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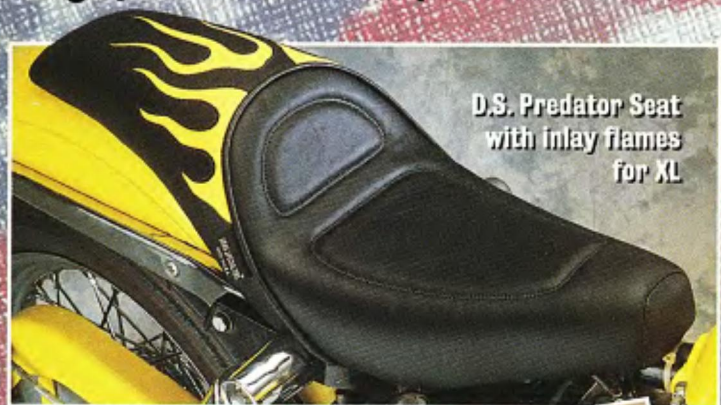
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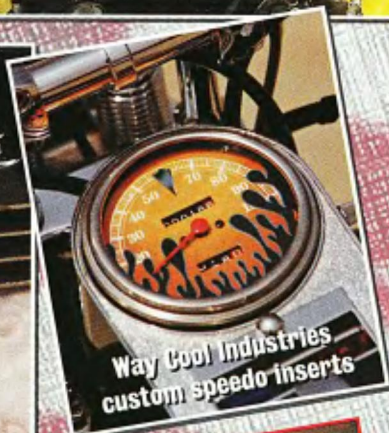
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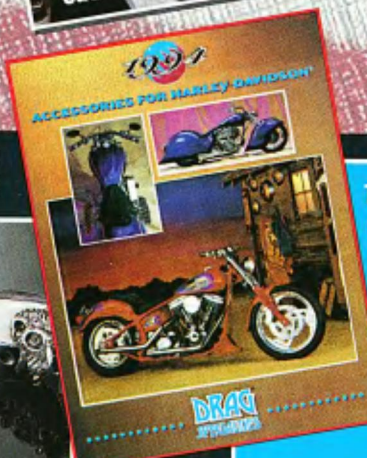
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Easyriders[®] MAGAZINE

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 249 • MARCH 1994

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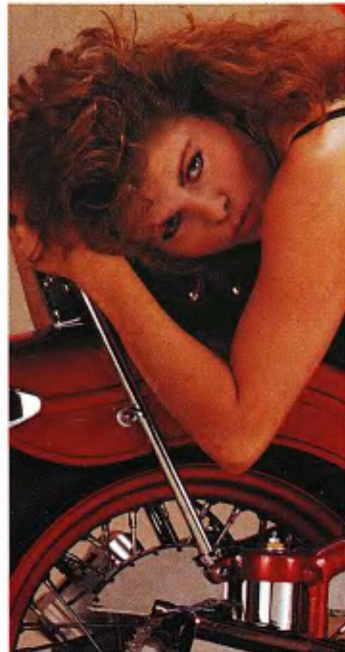
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The next issue goes on sale February 24. Cover photo of Tiffany on Team Ness' 1993 FXR by Raiko Hartman.



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The Audit Bureau

I've got amazing news. While watching a documentary television program, I found out why Hitler was so pissed off at everyone. After the Berlin Wall fell, a lot of Stalin's secrets were divulged. One of them was that he had an autopsy performed on Hitler's remains and they discovered that (oh, God!) Hitler didn't have a left nut. When I think of how many times I've said, "I'd give my left nut" for that Harley or that vintage car!

A husband and wife team are suing a television evangelist for 50 million bucks for claiming that many "cures" would come to them if they made a prayer offering. Surprise, surprise, they received only one "cure," and that was they were cured of sending money to television religious hucksters! \$50 mil?

It may be the last of tight Levi's. It seems the police have a "crotch patrol" made up of female officers who look for especially large bulges in the crotch area—apparently a lot of dopers use the space to smuggle dope. Yeah, yeah, we know why females look for large bulges—be they cops or not!

A guy in Beijing placed an ad for a wife and received over 400 replies. All he said in the ad was, "Seeking a Shanghai woman, 24 to 30, for marriage"—and he said his house had a toilet, the ultimate luxury in China!

He finally got off his ass and made his son a snowman in the front yard—only he made it too anatomically correct, using the bushy top of a carrot as pubic hair and using a carrot as a crank!

Two real bright guys broke into a tavern and stole a large dart machine—over seven feet tall. They had a helluva time loading it on their truck. As they started to leave, the truck got stuck in the mud. So what did they do? Get a tow truck, of course. They made a slight mistake, though. Instead of calling the towing company, they called the police department in error. The police were only too happy to help them and answered the call promptly, busting the guys' young asses. Ah, to be 17 (young and dumb) again. It seems like many moons ago!

The judge must have really pissed him off. He went outside the court and did \$6,000 worth of damage to the trees—by gnawing the bark off of them! He must have been a basket case, as he also bit off the ends of the Christmas lights which were on the tree. I assume he spent Christmas in a cell—a padded one!

Hey! Do you want to know about the latest freak thing I've read about lately? A woman got implants in her tits. So what? Well, I don't know why she did it because she was 78 years old.

He was in a strip joint and told a dancer with 48-inch jugs that she couldn't be that big—she must have had implants. She got angry and to prove they were real, she took one of her tits and whapped him upside his face with it!

Here's another tit story. She had, mama mia, a 46-inch DD bra. She was on a crowded escalator going up when all of a sudden the bra broke open, forcing her backwards into two teenagers behind her. They fell into an elderly couple and on and on, like dominos, 13 people fell backwards into each other, breaking bones and causing multiple bruises. Man, those suckers must have been forced into her bra! Maybe she should try using a hammock.

He was talking with his wife of one year when she mentioned that her girlfriend had talked her into submitting a photo to Easyriders magazine and that she may have to take off her bathing suit for the photographs. He (being a policeman) blew his cork, and they had a violent argument in which he told her to get out of their house. She pulled a gun on him during their argument and later turned up missing! She's still missing at press time, and to think she went through all that shit just to please you guys (and she may have wound up in some insecure guy's compost pit). I'll keep you posted should I hear more.

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By Spider



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WORDMONGER

Corrections

□ In the *Did You Know?* column in the December 1993 issue, obviously, you guys didn't know. If you know your Harley history, you should know that the 'R' in FXR means rubber mount, not 5-speed gear box. The FXR came out in 1982. The 5-speed gear box came out four years later.

Next time do some research.

David Valle

Deland, Fla.

□ I have a correction for Phantom (*Did You Know?*, Dec. '93). He was right that the "B" in FXB stands for the Sturgis model. But the "B" originally stood for belt, as in belt drive. The FXB had both a primary and secondary belt.

Don Hardman

Norton, Kan.

Needs Advice

□ I plan to go to Sturgis in '94 and need to find out where I can rent a Harley (it's too damned expensive to send mine overseas.) I'll be on the road for only 15 days, so would it be possible to rent a bike in Las Vegas and give it back in Rapid City?

If anyone knows of a few good spots on the way, or the best roads to ride from the Grand Canyon to Salt Lake City and Yellowstone, I'd be grateful.

Thierry De Matteo

Hotel de la Poste

26780 Chateaufort de Rhone

France

■ Fly and ride programs are available through dealerships.

Where's The Fork?

□ I'm a big David Mann fan—his drawings cover my walls. But what happened to the left front fork on the bike in the drawing "Monday Night Ride" in the September issue? It shows up in the shadow of the bike, but it's not on the bike itself. What's up?

Conan

Long Island, N.Y.

■ Dave at his best.

Something To Chew On

□ I wonder if you guys actually coax your women into saying the shit they do. Seems like a lot of 'em mysteriously look at riding Hogs in the same light, as if they were nothing more than overgrown vibrators. Doncha think they enjoy being in the wind for most of the same reasons guys do? I'm sure you get letters now and then complaining about women draped over the bikes—well, that's not my motivation.

I love 'em as much as the next guy, if not more, and would consider you guys wimps if you bowed down to such complaints. Don't get me wrong—I'm no fuckin' feminist sympathizer, I just believe there's more to women than just being ankle-biter factories, tits against your back, or a picture in "Fox Hunt." It's an approach you oughta try; you might like it.

Since I'm through bitchin', I'll finish up by saying that otherwise your rag is great. I love the articles and pics. I'd like to see Rip and Wrench get more space, as those guys rule.

12-Gauge

Houston, Texas

They're Alive and Riding

□ The "Rip's Run" feature in the November '93 issue said the Sioux tribe had disappeared. Not so! As the ABATE of North Dakota, District #5, assistant representative and a member of the Sisseton-Wahpeton Dakota Sioux, I'm writing to say we're alive and riding in North Dakota.

As the owner and rider of an '86 Heritage Softail, I'm an American woman riding American iron. Keep up the good work.

Ellie Owens-Hauser

Fargo, N.D.

A Legend

□ The other day my nine-year-old kid came home from school with a project. His teacher wanted him to write about a legend that involved his family. Well, not having any legends in the family, he decided to write one about his passion for motorcycles. I read him the article (Nov. 1993 issue) about the 90th birthday of H-D, and that gave him the idea to write a paper about it. His teacher was so impressed that she kept it.

Dustin Bennett

Willow Creek, Calif.

A Big Success

□ A whole raisin pie to Arlen Ness' shop here in San Leandro, California. They're helping with our annual Christmas dinner by doing a canned food drive in their showroom. Last year we were able to feed 1,500 people and this year it will be even bigger. We wouldn't be able to do it without their support.

By the way, what is raisin pie and does anyone really get the stuff?

Mary Ann Ramirez

Hayward, Calif.

■ No.

What's The Deal?

□ Could someone explain the bike on page 48 of the December '93 issue—"No Bolt-ons For

This Bro." What's the deal with the motor?
How can you have a carb plugged into the
rear exhaust port and a rear exhaust pipe
plugged into the intake manifold?

Jay Dee
Sacramento, Calif.

■ It has two front heads.

Calendar Complaint

□ What happened to the bare-breasted babes
on your calendar? The new '94 one sports
some righteous chicks, but they're wearing
swimsuits. A couple of years back you guys
had a great one, and I saved it to decorate the
walls of my shop, but it got ruined by water.

The biker lifestyle should *always* include a
topless calendar—anything less just doesn't
get it! A set of huge or nicely shaped, firm tits
should be visible. I don't enjoy being teased.

Brain Heap
St. Johns, Ariz.

Road King Fan

□ I read the article on the new 1994 FLHR
Road King in your December issue. Although
the pictorial made it hard to decide which of
the two subjects I wanted to ride, I ended up
choosing the Road King. But when I went to
my local Harley dealer and tried to order one, I
was told, "Sorry, we're all out of '94s, but I'll
take your order for a '95." Could it be that
Harley is exporting too many of these scoots?

George Davis
Poughquag, N.Y.

■ Ya gotta be quick.

100th Anniversary Harley

□ At the Indy drags, they announced over the
P.A. that if you want a 100th Anniversary H-D
you have to order it now and put down a
\$10,000 deposit. What the hell is this? I'd really
like one, but I don't have an extra 10 grand to
give away for 10 years—and do you get interest

on the money while they're holding it?

Rick Burrell
Ontario, Canada

Insurance Question

□ For the second time I will be riding in the
U.S.—this time from Miami to San Francisco.
Do you know of a company that would be will-
ing to insure my bike, as I want to enjoy your
beautiful country without worries.

Bernard Biersse
Le Rivollay—01090 Guereins
France

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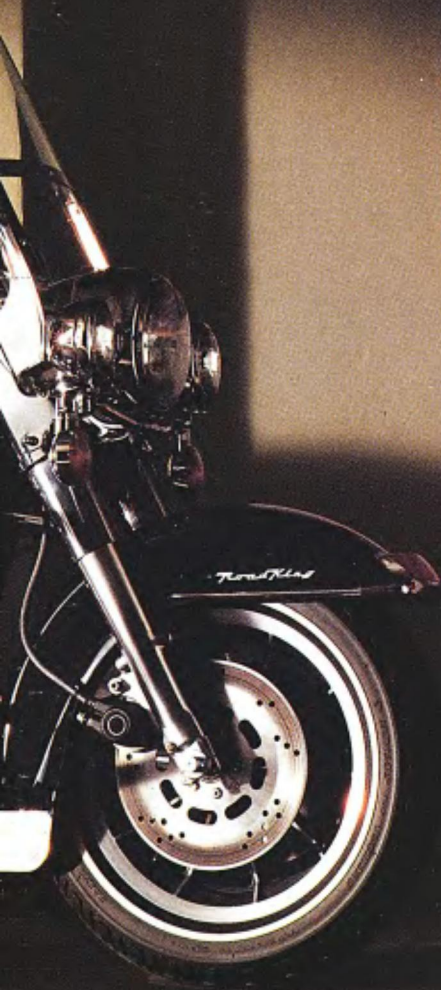
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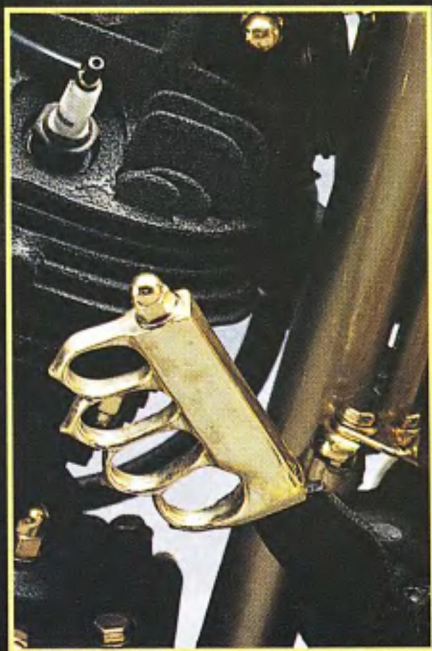


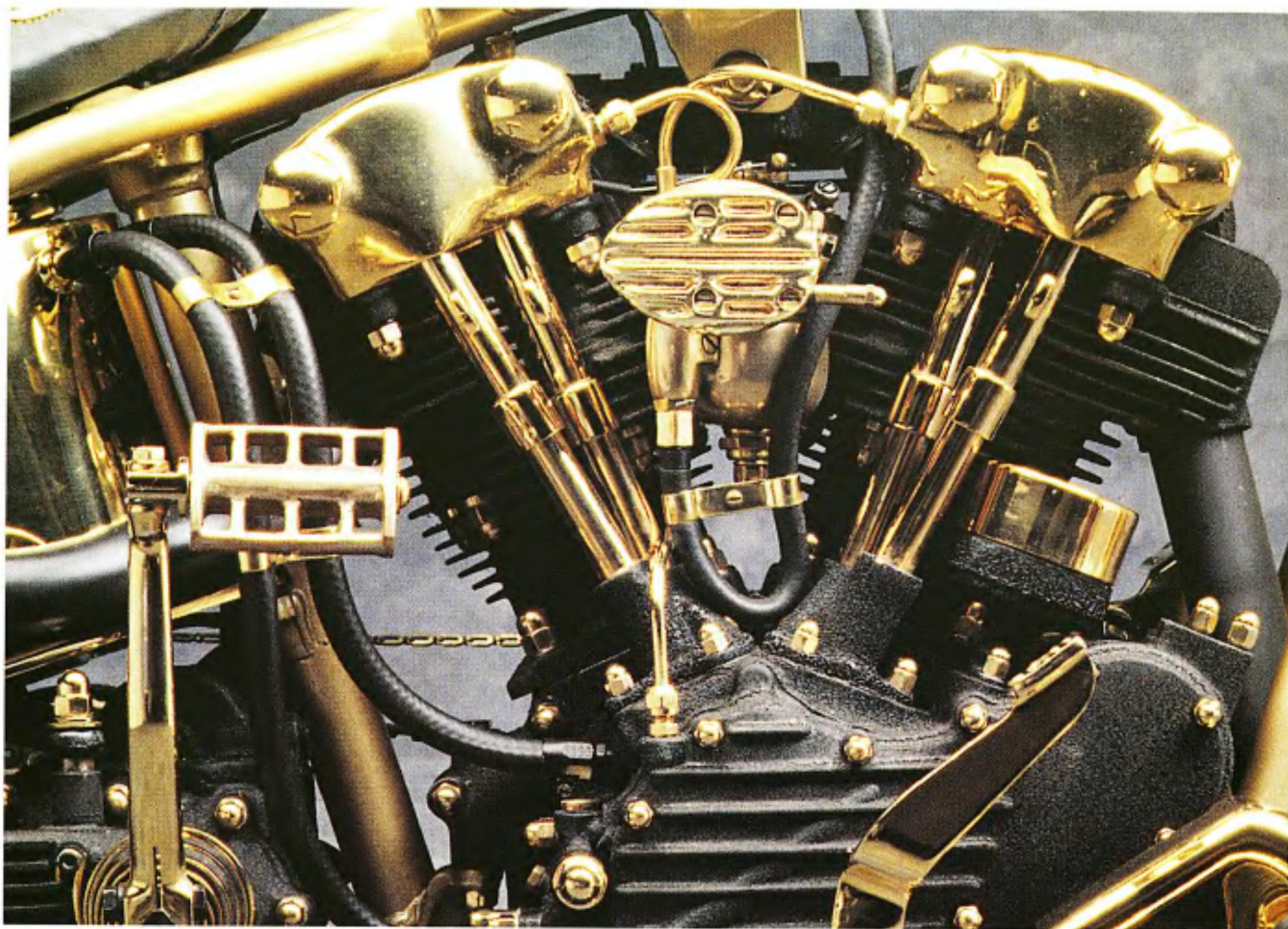
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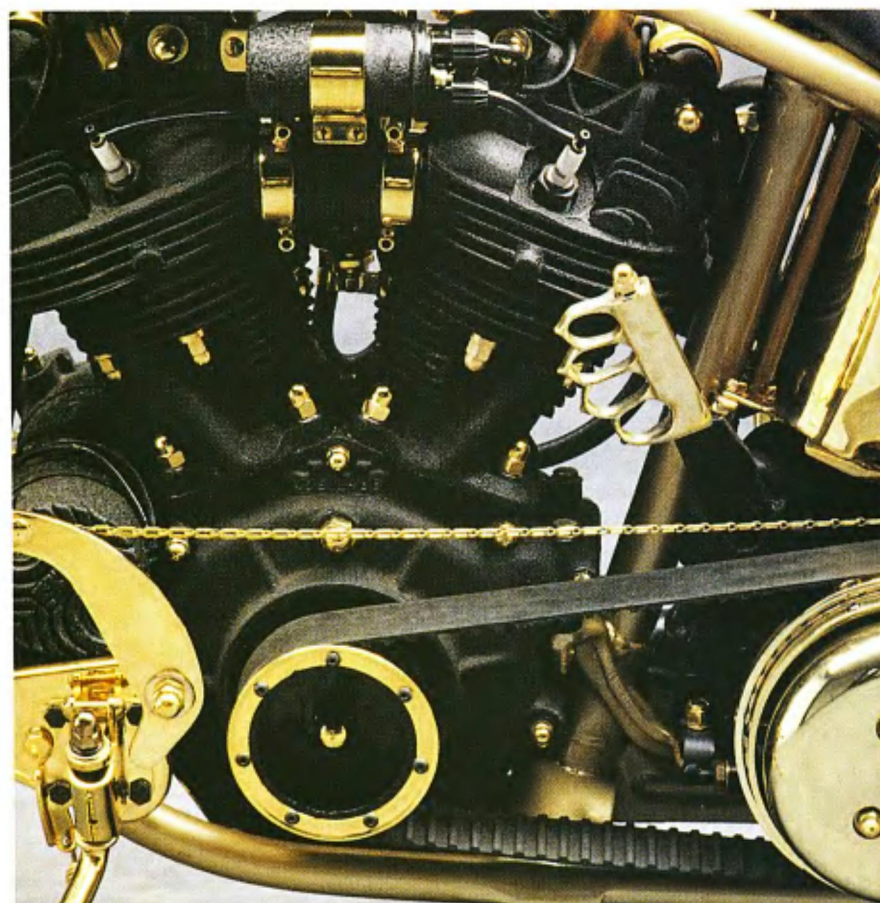
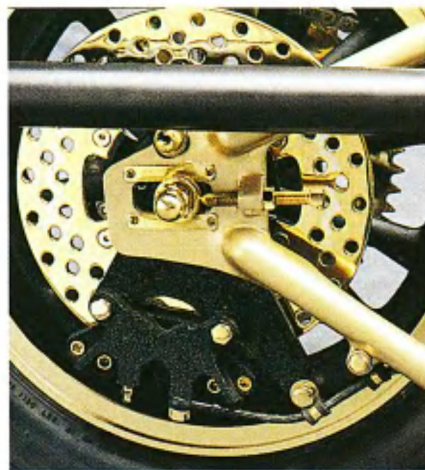


Gold. Warm, smooth, and almost irresistible to the senses. It's no surprise that Dave Royal of Grover Beach, California, couldn't stop once he started plating his chopper-style 1940 knuckle with that most precious of metals. Combined with polished brass, copper, and lots of Kim Chambers-sprayed gold pearl urethane, it's a look that stands out in warm contrast to its chrome-plated brothers.

"I had this idea to build a bike with no chrome," Dave says, "something in stainless steel and aluminum. I don't know exactly where the gold theme came from, but it's so different I'm glad I did it this way."

Tom Chappel found the ancient, 14-inch-over custom narrow springer and highly modified '67 frame around which Dave built his show-stopping rigid. Chappel needed the tranny that was still in it, but was anxious to sell the rest when he called Dave. The old frame was rough, but it had been raked, stretched, and had a hardtail welded on. "It reminded me so much of a





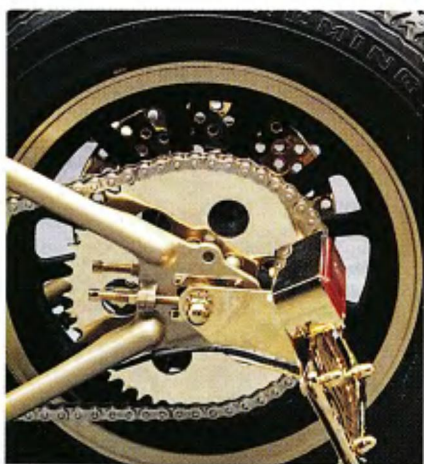
chopped knuckle I rode in the '70s that I couldn't pass it up," Dave says.

"I don't know why, either, 'cause I hated that old chopper with a passion. It was miserable to ride and impossible to stop!"

The Ernst Paulsen-built, 61-cubic inch EL motor had been restored, rather than hot-rodded, with all stock internals and the original Linkert carb. "I had this nice pair of cases kinda kicking around the shop," Dave recalls, "some barrels and heads that were pretty thrashed and lots of stock knuckle bits and pieces. I restore bikes for a living, and it just seemed natural somehow, to use the stuff we already had."

The Sportster tank had been neatly relieved to clear the risers, and the abbreviated, 5-inch flat rear fender is smooth, with the chopper-style tail-light mounted low and to one side. Performance Machine supplied the billet rear brake, and the 80-spoke front wheel is stylishly free of both fender and brakes.

A closer look reveals the neat vintage brass bird shield air cleaner, →



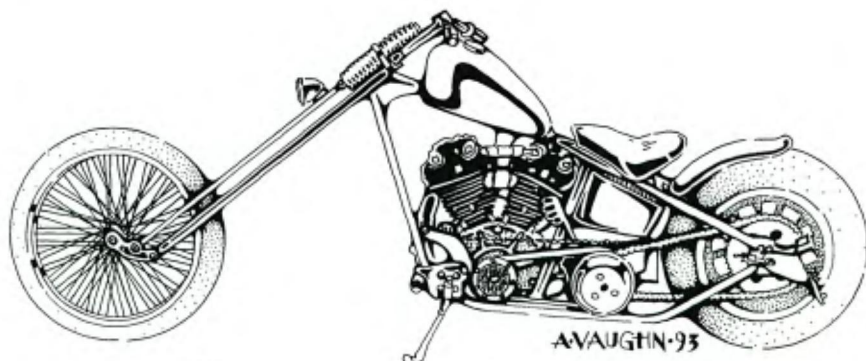
gold-flamed Andy Bar seat, brass knuckle jockey shift, and nostalgic, 15-inch, American Racing 10-spoke magnesium rear wheel. The simple wiring has been run inside the frame and the straight Paughco pipes have been painted black to minimize their effect on the overall styling. Even the tiny 4-1/2-inch accessory headlight seems in perfect proportion.

"Ernst and I froze our asses off doing the final assembly on this bike so we could make it to Columbus, Ohio, for the *Easyriders* Bike Show last year," Dave says. "It gets cold in central coastal California in January, especially in an unheated shop. We'd work a little, stick our hands in our pockets to warm them up, then work a little more. It was an experience neither one of us will ever forget."

The results speak for themselves, as did an invitation—one of 15 given at the Rat's Hole Show in Daytona '93—to display the Brass Knuckle at the Essen Motor-Show International '93 in Germany. Not bad for the latest version of a bike he hated, eh?

—Truckdawg

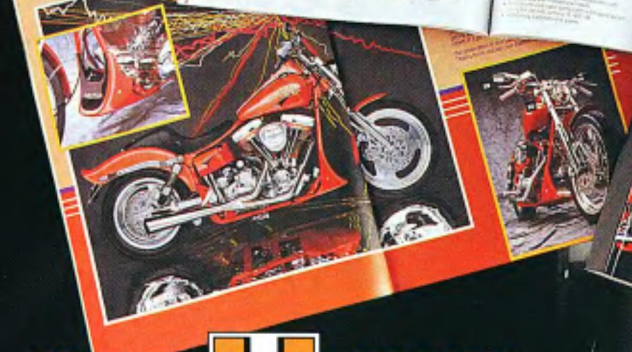
Owner: Dave Royal		City: Grover Beach, California	
General		Frame	
Fabrication: owner/Ernst Paulsen		Year: 1967	
Year and make: 1940 Harley-Davidson		Builder: H-D, Jim Beck	
Model: knucklehead		Type: rigid	
Value: \$25,000		Rake: quite a bit	
Assembly: owner/Ernst Paulsen		Stretch: some	
Time: eight months		Other alterations: welded-on hardtail	
Gold plating: Crown Plating of California		Accessories	
Engine		Bars: drag	
Year: 1940		Grips: rubber	
Model: EL		Mirrors: none	
Rebuilder: Ernst Paulsen		Risers: tall	
Ignition: centrifugal advance		Fender(s): 5-inch flat rear, no front	
Displacement: 61 cubic inches		Headlight: 4.5-inch mini light	
Lower end: stock H-D		Taillight: rectangular, chopper	
Balancing: stock H-D		Speedo: none	
Pistons: 7.5:1		Front pegs: o-ring	
Cases: H-D, wrinkle black paint		Rear pegs: none	
Heads: H-D, wrinkle black w/gold plating		Electrics: 12-volt, wires inside frame	
Cam: stock H-D		Gas tank: modified Sportster, hidden mounts	
Lifters: solid		Oil tank: wraparound	
Carb(s): brass Linkert		Oil system: stock H-D	
Air cleaner: brass bird shield		Primary cover: none	
Pipes: Paughco		Seat: flames, Andy Bar	
Mufflers: none		Sissybar: none	
Transmission		Forks	
Year: unknown		Type: custom, narrow springer	
Modifications: wrinkle black paint		Extension: 14 inches over	
Shifting: jockey, brass knuckle shifter		Builder: Dick Allen	
Engine sprocket: 2-inch belt		Special features: gold plated	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 49-tooth		Front	Rear
Painting		Size: 21-inch	Size: 15-inch
Molding: Kim Chambers/Jim Beck		Hub: 80-spoke	Hub: American Racing
Painter: Kim Chambers		Rim width: 2.5-inch	Rim width: 4.5-inch
Color: gold pearl		Tire: Avon	Tire: Remington
Type: urethane		Brake: none	Brake: Perf. Mach.
Special paint: pearl ghost flames			
Other special modifications: no chrome, cad plating, bare aluminum, or stainless steel. Special thanks to Tom Chappel, Kim Chambers, Santa Ana Plating, Jim Beck, Andy Bar, Two Wheels, and, especially Ernst Paulsen.			
Photos: Silvermoon			



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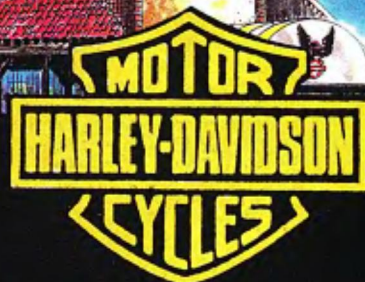
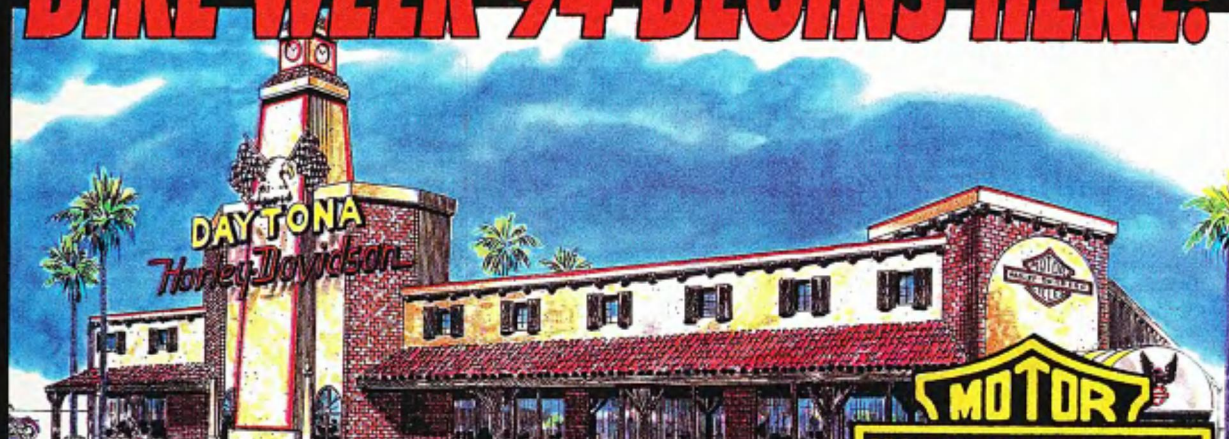
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NEW YORK STATE OF MIND (LESS)

Governor Cuomo Vetoes Rider Education Bill

The Rider Education bill has been vetoed by New York Governor Mario Cuomo. That's right, after all our hard work, expense, and anticipation that motorcyclists would finally get some small victory from New York state, Governor Mario Cuomo vetoed our bill that was passed, almost unanimously, by the legislature. His veto message was this: "Motorcycle safety is important. Creating yet another committee will not make motorcycles or their operators more safe. All the good ideas in this bill, including a point reduction program and road test waivers for motorcycle licensees who complete a certified motorcycle safety course, can be implemented by the Department of Motor Vehicles within existing resources. The bill is disapproved."

It seems to me that his message has a very hollow and untruthful ring. If motorcycle safety is really so important to the governor and the New York state, then why not create a committee to start the process of dealing with this issue that's been completely ignored by this state right up to this point? Bicyclists, for example, have an advisory committee as do many other groups that are too numerous to list. What's the big deal? And speaking of bicyclists, one thing the New York legislature and the governor did agree on, was to mandate a mandatory bicycle helmet law for kids 14 and under with a \$50 fine for their parents... if caught.

Motorcyclists were never enough of a population base here to do anything about the helmet law here, but everyone has a kid with a bike and a much better place to send \$50 than the bottomless pit of the New York State government. I'm



wondering if they haven't gone too far this time and the people are finally going to wake up.

Since I've been involved in the legislative efforts of ABATE of New York, one thing stands out perfectly clear year after year: New York motorcyclists have been beaten down so badly by the system of our state government that they're burned out to the point of not responding anymore. In other words, they're only expecting more of the same "crap" from the state of New York, and it seems the smart ones are moving away.

Either Cuomo got railroaded by some agency within the state government to do this, or he just doesn't care about motorcycle issues, or the safety of young or beginning riders. This bill was very mild and noncontroversial, and there wasn't a reason in the world for this veto. What we do from this point depends on discussions with our sponsors and other major players, and, of course, it depends what the Board and chapters of ABATE of New York want to do regarding state legislation for next year. We'll pick up and put forward a good sensible legislative agenda for the New York biker. It's just too bad that year after year we have to deal with a state government that has very little sense. Face it, we need to forget about the state legislation for a while and concentrate on the Federal level.

HR-799, the repeal of the national helmet law now has 107 co-sponsors in the House of Representatives, which is starting to be very impressive. Now it's time to start hammering them again for co-sponsorship and support of this bill. Those House members who showed an interest and have not yet signed on are Paxon, Fish, Gilman, Molinary and Houghton.

I may have missed some good prospects because things do change from time to time, so write your congressperson about this, even if he/she wasn't mentioned, because you never know. Current sponsors of the bill from the New York delegation are Congressmen Solomon, Hinchey, McHugh and Walsh. Let's get some more from New York.

—Brent Garcia
Legislative Coordinator
ABATE of New York

NOTES FROM SACRAMENTO

The Latest Helmet News From The California Front

The California legislature will be back in session by the time this is printed, and we will continue our battle to repeal the helmet law. There are a few changes of personnel, and we will benefit by the special elections of Phil Wyman to the senate and Barbara Albee to the assembly. We are pleased to have supported both of them, knowing that they will work together with the other California Senators and Assembly members already committed to restoring our freedom of choice.

The two most difficult obstacles to persuading the legislature to repeal the helmet law are (1) the threat of federal highway funding sanctions and (2) the overstated claims of "lives saved." The federal problem is being addressed by pending bills in congress that would repeal the sanction provisions, and we are actively lobbying our congressional delegation to get the "feds" off our backs. The claim that "ninety-two motorcyclists' lives were saved" in 1992 by the mandatory helmet law is the result of a particularly obnoxious study and report by Dr. Jess Kraus, given wide circulation by press releases from the California Highway Patrol. Dr. Kraus' work is supported by insurance and federal sources whose cynical motive is simply to remove motorcyclists from the "risk pool."

Universal mandatory helmet laws have a very measurable effect on ridership, and

Many motorcyclists have fought their helmet citations and won

thus are capable of reducing injuries and fatalities for this reason alone. What the studies do not show is that helmet use decreases by any significant degree the proportion of fatalities that are due to head trauma, since no other safety benefit exists (helmet use does not reduce the likelihood of accidents and does not decrease the severity of nonhead injuries).

It should be remembered that California's helmet law was sold to the legislature by Dick Floyd on the basis that it would save the taxpayers "hundreds of millions" of dollars in uninsured medical care for head-trauma victims. These cost savings were obviously illusory in the first place. Now that the savings haven't been realized, proponents of the existing helmet law have conveniently shifted their focus to "lives saved" instead.

Meanwhile the courts and law enforcement agencies up and down the state have been churning with confusion about enforcement of the existing helmet law. Many motorcyclists have fought their helmet citations and won, or at least had them reduced to "correctable" and "dismissable infractions." Some courts have even been persuaded that the helmet law is

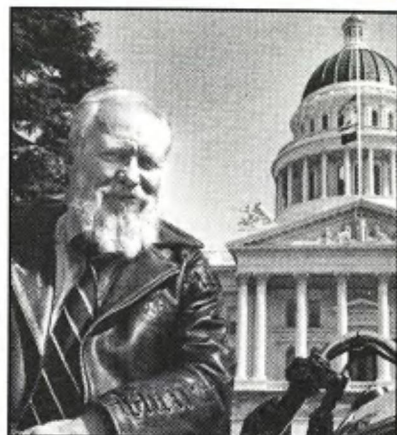


Photo: Jim and I's Star Bar

unconstitutionally vague, for lack of adequate notice regarding what helmet is approved and what helmet is not.

All this, together with the unyielding pressure and constant reminders from motorcyclists, will eventually gain the attention of the legislature. My own sense of public opinion is that most people on the streets are in favor of our freedom of choice, and against coercive measures. We would be fortunate if our legislators were as simple and straightforward.

—Fritz-Howard Clapp
Legislative Advocate
Modified Motorcycle Association
[reprinted with permission]

TABLES HAVE TURNED

Cops Forced To Bear The "Burden"

Here's a switch. Someone in the Florida state government has decided that all law enforcement officers should be required to wear bulletproof vests whenever they're on duty. And that ain't all. Get caught without one and you could be fined up to \$25,000.

Evidently, this is causing quite a stir among the local cops, who don't want to be told when and where to wear them. In fact, they have threatened to strike rather than wear the "for their own good" flak jackets. For some strange reason, they would like the decision to wear the vests to be theirs—and not the government's. Imagine that!

The usual arguments are being brought up on both sides. The police



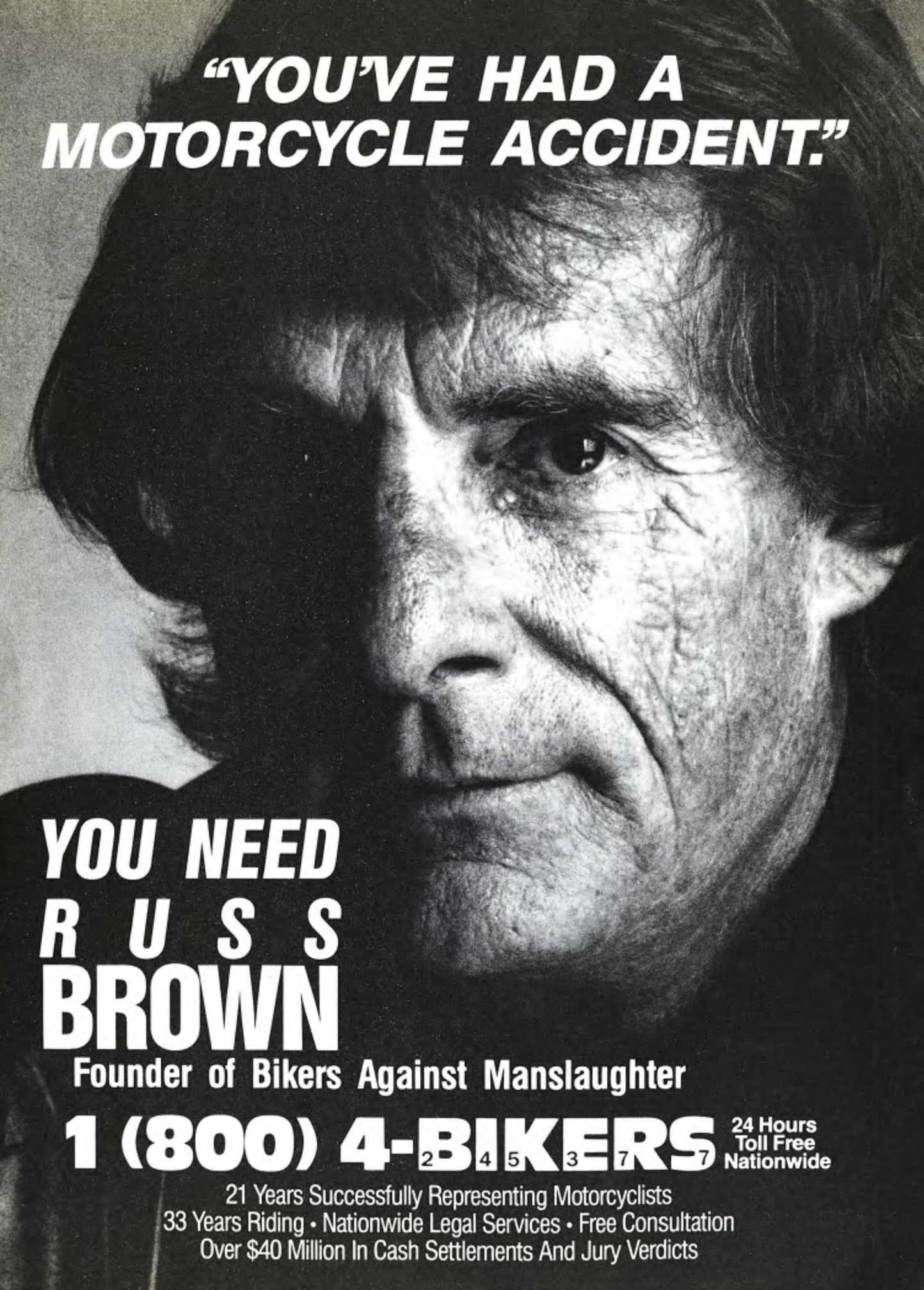
officers are arguing that the vests are "too hot, too uncomfortable, too awkward, etc."

