

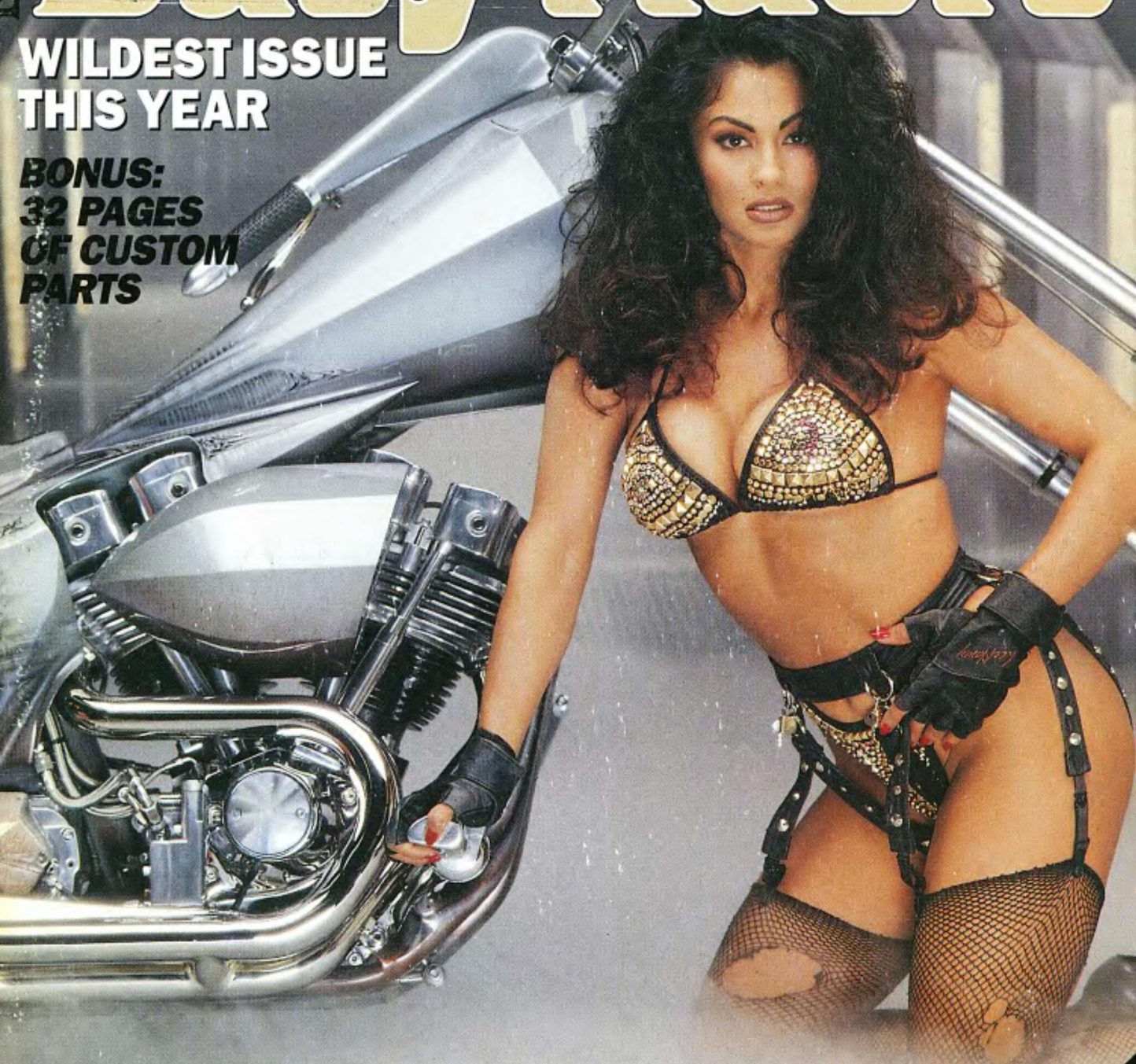
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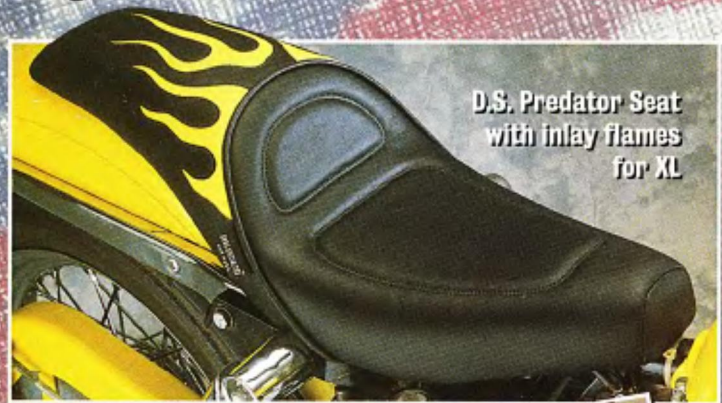
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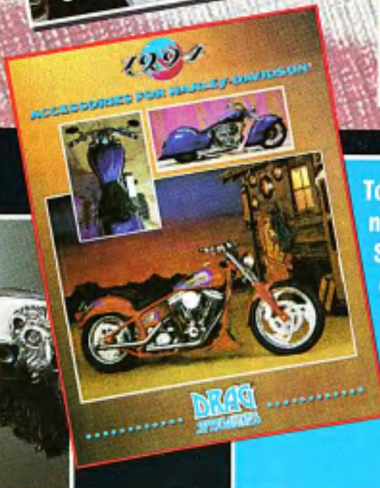
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ENTERTAINMENT FOR ADULT BIKERS • NUMBER 250 • APRIL 1994

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Easyriders magazine ISSN 0046-0990 Number 250, April 1994, Vol. 24. *Easyriders* is published monthly by Paisano Publications, Inc., with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, (818) 889-8740. Editorial mailing address is Box 3000, Agoura Hills, CA 91376-3000, (818) 889-8740, FAX: (818) 889-1252. Second-class postage paid at Agoura Hills, California 91301-2693 and at additional offices. Copyright © 1994 by Paisano Publications, Inc. Nothing may be reproduced without the prior written permission of the publisher. Anything to do with the editorial content, letters to the editor, poison pen letters, threats of violence, love letters, dirty pictures, propositions, porno literature, stash money, goodies, and editorial contributions should be sent to this address. All rights in letters sent to *Easyriders* will be treated as unconditionally assigned for publication and copyright purposes and as subject to *Easyriders* unrestricted right to edit and comment editorially. Good photographs, art, and manuscripts are welcomed, but they must be exclusive. All contributions must be accompanied by a stamped, self-addressed return envelope. Although we try our damndest to take care of unsolicited material, *Easyriders* magazine cannot be responsible for damage to same in mail, nor does it assume responsibility or safety of artwork, photographs, or manuscripts. Subscriptions: All correspondence regarding subscriptions or subscription complaints and changes of address must be addressed to *Easyriders* Subscription Dept., P.O. Box 469054, Escondido, CA 92046, (619) 738-8907 (8:30 a.m.-5 p.m., PST). One year: \$39.95; two years: \$64.95 in the U.S. and its possessions. All foreign and Canadian orders, add \$12.00 per year (U.S. funds only). Single copy: \$5.95. Postmaster: Send address changes to *Easyriders*, P.O. Box 469054, Escondido, CA 92046. Advertising: *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, FAX: (818) 889-4726. Printed in the USA.



The Audit Bureau

Oh, God! The local police, the Ohio National Guard, the Ohio Bureau of Criminal Investigation, and two television crews all swarmed on this guy's house. It seems the cops' surveillance helicopter had spotted some marijuana plants growing in the back yard of a house. They were prepared—machine guns, grenades, hand guns, and even Mace! They descended on the house and guess what? The "pot plants" turned out to be freshly planted pine trees! I wonder who paid to clean up and repair the house after this "army" left?

Two lovers started to get it on while driving in his car, and pretty soon they had to park the car real fast! He parked beside a lake and in his rush, forgot to set the parking brake. After they'd finished, He noticed that his frantic action with her had caused his car to roll into a lake. When the cops came, they laughed and gave him a ticket. What for? Now get this. For water pollution! It seems that the gasoline from his car had leaked into the lake. With a big smile, he said, "It was worth it."

Man, was he ever on a trip! His two female neighbors had noticed him coming out of his apartment nude with his mouth gagged and his hands tied together above his head. Now get this! He had a bucket of red paint tied to his crank. Have I missed out on a cheap thrill of some kind?

An F-16 crashed into a mountain. How? Why? Well, it was caused by a pilot error. He simply had to piss very badly. So bad that he set his plane on automatic pilot, got out his "piddle pack" (used in tight quarters for situations like this), leaned back, and took what was to become an 18 million dollar piss! He fucked up. He somehow got his plane in a spin, forcing him to bail out at 2,000 feet. Talk about an expensive piss!

Do you know that many rickety people with arthritis are using WD-40 on their joints? I don't know if it's safe or not, but granny sure swears by it.

This guy was busted when a narc dog smelled some coke on him. So? Well, the dog smelled out \$4.3 million worth of cocaine from a large pile of dirty baby diapers. Maybe his bitch had puppies.

He was bitten by a three-foot rattlesnake so he picked up the snake and bit its head off!

The snake got a few licks in before he croaked, though. He (the snake) bit him on the lips once and twice on the tongue. Why did the guy bite the snake's head off? He said, "Because the snake bit me first."

I don't know why but she's hot to trot with a guy who shot her three times! He took dead aim at her gourd and buried two bullets in it. Then he shot her once in the back. He's in jail, but all is forgiven. She wants to marry him even though he's in lock-down for five years. You explain why. I can't.

She was fed up with her husband watching too much football. When he sat down on Sunday in his favorite chair to watch a football game on television, she got really pissed because she wanted to watch the news. So, she went over to him and shot him twice in the back of the head. We'd better listen to our ol' ladies—sometimes they mean it!

They wondered why a prisoner seemed to be high on drugs after every visit with his grandmother. The prison officials called in the narc squad. The next time the guy's granny visited him, she was called into the office where they searched everywhere for the dope. But they didn't find any, so they asked the 81-year-old granny to go through a strip search! The narc finally found out where she hid the dope. She brought in five fat rolls of crank and hid them in her false teeth.

TAKING IT EASY

By Spider



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Keith R. Ball

Consultant

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Imaging

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Rhonda Clark

Photographers

Michael Lichter • Billy Tinney • Raiko Hartman

Steve Coonan • Pat Randle • Silvermoon • Chuck Emery

Contributors

Spider • David Aldridge • Twiggy • Mark Peterson • Tex

Eric Pierce • Dave Royal • Robert Gregory-Browne

Illustrators

David Mann • George DiLuca

Jon Towle • Alan Vaughn • Michael Knepp

Advertising Director

Lizette Hotinger

Advertising Assistants

C.J. Morgan • Lori Apalategui

Circulation Director

Sanford Meyers

Subscription Director

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WORDMONGER

Thanks

□ Just a thanks to Wrench for the mention in the "Talkin' Tech" column as a source of parts for British motorcycles. If I can ever be of help in any way with a British tech question, please write me at the address below, and I'll do my best. As my company took over the activities and inventory of the former Canadian Triumph, BSA, and Norton importers, we have lots of technical information and service bulletins on hand and would be pleased to assist.

Keep up the good work with the column. I like the straightforward answers.

Mark Appleton

British Cycle Supply Co. Ltd.

P.O. Box 119

Wolfville, Nova Scotia

Canada B0P 1X0

Pissed Off

□ After busting my butt and saving for a number of years, I recently purchased my first Harley. Then I went to insure the bike. Did I ever get an eye opener. I was told it would cost me \$1,400, even though I have a clean driving record. They said insurance is so high because one bike out of four is ripped off.

So thanks to the assholes who rip off Harleys, I'm looking at another summer out of the wind.

Cooter

Alberta, Canada

Try Bros Club's rates.

Help!

□ I've been trying to get my hands on one of the Enduros Harley's been making for the British military. The local dealer couldn't help, and the factory told me I'd have to contract their services for a minimum of 60 bikes. Let me know if you have an alternative.

C.J.W.

P.O. Box 2190

North Babylon, NY 11703-0190

Buy 60; they're cheap.

□ I'm looking for any information on the 1970 H-D Baja "off-road racer." I also need to locate a kickstarter crank for the same bike.

Chuck Costanza

P.O. Box 2644

Gillette, WY 82717-2644

Lazy Pussies

□ In response to Sonny from L.A. (December 1993 issue)—I agree with ya, man. Anyone who'd rather push a button to start his Harley than kick it is a fuckin' pussy.

I guess it's the new age—or should I say the lazy age?

Kink

Kalispell, Mont.

He's Going Places

□ At the age of 16, a farm machine took both my brother's legs. He had always wanted the freedom of the road, and thanks to your mag and all its articles and ads, we located a source for building him a trick trike.

I just wanted to let all those Sporty-kickin', pan-brained, lube-lickin' riders out there know that they should stick with *Easyriders* if they want to go places—'cause your mag is takin' me, my bro, and my ol' lady places I only dreamed of.

Scotty

Bellefontain, Ohio

Misplaced Pamphlet

□ I'm writing to tell you about an ABATE meeting I attended in Huntsville, Alabama, last November. Everything looked pretty normal until I noticed a pamphlet on the handout table. Its title was "Motorcycle Helmets: The Facts Of Life." Co-sponsored by the U.S. DOT NHTSA, The Southeast Child Safety Institute, Children's Hospital of Alabama, and the Alabama Highway Department, it's a publication full of tripe and bullshit. Some of the article headings are: "Helmet Laws Work," "Helmet Laws Are Constitutional and Necessary," "Helmets Do Save Lives," "Helmets Don't Cause Injuries," and "Helmets Don't Impair Hearing Or Vision."

My question is not where does DOT or NHTSA get all this bullshit. My question is what the hell is an ABATE chapter doing distributing it? I thought ABATE was on our side! I went to that meeting with every intention of joining. I waited for the president or someone to say something like, "I brought this pamphlet so you could all see what we're up against and how strong the organizations are that are against us." But that statement or anything like it never came! They just passed out the pamphlet along with flyers on toy runs and swap meets like it was the most normal thing they'd ever done.

Needless to say, I won't be joining the Huntsville Chapter of ABATE. I wonder if Alabama state or national ABATE officers have the balls to put the screws to the Huntsville Chapter for distributing such counter-productive propaganda to its members and prospects. It's this kind of apathy and conformity (neither of which true bikers are known for) that has allowed lid laws to flourish in recent years.

Whoever brought this pamphlet to the

meeting must have suffered a brain injury from pulling the chin strap on his beloved helmet too tight!

Stickman
Cullman, Ala.

A Commendation

□ I'd like to commend you on the stained glass pin picture featuring Little Paris in the January issue. I envy the man who can take care of budding young beauty. What a body! Especially that set of jugs! They fascinated me. (Who said the only set of jugs were made out of Milwaukee iron?) I'd like to see more of her.

Montrose
State College, Pa.

Banned Again

□ We thought you might be interested in knowing the type of treatment bikers are receiving in the Myrtle Beach area.

Last October we made reservations at the

Sea Crest hotel for Myrtle Beach Bike Week in May of 1994. We received a confirmation of our reservations, which were at the same hotel where we stayed the year before.

Several weeks later we received a letter from the hotel canceling our reservations, citing a clerical error. We'd heard from friends that this hotel had been canceling the reservations of other riders, too. Upon receipt of the letter, I called Sea Crest to ask why our reservations had been canceled. The reservation clerk asked if we were bikers, and then proceeded to tell me that they were trying not to let bikers stay there this year.

I just wanted to alert people to the discriminatory practice of Sea Crest. Since our stay there last year was problem-free, this is just another unfortunate incident where people who ride motorcycles are immediately labeled as troublemakers.

S. Kliever
Richmond, Va.

A Longshot

□ There used to be a Maryland-based company called Hall Products that made a skull-topped walking stick (called the biker's companion). I last saw it advertised in your August '78 issue (that's right—16 years ago).

I realize it's a longshot, but I'm a patient man who's willing to haggle. Skull metal or wood style is not really important; however, it should be in decent shape.

Someone, somewhere has a shitload of these—I just want one. Whaddaya say?

Eric Broadbent
Worcester, Mass.

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

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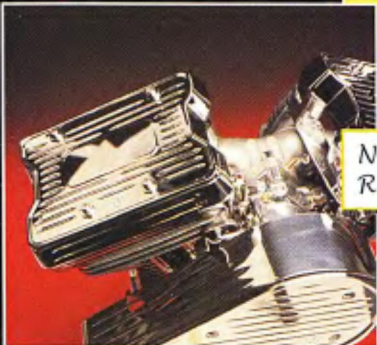
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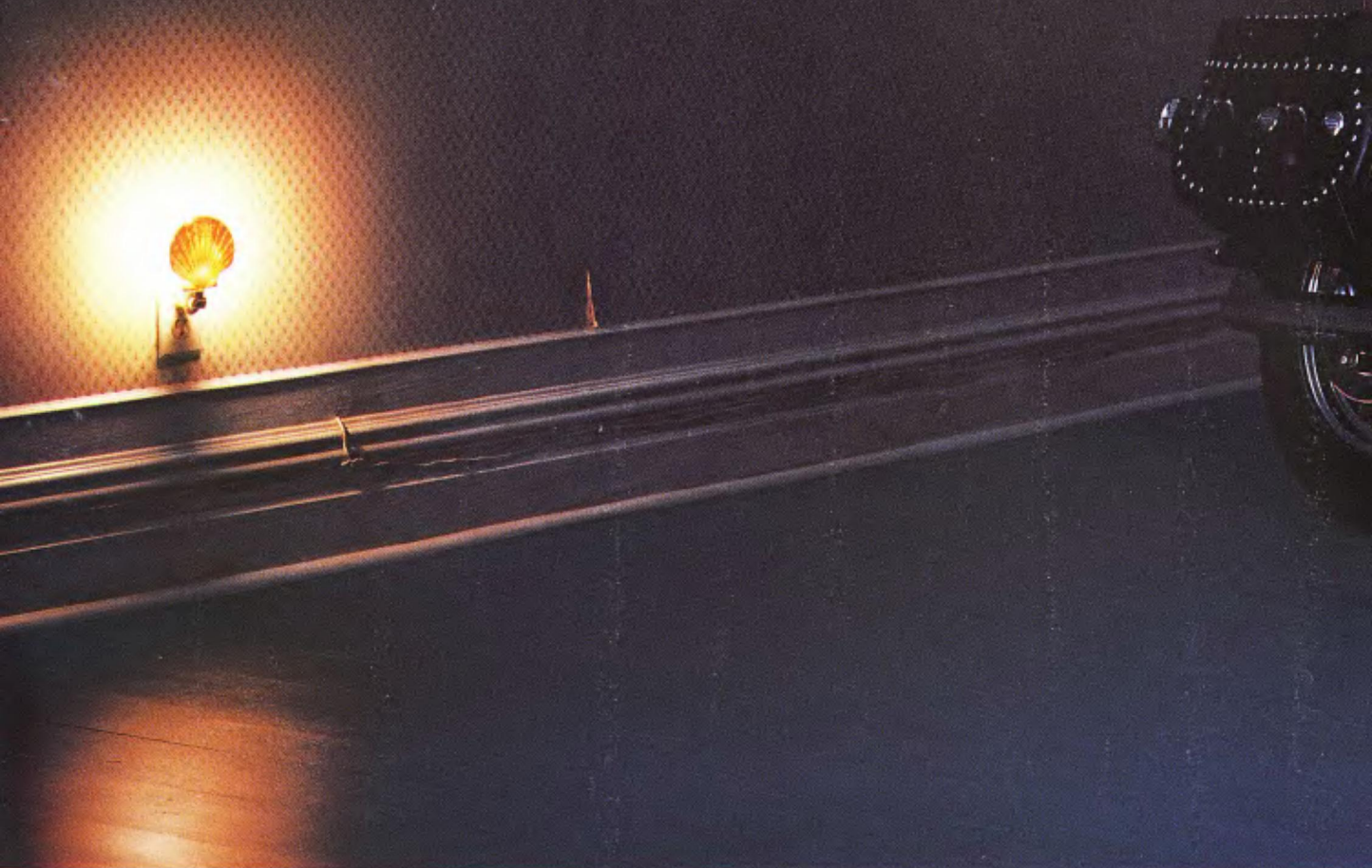


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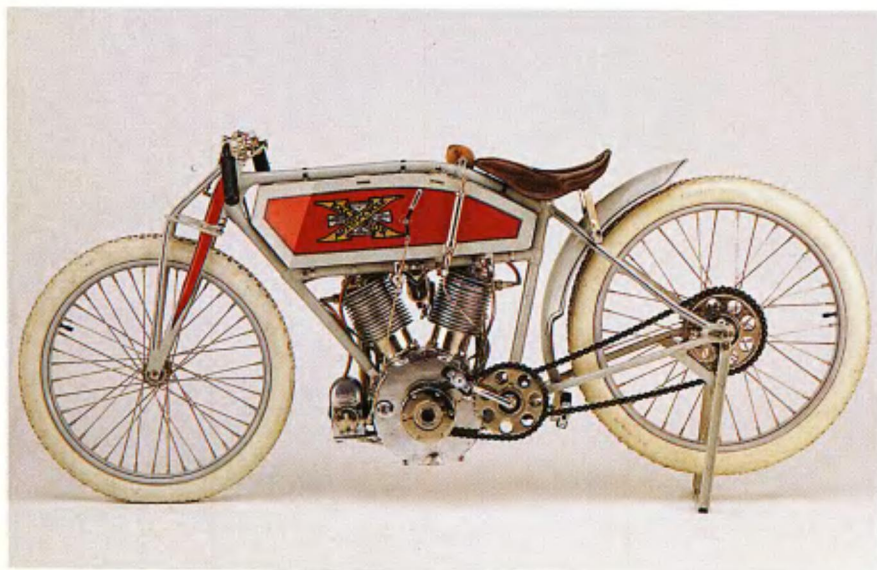
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Stashed away unobtrusively just a few miles south of Denver is a remarkable collection of motorcycles. The collection is all the more remarkable because selected bikes are given rotational display in the lobby of a bank—not exactly where you'd expect to stumble across, say, a 1918 Henderson or a 1920 Harley "J" Model. The collection is owned by Tom Kowalski, the 53-year-old chairman of both MegaBank in Englewood, Colorado, and of First State Bank of Hotchkiss, a couple-hundred miles to the southwest. By the way, in case you're a mite hazy about the exact location of →

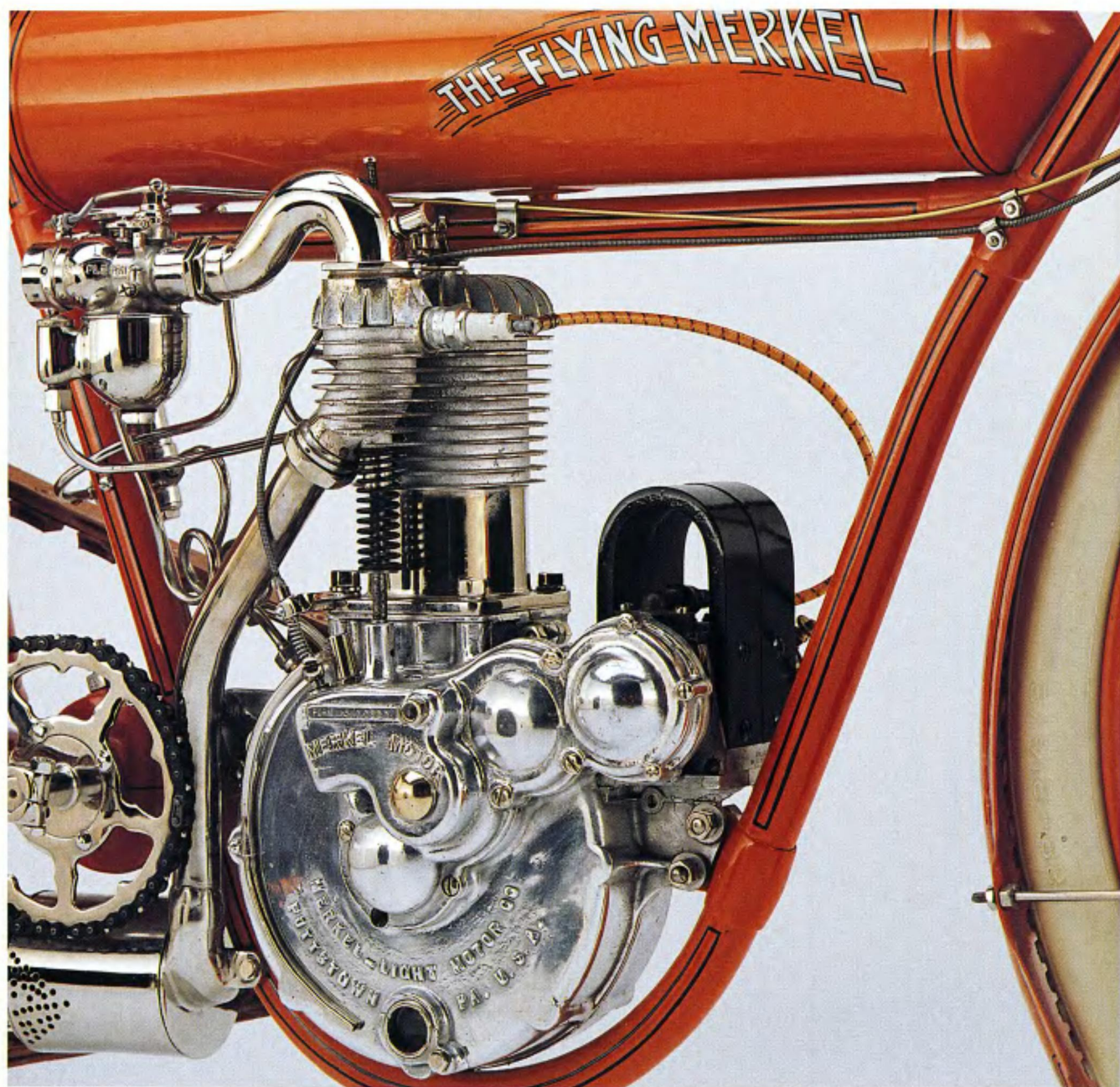


Hotchkiss, it's just down the highway from Paonia.

Tom had no particular interest in motorcycles until around 1968 when his 6-year-old son, Ryan, became interested in dirt bikes. Seventeen years later, his two-wheeled collection dazzles locals and tourists alike. The acquisition of over 30 rare and beautifully restored motorcycle marvels isn't altogether surprising. Tom's love and fascination for classic machinery had already found expression in his car collection, which sports such gems as a 1967 Vette, a 1957 Chevy, and a pre-fin 1947 Caddy.

There's something for everybody





in Tom's collection of classic scoots, including a Harley-Davidson 1947 knucklehead, a 1911 Flying Merkel, a 1940 Harley WL 45, a 1914 Excelsior racer, a 1956 H-D panhead, a 1948 Whizzer, and a 1958 XCH Sportster, to name only a few. Indians are well represented by an immaculate, unrestored 1912 two-cylinder, a 1917 model with opposed cylinders, a beautifully restored 1916 bike with a sidecar, and a 1949 Chief.

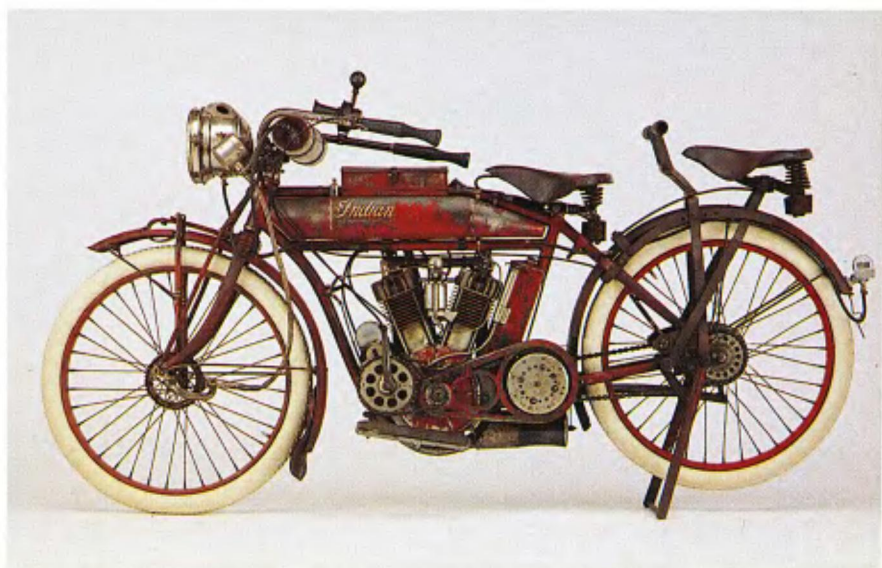
When asked to select the rarest scoot in his inventory, Tom said it was probably the "Silent Grey Fellow," a belt-driven 1912 Harley-Davidson, only eight of →



which are known to exist today. It's no exaggeration to say that Tom is protecting a precious piece of Harley history, preserving a dwindling breed from extinction.

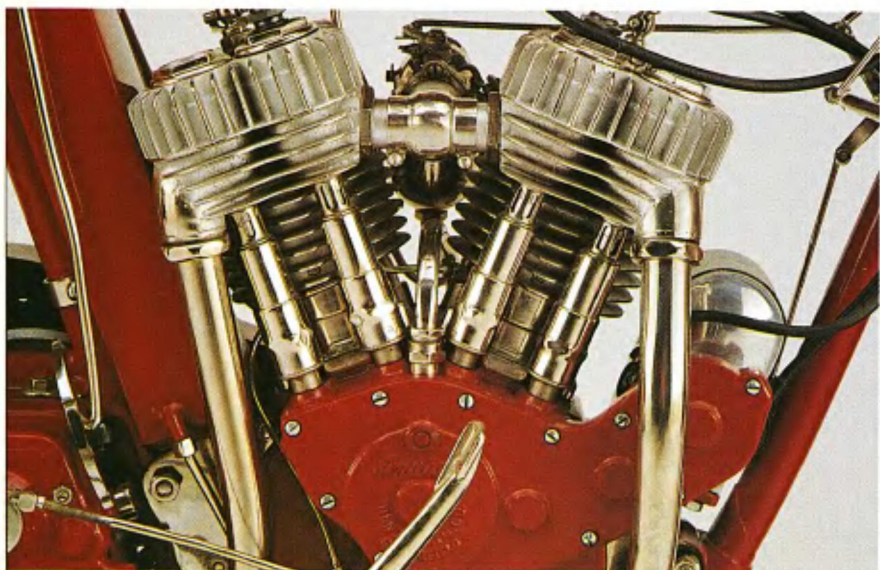
If you ever find yourself headin' south out of Denver, gas up in Englewood, drop by the MegaBank Motorcycle Museum, and see the bikes currently on display—you won't be disappointed. A word of advice, though. Try to visit the bank's lobby during business hours. The federal agents were skeptical of a recent midnight rambler's claim that he broke into the building just to admire the motorcycles.

—“Carbon Bill” Dupp





Photos: Michael Lichter



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EASYNEWS

If it's of interest to bikers, we'll print it

NCOM TEAM GETS A BIG BOOST

Senator Ben Nighthorse Campbell Joins The Legislative Task Force

Pictured here is our favorite United States Senator, Ben Nighthorse Campbell of Colorado, being presented the "Silver Spoke Award" from the National Coalition of Motorcyclists' (NCOM) founder Richard M. Lester. Without a doubt, Senator Nighthorse Campbell is one of America's strongest allies in Congress concerning the rights of motorcyclists. He recently joined forces with the NCOM Legislative Task Force. This Task Force is NCOM's "A" Team of bikers' rights advocates from across the country. What an incredible boost for NCOM and freedom-loving motorcyclists everywhere. Welcome aboard, Senator.

The purpose of the legislative task force is to analyze current and proposed legislation and make recommendations to NCOM and the nearly 400 NCOM member organizations. Legislative Task Force members also counsel state bikers' rights organizations on political issues and help lobby for riders' rights on both the state and federal level.

Campbell will join four fellow legislators on the task force: New Hampshire State Representative Sherm Packard, New Mexico State Representative Rick Miera, South Dakota State Representative Jim Putnam and Wisconsin State Senator Dave Zein. While several members of the U.S. House of Representatives ride, Campbell is the only United States Senator who participates in the two-wheeled lifestyle.

"We're honored to have Senator Campbell on our Legislative Task Force," said Lester. "We foresee a very busy legislative agenda in the months ahead, and his input will be invaluable."

Other members of NCOM's Legislative



Photo: NCOM

"We're honored to have Senator Campbell on our Legislative Task Force," said Lester. "We foresee a very busy legislative agenda in the months ahead, and his input will be invaluable."

Task Force are: Chairman Jesse McDugald of ABATE of South Carolina, John "Butch" Olson of ABATE of North Dakota, Butch Harbaugh of BikePac of Oregon, Fred Curren of ABATE of Pennsylvania, Eddie Briggs of ABATE of Oklahoma, Ed Netterberg of ABATE of South Dakota, Rod Clarke of Freedom of the Road-Vermont, Bob Illingworth of Minnesota Motorcycle Riders Association, and Brent Garcia of ABATE of New York.

With the addition of key legislative player, Ben Nighthorse Campbell, this team knows the score and will give an all-out effort in its quest for victory.

—Twiggy

LEE M. SELWYN UPDATE

After Four Years, A Brother's Killer Is Captured

As you may remember, Lee Selwyn was a Los Angeles biker/disc jockey who was run down by a drunken, psychotic, scumbag cager in the L.A.-area back in '89. This case might not have been solved without help from NBC TV's "Unsolved Mysteries." The segment on Lee had originally aired in 1989, and the hit-and-run killer had remained at large for about four years.

Last year, an alert viewer saw a rerun of Lee's "Unsolved Mysteries" story on cable TV's "Lifetime" channel. The viewer contacted the authorities, and, on July 29, 1993, Franklin Legrand Perkins was arrested and charged with first-degree murder. Perkins was already doing time in the Colquitt County Correctional Institute in Georgia. He was extradited back to Los Angeles and placed in the county lock-up without bail. Perkins entered a plea of "not guilty." As of this printing, no trial date has been scheduled.

According to sources, witnesses to the murder positively identified Perkins

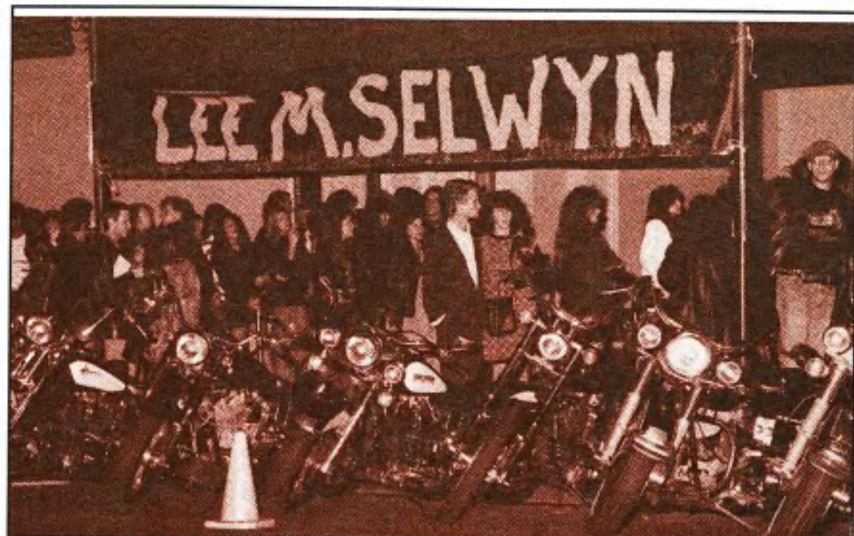


Photo: Markus Cuff

as the killer, and, if it can be proven that he had owned or used a red and white Blazer or Bronco-style truck, and was in the L.A.-area on the night of the crime, it would cer-

tainly appear as if Perkins was the one responsible for the senseless murder of Lee Selwyn.

—Clint Armentor

A LESSON IN DISCRIMINATION

First Amendment Prevails In Oregon Bro's Right To Wear Colors

Oregon's Aid to Injured Motorcyclists (AIM) attorney, Samuel I. Hochberg, has been highly successful in his defense of the rights of motorcyclists. His winning defense of an Oregon biker named Squeeze is a perfect example.

On May 6, 1993, Squeeze and his two bros went into a Portland strip bar to have some beers and check out the dancers. Because Squeeze was wearing his colors, a bartender informed him that he wouldn't be served until he removed his jacket. Squeeze refused, and the bartender called the cops. He was arrested and charged with "criminal trespass."

As you may know, in many states AIM distributes a discrimination card that cites the case of *Cohen v. California*, the classic first amendment case. Cohen was wearing a T-shirt that read, "Fuck the Draft." The United States Supreme Court held that this was a protected form of expression under the First Amendment.

It was this case, and the First Amendment right it upheld, that Hochberg utilized in his defense of Squeeze. During cross examination in Squeeze's trial, the bartender admitted that the language on Squeeze's club jack-



et, namely the name of the club, was the only reason that he refused to serve him, and the only reason Squeeze was asked to leave.

Squeeze never had to testify. At the conclusion of the case, Hochberg made a motion for Judgement of Acquittal and handed the judge

a copy of the brief. The judge granted his motion, and dismissed the charges.

However, the judge warned Squeeze that the bar could still give him a trespass notice for any other reason.

—Twiggy

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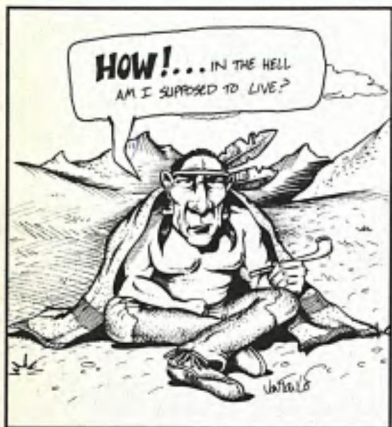
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AMERICA'S POOREST

Need Your Help



Some of our nation's poorest are the Oglala Sioux of the Pine Ridge Reservation in Shannon County, South Dakota. Per capita income for a family of four to five is right around \$245 per month. On your way to Sturgis, many of you have traveled through this area. These people live in a harsh environment. The summers are unbearably hot;

the winters are bitter cold. If that isn't bad enough, government assistance is minimal, and the conditions keep getting worse. Unemployment on the reservation is at 85 percent mark, and there is virtually no private industry.

These people need donations from those in the private sector so they can at least produce their own food and clothing. In addition to money, they need: fruit trees, materials for constructing rabbit hutches and chicken coops, materials for greenhouses, pens for piglets and calves, hardware and materials for raising turkeys (and maybe even buffalo), and agricultural equipment (even as basic as workhorses and plows).

Since early times, these proud Native Americans went on what's called a "Vision Quest." They would be led up to a special place on a mountain by an elder, where they would pray and fast until such time when a vision came to them. Usually, the vision gave them a direction or path they should follow as they went through life. A well-known vision was that of the 7th Generation, a period which would follow the time when the

"sacred hoop" was broken (when they were forced to live on reservations, thereby losing their connection with Mother Earth).

The 7th Generation was a time when their sacred hoop would begin to mend. It was foretold that some people of European descent would understand the harm done to these Native Americans and help them regain much of what they'd lost. Now's the time to reverse this trend of standing by while the Native Americans are suffering.

The Medicine Hoop Society in South Carolina is coordinating efforts with the Oglala Sioux Tribe, the Agriculture Extension Service, the 4-H Youth Group, Radio Station KILI, the Oglala Lakota College, and various community leaders.

Anyone wishing to help can send a donation to: Medicine Hoop Society, 2421 Douglas St., North Myrtle Beach, SC 29582, or call (803) 249-4527 or (803) 828-6068. All proceeds go directly to the programs; nothing goes to administrative expenses.

—Twiggy

1993 AWARENESS RALLY

ABATE Of Illinois Celebrates Another Year Of Freedom

The skies were overcast, and you could hear the rumbling of thunder in the air. But it wasn't from the previous night's rain. It was the rumble of the 1,000-plus motorcyclists who showed up for ABATE of Illinois' "Awareness Rally."

The police-led motorcade rolled through the streets of Springfield as the bikers made their way to the Capitol building. Riding alongside State Coordinator John Harris was State Representative Mike Weaver on his metallic blue Sportster.

On the steps of the Illinois State Capitol, Harris accepted a proclamation from the Governor's representative, declaring May 1993 as "Motorcycle Awareness Month." Safety and Education Coordinator Gary Wayman announced the results of ABATE's new state-wide "Drivers Awareness Program." To date, ABATE members have talked to more than 2,000 high school students and senior citizens about sharing the road with motorcyclists. Gary also took the time to show off ABATE's outstanding billboard campaign of "Look Twice... Save A Life."

As Legislative Coordinator for ABATE of Illinois, I had the pleasure of announcing the defeat of the helmet law bill in the

Senate Transportation Committee. Unlike past years, the helmet law bill failed to even get out of committee; it didn't receive a single vote.

State Senator Karen Hasare (R-50) was on hand to thank the leather-clad electioneers for their part in helping her win a new senate seat. State Representative Mike Weaver had similar words of praise. Weaver had ridden almost two hours in the rain to make it to the rally. "This is not a debate over safety," said Weaver, "but rather a debate over personal liberty." Before leaving, a mountain of over

30,000 letters opposing helmet laws were left on the Capitol building steps.

1994's rally will be on May 1, 1994, and it has been renamed the "Freedom Rally." For more information call Craig Asbaugh at (217) 789-4428. With three helmet law bills currently in the state legislature, the riders hope the rally will be not only one of freedom, but also a huge victory celebration.

—Todd Vandermeyde
Legislative Coordinator
ABATE of Illinois



Photo: Dennis Young

HOWARD STERN

Telling It Like It Is



Photo: from KLSX FM

Howard Stern's new bestseller entitled *Private Parts* is the funniest book you'll ever read. It also hits hard about what's happening in America today. Here are some quotes from a page entitled "Rodney King, The World's Most Dangerous Millionaire":

They didn't beat this idiot enough. He should be beaten every time he reaches for his car keys. Here you've got a guy driving drunk, going 100 mph, leading the cops on a wild goose chase. What if your kid was crossing the freeway then and got bit bit by him? I say beat him more. And beat your kid, too, because he's not supposed to cross a freeway! I would have run him over and then backed the squad car up and run him over again. Jerk! The fact that he lived after a high-speed chase like that means he didn't get beat enough. They should have tied his testicles to the bumper and then done 115 mph, see how much he would have liked that.

Those LA cops should have done what our New York cops have been doing for years: be real nice to Rodney, gently assist him into the squad car, give him a cup of coffee so he can sober up, take him into the basement of the station house, and beat the living shit out of him. No cameras. No riots. No nothing. Case closed. Justice is served. I love cops. Every time they're on a high-speed chase like that, they're taking their lives in their hands. Who knows what those cretins are packing when they get out of their cars? Cops, you deserve all the

doughnuts you can eat. I just can't figure out why I still get traffic tickets.

Actually, Rodney should get down on his knees and kiss the feet of those officers who walled on him. Have you seen the before-and-after pictures of this dude? It was the Rodney King makeover. He went in looking like Skid Row Joe, and after 20 whacks to the head he came out looking like Billy Dee Williams. Nice new 'do. Stylish pencil-thin mustache. He looks like a movie star. They beat all the ugly out of him. Now he's a superstar. He threw out the ball at the first Dodgers home game. Maybe Mike Owitz will represent him for movie-of-the-week deals. He just turned down a \$2 million settlement. This guy is going to be the world's most dangerous millionaire. Can you imagine what happens when he gets his Lamborghini? "UH, MR. KING! PLEASE PULL OVER. YOU'RE DOING 375 IN A 55 ZONE. PLEASE, MR. KING."

"Sheet, this be fun. What sucker gonna stop me, Rodney King? I got my own video camera now. Sheet, I can drive a damn helicopter through the Lincoln Tunnel, nobody stop me."

This book is 446 pages long, and I just quoted one page. Wanna read 445 more pages of this kind of thing? If you do, you're not alone; it's the fastest-selling book in Simon & Shuster's history. Maybe there's hope for America after all; but that's my opinion, not necessarily anybody else's.

—J.J. Solari

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SHORT STROKES

Time Flies



I'm sittin' at my new panhead desk. It's going on 10 p.m., and Christmas is two weeks away. I know, by the time you read this, it'll be time to pack up for Daytona. But the news right now seems riddled with bullets and child abuse. What's the world coming to? The economy isn't helping the situation, and the Holidays drive the stressed over the edge. But we're bikers. Bikers survive, and as an industry we're growing, unlike some elements of society. Some good advice may be: Stay offa trains, keep an eye on the kids, and Live to Ride, Ride to Live. Now the news....The next time you're

pulled over for loud pipes, the reason may go beyond your exhaust system. Seems Honda is so pissed about Harley's success that they've invested in enough decibel meters to supply every law enforcement agency in the country....**Harley is confident enough** in the market to focus some attention on racing. They've hired Miguel du Hamel to ride their new V-twin racer, the VR1000, in the 1994 U.S. AMA Superbike class. It may add new excitement to this class of racing....**H-D announced** that in federal court in San Jose, Calif., they won a case against a shop using the word "Hog" in its title, Hog Farm. I suppose that's a warning....**A group in California has started a 900 number** for bikers. It's updated daily with info on organizations, runs, benefits, events, and legal actions. The number is (900) 420-3713....**Helmet laws, seat belt laws, gun laws,** and more laws are coming. Hell, in more than 24 states, attorney generals have asked the Federal Trade Commission to ban R.J. Reynolds' "Joe Camel" ad campaign; they say it encourages young people to smoke....**The Jus' Brothers MC** of Stockton, Calif., donated enough toys to take care of 400 kids....**H-D licensed a restaurateur** to open the Harley Cafe in New York City. The package says that the HDC will document Harley's impact on American pop culture—patrons will even be able to "rev-up"

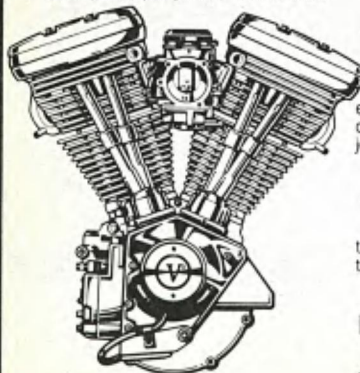
atop an authentic Harley and feel the thrill of the road. Elsewhere, I read that a couple of the bros who tried to attend the grand opening couldn't get served....**Lloyd "Animal" Rector is a Canadian biker** who filed as the Cumberland-Clochester candidate for the Canadian Economic Community Party, but he was dropped from the ballot when a party official in Edmonton failed to submit Lloyd's \$1,000 check on time. He missed the deadline by 20 minutes. Lloyd is the provincial rep for the Organization of Responsible Bikers....**The infamous Hamsters** were polled recently to see if it's true that you have to be rich and own a \$100,000 bike to join. Here's the results: 1% are rich, 1% are painters, and the rest are just a buncha regular rodents who like to build nice bikes....**Here's the bottom line:** some guys hate the factory, hate Hamsters, hate guys who can afford new bikes, and hate H-D's efforts to protect their name, but we're all bikers who need to unite in favor of freedom of the road. So, dammit, join your local bikers' rights organization. I don't care what American bike you ride, or how much money you make. As long as you're good to your people, you can ride with me—if you can keep up.

—Bandit

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(Motorcycle Riders Foundation (MRF))
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Surrey, B.C., V3R 1M1
(604) 582-0165

Bikers' Rights Org. of Nova Scotia
18 Russell St.
Dartmouth, Nova Scotia
(902) 897-9908

ABATE of Ontario
P.O. Box 63, Station "D"
Scarborough, Ontario, M1R 4Y7

Bikers' Rights Organization of Quebec
P.O. Box 420
Lachine, Quebec, H8S 9C2

Organization of Responsible Bikers
130 Guest Dr. Box 2-1
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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.

While at the optical store to check out a new set of shades, the prospect noticed a \$10,000 pair of glasses displayed in a locked case. When the clerk let him try them on, the prospect was amazed to discover that everyone he looked at appeared stark naked. He bought the specs on the spot.

He hurried home to show his ol' lady, and still wearing his new glasses, he rushed through the front door and saw her and his closest bro sprawled on the couch, both seemingly naked. The prospect took off his glasses and was surprised to see they were both still naked. Then the prospect put the glasses back on, and sure enough, they were still naked.

"Wouldn't ya know it," muttered the prospect, "I have the fuckin' glasses 20 minutes, and the bastards are already busted."

McCool
Ventura, Calif.

Upon Fidel Castro's visit to the United States, the security people were instructed to allow entry only to people who had Cuban credentials. When the security guys asked exactly what the Cuban credentials were, they were informed: "A beard and a cigar."

First came Fidel Castro himself, who was waved through immediately. The man behind Castro, also wearing a beard and smoking a cigar, identified himself as "Head of Public Relations" and was allowed to pass.

Next came another man, again with a beard and a cigar, who gave his title as "Chief of Police" and was also ushered through the gate.

Behind him was another man—no beard, no cigar—and he was promptly stopped at the entrance and asked for identification. At once, the man undid his belt and zipper, dropping his pants and whispering, "Secret Police."

Dull Abe
Starke, Fla.



"Bike's in the shop."



"Well, if you're the doctor, who is this man who claims to be an expert on breast exams?"

Why do blondes always smile during lightning storms?

They think they're having their pictures taken.

Sandman
Tenn. Colony, Texas

Whaddaya call it when yer club president catches you grabbin' one of his ol' lady's tits?

A suicide clutch.
Fat Boy
Rockies



"Not tonight, Ed—the cat isn't away."

As soon as the savvy biker got the word that the new warehouse in town was charging \$50 for the first visit and only \$25 thereafter, he mounted his Hog and rode directly over.

He climbed the steps and knocked on the door. From inside, the madam called out, "Who's there?"

"It's me again," announced the biker.

Emil
Balto, Md.

Abiker first realizes that he's falling in love with his woman when he starts getting pissed off at the bros who say she's a bum fuck.

El Vee
Simi Valley, Calif.

An American and a German were sitting in a bar, discussing their different tastes in beer. The German spoke up and told the American he didn't like American beer—said it reminded him of making love in a canoe.

Confused, the American asked what the hell he meant by that. The German replied, "Simple, they're both fuckin' close to water."

Andrew
Gunnison, Colo.

The easiest way for a bro to get to screw a "10": get two fives and have a threesome.

Rooster
Crowin'

If a Harley rider dies and goes to Heaven, how does he get around forever? Gold wings.

And if he goes to Hell? Same fuckin' way!

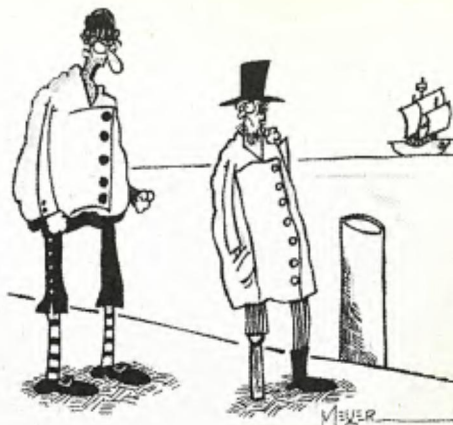
Marvelous Mel
Salem, Ore.

What do Iraqi women call goats?

The competition.
Roger Sadauskas
Hawthorne, Calif.



"I'll take the bust."



"I'm Moby. Now what's this about my dick?"

Two doctors were putting on the ninth green when one collapsed from a heart attack. "Help me," he groaned to his companion.

"Sorry, but my malpractice insurance won't cover it," his partner replied, walking off the green, "but I'll run and get help."

A few minutes later, he returned, picked up his putter, and began lining up his shot. The man on the ground raised his head and screamed in disbelief, "I'm dying, and you're putting?"

"Don't worry—found a doctor on the second hole who said he'd come and help."

"The second hole?" screamed the other. "Why didn't you bring him with you? When the hell is he coming?"

"Hey, I told you not to worry," he said, getting ready to make his putt. "They're going to let him play through."

Norm
At Cheers

AUTO-BODY-S



"Ah, actually, we're looking for paint strippers."

Definition of foreplay: stoppin' to swell the hoses.
Risky
Takin' Chances

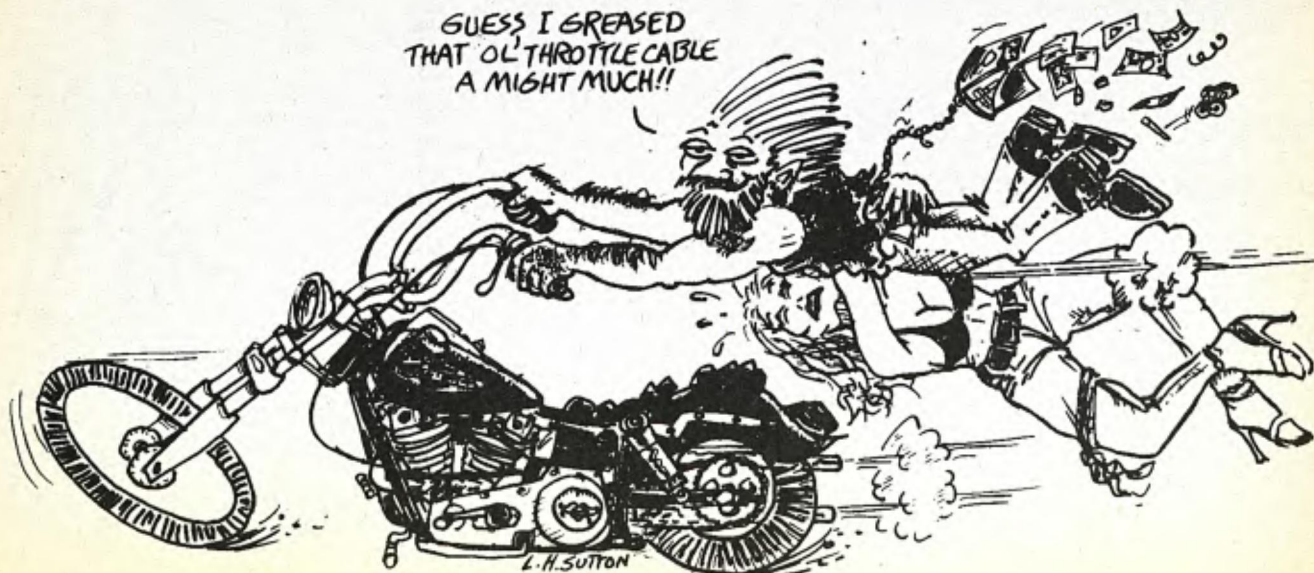
W haddaya get if ya cross a dinosaur and a biker sufferin' from hemorrhoids?

