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Magazine

259 • January 1995 • Adults Only

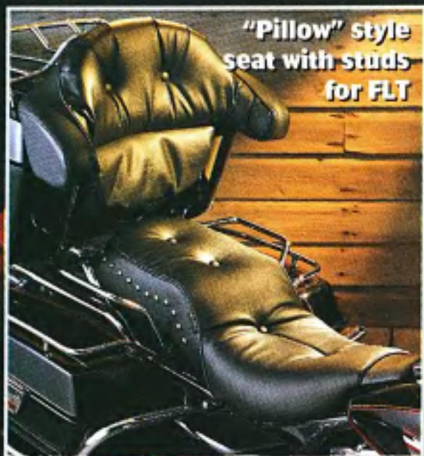
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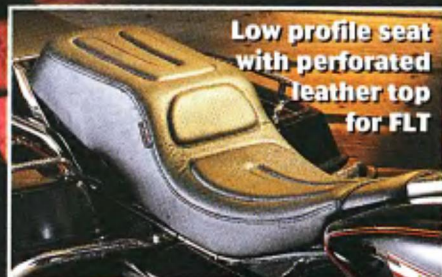
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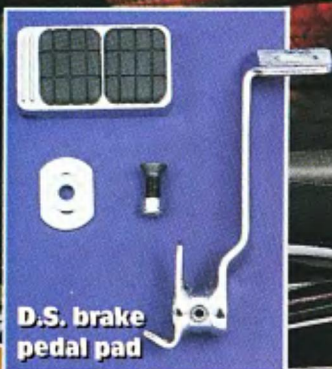
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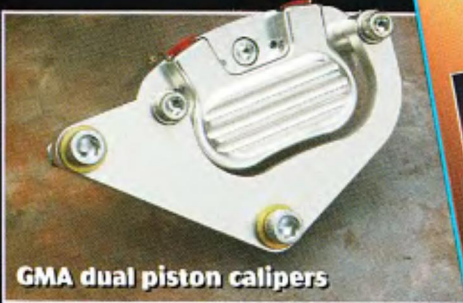


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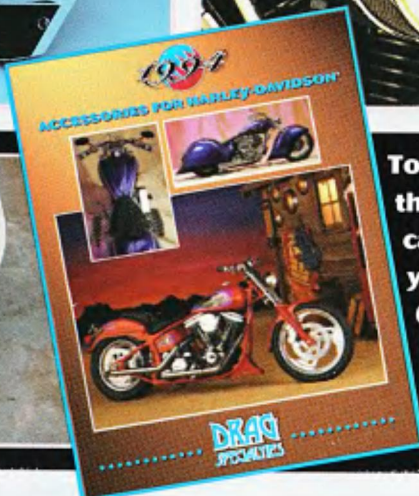
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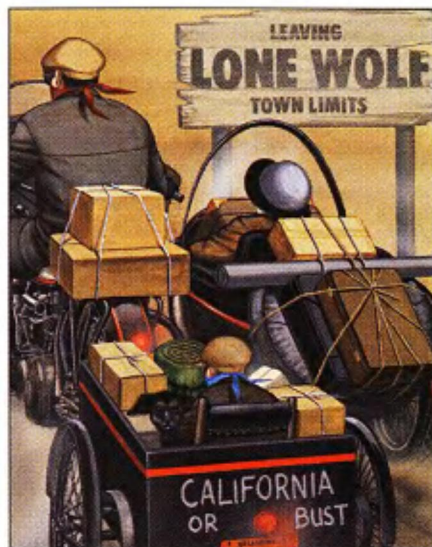
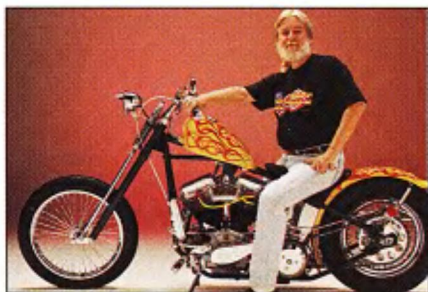
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TAKING IT EASY

A 419-pound guy was sentenced to be hanged. But he argued that by hanging him, the ghastly experience would be like popping a cork from a champagne bottle. A cop replied to this argument, "Even if his head is ripped off, when he drops through the trap door, it doesn't mean he'll suffer any more pain. Dead is dead." The fat guy is still wondering: How does he know how fast a guy is going to die? Has he asked anyone who has actually died that way?

A girl broke off with her boyfriend, saying, "I never want to hear another word from you." This really bummed him out, and while in that mood, he took a straight-edged razor and cut his lips off! Then he put them in a box and mailed them to her along with a note saying, "You've got your wish." Plastic surgeons say there's no way of reattaching his lips so he must always remain a harelip.

He had just finished a game of Russian roulette. His wife came to pick him up, and he told her what he had done. She was shocked and carried on so much that he took the gun to show her how simple it was. He put one shell into the chamber, but instead of putting it to his head, he put it to his crotch. It was a .357 Magnum! He pulled the trigger and kaplowee! He had just performed a king-sized circumcision on himself—if he can ever find his joint amongst all the gore.

According to research, it has been found that you'll live longer if you wear false teeth. You'll suffer less infection and may live as much as three years longer.

They had a heated argument over which was cuter—a chipmunk or a sea otter. They couldn't agree so one of the guys shot the other dead! Shit, anyone knows an otter is cuter.

I've always liked my coffee hot—the hotter, the better. And I think most coffee drinkers are the same. Now get this. A broad pulled into a McDonald's drive-thru and ordered a coffee. She put the cup between her legs and drove off. While driving, she took the lid off the container of coffee. But she spilled the hot coffee onto her lap, seriously burning herself. So what did she do? She sued McDonald's for making the coffee so hot! And she won!! So now they're appealing this insane verdict. But wait. Now, another woman is suing for the same reason. But this broad went to a different burger place and ordered *four* hot coffees. And she spilled them all. Now we'll have to wait and see what she's awarded. I can just see it now—it won't be long before some lawyer pushes for a law outlawing take-out coffees!

Another McDonald's story: McDonald's Corp. threatened to take legal action against an Australian takeout food shop that features topless female employees and calls itself "McTits."

Doctors in England reported that people who grow up in clean homes may be more likely to become ill later in life. It seems that in clean homes, people are robbed of the opportunity to wallow in dirt that might immunize them against many illnesses.

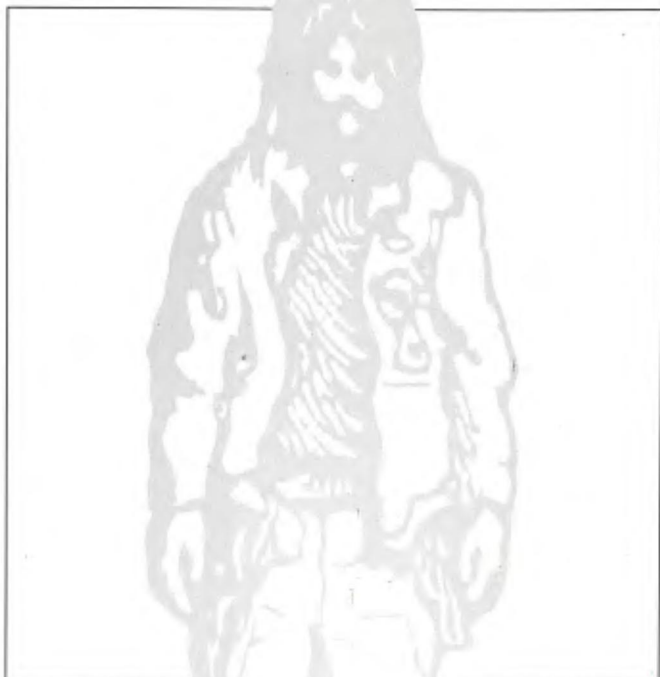
This woman had six children by six different men. Four of the children were taken away by Children's Protective Services in her hometown. She was asked why she continues to have children and replied, "I have to keep replacing the ones they take."

He wanted to attract some attention because he'd never done anything that got him in the newspapers. So he thought of something. He'd cut off his legs with a chain saw and said, "Maybe now people will know who I am."

This guy found a skull in a garbage can and said it was a human skull. He was asked how he knew it was a human skull, and he said, "I bit it on the neck to make sure it was real. That's how you test things."

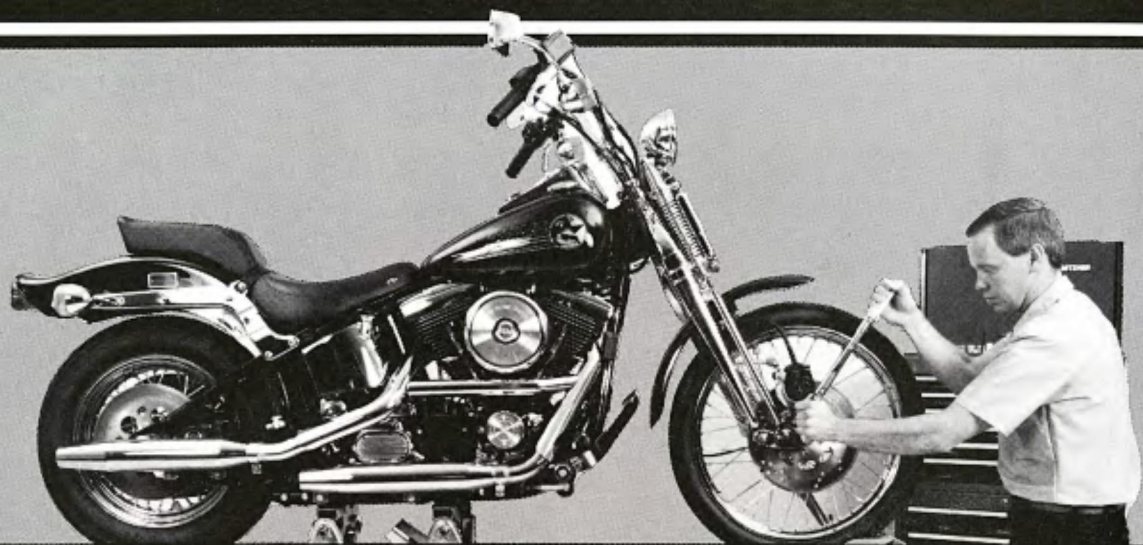
According to the annual Firearms Discharge Assault Report of the New York Police Department, officers fired 155 shots at dogs in 1993 (mostly pit bulls), scoring hits 72 percent of the time. But of the 1,195 shots at human beings, the success rate was only 19 percent, and in gunfights in which the target was less than three feet away, the success rate was still only 29 percent.

An elderly man was robbed and when the police got there, they found him mostly upset about his one-armed orangutan who had been taken along with the rest of the items missing. Several hours later the police got a phone call about a disturbance at a nearby house. When they arrived, they found several people celebrating their heist by sniffing paint, and the orangutan tore up the house all to hell and attacked the people in it.



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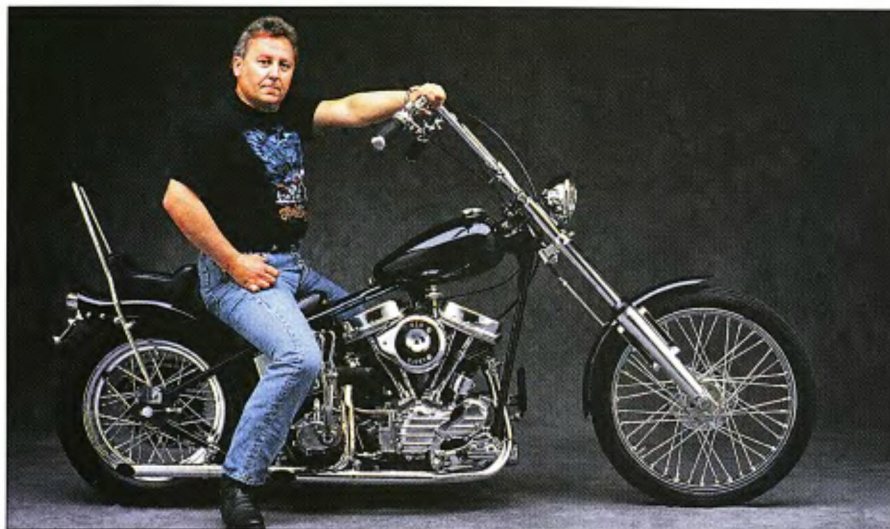
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He's Pissed

□ This is in response to "Begg To Differ" from Jim Hunter in the October 1994 issue (#256).

I own the "dog-ass Pan" that won first place in the *Easysiders* Waco, Texas, Bike And Tattoo Show. It is ridden weekly, and there is no dust in my garage or on my scooter. Obviously, Mr. Hunter, your taste and mine in motorcycles and women differ. Have you had an eye exam lately?

Perhaps I should outfit my Pan with dull-looking billet accessories and plastic fenders to please those like you who love high-tech equipment. No fuckin' way!

I have two questions for you, Mr. Hunter:

1. How did you escape the state of Indiana during corn plantin' season?
2. What are you dragging to Columbus in February 1995?

Next time you visit the Lone Star State, give me a call, dipshit.

Nick Garton
Dallas, Texas

So's He

□ Tell Jim Hunter to go fuck himself. He's just some lightweight who traded in his Jap junk on a new Evo because everyone else is riding one. He didn't even go out of his way to go to the show. He just happened to be in town on business and went by for shits and grins.

He also doesn't appreciate what most of the other Evo-riding people at

the show appreciate—where the current models come from.

I'll still be riding my rigid Pan long after that lightweight has moved on to some other fad.

Dave "Panhead Fever" Royal
Grover Beach, California

Indian Fanatic

□ It's about time you started featuring Indians. As a proud owner of a 1953 Indian Chief, I think these classics are truly American treasures and should be given the respect they deserve. In the October '94 issue, the 1994 IMMI's V-Twin is a stroll down memory lane with the technology of the present. Keep 'em comin'!

J.D.
Martinez, California

■ You'll see plenty of old Indians, along with other vintage iron, in our new magazine, *Earlyriders*.

A Purpose?

□ Charlie McDonald's rigid custom on page nine of the August 1994 issue had some hardware that caught my eye. I noticed a line coming out of each rocker box going into one line that goes all the way back behind the pipes. What the hell is it for? It ain't a chain oiler. It's bugging the shit outta me. Please let me know what its purpose is.

Papa Bear
Bloomington, Minnesota

■ Breathers

An Idea

□ Okay, we've all seen what Donnie Smith, Dave Perewitz, Rick Doss, and Arlen can do—some amazing stuff. Have these guys ever worked together on a project? Are they planning to?

Bump
Kelowna, British Columbia

■ They're too busy working on their own projects.

Take A Course!

□ Well, here it is, another beautiful riding season, and here I am, waiting for surgery on my broken arm. But enough whining! I'm writing to get on my soap box for Senate Bill 1842 and the motorcycle safety courses that do (or should) exist in all states.

I was nailed by a hit-and-run in March and walked away from it because of all the repetitive practice on evasion and panic stopping I received during the course.

Eleven hours after I finished rebuilding my Sporty, I was hit head-on by another hit-and-run cager. Again, I was able to walk away (at least to the ambulance) because of practice at these free courses. The police report stated the same thing as in the first case: "No helmet" and "No head/neck injuries."

I wear my helmet when it's hailing, when a mountain road posts "Rock Slides," or in a Big Brother state. Other than that, its best function is for spider nests in the garage.

Write your senators! It only costs 29¢.

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Judi Scott
Toledo, Ohio

Needs A Slower Read

□ *Easysiders* is one hell of a magazine. Just wish I didn't read the whole thing in one afternoon.

Beautiful Loser
Backwoods, Wisconsin

Wants More Info

□ I'm one for reading all the tech tips I can get my hands on and very much liked the coverage on the Whitek fuel injection system (August 1994). But you didn't give us an address so we can →

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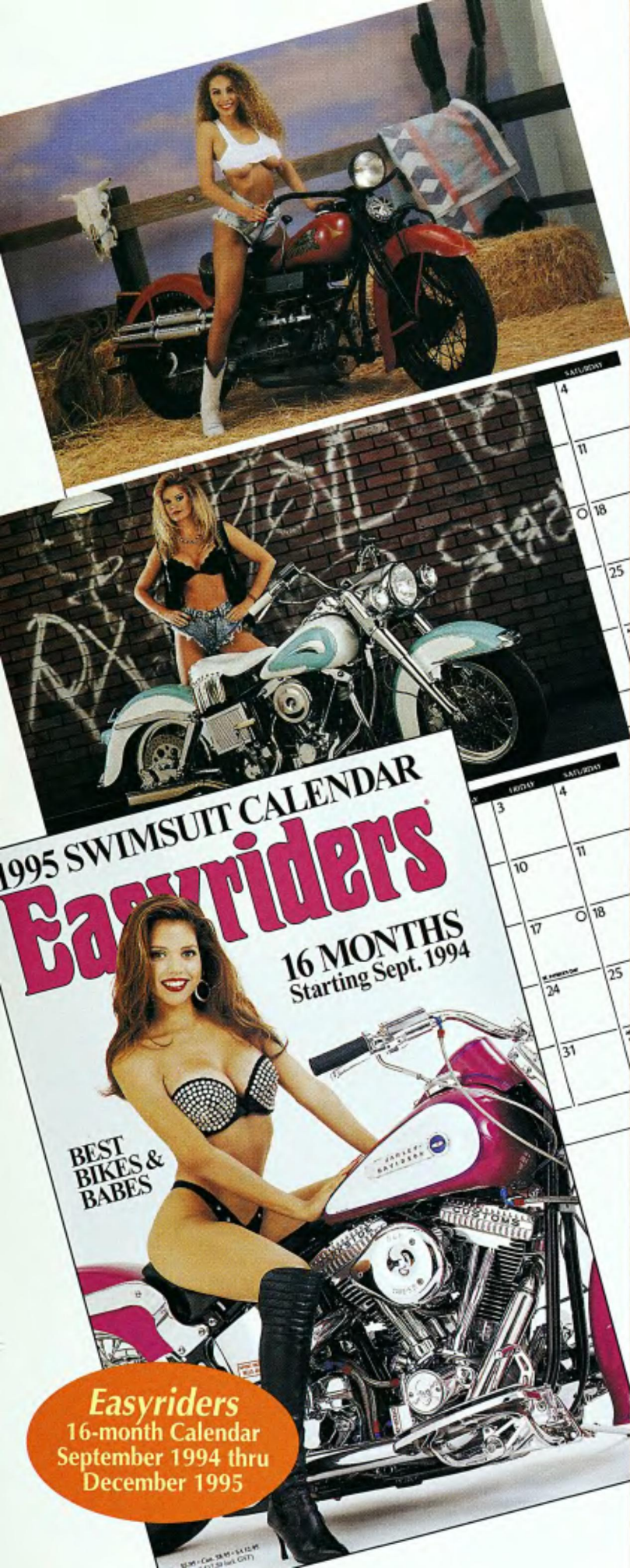
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Wants It Red

□ You made reference to Bronson's "famous red/orange Sportster" in your *Did You Know?* column in the October 1994 issue. I used to watch *Then Came Bronson* in black and white, so I couldn't see what color it was. I'm presently redoing my Sportster and want to paint it red. I hadn't decided on the shade yet until I read your column. If anyone could come up with a color shot of Michael Parks' Sporty, you guys can. Let's see it in *Easyriders*. I think a lot of us Sportster junkies would get off on it.

Stepchild
Hudson, Colorado

A Knuckle Rapper

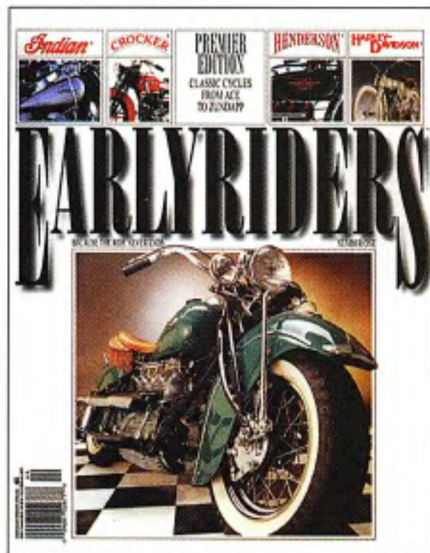
□ Who the fuck is P.J. and doesn't anyone proofread his/her drivel?

I'm referring to "Family Jewel: Felicia's Flawless Knuckle Restoration" (October 1994 issue). As a Knucklehead owner and fanatic, I was thrilled to see yet another Knuckle feature. But "flawless restoration"? C'mon guys.

As for "flawless," who can miss the gas stain creeping up under the clear-coat on the left side tank filler neck? How about chunks of cooling fins missing from the primary side of the heads?

As for "restoration," that's really a joke. Chromed oil tank with no patent bar and shield? Headlight and passing lamp visors? Autolite spark plugs with rubber boots?!

Felicia must have filled out the spec sheet. Certainly, "Knucklehead George" would never have made those mistakes. If you use "Knucklehead" as a nickname, you should know your shit. The spec sheet claims it's a 74-inch EL. Sorry ELs were strictly 61-inch mills until 1941 when 74-inch FLs were introduced. Fatbob fenders?! Buckhorn bars?! Mild cam?! (Must've been custom ground; when recamming my Knuck, I had a



whopping selection of two—stock or modified—that's it.) I also failed to locate the "jockey shift." Guess Felicia rides race horses.

I doubt if even the "world's largest-selling motorcycle magazine" carries enough clout to redefine the term "flawless restoration." As for P.J., suicide shift?! This is your ass; this is a hole in the ground. Any questions?

Knucklehead Mike
San Francisco, California

■ You're right! That's why we started *Earlyriders*, which will be out on the newsstands in October. We sent the antique freaks there.

A Righteous Thanks

□ I'm writing in regards to your Rodeo in Chillicothe, Ohio, Labor Day weekend.

A righteous thanks goes out to all the bros and their ladies who gave recognition to those of us who are locked down here at the Ross Correctional Camp.

It felt good to know that, as we lined the fence in longing, we weren't forgotten by the outside world. We received honks, waves, revved engines, yells, and lots of bared tits. It gave us the feeling of still being alive and what awaits some of us in the future. Thanks again!

Wizard
Chillicothe, Ohio

A Gnarly Complaint

□ Who the hell writes this dribbly fiction?

Some of the short stories are great, but this Orwell shit has to go! First off, I read three pages of graphic bullshit only to find out this jerk's in the same shape he was two months ago. Then, after the three pages, I find out he's probably going to be there scratching his balls in the next issue. What the fuck? Oh, don't let me forget this part. Who the fuck is this Nez Pierce dude? He sounds real similar to Chief Joseph of the Nez Pierce "Tribe." Do you guys just make the shit up as you go along? Chief Joseph's tribe was a proud lot. He also said after a bloody conflict with U.S. forces, "Hear me, my chiefs. I am tired; my heart is sick and sad. From where the sun now stands, I will fight no more forever." Possibly a good quote from your fiction writers might be, "I will write no more forever!"

Other than that, I've been reading your mag for 20 years, and now and then you guys get my goat. But in general, you put out a great mag. Thanks and keep up the good work.

Ghost
South Haven, Michigan

Wants More Horsepower

□ Can you get Willie G. and the other head bangers in Milwaukee to increase the horsepower on the new models? Changing down a gear to go up a small hill on a bike called The Road King and having a top speed of 80-85 mph is making the Harley riders a laughing stock with the local riceburners.

I run two 1980s Shovels and fancy an Evo, but what's the point?

Jim Brown
Derbyshire, England

Wants Calendar Men

□ Why don't put out a calendar with attractive, long-haired, tattooed men on Harleys? We've asked many female friends of ours if they'd buy such an item, and the answer is a vigorous "Hell, yeah!" If you did this, you would make a lot of women in this world very happy.

Shannon Lucas, Donna Coulter
Somewhere

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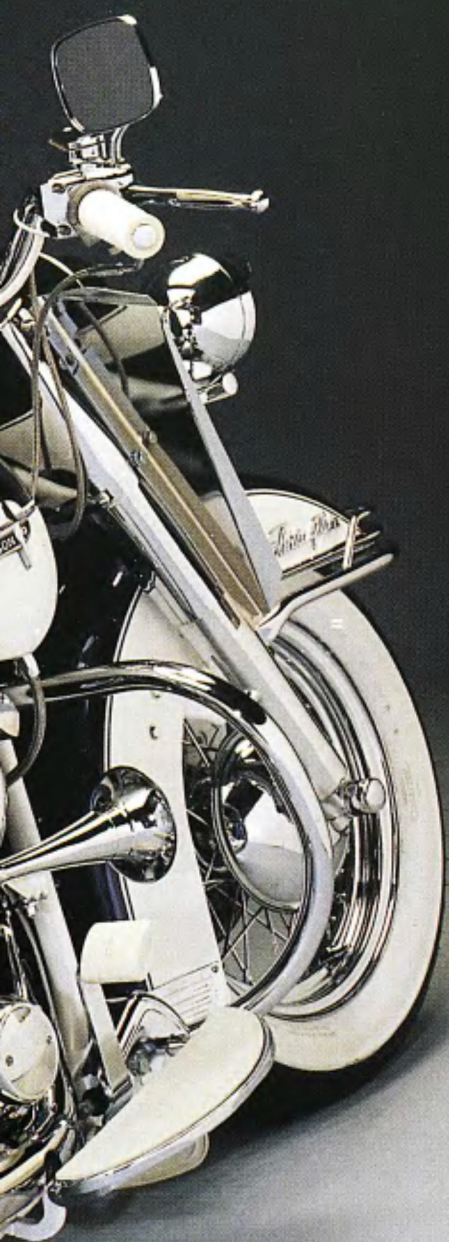
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George Donaldson remembers the time he was shooting pool at a local bar and a rider sauntered in and commented on the fine dresser parked outside. The guy marched up to the biggest bro in the place and declared, "I bet it belongs to you!"

The mountain of a man threw back his head in laughter. "Nope!" he roared. "It belongs to that little guy over there!"

George has heard that tune before. "I believe I'd get lost on that thing," someone once told him.

Still, George has been riding dressers for some 10 years and as a friend of his recently told him, "You wouldn't look right riding anything else."

T Just The Right Look ... DRAGGIN' Tail

So just what is it between George and dressers?

"I grew up in the fifties and those were the motorcycles I saw," George says. "Back then, people could appreciate a bike like this—a bike that didn't cost a hundred grand."



“There’s
a certain
attention
to detail
that he
demands”





Although George points out that the total dollars invested in his bike are relatively low, the time he spent is not. "I put in seventy hours just molding the frame," he says. "Maybe I'm too picky. After all, who's gonna see what I did under all the dresser stuff?"

Whether you see it or not, there's a certain attention to detail that he demands. Even the backs of every chrome cover have been painted white. To keep with the look, he extended the rear fender five inches, then lowered the bike three inches. Hence the bike's name, Tail Dragger.

Even the fishtails just about scrape the ground. "Everybody says they make me sound like a shrimp boat!" George says, laughing.

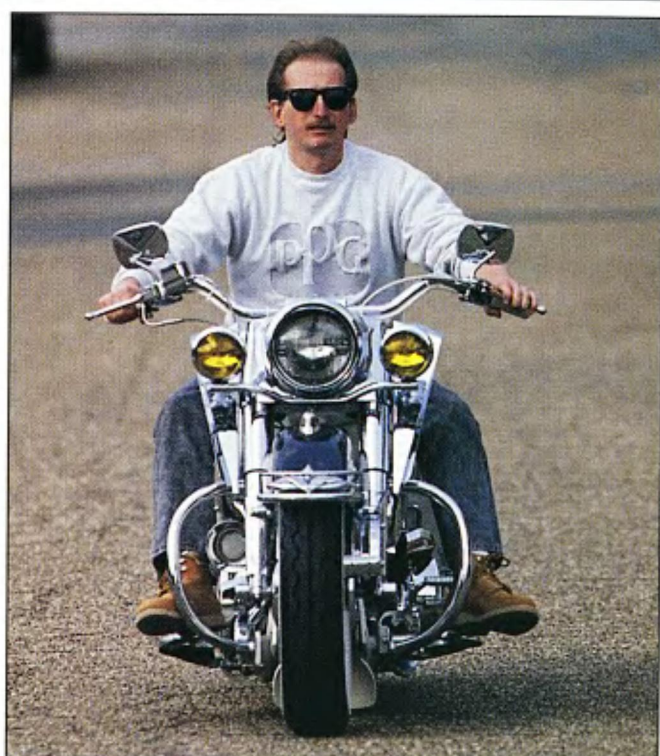
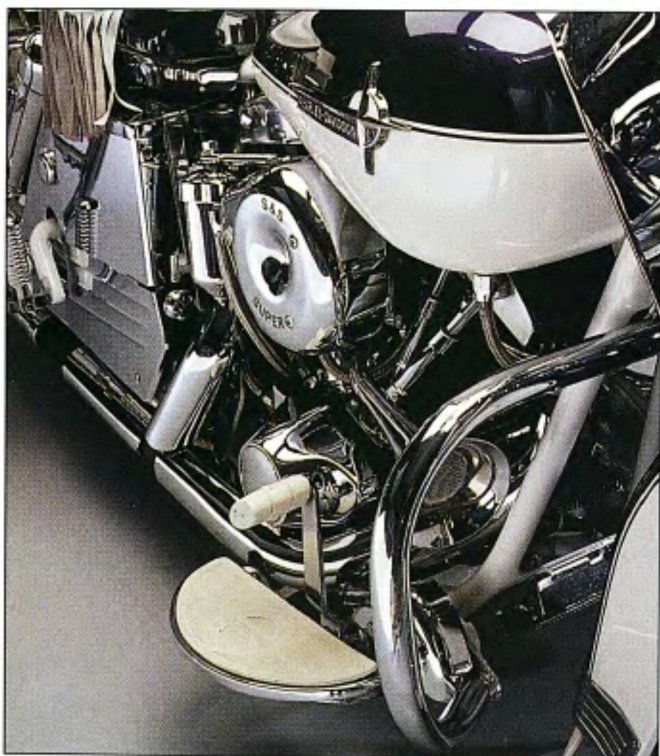
He found the fringed solo seat abandoned on the back shelf of his local dealer. Nobody wanted white,

it seems. That is, until George figured out how good it would look on his ride. "I took the windshield off because it made things look too high," he says. For the same reason he cut down the mirrors and used low-style police bars.

The pearlescent white paint is George's own special mix, but it's a color he'll change when he tears the scoot down, something he plans to do in the near future. "The white looks great," explains George, "but it's too hard to maintain. An afternoon ride means three hours of cleaning when I get back." While George Donaldson doesn't begrudge the time spent rubbing off road grime, he'd rather be in the wind. "I really built this bike just to get on and go," he says.

And that's the look that suits him best.

—Southern Connection



Owner:George E. Donaldson

City:Edgewater, Maryland

General

Fabrication:.....American Cycle Perf.

Year and make:1979 H-D

Model:FLH

Chroming:Graves Plating

Engine

Year:1979

Model:Shovelhead

Rebuilder:American Cycle Performance

Ignition:.....Crane

Displacement:.....80 cubic inches

Lower end:factory

Pistons:CCI, 10-over

Cases:H-D

Heads:pocket ported

Cam:factory

Carb(s):S&S Shorty

Pipes:fishtails

Modifications:balancing by America

Cycle Perf., solid lifters, S&S Teardrop

Transmission

Year:1979

Modifications: .23-tooth engine sprocket,

51-tooth wheel sprocket

Painting

Molding:owner

Painter:owner

Color:pearl white/radiance purple

Special paint:pearl white by George

Frame

Builder:H-D

Type:swingarm

Modifications: sweat, blood, and molding

by owner

Accessories

Bars:Police

Fender(s):.....extended rear fender

Headlight:.....massive

Taillight:.....tombstone

Speedo:stock/white faced

Pegs:footboards, Drag Specialties

Gas tank:5-gallon fatbobs

Oil tank:wraparound

Seat:H-D solo

Mirrors:stock, lowered

Grips:H-D, white

Forks

Type:FLH

Modifications:lowered 2 inches,

polished lower legs

Wheels

Front:16-inch, Avon, drilled disc

Rear:16-inch, Avon, drilled disc

Photos:Bob Jones



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EASTWINDS

IF IT'S OF INTEREST TO BIKERS, WE'LL PRINT IT

SMALLEST STATE WINS BIG

On January 4, 1994, Rhode Island's General Assembly convened. Senate Majority Leader Paul Kelly, at the request of Dante Boffi, Director of Transportation, introduced S-2303, mandating motorcycle helmets. What a blow to the Rhode Island bikers who'd won a unanimous 11-0 victory in the House Health, Education, and Welfare Committee during the first part of the year.

This win was followed by a classic grassroots campaign including letter writing, phone calls, and many meetings with elected officials. The hearing lasted for several hours with many interested individuals giving testimony. The proponents for helmet use were led by the Injury Prevention Department, the Center for Disease Control (CDC), and Ed Walsh, Director of Safety Coordination. The committee defeated the helmet mandate law despite the "blackmail" threats of transferring highway funds.

It was only a wild dream that we would not have to deal with a helmet bill again, and S-2303 proved how wild a dream it was. The transfer of federal funds heated up the debate over helmets, thanks to Senator Myrth York, chairwoman of the committee who is also running for governor. She insisted on bringing the pot to a boil despite the popular sentiment to kill the bill. Color photos in the *Providence Journal*, showed bridges in disrepair; thus, blaming motorcyclists for the lack of funds.

The Rhode Island Motorcycle Association (RIMA) immediately swung into action and commenced lobbying for defeat of this bill. Meeting with everyone who had misconceptions about the helmet issue and clarifying for them what the transfer of funds really meant was a long and difficult task. Thanks to Senator William "Billy"



Photo: Dennis Baran

Enos, RIMA's great friend in the Senate, the journey through all of the hoops was watched and guided. Senator Enos went the extra mile to ensure that we were heard and our points were considered.

After numerous meetings, hundreds of letters, fundraisers, and receptions for legislative leaders, we were finally nearing the end of June and the General Assembly was considering adjournment. The helmet bill, after numerous scheduled hearings, delays, moves, and maneuvers was still sitting on the active list in the senate committee. On the night of June 30, 1994, Rhode Island's Senate adjourned, agreeing to come back in a week to wrap up unfinished business.

During the course of the following week we kept an eye on what was happening, trying not to be visible and stir the pot. However, at the same time, we wanted to keep a finger on the pulse. Our sincere thanks to

Governor Bruce Sundlun for keeping his promise to listen to our case. Without his leadership, we could have been overwhelmed by the misinformation received by the numerous state departments. This was a brave position for Governor Sundlun to take considering his close friendship to U.S. Senator John Chafee (R-R.I.), a staunch supporter of a national helmet law.