The government, in its infinite wisdom, responds to their protests with: "It's for your own good," "It's a matter of safety," "It alleviates the public burden." And so on and so on...

Does all of this sound strangely familiar to you? Replace the cops with bikers, and it's the helmet argument all over again. Whaddaya think? Could we possibly have a new ally in our fight for freedom?

My thanks to Joe Stephan and Andrew Dulay for bringing this interesting bit of information to our attention.

—Twiggy



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IN REMEMBRANCE . . .

Ohio ABATE's Motorcyclists' Memorial

A Motorcyclists Memorial has been established by ABATE of Ohio, Region 1, and was dedicated in a ceremony on July 24, 1993. It stands on a shady hillside overlooking the American Legion in Hopedale, Ohio.

The stone is black marble, and the picture on the front of the Memorial shows a man and a woman riding their cycles on a tree-lined country road as an eagle soars overhead. The inscription reads: *IN MEMORY OF BROTHER AND SISTERS LOST. THIS MEMORIAL IS DEDICATED BY THE MEMBERS OF ABATE OF OHIO, INC., REGION 1 AND FRIENDS. JULY 24, 1993.* There's also an inscription on the back of the Memorial written by ABATE member Dan Waterfield. It reads:

Within this quiet and shaded grove are written the names of those Brothers and Sisters who have gone before us.

It is fitting that their names are carved into this rock, as they are so indelibly etched in our hearts and minds.

As you read these words, listen for the far off rumble of thunder, for it is the sound of their steeds of steel streaking through the heavens.

Feel the gentle touch of the summer wind, and know that it is the warmth of the love that binds us together.

And if your eyes become misted, shed tears for yourself and not for them.

For the road they ride puts the sun in their faces, and the wind at their backs.

God has blessed us to have known these souls when they were among us.

We pray He will bless us to be reunited when it is our time to take the final ride.

—Dan Waterfield

If you've a friend or loved one whose life was lost on a motorcycle, you can have their name engraved on the Memorial. The cost is \$150. On either side of the Memorial there are stones on which names are engraved. More stones will be added as needed. A walkway is also being built around the Memorial and bricks may be purchased with your loved one's name on it to be placed in the walkway. The cost for this is \$40.

Next Memorial Day Weekend, a Motorcyclists' Memorial party will be held at the Hopedale American Legion by ABATE Region 1 members who extend a warm welcome to all who would like to see this very special Memorial. We only ask that you bring

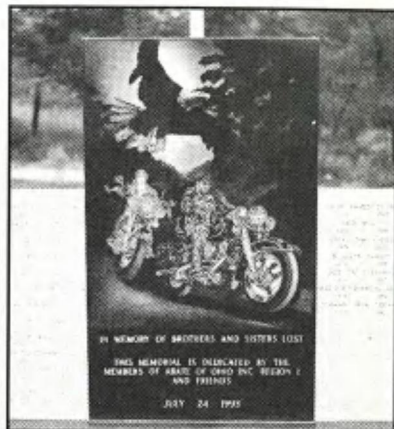


Photo: Deborah Kleyman

a respectful attitude to the site of the Motorcyclists' Memorial, and for the memory of those Brothers and Sisters who now ride "forever free."

For more information please send a self-addressed stamped envelope to: Paul and Deborah Kleyman, 743 Park Ave., N.W., New Philadelphia, OH 44663.

—Paul and Deborah Kleyman
ABATE of Ohio, Region 1 members

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Alaska	Yes	No 2,11	Yes 13	No
Arizona	Yes	No 2	Yes 3	No
Arkansas	Yes	Yes	Yes	Yes
California	Yes	Yes	No	Yes 8
Colorado	Yes	No	Yes	No
Connecticut	Yes	No 2,10	Yes 3	No 12
Delaware	Yes	No 5,4,1,10	Yes	No 12
Florida	Yes	Yes	Yes	Yes
Georgia	Yes	Yes	Yes 3	Yes
Hawaii	Yes	No 2,4	Yes 3	No
Idaho	No	No 2	No	No
Illinois	Yes	No	Yes	Yes
Indiana	Yes	No 2,10	No 2,10	Yes
Iowa	Yes	No	No	Yes 6
Kansas	Yes	No 2	Yes 3	Yes 8
Kentucky	Yes	Yes	Yes	No
Louisiana	Yes	Yes	Yes 3	No
Maine	Yes	No 14	No	Yes
Maryland	Yes	Yes	Yes 3	No
Massachusetts	Yes	Yes	Yes 3	No
Michigan	Yes	Yes	Yes 7,3	No
Minnesota	Yes	No 2,10	Yes 3	Yes
Mississippi	Yes	Yes	No	No
Missouri	Yes	Yes	No	No
Montana	Yes	No 2	No	Yes
Nebraska	Yes	Yes	No	No
Nevada	Yes	Yes	Yes 3	No
New Hampshire	Yes	No 2	Yes	No
New Jersey	Yes	Yes 4	Yes 3	No
New Mexico	Yes	No 2,4	Yes	No
New York	Yes	Yes 4	Yes	Yes
North Carolina	Yes	Yes	No	Yes
North Dakota	Yes	No 2,4	No	No
Ohio	Yes	No 2	Yes 3	No
Oklahoma	Yes	No 2	Yes 3	No
Oregon	Yes	Yes	No	Yes
Pennsylvania	Yes	Yes	Yes	No
Rhode Island	Yes	No 9,11	Yes	No
South Carolina	Yes	No 9,4	No 9,3	Yes
South Dakota	Yes	No 2	Yes 3	No
Tennessee	Yes	Yes	Yes 3	Yes
Texas	Yes	Yes 4	No	No
Utah	Yes	No 2	No	No
Vermont	Yes	Yes 4	Yes 3	No
Virginia	Yes	Yes	Yes 3	No
Washington	Yes	Yes	Yes 3	Yes
West Virginia	Yes	Yes 4	Yes	Yes
Wisconsin	Yes	No 2,10	Yes 13	Yes
Wyoming	Yes	No 1	No	Yes
District of Columbia	Yes	Yes	Yes	No
Alberta	Yes	Yes	No	Yes
British Columbia	Yes	Yes	No	Yes
Manitoba	Yes	Yes	No	Yes
New Brunswick	Yes	Yes	No	No
Newfoundland	Yes	Yes	Yes 13	Yes
Northwest Territories	Yes	Yes	No	Yes
Nova Scotia	Yes	Yes	No	Yes
Ontario	Yes	Yes	No	Yes
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Quebec	Yes	Yes	No	Yes
Saskatchewan	Yes	Yes	Yes 3	No
Yukon	Yes	Yes	No	No

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SHORT STROKES

The Wild And The Wicked



Life has gone beyond all levels of understanding. There's pandemonium in the streets, and people are killing one another for any excuse. I'm sure glad I'm a biker—the last of a sane breed. Check out the latest....**Taylor Monet, a 33-year-old dancer** who works at the Soiree strip joint in south Boston, believes she has the world's first inflatable breasts, the result of a valve and hose implantation that allows her to inject or extract a saline solution to vary the size of her silicone breasts between a minimum 40 D and a maximum

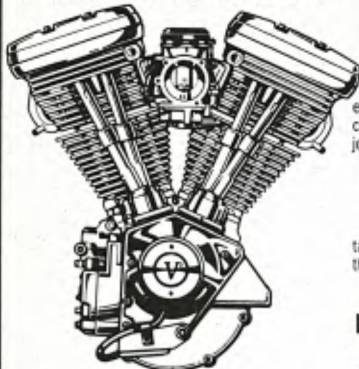
96....**The chief Vatican spokesman, Joaquin Navarro-Valls**, said in a public statement that the "real culprit" in the Catholic priest sex scandals is a "society that is so irresponsibly permissive" that it can induce even priests to commit grave moral acts....**And the 15,000 bikers** who attended the Love Ride in L.A., which raised over \$1 million for MDA, live in the same society....**In Alvin, Texas, Andrea Guerero, 18**, and her brother came across a man who was slumped over the wheel of his truck and not breathing. Andrea administered CPR until an ambulance arrived to take the victim to the hospital, where he recovered. Andrea had been on her way home from taking a CPR certification exam—which she'd flunked....**The New York Times** reported in April that Kansas lawyers Michael Harris and Fletcher Bell were successful in filing worker compensation claims for back injuries suffered at work: Harris got almost \$35,000 for the strain he received while reaching into the back seat of his car for his briefcase, and Bell got \$95,000 for an injury he received while lifting his briefcase from the trunk of his car. Where's the justice here?...**Assembly Bill (AB) 92**, proposed by Brian Richter, a Republican from Chico, California, would exempt all operators of 3-wheel parking control vehicles from the helmet law. It passed the Senate and went to

the Governor for signature....**Drew Bledsoe, quarterback for the New England Patriots**, is fortunate to have Mac Bledsoe for a dad. To see his son, Mac rode from his home in Yakima, Washington, to the Patriots' training camp in Smithfield, Rhode Island. The 3,200-mile trip only took him three and a-half days. "I rode about 14 hours at a time," Mac says. "When I got tired, I pulled to the side of the road and pulled out my pup tent." Bikers have heart....**An electronic memo went out to employees of every Du Pont site** worldwide. Seems there's an Engineering Standard (S9G) that prohibits the use of vehicles without tops or with convertible tops on company business. Their handbook says motorcycles are not to be driven on company business....**Here's a rumor we can clear up** at last. Excavations of the cemeteries near pyramids in Giza Plateau, Egypt, have found that the pyramid builders were not slaves, as was long believed, but were free Egyptians, provided food, clothing, and shelter by the Pharaoh. Alcohol was dished out to them three times daily—with five kinds of beer and four kinds of wine available....**So I left out all the needless violence** escalating around the world. Who needs to hear it? Let's ride. —Bandit

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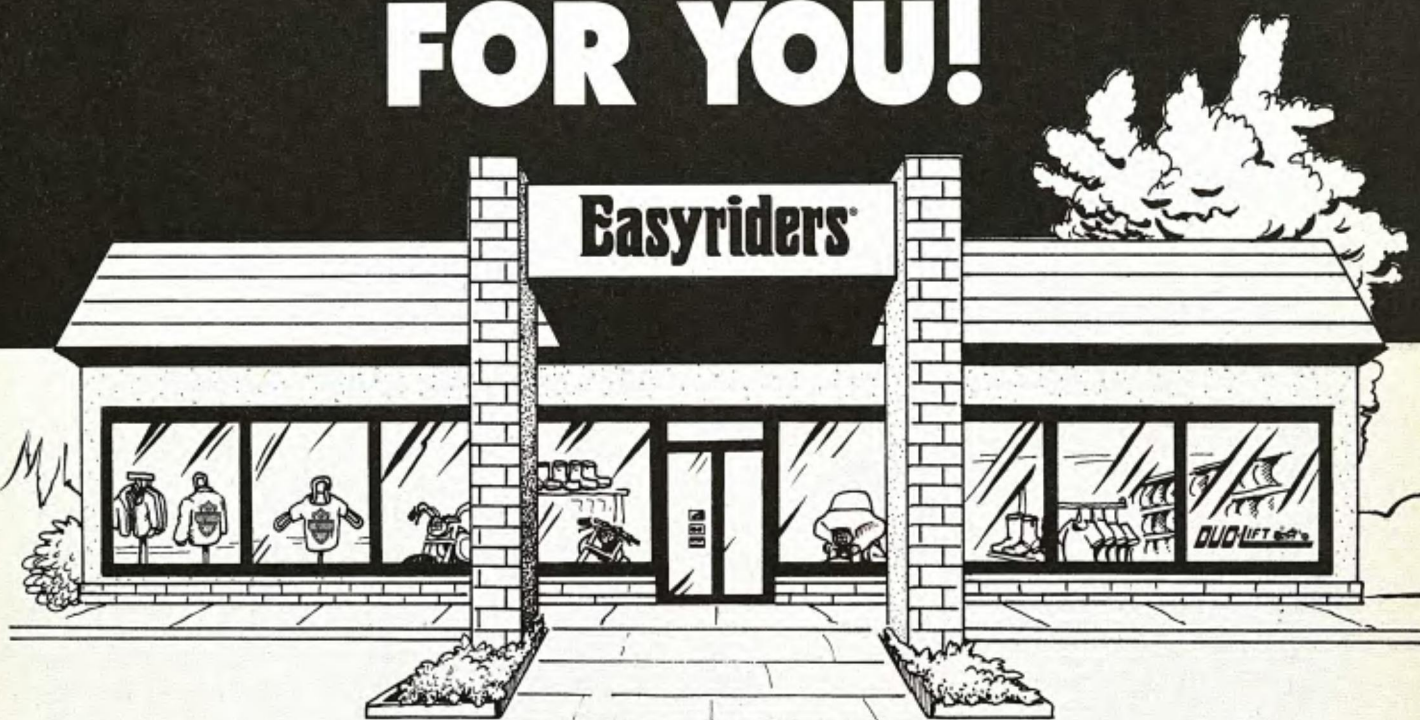


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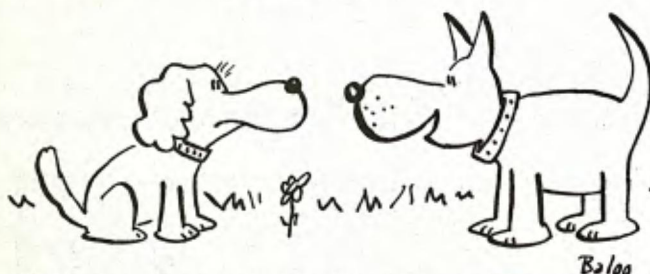
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PASSIN' GAS

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.



"Want to come up to my place for a drink? My owner just bought a new toilet."

When her late husband's will was read, a widow learned he had left the bulk of his fortune to another woman. Enraged, she rushed to change the inscription on her dead husband's tombstone.

"Sorry, lady," said the stonecutter. "I've already inscribed 'Rest In Peace' like you ordered—I can't change it now."

"Very well," said the widow grimly. "Then just add 'Until We Meet Again' to it."

Victor
West Coast

Animal rushed downstairs one night when he heard a burglar breaking into his pad. Reaching the bottom of the stairs, he found himself staring down the muzzle of a gun.

"Make a single move and I'll shoot," said the burglar. "I'm searching for your money."

Animal didn't even blink. "Fuck, lemme turn on the light," he said, "and I'll search with ya!"

Gracie Goodnight
Locked Out



"You're being an awfully good sport about this, Stephanie—did you wreck my bike?"



"I can't wait to tear his clothes off. I heard he has the biggest tattoo you ever saw."

A prominent politician was beating his meat in the garden behind the Senate. Unluckily for him, a biker who had been taking pictures of the Capitol spotted him and snapped off a bunch of photos. Natch, the bro approached the senator and let him know he had the goods on him.

Sweating bullets, the senator hurriedly asked, "Okay, what would you be willing to sell that camera for, with the film still inside?"

"I'd let it go for \$5,000," countered the bro.

"No problem," said the politician, whipping out a wad of cash, and the transfer was quickly made.

As the senator walked back into the Capitol with the camera hanging around his neck, he met another senator on his way out.

The second senator observed, "Hey, now that's a nice camera you got there. Must be new; how much did you pay for it?"

"I gave five thousand bucks for it," grumbled the first senator.

"Hey, somebody must've seen you coming," remarked his colleague.

Marty
Houston, Texas

It was a May-December marriage, and as the graybeard biker climbed into the sack for the first time with his new bride, he asked, "Did yer mother tell ya what to do on yer wedding night?"

"Yes," purred the sweetie, kissing him on the forehead. "Everything."

"Good deal," said the old tramp as he turned out the light, "because I've forgotten."

Joey
Scimitar, Calif.



"At least these new tenants know what to do."

What do tornadoes, hurricanes, and our ol' ladies all have in common?

Sooner or later, they get the house.

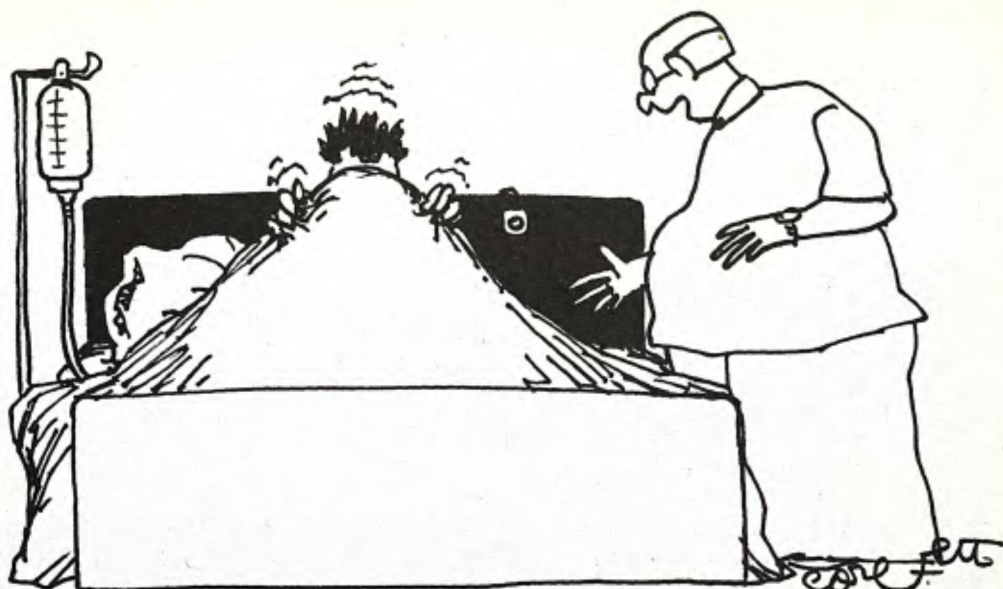
DeeCee
Stripe City

Buzzsaw and his ol' lady moved into an apartment next to a very sexy British stewardess. Soon Buzzsaw was always going next-door to borrow things—and taking way too long, as far as his ol' lady was concerned. On one especially long trip, she decided she'd had enough of that shit, so she called and got the bitch on the phone.

"I want to know," shouted Buzzsaw's ol' lady, "why it takes my man so long to get something over there!"

"Well, luv," said the stewardess, "all these bloody interruptions sure aren't helping any."

Rooster
Club Fed



"Once you pay your doctor's bill, we sew it back on."



"I practice safe sex. Go fuck yourself."

Then there was the bro who went broke after putting all his money in junk blondes.

Cowboy
Beaumont, Texas

Rapper said to his ol' lady over dinner one night, "Drinkin' sure makes ya beautiful, babe."

Puzzled, his ol' lady said, "But I don't drink."

"I know," said Rapper, "but I do."

Freaky Frank went to the doctor for a vasectomy. "This is a quite serious decision," the physician said. "Have you talked this over with your wife?"

"Sure, doc, and she agrees with me a hundred percent."

"And have you discussed it with your children?"

"Yeah, them too," replied Freaky Frank, "and they're in favor of it—17 to 3."

Mad Dog
Graybar Hotel

Junior got home from school early and surprised his parents in the bedroom, where they were rippin' off an afternoon quickie. "Hey, Dad," the youngster said, "can I get up on your back and go for a ride?"

Startled, his father said, "Well, I guess it'd be okay," and so the rugrat climbed on. While Junior was enjoying his ride, his mom underneath soon began to moan and groan and let out loud squeals.

"Hang on, Dad!" hollered Junior. "This is where the milkman and me always get bucked off!"

Jake
Bonaparte, Iowa

Rumor has it that ABATE of California recently sent Governor Pete Wilson one of their buttons—for his lip.

Risky
Takin' Chances

A sweet young thing had just started to associate with a local bike club. On her first night in the clubhouse, the prez came roaring up on his Hog and rode straight through the doors. He dismounted, pissed in the fireplace, downed two six-packs of beer, dragged five mamas into the bedroom, handcuffed them to the bedposts, and started ravagin' them mercilessly.

The startled new chick asked the biker she was with, "Does he do that all the time?"

"Hell, no," he said. "He usually drinks bourbon."

Ken
Humpin' Barbie

Whaddaya call one pervert too many?

An extrovert.
Cobra
San Diego, Calif.



"You do plan on declaring that income, right?"

RIDING HERD OVER THE GRAND NATIONAL RODEO

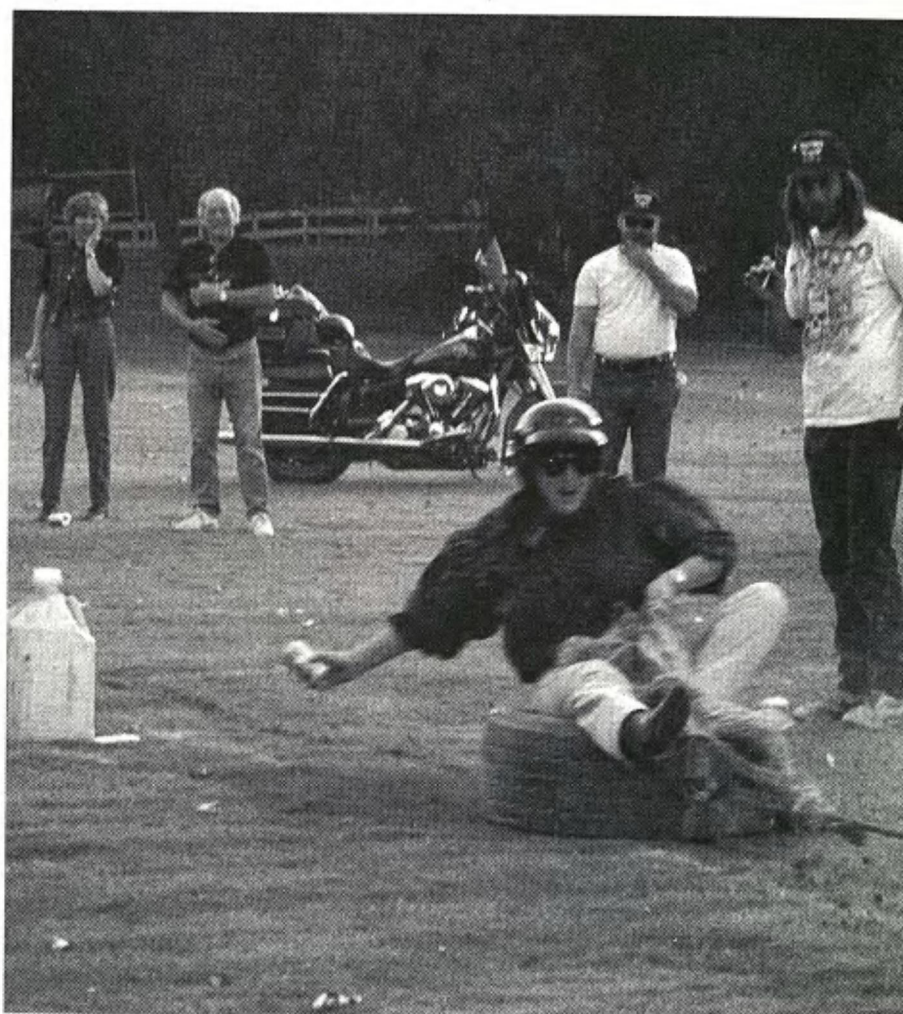
Bros Club chapters are bustin' out all over. In addition to our Lake Elsinore chapter, we now have chapters in Laredo, Texas; Scottsdale, Arizona; San Diego, California; Memphis, Tennessee; Portland, Oregon; Daytona Beach, Florida; Coconut Grove, Florida; Fayetteville, North Carolina; Long Island, New York; Naples, Florida; North Hampton, New Hampshire; St. Louis, Missouri; and Hollywood, California. As we go to press, there are five more chapters gearin' up. As I mentioned in a previous issue, there is no doubt in my mind that Bros Club will be the largest and finest motorcycle club in the country before too long.

If any of you think you would like to form a chapter, or you know of someone who would, please get in touch with me, Al Gelfand, at P.O. Box 3100, Agoura Hills, CA 91376-3100.

At this time I'm looking for shops, not Harley-Davidson dealers. I'm talking nice, clean stores where Bros Club meetings can be held once a month. I believe that such local chapters will provide the greatest social structure for members.

Our concept is probably different from any other motorcycle club. In our clubs there are no officers, no dues, no politics, and no hassles—just good clean fun with your fellow Bros Club members. Oh, and don't let the name fool ya, women members are very welcome to join Bros Club. In fact, we have many ladies as members now.

Speaking of chapters, it was nice to see over half of our first chapter, Lake Elsinore, at the ARROW-sponsored, *Easyriders* Grand National Rodeo in Lancaster, California. It was nice to see Dave Sanders, Vicki Sanders, Richard and Diane Gomez, and John and Chris Abrosia. The Lake Elsinore Chapter is fulla good folks. We roped off an area for Bros Club members at the arena, and it was very gratifying to see every seat



taken both at the qualifying Saturday night and at the finals on Sunday. I'm telling ya, the Bros Club VIP seats are always the best in the house.

For those of you who missed Lancaster, you missed one helluva day of exciting Rodeo Finals. Congrats to Gary Freel on being the Grand Champion for the second consecutive year.

The day after the finals in Lancaster, Joe Teresi threw a fantastic party for the ARROW folks and the Rodeo crew.

The crew got to trade places with the ARROW folks. I'll tell ya, some of those Rodeo events seem like a piece of cake when you watch 'em from the stands, but it just ain't so. Try doing a Slow Race or a Tire Pull. If you don't believe me, ask Cathy Chaffin or Leon Hatcher. Cathy did show those guys how to slow ride, though. We had a good laugh when Dean Brandt was driving Chris Curry in the Tire Pull. At what he thought was the finish line, Dean went



Photo: Marilyn Freel

down and Chris came flying out of the tire. Other participants were the Bullings (Al, Luanne, and Jodi), Mike Baize, Kari Roben (who had her own cheering section, led by Bubba), Leonard Miller, Rick Nova, and yours truly.

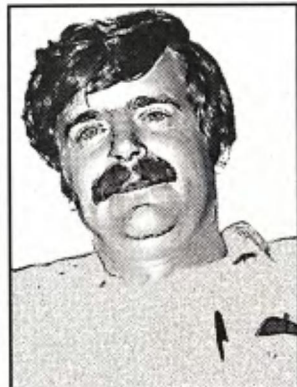
Needless to say, a great time was had by all. I saw Tampa Bay Ray and his wife Kari Sioux in the stands. I couldn't help but hear Gypsy yell, "Half price." See ya 'round the bend, and remember—watch out for the other guy. —Al

Brother Joe McKnight writes to say his battery "quit batting" 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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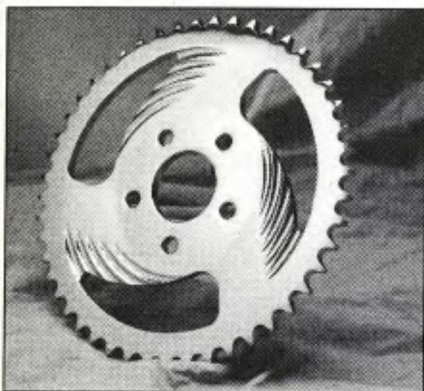
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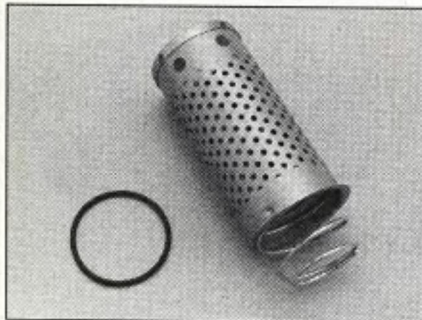
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Chromed Rear Sprockets

CCI's heavy-duty, chromed-plated rear wheel sprockets are now available with cutouts that match the design of RevTech 3-spoke wheels. This latest design is also available in an all-new line of RevTech disc rotors. They're available for 4-speed Big Twin models from 1973 to 1985, Sportster models from 1979 through 1981, FXR models (except FXRT, FXRP) with rear chain drive from 1982 to 1985, and all Sportster models from 1986 to 1991. For more info call Custom Chrome at (800) 729-3332.



Dual-Stage Super Filters

Two filters in one says the paperwork. Under normal conditions, Stage 1 works. Its low restriction paper element catches particles that the stock fiber element misses. When the Super Filters bypass valve is activated, oil is diverted to a second filter. They're designed for 1953 to 1982 Hogs with the drop-in filter. For, well you know the drill, contact your local Chrome Specialties dealer or call (800) 527-1635 or (817) 695-0000.



Bad Flaps

These new rubber mud flaps feature the skull and crossbone design and are bordered by chrome studs. The medium flap measures 6 inches by 9 inches and the large unit measures 8 inches by 10 inches. Hell, they even come with jeweled eyes, if you want them that way. For the evil info visit a Drag Specialties dealer or drop a black card to Drag Specialties, Dept. ER, P.O. Box 9336, Minneapolis, MN 55440.



V-Twin Sculpture

This piece is a must in the home of any art-collecting biker. What better sculpture to have on the table than a tribute to the V-twin? And this thing doesn't just sit there collecting dust; it doubles as a working lamp for the ultimate combination of form and function. The pistons and cylinders are genuine Harley-Davidson parts, and the sculpture is serially matched to a professionally-crafted birch cabinet. For more information: The Fusion Gallery, Inc., Dept. ER, P.O. Box 4187, Maryville, TN 37802-4187, (615) 977-0402.



Conti Tire Line

Here's the full line. The Conti Tour is the long-distance entry for a plusher ride. The Conti Blitz is the Cruiser/Standard tire, and Continental's biggest seller. Conti Twins are sized and suited for classic Harleys. They've been around the longest. They're available in a full line of sizes. If you want more than that, see your dealer or contact Continental Tires, Dept. ER, 41 Strong St., Wallington, NJ 07057, (201) 471-8890.



Lowering Kit

We did an article recently on lowering dressers. Sure enough, White Brothers has come up with a kit to do the same operation. These components will lower an FLH/FLT 1-1/2 inches without decreasing rear wheel travel. The "Low-Cruiser" kit includes bolt-on shock mounts that move back and down the swingarm shock mount location, while using the stock air shocks. Takes 30 minutes, and doesn't take any permanent modifications. Contact White Bros. at (714) 692-3404, or drop a postcard to Dept. ER, Corbit Pl., Yorba Linda, CA 92687, or call for the nearest dealer. ☺

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HOW TO BUILD A LOW CUSTOM SEAT!

Wrap Your Ass In Fiberglass—Well, Sorta!

Finding the *right* seat for your scooter can be an exercise in futility, especially if you're after the low, smooth, form-fitting look that has become so popular in recent months. A good seat must do three things just right: It must enhance the appearance of the bike, blending with the lines so as to appear to belong; it must be comfortable on an extended ride (at least to and from the local watering hole); and it must position the rider as low as possible, *in* the bike rather than on it.

Because some seats are built on a pan that sits on top of the bike frame, they position the rider too high for him

The materials are inexpensive and readily available

to feel like he's a part of it. And, because they stick up much higher than is necessary, they break the visual sleekness of the bike.

But, natch, we're not demonstrating conventional techniques. We have no desire to depict the strategy to build a seat as comfortable as your living room sofa. Our goal is purely style, design, and outright coolness.

If you are among the many Harley owners and builders who would like something a little more to your own liking—and are willing to put out a little extra effort to get it—here's a the way: Make your own fiberglass seat pan to fit your bike exactly! The materials are inexpensive and readily available at your local auto parts store. You can build just about any shape or design you can picture, from a tiny butt pad solo seat to a stylish full-length, fender-hugging unit for rider and passenger. And, you can be sure it'll fit like a glove, no matter how unusual or highly



Photo 1

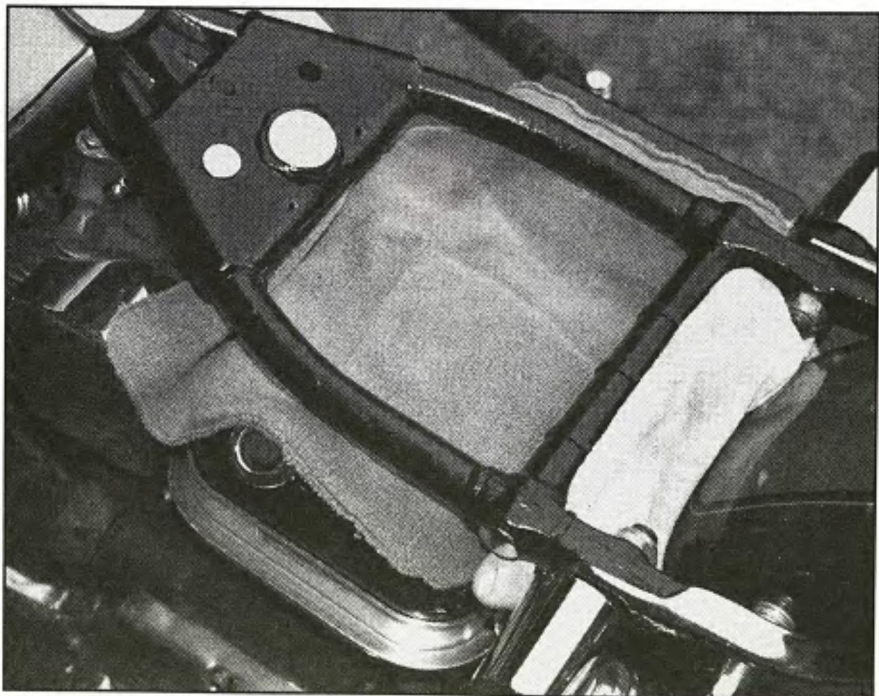


Photo 2



cus-
tomized
your
bike is.

The basic
technique is
to use the
motorcycle
itself as the mold,

wrapping it in several layers of plastic food wrap to contain and shape the resin/matte, protect the paint and to act as a release agent (photo 1). The photos show how easily this is done—just be sure to use plenty of wrap so the resin mix can't ooze through. This will protect the rest of the bike from the inevitable drips and slops.

Notice that we used several layers of rags to provide clearance between the new pan and the exposed mechanical components like the oil lines, clamps and wiring (photo 2). Notice, too, that the resin/matte wraps around the outside of the frame tubes. This will cause the finished pan to grip the frame, snapping on and off with a push or a tug, otherwise holding the seat securely in place without the need for additional fasteners (photo 3). A couple of short lengths of self-adhesive hook and loop material—Velcro, for example—can also be used if your frame design doesn't allow the seat pan to hold itself in place.

A material thickness of 1/8-inch to 3/16-inch is sufficient to give the seat enough strength, requiring one quart of resin and one package of matte to do a pan the size of the one shown here (photo 4). After marking the edges with a felt marker, the seat is cut to the desired finish shape with a coping saw, a tool which allows you to turn tight corners during the cutting process, as will certainly be required (photo 5). A small air grinder is used to clean up the edges, followed by medium sandpaper.

As the photo sequence shows, the actual construction of a custom seat →



Photo 3



Photo 4

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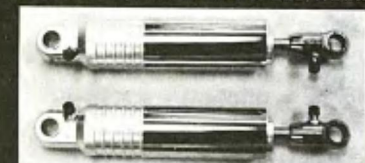
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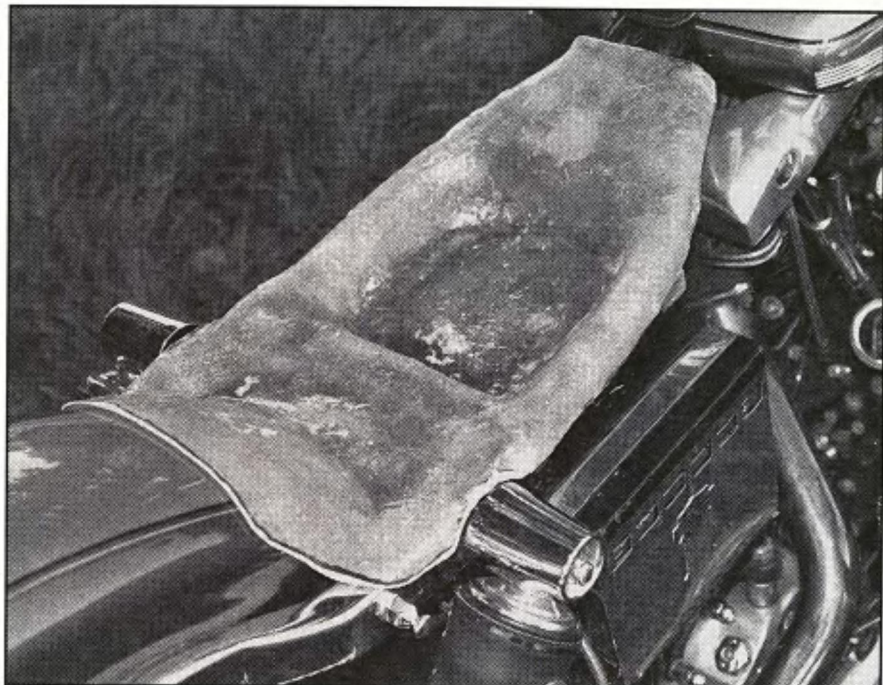


Photo 5

Photos: Truckdawg

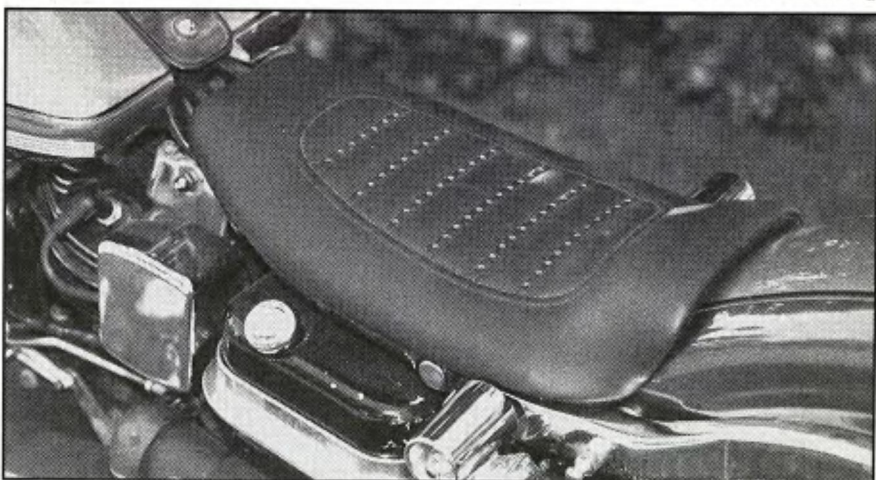


Photo 6

pan isn't complicated. It took us only a couple of hours and far less energy than we'd already spent putting it off.

Once it was done, we turned it over to a local upholsterer who padded it with high density foam and carpet padding and covered it in black leather

with top-stitch pleats (photo 6).

Having had no less than six seats on this bike in three years, we were running out of hope that we'd ever find just the "right" unit.

This—finally—is it.

—Truckdawg

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Cycles are big business...and so is fixing them! There are millions of cycles—street bikes, choppers, dirt bikes, trikes, others—on the road today. No wonder there is work for the skilled repairman!