A megasoreass.
Fat Trust
Ponte Vedra, Fla.

W hat's the difference between a bull dyke and a bull? Five pounds and a plaid shirt. The bull may occasionally smile.

Ken
Scimitar Spa

GUESS I GREASED
THAT OL' THROTTLE CABLE
A MIGHT MUCH!!



HALL O' FAME

For Brothers And Sisters Who Stand Out In A Crowd

Billy Littell

Cincinnati, Ohio

William "Billy" Littell, 38, died in a tragic boating accident on the Ohio River, August 8, 1993. He was co-chairman and one of the founding fathers of the American Federation of Riders (AFR), a biker organization in Cincinnati, Ohio, dedicated to raising money for needy children.

"Rambler," a long-time friend of Billy's said, "He was the kind of person you liked as soon as you met him. This man had an inner beauty that couldn't

be matched. He will be sorely missed by his family, the organization, and his many friends."

William "Billy" Littell is survived by his wife of 18 years, Lou Anne, and three sons, Ryan, Sean, and Shane.

Anyone wishing to help the family or the organization can do so by contacting the American Federation of Riders, 3646 Glenmore Ave., Cincinnati, OH 45211, (513) 661-6080.

—Twiggy

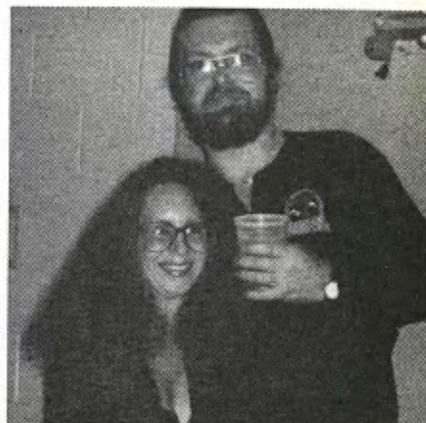


Photo: Robert Bramel

J.J. Swenson

Seattle, Washington

In Washington state, based on the decision of one King's County jury, it was okay for Lowell Everett Holbrook, while driving his pickup truck with a blood alcohol level of .23, to kill and injure innocent motorcyclists if he simply told the court, "I didn't see the motorcycle." Sounds like open season on bikers to me.

J.J. Swenson, a victim of this legal insanity, was killed on his Electra Glide. Only 45 years old, he was an active member of the Renton, Washington,

ABATE, not to mention a proud Vietnam Veteran. J.J., you'll sure be missed.

Linda Corwin, J.J.'s girlfriend, was critically injured in the wreck and still suffers both mentally and physically. Before J.J. died, Linda bought herself a Sportster. For the time being, it's sitting in her living room, but when she recovers, you can bet that she'll be cruisin' down the road with J.J.'s spirit at her side. Hang in there, Linda.

—Twiggy



Photo: Kristin Nebeker

Shack O' Shame

Governor Pete Wilson

Sacramento, California

At first, we weren't sure whether we should put California Governor Pete Wilson in the Hall O' Fame or the Shack O' Shame. We opted for the Shack.

As predicted (see *Easynews* October 1993) Governor Wilson was after our kids. Now, after signing Assemblyman Louis Caldera's Bicycle Helmet Law Bill for kids 18 and under, he's got 'em. The law takes effect January 1, 1995.

On the positive side, though (which is why we considered him for our hallowed

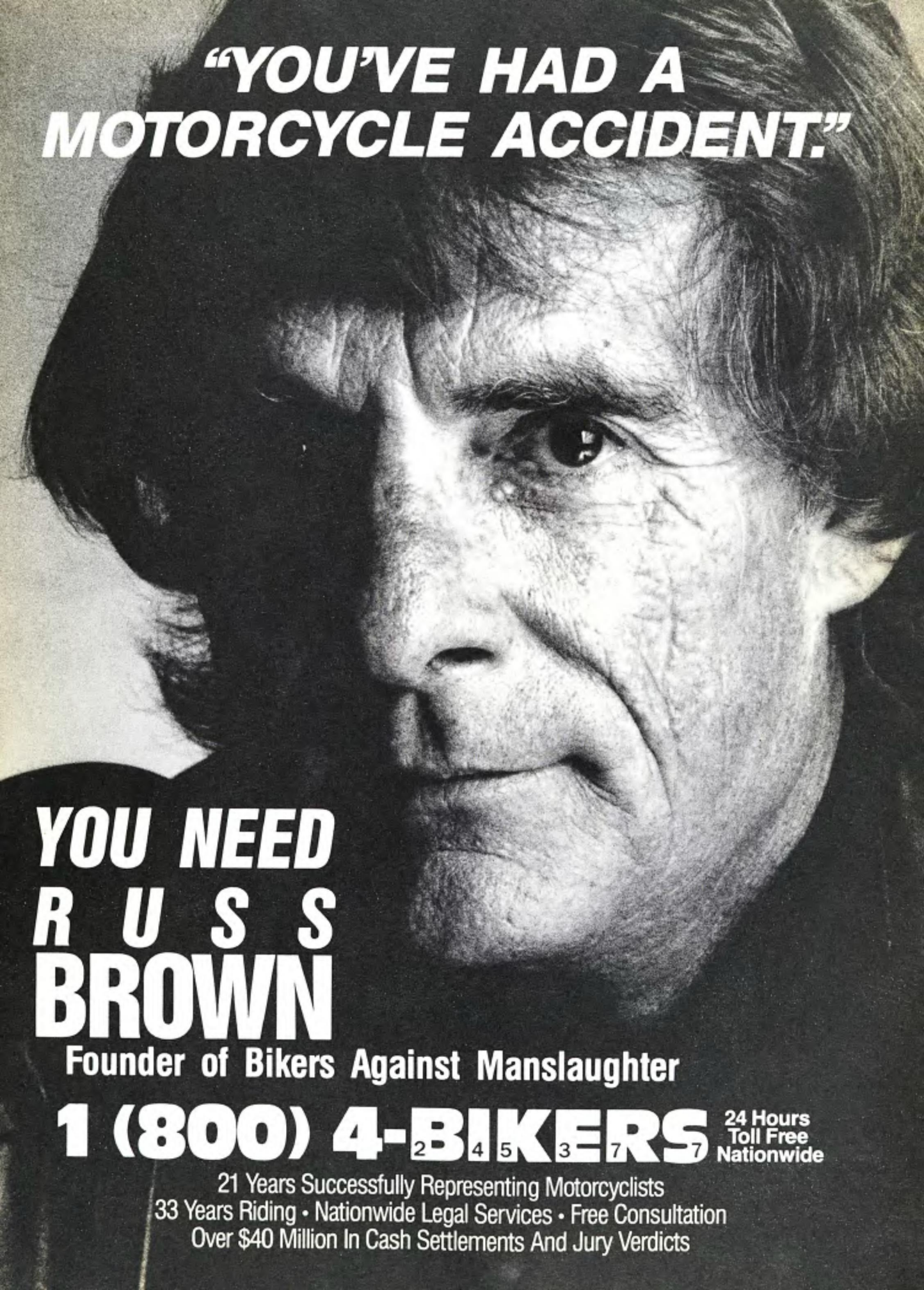
Hall), Wilson may have unwittingly short changed himself by motivating people who were otherwise never concerned with "freedom of choice" issues.

Without a doubt, there are going to be some pissed-off parents in California when the cops come a-knockin' at their doors because their kids weren't wearing their bicycle helmets.

For sure, this will swell the ranks of the state's bikers' rights organizations. For that, Pete, mucho thanks. —Twiggy



Illustration: Jon Towle



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DID YOU KNOW?

True Biker Facts And Scooter Trivia

Welcome to another edition of DID YOU KNOW, our monthly compilation of far-out facts and weird wonders from the *Easyriders* archives of biker trivia. You can bet that no stone has been left unturned in our never-ending search for the bizarre and arcane. So sit back, relax, and enjoy these borderline useless tidbits of scooter lore. They just may come in handy someday.



Did you know that the first H-D Low Rider was a customized Super Glide that was the personal bike of none other than Willie G. Davidson? When the bike was modified to Willie's taste, he started riding it to work, where it drew lots of favorable attention. The management of the company became interested in taking Willie G.'s ideas for use in a production model, and the Low Rider was born.

Did you know that deer are more popular than bikers in Canada? It seems that a bro crashed into a deer up in the Great White North and both the biker and the deer were thrown in a ditch by the side of the road. A pickup came by, stopped, and the driver picked up the deer and threw it in the back of the truck, leaving the poor bro and his mangled scooter to fend for themselves.

Did you know that the Henderson motorcycle evolved into the Ace, which evolved into the Indian? William G. Henderson (the first Willie G.) began building Henderson in-line fours back in 1912. Schwinn was making Excelsior bikes and added the Henderson to its line from 1917 to 1919. Then Henderson regrouped and came out with the Ace in 1920. Following me so far? After Henderson's death in a car crash, Ace fell to financial troubles, closing its doors in 1924. But the in-line four would not die. Indian took over the Ace design, replacing the Ace tank logo with the "Indian 4" in 1927, continuing the line until 1941.

Did you know that 14 percent of all seagulls are lesbians? For some reason unknown to everyone but our head honcho at *Easyriders*,

Spider reported this thrilling fact back in the March issue of 1978.

Did you know that the illustration used in every issue of Spider's column isn't a drawing of Spider? It seems that Spider did a column on a Hells Angel named Chocolate George, who died back in the good ol' Haight-Ashbury days. The illustration is actually a likeness of Chocolate George, but Spider felt that it looked enough like him and has used it ever since.

Did you know that there was talk of barring motorcycles from the streets of Nebraska?

Did you know that in 1940, over 3,500 cities across the U.S. used Harleys for police business? In fact, an advertisement for H-D entitled "Sentinels of Safety" promoted the pigs on Hogs image stating, "Motorcycle-mounted officers exemplify the true spirit of public service. They are real guardians of life and property. Motorists and pedestrians alike respect their presence. They prevent accidents and tragedies. They are 'Sentinels of Safety' whose alertness and efficiency in solving countless traffic problems build public confidence for police departments."

Did you know that there was talk of barring motorcycles from the streets of Nebraska? Luckily, it was just talk, but here's an excerpt from an article written in the *Lincoln*

Nebraska Journal, nine years ago: "No Godgiven or constitutional right exists that says motorcyclists cannot be required to wear helmets. For that matter, no such right says trafficways must be available to these vehicles. There's nothing to stop the state from barring motorcycles from streets and highways." Scary stuff, eh?

Did you know that there's an easy solution if dogs piss on your scooter's tires? Naw, don't shoot the li'l critters; just wipe Pine-Sol on your rims. It'll keep your wheels shiny, and the K-9s will leave you be.

Did you know that an article by Mark Tosh of the *Montgomery Maryland Journal* encouraged cagers to force bikers off the road? The article offered these nasty hints: 1) Make a left turn into a motorcyclist's path ... this can be particularly delightful. Motorcycles, you see, have a terrible time stopping quickly—unless someone puts the passenger side of his car in the biker's path. 2) Change lanes at the last second, without using a turn signal, naturally, to create all kinds of havoc for the unsuspecting biker. Swerving, trembling and cussing usually follows. 3) Bump into a motorcycle ever so gently in a parking lot—I've yet to see one with a 5 mph bumper. Since most motorcyclists carry just personal injury insurance, even a small amount of damage can lay a bike up for weeks." Whatdafuck?

Did you know that in just 16 years, the H-D Motor Co. went from four imaginative men in a 10-foot x 15-foot shed to a 400,000-square-foot facility which employed nearly 1,800 and produced 22,685 bikes? That's the American way! —Phantom

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REBUILDING THE HARLEY GLIDE

Seal And Bushings And It's New Again



Photo 1

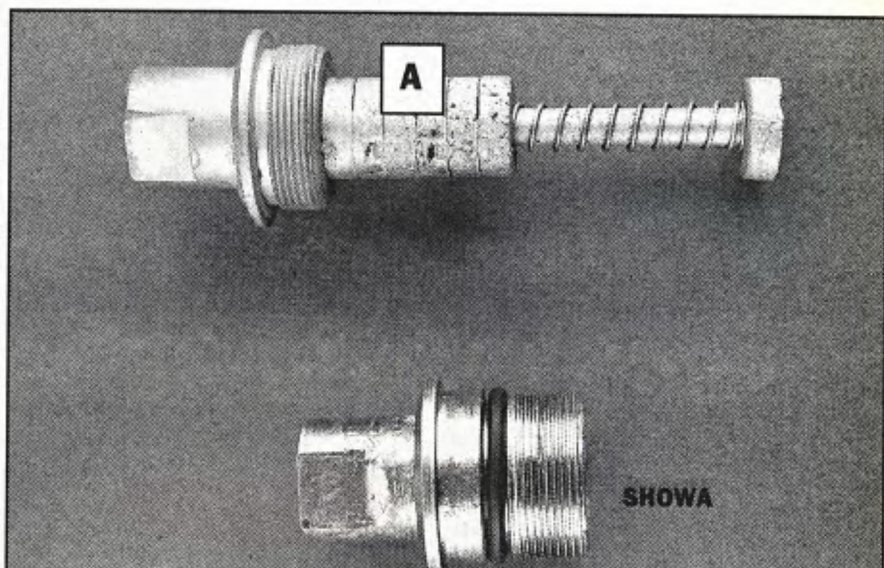


Photo 2

Recently we covered the variations of the Harley hydra-glide front end used from 1949 to 1984. This article will cover rebuilding the glide front end.

There were no changes made in the functioning mechanism of the glide forks during the period 1949 to 1977. Harley's original design worked so well there was no need for change.

The Japanese Showa front end, introduced mid-year 1977, was a virtual copy of the original Harley-Davidson front end. Harley probably changed to this front end as a cost-saving measure. See photos 1, 2, and 3 comparing the internals of the two front ends.

Usually, the only repair a glide requires is changing the seals. On the '49-'77 front end, the upper seal consists of a lock ring, steel washer, felt washer, and the upper oil seal, which has a single lip. The Showa front end's upper seal consists of only a lock ring, a thicker seal with two lips, and a steel washer. It is best to replace the earlier setup with the Showa-type seal, which is less likely to leak (photo 1). The lower slider seals are made of paper. The small one goes between the damper tube valve and damper tube lower bushing. The large washer goes between the damper tube lower bushing and the slider.

Upper seal failure is usually caused by

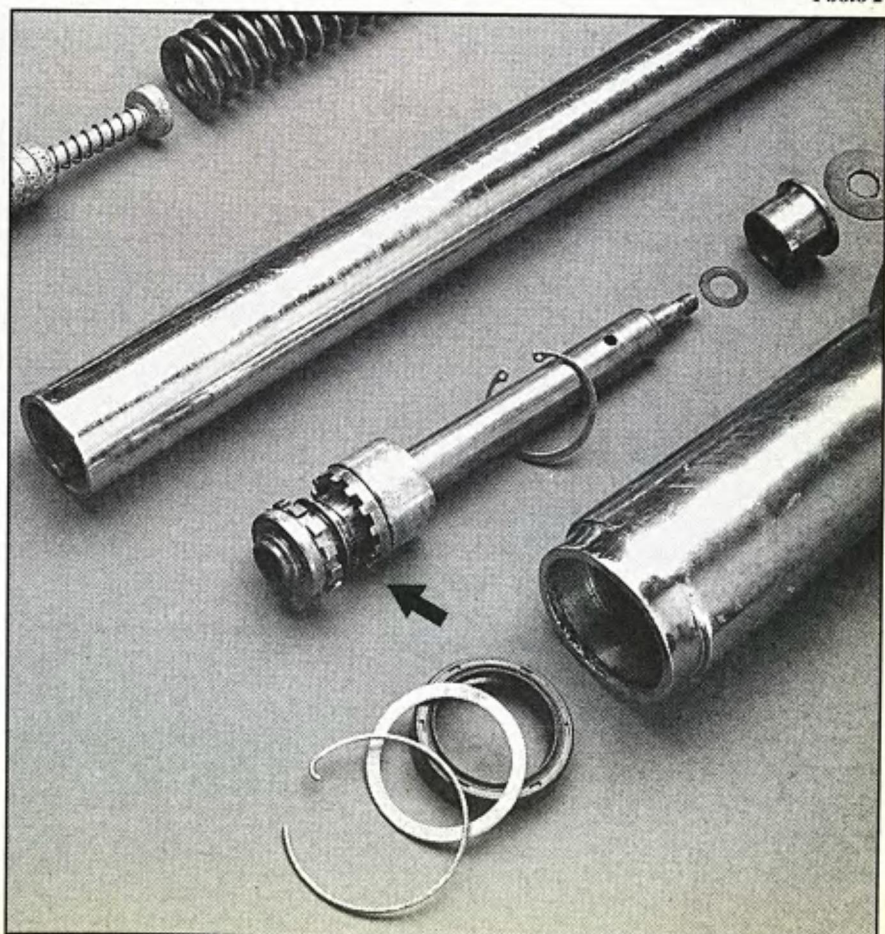


Photo 3



Photos: Markus Cuff

Photo 4

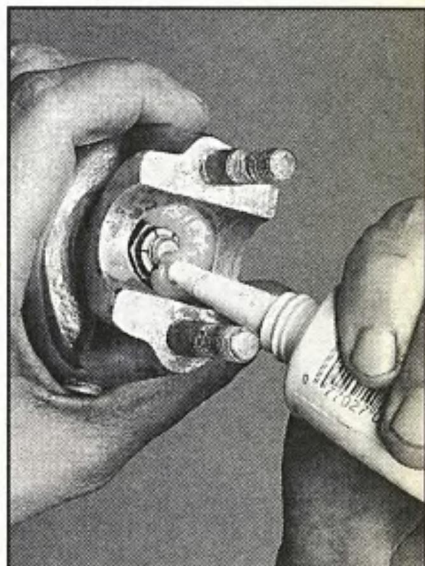


Photo 5

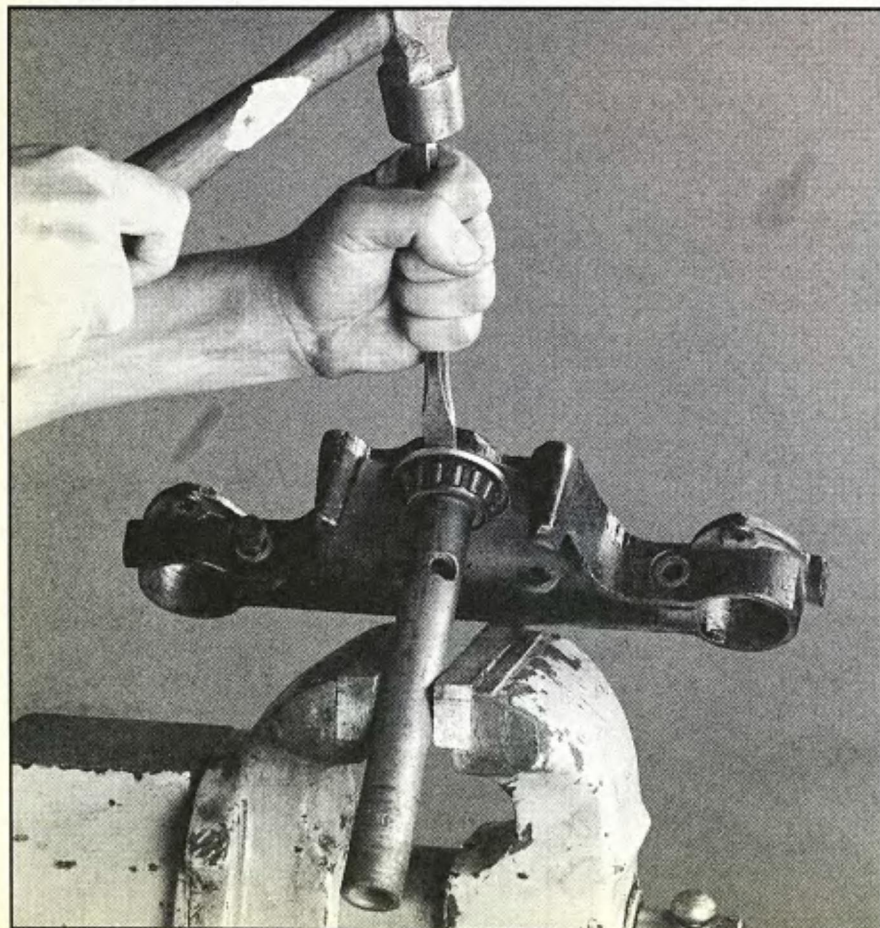


Photo 6

letting the bike sit too long. The upper fork tubes are bare steel and will start to rust if the bike sits long enough for the fine film of oil on the tubes to evaporate. This rust will damage the fork seal lip the next time the bike is ridden and the fork will seep oil over the top of the sliders. The best way to prevent fork seal failure is to ride your bike regularly. If you live where the snow is eyeball deep for six months out of the year, work the front end up and down once a month. Other damage to the fork tube surface that comes in contact with the seals can also cause fork seal failure.

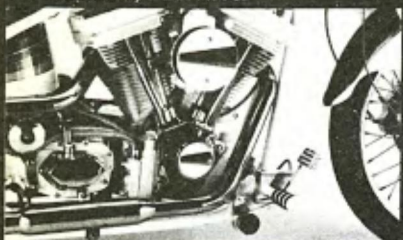
Other possible problems:

Broken fork springs—that's the big mutha. They have to be replaced. Replace any rusty or broken damper tube parts. The slider tube plug baffle cups can become loose or displaced. You can solder them back in place (photo 2a). Replace any that are broken. The baffle plates must be arranged with the slots for air passage on opposite sides (staggered). Otherwise, oil will leak at the upper tree bolt. If the slider tube plug spring is broken, it has to be replaced (photo 3).

Now, for the tough one. If the fork legs flop around in the sliders you've got bad bushings in the sliders. This is fairly unusual and since there are a lot of good used sliders around, it's probably →

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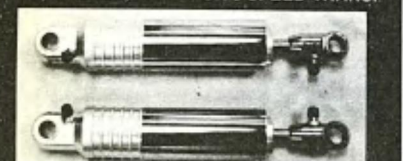
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cheaper to buy another set and use the old ones for ashtrays. Never throw Harley parts away. Someday they'll be valuable enough to repair.

There are three special tools required for replacement of the bushings and a lot of labor involved. If your local shop can do it (a lot of them don't have the tools) it's going to be expensive. If you do it, buying the tools will be expensive, and you'll probably never need them again.

If you insist on restoring the bushings in those fine old original sliders from your 1949 panhead, the Harley service manual covers the job in detail.

Reassembly: Wash the slider assembly and the fork legs with solvent and check for burrs or other damage which would interfere with the operation of the fork.

Early front end: Replace the upper oil seal by driving it carefully into the lower leg until it just seats. Use a large socket or piece of pipe that just fits into the slider to the drive seal. Then install the felt washer, steel washer, and lock ring. You can leave out the felt washer and replace it with a second early-type washer, or you can use the later setup.

Later front end: Install the steel washer first. Next, drive the later-type seal in following the directions for the early front end. Then, install the lock ring. The gap in the lock ring has to be directly over the water drain hole in the top of the slider so that moisture doesn't collect in the fork (photos 1 and 3).

Follow the instructions in the H-D manual to reassemble the cushion assembly. Make sure the flattened part of the threaded end of the damper tube aligns with the slotted hole in the bottom of the slider (photo 4). It's possible to install the nut with this out of alignment; it will eventually work itself into alignment. This will cause a leak since the nut will no longer be tight. It's a nylock, so it probably won't back off. Once the lock nut is tightened on the bottom of the cushion assembly, put a bead of silicone seal around the lock nut to help prevent leaks (photo 5).

If it is necessary to replace the steering head bearings, pry the lower bearing off



Photo 7

the stem with a chisel or large screwdriver as shown in the photo (photo 6). It is a tight fit, only for about 3/4-inch, then it will drop off. Replace the bearing bottom dust shield. Then drop the new bearing on the stem and drive it into place with a hammer and a piece of pipe that just fits over the stem. The piece of pipe can only contact the center of the bearing. Be careful not to drive the bearing.

If the races in the steering neck cups need replacing, remove the cups as shown (photo 7). Once the cups are out, drill two small holes opposite each other in the bottom lip of the cup and drive the race out with a small drift (or replace the cup assemblies). Drive the new race in with a hammer and a piece of pipe that just fits the top of the race. Be careful not to damage the bearing surfaces in the races. The bearings and races are slightly different between the 1949 to 1959 front end and the 1960 and later. The later races and bearings can be used in the earlier bearing cups by matching the bearing cup slightly deeper. The earlier races and bearings won't work in the later cups.

Reassemble the front end per the Harley manual, and ride free.

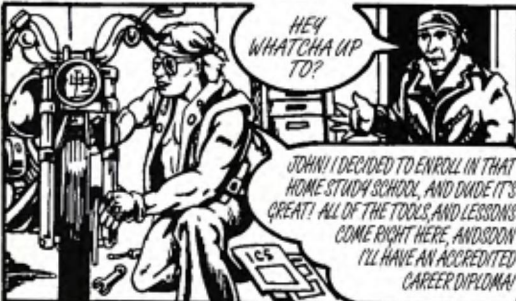
—Dave Royal

Tech Tip courtesy of the restoration expert at Panhead Fever (805) 343-2932.

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1987 Harley-Davidson 883 Sportster

Shalene works in the field of holistic medicine, which stems from the belief that the human body and mind are one, and can realize their full potential through healthy, natural living. In addition to a strict physical fitness and nutritional regimen, those adhering to the holistic lifestyle are equally dedicated to spirituality, ensuring that their minds are as fit as their bodies.

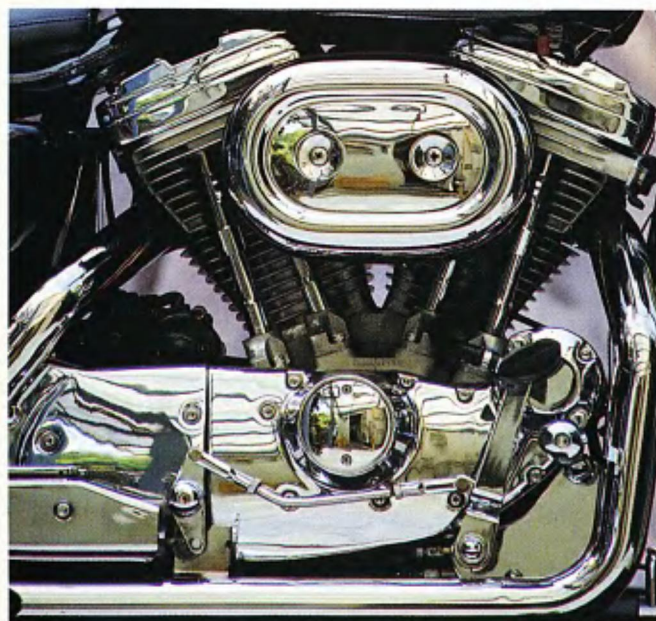
Shalene certainly practices what she preaches. A self-described workout fanatic who lifts weights daily in her home gym, Shalene's other true love is iron of the two-wheeled variety. What better way to meld mind and body than riding? Both a physical challenge and a soulful release, being in the wind is a natural high like no other, a perfect plane of pleasure. Imagine how much better the world would be if everyone rode.

Unfortunately, not everyone understands the holistic benefits of Harley riding like Shalene. She got into riding three years ago, at the urging of a biking boyfriend. A natural in the saddle, she immediately fell in love with the lifestyle, and with the help of some notorious rodents, she tore apart her Sporty and built what she calls a baby Low Rider. These days, she spends as much time as possible tearing up the Southern California streets. Look for Shalene at the next big bike event; she'll be the one keeping up with the boys in bright yellow.

—Two Step







General		Forks	
Fabrication: Wil Phillips		Type: H-D	
Year and make: 1987 H-D		Builder: factory	
Model: Sportster		Special features: none	
Chroming: Supreme		Accessories	
Engine		Bars: drag	
Year/model: 1987/883		Lights: custom taillight, Wil Phillips	
Rebuilder: none		Gas tank: modified 3.5-gallon, Wil	
Displacement: 883cc		Oil tank: H-D	
Transmission		Seat: Le Pera	
Shifting: foot		Other: leather grips, Gene Shacove	
Trans sprocket: 21-tooth		Wheels	
Wheel sprocket: 48-tooth		Front	Rear
Finish		Size: 19-inch	Size: 16-inch
Painter: Tony Markus		Tire: Metzeler	Tire: Metzeler
Color/type: black lacquer		Brake: H-D	Brake: H-D
Special paint: blue striping		Special modifications: lowered 2 inches,	
Frame		10.5 inch Performance shocks, custom	
Year/builder: 1987 H-D		struts and cone heads by Wil Phillips.	
Type: Sportster		Thanks to Wil and Gene Shacove.	
Alterations: none		Photos: Toris von Wolfe	

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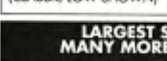
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*The Third Annual
European H.O.G. Rally*

UTCH

Europe united as thousands of motorcyclists hit the narrow roads of Holland, bringing local traffic to a standstill. Europe had never before seen such a massive "Ride Out," and all this took place during the Third Annual European H.O.G. Rally, held at Bosbadoeven near the Belgian border last September. The Ride Out was a 35km putt around the local Dutch countryside, escorted by Dutch Police on their BMWs. It was an incredible experience for everyone involved. Hundreds of local residents, from babies to the elderly, gave us a terrific welcome as they lined the streets of their villages and towns. They were waving Dutch flags and displaying placards, one of which read: *Harley Is Best*.

The sun cooperated fully. On the previous Ride Outs (the first in England and the second in France), the weather was at its worst, causing a small rider →

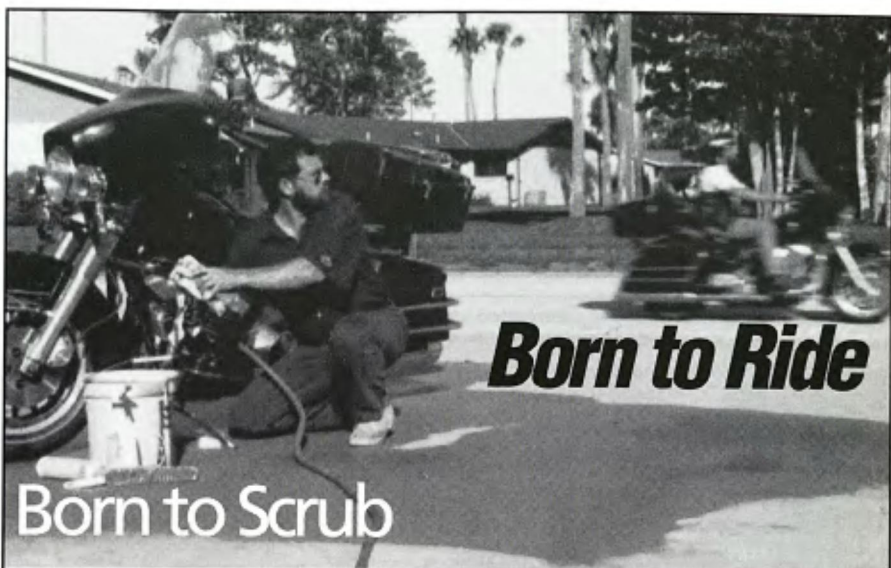


turnout. This, on the other hand was a well-attended, trouble-free ride. Even the police did a great job, rerouting other traffic, blocking off part of a highway, and holding back crowds. There were one or two minor incidents, however. A French rider and his machine skidded on wet mud and careened down a small ditch. Lucky for him, there were no water-filled dykes, which are common in Holland. In another incident, a helmet tore itself away from a biker, narrowly missing the rider following behind.

Some H.O.G. members and their families arrived at the rally site a week before the main event, pitching up their tents and lending a hand to the massive setup. By late Friday afternoon, every available camping space was taken.

The rally got underway on the first night with an opening ceremony and a display of fireworks that peppered the dark sky with amazing colors and flashes. →





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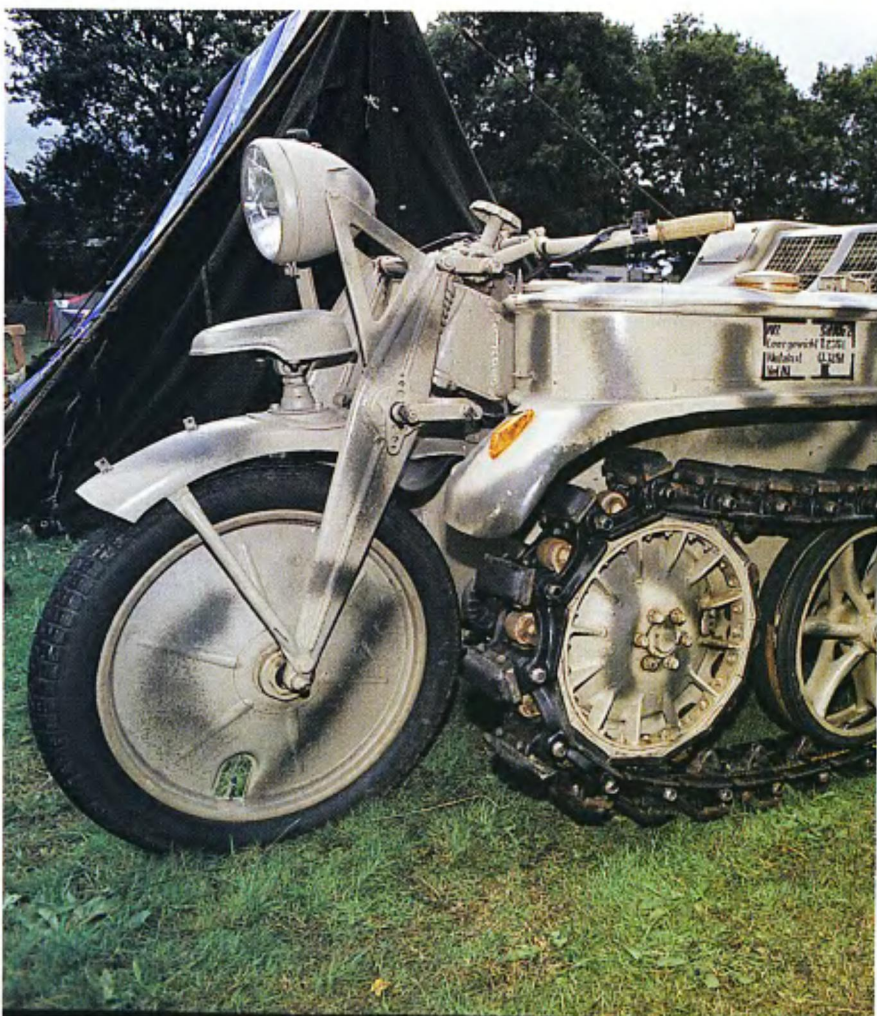


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With a jam-packed programme, there was much to do, see, eat, and drink. Among the many events were biker's bingo, a Harley-Davidson fashion show, Stud yer Studs, rock bands, a disco, demo rides, and a technical seminar in four languages (French, German, English, and Dutch).

The park featured two swimming pools, bars, and a variety of food booths featuring international cuisine. To anyone with a bit of spending power, there were many trade stands out in the Dealers Mall. One stand was selling traditional Dutch clogs, bearing the Harley-Davidson name. Another trade stand, sold wooden rocking bikes in H-D style. Two-year-old Anne van Mourik from Holland couldn't resist trying out her riding skills on one. What a nice way to get a future "Foxy Rider" started.

In surveying the general scene, Bill Davidson admitted that the park was perfect for its size and →





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superb facilities. "This would be hard to beat," he said.

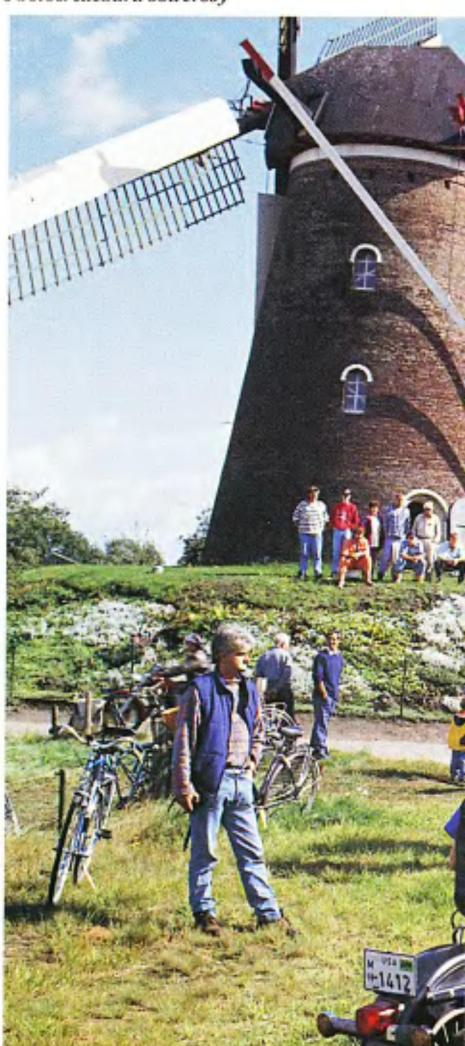
I asked him where the Fourth Annual European H.O.G. Rally would be held next year, but it's still undecided. It could be Germany or Spain.

Willie G. was on hand, taking a long hard look at himself—not in the mirror to adjust his famous black beret, but at a clay sculpture of himself, presented to him by Dutch sculptor Ruud C. van Sprundel of Amsterdam. Willie G. also received a bottle of Dutch Schnapps. Afterwards, he went on a walkabout, meeting many H.O.G. members and signing autographs.

Miss Harley-Davidson, Gina Galligan, was also there, having the time of her life as Europe's media circus descended on her like a pack of vultures. Tossing her lovely blond hair, she posed provocatively on her Harley while photographers and cameramen fell



Photos: Richard Sowersby



all over each other for a better view. To make matters worse, some bikers joined in the melee with their compact cameras. Later, she signed autographs in the main reception area (under the watchful eye of burly security men).

On the last day (Sunday), the rally was opened to the general public and many locals poured through the main gates to get a glimpse at the highly polished machines being prepared for judging at the Ride In Bike Show. The standard of the bikes was high, with many fine customs and restored antiques. I'm not prejudiced, but the British bikers won nearly all the trophies.

All in all, the Third Annual European H.O.G. Rally was a rousing success.

—Richard Sowersby

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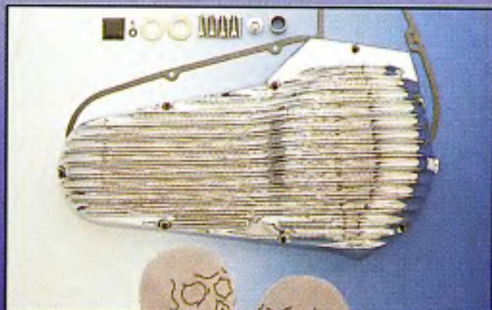
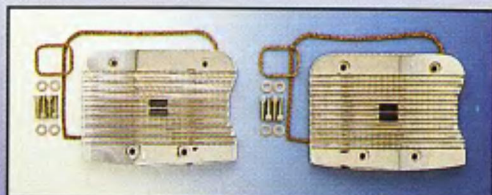
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Then the concept grows, an incandescent idea developing into a full-fledged vision of the perfect bike. It's not just any bike, it's a crowd wower, an award magnet, the kind of show bike guaranteed to make the competition stumble off in gut-snarling defeat.

After that, it's sweat-drenched hours of endless toil—rushing home from work, forgetting about meals, and spending entire weekends wrenching.

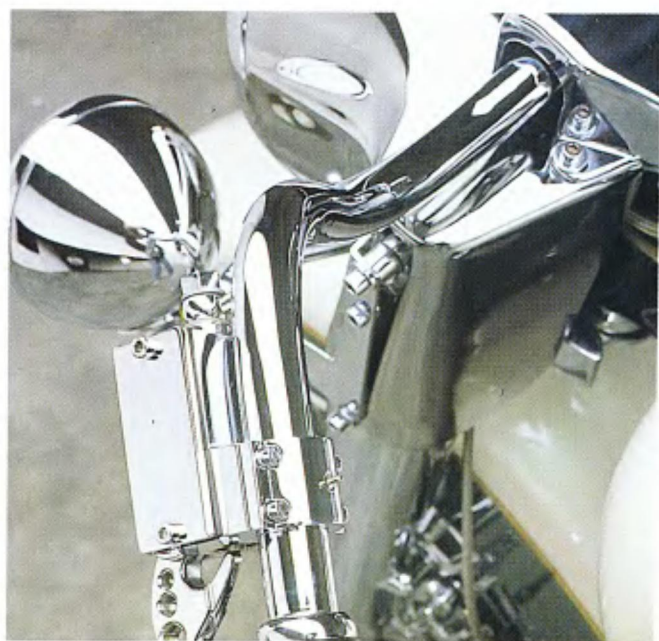
Day after day, month after month this continues . . . until one beautiful morning when you wake up and realize that you've been so busy building and showing the bike, you haven't had time to ride it!

Therein lies the rub: to hazard the road grime and aerial onslaughts of suicidal stink beetles for a spirit-soothin' taste of the wind, or to do what Geary Kuhler did and build another bike for the road. "Even though I was building this bike just to ride," Geary says, "I hated not to go ahead and do it completely right."

So Geary sat down and started →









swapping ideas with Lenny Lockmiller, the driving inspiration behind The Shop in Horton, Kansas. Lenny has since given up his Kansas customizing business and taken his show-stopping scooter skills to the *Easysiders* Store in San Diego, California.

My idea was to take a new bike and make it look old," Geary says. "It's got an old-style dash with five-gallon fatbobs that have been filled in and extended in the center to give them the finished look."

To keep it clean, the cables and brake lines run inside the handlebars. All the wiring runs inside the frame, too. Another unusual feature is the swingarm. "When the bike was lowered, the swingarm offset from the frame," Geary says. "I didn't like that, so I reground the contours to match the frame."

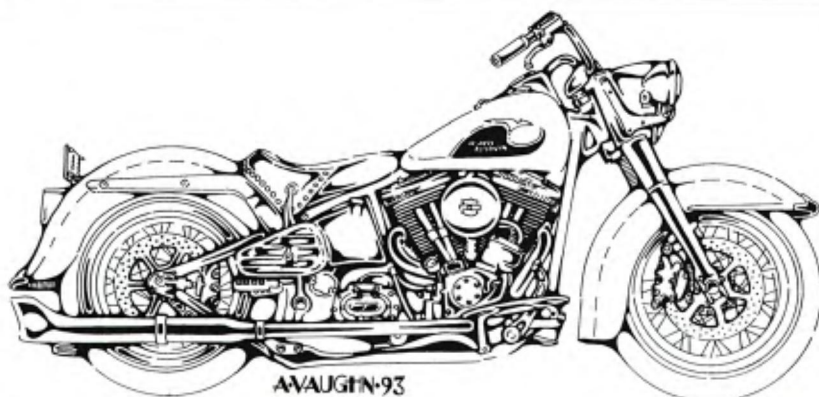
The brackets on the front fender were chromed and welded back on, so there aren't any rivets. Then Geary countersunk Allen screws into the rear struts. Now he can easily attach saddlebags by opening the saddlebag lid and using the Allen screws.

Geary's only shown this bike twice, with predictable results. Sure, there's a certain satisfaction when people look at his scoot and appreciate what's been done, but that wasn't his goal. "I really had nothing to prove," he says.

All he set out to do was build a bike for his own riding pleasure. Looks like he succeeded in more ways than one.

—Southern Connection

Owner(s): Geary Kuhler		City: Independence, Missouri	
General		Frame	
Fabrication by: Lenny aka The Shop		Year: 1991	
Year and make: 1991 H-D		Builder: USA1/The Shop	
Model: FLHSTC		Type: Softail	
Value: \$27,000		Rake: factory	
Assembly by: owner/Lenny		Stretch: none	
Time: six months		Other alterations: lowered 3 in. front and rear	
Chroming by: Cycle Chrome		Accessories	
Engine		Bars: stock with internal lines	
Year: 1990		Grips: stock	
Model: Evo		Mirrors: none	
rebuilder: owner/The Shop		Risers: factory	
Ignition: Morris Magneto		Fender(s): modified H-D	
Displacement: 80 cubic inches		Headlight: Bosch	
Lower end: Larson Machine		Taillight: tombstone	
Balancing: Larson Machine		Speedo: custom painted by Len	
Pistons: two		Front pegs: Paughco/Perf. Mach.	
Cases: H-D		Rear pegs: they work	
Heads: owner/The Shop		Electrics: 12-volt through frame	
Cam: Andrews		Gas tank: modified H-D	
Lifters: hydraulic		Oil tank: modified for A.N. oil lines	
Carb(s): SU		Oil system: leak-free	
Air cleaner: not SU		Primary cover: factory	
Pipes: Paughco		Seat: H-D	
Muffler(s): Rockets		Sissybar: no sissies here	
Transmission		Forks	
Modifications: billet trans door		Type: FLT lowers/dual disc	
Year: 1990		Extension: 4 inches under	
Shifting: hydraulic clutch		Builder: owner/The Shop	
Engine sprocket: stock		Special features: internal stops	
Trans sprocket: Super Max		Wheels	
Wheel sprocket: Super Max		Front	Rear
Painting		Size: 16-inch	Size: 16 inch
Molding: Lenny/The Shop		Hub: The Shop	Hub: The Shop
Painter: Lenny, who else?		Rim width: 4-inch	Rim width: 4-inch
Color: white with green pearl/'92 Camaro Green		Tire: Dunlop	Tire: Dunlop
Type: shiny		Brake:P.M. dual caliper	Brake: P.M. dual caliper
Special paint: spun goldleaf			
Other special modifications: hand-fabbed belt guard, filled in and extended fatbobs, frame lowered 3 inches front and rear, Allen screws countersunk into the rear struts, and, well, check it!			
Photos: Steve Coonan			



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F.I.G.H.T. UPDATE

TAKIN' IT TO THE COURTS

Each month, *Easyriders* provides this space to update readers on our continuing battle against mandatory helmet laws and other enactments which challenge the freedoms we love so much. Freedom F.I.G.H.T. began because the job of protecting our rights wasn't being handled on all fronts. While motorcyclists' rights groups continue to fight on the streets, in local council halls, and state legislators' chambers, *Easyriders* Freedom F.I.G.H.T. has opened the doors to the Federal courtrooms. We are prepared to fight as long as it takes for the safe return of our freedom of choice.

This column acts as a sounding board for your thoughts and feelings regarding helmet laws, offering facts, statistics, and new information. We have been asking you to inform us of any accidents you have encountered, in which helmets have endangered lives. In this way you can share your experiences with brothers and sisters all over the country. Our goal is to prove that helmet use can be dangerous and even fatal.

Right now, as you read this, the battle rages on in court. Biker attorney Skip Raring is laying the groundwork for one hell of a fight here in California. Unfortunately, we can't reveal the details at this time because to do so would give the opposition a much needed hand up. Suffice it to say that Skip is aiming a salvo where it will do the most good in the helmet battle for California, with wide-ranging effects on the rest of the country as well.

Skip's record is impressive. He has already successfully defeated 70 helmet tickets in the California

courts, and with ABATE of California raising money to keep him going, Skip will continue to challenge California's helmet law.

At the same time, F.I.G.H.T. biker attorney Sam McCloud continues to fight mandatory helmet laws with the aid of a special team of clinical researchers. The team is compiling an astounding body of statistical evidence in order to prove that helmets produce dangerous side effects which can be lethal.

The dangerous side effects of helmet use have to be documented and tests must be performed in order to prove our point in court. This sort of research and testing costs a great deal of money and we need your help now more than ever. We're going after the National Helmet Law with every legal means at our disposal, and we won't quit.

Every day, new laws are passed which limit our ever-diminishing freedoms in this country. Don't let our government legislate us out of existence. Protect your rights and freedoms by becoming a member of your local motorcyclists' rights organizations and join F.I.G.H.T. now! All proceeds from your F.I.G.H.T. kit go toward battling helmet laws in court! If you've had a close call, an accident, or an injury because you were wearing a helmet, tell us about it. It's easy and it only takes a few minutes. Write to: *Easyriders* Freedom Fight, P.O. Box 3000, Agoura Hills, CA 91376-3000. Your freedom is worth fighting for; join us today.

Together, we can make change happen.

—Phantom

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INTER-SHOWS INDOOR M/C SWAP MEET—March 11. Orange County Fairgrounds, Building #10, Costa Mesa. Admission: adults \$6. Info: (714) 364-2542

M/C SWAP MEET—March 13. Ventura County Fairgrounds, Ventura. Info: Harry (805) 656-6777 (days)

500 ROAD TOUR—April 9-10. Starts at B&B Cycles, 13815 Park Ave., Victorville. Halfway point for the two-day ride is the Carriage Inn in Ridgecrest. (601) 446-7910. Sponsored by California Pleasure Riders. Info: P.O. Box 3716, Huntington Beach, CA 92605-3716. (714) 495-6143

POKER RUN—April 10. Meet at Golden Gate H-D, San Jose. Sponsored by Vietnam Vets MC, Chapter G. Sign in: 9 a.m.-11 a.m. Info: Doc Varley, VNV MC G, P.O. Box 4252, Agnew Station, Santa Clara, CA 95056-4252

Florida

1994 DAYTONA BIKE WEEK—March 4-13.

SPIDER'S SWAPATONA—March 5-13. Daytona Bike Week Swap Meet at the Daytona Flea Market, 1 mile west of the Daytona Int'l Speedway. 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

VINTAGE RIDE—March 10. Meet at the Deland Holiday Inn parking lot, 9 a.m. Ride ends at the Jam-On Productions Swap Meet, Volusia County Fairgrounds. Sponsored by the Ohio Valley BSA Club and AHRMA. Info: (407) 774-6669

Georgia

ABATE OF GEORGIA'S RUN TO THE SUN—March 4-6. Keller's Flea Market, Savannah, 1 mile east of I-95 at exit 16. Ride as a group to Daytona on Sunday. Info: Crow (404) 476-2322

Illinois

INDOOR SWAP MEET & BIKE SHOW—March 27. McCormick Place North Building, Martin Luther King Dr. and 23rd St., just off I-55 and Lake Shore Dr., Chicago. Hours: 10 a.m.-5 p.m. Info: (312) 462-6011

M/C PARTS EXTRAVAGANZA—April 10. Belle-Clair Fairgrounds, Belleville. Info: (319) 462-6011

M/C PARTS EXTRAVAGANZA—April 17. Will County Fairgrounds, Peotone. Info: (319) 462-6011

Kansas

ABATE OF KANSAS, DIST. 5 SWAP MEET—March 6. Wyandotte Co. Fairgrounds, Kansas City. Info: Perry (913) 321-0643

ANNUAL CAPITAL CITY MOTORCYCLE SHOW—March 11-13. Kansas Expocentre Ag Hall, Topeka. Register to win a '94 1200cc Sportster. Sponsored by ABATE of Kansas, District 4. Info: (913) 271-1464

2ND ANNUAL DODGE CITY H.O.G. RIDE-IN BIKE SHOW—April 24. Village Square Mall, N. Hwy 50 bypass, Dodge City. Benefits MDA. Also: Ladies of Harley Leather Fashion Show. Info: (316) 227-6351

Kentucky

MOTORCYCLE SWAP MEET—March 27. Buechel Armory, Louisville. Sponsored by Kentucky Motorcycle Association/KBA Louisville District. Info: (502) 969-8783

Louisiana

ROAD SHAKERS' 3RD ANNUAL APRIL FOOLS' BASH—April 1-3. Rain date: April 8-10. Bike show, games, music, food, run, and more. Info: Road Shakers, P.O. Box 293, Iota, LA 70543

Michigan

MOTORCYCLE SWAP MEET—March 20. Wings Stadium & Annex, Kalamazoo, sponsored by the Loners MC. Hours: 11 a.m.-5 p.m. Admission: adults \$5. Info: Loners MC, P.O. Box 3, Paw Paw, MI 49079-0003; (616) 668-2175 (eves and weekends)

Minnesota

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

Mississippi

5TH ANNUAL APRIL FOOLS' POKER RUN—April 2. Sponsored by ABATE of Mississippi, Southwest Chapter. Info: (601) 587-0338

Nevada

BRITISH BIKE DAY—March 20. Horsepower Unlimited, 647 Pueblo Blvd., Henderson. Free to public. Info: (415) 565-8281

New York

AM-JAM CANADIAN-AMERICAN CUSTOM CYCLE AND TATTOO SHOW—April 2. Crete Memorial Civic Center, Plattsburgh. Hours: 11 a.m.-6 p.m. Admission: \$7. Info: (518) 346-0521

Oklahoma

14TH ANNUAL BIKE SHOW—April 16-18. Info: ABATE of Oklahoma, Tulsa Chapter, P.O. Box 582078, Tulsa, OK 74158

Pennsylvania

M/C PARTS EXTRAVAGANZA & SUPER SERIES BIKE SHOW—March 20. Farm Show Complex, 2301 N. Cameron, Harrisburg. Hours: 10 a.m.-5 p.m. Info: (319) 462-6011

M/C SWAP MEET—April 2. Perryopolis Auto Auction Building, Rt. 51, Perryopolis. Admission: \$4. Info: (412) 379-4816

South Dakota

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

Texas

RATTLESNAKE ROUNDUP POKER RUN—March 5. In Tyler. Starts at noon. Snake show, party, food, drinks, and more. Info: John or Kelly (512) 365-6796, or Krawdaddy (512) 352-3355

M/C EXPO, SHOW, AND SWAP MEET—April 17. San Antonio Texas Convention Center. Vendor setup: 8 a.m. Spaces: \$10. Hours: 10 a.m.-5 p.m. Admission: \$6. Reservations and info: Bob Bagwell (214) 216-5520

Vermont

LEATHER & LACE POKER RUN—March 9. Starts at Finky's, 640 N. Grandview Ave. First bike out at 10 a.m.; last bike out at 11:30 a.m. Donation: \$5. Info: (904) 767-1533 or (904) 423-5547

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

M/C PARTS EXTRAVAGANZA—March 20. Dane County Expo Center, Madison, just off Beltline, Hwys. 12 and 18. Info: (319) 462-6011

MIDWEST BIKERS GIANT SWAP MEET—March 27. Riverside Ballroom, Green Bay. Send a stamp for a poster, or for info: MWB Productions, Box 2702, Appleton, WI 54913; (414) 725-2453

M/C SWAP MEET—March 27. Fond du Lac County Fairgrounds, Fond du Lac. Info: (414) 922-1201 or (414) 922-0952

Wyoming

1994 WYOMING M/C SHOW AND SWAP—April 2. Fairgrounds Industrial Building, Casper. Hours: 10 a.m.-6 p.m. Info: Ironcowboy (307) 266-5337

Canada

15TH ANNUAL NATIONAL M/C SWAP MEET AND BIKE SHOW—March 26-27. Exhibition Place, Toronto. Info: (705) 778-2275

All-Harley Drag Racing

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

AMRA: (708) 250-0838 ECRA: (609) 652-1159 AHDRA: (919) 229-4877

Easyriders Events:

EASYRIDERS BIKE & TATTOO SHOW TOUR—March 4-6. Solano County Fairgrounds, Vallejo, California. Info: (818) 889-8740 (ext. 264)

EASYRIDERS BIKE & TATTOO SHOW TOUR—March 11-13. Seattle Center Exposition Hall, Seattle, Washington. Info: (818) 889-8740 (ext. 264)

EASYRIDERS BIKE & TATTOO SHOW TOUR—March 18-20. Heart O' Texas Fairgrounds, Waco, Texas. Info: (818) 889-8740 (ext. 264)

EASYRIDERS BIKE & TATTOO SHOW TOUR—April 8-10. Charlotte Convention Center, Charlotte, North Carolina. Info: (818) 889-8740 (ext. 264)

EASYRIDERS BIKE & TATTOO SHOW TOUR—April 15-17. Orange County Fairgrounds, Middletown, New York. Info: (818) 889-8740 (ext. 264)

Biker's Bulletin Board

If you would like your business included in the "Biker's Bulletin Board," seen by more than 2,500,000 readers every month, call (818) 889-8740.

