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Edition number: 6/1,000
Printed at: Van Gogh Again Editions, 2018
Reproduction: Yes
Date of first publication: *Biker Magazine*, August 1999, Issue # 173

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Another Day at Walmart

Things got interesting recently at an Eau Claire, Wisconsin Walmart store. Lisa Smith, 46, entered the store with her unleashed dog, Bo, according to police, and as Bo distracted shoppers and store staff, Smith pulled apart store displays, putting them in her cart. After being asked by workers to leave the store, Smith went out to the parking lot and started practicing karate moves. Bo grabbed a box of Jiffy Cornbread Muffin Mix and also attempted to leave the store.

Meanwhile, Smith's son, Benny Vann, 25, had made his way to the back of the store, where he completely undressed, exposing himself to other shoppers, and grabbed new clothes from store racks before attempting to run over police officers with his scooter. WHO TV reported Smith was charged with disorderly conduct, resisting arrest, and misdemeanor bail jumping. Vann racked up charges of lewd and lascivious behavior, disorderly conduct, and retail theft. Bo the dog received only a warning for his theft of the muffin mix.

Naked Car Stop

In Cary, North Carolina, Wake County Deputy J. Rattelade, responding to a report of a car crash on the evening of April 5, found one of the drivers, Derwood Johnson, 36, of Fort Worth, Texas, had gotten out of his car and removed all his clothes before starting to walk across the street. As Deputy Rattelade tried to arrest him, Johnson hit her on the head, reported WTVD. With the help of other first responders and some pepper spray, Rattelade was able to subdue Johnson, who was charged with assault on a government official. Rattelade was unhurt and Johnson was taken to an area hospital for further evaluation.

Another Naked Nut

A family in Newtown, Connecticut returned home from a morning shopping trip recently to find Joseph Achenbach, 35, wandering around inside their home, naked. The Watertown man had crashed his SUV in the homeowners' backyard and moseyed inside through

an unlocked glass door. Achenbach's clothes could not be found at the scene, leading police to believe he had been naked when he crashed. He was charged with second-degree criminal trespassing and driving while intoxicated. Lock your doors, folks.

Stay in School

When the Wilkinson School in El Granada, California received a bomb threat on the morning of April 11, it didn't take long for administrators to empty the building of staff and students. But law officers searching the grounds found nothing because the threatening phone call actually came from 2,100 miles away, in Woodville, Mississippi. That's where a 15-year-old student intended to threaten her own Wilkinson County High School, reported *The San Jose Mercury News*, but apparently didn't check her Google search thoroughly enough before dialing.

Fox News

A concerned animal lover in Devon, England contacted authorities to report that a fox she had been watching hadn't moved for several days. In response, Ellie Burt, an officer with the Royal Society for the Prevention of Cruelty to Animals, suggested trying the "broom test," which didn't make the fox stir, but Burt was told it "tracked them with its eyes and seemed to be breathing well." When Burt arrived on the scene, she quickly diagnosed the problem: The fox was a fake, "stuffed by a taxidermist. He'd clearly been placed under a bush outside of the houses as a prank," Burt said. "Someone had been moving it around the neighborhood." Oh, those wacky Brits.

Suing for Porn

An unnamed 40-year-old man in Muncie, Indiana is suing his parents for trashing his collection of porn videos and magazines, which he estimates was worth \$29,000. The man had been living with his parents for ten months following a divorce, and after he bought a new house, his parents delivered his possessions, minus the twelve boxes of porn. His parents admitted dumping the collection;

in an email quoted by the lawsuit, the father told his son, "I did you a big favor by getting rid of all this stuff." The son is seeking \$87,000 in financial damages.

Dumbass

Brandon Cory Lecroy, 26, of Greenwood, South Carolina really wanted to get rid of his neighbor. *The New York Times* reported that the FBI was tipped off that Lecroy had contacted an unidentified white supremacist group and asked them to kill his African American neighbor, hang him from a tree, and leave a cross burning in his yard. An FBI agent posing as a hit man got in touch with Lecroy, who offered \$500 for the killing and told the agent he was planning to take over the neighbor's property. As soon as Lecroy made a \$100 down payment, he was taken into custody. Lecroy pleaded guilty to a murder-for-hire charge and was sentenced to 10 years in prison and three years of supervision.

Making Money with Dog Shit

In Raleigh, North Carolina, residents of The Dakota apartment complex are stepping out a little more confidently after management engaged the services of a company called PawzLife. Apparently residents were growing disgusted with the amount of dog shit on the sidewalks and green spaces around the complex. So management turned to a high-tech solution: Residents who own dogs are required to bring them to a "pup party," where PawzLife collects their DNA with a simple saliva swipe and creates a "unique DNA profile" for each dog. The company then visits the neighborhood to pick up any stray poop, and owners whose dogs are a match with the poop DNA are fined \$100 per offense. What a world.

Famous Biker Quote of the Month

"We wanna be free! We wanna be free to do what we wanna do. We wanna be free to ride. We wanna be free to ride our machines without being hassled by The Man! And we wanna get loaded."

—Peter Fonda as *Heavenly Blues*
in *The Wild Angels*



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HOLY ROLLER

Tom Womack's
White Knuckle Evo
On the front cover: Ari Gonzo
Photo by: John Covington



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THE BIG PRIZE

Dynamite Joe's
'38 Flathead



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SHIFTHEADS DON'T SKATE

Rob Rudd's
1976 Harley-Davidson FXE



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THUNDER BEACH

Hurricanes Don't Stop
Bikers



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CAVE CREEK BIKE WEEK

Coming Of Age



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PURPLE KUSH

David Flavel's
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IMMACULATE RESURRECTION

Mike Facciolo's
2007 Graves Custom
Long Bike



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FAR OUT PAINT SHOW

Vince Szarek Blends High
Craft With Fine Art



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BLACK GYPSY

Steve Holwell's
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Chopper



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GIDDY UP VINTAGE CHOPPER SHOW

All This And BBQ Too!

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Easyriders® magazine ISSN 0046-0990 Number 554, September 2019, Vol. 49. **Easyriders®** is published nine (9) times a year—January, February, March, April, May, June, July, August, and September by ER71 USA Inc., with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, 818-889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, 818-889-8740, FAX 818-889-5214, **Website:** www.easyriders.com. Periodicals postage paid at Agoura Hills, California 91301-2693 and at additional mailing offices. Copyright 2019 by ER71 USA Inc. All rights reserved. Nothing may be reproduced without prior written permission of the Publisher. Editorial Submission Guide-lines All submitted letters, articles, jokes, poems, photos and artwork ("Submissions") become the property of ER71 USA Inc. ("Publisher"). The Publisher is under no obligation to keep or return any Submissions unless a SASE is provided at time of submission. The Publisher has the unrestricted right to print all or any portion of Submissions, to edit same, and to print, re-print, edit, alter or disregard all said materials at their sole discretion, in any medium now or hereafter used by Publisher in connection with its business operations. This includes, but is not limited to, magazines, books, calendars, catalogs, merchandise, advertisements, videos, television and Internet applications. No compensation is payable for letters usage but appropriate photo captions may be given (e.g. your name and city listed) at the discretion of the Publisher. All Submissions must be exclusive to the Publisher who will provide appropriate credit to the author, photographer or artist of published works, and will indicate if same has been excerpted from or materially changed from original content. Subscriptions: All correspondence regarding subscriptions and changes of address must be addressed to **Easyriders®** Subscription Department: P.O. Box 422425, Palm Coast, FL 32142-2425. Send address changes to **Easyriders®**, P.O. Box 422425, Palm Coast, FL 32142-2425. Advertising: **Easyriders®**, P.O. Box 3000, Agoura Hills, CA 91376-3000. FAX: 818-889-4725. The publisher is exempt from the record keeping requirements and disclosure statements mandated by 18 U.S. Code 2257 (a) through (c) and the pertinent Regulations, 28 C.F.R. Ch. 1, part 75, since all of such material falls within the definition of exempted material set forth in 75.7 (a) (1)-(3) of the pertinent Regulations. Printed and produced in the U.S.A.

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HOLY ROLLER

TOM WOMACK'S WHITE KNUCKLE EVO

Tom Womack of Apache Junction, Arizona wanted a nasty little scooter with a bigass motor and very little else; something you could stomp on, do wheelies with, and generally raise hell on. He got it, in spades. Tom went to John Shields of White Knuckle Performance in Phoenix, and together, they came up with a recipe for rebellion in the form of this wicked S&S Evo bobber.

John has had bikes in *Easyriders* before, and with good reason. His custom cruisers mean business and definitely fall into the "less is more" category of lean and mean motorcycles.



Creating instant street cred to the stance of this scooter is the Paughco springer front end and "reach for the stars" apehangers.



Beginning with a stout S&S Cycle 124 cubic inch Evo-style motor, John sandwiched it into a nimble Paughco swingarm frame and mated it to a bulletproof Baker 6-speed tranny. This holy roller offers proof that you don't have to ride a rigid to look cool. The low slung rear shocks are by Progressive Suspension, adding some cushion for the pushin'.

Creating instant street cred to the stance of this scooter is the Paughco springer front end and "reach for the stars" apehangers. The solo spiderweb seat by Guy's Upholstery is a nice gangster touch. But the details that set this ground pounder apart have got to be the holes drilled into the rear fender and matching tunnels that go clean through that Sportster gas tank. Rolling Art handled the gold House of Kolor paint job.

As fast as the 124-inch engine can launch this lightweight moto-maniac, it stops just as quickly thanks to Performance Machine brakes. A 26-inch front wheel with straight gold anodized spokes completes the picture of two-wheeled perfection. It's a case of badass meets every day reliability.

Actually, your Fox Hunt winner, the very agile Ari Gonzo, is the true capper to this custom cocktail. Vroom, baby!

—Dave Nichols



As fast as the 124-inch engine can launch this lightweight moto-maniac, it stops just as quickly thanks to Performance Machine brakes.



Your Fox Hunt winner this month is the all-business, Ari Gonzo...

Ari Gonzo, Ari Gonzo, just one look will make you bonzo.

She's standing by to pop a wheelie on Tom Womack's White Knuckle rebel rouser.

Owner: Tom Womack
City: Apache Junction, Arizona
Designer: Tom Womack

GENERAL

Fabrication: White Knuckle Performance
Year and make: 2005 special construction
Model: Evo Chopper
Assembly: White Knuckle Performance
Time: three months

ENGINE

Year and make: 2005 S&S
Model: Evo
Rebuilder: White Knuckle
Ignition: Dyna Tech
Displacement: 124 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: Andrews
Lifters: S&S
Carb: S&S

Air cleaner: big suck
Pipes: Drag Specialties

TRANSMISSION

Year and make: 2005 Baker
Type: 6-speed
Shifting: foot

PAINTING

Painter: Rolling Art
Color: black and gold
Type: House of Kolor

FRAME

Year and make: 2005 Paughco
Type: swingarm
Rake: stock
Stretch: none
Shocks: Progressive Suspension

ACCESSORIES

Bars: apes
Handlebar controls: Drag
Fender: White Knuckle
Headlight: cheapo
Taillight: Drag
Pegs: Drag
Electrics: White Knuckle
Gas tank: Sporty by White Knuckle
Oil tank: Softail horseshoe
Primary: BDL
Seat: Guy's Upholstery
Grips: brass

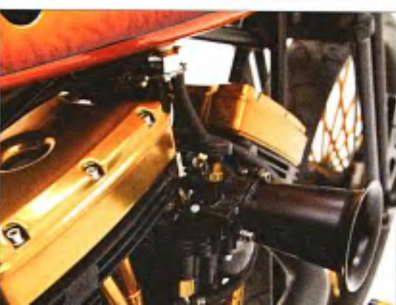
FRONT END

Type: springer
Extension: none
Builder: Paughco

WHEELS

Size: 26-inch front, 16-inch rear
Type: spokes
Tires: Avon
Brakes: Performance Machine

Photos: John Covington
Model: Ari Gonzo



Yeah.

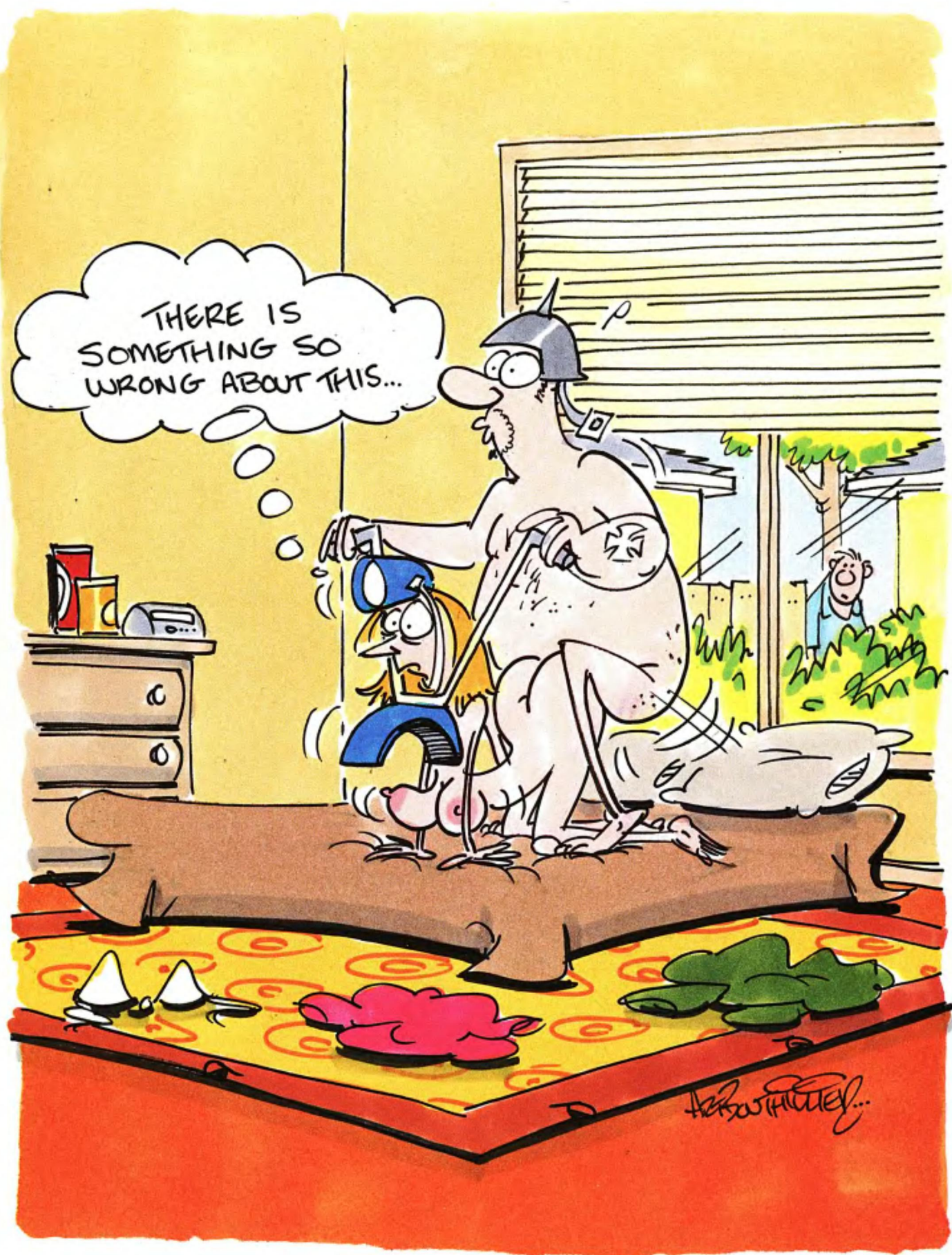
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A woman wearing a black motorcycle helmet and a black balaclava, holding the balaclava with her gloved hands. She is wearing a black t-shirt with a logo for Russ Brown Motorcycle Attorneys. The logo features an eagle with spread wings above the text "RUSS BROWN" in large, bold, yellow-outlined letters, with "MOTORCYCLE ATTORNEYS" in smaller white letters below it. At the bottom of the logo are two small motorcycle icons. Below the logo, the phone number "1-800-4-BIKERS" is printed in yellow.

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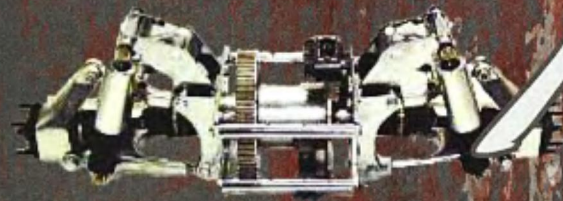
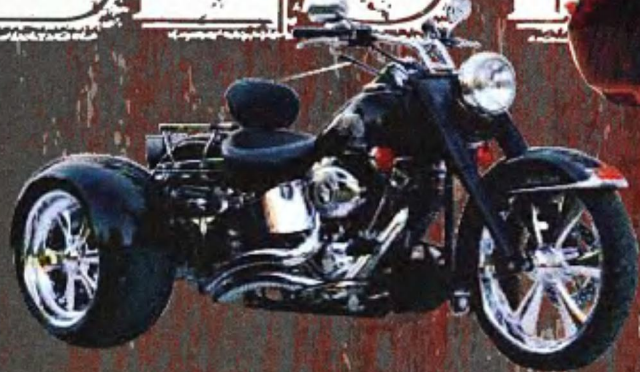
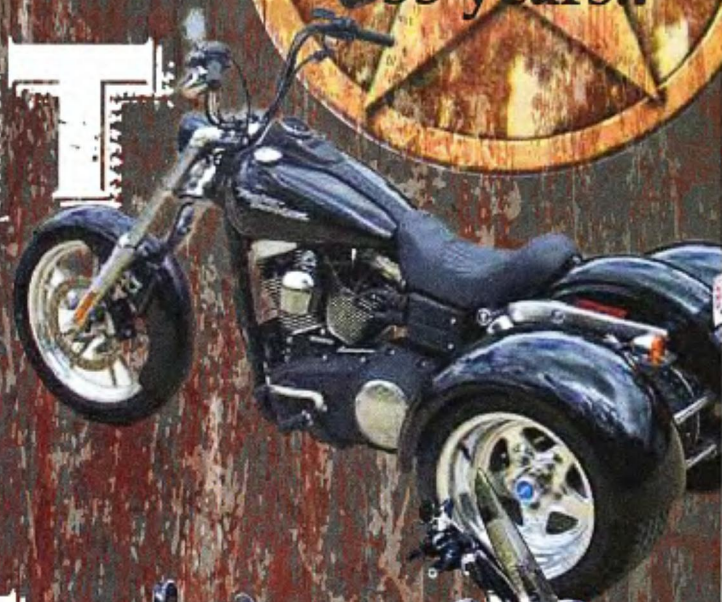
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ROLLING THUNDER LIVES ON

In the days leading up to Memorial Day, more than 100,000 riders make an annual pilgrimage to Washington DC, in a display of "Rolling Thunder" to honor the fallen war dead, prisoners of war, and soldiers still missing in action. Spectators line the parade route to enjoy the sight of riders arriving from all 50 states to honor those that gave all.

However, in 2019, federal bureaucracy, chief among them being Pentagon officials, battled with the group over logistics and costs. As a result, a dearth of funding led the organizers to declare that this year's event would be the final ride.

Rolling Thunder president Joe Bean said, "This is our final ride in Washington, D.C. Until we can get into the White House and talk to President Trump and see what he can do for us, this is our final ride in Washington." In a letter to supporters, Bean said, "As always, the Pentagon is charging us with an outrageous bill for their services." Bean said costs of staging the event had soared to more than \$200,000.

At the time this was being announced, President Trump, who was in Japan, tweeted "The Great Patriots of Rolling Thunder WILL be coming back to Washington, D.C. next year, and hopefully, for many years to come. It is where they want to be and where they should be. Have a wonderful time today. Thank you to our great men and women of the Pentagon for working it out!" He went on to say "Can't believe that Rolling Thunder would be given a hard time with permits in Washington, D.C. They are great Patriots who I have

gotten to know and see in action. They love our Country and love our Flag. If I can help, I will!"

In related news, on "Fox & Friends," Artie Muller, the Vietnam veteran who started Rolling Thunder in 1987, announced that the group was partnering with Wreaths Across America, and had accepted a donation from them for \$200,000 to cover costs and keep the ride going. Wreaths Across America is a nonprofit organization that coordinates wreath-laying ceremonies at Arlington National Cemetery and hundreds of other U.S. locations during each Christmas season.

