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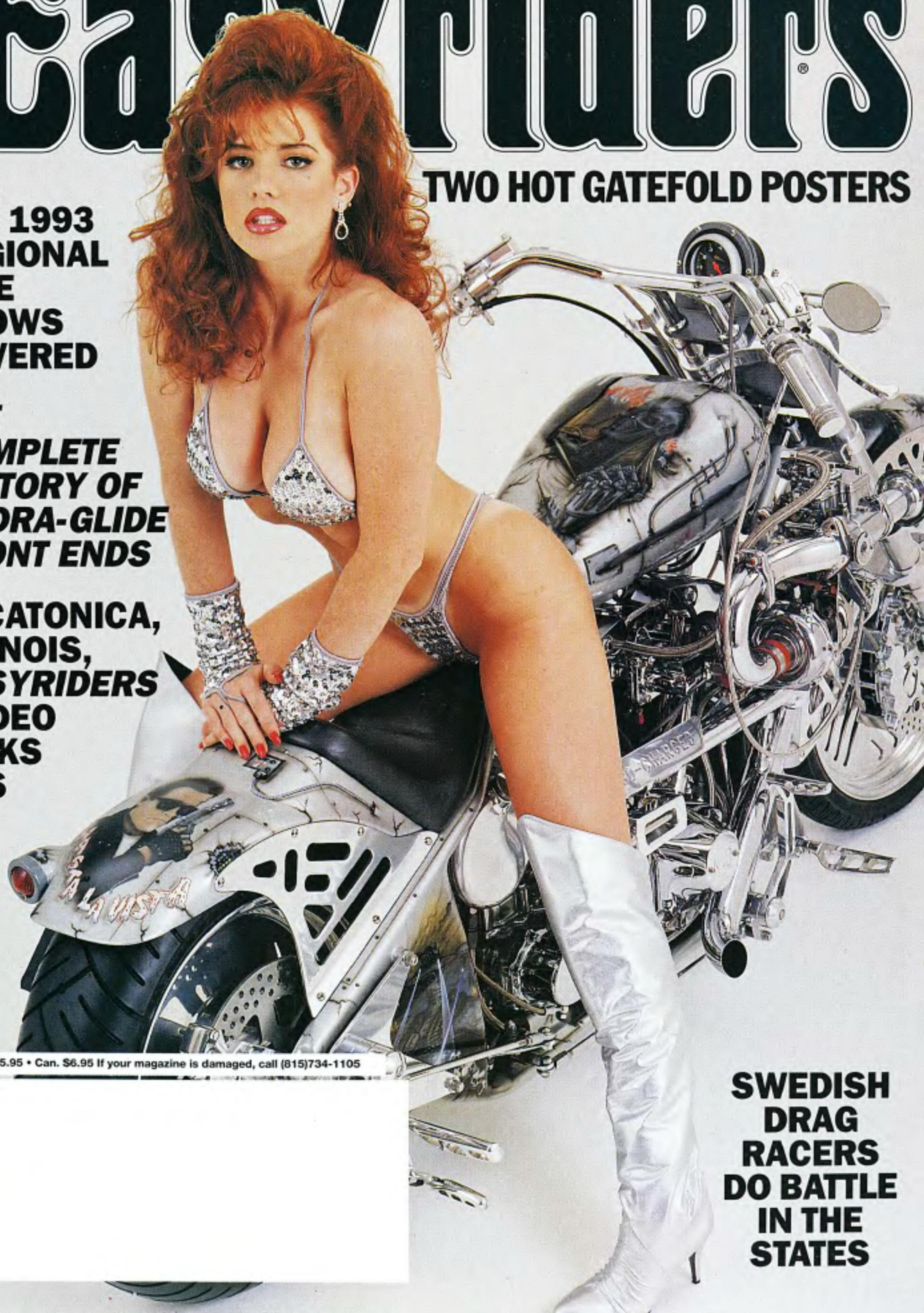
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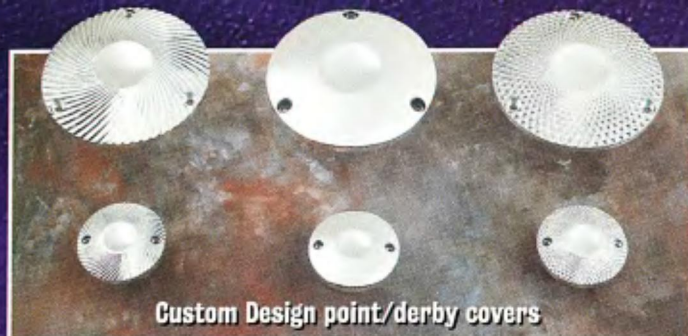
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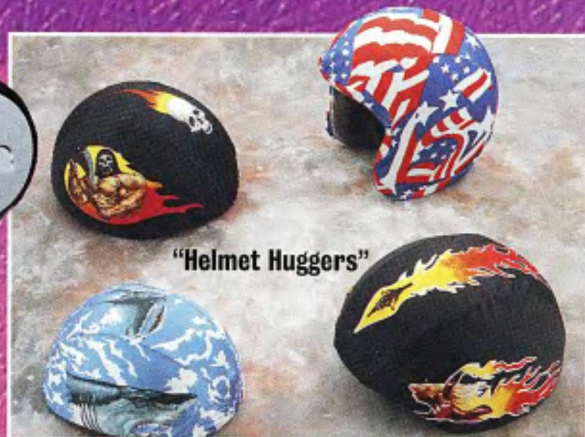
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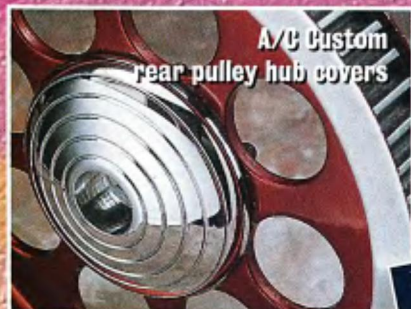
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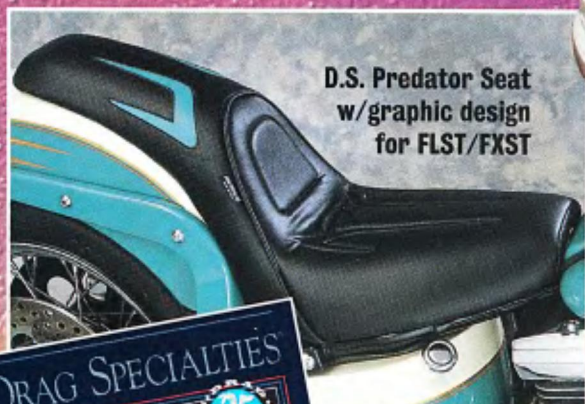
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Easyriders® MAGAZINE

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 248 • FEBRUARY 1994

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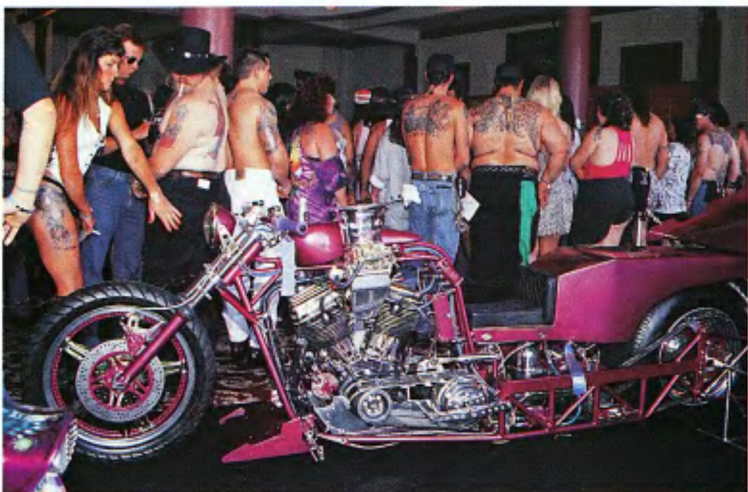
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The next issue goes on sale January 27. Cover photo of Sandy on Manuel Gonsalves' Terminator by Raiko Hartman.



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He had 30 huge open bags of garbage stacked in his kitchen. (He hadn't taken out the garbage for two months!) The bags were full of rotten food, wet coffee grounds, old bandages, used tampons, half eaten tamales, beer cans, and old newspapers. He fell asleep at the kitchen table, and his lungs collapsed from lack of oxygen—the garbage had sucked up all the oxygen, and he croaked from noxious gases (or what the paramedics called “methane asphyxiation”). I guess that means you'd better take out the trash when your ol' lady rags on you to do so!

Four mobsters known as the “Wrinkly Bandits” stuck up five banks and made off with \$250,000. So what? Well, they were all grandmas! They robbed banks garbed in black lace shawls to hide their faces and carried canes and submachine guns. They were trying to raise bail money for their sons who were in jail. (Dear ol' ma.)

As hard as it is to believe, in South Carolina you can now tease with sexy jokes, cuss a blue streak in front of them, and shout obscenities or make suggestive remarks to (gasp) women! The State's Supreme Court struck down (for now) its 50-year-old law that made such actions in the presence of women illegal. They now feel the old law was too one-sided—what about us guys and children when she does the same to us? What's fair is fair.

He must have had a bad case of the guilts. He was in court for sexual assault, and when the jury went to deliberate, he fled. Oops! The jury found him innocent! He now has to face a charge of “failure to appear!”

Two guys were arguing in a bar when one of them said the other guy's baby had a bad case of the uglies and that the baby looked like Clint Eastwood's orangutan! Shit, everyone else had said his kid looked like him, and he didn't look like a damned monkey. So he shot him dead.

He was desperate as he went into a bank to rob it. He went up to the bank counter, but instead of asking for all the money they had, he merely asked for a large check made out to him! And then he went directly to his bank and deposited the check to his account. Of course he was busted. Or how about the really swift guys who were on trial when the prosecutor asked a witness if the men who robbed him were in court at this time. When the witness replied, “Yes,” the prosecutor then asked, “Where are they sitting?” All three defendants promptly raised their hands.

Now I've heard everything. They figured something was wrong when they saw huge elephants skipping on their way to work. They also noticed that the elephants had lost a lot of weight. So they checked them out. They discovered that the elephants' keepers had been giving them handfuls of coke to sniff up their trunks in an effort to get them to want to work harder. The keepers went to jail, and the elephants went to an elephant rehab camp to break their habits of skipping to work and drinking gallons of coffee, so that they could get a little sleep at night.

Shit! We can't have any fun anymore. They've had this special day for 154 years, but the legislature in Hungary recently introduced a bill to eliminate the National Face Smacking Day! What's this world coming to? Misery, misery.

Everyone thought she had a fabulous figure. Then she croaked in a car accident (at age 41). She left her flat-chested friend her silicone breast implants, the implants in her ass and thighs, and \$75,000 in cash to have it all done. Now I'd say that was a friend and a half.

I ragged on you last month about how we elect men to represent us in Washington, D.C., and when they rip us off, we just roll over and play dead, not giving even a whimper in protest. Well, if you like getting your juices boiling, take the time to read this book I found. It's in hard cover or in Bantam soft cover for \$7.99. It's titled “Washington Waste From A To Z.” You'll be surprised to discover how much you have been—and continue to be—screwed! They think we're a bunch of dumb ducks. Read it!

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By Spider



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WORDMONGER

She's Not Happy

After years of receiving your magazine, I've decided to terminate my subscription. Although I have enjoyed some of the material in the magazine, I've found myself increasingly offended by your degrading and demeaning references to women.

I'm not one of those gung-ho feminists but still am insulted by the condescending remarks about women and the naked bimbos found throughout the rag.

Sarah A. Kirsh
Madison, Wis.

She's Thrilled

Imagine my surprise when a friend called to tell me there was a shot of me on page 60 of the October issue (the 90th Reunion pull-out). Sure enough, there I was having a hell of a good time riding my black Heritage around Milwaukee! Thanks for the thrill of seeing my picture in *Easyriders*. It's great to know that a 42-year-old lady can make it into your magazine without having to undress.

Dava Ansell
Boonsboro, Md.

He's Back

For 16 years I've been building my own shit and logging more miles than anyone of my age that I know. Back when I got serious about the lifestyle, I started buying *Easyriders*. It was like a Bible to me. I sent in letters and photos, but they were always rejected. On numerous trips around the country, I'd get a glimpse of the *Easyriders* crew, but no one would ever say howdy. I thought you guys weren't real and quit buying the rag. Years went by, and in August of this year I went to Sturgis. On the way home my bro and I pulled into a rest area to hold council with the great spirit of the Sioux nation. I noticed a black dresser parked out by our sleds. The guy who owned it was talking on the pay phone. When he got finished, he was on his way again. (I had looked at his odometer—80,000 miles—hey, I can respect that.)

My bro said he thought he'd seen the guy before, that he had something to do with *Easyriders*. "Yeah, right, and I'm Willie G's illegitimate son. Ain't no fucker from *Easyriders* gonna log them kinda miles," I said.

Across the Great Prairie we rode. We were nearing the 500-mile mark of the day's travel and pulled into another rest area. I'll be damned if there wasn't that same black dresser and the same guy talking on the pay phone. When he was finished, he headed in our direction. "I'm Rip," he said. "Mind if I visit a spell?"

Rip and I talked of the road. We all mellowed out, and before it was over, I felt

he was truly a brother of the road and a real live representative of *Easyriders*. I can relate to a righteous bro like ol' Rip.

You can chalk another one up for Rip. He's the reason I've started buying *Easyriders* again. He's restored my faith in y'all, and I hope our paths cross again someday.

Pete Brown
Memphis, Tenn.

He's Pissed

Whatdafuck's wrong with you guys? In the October issue you have an article about H-D's big 90th Reunion, and you don't say shit about the Seattle Cossacks Motorcycle Stunt and Drill Team. To make matters worse, there's a photo of one of their stunts in the first page of "Rip's Run," but they aren't even mentioned.

This group has been doing stunts and drills since 1938. They each own and maintain the bikes they ride, and all the bikes are between '38 and '48 vintage or something like that.

Just in case you pull your heads out off your asses, here's a shot you may use.

Friend of the Cossacks
Seattle, Wash.



He's Really Pissed

Screw those jerkoffs (in response to "F.I.G.H.T. Update," October 1993 issue). The establishment screws with the people rather than with the big corporations because it knows the big corporations will smoke 'em quick in court with a few million in pay-offs and such. The Department Of Transportation doesn't even have the respect nor the balls to step in and take at least some of the heat off some of the people who have to wear their

fuckin' noggin-condoms anyway—so fuck those assholes too. By the look of those judges' gavels, they should be condemned to wear the things—never know when one of those hammers is gonna accidentally slam one of those senior citizens in the head.

Moon Shadow
Norfolk, Mass.

We Screwed Up?

□ The main reason I buy your calendar every year is to keep informed about biking events. The mistake you made on the dates of Sturgis really screwed me up. My wife and I and three others went over 1,000 miles to Sturgis to find out we were a week early. Needless to say, this ruined a once-a-year vacation for five people.

Blake Voakes
Winfield, Ill.

■ We produced the calendar before the Sturgis people changed their dates. But the

new dates were published in *What's Happenin'* from the June 1993 issue (on sale in April) to the Sept. '93 issue (on sale in July).

He's Overwhelmed

□ I can't believe it actually happened! There's a movie that portrays bikers as they should be, the good guys. It's called *Running Cool*, and it's one of the best movies I've ever seen. With more movies like this and TV shows like *Renegade*, maybe the general public won't give us such a hard time.

Brian Murphy
Ellisville, Mo.

■ Watch *Easyriders* Video No. 19 for an interview with the Renegade himself.

He's Sick And Tired

□ I'm sick of this macho big tits thing. Bigger doesn't necessarily mean better. Just as bein' big and muscular doesn't make a guy a good

fighter (and can even impede fighting ability), havin' big tits doesn't make a gal better.

This big tits social propaganda has made many attractive ladies with small or even medium-sized breasts feel inferior and inadequate and has influenced them to have dangerous, cancer-causing, and even mutilating breast enlargements. I don't like plastic bikes, a plastic lid on my head, plastic people, or plastic tits. If you want big tits, go fuck a cow. Besides, small or medium-sized breasts can make a lady look younger. Hell, they don't call me Jailbait Jack for nothin'.

Jack Stiegler
Malibu, Calif.

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the—back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to the Wordmonger, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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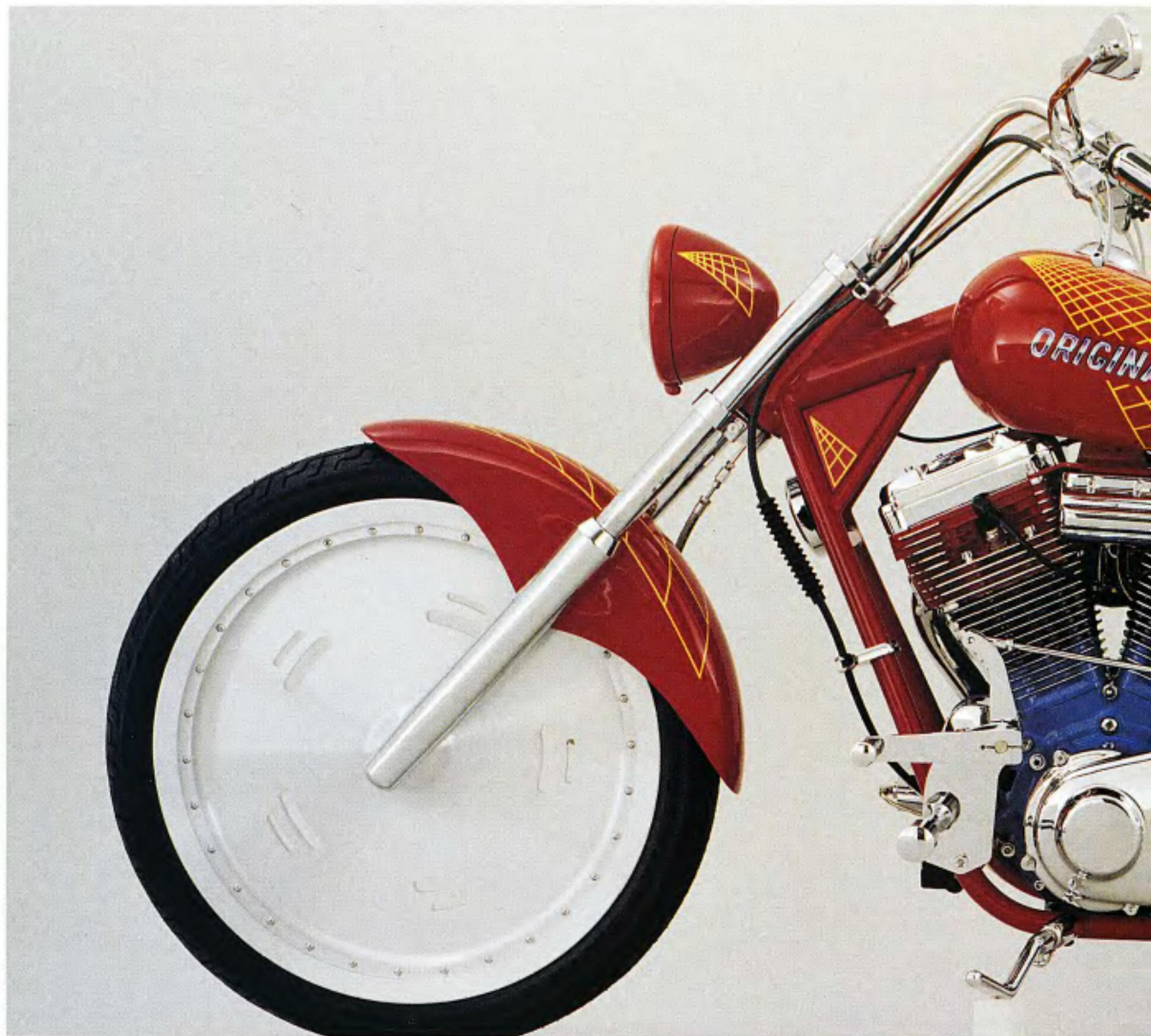
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THE ORIGINATOR



*Truth Is Stranger
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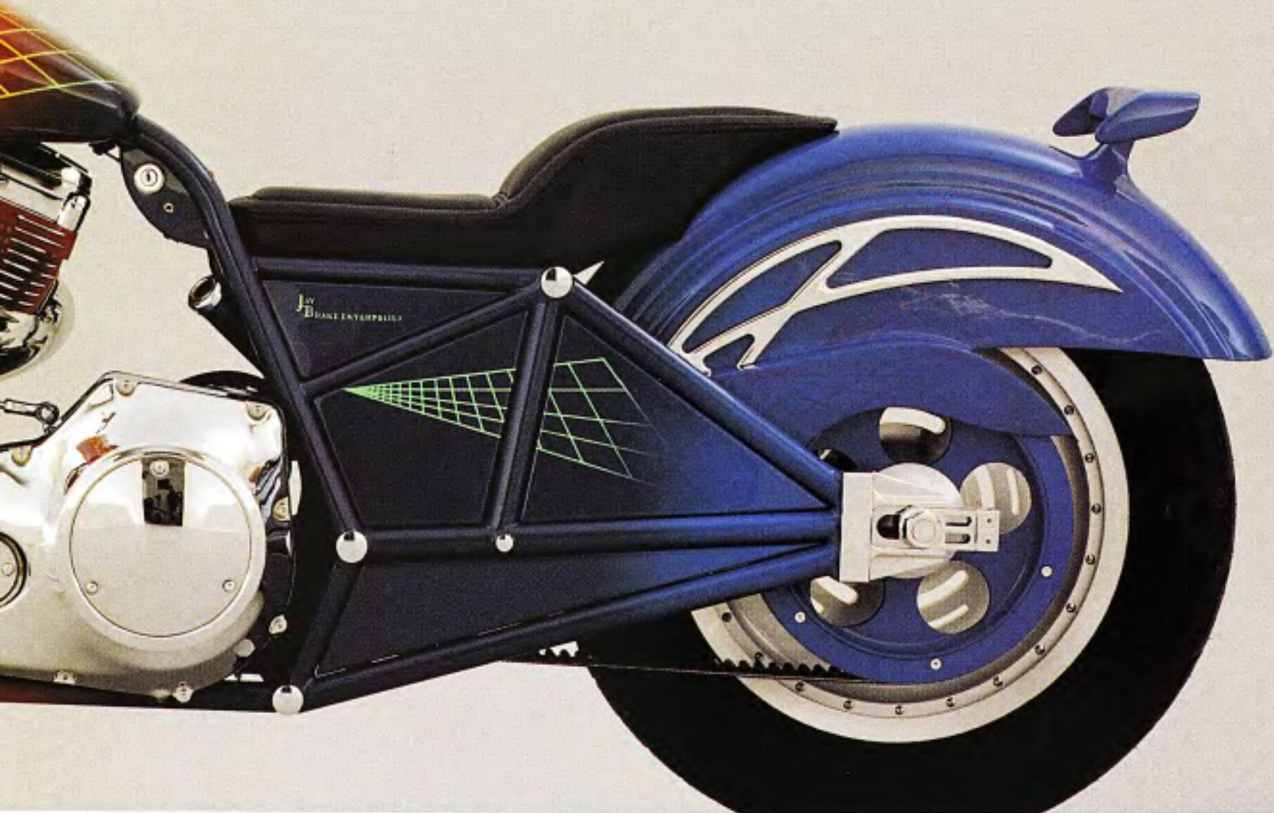
Bad Bubble Blows—Breaks
Biker's Bones! Dangerous
Detergent Detonates As Soap
Suds Scuttle Scooter Scheme!

Don't worry, you didn't accidentally pick up your ol' lady's supermarket tabloid. It's just that ever since I was canned by *The National Incinerator*, I've wanted to write at least one screamin' lead based on real, documented facts—like the fact that soapy water can explode.

Don't argue; inquiring minds want to know. And don't take my word for it, either. Just ask Jay Brainard Jr. how his arm got busted in six different places.

Seems he'd been welding the tank for this bike. Beforehand, of course, he'd carefully washed out the tank with detergent. So he finished



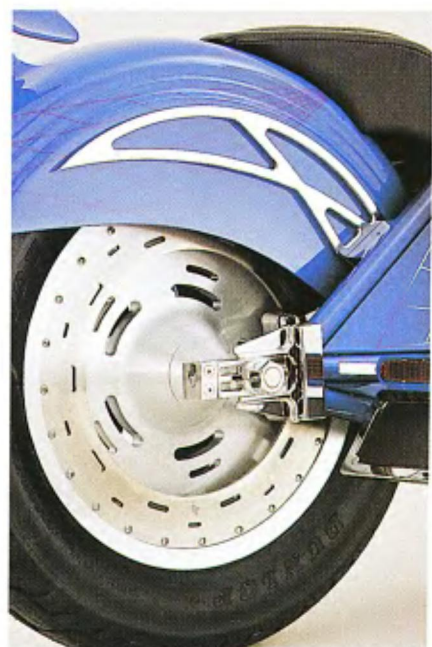
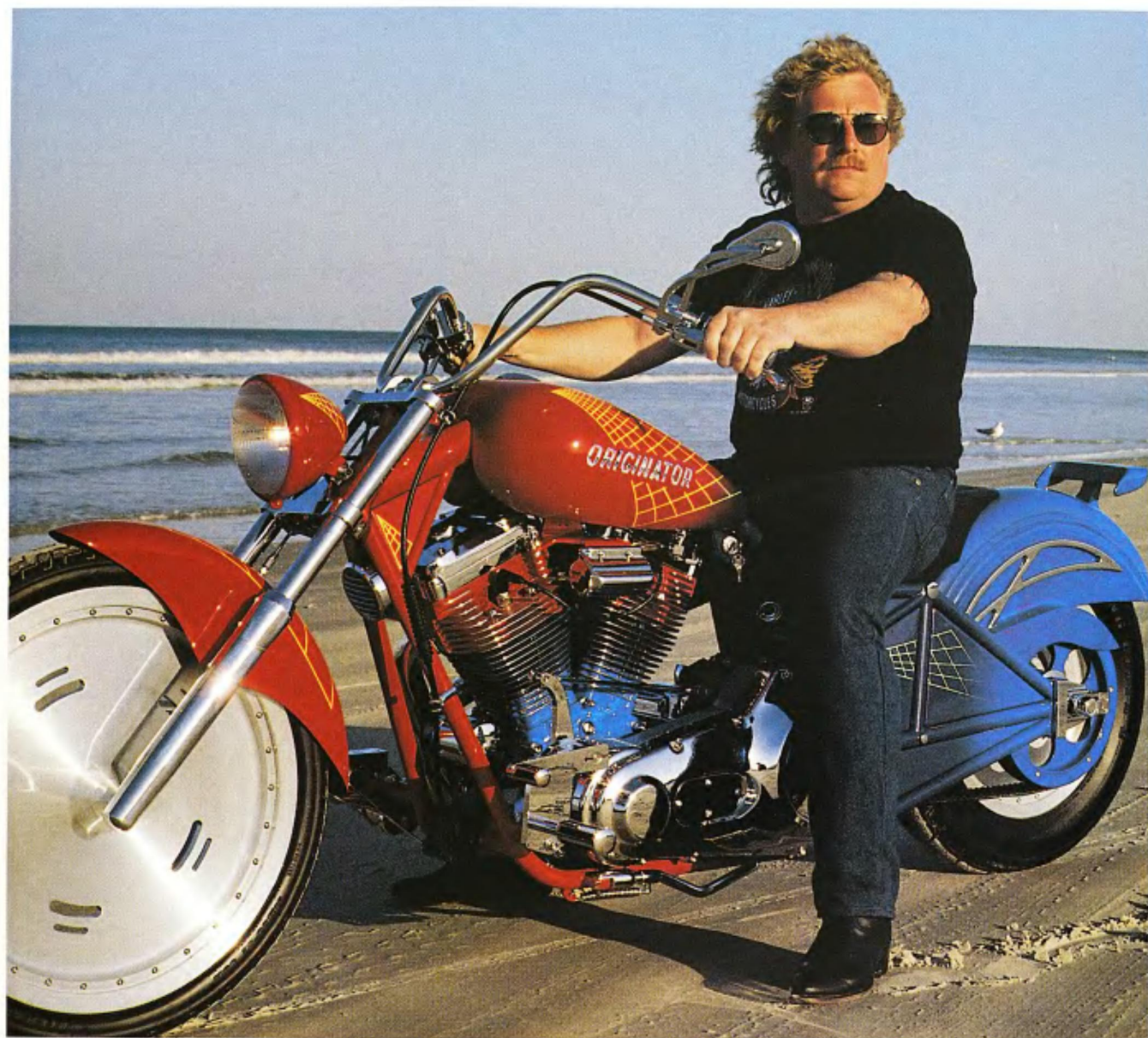


welding and poured the water out. Then a bubble exploded.

What makes a bubble go bad? Is it genetic? Or does environment play a crucial role?

In this case it was naphtha, a volatile liquid produced by the fractional distillation of carbonaceous materials. When the naphtha-filled bubble contacted a hot part, Jay's tank catastrophically disassembled, hurtling Jay a good 10 feet through the air. Fortunately, crafting the rest of this bike proved dramatically less disastrous.

Jay Brainard Jr. is the driving force behind JayBrake. He's manufactured brakes and other high-quality Harley accessories for a decade or so. The main reason for building this bike was to showcase his products. But →





he went a step further and fabricated many other remarkable features.

The front and rear wheels are carved out of solid billet aluminum. Talk about time-consuming, you can figure maybe a month's labor went into those alone.

Take a close look at the rims. See any valve stems? Nope. Each one is hidden under one of the screws. You won't see any bolts on the front axle, either; it's time-threaded to the front forks.

Jay wanted a rigid frame but added his own touch by stretching it 5 inches in the rear. Karata crafted the belt drive. The stretch gives the bike a more streamlined appearance and significantly lowers the seat.

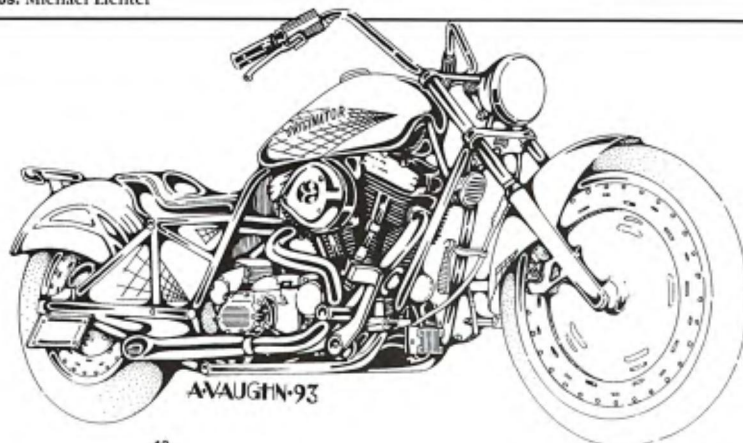
Teresa Crane came up with the color concept. She also suggested a name for the bike—Originator. It's a tribute to Jay's talent for generating new and different ideas.

The good news is that developing new ideas doesn't always result in unexpected flyin' lessons. Like Jay says, "You only fail when you stop trying."

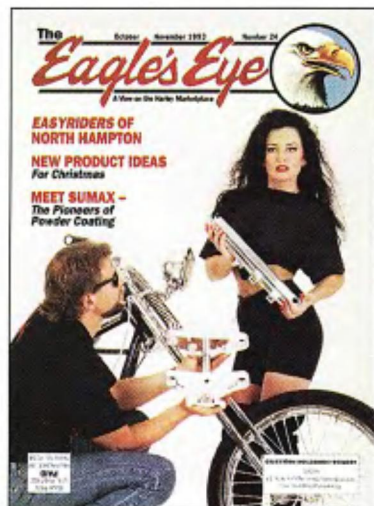
Guess he means don't let your bubble burst.

—Southern Connection

Owner(s): Jay Brainard Jr.		City: Youngstown, New York	
General		Frame	
Fabrication by: Jay and son		Year: 1993	
Year and make: 1993 JayBrake/H-D		Builder: Jay Brainard Jr.	
Model: Originator		Type: custom rigid	
Value: oh, man!		Rake: 40 degrees	
Assembly by: Jay, Tim Pascoe, Rick Miller		Stretch: 5 inches rear	
Time: seven months		Other alterations: sure	
Chroming by: M.R.S.		Accessories	
Engine		Bars: stainless/Jay	
Year: 1993		Mirrors:JayBrake	
Model: Evolution		Grips: JayBrake	
Rebuilder: Jeff at American Harley-Davidson		Risers: Jay	
Ignition: Rivera		Fender(s): Jay	
Displacement: 80 cubic inches		Headlight: CCI	
Lower end: stock		Taillight: Jay	
Balancing: H-D		Speedo: none	
Pistons: factory		Front pegs: JayBrake	
Cases: stock		Rear pegs: nope	
Heads: Milwaukee H.Q.		Electrics: Saph/Carr/Manzi	
Cam: H-D		Gas tank: blown up by Jay	
Lifters: factory		Oil tank: Jay	
Carb(s): S&S Super E		Oil system: factory	
Air cleaner: S&S		Primary cover: stock	
Pipes: Arlen Ness		Seat: Colton	
Muffler(s): from Arlen		Sissybar: none	
Transmission		Forks	
Modifications: powdercoated		Type: JayBrake	
Year: 1993		Extension: none	
Shifting: 5-speed		Builder: Jay	
Engine sprocket: stock		Special features: hidden axle, no valve stems	
Trans sprocket: Karata		Wheels	
Wheel sprocket: Karata		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: LaRock Restoration, Niagara Falls		Hub: JayBrake	Hub: JayBrake
Painter: Fred LaRock		Rim width: stock	Rim width: stock
Color: red/purple/blue		Tire: Dunlop	Tire: Dunlop
Type: House of Kolor		Brake: JayBrake	Brake: JayBrake/Dunlop pad
Special paint: Teresa Crane			
Other special modifications: stretch drive belt by Karata, powdercoating by PHD, polishing by Barnes Metal Finishing. Thanks to Mom and Dad, Susan for going the extra mile, Dale Myers, and Mark Farina.			
Photos: Michael Lichter			



Bike Shop Owners



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HEALTH INSURANCE CONSPIRACY

The following is the first of a two-part article describing recent trends in health insurance laws. Part one explains how health insurers are stripping or reducing coverage to motorcyclists. Part two will describe the legal challenges to that trend.

America was founded on liberty. The colonists came to America to find freedom of religion. Our government was established by the United States Constitution, which contains a Bill of Rights that guarantees certain rights to the people. In addition, states have their own constitutions which guarantee freedoms to their citizens.

However, in recent years, there's been a challenge to that liberty. Many states

decision on a report that bikers who belonged to the union were not purchasing no-fault insurance like members of the union who drove cars. Never mind that fact that the laws of Connecticut and Massachusetts specifically exclude motorcycles from purchasing no-fault insurance. Following the recommendations, the Teamsters announced that as of the first of the year all union members (and their families) who rode motorcycles were dropped from coverage.

Medical costs have indeed risen over the last few years. The cost of insuring an individual has increased at three times the overall rate of inflation. The advanced

How can insurance companies discriminate against a person just because he chooses to ride a motorcycle?

have passed helmet laws. These laws, aimed directly at motorcyclists, restrict the freedom to ride a bike. For example, in California, not only are bikers required to wear helmets, but the state is attempting to mandate what kind of helmets they wear. No longer can a biker exercise his right to ride without the pervasive influence of the state telling him that he must ride only under the state's conditions.

Now another group is threatening our freedom. And the most amazing thing is that this group is not elected by the people or accountable to the public. Who are they? Health Insurers. Private insurance companies, employer-sponsored health groups, and union insurance plans are trying to restrict our right to ride free.

How? Here's an example: The Teamsters Union in New England, which includes Connecticut, Rhode Island, and Massachusetts, recently decided to revoke certain members' health insurance benefits just because they rode bikes. Union members were able to get health insurance for themselves and their family through the union. This was part of the \$800 initiation fee and the \$35 monthly dues. When it comes to investments and insurance, the union is advised by a consulting firm. Last year, these consultants reviewed the health insurance plan and advised the union to change the coverage for motorcyclists. They based their

medical care this country has to offer is out of the reach of most Americans unless they have health insurance. And many unions, insurance companies, and employer-funded health plans are seeking to limit the freedoms of motorcyclists by threatening to take away their health insurance if they continue to ride. It's important to remember that the health insurers are not elected officials. They are not judges or legislators, and we cannot vote for or against these people who are making decisions about our freedom.

While this seems shocking, it is by no means an isolated instance. This sort of discrimination has been showing up all over the country. Even in Wisconsin, where a person still has the right to decide whether or not to wear a helmet, one of our clients received notice from her employer-sponsored medical insurance plan that if she were injured on a motorcycle, her medical benefits would be reduced if she were not wearing a helmet. This was not limited only to head injuries! Think about it: The laws and elected officials gave her the freedom to decide, but her insurance company tried to take that right away from her.

Why is this? How can insurance companies discriminate against a person just because he chooses to ride a motorcycle?

The reason most frequently given is that it costs too much to insure bikers.

Insurance companies *claim* that bikers are involved in too many accidents, with resulting high medical bills, to warrant coverage. As a result, insurance companies and employer health plans refuse to cover motorcyclists.

If this were true, then the insurance companies might have an argument. But reports have shown that motorcyclists are *not* a bad risk. Research has found that since 1980, motorcycle fatalities have decreased by over 54 percent. On the other hand, fatalities from light trucks have increased by 12 percent and fatalities from automobiles have increased by 18 percent. Yet no one is attempting to decrease insurance coverage for people who drive trucks or cars.

So what is the result of health insurers refusing to insure motorcyclists? For many bikers, the choice is between keeping your insurance, or continuing to ride and exposing yourself and your family to the risks of being uninsured.

This is an issue that will not affect all of the population. Not everyone rides a bike. But research has shown that in addition to limiting coverage for bikers, some health insurers are refusing to cover other activities. For example, if you belong to the Contract Service Union in Oklahoma City, you are not covered for injuries resulting from anything the Union defines as "hazardous hobbies." These include: scuba diving, parasailing, skydiving, bungee jumping, hang gliding, auto racing, flying a private aircraft, and motorcycle riding.

That is not the only example:

- The Carpenters Local 12 in New York limits coverage for injuries sustained while drag racing, sky diving, bungee jumping, or motorcycling.

- If you work for Anocoil, you are not covered under your company health insurance for "expenses incurred as a result of a motorcycle accident."

- The Orgill Brothers & Co. (Memphis) health plan won't cover you if you're involved in a motorcycle or ATV accident.

- If you have Franciscan Health (Cincinnati), you must pay a \$1,000 penalty before coverage starts if you are not wearing a helmet on your bike or a seat belt in your auto.

- Wisconsin Automobile & Truck Dealers Association covers its employees to \$1 million. However, if injuries result from a bike accident, you're only covered to \$50,000. If you're not wearing a helmet, you're only covered to \$20,000. (So if you break your leg on your bike, but aren't wearing a helmet, you'll only be covered up to \$20,000).

Other health insurers are considering the exclusion of skiers, horse riders, and snowmobilers.

In effect, by limiting coverage, health insurers are attempting to control what people do with their private lives. I, for one, do not bungee jump or own an aircraft. But I do enjoy bird hunting on occasion. What if my insurance company decided that hunting was a "hazardous hobby" and decided not to insure me? I'd have to decide between my hobby and my health insurance. That's the same choice bikers are being forced to make.

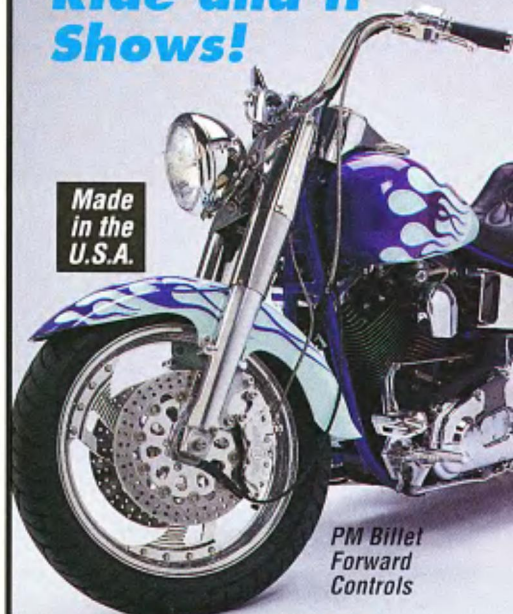
In New England, strong pressure by union members forced the Teamsters to retract their proposed policy of refusing to issue health insurance to bikers. But this crisis is by no means over. The Carpenters' Local in New York and the Contract Service Union in Oklahoma still refuse to cover "hazardous hobbies." And more and more health insurers are placing restrictions on coverage. We can all take an example from the New England bikers who fought to retain their rights.

—Michael Hupy, Attorney At Law
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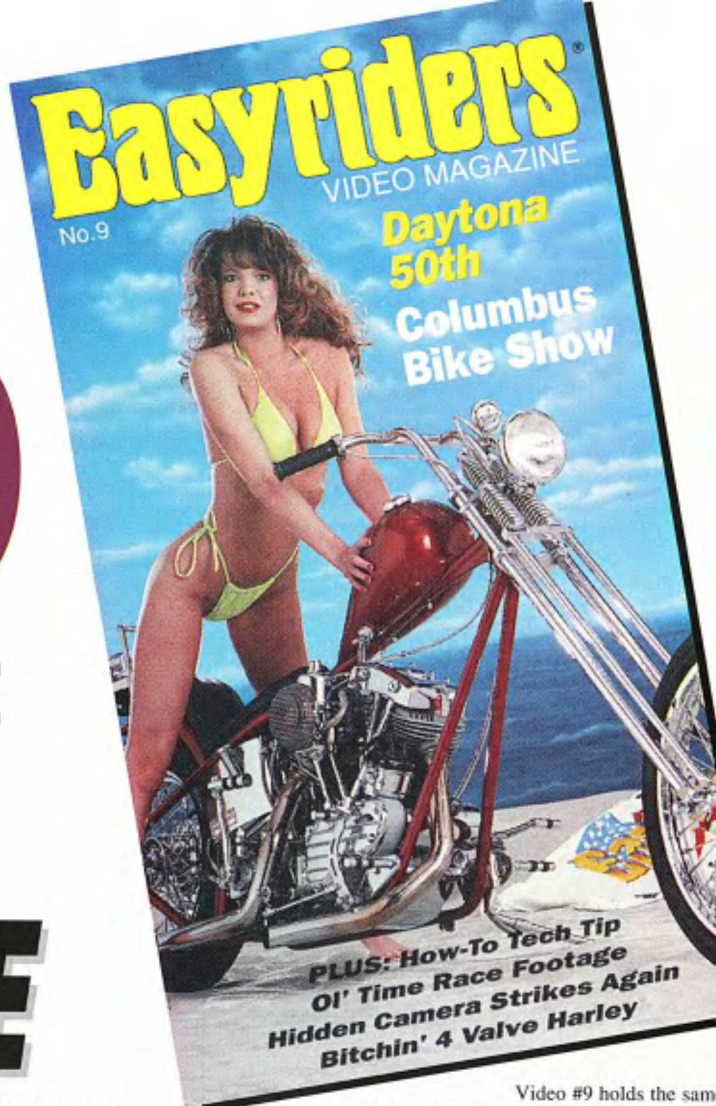
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MEETING OF THE MINDS

Bikers Prepare For Legislative Guerilla Warfare

The eagle landed in Denver, Colorado, on September 24-26, 1993, as hundreds of freedom fighters from around the country met at the ninth annual "Meeting of the Minds." Hosted by ABATE of Colorado and spearheaded by the Motorcycle Riders Foundation (MRF) the three-day seminar provided, among other things, an opportunity for leaders of motorcyclists' rights organizations from 38 states to sharpen their legislative jungle fighting skills.

High on the agenda was discussion of legislative strategy and, in particular, what can be done about ISTEA (the Intermodal Surface Transportation Efficiency Act of 1991, which attempts to force states to enact mandatory helmet laws). While leading the legislative strategy workshop, Wayne Curtin, vice president of government relations for the MRF, said, "As we stand here today, we've got twenty-five states that do not have helmet laws that comply with ISTEA. I don't think any of us had, in our wildest dreams, a hope that we would keep all twenty-five states free this year."

However, the workshop's focus was not on what had been accomplished, but on the work yet to be done. To that end, the discussion turned to supporting repeal bills, HR-799, introduced in the House of Representatives by Representative Olympia Snowe of Maine and S-295, introduced in the U.S. Senate by Senator Dave Durenberger of Minnesota. These are companion bills that would remove the penalties from ISTEA.

Curtin also discussed U.S. Senator Ben Nighthorse Campbell's bill S-401, which would push back the penalties of ISTEA.

Campbell, an avid Harley rider and motorcyclists' rights champion himself, was on hand as a guest speaker to discuss his legislative efforts. He was also the beneficiary of a campaign fundraiser on the opening day of the seminar.

State Representative Alice Nichol of Colorado spoke at the opening ceremony, and John Bodeker of NASMSA (National Association of State Motorcycle Safety

High on the agenda was discussion of legislative strategy and, in particular, what can be done about ISTEA, which attempts to force states to enact mandatory helmet laws

Administrators) was the guest speaker at Saturday night's awards banquet. Bodeker defended rider education as the most viable means of promoting safer motorcycling, quoting the old Chinese proverb: "If you give a man a fish, you feed him for a day. If you teach a man to fish, you feed him for a lifetime."

The awards banquet was highlighted by

the presentation of donations from the attending state organizations to the MRF. More than \$80,000 was collected, which will go a long way toward insuring the continued existence of the MRF.

At the banquet, Curtin presented an award to Richard Gray, vice president and secretary of the MRF, for his years of service. Curtin also announced Gray's resignation, thanking him for "a quarter of a century of contributions to motorcyclists' rights." Gray is moving on to become the president of the Pennsylvania Criminal Defense Lawyers Association.

While the awards banquet proved to be the climax of the event, the many workshops were the real meat and potatoes. Workshops addressed a number of issues ranging from Media Relations to Police: Enforcement or Harassment. Promoting your Motorcyclists' Rights Organizations (MROs), Analyzing Statistical Studies, Insurance, Public Service Announcements, and Holding Successful Meetings were among the workshops offered.

On the second day, prior to the workshops, a panel discussion on mandatory rider education concluded that MROs would be better off not to support such a measure in their respective state legislatures. Allowing states a possible means of regulating the number of new riders obtaining motorcycle classifications was the primary concern.

Armed with these weapons, the freedom fighters dispersed to their respective corners of the country, ready to continue the battle against those who lack the proper respect for freedom.