HARLEY PARTS

ANTIQUE PARTS: Knucklehead, Flathead, Big Twin and Flathead 45" engine, top-end rebuild parts. 40 page catalog: \$1. outside U.S. \$2. Worldwide shipping. Kick-Start M/C Parts, Box 1338, Big Rapids, MI 49307. (616) 796-3334.

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) 613-4593.

HANDLEBARS: CUSTOM BENT BARS/Apes/Drag/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 95370.

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RESTORATION: Harley-Linkert Carbs, complete rebuild with brass floats. Leather solo and buddy seats redone as original. Fat bob speeds, '36-'61, cosmetic & mechanical rebuilds. Throttle Masters, 3921 S. Archer, Chicago, IL 60632. (312) 247-6114.

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VALVES: Classic Enterprises, "The Head Masters," unleaded-fuel valve seats. RR 1, Churchill, Ontario, CANADA, L0L 1B0. (705) 456-6622, FAX (705) 456-0360, USA: Kapeer, Rt. 228, Buffalo, NY 82834.

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PARTS & ACCESSORIES: Free 2000 catalog. Harley parts & accessories. Call (216) 364-6519 or write to H & M Cycle Sales, Inc., Box 128, Dover, OH 44622. Unable to deliver to prisoners. Retail Only.

PARTS & ACCESSORIES: Tans Cycles Parts for H-D parts & accessories. Catalog: \$5. Box 550 (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. Vet or Supporter patches: \$5.50 all postage paid. Send donations & shirt/sweatshirt sizes to C.V.V.Q., Box 5740, Guelph, Ont., Canada N1H 2M1.

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

T-SHIRTS: Brooklyn H-D Sales Corp. Various front designs with our buck logo: \$17 ea., plus \$2 S & H (U.S. funds only). 5449 R. Hamilton Parkway, Brooklyn, NY 11218. (718) 851-6666.

T-SHIRTS: Hacienda Harley-Davidson of Safford, AZ. First shirt: \$15.75. Each additional shirt: \$12.50. 100% heavy cotton, 5 color design. Credit card or pay in advance. Shipped UPS. XXX available. (800) Bike 4 U 2 or (602) 428-4700.

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T-SHIRT: Easyriders Store, Coconut Grove, 2996 McFarlane Rd., Coconut Grove, Miami, Florida. (305) 567-9299. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

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MISCELLANEOUS

DEALERS WANTED: Fine Line Products, Inc., 2461 W. Center St., Milwaukee, WI 53206. Dept. P. 112 page, color catalog, H-D accessories/Genuine Bikerware. Call/write (414) 263-3000, FAX: (414) 263-2001. WHOLESALE ONLY!

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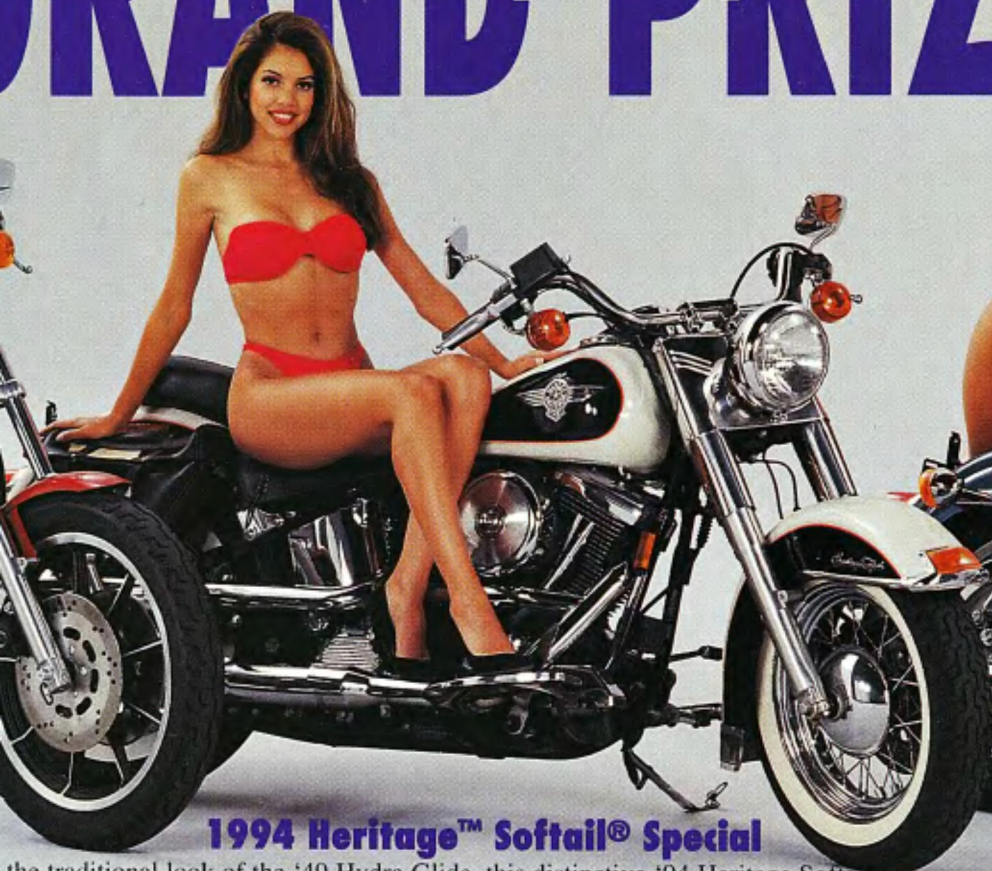
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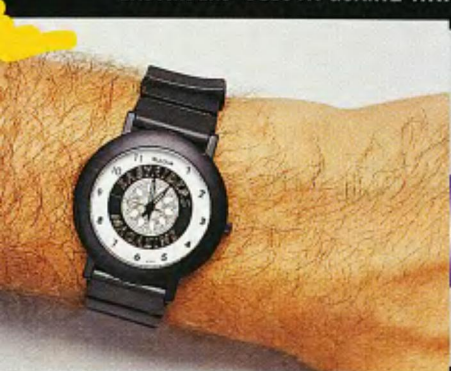
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2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 1,521 prizes -- 1 Grand Prize, 20 First Prizes, 500 Second Prizes, 500 Third Prizes, 500 Fourth Prizes. Total approximate retail value of \$114,975.00.
3. Winners will be selected by random drawing from all entries received by Doyle & Hull, whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes. The odds of winning a prize will depend upon the total number of eligible entries received.
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EASYRIDERS®



BILLET PROOF



Only those who have been there would know. They are the driven few who put every waking moment into their motorcycle, the perfectionists who want it done a little better than simply "good enough."

Joe Chavez's project bike started out as a box of bolts that he bought from the proverbial "friend of a friend." It was a jigsaw puzzle that, when finished, he hoped would comprise a complete FX motorcycle. Everyone who's ever undertaken the task of a ground-up rebuild knows how the initial enthusiasm can dissolve into frustration. Joe took that frustration and built upon it, creating both a statement for himself and a new business.

Growing up in San Jose, California, Joe became interested in and acclimated to mechanical skills, particularly with his uncle being a member of a certain red and white club in Oakland. As a youngster, Joe was fascinated with his uncle's thorough care of his motorcycle.

Joe followed his uncle's example and carried that same attention to detail to his hot rod hobby, as well as later on in college, where he →





got his business degree from UCLA and eventually began a successful roofing company.

But now he was stretching himself in another direction—building his first real bike. In fact, building a custom scooter was actually his second option. When he couldn't find a dealer who would work with him on the price of a new FXR, Joe decided to do it himself.

The "box of bolts" he had was assembled and complete—but it lacked style. When Joe went looking for an engine rebuild and help in the final fabrication, he looked no further than this rag and the



"Biker's Bulletin Board," where he saw a local shop advertised—Phil's Speed Shop in Orange, California.

Joe liked picking Fast Phil's brain, and he liked the fact that Phil didn't mind his "stupid questions." He wanted his bike to look fast, even when standing still.

It was November of 1992, and as Joe got deeper into the fabrication, he discovered that he wanted something that was unavailable to the public. Joe wanted an enhancement that wasn't limited to caps or screw-ons; he wanted a whole new concept—available



and affordable billet parts.

By chance, Joe hooked up with a machinist whose business had slowed down since the aerospace industry took a dive. The guy had connections for billet parts, and Joe had the ability to affix those parts to scooters. After seeing the results on his own ride, Joe's business sense told him that he had stumbled upon a winner.

Not long after, Joe began a company—Billet Concepts—that would offer billet parts to the public at a reasonable price.

This Halloween Harley, with the scary pumpkin tank art derived from a Scooby Doo cartoon character, demonstrates that the very best products come from those who understand the need—and the market—from being there themselves.

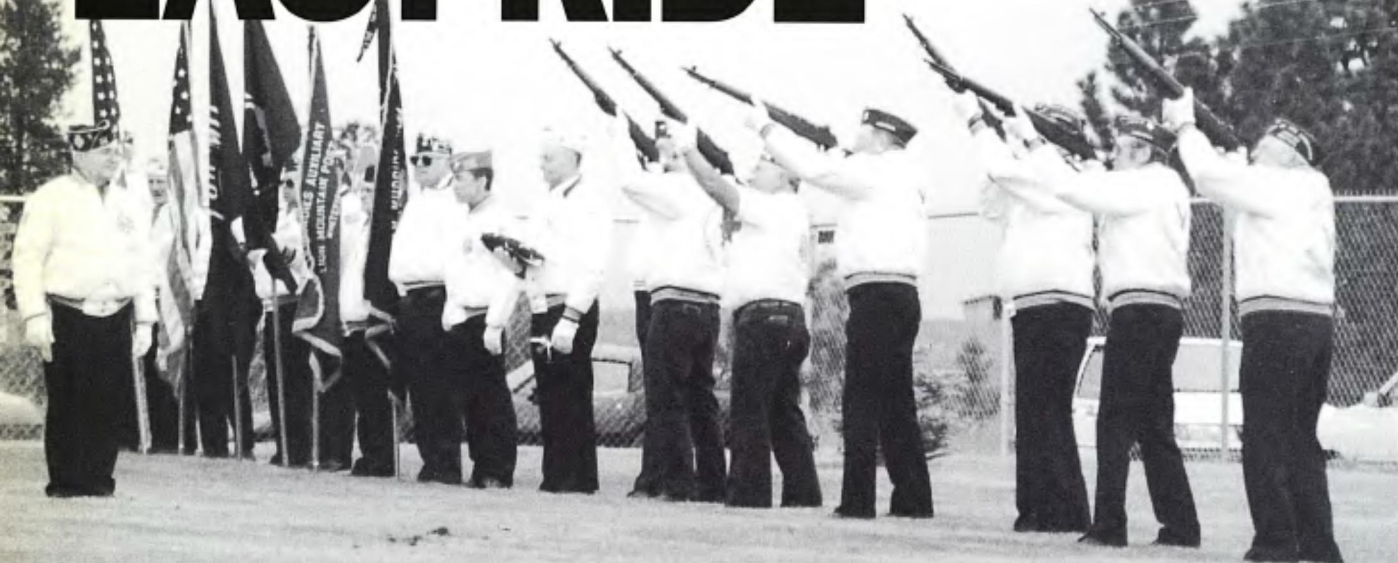
Someone who's definitely not scary is the friendly fox aboard Joe's shovelhead. Lynn, a 28-year-old California cutie from the seaside town of Santa Barbara, is a mother of two who enjoys water skiing and rolling down the road (especially to Big Bear and Chad's Bar) behind her ol' man, Mike, on the family's FXR.

—Rags

Owner(s): Joe Chavez		City: Diamond Bar, California	
General		Frame	
Fabrication: owner		Year: 1980	
Year and make: 1980 H-D		Builder: H-D	
Model: FX		Type: FX	
Value: not for sale		Rake: stock	
Assembly: owner		Stretch: none	
Time: three months		Other alterations: pre-'74 swingarm	
Chroming: Orange County Plating		Accessories	
Engine		Bars: drag	
Year: 1980		Risers: Billet Concepts	
Model: shovelhead		Mirrors: Billet Concepts	
Rebuilder: Phil's Speed Shop		Grips: Billet Concepts	
Ignition: Perma Tune		Fender(s): custom/owner	
Displacement: 80 cubic inches		Headlight: FX original	
Lower end: H-D		Taillight: bullet	
Balancing: Phil's Speed Shop		Speedo: Police Special	
Pistons: factory		Front pegs: Billet Concepts	
Cases: black, Phil's		Rear pegs: none	
Heads: reworked, Phil's		Electrics: 12-volt, custom wiring	
Cam: Crane		Gas tank: 3.5-gallon fatbobs	
Lifters: solids		Oil tank: custom wraparound	
Carb(s): S&S		Oil system: braided lines, Phil's Speed Shop	
Air cleaner: S&S		Primary cover: open	
Pipes: Python		Seat: custom/United Upholstery	
Mufflers: none		Sissybar: none	
Transmission		Forks	
Year: 1980		Type: narrow	
Modifications: none		Extension: none	
Shifting: foot		Builder: H-D	
Engine sprocket: Primo 11mm belt		Special features: Billet Concept trees	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 49-40tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: owner		Hub: Perf. Mach.	Hub: RevTech
Painter: owner		Rim width: 2.25-inch	Rim width: 5-inch
Color: pumpkin orange		Tire: Metzeler	Tire: Metzeler
Type: acrylic		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: Jake, Pig Paints			
Other special modifications: many custom parts by Billet Concepts (909) 279-5000. Special thanks to Fast Phil at Phil's Speed Shop.			
Photos: Raiko Hartman			



THE OLD MAN'S LAST RIDE



Hank Would Have Wanted It That Way

RJ. scanned the darkening Cheyenne sky and figured that since business in town was concluded, he and Hank had better ride on outta the city and get over the pass before dark. The road from Denver had been a cold and lonely one, and R.J. was glad that his dear old friend Hank had now joined him for the remainder of the journey. The Flathead Valley, Hank's home, was over a thousand miles northwest, and springtime in the Rockies could mean a long, cold, and lonely ride.

All through the night and the next day, the two old pals barely skirted the thunderstorms, and although deeply chilled, they were still dry. After a quick stop in Red Lodge to pick up George and warm up, they set out again. Their luck finally ran out some 70 miles from Kalispell, Montana, where the dark skies let loose a bone-chilling downpour. R.J. settled into a slow, steady drone, always glancing back to make sure Hank was still safely behind him.

The rain finally subsided a few miles from their destination, Lawshé Ranch, situated 10 miles west of Kalispell. Carefully maneuvering his scooter up the muddy driveway, R.J. noticed the campfire in the distance, and the license plates from Alaska, Texas, Illinois, South Dakota, and all over the Northwest. They had all come. Tomorrow was the big day. He heard someone yell to Hank's lovely wife, Pat, over by the studio, which had served as the Ranch House since four months earlier, when the main house had burned to the ground, taking years of precious memories, and much of Hank's prized art with it. "Now there's a good woman," R.J. thought as Pat approached in the light drizzle, the raindrops beading on her slicker and her cheeks glowing in the campfire light.

She walked up without a word and watched as R.J. carefully undid the bungee cords attached to the back of his bike. He was dripping wet and shivering noticeably, and

he fumbled once or twice before straightening up and handing the beautifully decorated, rain-slicked urn to Pat. "We brought him home to you Pat," he whispered.

The next morning dawned as chilly and gray as the previous night had promised. "Egg-McHenrys" and camp coffee, with or without the Baileys, was the fare for breakfast at the Lawshé Ranch. The memorial service started in the auditorium of the local high school, and was attended by over 300 folks from every walk of life. Concurrent memorials were held in Illinois, Alaska, and Colorado. The mayor of Kalispell, Doug Rauthe, opened by saying that this was truly a celebration of life, and one person from every group with which Henry "Hank" Lawshé was associated helped to celebrate with tales of their times with Hank.

Although Hank wanted to be remembered as a plain man, nothing could be further from the truth. One fellow stated that Hank had taught him to "see the World



Photos: Jill Z. McGuire

in Technicolor, and hear it in Stereophonic sound." To find a more diverse individual would be a difficult task. Widely respected in the art world, his work was collected in Japan, Germany, China, and South America, as well as the United States, and he received numerous awards, including Best of Show at both the Charlie Russell and Frank Tenney Johnson Art Shows. Hank loved the Rocky Mountains, and chose as his subjects the rugged characters who had settled them.

An avid historian, he was a member of the Civil War Roundtable in Illinois and the Flathead Freetrappers Mountain Men Group in Montana. He served in the U.S. Army in the 101st Airborne Division and was a participant in the Bay of Pigs.

One of his favorite hobbies was the restoration of antique automobiles and the racing of vintage race cars. At the time of his death, he held three World Speed Records at Bonneville Salt Flats, with his car

"The Salt Shadow," part of the Salt Circus Family Racing Team. He was a member of the Millers Car Club, Glacier Street Rod, the Dusters Car Club, and the Studebaker Club.

He was a member of the Hellbillies MC of Poudre Canyon, Colorado, and the Road Dogs of Denver. One of his greatest loves was motorcycling, and he raced and collected a great many bikes over the years.

After the military salute and the presentation of the colors, the bikes lined up for the 30-mile ride in the pouring rain to the Packer's Roost Bar in Coram (I heard someone say, "Hank would've wanted it that way"). The crowd of soaked bikers had a mandatory shot of Hank's favorite, Crown Royal, as a letter that he had written just before he died was read aloud. Then, at Hank's request, "The Old Man's Last Ride" was played over the bar's loudspeakers.

The day resumed at the ranch with a band, an incredible amount

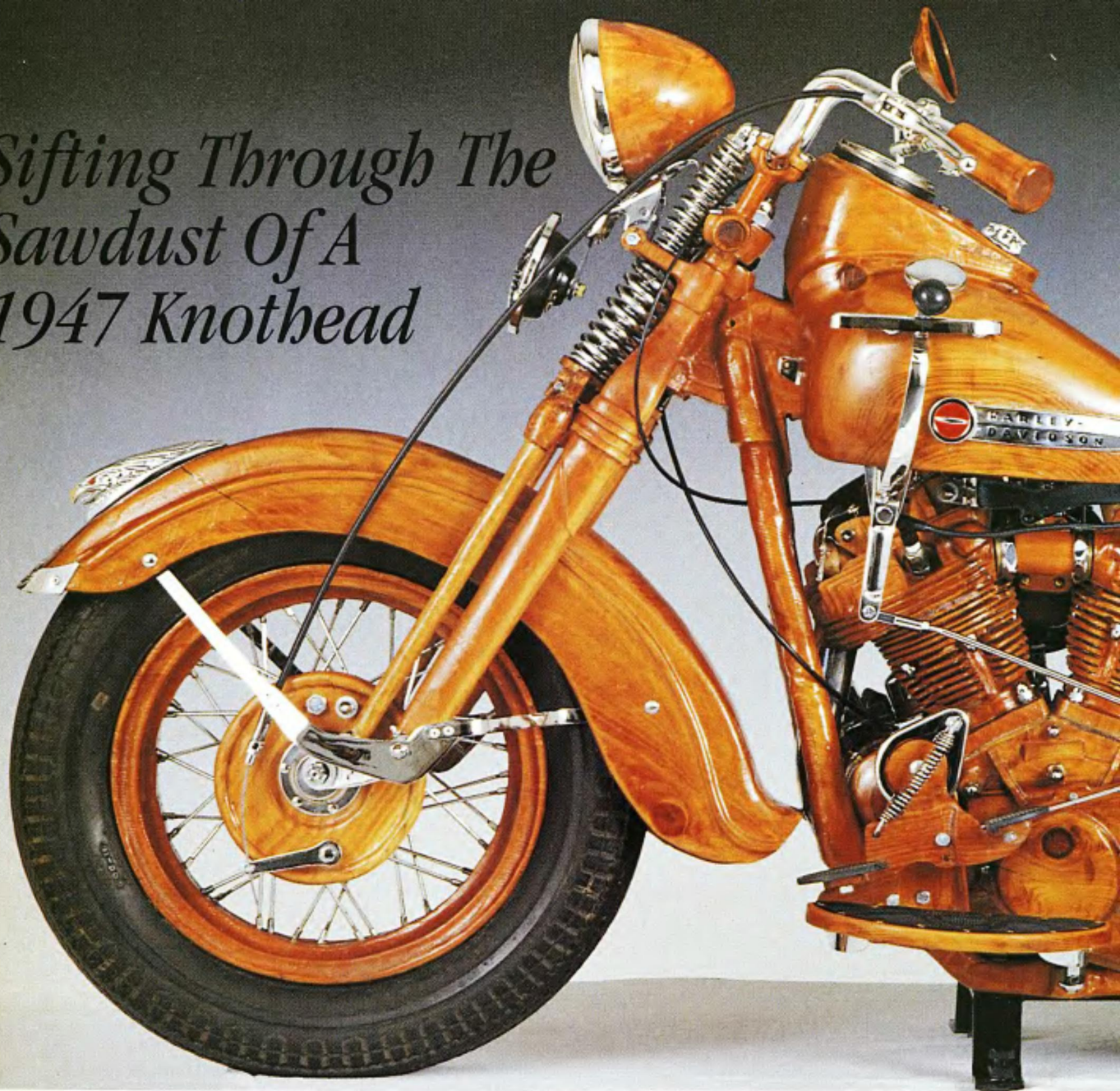
of food, lots of beer and Crown Royal, and many wonderful tales from hundreds of friends and loved ones whose lives were touched by this incredible and crazy man. My favorite was told by one of the Mountain Men, who told of how a bunch of them were in a cabin once, when Hank, who was up in the loft, yelled down, "Hey, you guys wanna see what true friendship is?" Then he turned around and fell backward out of the loft, knowing full well that his friends would be there to catch him.

At 6 p.m., with the flag flying at half-mast in the full drizzle, the Mountain Men readied their muzzle loaders, the crowd quietly swayed to "The Old Man's Last Ride," and on the third pass, a plane, flown by Hank's nephew and accompanied by the salute of the rifles, spread the ashes over the ranch. Hank had joined the party.

I guess if there was ever an appropriate epithet for Hank, it might be: "I Tried That."

—Jill Z. McGuire

Sifting Through The Sawdust Of A 1947 Knothead



About a year ago, Ross Gray traded a half cord of wood to Arnold Overholtzer for a log of Douglas fir, measuring 20 feet long and almost 3 feet across. When Arnold asked Ross what he planned to do with it, the Sonora, California, tree faller whipped out his chain saw, fired it up, and yelled, "I'm gonna carve me a Harley!"

And by god, did he ever.

You're looking at a 95 percent Douglas fir/cedar, 1947-FL Special Sport Solo. For two years, Ross carved small animal items, just for kicks. But when his wife, Sue, asked what was next, Ross said he wanted to do something really different . . .

Hubert and Carol Culpepper just

HOMEGROWN HARLEY



happened to have a running 1947 knuckle, and Carol graciously loaned Ross her bike as a model, on and off, for nine months. He whipped out the cedar tanks, fenders, seat, and tranny in no time, but he needed more removable model parts. So Ross packed the finished samples in his truck and headed for Road Dog Cycle in Turlock.

"I brought my work to show Road Dog that I was serious," said Ross. "I offered to buy a frame and sell it back to him when I was done, but he said, 'Take any part you need to borrow. I can't believe that anyone would go to this much trouble!'"

He got the same offer from Manny at Aguirre's Motorcycle Restoration





Photos: Raiko Hartman

in Stockton, who even threw in the footboards. Ross couldn't say enough about Road Dog, Manny, or Hubert and Carol, without whose help he'd have never been able to complete this mother of all carvings.

In addition to his samples, Ross also made the carb, front end, mirror, hand grips, distributor, primary, brakes, rear head, and clutch pedal out of cedar. The frame, cases, rims, and front end are Douglas Fir. And it's *all* hand-carved.

"I don't have a lathe or a big wood-working shop," said Ross, "just a bunch of chain saws, a Makita grinder, and a sander." He created all the parts from large blocks, whittling 'em down to exact replica size. The

frame was roughed out in the woods, cut to a moveable-sized slab, then hauled back to Ross's garage. Like the rims, it was tacked down, then cut through the middle with a chain saw.

"You can use the tip to bore right through the wood," said Ross, "but you better not catch it on anything."

For fine work, he used a 4-inch sanding disc to cut the cooling fins, and a 4-inch grinder to hand-lathe pieces like the fender ribs and rims. Then he sanded all the parts with 60 grit and applied one coat of Everstar epoxy resin. "It looks like 50 coats of clear," said Ross, laughing, "and I won't have to redo it for a couple-hundred years!"

Ross has a poster and T-shirts of

his '47 knothead, and Harley's approval to sell them and display the bike, provided their logo isn't included. 'Course, you'd have to be blind not to know what you were looking at. But plenty of people figured it out at this year's Love Ride display in Castaic Lake, California, including Willie G., who was blown away by Ross' attention to detail and devotion to a classic.

"Willie G. told me he thought he'd seen everything a person could do with a Harley," said Ross, proudly. "But he said that this topped it all."

For more info contact Ross Gray at P.O. Box 4321, Sonora, CA 95370-1321, (209) 532-1658.

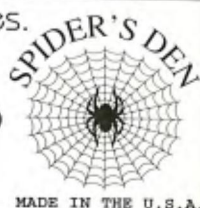
—Buck E. Beaver



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RHODE ISLAND RODS AND RIDES



Rides Like A Caddy And Goes Like A Corvette



After wading through hours of Holley 4-barrels, Hurst gear slammers, and high-flow headers, things rolled into one diamond tuck, posi-trac conclusion: Bob Quinn Jr. knows his street rods. Problem was, I was supposed to be interviewing him about his shovel.

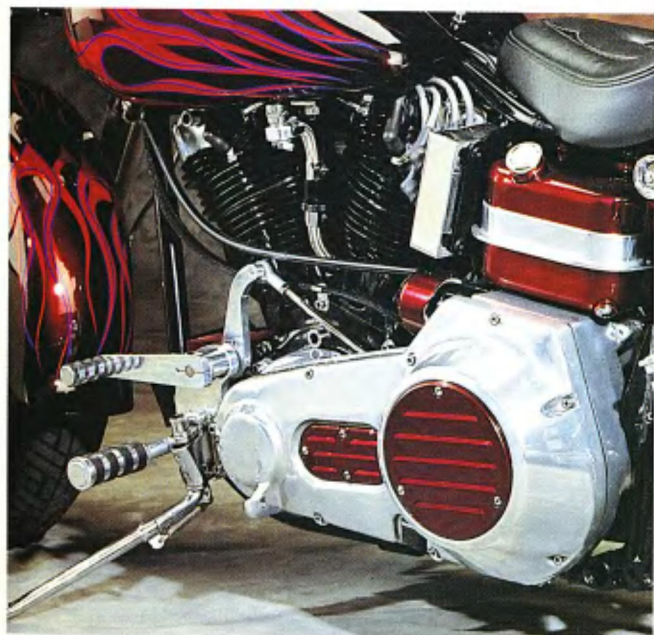
I came to find out that Bob had been born into the third generation of helping out with his family's 52-year-old transmission shop, and he was droppin' trannies damn near before he learned to change his own diapers. It was only on weekends, while his Mom rocked him in his cradle and bottle fed him tranny fluid, that he'd catch a glimpse of his Harley-ridin' old man firing up his scoot and taking to

*After years of
racing rods, his
adrenaline
threshold required
a two-wheeled
warrior powered
by wild horses*

the back roads of Rhode Island.

Those early glimpses of the Big Twin made a lasting impression on Bob, but his desire for a Harley of his own was put on hold while he hit the pro-stock racing circuit. As early as age 14, Bob earned a name for himself as a local rod racer. By 17, he was racking up trophies racing a '65 Impala Super Sport in the IHA pro-stock big blocks. He continued racing East Coast modifieds throughout the '70s, and it wasn't till the mid-'80s that the Milwaukee maidens beckoned his name.

Over the years, Bob had ridden around on a couple of Sportys, but after years of racing rods, his adrenaline threshold required a two-wheeled warrior powered by wild horses. Because he figured on putting some serious miles in the wind, Bob wanted a bike →





that would ride like a Caddy and go like a Corvette. And nostalgic looks had to figure in there, too.

When Bob met Mike McCann at a local bike rodeo in Stafford Springs, Connecticut, he knew that Mike was the man who could build the perfect putt to blast through the breeze between pro-stock races. When it was done, Bob loved everything down to the nostalgic look of the bobbed '47 fender hanging nice and low below the taillight, the half-Ness/half-Poncho pipes with 2-into-1 exhaust, the handling of the wider front tire, the overall looks of the FL, and the feel of the swingarm—not to mention 98 cubes of Harley thunder.

Not a bad ride for a rod man.

—Clay Dog

Owner(s): Bob Quinn, Jr.		City: North Smithfield, Rhode Island	
General		Frame	
Fabrication by: Mike McCann		Year: 1977	
Year and make: 1977 Harley-Davidson		Builder: H-D	
Model: FLH		Type: swingarm	
Value: \$15,000		Rake: stock	
Assembly: Mike McCann		Stretch: none	
Time: six months		Other alterations: welds cleaned	
Chroming: Graniteville Plating		Accessories	
Engine		Bars: FLH	
Year: 1977		Grips: Ness billet	
Model: shovelhead		Mirrors: Mike McCann	
Rebuilder: Davin Engineering		Risers: H-D	
Ignition: Accel		Fender(s): bobbed	
Displacement: 98 cubic inches		Headlight: FLH	
Lower end: S&S		Taillight: tombstone	
Balancing: S&S		Speedo: H-D	
Pistons: S&S		Front pegs: JayBrake	
Cases: H-D		Rear pegs: JayBrake	
Heads: S&S, Al Taylor		Electrics: 12-volt, McCann	
Cam: Andrews C grind		Gas tank: 5-gallon fatbobs	
Lifters: solids		Oil tank: H-D	
Carb(s): S&S Super		Oil system: braided lines	
Air cleaner: S&S, painted		Primary cover: polished	
Pipes: Ness (collector)		Seat: Danny Gray	
Mufflers: Ness, altered		Sissybar: none	
Transmission		Forks	
Year: 1977		Type: FLH	
Modifications: all Andrews gears		Extension: none	
Shifting: 4-speed		Builder: H-D, McCann	
Engine sprocket: 23-tooth		Special features: polished	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 47-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: Mike McCann		Hub: H-D	Hub: H-D
Painter: Mike McCann		Rim width: 3.5-inch	Rim width: 4-inch
Color: brandywine		Tire: Metzeler	Tire: Metzeler
Type: House of Kolor		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: candy flames			
Other special modifications: painted wheels, dual discs, braided lines, and tons of painted parts. Special thanks to Mike McCann.			
Photos: Steve Coonan			



BIKE FEST '94

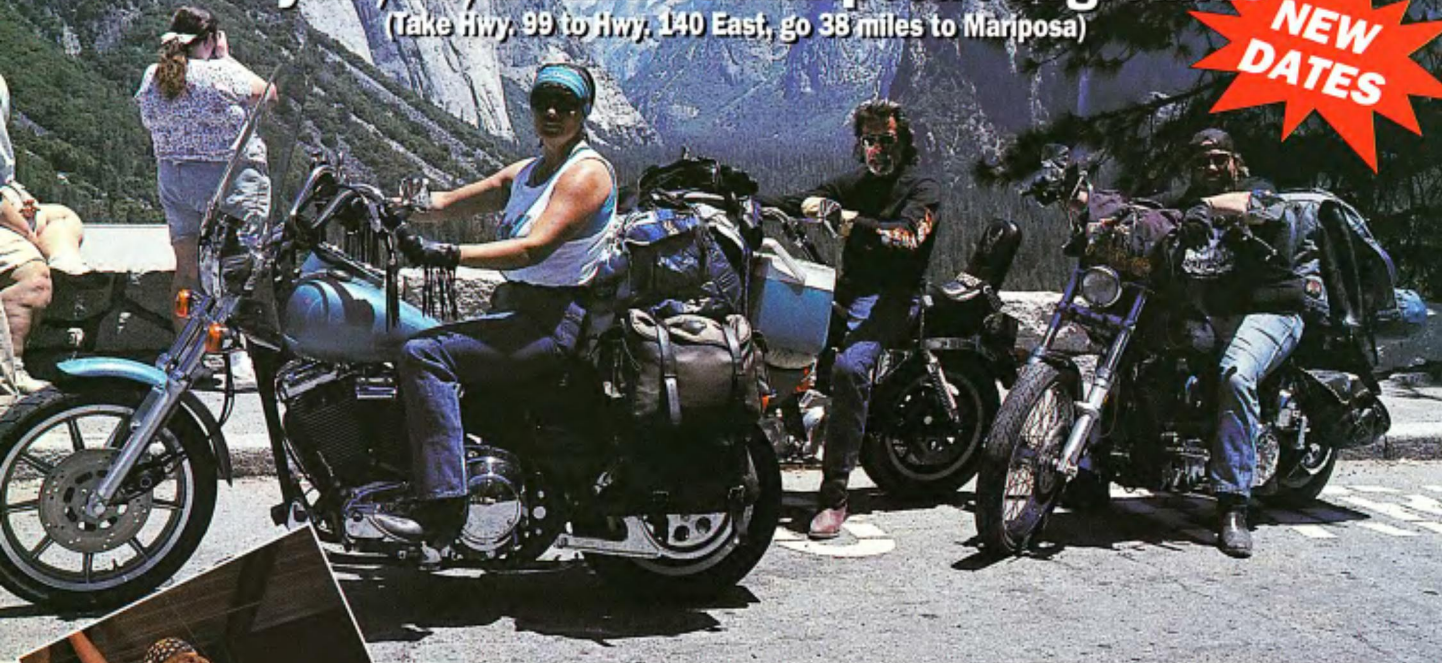
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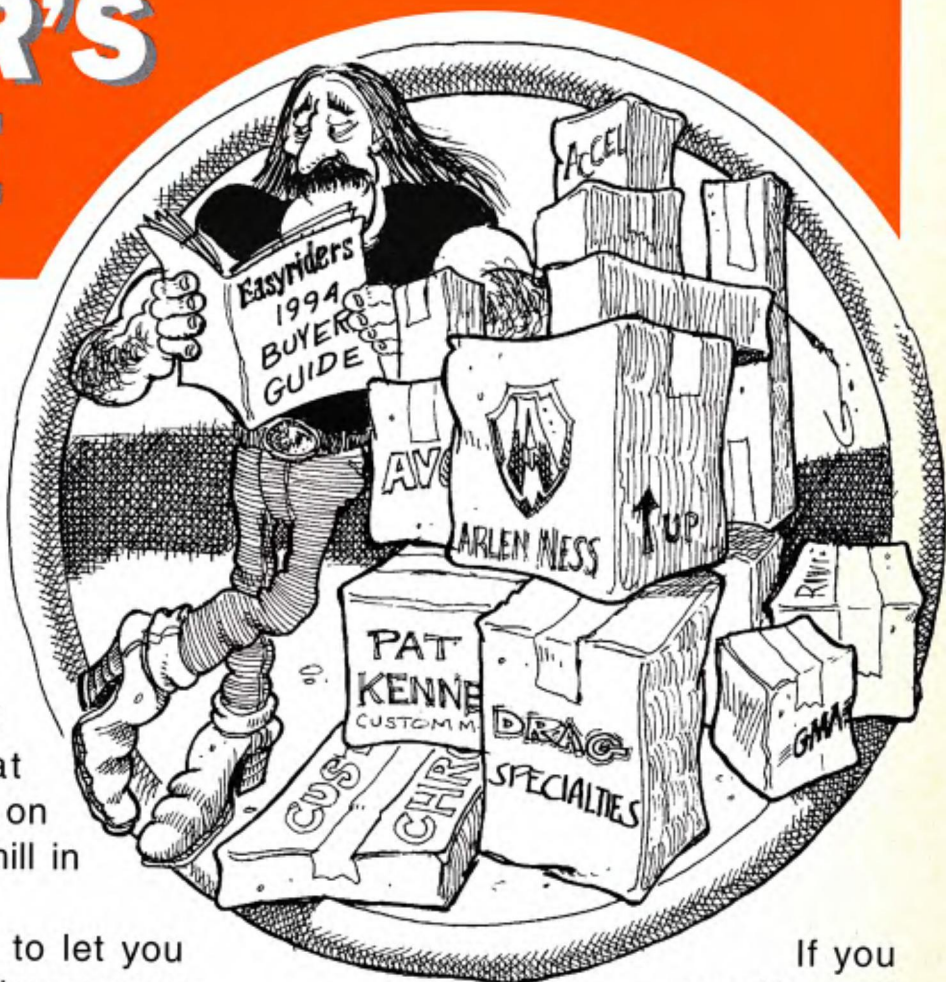
EASYRIDERS 1994

BUYER'S GUIDE

It's late February or early March as you thumb through this issue. Some of us are planning a trip to Daytona (or packing for it), others are thinking about the summer ahead and wondering what modifications to perform on that scooter catching a chill in the garage.

This guide is designed to let you review all of the latest custom components being manufactured by the top innovators in the industry. So if you see a style that you like, check out the manufacturer's catalog for the part or accessory you need.

These guys are professionals. If you have questions, don't hesitate to ask them about the part of modification you need. In addition, a reader's service card is included in this guide so that you can order catalogs or receive free information from the manufacturers.



If you are like half the gang around here, you're always changing things on your ride. For most of us, next to being out on the open road, the art of customizing is a way of life.

This guide is designed to both inspire you and add to your list of bike-building resources. Use the card in the center to get any additional information you need.

Custom Forever—Forever Building.

—Bandit

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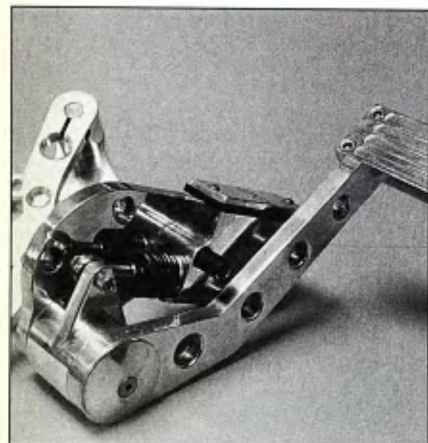


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ACCESSORIES



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Check #1 for info.



**DIRT TRACK RACING SPORTSTER TANK
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Designed to fit only Evo model Sportster frames, this tank is a part of Storz's conversion kit, which gives a dirt track racer look to Evo Sportsters. The tank is hand-made from aluminum sheet and has a capacity of 2.75 gallons.

Check #2 for info.



**BELT PULLEYS FROM THE MAX
SUPER MAX BELT DRIVES**

Phil Ross is the master and the only one who makes alternate gearing for belt drives. He's also the only one making pulleys out of teflon and steel. He's becoming quite the artist with pulleys that match wheel and brake rotor designs.

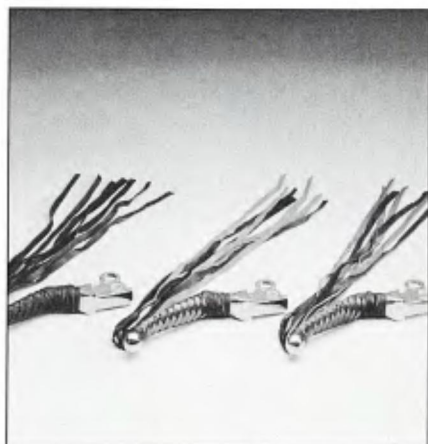
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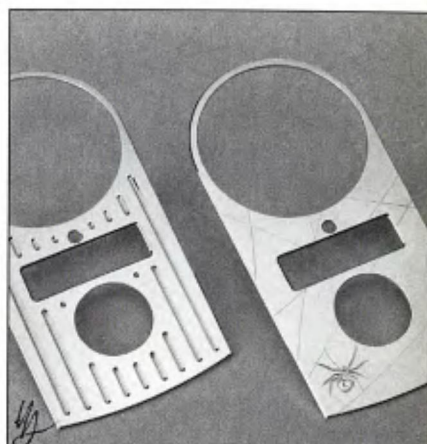
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Check #5 for info.



BILLET CUSTOM DASH PANEL PRO-ONE

Here are two examples of Pro-One's extensive line of billet aluminum custom parts. These dashes will fit any motorcycle with fatbobs—well, maybe not any bike, but the majority of fatbobs.

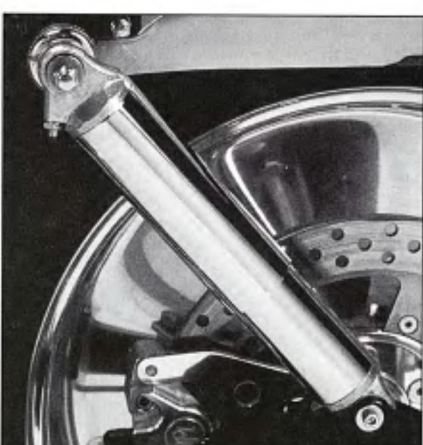
Check #6 for info.



TOOL AND SPARK PLUG ROLLS AND MORE HI-TECH CUSTOM CYCLES

Here are light, billet aluminum tool, spark plug, and battery reservoir rolls for easy, stylish stashing of needed elements (they come with a variety of clamps). A billet Softail brake reservoir and master cylinder cover are also shown.

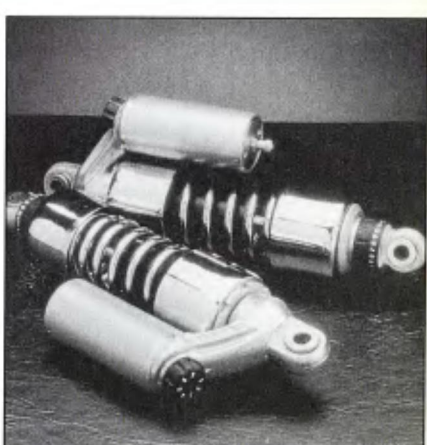
Check #7 for info.



DUAL SHOCKS WHITE BROTHERS

These unique shocks utilize air pressure, internal volume, and speed sensitive damping to adjust easily for all riders. These offer a plush initial ride, yet are extremely resistant to bottoming. Full chrome covers offer an ultra-clean look. Various lengths available.

Check #8 for info.

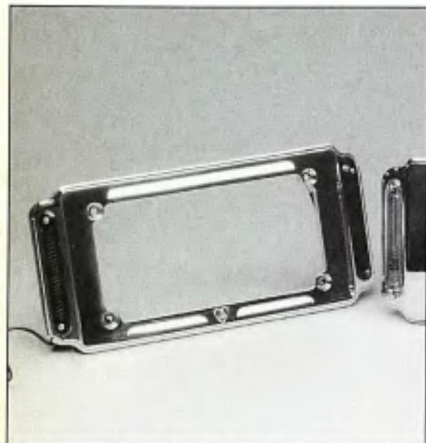


SUPER ADJUSTER SHOCKS WHITE BROTHERS

These shocks offer exterior adjustability for rebound and compression damping and easy-to-adjust spring preload adjustments. A piggyback remote reservoir ensures cool, consistent action and superb styling. Each set includes chrome springs.

Check #9 for info.

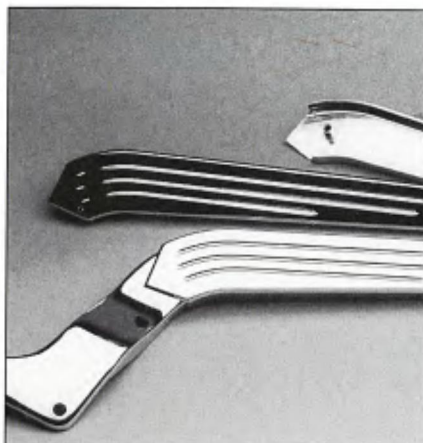
ACCESSORIES



LICENSE FRAMES ARLEN NESS

These billet frames are available in a standard size, accepting 7-1/4 inch x 4-1/4-inch plates, and a larger size that accepts 8-5/8-inch x 4-5/8-inch plates. The standard size works great with Ness billet license backing plates. Varied finishes available.

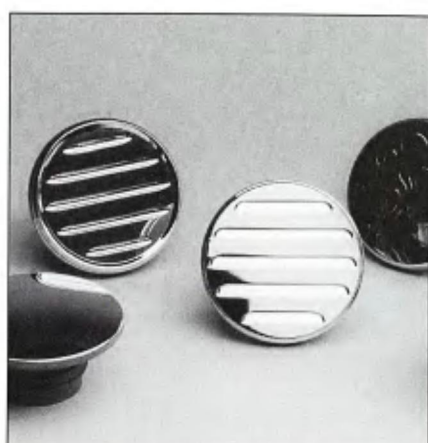
Check #10 for info.



CUSTOM FENDER RAILS FOR SOFTAILS ARLEN NESS

These rails are available for 7- or 8-inch fenders. When mounted, they're positioned 1-1/2 inches lower than stock. They require removal of the fender strut support on the rear of the factory frame. They're chrome-plated and include mounting instructions.

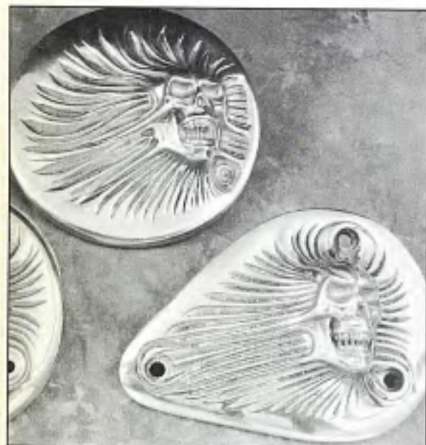
Check #11 for info.



GAS CAPS ARLEN NESS

These screw-in caps measure between 1/4 and 3/8 inches. Each chrome-plated cap includes a James Gasket seal. Vented caps to be used on all single-cap models, and also on the right side of a fatbob-type tank. Nonvented models to be used on the left side.

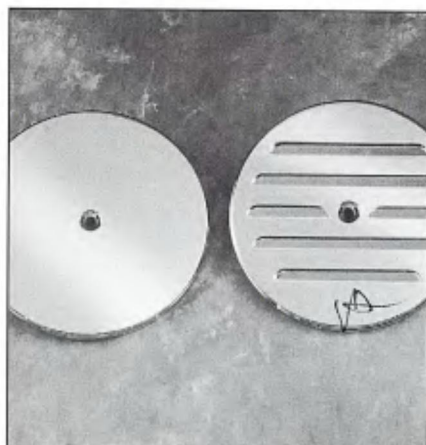
Check #12 for info.



SKULL AIR CLEANER INSERTS DRAG SPECIALTIES

These all-new skull air cleaner inserts are a great addition to any bike. They look especially trick on bikes that are covered with skulls. They come with all the necessary hardware you'll need. Made by Zambini Brothers, M/C Art in the USA.

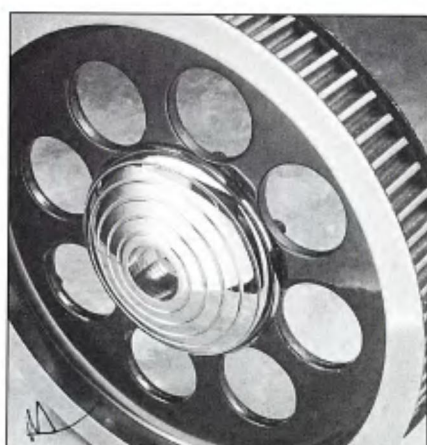
Check #13 for info.



AIR FILTER COVERS FOR MIKUNIS DRAG SPECIALTIES

Three styles (smooth, louvered, or milled) of chrome air filter covers are available for the RS 40 & 42 Mikuni carbs. Custom die-cast aluminum covers allow more of the air filter element to be exposed, thereby improving the air flow.

Check #14 for info.



CHROME REAR HUBCAP ('86-'93 SOFTAILS) DRAG SPECIALTIES

A high-tech solution to covering unsightly rear pulley mounting bolts, this billet aluminum hubcap features a machined ring design. It is hand-polished, chrome-plated, and attaches with special bolts (supplied). Comes with all necessary mounting parts.

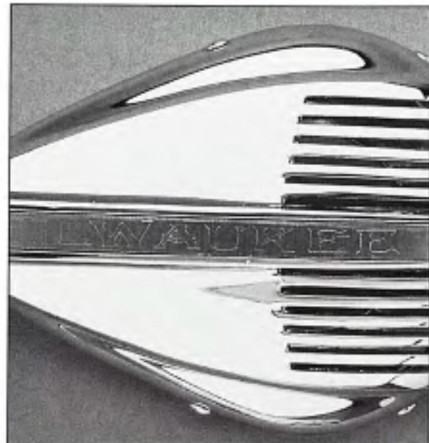
Check #15 for info.



AIR CLEANER RIVERA

Over 7 inches in diameter, this "smoothie" features a stainless steel cover with a K&N air cleaner and a machined taper bore billet aluminum backing plate. Flows cleanly with a lifetime K&N filter element. Fits the SU, QWIK-silver, S&S, Bendix, and stock CV carb.

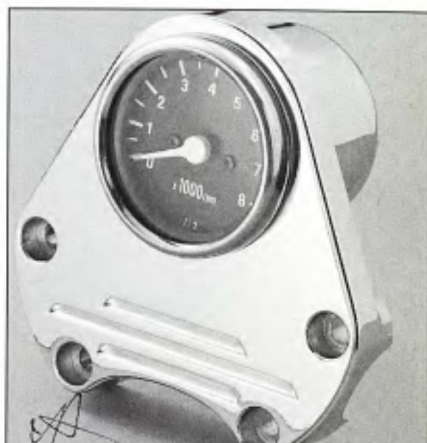
Check #16 for info.



ART DECO AIR CLEANER MILWAUKEE IRON

Randy Simpson and his crew at Milwaukee Iron are building some hot billet products, laser cut precision items, and casting more pieces that will add the special touch to any custom. This air cleaner was designed after the mid-'50s Harley siren.

Check #17 for info.



HANDLEBAR CLAMPS FOR MINI-GAUGES DRAG SPECIALTIES

These chrome-plated clamps have a built-in gauge mount that accepts any of the "mini" speedos or "mini" electronic tachometers. Clamps can be drilled to accept the small round indicator lights. Comes in a straight design back or a 45-degree bend design.

