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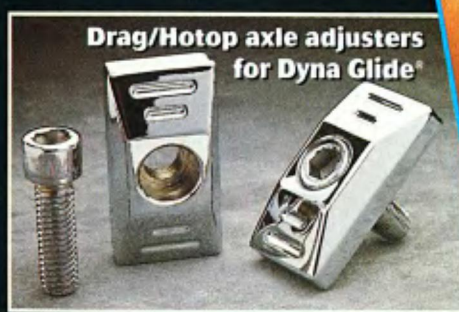
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ENTERTAINMENT FOR ADULT BIKERS • NUMBER 257 • NOVEMBER 1994

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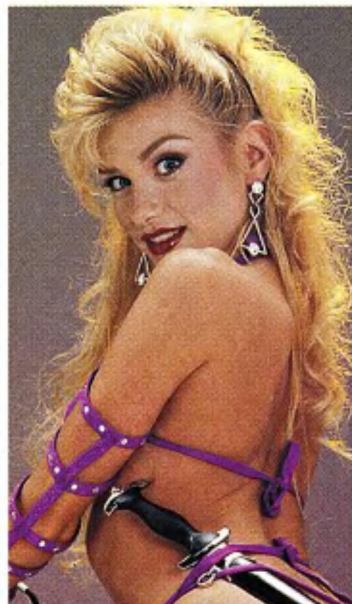
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Has your ol' lady ripped off a big fart lately? If she's like mine, who doesn't care, she lifts one leg and lets 'er rip. I usually open the door and windows and let her do her thing. But some doctors have stated that smelling farts can kill you! They said that smelling other people's methane gas can weaken your immune system and that means you can catch any number of diseases. No more beans for your ol' lady.

She was worried about her wrinkles. She was 62 years old and had a lot of them to worry about, so she had a great idea! Why not iron them? So, believe it or not, she heated up an iron to do the job and ended up with third-degree burns on her face and neck.

He killed his girlfriend. Now get this—he killed her with a frozen turkey drumstick! Then after killing her, he cooked it and ate it. He got life, even though he successfully disposed of the "weapon."

Here's another medical survey. This one revealed that people with bad body odor are more apt to commit suicide and have more mental problems than people who smell good. They didn't say where they got their facts, but if your body smells like rotten eggs, maybe you should bathe at least once a week.

You women had better keep your eye on your best friend. Marriage counselors just revealed that 28% of the women they interviewed admitted they would steal their best friend's mate or at least sleep with him!

This guy's wife divorced him, and he was stuck with \$1,300 a month in alimony. But wait! The judge also ordered her to do his laundry and his housekeeping twice a week for 30 years. He felt that as long as he had to pay alimony payments, she should have to provide the same services she did during their marriage. (He didn't say anything about his being able to drag his nose through it occasionally.)

He reached for his eyewash but picked up a tube of Super Glue instead. They rushed him to the hospital, and the docs were able to open the eyelid, but he still lost his sight—the chemicals in Super Glue ruined his retina.

A male San Francisco police officer recently stated that he wanted to have a sex change operation and be the city's first openly transsexual cop. Openly? He must mean there are others on the force who are in the closet. It figures that there must be guys who like silk underwear and other frilly things next to their bodies—he did say he was from 'Frisco, didn't he?

She got fired from her job, only because she had a mustache. She bleached it blond, but it remained a mustache except that it was blond instead of black. Her boss dumped her when she refused to shave it off.

Here's another caning. We've all heard about the caning of a guy in Singapore. Well, here's another one. An 80-year-old guy limped into a bank on a cane. Two guys were in the process of holding up the bank. People were on the floor, and one of the robbers was leaning over the counter trying to get as much money as he could when the disabled guy on his cane walloped the robber on the back of his neck causing him to drop all the cash he had taken. Meanwhile, his partner who was in the safe heard the noise and took off.

A guy hit a person who was crossing a street and didn't stop. Shit, he had hit the person so hard he couldn't be alive. But the police found him anyway. Apparently, the police used a laser light and were able to read the imprint of the guy's license plate his car had left on the poor soul's pants!

She had taken care of him for 18 years. She shaved him, bathed him, and did all his cleaning. In short, she waited on him hand and foot. She'd married him when he was blind. Then she helped him find someone to get his sight back. It took 18 years, but she finally found someone to do the job. It worked! As the doc removed the bandages, he looked around the room and then looked at the woman who said she was his wife. "Not anymore," he said. "You've got a bad case of the uglies." He started divorce proceedings immediately.

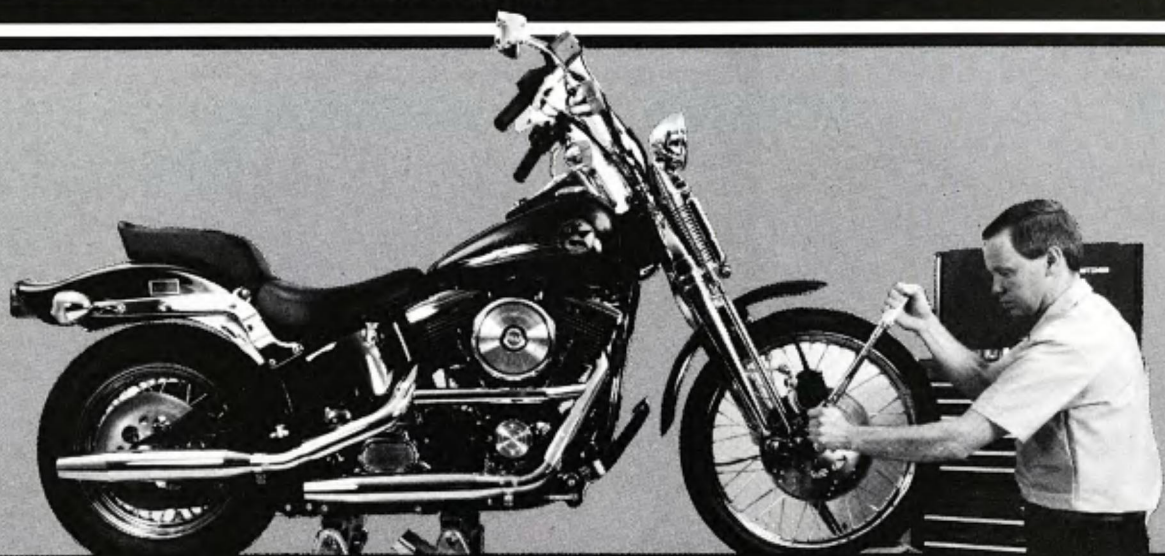
A sexy stripper was tossed overboard and floated two days until rescued. It seems that the woman's 62-inch boobs kept her afloat!

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A Correction

□ I just picked up the August 1994 issue and have to tell you that you goofed. The article on the Heartland Harleys somehow got the stories reversed on the Carter and Lindsey scooters.

After picking up the rag, I went straight to David Carter's house to break the long-awaited news that his scooter "Spike" had finally graced the pages of *Easyriders*. As we scanned the story, we quickly realized that there was a major snafu between the pics and the stories. You see, Carter owns the green 1990 Heritage and Joe Lindsey owns the purple 1993 model.

We enjoyed the articles despite the swap and look forward to seeing more Heartland Harleys in the future. Nice try, guys, but no raisin pie this time.

K. W.

McLoud, Okla.

Thanks

□ I'm writing regarding your *Tech Tips & Tricks Vol. II*. My husband bought his 1984 Sportster 1000 while in the army in Germany. Since then he's gone through three carbs, including the almighty Dell 'Orto. Until your article "Tuning H-D's Keihin Carburetors" on page 34, he was unhappy with every carb we had. But thanks to you, he measured the stock Keihin, and to his surprise, it measured out to a whopping 42mm. Well, a size 55 Idle Jet did the trick, not to mention saving us \$300.

My husband's finally happy—thanks to you.

Holly Burns

Spokane, Wash.

What Happened?

□ What happened to the motorcycle rules and regulations page? I need to know the rules for Wyoming, Nebraska, North Dakota, South Dakota, and Iowa.

Slapshot

Virginia, Ill.

■ Nothing. We alternate the law chart with our list of Bikers' Rights Organizations.

Some Info

□ This is to "Screwed" in Toledo (July 1994 issue). It's possible that you gave your bike's blood (oil) system AIDS! The best blood by far is Kendall's Nitro 70, but some ol' boys on the NASCAR circuit were noticing a build-up of paper on their rings. They went screaming to their connections at Fram. Lo and behold, our beloved nitro's additives eat paper elements.

Fram has turned loose its wizards in their brain trust and have developed a new filter.

Its make-up is top secret, and only five (last I heard) were in use—and only by some fast cagers doing the roundy round gig.

I saw the new setup, and it's real trick. A smaller version (hint to Dr. Fram) would look stud on a scooter—besides saving its life.

Until Dr. Fram gets through, I suggest adding fiber (filter) to your bike's diet and avoid the paper chase.

S. Sollars

Claremore, Okla.

Word of Thanks

□ Thanks for the great story you did on me in the "Flyin' Free" section (July 1994). People have had nothing but good things to say about it.

The only complaint I've heard is that there was no phone number or address in the story. After hitting three rallies and hearing this over and over, I'm writing to ask you to let people know they can contact me at the following address: Jana Rhoads Godfrey, The Fine Art of Riding, Erotic Motorcycle Art, 18320 52nd Ave. W., Suite B-103, Lynnwood, WA 98037, (206) 778-4333.

Jana Rhoads Godfrey

Lynnwood, Wash.

Letter To A Biker

□ I was fortunate enough this year to get to Washington, D.C., to witness the "Rolling Thunder" Memorial Day celebration with my wife, my 5-year-old son, Bubba, and some very close friends and their kids.

About 10 minutes into it, amongst all the thousands of spectators, one special man rode right up to my son, handed him one of the staff bandanas, and then rode off. Whoever you are, thank you. You made my little man's day and then some. He insisted it was to hang in our pool room for all to see, and it remains today with his never-ending tale.

Funny how a day like that and a small gesture can make everything seem right in the world, even if it's just for a little while.

Bob Salisbury

Frederick, Md.

Another Correction

□ You need to get your shit straight. In your article on Carter's 1990 FLSTC (August 1994 issue) you wrote that Dave Carter's wife could have it worse and been hooked up with an Air Force pilot who flies wire-crossed F-14s.

In all my years of wrenchin' on Air Force iron, I have yet to see a Navy F-14 dressed in Air Force colors. You had your pick of anything the Big Blue Screw flies: F-4s, F-15s, F-16s, or F-117s. Yet you crossed your wires and

picked the wrong branch of the service.

You may know your stuff when it comes to Milwaukee iron, but when it comes to the best flyin' iron in the world, you don't know shit.

Easyriders is a great rag, and all the staff deserves a piece of raisin pie—except Irish Mike.

Ice man
Cocoa, Fla.

We Goofed? Who? We?

What the hell is wrong with you guys? The August issue mentions Mötley Crüe's Evos in four places, but they're obviously Shovels. The poseur punks in the band may not know the difference, but the editors should. Maybe it's time to let Wrench do the proofreading.

Mark Vogel
Chippewa Falls, Wis.

I thought y'all at *Easyriders* knew it all when it comes to Harleys. Not. Featured in

the August issue were the rides of Nikki Sixx and Tommy Lee of Mötley Crüe. The text states these bikes are Evos. Not. A Shovel's a Shovel, no matter whose it is.

Slow down on the partyin'.

J. P.

Somewhere southwest of Houston

A Helpful Hint

I caught the article on the new VR1000 in the August 1994 issue. It was a great article, and the scoot sounds like a real winner.

Here's a small helpful hint for Miguel Du Hamel. If you look closely at the pictures, you'll see that a chain would make a big difference and he'd be a sure winner. Or did your photo boys screw up again?

Steven E. Fortier
Laconia, N.H.

Motorcyclist Memorial Foundation

The chairman of the newly founded

Motorcyclist Memorial Foundation, Carl Hunter, asked me to write you. An article was published in a past issue of your magazine about the memorial dedicated by ABATE of Ohio, Region 1. The article gave the names of Paul and Deb Kleyman for info. A foundation has been formed to take care of the memorial, and a new name and address will be used for anyone interested in having a deceased friend or loved one's name engraved on the memorial. Anyone interested can send for information to: The Motorcyclist Memorial Foundation (MMF), P.O. Box 292, Rayland, OH 43943

Neva Taylor
Rayland, Ohio

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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Returns From
The Belly Of
The Beast
With A
Smokin' Shovel*

FIRE SLAYER

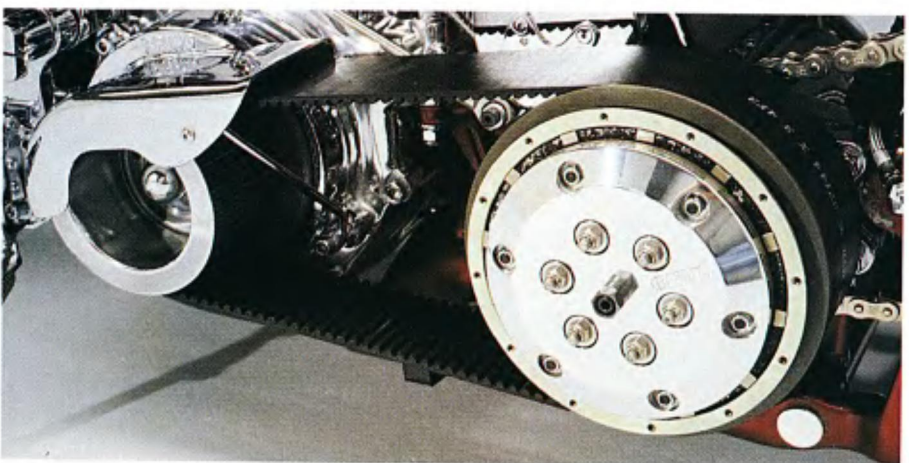


On Thanksgiving eve 1986, in a poverty-stricken section of New York City's eastside, a ramshackle house that had been loosely converted into a daycare went up in flames like an old barn. When the NYFD arrived, the monstrous inferno raged out-of-control, threatening to consume an entire city block. The captain could see that the fire was too powerful to have left any survivors inside, and he quickly dispatched his men to contain its outer edges.



One of his veterans, however, spotted smoke escaping from the basement. The experienced fire fighter knew that if any lives were left to be spared, they would be lying unconscious in the smoke-filled basement beneath a burning building that was about to cave in. And although the structure's ravaged remains were fiercely ablaze and on the verge of collapse, the veteran fire slayer wasted no time running to the rear of the building where he began to axe his way into the belly of the beast. Once inside, the smoke was too thick to see more than a couple inches in front of him, but he was able to feel melting plastic from the molten hot railing of a playpen.

The fire fighter who never thought twice about risking his own life to follow his gut instinct was Louie Bevilacqua. And when Louie returned from the infernal underbelly of the blaze, he had four surviving infants to show for his courage. Shortly after the incident, the 17-year veteran of New York's fire war zone—on a truck that saw





SECOND PLACE WINNER

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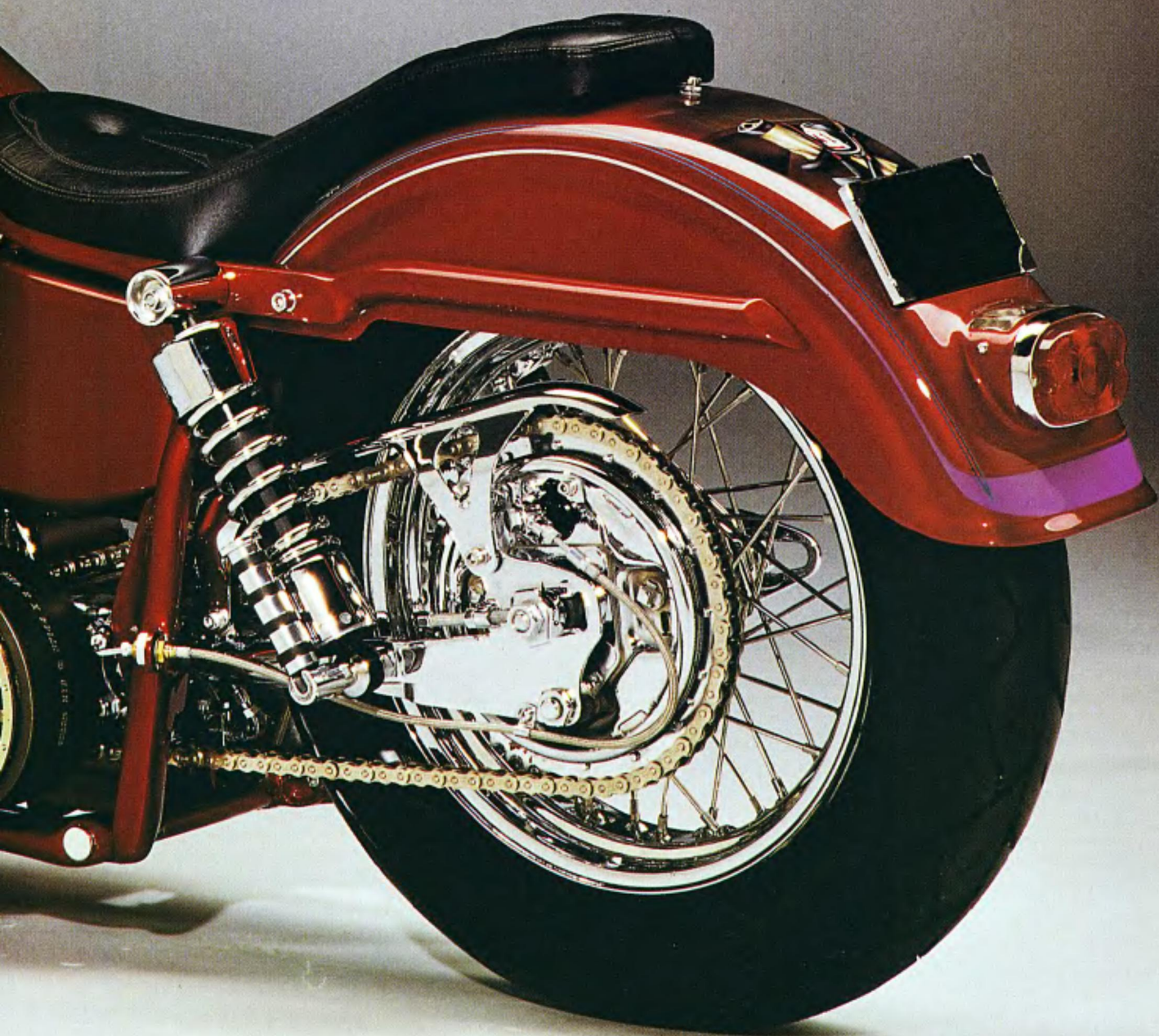
*He's had a
tough time letting
go of living on
the edge*

over 8,500 working fires a year—
was cited with a meritorious act for
exceptional bravery.

Since Louie's retirement, he's had
a tough time letting go of living on
the edge and all that goes with it—
the rush, the camaraderie, the soul-
satisfying rewards of ripping a
human life from the jaws of death,
and most of all just sitting down to a
bottle of Jack Daniel's with the
brothers who were there. It's to
those memories that Louie decided
to dedicate his best friend and com-
panion—his 1972 Shovelhead that
saw him through good times and bad.

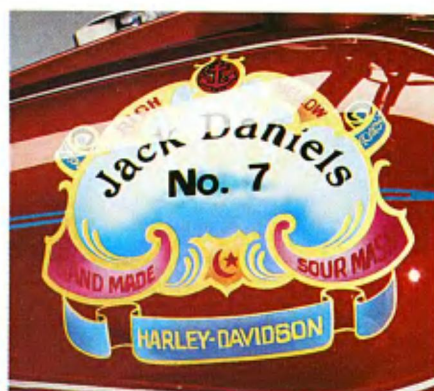
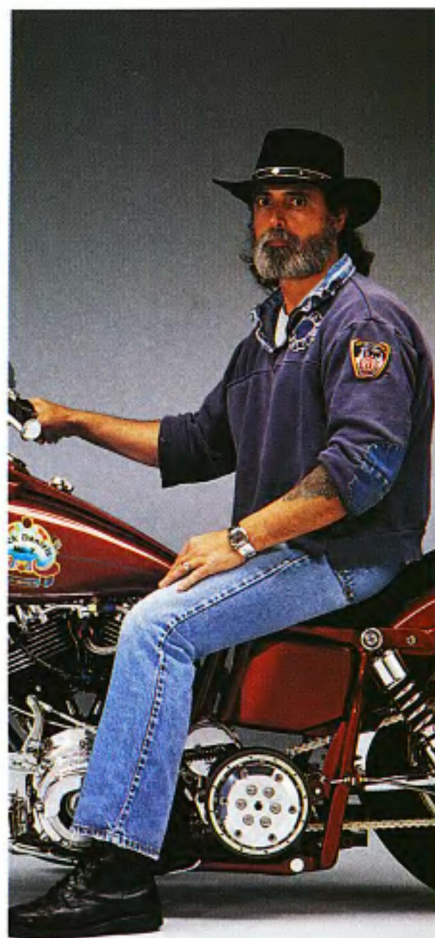
Louie's fire-breathin' FX recently
took down Second Best of Show at
the Easyriders Bike and Tattoo →



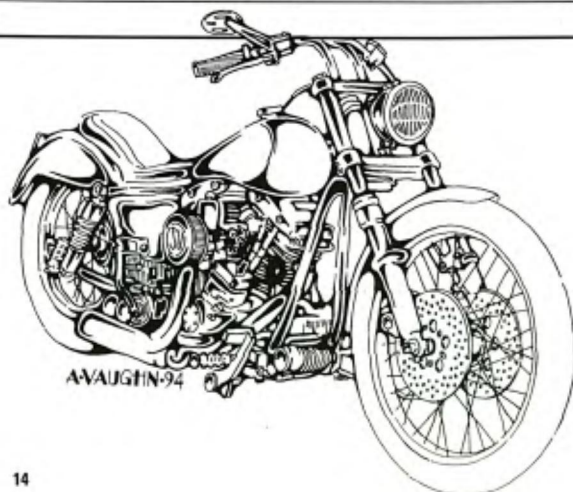


Show in Middletown, New York. A stat chart can't begin to reflect the more than 20 years of work that went into the blazebuster's smokin' Shovel—including all those winters of hoisting his scooter up several flights of apartment stairs with the same trusty rope for the stroker's annual rebuild. The bike's real history, though—much like its owner's—lies somewhere between a tired old pair of fireman's boots and another bottle of Jack.

—Clay Dog



Owner: Louie Bevilacqua	City: Mastic, New York	
General	Frame	
Fabrication: Cycle Fab, Rick Shevriti	Year: 1972	
Year and make: 1972 H-D	Builder: H-D	
Model: FX Super Glide	Type: FX	
Value: \$30,000	Rake: 8 degrees	
Assembly: Cycle Fab, owner	Stretch: none	
Time: lots	Other alterations: minor modifications	
Chroming: Brown's Plating	Accessories	
Engine	Bars: Cycle Shack	
Year: 1972	Risers: Cycle Shack	
Model: Shovelhead	Grips: Dr. Neon	
Rebuilder: JRT Cycle Performance	Mirrors: Ness	
Ignition: Morris Magneto	Fender(s): Softail	
Displacement: 93 cubic inches	Headlight: Ness	
Lower end: S&S Sidewinder	Taillight: 1972 FX	
Balancing: S&S	Speedo: factory	
Pistons: S&S	Front pegs: JayBrake	
Cases: H-D	Rear pegs: JayBrake	
Heads: Branch	Electrics: none	
Cam: Sifton	Gas tank: 1972 FX, stretched	
Lifters: Velva Touch	Oil tank: handmade, Cycle Fab	
Carb(s): SU, 2-inch	Oil system: H-D	
Air cleaner: SU	Primary cover: open	
Pipes: handmade, Cycle Fab	Seat: Danny Gray	
Mufflers: sure	Sissybar: none	
Transmission	Forks	
Year: 1972	Type: 1983 wide glide	
Modifications: Andrews gears	Extension: 2 inches under	
Shifting: 4-speed	Builder: H-D/owner	
Engine sprocket: 24-tooth	Special features: Custom Cycle Engineering trees	
Trans sprocket: 24-tooth	Wheels	
Wheel sprocket: 51-tooth	Front	Rear
Painting	Size: 21-inch	Size: 16-inch
Molding: Don Perewitz	Hub: H-D	Hub: H-D
Painter: Dave Perewitz	Rim width: 2.75-inch	Rim width: 5.5-inch
Color: candy brandywine	Tire: Avon	Tire: Avon
Type: House of Kolor	Brake: H-D	Brake: H-D
Special paint: graphics by Roy Mason		
Other special modifications: stretched tanks, handcrafted console, handcrafted Akront wheels, chain, and belt guard. Special thanks to Mary Anne, NYFD, Jack Daniel's, and all the folks at Cycle Fab.		
Photos: Steve Coonan		



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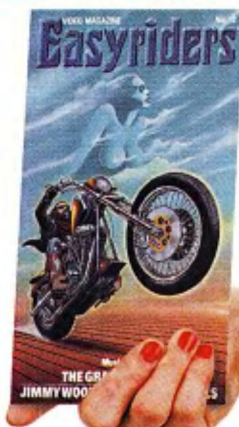


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EASY NEWS

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

HELMET LAW UNCONSTITUTIONAL!

AIM Attorney Marty Fox Overturns Washington State's Mandatory Helmet Law

In a decision issued June 29, 1994, by Washington's Division 3 Court of Appeals, a three-judge panel ruled unanimously that the regulations for the enforcement of the state's mandatory helmet law are unconstitutionally vague. The decision, written by Judge E. Munson, is binding upon the entire state.

"If the court deems a law unconstitutional, it should be unenforceable," said ABATE of Washington state coordinator Monty McKeehen. "According to this decision, we should be able to legally ride without helmets in Washington state."

McKeehen added, however, that the state law enforcement agencies are "already putting their heads together to figure out how they can get around this decision and continue to enforce the helmet law." Indeed, the State Patrol has already vowed to continue writing helmet tickets.

Aid to Injured Motorcyclists' (AIM) Washington attorney, Martin D. Fox, argued the case *pro bono* (free) on behalf of ABATE of Washington and his client, Edwin A. Fisher, eastern deputy coordinator of ABATE, who was cited for failure to wear a helmet and decided to test the law's statutory exemptions (riders in Washington are exempted from the helmet law if their motorcycle is equipped with a roll bar or seat belt or is defined as an antique).

Fisher's antique bike was equipped with a roll bar from the manufacturer and a seat belt, but he was found guilty of the helmet violation in Superior Court. Fox appealed the decision. His case was joined with two unrelated cases for appellate review: Jack Maxwell and Josh Sanaski, represented by attorney Edwin Alden, had both been cited for wearing beanie-style helmets. Both had been found guilty in District Court but had the judgments reversed by Superior Court,



AIM Attorney Marty Fox

determining the law to be "unconstitutionally burdensome and confusing." The state appealed the ruling and both cases were joined with Fisher's for review by the Court of Appeals.

In handing down their decision, the Court of Appeals concluded that the helmet law was unconstitutionally vague and affirmed the cases of Maxwell and Sanaski. In so doing, Fisher's guilty verdict was reversed because the court had already ruled the helmet law unconstitutional, effectively making Fisher the first test case under the decision.

Among the court's findings:

"A statute violates the due process clause of the Fourteenth Amendment if it fails to afford citizens fair warning of proscribed conduct. A statute is unconstitutional if it fails to provide fair notice; if the standards to which a citizen

must conform are so inaccessible that an average person could not be expected to discover them by reasonable research efforts, then the statute does not provide the requisite notice. The regulation fails to inform the average citizen of the location or legal citation of the federal standard it adopts (FMVSS218). We have not been advised how a citizen of common intelligence should discover this information.

"A statute is unconstitutional if it fails to define the offense so that ordinary people can understand what it proscribes. The federal regulation has numerous sections relating to the qualities and test to be supplied by the manufacturer. Ordinary citizens would not be able to tell which protective helmet met those requirements, even if they could find the regulation. In adopting the entire statute (FMVSS218), the state patrol has made it impossible for ordinary citizens to understand what is required to comply with the Washington statute."

According to Fox, the state will assuredly appeal the decision to the State Supreme Court. In the meantime, McKeehen expects a tough fight in the legislature as politicians grapple with drafting an acceptable ordinance to bring them back into compliance with ISTE, or face federal (blackmail) sanctions for not having a helmet law.

"They'll be bringing out the big guns during the fall session," said McKeehen, "and ABATE will have to show up with bigger guns." McKeehen also unveiled plans for Rep. Evan Jones, Sequim, Wash., to introduce helmet law repeal legislation in the fall.

The National Coalition of Motorcyclists (NCOM) has pledged to support ABATE of Washington in its upcoming legislative fight, while AIM attorney Marty Fox continues on the case.

—Bill Bish, NCOM

MDA LOVE RIDE 11

World's Largest One-Day Charity Run To Be Held November 13

Now entering its second decade, the Love Ride remains the largest one-day motorcycle fund-raising event in the world. In 10 years, the event had raised over \$5 million for the Muscular Dystrophy Association (MDA). Last year's Love Ride 10 raised \$1,005,000.

Up to 20,000 motorcyclists are expected at Love Ride 11 on November 13 for the 50-mile parade of motorcycles from Harley-Davidson of Glendale, California, to a rock concert, barbecue, and trade show at Castaic Lake in Ventura County.

Love Ride founder and chairman Oliver Shokouh is planning a superstar rock concert this year with Jackson Browne as the featured performer. He's also given his guarantee that the beer won't run out. "It is my determination to make the Love Ride a bigger and better event each year," said Shokouh, the owner of Harley-Davidson of Glendale.

Harley-Davidson of Glendale is located at 3717 San Fernando Road in Glendale, California. For more information about Love Ride 11 call (818) 246-5618.

—Twiggy



Photo: Nancy Cairns

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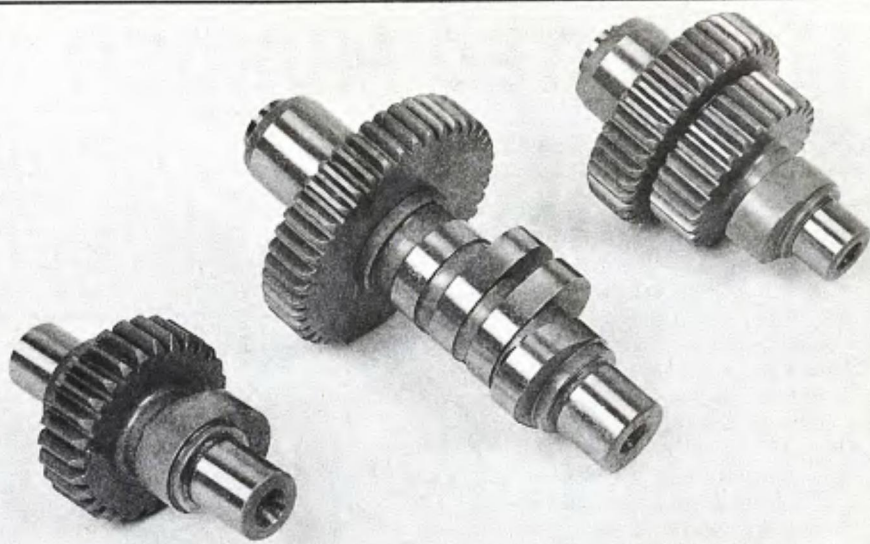
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SHORT STROKES



Recently, I cruised my Dyna through 100-degree desert heat and blazing sun to get to Tombstone, Arizona. I'd come to visit Pat Kennedy, master of the 80-spoke wheel and creator of the everlasting chopper, and check out his new shop. Pat Kennedy's Custom Cycles, housed in his self-made Fort Tombstone compound, is located on one of the two main streets in this historic town. Pat and Brook Bryant work and play hard in the desert, where they chose to become one with nature, the history of Wyatt Earp, and their dog, Bullseye. Enlightened by the experience, I'm back to spread the Apache word of truth to my brothers, the white-line cowboys....**Brock Yates**, a columnist for *Car & Driver* magazine, recently pounded the gavel against a society afraid of themselves, looking to the government to patch every hole in the risk-free dike. I wish the car guys had gotten behind bikers' rights a long time ago. We told 'em....**James Weed** sent me a clipping about a lawyer who's upset about the ability of private citizens to inspect others' driving records simply by paying the DMV \$5. In addition, there's talk of laws that would empower the DMV to revoke your license if you're late with child support, taxes, etc....**My English martial arts bro**, Richard LaPlante, had another one of his books published. It's called *Leopard*, and it's damn good. His first book, *Mantis*, kicked ass. His American publisher told me that men's adventure books are dead; seems 83% of all the books sold in the states are sold to women. We've got to show 'em that bikers read....1993-1994 FLHTCs and FLTCs are being recalled. The electrical connections in the right handlebar may overheat and cause the throttle to bind. **So as the sun sets outside my garage**, and I finish preparations for the ride to Sturgis, I wonder what's next. More laws? More bullsh*t? Or skimpier bathing suits? But one thing is always guaranteed: Jack Daniel's will always taste the same. Thank god. Let's ride.

—Bandit



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MANDATED MURDER

In Maryland

Mandated helmet laws have certainly proven to be catastrophic to motorcyclists. Another chilling example of the deadly results of these "mandated murder tactics" is what happened in the state of Maryland (ironically nicknamed the "Free State"). Legislators there passed a mandated helmet law in October of 1992. Exactly one year after the law went into effect—as predicted—motorcycle-related deaths were up.

Choosing to ignore these facts—and, in fact, claiming just the opposite—is Richard Alcorta, acting director of the Maryland Institute for Emergency Medical Services Systems. "Evidence is mounting that the number and severity of motorcycle-related injuries are easing," said Alcorta. "People are getting up and just walking away from these accidents." [What pill jar did this guy get into?]

Let it be known that Alcorta proudly led the efforts to get Maryland's General Assembly to pass a helmet law. Sleep well tonight, Rich.

—Twiggy



INDIANA'S SUCCESS STORY

Helmet-Free Hoosiers Prove Education Is The Key To Safety

In "helmet free" Indiana, officials credit their motorcycle safety education programs for a 50 percent reduction in motorcycle fatalities. Way to go, Indiana!

According to State Police statistics, there were 67 motorcycle fatalities in 1993, compared to 134 in 1986. The General Assembly approved the voluntary training pro-

gram in 1986.

Indiana's Department of Education's School Traffic Safety Division administers the program that's completely paid for by motorcycle registration fees.

The Department said motorcycle accidents declined for the seventh consecutive year, from 3,951 in 1986 to 2,251 in 1993, and injuries dropped from 3,792 to 2,182 in

that period.

It's common knowledge to the motorcycling community that education saves lives, not mandated helmet laws, and statistics like this certainly serve to prove our point to nonbelievers. Seems education is also the key to breaking the restrictive straps of helmet legislation.

—Twiggy





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ATTENTION EASYRIDERS READERS: This group of attorneys puts a substantial portion of its legal fees from motorcycle accidents back into motorcycling by being the sole financial sponsor of the National Coalition of Motorcyclists

EXERCISING THEIR RIGHTS

Texas Bikers Flex Their Political Muscle At The Democratic Convention

As the 1994 Texas Democratic Convention convened in Austin on June 4, 1994, the chairman welcomed the 310 biker delegates and commended them on their efforts: "Never has a group been so organized and professional."