Source: Fox News

MISSOURI, NEXT FREE STATE?

The Missouri Senate passed legislation on a 21-12 vote which would finally allow adult riders, over the age of 18, freedom of choice on helmets. The bill does require that the rider carry proof of health insurance. On May 16, the bill was passed in the House, where it advanced to Governor Mike Parsons' desk on a 96-46 vote. Parsons, while in the legislature, had voted to eliminate the helmet requirement, so it is expected that he will sign the bill.

QUOTE OF THE MONTH

"If liberty means anything at all, it means the right to tell people what they do not want to bear."

—GEORGE ORWELL

However, his signature is not expected until August.

Predictably, the Missouri media is out for blood on this one. The outcome is not a foregone conclusion, but for right now it seems that we may be able to chalk up this one for freedom. Fingers crossed.

CONNECTICUT MODIFIES MOTORCYCLE HELMET LAW

The state of Connecticut, up until now, has had a helmet law which only applied to riders under 18 years of age. However, that was then, and this is now. This year's Faustian bargain presented two competing bills under consideration by the legislature. Neither one was appealing, and a choice had to be made. The first bill would force all motorcycle operators and passengers to wear helmets. The second proposal would only require that helmets be worn by motorcycle operators and passengers under age 21. The second option passed.

The incoming Gov. Ned Lamont (D) brought the matter to a head. In the end, 18 to 20-year old riders were sacrificed to save riders 21 and over.

Until 1976 Connecticut required every rider to wear a helmet. The law was then repealed, and all riders had freedom of choice. In 1986 the legislature enacted the law requiring riders under 18 years of age to wear them, but left adult riders free to choose.

The latest under 21 law is another unfortunate nail in the coffin for riders' rights. The law goes into effect October 1, 2019. Violations carry a fine of \$90.

Source: WFSB.com; Claims Journal

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Director of Advertising: Tammy Porter

Advertising Production: Smash Studio, Inc.

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Newsstand Director: Tony DiBisceglie

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Accounting: Keith Hart

Consumer Events: Kari Roben, Manager

For Vendor & Sponsorship Opportunities:
800-962-9857

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Flora Gordon, Legal & Licensing Coordinator

Products Division: Arj Murillo, Purchasing

John Plaza, Shipping/Receiving

Newsstand Distribution

Curtis Circulation Company

730 River Rd., New Milford, NJ 07646

Newsstand Circulation

Tony DiBisceglie, PubWorX/ProCirc

ER71 USA Inc.

CEO: Charles Perez

President & Chief Adventurer: Pepper Foster

CFO: Beverly Barresi

Legal Counsel: Dorothy Richardson, Esq.

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TEXTING AND DRIVING LAW TOUGHENED IN FLORIDA

In Florida, texting while driving has long been illegal, but it has always been a secondary offense, meaning that officers would have to find another reason to pull a driver over in order to ticket offenders. This all changes soon, as it has now been moved to a "primary offense," allowing the cops to pull drivers over for merely holding their phones in their hands while driving.

House Bill 107 passed the House by a 108-7 vote, and the Senate 33-5. Governor DeSantis has signed the bill. The bill also applies to tablets and all electronic devices, with enhanced penalties for use in school zones.

The law comes with a \$165 fine, and three points against your license. Talking on your phone remains legal;

however, drivers need to be hands free in construction and school zones. The new law becomes effective July 1st, but the cops will be giving warnings from July through December to familiarize drivers with the new law.

Source: MyPanhandle.com, News 10.

LOUISIANA PASSES ANTI-MOTORCYCLE PROFILING LAW

From our friends at Motorcycle Profiling Project (MPP) comes the news that the Louisiana legislature has passed, HB 141, under unanimous consent, which addresses the issue of profiling of motorcyclists by law enforcement. The vote was 103-0. Louisiana joins Washington state and Maryland in passing this important legislation. This follows the United States Senate's 2018 resolution which directed every state to follow the lead of Washington and Maryland.

HB 141 requires motorcyclist profiling training to be integrated into current training to combat biases policing. The MPP states in a press release that, "HB 141 demonstrates that motorcycle

profiling is a non-partisan issue impacting motorcyclists in blue and red states alike, regardless of party affiliation. This, in turn, will likely make things a bit easier for the next state, and even the federal government, to address the issue."

Source: Motorcycle Profiling Project



BIKER LIVES MATTER

Bringing safety and awareness to all motorists

BIKER LIVES MATTER

Biker Lives Matter is a New Safety Group that has started in the State of Florida. Its goal is to work with the State of Florida, other states, Federal Government and other organizations to lower injury and deaths of motorcyclist and others who travel on our roads.

While there may be other organizations working on the issues that affect all of us, this organization is going to help by making people aware of the issues through rider and driver education, promoting "look for motorcycle" campaigns, and supporting legislation that makes the roads safer.

Biker Lives Matter is also promoting teaching people what to do at the scene of a crash or collision. They will be working with Motorcycle Rights Organizations to help to promote the many things they are working on.

The President of this organization is John "Rogue" Herlihy, and he says he is going to use the experience he gained by being one of the original founders working with *Easyriders* when they formed the organization A Brotherhood Against Totalitarian Enactments (ABATE). The Vice President is Bob "Badd Bob" Simmonds has been heavily involved for over 10 years with Bikers Against Child Abuse (B.A.C.A.).

Biker Lives Matter is open to all who want to help promote safety. You do not need a motorcycle to join and JOINING IS FREE, so visit the website at bikerlivesmatter.com and join.

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DYNAMITE JOE'S '38 FLATHEAD

The Big Prize

If you went to this year's Born Free Chopper Show, you might have seen this gorgeous 1938 flathead get raffled off. Or better yet, you might be the lucky stiff who had the winning raffle ticket and took the bike home. And just in case you don't know what you got your hands on, we talked to Dynamite Joe Kerivan who built this beauty to tell us what it's all about.

The build started with the motor, or actually, just the cases. "I got the cases from a buddy back East," Joe says. "My friend Joe Lingley at Free Cycles in New Hampshire built the motor, and that's what I started with."

The 74-inch motor has polished aluminum cylinders and pretty much the whole motor is polished aluminum, according to Joe. "And

once I got the motor, I pretty much built the bike around it."

Joe had some of the parts just lying around his shop, like the fenders and pipes, while others were sourced, such as the tank, which he got from a buddy of his, Mike Davis. "It was already kind of dished," he says, "but I had to get it reworked a bunch. I also had a narrowed wide glide put on it. And then I started putting it all together to see what looked good."

The 1938 Harley transmission also came from Mike Davis, who in turn found it at Love Cycle in Arizona. And there's a magneto on the bike, plus an 18-inch wheel in the rear and a 21-incher in the front, both with high-shoulder, polished aluminum rims.



"I just kept it kind of simple,
like a sixties-style show bike."



"I found a fiberglass primary cover that was made in the sixties that was never casted," Joe adds, "and I had it recast special for that bike."

Other parts were fabricated, like that extra tall sissybar. Kiyo at Kiyo's Garage in Los Angeles helped out with a lot of the fabrication, and he bench-tested the motor before Joe installed it. The frame is a replica '38 knucklehead frame, and another buddy of Joe's, John Edwards, did all the molding and the paint for it.

There's an original old Bates ribbed seat to rest your rear end on, and it has a Hamburger Drum front brake from a Sportster that was worked into the narrowed wide glide. "I just kept it kind of simple, like a sixties-style show bike," Joe explains. "Nothing too flashy on it besides the paint and that it's all polished. But I didn't try to over-fabricate it, just kept to that sixties chopper look."

Joe took the bike to Born Free two years ago, after which it made the trip across the Pacific to the Mooneyes show in Japan. Upon its return, Joe sold the bike to the Born Free show.

"They changed the front end and a couple of parts on it, and painted some details on the tanks inside the panels," Joe says.

With our crystal ball currently on the fritz, we don't know as of this writing who will have won the bike by the time you read this. But we're pretty sure someone left Born Free a happy camper.

—Red Baron



The build started
with the motor,
or actually,
just the cases.



Owner: "Dynamite Joe" Kerivan
City: Huntington Beach, CA
GENERAL
Fabrication: Custom Sissybar
Year and make: 1938 Harley-Davidson
Model: Flathead
Assembly: owner
Time: 12 months
Chroming: Romero

ENGINE

Year and make: 1938 H-D
Model: Flathead
Rebuilder: Big Joe Lingley
Ignition: Magneto
Displacement: stock
Lower end: polished
Balancing: yes
Pistons: 74-inch stock
Heads: polished aluminum
Cam: stock
Lifters: stock
Carb(s): Linkert
Air Cleaner: Roth
Pipes: upswept with cocktail shakers

TRANSMISSION

Year and make: 1938 H-D
Modifications: stock
Shifting: 4-speed

PAINT

Painter: John Edwards
Color: lime gold
Type: metal flake

FRAME

Year: 1938
Builder: H-D
Type: flathead
Rake: 28 degrees
Stretch: none
Shocks: none

Modifications: stock

ACCESSORIES

Bars: Arie
Handlebar controls: none
Fender(s): smooth Wassell
Headlight: replica Bates light
Taillight: custom box by Vic Mejia
Speedo: none
Pegs: ATR
Electrics: very little
Gas tank: dished peanut tank
Oil tank: 1938 H-D
Oil system: stock
Primary cover: custom LSD cover
Seat: Bates
Grips: Japanese

FRONT END

Type: narrowed wide glide
Extension: none
Builder: Nick Wargasser

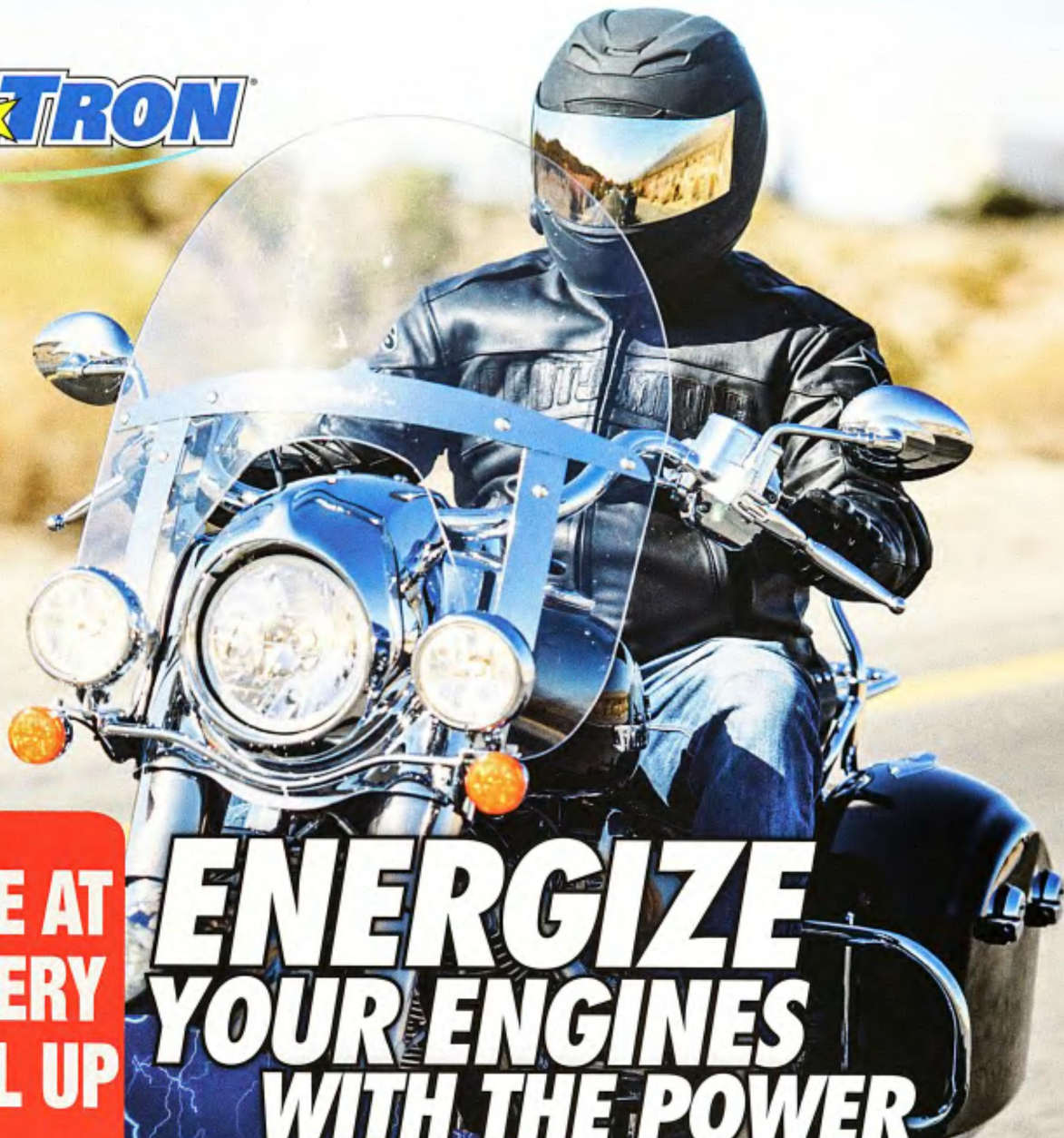
WHEELS

Size: 21-inch front / 18-inch rear
Hub: front Sportster rear star
Tires: Firestone
Brake: front Hamburger Drum, rear stock mechanical



Photos: Ben Zales

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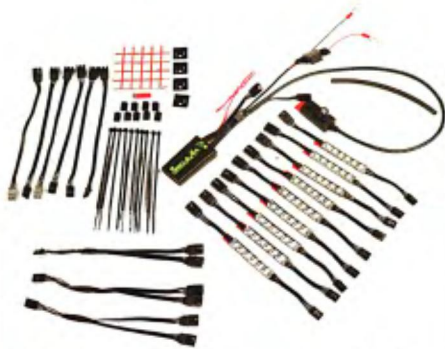
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Illuminated for safety and customized for you, Illumatek windshields are custom-made works of art. Having survived his own horrific accident with a driver who "just didn't see him," John Miller sat in the recovery room and committed himself to saving other bikers from suffering the same fate. The result? Illumatek windshields. Patented and Federal DOT Approved, Illumatek's laser-engraved and illuminated windshields bring rider safety to a whole new level. During the day, your custom windshield prominently displays the engraving of your choice. At night, the embedded LEDs highlight the engraving and the windshield edges by causing them to glow gently - all without obstructing your field of view. Illumatek windshields are the most cost-effective way to personalize your ride *and* make you more visible to other drivers at night. illumatek.com

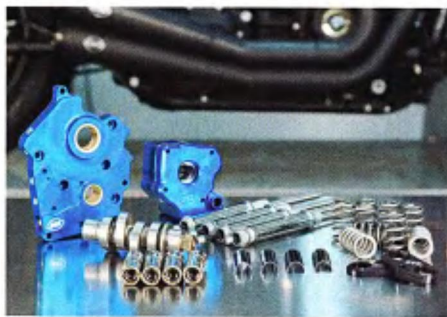
CIRO'S SHOCK & AWE 2.0 ENGINE STARTER KIT

The folks at Ciro have packed their Shock & Awe 2.0 kit and app full of exciting features such as a racing mode to track your speed, music and microphone integration, 3-channel output, brake function, and more. With the Ciro Bluetooth app you're able to choose from millions of colors to find the perfect match for your bike or any other vehicle you choose to accessorize.

You'll get a new race mode (quarter mile times, 0-60 time, top speed,



G-force), new music mode, new brake mode (turns all LEDs red when brake is applied), new color match via smartphone camera, and a new 3-channel output. Plus, choose from an infinite color selection and create, save, and load custom color sequences. You can also monitor the motorcycle battery voltage in app (low voltage protection). And the Bluetooth controller kit (included here) is compatible with all Ciro Shock & Awe LEDs (including the original Shock & Awe). If you have the original Shock & Awe, you still get all the standard features in addition to the color match, and race mode. To get the complete 2.0 features, just upgrade to the 2.0 Controller Kit. ciro3d.com



S&S 550 CAM CHEST KITS FOR MILWAUKEE-EIGHT

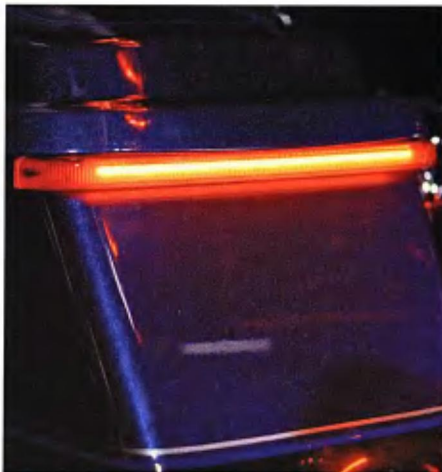
S&S Cycle recently launched its monster 550 cam. Designed for 114-inch and larger M8 powered H-Ds, the 550 cam is good for 120hp and 128 lbs of torque on a 114-inch motor with only a high flow air cleaner and header. Kits include cam, outer drive gears for gear drive kits, cam plate, tappets, tappet cuffs, high flow oil pump, Quickeer pushrod kit, tappet cuffs (mandatory for high lift cams), heavy duty valve springs and all bearings and gaskets needed for installation. Each package is designed to work with everything around it and

create optimum power and reliability for 2017-2019 114-inch and larger M8-powered big twins. The S&S cam chest kits include the new oil pump with a best in the market 44 percent increase in flow, a 58 percent increase in scavenge paired with a chain or gear drive cam and pushrod tubes. More importantly, the kits are comprised of parts designed to work perfectly together and make serious and reliable power. sscycycle.com



JIMS MILWAUKEE-EIGHT BALANCER BEARING REMOVER

The Milwaukee-Eight engine design incorporates balancers to reduce engine vibration. This tool can easily remove the balancer bearings in both Touring and Softail models without damage to the crankcase. jimsusa.com



LOW PROFILE BAGZ

Low Profile BAGZ have been engineered with a low-profile design (only 7/16-inch thick) to improve visibility while maintaining a sleek look for your H-D Touring Model. Utilizing super bright red LEDs behind a red or smoked lens, the Low Profile BAGZ provide dual intensity rear function to the OEM Harley-Davidson hard saddlebags.

Low Profile BAGZ come pre-taped and include a plug and play wiring adapter for an effortless install and easy removal of the saddlebags. Available in plug & play configuration for run/brake, run/turn or run/brake/turn function depending on model. They're backed by the Custom Dynamics lifetime LED warranty.
customdynamics.com



H-D'S WIRELESS HEADSET INTERFACE MODULE

Harley's Wireless Headset Interface Module (WHIM) allows riders to communicate with their bike without being wired to it. Communicate via CB radio, hear turn-by-turn GPS directions, and listen to the radio with the WHIM Bluetooth adapter and a Bluetooth-enabled headset. Dual headset connectivity allows for two Bluetooth-enabled headsets to be connected to one WHIM. The WHIM fits '14-later Touring and Trike models with a Boom!™ Box 6.5GT or Boom!™ Box GTS audio system. '14-'17 models require a separate purchase of the Wireless Headset Interface Module Harness.
h-d.com



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or injectors and making engines difficult to start or run rough. Star Tron is engineered to stabilize fuel for up to two years, making it perfect for keeping the gas fresh in bikes put away for the winter. However, unlike traditional fuel treatments, Star Tron is a year-round fuel treatment that does much more than just stabilize. Star Tron's enzymes help improve combustibility by allowing more oxygen to attach to hydrocarbon fuel molecules. A more complete burn of the fuel charge translates into more power, less emissions or engine deposits, and better fuel economy. If gum or other debris is already in the fuel or carbon deposits are present, Star Tron's enzymes break them apart to be dispersed throughout the fuel, eliminating them while the engine operates.

starbrite.com



Z1R'S CONQUEROR JACKET

This jacket is constructed from premium milled cowhide leather and polyester shell. It's equipped with an easy to remove zip-off hood and stylish quilted accent stitched panels. Armoring up isn't an issue either with the new Conqueror jacket because it has interior back, shoulder, and elbow pockets for additional armor (sold separately). The Conqueror is also equipped with an interior mesh liner that wicks moisture, two conceal and carry pockets, and two exterior hand warmer pockets. Available in sizes S-5XL. Also available in the Transmute jacket for ladies in sizes XS-3XL.
z1r.com

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Shiftheads Don't Skate

ROB RUDD'S 1976 RIGID SHOVEL FXE

The highway of life can have its twists and turns, but it always leads you where you're supposed to be. Rob Rudd recalls, "I rode dirt bikes all my life as a kid. I was obsessed with anything with a motor, really. As I was going through high school, that obsession turned into old cars, and that's where I was for a number of years."