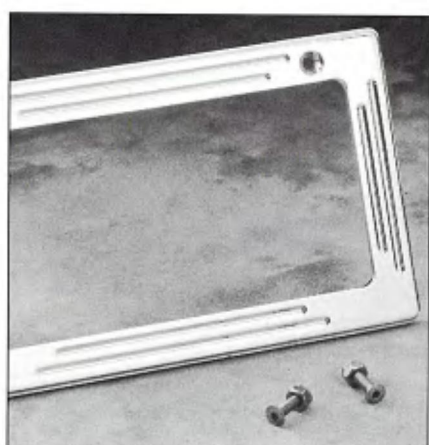
Check #18 for info.



BILLET-FINNED COVERS CUSTOM CYCLE ENGINEERING COMPANY

Available for most Evos, these heavy, American-made designs won't seep oil. Polished or chromed, the selection includes derbies, inspection covers, point covers, master cylinder lids for Softails, FXRs, and swingarms, and pivot covers for FXRs.

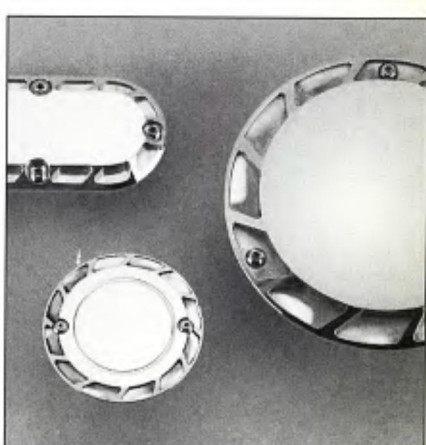
Check #19 for info.



LICENSE PLATE FRAMES DRAG SPECIALTIES

These new license plate frames—manufactured and supplied from Baron—feature solid brass construction and are available in many unique styles and color combinations. The plates measure 4 inches x 7 inches.

Check #20 for info.

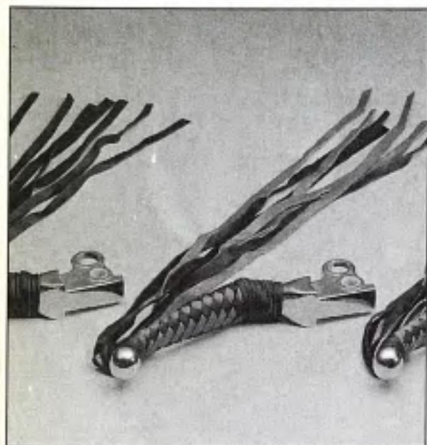


POINT, INSPECTION, AND DERBY COVERS PRO-ONE

Pro-One has done a masterful job at taking a design (this one is called Turbo) and following up with enough accessories to afford the customizer an entire line in each style. Picture above are an inspection cover, a derby cover, and a point cover.

Check #21 for info.

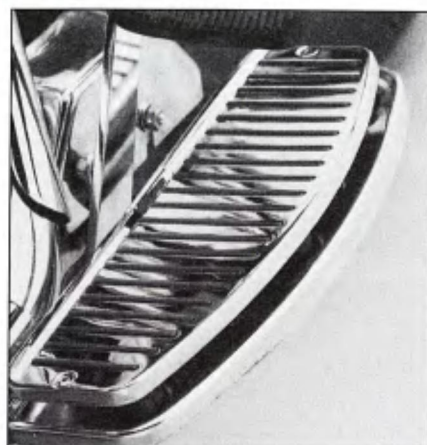
ACCESSORIES



CHROME BRAIDED LEVERS KÜRYAKYN

The brand to choose for leather finishing, durability, color fastness, UV resistance, and dye penetration tests. These braids won't loosen because they're rock solid and will provide long-term comfort and stability. Package also includes spoon-type levers.

Check #22 for info.



FLOORBOARD PADS CUSTOM CHROME

New design features a unique, rubber insert sandwiched between chromed, stamped steel plates. Insert's durable rubber ribs protrude through slots cut into the top plate, giving a hot look and long-ride comfort. Fit original equipment and CCI rectangular floorboards.

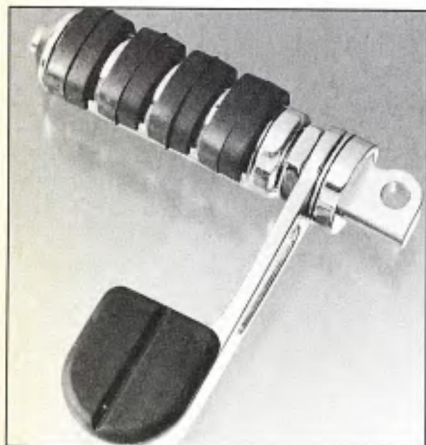
Check #23 for info.



SHIFT LEVER COVER CUSTOM CHROME

This Rick Doss-designed item can shift the judge's decision in your favor at your bike's next showing. Slipping over your original equipment shift lever, this chrome-plated stamped steel is held in place by the shift rod clevis. Fits 5-speed Big Twins (1985 to present.)

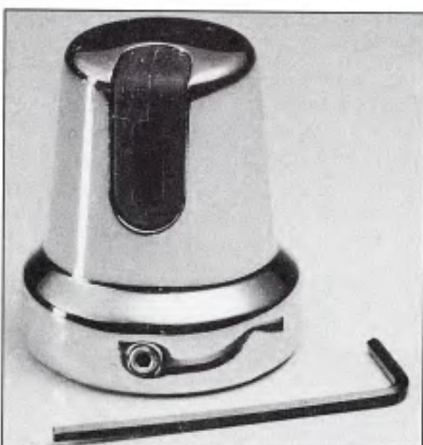
Check #24 for info.



ISO STIRRUPS KÜRYAKYN

Ride on these and you'll be spoiled for life. These can be used anywhere you have a male-ended footrest (except the passenger pegs on a Softail, due to clearance). Everyone who has this long overdue product says they can't imagine being without them.

Check #25 for info.



CHROME OIL SENDER SWITCH COVER KÜRYAKYN

Have you ever said, "I wish there was something to cover up that duck-ugly switch behind the rear cylinder"? If so, this popular, rubber-lined, easily-installed, die-cast cover changes all that. Fits most Big Twins, except full dressers (which they're working on).

Check #26 for info.



BLOCKBUSTER SADDLEBAGS DRAG SPECIALTIES

These thick, leather saddlebags are among the largest on the market. They provide more storage space for those who don't ride full dressers. Fits all '84-'93 FXST, FXSTC, FXSTS models without turn signals. Measurements: 2 in. x 8.5 in. x 13 in. Support bar not included.

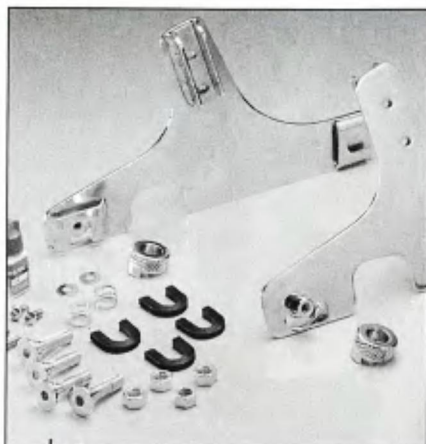
Check #27 for info.



ISOSHIFTER PEG KÜRYAKYN

If you're one of the many who wants a shifter peg that's just a little longer, you're finally in luck. This standard Iso shifter peg (7/8 inches) has one more O-ring added to it. These are great, especially if you have extended controls.

Check #28 for info.



SISSYBAR MOUNTS KÜRYAKYN

Of course you need your sissybar, but sometimes it makes a neat bike look really clumsy. Now you can make like Superman by pulling out two knobs and losing your sissybar in about 3 seconds. Instantly, you're ready to go puttin', while looking good.

Check #29 for info.



AIR CLEANER KÜRYAKYN

This air cleaner works as good as it looks. Fully automatic, the vacuum pod opens the butterflies as your motor needs more air. Handles up to a 160-cubic-inch engine. Available in candy red, black, turquoise, or candy blue. Fits '66-'93 H-Ds and most carbs.

Check #30 for info.



AIR CLEANER COVERS PRO-ONE

If you still haven't found the item that will bring the final sparkle to your scooter, don't sweat it. There are options. Pro-One has a catalog, along with tremendous resources. Check 'em out. If they don't currently make what you need, they may next week.

Check #31 for info.



FLAMED LUGGAGE TRAVELCADE

This synthetic Leather-Tek material not only looks great, it also won't stain, mildew, or rot, and it's completely water-proof. No more stiffening or cracking. Cleans easily. Available is a wide variety of sizes, styles, and colors.

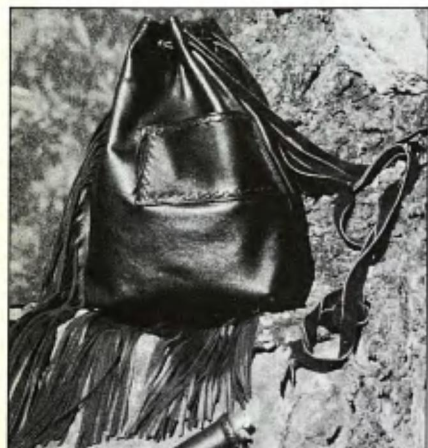
Check #32 for info.



CHROME MOUNTING BRACKET CUSTOM CHROME, INC.

Upgrading your ignition system? Sick of seeing ugly coils and broken brackets? CCI's coil and bracket kits, offered in a variety of electrical specifications and fittings, are of sturdy, die-cast construction, with lustrous chrome-plating. Kit comes complete with all hardware.

Check #33 for info.



PURSE/LIGHTER JACKET HOG NOGGIN

Now you can carry your goods in style. This is a highly functional, light-weight, durable lighter jacket, which conveniently doubles as a stylish lipstick pouch. It's made of soft, lambskin leather. And the fringe feels so soft!

Check #34 for info.



CROTCH PROTECTOR NIGHTRIDER LEATHERS

This body area needs extra protection from wind chill and damp weather. The patch snaps on and off easily over your chaps belt and tucks between your legs while riding. One size fits most everyone, men and women. Made of top-grain black leather and quality sheepskin.

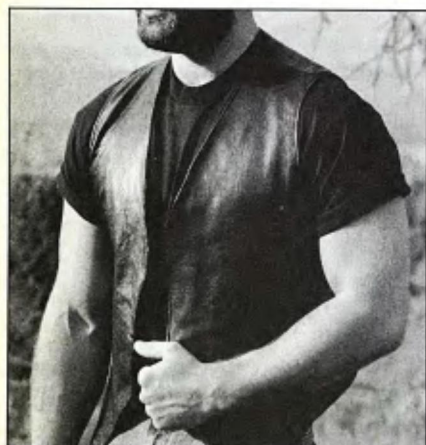
Check #35 for info.



T-SHIRT J&P CYCLES

Created exclusively for J&P Cycles by the world famous M.K. John Studio, this design features a seven-color logo on both sides of the shirt. All shirts are black, made of 100% cotton, and pre-shrunk. Available in sizes from S to XXL.

Check #36 for info.



VEST HOG NOGGIN

Here's a vest that is made from three pieces of leather, without any unsightly middle seam. To keep the lines of the vest clean, there is a concealed closure made with soft, supple lambskin leather. All Hog Noggin's leather garments are custom and American made.

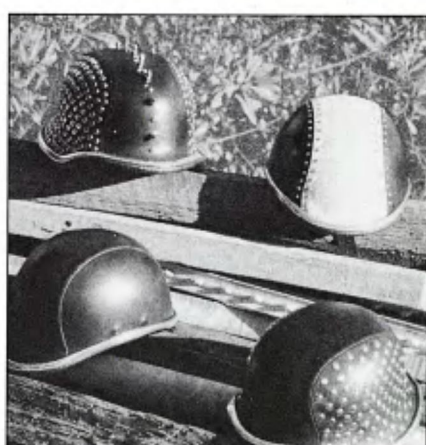
Check #37 for info.



DEERSKIN GLOVES NEMPCO

Here are three styles. The Tourist has a padded gauntlet and a Velcro strap at the wrist. The Daytona is a street style glove with a stiffened gauntlet and Velcro strap at the wrist. Shorty Gloves have a comfortable, low-cut design with an elasticized cuff.

Check #38 for info.

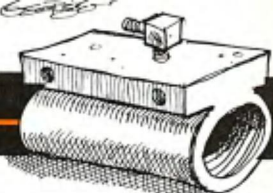


LID COVERS HOG NOGGIN

Here are a variety of denims, in addition to black lambskin leather. Hog Noggin will go out of their way to try to match the bike or accessories color for you on a custom basis. You can choose from a wide variety of helmets and studs, which are available for resale.

Check #39 for info.

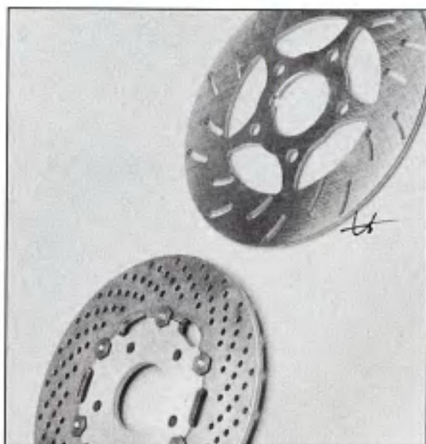
BRAKES



DRIVING GLASSES NEMPCO

These Uvex Astrospec glasses feature the latest high-tech innovations in riding eyewear. Combining safety with style, these glasses have 1.5mm Lexan lenses with an adjustable temple frame. Available with black frames and clear, smoke, or mirrored lenses.

Check #40 for info.

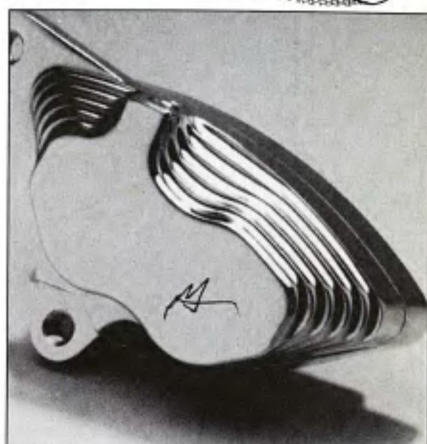


ROTORS

PAT KENNEDYS CUSTOM MOTORCYCLES

These rotors, for 5-bolt hole patterns, show off 80- to 120-spoke wheels and are compatible with all brake pad styles. The 8.5-inch floating disc rotor offers a swept drill pattern, and the 8.5-inch custom rotor fits with a slotted-style drill pattern.

Check #41 for info.



BRAKE CALIPER KITS CUSTOM CHROME

This RevTech brake caliper kit is complete with everything you need to get the ultimate in stopping power and good looks. Comes completely chrome-plated and ready to mount. Features dual-action, four-piston calipers. CNC-machined from billet aluminum.

Check #42 for info.

CHEMICALS



ROCKET FUEL RIVERA ENGINEERING

Boost your octane 4 to 7 points. It's clean, convenient, economical, and now in easy-fill tubes. Take it on trips to insure proper octane rating. Protect engine while releasing full torque and power. No need for carb mixture adjustments. One tube treats 2 to 5 gallons.

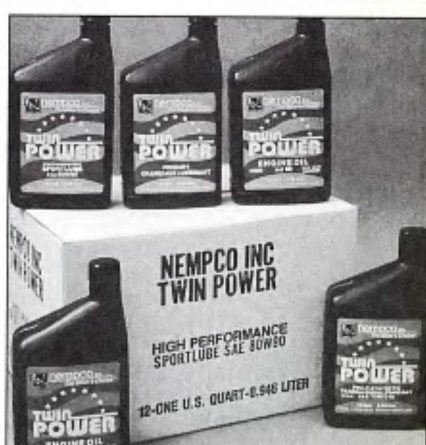
Check #43 for info.



ROCKET FUEL CAL PRODUCTS

Get one sample tube of rocket fuel and either one black cap or one riding shirt for \$10. Each features our infamous "Warning, not for Jap bikes" engine logo. Rocket fuel has been fed to the big dogs since 1980. Try some in your ride today.

Check #44 for info.



ENGINE OIL AND LUBRICANTS NEMPCO

Engine oil, primary chain lubricant (reduces clutch drag, maximizes chain & sprocket usage), high-performance sport lube (reduces trans drag), semi-synthetic trans lube (protects in varied temps), full-synthetic trans lube (low temp fluidity & high temp viscosity).

Check #45 for info.

CHEMICALS



FINISH RESTORER BROOKSIDE IMPORTS

This restorer easily renews badly tarnished metals to a brilliant shine, yet remains mild enough to use on paintwork and plastics. Brightens aluminum, stainless steel, chrome and black chrome engine parts, exhaust pipes, handlebars, and fork tubes.

Check #46 for info.



TOTAL CYCLE CLEANER BROOKSIDE IMPORTS

This is the world's first spray-on, hose-off cleaner that gets an entire bike clean in minutes instead of hours. Watch as insects virtually fall off the windscreen, and oil and road film dissolves immediately on contact. Product is surface safe and biodegradable.

Check #47 for info.



CORROSION PROTECTANT BROOKSIDE IMPORTS

Spray this on, rub it in, then watch as your bike becomes shiny and protected from corrosion! Won't attract dirt and dust like some other protectants, and it won't rinse off in the rain. It out-performed a famous "corrosion fighter" 7 to 1 in a salt-spray test.

Check #48 for info.

CHEMICALS

ELECTRICAL



WHEEL CLEANER BROOKSIDE IMPORTS

Removes ugly chain lube or sticky black brake dust. With 50% more cleaning power, its clinging formula stays on your wheel from 15 minutes to 2 hours. You control its cleaning power! Nonacid formula provides complete surface safety and can be used on any wheel.

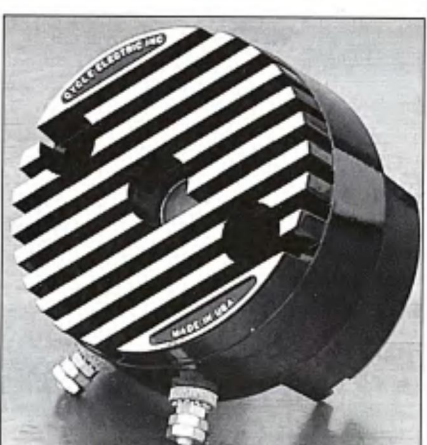
Check #49 for info.



VOLT GENERATOR KIT CHROME SPECIALTIES

Features epoxied armature wires, spot-welded commutator segment (not soldered), and hardwood maple wedges for extended service life. Order generator with built-in regulator (or either item separately). Fits FL Big Twins ('65-'69) and Sportsters ('65-'81).

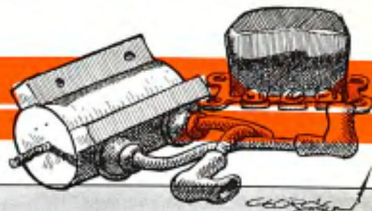
Check #50 for info.



VOLT REGULATORS CHROME SPECIALTIES

These new regulators feature unique styling with American-made quality and performance. Available in all chrome or black finish to fit most Big Twins and Sportsters (1965-up). Feature the latest, state-of-the-art electronic circuitry. Attaches easily to stock mounts.

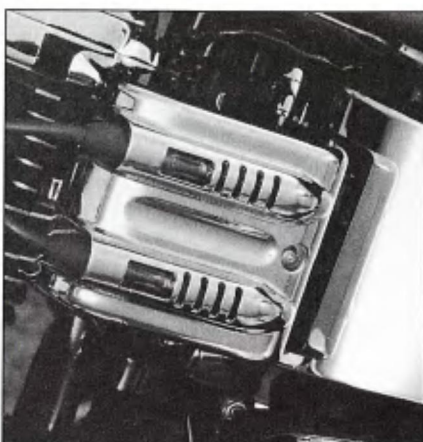
Check #51 for info.



HANDLEBAR SWITCHES CUSTOM CHROME, INC.

Available exclusively from CCI, switches come chrome with black lettering or as reproductions of the black original equipment. Fit all Sportsters and Big Twins (except those with radio controls) from '82 to present. Includes color-coded wire and soldered connections.

Check #52 for info.



LAZER COIL COVER KURYAKYN

Ever notice that the stock chrome box on your bike doesn't line up with anything around it? This chrome coil cover changes that, blending perfectly and featuring an angled mount for easy installation on '65-'94 Big Twins and Softails (with coil behind rear cylinder).

Check #53 for info.



ALTERNATOR CONVERSION KIT CHROME SPECIALTIES

This lightweight, 3-1/4-inch alternator features high-power output, billet housing, and a stress-proof shaft. Materials provided for easy installation. Fits 12-volt Big Twins ('65-'69), Sportsters ('65-'83), and pre-'65 models converted to 12-volt. Chrome-plated or black.

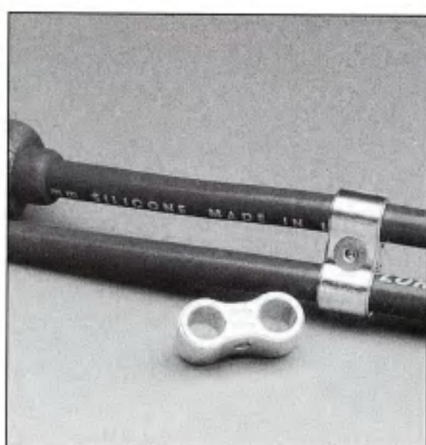
Check #54 for info.



BATTERIES CHROME SPECIALTIES

Internal grid design withstands severe vibration and assures maximum conductivity. High-tech separators allow a 30% power improvement over ordinary batteries. The first H-D battery to use lead calcium technology, it lasts up to 300% longer than others.

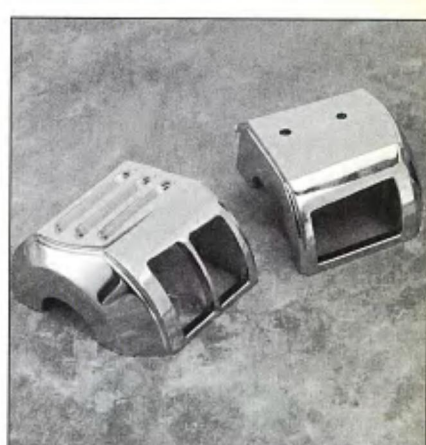
Check #55 for info.



PLUG WIRE SEPARATORS ARLEN NESS

These machined plug wire separators feature beveled edges and decorative, machined slots. Sold in pairs. Satin finish. A small but important detail on any custom scooter. Can be drilled to fit various sized cables to give a hot look to your bike.

Check #56 for info.



SWITCH HOUSINGS DRAG SPECIALTIES

Feature a top-flat area with three lower cut-outs to match other D.S./Ness accessories. Accepts stock switches, throttle cables, and cruise control. Socket head pinch bolts give a positive clamp on the bars. Fits '82-'93 models, except those with radios or police bikes.

Check #57 for info.



DIGITAL SPEEDOMETER ARLEN NESS

Featuring the combined effort of Arlen Ness and Dakota Digital, this speedo is the most advanced in the motorcycle industry. This is solid state reliability in a custom application. We may see more solid state controls and gauges in the future.

Check #58 for info.



IGNITION WIRES SUMAX

Available in custom-cut lengths, these wires are 100,000 volts-plus, with three layers of silicone, tightly woven heat treated skin, and Spiro Pro Core delivering maximum fire power at a .409-inch diameter. Molded Pro Boot bonded to wire. Available in red and blue.

Check #59 for info.



DUAL COIL SYSTEM CUSTOM CYCLE ENGINEERING COMPANY

Under a contoured cover, billet aluminum and steel bracketry (designed for dual Dyna coils) makes installation easy. Fits late-model Big Twins. Available for custom applications. Aluminum mounting bracket (shown) aids horn relocation on the FXSTs.

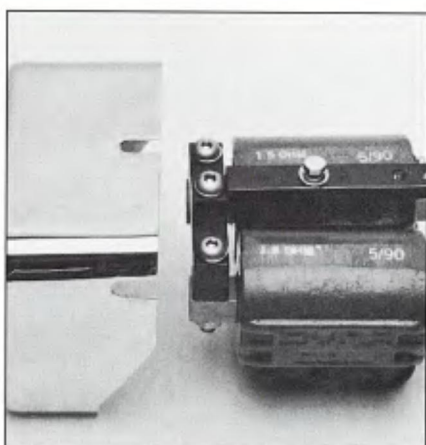
Check #60 for info.



DIGITAL IGNITION SYSTEM RIVERA ENGINEERING

Here's a micro computer-controlled, user-programmable ignition upgrade for all H-D motors that can use a late-model stock Harley ignition pickup or a Dyna S. Features include: four selectable advance curves, built-in rev limiter, and LED light for static timing.

Check #61 for info.



BRACKET RIVERA ENGINEERING

This will mount two Dyna coils and retain the use of the stock coil cover. No frame modifications will be necessary. Bracket is manufactured of billet aluminum, precision machined, and black powdercoated. All hardware is stainless steel. Made in the USA.

Check # 62 for info.



WEIGHT ASSEMBLY RIVERA ENGINEERING

A must for all point systems and Dyna or Crane electronic ignition systems. Smooth idle and throttle response guaranteed. Base plate and shaft machined from stainless steel. Weights are heat-treated and coated to prevent rust; washers have wire springs.

Check #63 for info.

ENGINE ACCESSORIES



EVO PAN COVERS NEMPCO

These old-style, three-piece pan covers feature a cast aluminum base, polished D-rings and chrome top covers. Gaskets and stainless steel screws included. Made in the USA these are sold in sets for two heads and are available Sport and Traditional styles.

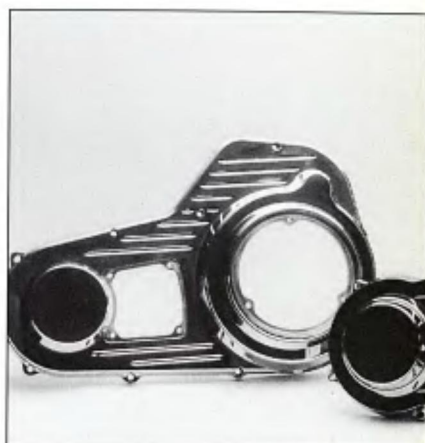
Check # 64 for info.



DYNA GLIDE MOTOR MOUNT COVER CUSTOM CHROME, INC

This chrome cover fits all Dyna Glides from 1991 to the present. Louver-styled top cover is secured with chrome-plated countersunk screws and includes smooth-side socket-head bolts with pushcaps to replace standard motormount thru-bolts.

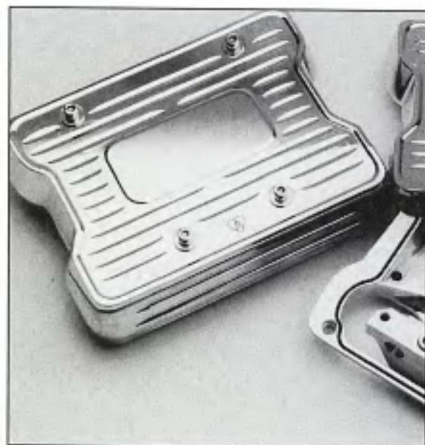
Check #65 for info.



BILLET PRIMARY COVERS ARLEN NESS

Forget about chrome-plating your stock die-cast primary because these sculptured billet beauties are carved out of 6061-T6 aluminum. Three-piece design accepts any Ness derby or inspection cover. Each oil-tight cover includes all hardware. Chromed or polished.

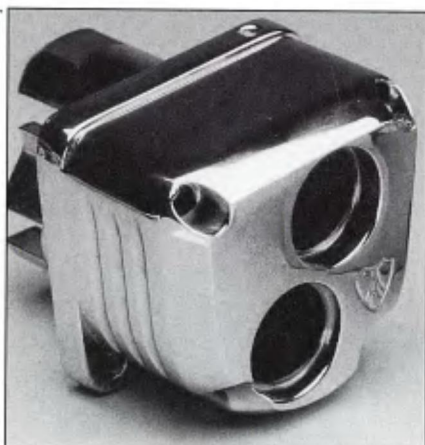
Check #66 for info.



EVO BILLET ROCKER BOX KIT ARLEN NESS

This two-piece design gives your 1984 and newer Big Twin motor a new look. These rocker boxes are machined from large chunks of 6061-T6 billet aluminum. Two state-of-the-art assemblies, gaskets, and hardware are included. Polished or chrome finish.

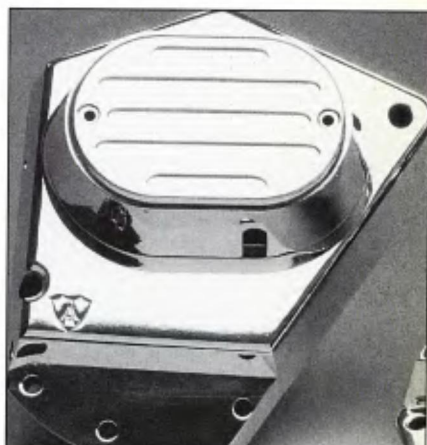
Check #67 for info.



LIFTER BLOCKS ARLEN NESS

Lifter blocks don't get any better. Machined from 6061-T6 billet aluminum, these units should wear twice as good as the factory cast units. They'll fit all 1984 and newer Big Twins. They're available in polished or chrome finish, and sold in pairs.

Check # 68 for info.

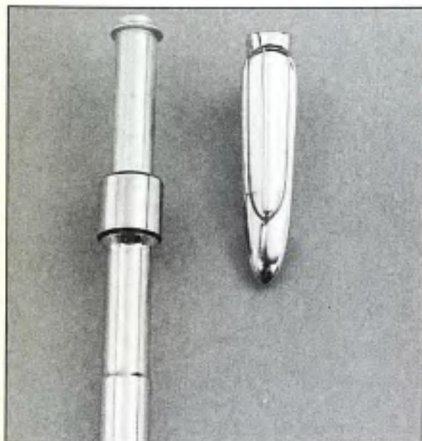


BILLET CAM COVERS FOR BIG TWINS ARLEN NESS

These great-looking cam covers accept most any performance ignition. Cam covers come in grooved or louvered style. Include installed cam and pinion bushings, a James steel cam seal and gasket, and necessary hardware. Available for Big Twins.

Check # 69 for info.

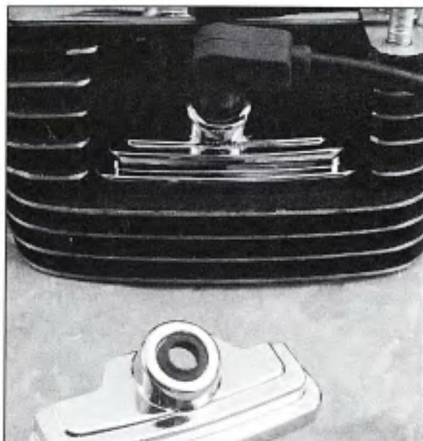
ENGINE ACCESSORIES



WESTBROOK PUSHROD TUBE CLIPS DRAG SPECIALTIES

Drag Specialties and custom builder Billy Westbrook created these designer pushrod tube clips. Installed in seconds, these add a great look to a dull area. Each clip is precisely die-cast and chrome-plated. Fit all '66-'93 Big Twins. Sold in packs of 4 or separately.

Check #70 for info.



WESTBROOK PLUG COVERS DRAG SPECIALTIES

Billy is one of the last traditional blacksmith/sculptors in the business. He takes a chunk of raw metal, a vice, and a hammer and creates. This creation covers spark plugs and head bolts and is now manufactured by the good people at Drag Specialties.

Check #71 for info.

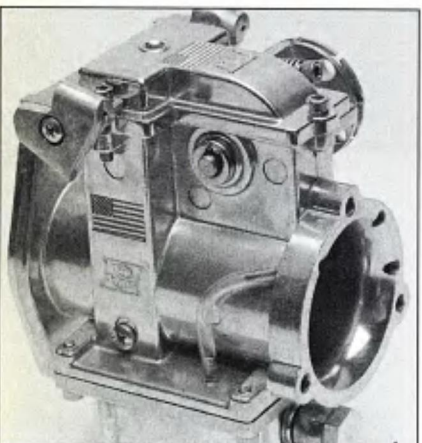


CUSTOM END PLUGS KÜRYAKYN

Everyone liked 'em so much that more colors had to be added. Here's the latest. These babies aren't cheap. But remember, the only difference between good and great is detail. Choose from gold-plated, turquoise, black, and red, to name a few.

Check #72 for info.

ENGINE PERFORMANCE



PERFORMANCE CARBURETORS RIVERA ENGINEERING

These self compensating, flat slide QWIK Silver II performance carbors offer increased horsepower, easier starting, smoother idle, and improved fuel economy. Available in bore sizes, 40 & 42mm, with or without manifolds (it will bolt out most existing 2-bolt manifolds).

Check #73 for info.



OIL COOLERS NEMPCO

These Lockhart 500 Series standard oil coolers now have updated brackets and expanded applications for all late-model Harleys. They reduce oil temperature by 30 to 70 degrees, and include necessary hose, fittings, adapters, and instructions.

Check #74 for info.

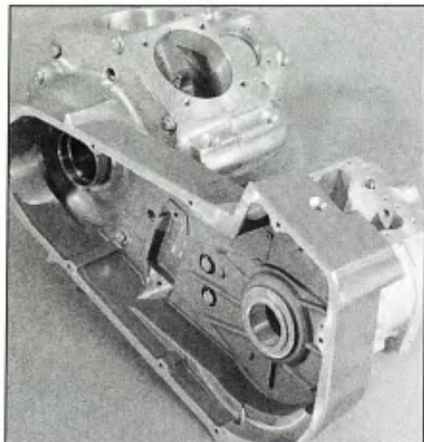


PUSHRODS RIVERA ENGINEERING

These adjustable pushrods can be installed without removing the gas tank, rocker box assembly, or camshaft cover and assembly. The Taper-lite "TM" pushrods are the standard of the industry, featuring a high number of threads per inch to increase the strength.

Check #75 for info.

ENGINE PERFORMANCE



POWER MODULE CAL PRODUCTS



With its solid, compatible base, this power module assembly allows you to build the kind of bike you want. Assemblage contains: complete engine case set for all cone motors, transmission cases for '41-'80 4 speeds, and an inner chain case for 1970-82.

Check #76 for info.



STREET ROD MODEL J&P CYCLES



No, this isn't a performance product, but you gotta save your pennies to go fast! Orange and blue street rod is the second in a series of collector banks. Only 2,000 will be made. Each comes with a numbered certificate of authenticity.

Check #77 for info.



SMOOTH BORE CARBURETOR KIT NEMPCO

Mikuni-designed, this kit has a larger body assembly for bigger throttle bores. A flat throttle slide assembly contains eight roller bearings. This allows unobstructed venturi at full throttle to flow more air, carburate more precisely, and allow lighter throttle return spring.

Check #78 for info.

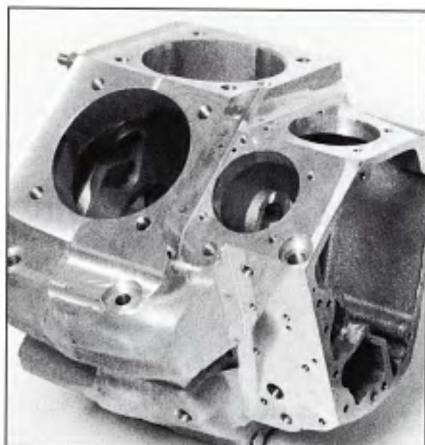


REAR AXLE SUPPORT RIVERA ENGINEERING



These are for all rear wheels using the 5-bolt pattern. Support the axle on modified or stroked engines. A must for the custom bike builder, as the support can be anodized to match the motorcycle paint theme. Designed by Easyriders Tech Editor Keith Ruxton.

Check #79 for info.



ENGINE CASES NEMPCO



Bonneville proven cases look like OEM. Manufactured from A356-T6 virgin aluminum with 10% more super strong alloy where it is needed. Machined to accept stroker flywheels up to 4-1/2 inches. Designed to be used with either 74-inch or 80-inch cylinders.

Check #80 for info.

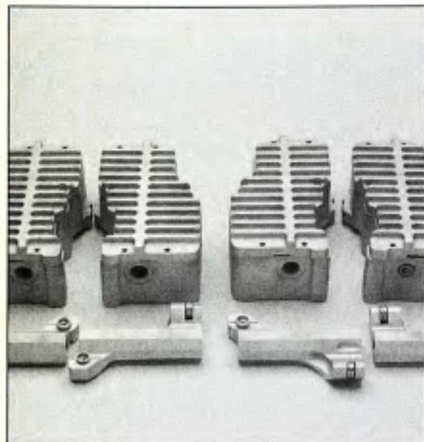


TWIN POWER BIG BORE KIT NEMPCO

This 3.5-inch kit is an easy, economical way to increase motor displacement, improving performance for 883 Sportsters. Includes top end gaskets, forged pistons with cast rings, wristpins and clips, and a template for cylinder head combustion chamber modification.

Check #81 for info.

ENGINE PERFORMANCE



ROCKER PARTS

PAT KENNEDY'S CUSTOM MOTORCYCLES

For shovelheads only, these rocker box covers feature removable top covers for quick rocker inspection. Includes shafts, bushings, spacers, and bolt sets for two heads. Cast finish is ready to polish, plate, powder or anodize. Assemblies are for RM-7000 rocker boxes.

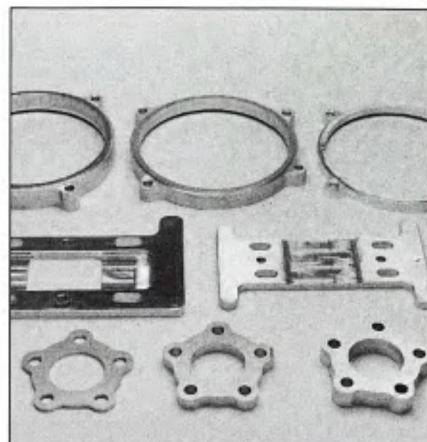
Check #82 for info.



FUEL FILTER ARLEN NESS

These filters feature a CNC-machined housing that protects the glass from direct contact with your cylinders. Each housing includes either a grooved or flame-machined design with several windows to view gas flow at any time. These filters accept 5/6-inch I.D. hose.

Check #83 for info.



ENGINE/TRANNY SPACERS

PAT KENNEDY'S CUSTOM MOTORCYCLES

If you want to run fat tires on your next bike, there are a couple of options to make 'em fit. You must start with the rear wheel and work forward. Once you drill the tranny plate and know your offset, Pat will machine the rest of the components for perfect fit and alignment.

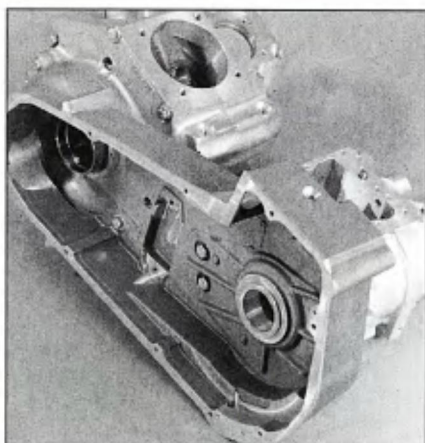
Check #84 for info.



BIG TWIN EVOLUTION CAMS ANDREWS PRODUCTS

A new design technique allows for faster opening and closing ramps, resulting in a wider power band. This is achieved without any additional valve train stress. This cam is an EV46 which is compatible with stock heads and hydraulics. Great low end cam.

Check #85 for info.



CAL PRODUCTS POWER MODULE RIVERA ENGINEERING

The power module consists of: complete engine case sets for all cone motors ('70-'91), transmission cases for '41-'80 4-speeds (with 60% more metal where needed), and an inner primary for '70-'82 (far stronger than stock and shot-peened).

Check #86 for info.

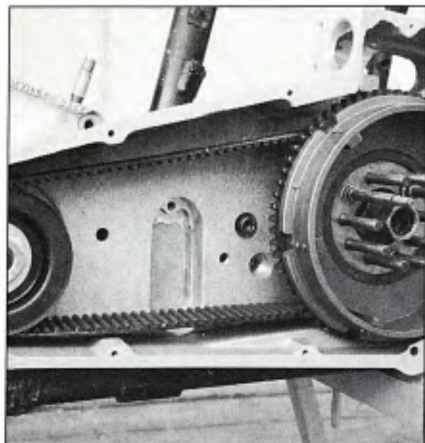


HYDRAULIC CLUTCH ACTUATOR PRO-ONE

The ideal setup for the ultimate in smooth pull and release clutch action. Beefy design helps strengthen the transmission end support, and its sleekness offers the ultimate in aesthetics. Designed for 5-speed transmissions (1987 and up).

Check #87 for info.

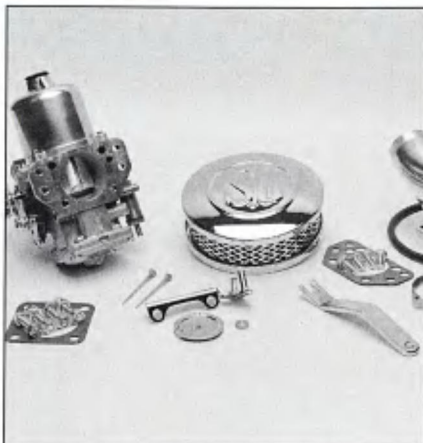
ENGINE PERFORMANCE



CONVERSION KIT RIVERA ENGINEERING

Convert your pan's kickstart to electric! Inner primary easily replaces old cover. From '55 to '64, use our new trans case with gears (shaft must be late-model '65-'69). Models from '65-'69 require new aluminum inner primary and electric start primary belt drive system.

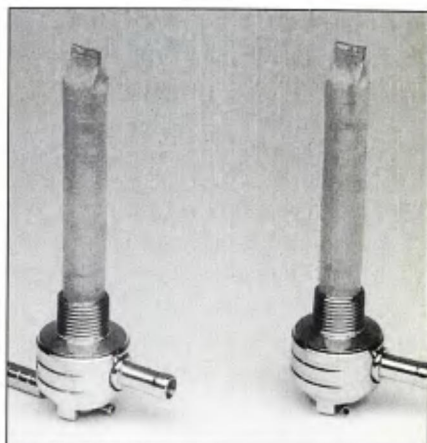
Check #88 for info.



SU EVO CARBURETOR KIT RIVERA ENGINEERING

This kit fits all Big Twin Evos. It features upswept manifold for maximum leg room. Will fit neatly under all 5-gallon tanks. For more horsepower and better fuel economy, the eliminator II SU is the way to go. It is Dyno proven and track tested.

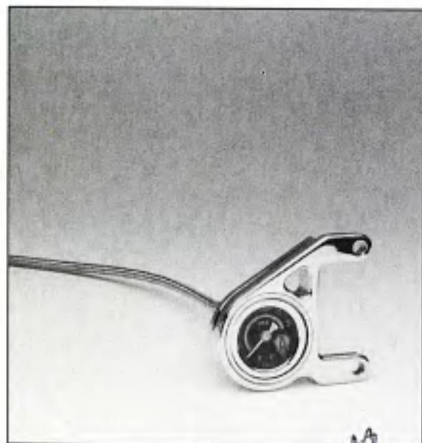
Check #89 for info.



PINGEL POWER-FLOW GAS VALVES ARLEN NESS

High flow gas needs are easily filled with our full line of petcocks. Features the largest flow with compact size. The 3/8-inch NPT valves flow approximately 1 gallon of gas per minute. Adapters required for 1975-up H-D gas tanks. Polished brass or chrome.

Check #90 for info.



OIL PRESSURE GAUGE ASSEMBLY ARLEN NESS

Mount an oil pressure gauge on Evo Big Twins with ease and style! Accepts most 1- to 1.5-in. diameter oil pressure gauges. Bracket may be used without cone to accept other liquid-filled gauges. CNC-machined aluminum and chrome-plated. Hose assembly included.

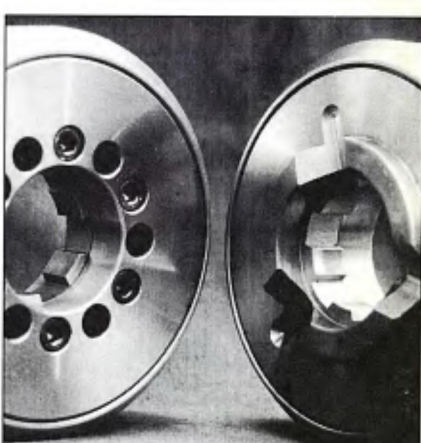
Check #91 for info.



ENGINE SHAFTS AND CRANK PINS CHROME SPECIALTIES

Features include: extra deep heat-treated hardness for durability, bearing surfaces precision-ground to 16 micron finish, threads induction to withstand increased torque. Crank pin features 3-hole, 180 oiling for more complete lubrication. Fits Big Twins and Sportsters.

Check #92 for info.



VIBRATION DAMPER NEMPCO

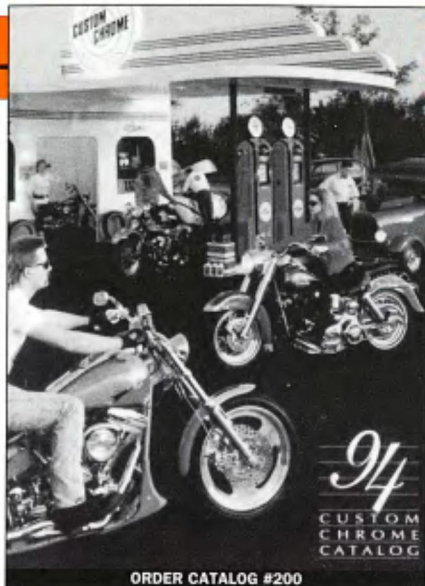
This harmonic vibration damper increases performance by reducing vibration as much as 60% on some models. Allows quicker engine revs and acceleration over the entire rpm range. Offers smoother shifting. Extends engine life.

Check #93 for info.

CATALOGS

All right, you've looked at the parts. Your mind is swimming with ideas and you're ready for action.

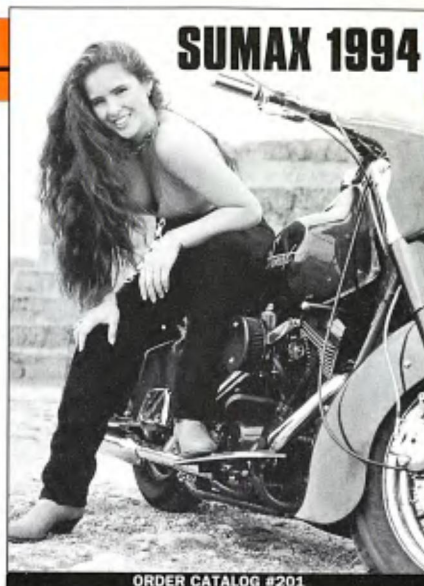
Well, here's one way to start. You can purchase any number of catalogs through the following insert. Just check the appropriate numbers on the card and send a check. We'll see that the manufacturer sends you his latest encyclopedia of parts and ideas.



ORDER CATALOG #200

CUSTOM CHROME

Major Distributor Of Parts And Accessories



ORDER CATALOG #201

SUMAX

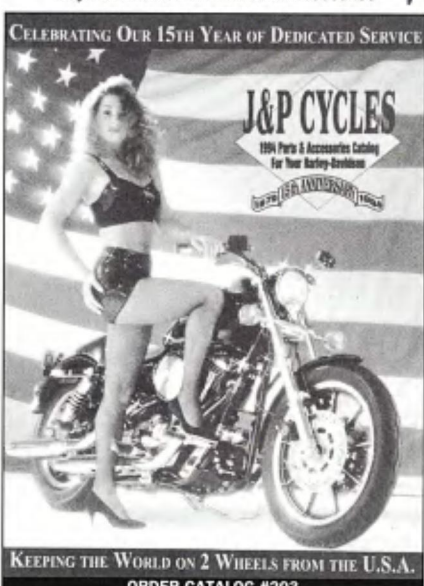
Powdercoating Experts And Frame Builders



ORDER CATALOG #202

HOG NOGGIN

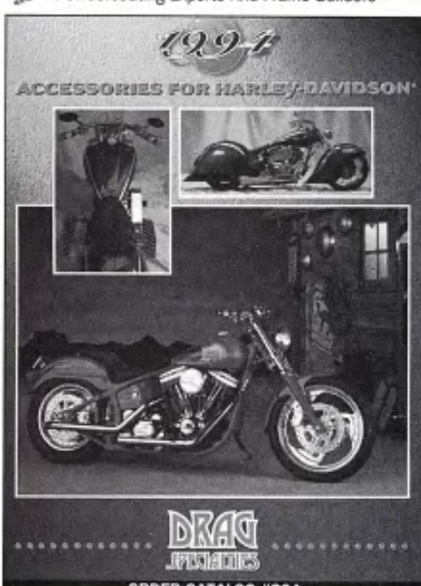
Leathers For Your Body And Helmet



ORDER CATALOG #203

J & P CYCLES

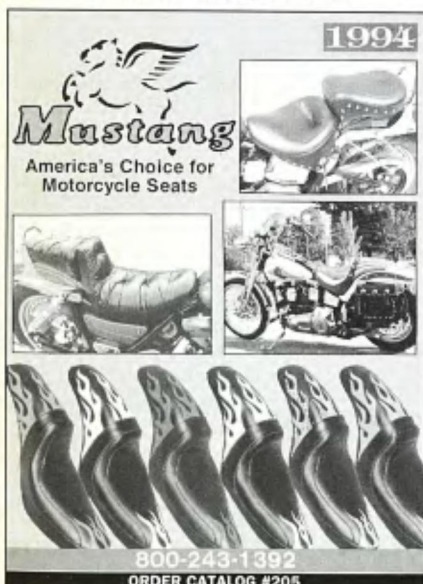
240 Pages Of Parts And Accessories



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DRAG SPECIALTIES

Distributors Of Everything For Harleys

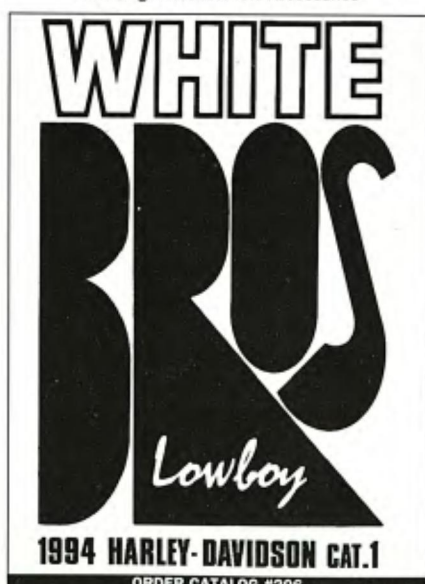


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MUSTANG

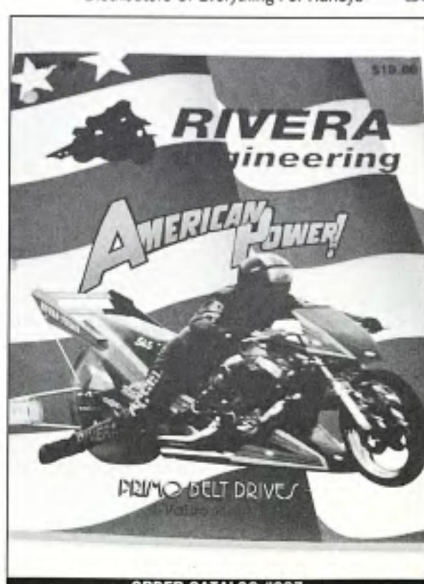
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WHITE BROS

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RIVERA ENGINEERING

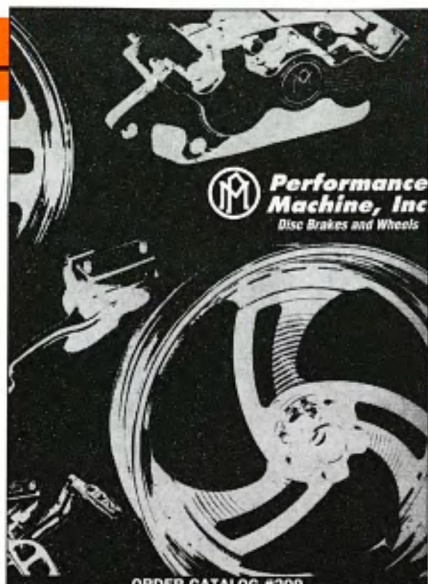
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1994
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PAT KENNEDY'S CUSTOM MOTORCYCLES
Exotic Custom Frames And Components



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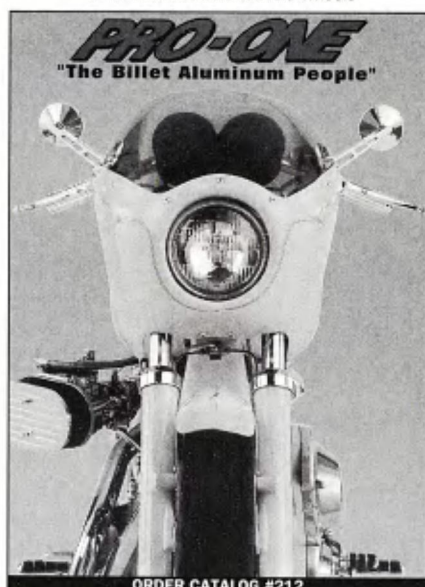
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LE PERA ENTERPRISES, Inc.

The Riders Choice

The Only Choice.

