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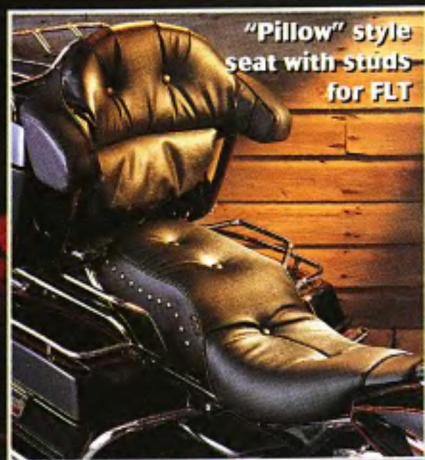
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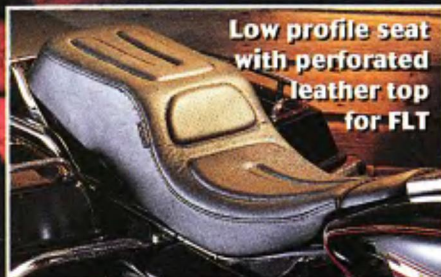
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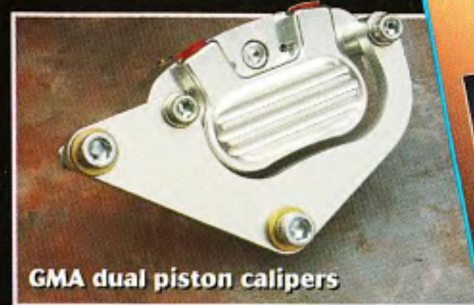


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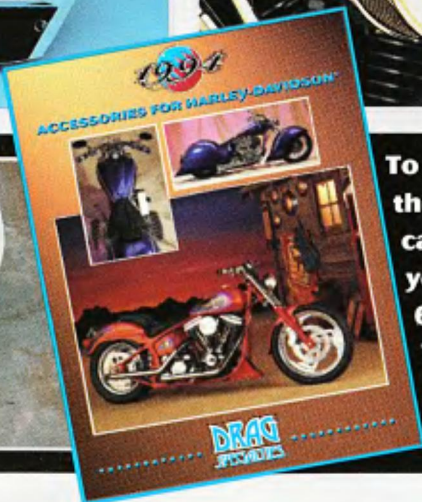


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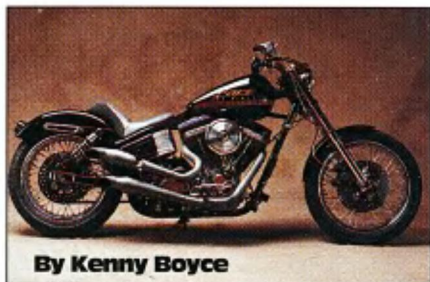
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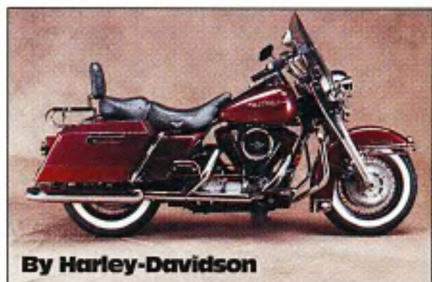
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Cover photo of Susan on Mike Brown's 1994 FXR by Steve Coonan. Cover imaging by Daniel Ferguson.

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INVITATIONAL BIKE AND
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TAKING IT EASY

A soon-to-be ex-ol' man, he recently received final divorce papers from his soon-to-become ex-ol' lady. After signing the papers, he mailed them back to her in a waterproof envelope. Why? Apparently, he didn't like them—or her—because he barfed all over the papers before putting them in the envelope.

You can get a tax break if you live in France. You can cut your taxes by as much as 50 percent if you have a pilot's license, play the piano, have sung in a church choir for more than three years, or published a book of poetry.

This guy came up with a wacky idea for stopping his migraine headaches. While working in his garage he banged his head on a shelf and his headache disappeared! So now, when he gets a headache, he gets out a rubber hammer (the kind you use to beat a tire on a rim) and bashes his head with it—and his headache is gone instantly. With a bonk on his head he also clears his sinuses!

He gave his wife a present for her birthday and now she's divorcing him because of it. What was it? Well, the present was a necklace—made of gall stones from his recent operation.

A wife had had enough. She shot her husband in the head. It seems he had a habit of ripping off farts in bed. The final straw was when she bought some sexy underwear for a good time with him one night. As she removed the covers and was about to hop in, he rips off a long, smelly, wet fart! She got so pissed off she shot him in the head.

Here's another example of women's anger toward men. After nine years of marriage, he started coming home later than he normally did. Then she got word of his other main squeeze. Well, one night he came home late and went to sleep without giving her any. She felt enough was enough, got a sharp knife, and cut his crank and nut sack off. Then she put his joint and nut sack (including the balls) into a small box and wrapped them very prettily (including a beautiful bow) and mailed them to his new sweetie. When the new sweetie opened the package and saw what was in it, she fainted. She recognized his joint (how?) and called the police. They saved his nuts, but by the time they got to his joint and nut sack, they couldn't reattach them. So now he just looks at his pride and joy in a jar filled with formaldehyde.

A New York City Corrections Department doctor was on trial for fondling a woman in a subway station the year before and was suspended without pay after he allegedly fondled the court stenographer!

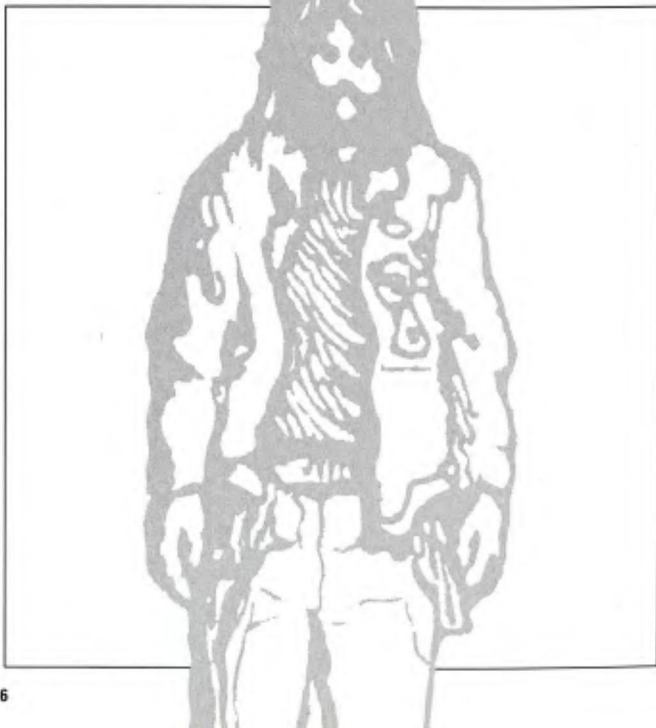
Two men were outside a pizza place and decided to moon the people inside. So they dropped their pants and flashed their butts. But no one seemed to notice so they decided to jump up and down. One of them lost his balance, fell into the window, breaking it, and cut his butt and several fingers!

This guy's car broke down. A policeman showed up, helped him push it to the side of the road, and then gave him a ride

home. The guy was bummed so he went on a drinking binge and forgot where he had left the car (he knew it was somewhere; he just didn't know where). So he finally borrowed his girlfriend's car and drove to the police station to ask for their help. When he staggered in and fell to the floor, they figured he might be drunk so gave him a breath test. He registered 0.31—the legal limit was 0.08. So now it doesn't much matter where he left his car.

Distraught over his eye problems, this guy tried to do himself in. He slashed his wrists and then plunged a 12-inch kitchen knife into his stomach. When neither of these methods worked, he tried to drown himself in the bathtub, but, apparently, if you become unconscious, you pop up. So then he tried an overdose of Tylenol. When he woke up the next day, he realized he wasn't dead yet so he tied a clothesline around his neck and jumped out his second-story window—but the rope broke. So he just plain gave up and called 911 for help. They took him to the hospital where he's still alive.

Some dumb crook tales: A burglar dove head first from a bridge into a river to escape. The bridge was high. The river was dry. Then there was the robber who broke into a house and was arrested with the owner's suitcase in hand. He told the police he didn't know where he was but was pretty sure the suitcase was his. The last thing he said he remembered for sure was attending a Grateful Dead concert the night before. How about the woman who was sentenced to 20 years in prison for killing her boyfriend. She shot him in the stomach during an argument over who loved the other more. Here's one that's hard to believe: A guy went into a bank to rob it—his note asked for \$1 trillion in small bills!



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A Response

This is in response to the letter "A Reprimand" in the December issue. Lucky from Virginia Beach commented on how we bought our way into his lifestyle and don't know which end of a wrench to use. I and the band have been into bikes for years, and I've been reading *Easyriders* for probably over 15 years.

It was a great honor to have been asked to do a cover photo shoot of our scoots and an interview to boot. Why did they call me and Tommy's shovels Evos??? Hell if I know! Why didn't they use our specs? (I'm proud of my 96 inches.) Fuck if I care. What I do care about is freedom—that's why I'm a rocker and a biker.

You sound so insecure and adolescent. It makes me ask the question—who here is into it for the image? I'm into it for the same reason most of us are—freedom to do whatever I fuckin' choose to do. I don't do anything for image. It sounds like it's all so important to you, though. Please grow up, Lucky. In the end we all take a dirt nap.

Nikki Sixx
Mötley Crüe

P.S. Did I tell ya my guitarist used to be a Harley mechanic?

Just Gotta Know

Jumpin' jeopardy! I've gotta know what's up with the scooter in October 1994's "In The Wind" section (pg. 90)—the one the rugrat is sportin'. My little

biker babe would love to put her face in the wind on one of those bad dogs. So, Dave Heroon in Germany, or anyone else with info on the fabrication of that pint-size scoot, please fly me a kite.

PeeFuss
P.O. Box 123
Scio, NY 14880

Won't Knock Riceburners

I have a terminal illness and, therefore, am a woman on a fixed income. I can't afford the insurance and upkeep on a Harley, let alone the payments on one. All I could afford was a 1982 Kawasaki GPZ 550. I love being in the wind—it makes me feel alive and lets me forget about what little time I've got left.

I read *Easyriders*, and it really pisses me off the way everyone seems to knock Jap bikes. I know they're not as good as Harleys, and I'd buy a Harley if I could, but they are bikes. I've had my share of left-turning assholes, people changing lanes without looking, and hassles by the cops. We're all in the same boat, bros. Don't sneer at me; I'm a biker too.

Skarie
Oakland, California

She's There

Lisa R. Garber (*Flying Free*, September 1994) isn't reaching the edge. She's there. At the edge of insanity, that is. What the hell was that shit about women? How do they think of themselves? How do they conceptualize their womanhood in this largely male sport? Give me a fuckin' break! She needs to stop thinking so much and stop analyzing something that doesn't need analyzing. Riding has to do with brotherhood, sisterhood, loyalty, living life and having fun! Lighten up.

Amos "Moe" Davies
Fort Collins, Colorado

Grateful Dead Fan

I'd like to know where I can get a "Steal Your Face" Grateful Dead derby cover. Don Babcock had one on his Softail in the October 1994 issue.

Cole Evangelista
Phoenix, Arizona

Unhappy Readers

I turn on the news—I see O.J. Simpson. I read the paper—I see O.J. Simpson. I

check out mainstream mags—I see O.J. Simpson. Now, I'm flipping through the November issue of *Easyriders*, and who do I see? O.J. fuckin' Simpson. I don't care if he is standing with Miss *Easyriders* 1994. Give me a fuckin' break. Enough is enough.

Doug Gray
Orland, Indiana

Hey, what's this crap with the photo of "Jerk The Ripper" O.J. Simpson in November 1994's "In The Wind" section? Is this a new trend for the mag? Printing photographs of homicidal maniacs with celebrity status? What's next? Perhaps an old snapshot of Charles Manson on a 1969 Sportster?

Johnathan Kongre
Saratoga, Texas

Have you got one?

An Indian Search

A few years back you had a photo and address to contact for an Indian Scout die cast model. I'm not able to search for the article and address myself. It may have been in the "Parts Box" section.

I'm also looking for Indian material, patches, parts, pics, collectibles, etc. If anyone can help, please contact me.

Mike Miller #40157
P.O. Box 2
Lansing, KS 66043

Thanks To Team Poisson

The Chillicothe, Ohio, Rodeo was everything we expected it to be. But most importantly, I'd like to thank the Poisson Racing Team.

I rode in from Akron. Ten miles before I got to the gate I fried my entire wiring system and had to have my bike towed the rest of the way (most embarrassing). For three days I walked around the event holding a sign that read: "Need Bike Hauled To Akron." Nothing happened. On the final day I went into the pits and asked if anyone could help me out. Mike from the Poisson Racing Team told me to push my bike over to his pit where he wired it for only \$40.

Thanks, Mike. I'd like to thank you guys and Poisson Racing Team for sponsoring this great event!

Don Kinney
Akron, Ohio →

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He's Amused

Your "Leader Of The Pack" article, *Flying Free*, November 1994, about Mamie Matatrese was amusing, but even more so was the statement that waiting for a new Fat Boy could take "from three to five months." When was the last time you boys went and checked that out? Now you could have been talking about a willingness to pay \$5k or more over the MSRP. You could have been referring to someone with an "in" somewhere, but here in the New Jersey area we're being told by the dealerships that it will take a year to two years minimum for almost everything except a Sportster!

Now if y'all aren't just blowing smoke, then pray, dear person, tell us where we can get a Fat Boy, a Heritage, a Road King, etc., in less than a year. I'm all ears.

Jimmy Boy Dial
Helmetta, New Jersey

Looking For MMA

I've been in Arizona for over a year now and still can't find a single rep or member of the Arizona MMA. I've been a member of MMA of California since 1989 and would like to continue being a member here. I'm going berserk! So I'm turning to the folks I trust.

Marcke "Rebel" Coates
Phoenix, Arizona

MMA of Arizona: 3130 East 1st St.,
Tucson, AZ 85719

Word Of Thanks

I wanted to thank you for the great

prizes I received for being a third-place winner in your sweepstakes contest.

Put a 55-gallon drum of pruno on my tab for your next party, and if you're ever in Washington, let me know. I'm sure we could think of something to do.

Phil Dogen
Tacoma, Washington

Word From The Common Folk

I agree with Kevin B. Nelms (October 1994 issue) 100 percent! Who the hell has \$50,000 to spend on a scooter these days? I'm happy for the owner of the "Zero Tolerance" (July 1994), but we common folks (there are a lot of us) can't shell out that kind of dough to create such a masterpiece.

I realize there's not much room in this world for good ol' boys, but whatda-fuck—does that give people the right to charge all my baby's milk money to put a wrench to parts that I hocked my ol' lady's ring for? Jeez!

F.T.W. Cycles
Parma, Missouri

Bike Features

Hey, do I have to be an Arlen Ness or a damn Hamster to have my bike featured? What's the deal?

Yosemite Sam
Lynchburg, Tennessee

We're always looking for sharp bikes to feature. The more unique and well constructed the better. Here's the deal. Send us some sharp snapshots of both sides of the bike, along with your address and

phone number. We work with only a handful of photographers to get the job done right, so if the committee likes the bike, we'll hook you up with one of our photogs. Another way to get your bike in front of our editors is to enter one of our shows. We bring an entire studio to the shows and shoot bikes all weekend long. If you win best of show, your bike automatically gets featured in one of our bike magazines including: Easyriders, VQ, Earlyriders, In The Wind and Biker.

Thanks For A Good Time

I want to thank the *Easyriders* staff for a good time at the Morris, Illinois, Rodeo.

I'm not a biker, but a truck driver. But as brothers of the highway we enjoy the same lifestyle.

Well, back to Morris. My 14-year-old daughter worked the concession stand and said, "Dad, I never had more fun or met nicer or more interesting people."

Mac Pulliam
Sheridan, Illinois

Two Snivels

I have two complaints. First is your Tech Tips. I finally figured out that all I need to perform your tips, in addition to my Mig & Tig welders, Plasma cutters, CNC mill and lathe, vertical band saw, and all the other goodies in my fab shop, are a frame jig, 50-ton iron worker, and a few cases of plutonium. Then I could build a bike that would blow everyone's mind. Let's get real. I thought Tech Tips were just that—Tech Tips, something anyone could perform without a major investment into an arsenal of equipment.

Second, if you're going to offer a spec sheet on a bike, have someone fill it out completely and leave out the smartass comments such as: Value: first-born child, or Chroming: yes. I don't believe any of these builders/owners are capable of doing every aspect of bike building themselves, so a little more info would be nice so dummies like me could have a better idea how much a project might go for.

Reid Paget
Concord, North Carolina

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

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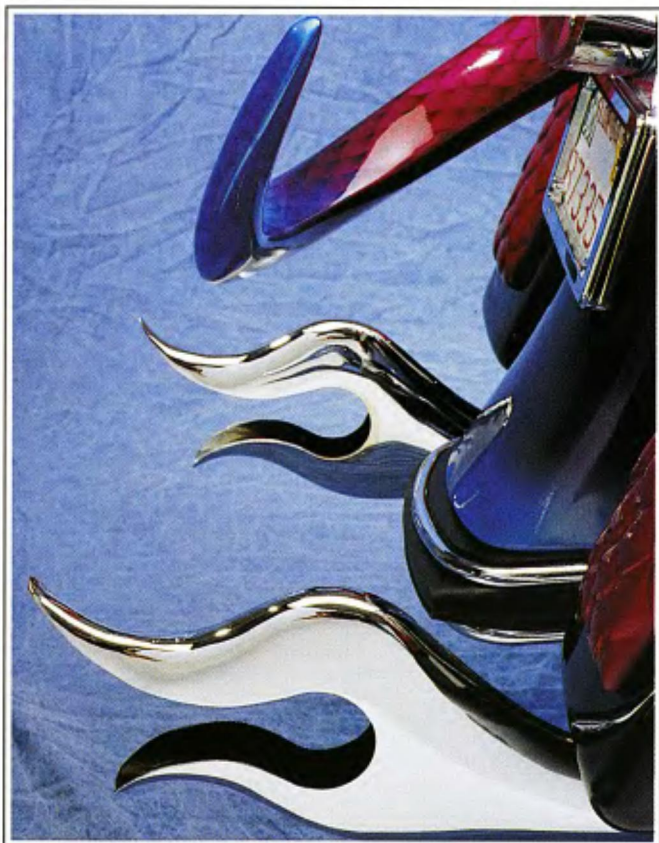


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Medieval ADDRESS



What Happened When Beauty Met The Beast

Believe it or not, the inspiration and motivation behind this mythological marvel was a three-year-old girl. Seems every time her Daddy, J.P. Poland, fired up his Harley, she grew wide-eyed and trembly at the sound (and thought) of a monster roaring out in the garage.

A longtime rider, J.P. didn't want his daughter to develop a serious case of motophobia. So he figured if he could somehow transform the bike into his daughter's favorite beast, she might warm up to it. Toward that end he teamed up with his artist-buddy, Dan Meyer, and they created a tiger.





Right you are, hawk-eye! This beast ain't a tiger. But that first bike provoked such a stir that J.P. and Dan soon realized they were onto something good.

"Maybe this doesn't fit in with what most people think of as bike customizing," J.P. says. But they were having so much fun doing something different they decided to do another. "We studied the fairing on a dresser and wondered what we could attach to it. Suddenly, a dragon's head came to mind."

Now, conjuring up a mythical monster involves a certain amount of advanced wizardry. Materializing a mold for the head alone required a month of intricate incantations. Serious shamans also understand that no self-respecting lizard ever leaves his lair without a complement of armor-piercing teeth and horns and claws. Each one on this flying iron gargoyle was invoked from a solid piece of aluminum. But they're not just



stuck on with a primitive adhesive spell. "We drilled into the aluminum and tapped a steel rod in place to anchor it into the fiberglass," Dan explains.

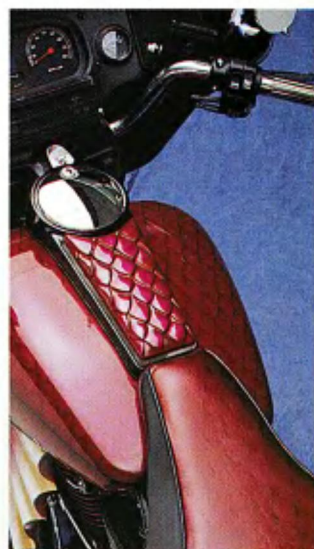
They used the same magic for the unique "brackets" gripping the turn signals and the custom "stems" clutching the mirrors.

"We formed the tail out of three quarter-inch aluminum pipe," Dan says. For thickness they wrapped it with rope and pieces of canvas, adding liberal dollops of resin. Sandwiched underneath is a clear piece of Lucite which catches the light and wards off the evil-eye. You'll see the same effect in the dash.

"We built everything to be as durable as possible," Dan goes on. "Our whole idea was to create a rideable sculpture. We wanted something you could really have a good time on."

Now that's what I call a beast with a truly charmed life.

—Southern Connection



Owners:.....J.P. Poland/Dan Meyer
City:.....Lake Worth, Florida
General
Fabrication:.....owners
Year and make:.....1994 H-D
Model:.....FLHTC
Chroming:.....Elite
Engine
Year:.....1994
Model:.....Evo
Rebuilder:.....Bubba
Ignition:.....Dyna
Displacement:.....1340 cubic inches
Lower end:.....stock

Pistons:.....H-D
Cases:.....stock
Heads:.....worked
Cam:.....Andrews
Carb(s):.....S&S
Pipes:.....Speedo's
Modifications:.....winged air cleaner
 (S&S), hydraulic lifters

Transmission
Year:.....1994
Modifications:.....clawed and
 detailed
Painting
Molding:.....J.P.

Painter:.....Dan Meyer
Color:.....Carmen red, purple, blue
Special paint:.....Dan's dragon scales
Frame
Builder:.....H-D
Type:.....rubbermount
Modifications:.....scales, resin,
 and imagination

Accessories
Bars:.....stock
Fender(s):.....Dan/J.P.
Headlight:.....H-D
Tailight:.....Ness
Speedo:.....stock

Pegs:.....floorboards, dragon paws
Gas tank:.....dragon skin fatbobs
Oil tank:.....factory
Seat:.....Dream Themes
Mirrors:.....Dream Themes
Grips:.....Ness
Forks
Type:.....hydraulic
Modifications:.....dragon breath paint
 and oily scales
Wheels
Front:.....16-inch, Dunlop, H-D
Rear:.....16-inch, Dunlop, H-D
Photos:.....Don Rogers



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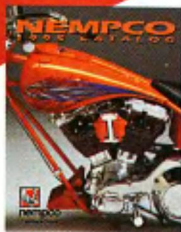
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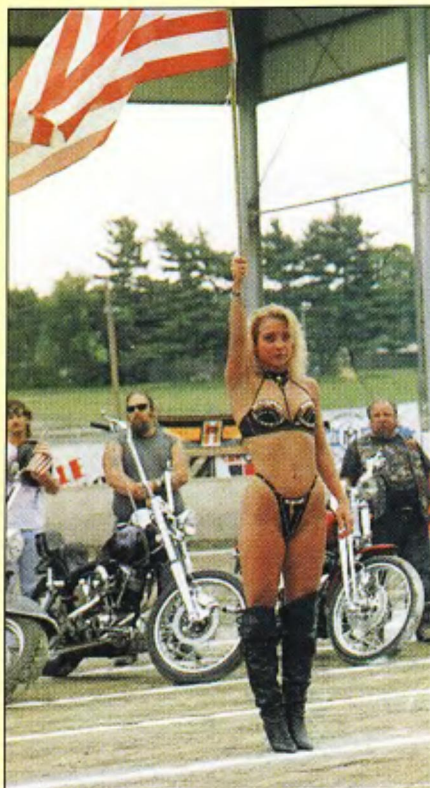
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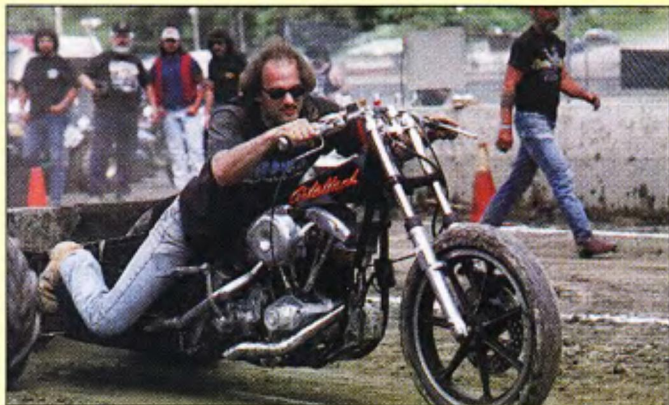
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EASYNEWS

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

THINGS HEAT UP IN ALASKA

ABATE of Alaska is right on track and stronger than ever this year. Not only did we keep the Helmet Bill in check, but we countered back with our own bill.

In the first two weeks of session we were able to get Joint Resolution 29 passed. It demands that the Feds back off and recognize our rights under the 10th Amendment. We were also able to get a Representative to introduce HB-325. The wording in this bill specifically gives us the right to choose and makes it the policy of the State of Alaska to provide a Motorcycle Safety Program.

Alaska's one of only nine states without a state-funded program. This bill has given us some hope. Although it might pass on its merits, politically this has been a real struggle. It's a minority bill and the minority and majority are separated by just one vote. As you can guess, legislators vote down strict party lines. Even so, we were able to move it through its first committee.

Two things made this all possible. First, motorcyclists from all across the state came together and simultaneously participated at the hearings using the Statewide Teleconference System. The second thing that made a difference in our favor was, ironically, our staunch opposition. It never ceases to amaze me to hear all the lies, distorted facts, and propaganda presented by supposedly knowledgeable people.

At the last hearing Ms. Martha Moore, a representative of the Department of Health and Human Services cited a phony study that showed the rise of fatalities after motorcycle training programs were started in California. She said, "Safety and training programs have never worked and the only way to protect people from their own stupidity is through mandatory laws."



This type of testimony used to really get my blood pumping, but now I just kick back and smile. When the opposition insults the legislators' intelligence with obvious propaganda, they run the risk of getting slapped down. And that's exactly what happened. After her testimony, Representative Joe Sitton of Fairbanks asked her if she really believed in what she had just said. After her pompous affirmation Joe said, "I suppose you people could do a study to show anything you would want. If you really believe that mandatory laws work better than education, then I would like to talk to you about drug abuse." Score one for us.

This shows how important it is to know what you're talking about before you open your mouth. Knowledge has been the best weapon in our fight for freedom—not only knowing the facts and figures pertaining to helmet use but also knowing how to beat them at their own game.

Instead of waiting for senators or their aides to call, I try and make it my business to know what's going on in our legislature by calling the state capital every day and asking the right people informed, educated questions. It takes a little time and effort—but it pays off in the long run.

—Scott Hamann
President, Kenai Peninsula ABATE

A PLEA FOR HELP

From Our Brothers Overseas



The highly successful first-ever International Coalition of Motorcyclists (ICOM) Convention held in Harrisburg, Pennsylvania, earlier this year marked a turning point in the international fight for motorcyclists' rights. Rights leaders from 42 states, three Canadian provinces, and seven European countries were represented.

The seriousness of the proposed new European Union (EU) laws, proposed by EU bureaucrats in the name of "harmonization," shocked all delegates. Federation of European Motorcyclists (FEM) General Secretary Simon Milward said, "We can forget about the helmet law for the time

being. Over here, we struggle just to maintain the right to ride at all."

FEM cites plans for leg protectors/airbags, florescent clothing standards, license and power limits, and motorcycle road bans as just some of the evil bureaucratic plans to stamp out freedom altogether. Furthermore, FEM warns that the next two years are crucial for riders all over the world. As an example, a two-inch thick multi-directive (COM93499 final) just entering the European Parliament will ban air-cooled engines and prohibit home-maintenance, performance-tuning and customizing, while substantially increasing prices and restricting designs. Once these EC laws are enacted, they could likely

become worldwide standards because the EU will be the single largest market come 1996. And that's just barely a year away.

FEM is stretched to its full resources and is desperately short of cash with which to combat these restrictions. U.S. organizations who have already donated money to FEM include ABATE of Washington state, Harley-Davidson, Inc., James Gaskets, S&S Cycle, and other U.S. motorcyclists' rights groups. Other American organizations/individuals who want to help can make bank transfers directly to: Bank Credit Communal de Belgique sa., Agence Chasse, Rue des Champs 6, 1040 Brussels, Belgium, account name: FEM, account number: 058-601-525-133. Checks sent directly to the Belgian headquarters will also be gratefully received.

—FEM

National European Motorcycle Road Riders' Rights Organizations Represented by FEM are: Motorcycle Action Group (MAG) UK, MAG Austria, MAG Holland, MAG Belgium, MAG Ireland, Irish Bikers Action Group, Motoe Greece, Kuhle Wampe Germany, Biker Union Germany, United Czech Riders, Luxembourg Moto Initiative, Coordinamento Motociclisti Italy, A Brotherhood Against Totalitarian Enactments (ABATE) Denmark, Association Nationale de Defense des Droits des Bikers (ANDDB) France, Federation Francaise des Motards en Colere (FFMC) France, Federacao Nacional Motociclismo Portugal, MMS Hungary.

STAYING ON TRACK

AHDRA Issues A Warning

Dear Racers,
Due to the recent escalation of violent gang activity we feel it necessary to impose a ban on militant club colors at our events. In addition, we will be increasing the number of security personnel at both the gate and throughout the track. Should we be forewarned that a

problem may arise at a specific event, searches for contraband will occur.

It is unfortunate that this has become necessary. We have strived over the years to have Harley drag racers be seen as the professionals that they are. We have also attempted to make the track a family place, and it has been good to see so many children

involved with their parents.

Regardless of what disagreements various groups may have, the track is a place for racers and their fans. We appreciate your patronage and hope to maintain your support with these changes.

Dane Miller and the
crew of AHDRA

THEORIES DON'T HOLD WATER

Public Burden Numbers Shot Down By University Study



Motorcyclists are irresponsible. Motorcyclists don't carry health insurance. Uninsured motorcyclists who get into accidents are a much larger burden on taxpayers than automobile drivers. You know it's true. You've been hearing arguments from safety experts for years. Politicians have used them as the basis for bills that would require motorcyclists to carry special catastrophic health insurance. And they wouldn't do that if they didn't have the facts behind them, right?

Don't count on it. Seems those so-called experts have only been telling us half the story for years. They've only reported the costs of injuries suffered by motorcyclists. They haven't compared them to the costs associated with other types of accidents.

Now, however, there's a study funded by the Motorcycle Industry Council (MIC) that reveals the whole picture. And guess what? Motorcyclists *aren't* irresponsible. Motorcyclists *do* carry health insurance as often as other vehicle operators. And injuries motorcyclists represent are only a minute part of the so-called social burden resulting from motorcycle vehicle accidents.

The study, conducted by Dr. Jane Stutts of the University of North Carolina's Highway Safety Research Center, was presented at the

Association for the Advancement of Automotive Medicine's annual conference in Toronto. It clearly shows that motorcyclists are just like everyone else in society—no more responsible and no more irresponsible.

Stutts researched the medical costs for accident victims taken to eight trauma centers in North Carolina between 1987 and 1990. During that period, she noted, there were 708 motorcyclists requiring treatment at those facilities, and 8,961 victims of other motor-vehicle accidents. The average cost for treatment of a motorcyclist was \$15,801, which is a lot of money. However, the average treatment cost for victims of other types of motor-vehicle accidents was \$17,892, or \$2,000 more.

But that's not the important issue. The key question is, who really foots the bill for that medical treatment? In previous studies, including the infamous Harborview Medical Center Study released a few years ago, researchers labeled motorcyclists as irresponsible because, they said, a large percentage of riders don't carry medical insurance to cover the costs of their injuries. As a result, they concluded that motorcyclists are a tremendous burden on taxpayers, who must pick up the cost of that treatment.

The subject of medical insurance has received widespread publicity in recent months as an election campaign issue.

Various reports have noted that a large percentage of Americans don't have, and can't afford, medical insurance. The North Carolina study confirms that fact. Dr. Stutts found that of all the motorcyclists taken to eight trauma centers, 49.4 percent had their medical costs covered by insurance. However, of all patients brought to the hospitals from motor vehicle accidents, only 50.4 percent had their treatment costs covered by insurance.

In other words, lack of medical insurance is a problem for American society as a whole, not just for motorcyclists. In fact, it isn't just a lack of medical insurance purchased by victims that's a problem here. Accident research reveals that a majority of car-bike accidents are caused by the car driver, who is, therefore, liable for injuries to the rider. The fact that so many motorcyclists medical bills aren't covered by insurance reveals that many car drivers aren't living up to their obligation to buy liability insurance. On the other hand, very few car or truck drivers are injured by motorcyclists, so the amount of their medical bills is negligible.

Using Stutts' cost figures, we tabulated the total cost to society from motorcycle injuries and all other motor vehicle injuries. The motorcyclists portion totaled \$5.5 million over the two-and-a-half-year study period, or about \$2. million per year, of which some unbeknownst portion is actually the responsibility of the car drivers. On the other hand, the social burden of other motor vehicle accidents victims amounted to \$80 million during the study period, or \$32 million per year.

"This study is bad news for those who insist that motorcyclists should be required to carry catastrophic health insurance," notes AMA Legislative Affairs Specialist Chris Kalfelz, who attended the injury conference on behalf of the AMA. "It clearly demonstrates that the claim of an enormous 'social burden' arising from motorcycle accidents is a myth. The cost of medical treatment from motor vehicle accidents is an undeniable problem for Americans. But singling out motorcyclists to solve that problem just doesn't make any sense. It's discriminatory, and it won't work."

—American Motorcyclist Association

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FREEDOM

Under The Arch



Photo: Twiggy

And the skeptic's said it wouldn't last. Try telling that to the 650-plus freedom fighters from all over America who attended the Motorcycle Riders Foundation's 10th Annual Meeting of the Minds in St. Louis, Missouri. This spectacular event was held in September of 1994 at the Riverfront Holiday Inn. And for the first time ever, it was successfully co-hosted in the new spirit of cooperation between Missouri's Freedom Of Road Riders and ABATE of Illinois. What a class act these two organizations put on.

After all was said and done, everyone went back to their respective states with a renewed sense of dedication toward keeping the rights and freedoms of motorcyclists alive and well, and always on the front burner.

However, if you missed the "big one" this time around, you can redeem yourselves by attending the 11th Annual Meeting of the Minds, to be held in Little Rock, Arkansas, in September of 1995. Here's some more MRF news. "The Best of the West," will be held in Boise, Idaho, on April 21-23, 1995, and will be co-hosted (another first) by the Idaho Coalition for Motorcycle Safety, Inc. (ICMS), ABATE of Northern Idaho, and ABATE of Idaho. See ya all in the elevator.

—Twiggy

FLYING FREE

Kristine Becker: Racing For Success



Photo: Rip

When I discovered drag racing I discovered a new aspect of riding and a whole new attitude about motorcycling in general. I became a bit more determined and even a bit more demanding. I wanted to be accepted in the drag racing community.

After I change from my street clothes to my racing leathers I become focused on the job ahead. I use this time to check out my Sportster TM for any noticeable problems; if I see something that doesn't look quite right, I ask my husband, Arlie, my tuner and builder, for assistance. Since Arlie has his own racing program in the High Gear Nitro Class we often employ a third member to assist both of us at the track. It's not nearly as easy as it looks. There's a great deal of preparation involved before each race.

Before the race I find myself pacing. I chain smoke. I sit. I clean the bike. I pace. I open the cooler for fresh water. I pace some more. I can barely hear the noise going on around me. I double check the Sportster and try to remain calm and stress-free.

Finally, and after only a few minutes, it's time to go staging. There are other racers pacing, looking for shade, drinking water, trying to relax. We are all stressed, and we know it. It's as if we are thoroughbreds awaiting the opening of the gate. Every muscle is tense, every nerve is twitching to go, waiting to get through the next few seconds. It seems like forever to get there. We roll up the lights. We pre-stage. We stage.

There's nothing in my mind now but the amber lights. My right hand is on the throttle, getting the revs up to well over 4,000, and I'm anticipating the next step, the step that can win or lose the race. I'm probably breathing but it doesn't seem like it. I'm like a cat ready to pounce on an unsuspecting mouse—ready to attack without warning, without thought. Reflex action. Muscles tense, hands tightly gripping, getting ready for the next 11½ seconds. Suddenly, the lights flash and we're off—two highly tuned machines going head to head, racing to reach the finish line first. I shift on instinct, though I use a shift light to remind myself.

As fast as it started it is done. I release the throttle but I am still exceeding 100 mph. This is a critical moment in any drag race—getting stopped in a timely and safe manner. I have just finished a race doing well over 115 mph; now would not be a good time for anything bad to happen. I look around for the other bike. Whoever is in front gets the right of way to exit the track.

I'm breathing again. I can hear my breath inside the helmet; it feels as if I'm suffocating. I lift my visor to get some fresh air and ride slowly back to the pit area, stopping once to pick up a little piece of paper from the timing shack. This piece of paper holds the key to my race; it will tell me how fast I went, what my elapsed time was, and whether or not I won. I don't look at the paper until I've parked the bike and taken off my helmet. It's as if the paper is the mouse I pounced on, and I want to savor it for as long as possible before I devour the information it contains.

My little pony and I have overcome a great obstacle. I feel closer to my nirvana. This is the rush I've been looking for: the better ET and the faster mph.

Kris Becker lives in Snohomish, Washington, with her husband, Arlie. Both compete in many West Coast drag racing events and own North Coast Thunder Bikes, a high-performance aftermarket repair and accessories shop in Everett, Washington. Kris and Arlie encourage readers to attend Harley drag races—whether you're watching or competing, it's a great way to spend the afternoon.

—Sporty Sue

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SHACK OF SHAME

MADD is Talking Crazy



Once again, bikers are being blamed for all the nation's woes. This time the blame comes from Mothers Against

Drunk Driving (MADD). They've publicly taken a stand in favor of the ISTE Section 153, invoking penalties against states failing to comply with the federal government's mandate to pass seat belt and helmet laws. Read on, it's gonna make your blood boil.

In a memo directing state offices and chapters in 13 states to lobby aggressively in support of the federal blackmail, MADD director of public policy Bob Shearouse stated, "As you know, MADD has long advocated strong occupant protection laws as a defensive tool in the war against drunk driving. And, as a group, motorcycle operators have a higher likelihood of alcohol involvement than any other vehicle operations involved in fatal crashes."

The target states are: Alaska, Arizona, Idaho, Illinois, Indiana, Minnesota, Montana, New Hampshire, Ohio, South

Dakota, Utah, Wisconsin and Wyoming.