—Richard Rostron

MISGUIDED SAFETY NAZIS

March To The Tune Of Deceit In Their Freedom-Hating Parade

While Senator Ben Nighthorse Campbell was busy hosting the Four Corners Iron Horse Motorcycle Rally in Ignacio, Colorado (September '93), some misguided Safety Nazis calling themselves Injury-Free Colorado were circulating petitions (in a helmet-free state) urging helmet use at the Rally. Part of the petition stated: *To not require helmet use is to put the taxpayers of Colorado at risk of paying the costs of treating preventable injuries to offset any economic development gains of the rally.*

Nicki Fauble, a health-planning consultant with the Colorado Department of Health said, "The injury-prevention community is absolutely aghast. With ten to twenty thousand motorcyclists together at one time, the possibility of collisions does exist. Why do all the people who sponsor bicycle rides and rallies require helmets? It's because they understand the numbers are there in terms of injuries."

Anne Callison, a member of Injury-Free Colorado, said, "Senator Campbell and his group choose to ignore the numbers."

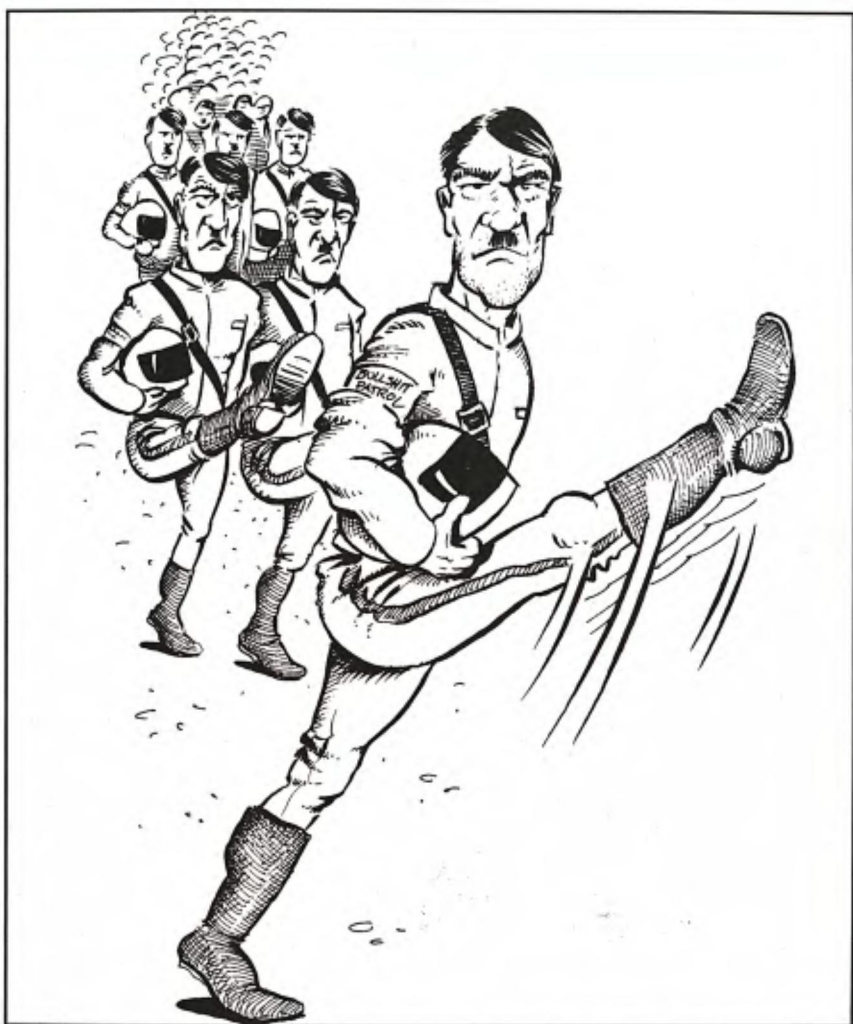
If the above isn't disgusting enough for freedom-lovin' bikers, check out this next item brought to my attention by Tony "Pan" Sanfelipo, the National Director of BOLT (Bikers Of Lesser Tolerance)

Judy Soukup of Rockville, Maryland, acting president of NORM (National Organization for Responsible Motorcycling) recently issued a press release announcing NORM's formation as a Virginia nonprofit organization to encourage rider safety. But below the surface, she's only promoting helmets, with supporters like the Motorcycle Safety Foundation, California Highway Patrol, Ft. Lauderdale Police Dept., and NHTSA.

Here's an excerpt from her press release: *I'm writing as Acting President of the National Organization for Responsible Motorcycling (NORM) to report on our membership progress to date, and to ask for the support of our members who agree with the goals and objectives of our new association.*

Last September we sent to the BMW Owners News, along with other major motorcycle publications, a press release announcing NORM's formation as a Virginia nonprofit organization to support and encourage motorcycle rider safety and, in particular, to promote motorcycle education funded by license fees; to provide advice and support for new riders, especially women riders; and to support legislation that will benefit motorcyclists, such as mandatory helmet usage in states with mandatory seat belt laws.

Because of the AMA's adamant anti-



helmet law position, our press release was widely ignored by the motorcycle press. When it came to publications in our own area, only the Motorcycle Times and the Keystone Press gave us impartial coverage. In the national publications, only Motorcyclists mentioned us. (The BMW Owners News also ignored us.)

I've received scores of calls from across the country congratulating us on our goals and requesting membership information. We now have members in 18 states including the District of Columbia. The largest number of members are in Maryland, followed by California, Virginia, Minnesota, and New York. Many of our supporters are MSF instructors who are otherwise heavily involved in motorcycle safety.

Although support of helmet laws wasn't our primary purpose, it was in fact the catalyst not only for our legal formation, but also for the opposition we face from organizations such as the AMA, ABATE, and the MRF, which see us as traitors. But most of us are present or former AMA members, including

life members who got tired of not being heard and having our letters favorable to helmet usage consistently rejected.

No Judy, "traitor" is too nice a word. Tony "Pan" Sanfelipo said it best in his letter back to you when he wrote: "You're an embarrassment to every free-thinking motorcyclist who cherishes personal opinions and choices over a protective government that seeks to meddle in the daily lives of its citizens. You should choose another mode of transportation that would afford you and your group more "safety" in case of an accident—perhaps something with padded sides, seat belts, air bags, balloon tires, and a top speed of 25 mph. Don't forget to wear your helmet and drive safely."

Being that Judy claims to have received so many congratulatory phone calls, it only seems right to publish her address should any of you bikers have an opposing view. Judy Soukup, c/o NORM, P.O. Box 1594, Rockville, MD 20849.

—Twiggy

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ROARIN' AT THE DRAGON'S MOUTH

A Dam Homecoming FORR Missouri Bikers

It began as an idea on the drive back from the Meeting of the Minds in Pennsylvania. Missouri's Freedom of Road Riders (FORR), Inc. was rapidly approaching its 10th anniversary of incorporation, and it was decided a celebration was in order.

That was three years ago, and the "Dam Homecoming," as it's come to be known, has grown to be the largest fundraiser and the only statewide party that FORR throws "by the people for the people" of FORR.

The name "Dam Homecoming" isn't a curse but a party that takes place at the American Legion Campground at the Lake of the Ozarks in Missouri. For those of you unfamiliar with Lake Ozark, it's the world's largest man-made confinement lake, and is often called the Dragon Lake, due to the shape of its shoreline.

For the last three years, FORR has roared at the mouth of the dragon. The campground lies at the base of the dam, and on Labor Day Weekend each year the state officers and members from around the state host this event to help build FORR's warchest.

Just like the other bikers' rights groups around the country, FORR is actively



working to secure the freedoms we seem to have such a hard time holding onto these days.

Concerning Missouri's mandatory helmet law, FORR has attempted repeal measures, but found their hands tied due to ISTE (Intermodal Surface Transportation Efficiency Act of 1991). However, they've found a loose end in the knot.

The penalty for riding without a helmet in Missouri is thrown into a "catch-all statute" that states: "All other violations will be a Class A misdemeanor." In other words, depending on where you get caught and the mood of the judge you could get fined up to \$1,000, a year in jail, not to mention losing two points off your driver's license.

FORR's answer to this is penalty reduction. They're pushing for legislation that would reduce the penalty for riding without your helmet as an infraction similar to seat belt violations. It would be a standardized penalty with no loss of points or jail time and a minimal fine. To keep informed on what's happening in Missouri, you can call FORR's 24-hour, toll free legislative information hot line at (800) 448-FORR.

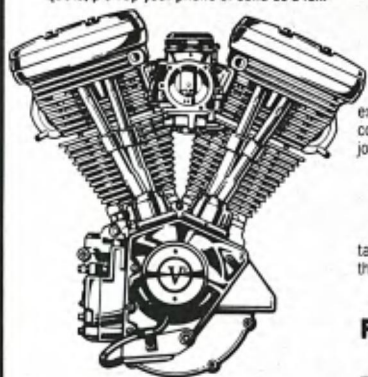
And while you're sitting around wondering what to do on that long Labor Day Weekend this year, why not head out to Missouri, and party with the good people of FORR. You'll get the chance to roar at the Dragon's mouth and have a "dam" good time to boot.

—Steve Zimmer

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1. Please enter your zip code here: _____

2. Sex:
1. ☐ Male 2. ☐ Female

3. Age: _____

4. Marital Status:

1. ☐ Married 2. ☐ Single 3. ☐ Divorced/separated/widowed

5. Education:

1. ☐ High school 2. ☐ Junior college 3. ☐ College 4. ☐ Post-graduate
5. ☐ Trade school 6. ☐ Night school 7. ☐ Specialized mail order

6. Do you?:

1. ☐ Rent your place of residence
2. ☐ Own your place of residence

7. If residence is owned by you, please give approximate value:

1. ☐ Under \$20,000 2. ☐ \$20,000-\$49,999
3. ☐ \$50,000-\$69,999 4. ☐ \$70,000-\$99,999
5. ☐ \$100,000-\$199,999 6. ☐ Over \$200,000

8. How many children do you have?

1. ☐ None 2. ☐ One 3. ☐ Two 4. ☐ Three or more

9. How old is the oldest child?

1. ☐ Under 5 2. ☐ 5-10 3. ☐ 11-15 4. ☐ 16-21 5. ☐ Over 21

10. Do any of your children show any interest in riding?

1. ☐ Yes 2. ☐ No

11. Occupation:

1. ☐ Professional/managerial 2. ☐ Office job
3. ☐ Skilled trade 4. ☐ Laborer
5. ☐ Student 6. ☐ Unemployed
7. ☐ Self-employed 8. ☐ Government/Military

12. Gross household income (yearly)

1. ☐ \$10,000-\$14,999 2. ☐ \$15,000-\$19,999 3. ☐ \$20,000-\$29,999
4. ☐ \$30,000-\$49,999 5. ☐ \$50,000-\$80,000 6. ☐ Over \$80,000

13. Do you own a motorcycle?

1. ☐ Yes 2. ☐ No

14. If yes, how many?

1. ☐ 1 2. ☐ 2 3. ☐ 3 4. ☐ 4 or more

15. What is your main ride?

Make: 1. ☐ H-D 2. ☐ Triumph 3. ☐ Honda 4. ☐ Yamaha
5. ☐ Kawasaki 6. ☐ BMW 7. ☐ Indian 8. ☐ Other

Model: 1. ☐ flathead 2. ☐ knucklehead 3. ☐ panhead 4. ☐ shovelhead
5. ☐ blackhead 6. ☐ 1100-1200 Sportster 7. ☐ 883 Sportster 8. ☐ Other

Year: 1. ☐ Pre '50 2. ☐ '50-'60 3. ☐ '61-'70 4. ☐ '71-'80 5. ☐ '81-'85
6. ☐ '86-'90 7. ☐ '91 8. ☐ '92 9. ☐ '93 10. ☐ '94

16. It is:

1. ☐ Customized 2. ☐ Chopped 3. ☐ Heritage-style 4. ☐ Stock

17. It is a:

1. ☐ Softail 2. ☐ Springer 3. ☐ FXR 4. ☐ Dyna

18. Check the five (5) features about *Easyriders* you like BEST:

1. ☐ Spider 2. ☐ Wordmonger
3. ☐ Bike features 4. ☐ Fiction
5. ☐ Fox Hunt 6. ☐ F.I.G.H.T. Update
7. ☐ Articles 8. ☐ Event coverage
9. ☐ In The Wind 10. ☐ Advertisements
11. ☐ Fox Hunt feature 12. ☐ Cover girl feature
13. ☐ Reader's Ride 14. ☐ Free *Easyriders* page
15. ☐ Easynews 16. ☐ Rodeo coverage
17. ☐ Parts Box 18. ☐ Bikers Bulletin Board
19. ☐ Choppershopper 20. ☐ Hall O' Fame
21. ☐ General Store 22. ☐ Trivia page
23. ☐ David Mann centerfold 24. ☐ Cartoons
25. ☐ Passin' Gas 26. ☐ Helmet Law Chart
27. ☐ What's Happenin' 28. ☐ Rip's Run
29. ☐ Foxy Rider 30. ☐ Photography gatefold
31. ☐ Tech Tips 32. ☐ Jordan's Angels
33. ☐ Flyin' Free 34. ☐ Bikers' Rights Organizations
35. ☐ Bike & Tattoo Show Tour coverage 36. ☐ Bros Club News

19. Check the five (5) features you like LEAST:

1. ☐ Spider 2. ☐ Wordmonger
3. ☐ Bike features 4. ☐ Fiction
5. ☐ Fox Hunt 6. ☐ F.I.G.H.T. Update
7. ☐ Articles 8. ☐ Event coverage
9. ☐ In The Wind 10. ☐ Advertisements
11. ☐ Fox Hunt feature 12. ☐ Cover girl feature
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31. ☐ Tech Tips 32. ☐ Jordan's Angels
33. ☐ Flyin' Free 34. ☐ Bikers' Rights Organizations
35. ☐ Bike & Tattoo Show Tour coverage 36. ☐ Bros Club News

20. How do you rate photography in the magazine:

1. ☐ Great 2. ☐ Good 3. ☐ So-So 4. ☐ Terrible

21. How do you rate contents of magazine:

1. ☐ Great 2. ☐ Good 3. ☐ So-So 4. ☐ Terrible

22. How do you rate writing in the magazine:

1. ☐ Great 2. ☐ Good 3. ☐ So-So 4. ☐ Terrible

23. How do you rate overall look of magazine:

1. ☐ Great 2. ☐ Good 3. ☐ So-So 4. ☐ Terrible

24. Do you vote?

1. ☐ Yes 2. ☐ No

25. Are you registered?

1. ☐ Yes 2. ☐ No

26. Do you try to buy American-made goods?

1. ☐ Yes 2. ☐ No

27. Where do you buy *Easyriders*?

1. ☐ Motorcycle shop 2. ☐ Convenience store
3. ☐ Newsstand 4. ☐ Supermarket
5. ☐ Liquor store 6. ☐ Drugstore
7. ☐ Bookstore 8. ☐ Subscriber

28. Approximately how many friends and relatives (that includes your ol' lady) read your copy each month?

1. ☐ 1 2. ☐ 2 3. ☐ 3 4. ☐ 4 5. ☐ 5 6. ☐ 6-10 7. ☐ 10+

29. Approximately how long have you been reading *Easyriders*?

1. ☐ Less than 1 year 2. ☐ 1-2 years 3. ☐ 3-5 years
4. ☐ 6-10 years 5. ☐ 11-15 years 6. ☐ 16-19 years 7. ☐ 20+ years

30. Approximately how long have you been riding motorcycles?

1. ☐ Less than 1 year 2. ☐ 1-2 years 3. ☐ 3-5 years
4. ☐ 6-10 years 5. ☐ 11-15 years 6. ☐ 16-20 years 7. ☐ More than 20 years

31. Check all the organizations you belong to:

1. ☐ ABATE 2. ☐ AIM 3. ☐ AMA 4. ☐ BAM 5. ☐ CBA 6. ☐ HOG
7. ☐ MC 8. ☐ MMA 9. ☐ MRF 10. ☐ NCOM 11. ☐ Other _____

32. Have you seen an *Easyriders* video?

1. ☐ Yes 2. ☐ No

33. What do you think of the video's quality:

1. ☐ Great 2. ☐ Good 3. ☐ So-So 4. ☐ Terrible

34. Is \$19.95 a fair price for the *Easyriders* Video?

1. ☐ Yes 2. ☐ No

35. Where would you prefer to buy *Easyriders* Videos:

1. ☐ Rent 2. ☐ Subscribe 3. ☐ Bike Shop 4. ☐ Mail Order
5. ☐ Newsstand where I buy *Easyriders*

36. Regarding BROS CLUB:

1. ☐ I am a member 2. ☐ I plan to become a member
3. ☐ I'm not interested in membership

37. How do you rate BROS CLUB name?:

1. ☐ Great 2. ☐ Good 3. ☐ So-So 4. ☐ Terrible

38. How do you rate BROS CLUB logo?:

1. ☐ Great 2. ☐ Good 3. ☐ So-So 4. ☐ Terrible

39. How do you rate BROS CLUB price (\$29.95)?:

1. ☐ Great 2. ☐ Good 3. ☐ So-So 4. ☐ Terrible

40. How do you rate BROS CLUB benefits?:

1. ☐ Great 2. ☐ Good 3. ☐ So-So 4. ☐ Terrible

41. How do you rate BROS CLUB insurance?:

1. ☐ Great 2. ☐ Good 3. ☐ So-So 4. ☐ Terrible

42. How do you rate BROS CLUB road service?:

1. ☐ Great 2. ☐ Good 3. ☐ So-So 4. ☐ Terrible

43. How do you rate BROS CLUB pins, patches, etc.:

1. ☐ Great 2. ☐ Good 3. ☐ So-So 4. ☐ Terrible

44. How do you rate BROS CLUB book, *Ridin' With Rip*?

1. ☐ Great 2. ☐ Good 3. ☐ So-So 4. ☐ Terrible

45. Did *Easyriders* influence you to purchase:

1. ☐ A new H-D 2. ☐ A used H-D 3. ☐ Parts
4. ☐ Accessories 5. ☐ Clothing 6. ☐ Tires 7. ☐ Mail Order items

46. In the last 12 months, how many dollars have you spent on:

1. ☐ A new motorcycle \$ _____
2. ☐ A used motorcycle \$ _____
3. ☐ Parts \$ _____
4. ☐ Accessories \$ _____
5. ☐ Tires \$ _____
6. ☐ Mail Order products \$ _____
7. ☐ Motorcycle events \$ _____
8. ☐ Clothing \$ _____
9. ☐ Leather \$ _____
10. ☐ Tools \$ _____
11. ☐ Paint \$ _____
12. ☐ Chrome \$ _____

47. How do you feel the following treat you as a customer?

	Great	Good	So-So	Terrible
1. <i>Easyriders</i>	1. ☐	2. ☐	3. ☐	4. ☐
2. Other magazines	1. ☐	2. ☐	3. ☐	4. ☐
3. H-D factory	1. ☐	2. ☐	3. ☐	4. ☐
4. H-D dealers	1. ☐	2. ☐	3. ☐	4. ☐
5. Aftermarket companies	1. ☐	2. ☐	3. ☐	4. ☐
6. Custom shops	1. ☐	2. ☐	3. ☐	4. ☐
7. <i>Easyriders</i> Stores	1. ☐	2. ☐	3. ☐	4. ☐

48. Do you have a:

1. ☐ Visa 2. ☐ MasterCard 3. ☐ American Express

City _____ State _____ Zip _____



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PLACE
STAMP
HERE

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RAISIN PIE DEPARTMENT
P.O. Box 3000
Agoura Hills, California 91376-3000

1. <i>Easyriders</i> Bike/Tattoo Show	1. ☐ Yes	2. ☐ No
2. <i>Easyriders</i> Rodeo	1. ☐ Yes	2. ☐ No
3. Daytona Bike Week	1. ☐ Yes	2. ☐ No
4. Sturgis Rally And Races	1. ☐ Yes	2. ☐ No
5. Laconia	1. ☐ Yes	2. ☐ No
6. Laughlin	1. ☐ Yes	2. ☐ No

1. <i>Easyriders</i> Bike/Tattoo Show	1. ☐ Yes	2. ☐ No
2. <i>Easyriders</i> Rodeo	1. ☐ Yes	2. ☐ No
3. Daytona Bike Week	1. ☐ Yes	2. ☐ No
4. Sturgis Rally And Races	1. ☐ Yes	2. ☐ No
5. Laconia	1. ☐ Yes	2. ☐ No
6. Laughlin	1. ☐ Yes	2. ☐ No

What would you most see in a synapse?

ILLINOIS ABATE—

Gears Up For The Fight



Illinois helmet advocates continue to claim that unless a mandatory helmet law is enacted by October 1, 1993, they'll lose \$5 million in federal highway funds. What they failed to mention was the fact that the federal highway funds, or less than 1 percent of the \$600 million a year the state receives, will be shifted from road repair and construction to motorcycle safety education programs next spring.

John Burke, spokesman for the Illinois Department of Transportation said, "To give it some perspective, we're talking about

repairs to five miles of interstate. It certainly doesn't seem like a lot, but if it's fixing your road, it's a lot of money. For us, it's not just a construction issue, but a safety issue." Burke said no decisions have been made on specific construction projects that will be eliminated or postponed. He also agreed the loss of construction dollars is likely to go unnoticed.

Despite the federal penalties, helmet law supporters appear to be no closer to their goal. A mandatory helmet law failed to get out of committee during the spring legislative session. The "safety" advocates plan to try again in the October veto session, but concede there's little chance of approval.

Illinois ABATE's Paul Kaufman said, "State officials are making a big deal of the five million, when the money is only shifted, not lost."

Todd Vandermyde, legislative coordinator for ABATE of Illinois, said, "It's blackmail and extortion by Congress. ABATE makes no statement for or against the use of helmets. This is a decision that should be left up to the individual, and is a no compromise situation."

Following their victories in Springfield, ABATE's members are turning their attentions to the federal legislation that would eliminate the penalties.

—Twiggy

REPEAL OF ISTE

Gains Nationwide Support

The repeal of the penalties in the Intermodal Surface Transportation Efficiency Act (ISTEA) continues to gain widespread support. At the start of this Congress two bills repealing the federal blackmailing of states into passing helmet laws were introduced. Senator David Durenburger (R-MN) introduced S.295 and Representative Olympia Snowe (R-ME) introduced H.R.799. The bills, if passed, eliminate penalties for states not having laws requiring the use of seat belts or motorcycle helmets.

Support has been very impressive to date. H.R.799 has 107 cosponsors in Congress and S.296 has 26 cosponsors in the Senate. Representatives from 42 different states have signed on to these bills.

In Ohio, 10 of the 19 representatives have signed on as cosponsors of H.R.799. The fact that a majority of Ohio's congressional delegation has signed on is a credit to the dedication of Ohio's bikers. "With the number of letters and phone calls made in favor of H.R.799, it makes the decision to cosponsor the bill easier for our representatives," says Greg Trojan of ABATE of Ohio/CMRO. They know the people of their districts support these bills and want them passed.



Cosponsors of H.R.799 from Ohio are: Representatives Applegate, Boehner, Fingerhut, Gillmore, Hoke, Kaptur, Mann, Pryce, Strickland, and Traficant. The nine reps yet to sign are: Representatives Portman, Hall, Oxley, Hobson, Stokes, Brown, Sawyer, Kasich, and Regula. If your representative is listed here, call and ask him/her to cosponsor H.R.799.

If your representative has already signed on, let him/her know you appreciate it. Then call U.S. Senator Glenn and ask for his support of S.295. Glenn can be reached at (614) 469-6697 in Columbus, (216) 522-7095 in Cleveland, (513) 648-3265 in Cincinnati, or (202) 224-3353 in Washington, D.C., or write: The Honorable John Glenn U.S. Senate, Washington, D.C. 20510.

—ABATE of Ohio/CMRO

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PASSIN' GAS

Rippin' Off Some Good Ones

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay \$40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, Box 3000, Agoura Hills, CA 91376-3000.

On a rural farm in Iowa, a mule had gone berserk and kicked the farmer's mother-in-law to death. An enormous crowd turned out for the funeral. The minister, looking over the crowd, said to the farmer, "Your mother-in-law must have been very popular—look at how many people came out to pay their last respects."

"They're not here for the funeral," said the farmer. "They're here to bid on the mule."

H.C.
Inside

The young biker watched, fascinated, as his new ol' lady smoothed cold cream on her face one night.

"Why do ya do that?" he asked.

"To make myself beautiful," said his ol' lady, as she began removing the cream with a tissue.

"What's the matter?" asked the young bro. "Givin' up?"

Cowboy
Beaumont, Texas



"My ol' lady's right—I told her nothing would ever come between us. Let me get in the middle."

Slowpoke returned home with a gallon of ice cream and offered some to his ol' lady. "Is it still hard?" she asked.

"Sure is—about as hard as my dick," said Slowpoke.

"Okay," said his ol' lady, "go ahead and pour me some then."

Ravin' Dave
Hotel California

Why did the aspiring actress trim her favorite winter skirt with fur?

To keep the back of her neck warm.

Rooster
Crowin' Away

What do generals do when they get horny?

Go back to their tents for a few Wacs.

Bob Ray
Shields Up

What do a biker and a pygmy have in common?

Neither one minds havin' a little head.

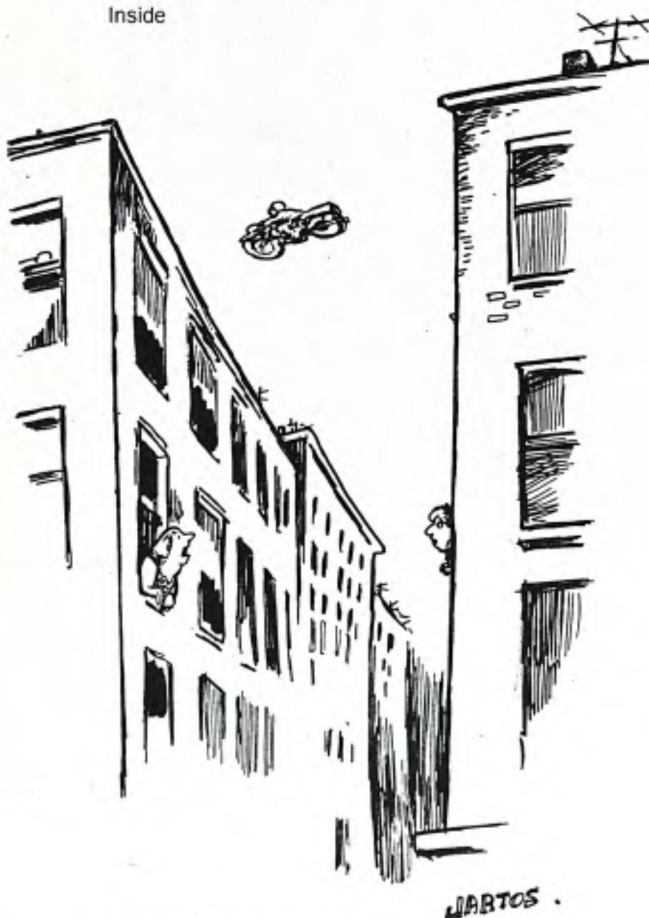
Flash
Flint, Mich.

At the bro's stag party, his father raised a glass and proposed this toast: "To my son, on the happiest day of his life."

"But, Pops," the bro said, "I'm not gettin' hitched until tomorrow."

"Like I said," his father repeated, "To my son . . ."

Haystack
Baling-wired



"Have you been hearing those noises on the roof again?"



FREE EASYRIDERS

You got it—just make a purchase of 40 bucks or more and ask for your free copy of *Easyriders* from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

Alaska

House of Harley, a division of M/C Times,
4334 Spenard Rd., Anchorage

Alabama

Walt's World, 1407 A. Jordan Lane, Huntsville

Arizona

Performance H-D, 3383 N. Richey Blvd., Tucson
Satan's Cycle Works, 1706 W. Hatcher Rd., Phoenix
Easyriders of Scottsdale, 3748 N. Scottsdale Rd.,
Scottsdale

California

Eagle's Nest, 127 East Tulare Avenue, Tulare
Hi-Tech Custom Harley, 5931 Van Nuys Blvd. Van Nuys
H-D of Glendale, 3717 San Fernando Rd., Glendale
Palm Springs Harley-Davidson, 19345 N. Indian Ave.
N. Palm Springs
RPM Cycle, 1727 National City Blvd., Nat. City
South Coast Harley-Davidson, 345 E. St., Chula Vista
Bartels' H-D, 4141 Lincoln Blvd., Marina Del Rey
R.A.M. Enterprises, Same Owner Bros., 1524 Camden
Ave., Campbell
Easyriders Store, 7450 Melrose, Los Angeles
U.S. Enterprises M/C, 9804 Central Ave., Montclair
Easyriders of San Diego, 363 Fifth Ave., San Diego
Easyriders of Newport Beach, 1230 West Coast Hwy.,
Newport Beach

Colorado

Action Cycles, Inc., 2605 Delta Drive, Colorado Springs
John's Harley-Davidson, Inc., 2135 Mulberry St.,
Ft. Collins
La Fore's M/C, 207 Sheridan Blvd., Lakewood
McDonald H-D, Inc., 2571 Hwy. 6&50, Grand Junction
Two Wheelers M/C Shop, 1433 W. 38th Ave., Denver

Florida

Easyriders Store, 605 Main St., Daytona Beach
H-D of Miami, 7701 N.W. 7th Ave., Miami
Fletcher's Harley-Davidson, 1881 U.S. 19, South,
Clearwater
Miller's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
Cycle Lab, 1911 South State Rd., #7, Ft. Lauderdale
Tampa V-Twin Inc., 16336 N. Florida Ave., Lutz
Hog Heaven Cycle Acc., 7254 S. W. 40th St., Miami
Harley Motor Works, 2330 N. Newhaven, Melbourne
Custom ACC, Inc., 3811 Dixie Hwy., Pompano Beach
Brothers III, 2401 N.W. 16th Lane, Pompano Beach
Doc's Cycle Inc., 6125 Stirling Rd., Davie
Privateer Cycle Co., 4115 Barrancas Ave., Pensacola
Easyriders of Naples, 1450 Airport Rd., Naples

Georgia

Blue Ribbon Cycles, 2137 Dixie Ave., Smyrna
Banshee Cycle, 2507 N. Lumpkin Rd., Columbus

Hawaii

Rity Custom Cycle, 4548 Kukui, Kapaa

Illinois

Chicago H-D, Inc., 6868 N. Western, Chicago
Walter's Bros H-D, 1212 S/W Jefferson St., Peoria

Indiana

Brandt's H-D, Inc., 1617 S. Wabash St., Wabash
Rolling Thunder, 275 Columbia Avenue, Peru

Iowa

Walkers H-D, 101 Broadway, Red Oak

Kansas

Central M/C Inc., 13010 W. 63rd, Shawnee
Newton Cyle & Leather, 115 S. Kansas, Newton

Maryland

H-D of Washington, Inc., 9407 Livingston Rd. S.E.,
Ft. Washington
Rockville H-D, 7830 Airpark Rd., Gaithersburg

Massachusetts

H-D Freedom Center Inc., 220 Boston Rd., N. Billerica
Dave Frank Motorcycle Sales, 81 Bridge St., Salem
Mad Man's Cycle Works, 312 Main St., Hudson

Michigan

Motor City Harley-Davidson, 8755 Inkster, Westland
Saginaw Valley Motorworks, 2663 N. Euclid,
Bay City
Detroit Motorcycle Parts, 16297 Eleven Mile Rd.,
Roseville
American Discount Cycle Mart, 77 South Telegraph,
Pontiac

Minnesota

Twin City H-D North, 1441 85th Ave. N.E., Blaine

Missouri

County M/C Parts, 7348 North Lindbergh, Hazelwood
Easyriders of St. Louis, 14912 Manchester Rd., Ballwin

Montana

Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

Nebraska

Butterfields M/C Parts, 8025 Blondo, Omaha

Nevada

Show Bike Performance Center, 17 E. Wyoming Ave.,
Las Vegas

New Hampshire

Donnelly's *Easyriders* U.S. 1, 90 Lafayette Rd.,
North Hampton

New Jersey

Kosco H-D, 8 E. Garden Place, Pompton Plains
GT Cycle Specialties, 500 Salem Quinton Rd., Salem

New Mexico

Dave's Cycle, 122 Alcazar St. S/E, Albuquerque
New Mexico Motorcycle Salvage, 4123 Broadway
S.E., Albuquerque

New York

Brewster Harley-Davidson, Rt. 22 Sodom Rd.,
Brewster
Brooklyn H-D, 2487 Coney Island Ave., Brooklyn
H-D of Suffolk County, 360 Rt. 109, West Babylon
Zack's V-Twin Cycles, 511 Violet Ave., Hyde Park
Freebird Cycle Sales, 229 Lyell Ave., Rochester
H-D of Hempstead, 4 Laurel Ave., Hempstead
H-D of New York, 32-86 47th St., Queens
Al's Cycle Parts, 315 E. Dominick St., Rome
Easyriders of Long Island, 201 Main St.,
Port Jefferson

North Carolina

Deal Harley-Davidson, 3618 Sycamore Dairy Rd.,
Fayetteville
Durham Harley-Davidson, 819 N. Miami Blvd.,
Durham
Iron Horse Motorcycles, 1905 Roosevelt Blvd., Monroe
Gene Lummus Harley-Davidson, 1000 U.S. 70 E.,
Asheville
Browning's East Coast Seat & Custom, 2002 East 5th
St., Lumberton
Cyclone Cycle Parts, 104 N. Central Avenue, Landis
Easyriders of Fayetteville, 44245 Bragg Blvd.,
Fayetteville

Ohio

Don's Custom Cycle, 8619 Harrison Pike, Cleves
J & J Cycles, 3937 Montgomery Road, Norwood
Mainstreet *Easyriders*, 1275 W. Main Street,
Cleveland

Oklahoma

C&C H-D Inc., 2134 S. Garnett, Tulsa

Oregon

Action Cycles, 1675 Fairgrounds Rd. N/E, Salem
Easyriders of Portland, 17999 SW Lower Boones
Ferry Road, Tigard

Pennsylvania

Blocker Enterprises, Rt. 248, Parryville
Brian's H-D, 1223 W. Lincoln Hwy. (U.S. 1), Langhorne
Rask Cycle, 373 Reibold Rd., Evans City
Wyoming Valley Wheels, Bridge & Beade Sts., Plymouth

South Carolina

Doug's H-D, 2790 Pamlico Hwy., Florence
Low Country H-D, 4405 Dorchester Rd., Charleston
Country's H-D Inc., 1093 Albright Rd., Rock Hill

Texas

American Cycle, 116 W. Highway 190, Killeen
Stubbs H-D, 4436 Telephone Rd., Houston
D&M of Dallas, 11620 Plano Rd. #3, Dallas
Easyriders of Houston, 5803 Richmond, Houston
Easyriders of Laredo, 502 West Calton Rd., Laredo

Tennessee

C&S Harley-Davidson, 6014 Charlotte Ave., Nashville
Easyriders of Memphis, 5124 Poplar Ave., Memphis
Steel H-D, 2136 Chapman Rd., Chattanooga

Virginia

H-D Cycles, 4648 Jefferson Davis Hwy., Richmond
Departure Bike Works, 3093 Hull St., Richmond
Whitts H-D, 8790 Commerce Ct., Manassas

Washington

Chrome Horse Custom Cycle, 233 S. 1st, Shelton
Columbia M/C Co., 3312 E. 4th Plain Blvd., Vancouver
Rebel M/C Mart, 1113 River Road, Puyallup

Wisconsin

Mischler's Cycle Shop, Hwy. 33 N., Rt. 1, Beaver Dam
St. Croix Cycle Sales, Rt. 3, Box 127 B, New Richmond
Harley-Davidson Motorcycle of Appleton, Inc.,
2144 W. Wisconsin, Appleton
H-D of Green Bay, 41 and Velp, Green Bay
Hard Drive'n, 103 South Central, Marshfield ☉

HALL O' FAME

For Brothers And Sisters Who Stand Out In A Crowd

Kim And Kelly Christianson

Boise, Idaho

The lives of Kim Christianson—who managed Norm's Inn Tavern just outside of Boise—and his wife and riding partner Kelly Christianson recently ended in a tragic, head-on collision with an automobile.

At the funeral, their good friend Doug Parker spoke in behalf of many bereaved brothers and sisters when he said, "I was lucky enough to share their last ride, to see their happy smiles and beautiful faces doing what they

loved best—riding across America on their Harley.

They were loving caring, giving people who always held an open door, who were always first to help people in need. The only thing that helps ease our pain is that we know they will continue to be together. When they were married in Sturgis, South Dakota, in 1987, theirs was a wedding for all eternity."

—Rebecca Defuentes

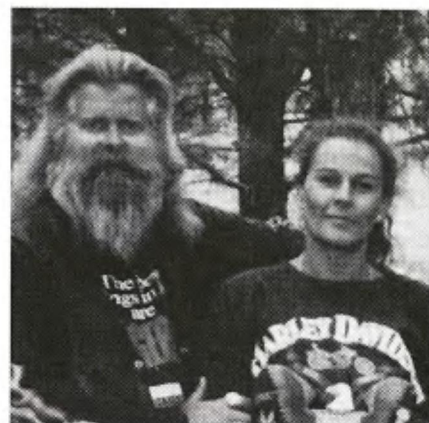


Photo: Dwight W.

R.A. Kinsey

Lexington, Kentucky

ABATE of South Carolina would like to acknowledge R.A. Kinsey for the tremendous impact he made in the public's awareness of the unconstitutionality of helmet laws in his hard-hitting campaign efforts. This brother not only lends a tireless hand as a county coordinator for ABATE of South Carolina, but in the last election he ran for state senate in district 20, which includes the state capitol.

Despite being outspent many times over by his opponent, he managed to

amass 15 percent of the votes. Senator Courson (his opposition) was brought back to reality by the vote, and became an excellent help to ABATE as well as the other freedom fighters in the state.

Successfully riding the tails of R.A. Kinsey's effective freedom campaign, Senator Courson helped defeat a seat belt bill with a helmet law chompin' in the shadows.

—Carl Taylor

State Coordinator, ABATE of S.C.

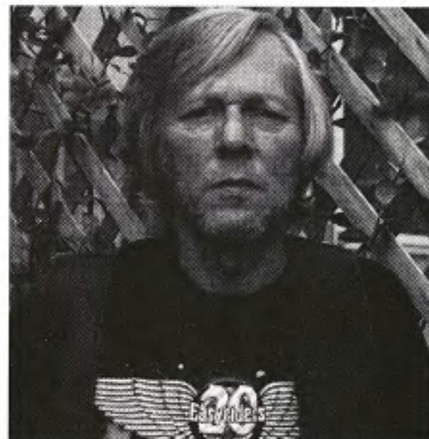


Photo: Welborn

Shack O' Shame

Richard Rabito

West Haven, Connecticut

Connecticut's West Haven Police Department has been cracking down on bikers for loud pipes.

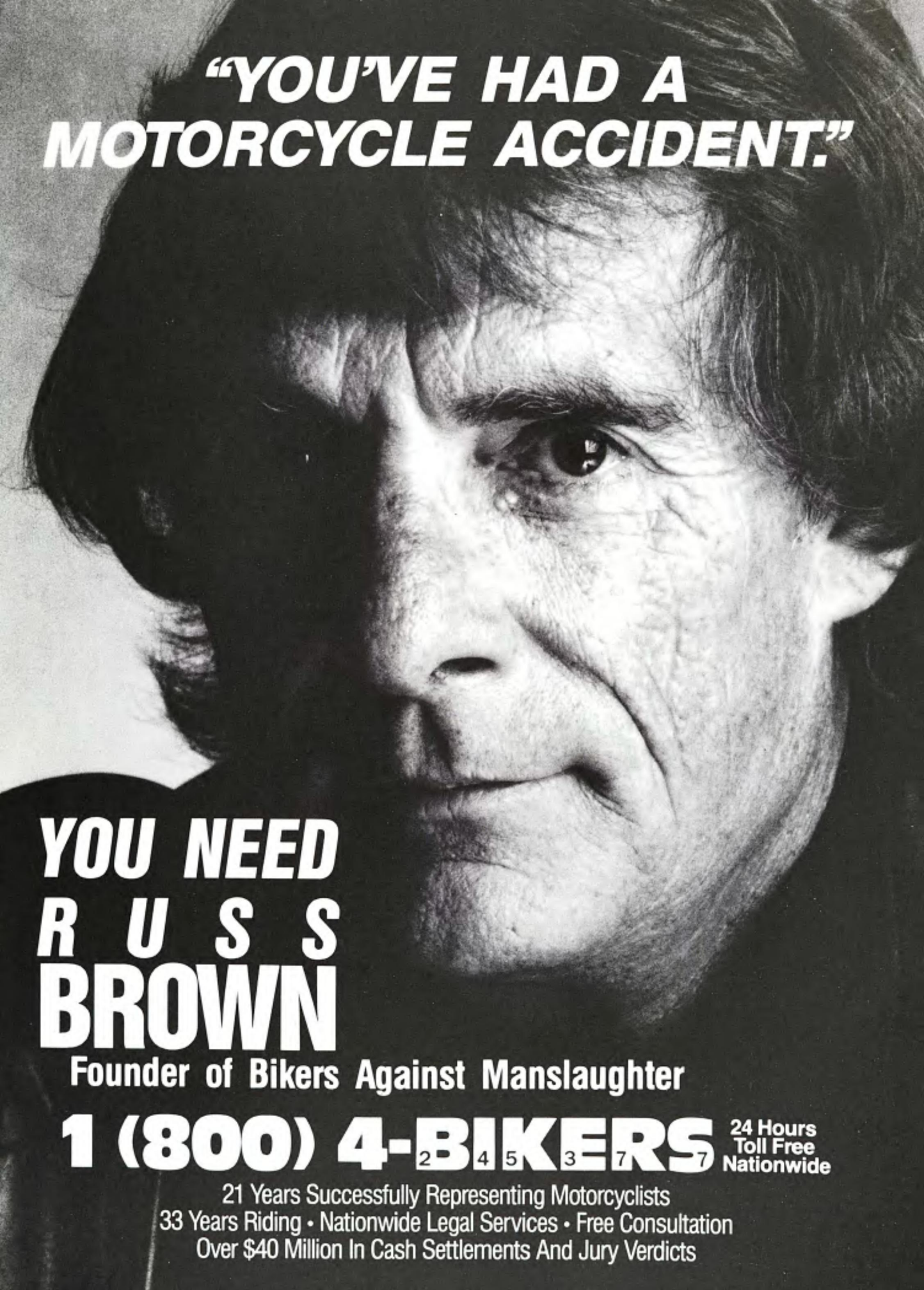
In compliance with the law, Anthony Dimonte removed his custom pipes from his Harley and replaced them with quieter, stock ones. Shortly thereafter, Anthony was riding along Route 80 through North Branford when he was killed by a cager who admitted to not seeing or hearing the ill-fated motocyclist until it was too late. Responding to

the outrage over the tragedy, West Haven's Officer Richard Rabito carefully avoided the safety issue when he said of loud pipes, "It's an identity crisis. Bikers with loud pipes are the same ones who spurn helmets. Straight pipes are used [only] for psychological reasons . . . they're on these loud bikes and saying, 'Look at me, I've got a motorcycle.'" Hope you get some sleep tonight, Officer Rabito.

—Twiggy



Illustration: Jon Towle



**"YOU'VE HAD A
MOTORCYCLE ACCIDENT."**

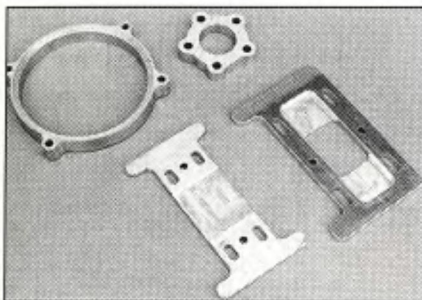
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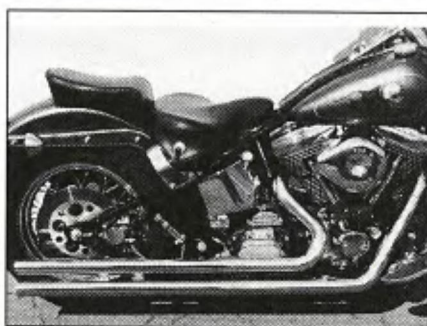
Off-Setting Equipment

This stuff is essential when wide rear wheels are used. SK-4 and SK-5 off-set transmission plates come undrilled and offer up to a 1.250 off-set capability. Front motor spacers are needed for enclosed primary applications. The front motor spacers move the inner and outer primary out to line up with the transmission. Sprocket/pulley spacers are available to move the rear belt or chain sprocket over from .180 to 1.250-inch. Pat also offers custom-made front off-set motor sprockets for chain and belt drives. Get the straight skinny from Brook at Pat Kennedys Custom Motorcycles, Dept ER, 905 E. Fremont St. Box 670, Tombstone, AZ 85638, (800) 331-9903.



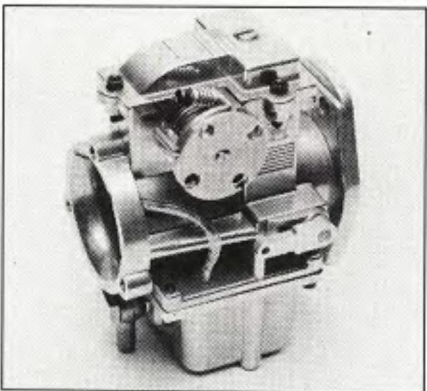
Expandable Throw-Over Saddlebags

These leather-like saddlebags offer the same features as expandable saddlebags, but at a much more economical price. They fit over or under the seat on all Softails and FXRs. See a Drag Specialties dealer or write: Drag Specialties, Dept. ER, P.O. Box 9336, Minneapolis, MN 55440.



Softail Pipes

Kerney Price, owner of Samson Motorcycle Products, Inc., has designed an entire line of exhaust systems. This is one of his hottest designs. I know this bro, and he takes extra care with his products to ensure that they fit and that the chrome is of the highest quality. This set will fit all Softail models with or without floorboards, and they call 'em 2-inch over and under drags. They work well with high-performance or stroker motors. Samson Motorcycle Products, Dept. ER, 1180-A N. Fountain Way, Anaheim, CA 92806, (800) 373-4217.



New Carb

This Quik Silver II performance carb is being distributed by Rivera Engineering. It's American-made, and according to Red (the designer), it'll outrun many carbs on the market today. The patented, self-compensating, flat slide, smooth bore carb is available in bore sizes of 40 and 42 MM. Units are available with or without manifolds and will bolt to most manifolds and use stock air cleaners. Rivera, Dept ER 6416 S. Western Ave., Whittier, CA 90606, (310) 692-8944.



