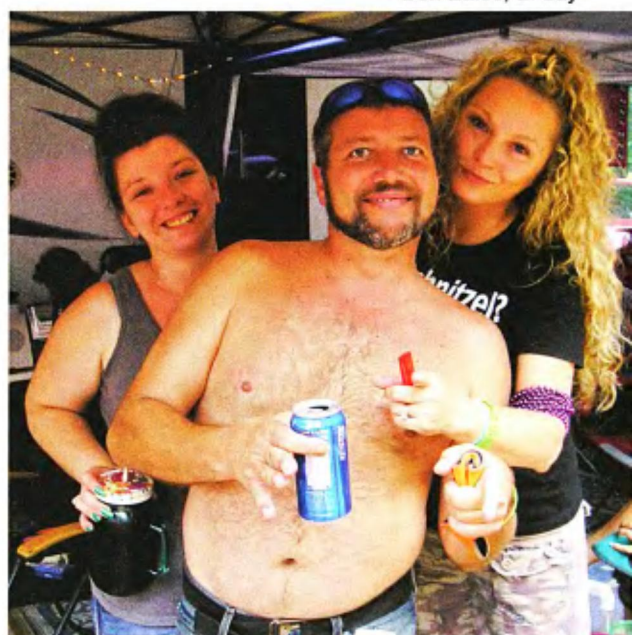
Ride places and do things. L.A. to Frisco run.

—Ben Zales, El Lay



A girl and her gooseneck.

—Chris and Gabe Gibbany, Harrison Ark.



Chicks dig bikers.

—DaveyDawg, Abingdon, Md.

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.



Sporty-fan putts in the warm sun in Daytona.

—Fritz Braun, Ulm, Germany



Never too old to cruise the burger joint. —Ron Hawks, Safety Harbor, FL



Cupcakes. —Big Brad's Photos, Parsonsburg, Md.

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This Month's Winner

Bros and broettes, meet Hazel, a raven-haired cowgirl from Arizona. Hazel roams the range as a yodeling freelance tarantula wrangler. Turn feverishly back to page 6 and watch her lasso and hogtie Tom Womack's holier than thou panhead chopper in six seconds flat.

—Captain Meatbook



#0801 Amanda—Virginia

"I was eighteen when this hot biker pulled up and said 'get on.' My God, we were gone for three days. I've been hooked ever since!"



#0802 Crissy—Pennsylvania

"My first time on a Harley I felt the cool breeze running through my hair and the excitement through my body as I went faster. Loved every minute of it!"



#0803 Alice—Arizona

"My first ride on a Harley I was really nervous until the tequila kicked in!"

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 nattering nabobs. Please meet Ari, a devout foot-worshiper from the kingdom of arch-supports known as Arizona. Come back next month and she'll heal your foot-rot with a combination of prayer and Lotrimin!

FOX HUNT
P.O. Box 3000,
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I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an *Easyriders* photo shoot, and this authorization shall extend to photos created from such photo session.

Model's Name:

Address:

City: State: Zip:

Home Phone: () Cell Phone: ()

Date of Birth: I am years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature:

Photographer's Name:

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

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

Brian Nunn
Hamlet, Indiana
2004 Big Dog Ridgeback

About a year ago, a letter poured into our editorial offices. It was from an airbrush artist named Amy Zielinski who owns a studio in Strasburg, Ohio called Heart and Soul Custom Art. The letter contained some photos and a brief description of the chopper pictured here: "I recently finished a bike project. It has a really cool theme consisting of gangster girls and hundred dollar bills."

Nine months later, we immediately jumped on the opportunity to get the story behind this bike. I called its owner, Brian Nunn, who lives in a ham-

let in Indiana named, well, Hamlet. I asked Brian, "Every bike has a story. What's yours?"