By the close of the day's session, the Texas Democratic Party had adopted a helmet law repeal as an official platform:

"Resolved: That the laws and regulations requiring mandatory helmet use by adult motorcyclists be repealed, if it can be satisfactorily shown that such repeal will not have a negative impact upon the public trea-

sure (reference to the federal ISTEA penalties.)"

Passage of the resolution didn't seem likely till H.W. "Sputnik" Strain, state chairman of the Texas Motorcycle Rights Association and leader of the motorcyclists' delegation, began horse trading with other delegates for their votes. Commanding 310 votes, the bikers could effectively block any resolution. So, Sputnik negotiated support in exchange for votes and managed to narrowly pass the helmet repeal resolution.

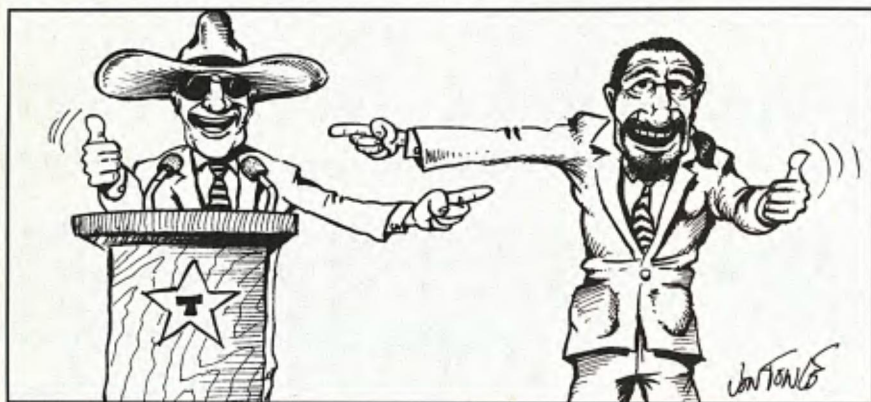
As reported earlier this year through the National Coalition of Motorcyclists (NCOM), 568 motorcyclist from the ranks of the Texas Motorcycle Roadriders Association, Texas

Motorcycle Rights Association, Gulf Coast Motorcycle Rights Association and Texas ABATE Confederation became delegates to the state convention by participating in their precinct caucuses.

A precinct caucus is a grassroots meeting where citizens in the area discuss issues that concern them and begin the process of selecting candidates for local, state, and federal offices. The two main pieces of business conducted at the caucus are the adoption of platform resolutions and the selection of delegates to the conventions.

Although politicians are not bound by party platforms, adopted resolutions can influence their stand on issues. "It was great to see hundreds of motorcyclists exercising their right to participate in the political process," said Texas Aid To Injured Motorcyclists (AIM) attorney Rand Mintzer after addressing the convention. "We couldn't have succeeded without the help of NCOM, AIM, and Rand Mintzer and his staff," added Sputnik, who explained that he got the idea of targeting the Democratic Party at NCOM's annual convention in New Jersey in 1992.

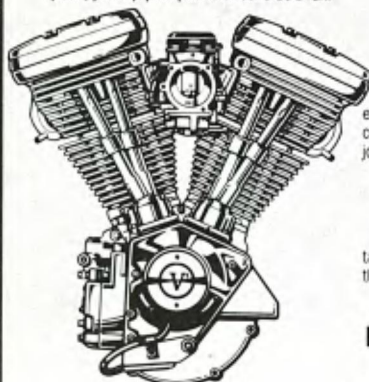
According to Sputnik, a helmet repeal bill is expected to be introduced in the next legislative session in Texas. —NCOM



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TATTOO'S

Artistry In Ink Tour



Photo: Billy Tinney

Tattoo magazine is hosting its First Annual Artistry In Ink National Tour. These colorful shows will be coming to four cities: Dallas, Texas; Kiamesha Lake, N.Y.; Phoenix, Ariz.; and San Diego, Calif.

The Artistry In Ink shows will feature world-renowned tattoo artists, tattoo competitions with \$3,000 in cash and prizes at each event, live music, and wall-to-wall viewers of ink. In addition, all shows will be hosted in accomodating full-service hotels.

If you've never been to a tattoo convention, as long as you're awake, you won't be disappointed. With all the top ink slingers buzzin' away, the hottest flash art and skin artistry anywhere, and all the tattoo-clad spectators, there's always something wild and exciting to see. Don't miss your chance to experience this righteous event. —Toad

Artistry In Ink tour schedule:

November 11-13, 1994: Dallas, Texas, Airport Hyatt Regency. For more info call (818) 889-8740, ext. 281.

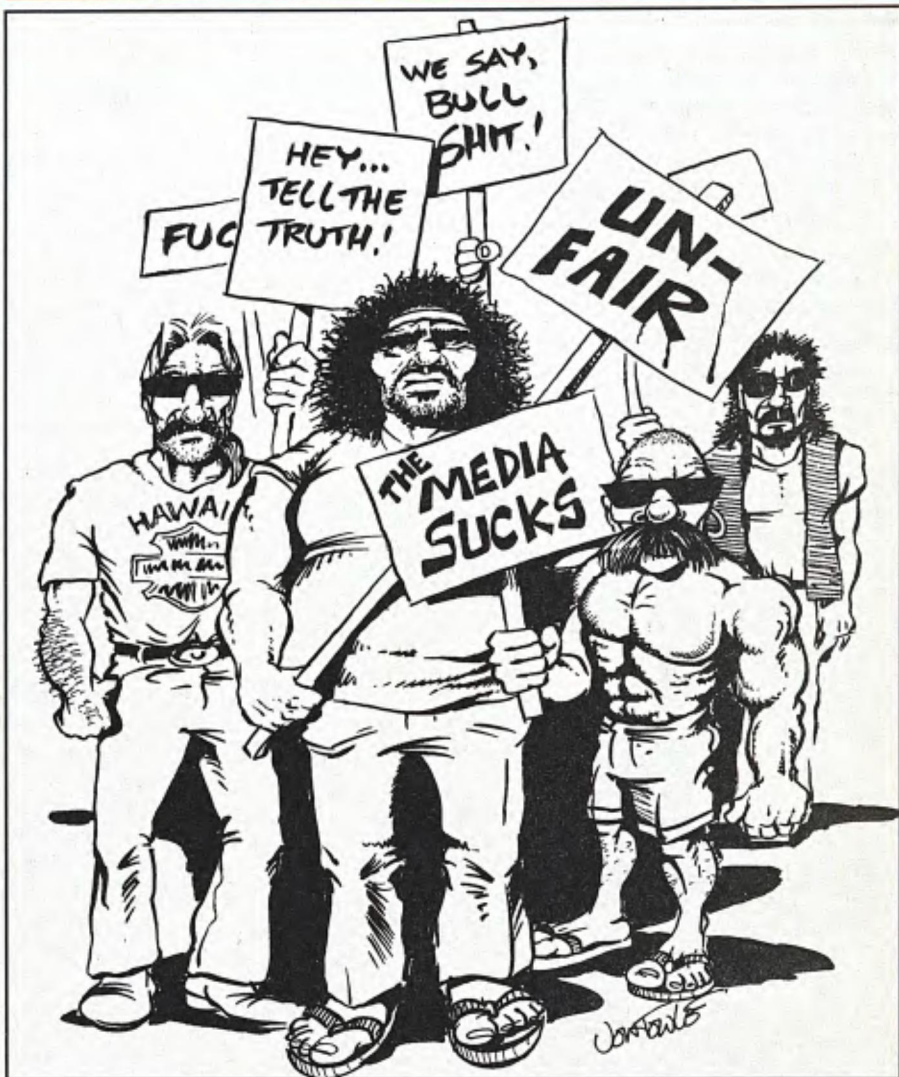
November 18-20, 1994: Kiamesha Lake, N.Y., The Concord Resort Hotel. For more info call (818) 889-8740, ext. 281.

New Year's Eve Weekend/December 30-January 1: Phoenix, Ariz., Crown Plaza Hotel. For more info call (818) 889-8740, ext. 281.

January 6-8, 1995: San Diego, Calif., Chandlery Hotel And Country Club. For more info call (818) 889-8740, ext. 281.

STREET SIGNS

Hawaiian Bikers Picket Media Bias



An enemy to freedom-loving bikers is the biased and pro-helmet news media—both print and electronic. By their own design when reporting on motorcycle accidents and the victims of those accidents, the media will falsely lead its uneducated readers into thinking that the motorcycle helmet is the absolute savior of mankind, regardless of the injuries sustained by the rider. By the same token, overzealous law enforcement agencies and insurance companies are also guilty of the same underhanded reporting.

Taking a cue from the Doobie Brother's song "Takin' It To The Streets," some 60 members of Street Bikers United (SBU) of Hawaii protested the biased media on Kapiolani Boulevard with picket signs that proclaimed: "Unfair Journalism Covering Bikers."

With justification, SBU members feel *The Advertiser* and the *Honolulu Star-Bulletin* have been feeding unfair and biased news stories to its readers concerning a proposed mandatory helmet law and facts about traffic accidents involving motorcyclists.

Street Bikers United State Director Randy Ishida, recanting a recent news story about a rider killed in a Big Island accident as an example, said, "The story said the biker was not wearing a helmet, thus giving the public the wrong impression of helmet safety. That's like telling the readers if the rider had been wearing a helmet, things would have been different. Tactics used in reporting the facts are biased."

Because Hawaii has not passed a mandatory helmet law, \$1.3 million in federal highway funds will be shifted to safety programs (as it should be). On this issue, Randy quickly points out that Hawaii's news media were giving the false impression that the state was losing money because it didn't have a helmet law. "The public is totally unaware of the real issues," he said.

The members of Street Bikers United of Hawaii have their act together, because, now, some of the news media is finally paying attention to the facts about motorcycle helmets and federal ISTEA blackmail. Good job, SBU Hawaii.

—Twiggy

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.



"I want to report a rape . . . in progress."

It had only been a month since Mongo had married one of two beautiful twin sisters, and he was already standing before the county judge, asking for a divorce.

When the judge asked why he wanted a divorce, Mongo explained, "It's like this, Yer Honor—my ol' lady's sister is her identical twin, an' she's always visitin' us, see, so sometimes when I get home, I end up screwin' the sister by mistake."

"But surely there must be some difference between the two of them," the skeptical judge said.

"There sure as fuck is, Yer Honor," said Mongo. "And that's why I want this here divorce."

Goodnight Gracie
Across the Street

Roach, having promised his ol' lady he would lay off the booze, nevertheless came home tanked one evening, and he was desperately trying to maintain. To make matters worse, his ol' lady's best friend, Tina, had dropped by with her newborn twins.

"Hi, honey," his ol' lady greeted him, holding out a bassinet containing the twins, "come look at what Tina brought over."

Doing his best to act straight, Roach peered into the bassinet and remarked, "Yeah, that's a good-lookin' kid."

Frank
Waldorf Wires



A businessman who had his life savings wiped out in the stock market came home and told his ol' lady, "Baby, I'm absolutely busted, penniless—we have to start all over again."

His ol' lady shuddered, saying, "I can't change my way of life; I'd rather be dead!" and immediately leaped out their 16th-story window.

The newly widowed husband smiled and whispered to himself, "Thank you, Paine Webber."

Big Bad John
On Top

How do ya know when it's time to wash the dishes and clean the house?

Unzip your pants and take a look—if there's a dick there, it ain't time yet.

Bobwire
Shields Up

What do ol' ladies and morning newspapers have in common?

Most of us have our own, but if we don't get it, we take our neighbor's.

Al Troxler
Greensboro, N. C.



What's the best part about firing a blonde?
There's no vacancy to fill.
DeeCee
Crossbar Arms

What's the difference between brunettes and trash?
At least the trash gets taken out once a week.
Blonde's Revenge
Belfair, Wash.



"Lemme see the tallest apehangers ya got."

Six ROTC officer candidates decided to rent an off-campus house together. They couldn't afford anything fancy, and it didn't take them long to realize that their new home was infested with rats.

So, armed with baseball bats and two-by-fours, they all six went down to the basement one night to do battle with the rodents.

Three weeks later the landlord, having failed to reach any of his new tenants by phone, used his key to enter the house. Finding only one bloody and mangled man inside, he cried, "Good God, what happened? And where are the other five?"

"Two were killed in action," croaked the battered ROTCee, "and the other three ran off with war brides."

Scary Gary
Scimitar, Calif.

What should you do when your ol' lady tells you that the batteries in her vibrator are dead?

Haul out your Eveready.
Sandman
The Colony

The Eskimo was out riding around on his snowmobile one day when the damned thing suddenly died on him in the middle of nowhere. After a few minutes of trying to restart the sled, he picked up his mobile phone and called the Bros Club to come bail his ass out.

The towing guy from the Bros Club arrived soon after and began looking over the machine. "Looks like ya blew a seal, man," he said.

"Naw," said the Eskimo, "that's just frost on my beard."

Batt Man
Boone, Iowa



Rapper turned to his scatter-brained secretary and said, "Frenchie, you've already been here five years—don't ya think it's time ya learned to use a Dictaphone?"

"If you say so," Frenchie replied, "but I still think it's easier to punch the numbers with my finger."

Haystack
Needlin'

Slowpoke's ol' lady walked into the drugstore and told the pharmacist, "Let me have a 100-count bottle of tabletted acetylsalicylic acid, please."

"You mean aspirin?" asked the pharmacist.

"Yeah," she replied. "I never can remember that name."

Clement
Cement City



She didn't say we're on top of a toxic-waste dump, man—she said we are a toxic-waste dump."

ON THE ROAD AGAIN!

Off To The Rodeo With The Bros Club

Recently, when I was back east, I got the chance to meet Vinny Aquafredda from Custom Cycle, Inc., a Bros Club dealer in New York. If you find yourself in the Long Island area, check out Custom Cycle, 1895 Newbridge Road, North Bellmore, New York, (516) 826-8720. All the work is done right on the premises and you won't find nicer people. Their shop slogan is: "We service the customer as well as the bike." Hmm. Aah, I better not touch that one.

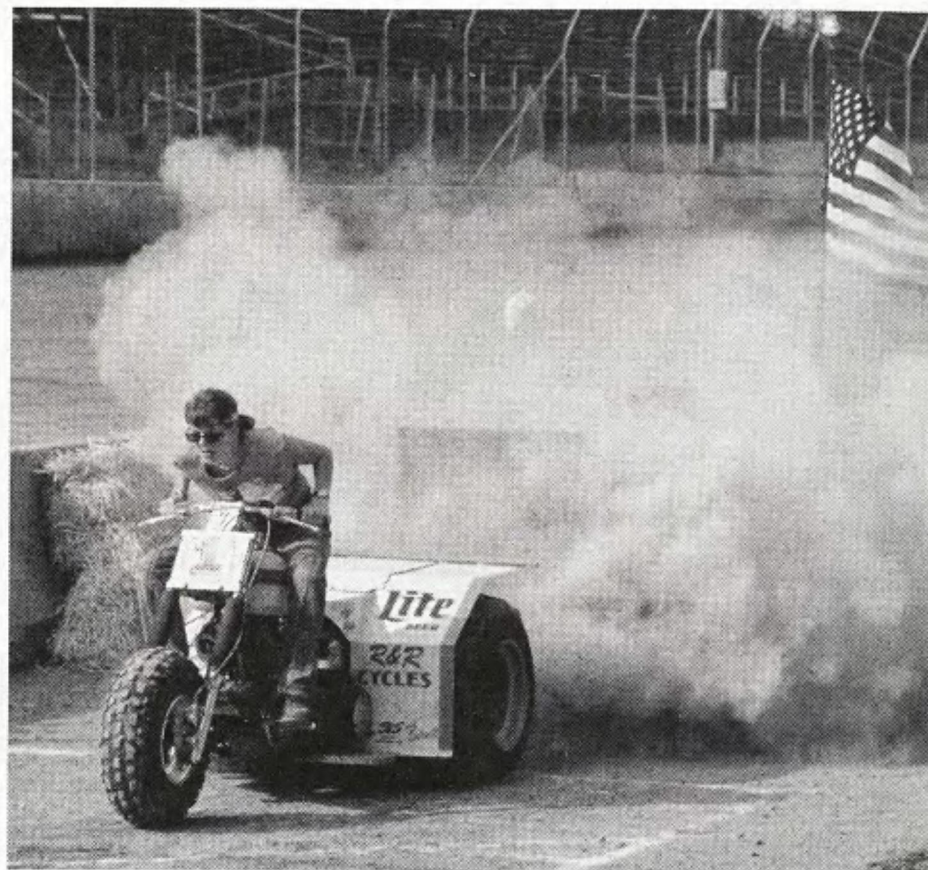
Vinny rode with a group of Bros Club members to our *Easyriders* Rodeo in Middletown. The group met up at Custom Cycle at 9 a.m., shaking off the

For many of the riders, it was the first time they had been to an Easyriders Rodeo

morning cobwebs with some coffee and doughnuts. It was one of those perfect mornings for a ride. I'm talkin' 85 degrees and not a cloud in the sky.

Do you ever get that weird itch just before a ride? Y'know, that butterflies-in-the-belly excitement you feel only moments before mounting up for a long putt. It's been over 30 years since I first threw a leg over a Hog, and I still get that feelin' every time. Anyway, Vinny and the boys left for the Rodeo at about 9:45 a.m. They crossed through the Bronx, took the Bronx Expressway to the Major Deegan Expressway, and then rode on to Middletown, pulling into the Rodeo lot just a little after noon.

For many of the riders it was the first time they had been to an *Easyriders* Rodeo. One of the bros, Ed Schillmeyer,



Audra Pittmann squares off against Robert Tabor.

said he had never seen so many beautiful women in one place. We do attract some fine-looking ladies at our events.

As you know, there's something for everyone at an *Easyriders* Rodeo, and the bros' ladies had a great time, too. By the end of the day, the entire group swore that they'd be back to do it all again next year.

Luckily, when Vinny and his friends made the ride to the Rodeo, they didn't run into any mishaps. But it's nice to know that if they did, they wouldn't have to worry. As Bros Club members, they're eligible for our Emergency Road Service Plan. The Plan now includes tow truck pick up wherever you are, up to \$50 per occurrence (up from \$35), \$1,000 bike theft and hit-and-run

rewards, and much more for just \$29.95. It's an even better deal when you realize that the Bros Club is growing by leaps and bounds. The perks to Bros Club members are increasing and the fun never stops. I'm tellin' ya bros, the Emergency Road Service Plan alone will make ya glad you joined. But don't take my word for it, check out this recent letter from a Bros Club member:

Dear Bros Club,

Last week, I was puttin' down a canyon trail about 25 miles from my digs when I hit some gravel on a tight turn. Needless to say, I ended up on my ass with my scooter lookin' scraped, skinned, and bent. I looked about the same as my bike and when I tried to



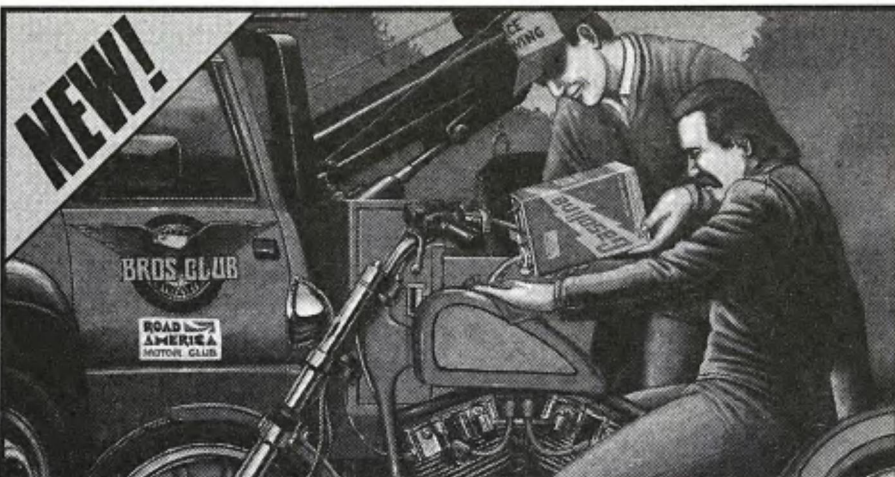
Photo: Matt McLaughlin

get up and get back down the road, I realized that my cherished ride was in no shape to carry me home.

Some bros were passing by and got me to a phone where I called the Bros Club's 800 number. Forty-five minutes later, my scooter and I were on our way home. The service really works and saved my ass that day. Thanks, guys, you've got your shit together.

—Chicago Frank

We want to hear from you riders who've had the opportunity to use the Bros Club Emergency Road Service. If we print your letter, we'll send ya somethin' cool. Write: Bros Club, P.O. Box 3000, Agoura Hills, CA 91376-3000.



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

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WHAT'S HAPPENIN'

Here's Your Guide To What's Happenin' In Your Area In October And November

To have your events listed, please get the information 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 flier or other info to: What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000.

Arizona

9TH ANNUAL OCTOBERFEST—October 7-9, MMA Division 3, Page. Info: (602) 645-9508/5485

California

6TH ANNUAL CANDY CRUISE-IN—October 1-2, Gold Country Fairgrounds, Auburn, Kustom Kemps of America. Info: (417) 847-2940

CRITTER RUN—October 2. Sign-in 8 a.m.-10 a.m., Nordhoff Park. Info: Sarge (818) 361-0163

ANTIOCH SWAP MEET—October 9, Antioch Fairgrounds, MMA. Info: (916) 442-4727

FINALLY FREE PARTY FOR SONNY BARGER—November 6, Hells Angels of Oakland, Mountain House, Tracy. Rain or shine. Info: (510) 447-0365

M/C AWARENESS DAY—November 6, Hansen Dam, Lake View Terrace. Info: Sarge (818) 361-0163

GRAND OL' M/C SHOW AND SWAP MEET—November 13, Devonshire Downs, Cal State Northridge, 9 a.m. - 3 p.m. Info: (818) 361-0205

Delaware

VIETNAM VETS MC RODEO & SWAP MEET—October 1, Rt. 1, Smyrna. Info: Rabbit or Maniac (302) 422-4988 or Thunder (302) 697-3484

Florida

SPOOKS 'N' SCOOTERS—October 7-9, Brooksville. Info: P.O. Box 21231, Tampa, FL 33622-1231

"BIKETOFEST" CLASSIC RALLY & RACES—October 20-23, Daytona Beach. AMA Championship Cup Series finale at the Daytona Int'l Speedway. Visit the *Easyriders* Store on Main Street for special "Biketofest" products at terrific prices. Also: The Police Motorcycle Skills Championship, Oct. 13-16. Info: Destination Daytona, P.O. Box 910, Daytona Beach, FL 32115; (800) 854-1234

ANNUAL HALLOWEEN BOOGIE—October 28-30, Panhandle Chapter of ABATE, in the woods near Fountain. Info: Larry (904) 722-9005

ROSCOE'S CHILI CHALLENGE—November 5-6, Lakeland. Info: (813) 682-7058 or (813) 683-9017

Georgia

MEMBERSHIP DRIVE & CAMPOUT—October 8-9, Luthersville, Dist. 6 ABATE. Info: Cam (404) 489-8624

SWAP MEET & BIKE SHOW—October 9, Henderson's Auction Building, Atlanta, sponsored by Lee Richardson and the Georgia Motorcyclists Political Action Committee. Info: Lee R. (706) 342-4543

GARY LANCE MEMORIAL POKER RUN—October 15, Ted & Dotti's Bike Shop, Brunswick. Info: Glenn (912) 729-4026

Illinois

M/C PARTS EXTRAVAGANZA—October 16, Will County Fairgrounds, Peotone. Info: (319) 462-6011

Kansas

FALL M/C SWAP MEET—October 16, Wyandotte County Fairgrounds, I-435 and State Ave., Kansas City. Hours: 7 a.m. - 5 p.m. Info: ABATE District #5, P.O. Box 12505, Kansas City, KS 66112

Louisiana

1ST ANNUAL FALL RODEO—October 14-16, Northwest Chapter of ABATE, Lucy's, Hwy. 80, Haughton. Info: Cowboy (318) 965-9205

ANNUAL HARVEST BASH & POKER RUN—October 21-23, Leisure Landing, Springfield. Info: Jerry (504) 622-5524 or Laddie (504) 647-5416

Minnesota

M/C PARTS EXTRAVAGANZA—November 20, at St. Paul Civic Center, St. Paul. Info: (319) 462-6011

Missouri

13TH SORT OF ANNUAL OCTOBERFEST '94—October 14-16, District 4 Freedom of the Road Riders, Lonejack. Info: Tom Borns (816) 229-5057

CHARITY INDOOR M/C SHOW AND SWAP MEET—October 8, Shadow Rock Park, Forsyth, Freedom of the Road Riders, Branson Tri-Lakes Local #15. Info: (417) 334-0775

Nevada

VIRGIN VALLEY RUN—September 30-October 2, Mesquite, sponsored by IOOB. Info: (702) 364-1325

12TH ANNUAL RIDE-IN BIKE SHOW—October 2, Sunset Park Area F, Las Vegas. Info: (702) 870-6121

FREAKER'S BALL—October 29, annual Halloween costume party, Nevada Association of Concerned Motorcyclists. Info: (702) 870-6121

FOOD FOR LIFE—November 6, poker run sponsored by IOOB MC, (nonperishable food item gets you in), 4003 W. Spring Mountain Rd., Las Vegas. Info: (702) 364-1325

TURKEY RUN—November 20, poker run sponsored by 5th Chapter MC, Las Vegas. Info: (702) 385-6947

New Jersey

JERSEY IRON MC'S "OKTOBERFEST"—October 9, Just Plain Janes, Rt. 528, Jackson, 11 a.m.-6 p.m. Info: (908) 370-0306

12TH ANNUAL TOY RUN—October 16, sponsored by ABATE. Sign-up: 10 a.m. - 11 a.m., Jamesway Plaza, Hammonton, junction of Rt. 30 and 206. Info: Dan (609) 625-1945 or John (609) 386-6916

New York

NORTHEAST M/C DIRT DRAGS—October 9, American Legion, Rt. 62, Eden. Info: The Hog Farm (716) 822-3227

AMA GYPSY TOUR—October 23. Sign-up: 10 a.m. - noon, Queensboro MC Club. Info: (718) 429-8225 (Thurs. eves.) or Dr. Martin Sabba (516) 482-1220

North Dakota

6TH ANNUAL HALLOWEEN BASH—October 22, Vietnam Vets MC. Info: Orrin (701) 775-9353

4TH ANNUAL HALLOWEEN PARTY/RUN—October 29, A.R.M. Chapter 20. Info: (701) 298-0579

Ohio

BIKE & TRADE SHOW—October 8, Allen County Fairgrounds, Lima. Info: (513) 464-6793

TOY RUN—November 6, Cross Creek Shopping Center, Heath. Info: CIRCO (614) 745-5983

South Carolina

FREEDOM OF CHOICE HELMET RALLY—October 9. Sponsored by ABATE. Motorcycle parade to Capitol Building. Meet at Nemo's, River Drive, Columbia, at noon. Info: Oats (803) 873-8982

CHARLESTON POKER RUN—October 9, Charleston, benefits MDA. Info: (803) 554-1847

Halloween Party—October 29-30, Screaming Eagles MC, starts at 7 p.m. at clubhouse, Hwy. 9, 3.2 miles west of I-77, Exit 65, Chester. Info: Roho (803) 329-0086 or Shine (803) 581-7589

Tennessee

ANNUAL MAYBE BABY NATIONALS—October 7-9, Celebration Walking Horse Grounds, Shelbyville, Kustom Kemps of America. (417) 847-2940

Texas

10TH ANNUAL M/C FALL ROUNDUP RALLY and AMA Dirt Track Races—October 2, Devils Bowl Speedway, Dallas. Info: Bob Bagwell (214) 216-5520

3RD ANNUAL HILL COUNTY TOY RUN/BENEFIT HOG ROAST—October 14-16, Johnson City Rodeo & Fairgrounds, Johnson City. Info: Nick (210) 868-0966

7TH ANNUAL BIKE SHOW & SWAP MEET—October 15, Hill Country ABATE. Info: (210) 997-8622

6TH ANNUAL FALL M/C EXPO—October 16, Arlington Texas Conv. Center. Info: (214) 216-5520

Utah

STATE-WIDE TOY RUN—October 2. (801) 779-9019

Virginia

2ND ANNUAL RICHMOND TATTOO ARTS FESTIVAL—November 17-20, Holiday Day Inn Koger Center, Richmond. Info: 1-800-230-7908 or write: Red Dragon Tattoo Studio, 3910 Hull Street Road, Richmond, VA 23224

Wisconsin

GUZZLER GRASS DRAGS—October 2, Fillmore, 35 miles north of Milwaukee. Info: (414) 334-7385

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—October 7-9, Kitsap County Fairgrounds, Bremerton, Washington. Info: (818) 889-8740, Ext. 202631581

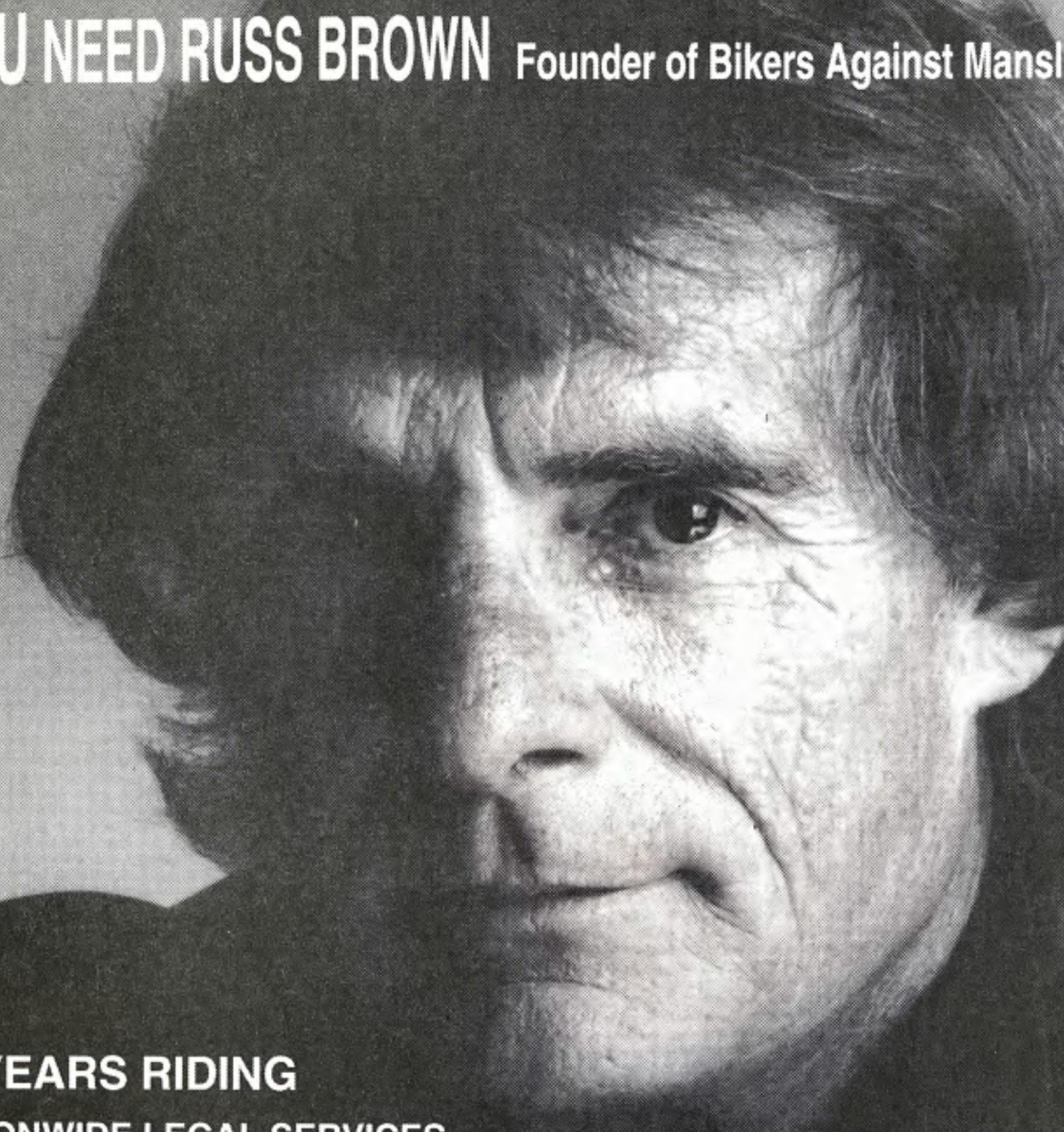
EASYRIDERS RODEO—October 14-16, Calaveras County Fairgrounds, Angels Camp, California. Info: (818) 889-8740, Ext. 281

EASYRIDERS GRAND NATIONALS RODEO—October 21-23, Antelope Valley Fairgrounds, Lancaster, California. Info: (818) 889-8740, Ext. 281

TATTOO MAGAZINE'S ARTISTRY IN INK TOUR—November 11-13, Airport Hyatt Regency, Dallas, Texas. Info: (818) 889-8740, Ext. 281

TATTOO MAGAZINE'S ARTISTRY IN INK TOUR—November 18-20, Concord Resort Hotel (Catskill Mountains), Kiamasha Lake, New York. Info: (818) 889-8740, Ext. 281

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NOT JUST ANOTHER SOFTAIL

It hits you all at once. Even after you've bolted on every chrome doodad imaginable and blown your life savings on paint, your Softail still looks like every other one parked at the weekend watering hole. You stare at the squatty factory front end and yawn at the rest of the chassis. Every little chicken turd of an assembly line weld screams out its crudeness. It's time to get down to business and cut up the bike.

The first step is to get your bike off the ground and pull off your front end. If you plan to make the frame a color other than black, take the whole bike apart. If step one is too scary or hard for you, find a customizer you trust (like Mike Kelly and Len Lockmiller at *Easyriders* of San Diego), and take this article, your ride, and your checkbook down to visit him.

A "V" is cut directly behind the neck and into the top frame tube casting

Let's start with the neck. A "V" is cut directly behind the neck and into the top frame tube casting with a power hacksaw (photo 1). The "V" should extend $3/4$ of the way through the top frame tube's diameter and be equal in angle to the degrees of rake chosen to add to the front end.

A second cut is made from the bottom of the casting, following the shape of the neck and ending just below the top frame tube. To create the open neck style, the triangle between the neck and the front down tube castings must be cut out entirely with a second hacksaw cut along the line of the down tubes, meeting the other cut (photo 2).

