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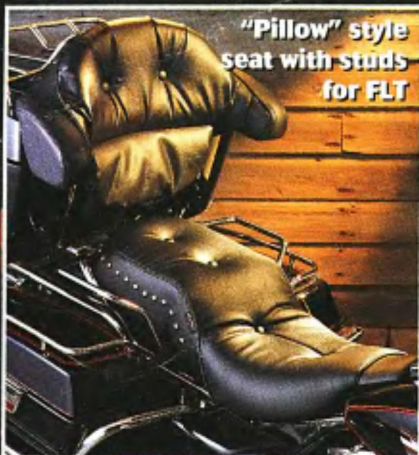
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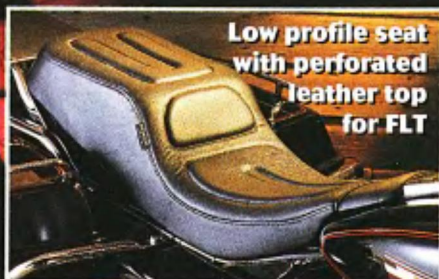


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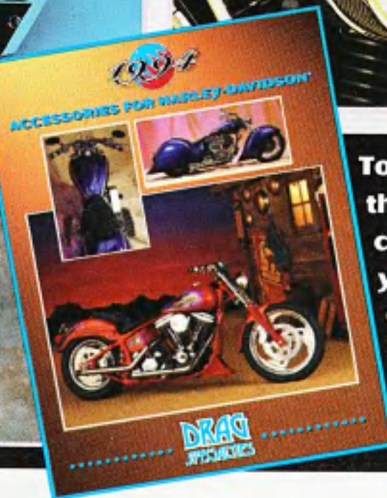
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ENTERTAINMENT FOR ADULT BIKERS • NUMBER 258 • DECEMBER 1994

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Easyriders magazine ISSN 0046-0990  
Number 258, December 1994, Vol. 24.  
Easyriders is published monthly by Paisano Publications, Inc., with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2695, (818) 889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, (818) 889-8740, FAX: (818) 889-1252. Second-class postage paid at Agoura Hills, California 91301-2695 and at additional offices. Copyright © 1994 by Paisano Publications, Inc. Nothing may be reproduced without the prior written permission of the publisher. Anything to do with the editorial content, letters to the editor, poison pen letters, threats of violence, love letters, dirty pictures, propositions, porno literature, stash money, goodies, and editorial contributions should be sent to this address. All rights in letters sent to Easyriders will be treated as unconditionally assigned for publication and copyright purposes and as subject to Easyriders' unrestricted right to edit and comment editorially. Good photographs, art, and manuscripts are welcomed, but they must be exclusive. All contributions must be accompanied by a stamped, self-addressed return envelope. Although we try our damndest to take care of unsolicited material, Easyriders magazine cannot be responsible for damage to same in mails, nor does it assume responsibility or safety of artwork, photographs, or manuscripts. Subscriptions: All correspondence regarding subscriptions or subscription complaints and changes of address must be addressed to Easyriders Subscription Department: P.O. Box 469054, Escondido, CA 92046, (619) 738-8907 (8:30 a.m.-5 p.m., PST). One year: \$34.95; two years: \$75.95 in the U.S. and its possessions; all foreign and Canadian orders are \$140 per year (U.S. funds only). Single copy: \$3.95. Postmaster: Send address changes to Easyriders, P.O. Box 469054, Escondido, CA 92046. Advertising: Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, FAX: (818) 889-4726.

Printed in the USA



Here's some great news for women! It sounds a little weird, but you know women. An Atlanta firm has developed a solution that helps when a guy attempts rape. The solution is carried in a vial and worn next to a woman's skin. When she's attacked, she breaks open the vial, the solution runs over her skin, and kaplow! She stinks so bad that the guy vomits from the putrid smell resulting in second thoughts about the rape. If you want some protection, write the KBA company in Atlanta, Georgia.

Here's a cure for backaches. It seems that all you have to do is make love to someone or something. "Sex and orgasms are the best prescription for back pain," says Dr. Edward Abraham, author of a book called Freedom From Back Pain. "Making love is the best single exercise for releasing muscular constriction. Orgasms have a profound effect on the entire body." Do they ever!

A new law in Sweden bars women over 45 from wearing skimpy clothes. They say the sight of a woman in her 60s and 70s wearing see-through blouses, miniskirts, and stretch pants is so disgusting that they passed a law!

A woman out here in the land of fruits and nuts (California) sued a gas station after she left the station and ran into a biker, killing him. Why did she sue? She sued and won over \$600,000 on the grounds that the attendant should have noticed that she was too drunk to drive!

Now get this. A 305-pound guy had his stomach stapled to reduce the size. After the operation he crept into the hospital kitchen and scarfed down a humongous amount of food which caused the staples to pop out of his stomach. He sued the hospital for \$250,000 for providing him with access to the food!

A heavyweight boxer in Cuba has been banned from boxing. No big deal except that he was banned for having thumbtacks coming out of his gloves. He couldn't come up with a reason why "someone" would put them in his gloves!

She had a bad case of zits. So a friend told her that acne was caused by impurities inside the body and that she should drink some ammonia, which would cleanse her from the inside out. She drank a quart of ammonia—and croaked.

A prisoner was complaining that they had the wrong man. Sure, sure was the reaction. But he wasn't complaining about his time in jail—he was complaining about his prostate being removed. Seems the operation was meant for another prisoner. Now he has to put up with

his crank going soft, and he can't control his bladder. Also, he can no longer hear out of one ear! He's on the street now with his limp dick and an uncontrollable bladder—and he's suing the state for \$3 million.

A jilted man felt terrible when his main squeeze showed him the door. So to make certain she didn't forget him, he broke into her car and blew his brains out. What could she do? With all that gore splattered over the inside of her car, the heartless broad sued his family for the costs of cleaning it!

It was a happy event. It was a festival, and he was in a parade playing the trumpet. All of a sudden he inhaled very deeply, so deeply that he sucked the mouthpiece into his throat. He choked and croaked.

He decided to take a swim in the motel's pool at 11:30 at night. But, having no woman with him, he was a little horny. When he spotted air being sucked into a small hole in the side of the pool, he stuck his joint into the hole, and—surprise, surprise—he couldn't pull it out. It took him four hours to get help. They shut the suction off, but his joint had swollen so much that they had to wait for paramedics who applied a lubricant to it. It took them 40 minutes, but at last he was free.

This guy was in court for driving without a license. When the bailiff saw him wearing shorts, he told him no way could he appear before the judge wearing such attire—the shorts had to go. So the guy went outside and took off the shorts—and everything else he was wearing. He was found in contempt of court and sentenced to a maximum 179 days in jail. (The judge said he was probably making a statement, but it wouldn't cut it.)

## TAKING IT EASY





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## Picky, Picky

□ Your photo story "Just The Basics" in the July 1994 issue shows one super bike and an even nicer blonde. Two problems, though: First, the article says, "... notice the Harley-Davidson cutouts in both the fender and the taillight lens," but you don't give us a photo of them. Second, to Silvermoon—save the Vaseline for the ladies and keep it off the lens. To distort such a beauty is a crime. Can we get the blonde in some future issues? She's a knockout!

Hawk  
Curtis Corner, R.I.

P.S. Is the little "piston head stick" on the left side a hand clutch or shifter or what? It's hard to see in the far-off shot.

■ Spare clutch lever.

## A Reprimand

□ When I picked up the August issue, I saw that there was an article about Mötley Crüe and their bikes. Wonderful, I thought, more space wasted on the celebrities who buy their way into our lifestyle and haven't the slightest idea which end of the wrench to use. Oh well, it's still a good magazine.

Anyway, as I looked through the article, I noticed it talked about the "Rockin' and Rollin' Evos." That's all well and good, but the more I looked at the heads on both those scoots, the more I couldn't help but think that those "Evos" looked one hell of a lot like Shovels. Granted, I might only be an old Panhead rider, but...

No raisin pie for y'all. Shit, you keep this up and next month we'll be reading about Bill Clinton's Suzuki or something like that.

Lucky  
Virginia Beach, Va.

## A Response Of Sorts

□ In response to Con Jackson's stupid question in the August 1994 issue: That Indian in the March 1994 issue is one helluva scoot. You must not know much about scoots or you would have known about the advanced spark. What the fuck do you ride? A moped? Do you know what the pedals are for on your moped? Don't write about shit if you don't know what the fuck it is!

Wicked Willie  
Mine Hill, N.J.

## It Ain't So

□ I ride bikes (when my wallet says I can), and I get sick and tired of being ragged on because I prefer Honda. Everyone believes Harley is the only American-made bike. It ain't

so! The Honda Gold Wing is made only in America and exported everywhere. Wake up, bros. Two wheels are two wheels (regardless of the label), and four wheels are four wheels—and bikes rule. So lay off my Honda.

Dock  
Sparta, Ga.

P.S. I dig *Easyriders* and read it as often as possible. H-D is a good ride.

## It's Not Right

□ On July 1, 1994, the Appellate Court of the state of Washington ruled that the helmet law was unconstitutional. However, the Washington State Patrol (WSP) has refused to accept that ruling, instead enforcing its own interpretation of the law.

On July 10, as I was riding along with a friend, I was stopped by an officer who said he was stopping me for wearing an illegal helmet. I asked him if he had heard of the Appellate Court ruling. His response was that they were enforcing the law anyway. The officer then issued me a "Correction Notice," advising me that I had 15 days in which to comply by purchasing a "legal helmet."

When I asked him what was considered "legal," he replied, "A helmet that comes down past the ears." I asked him if that would not make the half helmets worn by police officers "illegal," to which he replied, "We aren't wearing those anymore."

I believe this incident was nothing more than a form of harassment, since the WSP is refusing to recognize the Appellate Court ruling, as well as coming up with its own definition of what constitutes a legal helmet.

Chris Christensen  
Kent, Wash.

## Needs Help

□ I need some help from your readers. I recently acquired a 1965 Harley-Davidson Sprint 250. Most of the bike is complete, but I can't ride it yet because I need a piston, rings, wristpin, top end parts, and a repair manual (or specs).

If there's anyone out there who can assist me in getting this bike up and running, I sure would appreciate it.

Kathy Johnson  
P.O. Box 182  
Simms, MT 54977

## Words From A Sniveler

□ After reading the poison pen letter from "Slow Burn" in the September issue, regarding the pages wasted on a fuckin' bicycle/moped feature (May 1994 issue), I said to myself, "Right on. I wish I'd had the



balls to write in when I saw it!"

After my blood pressure dropped down, I continued to skip merrily through the rag. That's when I came upon a disturbing article: A fuckin' motorcycle mock-up from a merry-go-round that took away five pages of tits, parts, asses, tech tips, lips, and features.

I appreciate the intent of promoting a book (*Patrick Wants To Ride*) that sends a strong message to kids, but that was already done in the Parts Box section in the same issue.

Cut the crap, people! I've got too much time and money invested in my 1978 FXE just to keep the AMF bitch running. I need tech tips and parts suppliers, not cutesy shit.

Chafin

Phoenix, Ariz.

#### A Dispute

□ Please help put an end to an on-going dispute between my friend Russ and me. I have a 1979 FX Super Glide (serial #

6E41950H9) that I was told was an 80-cubic-inch, 1340cc Shovelhead engine. I believe this to be an accurate statement, but Russ totally disagrees. He says H-D never made a 1340cc Shovelhead, and even if my engine is 80 cubic inches, it doesn't mean it's a 1340cc. He says the first 1340cc engine H-D made was in 1984, and that's why they call it a new Evo engine. I say 80 cubic inches = 1340cc.

Please tell me who's right so we can settle this dispute.

Hank Butner

Pompano, Fla.

■ Prior to 1978, all Shovelheads were 74 cubic inches (1200cc). The 1978 FLH Electra Glide was H-D's first model with an 80-cubic-inch (1340cc) Shovelhead motor. In 1979, H-D offered an 80-cubic-inch (1340cc) Shovelhead FXS Low Rider, FLH, FLT, FLHC, and an FXEF fatbob Super Glide. They also manufactured a 1979 FXE 1200 Super Glide.

#### Word Of Thanks

□ I wanted to send some raisin pie to the McDonald brothers, owners of Kona H-D in Hawaii. On a recent trip there, I had the pleasure to meet these fine bros. Being from L.A., it was nice to be reminded of the generosity and hospitality of which real bikers are capable. Everyone connected with this dealership went beyond courtesy in the way they treated me and my girlfriend. They definitely have a handle on customer service and appreciation.

Hang loose, guys. Mahalo.

Rick A. Diaz

RAD Cycles, Hollywood, Calif.

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

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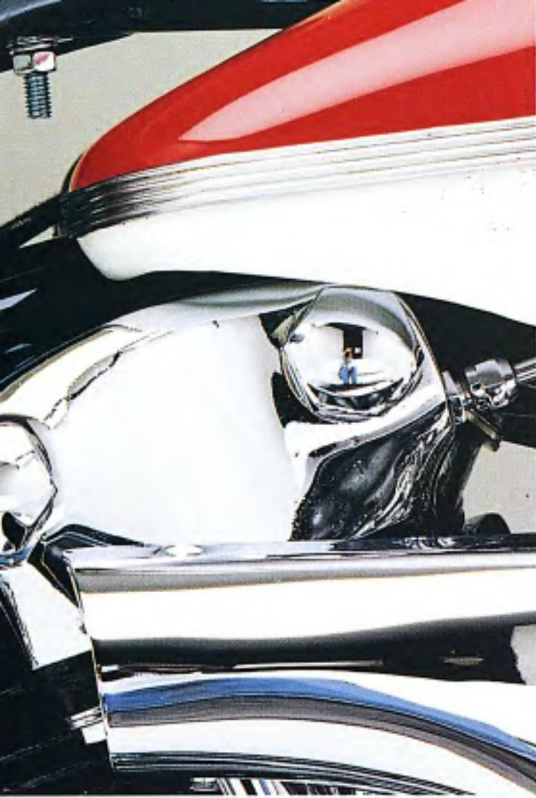


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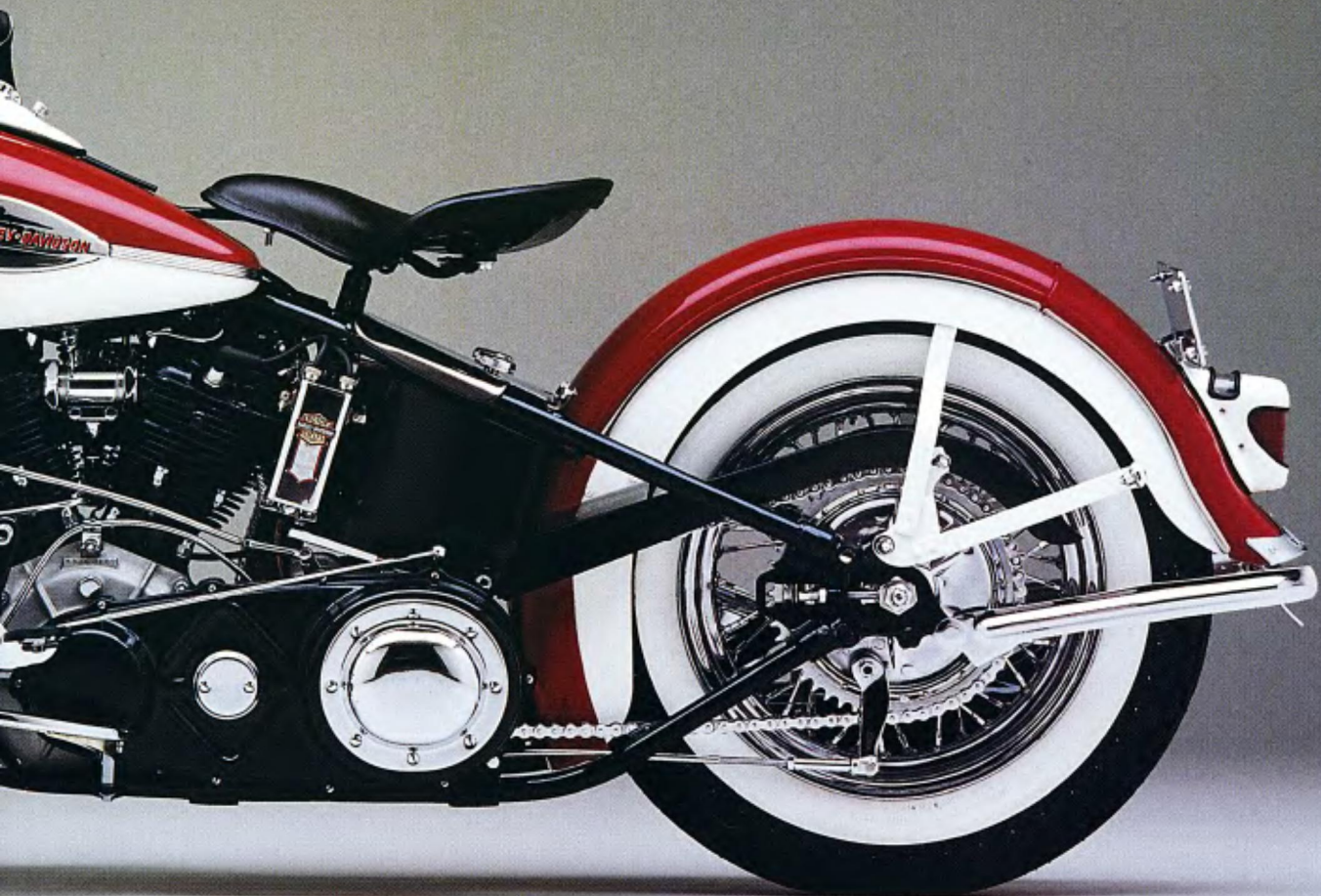
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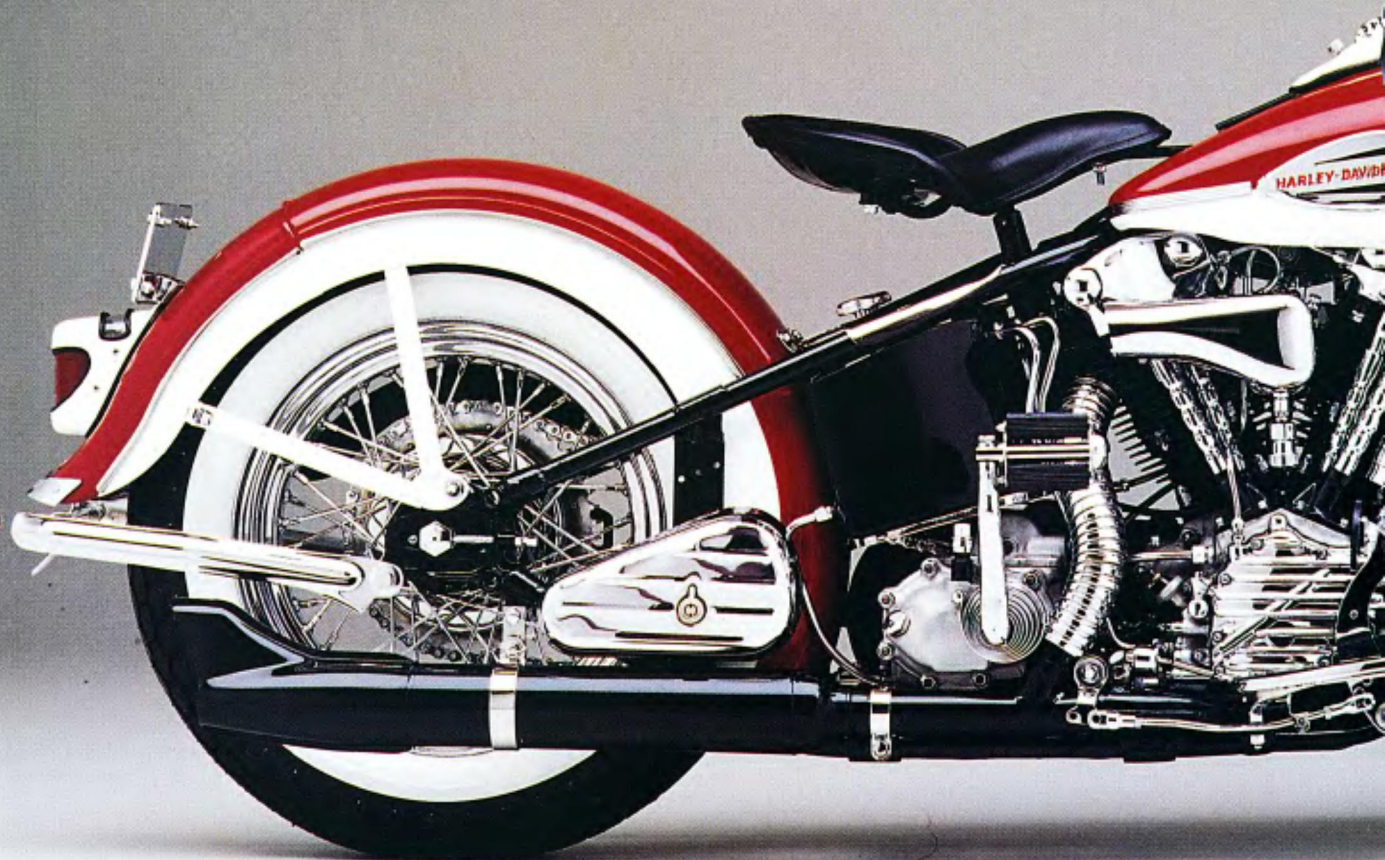


**A**ll of us who love and live motorcycles owe a special debt to people like Paul and Kathy Watkins of Topeka, Kansas. They keep our Harley heritage alive by resurrecting bikes like the stunning red and white Knucklehead you see here. Theirs is a story of grassroots restoration. And like any good saga, the tale involves dedication, disappointment, unwavering determination, sweat, sacrifice, lots of money, years of searching—and countless hours of labor.

The project began several years ago when Paul purchased what he calls a “severe” basket case. The parts were the original items, all right. But virtually every part was rusted, dented, and/or bent, and a few critical pieces were missing. Nonetheless, Paul knew that somewhere in that rusted rubble, somewhere in that filthy, mangled heap, →





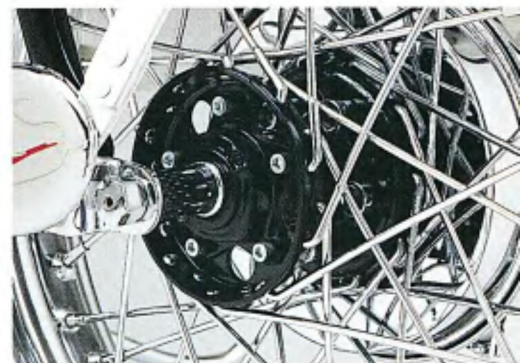
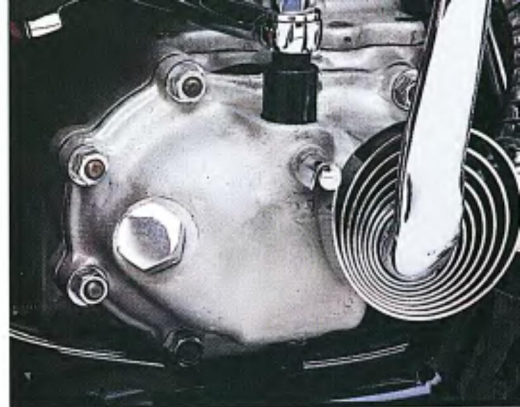


was a truly classic motorcycle.

Determined to resurrect the once-proud Knucklehead from the jumbled mass of metal, Paul began a three-year quest for original parts, hitting swap meets, asking at dealerships, spreading the word whenever he got the chance. Meanwhile, with the help of his wife, Kathy, Paul labored to return the 1946 EL to its original glory. Only Paul and Kathy know the real story of that effort. And we can only imagine the gratification they feel when Paul kicks the old 74 cubes to life and Kathy hops on for the ride. But the spectacular results are obvious to anyone with eyes. The Knuckle's knockout enamel paint job is a credit to the skills Paul acquired during years of painting his own bikes as well as those of his brother, Steve.

Although the meticulously →









restored Knucklehead took Fourth Place in the Preview Class at the *Easyriders* 1994 Invitational Bike And Tattoo Show in Columbus, Ohio. Paul isn't finished with the project. A perfectionist, he still wants to obtain the original windshield, the sidcar, the leather saddlebags, and so forth. Paul says he'll never sell the Knuck—too much love and hard work has gone into it. Paul's one regret is that his dad, Larry Watkins, who passed away earlier this year, won't get to see the bike featured in *Easyriders*.

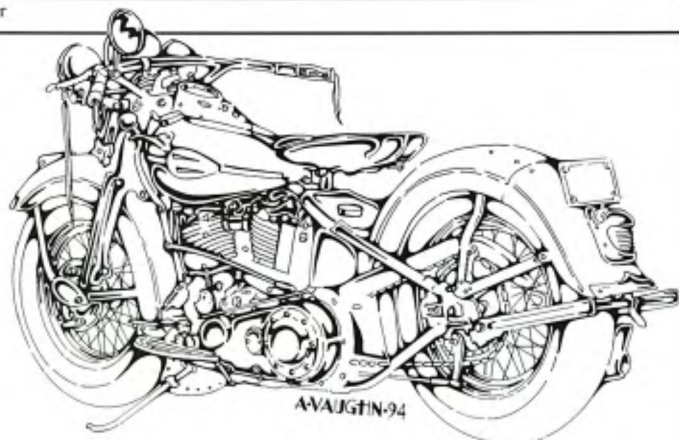
But Paul carries on in his dad's spirit, and maybe one not-too-distant day this Knucklehead will stand alongside the 1996 scooter he hopes to buy. That would give him a set of Harleys spanning half a century, and a pair of family heirlooms unlike any others.

—Rabid





|                                                                                                                                         |  |                                           |                   |
|-----------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------|-------------------|
| <b>Owners:</b> Paul & Kathy Watkins                                                                                                     |  | <b>City:</b> Topeka, Kansas               |                   |
| <b>General</b>                                                                                                                          |  | <b>Frame</b>                              |                   |
| Fabrication by: H-D, owners                                                                                                             |  | Year: 1946                                |                   |
| Year and make: 1946 Harley-Davidson                                                                                                     |  | Builder: Harley                           |                   |
| Model: EL Knucklehead                                                                                                                   |  | Type: rigid                               |                   |
| Value: plenty                                                                                                                           |  | Rake: none                                |                   |
| Assembly by: owners                                                                                                                     |  | Stretch: none                             |                   |
| Time: five years                                                                                                                        |  | Other alterations: original stock         |                   |
| Chroming by: Hog Works, Big Springs, Kan.                                                                                               |  | <b>Accessories</b>                        |                   |
| <b>Engine</b>                                                                                                                           |  | Bars: buckhorn                            |                   |
| Year: 1946                                                                                                                              |  | Risers: not likely                        |                   |
| Model: EL                                                                                                                               |  | Grips: original, with fringe              |                   |
| Rebuilder: owners                                                                                                                       |  | Mirrors: original reproduction            |                   |
| Ignition: points                                                                                                                        |  | Fender(s): fatbobs                        |                   |
| Displacement: 74 cubic inches(modified)                                                                                                 |  | Headlight: original, 2 spots (H-D police) |                   |
| Lower end: Tin Shed M/C, Topeka, Kan.                                                                                                   |  | Taillight: beehive                        |                   |
| Balancing: Tin Shed M/C                                                                                                                 |  | Speedo: repro, catseye dash               |                   |
| Pistons: H-D(not stock EL)                                                                                                              |  | Front pegs: running boards                |                   |
| Cases: bead-blasted                                                                                                                     |  | Rear pegs: none                           |                   |
| Heads: rebuilt                                                                                                                          |  | Electrics: 6-volt, stock                  |                   |
| Cam: factory                                                                                                                            |  | Gas tank: 3.5-gallon fatbobs              |                   |
| Lifters: solid                                                                                                                          |  | Oil tank: horseshoe                       |                   |
| Carb(s): Linkert M36                                                                                                                    |  | Oil system: regulation, early pump        |                   |
| Air cleaner: original(filter by 45 Restoration)                                                                                         |  | Primary cover: tin                        |                   |
| Pipes: box stock                                                                                                                        |  | Seat: solo Police                         |                   |
| Muffler(s): see above                                                                                                                   |  | Sissybar: no way                          |                   |
| <b>Transmission</b>                                                                                                                     |  | <b>Forks</b>                              |                   |
| Year: 1946                                                                                                                              |  | Type: Springer                            |                   |
| Modifications: FL 4-speed                                                                                                               |  | Extension: nope                           |                   |
| Shifting: tank                                                                                                                          |  | Builder: H-D                              |                   |
| Engine sprocket: 20-tooth                                                                                                               |  | Special features: original item           |                   |
| Trans sprocket: 24-tooth                                                                                                                |  | <b>Wheels</b>                             |                   |
| Wheel sprocket: 51-tooth                                                                                                                |  | <b>Front</b>                              | <b>Rear</b>       |
| <b>Painting</b>                                                                                                                         |  | Size: 16-inch                             | Size: 16-inch     |
| Molding: nope                                                                                                                           |  | Hub: H-D                                  | Hub: H-D          |
| Painter: Paul                                                                                                                           |  | Rim width: WM5                            | Rim width: WM5    |
| Color: red and white                                                                                                                    |  | Tire: Coker                               | Tire: Coker       |
| Type: enamel                                                                                                                            |  | Brake: drum                               | Brake: mechanical |
| Special paint: two-tone                                                                                                                 |  |                                           |                   |
| <b>Other special modifications:</b> Thanks to everybody who had a hand in building her. The bike is dedicated to my dad, Larry Watkins. |  |                                           |                   |
| <b>Photos:</b> Michael Lichter                                                                                                          |  |                                           |                   |



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# LAST NEWS

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

## DOUBLE PUNCH IN CONGRESS

*Two New Bills Introduced To Alter ISTEA Penalties*

**W**ASHINGTON, D.C. Within days of the announcement that the Senate Environment and Public Works Committee would hold a hearing on the National Highway System Designation Act (S.1887), two separate bills were introduced to alter the penalties for noncompliance with title 23, section 153, U.S. Code. The section penalties, which require states to transfer federal highway funds to safety programs if they do not have helmet and seat belt laws, were made law by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

Taking two different approaches to ease the burden of the federal mandate on states without helmet laws, Senator Richard Lugar (R-Indiana) and Congressman Jim Slattery (D-Kansas) introduced two different bills to lessen the restrictive requirements of the section 153 penalties. Senator Lugar and Rep. Slattery both support repeal of the section 153 penalties, and they are, respectively, cosponsors of S.295 and H.R.799. However, lacking that repeal, they want to pursue these measures to provide the states more flexibility and some relief from the excessive burden of section 153 penalties.

After studying rail crossing accident rates and taking a train trip across Indiana aboard a CSX locomotive on July 14, Senator Lugar introduced S.2286, the "Rail Crossing Safety Enhancement Act of 1994." Then, on July 20, Representative Slattery introduced H.R.4805, which cuts in half the penalties for noncompliance with ISTEA for states with a seat belt law but no helmet law.

According to Senator Lugar, S.2286 gives state legislatures flexibility that is currently not included in the ISTEA mandate. "Because the conceivable purpose of rail crossing safety equipment is safety," Lugar believes that S.2286, "conforms to the original spirit and intent of section 153."



Section 153 penalizes states without both seat belt and helmet laws by transferring 1.5 percent of certain highway construction funds to safety programs in FY95 if a state did not have both laws by October 1, 1993, and 3 percent each year thereafter.

Representative Slattery's bill, H.R. 4805, would cut those penalties in half, to 3/4 percent in FY95 and 1.5 percent thereafter, if the state did not have a helmet law but had a seat belt law in effect. Slattery responded to inquiries as to why he introduced H.R.4805 by saying, "It is unfair to penalize states that have enacted safety belt laws, but have not enacted universal helmet laws. These are issues that state governments should debate, not the federal government. I am opposed to universal helmet laws and believe that such laws are an infringement on an individual's rights."

When questioned about the legislation, Motorcycle Riders Foundation's V.P. for

Government Relations, Wayne Curtin, said, "Both S.2286 and H.R.4805 would lessen the burden on state legislatures. S.2286 would allow states to spend the section 153 funds on a vital safety area that is currently underfunded, and H.R.4805 would cut the penalties in half for 23 of the 25 states without helmet laws. Both of these bills would allow state legislators to determine what is best for motorcyclists in their state with less federal interference than the current section 153 penalties."

Curtin also asked bikers to write and call their congresspersons to request that they cosponsor S.2286 and H.R.4805. Senator Dan Coats (R-Indiana) was an original cosponsor of S.2286 and Senator Durenberger (R-Minnesota) became a cosponsor on July 19. Rep. Don Young (R-Alaska) and Rep. Scott McInnis (R-Colorado) are the first cosponsors of H.R.4805.

—MRF



# EUROPEAN BIKERS FIGHTING . . .

## *For Their Lives*

Imagine being told by your government that you can't modify or repair your own bike, that your bike can only be worked on by a "state certified" mechanic. Sound absurd? You haven't heard the half of it.

The European Community (E.C.) is comprised of 12 different countries who decided to open up their borders and currencies to each other; as a result, all of their laws concerning commerce and travel will have to be "harmonized."

Banding together to keep motorcycling from being legislated right out of existence, the bikers of these different countries formed the Federation of European Motorcyclists (FEM). Some of the proposed laws FEM is fighting are: mandatory clothing standards, emission and noise limit laws, anti-tampering laws; tiered licensing, horsepower limits, and the list goes on, with many of these proposed "harmonious" laws already enacted in several E.C. countries.

In Denmark there was a tax increase of 180 percent, which equals \$43,000 for a Softail. You can't modify or customize your own bike, which means you have to take your bike to the authorities to get their approval. Biker rings are considered offensive weapons, so you can't wear more than one

ring per hand. They have a type of road repaving, a synthetic cloth-like covering, that's very slippery and has caused a lot of bikers to go down, but the bikers are being ignored on this

issue. The "E.C. riders" are also opposed to guardrails made of cable, which they call "cheese graters" because of the damage they can do to motorcyclists.

In Germany, and increasingly in other E.C. countries, motorcycles are not allowed to operate on certain roads.

Some places have curfews for bikes. Germany's bikers have a bad image so "road bans" are being used to get bikers off the roads. German agents stay busy throwing patchholders in jail and seizing club assets, including bikes. Imagine being thrown in jail and having your bike confiscated just for wearing your colors. The authorities also

close off roads on the pretense of searching for drugs. And, if that isn't

enough, there are lower limits and high insurance rates.

In Italy there's a new \$9,270 property tax on

new motorcycles, and you pay \$400 to \$1,300 for a new license plate, depending on the size of your bike. Even though there's a mandatory helmet law in Italy, the cops turn their heads for two reasons: the hot climate and cases of mistaken identity. Mafia members shoot first and ask questions later when approached by unidentified people on speeding motorcycles. Also in Italy, motorcyclists aren't allowed to ride with their headlights on during the day.

France has a \$200 fine and will confiscate your bike for not wearing a helmet; in addition, 12 points are taken away in a 12-point system. Cops have even killed bikers, by running them down with their cars, for not wearing helmets. You can't modify your own bike, and there's a 100 hp limit. There's also proposed laws for leg protectors and airbags. Motorcycles aren't allowed to park alongside the road and there's the problem with those "cheese graters."

In the U.K. you go to jail for not wearing a helmet. Fred Hill went to jail over 30 times, eventually to die in jail, for not wearing a helmet.

This is just a sample of what our brothers and sisters in the E.C. countries are dealing with. In Quebec, Canada, insurance companies threatened to raise rates from \$300 to \$3,000 because of no-fault. The insurance companies wanted to raise insurance costs by 100 percent, and the government wanted to up the price of license plates to a ridiculous amount. But the bikers united and the bill was stopped. Quebec newspapers called the bikers "The heroes of the week!" —Parkay



## FIRST STATE STAYS FREE

### *Delaware Refuses Blackmail Tactics*

The Delaware General Assembly ended session on June 30, 1994. The proposed state mandatory helmet legislation, which was introduced June 8, 1993, never got out of the Senate Public Safety Committee. It had no cosponsors, and when the sponsor, Senator Andrew Knox, wasn't able to get any support, he quit pushing. The Governor didn't even ask for it to come out of committee.

The General Assembly has made its position on mandatory helmets very clear. Chairperson Senator Patricia Blevin of the Public Safety Committee voiced her opposition to "Federal Blackmail" by saying, "Delaware should not succumb to such

tactics, even if the monies were lost and not merely transferred to Highway Safety."

The chairman of Public Safety, Senator Robert Voshell, sponsored Senate Concurrent Resolution (SCR) 73, at the request of ABATE of Delaware. SCR 73 supports federal legislation S.1842. SCR 73 passed the senate in short order and had 18 of 42 House members as original cosponsors. It never reached the House floor for a vote, due to the end of session, and once again, the message was sent, loud and clear.

Successfully defeating the helmet law in Delaware required the combined efforts of many. At a committee hearing in June 1993, testimony was given by Wayne Curtin (MRF),

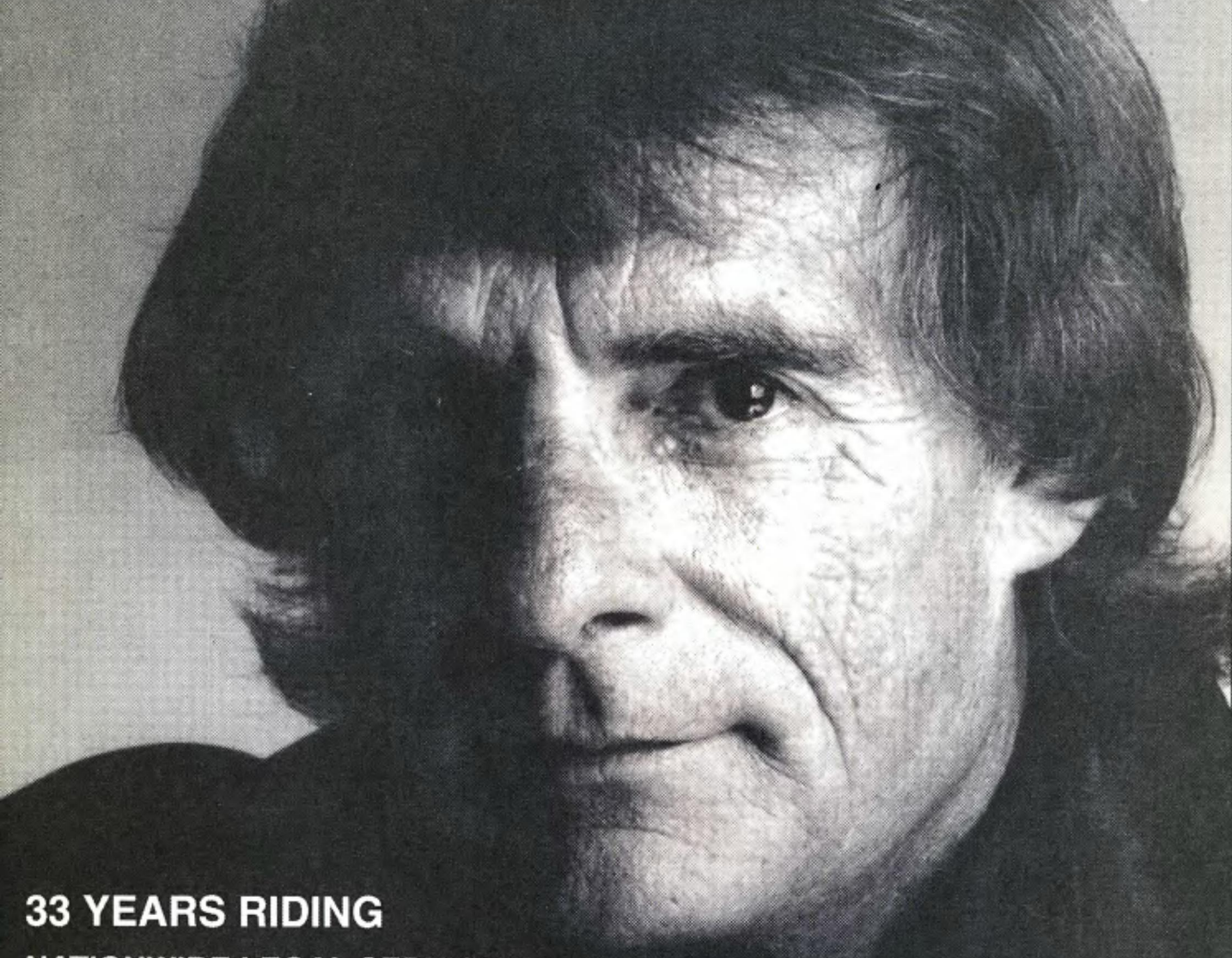
Chris Kallfelz (AMA), and the Legislative Task Force of ABATE of Delaware. Thanks also to Richard Lester, of NCOM for helping ABATE put together a legislative agenda that was to be seriously reckoned with. Education was definitely the key to our success.