What you failed to mention, Bob, is the obvious fact that it's the drunken cage drivers who can legally slaughter bikers and get off scot-free. What's your next proposal, Bob? Forced surgically implanted mini-helmets on unborn fetuses before they can pass through a woman's birth canal? As motorcyclists, here's the address and phone number of MADD so you can voice your displeasures for being unjustly and falsely labeled and singled out once again. Write to: MADD, 511 East John Carpenter Freeway, Suite 700, Irving, TX 75062, (214) 744-6233.

Thanks to Bill Bish, National Coalition Of Motorcyclists, for bringing this matter to our attention.

—Twiggy

SHORT STROKES

Running On The Edge

As the midnight moon crested the L.A. skyline and my Dyna Glide's speedometer hit its century mark, my thoughts turned to milky thighs, racing highs, and danger....Speaking of a woman's delightful form, a sheriff candidate in Santa Clara, California, apologized to voters when a photo surfaced of him with a bike and three topless dancers. "If I had known they were going to expose their breasts, I wouldn't have done it." Wimp. Women are beautiful. Why be ashamed of standing next to one?...California Assemblyman Ray Haynes (R-Temecula) was working on legislation that would require schools to have students read the Constitution and the Bill of Rights. It passed the Assembly floor 68-0, but the Senate Education Committee is trying to kill it. How will the kids learn what our creed is and what the country is founded on unless they read it—at least once?...In Japan, Harleys and H-D cigarettes are hot. Here, both are being outlawed—thanks Herm....On the ecological front, a team of women billed as the Greasy Riders piloted a diesel van across the nation, fueling it with

used french fry oil from fast-food joints. It worked. The van averaged 24 mpg. The formula consisted of 80 parts vegetable oil, 19 parts wood alcohol, and one part lye; it works only in diesel engines and the exhaust smells like doughnuts....Is it true? The clipping says, "Thanks to the efforts of Virginia State Rep Linda "Toddy" Puller and the Virginia Coalition of Motorcyclists, riders no longer face the prospect of being branded as criminals for failing to wear a helmet in the state. Puller was also instrumental in opening HOV lanes to bikes. Bravo....ABATE of Tennessee hit the news recently trying to take its battle to the public. Rick Zahara and fellow members spoke up against helmet laws, their charity efforts and about their motorcycle training campaign. Keep after it. Thanks Woody for sending it in....Thanks to the efforts of Al Davis and Animal, motorcycle owners can obtain Alabama antique tags if their bike is more than 25 years old (\$12), and handicapped decals are now available for bikes. They're still working on personalized tags, though....Did you know that the hemp plant yields several times more pulp per acre than trees and grows to maturity in only 100

days. Paper made from hemp lasts for centuries, compared to 25 to 80 years for paper made from wood pulp; hemp paper can be recycled more times and requires fewer chemicals to bleach. Dig this, the word canvas comes from the Greek word for hemp, and the first two drafts of the American Declaration of Independence were printed on hemp. We're missing out on a major industry here because of the "high" phobia. Europe and Canada have recently legalized the crop....And, finally, did you know that in 1914 Indian produced 60,000 machines? Every machine was sold before delivery—interesting. There were 2,500 dealers at the time....With that confusing, uplifting, and restrictive assortment under our belts, creep out to the garage, flick on the single bulb over the bike, and admire your handiwork. Then slip into winter riding togs, open the garage door, and tempt fate one more night. That's what it's really all about, ain't it? One night of frenzied freedom is worth 10 years of safety-belted solitude. Code of the West.

—Bandit



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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. 6850, 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 ACC, Inc., 3811 Dixie Hwy., Pompano Beach
Brothers III, 2401 N.W. 16th Lane, Pompano Beach
Doc's Cycle Inc., 6125 Stirling Rd., Davie
Easyriders of Naples, 1450 Airport Rd., Naples
Easyriders Coconut Grove, 2996 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 Oyle & 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
Cape Fear HD, 3618 Sycamore Dairy Rd., Fayetteville
Easyriders of Fayetteville, 4424 Bragg Blvd., Fayetteville

Ohio

Don's Custom Cycle, 8619 Harrison Pike, Cleveland
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, Parnville
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

You got it—just make a purchase of \$50 or more
and ask for your free copy of *Easyriders* from any of
the bike shops listed here. And remember to take
this page with you when you're on the road—it's a
handy guide to some of the best Harley parts and
service outlets around.

EASYRIDERS

Of Houston Rodeo Run



Photo: Billy Tinney

"The third time's a charm," says David Greenberg, *Easyriders* of Houston President. "With Miller Beer, EPIC Special Events, and KKZR and KKBBQ radio as sponsors and coordinators of the event, it's bound to attract even more participants than the hugely successful 1993 and 1994 rides, which brought in a combined total of more than 6,000 riders and raised over \$53,000 for the Harris County Children's Protective Services."

As a result more than 5,300 underprivileged kids got to go to a performance at The Houston Livestock Show and Rodeo. "We're confident we can bring in 5,000 or more riders and attract over 10,000 participants to the 1995 event, which translates to more rodeo tickets for kids, which is what this event is all about," says Greenberg.

Easyriders of Houston's third annual charity Rodeo Ride will take place on Sunday, February 5, 1995. Registration starts at 8 a.m. Entry fee is \$10 per rider, which purchases a rodeo ticket to Houston's famous Livestock Show and Rodeo for a child who would not be able to go, otherwise. The Harris County Children's Protective Services is a nonprofit organization set up to protect abused and neglected children.

FIGHT UPDATE

The Right To Write How To Make Your Voice Known To Legislators

As you probably know, if you follow this column, the helmet law battle is heating up. If you are a member of ABATE or any of the other anti-helmet, pro-rider-education organizations out there, you're no novice to writing letters to your state and federal legislators. Legislators respond much better to your concerns when they know that you care about their voting record all the time, not just during an election year. The best way to let them know that you care is by writing to them. Every day legislators make decisions which affect you and your family. The best way to convey your interest in these issues is by writing to them. With this in mind, *Easysiders* offers the following guidelines to writing your state representatives. We can't stress enough the importance of letting your voice be heard. We must all work to keep our freedoms from disappearing.

HOW TO WRITE

1. Address it properly

For Congress:
Representative _____
U.S. House of Representatives
Washington, D.C. 20515

For Senate:
Senator _____
United States Senate
Washington, D.C. 20510

For State Senate, Delegate, or
Assembly members:
Write in care of your State Capitol.

For Local Officials:
Write in care of the city, town, or county
government; addresses can be found in
your phone book. It is sometimes possible
to FAX your letter as well.

2. Identify yourself

Identify the state, congressional or legislative district, and city or county in which you vote. Mention you are a registered voter, and state your local organizational affiliation.

3. Be specific

When writing about legislation, use the bill number or the title of the bill if you know them. If not, briefly describe the

issue that concerns you. Write on selected important issues. Quality, not quantity, is what counts. Set a goal to write a different legislator every week.

4. Be timely

Write when an issue is current, not after a key vote has been taken. Once your letter is finished, mail it right away. The timeliness of your communication is as important as the content.

5. Explain your position

Say, in your own words, as a worker, taxpayer, or consumer, how the bill or amendment will affect you. Don't forget that a bill can change as it moves through the legislative process. Urge your legislator to oppose crippling amendments and to support strengthening ones.

6. Ask for a response

Urge your legislator to take action to support or oppose a bill, or to co-sponsor an amendment. Request (don't demand) a reply to your letter.

OTHER TIPS TO KEEP IN MIND

Be brief

Write about one bill or issue at a time. Don't write a laundry list of legislative problems. A one-page letter is always the most effective. Write legibly. If handwritten, you might first write a draft, then make a second copy that is neater and shorter. Make your letter easy to read, whether handwritten or typed.

Be polite

Don't be threatening, demanding, or abusive. After all, you want the legislator to read your letter, not be turned off by it and throw it away.

Just as you have a right to vote, you also have the right to write. Legislators speak for you: You elected them, so you should tell them exactly what you think. Send them a message. That way, the next time they vote, they can't say that they didn't hear from the motorcyclists.

We can all agree that helmet laws suck, but that isn't enough. You can do something to bring unjust laws to an end. Become a member of your local bikers' rights organizations and purchase a F.I.G.H.T. Kit. All proceeds from your Kit will go to battle helmet laws in court. Write: *Easysiders* 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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	P & H per order: U.S. add \$3.00. Canada add \$5.00. Foreign add \$10.00.	
	CA residents add 8% tax.	
	Send U.S. funds only please. TOTAL	

MAIL TO:
Easysiders Freedom F.I.G.H.T., 621
P.O. Box 1025, Agoura Hills, CA 91376-1025

**You CAN
make a difference.**

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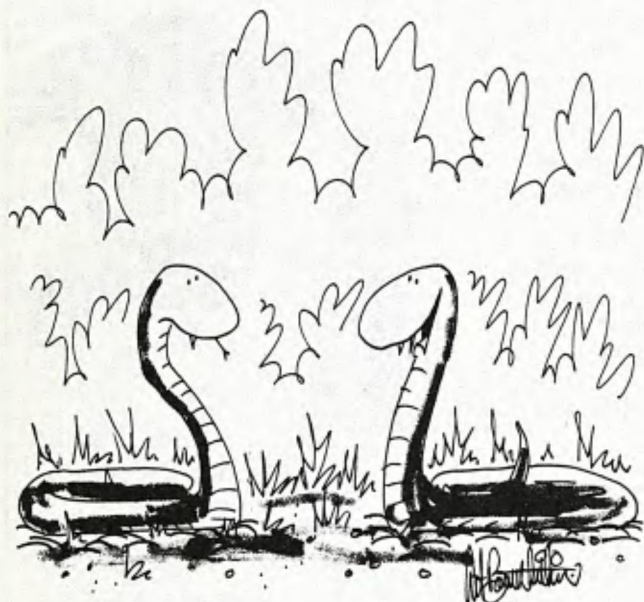
PASSING GAS

Definition of wife: the woman who stands behind you through all the trouble you'd never have gotten into if you hadn't married her in the first place.

W. Allen
Netherlands

Did you hear about the bro who had a big fight with his ol' lady about whether it was all right to spend one night a week out partying with the guys?

He didn't think she should.
Everett
The Green Castle



"Did I tell ya about the great piece of asp I got last night?"

Stopped at the traffic light, the graybeard biker stared wide-eyed at a punk rocker crossing the street in front of him. The kid was a helluva sight: the punker had green, orange, yellow, and blue hair, elaborately waxed up into tall spikes sprouting from the top of his head.

Seeing the old biker staring at him, the punk rocker stopped and said, "Hey, whatcha lookin' at, man? Didn't you ever do anythin' excitin' in your life when you were younger?"

"Hell, yeah, I sure did," said the tramp, "and that's what worries me—ya see, about 20 years ago, I fucked a peacock, and I'm thinking ya might be one of my kids."

Twiggy
On the Road

Drying himself off after taking a shower, Hoss looked down and saw a gray pubic hair. He held his dick up tenderly and said, "Hey, little bro, I know we ain't been gettin' much lately, but I didn't know ya were that worried about it."

Sandman
The Colony

Definition of octopus: eight chicks mooning ya as ya ride by.

Cowboy
Janisland

Why is it most lesbians look so much alike?

'Cause they rub off on each other.

Risky
Takin' Chances



"Congratula—hey, wait a minnit! You didn't even qualify!"

How many bikers does it take to change a light bulb?

Four. One to screw in the bulb, and three bros to brag to about the screwing part.

Christine Johanson
Alberta, Canada

What's the perfect gift for a woman who has 10 children?

A pearl necklace.
Toadman
The Pond

The hillbilly was stationed overseas in the Army, and when word arrived that his ol' lady back home was three months pregnant, he was overjoyed.

"But you've been overseas, alone, for nearly two years!" exclaimed a fellow private when he heard the news.

"So what?" said the hillbilly. "There's two years between my brother and me, too."

Rooster
Crowin'



"I haven't sold her yet, but I'm getting a lot of lookers."



"She's been pissed off ever since I sent in a naked photo of her to *Easyriders*, and those crazy bastards published it... as a cartoon!"

Why can't O.J. Simpson get laid anymore?
'Cause he's already as fucked as he's ever gonna get.
Ray-gun
Shielded

Why is it so hard to pronounce fellatio?
'Cause it's a mouthful.
Chavez
Pelican Bay

Congress



"I hear the Ethics Committee is a lot of fun—who do you have to fuck to get a seat on that?"

Not long after he'd tied the knot, Termite and his father met for a friendly beer.

"Well, son," said his dad, "so how's married life treatin' ya?"

"Not so hot, Pop—I think I married a nun."

"A nun?" exclaimed his dad.

"That's right, Pop. *None* in the morning, *none* at night, and *none* unless I beg for it," said Termite.

Termite's father nodded knowingly and patted his son on the back. "I understand, son. Say, why don't you and the wife come over to the house for dinner and maybe a nice talk tonight?"

The young bro brightened. "Hey, Pop, that's a great idea! Maybe you can get some sense into her."

"No problem," said his dad. "I'll call and tell Mother Superior to set out two extra plates."

J.H.
The Convent

The hardbilly asked her new boyfriend, "Hey, wanna see the new tattoo I just got on my butt?"

"Sure, baby, let's have a peek," he said.

The chick raised her skirt and lowered her panties, and bending over, she said, "So, how do you like my cute little asterisk?"

Sherm
Wantagh, N.Y.

An impetuous young biker negotiated a date with a pair of Siamese twins one night.

"Have a good time?" asked one of his bros the next day.

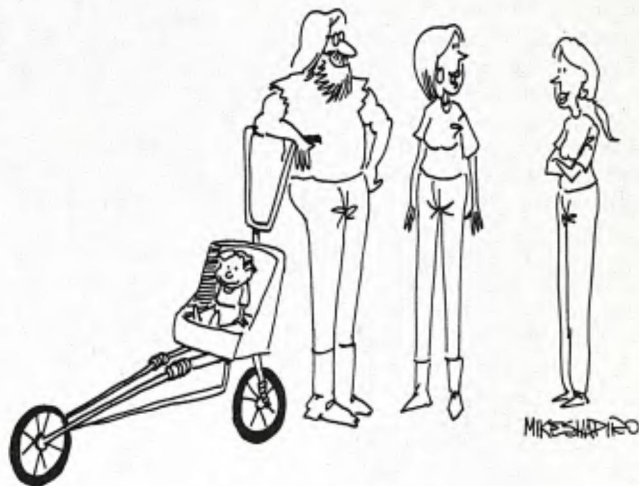
"Yes and no," came the response.

Haystack
Needling

How are Marion Barry and Hillary Clinton alike?

They both blow a little dope.

Bear
Columbia, Mo.



"Buzzard customized the stroller."

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

FROGS, SNAKES, AND A TATTOOED LADY

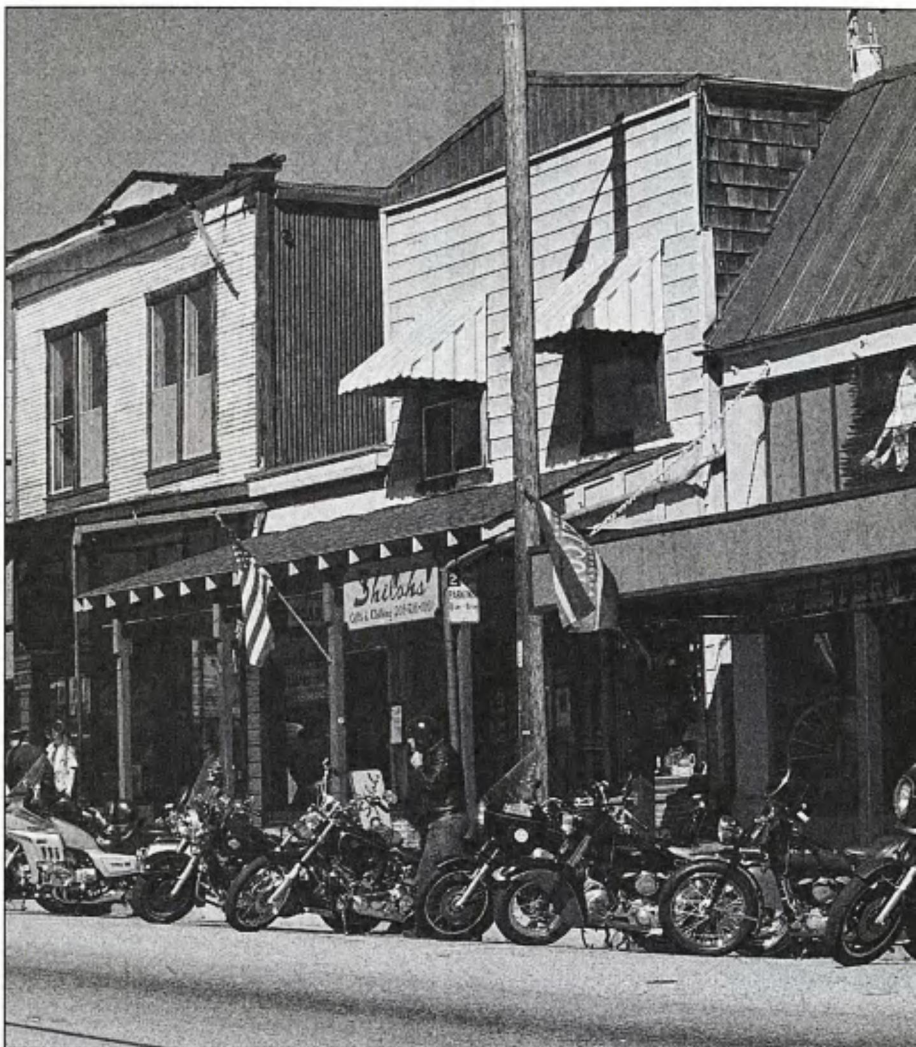
You See It All At Our Rodeos

I started this month with an *Easyriders* Rodeo in a place that I'm sure most all of us have heard of, a place where as a little boy I envisioned all things could happen, a place where—during the Gold Rush of 1848—a man could even bet on a frog. After all, gold miners were kind of like bikers, weren't they?

This place was (if you haven't already guessed) Angels Camp in Calaveras County (central California). You remember Mark Twain's "The Celebrated Jumping Frog Of Calaveras County," don't you? Well, I didn't see any frogs jump, but I did see Rodeo Ray jump when his Fuel Trike blew a rear tire about three-quarters of the way through his pass, and the sled tried to run him over.

Sunday, Rodeo Field Director Leon Hatcher brought about 40 Bros Club members in for the day. It was a good weekend for all, and the Fairgrounds was the right location—lots of nice trees and hills to walk around in. I never did see a frog the entire time I was there; although, I did notice that instead of a cafeteria they had a Frogateria.

On to the Lancaster Rodeo Grand Nationals (Lancaster, California) and into snake country—the Mojave Desert. Well, I didn't actually see any snakes there, either, but we sure had one bang-up of a Rodeo—they just keep getting bigger



and better. As far as Bros Club campgrounds were concerned, Stormy put it best, "We couldn't have asked for a better place to camp, with all the grass and trees you could ask for." Speaking of Stormy, she won First Place in the tattoo show with the best female back piece. She is a Bros Club member, and as far as I know she's the first Bros Club member to win a contest at one of our Rodeos.

Time to check out the mailbag. Ted Wehers, a captain at the East Meadow Fire Department in East Meadow, New York, writes:

On the first long trip that I took this year, my Hog broke down 150 miles from home. After talking with my bros from the Nassau County Fire Riders, I remembered that I had a membership to the





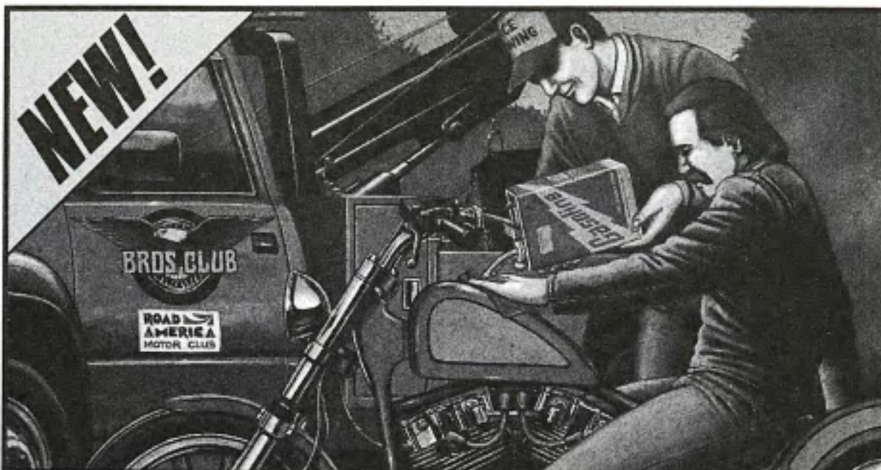
Photos: Gregg Daniel, Billy Tinney

Bros Club. Problem was, I couldn't find my membership card. Then one of my bros realized he had a Bros Club brochure on him (that he'd picked up at the Rodeo). I called the 800 number, a sweet voice from heaven answered, and she located me in a flash. Within 45 minutes my bike was picked up and taken to a safe place and stored until I could make arrangements to transport her home. Thanks, Bros Club. You were a lifesaver.

P.S. Word got around to all 160 members of the Nassau County Fire Riders; I'm sure you'll be hearing from them soon.

Glad to be of service. Ted. That's what the Bros Club is all about. Until next time, I hope you all get to ride some this winter. Catch you later.

—No Face



The Bros Club® Road Service Plan: Any time. Anywhere. Just Call, Sign and Ride.

... and Bros Club® picks up the bill* - every time!

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

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

With the Bros Club Road Service Plan you also get:

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

All for just \$24.95 to current Bros Club members - or, \$28.95 per year, which includes your annual membership (or, renewal) in the Bros Club.

Don't put it off until you wished you hadn't. To join, call this toll-free number:

(800) 247-6246 operator 260
(24 hours - 7 days a week)

----- Or clip out and return this coupon -----

☐ **YES**, I want all the special benefits of the Bros Club Road Service Plan.

☐ **\$24.95 (if a current Bros member) Member #** _____

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☐ **Amex**

☐ **MC**

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must have

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

TECH TIP

STORAGE SOLUTION

How To Keep Your Bike Rust-Free During Storage

Here's a tip for those of you who store your motorcycle under a cover for an extended period of time (like during the winter months). I pulled the above stunt, yanked off the cover after a couple of months, and although I didn't find any rodents, I did find some rust.

I found a solution, though. I use two Goldenrod dehumidifiers, like the ones used in gun safes. Now,

since they need AC power, here are a couple of safety tips: 1. Keep it off the floor. 2. Keep it away from the gas and oil (the big kaboom!).

I have mine mounted on two 2 x 4s, about 8 inches in length, and use the supplied mounting clips. Make sure that your cover is draped so it will allow air flow to circulate around the Goldenrods. I use one toward the front, and one toward the rear of my sled. You still should check on the beast, but these dehumidifiers slightly warm the air under the cover and remove most, if not all, of the moist air that causes rusting to occur. They also use very little current, so

you'll save on your Edison bill, too!

—Crazy Al
Long Beach, California

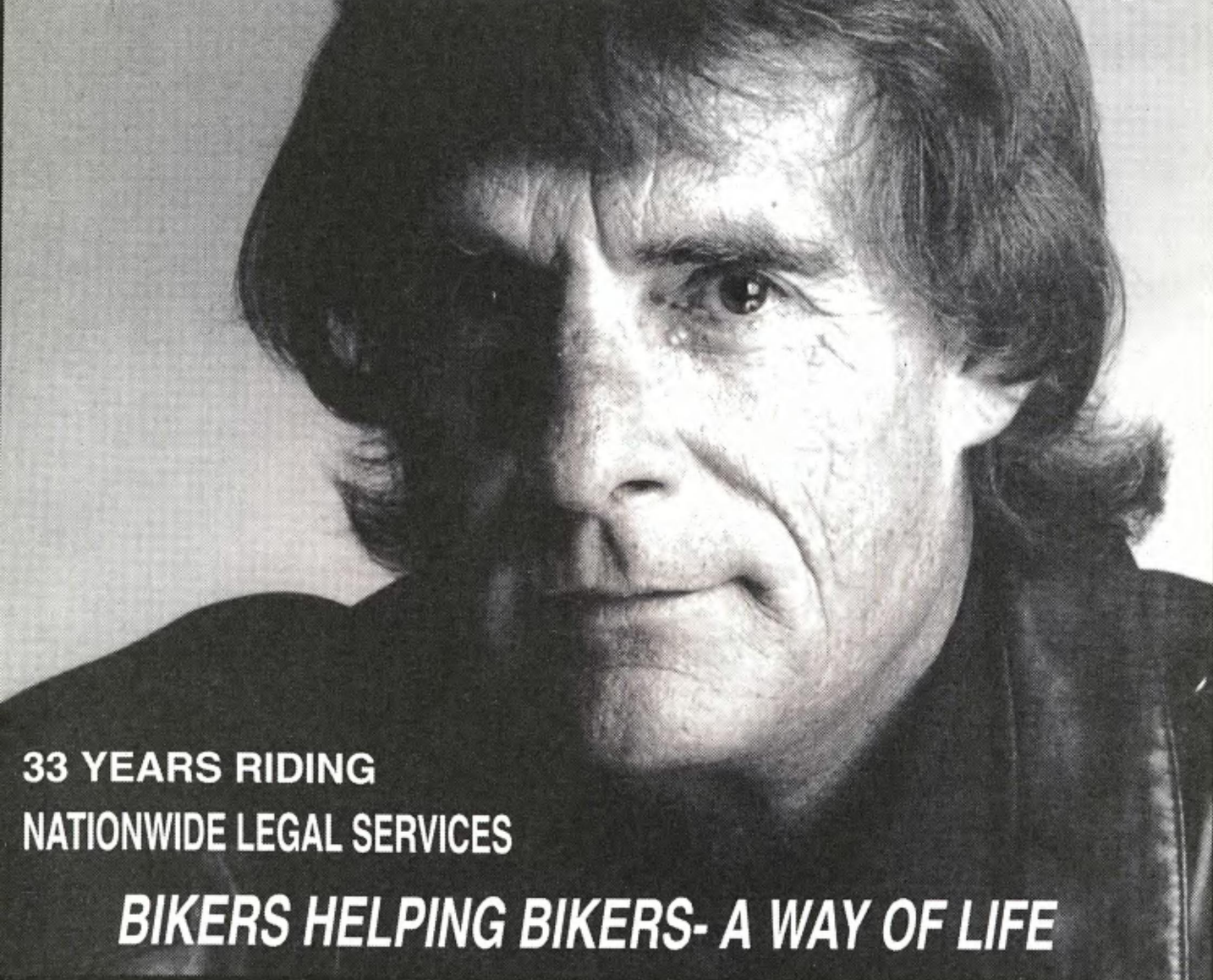
If you live in a humid climate, Goldenrods are also useful in closets, kitchens, boats, and storage areas. Goldenrods come in a variety of lengths to afford the user the optimum size for a particular job. There's even one measuring about a foot long that will fit in a closet next to sweaters.

For more information contact Goldenrod, 3600 S. Harbor Blvd., Oxnard, CA 93035, (800)451-6797.

—Ed.
Photo: Doug Mazell



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1-800-4-BIKERS (1-800-424-5377)

WHAT'S HAPPENING

ARIZONA

4TH ANNUAL CHILI COOKOFF—February 19, ABATE of Arizona, Phoenix Chapter, at Flanagan's 5301 N. 43rd Ave., Phoenix. Hours: noon - 4 p.m. Info: (602) 930-7806

ARKANSAS

9TH ANNUAL VINTAGE BIKE SHOW AND SWAP MEET—February 19, Hall of Industry Building, Arkansas State Fairgrounds, Little Rock, ABATE District 1. Info: (501) 794-0809

COLORADO

17TH ANNUAL COLORADO M/C SHOW & SWAP MEET—February 4-5, Denver Western National Stock Show Complex. For more information, write: Colorado M/C Show & Swap Meet, Jack Portice, P.O. Box 15022, Como, CO 80432

CONNECTICUT

2ND ANNUAL WINTER SWAP MEET—February 19, Connecticut Motorcycle Riders Association, 10 a.m. - 3 p.m., at the Manchester Armory, Main St., Manchester. Info: Lois or Rich (203) 267-2223

FLORIDA

THE PUTNAM COUNTY ABATE meeting is held on the first Sunday of every month at 12 noon, and on the third Sunday of the month is our Big Bike Weekend with a poker run on Saturday and a bike rodeo on Sunday. Info: Cheyenne Saloon, P.O. Box 440, E. Palatka, FL 32131-0440

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

GEORGIA

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, North Atlanta Trade Center. Info: (404) 279-9899

SWAP MEET—January 29, ABATE of Georgia. Info: (404) 294-8900

ILLINOIS

14TH ANNUAL M/C PARTS EXTRAVAGANZA—February 5, J&P Promotions, Will County Fairgrounds, Peotone. Info: (319) 462-6011

INDIANA

14TH 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

IOWA

2ND ANNUAL MIDWEST M/C SHOW & SWAP—January 14-15, Sioux City Convention Center, Sioux City. Info: (712) 262-8910 or (712) 262-4872

15TH ANNUAL M/C PARTS EXTRAVAGANZA—January 29, J&P Promotions, Downtown River Center, Great Hall, 136 E 3rd St., Davenport. 10 - 4 p.m. Info: (319) 462-6011

M/C PARTS EXTRAVAGANZA—February 26, J&P Promotions, Hawkeye Downs Fairgrounds, 6th St. SW, Cedar Rapids. (319) 462-6011

MASSACHUSETTS

M/C PARTS EXTRAVAGANZA & SUPER SERIES BIKE SHOW—January 15, J&P Promotions, Bayside Expo Center, Hall A, 200 Mt. Vernon St., Boston. Hours: 10 a.m. - 5 p.m. Info: (319) 462-6011

MINNESOTA

M/C PARTS EXTRAVAGANZA & SUPER SERIES BIKE SHOW—March 5, J&P Promotions, St. Paul Civic Center, Roy Wilkins Auditorium, St. Paul. Info: (319) 462-6011

MONTANA

11TH ANNUAL NEW YEAR'S DAY RIDE—January 1, Montana Legends, congregate at noon at the Iron Horse Brew Pub, North Higgins Ave., leave for Harold's Club in Mill Town at 2 p.m. Info: Peep (406) 721-3937 (nights) or (406) 273-2580 (days)

NEW JERSEY

M/C PARTS EXTRAVAGANZA & SUPER SERIES BIKE SHOW—February 26, J&P Promotions, Meadowlands Convention Center, Secaucus. Hours: 10 a.m. - 5 p.m. Info: (319) 462-6011

NEW YORK

9TH ANNUAL AM-JAM TATTOO SHOW—January 14-15, The 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

OHIO

M/C PARTS EXTRAVAGANZA—January 22, J&P Promotions, Toledo Sports Arena, #1 Main St., Toledo. Hours: 10 a.m. - 4 p.m. Info: (319) 462-6011

PENNSYLVANIA

M/C PARTS EXTRAVAGANZA—January 29, J&P Promotions, Ft. Washington Expo Center, Hall B, 1100 Virginia Dr., Ft. Wash. Info: (319) 462-6011

TEXAS

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

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

EASYRIDERS OF HOUSTON'S 3RD ANNUAL CHARITY RODEO RIDE—February 5, on the Richmond Avenue entertainment strip from Chimney Rock west to Hillcroft. Registration starts at 8 a.m. Info: Dennis (713) 782-3600 or David (713) 778-0900

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

M/C PARTS EXTRAVAGANZA & SUPER SERIES BIKE SHOW—February 5, Astro Arena Complex, 8400 Kirby Dr., Houston. Hours: 10 a.m. - 5 p.m. Info: (319) 462-6011

15TH ANNUAL PRE-DAYTONA AMA 1/2-MILE FLATTRACK RACES & SWAP MEET—February 26, Devils Bowl Speedway, Dallas. Adults: \$12 Children 6-12: \$6. Info: Bob Bagwell (214) 216-5520

VIRGINIA

POLAR BEAR CHALLENGE RUN—January 8, Bostons M/C Cafe, Classic Iron and Waugh Enterprises, run to the west side of Spotsylvania Mall area. Info: (804) 742-5137

OUTSIDE SWAP MEET—January 22, Boston's M/C Cafe, free admission. Info: (804) 742-5137 (Thursday - Monday 11 a.m. - 8 p.m.)

BIKE SHOW—January 29, B&R Production's 1st show of the year at Swap '95 Richmond Center. Info: (804) 742-5137 (Thurs. - Mon., 11 a.m. - 8 p.m.)

WASHINGTON

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

M/C SWAP MEET—February 12, Downtown Civic Center, Eau Claire. Hours: 10 a.m. - 5 p.m. Admission: \$5 Info: (715) 834-8389

M/C PARTS EXTRAVAGANZA & SUPER SERIES BIKE SHOW—February 12, J & P Center-Great Hall, 500 W Kilbourn, Milwaukee. Hours: 10 a.m. - 5 p.m. Info: (319) 462-6011

ANNUAL M/C SWAP MEET—February 25, Wausau, at the Pavilion, Rothschild. 10 a.m. - 5 p.m. Info: (715) 693-4381

MEXICO/CANADA

20TH ANNUAL THREE FLAGS CLASSIC—September 1-5, 1995. Starts in Nogales, Sonora, Mexico; finishes in Whistler, B.C., Canada. Entry fee of \$150 must be in no later than Jan. 14, 1995. (Only two entries per envelope.) Info: Joe Mandeville (818) 333-0174; mail entries to: 1995 Three Flags Classic, P.O. Box 616, Cardiff by the Sea, CA 92007

HARLEY DRAG RACING—for listings, features, and info watch for *Easyriders'* new performance magazine, coming to your newsstands in February. AMRA: (706) 250-0838 ECRA: (609) 652-1159 AHDRA: (919) 229-4877

EASYRIDERS EVENTS:

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

TATTOO MAGAZINE'S ARTISTRY IN INK 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.

HOW BOB TRAINED AT HOME TO BE A MOTORCYCLE MECHANIC!

...and told his jerk boss to hit the road!

BOB, QUIT STANDING AROUND AND GET TO WORK!

DAMN! I'M SICK OF SHOVELING PAVEMENT FOR PEANUTS!

LOOK, BOB, YOUR ATTITUDE STINKS AND YOU DO LESS WORK THAN A LAME MULE! YOU'RE GONNA HAVE TO WORK OVERTIME TONIGHT!

I CAN'T! I'M GOING TO A HARLEY RODEO!

YOU EITHER WORK OR YOU'RE FIRED!

Later...

I'M SORRY I'M LATE MIKE, BUT I HAD TO WORK OVERTIME! I HATE MY JOB... NEVER ANY FREE TIME, NEVER ENOUGH MONEY, AND I'D RATHER RIDE ON PAVEMENT THAN SHOVEL IT!

DON'T BE A FOOL, MAN... GET ANOTHER JOB!

I'VE TRIED, I'VE TRIED! WORKING FOR THAT JERK IS AS MUCH FUN AS WEARING A HELMET, BUT I DON'T HAVE ANY FORMAL TRAINING THAT BOSSES LOOK FOR WHEN HIRING. WHO'S GOT THE MONEY AND THE TIME TO GO TO TECH SCHOOL?

TELL YOUR SOB STORY TO SOMEBODY ELSE! YOU DON'T SEE ME CRYING THE BLUES DO YA? THAT'S BECAUSE MY LOVE OF BIKES AND MY DESIRE TO BE A MOTORCYCLE MECHANIC DROVE ME TO GET THE TRAINING I NEEDED...

I SAW AN AD IN EASYRIDERS THAT SAID I COULD TRAIN AT HOME IN MY SPARE TIME TO BECOME A MOTORCYCLE MECHANIC THROUGH ICS!

SURE, I WAS SKEPTICAL AT FIRST, BUT WHEN THEIR FREE INFORMATION ARRIVED THAT SHOWED ME EVERYTHING I WOULD LEARN AND EXPLAINED HOW EMPLOYERS RECOGNIZE AN ICS CAREER DIPLOMA, I WAS SOLD!

NO KIDDING? IS THAT HOW YOU GOT YOUR JOB AS TOP MECHANIC?

YEP, AND NOW I'M MAKING THE KIND OF MONEY I DESERVE AND DOING WHAT I LIKE TO DO! AND JUST LOOK AT MY BIKE! IT'S THE BEST RUNNING PANHEAD IN THE RODEO!

MAYBE ICS IS THE WAY TO GO...

Six months later...

HEY MIKE! I JUST WANTED TO CALL YOU TO THANK YOU FOR TELLING ME ABOUT ICS. I FINISHED MY TRAINING, AND GUESS WHAT? I LANDED A MECHANIC'S JOB TODAY AT THE LOCAL HARLEY SHOP!

TAKE MY ADVICE. MAIL IN THE CARD OR COUPON TODAY FOR ALL THE FACTS ON ICS TRAINING, OR CALL TOLL FREE. IT COULD DO AS MUCH FOR YOU AS IT DID FOR ME. AND WHAT THE HECK, THE INFORMATION IS FREE!

Back at the construction site...

YOU'RE LATE BOB, GET TO WORK!

GET LOST, MAN! I JUST GOT A NEW JOB AS A MOTORCYCLE MECHANIC.

YEAH, RIGHT... YOU'LL BE A LABORER ALL YOUR LIFE.

OH NO! I WON'T! WHAT'S MORE (QUIT!)

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Feast your eyes on another metal masterpiece out of Hayward, California, where Ron Simms and his talented associates at Bay Area Custom Cycles (BACC) build a unique style of pavement splitters.

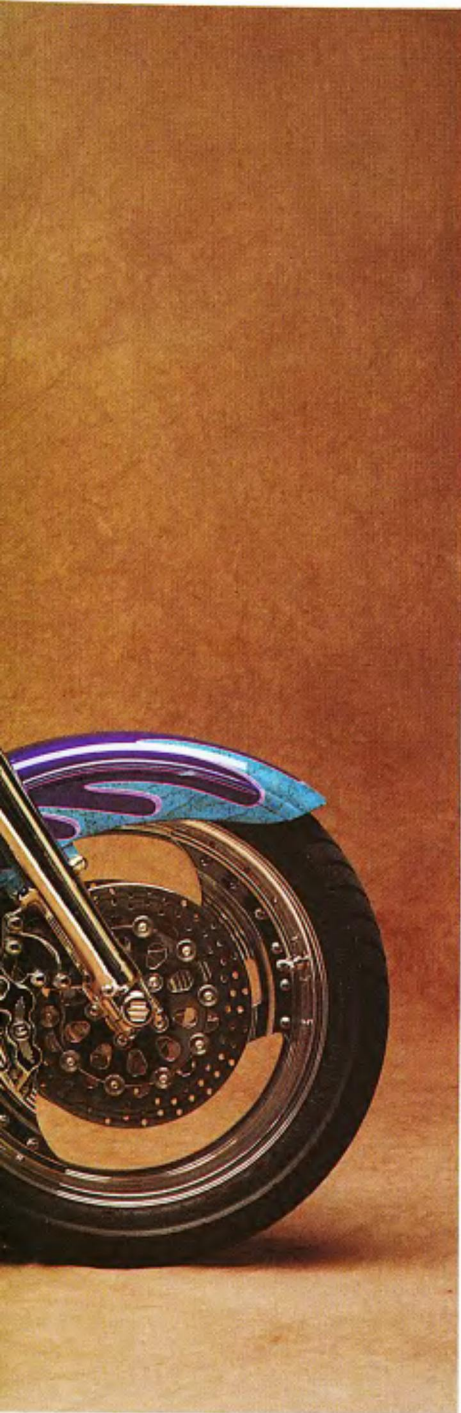
The beautiful beast shown here belongs to television producer Joey Scott (aka L.A. Joey). A long-time devotee of Jap bikes, Joey bought his first Harley-Davidson—a Fat Boy—about four years ago. When he decided to customize his ride, he began by researching the project thoroughly and deliberately. Then, he set about the task with the maniacal frenzy of the true obsessive-compulsive,

proceeding to “customize” the Fat Boy by burying it under \$20,000 worth of aftermarket embellishments.

