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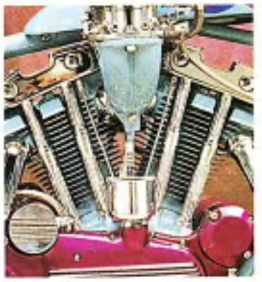
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The next issue goes on sale August 25. Cover photo of Mason on Allan DeShon's 1994 Rigid by Raiko Hartman

The Audit Bureau



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Printed in the USA

At last! A simple, inexpensive cure for hangovers. All you have to do is take a slice of bread and toast it—then apply honey to it (liberally) and eat it before you go to sleep. Then no hangover in the morning. Honey can do this because it contains a large amount of fructose, a very sweet sugar which makes your body use up alcohol faster than anything else.

In England, they discovered that 66% of male cat owners would rather cuddle their cats than their lovers. And 62% of the female owners felt the same way, but they also believed that their cats were better looking than their lovers.

The latest thing in body art is tattooing your teeth! It's called a tattooth. The developer, a Canadian dental technician by the name of Adele Witke, says, "To make them, I etch a design onto a dental cap, or onto bridge work, and put the design into a 1,800-degree oven. When done, I apply the design in your mouth." She also said, "Most dental technologists are artistic enough to design a tooth for everyone."

Here's a real smart counterfeiter. He tried to cash $4,000 worth of $100 bills. But he was busted when the bank noticed that the word "hundred" was misspelled. He had spelled it "hunderd."

Another woman beat a jury case where she was charged with mayhem and assault with a deadly weapon. What did she do? She got out a pair of rusty scissors and cut off her ol' man's nut sack while he slept. First we have a woman cutting off her ol' man's joint while he sleeps. Now maybe we'll have to start wearing a chastity belt to protect ourselves when we go to bed after a beef with the ol' lady!

A woman in Nashville is suing theaters for failing to provide seats for lardasses like her. She's 5'4" and weighs 360 pounds.

Here's another survey disclosing that men are taking special interest in their mothers-in-laws. The survey says that four out of five American men dream of having an affair with their mothers-in-law, while three out of five men actually do get it on with them.

The Federal Deposit Insurance Corporation is paying a contractor $200 to mow the lawn of a house they took over in a foreclosure. Previously, a kid had cut the lawn for $15!

A Houston high school hopes to keep weapons out of the schools by allowing students to carry only see-through backpacks and purses.

Oklahoma is now the most dog-populated state, with a dog in one out of every two homes. Texas and Arkansas had this distinction for years, but Oklahoma has moved them down a notch. So what? I guess because I like dogs so much I thought you'd be interested in this fact.

A new study revealed that 71% of all automobile accidents are caused by people daydreaming about their sexual fantasies!

A woman decided to take an around-the-world trip on a bicycle. She wanted to prove that fat women can do the same things thin women do, so she bought a small bike and took off. She was way too heavy for the bike, and when she reached New Guinea, her 507-pound body was jiggling all over the rough road. The jiggling, plus her being so soft and large, apparently appealed to the jungle cannibals—so much so that they completely ate her up, leaving her bones around the fire pit!

A European country has ruled that stale bread is "waste" and cannot be fed to the swans without a $3,000 license.

A Western sheriff confiscated a group of slot machines on the basis of a law banning the use of steel traps for catching dumb animals. (Just goes to show you can stretch anything any way you want to.)

A guy in prison was doing time in the hole. As his door was opened by a guard, he stepped out of the cell with a sheet tied around his neck. Then the guard saw him tying the sheet to the railing. The guard told him to stop and return to his cell. When the guy didn't follow orders, the guard warned him again. But he still didn't acknowledge the order so the guard fired his gun, shooting him through the hip. He lived, of course, and the guard got a commendation for saving his life. (You make the call.)

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By Spider



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WORDMONGER

VQ Praise

☐ I was recently on a business trip when I happened to find the premier issue of your new magazine *VQ*. I filled out your reader's response card and couldn't list five things I liked least. The whole magazine was excellent. I was so moved by *VQ* that I had to write and tell you. It is welcomed in my home.

Mark Sobanek
Overland Park, Kan.

Names, Please

☐ I'm in love with the gorgeous brunette on the cover of your April issue, but the only place you mention her name is in the table of contents. Rebecca. Sigh. That's such a nice name. Rebecca. Sigh. And Lynn, the Fox of the month, is a fine example of American motherhood.

Your '94 calendar is great, too. There's something warm and wonderful about Ms. March. Ms. May is sweet. Ms. June is fabulous. Ms. July and Ms. August are marvelous. I noticed one strange thing, though. You list the bike owner, the photographer, and the swimsuit designer. But you don't include the girls' names or any details about them. Are they just decoration or are you holdin' out on us?

It's one thing to be no-good male chauvinists. But wouldn't it humanize your mag to give the girls names? When you pick up the *Sports Illustrated* swimsuit issue, isn't it just nice to know that the gorgeous blonde in the bikini is Elle McPherson from Australia? Doesn't it just make a fond spot in your heart for Australia?

Bill Keck
Staten Island, N.Y.
P.S. The bikes are swell, too.

Vote With Your Conscience

☐ California was once looked upon as a model state, priding itself on the choice of riding lid-free. Now it's seen as another sorry-assed state that buckled under the pressure of prejudicial and uninformed politicians. Enough is enough. Voters, unite! When you go to the polls this November, remember the *Easyriders* slogan: "Pass a helmet law, lose your job." Simple, yet proven effective. Find out where their district incumbent and/or first-time electoral officials stand concerning this issue. Vote with your conscience from there. Watch out, Pete Wilson.

M.D. Carter
Kelseyville, Calif.

No Mopeds, Please

☐ It's not often that I feel it necessary to put my opinions down on paper, but this one has to be said: What the fuck is wrong with you people? I could see maybe if there were no other scoots available for you to feature in your mag or if a market study showed that an overwhelming portion of your subscribers were 12 and under, but that's not the case.

What's with the fuckin' bicycle/moped in the May issue? Are you people shittin' me or what? This guy's got nothin' better to do with 20 grand? Worst of all, the so-called author tries to justify this bullshit by saying "Bill Harley started out by working in a Milwaukee bicycle shop." So fuckin' what. He also worked in a meat-packing plant. What's next? A side of beef with a flame job? Cut the shit.

Slow Burn
Needham, Mass.

Biker Discount

☐ I'm a Minnesota chiropractor who rides a Softail and a Sporty. My Harley days go back to 1970 when I owned a 1968 XLCH chopper.

Anyway, I suffer from a weak back, which is occasionally aggravated by my Hog. I've developed a lot of empathy for bikers with bad backs, so, over the last few months, I've been giving riders of American bikes a 20% "professional" discount. Until now, I've just relied on "word of mouth" advertising, but I thought you might help me spread the word to our mid-Minnesota bros. It's easy to qualify for the discount: If I don't know you, you'd better either look like a biker, have some ID from the Bros Club, H.O.G., or some other source, or convince me with your words of wisdom.

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A Correction

☐ This is in response to the information from Eagle Foot in the July '93 issue (I know it's an old issue, but I want to set the record straight). I don't know where he got his info, but it wasn't from any law enforcement agency I'm aware of in the vicinity of Fort Riley, Kansas. The state statute for helmets (at this time) says that you must wear one until age 18. After that you must wear eye protection.

Now that this info has been corrected, feel free to come to Kansas and ride with your face in the wind. August 18-20 would be good; there's a regional rally being held in Topeka.

Sumo
Topeka, Kan.

Love From Big Bitch Aunt Sandy

☐ In the April '94 issue you printed a letter from Scotty in Bellefontaine, Ohio. Well, he, his brother, Jeff, and I grew up together, but we've lost contact since Jeff's accident. So when I saw the letter, I just about shit. I always knew that Jeff wouldn't let anything hold him down and that we'd be riding scooters and talking trash for a long time.

I hope you print this so they'll know I still think about them and hope they're doing fine.

John Witwer
Mansfield, Ohio

P.S. Big Bitch Aunt Sandy sends her love.

How Long?

☐ Hey, how long do ya bake the raisin pie?

P.M.
Camden, N.Y.

■ My guess is at least half an hour. Keep peeking till the crust looks like you'd like to eat it.

More Exotic Dancer Bars

☐ I read with great interest your Exotic Dancer Guide. Having lived in 10 of the 50 states and working a job that requires a lot of travel, I've had the good fortune to sample many of the country's topless bars. Some are outstanding, while others flat-out suck.

I recognized more than a few of the establishments you listed; however, you guys missed some great ones: In California's Bay Area, there's The Candid Club in Santa Clara, The Hiphugger in Sunnyvale, A.J's Bar and Grill in San Jose, and my favorite, The Brass Rail in Sunnyvale, whose best dancer, Mary, can cause strong men to turn to Jello. And in Florida, Teaser's in Cocoa Beach is hard to beat. These places are all biker friendly.

How come you guys don't expand your listing to include bars in Europe? After all, *Easyriders* is an international magazine, and all the bikers I've met since moving to England love tits every bit as much as the Yanks.

Also, how about writing a little more about the girls themselves. Most of the strippers I know are great ladies who love to party and have a good time. A lot of these girls hang with bikers when they're not shaking their asses.

Paul Tattoo-Gas
Cumbria, Great Britain

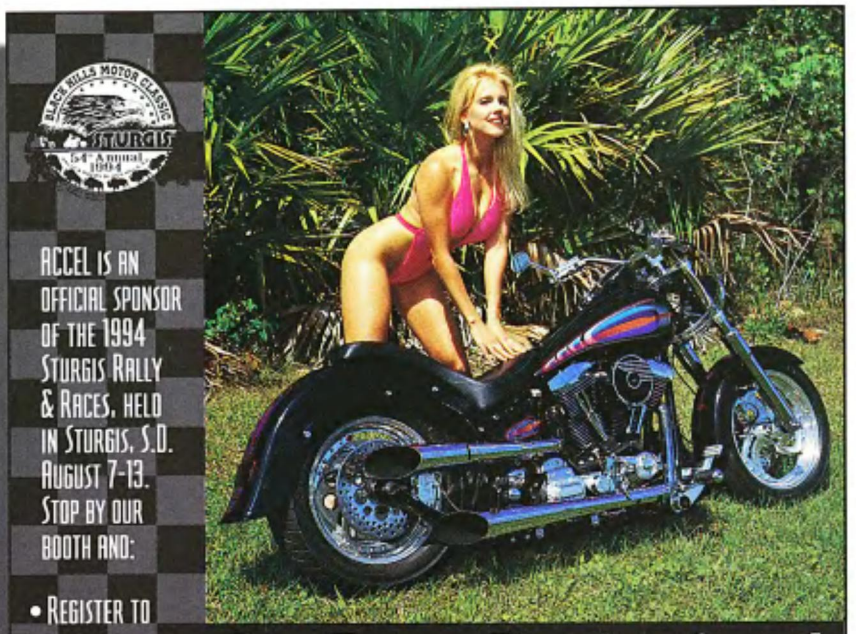
Wants Reruns

☐ How's about running (or rather rerunning) some of J.J. Solari's classics such as "No Class Chick," "Pasadena Run," etc. He's a class act.

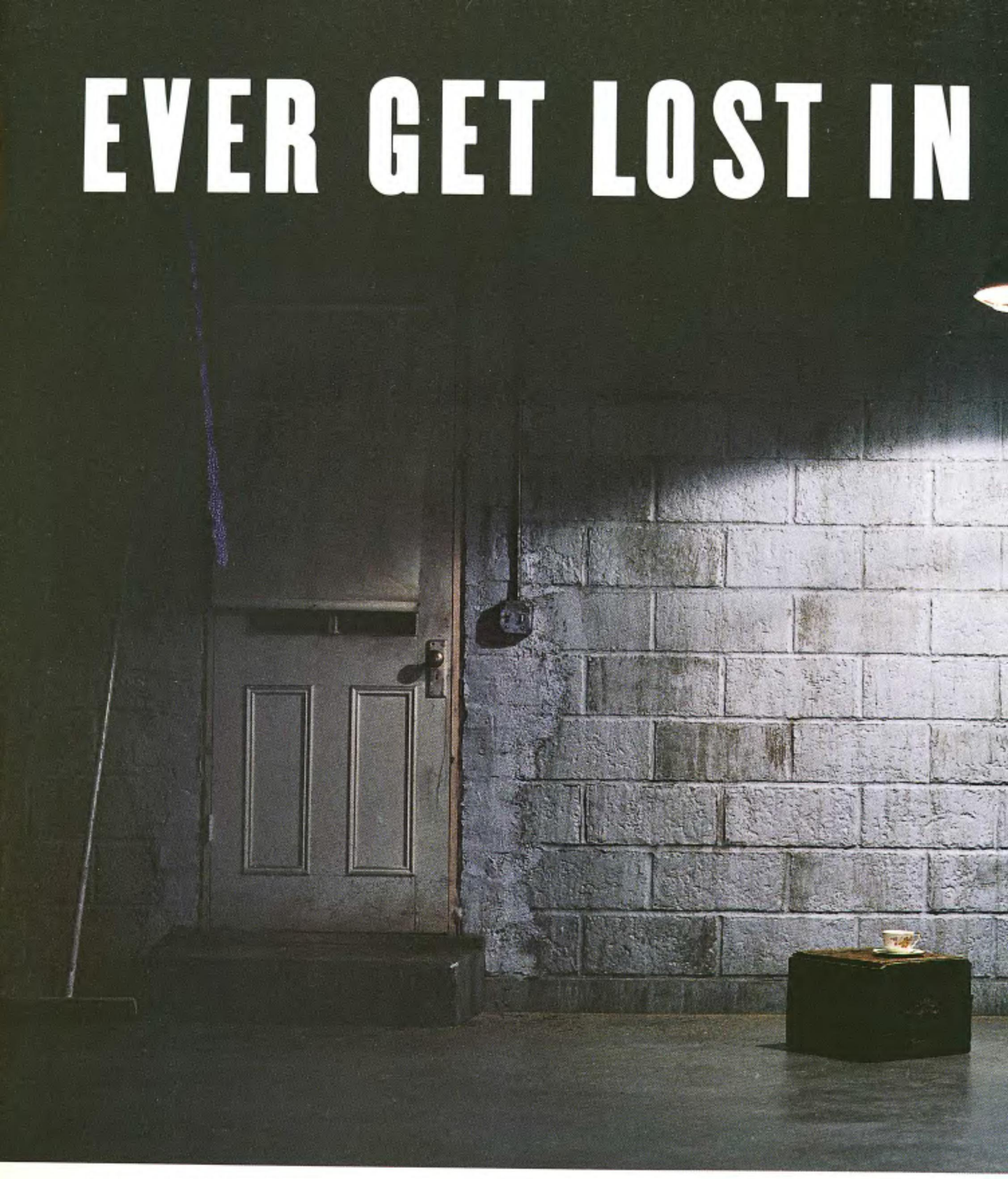
Crazy
Connersville, Ind.

■ We're doing just that. Look for "No Class Chick" in the September '94 issue of *Biker* (on sale June 28).

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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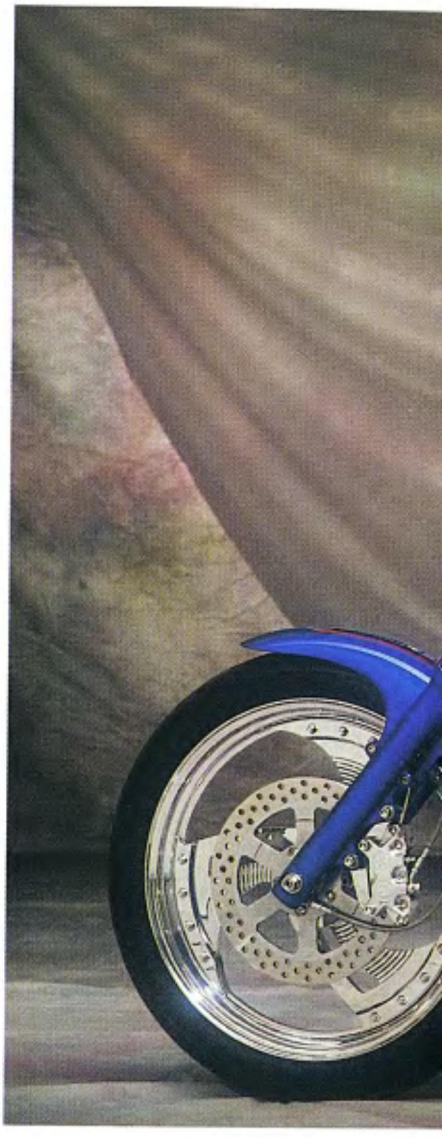
On July 4th, 1990, Brutus "The Barber" Beefcake saw front row fireworks when a parasailing honey's shapely knees exploded straight into his face. He'd been distracted while helping launch her from a Florida beach, urgently signaling the prematurely speeding boat. The six-four, 245-pound professional wrestler then turned around and met the lightest human being ever to take him down. He also met the severe pain associated with being knocked ass over elbow, 360 degrees off his feet.

A weaker man woulda lost consciousness. Hell, a weaker man woulda *died*. Shit happens when all the bones in your face disintegrate before what's left of your eyes.

But we're talking 100-percent, USDA Harley-Davidson man.









Fourteen hours of face peeling surgery, 400 stitches, 200 feet of steel wire, 32 screws and eight strips of metal later, Brutus owned a rebuilt mug and a renewed lease on life. After an extraordinarily short recovery, Brutus even resumed stunt doubling for Hulk Hogan in feature movies.

"The Barber" then leapt back into the wrestling ring. Those unfortunates crossing his legendary scissors-wielding path met with the dreaded sleeper hold, awakening with much less hair. Those same scissors grace the tank of Brutus' 1993 FXR, along with eagle artwork symbolizing his iron will to survive.

Dave Perewitz recalled Brutus and Hulk ducking through the doorway of his shop, Cycle Fab in Brockton, Massachusetts, with a builder's challenge. "They wanted







The bike is featured in the new action series "Thunder In Paradise"

a pair of custom FXRs," Dave said. "With their size, that meant fitting the guys to the bike like a suit."

It also meant stretching the *bottom* of the frame 5 inches to accommodate Brutus' 8-inch-over forward controls. "Nobody *ever* does that," Dave explained. "The rear end of the bike was the most work," he added. "Widening the fender, cutting and forming the rails was a big job."

The bike is featured in the new television action series "Thunder →

In Paradise," where Brutus plays a recurring role. "Thunder In Paradise" is produced by the guardians of mammalian magnificence at "Baywatch." The FXR recently endured a brutal grinding from a silicone harem during a scene. Risking certain personal injury, Brutus had offered to stunt double for his bike. Does this man know *any* fear?

No way. Recalling his glimpse of the Grim Reaper, Brutus offered these thoughts to live by:

"The Big Man upstairs must have something more for me to do, 'cause things surely coulda gone the other way. Now every Fourth of July I'm out there riding my Harley wide open, celebrating being alive."

—Drummer



Owner: Brutus Beefcake	**City:** Tampa, Florida	
General	**Frame**	
Fabrication by: Cycle Fab/Sansone	Year: 1993	
Year and make: 1993	Builder: Cycle Fab/Sansone	
Model: FXR stretch	Type: rubbermount	
Value: $40,000	Rake: 38-degree	
Assembly by: Cycle Fab, Dave, Bob, Don, Jed	Stretch: 6 inches on top, 4 inches on bottom	
Time: one year	Other alterations: Ness swingarm	
Chroming by: RI Tec	**Accessories**	
Engine	Bars: Ness	
Year: 1993	Risers: 6-inch	
Model: Evo	Mirrors: Ness	
Rebuilder: Hal's H-D	Grips: Drag	
Ignition: Dyna	Fender(s): FXR modified, Cycle Fab	
Displacement: 89 cubic inches	Headlight: Ness	
Lower end: S&S	Taillight: Sansone/Cycle Fab	
Balancing: S&S	Speedo: stock	
Pistons: S&S	Front pegs: ISO	
Cases: H-D	Rear pegs: ISO	
Heads: Hal's	Electrics: Accell	
Cam: Crane	Gas tank: stretched 6 inches, Cycle Fab	
Lifters: hydraulic	Oil tank: cleaned up	
Carb(s): S&S G	Oil system: Russell	
Air cleaner: S&S	Primary cover: chrome	
Pipes: C.F., Bub-modified	Seat: Danny Gray	
Muffler(s): loud	Sissybar: n/a	
Transmission	**Forks**	
Year: 1993	Type: 39mm glide	
Modifications: painted	Extension: none	
Shifting: 5-speed	Builder: Frank's	
Engine sprocket: 47-tooth	Special features: none	
Trans sprocket: 32-tooth	**Wheels**	
Wheel sprocket: 70-tooth	**Front**	**Rear**
Painting	Size:19-inch	Size: 16-inch
Molding: Russ Keene	Hub: Viper	Hub: Viper
Painter: Dave & Don P.	Rim width: WM4	Rim width: WM5
Color: Cobalt Blue	Tire: Avon	Tire: Avon
Type: House of Kolor	Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: Roy Mason, Honey Brooks		
Other special modifications: frame stretched, tanks stretched, forward controls extended, engine detailed and painted, and the girl . . . perfect.		
Photos: Steve Coonan		



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WASHINGTON STATE FREEDOM RUNS

Power In The Pacific Northwest

Freedom is a popular cry in Washington state these days as ABATE of Washington gathers momentum in its push to inform and educate the biking population about the many upcoming legislative issues. Motivated by tighter restrictions, mandatory insurance, potential loss of their Rider Safety program, and an election year with all state legislators up for re-election, the huge task of coordinating a statewide Freedom Run became the volunteer project of ABATE's North Kitsap County Chapter and its coordinator, Julie Krucek.

The Washington State Freedom Runs are two events designed to show elected officials that the Pacific Northwest biking community will no longer tolerate unjust legislation. Billed as a "Uniting of all motorcycle riders in Washington state to effectively demonstrate to the legislature the power and voice of people dedicated to freedom of the road," the event will be the largest run ever held in the Pacific Northwest.

Run to Vote: The first half of this venture is scheduled for Saturday, October 20, 1994, and will take place 10 days before the state election. Participants will begin the day by meeting at one of three main points in the state. The "legs" will come from the north end of Seattle, from the south beginning in Vancouver, and from the east over Snoqualmie Pass from Ellensburg. All three will then converge on Olympia, the state's capital, at approximately 1 p.m. on Saturday afternoon.

On the steps of the capitol building, MRO representatives will speak about legislative activities. Speakers will include Karen Bolin, legislative representative for ABATE of Washington; AIM, BAM, NCOM, AMA, BikePAC, MRF, and ABATE officers; and Washington state legislative candidates who are considered "biker friendly."



Photo: Robert Houk

The Washington State Freedom Runs Committee

Black Friday: The second run is scheduled for Friday, January 20, 1995. Appropriately named, its purpose is to have leather-clad motorcyclists literally cover the capitol building. Bikers will then be scheduled for appointments with state Senators and Representatives. Congress will have just opened its 1995 session, and a committee has been organized to set up appointments with the correct senator and representative of each rider's district.

According to Julie Krucek and Larry Walker, co-chairpersons of the run, "When people started talking this year about how difficult things would be next year [legislatively], we knew we had to do something. ABATE of Washington's North Kitsap Chapter organized a small Freedom Run last year which drew about 600 riders. We made mistakes, but learned from them. This year we began planning in January, and have been in contact with ABATE of California several times to exchange ideas and information."

Says Julie, "We put a proposal packet together with all of our ideas and sent it to every riding organization and chapter we could get an address on. That was in February, and within a couple of months we had members of several other groups jumping in to help." →

What Julie's speaking of is the coming together of individuals who belong to organizations such as H.O.G., Women on Wheels, Washington 99ers, Northwest Motorcycle Association, Vintage Motorcycle Enthusiasts, MORA, and several others. Many of these groups do not allow their members to get politically involved, but as independent, individual riders they can willingly participate and communicate their ideas. And communication is the key to the success of the freedom campaign.

The Washington State Freedom Run Committee has contacted the surrounding states and Canada for support. ABATEs of Oregon and California promised early on to send riding support for the October run. "For the past few months we've been getting calls from riders in Idaho, Montana, Wyoming, and British Columbia," says Julie. "This isn't just about Washington, it's about the whole country."

For more information about the Washington State Freedom Runs call the ABATE of Washington state office: (206) 537-8834, or WSFR chairpersons Julie Krucek: (206) 779-1031 or Larry Walker: (206) 871-2654.

—Jana Rhoads Godfrey
PR Director, ABATE of Washington

RODEO NEWS

Those Big Wheels Keep On Turning

If you like doing it in the dirt, then the *Easyriders* Rodeo is the right place to be. You'll find more action in a single day than anywhere west of Florida.

Here's some hot news for David "Parts" Vancil fans. He's secured new sponsors for the 1994 ARROW tour. It starts with popular motorcycle parts company S&S, who provided Parts with a major component for his scoot. How about a 98-cubic-inch, stock, American-made Evolution engine with a ton of horses? What would you say if you knew it was a prototype? Thanks to the added support of TNT Action Sports and Watson's Wheels of Madness, Parts will be kicking up his heels from coast to coast.

For those of you who thought Tampa Bay Ray Tewksbury retired, think again. Ray and his wife, Kari Sioux, just couldn't stay away. He's been back rough-riding with the rest of the boys since the season opened in Casa Grande, Arizona. Welcome back, Ray!

As you read this, we've just finished up our first Rodeo in Fayetteville, North Carolina (July 15-17), and we did it the only way we know how—Southern-style! Who's ahead? Well, with all the dirt flyin', it's hard to say. It's early in the season, so there's plenty of time for you to jump in.

In fact, if you've been itchin' to try your hand at rodeo riding, but are not sure how to go about it, we've developed a category just for beginners: the 1,000-pound sled pull for novices. There are no special requirements and you don't have to be an ARROW member to participate. So why not give it a try? After all, what's the worst that could happen? You'll win third place at $200 instead of second place at $300, or even first place for a whopping $500!

See you at the Rodeo!

—Darcy

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ABATE OF ILLINOIS

Goes For The Throat



For the first time in three years, ABATE of Illinois has been fighting a mandatory helmet law for all motorcyclists. In a surprise move, the House rules committee sent the bill, HB-2551, to the worst committee they could think of, Health Care and Human Services. Not only is this the most liberal committee in the house, but the bill's sponsor Rep. Jan Schcowski, sits on the 29-member committee.

On April 21, 1994, a special committee session was called to hear the bills, including HB-2251. Thanks to the fast work on the part of ABATE's best legislative supporter, Representative Mike Weaver (R-106), who got himself assigned to the committee for that day, the issues of "freedom of choice" for the Illinois motorcyclists took on a different meaning when he got involved. Mike's a biker himself and knew all the right questions to ask ABATE and all the wrong questions for the lid lovers. At the start of the committee meeting, Chairman David Phelps (D-118) said he would limit testimony to one person per side. After three hours of wading through bills, HB-2551 was called.

The sponsor started off by saying, "The Illinois Dept. of Public Aid has estimated that motorcyclists have cost the state $20 million a year."

"Where did those figures come from?" Representative Weaver asked.

"Public Aid," said the sponsors.

"Well, I find that interesting," said Weaver, "because I have a letter in my hands from the department and it says there's no available data relating to motorcycle injuries or their cost. I will ask you again, 'Where did you get this figure of $20 million?'" They had no reply.

Assistant Legislative Coordinator Craig Ashbaugh then testified for ABATE, pointing out that if the other side were right about helmets, why did Illinois have a lower fatality rate in 1992 (with double the number of motorcycles and no helmet law) than in 1968 when there was a helmet law?

With time running short, Representative Weaver started asking questions of Craig. When Craig was rudely interrupted with shouts of "That's not true! It's a lie" by the bill's sponsor, Representative Weaver, in a loud and firm tone, told her, "I was asking him a question, not you."

Chairman Phelps then told Representative Weaver that with so little time, they needed to have questions of the sponsor and proponents also. When no one spoke up to ask a question, the Chairman told Weaver to continue with his questions for ABATE.

To the cheers of ABATE members in the gallery, Craig continued to explain the federal mandates and how they would impact Illinois.

With time running out the Chairman called for a vote. After the smoke had cleared, the results were: 9 yes, 16 no, and 4 not voting. "The bill, having failed to receive the required majority of 15 votes, will be held in committee," called Chairman Phelps. And with that he pounded the gavel and closed the hearing.

Through tough grassroots lobbying and an active membership, ABATE shut down what was to be an "end run" attempt to pass a helmet law out of committee. "We never lost our cool even when they tried to pull a fast one and put us behind the eight ball with this committee," said Todd Vandermyde, ABATE's legislative coordinator, "We did what we do best, by sticking to the facts, keeping our membership informed, worked as a team and went for the throat."

—Rambo

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HOUSE COMMITTEE VOTES NO

But MRF Remains Optimistic

On Tuesday, May 17, in Washington, D.C., 17 members of the House Committee on Public Works and Transportation took action to override the actions of its Surface Transportation Subcommittee, which had tried to restore freedom of choice to motorcyclists. The 40 votes were in favor of striking the Petri Amendment to H.R. 4385, the National Highway System Designation Act of 1994 (NHS legislation). Petri's amendment to strike the Petri Amendment was offered by Norm Mineta (D-Calif.), Chairman of the Public Works and Transportation Committee, and was supported by Bud Shuster (R-Pa.), the committee's ranking minority member.

Removal of the Petri Amendment from H.R. 4385, came after a major victory in subcommittee on May 12, 1994, when Congressman Tom Petri (R-Wis.), ranking minority member of the subcommittee, was successful in having the basic text of H.R. 799, sponsored by Congresswoman Olympia Snowe (R-Maine), included in the NHS legislation. The Surface Transportation Subcommittee approved the Petri Amendment on a 20 to 19 vote.

After Representative Mineta was successful in striking the Petri Amendment, Petri offered yet another amendment that would have exempted states from the penalties if the state had a motorcycle safety program. This amendment was defeated on a vote of 37 to 25.

"This vote tells us we have work to do"

"These votes, although disappointing, are not the defeat and death of our issue," said Wayne Curtin, vice president of Government Relations for the Motorcycle Riders Foundation (MRF). "With Chairman Mineta leading the opposition, no one expected us to win at the subcommittee. But guess what? We kept these issues alive, thus making them an issue at the committee markup. However, this vote tells us that we have work to do and also tells us who our real friends are."

Curtin emphasized, "Motorcyclists' frustrations are highest with the members of the committee and subcommittee who were cosponsors of H.R. 799, and then voted against the Petri Amendment. We want all members to know we consider cosponsorship of legislation as a serious commitment and urge motorcyclists to keep this in mind when they vote this year."

Congress has until September 1995 to approve the NHS legislation. "The Senate's unlikely to act on NHS legislation this year, meaning the House will have to introduce new legislation in 1995, which will have to move through the committee process again," said Curtin. "However, should the Senate decide to act this year, there will be opportunities for Senators Campbell (D-Colo.), and Durenberger (R-Minn.), to offer amendments to the Senate NHS Bill."

Curtin concluded, "Motorcyclists have learned a lot in the last week. We know who supports us, who is against us and who turned on us. This is an election year and motorcyclists in the 31 states with members on the Public Works and Transportation Committee now know who votes for motorcyclists and who motorcyclists should vote for and work for in the upcoming elections this fall.

—MRF

CONNECTICUT SWEATS IT OUT

But Stays Helmet Free . . . For Now

By the time you read this, the Connecticut Legislative Session of 1994 will be history. But it's important to look back, and learn from what occurred. What had been a good session for the Connecticut Motorcycle Riders Association (CMRA) suddenly turned very dangerous on the evening of April 19, 1994.

Connecticut motorcyclists' worst fears were realized when Representative Claudia Powers suddenly rose during debate on a bill dealing with minors and seat belts in the rear seats of automobiles. She then offered an amendment requiring all adult motorcyclists to wear helmets.

Our close friend, Representative Vincent Chase, attempted to stop the motion on technical grounds but was overruled by the Speaker of the House who ruled the amendment germane. The Speaker called for a voice vote and the amendment was defeated. No roll call was requested and the House moved on to pass the seat belt bill.



Those of you who attended the Legislative dinner know that I've been warning the CMRA's membership of this possibility. Indeed, some people have grown tired of the constant warnings to remain alert and recognize that it's never over until the session formally adjourns. What made this threat so dangerous is the fact that the issue, be it helmets or any other issue, is suddenly presented to the entire chamber of Connecticut's Legislators for approval without the opportunity for citizen involvement.

This victory is nothing short of a miracle. From here on out, CMRA members had better pay close attention, 'cause it ain't over yet. If possible, we will publish a list of those legislators (with their phone numbers) who spoke out on our behalf. Please call them and say "thank you," regardless of whether or not you live in their district. This is important. Please do it today. For more info call the CMRA at (203) 229-1638.

—Richard Paukner
CMRA Legislative Committee Chairman

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SHORT STROKES

Turbulent Times

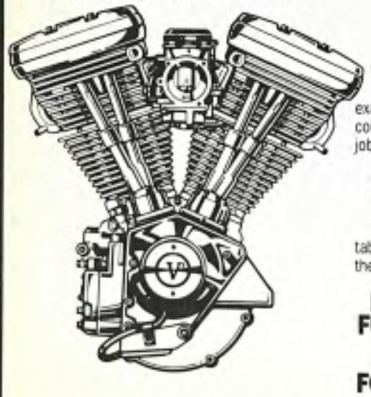


Even with earthquake spores attacking the last of the living in Los Angeles—the epicenter of all that is evil in America—I will struggle with my last dying breath to bring you tidbits of bullshit more stimulating than a Hollywood tabloid. So here goes....**In Maryland, where the governor** vowed to veto any helmet repeal slapped on his desk, ABATE of Maryland is fighting hard to get the repeal under his nose. Governor Schaefer's response is, "I know that every six months, 500 motorcyclists or so ride around the State House. Vrroom vrroom. The only thing it does is annoy my dog."... **They should be aware that in Denmark**, the government has passed a helmet law for automobile drivers. Would Spider lie to me?...**And from the correction department,** in a recent issue we published a new product from Kenny Boyce company, which at one time was known as Cal Pro Street. That's no longer true. His company name is now Kenny Boyce Pro Street Chassis Works. Kenny is best known for his rubbermount frames. You can reach him at: 11295 Sunrise Gold Circle, Suite F, Rancho Cordova, CA 95742-6539, (916) 852-9116....**Now, from the Press Release** Lesson Class. ABATE of California Local #2 recently sent us a release about California Motorcycle Awareness month in May. Unfortunately, we're working on the September issue, which will be on the stands at the end of July. Keep that wild schedule in mind when you submit material that needs to be published in a timely fashion....**Hell, I got another press release** that says, "The summer 1984 issue of *Hack'd* will mark the Tenth Anniversary of the quarterly magazine for sidecarists." I received this blistering info last week. If you need to call them and tell 'em what year it is, the address is *Hack'd*, P.O. Box 813, Buckhannon, WV 26201....**And, finally, I had a conversation recently** with a gentleman who wanted riders with loud pipes hung by their necks. I explained to him that I would like motorists who plow into my brothers and sisters hung by *their* necks. Here's another penalty suggestion, courtesy of Bronco Billy of Waxahachie, Texas: "I suggest that the penalties to cage drivers who are guilty of causing an accident to a motorcyclist be based on the weight of the vehicle. Say a car weighs 3,000 pounds, and it mows down a heavy dresser loaded to the gills, weighing 1,000 pounds. The penalty inflicted on the driver should be three times as much had he smacked a car."...**So, as the sun sets over this turbulent city** by the slippery sea, and the ground rumbles under our feet, the crack of gunfire electrifies the night air, and the smell of earth-born pestilence fills our nostrils, there's only a smattering of brave souls who dare to venture into the night. And I'm one of 'em, goddammit. Later.

—Bandit

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SOONERS

Celebrate Their Freedom



Oklahoma bikers have cause to celebrate: lawmakers crushed a bill that would have required helmets for adult riders. By a vote of 73 to 26, the Oklahoma House of Representatives defeated S.B.1053 and sent a clear message to the U.S. Congress that the federal government should butt out of state affairs.

"Oklahomans are not going to be held hostage by the federal government," said Representative Gary Bastin, a staunch supporter of motorcyclists. "What we did here today isn't just good for Oklahomans" said Bastin, "it's good for the country. I hope other states will follow us and tell Congress to mind their own business."

ABATE of Oklahoma rallied together 200 bikers on short notice to lobby their representatives and watch the floor debate from the House gallery. Most lawmakers opposed the helmet requirements, saying that the federal government was impinging on states' rights by demanding such a measure.

Despite the threat of losing $6.3 million in federal highway funds over the next two years under the penalty provisions of ISTEA, the helmet bill was defeated so soundly that House Minority Leader Larry Ferguson told biker lobbyists that the issue would not come back up this session.

The final downfall for S.B.1053 came in a series of crippling amendments offered by the floor. Among those passed were amendments calling for fines of only $10 for infractions, a directive for the attorney general to file a lawsuit against the federal government regarding the constitutionality of the federal penalties, and a requirement for the state to buy helmets for all adult riders. S.B.1053 already contained a provision which would have automatically reversed the helmet law if the federal penalties were repealed.

Said ABATE of Oklahoma State Coordinator Louis Watson, who also serves on the National Coalition of Motorcyclists' (NCOM) board of advisors, "This was a great victory for us; especially when you consider that we went up against the most influential lobbies in the state with only a shoestring budget and three days to lobby." —NCOM

U.S. And Canadian Motorcycle Laws

	Special License	Helmet Law	Eye Guards	Lights On 24 Hours
Alabama	Yes	Yes	No	No
Alaska	Yes	No 2,11	Yes 13	No
Arizona	Yes	No 2	Yes 3	No
Arkansas	Yes	Yes	Yes	Yes
California	Yes	Yes	No	Yes 8
Colorado	Yes	No	Yes	No
Connecticut	Yes	No 2,10	Yes 3	No 12
Delaware	Yes	No 5,4,1,10	Yes	No 12
Florida	Yes	Yes	Yes	Yes
Georgia	Yes	Yes	Yes 3	Yes
Hawaii	Yes	No 2,4	Yes 3	No
Idaho	No	No 2	No	No
Illinois	Yes	No	Yes	Yes
Indiana	Yes	No 2,10	No 2,10	Yes
Iowa	Yes	No	No	Yes 6
Kansas	Yes	No 2	Yes 3	Yes 8
Kentucky	Yes	Yes	Yes	No
Louisiana	Yes	Yes	Yes 3	No
Maine	Yes	No 14	No	Yes
Maryland	Yes	Yes	Yes 3	No
Massachusetts	Yes	Yes	Yes 3	No
Michigan	Yes	Yes	Yes 7,3	No
Minnesota	Yes	No 2,10	Yes 3	Yes
Mississippi	Yes	Yes	No	No
Missouri	Yes	Yes	No	No
Montana	Yes	No 2	No	Yes
Nebraska	Yes	Yes	No	No
Nevada	Yes	Yes	Yes 3	No
New Hampshire	Yes	No 2	Yes	No
New Jersey	Yes	Yes 4	Yes 3	No
New Mexico	Yes	No 2,4	Yes	No
New York	Yes	Yes 4	Yes	Yes
North Carolina	Yes	Yes	No	Yes
North Dakota	Yes	No 2,4	No	No
Ohio	Yes	No 2	Yes 3	No
Oklahoma	Yes	No 2	Yes 3	No
Oregon	Yes	Yes	No	Yes
Pennsylvania	Yes	Yes	Yes	No
Rhode Island	Yes	No 9,11	Yes	No
South Carolina	Yes	No 9,4	No 9,3	Yes
South Dakota	Yes	No 2	Yes 3	No
Tennessee	Yes	Yes	Yes 3	Yes
Texas	Yes	Yes 4	No	No
Utah	Yes	No 2	No	No
Vermont	Yes	Yes 4	Yes 3	No
Virginia	Yes	Yes	Yes 3	No
Washington	Yes	Yes	Yes 3	Yes
West Virginia	Yes	Yes 4	Yes	Yes
Wisconsin	Yes	No 2, 10	Yes 13	Yes
Wyoming	Yes	No 1	No	Yes
District of Columbia	Yes	Yes	Yes	No
Alberta	Yes	Yes	No	Yes
British Columbia	Yes	Yes	No	Yes
Manitoba	Yes	Yes	No	Yes
New Brunswick	Yes	Yes	No	No
Newfoundland	**Yes**	**Yes**	**Yes 13**	**Yes**
Northwest Territories	Yes	Yes	No	Yes
Nova Scotia	Yes	Yes	No	Yes
Ontario	Yes	Yes	No	Yes
Prince Edward Island	Yes	Yes	No	Yes
Quebec	Yes	Yes	No	Yes
Saskatchewan	Yes	Yes	Yes 3	No
Yukon	Yes	Yes	No	No

1. Required under age 19. 2. Required under age 18. 3. Required unless equipped with windscreen. 4. Reflectorization required. 5. Must have in possession. 6. Required for 1977 or newer bikes. 7. Required at speeds over 35 mph. 8. Required for 1978 or newer bikes. 9. Required under age 21. 10. Required for instructional permit holders. 11. Required for passengers. 12. Required for 1980 or newer bikes. 13. Required unless windscreen is 15 inches above handlebars. 14. Required under age 15-1/2.