A 30-inch long, 1 $\frac{1}{2}$ -inch diameter tube is stuck into the neck as a lever and pulled straight out. The "V"



Photo 1



Photo 2

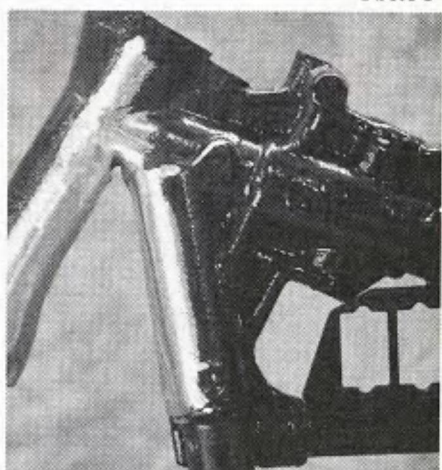


Photo 3

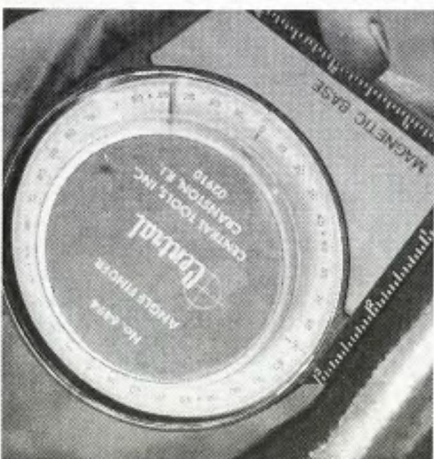


Photo 4



Photo 5

Secrets of Frame Modifications

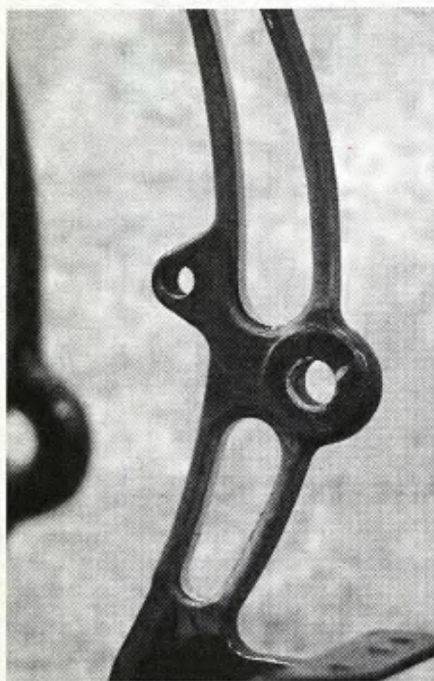


Photo 6

in the top frame tube will close up (photo 3). The angle should be checked with a magnetic angle finder to make sure the desired rake has been reached. Measure from the

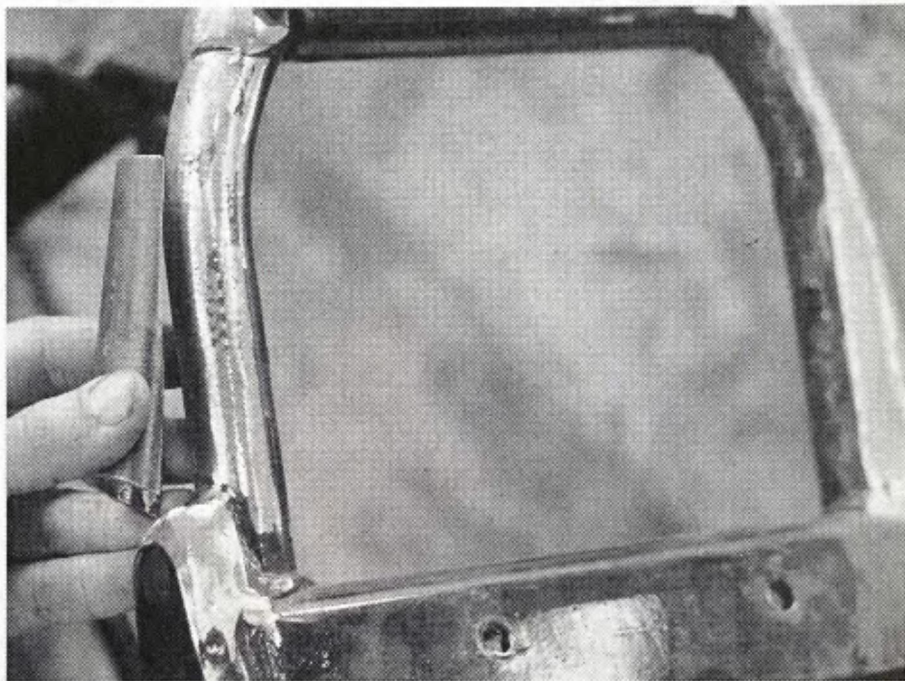


Photo 7

end of the lever tube to each of the foot control mounts on the lower frame down tubes to make sure the neck is straight. The distance should be the same.

A new bottom neck brace is made out of 1/4-inch steel bar. Using cardboard, a template is made first so the section of bar can be cut and shaped to fit perfectly. The bike pictured here is being fitted with Milwaukee Iron's billet triple trees and new internal fork stops for 1989 and earlier Softail frames, but if you plan to keep your front end stock, make sure the new bottom neck brace sits low enough for the fork stops on the bottom tree to hit. Spot welded in place, the brace is checked for level and then TIG (Tungsten Inert Gas) welded into place (photo 4).

A little die grinding with a carbide rotary file and the neck is complete (photo 5). With a smear of Bondo body filler here and there to fill in the rough spots, spray on some paint and you can slap together the front end as soon as it's dry.

One option is to clean up the front down tubes. The crash bar mount can be cut off as well as the lower rectifier/brake fluid reservoir mount. If this mount is eliminated, a custom foot control set must be used that incorporates the reservoir in the rear brake master cylinder assembly. →

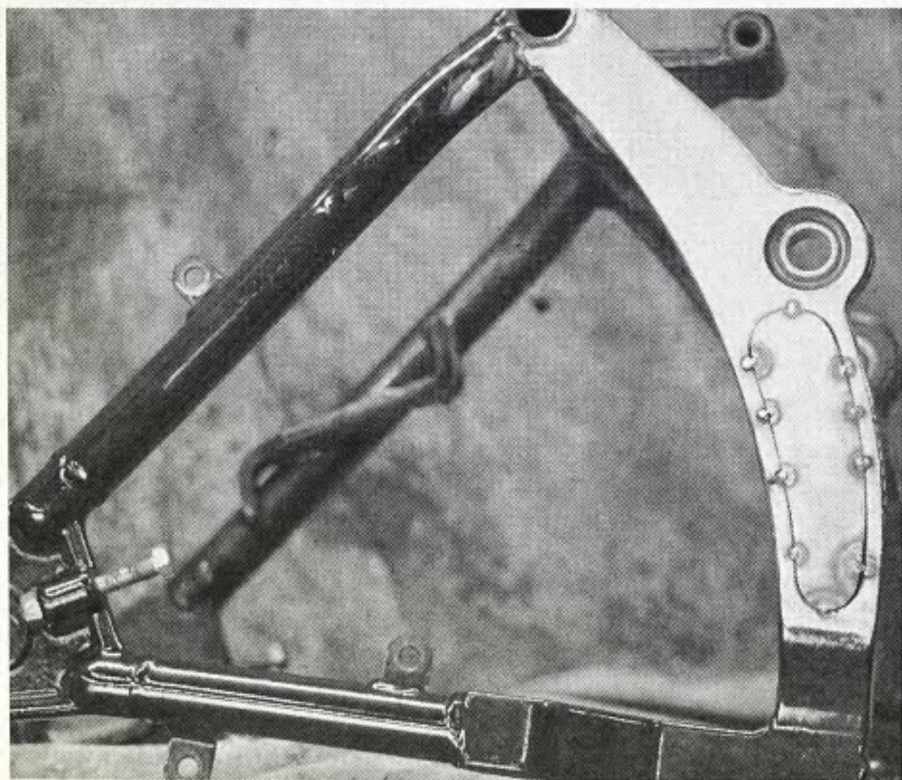


Photo 8

Photos: Jim Kaiser

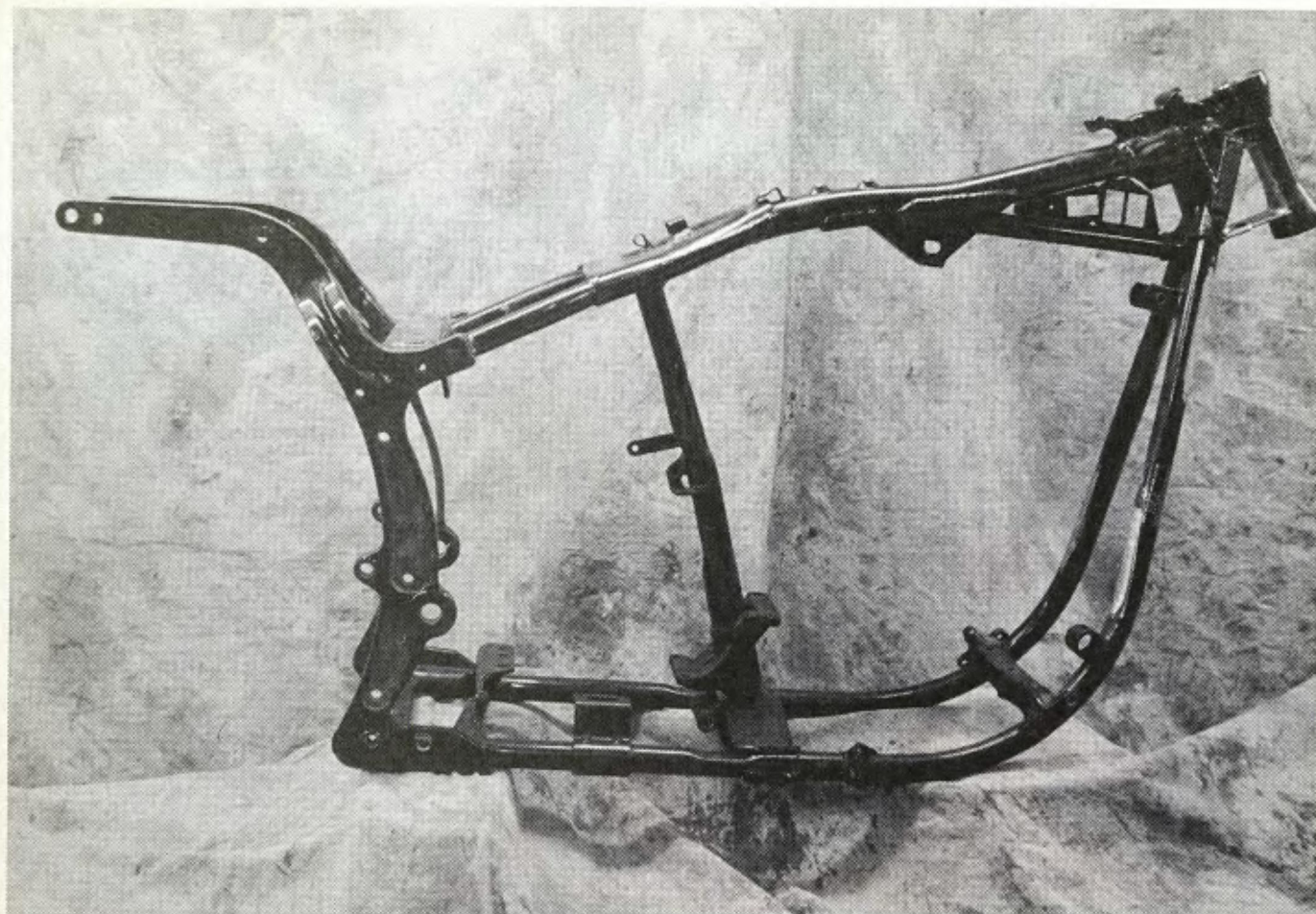


Photo 9

We opted for the clean look of the Accutronix forward controls though it means making a bracket for the reservoir. The bike pictured here will be using a Dyna-S single-fire ignition system from Dynatek, with coils attached to the motor mount, so the stock coil mount has been cut off the main frame support tube to clean it up and create space (photo 6).

If you're going to smooth out all those factory splatter welds and do the killer molding job on the joints of the frame, one section that requires extra attention is around the seat pan/fender strut horn area. A ton of Bondo would be needed to make this area smooth. Since body and paint men agree that Bondo shouldn't be applied more than 1/8-inch thick, an easy way to make the frame tube flow into the strut horn casting is by cutting a piece of 1 1/2-inch diameter by 3 1/2-inch long piece of tube diagonally (photo 7). This can be TIG-welded in place and ground to shape (photo 8). Then only a skim coat of body filler is needed to smooth out surface imperfections.

For the frame shown here, the

builders at *Easyriders* of San Diego decided it would be trick to cut out the indents in the rear uprights of the frame. This is done with a Plasma cutter and should be done only by a professional who knows how to keep the metal from overheating.

Now the swingarm will show

Cutting out the rear of the frame will limit the bike's ability to jump 18 buses

through the uprights. It can be cut out to match the frame, but if the bike's being lowered, the cutouts won't line up, and that looks hokey. Since Progressive Suspension Softail shocks will be used to lower the bike, the indents in the swingarm have been welded smooth. Using a cardboard template, pieces the shape of the indents are made out of 18-gauge steel sheet. These are tacked in place with spot welds first to keep the metal

from warping as a weld is run all the way around (photo 9). After grinding the weld and sanding with 80-grit sandpaper, the side of the swingarm is smooth. The uprights of the swingarm will be chromed to show a contrast through the frame cutouts.

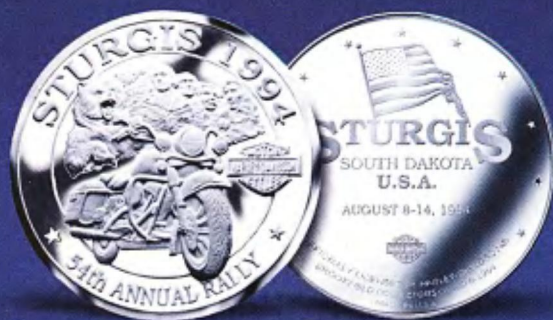
For the skeptics in the crowd, cutting out the rear of the frame *will* limit the bike's ability to jump 18 buses or the fountains at Caesar's Palace, but for going from bar to bar it will be just fine and look dynamite.

At this point your frame's been raked and molded, with some neat tricks thrown in for good measure. Now, simply put the bike back together (or just the front end if you gave up after the rake job). You won't be disappointed, and you'll dig the crowd that forms when you pull up next to those stock frames at the weekend hangout. Remember, anyone can bolt things on a Harley. It takes a real man to cut one up.

Thanks to Mike Kelly, Len Lockmiller, and Jason Swieck at *Easyriders* of San Diego, 1023 Coolidge Ave., National City, CA 91950, (619) 474-0086 —Shadow

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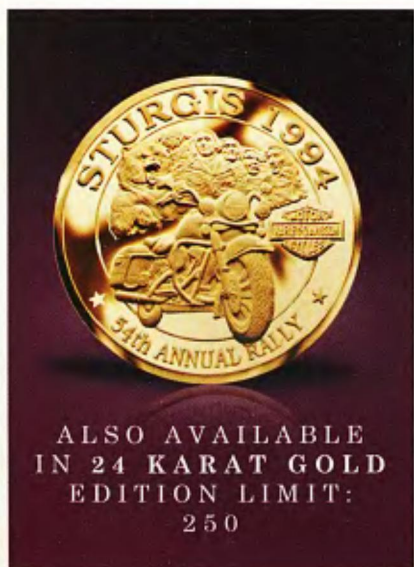
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F O X Y RIDERS

Theresa Ritson, Monrovia, California

1964 H-D
GE Servi-Car

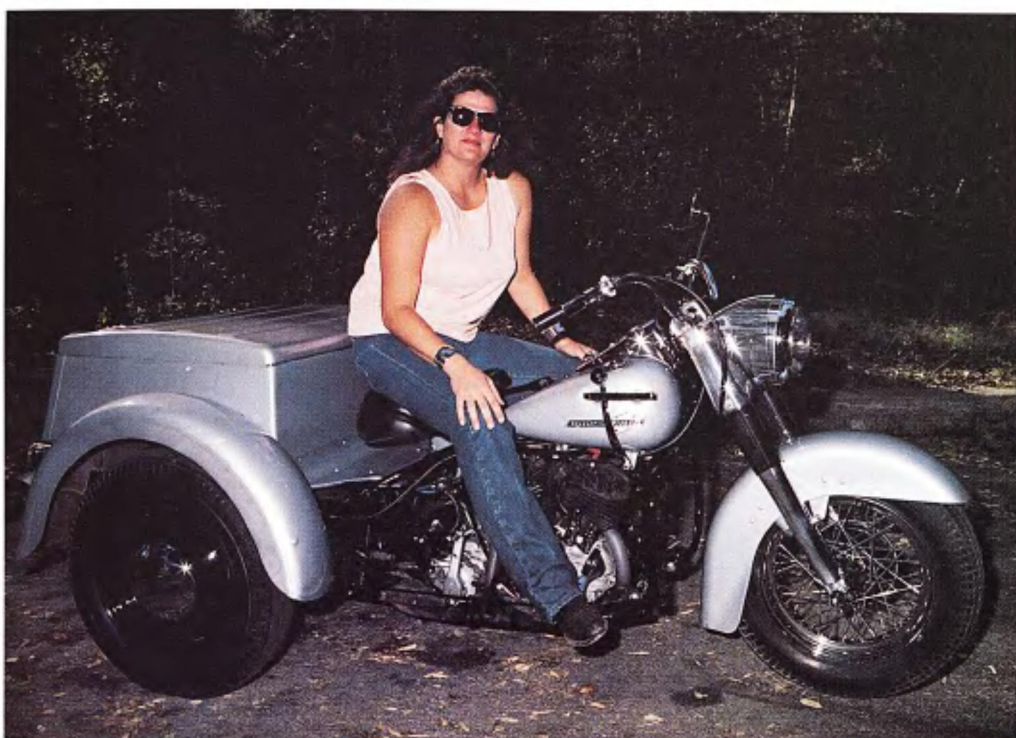
Fabrication: Tim Ritson

Engine Rebuilders: Tim and
Jim Ritson

Paint: silver/blue pearl enamel,
Tim Ritson

Modifications: chroming by El
Monte Plating, first-year electric
start/last year metal box

Photo: Kim Peterson



Dawne Deeley, Vancouver, B.C., Canada

1988 H-D FXLR

Fabrication: Harley-Davidson

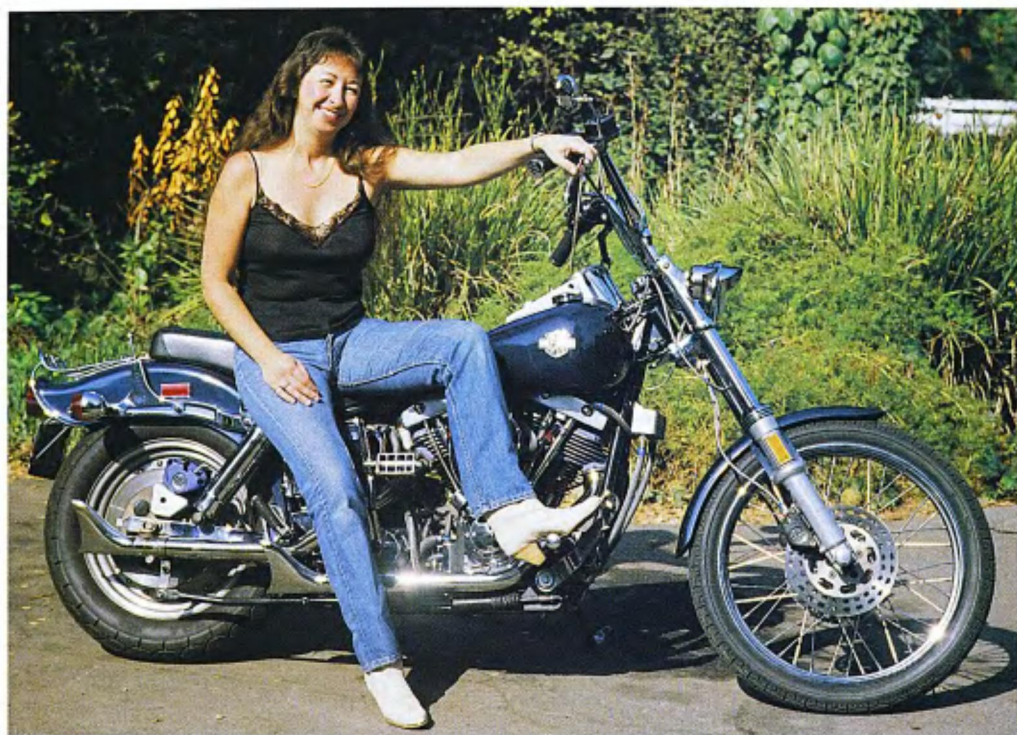
Engine Rebuilder: Fred Deeley
Imports, Richmond, B.C.

Paint: candy plum lacquer

Modifications: Screamin' Eagle
cams, carb, lifters, Kevlar exhaust

Photo: Charlaine Lacroix





Rhonda Dawson, Santa Barbara, California

1983 H-D FXWG

Fabrication: Frank Proietty, Bad Guy Frank's, Santa Barbara, Calif.

Engine Rebuilder: Frank Proietty

Paint: metallic blue, purple lacquer, high-temp paint on heads

Modifications: oil cooler, nylon braided lines, SU carb, dual plugs, rocker boxes, Andrews L2 cam, S&S wheels, TRW low comp. pistons, inner cases polished, oil dams enlarged

Photo: Serge McCabe



Lou Hill, Clarkston, Georgia

*1965 H-D
Panhead*

Fabrication: Rick's Custom Harlees, Danville, Virginia

Engine Rebuilder: Rick's Custom Harlees

Paint: candy brandywine lacquer, murals by Teresa Crane

Modifications: Paughco pipes, Andrews J grind cam, ported and polished heads, 2-inch under forks, CCI bars, fenders, lights, Danny Gray seat

Photo: Michael Lichter

DID YOU KNOW?

True Biker Facts And Scooter Trivia

Come one, come all! Thrill to Phantom's macabre menagerie of twisted two-wheeled trivia. This month we have a sick cycle circus and cannibalized carnival of biker facts that is sure to have you swallowing your popcorn down the wrong pipe. Once again, *Easyriders* calls your attention to the big top for the fun-filled ride on the wide side we like to call . . . DID YOU KNOW?

Did you know that bike riding rowdy Lee Marvin had to be taught to ride a motorcycle for his role in the biker film *The Wild One*? Though Lee appears completely at ease on his Hog in the cinema classic, he had never been on a bike before and learned to ride in order to land the part. Riding got in Lee's blood after *The Wild One*, and he often rode with his friend, actor Keenan Wynn. For the rest of his life, Lee Marvin was typecast as a rider and a rebel, and was known as a wild one until his death in 1987.

Did you know that the famous motorcycle racing trophy tied to Marlon Brando's handlebars in *The Wild One* is today owned by rock star Billy Idol? A few years ago, the Harley-riding rocker picked the famous statue up at an auction for an undisclosed price. The prized piece sits on Idol's mantle in his Hollywood home.

Did you know that bicycle racing may have led to the invention of the motorcycle? According to *The Big Book of Harley-Davidson*, there was little advancement in the development of motorcycles prior to 1900, despite the efforts of Daimler and others. Paced bicycle racing was the rage at that time, and as speed records for human-powered bikes inched higher and higher, it was felt that men could go no faster under their own power. Gradually, bicycle designers turned to the rapidly developing gasoline engine to increase speed. By the year 1900, over a dozen American companies were building motorized bicycles, and a new sport was born.

Did you know that Jay Springsteen was the youngest man ever to become an AMA Grand National Champion? Jay burst onto the racing scene as a privateer back in 1975, racing on his Harley XR-750. He took to the dirt tracks across America, winning race after race. Harley-Davidson Racing Director Dick O'Brien was blown away by the kid from Michigan and signed Jay to the 1976 factory team. The

*Did you know
that the term
"easy rider" is over
100 years old*

young racer went on to become the Grand National Champion during his first year on the team. Jay was a tender 19 years old, and the youngest man ever to wear the Number One plate. He repeated as champion in the 1977 and 1978 seasons.

Did you know that the term "easy rider" is over 100 years old? In an interview for *Rolling Stone* magazine back in 1969, Peter Fonda revealed that the title of his hit biker film came from a very old slang term used in the Southern states. According to Peter, an easy rider is a man who lives an easy life by being completely supported and cared for by his woman. He's not a pimp, just a dude whose ol' lady brings home all the bacon. That's why Peter's character, Wyatt, says that they "blew it" at the film's end. The characters'



lives weren't about building anything or doing anything. They just took the easy ride.

Did you know that there is a sex lubricant on the market called Superglide? That's what *Did You Know* fan Clint Armentor claims. Clint thinks that it's kinda funny that a famous motorcycle model and some goofy wienie lotion share the same name. Wait a minute Clint, just how did you discover this anyway? More important, does Willie G. know about this?

Did you know that custom motorcycle rags have been around for over 25 years? Yep, *Easyriders* will be celebrating its 25th anniversary before ya know it, but the *first* custom-oriented motorcycle or "biker" magazine came out back in 1967. It was called *Colors* and was put together by the original Rat Fink, Ed "Big Daddy" Roth.

Did you know that Dennis Hopper played a psychotic biker way back in 1957? Hell, most of you were just cuttin' teeth back then. The film was called *Key Witness* and Hopper played a Triumph-riding nutcase named Cowboy. Hopper wasn't just a movie biker, either. He used to ride around Hollywood in the mid-'50s with his road dog, James Dean.

Did you know that the Topper scooter was actually named after Willie G.'s first dog, a scrappy little terrier named Topper? Okay, I admit it, I just made that up to see if you're still payin' attention. Later. —Phantom

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RED HOT LACONIA RALLY

How hot was it? So hot that the racers were collapsing right on pit road. So hot that Harley's VR1000 Superbike caught fire. Well, at least the folks up at Weir's Beach had the lake.

This year's 71st Annual Loudon Camel Classic was one for the records books. In more ways than one.

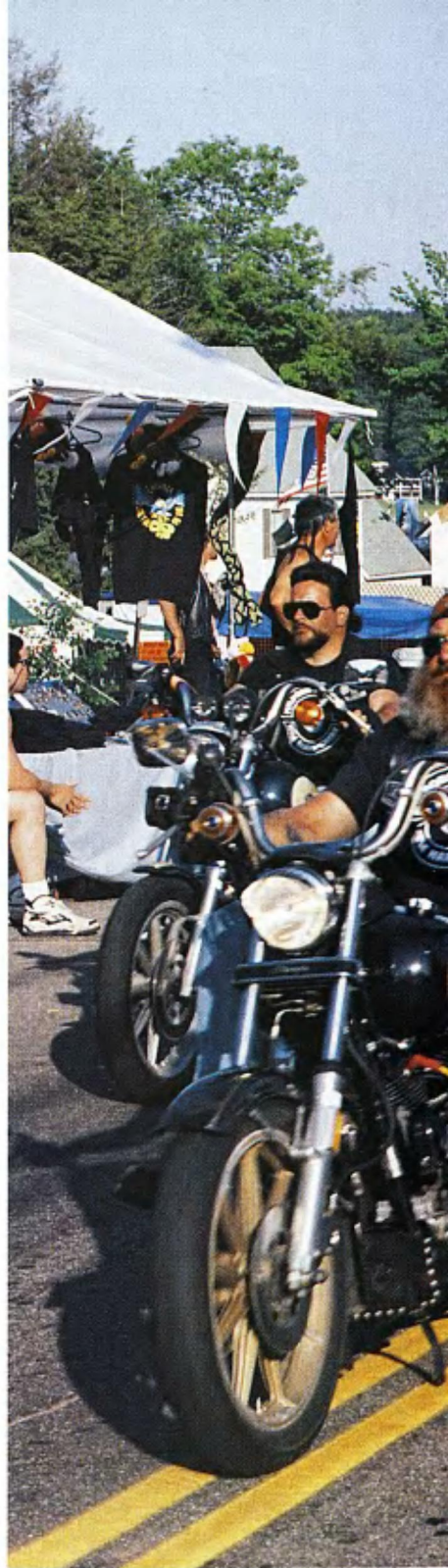
High temperature records, some that had stood since 1906, were broken when Saturday's oven topped out at 102 degrees. Which would have been bearable if the humidity weren't almost as high. It was like trying to breath under water. Very hot water.

And while most of us could climb out of the heat and into a tall cold one whenever we wanted, the racers who put on the show had no such escape. You couldn't help but gain a whole new respect for these guys and the job they do. Climbing onto fire-breathing race bikes, cocooned in racing leathers and helmets, nerves and adrenaline at full boil, is hot work even on the coolest days. At Loudon this year, it resulted in ambulance crews

speeding to pit row three times (that I saw), tending to racers who had pulled into the pits after their laps and collapsed on the spot with heat prostration. According to Britt Turkington, current 750 SuperSport Class champion, it was second only to last year's Road Atlanta race as the absolute hottest conditions he's ever raced in.

But race they did. The Harleys were hot. So hot that one of them, the VR1000 factory Superbike of Fritz Kling, caught on fire when he crashed in turn six during Saturday's practice and cracked the gas tank. The irony is that the long plume of black smoke that wrote on the sky at the crash site was right near the spot where, in past years, the crowds on the other side of the fence were famous for their own . . . ah . . . "motorcycle barbecues."

"The bike looked much worse



than it was. It's hardly damaged at all," said tuner Craig Filmer. To underscore his point, Kling's bike was put back together well enough to finish a respectable 16th in the next day's 37-bike Superbike final.

The other factory Harley VR1000, with Miguel DuHamel aboard, got a great start in the big race and was charging well up in the top 10. But the charge only lasted till the second lap when DuHamel pulled into



the pits. "My hand suddenly got cold . . . wet cold," says DuHamel. "Water was spraying on my hand from the radiator . . . I think a rock must have cracked [it]."

Sunday turned out to be beautiful—one day in heaven after three in hell. In Sunday's Harley-Davidson 883 Twin Sports race, the sun shined especially bright on Moroney's Harley-Davidson's Aaron Yates, who won his first-ever Twin

*Loudon is getting
more and more
like Daytona in a
lot of ways*

Sports final; he passed series point leader, Shawn Higbee, on lap 12 of the 16-lap event. Yates did it with brakes, not gas. "I was making my time up by braking late for turn four," as well as at turn one at the end of the long straight, Yates explained. "I don't know why the others weren't braking late. It's about time I won." Bartels' H-D's Higbee was second; and three-time series champion, Scott Zampach, →

from Tilley's H-D was third.

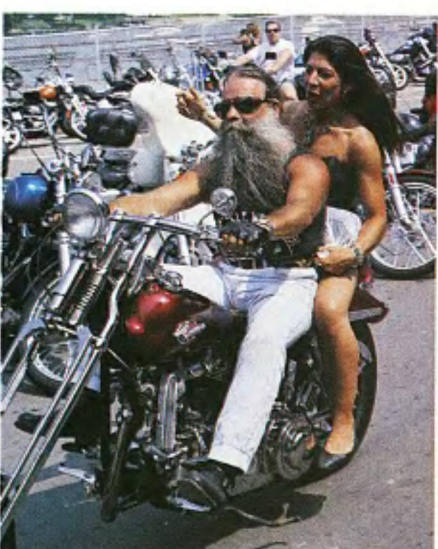
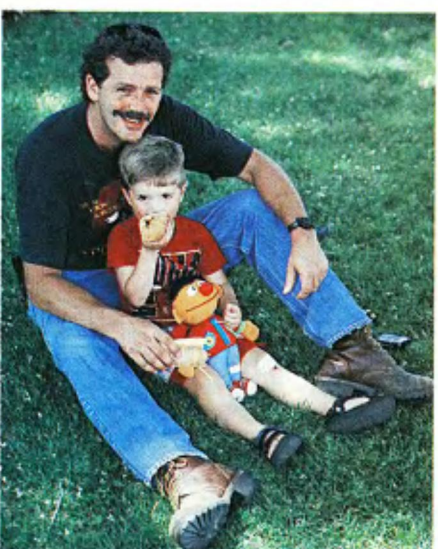
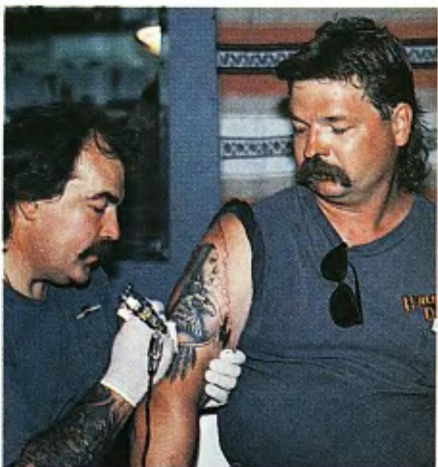
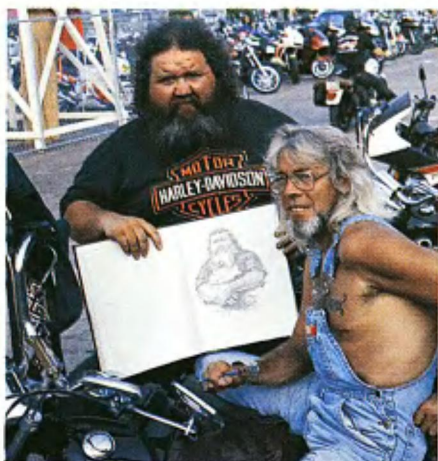
The other Harley 883 that figured in the weekend's racing was the #15 bike of Evo Twin Racing (great name!) out of Corning, N.Y., racing for Harding Harley-Davidson in the Middleweight Team Challenge race, a one hour endurance race. The bad news is the bike broke after 25 laps.

Meanwhile, back in the world . . .

So the Harleys raced at Loudon again in '94, just like they've been doing for the last 70-some years—not counting a few years off in the late '50s for bad behavior when the off-track action at the old Belknap Recreation Area got more heated than the racing. But that's another story for another time.

Loudon is getting more and more like Daytona in a lot of ways. Both events started because of the racing, and both grew for reasons that don't have a thing to do with racing. Can you say "party"?

Over the last couple years, Loudon has been taking lots of pages from Daytona's book, turning what was once a long weekend into a full week of stuff. The similarities



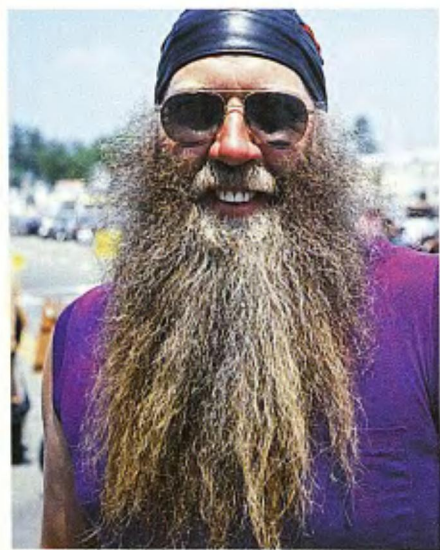
aren't a coincidence, either, which I found out a couple years ago after spending some time with the new head of PR at New Hampshire International Speedway, a man who had come north after 11 years at—you guessed it—Daytona International Speedway.

To some people, the jury's still out on whether all the changes and additions have made things better or worse. But since there were

*Among the highlights
was Thursday
night's vigil for
American POW-MIAs*

over 100,000 of us this year, you gotta think somebody's been paying attention.

The events at this year's "71st Laconia Motorcycle Rally and Race Week" numbered 42 for just the first four days that I was there! And that was just the scheduled ones, not counting the folks who like to make their own fun on their own time. C'mon, let me see those hands. You know who you are.



Among the highlights was Thursday night's vigil for American POW-MIAs. The vigil followed The Awareness Freedom Ride, a sobering procession of bikes that stretched over a mile, winding its way from the Rally headquarters in Gilford, to Meredith's Hesky Park. The park vigil featured ceremonies and guest speakers, all raising their voices and energy in a relentless search for The Answer.