“I bolted on an entire aftermarket catalog,” he says, wryly. “But I still wasn’t happy, because I realized that even though I had over forty grand invested, it was still a stock motorcycle.” Although the chrome geegaws brought him frustration instead of fulfillment, Joey continued his relentless search for the perfect bolt-on item. But everything changed when the search led him to call up master builder Ron Simms.

L.A. Joey admired the distinctive Simms-built custom look of high-tech

gloss and low-slung menace long before ever riding one of Ron’s infamous creations. And when he finally straddled one a few months later, he was ready to buy before he hit top gear. The basic Simms rig includes the familiar front end riser arrangement, the Mike Corbin seat, the Performance Machine billet, two-spoke wheels, and a special Paughco-Simms frame. That basic setup provides the springboard for as many or as few additional modifications as the owner may want—or can afford. Check out the chart for particulars of Joey’s further customizing of the basic motorcycle. →



ARTWORK
AND
WORKHORSE
IN A
SINGLE
STUNNING
PACKAGE

FLASHY **FAT
BOY**



“Don’t get the idea that this is another tale of an affluent trend-watcher buying a ready-built dream bike”



Don't get the idea that this is another tale of an affluent trend-watcher buying a ready-built dream bike like you'd pick up a pair of beach thongs at your local Kmart. L.A. Joey is a successful television producer, all right, but he's paid his dues. He began his career as Joey the mail-room clerk. He's been a motorcycle rider and racer for a helluva long spell, and to this day Joey remains a voracious reader of motorcycle-related publications, both technical and otherwise. Ridden almost daily—thanks to the accommodating Southern California weather—this scooter is artwork and workhorse

in a single stunning package.

If Joey has an edge on the competition, it's because of a couple of key influences in his life. At the age of five, Joey played Benjie Bellamy, the little sniveler who lived across the street from Beaver Cleaver. More than 30 years later, Joey acquired himself a Fat Boy.

Think about it. How could you miss when your two major influences in life are Harley-Davidson, the consummate American motorcycle, and Eddie Haskell, the consummate American wiseass? →

—Brain Dead





Owner:.....Joey Scott
City:.....Calabasas, California

General

Fabrication:.....Bay Area Custom Cycles
Year and make:.....1994 H-D
Model:.....Softail
Chroming:.....Valley Plating

Engine

Year:.....1994
Model:.....Evo stroker
Rebuilder:.....Bob Gomes
Ignition:.....Dyna
Displacement:.....98 cubic inches
Lower end:.....S&S

Pistons:.....S&S
Cases:.....STD
Heads:.....S&S
Cam:.....Sifton
Carb(s):.....S&S
Pipes:.....Thunder Header
Modifications:.....balancing by
 Rich Products, S&S/ BACC air cleaner

Transmission

Year:.....1994
Modifications:.....polished cases,
 BACC covers

Painting

Molding:.....Horst

Painter:.....Horst
Color:.....purple/exploding teal
Special paint:.....by Horst

Frame

Builder:.....Paughco/Simms
Type:.....Softail
Modifications:.....widened,
 37° rake, BACC chrome swingarm

Accessories

Bars:.....graceful
Fender(s):.....widened
Headlight:.....Headwinds
Tailight:.....Simms
Speedo:.....BACC

Pegs:.....footboards, stock
Gas tank:.....BACC
Oil tank:.....stretched
Seat:.....Corbin
Mirrors:.....BACC billet
Grips:.....BACC billet

Forks

Type:.....H-D
Modifications:.....2 inches over;
 builder, Steve Nichols; BACC trees

Wheels

Front:.....P.M. 2-spoke Viper, PM dual disc
Rear:.....P.M. 2-spoke Viper, PM single disc
Photos:.....Silvermoon



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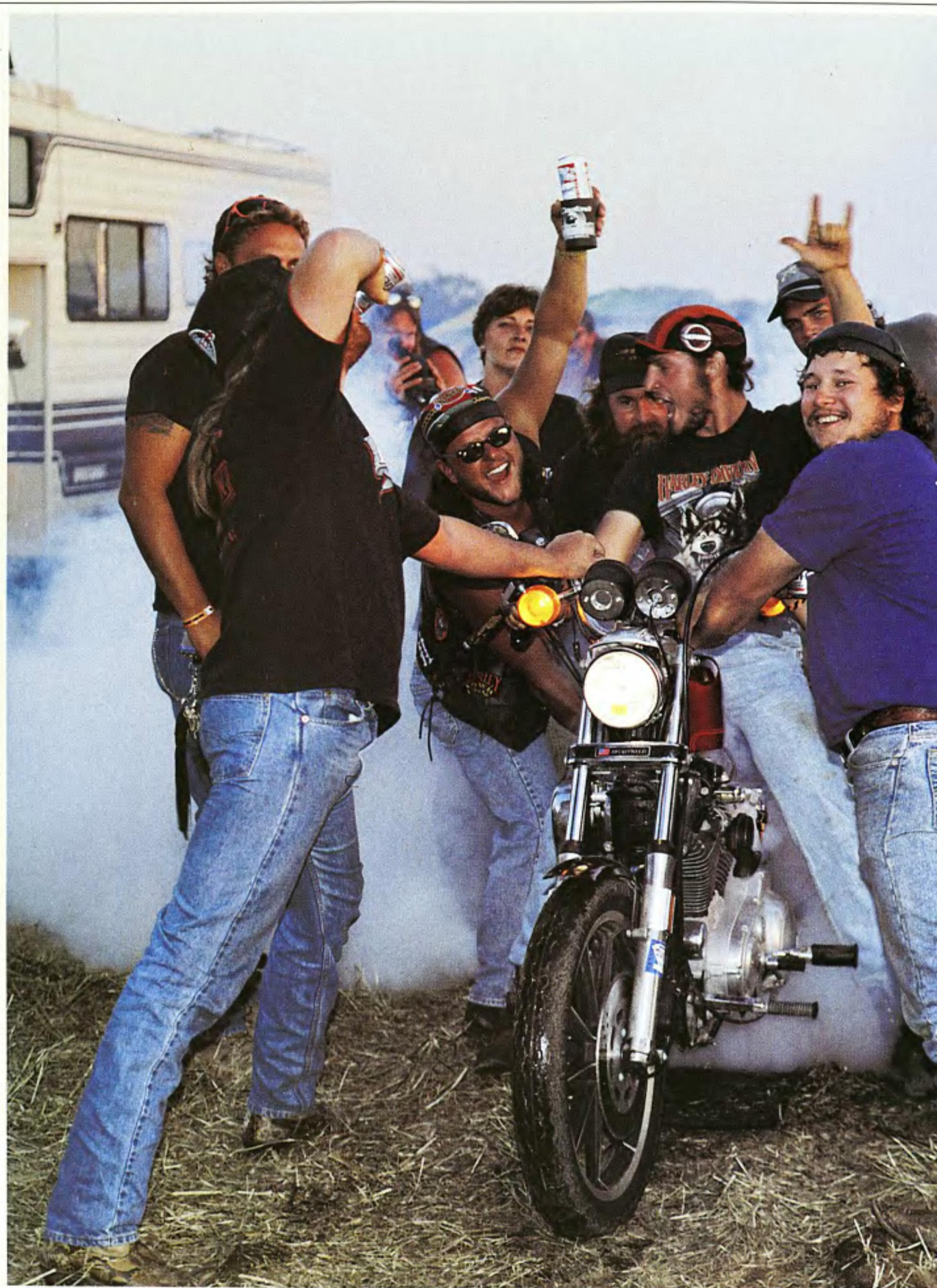
Show Hours

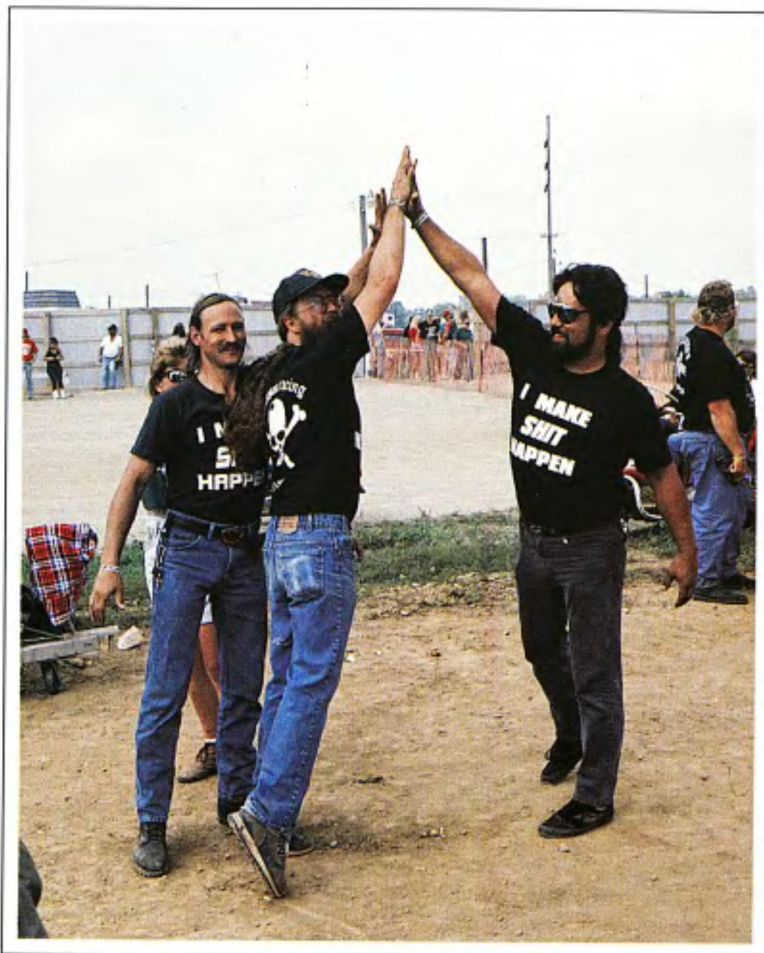
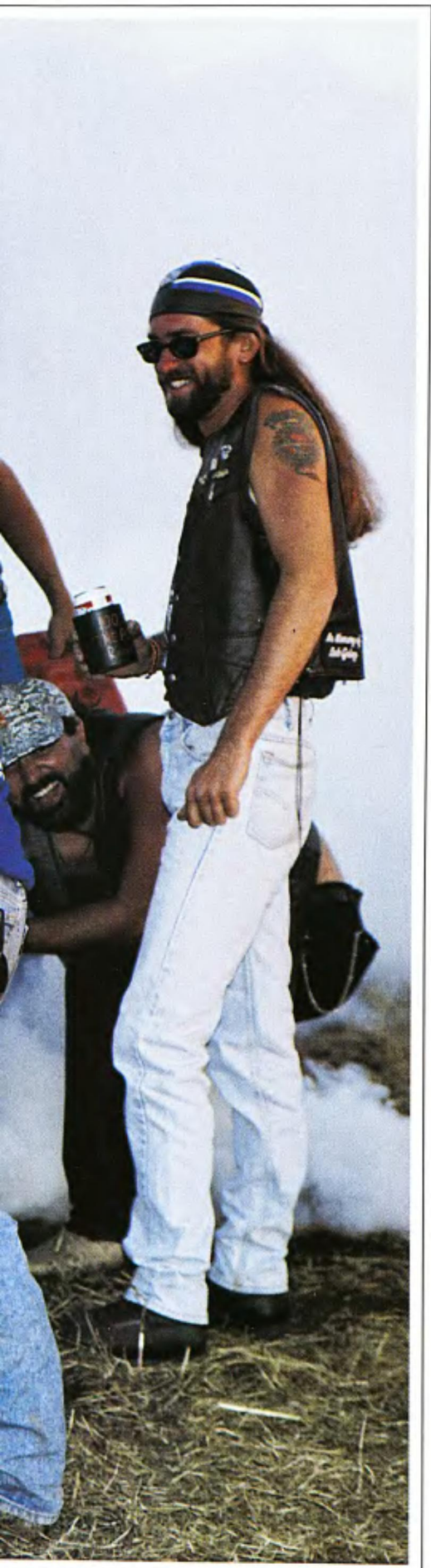
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Sunday—10am-6pm

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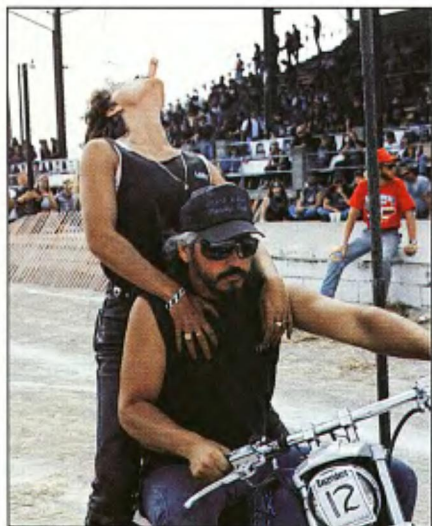
Midwest Monster

It's A Labor Day
Weekend
Extravaganza...

When The
Easyriders Rodeo Comes To Chillicothe, Ohio

They're coming, all right. Thousands upon thousands of leather-clad asphalt cowboys, their mighty thunder banging off the rolling hills as they blast down the highways through the fading green of summer on the road to the home of the monster of all *Easyriders* Rodeos—Chillicothe, Ohio.

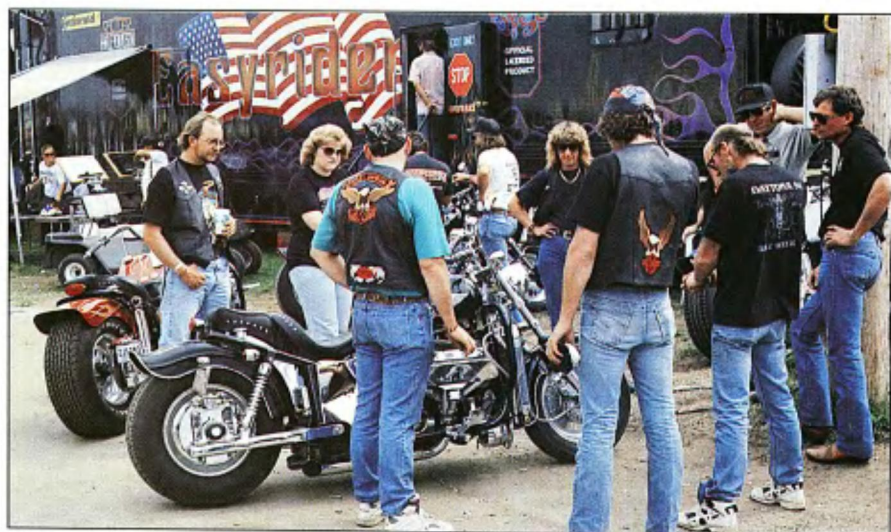
The heartland is made up of small towns filled with folks who still relate to the old virtues of loyalty, family, home, and country. Chillicothe fits the mold. The smell of the last days of summer, the lost fireflies, the crunching oak leaves, the wafting barbecue scents, and the lifestyle of the bikers were all there in Chillicothe—waiting. →



Riding south from the antique motorcycle museum in Columbus, the well-preserved countryside evoked visions of the old flattrack heroes of the Midwest's past—bygone racers in orange and black putting smiles on spectators' faces as their steel stallions thunder past the checkered flag laps ahead of the rest.

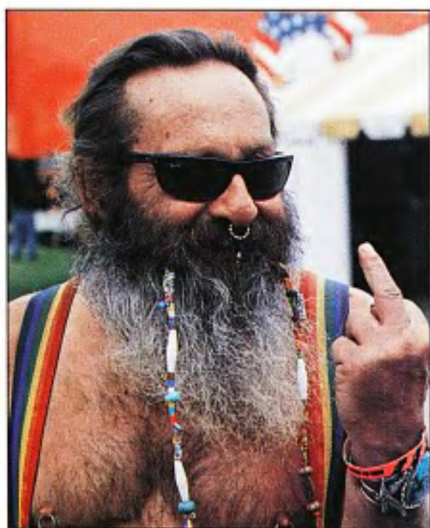
As literally thousands of roaring Big Twins snapped us back to the present, we could almost feel the tiny town of Chillicothe, nestled in the rural expanse of Ohio, waiting for an onslaught of





more than just memories. Since the historic first *Easyriders* Chillicothe Rodeo back in 1988, the town has continued to welcome with open arms—once each year—the thundering brigade of bikers, when the Ross County Fairgrounds becomes home to riders for Labor Day Weekend, the last holiday weekend of summer.

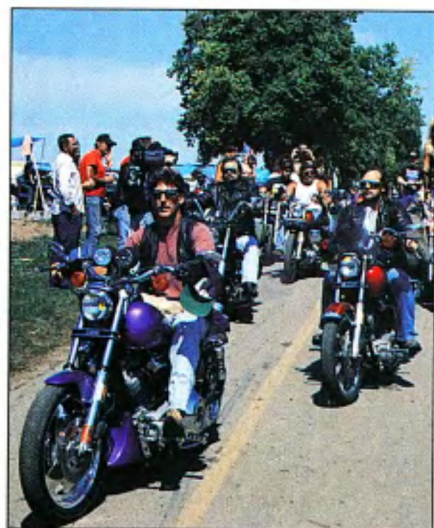
Easyriders Chillicothe Rodeo—by far the biggest Rodeo on the circuit—has become a Labor Day tradition for Midwest motorcyclists, a time for coming together and checking out heated →



rodeo action, fierce competition, long-standing camaraderie, custom bikes that warm the soul, and tattoos that inspire art.

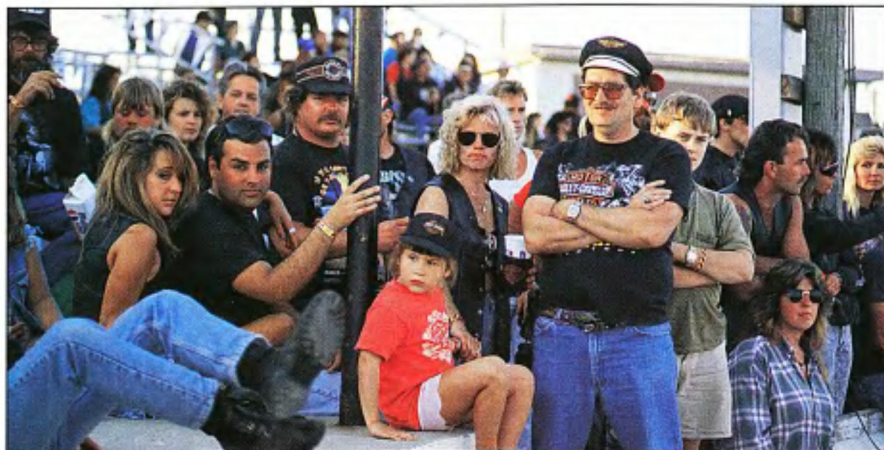
The efforts of the Unioto Boosters volunteers was deeply appreciated and vital to the Rodeo, as was the help from the Christian Motorcycle Association who handled the show. The custom bikes, gleaming like silent statues, were one of the high points. The camping was superb; the music, handled by Sonny Rogers, was righteous and rocking, and the food was





such that everyone pigged out on the heartland's finest fare. Even the weather cooperated with gorgeous sunny days and warm nights.

ABATE of Ohio, ramrodded by Randy Shoemaker, handled the security, and did a marvelous job. The townfolk greeted the bikers with open arms—as usual in these parts—and the local cops were equally receptive to the Rodeo-goers. The clean-up—ugh—was swiftly handled by Zane Trace and his crew. The townfolk have totally supported this event since the →



Photos: Pat Randle, Billy Tinney



first Rodeo in 1988, and have consistently offered the town's hospitality throughout the event. Without their support the event would not have been possible.

Oh, yeah, the Rodeo. Well, the Top Cowboy was Michael Poisson, who won the Trike Gas Class, and came in second in the 1,000 lb. Fuel Sled event. Great competitor. And the wonder of the arena, Robert Tabor, just keeps winning. Who is this guy? He won the Slow Race, the Wienie Bite, the Keg Derby, and the Tire Ride, was

second in the Potato Haystack, and third in the Barrell Race event. Keep up the good work, Bob. Must be all of the Midwest fresh air, crickets at night, and lots of Chillicothe vittles. Congratulations are in order for all of the competitors.

Easyriders is negotiating for next year's event, which, if all goes according to plan, will be even bigger and better than this year's great one. And, again, the Midwest will welcome with open arms the mega-monster of the Rodeo circuit to Chillicothe, Ohio.

—Harley H.

Chillicothe Rodeo Winners List September 2-5, 1994

SLOW RACE

- 1st Robert Tabor
- 2nd Bob Santee
- 3rd Bob Hanna
- 4th Parts Vancil

WIENIE BITE

- 1st Robert Tabor
- 2nd Terry Miller
- 3rd Parts Vancil
- 4th Gary Freel

POTATO HAYSTACK

- 1st Stan Leiter
- 2nd Robert Tabor
- 3rd Ivan Eaton
- 4th Ray Tewksbury

KEG DERBY

- 1st Robert Tabor
- 2nd Bob Santee
- 3rd Jeff Kyle
- 4th Gary Freel

BARREL RACE

- 1st Bob Santee
- 2nd Gary Freel
- 3rd Bob Hanna
- 4th Robert Tabor

1,000-LB. GAS SLED

- 1st Rich Carter
- 2nd Merrill Smith
- 3rd Randy Brown

1,000-LB. FUEL SLED

- 1st Gary Freel
- 2nd Michael Poisson
- 3rd Bob Hanna

TRIKE GAS CLASS

- 1st Michael Poisson
- 2nd Terry Miller
- 3rd Norm Greenleaf

TRIKE FUEL CLASS

- 1st Don Seabolt
- 2nd Matt Poisson
- 3rd Kari Sioux Tewksbury

TIRE RIDE

- 1st Robert Tabor
- 2nd Terry Miller
- 3rd Ray Tewksbury

TOP COWBOY

Michael Poisson

BIKE SHOW

- 1st Ken Moir, Fairborn, Ohio
- 2nd Don Plonski, Erie, Pennsylvania
- 3rd Glen Robinson, Lima, Pennsylvania

TATTOO CONTEST

MALE

- 1st Joe Plole, Pittsburgh, Pennsylvania
- 2nd Scott Martin, Columbus, Ohio
- 3rd Garland Black, Brunswick, Ohio

FEMALE

- 1st Diane Brown, Ripley, Ohio
- 2nd Venus, Harrison, Ohio
- 3rd Lora Eaver, West Carrollton, Ohio

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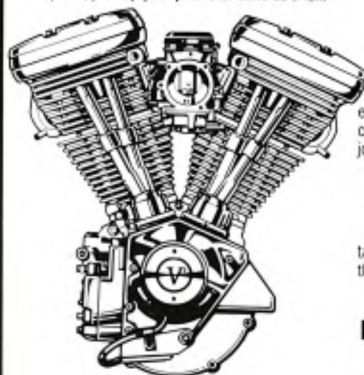
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Somnambulist SCOOT

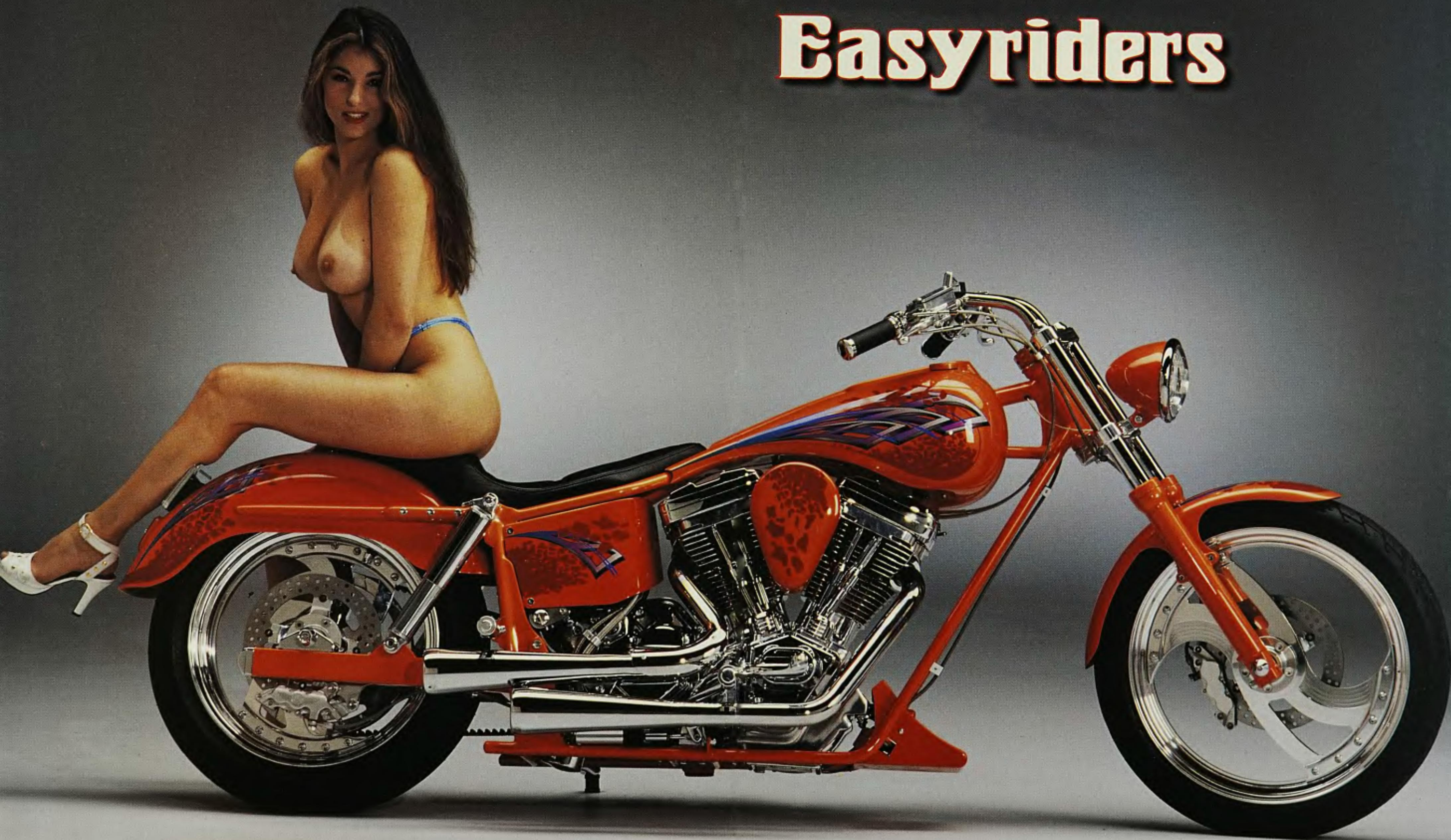


Wide Awake In New England

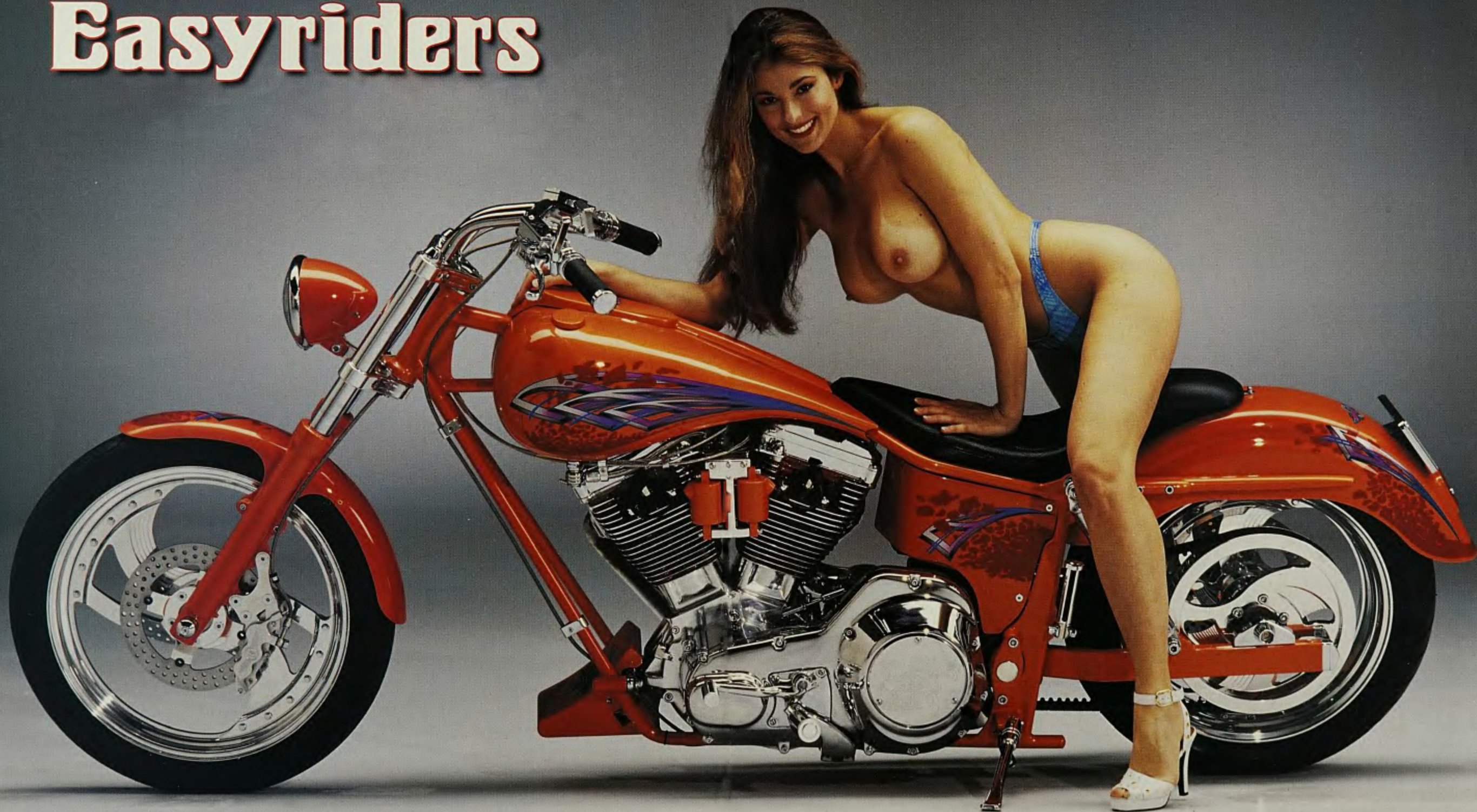
For most guys, creating a custom bike to show at Daytona would be an extremely intimidating task, a major project to be pondered and planned well in advance, then built on a schedule allowing ample time for setbacks and second thoughts.

But veteran custom craftsman, Dave Perewitz, ain't most guys. When he began work on the fine and flashy FXR shown here, another nut-numbing New England winter had just settled over his hometown of Brockton, Massachusetts, and Daytona was a mere three months away. Undaunted, Dave →

Easyriders



Easyriders

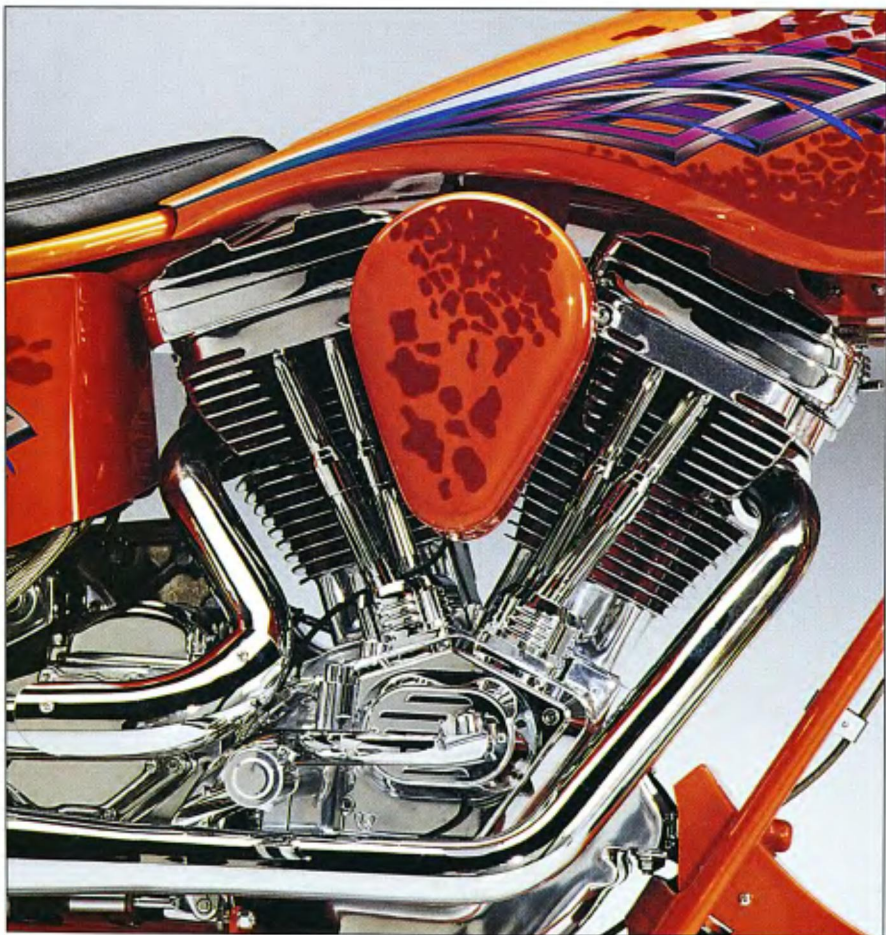




tackled the challenge. Drawing on his own quarter-century-plus experience in custom cycle creativity, as well as the expertise and skills of several friends and associates (check out the stretched tanks by Cycle Fab's metal master, Jed Jedrey), he finished the project in time. By the way, in beating the deadline, Dave set some new records for coffee consumption. And many sleep-deprivation experts believe the new mark he set for recess-depth of sunken eyes (1.88-inch inset from socket) will never be broken.

This eye-dazzling orange original is now owned by Dave's brother Hamster, Mike Brown. Mike is also the owner of the Cottonwood Lodge, whose name appears on the FXR's air dam. Located in Spearfish, South Dakota, the 15-room hostel (built by Adrian Newkirk) combines rustic log construction and the →



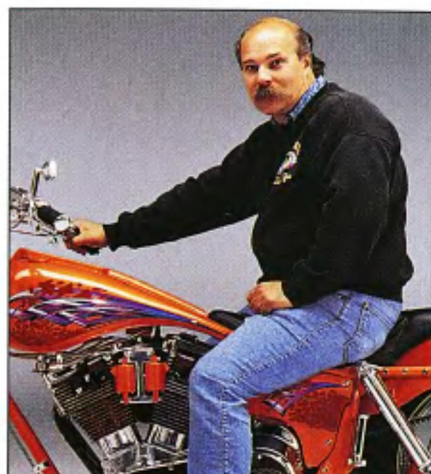


most comfortable of modern facilities. The lodge was completed just in time for Sturgis, and drew unanimous rave reviews from the guests.

Speaking of biker congregations, Dave sponsors an event that is certain to attract more and more riders every year. Though it has yet to reach Sturgis proportions, the Second Annual Fall Foliage Run was a great success in 1994. The run begins in Cape Cod and winds its way up into the White Mountains of New Hampshire, taking the rider through some truly spectacular countryside. The event is held over the Columbus Day weekend, a perfect time for a last-of-the-riding-season run—a chance to enjoy the brisk autumn nip in the air before Ol' Man Winter barges in and puckers every orifice in New England. Seventy people participated in the 1994 run, and Dave takes pride in the fact that most of them were riding a bike he either built or painted.

The chart pretty much tells the story of this example of Dave's custom wizardry. The clean, classy FXR speaks for itself, another tangible testament to what 25 years of creativity and dedication can produce—even when facing the stress of a three-month construction schedule. After all, being called Zombie Dave is a small price to pay for beating a deadline, right Dave? Dave? You awake, Dave?

—Wristpin



Owner:Mike Brown
City:Carson City, Nevada
General
Fabrication:Dave Perewitz
Year and make:1994 H-D
Model:FXR
Chroming: South Shore Plating/R.I. Tech
Engine
Year:1994
Model:Evo
Rebuilder:Jim Thompson
Ignition:Crane
Displacement:89 cubic inches
Lower end:S&S

Pistons:S&S
Cases:Delkron
Heads:Thompson
Cam:Crane/Cycle Fab
Carb(s):42mm Mikuni
Pipes:Bub/Cycle Fab
Modifications:handmade (Cycle Fab)
 air cleaner, Crane lifters/Ness tappet blocks
Transmission
Year:1993
Modifications:offset for belt drive, RC
 Components wheel sprocket
Painting
Molding:Don & Russ

Painter:Dave, Don & Russ
Color:tangelo mix
Special paint:lettering by Roy & Nancy
Frame
Builder:Ness
Type:rubbermount/Cycle Fab
Modifications:35° rake, 5-inch stretch,
 offset for big tire and belt
Accessories
Bars:Ness
Fender(s):handmade/Cycle Fab
Headlight:Ness
Tailight:Cycle Fab
Speedo:none

Pegs:Ness/JayBrake
Gas tank:handmade/Cycle Fab
Oil tank:handmade/Cycle Fab
Seat:Danny Gray
Mirrors:Nempco
Grips:leather/Gene Shacove
Forks
Type:39mm FXR
Modifications:2 inches under,
 Ness trees
Wheels
Front:PM billet wheel, mini-6-piston brake
Rear:PM billet wheel, 10-in. floating rotor
Photos:Steve Coonan

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NEW KIDS ON THE CYLINDER BLOCK

History has recorded 300 kinds of American-made motorcycles since 1900. You don't need a calculator to add up the number of manufacturers still surviving. While Harley's success is legendary, its early competitors have become historical footnotes. Yet entrepreneurs and craftsmen continue to flaunt fate and a daunting list of government restrictions in an effort to make their mark on motorcycling history. What follows are some of these brave souls and their soulful machines.