Delaware's General Assembly will start a new session in January 1995, and we can count on the helmet issue to raise its ugly head again, as it does every year. The legislators can also count on the bikers of the First State to be waiting on the steps of the Capitol.

—Dave Breakiron  
ABATE of Delaware



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# ACCIDENTS . . .

## Just Waitin' To Happen

In order to survive on the roadways, motorcyclists are always on the lookout for irresponsible cage drivers. And how about the bicyclists and rollerbladers that have taken over the streets? But there's something else out there on the roadways that's just as unpredictable and even more spooky: the "jogger."

Joggers are in a world of their own, totally unconcerned with traffic lights, stop signs, or other laws of the road. With their tank tops and Spandex shorts they trot down the road without a care in the world, adjusting the volume on their walkmans or repositioning their headsets or sweatbands. And even if they *do* happen to stop at a traffic light that's red, they ignore it, wait for a break in traffic, and trot off again.

Here's my solution: Running shoes should all be equipped with little red lights in the heels that flash with every step. The jogger will also be wired up with one of those "back up" beepers that industrial and commercial vehicles use. These beepers can be heard for quite a



distance and seem to prevent accidents.

Quick, call Nike and Reebok and see if they're working on a design for this.

All kidding aside, it's not just cages and

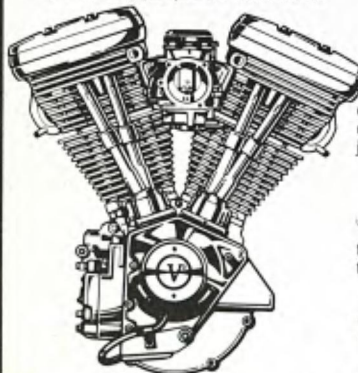
little critters that we need to be aware of. Ya gotta be extra careful out there!

—Pat Toepke  
ABATE of North Dakota

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# SHORT STROKES

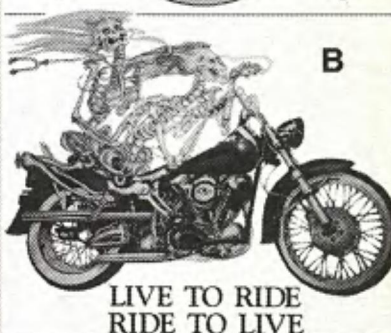
## Ming's Predictions For The New Year



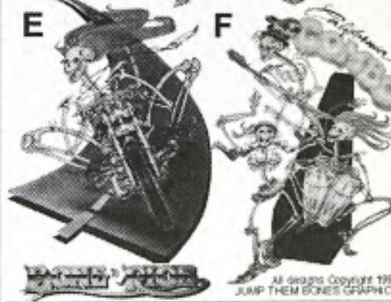
The new year is whistling around the next bend, so I went down to a crusty warehouse on the other side of the tracks for a conference with Ming the Merciless. I hauled along a bottle of Jack Daniel's, a bag fulla old black T's, and the latest issue. Streaks of sunlight filtered through the rotting planks of Ming's abode as he crouched beside his '66 Shovel and adjusted his pushrods, alone in a world of wrenches and memories of wild nights. We took a couple of slugs off the fresh bottle and turned to a small crystal ball overgrown with weeds. Here's what he saw....**New Harleys in California** will be sporting catalytic converters, and in the near future they will become regular items on all models in most states....**A well-known performance company** is already developing a performance catalytic muffler for those of use who can't comply with the notion of stock equipment....**The only bike in the new line** adorned with standard mufflers (in California) will be the fuel-injected, 30th Anniversary FLHTCI, Ultra Classic Electra Glide. The dual-port injection will feature single-fire ignition. It's built by Weber, and it will not be adjustable. Ming said that performance chips will sprout up as soon as there's a market demand. In addition some models with be fitted with vacuum-operated petcocks—no more manual operation....**One more grizzly prediction** from the wizard: California will begin smog testing new bikes in 1996. I didn't know whether to down the bottle or get excited. Ming leaned over the ball, his dark hair forming a tent around the solid globe of reflections. Minutes passed without a single reflection, and I stared in disbelief as he began to snore. Not to disturb him, I took one more swig and tip-toed to the door. **Now here's the news....**The Clinton administration has developed the "clipper chip" to facilitate computer and fax machine wire tapping.

The device, which the government is urging manufacturers to voluntarily install, is purportedly designed to prevent all but The Man from eavesdropping—beware....**Illinois motorcyclist and State Rep. Mike Weaver** said at a rally recently, "You ain't pretty, and you ain't politically correct. And I'll tell you what else you ain't. You ain't plastic, and you ain't gonna put up with liberals taking your freedoms away." Right on....**On the MIA front**, three Americans seeking admittance to an underground prison have been asked to leave Vietnam. According to a report, U.S. officials responsible for investigating cases of missing Americans were overlooking Vietnamese prisons. Makes no sense....**Dave Barr**, a double-limb amputee, has logged some 210,000 kilometers. We featured him in this rag, and he'll be interviewed for the next *Easyriders* Video, the Winter Special. He's an intensely interesting brother, whose bike is going to be inducted into Harley's Hall Of Fame....**Riders Of Recovery**, a club in Livingstone, Michigan, deserves some recognition. It was founded in 1989 by Pinckney resident Hobo Morys, who overcame an 18-year addiction to drugs and alcohol and now works as a substance abuse counselor, helping to keep teens away from the lifestyle. The club is devoted to supporting riders who want to avoid the pitfalls of drugs and alcohol....**It's interesting to see the word freedom** pop up in response to the restrictive Clinton health care plan. The following quote is from an editorial by syndicated columnist Thomas Sowell: "Even the so-called 'moderate' Republican bills use the word 'require' dozens of times, and the Clinton Bill uses it nine hundred and one times, according to a count by the National Taxpayers Union ... Terms like 'ban,' 'enforce,' 'penalty,' 'prison,' 'fine,' etc., occur nearly one thousand five hundred times in the Clinton bill, which contains eighty-five new civil and criminal penalties ... No freedom can be more personal than the freedom to decide for yourself what would be done to preserve your health and your life." Right on, Thomas. It's too bad all the intelligence in the medical industry can't get together and cut the necessary costs to answer these questions and create a plan without government intervention. Hell, bikers developed more effective accident prevention programs in lieu of helmet laws. Why can't...? The answer: greed and avarice. It's all too much to think about. I need a dose of what life is truly about: expression (a custom motorcycle), freedom (to ride), and sex (she's waiting). Catch you next month. —Bandit

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# NHTSA IN THE HOT SEAT

*Bill Gannon Puts Burden Of Proof Where It Belongs*

Upset with the furor over "beanie-style" helmets and the National Highway Transportation Safety Authority's (NHTSA) heavy-handed coercion of law enforcement officers to harass those who choose to wear them, Modified Motorcycle Association (MMA) of Massachusetts Chairman Bill Gannon has written and submitted legislation to the Massachusetts House of Representatives that would place the burden for this harassment squarely on NHTSA's shoulders (where it belongs).

Said Gannon, "NHTSA's making federal funding available to all states with helmet laws to be used to train and motivate law enforcement agencies to strictly enforce the present Federal Helmet Standard, FMVSS 218, by aggressively pursuing citations against riders wearing the novelty helmets." Gannon's bill, H.2093, calls for the Massachusetts Registrar of Motor Vehicles to publish an annual listing of "approved helmets," using either a listing already established by the Department of Transportation (DOT) or else establishing one for the state.

If passed, Gannon's bill would force the Registrar to develop a listing and make it available to all motorcyclists, bike businesses, and law enforcement agencies. The listing would include helmet brand names and the model name/numbers for such brands, including the date that model was tested and the pass/fail results of that test.

NHTSA tests between 16 and 172 helmets each year. Many DOT-approved helmets currently on the market have never been tested, or they failed the test. These helmets bear the DOT label and, therefore, may legally be worn by the rider. Yet only the beanie helmet is targeted by law enforcement.

DOT doesn't maintain a listing of helmets it has tested, nor does it have a list of those that failed testing. Further, DOT does not maintain a listing of approved helmets, nor do they subject helmets to recall by the manufacturers.

Unlike the novelty or "beanie" helmets made in America, all DOT-approved helmets are produced in foreign countries by companies that left the U.S. to escape product liability lawsuits.

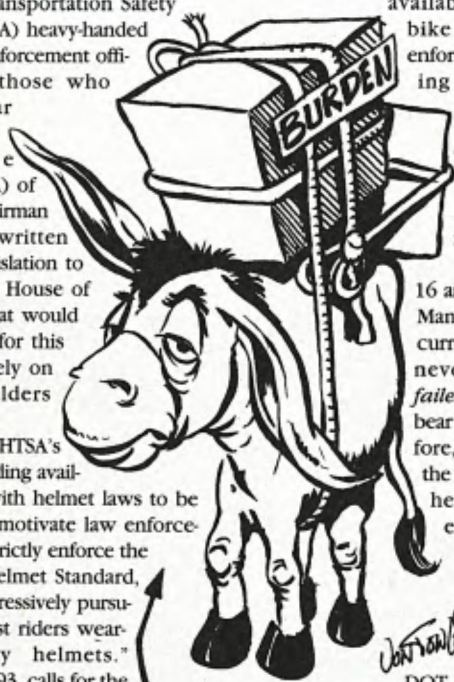
Gannon's bill would force NHTSA to test all helmets on the market, or else drop its aggressive targeting of novelty helmets, thereby granting consumers freedom of choice concerning the helmets they want to wear without the worry of police harassment and/or citations. "Should this legislation pass, pressure will be put on NHTSA to prove why the foreign-made helmets which are not tested, or those which have failed testing, should still be legal, while the novelty helmets are not," said Gannon. "... It's not fair to penalize the consumer for a product they can legally buy. Passage of this bill is certain to muddy the waters enough to stop further citations for wearing novelty helmets."

On March 29, 1994, Gannon's legislation passed its first legislative hurdle and was approved by the Joint Legislative Committee on Public Safety. Now known as S.1066, the bill has been moved to the full Legislature for approval before it can be signed into law. Concerned Massachusetts motorcyclists are urged to contact their respective senators and representatives and ask them to vote in favor of S.1066.

For more info concerning Gannon's legislation contact Ms. Dale Gibson, MMA Legislative Director: 131 Main St., Medway, MA 02053, (508) 533-4360 or write MMA, P.O. Box 2747, Framingham, MA 01701.

We'd like to congratulate Bill Gannon and his main squeeze, Weege Mahoney, who announced their engagement at a recent MMA meeting.

—Wildman and Burt



NHTSA

## TIME TO SUPPORT FRIEND

*Donate To Senator Campbell's Political Warchest*

Ben "Nighthorse" Campbell (D-Colorado) is the only United States Senator who rides a motorcycle to work. He also rides to ABATE meetings, motorcyclists' rights seminars, and most of the major rallies around the country.

Senator Campbell is by far our strongest advocate and ally in Congress, having introduced bills to both repeal the federal helmet "blackmail" tactics and to delay the penalties against states not in compliance.

The good senator has been there for us every time we've called upon him. Now it's time we did something for a legislator who does so much for us. On behalf of the National Coalition of Motorcyclists (NCOM), attorney Richard M. Lester has donated supporter pins and patches for



motorcyclists to purchase. All proceeds are contributed into Campbell's political warchest.

Senator Campbell, who is perhaps as well known as a jeweler as he is a politician, designed the pin and patch logo himself, using an American Indian motif. Patches are \$10 apiece; the limited-edition pins, individually numbered 1-100, are \$100 each. Both are full-color collectibles.

Checks or money orders (no cash, please) should be made out to "The Campbell Victory Fund" and mailed to NCOC, 15910 Ventura Blvd., Suite 1719, Encino, CA 91436. For further information call Pepper Massey-Swan at (800) 525-5355.

—NCOC



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South Coast Harley Davidson, 345 E Street,  
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Heaven Cycle, 7254 S. W. 40th St., Miami  
Custom ACC, Inc., 3811 Dixie Hwy., Pompano  
Beach  
Brothers III, 2401 N.W. 16th Lane, Pompano  
Beach  
Doc's Cycle Inc., 6125 Stirling Rd., Davie  
*Easyriders* of Naples, 1450 Airport Rd., Naples  
*Easyriders* Coconut Grove, 2996 Mc Farlane Rd.,  
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## New Jersey

Kosco H-D, 8 E. Garden Place, Pompton Plains

## New York

H-D of Suffolk County, 360 Rt. 109, West Babylon  
Zack's V-Twin Cycles, 511 Violet Ave., Hyde Park  
Freebird Cycle Sales, 229 Lyell Ave., Rochester  
H-D of Hempstead, 4 Laurel Ave., Hempstead  
Al's Cycle Parts, 315 E. Dominick St., Rome  
*Easyriders* of Long Island, 201 Main St., Port  
Jefferson

## North Carolina

Durham Harley-Davidson, 819 N. Miami Blvd.,  
Durham  
Gene Lummus Harley-Davidson, 1000 U.S. 70 E.,  
Asheville  
Cape Fear HD, 3618 Sycamore Dairy Rd.,  
Fayetteville  
*Easyriders* of Fayetteville, 4424 Bragg Blvd.,  
Fayetteville

## Ohio

Don's Custom Cycle, 8619 Harrison Pike, Clevel

## Ohio cont.

J & J Cycles, 3937 Montgomery Road, Norwood  
Mainstreet *Easyriders*, 1275 W. Main Street,  
Cleveland  
*Easyriders* of Columbus, 611 E. Broad St., Columbus

## Oklahoma

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

## Oregon

*Easyriders* of Portland, 17999 SW Lower Boones  
Ferry Road, Tigard

## Pennsylvania

Blocker Enterprises, Rt. 248, Parryville  
Wyoming Valley Wheels, Bridge & Beade Sts.,  
Plymouth

## South Carolina

Doug's H-D, 2790 Pamplico Hwy., Florence  
Low Country H-D, 4405 Dorchester Rd., Charleston

## Texas

D&M of Dallas, 11620 Plano Rd. #3, Dallas  
*Easyriders* of Houston, 5803 Richmond, Houston  
*Easyriders* of Laredo, 602 West Calton, Laredo

## Tennessee

C&S Harley-Davidson, 4600 Delaware Ave.,  
Nashville  
*Easyriders* of Memphis, 5124 Poplar Ave.,  
Memphis  
Steel H-D, 2136 Chapman Rd., Chattanooga

## Virginia

Departure Bike Works, 3093 Hull St., Richmond  
Shenadoah H-D, 2800 C West Main Street,  
Waynesboro

## 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



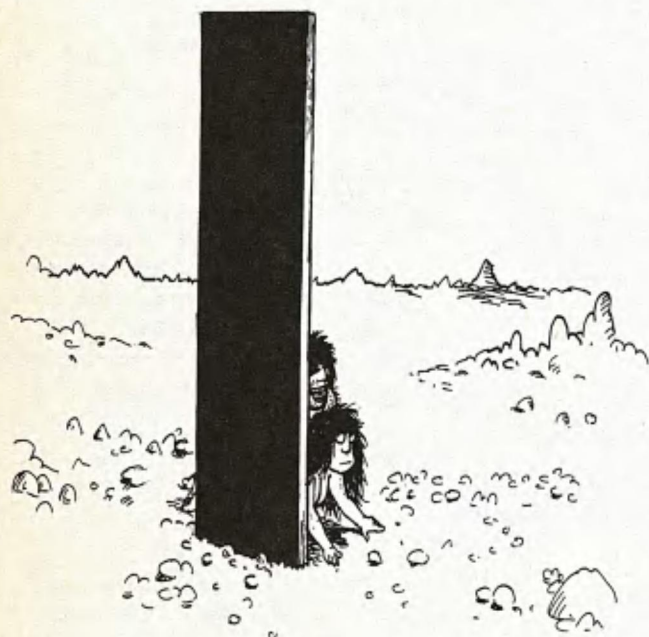
# PASSIN' GAS

## Rippin' Off Some Good Ones

**F**ace 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.



"Oh, don't go jumping to conclusions, Kevin—he was probably just trying to signal for a left turn."



JANTOS

"Hey, I just got an idea for a new position!"

**T**he 85-year-old widow went on a blind date with a 90-year-old man. When she returned to her daughter's house later that night, she seemed very upset.

"What happened, Mom?" the daughter asked.

"I had to slap that old coot's face three times!" steamed the widow.

"You mean he got fresh?"

"Shit, no," said the widow.

"I thought the sonuvabitch was dead!"

The Rocker  
Land of Ahs

**"D**id you give the suspect the third degree yet?" demanded the precinct sergeant.

"Yes, sir," replied the officer. "We've browbeat him, badgered him, deprived him of food and sleep, and asked him every question we could think of."

"And?" asked the sergeant.

"No luck, sir. His eyes simply glazed over, and he just keeps repeating, 'Yes, dear, you are perfectly right.'"

Haystack  
Needlin'

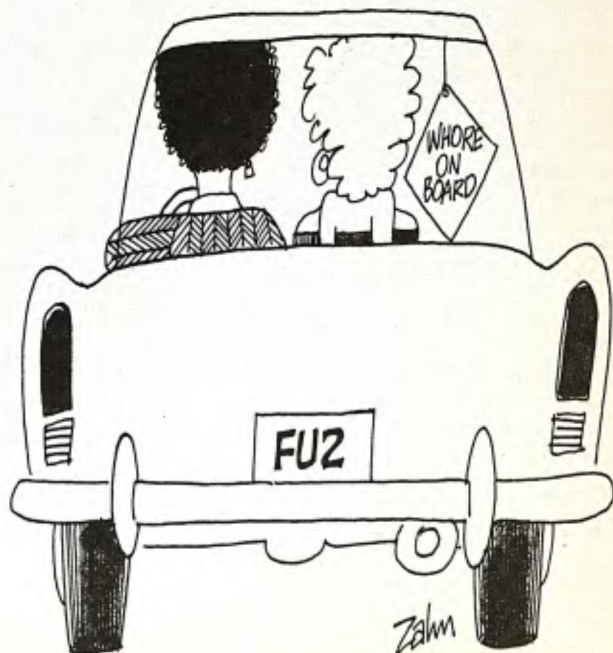
**T**here was a young biker chick named Heather  
Who wore hot pants made of black leather.  
When wet, they would shrink  
Exposing her pink,  
And all the bros prayed for rainy weather.  
Butch  
Atlanta, Ga.

**W**hat's the first thing ya do if the Internal Revenue Service agent suddenly starts choking during your tax audit?  
Laugh . . . and what's the second thing ya do?  
Offer him some peanut butter.  
Paul Brown  
Funtown

**A**nother woman has come forward claiming Clinton has been sexually harassing her for over 10 years.  
But enough about Hillary . . .  
L. Jefimowicz  
Rahway, N.J.

**A**fter Li'l Bit caught her ol' aman rollin' in the sack with the redhead from next-door, she said, "I see I'm gonna hafta spend more time with you."  
To which he said, "Okay—is that my punishment?"

Sprockethead  
Wrenchin'





**D**efinition of *amnesia*: a recurring mental condition brought about by a hard-on.

Risky  
Takin' Chances

**D**efinition of *midwife*: the chick ya marry between your first wife and your third.

Ken  
Huntin' Barbie

**W**hen do most ol' ladies spread their legs?

The moment they hear snoring.

Lucky  
Scimitar, Calif.

**W**here's the population center of Haiti?

About 50 miles offshore of Miami.

The Midget  
Stayin' Strong



"Would ya believe they laughed at me when I said I wanted my Hog buried with me?"

**M**artha had been gaining weight steadily for a couple of years, and her ol' man Roy was getting fed up with it to the point where he convinced her to see a shrink for some help.

When Martha returned from her first appointment, she told Roy, "I've got some good news and some bad news."

"So what's the good news?" asked Roy.

"The psychiatrist used hypnotic suggestion to make me give up a list of things I can't eat."

"Good deal," said her ol' man. "And what's the bad news?"

"You're first on the list," said Martha.

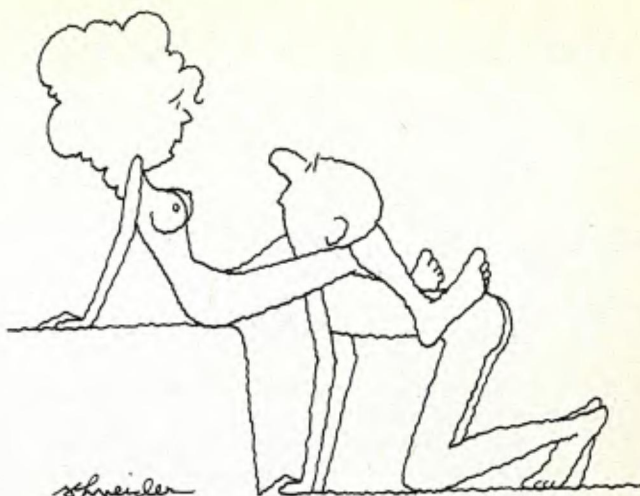
Death Dealer  
Tehachapi, Calif.

**W**hile waiting in line for a movie, a man was startled when someone behind him began to massage his head and neck. Spinning around, he found himself facing a middle-aged man. "Hey, what the hell do you think you're doing, mister?" he yelled.

"I'm a chiropractor," explained the other guy. "You looked so tense, so full of stress, that I couldn't resist showing you what my training can do for you."

"Yeah? Well, keep your damn hands to yourself!" barked the first man. "I'm a lawyer, but you don't see me fucking anybody, do you?"

El Vee  
Simi, Calif.



"Softail."

**A** lady biker rode her Hog into an old farmer's yard and asked for a drink of water. The sodbuster, looking her bike over, remarked, "Boyoboy, missy, but that thang sure looks hot."

"If you'd been between my legs as long as it has, honey, you'd be hot too," the chick said with a smile.

The farmer thought about that a sec, then said, "Hell, missy, if I had as many nuts as it does, I'd dang sure give ya a run for your money."

O'Dooley  
Somerset, Pa.

**W**hat do a hillbilly divorce and a Texas tornado have in common?

Somebody's gonna lose his trailer.

Teach  
Chagrin Falls, Ohio

**D**idja hear about Adolph, the brown-nosed reindeer?

He could run as fast as Rudolph, but he couldn't stop worth a damn.

Long Stroke  
Lompoc, Calif.





# HALL O' FAME

*For Brothers And Sisters Who Stand Out In A Crowd*

## Walt Simpkins Riverside, New Jersey

**W**alt Simpkins has been riding Harleys for the last 68 years. The first bike he ever rode was a 1919 H-D and the first bike he owned was a 1925 H-D. At 83, he still rides today and firmly believes it's the only sport in town.

Back in 1968, Walt bought a basket-case '46 Knuckle for a paltry \$125, got it running, and rode it for the next two years. Eventually, his life became complicated, and with the passing of his wife,

he garaged it until March of 1994.

Enter Willy and her husband, Leo, of Leo's Riverside Auto Body, Inc.. With the help of their dedicated crew, they gave the Knuckle a complete restoration. Walt also incorporated the sidehack into the restoration 'cause his new lady friend, Myrtle, didn't want to ride on the back. You tell him, Myrtle! Take a bow, Walt, 'cause you're an American institution.

—Twiggy



Illustration: Jon Towle

## Speed Burk Brighton, Colorado

**S**peed Burk, was a true lover of high velocity. To all who knew him, everything he ever built went super fast. His life followed the same path, right up to June 3, 1994.

As an avid motorcyclist and a lover of fast cars, Speed rebuilt a classic 1940 Chevy Coupe. Conducting a "test run" on that fateful night, something went terribly wrong on a lonely highway in Colorado. Unfortunately, there were no witnesses. Until the death of a loved one hits you

in the face, you never know the pain of losing a friend like Speed.

It's hard to say good-bye to someone who seemed invincible. Speed, we'll always miss and love you, and hope to see ya on the other side.

He left behind a large family who loved him very much. Not to mention the many friends who were proud to call Speed their true brother.

—Cathy and Kevin Moore  
Brighton, Colorado

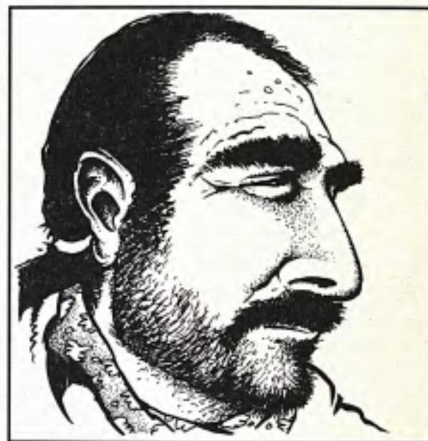


Illustration: Jon Towle

## Shack O' Shame

## Advocates For Highway Safety Washington, D.C.

**O**n June 24, 1994, after an amendment that would repeal the federal blackmail bill passed the U.S. House of Representatives Subcommittee on Surface Transportation, our temporary victory was snatched away by a bullshit ad in a Capitol Hill newspaper called *Roll Call*.

The ad, never tested under the light of public scrutiny, named 200-plus powerful corporations and institutions who supposedly support section 153 of ISTEA. The same ad mysteriously appeared in the halls of congress, where it played a part in the repeal being killed at the full committee level. Unfortunately, the group behind

this list never identified themselves—typical of the parlor room politics practiced by faceless bureaucrats. But after some tree-shaking, we now know who they are: The Advocates For Highway Safety.

Now that we know who you are, we'd like to know if you explained before—or after—you conned those companies and institutions into endorsing your ad that they are supporting federally mandated blackmail over state's rights. This includes state-sponsored motorcycle safety education programs that—unlike the mandatory helmet law—have proven to save lives.

—Clay Dog



Illustration: Jon Towle



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

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

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

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**MUSIC:** "Biker Party King," "Pussy Licking Tommy," "Sally's Hairy Pussy," and 14 more nasty songs on two cassettes. Send \$14.95 to Mack Banks, Box 17, West Point, MS 39773.

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**PARTS & ACCESSORIES:** Tans Cycles Parts for H-D parts & accessories. Catalog: \$5. Box 550(EB), North Beach, MD 20714, (410) 257-6619 or (301) 855-8337.

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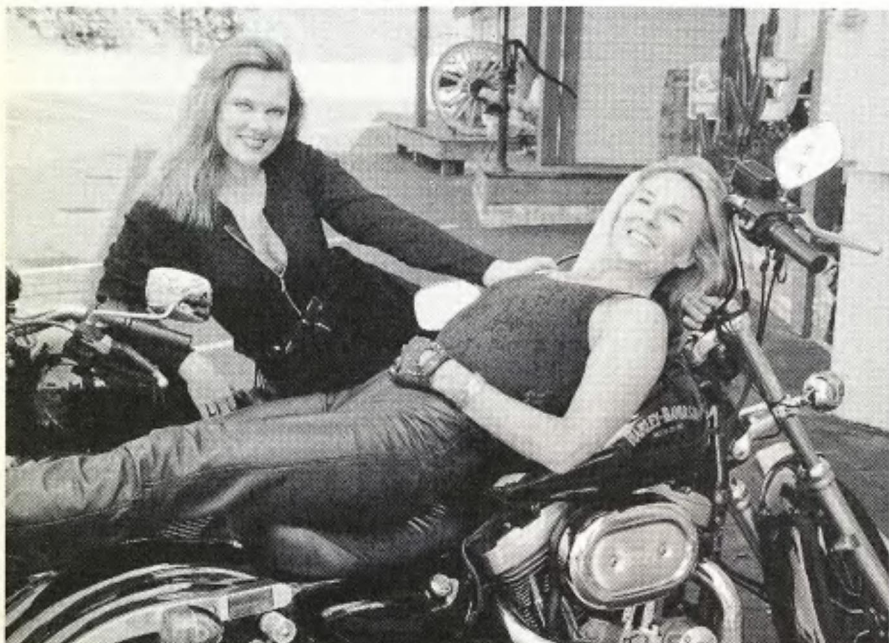
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# MOTHER AND DAUGHTER

*A Bond Formed By The Wind*



Photos: Lisa Garber

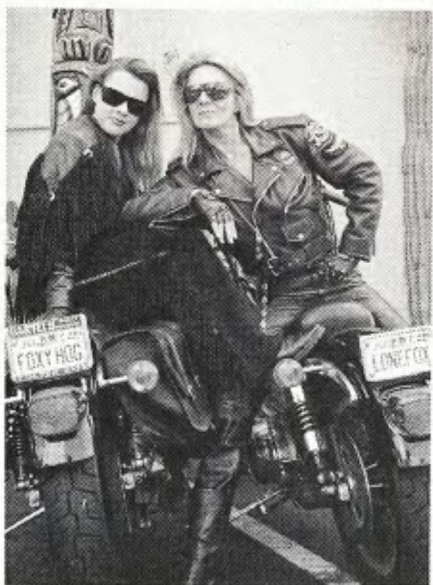
I first met this mother-daughter riding pair when they rolled into the Los Angeles biker hangout Thunder Roadhouse. Lauri and Leni were dressed alike, which is something they say *never* happens (they swore).

They are a vivacious, talkative duo who ride matching 1200 Sportsters with low rider tanks. Their story is a tale of empowerment and esteem. It is also one of friendship and sisterhood. They talk of the riding experience as becoming "spirit" and transcending gender. They have been riding for three years with bravado and an infectious sense of pride.

Mom, Leni, is a striking figure of a woman who works as a personal trainer. Her tight, well-built frame is proof of her vocation. Mom wistfully told me, "It's amazing to realize that you gave birth to your best friend."

Her daughter, Lauri, a Sociology graduate from USC, is working to pay the rent until she can make her degree work for her. Lauri plays the foil for her Mother, always supportive, always listening. Lauri's stance is one of silence and quiet command. She may defer, but when they ride she always leads.

The dream of the motorcycle was Lauri's, who was introduced to motorcycles by her father after her parents'



divorce. Dad had a collection of MotoGuzzis. Lauri began to lust after the motorcycle experience after touring Canada and the United States during summer visitations. Mom was kept in the dark about her daughter's growing passion for the road and her two-wheeled adventures.

When Lauri was old enough to drive she informed her mother that she was going to get a bike. Leni, a funny combination of caution, protectiveness and

adventure, vetoed the idea.

After a fair amount of life, several husbands, and financing an expensive college education, Leni decided to grant her daughter's wish and buy her a motorcycle. Nothing but a Harley would do for the strong-willed daughter who grew up quickly and has always seemed to know what she wanted. During the rounds of shopping and pricing bikes, Leni began to think that she might enjoy the motorcycle experience. Her secondary consideration was her own discomfort, imagining herself sitting at home wondering when and if her errant daughter would return from her motorcycle rides.

So the decision was made. She bought two bikes. Leni is a very physical woman. An ex-professional ice skater, aerobics instructor, sailor, and now a personal trainer, she had never been on a motorcycle except in the showroom. They took the California Highway Patrol motorcycle training course together to begin the journey. Not an easy endeavor they report. But they passed and were off.

The motorcycle has become an expression of unknown power and personal mastery for mom and the fulfillment of a long-held dream for Lauri; perhaps even a way of connecting to a father who has somehow been lost through the years. Mom, who now describes herself as a born-again Jedi-Buddhist Jew for Christ, has made her ride a way of finding her center and keeping it. For this hippie holdout, the motorcycle is the surest reminder of "be here now." And, as she quips, "it's a little safer than a forth marriage."

I rode with this dynamic duo through the summer heat late one Los Angeles afternoon. But the temperature was not the only thing which was blazing. As we rode down Sunset Boulevard to the beach, there was a sense of camaraderie and knowledge shared by the mother and daughter, which was evident in their riding styles and attitudes. Motorist turned their heads to stare as this mother and daughter, who are certainly cosmic sisters, took on their next adventure.

—Lisa Garber





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# 1984 AND EARLIER CLUTCH FIX

**H**ere are some of the reasons why you are reading this tech tip in the first place: Your transmission grinds while shifting from neutral to first gear; you can't find neutral while stopped; while in gear and stopped, your bike creeps or bumps forward; your clutch does not engage smoothly when starting off.

I will start with the simplest fixes first. The first thing to check is to see if the plates are stuck together. This can be caused by too much grease on the clutch hub rollers or by a mixture of oil vapors and clutch dust that form a black gum that can be found as streaks on the steel plates. The plates should be cleaned with a non-oily solvent (brake cleaner, contact cleaner, lacquer thinner, etc.) and should not be left to soak, as this may cause the clutch linings to swell. Water should also be avoided because it will cause the plates to rust together. The plates should also be lightly sanded with 120- to 180-grit sandpaper. This keeps the plates from suction-sticking together. This procedure should be done every 5,000 miles or sooner just to check on how things are wearing.

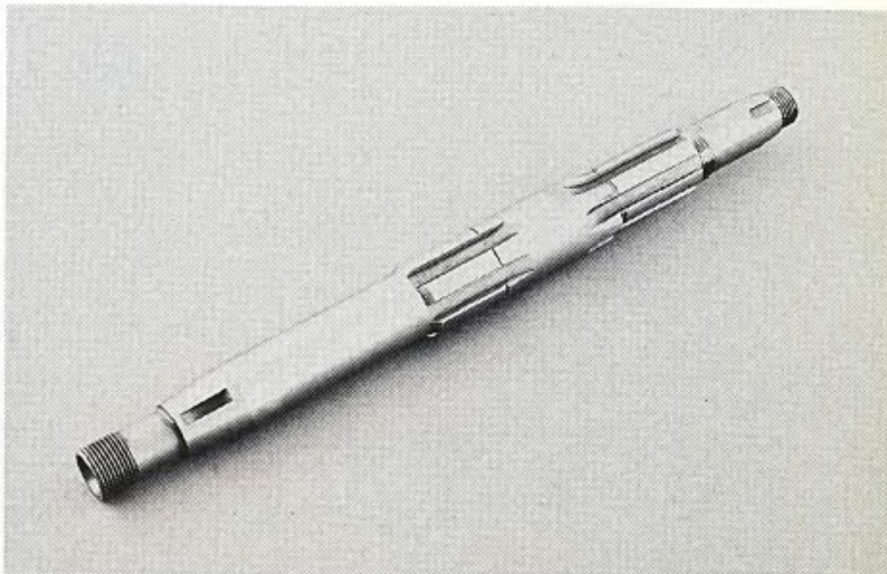


Photo 1

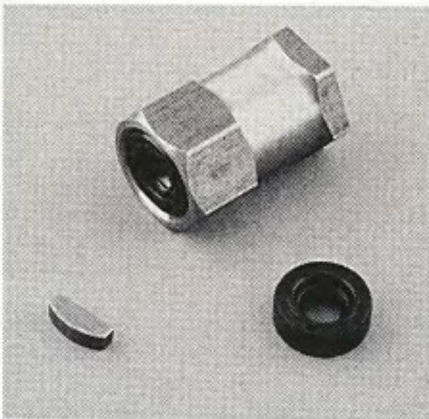


Photo 2

Once you do this a couple of times, it is very easy to do and can save you a lot of time and money later on.

Now, while I am talking about taking out and reinstalling clutch plates, the next problem area is the pressure plate and the springs and retainer. Every service manual starts off with the correct procedure for adjusting the handle free play and spring tension. However, after you measure the springs' installed height (31/32 inches)



Photo 3



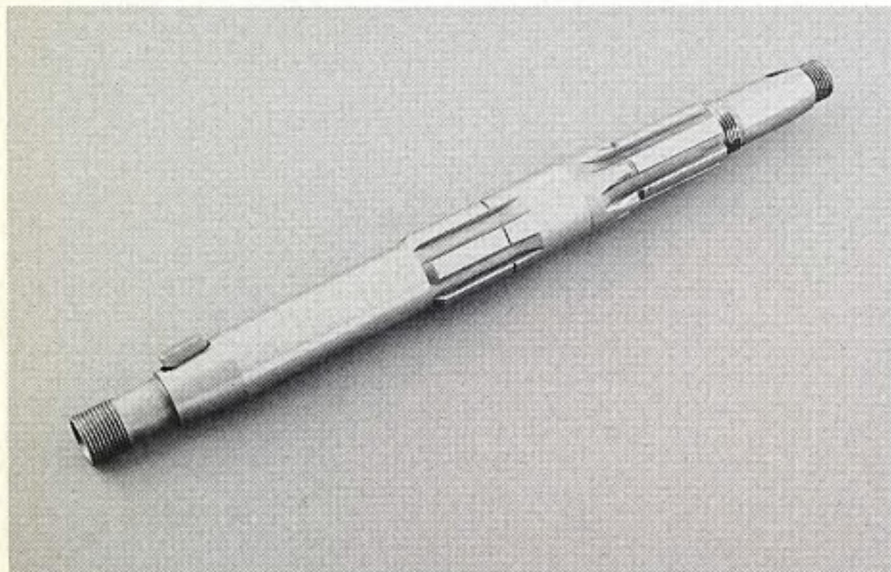


Photo 4

and you have the pushrod and cable adjusted, pull in the handle and see if the pressure plate lifts squarely off the clutch pack. If it tilts over as it lifts, the clutch won't work very well—if at all. Adjust the three (or five) spring retainer nuts in or out until the pressure plate lifts squarely off the clutch pack. A wobbly spring retainer doesn't matter as long as the pressure plate runs straight when released.