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.





"Sorry, but I just quit smoking and just don't know what to do with my hands."

What's the difference between your ol' lady and your Hog?

Your ol' lady is still fully equipped when she's stripped.

Lee
Pothole, Pa.

Definition of *mistress*: what goes between a mister and a mattress.

Big John
On Top

A sure sign yer ol' lady's really flat-chested: when she lies on her back, she looks like a one-pocket pool table.

DeeCee
Club Fed

Whaddaya get when ya cross an owl with a clam?

A mussel that stays up all night.

T.B.
Vacaville, Calif.

The 85-year-old graybeard visited his family doctor and asked to be tested for AIDS.

"Why in the world do you think you need to be tested for AIDS?" asked the doc.

"'Cause I'm in the high-risk group," said the old bro.

Puzzled, the doctor pushed on. "What makes you think you're in the high-risk group? You don't do drugs, right?"

"Right."

"You're not homosexual, right?"

"No way."

"And you've been married to the same woman for over 50 years, true?"

"Exactly," said the graybeard, "and that's the reason I wanna be tested—see, we practice annual sex."

Del Thompson
Cowland

Poco was getting ready to putt down to the local watering hole when his scoot took a shit on him. Trying to help, his ol' lady suggested he borrow her Honda Gold Wing instead.

"Thanks, honey, but I can't—I'm havin' some eye trouble," he said.

"Whaddaya mean?" asked his ol' lady. "You weren't havin' eye trouble a second ago."

"I know, babe," said Poco, "but I just can't see myself ridin' a Honda."

Scott Preston
Oklahoma City, Okla.

Moose and Tina were on the dance floor when Tina spotted a familiar face at the bar.

"Moose," she said, pointing, "do you see that dude downing boilermakers over there at the bar?" Moose looked over and nodded, and Tina continued, "Well, he's been drinking like that for 10 years now, ever since I dumped him."

"Bullshit," said Moose. "Not even *that's* worth that much celebrating."

Joey
Scimitar City



"Still haven't found that missing bridge yet, huh, bro?"

Panhead Pete and his ol' lady were having one helluva heated argument when a team of horses happened by, pulling a heavy cartload of wood down the road. His ol' lady remarked, "Now look at that, Pete—so why can't the two of us get along and pull together like that team?"

"Because," replied Panhead Pete, "them horses have only got one tongue between them."

Cowboy
Beaumont, Texas

A young ventriloquist was playing a roadhouse in the Ozarks when he cracked a few hillbilly jokes, prompting a burly man to stand up and shout, "Ah'm gettin' a mite tired of these kinda jokes! Not all of us is stupid, ya know!"

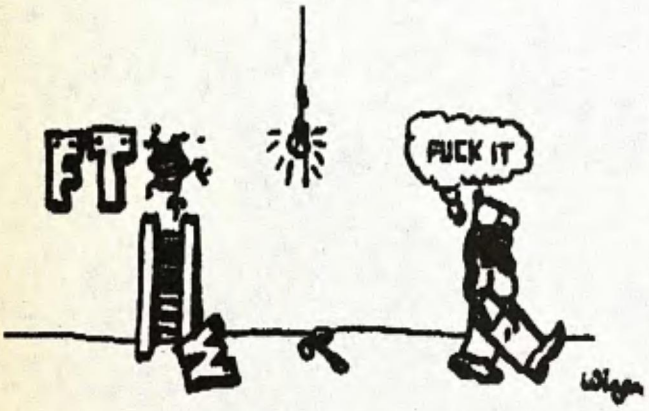
"Gee, I'm really sorry, sir," said the flustered ventriloquist. "Honestly, it was all in jest."

"Hey, shut up, mister!" the hillbilly snarled. "I ain't talkin' to you—I'm talkin' to that little smartass on yer knee!"

Dago
Inna Box



"You hafta admit, she's gotta better tone than that damned whiskey jug."



Then there was the bro who made a pretty good living by selling custom-made diaphragms at $50 a crack . . .

Haystack
Needling

Definition of *ambitious blonde*: A chick who knows what she wants but can't spell it.

Risky
Takin' Chances

We hear there's a new "doggie bra" coming out in lingerie shops—it's supposed to make pointers out of setters.

Death Dealer
Lurking

What's the best thing about living next-door to a group of Hare Krishnas?

You can always get a ride to the airport.

Shark
Simi Valley, Calif.

Spike called up his brother-in-law and said, "Say, buddy, I just got me a pit bull, and I thought maybe yer kids would like to come over fer a while and play with him."

"Gee, I don't know," said his brother-in-law. "I've heard pit bulls are dangerous. Does he bite?"

"Shit, man, that's what I'm tryin' to find out," said Spike.

Bob Ray
Shields Up



"Ol' Jake can't ride worth a shit, but he sure can twist a wicked throttle."



"How's the birds-and-bees lecture coming, Herb?"

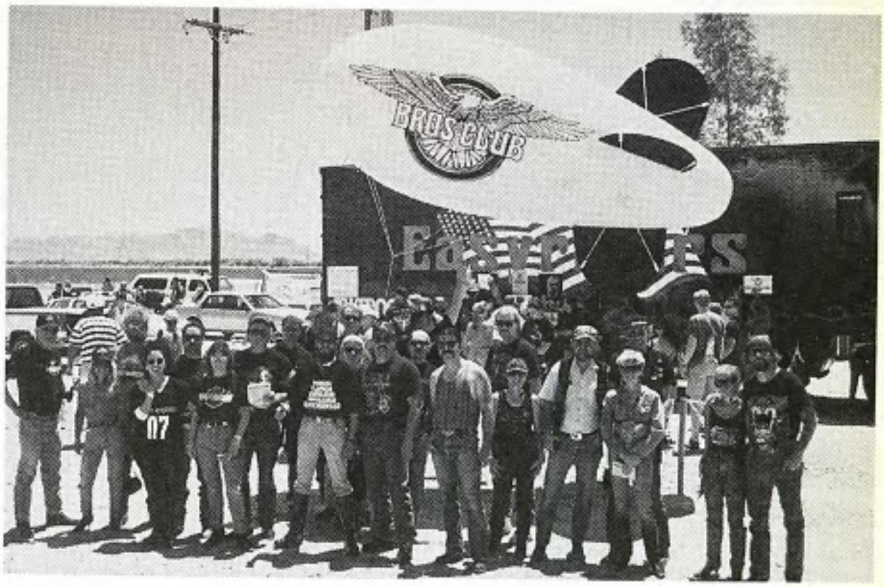
NEWS

BROS CLUB ATTACKED BY BAKED ZITI

Road Service Plan Saves Bros From Melted Cheese

If you happened to be at the recent *Easyriders* Bike & Tattoo Show in Middletown, New York, you couldn't have helped but notice the thick aroma of Italian cuisine coming from the Bros Club VIP area. All the Bros Club members in attendance at the Middletown Show were treated to a lavish spread of free baked ziti. Thanks to Robbie of Maxwell Concessions, the special Bros Club VIP area was kept stocked with this tasty Italian treat for the better part of the day. In fact, the Bros were challenged to eat all the baked ziti they could possibly consume. A few members expanded to several times their normal size before falling over in ziti-induced bliss. A special Bros Club thanks goes out to Robbie for making sure that the ziti kept a' comin'.





Road Service Plan:

The most exciting thing going on around here these days is the new Bros Club Road Service Plan. Offered at the very reasonable price of only $24.95 to Bros Club members, the Road Service Plan will appeal to just about every bro who ever rides more than a block or two from home.

The biggest benefit, of course, is the *free* Emergency Road Service provided by the Road Service Plan. Anywhere. Anytime. Even if you are stuck in your own driveway, one of the 12,000 Road America emergency road service providers will be dispatched to your location quickly. If a jump, gas, or air won't get ya going, the operator will load your bike onto his roll-back truck and take it anywhere you want. And the Bros Club Road Service Plan will pick up the bill—every time (up to $50 per occurrence, which covers most calls).

The Road Service Plan also includes a $1,000 bike theft and hit-and-run reward, a Bros Club collector pin, a $50 reimbursement for ambulance charges, a Bros Club jacket patch, and yearly rockers for your annual renewals. You can't beat the service—or the price. As they say, don't put it off until you wished you hadn't!

Cruisin' With The Scottsdale Group:

I pulled a "Rip" at our Casa Grande, Arizona, Rodeo. Which is to say that I rode into Scottsdale, a suburb of Phoenix, approximately 60 miles from the Rodeo. I led the ride from our *Easyriders* Store in Scottsdale, and, let me tell ya, it was a thrill and a half. To see and hear over 70 thundering Harleys rolling down the road was something to behold.

My friend, Gary Homan, rode along with me and shot two rolls of film. This was Gary's first Rodeo and run experience. Ol' Gary was like a kid in a candy store. He got some great shots of the run, as well as the actual Rodeo. Gary

"You Bros Club members have a ton of fun, man. Where do I sign?"

ran up to me at one point and said, "You Bros Club members have a ton of fun, man. Where do I sign?" Gary wanted to make sure he got his *Ridin' With Rip* guide book to the roads of America. I had an extra copy in my saddlebags and gave it to him. Gary is now one happy camper.

We rode into the Scottsdale store at about 9 a.m., where we were met by the store's owners, Myron and Cindi Larrabee. I took to these folks right off. Myron was on his 1989 Heritage Custom, which has won many Arizona Bike Shows. Cindi was ridin' her custom red, white and blue 1991 Fat Boy. The two of them together were quite a sight. In fact, Myron reminded me to tell all you Bros Club members or potential members in the Phoenix area to be sure to stop by or call him at (602) 947-4423. He and Cindi will be happy to answer any and all questions you may have about the Bros Club in Arizona. I was honored to meet many of the local Bros Club members on this run. After four cups of coffee and as many trips to the head, we were off to the Rodeo.

Flyin' High:

When you attend an *Easyriders* Rodeo, look for the Bros Club blimp to find the parking area. You'll not only see the *Easyriders* blimp, but our own Bros Club blimp, as well. Pretty soon, we'll have a whole damned Air Force!

—Al



The Bros Club® *Road Service Plan*:
Any time. Anywhere.
Just Call, Sign and Ride.
... and Bros Club® picks up the bill*– *every time!*

No matter where you are or what time it is, the Bros Club *Road Service Plan* gives Bros Club members access to over 12,000 providers of emergency road service nationwide. Just call the toll-free Bros Club *Road Service Plan* number and a truck will be immediately dispatched to your location. If a jump, gas or air won't get you going, the roll-off trucks and motorcycle-savvy operators are equipped to professionaly transport your ride wherever you want it taken. And the Bros Club *Road Service Plan* will pick up the bill* – everytime!

*(*Bros Club picks up to $50 per occurrence which covers most calls)*

With the Bros Club *Road Service Plan* you also get:

- ★ "Ridin' With Rip," the official Bros Club guide to all the great places where Bros Club members gather.
- ★ V.I.P. treatment at all *Easyriders* Rodeos, Bike & Tattoo Shows and other special events.
- ★ A Bros Club jacket patch (with annual renewal membership "rockers") so your Bros can find you in any crowd.
- ★ ...and an official Bros Club *Road Service Plan* membership card that's your personal ticket to worry-free riding, coast-to-coast.

All for just $24.95 to current Bros Club members – or, $29.95 per year, which includes your annual membership (or, renewal) in the Bros Club.
Don't put it off until you wished you hadn't. To join, call this toll-free number:

(800) 247-6246 operator 255
(24 hours – 7 days a week)

Or clip out and reutrn this coupon

☐ **YES,** I want all the special benefits of the Bros Club *Road Service Plan.*
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☐ **$29.95 (includes Road Service Plan and Bros membership)**

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☐ **Payment enclosed. Charge my:** ☐ **Visa** ☐ **Amex** ☐ **MC** ☐ **Discover**
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Signature: _____ **Exp. Date:** _____
must have

Mail to: Bros Club, P.O. Box 469060
Escondido, CA 92046-9060

WHAT'S HAPPENIN'

Here's Your Guide To What's Happenin' In Your Area In August And September

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

Arkansas
ANNUAL HANGIN' DICE NATIONALS—August 12-14, Fort Smith, Kay Rodgers Park/Harper Stadium, Kustom Kemps of America. Info: (417) 847-2940

Arizona
"TOO BROKE FOR STURGIS" POKER RUN & RALLY—August 12-14, Sharp Creek Campgrounds, Hwy. 260, Christopher Creek. Info: ABATE of Arizona (602) 678-4012

California
HOT AUGUST NIGHTS POKER RUN—August 6, Bakersfield, MMA. Info: (805) 392-0540

MOJAVE'S 2ND ANNUAL THINK GREEN CONCERT & BIKE RALLY—August 26-28, Del Sur Gardens, Lancaster. Info: (805) 947-2397

BIKE SHOW AND MUSIC FEST—August 26-28, Vietnam Vets MC, Pala Indian Reservation, Pala. Info: Mike (619) 752-1492

HOGS WOGGLE RUN—September 2-5, Bullard's Bar, Marysville Rd. Info: (415) 342-7606

GOLDEN STATE RENDEZVOUS—September 2-5, Paso Robles Fairgrounds. Info: Sarge (818) 361-0163

VALLEJO SWAP MEET—September 11, Vallejo Fairgrounds, MMA. Info: (916) 442-4727

GROUND-LEVEL THUNDER—September 11, Casa de Fruta. Info: Reg Kittrelle (408) 438-7882

Colorado
FOUR CORNERS IRON HORSE M/C RALLY—September 1-5, Ignacio. Designated as the National Motorcyclist Rights Conference. $6 per day/per person, $15 all four days. Info: (303) 247-0884

Florida
BIG BIKE WEEKEND—August 20-21, Cheyenne Saloon, Hwy. 17 South, East Palatka. Third weekend of every month. Info: (904) 328-9216

ANNUAL LABOR DAY BASH—September 2-5, Fort Slammer, Gateway Chapter of ABATE. Info: Rhino (904) 971-5332 or Kevin (904) 752-6731

Illinois
HOG ROAST & POKER RUN—August 20, Eastern Ill. ABATE, register at Mid-State Cycle, 1402 Hagan St., Champaign, 11 a.m. - 1 p.m. Info: (217) 384-8467

Kentucky
BOURBON CITY BASH II—August 26-28, Kentucky M/C Association/KBA State Rally, Nelson County Fairgrounds , near historic Bardstown. Info: Charley (800) 68-CYCLE (in KY) or Keat (502) 635-6921

Louisiana
H.O.G. FEST '94—September 2-4, Thibodaux Civic Center, Thibodaux. Info: (504) 447-1549

Michigan
MID-MICHIGAN M/C RODEO & SWAP MEET—August 12-14, Gratiot County Fairgrounds, Alma. Info: (616) 636-4122

13TH ANNUAL BENEFIT PARTY & DEAD ANIMAL ROAST—August 13-14, Iron Coffin MC, Marshall, Interstate 94 and 69. Info: (616) 964-2947

Minnesota
6TH ANNUAL STATE RALLY—September 3-5, ABATE, Gopher Campfire Grounds, 7 miles N/NE of Hutchinson. Info: (612) 444-7045

Mississippi
POOL TOURNAMENT—August 21, Shelby's Bar & Grill, 1 p.m., Airways and Shelby Drive, Memphis. Info: Shelby's (901) 398-3333, or (601) 342-4093

Montana
"A HARLEY RUNS THROUGH IT"—2ND ANNUAL STATE H.O.G. RALLY—July 29-31, Bozeman. Info: (800) 562-5476

MOON RUN—August 20, Northwest Chapter of ABATE. Info: Pete & Tuna 862-8223 or 862-3050

Nevada
POKER RUN—August 20, Las Vegas, sponsored by E-Z Riders M/C. Info: (702) 564-9310

New Jersey
ROAD KNIGHTS FUN RUN—July 31, Rainbow Airport, Carneys Point. Info: Mike (609) 678-3882 or Rocky (609) 299-0701

New York
RAIDERS MC PARTY—July 30, at the clubhouse on Bixby Hill Rd. 4 p.m. till ? Live band, draft beer, and camping included in the $10 cover charge. Info: (716) 492-3148 or 492-5715

ANNUAL BIKERS DICE RUN & PIG ROAST—August 6, Old Crow MC of Orleans County. Info: Carl (716) 682-4364 or Charlie (716) 659-8449 after 6 p.m.

NORTHEAST M/C DIRT DRAGS—August 21, American Legion, Rt. 62, Eden. Info: (716) 822-3227

5TH ANNUAL H.O.G. TOY RUN—August 28, meet at North-End Repair at 9 a.m. Info: (518) 563-4360

North Dakota
SILVER DOLLAR RIDE-IN BIKE SHOW—August 27, ABATE, Mandan. Info: (701) 663-5248

TERRITORY TOY RUN & BIKER RODEO—September 3-5, ABATE. Info: (701) 223-5609

Ohio
13TH ANNUAL RALLY—August 12-14, Cables Campground, Toronto, Ohio Valley BSA Owners Club. Info: Paul Atkinson (614) 264-1046

SUMMER BASH PARTY—August 19-21, Swordsmen MC. 75¢ draft beer, live music. Info: 382-8485

FREEDOM RIDE—August 21, poker run and pledge ride for MDA, Massillon. Info: 1-800-443-3233

Oklahoma
PARTY IN THE MOUNTAINS—Sept. 3-4, Eastern Oklahoma Road Riders Assoc. Info: (918) 423-0332

Oregon
2ND ANNUAL IRON HORSE RODEO—September 3-5, Lake Selmac. Info: (503) 479-7466

BEAVER CREEK BUST—September 10-11, Beaver Creek. Info: (503) 632-6248

Pennsylvania
DAVID ALLAN COE CONCERT—August 20, Mountain Springs Camping Resort, Shartlesville, District 9 ABATE. Info: Bill Fidler (610) 376-2860

S.I.D.S. FOUNDATION POKER RUN & PARTY—August 20-21, Kendall Farm, East Millsboro. Info: (412) 785-8731 or (412) 246-8004

4TH ANNUAL RIDE FOR A NEW LIFE TOUR—August 27, Lions Club-Sky Lodge, DuBois. Info: Elliotts (814) 427-2744 or DeHaven (814) 375-4320

FALL DOWN BALL—September 3, Adamstown Rod & Gun Club. Info: Moon (215) 686-4329

South Carolina
'94 AMA DISTRICT 29 RACES/ULTRA SERIES 11—September 4, at Sandhills, Chesterfield. Info: Jack Hurst (803) 623-2036

South Dakota
STURGIS RALLY & RACES—August 8-14

BUFFALO CHIP CAMPGROUND CONCERT SERIES—August 8-13. Info: (605) 892-2200

10TH ANNUAL POKER RUN—August 13, ABATE of Sumter County. Info: Mike (803) 494-3185

'94 AMA DISTRICT 29 RACES/ULTRA SERIES 11—September 4, Sandhills, Chesterfield. Info: Jack Hurst (803) 623-2036

Texas
ANNUAL HOT FUN SUMMER RUN—August 19-21, Longriders MC, TMRA #295, Coffee City, Tyler. Info: Red (903) 566-6055, Elaine (903) 566-2983

CELEBRITY RUN & BIKE SHOW—August 28, Texas M/C Rights Assoc., Lynn Creek Park, Joe Poole Lake, Arlington. Info: Jeff (214) 337-7097

Virginia
2ND ANNUAL THE MIAMI PROJECT TO CURE PARALYSIS—August 14, Payne's Biker Cafe, 5 North King St., Leesburg. Info: (703) 777-9768

7TH ANNUAL MDA WRAP-UP—September 4, Payne's Biker Cafe, Leesburg. Info: (703) 777-9768

Washington
DOG DAZE—August 20-21, Okanogan County Fairgrounds, Okanogan. Info: (509) 826-5510

All-Harley Drag Racing
For complete drag racing event coverage and information see *Biker* magazine.

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

Easyriders Events:

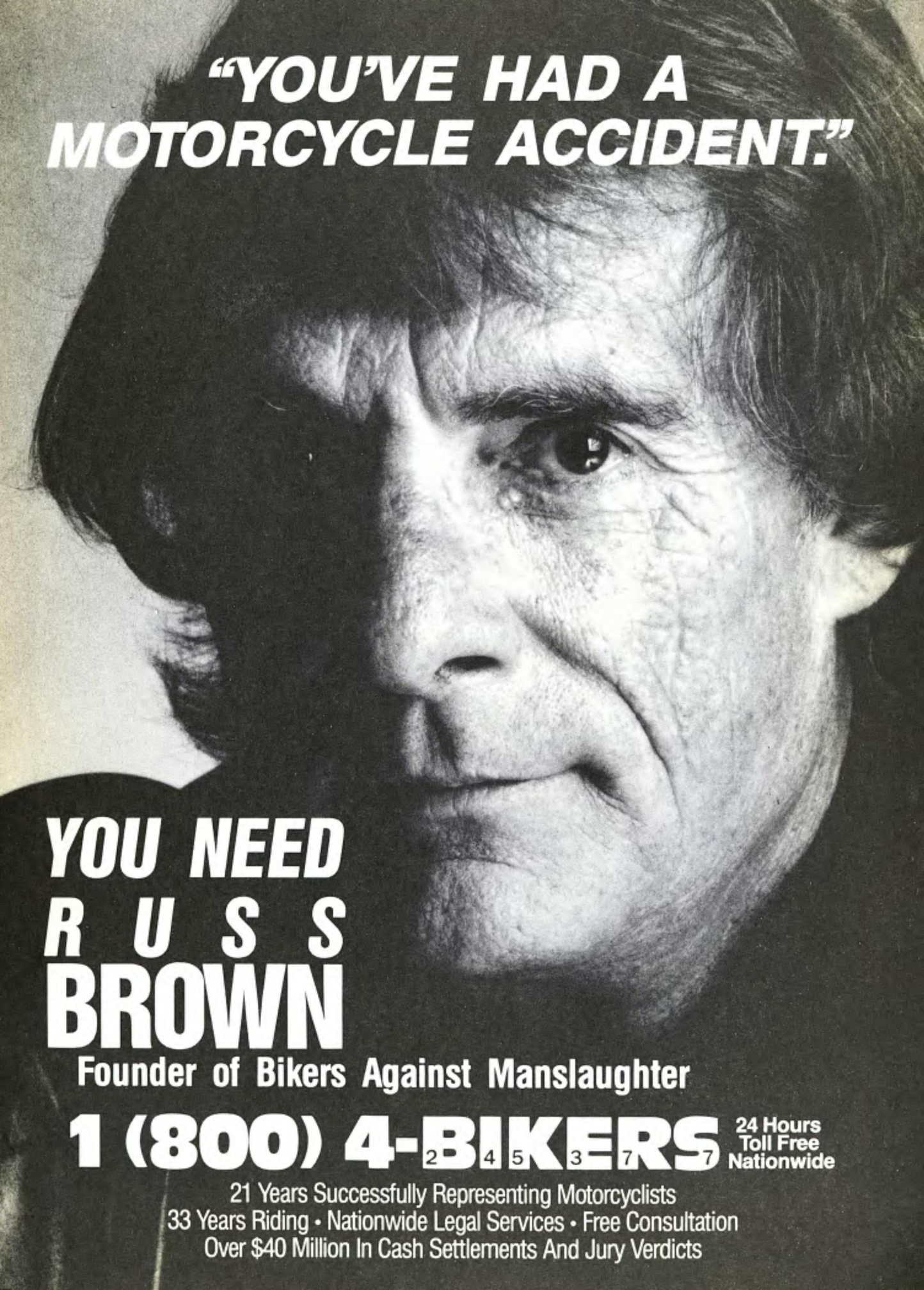
EASYRIDERS RODEO—August 19-21, Fowlerville Fairgrounds, Fowlerville, Michigan. Info: (818) 889-8740, ext. 281

EASYRIDERS RODEO—September 2-5, Ross County Fairgrounds, Chillicothe, Ohio. Info: (818) 889-8740, ext. 281

EASYRIDERS RODEO—September 16-18, Grundy County Fairgrounds, Morris, Illinois. Info: (818) 889-8740, ext. 281

EASYRIDERS RODEO—September 23-25, Iowa State Fairgrounds, Des Moines, Iowa. Info: (818) 889-8740, ext. 281

EASYRIDERS RODEO—October 7-9, Kitsap County Fairgrounds, Bremerton, Washington. Info: (818) 889-8740, ext. 281


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TECH TIP

LIFT TECH *A Staffer-Designed Bike Stand*

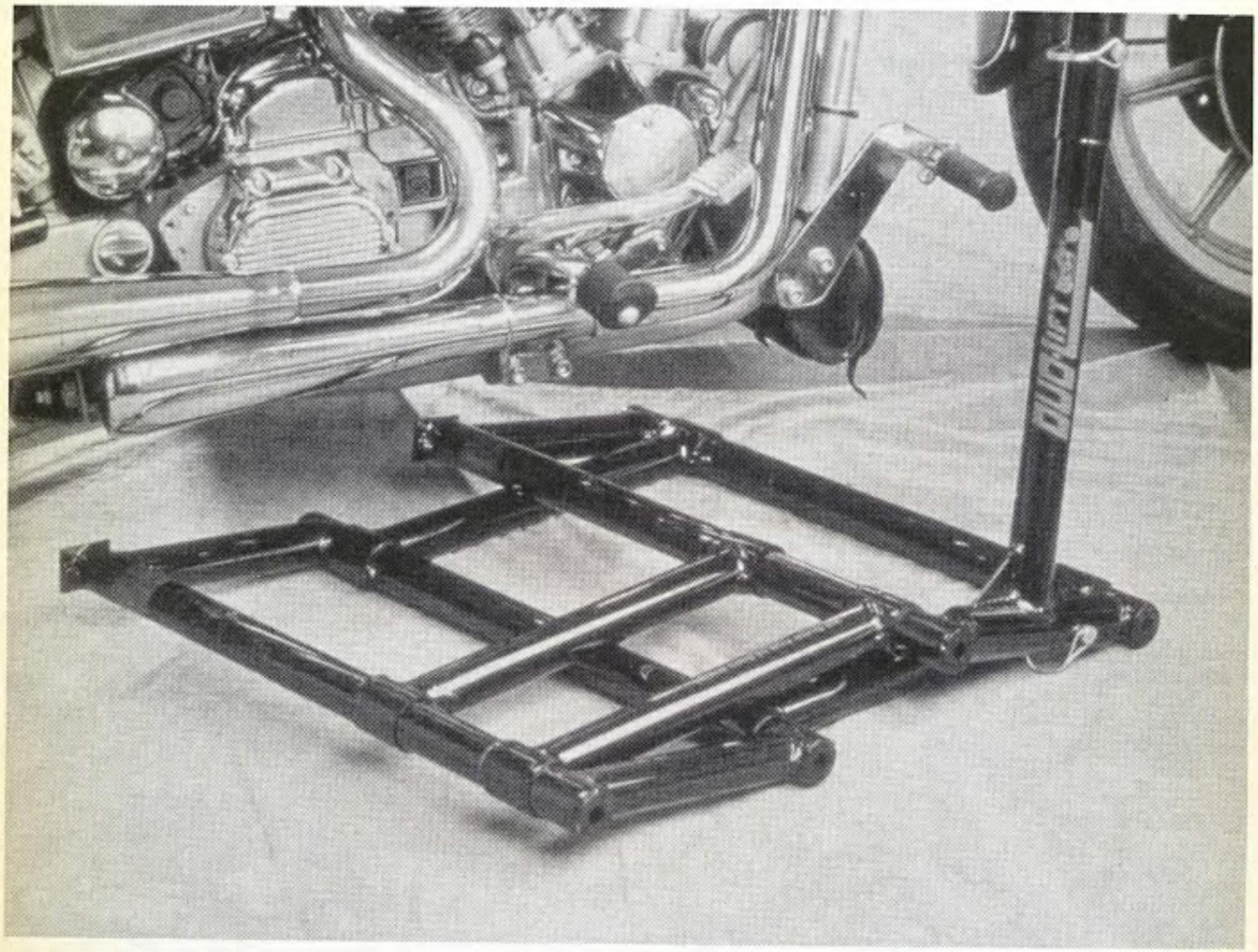


Photo 1

What's the worst job in the world? Mowing the weeds in your back yard? Hot-patching the roof on your shack? Convincing your clapped-out cage to start on a rainy morning so you can get to work?

Naw! The very worst job in the world is trying to work on your bike while it's leaning on the sidestand. There's not very much you can do without getting it upright and with at least one end of the critter up off the ground. The second worst job is trying to get your scoot up on a milk crate by yourself—and it's not much easier with someone helping.

It seems like there's always something that's gotta be done. And changing a tire, replacing the chain, servicing the suspension, removing the front end, and most other repair jobs are all better done with the scoot in the air. Then there's the part about cleaning

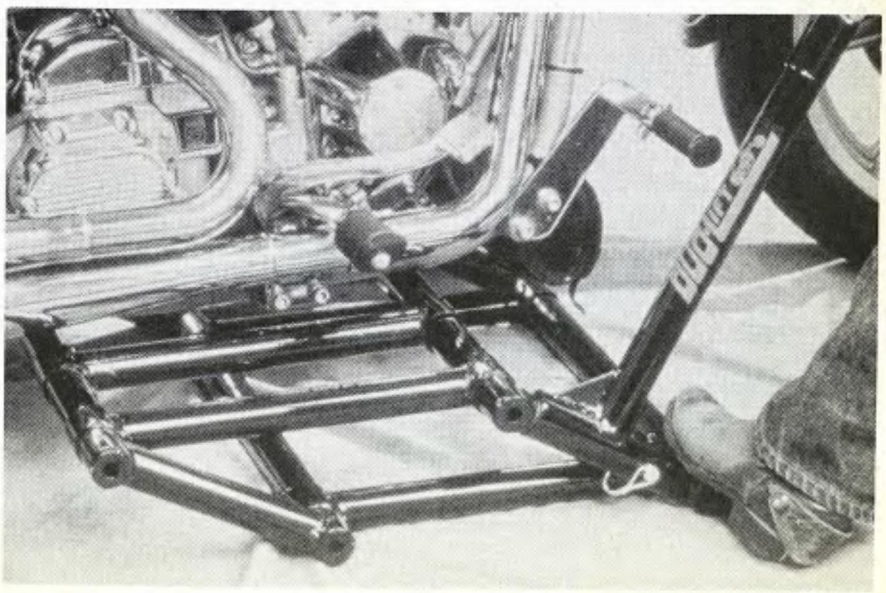


Photo 2

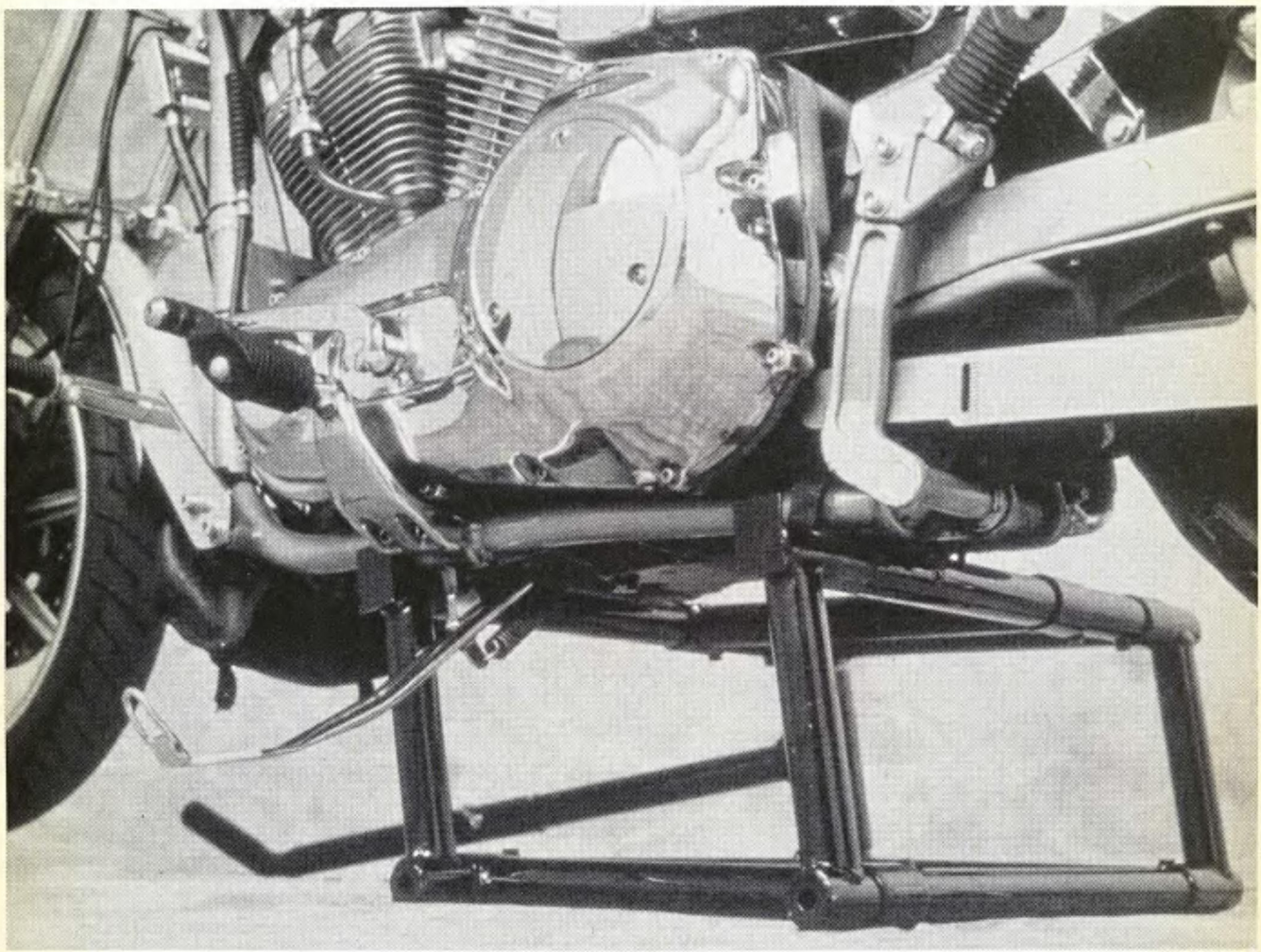


Photo 3

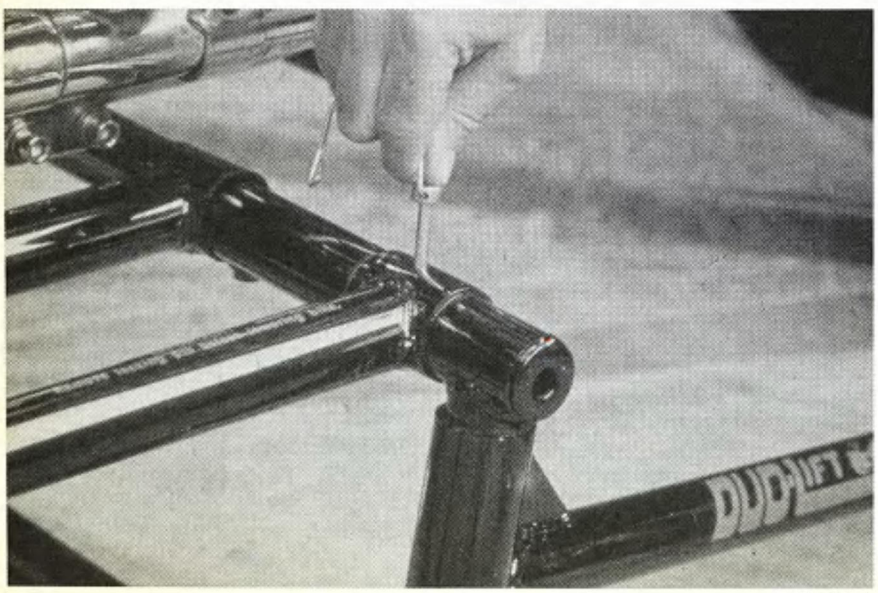


Photo 4

underneath your scoot; you know, the part you can't get to, where everything from road scum to rabbit fur collects. The good news is that somebody else thought so, too. And the even better news is that they did something about it. The result of much trial, error, and . . . ummm . . .development . . . yeah, that's it, development . . . is the mechanical marvel of the 20th Century: the *Easyriders* Duo-Lift (photo 1).

Designed by *Easyriders* Event Director Al Sherman, the American-made Duo-Lift makes working on your ride a lot less of a pain than it used to be. The Duo-Lift evolved from the Easy-Lift, a single-stage jack which elevates one end at a time and is still carried in the *Easyriders* Products catalog. It's not like you can wrench on or clean the bottom of your bike from a standing position, but at least you won't have to →



Photos: Doug Mazell

stand on your head anymore. Plus, having both wheels off the ground at the same time makes cleaning them a helluva lot easier, too.

Will it fit my bike, you ask? My Hog's low, it's heavy, and it's got pipes that hang down below the frame. No problem. Only 3 inches high in the "down" position (photo1), the unique tubular steel Duo-Lift is compact enough to slide easily under all Harley models and adjustable enough to fit even Dyna Glides with their center-mounted sidestand (photo 2). It's strong enough to hold a full dresser and there's even an optional lift bar that makes elevating bikes with extended front ends an easy operation.

The cleverly designed, compound-leveraged Duo-Lift just picks up your motorcycle and holds it there, 10 inches off the ground

Gettin' it up is a piece of cake (the ol' lady will like that). You just stand your scoot upright, slip the lift under it, and push on the handle. The cleverly designed, compound-leveraged Duo-Lift just picks up your motorcycle and holds it there, 10 inches off the ground (photo 3), locked into place and safe as a baby in its mother's arms* (photo 4).