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Has your bike ever been out of action waiting for repairs? Some shops don't have enough mechanics on hand to take care of everyone as fast as they would like. Opportunities vary from place to place, but the sale of hundreds of thousands of motorcycles

a year in the U.S. ensures a continuing need for motorcycle maintenance.

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If you've been riding your bike for fun the past few years, you can see for yourself that more and more girls are taking up the sport. And this means more bikes every year...and more bikes mean more motorcycle repairs. So get in on the action...get in on the fun—start making money as a motorcycle mechanic. Rush post-paid card for free facts—full information.

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Lynne Cipolla, Middletown, Connecticut

1949 Harley-Davidson panhead

You know, a whole lot of photos of woman-owned Harleys make their way across my desk, each one capturing a unique and beautiful machine at its buffed-up best. From Softails to Sportys and flatheads to FXRs, the lady motorcyclists of today are building and riding scoots that are worthy of running alongside the big boys—both on the streets and in the shows. But I have to admit, of all the bikes I have the pleasure of viewing, it's the old ones that really tug my strings. I just can't get enough of the old stuff, and Lynne Cipolla's 1949 EL was no exception.

I got the lowdown on Lynne's pink pan from her ol' man Dennis, who was the man responsible for breathing new life into this antique. "My wife has owned this pan for 18 years," he explains. "When I first met her in 1985, she told me she owned a Harley. I figured it was a Sportster basketcase; I was quite surprised to see it was a panhead." Dennis is a member of the Antique Motorcycle Club of America who has owned a '37 knucklehead, '41 knucklehead, '48 panhead, and now has a '56 FLH. Needless to say, in no time, both the relationship and the restoration were well underway.

"Lots of antique meets, parts swapping, time, and money went into this machine, and it all paid off," says Dennis. I'll say.

—Two Step

General		Forks	
Fabrication: Dennis D'Angelo		Type: hydra-glide	
Year and make: 1949 H-D		Builder: H-D	
Model: EL		Special features: stock	
Chroming: What chrome?		Accessories	
Engine		Bars: Speedster	
Year/model: 1949 EL		Lights: stock	
Rebuilder: George Cormier		Gas tank: 3.5-gallon fatbobs	
Displacement: 61 cubic inches		Oil tank: wraparound	
Transmission		Seat: stock buddy seat	
Shifting: hand shift		Other: Buco-style saddlebags	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 48-tooth		Front	Rear
Finish		Size: 16-inch	Size: 16-inch
Color: tropical coral		Tire: Coker	Tire: Dunlop
Type: acrylic urethane		Brake: mechanical	Brake: mech.
Special paint: Krylon		Special modifications:	
Frame		black lower legs, running lights, .020	
Year/builder: 1949 H-D		original 61-inch cylinders, stainless	
Type: wishbone		steel wheel discs	
Alterations: never		Photos: Dennis D'Angelo	

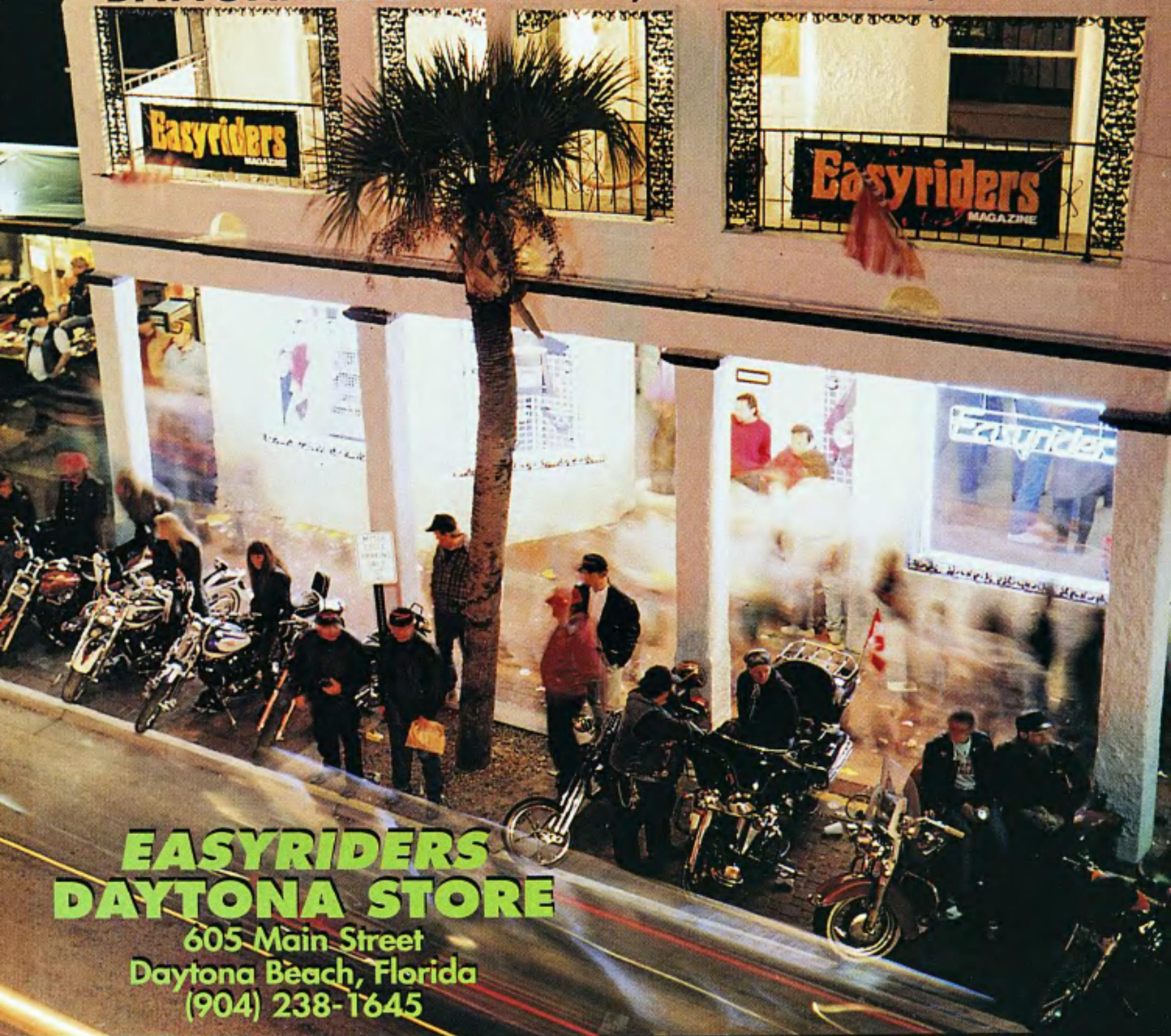


**"Honey,
where did you
want to mount
this?"**



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PAINTING THE ULTRA HARLEY

A Big Job Done Well—And Fast

You'll remember that last issue we checked out the construction particulars for the world's largest Harley, built by Ultra Coachworks in Newport Beach, California. It measures 41 feet long, 13-1/2 feet tall, and 8 feet wide. With that much surface area, you've gotta figure there's gonna be a little bit of paint involved, right? Well, try 28 gallons worth.

It took a one-man crew, working four, 20-hour shifts, to complete, from start to finish, the whole job. The "team" was Steve Beamer, AKA, the Beamer, who has 20 years of color under his belt. Beamer runs Ultra Paint, the specialty division of Ultra Coachworks, the group that paints the

Except for the front fenders and tanks, the bike was prepped and painted as one piece

bikes built at Ultra Harley in Newport Beach. Got all that? Pretty ultra, eh? Anyway, the world's largest Harley took 90 days to build; Beamer found himself under the gun to wrap up this job. The huge Harley was due to make its debut at the 10th Annual Love Ride at Castaic Lake in California. (See coverage on page 38.)

And a big debut it would be. But first, the monster had to be disassembled just to get it out the warehouse door. Then it was loaded on a flatbed truck for delivery to Ultra Paint. Bet that was fun; the sheet metal gas tanks, alone, are the size of a Honda Civic.

Except for front fenders and tanks,



the bike was prepped and painted as one piece. Scaffolding was erected all around, and after the standard Bondo routing to smooth out the rough hand-stamped parts, Beamer gave it a wet sanding with 320-grit paper. Next came a coat of House of Kolor primer, followed by another wet sanding with 400-grit, and a final coat of primer.

A dry sanding with 400-grit prepared the surface for the pearl white basecoat (applied with a five gallon pressure pot), after which, Beamer let it sit for a day. After wet sanding with 500-grit, the bike was hit with 50 coats of clear. Fifty coats, man!

After all those coats and layers dried,



Photos: Markus Cuff

to be followed with a 400-grit sanding, it was time for Beamer to lay down the artwork. He fired-up two Binks #7 paint guns and a Pache airbrush, letting the magenta, orange, blue and lavender colors fly. Next came 20 coats of clear lacquer urethane, which sat for six hours. The pinstriping was followed with 15 more coats of clear, and a final wet sanding with 320-grit.

Beamer had plenty of help from House of Kolor, which donated the \$7,800 worth of paint. Custom Chrome, Corbin Seats, and many other contributors added their names to the side of the world's largest Harley. But the guys who really made it happen



(and happen on time) were crewmembers, Bobby Bondo, Leo, Andy, Dan, Gary from Minnesota, and the ever-present Vini Bergeman, boss hog and mastermind of Ultra Harley.

The Ultra Harley definitely blew folks away at Love Ride 10, particularly the plastic model companies who wanted to bid on replication rights. Chances are, when the Ultra Harley comes out in a spiffy, cellophane-wrapped box to a hobby shop near you, you won't need scaffolding and a warehouse to assemble it—just a lot of glue . . . and patience.

—Drummer

LOVE



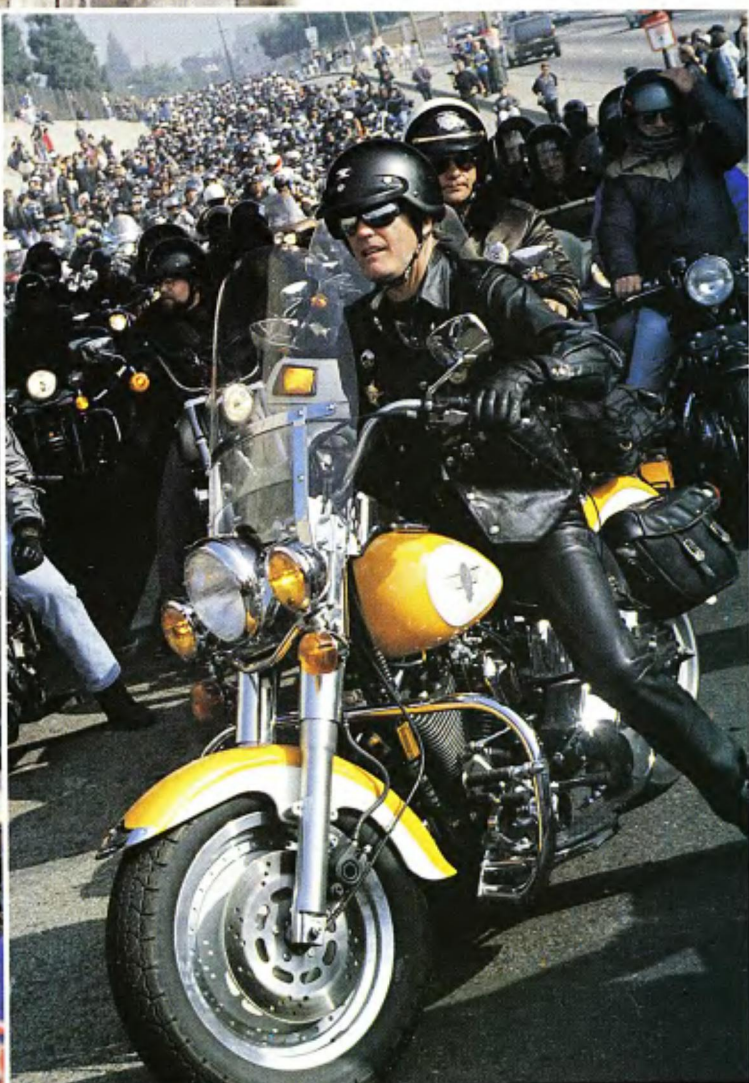
RIDE

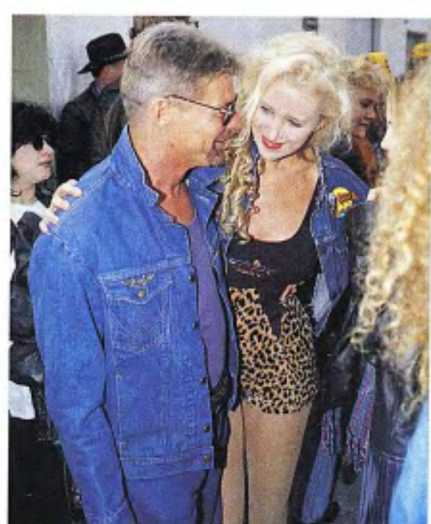
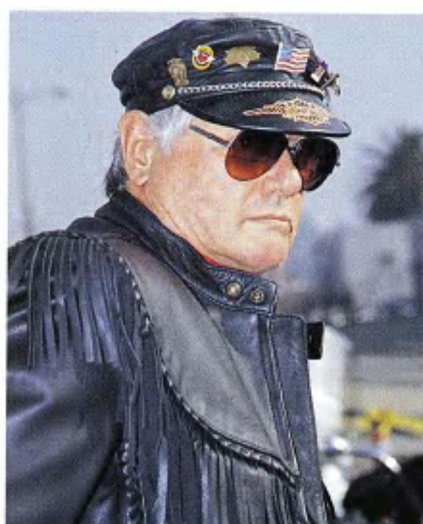
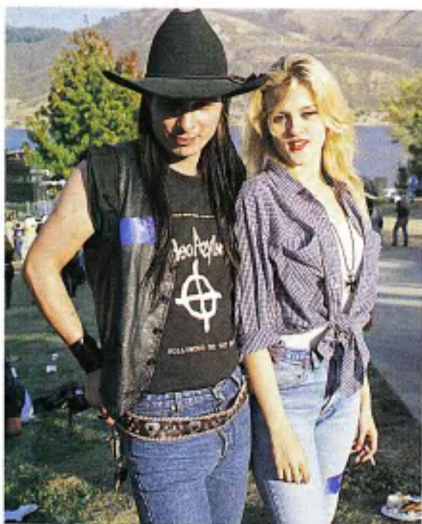
Ten Years Of Biker Benevolence

Picture Peter Fonda, Dennis Hopper and 17,000 Harley riders with heart, roaring through the streets of Glendale, California, on a 50-mile run to benefit the Muscular Dystrophy Association (MDA). It was nothing short of the ride of the decade.

Under a perfect, California fall sky, Fonda and Hopper rode together for the first time in 25 years, helping to raise \$1.05 million for the 10th annual Love Ride. Over the past decade, it has become the largest one-day fund raiser in the world. To Oliver Shokouh (owner of Glendale, California, Harley-Davidson and founder of the Love Ride), that money means hope for children with crippling neuromuscular diseases.

Ten years ago, Oliver and 500 riders went on a little Sunday putt →





and raised \$45,000. Every year, Oliver attracted more riders, celebrities, and donations to this worthy cause. This time, while people queued-up, waiting during the fork-over-the-dough registration process, he filled four city blocks with bikes standing in lines 14 abreast. It was an outstanding turnout.

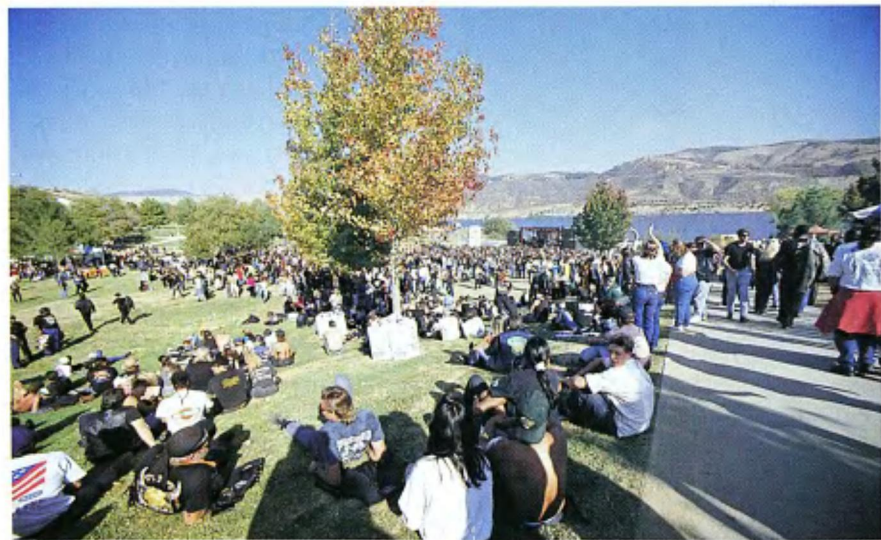
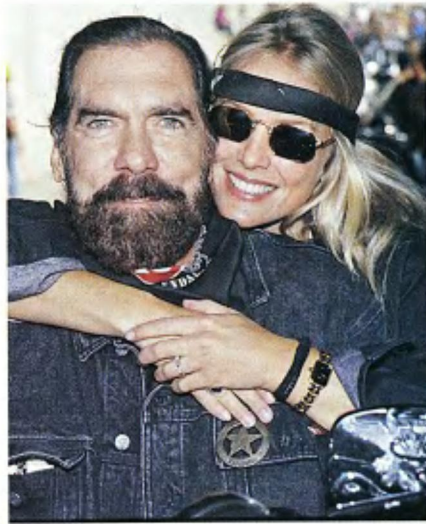
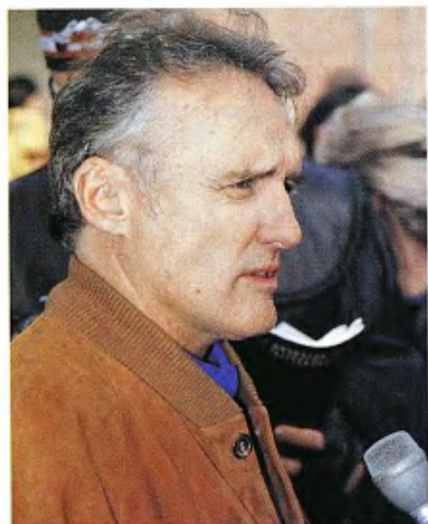
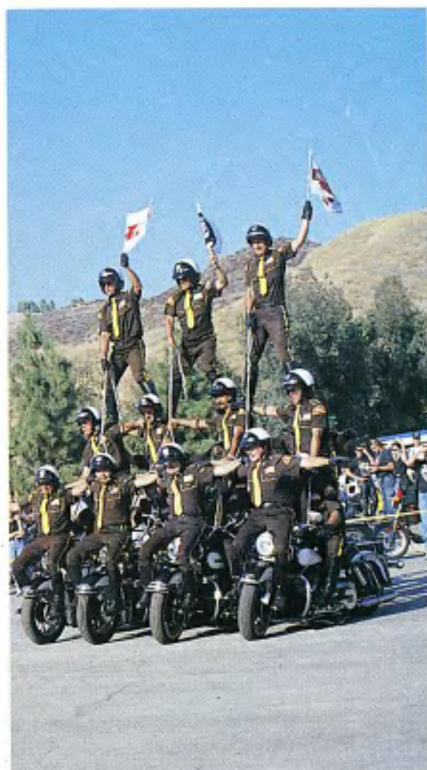
Early risers like three-time Love Rider George Wood, arrived at 4:45 a.m., securing a prominent starting position at the corner of Glendale Harley-Davidson on San Fernando Road. By 8 a.m., the pavement was packed from fender tip to front wheel with riders, sightseers, and a

handful of Hollywood luminaries, including Honorary Grand Marshal Jay Leno, country music star Dwight Yoakam, ZZ Top, and from the hit TV show *Renegade*, Lorenzo Lamas, Kathleen Kinmont, and Branscombe Richmond. The Harley-Davidson Motor Co. was represented by Willie G. and his son Bill Davidson.

Colorado's super Senator, Ben Nighthorse Campbell, delivered the Freedom Flag Award to Oliver Shokouh. The certificate, showing an American flag waving over the U.S. Capitol, read in part, "Presented to Oliver Shokouh for

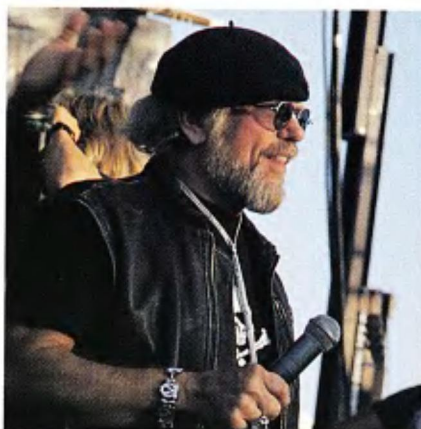
his untiring efforts in organizing the Love Ride throughout the nation and for his generous contributions to combat Muscular Dystrophy." An avid rider and freedom advocate, Senator Campbell is the strongest friend and ally we have in Washington. Curiously, both he and his award presentation were omitted from local media coverage.

The first riders left at 10 a.m., led by Fonda, Hopper, Leno, and 11-year-old MDA poster child, Chris Houle. Chris rode along in a sidecar ridden by Don Warren, a member of the Victor McLaglen Motor Corps Stunt and Drill Team.

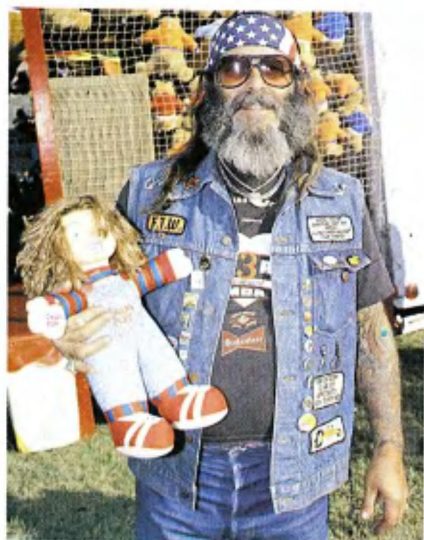


Heading north on Interstate 5, we were greeted by enthusiastic supporters waving from every bridge and walkway. It took an hour-and-a-half for the river of chrome to pour out of Glendale, with a rolling thunder you could hear for miles.

By noon, everyone had arrived at the Castaic Lake Recreation Center, and the party was on. Music was provided by Dwight Yoakam, The Robbie Krieger Band (featuring Eric Burdon and Brain Auger), and an all-star jam. There was also a carnival for kids, and a first-time trade show was held at this new wide-open location. The Seattle Cossacks →



Photos: Nancy Cairns



and the McLaglen group put on group riding demonstrations. Shadowing all was the premier public appearance of the Ultra Harley, the world's largest bike/float at over 40 feet (featured on page 102). Security was effectively handled by the Tribes MC of southern Nevada and the Loners MC of SoCal.

Actor Perry King summed up the day's event with this thought: "Motorcyclists are the most generous people in the whole country, doing something good today for people who aren't as lucky as us. I'm very proud to be here."

—Drummer

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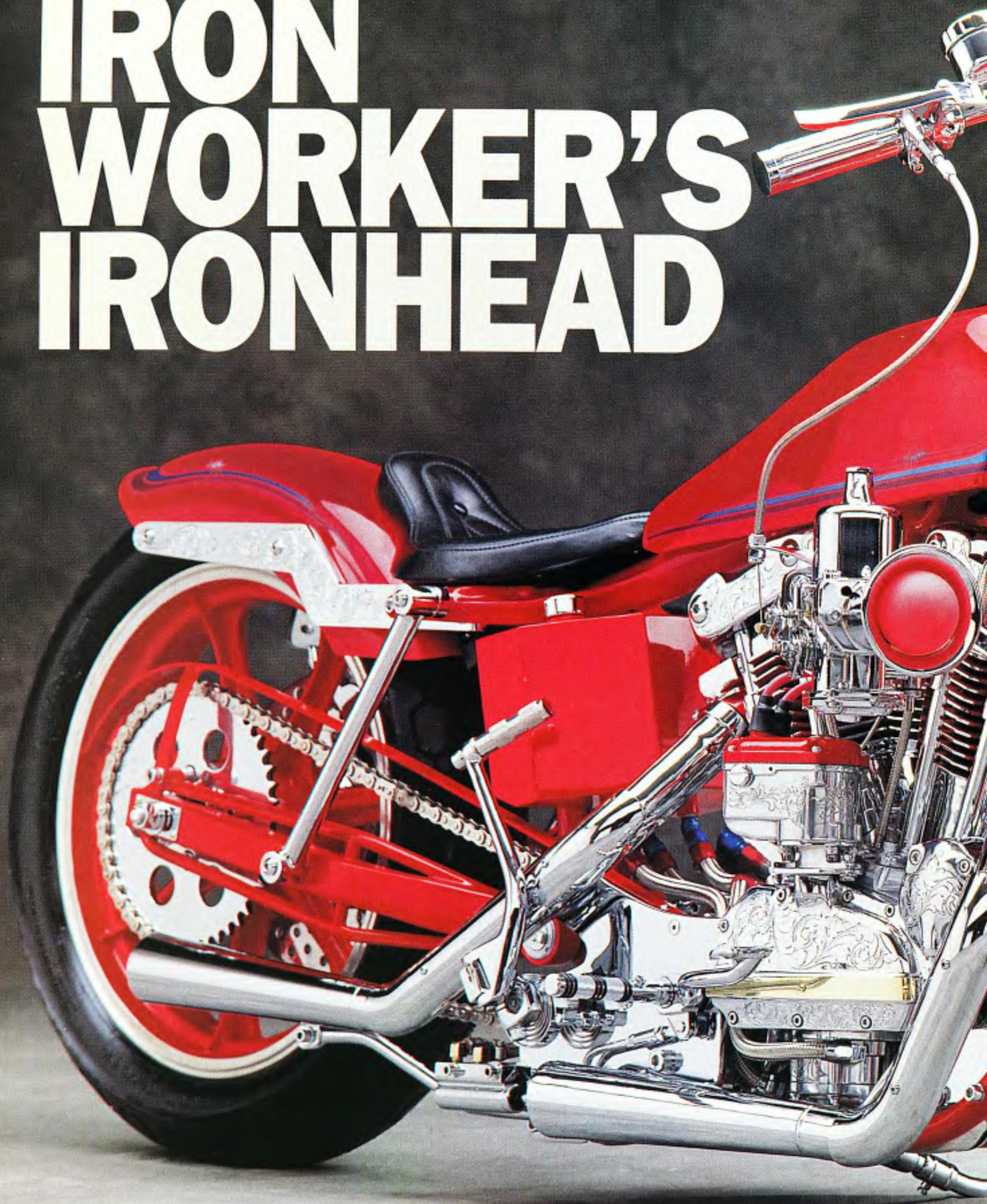
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IRON WORKER'S IRONHEAD



Dave Likes 'Em Radical And Low For Show



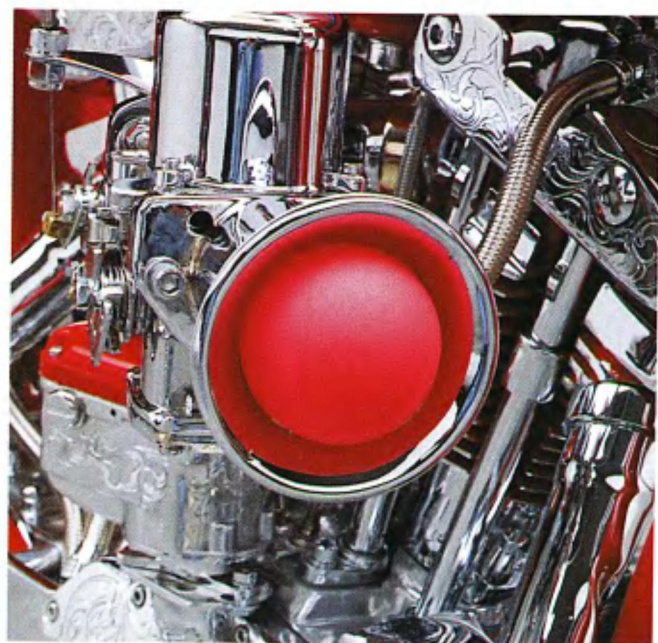
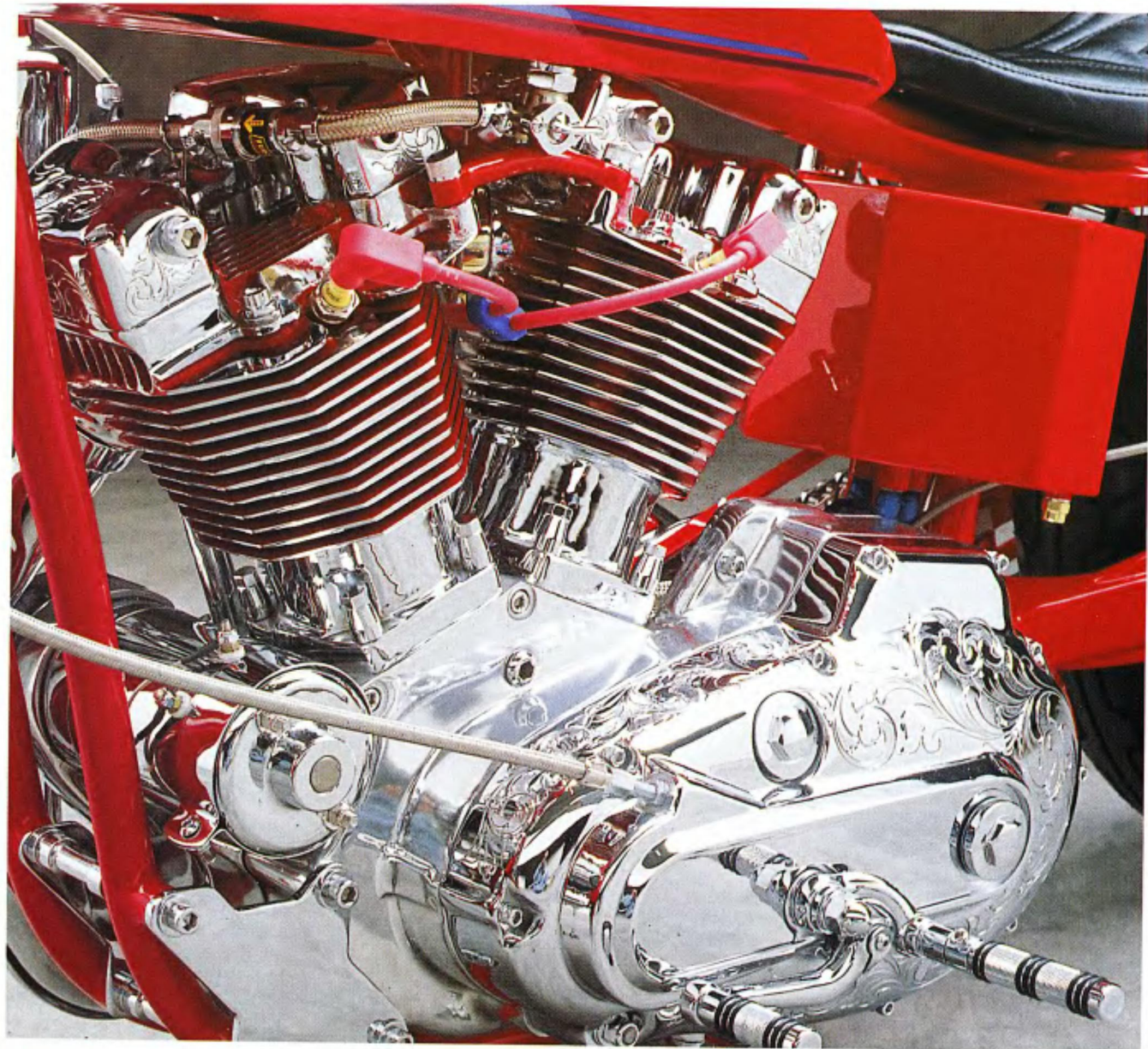


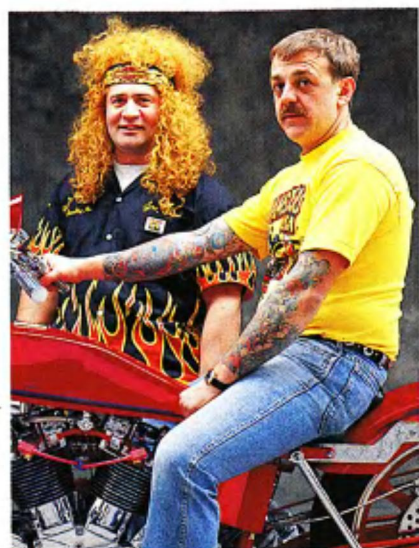
After a long, suds-swallowin' day at the drag races, Dave Silvia stumbled out of a local watering hole with his sweet little, busty brunette faithfully in tow. They'd been together a long time—13 years—and she was as dependable as a Sportster is hard to kick on cold mornings—and she didn't look nothin' like his Uncle Chester. Everything was rolling right for the end of an active race weekend. They were lying in the cozy confines of their East Coast crib, about to bury the monkey, when it happened: Somewhere between the drag strip images still blasting through his head and the brunette bombshell bouncin' between the sheets, Dave was annointed with a vision of his next show scooter—a radical, low-to-the-ground, ironhead Sportster.

Dave was a little embarrassed by the untimely inspiration, but his Hamster brothers later assured him that such experiences were normal among their breed. Having already built a few of his own custom sleds, and having put in over 10 smoldering years in an iron foundry, Dave was right at home with the metal work required to bring his vision to life. As a Hamster prospect, Dave had paid →







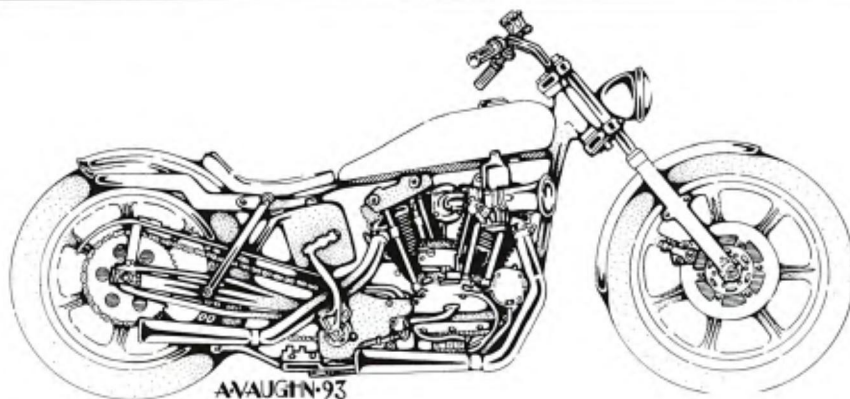


his dues—shredding plenty a-news-paper and eating a shitload of carrots—and now it was time to show his full-fledged brothers his bike-buildin' best.

A ride's feel and sound was as important to Dave as its looks. There was no doubt in his mind that only the rough vibrations of a good ol' thundering ironhead would make the perfect heart and soul for his radical, drag-inspired design. Dave picked up a '77 Sporty—needin' lotsa work—and reshaped it from the ground up. After Rick Sansone got done chop-pin', channelin', and stretchin' an original cafe racer tank, then raking the neck 10 degrees and stretching the frame legs a couple of inches for a radical feel, Dave chopped 4 inches off the forks and relocated the swingarm to give the bike that low-to-the-ground drag look. In addition to the spacers and wheel bushings being hand-machined, Dave handmade everything, from his own pipes (some old megaphones he had lying around), to the bars (out of steel tubing), to the chain guard and even his transmission sprocket cover, which he hand-hewed out of a big chunk of billet aluminum. After Cycle Fab added the engraving work to bolster show points, he had paint wizard Perewitz throw on "a bright color to reflect the jewelry art of the engraving." Dave's grateful to that sweetheart who helped him on that inspirational night.

—Clay Dog

Owner(s): Dave Silvia		City: Dighton, Massachusetts	
General		Frame	
Fabrication by: Cycle Fab/Sansone/owner		Year: 1977	
Year and make: 1977 H-D		Builder: H-D/Sansone	
Model: Sportster		Type: swingarm	
Value: \$20,000		Rake: 10 degrees	
Assembly by: owner/Jim Gadbois		Stretch: 2 inches	
Time: one year		Other alterations: swingarm relocated	
Chroming by: Brown's/Kustom Metals		Accessories	
Engine		Bars: Cycle Fab	
Year: 1977		Grips: Ness	
Model: XL		Mirrors: Cycle Fab	
Rebuilder: Rick Cicoro		Risers: none	
Ignition: Morris Magneto		Fender(s): Cycle Fab	
Displacemnt: 1000cc		Headlight: Ness	
Lower end: S&S		Taillight: Jippo	
Balancing: Rick Cicoro		Speedo: n/a	
Pistons: S&S		Front pegs: Cycle Fab	
Cases: H-D		Rear pegs: none	
Heads: Thompson's		Electrics: Accel	
Cam: Sifton		Gas tank: Cycle Fab/ Sansone	
Lifters: solids		Oil tank: Cycle Fab	
Carb(s): Rivera		Oil system: Russell lines	
Air cleaner: stack		Primary cover: engraved	
Pipes: handmade		Seat: Danny Gray	
Muffler(s): what?		Sissybar: none	
Transmission		Forks	
Modifications: none		Type: H-D	
Year: 1977		Extension: 4 inches under	
Shifting: foot, 4-speed		Builder: owner	
Engine sprocket: stock		Special features: Cycle Fab trees	
Trans sprocket: 22-tooth		Wheels	
Wheel sprocket: 48-tooth		Front	Rear
Painting		Size: 19-inch	Size: 18-inch
Molding: Don Perewitz		Hub: Morris	Hub: Morris
Painter: Dave Perewitz		Rim width: 3-inch	Rim width: 4.5-inch
Color: candy magenta		Tire: Metzeler	Tire: Metzeler
Type: House of Kolor		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: Roy Mason			
Other special modifications: engraving, sprocket cover, fender rails, cam cover, hexed cylinders, struts, chain guard, Ness grips. Special thanks to Jackie, Sue, Dave, Don, Jim, Bob, Rick, and the Hamsters.			
Photos: Steve Coonan			



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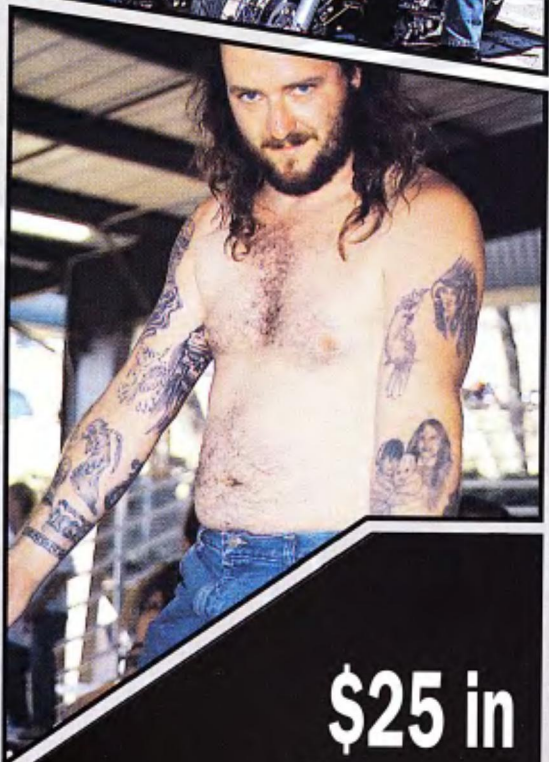
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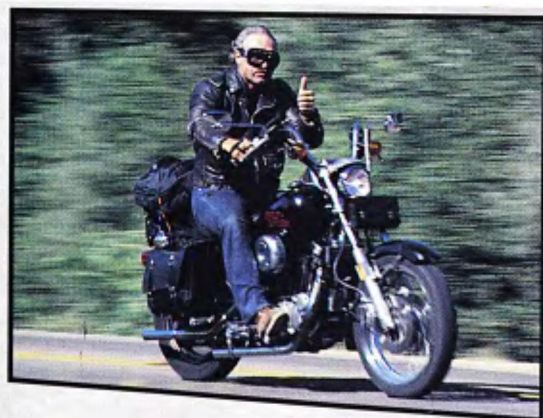
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F.I.G.H.T. UPDATE

IN YOUR LETTERS

Readers Offer Impressive Helmet-Testing Ideas

Easyriders Freedom F.I.G.H.T. continues to battle against mandatory helmet laws. A few months back we asked our readers to send us ideas for helmet tests, as well as personal stories about how helmets have endangered their lives.