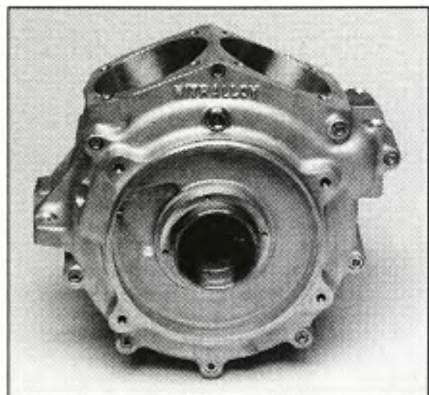
Die-Cast Lifter Block Covers

"Have we got a beautiful part for you. It's an all-new version of our superstar—the chrome lifter block cover for shovelheads. Now available in a thicker-walled, die-cast version. Slips on easily in minutes, no pushrod removal required, and includes both early and late-style chrome-plated screws," says CCI. For more info about any of the more than 9,000 different parts and accessories available for Harleys from Custom Chrome call (800) 729-3332.



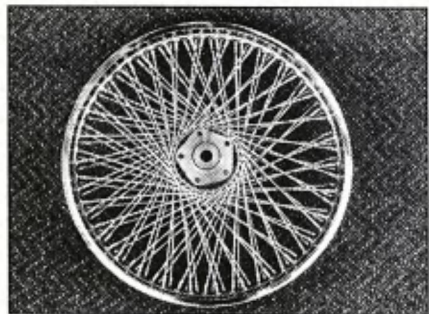
Dual Purpose Product

The Cycle Saver is a clean license plate frame that doubles as a stable surface on which to park your bike. The frame is equipped with a concealed compartment located just behind the license plate. The compartment holds a removable kickstand pad which ejects when a slim door on the left of the frame is opened. Not a bad idea. It's manufactured in Connecticut. Get the hot data by writing Cycle Saver Inc., Dept ER, 11 Sycamore Way, Branford, CT 06405, or call (203) 483-9921.



Sputhe Cases

Now you can build a tough, high-performance engine without the assistance of the factory. In some cases the aftermarket products are stronger and can solve some factory weaknesses. Sputhe Engineering is producing heavy-duty replacement crankcases for '93 and '94 H-Ds. They are the only aftermarket cases available which accept the latest oil pump and oil filter bracket. Also available for both standard cylinders and big bore Sputhe barrels. Shipped either cast or polished, they come with cam bearing and pinion bearing races installed with countersunk, polished, stainless steel allen bolts. For info: Sputhe Engineering, Dept. ER, 11185 Lime Kiln Rd. Grass Valley, CA 95949, (916) 268 0887.



120 Spoke Wheels

You thought 80-spoke wheels were hip. Can you handle the baddest of the bad—120 polished, stainless or chromed, even twisted or diamond spokes? There's only one place to find these jewels: Pat Kennedys Custom Cycles. Available in 15" x 4.5", 16" x 4.5", 18" x 4.5" or 19" x 1.85" models, and all except the 19 are available in a 5.5" width. Call (800) 331-9903. ☉

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Tony "Pan" Sanfelipo, Accident Investigator
• Motorcycle Case Specialist • Former State Director, ABATE

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1936 TO EVOLUTION



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WIDE GLIDE HISTORY

The Legend Of The Harley-Davidson Telescopic Front End

The first few Harley-Davidsons were equipped with a bicycle-type rigid front fork. This was replaced in 1907 by a springer fork which featured a rigid rear fork attached to a moveable front fork. This basic design continued to be used on all Harleys until 1948. The 1949 Big Twins were introduced with a telescopic fork called a Hydra-Glide. Harley's interest in a telescopic fork dates back at least to 1943 when a Harley XA military shaft drive motorcycle was equipped with a telescopic front end. Apparently, a telescopic front end was on the minds of Harley's engineers as soon as the war ended in 1945. Jerry Hatfield's informative book, *Inside Harley-Davidson*, closes with a photo that was processed November 28, 1945, showing a knucklehead with a mock-up telescopic fork.

The first year glide front end (photo 1) differed from the 1950 and later models in that it had small fork tube caps that contained grease fittings, sheet metal covers over the fork tube caps, black lower legs and an upper fork cover with four horizontal ribs. In 1950 the larger domed fork tube caps appeared, the lower legs were polished, and the word Hydra-Glide was added to the top portion of the upper fork tube cover (photo 2).

Harley also produced an adjustable version of the glide front end for sidecar use. The rear position of this front end gives the same rake as the nonadjustable unit and is intended for use on the bike without the sidecar. The forward position gives the increased rake necessary for sidecar use. This increased rake makes a sidecar rig more stable and easier to steer. Harley-Davidson's sidecar manual warns that riding solo, i.e., without a sidecar, with the front end in the forward position is dangerous. I ride my '57 panhead with the fork in the forward position without the sidecar. While the bike is a little less stable at low speeds, the increased rake gives more stability at high speeds, like on my 95 mph run at Bonneville. I am not saying that the



Photo 1

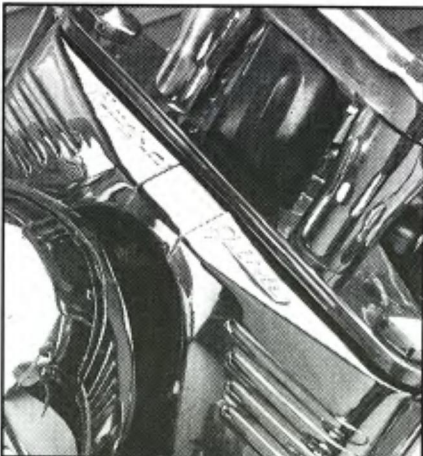


Photo 2



Photo 3

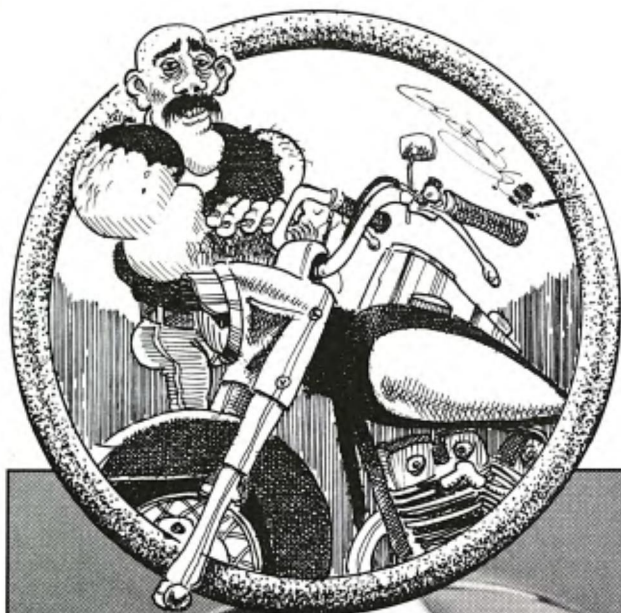


Photo 4

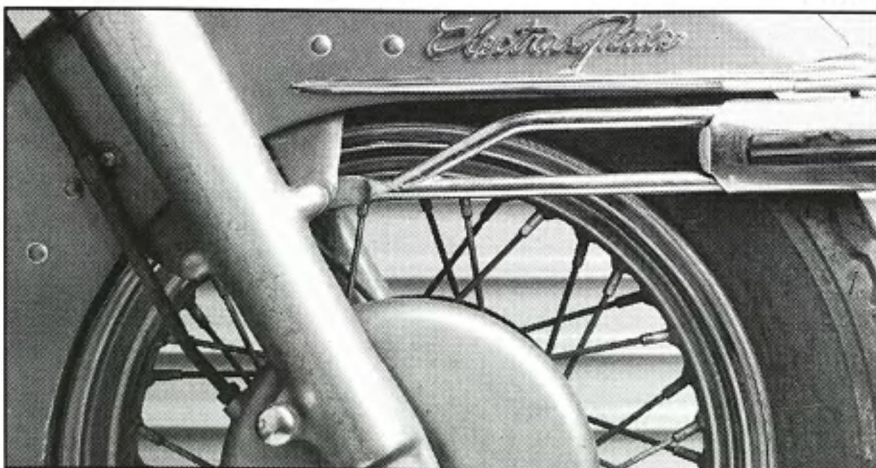


Photo 5

Harley manual is wrong and should be ignored. I feel that an individual with an adjustable front end should weigh the facts and make his own choice of which way to run the front end.

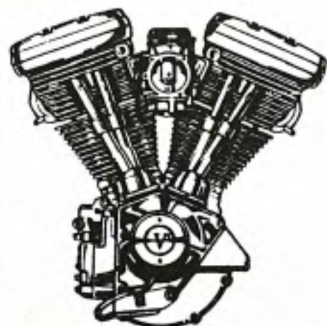
From 1955 to 1959 the glide front end remained unchanged except that the upper fork cover had three ribs angled at 45 degrees (photo 3). Looking straight at the front of the bike, with the headlight in the middle, gives the appearance of a sergeant's chevron. This fork cover was reintroduced on the Heritage Softail in 1986, without the word Hydra-Glide across the top. The 1958 and 1959 Duo-Glides used the headlight and upper fork cover of the earlier models which still had the Hydra-Glide logo. I get asked about this occasionally because the '49 to '57 pan-heads were called Hydra-Glide, and people think that the name Hydra-Glide doesn't belong on a Duo-Glide. This fork cover does belong on the '58 and '59 Duo-Glides, and the best answer that I can come up with is that the front end was a Hydra-Glide, whether it was on a Hydra-Glide or a Duo-Glide model bike. However, that name doesn't appear again after the introduction of the aluminum headlight cowl in 1960 (photo 4). With the introduction of the aluminum cowl the handlebar riser mounting holes on the upper triple tree were moved closer together.

Servi-Cars continued to use a springer front end through 1957. In 1958 a modified Hydra-Glide was developed for the Servi-Car. It was nonadjustable, but permanently set at the forward rake angle of the adjustable sidecar front end.

The glide front end used the star hub wheel introduced with the first knucklehead in 1936. In 1967, a permanently lubricated sealed-type hub was introduced.

The big Harleys had both front and rear brakes located on the left side of the wheel hub from the introduction of front brakes in 1928 until 1969 →

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(photo 6). This could cause the bike to pull to the left in an emergency stop. So, after 40 years of sideways emergency stops, Harley moved the front brake to the right side of the wheel hub. Officially, this was a 1969 change (photo 5). I have seen one very original 1968 Electra Glide with a right side brake. This bike had a serial number in excess of 10,000, which means it was a very late 1968 production.

I have heard of one enterprising Texas biker who built a dual drum brake front end using a '68 and earlier left drum and fork leg coupled with a '69 to '71 right drum and fork leg. The guy who told me about this setup didn't know how the brake drums were attached to the wheel hub. Texas bikers are a bunch of innovative geniuses so I'm sure it was an interesting setup. The lug wrench must be inserted through the opposite side of the wheel to loosen the lug nuts. On a dual drum setup there would be no way to get to the lug nuts.

In 1972 Harley-Davidson introduced a disc brake on the front wheel only (photo 7). They moved it back to the left which meant both front and rear brakes were on the left side again. This apparently was in anticipation of putting a disc brake on the right side of the rear wheel in 1973.

The Hydra-Glide or FL front end remained unchanged internally from 1949 until mid-1977, when Harley went to the Japanese-made Showa front end. Although this front end functions the same and is similar in appearance to the Harley front end, parts are not interchangeable between the leg portions of the two front ends. The triple trees are interchangeable, however.

And that's the history to date of the famous Wide Glide front end. We will rebuild an FL-type glide front end in a future issue.

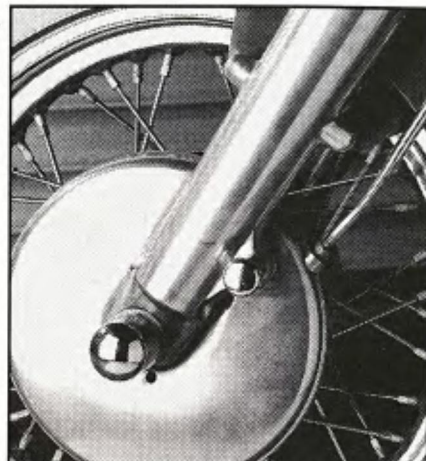


Photo 6

Photos: Markus Cuff

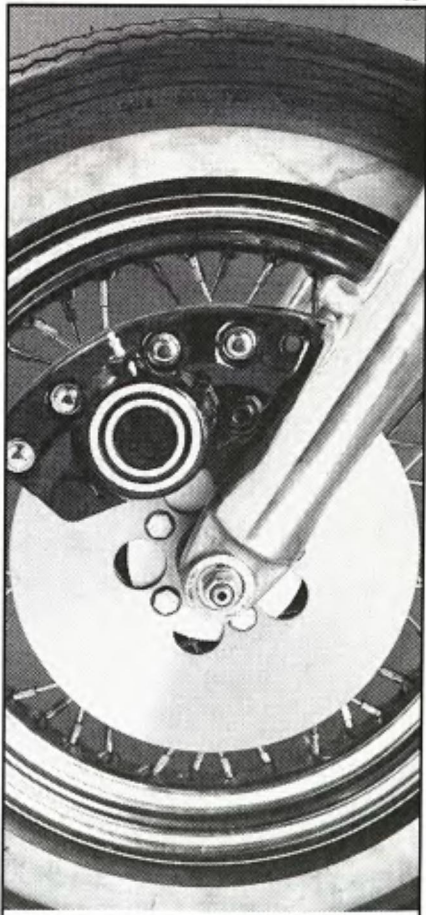


Photo 7

—Dave Royal

HOW BOB TRAINED AT HOME TO BE A MOTORCYCLE MECHANIC!

...and told his jerk boss to hit the road!

BOB, QUIT STANDING AROUND AND GET TO WORK!

DAMN! I'M SICK OF SHOVELING PAVEMENT FOR PEANUTS!

LOOK, BOB, YOUR ATTITUDE STINKS AND YOU DO LESS WORK THAN A LAME MULE! YOU'RE GONNA HAVE TO WORK OVERTIME TONIGHT!

I CAN'T! I'M GOING TO A HARLEY RODEO!

YOU EITHER WORK OR YOU'RE FIRED!

Later...

I'M SORRY I'M LATE MIKE, BUT I HAD TO WORK OVERTIME! I HATE MY JOB... NEVER ANY FREE TIME, NEVER ENOUGH MONEY, AND I'D RATHER RIDE ON PAVEMENT THAN SHOVEL IT!

DON'T BE A FOOL, MAN... GET ANOTHER JOB!

I'VE TRIED, I'VE TRIED! WORKING FOR THAT JERK IS AS MUCH FUN AS WEARING A HELMET, BUT I DON'T HAVE ANY FORMAL TRAINING THAT BOSSES LOOK FOR WHEN HIRING. WHO'S GOT THE MONEY AND THE TIME TO GO TO TECH SCHOOL?

TELL YOUR BOB STORY TO SOMEBODY ELSE! YOU DON'T SEE ME CRYING THE BLUES DO YA? THAT'S BECAUSE MY LOVE OF BIKES AND MY DESIRE TO BE A MOTORCYCLE MECHANIC DROVE ME TO GET THE TRAINING I NEEDED...

I SAW AN AD IN EASYRIDERS THAT SAID I COULD TRAIN AT HOME IN MY SPARE TIME TO BECOME A MOTORCYCLE MECHANIC THROUGH ICS!

SURE, I WAS SKEPTICAL AT FIRST, BUT WHEN THEIR FREE INFORMATION ARRIVED THAT SHOWED ME EVERYTHING I WOULD LEARN AND EXPLAINED HOW EMPLOYERS RECOGNIZE AN ICS CAREER DIPLOMA, I WAS SOLD!

NO KIDDING? IS THAT HOW YOU GOT YOUR JOB AS TOP MECHANIC?

YEP, AND NOW I'M MAKING THE KIND OF MONEY I DESERVE AND DOING WHAT I LIKE TO DO! AND JUST LOOK AT MY BIKE! IT'S THE BEST RUNNING PANHEAD IN THE RODEO!

MAYBE ICS IS THE WAY TO GO...

Six months later...

HEY MIKE! I JUST WANTED TO CALL YOU TO THANK YOU FOR TELLING ME ABOUT ICS. I FINISHED MY TRAINING, AND GUESS WHAT? I LANDED A MECHANIC'S JOB TODAY AT THE LOCAL HARLEY SHOP!

Back at the construction site...

YOU'RE LATE BOB, GET TO WORK!

GET LOST, MAN! I JUST GOT A NEW JOB AS A MOTORCYCLE MECHANIC.

YEAH, RIGHT... YOU'LL BE A LABORER ALL YOUR LIFE.

OH NO! I WON'T! WHAT'S MORE I QUIT!

TAKE MY ADVICE. MAIL IN THE CARD OR COUPON TODAY FOR ALL THE FACTS ON ICS TRAINING, OR CALL TOLL FREE. IT COULD DO AS MUCH FOR YOU AS IT DID FOR ME. AND WHAT THE HECK, THE INFORMATION IS FREE!

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Melinda Davis, Boca Raton, Florida

1988 Harley-Davidson FLSTC

"I wanted the bike pink for two reasons," says Melinda. "First, because it's a lady's bike, and second, so the old folks in Boca Raton could see me coming."

Doubtless, a shocking pink Harley screaming down the quiet, Boca Raton streets is sure to grab the attention of the state's largely senior population. But I'd be willing to bet that the only thing the sight of a classic American two-wheeler stirs up in the hearts of those old folks is a longing for the past. Nothing says nostalgia like a Harley-Davidson, and no new Harley honors the putts of the past more than a Heritage Softail.

This Heritage began life a showroom stocker, complete with the traditional black-and-cream paint job (which explains why Melinda nicknamed her ride "Panda"). But after entering the 1989 Ladies of Harley Ride-In Show in Daytona, Melinda learned that "stock paint doesn't win shows or get you into magazines."

Inspired to create something that would get the judges' and editors' nods, she spent the next year designing the bike you see here. She got the idea for the turn signals from a street rod she saw in painter Mike Adams' shop. When she asked if the built-in lights could be fitted to the fender of a Harley, he said, "No problem." Equally no problem were Mike's graphics or his perfectly pink paint job, because a year later, Melinda's ride took first at the Ladies of Harley Show. Mission accomplished. —Two Step

General		Forks	
Fabrication: Palm Beach H-D, Red Racing		Type: glide	
Year and make: 1988 H-D		Builder: factory	
Model: FLSTC		Special features: none	
Chroming: Atlantic Chrome		Accessories	
Engine		Bars: buckhorns	
Year/model: 1988 Evo		Lights: H-D/Mike Adams	
Rebuilder: Bruce, Palm Beach H-D		Gas tank: 5-gallon fatbobs	
Displacement: 1340cc		Oil tank: stock, steel braided lines	
Transmission		Seat: Larry Bryant	
Shifting: H-D		Other: electrics by Mike Adams	
Trans sprocket: stock		Wheels	
Wheel sprocket: stock		Front	Rear
Finish		Size: 16-inch	Size: 16-inch
Painter: Mike Adams		Tire: Dunlop	Tire: Dunlop
Color/type: pink & white/silks		Brake: H-D	Brake: H-D
Special paint: graphics by Mike		Special modifications: Cycle Shack pipes,	
Frame		Screamin' Eagle ignition. Thanks to my	
Year/builder: 1988 Adams		husband Robert, Mike Adams, Palm	
Type: FLST		Beach H-D, and Red Racing, Boca Raton.	
Alterations: taillights louvered		Photos: Mike Lichter	



DOUBLE-BARREL BOOGIE

Nonstop Action At The Bros Club Headquarters

The Bros Club is really taking off, and I'm smack dab in the middle of it all with rodeos, writing columns, meeting folks, checking out Bros Dealers, and talking to potential Chapters. It's wild down at the old Bros Club shop. One of the coolest gigs coming up for me is the new revision of our Bros Club guide to happenin' hangouts, biker bars, scooter shops, Bros Club chapters, etc.; the new *Ridin' With Rip: The Bros Club Guide To America* is in the works, and I need your help. If you know of any biker-related businesses or biker-friendly establishments in your neck of the woods, send us a kite so we can include them.

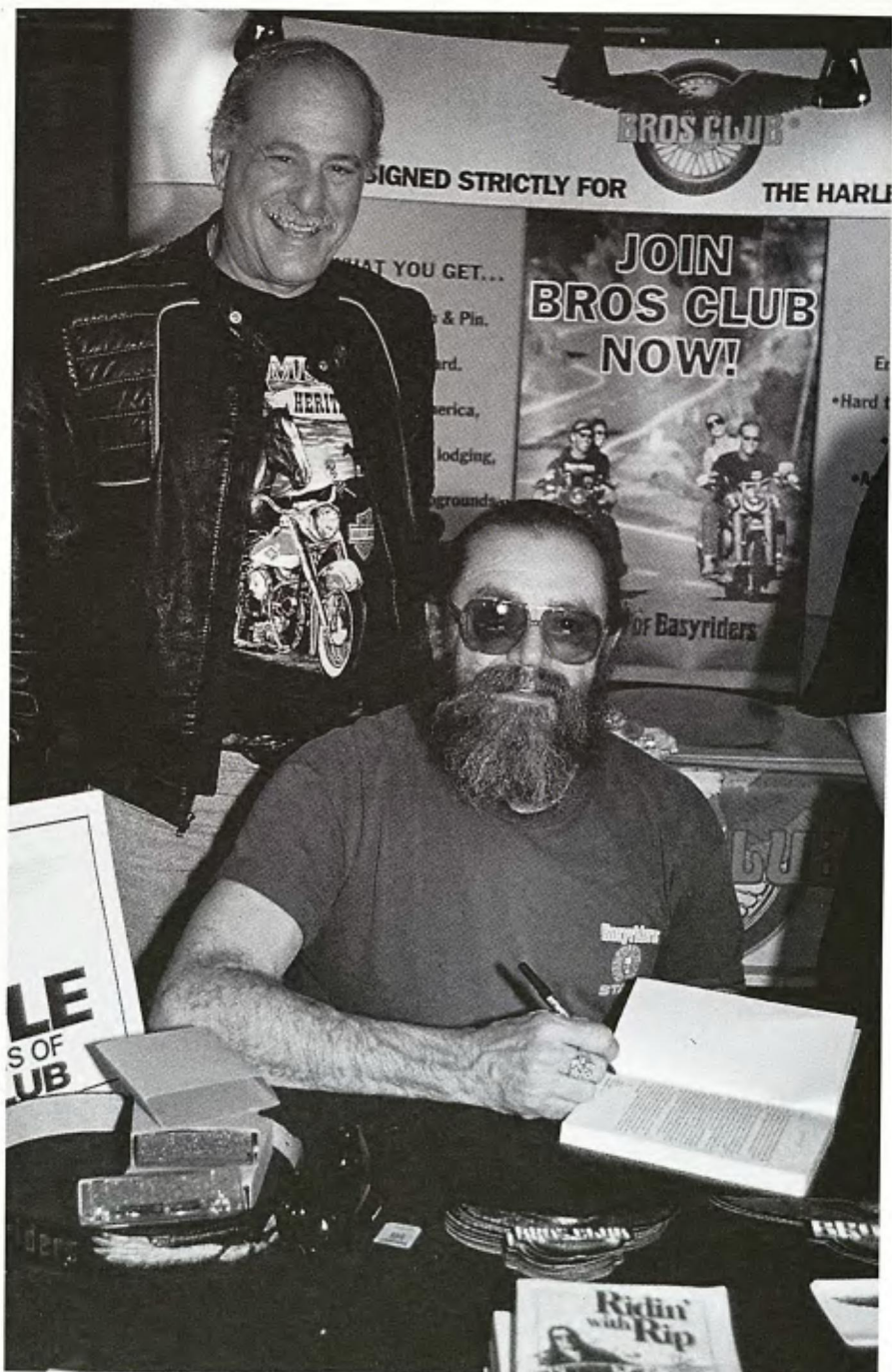
Being around scooters for the past 25 years has led me to meet some stand-up brothers and sisters, but none has been in the same league as Rip. Check out *Ridin' With Rip*; this guy has gone to every eatery, bar, and campground in the country at least once, and all the Bros Club Dealers say the same thing when I talk to them, "Say hello to Rip, and tell him we're looking forward to seein' him again."

I swear, Rip has made friends in every glen and burg in the nation. This bro puts on some serious miles. Every year he crosses the country many times, leaving no stone unturned in gathering info for his column.

Still, Rip can't be everywhere, and your input in finding additions to *Ridin' With Rip* is greatly appreciated.

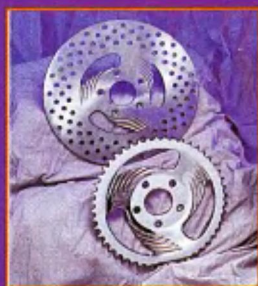
I was recently in Pecatonica, Illinois, for one of our *Easyrider*s Rodeos, and met a slew of great Bros Club brothers and sisters who turned me on to all the local fun zones. Despite the rain, Bros Club members showed that it takes more than a little bit of wet stuff to keep them from partyin' down.

While in the Chicago area, I spent the night with my friends and Bros



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PHOTOS BY E. C. WISNER

Club members, Ron, Chris, Erin and Kim Fisher. Ron is the owner of Cycle Comm., manufacturer of fine motor-cycle electronic parts. We had a great dinner together and spent the evening tire kickin' and swappin' cross-country road stories. It was loads of laughs, and I discovered a few more additions for our guide-book. I also spent a night with two other Bros Club members, Bob Arron and Whispers Farina. Bob is president of the Chicago Windy City Riders. In addition to scarfing up a mess o' chow in Arlington Heights, I attended a meeting of the N.W. Suburban ABATE chapter. Good people and good additions for our second edition of *Ridin' With Rip*.

I wish I had time to talk about all the nice folks I met along the way. A special hello to Adi, Linda, and Dawn Gorchow—lovely Bros Club ladies. And special thanks to Kevin and his crew at Kalbo's and Bob and Vickie Bologna, owners of Motorcycle Works in Stone Park, who led a ride to the Rodeo. Both Kalbo's and Motorcycle Works are proud Bros Club Dealers.

I'm looking forward to meeting all you scooter-lovin' folks out there for a friendly putt, some grub, and yucks. It's a great and very secure feeling knowing that no matter where you are, or what time of the day or night it is, if you have a breakdown, Bros Club Emergency Road Service will take care of you.

That's what the Bros Club is all about; it's good times with good people and quality service. Don't forget to send your suggestions for *Ridin' With Rip: The Bros Club Guide To America* to P.O. Box 3000, Agoura Hills, CA 91376-3000. Till next time, watch out for the other guy.

—Al

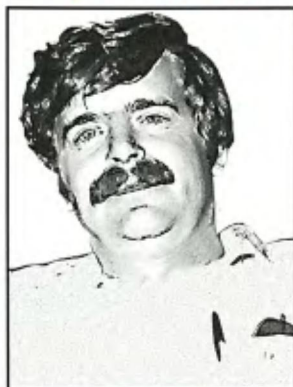
Brother Joe McKnight writes to say his battery "quit battling" one Sunday in Cozad, Nebraska.

"A long way from home. And nothin' but a long straight road and miles of corn fields front and back." But a call to Bros Club got him a quick tow to Rooster's shop in North Platte. (And Joe's Bros Club Premium membership picked up \$35 of the tab.)

"The whole time I was down was less than 3 hours. My renewal to Bros Club was well worth it. Put my name at the top of the list if you ever offer a life membership in Bros Club."

"Put my name at the top of the list if you ever offer a life membership in Bros Club."

— Joe McKnight



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Signature: must have Exp. Date:

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Daytona Inn Broadway	Main Street area	5	\$68-\$118	Street/Ocean
Granada Inn	6 miles north of Main Street	4	\$85-\$89	Oceanfront
Hilton	3 miles south of Main Street	4	\$165	Street/Ocean
Howard Johnson	1/2 mile north of Main Street	7	\$89	Oceanview
Marriott	Main Street area	5	\$250	Oceanfront
Ocean Sands	1 mile north of Main Street	5	\$75-105	Oceanview or front
Quality Inn Marineland	35 miles north of Daytona	3	\$69-\$79	Oceanfront
Quality Inn On Beach	1.5 miles south of Main Street	3	\$112	Oceanfront
Speedway Inn	Speedway area	4	\$69-97	N/A
Voyager	3 miles north of Main Street	4	\$99	Oceanfront

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Can't we go one
more round?

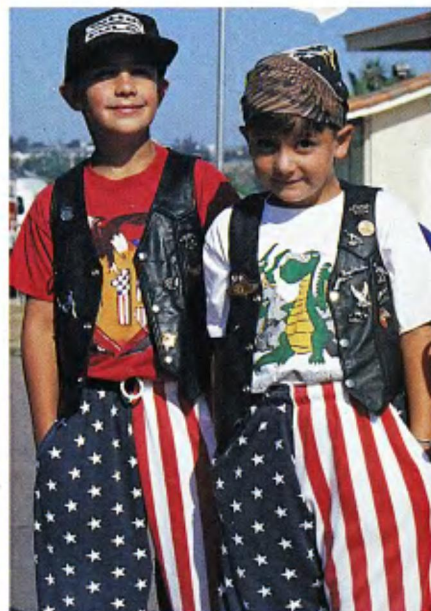
John Jordan 93

Photollustration: John Jordan



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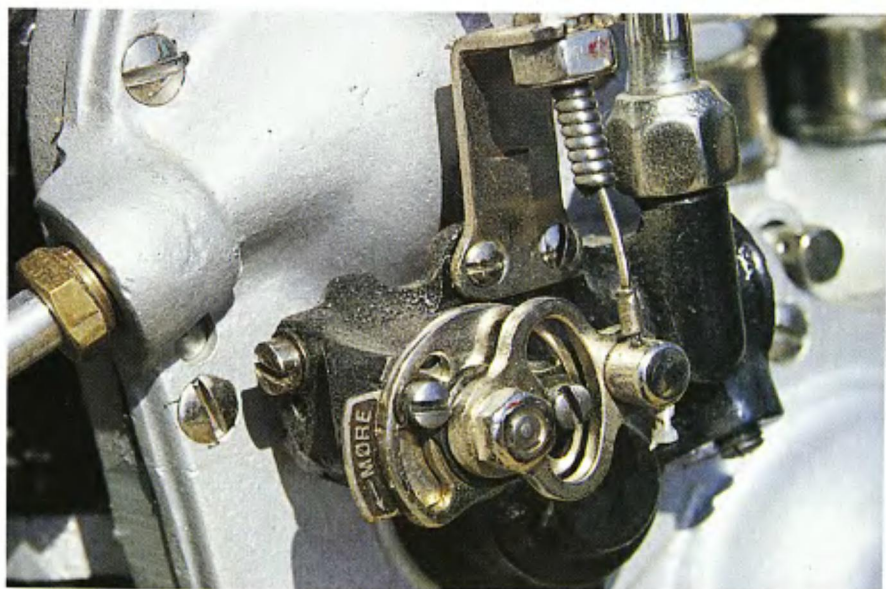
Del Mar is a time-warping experience, a bike show that appeals to young and old alike. If you're into racing track legends, rare antiques, or custom marvels, this was the place to be. In fact, that was the theme of this year's show: A Salute To Legends Of Motorcycling.

Motorcycle legends gave interviews all day, telling it like it was in the olden days. Jack Dale was there with his 45-cubic-inch world record holder. Even after 40 years his record still stands at 123.52 mph. Roger De Coster, motocross rider extraordinaire, was there to press the flesh all day. Local San Diego residents and Daytona 200 winners Ed Kretz Sr. (1937), Floyd Emdee (1948), Brad →



Andres ('55, '59, and '60), Ralph White (1963), and Don Emdee (1972); not to mention out-of-towners Dick Klamfoth ('49, '51, '52), Bobby Hill (1954), and Jim Hunter (top scrambles competitor of the '50s) were all there to swap tales and share the aura of racing history.

With over 50 vendors and 200-plus swap spots, as well as the incredible BMX stunt bike riders, there was lots to do. Victor McLaglen's Motorcycle Drill Team wooed the crowd. The maneuvers of Doug Morrow was a big hit on the world's fastest Sportster (E.T. 1/4-mile, gas) as well as Ron Fringer on his nitro top fueller. The noise was deafening, the smell of nitro was exciting, and the day's

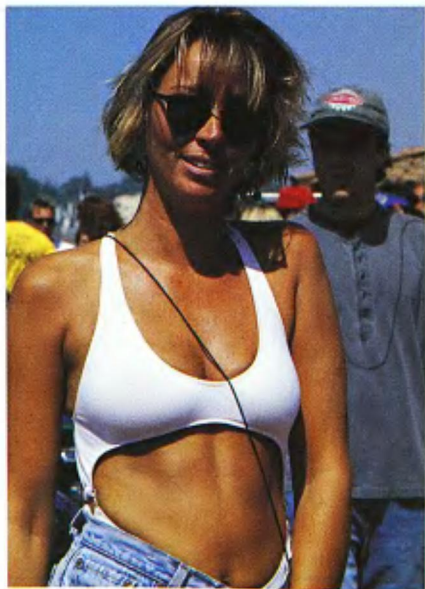




events were even covered by ESPN.

Almost 500 show bikes entered this year. You'd swear these chrome works of antique art just rolled off the showroom floor. There were custom bikes and a special area for concept bikes, many of which have graced our covers or will in the near future. (See winners list.)

The San Diego Antique Motorcycle Club and all the sponsors did a great job. Thanks go to event planners Bob Bishop and Theresa Worsch. Not only did viewers get all this action for \$8, but proceeds after covering costs for the event will go to charities such as the San Diego Hillcrest Home for Abused Children. These folks know how to put on a good event and



help others at the same time.

Next year, they're going for an incredible two-day event with the Del Mar Concours on October 15 and the AMA Grand National Final races being held October 16 (first time in over 40 years that they'll race around the one-mile track at Del Mar).

If nothing else, 1994's event should get the longest title award. Check this out: *The 23rd Annual Del Mar Concours d'Elegance International Antique, Classic, and Custom Motorcycle Show & Swap, featuring "A Salute to the Classics": the bikes of the '40s, '50s and '60s.* Mark your calendar for this event in the seaside town of Del Mar, California, October 15 and 16, 1994. —Compton →



Photos: Jim Kaiser

DEL MAR WINNERS LIST, SEPTEMBER 26, 1993

AMERICAN CLASS

Preteens-'20s:

1st: Todd Booth, 1914 Henderson

1930s:

1st: George Renfro III, 1936 Indian Chief,

2nd: Bob Ives, 1938 Indian

3rd: C. Miller, 1938 Indian

1940s:

1st: Lowell Dreyfus, 1948 Indian

2nd: Mike Kitchen, 1948 Indian

3rd: Joseph Stuck, 1948 Indian

1950s:

1st: Jerry Keller, 1955 H-D

2nd: Frank Fonda, 1953 H-D

3rd: Michael Preston, 1958 H-D

1960s:

1st: Randy Jansen, 1964 H-D

2nd: Pat Taylor, 1962 H-D

3rd: Randy Jansen, 1965 H-D

EUROPEAN CLASS

Preteens-'20s:

1st: Steve Ball, 1928 Morgan

1940s:

1st: Pat Patterson, 1948 Ariel

2nd: Dave Edwards, 1946 Velocette GTD

3rd: Ernesto Valadez, 1948 Triumph

1950s:

1st: Dick Busby, 1950 Vincent

2nd: Tom Clark, 1957 BMW R26

3rd: Fred Belair, 1953 Matchless

1960s:

1st: John Nance, 1963 BSA Rocket Goldstar

2nd: Jerry Meadows, 1967 BSA

3rd: Clayton Burton, 1968 BSA

1970s:

1st: Skip Van Leeuwen, 1970 Triumph TR6 R

2nd: Ken Caplin, 1970 Triumph TR 6R

3rd: Richard Braeutigam, 1970 BSA

STREET SPECIALS

1st: Steven Sites, 1991 H-D Sportster

2nd: Jay Moore, 1970 Triumph 500

3rd: Ron Olmstead, 1957 Triumph T110

CUSTOM CLASS

1st: Jack Logan, 1990 H-D

2nd: Craig Boyer, 1993 H-D

3rd: Paul Whitmoyer, 1992 H-D

BEST CONCEPT

Adrian Newkirk: 1993 H-D FXR, stretched custom luxury liner

SPECIAL TROPHIES

Dean Hensley Memorial Trophy For Best Indian:

George Renfro III, 1936 Indian Chief

Cookie Bennett Memorial Trophy For Best British Motorcycle:

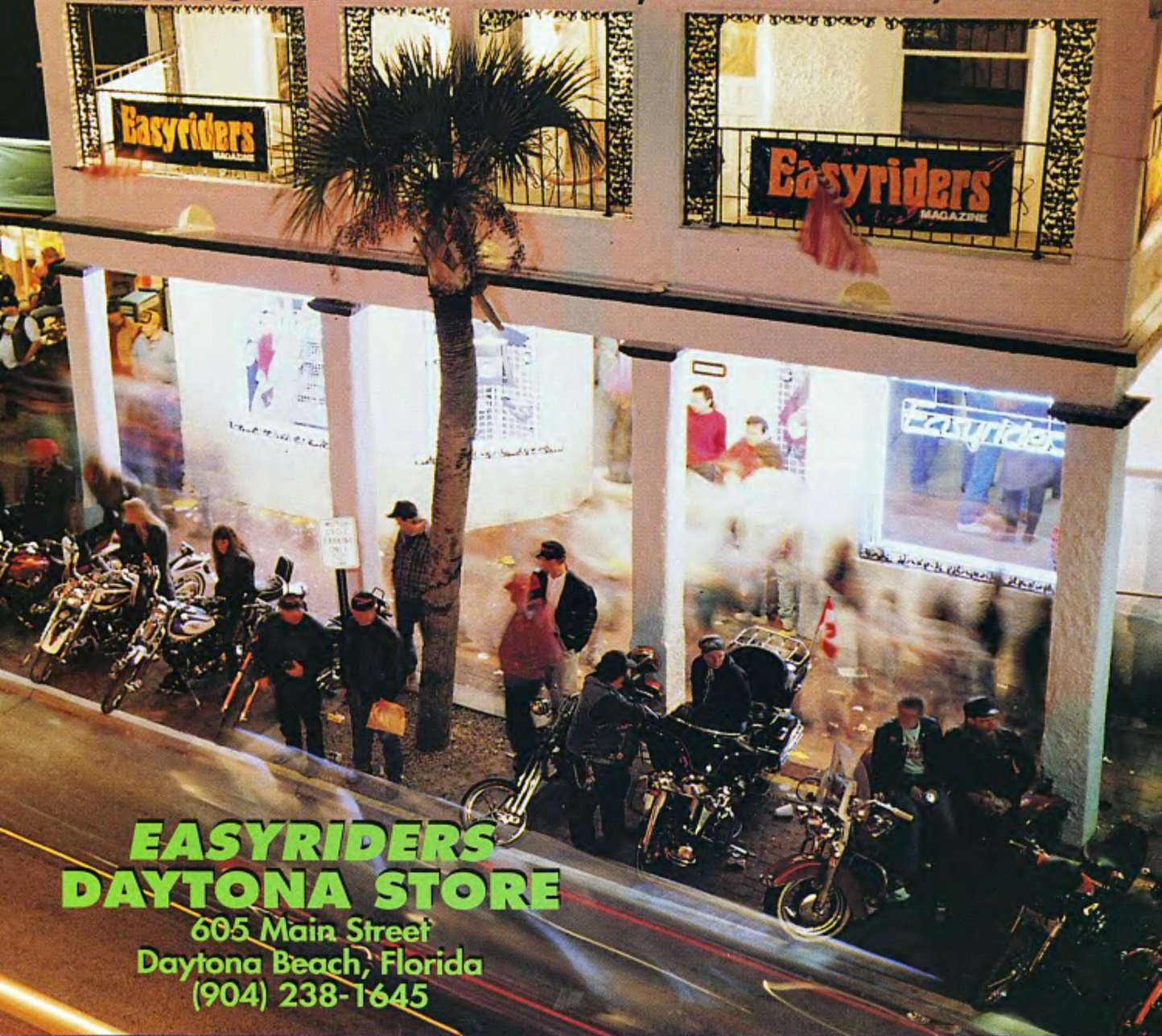
Dick Busby, 1950 Vincent Black Shadow

Best Harley/Donated By South Coast H-D:

Bob Kwiatkowski, 1941 H-D FL

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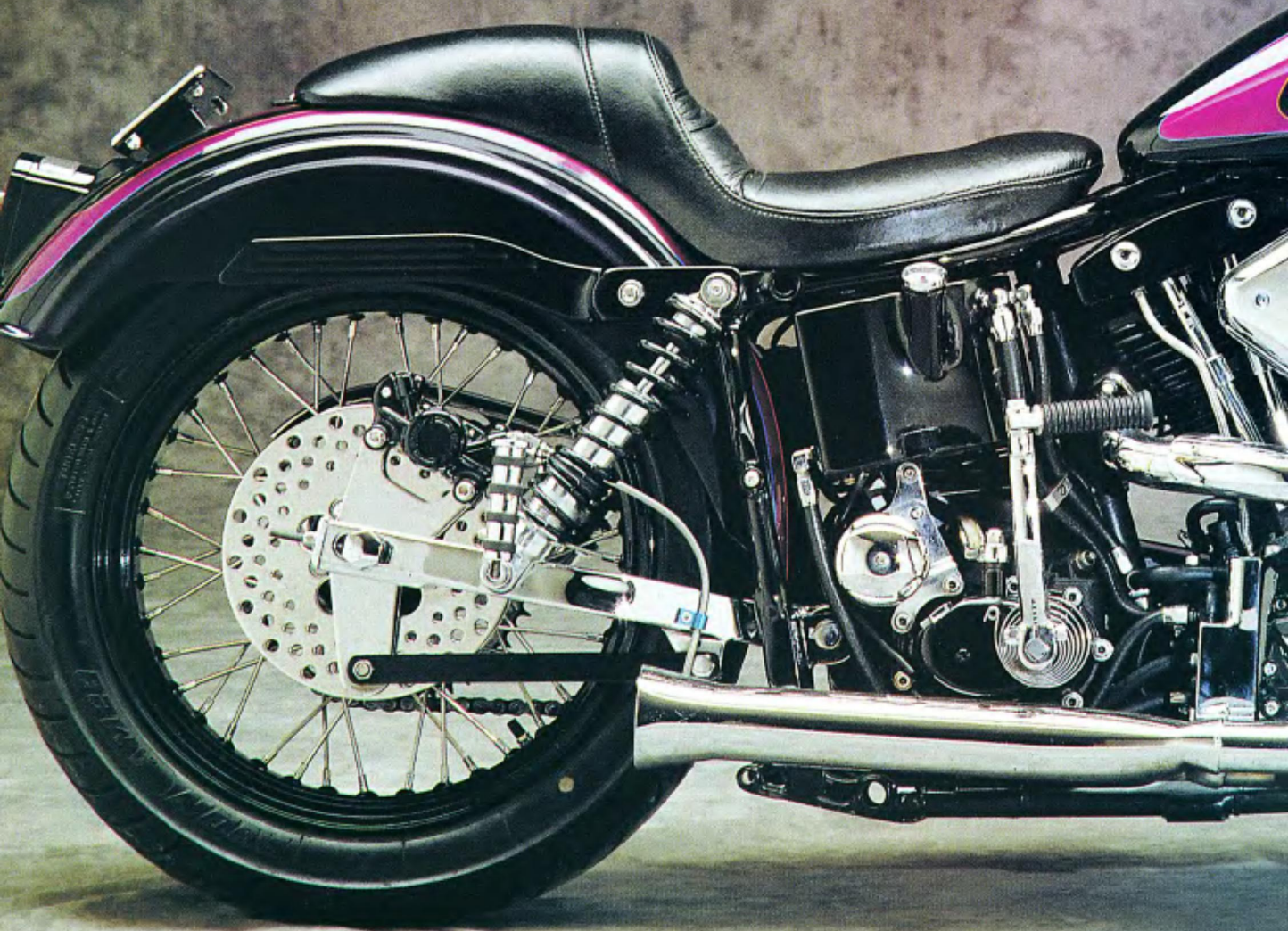
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...And, *Easyriders* of Daytona will be the official Bros Club Headquarters for Bike Week with a V.I.P. lounge for Bros Club members and dealers.

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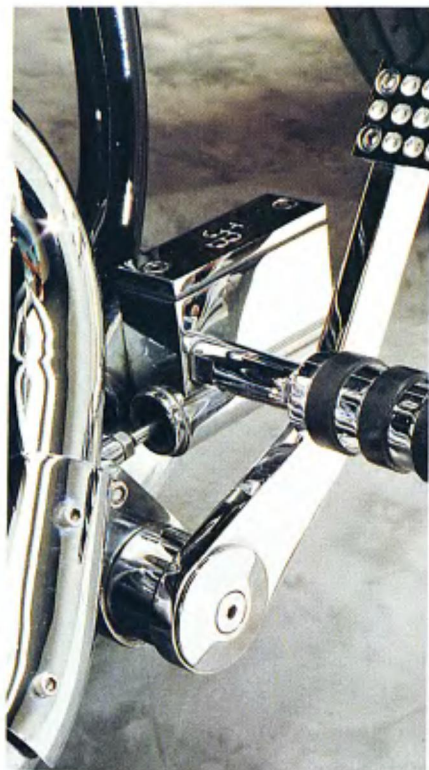
SURPRISE



Life Is Full Of Them

SURPRISE





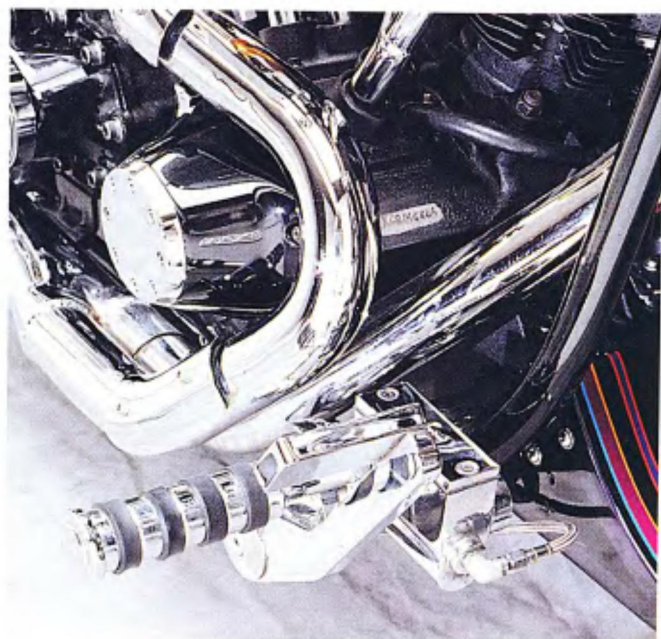
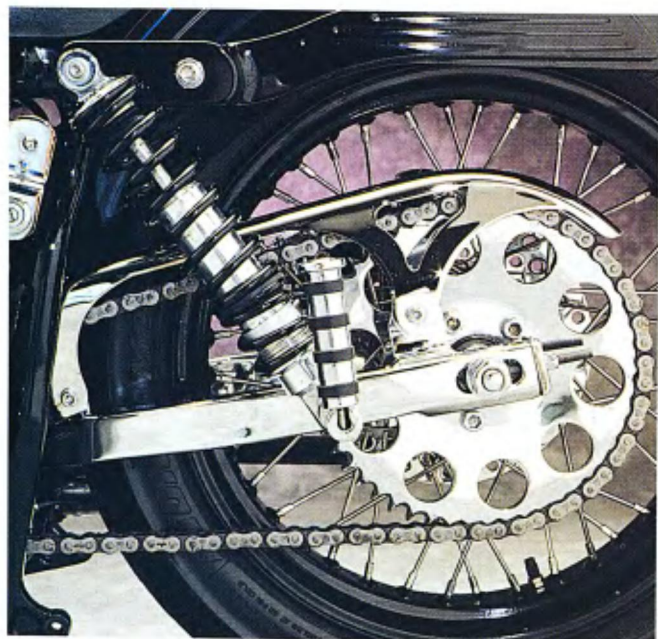
Maybe too full? Who knows? There are good ones to be sure. I mean, if I woke up in the morning with some foxy little honey lying beside me, or found a classic ride like the one pictured here sitting on the porch, I sure wouldn't be complaining.