There was the annual Motorcycle Rally and Race Week Tattoo Show and Contest at Laconia's Oriental Gardens restaurant that drew over 150 contestants from as far as Arizona and Mississippi. Celebrity inkers on hand included Cyclops and Bill Lokia from nearby Deep River, Connecticut, who was one of the show judges and an artist considered by lots of folks to be the top traditional artist in the country. →

LACONIA SHOW WINNERS

Laconia, New Hampshire
June 13-19, 1994

FULL CUSTOM

1. Wayne Benson, Sterling, Mass., 1987 FXLR
2. Ken Silva, Stoughton, Mass., 1992 FLSTF
3. Joey Berube, Dartmouth, Mass., 1987 FXR

SEMI-CUSTOM BIG TWIN

1. Steve Prescott, Gardiner, Maine, 1987 FXR
2. Jerry Walligorski, Gettysburg, Pa., 1993 EXSTF
3. Jim Milko, East Falmouth, Mass., 1994 EXSTC

SEMI-CUSTOM SPORTSTER

1. John Decarie, Two Mountains, Quebec, Canada, 1987 XLH
2. Ronald Wojer, Kittery Point, Maine, 1993 XL 883

MILD CUSTOM BIG TWIN

1. George Demayl, West Haven, Conn., 1992 FLSTF
2. Doug Cook, New Boston, N.H., 1994 FLST
3. John Miller, Concord, N.H., 1991 EXSTC

MILD CUSTOM SPORTSTER

1. Donna Vachon, Sanbornton, N.H., 1987 XLH
2. Matt Hooper, Westford, Mass., 1989 XLH
3. Richard Haskins, Danbury, N.H., 1975 XLH

CUSTOM CLASSIC

1. Bob Coletta, Salem, N.H., 1975 FX
2. Steve Sciuto, Methuen, Mass., 1978 FXE
3. Kris Sexton, W. Lebanon, N.H., 1978 FX

CUSTOM ANTIQUE

1. Drew Peterson, North Hampton, N.H., 1948 Panhead

LADIES CUSTOM

1. Laura Williams, New Bethlehem, Pa., 1994 XL 883
2. J.M. Bordin, Providence, R.I., 1993 XL 1200
3. Collen Hay, Foster, R.I., 1989 XL (Tie)
4. Lori Shepard, Putnam, Conn., 1980 XLH (Tie)

MODIFIED STOCK

1. John Ianni, Cranston, R.I., 1992 XL 1200
2. Turk Tascas, Lunenburg, Mass., 1988 FXRS-SF
3. Mike Riveria, Hamden, Conn., 1993 EXSTC

CLASSIC

1. Jim Foust, Danville, Pa., 1973 FLH
2. Gary Guy, Lebanon, N.H., 1960 FL

ANTIQUE

1. Aaron Yoder, Sunbury, Pa., 1962 FLH
2. Glenn Case, S. Attleboro, Mass., 1946 EL

DRESSER

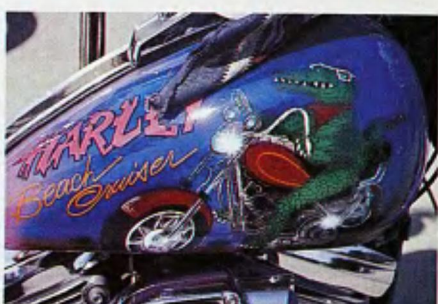
1. Nipper, Manchester, N.H., 1990 FLSTC
2. Susan Wallace, Gettysburg, Pa., 1994 FLST
3. Clint Smith, W. Boylston, Mass., 1992 FLHTC

STREET RACER

1. Howie Anedesian, Conway, N.H., 1991 XL1200
2. Gary Hendrigan, Tewksbury, Mass., 1978 FXE
3. Bob Patnade, Salem, N.H., 1974 FXE (Tie)
4. Jim Kein, Westbrook, Maine, 1986 FXRT (Tie)

BEST IN SHOW

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Wayne Benson, Sterling, Mass., 1987 FXLR



And if you were stressed to the max because your watering hole of choice ran out of your favorite brew? Or your body can't take the all-nighters like it used to? This year, you could get a massage. No, not that kind. A *real* massage. By real massage therapists. Now, I don't know how brisk a business they did, but the trash they were talking, coupled with the smell of incense coming from inside their

tent pitched next to Laconia's Colorado Club, made you think these folks were on a different plane—maybe a different planet—from the rest of the partygoers.

And, of course, there were ample helpings of that paralytic heat, with one big difference for the folks who spent their week up in Laconia and Weir's Beach—a big, wet, cooling difference over 28 miles long called Lake Winnepesaukee (an Abernaki



Photos: Pat Randle, Rick Menapace

Indian word that means "Smile of the Great Spirit"). Lake Winnepesaukee is the largest of New Hampshire's 1,300 lakes and ponds. Ya know, come to think of it,

maybe I'm doing this thing all wrong. Maybe next year I should turn the racing stuff over to somebody else. I could leave my laptop and cameras at home and spend

my week wading in some cool water for a change. Yeah, I like that idea. Somebody hand me that opener and the suntan lotion.

—Ricky Racer

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For Brothers And Sisters Who Stand Out In A Crowd

Derrick Charles Forzley

Portage La Prairie, Manitoba, Canada

Thirty-year-old Derrick Charles Forzley, known to his brothers and sisters as "Doctor D," sustained severe head injuries on April 11, 1994, due to an industrial work-related accident. One week later on April 18, our hopes and prayers ended when the Grim Reaper called upon our Doctor.

Of his 6-foot-2, 230-pound body, half of it had to be heart. He went out of his way to make new friends, and would do

anything possible to help out a fellow brother or sister in trouble.

The only way to describe the sorrow we feel is to say that those of us who were privileged to be counted as his friends, we were richer for his presence and now poorer for his passing.

Doctor, may the wind be forever at your back and the sun always in your face. Ride free forever, bro!

—Kramer and The Gang



Illustration: Jon Towle

Shack O' Shame

Representative Jim Cooper

Tennessee

Democratic Representative Jim Cooper of Tennessee, original sponsor of the mandatory seat belt and helmet bill that became part of the ISTEA law, continues to distinguish himself as a dedicated opponent of our most fundamental rights.

In his own words, "Freedom is a little too liberal for me." When debating the helmet issue on a public television show, Cooper was confronted with the fact that the largest number of motorcycle fatalities were not from head injuries. He paused for a minute, summoning the facsimile of

wisdom common to all freedom-hating Safetycrats, and responded by saying, "Great, you've just given me ammunition to outlaw motorcycles altogether."

Cooper has also gone on public record peddling blatantly false statistics that could be damaging to bikers' rights across the nation. It'd be ironic if this pencilneck politician's own questionable practices some day landed him in the big yard, where he'd have a chance to reconsider the very freedoms he's worked so hard to destroy.

—Kay Y

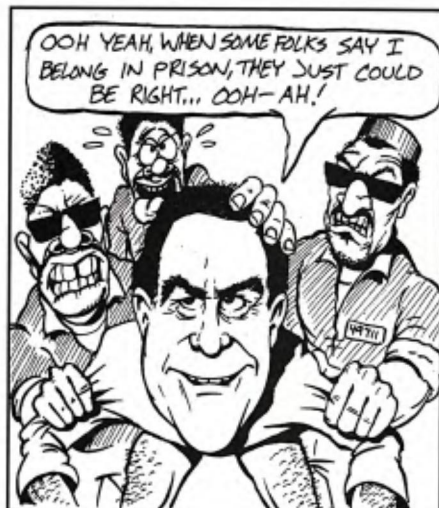


Illustration: Jon Towle

Chief Nicholas Pastore

New Haven, Connecticut

New Haven, Connecticut, Chief of Police Nicholas Pastore has managed not only to jeopardize the lives of local bikers by aggressively campaigning against "loud pipes," but he's also jeopardized the lives of his own men by refusing to provide them with basic protection.

After his officers were engaged in a potentially lethal gunfight—at the hands of suspects armed with AK-47s—Pastore denied their request for bulletproof vests, claiming that they cost too much money. He went on to say that "some of these officers [mostly 20-year vets who've paid

their dues] make more money than me."

Ironically, when one of his officer's four-year-old son was hospitalized and in critical condition, it was the local bikers—whom Pastore had continually harassed—who banded together to raise money for the cop's son. Since then, local police have continued to carry out their Chief's callous demands, but not without a new respect for the riders of those defiant, thundering machines who at least take care of their own... and then some.

—Clay Dog



Illustration: Jon Towle

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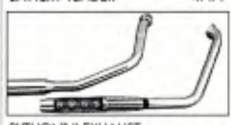
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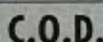
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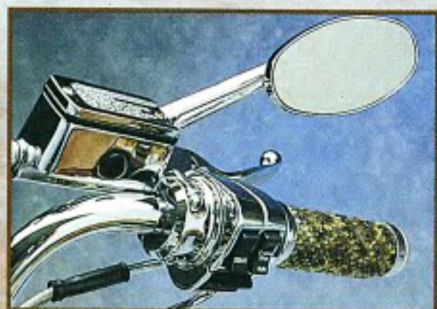
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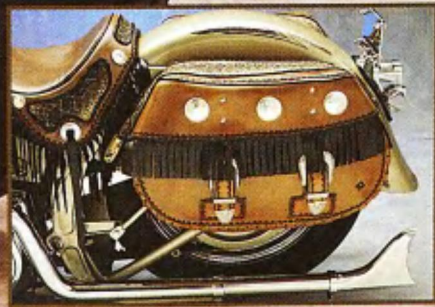
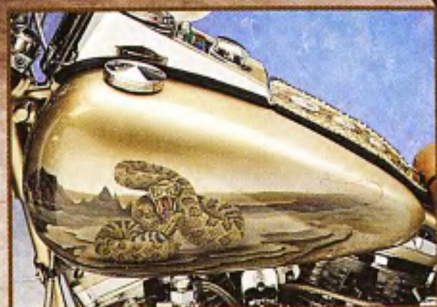
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SNAKE BIT





Sturgis. Just saying the word invokes special thoughts: from the Native Americans for whom this place is not only home but their heritage, to those of us who travel to this mecca in the name of brotherhood.

To Joe "J.D." Dinardo, Sturgis was the inspiration for this bike. After his trip there in 1992, he spent three to four months eyeballing the flicks he took and planning this project. He then took his vision to Alan Williams at Steel Wheels in

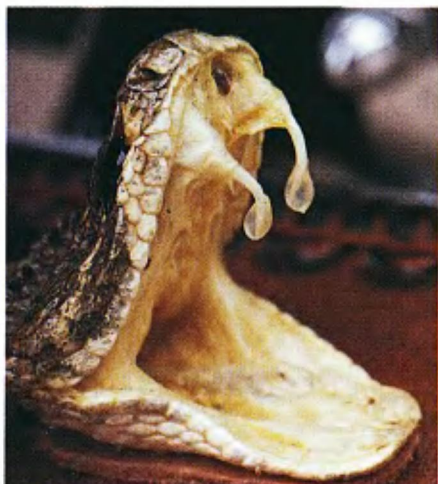
Hollywood, Florida, and four months later, out rolled this creation.

Sound simple? Not on your life. J.D. oversaw every step of the project, which involved combining the look of the 1800s with the technology of 1994. He worked with Alan on a day-to-day basis, coordinating design, paint, and leather.

Steel Wheels is responsible for the topnotch mechanical, molding, and base clear-coat work on the bike. The champagne gold paint is actually a two-tone blend that

fades dark to light from the front.

The incredible airbrush work was done by artist Dawne Holmes of Prescott, Arizona, and shows a different scene on either side of the tanks. Her research into the colors and patterns of the diamondback show in such detail that it looks three-dimensional. The scenes were from actual photos J.D. took while in the Badlands. Dawne also changed the face of the stock speedo to complement the Old West-style of the bike. Hell, she even put →





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Columbus Invitational, February 1995



J.D.'s brand on the air cleaner.

But the real kicker is the leather work by Big Walt. Visualized as a complete theme, he spent in excess of 150 hours designing and creating each piece, sometimes waking up in the middle of the night with a revelation.

"The seat was built to resemble an old western saddle and is designed to fit my ass," says J.D. "The leather for the unique saddlebags has range marks in it, and one bag still carries a rancher's brand."

"The leather for the unique saddlebags has range marks in it, and one bag still carries a rancher's brand"

Diamondback rattlesnake skin was inlaid on the saddlebags, including complete heads and tails. The fork bag is a piece of art in itself."

Big Walt took the stock footboards apart and covered them in leather and rattler, also with complete heads and tails, then remounted them. J.D. confesses that these are just for show; he has a set of stock boards he rides with.

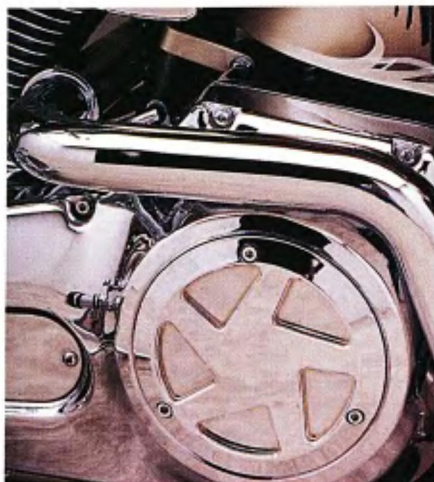
The hand grips and tank panel are also leather and rattler. Big Walt says his one-of-a-kind leather job is



not something he's itching to do again, unless there is some real long green involved.

Words and pictures don't do justice to this rolling fantasy, which won "Best of Show" at the *Easyriders* Bike And Tattoo Show in Charlotte, North Carolina. J.D.'s praise for the people who helped make his dream a reality is never-ending, and he swears that he'll never take another bike to this level. We'll see.

—Curt



Owner: Joe "J.D." Dinardo		City: Ft. Lauderdale, Florida	
General		Frame	
Fabrication: Steel Wheels		Year: 1993	
Year and make: 1993 H-D		Builder: H-D	
Model: Heritage		Type: Softail	
Value: first-born male child		Rake: 6-degree	
Assembly: Steel Wheels		Stretch: none	
Time: four months		Other alterations: frame molded, billet cut neck	
Chroming: Atlantic Coast		Accessories	
Engine		Bars: K&N	
Year: 1993		Risers: 4-inch	
Model: Evo		Grips: snake, leather	
Rebuilder: Steel Wheels		Mirrors: Ness, Drag Specialties	
Ignition: Dyna		Fender(s): rivets removed, smooth molded	
Displacement: 1340cc		Headlight: H-D	
Lower end: stock		Taillight: Steel Wheels	
Balancing: Steel Wheels		Speedo: airbrushed	
Pistons: H-D		Front pegs: Arlen Ness	
Cases: polished		Rear pegs: none	
Heads: flowed and polished		Electrics: 12-volt	
Cam: Crane 326-2 Fireball		Gas tank: 5-gallon, H-D	
Lifters: hydraulic		Oil tank: wraparound	
Carb(s): S&S Super E		Oil system: H-D	
Air cleaner: S&S		Primary cover: stock	
Pipes: Run Roader		Seat: custom, Big Walt	
Muffler(s): straight fishtails		Sissybar: none	
Transmission		Forks	
Year: 1993		Type: wide glide	
Modifications: none		Extension: none	
Shifting: foot		Builder: H-D	
Engine sprocket: 24-tooth		Special features: 2 inches under	
Trans sprocket: 35-tooth		Wheels	
Wheel sprocket: 70-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: Steel Wheels		Hub: H-D	Hub: H-D
Painting: Steel Wheels		Rim width: WM5	Rim width: WM5
Color: two-tone champagne fade		Tire: Dunlop	Tire: Dunlop
Type: acrylic urethane		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: airbrush by Dawne Holmes			
Other special modifications: chrome twisted spokes; custom leather saddlebags, fork bag, and seat with diamondback rattler inlay; custom snake brake pedal and snake and leather footboards by Big Walt.			
Photos: Don Rogers, Mike Lichter			



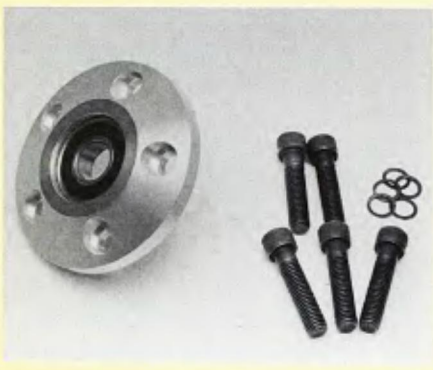
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Flamed Drags

Outta sight. These puppies are outrageous. They're flamed, powdercoated, and created through an electronically applied powdercoating system, which includes baking on the coating so it won't burn off and will resist chipping and scratching. Get the details from Fireside Design, Dept. ER 6012 Seminole Blvd., Seminole, FL 34642, (800) 483-1616.



Rear Axle Support

This was designed by our own mechanical mastermind, Keith Ruxton, the crew chief of the fastest motorcycle in the world—The *Easyriders* Streamliner (322 mph). So, I had to pump Keith up. He designed the billet aluminum axle support with an additional bearing installed for all rear wheels using the 5-bolt pattern. It's designed to help support the axle on modified or stroked motors. It comes in two styles from Rivera Engineering, and with all the hardware. I know you've got to have one so I'll slip in the address and phone number: Rivera Engineering, Inc., Dept. ER 6416 S. Western Ave. Whittier, CA 90606, (310) 692-8944.



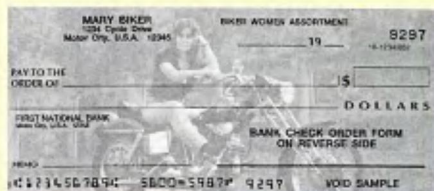
Exhaust Tork Valves

The White Bros come up with weird shit that works. The Exhaust Tork Valve for Evos gives the correct back pressure within the exhaust system by creating a venturi. At low engine speeds, the taper of the valve increases back pressure, resulting in increased low rpm power and torque. At high engine speeds, the venturi increases gas velocity. This maximizes engine power by increasing the rate at which the exhaust gases are drawn from the exhaust ports. Wow, I'm lost, but curious as hell. For the complete rundown on this and the other White Bros performance products Call (714) 692-3404, or write 24845 Corbit Pl., Yorba Linda, CA 92667



Ness-tech Billet Shocks

Works Performance built the shocks; Arlen Ness created the look. They're made to lower almost any model from FXRs, to Dynas, to 4-speed models. All shocks are 100-percent polished aluminum and also include chrome-plated springs. For all the information call the Arlen Ness creative factory: (510) 276-3303.



Biker Bank Checks

Identity Check Printers has customized a line of checks for bikers, featuring a vintage Harley, a trike, and two choppers. Some of the background scenes for these checks feature David Mann artwork, so you know they have class. Others, like the one pictured above, have photos of lady riders on their bikes. The price is \$12.95 for 200 checks, \$18 for 150 duplicates. To pay your bills in style, write Identity Check Printers, P.O. Box 818, Park Ridge, IL 60068, or call (312) 992-0890. They'll send you samples and order forms.



Pro-One Wheels

The race is on for the wildest wheels that can be made for Harleys. Styles are wilder everyday and the prices are as varied. These wheels are fully machined from solid billet aluminum and highly polished. They're available in five designs and in sizes from 16 to 21 inches. For more detailed data contact Pro-One, Inc., Dept. ER, 915 W. Foothill Blvd., Azusa, CA 91702, (818) 334-0662.

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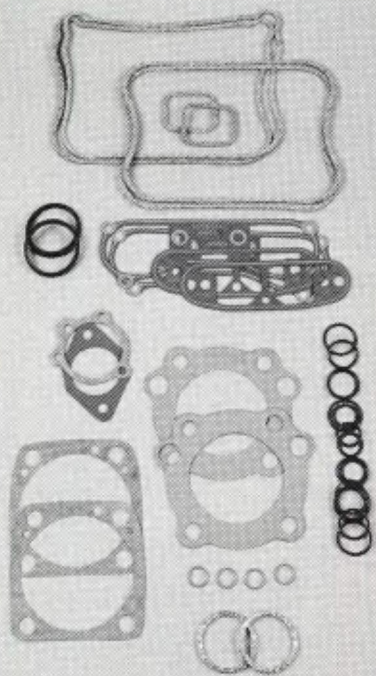
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F.I.G.H.T. UPDATE

PICKING UP STEAM

Impact Of F.I.G.H.T. Being Felt

We reported in a previous issue how our federal case has resulted in a court order which restricts the enforcement practices of one of the defendant law enforcement agencies (the San Diego Sheriff's Department). Apparently, the *Easyriders* Freedom F.I.G.H.T. case is already having an impact on

Bianco immediately filed a motion for rehearing. Also, Skip Raring, our Freedom F.I.G.H.T. attorney, along with another appellate attorney, filed separate applications for *amicus curiae* ("friend of the court") briefs, asking the court to reconsider its opinion.

An amicus brief is filed so that an attorney not associated with

In its opinion, the court incorporated due process protection for bikers, which is a major defeat for the CHP enforcement practices in California

other court decisions, even though our case is not over. On May 3, 1994, a California Court of Appeals for the Fourth District issued an opinion in *Bianco v. California Highway Patrol*. In that case, Steve Bianco was challenging certain methods of the California Highway Patrol (CHP) in the way they are enforcing the helmet law.

The court's original decision agreed with the CHP's enforcement practice of citing riders with helmets that had Department Of Transportation (DOT) stickers if the CHP determined the helmets were not legal.

The court's opinion, therefore, approved a practice we believe to be unconstitutional, and it is that very practice we are fighting against in the *Easyriders* Freedom F.I.G.H.T. case in federal court. Because of the potential constitutional problems with the case,

the case can request the court to listen to other arguments.

Skip Raring informed the court of the *Easyriders* case and laid out the constitutional arguments being presented there. Skip asked the court to reconsider its opinion and address the constitutional violations occurring with the CHP's enforcement procedure. Although the court denied the rehearing request, it modified its opinion consistent with the arguments Skip is making in the *Easyriders* case.

In other words, in its opinion, the court incorporated due process protections for bikers, which is a major defeat for the CHP enforcement practices.

The court, in an opinion dated May 27, 1994, modified its stance and made it legal for motorcyclists to ride on the highways in the state of California with any helmet

bearing a DOT sticker unless two things occur. First, there must be a determination of noncompliance of the helmet with California law. This means that the helmet in question is not actually DOT approved. Second, the motorcyclist must acquire actual knowledge of the determination before it becomes illegal. This means that the biker must confess to knowledge of the fact that his or her helmet is not a legal one. The constitutional rights arguments being presented in the *Easyriders* case are, therefore, already being felt in other court decisions.

The fight against unfair helmet laws and enforcement techniques is picking up a great deal of steam. The Confederation of Southern California Clubs has recently joined *Easyriders* and ABATE in making a financial commitment to support the helmet law battles being carried on by attorney Skip Raring. Skip is still fighting the helmet law battles *pro bono*, which means that he is not being paid for his time unless the court awards him fees against the defendants.

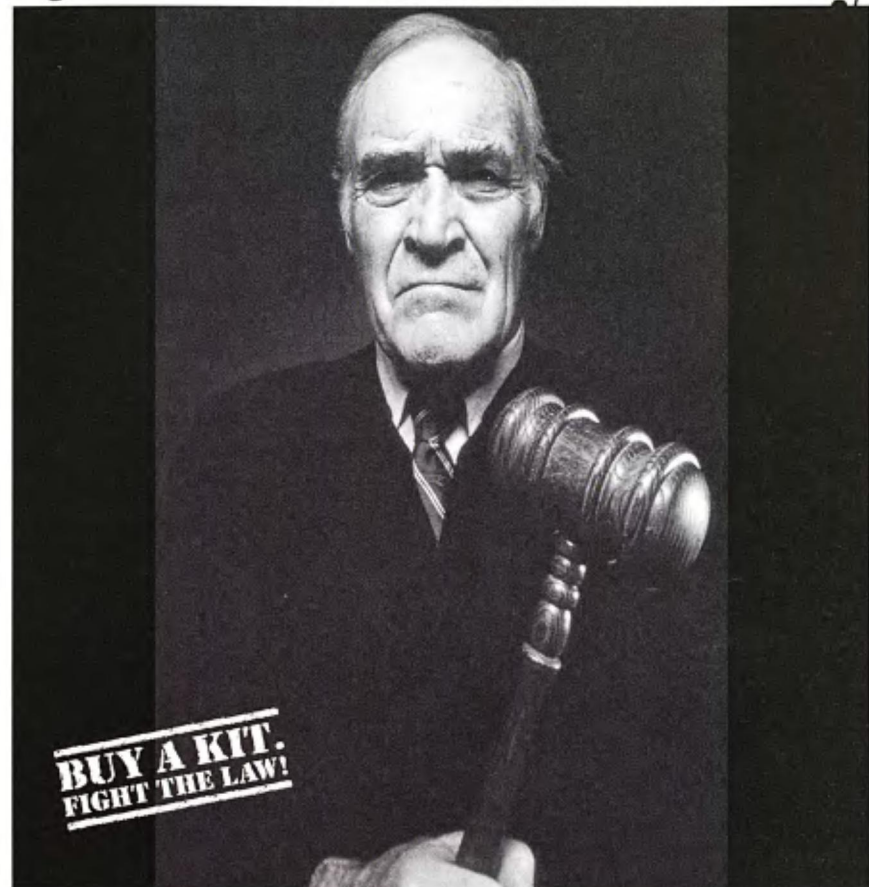
The financial contributions made are being applied toward legal expenses such as depositions and other discovery techniques, which are helping us to develop essential facts, information, and testimony. We would like to thank the Confederation of Southern California Clubs for its financial commitment in this battle.

The war rages on toward the day when we can all take off our helmets and throw them away. Until then, we need your help. Become a member of your local motorcyclists' rights organizations and purchase a Freedom F.I.G.H.T. kit. All proceeds from your kit will go to battle helmet laws in state and federal court. Stay alert, stay aware, and together, we *will* make change happen.

Send for your F.I.G.H.T. kit today. Write: *Easyriders* Freedom F.I.G.H.T., P.O. Box 3000, Agoura Hills, CA 91376-3000.

—Phantom

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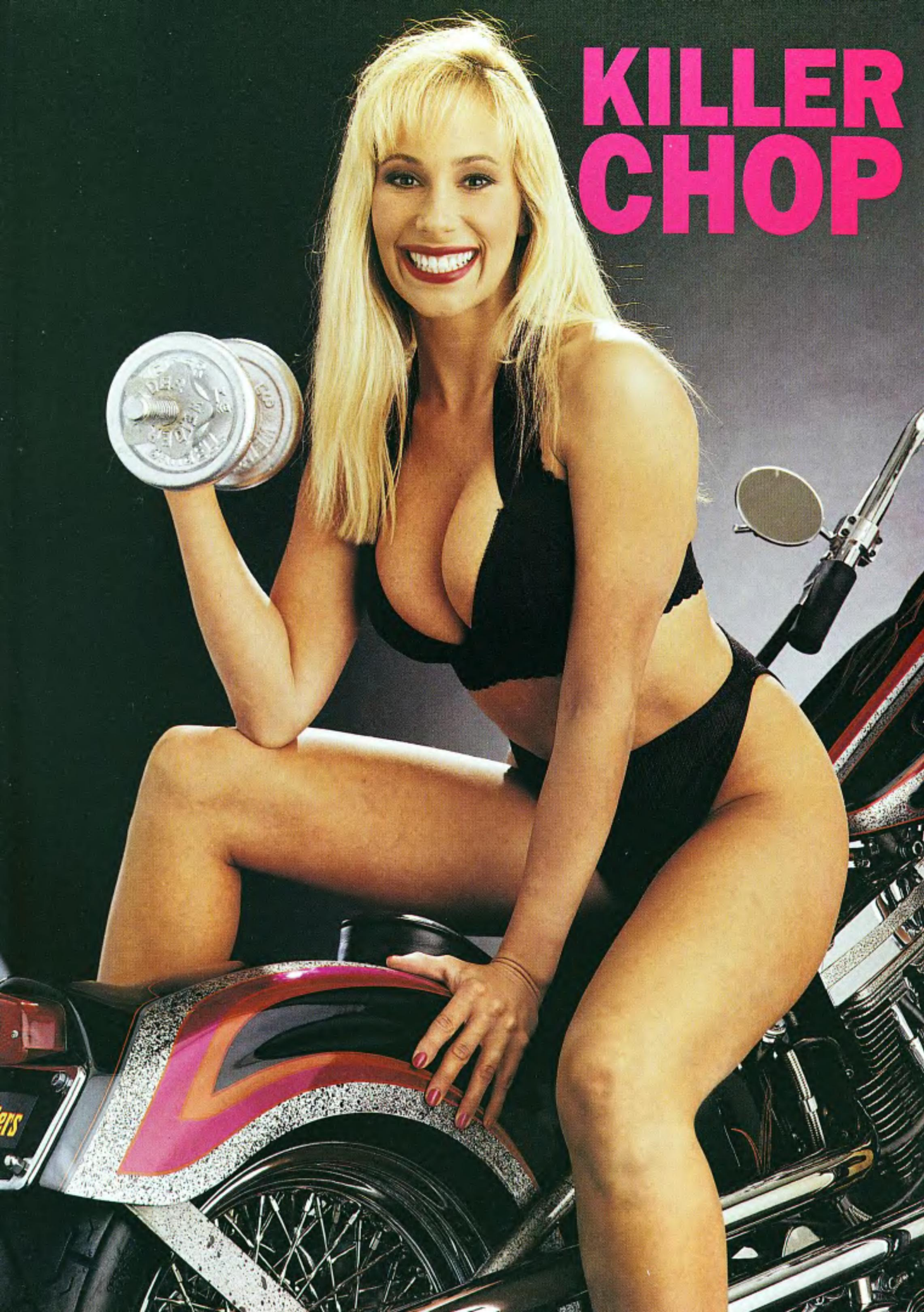


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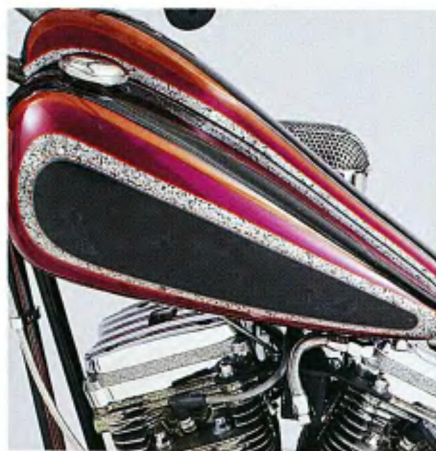
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KILLER CHOP









Commissioning Pat Kennedy to build your bike is like visiting a tailor. He starts by measuring your physical proportions: height, weight, arm and leg length, and so on. Then, once he has your outside dimensions, he concentrates on calibrating your inner measurements: your personality, what you

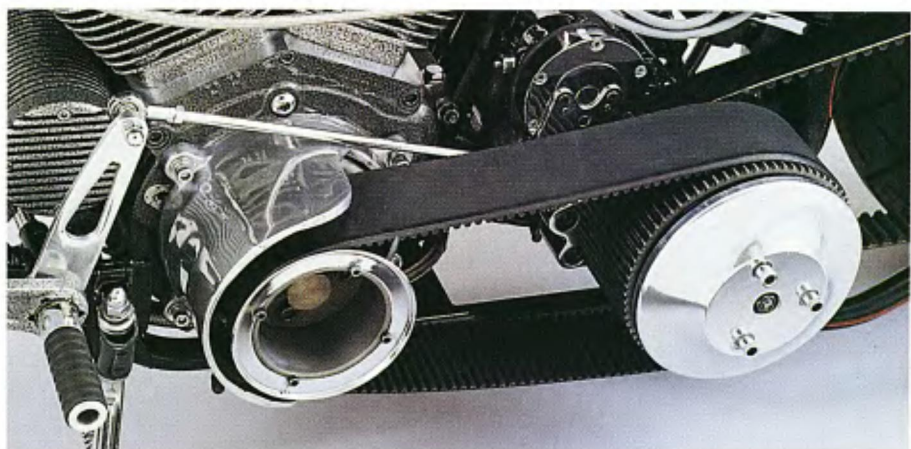
like, what you don't like, what you want your bike to say, what you want your bike to do, etc.

"Once we understand all that," Pat says, "we can design a bike that fits you like a glove."

The benchmark measure on this bike called for the long, chopper look, a specialty of Pat's for 15 years.

Problem is, if those long motorcycles aren't built correctly, they won't handle correctly.

"We're meticulous about the engineering for the rake and trail design on the forks, as well as the stretch and angle of the frame," Pat says. Carefully following the proper geometry results in a chopper that →



rides just as well as it looks.

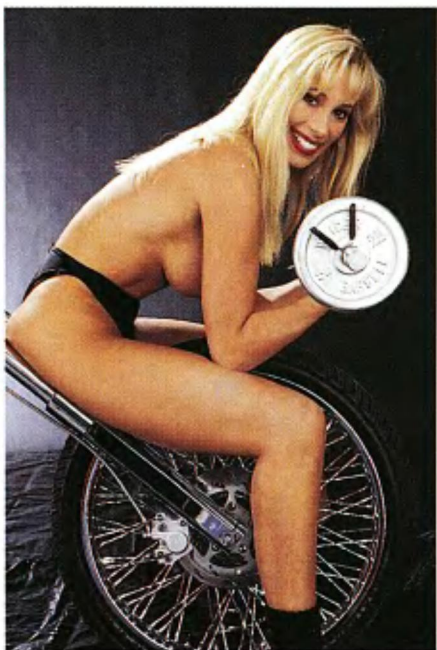
"We didn't use any factory parts," Pat says. "All the components are either handmade or specialty after-market." The resulting motor is a blend of the best items available.

The 80-spoke wheels are Kennedy trademarks. "We built a very unique rear hydraulic belt

*The 80-spoke
wheels are
Kennedy
trademarks*

drive system and hid the brake inside the pulley drum," Pat explains. "That keeps the right side of the bike clean and shows off the spokes."

The final fit called for subtly airbrushed skulls, plenty of horsepower in the gutsy 96-cubic-inch engine, and the lightweight feel

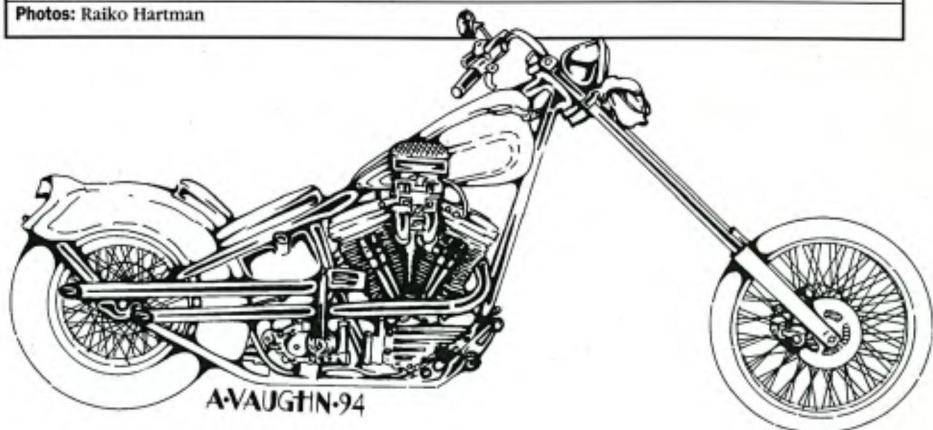


of a chrome-moly frame.
 "My goal was to tailor-make the kind of bike that will still be unique and beautiful ten years from now," Pat says.

No doubt about it, fashions may come and go, but Kennedys Custom Motorcycles continues to set styles.