If none of the above has fixed

*If the pushrod is not properly supported it will fall off center and cause an uneven lift of the pressure plate*

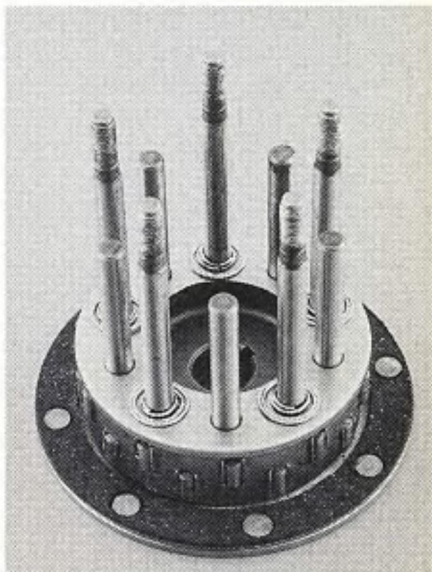


Photo 5

the problem, then it's time to dig further by checking your clutch components:

1. Check the main shaft (trans). If it is bent from previous damage or if the key slot or the hub mounting taper is damaged the shaft must be changed (photo 1). Max runout is .003 inches.

2. The clutch release pushrod must have support at the clutch end of the trans main shaft. The original design has a steel bushing pressed in at both ends to support the →

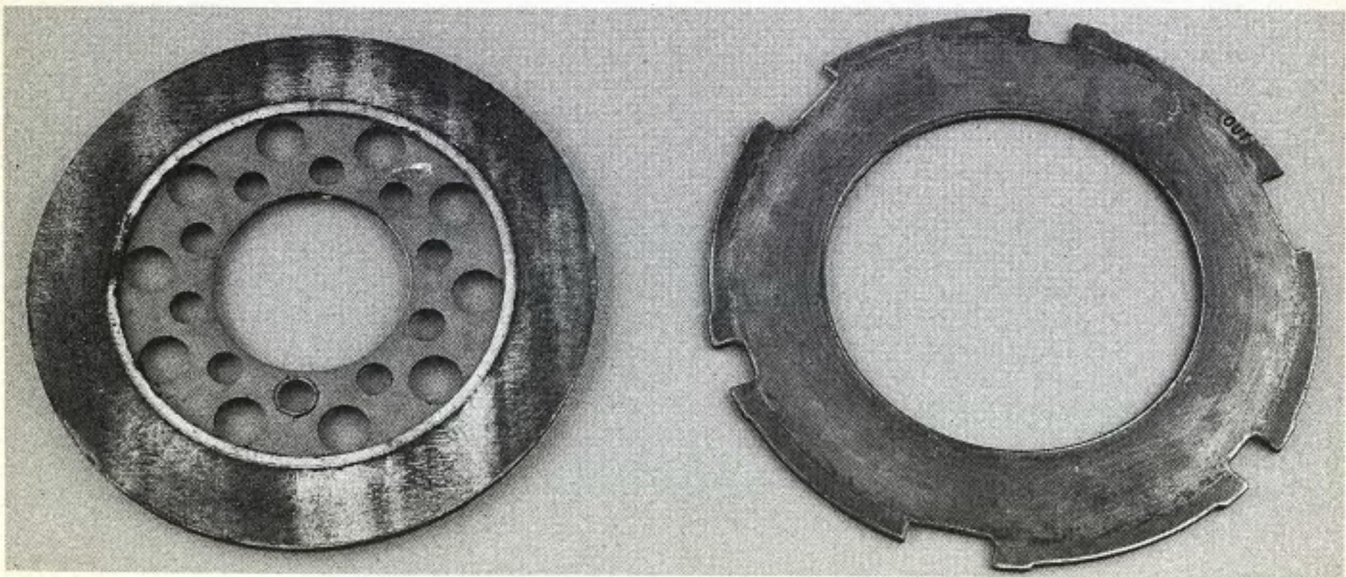


Photo 6





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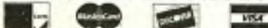


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pushrod. Some aftermarket mainshafts are the "gun barrel drilled" type which support the pushrod full length. If the pushrod is not properly supported it will fall off center and cause an uneven lift of the pressure plate which causes the clutch to drag and engage roughly. Check the seal in the end of the clutch hub nut (photo 2).

3. Check the pushrod for grooves worn in it where it rides in the mainshaft bushings. This will cause the same problems as in number 2 above (photo 3).

4. Check the clutch hub for damage or wear. The things to look for are: damaged taper, damage to the key slot, cracked at the key slot, bearing race damage, worn out or bent studs, bent thrust lining plate. Replace or repair (photo 5).

5. Clutch hub key. This key must be the correct size and shape (photos 2 and 4). It must also fit in the mainshaft slot snugly and must be able to freely slide the length of the slot in the hub. This will allow the hub to seat properly on the mainshaft and maintain the .003-inch or less runout.

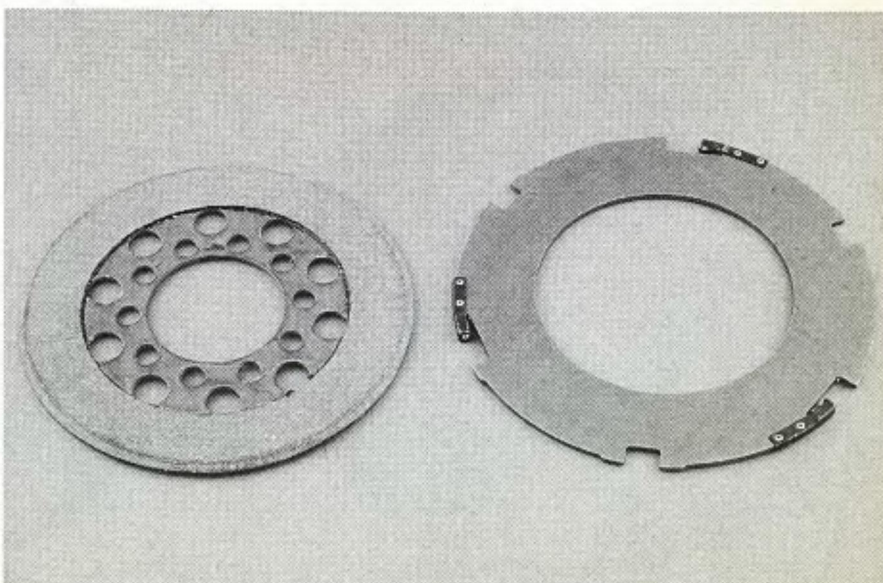
6. The clutch hub thrust lining must also be checked for lateral runout and bearing clearance on the inside diameter of the lining (photo 5). Lateral runout is usually caused by a bent thrust plate on the back of the hub. This condition causes the clutch basket to tilt on the roller bearings as the clutch is

being engaged and causes a jerk instead of a smooth engagement. The thrust plate can be trued by pressing or by a light machine cut. At the same time check the bearings for clearance under the hub lining. Any interference will cause the bearings to jam (lock).

7. Check all of the clutch plates for warps, bends or other obvious damage. The steel plates should have an even wear path all the way around with no dings or creases showing and no dishing (photo 6). The friction plates should have an equal amount of lining material all around (side-to-side, top-to-bottom, front-and-back). Stud holes should not be excessively loose but should not have any tight spots fitting over the studs. The friction plates can be run in either direction, the steel drive plates that have "OUT" stamped on their edge must be installed with the "OUT" facing out. This is so all six dog notches are carrying the load while accelerating.

8. Chain or belt alignment is very important and has been the main subject of many articles. Different models and years have different methods of aligning the drive. Check your alignment by following the instructions in the correct year service manual for the bike you're working on.

That's it for basic maintenance. Watch for more clutch tricks in an upcoming issue. —Rick Diaz



Photos: Marcus Cuff, courtesy of Hi-Tech Custom Cycles, Van Nuys, California.

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## Karen Kim, Los Angeles, California

### 1987 Harley-Davidson FXSTC

**Y**ou may recognize Karen Kim from her various modeling and acting jobs. She has appeared on such TV shows as *Baywatch* and *Entertainment Tonight* as well as a Jack-in-the-Box commercial. She's been a Bud poster girl, is Miss Korea-California, and was first runner-up in the Miss Asia-USA pageant. Raider fans can see her cheering on the Silver and Black at every home game of the season, or check her out on the Raiderette video and calendar.

But all that excitement wasn't enough for Karen, who is also a partner in some of Hollywood's most successful auto dealerships. Karen also fell in love with the thrill of riding Harleys.

She started out riding on the back of her boyfriend's bike, but it wasn't long before she wanted one of her own. She picked up a Sporty, but after puttin' around on it for a while, she yearned for something with more muscle. She put the word out to her friends that she wanted a Big Twin, particularly a Softail. She wanted a bike that would reflect the philosophies of the yin and the yang—a bike that was built tough yet looked feminine.

Karen lucked out. Her friend "Donnie 9" introduced her to Jim Waggaman of AirStream Studio in Carlsbad, California. Jim had just picked up an '87 FXSTC that he was planning to fix up and sell. They got together to discuss the look she was after, and the result of that meeting is the peaches 'n' cream machine on these pages. Note the solo saddle. No more back seats for this lady. —Hmstr

| General                                |  | Forks                                  |               |
|----------------------------------------|--|----------------------------------------|---------------|
| Fabrication: Jim Waggaman/AirStream    |  | Type: H-D                              |               |
| Year and make: 1987 H-D                |  | Builder: factory                       |               |
| Model: FXSTC                           |  | Special features: 2 inches under       |               |
| Chroming: Quality Polishing            |  | Accessories                            |               |
| Engine                                 |  | Bars: Ness                             |               |
| Year/model: 1987 Evolution             |  | Lights: Gary Bang, H-D                 |               |
| Rebuilder: none                        |  | Gas tank: H-D                          |               |
| Displacement: 1340cc                   |  | Oil tank: stock                        |               |
| Transmission                           |  | Seat: Le Pera                          |               |
| Shifting: foot                         |  | Other: Ness flame grips and covers     |               |
| Trans sprocket: 35-tooth               |  | Wheels                                 |               |
| Wheel sprocket: 70-tooth               |  | Front                                  | Rear          |
| Finish                                 |  | Size: 21-inch                          | Size: 16-inch |
| Painter: Waggaman/AirStream            |  | Tire: Metzeler                         | Tire: Avon    |
| Color/type: peach & cream/ DuPont      |  | Brake: H-D                             | Brake: H-D    |
| Special paint: pinstriping, Rob Gagnon |  | Special modifications: lowered rear    |               |
| Frame                                  |  | fender, painted struts, taillight, and |               |
| Year/builder: 1987 H-D                 |  | license plate bracket by Airstream,    |               |
| Type: Softail                          |  | Russell brake lines                    |               |
| Alterations: none                      |  | Photos: Clark Crouse                   |               |

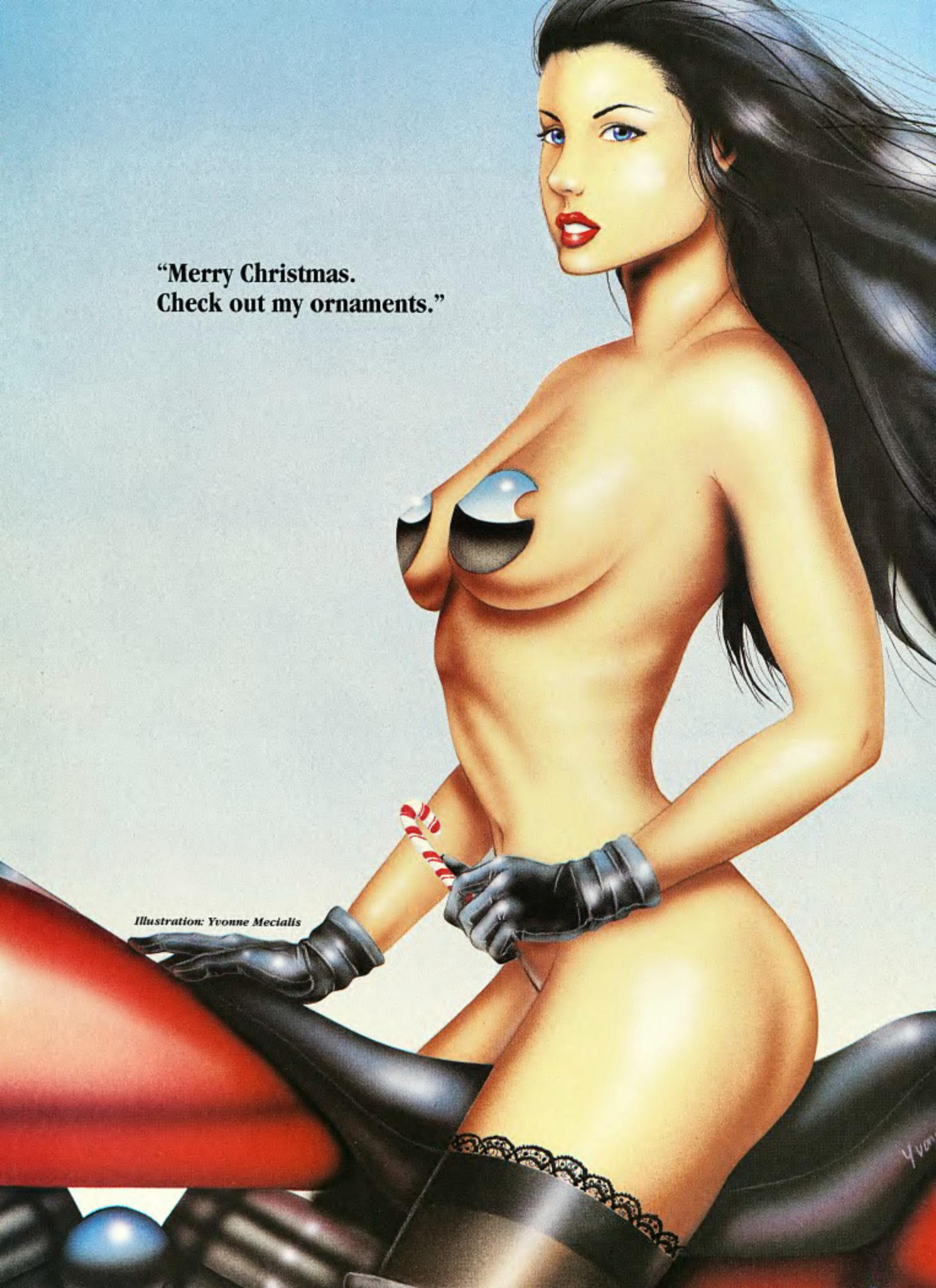






**"Merry Christmas.  
Check out my ornaments."**

*Illustration: Yvonne Mécialis*





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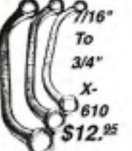


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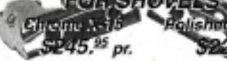
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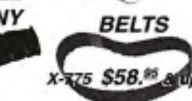
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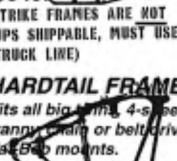
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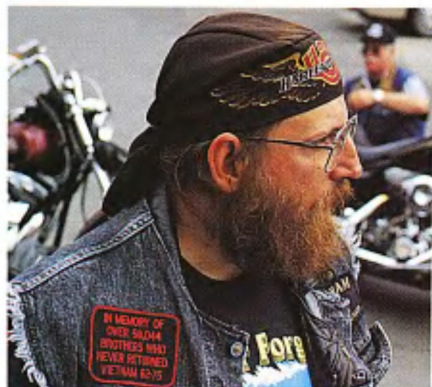
# RUN TO THE WALL 1994

**I**t was with a sense of solemn urgency that the Donnelly's *Easyriders* Bros Club Chapter from North Hampton, New Hampshire, began the journey to The Vietnam Memorial in Washington, D.C. The members of this pack of riders made up the northeastern-most contingency of the combined national runs known collectively as Rolling Thunder and the Run To The Wall. Following an intermittently wet ride to York, Pennsylvania, the New Hampshire bros had clear, warm weather the following day for a tour of the York Harley-Davidson Assembly Plant and a long, leisurely ride through the surrounding countryside, best known for its historical Civil War atmosphere.

The following day found the Bros Club riders at Gettysburg, reliving the famous Civil War battle between the North and South. Narrated by Rico, one of the bros on the ride, the battlefield tour brought to light the →

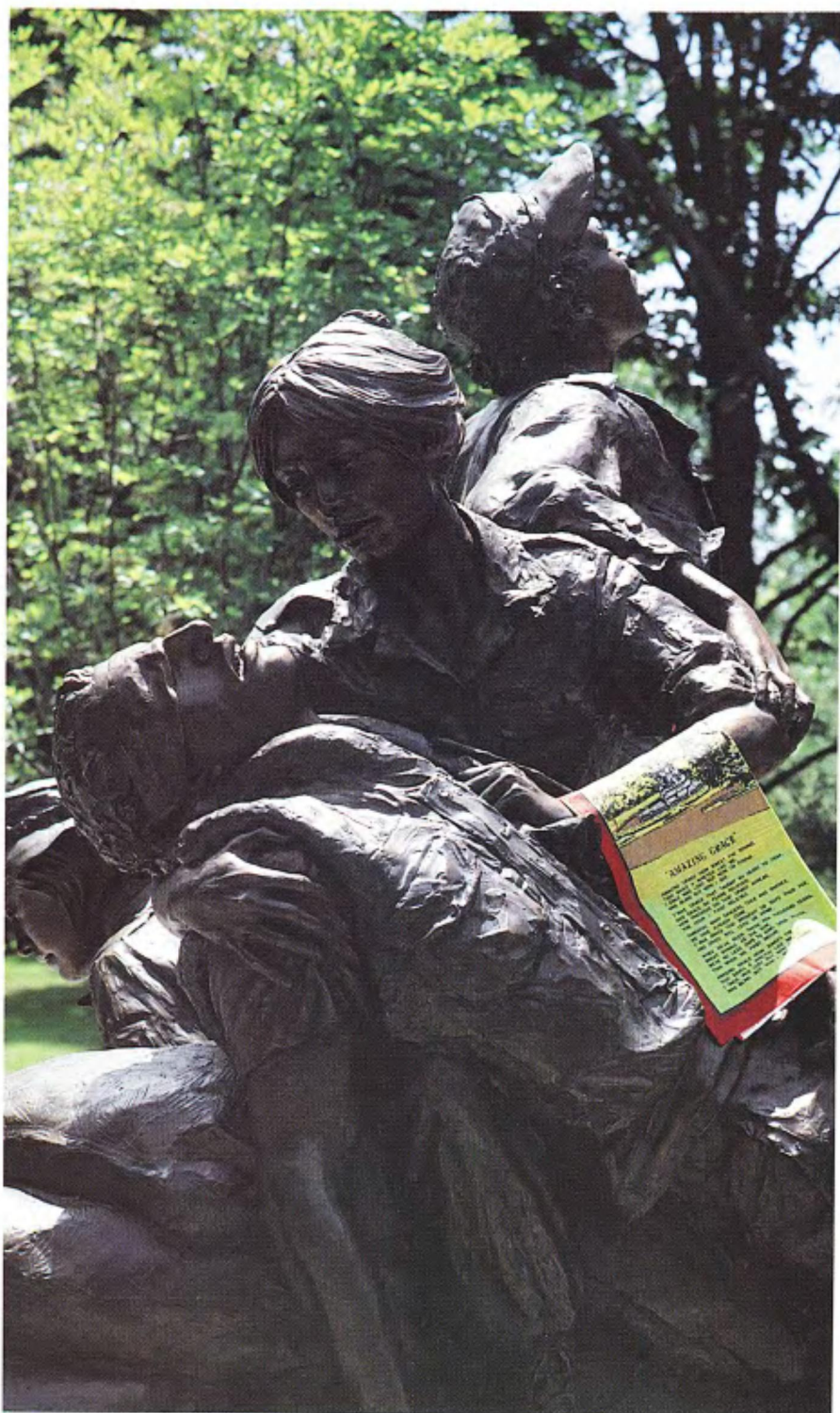




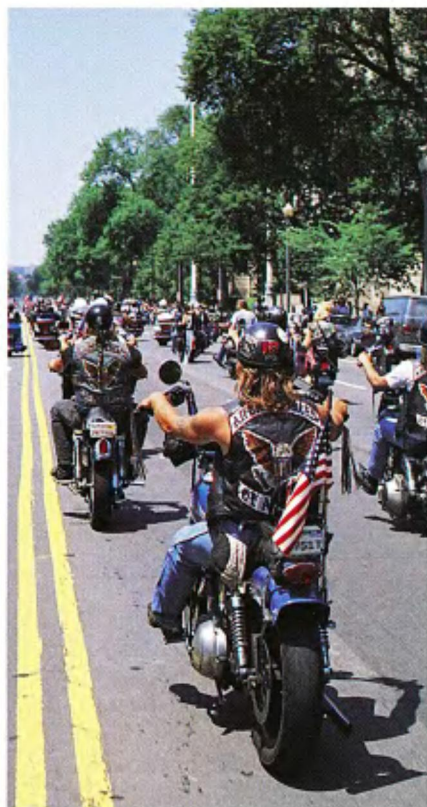


many similarities between the Battle of Gettysburg and the Vietnam War. The most profound of these was the fact that, although 53,000 men were killed, wounded, taken prisoner, or missing in action during the three-day battle, neither side was victorious, nor was any specific objective—military or political—gained by either side. After the Gettysburg tour the group returned to York for a restless night prior to the final leg of the trip.

Memorial Day began early for the riders, who left York shortly after daybreak to make the putt to D.C. At the huge Pentagon parking lot they joined the sea of motorcycles and the army of riders gathered there, poised for the annual Rolling Thunder motorcade through the streets of Washington to The Wall.







"Not only was the Pentagon parking lot filled with bikes and riders," said Artie Mueller, a Run To The Wall organizer, "but Interstate 66 had turned into a parking lot from the Pentagon to the other side of D.C.! We later learned that routes 110 and U.S. 1, from Interstate 95 to the Pentagon, were filled with bikes as well. And that doesn't count the thousands of bikes that were already in the area around West Potomac Park, the site of the Vietnam Memorial itself. It was incredible."

An official escort of 50 black and white police motorcycles, in tight formation with lights flashing, led the way. Mile after mile the endless procession of veterans rode, flanked by flag-waving supporters who, despite the best efforts of the D.C. →

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police, surged forward to shake the outstretched hands of the riders, many of whom wore their military uniforms or fatigues.

"Official estimates are in the one hundred forty thousand-plus range this year," Artie said, "but there's no way of knowing for sure how many took part in the event. Some of the media estimates ranged even higher, and it certainly seemed that way, especially in the park area around the memorial itself. The police were on horseback, just so they could move among the crowd.

"This is one run where everybody gets along, where everybody talks to each other, no matter what club or organization they belong to. We are all brothers who have converged on our nation's capital to put pressure







*They gathered this year at The Wall to solemnly search out and touch the names of the fallen*

on our government to live up to their responsibilities to the brothers and sisters who never came home."

They gathered this year at The Wall to solemnly search out and touch the names of the fallen. It was an intensely personal day for everyone who took part. It was a time to remember, and for some it was →



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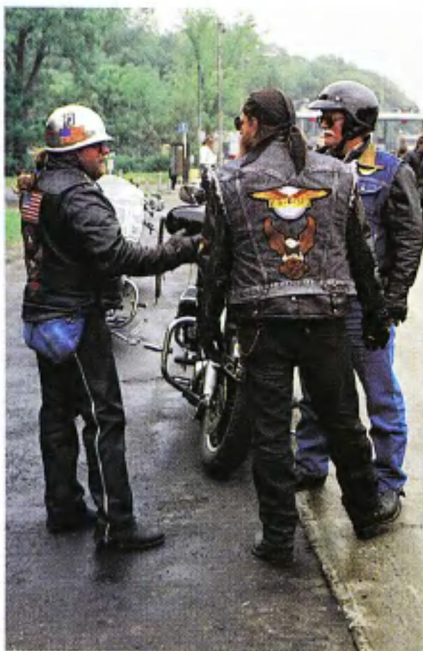


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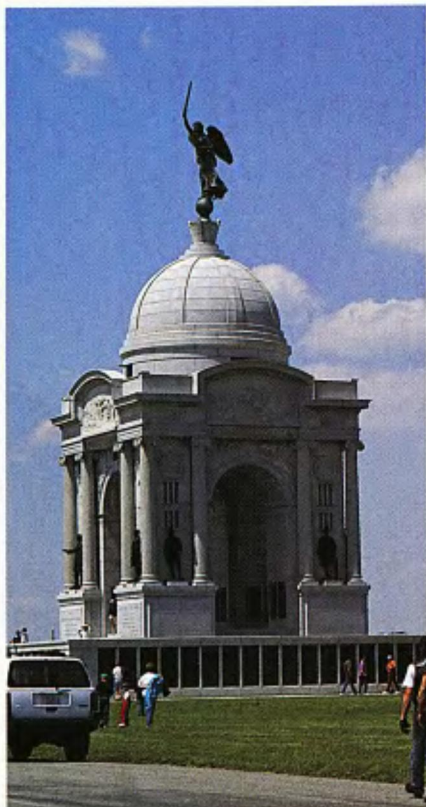




*Photos: Eric Pierce*







too much, the memories still too vivid even after nearly 30 years.

Now, as then, the Vietnam veteran stands alone in his sorrow and loss. The soldiers who stormed the beaches of Normandy, along with the brave men and women who served so valiantly in other faraway wars, returned home as heroes. But for the veterans of Vietnam, there were no ticker-tape parades, brass bands, or triumphant homecomings.

So once a year they come together and ride as one in Rolling Thunder, proud of who they are and what they did for their country. They are strong Americans who still believe in the principles upon which this country was founded: life, liberty, and the pursuit of happiness.

—Eric Pierce



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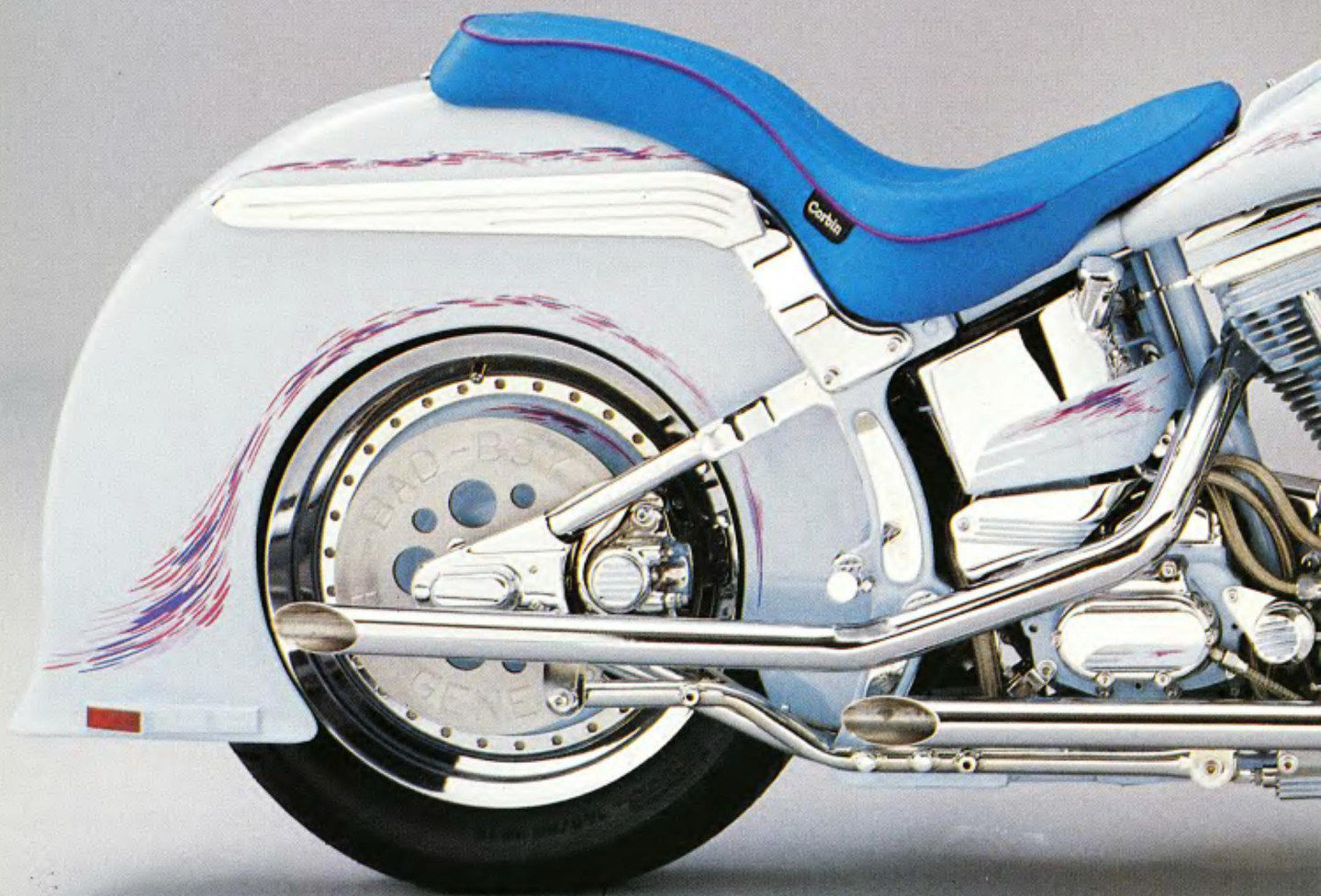


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# BAD BOY

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**D**edication is something that runs as strong with bikers as it does with anyone who's true to his way of life. Ask any scooter tramp, and he'll tell ya that his motorcycle is the most important thing to him, or at the very

least, it's awful damn close. So how far would you go to get your dream bike built? Well, we all know what it's like pissin' off our women when we end up spendin' too much time in the garage wrenching or polishing, or just

shootin' the shit with our bros over several cans of beer. But there are those out there who won't let anything stand in the way of getting their dream putt built. Enter Gene Stone. A hard worker, Gene was asked by his





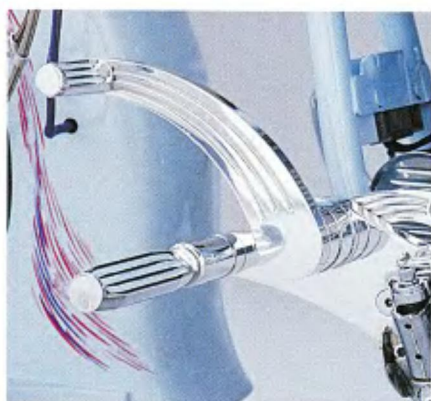
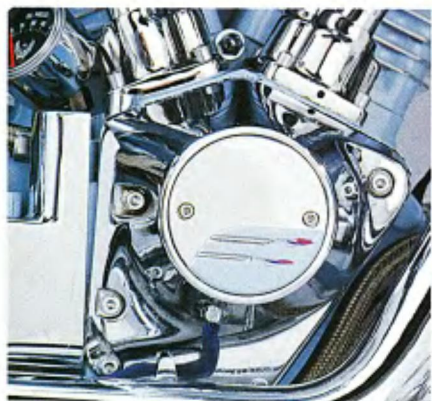
very upset former employer if he would rather keep his job, or build his bike. Guess he spent too much of his work time at the tranny shop on the new putt. We've all pushed the envelope at times, but all said and done, it looks like

Gene made the right decision.

Gene coined this riddle to describe how he arrived at the name for his redesigned ride: What do you get when you cross a bad Softail with a Fat Boy? *A Bad Boy*. Bad Boy, indeed. I got more

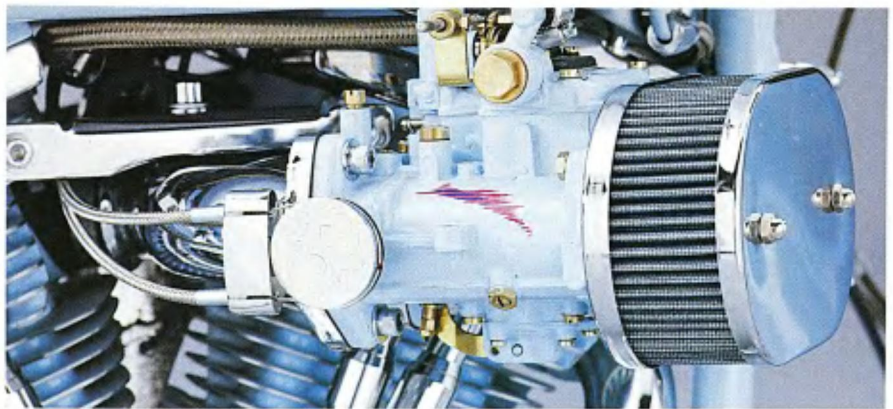
than one story of this big ol' bike dusting imported whiners; impressive, especially when you realize that the scooter is jockey shifted via a suicide clutch. So what's up with that engine, then? Well, Gene's friend Skinny rebuilt the →



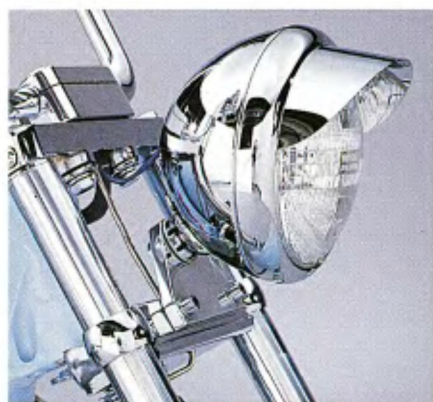


80-cubic-inch Evo with some added touches—like balancing the lower end and porting and polishing the stock heads for better flow. Skinny also threw in a Crane cam, Accel ignition, and a Dell 'Orto side draft carb for the *oomph* that's putting frowns on other riders' faces in Gene's hometown of Romeoville, Illinois.

But above all else, the Bad Boy is a rider. Gene was quick to point out that all of the important "stuff"



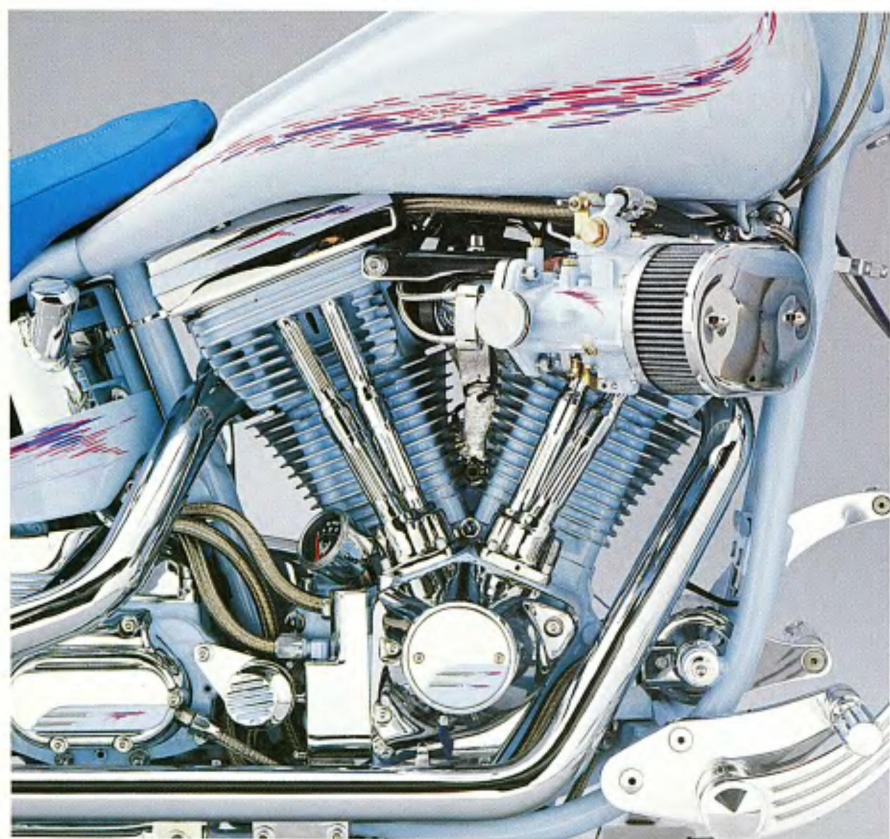




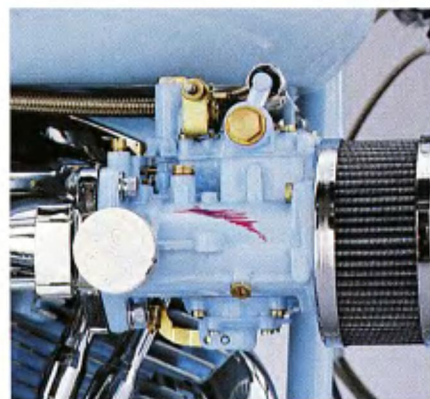
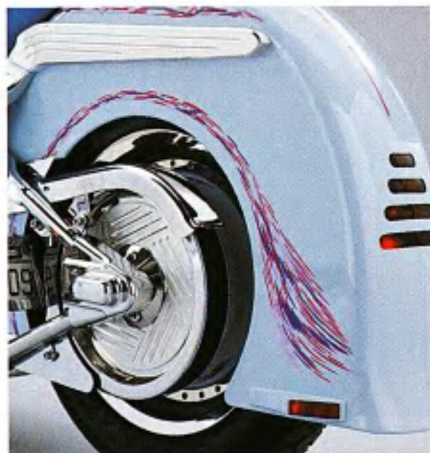
on the bike is H-D and all steel. The fenders were part of the custom fab work that Gene, an ace fab man himself, made from American steel, as were the stretched fuel tanks and custom taillight.