But even though there are good surprises out there, I still don't think I would have had the guts to put myself through what Ed Jamerson, the owner of the bike you're lookin' at, did. I mean it's one thing to turn your bike over to a bro you know and trust, someone you can drop in on to oversee the progress of your putt. But it's something else entirely to have the bike built sight unseen, and then go out to Sturgis to pick it up.

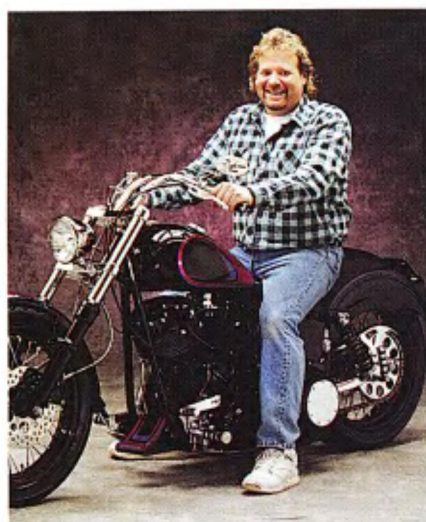
Thankfully, Ed's surprise was a good one. The finished motorcycle was everything he wanted it to be—and then some. Not that there'd ever been any doubt that it would. See, the bro doing the wrenching was Dave Perewitz of Cycle Fabrication in Brockton, Massachusetts. And, hell, it's a point of controversy in the Northeast whether Dave and the team at Cycle Fab. should be called wrenches or artists. →







*Like most rebuilds,
one thing led
to another*



Besides, I stretched the truth a touch above. Ed really didn't have the bike shipped to Sturgis sight unseen. And he didn't just turn it over to Dave to design and build. The bike had been nearly finished, although unpainted, the last time Ed saw it (about a month before he picked it up in Sturgis). And as far as the design goes—it's all Ed's.

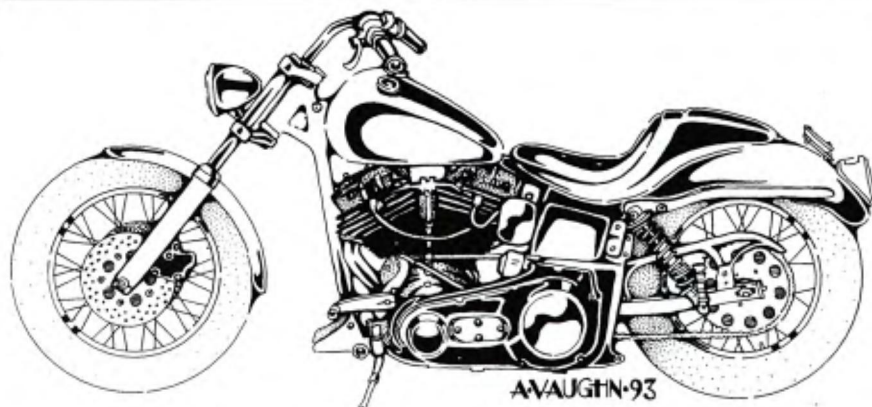
In fact, the bike first went to Dave mainly to have some work hidden that Ed himself had done. Like Ed said, "The lines were basically the same, but you could see what he'd done." But like most rebuilds, one thing led to another. In the end, the rear fender had been widened an inch, the shock mounts moved, the seam in the gas tank had disappeared, the forks had been shortened, and the legs shaved.

Still, the only real surprise Ed got when he walked up to the truck in Sturgis was the paint. He'd asked Dave not to put any pink on the bike. Did some of you just swallow hard? No need. One look and Ed was glad his suggestion had been ignored.

Why? Hell, I can't tell you everything. You figure it out.

—Silent

Owner(s): Ed Jamerson		City: Old Saybrook, Connecticut	
General		Frame	
Fabrication by: Cycle Fabrications		Year: 1982	
Year and make: 1982 H-D		Builder: H-D/Sansone	
Model: Wide Glide		Type: swingarm	
Value: \$20,000		Rake: 8-degree	
Assembly by: Cycle Fabrication		Stretch: none	
Time: one year		Other alterations: cleaned up	
Chroming by: Atlantic Coast Plating		Accessories	
Engine		Bars: Ness	
Year: 1982		Grips: Gene Shacove	
Model: shovelhead		Mirrors: Drag Specialties	
Rebuilder: Terry Goldman		Risers: one piece	
Ignition: points		Fender(s): H-D/Cycle Fab.	
Displacement: 1340cc		Headlight: Ness	
Lower end: H-D		Taillight: tombstone	
Balancing: Thompson's Head Service		Speedo: none	
Pistons: Gary Bang		Front pegs: JayBrake	
Cases: H-D		Rear pegs: JayBrake	
Heads: ported and flowed		Electrics: Accel	
Cam: Andrews		Gas tank: Quick Bob/Cycle Fab	
Lifters: hydraulic		Oil tank: Santee	
Carb(s): S&S		Oil system: stock, chrome pump cover	
Air cleaner: S&S		Primary cover: Drag Specialties	
Pipes: Ness		Seat: Danny Gray	
Muffler(s): Ness		Sissybar: no way	
Transmission		Forks	
Modifications: none		Type: wide glide	
Year: 1982		Extension: 2 inches under	
Shifting: H-D		Builder: H-D/Frankie/Cycle Fab.	
Engine sprocket: 24-tooth		Special features: shaved legs	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 19-inch	Size: 18-inch
Molding: Don Perewitz		Hub: H-D	Hub: H-D
Painter: Dave Perewitz		Rim width: 2.5-inch	Rim width: 4-inch
Color: black and purple		Tire: Avon	Tire: Avon
Type: lacquer		Brake: Brembo	Brake: Grimeca
Special paint: Keith Hanson			
Other special modifications: rear fender widened 1 inch, shockmounts moved, seam in gas tank gone, lotsa powdercoating, Ness billet trees, Hotop air dam, Works Performance shocks, and other Hamster touches.			
Photos: Steve Coonan			



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F.I.G.H.T. UPDATE

It's Never Too Late To F.I.G.H.T. For Your Freedom

Easyriders Freedom F.I.G.H.T. continues its tireless testing and probing into the helmet question. We are determined to find out if helmets produce "dangerous side effects" which can be *deadly* to you.

The following information was compiled for *Easyriders* Helmet Fighters' Handbook. This excerpt by attorney Jim McNeney of the British Columbia Coalition of Motorcyclists, explores what happens when you wear a helmet in an accident situation.

First, it's important to note that current American helmet standards (FMVSS218 and others) are designed to duplicate the impact of a 150- pound person striking his head at a speed of 4.5 mph. No helmet manufacturer has ever warranted a product for impact at more than 15 mph. Upon impact with a flat anvil, energy is stored in the helmet itself. This causes the helmet and the head inside to rebound. The height of the rebound is indicative of the amount of energy stored by the helmet. If you take a polycarbonate plastic helmet and drop it on a cement surface, you can see this yourself. The helmet bounces. If your neck is attached to a bouncing helmet, you're in a lot of trouble.

With this in mind, it's important to understand the nature of a fatal head injury. You see, the human brain is not attached to the skull; it floats inside the skull on a thin layer of fluid. The brain itself has the consistency of thick oatmeal. In a closed head injury, where the brain is free to move inside the skull, the brain smashes against the walls of the skull and sloshes around. That is what causes brain injury. The helmet rebound syndrome imposes an additional acceleration upon the helmet, in a direction of 180 degrees to the original position, subjecting the head to two accelerations. By contrast, the unhelmeted head is subjected to only one acceleration.

This has a great deal to do with closed head helmet injuries, where the brain is free to slosh around. This is also known as "the

brain in a blender" effect. At first, the brain is subjected to rapid deceleration, causing it to compress in the direction of the impact. Then, the brain quickly accelerates in the opposite direction.

When struck by a left turning car, the last thing a rider does is turn his head away from the direction of the impact. The shearing force of such a side head impact is considerable, causing severe injuries to the upper neck and spinal column, often causing quadriplegia.

Due to the location and distribution of the weight of the helmet (on top of your spinal column), the inertia involved in duplicating a 3-lb. helmet on a 10-lb. head increases the load on the first cervical vertebra by 60 percent. This is important, because when a bike is struck by a left turning car, the rider's head is flung in the direction of the impact and it is free to rotate in that direction. When the head reaches its furthest range of movement on the neck and shoulders, it stops. When the rider is wearing a helmet in this situation, the helmet lags for a split second behind the moving head and then moves on its own. When the head stops, the force of the helmet puts 60 percent of shear force on the first cervical vertebra . . . severing it.

Get the point? Our government is killing us with kindness. Don't let this happen to you, join F.I.G.H.T. *now*. The dangerous side effects of helmet use must be tested and documented in order to prove our point in court, and such testing costs money.

Protect your rights and freedoms. Become a member of your local bikers' rights organization and join F.I.G.H.T. today. All proceeds from your F.I.G.H.T. kit go to battle helmet laws in court. If you've had a close call, accident, or injury because you were wearing a helmet, tell us about it. Write to *Easyriders* Freedom F.I.G.H.T., P.O. Box 3000, Agoura Hills, CA 91376-3000.

—Phantom

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WHAT'S HAPPENIN'

Here's Your Guide To What's Happenin' In Your Area In January, February, March

To have your events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. Send your information to: *Easyriders* What's Happenin', Box 3000, Agoura Hills, CA 91376-3000.

Arkansas

8TH ANNUAL VINTAGE BIKE SHOW AND SWAP MEET—February 20. Hall of Industry, Arkansas State Fairgrounds, Little Rock. Sponsored by ABATE of Arkansas, Inc. District I. Doors open at 9:30 a.m. Admission: \$4 to ABATE or MRO members; \$5 to nonmembers. Info: David Murray (501) 942-7553

Colorado

16TH ANNUAL COLORADO MOTORCYCLE SHOW AND SWAP MEET—February 4-5. Western Stock Show Complex, Denver (one block north of the Denver Coliseum.) Info: Jack Portice, P.O. Box 15022, Como, CO 80432

Florida

DAYTONA BEACH BIKE WEEK 1994—March 4-13. For a complete calendar of Bike Week events and information, see *Easyriders* March 1994 issue (on sale January 27, 1994).

SPIDER'S 6TH ANNUAL SWAPATONA—March 5-13. 1994 Daytona Bike Week Swap Meet at the Daytona Flea Market (1 mile west of the Daytona International Speedway). Hours: 10 a.m.-6 p.m.

THE SHERIFF'S 10TH ANNUAL VIKING REUNION—March 10. Boot Hill, Daytona, 4 p.m. For Vikings only!

SECOND ANNUAL SHOW OF THE WORLD'S MOST UNUSUAL MOTORCYCLES—March 9. Daytona Flea Market. Hours 11 a.m.-3 p.m. Info: (304) 877-6946, (304) 253-3102, or (800) 262-6946

Georgia

ABATE OF GEORGIA BIKE SHOW AND SWAP—January 16. Lakewood Fairgrounds, Atlanta. Info: Crow (404) 476-2322

Illinois

MOTORCYCLE PARTS EXTRAVAGANZA—January 23. Belle-Clair County Fairgrounds, Rte. 13 and 159, just off Rte. 15, Belleville. Hours: 10 a.m.-4 p.m. Info: (319) 462-6011

MOTORCYCLE PARTS EXTRAVAGANZA—February 6. Will County Fairgrounds, Peotone. Take I-57 south of Chicago. Hours: 10 a.m.-4 p.m. Info: (319) 462-6011

Iowa

MIDWEST M/C SHOW AND SWAP MEET—January 8-9. Sioux City Auditorium Expo Hall, Sioux City. Info: (712) 262-8910 or (712) 262-4872

M/C PARTS EXTRAVAGANZA—January 16. Downtown River Center, 136 E 3rd St., Davenport. Hours: 10 a.m.-4 p.m. Info: (319) 462-6011

MOTORCYCLE PARTS EXTRAVAGANZA—February 27. Hawkeye Downs Fairgrounds, 6th St.

SW, Cedar Rapids. Hours: 10 a.m.-4 p.m. Info: (319) 462-6011

Massachusetts

MOTORCYCLE PARTS EXTRAVAGANZA AND SUPER SERIES BIKE SHOW—February 6. Bayside Expo Center, Hall D, 200 Mt. Vernon St., Boston. Hours: 10 a.m.-5 p.m. Info: (319) 462-6011

Montana

ANNUAL LEGENDARY NEW YEAR'S DAY RIDE—January 1. Meet at Circle Square, Downtown Missoula, Montana, at noon. Ride to Harold's Club in Bonner at 2 p.m. Sponsored by the Montana Legends. Contact Peeper: (406) 721-3937 (nights), (406) 273-2580 (days)

New Hampshire

SECOND ANNUAL CHARITY SWAP MEET—February 6. Grinnell School, Derry. Sponsored by Iron Eagles MC, Pawtucketway Chapter of the 5th Chapter, and Shades of Gray MC. Admission: \$5 (portion or proceeds to benefit the Derry Children's Playground). Info: Shades of Gray MC, P.O. Box 533, Epping, NH 03842

New Jersey

JERSEY ABATE'S TWO-WHEEL CONVENTION—January 14-16. Budget Motor Lodge, Rte. 9 North, Woodbridge. Info: (908) 549-1990

New York

8TH ANNUAL AM-JAM TATTOO EXPO—January 15-16. Hours: Saturday, 11 a.m.-9 p.m.; Sunday, noon-6 p.m. Schenectady Armory, Washington Ave., Schenectady. Admission: \$7 per day.

4TH ANNUAL AM-JAM—January 22. Hours: 11 a.m.-6 p.m. New Scotland Ave. Armory, Albany. Admission: \$6. Info: (518) 346-0521

Ohio

MOTORCYCLE PARTS EXTRAVAGANZA—January 16. Toledo Sports Arena, #1 Main St., downtown Toledo. Hours: 10 a.m.-4 p.m. Info: (319) 462-6011

ANNUAL PENNSYLVANIA/OHIO SWAP MEET—February 13. Yankee Lake Ballroom, Rte. 7, Brookfield, Ohio. Also a bike show and tattoo contest. Hours: 11 a.m.-5 p.m. Info: (412) 588-4559

South Carolina

CAROLINA INDOOR WINTER MOTOCROSS RACES—February 11-13. T. Ed Garrison Arena, Clemson University. Sponsored by Victory Sports of Tennessee and Interstate Cycles of Hendersonville, N.C. Twenty-three classes of pro and amateur racers. Info: 1-800-942-2757 or (704) 697-6624

South Dakota

ABATE OF SIOUX FALLS SWAP MEET AND BIKE SHOW—March 26-27. Ramkota Inn Exhibit Hall, Sioux Falls. Hours: 10 a.m.-5 p.m. Dance on Saturday night. Info: ABATE of Sioux Falls, P.O. Box 864, Sioux Falls, SD 57101; (605) 338-9615 or (605) 334-6165

Texas

WINTER EXPO, SHOW, AND SWAP MEET FOR H-D—January 2. Arlington Convention Center. Hours: 10 a.m.-5 p.m. Info: Bob Bagwell (214) 216-5520

M/C PARTS EXTRAVAGANZA AND SUPER SERIES BIKE SHOW—January 23. Astro Arena Complex, 8400 Kirby Dr., Houston. Hours: 10 a.m.-5 p.m. Info: (319) 462-6011

3RD ANNUAL EXPO, SHOW, AND SWAP MEET FOR H-D—February 6. Waco Convention Center. Hours: 10 a.m.-5 p.m. Admission: adults \$6, children under 12 free. Info: Bob Bagwell (214) 216-5520

17TH ANNUAL ST. VALENTINE'S DAY MASSACRE—February 18-20. Medina County Fairgrounds, Hondo. Sponsored by the Alamo City Chapter Gypsies. Chili cookoff, bike show, tug-o-war, bands, vendors, kids events, etc. Proceeds to benefit disabled children. Info: Alan "Chaps" Johnson, 1415 E. Sandalwood #A, San Antonio, TX 78209; (210) 829-4947

14TH ANNUAL PRE-DAYTONA AMA M/C RACES AND SWAP MEET—February 20. Devils Bowl Speedway, Dallas (Mesquite). Gates open at 9 a.m. Adults: \$12. Vendor spaces are free. Races: 2 p.m. Info: Bob Bagwell (214) 216-5520

ABILENE SWAP MEET AND BIKE SHOW—February 27. Civic Center Exhibition Hall, Abilene. Info: (817) 581-9367

Wisconsin

SHADES OF BLUE—COLOR IN MOTION TATTOO CONVENTION AND BIKE SHOW—January 29-30. La Crosse Center, La Crosse. Info: Baromar, Inc., Boogie, W4520, County Rd. Q, Mindoro WI 54644, (608) 857-3100

ANNUAL MILWAUKEE MOTORCYCLE PARTS EXTRAVAGANZA AND SUPER SERIES BIKE SHOW—February 13. Mecca Convention Center Arena, 500 W. Kilbourn Ave., Milwaukee. Hours: 10 a.m.-5 p.m. Info: (319) 462-6011

15TH ANNUAL MOTORCYCLE SWAP MEET—February 13. Downtown Civic Center, Eau Claire. Hours: 10 a.m.-5 p.m. Admission: \$5. Info: (715) 834-8389

HONEST BOB'S ANNUAL CUSTOM SWAP MEET—February 20. Sheboygan Armory, 615 Broughton Dr., Sheboygan, at Lake Front. Hours: 10 a.m.-4 p.m. Admission: \$5. Info: Tina (414) 452-2700 or (414) 458-8227

ANNUAL MOTORCYCLE SWAP MEET—February 26. Wausau, at the Pavilion, Rothschild. Hours: 10 a.m.-5 p.m. Info: (715) 693-4381

All-Harley Drag Racing

For complete drag racing event information see *Biker* magazine.

AMRA: (708) 250-0838

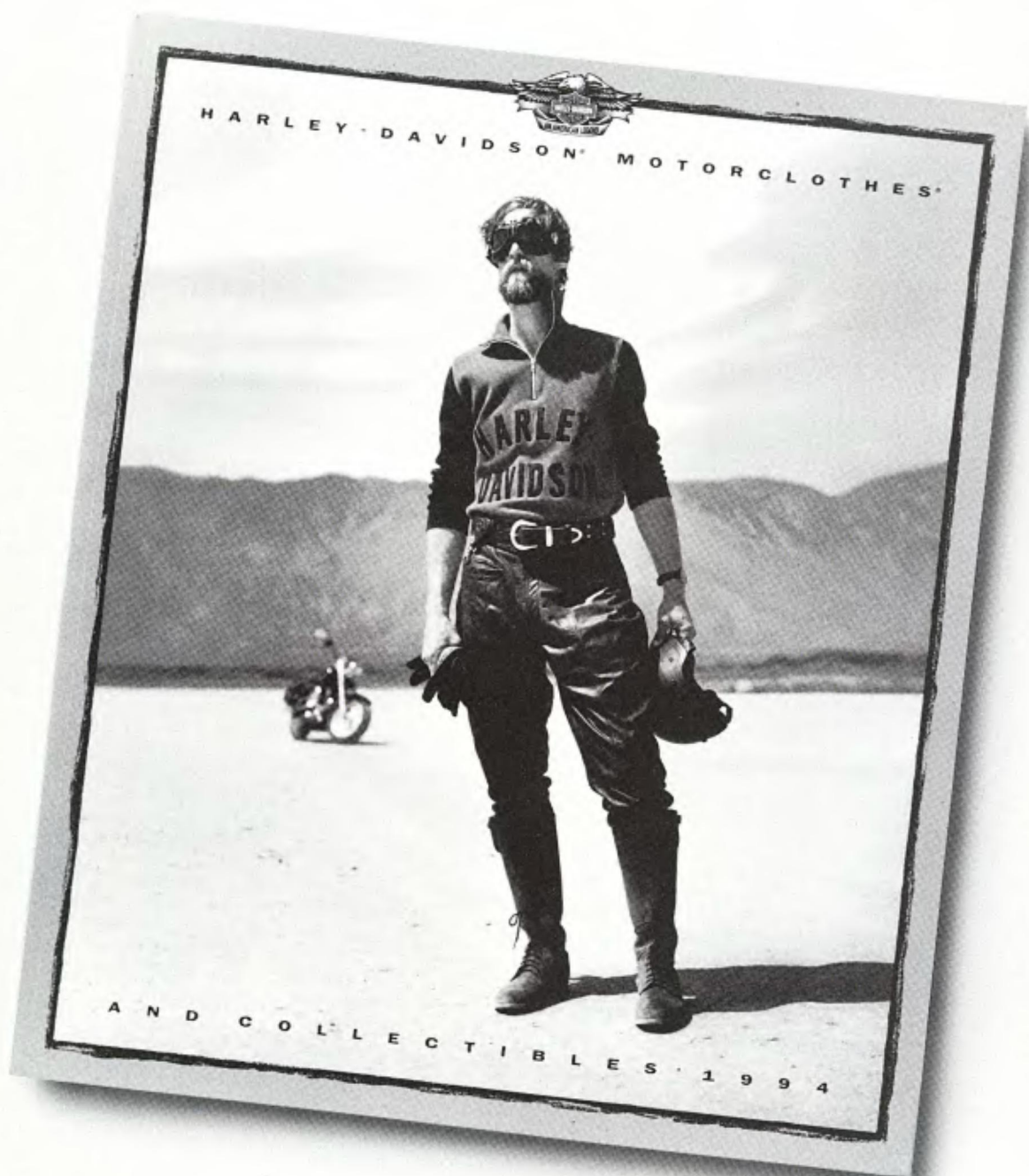
ECRA: (609) 652-1159

AHDRA: (919) 229-4877

Easyriders Events:

Ohio

EASYRIDERS 6TH ANNUAL INVITATIONAL BIKE AND TATTOO SHOW—February 18-20 at the Veterans Memorial Hall in Columbus. Live bands, the world's finest custom motorcycles, tattoo show, fashion show, vendors, food, beer, and much more. Info: (818) 889-8740, ext. 281



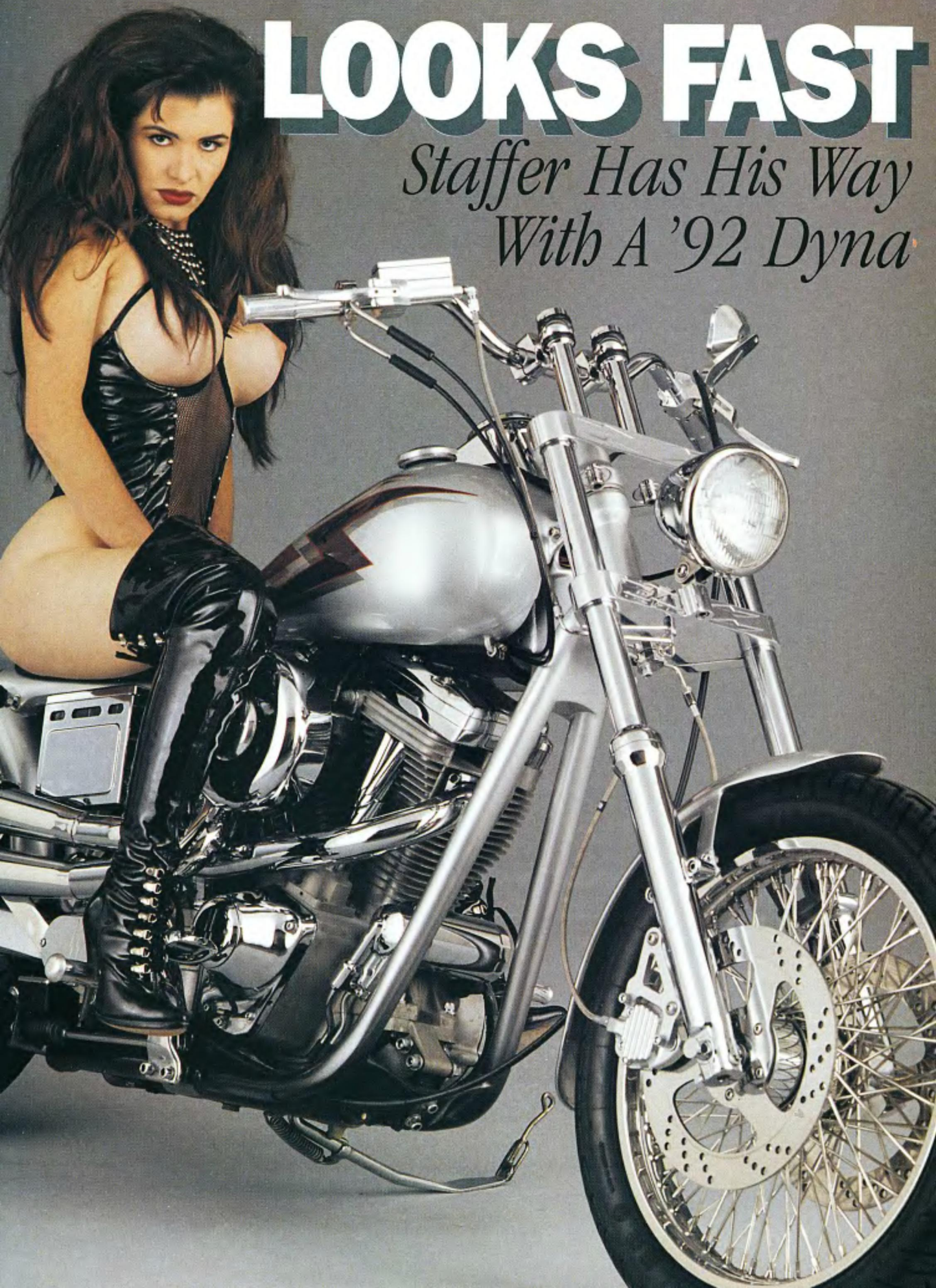
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Almost on the eve of his 30th year in the saddle, Renegade created his first—and only—complete custom. He wanted his first Evo to be bad, quick, and clean, but without any modifications to the stock Dyna's chassis and front tubes.

The engine was dialed in by Bartels' H-D with a Screamin' Eagle carb and ignition, a Bartels' Performance 40 cam, lifters, and head work (shaved .080 of an inch). Scott Bartels designed the exhaust based on Bartels' 883 racing team pipe system. The bike was clocked with 90 horses spinning off the rear wheel.

For looks, Renegade coupled →



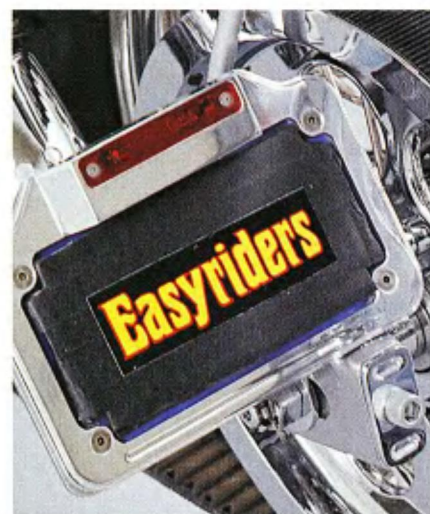
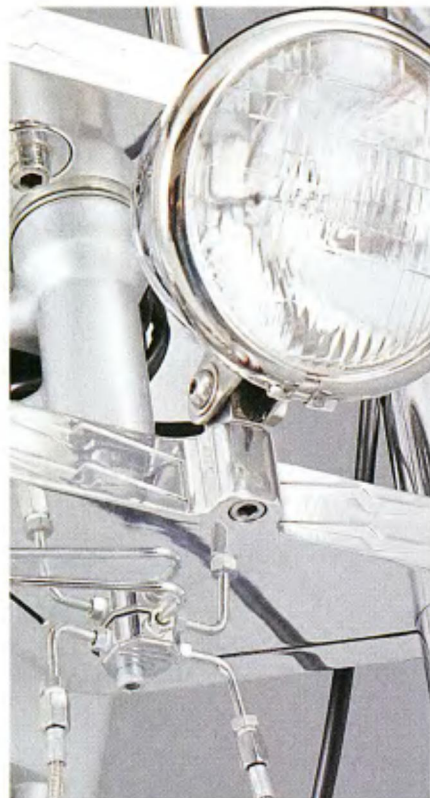
his macabre design ideas with Jim Waggaman's AirStream Studios' fabrication and paint, Pat Kennedy Custom Cycles' wheels, Drag Specialties accessories, and Ron Simms' Bay Area Custom Cycles billet lightning bolt components. With the team in place—Jim, Rick Whitehead of Custom Cycle Engineering, Mike Maldonado (Jim's associate), Rick from Russell's, and Gary and Greg McKenzie of South Bay Chrome—they went to work.

Widening the front end, which was covered in a Tech Tip in *Easyriders* (Nov. 1993), took much longer than anticipated, but it was worth it. Jim



raised the gas tank an inch with a new bracket welded to the front of the unit. The rear fender, which Renegade had chopped, was modified and dressed. The front fender brackets were relocated by Jim and Mike, for a more swoopy position.

The rear taillights were fashioned to the part of the frame Renegade removed when the fender rails went away. Jim got his inspiration from the taillight lenses on a '56 Chevy, and he and Mike made it work. Jim relocated the wiring, which was removed from the handlebars. Note the starter button on the top motor mount under the tank. The horn and high beam



switches sit alongside the dash. A Pro One illuminated license frame was fitted to a bracket on the swingarm. Jim modified the original seat pan, and it was reupholstered by Jon Cumpton, using Barry Cooney's design.

Jim and Mike handled the molding. The lightning paintwork to match the Bay Area hardware was Jim's doing (with Renegade's input). Rob Gagnon of Lines and Designs in San Diego did the striping, and South Bay Chrome lent the excellent bright work to give the unique Dyna its final touch.

The final product was beyond Renegade's wildest dreams, and the engine never left the frame. —Bandit

Owner(s): Renegade		City: Los Angeles, California	
General		Frame	
Fabrication by: AirStream, Waggaman, Maldonado		Year: 1992	
Year and make: 1992 H-D		Builder: H-D/AirStream	
Model: FXDC custom		Type: FXDC	
Value: ?		Rake: stock	
Assembly by: AirStream Studio, Cardiff, Calif.		Stretch: none, Progressive Suspension shocks	
Time: four months		Other alterations: brackets and tabs removed	
Chroming by: South Bay Chrome		Accessories	
Engine		Bars: K&N from Drag Specialties	
Year: 1992		Mirrors: Bay Area Custom Cycles	
Model: Dyna		Grips: Bay Area Custom Cycles	
Rebuilder: Bartels' H-D		Risers: Custom Cycle Engineering	
Ignition: Screamin' Eagle, coil under seat		Fender(s): AirStream Studio	
Displacement: 80 cubic inches		Headlight: Ness from Drag Specialties	
Lower end: stock		Taillight: Maldonado/AirStream Studio	
Balancing: factory		Speedo: H-D	
Pistons: H-D		Front pegs: Bay Area Custom Choppers	
Cases: bare		Rear pegs: removed	
Heads: shaved .080, ported and polished		Electrics: relocated by AirStream	
Cam: Bartels' BP40		Gas tank: H-D/AirStream	
Lifters: Bartels' Performance Products		Oil tank: H-D	
Carb(s): Screamin' Eagle/Bartels'		Oil system: Drag Specialties	
Air cleaner: H-D, Bay Area Custom Cycles		Primary cover: H-D/Bay Area	
Pipes: Bartels' one-of-a-kind		Seat: Cumpton/Cooney/Waggaman	
Muffler(s): Bartels'		Sissybar: Waggaman fender rails	
Transmission		Forks	
Modifications: none		Type: H-D	
Year: 1992		Extension: stock, chromed legs	
Shifting: the way it's supposed to, Bay Area		Builder: H-D, Bay Area trees	
Engine sprocket: 24-tooth		Special features: Russell lines	
Trans sprocket: 32-tooth		Wheels	
Wheel sprocket: 70-tooth (chromed)		Front	Rear
Painting		Size: 19-inch	Size: 18-inch
Molding: Waggaman, AirStream Studio		Hub: Pat Kennedy	Hub: Pat Kennedy
Painter: AirStream Studio		Rim width: 1.85-inch	Rim width: 3.5-inch
Color: bright silver blend to black metallic		Tire: Metzeler	Tire: Metzeler
Type: DuPont ChromoBase		Brake: GMA/R.C.	Brake: GMA/R.C.
Special paint: Jim Waggaman, Rob Gagnon			
Other special modifications: front rotors by R.C. Components, JayBrake controls, Waggaman regulator and brake lever; allens by Gardner-Westcott. Add'l chrome: Tony, Quality Polishing. Thanks to Will (Ride-One) and Jill C.			
Photos: Raiko Hartman.			



FAMILY AFFAIR

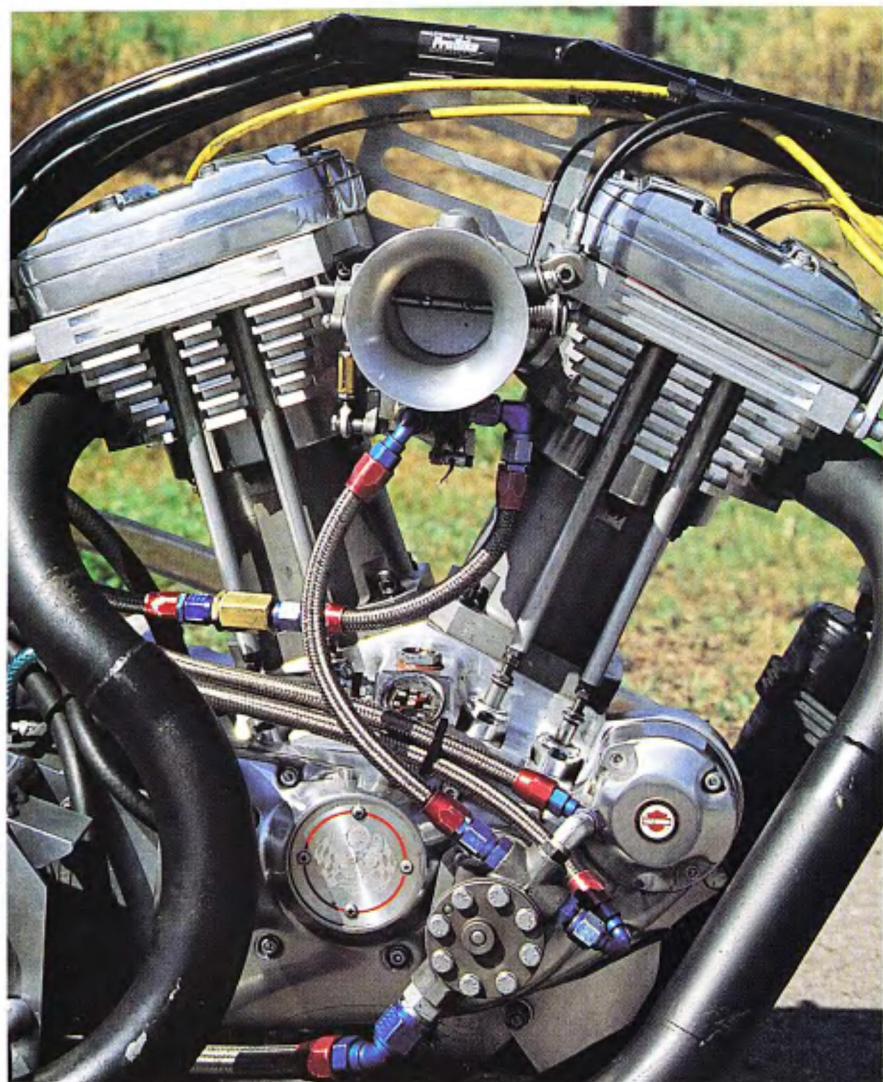
Swedish Drag Racing By Hand



I've been to many backwoods places where riders make parts for their bikes because: 1) new ones cost too much, 2) the parts aren't readily available, or 3) simply because they have the ability to do it themselves.

Anders "Charley" Karling of Taby, Sweden, is one of those able and creative builders. He went to all the trouble of building a billet engine and heads from scratch. The flywheels and cylinders are made from tool steel. Try that on the old Bridgeport and lathe. The information we received said these parts, plus the rods, were CNC-machined by Dan Sundstrom (a machinist in Sweden). Ya gotta figure they have their math down pat. Besides knowing his way around a machine shop, Charley has a good combination going on his putt. He was the Swedish National Champion in 1991 and 1992 and the European





Photos: Rip



Record holder in 1990, '91, and '92. His best E.T. in the 1/4-mile is 7.63 at 180 mph. In the 1/8-mile he achieved a 4.85 E.T. at 144 mph. There are U.S. racers, with all their store-bought parts, who can't match those numbers.

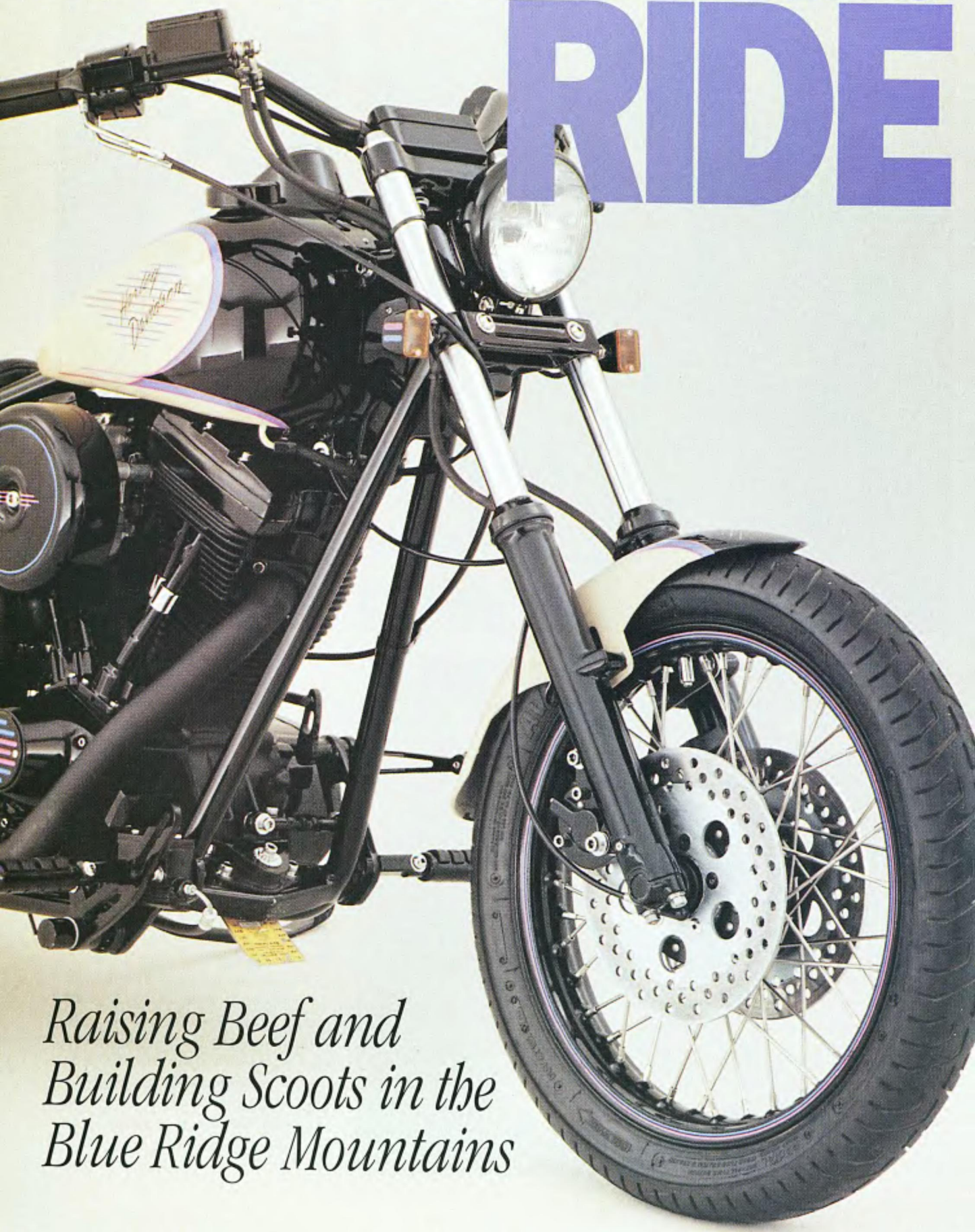
This past summer Charley and his wife Ann-Britt celebrated their 40th birthdays by going to Sturgis with their daughter Victoria to race in the Sturgis drags (Ann-Britt charts times while Charley races). He's been racing for 22 years, making the switch from gas to fuel in 1989.

As you can see from the photos, when Charley goes racing, it's a real family affair. The Karlings are pictured with the Anders Dahlstrom clan. (Anders is their chief wrench.)

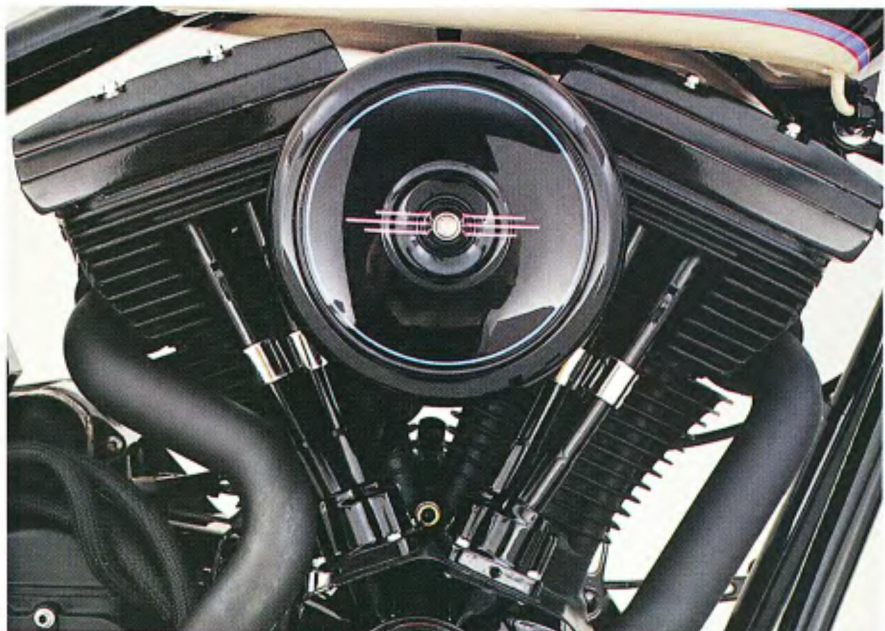
Like most racers, Charley is looking for sponsors to help him during the 1994 European championship campaign. Best of luck, bro.

—Rip

ONE RUGGED-ASS RIDE



*Raising Beef and
Building Scoots in the
Blue Ridge Mountains*



Nothin' like throttle-launchin' into those cleaner-than-clean air altitudes known to suck the breath right out of your toes as you glance back down at snow-covered mountaintops—little white islands poking up through the famous sea of smoky blue haze that gave this beautiful riding country its name. Raised on a beef and dairy farm in Ennice, North Carolina, Ed Edwards never had to look any further than his own Blue Ridge backyard to light up the misty, spruce-lined backroads on a pair of scorchin' skins.

Ed and his preferred other half, Donna, still tend to their farm's needs from dawn till dusk. But when the sun beds down for the night somewhere behind the Great Smoky Mountains you can hear Ed for miles around wrenchin' and hackin' away in his custom scooter shop—Blue Ridge Custom Cycle. The beef-and-milk-fed bro built the BRCC shop on his farm about 12 years ago and has managed—'tween chores—to turn out three and four custom rides and restorations each year.

For this '91 FXR Pro Street custom Ed didn't have a whole lot of preconceived ideas about what he wanted. He said, "I figured I'd do a lotta cuttin' and hackin' till I saw something I liked." In addition to being partial to the high-tech racer →



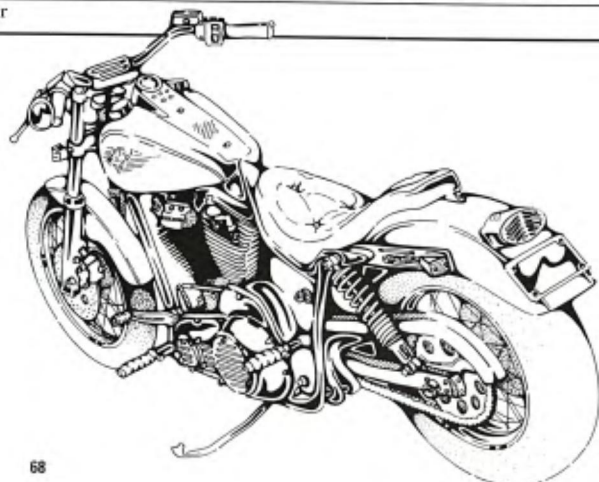
look, Ed admits to be partly inspired by years of scopin' out local bike shows, and more recently Daytona and the *Easyriders* Columbus, Ohio, Bike Show where Bandit stumbled into this "rowdy-lookin' ride." Most of the bike's rowdiness, as Bandit calls it, came from Ed's wantin' to build the scoot lean, mean, and under 500 pounds. In the lean and mean department, Ed modified the rear fender to fit that meaty rear tire, stretched the front end some and lengthened the swingarm to make the scoot look like it's chompin' at the risers to lunge forward.