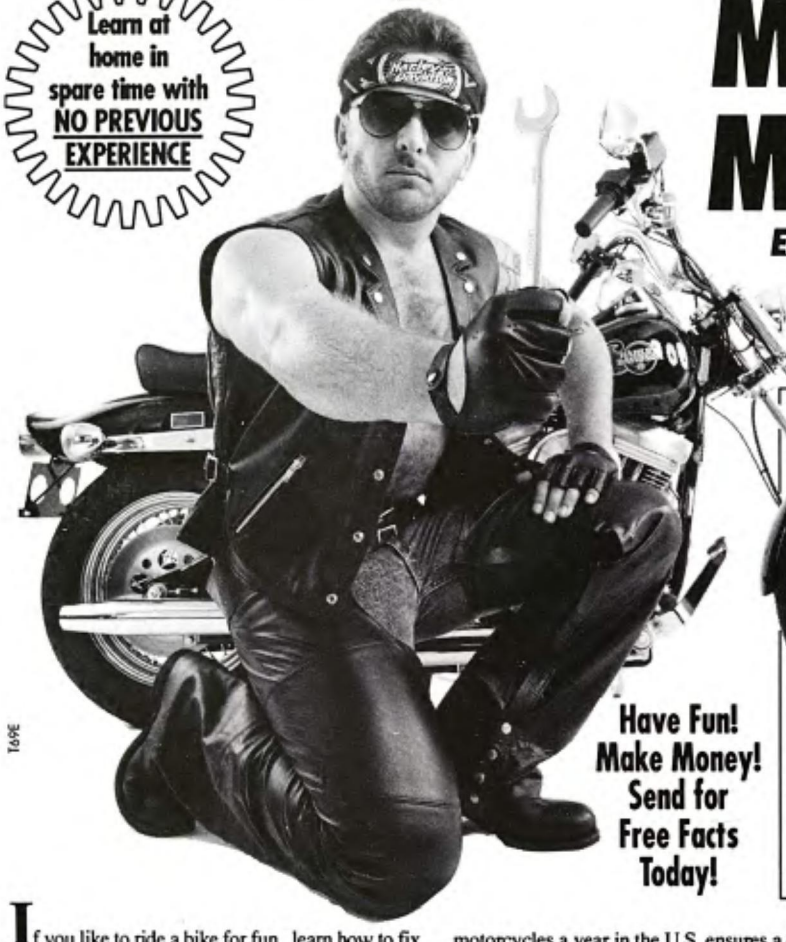
What's the bad news? Well, the bad news is that all your bros are gonna want to borrow your Duo-Lift to work on their bikes. So when you need to use it, it'll be over at somebody else's house. Oh well, there's a downside to everything.

—Truckdawg

**A couple of cautions: It's not a good idea to do heavy repairs on the lift without securing the bike to the lift or to the ground. Also, running the bike while it is elevated on the lift is not a safe or good idea. Either of these actions could cause the bike to slip off the stand.*

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3691

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Motorcycle sales mean profits for repairmen

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

Motorcycle shops employ qualified mechanics

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

More girls—more bikes each year

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

You'll be the center of attraction in your circle of friends...

Enjoy the admiration of friends and neighbors as they flock around to watch you tear down and tune up all kinds of motorcycles. And just think of the satisfaction in knowing you've got the best performing bike in town. Plus, you can make extra dollars fixing motorcycles for friends and neighbors.

Start your own cycle repair business

Your future as a motorcycle mechanic is in your own hands. You can decide for yourself whether you want to work for someone else or get into your own cycle repair business. Start in your spare time repairing cycles for friends and neighbors—or get a job with a motorcycle shop! After you've been a working mechanic, you can decide whether you want to start your own motorcycle repair business.

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Yes! Rush me FREE FACTS and color brochure that tell how I can train at home for a great career as a Motorcycle Mechanic! I understand I am under no obligation. No salesman will visit me.

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City/State _____ Zip _____

Phone ( ) _____



Sandy Burnham, Odessa, Florida

1979 Harley-Davidson FLH

Sandy Burnham and her husband, L.A., are most definitely two for the road. In the early '80s they made a living driving tractor trailers across the country. After that, they lived in a converted '55 Chevy schoolbus, making the East Coast motorcycle swap meet circuit, where Sandy sold silk-screened T's and L.A. bought and traded bike parts. But after four years of living on the road, Sandy decided it was time to rest her traveling bones in a place with more square-footage of breathing room. So Sandy stayed home while L.A. went back to cross-country trucking.

It wasn't long before that arrangement wore on her. They had been road partners for so long that losing him for weeks at a time was too much for her to take. To keep him at home, Sandy made the ultimate sacrifice: She sold her Super Glide so he could finance a dump truck and keep the hauling closer to home.

The partners were back together again, and, with Sandy handling the books and L.A. behind the wheel, their business took off. But L.A. never forgot Sandy's sacrifice. One day he cruised by Caribbean H-D and spotted this lavender and cream FLH in the window. Before long, it had her name on it.

These days, when she's not riding with L.A., her Women In The Wind sisters, or her fellow ABATE members, Sandy cruises her shovel to and from college, where she's studying to become a physical therapist. The wheels keep turning for this gal. —2 Step

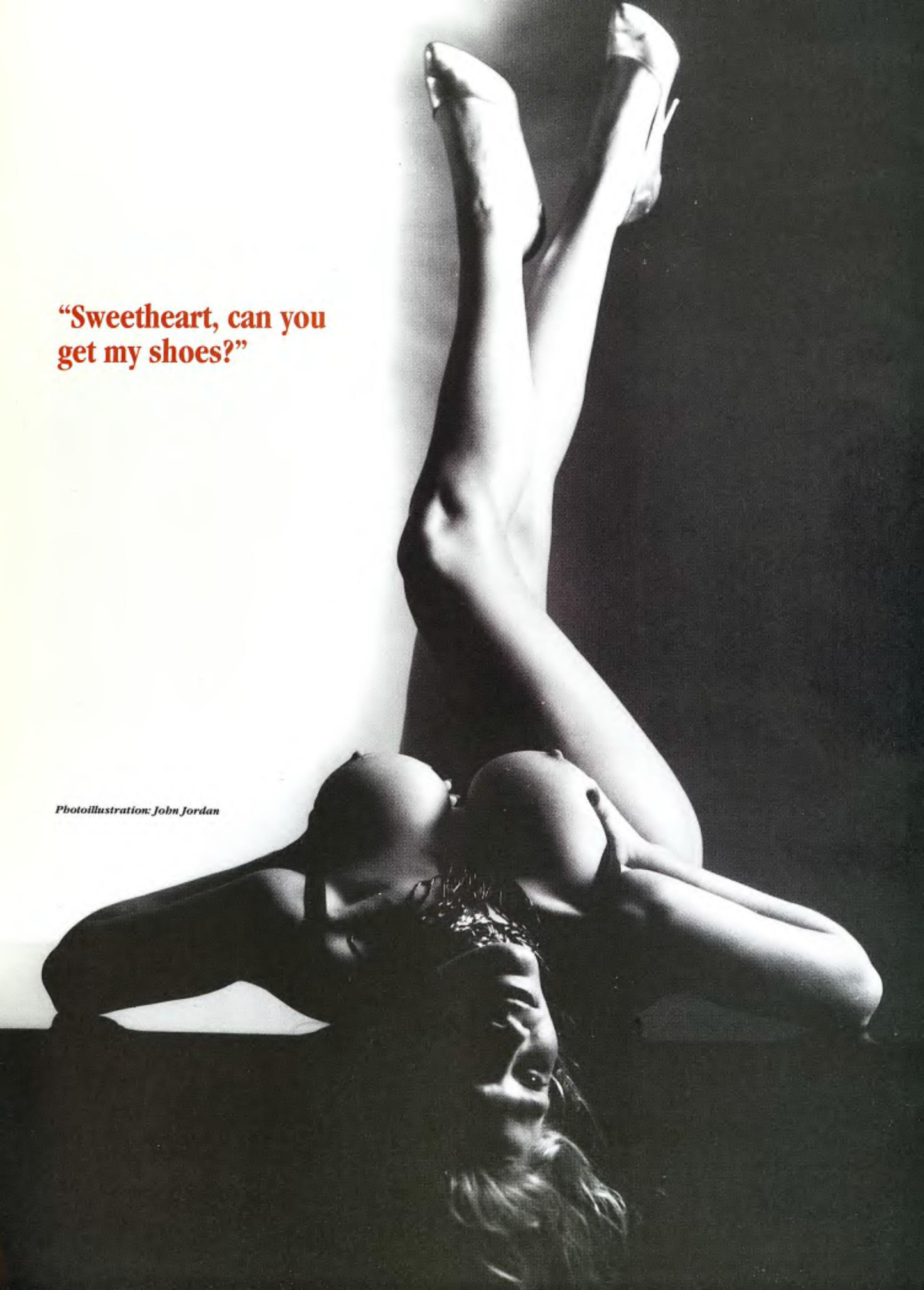
General	**Forks**	
Fabrication: Richard Greenberg	Type: wide glide	
Year and make: 1979 H-D	Builder: H-D	
Model: FLH	Special features: none	
Chroming: lots	**Accessories**	
Engine	Bars: H-D	
Year/model: 1979 Shovel	Lights: Ness	
Rebuilder: Richard Greenberg	Gas tank: 5-gallon	
Displacement: 80 cubic inches	Oil tank: stock	
Transmission	Seat: custom	
Shifting: foot	Other: saddlebags, leather handgrips	
Trans sprocket: 23-tooth	**Wheels**	
Wheel sprocket: 49-tooth	**Front**	**Rear**
Finish	Size: 16-inch	Size: 16-inch
Painter: good ones	Tire: Dunlop	Tire: Dunlop
Color/type: lavender/pearl	Brake: H-D	Brake: H-D
Special paint: silver pinstripe	**Special thanks:** to my husband L.A. for always being there and for keeping my bike running.	
Frame		
Year/builder: 1979/H-D		
Type: FLH		
Alterations: none	**Photos:** Pat Randle	







"Sweetheart, can you get my shoes?"



Photoillustration: John Jordan

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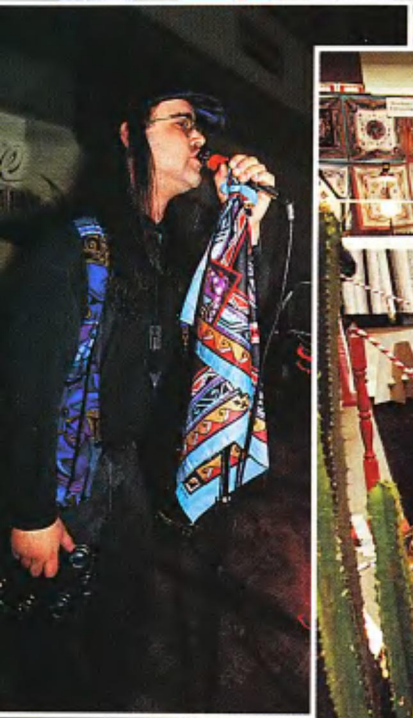
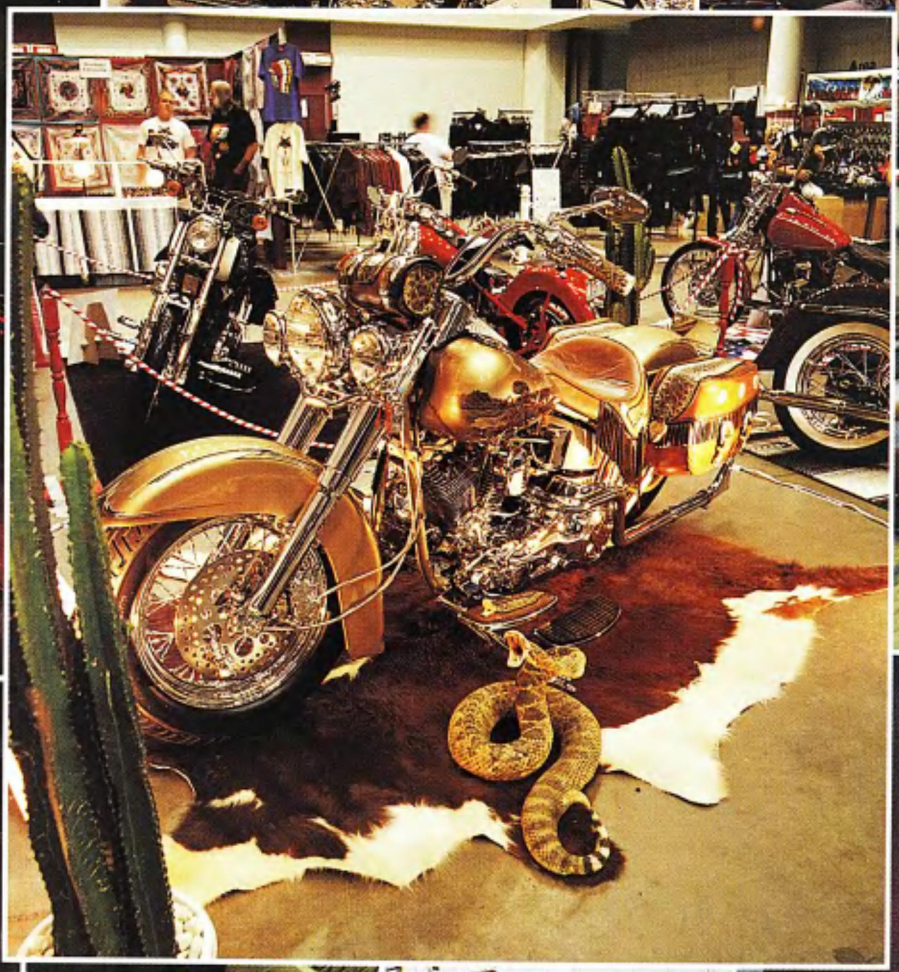


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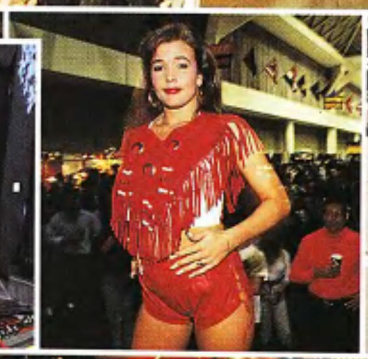
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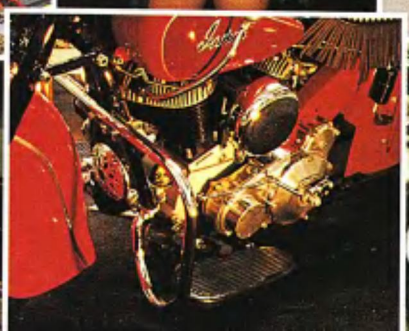




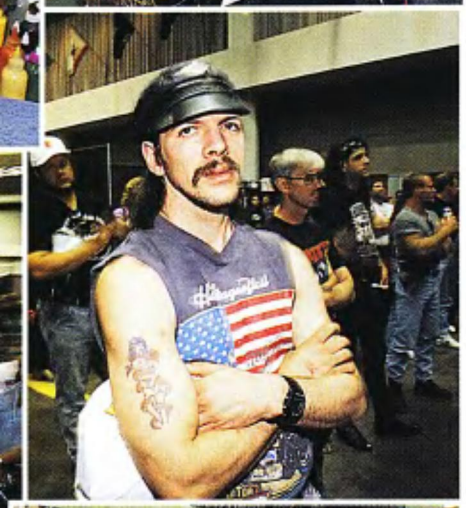







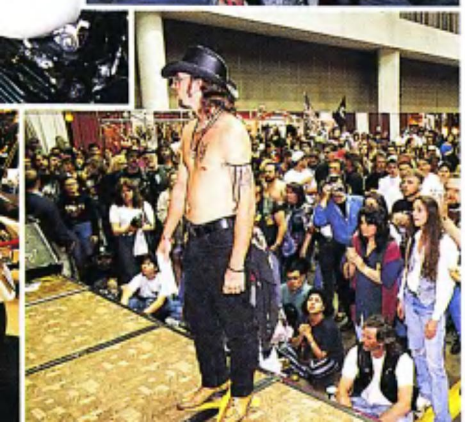












CHARLOTTE
BIKE AND TATTOO SHOW

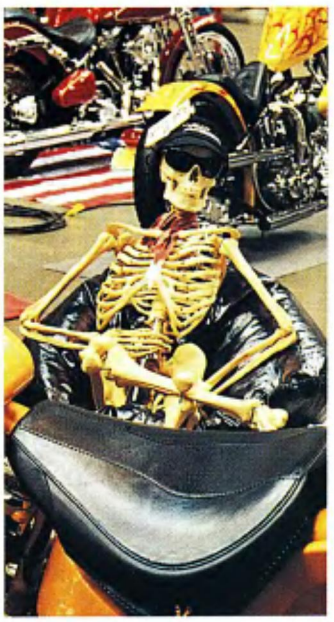
A Show Of Southern Hospitality

It was early Friday morning. We rolled out of the sack to meet an overcast sky and headed for the caffeine dispenser. We were on the way to the Charlotte Convention Center and our first annual *Easyriders* Bike and Tattoo Show in North Carolina.

The downtown area was quiet, stark, and concrete. Unlike many inner-city areas across the country, this one appeared reasonably safe for a night on the town.

A slight female security guard opened the double doors to offer us our first glimpse of the center, and we wandered into a clean, broad, well-decorated room. The massive 30,000-square-foot area was empty and library quiet. Like a barren concert hall before the crew builds the stage, this arena was cold and bleak—booth partitions and magazine and sponsor banners notwithstanding. Being new to North Carolina, we experienced a slight twinge of the unknown. What surprises did this show have in store for us? What would the bikes be like? And the vendors and the crowd?

We pulled a table in place to check in bikes, sipped coffee, and waited. Nelson Graves was the first one to saunter into the room. He described his bike as a Morgan replica with a Shovelhead motor for power. I nodded in a daze—if this was any indication of the caliber of creativity, we were in for a wild display. I wouldn't be disappointed.



Radical rides rolled in from as far away as Florida, New York, and Pennsylvania. Throughout the day, we assisted bike owners in setting up a variety of displays, featuring everything from snakes, to a tribute to James Dean, to tombstones, to classic antiques. Over 60 unique machines packed the building with sparkling chrome, pearlescent paint, and innovative components.

The builders were a concerned, eclectic bunch, ranging from owners of advertising agencies to mercenaries. By the end of the weekend we had made 60 new friends.

Charlotte, North Carolina, didn't let us down; it rolled out its legendary Southern hospitality that weekend to host three solid days and nights of nonstop action.

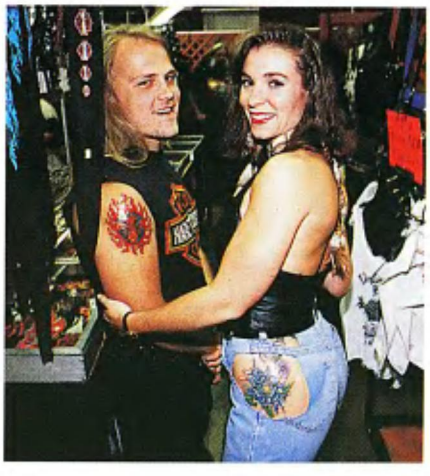
The event featured foot-stomping music from The Blues Crew, fashion shows, door prizes, →

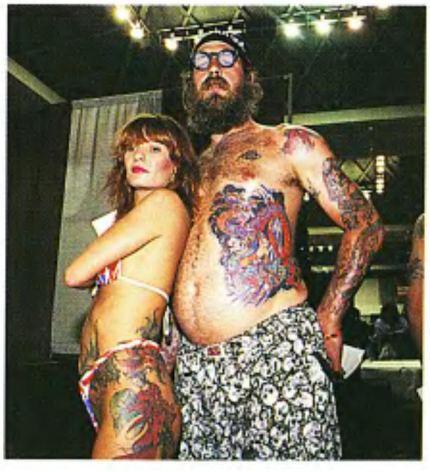
tattoo competitions, bike voting by the spectators, leather-laden vendors, the constant buzz of tat artists applying their trade, hot chow, cold drinks, and a fine display of Southern iron. Bike owners and spectacular skin art entrants competed for trophies, cash prizes, and a chance to compete at the Invitational competition in Columbus, Ohio, in February 1995. Bike owners sweated it out for "Best of Show" trophies, which automatically earn each winner a much-coveted bike feature in a future *Easyriders* or one of her sister publications.

The concept behind these shows is to bring the magazine's staff and photographers closer to the bike builders around the country. We realize that all motorcycle riders don't have the wherewithal or talent to build show-quality scoots. That's why each bike on display represents thousands of new ideas, and the owners are there to share their enthusiasm and knowledge with the aspiring builder. It's a great opportunity for enthusiasts to learn from the masters firsthand.→












SKIN DEEP


Color Blast

We plan to pump up the 1995 tour with more bike classes

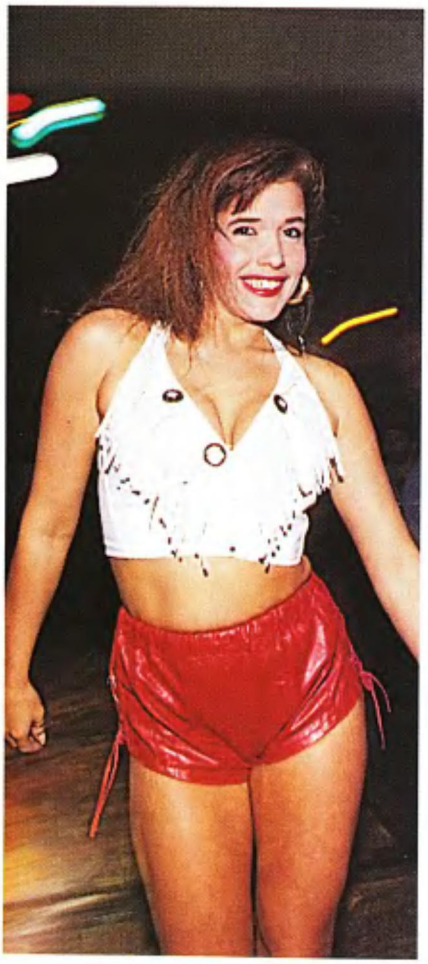
Fueled by the incredible success of this year's Bike And Tattoo Shows we plan to pump up the 1995 tour with more bike classes, a judged class, more trophies and prizes, and more action throughout the show. We will also move a display of nationally recognized bikes from show to show to raise funds for Juvenile Diabetes. Look for the latest parts from major distributors and manufacturers. Finally, the Charlotte show will be housed in a sharp new facility less than a mile from the old one.

Believe me, it's a pleasure to attend these shows; I get to see what bike builders are doing throughout the country and party with the people who make the lifestyle what it is today. I appreciate the hospitality.

—Bandit



Photos: Mike Lichter





Easyriders Bike And Tattoo Show Tour

Charlotte, North Carolina April 8-10, 1994 Bike Show Winners

Best Of Show

1st: J.D., Ft. Lauderdale, Fla., 1993 Heritage
2nd: Cyril Huze, Boca Raton, Fla., 1992 Fat Boy
3rd: Mike & Glenda Cruze, Fairview, Tenn., 1963 FLH
4th: Billy VanStory, Fayetteville, N.C., 1989 FXRS
5th: Charles King, Clemmons, N.C., 1991 Heritage Softail

Blockhead

1st: Joe Fisher, Herndon, Va., 1988 FXRS Low Rider
2nd: Pamela K. Owens, Welcome, N.C., 1992 FXSTC
3rd: Chuck Fishel, Mt. Airy, N.C., 1994 Custom Pro-Street Springer

Shovelhead

1st: Randy Simpson, Lynchburg, Va., 1979 Premier Custom.
2nd: Kim F. Todd, Burlington, N.C., 1977 FXE
3rd: Steve Fischer, Franklin, Ky., 1982 FXWG

Panhead

1st: Lanny Kiser, Concord, N.C., 1949 H-D
2nd: Don Butler, Greensboro, N.C., 1950 H-D
3rd: Avon Smith, Charlotte, N.C., 1950 Rigid Chopper

Knucklehead

1st: Randy Simpson, Lynchburg, Va., 1938 EL Premier Custom.

Sportster

1st: Brad Barrett, Kannapolis, N.C., 1988 H-D
2nd: Marc McClave, Durham, N.C., 1992 H-D XLST-R.
3rd: Terry Campbell, Forest City, N.C., 1986 H-D

Restored

1st: Bruce Cook, Mooresville, N.C., 1947 Indian Chief.
2nd: Marlin Hood, Stanley, N.C., 1964 Sportster XLCH
3rd: Gregory Paul France, Davidson, N.C., 1959 Duo Glide.

Editor's Choice

Nelson L. Graves, Charlotte, N.C., 1935 Morgan 3-Wheel "Replica."

Tattoo Show Winners

The event also drew top tattoo artists including: Blue Macon Body Art, Ocean Isle Beach, North Carolina; Carolina Tattoo, Greensobro, North Carolina; Savage Heads, Raleigh, North Carolina; Jazzy Jeff with State of the Art, Canton, Ohio; and, the Personal Art Studio, Cumberland, Maryland.

Male

1st: Garland Black, Brunswick, Ohio.
2nd: Danny Jones, Inman, S.C.
3rd: Joe (NUTT) Nunn, Raleigh, N.C.

Female

1st: Kat Wilson, Ocala, Fla.
2nd: Sylvia Campbell, Oak Ridge, N.C.
3rd: Danielle Milloway, Frederick, Md.

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HALL O' FAME

For Brothers And Sisters Who Stand Out In A Crowd

Steven H. Fleck

Belfair, Washington



Photo: Steve Zugschwerdt

Despite a terminal heart condition, Steven Fleck is makin' a 10,000-mile putt on his Sporty in hopes of raising money to help others—like himself—who are victims of a deadly heart disease.

The 46-year-old bro, afflicted with a fatal heart muscle dysfunction called cardiomyopathy, has come to terms with the fact that his days are numbered, and he doesn't pull any punches when it comes to takin' stock in his part of inflicting many hard years of redlinin' his own life pump. Steve's already lived longer than any doc deemed possible. But instead of kickin' back, waitin' for the Grim One to come knockin', he's doin' something with his remaining months on earth that can make a difference. All donations for his Heart Rider fundraiser ride will go to the American Heart Association. —Clay Dog

Donations: Heartrider, Amer. Heart Assoc., 16 Tacoma Ave. N., Tacoma, WA 98403

Mike "Animal" McPeek

Gilliam, Missouri

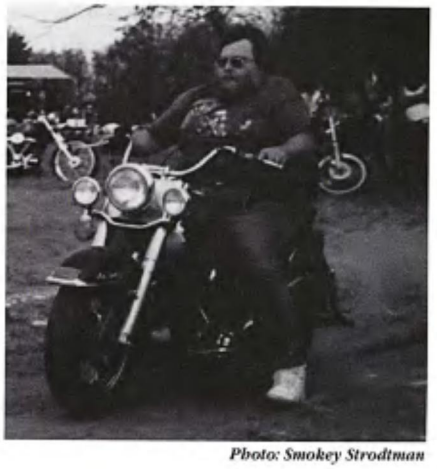


Photo: Smokey Strodtman

In 1980, a group of 12 motorcyclists met in the home of Mike "Animal" McPeek, in South Kansas City for the purpose of forming an organization to repeal the state's mandatory helmet law and to defend the rights of all motorcyclists in the state of Missouri.

Animal had previously been involved in other MROs and felt there was an impending need for a new group to solve some of the problems of the past. He then spent the next year in the saddle of his Electra Glide traveling across the state and going to swap meets, parties, and other biker-related functions to spread the word about his newly formed MRO called "Freedom of Road Riders, Inc., of Missouri." FORR owes Animal a big *thank you* for his 15 years of tireless service to our organization and for planting that initial seed which grew into a mighty oak with over 2,000 branches.

—Ed "Smokey" Strodtman
FORR Missouri

Frank Robinson

Elkville, Illinois



Illustration: Jon Towle

Frank Robinson, 43, is accustomed to overcoming odds. Twenty-two years ago Frank was hit by a train and confined to a wheelchair for the rest of his life. But even back then, the first thing Frank did when he got out of the hospital was hacksaw two Harleys in half in order to build his own custom scooter, with a special sidecar to haul around his wheelchair. Then the innovative bro hacked down a couple trees in his backyard and built an underground house—complete with his own custom cabinets, plumbing, and "stand-up gizmo" that includes a car jack and wheels to get him where he wants to go.

Recently, some kids broke into his vacant shop, tore it apart, and got caught by a big, long-haired, fully sleeved biker in a wheelchair. Frank read them the riot act, all right, but instead of turning the troubled kids into the authorities, he put them to work—fixing the place back up and turning it into their very own neighborhood clubhouse.

Thanks to Frank Robinson's hard work and generous heart, along with help from local chapters of ABATE, these kids from struggling families now have a place they can call their own.

—Clay Dog

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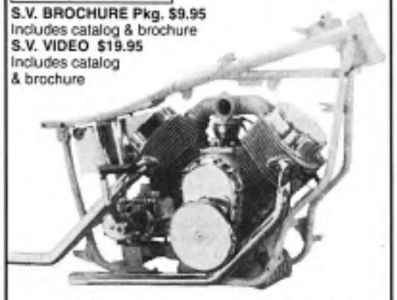
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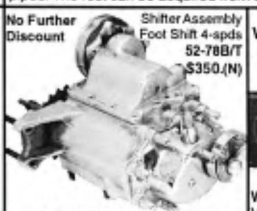


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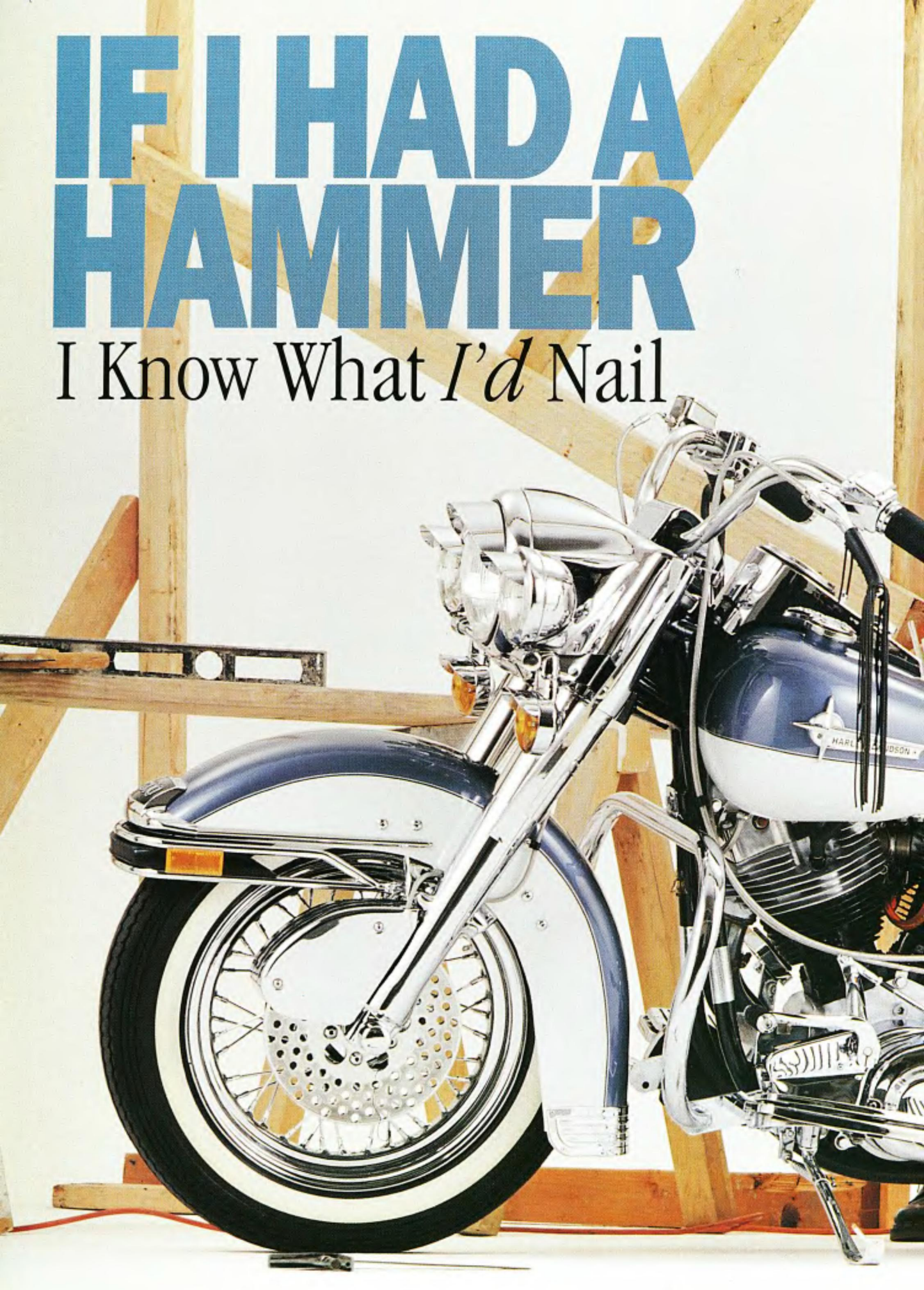


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Wally's do-it-right-or-don't-do-it



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Invitational Show, Columbus, Ohio, Feb. 1995

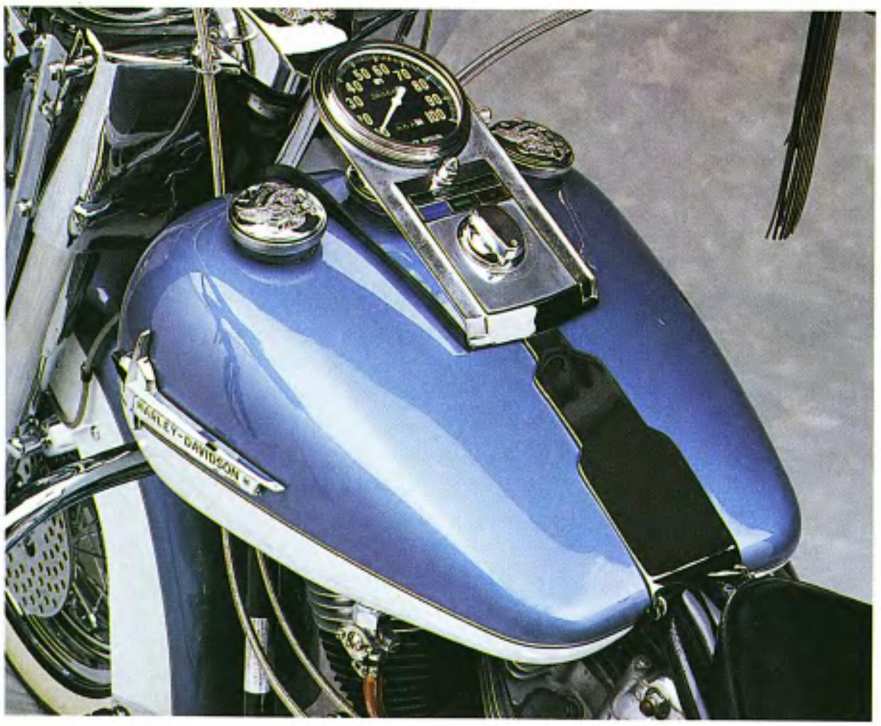


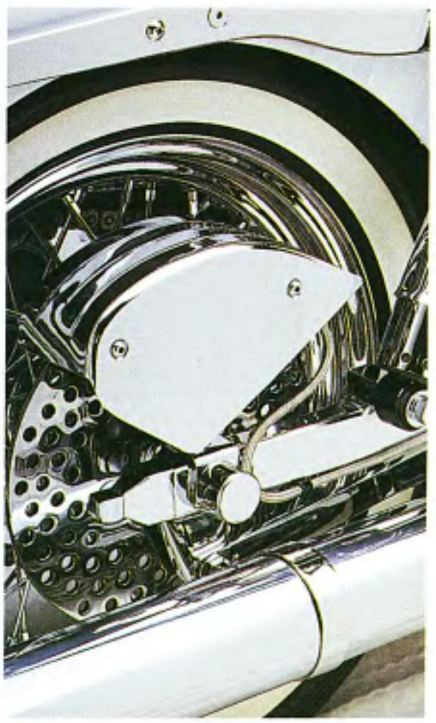


credo permeates all areas of his life, from the daily practice of his construction skills, right down to his eating habits. This guys ties on the feed bag once an hour, at a minimum—twice if he can arrange it. Wally gobbles grub like a big-inch Harley gulping gas by the 55-gallon drum. The sheer volume of vittles he consumes would give most guys the classic "Bubba" profile—you know, looks like at any moment the pent-up waters of Lake Lardass might break open the ol' Denim Dam to spew a flash flood of guts all over the countryside.

But Wally's a bodybuilder, and lifting weights keeps him in the same road-ready shape as his '79 shovel—lean, mean, and ready for action. His secret is knowing what's gliding down his gullet as →









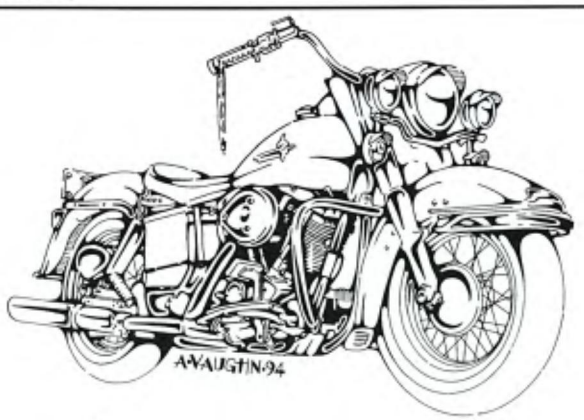
well as he knows what's bein' sucked into the cylinders of his scoot. Also keepin' a knowledgeable eye on Wally's diet is his wife Kathy, who manages a high school cafeteria. Kathy says she's ready to graduate to a scoot of her own—no more sitting on the rear fender for her.

Wally has the distinction of sponsoring his own poker run. This year marks the 4th Annual Wally Run for Fun. From its modest beginnings, the event has mushroomed into a full-bore bash with more than 200 participants. Riders are treated to a head-turnin' putt that winds through Sonoma County, California, Wally's home turf. The run has everything—sweeping turns through sensational scenery, oxygen-overloaded fresh air, and some throttle-twisting straight-aways for those who like to fast forward through the scenery.

And finally, if you admire the craftsman's touch in houses and motorcycles, you're bound to love the build on our fabulous Fox, Summer. Like a rare artifact made of exotic wood, this kind of construction deserves special attention, whether you're drillin', fillin', or just droolin'.

—Buster

Owner: Wally Sosa	**City:** Cotati, California	
General	**Frame**	
Fabrication: owner	Year: 1979	
Year and make: 1979 H-D	Builder: H-D	
Model: FLH	Type: swingarm	
Value: 16 grand	Rake: stock	
Assembly by: owner	Stretch: none	
Time: lots of days and nights	Other alterations: none	
Chroming: Carrera Plating	**Accessories**	
Engine	Bars: buckhorn	
Year: 1979	Risers: nope	
Model: Shovelhead	Mirrors: stock	
Rebuilder: nobody	Grips: soft cushion	
Ignition: points	Fender(s): fatbob	
Displacement: 1200cc	Headlight: round, with spots	
Lower end: Harley	Taillight: rectangular	
Balancing: factory	Speedo: Police Special	
Pistons: H-D	Front pegs: CCI	
Cases: original	Rear pegs: chromed KüryAkyn	
Heads: stock	Electrics: 12-volt	
Cam: Andrews	Gas tank: essential	
Lifters: hydraulic	Oil tank: side-fill rubbermount	
Carb(s): S&S shorty	Oil system: braided lines	
Air cleaner: S&S	Primary cover: stock, chromed	
Pipes: original	Seat: Le Pera	
Muffler(s): mellow	Sissybar: no way	
Transmission	**Forks**	
Year: 1979	Type: wide glide	
Modifications: none	Extension: none	
Shifting: foot	Builder: H-D	
Engine sprocket: 23-tooth	Special features: lots of chrome	
Trans sprocket: 22-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 16-inch	Size: 16-inch
Molding: none	Hub: H-D	Hub: H-D
Painter: Bryan Kinney	Rim width: 3.5-inch	Rim width: 3.5-inch
Color: slate blue/white	Tire: Yokohama	Tire: Yokohama
Type: acrylic enamel	Brake: H-D disc	Brake: H-D disc
Special paint: blue pearl added to mix		
Special thanks to: V-Twin, Santa Rosa, California; Chico Carrera; John; J.J. Sosa; and, especially, my wife, Kathy.		
Photos: Raiko Hartman		



Get A Handle On Things.