—Paul Garson



THE NEW INDIAN

While others, notably Floyd Clymer, tried to resurrect the Indian in later years, others have earned less than positive reputations. The latest hope lies with Wayne A. Baughman, president of Indian Motorcycle

Manufacturing, Inc. (IMMI) of Albuquerque, New Mexico. Taking its name from the original Indian Chief, IMMI's machine is called the Century V-Twin Chief. Featuring fuel-injection and water-cooling, it purportedly pumps out 100 horsepower. At this

time, the design review of the engine is still in the works, says IMMI, but a pre-production model made a running appearance at the 1994 Biketoberfest activities in Daytona Beach, Florida.

For more information call IMMI at (501) 345-7445.



VINCENT DÉJÀ VU

Several months ago Vincent Li surprised the biking community by announcing plans to bring back the Vincent, the 1000cc OHC 50-degree V-twin from England that established all kinds of speed records (not to mention bike collector sales records decades after it closed shop in 1955). The 1949 Series C Shadow produced 55hp, weighed 458 pounds, and was capable of 122 mph.

Vincent Li, president of Eagle One Industries, wants to rekindle that fire-breathing legend, renaming it the Vincent Black Eagle.

The bike is described as "an updated version of the classic British V-twins [but] using modern technology." While the original Vincent was 998cc, the new VBE could displace 1500cc, use liquid cooling, and wear a price tag of about \$15,000 according to preliminary reports.

Could the new Vincent look anything like Jeff Gilbert's original 1955 D-Series Black Lightning seen here?



EXCELSIOR ADVENTURE

Brothers Dan and Dave Hanlon of Burnsville, Minnesota, are bringing back another great American classic—in this case the Super-X. The grand and glorious Super X, introduced in 1925, had the distinction of being the first American motorcycle of 45-cubic-inch displacement, a design soon followed by Harley and Indian. Excelsior fell victim to the Great Depression and the flood of inexpensive cars, mainly Fords, and ceased to exist after 1931.

Keeping a tight lid and low-profile approach, the Hanlon brothers have been making steadfast progress on their reborn Excelsior. Based on a 50-degree, 80-cubic-inch V-twin, the finished product will employ fuel injection. More details are hard to come by at the moment, but a prototype is set to be previewed a few months from now.

Future plans include an in-line Four touring machine, the Henderson DeLuxe, and a model called the American X, which is described as an "econo-cruiser."

For further information contact Excelsior-Henderson Motorcycles, 607 West Traveler's Trail, Burnsville, MN 55337, (612) 894-9229.

GOODMAN HYBRID

The Goodman HDS is a British chassis/Harley Sportster hybrid. Powered by a 1200cc Sporty engine, each bike is handbuilt using a specially designed frame, aluminum mag wheels, a 5.2-gallon gas tank, 42mm Marzocchi forks, custom handlebars, leather seat, and other components. The frame is fabricated from bronze welded Reynolds 531 tubing, and is said to contribute significantly to a "virtually vibration-free ride."

Designer Simon Goodman brings genetic credibility to this project; his grandfather, Percy, was founder of Velocette Motorcycles. Projected price is about \$20,000 (\$5,000 less if you supply the power train). Ray Murphy, president of Goodman Motorcycles, USA, invites potential customers to Tulsa for a test ride. For info contact Ray Murphy, 1501 W. Detroit, Broken Arrow, OK 74012, (918) 258-6629, or Simon Goodman, Westward, Buckle St., Honeybourne, Evesham, Worcester, WR 11 5QQ, (0386) 832090. →





SECOND BRITISH INVASION

The new arsenal of Triumphs invading the U.S. (Speed Triple 900, Sprint 900, Tiger 900, Trophy 900 and 1200, Daytona 900 and 1200, and Daytona Super III 900) includes triples and fours in various modes and displacements (750cc-1200cc). Prices range from \$8,000-14,000, while horsepower runs from 75-145. British-made, they incorporate modern design and machinery, and, yes, parts from Japanese manufacturers

and Cosworth Engineering. Fuel-injection seems to be the hot ticket today, and Triumph will offer such new gadgetry; gone are the semi-beloved Amal carbs. The newest Triumph is the Thunderbird 900, a water-cooled 900cc triple targeted for a traditional appeal due to its 1960s Triumph vertical twin styling. The original Triumph Thunderbird appeared in 1949 and was a big hit. Word is the new T-bird will only be sold in its intended target, the USA. Making a claimed 75

hp, the mono-shock frame is very modern while the 16-inch rear tire seems to hark back to the vintage chopper look, but it does put a lot of meat on the street. American motorcycle stylists are already drawing up "detailing changes" in anticipation of arrival of the Thunderbird, which could strike a very positive cord in the neo-retro market.

For more information contact Triumph Motorcycles of America, Ltd., or your local Triumph-to-be dealer.

THIS ILLUSION IS REAL

Facing off against the big guns (and budgets) of Milwaukee, Don Bittman of the Illusion Motorcycle Co. of America (IMCA), located in Lemon Grove, California, has not only designed, but has actually begun producing his own line of big V-twin motorcycles.

The emphasis is on *big*. While other bike projects may be "vaporcycle dreams," Don's big-bore stroker customs (up to 114 inches) are already in the throttle hands of his customers. "We have our own growing network of dealerships for our custom motorcycles," says Don. He is in the middle of arranging for distributorships in Canada, Japan, and the South Pacific. Don's back-ordered some 60 motorcycles, although the delivery time is still being met—from 30-90 days, depending on the customer's choice of performance options.

The proof of the pudding is in production, and Illusion has been building 12-15 bikes a month, which they say will increase to 50 by the time this article hits the newsstands. In other words, there is a small motorcycle manufacturer that has actually succeeded in its immediate goals.

In addition to forming a close



relationship with Custom Chrome, Inc., IMCA also works closely with Crane, Metzeler Tires, S&S, and Performance Machine.

Don Bittman has done his homework, including 32 years of bike building experience and a year-long battle to have the Illusion licensed by the State of California, and other states as

well where licensing is required and dealerships are being established. This could be the success story that inspires others to take that very big first step toward building their own brand of motorcycle.

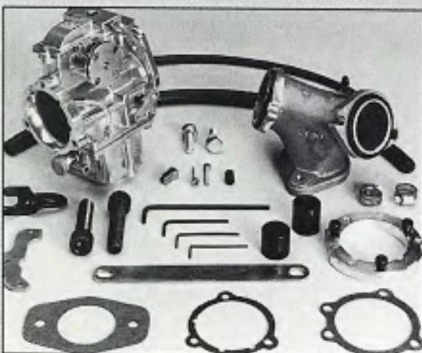
For more information contact Illusion Motorcycles, 7612 Broadway, Lemon Grove, CA 91945, (819) 466-6715.

PARTS BOX



BRACE YOURSELF

Custom Chrome's all-new, full-color, 45-page Catalog Update features over 550 new items for Harley-Davidson applications, including this billet aluminum cross brace. A great-looking and functional addition for late-model 39mm front forks, it improves the fork's rigidity for better handling and improves control under heavy braking. Each component of the fork brace is CNC-machined and smoothly polished before being chromed. For more information about any of the more than 10,000 different parts and accessories available for Harley-Davidsons from Custom Chrome call (800) 729-3332.



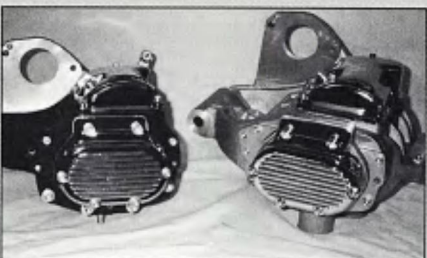
NEW CARB

I've heard good things about this sharp-looking, American fuel distributor. The Qwik Silver II is simple and easily tuned with an adjustable needle—no complex jetting systems. They come complete in 38mm to 42mm sizes and should boost horsepower if set up properly. For more information on this Evo carb grab the phone and dial (619) 247-1714, or send a postcard to Qwik Silver, Dept. ER, 134645 Nomwaket Rd., Apple Valley, CA 92308.



HOW-TO VIDEOS

This line of videos (which we carry) documents how to work on and rebuild engines, transmissions, Evolutions, Panheads, ironhead Sportsters, Shovelheads, etc. Video Manuals of Long Beach, California, produces videos on building strokers, installing cams, hopping up Sportsters, and general motorcycle mechanics. Hell, there's nothing on television worth watching anyway, so you might as well bone up on mechanical shit. For their manual on ordering videos call (310) 433-8784.



CLOSE-RATIO 5-SPEED TRANNYS

Transmissions are hard to come by, but these transmissions come completely assembled with all Andrews gears and shafts and chrome top and side covers for detail. The case is super heavy-duty rib reinforced and made in the USA. The close ratio gears provide more usable first gear, and help to eliminate second gear clunk. Also, where applicable, lead-in ramps have been machined, or back-cut into their gears to improve shifting and reduce wear. Write V-Twin Inc., Dept. ER P.O. Box 47, St. Robert, MO 65583, or call (314) 336-4900.



PROCOMP FENDERS

New Space Age resins produce lighter, stronger fenders. A combination of resins and woven fabric add strength to the sidewalls. This sturdy fender from Sumax is available in stock 7 1/4-inch and a fat 8 1/4-inch width. They even ran tubing in the glass to allow wiring to be securely installed, and they make a skirted ProComp with an additional 2 inches on the side and 3 inches more down the back. For the full line of Sumax products send \$4 to Sumax, Dept. ER, 337 Clear Rd., Oriskany, NY 13424 or call (315)-768-1058.



SPEED LAMP

This high-performance lamp comes with enough cord to plug it in, with a switch integrated into the cord. Bulb sizes can be adjusted for any power range you're after, and the construction of polished sand-casted aluminum is designed for speed, lightness, and durability. Two models are available, the racy look or the laidback Softail design. Before the sun goes down call Arlin Fatland at 2-Wheelers, (303) 433-7025, or tear off a scrap of cardboard, slap a stamp on it and send it to 2-Wheelers, Dept. ER, 1433 W. 38th Ave., Denver, CO 80211.

Plain PUTT

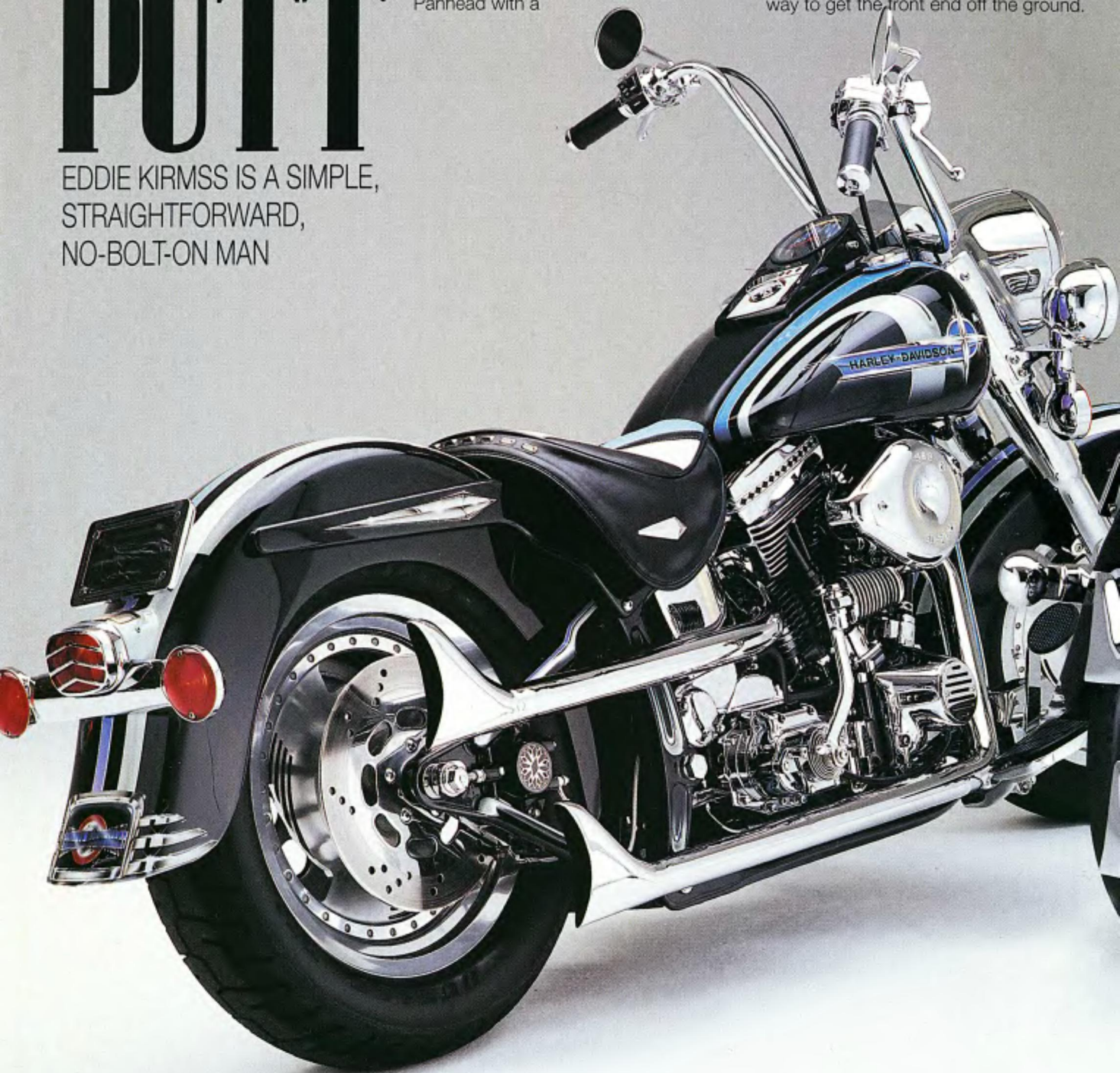
EDDIE KIRMSS IS A SIMPLE,
STRAIGHTFORWARD,
NO-BOLT-ON MAN

"I'm a chopper man," says Eddie Kirmss. "I like the plainness of a chopper. I don't like bikes with accessories galore hung all over them."

When they were building choppers in the 1960s you couldn't buy custom parts. You used your creativity to turn the stock and ordinary into the unique and sleek.

The first bike Eddie built was a 1950 Panhead with a

28-inch-over springer front end, coffin gas tank molded into the frame, rear fender cut into flames, and long pipes soaring past a glistening chrome 40-inch sissybar. "The bike was so low I didn't need a kickstand," he says, laughing. "I could lean it over on the pipe, and it would stay there. It was so long that a U-turn was impossible, but it burned for blocks. There was no way to get the front end off the ground.



I fried a lot of rear tires. I was young and crazy in those days."

Eddie always admired Electra Glides, hence the stripped Electra Glide look of this Fat Boy. But this bike is an Evo, so it's fully rideable. "When I saw the Fat Boy, with its wide front end and fat tire, I thought if I could incorporate two styles it would be a hit." He did—

Evo technology and deco Electra Glide looks combined.

There aren't a lot of bolt-on accessories on this bike; it's very plain and simple. "People are getting tired of gaudy looking bikes," he says. The concept of the bike is what grabs you, the unity of design. The exhaust system, for example, is fabricated for this bike and this bike only. Otherwise it would be just another bolt-on. Many

of the parts created for this project won't be duplicated.

The swingarm has been modified to lower the bike and retain the proper shock angle with no deterioration in ride quality. The top of the swingarm was altered from square channel to tubing to continue the stock appearance. A lot →





of cosmetic modifications were made to the frame so that it flowed. The paint is different on each side of the bike. The front master cylinder is mounted behind the gas tank—not on the bars. It's operated by a half clutch cable so as not to hurt the '60s look.

All the fabrication drives the price up, though. "My labor rate has stayed the same for the last five years, but the cost of building a bike

has jumped, because you've got to go to greater and greater lengths each time you build a bike, to top the last one." As soon as he completes a project, Eddie begins thinking about the next one. "When you build a custom bike you think it's real good at the time, but as soon as you're finished, it's old," he says. "I mean, instantly, it's old, and you're ready to move on."

"People say, 'How much

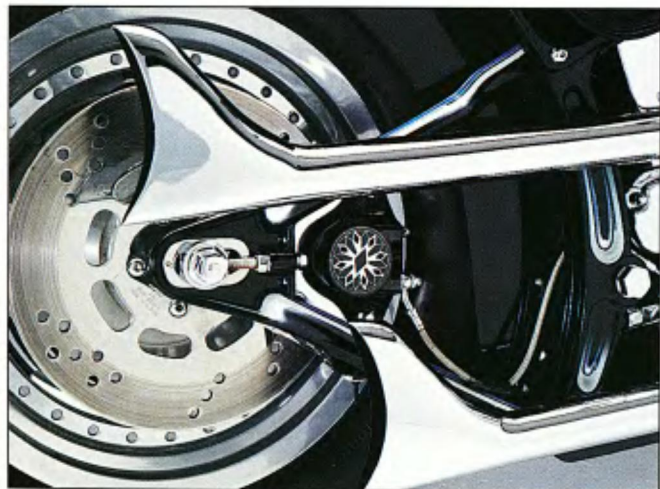
can you do? They're just motorcycles—two wheels and an engine.' But the creativity, the challenge is endless, and that's what keeps you going. You always want to top the last one."

Eddie's been riding for 20 years, always on Harleys. Today, he's the general manager of Paragon Locomotion, a shop that builds custom Harleys. This is his own ride, built at night and on weekends. "I didn't

listen to anybody," Eddie says. "I just did what I wanted to do."

The bike you see here took first place at the 1992 Sturgis Rat's Hole Show. At Sturgis 1994, Eddie Kirmss-built bikes took four first places and two seconds. But the idea was to build a versatile, reliable scoot—not a mega-show bike. "Show bikes that you can't ride are useless," says Eddie.

—Rude Pete



Owner:Eddie Kirmss
City:Pompano Beach, Florida
General
 Fabrication:Paragon Locomotion
 Year and make:1990 H-D
 Model:Fat Boy
 Chroming:A&E Customs
Engine
 Year:1990
 Model:Evolution
 Rebuilder:Paragon Locomotion
 Ignition:Screamin' Eagle
 Displacement:80 cubic inches
 Lower end:H-D

Pistons:stock
 Cases:H-D
 Heads:Ted's Heads
 Cam:Crane
 Carb(s):S&S
 Pipes:Paragon
 Modifications:S&S air cleaner,
 engraved pushrod tubes

Transmission
 Year:1990
 Modifications:billet door and
 cover
Painting
 Molding:Paragon

Painter:Paragon
 Color:black pearl
 Special paint:Paragon Locomotion
Frame
 Builder:H-D/Paragon
 Type:Softail
 Modifications:chopped, round
 swingarm

Accessories
 Bars:Paragon
 Fenders:Paragon
 Headlight:H-D
 Taillight:H-D
 Speedo:Paragon

Pegs:H-D (front)
 Gas tank:stock
 Oil tank:factory
 Seat:Paragon Locomotion
 Mirrors:Custom Chrome
 Grips:Paragon
Forks
 Type:wide glide
 Modifications:2 inches under
Wheels
 Front:16-inch, hidden master
 cylinder, polished brake caliper
 Rear:16-inch, polished brake caliper
Photos:Don Rogers

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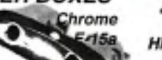
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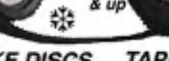
COMPLETE 4-SPEED TRANNY

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'84 & Later Chrome E-401
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Primed E-802
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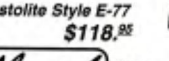
BRACE DISCS
E-52
\$32.95 & up



12 v. GENERATOR
Black E-30
\$116.95
Chrome E-29
\$139.95



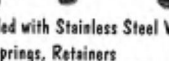
STARTERS
Hitachi Style E-28
\$123.95
Prestolite Style E-77
\$118.95



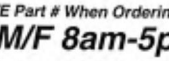
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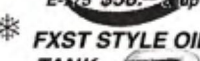
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EVO Cases '84 & up E-303
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E-613
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GMA BRAKE SYSTEM

Billie Aluminum Dual-Piston E-54
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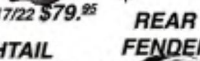
CRANKCASE BREATHERS

E-803
\$12.95



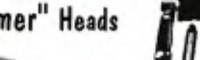
"BANANA" CALIPERS

E-587
\$115.95



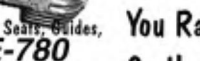
OUTER PRIMARY

E-59
\$89.95



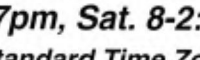
INNER PRIMARY

Polished E-60
\$169.95
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FRONT FENDERS

For Wide Glide E-220
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REAR FENDER

Left chain E-74
Right chain E-75
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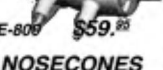


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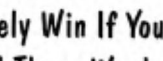
MIRRORS

E-404
\$8.95



FRONT FENDERS

Front E-592F
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Rear E-593R
\$144.95



DUNLOP TOURING ELITE (WIDE Whitewall)

REGULATOR/RECTIFIER
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TECH TIP

84-Inch Knucklehead Power And Reliability Through S&S

This is basically a bottom end rebuild using S&S components. We'll cover the heads later. The cases were carefully checked stock Knuckleheads with new races pressed in place. The remainder of the critical components were an 84-inch, 4.5-inch stroke, 7.4:1 compression, forged pistons S&S Stroker kit with heavy duty connecting rods, pinion shaft, and sprocket shaft. The oil supply will come from an S&S oil pump kit (photo 1). Randy Simpson and Gary Woodford at Milwaukee Iron selected this configuration to afford my sorry ass a responsive but streetable and dependable motor. Oh, by the way, I'm not talking about gambling or Amber this issue. She ran off with another winning streak, and I'm sweeping the shop to make a couple of bucks.

If you decide to use an S&S Stroker lower end, don't lose the instructions. They are helpful and detailed. S&S has an entire line of stroker kits from reasonable to full race. Their lower ends come assembled, trued, and balanced or as separate components. Each has its advantages and disadvantages, as you will see. But even if you order a pre-assembled kit, make sure that you true the wheels. Shipping can jar an elephant's teeth, and you never know what they'll do to your precious wheels.

Randy started by reading the S&S instructions. Then, he carefully drilled the inlet and feed passage in the case by using a depth gauge so he did not over-drill the passage. This is the crank shaft supply passage which has been relocated in the later model pumps. Drilling allows the oil pump to align properly (photo 2).

After the cases were bead-blasted and inspected for cracks, the new races were pressed into place. Then, the two cases were bolted solidly together so they could be line-bored for bearing fit. Randy performed this function with an original work-your-arm-off Harley lapping tool (most machine shops use an electrical hone). This lapping tool is available at dealerships, through CCI, Drag Specialties or Ted's Cycle Supply (photo 3). While wearing his arm out, occasionally he'd slip the shafts into their respective case for fit



Photo 1



Photo 2



Photo 3

check. The tolerance needs to be a clean slip fit. If the shafts need to be screwed in or out, they're too tight.

I learned something watching this process. By using pistons with offset wrist pins extra torque or horsepower can be dialed in. Most kits will instruct you how to install the offset to get the best results. The actual effect that offset wrist pins have on the engine is to change the leverage angle that the rod is using against the crank. Offsets to the rear of the engine will increase the torque; offsets to the

front will tend to increase horsepower at high rpms. Since the engine is getting a stroker kit, we want more torque.

Randy measured the distance from the skirt to the pin on each piston with gauge blocks so that the pistons would be assembled in the motor with the offset to the rear of the engine (photo 4).

Another theory I absorbed and saw remedied is allowing the engine, more specifically, the lower end, to breathe. The larger the displacement the more critical the breathing capacity becomes. →

TECH TIP

As pistons travel down the cylinders they are forcing air out of the crankcase and breather valve. If that air is restricted, the engine's power is reduced. S&S details how to time the breather gear properly by aligning the gear notches, then moving the piston into a particular position and checking the position of the gear in the case opening. It's sorta like porting heads. The first position is 10 degrees after TDC (top dead center). The gear should just be meeting the opening in the case. If not, Randy removed the gear and relieved the area in the case. The second position is 55-75 degrees after BDC for the close (photo 5). He made the modification with a small die grinder.

Randy set up the clearance in the wheels with a dial indicator and equal thrust washers on either side of the wheels so the rods run dead center of the cylinder hole (photo 6). The tolerance for the end play is .010-.014-inch.

Since strokers add variation to a standard engine configuration, a couple of items must be checked for clearance, which could normally go unattended (photo 7). For instance, on strokers, it's

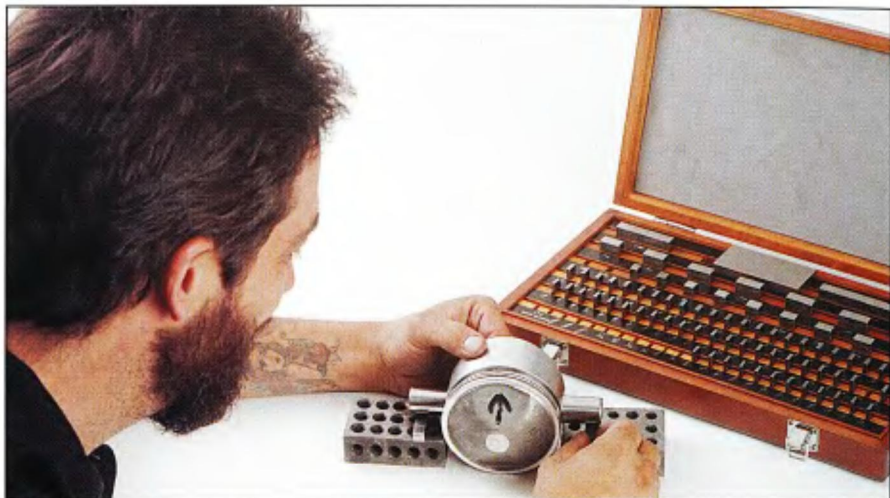


Photo 4

essential to check the rod to case clearance. Because of the longer stroke, some rods can graze the case or the cylinder skirt. Make sure, by grinding (on the case or cylinder—not the rod) that there is at least 1/16-inch clearance. But don't go beyond the 1/16-inch. Your cases, especially these Knucklehead cases, need all the strength they can hold onto.

Check the flywheel to scraper clearance. Wheels can vary in their overall diameter. If the scraper plate inside the crankcase is too far from the wheels, the bike will smoke (if old-style rings are used). (It took H-D a few years to figure out the usefulness of scraper plates.) If it's too close, it will cause drag and horsepower will suffer. Make sure there's at least

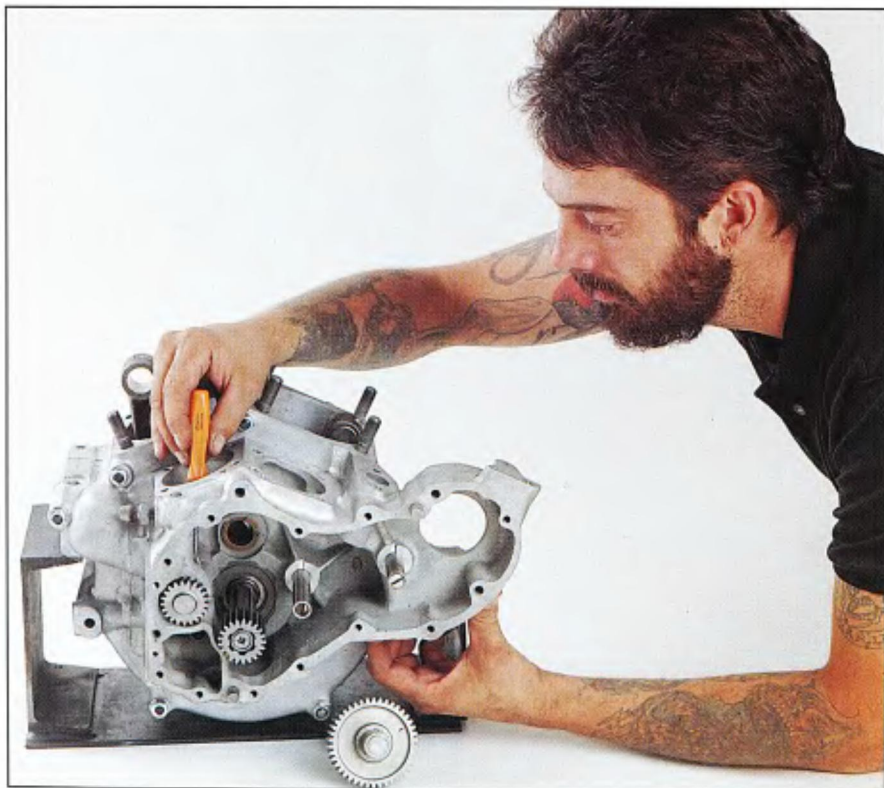


Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10

Photos: David Jones

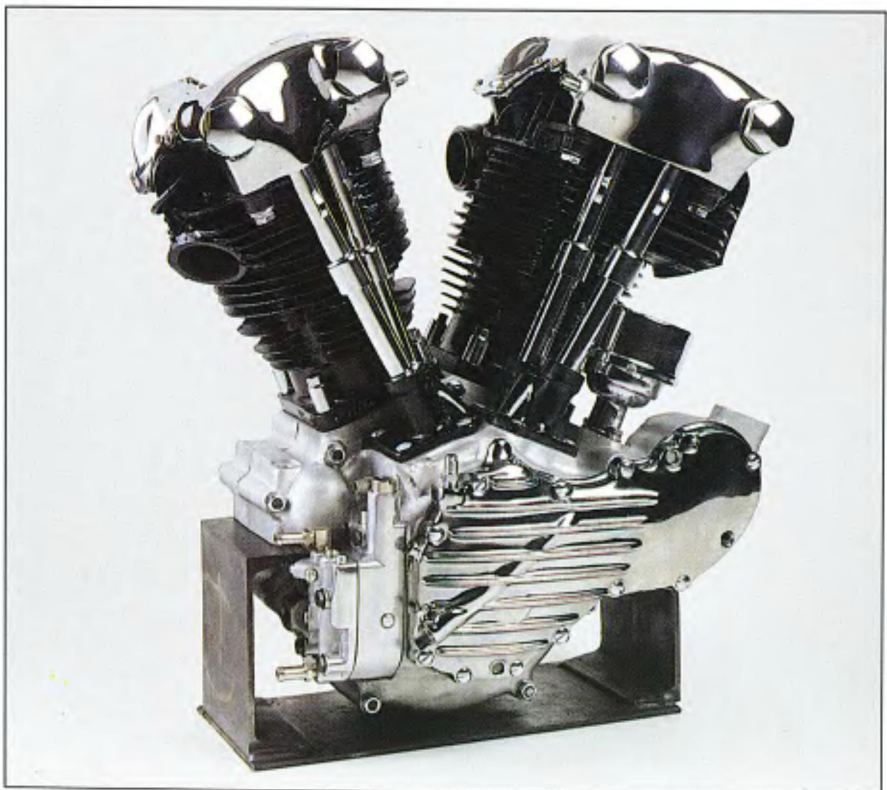


Photo 11

1/32-inch clearance (photo 8).

Piston to flywheel clearance is also important. With rods at BDC the pistons act as a scraper plate on the other side of the wheels and lubricate the piston walls. With a feeler gauge, check the clearance (photo 9). Again, there should be a 1/16-inch. Pistons that smack can alter their shape or destroy the structural integrity of the piston. If you must grind the piston skirt, do it sparingly; it may alter the balance of your engine by removing weight from the bottom of the piston.

Check the piston-to-piston clearance (photo 10). The same as above applies to this operation. In fact, the pistons were too close in this motor and needed slight clearancing to bring it to a safe 1/16-inch tolerance. With the final touches to the motor made (not maid), final assembly was a breeze. We'll show you a tear down of the heads in another issue so we can demonstrate Gary's tricks for performance and preventing leaks in Knuckleheads.

Meanwhile, I saved up enough change to get back in the game. If I don't win, I'll be back behind the broom next month. It's just a roll of the dice.

—Bandit

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FREE!

ALL THE BIKES AND GIRLS FEATURED IN 1994!

EASYRIDERS

'95

BIKE & TATTOO SHOW TOUR

- ALL BIKES
FEATURED IN
EASYRIDERS
- EVERY READER'S
RIDE AND FOXY RIDER BIKE
- ALL *IN THE WIND* BIKES

- THE BIKES
FROM *BIKER*
- A TRIBUTE TO
VQ'S MASTER
BIKE BUILDERS
- EVERY *EASYRIDERS* FOX



ALL THE BIKES FEATURED IN '94 ARE INVITED TO COMPETE IN THE '95 INVITATIONAL
IN COLUMBUS, OHIO
FEBRUARY 18,19, 20, 1994
AT THE VETERANS MEMORIAL

VOTE!

IT'S EASY,

IT'S FUN.

AND THERE'S SOMETHING IN IT FOR YOU!!

YOU'RE THE JUDGE

You can vote and make a difference at the Seventh Annual Invitational Bike and Tattoo Show! Check out the featured bikes from *Easyriders*, *VQ*, *In the Wind*, and *Biker* magazines. You'll also decide which one of the *hot* Foxes deserves to be the 1995 *Fox of the Year*! Remember, the winner will be present at the show.

We want your input on the bikes and styles you prefer to see in our mags. It makes a difference in the selection of bikes that we feature throughout the year. This is your mag—you need to vote.

HERE'S HOW IT WORKS

All the bikes that appeared in *Easyriders*, *VQ*, *In The Wind*, and *Biker* during the 1994 year are listed in this section. You, the readers (and, hopefully, spectators at the event), decide on the winners by mailing in your votes. The bikes on these pages must be displayed at the show to be eligible to win. No bike may win more than one class. For example, if the Best of Show winner is a Panhead, then the Pan with the next greatest number of votes will win first place in the Panhead Class, and so on. This year, we are adding a Judged Class, as well. A panel of judges will decide on these winners.

WHAT TO DO

1. Look through the next 34 pages and select your five favorite bikes.
2. Vote on your favorite Fox (I know it's tough, but you can only vote for one).
3. Mail your carefully chosen votes to:
Easyriders Bike Show Vote,
P.O. Box 3000
Agoura Hills, CA 91376-3000



YOUR VOTES NEED TO ARRIVE IN OUR OFFICES BY FEBRUARY 14, 1995

Only one vote per household accepted

**SELECT THE WINNERS OF THE SEVENTH ANNUAL EASYRIDERS
INVITATIONAL BIKE AND TATTOO SHOW
MAIL IN YOUR VOTE TODAY!**

CLASSES

\$35,000

PRIZES

TROPHIES

INVITATIONAL CLASS \$20,000

Contingency Sponsors Include:

- Performance Machine
- Sumax Cycle Products
- Custom Chrome, Inc.
- Chrome Specialties
- Crane Cams
- Gary Bang Cycle Products
- Nempco
- Drag Specialties
- Avon Tyres
- Run Roader

BEST OF SHOW \$10,000

1st: \$5,000 2nd: \$3,000 3rd: \$2,000

BLOCKHEADS \$2,000

1st: \$1,000 2nd: \$500 3rd: \$300 4th: \$200

\$1,000

Shovelheads Panheads Knuckleheads
Sportsters Restored Readers' Rides
Foxy Riders

1st: \$500 2nd: \$300 3rd: \$200

FOX OF THE YEAR \$1,000

Plus transportation, lodging, *Easyriders* outfits

TATTOO COMPETITION \$5,000

Winners to be determined in Columbus by people's choice/applause meter

Contestants are selected throughout the year at the six stops on the *Easyriders* Regional Bike & Tattoo Tour with the top three male and female competitors from each show advancing to the finals in Columbus. Cash prizes and trophies are awarded to the top from this group.

1st: \$2,000 5th: \$200 9th: \$200
2nd: \$1,000 6th: \$200 10th: \$200
3rd: \$500 7th: \$200
4th: \$300 8th: \$200

PREVIEW CLASS \$5,000

PLUS TROPHIES & CONTINGENCY PRIZES

This category is for those bikes that weren't featured in one of our magazines, but deserve to be.

The top three bikes will be eligible for a photo shoot in either *Easyriders*, *VQ*, *In The Wind*, *Biker*, or *Earlyriders*.

1st: \$2,000 6th: \$100 11th: \$100
2nd: \$1,000 7th: \$100 12th: \$100
3rd: \$500 8th: \$100 13th: \$100
4th: \$300 9th: \$100 14th: \$100
5th: \$200 10th: \$100 15th: \$100

TO ENTER CALL (818) 889-8740.

All entries will receive a participation trophy and admission for two for all three days (a \$60 value)!

JUDGED TROPHY-ONLY CLASS

Classes to be judged by designated judges; top three to be featured in one of our magazines.

Classes include:

Best Radical Custom
Best Street Custom
Best Of The Rest

(Three prizes in above categories: Best of Show, 2nd, and 3rd)

Best Design
Best Machine Fabrication
Best Sheet Metal Fabrication
Best Chassis
Best Innovation
Best Graphics
Best Chrome (metal finish)
Best Engine Treatment
Best Display
Best Drive-line Treatment
Best Wheel Treatment
Best Detail
Best Paint

One prize in each of the above categories. Judges will determine classes.

Easyriders

Immediately following are the bikes of *Easyriders*. Every bike featured in 1994 is represented. Each owner is invited to deliver, ride, or convey his or her steel steed to the *Easyriders* Invitational Bike Show in Columbus, Ohio, in February. You can stand up for your taste in bikes by voting for your five favorites. Grant these owners the recognition they deserve, and divulge your sentiments regarding the bikes we feature by shipping us your vote. So, grab a postcard, slap a stamp on it, and jot down your five favorite bikes. The numbers are on each photo and with each description. Hurl that sucker in the mail to: *Easyriders* Bike Show Vote, P.O. Box 3000, Agoura Hills, CA 91376-3000. Winners will be recognized at the 7th Annual *Easyriders* Invitational Bike and Tattoo Show in Columbus, Ohio. In fact, if you're turning up the neighborhood the weekend of the show, stop in and check out how the voting went down. If you attend the show, you'll get a chance to vote again! See you there.