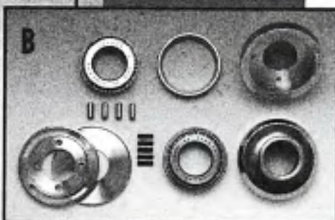
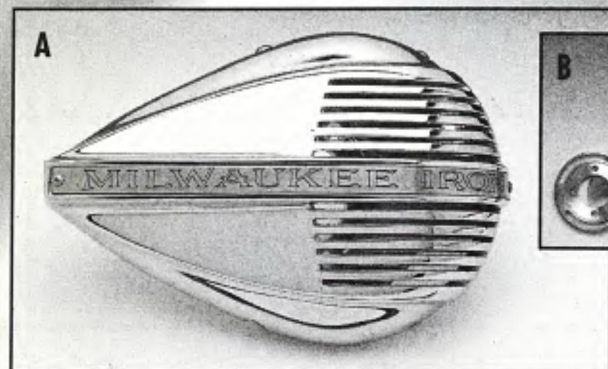
This victory in Rhode Island was only possible because folks got involved. Freedom will only exist as long as there are "freedom fighters." Thanks to the freedom fighters in RIMA and to the members of the Rhode Island Coalition of Clubs, including our brothers and sisters across the country for their help. In closing, if it were not for the Motorcycle Riders Foundation (MRF), and the help it provided, this story would have been different.

—Ed Matheny, president, RIMA

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FLYING FREE

Traci Hughes



Photo: Evan Marins

Traci Hughes of Carson, California, was born with a passion for good music, fast bikes, and down-home people. When she married her best friend and the man she grew up with in life—the late Jimi Hughes (of Regulators fame)—she made sure the first thing she gave him, along with a son, Jimi II, and daughter, Amber Harmony, was a Harley; she dreamed of the day they'd ride side by side.

Over the years, Traci's Harley dreams were put on hold while she struggled to raise a family and be there for her husband and the growing needs of his rock band. After Jimi's tragic death, the man who'd been her lifelong partner, lover, best friend, and husband lived on not only in his music but in the spirit of their daughter, the musical talents of their son, and her own passion for living.

After rolling her car, the strong-willed lady went to work trying to salvage the engine of the crunched doorslammer over at Johnny A's Custom Cycles in Torrance, California. When she saw an old 1975 Sporty basket case gathering dust in the corner, she asked the shop's former owner, Richard Lopez, what he'd sell it to her for. Not thinkin' she was serious he said a hundred bucks. Traci Ben Franklin'd him on the spot. Then, with wrenchin' help from Johnny A, her dream of some day riding side by side with the man she lost—and will always love—was no longer just a dream.

—Clay Dog

HALL O' FAME

Martha Irvine



Although Hall O' Fame is generally reserved for those who stand out among the brotherhood of the road, we sometimes run across others—outside the biking community—who manage to have a positive impact on it. The following is dedicated to such a person.

Ms. Martha Irvine, a staff reporter for *The Wall Street Journal*, recently reported about the federal government's "black-mail tactics" to force states to adopt federally mandated motorcycle helmet and seat belt laws, and the problems associated with these underhanded mandates.

Not missing a beat, Irvine accurately described the true facts facing America's motorcyclists today. Reading about this in the *The Wall Street Journal* was not only surprising—since that newspaper rarely reports on freedom of choice issues—but it was also encouraging. A conservative, business-oriented paper is publishing our point of view.

Way to go, Martha! Your message reached people who normally are not associated with our plight. And to your journalistic credit, you did your homework well. We're looking forward to reading more of your material in the near future. Thanks for telling it like it is.

—Twiggy



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RIDER EDUCATION SETBACKS

In Missouri And Iowa

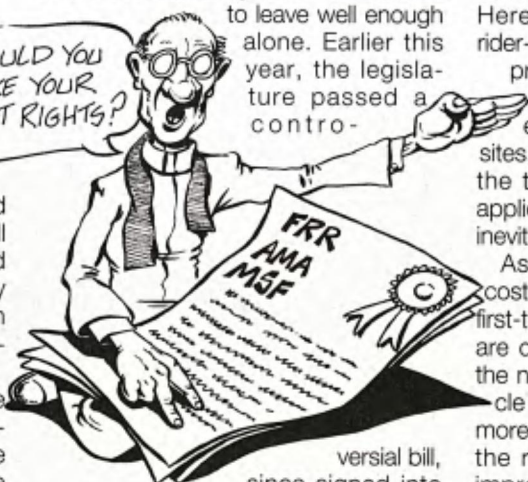
The cause of rider education took a giant step backward in the states of Iowa and Missouri recently, but for different reasons. In Missouri, the problem was that the state Legislature failed to pass a law; in Iowa, lawmakers passed the wrong law. Missouri was in a position to become the 45th state to adopt a government-administered rider education program when a bill backed by the Freedom of Road Riders, the Motorcycle Safety Foundation, and the American Motorcyclists' Foundation was introduced in the state legislature.

The bill would have created valuable training opportunities for beginning riders. However, time ran out on the rider-ed proposal as the legislative session wound down and the Missouri Legislature struggled to deal with a massive number of bills that had been introduced. The rider-ed bill died as the result of a filibuster on the Senate floor on the last day of the session.

Iowa, meanwhile, already has a government-administered rider education program. It may not be a model for the rest of the country, but at least it offers

training opportunities to some new riders. Unfortunately, the Iowa Legislature and Governor Terry Branstad refused to leave well enough alone. Earlier this year, the legislature passed a contro-

WOULD YOU LIKE YOUR LAST RIGHTS?



versial bill, since signed into law by Branstad, making rider education courses mandatory for all first-time motorcycle license applicants. That new law will take effect no later than May 1, 1995.

So what's the problem? If voluntary rider-ed is good, mandatory rider-ed must be even better, right? Not exactly. While voluntary rider-ed has contributed to a dramatic reduction in

motorcyclist fatalities over the past two decades, mandatory rider-ed could actually have the opposite effect. Here's why: At this stage, making rider-ed mandatory presents logistical problems that most states simply cannot meet. There aren't enough motorcycles, training sites, or instructors available to satisfy the tremendous increase in course applicants that such a change would inevitably create.

As waiting lists grow and course costs rise under a mandatory system, first-time motorcycle license applicants are discouraged from complying with the new law and obtaining a motorcycle endorsement. The result is that more unlicensed motorcyclists take to the road. "Already, unlicensed and improperly licensed riders comprise over forty percent of the nation's annual motorcycle fatalities," says Robert Rasor, AMA's vice president of government relations. "Unlicensed riders present one of the biggest challenges facing the motorcycle safety community today, and that challenge just became bigger as a result of this new law in Iowa."

—Chris Kallfelz, AMA

BRAG-GING RIGHTS

Bikers Challenge Michigan's Helmet Law

On May 4, 1994, as part of a planned protest, nine members of the newly formed Bikers' Rights Action Group (BRAG) of Michigan were ticketed in Lansing for violating the mandatory helmet law.

Of those nine members who were cited, six chose to rightfully contest their individual citations through informal hearings. Three of the six citations were dismissed—two of them at the request of the citing officers. The three members who were unsuccessful in defeating their tickets received a reduction of the fines imposed. Check this out. The fine for one of the infractions was reduced by 50 percent. Not too shabby!



Several of the members were advised by the magistrate who presided over the hearing to take their fight to the Michigan Supreme Court. It seems the helmet law has never been challenged before in that state. That will soon change.

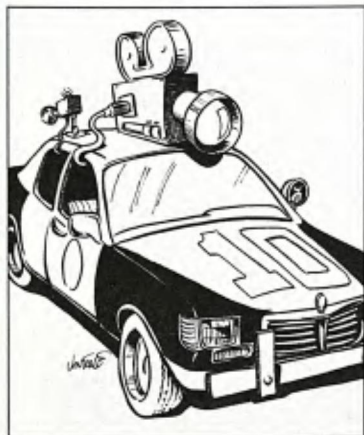
It was the unanimous opinion of the members involved that challenging Michigan's helmet law was definitely worth the effort. It was also a "wake up call" and got the respect of the authorities.

Congratulations to the members of BRAG who exercised their Constitutional rights and were duly rewarded.

—Twiggy

HAWK EYES

Look Out!



If you're a biker, motorist, or trucker, and your gonna be cruisin' through Shawnee, Kansas, watch out for the hawks. The "bird of prey" we're referring to is the Shawnee P.D.'s new traffic radar called the "Hawk." Sounds like something you'd buy at a toy store, doesn't it?

One overjoyed Shawnee officer said, "With the Hawk, you can't make a mistake. There's never any doubt."

The unit claims to be able to track vehicles in front of and behind the patrol vehicle. A hand-held control allows the operator to switch from stationary to the moving mode. In the moving mode, an officer can choose one of four positions to monitor, in front of the patrol car and going the same direction, approaching from the front, directly behind the patrol car in the same lane, and behind the patrol car in the opposite lane. The latter setting supposedly nabs drivers who pass by a patrol car and then speed up. At a cost of \$2,825 per unit, it also claims to have a longer range than most radar units, up to three-fourths of a mile. The cops are estimating it's gonna allow them to write 25 percent more tickets.

The question is, did insurance companies provide the Shawnee P.D. with this unit, or did the tax payers pick up the tab?

Our thanks to the *RADAR Reporter* for alerting *Easynews* to this problem.

—Twiggy

FREE EASYRIDERS

Alaska

House of Harley, A Division of M/C Times, 4334 Spenard Rd., Anchorage

Arizona

Performance H-D, 3383 N. Richey Blvd., Tucson
Satan's Cycle Works, 1706 W. Hatcher Rd., Phoenix
Easyriders of Scottsdale, 3748 N. Scottsdale Rd., Scottsdale
Edward's Cycle, 13220 N. Cave Creek Road, Phoenix

California

Bartels' Harley-Davidson 4141 Lincoln Blvd., Marina Del Rey
Eagle's Nest, 127 East Tulare Avenue, Tulare
H-D of Glendale, 3717 San Fernando Rd., Glendale
Hi-Tech Custom Harleys, 5931 Van Nuys Blvd., Van Nuys
Palm Springs Harley-Davidson, 19465 N. Indian Ave. North Palm Springs
Easyriders Store, 7450 Melrose, Los Angeles
Easyriders of Fresno, 105 Dakota, Suite 111, Clovis
Easyriders of San Diego, 363 Fifth Ave., San Diego
Pomona Valley H-D, 1125 W. Holt, Ontario
South Coast Harley-Davidson, 345 E Street, Chula Vista

Colorado

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

Florida

Easyriders Store, 605 Main St., Daytona Beach
H-D of Miami, 7701 N.W. 7th Ave., Miami
Fletcher's H-D, 17129 U.S. North Clearwater
Miller's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
Cycle Lab, 1911 South State Rd., #7, Ft. Lauderdale
Tampa V-Twin Inc., 16336 N. Florida Ave., Lutz
Heaven Cycle, 7254 S. W. 40th St., Miami
Custom A/C, 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 McFarlane Rd., Coconut Grove

Georgia

Banshee Cycle, 2507 N. Lumpkin Rd., Columbus

Illinois

Chicago H-D, Inc., 6868 N. Western, Chicago
Roger's Motorcycle, 1004 W. Market, Bloomington
Walter's Bros H-D, 1212 S.W. Jefferson St., Peoria

Indiana

Brandt's H-D, Inc., 1617 S. Wabash St., Wabash
Maverick Motorcycles, 8051 West U.S. 30, Larwill

Iowa

Cyclepedia Corp, 1824 Dean Avenue, Des Moines

Kansas

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

Maryland

Rockville H-D, 7830 Airpark Rd., Gaithersburg

Massachusetts

Dave Frank Motorcycle Sales, 81 Bridge St., Salem

Michigan

Saginaw Valley Motorworks, 2663 N. Euclid, Bay City
Detroit Motorcycle Parts, 16297 Eleven Mile Rd., Roseville

Minnesota

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

Missouri

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

Montana

Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

Nebraska

Butterfields M/C Parts, 8025 Blondo, Omaha

Nevada

Show Bike Performance Center, 17 E. Wyoming Ave., Las Vegas
Easyriders of Las Vegas, 4600 W. Tropicana, Las Vegas

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 H-D, 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, Cleves
J & J Cycles, 3937 Montgomery Rd., Norwood
Mainstreet Easyriders, 1275 W. Main St., 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, Paryville
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 St., 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

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CHICAGO BULL

Alderman Wants Cycle Ban



A recent headline in the *Chicago Times* read: "Revved Up Over Noise, Alderman Pushes Cycle Ban." Seems Alderman Burton F. Natarus wants to ban motorcycles on stretches of North La Salle, Lower Wacker, and Upper East Randolph between the hours of 10 p.m. and 6 a.m.

Complaints about kids on their speeding crotch rockets, with their noisy modified exhaust systems, prompted Natarus to propose the ban. Said Natarus: "They're riding down the street at high rates of speed, making noise and waking people up. They like to take off fast and they like to do it in the middle of the night." Imagine that?

Mickey Kadison, sales manager for Chicago H-D, called the ban ridiculous. "It just goes to show you that Natarus has nothing better to do. That's like saying because people speed in their cars, ban the cars. I'm not saying there isn't a noise problem, but this guy's picking on little things."

According to Mary A. Johnson, *Chicago Sun-Times* staff reporter, Natarus, may have already struck out. The city's corporation counsel declined to comment on the ordinance until it reaches the City Council, but a measure in Springfield, seeking to ban motorcycles from park district roadways, failed. Ben Gibson, assistant corporation counsel said, "The court struck down that ordinance as arbitrary discrimination against motorcyclists."

Natarus has also introduced other ordinances, such as a ban on parasailing and, believe it or not, a proposal to put *diapers* on horses pulling carriages along Michigan Avenue.

Thanks to Steve Aiello for bringing this to our attention.

—Twiggy



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HIGH STAKES IN VEGAS

Nevada Bikers Host A Meet The Candidates Night



In Las Vegas, Nevada, over 200 motorcyclists came together on August 23, 1994, to attend a "Meet the Candidates Night" at the Hacienda Hotel, an event sponsored by the Nevada Association of Concerned Motorcyclists (NACM). Although these motorcyclists came from different backgrounds their reasons for getting together were the same: to meet and discuss with candidates seeking public office their beliefs on freedom of choice for bikers.

This night was part of a three-pronged approach to further the organization's legislative agenda. Fred Harrell, NACM's director, stated, "Our first responsibility was to interview and screen two hundred candidates regarding their positions on motorcycle issues, specifically, the repeal of Nevada's mandatory helmet law. Our second task was to incorporate the candidate's responses into a voter's guide that was mailed to the over ten thousand registered motorcycle owners in Nevada.

"Upon completion of these tasks, NACM invited sixty-five supportive candidates to meet with us at the gathering. Of the sixty-five invited, forty-three attended the fifty-dollar-a-plate function. This wasn't a typical biker affair. At fifty dollars a plate, the bikers only shucked out their hard-earned money because they believe

in the positive direction that NACM's taking to restore their freedom of choice in Nevada. Combining the NACM Voter's Guide, then mailing them to Nevada's motorcyclists, sent a clear message to the politicians: Enter a new era of motorcycling. NACM's serious about protecting our rights and letting the politicians know that we're a force to be dealt with if they want to hold a public office."

The dinner was attended by members of the Democratic, Republican, and Libertarian parties who responded in support of the issues on NACM's questionnaire. Attendees included a cross-section of office seekers, from candidates for the U.S. Senate to candidates for county commissioner. More than half of the candidates who supported NACM's political agenda won their respective primary elections.

This endeavor is a combined effort of NACM, the Nevada Motorcycle Dealers Association, and ABATE of Nevada. "We're all working together, and the end results will be evident when the Nevada Legislature goes into session in January," said Harrell.

The keynote speaker for the event was *Easyriders* Editor Keith R. Ball, who brought the focus of the evening together with his discussion of the public burden theory and the future of freedom.

—Justin Tyme, NACM

SENATOR BAUCUS

To Evaluate ISTEA Policies

On March 3, 1994, Senator Max Baucus (D-Mont.), chairman of the Senate's Environment and Public Works Committee, introduced S.1887, which is vastly different from the House-passed version of the National Highway System legislation (H.R.4385). S.1887 approves *only* the proposed National Highway System map, whereas H.R.4385 also includes highway demonstration projects (commonly referred to as "pork-barrel" projects) and technical corrections to the Intermodal Surface Transportation Efficiency Act (ISTEA).

In his opening statement Baucus said that passage this year of a "clean national highway system bill," with no demonstration projects or technical corrections to ISTEA, was a priority for him. He stated he intended for the committee to mark up S.1887 prior to the summer recess (August, 15, 1994). To drive home his point, chairman Baucus said, "There will not be a National Highway System bill with demonstration projects passed this year."

However, Baucus *did* acknowledge the need to evaluate ISTEA policies. He announced that he would be holding ISTEA oversight hearings in September. He went further, saying he intended to bring up a "technical corrections bill or midcourse adjustment to ISTEA," a bill he said could include demonstration projects and other controversial issues.

Wayne Curtin, MRF vice president of government relations, attributed the scheduling of the ISTEA oversight hearings largely to the efforts of Senator Ben Nighthorse Campbell. Said Curtin: "Senator Campbell has been diligently working with the MRF in trying to get Senator Baucus to deal with the federal helmet law mandates."

Curtin said the MRF has notified state bikers' rights organizations that immediate action should be taken to get additional cosponsors to Campbell's (S.1842) and Senator Durnberger's bill (S.295). Said Curtin, "Getting a repeal or change of the section 153 penalties on states without helmet laws into the senate version of ISTEA technical corrections legislation is an obtainable goal."

—Wayne Curtin, MRF

SHORT STROKES

Zany Or Treacherous . . . You Decide



I'm going to jump right into the news.... **Governor Ann Richards of Texas** got a motorcycle license on her birthday. Here's what she said about helmets: "Those helmets weigh about fifteen pounds, and they press in. So you're hot already. I've got to spend an hour and a half just getting my hair up again before I can be seen in public." No comment. She supports the helmet law....**And you thought they'd never outlaw motorcycles.** Children under the age of 12 cannot legally ride as passengers on motorcycles in New Hampshire, according to a new interpretation from the attorney general's office. This could be an interesting test....**The Hog Farm is a shop under fire** from the H-D licensing people, because of their name. If you can be of assistance, legal or otherwise, write them at 721 Mineral Springs, W. Seneca, NY 14224....**In the state of Washington,** the establishment is going crazy over the court ruling throw-

ing out the state's helmet law. State Attorney General Christine Gregoire argued that some things just weren't meant to be understood. Why is the Attorney General concerned? The judge threw out the law. It never has been worth a damn. Let us have our freedom back....**On a sorrowful note,** a man I once rode with is gone. Bruce Page, a member of the Uglys MC, will never again attend the Whorehouse Run, except in our hearts. He was mowed down on Highway 126 by a careless motorist. We'll miss you, bro....**On Father's Day (1994),** the city of Newark, California, P.D. and the California Highway Patrol set up a roadblock during the Annual Father's Day Poker Run. The event is the largest of its kind and was celebrating its 24th year. The police used the roadblock/helmet checkpoint to write more than 80 tickets and impound 30 bikes. Many of the riders had their kids with them—unbelievable....**The above items were bummers,** attacks against our lifestyle by people who generally don't know anything about bikers. Now we'll shift gears and catch some brief shots on what actual bikers are doing....**Wayne Stanfield, defending champion** of Interstate Battery's Great American Race, announced that he'll enter the 1995 race as an unprecedented solo competitor, on a 1936 pre-production, experimental 80-inch Harley (first model to test a recirculating oil system) from Dale Walksler, owner of Dale's H-D, Mt. Vernon, Illinois. This is the first time in history that a three-time

winner will assume the challenge on a bike....**Lorenzo Lamas, biker star of TV's Renegade,** organized his 2nd Annual "Ride for Life" benefiting the World Children's Transplant Fund. He attracted 1,500 riders to the second annual event and raised \$27,000....**Once again, Irving "Captain R.J." Mace,** is sponsoring the "Sober in the Sun" Run, an alcohol- and drug-free event that includes health and recovery workshops....**On the political front,** Wayne Curtin (MRF) sent the following tips to help get the candidate of your choice elected. If you're a bike-riding business owner: Put up campaign signs on business or personal property, post literature in high-traffic businesses, allow candidates to use business phone lines, include pamphlets in mailings, share mailing lists, host a fundraiser, have a candidate night at your business, have your business organization host a candidate, and if they like him—endorse him. For more info call the MRF: (202) 546-5894....**So, as the sun sets,** and the single 60-watt in my garage illuminates my Dyna's sleek profile, I wonder, and yet I know, how a society can be so overtly prejudiced and cruel. I ponder the injustices as a soft rag glides along the upswept pipes. Finally, as the machine roars to life, shaking windows for a block, I drop the shifting forks into first and my headlight cuts a slice out of the dark. I realize in a moment of burning rubber and unleashed power, why they fear us. Let's ride.

—Bandit

THE SOUTH DOES IT AGAIN

Fanning Quits Due To Pressure From ABATE of S.C.

In the June 1994 issue, *Easynews* reported that Daniel P. Fanning, director of the South Carolina Highway Department, was "hellbent" on putting helmets on the heads of South Carolina motorcyclists so that highway funds wouldn't be diverted from his beloved department. After learning that a mandatory helmet law was third on

Fanning's 1994 legislative agenda—and that he felt confident that, given enough time, a mandatory helmet law would be passed—members of ABATE of South Carolina went into action. This included writing letters to Fanning's boss, complaining about how he was discriminating against bikers.

When ABATE of S.C. learned that

Fanning and his boss were locking horns, members fired off their letters of complaint to his higher-ups. A week later, after cutting a deal for \$85,000 not to file a lawsuit against the State for breach of contract, Fanning quit.

Would your boss offer you 85 grand to take a hike?

—Parkay, ABATE of S.C.

FIGHT UPDATE

The Helmet Law War Rages On

Skip Raring Leads Our Troops Into Battle

The following information is taken from a videotaped interview with biker attorney Skip Raring recorded by our video crew for *Easyriders* Video #22. In the interview, Skip explains the current status of the *Easyriders* Freedom F.I.G.H.T. case. We think you'll find these facts the most compelling reason ever to join us in the fight to end unconstitutional helmet laws.

"We've experienced significant progress in the *Easyriders* Freedom F.I.G.H.T. case to date. In order to understand the progress we've made, it's important to understand the constitutional process that we have to go through. Basically, there are three problems with the helmet law. First, the fact that we have a helmet law infringes on our freedoms. Unfortunately, for the past thirty years, the courts in this country have held that the legislature holds those freedoms and not the court system. It is apparent that challenging the helmet law from an individual freedom standpoint is not going to be successful.

"The other two areas to be addressed involve the drafting of laws. One method explored in getting rid of helmet laws involves the fact that helmet laws cannot be understood by the common people, and therefore, cannot be properly enforced. The more promising method of removing the law deals with the way the helmet law is being enforced. If the law is being enforced unconstitutionally, it is possible to get rid of the law altogether.

"The *Easyriders* Freedom F.I.G.H.T. case was set up initially to attack the enforcement arm of the law, and we have made significant progress as far as challenging enforcement. The case was originally filed in federal court back in May of 1993, and because the defendants did not want to fight the case in federal court, they brought up several legal challenges to the lawsuit saying that the constitutional challenge could not be made in the federal court system. Technical battles went on until January of 1994.

The court then ruled that the pleadings of our case were sufficient to show that law enforcement was violating constitutional rights. All we have to do is prove in court

what the law enforcement agencies named in our case are doing.

"The rights that are being violated are the individual's right to search and seizure. Law enforcement does not have probable cause for the way they are citing motorcyclists, and violating their personal constitutional rights in seizing property. The court agreed, and, once the court made the rulings in our favor, the *Easyriders* Freedom F.I.G.H.T. case amended the complaint to challenge the unconstitutionality of the helmet law itself. This means that if we are victorious, the law will be gone!

"The *Easyriders* challenge is in California federal court, based on the 218 standard, which is what helmet laws are based on in other states. If we are successful in California, that challenge can be applied to every state in the country. There has not been a challenge to helmet laws of this nature in the entire thirty-year history of helmet laws. Recently, a state court in Washington state (as we reported last month in this column) made a ruling that the 218 standard is vague and ambiguous, and that it cannot be enforced in that state. The state used an emergency amendment to save its helmet law. But if the law is repealed in Washington state, it will have an impact on the rest of the states as well.

"The *Easyriders* Freedom F.I.G.H.T. case will file an injunction within 90 days in Federal court as to the constitutional issue. In the injunction we will be asking the court to block the enforcement of the helmet law because the 218 standard is unconstitutionally vague and cannot be applied to motorcyclists. If we are victorious in this, the decision from the federal court will be joined to the law itself, stopping the law from being enforced. That decision will be able to be used and cited in every state currently enforcing a helmet law to stop the law nationwide."

As you can see, the *Easyriders* Freedom F.I.G.H.T. court battle rages on and there has never been a better time to lend your support. 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 bury the helmet law once and for all. Write: *Easyriders* Freedom F.I.G.H.T., P.O. Box 3000, Agoura Hills, CA 91376-3000

—Phantom

BUY A KIT. FIGHT THE LAW!

We're going to the Supreme Court and YOU can join the F.I.G.H.T.—That stands for Freedom From Inept Government Helmet Tactics. When we lose the right to choose, we lose our freedom. Don't stand for it! Buy a Freedom F.I.G.H.T. kit and help us fight the law that could change America forever! WE MUST ACT NOW.

When you buy a Freedom F.I.G.H.T. kit you're not just buying a T-shirt, two decals and a patch expressing your views, you are contributing funds to the fight against A NATIONAL HELMET LAW! **ALL PROCEEDS** from the sale of each kit will be used to defeat helmet laws in the Federal Court System.

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**You CAN
make a difference.**

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PASSING GAS

A widow went to a seance in hopes of contacting her recently departed ol' man. The spirits were willing, and she soon heard his voice.

"Honey, is that really you?" she asked.

"Yeah, babe."

"Are ya happy?"

"Yeah, I'm happy, babe."

"Happier than ya were with me?" she asked.

"Yeah, babe, much happier."

"Oh, heaven must be a wonderful place, then!"

"Who said I was in heaven?" came her ol' man's voice.

Gary L.
Scimitar, Calif.

Didja hear about the nearsighted golfer?

He drove his caddies' nuts.

Ken
Maintaining

Then there was the Alaskan lesbian who was crazy about cold cuts ...

Big John
On Top

Definition of *giving head*: the lap, lap, lap of luxury.

Echo
The Chard Pits



"Well, hello there. Have the two of you ever considered modeling?"

On their wedding night, Stacey hiked up her leg and cut loose a tremendous fart in bed. Her ol' man hollered, "What the hell! You never farted before we got married!"

"So?" said Stacey. "I never had an asshole before we got married."

Sailor
Furlin' Sheets

How much does it cost to clean out a 10,000-gallon septic tank with a hose two inches in diameter that can pump at one gallon per minute on a cost-to-time ratio of 10 dollars per minute?

A shitload.

Howard?
Pretty Hard



"The sign refers to you, asshole."

Definition of *sex-change operation*: artificial infemination.

Virgil Barfield
Beaumont, Texas

How are chicks like miners?

If they wanna get the gold and diamonds, they gotta work the shaft.

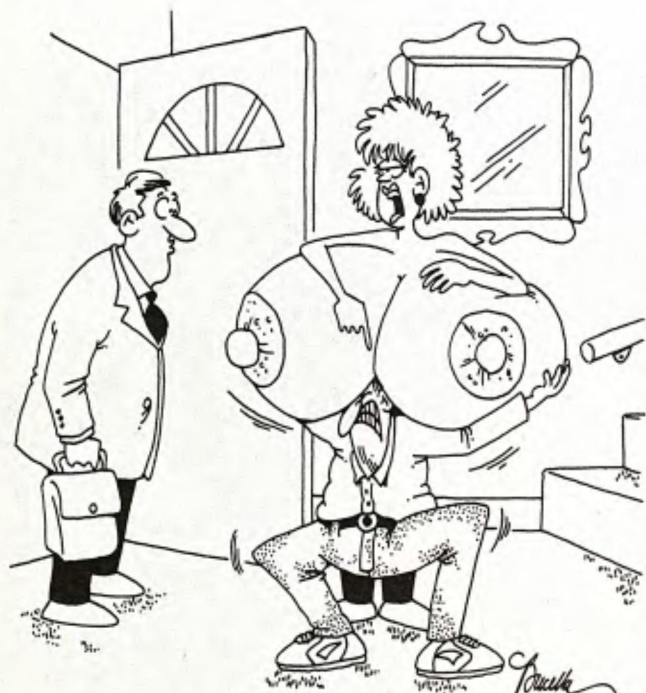
Sprockethead
Ratchetin'

How many Clinton Cabinet members does it take to change a light bulb?

Twelve. Eleven to debate the social, political, moral, economic, and legal consequences, and one to change the bulb after getting Hillary's permission.

Raving Dave
Crossbar Arms





"Him? He's from my support group."

How can ya tell when your ol' lady is really horny?

When she's walking around the run site, and it looks like she has a drunk porcupine caught in her pantyhose.

Alfred
Bat-Cave

Hey, PMS has been around a long time—it clearly states in the Bible that Mary rode Joseph's ass all the way to Bethlehem.

J.D. Parks
TobaccoLand



HELP
FIGHT
NYMPHO-
MANIA!

A company from Japan set up a plant to make cars in the hills of Tennessee. One of the first locals hired was a big, dumb-looking biker named Mongo. A year later, some bigshots from Japan came to town to check on the new operation.

"So how are things going?" the executives asked the company foreman.

"These people are good, hard workers," said the foreman, "but you wouldn't believe how dumb some of them are."

"What do you mean?"

"Well, take Mongo, for example," said the foreman. "We often take him with us to the whorehouse on Saturday night. We pay his way to show our executives how dumb these folks are, because he always picks the ugliest woman to screw."

Later that day, one of Mongo's coworkers asked him, "Hey, man, why do ya always pick the most unattractive hooker at the cathouse, anyway?"

The biker smiled and said, "If I didn't, bro, them assholes would quit paying for it."

Lee Farris
Rogers, Ark.

A biker, in bad need of work, took a job as a chauffeur for the CEO of a major corporation. However, the CEO was more than a little concerned with the way his wife kept looking at the husky bro, so when a business trip came up, he cautioned the biker, "I don't want you anywhere near my woman while I'm away, understand?"

"No problem, boss," said the bro. "When I was in the Gulf War dodgin' bullets, one hit my dick."

Immensely relieved, the CEO extended his sympathy as he was dropped off at the airport. Unfortunately, his flight was canceled, so he had to return home by taxi.

To his surprise, he walked into the bedroom and found the horny scooter tramp banging away on his wife.

"What the hell's going on here?" he demanded. "I thought you told me your dick had been shot off!"

"It was," said the bro, "but it left this eight-inch stump."

Risky
Taking Chances



Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay \$40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.

BROS CLUB NEWS

TYING THE KNOT— BROS CLUB STYLE

I just got back from a wedding. Yeah, Renee Longshore and Randy Russell tied the knot, and they did it right in front of their fellow Bros Club members at the *Easyriders* Store in Columbus. Just to make it official, they had the two biggest

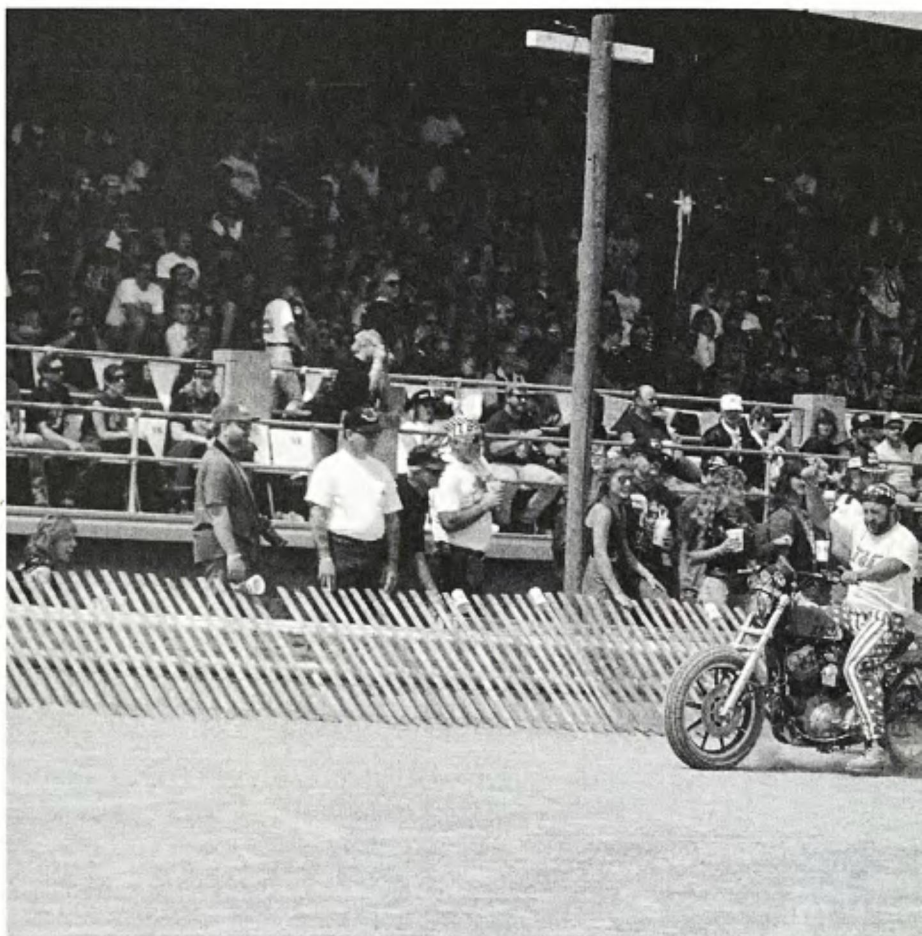


Photo: William Gerardino

radio jocks in Columbus, Wags and Elliot of WLWQ, on the guest list, television coverage by all three local Columbus stations (who aired the wedding seven times throughout the day locally), and national coverage by CNN Headline News and TV stations in L.A., Boston, Chicago, and New York.

I guess we Bros Club members are big news (I knew we were cool, but I didn't know we were *this* cool). Renee said they picked the date and place—September 2, 1994, at the *Easyriders* Store—because they wanted to start off with a bang and ride to the *Easyriders* Rodeo in Chillicothe, where they'd spend their honeymoon with 15,000 of their best friends and fellow Bros Club members.

Renee said that she and Randy view their 1988 Sportster as their child, so they decided to get married (so they could make their child legitimate?). Sorry, sometimes my mind wanders.



Anyway, back on track.

The ride was great, although it was a little brisk riding from Chillicothe to Columbus at 7 o'clock in the morning. But once I got on Highway 104, all thoughts about the cold weather went away. I warmed up to the countryside on this great ol' country road, with its surrounding green fields, little streams, and real barns. Yeah, I'm a country boy at heart, but I digress. The ride from the store went at a leisurely pace so we could all get a good look at this U.S. of A we live in. God I love this country!

LET'S JUMP INTO THE MAILBAG:

Noodle from L.A. writes:

I recently bought an '81 FLH (Misty) that had TLC and not too many miles. Misty is great, but we are still getting used to each other in the break-down

department. She seems to have a mind of her own when it comes to what won't work where. Recently, Misty quit in the fast lane on the L.A. freeway at night (where else?).