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LE PERA ENTERPRISES
Contoured And Styled Custom Seats

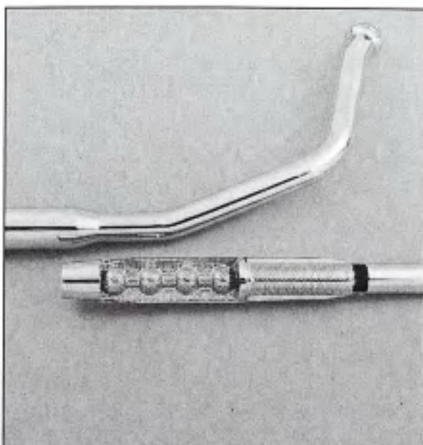
EXHAUST



SOFTAIL EXHAUST SYSTEM CUSTOM CHROME

This Dyno Power line of exhaust systems now has breakthrough designs by Rick Doss. This straight-cut, megaphone-style exhaust, with replaceable baffles, includes heat shields for the pipes, hardware and brackets, and attaches to the passenger footpeg mount.

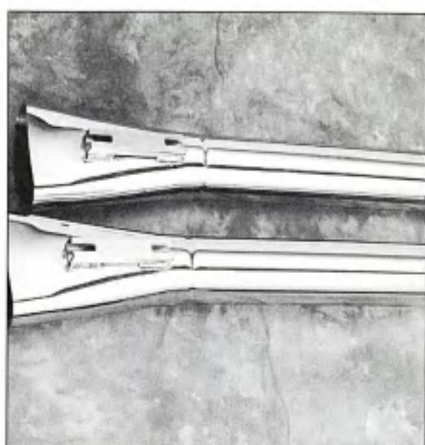
Check #94 for info.



PYTHON II EXHAUST SYSTEMS DRAG SPECIALTIES

Here's the new and improved Python II, the best performing staggered dual exhaust system on the market. The addition of the patented HP-Plus baffle provides substantial high-range performance gains and a distinctive, throaty sound.

Check #95 for info.



✓ OVAL MUFFLERS DRAG SPECIALTIES

These one-piece, bolt-on oval mufflers measure 26-1/4 inches long from the mounting flange to the end of the muffler. The oval measures 2 1/2 inches x 5 inches. They not only look great, but they sound great. Fit '85-'93 FLT, FLHT and FLHS models.

Check #96 for info.

EXHAUST



PORKER PIPES WHITE BROTHERS

Available for Softail, FXR, Sportster, Dyna-Glide and FX models. A 2-1/4-inch diameter utilizes an internally tuned headpipe to improve power and limit bluing. Optional baffles available to tune the system for sound level and back pressure.

Check #97 for info.



PAN CRUISE SHOCKS WHITE BROTHERS

These shocks offer greater comfort plus high-speed control. Ride stiffness is adjusted at the main body valve by varying air pressure. Ride height can be adjusted. White Bros. will pre-set shocks for your weight, machine, and special requirements. No spacers needed.

Check #98 for info.



✓ NECK PROTECTORS CUSTOM CHROME

Stainless steel neck protectors are a beautiful way to protect your frame's paint. Will fit all original equipment Big Twin frames with cast necks and bosses for padlocks. Held in place with self-tapping screws. Comes with drill bit, tube of silicone, and hardware.

Check #99 for info.

FRAMES/FENDERS

FRAMES/FENDERS



**LOBOY COMPOSITE FENDER
SUMAX**

These fiberglass fenders have new Space Age resins, allowing less weight and more strength than the old glass fenders. Reinforced sidewalls are smooth and straight. Designed for wide glide front ends. Narrow glide application is also available.

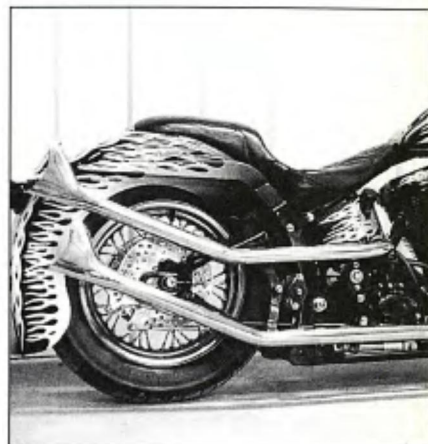
Check #100 for info.



**SKIRTED LOBOY FENDER
SUMAX**

With the added skirt, this is a great-looking fender. Lightweight, yet strong. Sidewalls are reinforced to maintain a straight, smooth look. Note that the molded-in fender tip allows creative painting possibilities. Narrow glide model is also available.

Check #101 for info.



**SOFTAIL CHASSIS (RUBBERMOUNT)
SUMAX**

This rubbermount chassis, for FXR, FLT, FLHT, and FLHS drivelines, comes complete with OEM-style swingarm, wraparound oil tank, Fournales air shocks, pivot bearings, axis tube, heim joints, and chrome hardware. Stretched or raked version.

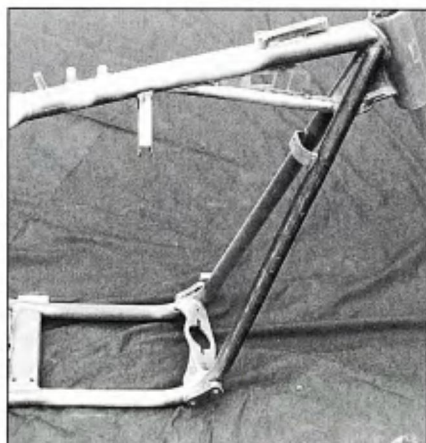
Check #102 for info.



**SPORTSTER SOFTAIL CHASSIS
SUMAX**

Take the vibration out of your Sporty. Chassis comes with frame, swingarm, wraparound oil tank, motor trans mounts, Fournales air shocks, and chrome hardware. Big Twin-style frame has 33-degree rake, fatbob mounts, and accepts ironhead or Evo motors.

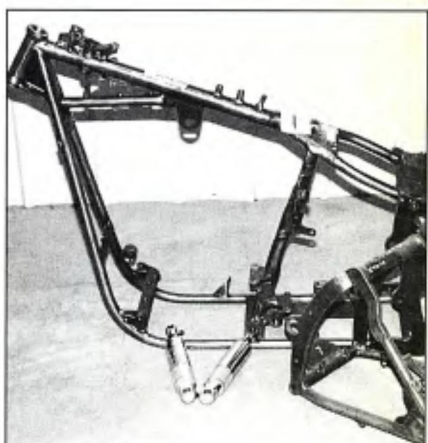
Check #103 for info.



**PRO COMP FRAME
SUMAX**

Drop your seat height a full 2 inches with Sumax's Pro Comp Frame. A 2-inch stretch and 2-degree rake over stock results in a long, low, lean look. Comes with elongated wraparound oil tank. Rear struts widened to 8-1/4 inches to accept fat fenders and tires.

Check #104 for info.



**SOFTAIL CHASSIS (SOLIDMOUNT)
SUMAX**

Works for any Evo/shovel/pan, 4- or 5-speed solidmount trans combination. OEM-style swingarm, Fournales air shocks, pivot bearings, axis tube, and chrome hardware. Allows you to run rear chain or belt. Stretched, raked, or choice of custom swingarms.

Check #105 for info.

FRAMES/FENDERS



ADJUST-A-RIDE REAR KIT WHITE BROTHERS

Can be installed in one hour. Fully adjustable. Doesn't require any cutting, grinding, or nonreversible modifications. Ride height can be raised or lowered in under 5 minutes, using a 3/4-inch spanner. Features sealed heim bearing design for years of trouble-free service.

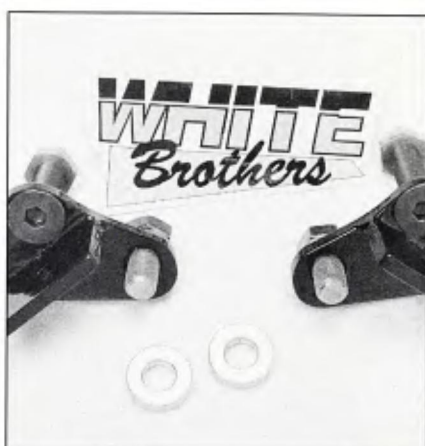
Check #106 for info.



LOWERING KITS WHITE BROTHERS

Here's the easiest, least expensive, and safest method to shorten H-D forks by 2 inches. Rebound springs shorten your forks. Progressive rate fork springs yield a comfortable ride. Installs easily in one to two hours. Can be easily converted back to stock travel.

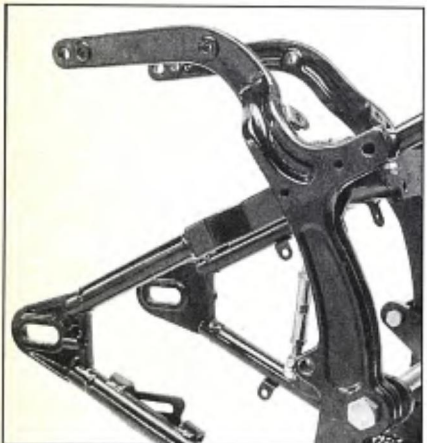
Check #107 for info.



REAR LOWERING KIT WHITE BROTHERS

Lower the rear of the FLH/FLT without decreasing rear wheel travel. Includes bolt-on shock mounts to move down the swingarm shock mount location while utilizing stock air shocks. Kit includes steel shock mounts, mounting hardware and instructions.

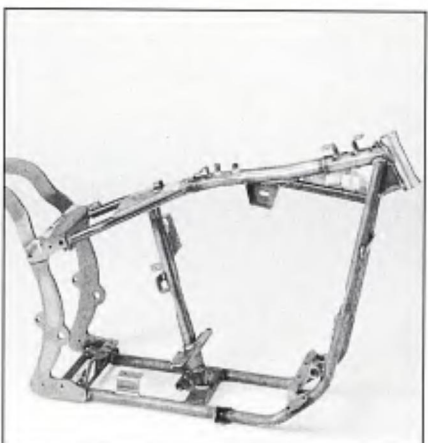
Check #108 for info.



SOFSuspension TORSION KIT NEMPCO

Easily installed, requires no welding, cutting, or grinding. Kit has a torsion bar for suspension and a separate damper in the space vacated by the Softail shock. Offers height adjustability with the turn of an adjusting rod. Three load ranges: soft, medium, and firm.

Check #109 for info.



EASY RIDE FRAME NEMPCO

This Paughco frame is designed to accept the late-style solid mount 5-speed transmission. It also accommodates 1989 and newer Softail shocks. It is available in stock or 5-degree rake with late-style fatbob mounts.

Check #110 for info.



CUSTOM STRETCHED FRAMES PAT KENNEDY'S CUSTOM MOTORCYCLES

Pat's frames and high-quality service are not new to the scene. He'll build any frame to fit any rider. Chrome-moly and precision-built to fit not only the rider, but any driveline. He'll build the frame for electric, kick, wide tires, dual belts, you name it.

Check #111 for info.



AXCENTRIC SWINGARM FOR SOFTAILS PRO-ONE

Here's a complete kit for your late-model Softail stock or aftermarket frame. Conversion can be done in a few hours with ordinary hand tools. Won't misalign the frame structure. Includes frame assembly, axle adjuster, and spanner wrench.

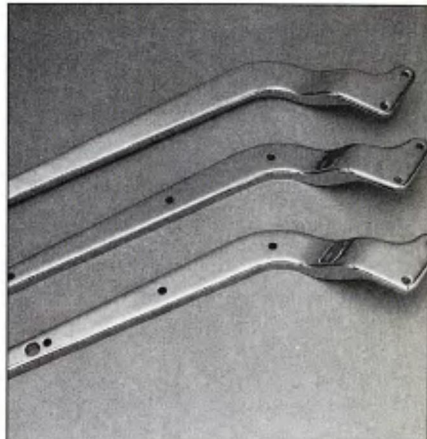
Check #112 for info.



FRAME COVERS KÜRYAKYN

When these show chrome, all-metal Boomerang Frame Covers for most Softails were released, Fat Boy owners poured in requests for a set. KüryAkyn can now supply these covers for all belt drive Softails. These are the originals. Beware of cheap imitations.

Check #113 for info.

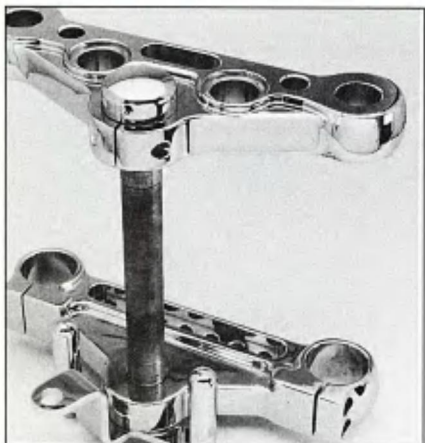


SOFTAIL CHROME FENDER STRUTS CUSTOM CHROME

Go ahead and strut your stuff in these high-quality, American-made steel fender struts for Softails. Available in smooth (no holes), four-hole, and six-hole versions. Comes with all internal mounting hardware. Fits all 5-speed Softails (1986 to the present).

Check #114 for info.

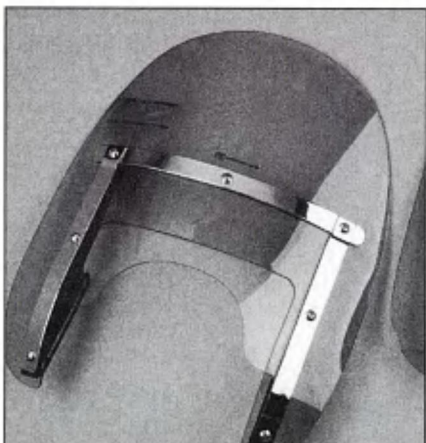
FRONT ENDS



ALUMINUM MID-GLIDE TRIPLE TREES CUSTOM CYCLE ENGINEERING

Here's the latest billet aluminum effort—a beautifully contoured set for a mid-glide. Available for 41mm tubes, or as a conversion kit for either 35mm or 39mm tubes. Narrow and wide widths also featured. Full complement of additional accessories available.

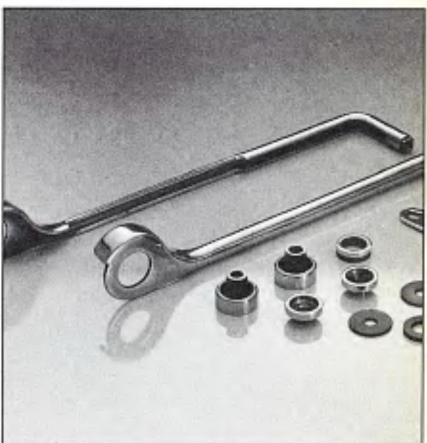
Check #115 for info.



WINDSHIELDS NEMPCO

Two new styles are available for Big Twins. Chopped, traditional, police-style windshield for FLs, including Road King and the narrowed shorter ranger, now available for Wide Glides and Softail Customs. Distortion-free, scratch-resistant MR 4000 Lexan with a slight tint.

Check #116 for info.



SPRINGER FENDER LOWERING KIT KÜRYAKYN

Though it's cheaper to buy a motocross long-billed helmet to match your dirt bike, the pre-'93 Springer stock fender mount is usually ugly as hell. But if you want to be neat, you can do wonders with this fender lowering kit. Kit is easily installed in about 45 minutes.

Check #117 for info.



WP ROMA FORKS WHITE BROTHERS

These easily installed forks have exterior adjustable rebound and compression damping. Steering clamps, axle, front fender and a full array of accessories are optional. Polishing and color anodizing treatments also available at an additional charge.

Check #118 for info.



INTERNAL FORK STOPS MILWAUKEE IRON

This is a tried and true internal fork stop system which is featured in a Tech Tip in this issue. All stainless steel, the cups and stops come complete with direction for assembly. This unit will fit any stock and most aftermarket frames.

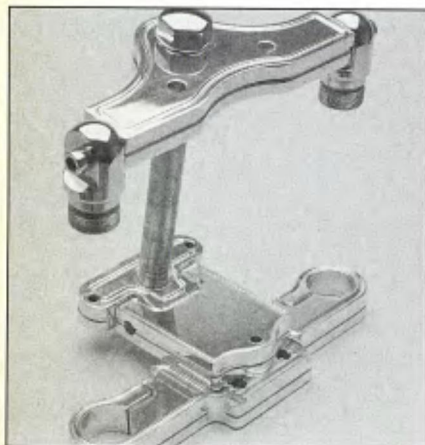
Check #119 for info.



MACHINED LOWERS EXCHANGE HI-TECH CUSTOM CYCLES

This can assist any rider trying to clean up his with glide front end. Marty Ruthman, owner of Hi-Tech, will machine lower legs in a variety of patterns to match the bike's styling. If need be, he will rebuild the lowers. He matches the pattern with caps made of billet aluminum.

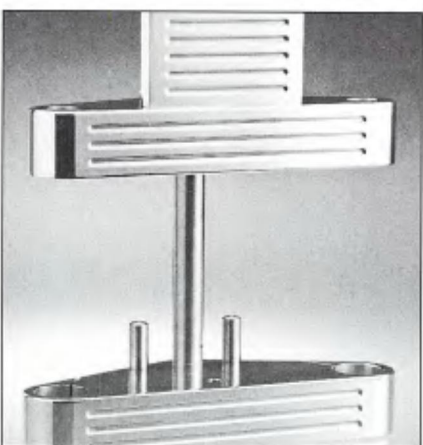
Check #120 for info.



FORK TREE ASSEMBLY PAT KENNEDY'S CUSTOM MOTORCYCLES

Ideal for frame and fork combinations that haven't been assembled with correct rake and stretch combinations. Provides full glide front end adjustability or rake up to 15 degrees. Includes adjustable fork tube caps, bolts, and stem nut. With/without machined grooves.

Check #121 for info.



TRIPLE TREE WITH RISER PRO-ONE

With attractive ball-milled designs, this billet aluminum FATREE triple tree and riser has an upside-down design which hides mounting hardware. Upper and lower sections are 2 in. thick. You can lower the front of the bike 3/4-inch and have a clean upper tree surface.

Check #122 for info.



FXR FATBOB FENDER AND TAILLIGHT KIT CUSTOM CHROME, INC.

Style your FXR with an upswept Bobtail fender. The three-piece kit includes primed fatbob fender, taillight and deluxe taillight bracket, and flush mount taillight positioning. Compatible with OEM and CCI sissybar kits. Bolts easily to stock fender struts.

Check #123 for info.

FRONT ENDS

LIGHTS



SPRINGER BRAKE KIT PERFORMANCE MACHINE

Performance Machine specifically designed a front brake caliper bracket and anchor heim joint to properly fasten the four-piston brake caliper to the broad-cast rotor. Performance Machine makes an entire line of front end brake sets and brakes for all Harleys.

Check #124 for info.



HERITAGE HOUSING KIT CUSTOM CHROME, INC.

Convert your Heritage or Fat Boy from stock headlight "tins" to alternative headlight housing. Bolts directly to the existing OEM triple trees. Kit includes aluminum headlamp housing with mounting parts, chrome covers, and covers for lower triple tree and handlebar riser.

Check #125 for info.

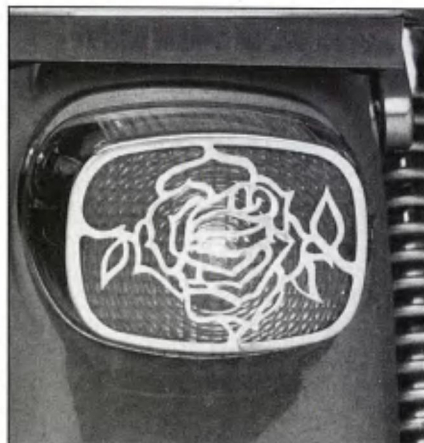


MARKER LIGHT KITS CUSTOM CHROME, INC.

These super trim, die-cast marker lights are available with single or twin 12-volt lamps, with clamps available for both 39mm and 41mm forks. The Rick Doss-designed clamps also offered separately for custom lights.

Check #126 for info.

LIGHTS



CHROME ROSE LAMP GRILLS CUSTOM CHROME, INC.

These chrome-plated steel taillight and turn signal grills are beautifully crafted with an intricate rose pattern. Can be installed in minutes over OEM turn signal and taillight lenses. Available individually or in a 5-piece kit, fitting most models from '86 to the present.

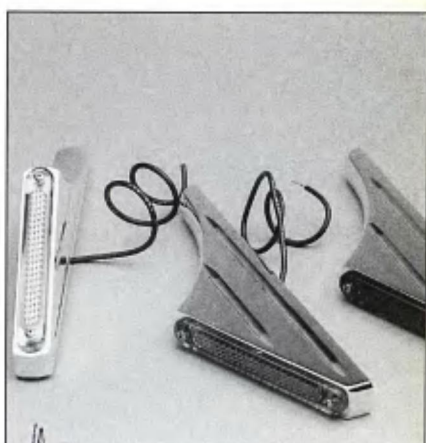
Check #127 for info.



OUTLAW TURN SIGNAL LENSES J&P CYCLES

These new lenses and grills instantly change your stock turn signals. There are no bulbs to change and no rewiring required. Simply take two screws out, put two back in, and you're done! Fits all '86 and newer H-Ds, except Heritage and dressers.

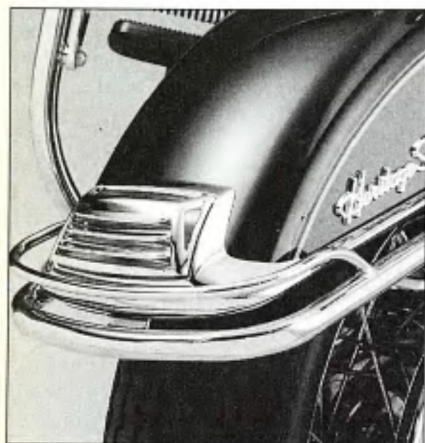
Check #128 for info.



45° FLUSH MOUNT MARKER LIGHTS ARLEN NESS

These billet machined marker lights from Arlen Ness are designed to work on any flat surface. They can be used as a turn signal, a running light, or anything else you can think of. They are sold in pairs and have a polished finish.

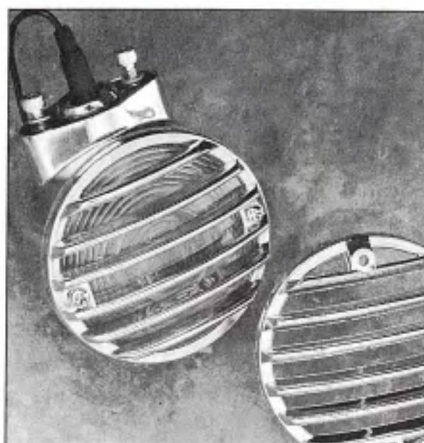
Check #129 for info.



FENDER LIGHT LENS GRILLS DRAG SPECIALTIES

These lens grills are precisely injected plastic and fit over the front or rear fender tip lenses on all '80-'93 FLT, FLHT, FLHS, FLST, FLSTN and FLSTC models. Highly polished, chrome-plated, and securely held in place by special adhesive tape.

Check #130 for info.



TURN SIGNAL LENS GRILLS FOR H-D DRAG SPECIALTIES

Drag Specialties' injection-molded plastic lens grills are beautifully chrome-plated and dress up most any original equipment, flat-style turn signal. They come complete with the correct length screws, and are sold in pairs.

Check #131 for info.



UNIVERSAL MINI MARKER LIGHTS ARLEN NESS

Lean and clean, these billet marker lights can be used as front or rear applications. They work well with the Ness 20-401 turnsignal brackets on 39mm front ends. Available in polished finish with red or amber lens. Sold in pairs.

Check #132 for info.



LAMP CLAMPS CUSTOM CYCLE ENGINEERING

Here's a solution for the front signals. These clamps are designed to attach the stock lamps, but others can be easily adapted. Look for these American-made, chromed billet aluminum clamps to fit 35mm or 41mm fork tubes.

Check #133 for info.



SIGNAL COVERS PRO-ONE

All aluminum Pro-One components are CNC-machined from billet aluminum, which generally means that the part is precision made on a computer milling machine and will fit precisely where it's supposed to—without hassles.

Check #134 for info.



TAILLAMP COVER KÜRYAKYN

This new cover, molded from the same Space Age composite as the fender tips on your new H-D, does wonders for your dull taillamp. No more tinny, flimsy, unexciting covers! Has a 3-year limited warranty, as it can never rust. Fits nearly all '73 to present Harleys.

Check #135 for info.



THIN LINE PILLION LE PERA ENTERPRISES, INC.

There's the original (6-1/2 in. wide by 1-3/4 in. thick), the Thin Line Cruiser (8 1/2 in. wide by 2-3/4 in. thick), and the Thin Line Touring (12-1/2 in. wide by 3 in. thick). Fits Heritage, Fat Boy and Nostalgia, without alterations. Chrome bracket included.

Check #136 for info.



MONTEREY SEAT LE PERA ENTERPRISES, INC.

Choose from a wide variety of pillions, which are easily changed to satisfy discriminating tastes. Features a 16-gauge powdercoated steel baseplate and one-piece molded foam. Available in smooth or pillow top, with or without fringe, in leather or premium vinyl.

Check #137 for info.



SEAT FOR WOMEN SADDELMEN

Built with the lowest possible seating position, while maintaining the highest level of comfort. Designed for shorter legs, the seating position has been moved forward and the inner thigh section is narrowed and tapered. Also great for men with short legs.

Check #138 for info.



DANNY GRAY SEATS CUSTOM CHROME, INC.

These limited-edition Danny Gray-crafted seats are as distinctive as your own signature. Designed exclusively for CCI. Features leather seating areas, carpeted ABS seat pan, and injection molded foam cushion. Available for FXRs and Softails.

Check #139 for info.



ROAD SOFA SADDELMEN

These comfortable road sofas are available in various cover materials, ranging from high-quality grade vinyl, to plush, storm-proof velour, in rich black or color-matched. Adjustable driver backrest and Saddlemen's split cushion design make this the ultimate.

Check #140 for info.



CUSTOM SADDLE SADDELMEN

These new embossed seats are available in the popular Live To Ride or American Eagle designs, as well as in custom designs and logos. Heat-sealed, this new embossing technique adds a touch of class and personality to a highly popular custom seat.

Check #141 for info.



REGAL BARON SEAT REGAL BARON

These pillow-topped seats feature a self-supported 10-inch passenger backrest. Split-molded foam construction keeps the passenger from sliding forward. Back rest is upholstered front and rear. Match all accessoryissybars, and are made of all-steel construction.

Check #142 for info.



REGAL DUKE SEAT MUSTANG

These pillow-style seats are available in two widths: regular and extra wide. The regular is made for all H-Ds. The extra wide, extra comfortable style is 2 inches wider and fits FX, Softail, and rigid frame models. An extra inch of foam offers a plush look and a soft feel.

Check #143 for info.



PILLOW TOURING SEAT MUSTANG

Designed to give the "FLHT" comfort to riders and passengers on XL, FX, and Softail models, this seat conforms to the shape of the rider and passenger. Extra wide front and rear, with soft foam buckets, are internally supported by welded steel "wings."

Check #144 for info.



NOSTALGIC TOURING SEAT MUSTANG

This two-piece look is styled with studs and conchos on a single, steel baseplate. Low profile front and rear soft foam buckets are internally supported by contoured steel wings welded to the baseplate. Passenger seat comes forward to support your lower back.

Check #145 for info.



NOSTALGIC SEAT MUSTANG

A great first-choice custom seat. The rider's front bucket is skirt-trimmed, providing a clean look. Passenger seat angles forward to support the rider's back. The two-piece, steel-based foam fits like stock, or you can have separate seats that mount without drilling.

Check #146 for info.



FLAMED QUARTERBACK SEAT MUSTANG

Streamlined, comfortable two-up shape features slender, recessed flames stitched around the edges. Flames on the seat's top and sides have a trailing smoke pattern sewn in behind them. Flames available in: red, blue, orange, yellow, black, white, and snake-print.

Check #147 for info.



FLAMED FASTBACK SEAT MUSTANG

Shaped to hold the rider in place under harder acceleration with adequate padding for long trips. Tapered rear section can also be used by a passenger. An intricately stitched overlapping flame pattern appears all over the seat. Flames come in a choice of colors.

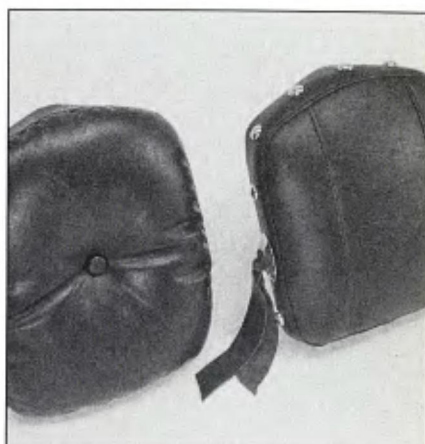
Check #148 for info.



PRINCE SEAT MUSTANG

Special, high-density molded foam provides increased comfort with trim lines and sharp detail, without bulkiness. Rust-proofed steel baseplate is carpeted and supported on rubber bumpers. Features detailed stitch work and multiple Naugahyde panels.

Check #149 for info.



SISSYBAR PADS MUSTANG

Pillow and Nostalgic styles are offered in three different sizes. The 8-inch pads are the most popular. Small 5-inch pads match short sissybars. Tall, 10-inch pads provide maximum passenger back support. Chrome brackets, screws, and back carpeting are standard.

Check #150 for info.



NOSTALGIC SOLO SEAT MUSTANG

Showcase your custom fender with Nostalgic's braided edge skirts, plated studs, and conchos. These sit low, providing a wide bucket shape. Leather fringe optional. Matching pillion pads available. Fit '58-'84 FXs, '82 and up Sportys, all Softails, and all FXRs.

Check # 151 for info.



COBRA SOLO SEAT & PAD MUSTANG

Cobra solos give your bike a clean, sleek look with reasonable riding comfort. Molded, high-density foam averages only 2 inches thick. Matching passenger pads optional. Mustang engineered all its solos and pads to mount without the need to drill any holes.

Check #152 for info.



SLIMLINE SILHOUETT SEATS LE PERA ENTERPRISES

Silhouette has become Le Pera's hottest-selling seat. Focal point of this seat is its incredible simplicity. Every seam and edge is smooth and rounded to give it that low, sleek look. Available in premium vinyl or top-grain leather, smooth or basket weave.

Check #153 for info.

SEATS



PREDATOR SEATS FOR '84-'93 FXST, FLST DRAG SPECIALTIES

The all-new Predator series seats feature molded foam foundations, vacuum formed and carpeted seat bases for reduced weight and an improved fit. A recessed rear mounting bracket area allows the rear of the seat to blend nicely with the fender.

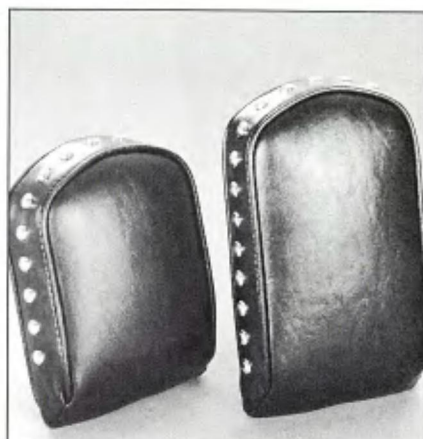
Check #154 for info.



ONE-PIECE, SOLO-STYLE SEATS DRAG SPECIALTIES

Made of seat foam, durable nylon thread and a carpeted seat base, this seat is connected with a pillion pad, using a common seat base. Rider's portion measures 14-in. wide. Pillion portion measures 11.5 in. x 7.5 in. Front and rear mounting hardware included.

Check #155 for info.



BACK PADS LE PERA ENTERPRISES, INC.

Put the finishing touch on your bike with a Le Pera back pad. Pads use a steel base plate which bolts directly to the stockissybar using the stock or provided brackets. Variety of sizes available to suit your comfort and styling needs.

Check #156 for info.



SHEEPSKIN COVER MUSTANG

Genuine sheepskin covers fit Harley stock seats and pads. Only natural sheepskin can feel this soft and ride so cool on long trips. It's almost like air conditioning. Naugahyde side trim panels and a bungee cord edge eliminate bulkiness and wrinkles.

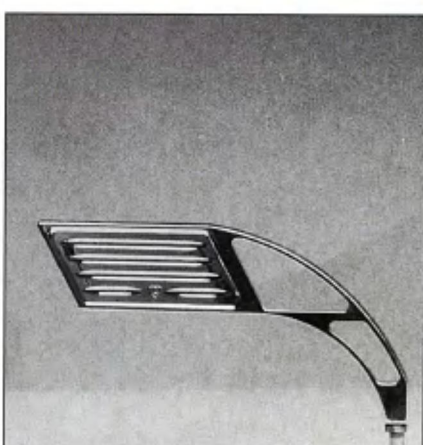
Check #157 for info.



CALFSKIN SEAT & PILLION PAD SET NEMPCO

Finally, here's a comfortable moo-cow seat available for the nostalgic look. This two-piece seat set has a black vinyl top with calfskin buttons and studded sides with concho. It's the two-piece look for cow glide applications.

Check #158 for info.

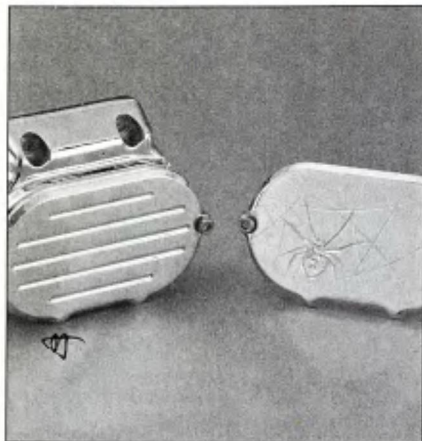


BILLET ALUMINUM MIRRORS ARLEN NESS

From the creators of the first billet mirror comes the Terminator series. This one-piece design features a unique swivel adjustment (patent pending). These mirrors were designed to work on most drag and flat track-type handlebars.

Check #159 for info.

TRANSMISSIONS/TOOLS



TRANNNY END COVERS PRO-ONE

Pro-One has made a quality name for themselves in a short time. These CNC, billet aluminum custom covers are just a couple of examples of their craftsmanship. One has the slotted custom look. The other has the distinctive Spider web design.

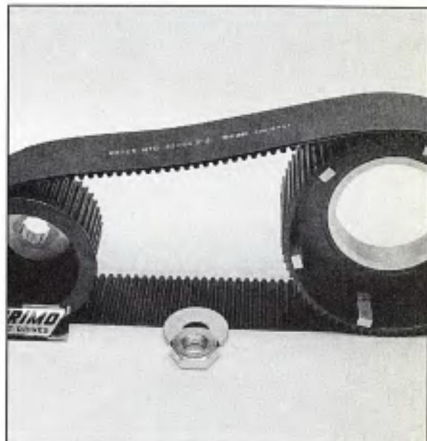
Check #160 for info.



C-LIFT DOLLY RIVERA ENGINEERING

Roll this under the motorcycle when lifting with the C-lift. You can safely move the bike anywhere, even over carpet. The dolly allows more storage area for bikes, since they can be moved around while jacked up for service. A stand is provided. Made in the USA.

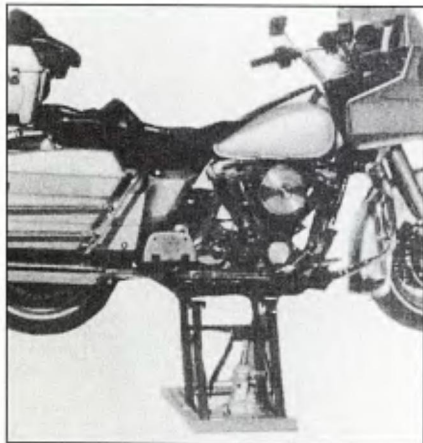
Check #161 for info.



BELT DRIVE PRIMO PRODUCTS

This 3-inch open belt drive fits all Big Twins from 1937 to 1984, and is the strongest made for these bikes. This 8mm belt drive system must be used with an adjustable transmission to assure proper belt tension.

Check #162 for info.



C-LIFT CAL-PRODUCTS

Now you can easily lift your bike more than a foot off the ground. This is lightweight (41 lbs.) and is easy to store or transport. Foot pump allows for two free hands. A 4-ton hydraulic bottle jack (not included) drops in easily, without tools

Check #163 for info.



MOTORCYCLE DOLLY CAL PRODUCTS

This 14 in. tall dolly has three sets of shielded bearings and a 5 in. high swivel caster assembly with non-flattening polyolifin wheels, so you can steam clean the bike. Safety device and welded stops keep your scooter from sliding. Great for restorations.

Check #164 for info.



BELT DRIVE ACCESSORIES PRIMO PRODUCTS, INC.

Primo's open belt drive accessories include chrome belt shrouds, polished outer belt guards, polished alternator covers, hand polished clutch dome covers, bearing supports, aluminum pressure plates, clutches and clutch plates, and a line of balance masters.

Check #165 for info.

TRANSMISSIONS/TOOLS



CLUTCH COVER RIVERA

Manufactured from 356T billet aluminum, this 5-speed hydraulic clutch will work with any 5/8 bore master cylinder. Rivera recommends the JayBrake master cylinder. This cover comes complete with gasket and mounting bolts. Fits all 5-speed Big Twins.

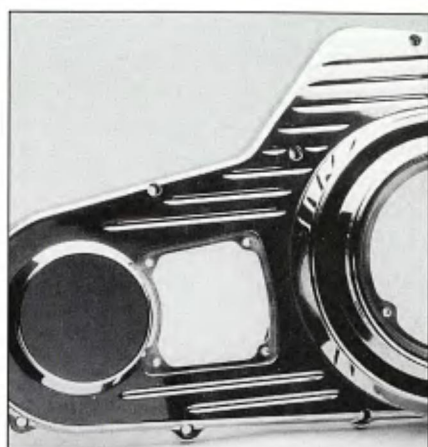
Check #166 for info.



5-SPEED HYDRAULIC CLUTCH KIT NEMPCO

Self-adjusting with smooth release and virtually no maintenance. Comes with heavy-duty cover and braided stainless steel line with fittings, gasket, hardware, and instructions. Also has Bullet Bore master cylinder to replace clutch lever bracket.

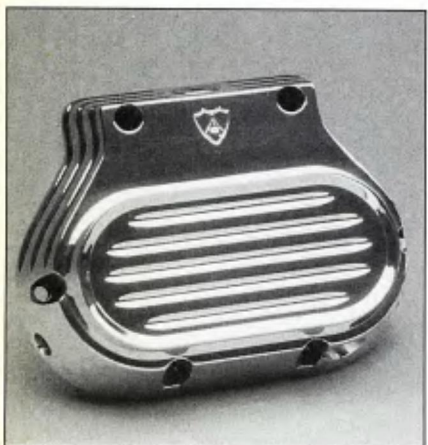
Check #167 for info.



BILLET PRIMARY COVER ARLEN NESS

The Ness line is ever expanding. These billet primaries are cool and come chromed or polished. For FXRs, Softails, late 4-speeds, and just about all models pre-1994. Slotted design will compliment many of Arlen's other accessories.

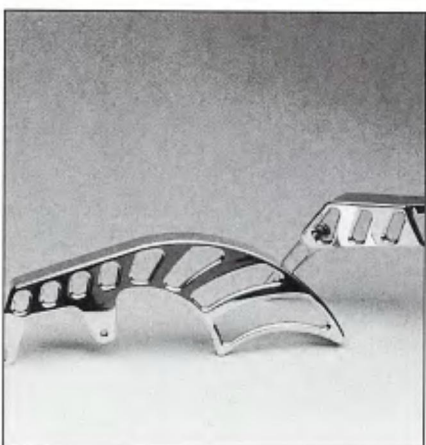
Check #168 for info.



TRANSMISSION SIDE COVERS ARLEN NESS

Here's a beautiful piece carved out of a chunk of 6061-T6 billet aluminum. Covers will fit all 1987 and newer Big Twins. Available in louvered or grooved design, polish or chrome finish. A perfect match for Ness-Tech cam cover. Gaskets and hardware included.

Check #169 for info.



BILLET BELT GUARDS ARLEN NESS

These Ness-Tech billet belt guards are examples of the true billet construction from Arlen Ness—mean, solid welding. They're machined from one piece of 6061-T6 aluminum and are available in a number of styles.

Check #170 for info.



CLUTCH SETS CHROME SPECIALTIES

Made from a specially formulated friction material, along with a lightweight backing plate that is extra hard. Anti-rust coated. Works well in both wet and dry applications. Made from asbestos-free, environmentally safe material. Fit most Big Twins and Sportsters.

Check #171 for info.

WHEELS



BILLET ALUMINUM WHEELS PRO-ONE

Pictured here is the exciting Phoenix style. All of Pro-One's billet aluminum wheels are machined from solid billet aluminum, and are highly polished to a mirror finish. Available in five of the hottest styles to hit the market. Sizes from 16 in. to 21 in.

Check #172 for info.



BILLET ALUMINUM WHEELS PRO-ONE

Check out this 3-spoke "tri-raptor." It's machined from solid billet aluminum and is highly polished to a mirror finish. Available in five of the hottest styles to ever hit the market. It comes in sizes from 16 in. to 21 in. (5-spoke "raptor" also available.)

Check #173 for info.



BILLET ALUMINUM WHEELS PRO-ONE PERFORMANCE MANUFACTURING

Here's the slick "Scorpion" style. All of Pro-One's billet aluminum wheels are fully machined from solid billet aluminum, and are highly polished to a mirror finish. They're available in five of the hottest styles to ever hit the market, and they come in sizes from 16" to 21".

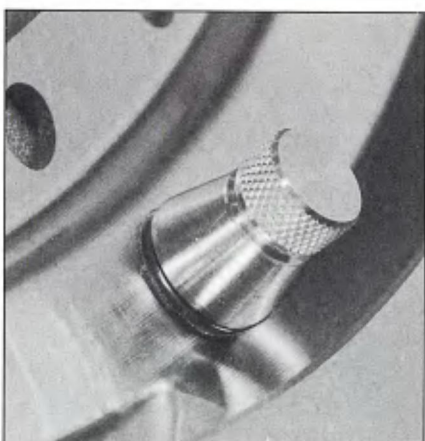
Check #174 for info.



BILLET ALUMINUM WHEELS PRO-ONE

Be bad to the bone with this Sundevil style. Pro-One's billet aluminum wheels are machined from solid billet aluminum and are highly polished to a mirror finish. They're available in five styles and come in sizes from 16 inches to 21 inches.

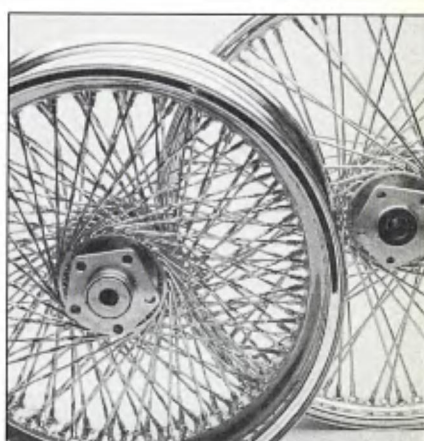
Check #175 for info.



CUSTOM VALVE STEM COVERS KÜRYAKYN

Trick up your wheels with these machined billet valve stem covers. Made of aluminum, they're practically weightless. No need to rebalance your wheels in most cases. These stem covers are the only ones that cover all the way to the rim, including the lock nut.

Check #176 for info.



120-SPOKE WHEELS PAT KENNEDY'S CUSTOM MOTORCYCLES

There's only one place to get 80- or 120-spoke wheels—Pat Kennedy's Custom Motorcycles. Each wheel comes with spacers and bearings in a custom stainless steel hub. Hand laced with stainless, chromed, or twisted spokes. They come in a variety of sizes.

Check #177 for info.

BROS CLUB DEALER LEND A HELPING HAND

I recently had the good fortune to speak with Jim Loveland of Jim's Custom Cycle in Mobile, Alabama. The local Bros Club chapter there put on a "Santa's Helpers Harley Run," where 209 bikes were on hand. Normally, a toys for tots run consists primarily of someone bringing a stuffed animal to a drop-off point, putting it in a wire pen, and riding off to the local watering hole. In Jim's case, they broke tradition and started a new trend. They went to St. Mary's Children's Home for abused and neglected children. They got the director, Blanche Luckie, to help with the needs of the children, such as supplying the kids' clothing sizes, etc. Jim sent out flyers and put on a heckuva benefit fish fry at Tully's Bar in Mobile. Overall, 78 bikers took part in the fish fry fundraiser, and after all was said and done, \$800 was raised.

If all this wasn't enough, Sanders Hyland of Ship Floor Covering Co. donated \$540 so that a Christmas dinner could be supplied for 60 of the kids. The dinner consisted of eight turkeys, 10 gallons of beans, 5 gallons of peas, 200 dinner rolls, pies and cakes for dessert, fresh fruit salad, cranberry sauce, dressing, butter, and everything else it takes to make a traditional holiday feast. The gifts donated to the children by the Harley riders were sorted at Jim's shop (in terms of sizes and the sex of the child). All gifts were wrapped and marked with the appropriate child's name, as well as the name of the biker who was giving it.

Aside from the presents, \$2000 in cash was donated by the generous

bikers, and the Lee Jeans factory donated one pair of jeans to each child. The staff at Lee Jeans worked on this project on their own time, during lunch hours and before and after work. One rider donated a VCR for the rec room, another donated a satellite dish, a third donated a custom entertainment center, and one more donated a complete billiard accessory set.

The local television stations and newspapers covered the event. The day of the run, I saw one pickup truck loaded with nothing but food

*There's
nothing like
bikers when
it comes to
doing good
for those in
need*

and two UPS trucks loaded with all of the gifts. Over 200 thundering Harleys followed the trucks to the children's home.

The weather was ideal, 70 sunny degrees. After unloading all the gifts, the riders went inside and put them under the tree. "Stormin'" Norman acted as Santa. At 6-foot-3 and 250 pounds, Norman has a heart as big as his frame.

After all was finished at St. Mary's, the contingency from Jim's Custom Cycle proceeded to the shelter's satellite facility and did

everything all over again for nine more kids. Then, it was back to the shop for a party, which included two bands and 15 kegs of beer. The whoop-de-do lasted till midnight.

Jim tells me he overheard an adult ask one of the kids if the thundering motorcycles, black leather jackets, and bearded riders frightened her. She said, "No, they look cute. I like 'em."

One abused and neglected child said, "It's nice, at least we know somebody cares."

I gotta say, there's nothing like bikers when it comes to doing good for those in need. Thanks go out to Jim and all the folks who put on this incredible event. Helping others is what the Bros Club is all about.

Until next time, keep your knees in the breeze and watch out for the other guy.

—Al

Photo: Jeanne Hay



Richard Charles (l) and Stormin' Norman Hay

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Brake Caliper Black 350 \$115.99	Eagle Spirit Air Cleaner 3479 \$44.99	Chrome 16" Wheel Assembly 810 \$199.99	Speedometer Dash Kits \$109.99
			
Fatbob Rear Fender FL's & FXWG's 1965-85 1192 \$49.99	Kenda Tires 8013 510 x 18 \$42.99 8021 3.25x3.50x19 \$34.99	Pillow Seats	Nostalgic Seats

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*."

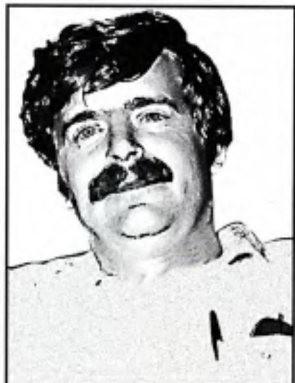
Bros all across this good country are finding out what a great feeling it is to have a toll-free *Bros Club* number to call for help when they need it.

And *Bros Club* Premium offers a lot more benefits, like paying up to \$35 of the cost of emergency road service and towing. It's well worth it.

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(24 hours - 7 days a week)
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"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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☐ **YES**, I want all the special benefits of *Bros Club* Premium Emergency Road Service. And *Bros Club* pays up to \$35 in costs when I need help on the road. \$29.95 for a full one-year membership.

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☐ Payment enclosed. Charge my: ☐ Visa ☐ Amex ☐ MC ☐ Discover

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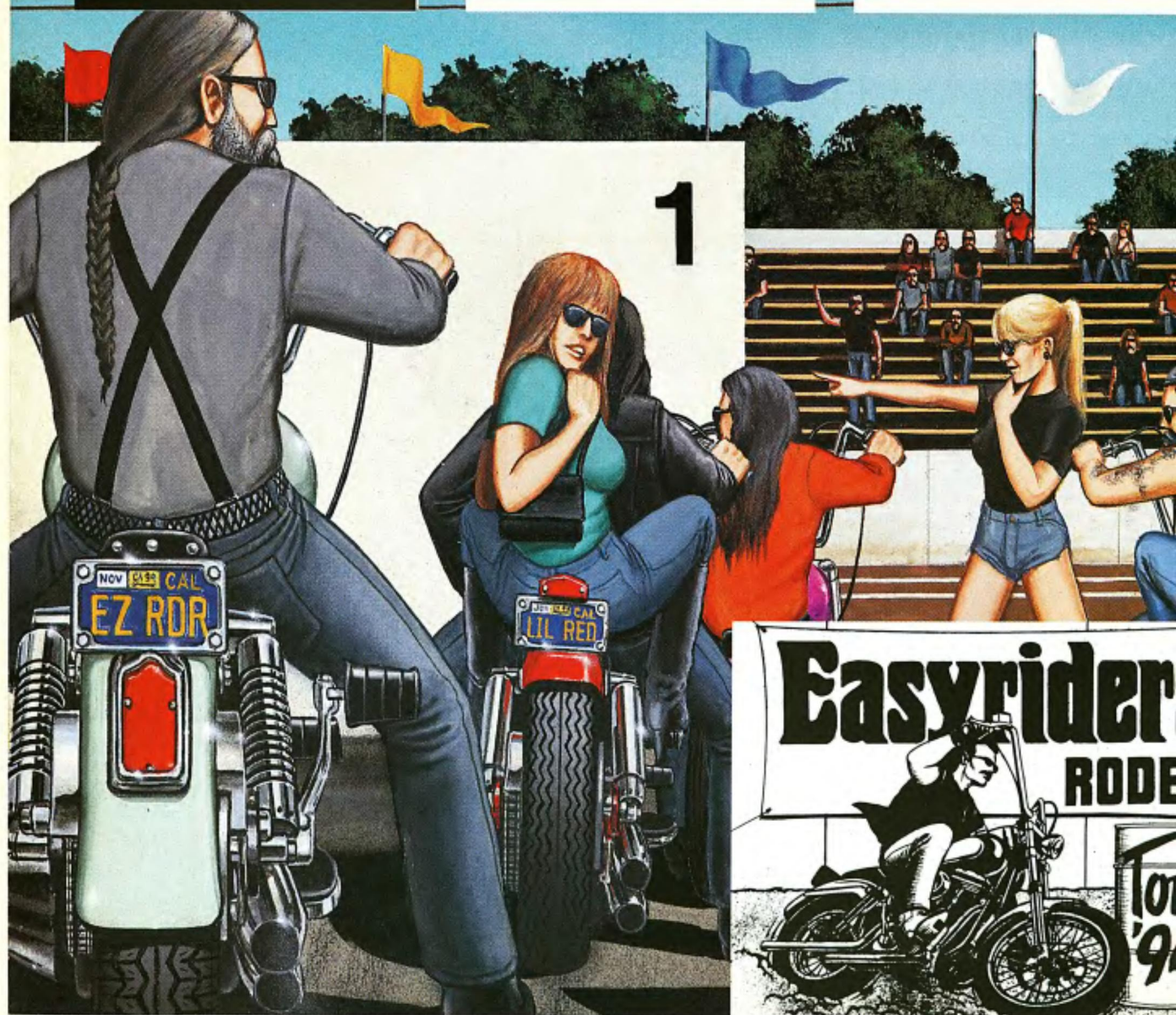
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'93 EASYRIDERS GRAND NATIONAL

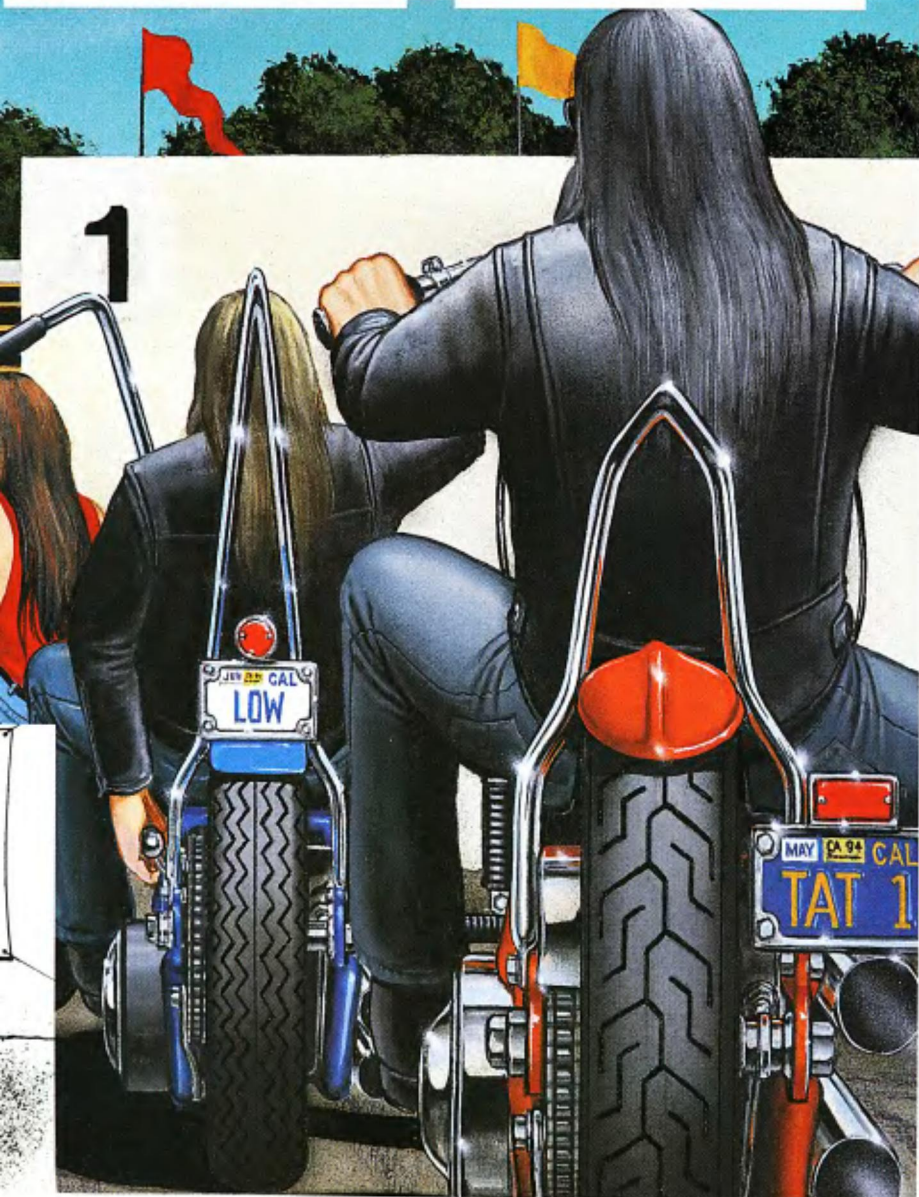
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TOOL & ENGINEERING



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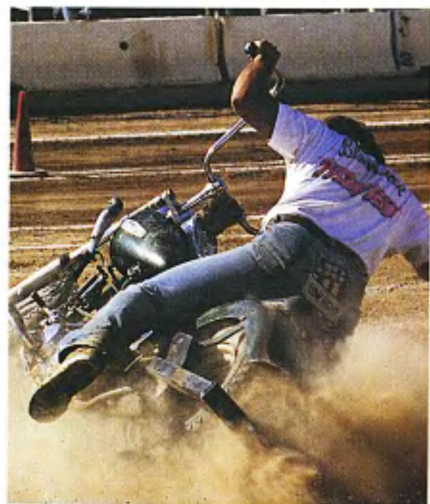
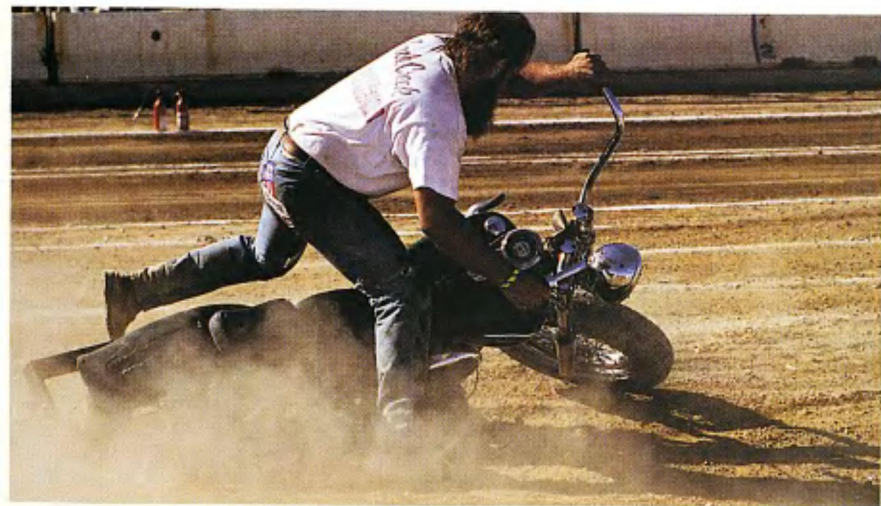


A Furious Fight To The Finish In The Season Finale



This year's *Easyriders* Rodeo season was the biggest and best ever. The Rodeo tore up arenas all around the country, starting with Casa Grande, Arizona, last May, then wading through Waco, Texas, and then down to dazzlin' Daytona Beach, Florida. A total of 14 exciting venues later, the Rodeo smacked into Lancaster, California, with the fury of a runaway locomotive for the wild, three-day Grand Nationals.