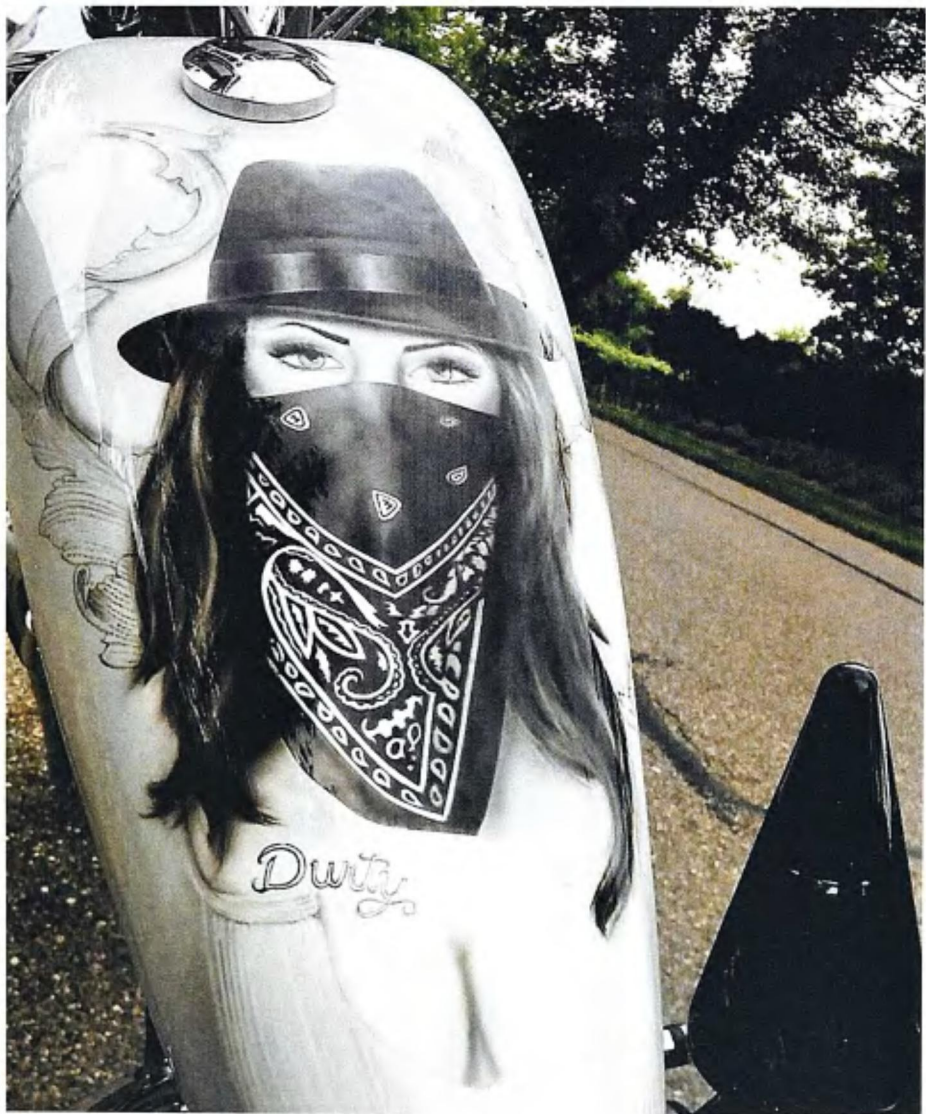
Brian, who earns his bread as a senior ladleman in a steel mill, was not only pleasantly surprised to hear from me, he was downright thrilled to tell me all about his gangsta-style chopper. "I've had it since 2015," he began his story. "It's a 2004 Big Dog Ridgeback, and no, it didn't look like this when I bought it. I'll send a picture of what it looked like when I got it."

Once he'd emailed me a photo of what the Ridgeback used to look like, it all made sense. Staring back at me was a bike seemingly wallowing in mundane blackness and literally screaming for a custom paint job. Good thing Amy entered the picture when

she did. And so did a guy named Derik Herrington who owns Dirty Baggers in East Hamilton, Ohio. "Derik did the disassemble and reassemble of the bike to get it painted," Brian explains. "He and his crew did my two seats, put pipes on it, tuned it, and what not."

But what Derik and his crew didn't do, as you can plainly see, was turn the Ridgeback into a Ridgebagger. Which most likely is a good thing. As far as the paint job goes, Brian reports that Amy only asked him what three things he liked most. "So I said skulls, money, and women, but in an old-school gangster style. And that's what she came up with," Brian says. And, almost as if he were talking about tattoos, he adds, "I love it and I'm going to be adding more soon." —*Tripper*





Comin' At Ya



The September issue of *Easyriders* (#554) will take you to Panama City, Florida for the annual Thunder Run. Then ride with us to the Cave Creek Run in Arizona. We'll also check out Vince Szarek's Farout Paint Show of crazy motorcycle gas tanks.

Custom bike features will include Tom Womack's White Knuckle Evo, Dynamite Joe's flathead, Rob Rudd's FLH shovel, David Fravel's radical Road Glide, Mike Facciolo's Jerry Graves-built longass chopper, and Steve Holwell's road warrior shovelhead.

All this plus some truly sick humor, nasty-legged hardbellies who are missing their clothes, and another classic David Mann painting. It's all tearin' up the road in the August issue of *Easyriders*.

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Jonny Cadlac/2004 Harley-Davidson Chopper
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David Mann's classic painting *My Old Gang* first appeared in the May 1976 issue of *Easyriders* magazine.