1 DISSECTING DYNAS

Owner: Mike Guldory
City: Church Point, Louisiana
Builder: Arlen Ness
Model: Dyna Glide
Issue: *Easyriders* January 1994
Photos: Carmina

2 DISSECTING DYNAS

Owner: Charles M.P. Galati
City: Edgewater, Florida
Builder: owner
Model: 50th Anniversary Daytona Dyna
Issue: *Easyriders* January 1994
Photos: Don Rogers

3 DISSECTING DYNAS

Owner: Jon Kosmoski
City: Minneapolis, Minnesota
Builder: Donnie Smith
Model: Dyna Glide
Issue: *Easyriders* January 1994
Photos: Jim Gallup

4 HOMEBUILT HARDTAIL

Owner: Phil Iuliani
City: St. Catharines, Ontario
Builder: Complete Auto, Nick
Model: 1987 Homebuilt, Pan-Shovel
Issue: *Easyriders* January 1994
Photos: Steve Coonan

5 100 INCHES OF HELL

Owner: Arlen "Midget" Gasink
City: Clovis, California
Builder: Jim Couch and Jim Jr.
Model: 1969 Shovelhead
Issue: *Easyriders* January 1994
Photos: Raiko Hartman

6 STARTING FROM SCRATCH

Owner: Bob Marquart
City: Oshkosh, Wisconsin
Builder: Ed Van Ess
Model: 1956 KHK
Issue: *Easyriders* January 1994
Photos: Steve Coonan

7 DOUBLE VISION

Owner: George Barton
City: Oceanside, California
Builder: G.B. Enterprises
Model: 1985 FXRS
Issue: *Easyriders* January 1994
Photos: Silvermoon

8 IT AIN'T POSSIBLE

Owner: Russ Swonger, Boni Bartlett
City: Isanti, Minnesota
Builder: Russ Swonger
Model: 1941 FL Knucklehead
Issue: *Easyriders* January 1994
Photos: Mike Lichter

9 A NEW STYLE IS BORN

Owner: Claude Babot
City: Port Ste. Marie, France
Builder: TechnoPlus
Model: 1991 FXSTS, Evolution
Issue: *Easyriders* January 1994
Photos: Raiko Hartman

10 THE ORIGINATOR

Owner: Jay Brainard Jr.
City: Youngstown, New York
Builder: Jay and son
Model: 1993 Evolution
Issue: *Easyriders* February 1994
Photos: Mike Lichter

11 SURPRISE, SURPRISE

Owner: Ed Jamerson
City: Old Saybrook, Connecticut
Builder: Cycle Fabrications
Model: 1982 Wide Glide
Issue: February 1994
Photos: Steve Coonan

12 LOOKS FAST

Owner: Renegade
City: Los Angeles, California
Builder: AirStream, Waggaman, Maldonado
Model: 1992 FXDC custom
Issue: *Easyriders* February '94
Photos: Raiko Hartman

13 BIG TWIN SPORTSTER

Owner: Skeeter Todd
City: Maryland, New York
Builder: owner
Model: 1982 FXR
Issue: *Easyriders* February 1994
Photos: Mike Lichter

14 ALIVE AND KICKIN'

Owner: George R. Walters
City: Norfolk, Virginia
Builder: George's Performance Cycles
Model: 1977 FX
Issue: *Easyriders* February 1994
Photos: Mike Lichter

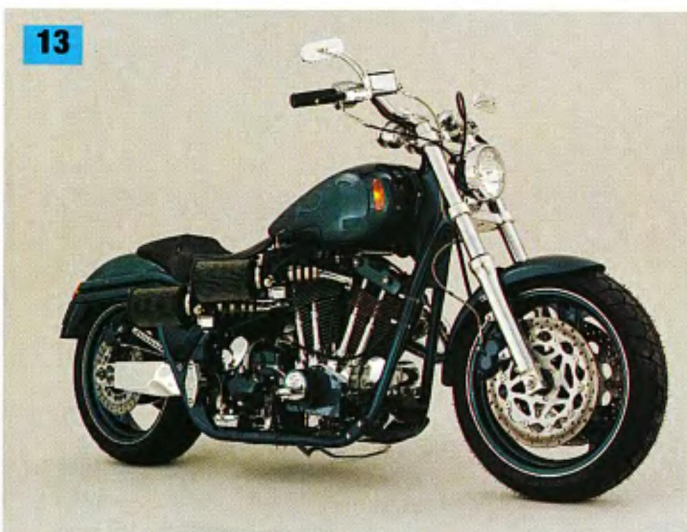
15 ONE RUGGED-ASS RIDE

Owner: Edwin and Donna Edwards
City: Ennis, North Carolina
Builder: Ed, Blue Ridge Custom Cycle
Model: 1991 FXR/Pro Street custom
Issue: *Easyriders* February 1994
Photos: Mike Lichter

16 HASTA LA VISTA, BABY

Owner: Manuel Gonsalves
City: Tampa Bay, Florida
Builder: Keeton & Co.
Model: 1991 Pro Street
Issue: *Easyriders* February 1994
Photos: Mike Lichter/Raiko Hartman





Easyriders

17 TEAM NESS

Owner: Arlen Ness
City: San Leandro, California
Builder: Arlen Ness Ent.
Model: 1993 FXR/Ness
Issue: Easyriders March 1994
Photos: Raiko Hartman

18 IRON WORKER'S IRONHEAD

Owner: Dave Silvia
City: Dighton, Massachusetts
Builder: Cycle Fab/Sansone/owner
Model: 1977 Sportster
Issue: Easyriders March 1994
Photos: Steve Coonan

19 THE GREAT REBUILD

Owner: Don Holop
City: Fort Madison, Iowa
Builder: Don's Speed & Custom
Model: 1992 Softail
Issue: Easyriders March 1994
Photos: Mike Lichter

20 CHICAGO STYLE

Owner: Karl "Sonny" Hull
City: Chicago, Illinois
Builder: Custom Welding
Model: 1974 FX
Issue: Easyriders March 1994
Photos: Steve Coonan

21 ONE MORE FOR THE ROAD

Owner: Al Sherman
City: Malibu, California
Builder: owner
Model: 1979 Low Rider
Issue: Easyriders March 1994
Photos: Silvermoon

22 BRASS KNUCKLE

Owner: Dave Royal
City: Grover Beach, California
Builder: owner/Ernst Paulsen
Model: 1940 Knucklehead
Issue: Easyriders March 1994
Photos: Silvermoon

23 SCRAP

Owner: Donnelly Hall
City: Manchester, Kentucky
Builder: Halfs Cycle
Model: 1946 Indian Chief
Issue: Easyriders March 1994
Photos: Chuck Emery

24 BILLET PROOF

Owner: Joe Chavez
City: Diamond Bar, California
Builder: owner
Model: 1980 FX
Issue: Easyriders April 1994
Photos: Raiko Hartman

25 SECOND TIME AROUND

Owner: Jay Johnson
City: New Palestine, Indiana
Builder: Jay Johnson & Prototek
Model: 1992 FXST
Issue: Easyriders April 1994
Photos: Mike Lichter

26 NOTHING TO PROVE

Owner: Geary Kuhlter
City: Independence, Missouri
Builder: Lenny aka The Shop
Model: 1991 FLHSTC
Issue: Easyriders April 1994
Photos: Steve Coonan

27 RHODE ISLAND RODS AND RIDES

Owner: Bob Quinn Jr.
City: North Smithfield, Rhode Island
Builder: Mike McCann
Model: 1977 FLH
Issue: Easyriders April 1994
Photos: Steve Coonan

28 THE ALIEN

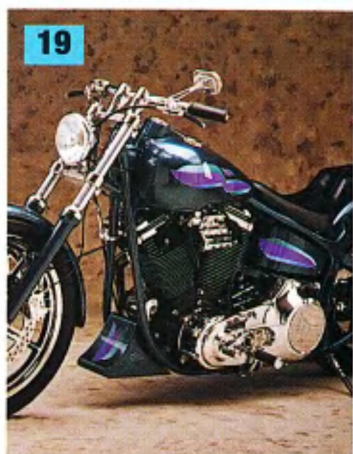
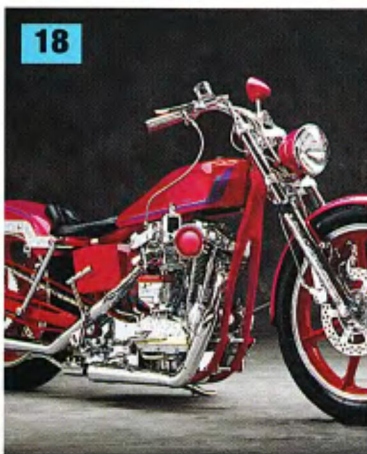
Owner: Pat Kennedy
City: Tombstone, Arizona
Builder: Pat Kennedy
Model: many years
Issue: Easyriders April 1994
Photos: Silvermoon

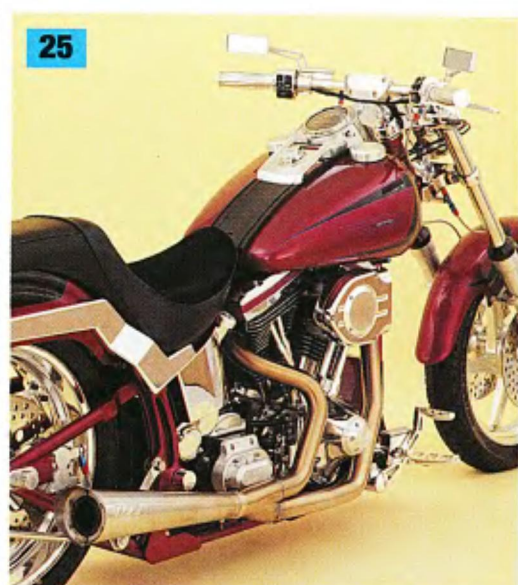
29 HOMEGROWN HARLEY

Owner: Ross Gray
City: Sonoma, California
Builder: owner
Model: 1946 Knucklehead
Issue: Easyriders January '94
Photos:

30 PUTT PRESERVE

Owner: Tom Kowalski
City: Colorado
Builder: H-D
Model: 1920 J Model
Issue: Easyriders April 1994
Photos: Michael Lichter





Easyriders

31 IMMACULATE PERFECTION

Owner: Libelous Lorne
City: Toronto, Ontario, Canada
Builder: Donny Petersen's Heavy Duty cycles
Model: 1993 modified Denver Chopper
Issue: Easyriders May 1994
Photos: Marty MacDougall

32 SCARY SCOOT

Owner: Larry "Ringo" Ring
City: West Carrollton, Ohio
Builder: Mike Stocker, Doug Jahnik
Model: 1993 Pro street
Issue: Easyriders May 1994
Photos: Steve Coonan

33 PORKSTER

Owner: White Bros.
City: Yorba Linda, California
Builder: White Brothers, Denny Berg
Model: 1992 Sportster 883
Issue: Easyriders May 1994
Photos: Silvermoon

34 GOTCHA

Owner: Chuck Wendt
City: Meriden, Connecticut
Builder: owner/Rowe Machine
Model: 1992 Fat Boy
Issue: Easyriders May 1994
Photos: Steve Coonan

35 DRIVEN TO RIDE

Owner: Kyle Petty
City: High Point, North Carolina
Builder: Len Sherrill
Model: 1990 Fat Boy
Issue: Easyriders July 1994
Photos: Bill Ellis

36 TALL STACKS

Owner: Mike Garganese
City: Las Vegas, Nevada
Builder: Milwaukee Iron
Model: 1993 Premier Custom
Issue: Easyriders May 1994
Photos: Mike Lichter

37 TICKET TO RIDE

Owner: Rick Pew
City: Broomfield, Colorado
Builder: owner
Model: 1990 Evo/Pan
Issue: Easyriders June 1994
Photos: Mike Lichter

38 INDIAN'S FIRE BURNS AGAIN

Owner: Tom Stanley
City: New Port Richey, Florida
Builder: owner
Model: 1948 Indian Chief
Issue: Easyriders June 1994
Photos: Don Roger

39 KNUCKLE DRAGGIN

Owner: Scott and Dabbi Marshall
City: Hutchinson, Kansas
Builder: owner
Model: 1940 Knucklehead
Issue: Easyriders June 1994
Photos: Mike Lichter

40 MIA

Owner: Darrell Gray
City: Reseda, California
Builder: owner
Model: Shovelhead
Issue: Easyriders June 1994
Photos: Raiko Hartman

41 SCHAAR'S FX

Owner: Daryl Schaar
City: Carson City, Nevada
Builder: Daryl Schaar
Model: 1984 FXSTC
Issue: Easyriders June 1994
Photos: Silvermoon

42 LEAVING YOUR MARK

Owner: Tom Foster
City: Los Angeles, California
Builder: owner
Model: 1993 Land Shark
Issue: Easyriders June 1994
Photos: Silvermoon

43 FAST TIMES

Owner: Dan Lang
City: Zion, Illinois
Builder: owner
Model: 1951 EL
Issue: Easyriders May 1994
Photos: Mike Lichter

44 HATCHED IN THE THUNDERDOME

Owner: Randy Aaron
City: La Jolla, California
Builder: owner
Model: 1989 FXLR
Issue: Easyriders June 1994
Photos: Silvermoon





37



38



39



40



41



42



43



44



Easyriders

45 RIDER IN THE SKY

Owner: Karl Rottler
City: Reading, Pennsylvania
Builder: owner
Model: 1973 FL
Issue: Easyriders July 1994
Photos: Steve Coonan

46 JUST THE BASICS

Owner: Douglas Bernol
City: St. Augustine, Florida
Builder: American Street Iron
Model: 1961 Panhead
Issue: Easyriders July 1994
Photos: Silvermoon

47 LORI'S LABOR OF LOVE

Owner: Lori Kivette
City: Greensboro, North Carolina
Builder: Young's H-D
Model: 1950 Servi-Car (police)
Issue: Easyriders July 1994
Photos: Bill Ellis

48 NASTY

Owner: Lou Falcigno
City: Fort Pierce, Florida
Builder: C&L Hog Shop
Model: 1991 FXST
Issue: Easyriders August 1994
Photos: Steve Coonan

49 ZERO TOLERANCE

Owner: John McCutcheon
City: Lewisburg, West Virginia
Builder: Milwaukee Iron
Model: 1993 Premier Custom
Issue: Easyriders July 1994
Photos: Raiko Hartman

50 HEARTLAND HARLEYS

Owner: David Carter
City: Oklahoma
Builder: owner, Rick McDonald
Model: 1990 FLSTC Softail
Issue: Easyriders August 1994
Photos: Steve Reyes

51 PICTURE PERFECT

Owner: Rob Rangold
City: USA
Builder: owner
Model: 1992 FXR
Issue: Easyriders July 1994
Photos: Raiko Hartman

52 RED NECK

Owner: Randy Ballard
City: Highland Park, California
Builder: B&B Cycle
Model: 1964 FL
Issue: Easyriders July 1994
Photos: Silvermoon

53 UP IN SMOKE

Owner: Pat Alderson
City: South Boston, Virginia
Builder: Rick Doss
Model: 1974 Super Glide
Issue: Easyriders August 1994
Photos: Bill Ellis

54 RIDE ON THE WILD SIDE

Owner: Charlie McDonald
City: Sherman Oaks, California
Builder: Hi-Tech
Model: 1993 rigid custom
Issue: Easyriders August 1994
Photos: Silvermoon

55 HEARTLAND HARLEYS

Owner: Randy Suddorth
City: Oklahoma
Builder: owner
Model: 1987 Softail
Issue: Easyriders August 1994
Photos: Steve Reyes

56 FRED

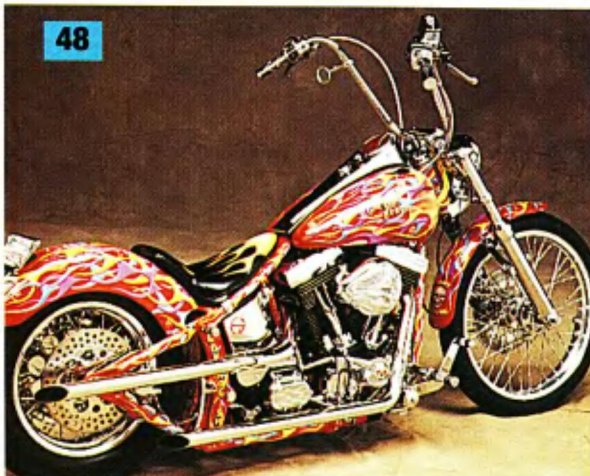
Owner: Mike and Glenda Cruz
City: Fairview, Tennessee
Builder: owner
Model: 1963 FLH Duo Glide
Issue: Easyriders August 1994
Photos: Steve Coonan

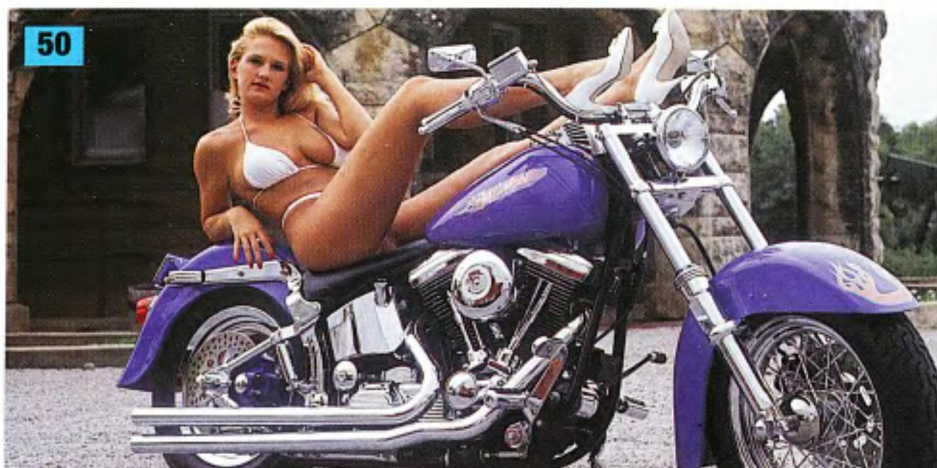
57 TURQUOISE, CREAM, AND THE BLUES

Owner: Terry Burton
City: Milford, Ohio
Builder: owner
Model: 1978 FLH
Issue: Easyriders August 1994
Photos: Chuck Emery

58 HEARTLAND HARLEYS

Owner: Joe Lindsey
City: Oklahoma City, Oklahoma
Builder: owner, Greg Baker
Model: 1993 Heritage Softail
Issue: Easyriders August 1994
Photos: Steve Reyes





Easyriders

59 ONLY THE STRONG SURVIVE

Owner: Brutus Beelcake
City: Tampa, Florida
Builder: Cycle Fab/Sansone
Model: 1993 FXR stretch
Issue: Easyriders September 1994
Photos: Steve Coonan

60 AMAZING

Owner: Allan De Shon
City: Northridge, California
Builder: Don Hotop
Model: 1989 FXRGD
Issue: Easyriders September 1994
Photos: Raiko Hartman

61 TUTORED BY THE KING

Owner: Adrian Newkirk
City: San Diego, California
Builder: owner, Munroe, Craig
Model: 1989 FXR
Issue: Easyriders September 1994
Photos: Silvermoon

62 WORTH ITS WAIT IN GOLD

Owner: Timothy and Carol Thiel
City: Visalia, California
Builder: TC Cycles
Model: 1985 Electra Glide
Issue: Easyriders September 1994
Photos: Mike Lichter

63 MAKING FXRs FLY

Owner: Kenny Boyce
City: Rancho Cordova, California
Builder: Kenny Boyce
Model: 1993 Pro Street FXR
Issue: Easyriders October 1994
Photos: Raiko Hartman

64 IF I HAD A HAMMER

Owner: Wally Sosa
City: Cotati, California
Builder: owner
Model: 1979 FLH
Issue: Easyriders September 1994
Photos: Raiko Hartman

65 ESCAPE VEHICLE

Owner: Arlin Falland
City: Denver, Colorado
Builder: Owner, Steve Ruby
Model: 1981 handmade
Issue: Easyriders October 1994
Photos: Mike Lichter

66 FAMILY JEWEL

Owner: Felicia Lewis
City: Manteca, California
Builder: Knucklehead George
Model: 1946 Knuckle
Issue: Easyriders October 1994
Photos: Raiko Hartman

67 A CASE OF THE BLAZES

Owner: Dave Imbody
City: Marion, Ohio
Builder: owner
Model: 1967 Sportster
Issue: Easyriders September 1994
Photos: Steve Coonan

68 INDIAN RUNNER

Owner: Indian Motorcycle Manufacturing, Inc.
City: Albuquerque, New Mexico
Builder: IMMI
Model: 1994 Indian
Issue: Easyriders October 1994
Photos: Michael Lichter

69 MAKING HISTORY

Owner: Nelson Graves
City: Charlotte, North Carolina
Builder: owner
Model: 1935 replica Morgan Barrel Back
Issue: Easyriders October 1994
Photos: Bill Ellis

70 SKIN ART SCOOT

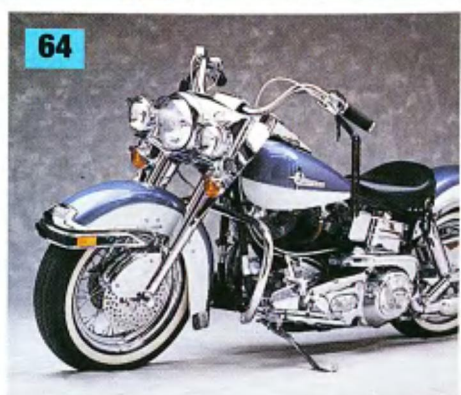
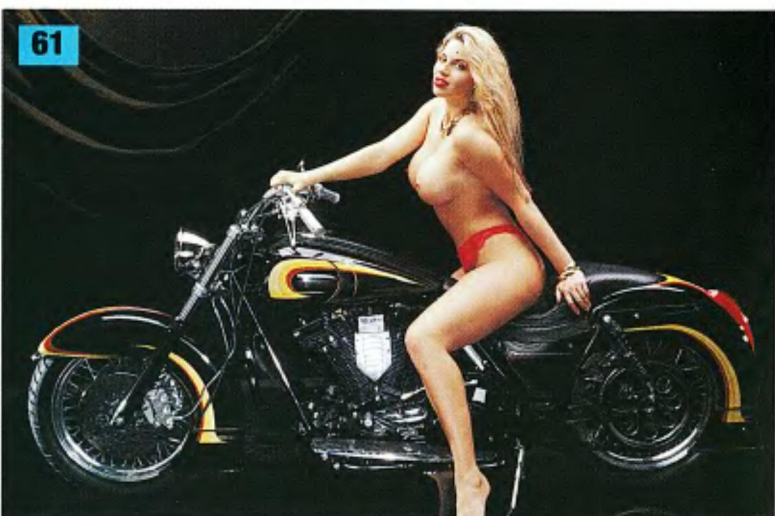
Owner: Don Babcock
City: Endicott, New York
Builder: owner
Model: 1985 Softail
Issue: Easyriders October 1994
Photos: Steve Coonan

71 RESERVOIR DOGS

Owner: Joe Norkin
City: Snohomish, Washington
Builder: owner
Model: 1979 Low Rider Custom
Issue: Easyriders October 1994
Photos: Michael Lichter

72 PREHISTORIC PUTT

Owner: Chuck "The Dinosaur Doctor" Hamm
City: Warren, Oregon
Builder: Dinosaurs Unlimited
Model: Dinosaur Special
Issue: Easyriders September 1994
Photos: Mike Lichter



65



66



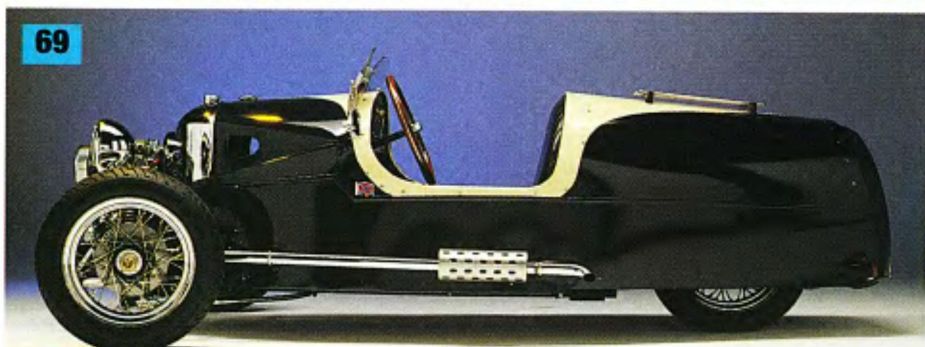
67



68



69



71



70



72



Easyriders

73 FIRE SLAYER

Owner: Louie Bevilacqua
City: Mastic, New York
Builder: Cycle Fab, Rick Sherrill
Model: 1972 FX
Issue: Easyriders November 1994
Photos: Steve Coonan

74 SNAKE BIT

Owner: Joe Dinaro
City: Ft. Lauderdale, Florida
Builder: Steve Wheels
Model: 1993 Heritage Softail
Issue: Easyriders November 1994
Photos: Mike Lichter & Don Rogers

75 GUT CHECK

Owner: James Bradley
City: Temecula, California
Builder: All-American Big Twin
Model: 1978 Shovelhead
Issue: Easyriders November 1994
Photos: Silvermoon

76 KILLER CHOP

Owner: Pat Kennedy
City: Tombstone, Arizona
Builder: Pat Kennedy's Custom Cycles
Model: Killer Chop
Issue: Easyriders November 1994
Photos: Rako Hartman

77 SHIFTING YEARS

Owner: Barry Cooney
City: Escondido, California
Builder: Arlen Ness
Model: Softail
Issue: Easyriders November 1994
Photos: Rako Hartman

78 INDIAN UPRISING

Owner: Bruce Cook
City: Mooresville, North Carolina
Builder: Indian Co.
Model: 1947 Indian Chief
Issue: Easyriders December 1994
Photos: Michael Lichter

79 PLUM CRAZY

Owner: John Stallings
City: Greensboro, North Carolina
Builder: owner
Model: 1977 Shovelhead
Issue: Easyriders November 1994
Photos: Bill Ellis

80 STERN'S SHOVEL

Owner: Daniel Stern
City: San Jose, California
Builder: owner, friends
Model: 1977 FXE Shovel
Issue: Easyriders December 1994
Photos: Rako Hartman

81 MAD DAWG'S MARVELOUS MOUNT

Owner: Steve Curran
City: Tacoma, Washington
Builder: owner
Model: 1990 Evolution
Issue: Easyriders December 1994
Photos: Michael Lichter

82 FIRE BREATHER

Owner: David Rich
City: North Haven, Connecticut
Builder: owner
Model: 1951 Panhead
Issue: Easyriders December 1994
Photos: Steve Coonan

83 BLUE ICE

Owner: Kim Todd
City: Burlington, North Carolina
Builder: Doug's Custom Cycles
Model: 1977 Shovelhead
Issue: Easyriders December 1994
Photos: Bill Ellis

84 BAD BOY

Owner: Gene Stone
City: Romeoville, Illinois
Builder: owner
Model: 1989 Softail turned Fat Boy
Issue: Easyriders December 1994
Photo's: Chuck Emery

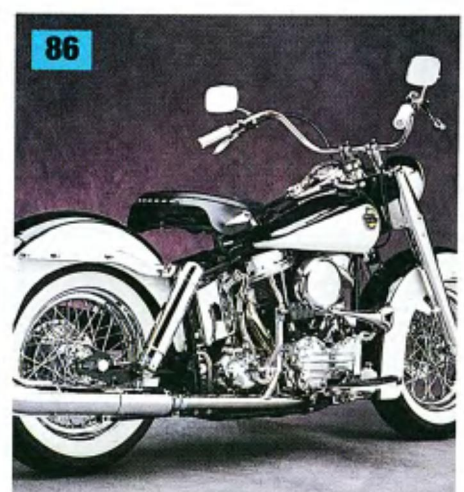
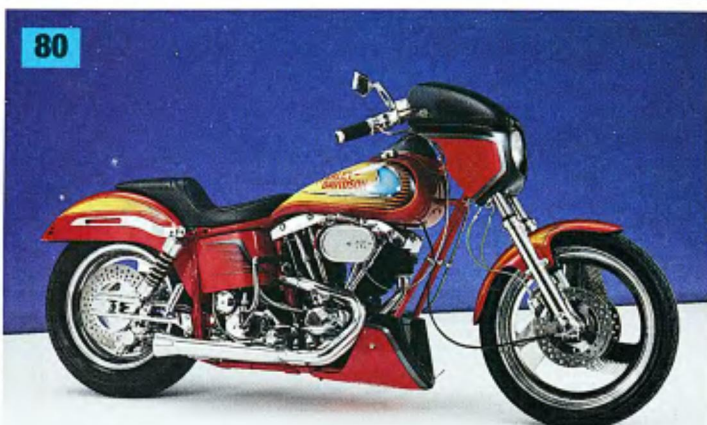
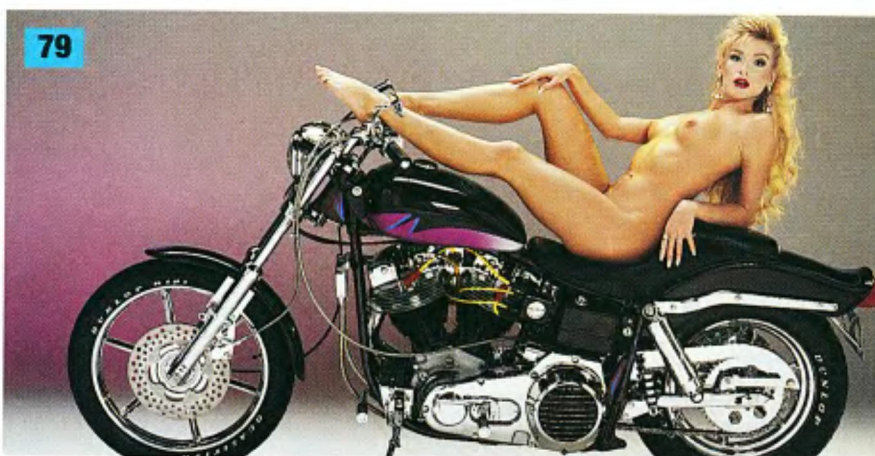
85 IN THE TRADITION

Owner: Paul Watkins
City: Topeka, Kansas
Builder: H-D, owner
Model: 1946 Knucklehead
Issue: Easyriders December 1994
Photos: Michael Lichter

86 PRIDE AND JOY

Owner: Andy Anderson
City: Plano
Builder: Andy's Cycle
Model: 1958 Panhead
Issue: Easyriders November 1994
Photos: Michael Lichter





Readers' Rides

87 Owner: Buddy Akina
City: Wailuku, Maui
Builder: Kevin Gomes ("ouz")
Model: 1981 FXE
Issue: *Easriders* June 1994
Photos: Billy Tinney

88 Owner: Vin Sciuto Jr.
City: Milford, Connecticut
Builder: Owner/Garth Bros.
Model: 1986 FXSTC
Issue: *Easriders* April 1994
Photos: Michael Lichter

89 Owner: Richard LaPlante
City: London, England
Builder: Ult. Part/Battistinis
Model: 1991 Evolution
Issue: *Easriders* January 1994
Photos: Garry Stuart

90 Owner: Steve Kenny
City: Oxford, England
Builder: Steve Kenny
Model: 1992 Lowrider Sport
Issue: *Easriders* November 1994
Photos: Richard Sowersby

91 Owner: Al Martin
City: St. Petersburg, Florida
Builder: owner
Model: 1955 FL
Issue: *Easriders* August 1994
Photos: Pat Randle

92 Owner: G.L. "Johnny" Johnson
City: Baton Rouge, Louisiana
Builder: Coyote Melancon
Model: 1992 custom hardtail
Issue: *Easriders* September 1994
Photos: John Williams

93 Owner: Gary Allocca
City: Brooksville, Florida
Builder: H-D
Model: 1959 FLH
Issue: *Easriders* October 1994
Photos: Pat Randle

94 Owner: Wes "Krazy" Kading II
City: Waukesha, Wisconsin
Builder: owner and friends
Model: 1962 EL Panhead
Issue: *Easriders* February 1994
Photos: Jingles

95 Owner: Jeff Kennedy
City: Thornton, Colorado
Builder: owner
Model: 1975 FX
Issue: *Easriders* December 1994
Photos: Michael Lichter

96 Owner: Mickey Hindman
City: Modesto, California
Builder: owner
Model: 1991 custom hardtail
Issue: *Easriders* May 1994
Photos: Silvermoon

97 Owner: Terrell E. Lewis
City: Richmond, Virginia
Builder: owner
Model: 1980 FXS
Issue: *Easriders* March 1994
Photos: Billy Tinney

98 Owner: John Bavins
City: Hygiene, Colorado
Builder: owner
Model: 1988 FLSTC
Issue: *Easriders* July 1994
Photos: Michael Lichter



92



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97



98



YOU BE THE JUDGE!
DECIDE WHO WILL WIN.
Don't miss the show of shows:
February 17, 18, and 19,
Veterans Memorial,
Columbus, Ohio

Foxy Riders

99 Owner: Valinta Johnson
City: Hampton, Virginia
Builder: Gator
Model: 1984 Low Rider
Issue: *Easriders* June 1994
Photos: Terry Pierce

100 Owner: Sandy Burnham
City: Odessa, Florida
Builder: Richard Greenberg
Model: 1979 FLH
Issue: *Easriders* September 1994
Photos: Pat Randle

101 Owner: Lou Hill
City: Clarkston, Georgia
Builder: Rick's Custom Harleys
Model: 1965 Panhead
Issue: *Easriders* November 1994
Photos: Michael Lichter

102 Owner: Shalene Alpert
City: West Los Angeles, California
Builder: Wil Phillips
Model: 1987 Sportster
Issue: *Easriders* April 1994
Photos: Toris von Wolfe

103 Owner: Karen Thompson
City: Hollywood, Maryland
Builder: Sundown Scooters
Model: 1983 FXWG
Issue: *Easriders* May 1994
Photos: Billy Tinney

104 Owner: Denise
City: Sydney, Australia
Builder: owner, Kiwi
Model: 1971 Triumph
Issue: *Easriders* January 1994
Photos: Loose Bruce

105 Owner: Lynne Cipolla
City: Middletown, Connecticut
Builder: Dennis D'Angelo
Model: 1949 EL
Issue: *Easriders* March 1994
Photos: Dennis D'Angelo

106 Owner: Pam Owens
City: Welcome, North Carolina
Builder: Ray Owens
Model: 1992 FXSTC
Issue: *Easriders* July 1994
Photos: Steve Coonan

107 Owner: Tracy Botto
City: Plant City, Florida
Builder: Dennis Mitchell, Tripp
Model: 1991 FL
Issue: *Easriders* October 1994
Photos: Pat Randle

108 Owner: Melinda Davis
City: Boca Raton, Florida
Builder: Palm Beach H-D, Red Racing
Model: 1988 FLSTC
Issue: *Easriders* February 1994
Photos: Mike Lichter

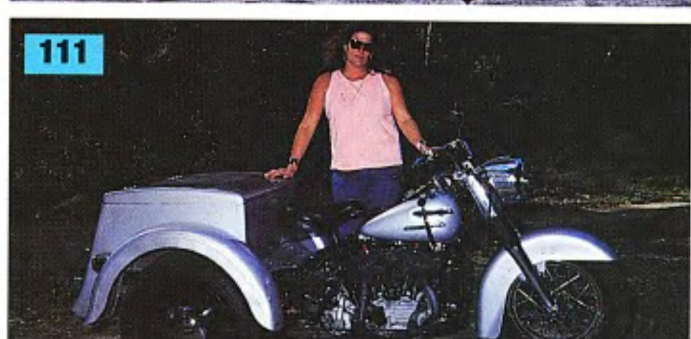
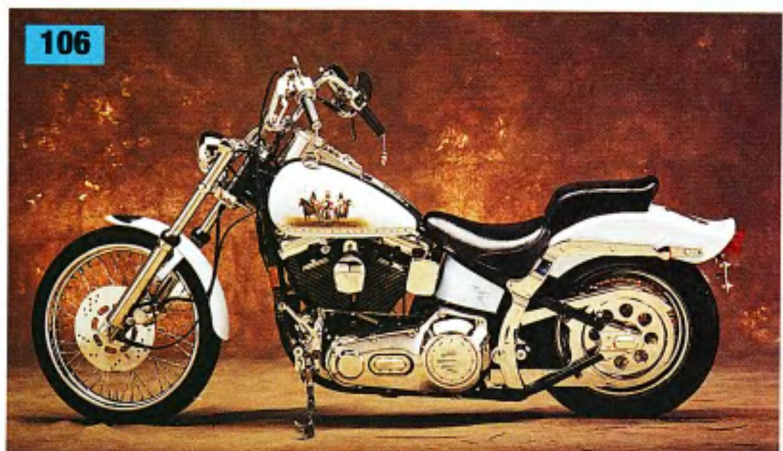
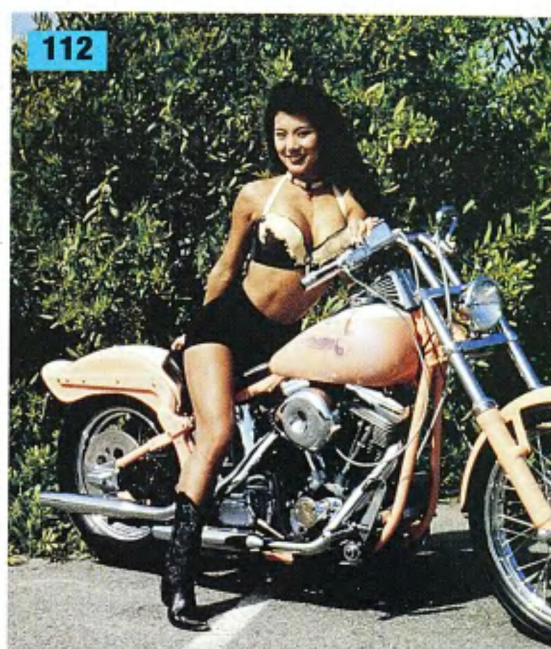
109 Owner: Dawne Dealey
City: Vancouver, B.C., Canada
Builder: Harley-Davidson
Model: 1988 FXLR
Issue: *Easriders* November 1994
Photos: Charlene Lacroix

110 Owner: Rhonda Dawson
City: Santa Barbara, California
Builder: Frank Proletty
Model: 1983 Wide Glide FXWG
Issue: *Easriders* November 1994
Photos: Serge McCabe

111 Owner: Theresa Ritson
City: Monrovia, California
Builder: Tim Ritson
Model: 1964 H-D/VG Servi-car
Issue: *Easriders* November 1994
Photos: Kim Peterson

112 Owner: Karen Kim
City: Los Angeles, California
Builder: Waggaman, Air Stream
Model: 1987 FXSTC
Issue: *Easriders* December 1994
Photos: Clark Crouse





Fox Hunt

113 LYNN

City: Santa Barbara, California
Month: November 1993 Fox Hunt Winner
Featured: *Easriders* April 1994
Photos: Raiko Hartman

114 LISA

City: Springfield, Missouri
Month: October 1993 Fox Hunt Winner
Featured: *Easriders* March 1994
Photos: Mike Lichter

115 ROXIE

City: Atlanta, Georgia
Month: September 1993 Fox Hunt Winner
Featured: *Easriders* February 1994
Photos: Raiko Hartman

116 SHERRY

City: Reading, Pennsylvania
Month: December 1993 Fox Hunt Winner
Featured: *Easriders* May 1994
Photos: Steve Coonan

117 SANTANA

City: Portland, Oregon
Month: August 1993 Fox Hunt Winner
Featured: *Easriders* January 1994
Photos: Raiko Hartman

118 BELLA

City: Bronx, New York
Month: February 1994 Fox Hunt Winner
Featured: *Easriders* July 1994
Photos: Steve Coonan

119 LAYLA

City: Daytona, Florida
Month: April 1994 Fox Hunt Winner
Featured: *Easriders* August 1994
Photos: Chuck Emery

120 DALLAS

City: Treasure Island, Florida
Month: January 1994 Fox Hunt Winner
Featured: *Easriders* June 1994
Photos: Pat Randle

121 SUMMER

City: Houston, Texas
Month: April 1994 Fox Hunt Winner
Featured: *Easriders* September 1994
Photos: Raiko Hartman

122 KELLI

City: Maui, Hawaii
Month: May 1994 Fox Hunt Winner
Featured: *Easriders* October 1994
Photos: Mike Lichter

123 ANGIE LYNN

City: Brooklyn, Connecticut
Month: July 1994 Fox Hunt Winner
Featured: *Easriders* December 1994
Photos: Bill Ellis

124 TONDRA

City: Greensboro, North Carolina
Month: June 1994 Fox Hunt Winner
Featured: *Easriders* November 1994
Photos: Bill Ellis

113



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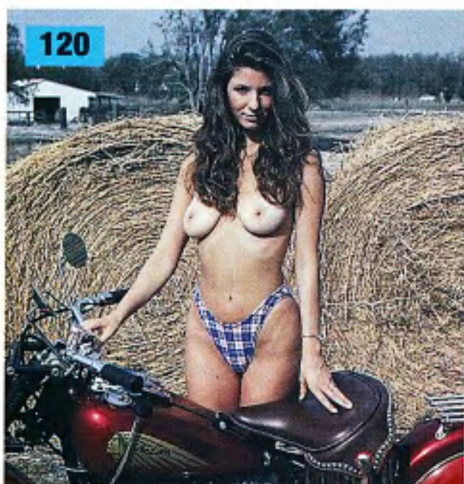
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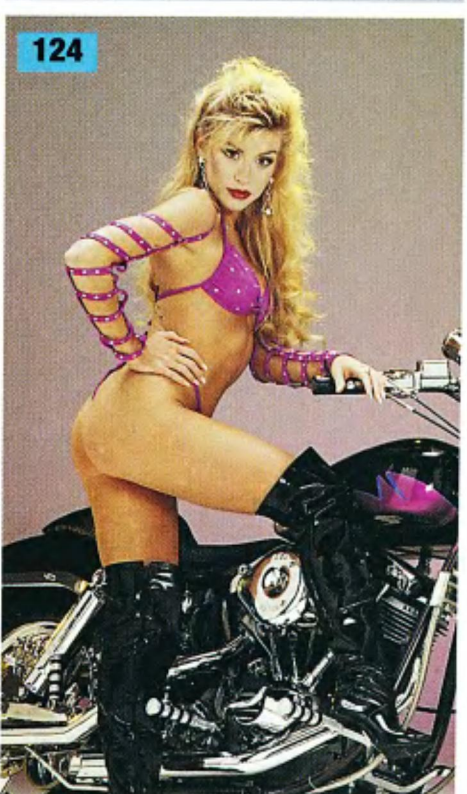
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VQ (V-Twin Quarterly) is our prestigious motorcycle magazine for the cycle connoisseur. The following two-wheeled works of art represent some of the finest custom motorcycles in the world from the pages of VQ 1994. The owners of these rolling masterpieces will be asked to display their machines at the *Easyriders* Invitational Bike Show, and your write-in votes can help them win. Judge for originality, overall concept, or just plain style. To vote, write down the numbers of your favorite bikes on a postcard and mail it to: *Easyriders* Bike Show Vote, P.O. Box 3000, Agoura Hills, CA 91376-3000.