To bring the bike's weight down, Ed stood in line for his Pro Street 46-pound, moly-aluminum frame, chopped and stretched the whole nine yards—including the tanks—threw on aluminum wheels and hubs and bagged the chrome. The only thing Ed didn't cut to reduce weight was the transmission, and the bike still weighed in at 525 pounds. Then again, it musta been all that good beef and milk that put just the right amount of muscle on the trimmed two-wheeler.

And you can always overlook a few extra pounds when you're blasting up the Blue Ridge Parkway and some brother belts out, "Hey, bro, that's one rugged-ass ride."

—Clay Dog

Owner(s): Edwin and Donna Edwards		City: Ennice, North Carolina	
General		Frame	
Fabrication by: Ed, Blue Ridge Custom Cycle		Year: 1991	
Year and make: 1991 H-D		Builder: Boyce, Pro Street	
Model: FXR/Pro Street custom		Type: Pro Street, swingarm	
Value: \$18,000		Rake: 33.5 degrees	
Assembly by: BRCC		Stretch: 2 inches	
Time: five months		Other alterations: trimmed and cherried	
Chroming by: where?		Accessories	
Engine		Bars: Ness	
Year: 1986		Mirrors: Drag Specialties	
Model: Evolution		Grips: Drag Specialties	
Rebuilder: Blue Ridge Custom Cycle		Risers: BRCC	
Ignition: Dyna		Fender(s): heavily modified	
Displacement: 74 cubic inches		Headlight: Mid-USA	
Lower end: factory		Taillight: Mid-USA/BRCC	
Balancing: H-D		Speedo: Mid-USA	
Pistons: stock		Front pegs: Iso	
Cases: H-D		Rear pegs: Iso	
Heads: Tilly/H-D		Electrics: hidden, 12-volt	
Cam: Andrews, EV-35		Gas tank: narrowed 3 inches and stretched	
Lifters: hydraulic		Oil tank: Softail	
Carb(s): Mikuni		Oil system: H-D	
Air cleaner: ditto		Primary cover: H-D/BRCC	
Pipes: SuperTrapp		Seat: Danny Gray	
Muffler(s): forgot 'em		Sissybar: never	
Transmission		Forks	
Modifications: none		Type: H-D	
Year: 1986		Extension: 1-inch	
Shifting: forward controls, BRCC		Builder: Blue Ridge Custom Cycle	
Engine sprocket: 24-tooth		Special features: changed valving	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 48-tooth		Front	Rear
Painting		Size: 18-inch	Size: 16-inch
Molding: David Noland		Hub: H-D	Hub: H-D
Painter: Teresa Crane		Rim width: 2-inch	Rim width: 6-inch
Color: black, tan, pastel		Tire: Avon	Tire: Avon
Type: polyurethane		Brake: JayBrake	Brake: BRCC
Special paint: Teresa			
Other special modifications: modified everywhere except trans. Special thanks to Donna, Chuck, Mike, Chris, Tommy, Mark, David, Teresa, the BRCC wrecking crew, and good ol' beef and milk.			
Photos: Mike Lichter			



Mike Carbin[®]

Authentic 'Gunfighter!'

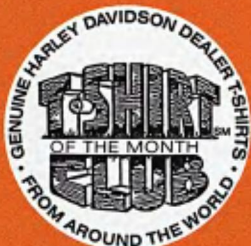
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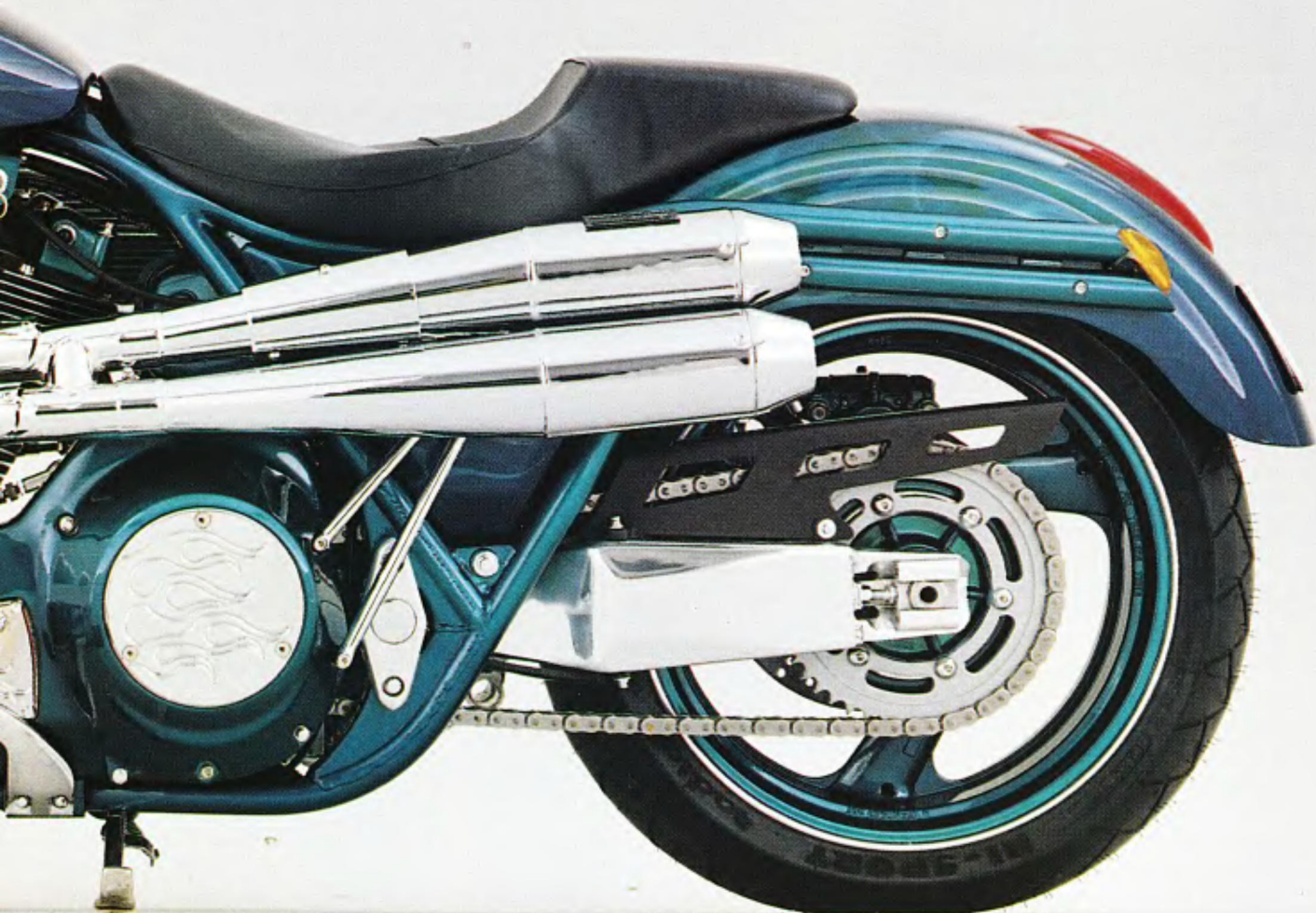


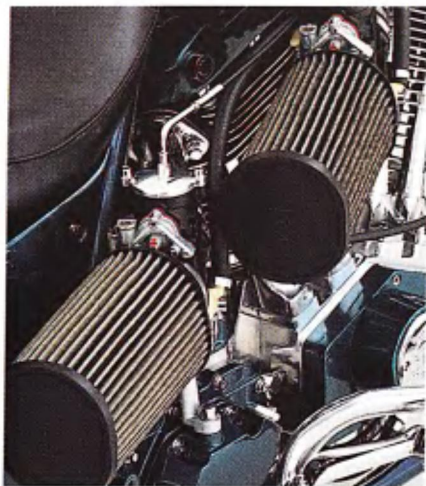
A different original Harley Davidson Dealer T-Shirt every month, from the Harley dealerships throughout the U.S. and the Globe. Full color registered Harley Davidson front design and dealership location on back (10 from the states and 2 from abroad each year). No design or dealer ever repeated. Collect them all! All shirts dated! In the United States, \$15 per shirt plus \$2.95 S&H, or pay \$215.40 in advance. In Canada, \$15 per shirt plus \$5 S&H, or pay \$240 in advance U.S. funds only. In Europe call for S&H information. All T-Shirts guaranteed. If not satisfied return for a full refund. Sorry, no C.O.D. Sizes S,M,L,XL. Add \$2 for XXL and \$1 for each X after that. U.S. currency only. Florida residents add 6% sales tax. Allow 4-6 weeks for delivery.

BIG TWIN SPORTSTER

*Going Where
No Man
Has Gone
Before*



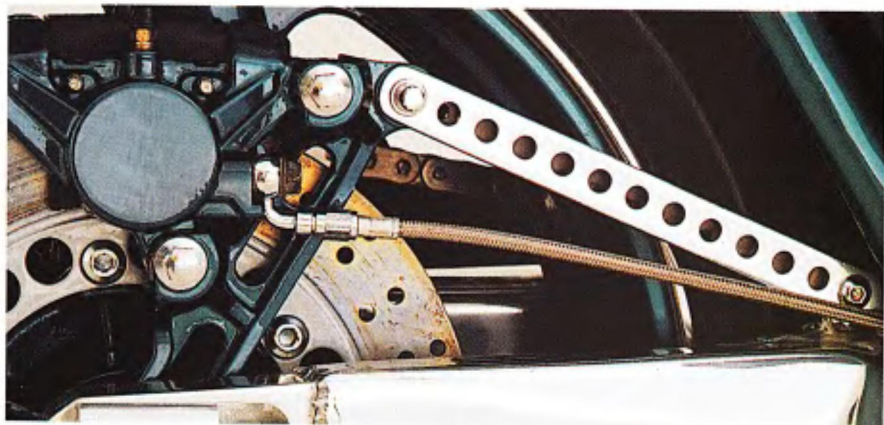


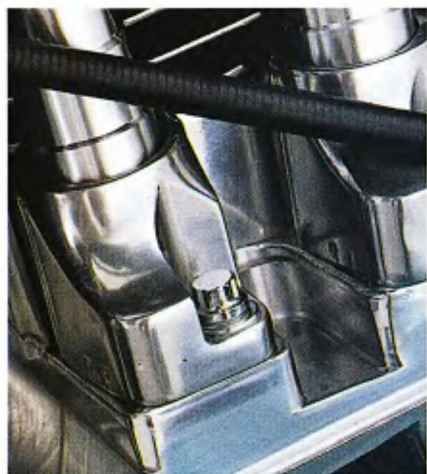


Skeeter Todd was out plowing the snow off of his driveway, so I had his much prettier better half, Marie, on the phone. It was the usual conversation: "Lots of snow; Everybody's fine; How's L.A.?" And, oh yeah, Skeeter's building himself a Big Twin." What?

I couldn't believe what I'd just heard. Skeeter . . . building a Big Twin . . . for himself? I've known Skeeter a long time now. I've seen him flattrack sideways at 90 mph, watched him blow off rice rockets at 100 mph in traffic, and cringed as he pulled off maneuvers on a bike that would scare a zombie, but this . . . this had me worried. Ya see, Skeeter rides *Sportsters*.

I finally got Skeeter out of the snow and on the phone and convinced him to tell me about his new bike building project. He can be pretty casual at times. He told me about this "stock" FXR frame with a handbuilt billet swingarm, shocks under the tranny, turn signals in the rear frame rails and recessed into the





tank, Delkron 4 cam cases, a Sputhe XR top end, and import rims holding 8-inch-wide tires.

At this point I was thinking that maybe I'd better see some photos of this thing, so I begged him to take a couple of shots and send them out. Another surprise! He sent me some photos . . . the same year. Now I was really beginning to worry about him.

After checking out the shots—no sheet metal, that "stock" frame with this, well, unusual motor—it all started to get clearer in my head . . . or so I thought.

A few months later I received additional photos from Skeeter—another surprise. When I looked closely at the shots of the completed bike, it hit me. Ya know, just possibly, if you stretched it a bit, this 95-inch beast might just actually be a Sportster! All that concern about my East Coast bro was unfounded! With those four cams, and those little rocker boxes, what else could it be?

I feel so much better now.

—Left Coast Al

Owner(s): Skeeter Todd		City: Maryland, New York	
General		Frame	
Fabrication by: Skeeter Todd		Year: 1982	
Year and make: 1982 H-D		Builder: H-D	
Model: FXXR		Type: rubbermount FXR	
Value: undetermined		Rake: stock	
Assembly by: Skeeter Todd		Stretch: none	
Time: 18 months		Other alterations: rear rails, shock mounts	
Chroming by: V-Twin Oyster Bay		Accessories	
Engine		Bars: Custom Chrome	
Year: 1992 Special Construction		Risers: Custom Chrome	
Model: 4 cam		Grips: stock OEM, Custom Chrome	
Rebuilder: owner		Mirrors: Arlen Ness	
Ignition: Crane		Fenders: fiberglass	
Displacements: 95 cubic inches		Headlight: CCI	
Lower end: S&S flywheels		Taillight: CCI	
Balancing: Slinger Airflow		Speedo: CCI	
Pistons: Sputhe		Front pegs: H-D	
Cases: Delkron		Rear pegs: none	
Heads: Sputhe		Electrics: 12-volt, Custom Chrome	
Cam: Andrews		Gas tank: modified FXR	
Lifters: Evo XL		Oil tank: stock	
Carb(s): Dell 'Orto (2)		Oil system: XLH Sportster	
Air cleaner: K&N		Primary cover: FXR	
Pipes: XR		Seat: Corbin	
Muffler(s): Kerker		Sissybar: none	
Transmission		Forks	
Modifications: Andrews gears		Type: hydraulic	
Year: 1991		Extension: 2 inches under	
Shifting: foot		Builder: Skeeter Todd	
Engine sprocket: 24-tooth		Special features: Pacific Coast Mach. triple clamps	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 47-tooth		Front	Rear
Painting		Size: 17-inch	Size: 17-inch
Molding: Mike McCann		Hub: alum.	Hub: cushion drive
Painter: Mike McCann		Rim width: 4-inch	Rim width: 6-inch
Color: teal blue		Tire: Michelin	Tire: Michelin
Type: House of Kolor urethane		Brake: disc	Brakes: disc
Special paint: ghost flames			
Other special modifications: 4-cam cases by Delkron, Sputhe XR-type top end, aluminum swingarm by Skeeter, swingarm mounts by Delkron, gauge mount by Pacific Coast Machining, Crane pushrods.			
Photos: Mike Lichter			





Tattooists



Fox Of The Year



Custom Bike Show

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INVITATIONAL
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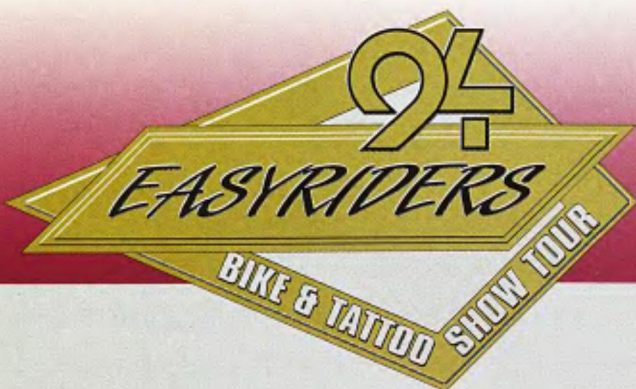


Live Music



Trade Show

'94 ANNUAL SPECIAL



The Best of the Best
ALL THE BIKES
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ALL THE HOT
IN THE WIND BIKES

THE BAD BIKES
FROM *BIKER*
THROUGHOUT
1993

ALL THE INCREDIBLE
BIKES FEATURED IN
***EASYRIDERS* IN 1993**

EVERY READER'S RIDE
AND FOXY RIDER
BIKE FROM 1993
EASYRIDERS



EVERY *EASYRIDERS* FOX FROM 1993



VOTE! IT'S EASY, FUN, and there's something in it for you!

You're the judge

Select the winners of the 6th Annual *Easyriders* Invitational Bike And Tattoo Show! Mail in your vote.

You can vote and make a difference at the 6th Annual Invitational Bike and Tattoo Show! Check out the featured bikes from *Easyriders*, *In the Wind*, and *Biker* magazines. You'll also decide which of the hot

Foxes deserves to be the 1993 Fox of the Year! We want to hear your input on the bikes and styles you prefer. It makes a difference in the bikes we feature. This is your mag—you need to vote.

Help decide the fate of your favorite bikes and Fox Hunt babe by sending in your vote!

What to do:

1. Look through the next 34 pages and select your five favorite bikes.
2. Vote on your favorite Fox (I know it's tough, but you can only vote for one)
3. Mail your carefully chosen votes to:

***Easyriders* Bike Show And Fox Of The Year Vote,**
P.O. Box 3000, Agoura Hills, CA 91376-3000.

4. Only one vote per household accepted.

Your votes need to arrive in our office by February 14.

FREE GIFT—you read it correctly. After we receive your votes, we'll put your name in a raffle for a muggy, T-shirt, Bike Show Video, or tickets to the show. 'Course, if you want to score, you'll have to include a return address.

INVITATIONAL CATEGORY

Classes — \$35,000 & Prizes — Trophies

Here's how it works: All the bikes that appeared in *Easyriders*, *In The Wind*, and *Biker* during the 1993 year are listed in this section. You, the readers (and, hopefully, spectators at the event), decide on the winners by mailing in your votes. The bikes on these

pages must be displayed at the show to be eligible to win. No bike may win more than one class. For example, if the Best of Show winner is a panhead, then the pan with the next greatest number of votes will win 1st place in the Panhead Class, and so on.

INVITATIONAL CLASS \$20,000

Contingency Sponsors Include:

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- Gary Bang Cycle Products
- Drag Specialties
- Nempco
- Chrome Specialties

BEST OF SHOW \$10,000

1st - \$5,000 2nd - \$3,000
3rd - \$2,000

FOX OF THE YEAR \$1,000

Plus transportation, lodging
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1st - \$1,000 2nd - \$500
3rd - \$300 4th - \$200

Blockhead class pays more because there are many more blockheads competing

\$1,000

Shovelheads
Panheads
Knuckleheads
Sportsters
Restored
Reader's Ride
Foxy Rider

1st 2nd 3rd

\$500	\$300	\$200
\$500	\$300	\$200
\$500	\$300	\$200
\$500	\$300	\$200
\$500	\$300	\$200
\$500	\$300	\$200
\$500	\$300	\$200
\$500	\$300	\$200
\$500	\$300	\$200
\$500	\$300	\$200

PREVIEW CATEGORY \$5,000

PLUS TROPHIES & CONTINGENCY PRIZES

This category is for those bikes that weren't in the magazine, but deserve to be.

The top five bikes will be eligible for a photo shoot in either *Easyriders*, *In The Wind*, or *Biker*.

1st - \$2,000	6th - \$100	11th - \$100
2nd - \$1,000	7th - \$100	12th - \$100
3rd - \$500	8th - \$100	13th - \$100
4th - \$300	9th - \$100	14th - \$100
5th - \$200	10th - \$100	15th - \$100

To enter call (818) 889-8740. All entries will receive a participation trophy and admission for two for all three days (a \$60 value)

Wait until you check out the following pages. We've got all the bikes that have been featured in the 1993 *Easyriders*, *In the Wind*, and *Biker* magazines right here in this one issue. Now it's up to you to vote on 'em (a very tough task, indeed). We're starting off this awesome collection of fine, custom-made bikes with those featured in the pages of *Easyriders*. Browse, enjoy, then put a stamp



1

SO YOU WANT TO BE A WRENCH?

Owner: Jeff Scuzzaro
City: Chino, California
Builder: Dave DeWoody
Model: 1967 FLH
Issue: *Easyriders* January '93
Photos: Silvermoon

2

CLEAN AND SIMPLE

Owner: Alan Barthelette
City: Holyoke, Massachusetts
Builder: Stanley Stawiarz
Model: 1969 Sportster
Issue: *Easyriders* January '93
Photos: Michael Lichter



2



3

3

RED RIDER

Owner: Chopper Guy's Biker Products, Inc.
City: Hayward, California
Builder: Chopper Guy's
Model: 1946 Knucklehead
Issue: *Easyriders* January '93
Photos: Raiko Hartman and Silvermoon

FEATURE BIKES

VOTE!
It's easy, fun,
and there's
something
in it for YOU!

on a postcard and send in the numbers of your five favorites to:
Easyriders Bike Show Vote, P.O. Box 3000, Agoura Hills, CA 91376-3000. The winners will be awarded at the 6th Annual *Easyriders* Custom Bike and Tattoo Contest in Columbus, Ohio. In fact, it would be damn righteous if you showed up to check out the top bikes (maybe yours!?) and all of the fun in person!

4

RX: SPEED

Owner: Marshall Davis, M.D.
City: Orange County, California
Builder: Burchinal's
Model: 1986 FXRP
Issue: *Easyriders* January '93
Photos: Raiko Hartman



5

BIG-INCH BLACKTOP BAKER

Owner: Desmond D'Anna
City: San Martin, California
Builder: Owner
Model: 1983 Shovelhead
Issue: *Easyriders* January '93
Photos: Peter Dokus



6

JAKE'S DE-RAKE

Owner: Rick and Missy Winfield
City: St. Louis, Missouri
Builder: Korn's Cycle
Model: 1992 Special Const. Panhead
Issue: *Easyriders* February '93
Photos: Steve Coonan

7

GOOD OL' BOYS

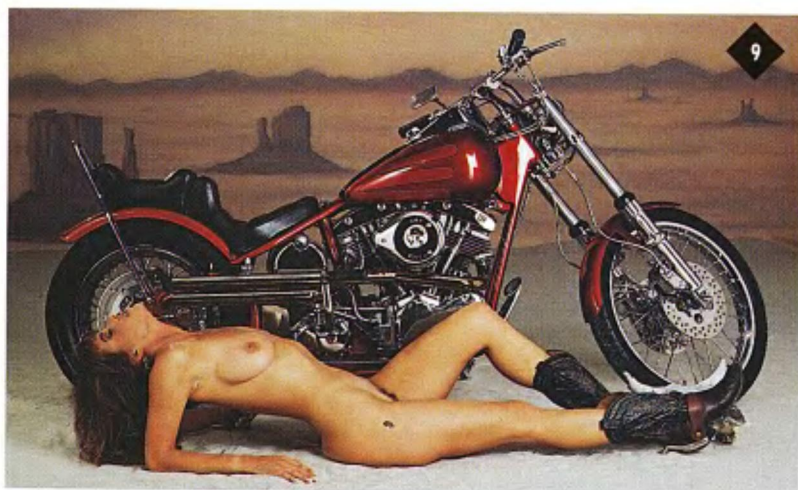
Owner: Donald Niece
City: Whitesburg, Kentucky
Builder: Roger Teague
Model: 1959 FL
Issue: *Easyriders* February '93
Photos: Michael Lichter



8

CAAN'S CUSTOM

Owner: James Caan
City: Beverly Hills, California
Builder: Westbrook Originals
Model: 1988 FXRS Low Rider
Issue: Easyriders February '93
Photos: Silvermoon



9

THREE TIMES AROUND

Owner: Tim Viera
City: Burbank, California
Builder: Owner
Model: 1955 Chopper
Issue: Easyriders February '93
Photos: Silvermoon



10

FRENCH FLYER

Owner: Pascal Chatelin
City: Saint-Cloud, France
Builder: Owner
Model: 1990 Street Racer
Issue: Easyriders February '93
Photos: Kim Photographie



11

THE WRECKING CREW

Owner: Chet Hall
City: Roseville, Michigan
Builder: Chet Hall Enterprises
Model: 1969 Sportster XLCH
Issue: Easyriders March '93
Photos: Steve Coonan

11

FEATURE BIKES

**You be the Judge,
and decide who
should WIN!**



12

HARD BODY CUSTOM

Owner: Lascivious Lorne
City: Toronto, Ontario
Builder: Doug Peterson/Heavy Drag Cycles
Model: 1977 FXE
Issue: Easyriders March '93
Photos: Marty McDougall

13

KEEPING THE FAITH

Owner: Steve Sanders
City: Santee, California
Builder: Steve Sanders
Model: 1971 Chopper
Issue: Easyriders March '93
Photos: Raiko Hartman



'ROUND THE WORLD HARLEY

Owner: Ace and Laurie Martin
City: Everywhere
Builder: Dan Danielson
Model: 1984 FXST
Issue: Easyriders March '93
Photos: Raiko Hartman

RINGATE'S RIDE

Owner: Jim Ringate
City: Minneapolis, Minnesota
Builder: Tony Barrett Cycle/Owner
Model: 1949 FL
Issue: Easyriders March '93
Photos: Michael Lichter

ANOTHER NICE NESS

Owner: Arlen Ness
City: San Leandro, California
Builder: Arlen Ness/Bob Munroe
Model: '90 FXR Softail
Issue: Easyriders March '93
Photos: Raiko Hartman



16



17 FEEDING FRENZY

Owner: Bo Kozak
City: Minneapolis, Minnesota
Builder: D.S. Specialties/Donnie Smith
Model: 1990 Fat Boy (Hamsterized)
Issue: *Easyriders* March '93
Photos: Michael Lichter

18 DUELING DRAG BIKES (1)

Owner: Jeff Fox/Drag Specialties
City: Janesville, Wisconsin
Builder: Donnie Smith
Model: 1992 FLHTC
Issue: *Easyriders* April '93
Photos: Thoen & Associates

19 DUELING DRAG BIKES (2)

Owner: Jeff Fox/Drag Specialties
City: Janesville, Wisconsin
Builder: Donnie Smith
Model: 1992 FXSTC
Issue: *Easyriders* April '93
Photos: Thoen & Associates

20 PHOENIX

Owner: Dan Tool
City: Anaheim, California
Builder: M.D. Custom Bikes
Model: 1961 Panhead
Issue: *Easyriders* April '93
Photos: Silvermoon



21 JETT-PAN

Owner: Roger "Ram Jett" Chatelet
City: Santa Maria, California
Builder: Owner
Model: 1954 Panhead
Issue: *Easyriders* April '93
Photos: Silvermoon



FEATURE BIKES

VOTE
It's easy, fun, and
there's something
in it for YOU!



22

BANDIT'S STEEL WARRIOR

Owner: Bandit
City: Los Angeles, California
Builder: Pat Kennedy
Model: 1992 Bandit
Issue: *Easyriders* April '93
Photos: Raiko Hartman

23

IMAGINE

Owner: Dan Deering
City: Dover, New Hampshire
Builder: Owner
Model: 1952 EL
Issue: *Easyriders* April '93
Photos: Steve Coonan



23



24



25

DOG'S SLED

Owner: Dog
City: Morgantown, West Virginia
Builder: Dog
Model: 1949 Panhead
Issue: *Easyriders* May '93
Photos: Steve Coonan

25

YOY, YOY!

Owner: Andy Iannaccone
City: Oxnard, California
Builder: Owner, Top Dead Center
Model: '37/'65/'71/'90
Shovelpanknuckle
Issue: *Easyriders* May '93
Photos: Silvermoon

26

PAUGHCO'S NEW OLDIES

Owner: Ron Paugh
City: Carson City, Nevada
Builder: Owner
Model: 1938 EL
Issue: *Easyriders* May '93
Photos: Billy Tinney



26



27 CARVED CUSTOM

Owner: Ron Craft
City: San Antonio, Texas
Builder: Li'l John Buttera / Steve Davis
Model: 1993 Evo-powered Custom
Issue: *Easyriders* May '93
Photos: Raiko Hartman

28 PRIME TIME

Owner: E.Z. Winarsky
City: Glendale, California
Builder: E.Z. and Mil
Model: 1991 Commuter
Issue: *Easyriders* May '93
Photos: Peter Dokus, Silvermoon



29



29 PANHEAD FROM HELL

Owner: Arlin Fattland
City: Denver, Colorado
Builder: Fantasy In Iron
Model: 1959 Panhead
Issue: *Easyriders* June '93
Photos: Michael Lichter

30 LO SNO

Owner: Jim Stephens
City: Ft. Lauderdale, Florida
Builder: Many
Model: 1991 FXR
Issue: *Easyriders* June '93
Photos: Michael Lichter

**You be the Judge,
and decide who
deserves to WIN!**

FEATURE BIKES



31

31

CHOPPERS LIVE!

Owner: Lou & Linda Falcigno
City: Ft. Pierce, Florida
Builder: C&L Hog Shop
Model: 1992 Custom Pan/Evo
Issue: Easyriders June '93
Photos: Don Rogers

32

OFF AND RUNNING

Owner: Bob Eatherton
City: Holbrook, Massachusetts
Builder: Sansone/Cycle Fab
Model: 1989 Softail
Issue: Easyriders June '93
Photos: Steve Coonan

33

OUR 22ND ANNIVERSARY CELEBRATION

Owner: Joshua Doman
City: Malibu, California
Builder: Brouett/McCluskey
Model: 1992 Rubbermount Rigid
Issue: Easyriders June '93
Photos: Raiko Hartman

34

RAT TO CLASSIC

Owner: Dave Reed
City: Fargo, North Dakota
Builder: Owner
Model: 1958 Duo-Glide
Issue: Easyriders July '93
Photos: Michael Lichter



32



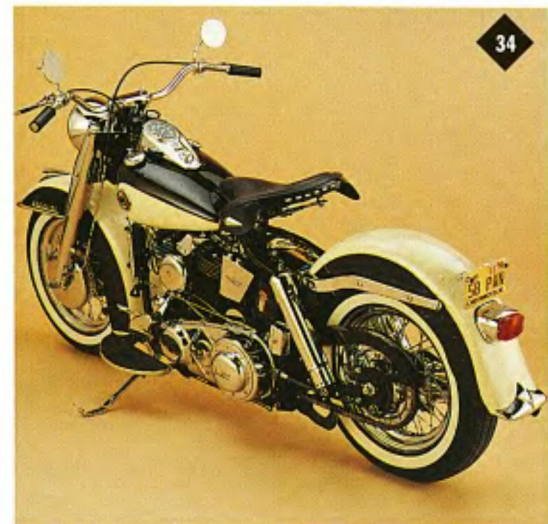
33

35

LE PAPILLON

Owner: Dewey & Ginny Morris
City: West Palm Beach, Florida
Builder: Owners
Model: 1986 FXSTC
Issue: Easyriders July '93
Photos: Silvermoon

34



35

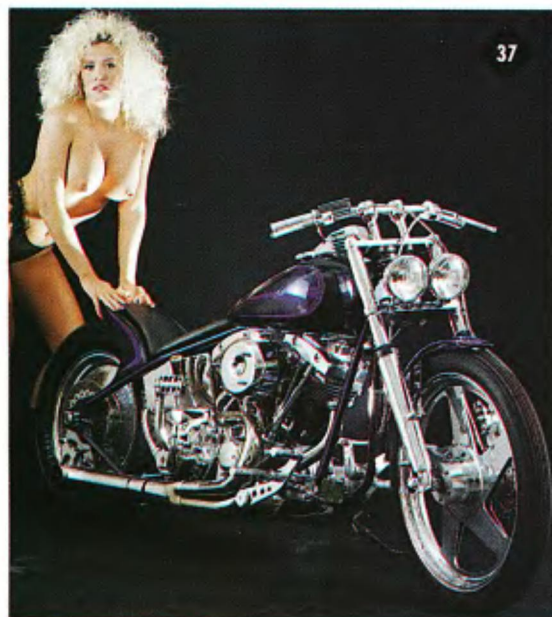


**36 HARLEYS, HOGS, AND HOODS**

Owner: Silvermoon
 City: The Good Ol' USA
 Builder: Classic Cycles
 Model: 1992 Custom Pan
 Issue: Easyriders July '93
 Photos: Silvermoon

37 LIVING THE DREAM

Owner: Mike McGinley
 City: San Diego, California
 Builder: American-Made/Owner
 Model: 1993 Custom
 Issue: Easyriders July '93
 Photos: Raiko Hartman

**38 SERIAL NUMBER 13**

Owner: Bruce Dorn
 City: Los Angeles, California
 Builder: Damian Gregory / Owner
 Model: 1990 XLCRR 1200
 Cafe Nouvelle
 Issue: Easyriders July '93
 Photos: Peter Dokus

39 DRAWING FROM LIFE

Owner: Buck Lewis
 City: Providence, Rhode Island
 Builder: Owner
 Model: 1957 FLH
 Issue: Easyriders August '93
 Photos: James Beards

40 EVOLUTION

Owner: David Pittman
 City: Seattle, Washington
 Builder: Owner
 Model: 1974 Super Glide
 Issue: Easyriders
 August '93
 Photos: Silvermoon



FEATURE BIKES

Vote for the
BEST or Ride
with the
Rest!



41

RAZORBACK'S REVENGE

Owner: Rolando Santos
City: Miami Beach, Florida
Builder: Razorback's Motorworks
Model: 1992 Fat Boy
Issue: *Easyriders* August '93
Photos: Dan Rogers

42

EVO INDIAN

Owner: Mac Turnipseed
City: Tacoma, Washington
Builder: Dick Washer,
Downtown H-D
Model: 1991 FLST-I (Indian)
Issue: *Easyriders* September '93
Photos: Michael Lichter

43

UNFORGETTABLE FIRST

Owner: Raymond Demers
City: Brassard, Quebec
Builder: Owner and Mike Messier
Model: 1990 FXSTC
Issue: *Easyriders* August '93
Photos: Steve Coonan



42



43

44

HELL ON WHEELS

Owner: Tak Asproloupos
City: White Rock, B.C.
Builder: Owner
Model: 1992 Evolution
Issue: *Easyriders* September '93
Photos: Michael Lichter

45

FRIED HOG

Owner: Craig Holzem
City: Milwaukee, Wisconsin
Builder: Milwaukee Iron Custom Cycle
Model: 1977 FLH
Issue: *Easyriders* August '93
Photos: Steve Coonan



44



45



46

46

SCREAMIN' SHOVEL

Owner: Ron Lindquist
City: Warren, Michigan
Builder: Line-Quest Performance
Model: 1978 FLH Classic Pro-Street
Issue: Easyriders September '93
Photos: Steve Coonan

47

HOT AND BOTHERED

Owner: Frank Williams
City: Keller, Texas
Builder: Custom Touch
Model: 1984 FXST
Issue: Easyriders September '93
Photos: Michael Lichter

**Be the Judge...
pick the winner!**



47

48

IT'S NO HOBBY

Owner: Bruce Whitted
City: Rootstown, Ohio
Builder: Indian Motorcycle Co.
Model: 1947 Indian Chief
Issue: Easyriders September '93
Photos: Steve Coonan

49

LET THE LAND DECIDE

Owner: Jeff Arsenault
City: Southbridge, Massachusetts
Builder: Hawg Shop, Owner
Model: 1965 FLH
Issue: Easyriders October '93
Photos: Steve Coonan



48



49

FEATURE BIKES



50

THUNDER TWIN

Owner: Ben Kudon
City: Milford, Connecticut
Builder: Owner/Krazy Ray Mach.
Model: 1992 Custom Panhead
Issue: *Easysiders* October '93
Photos: Steve Coonan

51

WORTH A SECOND LOOK

Owner: Ron Simms
City: Hayward, California
Builder: Dennis Mulvihill/BACC
Model: 1993 Simms Custom
Issue: *Easysiders* October '93
Photos: Raiko Hartman

52

ONE VICIOUS CYCLE

Owner: Ken Bruno
City: Bristol, Rhode Island
Builder: OZ Motorcycle
Model: 1974 Shovelhead
Issue: *Easysiders* October '93
Photos: Steve Coonan



51



52

53

DANGEROUS TOY?

Owner: Vince Trasatti
City: Audubon, New Jersey
Builder: Cycle Fabrications
Model: 1985 Sportster
Issue: *Easysiders* October '93
Photos: Steve Coonan

54

A TWO-WHEELED TRIBUTE

Owner: Rudy Villaseñor
City: Hayward, California
Builder: Ron Simms
Model: 1988 FXR
Issue: *Easysiders* November '93
Photos: Steve Coonan



53



54



55

1948 RESTORATION

Owner: David Milton
City: Pleasanton, California
Builder: Dave Newman
Model: 1948 Panhead with Sidecar
Issue: *Easyriders* November '93
Photos: Steve Coonan

56

BOULEVARD BULLY

Owner: Bob Kay and Dave Perewitz
City: Foxboro, Massachusetts
Builder: Cycle Fab
Model: 1992 Custom Softail
Issue: *Easyriders* November '93
Photos: Steve Coonan

57

LITTLE HARRY & BIG H

Owner: Harry Milano
City: Eastchester, New York
Builder: Motorcycle Center
Model: 1977 Sportster
Issue: *Easyriders* November '93
Photos: Steve Coonan, Bill Ellis

58

SHADES OF GRAY

Owner: Emmerson Turney
City: Guelph, Ontario
Builder: Bob McKay's H-D
Model: 1992 Fat Pan
Issue: *Easyriders* November '93
Photos: Charles Van Den Ouden



56

57



58



FEATURE BIKES

VOTE!
It's easy, fun, and
there's something
in it for YOU!



59

LEA'S PREMIER CUSTOM

Owner: Lea Brunson
City: Orlando, Florida
Builder: Milwaukee Iron
Model: 1979 FXE
Issue: Easyriders December '93
Photos: Michael Lichter

60

NO BOLT-ONS FOR THIS BRO

Owner: Mike Grego
City: Millford, Connecticut
Builder: Owner
Model: 1993 FXRST
Issue: Easyriders December '93
Photos: Steve Coonan

61

THE 1994 ELECTRA GLIDE ROAD KING

Owner: H-D
City: Milwaukee, Wisconsin
Builder: H-D
Model: 1994 Road King
Issue: Easyriders December '93
Photos: Raiko Hartman

62

GENE'S GEM

Owner: Gene Leal
City: Defiance, Ohio
Builder: Owner/Cupp's Custom Cycle
Model: 1981 Custom FLH
Issue: Easyriders December '93
Photos: Steve Coonan

59



60

61



62

63

THIRTY YEARS IN THE SADDLE

Owner: Barry Cooney
City: San Diego, California
Builder: Arlen Ness, Owner
Model: 1987 FXR
Issue: Easyriders December '93
Photos: Raiko Hartman



63



EASYRIDERS

BIKE & TATTOO

SHOW TOUR

BALLO

NO. CLASS

David M. Ward

Here are the bikes from the Reader's Ride section of *Easysriders* magazine. Now these bikes may not have received as complete a coverage as they deserved (due to photographic shortcomings), but that doesn't mean they should be ruled out from your vote! In fact, these gems may just have that edge you were lookin' for! However you decide to vote, remember to write your top five choices on the back of a postcard, and then send it in to *Easysriders* Bike Show Vote, P.O. Box 3000, Agoura Hills, CA 91376-3000.



64 DAN GALLAGHER
City: Long Beach, California
Builder: Owner
Model: 1989 XL Sportster
Issue: *Easysriders* January '93
Photos: Kim Peterson

65 PAUL BROCK
City: West Palm Beach, Florida
Builder: Owner
Model: 1946 Knuckle w/sidecar
Issue: *Easysriders* February '93
Photos: Billy Tinney



66 PERCY BARRETTO SR.
City: Maui, Hawaii
Builder: Owner
Model: 1977 Sportster
Issue: *Easysriders* March '93
Photos: Billy Tinney

67 MYRON LARABEE
City: Scottsdale, Arizona
Builder: Owner
Model: 1989 Heritage
Issue: *Easysriders* April '93
Photos: Paul Martinez

68 GRAHAM LONGLEY
City: Adelaide, Australia
Builder: Owner/Dale Cavanagh
Model: 1985/1987 FXR
Issue: *Easysriders* May '93
Photos: Taranak



FEATURE BIKES

**You be the Judge
and decide who
should WIN!**



69

69

JIM FOUST

City: Danville, Pennsylvania
Builder: Owner
Model: 1986 XLH
Issue: *Easyriders* June '93
Photos: Billy Tinney

70

RAY HALL

City: Tampa, Florida
Builder: Owner
Model: 1966 FL
Issue: *Easyriders* August '93
Photos: Pat Randle



70

71

BOB ROOSA

City: Feeding Hills, Massachusetts
Builder: Owner
Model: 1975 Shovelhead
Issue: *Easyriders* September '93
Photos: Billy Tinney

72

ANDERS LINCOLN

City: Landskrona, Sweden
Builder: Owner
Model: 1990 Evo
Issue: *Easyriders* October '93
Photos: Christer Johansson



71

73

DEWEY MORRIS

City: West Palm Beach, Florida
Builder: Milwaukee Iron
Model: 1978 FL
Issue: *Easyriders* November '93
Photos: Michael Lichter

74

RICK FAIRLESS

City: Irving, Texas
Builder: Owner/Gary Mackie
Model: 1965 "Bad Pan"
Issue: *Easyriders* December '93
Photos: Michael Lichter



73



72



74

FOXY RIDERS

Ain't she sweet! Yep, there were women behind each and every one of these bikes featured in the Foxy Rider section of *Easyriders*.

After all, 1993 was the year of the woman, and these bikes do have just as much of a chance at winning as any of the other bikes featured among these pages. How about that woman workmanship? Think about all of your choices, then vote for your top five and send to: *Easyriders* Bike Show Vote, P.O. Box 3000, Agoura Hills, CA 91376-3000.



75

75

NINA BARONE

City: Lafayette, Colorado
Builder: Owner, Nina Barone
Model: 1949 WL
Issue: *Easyriders* April '93
Photos: Michael Lichter

76

DANNA JO REXROAD

City: Tucson, Arizona
Builder: Owner
Model: Originally a 1976 Super Glide
Issue: *Easyriders* January '93
Photos: Danna Jo Rexroad



76



77

77

JOYE COMPTON

City: Indianapolis, Indiana
Builder: Bret VanAlst
Model: 1956 K-model
Issue: *Easyriders* January '93
Photos: Jeremy Eldridge

78

BEVERLY BENNETT

City: St. Petersburg, Florida
Builder: H-D
Model: 1979 Sportster
Issue: *Easyriders* January '93
Photos: Pat Randle

79

DAISY LEE MAY

City: Summerfield, North Carolina
Builder: Rick Murrow
Model: 1976 FXE Super Glide
Issue: *Easyriders* March '93
Photos: Bill Ellis

78



80

LIZ CORRIGAN

City: Houston, Texas
Builder: H-D
Model: 1989 Sportster
Issue: *Easyriders* January '93
Photos: Pat Randle



79



80

FEATURE BIKES

VOTE!

It's fun, easy, and there's something in it for You!

81

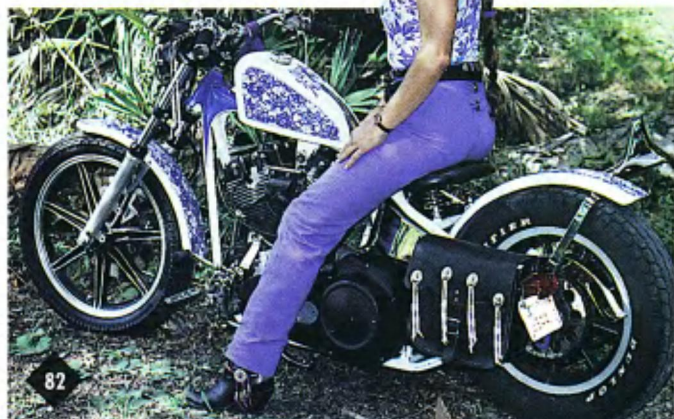
81. DIANE SCHUTT
City: Westminster, Colorado
Builder: Owner/American
Model: 1979 Low Blow
Issue: *Easriders* June '93
Photos: Michael Lichter



81

82

82. RENE SEGRAVES
City: Leesburg, Florida
Builder: Chris "Stump" Segraves
Model: 1965 FLH
Issue: *Easriders* July '93
Photos: Pat Randle



82

83

83. SYLVIE LAVOIE
City: Danbury, Connecticut
Builder: Owner
Model: 1975 XLH Sportster
Issue: *Easriders* August '93
Photos: Michael Lichter



83

84



84

84. GAIL CALHOUN
City: Longview, Texas
Builder: The Harley Shop/Jeff Brown
Model: 1991 FXRP
Issue: *Easriders* September '93
Photos: Michael Lichter

85



86

86. DANIELLE MCGUIRE
City: Pinewood Springs, Colorado
Builder: Owner/M-Tek
Model: 1990 FXRSP
Issue: *Easriders* November '93
Photos: Michael Lichter

85

LISA "THE WEEZER" NOESSER
City: Orange, California
Builder: Paul Noesser
Model: '89 Special Construction Shovel
Issue: *Easriders* October '93
Photos: Nancy Cairns



86

87

CONISS "LEATHERS" LANCRIET
City: Ft. Morgan, Colorado
Builder: Owner
Model: 1955 FLH
Issue: *Easriders* December '93
Photos: Michael Lichter

87



This mag is all about riding and photography, but six times a year we take a motorcycle and a model seriously. If you think these puppies deserve to be the best of the best, then by all



88

88

BUNGEE BLUES BUSTER

Owner: Dean "Deno" Wiarda
City: Passaic, New Jersey
Builder: Owner
Model: 1941 EL
Issue: In The Wind January '93
Photos: Silvermoon

89

SPIRIT OF CHRISTMAS PAST

Owner: Holden McIntosh
City: Visalia, California
Builder: Owner
Model: 1990 Evo Rigid
Issue: In The Wind March '93
Photos: Raiko Hartman



89



90

90

BIG TOE

Owner: Leon Hatcher
City: Clovis, California
Builder: Owner
Model: 1972 Big Toe Shovelhead
Issue: In The Wind May '93
Photos: Ron Jaffe

FEATURE BIKES

**You be the Judge,
decide who will
WIN!**

means send in the vote! Don't forget, select your five favorites, write them down, and then send to: *Easyriders* Bike Show Vote, P.O. Box 3000, Agoura Hills, CA 91376-3000.

91

BACKPACKIN' BOBBI

Owner: Tom Noel
City: Thousand Oaks, California
Builder: Owner
Model: 1951 FL Chopper
Issue: *In The Wind* July '93
Photos: Raiko Hartman



92



92

DAYTONA STORM

Owner: Hector Sedano
City: Petaluma, California
Builder: Owner
Model: 1986 FXWG
Issue: *In The Wind* September '93
Photos: Raiko Hartman

93

SYMBOLIC SCOOT

Owner: Robb and Cyndi Bouey
City: Lynnwood, Washington
Builder: Robb and Otto
Model: 1978 FXSTC
Issue: *In The Wind* November '93
Photos: Ron Jaffe



Voting for the Fox of the month is a hard enough task. Now you have to choose from 12! Yes, Harley riders and readers, we're asking you to select one (sorry, only one) of these fine babes to be the 1993 Fox Of The Year! Now, now, don't drool so much that you smear up these pages, because you've got to study and analyze each of these pretty mammas! Vote for the one you'd prefer to take a long ride with (on your bikes, of course. What else?).