Serious downpours marked the 1993 season, but the rains didn't keep the fans away, and the →





intrepid Rodeo crew slopped through mud, muck, and mire to bring competitors and spectators all the rip-roarin' Rodeo contests. When the black-and-purple flamed *Easyriders* semis skidded into the desert town of Lancaster, scores were tight, tension was running high, and new bike technology was pushin' the games to radical heights. The time had come to blow the doors off another ARROW-sanctioned season.

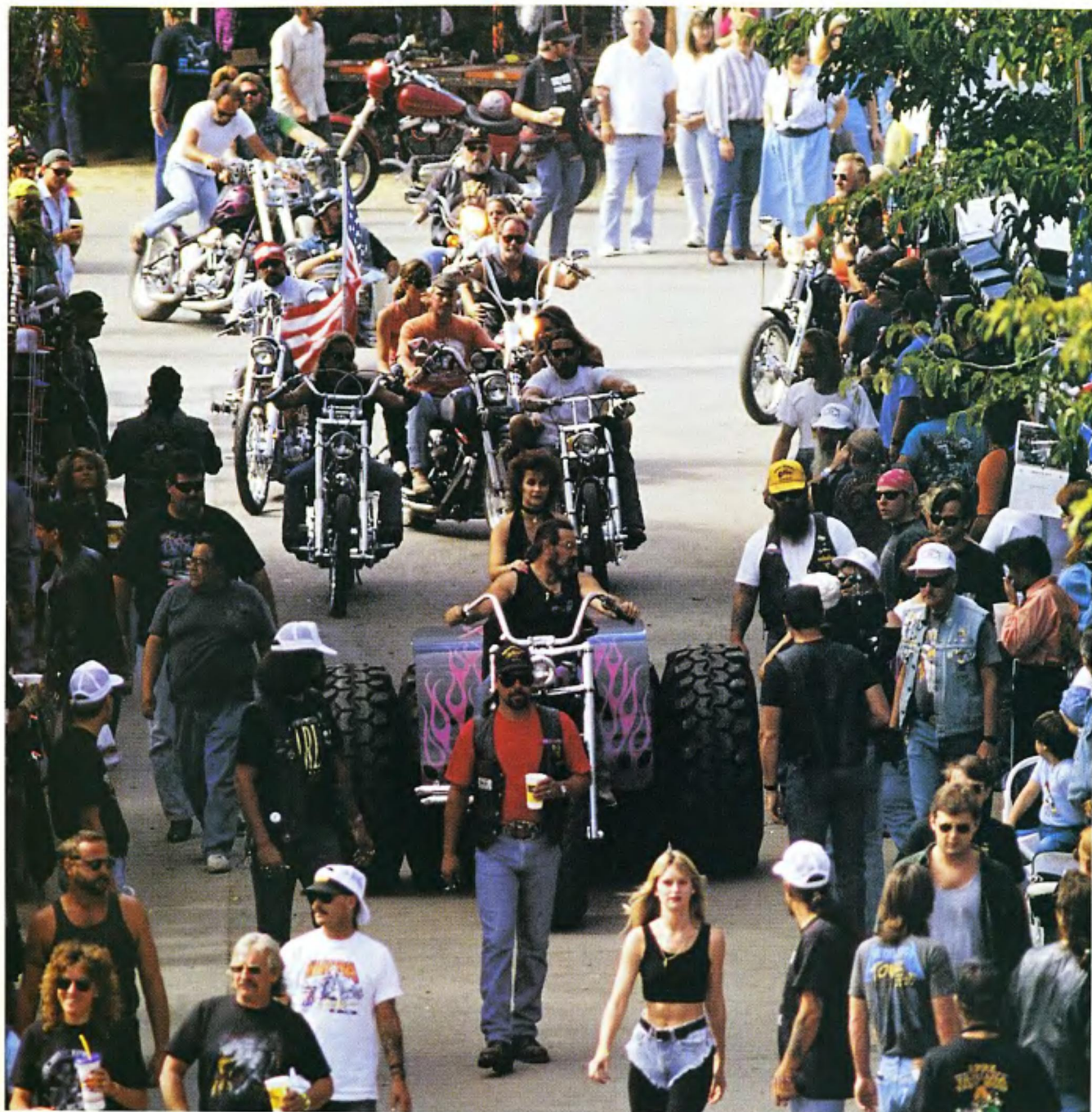
The weather was dry and hot, and the sound of sweet Milwaukee thunder filled the air all weekend long.

The on-site campgrounds were a constant party, but the main focus of the weekend was, of course, the hot Rodeo action, and the crowd was running at a fever pitch.

Tampa Bay Ray Tewksbury and his ol' lady Kari Sioux took the year off to wrench up some new scoots for next year and acted as sponsors for David "Parts" Vancil of Shelbina, Missouri. That left the season's big scores to last year's champion, Gary Freel of Ames, Iowa, and Waynesburg, Pennsylvania's, Bob Santee. During the season, these two galvanized gladiators went at each other, hell

bent for leather, neck-and-neck, fighting it out for the coveted Rodeo crown. At the start of the Grand Nationals, Freel was ahead by some 2,050 points, but as we remember from last year's dethroning of three-time champ, Tampa Bay Ray, anything can and usually does happen on the last weekend of the year.

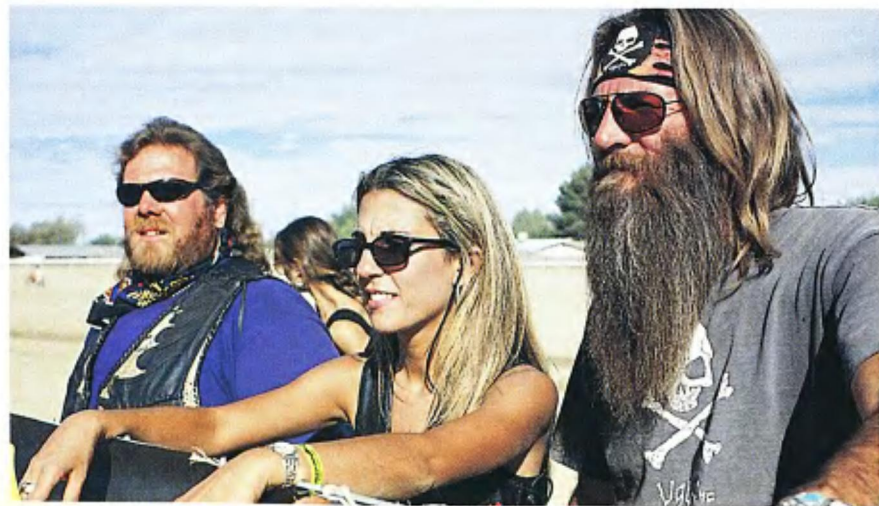
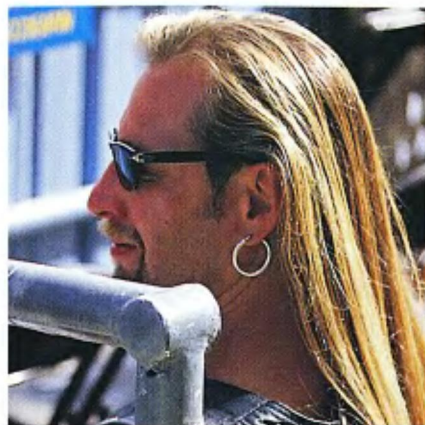
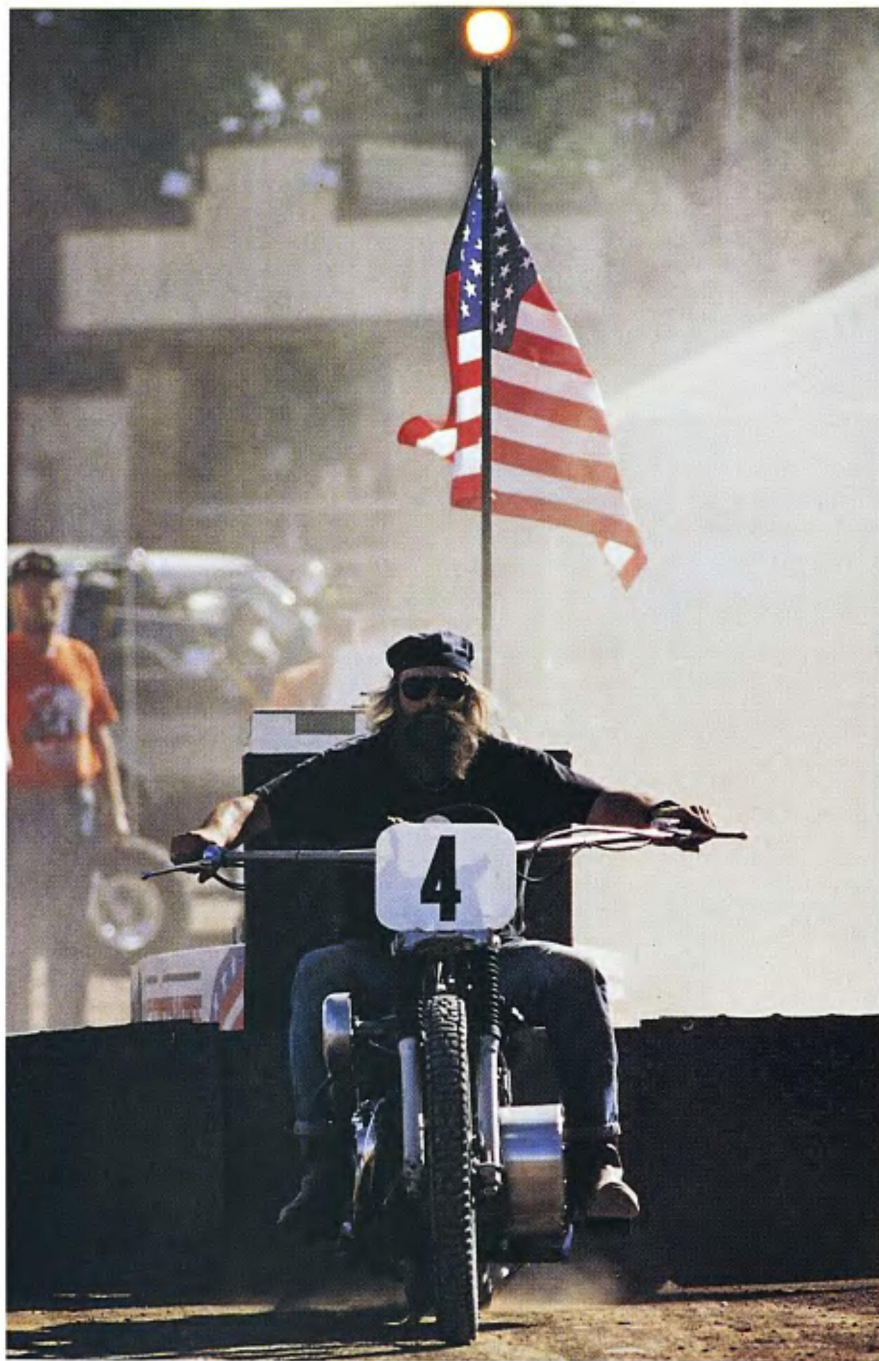
After a full-throttle day of eliminations on Saturday, the Forecast Blues Band took to the Lancaster stage just as they had the night before and rocked the house down. The big gasket blower was the Trophy Girl contest at midnight. →



Sexy Sallys got down to it, smokin' up the stage and shakin' their collective stuff. Trophy Girl winner Carolyn Hearn drove the bros wild.

As the sun came up on hang-over Sunday, the Rodeo competitors were up early, practicing for the main event. The big comer this year was Bob Santee who had been nippin' on Gary's fumes all season long. As the final day of the season raged on, the points shifted constantly, and the crowd went into a screamin' frenzy with every metal-grinding twist and turn. Gary Freel's Team Orange chocked up





cheers from the crowd when Audra Piittmann showed the men how it was done, placing second in the Trike Gas class pulls.

Special mentions have to go to local bros Joe Finger, who placed fourth in the Keg Derby, and Rick Stecyk and Joe Pape, who placed third and fourth respectively in the Barrel Race. As always, Rodeo legend, Bill Van Dyke, was on hand to kick some serious ass, placing third in the 1,000-pound Fuel Sled Pull and second place in the Tire Ride. The man should have been given a special award just for pilotin' his →

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LANCASTER WINNER'S LIST, 1993 OCTOBER 22-24, 1993 LANCASTER, CALIFORNIA

SLOW RACE

- | | | |
|------|---------------|-----------------|
| 1st: | Bob Santee | Waynesburg, PA |
| 2nd: | Jerry Searles | Anaheim, CA |
| 3rd: | Glen Hearn | Simi Valley, CA |
| 4th: | David Vancil | Shelbina, MO |

1,000 LB FUEL SLED

- | | | |
|------|---------------|----------------|
| 1st: | Don Seabolt | Greenville, MI |
| 2nd: | Bob Santee | Waynesburg, PA |
| 3rd: | Bill Van Dyke | Sanford, FL |

WIENIE BITE

- | | | |
|------|--------------|----------------|
| 1st: | Terry Miller | Sheridan, MI |
| 2nd: | David Vancil | Shelbina, MO |
| 3rd: | Bob Moon | Reseda, CA |
| 4th: | Bob Santee | Waynesburg, PA |

TRIKE GAS CLASS

- | | | |
|------|----------------|----------------|
| 1st: | Bob Santee | Waynesburg, PA |
| 2nd: | Audra Pittmann | Ames, IA |
| 3rd: | Terry Miller | Sheridan, MI |

POTATO HAYSTACK

- | | | |
|------|--------------|--------------|
| 1st: | David Vancil | Shelbina, MO |
| 2nd: | Jack Moulton | Lompoc, CA |
| 3rd: | Terry Miller | Sheridan, MI |
| 4th: | Gary Freel | Ames, IA |

TRIKE FUEL CLASS

- | | | |
|------|---------------|----------------|
| 1st: | Don Seabolt | Greenville, MI |
| 2nd: | David Vancil | Shelbina, PA |
| 3rd: | Tom Greenleaf | Taylor, MI |

KEG DERBY

- | | | |
|------|--------------|---------------|
| 1st: | Gary Freel | Ames, IA |
| 2nd: | Jeff Kyle | Kelley, IA |
| 3rd: | David Vancil | Shelbina, MO |
| 4th: | Joe Finger | Lancaster, CA |

TIRE RIDE

- | | | |
|------|---------------|--------------|
| 1st: | Gary Freel | Ames, IA |
| 2nd: | Bill Van Dyke | Sanford, FL |
| 3rd: | Lori Gunia | Sheridan, MI |

TOP ARROW WINNER: Don Seabolt

BARREL RACE

- | | | |
|------|-------------|-----------------|
| 1st: | Bob Santee | Waynesburg, PA |
| 2nd: | Gary Freel | Ames, IA |
| 3rd: | Rick Stecyk | Canoga Park, CA |
| 4th: | Joe Pape | Culver City, CA |

BIKE SHOW

- | | | |
|------|-----------------|----------------|
| 1st: | Roger Thornton | Costa Mesa, CA |
| | 1955 panhead | |
| 2nd: | Randy Aron | La Jolla, CA |
| | 1986 FXRT | |
| 3rd: | Michael Purcell | Fresno, CA |
| | 1988 Heritage | |

1,000 LB GAS SLED

- | | | |
|------|--------------|--------------|
| 1st: | Lori Gunia | Sheridan, MI |
| 2nd: | Mike Searles | Anaheim, CA |

TATTOO SHOW

- | | | |
|------|---------------|--------------|
| 1st: | Krazy | San Jose, CA |
| 2nd: | Howard Miller | |
| 3rd: | Kevin Rowe | Fontana, CA |

Photos: Mike Lichter, Billy Tinney

bizarre sled, which features some heavy-metal ape-hangers that Bill calls, "Gorilla Bars."

Bob Santee and Gary Freel continued their white-knuckle roller-coaster points race right to the bitter end. Gary took the Tire Ride, and Bob took the Trike Gas class pulls. Gary took the Keg Derby, and Bob took the Barrel Race and Slow Race. The points shifted as often as the blown and busted Harleys charged around the dirt track. When the smoke and dust cleared, the official ARROW point standings read like this: David "Parts" Vancil in third place with

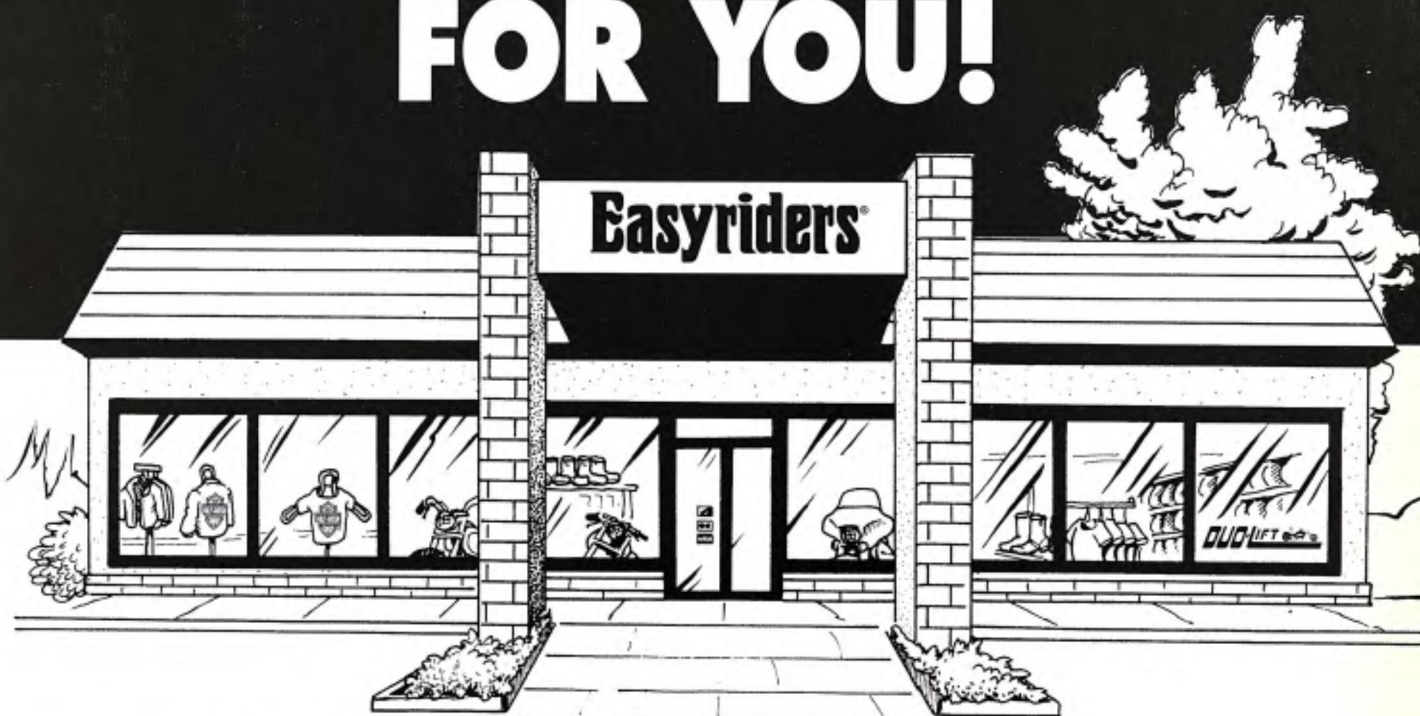
15,775 points, Battlin' Bob Santee in second place with 18,950 points, and taking the championship belt buckle and winnings for the second year in a row was mighty Gary Freel, the back-to-back *Easyriders* Rodeo Grand Champion for 1993 with a total of 20,150 points.

Right on, Gary, and congrats to all the intrepid Rodeo warriors of the '93 season. See ya next year.

—Phantom

For close-up coverage of the entire 1993 Rodeo Season, check out the May 1994 issue of *In The Wind*—on sale February 10.

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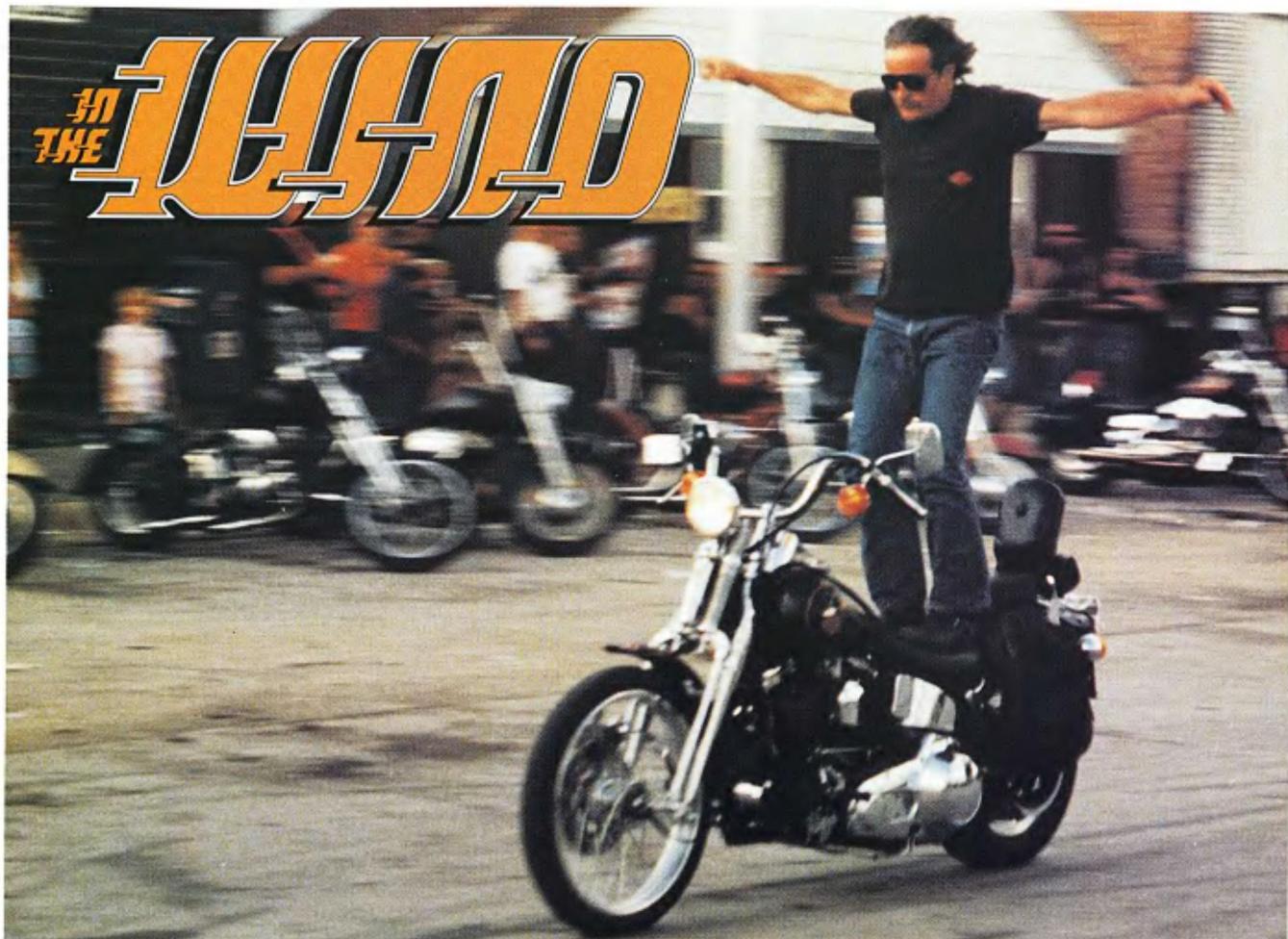
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San Diego, CA
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Easyriders of
St. Louis, MO
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Cleveland, OH
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—Alan Dockery, Bonaire, Ga.

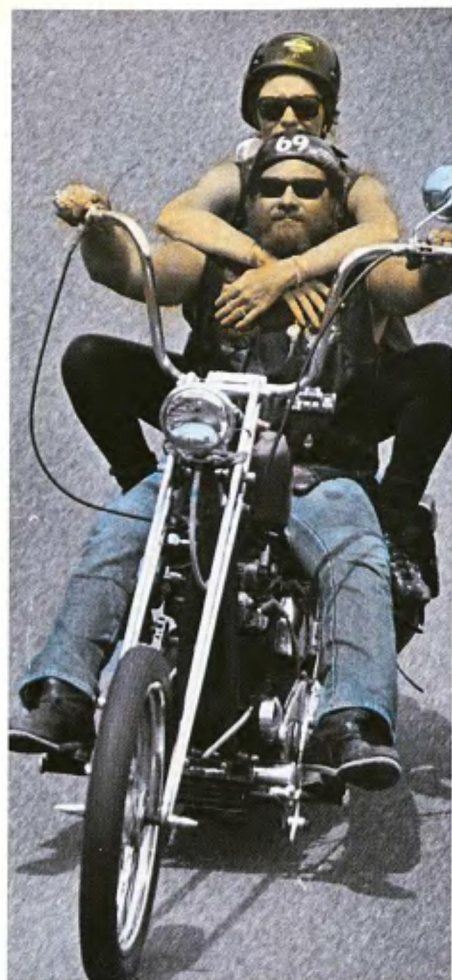
Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2-1/4 x 2-1/4)—nothing else. Whether it's the exhilaration of a dude and his chick flyin'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

—Chuck Doudy, Whitesburg, Ky.

freedom of biking. (Ob, yeab, 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.

—Karl-Heinz Stitz, Linz, Austria





—Blue Bike Mike, Orange County, N.Y.

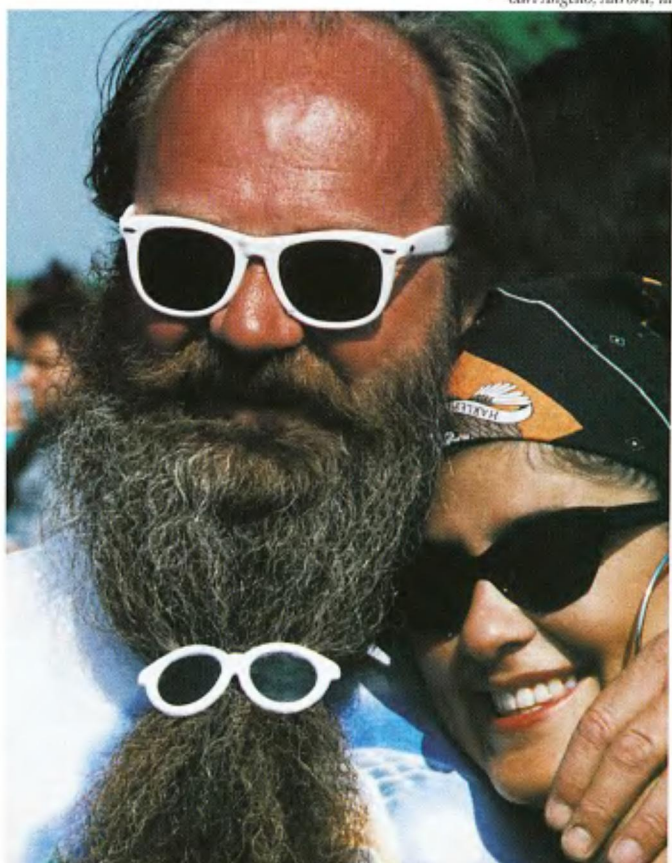


—Tom Coco, Linwood, Mass.

—Carl Angello, Aurora, Ill.



—Kevin Anderson, Otisville, Mich.





—Tor Audun Andreassen, Halsøy, Norway



—Walter Hedding, Yonkers, N.Y.



—Steven Willis, Sturgis '93



—Kodak Bill, Memphis, Tenn.



—Barbara Spaulding, Casper, Wyo.



—Warlock and Tam, Worcester, Mass.



—Les Blake, Rosemont, Minn.

—Belle Zobus, Lead Hill, Ark.





—John McAteer, New South Wales, Australia

—James Kusekosi, Southampton, Mass.



—Michael Festner, Suffolk, Va.





—Ralf Walberg, Ense, Germany

—Don Ball, Boone, Iowa

—Pati Zielinski, Brick, N.J.



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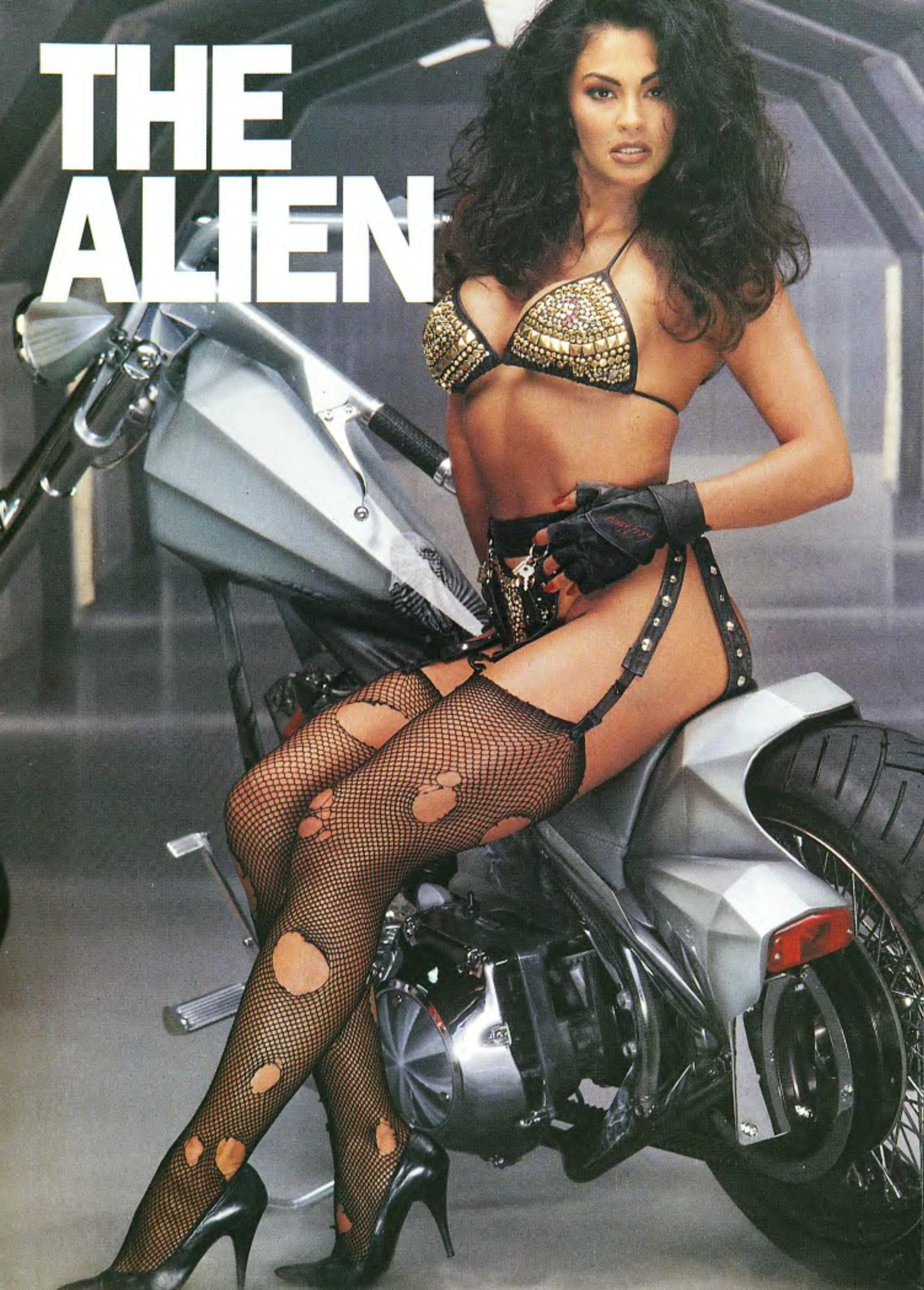
1970-1984 Shovelhead, 1971-1985 Sportster.
Includes manifold, adapter & air cleaner.



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THE ALIEN



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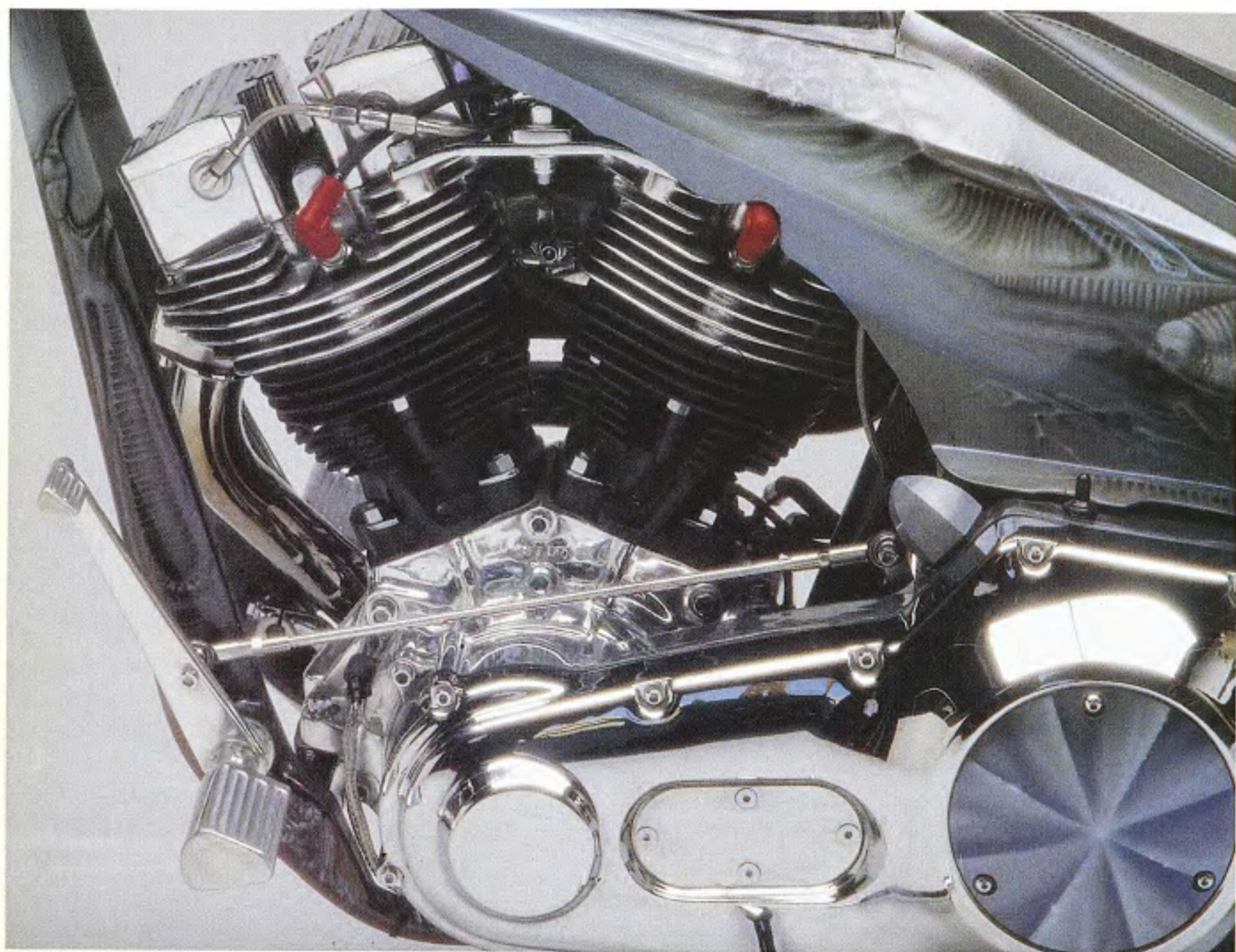




Pat was at the end of another one of his bike-building binges—working 24 hours a day to complete a customer's bike. He had been up for three days, and was just beginning to nod off when an illusion of Buck Rogers, Flash Gordon, and The Rocketeer danced in and out of his head.

Pat awoke from his dream state, possessed with the image of this bike. He began drawing immediately, as if he'd been programmed by another being. The next morning seemed normal at Pat's Tombstone, Arizona, bike-building shop—until long-time fabrication assistant Ray Neff arrived. It seemed he too had experienced the same strange dream the night before. He came in with drawings of a futuristic-looking custom that were nearly identical to what Pat had sketched. For the next four months, Pat and Ray became obsessed with the project.

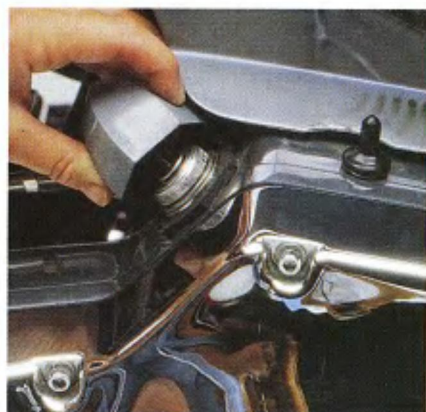
It all started with one of Pat's aerospace, lightweight, chrome-moly →



rigid frames. This one was to be ultra long, so he built it with a 53-degree rake to accept his adjustable, 32-inch-over-stock fork assembly. No axle adjusters were needed; Pat wanted to keep this alien chop as clean as possible. Pat angled the tubing of the frame so that it would match the faceted work shown throughout the machine.

Next, Ray and Pat started on the main body. It was built entirely from sheet metal that seemed to take on a robotic appearance. Each small angle had to fit into the next with absolute precision. All the scooter's sheet metal was hand-fitted, including the rocketeer tank, rear fender diamond headlight, air cleaner, side panels, and taillamp housing.

Naturally, the alien craft had to be fitted with the Pat Kennedy custom 80-spoke wheels, with diamond cut spokes to match all of the angled components. The rear wheel had to be mega wide for extra traction on quick takeoffs. Pat gave Bo the task



of building the 6.5-inch x 18-inch wide rear wheel, with a custom stainless steel hub, incorporating a dual flange on one side. The front had to be sleek and sturdy, so it was fitted with Pat's 21-inch, dual flange S&S hub and 80 diamond-cut spokes.

Pat designed the super stopping brake system to be hidden and tasteful, and to offer excellent stopping power. The rear inboard brake is located on the left side of the bike, offering full visibility of the bike's show side and its 80-spoke rear wheel. The caliper and mounting brackets are fitted on the dual flange hub between the rear belt pulley and the rim. Front brakes were mounted to Pat's custom lower legs (dual disc, of course), and 8.5-inch mini rotors were used to show off his 80-spoke wheel. For sure power stopping, Pat uses ISR Performance brake calipers for all his brake applications.

The fork assembly had to be perfect in both design and handling. Pat used his Tolle adjust-a-glide front end. The adjustable trees enable perfect handling, even at this great length.

The exhaust system that Pat created looks like it came off of Flash Gordon's spaceship. It's completely handmade, with countless hours of fabrication involved in its detail.

The fuel tank, panels, taillight, and rear fender are works of art, each facet perfectly handbuilt and leveled. The fuel tank filler cap is countersunk and hidden by a spring-loaded cover on the upper right hand corner of the tank.

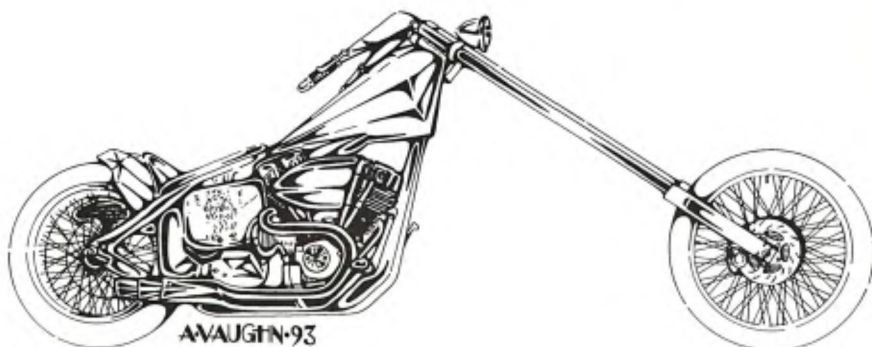
The end result features hidden wiring, hidden brake lines on handlebars, hidden brakes on rear, and a hidden oiling and ignition system. Can you even locate the electric start switch? Don't forget to check out those nitro-blasting, rocket-shaped handgrips.

When the mock-up for the project was completed, expert painter Darrell Pinney was called in. Darrell walked into the room, and, immediately captured by the aura of the craft, said, "I know what to do." His work speaks for itself.

Bizarre is too mild a word for this V-twin powered spaceship from Pat Kennedy's Custom Motorcycles.

—Spock

Owner(s): Pat Kennedy		City: Tombstone, Arizona	
General		Frame	
Fabrication: Pat Kennedy		Year: 1993	
Year and make: many years		Builder: Pat Kennedy	
Model: Radical Alien machine		Type: chrome-moly	
Value: out of this world		Rake: 53-degrees	
Assembly: Pat Kennedy		Stretch: 10-inch	
Time: five months		Other alterations: angled tubing	
Chroming: Quality Polishing/Tony		Accessories	
Engine		Bars: Pat Kennedy custom bars	
Year: 1978		Grips:Pat Kennedy	
Model: shovelhead		Mirrors:Pat Kennedy	
Rebuilder: Pat Kennedy		Risers: Part-O-Bars	
Ignition: Dyna		Fender(s): Pat Kennedy/Ray Neff	
Displacement: 80 cubic inches		Headlight: diamond-style, Ray Neff	
Lower end: STD/H-D		Taillight: built-in by Pat	
Balancing: Pat Kennedy		Speedo: not needed	
Pistons: H-D		Front pegs: special , Pat Kennedy	
Cases: STD		Rear pegs: none	
Heads: H-D with Pat Kennedy split rockers		Electrics: 12-volt	
Cam: Leineweber		Gas tank: Pat Kennedy/Ray Neff	
Lifters: solid		Oil tank: hidden, Pat Kennedy	
Carb(s): Bendix 40mm		Oil system: H-D	
Air cleaner: handmade by Ray Neff		Primary cover: H-D	
Pipes: custom by Pat Kennedy		Seat: Le Pera, seat pan by Pat	
Mufflers: custom by Pat		Sissybar: none	
Transmission		Forks	
Year: '93 5-speed		Type: Tolle/Kennedy	
Modifications: end cover		Extension: 32 inches over	
Shifting: foot		Builder: Tolle	
Engine sprocket: 24-tooth		Special features: custom tweek bar	
Trans sprocket: Andrews 34-tooth pulley		Wheels	
Wheel sprocket: 66-tooth Karata pulley		Front	Rear
Painting		Size: 21 in. x 2.5-in.	Size: 18-in. x 6.5 in.
Molding: Lee Box		Hub: S&S, Kennedy	Hub: S&S, Kennedy
Painter: Darrell Pinney		Rim width: 2.5-inch	Rim width: 6.5-inch
Color: Alien Gray		Tire: Metzeler	Tire: Metzeler
Type: Delkron		Brake: ISR/Kennedy	Brake: ISR/Kennedy
Special paint: alien scenes			
Other special modifications: all components handbuilt by Pat Kennedy for an Alienized look. Special thanks to Brook Bryant for her patience and her skill at lacing wheels.			
Photos: Silvermon			



DID YOU KNOW?

True Biker Facts And Scooter Trivia

Welcome to another edition of DID YOU KNOW, our monthly compilation of far-out facts and weird wonders from the *Easyriders* archives of biker trivia. You can bet that no stone has been left unturned in our never-ending search for the bizarre and arcane. So sit back, relax, and enjoy these borderline useless tidbits of scooter lore. They just may come in handy someday.

Did you know that the first H-D Low Rider was a customized Super Glide that was the personal bike of none other than Willie G. Davidson? When the bike was modified to Willie's taste, he started riding it to work, where it drew lots of favorable attention. The management of the company became interested in taking Willie G.'s ideas for use in a production model, and the Low Rider was born.

Did you know that deer are more popular than bikers in Canada? It seems that a bro crashed into a deer up in the Great White North and both the biker and the deer were thrown in a ditch by the side of the road. A pickup came by, stopped, and the driver picked up the deer and threw it in the back of the truck, leaving the poor bro and his mangled scooter to fend for themselves.

Did you know that the Henderson motorcycle evolved into the Ace, which evolved into the Indian? William G. Henderson (the first Willie G.) began building Henderson in-line fours back in 1912. Schwinn was making Excelsior bikes and added the Henderson to its line from 1917 to 1919. Then Henderson regrouped and came out with the Ace in 1920. Following me so far? After Henderson's death in a car crash, Ace fell to financial troubles, closing its doors in 1924. But the in-line four would not die. Indian took over the Ace design, replacing the Ace tank logo with the "Indian 4" in 1927, continuing the line until 1941.

Did you know that 14 percent of all seagulls are lesbians? For some reason unknown to everyone but our head honcho at *Easyriders*,

Spider reported this thrilling fact back in the March issue of 1978.

Did you know that the illustration used in every issue of Spider's column isn't a drawing of Spider? It seems that Spider did a column on a Hells Angel named Chocolate George, who died back in the good ol' Haight-Ashbury days. The illustration is actually a likeness of Chocolate George, but Spider felt that it looked enough like him and has used it ever since.

Did you know that there was talk of barring motorcycles from the streets of Nebraska?

Did you know that in 1940, over 3,500 cities across the U.S. used Harleys for police business? In fact, an advertisement for H-D entitled "Sentinels of Safety" promoted the pigs on Hogs image stating, "Motorcycle-mounted officers exemplify the true spirit of public service. They are real guardians of life and property. Motorists and pedestrians alike respect their presence. They prevent accidents and tragedies. They are 'Sentinels of Safety' whose alertness and efficiency in solving countless traffic problems build public confidence for police departments."

Did you know that there was talk of barring motorcycles from the streets of Nebraska? Luckily, it was just talk, but here's an excerpt from an article written in the *Lincoln*



Nebraska Journal, nine years ago: "No Godgiven or constitutional right exists that says motorcyclists cannot be required to wear helmets. For that matter, no such right says trafficways must be available to these vehicles. There's nothing to stop the state from barring motorcycles from streets and highways." Scary stuff, eh?

Did you know that there's an easy solution if dogs piss on your scooter's tires? Naw, don't shoot the li'l critters; just wipe Pine-Sol on your rims. It'll keep your wheels shiny, and the K-9s will leave you be.

Did you know that an article by Mark Tosh of the *Montgomery Maryland Journal* encouraged cagers to force bikers off the road? The article offered these nasty hints: 1) Make a left turn into a motorcyclist's path ... this can be particularly delightful. Motorcycles, you see, have a terrible time stopping quickly—unless someone puts the passenger side of his car in the biker's path. 2) Change lanes at the last second, without using a turn signal, naturally, to create all kinds of havoc for the unsuspecting biker. Swerving, trembling and cussing usually follows. 3) Bump into a motorcycle ever so gently in a parking lot—I've yet to see one with a 5 mph bumper. Since most motorcyclists carry just personal injury insurance, even a small amount of damage can lay a bike up for weeks." Whatdafuck?

Did you know that in just 16 years, the H-D Motor Co. went from four imaginative men in a 10-foot x 15-foot shed to a 400,000-square-foot facility which employed nearly 1,800 and produced 22,685 bikes? That's the American way! —Phantom

FREE EASYRIDERS

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

Alaska

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

Alabama

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

Arizona

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

California

Eagle's Nest, 127 East Tulare Avenue, Tulare
H-D of Glendale, 3717 San Fernando Rd., Glendale
Palm Springs Harley-Davidson, 19345 N. Indian Ave.,
N. Palm Springs
RPM Cycle, 1727 National City Blvd., Nat. City
South Coast Harley-Davidson, 345 E. St., Chula Vista
Bartels' H-D, 4141 Lincoln Blvd., Marina Del Rey
R.A.M. Enterprises, Same Owner Bros., 1524 Camden
Ave., Campbell
Easyriders Store, 7450 Melrose, Los Angeles
U.S. Enterprises M/C, 9804 Central Ave., Montclair
Easyriders of Clovis, 105 Dakota, Suite 111, Clovis
Easyriders of San Diego, 363 Fifth Ave., San Diego
Easyriders of Newport Beach, 1230 West Coast Hwy.,
Newport Beach

Colorado

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

Florida

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

Georgia

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

Hawaii

Rydy Custom Cycle, 4548 Kukui, Kapaa

Illinois

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

Indiana

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

Iowa

Cyclepedia Corp, 1824 Dean Avenue, Des Moines
Walkers H-D, 101 Broadway, Red Oak

Kansas

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

Maryland

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

Massachusetts

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

Michigan

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

Minnesota

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

Missouri

Easyriders of St. Louis, 14912 Manchester Rd., Ballwin

Montana

Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

Nebraska

Butterfields M/C Parts, 8025 Blondo, Omaha

Nevada

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

New Hampshire

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

New Jersey

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

New Mexico

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

New York

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

North Carolina

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

Ohio

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

Oklahoma

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

Oregon

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

Pennsylvania

Blocker Enterprises, Rt. 248, Parryville
Risk Cycle, 373 Reibold Rd., Evans City
Wyoming Valley Wheels, Bridge & Beade Sts., Plymouth

South Carolina

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

Texas

Stubbs H-D, 4436 Telephone Rd., Houston
D&M of Dallas, 11620 Plano Rd. #3, Dallas
Easyriders of Houston, 5803 Richmond, Houston
Easyriders of Laredo, 502 West Calton Rd.,
Laredo

Tennessee

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

Virginia

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

Washington

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

Wisconsin

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



Vin Sciuto Jr., Milford, Connecticut

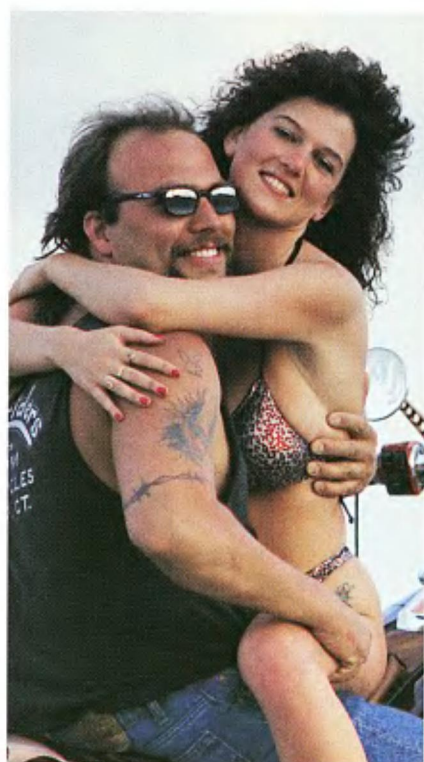
1986 Harley-Davidson FXSTC

What's long, hard, white, and holds 13 sleds and a buncha bros waitin' to rip loose in Daytona? Try on a 1960 International bus for size. You've seen it every year at Bike Week, shooting 13 scoots out from its belly and unleashing some of the East Coast's rowdiest bros. The bus belongs to Pete of Longriders Custom Motorcycle Shop in Milford, Conn., and the restless bros sardined inside are among the first to scorch Daytona streets. The one who landed on the back cover of *Easyriders* Video #9 and #13 is Vin Sciuto Jr., along with his '86 Softy and his lady, Jacqueline. Hulk Hogan originally owned the bike and traded her in with only a few hundred miles on her. Vin (aka "The Burnout King") wasted no time scoopin' her up from the dealer, and he hasn't stopped modifying it since.