125 FLORIDA BLIZZARD

Owner: Steve Greene
City: Coconut Grove, Florida
Builder: Razorback
Model: 1992 Fat Boy
Issue: VQ #1
Photos: Dean Rogers

126 GHOST IN THE MIRROR

Owner: Bob Santee and Dan Bishop
City: Racine, Wisconsin
Builder: Bob Santee and H-D
Model: 1957 FL Police Special
Issue: VQ #1
Photos: Steve Coonan

127 CALIFORNIA SCREAMER

Owner: Jon Borneman
City: San Leandro, California
Builder: owner and Ness
Model: 1987 FXR
Issue: VQ #1
Photos: Michael Lichter

128 SKULL CHOP

Owner: Greg Hall
City: West Palm Beach, Florida
Builder: Pat Kennedy, Ray Neff, Bo Ericson
Model: 1991 Evolution
Issue: VQ #1
Photos: Robert Nelson

129 STONE CRUISER

Owner: Marc McCleave
City: Durham, North Carolina
Builder: Kenny Gilley
Model: 1992 Soft-star
Issue: VQ #2
Photos: Bill Ellis

130 THE FUGITIVE

Owner: Peter Cottrell
City: Minneapolis, Minnesota
Builder: owner and John Cottrell
Model: 1987 FL
Issue: VQ #1
Photos: Michael Lichter

131 THOROUGHbred

Owner: Nancy Reed
City: Memphis, Tennessee
Builder: *Easyriders* of Memphis
Model: 1992 Evolution
Issue: VQ #2
Photos: Crocker

132 BIG TOYS

Owner: Ron Simms
City: Hayward, California
Builder: Simms and crew
Model: 1994 Simms Custom
Issue: VQ #2
Photos: Raiko Hartman

133 JOHNNY ROCKETS'

Owner: Ronn Tefelbaum
City: Los Angeles, California
Builder: Wil Phillips
Model: 1990 FLST
Issue: VQ #1
Photos: Ron Jaffe

134 SEMINOLE WIND

Owner: Steve Calderaro
City: New Castle, Pennsylvania
Builder: owner
Model: 1947 Indian Chief
Issue: VQ #2
Photos: Steve Coonan

135 FIRE CHIEF

Owner: Art Annecharico
City: Los Angeles, California
Builder: Donnie Smith
Model: 1984 FXRT
Issue: VQ #2
Photos: Raiko Hartman

136 SURGICAL STEEL

Owner: Dr. Charles Campbell
City: Chicago, Illinois
Builder: Arlen Ness
Model: 1989 H-D
Issue: VQ #2
Photos: Chuck Emery

137 AFTER SHOCK

Owner: Gary Olsen
City: Palm Springs, California
Builder: Lenny Lockmiller, *Easyriders*, San Diego
Model: 1993 FXRP
Issue: VQ #2
Photos: Raiko Hartman

138 COAST TO COAST

Owner: Paul Brouckie
City: Youngstown, Ohio
Builder: Cycle Fab
Model: 1982 Shovelhead
Issue: VQ #1
Photos: Michael Lichter

125



126



127



128





139 DARING RED RIDE

Owner: Battistini's
City: Bournemouth, England
Builder: Battistini's
Model: 1992 Corsa Sportster
Issue: VQ #3
Photos: Gary Stuart

140 BETTER WITH AGE

Owner: Bob Carter
City: Oxnard, California
Builder: Paul Wheeler
Model: 1956 H-D FL
Issue: VQ #3
Photos: Raiko Hartman

141 EXTREME

Owner: Doug Jahnke
City: Dayton, Ohio
Builder: owner
Model: 1994 Evolution
Issue: VQ #4
Photos: Scott Cunningham

142 LIFE'S FAST

Owner: Keith R. Ball
City: Southern California
Builder: owner/Marty Ruthman/Cycle Fab.
Model: 1987 FXR
Issue: VQ #4
Photos: Silvermoon

143 BLACK BART RETURNS

Owner: Tony Carlini
City: Newport Beach, California
Builder: Ron Ferrell
Model: 1993 Dyna Glide
Issue: VQ #3
Photos: Raiko Hartman

144 SOUTHWESTERN FANTASTIC

Owner: Steve Weinstein
City: Mineola, New York
Builder: American Motorcycle Co.
Model: 1992 FLST
Issue: VQ #4
Photos: Steve Coonan

145 KILLER BEE

Owner: Klaus Kary
City: Darmersheim, Germany
Builder: Randy Simpson
Model: 1938 Knucklehead
Issue: VQ #3
Photos: Steve Coonan

146 ODE TO JAMES DEAN

Owner: Cyril Huze
City: Boca Raton, Florida
Builder: Cashwell, 2 Guys
Model: 1992 Fat Boy
Issue: VQ #3
Photos: Michael Lichter

147 THE IMMACULATE CONCEPTION

Owner: Terry Fundenberger
City: Gillette, Wyoming
Builder: H-D
Model: 1942 WLA
Issue: VQ #4
Photos: Michael Lichter

148 BAT OUTTA HELL

Owner: Russ Tom
City: Seattle, Washington
Builder: owner & Downtown H-D
Model: 1990 FLHT
Issue: VQ #4
Photos: Michael Lichter

149 PREDATOR

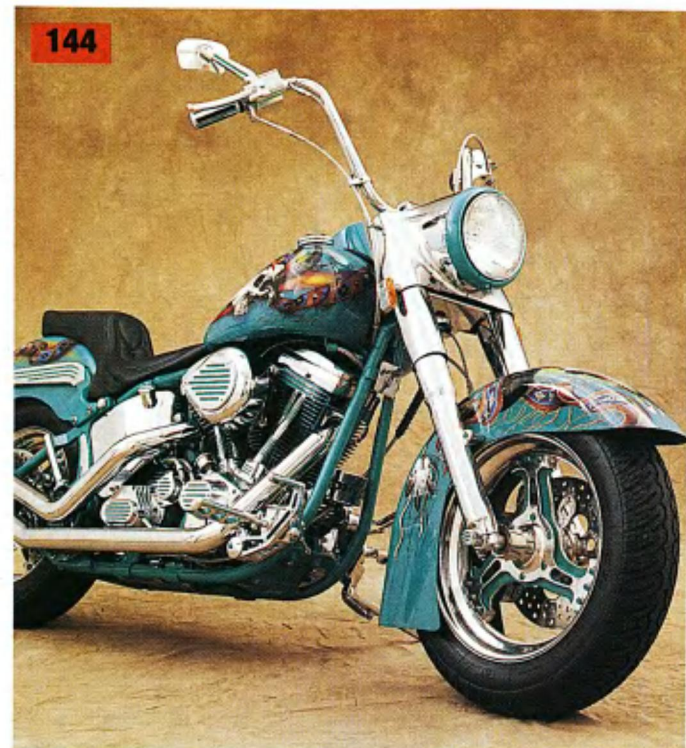
Owner: James O'Brien
City: Kelowna, British Columbia
Builder: Cycle Art/The "Team"
Model: 1993 ground up custom
Issue: VQ #4
Photos: Michael Lichter

150 LIGHTNING STRIKES TWICE

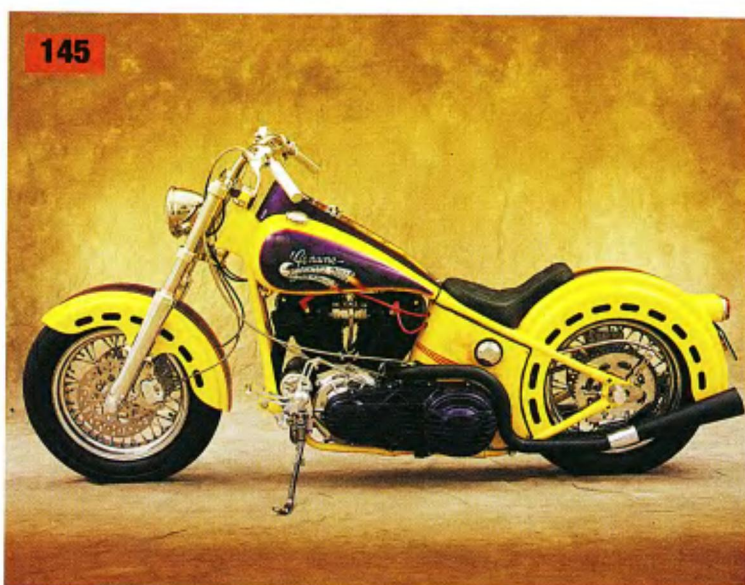
Owner: Karen Feldman
City: Granite Bay, California
Builder: L&M Enterprises
Model: 1989 FLST
Issue: VQ #3
Photos: Michael Lichter



144



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148



150



149



Biker

Biker is published monthly, except for July, November, and February. That means there are nine powerful issues a year pumpin' atcha, issues containin' the best biker events in the world. Besides the parties, we also give ya five righteous rides each issue. Once featured the bikes are eligible for the next Invitational Bike Show.

Here's a rundown of all the bikes featured in *Biker* in 1994. Their owners are being asked to display their machines at the *Easyniders* Invitational Bike Show, and your write-in votes are vital to their winning. To vote, simply jot down the numbers of your five favorite bikes on anything mailable, and send it to: *Easyniders* Bike Vote, Box 3000, Agoura Hills, CA 91376-3000.

151 UNTUNG

Owner: Markus Brandl Forelli
City: Koblach, Austria
Builder: owner
Model: 1941 Flathead
Issue: *Biker* February 1994
Photos: Studio S: F&H Heidegger

152 NOT SO MELLOW YELLOW

Owner: Tom Kalezakis
City: Highland Heights, Ohio
Builder: owner
Model: 1987 Softail
Issue: *Biker* February 1994
Photos: Mike Lichter

153 THE RIGHT NUMBER

Owner: Bob Baker
City: Riverdale, Maryland
Builder: owner/C&C Cycle
Model: 1959 pan/shovel chopper
Issue: *Biker* May 1994
Photos: Michael Lichter

154 IN-X-CESS

Owner: Larry Tyler
City: Victorville, California
Builder: owner/Atlas
Model: 1990 Fueler Evo
Issue: *Biker* May 1994
Photos: Rako Hartman

155 THE BIG CHILL

Owner: Dave Balestrero
City: Redwood City, California
Builder: owner
Model: 1982 FX
Issue: *Biker* February 1994
Photos: Peter Dokus/Jim Shaffer

156 HALFBREED

Owner: Jon Dalton
City: Stouffville, Ontario, Canada
Builder: Walkem's Cycle
Model: 1983 Indian/Sportster
Issue: *Biker* April 1994
Photos: Kevin Sparkman, The Sterling Group

157 STREET FIGHTER

Owner: Howie Mandel (not the comedian)
City: Northridge, California
Builder: owner
Model: 1975 Burbank Police Interceptor
Issue: *Biker* May 1994
Photos: Silvermoon



151



158 THE THREE G'S

Owner: Bud Dennis
City: unknown
Builder: owner/Crown Custom
Model: 1975 Sportster
Issue: *Biker* February 1994
Photos: Michael Lichter

159 A LOT OF NOSTALGIA

Owner: Mike Trussell
City: San Diego, California
Builder: owner
Model: 1985 Evo Chopper
Issue: *Biker* February 1994
Photo's: Rako Hartman

160 THE SWEET SMELL OF SUCCESS

Owner: Michael Holycross
City: Jacksonville, Florida
Builder: Michael's Cycle Service
Model: 1967 FLH
Issue: *Biker* April 1994
Photo's: Michael Lichter

161 POPEYE

Owner: "Wild Bill" Jackson
City: Aguanga, California
Builder: owner
Model: 1974 cone/pan chopper
Issue: *Biker* April 1994
Photos: Dennis Carver

162 KNIGHT WARRIOR

Owner: Charles "Chopper" Gilmore
City: Sioux Rapids, Iowa
Builder: Tator/Dewey/owner
Model: 1990 Custom
Issue: *Biker* April 1994
Photos: Mike Lichter

163 THE ULTIMATE BARHOPPER

Owner: Dwight Schmitke
City: Littleton, Colorado
Builder: owner/Howells, Inc.
Model: 1991 Pro Street Evo
Issue: *Biker* May 1994
Photos: Michael Lichter

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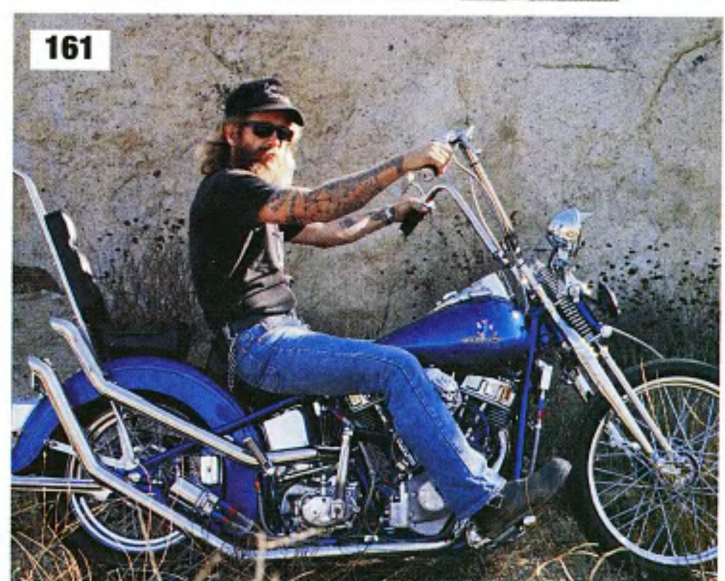
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162



163



Biker

164 CLOCKSTOPPER

Owner: Stewart Cales
City: Rainelle, West Virginia
Builder: Mark Blankenship
Model: 1965+ FL Pan
Issue: *Biker* August 1994
Photos: Steve Coonan

165 WASTED YOUTH

Owner: Dave Royal
City: Grover Beach, California
Builder: Ernst Paulsen/owner
Model: 1981 FLH
Issue: *Biker* June '94
Photos: Rako Hartman

166 THE HARLEYMOONERS

Owner: Tom Olewine
City: Allentown, Pennsylvania
Builder: owner
Model: 1975 Shovelhead FXE
Issue: *Biker* August 1994
Photos: Rick Kline

167 HEAVY HARLEY TRADITION '56 STYLE

Owner: Rudolph Crane
City: San Luis Obispo, California
Builder: owner
Model: 1956 FL Pan
Issue: *Biker* September 1994
Photos: Rako Hartman

168 SURVIVOR

Owner: Dana Levine/Vic King
City: Van Nuys, California
Builder: Vic's Custom Cycle
Model: 1986 Sportster
Issue: *Biker* August 1994
Photos: Rako Hartman

169 FLAMES

Owner: Ron Simms
City: Hayward, California
Builder: Bob Gomes, B.A.C.C.
Model: 1992 Evo
Issue: *Biker* August 1994
Photos: Silvermoon

170 ORANGE YOU GLAD

Owner: Joe A.J. Ferranti
City: Salem, New Hampshire
Builder: owner/Manchester H-D
Model: 1990 Softail Stroker Evo
Issue: *Biker* August 1994
Photos: Silvermoon

171 THAR SHE BLOWS

Owner: Chuck Hallifax
City: Tonawanda, New York
Builder: Gordy, V-Twin Cycles, Inc.
Model: 1948 Panhead FL
Issue: *Biker* September 1994
Photos: Steve Coonan

172 THE ISLAND BIKE

Owner: Hunter Simms
City: Hayward, California
Builder: Bob Gomes, B.A.C.C.
Model: 1992 B.A.C.C. Low Rider FX
Issue: *Biker* June 1994
Photos: Rako Hartman

173 THOROUGHbred PANHEAD

Owner: Joe and Kathy Ehasz
City: Valley City, Ohio
Builder: Joe Ehasz
Model: 1948 FL
Issue: *Biker* May 1994
Photos: Silvermoon

174 JESSE'S GIRL

Owner: Jesse James
City: Moorpark, California
Builder: owner
Model: 1947 Knucklehead
Issue: *Biker* June 1994
Photos: Silvermoon

175 OUT OF THE FOG

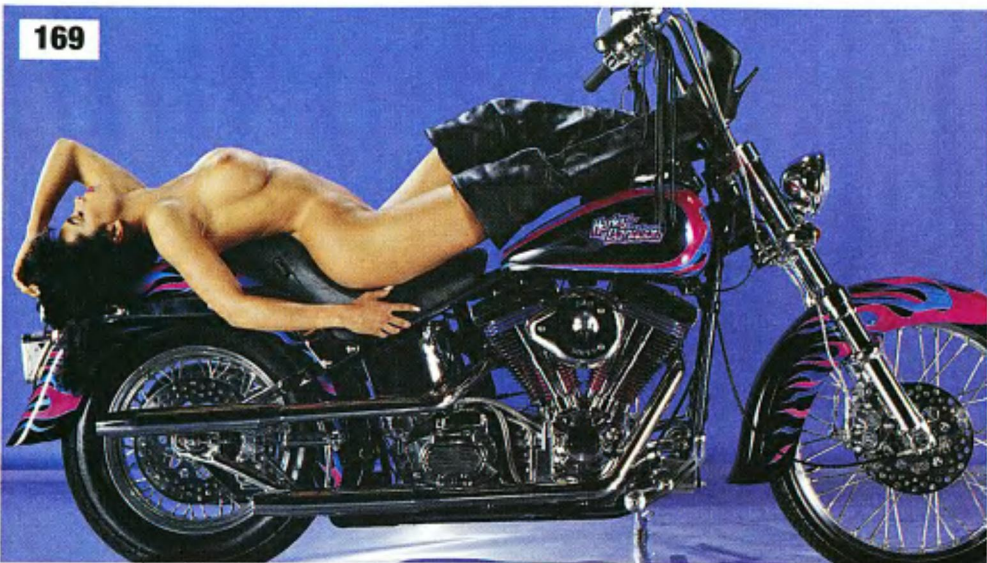
Owner: David Cavanaugh
City: Louisville, Kentucky
Builder: Joe Vittitow/owner
Model: 1962 FLH
Issue: *Biker* June 1994
Photos: Silvermoon

176 GRAND ILLUSION

Owner: Don Blittman
City: Lemon Grove, California
Builder: Pride and Power
Model: 1994 Illusion
Issue: *Biker* September 1994
Photos: Rako Hartman



169



170



171



172



173



174



175



176



Biker

177 THIRD TIME'S THE CHARM

Owner: Billy Van Story
City: Fayetteville, North Carolina
Builder: Bob Marlow's Motorcycles, Inc.
Model: 1989 FXRS
Issue: *Biker* October 1994
Photos: Michael Lichter

178 FEEDING FRENZY

Owner: Chuck Falkoff
City: Rochester, New York
Builder: owner/Gene "Fat Boy" Serafine
Model: 1954 FLE
Issue: *Biker* October 1994
Photos: Steve Coonan

179 KEEPER OF THE WIND

Owner: Tom Crockett
City: Rockdale, Texas
Builder: owner
Model: 1987 Sportster
Issue: *Biker* October 1994
Photos: Michael Lichter

180 TEXAS PAN

Owner: Nick Garton
City: Dallas, Texas
Builder: Andy's Cycle Sales
Model: 1957 FLH/Pan chopper
Issue: *Biker* December 1994
Photos: Michael Lichter

181 MIDNIGHT OIL

Owner: Ray Leslie
City: Lompoc, California
Builder: AAET/crew
Model: 1965 cone/Pan chopper
Issue: *Biker* April 1994
Photos: Ron Jaffe

182 THE MIDAS TOUCH

Owner: Richard Reilly
City: Arlington, Texas
Builder: Shelby's
Model: 1993 Pro Street FXSTS
Issue: *Biker* December 1994
Photos: Michael Lichter

183 BADASS PAN

Owner: Rick Fairless
City: Irving, Texas
Builder: Owner/Gary Mackie
Model: 1965 FL Pan
Issue: *Biker* December 1994
Photos: Michael Lichter

184 GIRL'S BIKE

Owner: Swamp Fox
City: The Everglades of Florida
Builder: owner
Model: 1962 Alternator Pan
Issue: *Biker* December 1994
Photos: Rako Hartman

185 RIDIN' THE DRAGON

Owner: Terry Lovering
City: Coquitlam, BC, Canada
Builder: Bruce Elford
Model: 1990 FXCST
Issue: *Biker* October 1994
Photos: Rako Hartman

186 NIGHTMARES INTO DREAMS

Owner: James "Moose" Sebald
City: Port Deposit, Maryland
Builder: Spicer Cycles
Model: 1982 FXWG
Issue: *Biker* October 1994
Photos: Steve Coonan

187 TROPHY BAIT

Owner: Vicki Ovetelic
City: S. Daytona, Florida
Builder: Steve Ovetelic
Model: 1982 FXR Trike
Issue: *Biker* September 1994
Photos: Steve Coonan

188 GHOST FLAMER

Owner: Hector Sedano
City: Petaluma, California
Builder: owner
Model: 1986 Willie Glide Evo
Issue: *Biker* December 1994
Photos: Michael Lichter

189 HOMEMADE HEAVEN

Owner: Roger Bergel
City: Springfield, Missouri
Builder: Alley Custom
Model: 1986 FXST Alley Custom
Issue: *Biker* September 1994
Photos: Michael Lichter

190 COOL HAND LOOP

Owner: Ron Finch
City: Auburn Hills, Michigan
Builder: owner/Finch's Customs
Model: 1985 Low Rider
Issue: *Biker* June 1994
Photos: Michael Lichter

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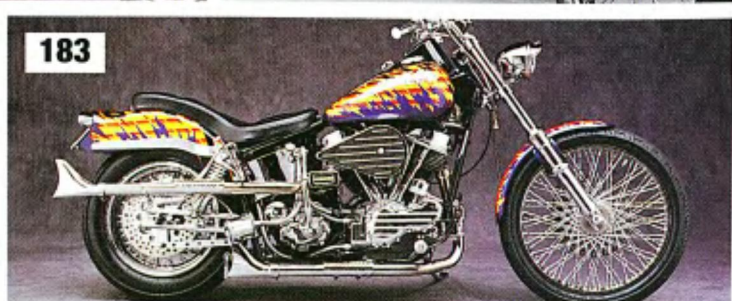
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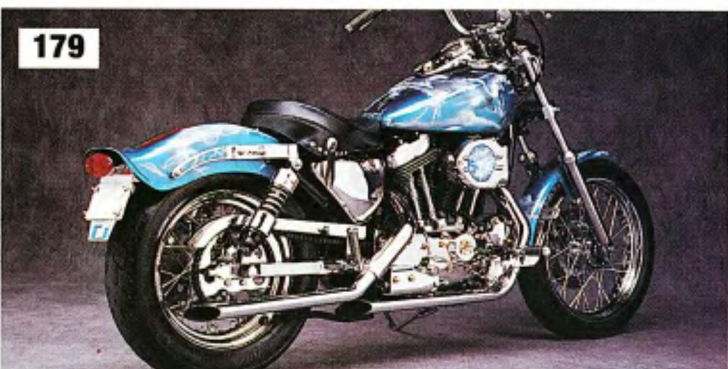
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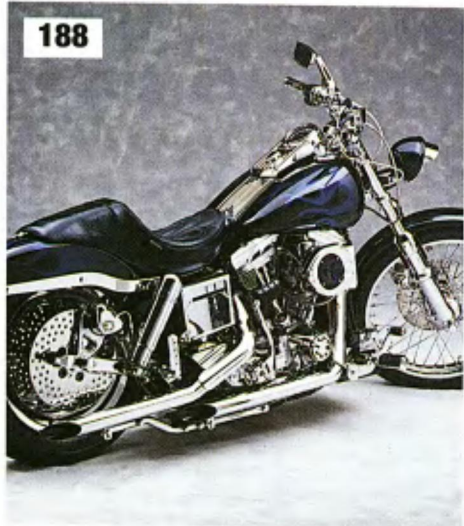
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188



189



190



In The Wind

When it comes to get-down ridin' and free-for-all fun, the rag that gets it done is our *In The Wind*. Each month one dynamite ride gets the regal feature treatment, displayed with a vibrant young woman who we'd like to pack on the back. These scooters all represent the fulfillment of a builder's concept, are road-worthy, and, most importantly, are ridden. *Wind's* feature bikes from last year were an eclectic bunch. Whether it's a Panhead, a sidecar Knuckle, or the various custom Evolutions, we hope to hit on a cross-section of rides that our readers enjoy. Check 'em out and vote for your favorite. Send your votes to Feature Bike Vote, P.O. Box 3000, Agoura Hills, CA 91376-3000. See ya in Columbus.

191 A SHOCKING TALE

Owner: Ed Kerr
City: Carlisle, Pennsylvania
Builder: Ed Kerr & Ken Rasp
Model: 1990 FXSTS
Issue: *In The Wind* March 1994
Photos: Mike Lichter

192 DEMON IN DISGUISE

Owner: Tony Samson
City: Pacifica, California
Builder: owner
Model: 1992 FLSTF Fat Boy
Issue: *In The Wind* November 1994
Photos: Rako Hartman, Mike Lichter

193 WARPED

Owner: E.Z. Winarsky
City: Burbank, California
Builder: factory
Model: 1946 Sidecar Knuckle
Issue: *In The Wind* July 1994
Photos: Rako Hartman

194 FREE WHEELIN'

Owner: Gary Freel
City: Ames, Iowa
Builder: R&R Cycles
Models: 1989 Sottail, '78 Shovel, '76 FXE
Issue: *In The Wind* May 1994
Photos: Michael Lichter

195 YELLOW FEVER

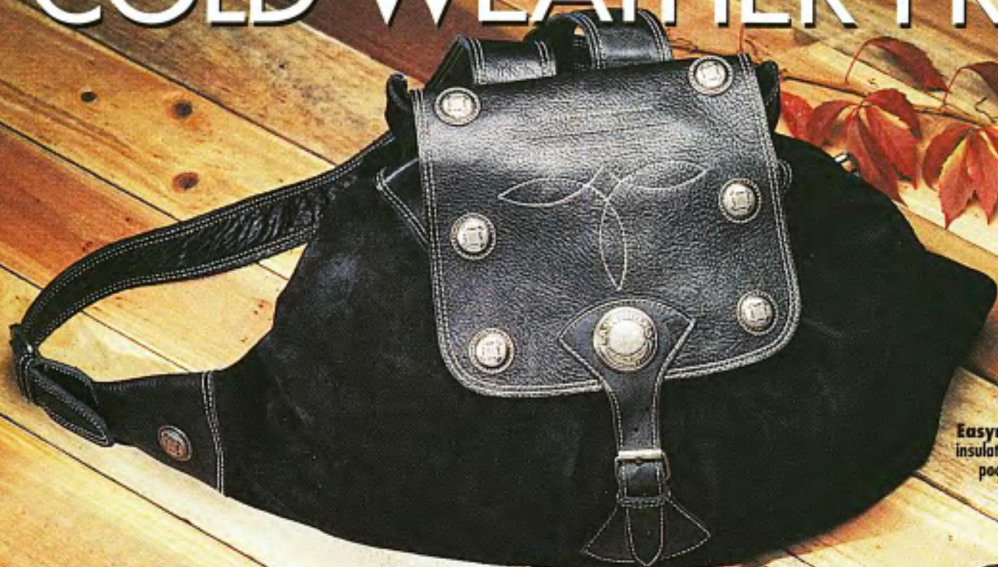
Owner: Harold Kent
City: Palmdale, California
Builder: owner
Model: 1993 1 BFR
Issue: *In The Wind* January 1994
Photos: Steve Gunn

196 BETWEEN HEAVEN & HELL

Owner: Norm Joseph
City: Hollywood, California
Builder: Big Daddy Drew
Model: 1994 Special Construction
Issue: *In The Wind* September 1994
Photos: Ron Jaffe



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IN THE WIND





—Michael Lichter, Sturgis, S.D.



—Michael Lichter, Durango, Colo.



—Peter Barrett, Milford, Conn.



—Woody, Springfield, Ore.



—Kodak, Humboldt, Iowa



—Jim Warner, Valtriano, Italy



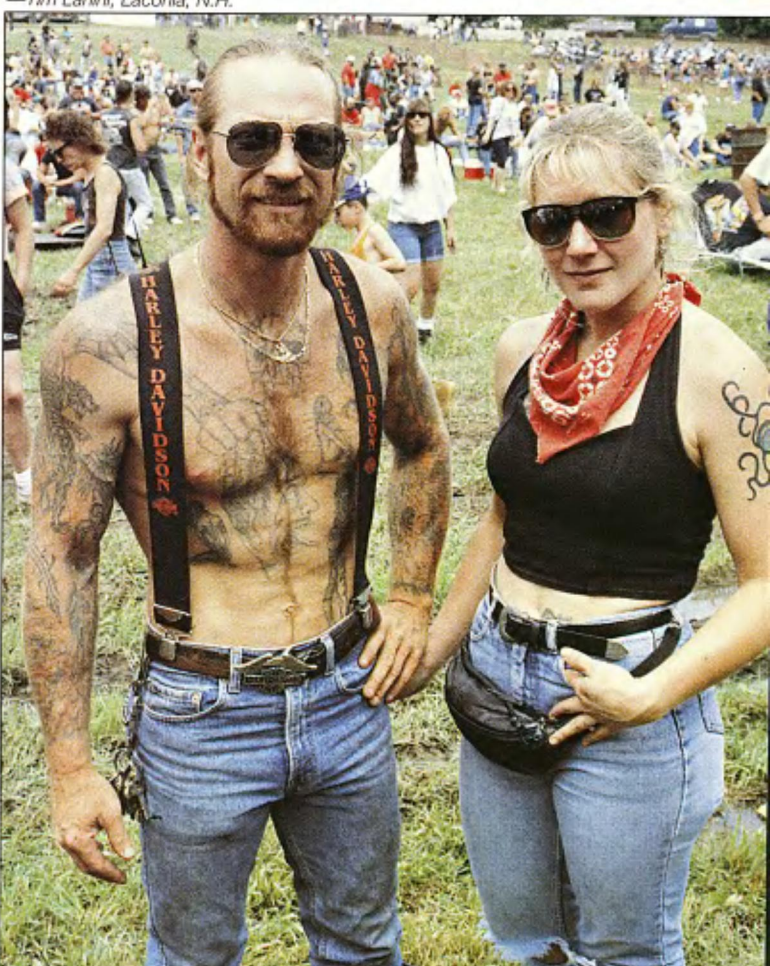
—Charles Sykes, Sturgis, S.D.



—Bill Mathis, Prichard, W. Va.



—Tim Lanini, Laconia, N.H.



—Rick Kline, Wescosville, Pa.



—Ghost-Rider, Harley Rendezvous '94



—Bret Brandt, Waterloo, Iowa



—Someone Else, Raleigh, N.C.



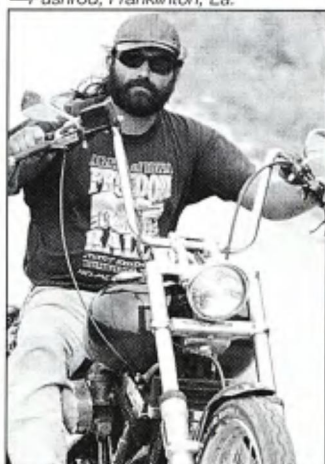
—Pushrod, Franklinton, La.



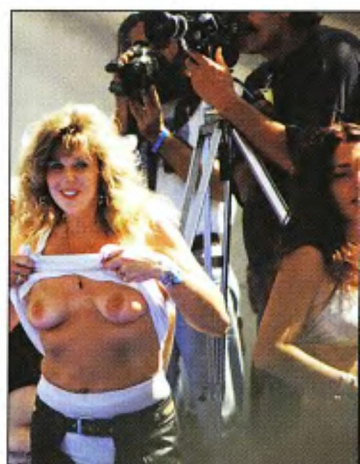
—Japana Hohler, Carmel Valley, Calif.



—Alan Abbett, Terryville, Conn.



—Bret Brandt, Waterloo, Iowa



—Skid, Redwood Run '94



—Roberta Pool, Angela Burgett, Pocatello, Idaho



—Daddy Dawg, Petal, Miss.



—Mark Kopenski, Lakewood, N.Y.



—Rollo, OKC, Okla.

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

SEPTEMBER WINNER

She's a dancer, but she's not tiny—unlike the Elton John song. She's got big plans, and she aims to fill them. *She* could only be Kylie, the lucky lass from Portland, Oregon, who you voted to be September's Fox of the Month. We opted for an outdoor western scene to match the striking, long-limbed, green-eyed goddess with Ruben Cruz's equally dynamic '69 Shovelhead. Through the grace of our newfound friend, Derek Hunt, and his Studio Production Services company, we were able to escape the city to the Old West. The Duke couldn't be coming around the bend any minute to rescue the damsel, so we stayed alert, our six-guns at the ready. Not to worry, Kylie felt right at home with her cadre of scooter tramps applauding her every move. The bros from Portland are lucky enough to see her perform every night, but we had to make do with just a one-day act. And it was a lively one. When those Oregon gals get out of the rain, they really pour it on. See Kylie get down to business on page 122.

—Buster



After that first ride through the Wisconsin countryside I've never been without a Harley. It made me feel ready ... willing ... and very able.
Sable, Wisconsin—#201



It was the guys in leathers and chaps and the feeling of freedom I felt while cruising down the open road. It made me want more.
Lisa, California—#202



My best ride was at a bachelor party. The bachelor passed out, and I left the party with two bikers.
Judy, Virginia—#203



It was the summer of 1990. My thoughts were clear and sharp; nothing worried me. It's been history in the making ever since.
Donna, Texas—204



It was with a really hot guy on the beach during Daytona Bike Week. The excitement was orgasmic, just like my first time.
Darlene, Michigan—#205



My first ride on a Harley was the experience of a lifetime. I've been riding Hogs ever since. What was once a fantasy is now a way of life.
Barbara, British Columbia—#206

FOX HUNT

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

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

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

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

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

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

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

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints, or color slides—no negatives, and no Polaroids.

Sorry, no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #260 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.



Here she is, bros, the October 1994 winner in our monthly Fox Hunt, Cheri, #1002, of Roseville, Michigan. See more of her next issue.

For this issue, you can begin sending in your votes starting January 1, 1995.

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

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

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

260

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 _____

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

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

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FOURTH EUROPEAN H.O.G. RALLY

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Gemütlichkeit

As my plane descended at Munich Airport, I peered down to see hundreds of Harleys in a long, thin line, giving the appearance of black ants on the autobahns. They were coming from all directions of Europe and heading for the 4th European Hog Rally, held at one of Munich's two race courses on the outskirts of the city. In the distance I could see the snow-capped Bavarian Alps.