Back in about 2010, he was building a Model A when a buddy rolled up to his garage on an old Triumph. "Something about it just got to me," says Rob. "Game over."



So he sold the Model A and started looking for a shovelhead. What is it about shovelheads that does it for Rob? "To me, shovelheads are just timeless," he says. "It represents quintessential Americana: freedom on two wheels."

So Rob found a bone stock 1976 FXE. The motor ran great. The tranny needed a little love, so Rob tore it apart and stuffed it with JIM'S shafts and Andrews gears.

"When I put miles on this bike, I think,...'now it's my turn to carry on that life of the bike.'"





"I go riding with my buddies who have magnetos on their stroker bikes and they gotta kick 'em for a half hour," he laughs. "I just sit there until they're done and give it a kick or two and it fires right up and they get all mad."

Rob rode the shovel around stock for a while, but started getting the urge to take it to the next level. "I need a hardtail," he thought. Fortunately, Rob's hot rod and Triumph buddy is none other than Derek Boling of Boling

Brothers; wicked good hot-rod fabricators from California's Central Valley.

Rob took the bike to Derek's shop where they hardtailed it and did the exhaust and sissy bar. "When I looked at older *Easyriders*, those were bikes that fit my style in my mind; that lane-splitter, skinny-style bike. I'm here in Sacramento and we split lanes everywhere we go. This bike is perfect."

The frame, tank and fender were

powdercoated. Then he took the sheetmetal to David Bond of Lucky B Designs and told him "You're the man. I'm not even gonna tell you what to do." When Rob got it back, he was blown away. Bond had laid variegated gold leaf on it, then added a little copper leaf, then pinstriped on the leaf just a little bit. Rob says, "I find myself in the garage still just looking at it." The tank and fender then went to Brian Thompson for clear-coating before Rob



"I really appreciate bikes that are meant to ride and are functional. I didn't want to build a spaceship or anything."

put it all together.

This chopper gets ridden for sure. Like the time Rob and some buddies went trippin' like 2,000 miles. "That skinny tank only lasts about 60 miles, so you're stopping for a lot of gas," he laughs. "We went from Sacramento out to the coast and up to Crescent City and then up to Portland. On that trip my buddy's bike blew up and we wound up doing a top end in Eugene. By the time we got to Portland he blew

it up again! We bought a van at a strip club to get him home. As long as we were that far up north, we decided to go into Washington and ride along the Columbia River Gorge. The shovelhead ran like a dream, and people were complimenting the paint everywhere we went."

As for the 'Shiftheads Don't Skate' sticker on the oil bag, Rob and friends have a little "drinking club with a motorcycle problem" called the

Shiftheads. "When we were kids into dirt bikes, all the cool kids were skateboarders. None of us skateboarded, so that's just our little inside joke."

Rob is thankful for the friends who helped on this bike, especially Derek and David. He's grateful for his wife Christina, who was pregnant at the photo shoot, and son Ryder, who appeared shortly thereafter, and who's already into bikes. —*Beatnik*

Owner: Rob Rudd
City: Sacramento, Calif.
GENERAL
Year/make: 1976 Harley-Davidson
Model: FXE
Fabrication: Owner and Derek Boling
Assembly: owner
Time: two years

ENGINE

Year and make: 1976 H-D
Model: Shovelhead
Displacement: stock
Ignition: stock
Lower end: stock
Balancing: stock
Pistons: stock
Heads: stock
Cam: stock
Lifters: stock
Carb: S&S Super "E"
Air Cleaner: Boyle Custom Moto
Pipes: Boling Brothers

TRANSMISSION

Year and make: 1976 H-D
Shifting: hand
Shafts: JIM'S Gears, Andrews

PAINT

Paint: Lucky B Design
Painter: David Bond/Lucky B Design,
Bryan Thompson, Thompson's Cycles
Color: black/leaf

FRAME

Year and builder: 1976 H-D
Builder: H-D
Rake: stock
Stretch: stock
Other Mods: hardtailed by Boling
Brothers

ACCESSORIES

Bars: ATR
Hand Controls: Nash internal throttle
Fender: ribbed Wassell
Sissy Bar: Boling Brothers
Headlight: V-Twin Mfg.
Taillight: V-Twin Mfg.
Gas Tank: Lowbrow
Oil tank: stock
Oil system: stock
Primary Cover: stock
Seat: Haifley Bros.

FRONT END

Builder: H-D
Type: 39mm
Extension: 6-inches over

WHEELS

Size: 21-inch front, 19-inch rear
Hub: Sportster front, star rear
Brakes: drum

Photos: Michael Lichter





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³Students who are near graduation, have no outstanding obligations to the school, and have not previously taken part in a tool voucher program on any UTI/MMI/NASCAR Tech affiliated campus may be eligible to participate in the UTI Tool Voucher Program. For important information about the educational debt, earnings and completion rates of students who attended this program, visit www.uti.edu/disclosures.

"Help, Help!" the drowning citizen cried, "I can't swim!"

"Well neither can I," The biker on the bank said, swigging his beer, "but I ain't hollering about it!"

*Roger Sedauskis
Inglewood, Calif.*

Big Tony's ol' lady got dusted in an accident, and he was broken up about it. At the cemetery he was inconsolable and on the verge of tears.

"Take it easy, bro," one of his pals said, "I know it's a tough break, but in a couple of months you'll meet another chick and everything will be alright."

"A couple of months?" Tony yelled, "What the fuck am I gonna do tonight?"

*Beth Grant
Dallas, Texas*

The tough biker dude answered an ad that read, 'Wanted for scientific experiment, a human being to mate with a female gorilla. The fee will be \$5,000.'

"I'll do it," He agreed, "but I have three conditions: first, I won't kiss her. Second, I don't want anyone to watch, and third, ya gotta give me three weeks to raise the \$5,000."

*Randy Hilst
Manti, Utah*

Two bikers were walking down the street, when they met a priest whose arm was in a sling. "Hey bro, what happened?" one of the bikers asked.

"I slipped in the bathtub and broke my arm," replied the padre.

The bikers walked on. Once out of earshot of the priest, one of them asked the other, "What's a bathtub?"

"How the fuck should I know," his

friend exclaimed, "I'm not a Catholic!"

*Steve Roy
Amesbury, Maine*

Out of the west came Jim the Greek, with 28-inches of swinging meat. But poor old Jim had one bad trick, the Lord had stuck him with a corkscrew dick. All through the west the Greek would hunt, Looking for a girl with a corkscrew cunt. At last he found her and got her in bed—Goddamn sonuvabitch, Left hand thread!

*Jim Nickas
Las Vegas, Nev.*

Did ya hear about the prospect who was so stupid he thought Peter Pan was a washbasin in a whorehouse?

*Ron Kugel
Esko, Minn.*

A yuppie chick got on an apartment elevator. Being alone, she ripped a big fart, reached into her shopping bag, hauled out a can of pine-scented air-freshener and sprayed it around to cover up the stink.

The elevator stopped at the second floor and a drunken biker staggered in. "Ew, whatdafuck is that smell?" He exclaimed.

The yuppie chick, acting aloof, answered, "What does it smell like?"

The biker sniffed at the air a couple of times and said, "This might sound weird, but it smells like Bigfoot shit a Christmas tree."

*Jim Watson
Lindon, Texas*

A biker and his ol' lady were jamming down the road when they hit a wet spot on a curve and went down. After sliding a ways and

getting his share of road rash, the biker ran to his scooter to check it over for possible damage.

It was okay, so he then went over to his ol' lady, who was lying in the road. "Are you okay?" he asked her.

She groaned slightly and said, "I've got an eight inch gash!"

"Yeah, I know that," he said, "but are you okay?"

*R.J. Duffy
St. Petersburg, Fla.*

The drunken biker parked his hog on the street at 4:30 a.m. and started hammering on the whorehouse door. No response. He hammered some more. Still no response. After fifteen minutes of this, an upstairs window flew open and a chick's head stuck out. "What in the hell do you want?" she hollered.

"I wanna get screwed!" he bellowed.

"We're closed, Shithead!" she bellowed back.

"God dammit, I want to get screwed, NOW!" he screamed. His yell threatened to wake up the whole neighborhood.

The chick studied the biker for a minute, disappeared from the window and came back, lowering a long string out the window. "Tie a twenty dollar bill to the string." He did. She pulled the string up and closed the window.

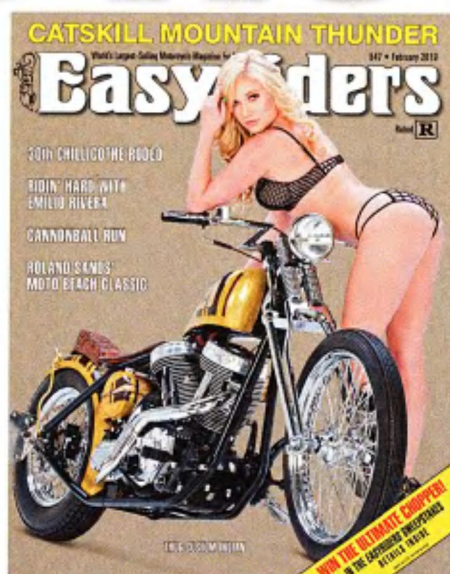
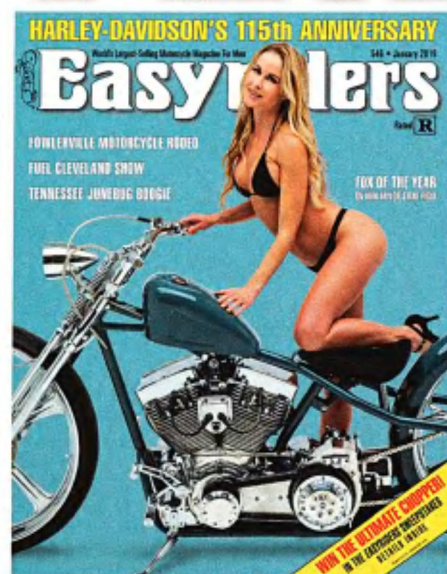
Fifteen minutes passed, then a half hour. Nothing. He started hammering on the door again, and the window flew open again. "What do you want this time?" The chick hissed.

"I want to get screwed, Goddammit," the biker replied.

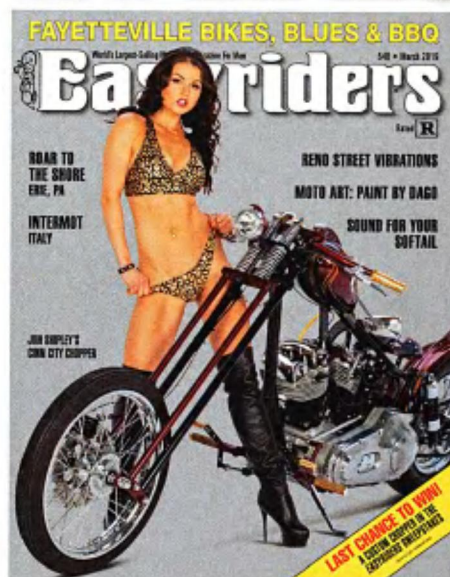
The chick sighed, "Again?"

*Larry Hughes
N. Hollywood, Calif.*

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THUNDER BEACH

Each year, Florida bikers roll south for a little beachside R&R. As our small group rolled toward Panama City Beach for our annual two-wheeled spring break, the devastation we were passing through had us wondering "where the hell are we? And what the hell did they do to Florida?"

The scenes throughout Panama City and parts north resembled a war zone. All those stories you've heard about tornados and hurricanes are all true. The trees and most of the buildings were chopped at the knees. Many of the structures left standing were lost

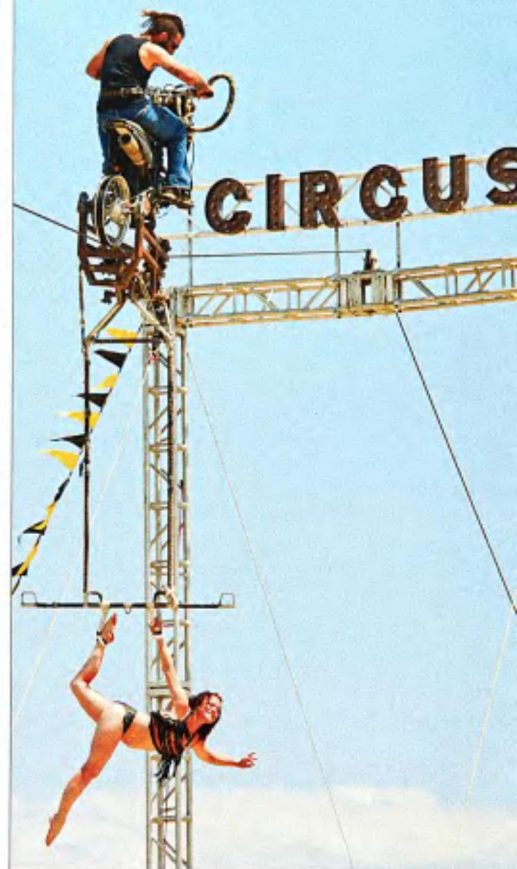
under a sea of blue tarps. The closer we got, the worse the damage seemed to be. As we rolled across Hathaway Bridge in concerned anticipation, it was quite a shock to see the pristine scene we remembered from years past. Buildings were intact for the most part; the majority of the trees were still standing. What had fallen had been removed, and the beautiful turquoise waters of the Gulf of Mexico shimmered brightly before us.

To our amazement, it all seemed pretty normal. In the fall, just six months prior, hurricane Michael blew

onshore as a category five storm and decimated a lot of Florida's panhandle. The monster storm caused enough havoc to force promoters to cancel the Fall Rally last October. An impromptu and temporary rally set up shop a month late in nearby Pensacola. It was mostly a series of benefit concerts with sights set on bringing in some much needed revenue to fund the area's rebuilding efforts. The storm spared Panama City Beach. The extreme damage we saw just a few miles northeast of here and those cleanup/rebuilding efforts, while still ongoing,



THUNDER BEACH



were making some tremendous improvement. With a couple of beachside exceptions, the hotels and bars were up and running. It wasn't long before we heard the familiar echoing roar that inspired the name Thunder Beach.

In stark contrast, the weather for this spring rally was close to perfect, offering a full weekend of remarkable riding, great music, good food, the occasional icy brew, and lots of good times with fellow scooter jockeys. A rain shower or two was just enough to cool things off occasionally, but nothing we all couldn't handle. Cover band Buck Wild got things started over at Hammerhead Fred's for the official Kick-Start Party including the first round of three preliminaries for the Miss Thunder Beach contest. At Saturday's finale, Sara Long, a spicy little Bama cutie, took home the honors and the big money for her 2019 Miss



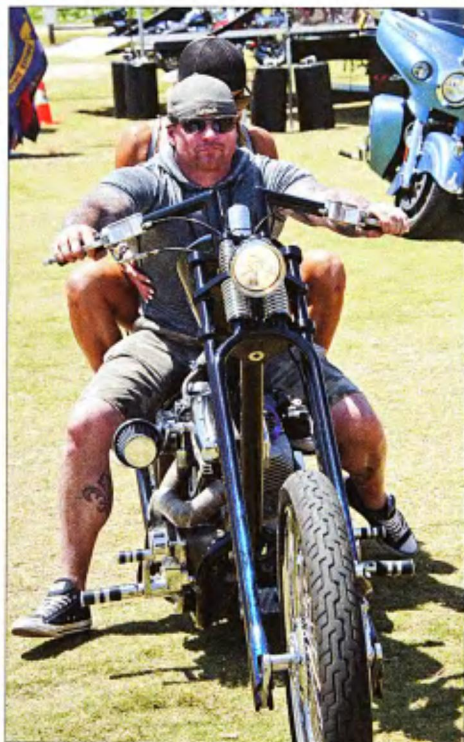




Thunder Beach crown. At the opposite end of the beach, rally favorites Big Engine kept the music hoppin' at the Sandpiper Beacon every night of the rally. Plus, damn near every bar between the two had live music pouring into the streets throughout the weekend.

Frank Brown Park is where you'll find every kind of biker goodie imaginable for you or your bike. While there are pockets of vendors set up all over the 27 miles of beachfront, Frank Brown holds the greatest concentration of them in one place. You can also grab a plate of nachos and a cold beer and saunter over to check out Circus Una's antics on the motorcycle high wire. The park offered up live music at the Thunder Beach Saloon, as well as three, free, evening headliner concerts. Colt Ford and The Lacs packed them in on Friday and a short-lived thunderstorm looked like it might infringe on Black Stone Cherry's performance on Saturday. Those that ventured back out of hiding after the cloud burst cleared were rewarded with the Ms. Thunder Beach finals, an awesome show by Black Stone Cherry, and as an added bonus, a rainbow to boot.

There were plenty of ride-in bike shows to ogle cool iron, and no matter what your taste, Thunder Beach had something for ya. For those who think





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THUNDER BEACH

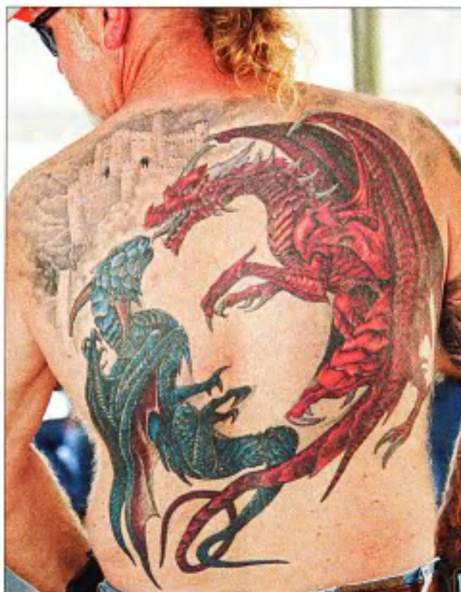


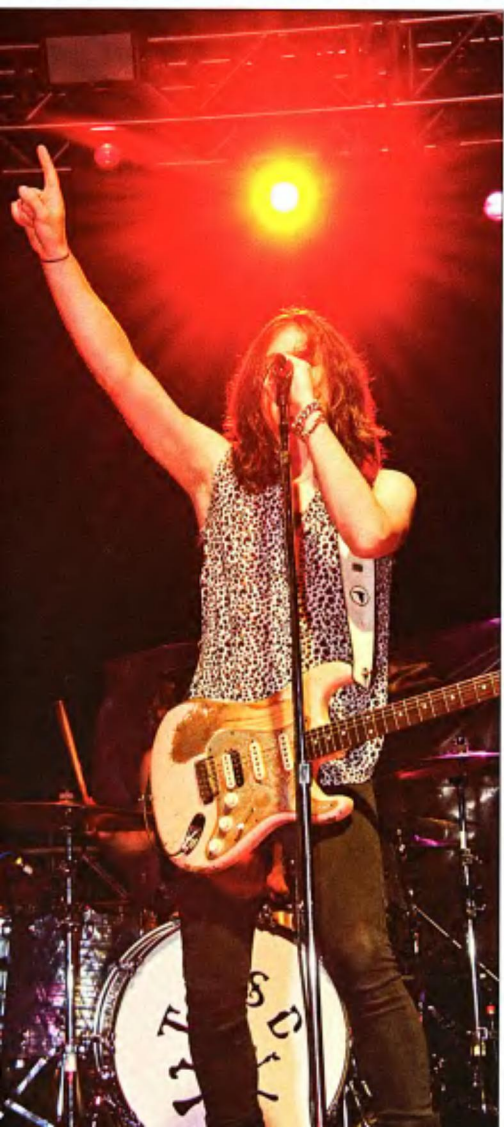
the custom bagger craze is over— not so fast, Skippy. Big wheel baggers from all over the U.S. competed in not just one but two, ear-busting sound-off competitions. Similar entrants found their way over to Frank Brown for the LED Light Competition. All that sound and light absolutely bombarded the senses.

The biggest bike show at Thunder Beach is called "The Best of the Beach Custom Show," and getting a mini surfboard-styled trophy is the coveted prize at the Crossroads venue this year. And no trip to Thunder Beach would be complete without a stop at Ms. Newby's for their Old School Show. If panheads, shovelheads and old Triumphs are your thing, then this is the place you gotta be. Don't forget to cool down with a Newby's world famous Hunch Punch while there. A few of those and you'll be walking back to the hotel.