The front legs were stunted a couple of inches, turned down, and the reflectors milled. Then the cubes were pumped up, and the heads, oil pressure mount, pushrod tubes, and switch housing were red powdercoated and engraved. After these shots were taken, the restless ride got its lower fins knocked off and polished, a custom contour dash with a mural painted to match the rear arm and fender, and some big stacks thrown on and candy powdercoated. The chrome struts were even powdercoated to match the flames. Bottom line—when it comes to customizing, this bro ain't lettin' up.

—Clay Dog

General		Forks	
Fabrication by: owner/Garth Bros.		Type: wide glide	
Year and make: 1986 H-D		Builder: Forking by Frank	
Model: FXSTC		Special features: 2 inches under	
Chroming by: Brown's		Accessories	
Engine		Bars: drag	
Year and model: 1986 Evo		Lights: catseye taillight	
Rebuilder: T.P. Engineering		Gas tank: 5-gallon	
Displacement: 89 cubic inches		Oil tank: stock	
Transmission		Seat: solo, A.B. Upholstery	
Shifting: foot, 5-speed		Other: extended risers, chromed primary	
Trans sprocket: 22-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Finish		Size: 21-inch	Size: 16-inch
Painter: Ed Carvalho		Tire: Avon	Tire: Avon
Color/type: candy brandywine lacquer		Brake: H-D	Brake: H-D
Special paint: flames, murals		Special thanks: Pete at Longriders	
Frame		and T.P. Engineering for all their help	
Year and builder: 1986 H-D		and knowledge; also Krazy Ray and	
Type: Softail		Mike Savo for their machine work.	
Alterations: lowered 2 inches		Photos: Michael Lichter	



FOX HUNT

November Winner

Lynn got her first innocent taste of bikerdom eight years ago on the back of her future ol' man's scooter, never dreaming that one day she would be involved with the lifestyle. But here she is, your Fox of the month. Her husband Mike got her to enter the Hunt; she wasn't so sure. After all, she was a mother of two. But Mike was confident that she was still in shape, and we'll vouch for it. With the winnings, Lynn bought parts for the family FXR. See her on Joe Chavez's shovelhead on page 59.

—Loudmouth



A biker took me from a party where my date had been flirting. We met a dozen bikes and went to a better party. What a ride.

Ann, Maryland—#401



Feeling the vibrations between my legs was the most pleasurable and intense experience of my life.

Roni, Kansas—#402



There are only two things in this world that can satisfy me—the vibration of a Harley, and the man who's on it.
Summer, Texas—#403



I sat on his leather jacket, my legs wrapped around his waist. When we arrived at our destination, he turned off the bike, but not me.
Strawberry, California—#404



On my first ride we got stopped by the cops, but that didn't stop my desire to ride. I enjoy everything about the lifestyle.
Isabelle, Quebec, Canada—405



I own and race my own monster truck, but it doesn't give me the feeling I get from wrapping my legs around my own 883.
Joanne, Pennsylvania—#406

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□ KELLY BLUE



□ SAVANNAH



□ TONISHA MILLS



□ NIKKI RANDALL

□ Brigitte Alme
□ Fefe Bardot
□ Susan Vegas
□ Dominique
□ Sabina
□ Sabrina
□ Leann Foxxx
□ Desiree Roxxx
□ Flame
□ Patricia Kennedy
□ Porsche Lynn
□ Santana
□ Satina
□ Lellani
□ Rhonda Leigh
□ LeLe
□ Brandy Alexander
□ Eva Allen
□ Tish Ambrose
□ Aja

□ Lauri Canyon
□ Rachel Ashley
□ Aurora
□ Ebony Ayes
□ Lois Ayres
□ Regina Bardot
□ Suzi Bartlett
□ Stacey Bell
□ Busty Bell
□ Bunca
□ Bianca Bleu
□ Blondie Bee
□ Bridgette Blue
□ Erica Boyer
□ Cameo
□ Lauren Brice
□ Christy Canyon
□ Gina Carrera
□ Cassandra
□ Angela Baron

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□ Cathy Colling
□ Lynn Lemay
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□ Barbara Dare
□ Buffy Davis
□ Dee Dee
□ Deillah
□ Blondie Doll
□ Krystal Dream
□ Christina Evol
□ Felina Fabre
□ Tanya Fox
□ Rebekka Frances
□ Talia Geneau
□ Kathleen Gentry

□ Gidgette
□ Linette Gyser
□ Roxy Hart
□ Nina Hartley
□ Candace Heart
□ Isha
□ Jacqueline
□ Kimberly Kane
□ Sharon Kane
□ Kelsha
□ Lactalia
□ BeBe Le Badd
□ Candace Lee
□ Jeanna Lin
□ Tamara Lee
□ Charlotte Leigh
□ Janette Littlelove
□ Chantilly Lace
□ Stacey Lords
□ Heather Lere

□ Trinity Loren
□ Cara Lott
□ Kitty Luv
□ Amber Lynn
□ Shanna McCullough
□ Sharon Mitchell
□ Alicia Monet
□ Bridgette Monroe
□ Chessi Moore
□ Loni Morgan
□ Stacey Nichols
□ April O'Toole
□ Para-Dice
□ Purple Passion
□ Jeannie Pepper
□ All Kramer
□ Michelle Monroe
□ Taija Rae
□ Kimi Gee

□ April Rayne
□ Tammy Reynolds
□ Rustie Rhodes
□ Sexy Sade
□ Ashley Dunn
□ Shawna
□ Devon Shire
□ Heather Sinclair
□ Sissi
□ Lori Smith
□ Micki Snow
□ Sonja
□ Spice
□ Stella Starr
□ Tabitha Stevens
□ Alex Storm
□ Tiffany Storm
□ Samantha Strong
□ Brittany Stryker
□ Rikki Lee

□ Sukoya
□ Angela Summers
□ Susie
□ Tanya Sweet
□ Lyn Tars
□ Sunset Thomas
□ Tianna
□ Tiara
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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

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!

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,

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 #250 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000. For this issue,

you can begin sending in your votes starting March 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 March 31, 1994. We'll print the winner in the August 1994 issue.



Here she is, bros, the 12th monthly winner in our 15th Annual Fox Hunt, Sherry, #1201, from Reading, Pa. 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.

250

THE FORK STOPS HERE

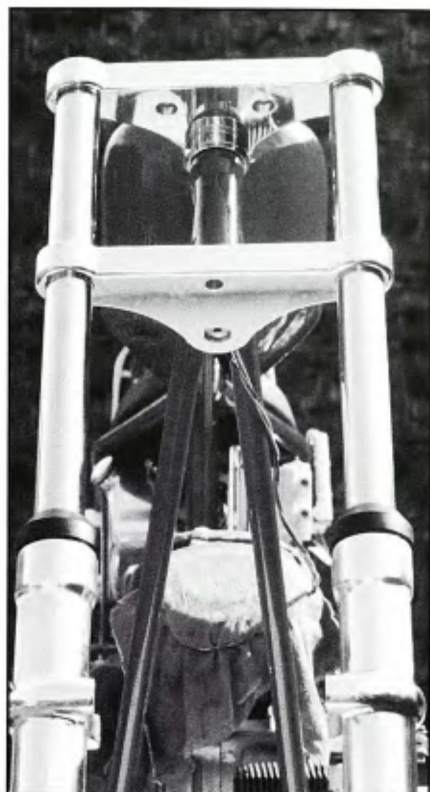
How To Install Fork Cups



Photo 1



Photo 2



Photos: Jessica Witters



Photo 3

These stainless steel fork cups have internal stops and were designed to eliminate the typical problems encountered with other fork stop systems. External stops are unsightly and tend to damage paint and chrome. Some internal stops shear screws and pins but these cups, built by Milwaukee Iron in Lynchburg, Virginia (804) 845-7688, were designed to avoid all of these problems. They allow you to clean up the looks of your motorcycle in an area that has long needed attention.

This four-piece fork cup set was made

from 303 stainless steel, polished to an illustrious finish, and will replace factory cups. The cups fit all Big Twins with cast necks and most custom frames on today's market. They are currently working on the same type of system for all XLs with removeable cups. They also fit a variety of other triple tree kits. Milwaukee Iron's cups even fit Springer front ends. The stock turning radius is 45 degrees. They also offer a 35-degree turning radius where applicable (stock springers). The 4-1/8-inch roll pins ensure that the cup will not turn in the

neck. The 3/13-inch dowel pins (which are held down by the neck of the bearing), hold the lock plate in place, allowing use of the stock neck stems.

To install the cups, you will need the following: a hand drill, a 1/8-inch drill bit, scribe, a straightedge (or ruler), a puller or drive device (to insert the cups), and a drift punch.

After removing the front end and cups on your motorcycle, align the straight-edge between the frame tubes and across the bottom of the neck (photo 1). Mark a straight line across the neck.



Photo 4



Photo 5

Begin inserting the bottom cup into the frame and, with a drift, punch the inside of the cup, aligning the cup to your mark. The tab in the bottom of the cup should be to the rear of the motorcycle. Punch the cup all the way into the frame and trial fit the bottom tree to check for proper angle of turn (photo 2).

If satisfied with the position, drill into the bottom of the neck with the 1/8-inch drill bit through the pre-drilled holes in the bottom cup (photo 3). Drill only 3/8-inch into the neck, then install the 4-1/8-inch roll pins (photo 4). Press

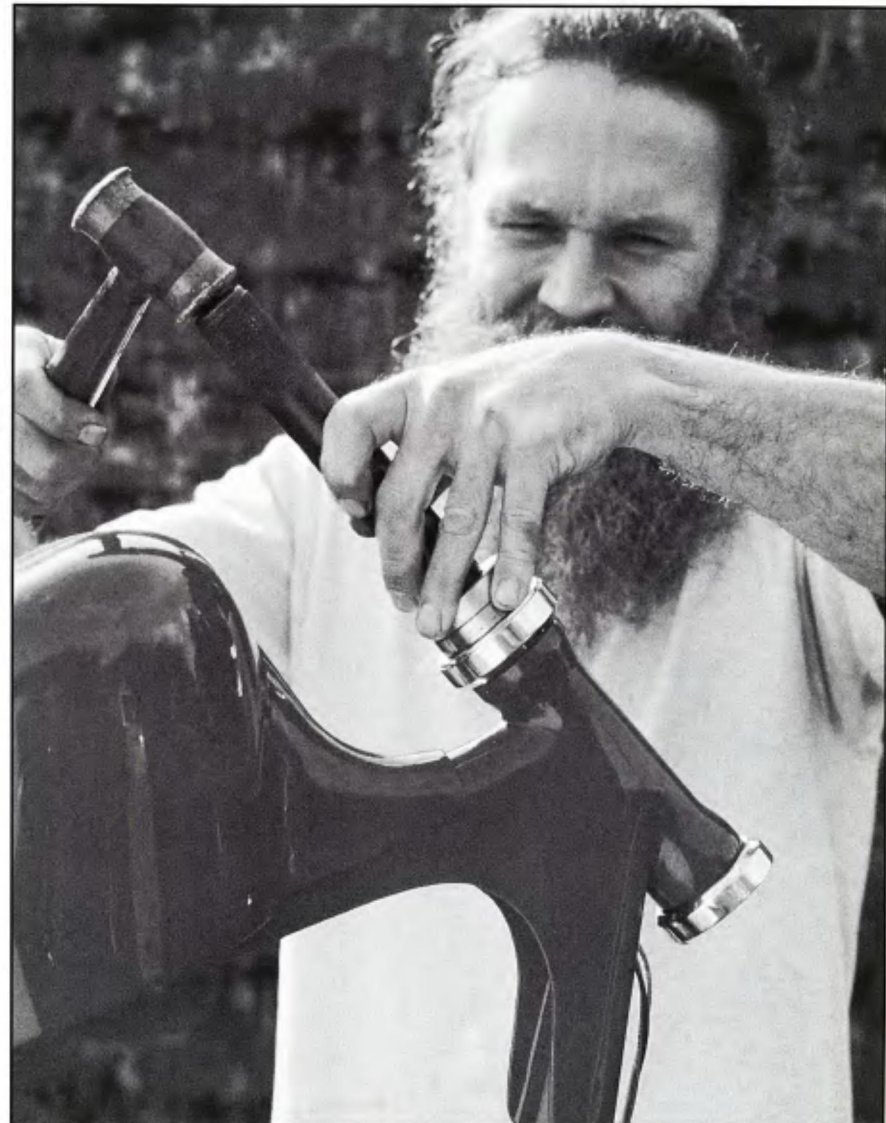


Photo 6

in the top cup and install the neck races (photo 6). If using a Milwaukee Iron tree set, your bottom tree is pre-drilled for the locking plate; otherwise, you will need to align the locking plate to the proper position, then drill (photo 5). Next install the four 3/16-inch dowel pins (photo 5).

Helpful Hints:

A little grease on the cups will make it easier to install and remove the cups for pre-assembly purposes.

The bottom cup (with the tab pointing down), mates with the locking plate

(the substitute dust shield), and has both a slot and locating holes milled in.

Milwaukee Iron makes two styles of lock plates. One is a 90-degree (45 degrees each way) turn (stop-to-stop) for use with tube front ends. The other is a 70-degree (35 degrees each way) turn (stop-to-stop) for use with springer front ends. Other degree turns can be made upon request.

Milwaukee Iron also offers a pre-drilled adapting plate which can be welded to some front ends (most springers).

—Wrench

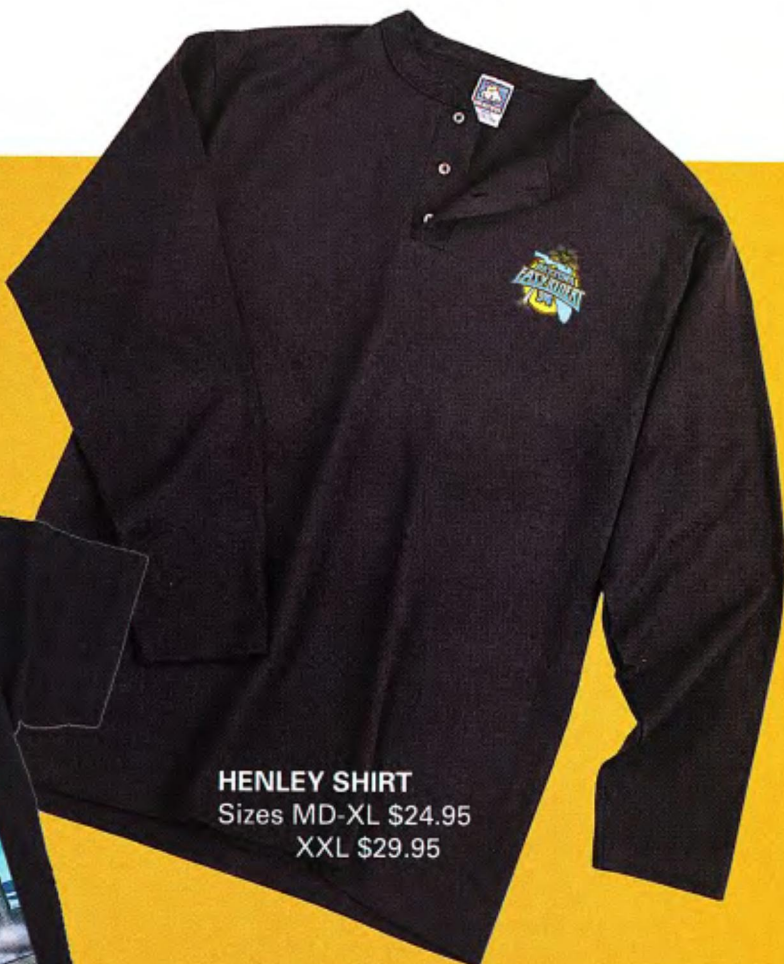
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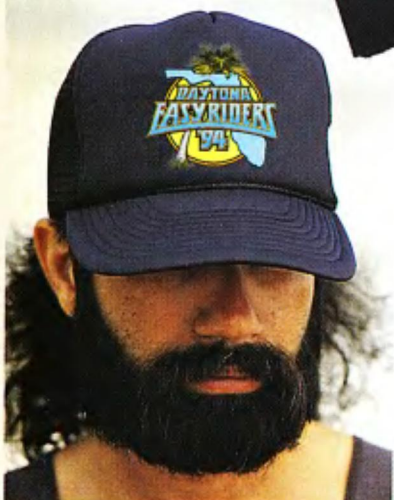
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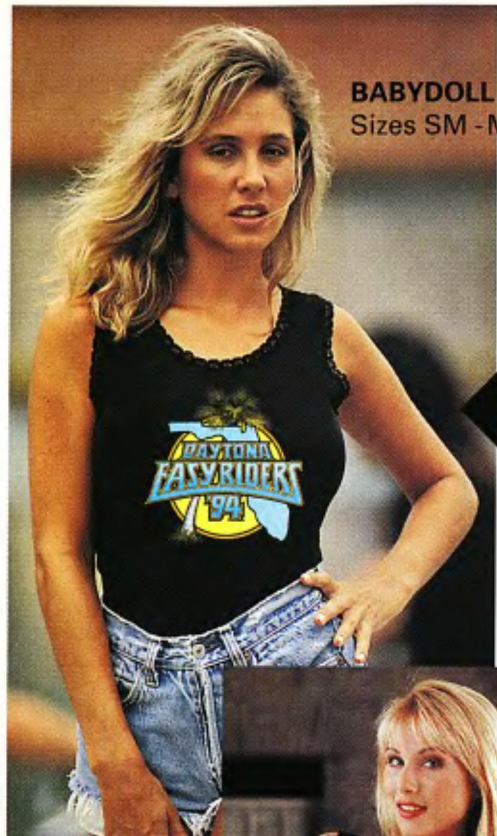
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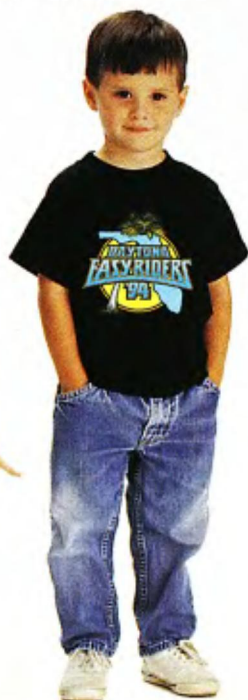
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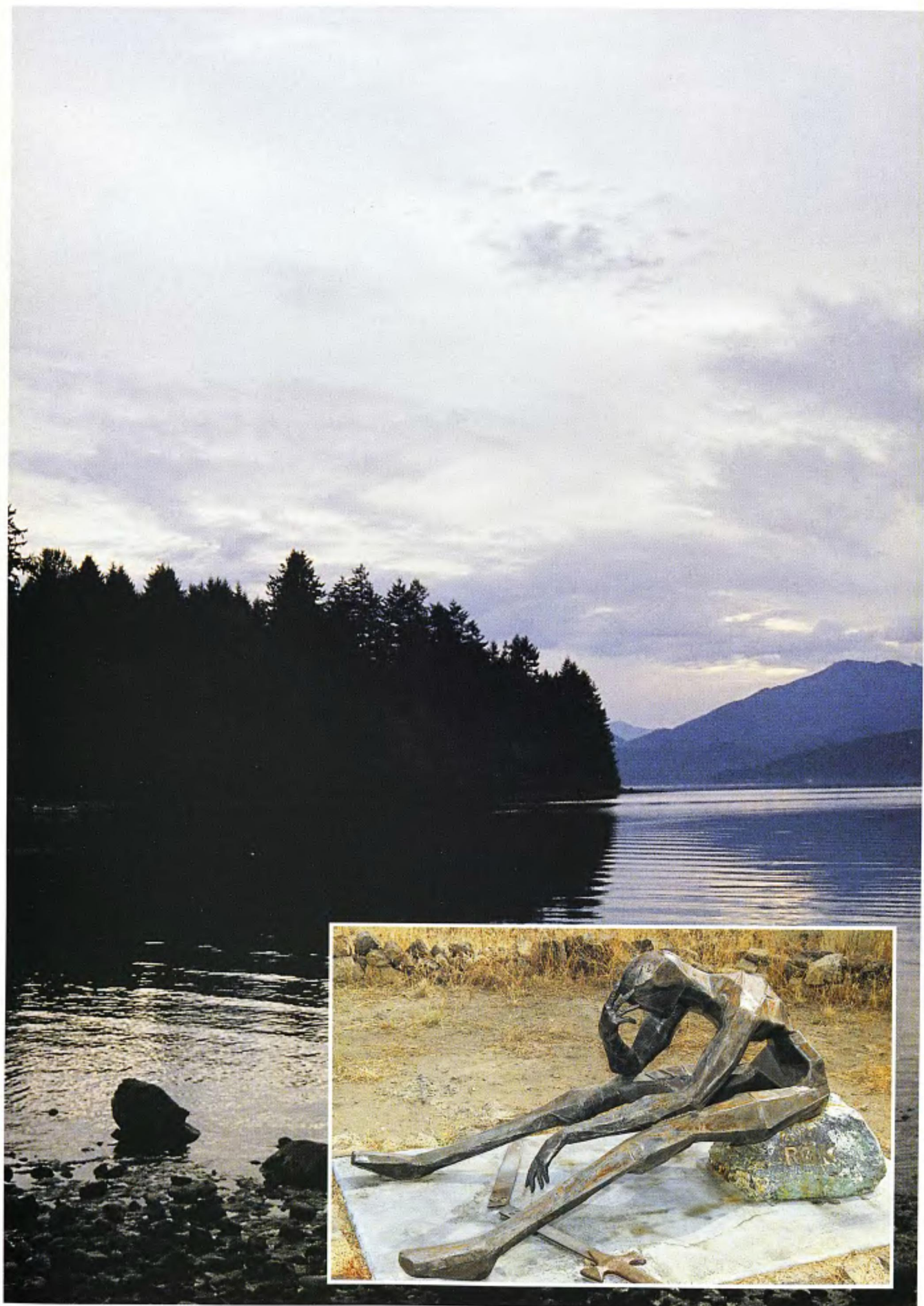
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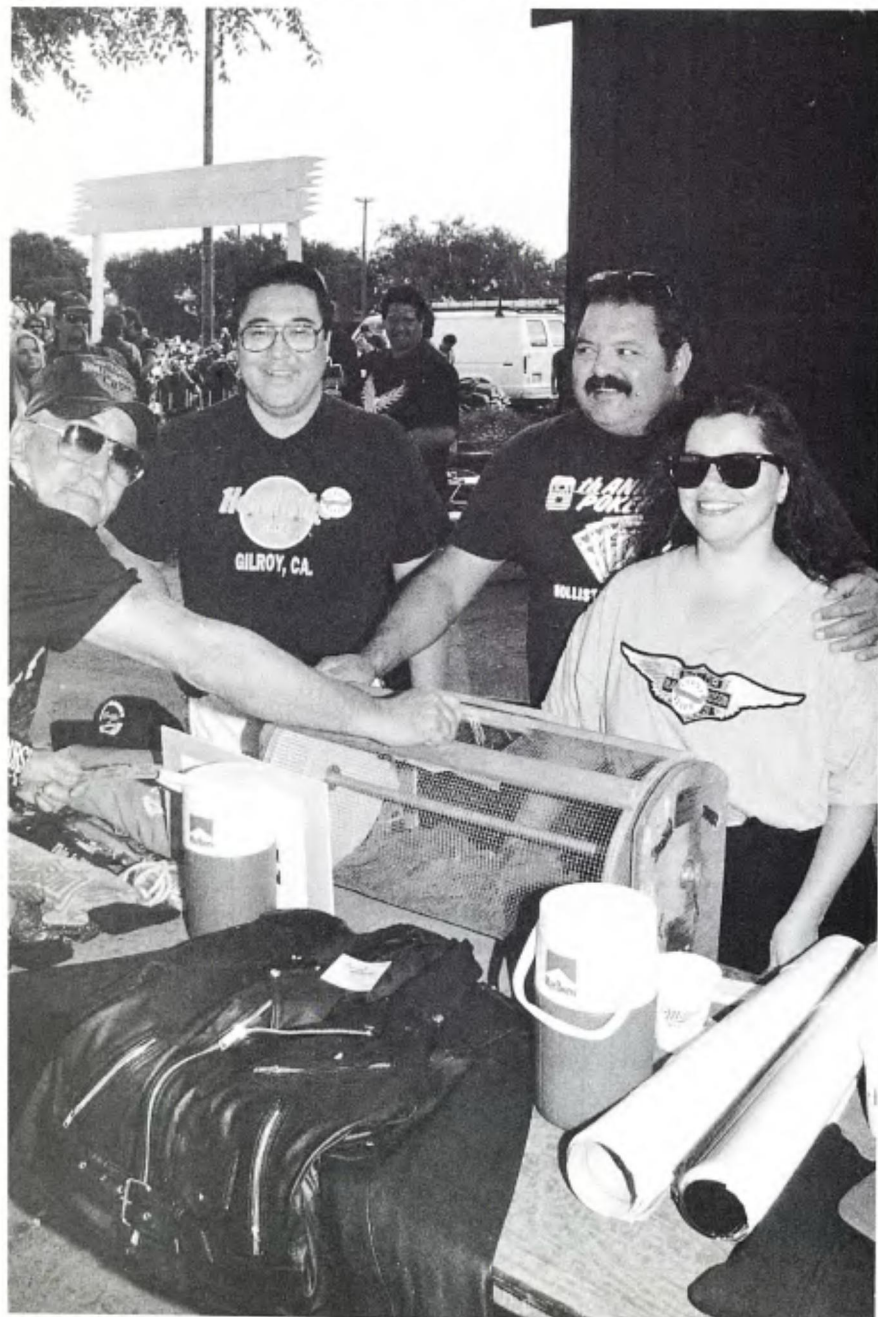
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Full Bore In '94

In last month's issue I left you readers in Washington state. After the *Easyriders* Rodeo in Bremerton, Washington, Sugar Pai and I headed south on Interstate-5. It only took a couple of hours to reach Portland, Oregon.

While in Portland, I went by Baisley Hi-Performance Pro Street Products. The owner, Dan Baisley, and his dad, Wes, do excellent cylinder head work. They have developed and sell several tools to work on Harley heads. Their business card reads, "The quickest pro nitro and gas Harley dragsters use our cylinder heads." Dan told me he has worked on many top fuel motors for such notable race people as Jim McClure and Bill Furr. From what I heard around the drag strip, Baisley is one of the better head mechanics around. They sure had a slew of them to work on at the shop. Dan and his old man are the only ones in the marketplace making roller rockers for most H-D models. If you need some serious head work done, check out Baisley's.

Later that same afternoon, I went by the Eastside Motorcycle Company in Portland. Eastside M/C is a down-home, family-run operation. The shop's actual size is small, but they utilize every square inch, as well as carry a large variety of aftermarket parts, such as Custom Chrome, Drag Specialties, Chrome Specialties, and V-Twin. They build custom bikes and have won trophies at several local bike shows, including first place radical custom and best of show. The trophies are on display at the store. Soon, they'll be building their own →

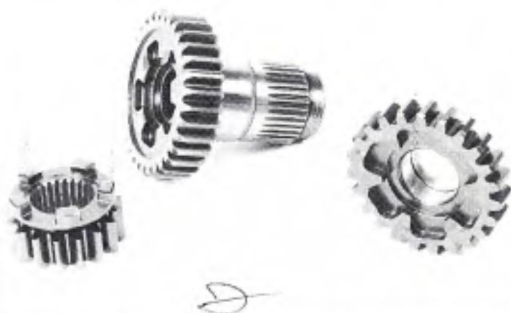


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custom frames and getting into custom paint jobs. Eastside has lots of history. Originally, it was a saloon with a gambling hall in the back room. When you go by Eastside, tell Goose and Barbara you read about them in these pages.

Next door to Eastside is Bernetti Leather, run by Patti. She fixed the zipper on my leather breeches while I visited Eastside. Bernetti's has a colorful history, too. In the early part of the century, this location was a whorehouse.

Leaving Portland, Sugar Pai and I got back out on I-5 and headed south. It started raining as I was eating lunch near Corvallis, Ore. This area is very health conscious, and many restaurant menus include vegetarian entrees. We Californians kid Oregonians about having webbed feet, but the greenery is spectacular due to the great amount of precipitation. When it's not cloudy, you can see Mt. Hood. It's got snow on it all year around, and it's a bit over 11,000 feet. Going south on I-5 to the California border, you'll have the Cascade mountain range on your left.

I made a couple of stops for fuel and grub before reaching Grants Pass, Oregon. From there it was a short hop to Yreka, where I pulled in about 9 in the p.m. I had come to visit Dennis Smith. We'd been corresponding and had talked over the phone several times. I was anxious to meet him. Dennis is a sculptor. We will be doing an in-depth feature on him in a later issue. Look for it; it will blow you away.

From Weed, California, I got back on I-5 and headed south. I rode to my ol' bud Ralph's home in Pine Grove, Calif.

Early in the morning that following weekend, Pai and I headed toward the Santa Clara Fairgrounds for a poker run. Called "Ride for a Cure '93," it was a benefit for the American Diabetes Association (ADA), with a special guest appearance by none other than Ralph "Sonny" Barger. He was the leader of the pack.

The date was Saturday, October 16. The weather was pretty warm for mid-October. The ride started and ended at the Santa Clara Fairgrounds, with three stops along the way. If you pre-registered, the fee was 20 bucks or \$25 at the gate. It was a good deal, because you received lunch, a run pin, and a goody bag. The goody bag had coupons from several area merchants, as well as national chains knocking off several dollars on their merchandise. You also received one ticket for the \$1,000 raffle.

The dinero raised at this event went for research to help find a cure for diabetes; it also provided funds for

campership for kids with diabetes. In other words, it helped these children attend diabetes summer camp. Also, part of the money went to public and professional education programs.

Here are some statistics on this dreaded disease: It affects 14 million Americans. Every 60 seconds at least one person is diagnosed with diabetes. Some 150,000 people die annually with diabetes and its complications. Diabetes is the fourth leading cause of death by disease in the USA. Diabetes, if left undiagnosed and untreated, leads to kidney disease, blindness, and amputations. There are approximately six million individuals with undetected diabetes. November is National Diabetes Month.

Diabetes isn't contagious; it's inherited. In other words, from our grannies on either side of the family. Chances are that you know someone who has diabetes. Anyone is apt to have it. The ones I feel for the most are the youngsters, those who have to deal with it at an early age. Older folks may show symptoms after years of abusing themselves. This is called onset diabetes. But, for a moment put yourself in a kid's world. How would you like to give yourself injections two or three times a day, or have to take extra care of what, and how much, you eat or



Sun-drenched goddesses of love at the benefit.



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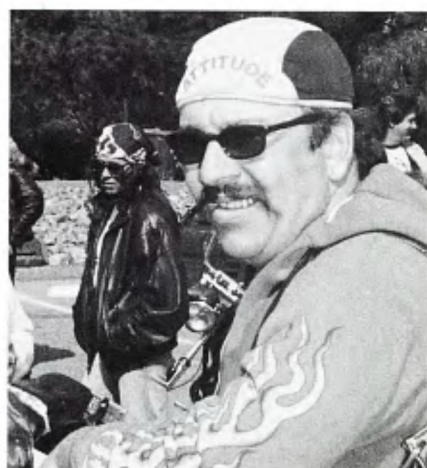
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Cutie pies. American Diabetes Assn. workers.

don't eat (junk food), and all the other things that go hand-in-hand with this disease? Kids can be cruel to each other. As a diabetic, you are a bit different and sometimes an object of ridicule by your peers. You're not gonna have the quality of life that other youngsters enjoy, or live as long. Life is really tough for these kids. That's why I think we should all do whatever it takes to help eradicate this life-threatening and crippling disease. I don't enjoy harping on you readers about this matter, but I feel that I have the opportunity to say something in these pages, and I'm taking advantage of it right now. So please bear with me. Your help is needed. Anything you can do to alleviate the suffering will be appreciated by one and all. (You'll see an *Easyriders* campaign for Juvenile Diabetes next year.)

Back to the ride. Sonny led the pack of riders from the fairgrounds on this 60-mile run to the first stop, which was American Cycle Engineering in Coyote, Calif. American Cycle is a Bros Club dealer. They were very happy to be involved in the very first poker run for the ADA. When the pack stopped by their store, they provided entertainment. The band's name was the Joint Chiefs. They played good old rock 'n' roll and sounded damn good. American Cycles does wheel lacing and truing, complete wiring, high-performance head work, and engine and transmission overhauls. They also build custom bikes, stock to high-performance. The second stop was at the Chesbro Reservoir parking lot. The third stop was the Uvas Reservoir parking lot. Everyone on the ride had a card inside a sealed envelope, which was punched at the stops. Only at the last stop, the fairgrounds, were the envelopes opened to see what kind of hand you had.

Stops were manned by the Vietnam Vets MC. Free beverages were served at all the stops of the poker run. It was sugar-free stuff and didn't taste all that bad. Alcohol wasn't served till we got back to the fairgrounds, where the Ghost Mountain Riders handled bartending duties. The ADA officials didn't think that booze was appropriate until the run was completed. One rider did go down in a curvy area, but he wasn't hurt badly. He skinned up his hands and bent the handlebars of his Springer after putting it in a ditch. He was taken to a nearby hospital to have his wounds attended to. The putt was ridden to American Cycle and held for the owner.

Back at the fairgrounds, musical entertainment was provided by country sensation, Walt Gaffert and the Boulder Creek Band. Also, the Fryd Brothers →

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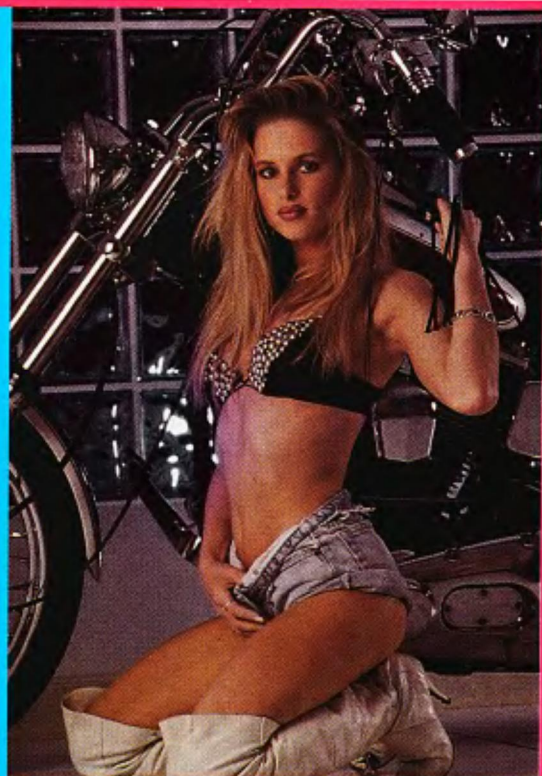
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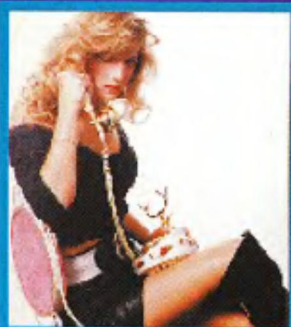


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Getting their envelopes punched at the reservoir.

came out to entertain the troops. They have been playing together for many years, and it showed. That is, they played tight, and as always, put on a good show. Jimmy D's Junkyard Express also played for us on the parking lot while we were having lunch.

Inside one of the fairground's large barn buildings, several vendors had booths set up, and they were selling T's and other biker-related stuff.

The primary sponsors of the event were CVC Products, Independent Biker, American Rider, Just Motorcycle Leather, radio station KNEW (910 on your AM dial), Technics Plasma, and Custom Chrome, Inc. Special thanks go out to Arlen Ness, Corner Stone motorcycle shop, Scott McKenzie Trucking, 3rd Ear sound company, RPM Magazine, Hog Farm, and The Dream Catchers. These businesses provided products that were given away in the raffle, which started around 2 p.m.

I've got to say that I've been to many poker runs throughout the years, and seldom have I seen one operate so smoothly. Everything went off like clockwork. For the very first run of this kind, everyone worked together to make it a very pleasant day.

We weren't hassled by The Man, although they did gouge the ADA out of \$1,600 for security, which was pretty cheap of them. If they had any kind of heart, they would have donated their time. That \$1,600 could have been better used for the kids instead of putting it in the pockets of Johnny Law.

A big thanks goes out to the committee members, who started their plans for this benefit over a year ago. They are George and Betty Newkirk, Pat Webster, Joanne Banuelos, Patty Tamblyn, Hans Proskauer, Ed Martensen, Roy Van den Akker, Jack Lupertino, Kate Kelly, Kate Walsh,



Daneen Richards (ADA Calif) and Sonny Barger.

Don and Susie Wise, Frank Kucich, Daneen Richards and Miff Powell.

And most of all, a thanks goes out to Sonny for taking the time out from his shop, Sonny Barger's Oakland Custom Motorcycles. He received an engraved plaque as a memento of the occasion. While he was on the stage, Sonny told his many friends that back during the Vietnam War, the Hells Angels went to the American Red Cross in Oakland to donate blood for the war effort, and were insulted by being asked, "For which side?"

He added that he personally told the American Cancer Society that he would "be willing to work with them for people who have had a laryngectomy." They didn't want to be involved with him because he is a Hells Angel. The ADA folks were savvy enough to ask Sonny to lend a hand. Later, Sonny told me that he was donating blood that was to be used for premature babies and for people who have had body parts transplanted. He has a semi-rare blood type.

Thanks go out to all the motorcycle groups that showed up for this effort. They included ABATE Local 32, Ancient Iron MC, Black Sheep MC, Black Watch MC, Free Spirit MC, Ghost Mountain Riders MC, Hells Angels MC, H.O.G.'s from San Jose, Santa Cruz, San Mateo



Eastside Motorcycle Co. family, Portland, Oregon.

Photos: Rip

and Modesto, Iron Riders MC, Joustlers MC, Knights MC, MMA, Sons of Hawaii, Soul Brothers MC, Vietnam Vets MC, and Women on Wheels MC.

The total attendance for the day was 438 people, with \$22,000 in donations raised. There were approximately 100 scoots on the run. I'd like to give a big hand to all the people who showed their support, whether they were loners or with a particular outfit. We could not have done it without you. Thank you very much for your support of the American Diabetes Association.

The weather during the run was good, and the sights along the route were easy on the eyes. A good time was had by all. I'd like to see this happen all over the country—over and over again—till it ain't necessary.

I've got to put the wrap on this month's column. I'd like to hear from you folks. I need to know what's going on in your neck of the woods. If you don't write, I won't know. So how about it? I plan on going full bore in '94. See ya.

—Rip

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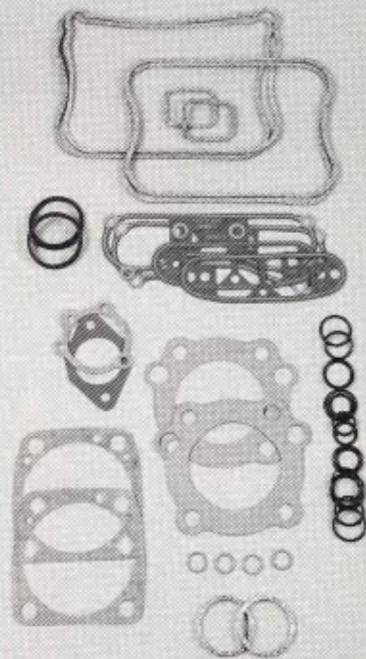
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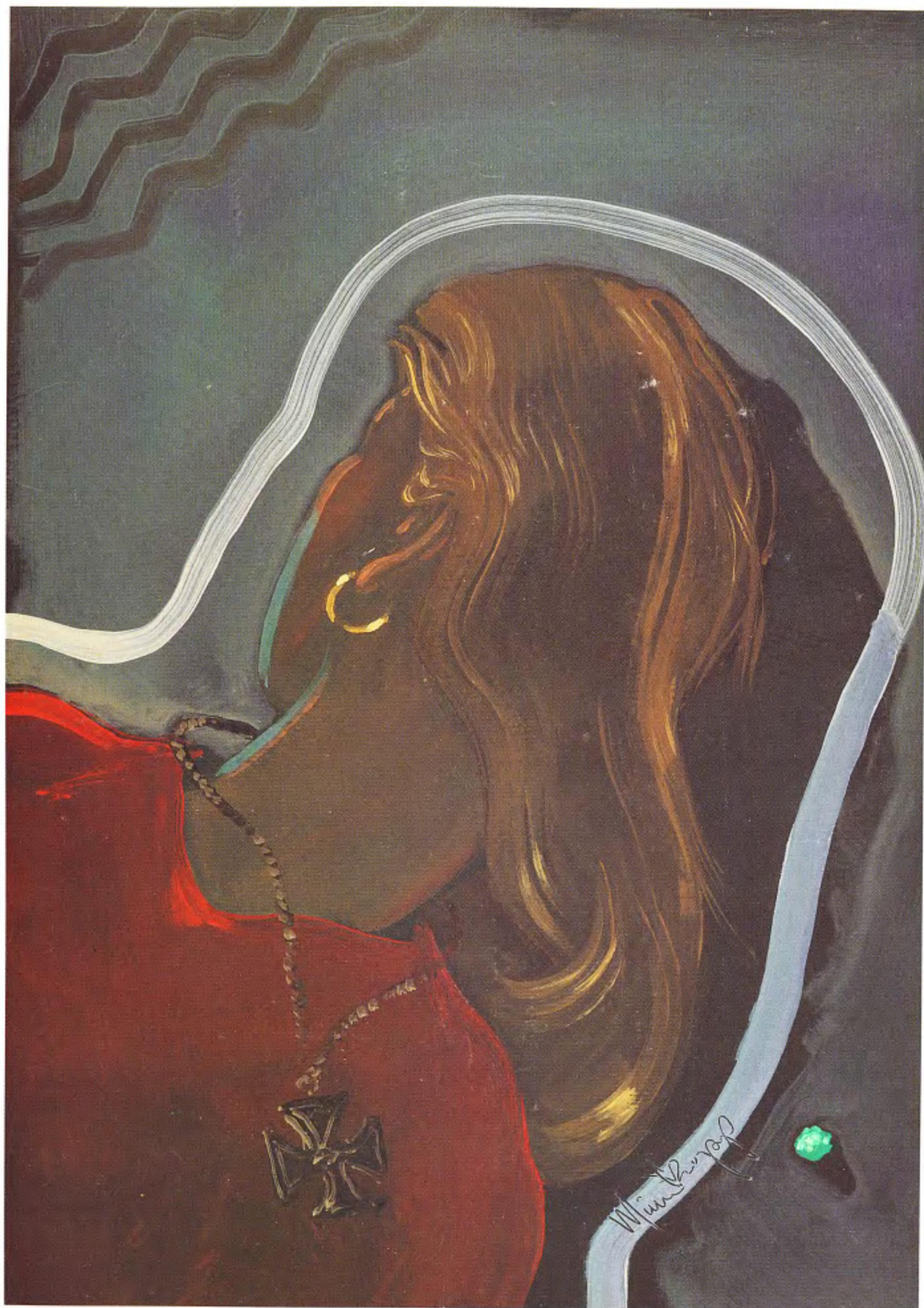


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They found Preacher's ol' lady face down in wet cement around 3 a.m. on a cold Saturday morning. By five they were practically pounding the hinges off his apartment door.

He answered it, bleary-eyed. The glint of a badge in the dim hallway light made him squint.

"Jon Holliman?" There were two of them, looking like fullbacks gone to seed. The one doing the talking had watery gray eyes. "I'm Lieutenant Clayborn, L.A.P.D."

"And I'm clean," Preacher said.

The second one grunted. "About as clean as an orangutan with a bad case of the shits." He showed Preacher a mouthful of yellow teeth, baiting him, but Preacher didn't bait. The turd wasn't worth it.

Clayborn gave his partner a look, then returned his gaze to Preacher. "You say you're clean, I'll take your word for it. We're not here for that. Mind if we come in?"

Preacher didn't move. "You're doing fine right there."

"Looks like we got us a real cowboy on our hands, Lieutenant."

"Put a lid on it, huh, Charlie?" Clayborn dropped a hand into his coat pocket, absently fondling something inside. "We're here about a friend of yours, Holliman. Girl by the name of Cummings."

Preacher felt his gut tighten. Lisa. "What about her?" →

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"You two share this place, isn't that right?"

"Close enough."

"When was the last time you saw her?"

"A few weeks ago. Why?"

Clayborn raised an eyebrow. "She lives with you and you haven't seen her in all that time?"

"I've been busy. What's this about?"

The Turd frowned. "Come on, Lieutenant, the suspense is killing me. Quit jerkin' off and show it to him."

utes in court, Preacher was bound over for trial. Bail was set at 50 grand.

His lawyer told him he was looking at a mandatory five in the bucket. Preacher didn't give a rat's ass. He'd seen his share of government-franchised Hojos, and the thought of checking into another one didn't exactly have him trembling in his boots. All he cared about was Lisa. He couldn't get her out of his head.

He gave the lawyer a few phone numbers, and by that afternoon the

The Turd flashed another yellow smile, and Preacher put a fist through it

Clayborn sighed and showed Preacher a plastic bag marked *Evidence*. Inside was a silver chain with an iron cross pendant. "Recognize this?"

Preacher recognized it all right. He'd given it to Lisa for her 23rd birthday. His insides churned. He didn't need a sack of bricks dropped on his head to figure this one out. "Where is she?" he finally said.

"Construction site over on Bronson. Looks like she was raped, then strangled." Clayborn held up the plastic-wrapped chain. "With this."

Preacher closed his eyes. He was tired. He'd been riding for two days straight, asleep only a few hours when these two bozos showed up. He'd come home some time after four, found Lisa gone, and figured she was spending the night with a girlfriend. He hadn't even bothered to take off his clothes before crawling into bed.

This had to be a dream. Any minute now he'd wake up and roll over and Lisa would be beside him, naked, alive, and . . .

"Hey, scooter boy, you still with us?" Fingers snapped in his face. "The lieutenant here just told you your little cooz box is dead. Right now she's busy servicing the boys down at the morgue."

The Turd flashed another yellow smile, and Preacher put a fist through it.

They let him out of County two days later. The charge was felonious assault and, after less than three min-

utes had scared up enough money to make bail. Clayborn told Preacher they considered him a murder suspect and that he'd better watch his step. Preacher told him to take a flying fuck. They obviously wouldn't bust their butts over this investigation.

It was up to him now.

And by the time he was finished, the city would have a fresh new statistic taking up space at the morgue.

* * *

Jake was sitting outside the station house. Nursing a winter cold, he kept a soggy handkerchief plastered to his face. He seemed to have trouble looking Preacher in the eye.

"Hey, man."

"You ready to tell me about it?"

Jake was a little slow. "Huh?"

"I trusted you to look after her."

Now she's lying naked on a slab and the coroner's boys are passing out tickets to the show. What the fuck happened?"

Jake wiped nervously at his nose and ditched the handkerchief. He rooted around in his jacket pocket and brought out a box of throat lozenges. His hands were shaky. "It's all my fuckin' fault, man."

"Meaning?"

Jake peeled the foil wrapper off of a lozenge, then rolled it into a tiny green ball and flicked it into the wind. "I was doin' like you told me, calling her up every coupla days, making sure she was okay. She kept telling me she's fine, only she

misses you like crazy."

"You went to the apartment?"

"Sure, man, sure. And I gotta tell ya, she didn't look so good. Maybe I'm wrong, but I had the feelin' she was slippin' back, you know? Back to her old ways."

Preacher swore under his breath. Instinct should have told him this would happen. He'd taken too much time away from her.

He had found Lisa two years before at a bar in taco town, strung out, barely able to sit up straight, asking him if he wanted a "date."

At first Preacher was repulsed by the pathetic little blonde. Then he noticed her eyes, those sad blues staring up at him like an abandoned puppy. So he talked to her awhile and found himself strangely attracted.

As he took her home that night he was almost sure the wind would blow her off the back of his sled, but she clung to him with the urgency of a frightened child clinging to her father.

That's the way it went for a while. Preacher played surrogate father, helping her clean up her act, getting some meat on her bones. It took time, but finally she was whole again. Whole and beautiful, soft and warm, and, most of all, inviting.

Months after that night in TJ, as they lay in bed, Lisa made a joke about his name. Jon Holliman. Mr. Holy Man. Pretty soon she was calling him "Preacher" and the name stuck.

As time wore on, Preacher began to feel that Lisa depended on him too much. It seemed he could never leave her alone for long, and whenever he took off on business, she'd climb the →

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walls with loneliness. He could have tried taking her along, but he knew that would never work. The nature of his business was directly related to the source of her problems.

So he left her alone sometimes. Too long, this time. Now he stood blaming Jake for his own failure.

Jake tore the foil off another throat lozenge and rolled it into a ball. "You okay, man?"

Preacher cleared his throat. "Yeah, I'm okay. Tell me what happened

Preacher thought he looked more like a ravaged priest than a bartender.

"She was in here all right," Sharkey said. "Came in during the late night rush." He uncapped a beer and slid it across the counter to Preacher. "It's a goddamn shame. Always thought Lisa was a sweet kid."

Jake snorted. "Give me a fuckin' break. All you ever wanted off her was a piece o' ass."

"Was I talking to you?" Sharkey growled.

Sharkey, on the other hand, was an ex-junkie with a chip on his shoulder

on Friday night."

"I've been so fucked up with this cold, everything seems kinda fuzzy. I remember calling her, but when she answered I got this funny feelin' somethin' was wrong. I asked her should I come over, and she tells me to fuck off."

"But you went over anyway?"

Jake nodded. "Found a note on the door—she's at Sharkey's havin' a beer. By the time I got there she was gone. I made the rounds, called some of her friends, but nobody knew where she was. It was pretty late and this cold was killin' me so I gave up and went home." He wiped his nose on his leather jacket, leaving behind a thin snail trail. "I'm sorry, man. I fucked up."

Preacher shook his head. "Forget it. I should've known better. She was my responsibility."

They looked at each other, a dark silence hanging between them. Preacher patted Jake's back. "Let's get out of here."

"Where to?"

"Pick up my sled. Then I want to pay Sharkey a little visit."

* * *

Sharkey's place was an old beer and burger joint on the edge of town that never failed to have a variety of scoots parked out front. It was dusk now, pallid sunlight filtered through the front window. The light was reflected by the mirror behind the bar, giving Sharkey a kind of ethereal glow.

"No, but I gotta listen."

"Don't see how you manage that with your yap hangin' open half the time."

Jake stood up. "You fuckin' asshole. One of these days I'm gonna break your goddamn face."

"That'd be a mistake," Sharkey said, controlling his anger, "a big mistake. And you know it."

Preacher held up a hand. "Okay, time out. Sharkey, give Jake a beer so he can find himself a table."

Keeping his eyes on Jake, Sharkey took out another bottle and set it down hard on the bar. "On the house."

Jake twisted off the cap and flipped it past Sharkey's ear. He stood there a moment, defiantly, then turned and headed for a table.

Sharkey sighed, shaking his head. "Never figure how you put up with that moron."

"He always comes through in a pinch," answered Preacher.

"Didn't do so hot this time around, did he?"

Preacher glared at Sharkey. "Maybe you'd better back off."

Sharkey raised his hands. "No harm intended. But where does he come off putting that stuff about Lisa on me? You ever notice the way he looked at her?"

Preacher said nothing. He didn't like it when people got down on Jake. He was a little slow, but he was a bro. Had been ever since high school, when Preacher caught him trying to steal the gym teacher's scooter.

Sharkey, on the other hand, was an ex-junkie with a chip on his shoulder. The bros filled up his place every night—and he never hesitated to take their money—but he didn't like them much . . . except for the ladies. Lisa had complained more than once about Sharkey's hungry eyes.

Preacher took a swig of beer. "Let's get back to Friday night. Jake says Lisa was pretty screwed up."

"She was hurting, all right. I've been there enough times to know."

"She talk to anyone?"

Sharkey shook his head. "Wasn't interested in companionship. Not the human kind. Tried killing the fire with a coupla beers, but I don't know how much good it did her. Poor kid was looking so bad I even offered her the keys to my van so she could lie down. She told me to go to hell."