Most of the mail we have received thus far regarding helmet testing has centered around proving the obvious loss of hearing, limitation of vision, added weight, internal heat, and general fatigue problems encountered with helmet use. Some of the letters suggest an impressive battery of tests:

Bill Slayton of Eagan, Minnesota, suggests giving simple verbal instructions to two test groups, those with and those without helmets, in order to prove that the helmeted group would be unable to carry out their instructions due to limited hearing. As Bill says, "You can't avoid or respond to what you can't hear."

Mark Kaye of Burnt Hills, New York, suggests we compare cities of similar sizes, one operating with a helmet law and the other without, to determine if statistically important variations exist.

Thomas Cuce of Orelan, Pennsylvania, thinks a wind tunnel test should be performed to compare the ability to turn the head 90 degrees with and without a helmet. His test takes headwinds, crosswinds, and upward wind lifts into account, focusing on the impact of fatigue and neck strain on the helmet wearer.

Many who responded to our query complained of fatigue and constant neck pain due to helmet use. Others saw the helmet strap as a noose, ready to choke throats and snap necks. A few of the letters had very specific slants:

Bees, bugs, and birds are apparently a big problem. Many letters spoke of bees and wasps flying into helmets, causing the rider to panic and even lose control of his/her motorcycle.

Joel McDuncan of Holen, Missouri, suggests a wind tunnel experiment, using

a helmeted dummy and small, bee-sized projectiles, to test how many of the airborne menaces become lodged inside a helmet.

David Cross of Windham, Minnesota, had the ultimate complaint. Seems he was riding along at 30 mph when a small bird flew into his helmet and got stuck between the side of his head and the lid. The bird started pecking the hell out of him. He side-swiped a cage and suffered a broken ankle, not to mention the cuts and bruises caused by his stowaway passenger.

My favorite test idea came from Dan Apelt of Albany, California, who suggested placing a helmet on California Governor Pete Wilson and then putting him on a bike going 100 mph headfirst into a brick wall. When asked what this would prove, Dan says, "Nothing, but it sure would be fun to watch!" For the record, Dan wasn't alone in requesting this test.

All joking aside, many who wrote us thought it might be a good idea to have senators, representatives, and councilpersons wear helmets during a normal day of work, or while driving their cars, golfing, or playing tennis.

The bottom line to all the letters we've received so far comes down to this: Helmets impair more than they help. But we already knew that, didn't we? Don't let our government legislate us out of existence, 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 testing costs money.

Protect your rights and freedoms. Become a member of your local bikers' rights organizations and join the F.I.G.H.T. today. All proceeds from your F.I.G.H.T. kit go toward battling helmet laws in court. And if you've had a close call, accident, or injury because you were wearing a helmet, tell us about it by writing: Easyriders 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 February, March, And April

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: What's Happenin', Box 3000, Agoura Hills, CA 91376-3000.

Arizona

FLORENCE PRISON RUN—February 5-6. Rio Rojo Bar, Florence. Info: D.D.M.C., P.O. Box 47793, Phoenix, AZ 85068

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. Admission is \$4 to ABATE or MRO members; \$5 to non-members. Info: David Murray (501) 942-7553

California

JACK STADEL MEMORIAL SWEETHEART RUN—February 13. C&E Auburn H-D, 12075 Locksley Lane, Auburn. Leaving at 9:30 a.m. Donation: \$5. Rain date: February 20. Info: (916) 484-0337 or (916) 885-7161

2ND ANNUAL LEATHER WEATHER POKER RUN—February 20. Sponsored by ABATE Local #3. Sign-in: 8 a.m.-10 a.m. at The Rock Store. Admission: \$10/single \$18/couple Info: Wrench Whore (805) 494-3287

Colorado

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

Florida

DAYTONA BIKE WEEK—March 4-13. See complete calendar of events in this issue.

SPIDER'S ANNUAL SWAPATONA—March 5-13, 1994 Daytona Bike Week Swap Meet at the Daytona Flea Market, 1 mile west of the Daytona Int'l Speedway. Hours: 10 a.m.-6 p.m. Info: (304) 877-6946, (304) 253-3102, or (800) 262-6946

SHOW OF THE MOST UNUSUAL MOTORCYCLES—March 9. Daytona Flea Market, 1 mile west of the Daytona Int'l Speedway. Hours: 11 a.m.-3 p.m. Info: (304) 877-6946, (304) 253-3102, or (800) 262-6946

ANNUAL CLEAN AND SOBER FREEDOM RUN AND CAMPOUT—February 25-27. YMCA Camp Winona, De Leon Springs. Sponsored by the Daytona Beach Fifth Chapter MC. Info: 5th Chapter MC, P.O. Box 1093, Daytona Beach, FL 32015

Georgia

EMMETT T'S ANNUAL BIRTHDAY BASH—February 18-20. Sponsored by Hog Wild Motorcycle Repair. Free camping, food, and beer to those arriving on American-made motorcycles. (Others: \$10) Info: Billy or Vicki (912) 776-9056

SWAP MEET AND BIKE SHOW—February 27. Henderson's Auction Building, Atlanta. Proceeds to fight national helmet laws. Info: (706) 342-4543

ABATE OF GEORGIA'S RUN TO THE SUN—March 4-6. Keller's Flea Market, Savannah. One mile east of I-95 at exit 16. Ride as a group to Daytona on Sunday. Info: Crow (404) 476-2322

Illinois

M/C 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

NORTHWEST IOWA M/C SWAP MEET—February 20. National Guard Armory, Spencer. 8 a.m.-5 p.m. Info: (712) 262-8910, (712) 262-4872, or (712) 933-2363

M/C 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

Michigan

SAGINAW CUSTOM BIKE SHOW—February 5-6. Saginaw Civic Center. Bikes, swimsuit show, biker's ball, bands, leather show. Info: 1-800-798-4578

MOTORCYCLE SWAP MEET—February 13. Lenawee County Fairgrounds, Adrian. Info: (517) 547-6077

Minnesota

PARTS EXTRAVAGANZA AND SUPER SERIES BIKE SHOW—March 6. St. Paul Civic Center, Roy Wilkins Auditorium (upstairs). Hours: 10 a.m.-5 p.m. From I-94 take Marion or 5th St. exits. Info: (319) 462-6011

New Hampshire

2ND ANNUAL CHARITY SWAP MEET—February 6. Grinnell School, Derry. Sponsored by Iron Eagles MC, Pawtucketway Chapter/5th Chapter MC, and Shades of Gray MC. Admission: \$5 (portion or proceeds benefit Derry Children's Playground). Info: Shades of Gray MC, P.O. Box 533, Epping, NH 03842

New Jersey

SWAP MEET—February 5. Sponsored by Burlington Co. Chapter ABATE, Florence. Info: (609) 387-7040

New York

BUFFALO INTERNATIONAL CHARITY M/C SHOW—February 26-27. Seneca Mall Convention Center, Ridge Road I-90, West Seneca. Also, 1994 Dealer Expo Show. Info: (716) 822-3227

Ohio

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

Pennsylvania

SWAP MEET—February 19. East Butler Firehall. Sponsored by ABATE of PA, Butler Co. Chapter #13. Hours: 9 a.m.-6 p.m. Info: T.K. (412) 285-9059 or Odis (412) 794-6311

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

Texas

17TH ANNUAL ST. VALENTINES 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 benefit disabled children. Info: Alan "Chaps" Johnson, 1415 E. Sandalwood #A, San Antonio, TX 78209, (210) 829-4947

PRE-DAYTONA AMA MC RACES & 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 & BIKE SHOW—February 27. Civic Center Exhibition Hall, Abilene. Info: (817) 581-9367

Virginia

CYCLE EXPO '94—March 25-27. The Showplace, 3000 Mechanicsville Turnpike, Richmond. Indoor bike show featuring: new bikes, customs, antiques, race bikes, clothing, accessories, entertainment. Benefits Children's Miracle Network. Friday: 6 p.m.-10 p.m., Saturday: 10 a.m.-10 p.m., Sunday: 11 a.m.-5 p.m. Info: Departure Bike Works (804) 231-0244.

Wisconsin

MILWAUKEE M/C 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

M/C SWAP MEET—February 13. Downtown Civic Center, Eau Claire, Wisconsin. Hours: 10 a.m.-5 p.m. Admission: \$5. Info: (715) 834-8389

HONEST BOB'S 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

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
AHRA: (919) 229-4877

Easyriders Events:

Florida

EASYRIDERS-DAYTONA STORE POKER RUN—February 26. "Sunset in St. Augustine-Full Moon in Daytona." Info: (904) 238-1645

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

Biker's Bulletin Board

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HARLEY PARTS

ANTIQUE PARTS: Antique Cycle Supply, Rt. 1, Cedar Springs, MI 49319, (616) 636-8200. International source of restoration parts. Catalog \$5.

GASKETS: Jan's Cycle Gaskets, for Harley-Davidson's. Available in kits or individually. Made in USA. Call or write for the distributor near you. Box 5790, Somerset, NJ 08875-5790, (908) 613-4494, FAX (908) 613-4993.

HANDLEBARS: CUSTOM BENT BARS/Apes/Draags/Cruisers/American Steel—American-made. 20 years experience. Over 30 popular styles at \$39 or less. Send \$1 cash for brochure. Satisfaction guaranteed. California Designs, 1330 South St., #4, Long Beach, CA 90805.

HEADS: Hog Heads, free info and discount price sheet for valve jobs and cylinder boring. Call (209) 533-0290 or (800) 553-8992 (outside CA) or mail request to 20883 Lynn Ln., Sonoma, CA 95570.

HEADS: Port & How Heads, dual plugging, hardened seats, flow bench test and dev. Our heads out flow stock by 35-40%! Let our drag racing exp. work for you! Call for prices of machine shop services. Vee-Twin Cycle, 713 Diamond Lake Rd., Mundelein, IL 60060, (708) 566-4626.

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SALVAGE & RESTORATION: H-D motorcycle & Servi-car salvage. Used, rebuilt, new, old, stock parts, rebuilt Harley Linkert carbs. Leather seats redone as orig. Fatbob speedos, '36-'61 complete cosmetic & mechanical rebuilds. Throttle Masters, 3921 S. Archer, Chicago, IL 60632, (312) 247-6114.

VALVES: Classic Enterprises, "The Head Masters," unleaded-fuel valve seats. RR 1, Churchill, Ontario, CANADA, L0L 1B0, (705) 456-6622, FAX, (705) 456-0560, USA; Kaycee, Rt 228, Buffalo, NY 82834.

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PARTS & ACCESSORIES: Tans Cycles Parts for H-D parts & accessories. Catalog \$5. Box 590(EB), North Beach, MD 20714, (410) 257-6619 or (301) 855-8337.

T-SHIRTS: CANADIAN VIETNAM VETERANS, QUEBEC MEMORIAL needs your support. T-shirts: \$18.50, Sweatshirts: \$27, sizes S-XXL. Pins, \$6, Viet or Supporter patches: \$5.50 all postage paid. Send donations & shirt/sweatshirt sizes to C.V.V.Q., Rosend, 5740 Goddard Ave., Montreal, Quebec, Canada H3X 2M1.

T-SHIRTS: Barnett Harley-Davidson from \$11.95 ea. (\$9.95 ea. additional). Five colors, all designs in stock, shipped UPS/CD same day, 9501 Montana, El Paso, TX 79925, (915) 592-5804 or (800) 736-8173.

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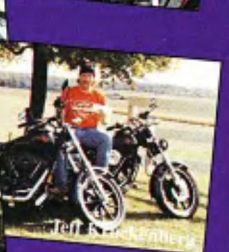
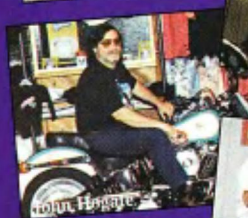
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20 SECOND PRIZES

Pro
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**FOR IT!! Win BIG in the
Easyriders® WIN A HARLEY SWI**

GRAND PRIZE!!
take your pick



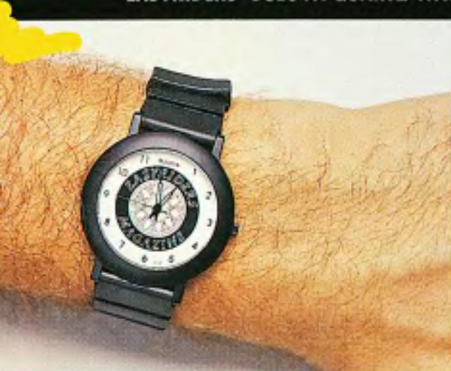
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6. For a list of major prize winners, send a separate, stamped, self-addressed business envelope to Paisano Publications, Inc., Sweepstakes Winners List, Box 1050, Agoura Hills, CA 91301.

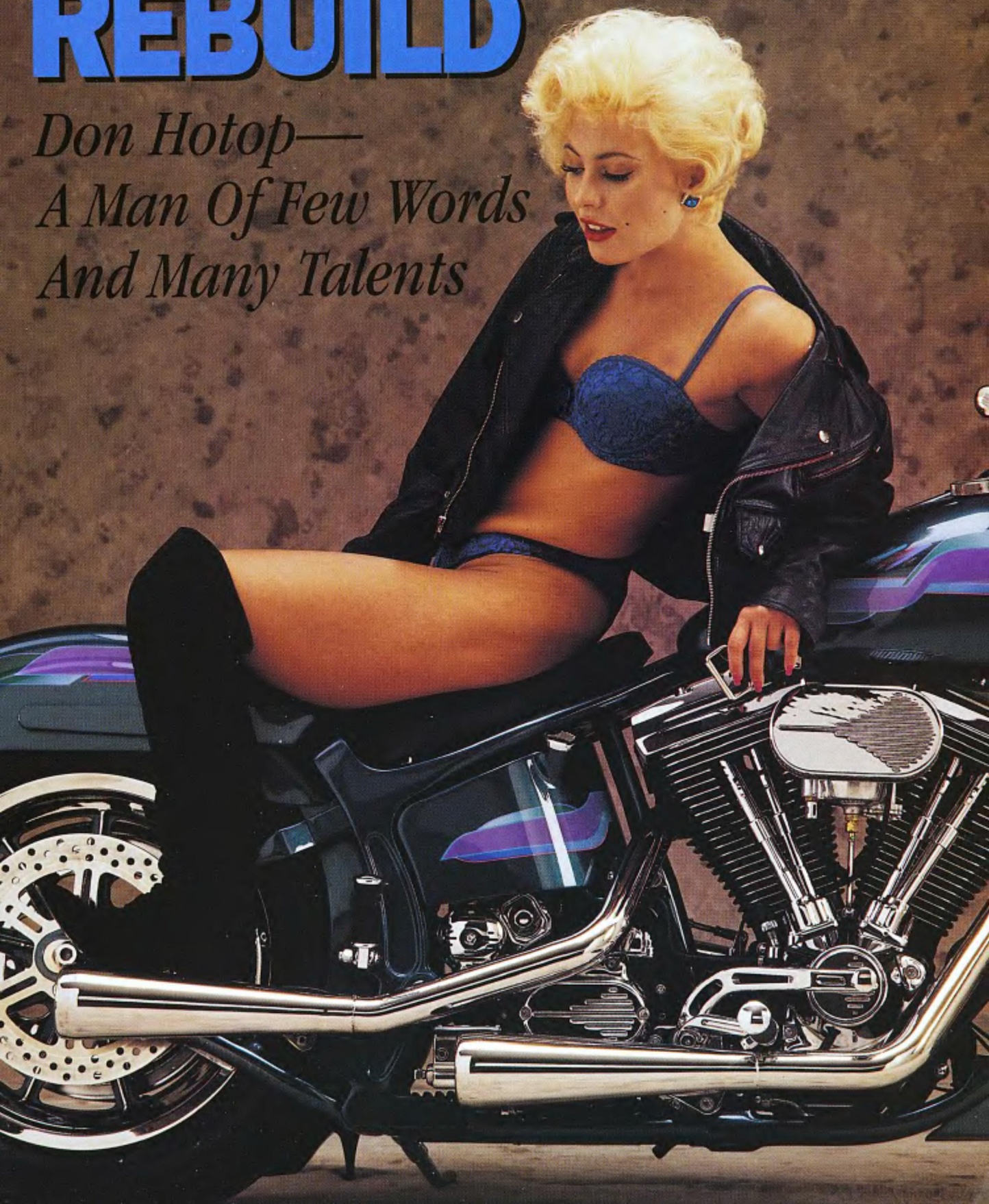
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EASYRIDERS



THE GREAT REBUILD

*Don Hotop—
A Man Of Few Words
And Many Talents*



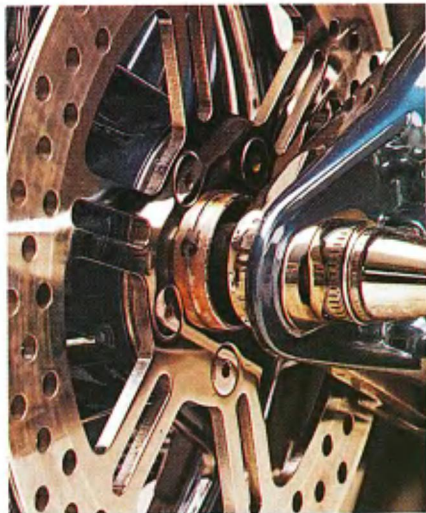
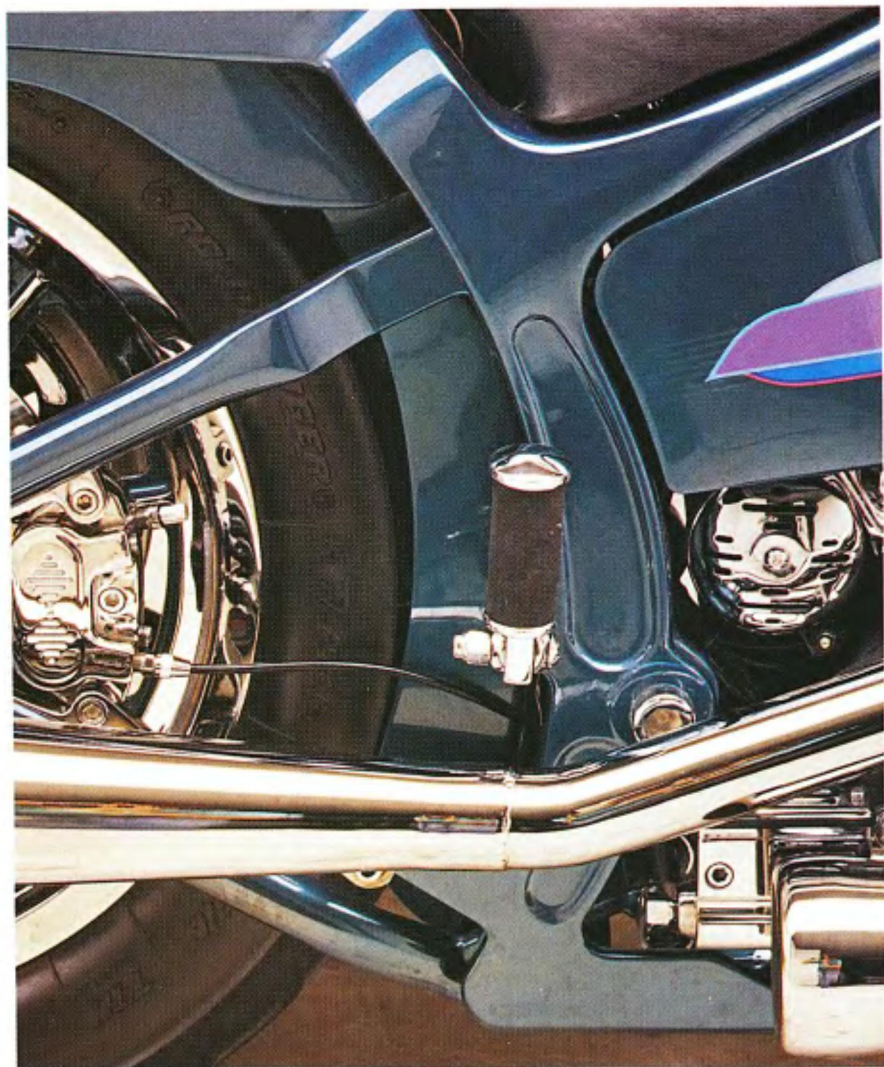


From the first minute of our phone conversation, I figured Don Hotop builds bikes the same way he talks: no wasted words or motions.

Don brought this 1992 Softail home in a crate, factory-fresh. He thought it was the ugliest thing he'd ever seen, and that was the start of the Great Rebuild.

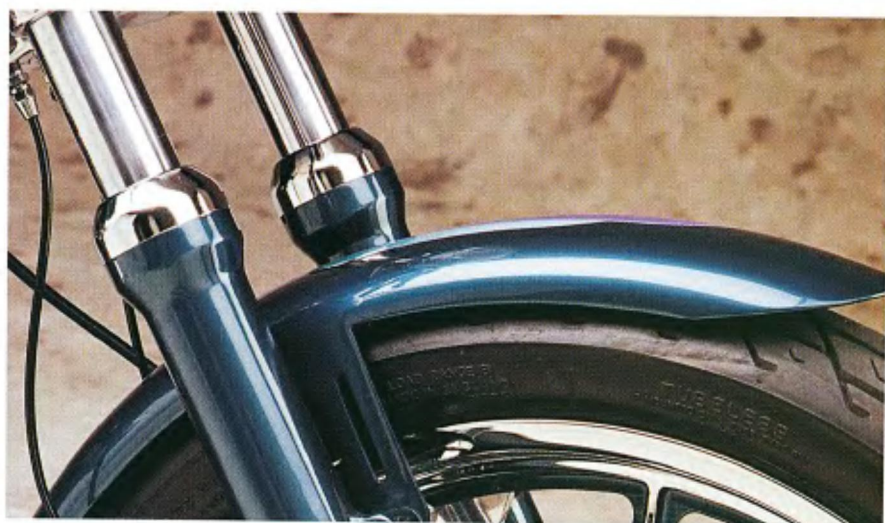
What I *did* manage to get from Don were a few words about the front wheel. "It was turned, had the webs cut out, and was chromed," he said. "Not too many people are doing that. It's a dirty job. Screw up and you're shit outta luck."





He also had some thoughts about the frame. "I raked it, cut off all the mounts, rubbermounted the gas tank (which is also welded into one piece), and built my own fender mounts to make it look like one piece, so I could have the rails painted to match the rest of the bike," said Don. "Parts should be used but not seen, as far as I'm concerned."

The front brakes are hung off the fender mount instead of the brake mount. "We cut 'em off to clean up the front end. Not many guys are doing that, either." At this point, I figured you readers should just call Don's Speed and Custom, (319) →



372-6216, and ask him about the bike yourself. While you're at it, ask him about his custom taillight assemblies and air dams. Why? 'Cause he's selling these goodies to Arlen Ness and Drag Specialties.

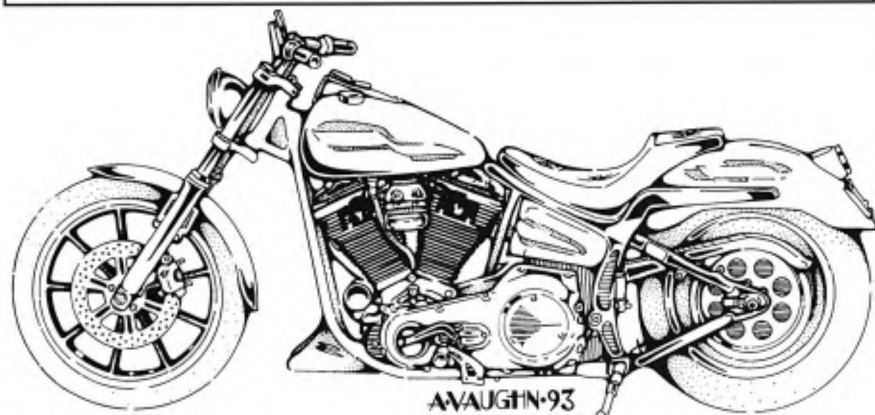
"It's one of those bikes where the guy looks at it, and he comes back and looks at it again... and again," said Don. "I'm a detail nut; I spend more time on a bracket than most people spend on half their bike."

Speaking of what's on the bike, Lisa, this month's fox from the Show Me State, showed off her own fine accessories to complement Don's steel teal Softy.

—Drummer



Owner(s): Don Hotop		City: Fort Madison, Iowa	
General		Frame	
Fabrication by: Don's Speed & Custom		Year: 1992	
Year and make: 1992 H-D		Builder: H-D, Don's S&C	
Model: Softail		Type: Softail	
Value: \$25,000		Rake: 33 degrees	
Assembly: Don Hotop		Stretch: none	
Time: seven months		Other alterations: trimmed and cleaned	
Chroming: Precision Plating, Brown's		Accessories	
Engine		Bars: Drag Specialties	
Year: 1992		Grips: stock with Don's caps	
Model: Evo		Mirrors: Don's S&C	
Rebuilder: Don's S&C		Risers: 3-inch, Don's S&C	
Ignition: Screamin' Eagle		Fender(s): Drag Specialties (front), Don's (rear)	
Displacement: 1340cc		Headlight: Drag Specialties.	
Lower end: stock		Taillight: Don's S&C	
Balancing: factory		Speedo: CCI	
Pistons: H-D		Front pegs: CCI	
Cases: painted		Rear pegs: Don's, CCI	
Heads: Don's S&C		Electrics: 12-volt H-D, Don's	
Cams: Sifton		Gas tank: Don's S&C	
Lifters: hydraulic		Oil tank: H-D, Don's	
Carb(s): S&S E		Oil system: H-D	
Air cleaner: Sieg Weiler		Primary cover: H-D	
Pipes: Don's S&C, Bub		Seat: Danny Gray, Don's	
Mufflers: Bub		Sissybar: not	
Transmission		Forks	
Year: 1992		Type: glide	
Modifications: some		Extension: 2 inches under	
Shifting: foot		Builder: H-D	
Engine sprocket: 24-tooth		Special features: Sieg Weiler trees	
Trans sprocket: 35-tooth		Wheels	
Wheel sprocket: 70-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Phil's Trix		Hub: H-D	Hub: H-D
Painter: Phil's Trix		Rim width: WM2	Rim width: 3-inch
Color: dark teal		Tire: Avon	Tire: Avon
Type: House of Kolor		Brake: Gardner, P.M.	Brake: GMA., P.M.
Special paint: Phil's Trix			
Other special modifications: Don's flared, slotted billet design on everything including derby, calipers, and tranny cover. Special thanks to Sieg Weiler, Fidd "Viking" Fasching, Charlie, and Joan Anderson.			
Photos: Mike Lichter			



AVAUGHN-93

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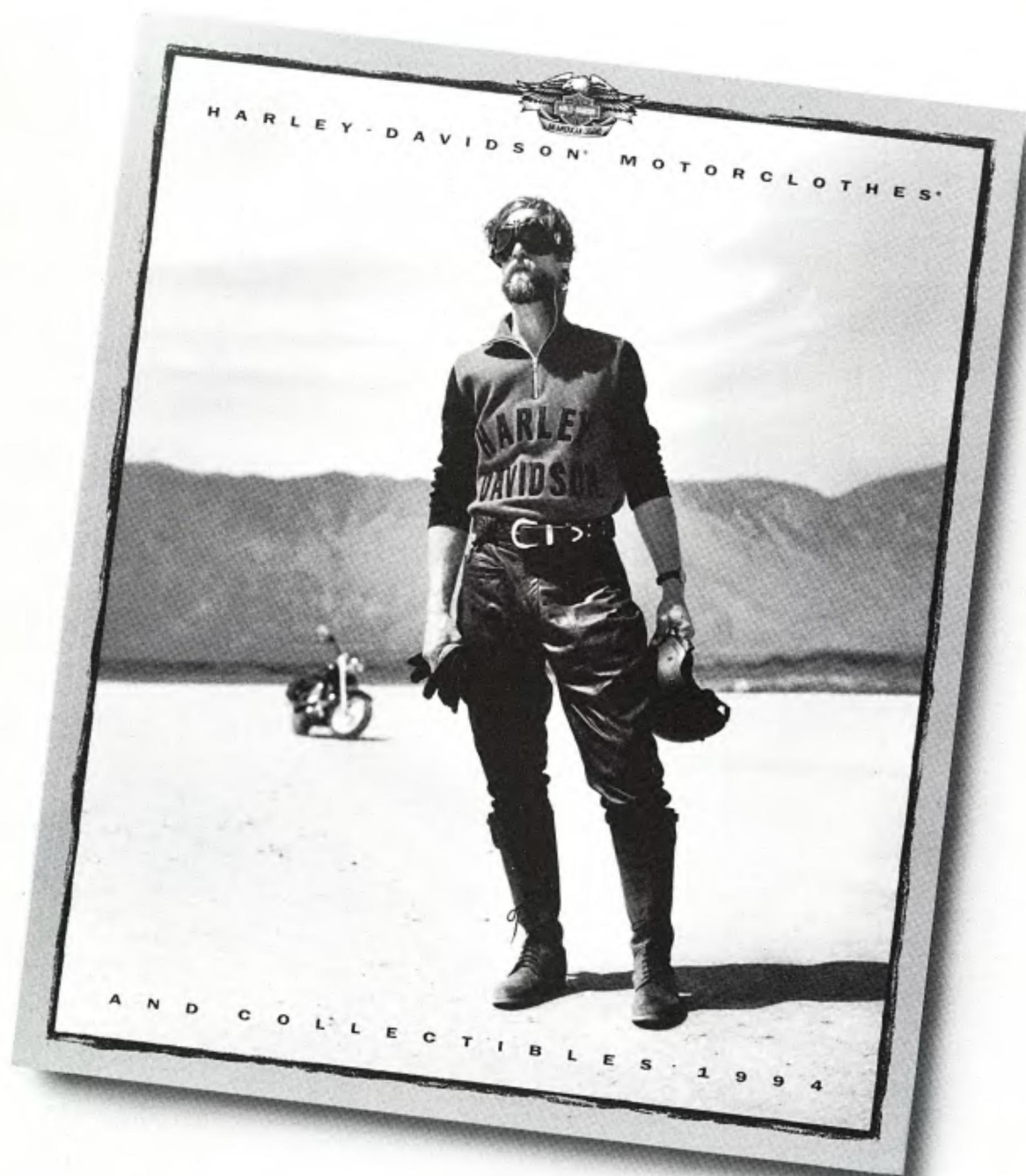
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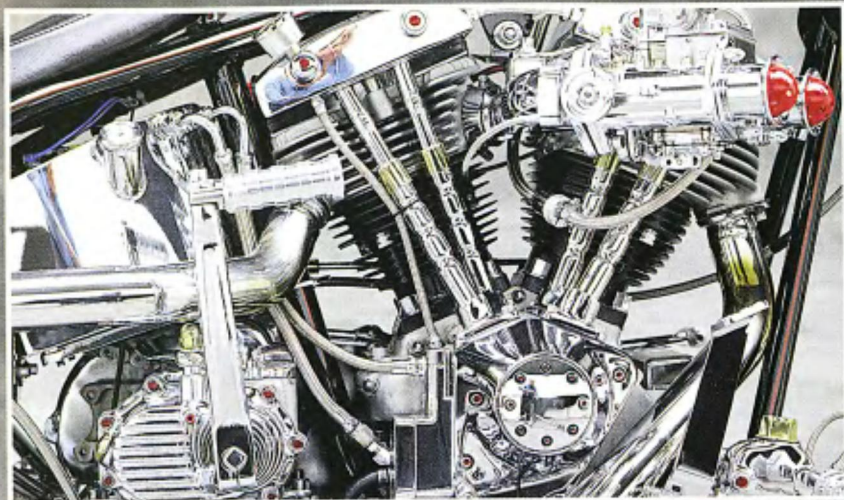


CHICAGO STYLE



Windy City Rigid





It's not commonly known, but there are certain highly gifted custom-bike connoisseurs who can, like great wine connoisseurs, tell exactly where a motorcycle was customized after only the briefest of glances, and perhaps a delicate sniff or two of the pipes.

Like great wines, truly extraordinary custom bikes reflect a variety of discreet regional differences. A left-handed, slightly-balding, twice-divorced H.O.G. member living in Pittsburgh, for instance, will torque certain bolts in a subtly different style than, say, a retired, bilingual, Cajun ex-Marine wrenching inside his garage on a rainy afternoon in Baton Rouge, Louisiana.

The same is true for Karl "Sonny" Hull, a Windy City firefighter who built this '74 Super Glide to reflect what he calls the "Chicago style."

"When I built this bike, shovel-heads were big," Sonny says. "Back then, the Chicago style was a rigid frame with a drag look."

The style was low, so the wide glide forks are one inch under. The style was also fast, so Sonny beefed up the engine to 86 cubic inches.

One downside with style, though, is that sometimes comfort takes second place to looking good. Ride a rigid over a couple of Windy City potholes, and you'll definitely notice. "It's like gettin' bucked by a





steel horse," Sonny says.

He figured one easy way to cushion his aching buns while puttin' around the Second City would be to let a little air out of his rear tire. It worked so well he let a little more air out. The problem with that is, if you deflate the tire too much, you'll break the bead around the rim, and slowly lose all the air.

"It took me a couple times to figure that out," Sonny recalls, laughing. "I'd come out of a bar and wonder who the hell had flattened my tire and where was I gonna find a can of Fix-A-Flat in the middle of the night!"

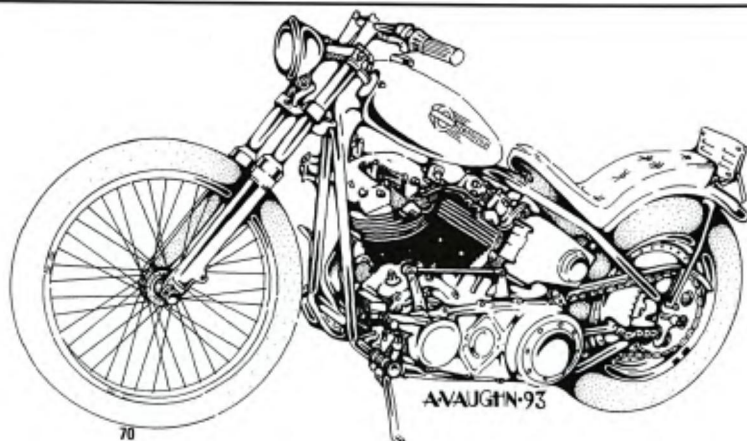
Once Sonny got seriously into this project it took him about a year to finish. Of course, it helps that when he's not on duty dousing fires, he works at Illinois Harley-Davidson. "That works out nice, 'cause when I get off I can go wrench in the back room for as long as I want."

In spite of the fact that Sonny's bike has grabbed five custom-scoot trophies, as well as an Honorable Mention at the 1992 *Easyriders* Bike Show in Columbus, Ohio, he built this motorcycle strictly for his own riding pleasure.

"It's still the best way I know of to relieve stress," Sonny explains. It also goes to show, that no matter where you live, some things never go out of style.

—Southern Connection

Owner(s): Karl "Sonny" Hull		City: Chicago, Illinois	
General		Frame	
Fabrication by: Custom Welding		Year: 1975	
Year and make: 1974 Harley-Davidson		Builder: Sun Dance	
Model: FX		Type: rigid	
Value: \$15,000		Rake: nope	
Assembly by: owner		Stretch: nope	
Time: one year		Other alterations: yep	
Chroming by: Brown's Plating		Accessories	
Engine		Bars: drag	
Year: 1974		Grips: billet	
Model: shovelhead		Mirrors: MIA	
Rebuilder: Custom Welding		Risers: short	
Ignition: points		Fender(s): 5-inch flat	
Displacement: 86 cubic inches		Headlight: Bates	
Lower end: S&S		Taillight: tombstone	
Balancing: Custom Welding		Speedo: no way	
Pistons: S&S		Front pegs: JayBrake	
Cases: blasted		Rear pegs: JayBrake	
Heads: ported and polished		Electrics: 12-volt	
Cam: Andrews		Gas tank: Mustang	
Lifters: hydraulic		Oil tank: Santee	
Carb(s): Dell 'Orto		Oil system: it flows	
Air cleaner: stacks		Primary cover: tin	
Pipes: shotgun		Seat: Arlen Ness	
Muffler(s): yeah		Sissybar: nope	
Transmission		Forks	
Modifications: Andrews gears		Type: wide glide	
Year: 1980		Extension: 1-inch under	
Shifting: all the time		Builder: Frank's	
Engine sprocket: 22-tooth		Special features: turned legs	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 48-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: owner		Hub: Jammer	Hub: H-D
Painter: Big Nick		Rim width: 2-inch	Rim width: 4-inch
Color: black		Tire: Continental	Tire: Continental
Type: Imron		Brake: none	Brake: disc
Special paint: candy striping			
Other special modifications: chrome moly chain guard, chrome moly triple tree fork stops, chrome moly grips. Special thanks to Illinois H-D, Ken (Capone) Rossman, Big Nick, Whopper, and Mike Kessler.			
Photos: Steve Coonan			



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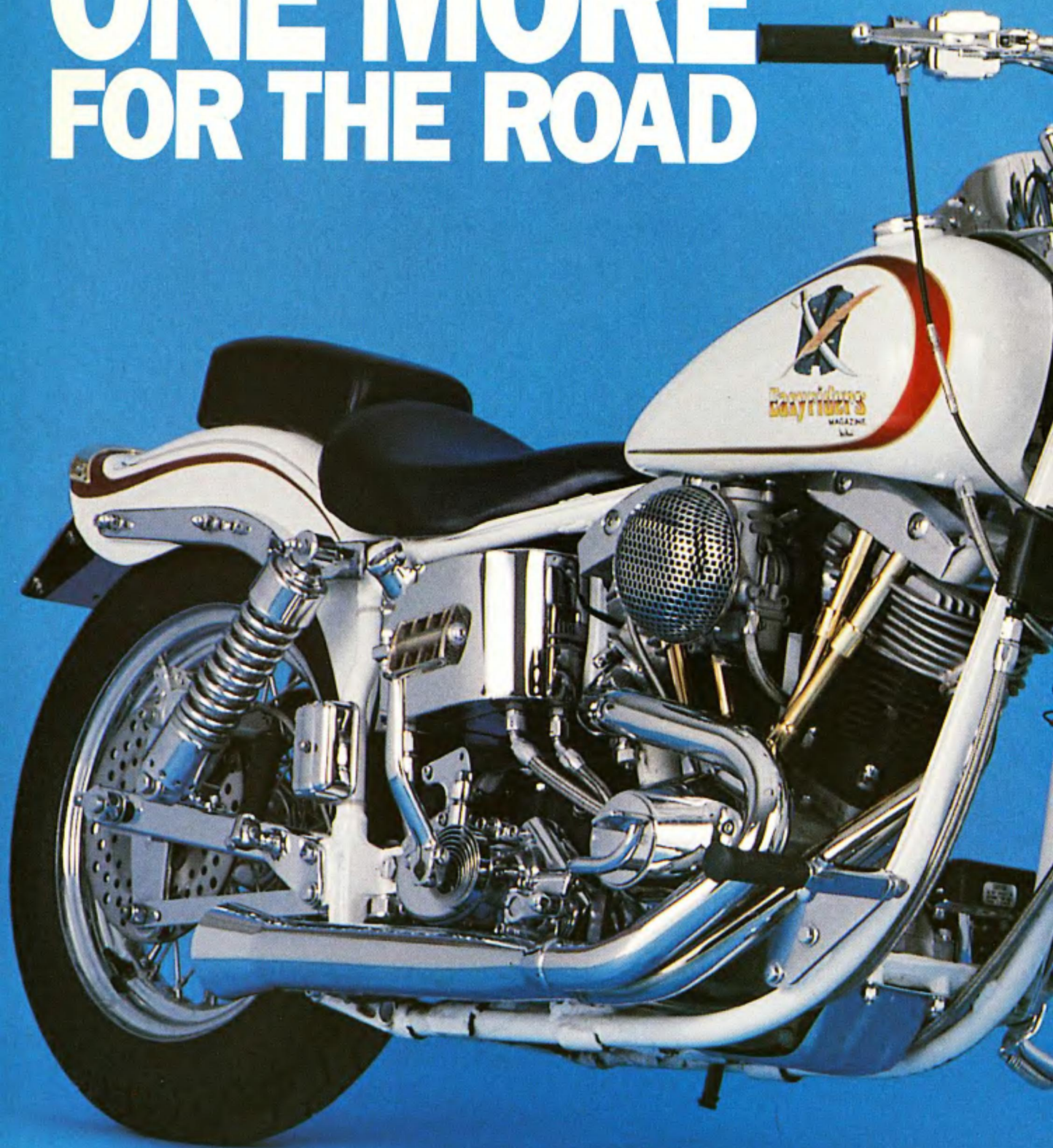
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TOWER RECORDS | VIDEO



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ONE MORE FOR THE ROAD



Al Keeps It Goin' With Another Dose Of Iron



Hard to imagine 50 bucks a flat-head, but on the Southern California citrus ranch where Al Sherman grew up, there were more Harley-Davidson flatties around than dirt roads to ride 'em on. Al's Harley-ridin' old man Tom used to pick up the Army surplus scoots by the bushel for a cool 50 on the barrelhead, and he used 'em as iron workhorses 'round the ranch. Those were the post-WWII days when you could walk off with surplus compressors for a couple of six-packs, flatbed trucks for \$500, and a decent Army jeep for \$150.