With PCB's Spring Thunder Beach Rally in the rear view, most of us will roll out of town and forget about Panama City Beach and the surrounding areas until we get another yearning to feel some sand between our toes. The locals however, will be dealing with Hurricane Michael's mess for years to come. Anyone wishing to help with the relief efforts can visit The United Way of Northwest Florida where 100% of all donations are distributed locally where they are needed the most. Or you can text "BikersCare" to 41444 to donate.

—Don Rogers





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Confessions of a Stripper

TWO GIRLS



My friend, FitSlam (he always orders the veggie egg-white scrambles at Denny's), suggested a twist for this issue's column: For a busman's holiday, he would buy me a double dance, two dancers at once. We went back to a familiar club, and got lucky. The two cutest girls in the club were on stage together. Cordelia was about 5'5" with short, dark hair and an amazing slender body. Small but prominent breasts. Courtney Cox looking. She had the best stomach I've seen on a woman. Ripped but feminine. Classy face. With the right clothes she could be a lawyer or corporate executive. She had a gentle sexuality. Cordelia looked like my cousin, an image I had to get out of my mind quickly.

The other dancer was Jodi. She turned out to be a friend of Cordelia's. Jodi had a similar slender body, slightly larger breasts, upturned, a couple inches taller, also dark hair but longer. More of a sweet Barbie face. Both were close to 30 years old. They played with each other on stage, letting us know that they were comfortable with each other outside the club, too. We asked them both to the back room.

On the way back we were delayed. FitSlam was carrying a canvas bag on a shoulder strap. The bag was about 15x10x4 inches. The doorman/bouncer stopped us, asked what was in the bag.

FitSlam said: "I keep a laptop in here, some low-calorie Nutrisystem snacks, a roll of \$2 bills for stage tips, some syringes and insulin, EpiPens in case I'm allergic to a dancer's make-up, noise-canceling headphones if the music gets too loud, a notebook and pen, a couple pairs of Depends should I have an accident, and a large Zip-loc odor-free bag for disposal of the diapers if soiled. Do you want to take a look?" The doorman declined the offer and waved us on.

We went to the champagne room, which was private, dark and featured a large, comfortable leather couch. FitSlam sat down, but told me to remain standing. He told Jodi and Cordelia to unbutton my top. They did. He told them to remove my bra. They did. He told me to sit down next to him. Cordelia straddled me. Jodi sat on the lap of my friend.

I liked Cordelia's small breasts. They weren't overwhelming. No resemblance to Jessie's pair in a previous issue, like, "Oh god, big sexy is coming to shmush me." Cordelia got right on top of me, and kissed me, told me I could touch her. She took off her top. I stroked her pretty stomach, ran my fingers through her hair, massaged her breasts gently. She took my hand and put it on her butt. I became aroused.

Cordelia looked over at Jodi on

FitSlam's lap, and pulled her over so we three women had our heads together. We were all complimenting each other, three-way kissing. At one point Cordelia leaned in and put her chest in my face, my nose rubbing her nipple. She began moaning. Meanwhile Stacy was back straddling my friend's thigh while I was massaging Cordelia's back, chest, butt, everything.

FitSlam opened his magic bag. There were in fact Depends on top, as decoys, which he pushed aside. Beneath were all sorts of technological marvels. He pulled one out, a 13-inch-long body massager, meant for proper external use, which of course is how we used it, in full compliance with the law. He handed me the instrument.

Cordelia went right for the device. Her stomach was at my eye level and I watched her abdomen undulate as she reached completion. It looked like a snake going down an escalator. She was fondling my breasts, and held her face next to mine with her mouth by my ear so I could hear her climax. The music in the club was loud so it was safe. When FitSlam handed me the gadget, his girl, Jodi, got upset. "Hey, what's that?" She was jealous. FitSlam reached into the bag and brought out a second massager; she was thrilled. Those two did their thing while Cordelia and I did ours. FitSlam pulled my head over to kiss Jodi's chest. Then we switched girls.

I applied my device to Jodi, and Cordelia had a go with FitSlam. I was holding the business end of the device on Jodi, with the handle in my lap. The secondary vibration in the handle was enough. Jodi and I climaxed almost simultaneously. It was very vocal.

In a postmortem chat, Jodi said we had "raised the bar" for a champagne room. Jodi and Cordelia wanted to know where we going next, and I said traditionally we follow a lap dance with red meat at a steakhouse. They wanted to come with, and we wanted to take them, but both had two hours on their shift remaining.

Cordelia suggested that she and I get together outside the club. Definitely going to follow that up. FitSlam packed up his special bag, but removed a Nutrisystem brownie. To each his own.

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Bike Photo: www.brunoratsperger.com



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CAVE CREEK BIKE WEEK

Mark Bradshaw and his partners had no idea what they were in for when they started slinging suds to thirsty bikers back in the day. For 21 years now, parched patrons have been bellying up to the bar at the world famous Hideaway Grill during Cave Creek Bike Week, and these days you're just as likely to spy a celebrity gracing a bar stool as you are to catch a cowboy on horseback. Bad boy builder John Shoppe is apt to do a spontaneous burn out or light up the night with a little flame-throwing from his bagger pipes, and the Hamsters turn the place

into a sea of yellow when they decide to take the town by storm. Absolutely nobody comes to Arizona without taking a ride to the Hideaway.

This year from March 29th to April 7th, Cave Creek Bike Week played host to thousands of bikers who happily strolled back and forth between the Hideaway and its sister location, the Road House, turning the tiny town of Cave Creek into a rocking biker bash. In the evenings, the cowboy bars held rodeos of bull riding and line dancing, and the division between the classes

evaporated into the blackness of the dark desert night.

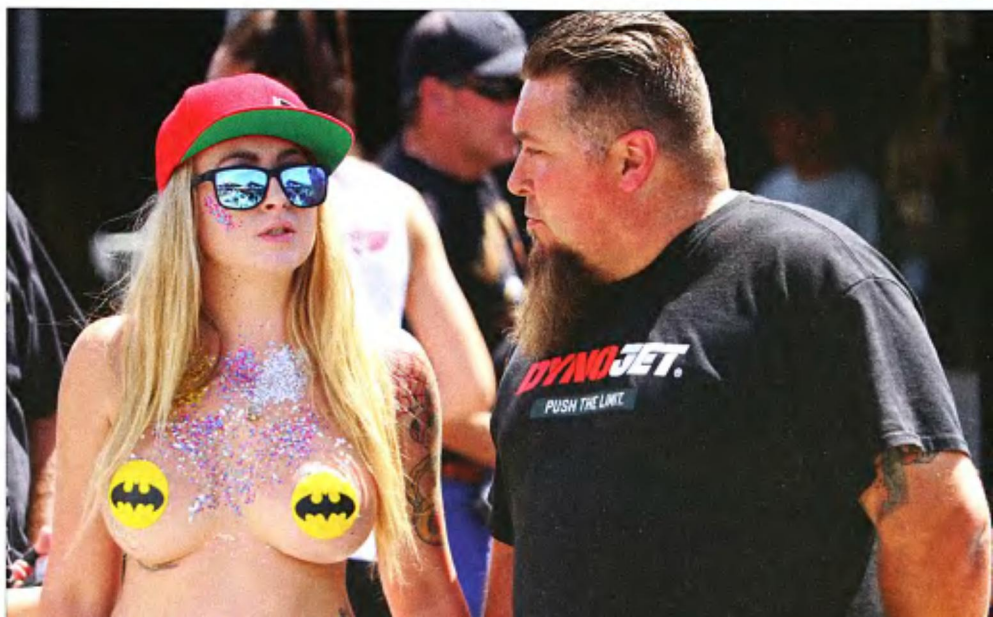
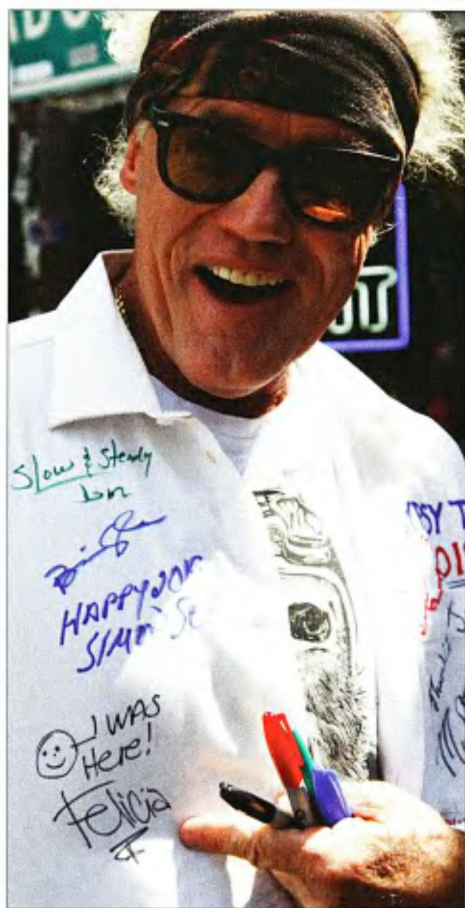
Bike shows and day rides are held throughout the week, such as the Buddy Stubbs H-D charity ride that benefits kids and ends at the Road House. Or the annual Gypsy Tour led by Mark Bradshaw and his notorious buddy, Jay Allen, that costs nothing and serves no purpose other than to enjoy the camaraderie of an afternoon ride with a few hundred friends. Included in the pack this year were a couple of California guys who rode out specifically to celebrate a memory.





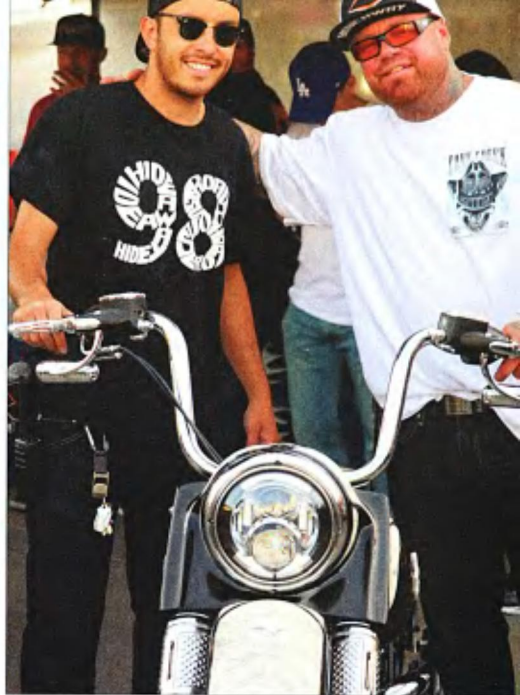
Twin brothers Alan and Gary Benzler spent their birthday on one of the first Gypsy Tour rides Bradshaw and Allen organized back in the 1990s, so the guys packed up and rode out from NorCal to do it all over again. They scored a photo with Mark to commemorate the milestone. Stories like this are common since the personable Mark Bradshaw and his staff live out the sentiment, "There are no strangers here, just friends you haven't met yet." That also serves as the bar's motto.

If you get an aching for a little ink, there's some of that available, too. Kyle Dunbar was busy slinging ink from his Monolithic Tattoo booth over at the Road House, as Justin Lane sat for a tattoo to memorialize his buddy's passing. Kyle looked up and teased Lane for having brought his grandmother along to get his tattoo. Granny was impressed at Dunbar's ability to take Justin's vision from an









idea to a permanent work of art so easily. Kyle hand-drew the piece in a matter of minutes and produced a masterpiece tattoo from just a description. You can find Kyle at monolithictattoo.com/kyle-dunbar or check him out on Instagram @dunbartattoo

There's no end of fun to be had between the two biker bars, and yes, there is shopping, too. Vendors and builders move in and spend the week happily welcoming visitors to the 48th State. But come Sunday, it's about competing against each other for a big-ass trophy that's handed down between winners each spring. Games included highly respected local bike builders charging across the parking lot on hippity-hop donkeys, sweating in the sun while holding gallon jugs of horchata out straight and, our favorite, taco sword fighting...which was all absolutely hilarious!

The two-wheeled fun reached its climax on Sunday night at the packed Hideaway when everybody came to see who would win the Trask-built \$85,000.00 custom giveaway bike. The Trask Assault Series, turbo-charged 160hp machine with the custom finish from Liquid Luv Specialty Coating painted by Eric Carr was scored by a very lucky Mr. Mark Evans after his gal, Michelle Hajala, bought a ticket in hopes of winning the bike for her guy. The sleek sled will be tearing up the streets of Florida now, proving that it pays to dream big.

For more info on next year's Cave Creek Bike Week visit hideaway-usa.com/cave-creek-bike-week.

—Felicia Morgan





METALSPORT WHEELS American-made

Custom touring bikes have been evolving for nearly a decade and big wheel baggers are still the rage. Front wheels have become ever larger, from 26 inches in diameter a few years ago to now going as large as 32 and even 34 inches. How did this happen? And where do these wheels come from? And what's the point?

While we don't have the answer to that last question, we can tell you a lot more about the first two. First of all, though, we can tell you that almost every big motorcycle wheel you see out there basically comes from two sources in California: Metalsport Inc.

(MSI) in South Gate and Advanced Structural Technologies (AST) in Oxnard. AST produces the blanks (or billets) for MSI, who then sells them to aftermarket motorcycle wheel manufacturers, or they sculpt their own amazing wheels and sell them through MSI's sister company, Metalsport Wheels. At any rate, AST and MSI are the only manufacturers and distributors of American-made wheel blanks in the USA.

But it all began with a company called Center Line Wheels in Santa Fe Springs, California, according to Ron Loynds, owner of Bordo Machine, which is the parent company of both MSI and Metalsport Wheels. "Center Line's claim to fame was the intro-

duction of one of the biggest recent innovations: the Rotary Forging Technology," he says. "A rotary forged wheel is not only stronger than a cast wheel or one made from other forging methods, but it's also lighter."

Ron goes on to explain that the rotary forging process produces an aluminum blank that is denser and with a superior grain structure than casting or other processes, and as a result less material is required for a forged wheel to achieve strength and rigidity. "Basically, if you were to put the same design created for a forged wheel blank into a cast wheel blank, the finished cast wheel would weigh more and would not be as strong. With a forged wheel you can use less

material because of the inherent strength of the material produced by the rotary forged method."

Center Line decided to use this more expensive technology and, through a distributor partner, began offering basic sizes, but not any of the larger sizes that had become popular with some of the builders. In 2006, Bordo Machine decided to make the first big wheel in-house, a 26-inch wheel that was used on Matt Hotch's "The Vinnie" for that year's *Biker Build-Off* TV series on The Discovery Channel. The rest, as the say, is history, and the folks at Bordo soon began making 26-inch and larger-diameter wheels from aluminum plate upon request.

With the popularity of the big wheels increasing, Ron had to find a way to provide these wheel blanks to the wheel manufacturers at a more reasonable price than he was able to do. In 2010, he met with the crew from AST. Bordo felt confident in working with AST and invested in tooling for the big wheel blanks. AST then manufactured their 30-inch and 32-inch wheels (the 34-inch forged wheel will be available later this year).

In 2017, Center Line officially closed its doors, and Ron had to look for a new manufacturer who could produce those large numbers of these wheel blanks. That's where AST enters the picture. The company has been pounding round aluminum stock into submission to make forged wheels since 1998, and with its many years manufacturing wheels for the automotive market and companies like Ferrari, Mercedes, and military vehicles. AST was the logical connection for Ron.

Ron met with the AST crew and came away feeling confident in working with them. He even invested in tooling for these big wheel blanks. AST then began manufacturing their 30-inch and 32-inch wheels exclusively for Ron, with the 34-inch rotary forged wheel available since early 2019.

As of late, AST has also been manufacturing forged and spin/flow formed products for the alternative energy and aerospace markets where tolerances are extremely precise, as

you can imagine. To get those extremely close tolerances and specifications, the wheels are tested with laser gauges that give the operator literally millions of reference points and point out the most minute of irregularities.

AST is equipped with lathes, mills, and a fully automated robotic turning center with the capability of forging wheels with diameters of up to 45 inches. AST makes these monsters specifically for the automotive market, but the way things keep going with big wheel baggers, who knows when motorcycle wheels might reach that size.

But as we know, size isn't everything, and AST, besides having cornered the market of "regular" (or 2D) big wheels, has been on the forefront of creating 3D wheel and hybrids. Those 3D wheels, as the name tells you, have an awesome three-dimensional aspect to them that just puts them over the top. Of course, they're also a bit pricier than the 2D wheels because they require more

material, but what bike show aficionado (builder or client) can resist that one touch that'll bring home a Best of Show trophy?

Consequently, MSI continues to add to its wheel line with more sizes and styles, and now offers 29 2D wheel sizes that range from the smallest size of 16x3.5 up to that monster 34-inch wheel. Plus, MSI keeps expanding the 3D line, and interest in the Hybrid line continues to grow since it was added in late 2018. And MSI's customer base has expanded to Australia, Germany, the Netherlands, Japan, Italy, and Russia just to name a few countries.

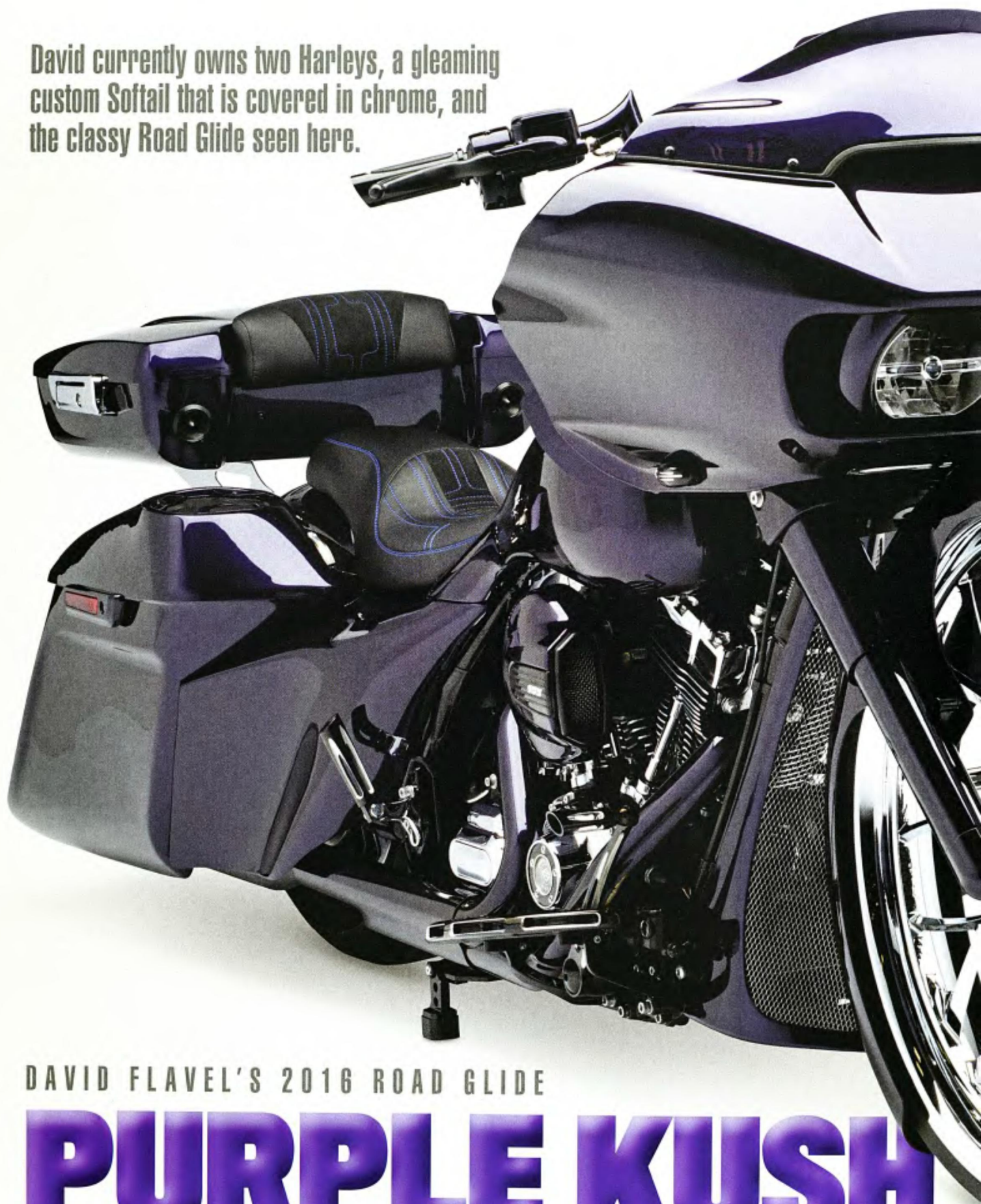
MSI has more than doubled the options on wheel blanks for its customers, and the company offers wheel accessories such as rotors, pulleys, and sprockets. In fact, MSI recently introduced an 18-inch, two-piece rotor and monoblock caliper kit for superior stopping power. After all, big wheels need big stopping power. And there's more to come from MSI, so you big wheel fans stay tuned!