After parking on the shoulder, it only took me about 30 seconds to figure out that wrenching your scooter on the side of the freeway at night isn't the way to go—a slip of the wrench, and you screw up your paint. Besides, the cars trying to run over your toes screws up your concentration.

Well, a single call to the Bros Club did it all. Within 20 minutes, a flatbed tow truck that specialized in towing bikes was there. Hell, the operator even had on a Harley shirt (I knew Misty was in good hands). I later found out that Misty had fried a wire.

Two weeks later, Misty was on the side of the road again (busted clutch cable) and the Bros Club produced a



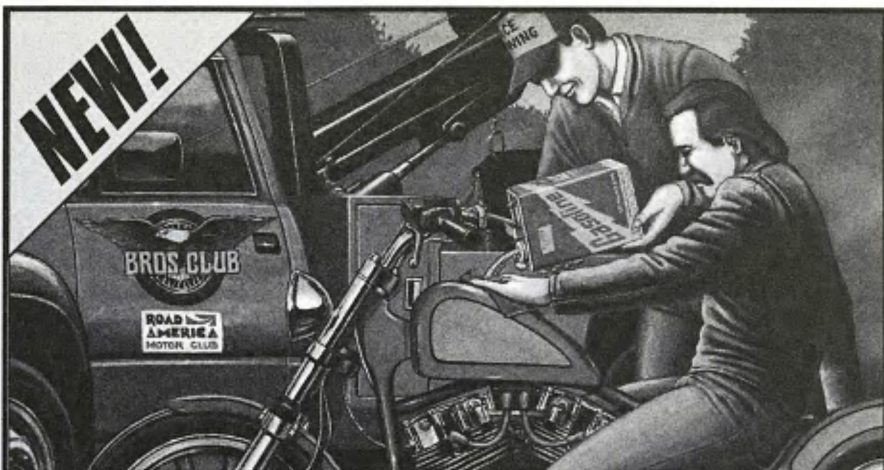
tow truck in just 11 minutes! I'm sold. This Bros Club was the best investment I have made yet (I'm a CPA by trade, and I know a good investment when I see one). In each case, I was able to get through on the first call and was only put on hold long enough for the dispatcher to contact the tow truck.

Thanks, guys. It's nice to know you're along for the ride!

Sounds pretty happy doesn't he? I hope all of you have had similar happy experiences. Let me know.

Well, until next month stay tuned to the latest and greatest Bros Club news. Until then, don't forget to wear those Bros Club patches, pins, and T-shirts so we will all be able to recognize each other. Look for me at Easyriders events (among others). I'll be the one with the beard, long hair, and black T-shirt (Bros Club, of course)

—No Face



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All for just \$24.95 to current Bros Club members - or, \$29.95 per year, which includes your annual membership (or, renewal) in the Bros Club.

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TALKING TECH

CAM BEARING BLUES

I have a 1993 FLHS with 16,000 miles on it. It spun a cam bearing while I was in Sturgis. A mechanic at the Harley shop in Rapid City said this is quite common in the 1993 models. In the October issue you told a reader "1993 and 1994 Big Twins should have the inner cam bearing changed back to the Torrington B-138 to avoid having the engine self-destruct."

It appears that there is some fault in the factory-installed inner cam bearing. My dealer has confronted Harley about this, and the factory has denied any problems. What information can you provide on this inner cam bearing problem?

R. Garrido
Los Angeles, California

The problem actually started back in 1976 when the factory first used the INA bearing for a couple of years. It had a short life span then and doesn't seem any better now. The INA SCE 138 bearing has 18 needle rollers in it, while the Torrington B-138 has 29 needle rollers to carry the load of the camshaft. Stock engines can usually get an "average" of 30,000 miles on the INA bearing before it self-destructs. I have also found a mid-1992 with this bearing.

UNDER PRESSURE

I have a 1978 FLH (74 cubic inches). It has a new top end, and it's all Crane from cam to valves, with Crane rollers rockers and a new S&S oil pump. Before, it always had 20-25 psi at 60 mph; now it's 10-15 psi at 60 mph and the big "O" at idle. No light comes on, but if you let it idle for a few minutes, click-clack go the lifters. I replaced the Crane ones with Harley ones, same thing. This never happened before. Why would this happen? Would I lose oil pressure from the rockers? I'm stumped. What can I do?

David Desauhner
Putnam, Connecticut

The problem of low oil pressure is the result of high crankcase vacuum or a stuck regulator piston in the oil pump. The oil pump on your engine delivers oil to the tappets and rocker arms at all engine speeds. The pressure regulator starts feeding the crankshaft oil at about

2,000 rpm (depending on oil viscosity). Any problem with the regulator could reduce pressure readings taken at the tappet screen location. Accurate pump readings must be taken at the pump.

Noisy hydraulic tappets are the result of high crankcase vacuum sucking air past a tappet with loose clearance and preventing the intended oil supply from refilling the lifter. The modification that the factory made on the Evo engine might also help. The Evo has restricted oil drains in the cylinders, which are not valved on and off like the Shovelhead and Panhead engines do with their piston skirts. The Evo tappet blocks have extremely large air vent passages to prevent the oil from being vacuumed away from the hydraulic lifters. Oil pressure can also be dumped on Shovel or Pan engines if a camshaft allows the tappet to sit too low in the tappet block, which will uncover the oil passage.

RARE ITEM?

I have a 1985 FLHTC, and I cracked the rear disc while on a two-week tour in the States. No problem, I thought. Just zip down to the ol' Harley shop and pick up a new one. Well, to make a long story short, there isn't a Harley shop in the whole country that stocks it; the factory didn't even have one. It would take three weeks to get one from the supplier, and it would cost \$203! I called the aftermarket places listed in *Easyriders*, and it seems that nobody makes an aftermarket one either. What's the deal? Why is this such a rare item, and is there anyone who makes one?

Joe Osga
Hillsborough, New Brunswick

\$158.20 is the current price (plus shipping). Call Ventura H-D: (805) 642-2100.

MUFFLER TROUBLE

I have a 1992 Heritage Softail. I knocked the center baffle out; since then, when I let off the gas it keeps back-firing out of the muffler. Is there a way to correct this?

Grateful
Baltimore, Maryland

Changing or modifying your mufflers will change the jetting requirements of your engine. This is due to the reduction of back pressure caused by the removal

of the plug in the middle of your mufflers. Another reason for back-firing can also be an air leak (exhaust leak) in the system that adds enough oxygen to the exhaust to allow hot muffler parts to ignite the unburned fuel while decelerating.

WHAT DID YOU MEAN?

In the October 1994 issue's *Talking Tech* column, you said you had doubts about long-term ignition life when going to single-fire. What did you mean? Hardware failure?

John
Crescent City, California

Hardware failure refers to coil mounts themselves, or what the coil mounts are bolted to. Mechanical advance units are typical hardware pieces that are high-maintenance items. A typical example is a Dyna single-fire ignition on an FXR. For 6,000 miles everything was fine; then the coil bracket broke. It was replaced with a heavy-duty bracket. Then, the top motor mount broke. A heavy-duty mount was installed. Then, at about 15,000 miles, the flyweight pivot pin came loose from its press fit and machined the center out of the Dyna pick up unit (through the wires). Full electronic advance is better, but bracket problems can still end the fun.

WORRIED ABOUT THE PAINT

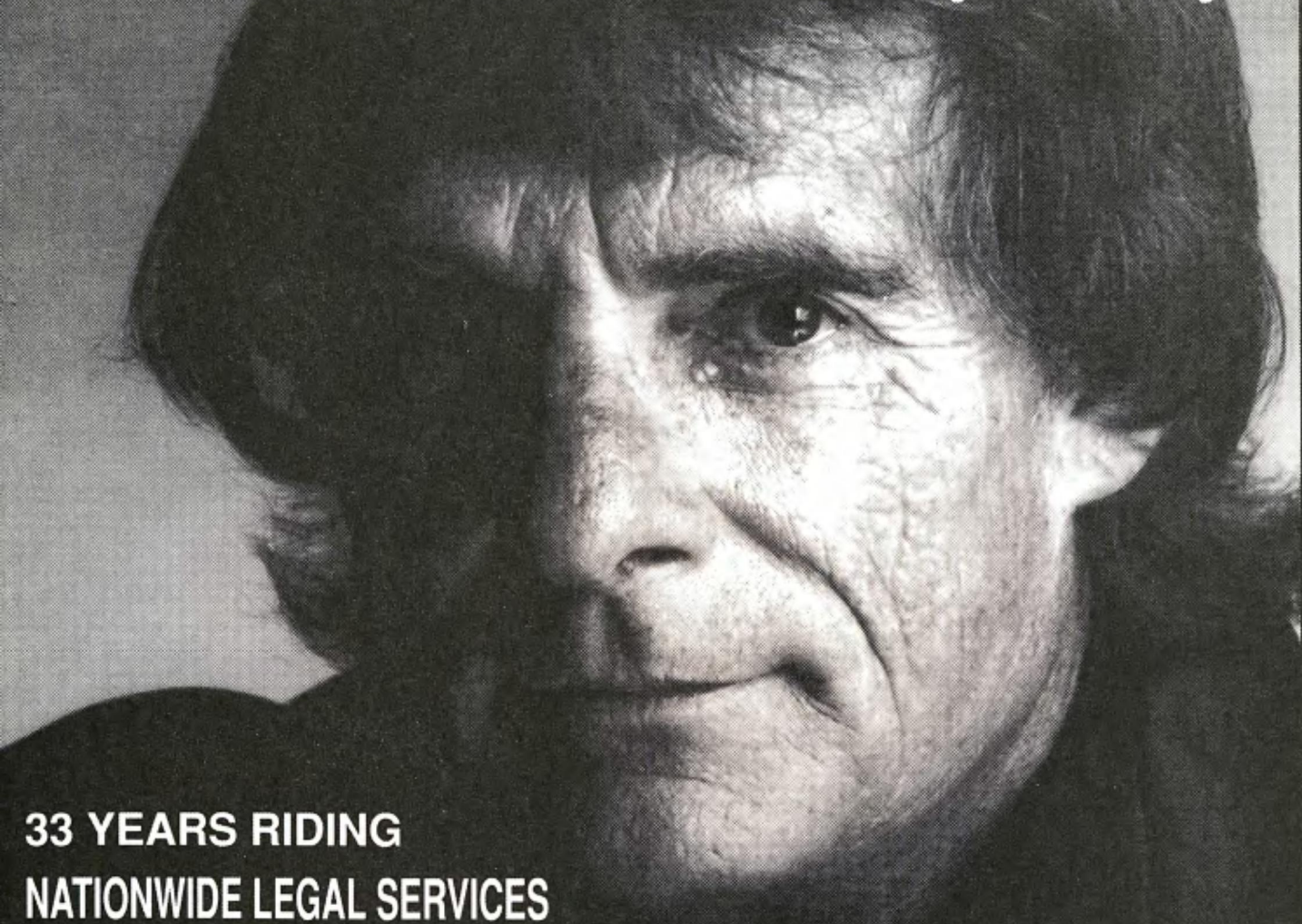
I have a 1994 1200 XLH that came with stock buckhorn bars, which I replaced with 6-inch pullback drag bars. I love the bars, but when I replaced the peanut tank with a fatbob, my throttle cable rubs on my new paint job. Is there anything I can do to stop this?

Grimm
Fayetteville, North Carolina

Try shimming the bars up 1/2- to 1-inch, using longer bolts to match the amount of shim. Use standard washers to check clearances with; then, have a machine shop make some nice stainless pieces the required height.

How many times have you sat in your garage, teetering on an old milk crate and scratching 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, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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WHAT'S HAPPENING

ARKANSAS

VINTAGE BIKE SHOW AND SWAP MEET—February 19, Hall of Industry Building, Arkansas State Fairgrounds, Little Rock, ABATE District 1. Info: (501) 794-0809

CALIFORNIA

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

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

TOYS FOR TOTS RUN—December 4, meet at 10 a.m. at the light house in Avila Beach, San Luis Obispo. Ride to the Dew Stop Inn in Santa Margarita. Info: (805) 438-4105

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

COLORADO

COLORADO M/C SHOW & SWAP MEET—February 4-5, Denver Western National Stock Show Complex. For more info write: Colorado M/C Show & Swap Meet, Jack Portice, P.O. Box 15022, Como, CO 80432

FLORIDA

PUTNAM COUNTY ABATE MEETING, held the first Sunday of every month at noon. Third Sunday of the month is Big Bike Weekend with a poker run on Saturday and bike rodeo on Sunday. Info: Chayenne Saloon, P.O. Box 440, E. Palatka, FL 32131-0440

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

TOY RUN—December 4, Brevard Co. Chapter ABATE. Leave from the Merritt Sq. Mall to the Shriners Hall on Eau Gallie Blvd., Melbourne. Info: Jerry or Linda (407) 452-3377

NOT A STATE MEETING PARTY AND SCAVENGER HUNT—January 27-29, Liar's Den, U.S. 98, Cornwell, Interstate Chapter of ABATE. Info: John (Prez) (813) 385-4214

GEORGIA

CHRISTMAS PARADE/TOY RUN—December 3, Dalton, District 1 ABATE. Info: Sharon Parker (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

THE GREAT SOUTHERN M/C SHOW—January 21-22, N. Atlanta Trade Center. Info: (404) 279-9899

ILLINOIS

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

INDIANA

ANNUAL MID-WEST MC HANGOVER RALLY—January 1, sign-up at 11 a.m. at the Mid-West MC Clubhouse, 3105 S. Harding St., Indianapolis. Info: Tom (317) 831-5498

MISSISSIPPI

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

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

MONTANA

ANNUAL NEW YEAR'S DAY RIDE—January 1, Montana Legends, congregate at noon at the Iron Horse Brew Pub, N. Higgins Ave., leave for Harold's Club in Mill Town at 2 p.m. Info: Peeper (406) 721-3937 (nights) or (406) 273-2580 (days)

NEW YORK

AM-JAM TATTOO SHOW—January 14-15, Schenectady Armory, Washington Ave., Schenectady. Info: (518) 346-0521

AM-JAM OLD-FASHIONED SWAP MEET—January 21, The New Scotland Ave. Armory, Albany. Info: (518) 346-0521

SOUTH CAROLINA

ANNUAL TOY RUN—December 4, Blue Knights of S.C., Chapter #1. Meet at 11 a.m. at Pepsi Cola parking lot, N. Main St./Hwy 21 off I-20, Columbia, leave at 1 p.m. for parade to Capitol building. Info: Gordon (803) 734-2422

TOY RUN—December 10, Screaming Eagles MC, Chester. Info: Roho (803) 329-0086

8TH ANNUAL TOYS FOR TOTS RUN—December 17, ABATE of Horry County. Info: Buck Huntley (803) 650-8712 or (803) 626-9092

TEXAS

ANNUAL AUSTIN TOY RUN—December 4, leave at noon from Beverly's Bar, 8504 S. Congress

Ave., to benefit the Junior Helping Hand Home For Children. Free party and barbecue!

S&S CYCLE TOY RUN—December 4, 2 p.m., Amarillo. Info: (806) 374-8760

BIG TWO DAY EXPO—January 7-8, Arlington, Texas Convention Center. Info: Bob Bagwell (214) 216-5520

RISE TO THE STATE CAPITOL—January 16, Austin, sponsored by the Texas M/C Rights Association. Info: Sputnik 1-800-222-0913

4TH ANNUAL M/C EXPO, SHOW, SWAP MEET—February 5, Waco, Texas Convention Center. Info: Bob Bagwell (214) 216-5520

ANNUAL PRE-DAYTONA AMA HALF MILE FLAT TRACK RACES & SWAP MEET—February 26, Devil's Bowl Speedway, Dallas. Adults: \$12 Kids 6-12: \$6. Info: Bob Bagwell (214) 216-5520

WASHINGTON

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

WASHINGTON STATE FREEDOM RUN/BLACK FRIDAY—January 20, North Kitsap County Chapter of ABATE. Info: Julie (206) 779-1013

WISCONSIN

SHADES OF BLUE TATTOO CONVENTION—January 28-29, La Crosse Center, La Crosse. Info: (608) 857-3100 or write: Boogie, W4520 CTH-Q, Mindoro, WI 54644

ALL-HARLEY DRAG RACING—For complete drag racing event info see *Biker* magazine. AMRA: (708) 250-0838 ECRA: (609) 652-1159 AHDRA: (919) 229-4877

EASYRIDERS EVENTS:

TATTOO MAGAZINE'S ARTISTRY IN INK NATIONAL TOUR—December 30-January 1, Crown Plaza Holiday Inn, Phoenix. Info: (818) 889-8740 Ext. 281

TATTOO MAGAZINE'S ARTISTRY IN INK NATIONAL TOUR—January 6-8, Handley Hotel and Country Club, (I-8, Hotel Circle Exit), San Diego. Info: (818) 889-8740, Ext. 281

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

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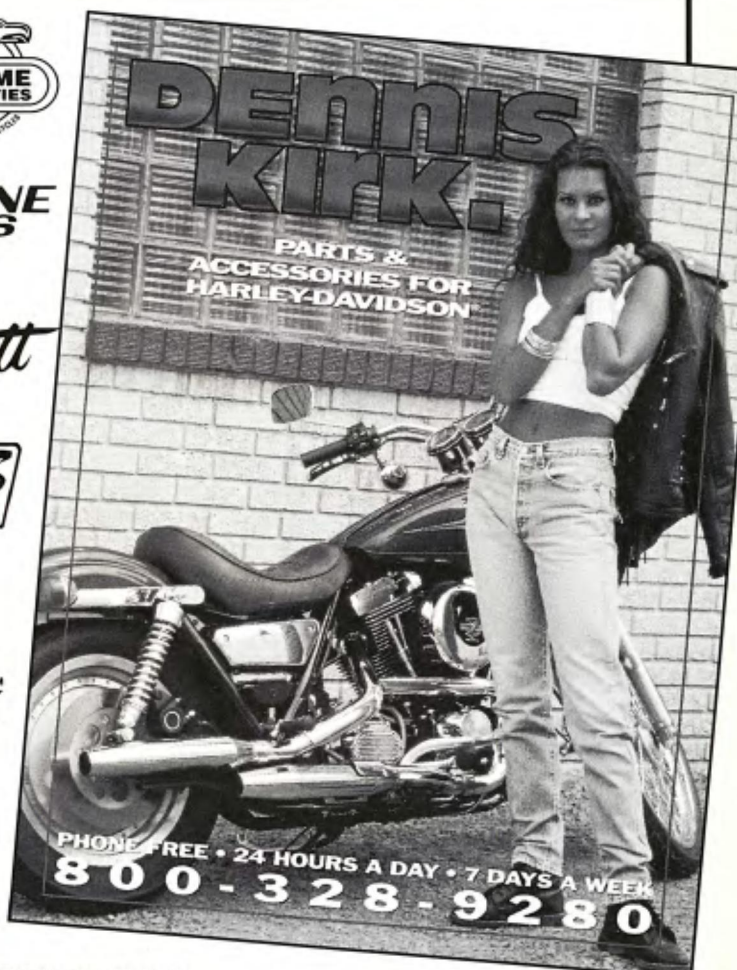
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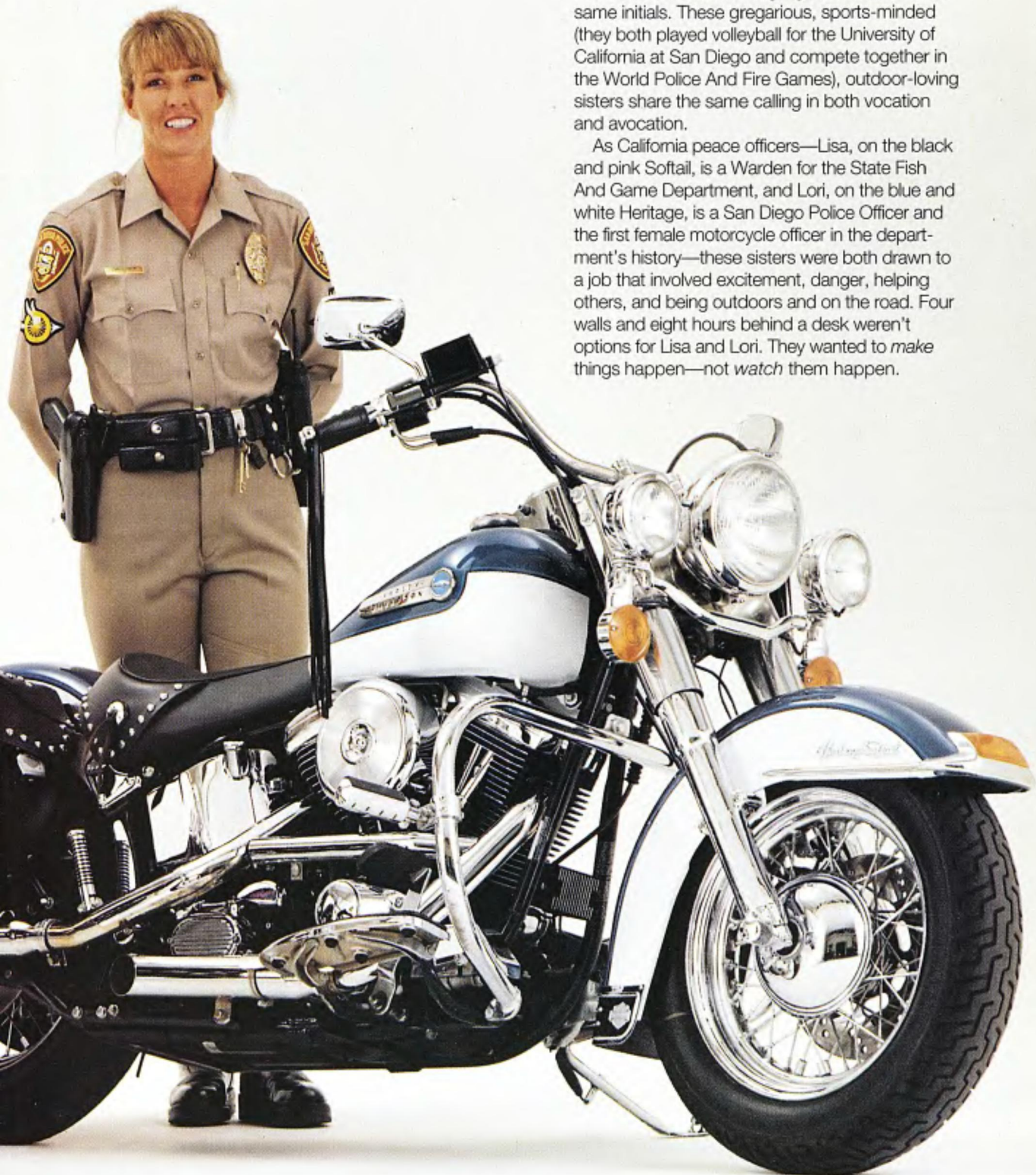
V-twin
Twins,
Lisa and
Lori
Luhnow



They say that the bond between identical twins is like no other, an indelible line of shared ideas, emotions, and experiences that transcends all logic and reason. Mirror images of one another, they often spend lifetimes searching for individuality, yet are forever joined in spirit by a powerful, fusing force.

Case in point, Lisa and Lori Luhnnow, 29-year-old identical twins who have much more in common than their California girl good looks and the same initials. These gregarious, sports-minded (they both played volleyball for the University of California at San Diego and compete together in the World Police And Fire Games), outdoor-loving sisters share the same calling in both vocation and avocation.

As California peace officers—Lisa, on the black and pink Softail, is a Warden for the State Fish And Game Department, and Lori, on the blue and white Heritage, is a San Diego Police Officer and the first female motorcycle officer in the department's history—these sisters were both drawn to a job that involved excitement, danger, helping others, and being outdoors and on the road. Four walls and eight hours behind a desk weren't options for Lisa and Lori. They wanted to *make* things happen—not *watch* them happen.

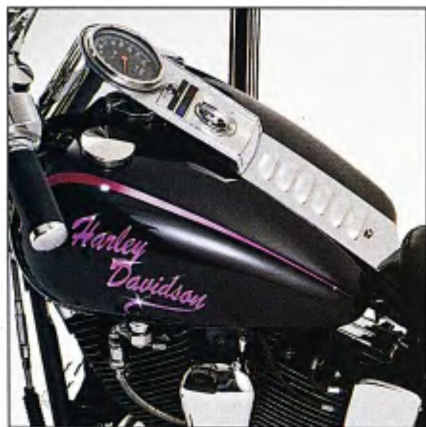




Their love of Harleys seems a natural extension of their personalities. People who ride are people who enjoy living on the edge, people who can't be confined or restricted by a monotonous schedule or tedious existence. For these women, each day is a new adventure, whether they're at work or at play.

Because they live nearly 60 miles apart, Lisa and Lori don't do much riding together. Both have boyfriends who ride and regular groups of friends with whom they go on weekend runs. But on those occasions when they do roll down the road side-by-side, folks do a double take, and not just because they see two identical-looking blondes riding Harleys. They look twice because they see two women riding Big Twins. "I hate it when I tell people I have a Harley and they automatically assume I ride a Sportster," says Lisa. The fact that they both stand 5-foot-10 certainly helps in the handling of the bigger bike, but it's much more than that. These women are in shape and in control. As athletes they have the agility and balance to handle a Big Twin, and as peace officers they have the confidence in themselves to deal with any situation that might arise.

Of course, as a motorcycle cop, Lori spends a lot more time in the saddle than most of us, and negotiating through city traffic certainly develops riding skill and technique. Does the fact that she's on a

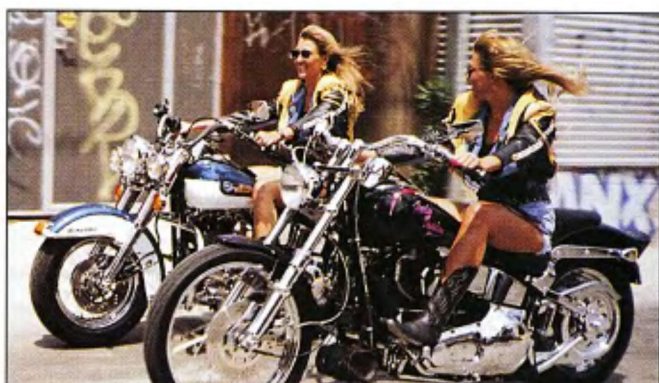


bike all day take away from the sport and freedom of riding? "Because I ride two different bikes, it's two completely different feelings and functions," says Lori. On the Kawasaki she's at work. In the seat of her Harley she's free.

These V-twin twins certainly know the meaning of independence. We wish them the best of luck as they go for the gold in volleyball at the World Police And Fire Games this February in Australia.

—Two Step





Owner:Lisa Luhnow
City:Laguna Nigel, California
General
 Fabrication:San Diego H-D
 Year and make:1990 H-D
 Model:Softail Custom
 Chroming:Anaheim Plating
Engine
 Year:1990
 Model:Evo
 Rebuilder:San Diego H-D
 Ignition:Screamin' Eagle
 Displacement:80 cubic inches
 Lower end:factory

Pistons:H-D
 Cases: stock
 Heads:H-D
 Cam:Andrews EV3
 Carb(s):Mikuni
 Pipes:Python
 Modifications:Mikuni air cleaner,
 chrome lifter blocks

Transmission
 Year:1990
 Modifications:custom foot shift,
 forward controls

Painting
 Molding:owner

Painter:Bob Virelli, Air Waves
 Color:black and pink
 Special paint:Air Waves
Frame
 Builder:H-D
 Type:swingarm
 Modifications:chromed swingarm
 and frame highlights

Accessories
 Bars:Knuckle
 Fender(s):H-D
 Headlight:Drag Specialties
 Taillight:CCI
 Speedo:factory

Pegs:Drag Specialties
 Gas tank:H-D
 Oil tank:stock
 Seat:Saddlemans
 Mirrors:Drag Specialties
 Grips:leather
Forks
 Type:H-D
 Modifications:chromed legs, fork
 boots, and axle covers

Wheels
 Front:19-inch, custom hub, Metzeler
 Rear:18-inch, Kennedy hub, Metzeler
Photos:Raiko Hartman

Owner:Lori Luhnow
City:Escondido, California
General
 Fabrication:San Diego H-D
 Year and make:1994 H-D
 Model:Heritage Softail Classic
 Chroming:San Diego H-D
Engine
 Year:1994
 Model:Evo
 Rebuilder:San Diego H-D
 Ignition:electronic
 Displacement:80 cubic inches
 Lower end:H-D

Pistons:factory
 Cases:stock
 Heads:H-D
 Cam:Andrews EV3
 Carb(s):rejetted, stock
 Pipes:factory
 Modifications:Screamin' Eagle air
 cleaner, H-D slashcut muffler

Transmission
 Year:1994
 Modifications:forward controls

Painting
 Molding:none

Painter:Tony Licata, Uptown Cycles
 Color:aqua pearl/white
 Special paint:metal tank emblems
Frame
 Builder:H-D
 Type:Softail
 Modifications:chromed highlights

Accessories
 Bars:Fat Boy
 Fender(s):fatbob
 Headlight:H-D
 Taillight:H-D
 Speedo:stock

Pegs:Iso
 Gas tank:5-gallon fatbobs
 Oil tank:wraparound
 Seat:stock
 Mirrors:H-D
 Grips:H-D cushion grip
Forks
 Type:wide gide
 Modifications:chroming by
 San Diego Harley-Davidson

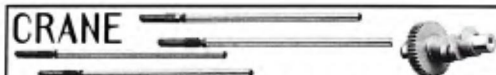
Wheels
 Front:16-inch, Dunlop, H-D disc brake
 Rear:16-inch, Dunlop, H-D disc brake
Photos:Raiko Hartman

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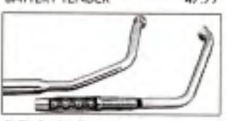
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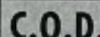
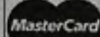
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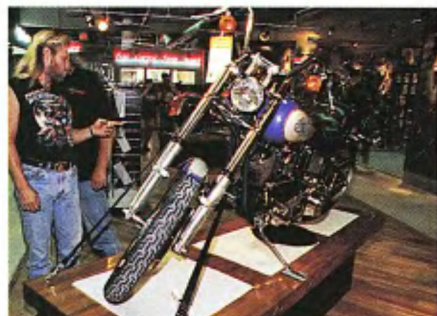
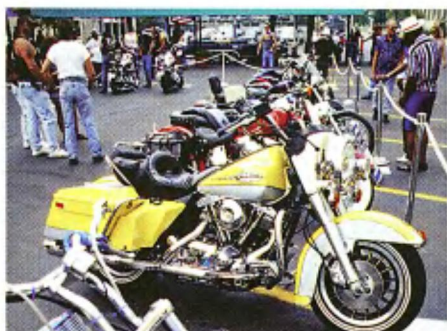
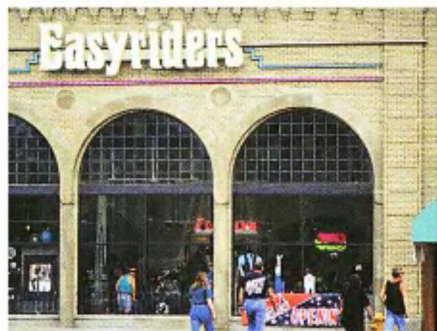
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GRAND OPENING OF THE GRANDDADDY

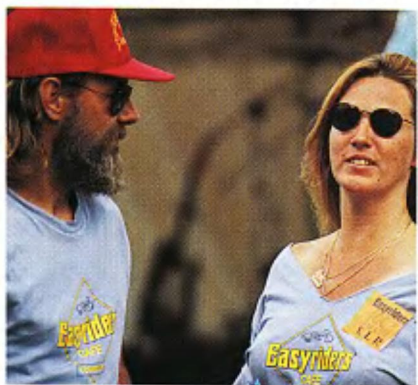
In one way or another, we've all been involved with the opening of a shop. We may have known the shop owner, been an employee of the business, or just joined in on the fun. But for the shop owners, it's much more—it's an exhausting project. Still, it's exciting as hell to watch it all come together.

What you see on these pages reflects a year of planning and a tremendous amount of hard work and thought. The goal was to launch a shop that offers the quality and service that bikers have long been waiting for. The new store features the sale of both used and custom motorcycles, from \$3,000 to \$30,000;

sales of aftermarket parts and accessories, products from companies you've seen advertised on these pages; Easyriders retail clothing and leather goods; a complete service department; a full-service machine shop; custom bike construction; a light fare cafe and malt shop; a leather craft department; a tattoo studio; and, free bike wash and bolt-on service bays. And—get this—free tire installation while you wait.

Why did Easyriders choose Ohio? Well, Columbus, Ohio, is well-known for a steady economy (never a boom or a bust), and it's located in the middle of approximately two-thirds of the U.S. population. That's important because this store will be a training center for the owners and managers of future Easyriders store franchises.