Al and his Dad used the semi-retired Harleys for everything from basic transportation to water pumps. Irrigation was critical to the ranch's

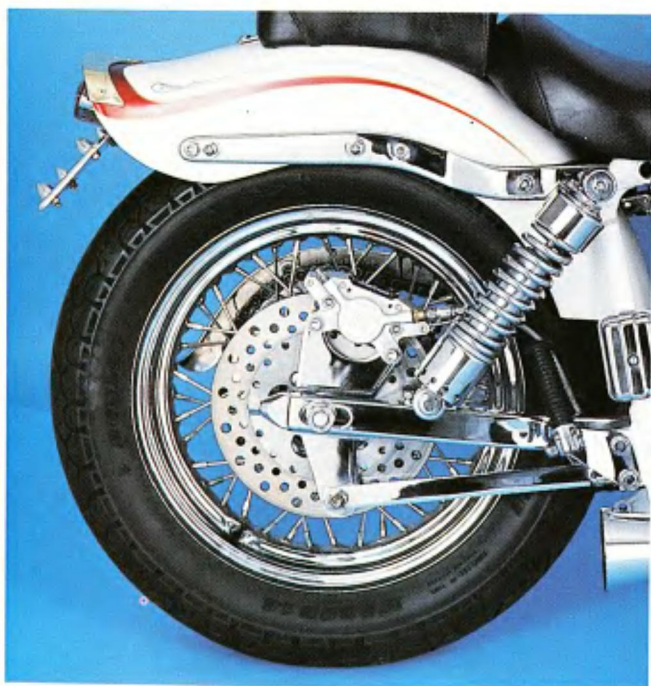


survival during drought seasons, and the tough-as-nails engines proved to be reliable sources of power to keep the water flowing.

Al's first ranch pony was a little Cushman scooter with a teardrop rear end, and by age 13 he had broken in enough full-sized iron horses to know that he'd never be astride anything that wasn't Milwaukee born and bred. To this day, Al can say he's never so much as thrown a leg over the saddle of a foreign make.

Although wrenchin' and ridin' Harleys had become as natural for Al as waking up in the morning, it wasn't till he saw the movie *Easy Rider* that the Milwaukee maidens dragged Al's attention into a whole new dimension.

After building 30 of his own custom bikes from every combination of →





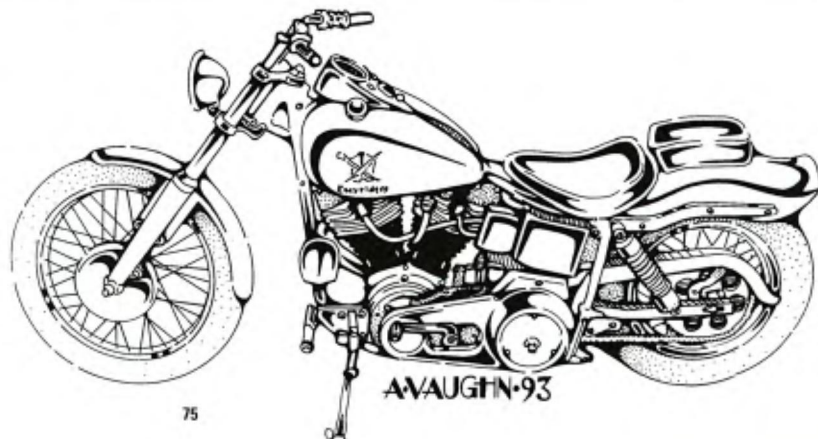
fender, frame, forks, and H-D motor (always sportin' a black paint job), Al figured it was time for a change of pace, so he splashed the shovel-powered swingarm gracing these pages with good old refrigerator white.

Around the time of the bike's completion, Al had been promoted from *Easyriders* overall Rodeo grunt to overall Rodeo Supervisor. For several years now, Al has busted his butt (with the help of Cathy Chaffin, Leon Hatcher, and the rest of the Rodeo tribe) to make the *Easyriders* Rodeo circuit the biggest and baddest on planet earth.

Seems only right that David Mann laid down the finishing touches on the bike's tank art, all for a brother who was raised on a Harley-powered ranch and resides on the road.

—Clay Dog

Owner(s): Al Sherman		City: Malibu, California	
General		Frame	
Fabrication: owner		Year: 1979	
Year and make: 1979 H-D		Builder: H-D	
Model: Low Rider		Type: swingarm	
Value: \$10,000		Rake: none	
Assembly: Jammer		Stretch: none	
Time: three weeks		Other alterations: Jammer adjustable swingarm	
Chroming: Brown's		Accessories	
Engine		Bars: drag, stock minus 1-inch each side	
Year: 1979		Grips: rubber	
Model: shovelhead		Mirrors: Jammer	
Rebuilder: Andy (HES)		Risers: stock	
Ignition: points		Fender(s): '86 Softail front, Jammer fatbob rear	
Displacement: 74 cubic inches		Headlight: Jammer	
Lower end: H-D		Taillight: Jammer catseye	
Balancing: Andy		Speedo: Jammer, '48 H-D repro	
Pistons: 8.5:1, aftermarket		Front pegs: stock Low Rider	
Cases: H-D, painted		Rear pegs: ISO	
Heads: H-D		Electrics: 12-volt	
Cam: Andrews A-grind		Gas tank: 3.5-gallon	
Lifters: Andrews, solid		Oil tank: horseshoe, aftermarket	
Carb(s): Dell 'Orto		Oil system: oil cooler	
Air cleaner: Dell 'Orto		Primary cover: rechromed aftermarket, Jammer	
Pipes: Ness collectors		Seat: Sportster	
Mufflers: no		Sissybar: no	
Transmission		Forks	
Year: 1979		Type: 1949 wide glide	
Modifications: Phase III belt drive (to chain)		Extension: none	
Shifting: foot		Builder: H-D	
Engine sprocket: 24-tooth		Special features: chrome	
Trans sprocket: 22-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Bob Abrew		Hub: Star	Hub: late model
Painter: Jim Naylor, scallops by Bob		Rim width: stock	Rim width: stock
Color: refrigerator white		Tire: Continental	Tire: Continental
Type: lacquer		Brake: stock drum	Brake: Perf. Mach.
Special paint: logo, David Mann original			
Other special modifications: made to look good and last forever. Brass fender tip and derby skull and pushrod tubes. Special thanks to Mil Blair.			
Photos: Silvermoon			



DAYTONA EASYRIDERS '94



DAYTONA BI



BIKE WEEK

'94

Your Complete Guide To Nonstop Seaside Scooter Action

Have the winter blues? Got a bad case of cabin fever? Gettin' an overpowering itch to be in the wind? Then it's time to mount up and ride to the beach for some welcome sun, beautiful babes, and warm biker camaraderie.

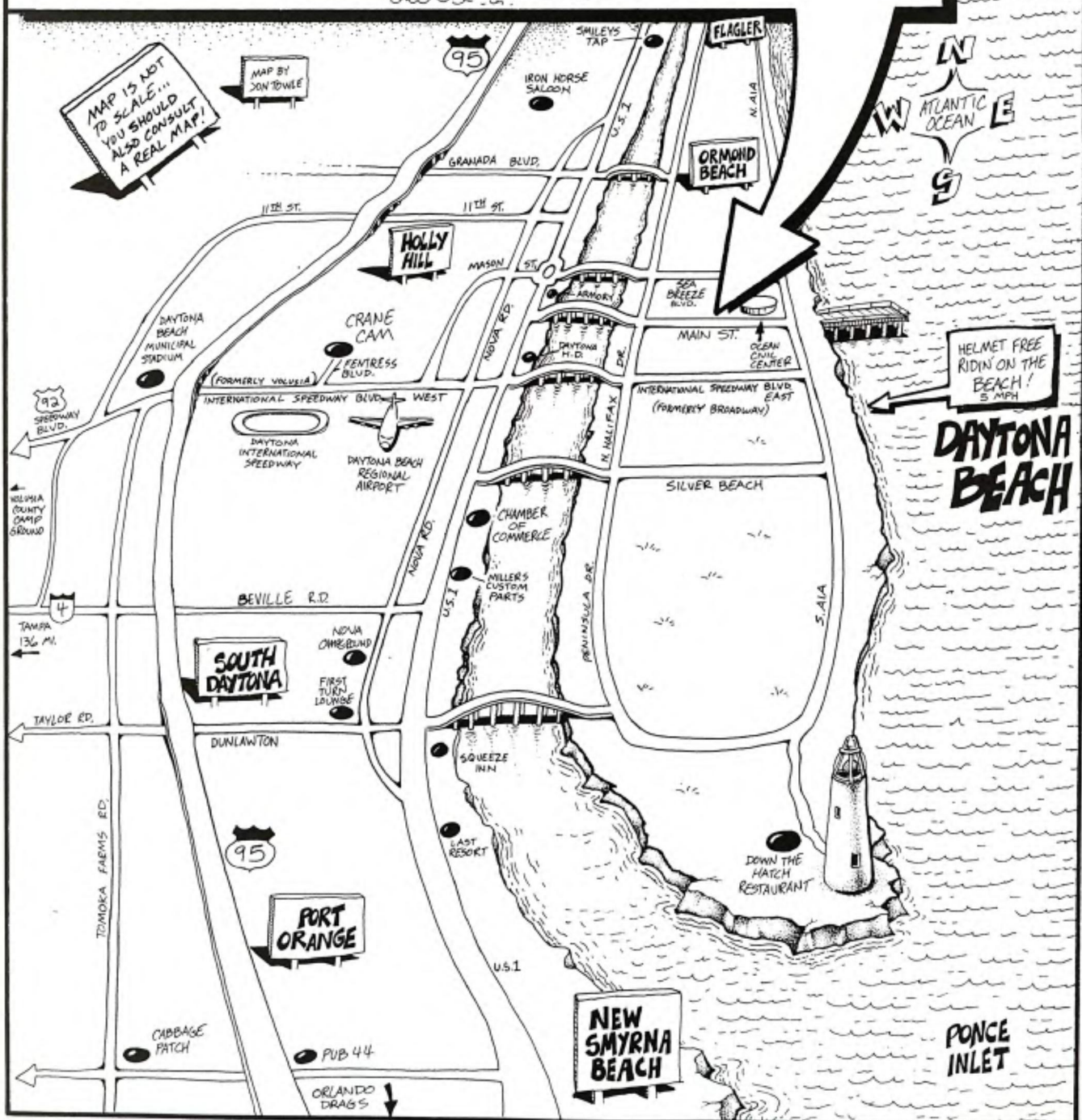
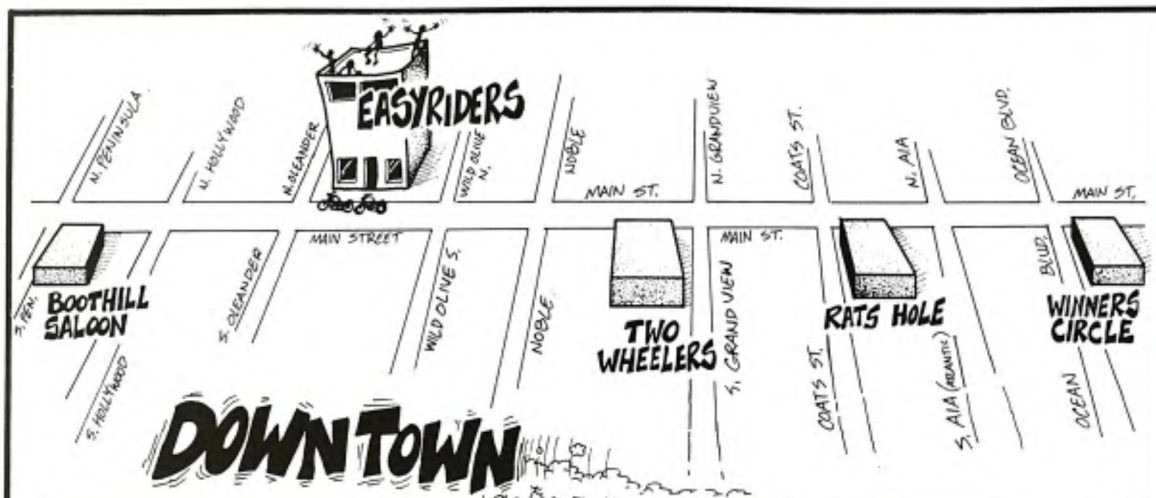
There's something for everyone at Daytona's annual Bike Week: The Rat's Hole Show, racing, riding on the sand, partyin' in the pubs, and days filled with Harley-related events, to name a few. And this year there's something new to add to the list. A new, local Harley dealership is having its grand opening during this year's Bike Week. Check it out at 290 N. Beach St., Daytona Beach.

For all you Bros Club members, make sure you stop by the *Easyriders* Store on Main Street. Your VIP membership allows you to go upstairs, relax with a fresh cup of coffee, and shoot the breeze with other Bros. Rip will be there, too, if you can catch him in between covering races and events.

We want your run to the sun to be an unforgettable, nonstop blast, so the following pages are crammed with a complete calendar of events for Bike Week '94. Enjoy.

—Compton →





The dates for this year's event are March 4 through March 13 and the following info should help you with gettin' around to see and do it all!

HOTELS

Americano Beach Lodge (D.B.)
1260 N. Atlantic Ave.
(904) 255-7431

Best Western La Playa (D.B.)
2500 N. Atlantic Ave. (A1A)
(904) 672-0990/(800) 874-6996

Daytona Inn (D.B.)
219 S. Atlantic Ave.
(904) 252-3626

Daytona Beach Hilton Hotel (D.B.S.)
2637 S. Atlantic Ave. (A1A)
(904) 767-7350/(800) 525-7350

Holiday Inn Boardwalk (D.B.)
400 N. Atlantic Ave. (A1A)
(904) 255-0251/(800) 535-2036

Holiday Inn Oceanside (D.B.)
905 S. Atlantic Ave. (A1A)
(904) 255-5432/(800) HOLIDAY

Howard Johnson Oceanfront (D.B.)
2560 N. Atlantic Ave. (A1A)
(904) 672-1440/(800) 874-6996

Marriott Hotel (D.B.)
100 N. Atlantic Ave. (A1A)
(904) 254-8200/(800) 228-9290

Quality Inn Oceanside Resort (D.B.)
251 S. Atlantic Ave. (A1A)
(904) 672-8510/(800) 227-7220

Sheraton Inn (D.B.)
3161 S. Atlantic Ave. (A1A)
(904) 761-2335/(800) 874-7420

CAMPGROUNDS

ABATE of Florida, Inc. (D.L.)
Volusia County Fairgrounds
Interstate 4 and State Rd. 44 (Exit 56)
(407) 668-9433/(407) 277-4004

Bulow Resort Campground (F.B.)
2001 Old Kings Rd.
(800) 782-8569

Daytona Beach Campground (D.B.)
4601 Clyde Morris Blvd.
(904) 761-2663

Moonshine Campground (O.B.)
Available from March 3-13
1068 North US 1
(904) 677-1550

Nova Campground (P.O.)
1190 Herbert St.
(904) 767-0095

Sunshine Holiday Camper Resort (O.B.)
1701 N. US 1
(904) 672-3045

BARS

Art's Place (DeLeon Springs)
Hwy. 17,
(904) 985-5151

Billy Bob's (S.D.)
2801 South Ridgewood
(904) 756-0448

Boot Hill Saloon (D.B.)
310 Main St.
(904) 258-9506

Cheyenne Saloon (E. Palatka)
Hwy. 17,
(904) 328-9216

Froggy's Saloon (D.B.)
800 Main St.
(904) 253-0530

Iron Horse Saloon (O.B.)
1068 North US 1
(904) 677-1550

Last Resort Bar (H.O.)
5812 S. Ridgewood
(904) 761-5147

New Jungle Den (Astor)
Rt. 40 at the river
(904) 749-9000

O.B.'s Killin' Time (Pierson)
913 S Hwy. 17
(904) 749-4366

O'Malley's Pub (D.B.)
612 Broadway
(904) 253-1551

Peggy's Place (Palm Coast)
A1A & 19th Rd.
(904) 445-9958

Pub 44 (NSB)
SR44
(904) 428-6523

Punchy Callahan's (D.B.)
308 Seabreeze Blvd.
(904) 248-2392

Shakey Jake's Center Court (H.H.)
144 Ridgewood Ave.
(904) 258-5171

Smiley's Tap (O.B.)
(US 1)
(904) 677-9609

Sopotnick's Cabbage Patch (NSB)
549 Tomoka Farms Rd.
(904) 427-9751

Squeeze Inn (P.O.)
5005 S. US 1
(904) 760-2564

Sundowner (H.H.) opens at 2 a.m.
1376 N. Nova Rd.
(904) 252-5306

Toadl Pub (D.B.)
5654 South US 1
(904) 760-3083

Wet Willie's (D.B.)
20 Ocean Ave.
(904) 673-3350

Whoo's Inn (St. Augustine)
5098 A1A S
(904) 471-6080

Winner's Circle (D.B.)
1120 Main St.
(904) 253-3785

EVENT SITES

American Motorcycle Institute (D.B.)
3042 International Speedway Blvd. West
(904) 255-0295

The Armory (D.B.)
725 Ballough Rd.
(904) 795-8895

Bellair Plaza (O.B.)
North on A1A

Bike Week Welcome Center (D.B.)
500 Main Street
(904) 255-0981

Bulow Resort Campground (F.B.)
2001 Old Kings Rd.
(800) 782-8569

The Casements (O.B.)
Hwy. 40 at the Halifax River

Daytona Flea Market (D.B.)
Tomoka Farms Rd. & US 92
(all of Bike Week 5-13)

Daytona International Speedway (D.B.)
US 92 & Bill France Blvd.
(904) 254-2700 or (904) 253-RACE

Easyriders Store (D.B.)
605 Main St.
(904) 238-1645

From Feb. 25-March 13: 9 a.m. -midnight, daily

Iron Horse Saloon (O.B.)
1068 North US 1
(904) 677-1550

Municipal Stadium (D.B.)
(US 1 South>US 92 West>11th St. North)
(US 1 South>SR44 West>NSB)

New Smyrna Speedway (NSB)
SR 415 & SR44
(US 1 South>SR44 West>NSB)

Ocean Center (D.B.)
101 N. Hwy A1A (904) 254-4500
(Main St. East>Hwy. A1A North)

Oceanfront Park (D.B.)
100 N. Atlantic Ave. (between the Marriott & the ocean)
(904) 239-7010



The CITY OF DAYTONA BEACH

"THE WORLD'S MOST FAMOUS BEACH"

Bike Week 1994

Office of the Director
Police - Fire

Dear Motorcycle Fans:

I can't thank you enough for all your support for Bike Week. For the past five years, Bike Week in Daytona Beach has grown to crowds of 400,000 plus each year, and is proving to be the largest economic impact in the City and County. As a result, unfortunately, we are experiencing some growing pains that I would like to discuss.

First, this past year, we recorded a record number of biker fatalities and injuries on our highways. Accordingly, expect higher visibility and enforcement of speeding and other moving violations that have contributed as well. Second, from a public safety standpoint, our special events have grown to the point that our ability to serve our residents and guests on our highways during Bike Week and other events to the point that police, fire and emergency medical vehicles could not respond in a timely manner to normal calls for service, with the help of our Traffic Engineer, we have had to evaluate and determine a safe number of vehicles that can be allowed on our streets and still ensure your safety.

To meet these needs, the amount of traffic going to the Beachside will be regulated. Once the Beachside becomes too congested, a side will be regulated. The Beachside will be established to direct traffic away from the Beachside until such time as the streets will allow for additional vehicles.

Third, for your information and to eliminate confusion in your travels, what you have known as Volusia Avenue and Broadway Blvd., these street names have been changed. The new names are International Speedway Boulevard West (old Volusia Avenue name) and International Speedway Boulevard East (Broadway Boulevard).

Finally, I want to promote biker safety as the theme for Bike Week 1994. Slow down, watch out for the other bikers and vehicles. Let's have another great year!

Sincerely,

Paul B. Crow
PAUL B. CROW
Director of Public Safety

Paul B. Crow - Director of Public Safety
P.O. Box 2166 - Daytona Beach, Florida 32115-2166 Phone 904/255-1431 Fax 904/256-1429



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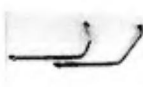
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Brake Caliper Black
350 \$115.99



Eagle Spirit Air Cleaner
3479 \$44.99



Chrome 16" Wheel Assembly
816 \$199.99



Speedometer Dash Kits
\$109.99



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1192 \$49.99



Kenda Tires
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8021 3.25/3.50 x 19 \$34.99



Pillow Seats



Nostalgic Seats

Pub 44 (NSB)

SR 44

(904) 428-6523

Smiley's Tap (O.B.)

US 1

(904) 677-9609

Sopotnick's Cabbage Patch (N.S.B.)

549 Tomoka Farms Rd.

(904) 427-9751

St. Paul's Catholic Church (D.B.)

US 1, 3 blocks north of US 92

(904) 255-0981

Volusia County Fairgrounds (D.L.)

14 & State Road #44

(904) 738-5015

Wet Willie's (D.B.)

20 Ocean Ave.

(904) 673-3350

SHOPS/PARTS

Choppers World (D.B.)

618 Main St.

(904) 252-1922

Daytona Custom Cycle (D.B.)

5993 South US 1

(904) 756-4811

Daytona Harley-Davidson (D.B.)

290 N. Beach St.

(904) 253-BIKE

Magnum Cycles (D.B.)

612 N. Ridgewood (US 1)

(904) 253-1398

Miller's Custom Parts (S.D.)

1863 S. US 1

(904) 761-0858

Peeen's Precision Motors (H.H.)

627 Ridgewood Ave. (US 1)

(904) 252-9569

Robison's Motorcycles (D.B.)

508 US 92

(904) 255-6788

P.H.D. Powdercoating (D.B.)

541 Ballough Rd.

(904) 673-2609

TOWING—BROS CLUB SERVICE DEALERS

Russell's Cycle-Care, Inc. (N.S.B.)

2514 N. Dixie Fwy. (US 1)

(904) 427-6001

Tri-City Cycles (F.B.)

308 S. 2nd St.

(904) 439-3967

HOSPITALS

Halifax Medical Center (D.B.)

303 N. Clyde Morris Blvd.

(904) 254-4000

(US 1 South>US 92 West>Clyde Morris Blvd.)

Humana Hospital (D.B.)

400 N. Clyde Morris Blvd.

(904) 239-5000

(US 1 South>US 92 West>Clyde Morris Blvd.)

KEY

Atlantic Ave.: A1A

Daytona Beach Shores: D.B.S.

Daytona Beach: D.B.

Deland: D.L.

Dunlawton Ave.: US 421

Flagler Beach: F.B.

Harbor Oaks: H.O.

Holly Hill: H.H.

Int'l Speedway Blvd. West: U.S. 92 (formerly Volusia Ave.)

Int'l Speedway Blvd. East: U.S. 92 (formerly Broadway)

New Smyrna Beach: NSB

Ormond Beach: O.B.

Osteen: O.S.

Ponce Inlet: P.I.

Port Orange: P.O.

Ridgewood Ave.: US 1

Sanford: S.F.

South Daytona: S.D.

CALENDAR:

All dates tentative and subject to change. March 4-13 official Bike Week in Daytona Beach. Area-wide Activities: (904) 255-0981. Activities are listed weekly and then daily by date.

FRIDAY, MARCH 4

Bike Week Welcome Center: Main St. Hours: 10 a.m.-10 p.m.
World Bike Expo: Oceanfront Park. Hours: 10 a.m.-6 p.m.
7th Annual Motorcycle Mardi Gras: live music, vendors, and
kickoff party, Iron Horse Saloon. Hours: 8 a.m.-3 p.m.
AMA Pro Road Race Practice And Qualifying: Daytona
International Speedway.
AMA Championship Cup Series Motorcycle Road Race &
Team Challenge Races: Daytona International Speedway.
Easyriders Store extended hours: 9 a.m.-midnight

SATURDAY, MARCH 5

Bike Week Welcome Center: Main St. Hours: 10 a.m.-10 p.m.
World Bike Expo: Oceanfront Park. Hours: 10 a.m.-6 p.m.
7th Annual Motorcycle Mardi Gras: live music, vendors, and
kickoff party, Iron Horse Saloon. Hours: 8 a.m.-3 p.m.
AMA Pro Road Race Practice and Qualifying: Daytona
International Speedway.
AMA Championship Cup Series Motorcycle Road Races And
Team Challenge Races: Daytona International Speedway.
Welcome Party: Sopotnick's Cabbage Patch, noon to closing.
Rug Rat Rodeo and Little Miss Iron Horse Contest: Iron Horse
Saloon. Hours: 8 a.m.-3 a.m.
Easyriders Store extended hours: 9 a.m.-midnight

SUNDAY, MARCH 6

Bike Week Welcome Center: Main St. Hours: 10 a.m.-10 p.m.
AMA Championship Cup Series Motorcycle Road Races &
Team Challenge Races: Daytona International Speedway.
World Bike Expo: Oceanfront Park. Hours: 10 a.m.-6 p.m.
Motorcycle Mardi Gras: Iron Horse Saloon, 8 a.m.-3 p.m.
AHRMA Vintage Technical Inspection: Photo shoot and auto-
graph session, 8 a.m.-5 p.m. See the Legends of Racing spon-
sored by BMW Motorcycle Company and AMI.



Photos: Mike Lichter

AMI Southeast, Nat'l Short Track races: Round #1, Daytona
Municipal Stadium. Hours: 1 p.m.-8 p.m. Gate charge: \$5.
Annual Bike Week Pig Roast: Smiley's Tap, starts at 1 p.m.
Burn-out pit competitions: Iron Horse Saloon, 8 a.m.-3 a.m.
Easyriders Store extended hours: 9 a.m.-midnight

MONDAY, MARCH 7

Bike Week Welcome Center: Main St. Hours: 10 a.m.-10 p.m.
World Bike Expo: Oceanfront Park. Hours: 10 a.m.-6 p.m.
Motorcycle Mardi Gras: Iron Horse Saloon, 8 a.m.-3 p.m.
American Motorcycle Institute Open House: Tour the nation's
finest motorcycle technicians' training facility, 9 a.m.-5 p.m.
Jam-On Productions: 4th Annual Daytona Bike Week
Motorcycle Auction Preview, Volusia Co. Fairgrounds, noon.
Classics Day Vintage Road Races & BMW Battle of the Legends:
Daytona International Speedway.
JB Walker and the Cheap Whiskey Band and Walls of Death
carnival show: Iron Horse Saloon, 8 a.m.-3 a.m.
AMI Southeast, Nat'l Short Track races: Round #2, Daytona
Municipal Stadium. Hours: 5 p.m.-9 p.m. Gate charge: \$5.
Easyriders Store extended hours: 9 a.m.-midnight

TUESDAY, MARCH 8

Bike Week Welcome Center: Main St. Hours: 10 a.m.-10 p.m.
World Bike Expo: Oceanfront Park. Hours: 10 a.m.-6 p.m.
Motorcycle Mardi Gras: Iron Horse Saloon, 8 a.m.-3 p.m.
Female Mud Wrestling and Ex Nuns in Drag Band: Iron Horse
Saloon. Hours: 8 a.m.-3 a.m.
AMI Brute Horsepower Shootout: Over \$11,000 in cash and
prizes. A motorcycle dynamometer is used to determine who
has the most horsepower. Hours: 10 a.m.-3 p.m.
American Motorcycle Institute Open House: Tour the nation's
finest motorcycle technicians' training facility, 9 a.m.-5 p.m.
H.O.G. Reception: You'll need your H.O.G. cards. Limit one
guest per member. Ocean Center Arena. Hours: 5 p.m.-8 p.m.
Easyriders Store extended hours: 9 a.m.-midnight

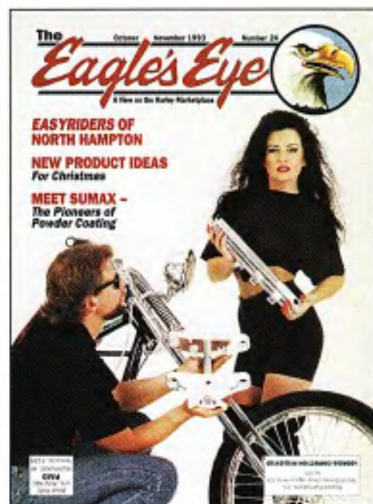
WEDNESDAY, MARCH 9

Bike Week Welcome Center: Main St. Hours: 10 a.m.-10 p.m.
World Bike Expo: Oceanfront Park. Hours: 10 a.m.-6 p.m.
Motorcycle Mardi Gras: Iron Horse Saloon, 8 a.m.-3 p.m.
Coleslaw Wrestling: Sopotnick's Cabbage Patch. Noon.
Battle of the Bikes/American Cancer Society Benefit: Wet
Willie's. \$10 Admission includes BBQ and beer.
Harley-Davidson Ride-In-Show: Registration from 8 a.m.-
11 a.m., Day One. Entry fee: \$5 per motorcycle. Motorcycles
must be parked until awards at 4:30 p.m. Ocean Center North
Lot. (CLASSES: 1. Antiques: 1903-1974, all models; 2.
Sidecars: all H-D models; 3. Custom Trikes: with any H-D
engines; 4. Full Dresser: FLT, FLH, FLHT touring models; 5.
L.O.H. Sportster; 6. Street Custom Sportster: XL series with
stock frames; 7. Radical Custom Sportster: XL series with
structurally (geometrically) modified frames; 8. Pro Sportster:
XL series with stock or modified frames and rigid or rubber-
mounted engines.
Ride-In-Show judging: noon-4 p.m., Ocean Center North Lot.
H.O.G. Hospitality: 10 a.m.-6 p.m., Ocean Center, 2nd Floor.
H.O.G. Merchandise: 10 a.m.-6 p.m., Ocean Cr., Indoor Show.
Ladies Of Harley Photo: 5 p.m. Be sure to sign up for your own
copy in the H.O.G. Hospitality room. Cost: \$10 per print.
Ocean Center North Steps.
Dresser Light Show Reg.: 7:30 p.m., Ocean Center North Lot.
Dresser Light Show: 8 p.m., Ocean Center North Lot.
Daytona Antique & Classic Motorcycle Auction & Meet: 10
a.m.-6:30 p.m., at the Armory.
AMI Brute Horsepower Shootout: Over \$11,000 in cash and
prizes. Hours: 10 a.m.-3 p.m.
American Motorcycle Institute Open House: Tour the nation's
finest motorcycle technicians' training facility, 9 a.m.-5 p.m.
Easyriders Store extended hours: 9 a.m.-midnight

THURSDAY, MARCH 10

Bike Week Welcome Center: Main St. Hours: 10 a.m.-10 p.m.
World Bike Expo: Oceanfront Park. Hours: 10 a.m.-6 p.m.
Motorcycle Mardi Gras: Iron Horse Saloon, 8 a.m.-3 p.m.
Harley-Davidson, Inc. Motorcycle Show: Ocean Center.
Ride-In-Show Registration: 8 a.m.-11 a.m., Day Two. Entry
fee: \$5 per motorcycle. Motorcycles must be parked until
awards at 4:30 p.m. Ocean Center North Lot. (CLASSES: 9.
L.O.H. Big Twin; 10. Street Custom Big Twin: stock FL/FX rigid
mount frames; 11. Street Custom Big Twin: stock rubber-
mount FL/FX frames; 12. Radical Custom Big Twin: FL/FX with
structurally (geometrically) modified frames; 13. Sport
Touring: FLH, FLST, FXRT and all sport models with touring
gear and windshields; 14. Pro Big Twin: FL or FX with stock or
modified frames and rigid or rubbermounted engines)
H.O.G. Hospitality: 10 a.m.-6 p.m., Ocean Center.
H.O.G. Merchandise: 10 a.m.-6 p.m., Ocean Center.
Jam-On Productions: 16th Annual Motorcycle Swap Meet fea-
turing the World's Largest Wall of Death and more.
Sidecar and Trike Day and Show: Volusia County Fairgrounds.
Arai Twin 50 Qualifying Races for Daytona 200 and 60-minute
GTU Team Challenge Races: Daytona International Speedway.
Female Mud Wrestling: Burnout pit competitions, Iron Horse
Saloon, 8 a.m.-3 a.m.

Bike Shop Owners



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13th Annual Bike Bash and outdoor concert: Pub 44, noon to midnight. Free admission.

AMI Brute Horsepower Shootout. Over \$11,000 in cash and prizes. Motorcycle Dynamometer is used to determine who has the most horsepower. Hours: 10 a.m.-3 p.m.
American Motorcycle Institute Open House: 9 a.m.-5 p.m.
Easyriders Store extended hours: 9 a.m.-midnight

FRIDAY, MARCH 11

Bike Week Welcome Center: Main St. Hours: 10 a.m.-10 p.m.
World Bike Expo: Oceanfront Park, 10 a.m.-6 p.m.
Motorcycle Mardi Gras: Iron Horse Saloon from 8 a.m.-3 p.m.
Harley-Davidson, Inc. Motorcycle Show: Ocean Center.
H.O.G. Hospitality: 10 a.m.-6 p.m., Ocean Center, 2nd Floor.
H.O.G. Merchandise: 10 a.m.-6 p.m., Ocean Ctr., Indoor Show.
International Lightweight 250cc & 750cc Supersport Finals.
60-Minute GTU Challenge Race: Daytona Int'l Speedway.
Jam-On Productions: Motorcycle Swap Meet featuring World's Largest Wall of Death and more. Antique Bike Day & Show, Volusia County Fairgrounds.
Budweiser 600cc National Race: Municipal Stadium.
Boardwalk Classic Bike Show: Bandshell in Oceanfront Park.
Registration: 7:30 a.m. Awards: 5 p.m.
Tropical Tattoo Contest & Extravaganza: Iron Horse Saloon, 8 a.m.-3 a.m.
World's Only Motorcycle Demolition Derby, Thrill Show and Party: New Smyrna Speedway, 8 p.m.
Annual Indian Festival: The Casements, 10 a.m.-9 p.m.
AMI Brute Horsepower Shootout: 10 a.m.-3 p.m.
American Motorcycle Institute Open House: 9 a.m.-5 p.m.
Easyriders Store extended hours: 9 a.m.-midnight

SATURDAY, MARCH 12

Bike Week Welcome Center: Main St. Hours: 10 a.m.-10 p.m.
World Bike Expo: Oceanfront Park, 10 a.m.-6 p.m.
Motorcycle Mardi Gras: Iron Horse Saloon, 8 a.m.-3 p.m.
Harley-Davidson, Inc. Motorcycle Show: Ocean Center.
H.O.G. Hospitality: 10 a.m.-4 p.m., Ocean Center, 2nd Floor.
H.O.G. Merchandise: 10 a.m.-4 p.m., Ocean Ctr., Indoor Show.
Jam-On Productions: Motorcycle Swap Meet featuring World's Largest Wall of Death and more. European Bike Day and Show, Volusia County Fairgrounds.
Annual Indian Festival: The Casements, 10 a.m.-9 p.m.
Bike Blast: Sopotnick's Cabbage Patch, noon.
Daytona Antique & Classic Motorcycle Auction & Meet: 10 a.m.-6:30 p.m. Auction at 4 p.m.
Harley-Davidson 883 & Camel Pro AMA Grand National Kickoff: Municipal Stadium.
Rat's Hole Chopper Show: Ocean Center, 8 a.m.-7 p.m. (Rain date March 13).
Easter Seal's Harley giveaway: 5 p.m.
Burnout pit challenge: Iron Horse Saloon, 8 a.m.-3 a.m.
Easyriders Store extended hours: 9 a.m.-midnight

SUNDAY, MARCH 13

Bike Week Welcome Center: Main St. Hours: 10 a.m.-10 p.m.
World Bike Expo: Oceanfront Park. Hours: 10 a.m.-6 p.m.
Motorcycle Mardi Gras: Iron Horse Saloon, 8 a.m.-3 p.m.
Daytona 200 by Arai, 600cc Supersport & Harley-Davidson Twin Sports AMA Road Races: Daytona Int'l Speedway.
Jam-On Productions: Motorcycle Swap Meet featuring World's Largest Wall of Death and more. Volusia County Fairgrounds.
Annual Indian Festival: The Casements, 10 a.m.-9 p.m.
Blessing of the Bikes: St. Paul's Catholic Church, 7:30 a.m.
Survivors' Party: Sopotnick's Cabbage Patch, 8 a.m.
Annual Motorcycle Parade: leaves Bellair Plaza at 9 a.m. and goes to Daytona International Speedway.
Blowout Party and United Way/Ormond Rotary West Motorcycle Giveaway: Iron Horse Saloon, 8 a.m.-3 a.m.

EASYSIDERS PRODUCT TRUCK

In Howard Johnson Entertainment Complex Parking Lot: 600 N. Atlantic (D.B.) March 4-13.