Dave McKeown completed all molding work so that Gene and Lance McCalla could complete the painting. Even now, Gene is constantly asked by uninformed individuals why he rides such a nice →







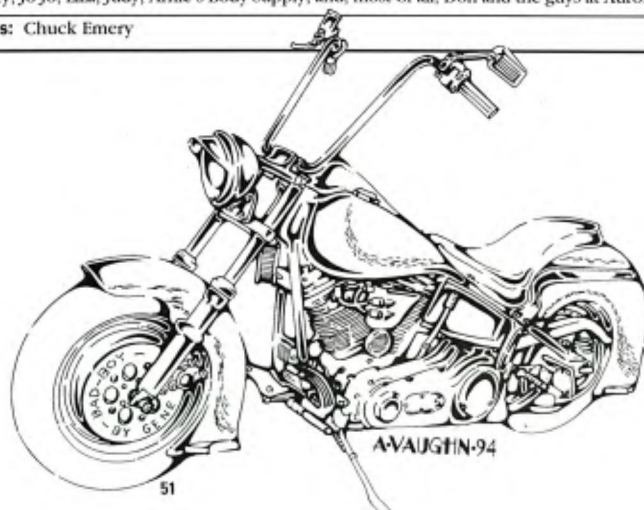


|                                                                                                                                                                                                                             |  |                                                                                     |                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------|-------------------|
| <b>Owner:</b> Gene Stone                                                                                                                                                                                                    |  | <b>City:</b> Romeoville, Illinois                                                   |                   |
| <b>General</b>                                                                                                                                                                                                              |  | <b>Frame</b>                                                                        |                   |
| Fabrication: owner                                                                                                                                                                                                          |  | Year: 1989                                                                          |                   |
| Year and make: 1989 H-D                                                                                                                                                                                                     |  | Builder: H-D                                                                        |                   |
| Model: FXSTC                                                                                                                                                                                                                |  | Type: Softail                                                                       |                   |
| Value: \$35,000                                                                                                                                                                                                             |  | Rake: none                                                                          |                   |
| Assembly: owner                                                                                                                                                                                                             |  | Stretch: none                                                                       |                   |
| Time: five months                                                                                                                                                                                                           |  | Other alterations: not lowered                                                      |                   |
| Chroming: Sun Plating                                                                                                                                                                                                       |  | <b>Accessories</b>                                                                  |                   |
| <b>Engine</b>                                                                                                                                                                                                               |  | Bars: K&N (legal height, honest officer)                                            |                   |
| Year: 1989                                                                                                                                                                                                                  |  | Risers: Ness                                                                        |                   |
| Model: Evo                                                                                                                                                                                                                  |  | Grips: Drag Specialties                                                             |                   |
| Rebuilder: Skinny                                                                                                                                                                                                           |  | Mirrors: CCI                                                                        |                   |
| Ignition: Accel                                                                                                                                                                                                             |  | Fender(s): all steel by owner, rails by Ness                                        |                   |
| Displacement: 80 cubic inches                                                                                                                                                                                               |  | Headlight: J&P Cycles, 7-inch                                                       |                   |
| Lower end: H-D                                                                                                                                                                                                              |  | Taillight: handmade by owner                                                        |                   |
| Balancing: Skinny                                                                                                                                                                                                           |  | Speedo: portrait by Judy Fontana (Liquatex)                                         |                   |
| Pistons: H-D                                                                                                                                                                                                                |  | Front pegs: Accutronix                                                              |                   |
| Cases: H-D                                                                                                                                                                                                                  |  | Rear pegs: for a special passenger                                                  |                   |
| Heads: ported and polished                                                                                                                                                                                                  |  | Electrics: hidden, 12-volt                                                          |                   |
| Cam: Crane EV35                                                                                                                                                                                                             |  | Gas tank: stretched by owner                                                        |                   |
| Lifters: Crane                                                                                                                                                                                                              |  | Oil tank: two-tone horseshoe                                                        |                   |
| Carb(s): Dell 'Orto                                                                                                                                                                                                         |  | Oil system: H-D                                                                     |                   |
| Air cleaner: K&N                                                                                                                                                                                                            |  | Primary cover: chromed                                                              |                   |
| Pipes: drag                                                                                                                                                                                                                 |  | Seat: Corbin                                                                        |                   |
| Mufflers: muffle this                                                                                                                                                                                                       |  | Sissybar: hang on, honey                                                            |                   |
| <b>Transmission</b>                                                                                                                                                                                                         |  | <b>Forks</b>                                                                        |                   |
| Year: 1989                                                                                                                                                                                                                  |  | Type: wide glide                                                                    |                   |
| Modifications: stock                                                                                                                                                                                                        |  | Extension: 2 inches under                                                           |                   |
| Shifting: jockey                                                                                                                                                                                                            |  | Builder: H-D                                                                        |                   |
| Engine sprocket: 24-tooth                                                                                                                                                                                                   |  | Special features: FX                                                                |                   |
| Trans sprocket: 35-tooth                                                                                                                                                                                                    |  | <b>Wheels</b>                                                                       |                   |
| Wheel sprocket: 70-tooth (Pro-One)                                                                                                                                                                                          |  | <b>Front</b>                                                                        | <b>Rear</b>       |
| <b>Painting</b>                                                                                                                                                                                                             |  | Size: 16-inch                                                                       | Size: 16-inch     |
| Molding: Dave McKeown                                                                                                                                                                                                       |  | Hub: H-D                                                                            | Hub: H-D          |
| Painter: Lance McCalla, owner                                                                                                                                                                                               |  | Rim width: 3-inch                                                                   | Rim width: 3-inch |
| Color: Bad Boy Blue                                                                                                                                                                                                         |  | Tire: Metzeler                                                                      | Tire: Metzeler    |
| Type: Diamont                                                                                                                                                                                                               |  | Brake: H-D                                                                          | Brake: H-D        |
| Special painting: Industrial Imron                                                                                                                                                                                          |  |                                                                                     |                   |
| <b>Other special modifications:</b> all the important stuff is H-D and all steel. This bike is a rider! Special thanks to Lucy, Jo Jo, Liza, Judy, Arnie's Body Supply, and, most of all, Don and the guys at Aurora Cycle. |  |                                                                                     |                   |
| <b>Photos:</b> Chuck Emery                                                                                                                                                                                                  |  |  |                   |

custom bike all the time. But aside from just climbing on the Corbin saddle, firing that Bad Boy to life, grabbing those hellacious highbars, depressing the street-smokin' suicide clutch, throwing her into high gear, and lightin' up the Land O' Lincoln lanes, paint chips are easier to fix than explaining the answer to those people.

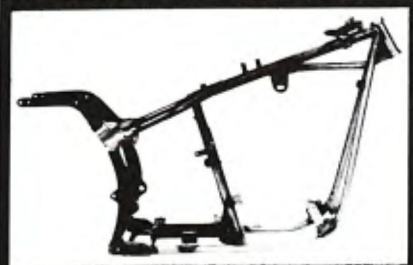
Ain't it the truth.

—Wordman





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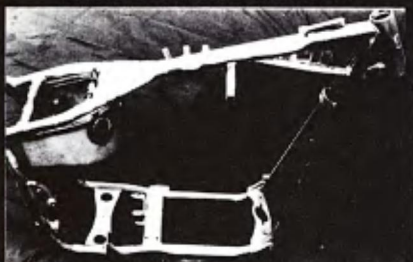
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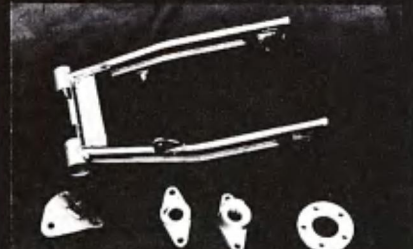
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# F.I.G.H.T. UPDATE

## A MAJOR VICTORY!

*Washington State Rules Helmet Law Unconstitutional*

**H**old on, we know what you're thinking: "If the state of Washington finds its helmet law unconstitutional, all such helmet laws across the land are unconstitutional, and we can finally throw our skid lids away!"

Unfortunately, it's not quite that simple. *Easyriders* Freedom F.I.G.H.T. asked biker attorney

"It is important to keep in focus just what the Washington case means. The ruling will not take effect for at least thirty days, and the state is already busy attempting to overcome the constitutional deficiencies in its statute. Within days after the court's ruling, the State Patrol adopted an *emergency* amendment to the Washington

*"The Washington Appeals Court made findings consistent with the arguments being pushed in the Easyriders case in federal court."*

Skip Raring to explain the impact of Washington state's decision. The following is taken from Skip's brief on the subject:

"In an unusual show of courage, a Washington State Court of Appeals has ruled that Federal Motor Vehicle Safety Standard Number 218 (regarding mandatory helmet usage) is too vague to be understood by the average person and, therefore, rendered Washington state's helmet law unconstitutional for reasons of vagueness. The arguments argued by the court in its written opinion are very much the same as those being made by the *Easyriders* Freedom F.I.G.H.T. in its federal case currently in the Southern District of California. The Washington state case, therefore, lends tremendous support and credibility to our arguments in federal court.

State Regulations in an effort to overcome the unconstitutional ruling of the court. The Attorney General then filed a motion to reconsider the unconstitutional findings based on the modified Washington state law. The Attorney General is arguing that their law now only requires proper labeling to make helmets legal based on the emergency modification. We will have to wait for the court's ruling on the motion for reconsideration in order to determine the true impact of this case.

"We want to emphasize that although the Washington court decision is a tremendous victory, it only applies to Washington state law, and we still don't know what the ultimate outcome will be pending the motions, amended state law, and further proceedings by the Attorney General. One thing this case *does* demonstrate is that



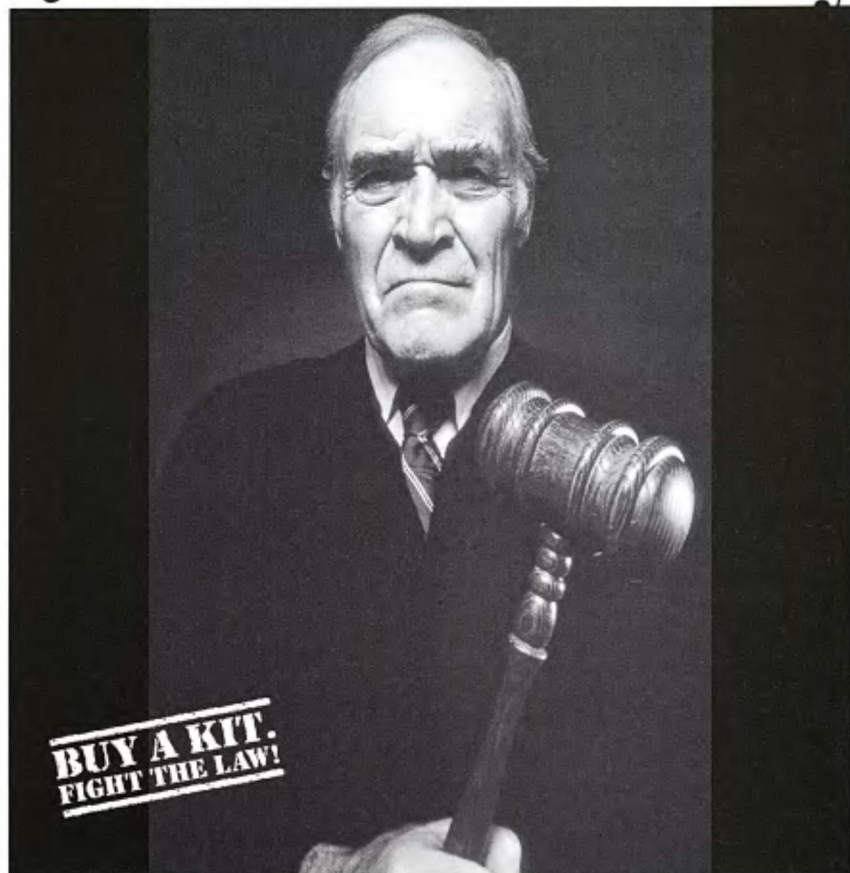
the constitutional challenge for vagueness is a valid argument before a court with the courage to apply constitutional principles. In this day and age, such courage is indeed rare.

"As stated before, the Washington Appeals Court made findings consistent with the arguments being pushed in the *Easyriders* case in federal court. *Easyriders* has recently amended its complaint to include a constitutional challenge of the California helmet law on due process grounds in addition to its challenge on the enforcement methods being used by law enforcement agencies. If we are able to convince the federal court that the 218 standard is too vague to be applied to consumers, it could have a major impact across the nation on *all* helmet laws."

*Easyriders* Freedom F.I.G.H.T. court battle continues to gain ground and will continue the fight in federal courts until all helmet laws are abolished. What can you do? Become a member of your local motorcyclists' rights organizations and purchase a F.I.G.H.T. kit today. Remember, all proceeds from your F.I.G.H.T. kit will go to battle helmet laws in court. Together, we *will* make change happen. Write to: *Easyriders* Freedom F.I.G.H.T., P.O. Box 3000, Agoura Hills, CA 91376-3000.

—Phantom

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"Over the hill, through the wash, up the draw,  
down the creek, nothing but rubber."



# WHAT'S HAPPENIN'

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

To have your events listed, 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 info to: What's Happenin', Box 3000, Agoura Hills, CA 91376-3000.

## California

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 19, Devonshire Downs, Cal State University, Northridge. Hours: 9 a.m. - 3 p.m. Info: (818) 352-7469

4TH ANNUAL MANNA RUN—November 20, ABATE Local #3, Thousand Oaks. Info: Roger Smith (805) 498-6405

LOS ANGELES TOY RUN—November 27, MMA, Dodger Stadium. Info: (310) 674-7455

1994 INTER-SHOWS MOTORCYCLE SWAP MEET—December 2, Orange County Fairgrounds. Info: (714) 364-2542

7TH ANNUAL TOYS FOR TOTS M/C RALLY—December 4, ABATE Local #16, Santa Barbara. Info: Alan Picozzi (805) 966-9792

VENTURA M/C SWAP MEET—December 11, Ventura County Fairgrounds. Info: Harry (805) 656-6777

## Florida

9TH ANNUAL ROSCOE'S CHILI CHALLENGE—November 5-6, Lakeland. Come rain or shine. Info: (813) 682-7058 or (813) 683-9017

4TH ANNUAL TOYS FOR TOTS FUN RUN—December 4, Tallahassee. A new toy is the ticket. Info: (904) 847-1663

## Georgia

7TH ANNUAL BIKE SHOW & SWAP MEET—November 5-6, ABATE, Lakewood Fairgrounds, Atlanta. Info: (404) 294-8982 or Crow (404) 476-2322

S.E.A.B.I.R.D. WORKSHOPS AND CONFERENCE—November 18-20, Falcon Inn, Suwanee, ABATE. Info: (404) 294-8982

11TH ANNUAL GUS SINGLETON MEMORIAL STATE TOY RUN—November 20, ABATE of Georgia. Must bring a toy. Info: (404) 294-8982

CHRISTMAS PARADE & TOY RUN—December 3, Dalton, District 1 ABATE. Sharon (706) 397-8825

CHRISTMAS PARTY—December 10, Atlanta, District 4 ABATE. Bring a covered dish. Info: Steve Burton (404) 931-4055

CHRISTMAS PARTY—December 17, Savannah, District 11 ABATE. Info: Doc Lipford (912) 772-3554

NEW YEAR'S EVE PARTY—December 31, Montrose, District 10 ABATE. Info: Leon Cochran (912) 463-3621

## Illinois

HOLIDAY DANCE—December 17, K.C. Hall in Maryville, Rt. 159, Piase-Gateway Chapter of ABATE. Info: (618) 259-0120 or (618) 692-9529

## Minnesota

7TH ANNUAL M/C PARTS EXTRAVAGANZA—November 20, at St. Paul Civic Center, Roy Wilkins Auditorium, St. Paul. Info: (319) 462-6011

KINGS COURT TATTOO CONVENTION—November 25-27, Radisson Hotel South, 7800 Normandale Blvd., Minneapolis. Info: (608) 857-3100

## Mississippi

2ND ANNUAL PINE VALE TOY RUN—December 3, Corinth. Info: Danny (601) 286-9692

5TH ANNUAL TUPELO TOY RUN—December 10, Tupelo. Info: Roger (601) 680-4953

## Nevada

FOOD FOR LIFE—November 6, poker run sponsored by I.O.O.B. 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 York

HAMBURG CHRISTMAS SWAP MEET 1994—November 27, Erie County Fairgrounds, Hamburg. Info: The Hog Farm (716) 822-3227

## North Dakota

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

## Ohio

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

## Oklahoma

ANNUAL TOY RUN AND KEG PARTY—November 19, ABATE, Lawton. Info: (405) 357-8576

## Pennsylvania

11TH ANNUAL LEHIGH VALLEY CHAPTER OF ABATE TOY RUN—November 19, Trexlertown Mall Grounds, Trexlertown. Run leaves at 12 noon sharp! Info: Fred Brauchle (610) 767-6893

## South Carolina

HISTORY ON WHEELS CONFERENCE—November 11-13, sponsored by AMHF (American Motorcycles Heritage Foundation), to encourage the motorcycle museum movement. Info: (614) 891-2425

BIKE SHOW & SWAP—November 12-13, sponsored by Charlotte Chapter, Concerned Bikers Association. Info: (704) 399-3990, (704) 455-6245, (704) 391-1222

SISTER CARE CHARITY RUN—November 20, Midlands ABATE. Meet at noon at Nemo's, River Dr., Columbia. Bring diapers, 33-gal. trash bags, nonperishable food. Info: Dennis (803) 776-7235 or Panama (803) 736-5659

BIKE SHOW & SWAP MEET—November 20, Civic Center of Anderson, 3027 Mall Rd., Anderson. Sponsored by Baxter Productions Two. Info: Sharon (803) 845-5722

TOY RUN FOR THE SALVATION ARMY—November 27, Low Country ABATE Chapters. Bring a new toy or \$5. Meet at noon, Blue Parrot, 1063 E. Montague, north Charleston. Info: Ralph (803) 552-9515

TOYS FOR TOTS RUN—December 17, ABATE of Horry County. Info: Buck Huntley (803) 650-8712 or (803) 626-9092

## Texas

COW TOWN M/C SWAP & SALE—October 29-30, Cow Town Coliseum, 300 East Exchange Ave., Fort Worth. Info: (817) 732-1194 or (800) 982-0253

3RD ANNUAL FALL M/C EXPO—November 20, Waco, Texas Convention Center. Info: (214) 216-5520

TOP HAT'S 2ND ANNUAL M/C EXPO, SHOW & SWAP—November 26-27, Bell County Expo Center, Highway 190 & IH 35, Belton. Hours: 10 a.m. - 6 p.m. Adults: \$5. Info: (512) 478-6798

## Virginia

RICHMOND TATTOO ARTS FESTIVAL—November 17-20, Holiday Inn Koger Center, Richmond. Info: (800) 230-7908 or Red Dragon Tattoo Studio, 3910 Hull Street Rd., Richmond, VA 23224

## Washington

17TH ANNUAL OLYMPIA STATE TOY RUN—December 3, ABATE, benefits the Salvation Army. Info: Monty (206) 537-8834

## Wisconsin

10TH ANNUAL M/C PARTS EXTRAVAGANZA—November 13, Wisconsin State Fair Park, Trademart Exhibit Hall, Milwaukee. Info: (319) 462-6011

## All-Harley Drag Racing

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

AMRA: (708) 250-0838

ECRA: (609) 652-1159

AHRA: (919) 229-4877

## Easyriders Events:

TATTOO MAGAZINE'S ARTISTRY IN INK TOUR—November 11-13, DFW Airport Hyatt Regency West, Dallas, Texas. Info: (818) 889-8740, ext. 281 (vendors) or ext. 331 (tattoo competition)

TATTOO MAGAZINE'S ARTISTRY IN INK TOUR—November 18-20, Concord Resort Hotel, Kiamesha Lake, New York (Catskill Mountains). Info: (818) 889-8740, ext. 281 (vendors) or ext. 331 (tattoo competition)

TATTOO MAGAZINE'S ARTISTRY IN INK TOUR—November 30, 31, and January 1, 1995, Crown Plaza Holiday Inn, Phoenix, Arizona. Info: (818) 889-8740, ext. 281 (vendors) or ext. 331 (tattoo competition)

TATTOO MAGAZINE'S ARTISTRY IN INK TOUR—January 6-8, Handlery Hotel And Country Club, San Diego, California. Info: (818) 889-8740, ext. 281 (vendors) or ext. 331 (tattoo competition)



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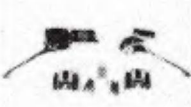
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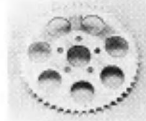
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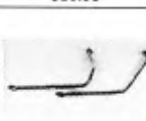
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EASYRIDERS





# STERN'S SHOVEL



*It keeps  
glowing ...  
and glowing ...  
and glowing ...*



**D**on't call this bike a show pig. That's one of Daniel Stern's pet peeves.

"This isn't just another pretty picture in a magazine," Dan says. "I built this bike to ride. You can come to where I work any day of the week and see it out in the parking lot."

Matter of fact, if you get there early enough you'll catch Dan doing burnouts at one end of the lot and practicing braking at the other.

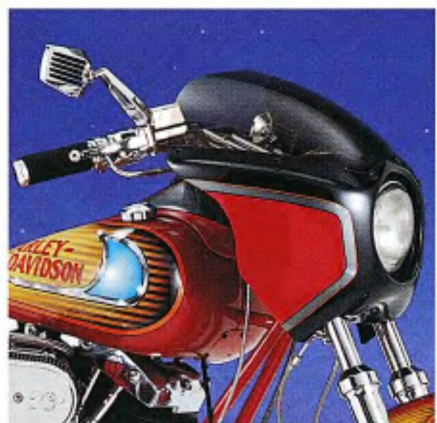
"The boss doesn't appreciate that very much," Dan says,



EASYRIDERS







laughing. "But at least everybody knows when I've arrived."

As Director of Marketing and Sales for Custom Chrome, Inc., Dan regularly puts in 12-hour work days, brainstorming new ways to market the company's numerous motorcycle products. You'd figure that after a shift like that he'd just turn on the auto pilot and get some serious air time in his favorite recliner.

Hardly.

"Around eleven, when my wife falls asleep on the couch, I'll head out to the garage and work until two or three in the morning," he says. "You might call this a hobby out of control."

Whatever you call it, the resulting ride definitely turns heads.



*"You might  
call this a  
hobby out of  
control"*

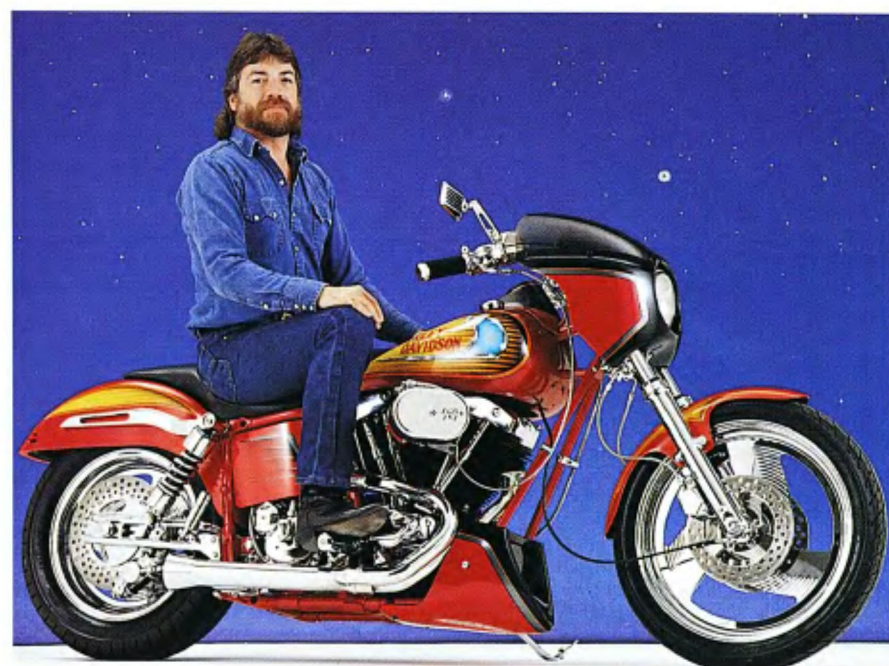
"I guess the thing that gets the most comments is the rear fender," Dan says. "It's a fiberglass fender that I sectioned and widened." Then he fabricated his own LED (light emitting diode) taillight.

"The LED taillight will never burn out," he says. "It's not affected by moisture, and it burns brighter than a regular light."

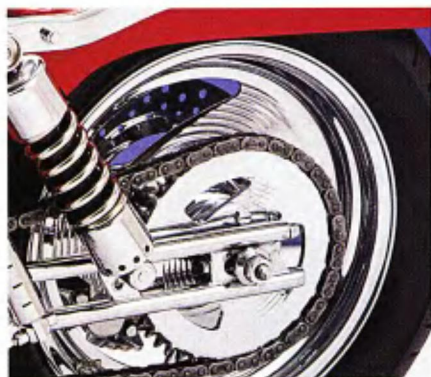
Being seen ranks high on Dan's priority list, especially after being rear-ended twice in the past. When he stomps on the brakes two hidden LEDs in the swingarm also light up.

Speaking of visibility, notice the yellow paint. It actually glows in the dark. "Paint that glows is an old hot rod trick," Dan explains. "The first time I saw it I was →









around twelve, and I never forgot that vivid image. It looked like the hot rod was just floating along above the road."

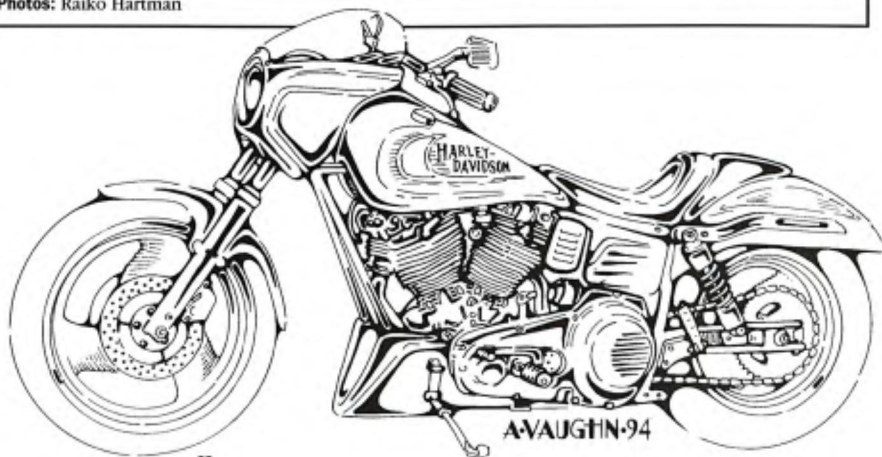
Dan handcrafted the dash to contour down into the seat. He also fabricated the air dam. "There's a light behind the dark Plexiglas that shines out at night," he says. "It casts a real eerie glow on the rotors and wheels."

Chances are good that if you make any number of runs or events around the country, you'll see this bike first hand. "I just beat the hell out of it," Dan Sterns says. "Play first and work later. That's my motto."

Good advice for everyone.

—Southern Connection

|                                                                                                                                                                                                                    |  |                                       |                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------|-------------------|
| Owner: Daniel Stern                                                                                                                                                                                                |  | City: San Jose, California            |                   |
| General                                                                                                                                                                                                            |  | Frame                                 |                   |
| Fabrication: owner, friends                                                                                                                                                                                        |  | Year: 1977                            |                   |
| Year and make: 1977 H-D                                                                                                                                                                                            |  | Builder: Arlen Ness                   |                   |
| Model: FXE                                                                                                                                                                                                         |  | Type: comfy                           |                   |
| Value: \$18,000                                                                                                                                                                                                    |  | Rake: just enough                     |                   |
| Assembly: owner                                                                                                                                                                                                    |  | Stretch: a little                     |                   |
| Time: six months                                                                                                                                                                                                   |  | Other alterations: Ness swingarm      |                   |
| Chroming: John Englehart                                                                                                                                                                                           |  | Accessories                           |                   |
| Engine                                                                                                                                                                                                             |  | Bars: Ness                            |                   |
| Year: 1977                                                                                                                                                                                                         |  | Risers: Ness                          |                   |
| Model: Shovelhead                                                                                                                                                                                                  |  | Mirrors: CCI                          |                   |
| Rebuilder: California V-Twin                                                                                                                                                                                       |  | Grips: Mirage                         |                   |
| Ignition: RevTech                                                                                                                                                                                                  |  | Fender(s): owner                      |                   |
| Displacement: 74 cubic inches                                                                                                                                                                                      |  | Headlight: bright                     |                   |
| Lower end: stock                                                                                                                                                                                                   |  | Taillight: owner                      |                   |
| Balancing: Dee Geung                                                                                                                                                                                               |  | Speedo: CCI                           |                   |
| Pistons: CCI                                                                                                                                                                                                       |  | Front pegs: CCI                       |                   |
| Cases: stock                                                                                                                                                                                                       |  | Rear pegs: CCI                        |                   |
| Heads: Dee                                                                                                                                                                                                         |  | Electrics: owner, Bob Vance           |                   |
| Cam: Sifton                                                                                                                                                                                                        |  | Gas tank: Bob Munroe                  |                   |
| Lifters: CCI                                                                                                                                                                                                       |  | Oil tank: Bob Munroe                  |                   |
| Carb(s): Dell 'Orto                                                                                                                                                                                                |  | Oil system: RevTech                   |                   |
| Air cleaner: K&N                                                                                                                                                                                                   |  | Primary cover: custom                 |                   |
| Pipes: Arlen Ness                                                                                                                                                                                                  |  | Seat: George Atkins                   |                   |
| Muffler(s): Ness                                                                                                                                                                                                   |  | Sissybar: gimme a break               |                   |
| Transmission                                                                                                                                                                                                       |  | Forks                                 |                   |
| Modifications: RevTech                                                                                                                                                                                             |  | Type: narrow glide                    |                   |
| Year: 1977                                                                                                                                                                                                         |  | Extension: 2 inches under             |                   |
| Shifting: quickly                                                                                                                                                                                                  |  | Builder: H-D                          |                   |
| Engine sprocket: small                                                                                                                                                                                             |  | Special features: progressive springs |                   |
| Trans sprocket: big                                                                                                                                                                                                |  | Wheels                                |                   |
| Wheel sprocket: bigger                                                                                                                                                                                             |  | Front                                 | Rear              |
| Painting                                                                                                                                                                                                           |  | Size: 19-inch                         | Size: 16-inch     |
| Molding: George Santos                                                                                                                                                                                             |  | Hub: RevTech                          | Hub: RevTech      |
| Painter: Art Himsl                                                                                                                                                                                                 |  | Rim width: 3-inch                     | Rim width: 4-inch |
| Color: blood red                                                                                                                                                                                                   |  | Tire: Avon                            | Tire: Avon        |
| Type: enamel                                                                                                                                                                                                       |  | Brake: CCI                            | Brake: CCI        |
| Special paint: glows at night                                                                                                                                                                                      |  |                                       |                   |
| Other special modifications: rotors and sprocket by Daryl Hayes, fender struts by Bob Munroe, LED taillight, paint glows at night, dash by owner. Special thanks to Nace, Bobby Mun, Art, Daryl, George, and Ruby. |  |                                       |                   |
| Photos: Raiko Hartman                                                                                                                                                                                              |  |                                       |                   |





# Brother Cane



**T**he French say that America has only contributed two things to world culture: Coca-Cola and rock 'n' roll. I guess they forgot about Harley-Davidson. Let's just hope they're ready for Brother Cane, a blow-it-out band staking its claim in the land of Southern-fried rock.

You can count the number of groups on one weathered hand that truly pack a wallop, and Brother Cane is definitely one of the up and coming. Just ask Robert Plant, Lynyrd Skynyrd, Bad Company, Johnny Winter, or Aerosmith. Brother Cane has opened for them all.

If you wanna know where this story *really* began, dig through your collection of *Easyriders* for the June 1990 issue (#204) and turn to page 42 (the *Biker Metal* piece). The guy in the Harley T-shirt, playing that cherry red Les Paul guitar, is Damon Johnson, founder of Brother Cane. What you'll see is a man paying his dues, lettin' 'er rip for R.T. Scott and the Delta Rebels. A year later, Damon had recruited Glenn Moxey (bass), Roman Glick (guitar), and Scott Collier (drums) to complete Brother Cane, and a new voice

from the South was itching to be heard.

"What brought us together was a reaction to rock 'n' roll in the mid-eighties," says Damon. Their efforts paid off big and fast. After a series of roadhouse gigs (supported by R.T. and his riding bros), Brother Cane earned a phone call from Virgin Records, who turned out to be anything but tight in promoting their first serious rock band since the '70s.

With Gun's N' Roses producer Jim Mitchell at the recording helm, Brother Cane cranked out a CD that hit the streets running in May 1993. Then the band hit the road in a big-ass red bus and started logging miles that rank

up there with Rip's Run. In fact, they've been touring for a year, offering musical morsels with a single purpose in mind: live to play, play to live.

Damon got his introduction to the world of Harleys through the Delta Rebels, playing many a biker blowout with the band. One wild night sticks out in particular. "We did this outdoor thing," Damon recalls, "and we were playing a song called 'That Dog Don't Hunt.' All these Harley riders brought their bikes up to the front

---

*The entire band is  
plugged into the  
V-twin vibe*



of the stage while we were belting out a solo, working toward this big buildup. I swear, you haven't lived until you're on-stage playing music and twenty Harley riders fuckin' fire up their bikes.

"My guitar technician got so fired up that he jumped on my back screaming while I was playing guitar! It was like the call of the wild, man ... Armageddon, the heaviest thing I ever experienced."

The unruly nature of freedom lovin' folks who go full tilt got into his skin, and you hear it clear as a bell in Damon's present guitar work with Brother Cane. In fact, the entire band is plugged into the V-twin vibe.

"We're huge fans of the whole Americana that is Harley-Davidson," says Damon. "The big thing for us to do is wake up in the morning when the bus pulls into a truck stop with bikes around, get out, and go talk to the bikers."

The admiration works both ways.

"We have a lot in common with riders," Damon adds. "We're constantly on the road, in touch with the travelin' Jones. We get to talking with the guys at the truck stops, and they say 'Hey, man, we'll come see ya. Hell, you're only playing two hundred fifty miles away!'"

Loud news travels fast, and eventually it reached some seasoned Northeast rockers. That's when Brother Cane

earned their second validating call—this time from Aerosmith. A month-long tour in February 1994 with the bad boys from Boston put Brother Cane on the musical map. This was a highlight to a long list of gigs, quite a few of which were filled with some very particular listeners.



"Opening for Johnny Winter and Lynyrd Skynyrd drew seriously loyal biker crowds," recalls drummer Scott Collier. "By the middle of the set, bikers figure out whether you're real or you're not. Which is fine, 'cause for us, it's not about posing; it's about music. And we love playing."

Given their choice of stages, where would they rather play?

"Kick-ass biker bars, like Hey Norton's, in Tupelo, Mississippi," says Scott. "We look for places like that because they consistently dig what we do."

At least one motorcycle club can testify to that, having adopted the group's single "Got No Shame" as its theme. This song fires on the first kick and burns on both sides of the barrel. I caught these guys live in California, and when they played "Got No Shame," it was the crowd that kicked back.

Does Brother Cane's music and lifestyle compare to the road freedom bikers love and live for? "They're the same kind of thing," says Damon. "A lot of riders we know and have met on the road share that journeyman spirit, that 'I really get bored in one place—gotta see more of the world' kind of thing. I promise you, Brother Cane will always be a touring rock band."

They'll be a recording band, too. In fact, they're working on a new CD right now. In the meantime, you bros with sound systems on your rides, do yourselves a favor: Pop in Brother Cane's CD or tape, tell the ol' lady to hang on, crank the volume, and point that ride to the horizon. If the music don't make you wanna twist the wick 360 degrees, then you ain't got it turned up loud enough.

—Drummer

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# MAD DAWG'S

## *Marvelous Mount*



*Mad, Bad . . .  
And Dangerous*





If you've ever had your ass kicked by some knuckle-dragger called "Psycho" or "Ice Pick," you'll understand my apprehension dialing up Steve "Mad Dawg" Curran, the owner-builder of the bike seen here. Guys don't just accidentally acquire those handles, ya know—they *earn* 'em. Oh, sure, he was in Tacoma, Washington, 943 miles to the north.

But if I pissed him off, no "Mad Dawg" worthy of the name would let 1,000 miles interfere with the pleasure of stompin' a mudhole in my ass.

Fortunately, my fears were groundless. Steve was cooperative, polite, and could take a joke—a reassuring attribute considering he's an 8th-degree black belt in karate and has taught martial arts for 27 years.

His victories include a gold medal at the 1990 Goodwill Games, and winning more national championships (over 100) and grand national championships (about 35) during the 1980s than any other competitor. Grown sons Brian, Craig, and Kim are prize-winning fighters, as is Steve's "best friend and supporter," his wife, Suzanne. →



#### FOURTH PLACE WINNER

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



For the custom shown, Mad Dawg wanted the smoothest lines possible in a classic low-down-and-mean Harley profile. The finished product took Fourth Best Of Show at this year's *Easyriders* Bike And Tattoo Show in Seattle, Washington.

Mad Dawg also works as a performer, with credits including *Northern Exposure*, *Easyriders*

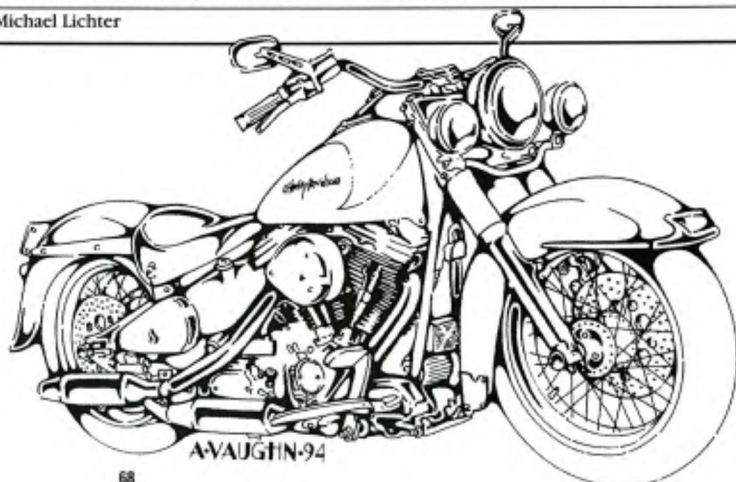


Videos, instructional tapes for police and firemen, and an upcoming HBO pilot. Any casting directors seeking an awesome bad guy should give him a call at the Academy of Steve Curran Karate and Fitness.

This all-too-brief narrative can't do justice to Steve, his work, and his family. I hope, however, that it conveys some sense of these remarkable people. Here's to ya, Mad Dawg.