The building site was stumbled onto by accident. While checking out Columbus, Easyriders publisher, Joe Teresi, and Al Sherman, our events director, pulled into a parking lot adjacent to an ex-Cadillac dealer to refer to a map. While embroiled in a heated discussion over longitude and latitude, and where the sun sets, they discovered that the building less than 20 feet from their noses was available. The structure had its own parking lot and

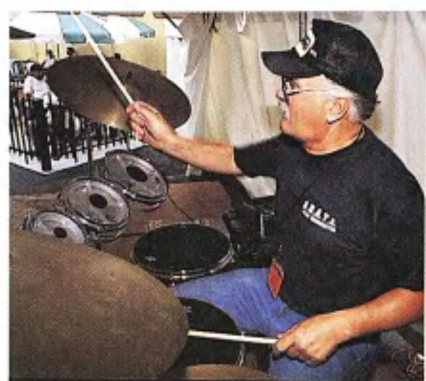
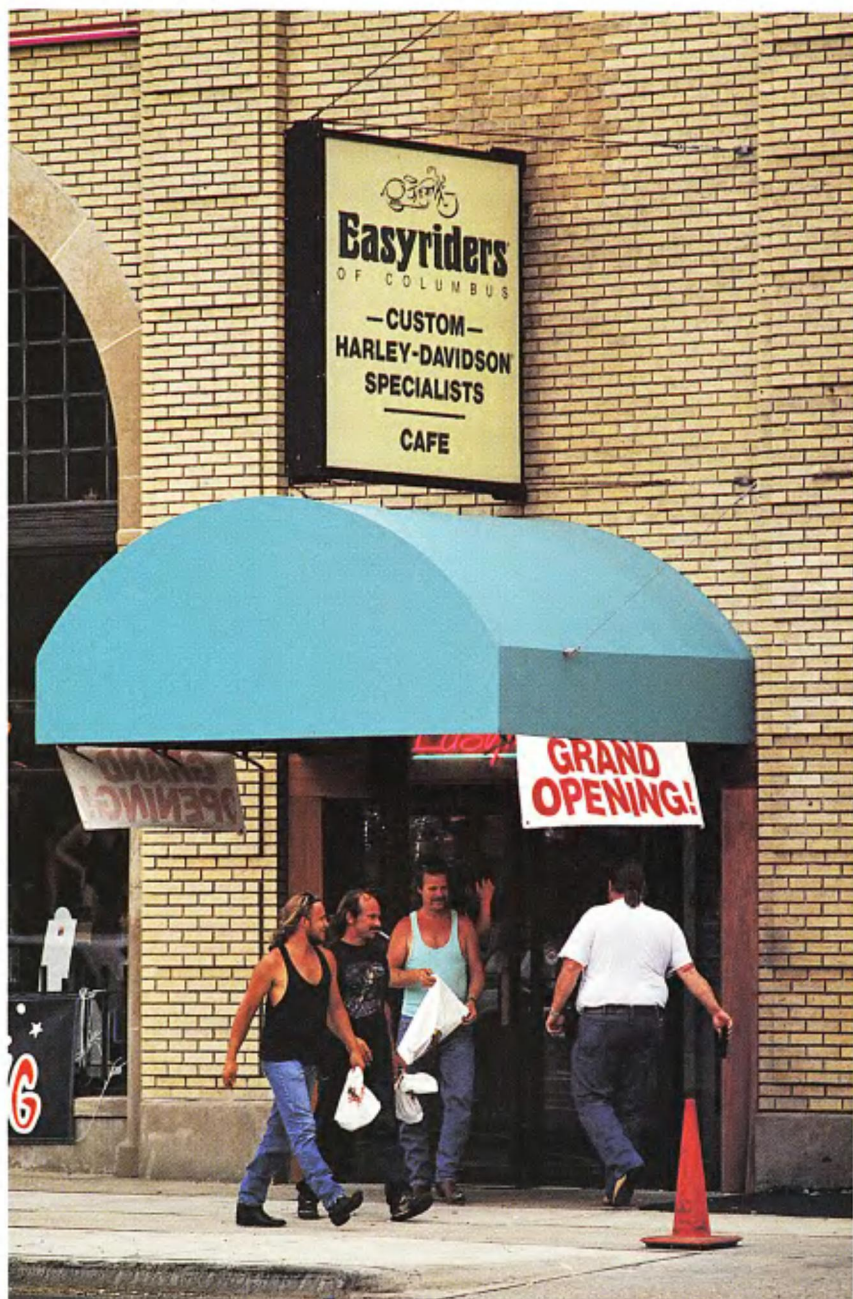
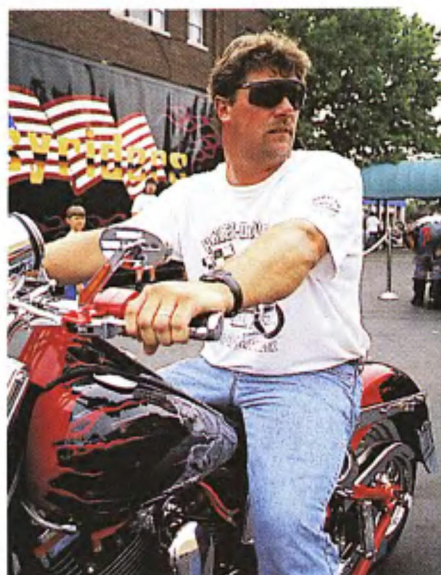


featured turn-of-the-century brick construction. They were impressed. Within two weeks, the project was underway.

The building was completely refurbished, except for the classic Midwestern brick walls and leaded glass windows. New electrical, heating, air conditioning, floors, ceilings and plumbing were installed. It was similar to buying a 1946 Knuckle barnyard special. You think you've scored, until you get home and start the disassembly.

In all, the project took six months to finish, thanks to the efforts of the

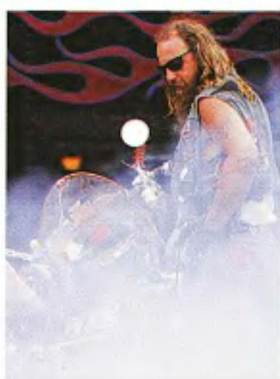
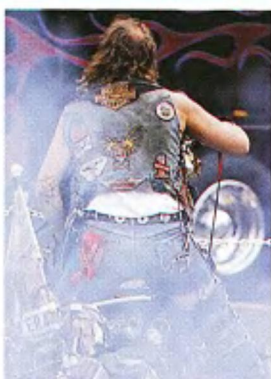
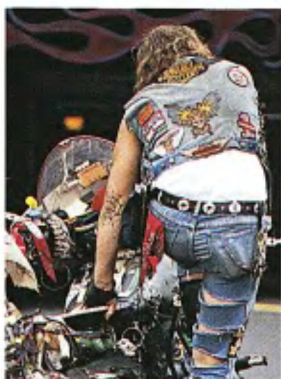
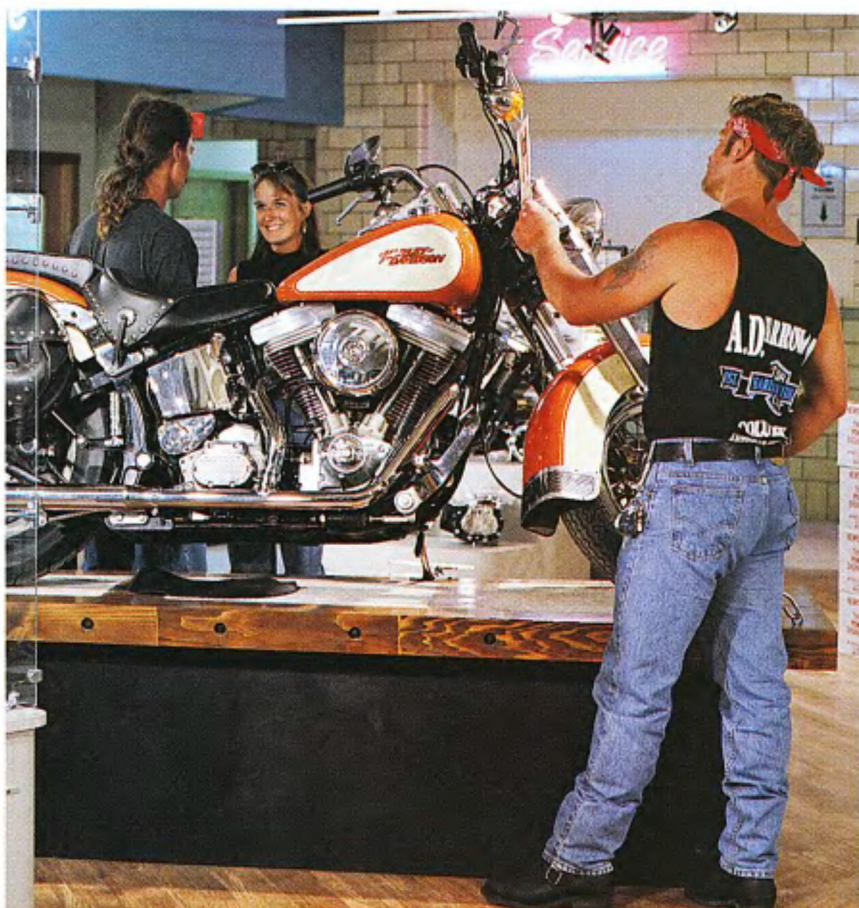




hardworking start-up staff, including Wayne Ellingson, Doug Johnson, Gary Martin, Leslie Williams and Steve Miller. Time rolled by faster than Jeff Simons, the project coordinator, could say, "Are you sure that door fits?" Before they knew it, the "Grand Opening" was less than a week away. On June 10, and within minutes of receiving their final permits, boxes exploded open and the merchandise began to fly. The clothing inventory was displayed. Uniforms were fitted and pressed. The girls practiced with the new, computerized embroidery machine. The parts inventory was checked into the computer system, and lathes, milling machines, lifts and an inventory of used Harleys were scrutinized and placed in the service center.

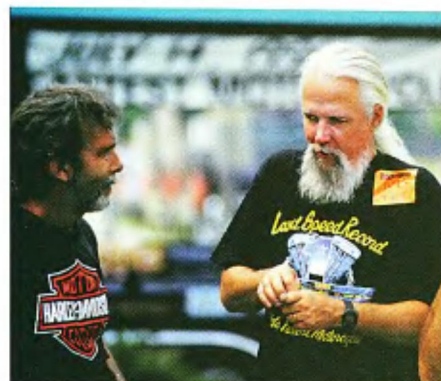
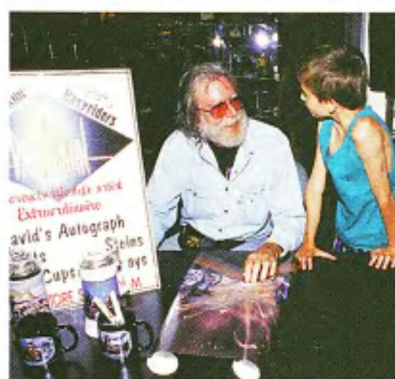
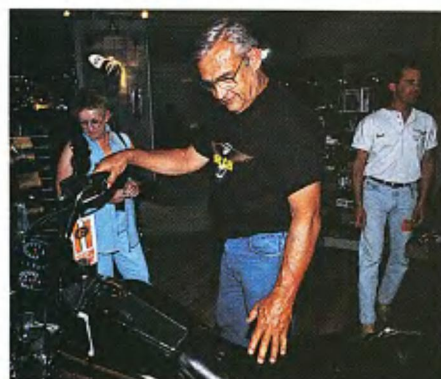
A bandstand was assembled in the parking lot, and arrangements with Marriott Catering were finalized. The *Easyriders* truck rolled in from parts unknown. The portable Dyna-Jet dyno was set up in the parking lot. Dave Campos, the Streamliner pilot, drove out from New Mexico, towing the world's fastest motorcycle (322 mph). David Mann packed up his paints and flew to Columbus in anticipation of signing his limited edition books.

The entire crew of local riders, builders, and shop experts were dialed



in for the celebration: Don Dearman, who has 25 years of stellar motorcycle service experience in the Ohio region, headed up the service department; renowned mid-Ohio performance machinist, Tom Riser, took charge of the machine shop; and Tom Starker guided much of the setup, along with Paul Walter, previous owner of a well-known performance motorcycle dealership. Doug Jahnke added his unique custom bike-building touch with the nicest bike in the ride-in show (check out the cover of VQ #4).





After a short night of rest for the harried crew, they were ready for the big event. On Friday, June 17, the doors of the 22,000-square-foot store opened to the public for the first time, and the party kicked off.

Thousands of riders rolled in from all over the area and adjoining states to check out the new store. The location proved to be ideal, conveniently surrounded by major freeways including Route 23, I-71, and I-70. Once the riders pulled into the huge facility, they were dazzled by what they saw.

Outside, under cloudless skies warmed by a perfect Midwestern sun, caterers sliced prime rib, while the band, Legendary Entertainment, featuring female vocalist Robin Dollar, rocked Broad Street. In addition, the Dyno tested bike strength, and the Streamliner shined. All in all, there was plenty to do, see, try on, taste and experiment with during the three-day celebration of the new facility.

Ol' 611 East Broad Street hadn't partied like that since the first Cadillac rolled out of the Columbus showroom some 74 years ago. They pulled it off—Easyriders of Columbus is a terrific, unique store, and its celebrated opening was a helluva good time.

—Jockey Shift



Easyriders of Columbus Grand Opening Bike Show Winners

Saturday, June 18, Winners:

1st Place—#6
Doug Balthaser/1993 Fat Boy

2nd Place—#17
Ken Moir/1982 Wide Glide

3rd Place—#5
Keith E. Strait/1993 FXR

Sunday, June 19, Winners:

1st Place—#11
Doug Jahnke/Cool Orange Custom

2nd Place—#8
William Kidwell/1981 FLH

3rd Place—#9
Micky Cosgrave/1981 FLT Custom



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Keith Lachapelle, Fairfield, CA

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Jo, Harley Women

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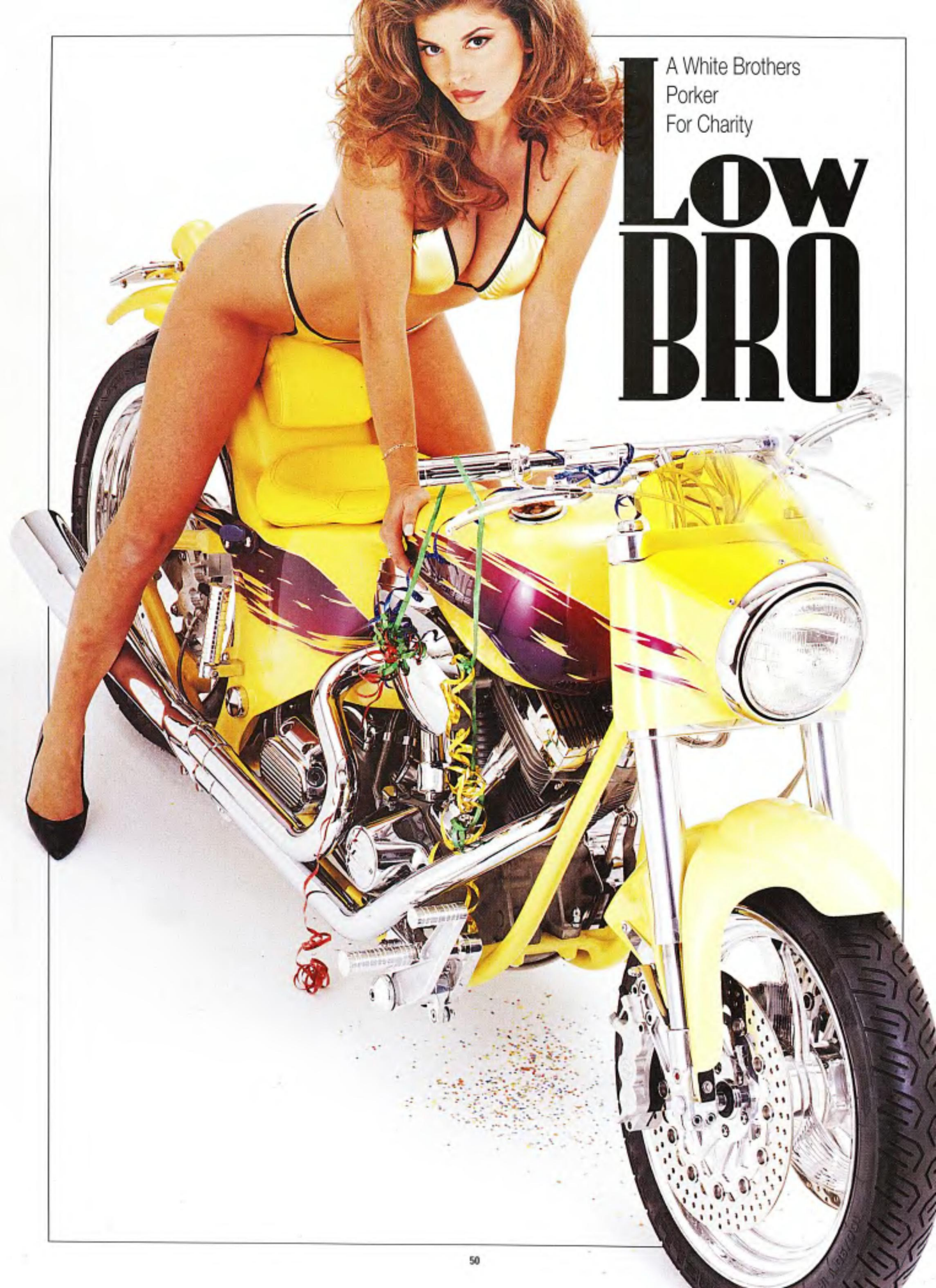
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A White Brothers
Porker
For Charity

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Easyriders



Easyriders





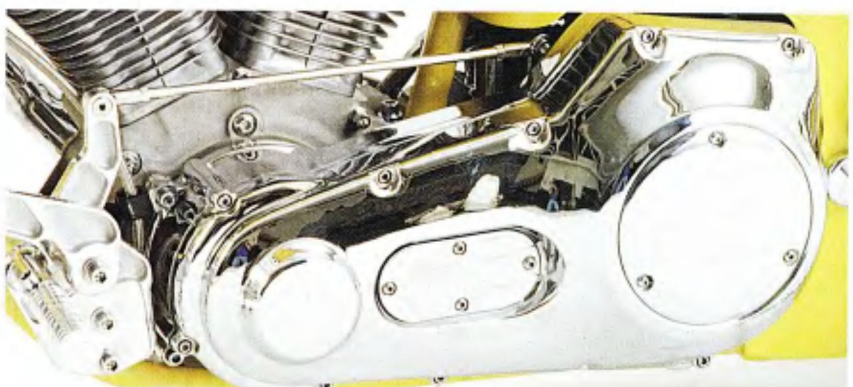
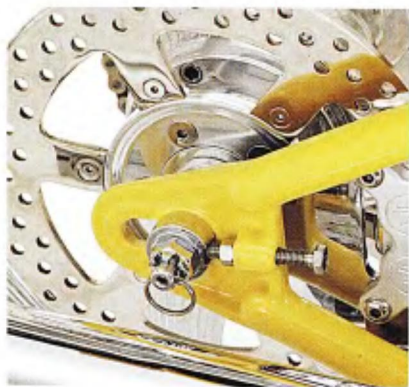
The White brothers, Tom and Dan, owners of White Brothers Performance Products in Yorba Linda, California, have never been known for building wimpy motorcycles. With a background in racing, the two always build performance into their machines, as well as designing them visually to be eyeball-poppin' unique. But what else would you expect from the sibling founders of one of Harleydom's most aggressive and solid (they will soon be celebrating their 20th anniversary in business) aftermarket accessory companies?

"We wanted to create a really



clean and functional package," Tom White explained, "with very little chrome decoration—much like a race bike would be. What we *didn't* want to build was a bike that, as one guy put it, 'looked like it was a magnet that'd been dragged through Pep Boys.'"

This latest White Brothers custom, which was built to enter into the *Easyriders*/Juvenile Diabetes Foundation Sweepstakes (see page 11 for detailed information), is the reincarnation of their famous "Porker" FLST, and it is, by far, their wildest yet. It features an original Softail



frame which has been heavily modified in the rear to give the bike the flavor of a 1950s dirt tracker—as one might expect—but with the flair and style of the future.

"We incorporated the rear frame design from a British Gold Star and combined it with the characteristic, fifties-style Harley look of a short, narrow dirt tracker fender, solo seat, and pillion pad to totally disguise the rear," Tom says. "The FL front headlight was retained so that nobody could mistake the bike's Harley heritage. We did the little wind screen just for fun."

Spanning years of custom-bike-building trends, with an eye toward paying homage to their own historic Harley roots, it should come as no surprise that Denny Berg was given the responsibility of bringing Tom and Dan's concept to life in hard steel, polished aluminum, and lots of yellow paint.

In addition to his own shop—Time Machine in Huntington Beach, California—Denny called on a group of guys who call themselves the "Orange County Gang" to add their own special touches to the project. Boyd Coddington and Li'l

John Buttera, well-known hot rod-ers who designed and built the billet wheels, are perhaps the best known of the Gang, but no less important were the contributions of painter Ray Newton and artists Molly, The Wizard, and Splash.

The "Low Bro," as the bike has been dubbed in the White Brothers' tradition, is one of six custom motorcycles which will play an important part in the huge *Easysiders* 1995 Sweepstakes fund-raising program to benefit Juvenile Diabetes. So check it out closely—it could be yours.

—Truckdawg



Owners:White Brothers
City:Yorba Linda, California

General

Fabrication:Denny Berg, Time Mach.
Year and make:1990 H-D
Model:FLST
Chroming:South Bay Plating

Engine

Year:1990
Model:Evolution
Rebuilder:Denny Berg
Ignition:Crane
Displacement:80 cubic inches
Lower end:stock

Pistons:10:1, Wiseco
Cases:H-D
Heads:Patrick Racing
Cam:Crane 1101
Carb(s):Mikuni HSR 42
Pipes:White Bros. 2-into-1
Modifications:balancing by Berg and
 Fischer, Time Machine air cleaner

Transmission

Year:1990
Modifications:blueprinted, UMI
 controls, HES offset gears

Painting

Molding:Denny Berg

Painter:Ray Newton
Color:Molly Graphics, blended yellow
Special paint:Wizard

Frame

Builder:H-D
Type:Softail
Modifications:33-degree rake shaved
 rails, hidden wiring, metal wrapped

Accessories

Bars:Ness
Fender(s):Time Machine
Headlight:1960 FLH
Taillight:1940 Crocker
Speedo:Vetta digital

Pegs:UMI, White Bros
Gas tank:3.5-gallon, Denny Berg
Oil tank:Denny Berg
Seat:Fiber Tech
Mirrors:Ness louvered
Grips:Ness groove-style billet

Forks

Type:White Power, White Bros.
Modifications:2 inches under,
 adjustable upside-down aluminum trees

Wheels

Front:18-inch, Boyd's hub, P.M. brake
Rear:18-inch, Boyd's hub, P.M. brake

Photos:Raiko Hartman

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TECH TIP

Dicey Tranny

With CCI, A Can Of Grease,
And A Handful of Wrenches

Last issue, I was on top of the world. I had love, money, and style—all because of my talent for rolling small ivory squares over long stretches of green felt. Yeah, I thought I was hot, and my girlfriend, Amber, was even hotter. But even when I'm flat broke, this 1946 Knucklehead project keeps moving along—thanks to the hard-working crew at Milwaukee Iron in Lynchburg, Virginia.

Since I had a fistful of cash burning a hole in my pocket, I popped open the Custom Chrome catalog and ordered the four-speed tranny, matched, close-ratio gear sets and a kicker kit, and prepared to watch Gary Woodford build a brand-new fresh transmission around a stock Knucklehead case.

For those of you who are cash conscious, yes, I did some advance checking. For the cost of a couple of stock gears, you can buy the mainshaft and countershaft gear sets from Custom Chrome and rebuild the entire transmission. The kit comes complete with thrust washers, snap rings, clips and bearings, the whole nine yards. Custom Chrome widened the shifter clutches .020-inch to prevent chipping. All the gears are polished and unconditionally guaranteed for a year. These kits are comprised of RevTech close-ratio gears, and third gear is updated to the later model configuration.

Of course, just as I was making a dent in my shop bill, Amber, who was wearing next to nothing, tugged at my sleeve and begged me to take one more risky roll of the dice. So, while I played craps into the wee hours, here's how Gary built my transmission.

He recommends that anyone who attempts this feat should first purchase a shop manual. "It's all covered in there with the specifications," Gary said, as if I were going to write the article from the manual and leave him alone.

"I need the personal touch for the bros," was my response.

He spat on the floor at my feet and proceeded to tell me how it's done.

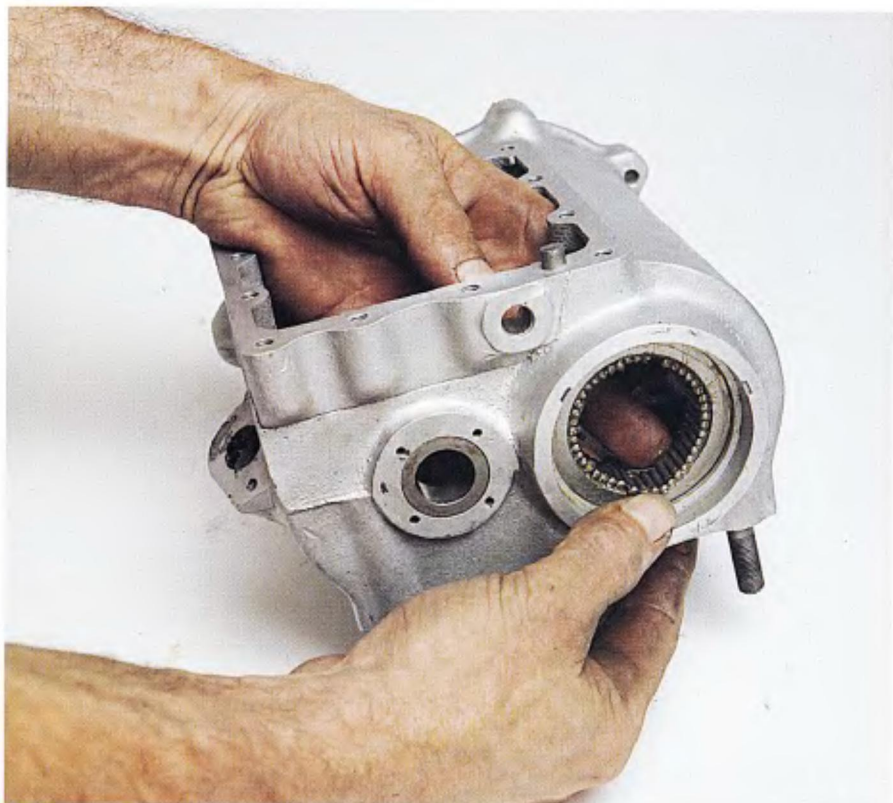


Photo 1

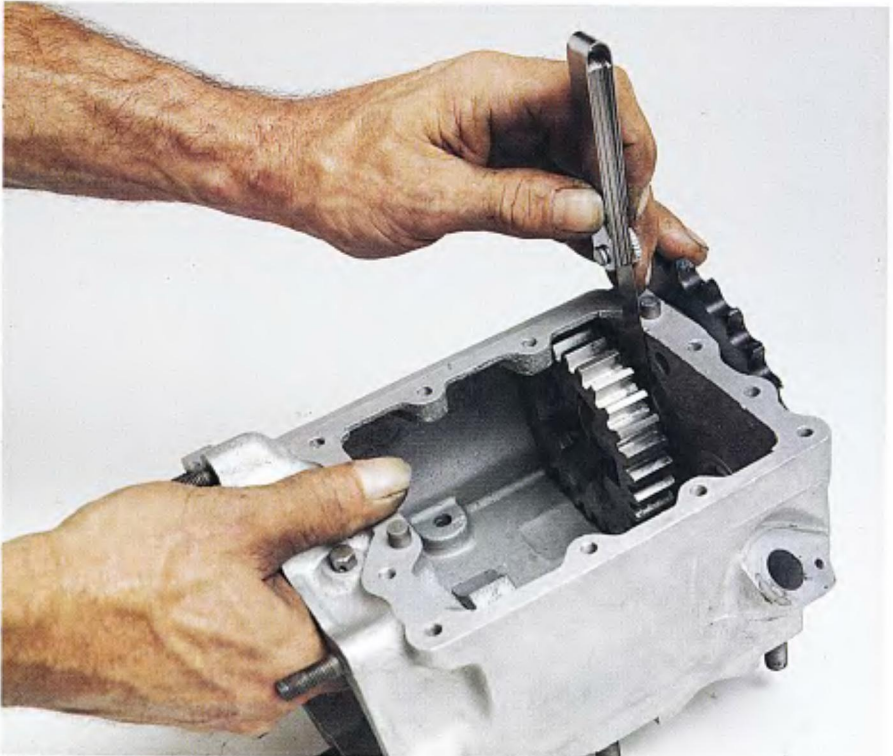


Photo 2



Photo 3



Photo 5

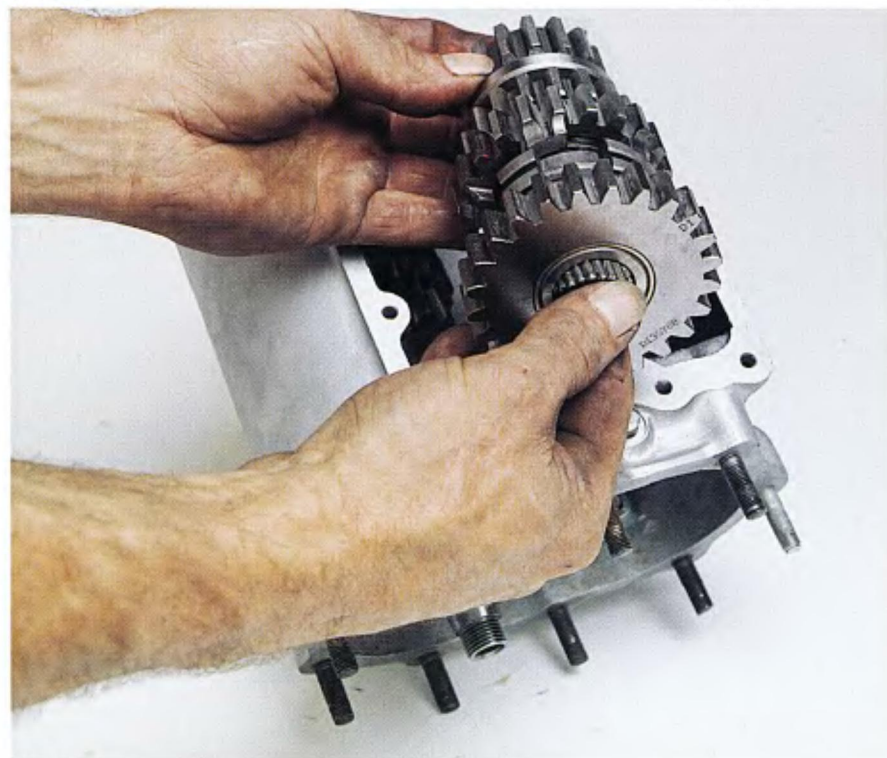


Photo 4

Starting the assembly with fourth gear, Gary packed the 44-roller bearings into the case race, using grease to hold them in place. He was careful to make sure that they fit and didn't bind (photo 1).

Gary then assembled fourth gear into the case with the tranny sprocket bolted to the outside (photo 2), avoiding the operation of bending the tabs on the locking ring or installing the seal. He made sure nothing would bind, then checked the end play with a feeler gauge. The tolerance should be between .005- and .014-inch. Once the tolerance was checked, he disassembled and assembled the gear, including the seal and locking ring.

Next, Gary built the mainshaft with all the gears, clips, and dogs (photo 3). With all the components on the shaft, he slid it into the tranny from the kicker side (third gear won't fit, so it needs to be slipped onto the shaft inside the case). He carefully watched the markings on the dogs for proper direction. Tapping it into place, he made sure the gears turned freely.



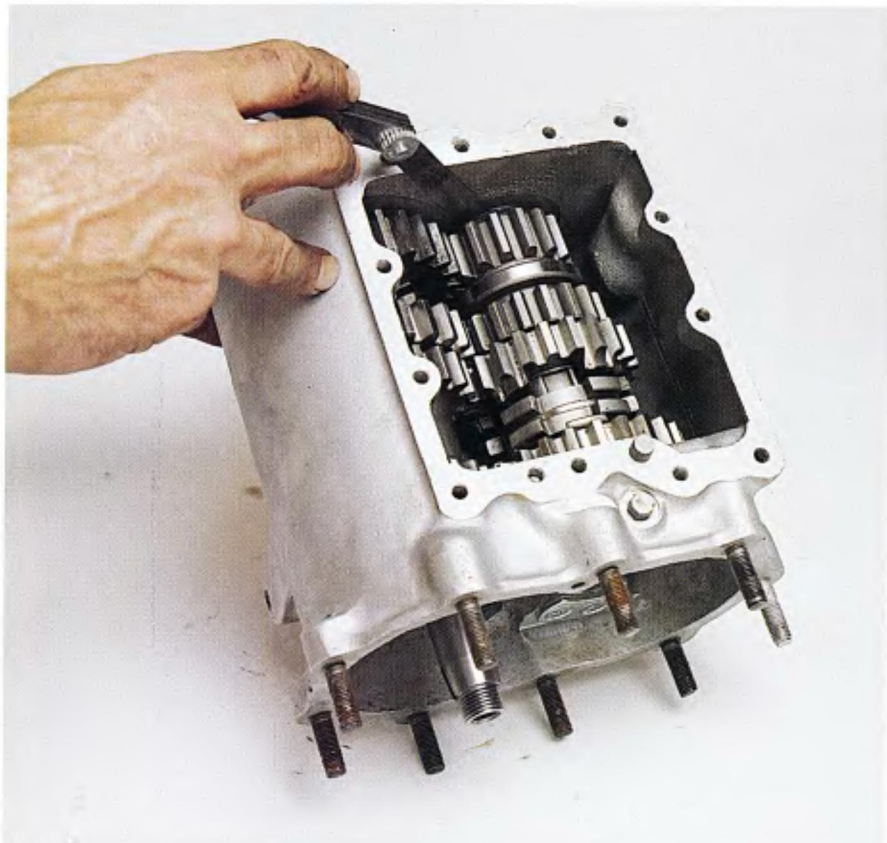


Photo 6

Gary then assembled the counter-shaft gear cluster. It must be put together as a unit. Then, the 44-roller bearings are slipped into grease in the races (photo 4). He slipped the cluster into the case with the thrust washers. The washer on the kicker side is available in different thicknesses. He wedged the shaft through the cluster from the primary side making certain that the flat aligned with the case in the kicker compartment (photo 5).

Checking the end play with feeler gauges, Gary sought a .008- to .012-inch tolerance by replacing the thrust washer on the kicker side with smaller or larger washers (photo 6). He fashioned a special tool with a ground off spoke for grabbing the washer. The shaft must be backed out to free the thrust washer.

Using an air wrench and red Loctite and retaining rings, Gary bolted the shafts down from the kicker side of the case (photo 7). Then, he turned to the shifting drum.

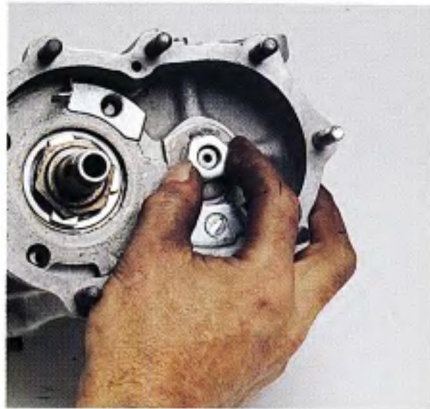


Photo 7

The drum assembly is simple, but Gary was careful to align the notches in the shifting gear with the drum gear by marking the teeth with a felt pen (photo 8). With the gears in sync, he slipped in the shaft spring and plunger. Some adjustment for the proper tension of the shifting drum will be necessary after the tranny is in the bike.