The weather had been quite reasonable until Friday night, when the heavens opened up and drenched everyone arriving. Those who opted to stay in nearby hotels took comfort in the fact they were

not joining their brave colleagues who pitched tents on the campsite in the middle of the race course. The down-pour continued relentlessly through the night. The next morning, the sun rose in time to dry out the campsite before it turned into a sea of mud.

For the first time, H.O.G. members from the former Communist Eastern Block countries attended the rally. A small group of bikers even came all the way from the UAE (United Arab Emirates).

The rally organizers were surprised by the number of bikes pouring in. The final figure was 8,500 riders and 6,000 bikes.

Yet all was not well behind the scenes. Just hours before the rally was due to open, one member of the H.O.G. Europe staff said, "What took months of planning we had to reorganize inside a week!" He went on to explain that "the manager of the race course wanted a few things altered, and if we did not comply, the Rally would have been called off indefinitely."

For instance, the big stage, already equipped with giant amplifiers and lighting, had to be completely dismantled and moved by five feet and then rebuilt. Another of the manager's demands was



to remove the wooden track that stretched across the course to prevent the turf from being ruined by bikes; it had to be replaced with a roll of plastic-type sheeting because it was feared the grass would turn yellow. All this was hastily rearranged the night before the rally. To add to the headache, local authorities and police would not cooperate in placing rally signs near the site to help members find it.

Many members complained about the severe lack of toilet and shower facilities. They were either closed at night or at times during the day when workmen

were busy working on the drainage system. The showers were not always hot.

But order was restored, and the official Opening Ceremony got under way in the large beer marquees with all senior members of H-D being introduced to the large crowds. Naturally, Willie G. and his wife, Nancy, received a rapturous reception.

As always on this type of rally, Saturday is the day when most bikers get together for the Ride Out or Parade as it was called in the program. However, it happened to be the first Saturday of the month when all the big

department stores were opened and the city was crammed with shoppers, so the Ride Out was postponed until the following morning (Sunday).

This was a disadvantage as many bikers had to leave early to make their long trek home in time for work on Monday morning. I was concerned that only a few members would take part, but how wrong and surprised I was: some 4,500 bikes took to the road, setting the record as the largest line of Harleys ever seen in Europe—four kilometers of bikes. A massive police escort helped to clear the route, keeping local traffic at bay. →



Photos: Richard Sowersby



The 24km Ride Out led us into the city and through the outskirts of Munich. Hundreds of residents came out to wave at us—in the streets, from their homes, and from bridges. And of course, German television kept us all in frame.

The two days of fun continued with the usual programs; Stud Yer Duds, the popular H.O.G. Ride-In Bike Show, attracted vast numbers of gleaming, highly customized machines. One four-year-old boy from Hamburg, Niyals, helped his dad, Rolf Heise of the Hamburg chapter, clean up his sidcar outfit. Said Rolf, "Niyals always joins me in washing the bike. He

takes quite a shine at this."

John Lewis of H.O.G. U.K. lent a hand cleaning Trish Moss' Sportster 883 and her bike won best Custom Sportster. Once again, it is believed that Britain took most of the trophies.

In the evenings everyone was entertained by some good live bands: The Teddy Bears, Project X, and On The Edge. The Dresser Light Show was spectacular, too. As always, H-D put on an auction to raise money for Multiple Sclerosis—its main charity. It was announced that \$16 million had been raised over 13 years. On the final day,

a lucky Swiss guy won a Sportster 883 through a raffle. The bike was painted in the blue and white colors of Bavaria and had "4th European H.O.G. Rally" inscribed on the tank.

To raise even more money, Willie G. signed his staff shirt with the words, "This is my shirt." It raised \$420 (U.S.) and now belongs to a biker from Luxembourg.

Next year's rally will be in Barcelona, Spain, and already some members are planning to book villas with a private swimming pool instead of camping.

—Richard Sowersby



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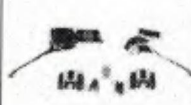
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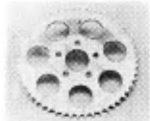
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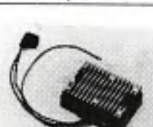
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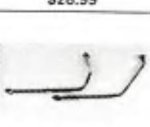
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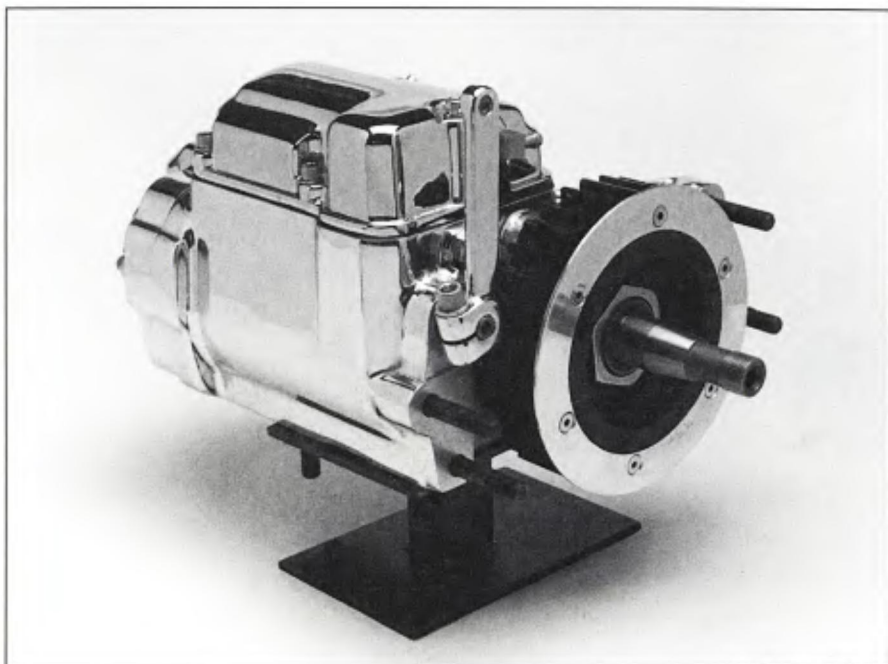


Photo: Phil Ross

Gimme Five!

Sputhe, Andrews, And Super Max Team Up On A Tranny

Sputhe Engineering has an alternative to the common four-speed transmission—its very own five-speed box. The thing that made it interesting, apart from the five gears, was that the Sputhe tranny case was designed to look like a four-speed—with the four-speed bolt pattern—but actually housed five gears. It allows owners of early-model Harley-Davidsons to upgrade to five-speed, or to build a ground-up custom exactly the way you like.

You have the option of purchasing one ready to bolt in from Sputhe. Or, you can order the case and use the Andrews gearset made specifically for this tranny, and assemble it yourself (5212 Shapland, Rosemont, IL 60018; (312) 992-4014, FAX: (312) 992-4017).

Certain Harley five-speed gearsets can also be used. And if you'd like a kicker to finish it off right, the Billet Bilt kicker kit bolts right up (P.O. Box 83203, Phoenix, AZ 85071-3203; (602) 869-0206 or (602) 993-2194, FAX: (602) 516-8174).

Until recently, final drive was handled with chain only, unless a modified stock belt drive pulley had the center of a chain sprocket welded to it. Fortunately, Phil Ross of Super Max Products (P.O. Box 23, California Hot Springs, CA 93207; (805) 548-6000) has eliminated this problem by manufacturing a special pulley for this application. As with all of Phil's pulleys, this sucker is incredibly light, weighing in at only 2½ pounds, against the 7-pound stock pulley. This is accomplished by using a six-spline steel center that is heat-treated to 55 Rockwell with polyurethane gear teeth (made from the same material as his drive belt pulleys). This makes for a strong, light pulley, and it now affords you the luxury of running a final belt drive. Super Max also has a full line of wheel pulleys as well as primary belt drive kits that will stand up to any punishment.

For additional information write or phone Sputhe Engineering at 11185 Lime Kiln Rd., Grass Valley, CA 95949-9715; (916) 268-0887, FAX: (916) 268-3024. They've got all the details as well as a new five-speed Softail tranny in the works, so give 'em a shout.

—Wordman

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DEDICATION

Ruben's
Rolling
Memorial
To His
Brother



Somewhere in the untold cosmos exists a spot where bikers who knew the smell and feel of being in the wind end up. Doubtless, they're riding free. No helmets, no politicians, no hassles—just righteous bros who missed a gear here on Earth and came to rest on the open highway in the sky.

The late Frank Cruz is counted among the fallen, but thanks to his younger brother, Ruben, and his rolling tribute, he's not forgotten. Ruben remembers the day he bought his '69 FLH; after his brother took her for a test putt he climbed off →

Easyriders



Easyriders





and said approvingly, "Now that's a Hog, little bro." That was over six years ago, and the Hog has since undergone some eye-pleasing changes.

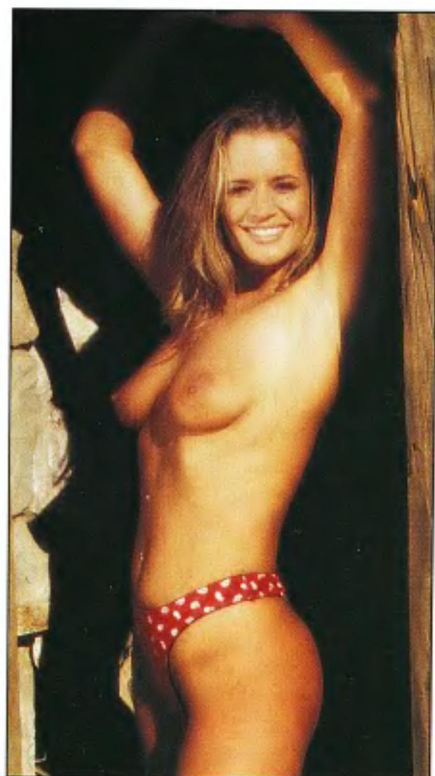
Ruben rode it stock until Frank

passed away at too early an age. The brothers were close, and Ruben made the rebuilding of the FLH his own memorial to his brother.

The license plate tells it all: "DED 2

BRO." Sometimes in the big scheme of things it doesn't make sense that a tragedy often leads to positive actions.

Building a creative and monumental tribute takes more than just desire. The →





old FLH needed a total rebuild to put it into the state Ruben wanted. Those footboards and that solo seat were needed to retain the original quality and look of the model whose size had made a majestic statement about what bikes should look like.

Ruben looked up an old friend of his, George "Knucklehead" Lewis from Manteca, California. He then prevailed on master painter Pete Haro to come out of partial painting retirement to do the honors. Together, the group turned out this great-looking FLH.

What else can happen to cap the project? Ruben, who spends his day as a plumber, rides the FLH a lot and never considered showing it. But on a run to Hollister his bro's talked him into entering it in the bike show. So what happened? It took best bike of the show. Now it's showing added class with Fox, Kylie from Portland, Oregon, near it.

Strange and wonderful things sometimes happen when a labor of love is struck by events beyond our control. Now, whenever Ruben fires up the big muscular twin, the words of his brother, Frank, ring out, "Now that's a Hog." And Ruben, filled with the spirit of his brother, blasts off to new roads and higher feelings of what motorcycling is all about, thinking, "I miss you bro."

—Harley H.



Owner:.....Ruben Cruz
City:.....Fremont, California
General
Fabrication:.....owner, George Lewis
Year and make:.....1969 H-D
Model:.....FLH
Chroming:.....Delta Plating
Engine
Year:.....1969
Model:.....Shovelhead
Rebuilder:.....Dave Kaston
Ignition:.....points
Displacement:.....74 cubic inches
Lower end:.....rebuilt

Pistons:.....stock
Cases:.....H-D
Heads:.....stock
Cam:.....Sifton 440
Carb(s):.....Bendix
Pipes:.....Paughco
Modifications:.....balancing by Aguirre M/C, CCI air cleaner
Transmission
Year:.....1969
Modifications:.....rebuilt by Knucklehead George
Painting
Molding:.....none

Painter:.....Pete Haro
Color:.....red and cream
Special paint:.....secret lacquer
Frame
Builder:.....H-D
Type:.....swingarm
Modifications:.....powdercoating by Poly Engineering
Accessories
Bars:.....custom, internal throttle
Fenders:.....FLH with trim
Headlight:.....G.E.
Taillight:.....H-D
Speedo:.....yes

Pegs:.....footboards
Gas tank:.....fatbobs
Oil tank:.....H-D
Seat:.....solo
Mirrors:.....H-D
Grips:.....standard with fringed lever grips
Forks
Type:.....wide glide
Modifications:.....heavy fender with spotlights and trim
Wheels
Front:.....16-inch spoke, Avon, drum
Rear:.....16-inch spoke, Avon, drum
Photos:.....Silvermoon

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TECH TIP

SHEET METAL SOLUTIONS

When Bolt-On Isn't Enough

Have you ever wondered why you're willing to shell out your hard-earned dough to make your Softail look different? Actually, you probably don't wonder about such things, because customizing your Harley is part of the fun of owning it.

To make this Softail stand out in a crowd, we went to custom bike builders Len Lochmiller and Mike Kelly of *Easyriders* San Diego. We started our sheet metal modifications with the gas tanks. They're a two-tank system that bolts right up against either side of the frame, right? Not exactly. Look at the front of the tanks and you'll notice a gap that goes clear back to the electrical junction boxes between the tanks. A remedy for this is to fabricate skirt pieces out of 20-gauge sheet metal that will fit up against the frame's neck and add them to the front of the tanks. First, templates for the pieces are made out of cardboard to fit the contour of the frame on both sides.

A slight gap must still remain so the paint doesn't rub (the gas tanks are rubber-mounted) and so the throttle cables that come out between the right tank and the frame will clear. The template shapes are cut out of sheet metal, bent to the curve of the front of the tanks and welded into place (photo 2). Remember that welding on gas tanks is dangerous stuff; they should be commercially flushed to remove all gas vapor and residue before a torch goes anywhere near them.

On top of the tanks sits that big brick of a stock Softail dash. Your option might be to buy one of several after-market dashes made out of model plastic. Or, you can make a dash yourself. For the Softail pictured here, Len Lochmiller chose an old-style two-light dash. He filled the light and switch holes, extended the dash with 18-gauge sheet metal, created a bead on either side with steel rod and reshaped the sides of the dash to flow into the extension (photo 3). FXR-style icon



Photo 1

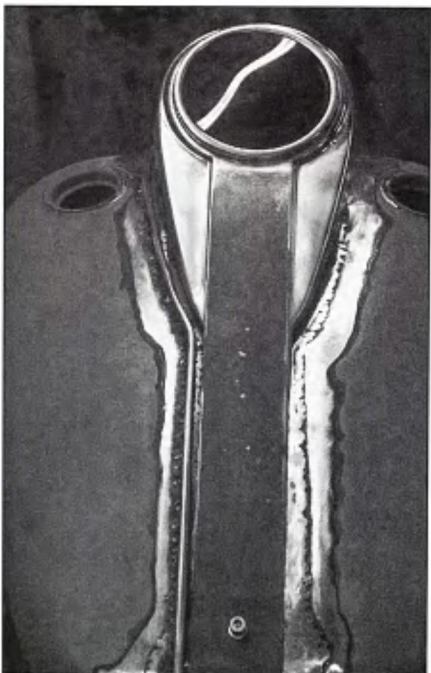


Photo 4

indicator lights were added for a clean, functional look. Instead of just sitting on top of the tanks, Len wanted the dash to be recessed, or "frenched-in." To accomplish this, he used ordinary hard brake line (bought at an auto parts store), bent two pieces to the shape of



Photo 2

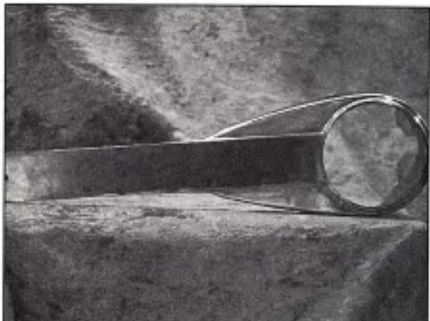


Photo 3



Photo 5



Photo 6

the dash, then welded them to the top of the tank (photo 4). A bit of body filler blends the tubing into the top of the tank and creates the sunken dash effect (photo 8).

Now that you have cool gas tanks you need a cool rear fender to match.

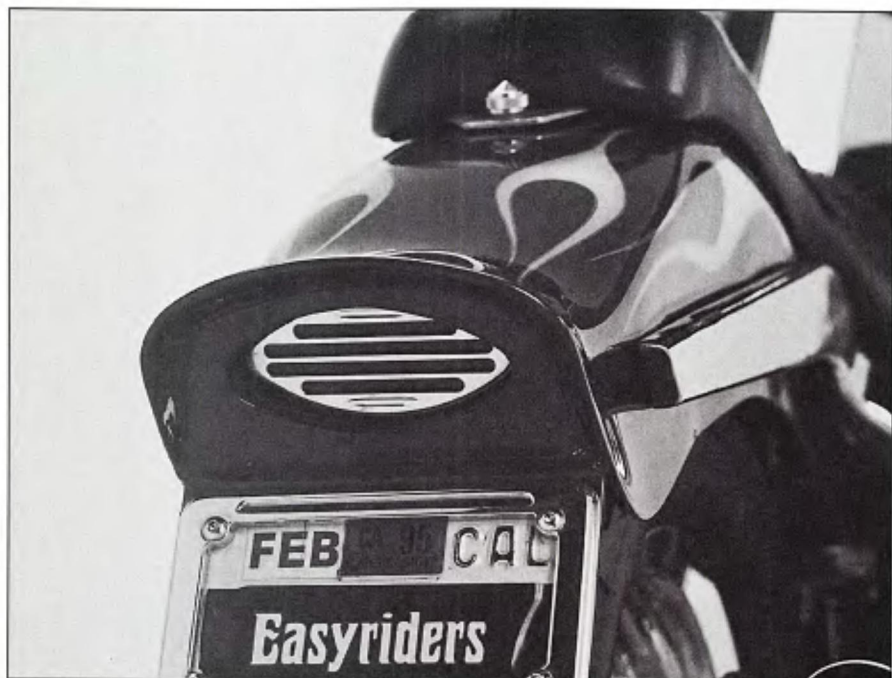


Photo 7

Photos: Jim Kaiser

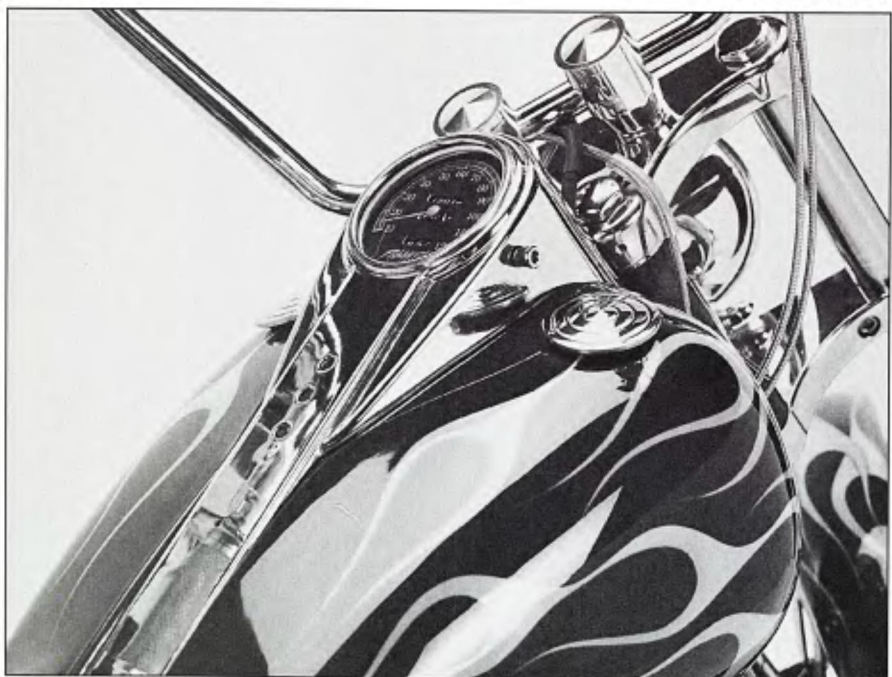


Photo 8

The stock fender sits too high to look good, besides, if you'd wanted a dirt bike, you would have bought one. Low is the way to go. The answer is to weld up the stock mounting holes and grind your welds smooth, reposition the fender (giving attention to minimum

tire clearance, especially if you've lowered your suspension) and redrill your mounting holes, using the struts as a guide.

There's also something a bit clunky about the stock taillight, which appears to be a Heritage light turned upside

down, hanging from an enormous bracket. A couple of chrome bracket/custom light combos are available, but why not have something a bit more dynamic. Len and his partner Mike Kelly's trademark solution on the Softails they build is a closed-in frenched taillight. Once a taillight is chosen, in this case a Ness billet cats-eye, a can is built around the light for it to sit inside and a panel is made to hold the can, to close off the fender, and to be the license plate holder (photos 5 and 6). Mike and Len offer these can components for the do-it-yourself builder. After the pieces are tack welded into place and finish-welded, Bondo is used to smooth the welds. Apply a coat of primer and the fender is ready for paint (photo 7).

If your high school metal shop skills are a little rusty, but you like the look of this fender, Len and Mike's *Easyriders* of San Diego Custom Shop offers fenders which are prefabricated and ready for paint. For Heritage and Fat Boy owners, they also sell a full fender with a frenched-in 1939 Ford teardrop taillight (photo 9). Both fenders come in primer and are available with or without the light (photo 5). For information or orders call the *Easyriders* of San Diego Custom Shop at (619) 474-0086.

Now that your sheet metal fits better, you will need to find yourself a good painter to add some radical colors to your reformed parts. For a



Photo 9

special tech tip on paint for this Softail, check out VQ #4, page 70, and look for a full bike feature in VQ #5.

Special thanks to Len Lochmiller, Mike Kelly, Jason Swieck, and Hunter Pashkow at *Easyriders* San Diego.

—Shadow

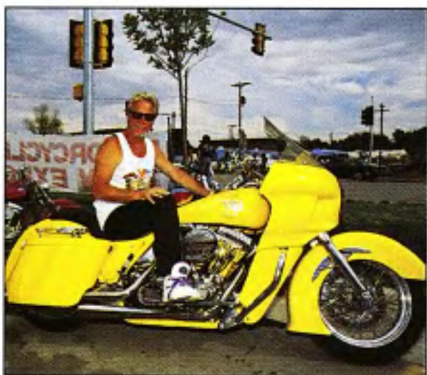
RIP'S RUN





HONEI Hundred MORE

After Puerto Rico,
Rip Kicks Back
In Berdoo And
Reflects On A
Great Sturgis Rally



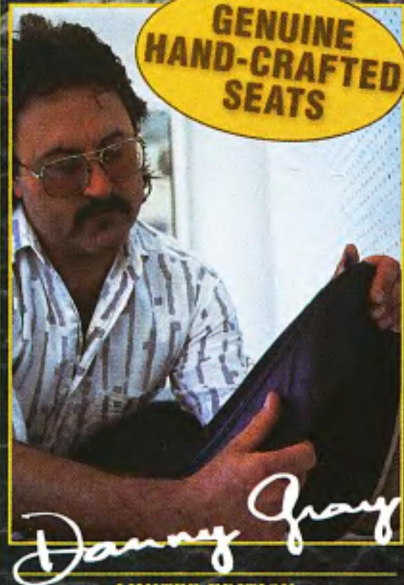
Howdy, once again. After doing Sturgis, and riding through Yellowstone, and then last month's visit to the Caribbean I needed to kick back for a while, so I hung around my home in Berdoo.

While there, I had the occasion to visit Hoyt Axton at the Crazy Horse steakhouse in Orange County. Hoyt is an old bike-riding bud of mine. Working on the road, ya end up meeting all kinds of people. I met Hoyt backstage at the Buffalo Chip a few years ago. Inside that grandfatherly facade is housed a wild man. I could tell ya stories, but we would both be in trouble. Hoyt recently sold his Heritage to a brother and now puts a 1993 FXRS Convertible. The Softail had 40,000 on the clock.

Harriet Allen, owner of the Pioneertown Palace also got to see Hoyt's show. She's a sweetheart and is gonna throw a benefit on her property in Pioneertown, California, this coming spring. It's gonna be for the Diabetes folks. To pull this off righteously, she's gonna need lots of help. She needs entertainers, so if you're free the first weekend of April, get ahold of her at (619) 365-5956. Since this is gonna be a true benefit, you'll have to bring your own equipment and transportation to the site. Let's see what we can put together.

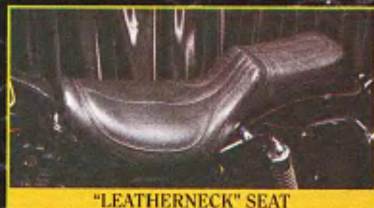
Next, I headed back to Sturgis where I had left Sugar Pai with Porky, the Bros Club dealer in Rapid City. They put a pair of neat, spiffy saddlebags on her. They were custom-made for yours truly by Pac-Kit from →

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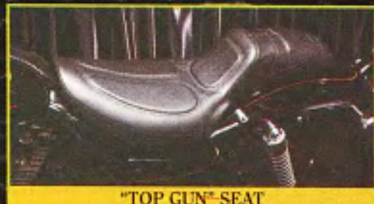


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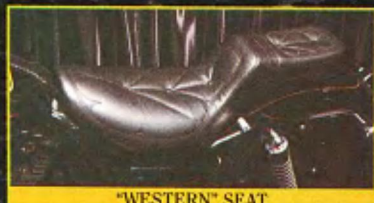
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Nice-looking, ah, halter top?



Scott Parker at the Black Hills Speedway.



Chris Carr and announcer Larry Maier after race.



Dan Baisley checks out the clutch package.

Owosso, Michigan. They widened out their Big Bertha saddlebag pattern for me, and now they are huge. I love them. I also got a set for Baby, which I'll show ya next month. If you'll remember, I crashed last April and I've almost got her ready. Porky's crew also installed some aftermarket parts on Her Sweetness for me. In the balancing department, the Genuine Fisher compensator works swell. Who knows, ya may even knock some time off your streetlight-to-streetlight E.T.s. You're gonna see and feel the difference on your butt and handlebars—much smoother. Sun Tech Innovations' Balance Masters on the clutch and wheels work tits. They are active and always changing, which means your ride is smoother regardless of speed or rpm. What it is is a sheet metal ring of mercury that when spun either by the clutch, compensator, or wheels, stays in balance. The mercury always goes to the lighter side thereby balancing whatever it is bolted up to. They are also made for primary belt drives.

I've been sporting a pair of Avon HL 29 and 30 tires for the better part of a year and can say that I like them for four reasons: They stick to the road, don't track rain grooves, are high-mileage and, best of all, are smaller around than most (so ya sit lower in



Harriet Allen and Hoyt Axton.

the saddle). Combined with the Mike Corbin saddle, I'm about three inches lower than stock. Even though I'm six feet tall, those extra three inches help me in the handling of the behemoth, heavy dresser I ride.

Okay, so much for the advertising plugs, moving on to Sturgis. This year the Rally And Races drew a lot of people—second only to the 50th. I hung around all week, taking pictures and visiting with old friends. I had the best time at the Sturgis drags and the roundy-round flattrack races in Rapid City. On the 25-lap National Championship series main there was a duel between the two Harley-Davidson factory riders, Scott Parker and Chris Carr (as has happened many times). The lead changed three times. First, Scotty got a holeshot on Chris only to be passed by Carr. Then Parker came back and held the lead until three or four laps from the final lap. On the white flag lap, Scott was gaining ground and it looked like he had a chance to pass Chris again, but he ran out of laps. Chris Carr won by half a wheel length. How close can ya get? Steve Morehead, an experienced independent rider, as well as the oldest Harley pilot on the circuit (and certainly one of the best), came in fourth. Hey, folks, it doesn't get →

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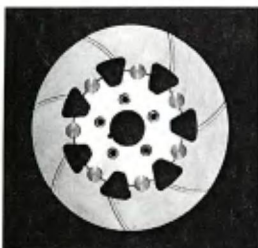
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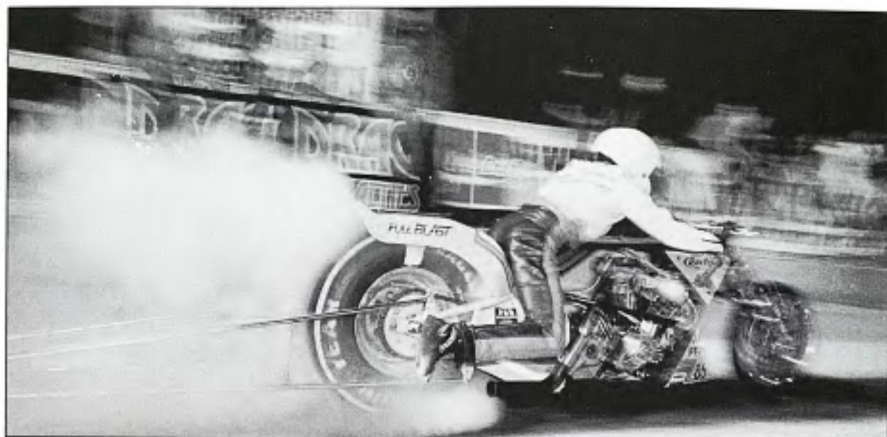


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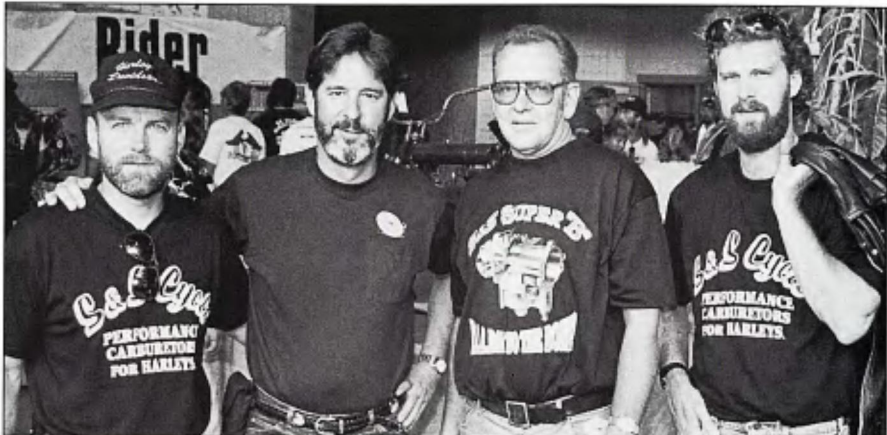
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Leo Hess blasts down the drag strip at Sturgis.



The S&S Cycle crew at the Expo.

any more exciting than that.

At the drag races in Sturgis, the Benny Brulloth red racer bike, ridden by Mike Romine, simply overpowered the field. They out-classed everyone, going home with number one qualifier, top fuel winner, and the new Sturgis 1/8-mile track record, which currently stands at the elapsed time of 4.55. How are ya gonna top that? The crew of Benny Brulloth's 132-cubic-inch billet Sportster-based engine had their combination down pat. Good luck in the future Mike, Patty, Benny, Kelly, David and Ugg. Sponsors for the Brulloth Racing team include Week-End Frames, Max Oil, Competition Motorcycle, and Orangeburg Cycle.

The spectator turnout, for three days of racing, was nothing short of fantastic. They saw some of the very best all-Harley drag racers in the known universe doing their thing. The weatherman did a good job, providing excellent weather. It did rain for about an hour Wednesday afternoon, and yes it did hail briefly, but nothing like in 1993. Watching the drag racers going at each other was exciting. The drag racers who showed up were some of the best in the nation. On Thursday, the top fuel field was trimmed from 16 to eight. Friday saw the final eliminations. Many

other records were broken in other classes, unfortunately, space doesn't allow their listing here. If you want to scope out more of the action, and in-depth details, check out the January 1995 issue of *Biker* (#122). Also, *In The Wind* #67, January 1995, has some great all-around coverage—including a short article on the drags.

Jellyroll Chambers from Dayton, Ohio, was declared this year's King Of The Hill. He rides in G class, which according to the AHRA rulebook is a street FLH. Fellow Buckeye, Jeff Edoch from Akron, broke out, so he beat himself. Jeff usually rides in A class, which is a stock XL class.

After the races, a large crowd of racers could be seen in the pits, hanging around the Johnny Vickers rig. They were all testing Hawaya Racing team member Coyote's culinary skills. Since these dudes are Cajuns, they cooked up bowls of hot, steaming gumbulia. It hit the spot and was tasty and timely. Just the ticket for a pack of hungry nitro junkies.

There were more vendors than ever in Sturgis. Names like Edelbrock with their new high-performance Harley heads and intake manifolds. Arlen Ness was on hand, showing off his latest goodies. Kenny Boyce was also there with his hot Pro Street chassis.



Jeff Edoch (left) with winner, Jellyroll Chambers.



Nica set of, ah, chaps. Yeah, that's it, chaps.

Xzotic Cycle Products has a repop set of Knucklehead look-alike valve covers. Dan Fitzmaurice was at the drag strip showing off Zippers' extensive array of performance parts. Zippers has an excellent machine shop in Jessup, Maryland. I also saw Red, who sells the Qwick Silver carburetors. They look similar to a certain off-shore brand, but they are 100 percent American-made—a point which I like a lot. I've got to try one sometime. Another reputable company I noted was Jim's from Camarillo, California. They make all kinds of precision motor parts and tools.

The Ride Bell folks were on Main Street, so I went by for a visit and picked up my 1994 edition Ride Bell. They hand-make all kinds of fine gold and silver biker jewelry. Besides bells, they make buckles, rings, earrings, vest pins, pendants and also tie tacks. I'd bet the latter doesn't move too fast with the biker crowd, but what do I know? Custom Cycle Engineering, a company that has been in business over 25 years, was also on hand. They make lots of good-looking billet parts, like triple trees. I remember the owner, Randy Smith, from many years ago in Long Beach, California. The Performance Machine folks were also there displaying their fine wheels. Of →



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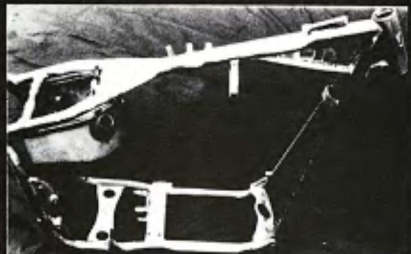
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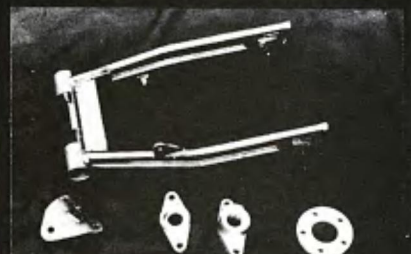
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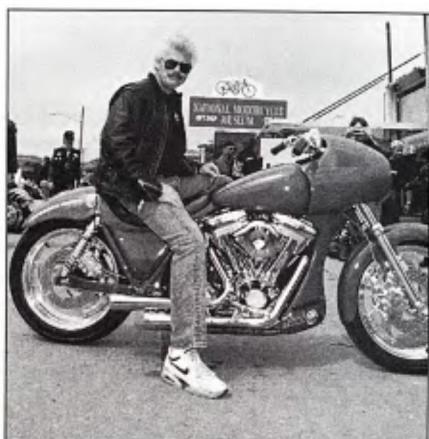
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Doug and Carl Marrow leaving the motorcycle expo.



World's youngest tuner, Rapid City, S. D.



Perry Sands aboard his Warbird.

course, S & S Cycle, Inc. was at the Expo Center, showing off new crankcases and their bitchin' heads. The cases are beefy and can withstand lots of abuse. Crane Cam sent representatives to the expo and showed some neat things they have in the offing. The Team Expo press release estimated 180,000 people visited the 54th Annual Sturgis Rally and Races. I called the *Rapid City Journal*, and though they couldn't give me a firm figure, the person I spoke with said the best figure they could come up with was "between 160 and 170 K."

I went by the Buffalo Chip every evening to check out the musical talent. The lineup for the 'Chip, starting Monday, saw a variety of musicians. The lineup read something like this: Confederate Railroad, Black Oak Arkansas, Zwarte, Blue Oyster Cult, Delbert McClinton, Mötley Crüe, and Great White. Also heard everyday were: The Burnt River Band, Ross and Rotten, Back Alley Gators, The Regulators, Joy Ford, and Carolyn Wonderland and the Imperial Monkeys.

For me, personally, this year's rally was one of the best. I got to visit and see a lot, and I'm looking forward to doing it again next year Lord willing.



Lead singer for Great White at the 'Chip.

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Steve, the Ride Bell guy.

Well, that about does it for this issue. I'd like to hear from you readers about biker bars, events, and hangouts. How about dropping me a line? A small note on the back of a flyer will do nicely. And don't forget to include a good telephone phone number.

Until then, see ya.