—Southern Connection

Owner: Pat Kennedy		City: Tombstone, Arizona	
General		Frame	
Fabrication by: Pat Kennedy		Year: 1991	
Year and make: special construction chopper		Builder: Pat Kennedy	
Model: Killer Chop		Type: rigid, chrome-moly	
Value: \$37,000		Rake: 43 degrees	
Assembly by: Pat Kennedy		Stretch: 9 inches	
Time: four months		Other alterations: no axle adjusters	
Chroming by: Quality Plating, Tony		Accessories	
Engine		Bars: CCI	
Year: custom		Risers: attached	
Model: House of Horsepower		Grips: rubber	
Rebuilder: Pat Kennedy		Mirrors: CCI	
Ignition: Dyna, relocated to distributor		Fender(s): fiberglass, Pat Kennedy	
Displacement: 96 cubic inches		Headlight: Paughco	
Lower end: S&S		Taillight: into fender	
Balancing: S&S		Speedo: none	
Pistons: Arias		Front pegs: Pat Kennedy	
Cases: House of Horsepower		Rear pegs: none	
Heads: STD		Electrics: simple	
Cam: Leineweber		Gas tank: fiberglass, Pat Kennedy	
Lifters: Velva Touch		Oil tank: modified wraparound	
Carb(s): Weber downdraft		Oil system: S&S	
Air cleaner: Pat Kennedy		Primary cover: open	
Pipes: Pat Kennedy		Seat: Pat Kennedy/Le Pera	
Muffler(s): sure		Sissybar: none	
Transmission		Forks	
Year: STD		Type: Kennedy/Tolle	
Modifications: Andrews gears		Extension: 20 inches over	
Shifting: 4-speed		Builder: Tolle	
Engine sprocket: 3-inch open Karata		Special features: fully adj. rake	
Trans sprocket: 33-tooth/Karata		Wheels	
Wheel sprocket: 66-tooth/Karata		Front	Rear
Painting		Size: 21-inch	Size: 15-inch
Molding: Darrell Pinney		Hub: stainless, Kennedy	Hub: stainless, Kennedy
Painter: Darrell Pinney		Rim width: 1.85-inch	Rim width: 5.5-inch
Color: black, maroon, smoke		Tire: Metzeler	Tire: 190 Metzeler
Type: Deltron		Brake: ISR	Brake: hydraulic drum
Special paint: hidden skulls			
Other special modifications: Fiberglass tank panel, handmade frame, intake manifold, controls, and pegs by Pat Kennedy. Wheels laced by Brook Bryant.			
Photos: Raiko Hartman			



BEING HEARD

Getting Your Message To Your Congressman Or Senators

Are bikers heard inside the Beltway? They should be. There are an estimated 65 to 75 motorcyclists' rights organizations (MROs) across the country, with each group representing the diversity of our society and the people who deserve the right to be heard in our nation's capitol.

If the thought of participating in the democratic process has not entered your mind, now is the time to start. The key to having your voice heard within the halls of Congress is to capture your legislator's attention. What may seem to be an intimidating or bothersome task is actually pretty simple.

The first thing to remember is that your congressman or senator is bombarded daily with constituents, lobbyists, and staff aides who are all vying for his/her attention through calls, letters, appointments, and meetings . . . motorcyclists are too often a silent minority in this group.

How to get his/her ear? Try a staff aide. Most legislators place the responsibility of gauging constituent views on staff members. The best way to focus your elected official's attention on what you're saying is through a letter, which a staff member often reads first.

According to a recent article in *The People of the West* newspaper, a June

1992 poll conducted by Peter D. Hart Research Associates revealed that out of 160 Senate and House senior staff officials, representing a balance of both parties and seniority, 75 percent of the staffers said constituent letters were their main source of information and political feedback.

While it may seem easiest to write a form letter and send one to each mem-

*75% of the staffers
said constituent
letters were their
main source of
information and
political feedback*

ber of your state's congressional delegation, this isn't a great idea, especially if you want an aide to take a closer look at your letter. Staff members and legislators read letters that are personal, ones revealing that the writer is truly concerned about an issue and is expressing

his concern in an individual manner.

The letter should be concise and polite. A letter that jumps from topic to topic and uses threatening language is not a letter to which staff members are eager to respond. It's also suggested that you type your letters; handwriting is often hard to decipher. By typing a letter, you are ensured that a staff aide will be able to easily read and respond to your message and will correctly read your name and address.

In your letter you should mention the motorcycle group to which you are affiliated and explain the group's intent. For example, "I'm a motorcycle rider and a member of A Brotherhood Aligned Toward Education (ABATE), a motorcycle group that works to educate others about safe riding."

Another good idea is to point out to your congressman or senator the importance of motorcycles and motorcycle riders in your state. For example, you could say, "According to the Motorcycle Industry Council, Inc. (MIC), in 1992, the motorcycle industry generated an estimated \$7.33 billion in consumer sales and services, state taxes, and licensing." Should you have a local story about the work of your MRO in the community, or about the economic impact of bikes in your city, write about it.



United States Senator Ben Nighthorse Campbell

Photo: George Petrov

As a senator who personally comes across many letters, the ones that stand out in my mind are the letters that make a point through a personal story. For example, if you are a safety education instructor who sees the positive effects of rider education, write about how you witnessed first-hand the positive effects of safety education programs. To strengthen your story, add some facts and statistics.

For example, you could write about how as a safety education instructor in Colorado, you can see why Colorado has a motorcycle fatality rate almost 30 percent below the average of states with mandatory helmet laws . . . and how evidence clearly indicates that the most effective way to reduce motorcycle accidents and fatalities is through comprehensive education programs, as opposed to mandating helmet use.

Although phone calls and faxes may seem like an easy way to reach your congressman or senator, they are often not as effective as letters. For one, you do not have enough time to talk in depth about your concerns on the phone. There are only two receptionists in my office who answer phones that are constantly ringing, so you may often find yourself put on hold. It's better for a staff aide to have a letter to refer to and keep in their files.

Concerning the fax machine, my office tries to reserve its use for emergencies and for other urgent material. It can be frustrating for one of my Senate aides, eagerly waiting by the fax machine for a crucial document from the White House to finish a report, to find the machine jammed with constituent faxes that do not need immediate attention.

As for videos, they're hard to find the time to watch. Our office doesn't even own a VCR. The same can be said for other congressional offices.

My staff and I are also interested in "letters to the editor" printed in local newspapers. That's another effective way to get your member's attention. You can write as a representative of your MRO, or as an individual who rides a motorcycle. If you're looking for direct contact with a public official and his or her staff, however, a letter is more effective. Letters are by far the most productive form of communication with members of Congress.

You don't have to be a high-powered lobbyist or a millionaire to participate in the democratic process. Remember, your elected representative works for you—the constituent who cares about motorcyclists' rights.

—Senator Ben Nighthorse Campbell

SUMMARY OF PENDING FEDERAL LEGISLATION

S.1842: Introduced by Senators Ben Nighthorse Campbell (D-CO), Dave Durenburger (R-MN), and Herb Kohl (D-WI), S.1842 would exempt states from the federal ISTEA penalties for not enacting a helmet law if the state has a motorcycle rider education program. Introduced February 9, 1994, with 12 original co-sponsors, the bill now has 15 co-sponsors.

S.401: Also introduced by Senator Campbell, S.401 would delay the federal ISTEA penalties against non-compliant states for two years (changing the deadline to October 1, 1995). Introduced February 17, 1993, S.401 has 18 co-sponsors.

S.295: Introduced by Senator Durenburger, S.295 would remove the ISTEA penalties against states that failed to enact helmet and seat belt laws by October 1, 1993. Introduced February 3, 1993, S.401 has 27 co-sponsors.

S.725: Introduced April 1, 1993, by Senator Edward Kennedy (D-MA), titled *The Traumatic Brain Injury Act of 1993*. Motorcycles are not specifically mentioned, but concerns are addressed in H.R.2990.

H.R.799: Introduced February 3, 1993, by Congresswoman Olympia Snowe (R-ME), H.R.799 is the House companion bill to S.295 and has 118 co-sponsors.

H.R.3276: The ISTEA Corrections Bill includes a one-year delay of federal penalties against non-compliant states. It passed the House of Representatives on October 13, 1993 and currently awaits the Senate version of the clean-up bill. Then, both bills will go to joint conference committee to iron out any discrepancies. Senator Campbell will attempt to get S.401 language into the Senate's version.

H.R.2990: Introduced by Congressman Frank Pallone (D-NJ) on August 6, 1993, H.R.2990 tones down the language of S.725, making it more acceptable to motorcyclists. The bill has two co-sponsors.

H.R.3121: Incorporates language of H.R.2990, but allows Congressman Jim Slattery (D-KS), a senior member of the Energy and Commerce Committee and its Health Subcommittee, to become lead sponsor of the bill. Congressmen Frank Pallone, Jim Greenwood (R-PA), and Jim Quillen (R-TN) are original co-sponsors. H.R.3121 has 21 co-sponsors.

—Info courtesy of NCOM

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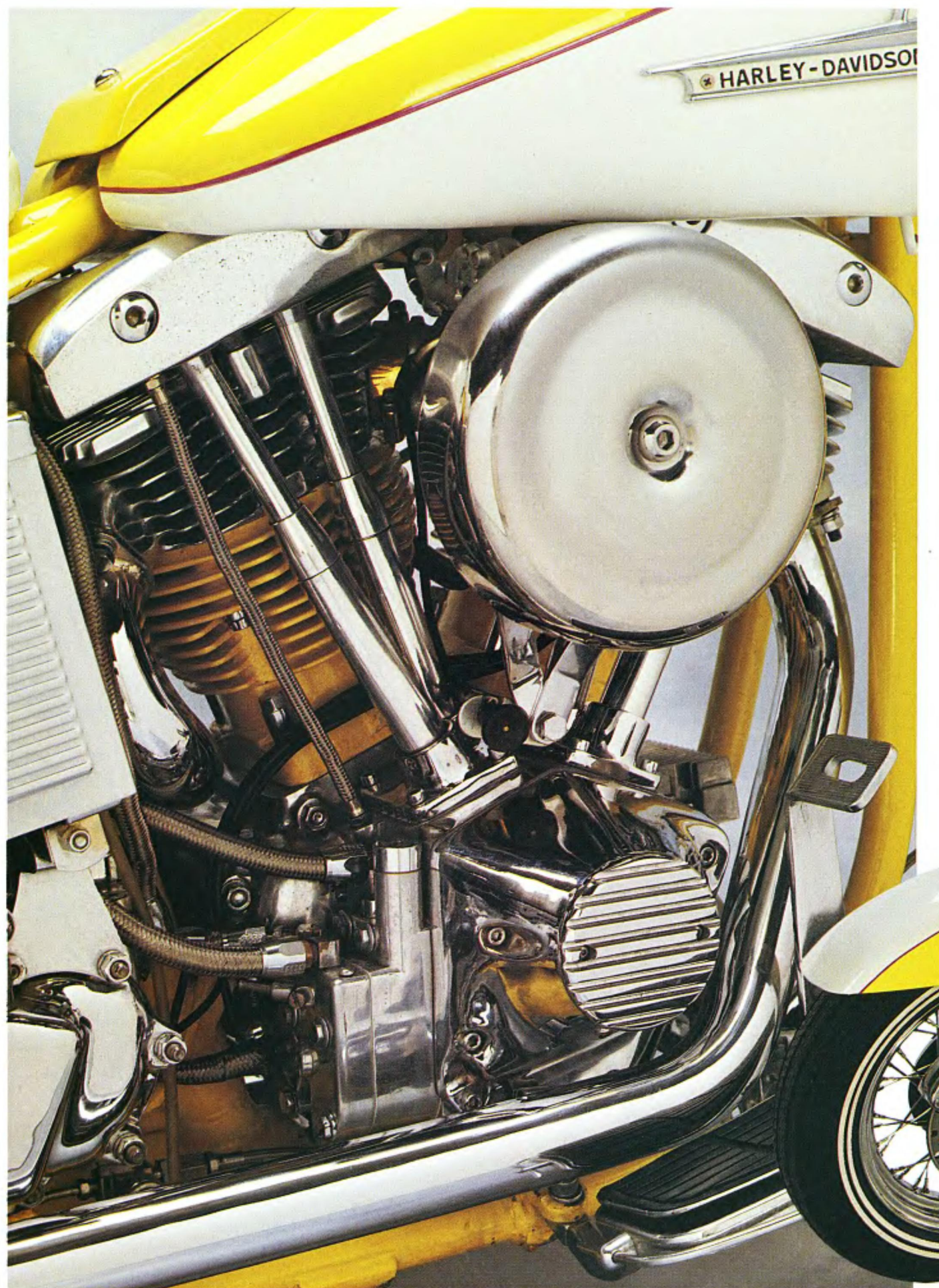
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GUT CHECK

A Tale Of True Grit

Jim Bradley, owner of the screamin' yellow Evo-eater shown here, makes his home in Temecula, California—not all that far from the coast, as the buzzard flies, but also not all that far from the 15,000 square miles of stunning and scary landscape known as The Mojave.

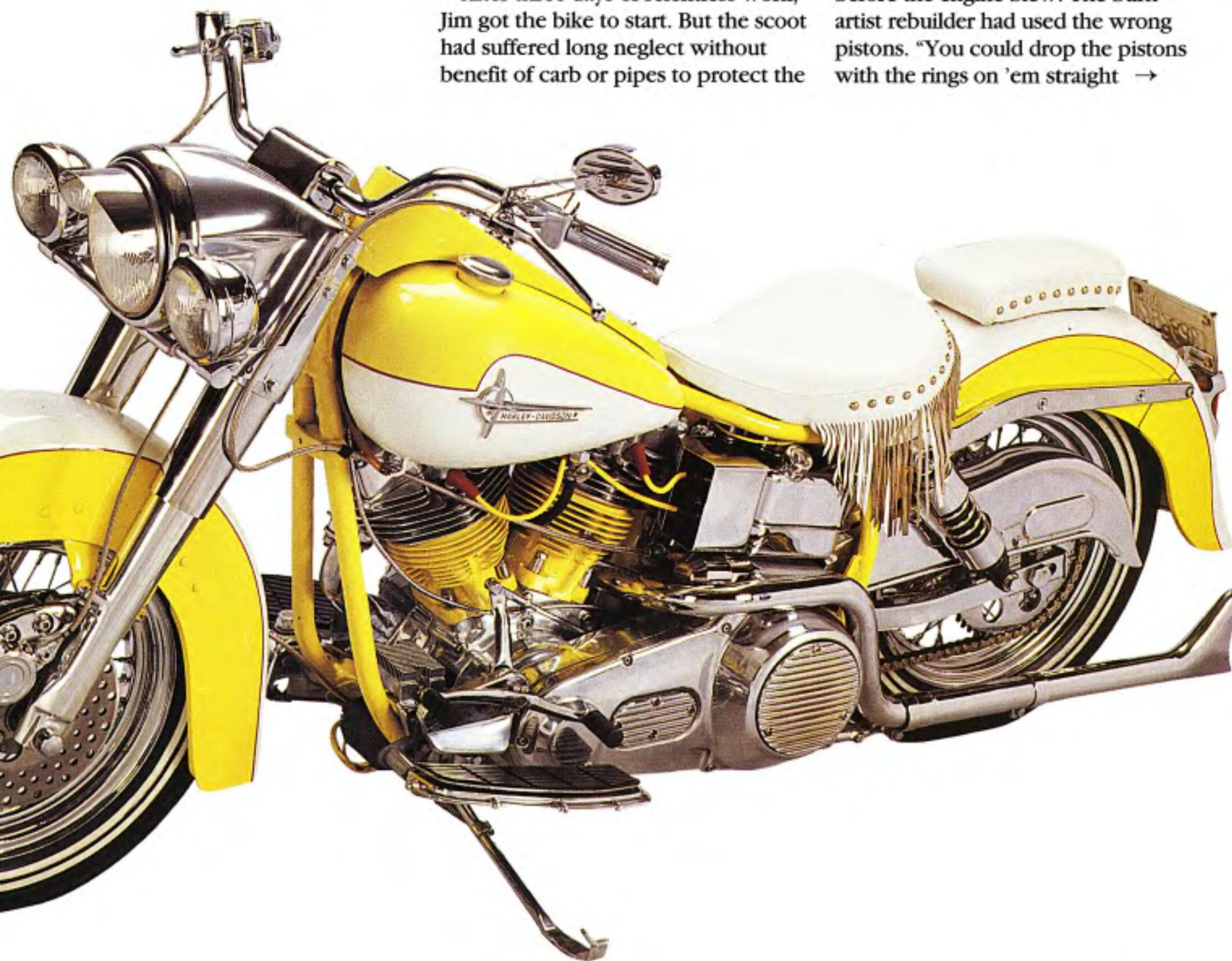
Living on the desert's edge can test

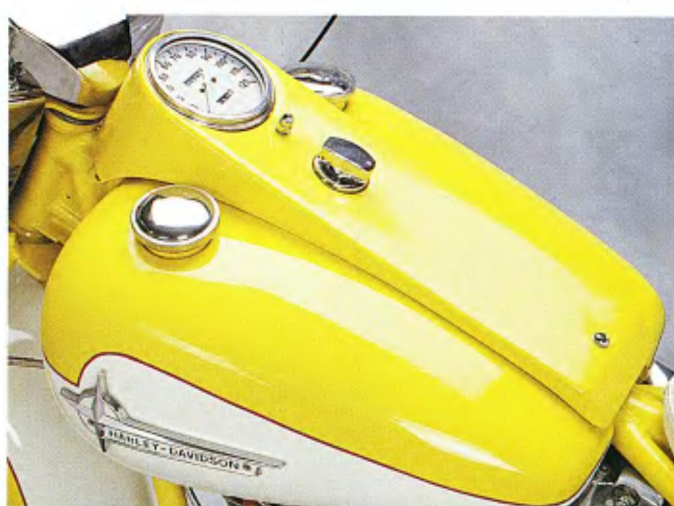
a man's determination, as Jim learned when he bought a "rolling basket case" consisting of little more than frame, motor, and wheels. Seven bucks in quarters, two cans of Gunk, and a bottle of Wheel Magic later, he located a motorcycle beneath thick crud caked on by time and baked on by sun since the previous owner tore it apart years earlier.

After three days of relentless work, Jim got the bike to start. But the scooter had suffered long neglect without benefit of carb or pipes to protect the

engine from the desert wind. When a friend happened to lay the bike over, seven years' accumulation of sand spilled from the head. The bike needed a gut check—bad.

A mere pothole on the road to the goal, Jim told himself. Undaunted, he paid five grand for an elaborate engine rebuild. For his money, he received 80 miles of carefree riding before the engine blew. The burn-artist rebuilder had used the wrong pistons. "You could drop the pistons with the rings on 'em straight →







"If there weren't guys out there like Blind Mike, Jim wouldn't be planning his next project

through the barrels," Jim recalls.

Jim got a tattoo about this time, and the skin artist turned him on to a righteous custom shop, All-American Big Twin, and resident custom wizard, Blind Mike. Mike is a true professional, honest in his dealings, and skilled in his craft, as these photos attest. I'll leave it to the reader to draw the moral, if any, from this tale of near-disaster. But if there weren't guys out there like Blind Mike, Jim probably wouldn't be planning his next project, a 114-cubic-inch rigid Shovel, with turbo.

Now that's what I'd call a true testament to skill and integrity.

—John "Vapor" Locke

Owner: Jim Bradley		City: Temecula, California	
General		Frame	
Fabrication: All-American Big Twin		Year: 1978-1/2	
Year and make: 1978-1/2 H-D		Builder: H-D	
Model: FLH		Type: wide glide	
Value: 25 grand		Rake: stock	
Assembly: All-American Big Twin		Stretch: stock	
Time: 11 months		Other alterations: adjustable rear swingarm	
Chroming: Thompson Plating		Accessories	
Engine		Bars: buckhorn	
Year: 1978-1/2		Risers: huh?	
Model: Shovelhead		Grips: billet	
Rebuilder: All-American Big Twin		Mirrors: Ness	
Ignition: M/C Power Arc		Fender(s): fatbob	
Displacement: 100 cubes		Headlight: factory	
Lower end: S & S		Taillight: beehive	
Balancing: All-American Big Twin		Speedo: what about it?	
Pistons: S&S		Front pegs: footboards	
Cases: H-D		Rear pegs: nope	
Heads: Harley		Electrics: Dyna coil single-fire ignition	
Cam: Crane		Gas tank: gotta have one	
Lifters: S&S		Oil tank: H-D	
Carb(s): Mikuni		Oil system: S&S pump	
Air cleaner: Mikuni		Primary cover: Ness, polished	
Pipes: Paughco		Seat: Le Pera	
Muffler(s): right		Sissybar: get serious	
Transmission		Forks	
Year: 1978-1/2		Type: authentic	
Modifications: Andrews gears		Extension: none	
Shifting: backwards (1 up, 3 down)		Builder: H-D	
Engine sprocket: in place		Special features: White Bros. lowering springs	
Trans sprocket: useful		Wheels	
Wheel sprocket: 46-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: owner		Hub: round	Hub: round
Painter: owner		Rim width: WM5	Rim width: WM5
Color: yellow/white		Tire: Goodyear	Tire: Goodyear
Type: colorful		Brake: H-D disc	Brake: H-D disc
Special paint: for a special bike			
Special thanks to: Blind Mike, All-American Big Twin, Hemet; Charlie Thompson, Thompson Plating, Pomona; my cousin, Bob, for donating some of the parts, and, of course, my wife, Sandra, for putting up with all this.			
Photos: Silvermoon			



A-VAUGHN-94

TALKIN' TECH

Your Technical Questions Answered Here

How many times have you sat in your garage, teeterin' on an old milk crate and scratchin' your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.



Oil Leak Woes

□ Ever since I stroked my bike, I get oil seepage between the heads and cylinders and cases and cylinders. I have a 1989, 104-cubic-inch Softail stroker with an S&S lower end, Andrews 7 cam, S&S G series carb, Branch #4 heads, Dyna single-fire ignition, Bartels' exhaust, and Sputhe Engineering big bore cylinders.

Sputhe provides a copper O-ring instead of a gasket between the cylinders and heads, probably due to the big bore.

Sputhe had me try their dowel pins with oversize O-rings on the oil return. Then they recommended using high-temperature silicone, and to let it cure before starting the engine. Nothing Sputhe said has worked for me. I've had my heads off about five times.

I decided to plug off my oil return (from heads to cases) and run the oil return to the outside, from the side of the heads down into the cases.

I still have seepage. I have some \$25,000 invested in my bike; a lot of it is in the motor. I wrote Sputhe and asked them if they now had a sure-fire way to fix the oil seepage (I bought their product in Dec. 1990). They replied with no answer, just a brochure on their new 60-degree V-twin motor. What a kick in the pants.

Ron Smith

Oklahoma City, Okla.

■ Oil leaks are not unusual with big engines. Next time it's apart check the top of the engine case, the heads, and both ends of your cylinders for warpage. If they're not flat, have them machined back to square. The second thing to check are the cylinders. This time, with a cylinder in the proper torque plates, heat the cylinder in an oven to 200° F. If the cylinder starts leaking oil it means that the liner has come loose and the cylinder is no longer useable.

If there are no leaks, install Ramjet cylinder studs. Correct torque is 45 lbs./ft. The

cylinder must also be prepped in the torque plates at 45 lbs./ft.

The last thing to do is warm the engine up *slowly* every time you start it. Until the cylinders and heads warm up, full sealing strength hasn't been reached.

Wants It Lower And Wider

□ I have a 1993 Sporty 883 Deluxe. I want to lower it and put a wide glide conversion on it. I've heard of adjustable triple trees, but don't know much about them. Can they be used to increase the rake. If so, how much? Are there nonadjustable wide glide kits available, with increased rake, to fit my ride? If so, please print the names and address in your column. I'm stationed overseas and get all my info from your rag.

Cruser

Tokyo, Japan

■ Adjustable triple trees can be used, but this gets dangerous if the amount of trail is not kept above the factory setting (3-5 inches). This measurement is determined by a vertical line from the front axle to the ground and the distance to the spot on the ground to which the steering neck points. This principle works like a caster wheel on a shopping cart. Short or negative trail numbers cause wobbles at high speed; large numbers cause low speed handling problems. No adjustable kits are available as a wide glide conversion kit.

Pat Kennedy has adjustable wide glide trees:

Pat Kennedys Custom Motorcycles

P.O. Box 670

Tombstone, AZ 85638, (800) 331-9903

Moreland Choppers has narrow-glide to mid- or wide-glide conversions with adjustable trees:

Moreland Choppers

369 N. Highway 101

Solana Beach, CA 92075, (619) 755-5044

Backfires And Fouls

□ I have a 1982 XLH with new pistons and rings. Recently I put on an S&S Super B carb. I rejetted the intermediate jet 0.028, but not the main jet. It backfires through the carb and exhaust when the switch is turned on. The plugs become fouled after about five minutes of running; it then becomes impossible to ride. I've had shop mechanics say it's the timing. But after it's timed, I can ride about two weeks before it starts backfiring and fouling the plugs.

Lee Leyva

Newkirk, Okla.

■ The idle mixture is probably too rich. The idle mixture adjusting screw is on top of the carb body and is adjusted as follows: The engine should be warm, and the idle speed should be set to 1,000 rpm. Turn the idle mixture screw in (clockwise) or out until the highest steady rpm is obtained. Turn the screw out (counterclockwise) not more than 1/4 turn. Reset the idle speed with the screw at the throttle cable arm. Idle speed should be maintained at 1,000 rpm. One step hotter on the spark plugs may also help.

Painted Parts

□ On page 176 of your June 1994 issue (#252), there's a bike feature called "Schaar's FX." There are parts on the bike (dash, strips on the tank, point cover, chain guard, gas cap) that have undergone some type of metal process. The article does not make mention of these parts or the process.

Where and how can I get my parts done this way?

John Free

Crescent City, Calif.

■ It's a powdercoat version of Zolotone paint called silver vein. ☉

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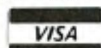
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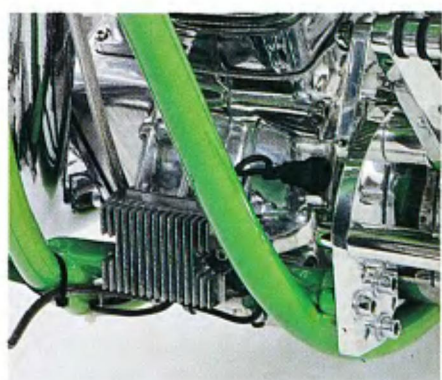
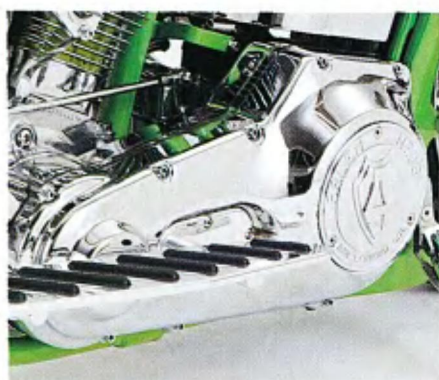
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SHIFTING YEARS

Changing Times And Styles

Dammit, I get sick and tired of people who bitch about the Harley another man rides. Barry Cooney is a helluvan example of someone who's on the receiving end of that unwarranted criticism. Here he is, perched on the Green Machine, an Arlen Ness-designed, electric-start, Evo glitter-mobile. I can see some of you sniggering now. But check it out, Barry Cooney has been riding for 30 years. He's been building motorcycles for 23, and he's owned Harleys for all 23 of those years. He'll be puttin' this fancy ride to Sturgis this year from the West →



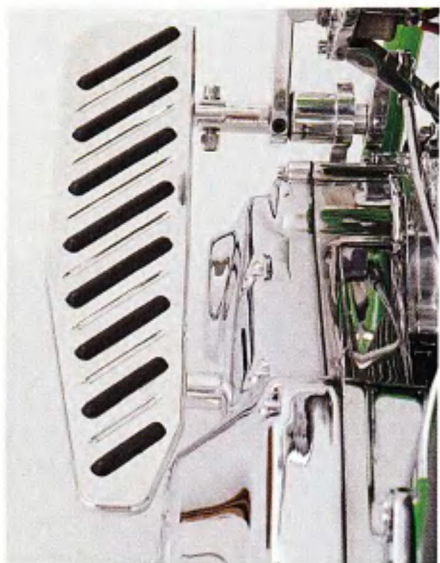


Coast—no trailers or pickups—and he's a Hamster.

He's ridden to Sturgis at least half of the 19 times he's been there. Barry's last ride was a rigid, and he slammed its jockey shift all the way to the Black Hills. He didn't ride last year, though, 'cause he nearly cut his foot in two in the driveway of his pad in Escondido, California.

He sold his last ride (the rigid Knuckle we featured in the July 1992 issue) and is currently in the process of building another rigid. But, while negotiating with Arlen Ness about parts he needed for the new project, he got to checking out this long, low Softail. Arlen suggested a test ride. Barry slid into the contoured seat and groped for the jockey shift, simultaneously depressing the suicide clutch/foot shifter; the bike lurched into gear, and he was gone. He wasn't accustomed to a





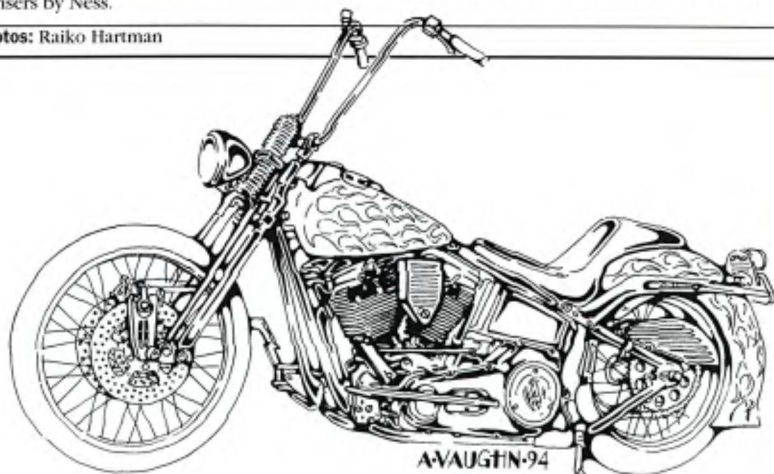
ride without teeth-chattering bumps, or with the luxury of the push-button kicker. But he soon found himself enjoying the comforts.

After riding the Green Machine to the Redwood Run in Garberville, California, at speeds of up to 100 mph, Barry concluded that while the Softail could never be as righteous as a rigid, it sure as hell was smoother for the long distance. As of now, only three weeks before the Rally and Races, Barry is packing the Softail for the run to South Dakota, while the rigid Shovel is being worked on for the San Diego bar-to-bar action when he returns.

As far as I'm concerned, Barry's paid his dues, ridden with the best, built some of the finest, and hung out until the bars closed enough times to be able to ride any damn bike he chooses, any way he chooses. Code of the West, goddammit.

—Renegade

Owner: Barry Cooney		City: Escondido, California	
General		Frame	
Fabrication: Arlen Ness		Year: 1989	
Year and make: 1994 H-D		Builder: Arlen	
Model: Softail		Type: Softail	
Value: \$35K		Rake: 38 degrees	
Assembly: Arlen		Stretch: 3 inches	
Time: three months		Other alterations: front section	
Chroming: High Lustre, Hayward, Calif.		Accessories	
Engine		Bars: handmade	
Year: 1994		Risers: in bars	
Model: Evo		Grips: Ness flame	
Rebuilder: new		Mirrors: Ness flame	
Ignition: Accel		Fender(s): Arlen tail dragger	
Displacement: 80 cubic inches		Headlight: Ness Tech	
Lower end: stock		Taillight: Gary Bang	
Balancing: factory		Speedo: Drag Specialties	
Pistons: S&S		Front pegs: Ness footboards	
Cases: H-D		Rear pegs: Ness	
Heads: Ness 4-plug		Electrics: Accel	
Cam: Crane		Gas tank: fatbobs	
Lifters: Crane		Oil tank: Ness	
Carb(s): S&S		Oil system: steel braided lines	
Air cleaner: Ness		Primary cover: H-D	
Pipes: White Bros.		Seat: Danny Gray/Ness	
Mufflers: baffles		Sissybar: what?	
Transmission		Forks	
Year: 1994		Type: springer	
Modifications: none		Extension: 2-inch	
Shifting: Ness Tech		Builder: Paughco	
Engine sprocket: 24-tooth		Special features: chromed	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 18 inch
Molding: some		Hub: H-D	Hub: H-D
Painter: Arlen Ness		Rim width: 2.5-inch	Rim width: 5-inch
Color: candy lime green		Tire: Metzeler	Tire: Metzeler
Type: lacquer		Brake: Perf. Mach.	Brake: JayBrake
Special paint: Day-Glo orange flames		Other special modifications: no front fender, Ness modified fatbobs, no dash, narrow highbars and risers by Ness.	
Photos: Raiko Hartman			



AVAUGHN-94



Tire technology has advanced into a new era. The choices of sizes, tread patterns, speed, and load ratings have been added to and changed so much in the last few years that even trying to replace a factory stock tire is an ordeal. Tires that came stock on your bike just four years ago may no longer be available, and probably are not even recommended. What happened?

Once upon a time (about 30 years ago), car tires changed. They started calling them Powergrip, then Tiger Paws, then whatever. Not only were the names changing, but the tires actually performed better. Some of the race track technology hit the streets.

Not too many years later, the same thing happened to motorcycle tires. The Double Eagle (I think that meant double nickel speed rating) became the Eagle AT, and around there somewhere was the Speedgrip. This all contributed to the end of the "universal, fits anything, front or rear, nondirectional tire." And the last part of that description is pretty much how they drove. I remember falling down a lot.

Then someone got smart and made tires that didn't follow rain grooves, allowing buyers to decide whether they wanted a tire for speed, load, looks or any combination thereof. Now you can pick rubber com-

pounds on many of the tires for racing, street or touring. Because of this, close attention must be paid when choosing new tires.

You don't want racing compound rubber if you want to ride your Ultra Classic cross-country; they probably would be worn out before a one-way trip was completed. The same type of logic can be used for the "Street Class" drag racing events that require Department of Transportation (DOT)-approved "NonRacing" tires.