—Kai R.



Photos: Kai R. Courtesy of AST/MSI

David currently owns two Harleys, a gleaming custom Softail that is covered in chrome, and the classy Road Glide seen here.



DAVID FLAVEL'S 2016 ROAD GLIDE

PURPLE KUSH



David Flavel of Columbus, Ohio grew up with a love for just about anything that has wheels. His grandpa was a paint rep and owned used car dealerships, and David was the only grandchild who was interested in wrenching, fabricating, doing body work, and painting cars and motorcycles. "I loved spending time in the garage," David remembers. "In fact, I painted all my Hot Wheels cars. I still have them today, and they have little flames painted on them: metal-flake, you name it. My mom took me to car shows when I was a kid and I have always been fascinated with cars and bikes."

He spends his 9 to 5 hours at a body shop that mostly handles insurance

claim work, fitting in painting hot rods and scooters after hours. David started riding when he was 20-years-old and his first bike was a Honda CBR600 that he bought from a friend. That led to him owning a number of sport bikes. "I had a need for speed, but as I grew older, I realized how dangerous going fast can be," David tells us. "That's when I got into Harleys."

David currently owns two Harleys, a gleaming custom Softail that is covered in chrome, and the classy Road Glide seen here. "My wife Christina loves to ride with me and the Softail isn't very comfortable for long rides, so we bought this 2016 Road Glide brand new from a local dealer," David says.

As it turns out, Christina's entire family rides and races motorcycles. "She is more into riding than I am. In fact, she talks about riding all the time."

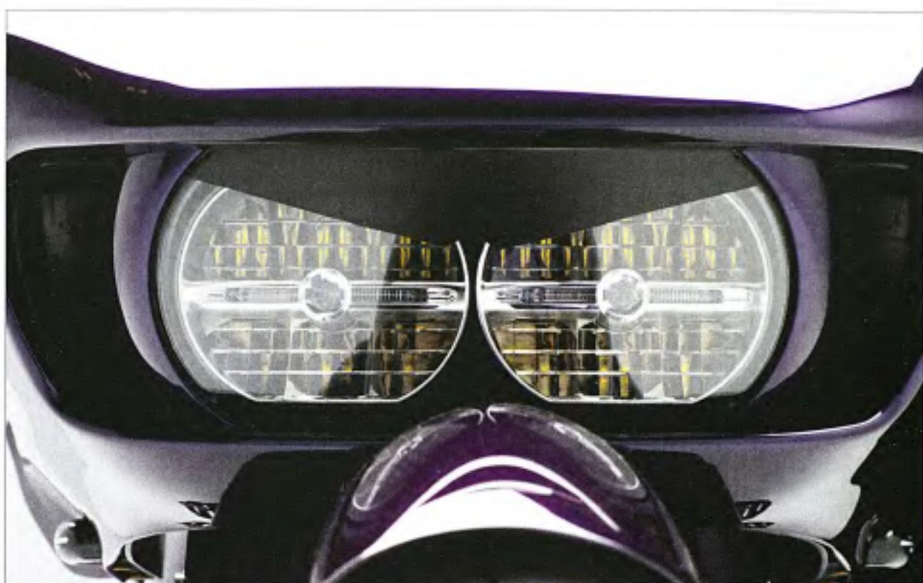
At first, the couple wanted to keep the Road Glide fairly stock, but that only lasted a few weeks. "I have been good friends with Shane Phillips of Camtech for years," David says. "We used to work together when he was just starting out. Shane does things with bikes that I have never seen before, and now he's a part owner at Camtech. So he came over one week and we cut the stock frame apart, adding a raked neck from HHI."

That was just the beginning. Shane added the full complement of Camtech parts and accessories including the stretched tanks, side covers and fenders, the fairing and chin spoiler, the swoopy hardbags, matching back fender, and that cool cut-down Tour Pak. "We went to a company in South Carolina called Ruthless Designs for the custom 30-inch front wheel," David says. "I have always liked the stealth look. I was taught that less is more, and since my Softail is covered in chrome and a bitch to clean, I decided to go with very few shiny parts on the Glide."

In addition to all the Camtech parts, the Road Glide sports Paul Yaffe Bagger Nation bars and Arlen Ness floorboards, foot and hand controls and grips. The sinister dark purple paint was sprayed on by David himself. In fact, since Mike Lichter shot this bagger at our Easyriders Columbus Bike Show, David has repainted the bike and gone with an even more sinister look with even less chrome.

David and Christina ride the bike they call Purple Kush now more than ever. "We got married last year," David tells us. "Then Christina was diagnosed with cancer. She went through a difficult eight-month program, but now she is clean and clear of cancer. She loves to ride more than anyone I have ever met and she supports anything I do. I wouldn't even have this bike if it were not for her."

—Dave Nichols



"Shane Phillips does
things with bikes that I have
never seen before."



Owner: David Flavel
City: Columbus, Ohio
Designer: David Flavel

GENERAL

Fabrication: Shane Phillips
Year and make: 2016 Harley-Davidson
Model: Road Glide Special
Assembly: David Flavel
Time: eight months

ENGINE

Year and make: 2016 H-D
Model: Road Glide
Ignition: H-D
Displacement: 103 cubic inches
Lower end: H-D
Balancing: H-D
Pistons: H-D
Heads: H-D
Cam: H-D
Lifters: H-D
Carb: fuel injection
Air cleaner: Camtech
Pipes: Camtech

TRANSMISSION

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

PAINTING

Painter: David Flavel
Color: custom mix
Type: House of Kolor/PPG

FRAME

Year and Builder: 2016 H-D
Type: Road Glide with raked neck
Rake: HHI kit
Stretch: HHI
Shocks: Dirty Air

ACCESSORIES

Bars: Paul Yaffe
Handlebar controls: H-D
Fenders: Camtech
Headlight: H-D LED
Taillight: Custom Dynamics
Speedo: H-D
Floorboards: Arlen Ness
Electrics: H-D
Gas tank: Camtech
Oil tank: H-D
Primary: H-D
Seat: Camtech/Seats by Troy
Grips: Arlen Ness

FRONT END

Type: smooth
Extension: 4-inches over stock
Builder: Arlen Ness

WHEELS

Size: 30-inch front, 16-inch rear
Type: Ruthless Designs
Tires: Vee Rubber front, Metzeler rear
Brakes: H-D

"I have always liked the stealth look.
I was taught that less is more."



Photos: Michael Lichter

Contact: Camtech

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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!



Ada, our 9-year-old French Bulldog has no fear and is partial to shovelheads with straight drag pipes. She is the queen of the side hack, loves to go and doesn't bitch about how fast I go.

—Rocky Spitler, Denver, Pennsylvania



My 1981 FLT and my dog Chopper. My big boy is a 15-months-old standard poodle. I built the trailer for him when he was about 7-months-old, but that bum grew so much this winter that I was worried he wouldn't fit this summer.

—Chateaugay, Quebec Canada

One of our rescue doggies, Briar. She loves to ride, so I built this rig on a removable Tour Pak frame and she absolutely loves it. When I head to the garage, she runs to the door and jumps up and down until I put her on the bike.
—John and Sue Barlett, Muncy Pennsylvania





Good Re

Tug slugged down the last of his rum and Coke. He slid a generous tip across to the sleazy bar maid and waved goodbye to the titty dancer he had struck up a conversation with. He'd never see either of them again and that was just fine by him. It was the way he lived his life. No attachments, no pain, no bullshit. He slid off the worn bar stool and headed for the door.

The night was a chilly one with on and off rain making it even more uncomfortable. Tug pulled the zipper of his leathers up until he caught his neck skin. He pulled on his gauntlets, threw a leg over his Softail Slim, and sat his ass down on the soaked seat. He punched the starter button and roared off, on his way to do some light reading. He planned to make Oakland within two days, but his addiction to topless bars

and rum slowed his pace a bit.

Light reading was a bit harder at night as he had to come up on the bumper sticker adorned cages a little more closely to read the damned things, but he found it a good way to pass the time when darkness and rain did their best to hide the scenery he so loved.

"Coexist" was the first sticker he spied. He laughed to himself. *Yeah that's quite the fuckin' challenge*, he thought to himself as he throttled past the Volkswagen bus. It was adorned with peace signs and Tug smiled at the top knotted driver and shot him the peace sign. The driver waved out the window as Tug passed him by. Tug pressed on, briefly fishtailing on the oil covered interstate.

The road was black and empty for a few miles and Tug settled in, wiping rain from his goggles in an effort to

clear up the blur that his ride had become. Soon he came upon another set of tail lights. These belonged to an older Ford pickup. Its wide tires threw up a fine spray as it careened down the highway at well above the speed limit. Tug looked for a bumper sticker, but there weren't any on the Ford's bumper. The rear window was heavily adorned though, and Tug read all the usual second amendment references surrounding a giant sticker of an AR-15 dead center of the window. He chuckled to himself as he imagined the pickup owner and the Vee Dub owner talking it out at the next rest stop.

As Tug rolled on, the showers did as well. Soon he was on dry blacktop. He gave a little sigh of relief as he passed two coyotes, casually crossing the road. He had missed them by a wide margin and he was grateful. Two semis and a



Reading

slow moving bus later, he came upon another bit of reading material. A Lexus with a vanity plate that read "Maroo" had a bumper sticker on the driver's side that simply said "FUBAR." Tug wondered what the story was behind all of it. After all, you don't see many high end SUV's with bumper stickers at all, no less one whose occupant is fucked up beyond all reason. He continued on, scanning for more tail lights and more reading material.

Soon he came upon a Kia with a sticker that contained such small print he couldn't read it at all. It pissed him off. He decided then and there to risk life and limb to crawl right up to the driver's bumper and read the damned thing. When it finally came into focus, Tug decided it was worth it because it made him grin into the wind. It read, "Stress is that condition created when

the mind overrides the body's basic desire to choke the living shit out of some asshole who desperately needs it." Funny stuff, Tug thought as he throttled past. He was amazed at how much you could learn about drivers and folks in general just by reading their bumper stickers at 3am on a chilly ride west.

Tug pulled into a Chevron just off the interstate. He gassed up, bought a Dunkin' Donuts coffee, and chugged it down. Just as he was about to hit the go button, a cage pulled up to the next pump, directly in front of him. As luck would have it, it carried a few bumper stickers. One read, "Grammar: the difference between knowing your shit and knowing you're shit." That one made Tug laugh out loud. In the corner of the rear window there was the typical "family" stickers so popular

these days. It showed a mother, two children, two dogs and a cat.

As the cage driver began to exit her vehicle, Tug called out, "Say there, ya know advertisin' to the world that you're a single mom might not be the best idea."

"Oh yeah?" She replied while throwing back her long blond hair and removing her gas cap. "Why is that?"

Tug explained that perverts and serial killers could use the message to their advantage. The blond replied that maybe, just maybe, she was trolling for that kind of man so she could exact revenge on his type. She laughed and Tug realized she was just funnin' him. The conversation moved on from there and the blond let Tug know that her name was Gina and she loved Harleys. Tug learned that the two kids depicted in the window sticker were her niece and nephew, but the dogs and cat were hers. "Would ya like to meet them?" asked Gina.

"The dogs or the kids?" Tug muttered. Four hours later she was sliding scrambled eggs out of a frying pan onto Tug's bacon filled plate. Tug leaned in for a wet kiss. The kiss turned into a tongue wrestling match.

Each of them made promises to see the other again. As Gina walked up her drive, knowing full well she'd never see him again, Tug started up the Softail, rolled out of her driveway, then aimed his scooter for the on ramp and Oakland. He had a lot more reading to do. As he rolled onto the interstate, he knew he'd be splitting lanes, as morning traffic was a bear.

He sped up a bit and zoomed past semi after semi. One had a worn bumper sticker that read, "I tow because I owe." Then Tug spied a sticker on a car up ahead and roared toward it for a better look. As he got close he read the words, "We are all on the same roller coaster, just in different seats."

"Wow," Tug said aloud. "Ain't that the truth." He knew then how the "coexist" dude and the gun-toting pickup driver might get along. Maybe they'd both read that bumper sticker someday and it would sink in...

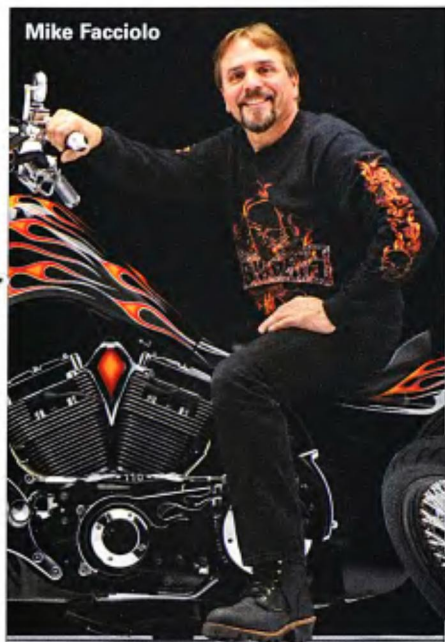
"Naw," Tug thought to himself. "Never happen." He twisted the throttle and continued on down the road. —Z. Jakl

IMMACULATE RESURRECTION

MIKE FACCIOLO'S
2007 GRAVES CUSTOM
LONG BIKE



Mike Facciolo



"Michael Lichter asked if I would mind doing a photo shoot right there at the show. Who says no to that proposition?"



Mike Facciolo was cruising around during Daytona Bike Week looking for a chopper to purchase about four years ago, when he spied this motorcycle sitting in a driveway with a for sale sign on it. He knocked on the door and found out that the man behind it was a wholesaler who had purchased the bike from the builder's widow.

Mike quickly discovered that the original builder of the bike was Jerry Graves, who passed away in 2009. Jerry was the owner of Graves Custom Cycles in Florida and was known for his pimped out long bikes. Mike immediately fell in love with the bike, even though it was not running at the time, and obviously needed a lot of work. He arranged to have it trucked to his home in Pennsylvania, and set about putting it back into shape.

Over the years, he started putting his own custom touches on it, and began entering it into bike shows. The chopper always did well. So well that in 2017 he entered it in our Easyriders Atlantic City Bike Show, where he took 3rd place in the Modern Chopper class.

That win spurred his ambition, and over the next year he made some significant changes, including a springer front end from California's legendary builder, Sugar Bear. He then reentered the bike in the next Easyriders Atlantic City Bike Show and was the happy recipient of a 1st place trophy in the Radical Custom Class, which came with an invitation to show off the bike at the Easyriders Columbus Invitational Show.



"I didn't build it from scratch,
but I did bring it back to life."



On the last morning of the show he got a call from Michael Lichter, who was shooting bikes during the two-day event. "Michael told me that he and *Easyriders* editor Dave Nichols liked my bike and asked if I would mind doing a photo shoot right there at the show," Mike recalls. "Who says no to that proposition?" Lichter always has a complete studio set up at our Invitational Show, so that *Easyriders* gets the best fresh custom scooters in the country.

When all was said and done, not only did Mike get his bike shot, but he also took 1st place in the Modern Chopper class. "That was a real thrill for me, because I wasn't expecting that at all," Mike says. "The whole weekend was great. When I got the call from Michael Lichter, that meant more to me than winning in the bike show, to be quite honest."

Mike says that this Twin Cam chopper holds great meaning for him. He was able to resurrect an incredible bike, built by a well-respected bike builder, and along the way made it his own, while keeping the original spirit of the bike alive.

Owner: Mike Facciolo
City: Media, Pennsylvania

GENERAL

Designer: Jerry Graves
Year/make: 2007 Graves Custom Cycles
Model: hidden shock chopper
Assembly: Jerry Graves/Mike Facciolo
Time: years in the making

ENGINE

Year and make: 2007 Harley-Davidson
Model: Screamin' Eagle Twin Cam
Displacement: 110 cubic inches
Cam: Screamin' Eagle 255
Ignition: Dyna Digital
Pistons: forged 9.3:1
Heads: Screamin' Eagle
Lifters: Screamin' Eagle
Carb(s): S&S Super G
Air cleaner: S&S Tuned Induction
Pipes: Jerry Graves

TRANSMISSION

Year and make: 2007 H-D
Modifications: stock
Shifting: foot

PAINT

Painter: Sonny DePalma
Color/type: black/flames House of Kolor

FRAME

Builder: Jerry Graves
Rake: 48 degrees
Stretch: 5-inches
Shocks: Progressive
Other Modifications: molded fender

ACCESSORIES

Bars: Harley-Davidson Bad Boy
Handlebar controls: Arlen Ness
Fender: Jerry Graves
Headlight: Arlen Ness
Taillight: LED

Electrics: Jerry Graves
Gas tank: Jerry Graves
Oil tank: Jerry Graves
Oil system: H-D Twin Cam
Seat: Delaware County Upholstery
Pegs: Arlen Ness

Mirrors: Russ Wernimont
Grips: Arlen Ness

FRONT END

Type: springer
Extension: 28-inches over
Builder: Sugar Bear

WHEELS

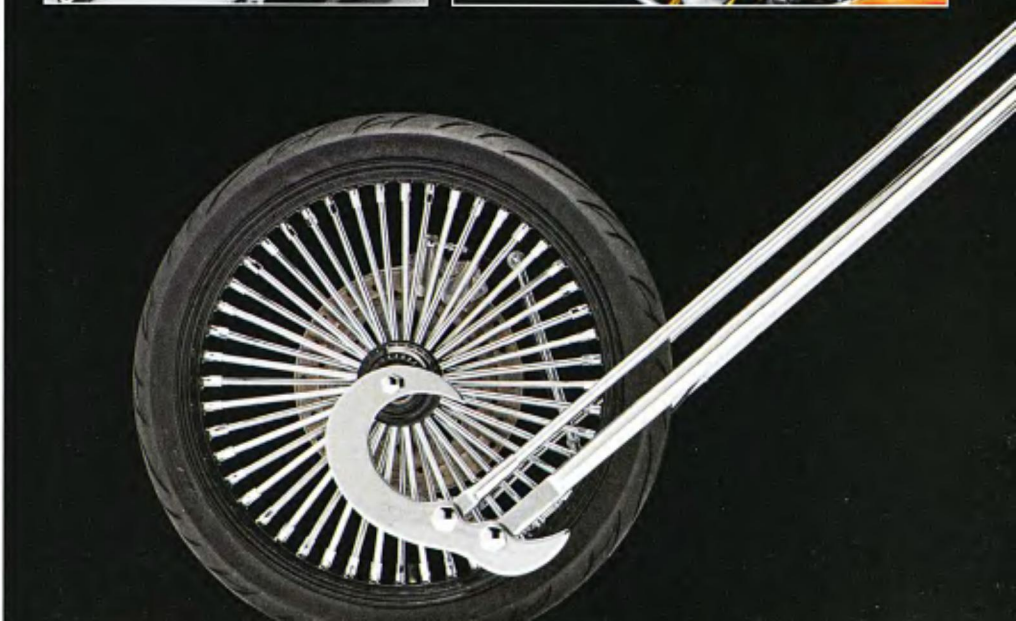
Size: 21-inch front, 18-inch rear
Wheels: Fat Daddy 50 spoke
Tires: Avon
Brakes: Performance Machine

The bones of the bike, including the frame with the integrated rear fender, the custom gas tank, the exhaust system, and the unique pearl flame paint job by another deceased Florida legend, Sonny DePalma, remain intact. Sonny was well known for painting hot rods and high end custom bikes.