94 DONNA

City: Farmingdale, New York
Month: August '92 Fox Hunt Winner
Featured: *Easyriders* January '93
Photo: Raiko Hartman

94. New Yorker DONNA, on Marshall Davis' '86 FXRP, likes shakin' it up at biker bars. This raven-haired, lusty-lookin' lady made us re-write our New Year's resolutions.



95 TIFFANI

City: San Luis Obispo, California
Month: September '92 Fox Hunt Winner
Featured: *Easyriders* February '93
Photo: Silvermoon



95. Sexy cowgirl TIFFANI can get mighty rowdy. This California girl studied Animal Science in college, so she could practice her animal screams atop Tim Viera's 1955 chopper.

96 SHEILA

City: Minneapolis, Minnesota
Month: October '92 Fox Hunt Winner
Featured: *Easyriders* March '93
Photo: Michael Lichter

96. SHEILA, the body-bouncin' blonde babe from Minneapolis, can shake you into submission with her wild dance moves. She's shiverin' all over Jim Ringate's 1949 FL.

FOX HUNT

The lucky lady who wins the 1993 Fox Of The Year title will win \$1,000, and will be honoring everyone with her presence at the *Easyriders* Sixth Annual Invitational Bike and Tattoo Show in Columbus, Ohio. So make a difference and cast your vote. Simply write down the name and number of the foxy lady you like best on a postcard, or the back of an envelope (one vote per stamped piece of mail) and send it to: 1993 Fox Of The Year, P.O. Box 3000, Agoura Hills, CA 91376 -3000.

97

BETH

City: Pittsburgh, Pennsylvania
Month: December '92
Fox Hunt Winner
Featured: *Easyriders* May '93
Photo: Silvermoon

97. BETH, the scrumptious blonde with Andy Iannaccone's '37/'65/'71 shovel-panknuckle, stirs us up with her come-hither hot figure. Enjoy this Pittsburgh native's pumpin' petite frame.



98



98

JULIA

City: Kazan, Russia /Lake Worth, Florida
Month: November '92 Fox Hunt Winner
Featured: *Easyriders* April '93
Photo: Silvermoon

98. Betcha want an Iron Curtain closing in on you with JULIA, this Russian native on Roger Chatelet's 1954 panhead. Her exotic stare beckons the brave to discover her secret parts.

VOTE!
Pick the Fox
of your
choice!

99

KIM

City: Anchorage, Alaska
Month: January '93 Fox Hunt Winner
Featured: *Easyriders* June '93
Photo: Steve Coonan

99. Many men want to lei with KIM, the Hawaiian native posing pretty with Bob Eatherton's 1989 Softail. Now livin' in Alaska, she could melt a glacier with her hot looks.



99



100 **KIRA**

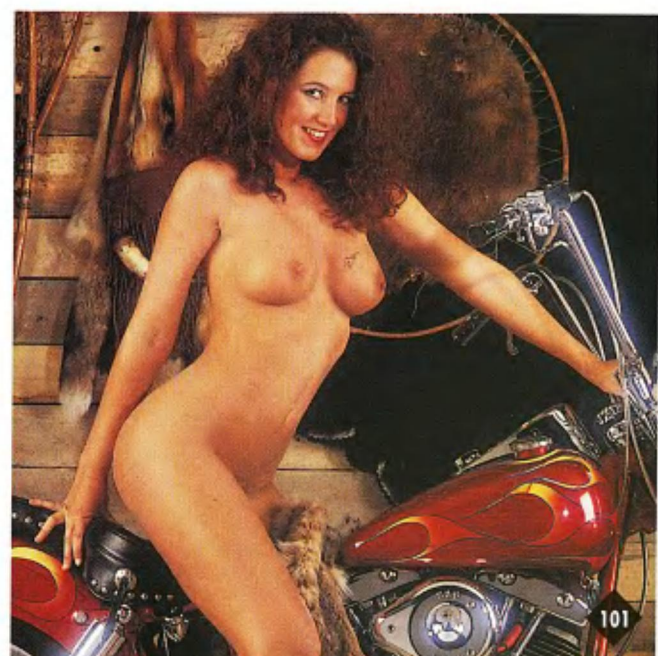
City: Temecula, California
Month: February '93 Fox Hunt Winner
Featured: *Easyridders* July '93
Photo: Raiko Hartman

100. KIRA, this blonde bombshell on Mike McGinley's 1993 custom shovel, has that rough 'n' tough, can't-get-enough look that makes the earth shake in the Golden State.

101 **WENDY**

City: Clearwater, Florida
Month: March '93 Fox Hunt Winner
Featured: *Easyridders* August '93
Photo: Steve Coonan

101. Snuggle up with WENDY, who's right at home on a bear skin rug in a mountain cabin. Her country girl looks mix mighty nice with Craig Holzem's 1977 FLH.



102 **TRACEY**

City: Broomfield, Colorado
Month: April '93 Fox Hunt Winner
Featured: *Easyridders* September '93
Photo: Michael Lichter

102. You'll get a Rocky Mountain high after glimpsing Colorado native TRACEY. Her refreshingly lithe frame, here with Frank Williams' 1984 FXST, gave us a breath of fresh air.



FOX HUNT

Choose a winner.
It's fun and easy.



103

TAMMY

City: Daytona Beach, Florida
Month: May '93 Fox Hunt Winner
Featured: *Easyriders* October '93
Photo: Steve Coonan

103. Beautiful, buxom TAMMY, here with Ken Bruno's 1974 shovelhead, feels finest when she's jigglin' her body for bros. The wavy-haired brunette can get a rise outta her men.



104

CINDI

City: Mt. Gilead, North Carolina
Month: June '93 Fox Hunt Winner
Featured: *Easyriders* November '93
Photo: Bill Ellis

104. Outdoorsy CINDI loves diving into the unknown (as a certified diver). This mesmerizing mermaid made her way to the shore to pose atop Harry Milano's 1977 Sportster.



105

105

TRACY

City: Liverpool, New York
Month: July '93 Fox Hunt Winner
Featured: *Easyriders* December '93
Photo: Steve Coonan

105. Deeply sensual TRACY, seen here with Mike Grega's 1993 FXRST, will soothe the savage beast with her long legs, brown locks, and luscious lips.

Thank goodness for *Biker*, the bi-monthly-soon-to-go-monthly events magazine. It features biker events worldwide, and still maintains that famed rough edge. Each issue highlights five awesome bike features, and all the ones from 1993 are here for your viewing, and possible vote. Perhaps you can give these bad-ass bikes a chance! Send in your top five choices to: *Easyriders* Bike Show Vote, P.O. Box 3000, Agoura Hills, CA 91376-3000.

106 THE LONGEST HARLEY IN THE WORLD

Owner: Hakan "Hanken" Andersson
City: Goteborg, Sweden
Builder: Owner/MC Konsult
Model: 1987 Softail
Issue: *Biker* February '93
Photos: Robert Lofgren, Motorgraphics



107 ROY, FROM BOWIE

Owner: Roy Chamberlin
City: Bowie, Maryland
Builder: C and C Cycle
Model: 1980 FXWG
Issue: *Biker* February '93
Photos: Michael Lichter



108 IN MEMORY OF STEVE

Owner: Steve Sweatlock, Malcolm Ross
City: Emerson, New Jersey
Builder: Owner/Malcolm Ross
Model: 1978 FLH
Issue: *Biker* February '93
Photos: Michael Lichter



109 AMERICAN THUNDER

Owner: Chuck Haynes
City: Lompoc, California
Builder: Owner
Model: 1985 Lo Fat
Issue: *Biker* February '93
Photos: Silvermoon

110 THE GOOD OLD STUFF

Owner: John "Cowboy" Fisher
City: Sabattus, Maine
Builder: Mike "Iceman" Behr/Owner
Model: 1947 FL
Issue: *Biker* February '93
Photos: Michael Lichter



FEATURE BIKES

111

BEAUTY AND THE BEST

Owner: Larry Mack Easley
City: Houston, Texas
Builder: Owner
Model: 1990 FXRS
Issue: *Biker* April '93
Photos: Billy Tinney



113

IT CAME FROM A FRAME

Owner: Dan Cook
City: Redding, California
Builder: Owner
Model: 1946 Indian Chief Roadmaster
Issue: *Biker* April '93
Photos: Raiko Hartman

112

MIDNIGHT MISTRESS

Owner: Larry Entwistle
City: Framingham, Massachusetts
Builder: Owner/Jimmy/Rick
Model: 1983 Sturgis
Issue: *Biker* April '93
Photos: Michael Lichter

114

STATEMENT MAKIN' SPORTSTER

Owner: Chip McKenzie
City: Charlotte, North Carolina
Builder: T Bird Performance
Model: 1988 Sportster
Issue: *Biker* April '93
Photos: Michael Lichter

112



113



115

ENVIRONMENTALLY CORRECT RAT BIKE

Owner: Milo Anderson
City: Roseburg, Oregon
Builder: Owner
Model: Multiyear Rat
Issue: *Biker* April '93
Photos: Billy Tinney

116

TATOR'S MOTOR-VATOR

Owner: Gary "Tator" Gilmore
City: Spencer, Iowa
Builder: Chrome Horse (Spencer, Iowa)
Model: 1991 Double Evolution
Issue: *Biker* June '93
Photos: Michael Lichter

114



115



116





117

BEAVER'S SHOT

Owner: Walter "Beaver" Wilson
City: Boca Raton, Florida
Builder: Owner/Big Jim
Model: 1964 Panhead
Issue: Biker June '93
Photos: Silvermoon

118

SNOW SHOVEL

Owner: Pete Smith
City: Lockport, New York
Builder: The Motorcycle Supermarket
Model: 1991 FLH Shovelhead
Issue: Biker June '93
Photos: Michael Lichter



118

119

AMAZING

Owner: Loren & Connie Mays
City: Clarksville, Tennessee
Builder: Owner
Model: 1991 Shovelhead
Issue: Biker June '93
Photos: Michael Lichter

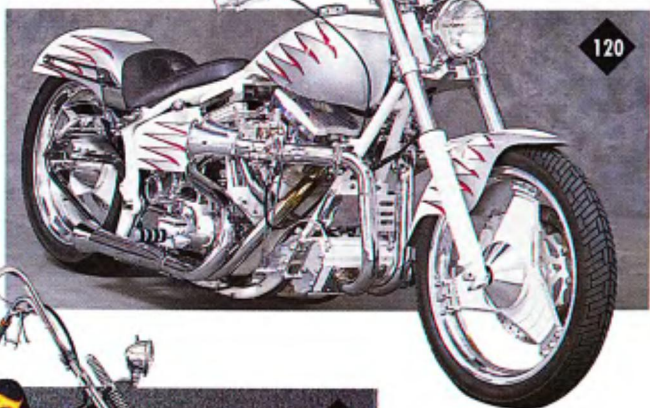
120

SUPER CHARGED STREETER

Owner: Cory Ness
City: San Leandro, California
Builder: Owner/Bob Munroe/Dominator
Model: 1987 Blown FXST
Issue: Biker June '93
Photos: Raiko Hartman



119



120

121

A HARDLINER'S MOUNT

Owner: Michael T.
City: Fort Pierce, Florida
Builder: C&L Hog Shop
Model: 1967 Shovelhead
Issue: Biker August '93
Photos: Silvermoon



121

FEATURE BIKES

**You be the Judge,
decide the winner!**

122

PAPPY'S PAN

Owner: Big David and Li'l Deb Richardson
City: Orcutt, California
Builder: Owner
Model: 1951 Panhead
Issue: *Biker* August '93
Photos: Raiko Hartman

122

123

GRAY MATTER

Owner: Michael Ferraro
City: Richmond, Virginia
Builder: Departure Bike
Model: 1985 FXR
Issue: *Biker* August '93
Photos: Michael Lichter

124

SHOW ME!

Owner: Tuck Thompson
City: St. Joseph, Missouri
Builder: Owner
Model: 1980 H-D Trike
Issue: *Biker* August '93
Photos: Michael Lichter

125

PAWN SHOP SPORTY

Owner: Chris and Shellie Drent
City: Salt Lake City, Utah
Builder: Owner/Unique Trailers & Custom Cycle
Model: 1974 Sportster
Issue: *Biker* August '93
Photos: Rip Black

123



124



125



126

BONY RIDER

Owner: David Day
City: Marysville, Washington
Builder: H-D/Owner
Model: 1931 Flathead
Issue: *Biker* October '93
Photos: Michael Lichter

127

BIG RED'S

Owner: Ed "Red" Ransdell
City: Waltherville, Oregon
Builder: Mr. "H" and Mr. "D"
Model: 1946 WL Deluxe
Issue: *Biker* October '93
Photos: Michael Lichter

126



127





128



129

128

INDIAN RITUAL

Owner: Bill Relyea
City: Healdsburg, California
Builder: Ken Kukrall
Model: 1947 Indian Chief
Issue: Biker October '93
Photos: Steve Coonan



130



131



132

129

AN IRON BUTT'S PUTT

Owner: Maxie Trero
City: Conroe, Texas
Builder: Owner
Model: 1982 Wide Glide
Issue: Biker December '93
Photos: Michael Lichter

130

A CASE OF THE BLUE MEANIES!

Owner: Dan Babcock
City: Endicott, New York
Builder: Owner
Model: 1985 Softail
Issue: Biker December '93
Photos: Steve Coonan

131

131.DEFOGGED

Owner: Bob Foley
City: Vero Beach, Florida
Builder: Owner/Bob Mason
Model: 1978 Shovelhead
Issue: Biker December '93
Photos: Michael Lichter

132

PURPLE HONDA EATER

Owner: Bob Gerlich
City: Waxahachie, Texas
Builder: Owner
Model: 1978 Lowrider
Issue: Biker December '93
Photos: Michael Lichter

133

LETHAL WEAPON

Owner: Jett
City: Somewhere, USA
Builder: Damon's
Model: 1992 Custom
Issue: Biker December '93
Photos: Silvermoon



133

BIKES



134

PRECIOUS FEW

Owner: Frank Gates
City: Springfield, Illinois
Builder: Owner
Model: 1943 H-D U
Issue: Biker October '93
Photos: Steve Coonan

135

BAT OUTA HELL

Owner: Tom Markert
City: New York City, New York
Builder: Cycle Fab
Model: 1978 FXE
Issue: Biker October '93
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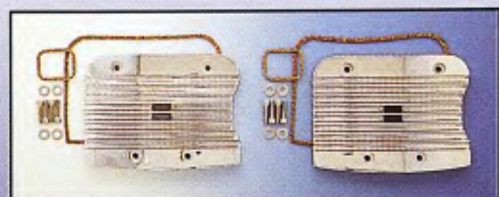
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**BIKE &
TATTOO
SHOWS** '93

*"Welcome Back My Friends,
To The Show That Never Ends..."*

individual: "A distinct, indivisible entity" (*Random House Dictionary*). The 1993 *Easyriders* Bike and Tattoo Show Tour had plenty of examples of that, 'cause if custom rides and killer tats don't tell the world where you're at, what does? But not everyone had the opportunity to party with the righteous, admire hours of wrenching, and be blown away by living ink art. So for those of you who couldn't be there, here's a 1993 Bike And Tattoo Show recap to give you a taste of the tour that lit up cities all across America.

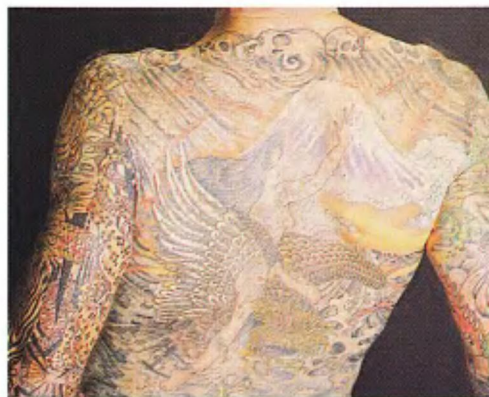
Things started with a finish—kinda—in Columbus, Ohio, February 19-21. That's where the Best of Show bikes from the previous season competed for shares of \$35,000. Outside the Veterans Memorial Hall, it was colder than a hooker's heart, but Jack Daniel's was playing weatherman inside, and the party heated right up.

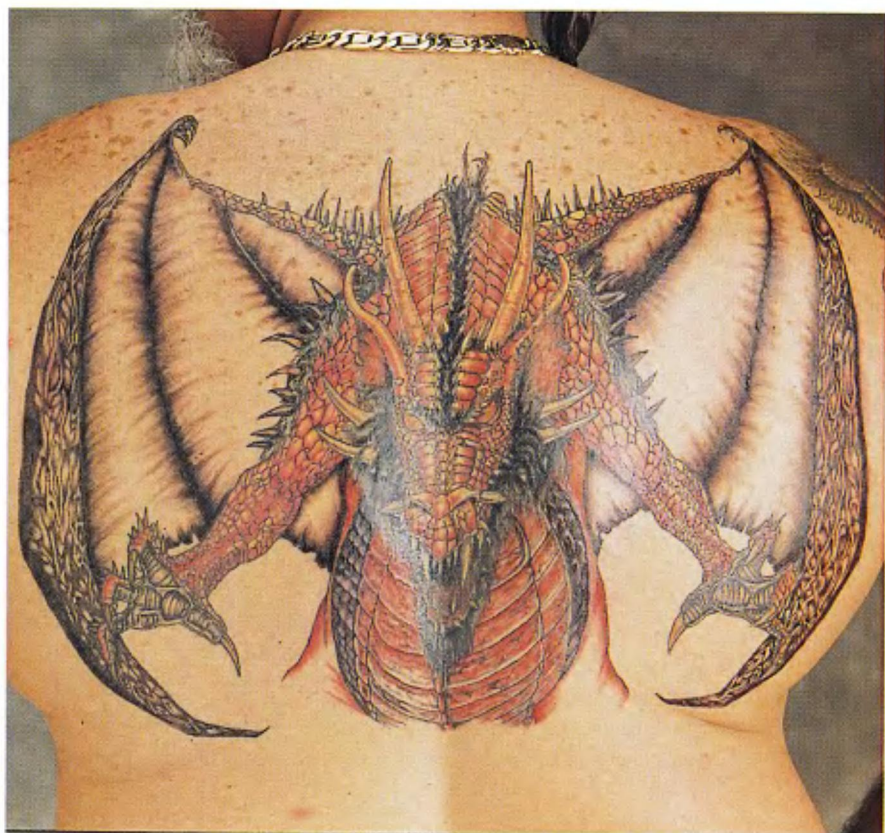
The Burnt River Band slammed tunes while folks checked out the iron. These "best of the best" reminded you of how far a wrench can turn the Harley dream. The tats were mighty awesome, too—another view of individual expression.

The Solano County Fairgrounds in Vallejo, California, March 3-5, brought a new batch of bikes and ink. This was the first major spring run for some, who were duly rewarded with killer weather. There were plenty of vendors on hand, and BB Chung King and The Screaming Buddha Heads showed the straight-up crowd what the blues were all about. There'll be a complete roundup of all the Bike and Tattoo Shows in the upcoming March 1994 issue of *In The Wind*. (#62).

Shutters were clicking to grab motor memories, and a few caught our own Tammy Robinson. She's the infamous Lady In Red on the cover of the May 1993 issue of *Tattoo*, with her matching thigh portrait. Besides being the photo editor at *Tattoo*, Tammy makes and keeps the contestant end of the shows running smoothly.

Next stop, Waco, Texas, March 19-21, and the Heart O' Texas Fairgrounds. Biblical scholars







recall that David Koresh had an event of his own going on, but nobody even noticed. They were too busy admiring street customs housed in Cal Pro Street Frames. The Texas show saw mostly shovels and blockheads, with a respectable turnout of bikes.

A Country Crafts Fair was going on next door. You can imagine the scene—women in high neck dresses with their hair-just-so, selling Kachina dolls and other knick-knacks. It was a meeting of country cuties and American iron and ink, all in one arena. Ah, America, the land of diversity . . .

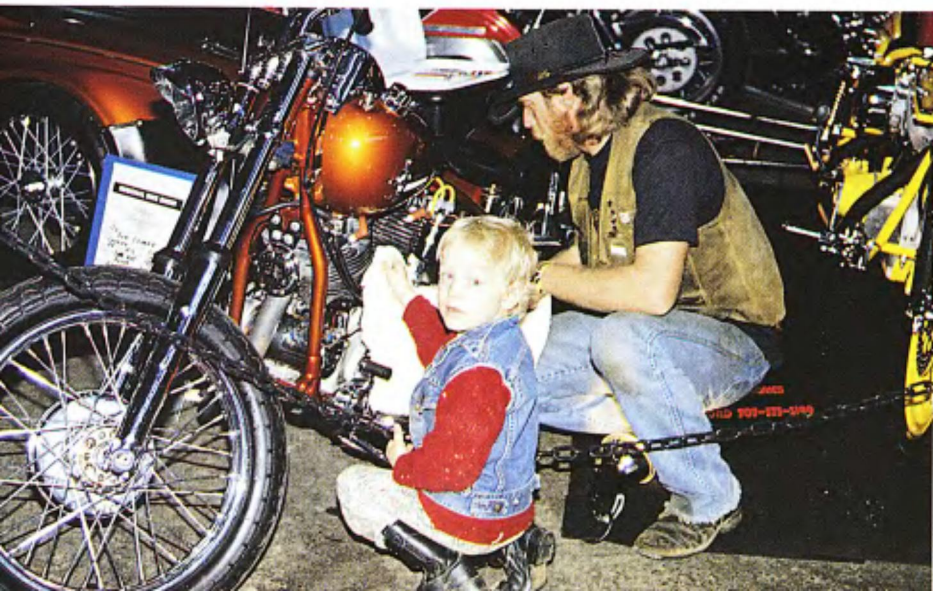
Then it was on to the great Pacific Northwest and Seattle, Washington, April 2-4. It was a first-time visit for this rag and we made the most of it at the Seattle International Trade Center. Coulda done without the rain, but that didn't stop the dedicated brothers and sisters from providing the largest turnout of 1993. How about that all-black 1931 VL, or the sea and sand showcase exhibit for the 1954 pan/shovel?

Seattle may be the home of grunge rock, but Meantown Blues played anything but. A good tat turnout left inkslingers and admirers wanting more, and the weather behaved on Sunday for the awards ceremony.

The Middletown, New York, show, April 16-18, at the Orange County Fairgrounds kept the spirit rolling. Superb facilities (including a full-blown indoor restaurant) really made our day. There were plenty of burning East Coast scoots, loaded with the newest high-tech components and wild-ass paint jobs. The tat turnout was hot, with no shortage of craftsmanship on those seasoned, "what's a little 20-below?" hides.

Actually, the weather was only rainy and cold, not nasty enough to keep thousands of true believers away. Besides, Dessler Blues helped you forget there were gray skies anywhere. With vendors, bikes and flesh galore, who cared what was going on outside?

But damn if things weren't finished before they started, 'cause before you knew it, Daytona Beach, Florida, April 31-May 2, was in your face. From the Howard Johnson →





Conference Center on Friday night, you could see a wicked sunset, with Dutch and the Masters helping to launch the party. Two standouts were Dewey Morris' 1978 FL Vietnam Express tribute bike and a screaming purple dragster (due to grace these very pages).

Randy Simpson's 1975 shovel was so damn impressive that this rag bought the damn thing with plans to give it away as part of a sweepstakes. Now what they *shoulda* bought was the long-legged blonde selling J.D. coolers . . .

Other standouts were vendors like Legal Eagle, The 4L Company, and Divine Gypsy. These diehards were at every show, making sure you had plenty of goodies to recall the '93 tour. And a big, final thanks has to go to Leon Hatcher and his *Easyriders* Truck Crew.

What more can I say? The tour starts again with *Easyriders* Invitational Bike Show in Columbus, Ohio, February 18-20, 1994. You know where the season starts, and it's a party that never ends.

—Drummer



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BIKE SHOW WINNERS

VALLEJO, CALIFORNIA, MARCH 5-7, 1993

BEST OF SHOW

- 1st: Rudy Villaseñor
- 2nd: William Relyea
- 3rd: Hector Sedano
- 4th: Ron Simms
- 5th: David Milton

- Hayward, Calif. 1988 FXRS
- Healdsburg, Calif. 1947 Indian Chief restored
- Petaluma, Calif. 1986 FXWG
- Hayward, Calif. 1993 Softail
- Pleasanton, Calif. 1948 H-D EL panhead

WACO, TEXAS, MARCH 19-21, 1993

BEST OF SHOW

- 1st: Frank R. Williams
- 2nd: Russ Tom
- 3rd: Gail Calhoun
- 4th: Bob Gerlich
- 5th: Rick Fairless

- Keller, Texas 1984 FXTS blockhead
- Conroe, Texas 1982 FXWG shovelhead
- Longview, Texas 1991 FXR Heritage
- Waxahachie, Texas 1978 Low Rider FXS shovel
- Irving, Texas 1965 panhead

SEATTLE, WASHINGTON, APRIL 2-4, 1993

BEST OF SHOW

- 1st: Tak Aspropoulos
- 2nd: Russ Tom
- 3rd: David A. Day
- 4th: Ed Ransdell
- 5th: Robb & Cyndi Bouey

- Surrey, B.C. 1993 hardtail Evo
- Seattle, Wash. 1987 FXLR
- Marysville, Wash. 1931 VL restored
- Springfield, Ore. 1946 WL restored
- Lynnwood, Wash. 1987 Softail

MIDDLETOWN, NEW YORK, APRIL 16-18, 1993

BEST OF SHOW

- 1st: Donald Babcock
- 2nd: Harry Milano
- 3rd: Mike Grega
- 4th: Kenneth Bruno
- 5th: Jeff Arsenault

- Endicott, N.Y. 1985 Softail
- New Rochelle, N.Y. 1977 Sportster
- Waterbury, Conn. 1993 FXRST
- Bristol, R.I. 1974 rigid shovelhead
- Southbridge, Mass. 1965 FLH panhead

DAYTONA BEACH, FLORIDA, APRIL 30-MAY 2, 1993

BEST OF SHOW

- 1st: Dewey Morris
- 2nd: Lea Brunson
- 3rd: Linda Gonet
- 4th: Robert Foley
- 5th: Manuel Gonsalves

- W. Palm Beach, Fla. 1978 hardtail shovel
- Orlando, Fla. 1979 shovelhead
- Fort Pierce, Fla. 1992 blockhead
- Vero Beach, Fla. 1978 shovelhead
- Tampa, Fla. 1991 rigid shovelhead

TATTOO SHOW WINNERS

VALLEJO, CALIFORNIA, MARCH 5-7, 1993

- 1st: Robert Sanger, San Francisco, Calif.
- 2nd: Little G, San Jose, Calif.
- 3rd: Walt Reamer, Livermore, Calif.
- 4th: Dianne Vishe, Woodland, Calif.
- 5th: Michelle Dhoko, Biloxi, Miss.

WACO, TEXAS, MARCH 19-21, 1993

- 1st: Dick Upton, Weatherford, Texas
- 2nd: Pattie Lee Roach, Flint, Texas
- 3rd: Larry Blumenstock, Snyder, Texas
- 4th: Liz Dettenheim Berry, Homer, La.
- 5th: Mitchel Roach, Flint, Texas

SEATTLE, WASHINGTON, APRIL 2-4, 1993

- 1st: Richard Cody, Joyce, Wash.
- 2nd: Benjamin L. Stowe, Wenatchee, Wash.
- 3rd: Leah Taylor, Monroe, Wash.
- 4th: Joe Reyes, Bellingham, Wash.
- 5th: Larry Happ, Portland, Ore.

MIDDLETOWN, NEW YORK, APRIL 16-18, 1993

- 1st: Joe Keraly, Haverhill, Mass.
- 2nd: Clarence T. Ott Jr., Temple, Pa.
- 3rd: Lolita Figodora, Yoe, Pa.
- 4th: Sharon Bradbury, Old Greenwich, Conn.
- 5th: Charles J. Mansolf, Wallingford, Conn.

DAYTONA BEACH, FLORIDA, APRIL 30-MAY 2, 1993

- 1st: Jeff Clifton, Port Orange, Fla.
- 2nd: Fritz Nagelschmidt, Ft. Pierce, Fla.
- 3rd: Kym Armstrong, Sarasota, Fla.
- 4th: Patricia Taylor, Spring Hill, Fla.

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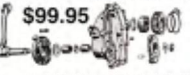
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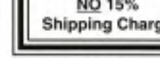
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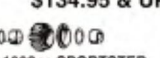
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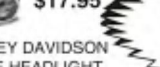
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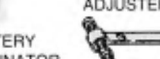
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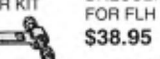
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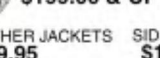
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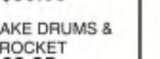
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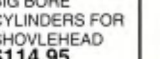
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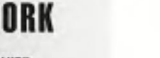
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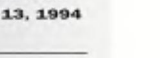
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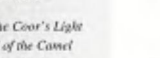
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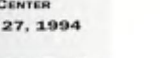
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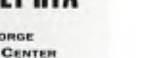
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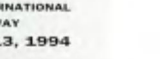
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IN THE WIND



—Dirty Ernie, Neb.

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—Steve Schriffo, Santa Monica, Calif.



freedom of biking. (Ob, yeah, dig this—we now pay \$30 for every black-and-white photo we print, \$100 for every color photo we print full-page, \$50 for every color photo we print half-page, and \$40 for every color photo printed smaller than half-page.) Please label all the photographs you send in with your name and address. Also, include a self-addressed, stamped envelope if you want your photos returned. Send photos to: In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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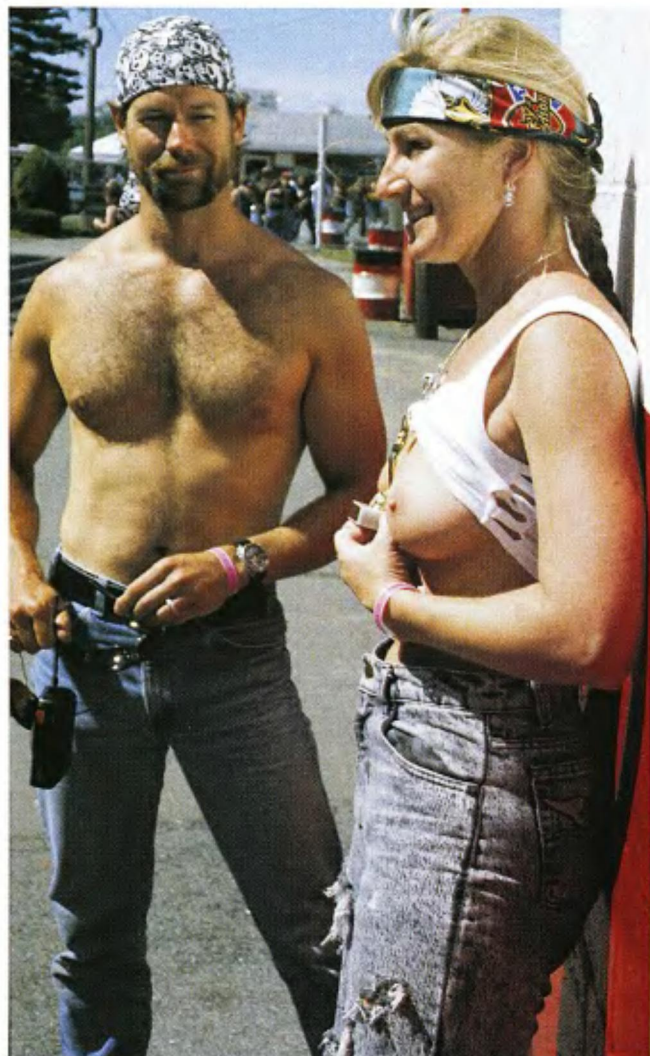
—Reverend Ralph, Reynoldsburg, Ohio

—Claus Bonnerup, Højbjerg, Denmark



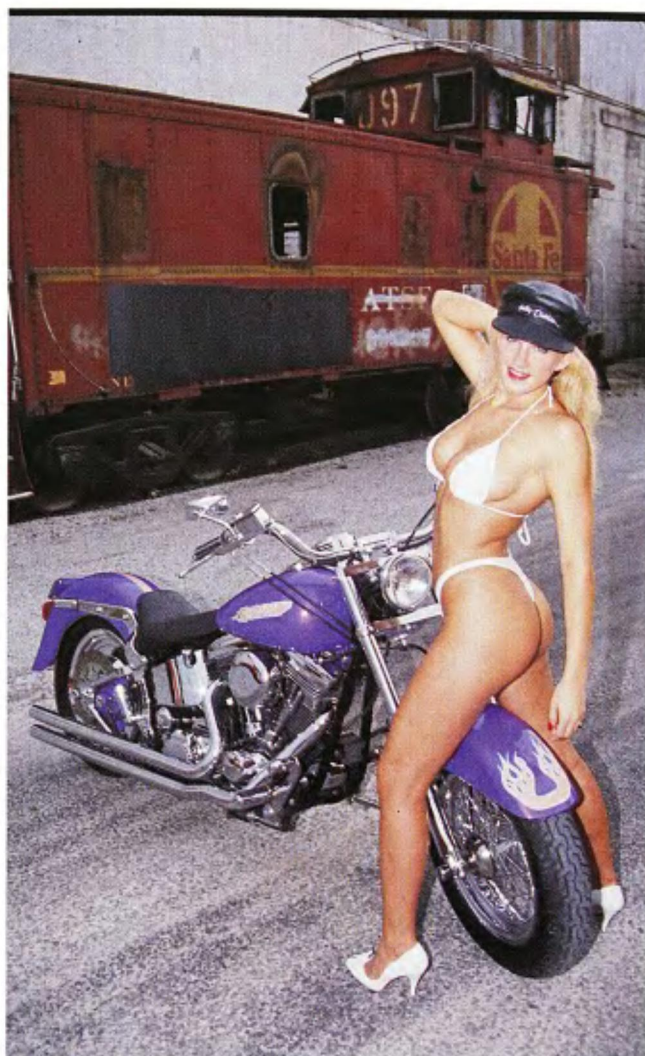
—Patrick and Kimberly Boyd, Utica, Mich.





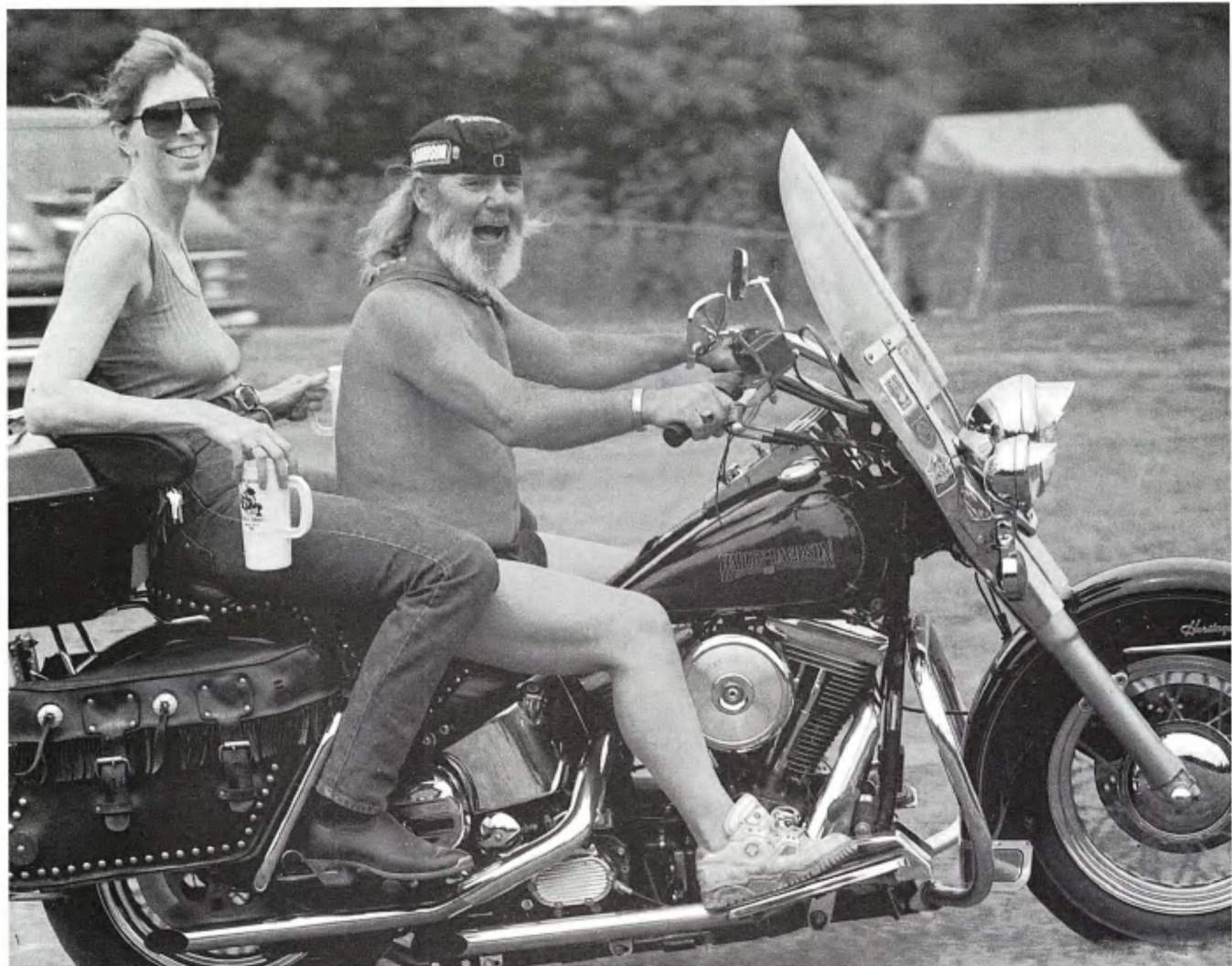
—Robert J. Correia, Brainfree, Mass.

—Claus Bonnerup, 1993 Super Rally, Italy



—Randy Sudderth, Shawnee, Okla.





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A woman with voluminous red hair is sitting on a highly detailed chrome motorcycle. She is wearing a silver sequined bikini top and matching bottoms, along with silver boots and matching arm warmers. She is looking over her shoulder at the camera. The motorcycle has a 'TURBO-CHARGED' badge on the engine and a graphic on the side fairing that says 'LA VISTA'.

**HASTA
LA VISTA,
BABY . . .**

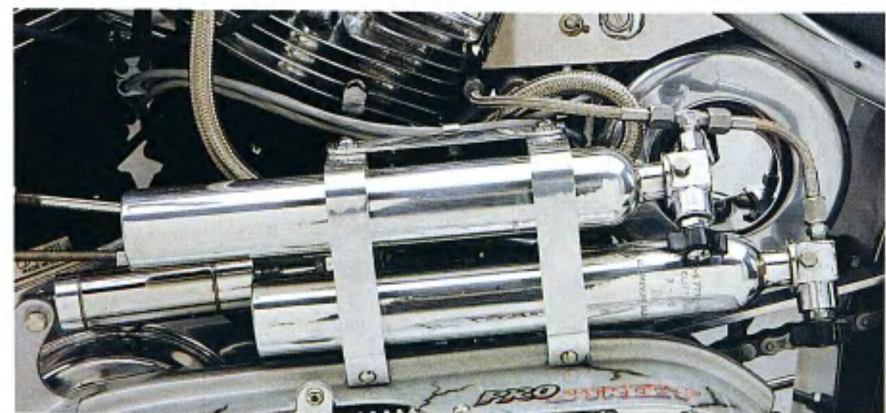
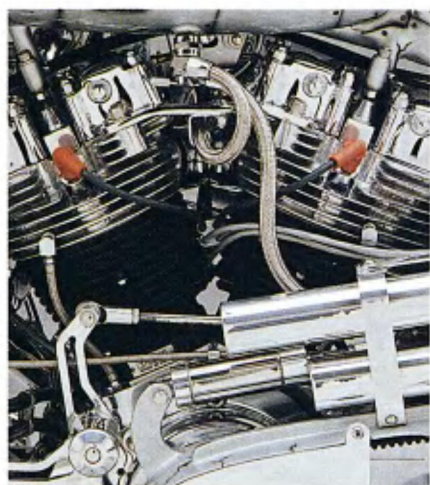
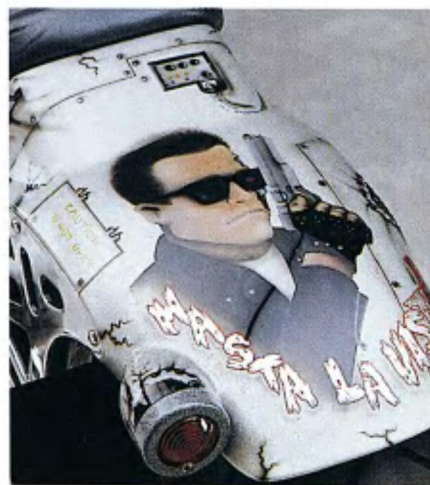
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“I had a neighbor with a nice bike,” Manuel Gonsalves recalls, as if it were centuries ago, “and I guess I had to build one better—just to show him I could.” But some time during the two years it took to collect the parts to build it, his plans grew. By the time he was ready to begin construction, the Tampa Bay, Florida, resident was determined to take on the motorcycle world.

The project began with a pair of Delkron cases and a gleam in the eye of Sonny Keeton, the man responsible for the actual construction of the bike. “Between Sonny and me, I’ll bet we’ve got over a hundred hours reviewing the movie *Terminator* and doing preliminary designs and artwork,” says Manuel. “We wanted it to be a high-tech design, with lots of aluminum and Space Age materials, but *bad*—like Arnold Schwarzenegger.”

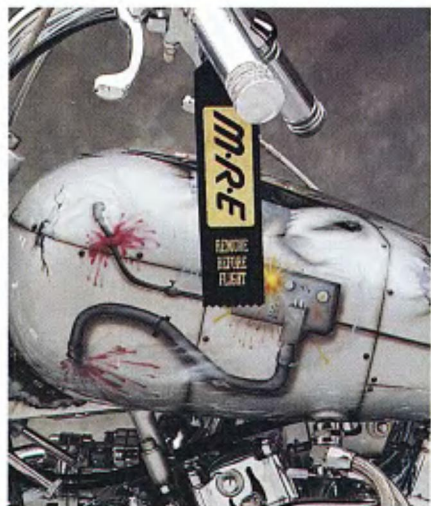
The R&R Cycles-built shovelhead mill fits the theme perfectly, with black-coated Axtell barrels, polished fins, and lots of intricate detailing. “I like the hard-edged looks of the →



shovel motor, especially in this context. And, even though it's muffled somewhat by the turbo plumbing, the crisp sound of a shovel is like no other Harley motor. It fits the bike," he says.

It's a fully balanced 108-incher with Baisley-modified heads, a Bandit 575 cam, and Velva-Touch lifters. The exhaust-driven turbo is an IHI unit, pulling through a Weber 45mm dual-throat, side-draft carb. And just in case that isn't interesting enough, there's a full nitrous system on board as well.

The frame is a highly modified Paughco rigid, fitted with a full load of technoid modifications including hidden chain adjusters, polished aluminum fender side panels, titanium axles, and a ton of custom-machined billet parts and pieces by Space Coast Precision. Performance Polishing did the buffing, detailing each piece to perfection. A pair of Ceriani forks, Performance Machine billet brakes, and the outstanding custom-made billet wheels by Space Coast Precision





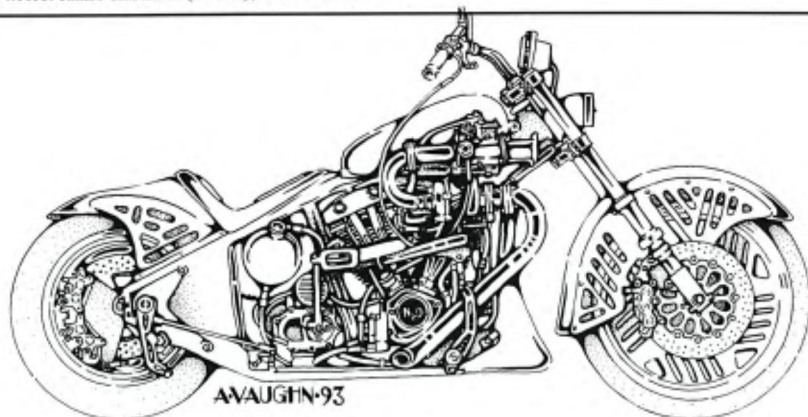
combine to make the running gear as advanced as the engine.

Combined with custom fenders, a smoothly redesigned Paughco tank and careful molding by Sonny and his wife Sharon, the outrageous robotics paintwork provides the perfect finishing touch. Conceived by Manuel and Sonny, the intricate future world battle scenes were interpreted by tattoo artist Chris Wilcox and painted by Waylon Keeton.

"I wanted the bike to be a sure-fire winner in the shows, at the drags, and on the street," says Manuel, "but somewhere along the way it turned into an obsession. Many talented people have left their mark on this bike, and winning Best of Show at the '93 Rat's Hole Show in Daytona was the biggest thrill of my life. I was also invited to show the bike at Motorshow Essen '93 in Essen, Germany. Maybe the project—and the budget—got a little out of hand, but the rewards have been beyond my wildest dreams."