—Mack U. Warabord

|                                                                                                                                                                                                               |  |                                                                                       |                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------------|-------------------------|
| <b>Owner:</b> Steve "Mad Dawg" Curran                                                                                                                                                                         |  | <b>City:</b> Tacoma, Washington                                                       |                         |
| <b>General</b>                                                                                                                                                                                                |  | <b>Frame</b>                                                                          |                         |
| Fabrication: owner, Rob Belts                                                                                                                                                                                 |  | Year: 1990                                                                            |                         |
| Year and make: 1990 H-D                                                                                                                                                                                       |  | Builder: H-D                                                                          |                         |
| Model: FLSTC                                                                                                                                                                                                  |  | Type: Softail                                                                         |                         |
| Value: 30 thou or so                                                                                                                                                                                          |  | Rake: stock                                                                           |                         |
| Assembly: owner                                                                                                                                                                                               |  | Stretch: none                                                                         |                         |
| Time: you bet                                                                                                                                                                                                 |  | Other alterations: none                                                               |                         |
| Chroming: Brown's, Alpine                                                                                                                                                                                     |  | <b>Accessories</b>                                                                    |                         |
| <b>Engine</b>                                                                                                                                                                                                 |  | Bars: Drag Specialties                                                                |                         |
| Year: 1990                                                                                                                                                                                                    |  | Risers: H-D                                                                           |                         |
| Model: Evo                                                                                                                                                                                                    |  | Grips: Ness                                                                           |                         |
| Rebuilder: owner                                                                                                                                                                                              |  | Mirrors: KuryAkyn                                                                     |                         |
| Ignition: Screamin' Eagle                                                                                                                                                                                     |  | Fender(s): stock front/Fat Boy rear                                                   |                         |
| Displacement: 80 cubic inches                                                                                                                                                                                 |  | Headlight: stock                                                                      |                         |
| Lower end: stock                                                                                                                                                                                              |  | Taillight: beehive                                                                    |                         |
| Balancing: yes                                                                                                                                                                                                |  | Speedo: Drag Specialties                                                              |                         |
| Pistons: stock                                                                                                                                                                                                |  | Front pegs: footboards                                                                |                         |
| Cases: H-D                                                                                                                                                                                                    |  | Rear pegs: Ness                                                                       |                         |
| Heads: Branch                                                                                                                                                                                                 |  | Electrics: Screamin' Eagle, 12-volt                                                   |                         |
| Cam: Sifton 141                                                                                                                                                                                               |  | Gas tank: 5-gallon                                                                    |                         |
| Lifters: hydraulic                                                                                                                                                                                            |  | Oil tank: chrome                                                                      |                         |
| Carb(s): S&S                                                                                                                                                                                                  |  | Oil system: stock                                                                     |                         |
| Air cleaner: S&S                                                                                                                                                                                              |  | Primary cover: stock                                                                  |                         |
| Pipes: SuperTrapp                                                                                                                                                                                             |  | Seat: Fat Boy                                                                         |                         |
| Muffler(s): SuperTrapp                                                                                                                                                                                        |  | Sissybar:excuse me?                                                                   |                         |
| <b>Transmission</b>                                                                                                                                                                                           |  | <b>Forks</b>                                                                          |                         |
| Year: 1990                                                                                                                                                                                                    |  | Type: wide glide                                                                      |                         |
| Modifications: none                                                                                                                                                                                           |  | Extension: 2 inches under                                                             |                         |
| Shifting: 5-speed                                                                                                                                                                                             |  | Builder: H-D                                                                          |                         |
| Engine sprocket: 24-tooth                                                                                                                                                                                     |  | Special features: old-style look/controls                                             |                         |
| Trans sprocket: 35-tooth                                                                                                                                                                                      |  | <b>Wheels</b>                                                                         |                         |
| Wheel sprocket: small                                                                                                                                                                                         |  | <b>Front</b>                                                                          | <b>Rear</b>             |
| <b>Painting</b>                                                                                                                                                                                               |  | Size: 18-inch                                                                         | Size: 18-inch           |
| Molding: none                                                                                                                                                                                                 |  | Hub: Perf. Mach.                                                                      | Hub: Perf. Mach.        |
| Painter: Kelly Makie, Russ Foy                                                                                                                                                                                |  | Rim width: Akront, WM 5                                                               | Rim width: Akront, WM 5 |
| Color: blue & white                                                                                                                                                                                           |  | Tire: Metzeler                                                                        | Tire: Metzeler          |
| Type: Deltron                                                                                                                                                                                                 |  | Brake: Perf. Mach.                                                                    | Brake: Perf. Mach.      |
| Special paint: sure is                                                                                                                                                                                        |  |                                                                                       |                         |
| <b>Special thanks to:</b> my wife, Suzanne; my parents, Art and Marge Curran; Marge Anderson of Tacoma H-D; Russ Tom of Downtown Harley in Seattle; Dan Eberhart; Julia Brooks; Ron Peterson; and Keith Ball. |  |                                                                                       |                         |
| <b>Photos:</b> Michael Lichter                                                                                                                                                                                |  |  |                         |





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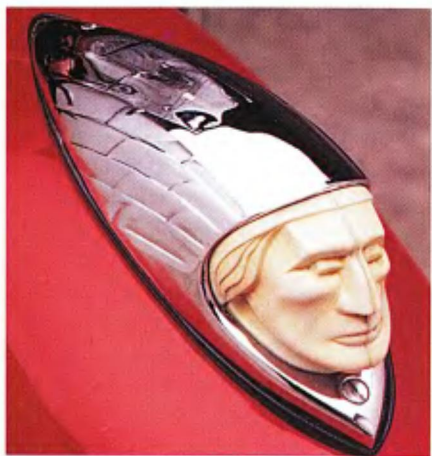


**W**hen Bruce Cook was eight years old he used to ride his mini-bike down to Crab Corners near Mooresville, North Carolina, to gaze through the chained gate of Tom "The Crab" Wilson's cycle shop. "There were Indian parts everywhere," Bruce recalls. "Mostly leftovers from when Tom owned an Indian Motorcycle dealership." Bruce has been riding for 30 years, claiming Wilson's love of bikes got him started. "Everybody called Mr. Wilson 'The Crab' because he's sort of a cantankerous little fella," Bruce says laughing. "But he sure knows his motorcycles. He's a mathematician, fabricator, and a walking encyclopedia of Indian motorcycle lore."

During his high school years, Bruce bought a 1946 Indian chopper. He fell in love with the bike and eventually wanted a completely original Indian Chief. He found one through the classified ads and drove up to Winston-Salem in a rickety old van to get it. The owner had the original saddlebags and the 1947 Chief still had its original paint. →

*The Rebirth Of  
Bruce Cook's  
Legendary  
Chief*

# INDIAN UPRISING







The owner wanted \$2,000 for it, a mighty high price in 1978 dollars. But Bruce had to have the Chief, so he gave the man \$100 down and sold his van to come up with the rest. None of Bruce's friends could believe he paid so much money for the old bike. "It was nothing to look at," Bruce remembers. "Even Mr. Wilson thought it was a piece of junk."

Bruce rode the Indian all summer and developed a close friendship with Tom Wilson. There was a soft spot in The Crab's heart for anyone who was still riding an Indian. In the fall of 1978, Wilson rode the bike down to his shop. The Chief wasn't returning oil back to the tank and the time had finally come to restore the old beauty. Bruce wanted to get the Chief back together and ride it to California. He began buying parts all over the East Coast. Anyone who has ever done a full restoration will tell you that it takes a lot of time, and the process can't be rushed. After 10 long years of scavenging parts, he painted the frame and had a rolling chassis, again. The bike was





finally completed in August of 1988.

Everything on the Chief is new old stock (NOS); there are no reproduction parts. The front fender had been shaved, and Bruce wanted it replaced with an original. Ever try to find an original 1947 Indian Chief fender that is in decent shape? Bruce eventually found one at a swap meet for a mere \$75; it was like finding a piece of gold. Tom and Bruce spent many days and nights at the shop, working on their labor of love.

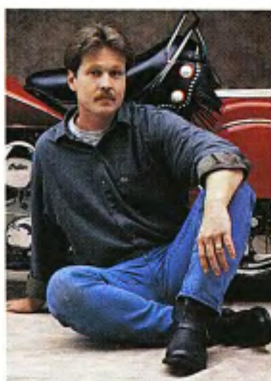
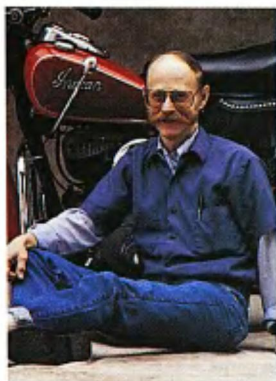
Bruce has put over 8,000 miles on



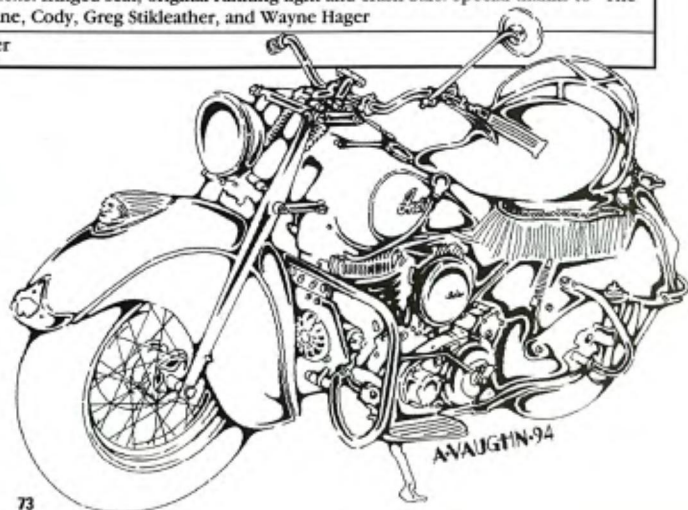
the bike and recently entered it in the *Easyriders* Bike And Tattoo Show in Charlotte, North Carolina, where it took First Place in the Restored Class. "Winning the show was great," Bruce says. "It was a tribute to The Crab. He's in his sixties and still building meticulous restorations. This Indian is a tribute to a man who has truly given his entire life to the love of motorcycles."

If you love antique and classic motorcycles, check out the eight beautifully restored bikes in *Earlyriders*, on sale now.

—Phantom



|                                                                                                                                                                                |  |                                          |                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|------------------------------------------|-----------------------|
| <b>Owner:</b> Bruce Cook                                                                                                                                                       |  | <b>City:</b> Mooresville, North Carolina |                       |
| <b>General</b>                                                                                                                                                                 |  | <b>Frame</b>                             |                       |
| Fabrication: Indian Motorcycle Company                                                                                                                                         |  | Year: 1947                               |                       |
| Year and make: 1947 Indian                                                                                                                                                     |  | Builder: Indian                          |                       |
| Model: Chief                                                                                                                                                                   |  | Type: plunger                            |                       |
| Value: \$25,000                                                                                                                                                                |  | Rake: stock                              |                       |
| Assembly: owner, British American Cycles                                                                                                                                       |  | Stretch: original                        |                       |
| Time: two years                                                                                                                                                                |  | Other alterations: none                  |                       |
| Chroming: Ewbert Halsey                                                                                                                                                        |  | <b>Accessories</b>                       |                       |
| <b>Engine</b>                                                                                                                                                                  |  | Bars: original low bars                  |                       |
| Year: 1947                                                                                                                                                                     |  | Risers: stock                            |                       |
| Model: Chief 74                                                                                                                                                                |  | Grips: original rubber                   |                       |
| Rebuilder: British American Cycles                                                                                                                                             |  | Mirrors: Bates                           |                       |
| Ignition: coil and distributor                                                                                                                                                 |  | Fenders: original skirted                |                       |
| Displacement: 74 cubic inches                                                                                                                                                  |  | Headlight: Motolamp                      |                       |
| Lower end: Indian                                                                                                                                                              |  | Taillight: Auto Lite                     |                       |
| Balancing: stock                                                                                                                                                               |  | Speedo: Corbin                           |                       |
| Pistons: Jade .020                                                                                                                                                             |  | Front pegs: floorboards                  |                       |
| Cases: Indian                                                                                                                                                                  |  | Rear pegs: none                          |                       |
| Heads: factory                                                                                                                                                                 |  | Electrics: Auto Lite                     |                       |
| Cam: stock                                                                                                                                                                     |  | Gas tank: original                       |                       |
| Lifters: stock                                                                                                                                                                 |  | Oil tank: factory                        |                       |
| Carb: Linkert                                                                                                                                                                  |  | Oil system: stock                        |                       |
| Air cleaner: Indian                                                                                                                                                            |  | Primary cover: polished                  |                       |
| Pipes: factory original                                                                                                                                                        |  | Seat: Wayne Hager                        |                       |
| Mufflers: stock                                                                                                                                                                |  | Sissybar: none                           |                       |
| <b>Transmission</b>                                                                                                                                                            |  | <b>Forks</b>                             |                       |
| Year: 1947                                                                                                                                                                     |  | Type: girder                             |                       |
| Modifications: 1950 lube system                                                                                                                                                |  | Extension: none                          |                       |
| Shifting: hand                                                                                                                                                                 |  | Builder: Indian                          |                       |
| Engine sprocket: factory                                                                                                                                                       |  | Special features: hydraulic dampening    |                       |
| Trans sprocket: 23-tooth                                                                                                                                                       |  | <b>Wheels</b>                            |                       |
| Wheel sprocket: factory                                                                                                                                                        |  | <b>Front</b>                             | <b>Rear</b>           |
| <b>Painting</b>                                                                                                                                                                |  | Size: 16-inch                            | Size: 16-inch         |
| Molding: none                                                                                                                                                                  |  | Hub: Indian                              | Hub: Indian           |
| Painter: Bruce Cook                                                                                                                                                            |  | Rim width: 3.5 inches                    | Rim width: 3.5 inches |
| Color: red and red                                                                                                                                                             |  | Tire: Goodyear                           | Tire: Goodyear        |
| Type: Ditzler Deltron                                                                                                                                                          |  | Brake: drum                              | Brake: drum           |
| Special paint: one shot stripe                                                                                                                                                 |  |                                          |                       |
| <b>Other special modifications:</b> fringed seat, original running light and crash bars. Special thanks to "The Crab" Wilson, Yvonne, Cody, Greg Stickleather, and Wayne Hager |  |                                          |                       |
| <b>Photos:</b> Michael Lichter                                                                                                                                                 |  |                                          |                       |





# Parts Box *Tell 'Em Snake Sent Ya!*



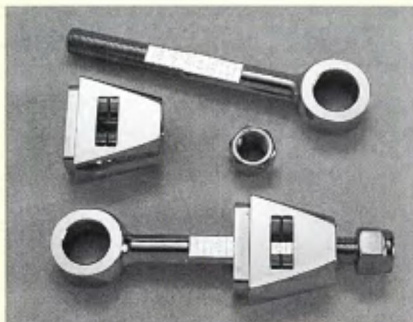
## Filter Puller

This is the hot item of the month. I saw this in a shop and immediately recognized how crucial it was to my garage. It's a spin-on oil filter tool that snaps right onto your 3/8-inch drive ratchet and adjusts to any size filter. Beware, it will scratch the chrome; but once you take it off, you should shitcan it anyway. This baby comes from the Eastwood Company, Dept. ER, P.O. Box 296, Malvern, PA 19355, (800) 345-1178.



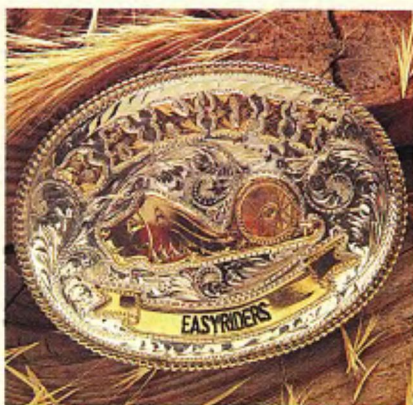
## Biker Salsa

I know, it's not a component that'll make your bike scream, but this will make you scream for another beer. It's really, no bullshit, Oaktown Chip Dip Spicy Cycle Salsa. Unfortunately, I can't tell you it was stirred to life in the panhandle, or in Death Valley by a rattlesnake rancher, or on the streets of Tombstone in between gunfights. This sizzlin' salsa was boiled and bottled in downtown Oakland at Bob Dron's Harley, Dept. ER, 200 Hegenberger Rd., Oakland, CA 94621, (510) 635-0100.



## Axle Adjustments

Rear axle adjustment is a pain in the ass. I get sick of counting threads, but this company has come up with a device to handle it. These all-CNC machined steel rear axle adjusters feature an easy-to-read calibrated 1/2-inch adjuster bolt and a machined window in the pyramid blocks. They're all chromed and have stainless steel nyloc nuts. They fit swingarm FL and FXR models from 1973 to present, XL models 1979 to present, and Softails from 1984 to 1987. For the contact Fast Trac, 25 Canal Bank, Windsor Locks, CT 06096, (203) 623-9232.



## Bandit's Belt Buckle

"Hey, Bandit, nice buckle. Where's mine?" That guy gets all the good shit. I got an official can of Harley beer from 1991—empty. I guess he felt sorry for me. "Thanks, bro." I guess they weren't into a Snake buckle, but they do nice work. They can make any size and any design, with custom features and inlaid gold or brass. Call Kustom Kraft at (818) 361-4724.



## CCI's Latest

This brake caliper design is Custom Chrome's latest. "These high-performance RevTech calipers combine the ultimate in stopping power with the stunning look of show-quality chrome plating." (CCI) Available for single disc models (except Springer Softail and 4-speed FL models) from 1984 to present (set of two calipers), and the rear of all Softail models from late 1987 to present (banjo fittings on the rear caliper). Call (800) 729-3332.



## Gangster Strips

These 2-inch wide, striped '50s-style shirts were made famous by actor Lee Marvin in the classic movie "The Wild One." Now they've been brought back by Biker Bars. They come in a variety of colors, but make sure you're not stepping on the local club's toes by wearing the wrong colors. Fortunately, the manufacturer in North Carolina is willing to retool to make the fabric of heavy-duty thread, pre-shrunk and pre-dyed to eliminate the possibility of color bleed. Can't have people bleeding on their shirts. And, of course, that means the company is capable of making the shirts in a variety of colors. Call (305) 523-6262.



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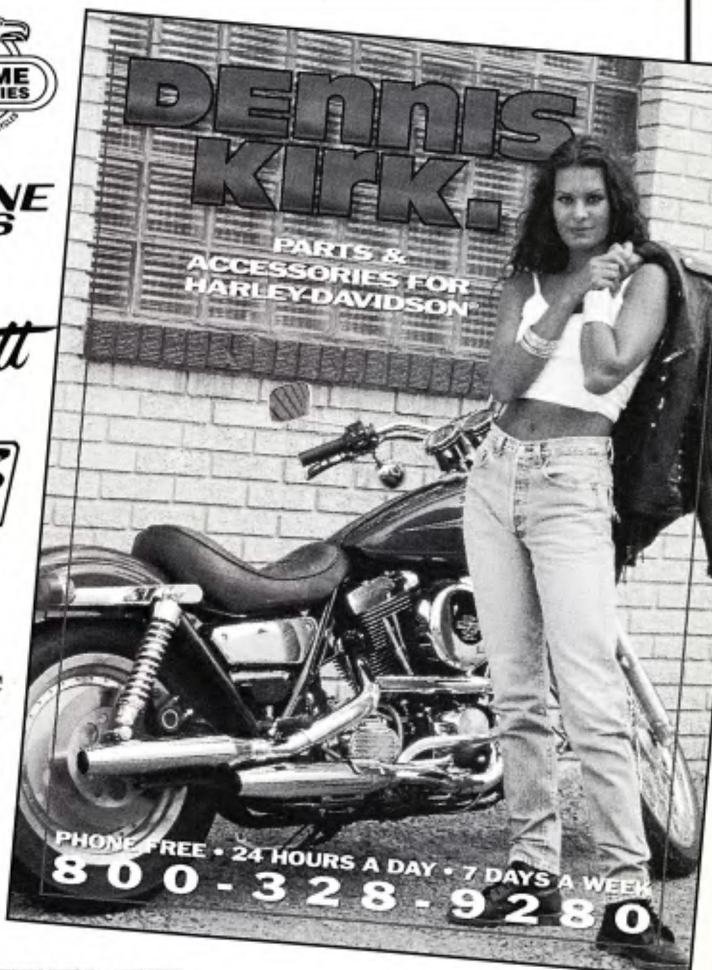
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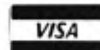


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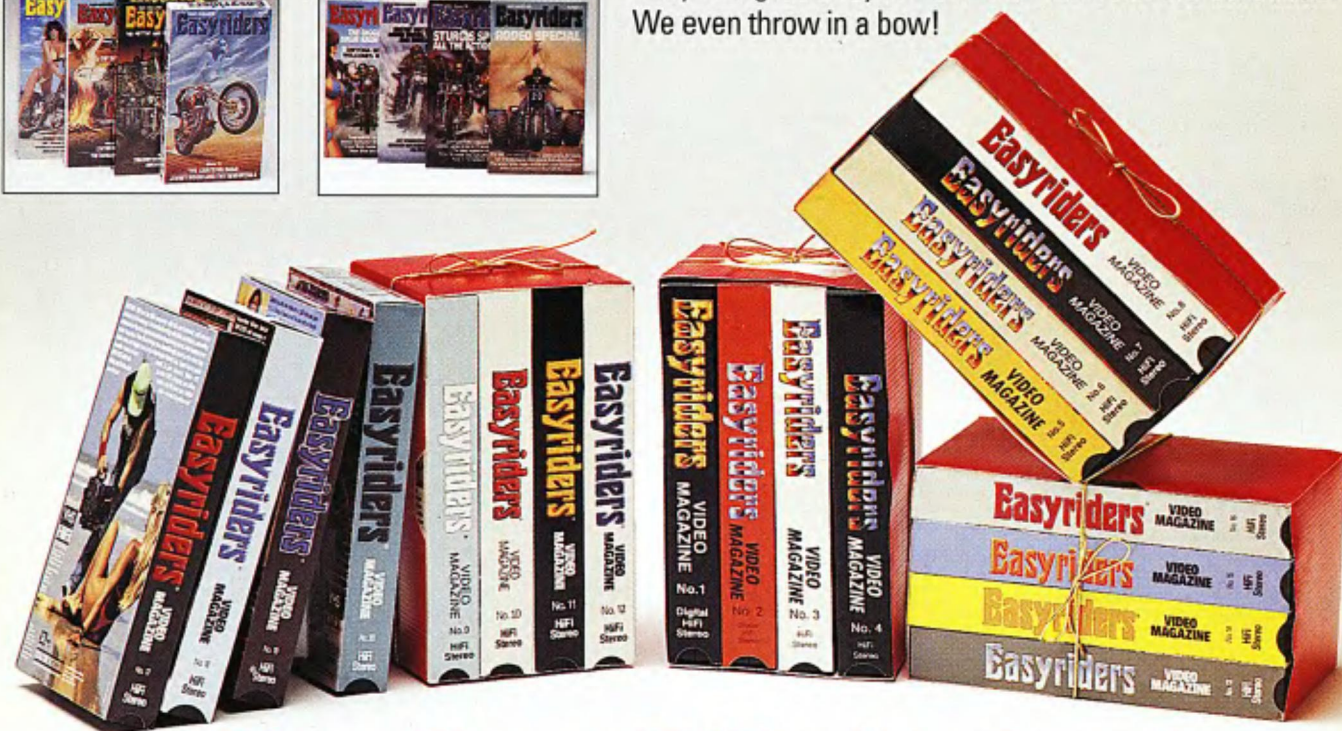


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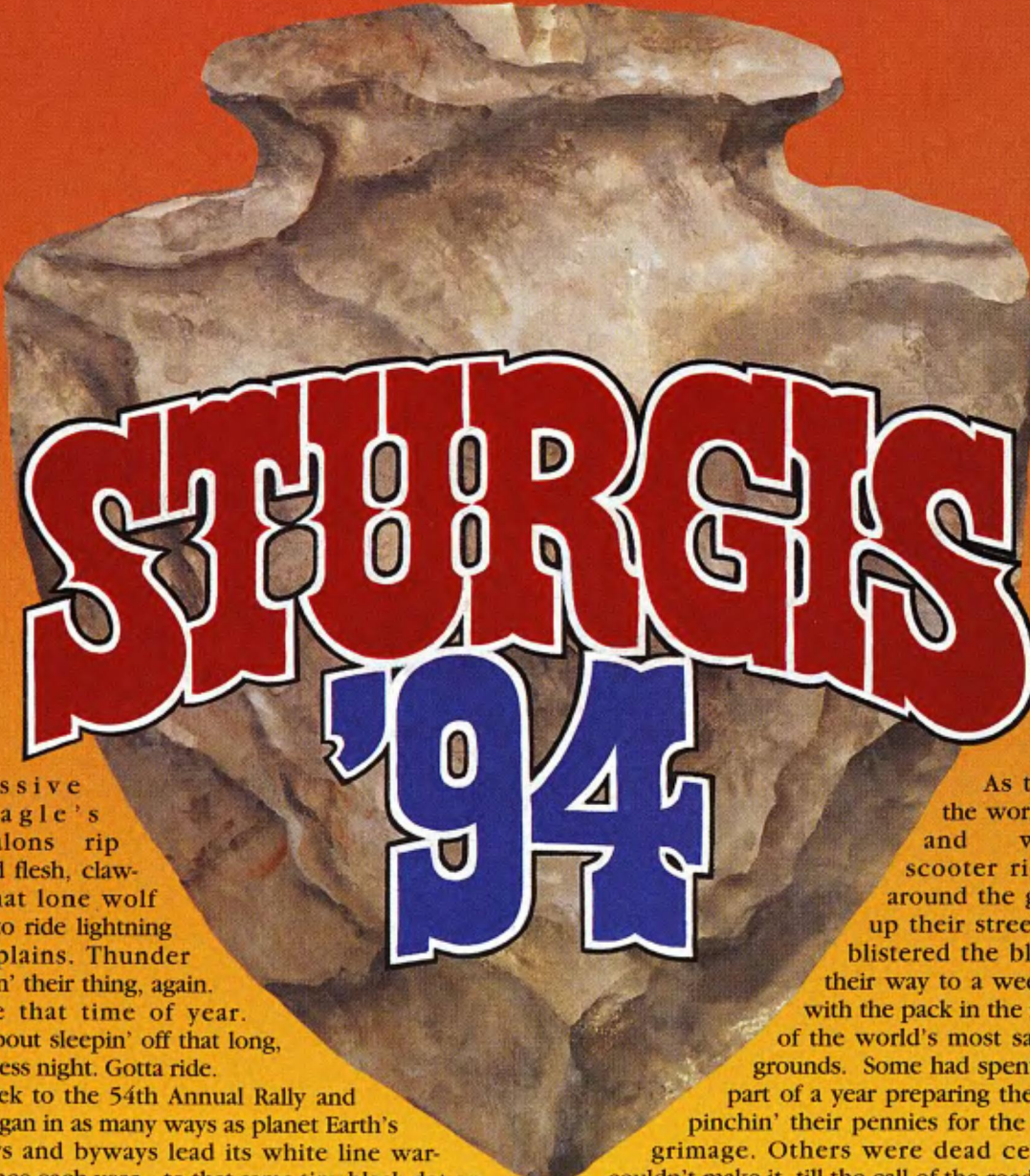
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Second Largest  
In Sturgis  
History*



**STURGIS**  
**'94**

**M**assive eagle's talons rip into tired flesh, claw-in' at that lone wolf longing to ride lightning on the plains. Thunder gods doin' their thing, again. Must be that time of year. Forget about sleepin' off that long, whiskeyless night. Gotta ride.

The trek to the 54th Annual Rally and Races began in as many ways as planet Earth's highways and byways lead its white line warriors—once each year—to that same tiny black dot on the northern hemisphere: Sturgis, South Dakota.

As the rest of the world watched and wondered, scooter riders from around the globe fired up their street iron and blistered the blacktop on their way to a week-long run with the pack in the remoteness of the world's most sacred ridin' grounds. Some had spent the better part of a year preparing their putt and pinchin' their pennies for the annual pilgrimage. Others were dead certain they couldn't make it, till the call of the road persuaded 'em otherwise. And there was no lookin' back! →



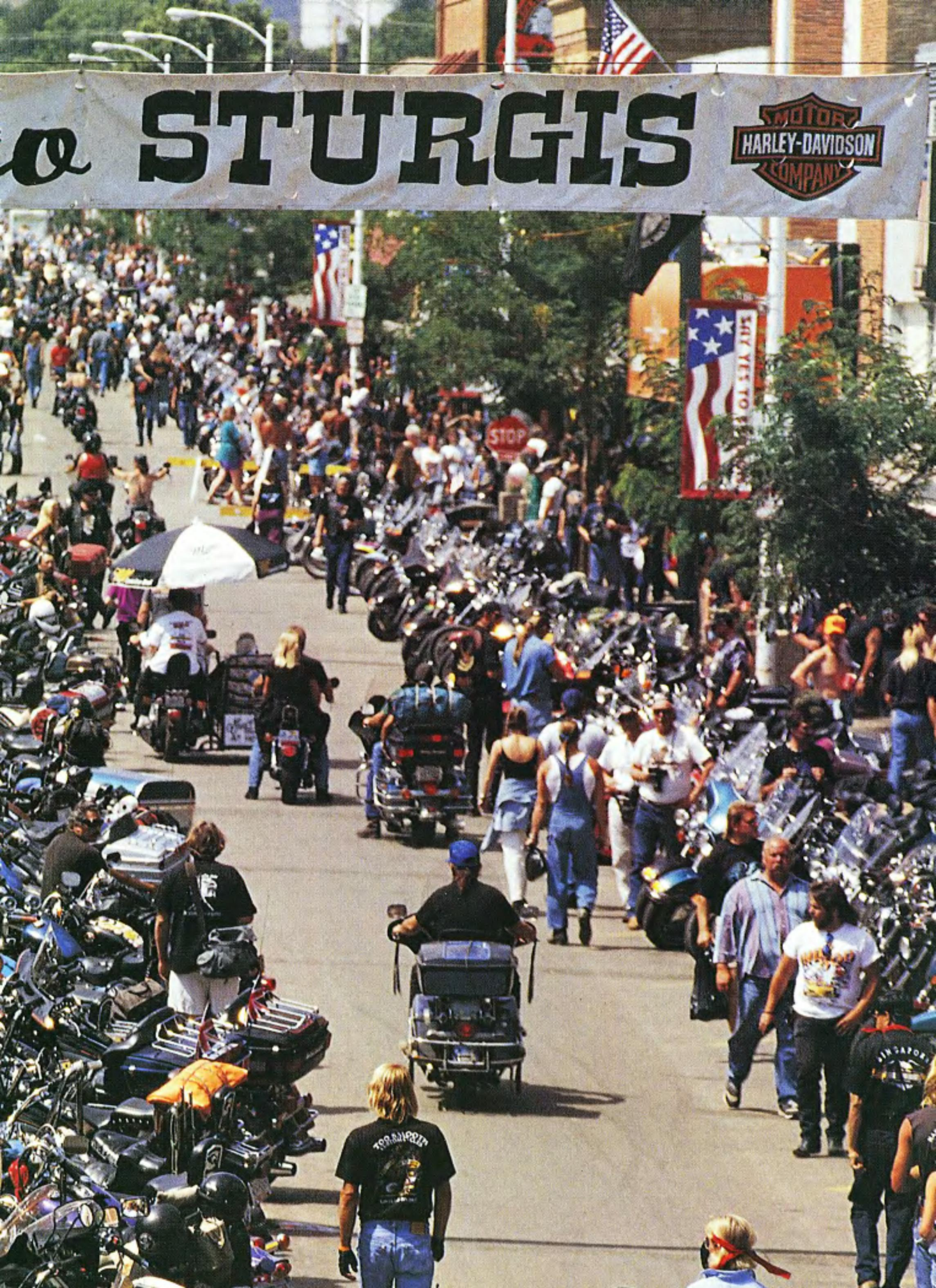
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# WELCOME



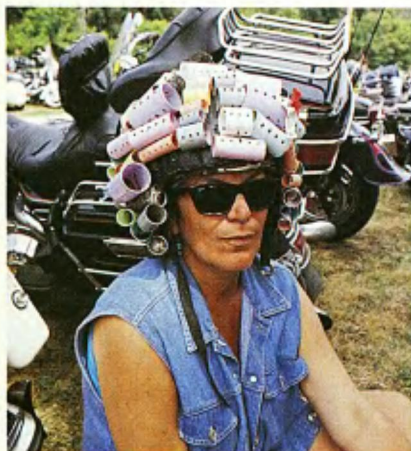




# STURGIS







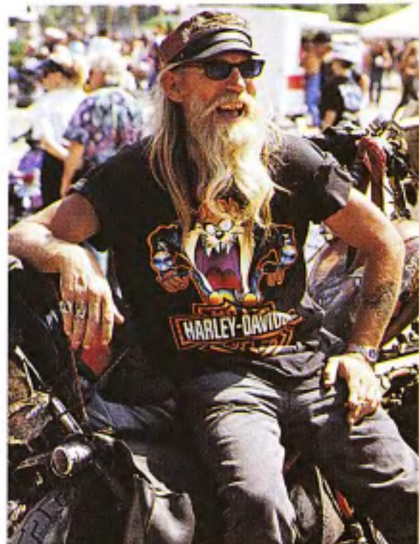
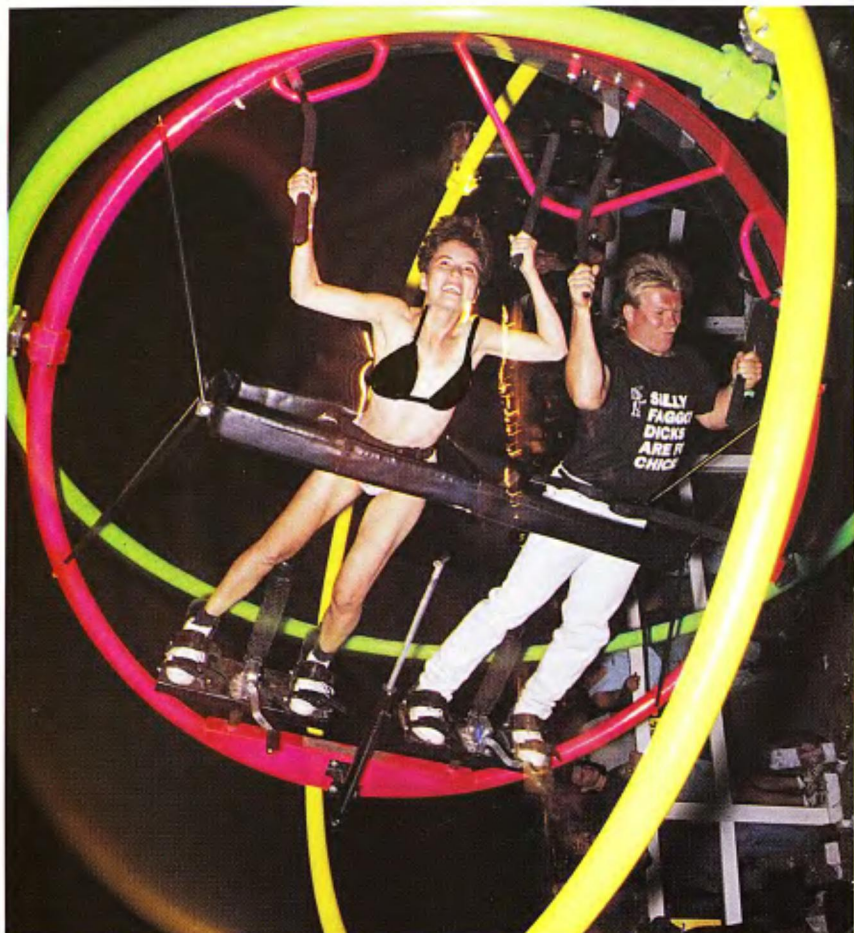
The 54th Sturgis Rally And Races was the second largest in Sturgis history, and the spirit of the biking brotherhood was never stronger. As the different campgrounds swelled to capacity, each one took on its own brand of week-long biker bash nirvana: live bands and all-nighters at Hog Heaven, the infamous "show-me" gauntlet (sponsored by the Tennessee Hooter Hounds and the Loyal Order of the Thermalytes) at



Glencoe, partyin' with nature at Eagle's Nest, and everything from Habitat For Humanity, marble in the mud contests, oil slingers, Mötley Crüe, and good ol' Andy Gump at the Chip.

Main Street rocked harder than ever this year as a constant flow of free-wheelin' forks—30-inch-over girders, springers, wide glides on wishbone rigids and raked and stretched Swedish homegrowns, nickel-studded





narrow glides, and one pristine 1949 hydra-glide (No, Indians didn't have the first telescopic forks!)—rolled onto Main Street into a crowd of camera flashes, admiring nods, and an occasional "Hey, bro, musta lost ya back in that waterin' hole at Mule Creek Junction . . . last year." Mostly, for bros like Puppy, who's been parking his scoot at the same spot in front of the Night Owl for the past 24 years straight, Main Street was—and



always will be—a place for scooters only, where the real pay dirt's makin' new friends and hookin' up with old ones.

On the law enforcement front—despite an onslaught of routine harassment and a shit-load of "illegally parked" impounds—there were half as many arrests with twice as many people in attendance as last year. Then again, to bros like Zuke (Kearney, Nebraska), who has a legitimate handicap, got his →





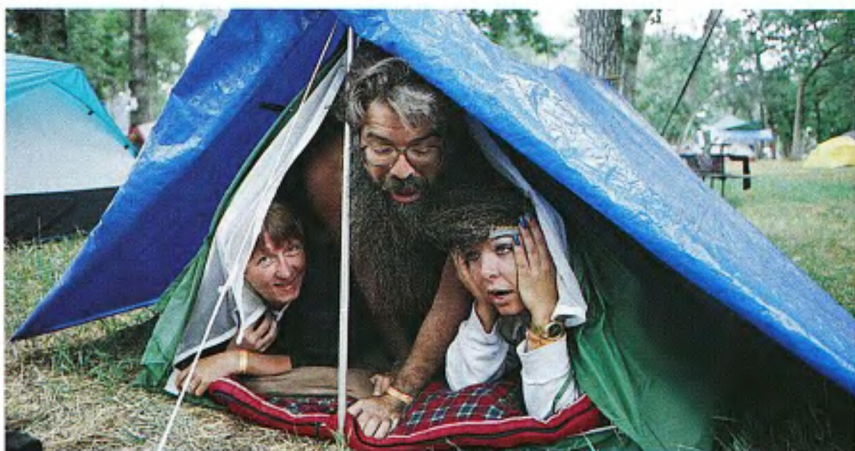
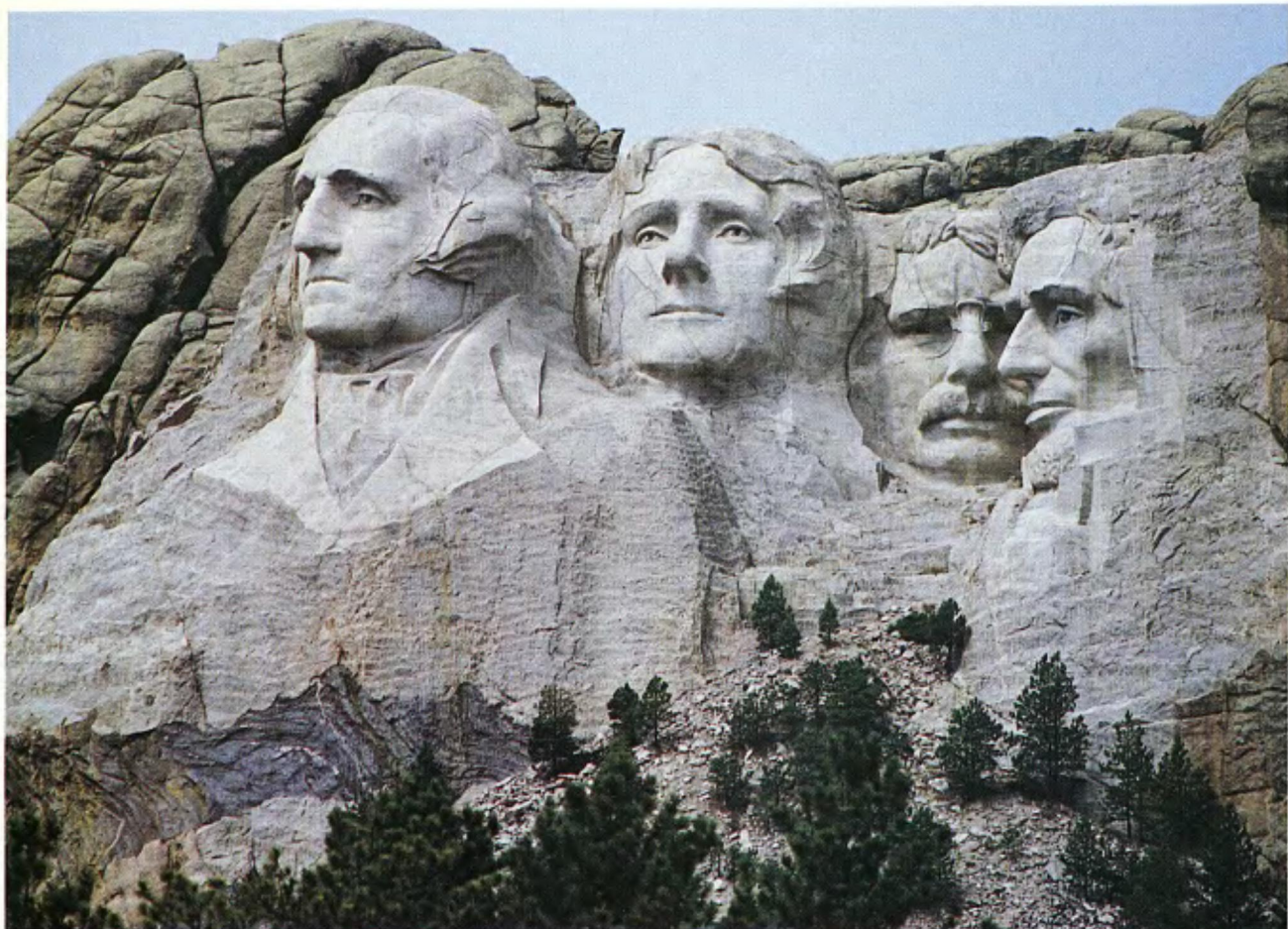
sticker ripped off, and spent a full day hunting for his bike after it was towed from handicapped parking; or Swamp Fox (Florida) who got warned to stay off Main unless he lowered his 1962 chopped Pan's high bars level or lower than his shoulders (No problem, officer, I just happen to have an acetylene torch and tanks in my Bandit bedroll); or the dozen bros who had their bikes impounded after Thursday's

*There was plenty of  
sun to light the  
white-line path to all  
the natural wonders  
in and around  
the Black Hills*

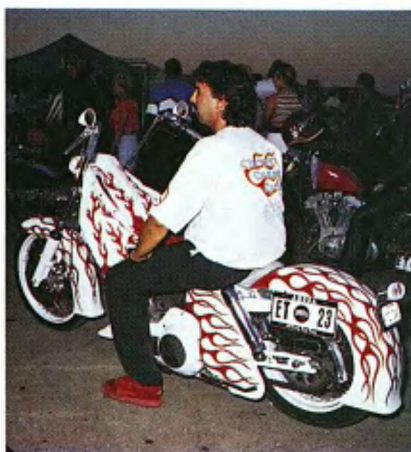
rain covered a yellow parking zone with mud, it was same ol', same ol'.