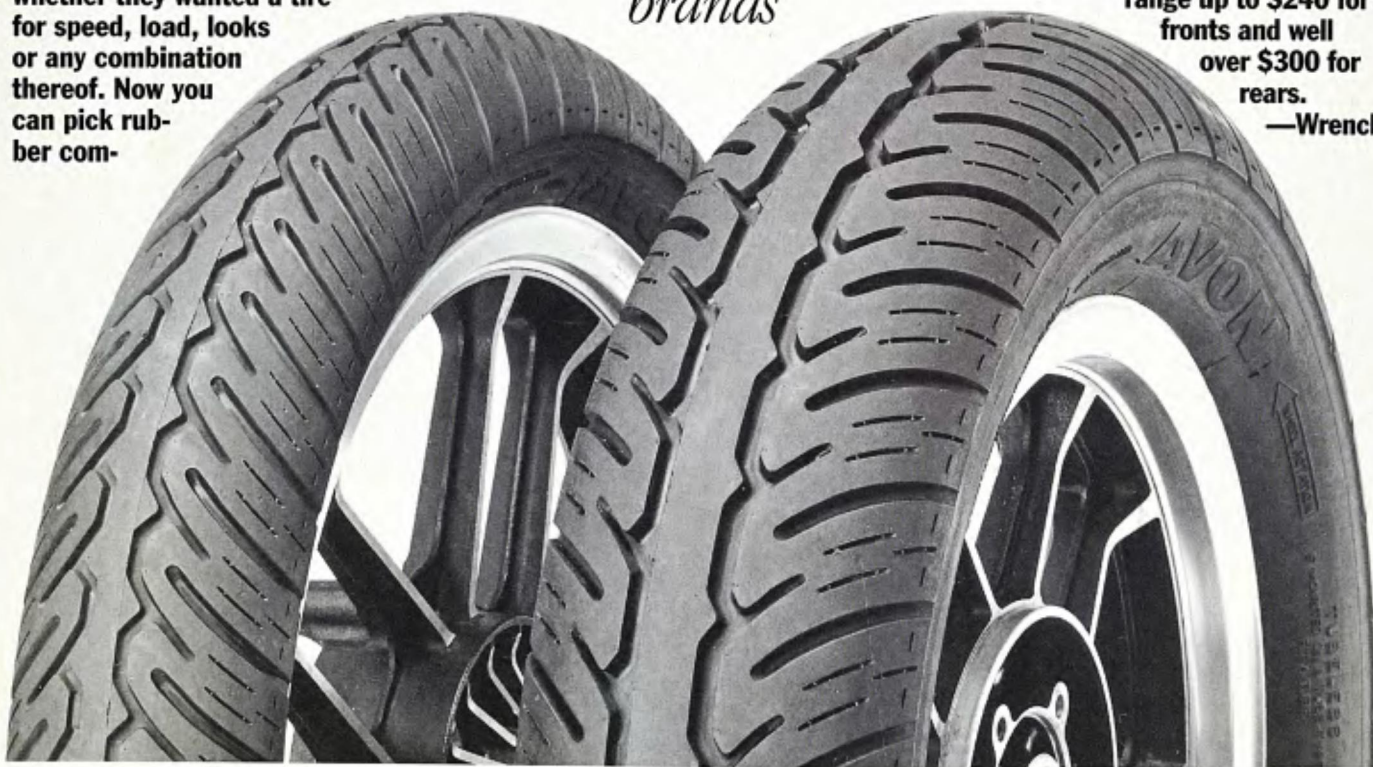
Thirty years ago, choices were limited to several brands and a few sizes. The choices now number in the hundreds, if not thousands, and the winners of yesterday may not qualify today. Radial tires are beginning to show up more and more. So far, the radials are more for the sport bike crowd (knee draggers), but not too far away are the high-mile touring radials.

The disadvantage of radial tires is that they only come in a very limited number of sizes, most of which won't fit Harleys even if wheels are changed to accommodate the

tires. This fact alone will rule out radials for most riders, apart from the wallet attack. Check the price on the new radial tires: front tires average \$130, and rear ones average \$175. Top-of-the-line prices range up to \$240 for fronts and well over \$300 for rears.

—Wrench

*Thirty years ago, choices
were limited to several
brands*



Avon HL-29, HL-30 Elan H-Rated Touring (front & rear)

TIRE WARS

Tire Size Chart

AVON				
Model Elan HL 29 Front	Size 130/90B16*	Diameter (inches) 25.2	Width (inches) 5.2	Rim type (MT) 3.00
Model Elan HL 30 Rear	Size 150/90B15 130/90B16* 140/90B16 160/80B16	Diameter (inches) 25.4 25.4 25.8 26.1	Width (inches) 6.4 5.0 6.0 6.4	Rim type (MT) 3.50 3.00 3.50 4.00
All tires available in black or with raised white letters. *Also available with 10mm white sidewall.				
Model Roadrunner AM 20 Front	Size 100/90H16 AM 20 130/90H16 AM 20 90/90H19 AM 20 100/90H19 AM 20* 90/90H21 AM 20	Diameter (inches) 23.0 25.3 25.4 26.2 27.4	Width (inches) 4.3 5.6 3.9 4.3 3.7	Rim type (MT) 2.50 3.00 2.15 2.50 2.15
Model Roadrunner AM 21 Rear	Size 130/90H16 AM 21* 100/90H18 AM 21 110/90H18 AM 21 120/90H18 AM 21	Diameter (inches) 25.6 25.2 25.9 26.5	Width (inches) 5.4 4.1 4.5 4.9	Rim type (MT) 3.00 2.50 2.50 2.75
*Available in raised white letters.				
CONTINENTAL				
Model Conti Tour TK17 Rear	Size 130/90 H 16 140/90 H 16 120/90 H 18	Diameter (inches) 25.75 26.54 26.97	Width (inches) 5.59 5.94 5.04	Rim type (MT) 3.00 3.00 2.50
Model Conti Tour TK16 Front	Size 130/90 H 16 100/90 H 19	Diameter (inches) 25.75 26.50	Width (inches) 5.59 4.21	Rim type (MT) 3.00 2.15
Model Conti Blitz TKH24 Rear	Size 130/90 H 16 140/90 H 16	Diameter (inches) 25.75 26.54	Width (inches) 5.59 5.94	Rim type (MT) 3.00 3.00
DUNLOP				
Model D402 Touring Elite II 74H Rear D402 Touring Elite II 71H Front D402 Touring Elite II 56H Front	Size MT90B16 MT90B16 MH90-21	Diameter (inches) 25.70 25.30 27.20	Width (inches) 5.20 5.20 .25	Rim type (MT) 3.00 x 16 3.00 x 16 2.15 x 21
Model D401 Elite S/T 73 H Rear D401 Elite S/T 57H Front D401 Elite S/T 52H Front	Size 130/90B16 100/90-19 90/90-19	Diameter (inches) 25.40 26.45 25.85	Width (inches) 5.18 3.95 3.65	Rim type (MT) 3.00 x 16 2.15 x 19 2.15 x 19
METZELER				
Model ME88 Front ME88 Rear ME33 Laser	Size 100/90H19TL 130/90HB16TL 3.50V19TL	Diameter (inches) 26.3 25.5 26.1	Width (inches) 4.17 5.27 3.89	Rim type (MT) 2.50 3.00 2.15
MICHELIN				
Model A49 Front	Size 100/90 V 19 Tbls.	Diameter (inches) 25.98	Width (inches) 3.94	Rim type (MT) 2.15
Model M48E Rear	Size 130/90-16 76H Tbls.	Diameter (inches) 25.75	Width (inches) 5.31	Rim type (MT) 3.00
FIRESTONE				
Model VT01F VT01F VT01R	Size 100/90-19 57H 130/90-16 67H 130/90-16 73H	Diameter (inches) 26.30 25.25 25.25	Width (inches) 3.86 5.28 5.20	Rim type (MT) 2.15 3.00 3.00PIRELLI
PIRELLI				
Model Tour-Am front Tour-Am rear	Size 130/90H16 130/90H16	Diameter (inches) 25.1 25.1	Width (inches) 5.19 5.27	Rim type (MT) 3.00 3.00

Note: No two models are the same size. This is particularly important when squeezing fat tires into custom applications. For instance, Avon's Elan 130/90B16 is 5 inches wide, while a Conti Blitz 130/90H16 is more than 1/2-inch wider.

**Avon
Roadrunner AM 20
H-Rated All-Weather (front)**

**Avon
Roadrunner AM 21
H-Rated All-Weather (rear)**



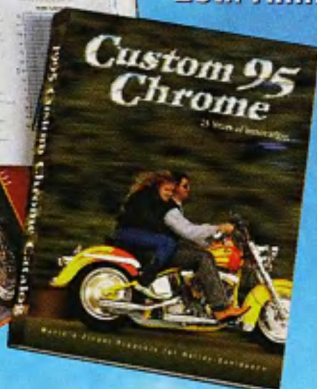
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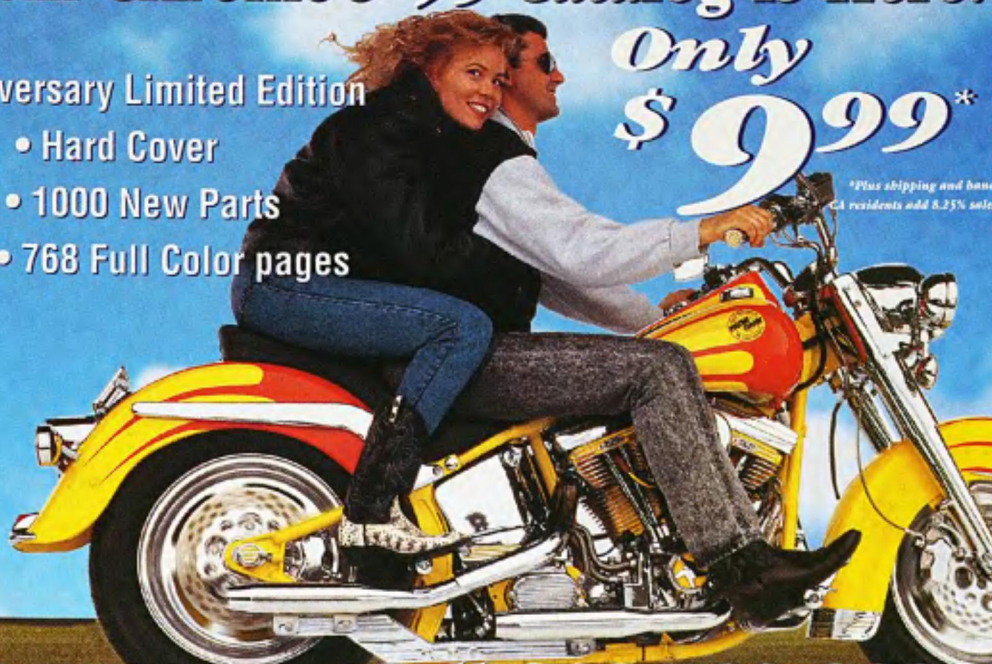
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**Continental
Conti-Tour TK16
H-Rated Touring (front)**



**Continental
Conti-Blitz TKH24
All-Weather (rear)**

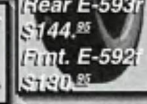


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**Dunlop
D401 Elite S/T
H-Rated All-Weather (rear)**



TIRE CODES

Speed Ratings

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numbers = max load

letter = max speed at max load with max inflation (PSI)

arrow = directional

treads/carcass

last three DOT numbers = week and year (for example,

224 = 22nd week, 1994

GENERAL INFO

Radial car tires are not to be used.

Bead seat diameters differ between car and motorcycle rims.

Even if the same size number is used, the new tire may have a different physical shape.

ENOUGH TALK. RIDE, RIDE, RIDE, RIDE, RIDE, RIDE, RIDE, RIDE, RIDE, RIDE, RI



IDE, RIDE, RIDE, RIDE, RIDE, RIDE

Continental



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Easyriders Store, 605 Main St., Daytona Beach
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C&S Harley-Davidson, 4600 Delaware Ave.,
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Easyriders of Memphis, 5124 Poplar Ave.,
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Steel H-D, 2136 Chapman Rd., Chattanooga

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Departure Bike Works, 3093 Hull St., Richmond
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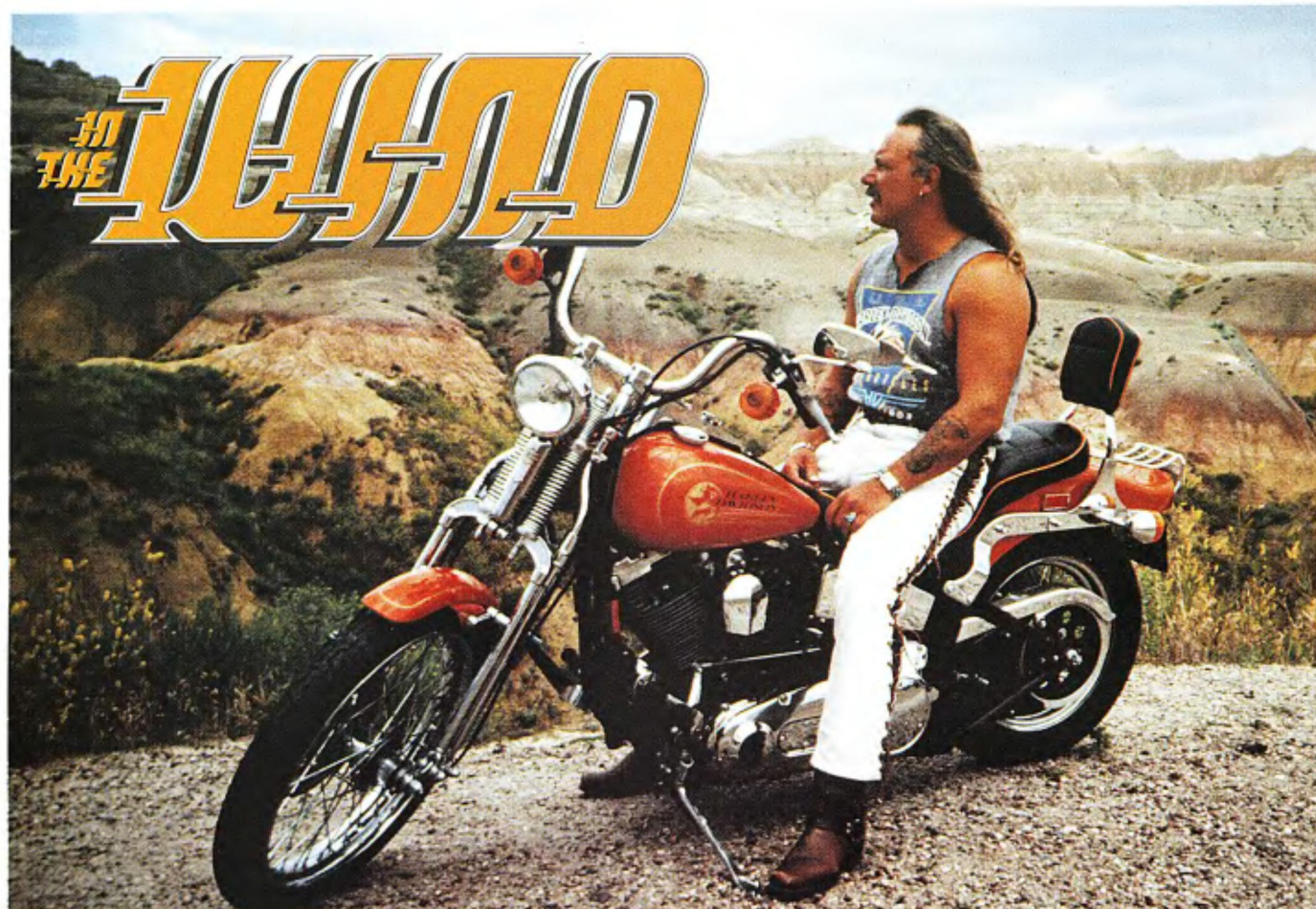
Washington

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

Wisconsin

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

IN THE WIND



—Michael Urbanek, Wuppertal, Germany (at the Grand Canyon)

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-bang-out exuberance of a biker bash, or the eyeball-poppin' sight of a sexy boney showin' her stuff—these photos typify the fun, excitement, and freedom of

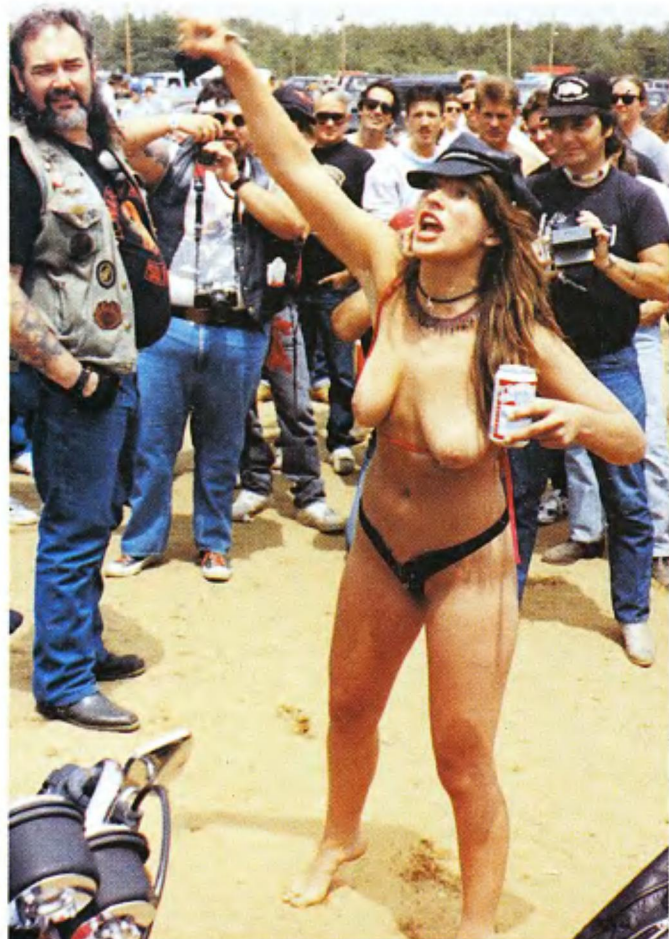
biking. (Ob, yeah, dig this—we now pay \$30 for every black-and-white photo we print, \$100 for every color photo we print full-page, \$50 for every color photo we print half-page, and \$40 for every color photo printed smaller than half-page.) Please label all the photographs you send in with your name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

—Dale Carrasquillo, Tenn. Colony, Texas



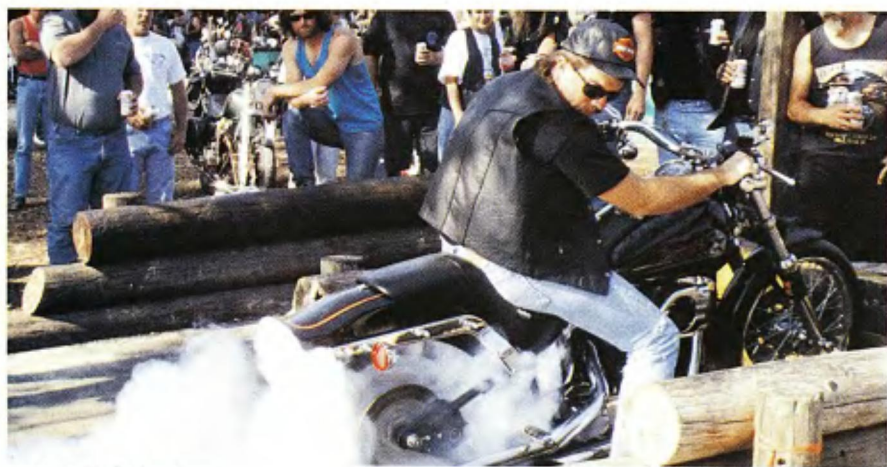
—Miss Easyriders '94, Donna Cantara, and friend, Harley-Davidson Cafe, New York City





—Fontie, King of the Midway, On the road

—Frankie Simons, Taos, N.M.



—John Price, Darien, Conn.



—Joe Reyes, Teaneck, N.J.



—Doug Stratton, Daytona Bike Week '94



—Kevin Knight, Hagerstown, Md.

—Ghost Rider, On the road



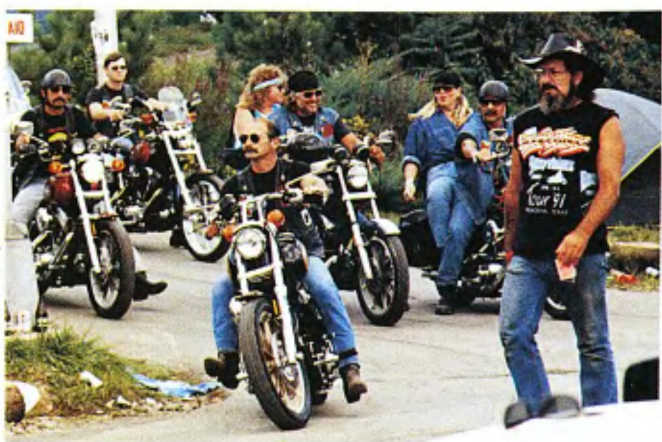
—Roger Kolbo, Atascadero, Calif.

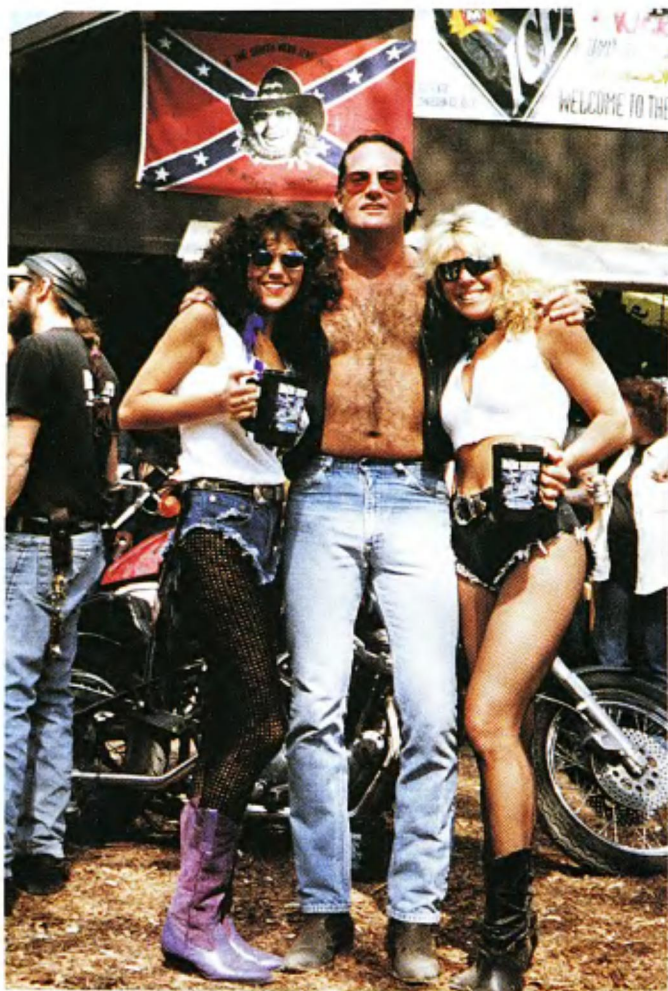


—Smokey, RIP, Sultan, Wash.



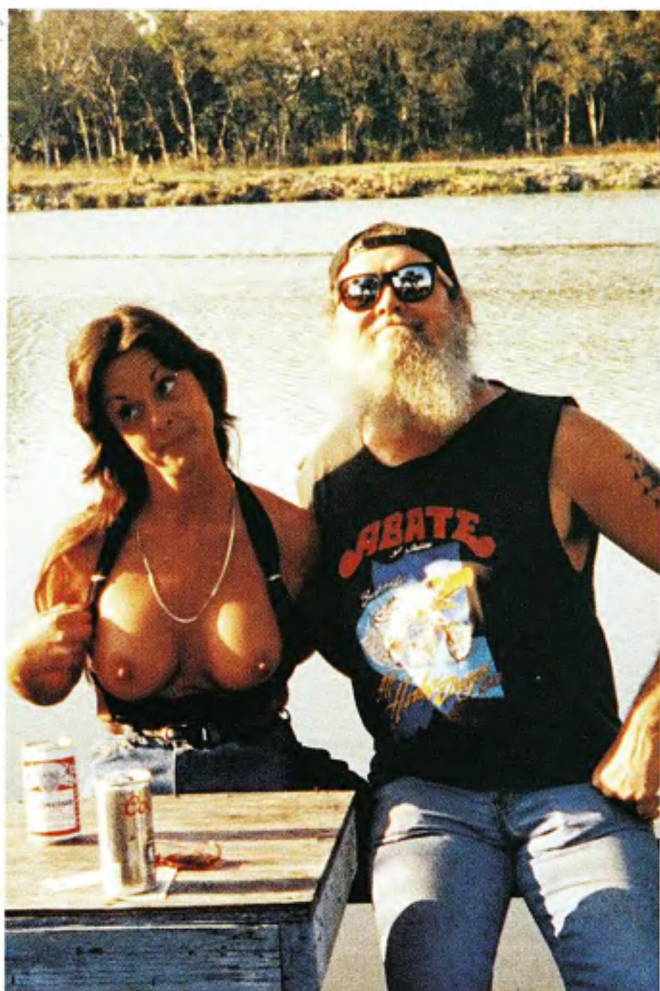
—Irene Clark, Paramus, N.J.





—R. Varricchio, Port St. Lucie, Fla.

—Dr. Brown, Brownsburg, Ky.



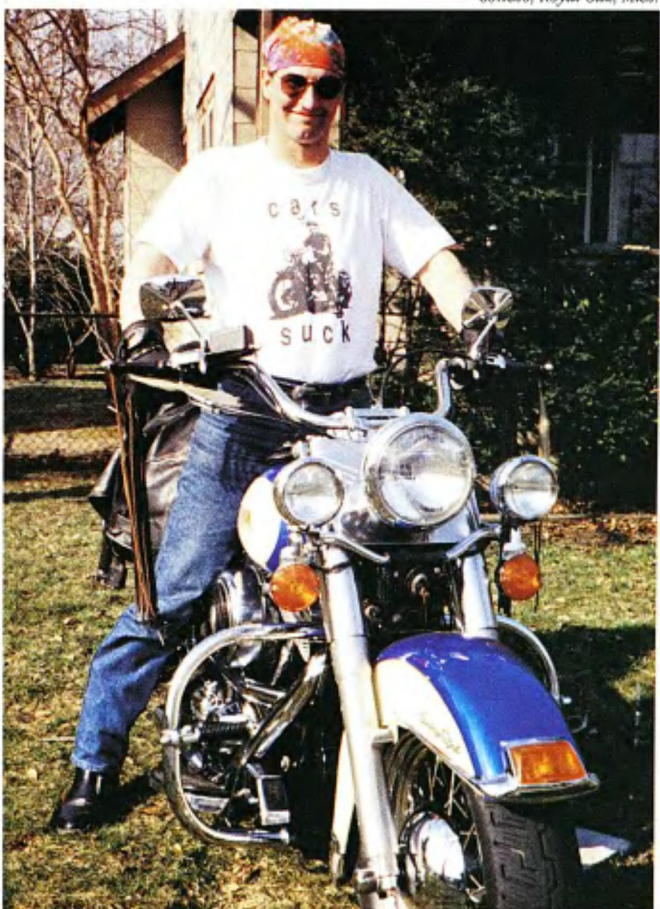
—Concho, Royal Oak, Mich.



Joe Dapice, Bithlo, Fla.



—Robert Torres, San Jose, Calif.



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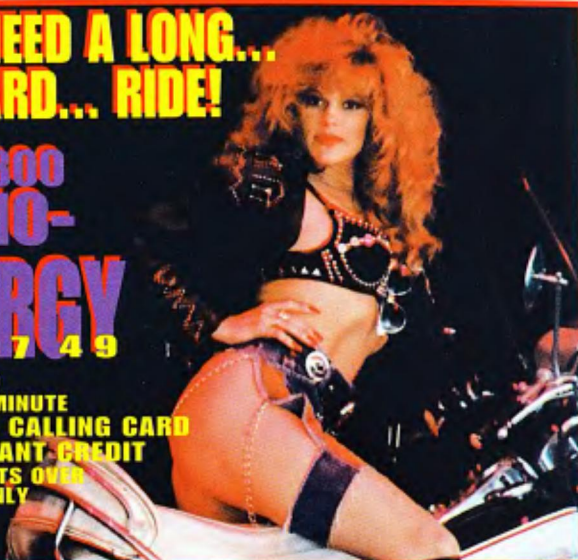
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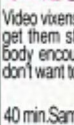


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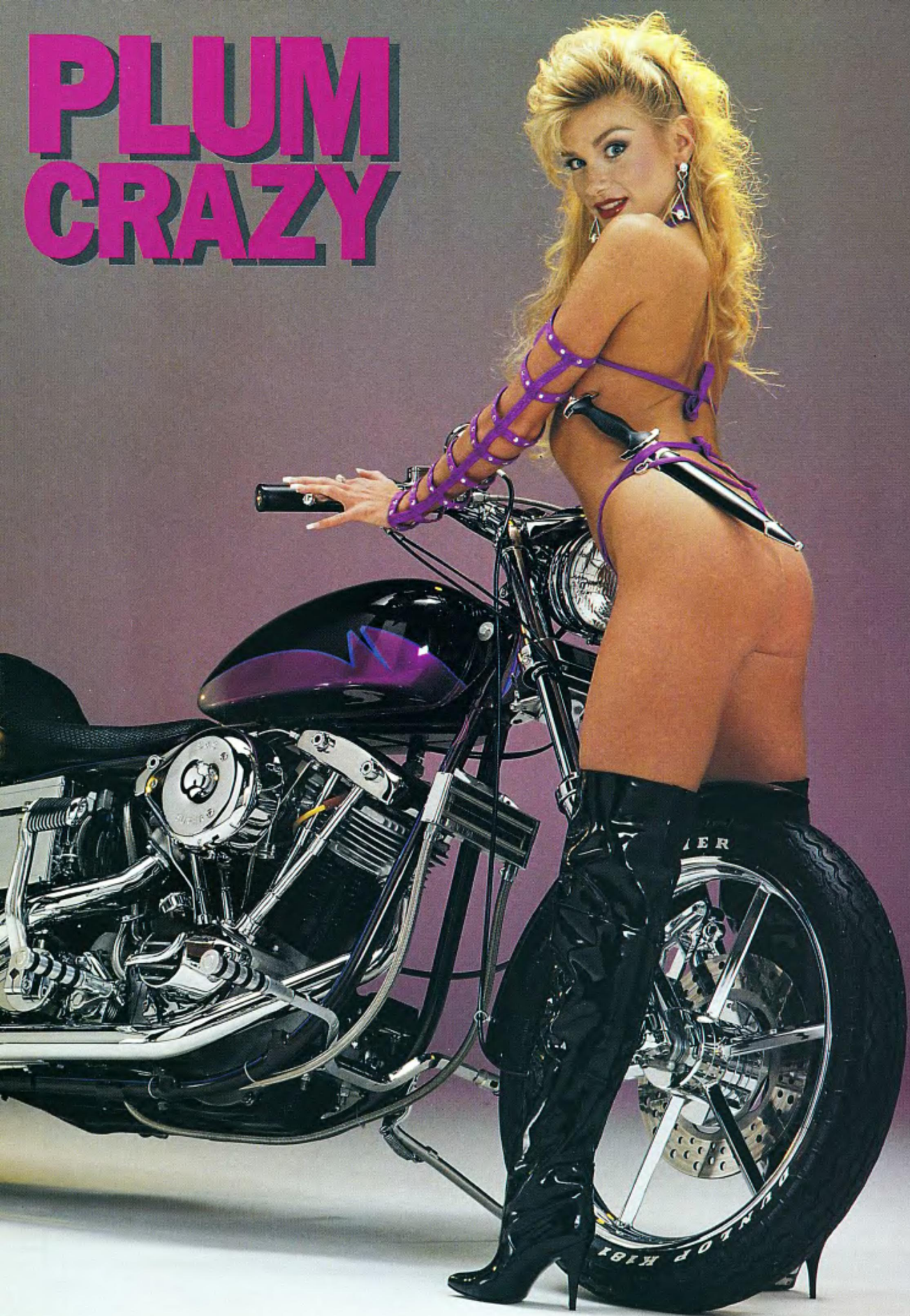
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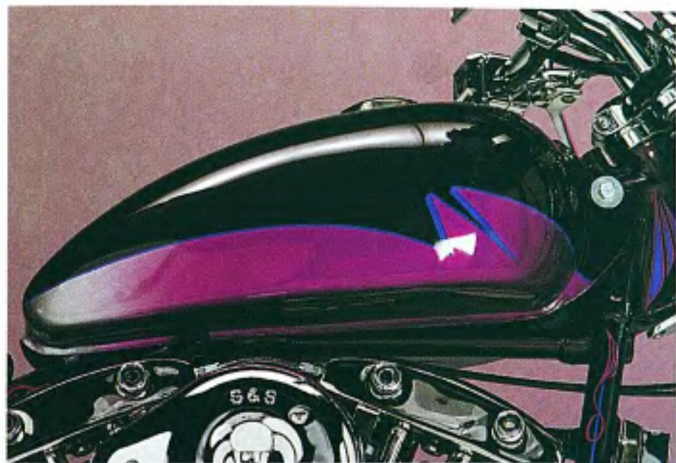




When John Stallings bought his 1977 Shovel three years ago it had a 93-cubic-inch stroker motor, some mild customizing, and another guy's nickname on the tank. That had to go—quick—so John yanked off the fenders and gas tank for a respray. One thing seemed to lead to another, though, and he ended up going plum crazy.

"You know what happened?" John said. "I was at a buddy of mine's shop, and we were gonna repaint the tank and fenders. He said, 'Hell, let's go ahead and pull the motor. We'll paint the frame, too.'" That was November, three years ago. "I said, 'It's cold weather. Let's do it.' Once we started taking it apart, I just couldn't stop."

Taking it apart was easy, but John wanted someone with the proper mechanical chops for the rebuild, so he enlisted another bro, Billy Jacobs of Cycle Service, to do the serious assembly. Billy is actually John's cousin, but neither of them knew it when they started this project. "We found that out when his mother came through the shop one day →



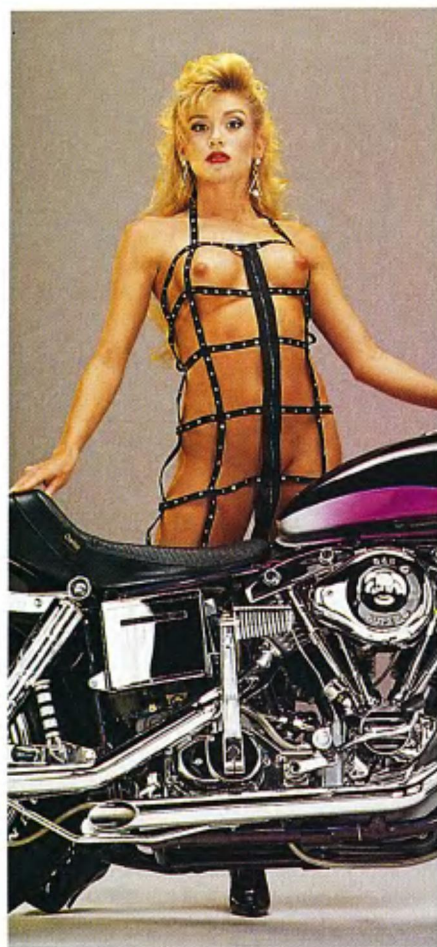
and saw my name on a work order," he said, laughing. "It was neat that it worked out that way."

John's love for two wheels is in his blood. His dad is a lifelong rider and a historian for the Wilmington, North Carolina, H.O.G. chapter. "I grew up racing bikes, motocross, things like that. Bikes were my dad's passion. Now that he's retired, he rides his Electra Glide Sport all the time."

When the original 93-inch stroker motor spit a piston pin circlip, John tore it down and had Billy bore out the Axtell jugs to a nice round 100 inches. "You wouldn't believe the inside of that motor," he told me. "The rods are polished and everything. It's just real slick." The transmission is all Andrews. "The bike's geared real high, it will do one hundred fifty easy." Is it reliable? "It is now . . ." said John, grinning.

The knockout paint job is a pearl and black base coat with Deltron Radiance transparent candy colors over it, fading from wineberry magenta in front to silver in the back. The eyeball on the tank was inspired by an illustration in a heavy metal mag.