"She try to connect?"

Sharkey shrugged. "Not that I know of."

"What 'bout you? You help her out?"

"What's that supposed to mean?"

"Whatever you want it to."

Sharkey pulled a couple of empty bottles off the bar and chucked them into a trash bin. "Don't fuck with me, all right? You know I don't go near that shit anymore." Self-consciously tugging at his shirtsleeves, he started to turn away, then suddenly stopped. "There is one thing I remember her saying that night."

"What?"

"She was sitting there and I asked her if she wanted another beer. She just looked at me like I wasn't even there and says, 'Sam'll help me. Sam's the only real friend I've got.'"

Preacher stiffened. Sam. Why hadn't he thought of Sam? He stood up abruptly and Sharkey took a step back, bottles clinking behind him. Preacher turned, moving toward the door. "Thanks for the brew," he said, then walked out.

When Preacher knocked on the apartment door, he wasn't sure what to expect. He'd heard a lot about Sam Waters over the last couple of years, but they'd never met, and he'd often wondered if Lisa's relationship with Sam had once been more than just a friendship.

The door opened on the third knock and an angle-faced blonde

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peeked out. "Yes?"

Surprised, Preacher couldn't help noticing the soft swell of her breasts beneath the pink satin robe.

"Samantha Waters?"

Her mascara-smudged eyes flickered over Preacher. He figured he probably looked like her worst nightmare, but she wasn't showing it. She just seemed sad. "You must be Preacher," she said, finally. "You look bigger than I'd imagined. Meaner, too."

"You look different yourself."

"Not your run-of-the-mill dyke? Is that what you mean?"

"Something like that, yeah."

She closed the door. Preacher heard the scrape of the chain and the door swung wide. "You might as well come in."

He moved past her into the satiny landscape of her apartment. With the curtains drawn, the place was about as cheerful as a funeral parlor. Sam took a seat on the soft, cushiony sofa. "I assume someone told you Lisa was here Friday night?"

Preacher nodded. She motioned him to sit, but he stayed on his feet.

Sam smiled. "You're a real tough guy, huh? John Wayne on wheels."

"Just get to Lisa, okay?"

The harshness of his voice must have caught her off guard because a trace of wetness popped into her eyes. She recovered quickly, careful to let out as little as possible, but Preacher sensed the gusher was only a pin prick away. She was the one with the tough guy complex. John Wayne with tits.

When she finally found her voice she said, "Lisa showed up at my doorstep around 11 that night. She was a complete wreck. She'd been speedballing for the last couple of days, and the goody bag was gone."

"So I've been told."

"But it wasn't only that. She was upset about something else. Seems some friend of hers had what she wanted but was holding out."

"She mention any names?"

"No. All she said was the bastard kept stringing her along, looking for a trade-off. Wanted a little T and A in return for the needle."

"She would've done it if she was hurting bad enough," Preacher said. "She never hesitated in the past."

"Maybe somewhere over the course of the last couple of years she picked up some self-respect. She told the asshole to screw off and came running to me for help."

Preacher looked at her. "Why you?"

Sam's face darkened. "Why *not* me? As hard as this may be for you to accept, Lisa and I were once close. Very close."

"Maybe a little too close."

"What does that mean? You think because I'm gay I had a thing for her?"

"Maybe. You ever fight with her?"

"What does that have to do with anything?"

Preacher shrugged. "I'm trying to cover all the bases. Could be you were holding out for a little T and A yourself."

Sam's face hardened. "You sonuvabitch. There was nothing between Lisa and me except friendship. If you knew how I felt that night, seeing her in that condition, then finding out she'd been . . ."

The words caught in her throat. She teetered a moment, then finally crashed. The tears came suddenly and she buried her head in her hands, sobbing uncontrollably.

Preacher thought of Lisa and how he felt whenever he saw her cry. The urge to comfort Sam washed over him, his arms suddenly feeling big and awkward at his sides. He sat down next to her. "Look, I'm sorry. I didn't mean to—"

"But I need some answers."

She looked up at him, eyes red and ragged. "Do you want me to call the police? Do you?"

Preacher stood up. There was no point in pushing her. He wouldn't get anything out of her that way. He wasn't even sure she had what he wanted.

She was still crying when he walked out the door. But he had to wonder what had caused the tears. Was it pain . . . or guilt?

Halfway to his scooter, he heard a noise behind him. Wheeling around, he peered into the night. Trees swayed in the wind, casting broad, flickering shadows across the hoods of several parked cars. Nothing else moved. Nothing, except . . .

[Part II continued next issue]

—Fiction by Robert Gregory-Browne

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they definitely are.

She was one of the skeptical ones, always having to work her fingers to the bone to get ahead without so much as a wistful wink from Lady Luck; that is, until she attended her fourth straight Love Ride, held at Castaic Lake, California, last November, and rode off with a brand-new Harley-Davidson Nostalgia. Well, she didn't exactly ride it off that day,

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—Chili Dog

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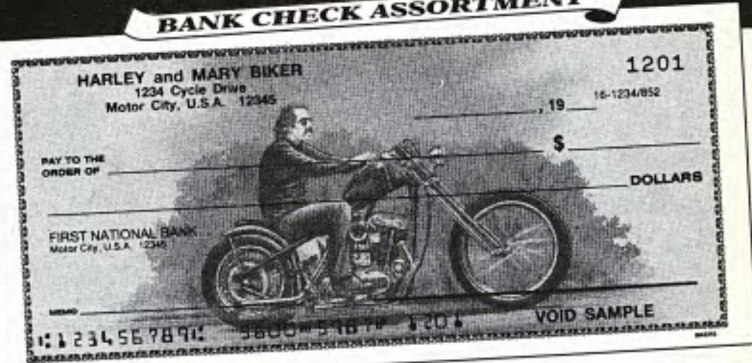
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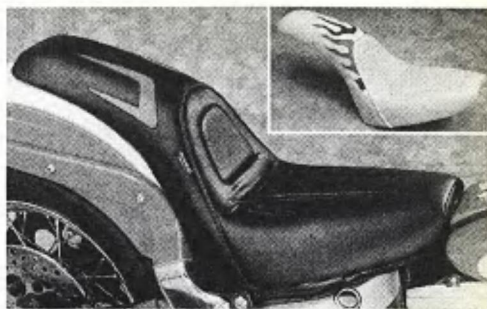


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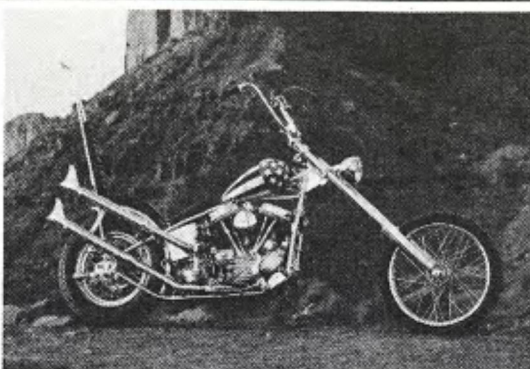
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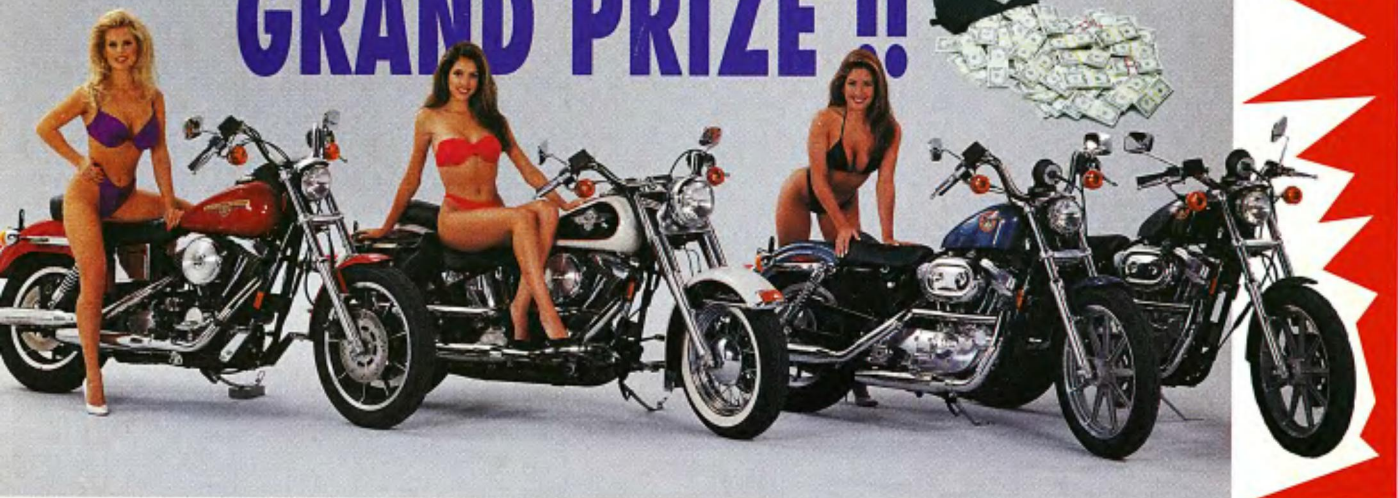
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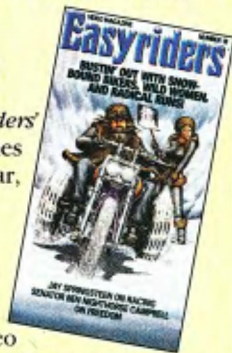
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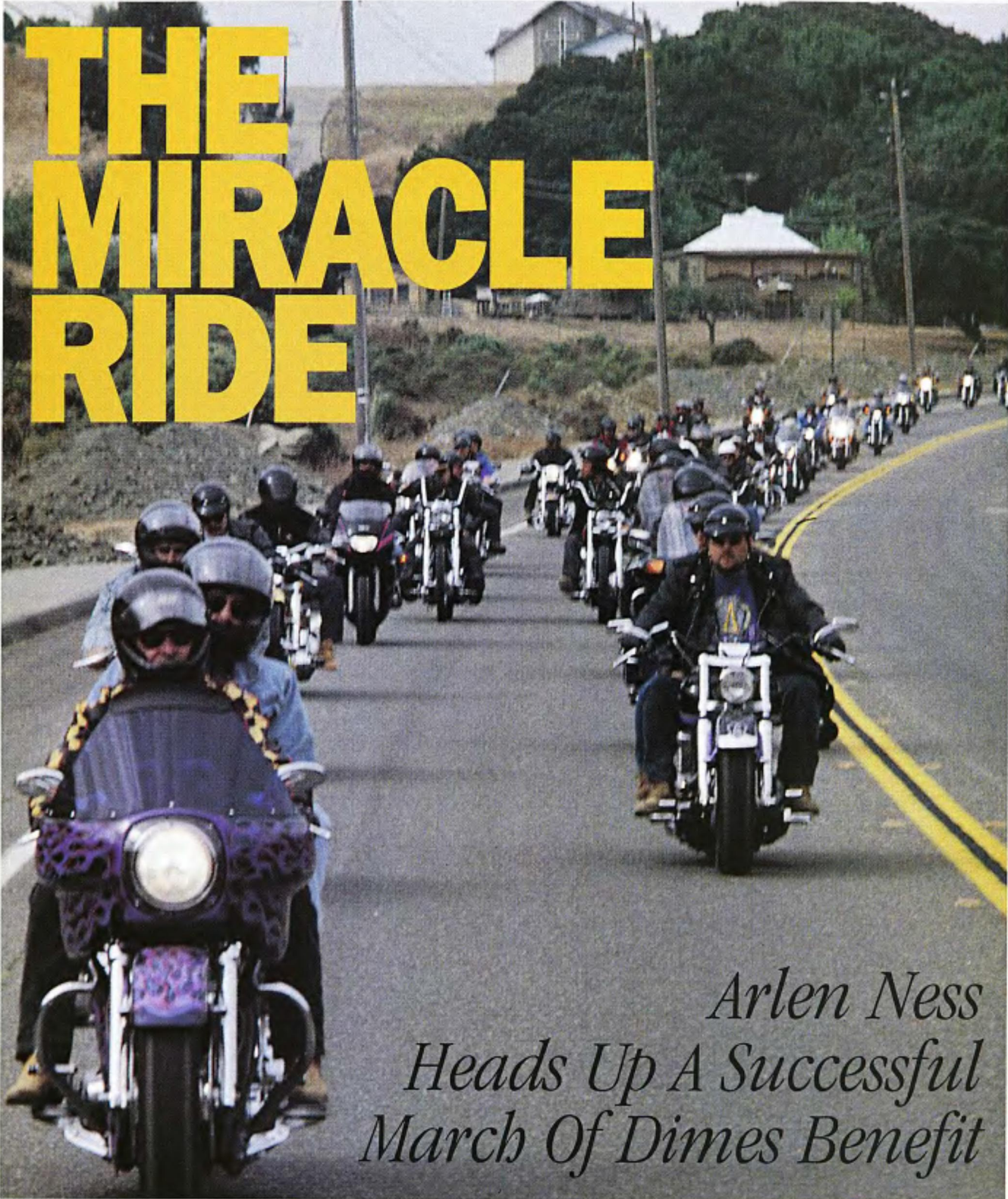
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THE MIRACLE RIDE



*Arlen Ness
Heads Up A Successful
March Of Dimes Benefit*

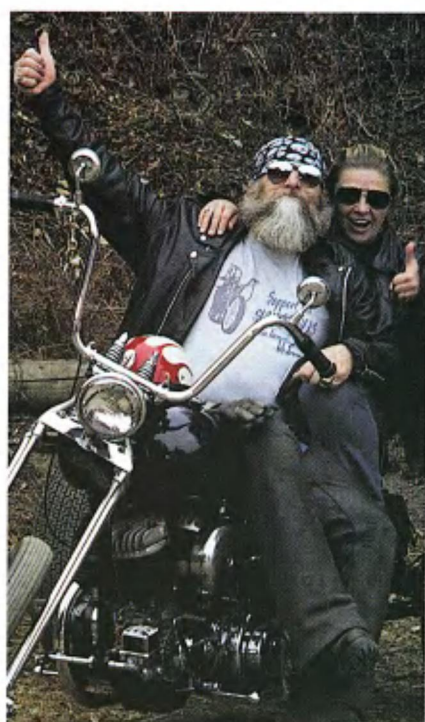
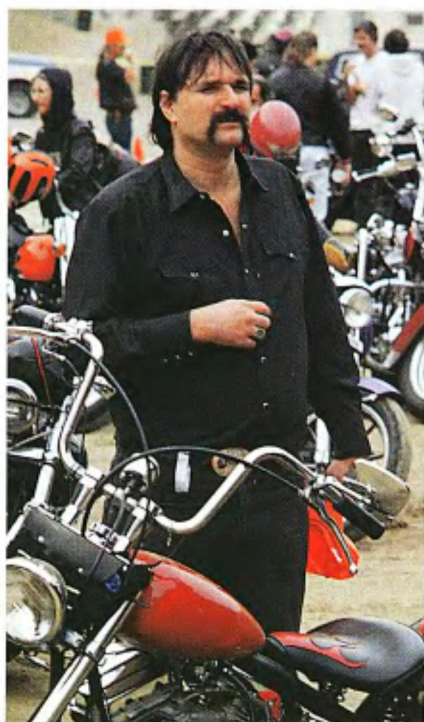
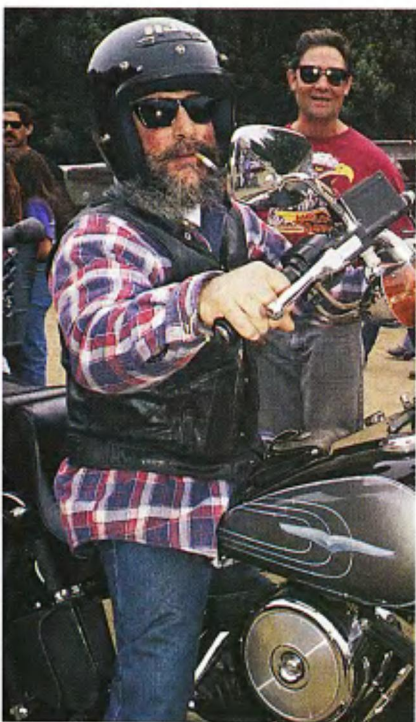
When Arlen Ness was inducted into the Motorcycle Hall Of Fame the year before last at Sturgis, no one was all that surprised when he muttered a short and to the point, "Thank you," and walked offstage.

Anyone who really knows Arlen also knows that he has always

been long on action and short on words. So, it also came as no big surprise when the legendary bro was asked to be honorary chairman of the First Annual March of Dimes Miracle Ride. Thanks largely to the prior announcement of Arlen's chairmanship, about 900 brothers and sisters and 700 bikes

participated in the run, and just under \$25,000 was raised to benefit the March of Dimes, a charitable organization devoted to fighting birth defects.

The run began at the Rowell Ranch in the East Bay Area's Dublin Hills, on a day that looked overcast, but turned out to be just right for

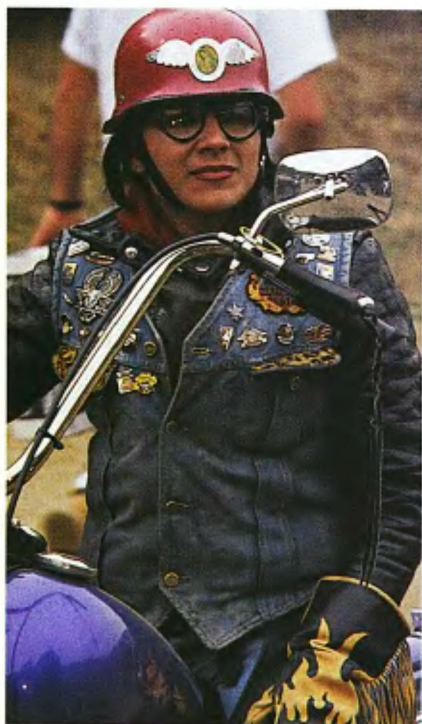


riding. Registration, along with a hot and hardy breakfast, began at 9 a.m., followed by a few quick speeches delivered in record time by the team responsible for putting the whole thing together. Local radio personality, Big Rick of LIVE 105, kicked off the event by pointing out that a lot of people joined

together from all over the Bay Area to make this event a success. He went on to say, "We have over forty clubs represented here today as well as hundreds of individual riders. The money that each one has raised will enable the March of Dimes to continue their research and community health education

programs aimed at giving every child a healthy start in life."

Next up to bat was Honorary Chairman Arlen Ness with Event Chair Mark Mooney (of Concord Motor Sports) on deck. After Arlen was met with an applause that swelled all the way to Santa Cruz and knocked a couple surfers off →

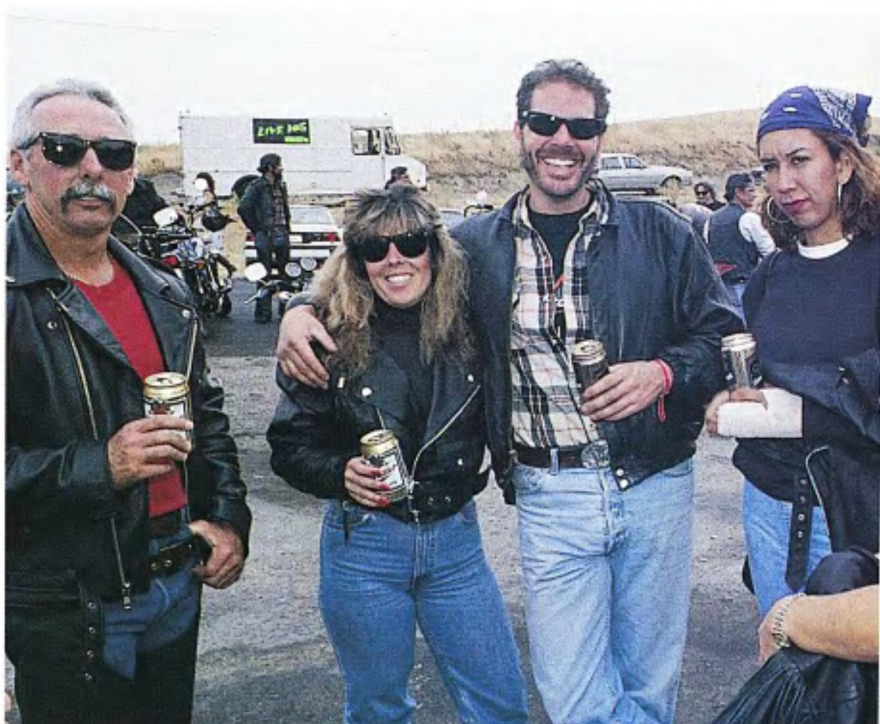
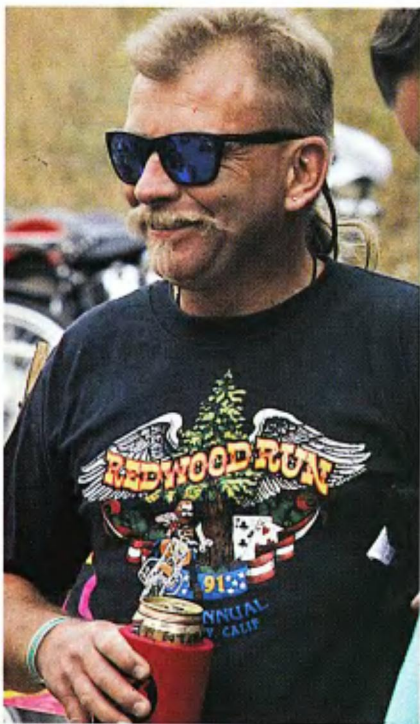
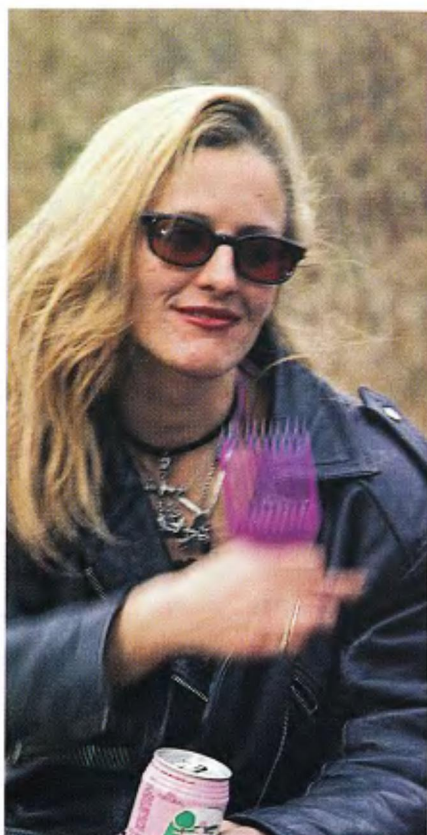
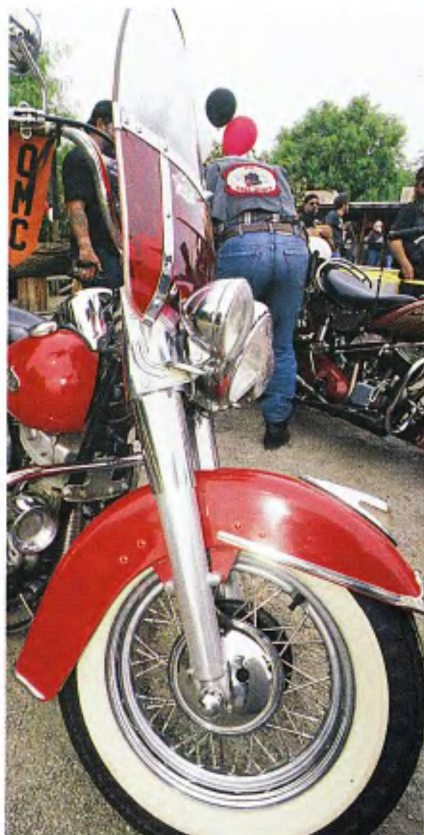


their boards, he thanked everybody for coming and, in true Arlen form, turned the floor over to Mark Mooney. Mark thanked everyone for joining together in the fight against birth defects and infant deaths, then introduced the Rider Recruitment Chair, Danny Rapley, who had personally approached

over 40 clubs and sold \$1,700 in sponsorships.

Then, Sherri Ness, who single-handedly raised over \$9,000 in sponsorships and worked hard to get the fine barbecue grub donated for the event, acknowledged—among others—Tim Haley of ABATE Local #15, Ron Fontana of

The Fremont Travelers, Danny Rapley and Andy Jones, the logistics chair, who worked round the clock selling the mile markers, and especially Gary Bang who said, "I'll take ten!" Andy Jones followed with a special thanks to Fremont H.O.G. for helping with the route and a hardy congrats to Bear and Beverly



Photos: Lynryd

of the Black Sheep MC who bought a mile marker and spent their wedding day at the event.

Big Rick wrapped up the morning and everybody fired up their thundering machines and roared off on a 92-mile tour that wound its way through Pleasanton, Sunol, Livermore, Tracey, and on back to

the Rowell Ranch. Back at the ranch, everybody was greeted with the righteous rockin' riffs of Joe Schmo and the cruisin' blues of Code Blue—not to mention a great barbeque put on by the San Ramon and Dublin Lion's Club and an auction and raffle benefitting the March of Dimes. Among the items

auctioned off were a Heritage Softail by the Franklin Mint and a football autographed by San Francisco 49ers quarterback Steve Young. When all was said and done, Arlen smiled and said, "It was a great time, and it helped a good cause. We're hoping next year is even better."
—Clay Dog

*Built To
Crush The
Competition*



SHOVeldoZER

Some bros out there must have too much time on their hands. Some like to build a realistic chopper out of tooth picks, others spend the winter months carving classic Harleys out of ice for display in their front yards. Well, leave it to *Easyriders* to bring you a story about a Harley-powered bulldozer.

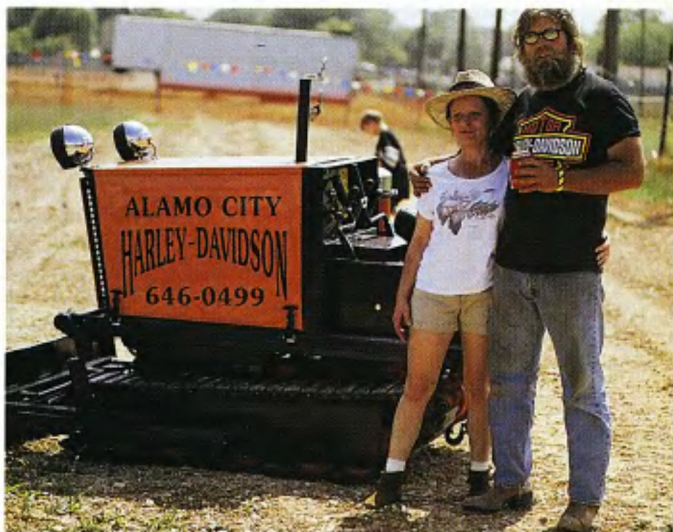
Imagine looking at a 700 Davis Trencher and thinking, "This thing is just dying to have a Harley engine in it." That's what Tom Tomlin of San Antonio, Texas, did. A stock shovelhead mill was donated for the cause, and Tom went to work. It took six weeks to wrench the Harley bulldozer together.

This odd critter uses a hydraulic drive and was built with one thought in mind, to literally *crush* the competition. Tom has used the Shoveldozer to move dirt around, but for the most part, he loves to crush foreign built bikes to scrap under the mighty midget's treads. It

smashes rice-grinders down to tiny pieces.

Check out the Harleysque seat and shocks. A fan under the hood takes care of the Big Twin when things get hot and heavy during particularly strenuous crushing chores. Tom wants to send out a special thanks to the folks at Heavy Metal Motors for their support. Seems there wasn't enough time to paint their company name on this monster before deadline.

This is definitely one of those items for the Hog lover who has everything. Granted, you can't pick your teeth with it like a



Photos: Billy Tinney

chopper made out of toothpicks, but Shoveldozer is guaranteed not to melt in the sun like a Harley carved out of ice. Hmm, this gives me an idea. I wonder if anyone has built a Harley-powered chainsaw? More power!

—Phantom

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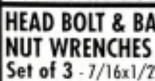
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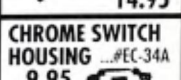
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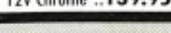
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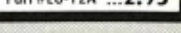
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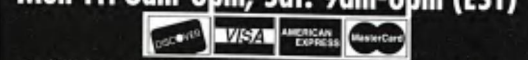
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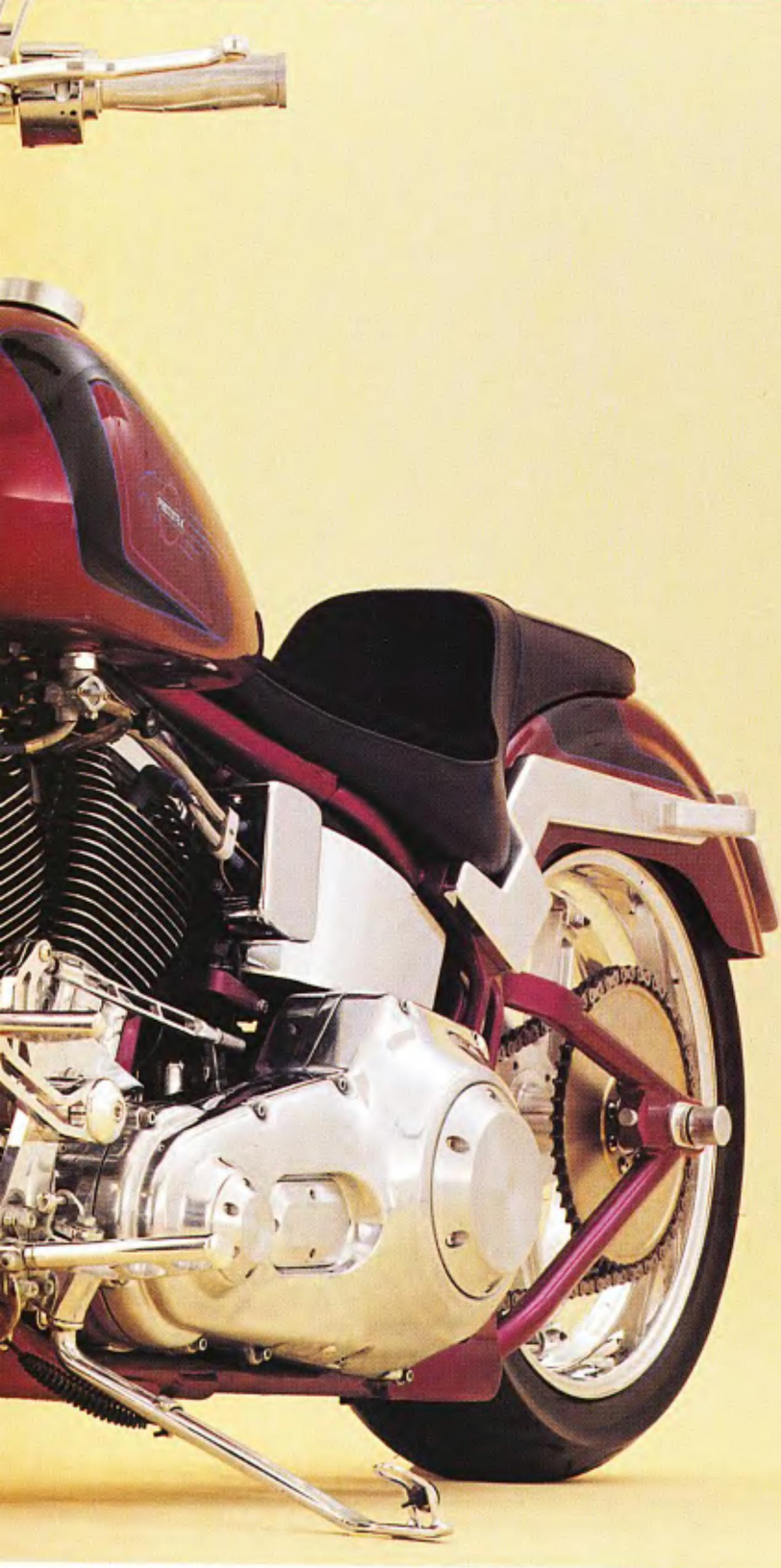


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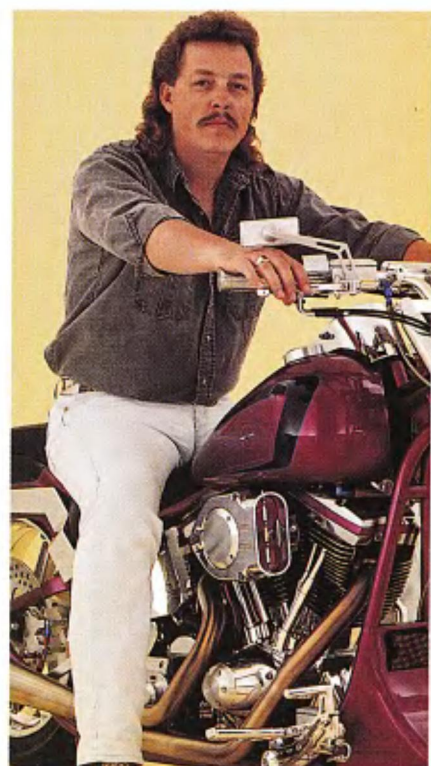
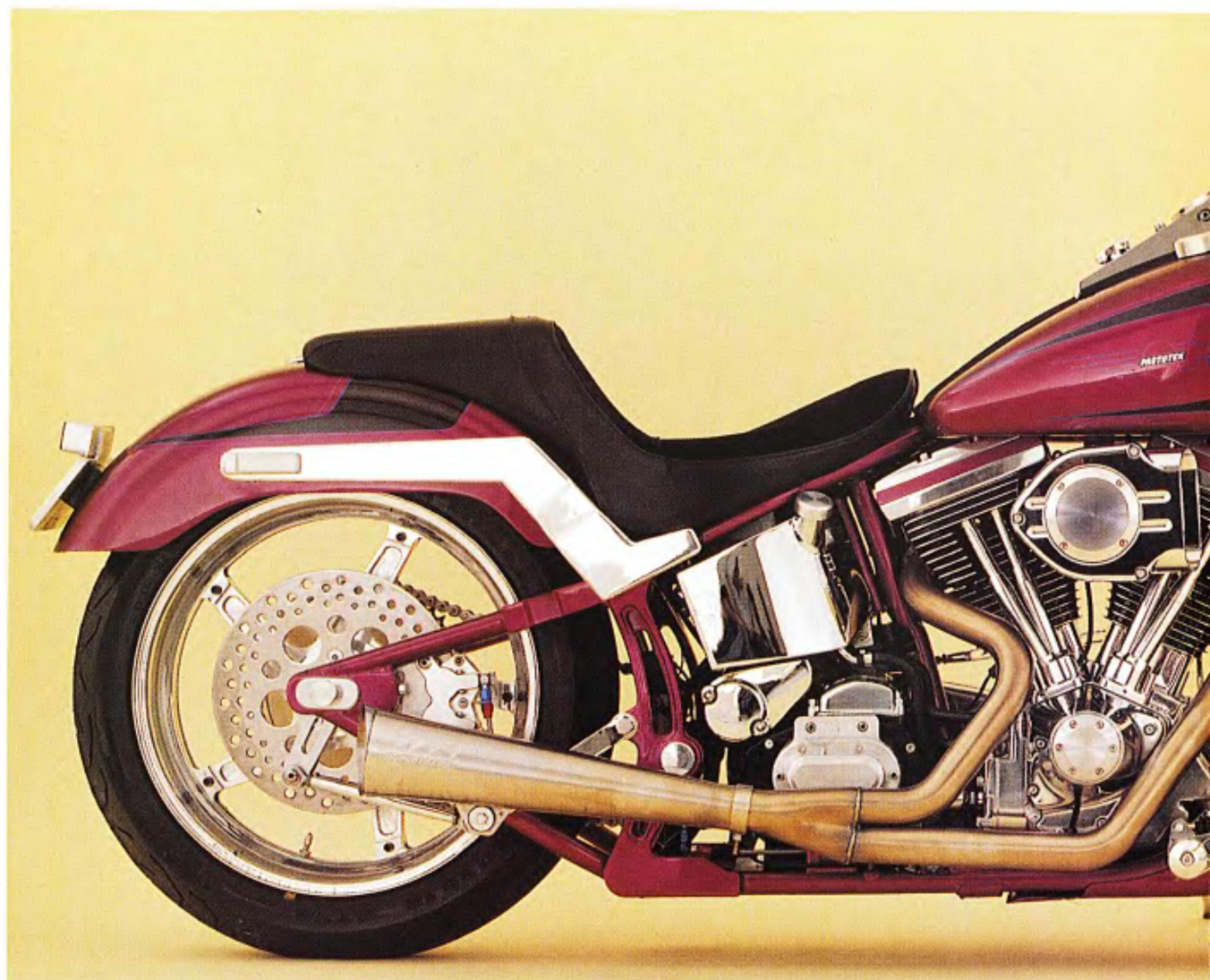


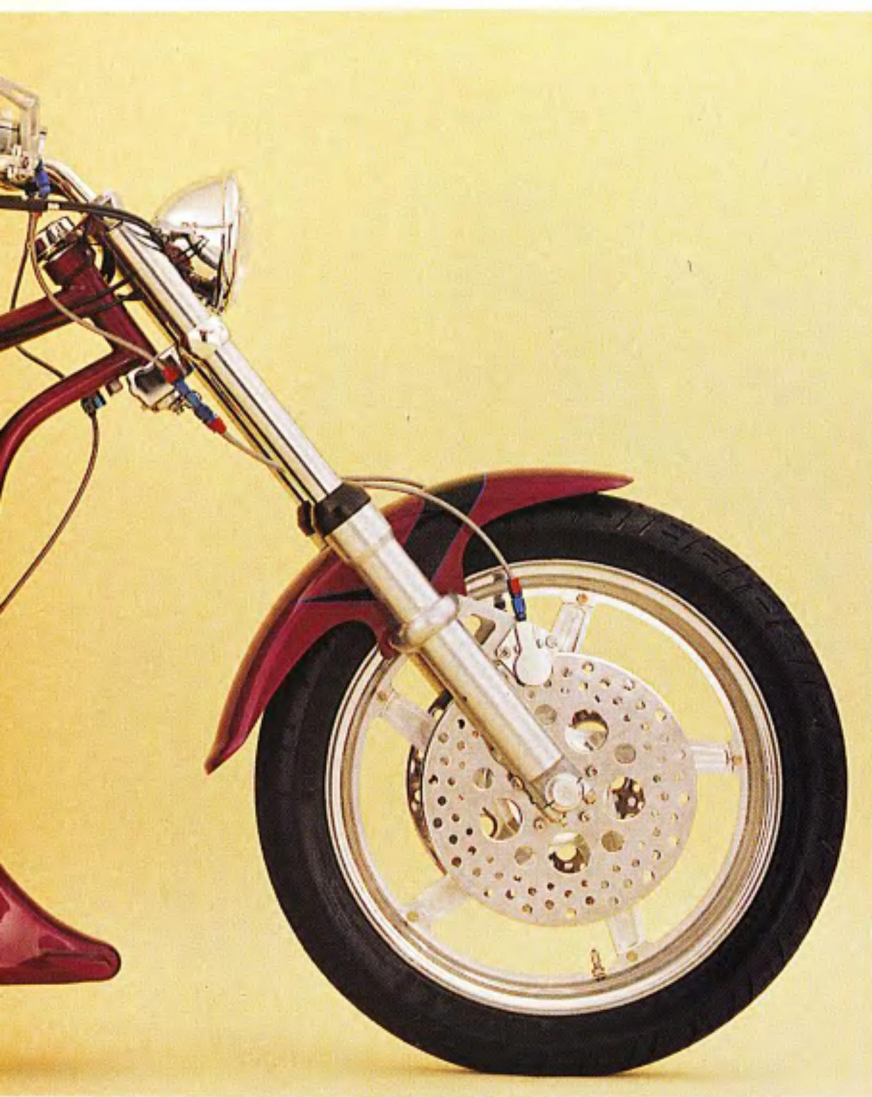
This should be a twin bike feature, but it can't happen because some lowlife sonuvabitch—who ought to be shot—stole the original. As far as I'm concerned, bike thieves are the absolute lowest of life forms, pure scum suckers. They just don't come any lower.

There was a time in this country when dancing lessons were given at the end of a rope to those who forgot The Code Of The Land: Thou Shalt Have Thy Neck Stretched If'n You Steal A Man's Horse. But time was the only thing Jay Johnson had to stretch. The Dealer News Cincinnati Powersports Expo was just seven weeks away, and some folks were really counting on Jay to enter his bike. That meant he'd have to build one from scratch.

Fortunately, that's what Jay's company, Prototek, does best. They specialize in fabricating custom bikes and billet aluminum parts. Jay started with chromemoly tubing and bar steel for the frame, cutting weight release holes in the side rails. Because of time constraints, he used Delkron cases for the engine and tranny instead of machining his own. He also added trick layouts, like brake →





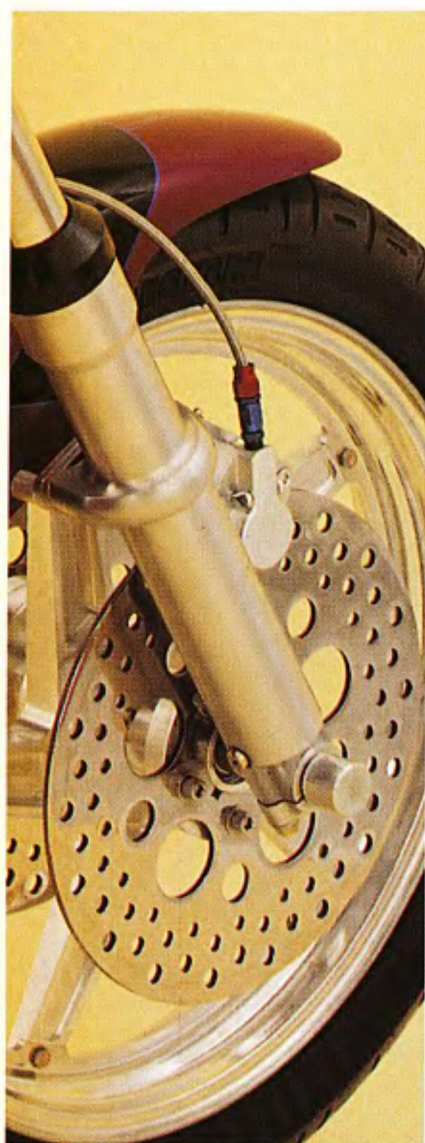


lines in the frame and a billet oil cooler and filter in the air dam wing. Hidden deeper were the backcut gears (cut on angles for better synchronization while shifting) and a custom ground Kateley cam.

This motorcycle was to be Prototek's flagship at the trade show, a sample of what the company could do. Jay pulled out all the manufacturing stops: aluminum billet pistons, taillight, gas caps, rims, oil tank, mirrors, rear fender struts, point, derby, and inspection covers, handlebar clamps, brake calipers, sprocket, and shifter rod linkage—all by Prototek. Billy Jay added the final touches with a one-of-a-kind paint mix, and when the ride made its →







debut at the trade show in Cincinnati, master builders Rick Doss and Arlen Ness were in line studying every inch of this last-minute effort.

Prototek machines all their components identical to those from the factory, because Jay's goal is to create custom bikes that look like Harley built 'em. They also guarantee that if you come to them with an original design, it will never be repeated.

Unfortunately, much of Jay's own work has been repeated—by manufacturers who borrowed liberally from advertised designs. But if you want to check out what's new before they do, call for a Prototek/Pro-Twin brochure at (317) 861-1000.

—Hangin' Judge

Owner(s): Jay Johnson		City: New Palestine, Indiana	
General		Frame	
Fabrication by: Jay Johnson & Prototek		Year: 1992	
Year and make: 1992 H-D		Builder: Prototek	
Model: FXST		Type: FXST	
Value: \$35,000 For Sale		Rake: 5.5 degrees over	
Assembly: Jay J. & Leo Miller		Stretch: 2-inch front, 1.5-inch rear	
Time: nine weeks		Other alterations: brake lines in frame	
Chroming: (polishing) Prototek		Accessories	
Engine		Bars: Prototek	
Year: 1992		Grips: Prototek	
Model: Evo		Mirrors: Prototek	
Rebuilder: Jay, Prototek		Risers: H-D	
Ignition: Dyna S		Fender(s): front: CCI; rear: Prototek	
Displacement: 80 cubic inches		Headlight: H-D	
Lower end: S&S		Taillight: Prototek	
Balancing: Prototek		Speedo: factory	
Pistons: Prototek		Front pegs: Perf. Mach.	
Cases: Delkron		Rear pegs: none	
Heads: H-D		Electrics: 12-volt, Prototek	
Cams: Katley		Gas tank: H-D, Prototek	
Lifters: Sifton		Oil tank: Prototek	
Carb(s): Amerikuni		Oil system: filter and cooler in wing	
Air cleaner: KuryAkyn		Primary cover: H-D	
Pipes: Supertrapp		Seat: Prototek, Corbin	
Mufflers: Supertrapp		Sissybar: none	
Transmission		Forks	
Year: 1992		Type: 40mm	
Modifications: backcut gears		Extension: 1 inch under	
Shifting: Perf. Mach.		Builder: Prototek	
Engine sprocket: H-D		Special features: none	
Trans sprocket: Prototek		Wheels	
Wheel sprocket: Prototek		Front	Rear
Painting		Size: 18-inch	Size: 18-inch
Molding: Billy Jay, Prototek		Hub: Prototek	Hub: Prototek
Painter: Billy Jay, Prototek		Rim width: 3-inch	Rim width: 6-inch
Color: purple		Tire: Pirelli	Tire: Pirelli
Type: House of Kolor lacquer		Brake: Prototek	Brake: Prototek
Special paint: custom mix			
Other special modifications: all billet aluminum, frame and wing fabricated by Prototek. Dedicated to Lauren and Leslee. Special thanks to Leo Miller.			
Photos: Mike Lichter			



COMIN' AT YA

Easyriders®

The weather may be warming up, and riding fever may be running high, but you haven't seen hot till you've checked out the **May** issue of *Easyriders*. It's our annual Exotic Dancer issue, and, along with photos of the world's most gorgeous and talented dancers, we'll give you a complete listing of the finest men's clubs in the U.S. and Canada. While you're riding around this summer, keep it in your saddlebags for quick reference to exotic entertainment. If that doesn't get ya goin', we've got plenty of custom iron for you to drool over, including a wild, Randy Simpson-built chopper. We'll round out this fireball with a Tech Tip on powder-coating vs. chrome, a chart on the history of motorcycling, and two Florida events. Don't miss this one. **On sale March 29**



The **May** issue of *In The Wind* will soon be blowin' your way, and the *Easyriders* Rodeo coverage will be the main ingredient. We're overflowin' with vivid, first-hand photos of the righteous festivities. Travelin' Trails will be offerin' up another biker hot-spot, and your mouth will be waterin' over our fine featured female form. 'Course we'll have tons of killer American iron for you to eyeball, along with the best of your own *Wind* photos. **On sale now**



New Orleans—a must-see city on most travelers' lists—provided the perfect backdrop for the Southern Comfort II Expo and Ball last December, so we added 32 extra pages right in the middle of the **May** edition to showcase the party and show the highlights of Paul Jeffries' 40th birthday bash. New York's Jonathan Shaw will be the subject of a personal profile. Tattoo events, tattoo artists, tattooed people, you'll find them all here. **On sale March 8**



That winter thing is just 'bout over, and that means it's time to party. The **June** 1994 issue will be focusing in on the major parties, bashes, ragers, events, and runs from all corners of the nation. The hot summer fun isn't too far off, so you'll be able to choose your party destinations early. To spark a little inspiration, we'll be featurin' five bad-ass scoots and lotsa fluid, female flesh. Check it out. **On sale April 5**



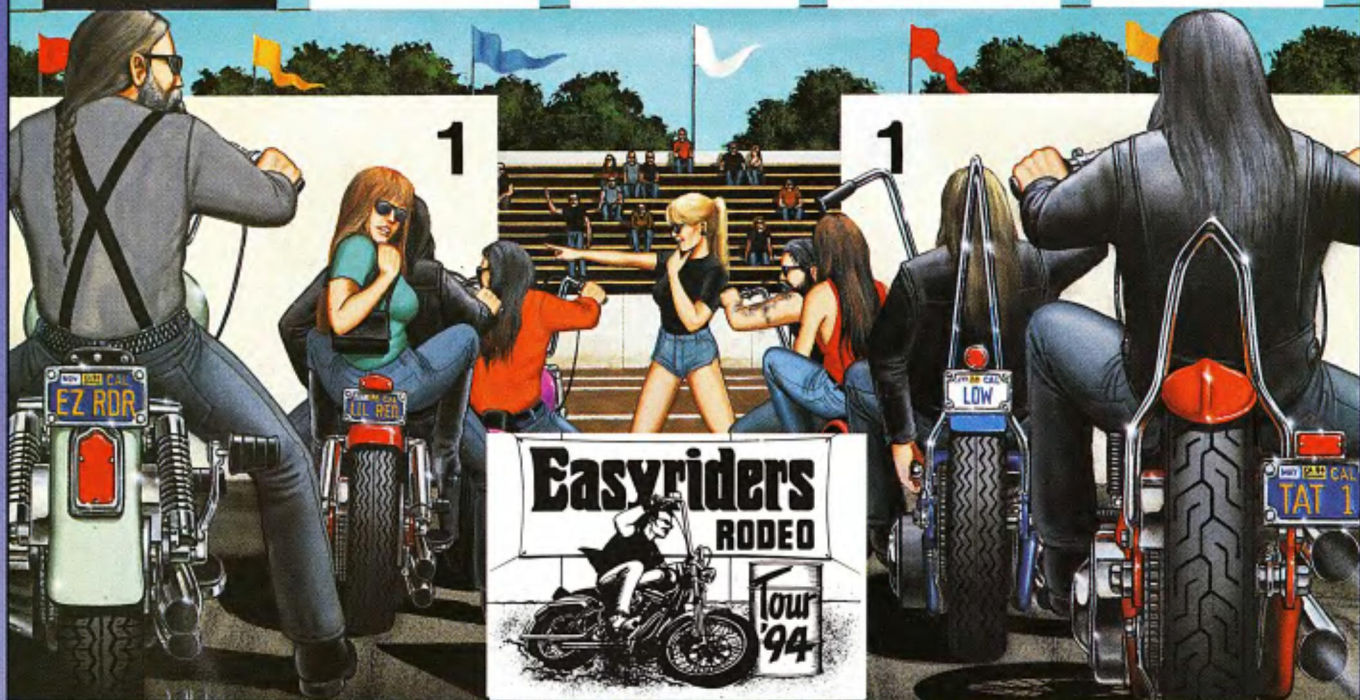
The **premier** issue of *VQ* (V-Twin Quarterly) offers interviews with Ronn Teitelbaum, the Harley-riding owner of Johnny Rockets restaurants, and master bike builder, Donnie Smith. It also features eight outrageous motorcycle features, tech tips, news, our hangout of the month, and a special calendar insert featuring Harley's 1994 lineup. *VQ* is the all-Harley, all-color magazine for the serious cycle connoisseur. **On sale now**



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'94 RODEO TOUR



Kick-Off!

April 29, 30, & May 1
Casa Grande, Arizona

Pinal County Fairgrounds
 (I-10, exit 194, go east on 287)

May 13, 14, 15
Waco, Texas

Heart O'Texas Fairgrounds
 (I-35 to New Road exit, go west)

Rodeo Eliminations – 5 p.m. Saturday • Rodeo Finals – 1 p.m. Sunday

Gates Open
5 p.m.
Friday

EACH EVENT FEATURES

Ride-In Bike Show • Trophy Girl Contest • Tattoo Contest
 Rodeo Action Sat. & Sun. • Trade Show • Weekend Camping
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FEATURING

Live Music—8pm -Midnight
Fashion Shows Sat. & Sun.
Trade Show — Door Prizes

WEST COAST REGIONAL

VALLEJO, CALIFORNIA
March 4, 5, 6, 1994
Solano County Fairgrounds

\$35,000 INVITATIONAL

COLUMBUS, OHIO
February 18, 19, 20, 1994
Veterans Memorial

SHOW HOURS

Friday 5pm-Midnight
Saturday 10am- Midnight
Sunday 10am-6pm

NORTHWEST REGIONAL

SEATTLE, WASHINGTON
March 11, 12, 13, 1994
Seattle Center, Exposition Hall

SOUTH CENTRAL REGIONAL

WACO, TEXAS
March 18, 19, 20, 1994
Heart O' Texas Fairgrounds

SOUTHEAST REGIONAL

CHARLOTTE, NORTH CAROLINA
April 8, 9, 10, 1994
Charlotte Convention Center

NORTHEAST REGIONAL

MIDDLETOWN, NEW YORK
April 15, 16, 17, 1994
Orange County Fairgrounds



OVER \$70,000

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Trophies Awarded In All Classes!

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Come out and see the best custom bikes and tattoo work from your region of the country (or enter your own bike or tattoo)! It's gonna be a blast! Here's how it works: The thirty best bikes and tattoos will be featured in one of our magazines: *Easyriders*, *Tattoo*, *Biker*, or *In The Wind*, and will receive a cash prize and an invitation to compete in the \$35,000 Invitational Show next year!

To Enter A Bike Or Tattoo Call Susan At (818) 889-8740 x264
Or For Vendor Spaces Call Kari Roben At (818) 889-8740 x281



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