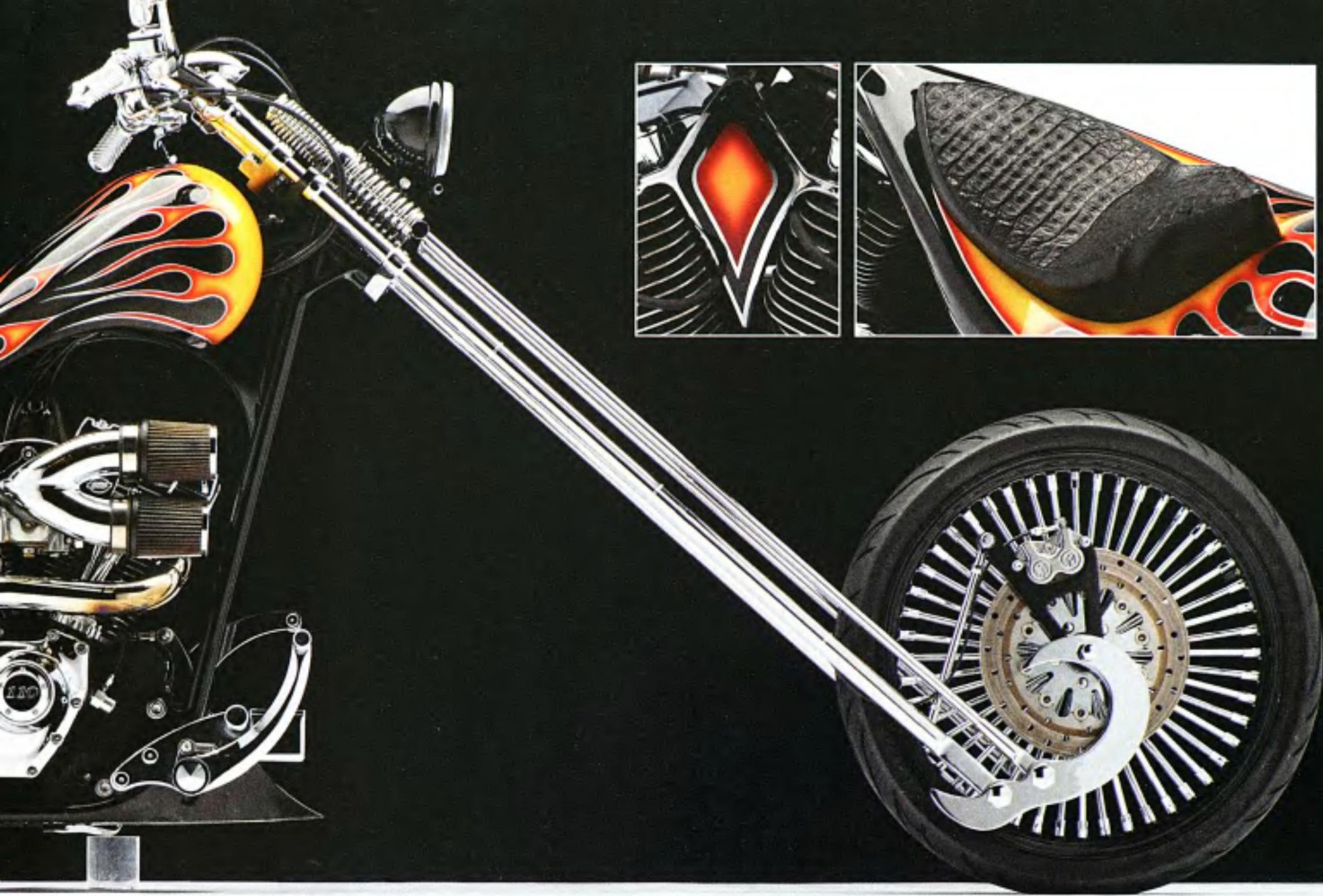
Among the many changes Mike implemented to make the bike his own

are the addition of that Sugar Bear front end, new wheels, tires, rotors, brake calipers, handlebars, mirrors, cables, and a new carburetor and air cleaner. Mike says, "I didn't build it from scratch, but I did bring it back to life." Along the way he got to work with some great people, and earned some well-deserved recognition.

—Kit Maira



Photos: Michael Lichter

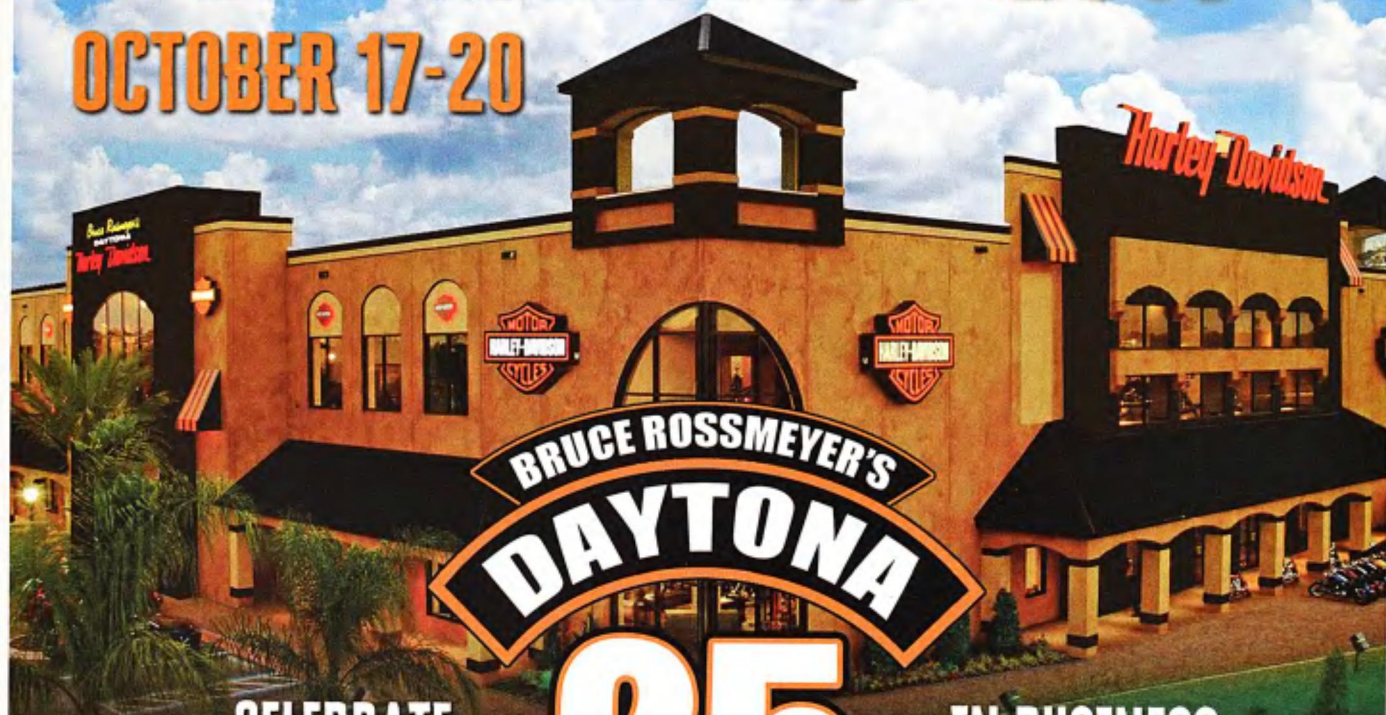




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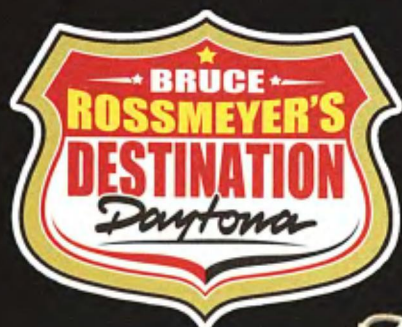
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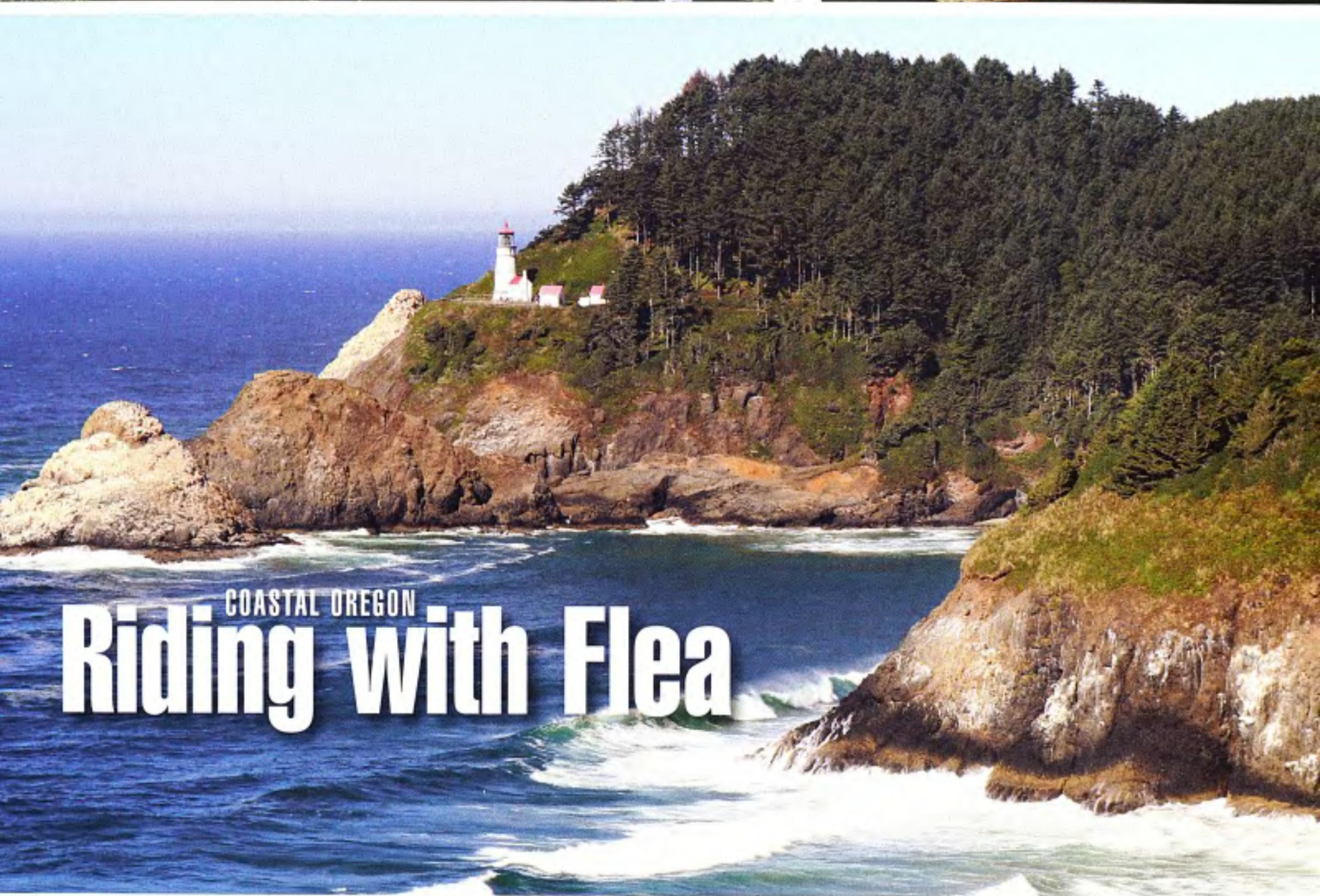


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COASTAL OREGON Riding with Flea

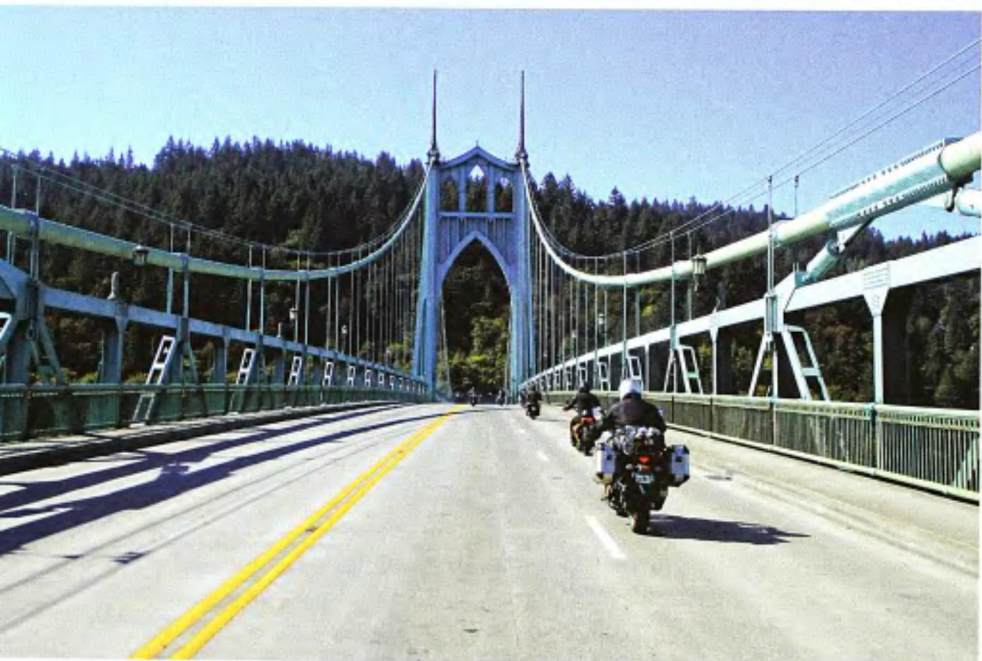
I was up in Washington state when I fell in with a group of guys headed to the coast and, since I had a little time to kill before I was needed anywhere, I figured I'd just drift along with them a bit and see where things led.

We were a ragtag bunch consisting of riders from all over the country. One guy was from Missouri, one from New Mexico. Another was from Florida, one from Illinois, and one from California, then three guys were local Oregon boys. The variety of bikes was equally diverse and consisted of a Honda Goldwing, a BMW, and a stock Harley panhead. There

was a chopper being ridden by a guy named Cupcake, a couple of late model H-Ds and a couple of old bikes. I mean, really old. The geriatric machines were both 1916 Indians. As a 2012 model, my Street Glide was the newest bike in the bunch.

I took up the rear of the pack and settled in to enjoy the ride along Oregon's craggy coastline. I knew one of the guys on the antique Indians was a boat captain and owned a fishing company. We were headed out to meet some of his friends at the Rogue Ales brewery. Famous for their Oregon ales,

these guys distill their own line of spirits, too. As if that wasn't cool enough, they also grow their own ingredients and even cooper their own barrels, all of which reflects the general attitude of most everyone I met who makes a living along the coastal regions of Oregon. It turns out that self-sufficiency is a sort of prerequisite if you're going to be an Oregonian. Rogue Ales also has a great restaurant where they take pride in their tasty offerings, and we enjoyed the warm hospitality and great grub before we decided to call it a day.



As we were standing around shooting the shit out in the parking lot, I was invited to crash at the boat captain's place out on the river. Clint and his wife built their house on acreage outside of the nearby town and friends had told me about how peaceful the place was, so we bid our farewells and headed off into the horizon. The sun was long gone by the time our group made it up the dark dirt road to the forested homestead. As I dropped the kickstand, I could tell this was no ordinary river shack.

Bivouacked in the loft upstairs, a glorious sunrise broke the next morning. As the fog began to lift off the water, we watched from the ceiling-to-floor windows as the fishermen reeled their catch into the little aluminum boats scattered along the narrow river.

Hanging out with interesting folks and sharing their stories is a pleasure, so the time seemed to fly by much too quickly before everybody needed to mosey on down the road. As we packed up, we were invited to check out the local herbal clinic on our way out of town. As soon as we pulled up, I realized what the attraction was. Just inside sat several antique bikes, including a cool old Ner-a-car.

It turned out that the Green Dragon isn't just a dispensary; it's an upscale apothecary that reflects the attention to detail of the owners who run it. Happy to consult with a patient over their individual medical needs, the Green Dragon serves the little community with a variety of natural, holistic products. Personally, I was more interested in the bike collection, but the field-trip excursion made me realize how very interesting my dynamic new friends really are.

United in both marriage and business, my hosts each have very unique careers that require full attention to detail and a broad knowledge of many topics. At the end of my stay, I realized how the love of motorcycles brings so many different people together with a common passion for two wheels. I've also learned to never pass up an opportunity for new adventures.

—Flea

Photos: Felicia Morgan



Far Out Paint Show

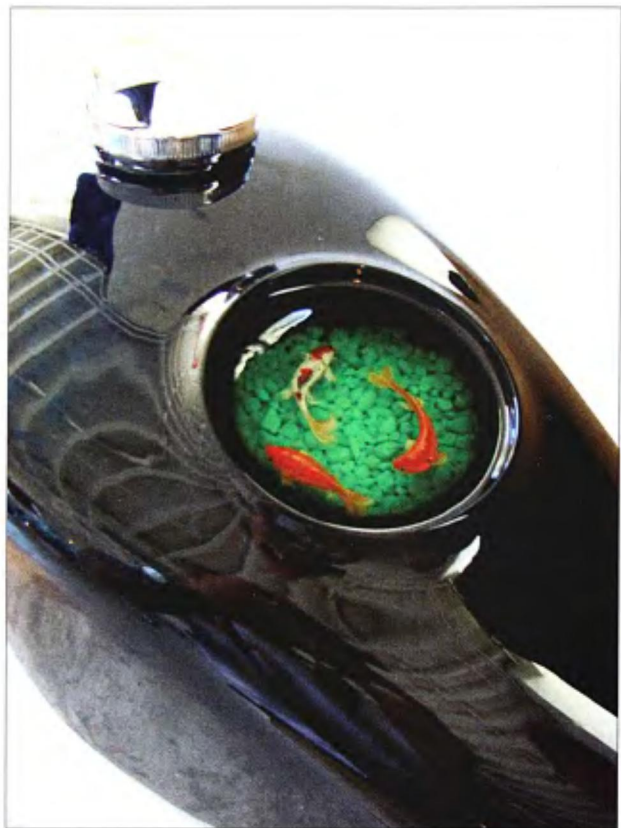
Motorcycle gas tank painting styles and techniques, and the artists who use them, are now blurring the line between high craft and fine art. Artists who combine brush and spray techniques using pinstripe, candy, flake, mask, lace, and fade have opened a door into a new creative dimension. Color, texture and brush stroke are combined with the tank forms of a Sporty, peanut, coffin, prism, twin or dished to distinguish a motorcycle in mysterious ways.

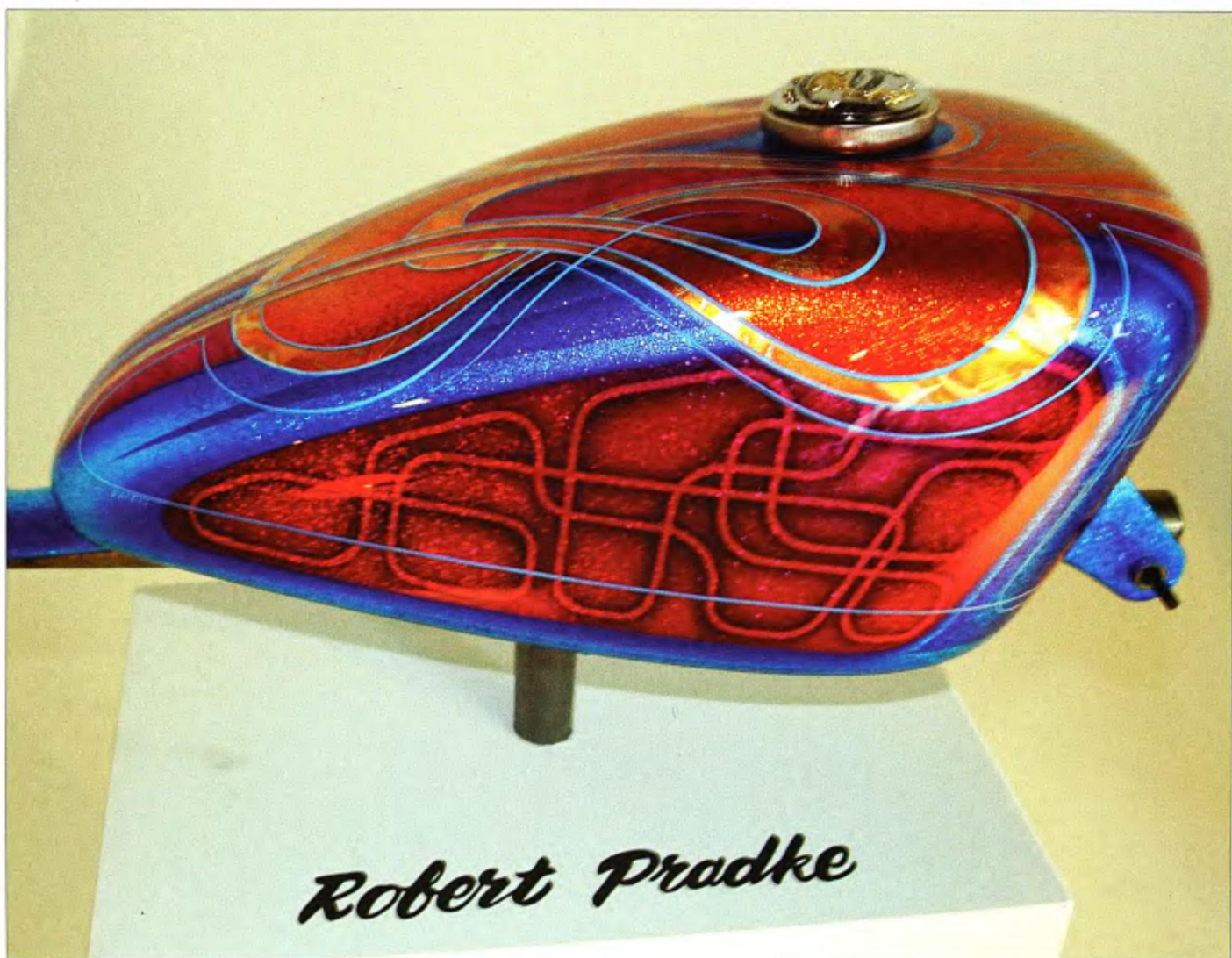
Vince Szarek has been painting and wrenching on cars and bikes since he was a teenager. He now splits his time between two painting careers: one as a gallery represented fine artist, and the other painting bike tanks and frames for clients with custom motorcycles.