Before he bolted the lid into place, Gary adjusted the shifting forks to be exactly in the middle of each gear set. Small shims on the fork shafts can be replaced to afford exact center alignment (photo 9), which should be

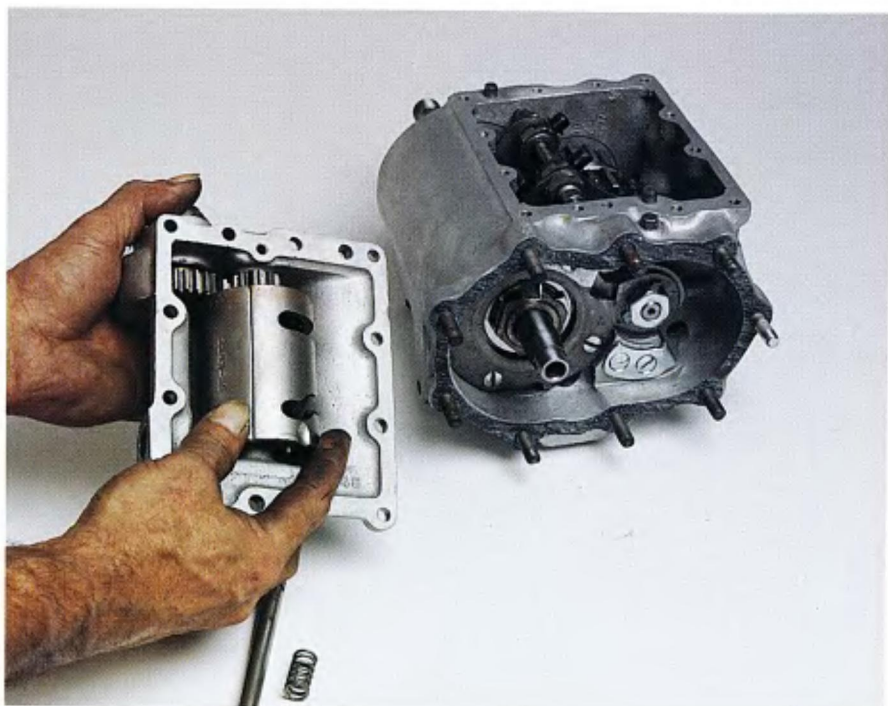


Photo 8

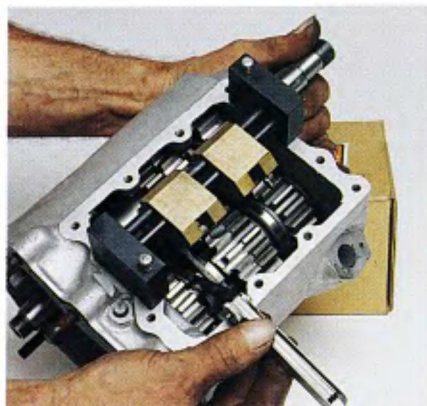


Photo 9

measured with feeler gauges. It takes some trial and error, but once they're right-on, they won't move. He made sure that the clutch gears would go at least three-quarters of the way into each gear (so the bike won't have the tendency to jump out of gear). Some drums may cause this to happen. Then, Gary began the final operation: the kicker.

He installed the kicker spring on the shaft that runs through the kicker cover, but didn't hook it on its tension post (photo 10). Then, with the kicker arm in place, he spun it around to make sure that it stopped in the upright position. This Custom Chrome kicker cover comes with all the components, including the brass bushings, an O-ring seal in the cover, and all the washers and hardware, including the gasket.

With the last nut in place, the old transmission became fresh once again. With tender loving care, it would last another 20 years.

It took Gary no more than a couple of hours to complete the tranny. He was admiring his handiwork when I stumbled into the shop on Monday morning. Once again, I'd dropped my final stack of chips onto the wrong square at the roulette wheel and lost my ass. I almost lost my shirt, too, as Amber clawed through the material trying to shred my flesh in a burst of sheer financial frustration. Mrs. Simpson, the shop owner's mother, shook her head and looked away as I rested my torn elbows on the counter while Amber peeled away.

Life's just a roll of the dice.

—Bandit

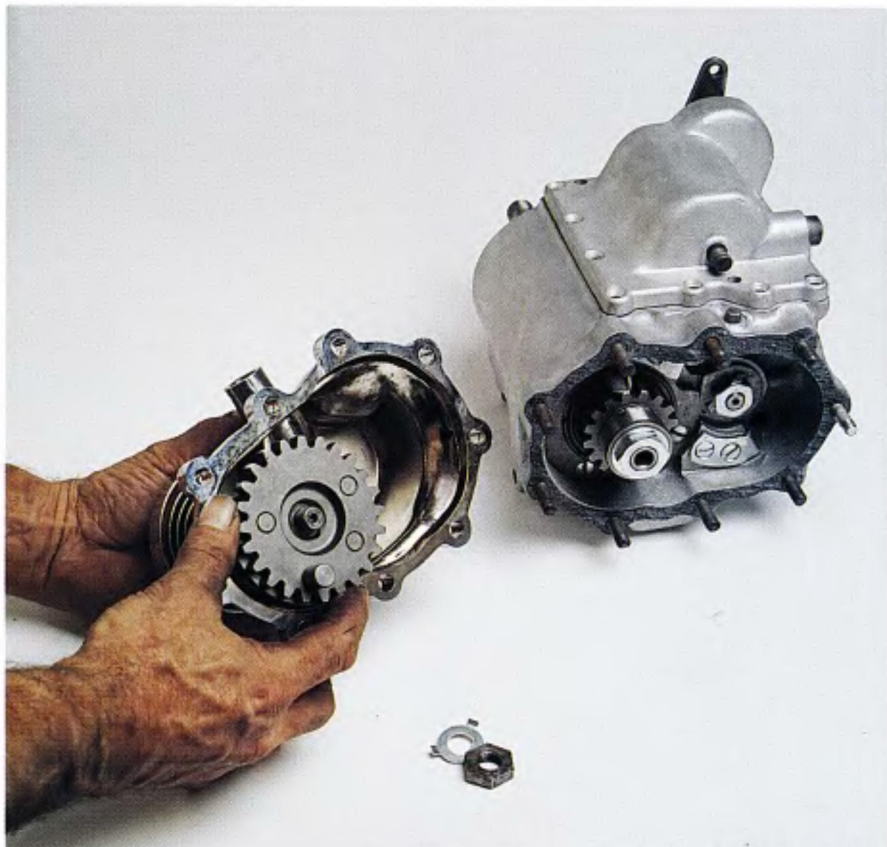


Photo 10

Photos: David Jones



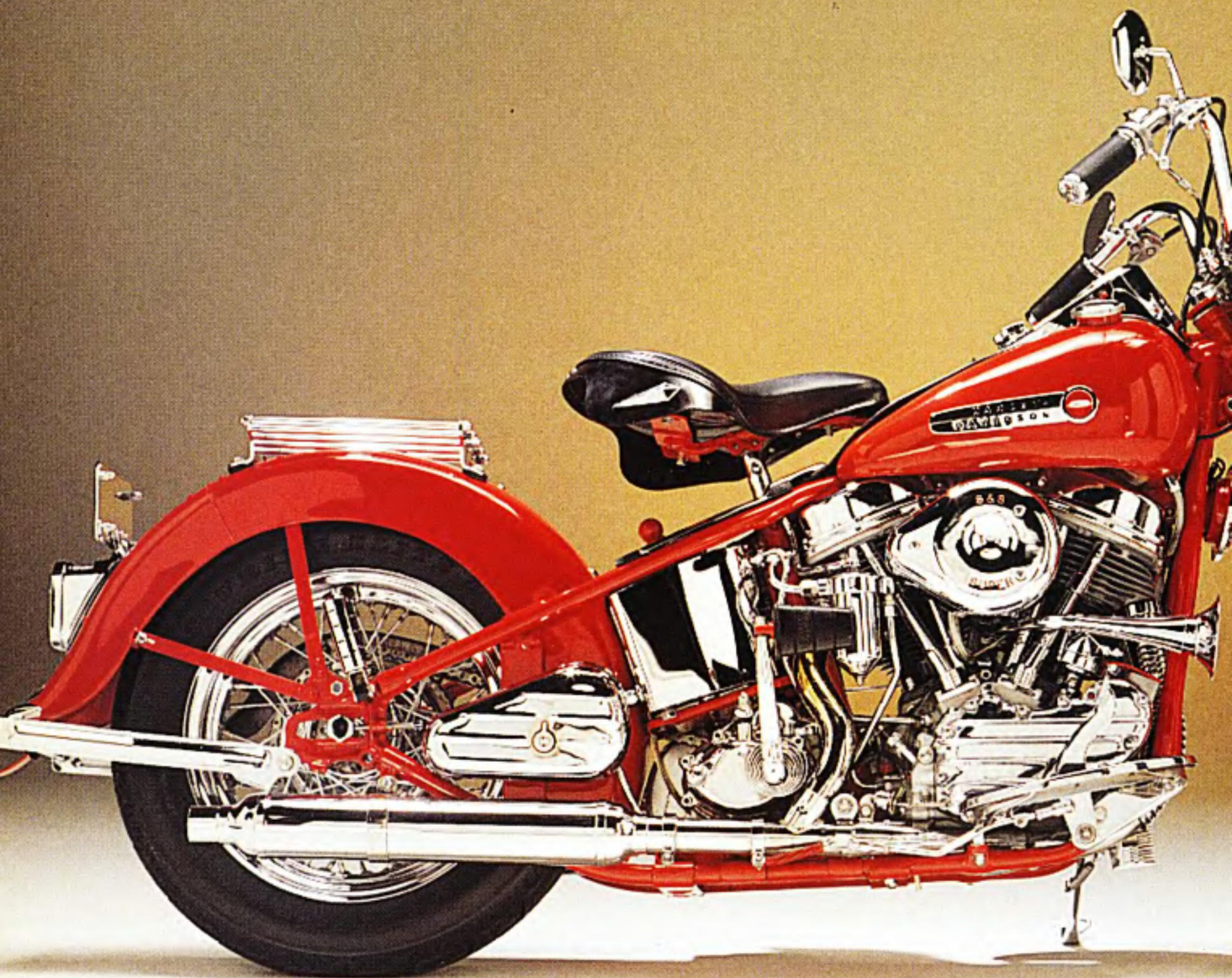
Photo 11

This Butler Gives A Damn... Scarlet PAN



Don Butler is a patient man. He searched for two years before he found the right bike, and it was three more years before he had this righteous 1950 Panhead put together to his liking. "I didn't want a late-model bike," he says, "because it means more when you go through an old one and bring it back to original condition."





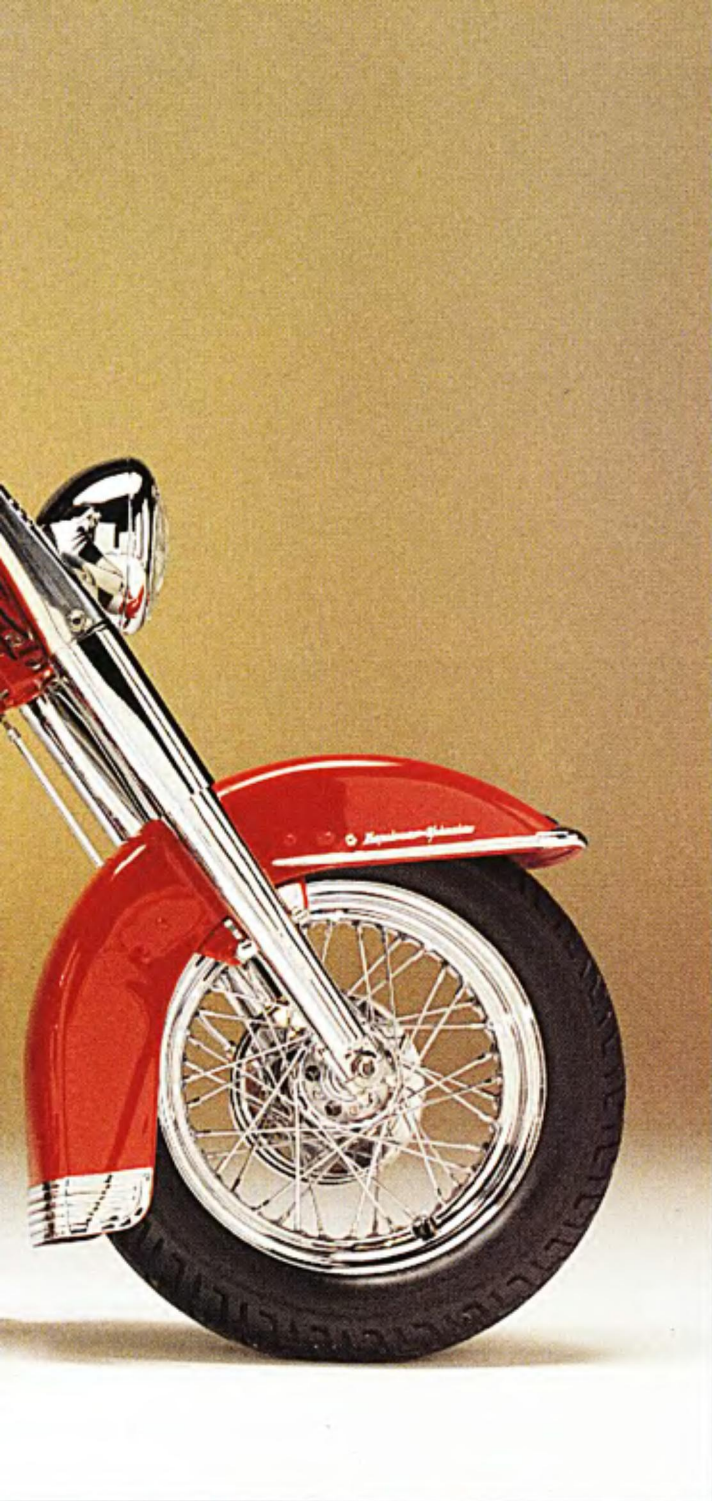
"When I bought it, it was in pieces," he says. "I finished tearing the rest of it down, then started restoring it." But some things wouldn't wait. "I got it going and started riding it before I ever finished it. It didn't have a front fender and the running boards weren't right, but I had to ride."

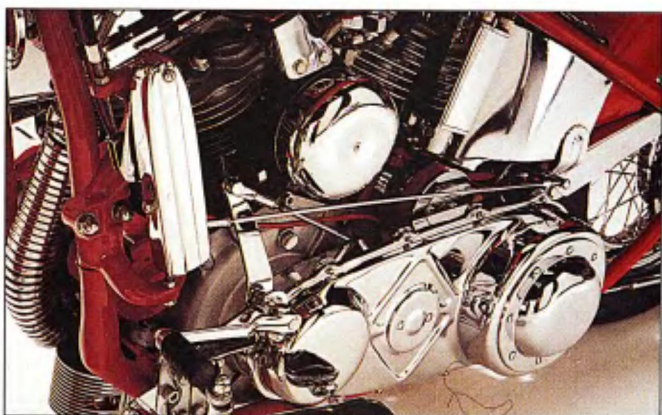
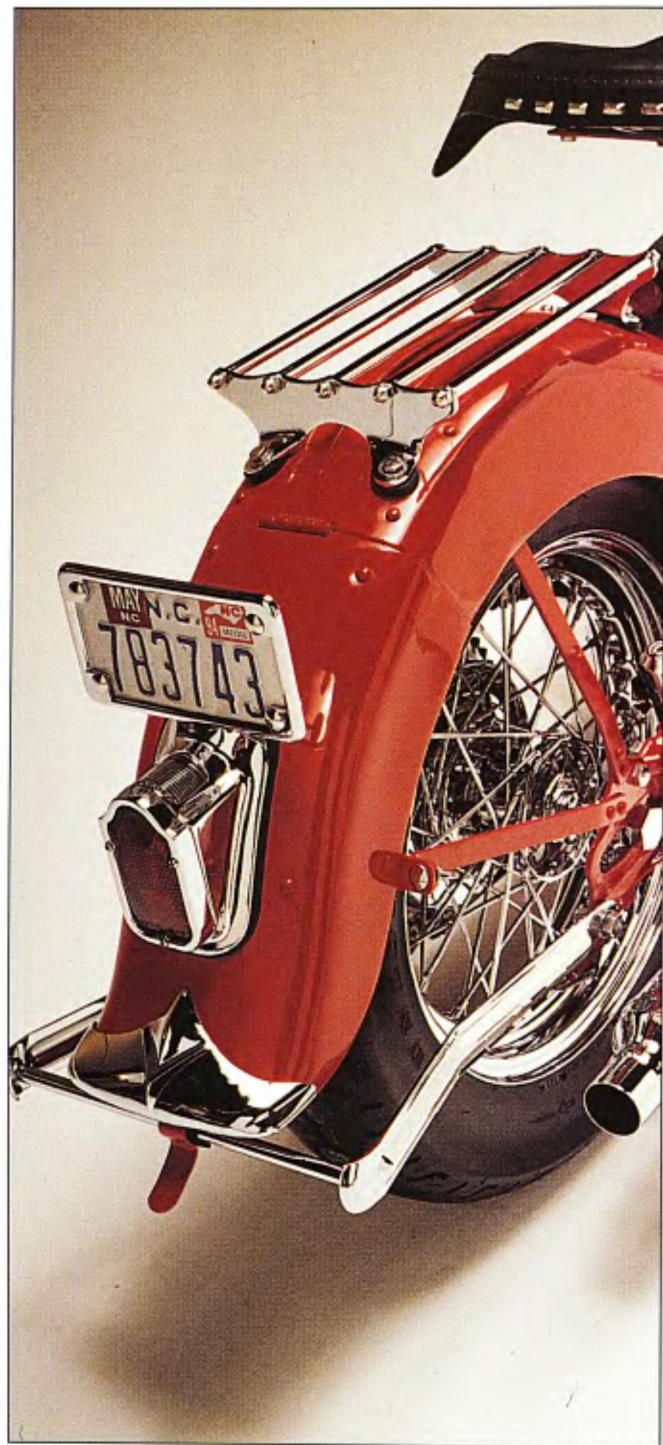
With the bike stripped, Don began fixing and refining it in his welding shop. New brass bushings were fabricated to original factory specs in order to eliminate play. The carnival ride red Imron paint was left over from a Kenworth truck Don had painted. "One Sunday evening I took the frame over to my house and painted it out back," he says. "I cracked a six-pack, and

sprayed it out in the sun. You do your best job when nobody's there to bother you."

About a year into the project Don entered the bike in a show at Myrtle Beach and the still-unfinished bike took third place. "That's when I found out I still didn't have some stuff right on it."

Why Harley-Davidson, Don? "It's American-made. My company makes fork lifts and trailers, and they're all American-made. It's what my Daddy taught me to believe in, and I'm gonna stick by it. I never owned a Harley until I bought this one; now I have two," he says. "I bought a Fat Boy recently so I can give this one a rest once in a while."





How's the Pan run? "It does good," says Don. You can get down on it; it'll go. Gets more attention than my Fat Boy, too. I'd just as soon ride it as the new one."

Once you learn how to start it, that is. "You've got to get it primed, and get that first kick right and it will start right up. The average person couldn't jump on it and start it though." Most people stand off to the side and kick with their left foot, but Don is a big bro. "I straddle it and kick it like I did them dirt bikes when I was a teenager," he says, grinning. "So far I've only hurt myself once, when the starter gear let go."

This is the first bike Don has brought back to life, but he's restored a 1917 Model T Ford and an old tractor. Next up is a 1950 Chevy delivery panel truck he's building into a color-matched street-rod bike hauler for his Pan. That should turn some heads.

—Rude Pete

Owner:Don Butler
City:Greensboro, North Carolina

General

Fabrication:owner, Buckwheat
Year and make:1950 H-D
Model:Panhead FL
Chroming:some here, some there

Engine

Year:1950
Model:Panhead
Rebuilder:Young H-D
Ignition:points
Displacement:74 cubic inches
Lower end:rebuilt

Pistons:30-over
Cases:original
Heads:H-D
Cam:Andrews
Carb(s):S&S Shorty
Pipes:stock
Modifications:S&S air cleaner,
solid lifters, balanced

Transmission

Year:1950
Modifications:new bushings
and seals

Painting

Molding:none

Painter:owner
Color:scarlet red
Special paint:Dupont Imron

Frame

Builder:H-D
Type:rigid
Modifications:sidecar brackets
and tabs removed

Accessories

Bars:about stock
Fenders:H-D, luggage rack on rear
Headlight:FL
Tailight:tombstone
Speedo:H-D

Pegs:stock
Gas tank:fatbobs
Oil tank:chromed
Seat:solo
Mirrors:CCI
Grips:leather

Forks

Type:FL
Modifications:extended 4 inches,
Young H-D

Wheels

Front:16-inch, Dunlop, drum brakes
Rear:16-inch, Dunlop, Drum brakes
Photos:Bill Ellis

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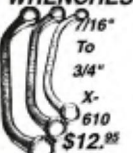
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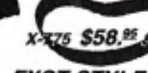
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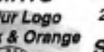
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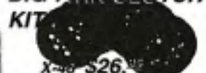
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Primary Cover Protection

How To Keep From Kickin' Your Primary Cover



I was on my third beer when one of my bros told a story about an unusual oil leak he'd had. Apparently, he'd lost his kickstand bumper pad, the small square of rubber glued to the primary cover on 1970 and up Big Twins with aluminum primaries. The pad prevents the kickstand from slapping the primary and vibrating against it while riding. Because my friend lost his pad and neglected to replace it, the slapping, vibrating kickstand had etched a shallow depression into the soft aluminum primary cover. This etching finally attained a depth that allowed for the seepage of primary fluid.

This got me curious, and when I looked at my own bike, lo and behold, my kickstand bumper pad was also gone.

It sounded different, like metal-to-metal instead of a soft, rubbery "thunk"

In its place was a shallow depression, which, luckily, wasn't yet deep enough to allow the slow dribble of my bike's vital fluids. I vaguely remembered one night when I kicked up my kickstand and it sounded different, like metal-to-metal

instead of a soft, rubbery "thunk."

So, I bought a self-adhesive bumper pad, cleaned the area, and stuck it on. A week later, it was gone. I found it under my parked and cooling bike after a long, hot ride. I tried several glues and epoxies, thoroughly cleaning and degreasing the area each time. None lasted longer than a week or two. Luckily, I got to use the same bumper each time, 'cause it always fell off in the spot where I put down my kickstand. What finally held it in place was blue silicon gasket maker, or RTV. Now I listen for, and hear, that nice, soft, rubbery "thunk" each time before jamming her into first and roaring down the road.

—Mike Sivilli

Newburgh, New York

A "Reel" Cheap Workbench

An Old Wire Reel, A Sheet Of Steel, And Thou



My shop is usually full of scoots in various stages of "torn apart," so there isn't much room to squeeze in any emergency cases. So, several times a week I'm forced to work on a bike in the driveway or the yard. There's no workbench outside, and if there were, somebody would surely take off with the thing.

Building a portable workbench with a vise became an obsession for me, but with little bucks and less-than-usual muscle, I couldn't figure out what to do. Then it came to me. A while back I'd latched onto an old wire rope reel that the wife used to use for a picnic table. I bagged it, and started using that for a workbench. I could tip

After a zip with a torch, I had my round metal workbench top

it up and roll it anywhere: into the shade on blistering summer afternoons, or into the sun when I feel the need to work on my tan. Like two big wheels on an axle, I can push it to wherever I'm going, then just tip it

over, and I've got myself a work area.

This was fine, but I still needed a metal top, and a vise would have been nice. So I had a sheet of 3/8-inch steel plate that I keep around for heavy gussets and molding. After a zip with a torch, I had my round metal workbench top. How to hold it on? A \$25 vise mounted in the middle of the reel. The bolts holding the vise pass through the metal top, then through the wooden reel. Everything's held together with three bolts. The only complicated part was taking the bottom wooden disc off to get a hold on the nuts that cinch the three securing bolts of the vise.

—Dakota Clearwater
British Columbia

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Photo: Michael Lichter

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—The Sheriff, Wyoming/Montana Prairie



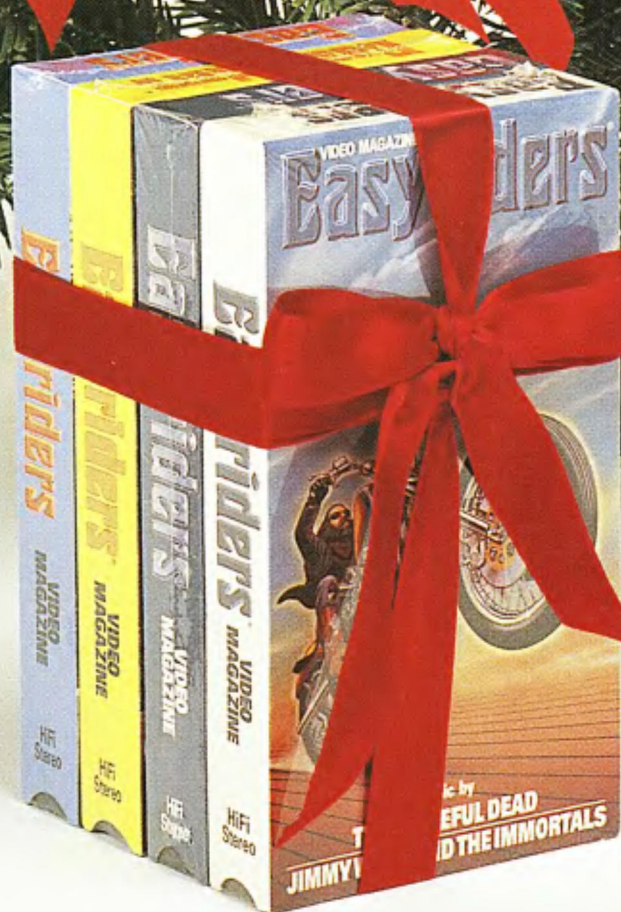
—Dirty Ernie, Neb.



—Brent Clayton, Durham, N.C.



—John Mann, Sturgis '94



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Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6x7, or 4x5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay \$500 for a two-page photo spread, \$100 for every full-page color photo, \$50 for half-page color photos, \$40 for color photos printed smaller than half-page and \$30 for each black-and-white printed.) Please label all photographs you send with name and address. Include a self-addressed, stamped envelope if you want your photos returned. Send photos to: In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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FOX HUNT

AUGUST WINNER

Hot August nights never seemed so sultry since Lisa, your August Fox, came to town. Fellas, this gal is live. Our photog, Bill Ellis, went so far as to say that Lisa was "one of the neatest people he's ever met." She's an exotic dancer who works between Canada and Florida. Her stage name is Melissa Wolf, and her extensive wardrobe rivals Cher's. Lisa also packs her own CDs to dance to on the road. Ellis' photo studio may never be the same after her sonic assault. She spun the CD player with hot biker tunes, and her personal selections of "hump" music had the crew drooling while she performed. The hot flames on Avon Smith's pan nearly leapt off the tank as Lisa did her girations. She's into fitness and keeps to a healthy diet. The woman has her act together. To her load of work credits (calendar model, etc.), she can now add us. Bros, you picked a winner. You can reach her at: Melissa Wolf Fan Club, 2180 Pleasant Hill Rd., Ste. A-5356, Duluth, GA 30136. Hot line: (404) 621-5095.

—Loudmouth



After my husband promised he wouldn't go fast, he broke all the rules and went over 100. It was scary, but also the rush of my life.
Judy, Florida—#101



My first ride was to Sturgis. I wasn't scared because my boyfriend is so strong. He rides the biggest and meanest Harley of them all.
Lolita, Virginia—#102



I wrapped my legs around the finest machine ever. With the wind in my hair, a chill ran up my spine. I'd never felt so sexual and free.

Charlotte, Utah—#103



I was running late and couldn't change clothes. I had on a bustier and short skirt—with no undies—very breezy and free. I loved it!

Adara, Ohio—#104



My first ride was five years ago. Now, every time I mount an iron horse, a feeling of desire rushes through me, as if it's my first.

Melanie, California—#105



It was in Manhattan, with no helmet. The combination of speed and wind blowing through my hair was my most exciting experience.

Ann, New York—#106

FOX HUNT

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

Okay, bros, here's a chance to share your favorite hardbelly with all bikerdom on the pages of *Easysiders*! 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 *Easysiders*.

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

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

photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easysiders*.

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 #259 *Easysiders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000. For

this issue, you can begin sending in your votes starting December 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 December 31, 1994. We'll print the winner in the May 1995 issue.



Here she is, bros, the September 1994 winner in our monthly Fox Hunt, Kylie, #902, from Portland, Oregon. See more of her next issue.

FOX HUNT
P.O. Box 3000,
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I hereby give *Easysiders* 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 *Easysiders* photo session.

259

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

Photographer's Name _____
Address _____
City _____ State _____ Zip _____
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Photographer's Signature _____

Don't forget to vote. These girls are depending on you.
Send a photocopy of your picture I.D. that shows your signature and photo.

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



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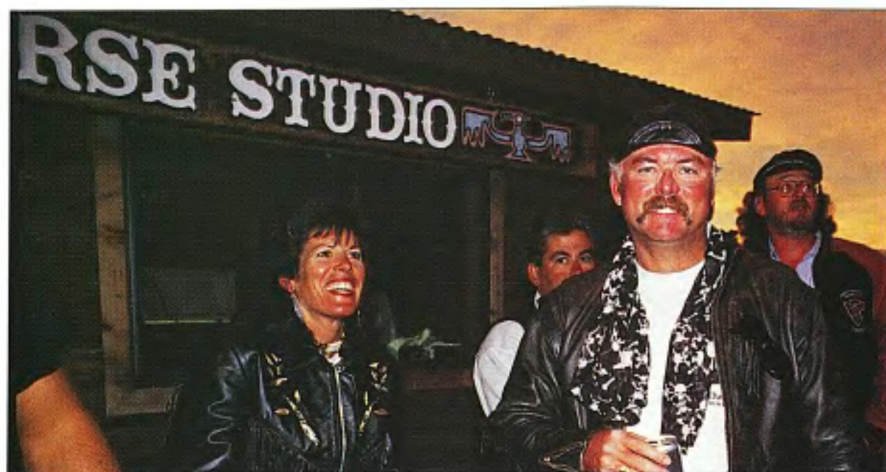
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For the Native American Southern Ute tribe of southwest Colorado, the earth mother abides just as she has for all time. The majesty of the land is an unbroken promise that answers the folly of men's deeds with eternal patience. It was with profound respect for the native land and a love of freedom that Senator Ben Nighthorse Campbell and ABATE of Colorado member Mike Lovato founded what has become known as the Four Corners Iron Horse Rally. The Four Corners Run (Durango, Colorado) was so named because at one point on the map, you can actually stand at the

crossroads of four Southwestern states.

The high desert town of Durango is known as the home of the late Western novelist Louis Lamour and is renowned for its great skiing. But it's also becoming known for this Labor Day motorcycle rally that may someday equal Sturgis in terms of attendance. This was the Second Annual Four Corners Run and attendance more than tripled from last year's 7,000 bikes. The run's president, Mike Lovato, told us that if it were not for the rain this year, they might have had 20,000 bikers show for the five day event. Even with the downpours, over

17,000 rode in for the parade and party.

The event takes place on a 50-acre site within the Southern Ute Indian Reservation. The massive equestrian center features a full-blown race track for dirt drags and field events. On-site camping and RV facilities are available right on the river, which is mighty convenient for a cool dip on a hot day.

The U.S. National Motorcyclist's Rights Conference was held on Thursday, September 1, at Durango's Iron Horse Inn. Senator Campbell and local motorcyclists' rights activists from the four-state area brought bikers up to

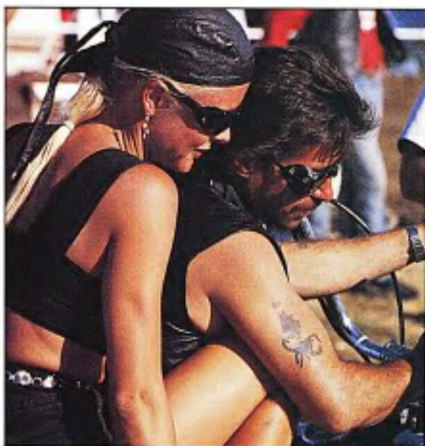
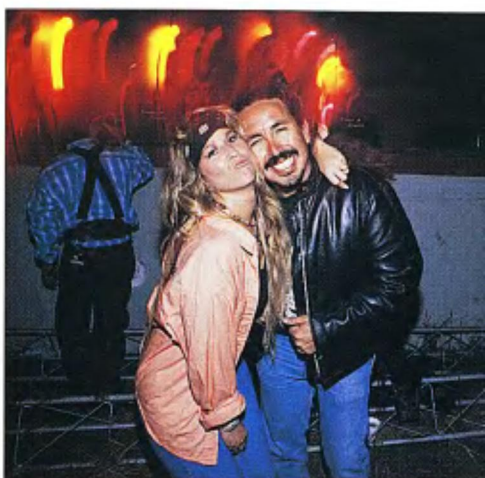
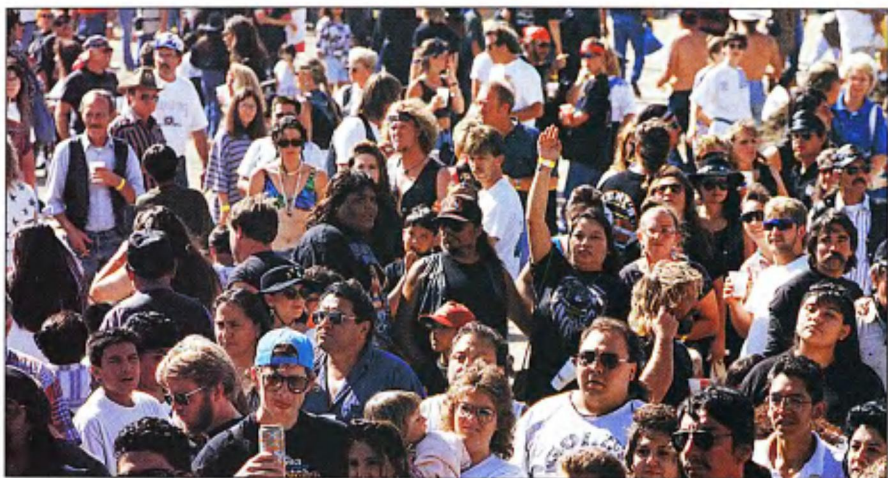


date on the continuing helmet law battles going on across the land. On Friday, Senator Campbell led a ride from Mesa Verde to kick off the event. Harley demo rides were available on the Rally grounds and a professional rodeo was held in the Senator's honor.

For those with some spare change to burn, there was gambling in Ignacio, a little town about 25 miles southeast of Durango (where you could also register to win a 1995 Harley Heritage Nostalgia). As night fell on the Ute reservation, a Denver band called the Red Rock Roosters performed on stage, while

DANGEROUS IN Durango

SECOND ANNUAL FOUR CORNER'S RUN



elsewhere on the property a giant bonfire burned in the ancient Indian tradition, and ghost stories kept everyone wide awake.