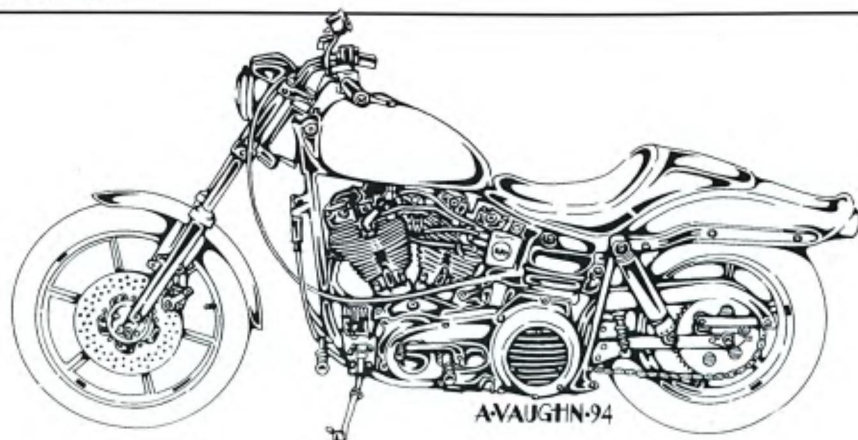


"I'm real particular. I want my stuff to look just right. I've got a whole table full of trophies at home. Every one of them is first place." As nice as this Shovel is, it doesn't look like it ever sees the pavement, but it is streetable, and John rides it hard. "You just about run out of nerve before you run out of throttle," he said. "This ain't no trailer queen.

One queen we wouldn't mind trailerin' around is this month's fox, Tondra Sue, a Southern belle from Greensboro, North Carolina.

—Rude Pete

Owner: John Stallings		City: Greensboro, North Carolina	
General		Frame	
Fabrication: owner		Year: 1977	
Year and make: 1979 Super Glide		Builder: owner	
Model: Shovelhead		Type: modified	
Value: too much!		Rake: none	
Assembly: Bill's Cycle		Stretch: modified for stroker motor	
Time: five months		Other alterations: everywhere!	
Chroming: local		Accessories	
Engine		Bars: Drag	
Year: 1977		Risers: Custom Chrome	
Model: Shovelhead		Grips: Ness	
Rebuilder: Billy Jacobs		Mirrors: CCI	
Ignition: Dyna S		Fender(s): custom kick-up on rear	
Displacement: 100 cubic inches		Headlight: stock H-D	
Lower end: S&S		Taillight: Custom Chrome	
Balancing: S&S		Speedo: Drag Specialties	
Pistons: S&S		Front pegs: Arlen Ness	
Cases: modified		Rear pegs: Arlen Ness	
Heads: huge 2-inch valves		Electrics: Billy Jacobs	
Cam: Andrews B-grind		Gas tank: H-D	
Lifters: S&S solid		Oil tank: stock	
Carb(s): S&S Super G		Oil system: S&S oil pump	
Air cleaner: S&S		Primary cover: stock	
Pipes: 2-inch Drag		Seat: Mike Corbin	
Mufflers: none		Sissybar: none	
Transmission		Forks	
Year: 1977		Type: FX w/engraving	
Modifications: all Andrews		Extension: none	
Shifting: Andrews		Builder: H-D	
Engine sprocket: chain drive		Special features: all over	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 49-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: local		Hub: factory	Hub: stock
Painter: Wayne Jarrett		Rim width: 2.75-inch	Rim width: 4.5-inch
Color: wineberry and magenta		Tire: Dunlop	Tire: Dunlop
Type: Deltron Radiance		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: yes!			
Other special modifications: Special thanks to Bill Ellis, Charlie Calloway of South Side Cycle, and Kenny Gilley of Young H-D.			
Photos: Bill Ellis			





I'll bet I've got you
seeing red.

Photoillustration: John Jordan

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Steve Kenny, Oxford, England

1992 Harley-Davidson Low Rider Sport

Steve Kenny lives near the famous university city of Oxford. "You ought to see the famous spires that dominate the city skyline shudder as my bike thunders down its ancient narrow streets," says Steve, grinning. "It stops tourists in their tracks."

Admiring his bike, I asked him where he obtained his sleekly designed fuel tank, fenders, etc.

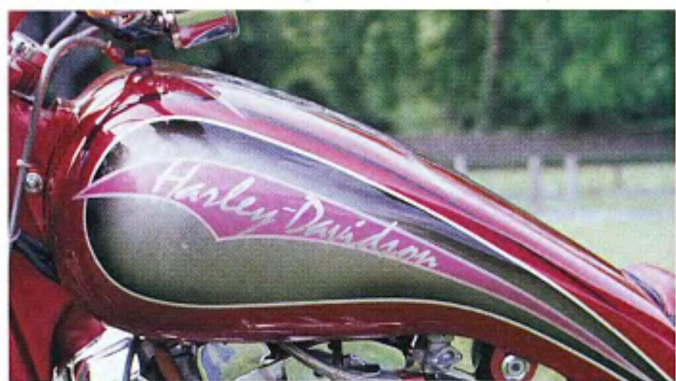
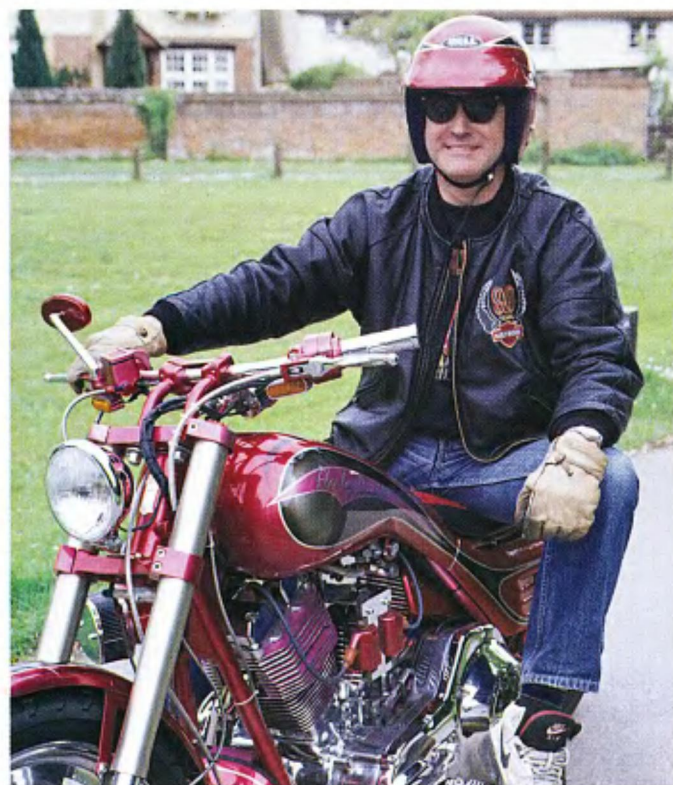
"Made them," was his casual reply.

Steve's a real do-it-yourselfer. With the most basic tools, he is able to create things that others would look at in amazement. His varied job history—a welder, paint sprayer, engineer, and now garage designer for a major chemical company—has given him the skills to rebuild and restyle his ride. Much of the work was done in his garage. Steve painted the FXR himself. To obtain the pink metallic effect, a number of paints were blended until the desired color was reached. The frame was altered to give the bike a slim-line appearance; the fuel tank was remolded, as were the fenders. The front RevTech chrome wheel was cut out to Steve's own design. The braking system was also engineered and redesigned. Steve made the metal base for the seat; the upholstery was stitched together by Steve's friend, a top sports car leather upholstery specialist.

In reward for his efforts, Steve's bike won first prize at a top European bike show.

—Richard Sowersby

General		Forks	
Fabrication: Steve Kenny		Type: White Power (Holland)	
Year and make: 1992 H-D		Builder: White Power/owner	
Model: Low Rider Sport		Special features: lots	
Chroming: Woodburn Metal Polishing		Accessories	
Engine		Bars: Drag	
Year and model: 1994 Evo		Lights: Bates 5 1/4/Lucas	
Rebuilder: owner		Gas tank: owner	
Displacement: 96 cubic inches		Oil tank: S&S pump	
Transmission		Seat: custom, owner	
Shifting: foot		Other: Ness mirrors and grips	
Trans sprocket: STD export pulley		Wheels	
Wheel sprocket: don't remember		Front	Rear
Finish		Size: 19-inch	Size: 16-inch
Painter: owner		Tire: Avon	Tire: RevTech
Color/type: candy red/2-part urethane		Brake: ISR	Brake: ISR
Special paint: graphics by owner		Special modifications:	
Frame		front wheel with C&C machined slots,	
Year and builder: 1992 H-D		custom side panels, tin fairing, rear	
Type: FXR		shocks by Ohlins (Sweden) and owner	
Alterations: shock mounts moved 3 in.		Photos: Richard Sowersby	



FOX HUNT

June Winner

Pull on your dancin' boots and get ready to party with Tondra, your most excellent choice as this month's Fox. This Carolina lady doesn't let her feet hit the ground long enough to gather tar on her heels. Blond, perky Tondra, known as Candy to her dance club patrons, hails from Greensboro and considers herself "a city girl and a ham" who likes shopping, horses, and modeling. She's good with figures, too; she's taking classes to be a CPA. Tondra gets turned on by men wearing cowboy boots and "nice-fitting jeans," and she likes dancing to sexy music. See her sway on the cover and on page 92 with John Stallworth's stroked shovel. —Loudmouth



My first ride was on South Padre Island in December 1993. With the sunset, sand, and a killer Harley between my legs, it was a thrill.
Shelli, Colorado—#1101



The first time I rode on a Harley-Davidson was an extremely exhilarating experience. I loved all the attention.
Jennifer, Illinois—#1102



My master told me to sit behind him on his Harley. I obeyed. We rode, then stopped atop a high hill where he held me tight.
Lisa, Pennsylvania—#1103



My first ride was on a 1956 Panhead. The feeling of raw, throbbing, unstoppable steel between my thighs was enough to spoil me.
Toni, Georgia—#1104



On my first ride I was 17, and still a virgin, but after feeling what I felt between my legs . . . well, I couldn't get enough.
Dianna, New Jersey—#1105



I was riding in the Hollywood Hills with the wind in my hair. The freedom was exciting and sexy.
Laura, California—#1106

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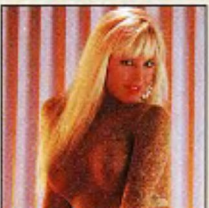
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VOLUME #8



VOLUME #9



VOLUME #10



VOLUME #11



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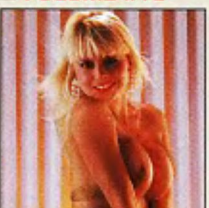
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FOX HUNT

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

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 hardbely 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). No Polaroids!
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, and no Polaroids. Sorry, no photos 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 #257 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000. For this issue,



Here she is, bros, the July 1994 winner in our monthly Fox Hunt, Angie Lynn, #706, from Brooklyn, Conn. See more of her next issue.

you can begin sending in your votes starting October 1, 1994.

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

The deadline for voting for this month's colorful crop of cuties is October 31, 1994. We'll print the winner in the March 1995 issue.

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

257

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 _____

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.

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

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

SKIRTS AND LEGS

The Shorter The Better

Last issue we put the dice in the dash while I chased my losing streak in Virginia. And although I was down to my last coin and my girl had walked out on me, I still had the open road, my scooter, and this project to look forward to. It doesn't take a pot full of gold to fill a set of fatbobs. And I'm just as warm and cuddly as a rich guy. We skid row gambler-types just meet our women after they have dinner. But I'll be back on top. It's just a roll of the dice.

But we're here to discuss the next installment in the Knucklehead saga—the rear fender. It began as a reproduction springer front fender from Custom Chrome, Inc. Every aspect of the base material followed the construction of the original Knucklehead fender, right down to the rivets holding the fender struts in place. CCI makes an entire line

Randy has developed a tradition of altered fenders, and this style is the mainstay of his line

of reproduction parts. The second component came from the same source as the inspiration for the bike. Ron Paugh at Paughco owns the scooter after which this project is being fashioned. The original Hollister bob-job is still secure in Ron's Museum, while Ron fabricates reproduction frames, Softail frames, and a line of custom products including the traditional chopper fender pictured here (photo 1).



Photo 1

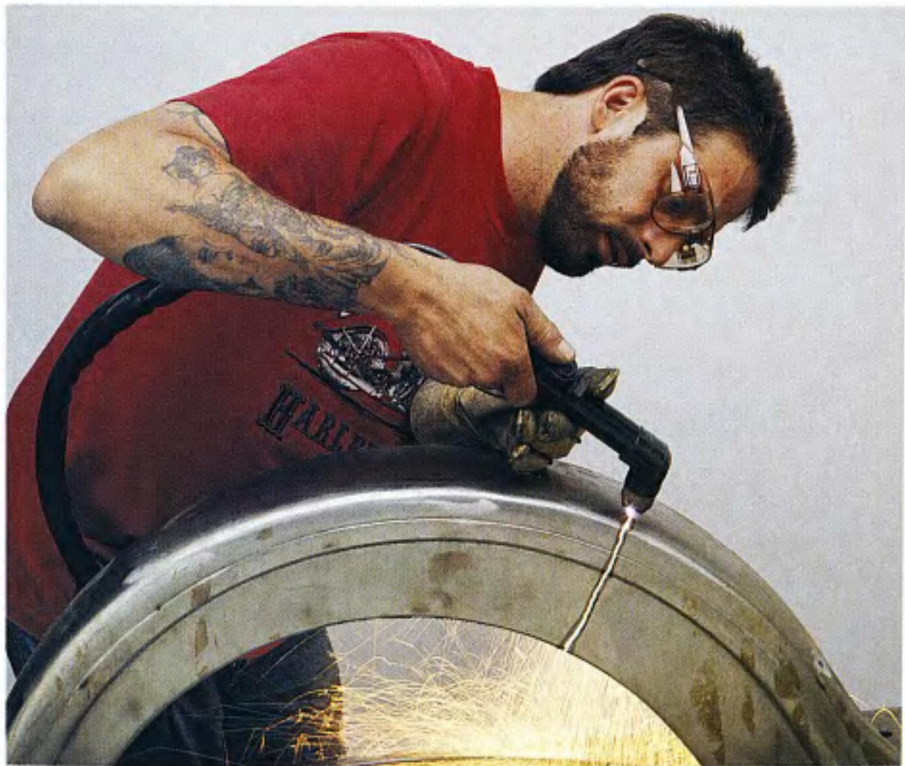


Photo 2



Photo 3



Photo 4



Photo 5

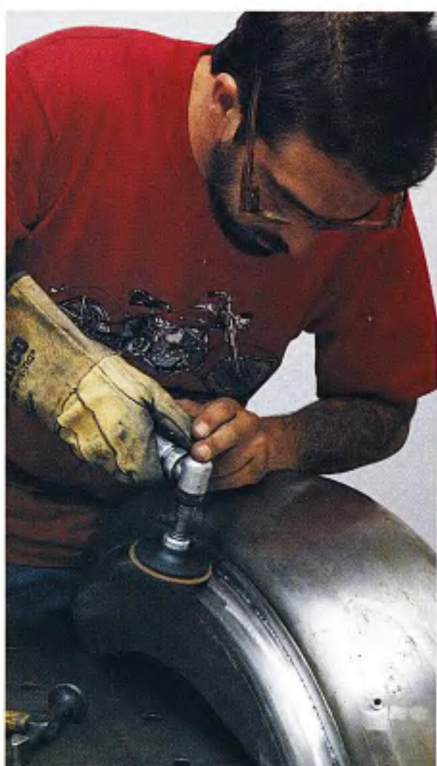


Photo 6

The last component is a sheet of 16-gauge cold roll steel that Randy Simpson of Milwaukee Iron laser cuts, adding various skirted looks to any fender. Actually, the final element is the talent behind the skirts. Randy has developed a tradition of altered fenders and this style is a mainstay in his line. He'll add the extra rolls and skirts to almost any fender on the market. Call him at (804) 845-7688.

So how does he do it? Don't ask me. I was gambling away my last dime in the alley behind the shop while he displayed his handiwork inside. But here's the word: Randy, with a notion to create the ultimate, bobbled and widened fender, tore into the CCI unit with a Plasma cutter. If you're still into torches, a plasma cutter uses a rod, compressed air, and electricity to make a much cleaner, →

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narrower, and finer cut, while producing much less heat than cutting torches (photo 2). The Plasma method also produces a finer edge, so less time is spent during the clean-up process. Next, he took the Plasma torch to the skirt on the heavy gauge CCI reproduction unit, then split the Paughco fender down the middle to create the two rolls (photo 3).

With a die grinder and sanding disc, Randy cleaned the cuts for a better fit and uniform welds. Then the units were fit together and tacked with the TIG welder

*After he was
finished
congratulating
himself, he
cleaned the welds*

(photo 4). Once it was determined that the overall effect was beyond the creative abilities of most bike builders, Randy stepped up to the plate and TIG welded the rolls and skirts in place (photo 5). The fender was then a permanent unit. And the rest, as they say, is history.

After he was finished congratulating himself, he cleaned the welds, first using a sanding pad on the die grinder (photo 6), then using a Scotch Brite pad. Finally, Randy sat back and enjoyed the admiration of the entire crew. And there you have it—another creative masterpiece by the creator of internal fork stops (photo 7).

—Bandit



Photo 7

Photos: David Jones

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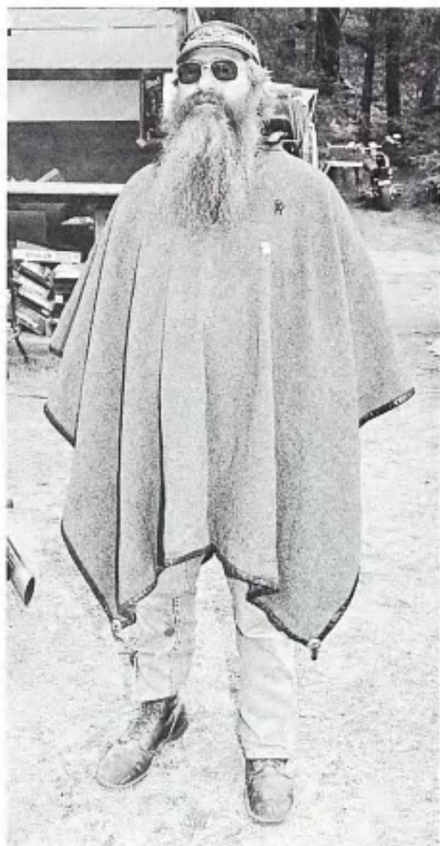
FOSSILIZED IN OREGON

In last month's issue, I left you readers in California, after going to Carson City, Nevada, and Sacramento, California, to attend motorcyclists' rights rallies.

Since it was nearing Memorial Day Weekend, it was time for me and Sugar Pai to head north for Fossil Campout '94, an event sponsored by ABATE of Oregon and held at the Bear Hollow Campground. The flyer said it was gonna be held at the Kinzua Air Park, but at the last moment the site was changed due to some off-road 4x4 door slammers tearing up the roadway. The Fossil Run (as it's more commonly known) has been going on for 17 consecutive years. It's one of the largest running motorcycle events in the great Northwest. And as far as I'm concerned, it's one of the best.

I got to renew my acquaintances with Rotten Roger, one of Oregon ABATE's officers, and Teach, an artist bud of mine. Teach is from Veneta, Oregon, and he produces children's coloring books with a message. I also ran into Russ, an ex-Californian who'd relocated up north. I had a large time meeting new friends, but let me back up to the beginning of this trip.

I left my pad in San Bernardino ('Berdo) around noon on May 25. I spent that night at my old pal Ralph's home in Pine Grove, California. The



Rotten Roger in full-dress uniform.

next morning, we took I-5 north out of Sacramento.

Up near the Oregon border, I popped in on an old friend, Sterling, who lives in Yreka, California. Sterling used to own Biker Bail Bonds in Ventura, California. He got tired of the big city ways and decided he

wanted a slower way of life. So, he sold his business and moved north to Yreka. He now owns and operates Sterling's Take-Out Barbecue and likes it very much. I tried some of his ribs and found them very tasty. Stop by and see for yourself. Tell Sterling you read about his place on these pages. From Sterling's, I rode to Dundee, Oregon. Because I arrived late that night, I spent the evening at Jeff Coffman's place before taking the I-205 by-pass around Portland, Oregon. I wrote about Jeff's American Classics shop last fall, while going south after the *Easyriders* Rodeo in Bremerton, Washington (March '94).

From I-205, Sugar and I went east-bound on I-84, which goes along the south side of the Columbia River. The last time I was on this highway, it was late at night and raining. This time, it was just the opposite. The sun shone brightly, and it was early in the day. As I pulled off the highway to take a break near Multnomah County, I ran into a small group of riders. They were also riding to the Fossil Campout. I rode with them till we reached Biggs, Oregon. They stopped to wait for their friend who was driving a back-up truck. Unbeknownst to them, their pal was already at the campsite. I waited a short time before leaving them and riding into Condon, Oregon. This part of Oregon is →



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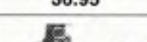
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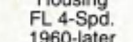
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wheat country, where many large farms cover hundreds of acres—some are irrigated, but many are dry. That is, they rely on Mother Nature's rainfall, which is usually abundant in these parts. While in Condon, I ate at the Roundup Cafe and Lounge. There were a lot of putts curbside while their owners were inside getting tuned up. The food was good, but the service was slow. Oh, well, I wasn't in that much of a hurry.

Anyway, getting back to the run, Fossil is a small community in north central Oregon. Nearby is the John Day Fossil Beds National Monument. Friday was set-up day, when the many vendors set up their booths. Also, those who had the day off and arrived early, could find the best campsites. I met Jana Rhoads Godfrey, an artist who was featured in *Easyrider*s several issues ago (July 1994). She produces erotic motorcycle art on bandanas and T's. The bandanas are 100-percent cotton or thinly split black cowhide. Her company's name is Good Godfree Productions.

Kid Tat-2 from Portland was doing some mighty fine looking tattoos.



The Cycle Imagery family, Santa Cruz, Calif.

However, he didn't give me an address or telephone number.

We were entertained that evening by a Portland band called Midnight Blue. They're a four-piecer with a female who plays bass guitar and sings. They got down with the blues. An ABATE member jammed with the band. I didn't get her name, but she sang some of the tunes that made Janis Joplin famous, and she did a damn fine job. It seems to me that the blues are trying to make heavier in-roads on the music scene; more so, let's say, in the last few years than before. We miss that good ol' Texas musician, the late Stevie Ray Vaughan. Anyway, I dug their tunes. They sounded pretty good to my ears. As a side note, how many of ya knew that the Gibson guitar company is 100 years old this year? Maybe I should ask, how many of ya care?

All day Saturday, the folks kept pouring in. Some came from as far away as Washington state and California. Of course you know who won the long-distance rider trophy. Yeah, ain't it grand, I'm stockpiling them. That afternoon they had some

biker games. They started with a plank race, then did the keg race and a ping-pong ball drop. They capped off the afternoon with an obstacle course. The kids weren't forgotten; they participated in a money hunt.

That night, around a large campfire near the stage area, we heard Jimmy Lloyd Rea and the Switchmasters. They also opened for Commander Cody and His Lost Planet Airman the next evening. They sounded great, as evidenced by the many people shaking their boogaloos up by the stage.

On Sunday morning, Oregon ABATE held a bike show. Afterward, they had more bike games. Besides, the wienie bite—everyone's favorite—they had a slow race and blind race. For the kids, there was an egg toss and a bicycle slow race. In keeping with the theme of the Fossil Run, they had what they called a Bronto Boot. It goes like this: A motorcycle rider lines up a stuffed brontosaurus in front of him, then as he rides by, he gives it a swift kick. The object is to launch it as far as you can without dropping your putt. Hey, it's different and it tests →

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a rider's foot and eye coordination.

Some folks brought their pets. I saw some fleabags, but I also saw a small pig in a harness and a parrot.

Sunday evening, the good Commander played for us. I really dug it 'cause I knew most of the tunes. It was great hearing them live again. The music's much better than disco or that head-banging shit. I mean, you could actually understand the words to the songs and sing or dance—as many folks did. They played way into the night. It was a great party. The people of ABATE of Oregon did a fantastic job and deserve mucho credit. Roger said that next year, they're gonna move the location and it's gonna be bigger and better. Good luck, and I hope it doesn't rain on your parade. It did sprinkle in the afternoon, but it wasn't anything to speak of. It cooled us off and kept the dirt down on the trail. If you're anywhere near Fossil, Ore., next year for the run, you should try to make it. I had a good time and didn't see any hassles—other than an ol' lady beating her gums 'cause she caught her ol' man



Milo Anderson and his award-winning ratster.



ABATE of Oregon state officers.

in the wrong tent. Hey, they all look the same; that's an honest mistake. Yeah, I'm trying to be funny, but it did happen.

We broke camp Monday morning. Since it was Memorial Day, I rode like the devil to get to Weed, California, in time for a Memorial Day service. Back in the April 1994 issue (#250), I wrote about a sculptor friend of mine, Dennis Smith. Dennis had recently finished a piece called "Hot Landing Zone." It was set atop a wall that will have the names of many veterans who gave their lives for our freedom. For a century note, a plaque will be placed on the wall for all to see. The money will go to defer the expense of the memorial garden. Mt. Shasta serves as a backdrop. That part of California received lots of rain last winter, so the snow line was way down and it was absolutely beautiful. I didn't get there until they had already started with the speeches; nevertheless, I shot it up—photo-wise.

Ya know, many people get into the party mode on this holiday weekend, that's their privilege as Americans.

But how many stop to think of those who gave everything so that we may enjoy the quality of life that many of us take for granted? The same thing applies to July Fourth, Independence Day. Stop for a moment to reflect and give thanks that we have people who are willing to sacrifice themselves for the betterment of our country.

After resting up a couple of days at Ralph's pad, I rode over to the coast. En route, I paid a visit to Harry's H-D Cycle Repair, the Bro's Club dealer in Vallejo, California, located where the old Bettencourt's H-D dealership used to be. Harry worked for the dealership until 1976. They rebuild motors, flow heads, do no-lead valve seats, are factory-trained, and have a Hartzell model 310 dyno. Balancing and crank case repairs are done in-house. I took a picture of Harry's crew gathered around a 1957 Pan that I'd kill for. Seriously, it was a pretty fine restoration.

From Harry's, I split toward Santa Cruz, California, to visit with the good folks at Cycle Imagery. I didn't reach Santa Cruz till late afternoon and was pleasantly surprised to find it so well-equipped. The shop's →

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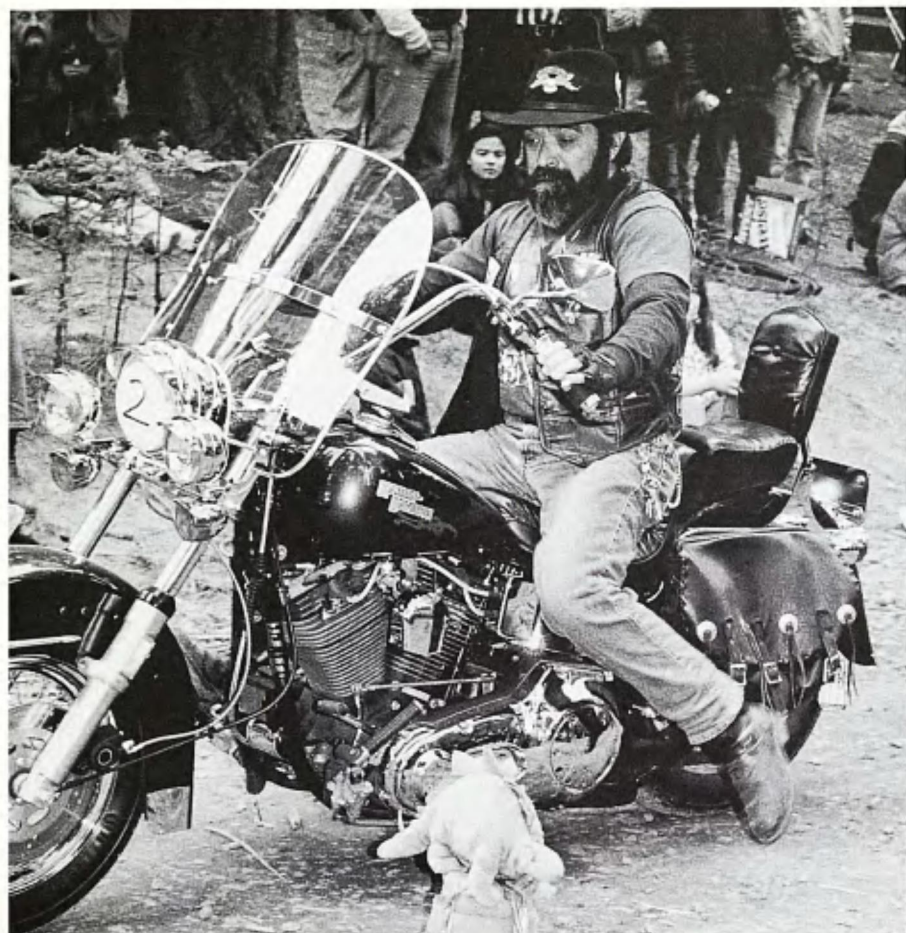


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laid out like an upscale designer store. They have all the latest goodies on hand for their customers to see and fondle. Plus, they have a clean room where intricate parts, like engines and transmissions, are assembled. Cycle Imagery has a Dynojet dyno to fine-tune motors. Dave, Joe, and Carla are partners and they have been in business since 1986. The need to expand due to increased business forced them to move three times before settling at their present location.

They have chrome and paint exchange and do performance mods as well as warranty work. They do all the work in-house except painting and chroming. Along with the dyno, Cycle Imagery also has a Snap-On gas analyzer, an oscilloscope, and a complete machine shop next door that does boring and valves. They also do unleaded conversions. The store is opened 7 days a week, 9 a.m. and 6 p.m., and 10 a.m. to 2 p.m. on Sundays. They built a rigid Evo for Steve Semas, who earned 3rd place at the 1994 Oakland Roadster Show. I was impressed with their



Givin' it the boot.

Photos: Rip

operation and the folks who work there. Cycle Imagery is one of the finer stores in the Bros Club network. They also had some good-looking scoots for sale. It's a nice place, and they will treat ya fairly. What more could you ask for?

They took me out to dinner that night. We ate some pretty good Mexican food at Salsa De Ben Lomond. After dinner, we stopped in at Tampico Grande for a few drinks. They offer line dancing every Tuesday for beginners. I had a great time with these folks before heading back to 'Berdo the next morning.

Well, it's that time again . . . time for that closing line where I ask for mail. I'm looking to check out your neck of the woods. So, how about dropping me a line and letting me know what the haps are around your place? Otherwise, I'll see ya.

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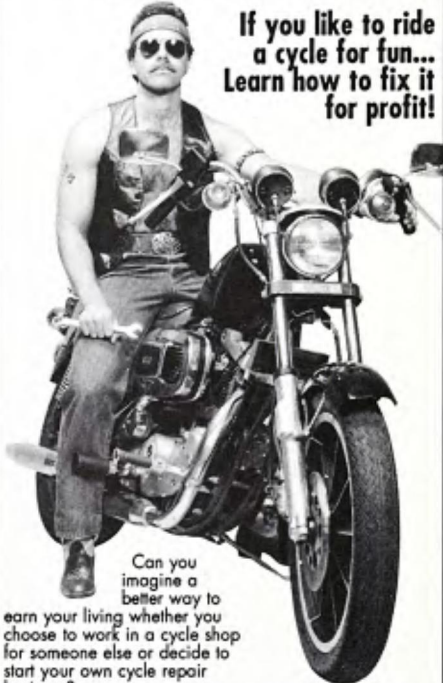
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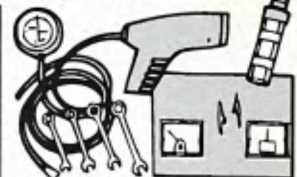
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LOOKING BACK

*Harold Staples Retraces The Cycles, Cars,
And Cameras That Chronicled His Life*

I was born in 1925, in Weymouth Heights, Massachusetts. My family and I lived in a subdivision called Weymouth Domain. This chunk of real estate was on the "other side of the tracks," in more ways than one. The "Domain" was bordered by four active gravel pits

and a huge U.S. Navy Ammunition Depot to the rear. We kids would climb over the chain-link fence and go swimming there when the tide was in.

My mother owned a Brownie Box camera, but we never had enough money to use it much. My

brother bought a "Univex" camera for 39 cents. Later on he graduated to a Brownie Reflex.

My father's only car was a Model-T Ford Touring, which he had to sell in 1933 when the Depression was getting worse. People in our neighborhood drove

Chevys, Fords, Dodges, and Essexes in all stages of dilapidation. Getting the Ford running on a brutally cold Massachusetts winter morning was some chore. They would jack up a rear wheel, pour hot water over the manifold, crank it, swear at it, and a few other tricks, but usually got it going after a while.

I can't remember anyone owning a motorcycle in our area. In the woods nearby, there was an old cycle frame that we kids used to play on.

In the summer, my family would visit relatives in Maine "via" the Newburyport Turnpike. Long lines of motorcycles would pass us, some with passengers sitting on a little seat over the rear wheel and holding on to a little handle in front of them.

Jumping ahead to December 7, 1941, I heard about Pearl Harbor on the car radio of a 1935 Chev. I knew about Hawaii but never heard of Pearl Harbor. That being on Sunday, we went to school on Monday. I was a Senior in Trade

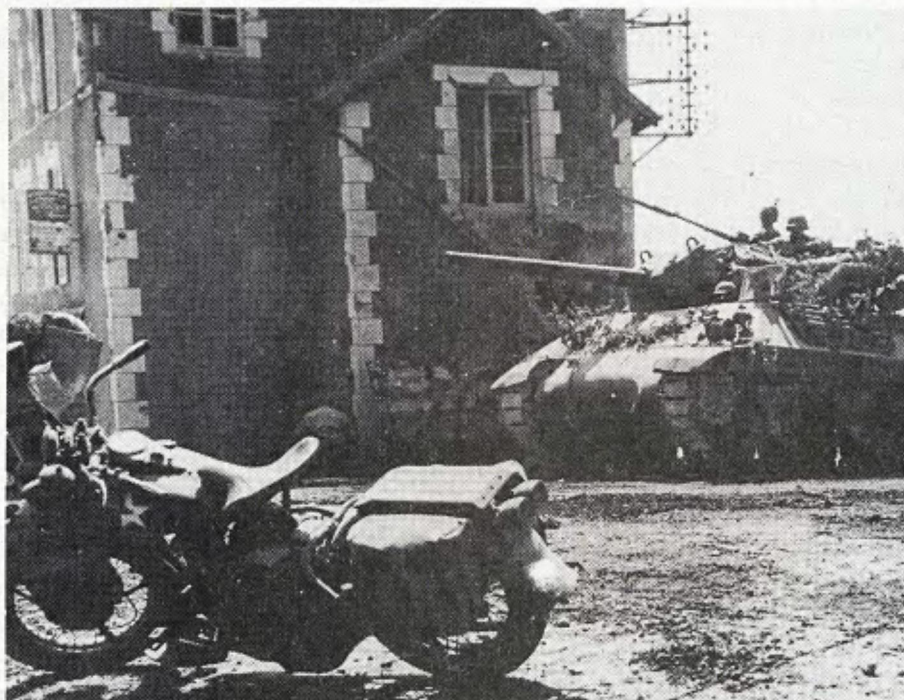
School. An announcement over the P.A. system said, "Big air raid! Everybody go home!" It was a false alarm. Shortly thereafter, at the football field, the Civil Defense had a demonstration about incendiary bombs: what to do, how to put one out, etc.

The year 1942 went by quickly. We lived in a critical war industry area. Three miles away was the Bethlehem Steel Shipyard, a huge place that built aircraft carriers, battleships, cruisers, LSTs, etc. They worked three shifts, seven days a week. Also nearby was the National Fireworks Co., which manufactured munitions. In March of 1942, Bethlehem Steel (Navy) built

another shipyard in Hingham, where there used to be corn fields, a small airport, and a dude ranch.