—Truckdog

Owner(s): Manuel Gonsalves		City: Tampa Bay, Florida	
General		Frame	
Fabrication by: Keeton & Co.		Year: 1991	
Year and make: 1991 Pro-Street, H-D		Builder: Paughco, Keeton & Co.	
Model: shovelhead		Type: rigid, Pro-Street	
Value: you wouldn't believe it		Rake: 40-degree	
Assembly by: R&R Cycles/Sonny Keeton		Stretch: none	
Time: four years		Other modifications: many	
Chroming: Atlantic Plating/Perf. Polishing		Accessories	
Engine		Bars: Arlen Ness	
Year: 1989		Mirrors: Drag Specialties	
Model: shovelhead		Grips: Drag Specialties	
Rebuilder: R&R Cycles		Risers: Arlen Ness, built into bars	
Ignition: Dyna S single-fire		Fenders: custom, Keeton & Co.	
Displacement: 108 cubic inches		Headlight: custom, rectangular	
Lower end: S&S/McClure rods		Taillight: custom, molded into fender	
Balancing: R&R Cycles		Speedo: none, tach only	
Pistons: Axtell, 3-13/16-inch barrels		Foot pegs: Perf. Mach.	
Cases: Delkron		Rear pegs: Perf. Mach.	
Heads: H-D, R&R Cycles/Baisley-modified		Electrics: R&R Cycles, Keeton & Co.	
Cam: Bandit 575		Gas tank: Paughco, custom fuel filler	
Lifters: Velve-Touch		Oil tank: CCI, spun aluminum	
Carb(s): Weber 45mm dual throat		Oil system: S&S, Amazon Hose braided lines	
Air cleaner: stacks		Primary cover: custom, Keeton & Co.	
Pipes: Keeton & Co.		Seat: Driscoll Upholstery	
Mufflers: hasta la vista		Sissybar: none	
Transmission		Forks	
Year: 1989 STD, RevTech		Type: narrow glide	
Modifications: close ratio, shaved gears		Extension: none	
Shifting: Perf. Mach. foot, air		Builder: Ceriani	
Engine sprocket: Primo 3-inch belt		Special features: hidden fork stops	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: Sonny and Sharon Keeton		Rim width: 3-inch	Rim width: 4-inch
Painter: Sonny Keeton, artist: Chris Wilcox		Hub: billet, Space Coast	Hub: billet, Space Coast
Color: 1973 Corvette Silver		Tire: Metzeler	Tire: Metzeler
Type: DuPont, House of Kolor, urethane		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: Chris Wilcox & Waylon Keeton			
Other special modifications: special performance equipment: IHI exhaust-driven turbocharger, nitrous oxide system. Thanks to all the people who helped. R&R Cycles: (813) 247-6393.			
Photos: Raiko Hartman (model), Mike Lichter			



DID YOU KNOW?

True Biker Facts And Scooter Trivia

All right all you energized, winterized brothers and sisters out there, it's time for another radical ride on the revealing side of biker lore. I'm talking about throwing the door to the *Easyriders* Hall of Scooter Trivia wide open to toss out tantalizing tidbits and bizarre bite-sized facts sure to make you the envy of your club. So sit back and relax as we ask the eternal question . . . DID YOU KNOW?



Did you know that comedian Jerry Seinfeld is making fun of bikers these days? In his stand-up act, Seinfeld mentions that he thinks helmet laws are ludicrous, wondering what they are designed to protect. His reference implies that bikers don't have brains enough to be saved by a helmet anyway. Thanks, Jer. Nice talk from a guy who did an entire episode of his show centered around picking his nose in public.

Did you know that a Harley-riding ex-con was elected mayor? *Easyriders* reported the facts back in 1984. Seems 32-year-old bike shop owner, Paul R. Scott, was elected mayor of Hannibal, New York. As soon as the ex-con was elected, he canned the cops. Yep, he fired all three of the local police saying they just weren't doing the kind of job the townspeople wanted. Know what? There were no complaints from the locals. Scott was also in the *Guinness Book of World Records* back then for being the only biker ever elected to public office. Times change.

Did you know that the U.S. armed forces used more than 300,000 Harleys during WW II? The bulk of the two-wheeled fleet was comprised of Hogs, 45-inchers which were very popular with MPs, and 74s for combat units. Also used were various Indian models, but these lacked the horsepower and top speed required for most war-time use.

Did you know airplanes can be hazardous to biking? Here are two examples: Several years ago, a single-engine, Piper Twin Arrow plane dive-bombed a couple on their scooter near Aspen, Colorado, and rammed

the bike's rear fender with its left wing while trying to make an emergency landing. In an incident in Florida, a biker was literally blown off the highway by the exhaust of a jet preparing for take-off. The bike and rider were thrown into a ditch where his bike burst into flames. I'm tellin' ya, watch the skies, bros.

Did you know that H-D planned a takeover of Triumph?

Did you know that every year, bikers all over the globe are knocked off their bikes by birds? Spider reported on one incident a few years back about a bro kissin' a bird at 50 mph. Seems he suffered a neck injury, lost control of his bike, and careened off an embankment. The same thing happened to my brother-in-law. A big ass crane flew out of the sky in Florida (the Sunshine State sure has its share of weird shit) and slammed into his dresser. It broke the windshield and left him on his ass in the Everglades. You just aren't safe anywhere these days.

Did you know that H-D planned a takeover of Triumph? In the early '80s, Harley was considering going into the mid-weight bike business and looked at Triumph's Meridian plant in West Midlands. The plant was still equipped for production and could be cranking out modified versions of Triumph's 750cc scooter in no time. The West Midlands County Council held rights to the Triumph name and after lengthy

meetings with Harley V.P. Richard Teerlink, turned H-D down.

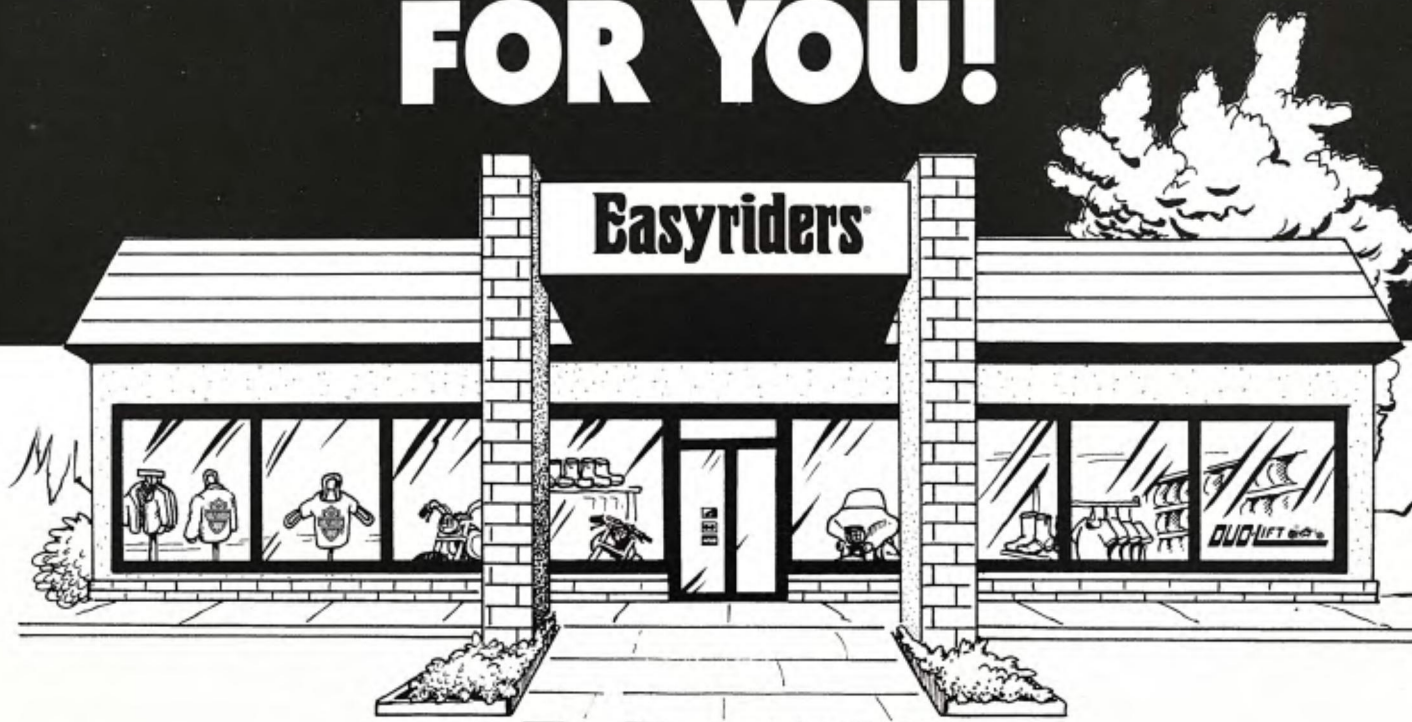
Did you know that the all-ladies bike club, The Motor Maids, have been around for 48 years? It was a daring move back in 1946 when Linda Dugeau put together the first woman's riding club. The Motor Maids are known for their clean, dapper uniforms and for the goodwill they spread for motorcycling. Right on, ladies.

Did you know that in Singapore, discourteous drivers get their picture in the paper? Good thing they don't do that here, the daily paper would be as big as an encyclopedia set. Also in Australia, the names of convicted drunk drivers are published in local papers under the heading "Drunk and in Jail."

Did you know cops used to attend seminars (sponsored by the Biloxi, Mississippi, Marshal's Office) on how to recognize bikers? How do you recognize bikers? According to excerpts from the seminar, the average biker is a 30-year-old nonconformist who was rejected as a child. You can find bikers in second-rate bars and pool halls. Good to know, eh?

Did you know that H-D will offer inflatable jackets in 1996? Compressed air canisters will be activated by motion sensors in much the same way an auto air bag deploys. The leather and latex jackets will allow riders to bounce on down the road and decrease the chances of internal injuries. Wait a minute, don't write us letters, I'm kidding . . . I'm kidding . . . it's a joke, dammit it. Catch ya later. —Phantom

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Wes "Krazy" Kading II, Waukesha, Wisconsin

1952 Harley-Davidson EL panhead

Krazy was born and raised in Waukesha, Wisconsin, less than a stone's throw from Milwaukee. For a reckless kid growin' up in the heart of the world's best bikes, throwin' together your own scoot was as second nature as grabbin' a gorilla by the sac just to get your butt kicked for the hell of it. Wes doesn't recall which episode of his wild youth earned him the name Krazy. But as hard as he tried to live up to it 25 years ago, he's tryin' even harder, nowadays, to live it down.

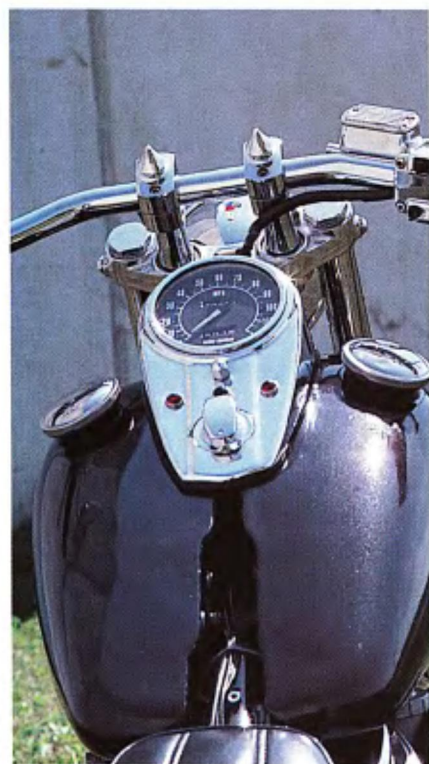
Krazy might be nuts, but he had his wits about him when he picked up this '52 pan for only \$1,200. A bro had gotten pissed—one too many times—when he couldn't fire up his bike and offered it to Krazy for the low price. At that time, the EL was 13 feet long—sittin' in a hardtail frame, raked 'n' stretched to the moon with an "ungodly long" Springer front end.

As jack of no trades and master of one—wrenchin'—Krazy got busy and replaced the hardtail with a swingarm, the springer front end with 4-inch extended low rider forks, threw on a ton of aftermarket goodies, and replaced hex head bolts with perfectly machine-fitted allen heads, which he used for everything down to the drain plugs in the pan's lower legs.

Krazy never did have anything all that radical in mind—just something "nice and clean for your basic ridin' machine."

—Dead Dog

General		Forks	
Fabrication by: owner and friends		Type: low rider	
Year and make: 1952 H-D		Builder: H-D	
Model: panhead EL		Special features: 4 in. over, chromed	
Chroming by: Lustre, Milwaukee, Wis.		Accessories	
Engine		Bars: drag, H-D	
Year and model: 1952 panhead		Lights: Bates head, tombstone tail	
Rebuilder: owner		Gas tank: fatbobs	
Displacement: 61 cubic inches		Oil tank: Paughco	
Transmission		Seat: Drag Specialties	
Shifting: foot		Other: Paughco primary cover	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Finish		Size: 19-inch	Size: 16-inch
Painter: Terry Spencer		Tire: Cont.	Tire: Cont.
Color/Type: black lacquer		Brake: dual juice	Brake: juice
Special paint: silver flake		Special modifications: Fubar pipes, Mikuni	
Frame		carbs, handmade stainless nuts, chromed	
Year and builder: 1978 H-D		allen head nuts. Thanks to my friends	
Type: swingarm		who loaned their skills and shops.	
Alterations: nada		Photos: Jingles	



FOX HUNT

September Winner

Check out this Georgia peach from Hotlanta—she's this month's scorcher, and she's been with the lifestyle all along. Roxie shakes her hard little body at the Diamond Club in Atlanta, where she says her bros are always welcome. If you were at the Gulfport, Mississippi, Blowout in 1992 or '93, you might remember her in the Miss Gulfport contest where she came in second both years. But she's Number One with her fans. Roxie's no wimp, either. "I hate sissy-bars and fat chick seats," she says. "The p-pad is for me." After Bike Week this year she's going to start school at the American Motorcycle Institute in Daytona. She thanks David and Wes at Durke Cycles of Abbyville, Louisiana, for giving her the kick in the ass to model here and to go to school. See her with Renegade's Dyna on page 56.

—Loudmouth



My first ride on a Harley felt like a thousand horses racing between my legs. It was incredibly invigorating, and it made me feel free.

April, Georgia—#201



A most incredible man, with long brown hair and leather, took me to a mountain stream for a picnic and a little afternoon delight.

Andrea, Colorado—#202



The wind blowing through my hair made me feel free. I loved it. I always knew my man would be a Harley man.
Terri, North Dakota—#203



My first ride on a Harley-Davidson was so stimulating that I wanted to ride on forever. The feeling was incredible.
Sherry, Florida—#204



My first ride on a Hog was over Malibu Canyon in California, bare-breasted. It left me with a natural high to last a lifetime.
Robyn, California—#205



My first ride on a Harley has turned an innocent Russian girl into a naughty, wild, free American woman. Ask my mother.
Bella, New York—#206

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FOX HUNT

Ladies, make \$500 by being selected as the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote.

Okay, bros, here's a chance to share your favorite hardbelly with all bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get \$150 for sending in the photo; the cutie gets \$350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your 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*.

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude).
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

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

Photographs must be black-and-white prints, color prints,

That's right, Ma Bell's definitely on the rag, and there are no phone votes anymore! But there's still a new winner every month.

or color slides—no negatives. Color slides are best. Sorry, no photographs can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

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 the back of a sealed envelope—and mail it in to #248 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000. For this issue, you

can begin sending in your votes starting January 1, 1994.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The deadline for voting for this month's colorful crop of cuties is January 31, 1994. We'll print the winner in the June 1994 issue.



Here she is, bros, the 10th monthly winner in our 15th Annual Fox Hunt, Lisa, #1004, from Springfield, Missouri. See more of her next issue.

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

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

248

Model's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone () _____ Evening Phone () _____
I am _____ years of age, born _____
I will pose Topless _____ Full Nude _____
Model's Signature _____

Send a photocopy of your picture I.D. that shows your signature and photo.

Photographer's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone () _____ Evening Phone () _____
Photographer's Signature _____

Don't forget to vote. These girls are depending on you.

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

ULTRA HARLEY

You Gotta See It To Believe It

It's 40 feet long, 13 feet, 6 inches tall, and 8 feet wide. It weighs 6000 pounds, sits on a two-axle chassis driven by a 500 hp V-8 engine, and requires a specially trained driver. It's got a Jacuzzi, a Panasonic sound system, and a \$1million price tag.

It is the world's largest Harley—sorta. Vini, the owner of Ultra Custom Coaches in Riverside, California, is into big. The man who brought you the custom-built, 65-foot limo gives true meaning to the word *ultra*. His latest project was inspired by the opening of Ultra Harley (500 West Coast Hwy., Newport Beach, CA 92663, (714) 631-6053).

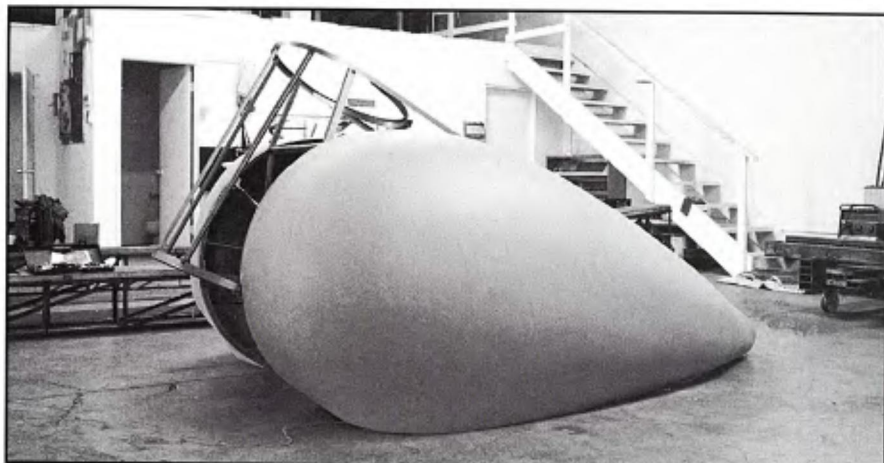
Co-owner Ron Simms said they needed something really wild to attract attention, since these custom bikes will start at \$50,000. Along with Johnny Pagnini (of Pag Brothers; he now runs Ultra Harley), this intrepid trio set a goal: to build the biggest, baddest bike they possibly could.

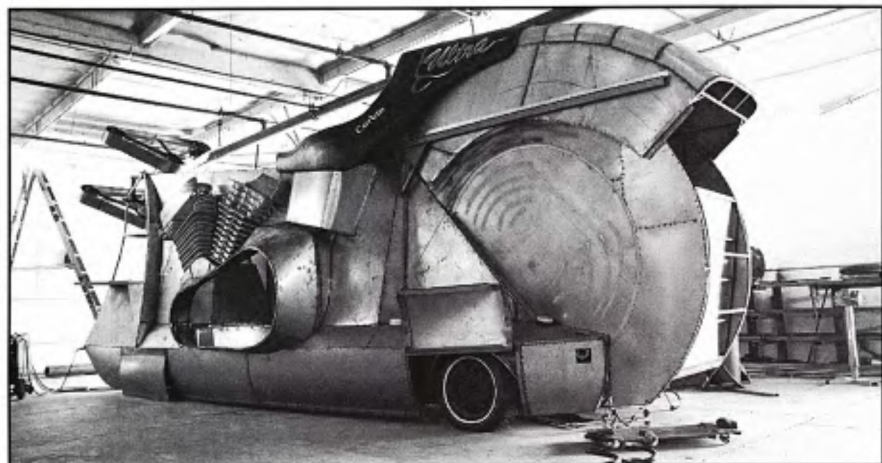
Vini sat down with Mike Rice, Steve Cook, and Mike Anderson, and they determined that each part (duplicated to match their sponsors' parts from Custom Chrome, Corbin seats, Performance Machine, and others) had to be five times as large to create the proportions. The Mikuni carb, for example, is 2 1/2 feet tall.

All pieces were hand manufactured at the shop run by Steve Cook and Mike Rice. All metal parts are thin wall tubing, 22 gauge steel. The cooling fins are 1/2-inch plywood. The seat is genuine leather, built from a frame sent to Corbin for recovering.

The bike will actually be a functioning limo, with plush carpet interior. The windows look through the primary cover and the oil pan. An electric lift will ease a bathing beauty up through the open roof where she can step into the fiberglass-molded Jacuzzi, which, by the way, is the size of a Honda Civic.

The gas tanks are also fiberglass: 8 feet long, 4 feet wide, 4 1/2 inches





deep, and able to hold 1,000 gallons of "fuel." Other special items include the two-into-one, 13 foot exhaust pipes.

The beast sits on an '85 Cadillac Seville, front-wheel-drive chassis with a 28-foot base. The driver is hidden behind a metal spoiler with three windows. He'll be looking out at an 800

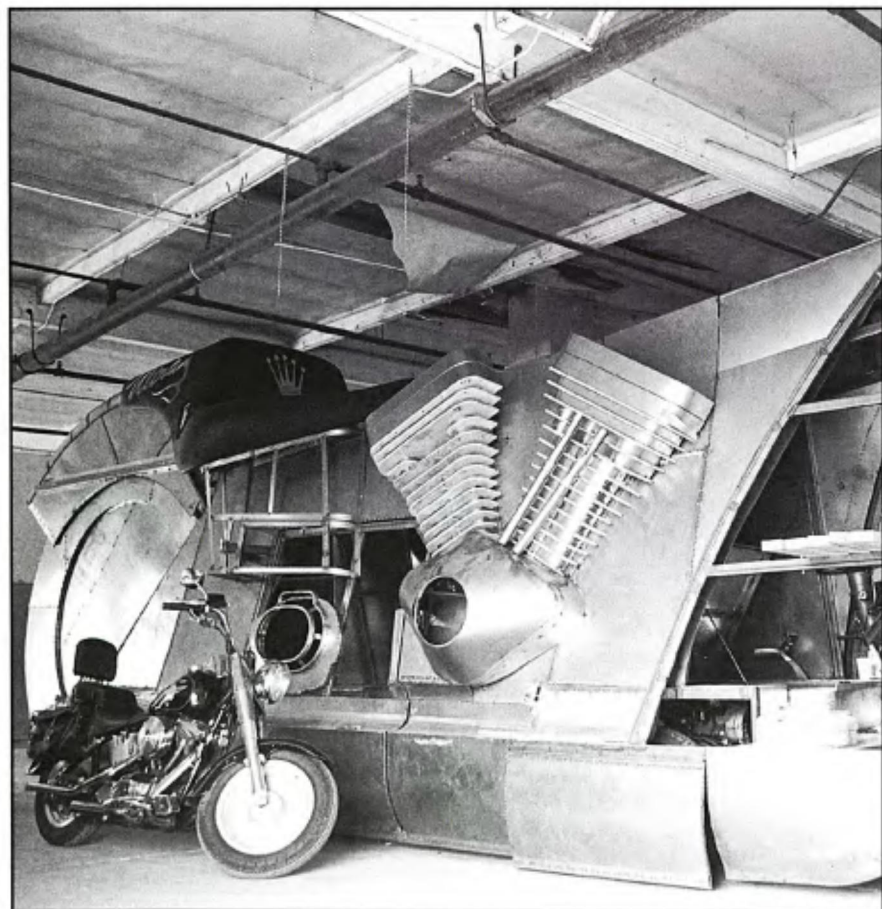
*The forks are
6 feet long, 12 1/2
inches across . . .
a w-i-i-i-i-i-de
glide*

pound, 6-degree rake, wide glide front end assembly with Fat Boy handlebars (12 feet across), a 32-inch Heritage front fender, and 80 pounds worth of triple trees. The forks are 6 feet long, 12 1/2 inches across . . . a w-i-i-i-i-i-de glide.

The rubber front tire (built in-house) does rotate. It's 41 1/2 inches wide, with a 12-foot radius, sitting in a 10-foot slotted fiberglass wheel with a 16-inch rim. The dual front disk brakes are wooden rotors, 15-inch diameter. The rear tire is strictly show. It's built into the bike—31 inches wide, 10 inches thick. It sits under a Heritage fender that lifts up, allowing the "tire" to drop down . . . it has its own garage.

The back of the bike has room for—yep, you guessed it—another Harley—most likely holding Billy Gibbons of ZZ Top riding Hogzilla. Billy and the Ultra made an appearance at the Love Ride in Glendale, California.

Next issue: *painting the Ultra.*
Stay tuned.



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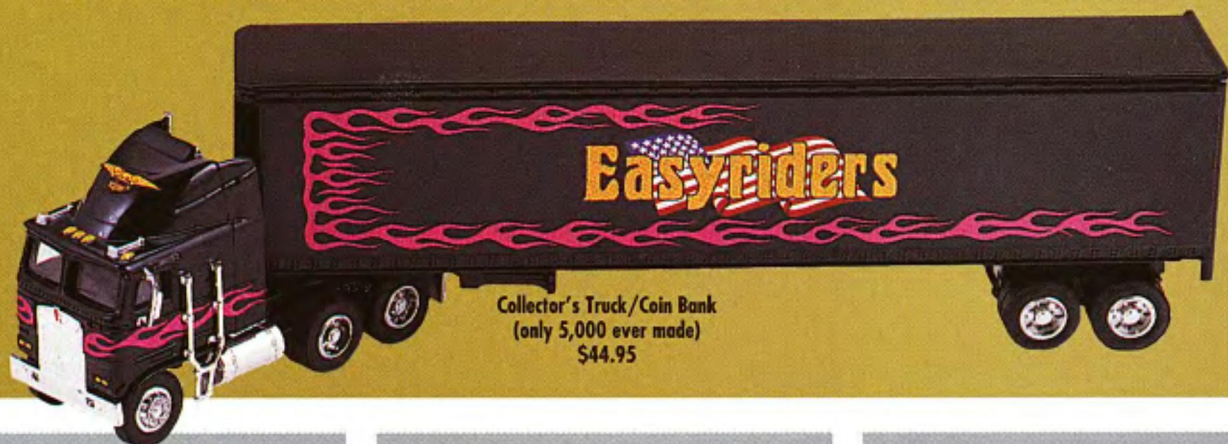


Photos: Markus Cuff

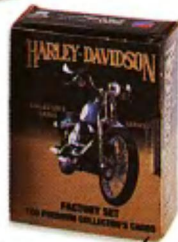
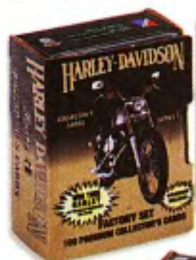


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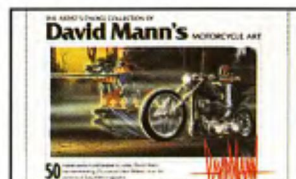


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Biker Memorial, Hopedale, Ohio.

Memorials

In last month's issue I wrote that I would be riding to Michigan for the *Easyriders* Rodeo in Fowlerville. It turned out great, and I enjoyed myself a bunch.

As I left Fowlerville it started raining and I put my rainsuit on, then I took it off when I reached Ohio. Near Pittsburgh, I ran into another thunderstorm and had to get it on again. This time I kept going till Sugar Pai and I reached Harrisburg, Pennsylvania, where I spent the night. I was on my way east to shoot a drag race at Atco, New Jersey, for our *Biker* rag. You *Biker* readers should see my words and pictures in a forthcoming issue. I made the trip in two days. Sugar's exhaust system was making a lot of noise so I went by the H-D dealer and sandwiched two gaskets between the muffler and exhaust pipe. Then I got back out on the PA turnpike, pulling into N.J. early that afternoon.

The drags were great, although on Saturday they were interrupted several times due to precipitation. The drag races went off Sunday afternoon without any more interruptions. That evening I spent the night at Weasel and his wife's home. Jim Doyle, a Pro Fuel drag racer, stopped by for a visit before heading back north to Massachusetts. In addition to racing Harleys, Weasel also restores them. He fixed us a great steak dinner that night before we crashed.

From Pennsylvania, I pointed Sugar's front wheel back west on I-76 to I-70. Last year, while in these parts, I went to a run hosted by the ABATE of Ohio (Region 1) in Hopedale, Ohio. The money raised at this event was for a →

ARMED



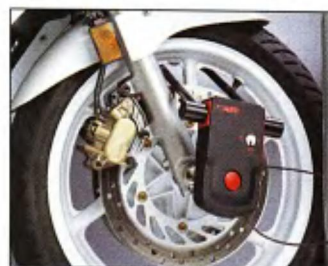
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A trio of West Virginia sweethearts.



Boot race, ABATE campground.

memorial dedicated to brothers and sisters lost from the area. I'm happy to report that it is completed and in place. It's a beautiful tribute high up on a hill behind the American Legion's property in Hopedale. It's made of granite with the names of the brothers and sisters carved in the stone. Three large flagpoles surround the monument, and a concrete walkway leads to the foot of the memorial. The people responsible for erecting this tribute should be commended. Way to go.

After leaving the memorial, I went by the S & S Cafe in Barton, Ohio, and met some Buckeye riders. Barton is a small town and the S & S Cafe is not hard to find. There are beaucoup Harley riders there and they know how to party. I also cruised by Cadiz, Ohio, the birthplace of knucklehead rider Clark Gable, one-time silver-screen king of Hollywood. I'm not sure, but I think the townfolk are responsible for the granite stone monument which marks the spot where he was born. It says that he was reared in nearby Hopedale. Clark died November 16, 1960 in Hollywood, California. You may remember seeing him on his knucklehead with Ward Bond, also astride his putt, in one of the early issues of *In The Wind*.

While in that neck of the woods I visited Past-N-Present Bike Worx (a Bros Club shop in Moundsville, West Virginia). Sugar Pai's exhaust system needed more attention. The bracket that holds the exhaust pipe on the right side broke. It's the one that bolts to the transmission cover with four bolts on all late-model dressers. Smitty H-D, the local dealer, didn't have the parts to replace it, so the old one had to be welded—which meant pulling off the complete exhaust system. One of the mounting bolts is behind the clutch cable, otherwise it wouldn't have been a big deal. I'm glad I wasn't in the Montana mountains like I was the last time this happened to me. You old-time Rip's Run readers may remember me writing about it a few years ago. Anyway, I had to drain the tranny fluid from the trans and take off the end cover. This meant the gasket also had to be replaced. If that one damn bolt was relocated, repairs would have been a lot easier. But no.

John and Bev are the owners of Smitty's. Their son Joe also works there. Joe had recently finished welding school, so it was his task. John is a coal miner and usually works nights and weekends in the shop. Right now there are a lot of people out of work



Kevin and Eve Johnson, Summersville, West Va.



Road warrior lady, Summersville, West Va.



Ivory Nights, the band at the ABATE party.

due to a strike. You know, there isn't a year that goes by that we don't hear of a mining accident, where people are swallowed up by the ground. Coal mining is a very dangerous occupation. If the coal miners want more money, they deserve it, along with a comprehensive health plan. I can't imagine going into a hole in the ground and scratching around for a living. It's not healthy, and you stand a chance of getting black lung disease. So to the membership of the UMW, I say, "Keep on pushing, brothers."

Several months back I received a letter from John Mullens, inviting me to a party in Summersville, West Virginia. John is the president of the ABATE of Nicholas County Chapter. I accepted the invitation, and on my way to Summersville I stopped in Philippi, W.Va., to visit the folks at V-Twin Cycle Shop. It's a small Bros Club shop, about the size of a double garage. They are a fine bunch of folks, and they greeted me like an old-time friend. Check them out when you're in their area. Coming into Philippi, you go through a covered bridge. The first land battle of the Civil War was fought at Philippi.

I've got to tell you that the state of →



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William Clarke Gable, stage and motion picture actor, was born at Cadiz, Ohio, on February 1, 1901, in a house that once stood on this site. He was reared in nearby Hopedale. During his film career of 36 years, Gable made 67 talking pictures including *It Happened One Night* for which he won an Oscar in 1934 as Best Actor and the classic *Gone With The Wind* which won the Academy Award for Best Picture of 1939. He died November 16, 1960, in Hollywood, California.

Dedicated February 1, 1986

The stone says it all.

West-By-God-Virginia is one of the prettiest around. Or is that "purty" as a hillbilly would say? Its rolling hills are fun to ride in, with picture book scenes around each turn. I fell in love with the area. It sure isn't flat anywhere. It's just plain nice country. But it's too bad that the economy sucks. There are a lot of poor hillbillies. It's been like that for a spell. But ya know what? Bocephus said that "a country boy will survive." The ABATE folks were kidding me, saying, "Rip, when you take a picture around here, don't say cheese, because they'll form a line, thinkin' that the government is handing out subsidies."

The ABATE party was called "Redeye's Chili Party and Memorial Run." It was held on Redeye's property near Tioga Road. To get there you had to ride into the backwoods from a narrow, two-lane blacktop road for a half-mile. It wasn't bad, since it hadn't been that long since it was graded.

Sugar and I rolled in late Friday afternoon. There was already a large crew working feverishly, getting the stage area and grounds ready for the membership. Vendors were setting up and displaying their wares. Power units were fired-up, electric lines were being strung out, and everyone was busy preparing whatever they could before nightfall.

I got a kick out of reading the funny T's. The one that really tickled my fancy read: *I don't smoke dope, chew rope, dance, prance, romance, fight, fart, fuck, shoot the shit, or drive a truck. I've been to Maine, Spain, Spokane, around the world three times, to two world's fairs, and seen goats fuck in the marketplace, but I ain't never seen no shit like this.*

I spent the night at Johnny Johnson's home. His wife fixed a mighty fine dinner and breakfast before we went to the party site in the morning. A poker run started at the Summersville Veterans Memorial Park. Money raised from this run went to a memorial honoring veterans from all the wars in which our fighting men have served. But first we had the privilege of leading the parade through Summersville. That is, we went through town in a large pack before the horses.

How come the high school kids always have to follow the hayburners? It must be written somewhere that this is a ritual, part of growing up in a small town in the USA. I mean, you've got to have some horseshit on your shoes to prove you were there, right? It's the American way. Anyway, after the parade we all headed over to the park →

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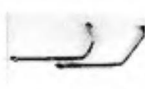
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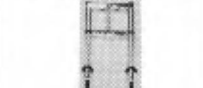
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Ready, set, go.



V-Twin Cycle crew and friends, Phillippi, W. Va.



He brought his refreshments in the TourPak.



S&S Cafe, Barton, Ohio.

and regrouped. Our pack was about 50 bikes strong. One drunk riding a riceburner—with the baffles pulled out of his exhaust pipes—kept revving his motor over and over again. I don't know what he was trying to prove. The cop directing traffic kept giving him dirty looks, but he didn't ticket the rider. Here we are trying to do the community a service, and this jerk couldn't keep it together. I'll tell you what, he pissed off a lot of riders, and we were glad when he pulled off from the rest of us. What a butthead.

Anyway, we weren't going to let him spoil our fun. We rode along some of the most beautiful countryside I've seen in a spell. We stopped at a little country bar that had a sign over the door proclaiming, "Through these doors pass the finest people in the world." Yeah, and don't forget to bring money to buy something. From there, it was just a short putt to the run site.

That afternoon, the Nicholas County ABATE Chapter held biker games. They had the usual slow races, beer keg push, and wienie bite, along with an unusual game where the passenger held a board over her head with a plastic milk jug sitting on it. The milk jug had the top cut out and was filled with water. The object was to cross



Get up, bro, let's party some more.

the finish line before spilling the water. Yeah, you guessed it, a few people got wet. It was fun watching this balancing act.

We were entertained that evening by the Ivory Knights. They played lots of old rock 'n' roll and country tunes, plus some contemporary sounds. They weren't half bad and played tight. We had a large bonfire, which was a welcome treat since the evenings were starting to get a bit on the chilly side.

I spent the night at Kevin and Eve Johnson's home. Kevin is trying to get a bike shop going in Summersville. He's going to call it U.S. Iron Cycles. Eve is a little bitty gal, but she cooked us a large breakfast the next morning before I hit the trail back to Pennsylvania. Kevin rode along with me till we reached Interstate 79 north.

The next gripping, legwetting saga will be coming at ya from Pa. While you're sitting around this winter, how about dropping me a card, letter, or flyer letting me know of biker activities in your neighborhood? Stay tuned, see ya.

—Rip

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Illustration by Michael Knepp

THUNDER BEAR

Cool October sun touched his bare shoulders. His long dark hair blew behind him, a chaotic stream swirling through the smell of dried mountain grass and high plains air. They charged toward the thunder and darkness of their prey.

Thunder Bear's powerful steed glided smooth as a hawk on canyon updrafts. Blood lust rushed up from the horse; the warrior's emotion swallowed the sound of wind and trampling hooves. They were as one, engulfed in the hunger of the hunt.

The flood of thundering beasts threw mountains of dirt into the air, dimming the sun to a red ball, small and distant. An ocean of dark shoulders, tall as his appaloosa, pounded only inches away. No other hunters were in sight. He rode alone beside the sea of red-eyed beasts.

Thunder Bear rode hard, his legs pressed against the sweaty thighs of his hunter companion. He picked one of the beasts from the herd and pulled back his bow. Before he shot, the sea of animals opened, aware of the sharp, deadly threat in their midst. Then the herd of horned beasts closed around them. His left thigh ran red, ripped open by a buffalo horn. Death danced one misstep away. They were trapped.

"For crissakes, Carl, wake up."

"What?"

"Wake up."

Sleep's fuzzy cover slipped from Carl's mind. The dream fought against his wake-up state and bounced off his wife's bitching.

"Shit. Sorry, Kathy."

"Just be quiet and stop all that damn tossing and turning." She rolled over, gave him her best suffering-spouse sigh, and instantly started snoring, loud as an unmuffled lawn mower.

Carl stumbled to the kitchen and drank some

water, long and cold.

Damn, five in the fuckin' morning. I might as well give up on sleep.

He put on worn sweat pants, a black sweatshirt, and sneakers. After a few minutes of stretching and karate exercises he walked into the dark October morning.

Damn that dream. Almost every night for the last six weeks the same fuckin' thing. 'Course, Grandpa woulda called 'em visions, and Dad woulda said to ignore the drunk fuckin' blanket injun.

Walking the morning streets of Pocatello, Idaho, Carl's thoughts drifted to his grandfather. He was a full-blooded Sioux, a man of great heart and honor whose long braids, traditional dress, and lifestyle had embarrassed Carl's father. Carl had almost no contact with his grandfather until he was 15 and in trouble with the law.

A misunderstanding in high school about some pot in his locker made Carl's father decide his teenage "troublemaker" should stay in South Dakota with his grandfather, the "Dumb Blanket Injun." He stayed till he turned 19 and lost the Vietnam lotto. He never saw his grandfather again. In 1970, Carl lay comatose in a POW camp in North Vietnam, his grandfather lay dying in a shack on the Pine Wood Indian Reservation. Carl still limped from the shrapnel in his left leg.

Wish you were alive, Hawk-of-Summer, I'd like to know what you'd think of this dream/vision shit.

Carl walked for 45 minutes, went home, and thought about lifting weights, but he let the thought pass. He sat on the couch in the dark and watched the morning news.

There was a knock on the window. The bronze woman looked in and smiled. He stood up to let her in. Light smashed against his eyelids. →

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"Carl dammit! Wake up! You can't miss work again this week or you'll get yer loser ass canned."

"Turn off the fuckin' light. I'll go in later."

"That's what you said yesterday. You'd better get your shit together, Carl. I'm not spending the rest of my life with a Vietnam vet doing a mental melt-down. Call the VA and get a shrink, or I'm walking."

"Turn off the fuckin' light. Then shut the fuckin' lip."

"If you lose this job, I'm signing a mental health assessment order and

and snorted out hot breath. Sweat poured from Thunder Bear; it left wet, salty river beds in his dirt-covered skin. He spat grit from his mouth. Eyes touched his back. He turned. She was there, higher on the knoll, her long bronze legs wrapped around an appaloosa. Her thick, black hair floated on the plains breeze. She started down the small rise. She spoke. He couldn't hear her. His blood raced, a wave of desire for the bronze-skinned woman boiled inside him.

A shot, thick—hard.

Carl sat up. The bitch had slammed

She was there, higher on the knoll, her long, bronze legs wrapped around an appaloosa

having you evaluated at the state looney bin. I'm sick of your shit. And if I do get you locked up, I'm selling your fuckin' bike and paying off some bills.

Carl rolled over and put his arm over his head. His job was in trouble, the bitch queen thought he was losing his mind, and he couldn't dredge up the sincerity to go to the machine shop today. The dream had stolen his strength.

A beast rammed his horse. The earth slammed toward them. Thunder Bear's partner grabbed footing and pulled them from the dark ocean of death. The sea parted. They escaped the flood of buffalo, climbed a small knoll, and rested.

His horse sucked great gulps of air

the door on her way out.

"Fuck."

He went to the kitchen and put on some coffee. He sat and waited for the aroma of heart-starting caffeine to fill the air.

I know that little bluff. I've seen it. It's just this side of Billings, almost to the Crow Reservation. In the dream the woman always talks to me. I never bear her, yet I know she's telling me to come to her.

Carl looked at the clock, 8:30. Well, they should be at the shop by now. He called his foreman.

"Carl, you need help. My big brother Jesse went through some shit like this



when he got back from 'Nam."

"Bob, 'Nam was a lifetime ago. I ain't had no fuckin' trouble—well not much trouble—for years."

"Well, then, what is going on big guy? I can cover some, but I need to tell the assholes in the office you're doing *something* about the problem. If I don't, they'll think you're back to drinking, and they'll can your ass fer sure."

"I am going to do something. I'm ridin' to Sturgis."

"You're what? Carl, this is the middle of October, you're gonna freeze the hair on yer nuts off. Besides, what's a ride to Sturgis got to do with solving your problems?"

"Bob, it's this dream. In it, I see this bluff just west of Billings. I've noticed it the last three or four trips to Sturgis. I've felt drawn to it like when yer freezin' and ya feel the heat of a fire. I gotta go to that bluff. There's something there for me."

"Shit, Carl, you've been watching too many reruns of the *Twilight Zone*. Aw, shit! How long you need?"

"Least a week."

"All right, I'll cover best I can. Good luck. And watch yerself, those Montana and Wyoming sheep-pokers ain't so friendly to scooter trash riding alone. Be careful, you hairy half-breed."

Carl hung up the phone and packed his gear.

Why'd he call me a half-breed? I never told 'im I had any Indian blood in me.

A little after 9, Carl and his scooter headed out of Pocatello, Idaho, north on I-15. He'd left no note for the Bitch Queen. If she knew what he'd planned, she'd probably get him put in a room—one with no view, but real soft walls.

He kept the 54-degree temperature at bay with leathers, jeans, and thermal underwear. Three hours later he stopped in West Yellowstone, Montana, gassed up, and grabbed a greasy burger. With tourist season over, only locals with shit on their boots and sweat on their hatbands filled the slophouse.

He ate quickly and left. Hostile eyes watched as the black-clad stranger fired up his Harley and headed north. Images of his dream traveled with him. He saw the painfully beautiful woman ride down the gentle slope. He watched her lips.

Damn, I wish I knew what she told me.

The V-twin thundered over the miles. With the climb in altitude the air shifted; it slapped him, cruel and cold. Four more hours of riding had him 30 miles east of Billings and damn near out of gas. The cold had seeped into his flesh to settle deep in his bones. Carl knew he was →

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cold; he didn't know hypothermia hugged him with her icy lips of death.

The big motor stumbled, and Carl reached down his left leg and switched to reserve.

Sbit, better get some gas, or I'm goin' to be pushin'. Pinewood, Montana, you'll have to do.

Carl turned down the ramp and stopped at a run-down gas station.

He stumbled off his bike and struggled to take off the gas cap. His fingers worked slowly, barely doing his bidding. Carl shuffled into the station and fumbled with his wallet. He paid the

"Damn, but ain't that a pile a walkin' shithouse droppings stinkin' up the whole damn place?"

"Never thought one of his kind would have the guts to stop in here alone. Most time they travel in packs, like dogs."

"Reckon the sorry polecat won't make that mistake again."

Black threats walled Carl in. He put his arms on the bar. His black leathers had shifted to frayed buckskin. Worn moccasins replaced his scuffed boots. Deep cold weighed him down. He needed something warm.

The bartender walked over. "Son,

*He took two steps to the man and
side-kicked the fatso with a sharp down
thrust to the left knee*

cashier, a zit-faced girl listening to cow-chasing music.

Walking to his bike, Carl shivered, deep, gut-twisting tremors. *Fuckin' dumbhead. Shoulda never let yourself get this cold. Gotta get warm.* With hot coffee and a burger in mind, Carl drove across the street to Sam's roadhouse.

Sam's sat in the middle of a gravel and broken-glass parking lot. Big American four-wheel drives surrounded the dilapidated building. The trucks were covered with mud and dirt, most had bent fenders and rifle racks packing fishing poles and high-powered weapons. Carl drove into the middle of the hungry pack and shut down his machine. The danger of a bar full of drunken cowboys never crossed his numbed mind.

Carl opened the door and stumbled inside. The floor shifted the way it will when you're walking down stairs in the dark and there's one more step than you remember. Carl hadn't just missed a step, he'd stepped through time: He fell into the fall of 1893.

The men who drank at the beer-stained tables wore clothing like extras on the set of *Hang 'em High*, except these men wore more dirt, sweat, and stink. As Carl walked across the smoke-filled room he heard a cattle poker say, "I didn't know old Sam let trash like that in here."

"Looks like the stinking savage needs a haircut to me, boys. While we're at it, I reckon we best cut those filthy leathers off him and set the scum outside buck naked."

Laughter, drunk and dark, drifted from the tables.

I got no quarrel with your kind, but the boys here got real hard-ons about me serving uncivilized scum like you. Why don't you just head back down the road and save us both a heap o' grief."

A chair slammed to the floor. Three men clamored from a table behind Thunder Bear. They moved toward him.

A fat man in the front whooped, "Don't worry 'bout this dumb buck, Sam. We'll take care of 'im."

The fat man pulled a hunting knife from his belt. Carl didn't wait. He took two steps to the man and side-kicked the fatso with a sharp down thrust to the left knee. Cartilage, bone, and ligaments parted as Big Gut bawled his way to the barroom floor. A spinning back kick smashed the next hero's face; the cowboy's freshly broken nose gushed red into his open, unconscious mouth as he flew backward and down.

The last cowpoke stopped—mouth open. "Hey, you crazy fuck, just hold on now."

More customers rose from their tables. Thunder Bear headed for the door. He stumbled up the missing step, back into the cold October of 1993. The Harley fishtailed across the gravel parking lot. He hit the freeway at 100 mph and climbing.

What is this shit? I'm losin' my fuckin' mind. Jumpin' Christ-on-a-crutch, maybe Kathy's right; I am crazy as a shithouse rat. Fuck, I'm gonna end up in a padded room after all.

Cruising at 80 mph, the next 20 miles flashed by. No warmth came from the sun; the cold red ball fell into the west. Cold crushed Carl, battering his bones

with its brutal blast. Red and blue lights flashed in his rearview mirror.

Great. Fuckin' great. Farm boys musta ratted me off.

The knoll from his dreams rose just to the north. He saw her near the top, astride a large spotted horse. He had to get to her. His right hand and left foot locked up the brakes. Black rubber smoked off the tires. A snaking pattern scarred the asphalt. At 40 mph he dove off the blacktop and got stopped against a freeway fence.

Lady, I don't know what's going on—but whatdafuck, I'm bere.

The leatherman tool he kept on his belt easily cut through the barbed wire fence. The cop siren screamed in his ears. Without looking back, he roared across the grassy field and climbed the bluff.