The Daytona Beach area has a wide variety of accommodations to fit every biker's taste and budget. For detailed information regarding hotels, motels, condos, and campgrounds, write or call: Daytona Beach Area Convention & Visitors' Bureau, 126 E. Orange Ave., Daytona Beach, FL 32114, (800) 854-1234 (U.S. & Canada) or (904) 255-0415 (Int'l).

We'd like to thank Susanne at the Daytona Beach Chamber of Commerce, Tony of Daytona Custom Cycle, Rammer from the Iron Horse Saloon, Carl at the Rat's Hole, and Bill Chaffin of the Easyriders Store for their assistance in providing information for this guide. ☺

Beginning in 1994, Sturgis' premier campground, Glencoe CampResort, will limit the number of campers we can accept. To insure your campsite availability, reservations will be accepted on a first-come basis for 1994.

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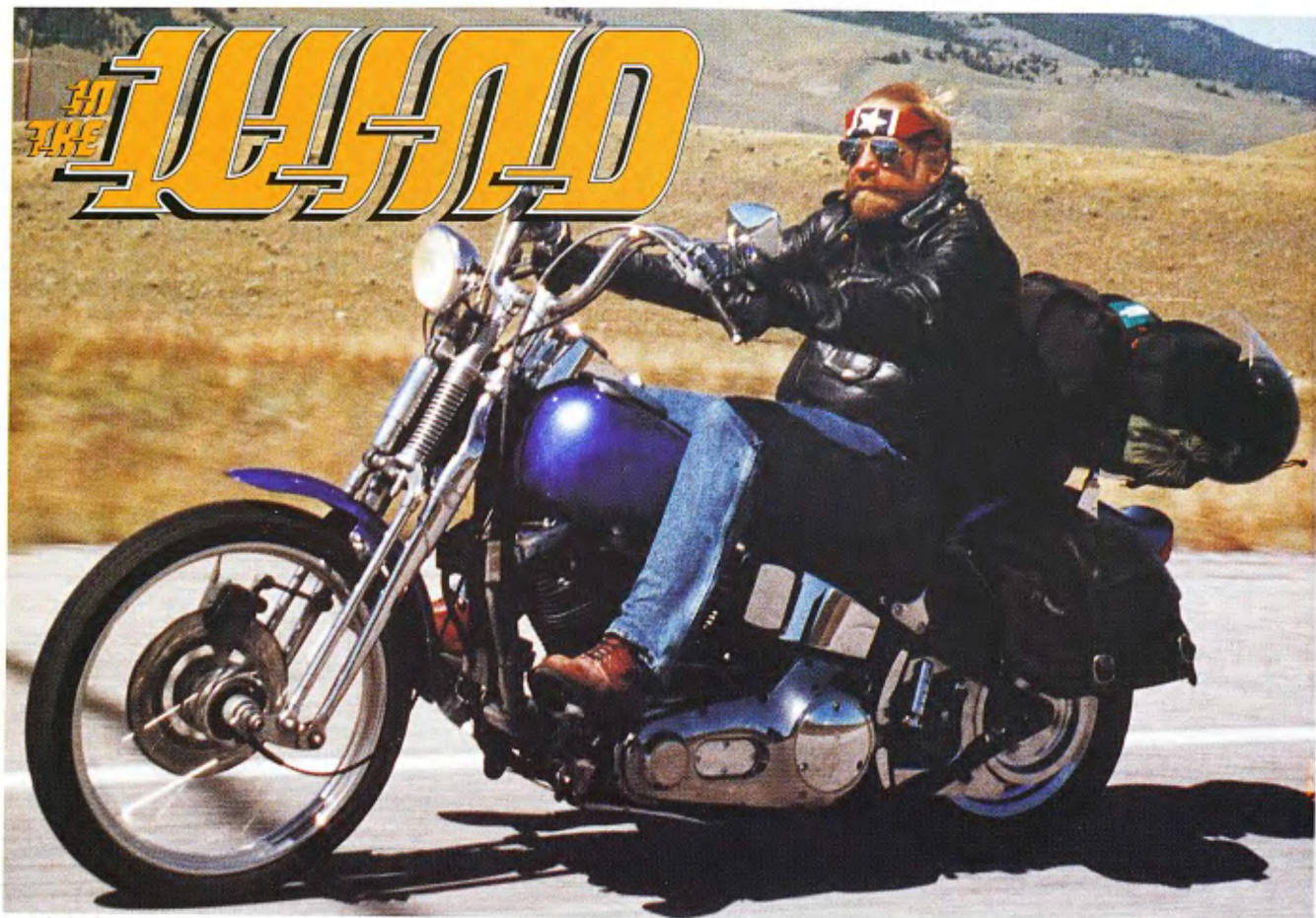
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DAYTONA BEACH

BIKE WEEK



—Bob Floyd, Crow Indian Reservation, Mont.

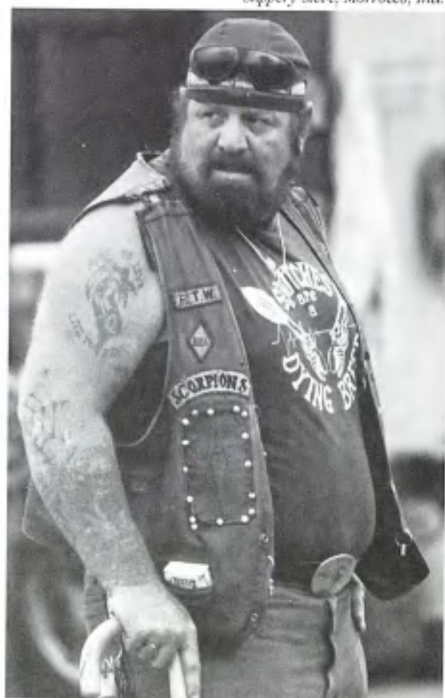
Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2-1/4 x 2-1/4)—nothing else. Whether it's the exhilaration of a dude and his chick flyin' down the highway, the let-it-all-hang-out exuberance of a biker bash, or the eyeball-poppin' sight of a sexy boney showin' her stuff—these photos typify the fun, excitement, and

—G. Kelly Jones, Bluewell, W. Va.



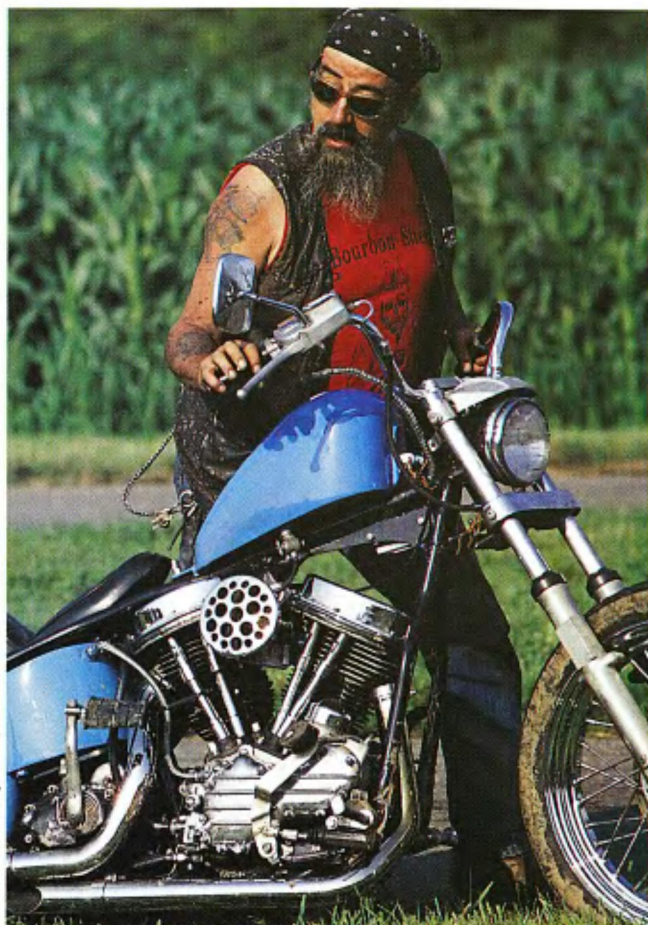
freedom of biking. (Ob, yeah, dig this—we now pay \$30 for every black-and-white photo we print, \$100 for every color photo we print full-page, \$50 for every color photo we print half-page, and \$40 for every color photo printed smaller than half-page.) Please label all the photographs you send in 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.

—Slippery Steve, Morocco, Ind.





—Thomas Warner, Ocala, Fla.

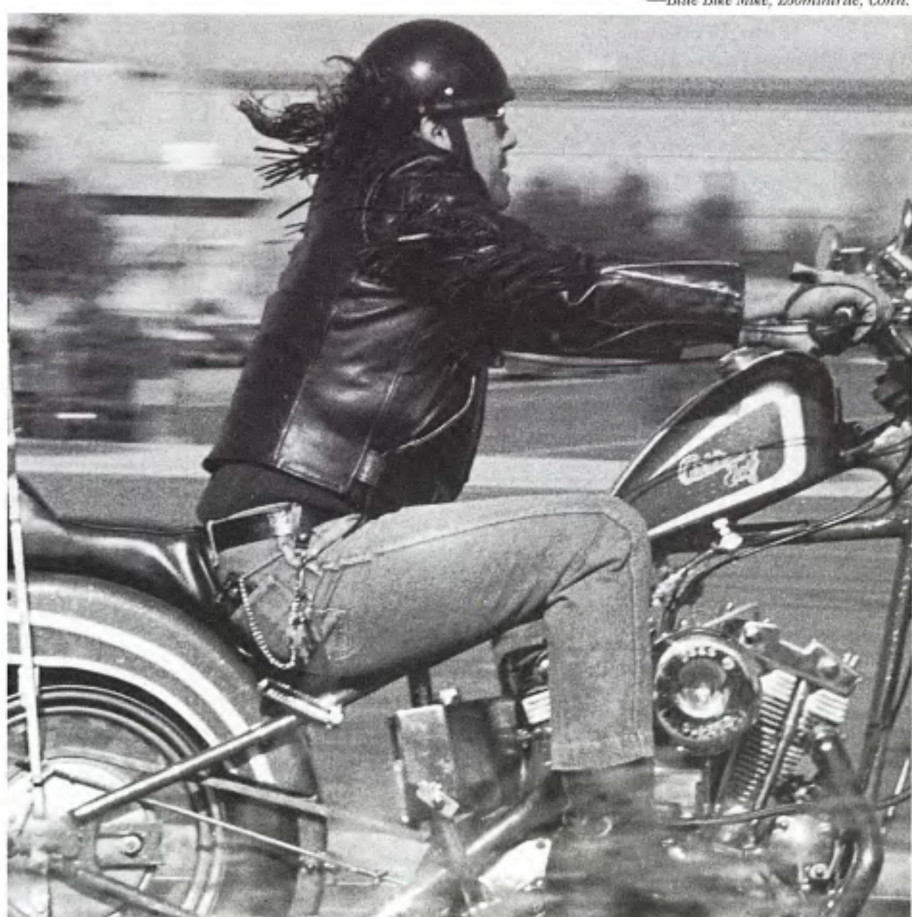


—Ron Isidman, Syracuse, N.Y.

—Blue Bike Mike, Zoomintrue, Conn.

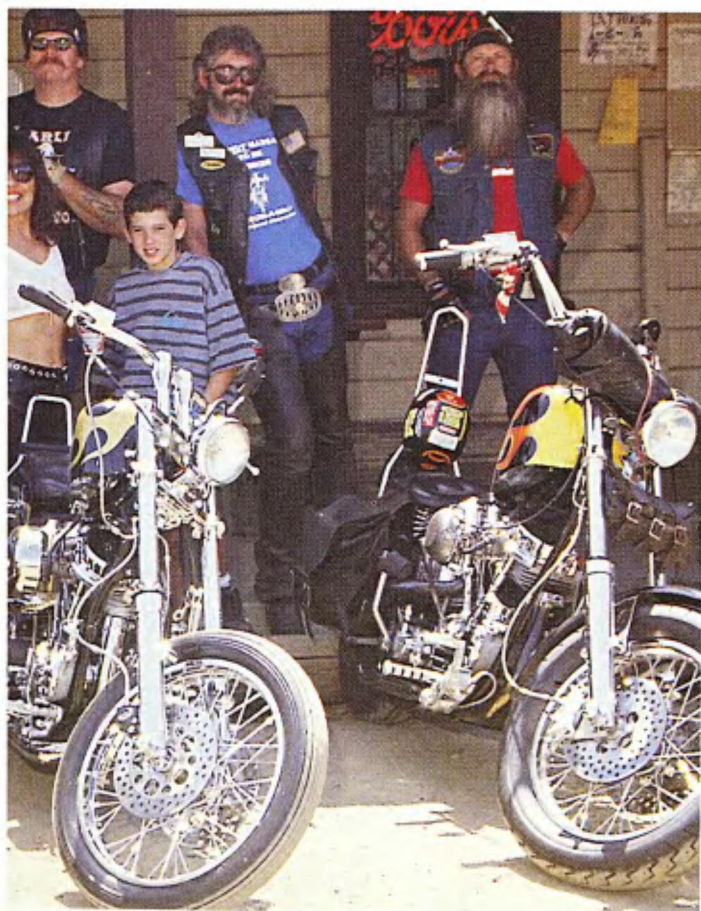


—Zorro, Groves, Texas



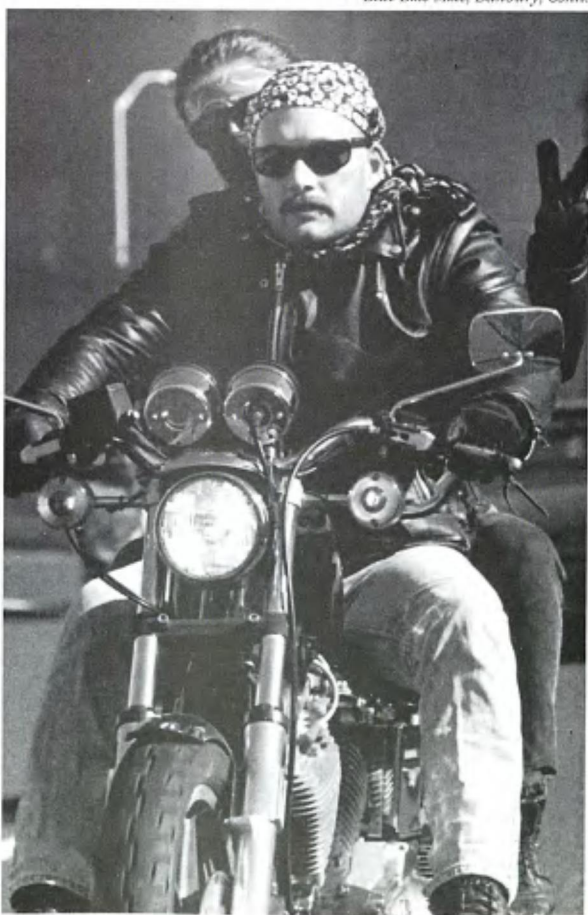


—Fast Eddie, Laughlin, Nev.



—Thomas Warner, Ocala, Fla.

—Blue Bike Mike, Danbury, Conn.

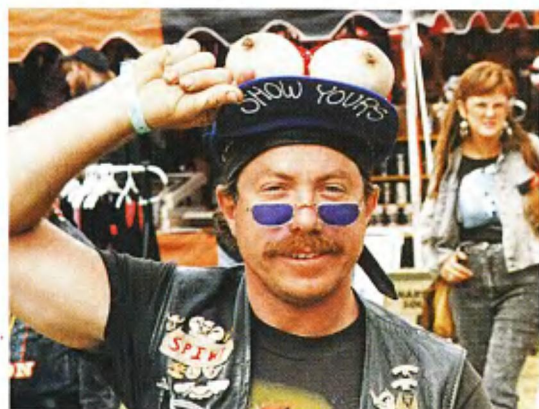




—Trapper John, Montgomery, Ala.



—Gordon Moffatt, Chula Vista, Calif.



—Male Helms, Union, S.C.

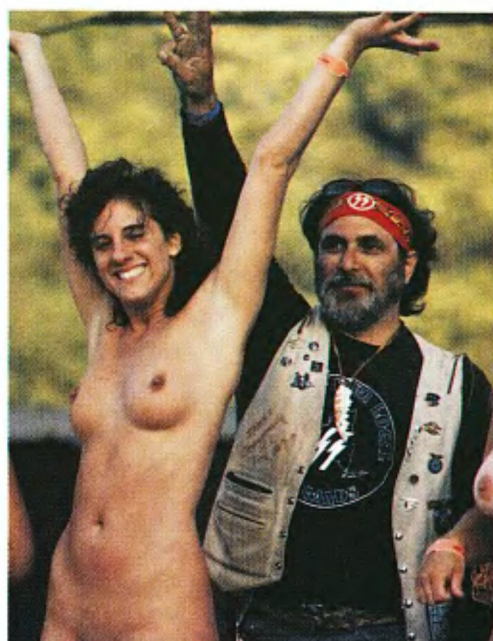


—Judd Allison, Miami, Fla.

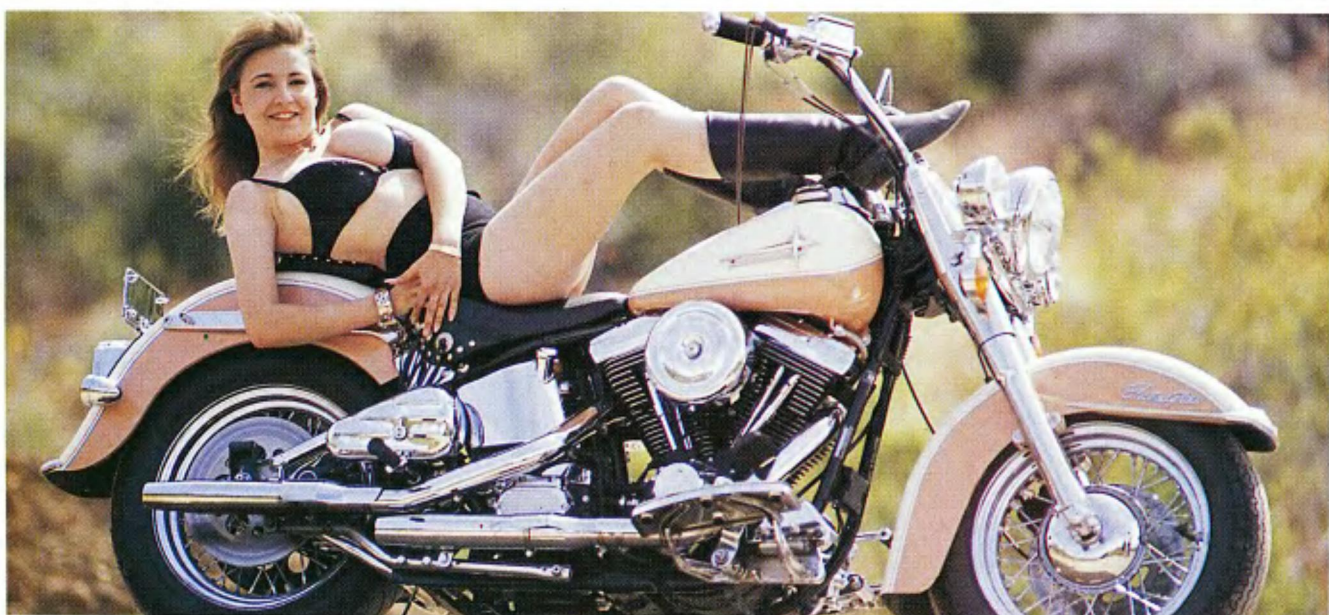




—Judd Allison, Miami, Fla.



—Jake, Mass.



—Mike Deal, Jus' Bros MC, Calif.

—Fast Eddie, Mariposa, Calif.



—Susan Hafer and Kenny Kloosner, St. Louis, Mo. 1939



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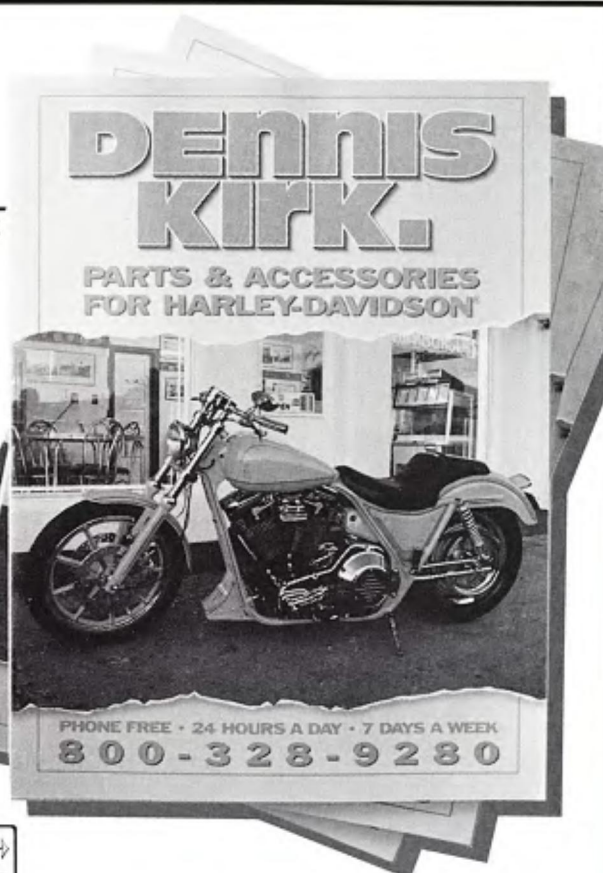
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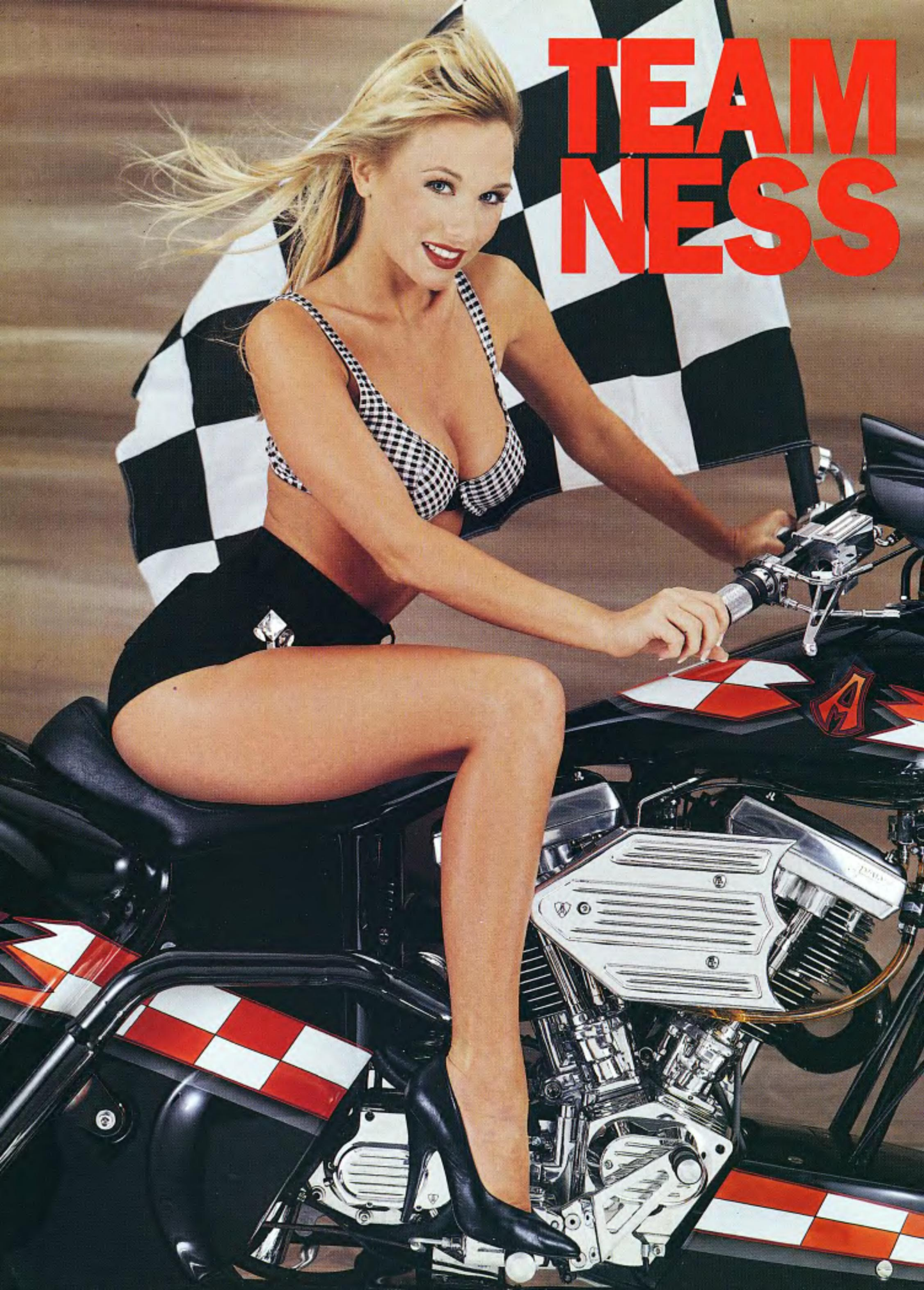
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TEAM NESS

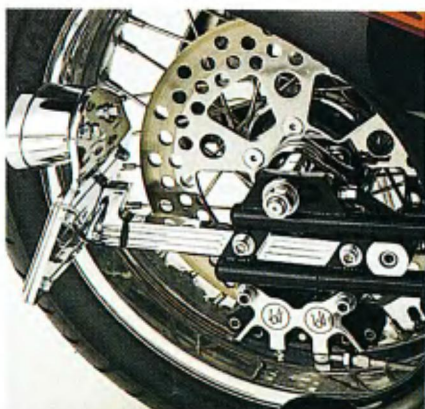
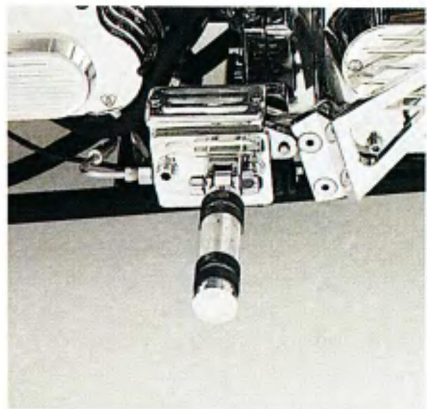
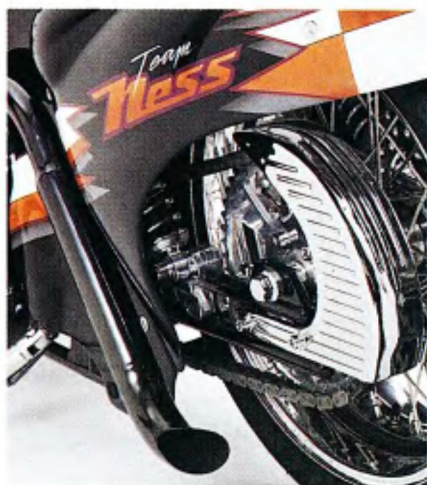


Easyriders®



Easyriders[®]





Here's another \$50,000 bike from Arlen Ness. Some of you are going to write in and bitch about us featuring another high-dollar Ness bike. Think about it, though; Arlen is to motorcycles what Garth Brooks is to country music. He's good at what he does, and he loves doing it. It's his business.

Consider all the nonriders in this business who don't build or ride bikes but make a living in the industry. So, yeah, he builds bikes and rides. He rides his wild creations to Sturgis, and you'll see him on the streets of Daytona Beach, Los Angeles, Laughlin, Nevada, and a dozen other runs a year. But he's twisting and testing his brain cells with every event. Testing his products for future development and twisting his talents to launch the next fully thought-out Ness creation are goals which perfectly match his love to ride. The team Ness bike featured here is a perfect example.

His last couple of bikes have been heavy with sheet metal. This bike was designed to perform and look light on its Metzeler tires. The →



chassis is Ness, one of his stretched FXR (rubbermount), 5-speed frames that's lightweight and set up for wide performance tires. The wheels are light and the engine was shoved to 89 inches with 4-valve heads from Rivera. But when I spoke to Cory, Arlen's son and business partner (he's also an accomplished builder), he said, "We are very pleased with a 104-inch combination we've created with Sputhe barrels and pistons, combined with the 89-inch stroked

wheels. The dished, low compression pistons make starting easy. It idles comfortably and runs like a bat outta hell."

With Arlen's design, the aluminum fenders, air dam, fairing, tanks, and panels were built by Bob Munroe. The full-fendered rear wraps around the shocks, but they're there. The only plastic is the front fender which was modified.

So the next time you hear someone gripe about Arlen and his bikes,

you'll know the man is devoted to riding and building fine machines, most of which he does himself in his shop at home. When you use one of his parts, you'll know it's been tested on the streets by the man who built it before it was wrapped in plastic and put on a shelf.

I'm sure many of us wish we had a talent as great as Arlen's. I wish I wrote as well as he builds motorcycles.

—Bandit

Owner: Arlen Ness	Engine cont.	Frame cont.	Forks
City: San Leandro, California	Lifters: Fueling	Type: 5-speed rubbermount	Type: FXLR w/Ness trees
General	Carb(s): 2—S&S Super E's	Rake: 35 degrees	Extension: shortened 2 inches
Fabrication by: Arlen Ness Ent.	Air cleaner: 2 Ness Billet Scoops	Stretch: 3-inch	Builder: Jeff Border
Year and make: 1993 FXR/Ness	Pipes: 1-off by Arlen Ness/Munroe	Other alterations: lightweight	Special features: Storz fork legs
Frame: Ness	Muffler(s): Ness/Munroe	Accessories	Wheels
Model: Ness 5-speed	Transmission	Bars: Ness	Front
Value: \$50,000	Modifications: 1/2-inch offset	Grips: Ness	Size: 19-inch
Assembly by: Jeff Border	Year: 1993	Mirrors: new Ness	Hub: H-D
Time: seven months	Shifting: 5-speed	Risers: no, built-in	Rim width: 2.75-inch
Chroming by: Hi-Lustre	Engine sprocket: 24-tooth	Fender(s): hand-formed aluminum	Tire: Metzeler
Engine	Trans sprocket: 24-tooth	Headlight: Ness full custom	Brake: Perf.Mach.
Year: 1993 Evolution	Wheel sprocket: 49-tooth	Taillight: sidemount catseye	Rear
Model: Evo	Painting	Speedo: Ness	Size: 18.575-inch
Rebuilder: Jeff Border	Molding: Carl Brouhard	Front pegs: Ness	Hub: H-D
Ignition: Crane/Dyna	Painter: Carl Brouhard	Rear pegs: no	Rim width: 5.75-inch
Displacement: 89 cubic inches	Color: black, orange, white	Electrics: Jeff Border	Tire: Metzeler
Lower end: Jeff Border	Type: House of Kolor	Gas tank: aluminum by "Mun"	Brake: Perf. Mach.
Balancing: Jeff Border	Special paint: striping, Ron's	Oil tank: Ness	Other special modifications:
Pistons: S&S	Custom Paint	Oil system: S&S pump	gas tanks by Bob Munroe, Ness
Cases: Delkron	Frame	Primary cover: stock	custom rear chainguard and side-
Heads: Rivera 4-valve, Fueling	Year: 1993	Seat: Danny Gray	mount license plate bracket.
Cam: Rivera, Fueling	Builder: Arlen Ness	Sissybar: no way	Photos: Raiko Hartman

A.I.M.S. HOG HOLLOW

WINTER BUILDER'S SALE

Bike Covers
(Prt.# E-62) ...\$58.⁷⁵

Wheels
Avon "Gangster" Tires (Prt.# E-73) ...\$138.⁷⁵
ACCEL "Power-Pulse" Coll (Prt.# E-32) ...\$37.⁷⁵

Generators
"HIGH-ENERGY" spark coll (Prt.# E-79) ...\$28.⁷⁵

Batteries
B/T 65/B4FL/FLH & Sporty '67/78 elec. str. except XLCR (Prt.# E-107) ...\$46.⁷⁵

Wide Dual Disc Front Ends
(Prt.# E-42) ...\$499.⁷⁵ polished
(Prt.# E-43) ...\$599.⁷⁵ chrome

Gas Tanks
new style 3 & 5 gal. (Prt.# E-63) ...\$110.⁷⁵
late style 3 & 5 gal. (Prt.# E-65) ...\$89.⁷⁵

Starters
dual flanged (Prt.# E-45) ...\$194.⁷⁵
Hitachi style (Prt.# E-28) ...\$123.⁷⁵
Prestolite style (Prt.# E-77) ...\$135.⁷⁵

Shov. Rchr. Bxs.
(Prt.# E-15) ...\$245.⁷⁵ pr.
(Prt.# E-17/22) ...\$85.⁷⁵
(Prt.# E-23/24) ...\$96.⁷⁵

Cam
Andrews Crane (Prt.# E-10-13) ...\$112.⁷⁵ and up

Starter gears
(Prt.# E-78) ...\$18.⁷⁵
(Prt.# E-47) ...\$26.⁷⁵

Frames:
5-speed (Prt.# E-102) ...\$599.⁷⁵
4-speed (Prt.# E-103) ...\$599.⁷⁵
4-speed hrd.tl. (Prt.# E-104) ...\$549.⁷⁵

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DID YOU KNOW?

True Biker Facts And Scooter Trivia

Yes, it's time once again to take that weird ride to the Great Hall of Biker Knowledge, as *Easyriders* flings open the hallowed doors of its tabernacle of trivia. Sit back with your beverage of choice and prepare to peruse these borderline useless, yet far-out facts. Join the *Easyriders* Trivia Trolls as we do the research mambo through piles of books and magazines to ask the musical question . . . DID YOU KNOW?



Did you know Harleys were once built to float? Back in 1937, Achillies Eduard Freiherr van Caneghan of Berlin, Germany, patented his unique aqua-scoot design right here in the U.S. The scoot was fitted with floating mudguards and fenders that would accordion open for use in the water and close for on-the-road service. Naturally, the invention was a bomb; everybody knows bikers stay away from water.

Did you know that back in 1978, *Easyriders* reported on one Roger Gangwar's attempt to cross the Pacific Ocean on a motorcycle? Apparently Roger had adapted a souped-up Honda 90 with extra tires and a 130cc hop-up kit. That was 15 years ago . . . wonder if he made it?

Did you know that you *can* take it with you? We've all heard stories of bros who were buried with their bikes, but this one's for real. In 1979, Marion "The Reverend" Black was buried with his leathers and beloved Harley in a country cemetery near Runnells, Iowa. The Reverend had written the eulogy himself requesting, "No sadness, no crying, and no hypocrisy." Right on, Rev.

Did you know that even though the late millionaire biker Malcolm Forbes has passed on, his love for Harleys and good works for bikers continues on? It's true. Malcolm's sons, Bob and Tim, share their dad's love for bein' in the wind and still fly his Capitalist Tools colors. Forbes' company supports charitable rides and runs around the world.

Did you know that the motorcycle police of Cedar Rapids, Iowa, were

the first cops in the U.S. to use police radios on their bikes? That was way back in 1932. The two-piece units were mounted over the rear wheel and a speaker ran to the gas tank. The radios weren't equipped with transmitters so the fuzz could only listen.

Did you know that Floyd S. "Dutch" Bucher of Reamstown, Pennsylvania, was the original "iron butt"? Dutch logged some 1.5 million miles over his lifetime on 43 bikes. His only accident took place in 1970 at the wizened age of 91 on his 1970 Harley with sidecar. I'll bet he's still ridin' somewhere in Harley Heaven.

*Did you know
that over 2,000
motorcycle compa-
nies have come and
gone since 1894?*

Did you know that actor/comedian Dan Ayckroyd's first splurge after "making it big" was to buy himself a Harley? He was quoted in *Family Weekly* magazine back in 1983 as saying, "When I made my first substantial working dollar, I went out and bought a Harley, and I'm never going to get rid of it. When I'm 60 years old, I'll be wearing jeans and tank tops and riding around on my Harley in the sun."

Did you know Harley has spent \$30 million on the research and development of its experimental V-4 engine? That's the rumor as reported by the *Australian Motorcycle News*. Seems

that back when H-D was owned by AMF, the company poured \$12 million into the project and then another \$18 million after the buy-back. Wonder if we'll ever see that bad boy?

Did you know that over 2,000 motorcycle companies have come and gone since 1894, and that one of the only ways we have a trace of what many rare bikes look like today is through postage stamps? Yep, stamps documented many obscure makes of bikes, such as long-lost relics like the 1885 Daimler-Maybach, 1901 NSU, 1894 Hildebrand and Wolfmuller, 1908 Wanderer, 1902 Megola Sport, 1925 Mars, and many more, all issued in Germany and England in the early '80s.

Did you know that the late, great Steve McQueen collected Kewpie dolls as well as Harleys? According to Grady Ragsdale Jr.'s book, *Steve McQueen—The Final Chapter*, the bike-loving actor was into collecting antique toys: cast-iron cars, soldiers, tanks, ships, Buck Rogers ray guns, Kewpie dolls, as well as old automotive display signs, rare neon lights, and slot machines. McQueen's best-known collections were of rare motorcycles and vintage airplanes.

Did you know that last night while you were sleeping, you lost another freedom? Scary thought huh? We all know that new laws are enacted every day and they affect us all. The only way to stay free is to stay aware and awake. Join your local bikers' rights organizations as well as *Easyriders* Freedom F.I.G.H.T. As Ben Franklin said, "I fear the man who plots to do me good." 'Nuff said.
—Phantom

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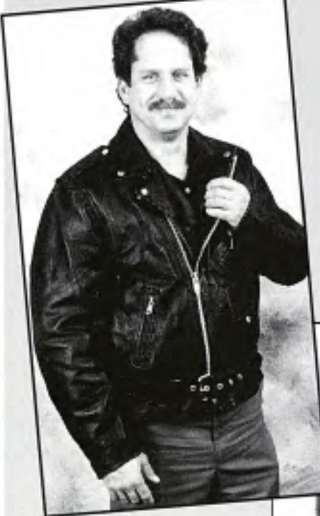
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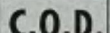
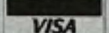
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Terrell E. Lewis, Richmond, Virginia

1980 Harley-Davidson FXS shovelhead

Only south of the Mason-Dixon line will you find a scooter saloon as steeped in good ol' Southern tradition as the Last Chance in Richmond, Virginia. It's a bar and grub house combined, where the great Jefferson Davis, Stonewall Jackson, and General Robert E. Lee keep an eye on Terrell E. Lewis as he makes sure bro's boilers get plenty good and stuffed with cold suds and southern-fried steak. When Terrell's not busy managing Last Chance—also famous for the longest-running Wednesday night wet-T contest in the South—you can generally find him crunchin' autumn leaves along the Blue Ridge Parkway and Skyline Drive on 88 thundering cubes of shovelhead.