Three months before I graduated from school, they let us out early to work on the construction. I was a carpenter apprentice earning 85 cents an hour. This was 100 percent union. We got time and a half for Saturday. Sears Roebuck's best carpenter hammer sold for \$1 (on sale at the time). A cold, 16-ounce bottle of Pepsi-Cola was 5 cents.

A Navy Blimp Base was built in the other end of town at South Weymouth. Sailors, soldiers, and Marines were everywhere. The



U.S. liberators atop an Army tank destroyer, with H-D 45 in foreground, Percy, France, 1944.

Navy Ammo Depot in Hingham loaded barges with heavy-duty stuff. My father had worked there in 1918, during World War I. Coast Artillery big guns were at the rear entrances of Boston Harbor. Machine guns were put on Fore River Bridge Towers. Automatic artillery guns were dug in at Boston Edison Power Company in North Weymouth. Searchlight batteries sat atop Great Hill. In Quincy Square, many buildings had sand-bagged entrances, such as First Parish Church. Cellars were used as air raid shelters, and free lunches for servicemen were available.

Soon I was in the U.S. Army, stationed at Ft. Benning, Georgia. A

few paratroopers had motorcycles, Harleys and Indians, of course. While going out on pass at Fort Benning, I saw a G.I. on an old Indian Scout. He had two dry cell batteries tied on the rear fender; it ran okay. The strap on his Garrison Cap was pulled down around his chin so it wouldn't blow off.

I drove a truck in the motor pool. I was at Headquarters one day, sitting in my truck and waiting for a passenger. A wood fence was in front of the parking area. Along came a cycle with a sidecar and passenger. They both jumped out, went into Headquarters, and came back in a couple of minutes. The driver kicked the cycle once and off it went like a shot through the fence. I guess it was still in gear. He mangled his left hand rather badly. He started weeping and moaning. It happened awful damn fast.

Just before shipping overseas we were told that if we wanted to bring along personal items—cameras, movie cameras, and such—we could pack them in the TAT

(To Accompany Troops). This was equipment, mainly portable gasoline cook stoves with ovens for our kitchen. I guess the idea was okay, but when we got to France the stoves didn't follow. Maybe they ended up in Australia; goodbye cameras and other valuables.

After being in France for about six months in 1944, I was re-assigned to the 187th Engineer Combat Battalion. We built bridges, cleared roads, and ferried infantry (in plywood boats with outboard motors) across the Rhine River.

The German Army was surrendering in endless columns: in cars, trucks, half tracks, cycles, horses and wagons, bicycles, and on foot. →

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My wife, Barbara, on 1939 Indian, East Weymouth, Mass., 1950.

Along came a yellow 1936 Packard Convertible Coupe, almost dragging bottom with a full load of "Krauts." We kicked them out, searched their packs, then jumped in the Packard for a grand joy ride. After a while it ran out of gas. What a nice car to have back home. Big Mercedes touring cars were grabbed by the Colonels and Generals and repainted with GI paint. About this time I took a camera and a pair of binoculars from a prisoner. The camera was a folding-type Rodenstock with a self-timer and 3:5 lens. It was a 1935 model that used 120 roll film with 16 exposures. Getting film developed and printed was a problem. A civilian had a small darkroom in his unheated apartment. His chemicals were old, and he could only print the pictures the same size as the negatives, about 1 1/2 inches by 2 inches. Paper was hard to get. We would pay with food, cigarettes, soap, or whatever. The money was almost worthless; there was nothing available to buy, at least not in the part of Germany where I was.

After the Packard ride, along came a GI on a German cycle, a BMW or a Zundapp, with the cylinders sticking out sideways. I stopped him and jumped on the carrier that was mounted on the rear fender. Well, cobblestone

roads covered with horse manure and crowded with people are not ideal for cycle riding. I think the guy driving was disappointed he wasn't killed in the war because I was firmly convinced that he was suicidal. When he turned down a railroad yard between freight cars loaded with everything, with not much clearance on either side, he tried to break all speed records.

Up until then I was still a young and healthy 20-year-old—and wanted to stay that way—so I pounded his back and hollered, "I've had enough. Let me off."

Back at the motor pool, there was a Harley that was no longer being used, since the war was over. Someone showed me how to start it ("Be sure to retard the spark") and how to work the foot clutch. I started riding it around the compound a little. The chain kept falling off, but I got the hang of it anyhow. This was in Mainz, Germany, across the Rhine River from the French occupation zone. Germany was broken up into four zones: American, French, English, and Russian.

I spent one year in Germany, most of 1945 and some of 1946. During that time I took a lot of pictures with my Rodenstock. The famous Leica cameras were back in production but were impossible

to get. One was raffled off in our company around January 1946.

I left Germany on my 21st birthday, March 19, 1946. Our ship got into a bad storm two days out of Bremerhaven. We thought the ship would sink any minute. I was back to civilian life a few weeks later.

I bought my first cycle, a 1939 Indian Chief, in 1949 in Providence, Rhode Island. I paid \$125 for the former State Police machine. I lived about 50 miles away, so I had to ride up busy U.S.1, big trucks whizzing around me as I was holding on for dear life. I made it home okay. This Indian had a suicide clutch, but I thought they were all like that. Shortly after the motor began making a strange noise, it quit altogether. My brother towed me home with a rope. That's no fun. We took off a cylinder head and discovered that a piston ring had broken and jammed up on top into the head. I went to see a guy named Hank the Hermit. He had old cycles and cars. He gave me a used piston. We stuck it all back together, and it ran all right.

Just before getting married in 1950 I sold the '39 Indian for \$60. It looked good, ran okay, and had leather saddlebags. Next I bought a 1946 Chief with Indian saddlebags and a kilometer speedometer. The guy who had previously owned it was killed in an accident. The only damage to the cycle was a small dent in the gas tank. I sold this cycle for \$200, for no particular reason.

My neighbor had a 1930 Indian Scout "101" in his garage. The Scout wouldn't run; it had been sitting for several years. I bought it for \$25. It had a magneto. My older brother, being a good mechanic, suggested we take the cover off the timing gears. All those little marks lined up okay. We moved one a few notches and put it back together. It didn't start. We repeated this procedure three times and that did it, it fired up in a cloud of smoke. "Old Indians never die." I really wanted a better cycle, so I rode it to a small dealer in Brockton, Massachusetts, about 25 miles away. I rode very slowly because →

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At the races in Laconia, N.H., 1951.

the tires weren't very good. The dealer offered me \$35 toward a 1948 Harley Panhead, a 4-speed black beauty.

My wife and I rode to Laconia, New Hampshire, for the 100-mile

side valve Harley-Davidson. It was hard to start. I later sold it for \$40. The new owner complained because the battery was dead.

Some of these motorcycles we didn't even take pictures of; I

I bought a 1939 Indian Chief for \$10. It had been discarded and was lying in the weeds

National Road Races. Returning through downtown Manchester, we got stopped by a motorcycle cop for speeding and passing cars. At the station the lieutenant slapped me with a \$75 fine. I explained to him that I'd just bought the cycle and that it rode so smoothly, I didn't know that I was going so fast. Also, I didn't have any money. The arresting officer hemmed and hawed a little, then let us go.

In 1951 I bought a new Harley "125." I bought it right in the crate. It had been damaged in transit; the crate had been stood up on end and battery acid had run out onto the rear fender. My wife rode it around some up and down the road in front of our house. I rode it to work a few times.

In 1952, I paid \$60 for a 1936

didn't even think of it. In 1952 I bought a nice 1941 Harley Knucklehead 74 for \$225; it had lots of chrome and big leather saddlebags. Four big dogs chased me on it in downtown Portsmouth, New Hampshire. I ran over a big Collie and killed him. I couldn't avoid him. I was going real slow, so I didn't take a spill. My only accident was when my 1939 Indian fell on me in our muddy driveway. No damage.

I bought a 1939 Indian Chief (with extra parts) for \$10. It had been discarded and was lying in the weeds. "That'll never run again," they said. Well, I timed it up and tinkered with it some and got it running. The present owner restored it, and it is now in a collection in Maine.

For about 10 years I didn't have any cycles. Then the bug hit me again. Driving by an open garage in January 1967 I spotted a red '47 Indian. It was a good one. I kept it for 18 years.

In 1973, while driving down a side road in Milton, New Hampshire, I spied a cycle on a back porch, it was a 1948 Chief with a rebuilt motor. I bought it quick for \$200. It was a basket case but I put it all together and got it running. The man who bought it from me has put 100,00 miles on it. It still runs great.

I bought out a Vermont dealer's NOS parts. He sold Chryslers, Plymouths, and Indians. I sold parts to local restorers and some to California dealers. Thieves broke into our house while we were living in Florida a few years ago, so I decided to sell the '47 Chief before some thief tried to steal it. I have owned a 1975 Norton and a 1979 Triumph for a short while. Both were nice, low mileage, both black in color. We don't have any cycles at all now. We would love to have a big Harley with a sidecar, but . . .

My wife had a 1976 Honda 500 which ended up in Alaska. She also had a 1982 Honda 250 custom which we gave to our son-in-law. My wife was 47 years old when she got her motorcycle license.

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We still take plenty of photos and some camcorder pics. We use cameras like Speed Graphic, Kodak, Rolliflex, Rodenstock, Minox, Yashica, and others.

All in all, I can't help but feel grateful to the many cycles, cameras, and cars that served as mileposts in a memory pushin' 70.

—Harold and Barbara Staples

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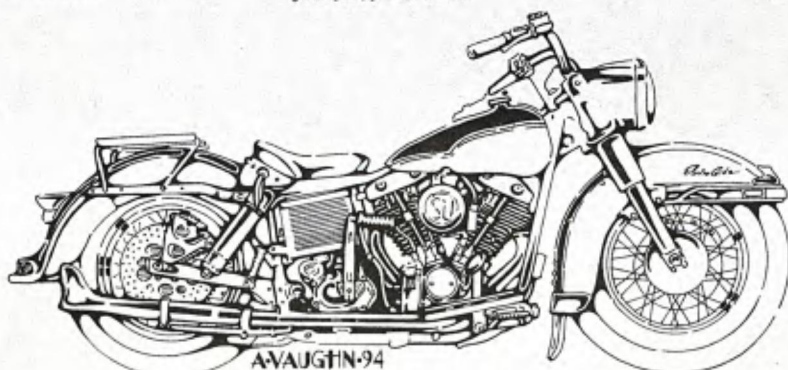
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LEADER OF THE PACK

Marnie Matatrese, Longboat Key, Florida

The Longboat Key Florida Chamber of Commerce president came home from a wild week at Daytona Beach 1992 and announced to a very surprised spouse, "Guess what? I'm gonna get a motorcycle!"

As in Fat Boy, with all the trimmings.

Her surprised spouse said, "You do, and it'll be the end of our marriage!"

And you know what? He was right.

Marnie Matatrese never looked back on her ex's ultimatum. The two-term Chamber of Commerce president and owner of Aerobics and Iron (a co-ed health club) rides solo now.

"I owe it all to my sister," says Marnie. "She works with the All Harley Drag Racing Association [AHDRA], and she invited me to hang out with her and the guys at Daytona Bike Week 1992. I saw it all there and absolutely fell in love with the lifestyle, the freedom, and the 'nobody cares who you are' attitude."



Prophetically, Marnie had signed up to take the Motorcycle Safety Course *before* she went to Daytona.

"I did it thinking it would be a good idea to learn how to ride," she recalls. Sitting all week on the back of Dane Miller's bike convinced Marnie that she was ready to take the reins of her own iron horse. "Five days back from Daytona, I took the course. Then I started looking for my bike."

She'd fallen in love with Fat Boys, having admired every variation and color imaginable. But as anyone who's tried to buy a new Fat Boy from a dealer can tell ya, they're few and far between. A typical waiting list can be anywhere from three to five months. Now, Marnie was *ready* to ride. Not wanting to spend months waiting around, she sought the help of a Longwood, Florida, dealer who specializes in locating hard-to-find rides. "He called me five weeks



later and said a ninety-three model had come in that a customer couldn't pay for," Marnie explains. "He said to be there in twenty-four hours with the money. I went up with a friend who rode it back for me."

But the hard part was by no means over. Now came the "tedious process of learning how to ride a Fat Boy," Marnie confesses, "which is very different from the little bikes they have you putt around the parking lot on during rider safety class."

Those two weeks went mighty fast, but the *real* test would be making the mother of all rides—to the Rally And Races in Sturgis. Limited days off meant having to truck her bike to North Carolina ahead of time, where she met up with her sister and the AHDRA pack. Imagine making your maiden voyage with AHDRA honchos Dane Miller, the late Ace Pashcel, and Curtis (a veteran

*She'd fallen in love
with Fat Boys,
having admired
every variation and
color imaginable*

drag race announcer at Sturgis).

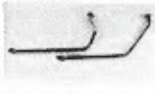
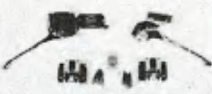
And her first few road tests?

"It was trial by fire," Marnie jokingly recalls, "and I'll tell ya, I kept up with them. I rode in the rain, the wind, and the hail. I *definitely* learned how to ride on my way to Sturgis."

And so a local legend was born; ironic, considering that Marnie used to be one of those folks irritated by bikes and bikers. Appropriately, the band at the July 1993 Chamber of Commerce Annual Dinner played "Born To Be Wild" in Marnie's honor as a gen-u-ine biker roared his rigid springer onto the floor. Well, Marnie didn't miss a beat as she straddled the P-pad with fire in her eyes, 'cause she could lead or follow every step of that dance.

—Drummer

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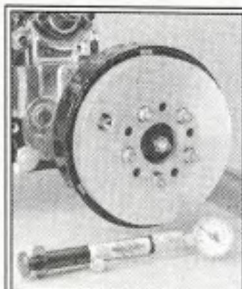
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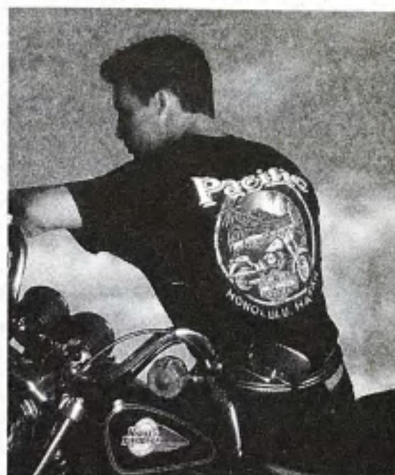
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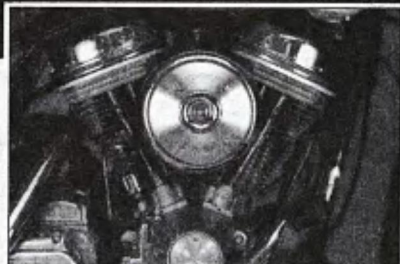
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BATH BIKE SHOW

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Cool chicks and sweaty bodies, roasted by May heat waves, were drawn by the lure of beautiful bikes, booze, and fun to Bath, England. The venue was in the beautiful southwest of England in Avon, between the ancient Roman city of Bath (named for its hot mineral spring baths) and Stonehenge. I was tempted to wade

into the springs, soak for a while, and then just ride away. Alas, bathing is forbidden, and the only other water sources, the local farms' sheep dips, weren't quite as inviting. Looming nearby were the awesome prehistoric rock wonders of Stonehenge, erected centuries ago by peoples of the Neolithic or Bronze Ages.

The three-day bash at the beginning of May marked the 11th successive year of the "Bath South West Custom and Classic Bike Show." Staged at the Royal Bath and West Showground, between 25,000 and 30,000 people attended this event, which is regarded as one of the most prestigious shows in all of Europe. Winning a prize at this



show is like striking gold, and any biker worth his leathers tried everything to prepare his pride and joy to beat his rivals. Over 200 entrants were chosen from the thousands that applied, each hoping to display their pristine bikes in a massive hall to be admired by the public and judged by the most respected motorcycle authorities in Europe.

Many different types of bikes were represented, from the most incredible Harley-Davidsons to the great British bikes of days gone by. One of those was a very rare 1914 "overseas" British-made bike from Birmingham. The oldest classic bike in the show was a 1911 Douglas.

There were two "Best Bikes in Show" categories: one for custom,

and one for stock bikes. The Custom Class was won by a former employee of Arlen Ness, Andrew Peters, with his incredible 1340cc custom Shovelhead. Andrew also took the prize for Best Engineering. The prestigious awards for the winners and runner-ups were specially commissioned "Bristol Blue" glass vases.

For those wanting a bird's-eye →



view of both the show and the two sprawling campsites, there were helicopter flights for a few extra pounds.

The weather, which always seems to be a hot topic of Brit conversation, was just like Texas—hot, dry, and dusty as hell—perfect for driving us to swill down all the ice cold beers we could muster; unlike



the event three weeks previous—the 3rd U.K. H.O.G. Rally—where there was an uncomfortable mixture of hot, cold, snow, and wind.

Old and young alike came to join the carnival atmosphere on public Open Days, rubbing shoulders with tattooed bodies and leather-clad bikers.

Proving what a magnet the show



is, many H.O.G. members interrupted their own three-day rally—down in the clotted cream, strawberry jam, scone and tea county know as Devon—and rode up for the day.

It had so much to offer everyone. There was even a huge indoor bike jumble sale where you could buy bike bits and engine parts (enough to rebuild a bike from

*There was also a
tattoo convention
with some of the best
artists in the country*

scratch, provided you had the tools to do it). Outside was a long mall of vendor clothes, stalls, and more—even sexy lingerie stuff for women who don't want to wear much else.

There was also a tattoo convention with some of the best tattoo artists in the country performing on willing victims. Additionally, →



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Photos: Richard Sowersby



those brave enough (or drunk enough) tried bungee jumping from a high crane.

Yet another attraction was testing your super-human strength by pulling a heavy goods vehicle.

International cuisine catered to all tastes: Chinese and Japanese specialties, Indian curries, big German sausages, American beef

burgers, and, naturally, English fish and chips. Needless to say, no one went hungry during the event.

In the evenings, when the bike show viewing had closed, an amazing collection of live bands awaited, and, of course, the bars were open all hours.

Roll on next year. Cheers!

—Richard

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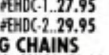
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AT YOUR NEWSSTAND OCTOBER 27th

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PRIDE AND JOY

*Beatin' The Heat
On A '58 Pan*



Two armadillos were sitting by the side of the road during a sweltering Texas heat wave, and one said to the other, "Hey, Bubba, I heard that the Olympics'll never be held in Texas. Why is that?"

Bubba spat a wasted wad of Red-Man out onto the sizzling road, watched it smoke, and

replied, "Well, Cletus, I reckon that's on accounta the humidity is so bad down here, the javelins would get stuck in mid-air."

And like all things Texan, that's a true story.

Now when Andy Anderson is blisterin' down the highway on his 1958 Panhead, he's anything but stuck. His faithful 74 cubic →



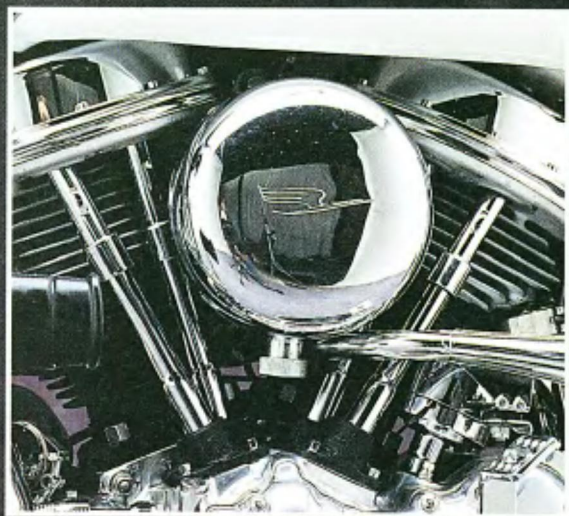
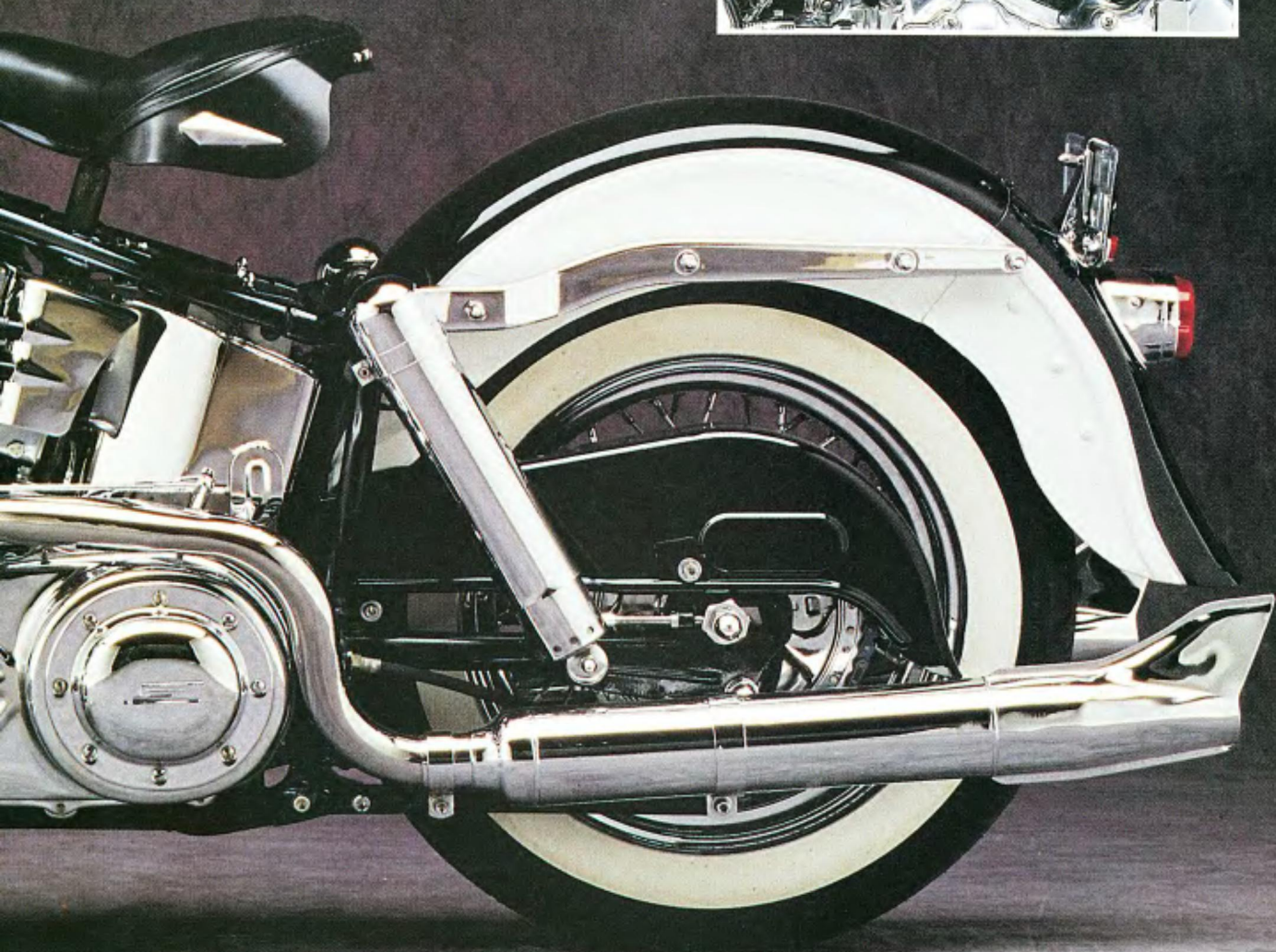
incher has seen its share of Lone Star State asphalt, and it recently took Second Best Of Show at the March 1994 *Easyriders* Bike And Tattoo Show in Waco, Texas.

A real crowd favorite, Andy's 95-percent-stock Panhead ran neck and neck with Nick Garton's 1958 chopper. Andy had trailered Nick and bike down to Waco,

*He nabbed
second place in
his first-ever
bike show*

but after Nick took Best of Show, Andy decided to leave his buddy home next year.

The man's got nothing to complain about, though, because he nabbed second place in his first-ever bike show. The Duo-Glide's choice artwork from Andy's Cycles (no relation) in Fort Worth sure helped. The paint scheme is



the reverse of the factory colors for that year. It only cost Andy \$300, and it was his first completely painted motorcycle.

"The others were sprayed with Krylon," he said of the low-buck model paint you get in hobby shops, "and it left my previous rides (a 1950 Panhead, 1949 basket case, and 1974 Sportster) ,

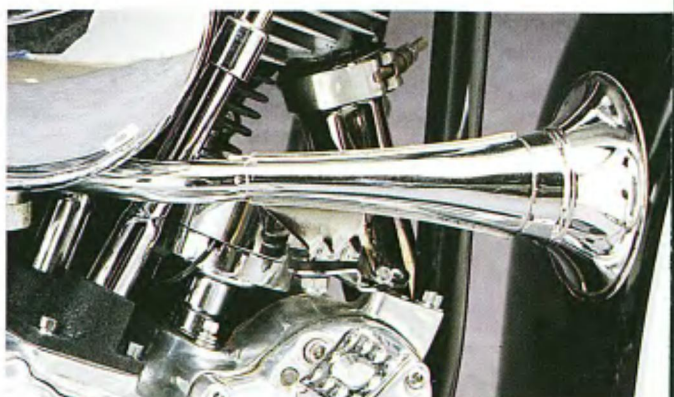
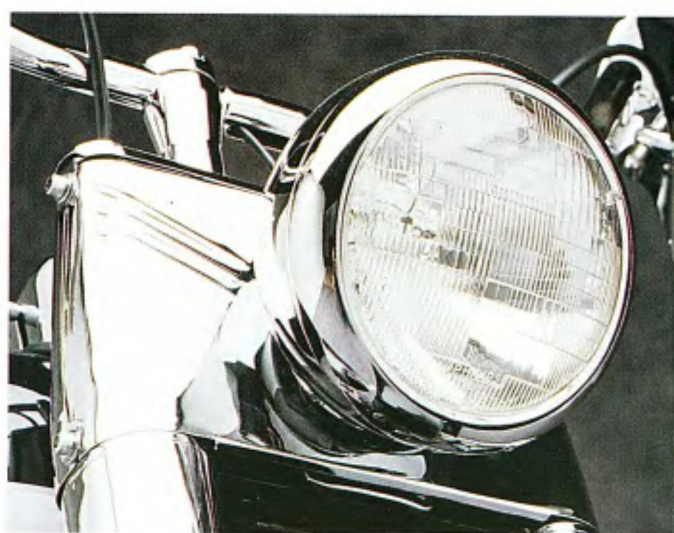
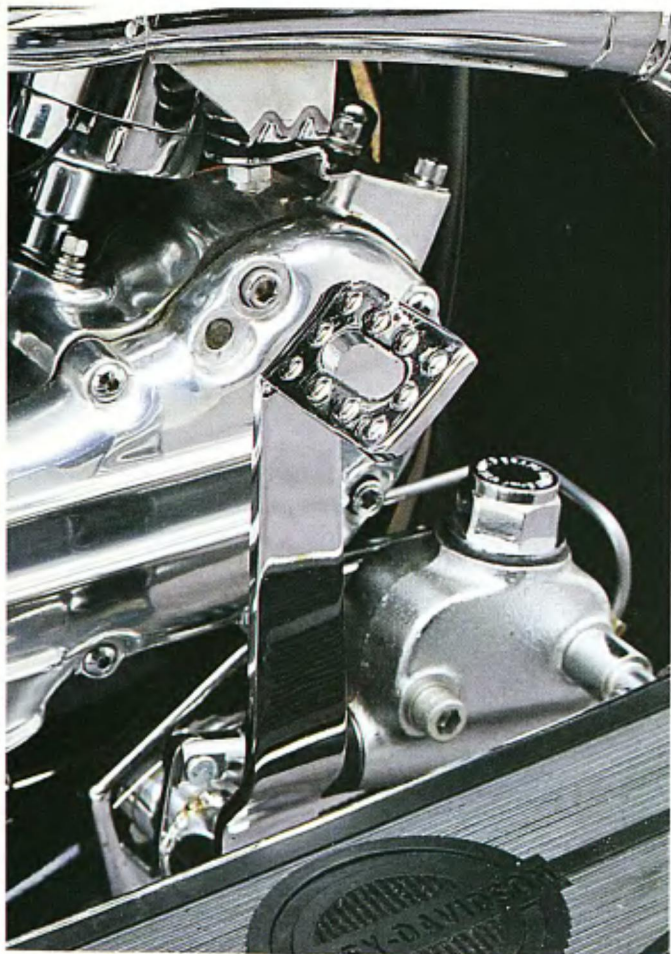


SECOND PLACE WINNER

Easyriders Bike & Tattoo Show Tour

Waco, Texas, March 18-20

Owner is eligible to compete in the \$35,000
Invitational Show, Columbus, Ohio, Feb. 1995





looking like dimpled oranges."

This pristine Panhead traded several hands in the Dallas area before Andy got his on it, and they aren't anxious to be anywhere else.

These days, the ex Recon Marine is doing what those guys do best—moving forward with determination—and he's doing it with style on his Texas pride and joy.

—Drummer

Owners: Andy and Anna Anderson		City: Plano, Texas	
General		Frame	
Fabrication: Andy's Cycle, Fort Worth		Year: 1958	
Year and make: 1958 H-D		Builder: H-D	
Model: Duo-Glide		Type: swingarm	
Value: \$20,000		Rake: none	
Assembly: Don Ard		Stretch: none	
Time: six months		Other alterations: none	
Chroming: Andy's Cycle		Accessories	
Engine		Bars: buckhorn	
Year: 1958		Risers: 3-inch	
Model: Panhead FLF		Grips: white rubber	
Rebuilder: Andy's Cycle, Ernie		Mirrors: aftermarket, Andy's	
Ignition: auto advance		Fender(s): fatbobs	
Displacement: 74 cubic inches		Headlight: H-D	
Lower end: stock		Taillight: rectangular	
Balancing: yep		Speedo: H-D	
Pistons: H-D		Front pegs: footboards	
Cases: polished		Rear pegs: none	
Heads: H-D		Electrics: 12-volt/solid state regulator	
Cams: stock		Gas tank: fatbobs	
Lifters: solid		Oil tank: H-D	
Carb(s): Linkert		Oil system: braided lines	
Air cleaner: original		Primary cover: chrome	
Pipes: dual fishtails		Seat: stock post	
Mufflers: yes		Sissybar: none	
Transmission		Forks	
Year: 1958		Type: glide, polished	
Modifications: Primo belt drive		Extension: none	
Shifting: 4-speed		Builder: H-D	
Engine sprocket: 21-tooth		Special features: Armadillo-proof	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: none		Hub: star	Hub: star
Painter: Mike Stieber		Rim width: 3.5-inch	Rim width: 3.5-inch
Color: black and white		Tire: Dunlop	Tire: Dunlop
Type: lacquer		Brake: stock	Brake: stock
Special paint: silver pinstripping			
Other special modifications: Thanks to Andy's Cycle, Fort Worth, Texas (817) 332-5643, especially Don Ard, The Magic Man.			
Photos: Mike Lichter			



COMIN' AT YA

Easyriders®

Ya know, it's awful hard to get into the Christmas spirit in the midst of an August heat wave. And it's even harder to think about down time at the peak of the riding season. But, time does rush by, and before ya know it, we'll be haulin' home trees, putting up lights, and spending all our hard-earned money on gifts. Well, we're gonna try to ease you into the holidays, *Easyriders*-style. That means that in our **December** issue, along with our massive winter catalog of gift ideas for the discriminating biker, we'll be giving you pages lit up with our own brand of seasonal sizzle. You can look forward to seven loaded sleds, beautiful babes jingling their bells, shocking holiday fiction, tech tips that'll inspire a winter rebuild, and sentimental Run To The Wall coverage. **On sale October 27**



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**



It's that time of year again, folks. Motors are roaring as we head for the heavenly hills of Sturgis and the Badlands of South Dakota. It's the **January** issue,

but we're gonna bust ass to get the hot August action to ya fast. This burner will bubble with 16 extra pages—more space for your photos, coverage of the Super Rally in Denmark, and our regular features: Rides, Scooter Art, a feature bike and fox, and Travelin' Trails. Don't miss it. **On sale October 11**



What does the **January** issue of *Biker* have in store for ya? Hell, who knows? It's still August, and we're busy enjoying the warm weather and hot events. But one thing's for sure: whatever we end up printin' will kick ass, pal. In fact, I guarantee that our next issue will melt your boots to the floor. It's our first issue of 1995, so it's gotta be kill. Tune in for more badass scoots, fine females, and the wildest biker parties on the planet. **On sale November 1**



We saved some of the best for last as we close out 1994 with an issue devoted to tattoo devotees. An even dozen living art galleries will be featured in the **December** issue, along with an album of convention photos that Loose Bruce sent over from Australia. Add to that an informative history of the tattoo machines in Lyle Tuttle's private collection to fittingly end a year of unequalled adventure on the pages of *Tattoo*. **On sale October 13**



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Eve**

January 6, 7, 8, 1995

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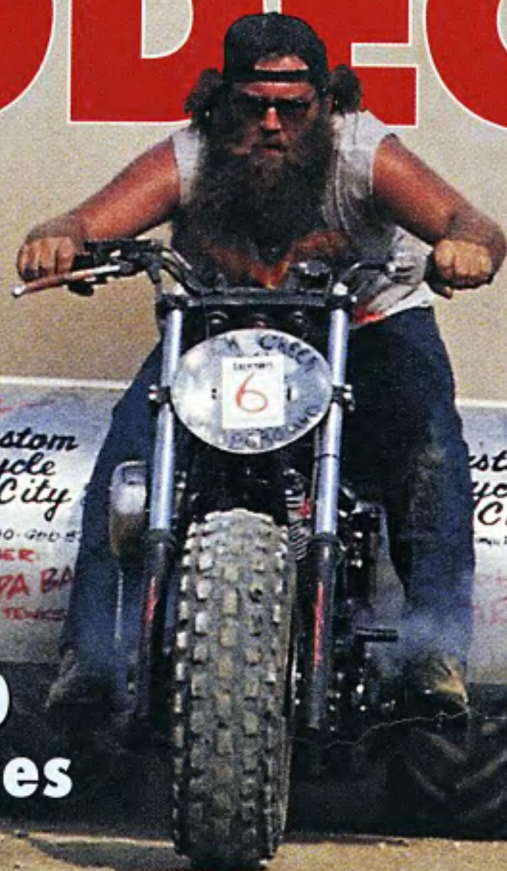
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In Cash & Prizes
Up For Grabs!**



RODEO SPONSORS

- BARNETT TOOL & ENGINEERING
- CHROME SPECIALTIES
- CONTINENTAL TIRE
- PERFORMANCE MACHINE
- SADDLEMEN BY TRAVELCADE

Bike Show • Trade Show • Trophy Girl Contest • Tattoo Contest • Live Music • Tattooist

NEW
LOCATION!

**October 14, 15, 16 '94
ANGELS CAMP,
CALIFORNIA**

Calaveras County Fairgrounds
(2 miles So. of Angels Camp on Hwy 49)

\$10,000 PURSE
plus contingency prizes

**WEEKEND
CAMPING**



**October 21, 22, 23 '94
LANCASTER,
CALIFORNIA**

Antelope Valley Fairgrounds
(Hwy. 14 north, to Ave. I Exit)

\$20,000
in cash & prizes up for grabs!

ARROW 
SANCTIONED EVENT

Collector Run Pins Available



Seller Spaces Available Call (818) 889-8740, Ext. 281

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