Course, the many runs to the Black Hills' outlying areas, especially in the tiny Old West towns of Wyoming, afforded scooter jockeys more rollickin' rowdiness. Kick-ass partying at the annual Huelett Ham and Jam hog roast, burnouts in Beulah, and a full night of grudge matches down the main drag of Sundance shook those





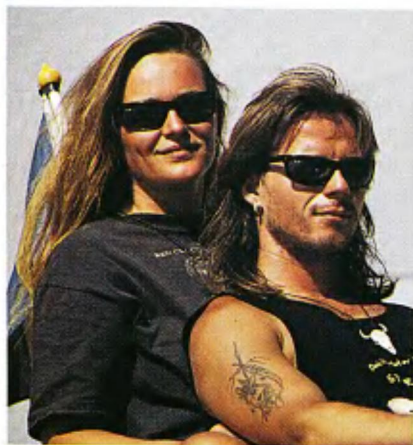
towns down to biker bedrock. And for the more laidback putts, there was plenty of sun to light the white-line path to all the natural wonders in and around the Black Hills: Icebox, Boulder, and Spearfish Canyon, Black Hills Caverns (for a look at Mother Nature's dark side), Thunderhead Falls, Needle's Eye, Devil's Tower (overlooking ancient Red Rock Canyon and Belle Fourche River), Bear Butte (at sunrise), and Badlands National Park



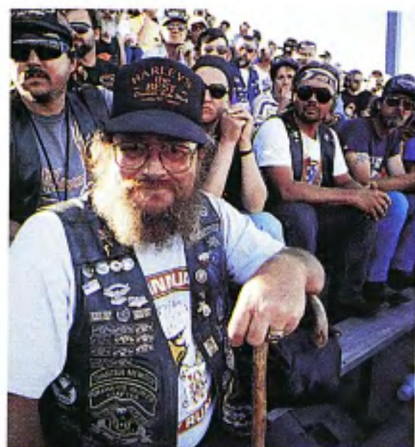
where Ma Nature's hand-painted pinnacles and spires rise up out of massive shadow-streaked gorges and come alive at sunset.

On the man-made wonder front, The Motor Company unleashed its latest line-up, including the new 1995 H-D Bad Boy, for test putts across the street from the infamous *Easyrider's* truck; Speed Finlay unleashed his Hellbound Express at the Rat's Hole Show, featuring a toxic-wasted wishbone and →





John Deere magneto; Dale Gorman ate 27 burgers at the Road Kill; blue-haired old ladies struck gold at Deadwood's one-armed bandits while an L.A. scooter scribbler pawned his bro's putt; Mount Rushmore didn't move; ZZ Top blasted the Black Hills bedrock with righteous sounds at Rapid City's Civic; Adrian Newkirk and his hard-workin' crew finished Spearfish's famed Cottonwood Lodge (the new

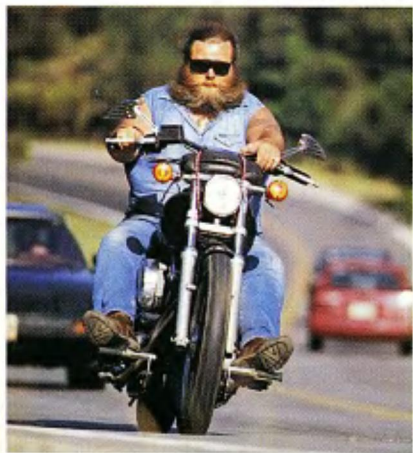


Hamster nest) one day before the rally; Hogs dominated the dirt-flyin' action out at the Jackpine Gypsies Grounds' hillclimb, flattrack, and vintage TTs; big dogs out at the Drags fared that higher elevation air with record-burning times inside the formidable four-second ring; a Hartford, Connecticut, hardbelly unveiled the eighth and ninth man-made wonders of the world out at Crazy Horse; and the Broken





Photos: Michael Lichter



Spoke Saloon kicked ass all week long. And like the spirit of the Black Hills, it's still going strong. —Clay Dog

Be sure to check out the 32-page photo spread and coverage of around-the-clock Sturgis action in the January 1995 issue of *In The Wind* magazine (#67, on sale October 11), and don't miss Easyriders Video #23, "The Sturgis Special" (on sale February 1995).

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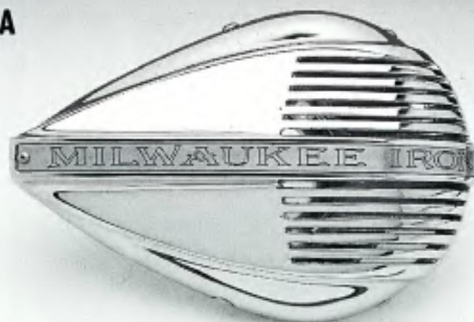
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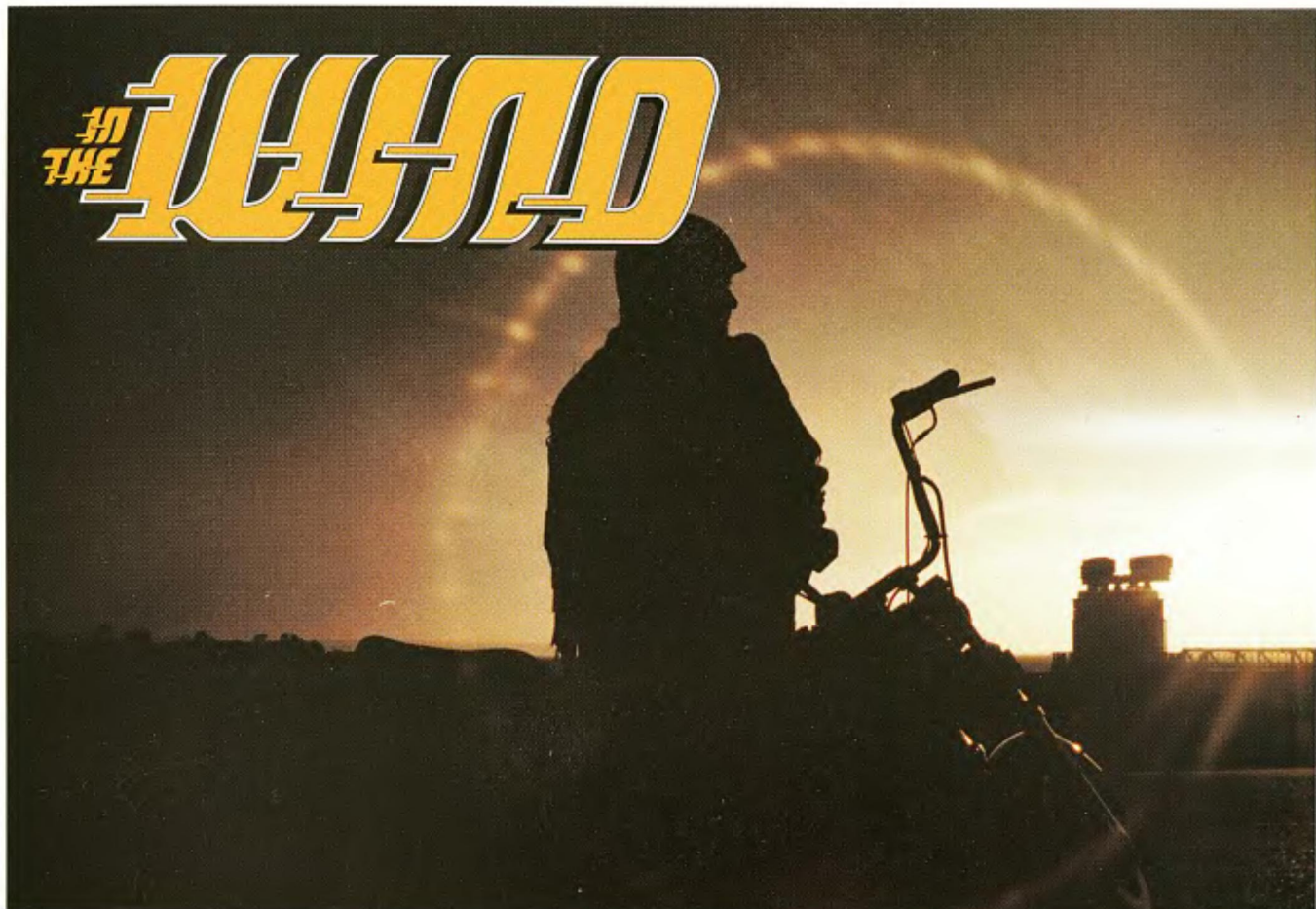
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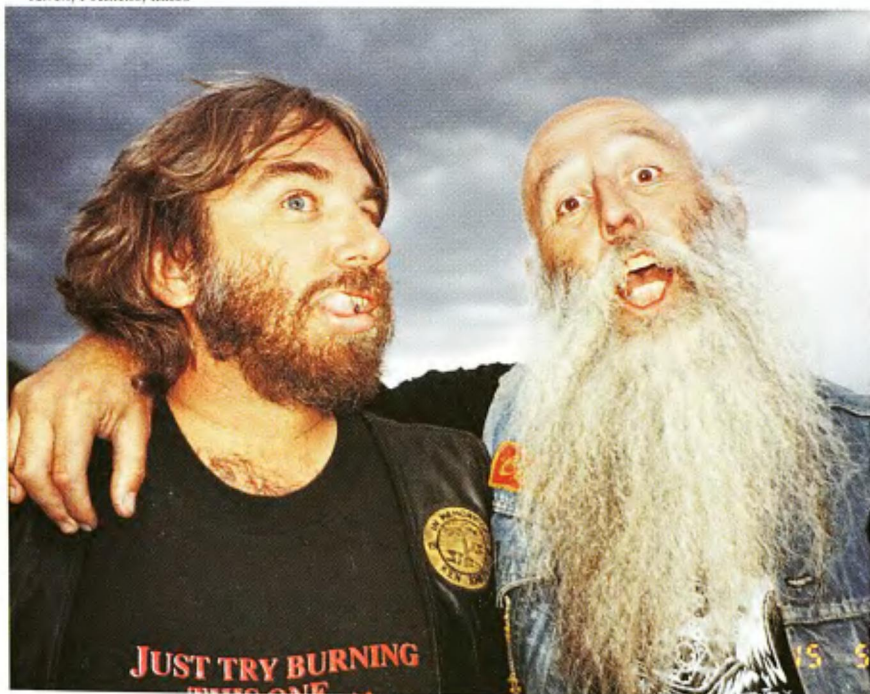


—Mike Hedglin, Grand Island, Neb.

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—Karen, Pocatello, Idaho



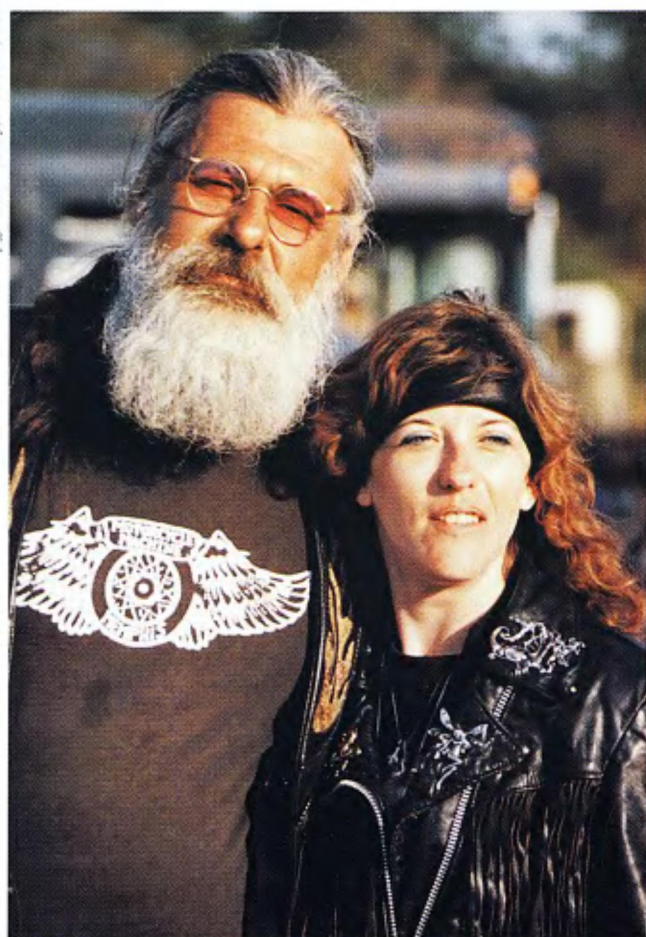
—Fontie, Middletown, N.Y.







—Jose O. Bezares Jr., Daytona Bike Week '94



—Fritz Henzel, Zurich, Switzerland







—Jesper Plander, Maribo, Denmark

—Betty Foor, Laughlin-bound



—Jay Fulkerson, Wilmington, N.C.

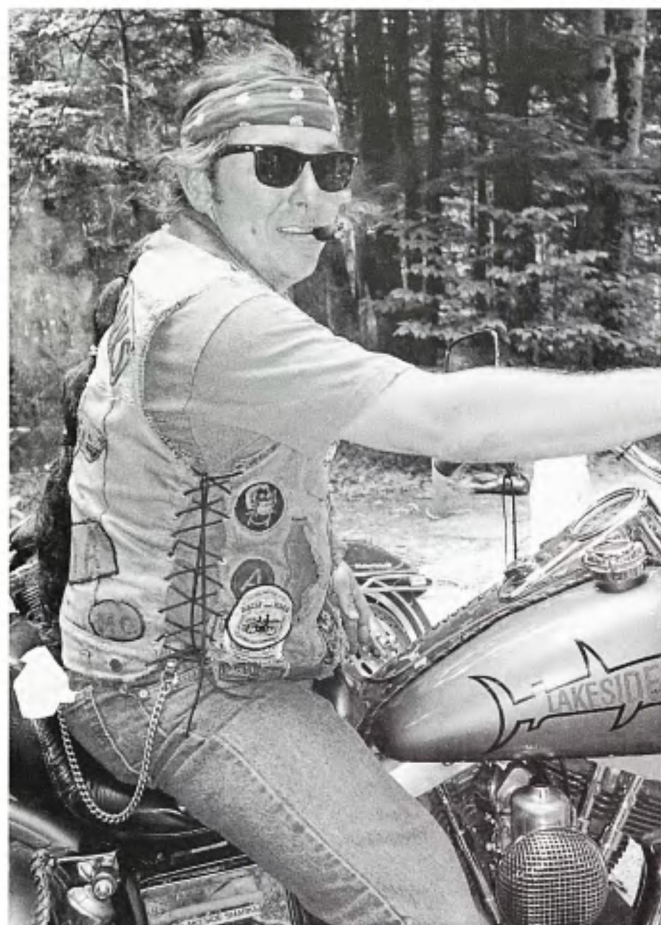


—Hillary DeLoach, Coarsegold, Calif.



—Dave Anderson, Xenia, Ohio





—Cyclops, Sebago Lake, Maine



—Steve Williams, Wadsworth, Ind.



—Rachel Shanahan, Excelsior, Minn.



—Nrype, Dodge City, Kan.





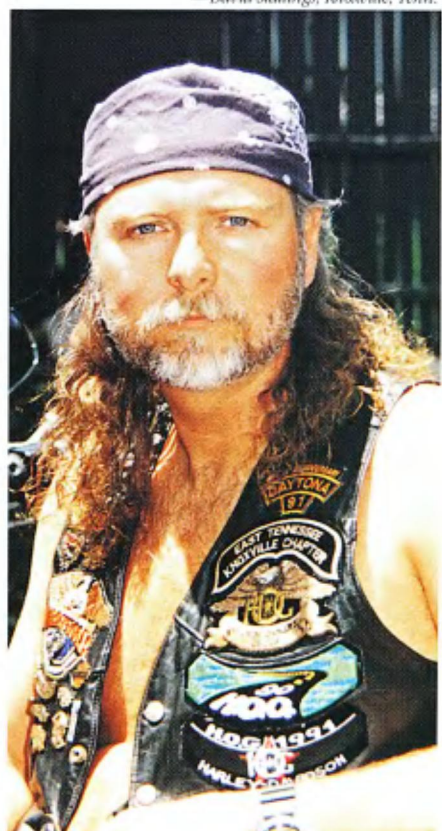


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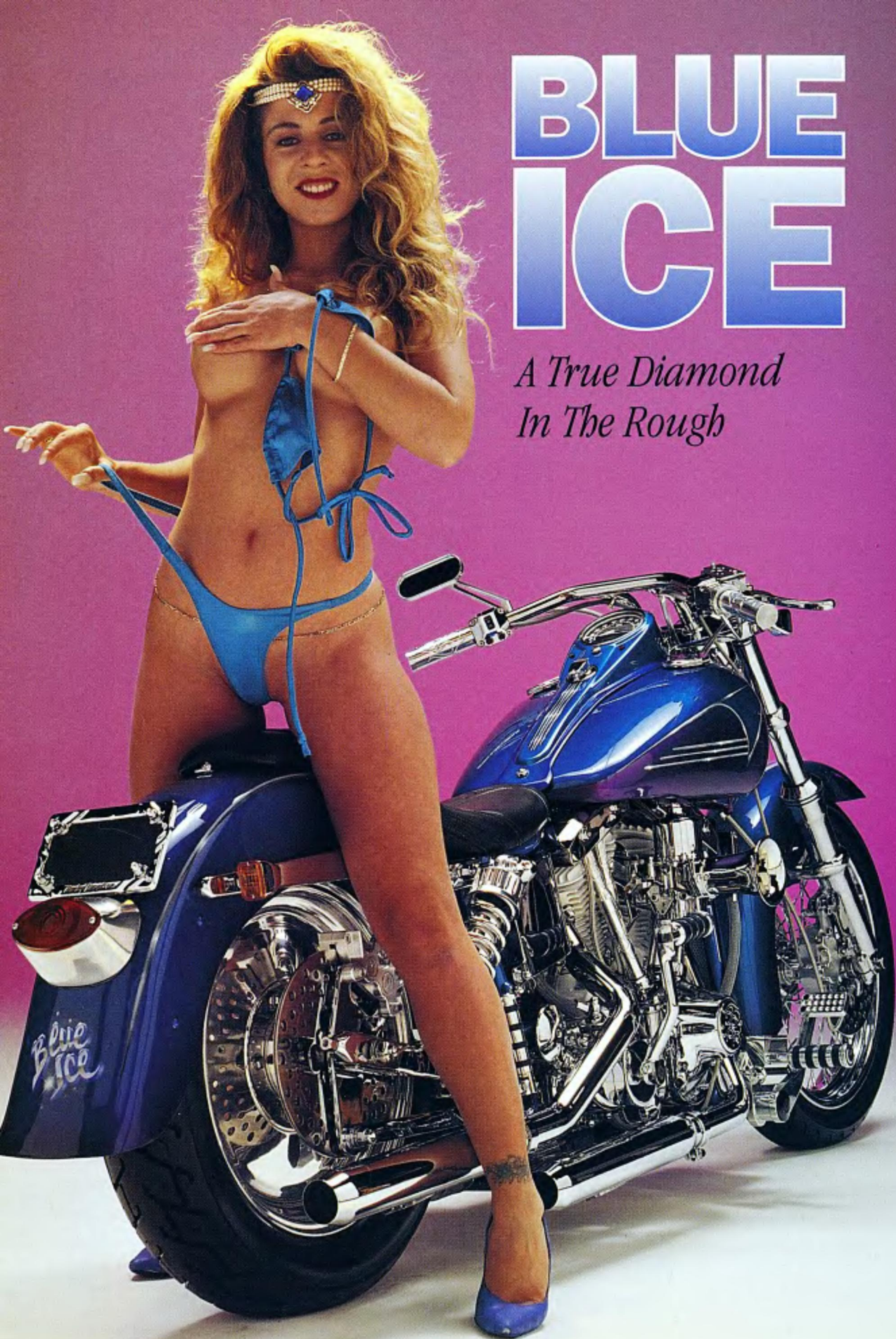
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# Easyriders

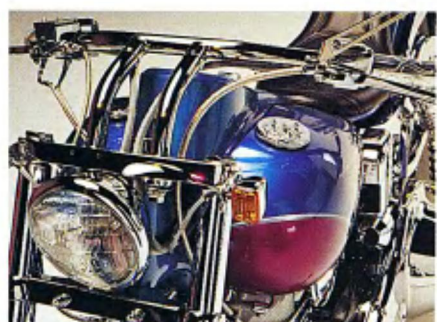
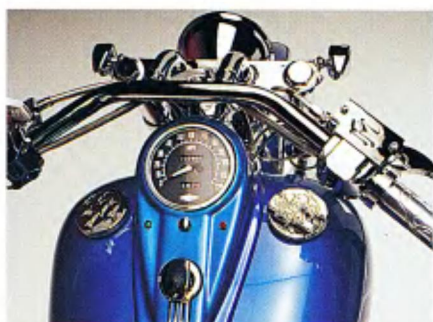
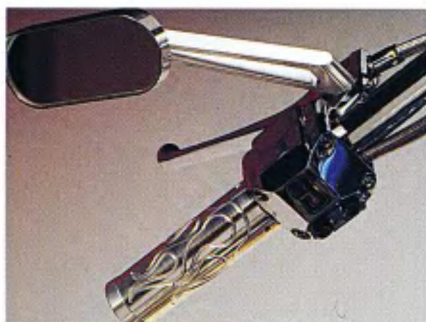




# Easyriders







If the Devil is in the details, then this is the Devil's own ride—cool enough to ride through Hell without breaking a sweat. Kim Todd calls his rolling gemstone Blue Ice. No, we're not talkin' about the kind of ice you use to keep your beer cold. It's the kind of ice you use to warm up the ol' lady: diamonds.

"I wanted it to sit low and be heavy-looking," says Kim, "like it was flying sitting still. You know how when two dragsters are sitting at the line and the light tree goes off? The back tire lights up, and the whole dragster just drops down. That's the look I was after."

A stock '77 FXE when Kim bought it 13 years ago, he rode it for a while before deciding to go the custom route. He gave the bike to a local shop just to have a few bolt-on mods

done. "Unfortunately, this guy was not very competent," says Kim. "I waited and waited, then he gave me a call and told me 'We've had a little bad luck. Your bike fell off the lift. It's torn up your pipes and put a dent in the gas tank.'"

After replacing the stock Super Glide-style tank with a fatbob unit he had (and explaining the facts of life

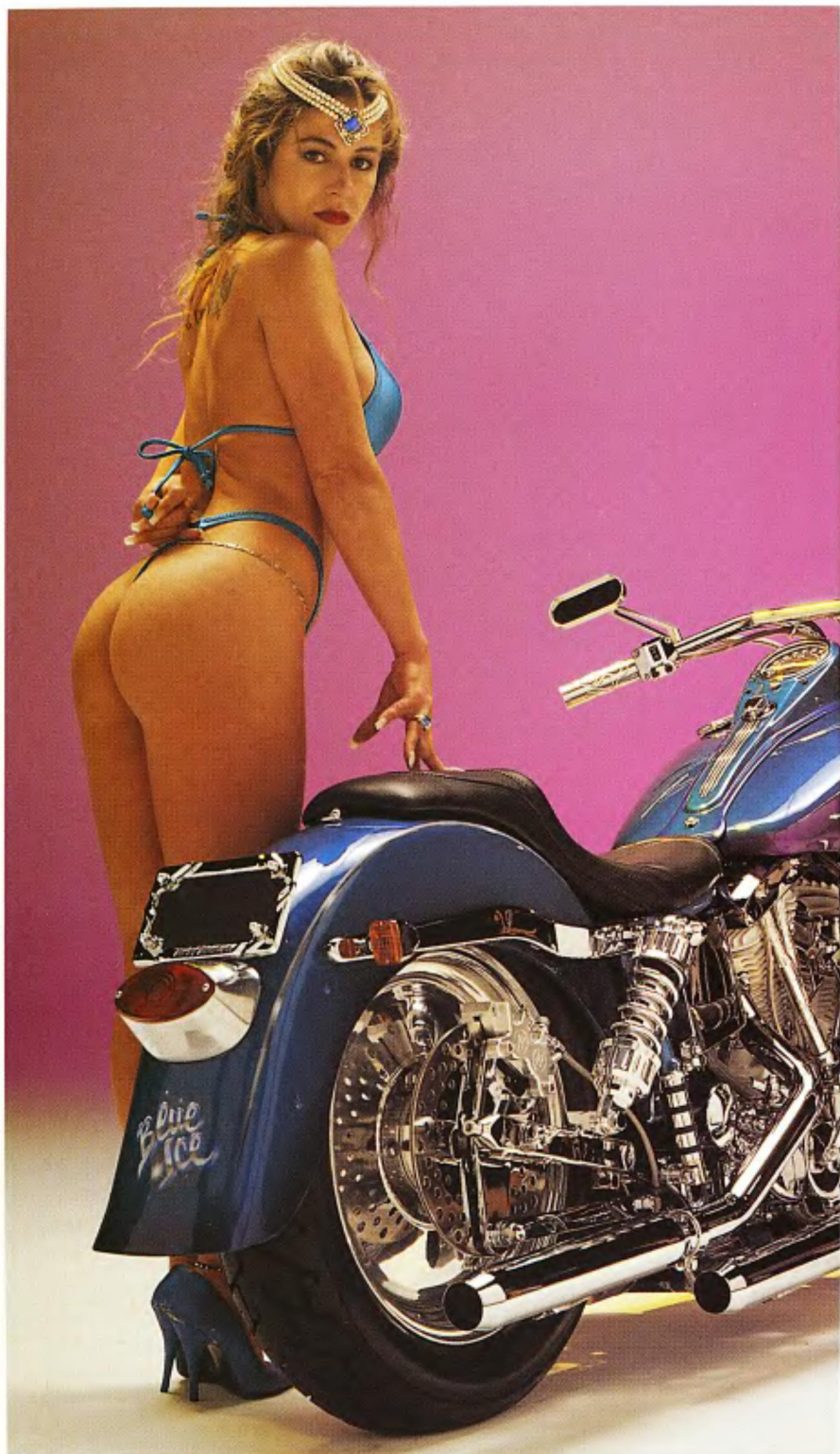
to the sorry chump who dinged his ride), Kim took the bike over to Doug's Custom Cycle. He sat down with fabrication whiz Doug Westbrook, told him the plan, and then Doug took the FXE down to its frame. A little over a year later he delivered the bike you see here.

"I looked around at a lot of different bikes, and I never saw one that I would have wanted, one that made me say, 'That's the way I want my bike to look.'" Kim is a detail freak, and most of the custom rides he saw stopped short of his idea of perfection. "I thought, 'Man, once I get the chance, I want to do it right, and do it right the first time.'"

Kim designed all the graphics on the mile-deep paint job. The front fender is handmade to fit the 19-inch front tire and features a mural →





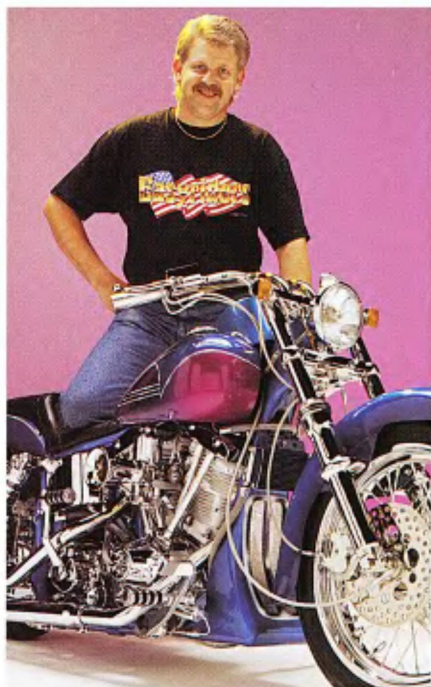
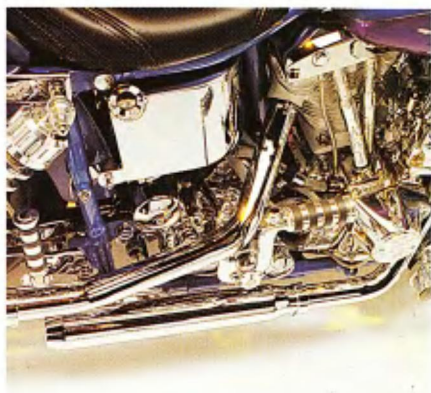
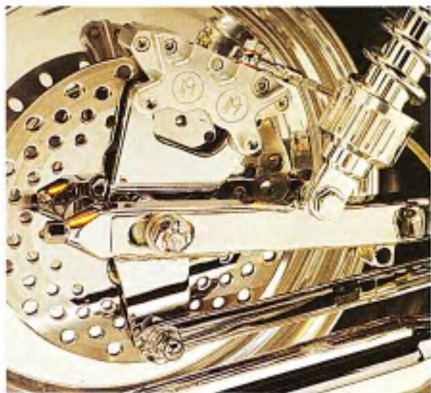


depicting a night sky filled with planets and stars. To achieve the bike's overall low stance the swingarm was modified by moving the shock mounts back and dropping it about 4 inches.

In Doug's engine room, the stock H-D heads were ported and polished. The barrels are white, and all the cases are polished. An SU Eliminator carb supplies go-juice

through valves bumped by Velve-Touch lifters and a Rivera Engineering cam. The transmission is a slick-shifting Andrews close-ratio unit. "It's a smooth booger," Kim snorts with a grin.

Kim has entered Blue Ice in about a dozen shows, and it's taken first place each time. "It's been gratifying, but it's really beyond that," he says. "The important thing



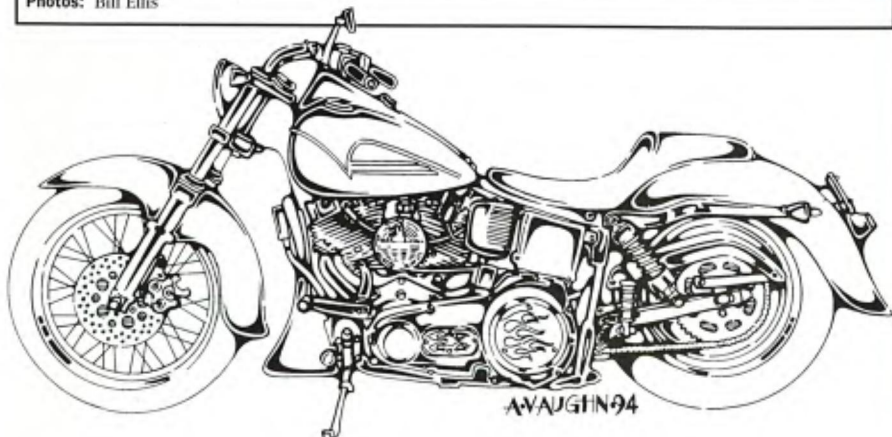
is that the bike looks the way I wanted it to look. Beauty is always in the eye of the beholder, but everybody who's seen the bike has pretty much felt the same way."

Another diamond—but no rough one—is the fox on Kim's ride, animal-lovin' Angie Lynn from Connecticut. She'll add a gleam to any gem (or gent).

—Rude Pete



|                                                                                                                       |  |                                           |                     |
|-----------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------|---------------------|
| Owner: Kim Todd                                                                                                       |  | City: Burlington, North Carolina          |                     |
| General                                                                                                               |  | Frame                                     |                     |
| Fabrication: Doug's Custom Cycles                                                                                     |  | Year: 1977                                |                     |
| Year and make: 1977 H-D                                                                                               |  | Builder: H-D                              |                     |
| Model: FXE                                                                                                            |  | Type: swingarm                            |                     |
| Value: everything has a price                                                                                         |  | Rake: none                                |                     |
| Assembly: Doug's Custom Cycles                                                                                        |  | Stretch: none                             |                     |
| Time: 464 days                                                                                                        |  | Other alterations: lowered swingarm       |                     |
| Chroming: Brown's Plating                                                                                             |  | Accessories                               |                     |
| Engine                                                                                                                |  | Bars: Ness pullback drags                 |                     |
| Year: 1977                                                                                                            |  | Risers: none                              |                     |
| Model: Shovelhead                                                                                                     |  | Mirrors: Ness                             |                     |
| Rebuilder: Doug Westbrook                                                                                             |  | Grips: Ness                               |                     |
| Ignition: Dyna "S"                                                                                                    |  | Fender(s): Doug's Custom Cycles; rear: FL |                     |
| Displacement: 74 cubic inches                                                                                         |  | Headlight: H-D                            |                     |
| Lower end: H-D                                                                                                        |  | Taillight: Ness                           |                     |
| Balancing: Doug's Custom Cycles                                                                                       |  | Speedo: V-Twin                            |                     |
| Pistons: Arias, 10:1                                                                                                  |  | Front pegs: JayBrake                      |                     |
| Cases: H-D, polished                                                                                                  |  | Rear pegs: JayBrake                       |                     |
| Heads: ported & polished, powdercoated                                                                                |  | Electrics: 12-volt                        |                     |
| Cam: Rivera                                                                                                           |  | Gas tank: 5-gallon fatbobs                |                     |
| Lifters: Velva-Touch                                                                                                  |  | Oil tank: wraparound                      |                     |
| Carb(s): SU Eliminator                                                                                                |  | Oil system: polished aluminum pump        |                     |
| Air cleaner: SU, velocity stack                                                                                       |  | Primary cover: Ness, chromed              |                     |
| Pipes: modified drags                                                                                                 |  | Seat: Danny Gray                          |                     |
| Mufflers: yes                                                                                                         |  | Sissybar: none                            |                     |
| Transmission                                                                                                          |  | Forks                                     |                     |
| Year: 1977                                                                                                            |  | Type: wide glide                          |                     |
| Modifications: Andrew's close ratio gears                                                                             |  | Extension: 4 inches under                 |                     |
| Shifting: foot                                                                                                        |  | Builder: Doug's Custom Cycles             |                     |
| Engine sprocket: 22-tooth                                                                                             |  | Special features: lots of custom work     |                     |
| Trans sprocket: 23-tooth                                                                                              |  | Wheels                                    |                     |
| Wheel sprocket: 51-tooth                                                                                              |  | Front                                     | Rear                |
| Painting                                                                                                              |  | Size: 19-inch                             | Size: 16-inch       |
| Molding: Wayne & Doug                                                                                                 |  | Hub: H-D twisted spoke                    | Hub: solid, RevTech |
| Painter: Wayne Jarrett                                                                                                |  | Rim width: 3.5-inch                       | Rim width: 3.5-inch |
| Color: magenta & purple over candy Oriental blue                                                                      |  | Tire: Avon                                | Tire: Avon          |
| Type: lacquer, urethane top coats                                                                                     |  | Brake: Perf. Mach.                        | Brake: Perf Mach.   |
| Special paint: graphics designed by owner                                                                             |  |                                           |                     |
| Special thanks: to Debra, Chris, and Nicholas ("They're my rock"), Mark, and, especially, to Doug ("You're the best") |  |                                           |                     |
| Photos: Bill Ellis                                                                                                    |  |                                           |                     |



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# TALKIN' TECH

## Your Technical Questions Answered Here

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



### A Couple Of Things

□ I have a couple of problems with my 1968 XLCH. First, when I get the bike up to 70 mph or faster for a period of five minutes or longer, the engine cuts out and makes a loud clicking sound. If I pull in on the clutch, the clicking slows down. When I let out the clutch (after 5-10 seconds) the engine starts up with no problem. Any ideas?

Second, on cold mornings or after the bike has sat for a while (a week or more) the bike is real hard to start. Can I hook up a battery to the magneto? If so, how?

Mojo

USS Arthur W. Radford

■ The first problem you are describing is caused by a valve seizing. This isn't good. It can be caused by several things: not enough gas reaching the carb float bowl, too much spark advance, or the rocker arms have been reversed from their correct running position (the exhaust rockers have an extra oil hole to cool the exhaust valve, but will fit on the other cylinder's intake position.) Your second problem is caused by today's modern gas and maybe weak magnets in the magneto rotor. Have the magnets recharged; they provide AC voltage to the points and coil that isn't compatible with any outside power source. When parking the bike for a week or more, turn the gas off and run the engine until it dies. At the next start you'll have gas in the carb with more "fizz."

### Strokin' It

□ I'm trying to build a stroker out of a 1965 XLCH 900. I've already got it stripped down, and have all the new gears, forks, and stuff for the tranny. My dad says you can put KH flywheels in it, but that sounds like a lot of work.

I've heard someone makes a 66-inch kit, but I don't know the manufacturer's name. I'd like to build it a little bigger if

possible. What's involved and what cam shaft do you suggest? I've already got P.B. cams in it, but need more lift.

C.A. Sharp

Mesa, Ariz.

■ KH flywheels would make your 3-inch bore engine 64.5 cubic inches. Four and five-eighth-inch stroke would equal 65.4 cubic inches. The problem with all of this is that stroker pistons are not always easily found, and I don't recommend using stroker plates (cylinder shims) because of the narrow base bolt pattern (too much stress on the engine case). I recommend keeping the engine near stock just because of the age of your engine cases. Mid-'73 and newer stand the pressure better and are easier to get parts for.