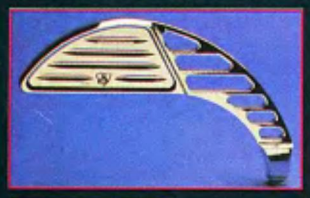
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Continental

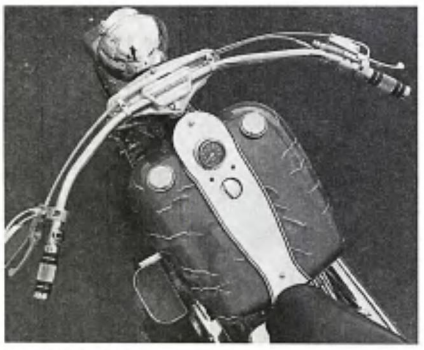
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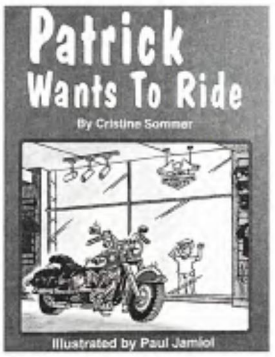
Biker Band

This is going to be a strange conglomeration of new products. First up is the debut CD from a hard-driving biker band named Arsinal. Entitled *Fist In Your Face,* the CD is highlighted by the band members' bikes including a Knucklehead, Pan, and two Shovels. Like the poster says, "The singer gargles daily with gravel to keep the pure tones." For the sounds of a lifetime drop something in the mail to Arsinal, Dept. ER, 2230 Indianola Ave,, Suite 69, Phoenix, AZ 85015.



Beach Bars

No that's not Bitch Bars. I've never been to a Sissy Bar either. These are '40s-style, extra wide and low handlebars. These 1-inch diameter bars are 38 inches with a 5-inch rise, 13-inch pullback, and an 8-inch center width. They come dimpled or plain; if you want some contact the White Brothers at (714) 692-3404, Dept. ER, 24845 Corbit Pl., Yorba Linda, CA 92687 or find a dealer.



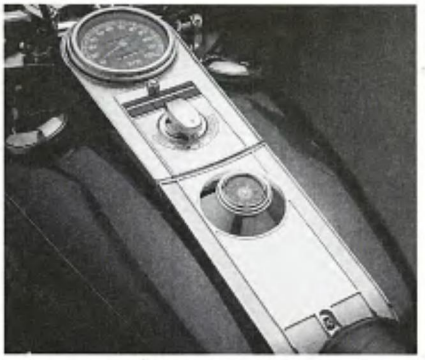
Patrick Wants To Ride

Okay, admit it. Most of us have kids. This is a unique rugrat's book about a young lad who longs for his first ride. It's not written for you and me. Well, maybe me, but generally for kids five to 10 years old. Penned by Cristine Sommer, a biker from way back, it's got a solid message for young riders. For more information, act real literate and call the Steel Pony Press (707) 964-6957ph./fax, or drop a note to P.O. Box 2596, Fort Bragg, CA 95437-2596.



Pop-Top Seat

Here's Mike Corbin's hot new Rumble Seat which features a foldable backrest that provides instant conversion from solo to dual saddle with a passenger backrest, which eliminates the need for a separate sissybar and fender brackets. Not bad. To get in touch with the guys at Corbin's, here's the skinny: (408) 633-2500 or Dept. ER, 11445 Commercial Pky., Castroville, CA 95012-0880.



Custom Dash Panel

Styled to match the design of the original equipment FL cast dash, this new tank panel features an integral 60-pound pressure gauge. The dash panel and gauge are assembled and come complete with all the necessary oil lines, fittings, and hardware for installation. For more information about this Custom Chrome part call (800) 729-3332.



Never Dull

About 15 years ago I was sitting at my milk crate minding my own business, when in walked several bros who accused me of spelling their name wrong. A minor scuffle ensued and after they left, my lovely assistant came running into the garage to see what was left of me. I picked up this can off the floor and showed it to her—Never Dull. It's also a helluva a polish for chrome, brass, and aluminum—nonabrasive. For the real story find it in a shop or drop something that needs to be polished to Eagle One, Dept. ER, 5927 Landau Ct., Carlsbad, CA 92008, or polish a quarter and call (619) 931-0712.

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F.I.G.H.T. UPDATE

HELMET LAW FACTS

Knowledge Is The Best Defense

As the battle against helmet laws rages on in both State and Federal courts, *Easyriders* Freedom F.I.G.H.T. reminds you that the fight against unfair legislation begins with you. With this in mind, we offer a set of helmet law facts with which to arm yourself. A thorough knowledge of the facts is truly the best defense against ignorance.

"In the 10 years, 1978 to 1988, motorcycle fatalities per 10,000 motorcycles registered declined 15% nationwide. Based on vehicle miles traveled, the rate declined an astonishing 37% from 1980 through 1986. Motorcycling, while having had a disproportionate fatality rate compared to other road users, now has a rate declining more rapidly than any other group."

—Motorcycle Safety Foundation (MSF)

"Of the top 12 states with the best motorcycle safety records (fatalities per 10,000 registrations), only one has a helmet law. On the other hand, fully half of the dozen states with the worst safety records are helmet law states."

—MSF & Motorcycle Industry Council (MIC)

"Relative to the number of registered motorcycles, states with mandatory helmet laws had 13.2% more accidents and 1.9% more fatalities than free-choice states for the 13-year period of 1977-89. There is no significant difference in the fatality rates of states requiring or not requiring the wearing of a motorcycle helmet."

—Accident & Fatality Statistics: analyzed by A.R. Mackenzie, M.D.

"States with mandatory helmet laws had 13.2% more accidents and 1.9% more fatalities than free-choice states . . ."

"According to accident fatality statistics, 29.4% of the motorcyclists who died wearing a helmet died of head injury, and 28.9% of the motorcyclists who died without a helmet died of a head injury.

—Wisconsin Department of Transportation

"The national average of motorcycle fatalities per 100 accidents is 2.95. However, states with rider education and no helmet law show the lowest average of only 2.56 deaths, while states with helmets laws, but no training, have a significantly higher rate of 3.09."

—American Motorcyclists' Association

"Department of Transportation tests helmets by a 6-foot vertical drop, impacting at 13.66 mph. Even at these low impacts, 52% of

the helmets tested by the Department of Transportation since 1974 have failed, and only *one* helmet has passed since 1984.

—DOT Helmet Test Reports, 1974-1990

"In contrast to previous findings, it is concluded that motorcycle helmets have no statistically significant effect on probability of fatality, and past a critical impact speed, helmets increase the severity of neck injuries."

—Dr. Jonathan Goldstein, Bowdoin College

"Motorcycles comprise 2.5% of vehicles in the United States, yet are involved in only 1.1% of the accidents."

—National Safety Council "Accident Facts"

"Motorcycle accidents make up only 1/10 of 1% of all medical expenses."

—MIC and NHSTA data, 1984

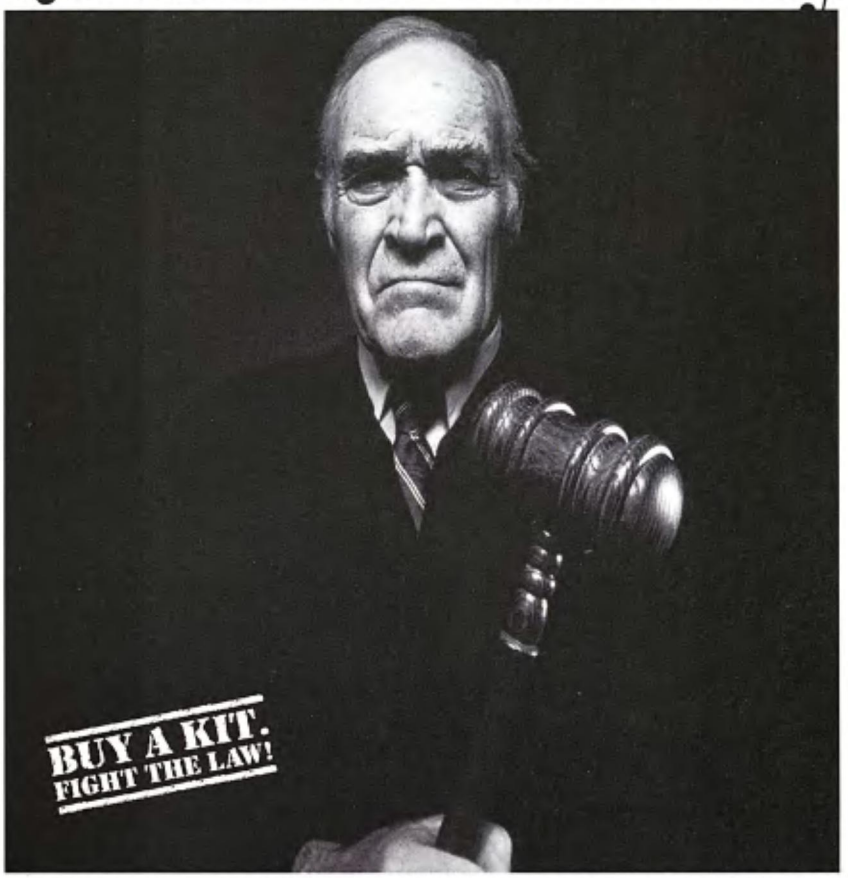
"Some 45.5% of the motorcyclists involved in accidents had no motorcycle license; 92% had no formal training, and more than half had less than six months experience. 62% of the accidents and 50% of the fatalities involved riders between the ages of 17-26.

—Hurt Report, Traffic Safety Center, Univ. of Southern California

Yep, helmet laws suck, but don't just sit there shaking your head; do something about it. The first step is to become a member of your local bikers' rights organization and purchase a Freedom F.I.G.H.T. kit. Again, all proceeds from your F.I.G.H.T. kit go to battle helmet laws in court. Together, we can make change happen. Send for a F.I.G.H.T. Kit today! And if you have any facts that could help our case, write to: *Easyriders* Freedom F.I.G.H.T., P.O. Box 3000, Agoura Hills, CA 91376-3000.

—Phantom

Question Authority



Don't start conforming now! Join the freedom F.I.G.H.T.– *Freedom From Inept Government Helmet Tactics* – and defeat the helmet laws where it counts – IN COURT. ALL PROCEEDS FROM EACH F.I.G.H.T. KIT will be used to wage a legal battle against the approaching NATIONAL HELMET LAW!

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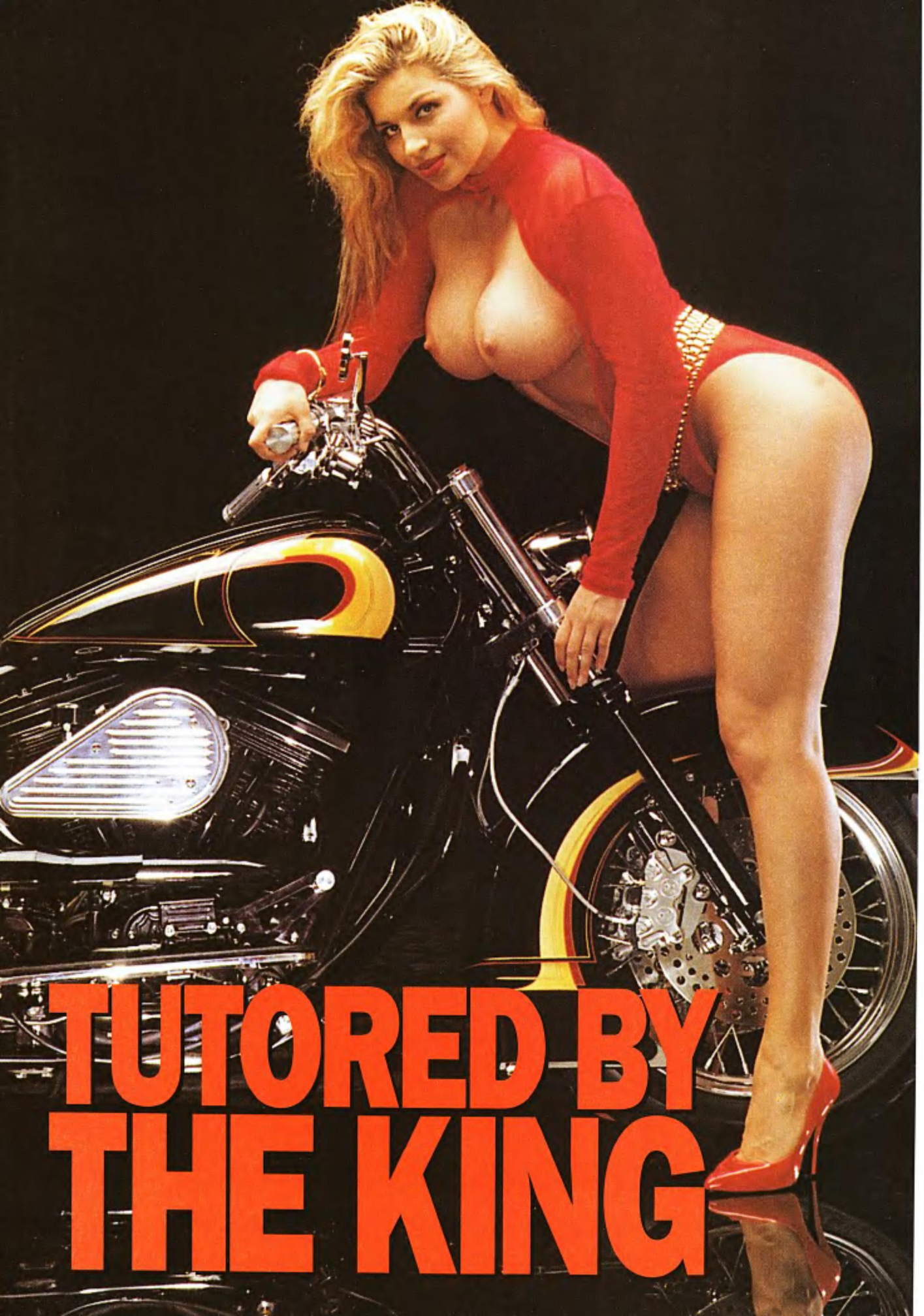
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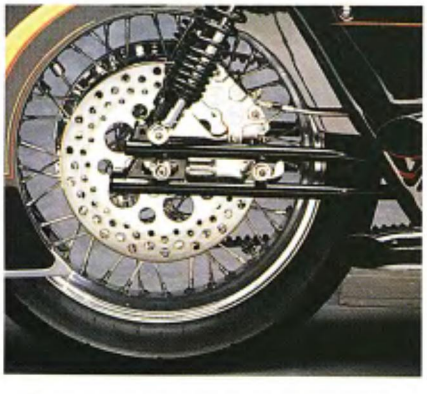


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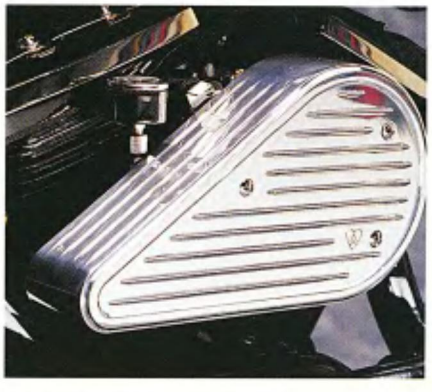
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Adrian Newkirk had reached that point in life where he had been, seen, and done everything under the face of the sun and was ready to explore new ground. Having traversed the globe more times than he could count, "new ground" to Adrian came to mean somewhere within the uncharted regions of his infernal mind.

The fiery fringes of his imagination, rife with molten fantasies and misshapen dreams, burned to be shaped, harnessed, and set loose in the real world. As a building contractor and designer by trade, Adrian had two dreams that blazed to the forefront of his brain: to design and build his own custom scoot and to architect and construct a two-story, early settler-styled log cabin in the tradition of the old WPA-period lodges (similar to those in Yellowstone National Park).

Schooled by hard-knocks both in and out of the construction trade, Adrian earned a reputation for restoring and remodeling homes that eventually caught the attention of bike builder extraordinaire—Arlen Ness. After Arlen hired Adrian for a "small" remodeling job, Adrian gutted out the entire Ness house—from rippin' up the floor to tearin' out the walls and ceiling joists—then, moved in with Arlen and his wife, and stayed with them until the *small* remodeling job was finished more than a year later.

During that time, the energetic bro had been stockpiling more than just scrap wood out in Arlen's garage. Talk about the ideal location to build your first custom scooter. If the red paint on Adrian's bike looks familiar, that's because he found a pint leftover from Arlen's famous Testarossa bike. The wide glide rifle fairing Adrian molded on was also borrowed from the Ness garage. And the hunk of redwood Adrian used to mold the rear taillight was part of the remodeling scrap pile—also takin' up space in Arlen's garage.

Arlen had helped Adrian find the bike—a burned-out insurance reclaim from back in Ohio. The motor was sent to Williams Motors in L.A. for blueprinting and powdercoating; Bob Munroe stretched the frame; Craig Foxworthy (Arlen's son-in-law) stood by for some moonlight molding; and it wasn't long before Adrian was building his custom dream scoot. As the bike came together, Adrian was quick to →

see that his paint scheme would ultimately be dictated by the bike's natural harmony of shapes: the half-dish relief from the seat dropping into the fender, the elliptical spear shape from the taillight, the boomerang shape on the fairing, and the ridge of chrome on the raised laminated fiberglass extending from the forks.

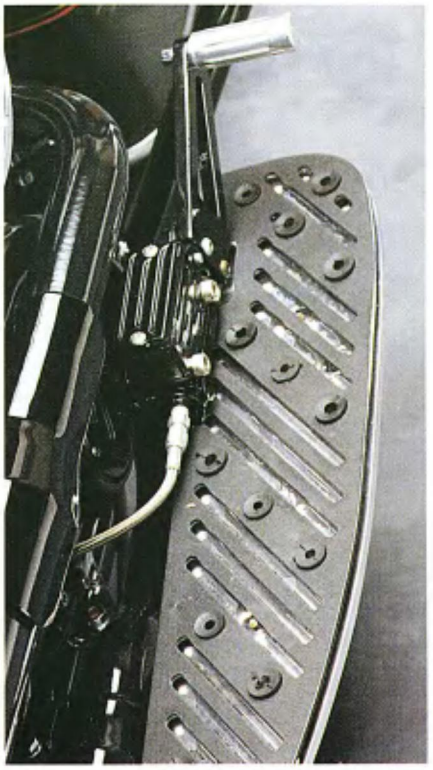
These days, when Adrian's not out ridin' his custom creation, he's breakin' ground in South Dakota, building the Hamsters a two-story lodge. The 14-room chinker log cabin is another dream in the making for the hard-working bro. But after long days of swingin' a 30-ouncer, Adrian thinks back to those long nights in Arlen's garage and what it was like, every now and then, to be tutored by the king.

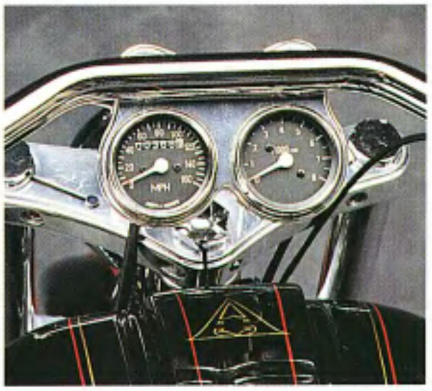
—Clay Dog











Owner: Adrian Newkirk	**Engine cont.**	**Frame**	**Forks**	
City: San Diego, California	Air cleaner: Ness	Year: 1989	Type: 39mm wide glide	
General	Pipes: custom, hand-fabbed	Builder: modified, Bob Munroe	Builder: H-D, Ness	
Fabrication: owner, Munroe, Craig	Muffler(s): hand-fabbed	Type: rubbermount	Special features: 39mm Ness trees	
Year and make: 1989 H-D	**Transmisssion**	Rake: 38 degrees	**Wheels**	
Model: FXR	Year: 1989-1992	Stretch: 3 inches	**Front**	**Rear**
Value: $35,000	Modifications: powdercoated	Other: seat position lowered 2 inches	Size: 18-in.	Size: 18-in.
Assembly: owner	Shifting: 5-speed	**Accessories**	Hub: Ness	Hub: Ness
Time: 200-plus cases of beer	Engine sprocket: belt	Bars: Harley Hummer narrowed 2 in.	Rim width: 4.5-in.	Rim width: 4.5-in.
Engine	Trans sprocket: 35-tooth	Grips: Ness	Tire: Metzeler	Tire: Metzeler
Year: 1989	Wheel sprocket: 70-tooth	Mirrors: Ness	Brake: P.M.	Brake: P.M..
Model: Evo	**Painting**	Light: Ness, owner	**Other special modifications:**	
Rebuilder: Mike Stevenson	Molding: owner, Craig Foxworthy	Speedo: Gypo	Koni shocks, engine powdercoated,	
Ignition: Dyna, dual coil	Painter: Jeff McCann	Front pegs: owner, Ness	Crane collars & keepers, Sumax lifter	
Displacement: 80 cubic inches	Color: black, red, gold	Electrics: Crane	covers, Ness controls, polished rotors.	
Cam: Crane	Type: House of Kolor	Gas tank: Munroe, modified FXR	Thanks to Craig Foxworthy and Jeff.	
Carb(s):S&S	Special paint: Jeff McCann	Oil system: Russell, braided	**Photos:** Silvermoon	

XL-ING IN QUALITY



The Sportster Assembly Line

From its introduction in 1956, the little brother of Big Twins has always had to fight for respect. That's ironic considering the fact that many of us got our start on Sportys. Now 12 years after Harley's $80 million buy-back from AMF, the XL is a much better bike, thanks to H-D's motto of "continuous improvement." Harley walks that talk everyday, and the new XL assembly line process reflects their commitment to quality.

Three years ago, Sportsters were built on the 1340cc line alongside FXs, FLTs, etc. Groups of two-person teams at fixed stations performed specific tasks on the bikes that moved continuously on a conveyor. An XLH obviously requires less assembly steps than an FLHST, and both builders and management expressed concerns about occasional production downtime between Sportsters and Big Twins.

After a year-long study of world-wide production methods, a decision was made to build a separate assembly line within the York, Pennsylvania, factory. A five-person team of engineers, builders, and management, led by area manager Bob Walker, determined that the key to this new line would be the "team build" concept.

Three-person teams of builders would be trained in all aspects of Sportster assembly (three models), including domestic and international variations. The teams would be responsible for detecting errors and fixing mistakes, instead of traditionally passing them to the next build station to catch and repair. They'd be encouraged to constantly look for ways to improve production quality and efficiency. They'd also be inclined to make those suggestions known to supervisors, who'd be expected to consider the ideas seriously.

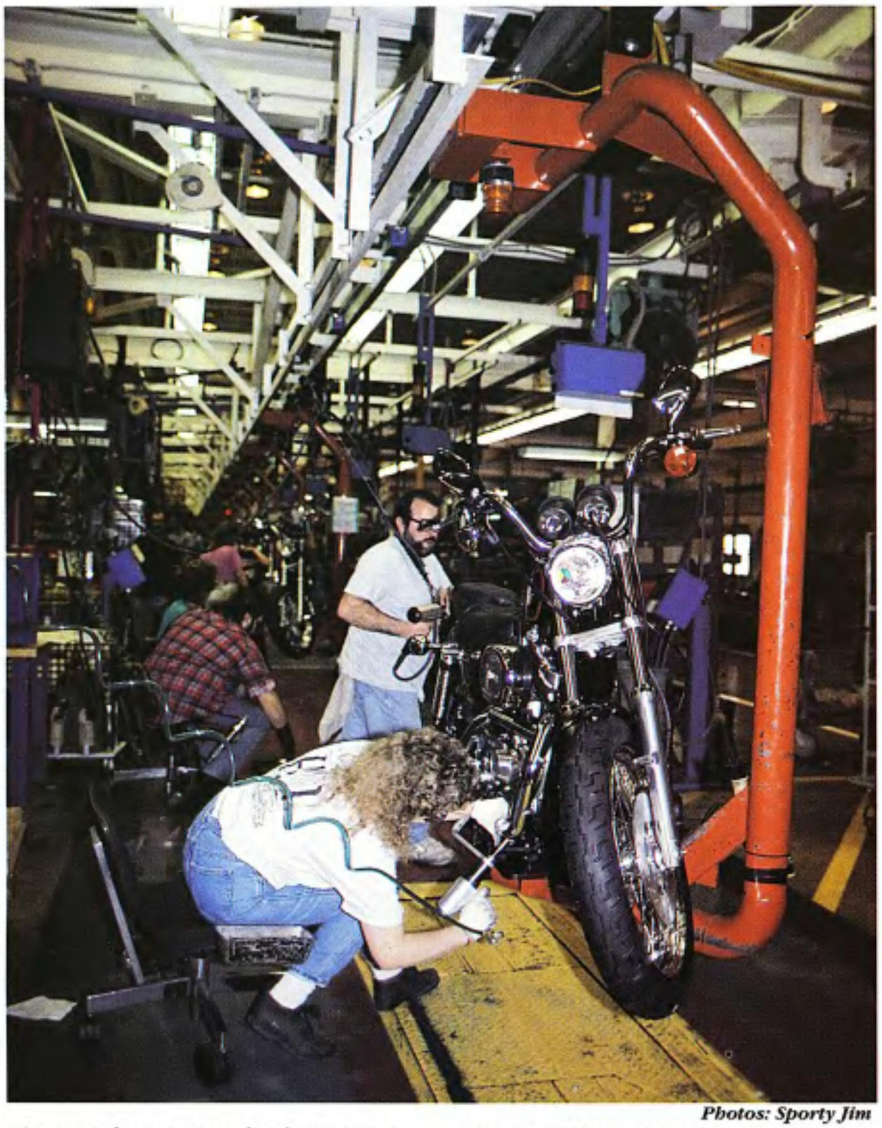
After all, it worked for the Japanese, who'd been taught this approach by U.S. quality experts after World War II as part of the reconstruction agreement. Yeah . . . we taught *them* how to beat *us* at our own production game.

Harley management discovered this fact in the early '80s and immediately restructured their corporate view. *Well Made In America* (Peter C. Reid, McGraw-Hill 1990) gives the full low-down; it ought to be required reading for us all.

Harley's initial production goal for the revamped XL line was 50 bikes a day; within four months, that figure doubled to 105 a day (that's nearly 25,000 per year). XL quality reached new levels of customer satisfaction; efficiency on the 1340 line improved as well. Doug Hevner, current area manager of manufacturing, recently gave *Easyriders* a thorough factory tour of the new XL approach. It's a view that could change your perception of "little brother."

The Process

A timed, computerized monorail system moves a series of "L"-shaped carriers along an overhead, oval track. Starting at Station One with a bare frame, a three-person team (Operators 1, 2, and 3) has exactly three and a half minutes to perform its assembly tasks. At 3:00



Photos: Sporty Jim

minutes, a buzzer sounds, alerting operators that in 30 seconds the carrier will move, or *index*, to the next station.

Another buzzer sounds at 3:25 minutes; the safety beacon comes on, and five seconds later, the carrier indexes, and the build team proceeds to Station Two. This process continues through Station 15, where the bare frame has been transformed into a complete bike, ready for a final check by the cosmetic inspector. Failed bikes are returned to mechanics for repair and reinspection.

A passed bike is pushed into the roll booth where it is test ridden, in place, for approximately 2 miles. If it gets a thumbs-up, the bike is then rolled to the crating team where it is taped, sealed, and boxed for shipping. The build teams return to Station One, rotate operator positions, and do it all over again six more times—seven bikes a day (per team), five days a week, 237 days a year.

The only interruption in work comes when one of three lights (green, yellow, or red, with corresponding tones) is activated by an operator. Green notifies a parts handler that inventory is low at a station; yellow calls either another builder or one of the roving mechanics to help repair a minor problem. Serious problems get a red light and a loud, warbling tone. The conveyor line stops and more helpers converge on the problem.

Sounds simple, right? It takes 20 days of hands-on supervised training to learn all 45 steps necessary to build a Sportster. It also takes about two years just to get on this line, so most trainees are highly motivated to learn and retain the knowledge.

But what really makes it work is that everyone on the XL line—the builders, the mechanized assemblers (who build and test various sub-assemblies), the mechanics, roll test operators, cosmetic inspectors, and the craters (who treat these bikes like their first born)—is constantly looking for new ways to do the job better.

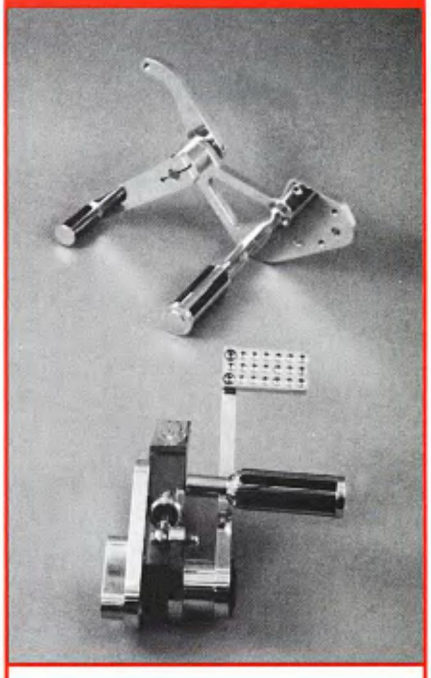
And when they speak, Harley listens.

—Drummer

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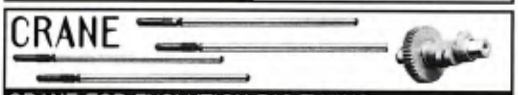
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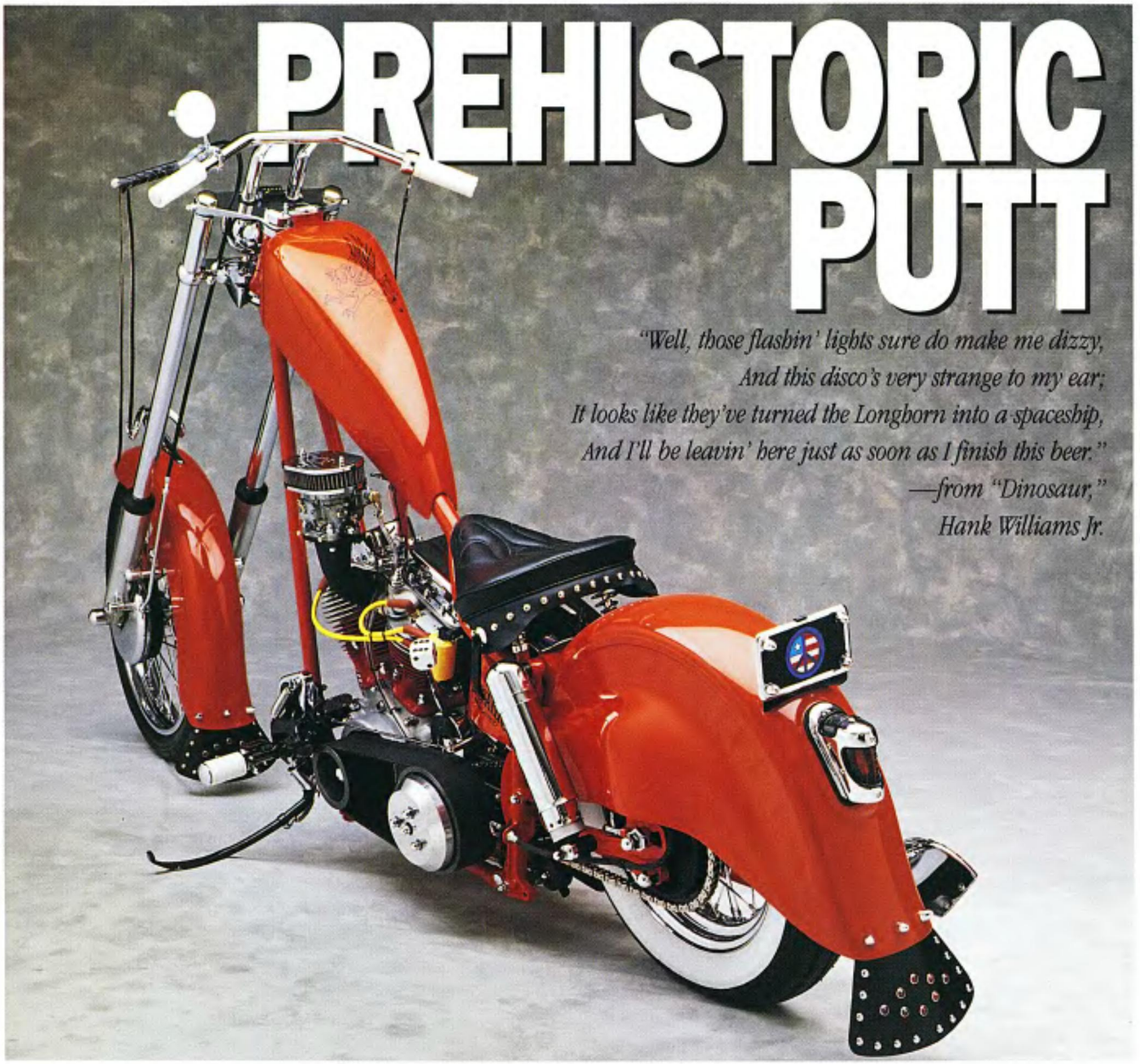
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PREHISTORIC PUTT



"Well, those flashin' lights sure do make me dizzy,
And this disco's very strange to my ear;
It looks like they've turned the Longhorn into a spaceship,
And I'll be leavin' here just as soon as I finish this beer."
—from "Dinosaur,"
Hank Williams Jr.

The instant I saw this bike and read the words "Dinosaurs Unlimited" emblazoned across its oil tank, I thought of the Hank Williams Jr. tune "Dinosaur." That song recounts the depressing experience of discovering that a favorite old watering hole is no longer a kicker bar. Even worse, the joint's been transformed into a gaudy disco dive with dorks dancing to moronic music.

That tune captures how I feel about a lot of today's trendy, upscale, "custom" bikes. In my day, "custom" meant a radically chopped rigid with apehanger bars, no front brake, and pipes loud enough to break a case of longnecks at 50 yards. This fine scoot, built by Chuck "The Dinosaur Doctor" Hamm (or simply "Doc," as he's usually called), made me feel 25 years younger and restored my faith in the great Chopper Tradition.

Doc's a native of Warren, Oregon, where he lives with his wife, Angie, who rides a Fat Boy she found under a tree a Christmas or two back. About 10 years ago, Chuck decided to end his long career as a millwright and open his own bike business. Since its modest beginning, Dinosaurs Unlimited has grown into a full-line shop, boasting one of only three laser light frame machines in the northwest California/Oregon area.

The eye-arresting scoot shown here began as a single part—a '36 Knucklehead neck. Acquiring that first-year-of-manufacture part gave Chuck the idea of building a custom scoot using as many first-year pieces as he could dig up. Among other places, that theme may be seen in the bike's '67 drum rear brake, its '49 wide glide front end, and its '58 swingarm frame. Though they look radical, the handlebars are just shoulder high, allowing the rider to sit comfortably straight. Moreover, the bike handles excellently, since the apehanger look was achieved by stretching the frame and using short bars rather than through the use of tall risers and radical handlebars.

Although the bike took 5th Best of Show at the *Easyriders* Bike and Tattoo Show in Seattle, Doc doesn't figure on showing it again for a while. "I want to put some dirt and dings →

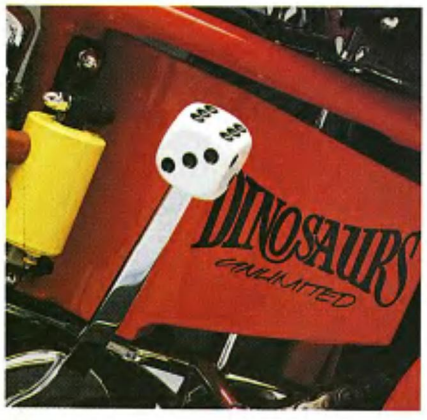


FIFTH PLACE WINNER
Easyriders Bike & Tattoo Show Tour
Seattle, Washington; March 11-13,1994
Owner is eligible to compete in the $35,000
Invitational Show, Columbus, Ohio, Feb. 1995







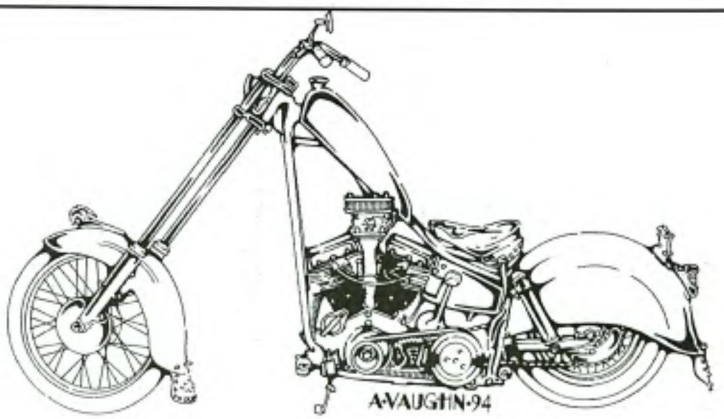


on it," he says. "You know, give it some character." The bike will soon be joined by Chuck's '49 Mercury, a chromed, louvered, and lowered beauty. He intends to paint the car the same color orange, so that the Merc, like its '36/'82 H-D companion, will serve as a rolling showpiece for Dinosaurs Unlimited.

So if you happen to be ridin' in Chuck's neck of the woods, better keep your eye on the rearview mirror. The orange blur closing down on you may be some prehistoric, meat-scarfin' beast, long thought extinct, ready to make highway hash out of everything in its way.