The bike's front end soared into the air. He held the handlebar grips but still slipped back on the seat. The thick rubber grips faded from his grasp; he held a thin strip of leather, wound around his left wrist. In his right hand he held a long pointed shaft. His legs were forced apart as the back of the bike lifted to match the front's new height. His bare thighs soaked warmth from the big appaloosa's flanks. The thunder of his bike dissolved into trampling hooves and the heavy breath of his horse. He rode to the long-haired woman.

"Thunder Bear, welcome," she said. "I am called Morning Star, and you have crossed over."

Carl looked back down the bluff. No cops, no fence, no freeway.

"What the fuck?"

"Follow me, I've much to tell you."

She led him north, down the far side →



"My 'Personal conduct needs improvement' why, that mutbafucker!"



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of the bluff into a small Indian camp. He drank warm broth inside a fire-warmed teepee. Morning Star introduced him to three male Indians in their late 20s or early 30s: Shawano, prophet among the Cherokee; Tatanka, warrior chief of the Sioux; and Qamilh, spirit leader and chief of the Piskwaus.

Tatanka spoke, his voice deep and haunting, "Morning Star is your guide between the three plains of existence. Heed her words."

The three chiefs left Thunder Bear and the bronze woman by the fire. Lust swam with her smell in the smoky sweetness of the teepee.

"Am I dreaming?"

"Now is not the time for talk. Listen. This is the gray land between the old world and the world being regenerated by the Great Spirit."

Coldness lifted from his body. He knew of the regeneration of a planet for the Red Man.

"This sounds like the Ghost dance stuff my grandfather, Hawk-of-Summer, talked about."

"The Ghost dance is one path into the gray land, this place of waiting. Here the spirits of Indians who have died or would have died at the hands of the invaders learn skills. This is a place of gathering strength, knowledge, and power. In the regenerated world, our people will have new bodies, new flesh. But first, we must learn enough power and wisdom to hold our lands from the invaders, if they find us again."

Carl warmed to the broth in both hands, and he warmed to his desire for Morning Star. He tried to recall more of his grandfather's teachings of the Ghost dance.

"Thunder Bear, you have a powerful part in the regenerated world. Your strength as a warrior will be of help. But of even greater help will be your skill as a worker of metal. We must make firearms to defeat the invaders in

our regenerated world."

"Guns? I don't know anything about making guns."

"You will learn. The myth of the Indian gunmaker, who builds greater guns than the white gunsmiths, is your story. It tells of a possible future for you, for our race."

Carl squinted as bright fluorescent lights stared down at him. The lights clung to a ceiling covered in white, heavily stained tile. He tried to sit, but wide nylon straps held him flat against an aging metal bed. The stench of urine and medicines was only thinly disguised by disinfectant. He pushed the call button, a nurse came in. Through the open door, Carl saw a cop standing in the corridor.

The over 50, overweight nurse bubbled, "Well, son, looks like you're about ready to be transferred to the county jail. Those boys you bush-whacked up in Pinewood want you to do some serious time. And, I've been told, the sheriff's office has been faxed an order from Idaho to hold you as mentally ill and dangerous to others."

The bitch queen strikes again.

"Carl, I don't suppose you'll spend much time locked up. The Indian gal who followed you into town already got your Harley out of the county compound. I hear tell she's gone and hired that hot shot attorney from Billings, Dave Blaze. What an asshole. 'Course he don't los—"

"Indian woman?"

"Yeah, ambulance boys are still talking about her. She's causing one heck of a stir around town, being the looker that she is and all."

"Morning Star?"

"Yeah, that's what she calls herself."

Always did have an interest in gunsmithing.

Morning Star's last words walked through his foggy mind. "Yes, Hawk-of-Summer waits here; he slumbers."

—Fiction by Joe Keele



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On The Road, Behind The Counter, Or At A Podium—Lynda Laughlin Has The Power

How did Lynda Laughlin, a devoted wife and mother of three, get into riding? It all started when she and her husband took over the Green River, Wyoming, H-D dealership in 1986. "When I was in the dealership, making sales, and being around the bikes and customers, I kept thinking to myself, 'riding must be fun.' I finally gave in to my longing and got myself a bike."

That first bike was an 883 Hugger. Today she owns a Heritage Softail Classic, enjoying road trips with her family (the most recent being the Freedom Ride in Denver). She also enjoys puttin' through her hometown's beautiful mountain roads.

Working at an H-D dealership, you'd think Lynda gets her share of test-ridin' bikes and, whenever the wind calls, just takin' off on the spur of the moment for a quick run to Sturgis. "Not so," admits Lynda. "Being a Harley dealer is very busy work. It seems that while everyone else is riding, I'm taking care of customers. In fact, our shop is on Highway 80—on the way to Sturgis. So, closing up shop during Sturgis week would be like closing up a toy store during the Christmas season."

Perhaps this commitment to her job is what got her appointed the first and only woman in history to serve on Harley-Davidson's National Dealer Advisory Council. As the representative of 35 dealerships located throughout seven states, Lynda must frequently speak with Harley owners in her territory, answering their questions, and implementing new programs. Lynda also travels to Milwaukee twice a year to meet with the other council members and discuss upcoming programs, new products, licensing matters, and anything else related to better servicing Harley customers. How did Lynda get



her committed drive to service others, especially Harley-Davidson customers?

Perhaps it has something to do with her 1986 breast cancer diagnosis, which entailed her undergoing surgery and chemotherapy. It was around this trying time, in fact, that she landed the H-D dealership job and started riding herself. Yeah, you read correctly. She owned and rode her first Harley *after* she was diagnosed with cancer. "Riding was a symbolic way for me to regain control. During my surgery, I felt so helpless and out of control. But when riding, I feel as if I have power again."

She also credits Harley-Davidson. "After the surgery, I was weak and had very little upper body strength. But, because of the way Harleys are made, I had no trouble riding and felt very balanced."

In what little spare time she has, Lynda uses her courage and knowledge to help other women victims of cancer by volunteering to speak on behalf of the American Cancer Society's "Reach to Recovery" program. In fact, as often as she can, she introduces herself to her audiences by roaring up on her Harley. Because of this, other cancer victims can see for themselves that even though Lynda's diagnosed with cancer, she is still able to maintain that fun-lovin', free-wheelin' attitude. She is definitely an inspiration to us all.

—Linda Fletcher

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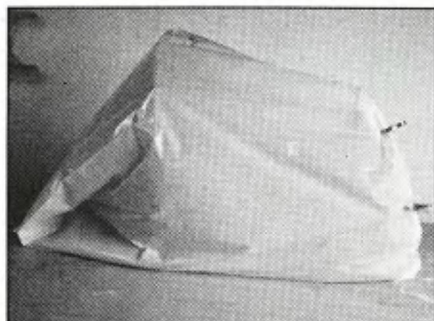
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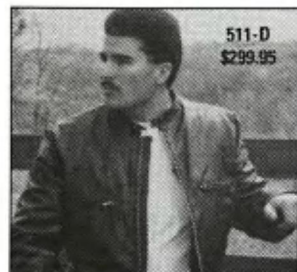
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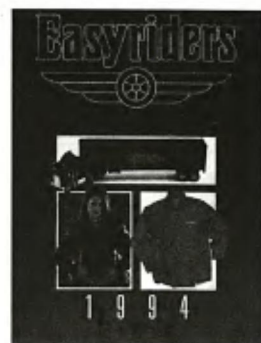
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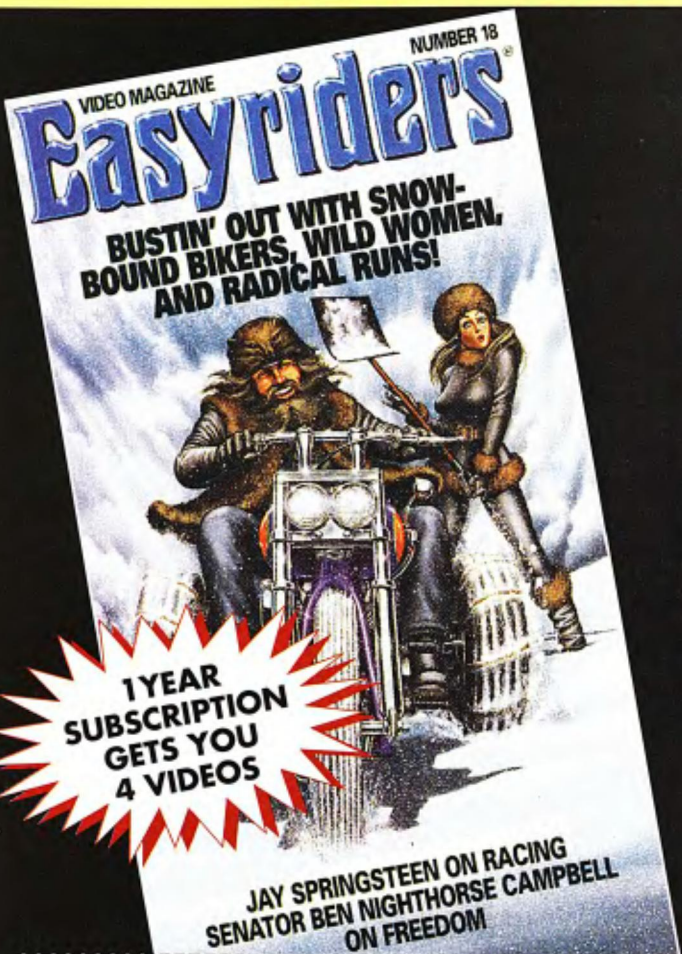
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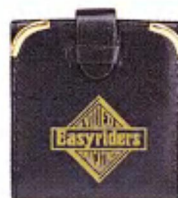
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MIDWEST MAYHEM

They call themselves the "Drought-Busters," 'cause lately it seems that wherever they show up a monsoon follows. Rumor has it that the National Weather Police are investigating the *Easyriders* Rodeo Crew on charges of mischievous meteorology.

Matter of fact, several desert kingdoms have booked the Rodeo for spring planting season.

But it takes more than swampy skies and boggy turf to dampen the spirit of Illinois rodeo fans. They rode in from all over the Great Plains to camp, compete, and share in the good times, September 24 to 26.

Now, while Pecatonica may not be much more than a dot on the map of upstate Illinois, the good folks know how to dish out an overflowing portion of Yankee hospitality. Banners fluttered everywhere welcoming riders. And the local Lions Club served up a weekend full of mouth-watering victuals.

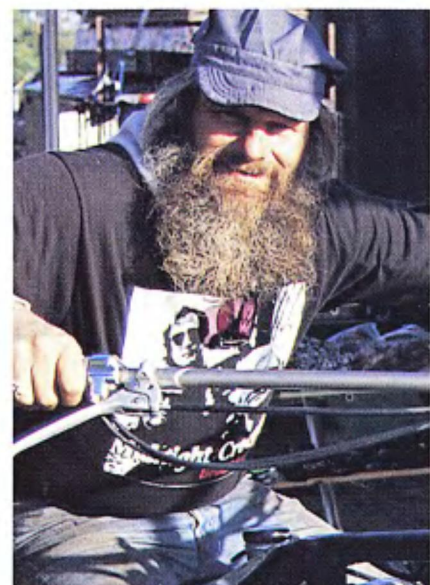
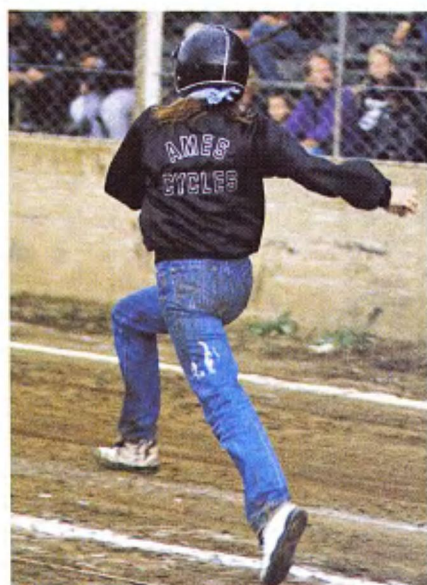
Friday afternoon more than 40 vendors, including Tanstaaf Leather, the 4L Company, and Warhawk Leather, set up shop. You gotta hand it to the vendors for staying open in spite of weather only ducks could love.

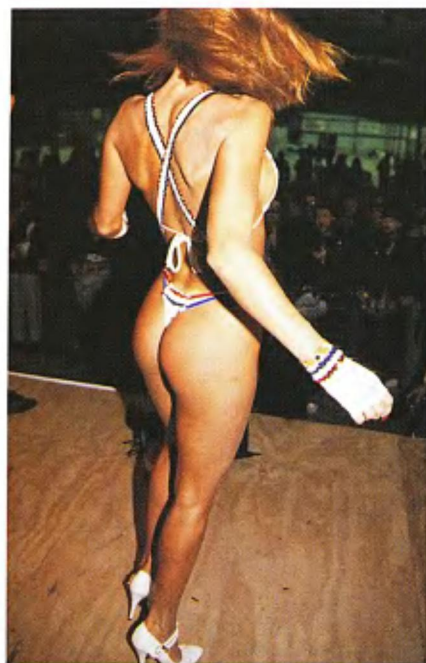
Make that ducks and *Easyriders* Rodeo fans—'cause the rain that started Saturday didn't extinguish anyone's enthusiasm.

What made things so exciting is that this was the last Rodeo held in the Midwest, so no one was about to let a little wet stuff get in the way.

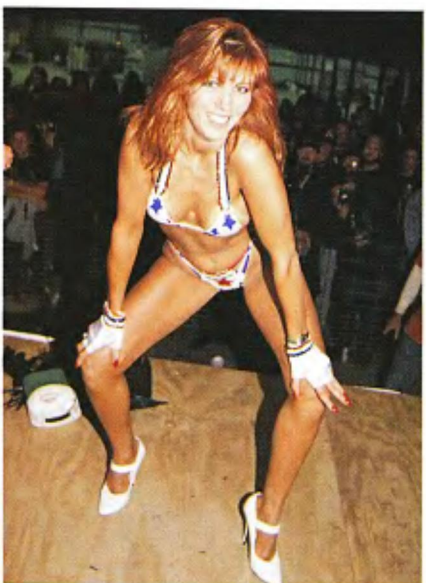
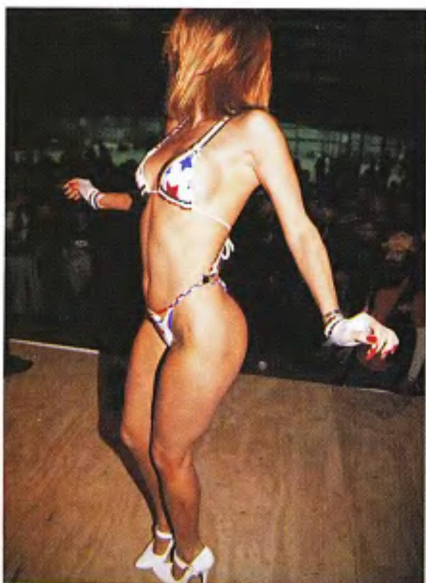
Or muddy stuff, either. →







Photos: Billy Tinney



You had to be there to see the Barrel Race. Not a single competitor made it without falling over. And even though he didn't pick up any points, Mark Kampmeier out of Rockford proved he could wallow with the best of 'em.

A couple of Illinois boys showed off their stuff in the Bike Show, too. Chris Husa from Oak Forest placed second with his '92 Fat Boy, while Charlie Powell out of Peru nailed down third with his '84 FXWG. But the South did it again with Bill Van Dyke from Huntsville, Alabama, snagging first place with his twin-engine sled puller.

Soon as qualifying ended Saturday, everyone tromped into

the exhibition hall for the Tattoo Show. Once again, local talent bagged top honors as the crowd cheered David Cordingley and Fuzzy Woolwine into first and second place for best inked bodies.

Then The Brothers Five, Dirt Beavers, and The Last Hippy Band exploded into some of the best rock 'n' roll sounds heard east of the Rockies.

As always, Sunday evening rolled in too soon. Campfires were begrudgingly doused and bedrolls stowed for the ride home. Sure, it was still raining, but you wouldn't have known it from the sunny grins everywhere.

—Barkin' Mark



PECATONICA, ILLINOIS, RODEO WINNERS LIST, SEPT. 24, 25, 26, 1993

SLOW RACE

- 1st: Bob Santee, Waynesburg, Pa.
- 2nd: Robert Tabor, Canton, Ohio
- 3rd: David Vancil, Shelbyna, Mo.
- 4th: Gary Freel, Ames, Iowa

WIENIE BITE

- 1st: David Vancil, Shelbyna, Mo.
- 2nd: Robert Tabor, Canton, Ohio
- 3rd: Chris Mackey, Milwaukee, Wis.
- 4th: Terry Miller, Sheridan, Mich.

POTATO HAYSTACK

- 1st: David Vancil, Shelbyna, Mo.
- 2nd: Terry Miller, Sheridan, Mich.
- 3rd: Robert Tabor, Canton, Ohio
- 4th: Henry Chennaux, Park Rapids, Minn.

KEG DERBY

- 1st: David Vancil, Shelbyna, Mo.
- 2nd: Bob Santee, Waynesburg, Pa.
- 3rd: Gary Freel, Ames, Iowa
- 4th: Robert Tabor, Canton, Ohio

BARREL RACE

- 1st: Bob Santee, Waynesburg, Pa.
- 2nd: Gary Freel, Ames, Iowa
- 3rd: Robert Tabor, Canton, Ohio
- 4th: Jeff Kyle, Kelly, Iowa

1,000-LB. GAS SLED

- 1st: Poncho Gonzales, Flint, Mich.
- 2nd: Scott Stewart, Dudley, Mass.
- 3rd: Lori Gunia, Sheridan, Mich.

1,000-LB. FUEL SLED

- 1st: Don Seabolt, Greenville, Mich.
- 2nd: Jeff Kyle, Kelly, Iowa
- 3rd: Michael Poisson, Flint, Mich.

TRIKE GAS CLASS

- 1st: Terry Miller, Sheridan, Mich.
- 2nd: Norm Greenleaf, Taylor, Mich.
- 3rd: Bob Santee, Waynesburg, Pa.

TRIKE FUEL CLASS

- 1st: Tom Greenleaf, Taylor, Mich.
- 2nd: David Vancil, Shelbyna, Mo.
- 3rd: Don Seabolt, Greenville, Mich.

TIRE RIDE

- 1st: Robert Tabor, Canton, Ohio
- 2nd: Gary Freel, Ames, Iowa
- 3rd: Henry Chennaux, Park Rapids, Minn.

TOP ARROW WINNER:

David Vancil, Shelbyna, Mo.

BIKE SHOW

- 1st: William Van Dyke, Huntsville, Ala.
- 2nd: Chris Husa, Oak Forest, Ill.
- 3rd: Charlie Powell, Peru, Ill.

TATTOO SHOW

- 1st: David Cordingley, Moline, Ill.
- 2nd: Fuzzy Woolwine, Wonder Lake, Ill.
- 3rd: Bob Bush, Prior Lake, Minn.

TALKIN' TECH

Your Technical Questions Answered Here

How many times have you sat in your garage, teeterin' on an old milk crate and scratchin' your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.



Knuck Restoration

□ I'm restoring a '47 knuckle and can't find an original set of gas tanks. I called a lot of shops on the East Coast and can't find any. Can you help?

Fishman
Lewisburg, Pa.

■ Try Antique Cycle Supply, Rt. 1, Cedar Springs, MI 49319, (616) 636-8200

Wants To Know How

□ In *Tech Tips and Tricks Vol. II*, Rogue states in his article on turbos that he "reworked his oil pump to give ten pounds at idle and 20 to 25 pounds going down the road." (These are readings with the engine hot.) I want to know how I can do the same for my '81 shovel.

Dave
Teulon, Manitoba

■ You can get springs and adjusters from ERT Products: P.O. Box 31, Delphi, IN 46923, (317) 564-3946

Very Interested

□ In the September 1993 issue, you featured a 1984 FXST owned by Frank Williams. I'm very interested in the derby cover, inspection plate, points cover, and coil cover. Where can I order such parts?

Kenny
Columbus, Ohio

■ Drag Specialties has everything except the coil cover.

Voltage Regulator Burnout

□ I have a 1975 Sportster 1000cc XLH. I have a problem with Delco-Remy voltage regulators burning out. I just put a

new one on, wired it right, flashed the field, and started the bike a minute later. The voltage regulator started smokin'. When I shut off the bike, the generator light stayed on. I took the cover off, and the bottom set of points on the battery terminal was stuck shut. When I popped it free, the light went out.

I had the generator tested and it's okay. What could be the cause of this?

Buck
Semper Fi

■ Too much electrical load will weld the output contacts. A bad battery, oil-soaked wiring connections, pinched wires, or too many lights can do this. Leaving the contacts welded after the engine has stopped will finish off your generator also.

FORWARD CONTROLS FOR BIG TWINS *It's A Bolt-On Proposition*

Riding a 4-speed Harley Big Twin with mid-controls is an awkward experience, especially when you compare it to the stretched-out comfort of a modern Softail Custom. It's true that you can extend your legs on the highway pegs on the open road, but in town you're stuck with operating the shifter and rear brake with your feet shifting from the highway peg to mid controls.

Well, Chrome Specialties introduced the Chrome Specialties FXST-Style Forward Shift Kit.

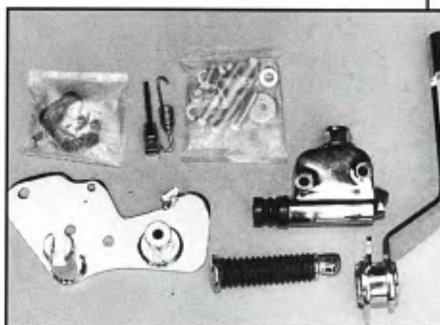
The shifter kit fits 4-speed Big Twins models from 1952 to early 1986 and 5-speed Softails from 1986 on. The brake kit, on the other hand, fits Big Twins from 1958-1986.

Both kits are complete (except for the master cylinder and the brake line on the

brake kit) and include all the required brackets, pedals, rods, fasteners and footpegs. Because FL and FXWG models use one type of shifter rod, and FX models use another, both are included in the kit, along with the appropriate hardware to make 'em fit.

Both kits replace the original pieces with no problems whatsoever and are adjusted according to factory specs using ordinary tools. You'll need to make your own arrangements for securing the original through-the-primary shift shaft, however. You can remove it and plug the hole, if you don't mind removing the inner primary housing to get it out, or just tie it out of the way with a piece of wire like we did, until we have reason to disassemble the primary drive.

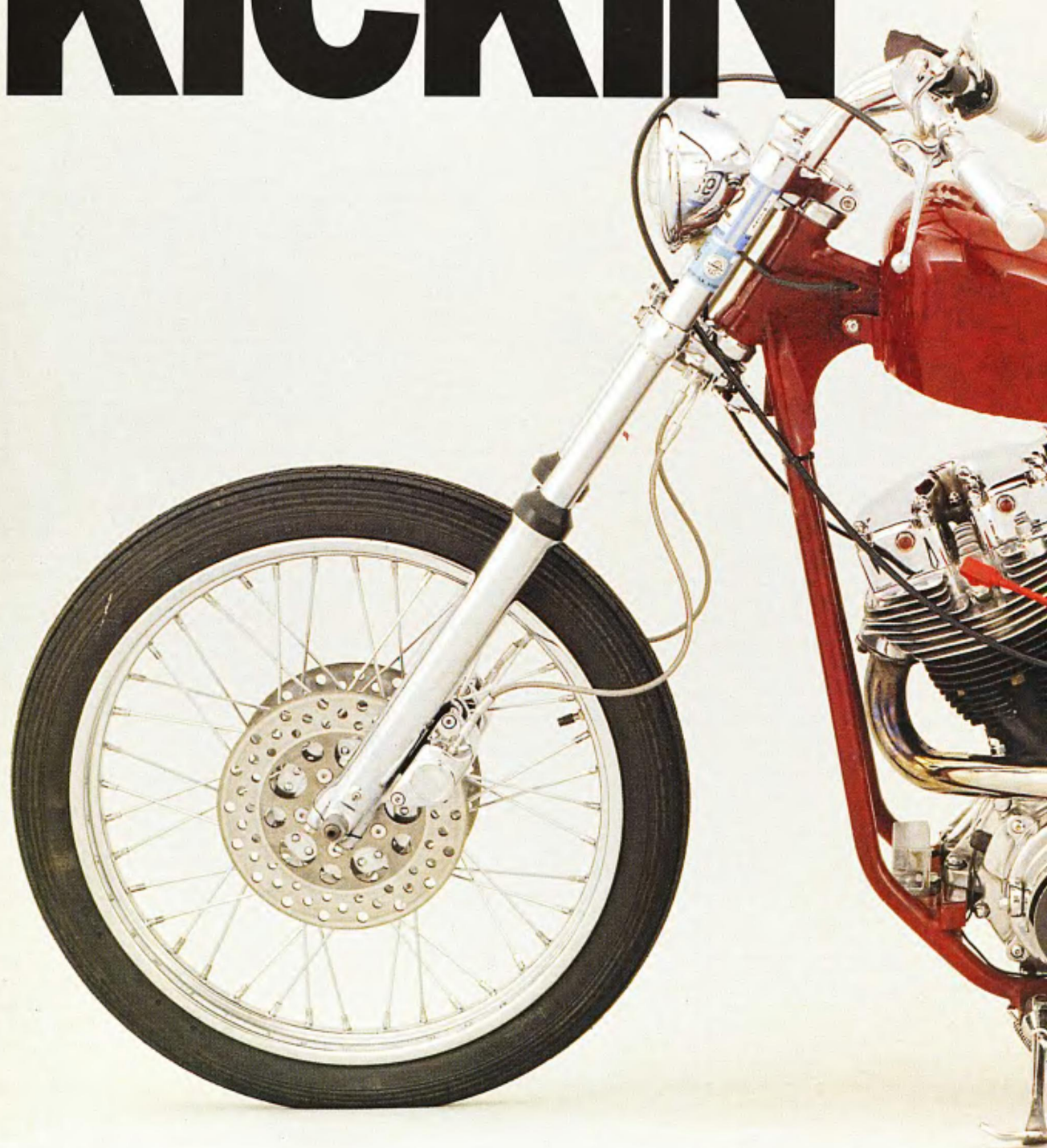
—Truckdog



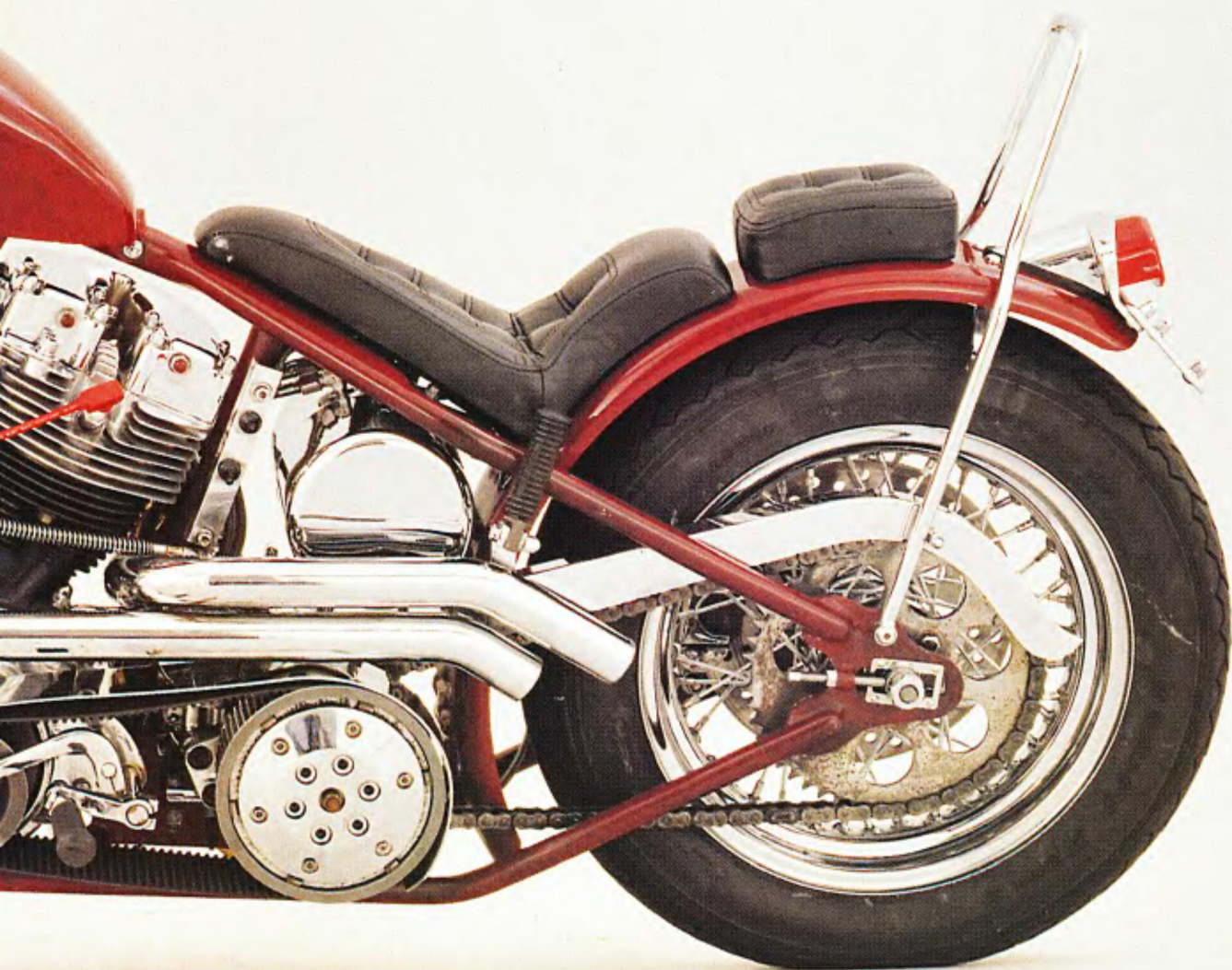
Photos: Truckdog



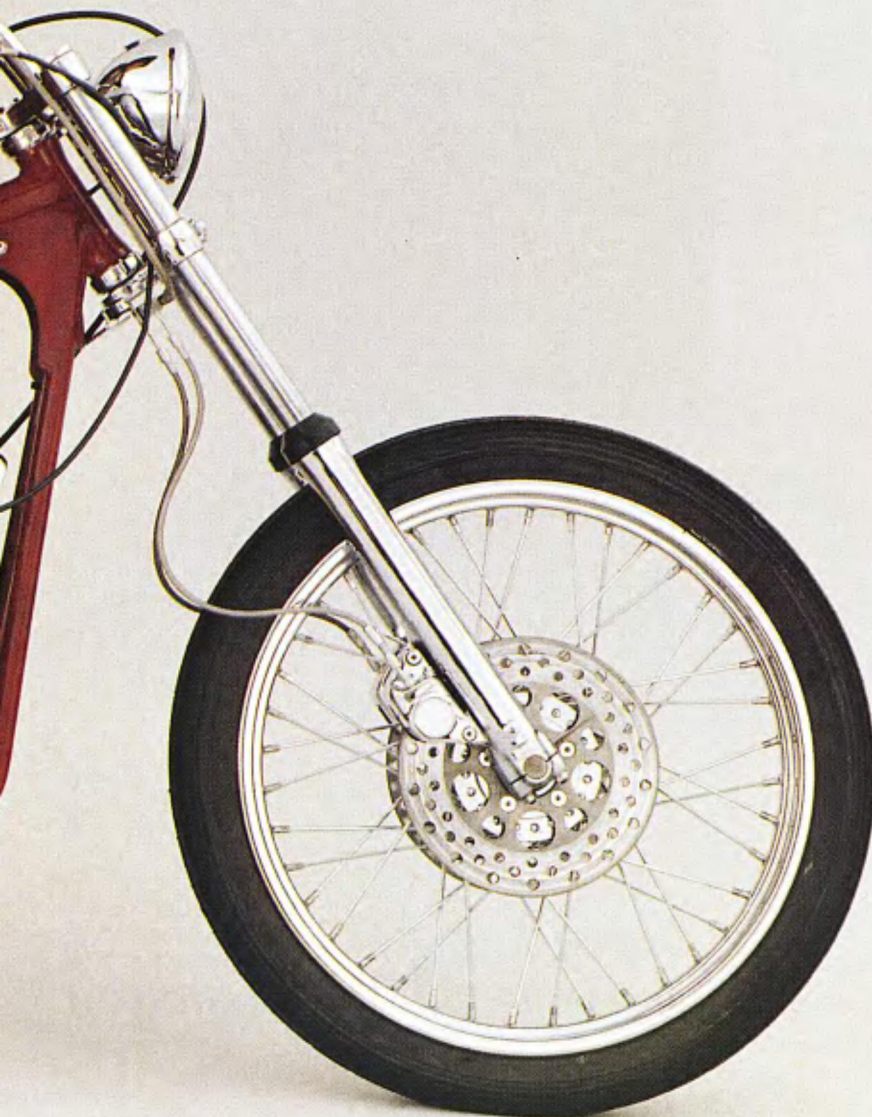
ALIVE AND KICKIN'



*George Built
A Smokin'
Showcase
For His Shop*







Anybody can throw a stock bike together, but to make it work, now that's the trick.

For George Walters, of George's Performance Cycles in Norfolk, Virginia, *trick* is the word. His '77 FX rigid shovel is a lean, clean, smokin' machine. It started as a box with a million pieces, and ended up being the showcase for his shop.

"I wanted to build something to catch everybody's eye," George says, "to show them what we could do." Check out the tech sheet for specs, and let's get right into this ride. First the paint. That's George's handiwork, a cobweb, marble-looking finish created by shooting dry lacquer on the finished coat. He formed all the molding, too.

Next, the shifter. That custom



pedal is bolted to the engine; no forward controls here. The rear brake pedal, a stock Super Glide setup, is attached to the tranny. George wanted things that way. "I knew the bike would be fast and radical, and I needed plenty of stopping power along with a lot of balance," he explains.

The 11-inch rear disk brake is a stock Softail setup. To accommodate the rigid's design, George welded a piece of flat plate metal and slotted it with a track to ride in. When the time comes to adjust the rear chain, the brake mechanism moves with the wheel.

For flat out running, a magneto replaced the battery. This also made room for a 5-quart oil tank, 'cause George likes to get it all from the 9-to-1 compression S&S pistons pumpin' those 84 inches. The pipes are from Ron Simms' Bay Area →





Custom Cycles. George saw them on another bike once featured in this rag. A few phone calls later, they were on their way to Norfolk. The slick head work comes from Sam's Performance Specialties in Summerville, South Carolina. To make it all shine, George sent the whole enchilada to Ed's Polishing in Landover, Maryland.

George has the only shop in town set up with performance and machine services (complete with his own parts). When he's not wrenching average rides, he's experimenting with Pro Gas dragsters and aiming for the 8s. Times have been tough in Norfolk, what with the Navy bases closing, but George is optimistic about the custom business. "I'm old fashioned," he says, "and I like keeping a tradition alive."

Thanks to bros like you, it *is* alive—and kickin'. —Drummer

Owner(s): George R. Walters		City: Norfolk, Virginia	
General		Frame	
Fabrication by: George's Performance Cycles		Year: 1985	
Year and make: 1977 H-D		Builder: Paughco	
Model: FX		Type: straightleg rigid	
Value: \$12,000		Rake: stock	
Assembly: owner		Stretch: 2-inch	
Time: two years		Other alterations: none	
Chroming: Royal Silver, Norfolk, Va.		Accessories	
Engine		Bars: CCI, one-piece, 4 inch	
Year: 1977		Mirrors: Drag Specialties 2x4	
Model: FX		Grips: custom aluminum	
Rebuilder: owner		Risers: 4-inch	
Ignition: magneto		Fender(s): 6-inch, louvered in rear	
Displacement: 84 cubic inches		Headlight: Bates	
Lower end: Pro Comp.		Taillight: Lucas	
Balancing: owner		Speedo: hah!	
Pistons: S&S, 9:1		Front pegs: custom billet aluminum	
Cases: polished		Rear pegs: custom billet aluminum	
Heads: Sam's Performance Specialties		Electrics: alternator with battery eliminator	
Cams: Crane 550		Gas tank: Sportster	
Lifters: solids		Oil tank: 5-quart round aluminum	
Carb(s): S&S B		Oil system: stock	
Air cleaner: S&S		Primary cover: 3-inch belt shroud	
Pipes: Bay Area Custom Cycles		Seat: Drag Specialties	
Mufflers: hah!		Sissybar: 6-inch round stock	
Transmission		Forks	
Year: 1977		Type: FX 2 inches over	
Modifications: polished		Extension: 2-inch	
Shifting: custom foot shift		Builder: H-D	
Engine sprocket: 24-tooth		Special features: turned lower legs	
Trans sprocket: 25-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: owner		Hub: H-D	Hub: H-D
Painter: owner		Rim width: 2-inch	Rim width: 4-inch
Color: red		Tire: Avon	Tire: Dunlop
Type: cobwebbed		Brake: H-D, dual disc	Brake: H-D, single disc
Special paint: acrylic lacquer			
Other special modifications: Special thanks to Sam's Performance Specialties, (803) 871-2401, and Ed's Polishing, (301) 341-2491.			
Photos: Mike Lichter			



COMIN' AT YA

Easyriders®

The **March** 1994 issue is our pre-Daytona special, so expect a saddlebag full of information and inspiration for your annual pilgrimage to the Sunshine State. Also on tap for our never ending scooter party is coverage of California's Love Ride 10, an MDA charity run that not only brings out the SoCal celebs, but attracts caring scooterfolk from all over the world. If you don't believe me, just ask The Sheriff, who came all the way from Sweden and camped out on our garage floor to attend this renowned ride. The party rages on with more righteous iron than a mere mortal can handle, women so beautiful you'll blow a gasket, and expanded Tech Tips to fuel your creative juices. Don't even think about missing it.

On sale January 27



In the **March** 1994 issue, we're poppin' the top on a can of kickass and takin' a look back at the 1993 *Easyriders* Bike and Tattoo Show tour. Our motley crew has been storing up some true nuggets from toy runs around the world, and now that the holiday season's upon us, we're ready to pull them out of hibernation and lay 'em on ya. Travelin' Trails will take you on a tour of your own private Idaho. Check it out. **On sale now**



The **March** edition of the world's largest-selling tattoo mag will be a blend of international color beginning with complete coverage of Tattoo Expos in Montreal, Quebec, and Dunstable, England. Australian connection Loose Bruce will interview Melbourne artist Trevor McStay, and our French editor Michéline is getting the scoop on a Paris shop. You'll also see fresh faces in Pushing Ink and lotsa photos of individual tattoos. **On sale January 11**



As Mutha Nature rears her hideous winter head and ridin' time grows shorter, the opportunity to enjoy some fine reading increases. The April issue will be the Brotherhood Special. We'll feature some wild club action, as well as some kick-ass bikers' rights organizations' events. Pulsating Paula will cover the 1st Annual Bike Show at the Federal Institution in White Deer, Pa., and, of course, we'll give ya plenty of scoots and T&A to ogle. **On sale January 11**

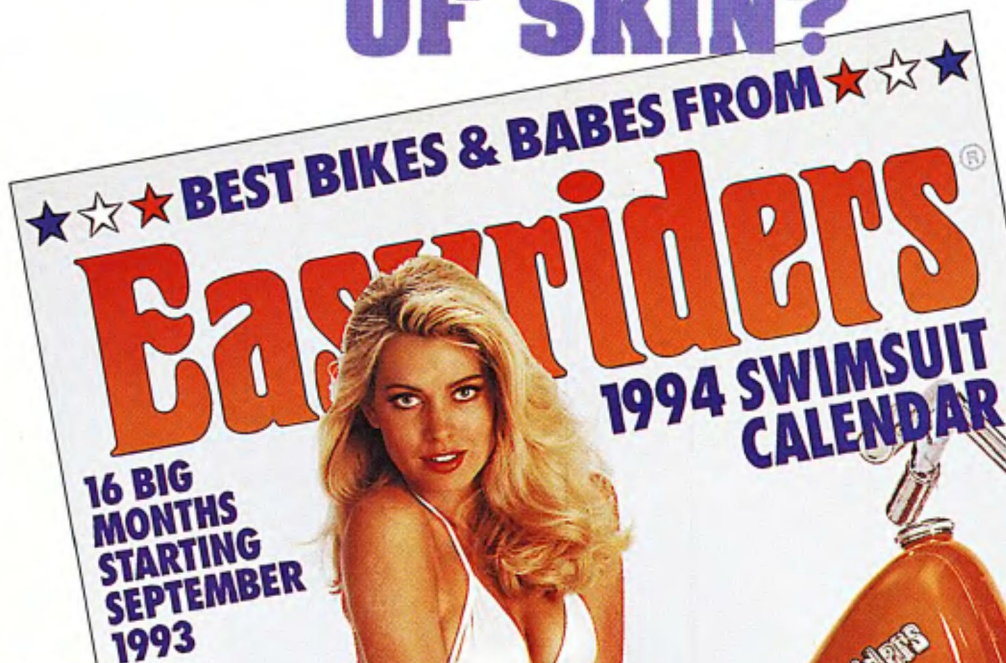


In this issue, the world's only fine skin art museum features Exhibit Halls packed with glorious dermagraphics from around the globe. From traditional to tribal, cosmic to comic, *Tattoo Flash* offers a cultured glimpse behind the curtain of the tattoo world. Meet incredible featured guest artists Pote Seyler, Tattoo Bob, and Ardee Allen. Ponder the possibilities in our fabulous Flash Gallery and revel in glorious works of fantasy made flesh. **On sale now**



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WHAT HAS 32 LEGS, 26 WHEELS, VERY FEW CLOTHES AND LOTS OF SKIN?



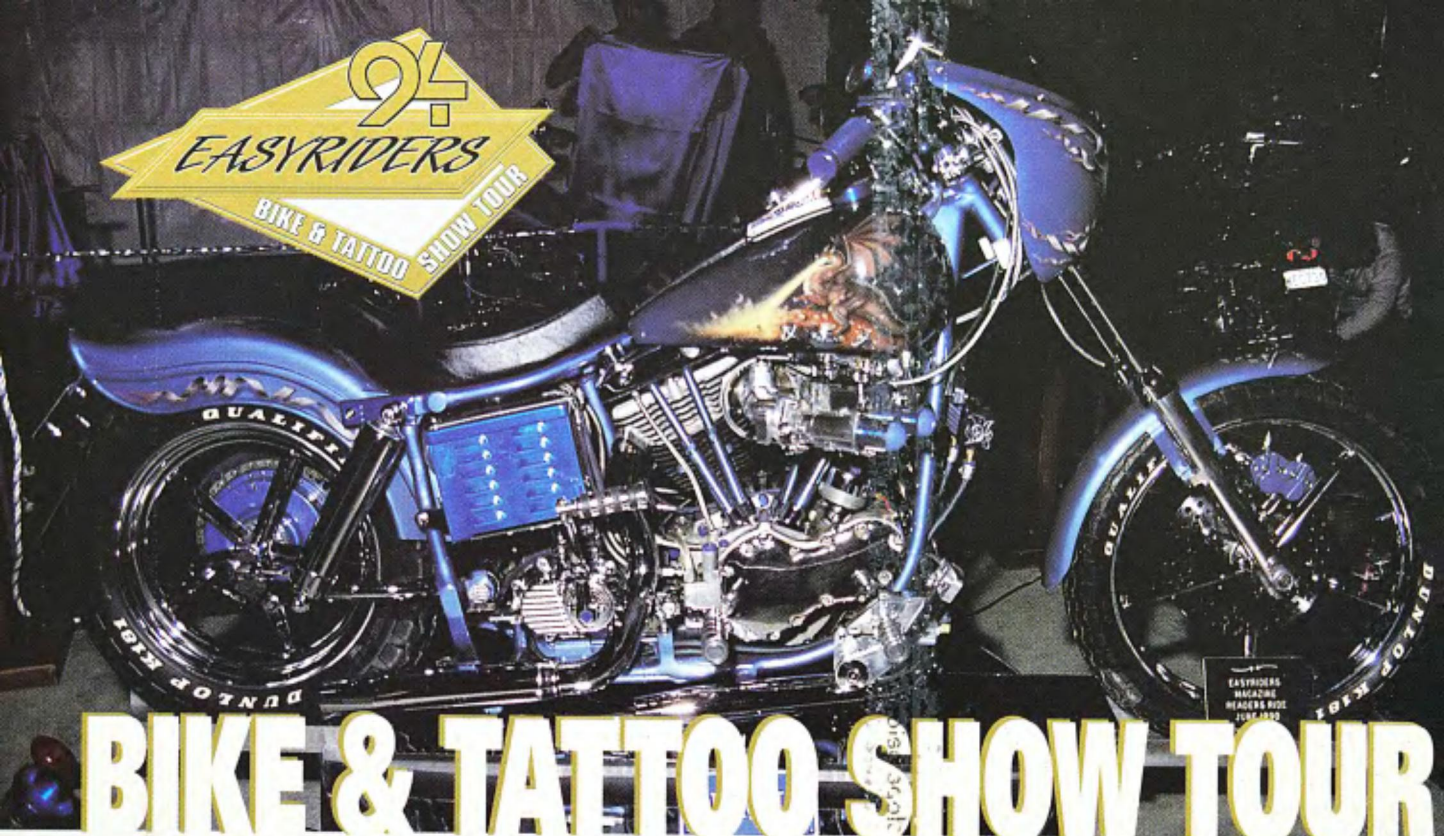
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SHOW HOURS

Friday 5pm-Midnight
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Sunday 10am-6pm

WEST COAST REGIONAL

VALLEJO, CALIFORNIA
March 4, 5, 6, 1994
Solano County Fairgrounds

NORTHWEST REGIONAL

SEATTLE, WASHINGTON
March 11, 12, 13, 1994
Seattle Center, Exposition Hall

SOUTH CENTRAL REGIONAL

WACO, TEXAS
March 18, 19, 20, 1994
Heart O' Texas Fairgrounds

SOUTHEAST REGIONAL

CHARLOTTE, NORTH CAROLINA
April 8, 9, 10, 1994
Charlotte Convention Center

NORTHEAST REGIONAL

MIDDLETOWN, NEW YORK
April 15, 16, 17, 1994
Orange County Fairgrounds



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Come out and see the best custom bikes and tattoo work from your region of the country (or enter your own bike or tattoo)! It's gonna be a blast! Here's how it works: The thirty best bikes and tattoos will be featured in one of our magazines: *Easyriders*, *Tattoo*, *Biker*, or *In The Wind*, and will receive a cash prize and an invitation to compete in the \$35,000 Invitational Show next year!

To Enter A Bike Or Tattoo Call Susan At (818) 889-8740 x264
Or For Vendor Spaces Call Kari Roben At (818) 889-8740 x281



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