### Wants A Shovster

□ I have a 1971 900 Sporty that I would like to convert to a Shovster. Where can I get some tech info on this conversion? Also, have you ever heard of using a Pan top end instead of a Shovel?

John Hickman

Greenville, N.C.

■ Call Trock Cycle Specialties at (708) 683-4010.

### Major Makeover

□ I have a chopped 1963 Pan, and it's time for a major makeover: new frame, wheels, etc. What can be done to this 31-year-old mill to increase horsepower, while maintaining reliability? It has a fresh top end (bored .10 over with an unleaded fuel valve conversion). I'd like to drop the dual-point ignition. What would you recommend? Keep in mind I'm switching to 12-volt with electric start. What's involved in putting electric start on a '63 mill?

John

Mt. Joy, Pa.

■ Recently, I did a 1965 Pan that was going to get adapted into a Softail with a five-speed and electric start. The '65 already had a longer sprocket shaft for the electric start, but not long enough for the five-speed alternator-style starter system. However, the 1970 and 1971 sprocket shaft will retro-fit back to 1956. And with a custom machine shop-made adapter plate for the engine to fit the primary, modern starters and five-speeds can be used. Other parts to make the conversion even better include the centrifugal advance distributor and the 17-amp alternator conversion for generator engines to keep the battery charged up quicker. Both are from Chrome Specialties.

### Fat Boy Hop-Up

□ I have a 1993 FLSTF Fat Boy. I want to have a little more performance without taking away reliability, or shortening the life of my sled. The dealer told me that by putting in a Screamin' Eagle bolt-in cam and an S&S carb the bike would start and run better, and it would last just as long if not longer. Could you set me straight on your point of view?

Joe Parzych

Nashua, N.H.

■ The Screamin' Eagle or Crane H-296-Z cams are the warmest stocker cams for the mid- and top-end, while Andrews also has some excellent bolts. The S&S carb is not needed until head work is done. Rejet the CV carb and use any free-breathing mufflers. The stock ignition has the rpm limiter set at 5,200; for stock heads that's plenty. Also, the Rivera Engineering Taper Lite pushrods are the best choice, but they're expensive. This combo is the most reliable and gives the "best bang for the buck."



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## Jeff Kennedy, Thornton, Colorado

### 1975 Harley-Davidson Hardtail Shovelhead

**O**ld standards are able to out-weather any passing fancy, and even though a whim can often lead to a good idea, there's another side to that coin. In Jeff Kennedy's case, the putt shown here was built the old-fashioned way—by the owner.

Jeff took the no-nonsense approach to building this motorcycle; he started with a 1975 Shovelhead/4-speed power train, and fit it into a 1985 Paughco rigid frame. After being balanced, the 74-cubic-inch engine was outfitted with only the best. So, armed with a Sifton 440 cam, S&S lifters, an S&S carb, and cylinder heads by 2-Wheelers, Jeff was good to go. With only the front suspension to worry about, lightly modified Harley narrow-glide forks were attached to the frame, and soon a rolling chassis materialized.

The dazzling gray, raspberry, and turquoise paint job (applied by Jeff), along with just the right amount of goodies, wound up leaving Jeff with just one more thing to do: tear up some Rocky Mountain asphalt. No doubt. And the cool thing is, it took Jeff only four months to get this Shovelhead up and running.

The moral of the story? Stick to the basics, and you'll get eight more months out of the year to ride. Right on.

—Wordman

| General                                |  | Forks                                  |                |
|----------------------------------------|--|----------------------------------------|----------------|
| Fabrication: owner                     |  | Type: narrow glide                     |                |
| Year and make: 1975 H-D                |  | Builder: H-D                           |                |
| Model: FX                              |  | Special features: no reflector tabs    |                |
| Chroming: none                         |  | Accessories                            |                |
| Engine                                 |  | Bars: XR                               |                |
| Year and model: 1975 Shovelhead        |  | Lights: Gary Bang                      |                |
| Rebuilder: owner                       |  | Gas tank: Sportster, 2.3-gallon        |                |
| Displacement: 74 cubic inches          |  | Oil tank: 1953 Pan                     |                |
| Transmission                           |  | Seat: Ness                             |                |
| Shifting: stomper                      |  | Other: Gary Hunt primary cover         |                |
| Trans sprocket: 24-tooth               |  | Wheels                                 |                |
| Wheel sprocket: 51-tooth               |  | Front                                  | Rear           |
| Finish                                 |  | Size: 19-inch                          | Size: 16-inch  |
| Painter: owner                         |  | Tire: Continental                      | Tire: Goodyear |
| Color/type: gray, rasp., turq./Deltron |  | Brake: disc                            | Brake: disc    |
| Special paint: Keith, Monterey Auto    |  | Special modifications: inner and outer |                |
| Frame                                  |  | primary cover and welding by Gary      |                |
| Year and builder: 1985 H-D             |  | Hunt. Special thanks to 2-Wheelers     |                |
| Type: rigid                            |  | and Jim "Big Foot" Taylor.             |                |
| Alterations: no fatbob tabs            |  | Photos: Michael Lichter                |                |





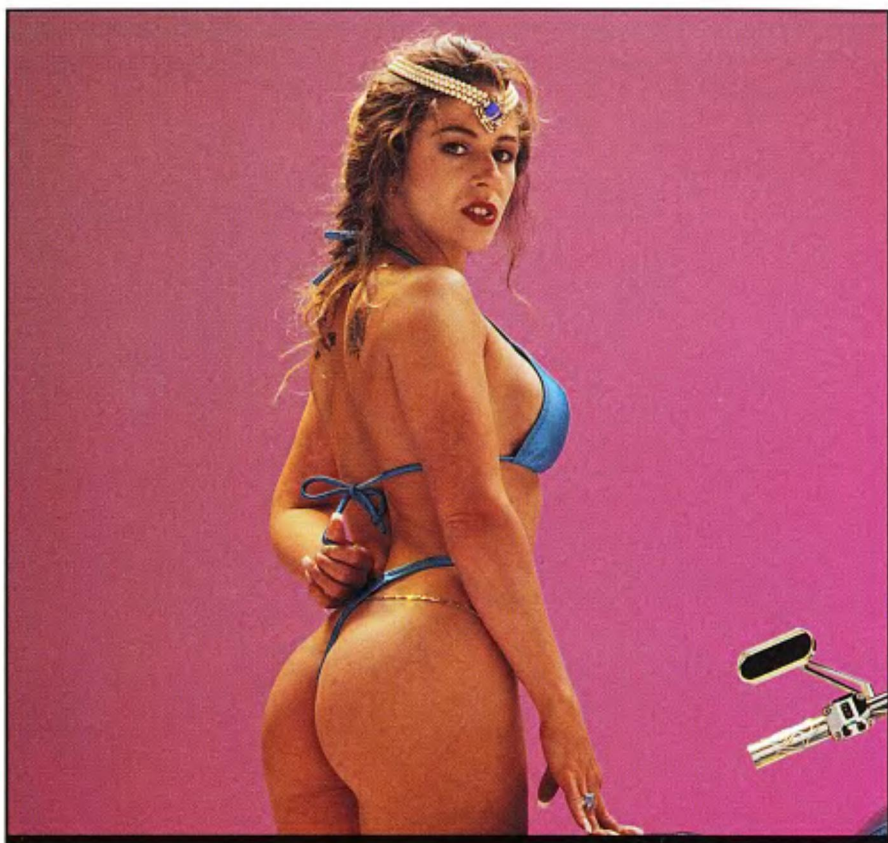


# FOX HUNT

## *July Winner*

**A**ngie Lynn of Connecticut got the "Queen For A Day" treatment when she visited the Southern studio of Bill Ellis, our Carolina camera connection. Angie's into painting seascapes and raising animals; she has a cockatoo, an iguana, possums, dogs, and cats. This mother, dancer, and house mouse likes "strong men with hairy chests who are romantic, but not corny." And she doesn't like dudes who blow their nose in the shower. Qualify? Angie Lynn likes rockin' to the Rolling Stones, riding the bike on Block Island, and dreams of owning a bistro in Key West. Check out Queen Angie on Kim Todd's FXE on page 92.

—Loudmouth



On my first ride, I was so excited that my body tingled all over. I never wanted to get off. I'll have the wind in my face forever.

**Christy, Indiana—#1201**



In the middle of an endless summer, one man, one woman, and a machine connected through vibration. Only he knew the limits.

**Traci, Utah—#1202**





My first time on a Harley-Davidson, I was wearing nothing but a T-back and high heel shoes. What a hot ride it was.  
**Jamie, Florida—#1203**



It was like sex the first time: exciting, a little scary, and over way too soon. Since then, I've changed both aspects of those "first times."  
**Patricia, Nevada,—#1204**



While cruising the streets with my girlfriends, two guys on Hogs pulled up. One fine-assed man said, "Hop on." I'll never forget it.  
**Terrie, Kansas—#1205**



The ride was with my boyfriend, and it gave me shivers down my spine. I felt like making love right there; it was that awesome.  
**Zabou, France—#1206**



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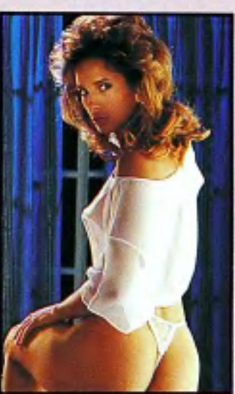
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# FOX HUNT

**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!**

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

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

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

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

1. Entry photos (nude). 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 #258 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000. For this issue,

you can begin sending in your votes starting November 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 November 30, 1994. We'll print the winner in the April 1995 issue.



Here she is, bros, the August 1994 winner in our monthly Fox Hunt, Lisa, #803, from Duluth, Georgia. See more of her next issue.

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

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

**258**

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

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

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

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

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



# TANK TOUCH

*Giving The Old Some Style*

In the last issue I was bouncing bones off a concrete wall behind Milwaukee Iron, while Randy Simpson deftly bobbed and flared my Knucklehead's rear fender. The project was moving right along, although my finances and sex life were in the shitter. Randy let me sack out in the shop at night with the shop mutt, a 150-pound pitbull who tore through my snakeskin boots the second night. Our relationship went to hell, but the guy with the 6,000-pound jaw strength won.

On the positive front, Randy wasn't messing around with the Knuck; he went directly to work on the Custom Chrome, Inc., 3-gallon fatbobs. The concept was to stretch them slightly to subtly enhance their looks, while maintaining compatibility with the modification to the frame and keeping the stock appearance.

I know it's my job to explain each step, but I was pre-occupied, and when Amber showed up with a new Corvette and a purse fulla cash, I saw my life change before my eyes. As I slid into the supple leather seat and visually followed her



Photo 1



Photo 2



Photo 3



Photo 4





nylons up those shapely calves, along her well-defined thighs to the high-point hem of a very short mini-skirt, all thoughts of sheet metal and wire rod wafted from my lascivious mind.

Randy and his crew kept my dream alive, continuing to toil while I indulged my compulsion. Stretching tanks is usually handled without adding fuel capacity; rather, additional sheet metal is worked onto the tail of the tanks to form the desired shape. First, Randy took the CCI tanks and bolted them into place; proper



Photo 8

alignment and fit is essential to maintaining the brackets and finish. If the tanks must flex in any way to seat, it will immediately cause cracking in the paint and ultimately the mounting tabs. This is the time for adjustment (photo 1).

Randy chose the CCI tanks for their construction and the fact that they use a heavier gauge steel. This was a first for Randy. Usually, he stretches tanks to contour the frame; this was a stretch to maintain the stock appearance. After the tanks were adjusted for proper fit and all the tabs were checked for strength, he cut poster board templates to form the patterns (photo 2). He used three patterns, or cardboard panels, to avoid the compound radius that would have resulted had only one been used.

Once the patterns were cut from the poster board, they were transferred to a sheet of mild steel with a felt pen (photo 3). Then, much like Pac Man, he went to work with sheet metal snippers and cut out the various panels (photo 4).

Randy uses a sandbag, solid steel →

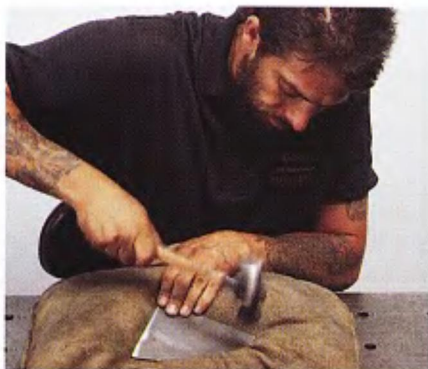


Photo 6



Photo 7

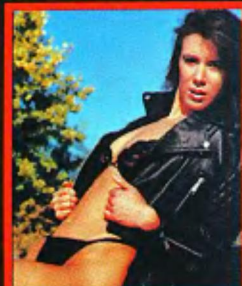


Photo 9



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bars, and a variety of sheet metal hammers to form each piece to fit the contour of the tank. This is where talent comes in. Each piece must fit like a glove—like pieces of a puzzle—and match the adjacent tank, exactly. The sandbag prevents marring of the metal, and, once he has the pieces of the puzzle close, he may work them against a chunk of round stock to establish the final, more even bends (photo 5).

Now for the tricky part. To avoid a time-consuming ridge on the tank Randy goes to work with a sheet metal hammer, creating a dip for the panel to slip into. With small, deliberate taps the metal is worked inward so that when the panels are welded into place little or no filler is needed to even the tank's face. A variety of hammer sizes are used against the cold surface (photo 6). He makes sure the shape is perfect and the panels fit before any tacking takes place.

Once again, Randy makes the decision to commit to welding. The primer is ground away with a Scotch Brite pad on a pneumatic die grinder, and the surface is ready for the new tanks. Modifying old tanks can be a pain in the ass. The gas

must be completely removed and continues to be a dangerous risk long after it's gone. Often it's advisable to set the old tanks aside and purchase new ones. Randy tacks the panels into place with .0035-.0045 mild steel filler rod and handles the final welding with one pass (photo 7).

After the final welds are in place, Randy returns to the sheet metal hammer pile and carefully forms the hot welds to alleviate any high spots that will create problems down the road (photo 8). While you're at it, you might want to fill in the front of the tank. That operation is not pictured here, but Randy performed it in order to close and contour the front of the fatbobs. Before he called the job complete, he pressure-tested the tanks for leaks (photo 9).

While Randy performed miracles on the Knucklehead, I won back everything I lost—and more. A lucky roll of the dice and life is good again.

—Bandit

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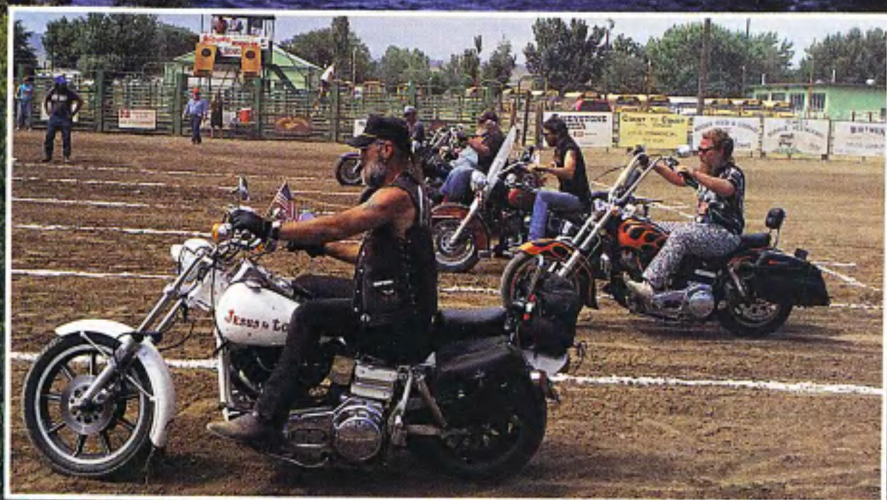
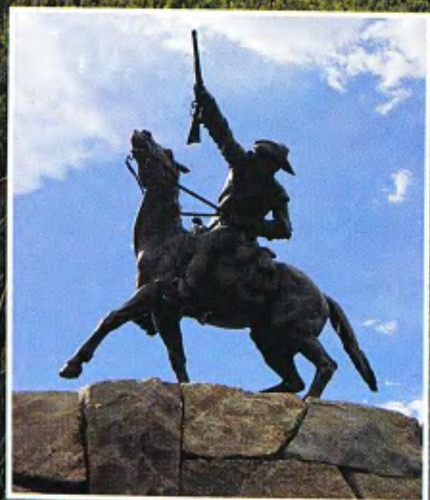
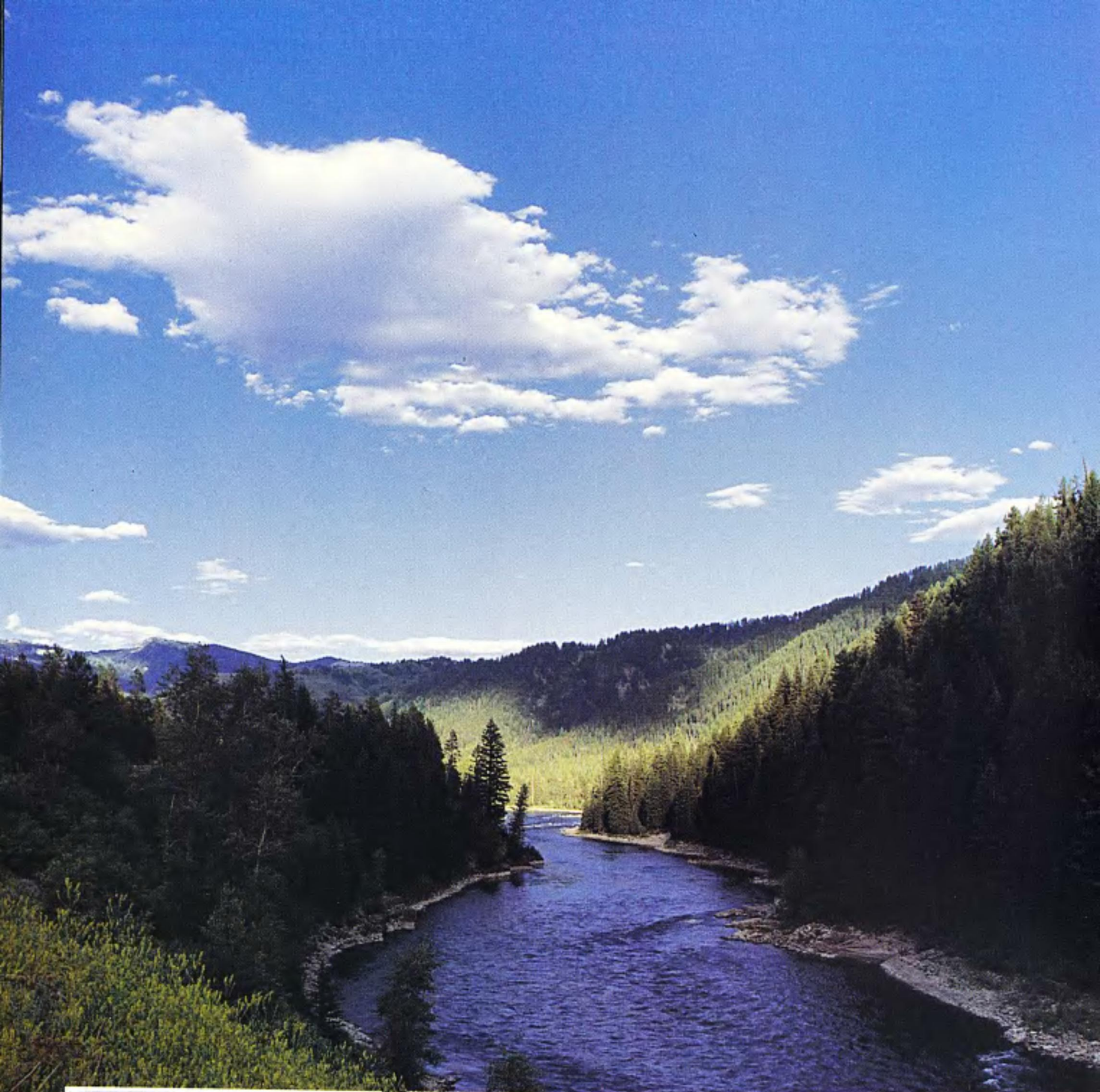
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# RIP'S RUN



*Riding The Wild West,  
Rip Draws Down On  
Idaho And Guns For  
Buffalo Bill's Place In  
Wyoming*

## AMBER ROCK

**W**hen we last met, I was visiting the California coastal town of Santa Cruz. Sturgis was coming up again, for the 54th year. Because the thermometer was pegged beyond the century mark, I thought I'd get a head start in the heat department. Last year, I rode to Sturgis mostly at night. Getting out of the L.A. basin, Sugar Pai, my FLHTC, and I had to go through some fire. How hot was it, you ask? Hotter than a half fucked fox in a forest fire. Damn scorching hot. At a truck stop in North Las Vegas, Nevada, at 6:30 in the a.m., it was already 82 degrees. And it didn't get much better on the old gourd for a couple of days.

We were headed north, hopefully to cooler climatic conditions: Hi-dee-eye-dee Idaho, the city of Weiser, to be more specific.

It'd been eight years or so since I last visited these parts to see and listen to the national Old Time Fiddlers Contest, held annually at the Weiser High School gym. The contest goes for more than a week, pitting males and females and junior and senior fiddlers alike. It's great entertainment for the entire family. I'd list every winner, but space doesn't allow. Suffice to say, if you like bluegrass music, this competition should not be missed.



*Beetlejuice who? The rodeo clown at Weiser.*

I also wanted to see how much, if any, it had changed. I was also interested in seeing the Eighth Annual Weiser Motorcycle Rodeo.

Getting back to the trip, it was brutally hot, but beautiful. Trying to make good time, mileage-wise, and see some desert scenery, Sugar took

me north on Highway 93, which intersects to I-15 a few miles north of North Las Vegas, Nevada. Incidentally, how many of ya knew that in Español Las Vegas means "the meadows," not lost wages? Anyway, back to English. From I-15 to the first gas stop on U.S. 93 was more than 100 miles away. Keep that in mind if your putt has a peanut gas tank.

Detouring on State Route 318 to cut 50 miles off the trip, we rode by a rock formation that, to me, looked like a bunch of faces. The heat was beginning to get to me. From Ely to Wells, Nev., was the worst. I stopped whenever I could to douse myself in water. After which, it wouldn't take many miles to dry out, as if I hadn't touched a drop of water in years. The routine went something like this: I'd fill my Frenchie lid to the top, soak my Levi's, jacket, and T-shirt, then hose myself down from the top of my head to my feet. Then I'd fill up my pant pockets and the insides of my boots.

By mid-afternoon, I finally made it to the U.S. 93-I-80 junction. What was left of my brain was fried. I remember thinking about that anti-dope ad, "This is your brain on drugs." It was smokin'. Immediately after ducking into a cheapy motel, →



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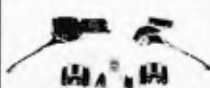
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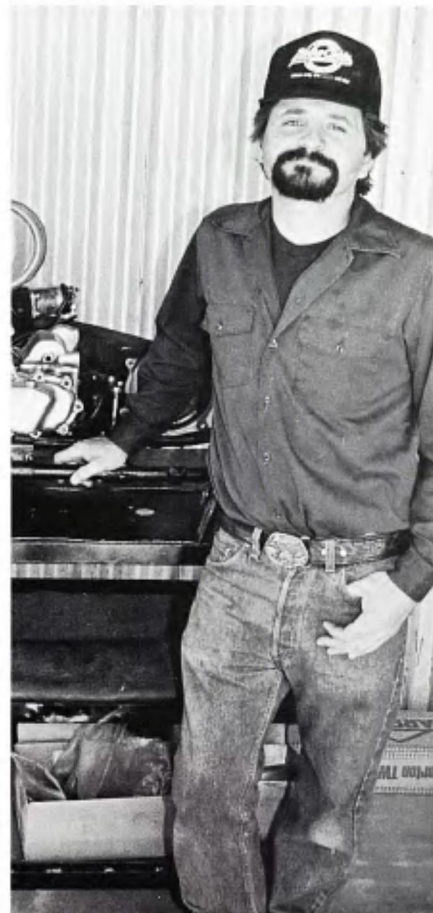
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AMERICAN MOTORCYCLE INSTITUTE



Carl Davis with an engine jig.

I set the A/C to maximum. It stayed that way until the sun set a couple of hours later.

The next morning, I ate breakfast in the border town of Jackpot, Nevada. Later that afternoon, I ate dinner in another border town, Weiser, Idaho. Weiser sits near the Snake River, separating Oregon from Idaho. The island area, where I camped eight years ago, was now off limits, as the Christian Crusaders MC had their campsite there.

While in that neck of the woods, I visited with Manny "D" and Rebecca "Blue Eyes" Defuentes. Blue Eyes has written articles and taken photos for a couple of Paisano rags. She's a doll, and as we all know, pretty is as pretty does. D and Rebecca are fine folks. I greatly enjoyed my stay with them. Every evening during my visit, we had an outdoor barbecue. Turns out, she's a good cook too.

The Eighth Annual Weiser Motorcycle Rodeo, held June 25, was co-sponsored by Cycle Nuts and Bolts (the authorized H-D dealership in Boise), the Weiser





Chomp, chomp, take it all.

Recreation Department, and the Intermountain H.O.G. Chapter. Featured bikes games were a balloon toss, slow race, wienie bite, stop or lose, dirt drags, and a key hole race. Prizes were awarded back to third place. A special award was presented to the all-around champion. I was glad to see Dick Rockrohr, the Boise H-D dealer, mixing it up on his scooter along with everyone else. He took a few plaques home with him.

For this area, the turnout was excellent, and a good time was had by both participants and observers. Look for this event next year at about the same time. For more information, check the stopovers list at the tail end of this column.

Okay, the next day was Monday. I kicked back and rested at Blue Eyes and D's pad. The bike shops in the area were closed, so I caught up on my writing. Tuesday, mid-morning, I rode to Boise to visit a few bike shops.

The first place I stopped was Boise Cycle. They've been in →

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The Christian Crusaders MC, front and center.



Texas Charlie and Jake the Snake in Wyo.



Rebecca Defuentes, Samantha, and Manny "D"

business since 1972 and do expert engine building. They also sell soft goods—T-shirts, leathers, and the like. Check them out when you're in the area. Tell Carl and Sue Davis ya heard about them on these pages.

My next stop was Competition Motorcycles, to visit with Carl Pellitier. Carl is an excellent machinist and engine builder and an expert on turbos and fuel injection. His shop is hooked up behind Cycle Nuts and Bolts H-D.

While there, I met Mike from Mike's Frame Shop and Pete Teller. All of the above-mentioned men have extensive Bonneville Salt Flats experience. Mike has built many bonaroo frames for The Salt. Last year, Mike came within an RCH of reaching the elusive 200-mph club. All indications are that this year he will accomplish the task. Good luck, Mike. I hope you do it.

For entertainment while in Boise, there are two places you'll want to visit. First is The Rider's Bar, a long-time riders' meeting spot. They sponsor poker runs and stuff the

entire year. And, if you're into the blues, check out Blues Bouquet, featuring some of the best local talent along with big-time blues music artists. They have the blues, the whole blues, and nothing but the blues. Got it?

From Boise, Sugar and I rode due east on I-84 to I-86 east, then got on I-15 to Idaho Falls. If you ever get to Idaho Falls, be sure to stop in at the Hog Smoke Cafe. It is owned and operated by brother Dave Musgrave. A small joint, the Hog Smoke Cafe has excellent food, as attested to by rave reviews in major newspapers. Chef Dave cooks up many fine culinary gastronomic delights. He'll cook ya everything from Frog Legs Provencal to North Beach crab cioppino, with some tasty California wine or French brandy on the side. When he's not slaving behind the grill, Dave likes to ride his 92-inch Pan/Shovel around the Jackson, Wyoming, area. His assistant, John Hesse, often rides along on his Super Glide. Dave's place has only five tables and seats just 16 people at one





Hi ya, Bibbs.

sitting, so get there early and stay late. You'll be pleased and your stomach will be satisfied.

At Idaho Falls, I caught U.S. 26 into Jackson Hole, Wyo. From Jackson, I rode north on Route 191 along the Grand Teton mountain range, taking pictures all the while. Route 191 took me right into the south entrance of Yellowstone National Park. There, I saw many dead trees standing as a bleak reminder of the great fires of 1988. White sticks of wood pointed to the sky, sans greenery or bark on their trunks. I rode out of the park via the east gate. I can now say I've been through all of Yellowstone's entrances. Big deal, you may say, but I try to make a game of riding around this great country of ours, trying to keep it fun. I saw more wildlife on a previous trip; however, there were a few buffalo, elk, and many birds. I was pleasantly surprised to see pelicans flying around Yellowstone Lake. At the entrance of the park, the Smokies hand ya a packet of papers showing a map, newsletter and a warning →

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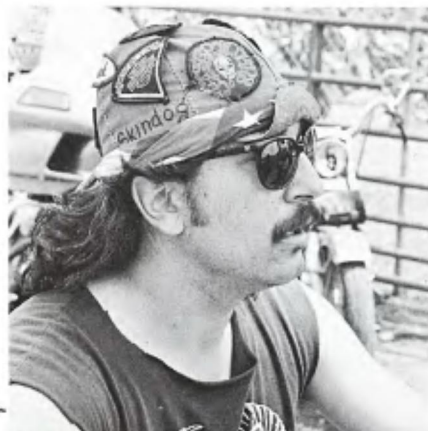
Watching the parade at Weiser, Idaho.



The crew at Jim's Marine & Cycle, Sheridan, Wyo.



Mike Ferone, Morristown, Vt., in Yellowstone.



Nice lid, eh?

that buffalo have gored many visitors. Buffalo can weigh 2,000 pounds and can sprint at 30-mph, three times faster than humans.

While in the park, I met Mike Ferone of Morristown, Vermont. He had ridden in from his hometown aboard a new 1994 Heritage Softail.

At Alpine, Wyoming, I met a couple of colorful Texans. They were characters, riding around the park killing time on their way to a black powder shoot and waiting for Sturgis to begin. Jake the Snake was on an '80 Low Rider he calls Snarley—maybe because much of the sheet metal was covered with snakeskin. His bro, Texas Charlie, had pinstriped his 1990 Evo putt with fine wire, which was covered over with clear paint. I found them, and their scooters, very interesting and would have liked to have spent more time visiting with them. Both riders were packed to the max with all kinds of necessities—camping gear, cooking utensils, clothes, along with their buckskin outfits to be worn at the black powder mountain man rendezvous. They're

from the Dallas/Fort Worth area.

From Yellowstone, Sugar took me to Cody, Wyoming, where I shot pictures of the Buffalo Bill Cody statue. Buffalo Bill is a true American legend and hero. Before arriving in Cody, I stopped and ate lunch at the Pahaska Tepee Resort. This lodge and eatery at one time was owned by the good Colonel Cody. Of course, all the stores in the park sell souvenirs. However, I refuse to buy products not made in my homeland, no matter how cheap they are. It just doesn't seem right to me. I mean, let's say ya pick up a coffee cup with a picture of an animal on it for Granny, then ya scope the bottom of the cup to see it was made off-shore. To me, it loses value. I dunno, maybe it's just me.

From Cody, I rode over the Big Horn Mountains to Sheridan, Wyo., where I spent the night.

The next morning, I popped in on Jim Douglas, owner of Jim's Marine and Cycle Inc., in Sheridan. They work on all kinds of vehicles and marine motors. Jim used to





Patriotic bros at Weiser, Idaho.

Photos: Rip

be the area's Harley dealer; that is, till the factory wanted him to build one of those expensive designer stores. Jim told me that he didn't think there were enough people living around Sheridan to warrant such an expense, and he wasn't about to relocate to a larger city. If you're riding to Sturgis and need some help, keep Jim's in mind. They'll take care of you.

From there, Sugar and I jumped on I-90 and rode into Rapid City, South Dakota, ready for the Sturgis Rally And Races.

And that oughtta do it for this issue. I've got to save some room for the photos. As you scan this column, think about dropping me a line. I'm looking for new, fresh places to check out. So how about it? Let me know what's going on in your neck of the woods. Thanks, and I'll be seeing ya.

—Rip

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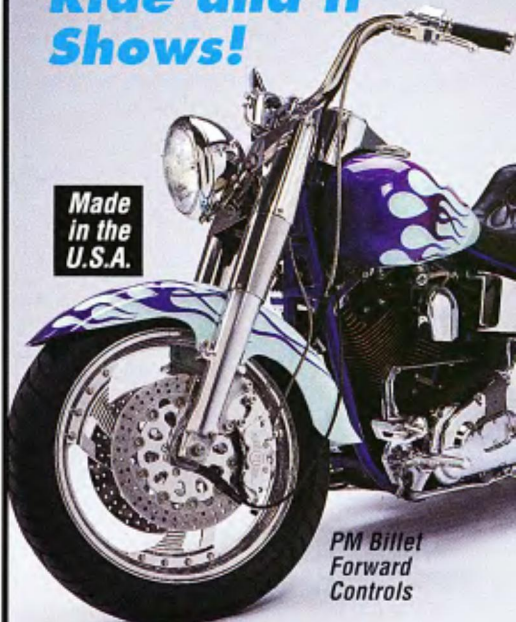
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Muir Sharp



Friday night, 9 o'clock, downtown Pittsburgh, Pennsylvania. Corner brick bar, three days before Christmas. Some 60 years of coal dust had robbed the ceramic stone of its color and replaced it with flat black. Two Shovelheads were parked at the curb. A drizzling rain formed a puddle on the solo seat of one of the two black bikes. Christmas lights flickered on the rain-slicked concrete sidewalks. The worst storm of the

# GRACE THE HALLS

winter was still a day away, and the wind was gathering up an

icy momentum.

Ella, a dumpy and dowdy waitress wearing a worn, Christmas red and green blouse, leg warmers, and a mini-skirt, hung flickering white lights above the bar's hun-

dred-year-old etched mirror. The yellowed glass was surrounded by dark mahogany and ornate carvings chipped and stained with years of downtown saloon abuse.

Ella's father, a large, old, grizzled bartender, slowly stroked a tall tumbler with a soiled towel. He was somber, his eyes reddened by four decades of beer breath and cigar smoke. He stared intently at the glass that reflected two days of whisker growth, cracked glasses, and a split lip. The day before yesterday local hoods had barged in to collect protection money. He didn't have the cash and a check would have bounced. They threatened to take the only family member he had left and turn her out.

His eyes lifted slightly to watch his daughter trembling on the step stool, festooning lights from rusty nails; she pretended nothing was wrong. One of the men had held him down while the other one gangster-slapped his leathery mug. As he turned the glass in his hand he could still see the terror in his daughter's face as she witnessed the beating.

"Whatta ya doin' old man, tryin' to rub through that fuckin' glass?" sneered the shorter of the two bikers sitting at the bar, jarring the old man back to the present.

He looked at the glass, then set it down. He was bald, and although the temperature in the pub had dropped some 15 degrees, pearls of sweat rose between his few wisps of remaining hair. He wondered about the bikers. Overnight they had become regulars, coming in daily at 2 p.m. and staying until closing. Had they been hired by the threatening hoods?

"Now we made him sweat," the wiry, devilish-looking biker said, nudging his partner. →



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The other biker was a massive, menacing man who stirred the ice cubes in his tumbler of Jack Daniel's with a short straw. Staring at the amber liquid, he had nothing to say. His rope-thick, auburn hair cascaded over his shoulders. The full beard was matted and untrimmed. He wore Levi's, a black belt with a brass wheel buckle, a solid blood-red flannel shirt and a black vest with long leather fringe that married with his hair over his shoulders. He looked powerful, like an angry volcano. He glanced up at the frightened bartender. The old man

the well bottles. He fumbled with the tall glass. The mob had leaned on him for months. Then a week ago they'd made a mess of the place, smashing furniture and glassware. When they saw that the old man didn't have a pot to piss in, he thought they'd leave him alone. That wasn't the case. They abandoned his fleeting material wealth and initiated beatings and threats against his daughter. He checked the revolver in the drawer next to the sink. It was an old .22 caliber rusted by years of barroom mildew. He slipped the new drink onto a clean

## *Both men were on the run, but trapped by an incoming winter storm*

flinched at his direct gaze.

The younger and smaller of the two had an itchy trigger finger. He scratched the growth of beard between his goatee and sideburns. Shifting in his seat, he gulped his rum and coke as he watched the bartender wipe the glass.

The bartender set his towel down and went to his daughter's aid. He steadied the ladder while she completed hanging metallic reindeer on a Budweiser sleigh. He was nervous about turning his back on the bikers. They always sat in exactly the same stools at the darkest end of the bar, farthest from the door.

"You boys live 'round here," ventured the old barkeep, searching for some hope.

"No," said the shorter man who wore a black leather shirt and vest. Gimme another drink, old man." He was slick and scary looking.

"Sorry, boys. Didn't mean to bother you. You been coming in here a while, now, and haven't said a word."

"We don't need to say shit, just pay our bill and get out, right?" Blade said, spinning a razor-sharp buck knife on the edge of the marred, varnished mahogany.

"Yes, sir, right. Couple of days before Christmas. Ya got family in town?" The old man continued to press into dangerous waters.

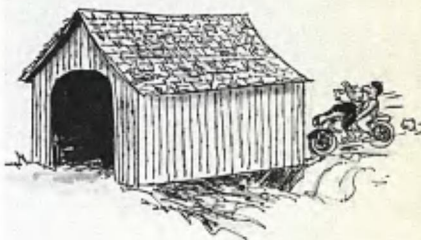
Blade stood up abruptly and kicked his bar stool, spinning it into the jukebox across the room. "Silent Night" screeched and skipped. "Shut the fuck up, old man. I don't want to talk about my family, and I don't want to talk to you or your fat-assed daughter. Just bring me a goddamn drink."

The bartender nodded, sweat dripping down his cheek, while he turned toward

napkin in front of the nasty biker. The biker spun the knife, and the startled 'keep dropped the empty glass on the floor. It shattered. "Sorry," he said, leaning over with a soiled towel to clean-up the mess.

"Don't let it happen again," Blade said, nudging the other biker. Mun just shifted his eyebrows. The wind whistled against the wooden shutters covering the windows. He looked at his watch. Lights in the bar flickered and hail tapped against the foggy windows. It was nearing 2 a.m. Mun leaned closer to Blade. "Let's go," he said.

"What the fuck for? We ain't got no place to go." Blade had come to Pittsburgh to see his child. He broke parole in the process, then his ex refused the visit and reported him. Both men were on the run, but trapped by an incoming winter storm. Gulping the drink, he slammed his glass down on the tacky wood surface. "Okay."





They got up and headed for the door. The old bartender had spent 40 years behind the polished varnish and had never witnessed bikers riding in this kind of weather. They grabbed their jackets and scarves from the antique coat rack. Rain and hail pelted their jackets as they mounted the bikes and kicked them over. The old man listened as the Harleys rounded the corner, then the storm drowned them out. For the first time that day, he felt safe. "It's all right, baby," he said to his daughter, holding her close. "It'll all blow over." A storm shutter tore free and violently slapped the side of the building. The explosion jarred the only two inhabitants.