—Road Grime

Owner: Chuck "The Dinosaur Doctor" Hamm	**City:** Warren, Oregon	
General	**Frame**	
Fabrication: Dinosaurs Unlimited	Year: 1936/1958	
Year and make: 1936/1982 Harley	Builder: H-D/Dinosaurs Unlimited	
Model: Dinosaur Special	Type: 1958 swingarm	
Value: a bunch	Rake: 33-degree	
Assembly by: Dinosaurs Unlimited	Stretch: 13-inch	
Time: four years, on and off	Other alterations: '36 Knuckle neck	
Chroming: Leningers	**Accessories**	
Engine	Bars: CCI drag pullbacks	
Year: 1956/1972/1982	Risers: built-in	
Model: Pan/Shovel	Mirrors: tin	
Rebuilder: Dinosaurs Unlimited	Grips: white	
Ignition: Crane Dual Fire	Fender(s): rear, 1937 sidecar	
Displacement: 80 cubes	Headlight: itty bitty	
Lower end: Harley	Taillight: Knucklehead repo	
Balancing: Cliff Lamb	Speedo: none	
Pistons: stock H-D high-compression	Front pegs: white	
Cases: 1972 Shovelhead	Rear pegs: none	
Heads: modified '56 Panhead	Electrics: 12-volt (sometimes)	
Cam: stock FLH	Gas tank: mated Sportys	
Lifters: solid/power lifters	Oil tank: orange	
Carb(s): Weber, 40mm	Oil system: reworked	
Air cleaner: K&N	Primary cover: none	
Pipes: stock Pan, 2-into-1	Seat: Bar	
Muffler(s): Knuckle	Sissybar: none	
Transmission	**Forks**	
Year: 1979	Type: 1949 H-D	
Modifications: rebuilt	Extension 19-inch	
Shifting: jockey	Builder: H-D	
Engine sprocket: 3-inch Primo	Special features: extra long	
Trans sprocket: 24-tooth	**Wheels**	
Wheel sprocket: 52-tooth	**Front**	**Rear**
Painting	Size: 21-inch	Size: 16-inch
Molding: Gary Welter	Hub: 1949	Hub: 1967
Painter: Gary Welter	Rim width: skinny	Rim width: bigger than front
Color: 1972 Chevy Hugger Orange	Tire: Continental	Tire: whitewall (when clean)
Type: Centari	Brake: '40 mech.	Brake: '67 drum
Special paint: pinstriping by Don Pennington		
Special thanks to: my wife, Angie; Captian Mac; John Henry; Len; Russ; Ric; and all the Dinosaurs Unlimited customers for their support.		
Photos: Michael Lichter		




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WORTH ITS WAIT IN GOLD



Tim Thiel gathered parts from Fresno to 'Frisco for his '65 Pan, hoping to never hear the words, "Been there, built that." When he finally put it all together just right, his dad offered an opinion.

"It's a gay bike," he said.

Tim calmly bit right through his lower lip.

"Why?" he asked.

"Because," his dad snickered, "it took you fourteen goddamn years to pull it outta the closet!"

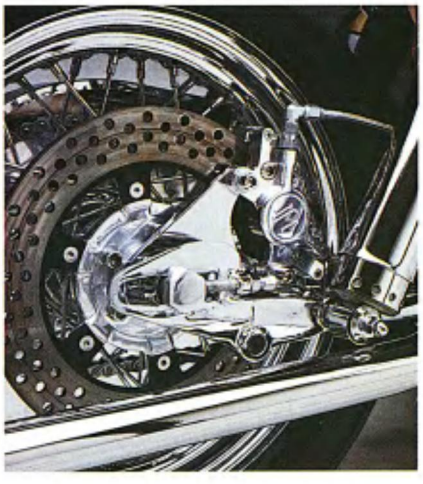
Well, quality takes time, and this *ain't* no sissy bike. Tim's side-windin' springer pulled second in a field of nine Pans at the *Easyriders* Show in Vallejo. Tim couldn't say enough about how kicked back the event and staff were, especially photog Mike Lichter and the infamous Clay Dog. Along with these *individuals*, Tim and leathermaster Jimmy Z celebrated into oblivion that night, after taking over a local club, where they lit the joint up like candles on a gas pump.

The road to Vallejo started back in Clyde Rawling's Fresno shop, with Tim wrenchin' on a buddy's dragster. His unique Pan plan was born after making an experimental 90-degree scoop manifold for an injector.

"Every other Pan you see has a manifold that swoops down and gets in the way of your brake," Tim said. →



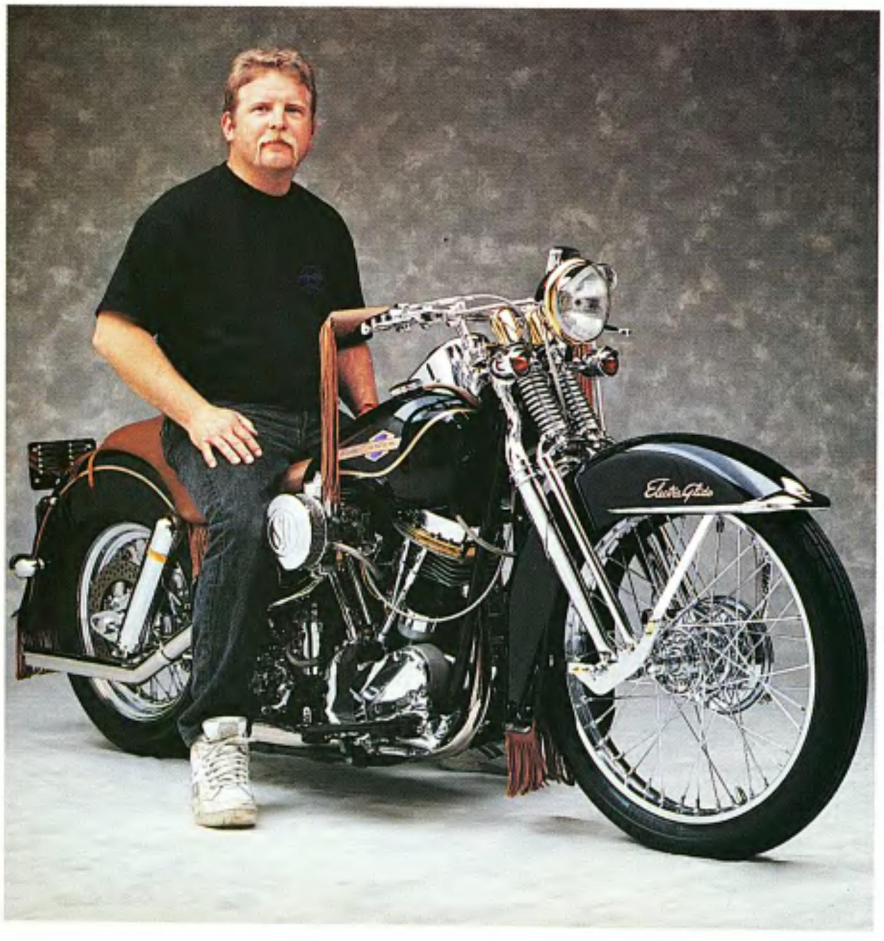












"It's also another reason why very few Pans have outside oilers."

Tim solved the problem with an S&S manifold, a 1-inch spacer, and an Evo S.U. adapter. He put an Electra Glide fender on a springer front end by stripping the stock brackets and retro-fitting them with his own homegrown springer brackets. Tim also massaged a drag bike P.M. rear brake assembly to accommodate a swingarm, after slotting the bracket designed for a rigid.

Then the final touches: Jimmy Z's leather and fringe work and Rueben's flawless trim. "The goldleaf looks antique 'cause it's over 60 years old," Tim said. "Rueben used more than he would normally because it fell apart. The goldleaf traces the stock lines and replaces all the emblems."

Beyond Vallejo, Tim's lookin' toward another blowout: the 30th anniversary of the last year of the Pan (1995). I'm sure they've got a helluva party planned, and with everybody celebrating this classic, you know Tim can't wait to plant his one-of-a-kind candle in the cake and give the wick a long, hot twist. —Drummer

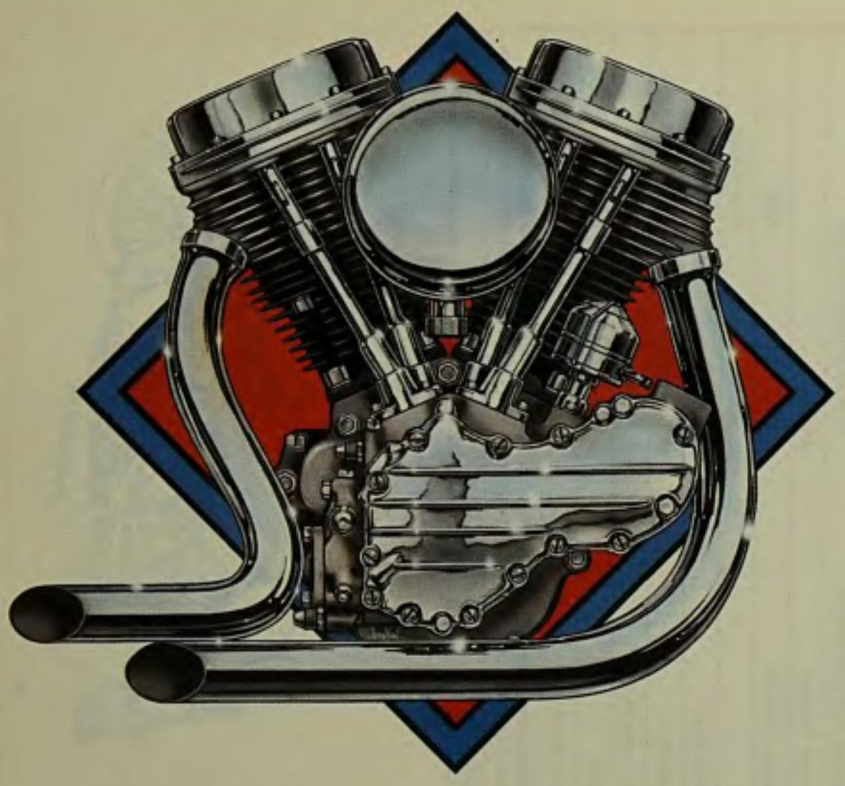






Owners: Timothy and Carol Thiel	**City:** Visalia, California	
General	**Frame**	
Fabrication by: TC Cycles	Year: 1965	
Year and make: 1965 H-D	Builder: H-D	
Model: Electra Glide	Type: swingarm	
Value: $25,000 or your first born	Rake: stock	
Assembly: Carol, Jimmy Z, Alvin	Stretch: none	
Time: too many moons	Other alterations: runningboard mount, left side	
Chroming: Loma and Visalia Chrome	**Accessories**	
Engine	Bars: drag	
Year: 1965	Risers: stock springer	
Model: Panhead, generator style	Grips: Ness	
Rebuilder: owners, Rawlings	Mirrors: Ness	
Ignition: stock automatic advance	Fender(s): front: stock; rear: Butch's Metal Magic	
Displacement: 84 manly cubic inches	Headlight: CCI	
Lower end: S&S	Taillight: Tombstone	
Balancing: Rawlings	Speedo: repo	
Pistons: .020-over	Front pegs: stock 1965 boards	
Cases: stock	Rearr pegs: none	
Heads: outside oiler	Electrics: Ozzie	
Cam: A grind	Gas tank: 1978 3.5-gallon	
Lifters: Andrews	Oil tank: Cow Palace special	
Carb(s): S.U.	Oil system: 1965 pump	
Air cleaner: S.U.	Primary cover: Keith Franzen	
Pipes: Paughco	Seat: Jimmy "Z"	
Muffler(s): sometimes	Sissybar: nada chance	
Transmission	**Forks**	
Year: 1965	Type: 1947 springer	
Modifications: rebuilt, Kurt & Tim	Extension: Nick Carter, Fresno	
Shifting: you know	Builder: H-D & Carter	
Engine sprocket: belt drive (Primo)	Special features: look at it	
Trans sprocket: 24-tooth	**Wheels**	
Wheel sprocket: 48-tooth	**Front**	**Rear**
Painting	Size: 21-inch	Size: 16-inch
Molding: Mike Belo	Hub: star	Hub: star
Painter: Mike Belo	Rim width: 3.5-inch	Rim width: 4.5-inch
Color: black, what else?	Tire: Continental	Tire: Avon
Type: Centari	Brake: stock	Brake: Perf. Mach.
Special paint: Rueben & Dewayne		
Other modifications: powdercoating by Galen. Thanks to Leonard and Elaine Thiel, Ozzie & Linda Berglund, Bob Synder, Dennis Grider, Clyde Rawlings, Turd Heads, Shop Dog, Dewayne Ellis, Cajun Motors, Smith Auto Parts, & Aunt Sandra.		
Photos: Michael Lichter		





Easyriders

TOOL GUIDE FOR HARLEYS

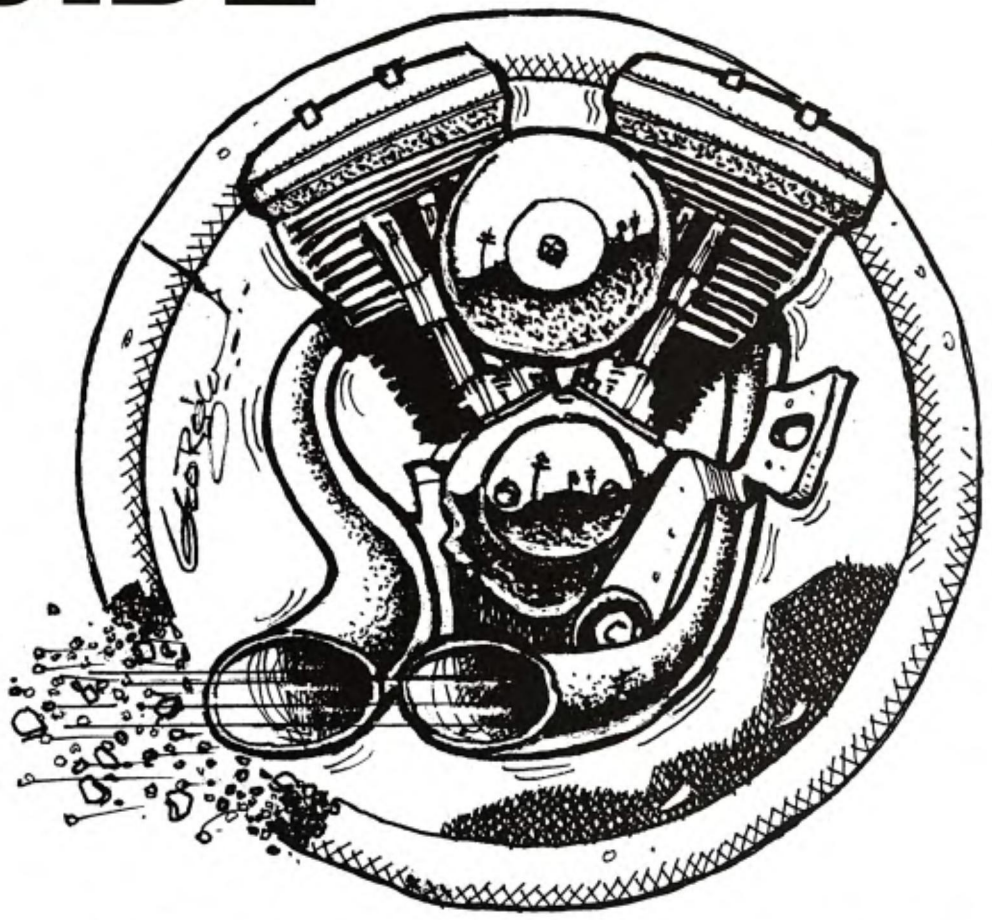
Rocker Box	XLs ('57-'85), Big Twins ('66-'84)	1/2-inch
Pushrods	All Except Evos	7/16 inch
Head Bolts	Knuckles, Pans, Shovels	9/16-inch
Cylinder Base	Knuckles, Pans, Shovels (to 1977)	5/8-inch
Head Bolts	Sportsters (up to mid-1973)	9/16-inch
Head Bolts	Sportsters (mid-1973-1985)	7/16-inch
Base Bolts	All Sportsters, Shovels ('78-'84)	9/16-inch
Rocker Shaft	Left-Side Sportsters, Shovels	5/8-inch
Timing Plug	All 1969 & earlier	3/4-inch
Timing Plug	All 1970 & later	3/8-inch
Trans Mount	All	9/16-inch
Motor Mount	All	9/16-inch
Case Bolts	All	1/2-inch
Tappet Block	Sportsters (to 1985)	1/2-inch
Tappet Block	Knuckles, Pans, Shovels (to 1977)	5/16-inch
Tappet Block	Shovels ('78-'84), Evo Big Twins	1/4-in./12 pt.
Primary Cover	All Models	#3 Phillips or 3/16-inch (Allen)
Cam Cover	All Models	#3 Phillips or 3/16-inch (Allen)
Spark Plug	Knuckles	7/8-inch
Spark Plug	All Except '86-up Sportsters	13/16-inch
Spark Plug	Sportsters ('86-up)	5/8-inch/11/16-inch
Banana Caliper	Most Big Twins ('73-'83)	3/8-in./12 pt.
Front Caliper	FX-XL ('74 to '77)	1/4-inch (Allen)
Front Calipers	1978 to 1983 Duo/Disc	3/16-inch (Allen)
Front Calipers	1984-up Disc	5/16-inch (Allen)
Regulator	All	7/16-inch
Headlight Adjust	All Narrow Glides	3/4-inch
Headlight Bracket	All Narrow Glides	1/2-inch
Rear Wheel Sprocket	All Rear Disc Brake Models	5/8-inch
Rear Wheel Drum	XLs Through 1978 except XLCR	1/2-inch
Rear Wheel Drum	FL Models (through 1972)	7/16 (Allen)
Kicker Cover	All Big Twin 4-speeds	1/2-inch
Oil Tank Mounts	Most Models	1/2-inch
Oil Tank Mounts	Evos	7/16-inch
Gas Tank Mounts	All Models	1/2-inch
Inner Primary to Motor	All Big Twins	1/2-inch
Inner Primary to Trans	Big Twins (1965-up w/4-speed)	9/16-inch
Inner Primary to Trans.	Big Twin Trans Rear Arm (FXRs)	3/8-inch
Coil Mount Studs	All Big Twins/Seat Post Mount	9/16-inch
Coil Mount Nuts	All Big Twins/Seat Post Mount	1/2-inch
Coil to Bracket	All	7/16-inch
Evo Stator Screws		T27 Torx Socket
Late Derby Bolts		T27 Torx Socket
Late Front Brake Rotor Bolts		T40 Torx Socket
Rear Caliper Bolts		T40 Torx Socket
Rear Caliper Bolts (1991 and up)		T45 Torx Socket

Crankpin Nuts (1981 and up)	1 1/2-inch Socket
Compensator Nut on BT Engines	1 1/2-inch Socket
Clutch Hub Nut 36 to 84E	1 1/8-inch Socket
Late Clutch Hub Nut	1 3/16-inch Socket
Early Pinion Shaft Flywheel Nut & Sprocket Shaft	1 3/16-inch Socket
Early Crankpin Nuts	1 5/16-inch Socket
Sprocket Shaft Flywheel Nut (1972 to 1985)	1 5/8-inch Socket
Fuel & Oil Line Hose Clamp	1/4-inch Nut Driver
Exhaust Pipe Heatshields	5/16-inch Nut Driver
Circuit Breaker Nuts (to 1972)	3/8-inch Nut Driver
Steel Brake Lines	3/8-inch Tubing Wrench
Brake Bleeder Screws (Pre-1986)	1/4-inch
Fork Tube Caps	1 3/8-inch
Speedometer Reset Knob	#1 Phillips
Softail Swingarm Pivot Bolts	1 1/16-inch
Install Wire Ends	Wire Crimping Pliers
Narrow Glide Lower Leg Retainer	6mm Long Allen Socket
Wide Glide Lower Leg Retainer	8mm Long Allen Socket
Late Throw-Out Bearing	Small Snap Ring Pliers
Clutch & Brake Levers (1982 up)	Small Snap Ring Pliers
Pipe Clamp Adjusting	Vise Grip Plier Set
Chain Master Link Installing	Vise Grip Plier Set
Evo Exhaust Pipe Rings	External Snap Ring Expanding Pliers
5-Speed Transmissions	External Snap Ring Expanding Pliers
Used To Break Gasket Seal	Rubber Hammer
Axle Removal	Punch Set
Keihin Float Bowl Set	Short #2 Phillips Screwdriver
Stator Plug Clamp	Standard #1 Phillips Screwdriver
Hard To Reach/Odd Angle Allen Bolts	Bondhus Ball Driver Set
Test Engine Pressures	Vacuum/Compression Gauge
Points, Cam End Play, Spark Plug Gap	Feeler Guage Set
Tire Changes On Mag Wheels	Kent Moore YM1289/H-D 1289 (3-Piece Plastic Rim Protector)
Check Charging System/Wire Connections	Volt Ohm Tester

Bolt Size	Wrench Size	*Allen Size
#10	5/16-inch or 3/8-inch	5/32-inch
1/4-inch	7/16-inch	3/16-inch
5/16-inch	1/2-inch	1/4-inch
3/8-inch	9/16-inch	5/6-inch
7/16-inch	5/8-inch	3/8-inch
1/2-inch	3/4-inch	3/8-inch
5/8-inch	7/8-inch	7/16-inch

*For conventional socket head bolts. For taper or button head bolts, wrench size is the next size smaller.

EASYRIDERS 1994 PERFORMANCE GUIDE



Last year, we displayed several bikes and described their performance packages. This year, the abundance of new, high-tech performance parts and innovative bike-related components dictates this guide. If you would prefer that we return to last year's format, simply write a brief note on a shop rag and send it to our garage (we need the rags): P.O. Box 3000, Agoura Hills, CA 91376-3000. Address it to the Master of Disaster, the Tuner of Twins, the Buddha of Bikes, or the Streamliner Crew Chief, Keith Ruxton. Watch for Keith's performance formulas in *Easyriders* Stores over the next couple of years. He's in the process of designing an Evolution engine capable of speed, torque and reliability.

As you will see,we've also included some items in this guide that are not performance-oriented, per se. We've given them a spot because they're bizarre, innovative, and worthy of mention in this list of cutting-edge products.

Enough from me—take a look, make a wish list, ask your local shop for recommendations and—first and foremost—ride forever. —Bandit

NEW FRAME, SWINGARM FOR H-Ds

ATLAS PRECISION/PRO MAGNUM

16091 Kamana Rd.
Apple Valley, CA 92307
(619) 242-9111



The new Pro Magnum "Wide Drive" chassis kit is for riders who want to run a big rear tire and keep the rear belt drive. The kit will accept a 180/18-inch rear tire using a 5½-inch rim. Their Sportster/Softail frame will accept iron head or Evo Sporty mills. It comes complete with the front motor mounts.

RESEARCH YIELDS NEW PORT DESIGN

BC GEROLAMY COMPANY

3250 Monier Circle, Units G & H
Rancho Cordova, CA 95742
(916) 638-9008

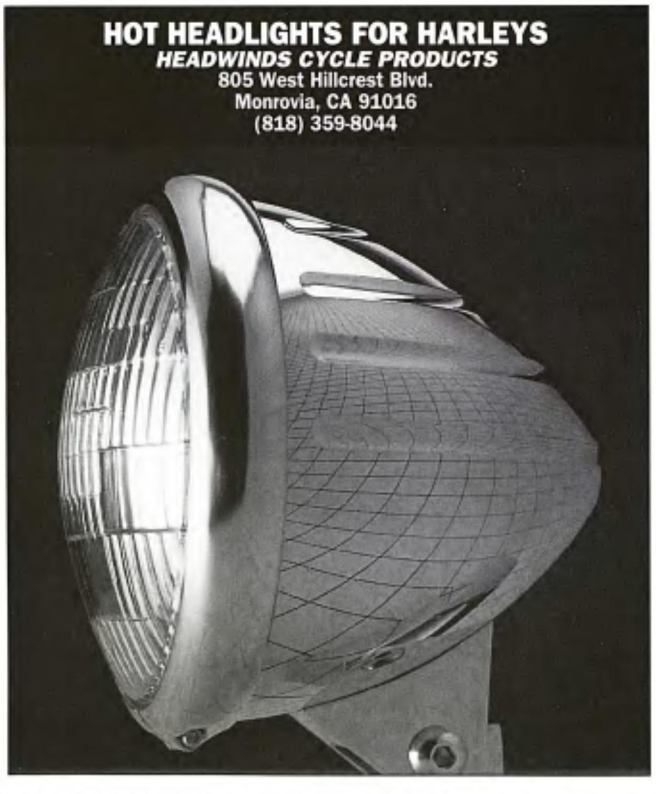


Reversion systems are the wave of the future. RevTech now modifies heads to create a revisionary reaction and this new evolution "D" exhaust port design increases flow 20 percent over a stock Evolution. The design was achieved by welding exhaust port floors and recontouring to the "D" port design.

HOT HEADLIGHTS FOR HARLEYS

HEADWINDS CYCLE PRODUCTS

805 West Hillcrest Blvd.
Monrovia, CA 91016
(818) 359-8044

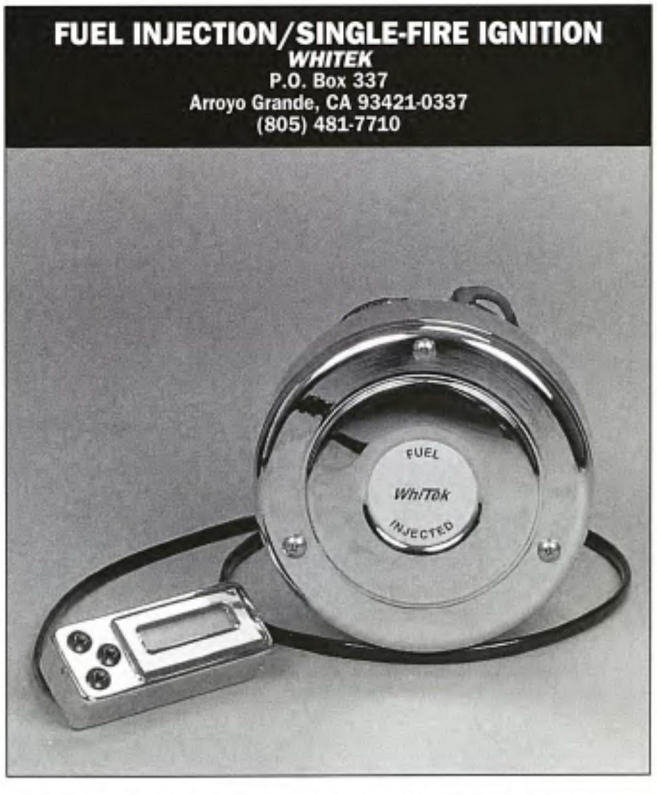


Okay, here's the ultimate headlight for the biker who has everything. Performance? Maybe it's a tad lighter than the steel jobs. Billet aluminum creates a slick new headlight for H-Ds. Available in a line of light aluminum assemblies, grooved or non-grooved. Custom mounting is easily accomplished.

FUEL INJECTION/SINGLE-FIRE IGNITION

WHITEK

P.O. Box 337
Arroyo Grande, CA 93421-0337
(805) 481-7710



This is the hot new item on the market this year. The Whitek system combines electronic fuel injection, single-fire ignition, and a control display unit which allows the system to be easily adjusted. In addition, the control unit functions as a tachometer, a volt meter and an adjustable rev limiter.

PETCOCKS FOR PERFORMANCE APPLICATIONS

PINGEL PERFORMANCE PRODUCTS

2076C 11th Ave.
Adams, WI 53910
(608) 339-7999

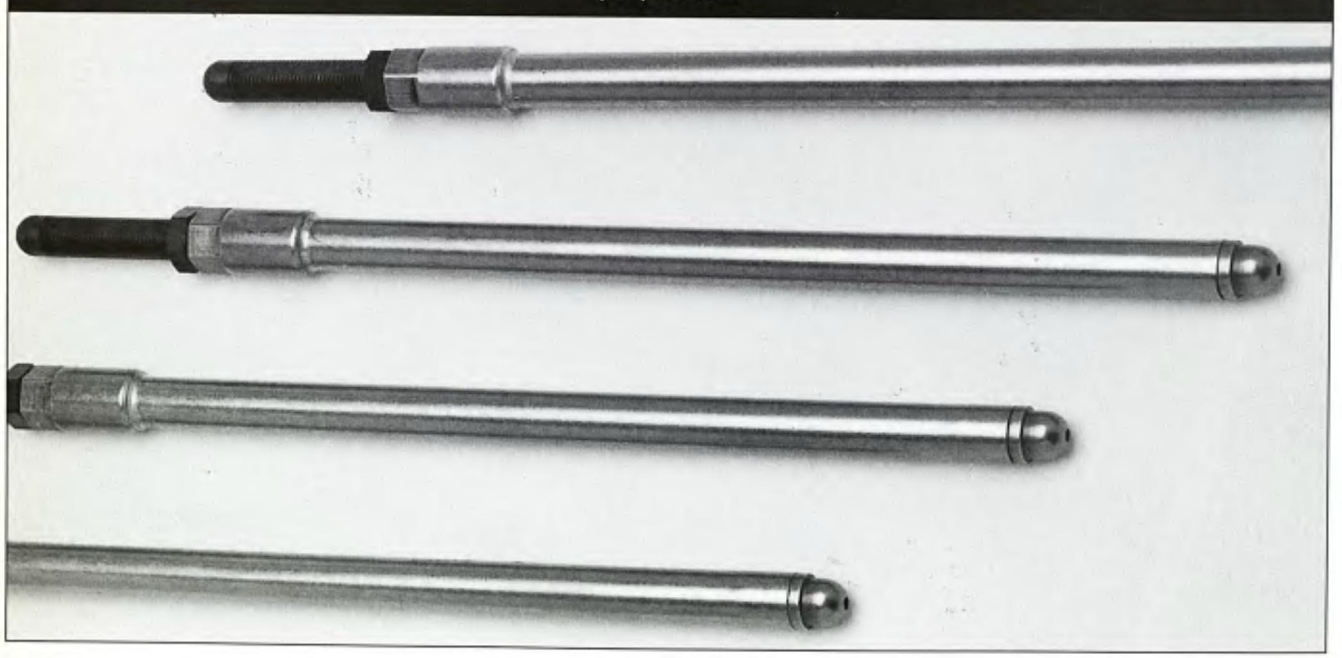


Petcocks can ruin an otherwise hot performance package. These people invented the high-flow delivery system and are now expanding their line. The NV1 Nitro Valve and GV1 Guzzler fuel valve can be used with gasoline, methanol or nitromethane. They are manufactured from aircraft aluminum and are hardcoat-anodized. The Nitro Valve flows 1 gallon in 8 seconds and is 1½-inch square. The Guzzler flows 11/2 gallons per minute and is 1-inch square.

TIME SAVER PUSHRODS OFFER GREATER STRENGTH

CRANE CAMS

530 Fentress Blvd.
Daytona Beach, FL 32114
(904) 258-6174



Now, after you use the bolt cutters to remove the stock Evo pushrods, these adjustable pushrods for H-D Evolutions and Shovelheads eliminate the need to disassemble the engine to change pushrods. Time-saver pushrods allow quick removal of lifters and lifter blocks, with savings of up to 75 percent in labor time. Less labor time means more riding time. They're light chrome moly and are significantly stronger. They adjust from 9.5-inches to 11.5 inches.

PINSTRIPE LIGHTING THAT'S BETTER THAN NEON
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1040 Avenida Acaso
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No, this is not a performance item in my dictionary, but it's new and wild. Californeon is a new, adhesive, bendable pinstripe lighting tape, which uses very low power to create an impressive light show. Better than old-fashioned neon, it doesn't use glass, gasses, or dangerous high-voltage power units. Comes in Arctic white, but you can achieve different hues with Californeon color overlay tapes. Let us know how it works.

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

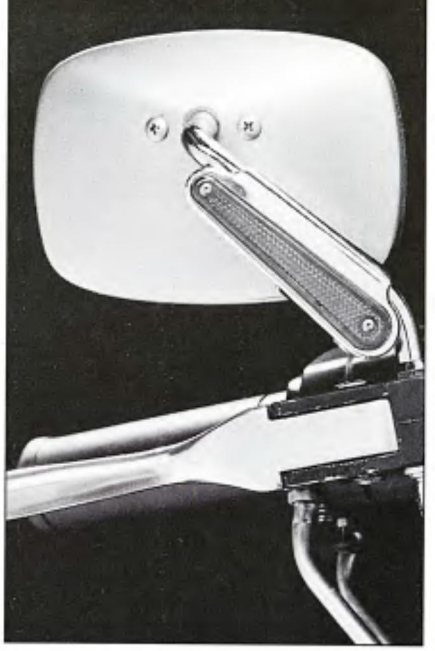


Arlen is not only a master designer, but he's fortunate enough to have hit the jackpot this year when he worked with Supertrapp to develop this new exhaust system. It is the best performing system on the market. An Arlen Ness exclusive, it combines style and performance in a 2-in-1 exhaust system. They're designed to fit 1984-up FXR and FXST models.

SLEEK TURN SIGNALS

BADLANDS MOTORCYCLE PRODUCTS

1200 South Rock Blvd., Unit 18
Sparks, NV 89431
(702) 359-4450



The only way to make a turn signal perform is to take it off your bike. But Whiskers have developed the solution to unsightly blinkers. These billet, compact units clamp around a mirror stem.

SCULPTED SEATS FROM THE MASTER

LE PERA ENTERPRISES, INC.

8207 Lankershim Blvd.
North Hollywood, CA 91605
(818) 767-5110



For years, we've searched high and low for seats that were comfortable, yet added to the lines of the bike. Seemed simple, but the main manufacturers were too busy building cushy seats. To achieve hot lines, you had to have a seat custom-made by Danny Gray, who still makes quality custom seats. But Bob Le Pera was the first to design a line of seats that even the factory has duplicated.

INNOVATIVE CAM DESIGN

ANDREWS PRODUCTS, INC.

5212 Shapland Ave.
Rosemont, IL 60018
(312) 992-4014



Andrews is hotly pursuing the performance edge. This is the first in a new line of Big Twin Evolution cams. The innovative design allows for faster opening and closing ramps.

HOT CONE-COVER PULLER

TROCK CYCLE SPECIALTIES INC.

13N417 French Rd.
Hampshire, IL 60140
(708) 683-4010



From the beginning, many mechanics pried cam covers off (one way or another), often damaging the gasket surface, forever. This new tool solves that problem. The Nose cone (cam) cover puller installs by hand.

IGNITION BREAKTHROUGH

DYNATEK

164 South Valencia St.
Glendora, CA 91741
(818) 963-1669



I've seen this new system work, and have watched several successful installations. It allows Evos the flexibility of single- or dual-fire, varied rev limits and a wide selection of advanced curves.

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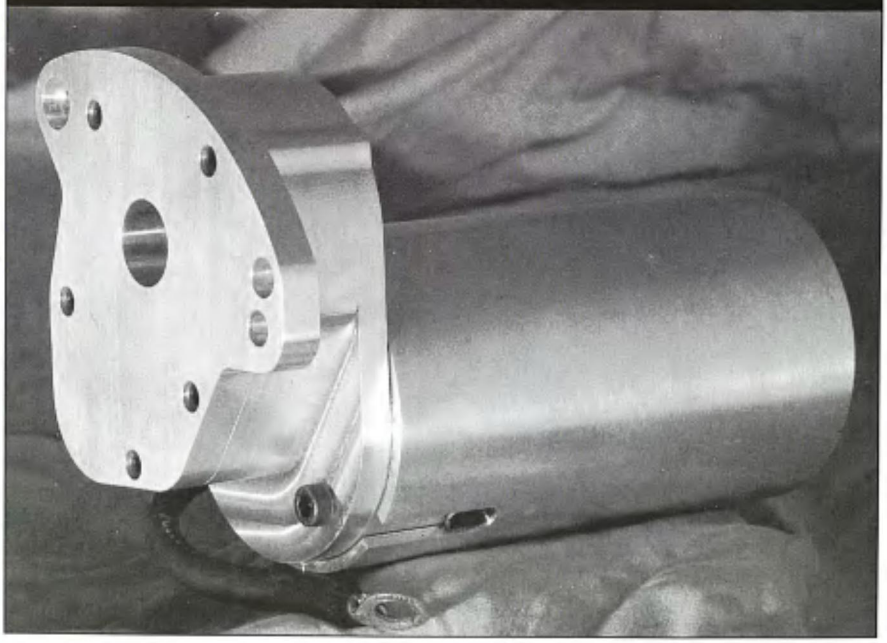


Reaming pinion bushings is a bitch. This pinion bushing line reamer fits Big Twins (1954 through present). It's used to line-hone pinion bushing in the cam cover for right case race. It is also the right size for XL idler gear bushings. I don't know about you, but I might only need to use this tool once a year—but it's mighty handy when that time comes. You'll find 60 professional tools in Jim's catalog.