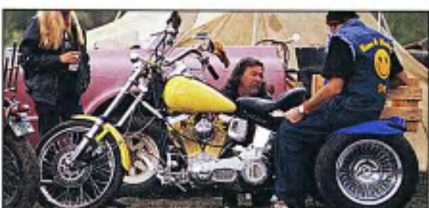
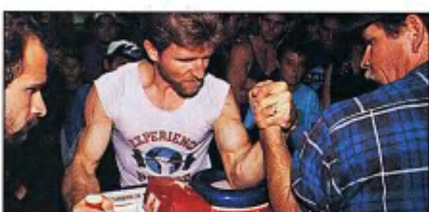
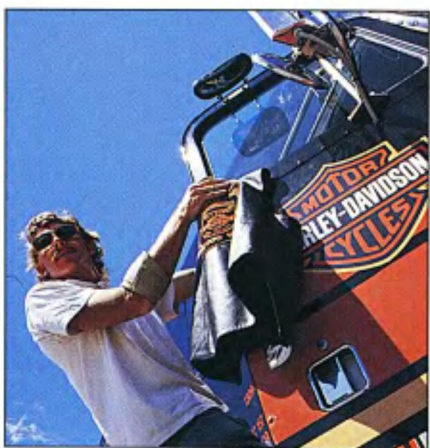
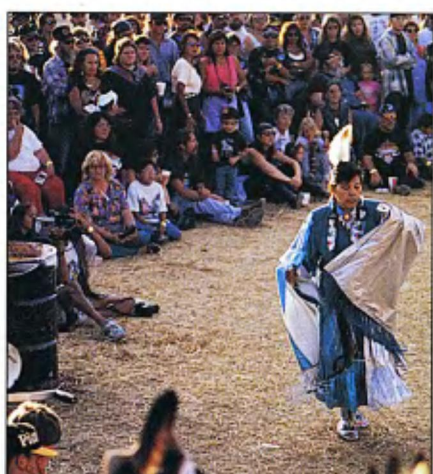
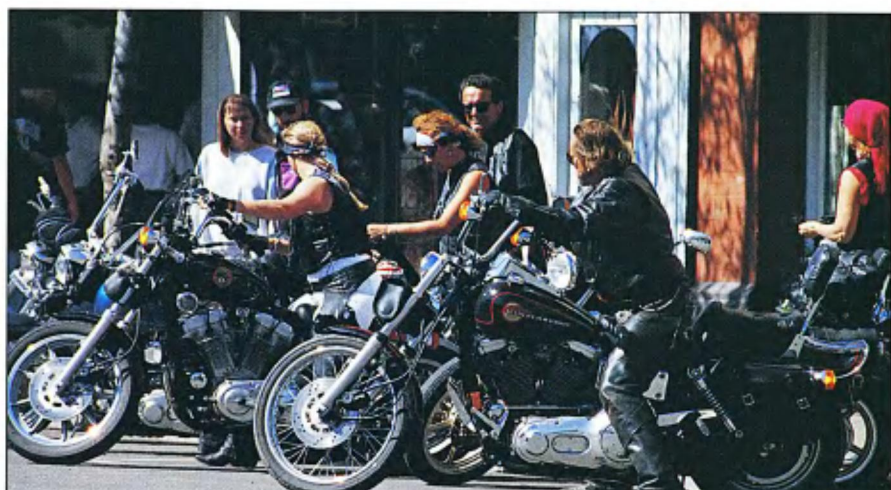
Saturday morning, local community organizations put on a pancake breakfast that was guaranteed to burst your belly. Senator Campbell's wife, Linda, lead the way for a women's ride to local points of interest. Harley demo rides continued on the grounds as well as a full-tilt bike show, tattoo show, arm wrestling contest, and the first of two days of exciting speedway racing. One of the day's highlights involved sky divers putting on a free fall acrobatic

show above the rally site. That night, ABATE District Eight from Colorado and the Tres Rios chapter of ABATE of New Mexico held a pig roast party while the crowds rocked to the music of Colorado's Ralph Dinosaur band.

A "Parade of Flags" got Sunday started off with pageantry and thrills as 2,400 bikes left a local mall led by Senator Campbell and parade co-grand marshals, Larry Hagman and Peter Fonda. The Senator asked everyone to bring flags from their various towns, cities, and states. The motorized brigade was a sea of proud color and the largest parade in

the history of the town. At 10a.m., a local medicine man and spiritual leader of the Ute tribe, wearing traditional shaman garb, held a Blessing of the Bikes. This was followed by a big powwow and Indian tribal dances.

During the entire weekend, dangerous desperadoes wandered the streets of Durango, picking fights and shooting folks down. The staged gunfights were re-enactments of the Old West and drew huge crowds. Sunday afternoon offered more speedway racing as well as hot and heavy dirt drags in a run-what-ya-brung event. Mountainmen



Photos: Mike Lichter

in authentic costumes held a knife and tomahawk throwing contest. The Back Alley Band from Albuquerque had everyone dancin' the afternoon away, and Mike Jones rocked the stage later that night. Also that evening, the winner of the Harley Nostalgia was announced, making one Indian woman very happy.

Event organizers saved motocross races for Labor Day Monday, and the Christian Motorcycle Association held religious services to honor the day. All in all, it was five jam-packed, nonstop days of brotherhood. The cost for all five days was just \$15; day passes went for \$6.

Proceeds from the event will go to local charities, bikers' rights groups, and to sponsor next year's event. After the dust cleared, the Durango economy was fatter by nearly \$6 million. Lori's, a local restaurant, did the biggest volume of business in its 26-year history, and a Durango Gallery had its largest single jewelry sale. Proof, once again, that bikers are damned good for the economy.

Mike Lovato and the Four Corners event organizers would like to thank their sponsors: Rocky Mountain H-D, Freedom H-D, Coca-Cola, the Philip Morris Co., Budweiser, Norwest Bank, Chevron, U.S.

West Communications, Snap-on Tools, Dunlop Tires, and Sky Ute Lodge and Casino. In summing up this year's rally, Senator Campbell said, "Where else can you have five days of fun, bands, barbecue, races, over two hundred vendors, and more, all for fifteen bucks?" He was also proud to say, "We are delighted with the growth of the event and look forward to a bigger and better rally next year."

For info on the Third Annual Four Corners Iron Horse Rally, to be held August 31 through September 4, 1995, call the info line: (303) 247-0884.

—Phantom

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TECH TIP

Sheep And Seats For The Long, Hard Ride

I've got the coolest seat on the planet. It's two-color leather—slim and sleek. It's so damn slim and sleek that it's just a tad softer than plywood, and August and the Black Hills were just around the freeway bend. My plans for riding to Sturgis hinged on my ability to endure the pain of piling miles on a cushion that's only 5/8-inch thick.

As the July evening waned, and the

seat with a drawstring. To enhance the ride, Kris added another layer of padding to the interior of the seat between the skin and the actual seat. The solid foam can be made to any density or thickness. She didn't glue it in, which would have restricted airflow through the sheepskin, and it didn't move or shift an inch in over 1,000 miles.

Kris pointed out a couple of tips for anyone creating a cover for a thicker seat. If seams are necessary along the sides of your seat, be sure to remove the wool before mating two pieces and



Photos: Doug Mazell

sky was filled with white streaks of summer clouds, I paced inside the hot concrete of my garage waiting for inspiration. It came in the form of a short, articulate, sandy-haired girl—our esteemed photo editor's wife.

Kris Peterson is our resident patch-maker, sleeve lengthener, zipper fixer, and experimental jacket designer. In other words, she's a helluva seamstress. Kris suggested the sheepskin coating, and we went to work. First, I made a cardboard template of the seat and measured the thickness. It's important to note how the seat fits on the bike so the padding and the sheepskin don't interfere with mounting.

Once I traced the patterns properly—it took a while to get it right—Kris obtained a pre-dried, charcoal gray chunk of genuine sheepskin from a Porsche parked down the street and cut it to match the pattern. It not only filled the seat area, but overlapped slightly to afford inner thigh comfort. Then, she attached a Lycra liner, forming a stretchy band that held it securely to the

forming an uncomfortable ridge. The skin can be washed but, if you throw it in a dryer, it'll be toast.

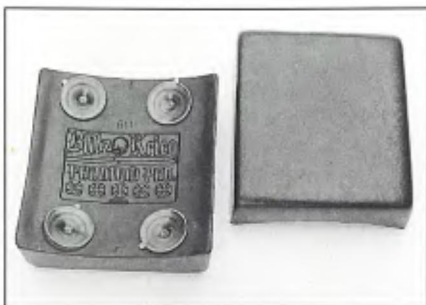
So what was the final outcome? I was able to ride to Sturgis in style—and comfortably and coolly, to boot. The bros were envious, of course. When I got there, the cover was slipped into the Bandit's Bedroll and the bike returned to its original form—all style.

For more info call Kris at her shop, Malibu Sew And So, (310) 456-2679.

—Renegade



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DREAM LIFT

Here's another lift. They're popping up all over the place. This one was designed by a long-time bike builder and pain in the ass. Johnny Pag is building them exclusively for Bikers Dream Superstores. Here's what Johnny has to say about his creation: "It sits lower, raises higher, it's guaranteed, it's built better, and, best of all, it's affordable." That's a mouthful, but here's the number: (714) 835-8464. Make sure you tell him I told you, so I can get a deal and he'll know who called him a pain. We're bros, right Johnny? Johnny?



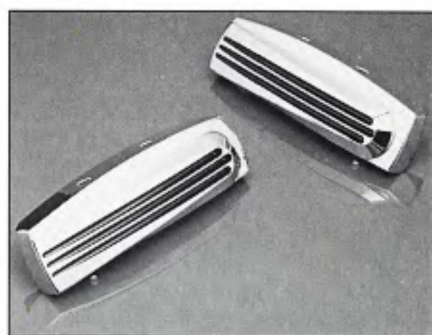
CAM BEARING TOOL

While we're banging tools around, here's an exclusive. This unit is designed to remove and replace late-model cam roller bearings without taking the cases apart. It's a miracle and was created by Ron Trock. For info: Trock Cycle Specialties, Inc., Dept. ER, 13 N. 417 French Rd., Hampshire, IL 60140, (708) 683-4010.



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John Reed created the Mirage line for Custom Chrome while sequestered on his rural ranch in the hills surrounding San Jose, California. The successful line of accessories—which includes dashes, point covers, derby covers, air cleaners, you name it—has blown Reed's ego completely out of proportion ... but he still talks to me. For more info on the Evo rocker covers pictured here, the complete line of Mirage products, or the massive CCI catalog, see your local dealer or call (800) 729-3332.

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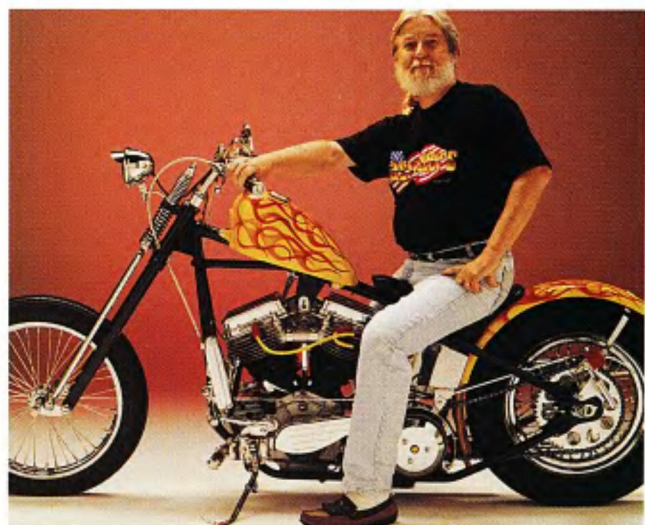
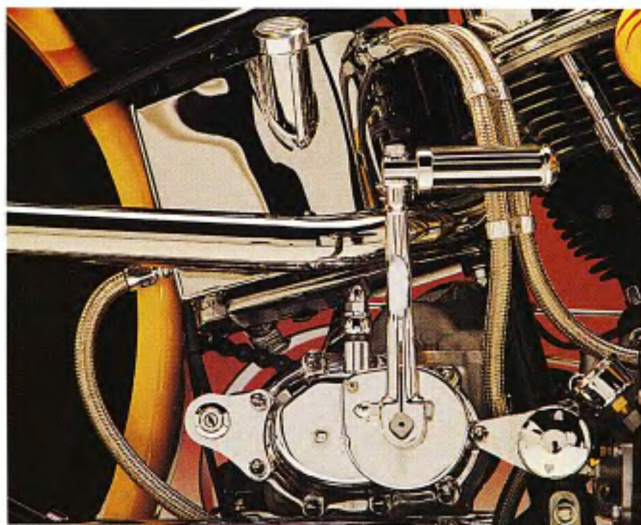
Easyriders





Deep in the soul of every biker lurks haunting visions and images of his idea of the ultimate hardcore chopper. For some, the idea remains just that; others spend a lifetime waiting. Those remaining few, perhaps in moments when things look bad—when they have to take a look at where they've been and where in the hell they might be going—get their shit together and build the damn thing. That's what Avon Smith did with the 1950 Panhead pictured here.

That growling, haunting, overbearing obsession drives men to do things only *they* can visualize and create. Avon is a retired mechanical engineer who spends time dispensing parts at Smiley's Cycles in Charlotte, North Carolina. The vision he had was to sit down on a tiny bit of leather (as close as possible to where the rubber hits the road), crank over a reworked Panhead (hooked up to a stretched frame with a rare old springer front end)

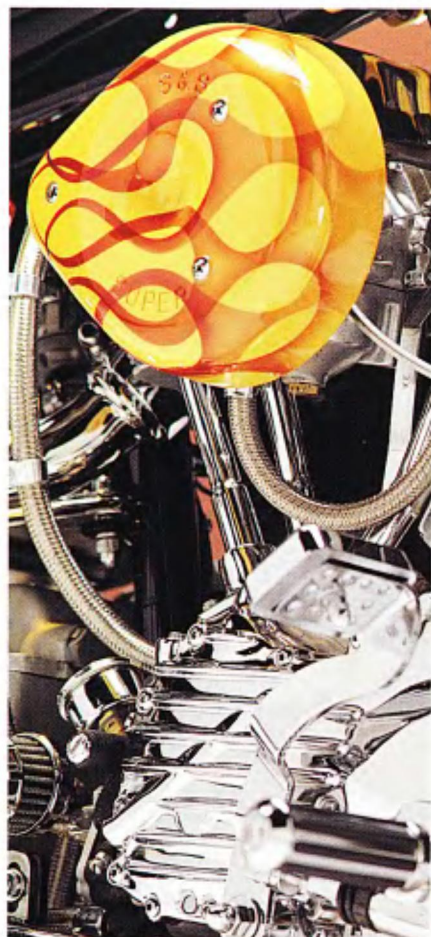


Owner:..... Avon Smith
City:..... Charlotte, North Carolina
General
 Fabrication: Brown's American Cycles
 Year and make:..... 1950 Panhead
 Model: EL chopper
 Chroming: Charlotte Metal Finish
Engine
 Year:.....1950
 Model:EL Panhead
 Rebuilder:.....Custom Cycles
 Ignition:points
 Displacement:61 cubic inches
 Lower end:rebuild

Pistons:.....H-D
 Cases:factory original
 Heads:rebuild, Custom Cycles
 Cam:Andrews
 Carb(s):S&S Super 8
 Pipes:Paughco
 Modifications:S&S air cleaner, solid
 lifters, machining by Alternative
Transmission
 Year:1978
 Modifications: rebuild, mousetrap shifting,
 Primo belt
Painting
 Molding:Terry Lindley

Painter:Terry's Rod and Custom
 Color:Corvette yellow
 Special paint:.....red and orange flames
Frame
 Builder:Paughco
 Type:rigid
 Modifications:raked 5 degrees,
 stretched 2 1/4 inches, chromed
Accessories
 Bars:drag
 Fender(s):6-inch flat with flip
 Headlight:4 1/2-inch CCI
 Taillight:Lucas type
 Speedo:none

Pegs:Ness railers
 Gas tank:Sportster
 Oil tank:Paughco wraparound
 Seat:Eric Riggins
 Mirrors:Ness
 Grips:Ness billet
Forks
 Type:springer
 Modifications:extended 3 inches,
 powdercoated, Paughco
Wheels
 Front:19-inch, spool hub, Avon, GMA
 Rear:16-inch, CCI hub, Dunlop, GMA
Photos: Bill Ellis, Denny Whalen (assistant)



punch it into gear, and roar off into the wide-open North Carolina countryside. Oh yeah, and it had to be painted yellow.

After conquering a scary bout with the medicine man, it was time to put his vision into metal and sweat. Avon has been riding since he was 16 years old. His first scoot was a yellow Triumph. It wasn't just *any* yellow, though. It was a high-tone, bright yellow, a van Gogh sunflower yellow. When he started the project he had only the EL Panhead and a design rattling around in his head. "I had a general idea of what I wanted, but the one primary feature was the outstanding yellow that had to be used, and the fifties look."

But, as we all know, things don't just *happen*. You have to grovel around, put some spit and piss into what needs to be done, search and scrounge for parts, hope things go together, and not get blinded by false looks and phony ideas of what other people expect when that doesn't fit your image.

Avon's vision comes alive every time he blasts out onto the side roads with the yellow EL Pan chopper, a motorcycle that's truly one of a kind.

—Harley H.



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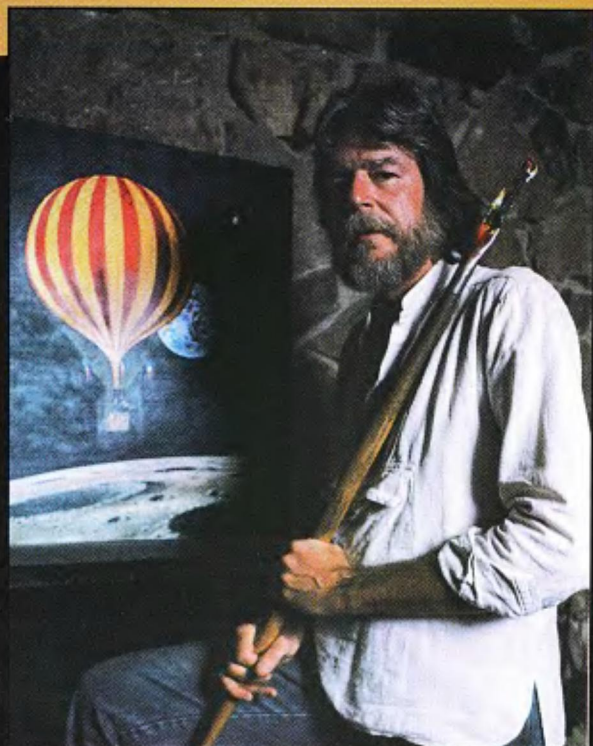
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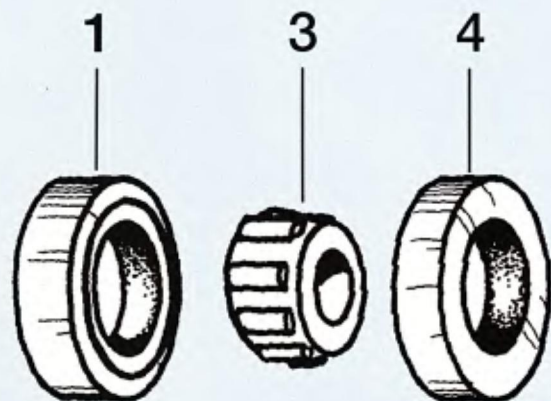
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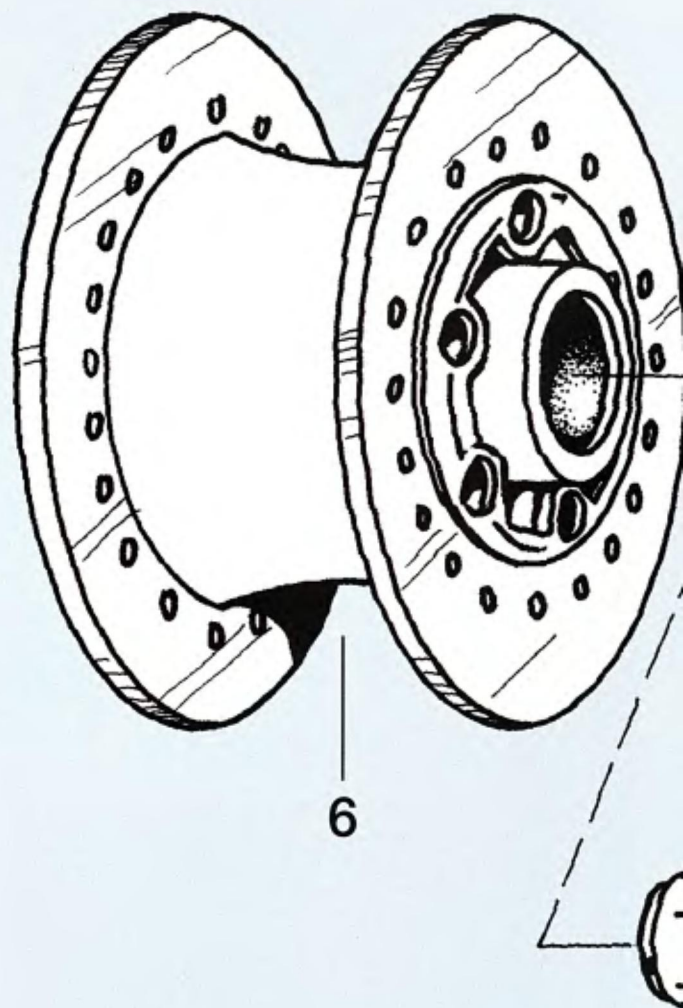
LIMITED EDITION



TECH TIP



- 1. OIL SEAL (2)
- 2. SPACER (LEFT SIDE)
- 3. BEARING (2) (TIMKEN)
- 4. BEARING RACE (2)
- 5. SPACER
- 6. HUB (19")



Wheel Tech

The Do's And Don'ts Of Wheel Installation

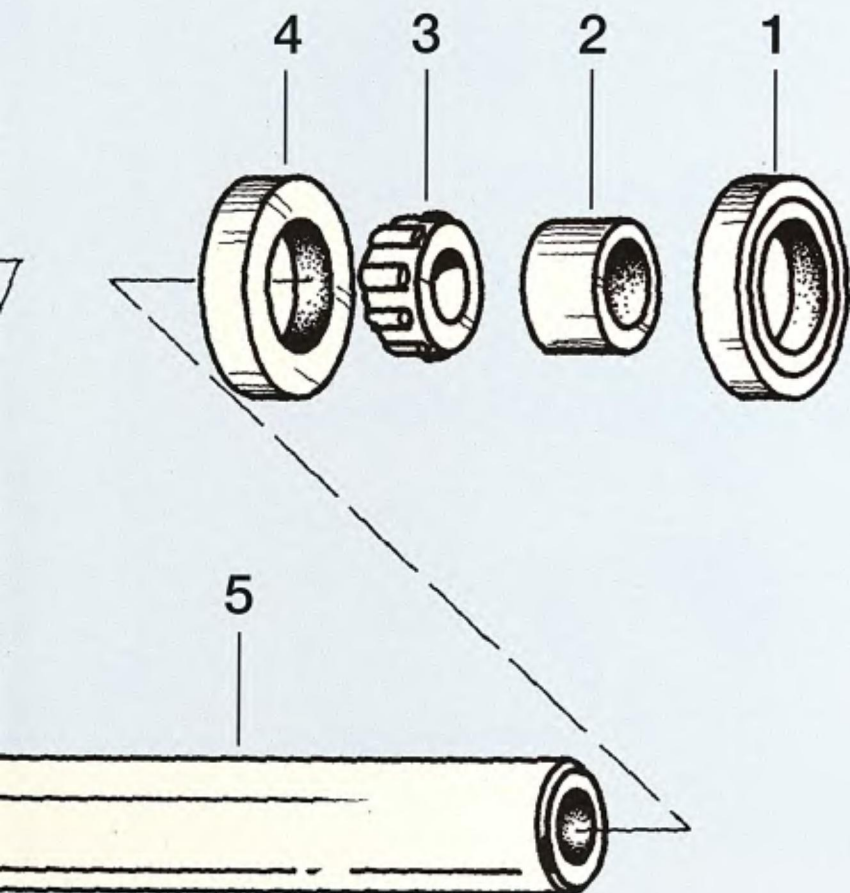
This is one of those techs that's easy to handle, but often difficult to understand. So, the first thing we did was to ask Jon Towle, our acerbic illustrator, to draw something he knows absolutely nothing about. He did. Then, our technical editor, Keith Ruxton, and 45 members of our most knowledgeable staff reviewed it. And here it is: a diagram cutaway which depicts the internals of a wheel.

Today's Harley is generally supported by Timken bearings; the spacing is handled almost exclusively by the thin spacer tube (5) between the bearing's inner races (3). That spacing is maintained by the pressure put on the outside of the bearings with the thick spacers on either side of the hub (2). Without that pressure, the wheels slip completely out of alignment—a dangerous situation. Basically, the hub is floating on grease compressed between two tapered bearing sets.

The bottom line is the inner spacer. Don't lose it, and don't change it once

the spacing has been determined (generally by the manufacturer). To double check the bearing spacing on your wheels, put the bearings in the hub with the center spacer. Install the outside spacers and compensate for the swingarm or front legs with additional spacers. Bolt the unit together with 45 pounds of torque. With a dial indicator measure the end play (the slack with which the axles moves back and forth inside the hub.) The tolerances for various wheels (per factory manuals) are listed below:

Stock wire hubs—.002-.006



Stock aluminum hubs—.004-.018
Custom aluminum hubs—.004-.008
Stainless hubs—.004-.010

The tolerances should be checked before you install any new wheels. Make sure the wheel is right. If tightening the axle results in a binding or drag that won't turn the hub, a new machined spacer—longer than the existing one—needs to be installed. If, after installation, the wheel is loose, make sure the axle has pulled all of the spacers into place against the Timken inner races.

During custom applications, several items need to be carefully scrutinized

while installing the wheel: Check end play, brake rotor and sprocket (or pulley) offset and rim, and tire run out.

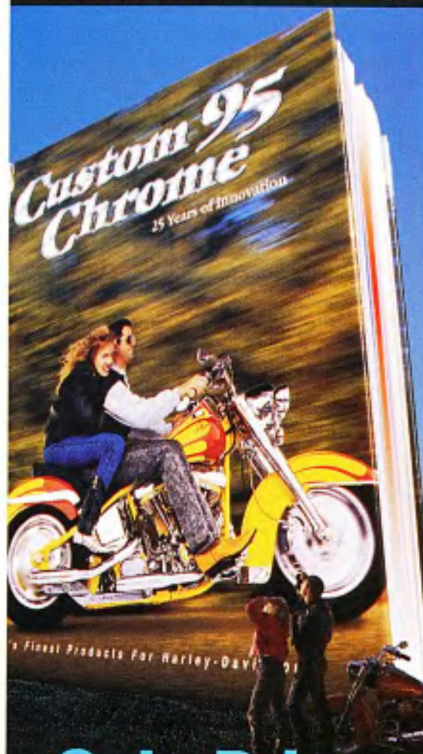
Note: Touring models have both Timkens on one end of the hub and a needle bearing on the other end, which results in a much tighter end play rating. Also, speedo drive units and hub caps can cause binding problems; all drive units (and hub caps) must be checked for proper clearance.

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—Wrench

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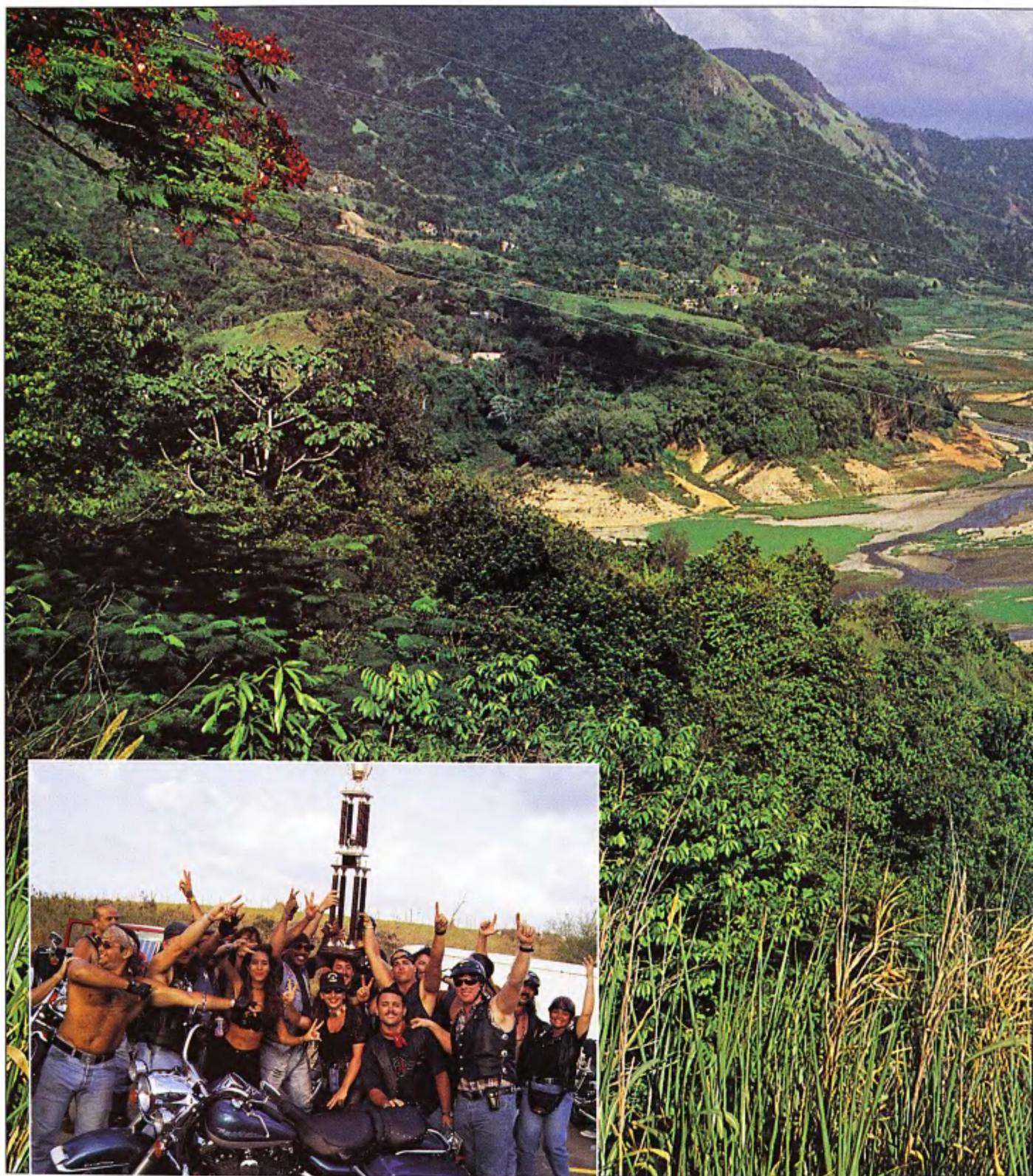
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RIP'S RUN





Rip Takes A Tropical Trip To Puerto Rico And Visits With Our Caribbean Bros

Borinquen



For the past four years or so, I've been working out a way to go to Puerto Rico in the West Indies. Our Spanish editor, Ignacio "Iggy" Martin, had been in touch with several people regarding upcoming events and contacts that opened the door for me to visit the island. And boy, did I have fun! It was worth the four-year wait.

I flew home from Rapid City, South Dakota, and prepared for my trip to the Caribbean. I had heard all kinds of tales about Puerto Rico, some good and some not so good. This was to be an adventure of epic proportions for me. I mean, it's one thing to be on the island, and it's another to be so far away from my brothers and sisters on the mainland. I tried thinking of it as being similar to going to Hawaii. Although I've been to

Hawaii three times, I got the feeling that this was gonna be entirely different. My thinking was wrong—it wasn't much different than anywhere on the southern part of our country. The tropical heat factor is very similar to southern Florida and Hawaii, during the sticky, hot summer months. For the most part, the people look the same, that is until they open their mouths and start speaking Spanish. Quickly, I found my Spanish to be lacking. For the most part, I understood what they were saying, but my mouth wouldn't work fast enough to get the words out as quickly as them. Nevertheless, most everyone in Puerto Rico understands English. I got by 'cause, like I said, I understand the language better than I speak it.

Okay, so much for that. Upon arriving at Luis Muñoz Marín International Airport

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in San Juan, I was picked up by Eduardo, co-owner of Storm Riders, a clothing store and tattoo parlor in Old San Juan. I stayed at his place, visiting with him and his partner Mark, his associate in the Storm Riders store. We hung around for several days, until it was time to go to the Dia de la Harley (Day of the Harley) rally about 50 miles to the west of San Juan in Hatillo.

But first, I went to their Storm Riders store in the Old San Juan portion on the city. They keep it well stocked with official Harley T's, as well as custom designs of their own. Also working at Storm Riders was a tattooist named Byron, who laid down some exquisite tats.

Before ending up in Puerto Rico, Mark came from the Santa Barbara, California, area. Edward (Eduardo in Spanish-speaking P.R.) graduated from the University of California at Santa Barbara. I spent a lotta time talking with Mark about California. He said one of the main things that keeps him on the island is the surf. He's seen many beaches and said at certain times of the year, the surf is tops. How about that? A surf-riding biker! I'm sure there are lots of folks who dig both sports. On one of our outings, we went to Isabella, where we watched some dudes surfing. The bay they were surfing in was one of the most beautiful I've ever seen. A sandy, white beach stretched out before us, while tall coconut palm trees swayed in the warm gentle breeze. The waves weren't really huge. Apparently, it wasn't the right time of the year for the big, crunching pounders. After scopin' out the surf, we had a very good lunch, including lots of fresh, healthy seafood.

During my stay, San Juan was in the midst of a major drought. For instance, one day at Mark's house we'd have water for a few hours, and other days we had none — zip, zilch, "nada," as they say in Español. It's one helluvan inconvenience when one is accustomed to taking showers, etc. A couple of times, Eduardo and I jumped in the ocean, then hit a swimming pool in a nearby hotel to refresh ourselves. The ocean water was pleasantly warm and very clear, unlike the waters off many Southern California beaches.

Customers at the Storm Riders store, for the most part, come off cruise ships docked in the port. Tourists get off the ships and walk around the old section of San Juan, which is actually a small island connected to the main island by several bridges. I didn't realize it until Mark or Eduardo pointed it out. While in San Juan, Eddie let me ride his Shovelhead. His ride is a Springer Softail. Mark rides a nice-looking 1965 electric-start Pan. The three of us took off on a sightseeing putt of the local historical landmarks.

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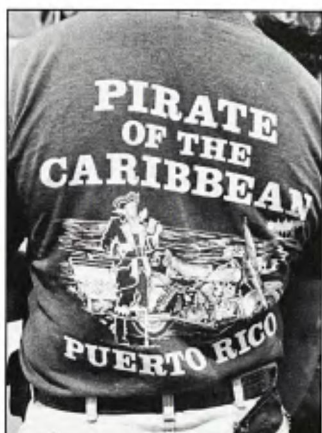
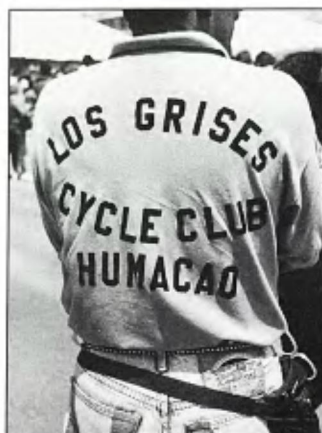
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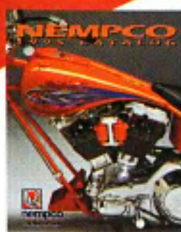
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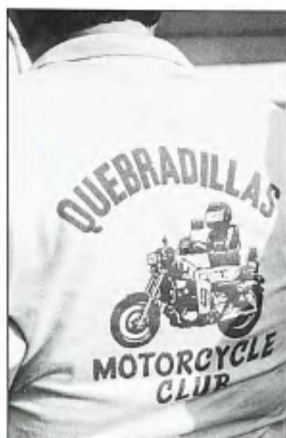
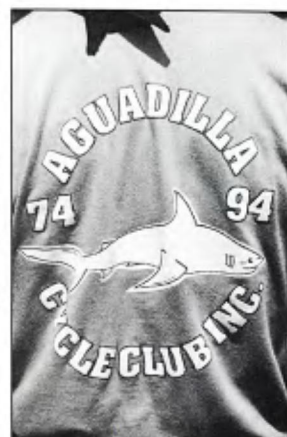
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Located in Old San Juan is El Morro, a Spanish fort built to protect the early Spaniards from Indians who inhabited the island, pirates who roamed and raided throughout the Caribbean, and anybody else they had disputes with. It was a stopping-off port for mariners carrying gold from South America. Incidentally, it is estimated that indigenous groups, including Taino Indians, inhabited the island thousands of years before Christopher Columbus arrived in 1493.