Terrell's first putt was a 50cc, 2-cycle Harley, and he's been true to the breed since. When Terrell bought this shovel brand-new—the H-D emblem from the crate still hangs in his garage—he ran her stock for eight years and 100,000 hard miles before gettin' around to a minor engine rebuild. 'Course once she's runnin' like new, ya gotta splash on some new paint. Problem was, the paint turned out so damn nice that Terrell just had to give the motor a little bump to go with it. Before he knew it, a minor rebuild turned into a whole new scooter. But as Terrell knows from experience, fall's the best time for ridin', when all those mountain leaves are turnin', and 88 cubic inches sure sounds nice when you're blatin' through the Blue Ridge. —Clay Dog

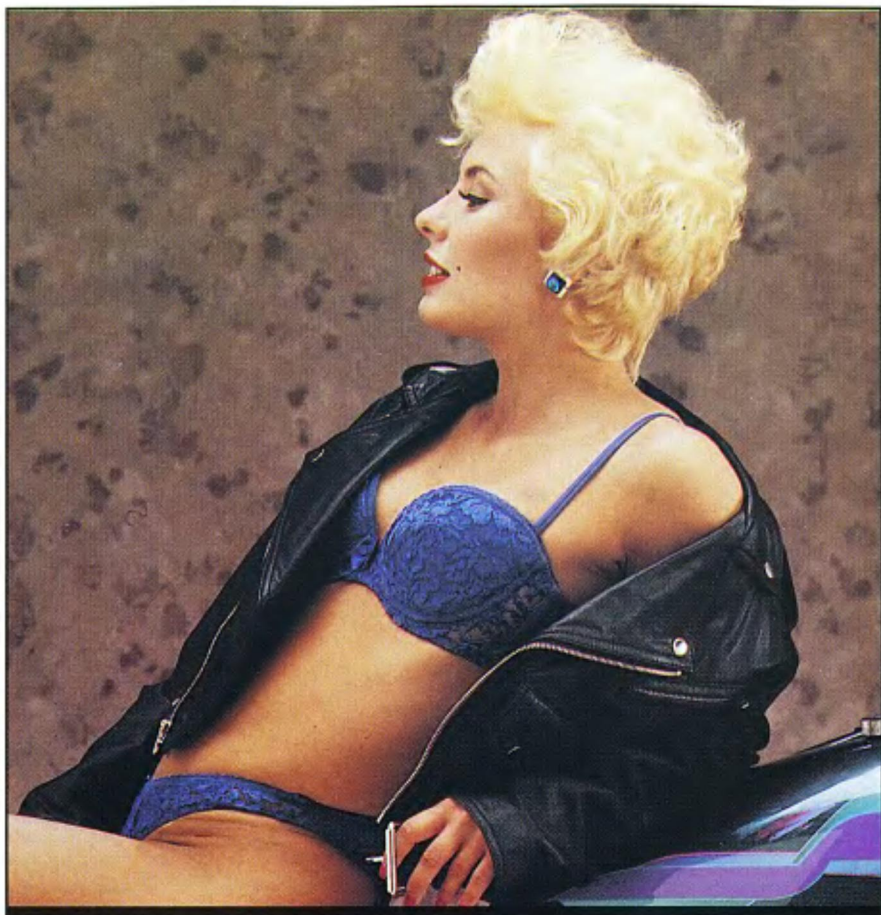
General		Forks	
Fabrication by: owner		Type: low rider	
Year and make: 1980 H-D		Builder: H-D	
Model: FXS		Special features: CCI fork brace	
Chroming by: Brown's		Accessories	
Engine		Bars: stock	
Year and model: 1980 shovel		Lights: Bates	
Rebuilder: owner		Gas tank: 3.5-gallon fatbobs	
Displacement: 88 cubic inches		Oil tank: Paughco	
Transmission		Seat: king and queen	
Shifting: Andrews gears		Other: custom lines, Russell fittings	
Trans sprocket: Phase III		Wheels	
Wheel sprocket: belt drive		Front	Rear
Finish		Size: 19-inch	Size: 16-inch
Painter:		Tire: Cont.	Tire: Cont.
Color/Type: red Imron		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: Keith Saunders		Special modifications:	
Frame		Special thanks to Departure Bike	
Year and builder: 1980 H-D		Works: Mr. Giggie, Lee and Brenda,	
Type: stock FX		Keith, Allan, and Muskie.	
Alterations: Crazy Frank rear conn.		Photos: Billy Tinney	



FOX HUNT

October Winner

She said that her first ride gave her a sense of freedom that she'd never experienced before. Well, we tried to further whet that appetite for liberty when the limber, lovely, and now lightened Lisa, arrived at the Colorado studio to be photographed with Don Hotop's Softail. Now, don't get us wrong when we say lightened. Fox Lisa's no hefty bag, as you can see, but the last time we saw her she was runnin' a brunette 'do. Hey, we'll take her. Lisa comes to you from Springfield, Missouri. Mo.'s the Show Me State, and she's got no problem showin' what she's been blessed with. She even does it on a regular basis—you got it—dancin' for the troops. Lisa picked up a college degree, but this 25-year-old honey combines fun with her money. See her havin' fun on page 59. —Loudmouth



I was an 18-year-old virgin who knew nothing about life. Afterwards, I was ready and willing to learn. It set me free.
Mary, Washington—#301



I was scared shitless, but I got adjusted and began to ride topless. In fact, I rode topless for five hours to Laconia. I really enjoyed that.
Andrea, Massachusetts—#302



Everytime I ride, it feels like the very first time—wild and free.
Everything is clear on a Harley.
Layla, Illinois—#303



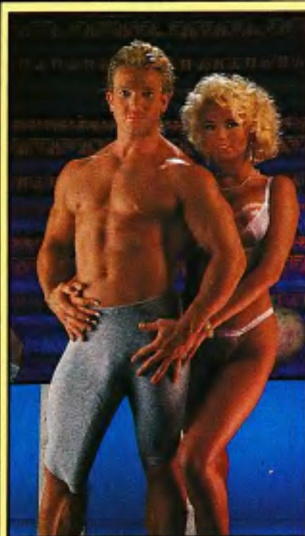
My first ride on a Harley sent sensations so new and exhilarating
through my body that I needed a "reality check" when finished.
Ericka, Maine—#304



My high school boyfriend had only two things to live for: making hot,
passionate love on a Harley and ZZ Top.
Sylvia, Texas—#305



My first encounter with a Harley was in Myrtle Beach during Bike Week
'93. My first experience on the wild side definitely wasn't the last.
Brandi, South Carolina—#306



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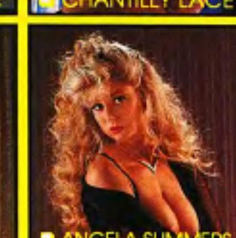
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FOX HUNT

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

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,

you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

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 on the back of a sealed envelope—and mail it in to #249 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000. For this issue,

you can begin sending in your votes starting February 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 February 28, 1994. We'll print the winner in the July 1994 issue.



Here she is, bros, the 11th monthly winner in our 15th Annual Fox Hunt, Lynn, #1102, from Santa Barbara, California. 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.

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.

249

EASYRIDERS 1994

Guide To Custom Gas Tanks



If you're not fully satisfied with the looks of your particular model (who is) and want to change it, or if you want to lose all the loose wires, lights, and gauges on the handlebars, the answer is probably a new gas tank that accepts all the hardware changes to hide all the crap on the bars. Pictured here are some of the newest variations available and an old classic. Not pictured here are combinations that would turn this into a gas tank catalog.

Options range from fatbob tanks with complete gauges and lights for Sportsters, to trimmed-down, Indian-style tanks that fit stretched frames.

When creating a custom style from the blending of different models, custom tanks add an essential element to the overall look (like an FXR-based Fat Boy).

Gas tanks can alter styles, add more riding range, or complete the design package.

Nowadays, the industry stands behind its products. Veterans in building aftermarket parts for Harleys, the manufacturers listed here know what they're doing when it comes to gas tank construction.

If you've been following this section of custom parts, you have already seen custom frames, fenders, and front ends. What you haven't seen are all the small pieces that put the finishing touches on your idea of the perfect bike. There are thousands of trick parts; you just have to dig around to find them.

—Wrench

Pat Kennedy's Custom Cycles

905 Fremont Street, Box 670, Tombstone, AZ 85638
(800) 331-9903



Pat Kennedy's Indian-style fuel tanks are sleek, two-piece fiberglass units with 4-gallon capacity. Three inches longer than H-D tanks, they work perfectly for the custom-stretched frame, which Pat also builds to fit the individual rider. Tanks are made from heavy-duty, hand-laid fiberglass.

Harley-Davidson

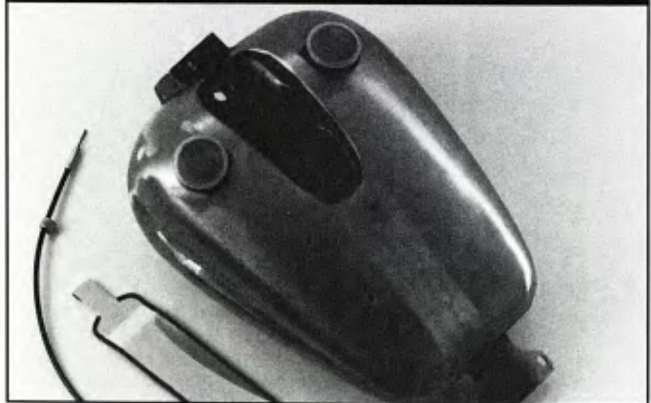
Local Dealers
Will Assist



Harley makes a 3.25-gallon, peanut-style tank kit to afford Sportster owners 50 percent more fuel capacity without compromising the styling of the bike. They're available in either prime finish or painted vivid black with orange pinstriping and silk-screened script Harley graphics.

Drag Specialties

(612) 942-7890
Call For Catalog Or Nearest Dealer



Here's Drag's instant conversion FXR-to-fatbobs kit. This one-piece steel gas tank, styled in the Drag Quickbob design, comes complete with a chrome panel to give it that split tank appearance. Also included is a custom front wheel speedometer cable. The tanks will accept any of Drag's dash plates.

Cycle Fab

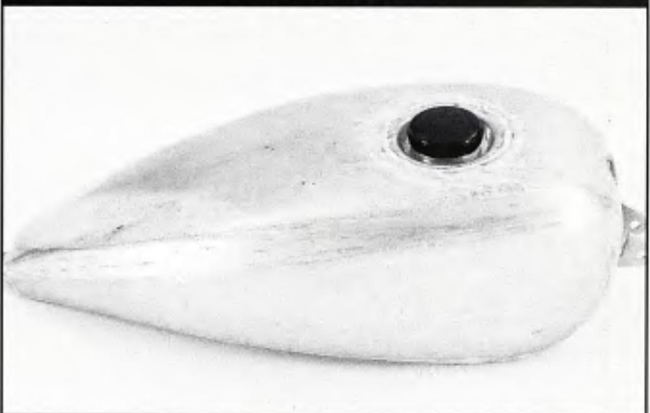
909 North Main, Brockton MA 02401
(508) 586-2511



This is more of a custom service than a product. Dave Perewitz stretches existing Softail (pictured) and FXR tanks to fit the contour of the bike. Softail tanks are generally stretched 4 to 5 inches in the rear. Much of the decision to stretch depends on frame, seat style, and dash. He also makes the dash.

Arlen Ness

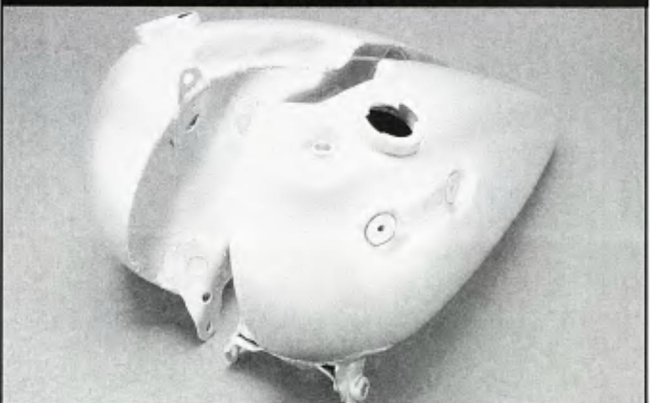
16520 E. 14th St., San Leandro, CA 94578
(510) 276-3303



This sleek unit was specifically designed for Arlen's 5-inch stretched frames, but a similar model is available for stock Softails frames. This model is a slim 2.5-gallon with the Softail tank designed to fit 3 gallons. Handformed aluminum, so some body work is required. Tabs are heavy gauge aluminum for road abuse.

Custom Chrome, Inc.

(800) 359-5700
Call For Catalog Or Nearest Dealer



There are two versions of the obsolete, bandshift-style, 3.5-gallon gas tank sets available from CCI. Accurate placement of the shifter gate lugs and shut-off rod hole centers ensures trouble-free service. Each tank is finished in protective primer, and available in two versions.

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to Portland Leaves
Rip Wet In The
Northwest*



Alley-oop. Having fun on the rides at the Kitsap County Fairgrounds.

Oregon Trail

In last month's issue I left you readers in Pennsylvania. While in Pittsburgh, I stopped in at Spirit Harley-Davidson. Sugar Pai had beaucoup miles on her and needed some attention. The good folks at Spirit fixed her up for me. She got two new black-walls, a new crossover exhaust pipe, heat shields, an exhaust pipe bracket, plus pulleys and rear belt, along with a new primary chain. On the rear, I'm now running a Super Max pulley. It's smaller around so I'll have more top end. The motor isn't revving as high as it normally would with stock gearing. I'm also enjoying better gas mileage; two or 3 more miles per gallon makes a lot of difference, when you're putting long distances.

Which is what I had in mind after leaving Pittsburgh. But before that, Terry and Donna Sanford, the owners of Spirit H-D, and I had to cruise by the Metropol, a nightclub near downtown Pittsburgh.

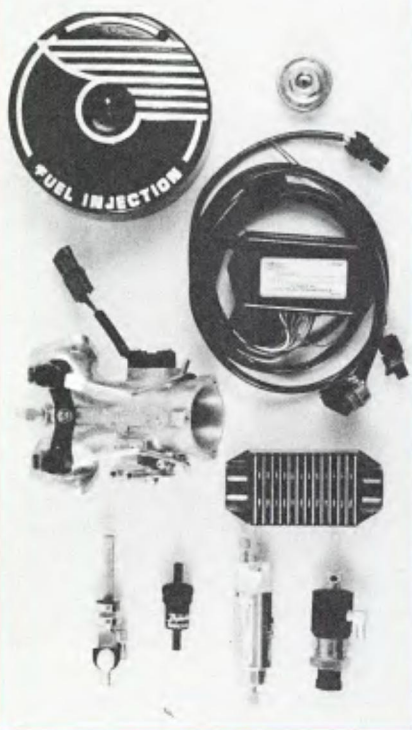
Terry told me that "this area is called the Rose Bud or Strip District." During daylight hours, especially early in the morning, you'll see the hustle and bustle of produce trucks scurrying about.

Wednesday night is Biker Night at the Metropol. Inside, hanging from the ceiling, is a red and black 1942 Harley. There is also a tattoo artist on hand giving tats. In the lobby near the entrance, Terry had several scooters for the folks to scope out. One was Ed Lisowski's Evo drag bike. As of this writing, he is leading the points chase in B Class for 1993, and is currently carrying the B Class Number One plate from 1992. Ed likes to drag race with the All-Harley Drag Racing Association (AHDRA). →

This month's *Biker's Choice*.™

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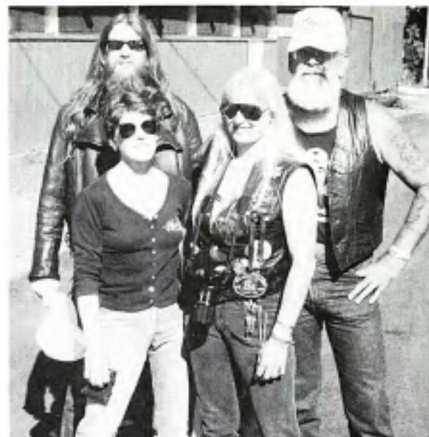
nemco

The Biker's Choice

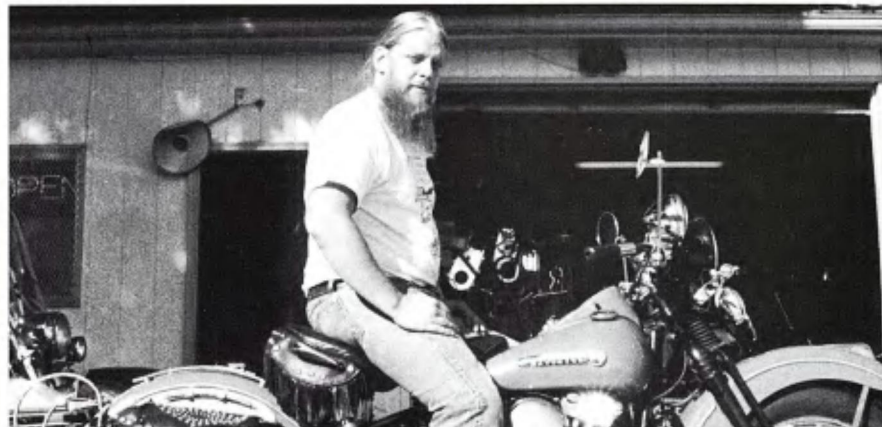
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Young rodeo fan.



Easyriders and Bros Club workers.



Jeff Coffman, owner of Jeff's American Classics, Dundee, Ore.

Spirit H-D is Ed's main sponsor.

Pittsburgh has a large biker population but there were only three putts parked out front of the Metropoli when we rode up. It was a bit nippy that night, but it wasn't that bad. I guess the Rough Riders were taking the night off. Of course, I'm ribbin' the guys and gals. Terry said that during the summer the street is teeming with H-D's running up and down, with maybe a couple hundred rides parked curbside.

I spent that evening at Terry and Donna's home, which like many motorcycle enthusiasts' homes, is a shrine to Harley-Davidson, with lots of collectible H-D memorabilia.

Sugar Pai and I left the next day, heading west on I-70. After spinning around a couple of times in downtown Pittsburgh, we found our way out of town. The weather was brisk, overcast but clear. At a rest area in Cambridge, Ohio, Sugar didn't want to start. After borrowing a set of jumper cables, I waited for a rider to come along to give me a hand. I didn't have to wait long. Dean and Becky McLaughlin from Portsmouth, Ohio, aboard a 1993 Heritage Classic, also stopped here. I called back to Spirit H-D and they offered to come and pick me up. Dean and I inspected the wires and couldn't see anything out of the

ordinary. After a while, she fired up and it was time to leave.

Dean and Becky were going to stop at Fink's H-D in nearby Zanesville, Ohio, to check out an annoying noise that Dean kept hearing on the front end of their Heritage. I decided to ride along to let someone more qualified look at my problem. By then Sugar was starting each and every time the starter button was pushed. These are the times when you wish you had a kickstarter hanging off the end of the tranny. Anyway, the mechanics at Fink's couldn't find anything out of the ordinary without really getting into it, and since she was starting just fine, I couldn't see waiting around—so I split.

I didn't have any more starting problems with Sugar Pai the rest of that day. We pulled into Terre Haute, Indiana, that evening to visit with J.C., a brother I've known for over 20 years. His ol' lady fixed me dinner and gave me a warm place to sleep that night.

The next day, I hung around till noon visiting with the brothers and sisters. J.C. got his spud gun out and we fired a bunch of taters around the neighborhood.

That afternoon, Sugar Pai started right up and sounded fine, so we got back out on I-70 and flew toward Missouri.



Bill Van Dyke and his double shovel sled puller.



Dean and Becky McLaughlin, good samaritans.

St. Louis is known as the Gateway to the West. But you know what? Kansas City is where many immigrants left from. This was where both the Santa Fe and Oregon Trail's began. The settlers who took the Oregon Trail, for the most part, followed the Missouri and Platte rivers. That way they were sure to have fresh drinking water for their livestock and themselves.

While in Kansas City, I went by some kick-ass biker bars that are not listed in the *Riding with Rip, Bros Club Guide To America* book. One is the Bottoms Up in the Argentine side of town. This is a jam-up scooter pilots bar that features a uniquely biker interior. On one wall sits a rusty single loop JD frame. A burned-up shovel cone motor hangs in one corner, and life-size paintings of bike riders decorate the walls. They sell T-shirts, long and short sleeve, as well as sweatsuits.

Another biker bar located in Kansas City is DJ's in Wyandotte County. DJ's also sports large biker paintings on the walls. They were done by artist Gary Hayes many years ago. This bar has been in business for 17 years, 12 of those as a full-on biker bar. It's located in ABATE District 5. Another biker-friendly bar is the Country Cabaret, in the Armourdale area of K.C. Their food

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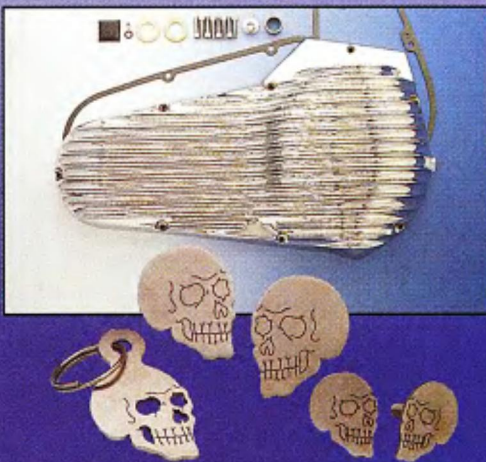
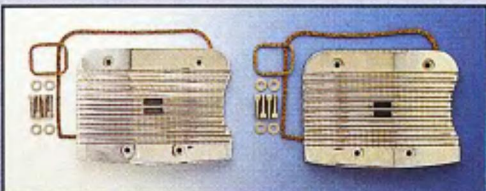
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J.C., with his spud gun and the gang, Terre Haute, Ind.



Ed Lisowski surrounded by a bevy of PA gals.



The friendly crew at Easyriders of Portland, Ore.



Seattle Cossacks Motorcycle Stunt Team entertaining the folks at the Kitsap County Fairgrounds.

ain't half bad either.

My next stop was Cheyenne, Wyoming, where I stopped for the evening. En route, I ran into a little rain, but it was spotty. As soon as the sun set I could feel a chill in the air. I was glad I had my *Easyriders* leathers on to ward off the cool night air.

The next morning, after some much needed rest, her sweetness and I left Cheyenne on I-80 heading west. We were stair-stepping our way west by northwest. In other words, I was riding to the *Easyriders* Rodeo in Bremerton, Washington.

A few miles west of Rawlins, Wyoming, we crossed the Continental Divide. The elevation is 7,000 feet above sea level. This is rocky, hilly country. You'll see large buttes, coal mines, sage, and an occasional antelope. The flattop mesas are neat to scope. This is Jim Bridger country. The famous frontiersman hung around these parts trapping and trading.

After stopping for a late lunch in Rock Springs, Wyoming, Sugar didn't want to turn over. Finally, she kicked over and we left. On the way out of town, I spotted a billboard announcing that Green River, Wyoming, had a bona fide Harley dealership. Cool, and it was just down the road a piece. They jumped right on it, discovering that the solenoid was malfunctioning. Unfortunately, they didn't have one in stock, or a repair kit, so a new starter and solenoid went on.

I spent that night at a relative's home near Salt Lake City, Utah, arriving late in the evening. Leaving the next morning, Sugar took me north on I-84 near the Idaho border. Crossing the Snake River into Oregon, the countryside looked barren. There's lots of rocky country, with not much to see till you approach Baker City, Oregon. Then, the beautiful Blue Mountains pop up in front of you.

I got a kick out of reading the names of some of the freeway exits. A holdover from days gone by. Names like Poverty Flats Road, Old Emigrants Hill Road, and the dreaded Deadman's Pass. Pretty intriguing, don't ya think?

Late that evening, I reached Portland, Oregon, riding alongside the Columbia River in a steady drizzle that started near The Dalles. Welcome to the great Northwest. What else is new? It's always raining in these parts, or so it seems.

This was the longest leg of the journey. According to my new Rand McNally map, it's 339 miles to Boise, Idaho, from Salt Lake City and →

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In front of D.J.'s, Kansas City, Kan.



Parts and Glen, Kitsap County Fairgrounds.

427 miles from Boise to Portland. After getting lost looking for a place to crash that night, I figured out that I'd put in an 800-mile day.

Before we left for Washington, and the Rodeo, I went by a couple of Portland-area shops.

First, we went by Jeff's American Classics in Dundee, Ore. Jeff has more than 30 tons of motorcycle parts, a little of everything, with lots of new-old stock for knuckleheads, panheads, and shovelheads. He even has parts for JD's and Hummers. Like I said, lots of bits and spares.

Jeff's shop operates by doing mail orders, and walk-up sales. He's a member and judge of the prestigious Antique Motorcycle Club of America. He knows quite a bit about all models of Harleys, especially antiques. Check out American Classics if you're in need of authentic pieces for that valuable, old putt.

Next up, 'Pai and I stopped at the the brand-new, large *Easyriders* of Portland Store. When I say large, I mean *huge*. Although only one story, the store is spread out and bright, with plenty of room to move around. They also feature a service bay, with two full-time, experienced mechanics, both of whom are graduates of the



At the rodeo arena Kitsap County Fairgrounds.



Great-looking pan chopper, Keyport, Wash.

Photos: Rip

MMI in Phoenix, Arizona.

Easyriders of Portland stocks all of the products found in the *Easyriders* Catalog, as well as parts and accessories from Nempco, Ness, Drag Specialties, and Custom Chrome. Check them out if you're in need of service or parts.

The Rodeo was a kick in the ass. There was a good turnout, with the weatherman cooperating with sunshine all three days. I enjoyed myself a bunch, seeing old-time pals and meeting new friends. You can find more coverage of it in the May (Rodeo Special) issue of *In The Wind* magazine.

Well, I'm gonna cut it off now, and pick it up here in the next issue.

Meanwhile, how about dropping a line to let me know what the haps are in your neighborhood? I'm gonna be hanging out around the West until it warms up—then I'm outta here. I may be coming your way, so how about some info so I can make plans?

See ya.

—Rip

Write to:
Rip's Run
Box 3000
Agoura Hills, CA 91376-3000

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Glenshaw, PA 15116
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Pittsburgh, PA 15222
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913 371-9501

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193 W. Flaming Gorge Way
Green River, WY 82935

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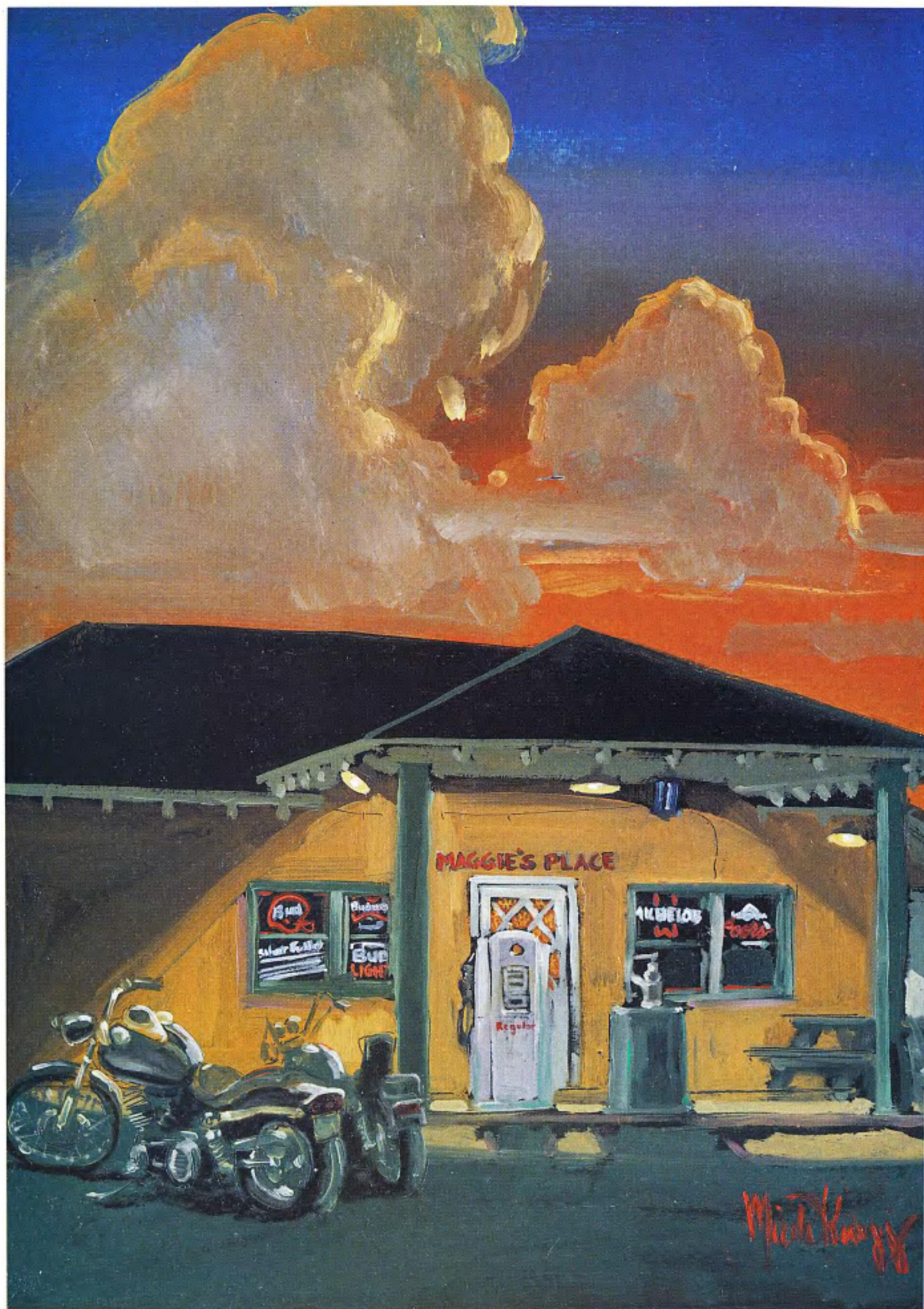
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SLUGFEST

Sticky shards of beer bottle splashed against his face as Harrison rolled in the soiled sawdust to escape a worn, pointed cowboy boot. His troubled mind whirled. What was he doing diving towards the cigarette butt-strewn deck of the cowboy bar anyway?

Less than a half hour before he pulled his '78 shovelhead up to the litter-infested curb in front of the hick bar in the backwater town of Tombstone, Arizona, Harrison was cruising along without a thought in the world.

A pool cue slammed against the concrete next to his head. His eyes expanded to the size of the tops of Harley oil cans and he rolled to avoid the splintering cue stick shattering against the sawdust and cement. Jumping to his feet a fist made a catcher's mitt out of his stomach.

He thought, when he pulled up to the curb alongside two other shovelheads, that he'd found the only biker bar in a couple hundred miles. The town seemed deserted except for the bar, with its Bud and Miller neon flashing outside, and floodlights sporting the harmless name, "Maggie's Place."

Another fist struck him solidly. Harrison grabbed his guts and buckled onto the cold floor again.

He hadn't been in the joint two minutes when he discovered something wasn't right. The warm, sexy looking woman at the end of the bar looked up at the rugged stranger as he came in, their eyes meeting as if they had been connected at birth. However, the black and blue shadow under her left eye was a billboard displaying abuse. →

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Stepping up to the bar, two cowboys strode up behind him. "Hey Chuck, we gonna add another Harley to your collection," a big, lumbering, beer-bellied boy shouted over Harrison's shoulder to someone behind a poorly lit pool table.

"Suppose so, if he don't get the message real quick and hit the road," the voice was ominous. Harrison couldn't make out the stranger in the dark corner. He did catch the hint and was beginning to

rancher was dragging the screaming redhead to the corner of the bar.

All Harrison could see were her small refined ankles and petite shoes as she struggled. His mind flashed on the image of the defiant girl as she stood in protest—the tight Levi's on the narrow waist, snugly gripping her perfect hips and long legs. Her checkered Western shirt fit snugly at the waist and flowed up over her heaving chest, accented by an unbuttoned

Her checkered Western shirt fit snugly at the waist and flowed up over her heaving chest

turn for the door when the girl at the bar stood up.

"You're not going to turn this bar into another war zone while I'm here." She pivoted on slender legs toward the dark corner.

As her voice quaked out the last syllable, it was as if someone had sounded an alarm. Patrons began to rise and depart to the walls and doors. The small passageway to the heads became as congested as a downtown freeway at rush hour. Though Harrison was tall and well built, a cloud of doom was filling the honky-tonk like an Arizona flash flood. Smacking like a jackhammer, his heart beat against his chest. Knees as slippery as 60-weight quivered beneath him.

A hamhock-sized fist slapped his back, shaking every fragile vertebrae. "Guess you ain't gonna have that beer after all, boy," a fat man with bib overalls shouted at Harrison, while launching a right. Harrison was prepared, but off balance. With the speed of a rattlesnake, he blocked the first blow. But the following flurry of punches and kicks got the best of him.

He rolled under the pool table, while four men kicked at him. He hadn't seen the man in the corner yet, but whoever he was, he called the shots. Harrison drew his knife and stabbed at a stationary boot, he heard the girl scream. Another

V below a delicate neck. She was either a vision of traditional Western beauty, or the form he had examined before the first punch had landed was merely a fantasy.

He could still see her delicate shoes being dragged, her feet kicking like a young pony's, as the man screamed. The knife was buried through the arch of his foot into the sole of his boot. "He's gonna die, now," one cowboy shouted, and Harrison heard the sound of a gun cocking. Pulling the knife free and rolling, he cut the Achilles tendon of another kicker and the man immediately fell to the sawdust floor. The first bullet splintered the wood to his side as he spun toward the opposite side of the table.

"Get him, Joe," the fat farmer shouted, and the cowboy with the 9mm Browning fired again, missing him. Harrison was covered in sawdust and sweat as he wrapped his arms around the cowboy boots belonging to a man who had stomped the knuckles of his left hand less than 30 seconds before. He leveraged his legs against the pool table legs and thrust the man up and over the table. Looking up, the gunman saw this figure diving for him, and he instinctively shot at him. The tackled man fell in his own growing pool of blood on the scarred green felt.

Struggling to stand, Harrison

found himself face to face across the table from the smoldering automatic. A fat farmer moved to his right and the young, burly ranch hand grabbed a pool cue to his left. The light above the pool table swung, throwing bits of light in odd directions, and Harrison caught a glimpse of a small sweaty man in the corner slapping the girl while another man held her.

"I own this town, bitch, and you're mine," he hissed. The slap made Harrison flinch.

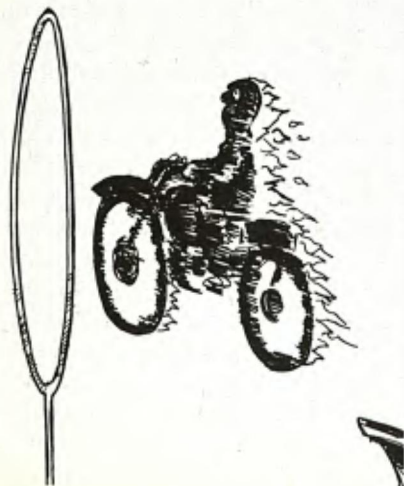
"What the fuck are you waiting for? Kill the sonuvabitch," the slimy little man in the slick leather jacket in the corner shouted.

"But I just shot Billy."

"All cuz of that fucking biker. Now do him."

Harrison wasn't waiting for a decision. He stuck his blade into the fat man's belly and, yanking the knife upward, spilled the man's guts onto the table. The horrified cowboy grimaced and stepped back, lifting the auto to aim. Harrison jumped behind the fat farmer just in time, as a bullet spit the fat man's shoulder socket all over the room. The balding farmer with three days of stubble looked like a thick peanut butter and jelly sandwich with a large bite taken out of the corner. He screamed, as one of the arms he was using to keep his entrails in place fell limp to his side.

Harrison grabbed the half empty beer bottle on the ledge next to the cue chalk and threw it at the gunman, splitting his left cheek, exposing a slashed jawbone.



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The girl screamed as the 225-pound ranchhand swung a pool cue like a baseball bat against Harrison's lower back. He tried to focus on the girl as rivers of pain shot down his legs and up through his spine. His legs went limp and he collapsed. Moving his arms he shoved off the gurgling farmer, slouched against the coin dispenser, and stumbled over the side of the table into the now crimson felt. He reached for the cue rack, the fingers of his right hand barely encircling a couple of the holes. With his left hand

and fired, taking out the corner pocket in a shower of felt and wood. Fending the chair off with his left arm, his left eye blinded by blood and swelling, he shot again. This time the bullet penetrated Harrison's Levi's and the fleshy part of his thigh. He thought he was going down, but the leg stayed strong and held up under him. He charged, head-butting the big man and grabbing the gun. They spun and Harrison's fingers found the trigger slot. He shoved in a bloody digit over the other man's, pointed,

He had no choice. The next bullet would split his skull like a shot through a beer can

he lunged for a chair, and with all his might he prayed for the feeling to return to his legs.

Rounding the corner of the table into the gunman's sights again, the rancher caught his dragging calves with another sharp blow cracking the cue mid-impact. "I don't need no gun to take this biker down," he taunted, recoiling.

The strike shot lightning bolts of pain in the opposite direction. His legs were immediately sensitized again and jerked instinctively under his torso. The pain caused Harrison to flinch. He tore the old wood rack loose from the wall, sending a half dozen cues into the path of the oncoming rancher.

Harrison's adrenaline was pumping too fast to comprehend. He knew, just as in the jungles of 'Nam, that this was it. He had no chance. The next bullet would split his skull like a shot through a beer can.

Putting both bleeding hands on the chair, he pushed up, forcing his legs beneath him. They held. Stepping left, he picked up a scarred wooden chair and launched it in the direction of the gunman who had regained some composure.

"Kill the sonuvabitch, you stupid muthafucker," the shout came screeching from the corner. The cowboy ducked the oncoming chair

and squeezed.

The greaseball in the corner stood, dropping the girl to the floor, and stepped into the light. "You dumb . . ." he began, before leaning on the pool table in full view. He was a slight man glittering with gold chains and rings too big for his fingers. His face was pale and pockmarked. A tattoo crept up his neck, over his collar, and between the lapels of the shiny leather trench coat, a red wave began to cover his white satin pocket.

"If you can't kill him, I will," he said, reaching into his waistband for the stainless steel 25 caliber automatic while Harrison and the rancher struggled. Pulling it free from behind his belt he released the safety and aimed. Harrison rocked the rancher and the bullet entered his chest. "That's okay," the slimeball said, leaning heavily on one arm. "I wanted him out of the way, so I could take my time with you."

His silver blue eyes glared at Harrison as if he were the dessert after a helluva good meal. As the rancher fell, the slimeball aimed again. Harrison grabbed the heavy automatic with both hands and unloaded the last two rounds into the slicker. The heavier load slapped the already dying body away from the pool table and into

the darkness beyond. He heard the body crash against the wall and slide into the debris on the deck.

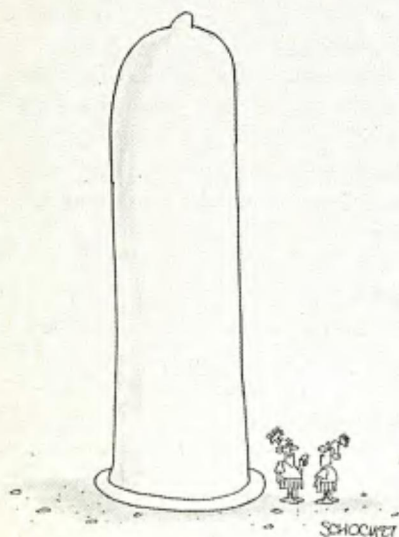
Harrison pulled free of the cold hand holding the auto and fell to the side of the table, gasping with fear, adrenaline, and fatigue. It was quiet for the first time. A handful of onlookers stood paralyzed against the walls. He glanced around, looking for more assailants. Seeing none, he quickly pulled himself to the other side of the table to check on the sobbing girl. She was tucked in a ball, her face buried in her hands. He lifted her gently, "Are you all right?" he asked.

Raising her face into the light, even with the streaks of tears streaming down her rosy cheeks, her beauty was breathtaking. The pain in Harrison's leg disappeared as her deep blue eyes met his. His hand melted against her young waist as a hint of a smile crossed her face.

"Thank you . . ." she murmured. Harrison's heart swelled as her scent filled his nostrils. As he reached across her middle his forearm brushed the points of her breasts and he sensed their soft fullness. Turning her toward him, she smiled again, only this time with a sly hint of larceny.