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TECH PRODUCTS

511 West Mahoney
Mesa, AZ 85210
(602) 649-3901



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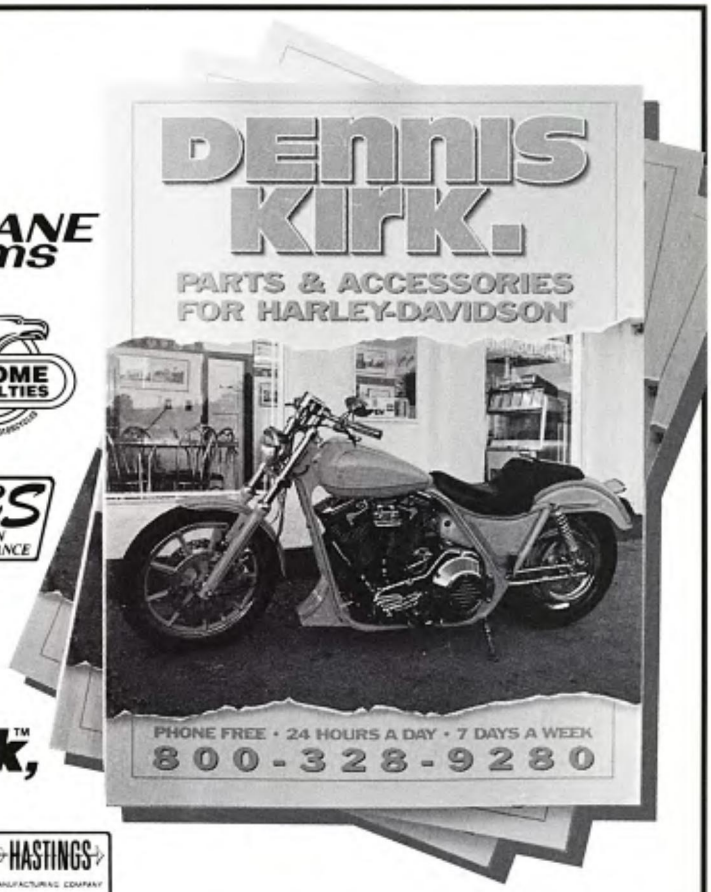
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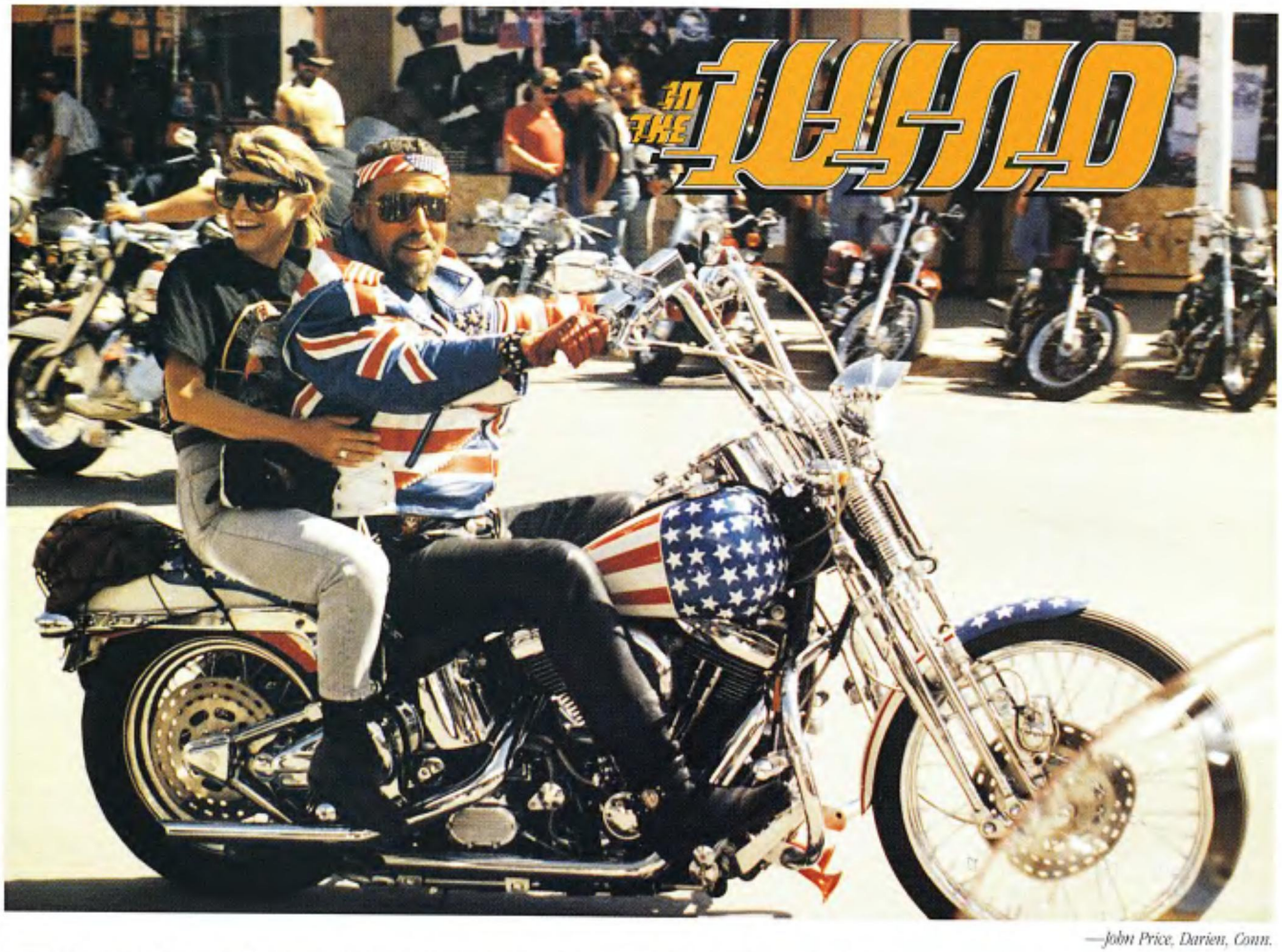
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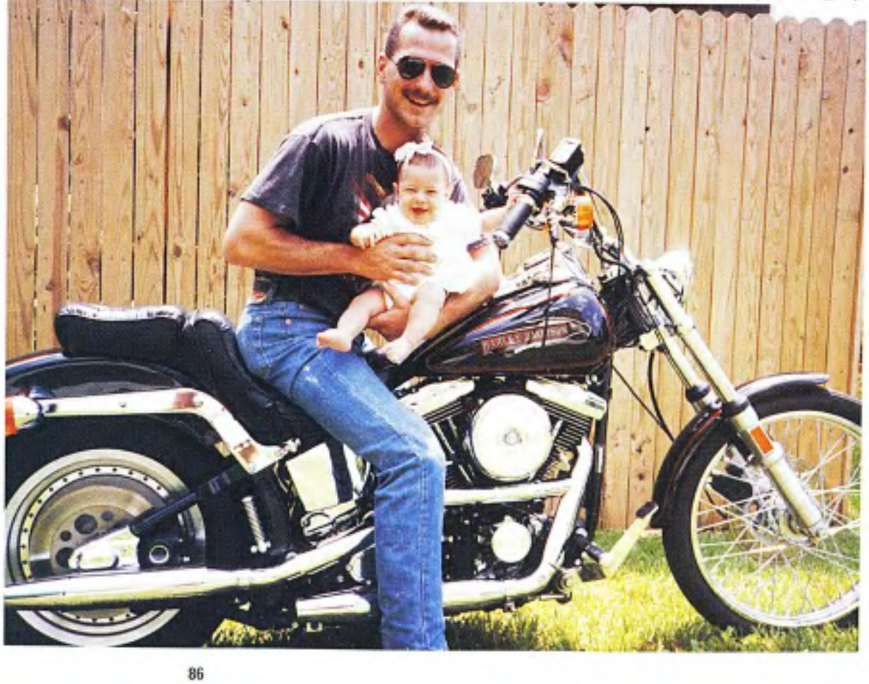


—John Price, Darien, Conn.

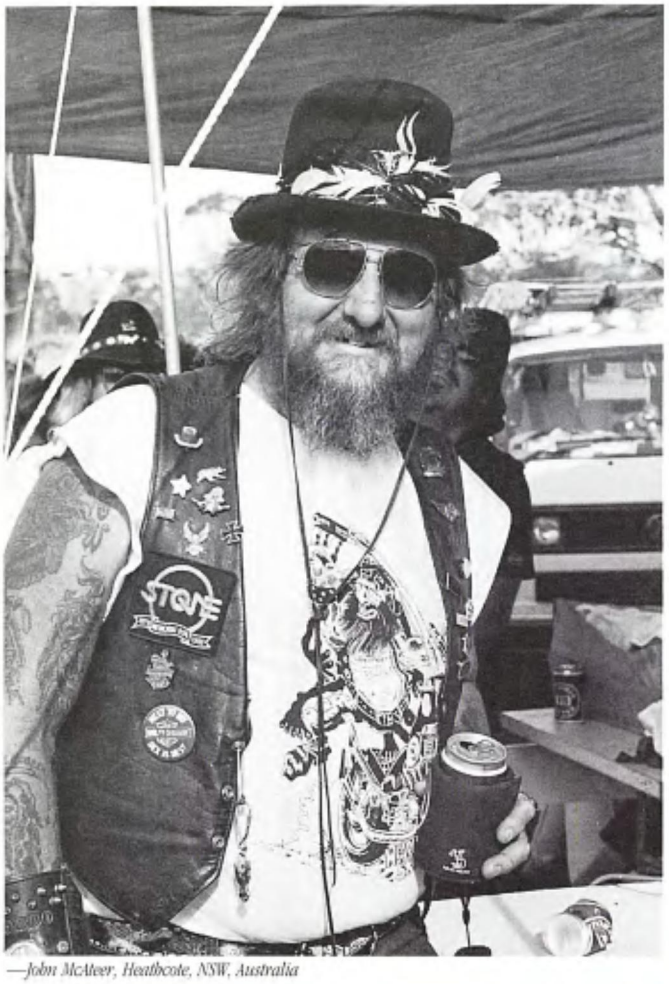
Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2-1/4 x 2-1/4)—nothing else. Whether it's the exhilaration of a dude and his chick flyin' 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 freedom of biking. (Oh, yeah, dig this—we now pay $30 for every black-and-white photo we print, $100 for every color photo we print full-page, $50 for every color photo we print half-page, and $40 for every color photo printed smaller than half-page.) Please label all the photographs you send in with your name and address. Also, include a self-addressed, stamped envelope if you want your photos returned. Send photos to: In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.



—Valerie Wallis, Apple Valley, Calif.



—Jer-Z Al, Jamesburg, N.J.



—John McAteer, Heathcote, NSW, Australia



—Tillie and Andrew Christie, Strafford, N.H.



—Emil and Grayce Beck, Sturtevant, Wis.



—George Grignet, Cocoa, Fla.



—Nita, Keysville, Va.



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—Dieter Zimmermann, Steiblingen, Germany

—Hot Rod Todd, Sarasota, Fla.



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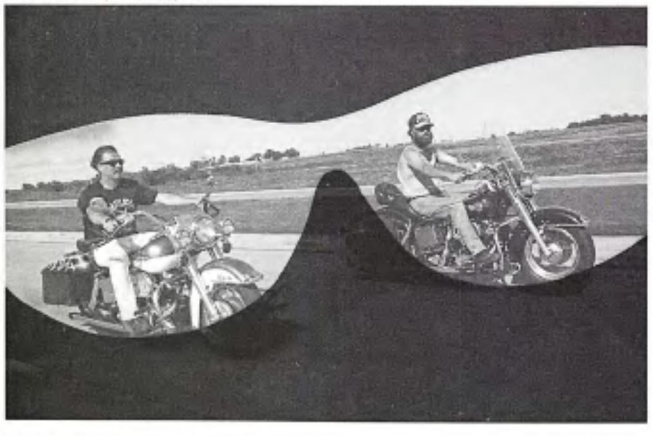


—Raoul Van Bijnen, Paris, France



—Doug Watts, Jesmond, NSW, Australia

—Bret Brandt, Waterloo, Iowa



—Mooky, Calhoun, Ga.



—S.G. Hayward, West Yellowstone, Mont.



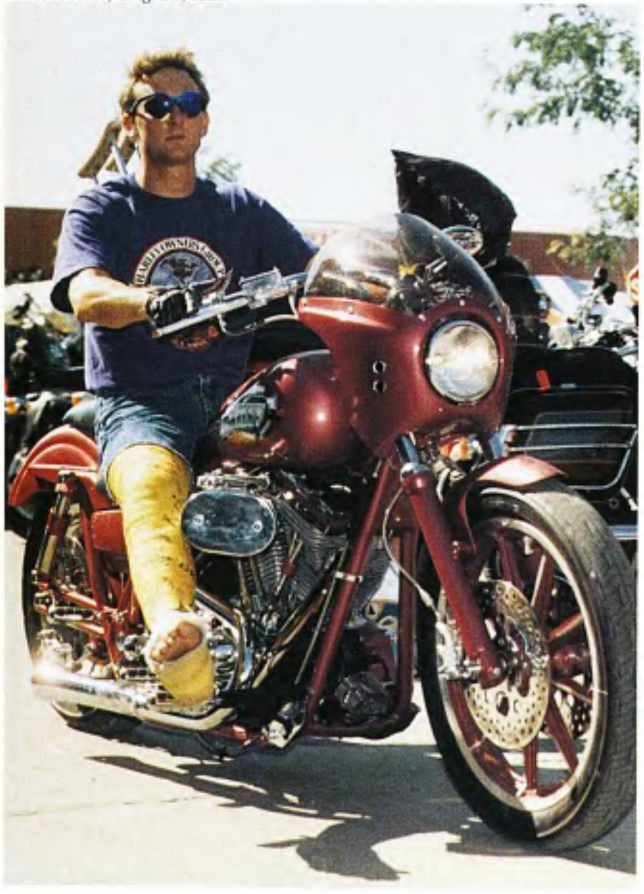
—Cindy Butler, Renton, Wash.





—Blue Bike Mike, Modena, N.Y.

—Gene Slater, Longview, Texas





—Big Boss Man and Evo Joe, Somalia '93

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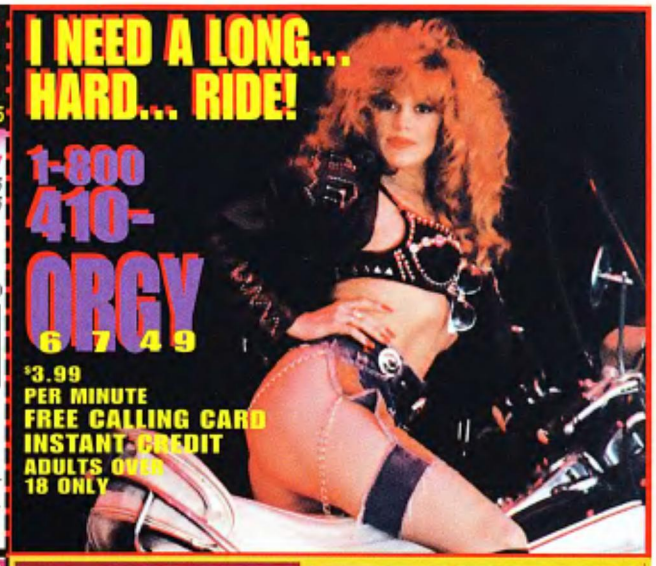
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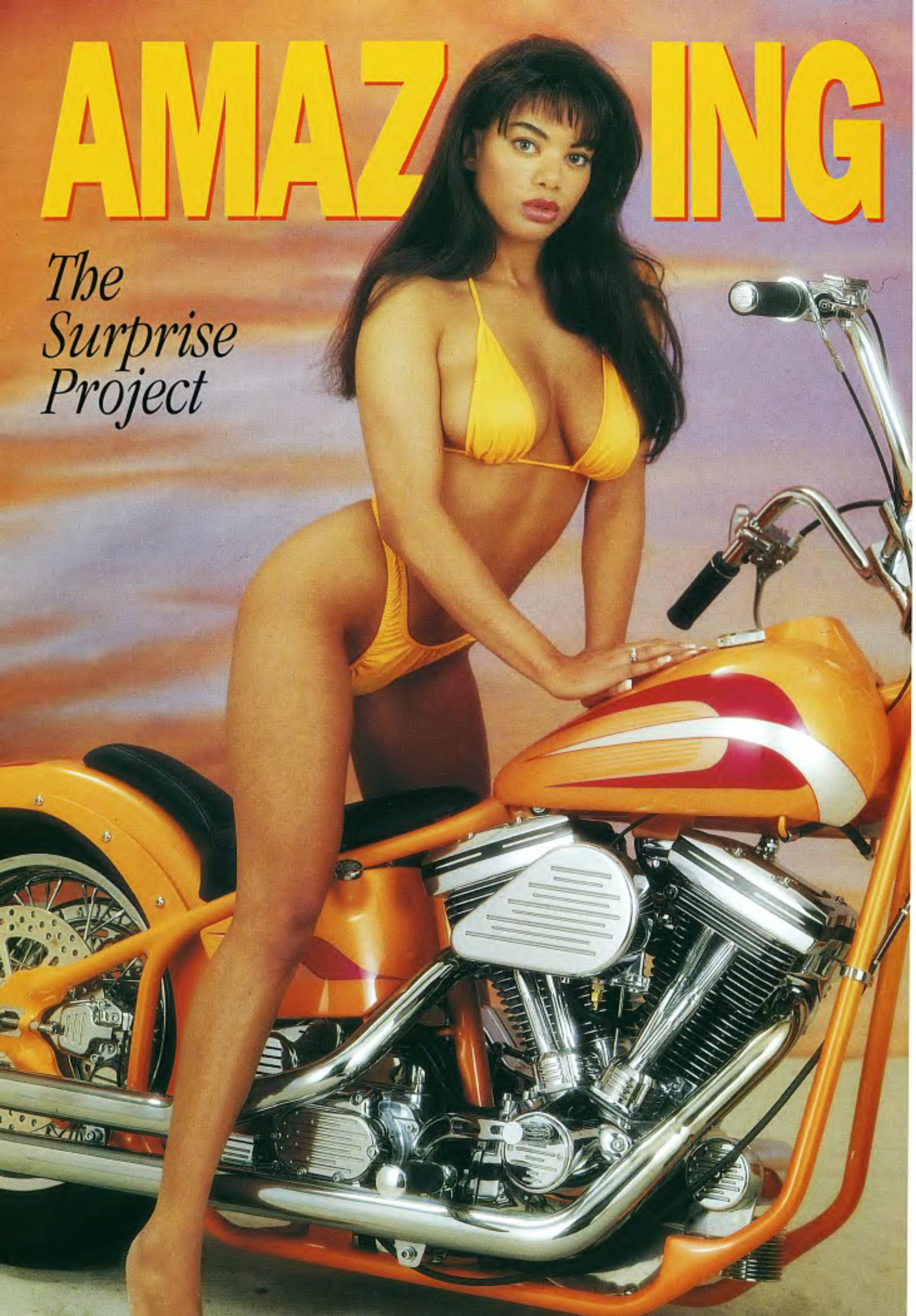
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AMAZING
The Surprise Project

EASYRIDERS

EASYRIDERS

Imagine your half-century birthday bash. Your loving wife has all your riding buddies over; she set up the band, the food, the invitations, the whole nine yards. It's the best birthday party you've had in what's left of your life-worn memory. As the lights go down on the festive evening, the last bike pulls out of the driveway and the caterers fold their remaining tables, and put away the final dish. You settle back in your favorite armchair, crack one more brew, and savor the moment. The little woman tosses her apron on the sink and joins you in the living room.

"There's one present you couldn't unwrap," she says. You look at her in puzzlement; you can't imagine anything else she could have done for you on this special occasion. "You've always wanted to build a project bike, a ground-up custom," she continues. "So, for your fiftieth, I want you to build the bike of your dreams." At that point your beer explodes in an over-excited fist.



That's basically the scenario behind the planning of this bike. Allan De Shon's wife, Linda, gave the nod for him to run with this project for the big 5-0. Although she was the impetus, the dual-fire inspiration behind this creation was attributable to two outstanding machines: the highbar bike in David Mann's "Sunset Boulevard" illustration and Bandit's 1993 project bike (built by Pat Kennedys Custom Cycles).

Scrambling with all the motivation any green light shines on a project, Allan dug through his back issues of *Easyriders* and took notes from the poster tacked to his garage wall. What an opportunity! He'd raised two children, been married for 30 years, had three grandchildren, and now, at a young 50, he was blessed with the opportunity to build the bike of his dreams. He wasn't going →

to procrastinate for 60 seconds.

The more he pondered the style, parts, and engine, the more he knew that there was only one builder who could bring his inspiration to life—Don Hotop of Don's Speed and Custom in Ft. Madison, Iowa. While sipping suds at the Silver Dollar bar in Spearfish in '93, Allan and Don had kicked around Allan's dream machine.

He envisioned a chopper that married new technology with classic styling. Don built a Pan chopper a couple of years back and has missed it ever since it sold—he could relate. Don was definitely the man for the job, "No doubt about it," Allan said emphatically. "Every time I look at the bike, I see something new. Don's a detail freak; he does it right or not at all." At Don's side was Sieg Weiler, a master machinist, tool maker, and the builder of many of Don's billet aluminum components.

Allan had the same zero-tolerance



attitude about the finish. "Only one person could paint my bike: Bob Brouett," says Allan. "He has that old-style quality in his workmanship. He even created and mixed the color."

Once Don had worked over the frame, tanks, and fenders, the group was sent to Brouett's studio in Lake Isabella, California. Bob put his touch to the metal and brought the finished



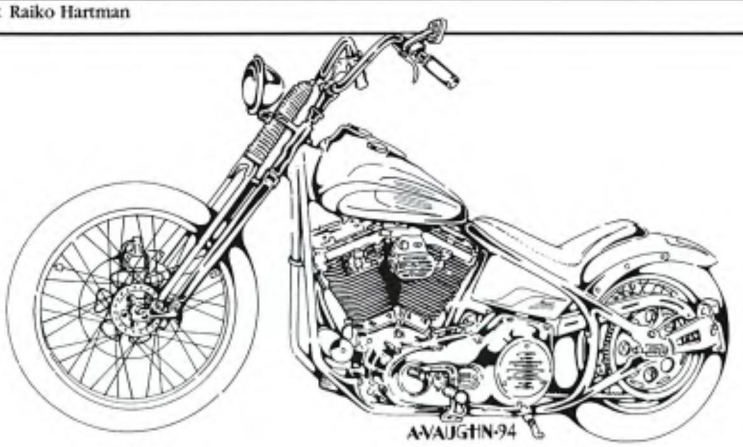


pearl paint to the '93 Love Ride in L.A. Bo, a Hamster from Minneapolis who attended the event, snatched up the frame and sheet metal and dropped it off in Ft. Madison on his way home.

The bike was finished before the '94 Laughlin Run in April, but due to a truckers' strike, it sat through the weekend desert run . . . but that was it. With trucking still at a halt, Linda and Allan jumped in their rig and drove to Iowa. They stopped at Don's shop just long enough to drink a cup of coffee and congratulate the tall, lanky builder (and new father) on his outstanding work. Then they loaded the bike, gassed up, and left. Linda and the 50-year-old did four-hour shifts and 36 hours later they were back in California, with Allan's putt in tow.

Linda picked up a new moniker along the trail, during the midnight to 4 a.m. shift. Seems the truckers began calling her "Hooters." What did Allan care, he's in the wind. —Route 66

Owner: Allan De Shon	**City:** Northridge, California	
General	**Frame**	
Fabrication: Don Hotop	Year: 1993	
Year and make: Special Construction H-D	Builder: Paughco	
Model: FXRGD	Type: rigid	
Value: worth it	Rake: 33 degrees	
Assembly: Don's Speed & Custom	Stretch: 2 ¾-inch	
Time: 12 months	Other alterations: everything	
Chroming: Precision Plating	**Accessories**	
Engine	Bars: K&N	
Year: 1989	Risers: Don's Speed & Custom	
Model: Evo	Mirrors: Hotop	
Rebuilder: Don Hotop	Grips: Hotop	
Ignition: Crane	Fender(s): handmade, Hotop	
Displacement: 80 cubic inches	Headlight: Drag Specialties	
Lower end: H-D	Taillight: Sieg Weiler	
Balancing: factory	Speedo: Don's, Phil's Trix	
Pistons: stock	Front pegs: CCI	
Cases: H-D polished	Rear pegs: none	
Heads: Don's, H-D	Electrics: Drag, 12-volt	
Cam: Sifton 141	Gas tank: Don Hotop	
Lifters: H-D	Oil tank: H-D, Brouett	
Carb(s): S&S E	Oil system: slippery	
Air cleaner: Sieg Weiler	Primary cover: H-D	
Pipes: Don's Speed & Custom	Seat: Le Pera	
Mufflers: cone baffles	Sissybar: I don't go to them	
Transmission	**Forks**	
Year: 1989	Type: springer	
Modifications: back cut gears	Extension: none	
Shifting: up and down	Builder: Paughco	
Engine sprocket: stock	Special features: rechromed	
Trans sprocket: narrowed, Hotop	**Wheels**	
Wheel sprocket: narrowed , Hotop	**Front**	**Rear**
Painting	Size: 21-inch	Size: 16-inch
Molding: Bob Brouett	Hub: H-D	Hub: H-D
Painter: Bob Brouett	Rim width: 2-inch	Rim width: 4-inch
Color: Brouett Orange Pearl	Tire: Avon	Tire: Avon
Type: latex	Brake: GMA	Brake: GMA
Special paint: Brouett		
Other special modifications: everything you can see and some you can't. Special thanks to: Linda, Don, Sieg Weiler, Charlie and Joan, Nick, Jake, and Drake.		
Photos: Raiko Hartman		



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REACHING THE EDGE

One Woman's Riding Story

My earliest memories of motorcycles were of lust and raging hormones. It was the apex of the '60s. I lived in a suburban tract on the edge of a vast oil field and mortuary at a time in L.A. history when rattlesnakes were still a real seasonal threat.

My high school sweetheart, Roy, had just bought a new Harley. He was a senior, soon to graduate and soon to be drafted. His brother was in the Marines. His family was Republican, Germanic, and he was 1-A (not a good sign).

Roy did not want to go to Vietnam. I was opposed to the draft for no particular reason except that I was from a liberal family and it seemed like the right thing to do. Roy had karma he had to deal with. Soon after his graduation he took the bike out. It was raining and he had taken a few too many downers. He sped around a corner and died. Motorcycles became dangerous.

So now the surge of emotions and ghosts which assault me when I saddle my bike both confront my past and point to my future. I met my husband a mere seven years ago in my backyard. He was an unexpected guest at a party I gave for a friend's birthday. He and a friend signaled their arrival at the party by blowing through the backyard (and hence the party) on their bikes. "Cool," I mumbled to myself. That night he impressed me with his rough-cut gentleness, and so a relationship and later a marriage was born.

My husband has been riding fiercely for 27 years. I rode happily as a dependent on the back of his 1947 Indian. I loved my perch, the queen's position, and, yet, I longed for more. I could feel the combination of excitation and fear well up in my body every time we went out. I measured my own growth and ability to become that which I aspired to be by the amount of fear and perspiration I experienced each time I rode.

One summer day my husband told me that his job would require him to leave town for 12 weeks. We hadn't been married long, and I knew I'd miss him dearly, but the thought of not being able to ride through the summer and swing down the coast on my perch was intolerable. "I'll have to get my own bike," I thought. There was no other choice.

I bought an '88 Hugger and proceeded to learn to ride. The going was slow. The memories of Roy haunted me at every turn. I dropped the bike not once but several times. The initiation process was costly, and I soon learned that if I didn't want to buy another rear turn signal I had better keep the bike upright. I made all the standard mistakes plus a few special ones. Then I rode . . .

I rode perilously at first. I began to study other women riders, wondering how they did what I was seeking to master. (As a psychotherapist, I am always fascinated with human motivation.) Where was their fear? How did they think of themselves (and others)? How did they conceptualize their womanhood in this largely male sport? These questions evolved into an internal questionnaire, later a dialogue, and finally was conceptualized as a book.



I began to have these discussions with the women I met on the road and at various biker hangouts. Their answers to my queries gave me much to ponder. A theme took shape from my interviews. Their reasons for riding were as unique and as special as they were. Although they had much in common, each story was a gem of experience, a unique slice of life. Something compelled them to embrace their own feminine power, a power which lead them to a relationship with a motorcycle and the culture surrounding it. I have set out to chronicle my experience and investigate my theories in my book "Women Who Ride."

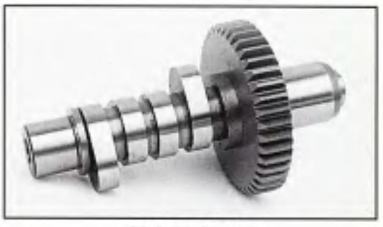
In many ways my motivations and experiences paralleled other women's and in many ways they are different. I ride because I love to ride (this was true of all the women I've met and interviewed). I ride because there's a part of me which always seeks to do that which is hardest for me and evokes the greatest ratio of fear/excitement. Riding gives me great pleasure and a sense of personal empowerment, while I am humbled by my own fears of death and reminded of my mortality. Riding is a stance, a place on the border of my personal existence where I appreciate more of everything because I am closer to losing it. I ride because I love speed, loud, angry engines, and being a part of a special group of people who understand their own desire to reach "the edge."

—Lisa R. Garber

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1992 Harley-Davidson Hardtail Evo

Only south of the Mason-Dixon line will ya find a retired Chief of Police (Baton Rouge) with a handmade hardtail that'll singe your socks just lookin' at her. The retired Chief's been ridin' for over half a century, and when it came time to buildin' the ultimate custom, he turned to his longtime friend Coyote Melancon. Coyote's been buildin' show bikes all his life, but the one dream sled that kept floatin' around his head never woulda popped out without a greenlight from The Man. They shook hands in the latter part of '89, and that's all she wrote. Coyote worked every night from 11 p.m. till 5 a.m., out in a double-garage behind his house. And he was finally ready in January 1992 to deliver Johnny his first Coyote Custom.

With the exception of the '88 H-D Evo engine and tranny, everything on the bike is handmade by Coyote—including the bolt-on frame. Apart from runnin' dual SU carbs, Coyote hand-formed the pipes, exhaust system, and intake. The blower, also hand-formed, is belt-driven off the clutch side instead of the primary side. The custom, café-styled gas tank, the oil tank (stashed under the rear fender with the filler hidden beneath the seat), custom bars, trees, fenders, and lights are also by Coyote. More than 1,200 individual pieces of plate went into Coyote's painstaking creation, and as far as the retired Baton Rouge Chief of Police is concerned—Coyote done him right. —Clay Dog

General	**Forks**	
Fabrication by: Coyote Melancon	Type: Coyote glide/H-D tubes	
Year and make: '92 Coyote Custom	Builder: Coyote M/C Specialties	
Model: custom hardtail	Special features:custom trees	
Chroming: Advanced Plating	**Accessories**	
Engine	Bars: custom	
Year and model: 1988 Evo	Lights: Coyote, Geo Storm lens	
Rebuilder: Coyote M/C Specialties	Gas tank: Coyote custom	
Displacement: 82 cubic inches	Oil tank: hand-formed, hidden	
Transmission	Seat: custom, Bill Harrel	
Shifting: foot	Other: look 'er over	
Trans sprocket: 24-tooth	**Wheels**	
Wheel sprocket:chain drive/trans back	**Front**	**Rear**
Finish	Size: 21-inch	Size: 16-inch
Painter: Coyote	Tire: Michelin	Tire: Michelin
Color/type: pink pearl/House of Kolor	Brake: dual disc	Brake: dual disc
Special paint: Hazardous Harold graphics	**Special thanks:** to Coyote,	
Frame	Hazardous Harold, Gerry Lane, and	
Year and builder: 1992 Coyote	Ben Alford	
Type: bolt-on rigid		
Alterations: one-of-a-kind	**Photos:** John Williams	







FOX HUNT

April Winner



Summer's here and the time is right for ridin' in the streets. That's your monthly Fox, bro, not the season, although there's nothing better than a warm-weather putt. Heaven on earth is the warm sun on your face and a healthy pair of ripe gazambas pressed against your back, adding comfort to the road. And this bubbly, full-of-life lady has plenty in the comfort department. Summer's no airhead, either; she attends the University of Houston as a business major. Summer supports herself by dancing at a club on the north side of Houston, the biker side. See her at work with Wally Sosa's FLH on page 46.

—Loudmouth



I was excited and scared at the same time; but once the wind was blowing through my hair (no helmet), it was the best.
Sandy, Georgia—#901



I can't think of anything sweeter than 100 inches of throbbing hell between my 38-inch-long legs.
Kylie, Oregon—#902



The purr of the engine under the seat was just what I needed. My fantasy came true—a bike, a stud, and a new sensation.
Christina Marie, Kansas—#903



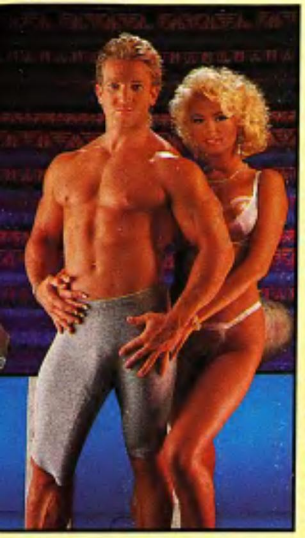
The rumbling feeling of a Harley-Davidson between my legs makes me have multiple orgasms.
Michele, New Jersey—#904



I was 11 years old when my 17-year-old brother, Kevin, gave me my first Harley ride. I owe him one.
Rebekah, California—#905



My uncle took me riding when I was a kid. He's gone now, but when I ride I feel the freedom he sensed, knowing he's riding with me.
Micki, Pennsylvania—#906



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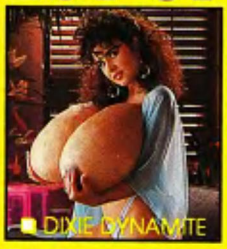
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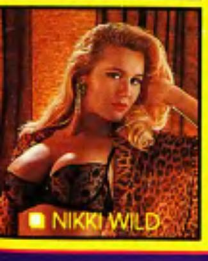


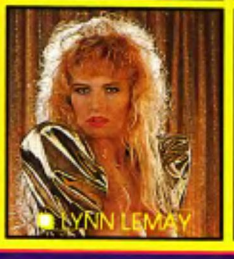














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- ☐ Angela Baron
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- ☐ Stephanie Rage
- ☐ Kelly Blue
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- ☐ Rachel Ashley
- ☐ Ebony Ayes
- ☐ Lois Ayres
- ☐ Stacey Bell
- ☐ Bunny Bleu
- ☐ Bridgette Blue
- ☐ Erica Boyer
- ☐ Cameo
- ☐ Christy Canyon
- ☐ Heather Lere
- ☐ Tonisha Mills
- ☐ Suzanne St. Lorraine
- ☐ Danielle
- ☐ Barbara Dare
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- ☐ Krystal Dream
- ☐ Christina Evol
- ☐ Felina Fabre
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- ☐ Nina Hartley
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- ☐ Charlotte Leigh
- ☐ Janette Littledove
- ☐ Aja
- ☐ Trinity Loren
- ☐ Cara Lott
- ☐ Shanna McCullough
- ☐ Sharon Mitchell
- ☐ Alicia Monet
- ☐ Loni Morgan
- ☐ Purple Passion
- ☐ Jeannie Pepper
- ☐ Ali Kramer
- ☐ Lauryl Canyon
- ☐ Taija Rae
- ☐ Kimi Gee
- ☐ April Rayne
- ☐ Madison
- ☐ Tammy Reynolds
- ☐ Rustie Rhodes
- ☐ Ashley Dunn
- ☐ Shawna
- ☐ Heather Sinclaire
- ☐ Spice
- ☐ Stacey Nichols
- ☐ Sukoya
- ☐ Sunset Thomas
- ☐ Tianna
- ☐ Vanity
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- ☐ Missy Warner
- ☐ Lisa Wilson
- ☐ Ona Zee
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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 #255 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000. For this issue, you can begin sending in your votes starting August 1, 1994.



Here she is, bros, the 6th monthly winner in our 16th Annual Fox Hunt, Kelli, #506, from Maui, Hawaii. See more of her next issue.

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 August 31, 1994. We'll print the winner in the January 1995 issue.

FOX HUNT
P.O. Box 3000,
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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.

255

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.

_____

_____

_____

TECH TIP

FRAME STRETCHING

Creating Size And Lines

I'll never forget the sun drenching the Long Beach Naval Harbor the day I checked out of the service. I was relieved of my uniform duties three months early because I had spent the majority of the last three years of my life in Vietnam. Also, because I'd promised to learn a trade.

I had been a highly trained vacuum-tube (electronics) technician for the last four years, and if I never saw another vacuum tube it would have been too soon. In addition, transistors had taken over, so my electronics background was obsolete. Instead of pursuing electronics, I decided to enroll in welding classes at the local city college. Did I want to be a welder when I grew up? No, I wanted to rake frames and make custom parts for my bikes. (Although from time to time I fell back to my talents with the torch.)

The rules and equipment used in molding together two chunks of steel or aluminum have changed. When it comes to bike building, stick welding has in most respects become a thing of the past. The rule now is Tig or Mig.

That's one side of the story—the other half is fit. When building a custom motorcycle, there's now more flexibility available. This bike will remain stock in appearance, but it needs to fit a 6-foot, 4-inch frame, so we added 2 inches to the downtubes. That slight change will create 2 more inches between the footpegs and handlebars. I will also create more space above the engine to show off that fine-looking Knucklehead motor. With the talents and tools available, any modifications to the stock chassis is possible—and some are recommended. For instance, this stretch will add a couple of degrees to the narrow 28 degrees on the stock chassis, improving highway stability. Here's how it's done.

Randy Simpson and his crew at

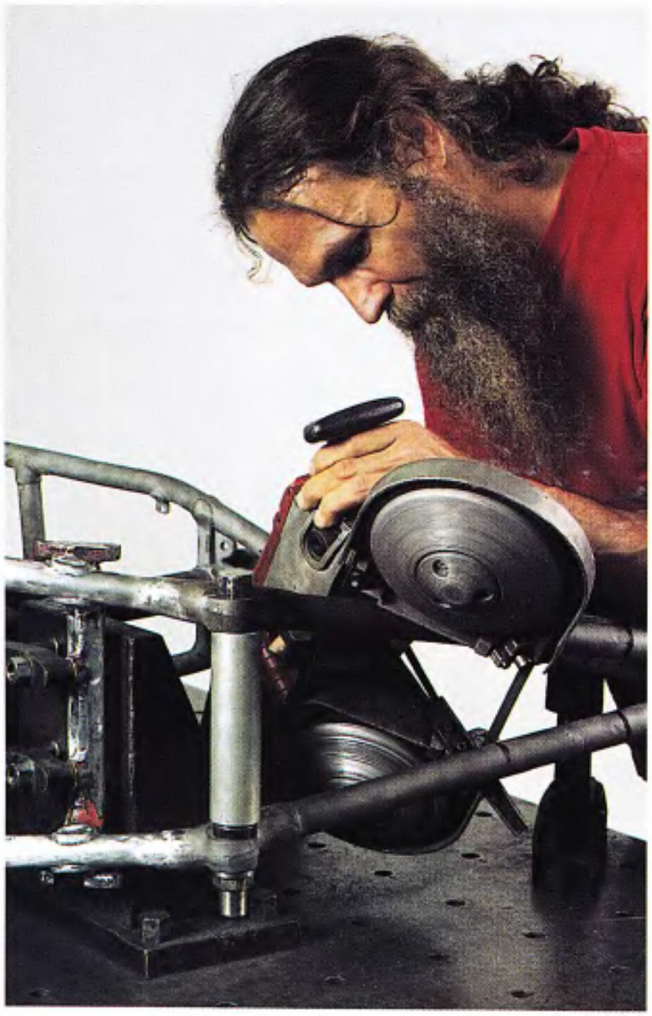
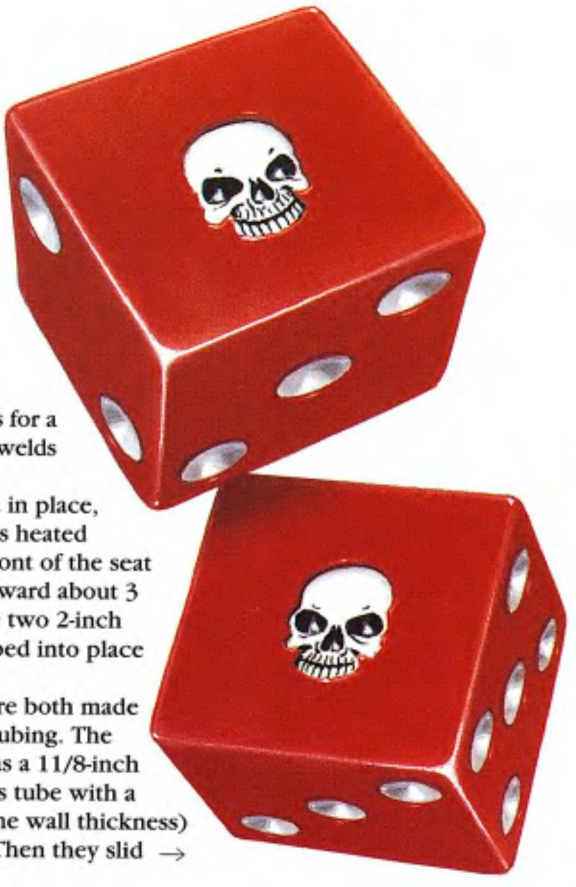


Photo 1



Photo 2



Milwaukee Iron [(804)845-7688] went to work on this puppy on his authentic Harley-Davidson frame table. They measured the frame to be stretched, then cut the downtubes with a portaband saw about midway on the tubes. Randy explained, "Once the frame is stretched the tubes need to be bent back and out to realign. We cut in the center for better leverage, otherwise we would be forced to replace the downtubes in the castings."

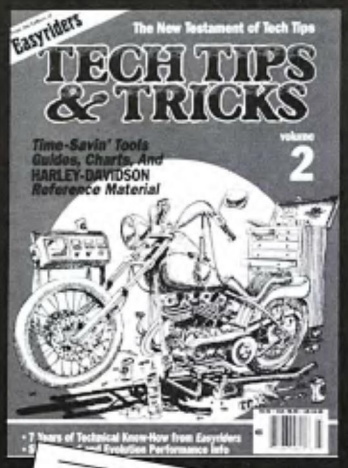
Randy's been working with frames for many years and is capable of building them, restoring them, or modifying them. Then Randy took a hand girder to bevel the tubes for a solid take on the welds (photo 2).

While clamped in place, the backbone was heated with a torch in front of the seat post and bent upward about 3 inches. Then, the two 2-inch inserts were slipped into place (photo 3).