Here's the current layout. Puerto Rico is 100 miles long, east to west, and 35 miles wide, north to south, about the size of Connecticut. When the U.S. military was there in force, the Coast Guard and Navy had a port on the extreme eastern part of the island. Ramey Air Force Base was, and still is, on the extreme western part. The Air Force no longer has a base in operation there. The airfield's runway is used for commercial enterprises—Federal Express, for one, flies goods in daily. Anyway, east of San Juan in Ceiba, the Navy and Coast Guard still have their port there and they also have Papa Joe's. Papa Joe's is located outside the naval station on Roosevelt Roads in Ceiba. Established in 1970, Joe's specializes in tits, ass, food, and beer. In the naval community it's legendary and is a favorite port-of-call for foreign ships as well. Canadians, French, British, and German seamen have stopped at Papa Joe's. The manager is Missy Drewry, and her ol' man, Dave, is the doorman. They specialize in the best tits and ass in the Caribbean.

Another titty bar we checked out of necessity was the Hawaiian Hut. The water shortage was becoming really inconvenient. But if ya wanted your face washed ya could go to the Hawaiian Hut, and do what one patron did; that is, put a fiver or ten-spot in your mouth, place your head face-up on the rail and wait for the foxy dancer to come over and pick it up. The law says you can't touch the dancer, but it doesn't say anything about her touching the customers. Needless to say, this dude got his face washed and went away a happy man. I guess you could say he received a tuna facial. Mostly, the girls working on the island come from an agency based on the mainland. These girls aren't gonna do this for just anyone—the face wash, that is. They have to like you.

Surrounded by the sun and ocean, you'd think that this would be an ideal place to draw power from the sun and also to have a huge desalinization plant to provide for crops and such. It should free up the drinking water.

We were hungry and found a really good Mexican restaurant, Mona's, in downtown San Juan. Rafael Muñoz is



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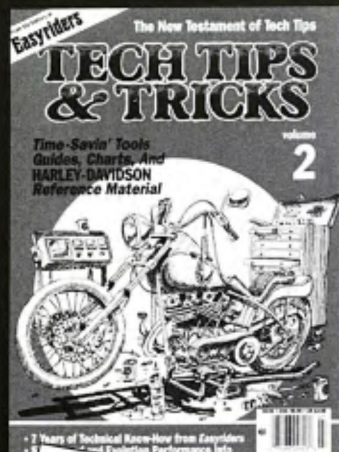
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Efrain Sambolin aboard his 1946 Indian Chief at Hatillo.



Comité Pro Harley de Puerto Rico, sponsors of Día de la Harley.

the manager, and his kitchen crew cooked up some mighty fine south of the border fare.

The bike rally and party I'd originally come to cover was to be held that weekend in the small town of Hatillo. And what a party it was! The rally was sponsored by the Comité pro Harley de Puerto Rico. They gave away a 1994 Super Glide. The park where the function was held was packed. About 6,000 people showed up, 2,000 on bikes. Not all were Harleys, but most were.

The ride from San Juan to Hatillo (which, by the way, has a silent H), with a pack of riders, was great. Leaving town, we stopped several times to drop coins at the toll booths; otherwise, the putt was uneventful. I mean, there weren't any accidents that I saw. You go on the offense when riding in Puerto Rico. Many putts are equipped with sirens and flashing yellow lights on the front fender. Some scoots run a blue light aimed toward the rear on the lower left side—all sorts of things we couldn't get away with on the mainland. And talk about white lining in traffic—whoa, they do it all. Straight pipes ain't shit there. Many bikes have megaphones hooked to the header pipes, and you can hear 'em coming from far away. Puerto Rican riders wholeheartedly believe loud pipes save lives. Some of the riders did things I couldn't believe—and

they got away with it. I'm jealous 'cause I can't do it at home. Anyway, it was a blast tearing around with them.

At the park in Hatillo, behind the community center, the salsa music was loud and lively. I liked it. Some people danced, others sat under a large canopy, drinking and listening. There was also a bike show, a wild mechanical bull ride, and many vendors selling food. I tried chunks of shark meat covered with a sweet sticky sauce—mighty tasty. One of the committee members was Efrain Garcia who owns and operates Garcia Harlee Boutique in nearby Camuy. Garcia sells aftermarket parts and clothing as well as accessories. Many of the same parts advertised in this magazine are available.

A couple of days after the doings in Hatillo, one of Efrain's friends loaned me a motorcycle, enabling us to see some of the beautiful countryside. Mountain ranges run along the backbone of Puerto Rico—about 100 miles' worth. On the eastern end is the Caribbean National Forest and a beautiful rain forest called El Yunque. The western part has lots of Holstein dairy farms. As it turned out, I got to see most of the island.

On one of my excursions, three Storm Riders MC members—Jimmy, Dave, and Eduardo—rode with me from Aguadilla, southeast around the island to Ponce, which is near the center of the

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Photos: Rip

southern part of the island. From there, Jimmy and Dave rode back home to Ramey, while Eduardo and I rode over the mountains back to San Juan.

While riding with Jimmy and Dave, we stopped at many beautiful beaches. Two that stick in my mind are Rincon and Cabo Rojo ("Red Cape"). About the only area we missed was the region from Ceiba to Ponce. I guess I'll save that for my next trip—whenever that'll be. The better roads are around the perimeter, and from San Juan to Ponce on toll highway 52; it's not quite a freeway but you can make good time. The land from Ponce to San Juan reminded me of the terrain found in the Southwest: Arizona, New Mexico, west Texas, and Southern California. Puerto Rican beaches reminded me of Hawaii's, with their tall coconut palm trees and dense, green flora. Beaches, bordered by craggy rocks and white sand are everywhere, as well as a few black sand beaches.

I could go on and on about the beauty of Puerto Rico. I loved the scenery and most of the people I met were very hospitable and friendly, particularly the bike riders. Many of them had never heard of *Easyriders*, but that's gonna change rapidly after this issue hits the island. In closing, to my many new friends on the island, I want to say, "Nos vemos."

—Rip



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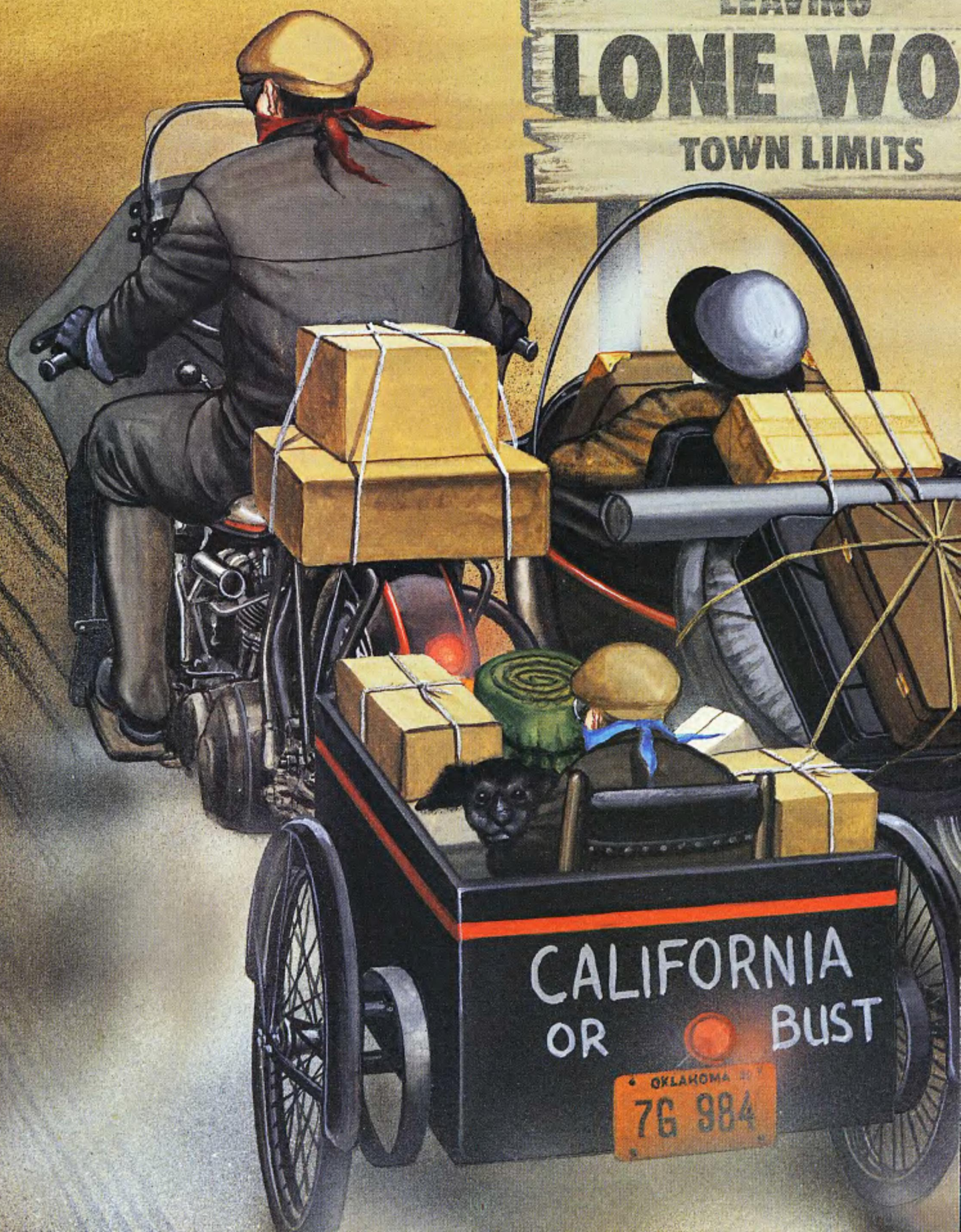
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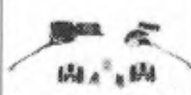
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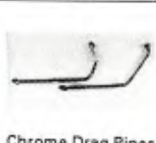
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Gramps Tatum, Jim's paternal grandfather, had told him to bring his wife, Ellie May, and their five-year-old son, Timmy, to meet him in the barn at 10 a.m. The loudly ticking metal clock on the dining room table showed it to be that time.

Placing wetted handkerchiefs over their faces to help keep out the dust, they started for the door. Jim noticed swirls of the red grime had worked its way under the door. "Like an army of piss ants from hell," he thought as they went through the entrance way and braced themselves for the short, blustery walk to the barn.

Knowing what was out there, he thought it was just as well they couldn't see the wheat fields through the blowing dust. A full section of dead and dying grain lay beaten under drifts of chalk dry dirt. A crop that, if harvested, would have paid the farm loan. But there was no grain and certainly no money. Nor was there going to be; he knew full well.

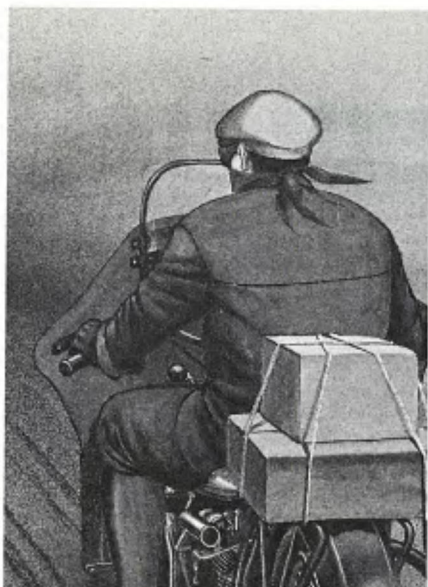
What Gramps wanted was a mystery to them. His farm was one of the few that had produced a crop of sorts, and his place was paid for. No bank foreclosure for him to worry about.

Gramps was the only relative they had left in Oklahoma, alive anyway. Jim's mom and dad lay in the Lone Wolf Cemetery, victims of flu and a hard life. Only a few months ago, a new, smaller grave was dug alongside them when they had buried their son Billy. He had been watering the small vegetable garden they were attempting to grow against the drought and dust. Billy, at 10 years of age, was old enough to be of some real help. He had gone to the garden to move the hose that ran from the watermill. All the water the Tatum's had for their home and garden came from the small amount that rattling mill produced. Billy never saw the small prairie rattler coiled up tightly by the water hose. The snake had struck upward, as he reached for the hose, biting him in the throat. Billy's body was cold and rigid when Jim had gone to check why he was taking so long. The rattlesnake was still coiled only a couple of feet away from him.

Jim had grabbed a long-handled shovel and, looking through stinging wetness, chopped the viper into unrecognizable pieces, venting all his repressed frustrations on the snake.

Gramps' faithful old Harley JD was parked by the barn door, its stand carefully placed on a board to keep the iron workhorse from sinking into the sand.

All three were taken back when they opened the door and saw Gramps standing in the middle of the barn



“Lately, I’ve come to the mind that if you can’t carry it on a Harley, you really don’t need it”

alongside a shiny new red and black motorcycle with matching sidecar. A glistening silver eagle was painted on the gas tank. Hooked behind the cycle was a curious looking contraption that Gramps had made. It was a small trailer, crudely built from angle iron, wooden planks, and bicycle wheels; a small padded chair had been securely anchored inside.

“It’s yours, boy, yours and your family’s,” Gramps said.



“Hey, want to flip to see who buys the next round of drinks?”



“But it’s brand-new,” said Jim. “This musta cost you a fortune.”

“Been a pretty good year for me, and you kids have to get on out of here. You know you ain’t got a snowball’s chance in hell of making it. A.J. will be here tomorrow with an eviction notice. I know that as well as you do.”

Ellie May started to cry. Losing their home and farm didn’t seem real until she saw the skeleton of Billy’s bicycle leaning against the side of the barn and realized where Gramps had found the wheels to put under his homemade trailer. It was too much for her to bear.

“It’s a Harley-Davidson, a VLD model,” Gramps continued proudly. “Fifty miles to a gallon of gas, and, if what I hear tell is half true, they’s charging as much as two bits a gallon for the stuff over California way.”

“You think we ought to go to California then?” Jim asked.

“Most people are headin’ that way. Sure can’t be any worse than here. And it’s a whole bunch warmer over there, that’s for sure. I hear tell they have orange trees right alongside the road; if you want, you can stop and help yourself to one.”

“Gee Mommy, I’d like an orange,” Timmy said to his sobbing mother.

Ellie May ignored her son’s begging and stared at the motorcycle.

“It’s so small. There’s not room for anything but us and some clothes,” Ellie May said.

“Lately,” Gramps answered, “I’ve come to the mind that if you can’t carry it on a Harley, you really don’t need it.”

He walked over to Ellie May, pressed a white envelope into her work-hardened hands and said, “There’s enough money in here to get you started over. Like I told you, things have been pretty good for me lately.”

“I’ll pay you back, Grandad,” Jim muttered.

“Course you will, son. Things will be a lot better once you get to California.”

“There’s five hundred dollars here!” Ellie May exclaimed.

A smile crossed Gramp’s face and he crackled, “Well, get to packing. You’ve got some travelin’ to do.”

“Now? You want us to leave now?” Jim asked.

“Waitin’ ain’t gonna solve nothing. A.J. and the sheriff will be here in the mornin’. You might as well be in Texas by then. I’ll handle things here just fine.”

Jim Tatum and Gramps went over the Harley, while a stunned Ellie May tearfully packed a few keepsakes into a small suitcase and wrapped clothes in oilcloth.

It didn’t take her long. The owned little of value. Most of their neighbors

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He watched in silence as the stranger settled into the seat and grimaced openly when the cold-eyed man ground off a pound of gears before struggling to turn the Harley around in the soft dust

and friends had already gone broke and left Lone Wolf, selling their belongings for little or nothing. Jim and Ellie May's furniture and dilapidated old Model "T" wouldn't bring more than a total of 30 dollars in the depressed market.

In less than an hour everything worth taking had been tucked into nooks and crannies in the sidecar or strapped to the Harley.

There was little to say in the way of goodbyes. It all happened so quickly Jim and Ellie May didn't have time for misgivings.

"Get to crackin' and don't give this place, or me, another thought," Gramps said. "Just drop me a line when you get to where you can pick an orange."

Timmy refused to get into the trailer without his puppy. Jim tried to talk him into leaving it with his grandpa, but he gave into his son's stubbornness with little argument.

With damp handkerchiefs tied over their faces to keep out the stifling dust, they rode from the barn into the howling red wind.

Gramps Tatum watched with a smile, noticing how well the homemade trailer carrying Timmy and the puppy tracked behind the fading Harley.

"Those things just might catch on someday," he said to himself.

When Gramps rode his JD into the driveway of his farm, he saw A.J. Salter's large black Packard sedan parked in front of the house—just as he expected it would be.



"Say fella, do you know your tailgate is down?"

A.J. rolled his fat body from the car at the sound of the Harley's approach. Another man, a tall slender guy with steely eyes who Gramp's didn't recognize, got out of the passenger side to walk behind A.J. as he approached the old man on the rumbling Harley.

"Ralph here will take that motorcycle now," A.J. said, motioning with his head to the slender man.

Gramps left the Harley running as he dismounted. He watched in silence as the stranger settled into the seat and grimaced openly when the cold-eyed man ground off a pound of gears before struggling to turn the Harley around in the soft dust to ride off—wobbling unsteadily—toward town.

"You'll have to be gone by midnight," A.J. said without emotion as he turned to point out a yellow crawler tractor plowing up ground in the distance. "That driver has orders to flatten this old house when he gets to it."

When A.J. Salter looked into Gramps' eyes he saw a look he had learned to respect. A.J. wore two gold teeth that he'd gained before he understood how to recognize the look of a man who had been pushed too far.

"But I'm sure you'll abide by our sales contract," he quickly added.

Gramps swallowed hard, looked A.J. straight in his deep-set pig's eyes, and said sharply, "You bought the place and my Harley. Rest assured, by midnight tonight I'll be gone. Until then, you'd best do the same."

Once he was alone Gramps took a long look at his dying wheat fields, then went into the house. He took a full bottle of whiskey from the cabinet and set it and a glass on the kitchen table. He sipped slowly on the whiskey, while he went through his house, sorting out what was worth saving. He found little of value to take with him to widow Ames' Boarding House in Lone Wolf.

Gramps had made a deal with her. He would keep the place fixed up in exchange for room and board. Alice Ames was a lot bossier, and built a little larger, than he cared for, but when he saw the come-on looks she gave him when he walked into her house, he thought to himself with a smirk. "I might just cultivate more than her petunias."

* * *

Pulling the overloaded sidecar and trailer wasn't an easy task, but the Harley performed without complaint. Jim grew increasingly impressed with the cycle as they passed hundreds of automobiles and pickups broken down along the highway. West of Barstow, California, was a road block manned

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Offer expires June 30, 1995

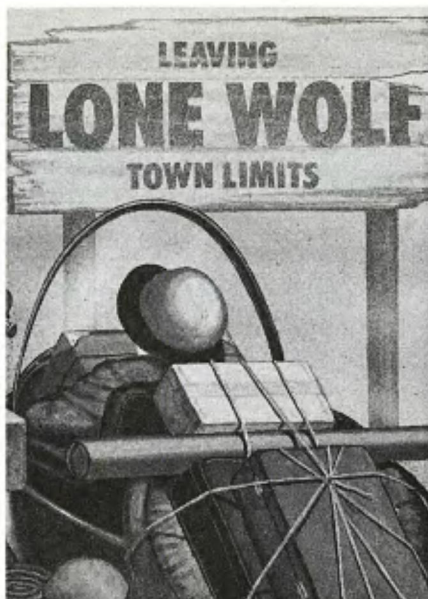
by a sheriff's car with flashing red lights. The cars ahead of them were turning back. Ellie May noticed that a few of the women in the returning cars were crying. When it was their turn to be checked out, a skinny deputy told them bluntly, "No more broke Okies allowed. We have orders to send every car load back to where they came from."

"There's no problem, officer," Jim Tatum said with a smile as he put the Harley into gear. "This here is a motorcycle, not a car." Before the stunned deputy could get his mouth to close, Jim Tatum whipped the Harley around the patrol car and roared out of sight, heading west.

They had just gotten into Los Angeles when a wheel bearing on Timmy's trailer started chirping. It was howling like a cat in heat when they pulled into a shop with a sign reading "Long Motorcycle Repair" over its entrance.

Floyd Long was a pleasant man about Jim's age. He was babysitting his own son, who was around Timmy's age. The two boys took the puppy and went to play in the park while Jim and Floyd started repairing the burned-out wheel bearing. Ellie May went to the cafe next door where Floyd's wife, Darlene, worked.

When the repair was complete and Jim was paying the modest bill, Floyd said, "That's a nice scooter you're riding. I've put all my money into this shop, but, I'll tell ya, if I had just a little more cash I'd have a Harley-Davidson deal-



“If I had just a little more cash I'd have a Harley-Davidson dealership. There's a real future in those motorcycles. I'm sure of it”

ership. There's a real future in those motorcycles. I'm sure of it.”

Jim Tatum felt the envelope in his pocket, stuffed full of the money his grandpa had given him before they left Lone Wolf. He looked Floyd Long in the eye and said, "Let's talk."

Gramps Tatum was sitting on the front porch of the boarding house, drinking a cup of coffee and listening to Alice yell at her husband of two months. "That woman," he thought. "Her first husband took the easy way out when he died to get away from that shrew." In the year he had lived there it had become apparent to him that her goal in life was to work every man she could into his grave.

Gramps was shaken from his reverie by the postman knocking on the door with a registered letter. Gramps Tatum had never received a registered letter before. His hands were shaking as he opened it and spread out the contents. The letter from his grandson, written on stationary bearing the name "Long & Tatum Harley-Davidson, Los Angeles, California," read:

I'm sorry it took such a while to get things organized out here. Our Harley dealership is doing well. We have four mechanics working for us now. Ellie May and I bought a house not far from the shop with a guest cottage out back that we want you to have. Yes, there is not one but two orange trees by it. I took in a nice JD on trade and you can have it to ride once you get here. We have enclosed a first-class train ticket for you, also a certified check for the five hundred dollars you loaned us. I'd sure like to see A.J. Salter's expression when he cashes it.

Come as soon as you can.

Love, Jim and Ellie May

Gramps carefully folded the letter and put it back into its envelope. He studied the check for a moment with a faraway look on his face. No one would ever see A.J. cash another check. A few weeks ago, he was wolfing down a steak in a local restaurant with the same determination he used in his banking business. A large piece of meat had gotten lodged crossways in his throat, and he choked to death. Word was that he turned purple and stopped kicking a long time before anyone had bothered to call Doc Blackwell.

The morning newspaper was on the table alongside Gramps' chair. He would check out the train schedule; just as soon as his eyes cleared up.



"All right then, dammit! What year is it?"

—fiction by Ken Hodgson

Biker's Bulletin Board

If you would like your business included in the "Biker's Bulletin Board," seen by more than 3,400,000 readers every month, call (818) 889-8740.

HARLEY PARTS

ANTIQUITY PARTS: Knuckleheads and Flatheads, replacement and rebuild parts catalog \$3; outside US \$4. Worldwide shipping. KICK-START M/C PARTS, Box 9347, Wyoming, MI 48509. (616) 245-8991.

ANTIQUITY PARTS: Antique Cycle Supply, Rt. 1, Cedar Springs, MI 48319, (616) 636-8200. International source of restoration parts. Catalog, \$5.

VALVES: Classic Enterprises, "The Head Masters," unleaded-fuel valve seats. RR 1, Churchill, Ontario, CANADA, L0L 1K0, (705) 456-6622, FAX, (705) 456-0360, USA; Kaycee, Rt 22B, Buffalo, WY 82834.

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MOTORCLOTHES & COLLECTIBLES: T-shirts, videos, catalog available. Pacific Harley-Davidson, 2965 N. Nimitz Hwy., Honolulu, HI 96819. 1-800-55-Harley or fax 808-834-5721.

PARTS & ACCESSORIES: Free 200-page catalog, Harley parts & accessories. Call (216) 364-6519 or write to H & M Cycle Sales, Inc., Box 128, Dover, OH 44622. Unable to deliver to prisoners. Retail Only.

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

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T-SHIRTS: Barnett Harley-Davidson from \$11.95 ea. (\$9.95 ea. additional). Five colors, all designs in stock, shipped UPS same day. 9501 Montana, El Paso, TX 79925, (915) 592-5804 or (800) 736-8173. 1995 Harleys in stock.

T-SHIRTS: Brooklyn H-D Sales Corp. Various front designs with our back logo; \$17 ea., plus \$2 S & H (U.S. funds only). 3449 Ft. Hamilton Parkway, Brooklyn, NY 11218, (718) 851-6666.

T-SHIRTS: BROKEN SPOKE SALOON, black or white w/pocket, printed back & pocket, short sleeve M-XL \$15.00, XXL \$17.00, long sleeve M-XL (black only) \$19.50, plus \$2 ea. S&H-US, \$4 ea. S&H-Canada, \$7 ea. S&H- Europe, send M.O. or check to B.S. 390 Acorn Lane, Leesburg, FL 34748 U.S. funds only

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USED HARLEYS WANTED: We buy, export, sell used Harley-Davidsons. Top cash paid. Yarock Music & Motorcycles, 5416 South State Road 7, Ft. Lauderdale, FL 33314. We ship worldwide. (305) 327-8144, Fax (305) 327-8143

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CHROME PLATING: Watson's Chrome Plating Service. Free price list. Self addressed stamped envelope to Watson's 2900 E. Broadway, Alton, IL 62002.

CEM MUFFLER Baffle Removal: Get the tone you want without sacrificing factory appearance, high quality clean work \$49.95/pr includes UPS return shipping. Exhaust pipe dent removal specialists. Pipes, our only business since 1985, FLP Co., 231 S. Main St., Concord, NH 03301 (800) 843-8745.

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SALVAGE AND RESTORATION: H-D Motorcycle and Servi-Car Salvage. Used, rebuilt, new old stock parts. Rebuilt Harley Linkert carbs. Leather seats redone as original. Fatbob speedos, '36-'61 complete cosmetic and mechanical rebuilds. THROTTLE MASTERS, 3921 S. Archer, Chicago, IL (312) 247-6114

EASYRIDERS 1995 Performance GUIDE

The Latest And Greatest Go-Fast Goodies

This year, we decided to focus on the parts and pieces that can make your engine scream like the beast that it wants to be. We pulled no punches in selecting the biggest, baddest, hottest, and hardest hardware around, and while this is but a drop in the bucket of the performance aftermarket, there's something here for everybody.

Now, with all of this high-performance hardware on display, it seemed only logical to kick in a few extra tech tips every issue to keep you abreast of the latest tricks and techniques to keep the beast running strong. So read on. We've covered just about everybody in this small space, so whether you ride a Sporty or a Softail, there's something here that'll get you down the road a little bit quicker. Remember, loser buys the next round.

—Wordman

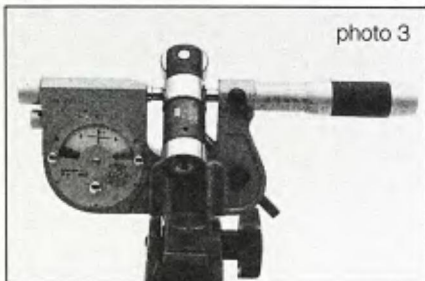


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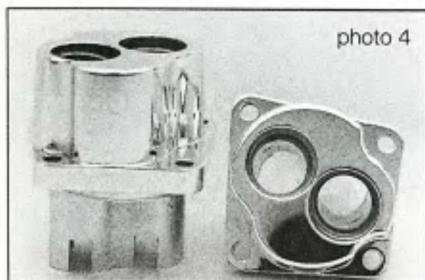


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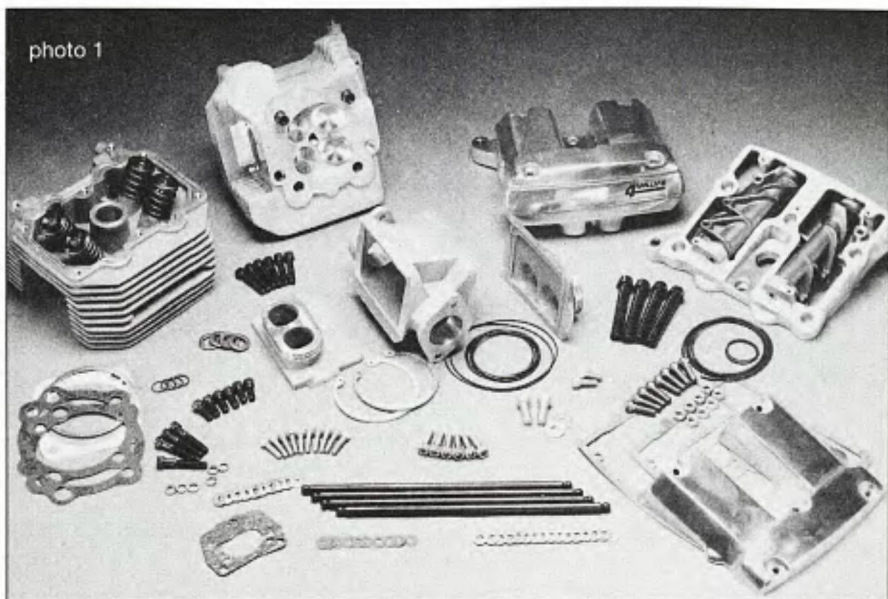


photo 1

Four-Valve Heads For Evos

photo 1
FEULING R&D
2521 Palma Dr.,
Ventura, CA 93003
(805) 650-2598

These guys started this whole four-valve head thing, and they haven't stopped since. The two intake and two exhaust valves per head increase flow, meaning more power, and also lower cylinder head temperature, allowing for higher compression ratios for the street. Feuling R&D has cylinder head kits that can turn your Evo into an absolute street terror, with even more lethal power for the strip.

Billet Aluminum Lifter Blocks And Hydraulic Lifters

photos 3, 4
JIM'S PRECISION AMERICAN
MANUFACTURING
531 Dawson Dr., Unit F
Camarillo, CA 93012
(805) 482-6913

Jim's has Power Glide Hydraulic tappets for Evolutions, Shovelheads, and Sportsters. They'll work in stock lifter blocks without modification, or even better in the billet aluminum ones made at Jim's. There are even tappet roller kits designed for all 1929 to 1984 models, 1984 to present Big Twins, and 1986 to 1990 Sportys.



photo 2

Hot Setups For More Power

photo 2
S&S CYCLE, INC.
Box 215, Rte. 2 Hwy. G
Viola, WI 54664
(608) 627-1497

Aside from their killer crankcases and cylinder head kits, S&S also has what they call their "Hot Set Ups." These are matched components that will give your engine the power it's been needing, eliminating the hassle of dialing in your own combination. For example, the S&S 96-inch kit includes 4 1/4-inch Stroker wheels, 3 1/2-inch Sidewinder cylinders, their Super Stock heads and a 561 camshaft. Give them a shout and find out what's best for you.

photo 5



Nitrous Oxide Kits

photo 5
NITROUS OXIDE SYSTEMS
 5930 Lakeshore Dr.
 Cypress, CA 90630
 (714) 821-0580

For you fans of throttle in a bottle, the folks down at Nitrous Oxide Systems have just what the doctor ordered. These nitrous kits will work on any Harley-Davidson engine from 883cc on up. A two-pound bottle is shown here; other sizes are available.

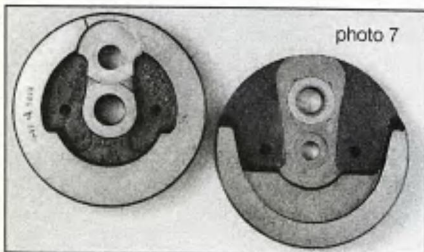


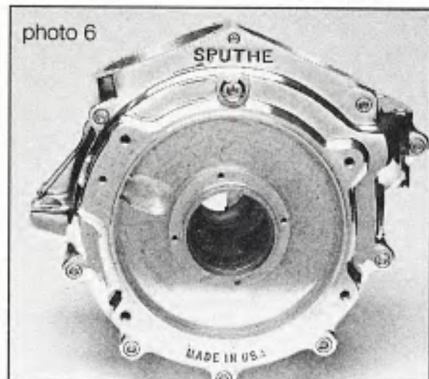
photo 7

Stock And Stroker Flywheels

photo 7
TRUETT & OSBORN
 3345 E. 31st So.
 Wichita, KS 67216
 (316) 682-4853

Truett & Osborn flywheels are made from 80,000-lb. tensile strength ductile iron, then heat-treated and shot-peened. Stroke lengths range from 3 1/2 to 5 1/2 inches. They come machined, with bronze crankpin thrust washers installed.

photo 6

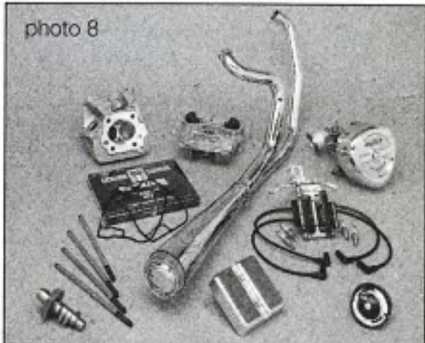


Engine Cases

photo 6
SPUTHE ENGINEERING, INC.
 11185 Lime Kiln Rd.
 Grass Valley, CA 95949
 (916) 268-0887

Whether it's a street stomper, or an all-out racer, Sputhe has cases to fit your needs. Big bore (up to four-inch), tall deck and cam chest offset options are all available, and these are the only after-market cases with the Sturgis model oil filter bracket mounts. Complete with pinion bearing race and stainless steel socket head Allen case bolts for a clean look. Call, or write, for the complete story today.

photo 8

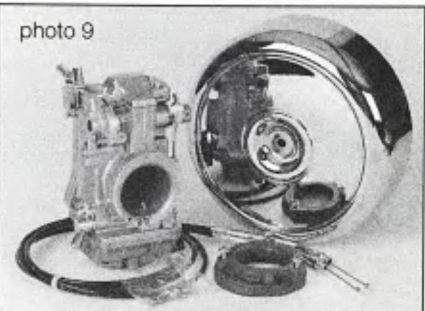


Matched Horsepower Kit Pumps Out 90-Plus

photo 8
CUSTOM CHROME, INC.
 16100 Jacqueline Ct.
 Morgan Hill, CA 95037
 (800) 729-3332

If you haven't heard about this kit by now, you've been living in a cave. RevTech's High Performance kit cranks out a whopping 90-plus horses at the rear wheel, because their heads, carb, cam pushrods, SuperTrapp exhaust and single-fire ignition are matched for peak performance. We got the word that there will also be a smaller version of this kit, minus the heads and single fire ignition, available soon.

photo 9



Killer Carburetor Kits

photo 9
MIKUNI RACING CARBURETORS
 8910 Mikuni Ave.
 Northridge, CA 91324
 (818) 885-1242

Mikuni's new HSR42 smooth bore carburetor comes available in kits to fit Showels, ironhead Sportys, and Evos. Kits include the carb, cables, airbox adapter and a new chrome air cleaner cover. There's even a smog-legal kit coming up that will pacify the ominous smog laws of the future. Smog?