In early 2017, he had the idea to create an exhibit of top tank artists and then display their work at the 2017 and 2018 Brooklyn Invitational Custom Motorcycle Show. "The people I chose for this tank painting exhibit are from all over the place: Florida, Virginia, Idaho, and California," Vince said. "I had always admired Lowriders and motorcycle paint jobs since I was a kid. Technically, I have worked with a lot of the same materials, and have worked on a lot of cars. So I started painting bikes. I took cues from painters like Robert Pradke who painted many of Indian Larry's bikes. A friend in Brooklyn, John Copeland, had been organizing the Brooklyn Invitation since September 2009, and I thought it would provide a unique platform to

exhibit the tanks and that thousands of people in a day would see it."

"I contacted all the tank artists through Instagram," Vince continues. "I cold called them. I explained who I was, and John Copeland and his Brooklyn Invitational had a good reputation, so that was attractive. People were interested. In 2017 I did the exhibit to showcase the work of thirteen painters. I made a deal with the artists. I told them that I would hold a spot for them. They could paint a tank however they wanted, and then ship it to me. I said, 'If you take it that far, I will take care of everything else. I will pack everything up and get it done.' I had a friend with a gallery in LA: the C. Nichols Project, so I packed all the tanks up into my truck and







drove to California. My thought was that I had a good venue in the motorcycle world with the Brooklyn Invitational, and a good venue in the art world with the gallery. A lot of the guys were excited to have an art gallery interested in something like this. I put the whole thing together in three or four months. No sponsors, no complicated things; it was all just to showcase some tank painters."

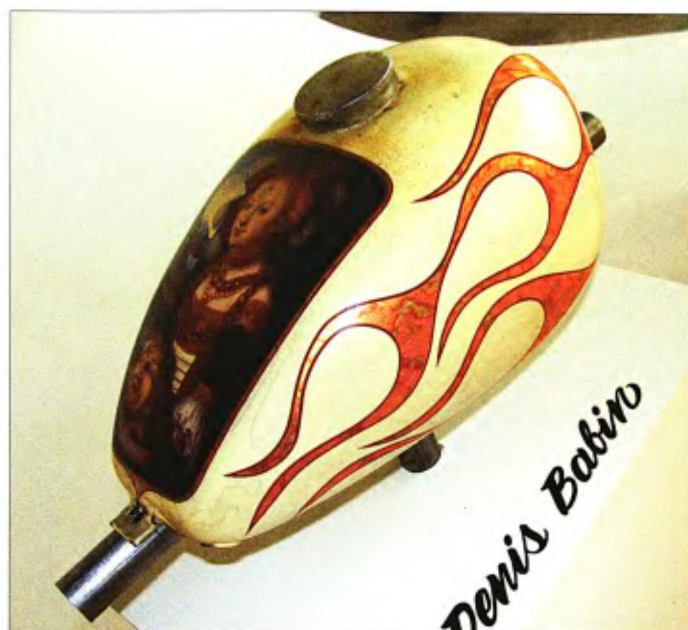
Then in 2018 Vince did the show again at the Invitational with more tank artists. There wasn't time to do it again at the LA gallery. "2018 was the last year for the Invitational, so it was worth it for me to put in some time on a project like this. I thought it might be interesting to invite a wider range of people; so I contacted surfboard shaper Peter Schroff, and two artist guys who ride: Drew Heitzler and Jacob Kassy. They are definitely in the art world, but also into bikes."

In terms of making a visual statement with paint, a motorcycle gas tank doesn't represent a lot of space to work with; a couple hundred square inches if you are lucky. The frame tubing of a chopper doesn't represent much either. There is usually no front fender and the rear fender might be bobbed on a chopper. A tank painter has to use their skill and technique to deal with a limited visual situation.

"Until recently, everything about painting technique was pretty private," Vince says. "It's not so secretive any more with the Internet and YouTube. You can find information about how to do it. For the most part, I have always thought that technique is one thing, but how you put it together; choosing colors, composition, and design takes it to a different level. There are plenty of people out there who may have the technical skills, but what they end up with is a little less than others. The

1980s and '90s were going in one direction, and then this whole thing happened with a crossover from the skateboard world. Now, it's a younger generation. That's the sort of the scene that got us to the situation where it is now. There are a lot of people doing this stuff now.

"The guys who build these bikes use a tremendous amount of customization," Vince says. "Different frames, different engines. As John Copeland always says, no matter how much stuff a custom builder does, the majority of people will look at the bike and say, 'Look at the blue one... the red one...' The average person notices the paint, the flashy parts. When I paint a tank, I am dealing with a client. Some want a wacky color, a crazy candy color, glitter; some want everything matt black with maybe some smoky skulls. It does get reduced to tastes."





Scott Takes



Vince's efforts to contact and organize the tanks for his exhibit paid off for everyone. An important selection of tank artists received respect and recognition for their work, and the people lucky enough to attend the 2017 and 2018 exhibits got an education in top shelf tank paint craft and art.

—Michael McCabe

THE PAINTERS

Vice Szarek—Arts & Crafts Racing
 Darren McKeag
 Dennis Babin
 Drew Heitzler/Jacob Kassy
 Gen Love Ear Art
 The Harpoon
 Imperial House
 Kendall
 Kolor by Tuki
 Peter Schroff
 Robert Pradke
 Scott Takes
 Steven Parrino



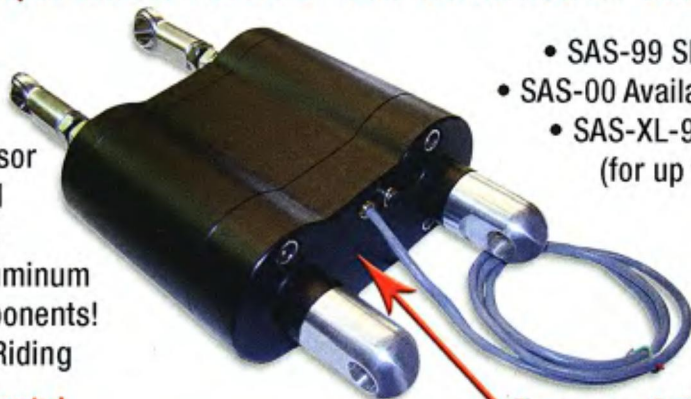
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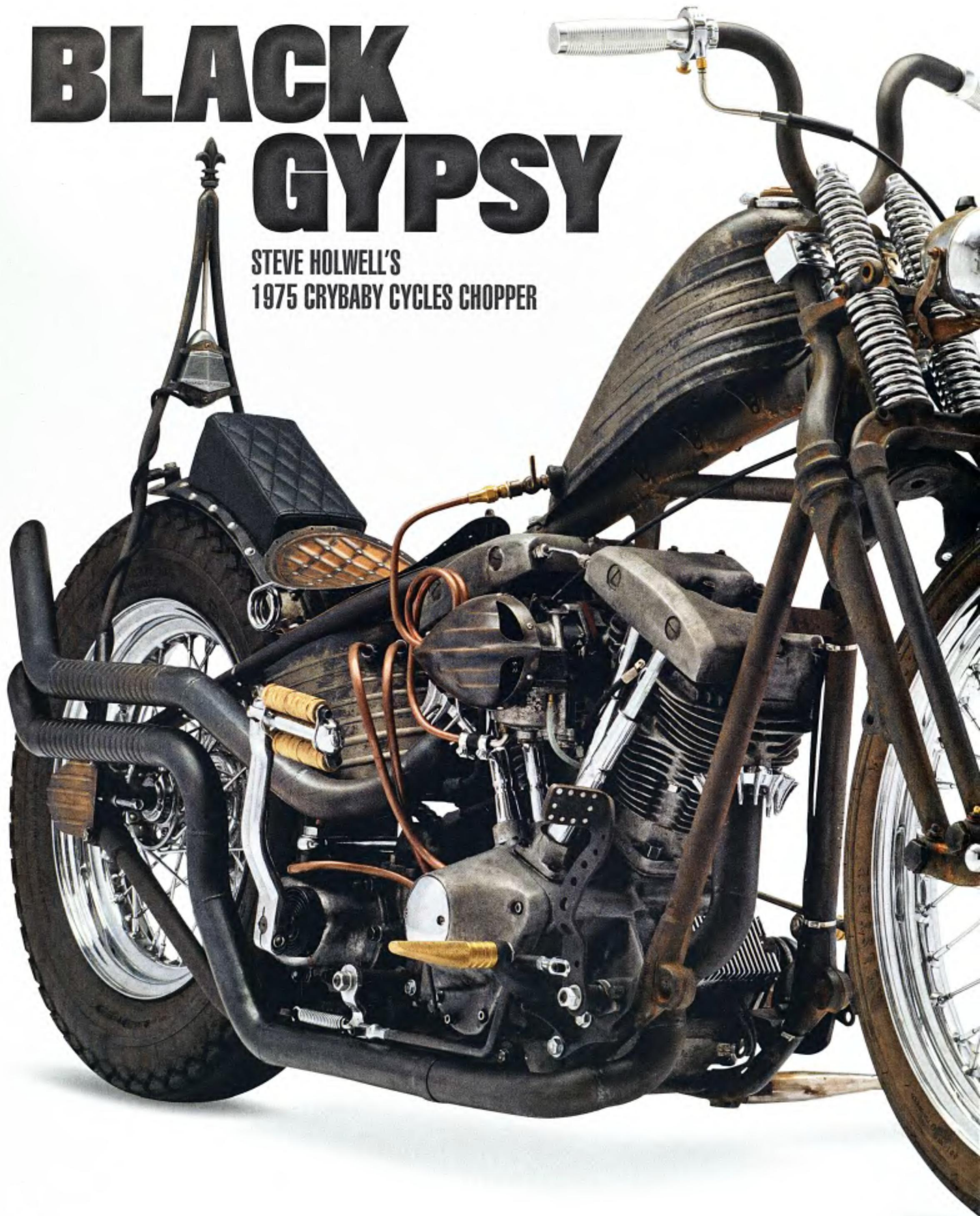
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BLACK GYPSY

STEVE HOLWELL'S
1975 CRYBABY CYCLES CHOPPER



Josh Allison is a dreamer. Growing up in Wyoming, motorcycles have always held a wild appeal to him. "I remember as a kid, standing in front of the TV watching motorcycle racing, he remembers, "It blew my mind. It was bigger than life."

Always a design nut with a highly creative brain, Josh started painting motorcycle helmets for his buddies. That led to painting motorcycles. "One of my clients, for a tip, gave me this old 1980 CB750. I got the thing running, and that was my very first street bike. I just fell in love with it, man!"

He started tinkering with the CB750, but found out that he didn't have the skill set to do what was in his head. He put himself through Wyotech, a trade school in Laramie, where he took a

year course in collision refinishing that led into Advanced Street Rod classes. He learned a ton about metal-shaping and TIG welding.

Josh graduated and started working at a high-end auto shop with some incredible fabricators. "That started pushing me on the metal side of it," he says, "I was always doing bikes after work, and I just slowly kept progressing, eventually thinking I was ready to do the bikes full time. That's how Crybaby Cycles happened."

He made friends with Paper Street Customs' Ryan Gore at the Handbuilt Show down in Austin. The shovelhead he calls "Black Gypsy" came out of that experience. "We were in the downtown area and there was this





amazing old building that had all these crazy art deco lines running through it," he recalls, "But it was old; all tattered and weathered like out of Gotham City or something. I told my wife, it would be so cool to build a bike like that building."

A few months later his buddy Brad was selling a 1975 shovelhead motor that Dan Carr had recently restored. There was no chrome on it, just nicely finished aluminum. "Brad also had the real cool, original straightleg panhead frame and some other parts, and that was how this bike was birthed."

Josh began with the gas tank. "I wanted a gnarly little chopper tank with those progressive beads running up it, representing that art deco look. Then I made all the other pieces along that theme." Though he started out as a painter, he ironically wanted this bike to wear antiqued metal. "I was so into the anti-paint and the patinas and raw bikes, I just wanted it to look like that old building."

"I wanted a gnarly little chopper tank with those progressive beads running up it, representing that art deco look."





The gas cap is a trim ornament off an old Pontiac. "It was in a plastic bubble, so I broke it open and stole that guy out of it," he tells us. "I was able to machine the gas cap and the bezel around it is the horn bezel from an old 1932 pickup truck.

"I always try to do something that no one else has done," says Josh. "I try not to order parts. Not that there's anything wrong with that, but I think in this day and age of bike building, the dudes I really look up to are so intense on the fab side. You gotta think of ways to separate yourself from the pack." One of the few parts not made by Josh is the Bitch Switch (kill switch), which was made by Andy at Flying Choppers in Finland.

Metal seats are another thing Josh really gets into. "I wanted to do this diamond pattern like a normal seat, but do it in bare metal with rivets. It was a bitch to do!" he tells us. "Just a stupid amount of work for a seat, but it was totally worth it."

Steve Holwell of Sheridan, Wyoming is the proud owner of Black Gypsy now. His son saw the bike on Instagram and Steve just fell in love with it. When he found out it was for sale, he had to have it. He totally digs riding the Black Gypsy around Sheridan.



These days Josh is hanging his hat in upstate New York with his awesome ol' lady, Sarah, and moto-mad son, Kingston. He's there working with the Orange County Choppers crew, which he really enjoys. He also keeps Crybaby Cycles going in his off hours, creating handcrafted parts and one-off stuff and dreaming up the next build.

—Beatnik



Owner: Steve Holwell
City: Sheridan, Wyoming
Designer: Josh Allison, Crybaby Cycles

GENERAL

Year/make: 1975 Harley-Davidson
Model: shovelhead
Fabrication: Crybaby Cycles
Assembly: Josh Allison
Time: 6-months
Chroming: huh?

ENGINE

Year and make: 1975 H-D
Model: Shovelhead
Rebuilder: Dan Carr
Displacement: 80-inch
Ignition: stock points
Coil: Dyna-Tech
Lower end: stock, S&S crank
Balancing: S&S
Pistons: S&S
Heads: stock
Cam: stock
Lifters: solid
Carb: S&S Super "E"
Air Cleaner: Crybaby Cycles
Pipes: Crybaby Cycles
Kicker Pedal: custom

TRANSMISSION

Year and make: 1972 H-D
Type: 4-speed ratchet top
Shifting: hand
Shifter: After Hours Choppers

PAINT

Painter: Patina
Color: black

FRAME

Year and builder: 1956 H-D
Type: straight leg
Rake: 3-degrees over
Stretch: stock
Other Mods: custom crossover, rear frame covers

ACCESSORIES

Bars: Crybaby Cycles
Fender: Crybaby Cycles
Headlight: 1920s Orlow
Taillight: custom
Pegs: hand-made
Electrics: Dyna-Tech, points
Gas Tank/Cap: Crybaby Cycles
Oil tank: Crybaby Cycles
Oil system: stock
Seat: Crybaby Cycles
Grips: custom bee hive

FRONT END

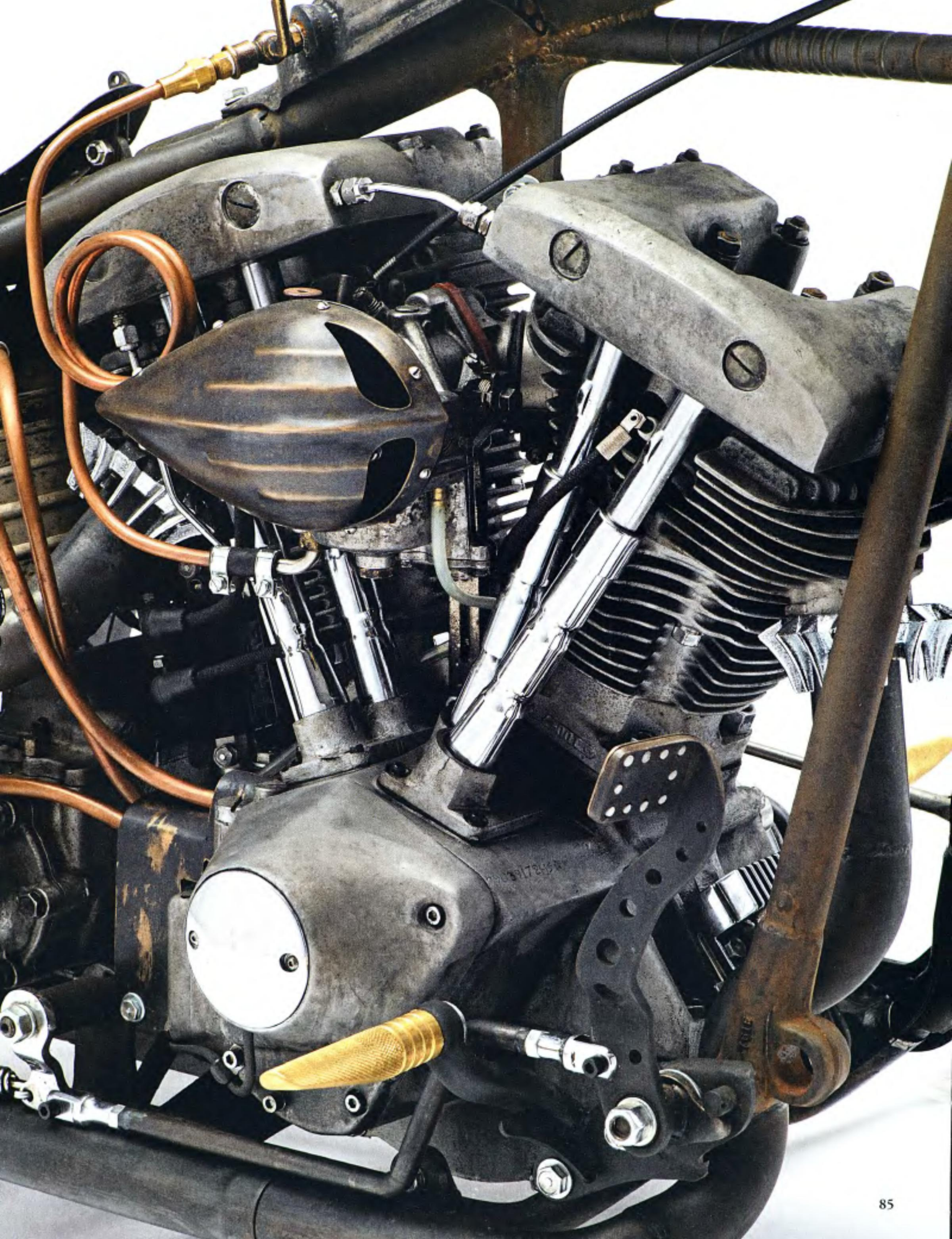
Builder: H-D
Type: springer
Extension: none

WHEELS

Size: 21-inch front, 16-inch rear
Hub: spool front, star rear
Brakes: H-D



Photos: Michael Lichter
Contact: Crybaby Cycles
crybabycycles.com
instagram @crybabycycles

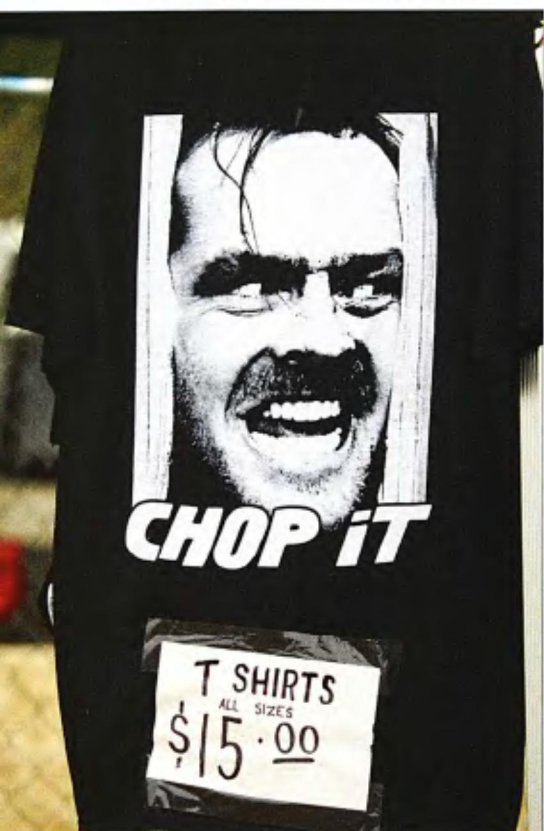


GIDDY UP VINTAGE



CHOPPER SHOW

The weather's always a crapshoot during spring in the famous Hill Country of the Lone Star, and the weekend of the 6th iteration of the Giddy Up Vintage Chopper Show was no exception. Ma Nature threatened to pull out all the stops with dropping temps and brisk winds, but fortunately, she held off on all the bad stuff until after attendees had already spent a great afternoon traipsing around the sprawling property of the River Road Ice House.