The inserts were both made of 1/8-inch wall tubing. The outside sleeve was a 11/8-inch diameter seamless tube with a tubing insert (same wall thickness) to create a step. Then they slid →



Photo 3





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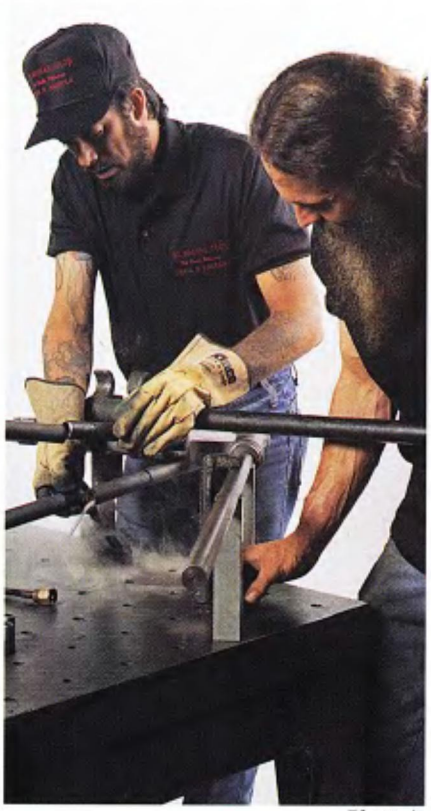


Photo 4



Photo 5

Photos: David Jones



them into the existing frame (photo 4). The inserts were Tig fused (photo 5) with mild steel filler rod (1/16-inch). It was then sanded and checked for straightness (photo 6).

Hang on for future issues when we make a Knucklehead scream with performance—subtle sheet metal changes and the bobbed Knuckle comes to life.

Remember . . .

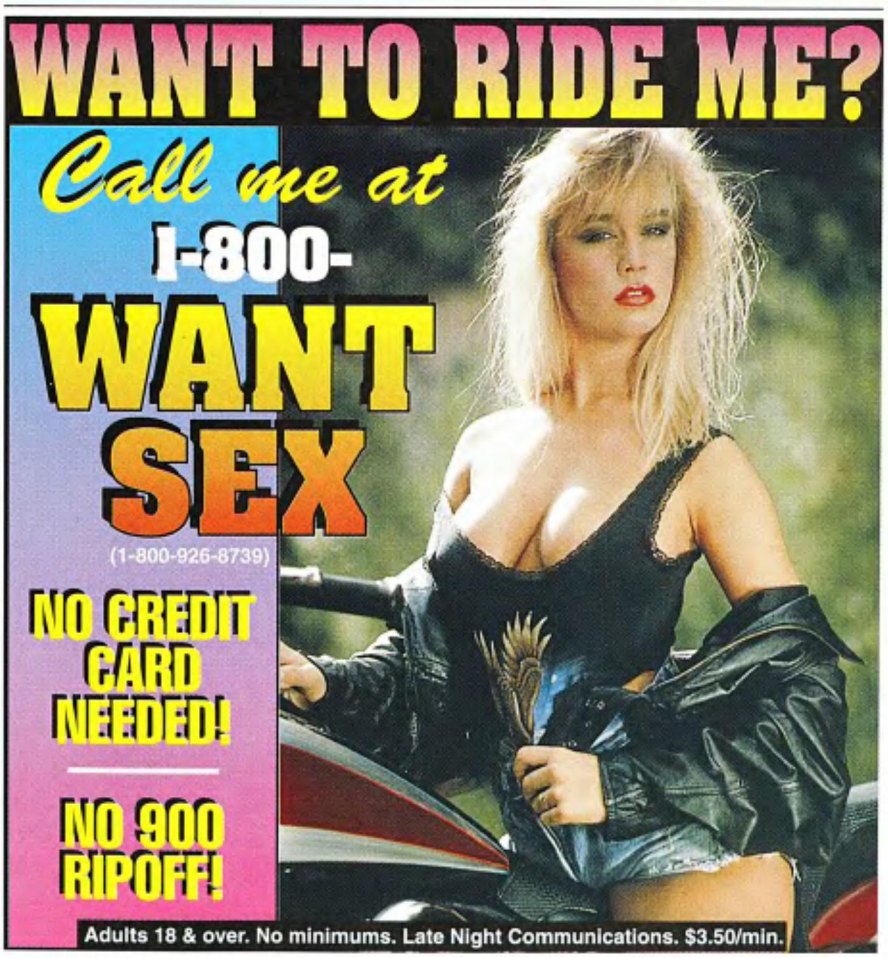
—It's Just A Roll Of The Dice



Photo 6

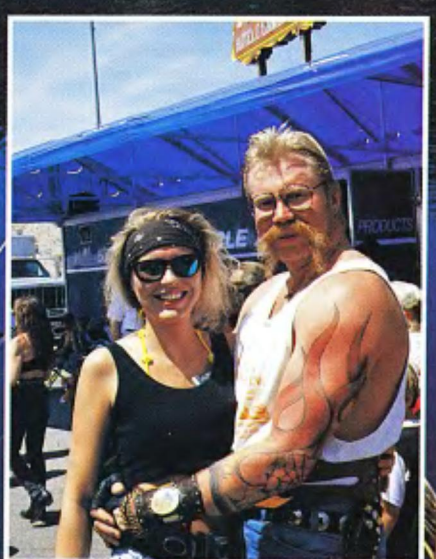












RIP'S RUN





Rip meets the pavement, then gets up to cruise the desert before rolling into Laughlin

The Slide

In last month's issue I left you readers in Southern California, after riding back from Bike Week 1994 in Daytona Beach, Florida.

Shortly after getting home and on the way to the office early one morning, I dropped my Baby bike. She's a 1988 FLHS with 119,224 miles on her clock. Sugar Pai was in need of some clutch parts and Baby needed to keep her batteries charged, so I took her. White-lining through L.A.'s traffic with a slipping clutch ain't the thing to do. Since then, Sugar's gotten a new set of Barnett clutches and she's working just fine.

There were a lotta factors involved with my accident. Mostly though, I've got to cop to going faster than I should have. I was on a hilly windy road and we lost traction on a marbly curve after hitting the brakes too hard. I thought I saw Johnny Law at the bottom of the hill. The California Highway Patrol uses radar to catch speeders in these parts. This Kanan/Dume section of road to the coast kills many riders and drivers during the year. It gets many crotch rocket riding youngsters who love to go fast in the canyons. It sure fucked up Baby, but it didn't get me. I would have had more road rash if I hadn't been wearing plenty of leather clothes to ward off the early morning chill in the air. My *Easyriders* leather pants took the beating my tender skin would otherwise have endured.

After losing traction, Baby lay down on the left crashbars and slid. I tried climbing up on the tank, and was doing all right under the circumstances, but Baby wanted to get back up on her two wheels, like she's supposed to. This all happened in slow motion. Those of us who have been in a similar situation can relate to this, I'm sure. Anyway, I remember thinking "No we can't be sliding on the blacktop. How is this possible?" All I did was stomp on the brakes—maybe a little harder than I needed to. I remember the rear wheel hopping over some lumps and bumps on the roadbed just before she went into her sliding action. Then as John Madden might say, "Boom, we were down."

Like I said, Baby wanted to stand →



On the dried out Bristol Lake bed.

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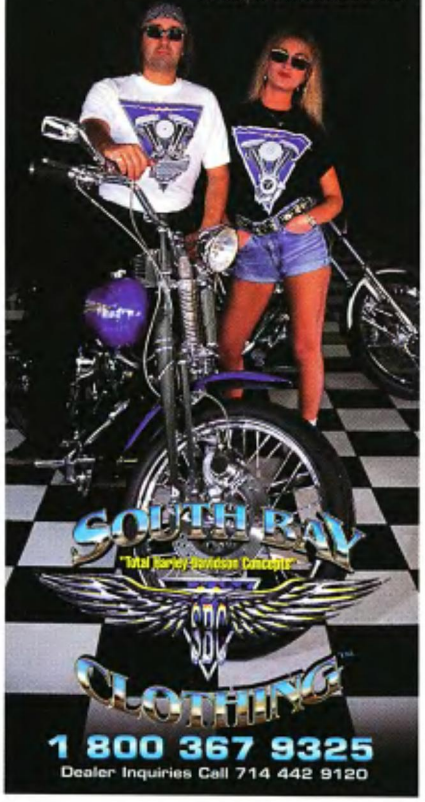
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At John and Loretta Sand's Barbecue, Temecula, California.



Bike show and raffle winners, Palm Springs, California.

up. I was trying to keep her down, like a cowboy wrestling a steer. Finally, I couldn't hold her, she was getting up and that's all there was to it. I turned her loose as I went sliding and tumbling. Baby did get up and after bouncing off the bank in the roadside ditch, she straightened up and started tracking the groove in the ditch, as if I was still on her. The ditch was formed from run-off from the road and hillside. She was in fifth gear and the motor was still lit. She tracked the ditch till it veered off, that's when she started doing endos. Here I am, sliding along, still in slow motion, thinking that this is just a bad dream and I was gonna wake up and everything would be all right. Wrong. I counted 3, maybe 4 complete flips in the air. A hole burned through my leather jacket near my left elbow, which figures, since I went down on that side. But I still can't understand how I got a hole on top of my right shoulder. The *Easyriders* leather pants were all torn up, mostly on the left side. They also showed wear on the butt, right side and front. The top metal button was ground down along with my keys, belt buckle on the jacket and rear part of my Frenchie helmet.

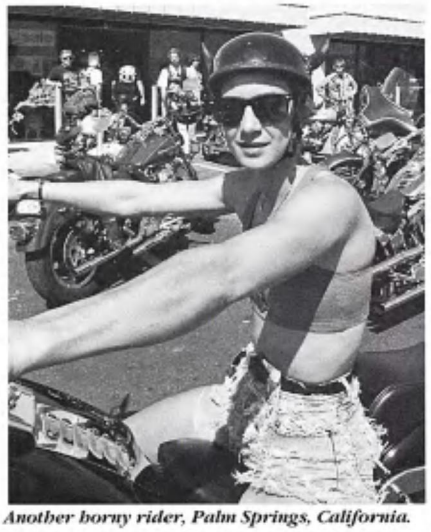
The ditch dirt was soft due to rain earlier in the week. The first endo plugged the exhaust pipes. Baby had 8 to 10 inches of mud in each exhaust pipe, which undoubtedly killed the motor. Then the trunk blew apart, throwing several thousand slides I'd shot in Daytona, flying. Like confetti tossed in the air.

I picked myself up and went to check the damage. It wasn't a pretty sight. I'm gonna need some sheet metal, spotlights, running lights, trunk, saddlebags, and crashbars. Just all kinds of related parts. I ride Baby when I'm home. Sometimes I fly home from the road and need another dresser to protect my film and copy from the elements until turning them in at the office.

Later, while back in Cal, I went on a poker run with a group who ride out of the Palm Springs Harley shop. The Palm Springs H-D store's theme is the spirit of the West. Inside the store you'll see many genuine Western and Indian artifacts, including spears, arrows, headdresses, paintings, and all kinds of objects of art to scan. Their service department is tops,

with very good technicians. The shop owner, Tom Roach, drag races with AHDRA. Last year, he held the number one plate in two gas classes. This year Tom hasn't done as well; his busy schedule has kept him from participating in all of the races. You've gotta be there to accumulate those valuable points. After leaving the store, we hit three check points, where we drew cards before continuing on our way, till getting to the last stop at Zelda's, in downtown Palm Springs.

Zelda's is a popular nightspot that gets a lotta bike rider action. It's a hip, upscale watering hole where lots of beautiful people hang out. It's located in a mini mall that has a grassy courtyard in the center, allowing shoppers easy entry to each



Another horny rider, Palm Springs, California.

store. There was a bike show held on this grassy courtyard. After the bike show, a Ms. Palm Springs H-D contest began inside Zelda's. And let me tell ya, the competition was extremely hot, hot, hot. Each of the ladies vying for the crown put on one helluva of a show. Thanks. We dudes really enjoyed it. The eventual winner was Nina Rizzo, who was chosen by popular voice vote. Zelda's DJ handled the applause meter. I would have hung around longer, but I wanted to visit my Dad who was in a local hospital and in bad shape.

Later the next week, Sunday, April 10, I rode to Temecula, Calif., to visit with some Bros Club people and see their local Bros Club shop. It's called Temecula Cycle Gear and it's of average size with lots of parts. They carry all the major brands, but as of yet, don't do service work. Rick and Sue are the new owners, if you're in need of some parts, they will treat ya swell. Check them out.

While in that area I took a putt with some other Bros Club folks. We went by The Look Out Roadhouse, a favorite stop for many bike riders. The Look Out overlooks beautiful Lake Elsinore and is →



POWER ON THE WIDE SIDE

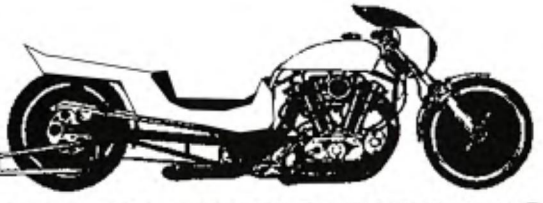
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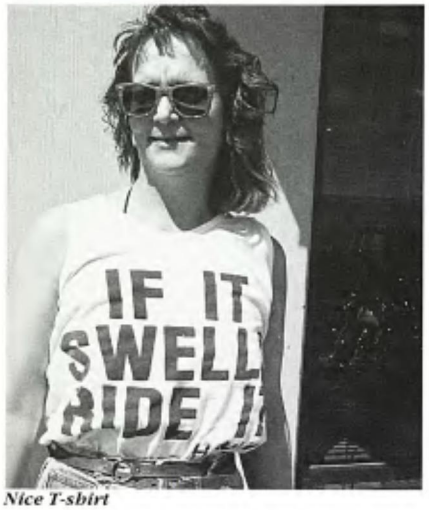
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Michael Landon's son.


Pretty Palm Spring lass.


Sunday morning alongside the Swing Inn, Temecula, California.

quite picturesque. It's on Highway 74, the Ortega Highway, which goes from the Pacific Ocean en route to the desert over some beautiful mountain trails.

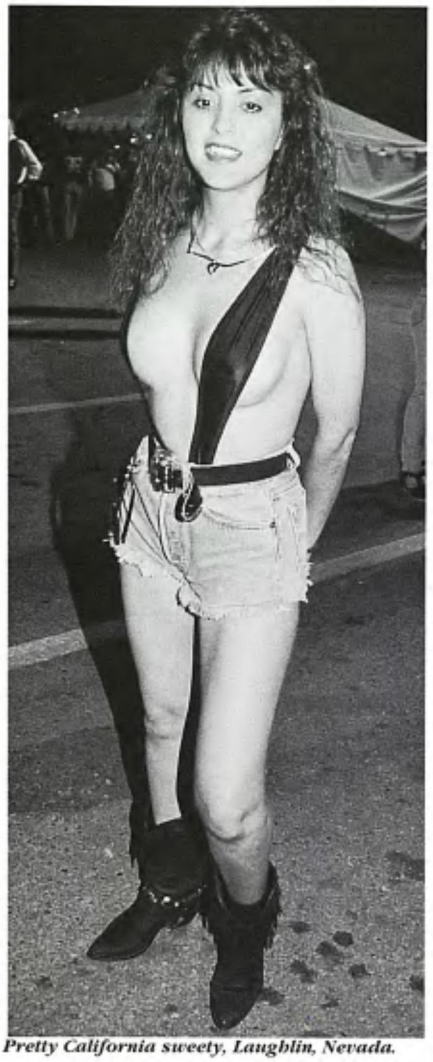
The following weekend, April 15, I rolled over to Laughlin, Nevada, with the very first Bros Club chapter. They're a group of riders who live in the area where three valleys come together, Elsinore, Temecula, and Murrietta. (See Bros Club news *Easyriders* issue #247.)

The Southern California H-D Dealer's Association sponsors the Laughlin Run, headed up by Dale Marschke. Dale is my hometown dealer. He owns and operates Dale's Modern Cycle in 'Berdoo.

Oh, yeah, I also forgot to mention that before riding up to the Look Out, a bunch of us ate breakfast at the Swing Inn. This is where the club meets every Sunday before deciding where they want to ride, that day. The Swing Inn will be included in the updated revision of *Riding with Rip, The Bros Club Guide to America*. Also, after the ride to the Look Out, a bunch of us found our way to John and Loretta Sands' house for a barbeque. The food was great. Thank you very much. Before leaving I took a family picture of the group.

Getting back to the Laughlin River Run. I met the folks at Joshua Tree, California. I waited for the pack to stop there as this was to be their breakfast stop. From there, we rode to Twenty-Nine Palms, Calif., then to Amboy, and Essex, Calif. Getting off the National Trails Highway, one of our riders, Lenny, dropped his putt in some loose gravel. He dumped himself and his ol' lady, Cathy, on the on-ramp of Interstate 40, which leads to Needles, California. He was only going a few miles per hour so there wasn't any major damage to either him, his ol' lady, or the scooter. They brushed themselves off, got back on, and continued like the good troopers they are.

We rode into Laughlin, Nevada, together without anymore mishaps. I was deposited at my room, the Pioneer Hotel and Gambling Hall, before splitting for some more fun. That was the last I saw of some of the folks all weekend. The Laughlin River Run as it's now known, has been going on for 12 years, and already is the biggest motorcycle event in the western United States. And it will only get bigger. Look out Daytona, and Sturgis,



Pretty California sweety, Laughlin, Nevada.

this run could rival you. Anyway, I got to visit with many friends I don't normally see due to being on the road. It was great. The only drawback was having to ride out the next morning to bury my Dad.

I rode back to Oatman, Arizona, that evening after the funeral, and visited with my colleague and friend, Dean Shawler, the editor of *Biker*. Before reaching Oatman, I came upon a scene of much carnage. I don't know what happened, but I do know there were no cages involved, just motorcycles. After burying my Dad that day, this was the last thing I wanted to see. There were small children involved here, and it was by no means pleasant. There was lots of blood, gore, and bodies lying about. The road leading either way from Oatman is a winding, hilly two-laner, and it's hard to ride sober—much less with a few drinks in ya. Let's be careful, folks. Let's use our heads before we lose them.

Saturday, I caught the official Harley happenings in a caged-off area next to the Riverside Resort Hotel and Casino. The Victor McLaglen Motorcycle Corps entertained us, and so did Keith Kardell a well-known stunt rider. There also were →

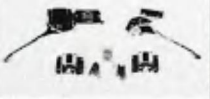
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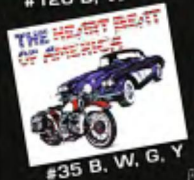
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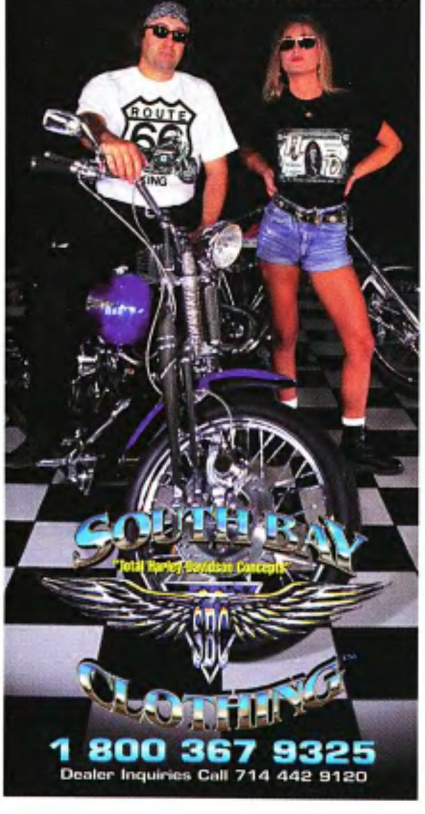
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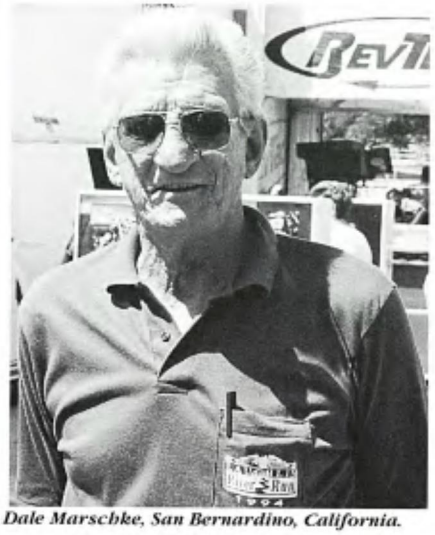
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Dale Marschke, San Bernardino, California.



Richard and Diane Gomez, Laughlin, Nevada.

Photos: Rip



How about a sip?

some field meets, games, and a live band. Over 50 trophies were given away at the bike show. Additionally, there were free outdoor concerts sponsored by the Colorado Belle Hotel and Casino on their promenade deck. Mick Fleetwood's Blue Whale band kicked ass and sounded great.

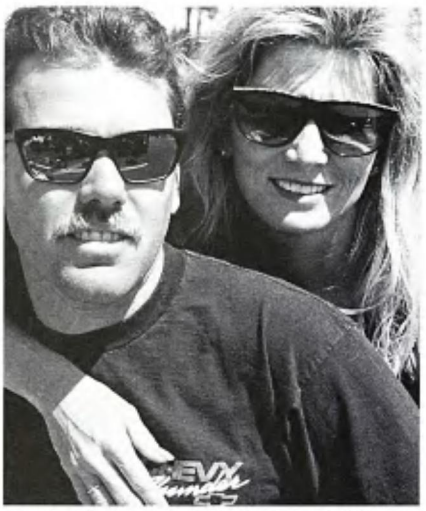
Ya know, everyone I spoke with had a good time, but they wished there was something else to do. I suggest we have a drag race. If a track can't be built in time for next year's event, use streets. Portable lights, hay bales, and grandstands could be brought in and set up. It wouldn't be the first time. With a little forethought and planning it could happen. The national racers would love it because they would be able to entertain a large crowd and then go on to Phoenix the following weekend, and do it again at Firebird Raceway. Let's think about it and work in that direction. I mean, Oatman is fine, but how many times can ya ride there? It's not so big that it can't all be seen in one day. Then what? Sit in front of a one-arm bandit the rest of the weekend? Naw, I'd rather putt around the desert and check out the rocks or get high on nature.

In closing, I've got to say that I enjoyed myself at Laughlin, if for no other reason than I got to visit with many of my home folks. They were all there, within a few blocks of each other. After leaving Laughlin, on the way home to 'Berdoo, I stopped in Needles, California, for a bite to eat before hitting the dusty desert trails. While chowing down, I met Steve and Debra Bangle from Yucaipa, California. I rode along with them most of the way home. They ride a 1994 Softail Springer. I took their picture on Shaver's Summit, near the General George Patton Museum.

Okay, that's enough, I've gotta leave room for the photos. Hey, if you've got a chance, how about dropping Rip's Run a note, telling me what's going on in your neck of the woods. I'm looking for places to scope and neat places to have fun. Otherwise, I'll see ya.

—Rip

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Nice-looking couple, Palm Springs, California.



Nice yams, Laughlin, Nevada.

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A Downed Bro Meets Justice's Future Past

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As I found myself lying flat upon the crumbled pavement, watching the dust and wind-blown particles gradually settle back to earth, I saw the dark sky turn to a lighter, hazy shade of gray.

The walls and buildings that had formerly been the boundaries of my world no longer existed, except for the dust and debris. Slowly starting to sit up, I felt a legitimate ache in my 37-year-old bones, stemming from having absorbed the multitude of wave-like ripples that surged through the earth—initially having →

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slammed me to the ground.

After that, all I remember was being tossed around like the contents of a giant skillet some gargantuan cook didn't want sticking to his pan. Leaning up on my elbows from a still reclining position, I looked out to see most of mother nature's trees still standing amid piles of man-made rubble.

edge of shock and disbelief, I heard someone or something digging in the dirt and rock. Looking just behind myself, I noticed for the first time the 15-foot-wide fissure that had opened up. Curious, I crawled over to the crevasse's edge and watched in amazement as a portion of the dirt at the bottom of

I crawled over to the crevasses's edge and watched in amazement as a portion of the dirt at the bottom of the deep pit started to take on a life of its own

Was this the doomsday or Armageddon all the nuts and religious fanatics had predicted? Was I doomed to finish out my days as the last man on earth? In a daze I sat and pondered the thought, not really knowing what to make of the situation.

Sitting there along the invisible

the deep pit started to take on a life all its own. Totally bewildered, I watched as who or whatever steadily dug their way out of the earth. More and more dirt slid down the steep hole's banks, going where I could not imagine.

Still peeking over the edge, I caught my first glimpse of



something moving. What I thought may have been an arm poked through the dirt toward the sky. Pretty soon another appendage that seemed to be more of an arm appeared. A moment after that, what looked like the face of a giant gargoyle—or scale-covered reptile—emerged. As the creature's eyes met daylight, his hand, or claw, instinctively covered them.

"What the fuck is this?" I unthinkingly asked myself aloud.

"I'm Justice, you pitiful, pavement peeking asshole," the creature bellowed. "Now stand aside whilst I bring myself to light!"

I stood back from the gaping hole in the ground, while I heard the creature freeing himself. After a few moments had passed, this giant gargoyle-faced creature stuck his head up over the edge of the hole. Having placed both his hands to either side of itself, the creature hoisted himself up and stood upon the remaining roadway. He was a towering behemoth, at least 25 feet tall, most likely capable of seeing over and past anything that stood up to him.

As we stood shinbone to face, I could feel his sinister eyes looking down, watching me. Slowly I backed up to sit upon the tailgate of the partially crushed pickup truck, the one which the destroyed prison had formerly used to haul trailers full of wood.

"So you're Justice?" I asked

"Yeah, that I am," said the beast I now knew as Justice.

"Hey, I don't mean to pry," I said, "but what the fuck were you doing buried under the law library of the state prison?"

"That where I am?" Justice asked in response.

"Yeah," I replied, "just look around you at the bars sticking up out of that pile of bricks and what's left of the wall over there; this isn't exactly Disney World!"

"Those rotten sons of bitches," Justice hollered in absolute rage. "They built a damn prison around me and buried me under a →

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bunch of law books!"

"Hey," I told him, "don't feel so special there Tyrannosaurus Rex; they've been known to do that kind of shit."

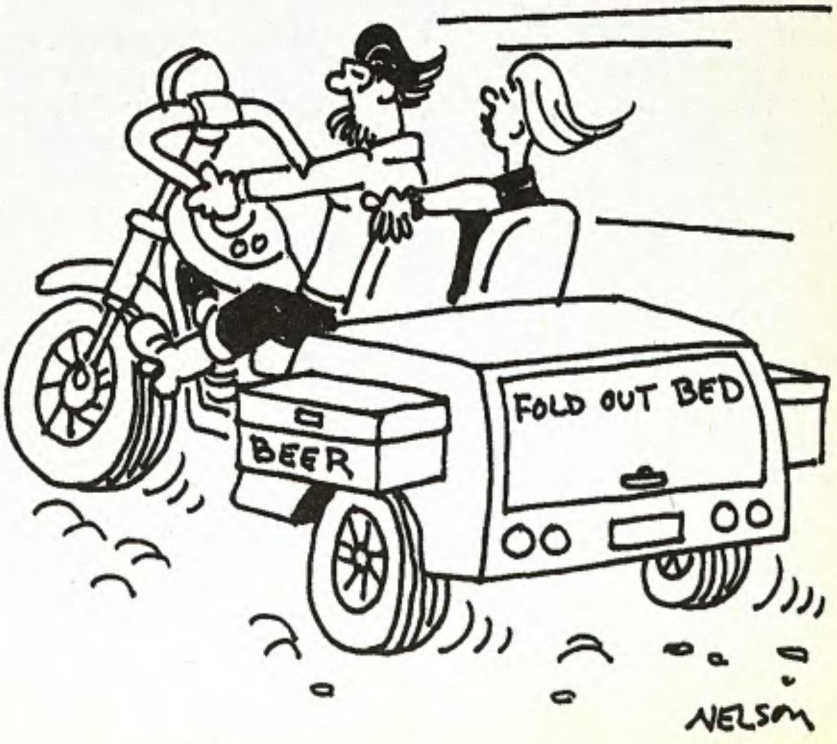
"Prisoner . . . who are you calling a dinosaur?" Justice bellowed.

"Well," I said in a sarcastic vein of never having known anyone by the same name to have ever cut me any slack, "Look around you, peckerwood, there ain't anybody here but you and me, and I'm not in the habit of talking to myself."

As I had just gotten the words out of my mouth, I could see old Justice getting hot and bothered. He didn't appreciate being poked fun at by a prisoner and came after me. He lunged fairly fast for a dusty old relic, but I sidestepped him as he started to lumber after me.

Justice had an unquestionable advantage; he had a longer leg stride, and thus could easily see in advance the direction in which I was likely headed. It struck him funny, seeing his quarry desperately scramble over the debris and broken brick he merely had to step over. At one point he got to laughing so hard, that he bent right over in a demeaning laugh. When he got over his fit of laughter, he

After running from the two-legged leviathan until I could run no more, I stood hunkered over, gasping for breath beside a wrecked house



scanned the area until he spotted what appeared to be someone running down what used to be U.S. Route 1.

Justice stopped and hollered, "Little man, I am moral and absolute rightness—the upholding of what is true and just. I am fair treatment and due reward in accordance with honor, standards, and law. I am everything just and due. I am good reason and sound basis . . . you simply can't win against me, little man!"

After running from the two-legged leviathan until I could run no more, I stood hunkered over, gasping for breath beside a wrecked house. I grabbed a piece of broken pipe and waited. Suddenly, the earth trembled and shook for a few moments, giving me hope that it would swallow the skyscraper-sized beast back up. Unfortunately, during the distraction, Justice found me. Looking down upon me as I'd just noticed his shadow, he laughed as I jabbed my makeshift sword into his scaly foot, which came across my legs and crushed them. While my screams of pain echoed in his ears, he reached down, picked me up like a battered rag doll, and shook me, breaking my limbs one by one.

"Little man," Justice began, "we don't have to be enemies. Let's just throw our differences to the wind . . . "

Just as Justice drew back the hand in which he held me, I hollered back, "Fuck you! You're no more than an adaptable concept . . . an image in the mind of whoever happens to be interpreting you."

Arcing across the sky, I could see Justice standing there confused in thought, fading into absolute nothingness like a quickly fading hologram upon the background scenery. I plunged down upon the sharply pointed projection of a broken tree trunk. Just before consciousness fled me, I realized I'd killed the ancient beast in allegory.

—Mark Clark

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DID YOU KNOW?

True Biker Facts And Scooter Trivia



Morning dawns on another day. The dew drips on the lowly snail as it is gulped down by the chirping blue jay, who in turn is torn to shreds by the cheerful hawk, who soars happily into the turbo prop of an airliner. Ain't life grand? What better time could there be to let rip with another loud belch of biker trivia. Kick back, relax, and enjoy our festering fandango into the realm of scooter lore as *Easyriders* brings you ... DID YOU KNOW?

Did you know that the famous Laconia Run and Races were abandoned in 1964? The Belknap (whatever that is) Recreation Area Commission of New Hampshire voted 100% against inviting the tour back that year, saying that a small minority of "hoodlums" infested the gathering and resulted in the cancellation of the event. Darn those pesty hoodlums.

Did you know that the legendary Harley XR 750 of 1970 was originally designed as a stop gap race bike to be used while development continued on a more advanced machine? Powered by a destroked street Sportster engine with iron cylinders, the "iron XR" turned out to be a surprising winner. Cal Rayborn stunned the European crowd at the Anglo-American match races in England of that year by taking the XR to three firsts and three seconds in the six-race event.

Did you know that the smallest Indian of the 1950s was the 150cc Lance? The dependable Lance came in bright yellow and was the little brother to the 250cc Hounds Arrow, the 500cc Westerner, and the 500cc Woodsman. Middleweight models included the 700cc Trailblazer, Apache, and Tomahawk.

Did you know that back in 1968 a genuine Harley-Davidson Cycle Champ leather jacket was only $47.50? Pretty amazing when you look at some of the prices in your local dealership today, like an H-D antique-looking leather jacket for 10 times the price of the old Cycle Champ. In '68, stylish riding leather pants were a mere $39.50.

Did you know that Steen's came out with riding leathers made out of Naugahyde? In the mid-'60s you could buy the cost-saving jacket for just $16.95 and the matching chaps for $14.95. The idea was to beat the high cost of real leather, but can you imagine wearing Naugahyde? You'd be sweatin' up a storm and what would happen if you fell of your scoot? I shudder to think of it.

Did you know that there was once a "flying motorcycle"?

Did you know that the FL line of Duo Glides back in 1958 came in four exciting color combinations? Who knows why you would want to know this, but Harleys could be ordered in Black with Birch White, Calypso Red and white, Skyline Blue and white, or Sabre Gray and white. See that, where else are you gonna find such amazing trivia?

Did you know that there was once a "flying motorcycle"? That's what the Ryan Aeronautical Co. of San Diego called their one-man, 12-foot long helicopter. The device was designed by Dornier-Werke of West Germany to go anywhere a tank or jeep could go, and a lot of places a traditional helicopter couldn't reach. At a special test of the vehicle for the Pentagon in 1964, officials watched as the DO-32 flying helicopter leaped straight up, hundreds of feet above the building, before swooping down to hover and then land precisely in the inch-wide slots built into its packing case. Maximum forward speed was 70 mph, and the cost of the DO-32 was $9,000.

Did you know that "Easy Rider" star Peter Fonda was pictured on page 39 of *Floyd Clymer's MOTORCYCLE* magazine's February 1964 issue, sitting astride his new BMW R27? It's true. The man who rode a red, white, and blue H-D to movie glory owned a beemer back before his Hog-ridin' career. The caption reads: "Young actor Peter Fonda, co-star of the soon-to-be-released film, *Lilith*. He is happily perched atop his BMW R27." We all have to start somewhere, right?

Did you know the Excelsior Super X was America's first 45-cubic-inch motorcycle? Excelsiors were called Autocycles when they first appeared back in 1907. The company built a 61-incher in 1911, and the famous Excelsior "X" trademark appeared in 1913. The 61-inch "Big X" ended production in 1924 and was followed by the "Super X 45.5 cubic-inch twin" in 1925. On July 2, 1926, Joe Petrali rode the Altoona mile board track in 33.44 seconds at a smokin' 107.65 mph aboard America's first 45.