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photo 10

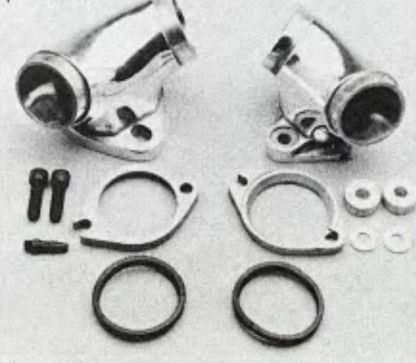
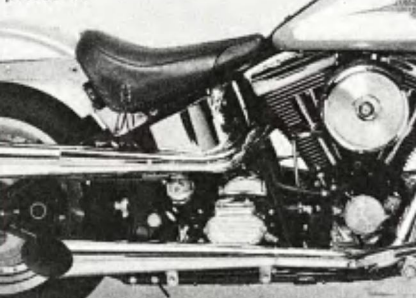


photo 11

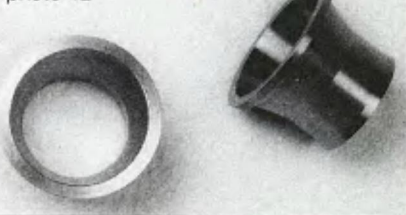


Performance Intake And Exhaust Systems

photos 10,11
BARTELS' PERFORMANCE PRODUCTS
3237 Carter Ave.
Marina Del Rey, CA 90292
(310) 578-9888

Bartels' performance line is expanding
with these trick intake manifolds for all
Evo Big Twins and Evo Sportsters. They
feature a 43-millimeter inside diameter
and will accommodate virtually any
high-performance (or stock) carburetor.
And since what comes in has gotta get
out, these Hi-Low flared, dual exhaust
pipes are but one of many in the
Bartels' exhaust system lineup.

photo 12



Exhaust System Valves For Improved Performance

photo 12
WHITE BROTHERS
24845 Corbit Pl.
Yorba Linda, CA 92687
(714) 692-3404

These clever little pieces from White
Brothers fit in between the head and
the inlet of your stock or aftermarket
pipes. The "Tork" valves, as they're
called, increase back pressure at low
rpms and increase exhaust gas velocity
at high revs for more power throughout
the band. They are manufactured here
in the good ol' U.S. of A. from 304
stainless steel and are sold in pairs.



photo 13

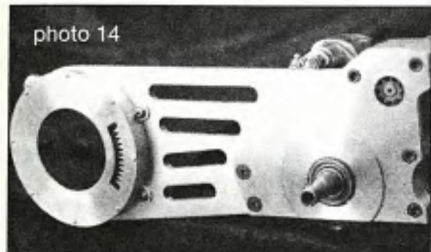
116-Cubic-Inch Block Kits

photo 13
HYPERFORMANCE TOTAL
MACHINE SHOP SERVICES
5152A N.E. 12th Ave.
Pleasant Hill, IA 50317
(515) 266-6381

If you've gotta have more cubic inches
than the rest of the pack, you should
check out these monster 116-cubic-inch
blocks from Hyperformance. Their 4-inch
ductile iron Big Jugs are topped with
STD heads, with STD cases and an S&S
lower end to fill the bill. Just add your
ignition, carburetor, and assembly
time—then hang on. Available in low and
high-revving versions.

INJURED WHILE WEARING A HELMET? YOU NEED TO TALK TO US NOW!

photo 14

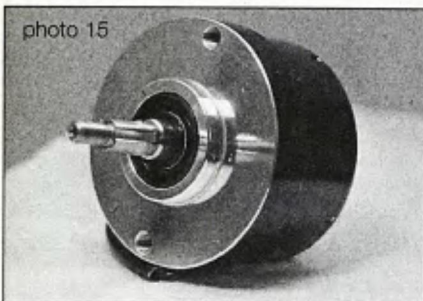


Supercharger Kit For Evo Big Twins

photo 15
MAGNA CHARGER
6262 Newville Rd.
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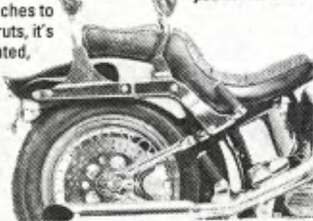
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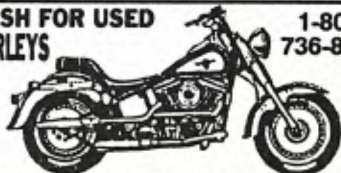
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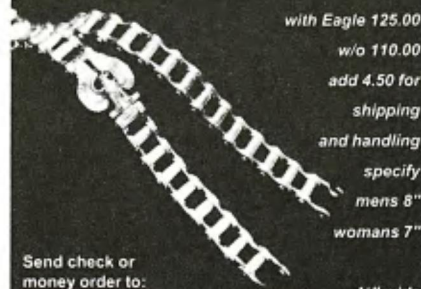


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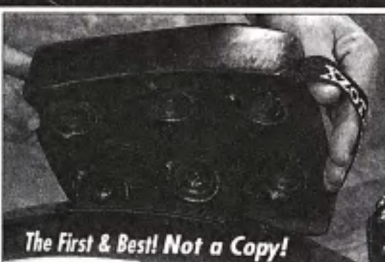
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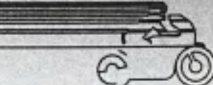
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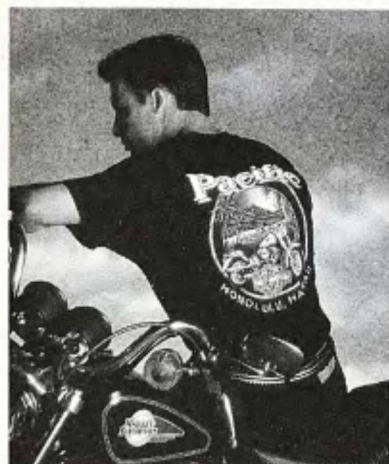
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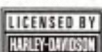
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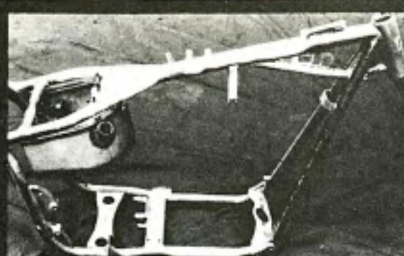
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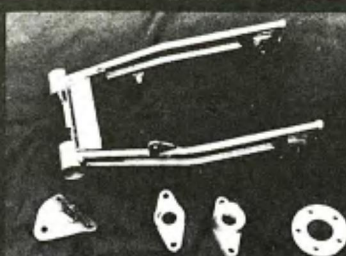
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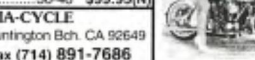
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READERS' RIDES

Caryn Watson
Lynchburg, Virginia
1993 H-D 883 XLH

Born, bred and hangin' her chaps in Lynchburg, Virginia, Caryn Watson's scooter roots trace back to that very first ride—at age 12—on her dad's 1969 ironhead Sporty. But it was a horse of a different breed that she grew up ridin', trainin', and showin'—her



Arabian show horse. Caryn's many years of carin' for her award-winning Arabian proved to be the best experience she could've had when it came time to show equal dedication to her first full-fledged scooter, her 1993 Sporty. Caryn took a motorcycle safety course before mounting the steel steed. Then, after a year of runnin' her Hugger stock and blazin' along the Blue Ridge every chance she got, she decided it was time to take her future prize-winnin' putt to Randy Simpson of Milwaukee



Iron. Caryn and Randy's wife, Rhonda, have been friends for more than 20 years, and still live just down the street from each other. So, Randy putting his magic touch on Caryn's scoot was a foregone conclusion. For phase one of the Sporty's transformation, Randy reached into his latest stash of Milwaukee Iron's prototype parts and threw on his new M.I. wide glide tree kit with 39mm fork tubes and stainless internal fork stops (mounted on bottom tree). Then, he added a larger capacity

Sportster tank, standard double-roll type fenders, and M.I.'s hottest-selling air cleaner (based on an original 1937 siren cover). After taking down first place at the Myrtle Beach (S.C.) Bike Rally (May 1994), in the modified Sportster custom class, Caryn plans to have Randy do a lot more to her bike with the same instructions she gave him in the first place: "I don't want to look in a parking lot and wonder which one's mine."

—Clay Dog

Photos: David Jones

**Diamond Dave Isinger
North Vancouver, B.C.
1994 H-D Softail**

No need for formal introductions; anyone who's putted up the Pacific coast into B.C. knows Diamond Dave is one of the most righteous bike builders north of The Golden State. Dave got his start in 1969 when he chopped his first scooter, a 1942 WLA, at the age of 14. When other kids were in shop class making book ends and bug catchers, Dave was modifying a Sportster tank (he kept it stashed in his school locker) and hackin' away at a springer front end for his first chopped Army-model four-five. Then, over the years, Dave was havin' such a blast buildin' custom scooters for his friends that he never realized he had established himself as a major regional talent. It wasn't until his primary squeeze, at a local event, pointed out more than a dozen eye-catchin' scooters that he had personally



Photos: Mike Lichter

built—each one with painstaking pride—that he decided to officially go into business as Diamond Dave's Custom Cycles.

Since then, with more resources and elbow room at his disposal, Dave's been able to cut loose with those creative juices and build his one-of-a-kind customs with the latest of everything. Case in point is this 1994 custom 4-valve Evo that won best in its class at the 1994 Seattle, Washington, *Easriders* Bike And Tattoo Show. Talk

about a rolling showcase for a ground-breaking performance package. Set in a 36-degree rake and 2-inch stretched chrome-moly rigid frame with a 2-inch under Cerriani wide glide front end, the 104-cubic inch (Feuling 4-valve heads) power mill, fueled by everyday pump gas, ignited by Dyna single-fire (bone-stock starter), compressed by Sputhe (13 to 1) pistons, respired by S&S Super G with Thunderjet, lubricated by a three-stage billet oil pump (sumps oil directly from bottom end of the Delkron

bottom-feed cases, which eliminates flywheel drag), engaged by a Bandit clutch (designed by John McGee to take any amount of horsepower you can throw at it—no slippage—runnin' hydraulics with an electric shift lid), and, finally, is unleashed through full Andrews gears and shafts, and is exhausted in thunderous rapid fire through anti-reversion drag pipes as the rubber meets the road. Whew!

Smoke 'em, bro.

—Clay Dog

READERS' RIDES

Regis Connelly
Orlando, Florida
1974 H-D FLH

I've always liked the sturdy, roadworthy look and style of the FLH. Hell, I'm building a custom version of one right now. That's why it's always great to see such a clean example for the rest of us scooter trash to go by.

It's not too often that a bro stays true to his originally intended course, as Regis Connelly did when he set out to restore this fine-looking 1974 FLH. Needless to say, it didn't always look this good. You see, good looks don't come cheap, as Regis will gladly attest after completing this ground-up restoration. But by the looks of things, the time and money were well spent.

First off, Regis had to come to grips with the fact that if you're gonna try to make a purse out of a sow's ear—or in this case a righteous FLH out of a mismatched assemblage of rusted nuts and bolts—you'd better pattern the works after the real McCoy. And that he did.

With a little help from his friends at Southside M/C, Regis got the parts and helpful hints that he needed to properly rebuild the 74-cubic-inch Shovelhead to stock specs. Quality Plating in Orlando helped out with the chroming, and a dude named Pug shot the beautiful blue metallic paint.

Accessories such as Paughco pipes, Avon tires, a Mustang seat, and Custom Chrome Mirage mirrors rounded out the look and helped Regis get this righteous roller back out on the highway—where it belongs.

Incidentally, the smile on his face came free of charge.

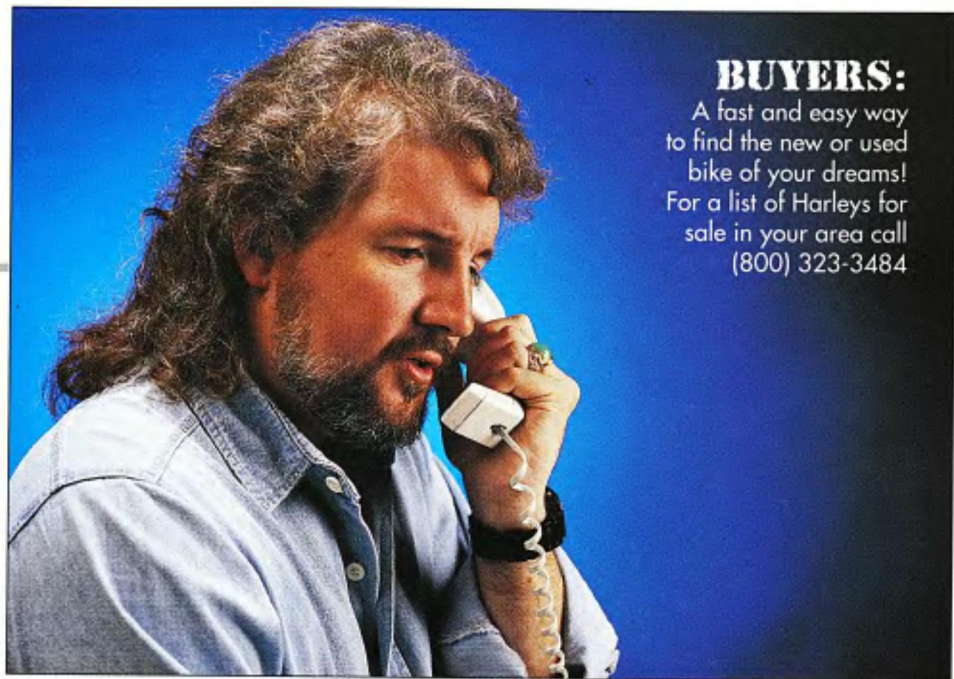
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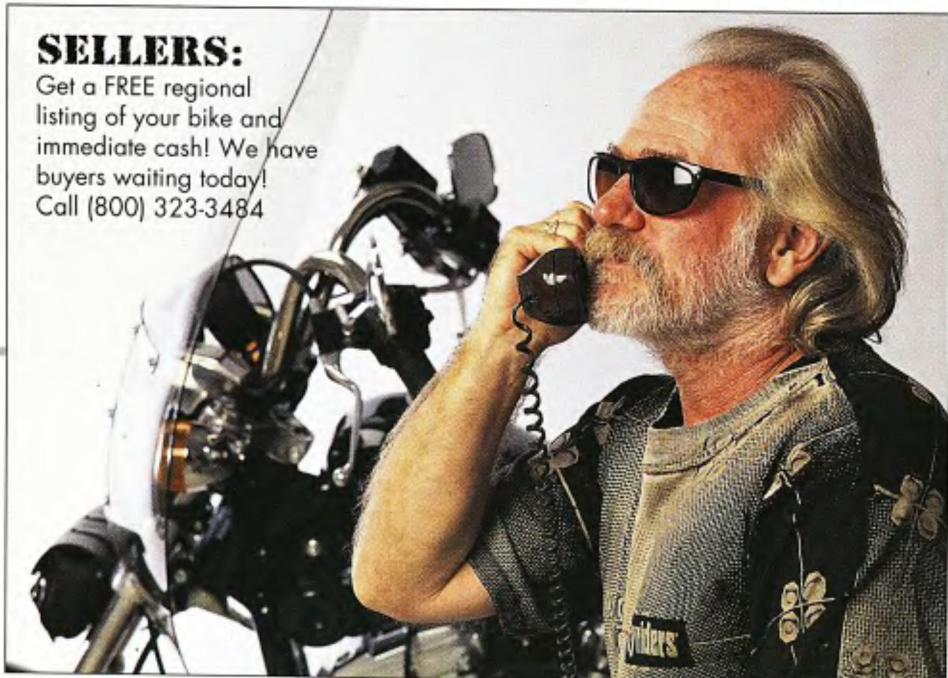
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READERS' RIDES



Charles Little
Tampa, Florida
1942 H-D WLA

This bike was ridden in England during World War II, before being sold and registered (in England) on May 29, 1947.

This bike didn't return from the war until 1988, when my brother Mike (who was in the U.S. Air Force) bought it from Andy Tiernan Classics Limited in Framlingham, England, for £2,000 (British pounds), and brought it back to its birthplace. I bought it from him for \$2,200.

It looked so bad that I thought I had

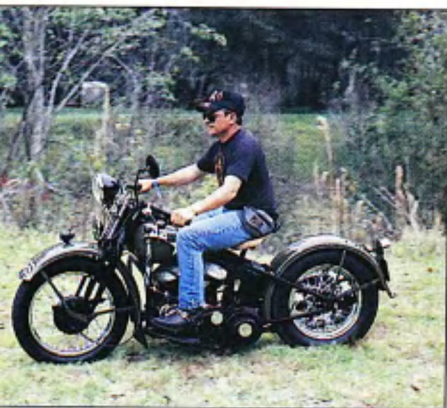
gotten the worst end of the deal. I brought it home and started rebuilding it in our kitchen. I have six children, and they got so used to eating off the coffee table that even now they rarely eat at the kitchen table. Six months later I started it up in the living room. I ride it daily and it cranks on the first kick.

I'm a master sergeant in the Air Force, and I get a lot of looks on base when I'm riding this old war Hog. I have a list of most, if not all, of the previous owners; I'm going to write them in England and try to get their stories and some old photos. The bike is not completely original

because of the chrome and high-gloss paint. But I think if the Army would have let its riders fix their bikes up the way they wanted, they'd have looked like mine.

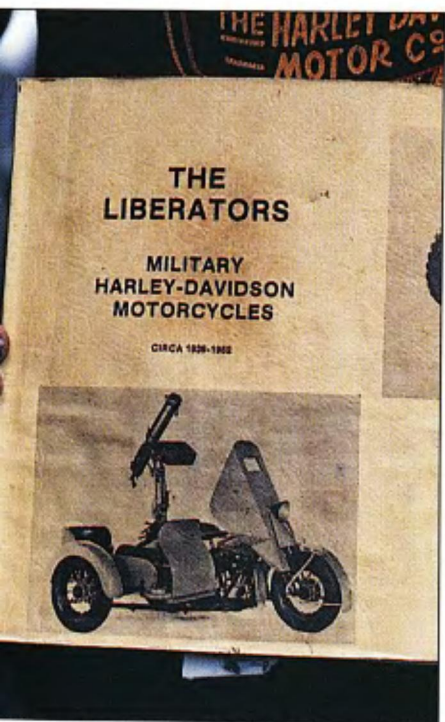
I'm from a family of nine and all of us love Harleys. When we were growing up, my father always had a bike, and, at nearly 70, he is still riding. I bought my first one when I was 14. It was a new 1965 M-65 Harley. I don't really know how much my WLA is worth, but to me it's priceless. Special thanks to my wife, Laura, my brother Mike, and my friends Duke and Tane.

—Charles "Flathead" Little



Steve Knobles
Santa Cruz, California
1975 H-D FLH

If it ever catches on, Steve Knobles and his sizzling Shovelhead are gonna be cocked, locked, and ready to rock. It is competition bar racing, from one end to the other. When Knobles owned Callahan's, a former guitar bar in Santa Cruz, California, he got that electric wild hare itch one night. Seems the high-octane fluid behind the bar mixed with the cut-ya-loose juice in his tank, and he fired his 1975 FLH right



: Nancy Cairnes/Faye Augustine



through a sea of tables.

In the hopes of advancing his new-found sport, Steve lowered the hell out of his stock FLH, added custom-built shocks, special fender mounting, and some serious swingarm modification. Then he raked the Paughco frame, stroked his Shovel to 88 get-outta-my-way inches, bolted on an S&S "E" series carb, a Leinweber cam, and RevTech valves, and slapped on a set of forward controls for his own six-foot frame.

Steve also wanted a certain vintage look, so he replaced the mag wheels with spokes, added on '40s-style

bumpers, mousetrap, and dashboard, and laid down some sleek red pinstriping to round it all out. The result: a deceptively classic FLH that gives most Evos a damn good run for the money. And although Steve is outta Callahan's for now, there are plenty of other bars in the area. So if you happen to find yourself near the door of a Santa Cruz watering hole 'round about 1:30 in the morning on a full-moon Saturday night, don't be surprised if the last call you hear is, "Coming through! Coming through!"

—Drummer

READERS' RIDES

Big Jim
St. Paul, Minnesota
1960 Pan, 1947 trike, 1975 Shovel

Big Jim, as he's known to his friends—Mr. Big Jim to his foes—is a 300-pound ex-hellraiser and one helluva wrench. A couple of years ago he quit driving heavy equipment and decided to open up Big Jim Hog Shop. "Business is good," he says, "but things will slow down now that winter's coming on and everyone saves for Christmas presents and that kinda shit." But that's okay, since he drives a snowplow during the winter months; in Minnesota, that's the best way to sit around in winter, anyway.

Come spring, however, Jim has another problem. Between wrenching on his customers' scoots—and they all want 'em yesterday—he tries to find time to enjoy the three bikes he owns:



Photos: Serge McCabe



a 1960 Panhead dresser, a 1947 trike, and the 1975 Shovel featured here.

The Panhead was his first scoot. He got her back in 1974 and says he'll never sell her. He hardly rides the Pan anymore 'cause he's afraid some dick-nose'll run into him. The Pan is all original, except the electrical has been converted to 12 volts with original-style wiring. For years, friends would tell him to convert. But he held out until the day when the 6-volt system finally took a shit.

His second ride was—and still is—a

1947 trike. He's had it since 1975. He calls it his kiddie car. "It's a helluva parts chaser," says Big Jim. "I don't worry about it getting crunched; I've got enough parts to build another one." It's been gone through twice with 50-over pistons and also a 12-volt system, all original-style wiring, and some re-sprocket work to get some speed out of it. Remember, it has to haul around 300 pounds.

The 1975 Shovelhead you see here was the last sled he bought. It was completely burnt out, and I do mean

burnt out, down to the axles. But he rebuilt it into a fine ride: She's 30-over, ported and polished, and the springer front-end looks great. According to Big Jim, with that 16-incher up there, the ride couldn't be better. He lost a little height in the corners, but what the hell. He says he couldn't get all the discoloration out of the motor, so he painted those parts black.

If you're ever in the Twin Cities area, stop by Big Jim's Hog Shop and take a look at three fine-looking scooters.

—Serge

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TRIAL BY FIRE

BIRTH OF A
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Don Korleski, whose impeccably painstaking work produced the Evo-powered beauty you're lookin' at, has called Wisconsin, Missouri, Kansas, Idaho, and Washington home, only to leave them behind, pursuing something better. Three years ago, Don decided to leave Seattle and the successful construction business he'd built. Intending to turn his lifelong love of bikes into a new career, he moved to Phoenix, where he rounded out his wrenching skills at the prestigious Motorcycle Mechanics Institute.

Along the way, Don launched Superstition Choppers. And because the bikes rolling out of Superstition Choppers

reflected Don's respect for tradition, precision, and quality, the custom and restoration shop quickly earned a name for itself as one of the best in the area.

This bike was originally designed by Don's former partner, Jim Haney, to be a showpiece for the shop. Haney was towing the scooter to the DMV to do the title paperwork when it was center-punched by a kid in a cage. Since the accident left little but the bike's engine intact, Don transformed it into the knock-out shown here. New touches included Kennedy 80-spoke wheels, Panhead tops, front and rear hand brakes, and a hotter cam. To avoid





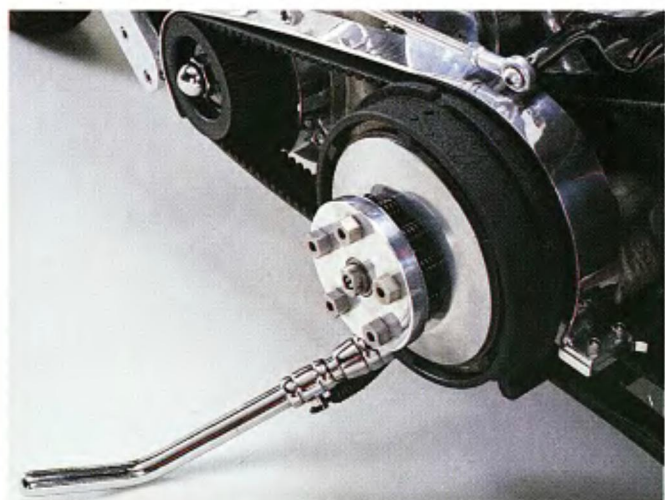
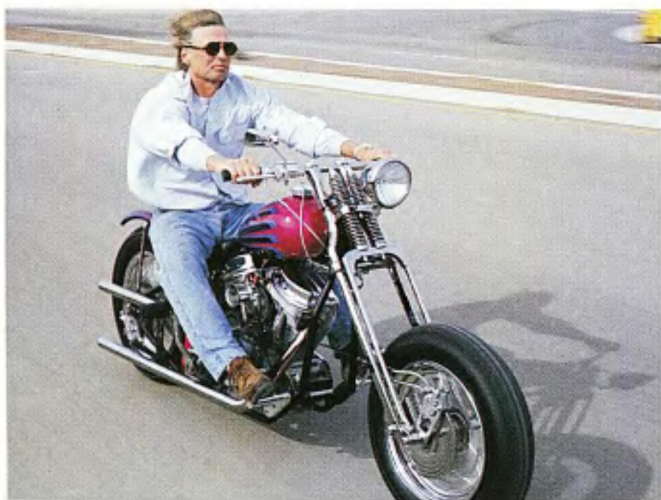
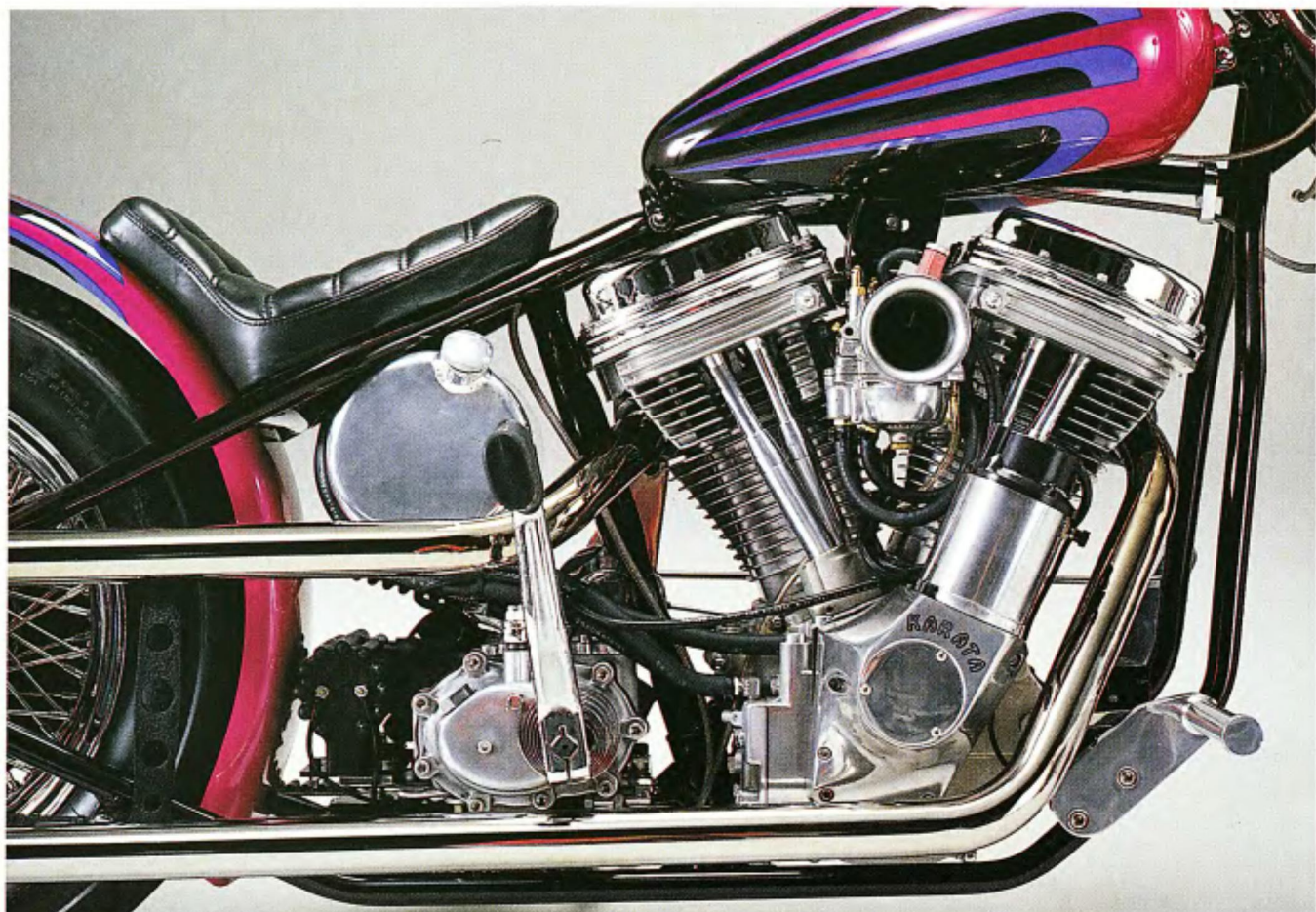


problems with the bike's response over the complete range of throttle, Don added the Thunderjet, compensating for the potentially quirky behavior caused by running pipes without baffles and a carb with a velocity stack. Also, the drive line received a lot of attention, and considerable reworking of the case was required to provide clearance for the final belt drive system.

Don's new partner, Randy Billings, brings 30 years of wrenching experience to Superstition Choppers. His addition ensures that the shop will continue to build primo customs intended to be ridden, not merely shown. In time, Don

hopes to indulge more in his love for old Harleys, indicated by the scooter he rides, a 1939 Flathead (and he's currently building himself a 102-cubic-inch Shovel). Future plans also include expanding the Superstition Choppers line of custom parts, which presently includes triple trees, wide glide conversion kits, forward controls, and a solid-state 6-volt relay backed by a lifetime guarantee.

That's about the size of it. Nothing lasts, and there may not be much to cling to in an impermanent and imperfect world. But for guys like Don Korleski, the pleasures of riding and building great bikes are all they need to carry on. —Worm Gear



Owner:W. John Connors
City:Phoenix, Arizona
General
Fabrication:Jim Haney
Year and make:1990 Harley
Model:custom
Chroming:n/a
Engine
Year:1990
Model:Evo
Rebuilder:Don Korleski
Ignition:Karata Single Fire
Displacement:80 cubic inches
Lower end:H-D
Pistons:standard
Cases:H-D
Heads:pan tops
Cam:Andrews EV3
Carb(s):S&S "E" (w/Thunderjet)
Pipes:Paughco
Modifications:Sumax billet pushrod covers
Transmission
Year:1978
Modifications:belt drive, jockey shift, Primo eng. sprocket, Super Max wheel sprocket
Painting
Molding:huh?

Painter:Denny
Color:black cherry & plum
Special paint:for a special scoot
Frame
Builder:Paughco
Type:rigid
Modifications:35-degree rake, early Sporty kickstand
Accessories
Bars:Paughco
Fender(s):custom
Headlight:Paughco
Taillight:Superstition Choppers
Speedo:none
Pegs:Superstition Choppers (front)
Gas tank:Paughco
Oil tank:5-qt. drum
Seat:Le Pera
Mirrors:CCI
Grips:CCI
Forks
Type:springer
Modifications:3 inches over, Paughco, chromed legs
Wheels
Front:16-inch, Avon, Perf. Mach. brake
Rear:16-inch, Avon, Perf. Mach. brake
Photos:Paul Martinez

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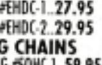
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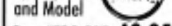


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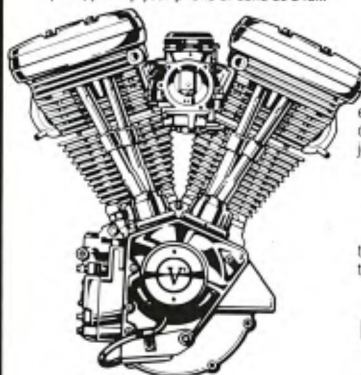
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Because nobody can read just one, the **February** issue is flying off the presses at this very moment. You loyal readers know that February is no ordinary issue; it's the big Columbus Invitational Bike Show extravaganza, where you get to review all the great bikes featured in *Easyriders*, *VQ*, *Earlyriders*, *In The Wind*, and *Biker* in 1994 and then vote on your favorites. That should keep you busy for a while. But after the voting's done, you can look forward to six Tech Tips; six Readers' Rides; and six unbelievable bike features, from Ron Simms' Evo to Bruce Whitted's restored Indian. Speaking of Indians, we're also doing a story on the new American motorcycles being manufactured. What else? Hell, one look at the babe in the photo should be enough to keep you waiting by the mailbox. On sale December 27



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-Davidson, and super custom tour bikes. *VQ* is the all-color magazine for the discriminating cycle connoisseur. On sale now



The **March** issue is a power-packed rag geared to take you through the spirits of holidays past, where bikers are shown opening up their hearts for those in need. Think we'd be satisfied with just a little brotherly benevolence? No way, O.J.; we figure for Christmas you might need a tattoo, parts, or riding clothes, and what better place to shop than the new *Easyriders* of Columbus megastore? Need creative juice for the new ride? Take a look at the 1993 *Easyriders* Bike & Tattoo Show tour. Plus, plenty of your photos. On sale December 8



What does the **January** issue of *Biker* have in store for ya? Hell, who knows? 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, titillating T&A from the Laughlin River Run, words of wisdom from our Mutha, messages for downed bros, news that affects ya, and the wildest biker parties on the planet. On sale now



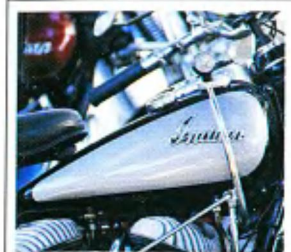
Because the ride never ends, we offer *Earlyriders*, our quarterly tribute to the finest in vintage motorcycles. In the **premier** issue you can look forward to eight motorcycle features, ranging from a

1907 Harley-Davidson, 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. This one's a keeper. On sale now

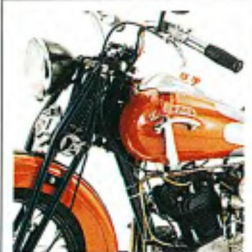


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