"Not this time, Daddy," she said sobbing and stomping her worn running shoes against the sticky floor. "I can't take it anymore. We've got to get the hell out of here. They're coming back." She stomped up the stairs behind the heads to their equally dingy apartment above.

\* \* \*

Christmas eve, 2 p.m. The rumble of the approaching Harleys filled the drizzling air. A chill rolled up the bartender's spine. His knees felt weak. It was raining and freezing outside, yet the bikers were returning. Their drinks were on the counter, along with small plastic bowls of chili, before they turned the brass handle on the door.

"Looks like I got the old man trained," said Blade, tossing his heavy, wet riding gear on a nearby stool. It rocked and almost went over. Mun said nothing. "And chili, too. I'll bet little miss interior decorator cooked it up."

"Yes, she did," said the old man, "and it's damn good."

They pulled up their favorite stools, guzzled their drinks, and dug into the chili.

"Smells good in here. Maybe you can can it and sell it for what you owe us," Frankie Devino said, kicking open the door. "You got the money, old man?"

"I told you I don't have any money," answered the barkeep.

Devino opened his expensive cashmere trench coat and withdrew a submachine gun. He was young, handsome, well dressed, about 6 feet tall, and mean to the bone.

"Then you'll make a fine example for the neighborhood, you scroungy piece of shit." Two other bent-noses kicked in the feeble doors, shattering one of the classic stained glass windows. Shards of glass dripped to the floor. One of the other two men also wore a trenchcoat, a cheap, vinyl one. It was slick, black, and soaking wet. His hair glistened in the dim light of the bar as flakes of →

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snow slid off his padded shoulders. He had the long form of a pump shotgun under his coat. The other bodyguard was short, with wavy hair and a pockmarked face. He reached for his .45. The storm wasn't just outside the door.

Ella turned and dropped a large vase of poinsettias; it shattered at her feet. She ran to her father behind the bar, "Daddy," she screamed, "it's not worth it."

The other coats opened and the two forms of lethal weapons came into view, a High Standard, 18-inch barrel, 8-round

the direction of the bikers and pulling the trigger. Frankie's weapon discharged, chipping the top of the bar as if it was clawing in the direction of the bikers. Blade grabbed Mun and pulled him around to face him. They slid into the slime of decades-old snot, piss, and puke that coated the underbelly of the bar.

"Goddammit, it's not our fight," Blade shouted. "We're wanted. We've got to get the hell out of here."

"I'm not," Mun said, his dark brown eyes boring into Blade's. "Code of the

## *Bullets cracked across the bar, chewing up the surface like a chain saw*

pump shotgun and a stainless .45 automatic. Both men shifted their gaze to Ella, her legs visibly shaking as their stubby forms scrambled around the open end of the bar. Frankie focused on her nipples beneath the loose sweater and her sizable breasts bouncing in their halter. Tears were already streaming from her eyes.

Frankie cocked his weapon and lifted the muzzle in the direction of the old man. The first round split the mahogany of the bar as lightning cracks a tree trunk. The old man bent to ward off the oncoming barrage and reached for the frozen .22 in the drawer.

Mun took advantage of the girls heaving distractions and drew a freshly oiled 9mm Browning out of his vest. Blade dropped his plastic spoon beside the half-empty bowl of chili, and the two slipped behind the bar.

"This isn't our battle," Blade hollered. "Let's get the fuck outta here."

Bullets cracked across the bar, chewing up the surface like a chain saw, bits of wood exploding in the air. The girl dove behind the bar as another round of gunfire shattered glasses in an explosion of jagged shards reflecting against the array of colored Christmas lights. Snow was dumping outside; inside the flurries were razor sharp.

Mun didn't reply; instead, he leaned around the corner of the bar and fired. Caught off guard, the enforcer with the stocky legs planted them shoulder width apart. His .45 was cocked and chambered and leveled in the direction of the girl. Surprised, pockmarked face turned as the bullet slammed into his elbow, spinning his torso against the wall. "What the fuck?" Frankie shouted, turning the muzzle of the auto in

West. They're firing at a woman. We've gotta fight."

Blade looked in his brother's eyes. Just then, Ella screamed. He turned in time to see a half-dozen bullets rip through his black riding jacket. He'd owned that leather for 12 years. The automatic's user paused to reload. Blade and Mun slid up the gooey facade of the bar, coated with puke, smears of thousands of shoes and boots, bubble gum, and boogers. Their heads pressed against the underside of the bar; they listened for the reloading of the machine gun. The firing paused, but the smell of gunfire lingered. Mun brought his thick mane of hair around the lip of the bar as the old man did the same with his rusty .22. Mun motioned Blade to move across the room to shelter behind the jukebox. "I'll cover you," he said.

"I was hoping you'd all come to the fight," said Devino, watching Blade run for the jukebox. "Makes it more interesting." His confidence and adrenaline



"What a coincidence—I have a moped myself"



pumping, Frankie didn't hesitate. He ducked, drew a fresh clip out of his suit jacket, and slammed it in the chamber. Then as the old man raised the rusty, small-caliber revolver, the Italian cocked the fully automatic weapon.

"Let me get him," hollered the tall, slick goon, while pumping a round into the chamber. He fired. The short weapon jumped in his gloved hands, the .32 caliber pellets missing the owner but blowing a hole the size of a trash can lid in the wall behind the bar—magnum load.

"He's mine," said Frankie, "Get the bikers." His eyes were as cold as a New York steel bridge in winter.

The old man leveled the gun at Frankie, cocking the double-action revolver.

Frankie started firing. Splintered wood, bits of razor-sharp glass, and screaming filled the bar again. Mun stood. "Code of the West, muthafucker," he hollered, distracting Frankie. The gunman glanced in the direction of the massive biker at the dark corner of the bar, then back at the old man. His bullets slashed through the wooden bar like a bandsaw cutting balsa wood. The old man pulled the trigger, the gun misfired, and two of Frankie's bullets split the old man's shoulder like a cherry bomb in the center of a watermelon. Spinning, the old man careened into the remnants of the well bottles behind the bar. "You bastards!" Ella screamed and sprinted to reach her father.

Mun chambered his weapon, stood, aimed, and fired. Nothing happened. The 9mm had jammed. Blade dove from behind the music machine toward the center of the room and fired, catching the guard in the knee. The thug screamed, flinched, and fired, blowing out the corner of the bar where Mun stood. Mun crashed backward, overturning tables and chairs. Blade's second round split Frankie's teeth and tore out a chunk of his jaw like a cleaver through a chicken thigh. Devino's eyes bulged out, and he squeezed the trigger of the automatic as Blade fired a second time, blowing Frankie's cold heart out the back of his single needle shirt.

Blade shifted his attention to the stocky enforcer with the big-bore automatic. The man was confused, splattered with Frankie's blood, scared, and in pain. He shot at random around the room. Blade caught him in the thigh with his last round. Stunned, the man was driven against the old wall. First his face went white, then noticing the biker attempting to reload, while squirming in the rubble, his fear →

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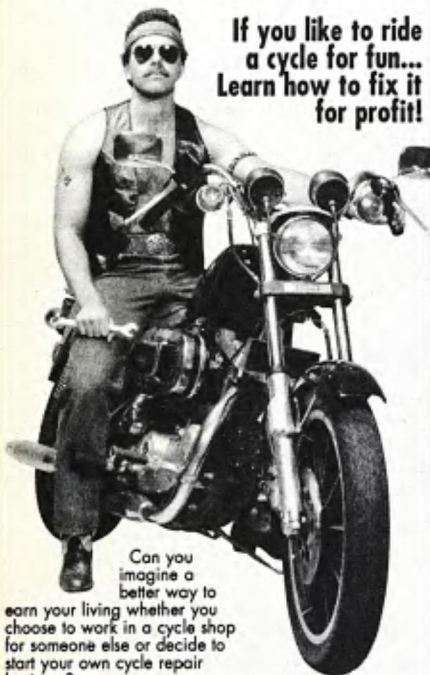
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turned to rage. He took the massive auto in both hands and aimed toward the biker.

The .45 sounded like a cannon, ripping into the hardwood floor. Blade ducked, but a sliver of lead caught his gun hand. He tried in vain to conceal himself behind the semi-auto, while attempting to reload. Only one clip remained.

The wounded gunman, a fireplug of a man, followed Blade with the muzzle of his gun, blowing holes in the floor as Blade rolled toward the jukebox. Bullets

its chamber interrupted the storm. "It's my turn to be the boss, now," he said. The slicked back hair of the tall hood glistened in the dim light. He went after the ammo-less biker. His first bullet took Mun's weapon out of his hand. Lead pellets tore into the muscular fiber of his forearm. Mun rolled to avoid more of his medicine.

Blade cocked the heavy pistol in his good hand and threw it at the greasy hitman. It slammed into the side of his face. Mun took the opportunity to take two massive steps and dive for

## *Mun had jeopardized his job and his freedom to come along on this risky ride*

tore into the music maker, spilling fragments of vinyl Christmas records over Blade. He hadn't had the time or composure to reload, and he found himself under the lethal eye of the .45. He could hear the weapon rechamber after the last bullet. He had nowhere else to go. He fumbled for the clip, on the inside of his heavy leather shirt. He knew his time was running out. He wondered whether Mun would make it? How bad was he hit? He thought about his kid, her perfect red hair, her bright green eyes. Mun had jeopardized his job and his freedom to come along on this risky ride. He hoped his friend would survive. Blade pulled the clip free and drew it closer to his auto. It was empty.

The pain in Mun's gaping left thigh was unrelenting, yet he rolled free of the rubble and fired into the ceiling fan, tearing at the cords holding the porcelain lamp and rotating fans. Severed, the unit fell at the feet of the gangster. He ignored it and took final aim at Blade. Mun rolled along the sticky floor and fired again, splitting the man's navel. His next bullet pierced the gangster's skull; he died instantly.

"Fuck you, biker trash," came the voice of the wounded slicker with the shotgun, the color leaving his narrow face as his hand slipped to the trigger of the shotgun.

Coming to his dead brother's aid, the lanky pasta maker fired at the wounded biker. Mun returned the fire, but his weapon clicked with the frightening sound of an empty clip. For a moment there was silence. Only the storm, sirens, and the tinkling of glass set the disastrous tone. Then, the sound of a 12-gauge cartridge slamming into

the shuttered window. Blade pulled out his Buck as the young hood recovered and began to fire again. The bullet shattered the floor at Mun's escaping feet. Blade's arm screamed with pain, but his namesake was for his ability to open a Buck lightning fast, with just a flick of his left wrist. Another shell exploded and blew out the adjacent window as Mun fell onto the street and the mounting snow outside. Blade let the knife sail and turned to follow his brother. Shattering the wood slates and the glass it was protecting, Blade made a similar exit, spilling onto the snowdrift outside. Two rounds followed them onto the street, then stopped. The knife had struck just above the slimeball's heart, slid in between a couple of ribs, and severed the main artery.

Ella held her injured father in her arms. Blade reached back in through the broken glass to retrieve his riding gear and shouted as he strode toward his bike, "Merry Fuckin' Christmas."

—Fiction by K. Randall Ball



"Okay, I put on the sheep suit. Now what?"



# Choppershopper

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## BROS CLUB EXPLODES

*At Prospect, Pennsylvania, Rodeo*

**W**e're back from the *Easyriders* Rodeo in Prospect, Pennsylvania (July 29-31), and did we ever have fun! The people in Prospect were unbelievably good to us, and we couldn't have asked for better weather or a nicer place to party.

The facilities in Prospect are, to say the least, hard to beat. The trees and grassy areas gave us some great places to kick back, watch the activities, and tell each other tall tales—some of the stuff we do best. Represented at Prospect were four different Bros Club groups that rode in from all over the Keystone State. They spent the weekend getting to know each other and partying as only Bros know how.

The Rodeo competition started out with a bang—to say the least—when “Death Wish Dan” of Colorado blew himself up. Yeah, I said blew himself up—not as in dead, but like *up in the air*. This guy uses a mixture of dynamite and gasoline to create an incredible fireball . . . with him in it! We have photographs where all you can see are his two legs sticking out of the huge tower of flame. It was a helluva sight. He closed the weekend by doing a car ramp jump, but it didn't quite go off as planned. He intended to leap over another car, but, instead, he crashed into it, screwing up his other leg. (Did I mention that he started out the weekend with one already broken?)

The Bros had it all at this Rodeo, complete with two skydivers—Joe Pridemore and Jim Shaeffer from Lancaster, Ohio—who jumped, one holding an American flag and the other a P.O.W. flag, as the Lee Greenwood song “Proud to be an American” blasted over the loudspeaker.

A live radio remote broadcast featured some comments from our Bros Club members. All I can say is that it was a \$^%&\*\$ good thing they had a %^&^)\*\$ 15-second delay. In addition, this was the first time a Rodeo Pool



Tournament was held, with a \$500 cash prize going to the winner. There was even a Video Arcade set up for the youngsters (or the young at heart).

*Easyriders* Rodeos are just one of the many great activities that Bros Club members enjoy, many of which are regularly discussed in this column every month.

Speaking of this column, I need help from you Bros Club members out there. Because we're trying to make this organization work for you, we need your comments, opinions, and feedback. We'd like to hear from each and every one of you. About what? Well, you could write to us about your experiences with the Bros Club, such as any good rides that you might have

taken (including rides to the *Easyriders* Rodeos, Bike Shows, Tattoo Shows, or other events), experiences with other members, great places to ride, and any Road Service horror stories you've encountered. Tell us a little bit about yourself (send along photos), and who knows, maybe you will make it into this column. Remember, tell it like it is. I can take it.

We're trying to get a feel for what you want to see in this organization. As I said, the Bros Club is for you, and the benefits are important to you. So why shouldn't you tell us what you'd like to see in it?

Stay tuned to this column for the latest in what's going on with





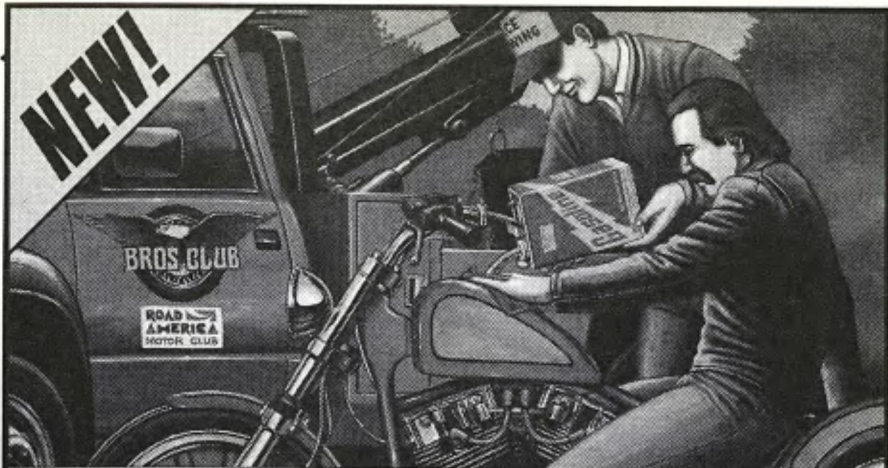
Photos: Billy Tinney

the Bros Club. We hope to bring some new and exciting things to this space in the near future. By the way, we now have a brochure on the Road Service plan. Send us a stamped, self-addressed envelope (#10), along with a short note, and we'll send you one. And don't forget to wear your Bros Club patches and pins when you're out there so we can find one another. But above all, don't forget the Bros Club salute. You don't know it? Well, that's all the more reason to read this column next month.

Remember, the Bros Club is a social club, so be ^#@%\*%\$ sociable.

Until next time, ride safe.

—No Face



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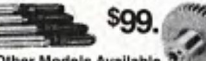


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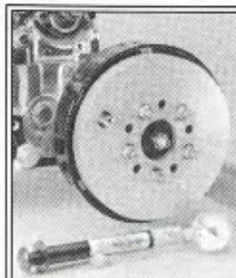
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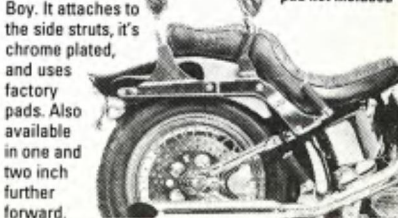
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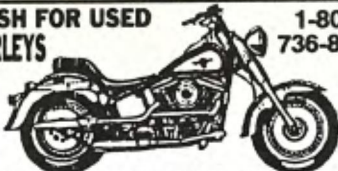
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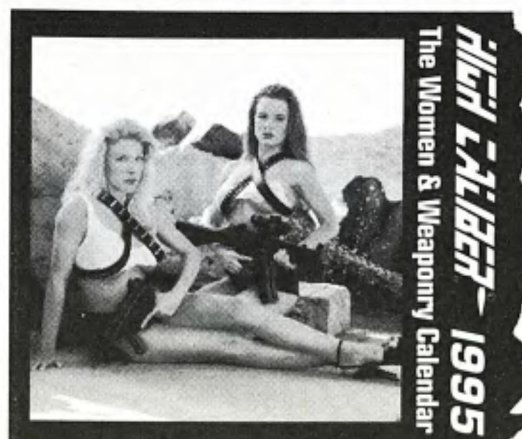
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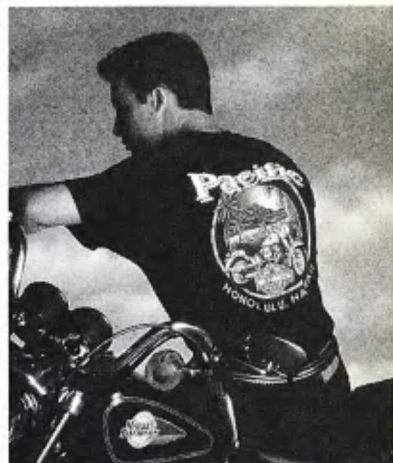


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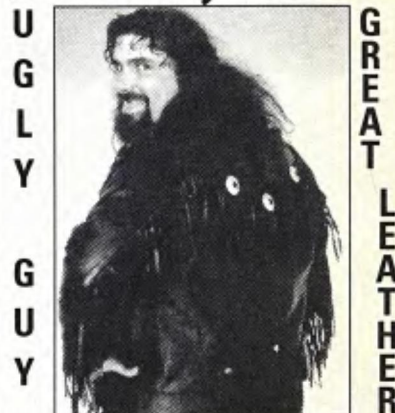
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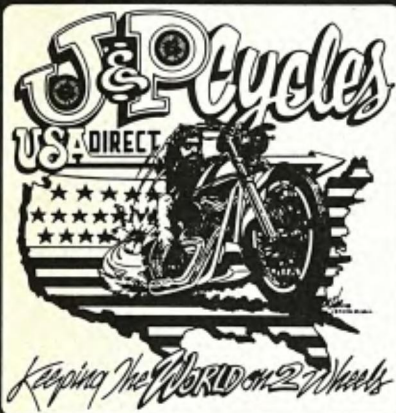
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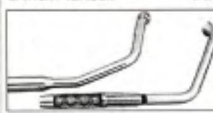
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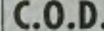
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# THE GREAT AMERICAN RACE

## *Tale Of An Ornery Vintage Bike*

The smell of burnt rubber and oil mingled with the salty California coast air. One lone, red 1941 Harley-Davidson FL sidecar bike, now still and quiet, was parked on the Huntington Beach pier among more than 100 vintage cars.

It was Sunday, June 27, 1994, the day of "The Great American Race," now in its 12th year. Participants stood ready to compete in a controlled speed race of precision driving and endurance for prizes totaling \$250,000.

Don Smith of Bedford, Texas, owner of Harley-Davidson of Texas, was anxiously joining the race, ready to eat dirt and dust with the best of them. He may have been the only motorcycle competing in this grueling race, but he was ready. He circled his scooter, tense with anticipation. They all would rumble to a finish 14 days, 16 states, 47 stops and 4,250 miles later in Norfolk, Virginia. Each year, the course location changes. →





The Great American Race features vintage automobiles dating from 1909 to 1942. Each year, racers try to match a computer-designed course, and are allowed only one time-of-day clock, a speedometer (no odometer) and a pencil and paper. They are clocked at secret checkpoints along the day's route. Every second, plus or minus, is a point. If a racer is across the checkpoint :03 seconds ahead of his perfect time at one checkpoint, that's three points. If he's :03 seconds slow on the next one, that's six points. Like in golf, the low score wins the day. In the Championship Division, if racers aren't within a second of perfect for each hour they've been driving, they won't be in the top finishers that day.

Antique motorcycles, rare but persistent participants, have always been welcome to join the race.

"Vintage motorcycles really get me pumped," Don Smith continues, wiping down his 74-inch Knucklehead. "This bike," he adds proudly, "was a role model engine for motorcycles until 1948."

The Great Race has had its share of scooter stories. In 1985, despite a broken leg, D.H. "Curley" Walter of Tangle Hill House, Chilworth, Guildford Surrey, England, traveled across the Atlantic with his 1930 Sunbeam to join the race. Each day, he was lifted into the seat of his bike and competed with the best of them. He didn't finish, but he won the Don Fuson "Spirit of the Event" award for his persistence and grit.

Curley returned in 1986 with a 1932 Rudge-Whitworth motorcycle, but, unfortunately, was forced to withdraw from the race because of crippling mechanical problems. He has apparently given up because he hasn't been seen or heard from since.

In 1984, three Americans, all on H-D sidecar bikes, tried their luck as a team. Dave Ekin of Reseda, California, was the only one to use a navigator. The others stored supplies in their sidecars. Dave jump-started his 1936 H-D sidecar and finished every day; he had a







low score of 58 seconds on day nine of the 1984 event.

Dick Olerich of Merced, California, selected a 1931 Harley. His best leg was on day nine, when he got his score down to 15 seconds off perfect time, cited as quite a feat for a young man all alone in a cross-country completion. He also finished every state, and his score of 17 minutes, 21 seconds off perfect time, was considered a great achievement.

Lance Tidwell of Long Beach, →



California, didn't fare as well. He and his 1926 Harley dropped out after just six days of the race.

The echo of these past experiences did not deter Don Smith. "This race is considered too long and too tough for motorcycles," he says with his Texas drawl. "But competing was a fantasy of mine for years." First, he had to find the right bike.

"We traveled eight hundred twenty-two miles to the Atlanta Bike Week event, looking for a motorcycle with a sidecar so we'd have some place for the navigator to sit," recalls Don. "It wasn't long before we spotted this 1941 Harley FL, with its seventy-four-cubic-inch Knucklehead engine.

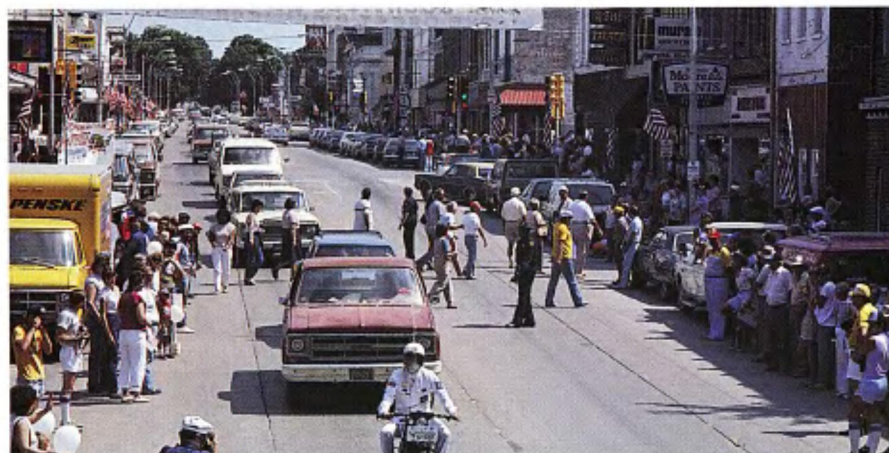
"The guy who owned it, Bluejay Miller, told us there were three hundred fifty thousand miles on the sidecar and the bike. He was a proud owner. We tried to buy both the bike *and* the sidecar, but he insisted on keeping the bike. So, we loaded the sidecar on to our truck and drove back to Dallas. And wouldn't you know it? Three days later, Bluejay called to say that he'd had a change of heart.

"We drove over a thousand miles to Gainesville, Florida, to pick it up. We had driven more than three thousand eight hundred miles all told, but the important thing was that we had the bike and its original sidecar together again." Don was about to realize his dream.

There was one problem, though: the bike did not have a range of 200 miles, normal Great Race mileage before stopping for fuel. "But we got that figured out," he says. "We just used the sidecar to store gas."

They also elicited strong moral support along the way "We would call local H.O.G. chapters in places we knew we'd be stopping for gas and invite all the bros out to meet us. And they did. At every rest stop bros on bikes would wave us on our way."

Don finished 18 out of 100. "This was the highest score ever for a motorcycle," he boasts, "especially when you consider how tough the race is. All the



Photos: Charlie Potter



trouble I'd gone to was worth it!"

Next year, the Great Race will begin in Ottawa, Canada, and make its way to Mexico City, Mexico. Will Don be part of the pack? "You bet," he says, laughing. "Nothing can stop me now."

—PJ

*Vintage motorcycle enthusiasts should watch for our new publication, Earlyriders, which is scheduled to hit the newsstands October 27, 1994.*



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# FIRE BREATH

**H**uge black clouds swirled feverishly. Thunder rattled the heavens. Lightning flashed, piercing the sky. The Great Chopper God shot along the crest of the clouds on his hard-ass rigid chopper. Looking down at North Haven, Connecticut, he spied David Rich roaring down the road on his 1951 Panhead. "Whoa, now *that's* what I like," he said, pointing a gloved finger at the pristine Pan. With that, he sent down a dragon, a warrior, and a wizard, who all came to rest on David's scooter. Satisfied with his addition to the chopper's appearance, The Chopper God grinned →

*Wizards,  
Warriors,  
Dragons,  
And  
Choppers*



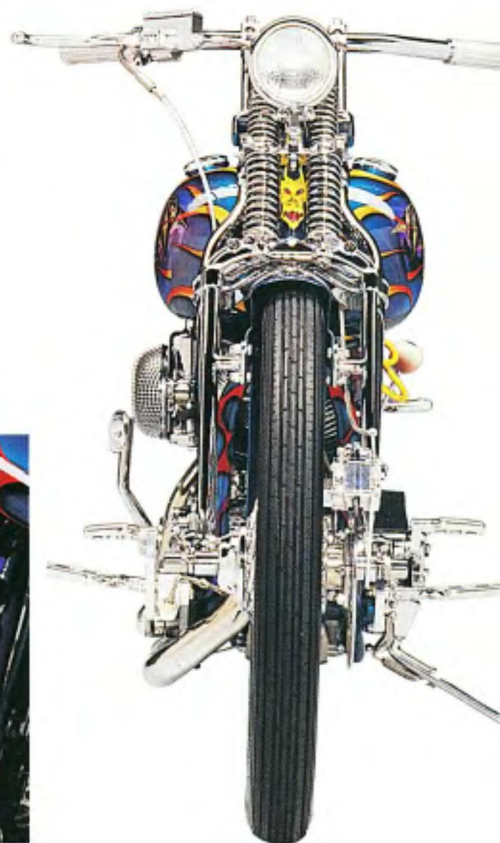


as he watched David slam the jockey shift in place, pop the suicide clutch, and blast off on his two-wheeled journey.

It may not have been The Chopper God who was responsible for David Rich's show-winning Panhead (Fourth Best of Show at our Middletown, New York, Bike And Tattoo Show) but *some* high source inspired the thing of beauty you see on these pages. The dragon, painted by Bill Streeter, crawls all over the Pan, slithering from

---

*"I dream up  
the colors in  
my head and  
experiment  
a lot in the  
paints"*







the front fender, back down the front end, and across the tank, spitting flecks of flame throughout the silver-based, metal-flaked, purple-pearl, candy apple turquoise paint job.

"I dream up these colors in my head and experiment a lot in the paints," says David. "The wizard, warrior, and dragon all tell a story. You have to look closely at the detail. The dragon is climbing over a wall; the wizard and the warrior are attacking him to →







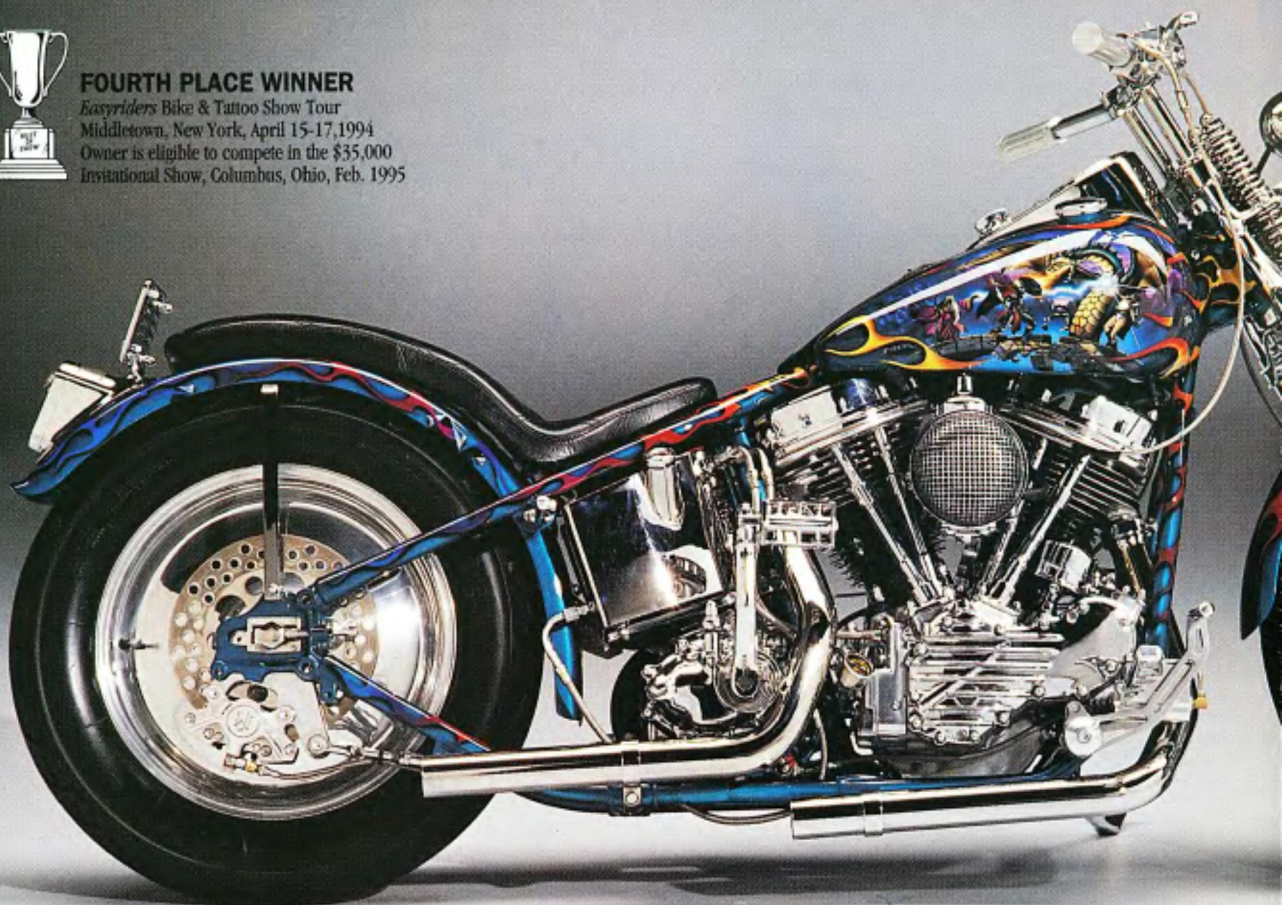
#### FOURTH PLACE WINNER

*Easyriders* Bike & Tattoo Show Tour

Middletown, New York, April 15-17, 1994

Owner is eligible to compete in the \$35,000

Invitational Show, Columbus, Ohio, Feb. 1995



save the girl in his clutches.

"My dad found an old 1946 springer front end ten years ago, and it just sat in the basement until I bought the Pan two years ago," explains David.

Seems that guiding force was behind the purchase of the motorcycle, too. David saw some dude hauling the Pan in the back of a pickup, chased him down, and bought the bike on the spot. The front end was smashed up, but, luckily, David had that '46 springer







tucked away in the basement.

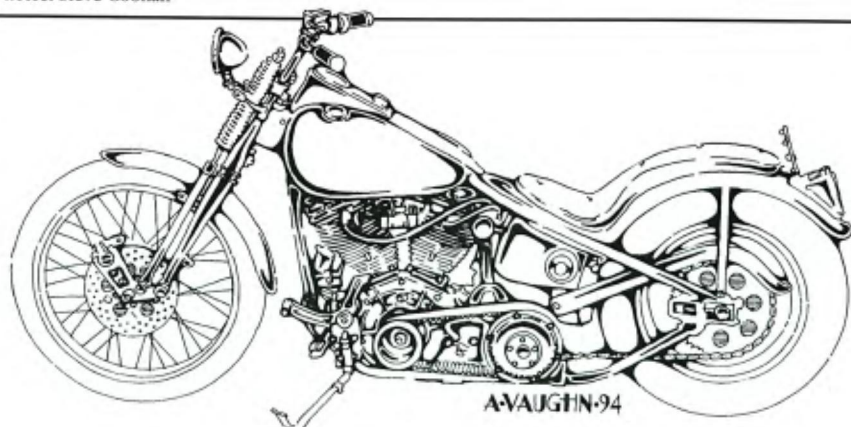
You have to look hard to see the subtle flames shooting all over the length of this bike. Almost two years of work, lots of blood and sweat, many paint experiments, and a concept that is ageless all combined in David Rich's shop to bring a truly wondrous chopper to life.

And when this fire-breathing dragon comes to life, dogs howl, trees bend, the wind blows, and thunder claps above.

—Harley H.



|                                                                                                                        |  |                                               |                     |
|------------------------------------------------------------------------------------------------------------------------|--|-----------------------------------------------|---------------------|
| Owner: David Rich                                                                                                      |  | City: North Haven, Connecticut                |                     |
| General                                                                                                                |  | Frame                                         |                     |
| Fabrication: owner                                                                                                     |  | Year: 1951                                    |                     |
| Year and make: 1951 H-D                                                                                                |  | Builder: H-D                                  |                     |
| Model: Panhead                                                                                                         |  | Type: wishbone rigid                          |                     |
| Value: \$20,000                                                                                                        |  | Rake: none                                    |                     |
| Assembly: owner                                                                                                        |  | Stretch: none                                 |                     |
| Time: a year and a half                                                                                                |  | Other alterations: none                       |                     |
| Chroming: C&L Hog Shop, Ft. Pierce, Fla.                                                                               |  | Accessories                                   |                     |
| Engine                                                                                                                 |  | Bars: drag bars                               |                     |
| Year: 1951                                                                                                             |  | Risers: Paughco                               |                     |
| Model: Panhead                                                                                                         |  | Mirrors: none                                 |                     |
| Rebuilder: T&P Custom Cycles, N. Haven, Conn.                                                                          |  | Grips: Arlen Ness                             |                     |
| Ignition: points                                                                                                       |  | Fender(s): 6-inch flat, 1986 Springer (front) |                     |
| Displacement: 74 cubic inches                                                                                          |  | Headlight: 4-inch                             |                     |
| Lower end: S&S                                                                                                         |  | Taillight: tombstone                          |                     |
| Balancing: T&P Custom Cycles                                                                                           |  | Speedo: H-D                                   |                     |
| Pistons: S&S                                                                                                           |  | Front pegs: Perf. Mach.                       |                     |
| Cases: H-D                                                                                                             |  | Rear pegs: Perf. Mach.                        |                     |
| Heads: H-D                                                                                                             |  | Electrics: alternator                         |                     |
| Cam: 468 Sifton                                                                                                        |  | Gas tank: 3.5-gallon fatbobs                  |                     |
| Lifters: solid                                                                                                         |  | Oil tank: horseshoe                           |                     |
| Carb(s): SU                                                                                                            |  | Oil system: S&S                               |                     |
| Air cleaner: SU                                                                                                        |  | Primary cover: none                           |                     |
| Pipes: 2-inch drag                                                                                                     |  | Seat: Mustang                                 |                     |
| Mufflers: none                                                                                                         |  | Sissybar: custom, owner                       |                     |
| Transmission                                                                                                           |  | Forks                                         |                     |
| Year: 1951                                                                                                             |  | Type: 1946 springer                           |                     |
| Modifications: Andrews gears                                                                                           |  | Extension: none                               |                     |
| Shifting: suicide                                                                                                      |  | Builder: H-D                                  |                     |
| Engine sprocket: 3-inch belt                                                                                           |  | Special features: CCI fender mounts           |                     |
| Trans sprocket: 23-tooth                                                                                               |  | Wheels                                        |                     |
| Wheel sprocket: 51-tooth                                                                                               |  | Front                                         | Rear                |
| Painting                                                                                                               |  | Size: 21-inch                                 | Size: 16-inch       |
| Molding: Dave Rich                                                                                                     |  | Hub: H-D                                      | Hub: Perf. Mach.    |
| Painter: Dave Rich                                                                                                     |  | Rim width: 1.6-inch                           | Rim width: 3.5-inch |
| Color: candy apple turquoise                                                                                           |  | Tire: Avon                                    | Tire: Avon          |
| Type: lacquer                                                                                                          |  | Brake: disc                                   | Brake: disc         |
| Special paint: Bill Streeter                                                                                           |  |                                               |                     |
| Other special modifications: oil filter in oil bag, ratchet jockey open belt drive system, Performance Machine brakes. |  |                                               |                     |
| Photos: Steve Coonan                                                                                                   |  |                                               |                     |



A-VAUGHN-94



# COMIN' AT YA

## Easyriders®

It's hard to believe, but 1995 is on its way. That's right, a new year to accomplish all those things we said we'd do in 1994 but never got around to. If hoppin' up your putt is on your list of resolutions, we have good news for you. January is our performance issue, featuring a guide to the latest go-fast goodies designed to make your ride a freeway flyer. If that isn't enough, we're starting the year right by offerin' up six tech tips—from under your seat to into your engine—for your wrenchin' pleasure. It's all part of a new package designed to give you more of what you've been asking for. We've got a lot of surprises in store for you. In fact, you won't believe your eyes when you open up the new issue of *Easyriders*. Haul ass down to your newsstand now. *On sale November 24*



The fourth issue of VQ (V-Twin Quarterly) magazine features an interview with John Walsh, Harley enthusiast and creator of the television series, *America's Most Wanted*.

Our master builder is Paul Yaffe of Phoenix, Arizona, and we also offer eight great bike features, a paint by computer tech tip, chic hangouts, the latest MotorClothes by Harley, and super custom tour bikes. VQ is the 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 now*



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 now*



Because the ride never ends, we offer *Earlyriders*, our quarterly tribute to the finest in vintage motorcycles. In the premier issue you can look forward to eight motorcycle features, ranging from a 1907 Harley, to an Excelsior boardtrack racer, to a 1942 Crocker; restoration tips; a visit to Otis Chandler's amazing transportation museum; and a variety of resources for the antique cycle aficionado. *On sale now*



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