Did you know that bikers who read this far into the *Did You Know* column have too much time on their hands? You should be out riding or wrenchin' on your bike instead of sittin' on the crapper and mullin' over these useless facts in your foggy mind. Just kiddin'. Actually, bikers who read this column all the way to the end are substantially brighter than the ones who have already skipped ahead to ogle the hardbellies in the next bike feature. Later. —Phantom

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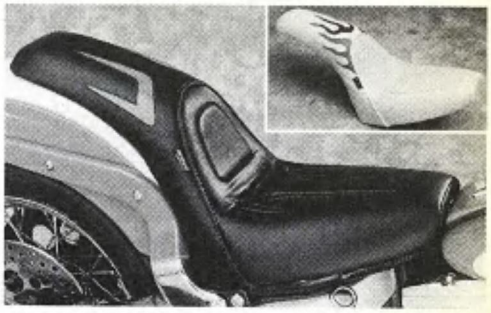
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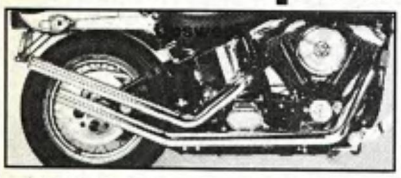
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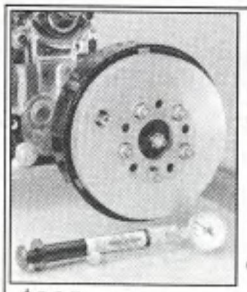
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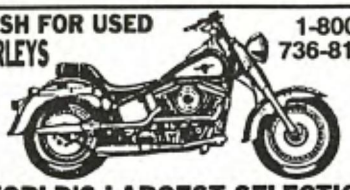
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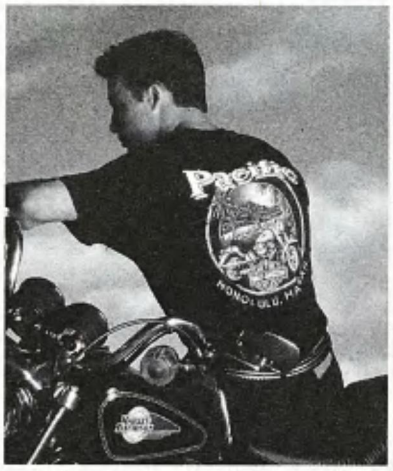
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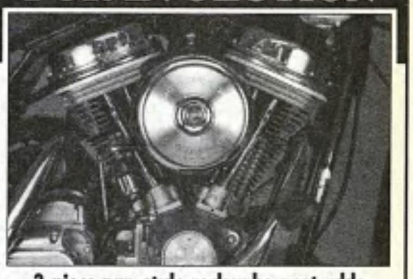
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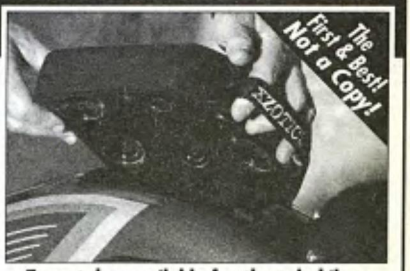


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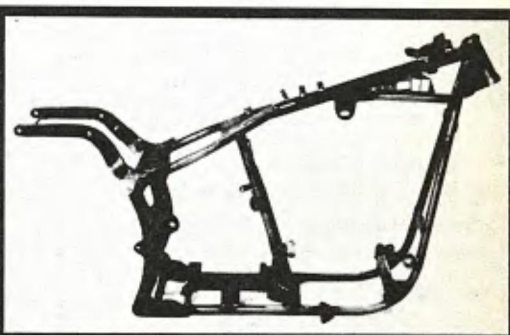


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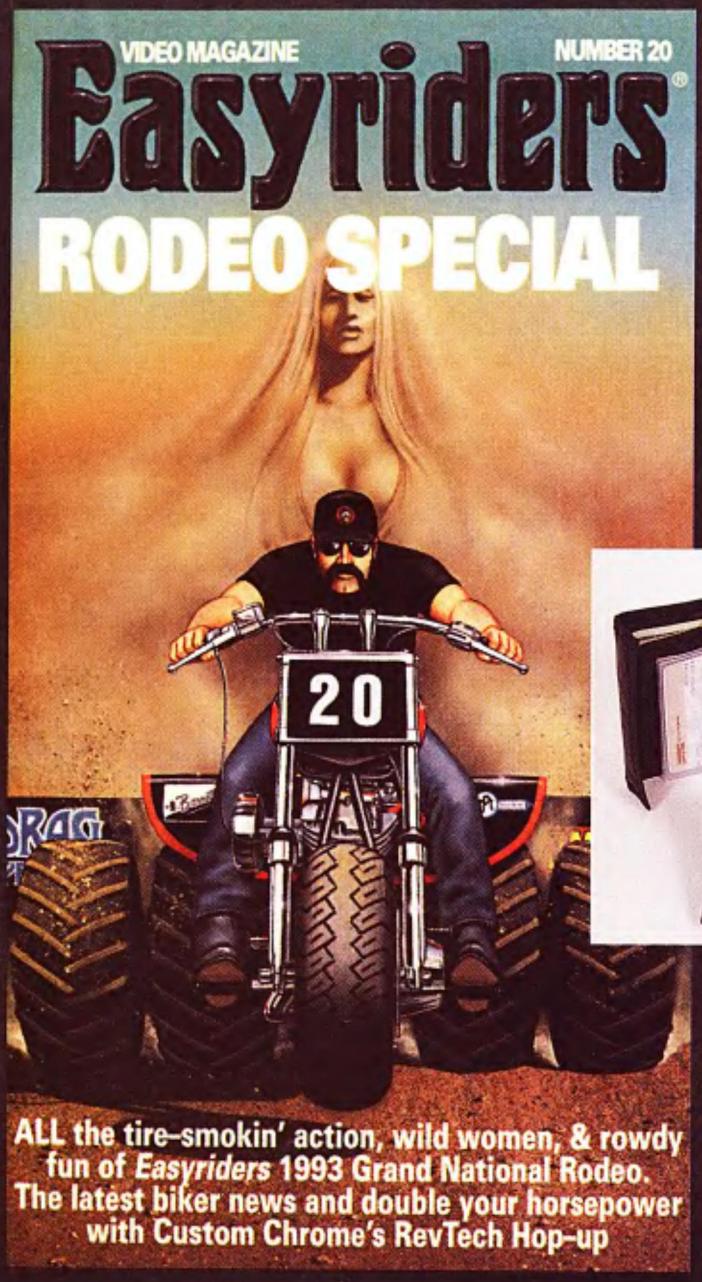
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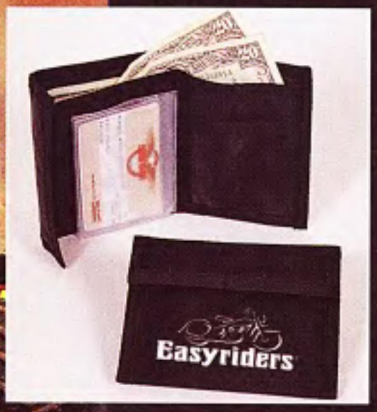
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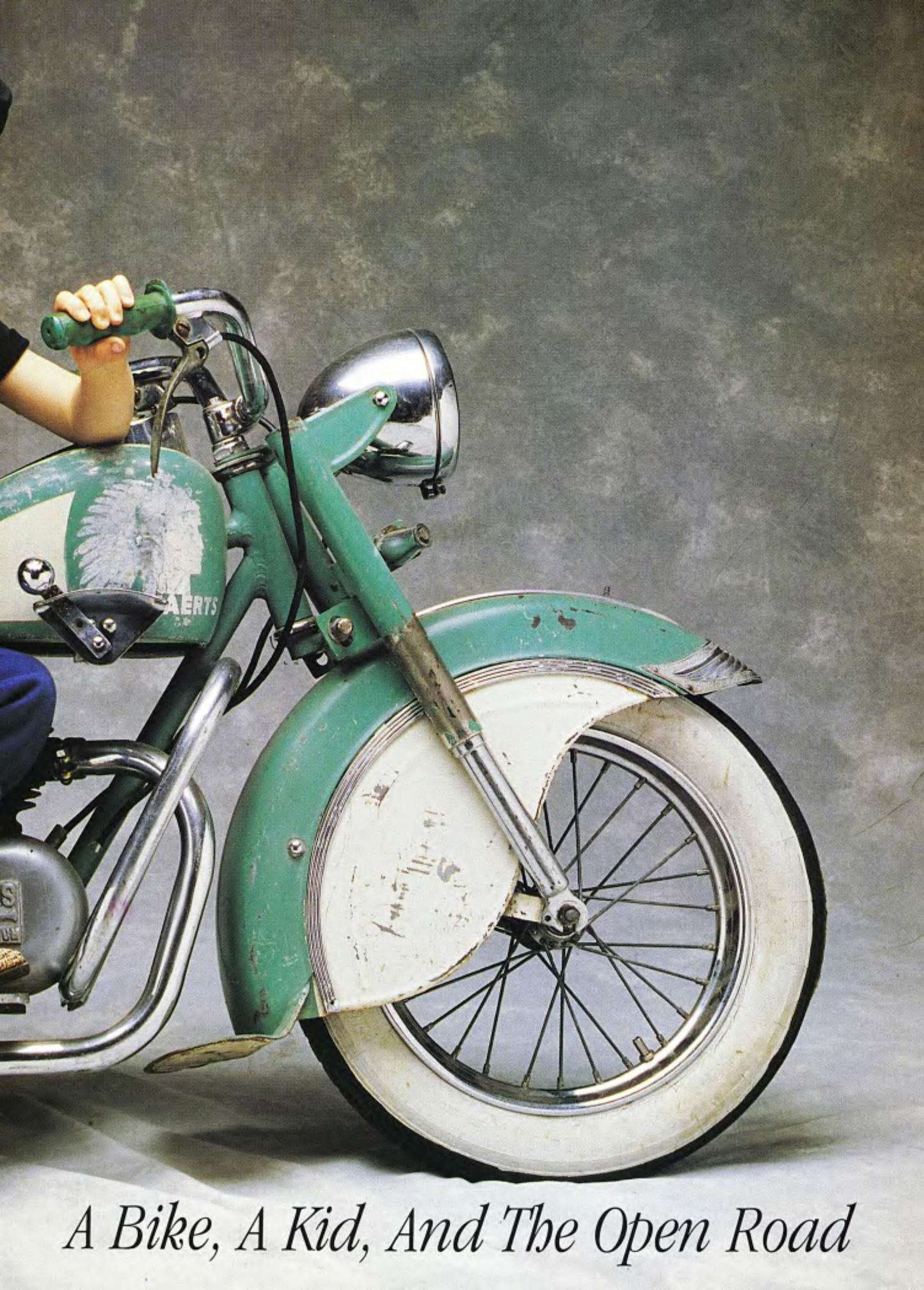
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HI HO
SILVER...



A Bike, A Kid, And The Open Road







The carousel turned 'round and 'round. Little Patrick sat perched on a white and green, single cylinder bike with a plunger frame, fatbob tanks and swoopy, Indian-style fenders. He twisted the throttle, urging the bike forward. This isn't enough, he decided. He wanted to know the rush of real speed, the feel of wind in his face. Yes, Patrick yearned for the open road.

What if I steered the bike a little to the right, he considered, and just kept going? He giggled, pulling his motorcycle cap down over his forehead a little tighter, and pushing back his dark shades. He waited for his chance. He was going to do it!

In a blare of dust and noise, he maneuvered over the edge of the carousel and rode straight ahead, never looking back. Little Patrick was about to embark on the ride of his life.

It was just as he'd imagined it would be. He giggled at the sheer exhilaration of speed and his mastery of the vibrating machine. He wanted to go on and on—forever. But at last, he stopped for a red light. It was then he saw her.

What a babe, he thought, eyeing her long, shiny blond hair and huge blue eyes with dark sweeping lashes. He couldn't resist pulling over to the curb and stopping.

He blinked once, then blinked again, and found himself careening 'round and 'round on the carousel

"Nice bike," she said.

"Yeah," he nodded. "Maybe I could take you for a ride sometime," he offered, already imagining her behind him, her arms wrapped around his waist. "What's your name?"

"Yolanda," she said, batting her eyelashes. "What is that written on the side of the bike?" she asked.

"Oh, that. It says Lenaerts. That's the name of the carnival. Uh, my name is Patrick."

"Carnival?"

Suddenly, she blurred, the street blurred, and the world around Patrick seemed to be going in circles. He blinked once, then blinked again, and found himself careening 'round and 'round on the carousel.

What am I doing here? Was I imagining the ride? he wondered.

The carousel slowed down, and stopped. Patrick reluctantly climbed off and made his way into the waiting arms of his parents.

The three set off together, dissolving into the crowd. It was then he heard a small voice calling his name. He turned, his eyes →

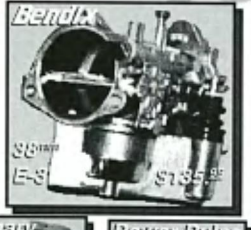


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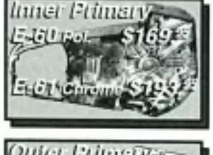






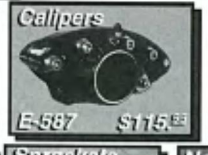






























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Owner: Patrick Harley Simmons	**City:** Somewhere in Northern California	
General:	**Frame**	
Fabrication: Lenaerts Carnival Rides	Year: 1940	
Year and make: 1940 Lenaerts	Builder: Lenaerts	
Model: Indian Chief look-a-like	Type: bizarre	
Value: not for sale	Rake: stock	
Assembly: somewhere in Brussels, Belgium	Stretch: stock	
Time: a decade in dog years	Other alterations: nope	
Chroming: yes	**Accessories:**	
Engine	Bars: extruded Tonka truck	
Year: 1940	Risers: velcro	
Model: maybe an FN 2-stroke?	Grips: rubber	
Rebuilder: original	Mirrors: nope	
Ignition: pretend	Fender(s): Indian look-a-likes	
Displacement: 49cc	Headlights: pretend	
Lower end: can't get much lower	Taillight: what for?	
Balancing: Mom and Dad	Speedo: pretend	
Pistons: haven't looked	Front pegs: footboards	
Cases: aluminum	Rear pegs: yes	
Heads: looks real	Electrics: not happening	
Cam: uh, yeah	Gas tank: fatbobs	
Lifters: Mom and Dad	Oil tank: missing	
Carb(s): gone	Oil system: hard to figure	
Air cleaner: MIA	Primary cover: open belt primary	
Pipes: yes	Seat: Solo with buddy seat and handle	
Mufflers: baby fishtails	Sissybar: Whaddaya sayin'?	
Transmission	**Forks**	
Year: 1940	Type: kiddie size	
Modifications: disconnected from merry-go-round	Extension: wide glide	
Shifting: cool tank shift	Builder: unknown	
Engine sprocket: somewhere	Special features: chrome lowers	
Trans sprocket: doubt it	**Wheels**	
Wheel sprocket: yes	**Front**	**Rear**
Painting	Size: 12-inch	Size: 12-inch
Molding: Lenaerts	Hub: in the center	Hub: same as front
Painting: Lenaerts	Rim width: small	Rim width: immeasurable
Color: carney green and white	Tire: worn out	Tire: worn out
Type: old original	Brake: Fred Flintstone	Brake: side 5 sneaks
Special paint: none		
Other special modifications: sprung rear seat, custom tattoos, carnival-ride brackets, metalflake grips		
Photos: Mike Lichter		

widening. "Yolanda?" he asked incredulously. "Is it really you?"

"Take me for a ride someday, will ya, Patrick?"

Smiling, he could only think, "What a babe, what a babe."

—PJ

Three-year-old Patrick Simmons Jr. is the star of the book, "Patrick Wants To Ride," written by his mother, Cris Sommer, a founder of Harley Women magazine. His father, Patrick Sr., a member of the Doobie Brothers, purchased the motorcycle "mock-up" for his son at an antique toy auction. And yes, the vintage, early '40s bike, complete with a suicide shift, crash bars and real shocks, was a carousel bike at Lenaerts carnival in Brussels, Belgium. Chris currently has a Heritage Softail, and Patrick Sr. rides an FLHS. "Little" Patrick has his eye on both of them.

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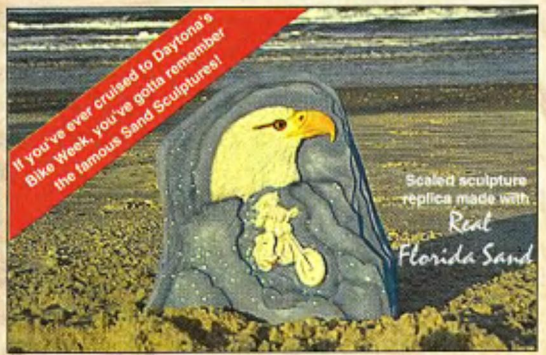
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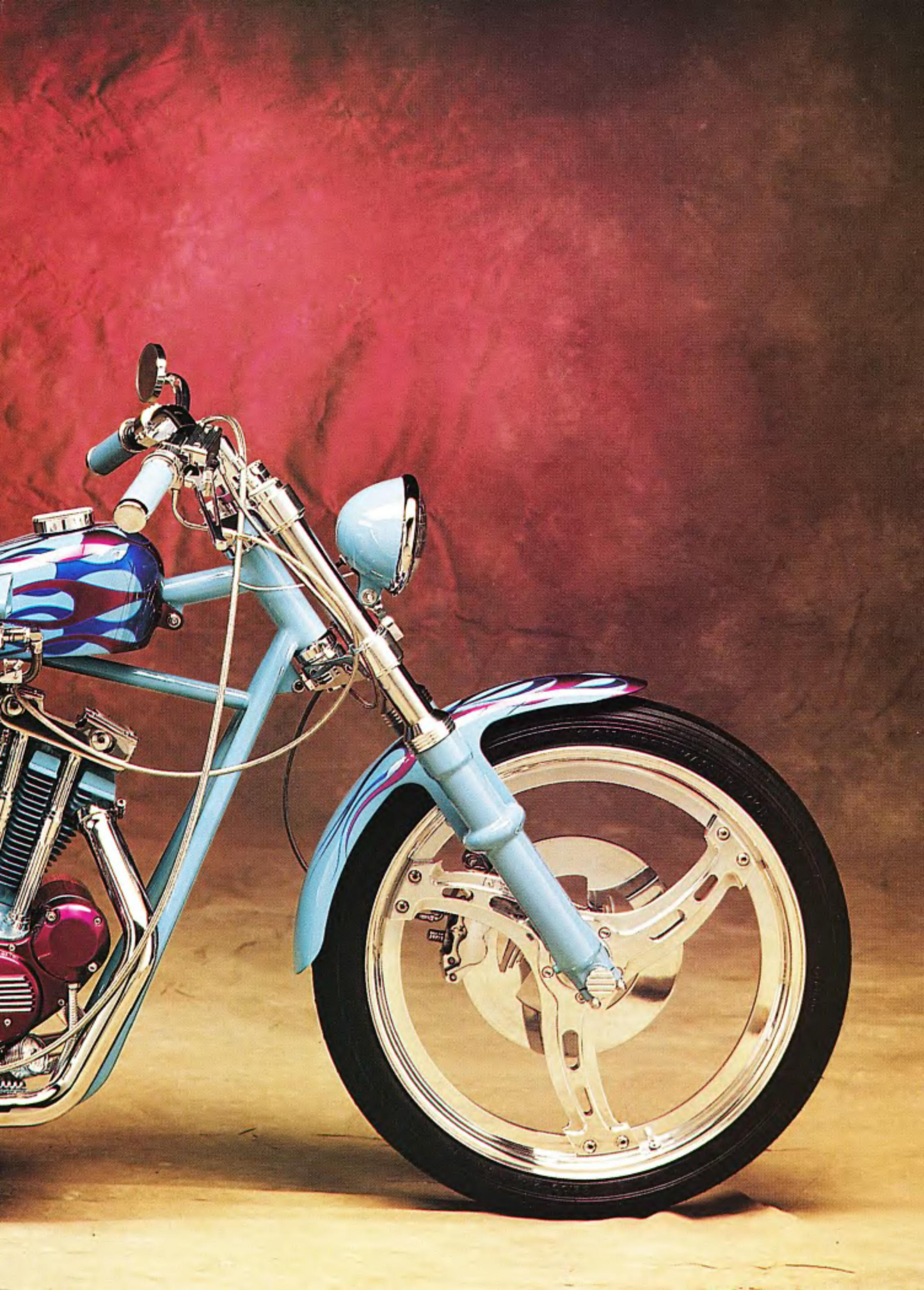
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A CASE OF THE BLUE BLAZES

Body by Imbody





Imagine spending over a full year, planning, wrenching and fabricating original parts for this first-class Sportster, to pull it all together just two days before the *Easyriders* Invitational Bike Show in Columbus, Ohio. Imagine getting the bike set up in the convention hall, sitting back to watch all the brothers and sisters admire your endless hours of hard work, only to have some half-crocked dude stroll by, give the bike his squinty-eyed appraisal, and then holler, "Not bad, for a SHITSTER!"

If I were Dave Imbody, this scoot's builder and owner, that dude might not have made it to the next display. But Dave is a mite more philosophical about the whole "Sportster image" thing than I might be. "Yeah, you always take a lot of flack when you build a Sportster." Dave laughs, "But I figured that the competition in the Sportster Class would be much less than the Big Twin category."

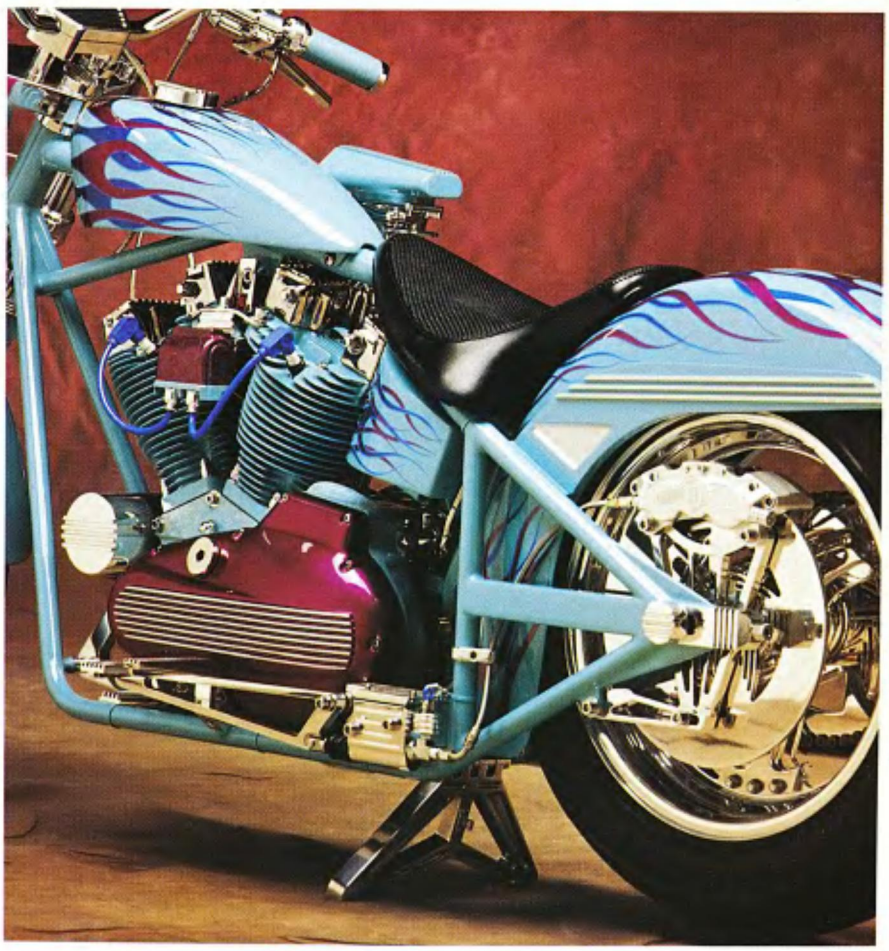
Dave figured right. The blazing blue Sporty won a special Editor's →











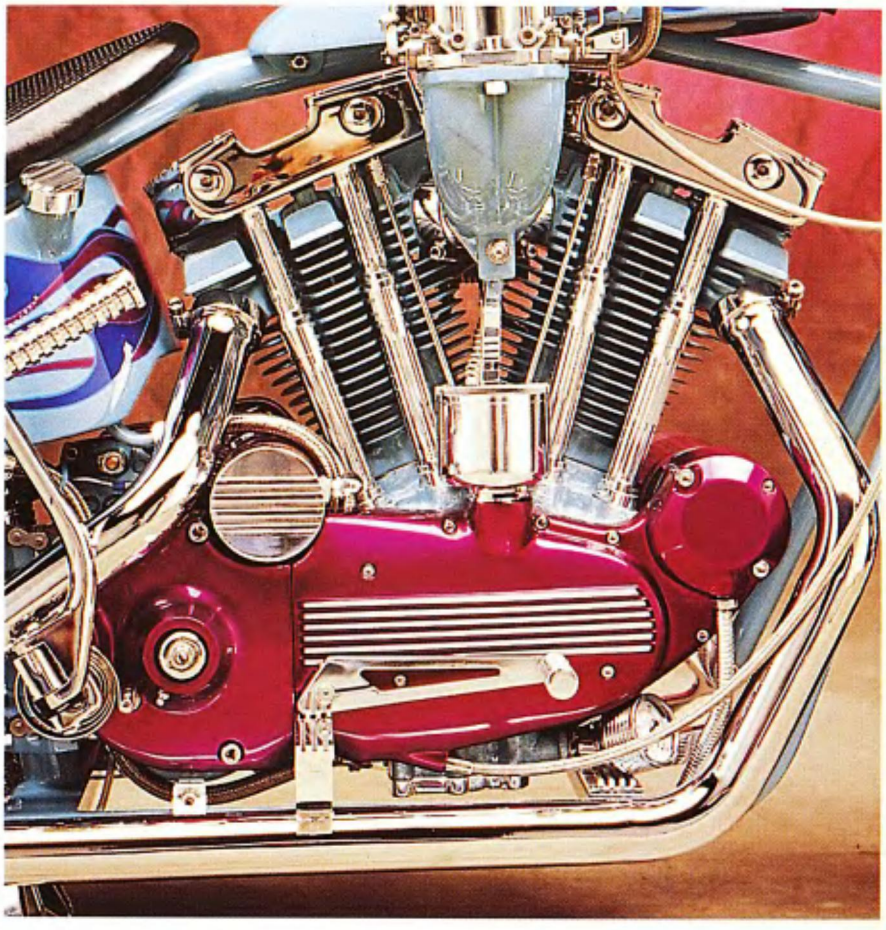


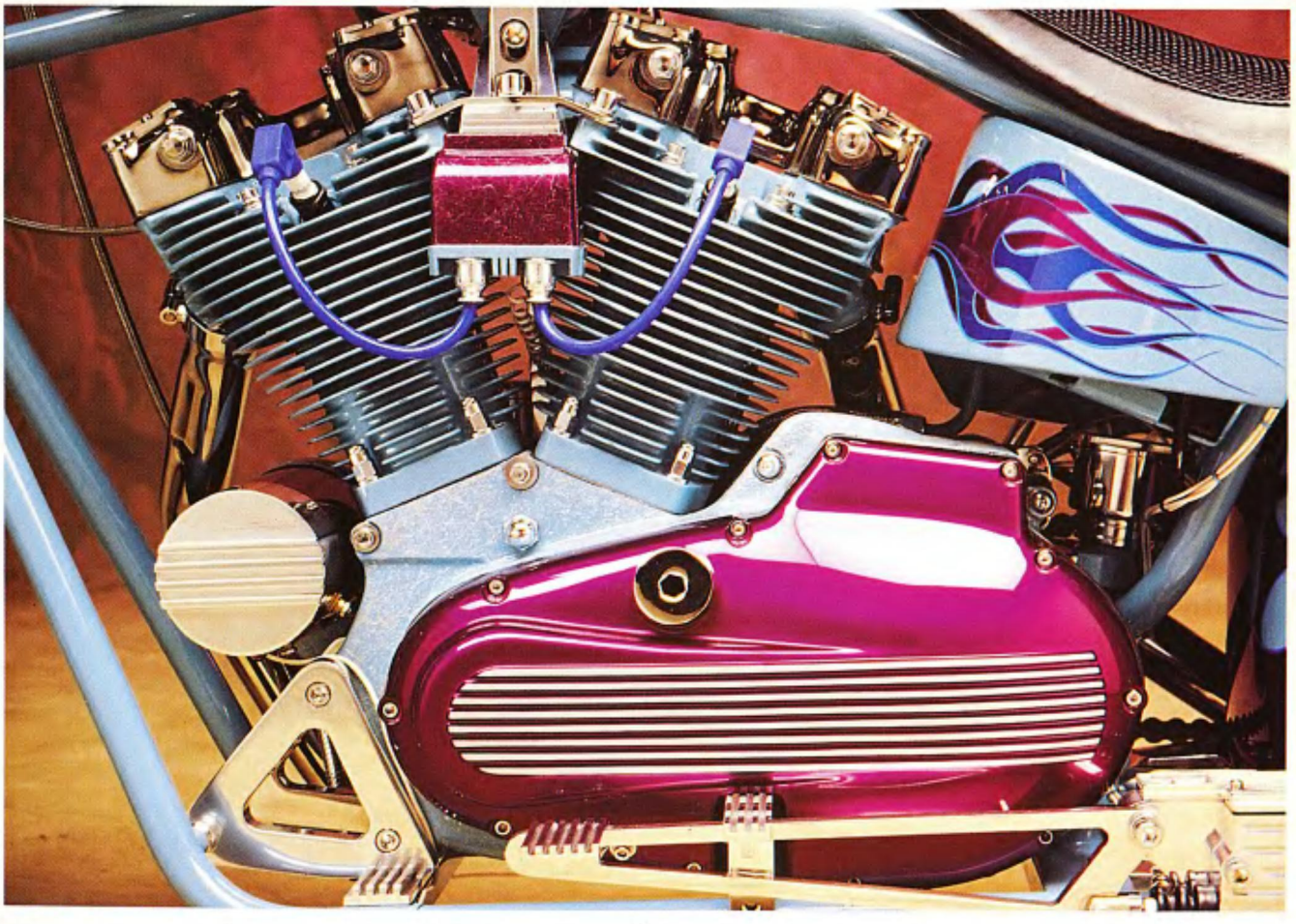
Choice Award from *Easyriders* Editor Keith R. Ball at the Columbus Show; its an honor of which Dave is very proud. "Winning the award made all the hard work worthwhile," he told us.

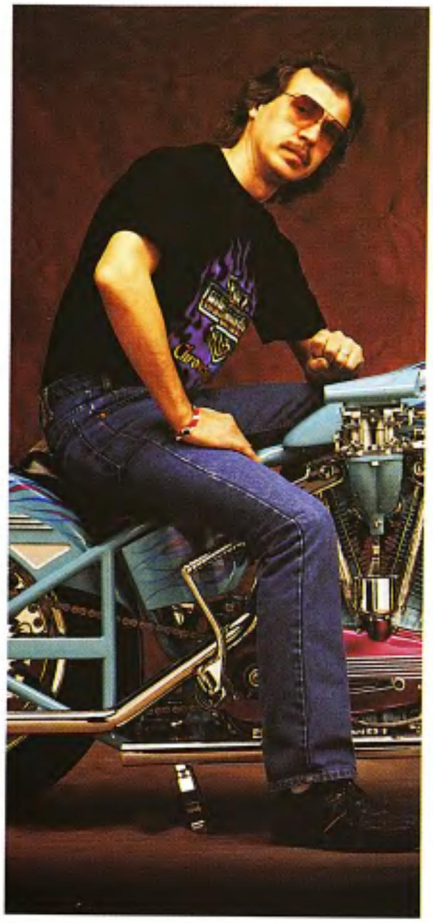
Imbody began his bike building career in the early '70s when he bought this Sportster as a basket case. The 1967 engine and tranny came with the first-year electric start for Sportsters. When Dave was preparing to tear the bike apart for its show conversion, he came across a set of 1974 heads, converted back to the old style dry clutch, and kept the old-style ironhead Sporty engine look.

The stretched and raked frame was handmade with the help of hot rod builder Denny Tubbs and his welding equipment. Dave waded into the project with both feet, painstakingly creating all the billet work in his own shop, and at VMO Products, where Dave rebuilds Harley engines.

The eye-catching paint scheme for Blue Blazes includes Dave's





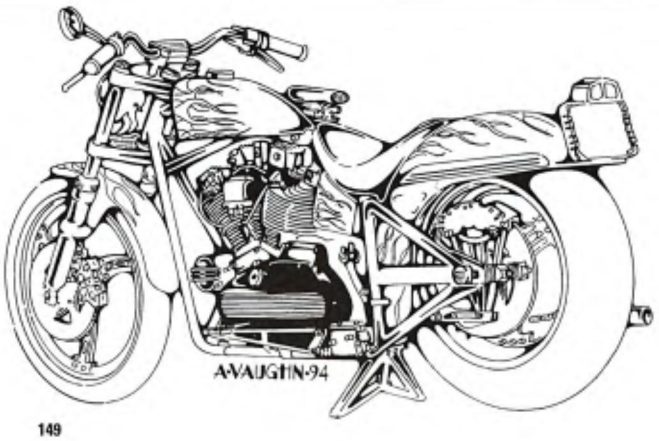


Blue Blazes includes Dave's special mix of blue and turquoise shades, with nasty dark blue and purple flames

special mix of blue and turquoise shades, with nasty dark blue and purple flames. The result is sure to give you a screamin' case of the Blue Blazes. For his next magic trick, Dave is building a complete custom Harley from the ground up, featuring such topnotch after-market goodies as an Atlas Softail frame, S&S motor, and DelCarlo fenders. The bike is likely to be a hi-tech Indian-esque masterpiece. I wonder what that squinty-eyed "Shitster" dude will say about that?

—Phantom

Owner: Dave Imbody	**City:** Marion, Ohio	
General	**Frame**	
Fabrication: owner	Year: custom	
Year and make: 1967 H-D	Builder:owner, Denny's	
Model: Sportster	Type: chrome moly	
Value: for sale	Rake: 35-degree	
Assembly: owner	Stretch: yes	
Time: one year	Other alterations: take a look	
Chroming: Brown's	**Accessories**	
Engine	Bars: K&N	
Year: 1967	Risers: Ness	
Model: Sportster	Grips: Gene Shacove	
Rebuilder: owner, VMO Products	Mirrors: Ness	
Ignition: points, Accel coil	Fender(s): widened	
Displacement: 77 cubic inches	Headlight: CCI	
Lower end: S&S	Taillight: billet, owner	
Balancing: S&S	Speedo: none	
Pistons: S&S	Front pegs: billet, owner	
Cases: H-D	Rear pegs: none	
Heads: iron	Electrics: hidden	
Cam: Andrews	Gas tank: stretched	
Lifters: solids	Oil tank: modified Softail	
Carb(s):Weber downdraft	Oil system: H-D	
Air cleaner: billet, owner	Primary cover: painted and polished	
Pipes: straights	Seat: Le Pera	
Muffler(s): sure	Sissybar: none	
Transmission	**Forks**	
Year: 1967	Type: wide glide	
Modifications: none	Extension: 2 inches under	
Shifting: billet lever	Builder: billet trees, owner	
Engine sprocket: 34-tooth	Special features: trimmed	
Trans sprocket: 21-tooth	**Wheels**	
Wheel sprocket: 50-tooth	**Front**	**Rear**
Painting	Size: 21-inch	Size: 16-inch
Molding: owner	Hub: aluminum	Hub: aluminum
Painter: owner	Rim width: 2-inch	Rim width: 4.5-inch
Color: turquoise	Tire: Avon	Tire: Avon
Type: lacquer, urethane	Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: striping, Tom Lusch		
Other special modifications: all billet parts by Denny Tubbs and VMO Products; custom frame by owner and Denny.		
Photos: Steve Coonan		



COMIN' AT YA

Easyriders®

The throttle's wide open and the **October** issue is comin' at ya full bore with show-winning scoots, bodacious beauties, entertaining events, and tantalizing tech tips that'll make your head spin, your eyes water, and your nostrils burn. And this issue we'll be adding tattoos to the mix, giving you more to view in one renegade rag than anything else on the stands. That's right, it's our annual tattoo special where we give you a sampling of the finest flash and hottest artists in the inked world. And if that isn't enough to entice you, Sam "Chopper" Orwell returns to the pages in this issue to lead his desert desperados to freedom. We'll also get dirty at our Painesville, Ohio, Rodeo, meet a marathon-running rider in Flyin' Free, and check out a show in Canada. ***On sale August 25***



VQ

The **third issue** of *VQ* (V-Twin Quarterly) magazine offers interviews with United States Senator Ben Nighthorse Campbell and master motorcycle builder Kenny Boyce. It also offers eight incredible bike features, informative tech tips, up-to-date news and views, our hangout of the month, Dream Dyna Glides, and another special calendar insert. *VQ* is the All-Harley, All-color magazine for the cycle connoisseur. ***On sale now***



WHAD

Don't sweat it just becasue the cover says **November**. We're ahead of the game, by like three months, and the puttin' season is in full swing. We plan to capture that wicked feeling of lettin' it all hang out with a probing voyeur's special full of your antics. That's right, we're peeking, and your photos take center stage (especially your shots of rude, crude, and lewd T-shirts). Risk it—whattaya got to lose? ***On sale August 9***



BIKER

Lemme tell ya about two friends of ours. Their names are Sharon 'n' Karen, and we'll be sharin' them with you in the **October** issue. For those of you who don't know, this is actually our "Sharin' 'n' Carin'" issue, where we prove that bikers' hearts are as big as their fatbobs by featurin' a fistful of charity runs, events, and displays of brotherly love. 'Course that's not all. We'll also have serious sleds and a fresh stock of T&A lovelies. ***On sale August 9***



TATTOO

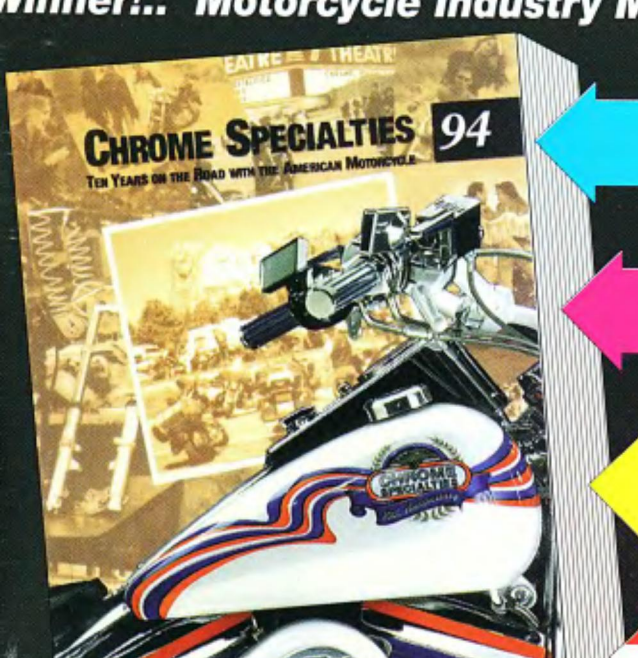
You'll find the best that skin art has to offer in the **October** issue of *Tattoo*. There'll be colorful coverage on both coasts—*Easyriders* Bike Show & Tattoo Tour in the West and Vinnie's Coney Island bash in the East. We'll drop in on the incomparable Freddy Negrete at his elegant new digs in Santa Barbara, California, then interrogate Swiss artist Orlando. And we'll be serving up an always thought-provoking selection of inkers and the inked. ***On sale August 11***



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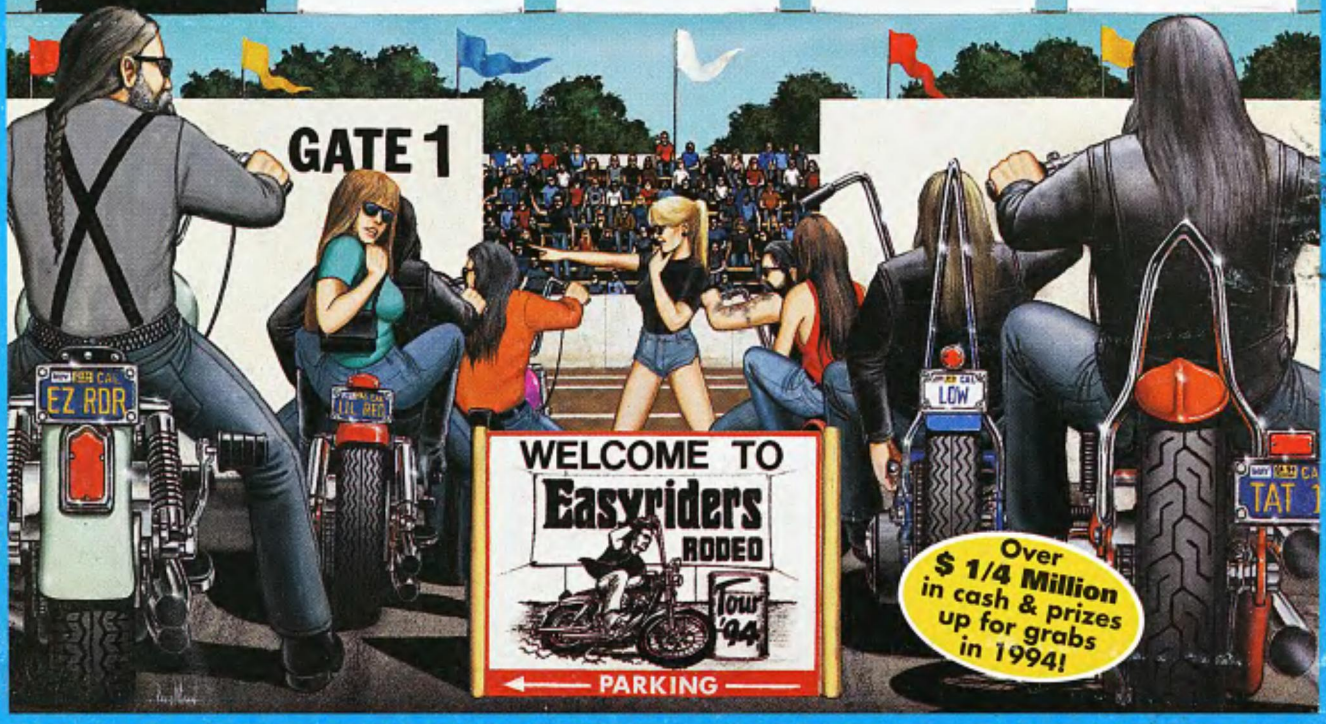
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1994 MOTORCYCLE RODEO CALENDAR

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)

Memorial Day Weekend
NEW! Another Ohio Rodeo
May 28, 29, 30
Painesville, Ohio
Lake County Fairgrounds
(Hwy. 44 to Mentor exit, go West)

June 10, 11, 12
New Ulm, Minnesot
Brown County Fairgrounds
(Hwy. 14 to 12th North St.)

Fourth of July Weekend
Sat., Sun. & Mon.
July 2, 3, 4 Fireworks!
Middletown, New York
Orange County Fairgrounds
(I-84 to Hwy. 17 West, to exit 120)

NEW! Location!
July 15, 16, 17
Fayetteville, North Carolina
Cumberland County Civic Center
(I-95 to Hwy 301)

July 29, 30, 31
Prospect, Pennsylvania
Butler County Fairgrounds
(On Rt. 422, 8 miles West of Butler)

August 19, 20, 21
Fowlerville, Michiga
Fowlerville Fairgrounds
(I-96 to Fowlerville exit, go Nort to Grand River)

Labor Day Weekend
September 2, 3, 4, 5
Chillicothe, Ohio
Ross County Fairgrounds
(Hwy. 35 to Rt. 104 North)

NEW! Location!
Sept. 16, 17, 18
Morris, Illinois
Grundy County Fairgrounds
(Hwy. 80 to Rt. 47 exit, go North)

NEW! Location!
Sept. 23, 24, 25
Des Moines, Iowa
Iowa State Fairgrounds
(Hwy 235 to East University exit)

October 7, 8, 9
Bremerton, Washingt
Kitsap County Fairgrounds
(Hwy. 3 to Newberry Hill Road ex

NEW! Location!
Oct. 14,15, 16
Angels Camp, California
Calaveras County Fairgrounds
(2 miles So. of Angels Camp on Hwy 49)

Ride-in Bike Show • Trophy Girl Contest
Rodeo Action • Trade Show
Weekend Camping • Live Music
Tattoo Contest • Biker Bingo

Grand Nationals
October 21, 22, 23
Lancaster, California
Antelope Valley Fairgrounds
(Hwy. 14 North to Ave. I exit)

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