Lines stretched across the front of the building for most of the day, but not because ticket sales were backed up. Instead, in true Texas fashion, the gathering of friends and looky-loos had turned into its own party on the porch. As sleek sleds and cool chops dropped kickstands in the parking lot, it became obvious that the bike show wasn't confined to the tiered area where invitees had set up their choppers inside. Folks came out to the unique gig to swap ideas, check out the cool stuff, and spend an afternoon with like-minded riders who appreciate the culture. As bikes continued to roll in all afternoon, it was a scene straight out of a David Mann painting.





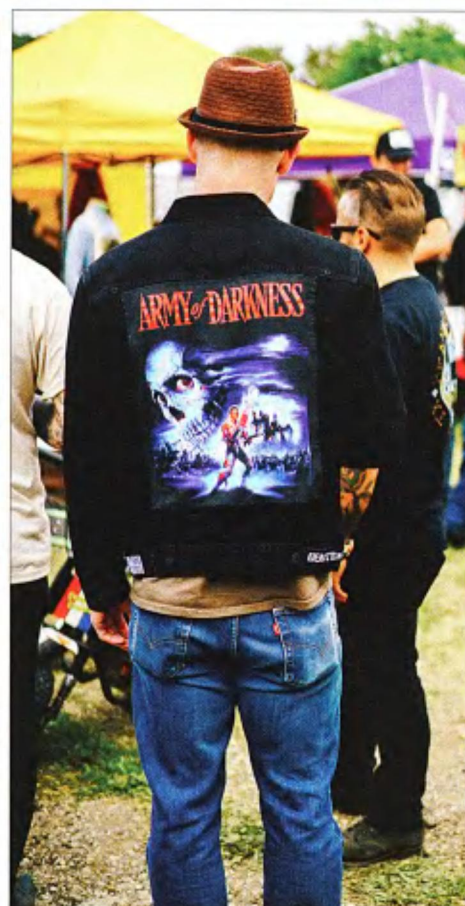




Long bikes, apehangers, and even the old 6-pins were stretched out for all to see. From greybeards to hipsters, it was a day of warm vibes and cool rides.

This badass little grassroots chopper show is held along the Guadalupe River out on the outskirts of New Braunfels, and all the cool kids mark their calendars as soon as the dates are announced, since nobody wants to miss the biggest little bike show in Texas. You have to be invited. Your bike has to be vintage and it has to be chopped, if you want to be in the show. Beyond that, there really aren't any rules. And there aren't any awards either, since there is no judging. There is a custom giveaway bike each year, though, and that is also chopped and vintage. There are no online presales for the raffle. Every ticket is sold during the weekend pre-parties or the show, and you have to be present to win. None of that invisible winner, "10 states away" shit. It's all in person and immediate.





Scotty Caster from Fort Worth rode away with the custom build from Joey Cano this year, and the guy had a smile on his mug as big as, well, Texas. Next year's Giddy Up Vintage Chopper Show is already scheduled. It's always held on the fourth Saturday of March, so plan on scootin' out to see the show on March 28, 2020. You really don't wanna miss this one.

—Felicia Morgan





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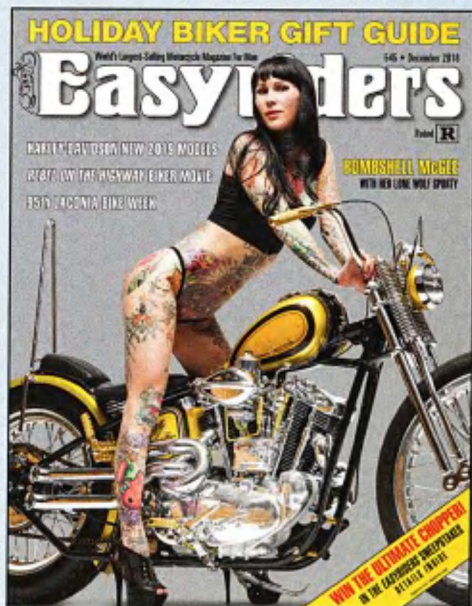
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—Mike Ness, Social Distortion

—Pic by Jonny Bourgalt, Ventura, Calif.





Ride, wrench, repeat. Chris and her panhead contemplate life with old iron.

—Chris and Gabe Gibbany, Harrison Ark.



Okay, buddy, assume the position.

—Ben Zales, El Lay



Kenda's safety gear.

—Robert Conroy, St. Marks, Fla.

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Veteran rigid shovel riders rule at Biketoberfest.

—Fritz Braun, Ulm, Germany



Who's happy?

—Ron Hawks, Safety Harbor, FL



Death by pudding.

—Big Brad's Photos, Md.

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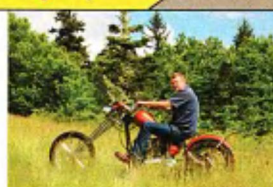
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West 60 Cycle
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Harley-Davidson Of Suffolk
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This Month's Winner

Meet Ari, a devout foot-worshipper from the kingdom of arch-supports known as Arizona. Gently moonwalk back to page 6 and see her heal Tom Womack's White Knuckle Evo with a dance of prayer and a tube of Lotrimin.

—Captain Meatbook



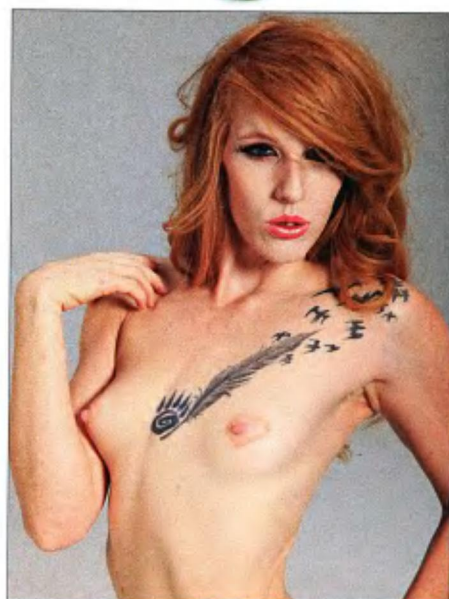
#0901 Allison—Ohio

"My first ride on a Harley was everything I ever dreamed of, with the wind in my hair, the freedom and vibrations and a juicy sensation in my underpants!"



#0902 Erin—Nevada

"My first ride on a Harley was a colorful collage of sights, sounds and moments."



#0903 Tani—Arizona

"I grew up on the back of a bike. One of my first baby photos was with my mom posing on the back of my dad's bike. Pretty badass, right?"

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*.



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

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

Model's Name:

Address:

City: State: Zip:

Home Phone: () Cell Phone: ()

Date of Birth: I am years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature:

Photographer's Name:

Address:

City: State: Zip:

Daytime Phone: () Evening Phone: ()

Photographer's Signature:

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

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Ed White

Thousand Palms, CA 1995 Heritage Softail

You don't see a lot of 75-year-olds riding Harleys solo around the country, and you especially don't see them riding around the country on Harleys with blowers. So, Ed, you could say, is in a class of his own. And he's been in that class for a while now.

Before he bought this road-hugging 1995 Softail, Ed says he had a shovel-head that he used to ride around all over the country because the company he worked for transferred him all the time. He's also got a long history of racing, like flat track or down in Baja. Consequently, Ed knows exactly what he wants in a bike because he spends so much time on it.

Right after buying the Softail, he says he made it to the first stoplight and almost dropped it because he forgot to put his foot down. "From there I took it straight to the shop and tore it apart," he says, "and I started improving and personalizing the bike."

Ed changed the stock wheels to some 5.5-inch rims front and back, added the little fairing on the front, and installed a BDL belt drive system and a set of custom pipes so the new blower would fit. "Besides new heads and lifters, the motor also got a Woods cam and has 9:1 compression," Ed says, "but with a blower, you don't want a lot of compression. The blower comes up with about four or five pounds of boost, and it's plenty of torque on the bottom because when you're riding down the highway, the blower's not working. But then you get the rpms

going or downshift, and that thing comes to life."

Then there's the booster gauge, big tach, forward controls, and different handlebars. Ed also installed Pan-Cruise shocks in the rear that really improved the ride a lot, he says. And he installed some heavy-duty springs in the front end. "Everything I've done to this bike was done for a reason and not just to make it look real nice. In fact, it still has the original factory paint job."

Ed tells us that all those parts work together to make the bike hold the road really well, and that's important to him when he rides alone. It's usually when he gets to Idaho that he rides with his buddy Al Barnes who took these photos. "It's just beautiful up there. The Rockies or wherever you go," Ed says. "Yellowstone, the glaciers, it doesn't matter." —*Tripper*

Ed White and his 1995 Heritage Softail have won our Star Brite Reader's Ride contest this month.





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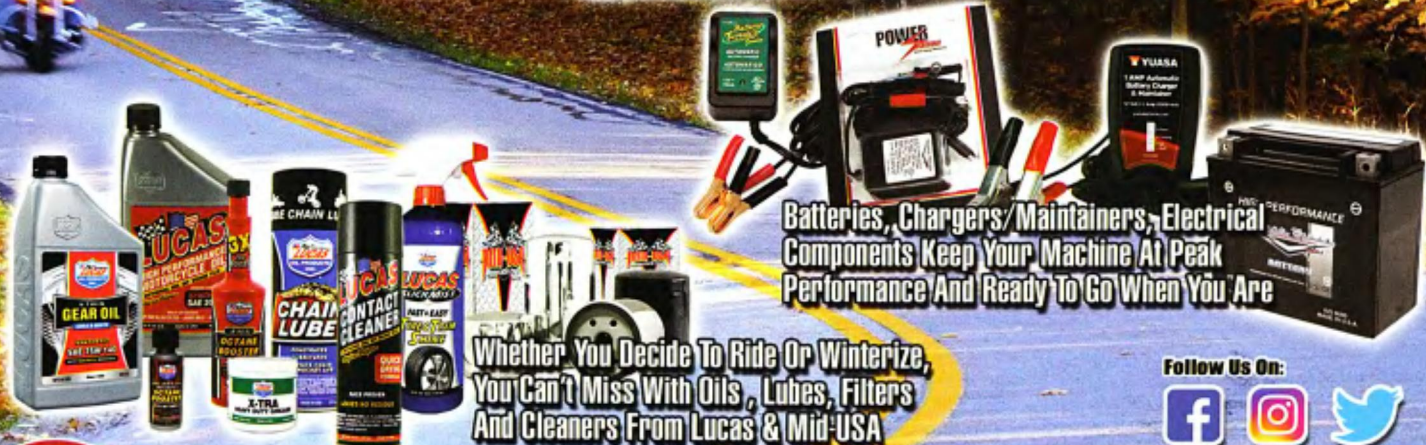
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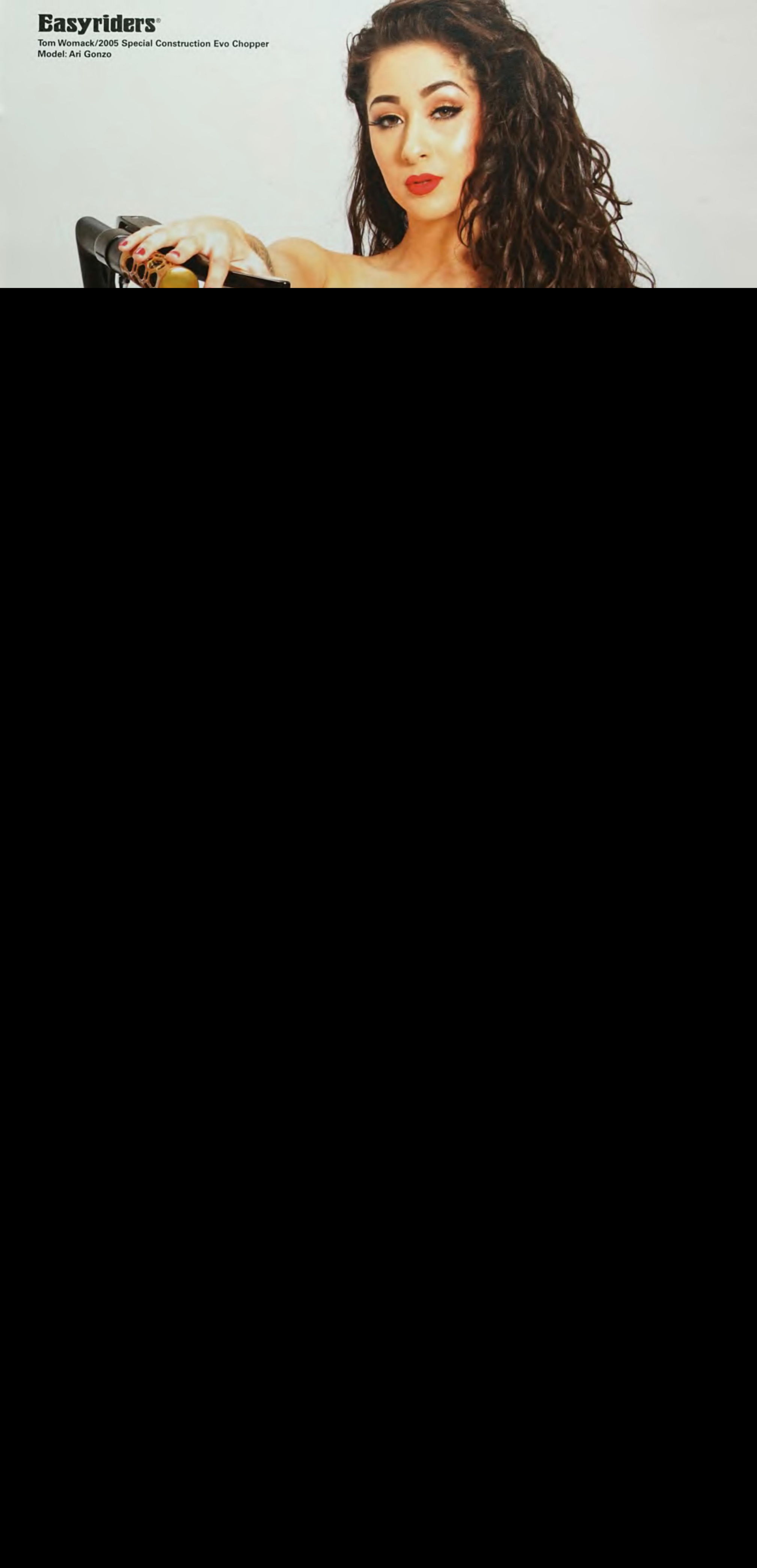
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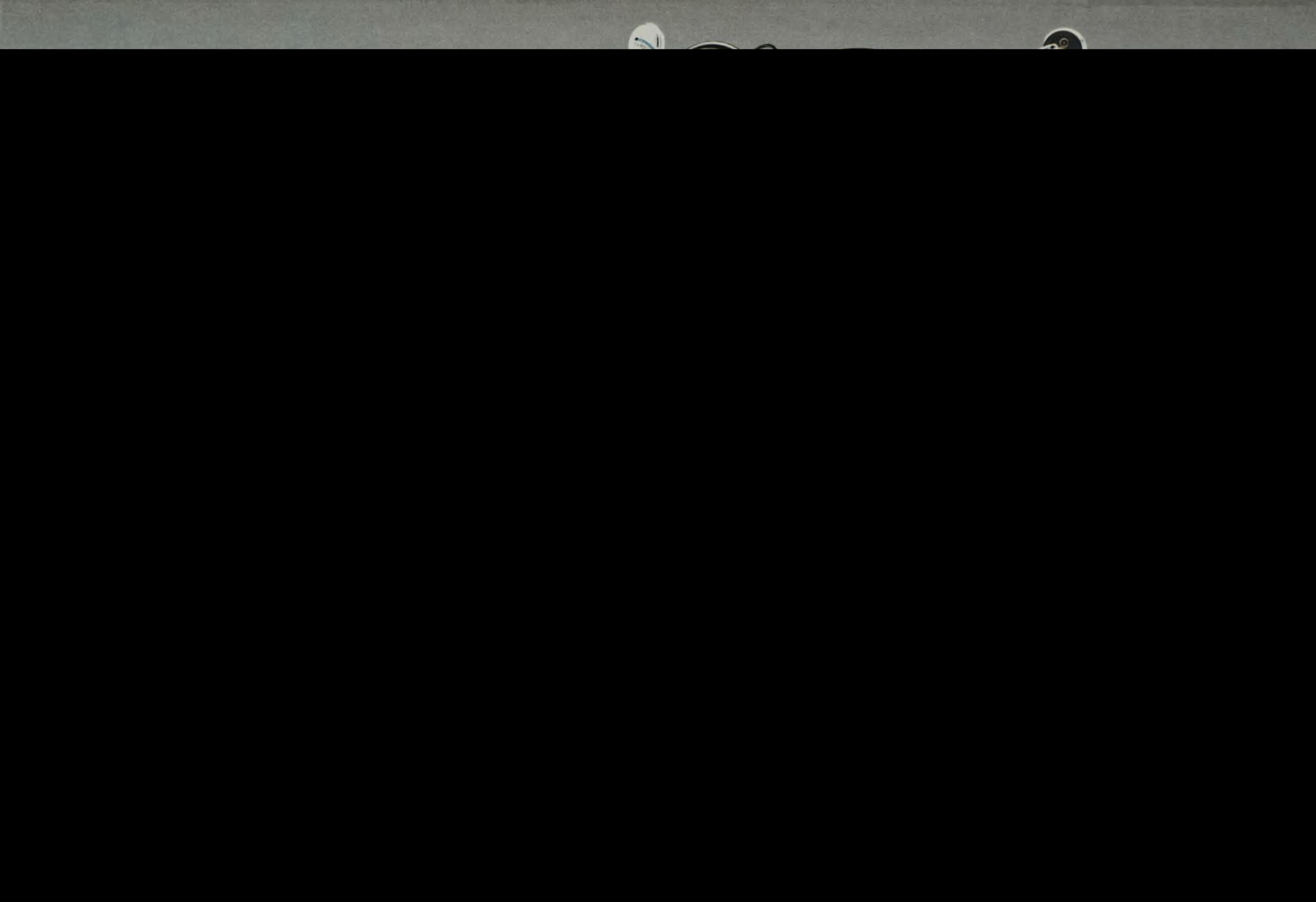
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Tom Womack/2005 Special Construction Evo Chopper

Model: Ari Gonzo





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David Mann's painting *Comin' At Ya* first appeared in the April 1975 issue of *Easyriders* magazine.