" . . . for nothing," she said as she plunged a stainless dagger under his ribs, slicing the arteries beneath his heart.

—Fiction by K. Randall Ball



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THE NEW BIKE BLUES

Dixie Deb Just Can't Get Over Her First Love

I did it. That is, I sold my bike. Good ol' "Dixie" is gone. The 1972 California-style chopper has been passed on to a collector friend. She is in safe keeping with a rich sugar-daddy, someone who can show her off and afford her ways. She didn't want to run the roads anymore, showing is now her game. I was hard up for money and the decision had to be made. But why do I feel like such a traitor? We had some great times together that I'll never forget.

I finally realized that I had to end my great relationship with this bike when I joined the local Harley Owners Group chapter last year. The first meeting I attended was a breakfast run to the mountains. Now I had always ridden pretty much on my own—you know, checking out new towns, new people, basically just going wherever the road led me—but I'd never traversed up a winding country road with 40 other bikes.

Though everyone else was doing a decent job of staying "in formation," me and my chopper were—well, let's just say we needed to take the curves with a little more room than the new bikes. See, my old girl liked

Only on a classic machine will you put a gleam in the old-timers' eyes or feel the ghosts of a thousand bikers at your back

to "putt," not cruise.

While I'd been riding Dixie, other people kept telling me to get a newer bike, that I didn't know what I was missing. But I just laughed at them on their stock machines, knowing they really envied me and my chopper. You see, I'd never ridden anything else—she had been my one and only bike for 10 wonderful years.

But on that morning ride, I discovered that I was not going to be able to keep up with my new riding crowd. In fact, Dixie dropped a pipe on the last leg of the trip. Though it was difficult for me to admit it to myself, I finally had to say, "That's it, I need a newer bike." So after swallowing hard, I went out and bought a 1987 Hugger.

I did leave the Hugger in its stock frame, but I couldn't resist adding fat-bob tanks, long fenders, shotgun pipes, and a windshield. Heck, it ended up looking like a baby dresser!

Photo: Cathy Schuchman



Now this new ride is going to take me through the next 10 years. I am the proud owner of a semi-stock, maintenance-free Evo—it's too smooth, and too easy. I wonder if I even need to change the oil?

To me, there is an incredibly big difference between the old bikers and the new bikers. Many of these newer riders have never experienced the blood, sweat, and tears that define the love/hate Harley relationship. Only a long-time rider can understand this. I don't know how many times I've wrenched for three solid days, so I could ride for only one. Then there were those rare, mystical times when Dixie would fire right up and roar out into the night, ready for anything.

I'm happiest with a wrench in my hands and grease under my nails, and I am serious about the love/hate relationship I had with Dixie. She was a real bitch most of the time (who knows, maybe we were more alike than I realized?), but all the work was worth it when we'd thunder down the road in true chopper style.

Of course my new bike requires none of this personal involvement or pampering. I just fire it up and it goes—every time. For all of those who have said they don't like Harleys because of the time-consuming maintenance they require, they should be real happy now. I'm sold on my current bike for this very reason.

Sometimes, though, I can't help but feel that my new bike is too easy to maintain. For all the trouble it was worth, I am glad that I was a part of the old days. Maybe now I'm just older and wiser, (or perhaps lazier). I feel that only on a classic machine will you put a gleam in the old-timers' eyes or feel the ghosts of a thousand bikers at your back.

Though I love my Hugger, I often think back to my old chopper, the bike that showed me how to love the freedom of the road... Maybe I'm just not used to my new bike yet. Maybe it hasn't shown its true colors... Maybe I want my old bike back...

—Dixie Deb, Roanoke, Virginia

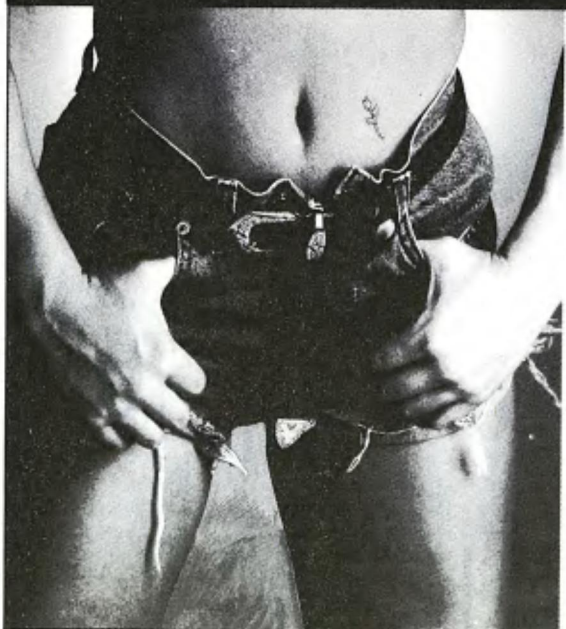


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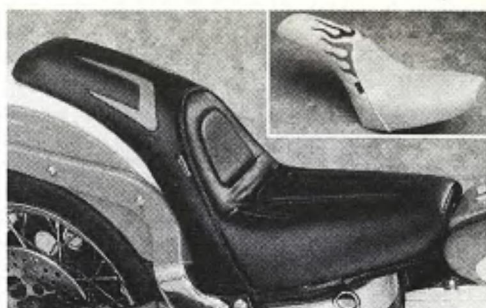
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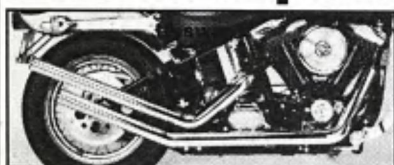
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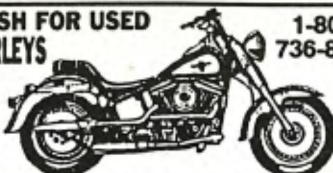
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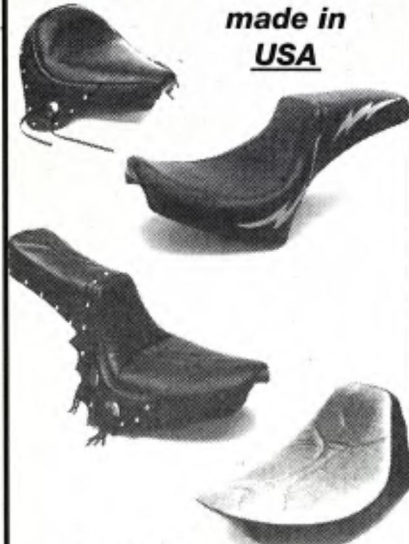


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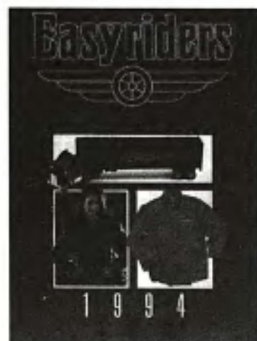
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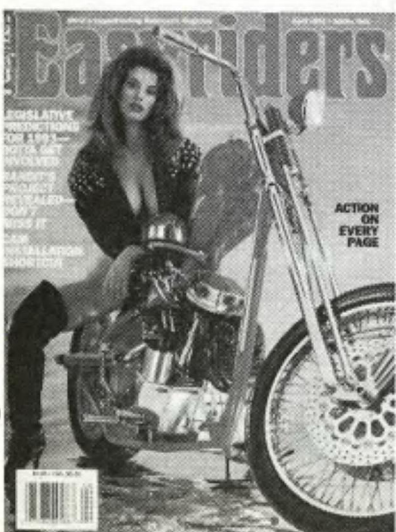
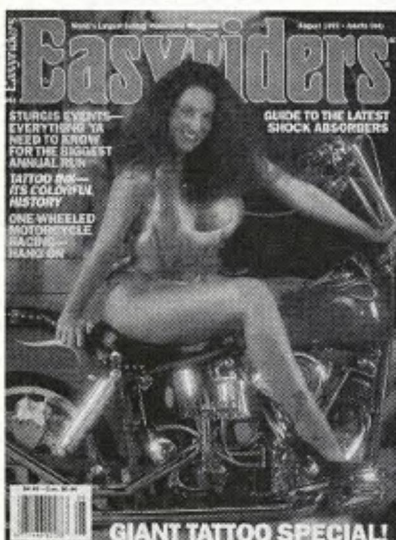
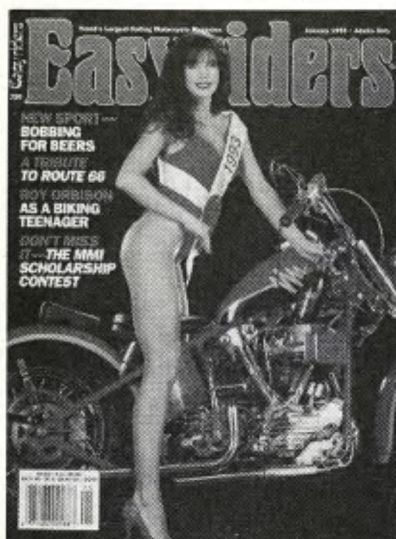
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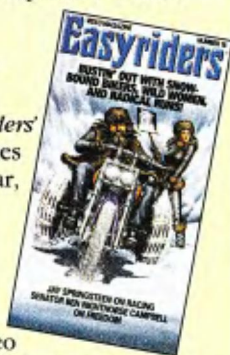
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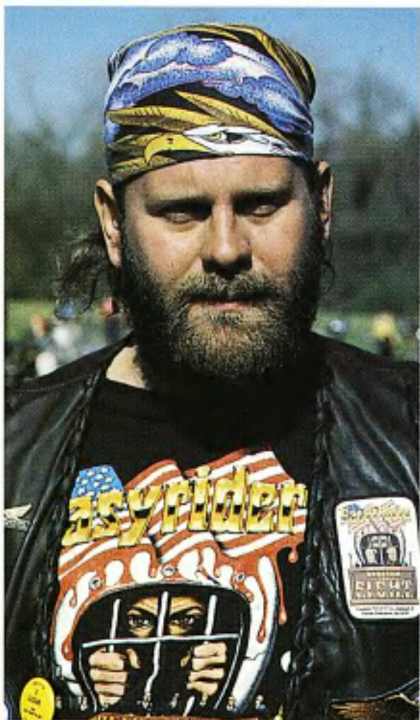
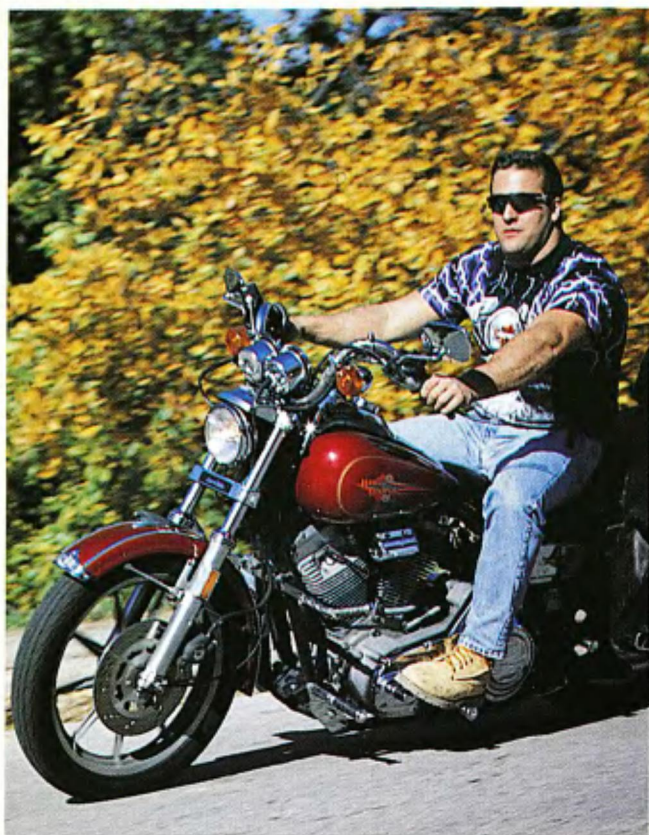
The Windy City Charity Run

If you've been riding for any length of time, you know that bikers have always put a serious amount of money and effort into helping others. (See Love Ride feature in this issue.)

"Our hearts are bigger than our bikes," says Bob Arron, president of the Chicago Windy City Riders.

And Bob would know. He's been around for a while—well, let's just say his first ride was a 1929 Harley.

"Every year we raise millions of dollars for all kinds of causes," he continues. "But what do we do when one of our own needs help? Passing the hat helps, but it doesn't make a real impact on serious



medical bills."

Bob knows firsthand the heavy burden that comes with a lengthy illness: his son passed away at the age of 37 after battling cancer for three years.

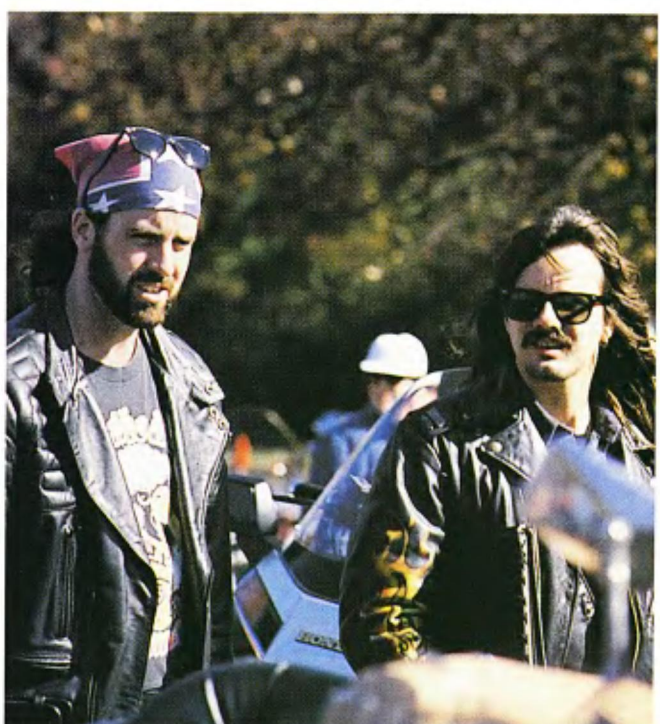
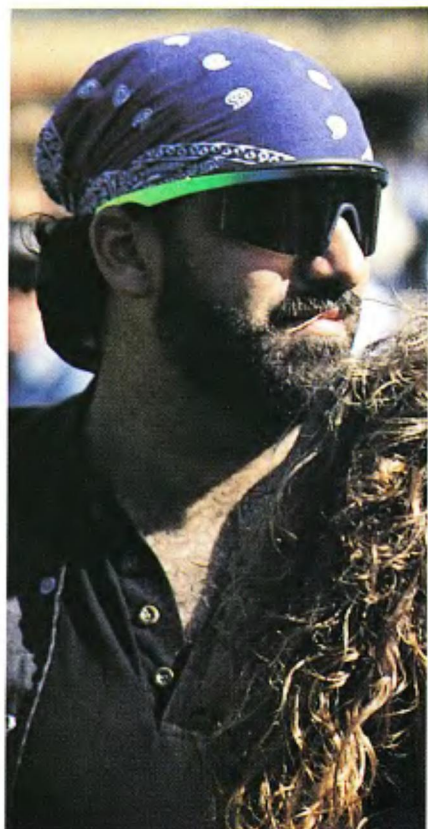
So when Harley-Davidson of Chicago Sales Manager Marti Stempinski's 20-month-old son

came down with a rare form of stomach cancer, Bob knew exactly what kind of hell the family was going through.

He got together with Don Barany, president of Chicago's Blue Knights Chapter 19, and planned a run. But not just *any* run; these guys wanted a run so big that it would raise

enough money to make a real impact on the Stempinski's devastating medical bills.

In order to do that, they had to do something no one had ever done before; they had to successfully unite all the Chicago-area motorcycle clubs into one powerful coalition. →



Nine clubs threw their support behind Bob and Don that first year. Everything was done by the book.

"We established a trust fund monitored by an attorney and an accountant," Bob explained. "That way everybody knew exactly where the money was going."

On the last Sunday in October '92,

600 concerned brothers and sisters roared out to a local forest preserve for a day of camaraderie dedicated to helping one of their own.

The results? Enough money was raised to cover every dime of the Stempinski's medical expenses not covered by insurance. There was even enough left over to make a

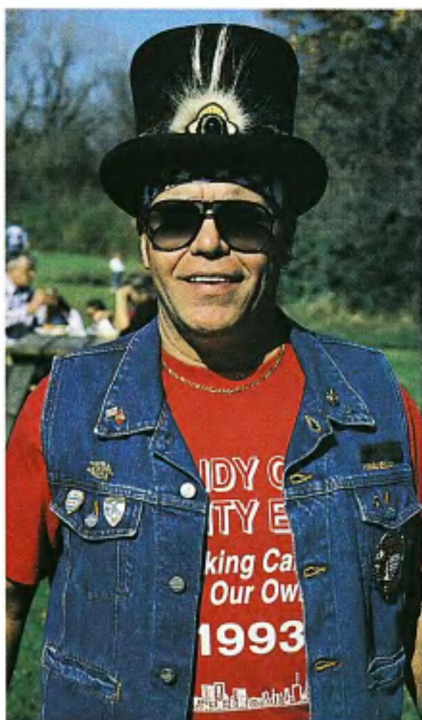
much-appreciated donation to the American Brain Tumor Society.

Planning 1993's Windy City Charity Run involved even more sweat, but the hard work paid off as Bob and Don successfully convinced 19 Chicago-based clubs to support the coalition.

Then Bob had an inspiration: He



Photos: Chuck Emery



went to the charities that the biking community had supported over the years and told them, "We need *your* help now."

They eagerly pitched in.

Over 1,800 riders showed up for the 1993 run. Support was universal. "We even had little old ladies coming up and handing us five or

ten dollars," Bob says.

So much money was raised that four biking families facing devastating medical bills will be aided.

Even more important was the reaction from the motorcycling community. "Now that the word is out, 1994's run should double or triple in size," Bob predicts. "We'll

be able to help fifteen or twenty families then."

If the determined Bob Arron has his wish, bikers everywhere will start taking care of our own in a big way. As he quite rightly points out, "The healthier we are, the more we can help others."

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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.



Coughing Problem

□ My 1992 FLHS has had a problem since it was new: It sputters at almost any rpm, especially when it's cold. I talked to the dealer mechanic, and he said the problem was a result of H-D jetting the bike lean to pass emissions. He said he could fix it (for a price, even though the bike was under warranty) by making a few modifications to the carb, but he wouldn't tell me what the modifications were. Can you?

Rico
Chicago, Ill.

■ Yes. Buy a service manual. It has basic pictures of how your carb works and where the pieces are inside. At the back of the carb, next to the float chamber, is where you'll find the idle mixture screw. It's covered by a plug you'll need to remove. I use a fine tooth hacksaw to cut 1/8-inch off the bottom of the casting where this plug is. Under this plug is a brass metering screw. Back it out 1/2 turn. This should cure the coughing problem, unless you have modified your muffler or air filter. If that's the case, the slow jet will probably have to be changed to the next larger size (48). The main jet should be okay, unless some major engine mods are done. Also, watch the check valve in the gas cap. It should let air into the tank with no restriction and be able to hold at least 2 psi pressure. This pressure keeps the float level correct.

Evo Into Early Model Frame?

□ Is it possible to put an '83 1340cc FXRS rubbermount shovel into an earlier-style frame? I realize I could get another older, 4-speed trans and switch it over that way, but I would rather use the trans and motor combo I have.

Steven Tarplay
Whitewater, Wis.

■ The motor will fit any solid mount

frame from 1948 up. The rubbermount transmission only fits rubbermount frames. A Softail trans case ('84 to '86) and the Softail primary case and chain will allow you to keep your trans gears.

Lowering Question

□ Your Tech Tip in the October '93 issue talked about flipping the swingarm on a dresser in order to lower it. Can I lower my '81 FXWG the same way? Also, what's the cheapest and easiest way to drop 2 inches off my front end?

Doug
Duluth, Minn.

■ Because of the difference in shock mounting locations and an offset in your swingarm, that Tech Tip won't work on your bike. On your model, all you need to do is move your shock mounts back 3/4-inch or cut 1/2 inch off the shock springs. The front end can be lowered 2 inches by using 22-7/8-inch fork tubes (CCI #09-501) and shortening your springs 2 inches. Your fork tubes are 24-7/8 inches long; stock FL tubes are 20-7/8 inches long.

Fouling Plugs

□ I own a 1972 Sportster XLCH 1000. My problem is that I'm fouling plugs quickly when I'm traveling through town at lower speeds. I have no problems on the highway. I've tried running different plugs, installing a new coil and plug cables (high-performance), and adjusting my Bendix carb's low-speed mixture. This makes no difference. I run without mufflers and there's no great amount of smoke coming out. What should I try next?

Sean McLeod
Redbridge, Ontario

■ First, check the float level. Second, don't whack the throttle too much, that

Bendix has a big pump. Third, 1972 and early 1973, 6-point head bolt models, have leaky head gasket problems (seepage) from the oil drains into the combustion chambers that can ruin plugs quickly. (Make sure valve guides and piston rings are good, first.)

Wants Highway Pegs

□ My '77 FXE has no pretapped holes for highway pegs. I've been told that these may be added by welding onto the frame. I've also been told that welding can weaken the frame. I had a set of pegs attached with U-bolts, but the setup wasn't clean.

Sal
USA

■ You already have the bolt holes on the left side. The right side can be fixed by welding a mount onto the end of the front motor mount crossmember. The crossmember is welded in.

Sheared Roll Pin

□ I have a '77 FXE and the roll pin on my timing-advance unit keeps shearing off every 1,000 to 1,500 miles. It has even sheared off with as little as 500 miles. The only modifications I've made to the motor are as follows: cylinders bored to .030 over, Andrews A grind cam, S&S rod arms, and solid lifters.

Larry Meadows
Franklinville, N.C.

■ Look inside the cam cover behind the points plate. You will probably see where the flyweights are hitting the raised screw pads. While in there, check the back side of the points plate. If there is any contact between the flyweights and these areas, that roll pin is a goner. The fix requires a new timer-base, flyweights, and springs. Rivera Engineering has a stainless steel unit that lasts a lot longer; (310) 692-8944. ☺

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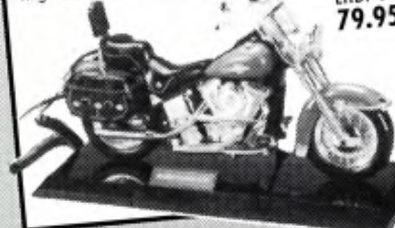


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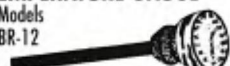
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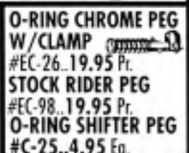
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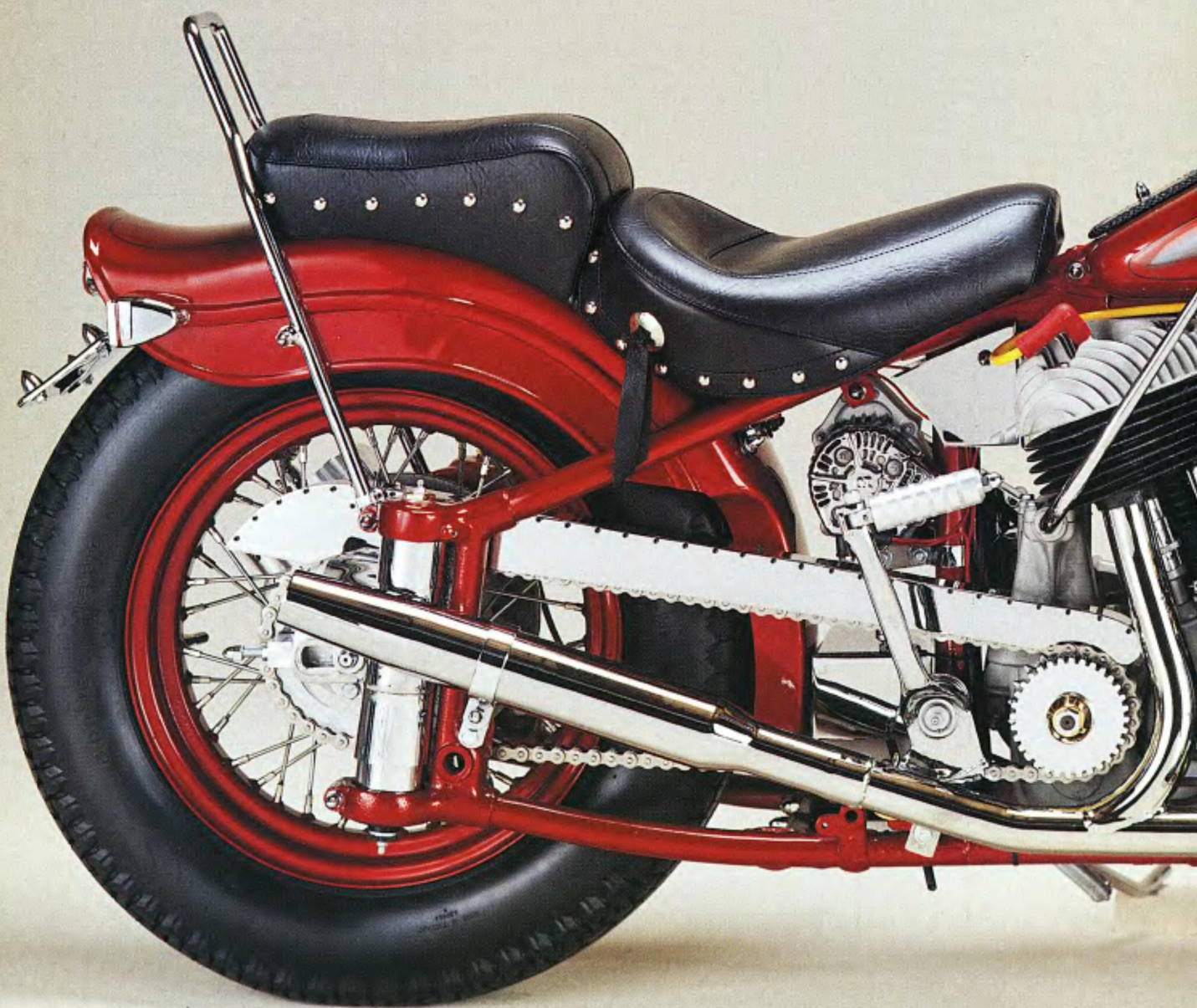
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SCRAP

New Wave Indian Art









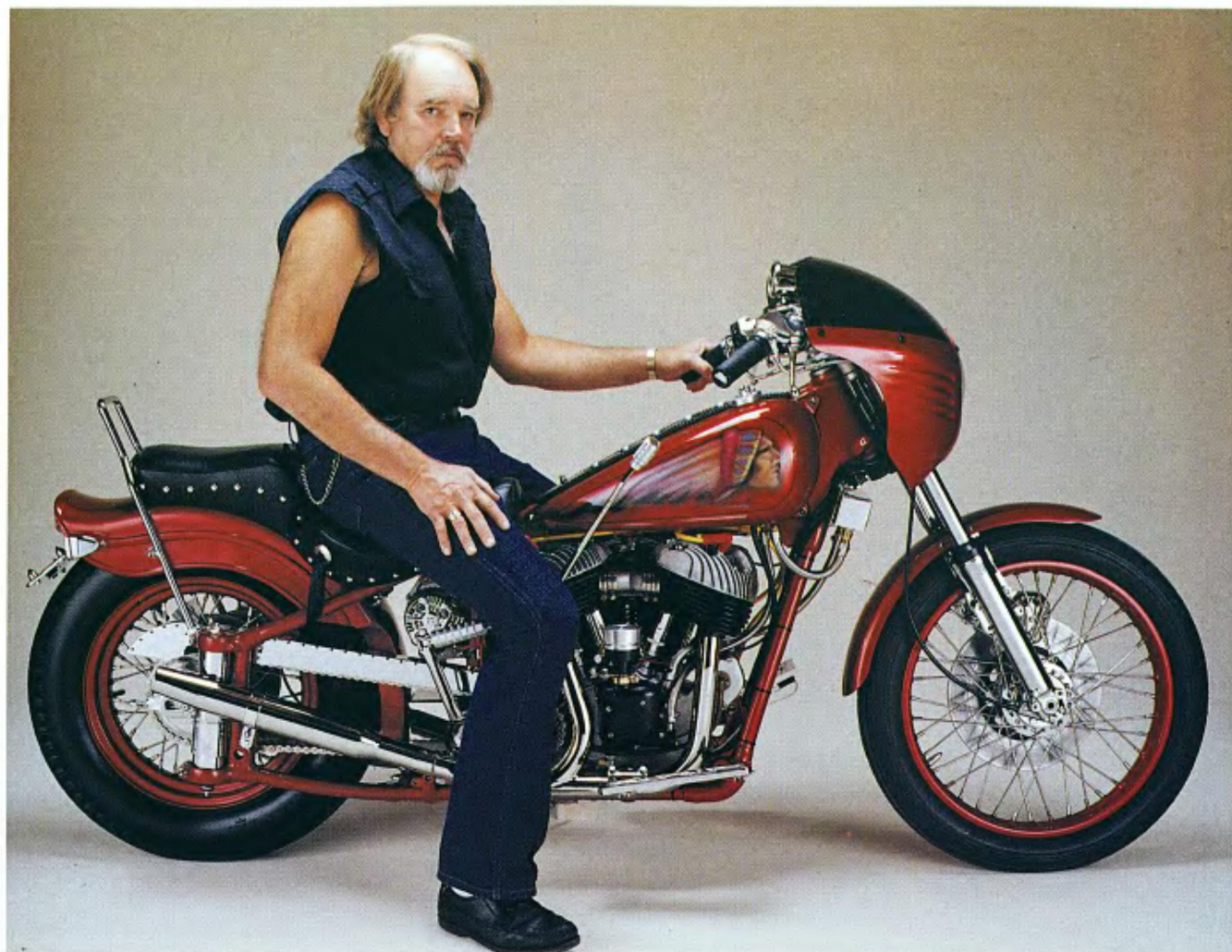
Did I say art? You're damn right I did. From the moment Donnelly Hall, the artist being profiled here, told me the 1946 Indian Chief in the pics I was eyeballing was built from scrap parts (mostly junk that people had thrown away), I haven't been able to get the word art outta my mind. Any bro who can take throw-away parts and turn them into a classic ride like the one pictured here is an artist, not a wrench.

Oh, Don's a first-class wrench, too. And he's a helluva machinist. If you don't believe that, check out the spec sheet. He made the distributor cap, the chain guard, and he custom-fitted the GM alternator. He's also a top-notch scrounger. He dug into peoples' junk piles throughout most of the eastern U.S. to find parts for this putt. But that isn't what makes him an artist.

What makes him an artist is his vision. It takes a special talent to sit down in front of an old, rusty frame dug outta someone's trash pile and envision a ride like the one you see here.

Sure, Don had an advantage. He grew up on Indians. He was barely outta the crumsnatcher stage →





when he got his first steel warrior. And when it wore out, he was lucky enough to run across another. This is his third Indian.

But it isn't the fact that this ride is an Indian that makes Don an artist. All of the bikes I write about were designed and built by artists. The fact that this ride is a 1946 Indian Chief just makes the accomplishment more difficult—and the artistic part more noticeable.

Think about it. Turning a shovel, pan, or knucklehead into a work of art isn't nearly as difficult. With those models, if you get into a jam you can always rifle through the aftermarket catalogs to fill the gap. But you don't have that luxury when you're rebuilding an Indian. I mean, when was the last time ya saw a catalog featuring aftermarket Indian parts? When you need a part for an Indian, in addition to envisioning the part itself, you must envision the way the part will look on the finished ride. That takes an artist. No, that takes an Indian artist.

The squaw who crept outta the tepee to be near Don's Injun is Nancy, a Windy City princess who makes the braves holler "ugh" into the night.

—Silent



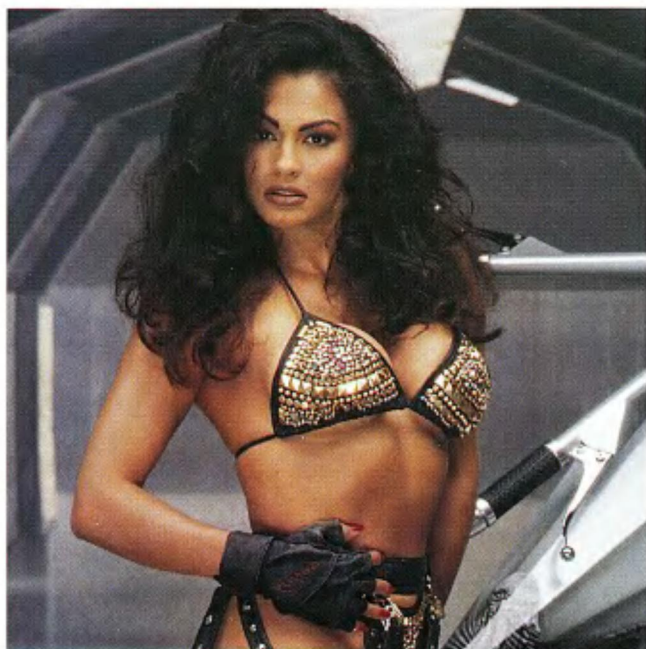
Owner: Donnelly Hall		City: Manchester, Kentucky	
General		Frame	
Fabrication by: Hall's Cycle		Year: 1946	
Year and make: 1946 Indian		Builder: Indian	
Model: Chief		Type: plunger	
Value: \$12,000		Rake: stock	
Assembly by: Hall's Cycle		Stretch: none	
Time: one year		Other alterations: tabs for brake and alternator	
Chroming by: Brown's Plating		Accessories	
Engine		Bars: CCI drag bars	
Year: 1946		Grips: rubber	
Model: Indian		Mirrors: hidden	
Rebuilder: Hall's Cycle		Risers: CCI pullbacks	
Ignition: Accel coil, Hall dist. cap		Fender(s): CCI	
Displacement: 74 cubic inches		Headlight: 5-3/4-inch bottom mount	
Lower end: stock Indian		Taillight: catseye	
Balancing: Hall's Cycle		Speedo: mini, CCI	
Piston: standard Indian		Front pegs: handmade by Hall's Cycle	
Cases: Indian		Rear pegs: none	
Heads: aluminum flatheads		Electrics: 12-volt, H-D, Indian, Hall's, GM	
Cam: Chief cams		Gas tank: 1935 Indian	
Lifters: solid roller tappets		Oil tank: 1935 Indian	
Carb(s): Mikuni		Oil system: dry sump, cast pump by Indian	
Air cleaner: K&N		Primary cover: 1946 Indian	
Pipes: made from scrap, Hall's Cycle		Seat: Mustang (Harley '58 to '84 Big Twin)	
Muffler(s): scrap		Sissybar: handmade, Hall's Cycle	
Transmission		Forks	
Modifications: early shifter added ('36)		Type: narrow glide	
Year: 1946		Extension: none	
Shifting: hand, right side		Builder: Frank's	
Engine sprocket: stock Indian		Special features: none	
Trans sprocket: Indian, 23-tooth		Wheels	
Wheel sprocket: 38-tooth, commercial		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Youngblood/Mad Morris		Hub: GMA	Hub: Harley
Painter: David Morris		Rim width: 2.15-inch	Rim width: 3-inch
Color: H-D ruby red		Tire: Avon	Tire: Avon
Type: lacquer base, acrylic clear		Brake: GMA disc	Brake: GMA disc
Special paint: art by L.D. Hunter			
Other special modifications: Ness Fairing, handmade chainguard and alternator cover by Hall's Cycle. First Place, Best of Show: Boardwalk Classic Bike Show, March 5, 1993.			
Photos: Chuck Emery			



COMIN' AT YA

Easyriders®

Lean back, crack open a cold one, and get ready to experience the ultimate in biker entertainment. That's right, the **April** issue of the world's best motorcycle magazine is on its way, and, as always it will be a visual tour de force. From the hottest custom rides to the finest female forms, you'll find it pulsating in the pages of *Easyriders*. Stealing the show this issue is the Buyer's Guide, a one-stop shop for the crazed customizer. From billet gas caps to bad-ass bars, and petcocks to pushrod covers, this selection of the latest and greatest will satisfy any bro's bike-building appetite. Flanking the guide will be seven outrageous rides, hair-raising fiction, and colorful coverage of the Grand National Rodeo and Arlen Ness' Miracle Ride. Don't miss it. **On sale February 24**



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**



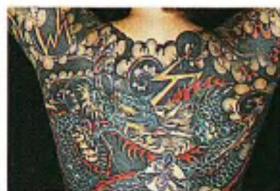
It was a real witch's brew as tattooed fans flocked to Pittsburgh last Halloween for the 1st annual "Meeting of the Marked." And the always-on-the-go *Tattoo* photogs were there to capture all the action. Meanwhile, Loose Bruce trekked over to Adelaide, Australia, for the Skin & Steel show. Sandwiched in between these events will be artist profiles, tattooed people features, and, as always, shots of individual tattoos from all over the world. **On sale February 8**



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 oggle. **On sale now**



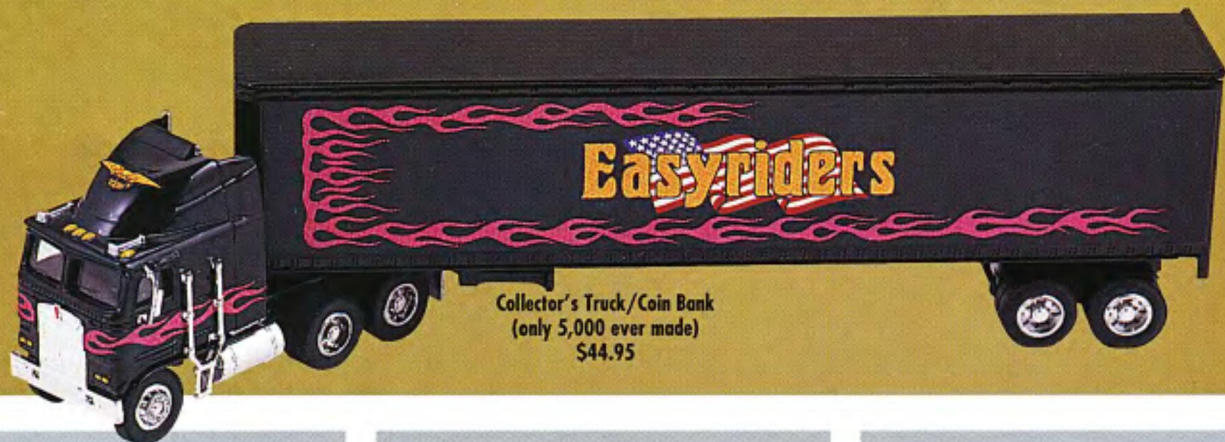
In this issue, the world's only fine skin art museum features Exhibit Halls packed with glorious dermagraphics from around the globe. From traditional to tribal, cosmic to comic, *Tattoo Flash* offers a cultured glimpse behind the curtain of the tattoo world. Meet incredible featured guest artists Pote 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**



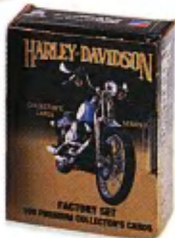
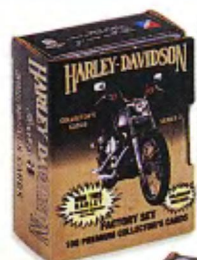
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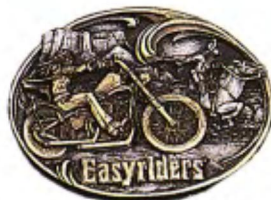
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