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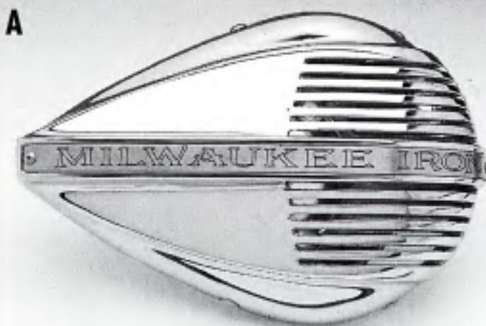
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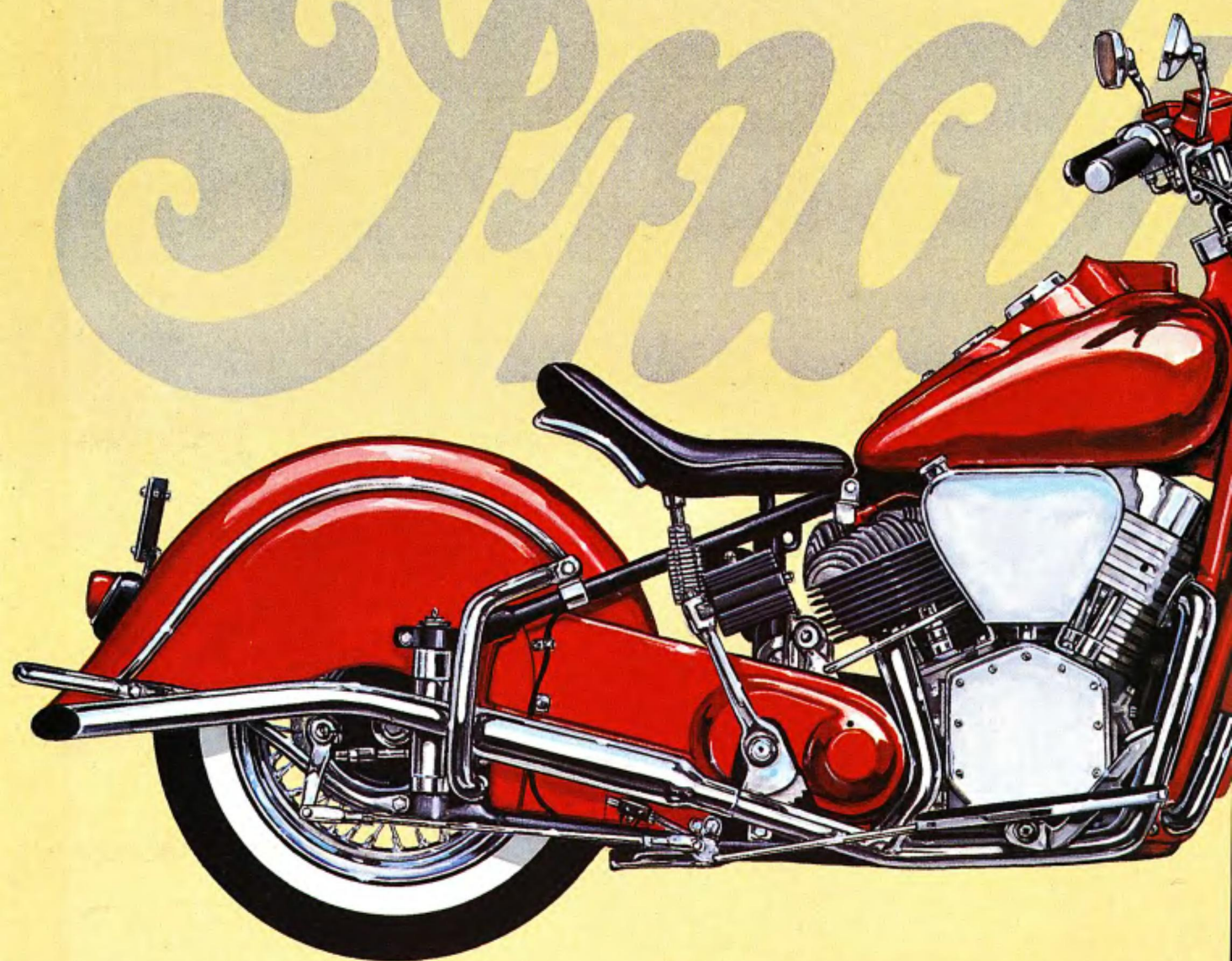
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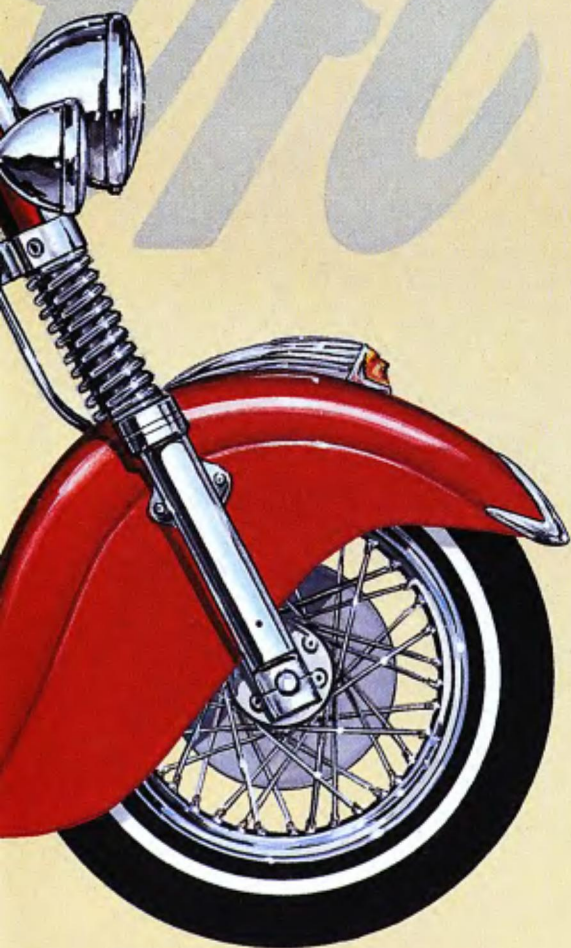
ON THE WARPATH

It's a story tailor-made for a turgid three-part movie-of-the-week. The plot involves plenty of greed and deceit. The characters include con men, clowns, visionaries, and victims. The stakes are high, adding up to millions and millions of dollars worldwide. And the stage? Literally every state and every country spanning the entire globe.

So who are the players in this convoluted tale? Well, that's the problem; it's getting damn hard telling the snake oil salesmen from the pioneers without a program.

Only one thing's really for certain up to now: Plenty of scalps litter the bloody battlefield. Nobody's taking prisoners in this war for the rights to the legendary Indian motorcycle trademark.

For any pilgrim venturing out into this uncharted territory, it's wise to enlist the aid of a seasoned scout, someone who knows the lay of the land. Charlie Mathre (pronounced Maytree) is a 20-year veteran of the Indian wars. Since buying out Sam Pierce—a legend in his own right—in 1974, Charlie Mathre has worked hard keeping the estimated 50,000 existing Indians on the road. Like most survivors, Charlie's collected his share of battle scars. →



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41

So what's fanning today's raging brush fire over the Indian name? Why so many skirmishes over a motorcycle company that stopped manufacturing bikes way back in 1953? You don't see a herd of entrepreneurs stampeding out to corral the rights to Edsel, after all.

To truly comprehend the motives behind this modern day gold rush, you'll need to understand a little bit of Indian lore. Part One of the saga opens at a turn of the century bicycle race.

Fade to 1900 ...

George Hendee was an accomplished cyclist, a former high-wheel bicycle racing champion. He also manufactured a

They selected the name Indian to emphasize the vehicle's all-American origin

successful line of bicycles in Springfield, Massachusetts. Oscar Hedstrom was a precision toolmaker from Connecticut who had constructed a very reliable motor-driven pacer for bicycle races. The motor-driven pacer impressed Hendee to such an extent that the two decided to merge their respective talents. Together they created Hendee Manufacturing Company to build practical, reliable motor-driven bicycles geared toward the general public.

They selected the name Indian to emphasize the vehicle's all-American origin. But what exactly would they call those vehicles? Today, we might call those first motorized two-wheelers mopeds. Back then, such terms as autocycle and motor bicycle were occasionally used. Hendee and Hedstrom chose their own term—Indian Motorcycles.

Following a year of rigorous testing and well-received demonstrations 1902 marked the company's first production year. One hundred forty-three machines rolled out of the factory doors. Production more than doubled the next year; and 564 motorcycles were produced in 1904.

By 1913, Indian roared to the head of the pack, dominating world production by building and selling over 35,000 machines. Despite the fact that more than 40 other U.S.-made motorcycles competed for the average rider's dollar, Indian's output represented a remarkable 42 percent of all domestic production.

In less than 15 years Indians evolved from lightweight 1.75 horsepower engines to twin-cylinder 61-cubic-inch power plants capable of catapulting high-way daredevils past 60 miles per hour.

Almost from the beginning, it seemed nothing could stop the company's climb to the top. Record after record fell to Indian-mounted racers. First, second and third place were captured in 1911 at the Isle of Man—England's most famous race. Cannonball Baker churned out a new west-to-east transcontinental record in 1914 of 11 days, 12 hours and 10 minutes. Ed "Ironman" Kretz scorched the field to win the first Daytona, in 1937, as well as the first Laconia road races in 1938. Indians, once again, swept Daytona in both 1947 and 1948. Even as late as 1967, an Indian Scout built way back in 1920—modified and equipped with a streamliner body—blistered into the record-books with a one-way top speed of 190.07 mph.

And so it went as Indian's reputation for building rugged and reliable war horses grew. Along the way Indian explored such innovations as belt drive, shaft drive, rubber-mount engines and swinging-arm rear suspension. During World War I, Indian supplied the U.S. Army with 41,000 motorcycles—more than all other motorcycle builders combined. World War II brought a surge of Indian orders from the hard-pressed Allies.

After the war, police departments throughout the country eagerly beefed up their law enforcement capabilities with the Iron Redskin. It's estimated that, at one time, around 70 percent of the entire U.S. population was policed by Indians.

The growing legend seemed unstoppable. The myth behind the machine arguably turned Indian into the most well-known motorcycle in the world. The Chief, the Scout, and the Indian Four ignited enthusiasts' passion everywhere for freedom and the romance of the open road. Like the advertisement correctly stated: "There's magic in the name Indian."

Riding high, riding proud, Indian galloped blindly into a deadly ambush.

Cut to 1953 as the factory doors swing close on the last production run →



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of the Indian Motorcycle Company. So what went wrong? No easy explanation here, just a complex chain of adverse economics and faulty business choices culminating in the sad demise of a true American original.

Fade out on an era.

Part two of this story picks up in the rubble of the factory's collapse. Charlie Mathre explains what happened next: "In 1953, when Indian dealers found out that the factory had gone out of business, most of them quickly switched over to Triumphs or Harleys or BSAs. They were in the business of selling motorcycles, after all."

And since no more U.S.-made Indian

“For Sam it
had always
been more
than just
business—
for him, Indians
were a
way of life”

Motocycles were being produced, many dealers questioned the value of their left-over parts and inventory.

Enter Sam Pierce, a well-known figure on the Indian scene. As a former pitman for Ed "Ironman" Kretz, Pierce had been involved on many levels with the Iron Redskin. In 1951, after pouring in a great deal of time and money, he finished building a short-lived prototype called the American Rocket P-61, powered by a rubber-mounted Chief engine. As a matter of fact, his skills and abilities were so valued that in the 1960s, the late actor Steve McQueen trusted him to restore his Indian collection.

But in 1953 Sam Pierce was just another motorcycle dealer suddenly left hanging without a line of American-made motorcycles to sell.

There was one difference, however, because for Sam it had always been more than just business—for him Indians were a way of life. But what truly separated Sam from the others was his vision.

"Nobody else had a love affair with Indian like Sam did," Charlie explains. "So when Indian parts became just so much junk, he traveled all over the country and up to Canada and down to Mexico, buying up everything he could. After buying up maybe 200 dealers, he brought all those parts to California."

As Sam foresaw, the world's romance with Indian was no temporary infatuation—but rather the kind of passion that burns hotter with each

passing year. Thanks to his efforts, old Indians never died. Interestingly enough, back then it was often easier to restore and maintain a 25-year-old Chief than a 10-year-old Harley.

So the proud name lived on. And the legendary mystique surrounding Indian motorcycles continued growing.

Fast forward to 1974 and two fateful decisions: One, Sam Pierce decides he wants to get out of business. Two, Charlie Mathre decides he wants to get out of town.

"In 1974 I was vice president of a diesel and forklift repair business," Charlie says. "I was also buying up old houses, renovating them, and then renting them out. But I had a family, too, and I didn't want to raise them in Los Angeles."

Charlie let his real estate broker know he was looking to get out, that he was searching for a business to buy that he could relocate. His broker suggested Sam Pierce.

"I told my realtor that I didn't just fall off the watermelon truck," Charlie says. "I've been riding Velocettes and Harleys and Triumphs since I had a license. I knew they weren't making Indians now and hadn't in twenty-some years. What the hell was he trying to sell me?"

But his broker persisted, and finally, after bribing Charlie with an offer for dinner, took him to meet Sam Pierce.

"We never did go out to eat!" Charlie says, laughing. "I was just overwhelmed by the amount of parts Sam had. The shop was maybe fifty feet wide by one hundred fifty feet deep—with bin boxes on shelves packed six to eight feet high."

The deal was set, the papers signed and Charlie made his exit to the quieter climes of Northern California.

"When we moved it took nine forty-five-foot vans plus two more forty-five-foot flatbeds," Charlie recalls. "They estimated that each one of those trailers was twenty to fifty thousand pounds overweight. Now that's a lot of goddamn Indian junk!"



Mokelumne Hill, California proved the perfect site to raise a family and run American Indian Motorcycle Company. "We're fifty miles away from a stoplight, five miles from a ghost town and a mile off a paved road," Charlie says.

In addition to shipping a variety of used old stock, new old stock and reproduction Indian parts all over the world, Charlie's built a number of motorcycles from the ground up for customers. He also sells numerous accessories ranging from T-shirts and jewelry to just about anything else he can attach the distinctive, script Indian logo to.

As the years passed his business prospered. Life continued peacefully. Charlie hardly noticed the beating of war drums in the distance.

"So I get a call one day," Charlie says. "A very threatening call. This person says I'd better by God stop selling Indian jewelry 'cause they just got the license to sell Indian jewelry from someone named Zanghi."

Wahoo! Charlie snapped back. Who the hell is Zanghi?

At the very least, Philip S. Zanghi II focused the spotlight on Indian like no one else had in several decades. Masterminding a brilliant PR campaign, Zanghi rekindled a new interest throughout the world in Indian motorcycles. His plans involved nothing less than rebuilding the entire Indian empire from scratch. For the first time in 40 years, a new American motorcycle was slated to roll into production.

But first ... Zanghi would sell a few licenses for the right to use the Indian logo. The right to sell Indian jewelry, for instance, cost a mere \$5,000 up-front, with subsequent royalties of 10 percent. Zanghi peddled the rights to sell Indian apparel for \$50,000; same 10 percent royalty on everything sold, estimated and paid in advance. The world-wide rights to market Indian denim products went for \$100,000.

And what about the opportunity to sell his new bikes? You could reserve the rights to all Hong Kong for a cool million dollars. Same with Korea, Taiwan, Singapore and Indonesia; each for a million bucks. Furthermore, Zanghi guaranteed you the privilege of purchasing a minimum of five of his new Indian MotoCycles for a mere \$204,000; or about \$40,000 dollars apiece. Paid in advance, of course.

"Now why would anyone pay that much for an Indian?" Charlie asks. "You can find a perfectly restored Chief out there right now for twelve to fifteen thousand."

As the questions mounted concerning Zanghi's true motives, Charlie started asking questions about who really owned the right to use the →



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world-recognized Indian marquee.

His questions quickly led him to dangerous territory. Hold on to your scalp, hang on to your wallet, it's time to creep into that truly savage wilderness populated by lawyers.

Following the trail of the Indian trademark is like trying to track an eel through muddy water. After the demise in 1953 of Indian's American production facilities, remaining dealers struggled on by selling British imports. According to one source, the trademark was bought by Associated Motorcycles of Great Britain and use of the name didn't peter out until around 1963.

Other experts claim that after 1953 there was no clear transfer of title to the trademark until 17 years later. (Keep in mind these are lawyers; and where's the profit in agreeing over anything?)

In any event, the trail picks up in 1970 when Meryle "Floyd" M. Clymer claimed the trademark. As a former Indian distributor, Clymer dreamed of producing a new motorcycle built around the Sport Scout engine. Meanwhile, to keep the logo alive he put the Indian name on two different mini-bikes powered by Czechoslovakian and Italian-made 50cc motors. He also sold 250 Italian-frame Indians powered by 500cc Velocette engines.

No one ordered any of his beloved modern Sport Scouts.

By the time Clymer died, a short time later, the once-thundering name of Indian was more closely associated with the irritating whine of mini-bikes.

In 1970, Clymer's widow sold the Indian rights to a California attorney who planned on putting the name on mini-bikes imported from Taiwan. After five years of dismal sales he pledged the rights to Bankers Trust International as collateral for a loan. The company declared bankruptcy shortly thereafter.

So now a banker owned the Indian trademark.

The rights continued changing hands from one coast to the other and back again as the Indian name spiraled down to even humbler depths, at one time gracing a moped and, even, for crissakes, a go-cart.

By 1992 Philip S. Zanghi II controlled the trademark and had relocated to Springfield, Massachusetts—home of the original Indian Motorcycle Company's factory.

It was around then that Charlie got the threatening phone call from one of Zanghi's licensees. After 20 years of doing business as American Indian Motorcycle Company, Charlie felt that he, and not Zanghi, had earned the rights to the Indian name.

The heart of Charlie's case focuses around two basic points. "One way to

establish ownership of a trademark is through use," he explains. With two decades selling Indian parts throughout the world, as well as building bikes for various customers, Charlie believes he's met that requirement.

"Unlike some foreign countries, you can't just register a trademark here and just sit on it," he continues. "You can, however, own a trademark if you intend to use it within the near future. Now, when that banker controlled the trademark he wasn't making anything, or selling anything, and he didn't intend to."

In Charlie eyes, that constitutes abandonment, casting serious doubts on who legally owned the trademark from then on. Toward that end Charlie

forward, and it promises to be just as long and expensive as the previous episodes. His war plans include registering the name in several foreign countries; and he says he's also reserved the name on a state-by-state basis in roughly half of the geographic United States. "Christ," he says, "I've already spent two hundred thousand dollars in this fight."

So what do the smoke signals say? Who's going to end up winning the battle? "Easy," Charlie answers with a knowing laugh. "The lawyers will win. 'Cause no matter what else happens, they still get paid."

Horseshit And Gunsmoke

"Indian has been besmirched over the last forty years by con men, wannabes, barroom braggarts and people just beating their chests like little gorillas," Wayne Baughman says. "It's tough cutting through the morass of horseshit and gunsmoke."

As President of Indian Motorcycle Manufacturing, Inc. (IMMI), based in Albuquerque, New Mexico, Wayne has both a deep-seated affection for the Indian of yesterday, and big plans for the Indian of tomorrow.

But unlike Charlie Mathre of American Indian Motorcycle Company, Wayne's marching orders adroitly steer him clear of the current quagmire involving the script Indian logo.

"We started IMMI in 1990 with the express purpose of combining advanced engineering with Indian's proud heritage and producing a totally American-built motorcycle," Wayne explains. "If you can find anything on our production bike that isn't American I'll give you that motorcycle."

Problem is, predicting just when IMMI's new 101-cubic-inch Century V-Twin Chief will actually roll into production has led Wayne down a thorny trail, particularly with the press.

"I missed some dates," Wayne admits. "I should have been a little more prudent about predicting our schedule."



But how would it have looked if I'd just told everyone to stand around and pour sand down a hole?"

Another sore spot involved the infamous Wooden Indian—IMMI's prototype engine made out of, well, wood. "It's a regular industry practice to build early prototypes out of wood," Wayne states. "It's a cheap and easy way to see what you're getting."

It also made an easy target, as Wayne found out when one writer pondered just how many splinters per mile it would get.

"We went from that wooden engine in August of 1993 to a running engine in 1994," Wayne continues. "In our first annual IMMI International Run and Rally held in June we fired up two Century V-Twin Chiefs to a standing ovation."

As Wayne is the first to acknowledge, though, the bike still needs fine tuning. "This motorcycle is still in the prototype stage," he points out. "That's why you build a prototype, to get out the bugs."

IMMI recently moved into a 50,000 square-foot manufacturing facility and currently employs about 42 people. Forty-three stateside dealers have signed on with another six dealers standing by overseas. So when will they have something to sell?

"Our drop dead date is the second quarter of 1995," Wayne says. "During this first stage of limited production, five motorcycles a day will roll out the factory doors." Three models are slated for introduction, the Century V-Twin Chief, the Warrior and an in-line four.

Interestingly, although these bikes will be made by Indian Motorcycle Manufacturing, Inc., they will not technically be called Indians.

"The value of the original script Indian logo exists solely in people's minds," Wayne says. "Tell me from how far away you can read the word Indian on a bike, maybe thirty feet. So how do you know it's an Indian? Because of the look."

Wayne's strategy all along has been to avoid spending what he calls negative dollars on the Indian marquee squabble. Rather than gunning for the name, he trademarked the distinctive appearance involving the skirted fenders, teardrop tank, solo saddle and front-mounted Indian head.

"It's the unique look that makes an Indian an Indian," he repeats.

Like others, Wayne contends that ownership of the marquee has never been unequivocally proven. And, like Charlie Mathre, he's filed a cancellation petition with the court.

But ask Wayne Baughman who really owns the name and he is quick to respond: "The script Indian logo belongs to all the people who have →

So who really owns the rights to what some experts call one of the most valuable trademarks in motorcycling?

filed a cancellation petition alleging the Indian trademark was invalidated because of fraudulent information submitted to the patent office in 1976 and cessation of use with an intent not to resume use.

"It's the same story all over again with Zanghi," Charlie says. "He wasn't going to use the marquee. He was only interested in selling licenses, then taking the money and running."

Indeed, Zanghi is reportedly under criminal investigation by both the U.S. Attorney's Office and the U.S. Postal Inspection Office. One source traces him to Raleigh, North Carolina, with an unlisted telephone number. Other rumors place him in Europe—a trail of broken treaties in his wake.

So who really owns the rights to what some experts call one of the most valuable trademarks in motorcycling?

Most recently an Australian businessman named Maurits Haymin-Langridge, adeptly short-circuited Indian's scheduled bankruptcy auction and snared the rights. But don't count out Wayne Baughman and Indian Motorcycle Manufacturing, Inc., who recently unveiled a running prototype called the Century V-Twin Chief. (For more on these stories see the sidebars *Horseshit And Gunsmoke* and *Outback Bushwhack* that follow this story.)

For Charlie Mathre, though, part three of the saga is slowly grinding

kept it alive since 1953. Those are really the people we should recognize."

Outback Bushwhack

When the news was announced earlier this year that the assets of Indian Motorcycle Manufacturing Company were to be auctioned off—some very serious players decided to deal themselves into the game.

"I saw the list of applicants and it involved just about every major motorcycle manufacturer in the world," Maurits Haymin-Langridge says. "There was Harley and BMW, all the Japanese manufacturers and many private individuals. The Japanese, for one, saw it as an absolutely golden opportunity to use

It was time to shuffle the cards for a cut-throat game of no-limit poker. The odds-on favorites were the players with the deepest pockets

their American entities for taking on Milwaukee head-to-head."

While Maurits is a player himself, he had no where near the number of chips needed to play with the other high rollers. "The bidding fee alone was fifty thousand dollars," he says, "and minimum sealed bids started at five hundred thousand. I couldn't compete against those heavyweights."

Still, Maurits wanted in, and if he couldn't afford to sit down with the others, he decided to figure out a way to stack the deck before the cards were even dealt.

Maurits Haymin-Langridge runs Bike West in the Australian city of Perth. For 12 years he and his partner were the Harley-Davidson distributors for Western Australia. "I helped Harley become the number-one selling brand here. I think we captured something like twenty-five percent of the market one year."

But then Maurits and his partner went their separate ways. Not long after, Harley-Davidson also parted ways with Maurits and saddled up with another distributor.

It was about this time that Maurits got wind of Philip S. Zanghi II and his plans for resurrecting Indian. "I met with him and he did this bit with picking me up in a stretch limo and driving me around in his Rolls," Maurits recalls. "He owned the Indian logo and he had these corporate offices and there were meetings with the Department of Labor so I fig-

ured he was actually going to pull the whole thing off."

But the more time Maurits spent with the organization the more his doubts grew. "Having been so closely associated with Harley I knew the formidable process involved with actually producing a motorcycle." It became increasingly clear that maybe Zanghi wasn't capable of meeting his promises.

"Then he didn't do right by me," Maurits continues. "So I put him in check and when he wouldn't play ball I took him to court."

Contrary to what's been written elsewhere, Maurits claims he didn't lose anywhere near a million dollars to Zanghi. "But when you figure the court awarded us triple damages plus costs it sure looked like a million."

Then the U.S. Postal Inspector and the U.S. Attorney General entered the scene and Zanghi abruptly departed for parts unknown. A receiver was appointed and Indian Motorcycle Manufacturing Company plunged into Chapter 11 bankruptcy proceedings. The date was scheduled for auctioning off the rights to the Indian marquee.

It was time to shuffle the cards for a cut-throat game of no-limit poker. The odds-on favorites were the players with the deepest pockets.

"I had too much at stake to let things go further," Maurits says. But it's at this point that he gets a little vague about how he actually outfoxed the other card sharks.

"I've got to be careful how I explain this. Let's just say I took some legal maneuvers that forced a few hands and prevented the auction from going ahead. If I said any more it wouldn't take long to work out the parties involved and that would definitely upset a few people."

However he did it, his outback bushwhack proved successful. It seems he gained control of the Indian rights for not much more than the original ante, and considerably less than the mini-

mum bid requirements.

According to one source, court documents obligated Maurits to provide \$100,000 immediately on final approval of the settlement agreement, an additional \$200,000 upon confirmation of the Debtors Plan, a letter of credit for \$200,000 on behalf of the creditors, and a balance of payments totaling \$2.5 million over the next eight years.

But if the showdown had been canceled without a card being dealt, Maurits Haymin-Langridge was cutting for an even bigger play: nothing less than engineering and marketing a brand-new Indian motorcycle.

Now he's handing out invitations to sit in on the highest stakes game of all.

"My favorite joke is that anybody who gets out and raises five or ten million dollars in the motorcycle industry will have just enough to get them into trouble," he says. "I'm realistic enough to know that this is a hundred million dollar project."

Toward that end Maurits is scouring the globe for venture capital. Although he'd like to keep the company private, the possibility of taking the venture public through a stock offering is not out of the question.

So what, actually, is Maurits bringing to the table? Once again, he gets a little vague.

"At this stage we've achieved the engine technology that we were chasing," he says. "It's breakthrough technology that we're revealing only to investors. Our new Indian will be an extension of what the old Indian would be today had it continued in business since 1953, a combination of those big sweeping fenders and weed burner exhaust pipes alongside the cutting edge of engineering."

One unconfirmed rumor suggests that the new engine might be a water-cooled, 60-degree Big Twin sporting fuel injection. But more concrete information has not been forthcoming.

All Maurits will say is that he expects the first production model to roll out in 1998. Meanwhile, he continues to hold his cards very closely.

In the best of all games, everyone comes out ahead. Regardless of whether Charlie Mathre, Wayne Baughman, or Maurits Haymin-Langridge achieve their dreams or fall by the wayside like so many others, one thing seems certain: the whole world eagerly awaits another American-made motorcycle built in the grand tradition of Indian.

And sooner or later, someone, somewhere, somehow will satisfy that need. Which means motorcycle enthusiasts the world over will finally cut the deck and end up with the winning hand.

—Mark Petterson



TECH TIPS

Buckled Bags

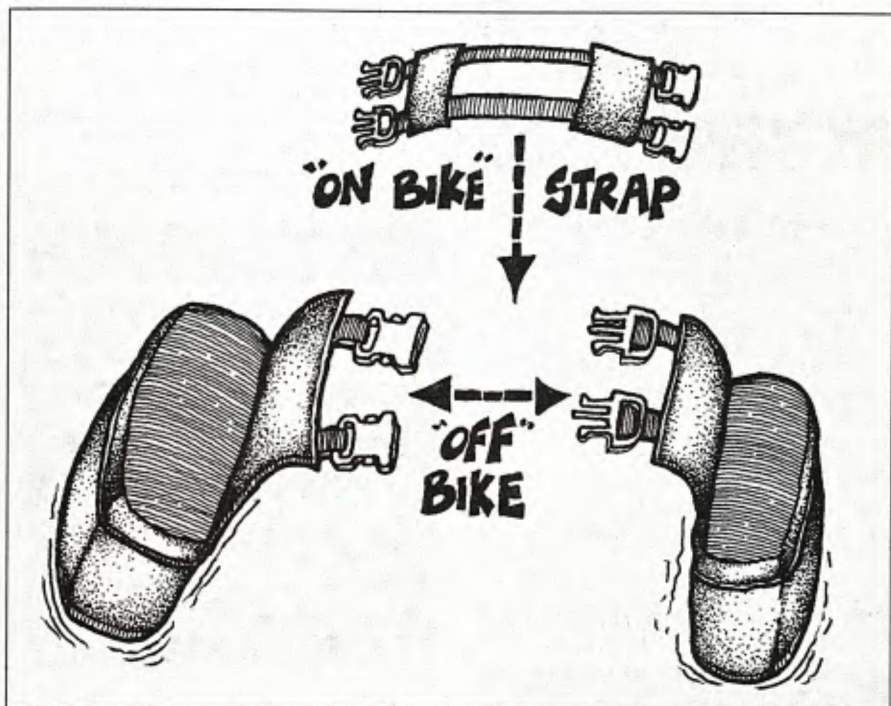
A Quick, Convenient Tip
For Your Saddlebags

This Tech Tip may not solve world hunger, but it sure helps out with saddlebag woes. I have nylon saddlebags on my bike that are held together with those new plastic buckles like the ones used on fanny packs. I use the male buckles on one side, the female buckles on the other. When removed from the bike, the bags can be snapped together for easy carrying. These buckles are durable and cheap and can be found at sporting goods stores.

Dave Swiontek
Gunner, North Dakota

Great tip. This also works for zip-off bags when the zippers are attached in the proper order. Once the bags are taken off, they can be zipped together.

—Ed.



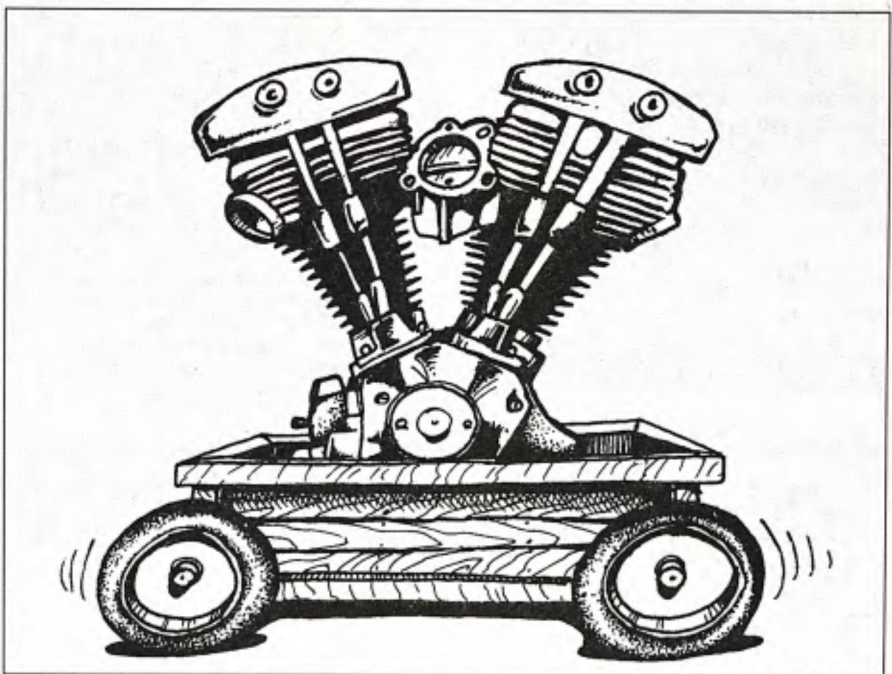
Stingy Stand

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After many long, late-night hours spent cursing my chickenshit engine stand, my wife reminded me that the neighbors might get together and send *another* noise complaint to the city council. So, I stopped swearing and started thinking about buying an engine stand. The more I thought about it, though, the more I realized that my "extra" cash was already tied up in the two scoots I was building. What I needed was a cost-effective solution.

At work the next day I came across a sturdy wooden shipping crate full of grinding stones and sawdust. I emptied it and took it home. I gave it a try, and, by golly, an engine fit just right in that box, didn't fall over, and I could walk around it. The only problem was that it was difficult to hoist.

Well, sacrifices must be made for progress, so my wife sacrificed her lawnmower's wheels, Junior rugrat sacrificed his carving blocks, and



number-one daughter sacrificed the axles from her doll carriage. The wheels make the stand mobile. The carving blocks keep the sides from caving in. And the axles keep the sides from collapsing outward.

As long as I can keep my family from seeing it, I've got a very useful engine stand. And, the best part is, it didn't cost me a thing!

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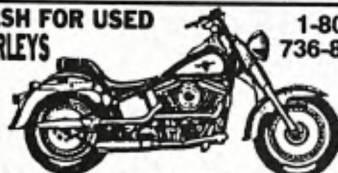
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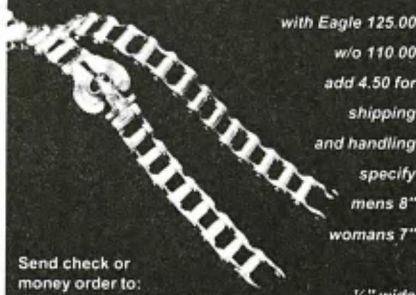
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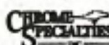
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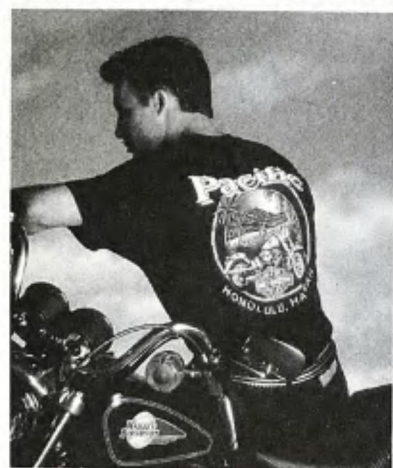
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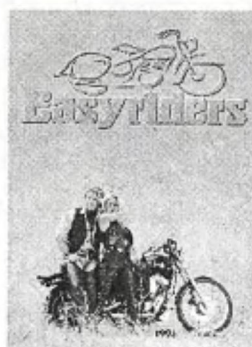
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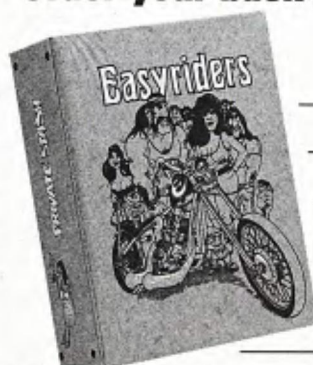
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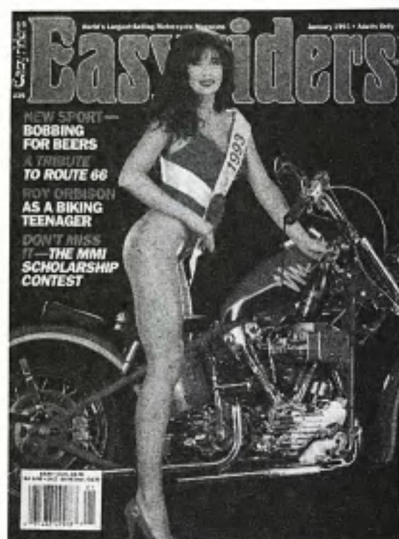
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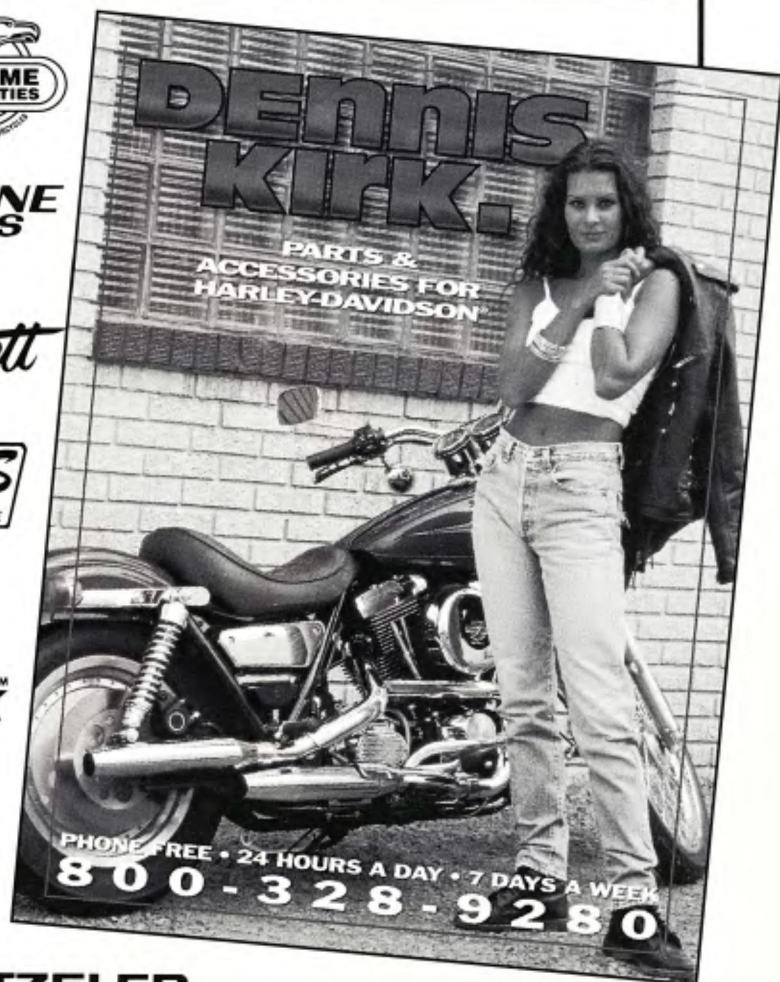


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READERS' RIDES



Photos: Doug Mazell



Harald Dörscheln
Meinerzhagen, Germany
1990 H-D FLST

Harald picked up this FLST in 1989 on a trip to the U.S. The then budding bike builder and importer of America's finest was just starting his business when he came across this Softail in Denver. Of course, it looked a lot worse back then; in fact, he got it for a song and a dance.

For Harald, it became a vehicle for his own success. First, however, it collected dust for the next two years while he was working on opening up his bike store, Champion Bikes, in the small town of

Meinerzhagen. But once he started working on the bike, he went full force. In fact, after he had rebuilt it, he tore it down again in '91 and created this striking example of his craftsmanship.

The only things left original are the 1985 Softail frame, the oil bag, and the cases. Everything else got taken apart and replaced by top-of-the-line ingredients: hydraulic clutch, hydraulic drum brakes, Branch heads, Arias pistons, Andrews Evo 3 cams, Kennedy 80-spokes, and a variety of self-made parts, such as the pegs, grips, seat, and trees.

The swingarm was modified to fit the 6.5-inch wider rear tire and the front end

shortened by 2 inches. But the piece de resistance is the paint job. The Atelier Fineline, two brothers who work out of their farm house in rural Germany, has made quite a name for itself in the past few years, and rightly so.

Harald brought this bike to California last Summer and rode it to Sturgis and back. He'd like to thank David and Amber in Ventura, California, who have been of tremendous help to him and his business.

For those interested in his building skills Champion Bikes can be reached at (49) 2354/12913.

—Red Baron



Photos: Southern Cycles

**Gus Treagus
Gomshall, England
1975 H-D FLH**

After tweaking, tinkering, and tooling around on more tricked-out Triumphs than he could count, Gus Treagus finally got his mits on his first Harley four years ago when he became the proud owner of a '74 FLH. After leaving his Avon tread marks on every square inch of the south of England, he decided the 'ol' girl had definitely seen better days.

By day, Gus had his armpits in drain pipes as a plumber, but, come nightfall, he got busy tearing down his bike. His rule was that if any part, whether it was worn out or not, didn't measure up to his high standards, it would be replaced. Gus stayed true to his word, beginning with the frame, which he replaced with a creation by John at Cobra Engineering. The custom hardtail chassis (with a 30-degree rake and 2-inch stretch) begged Gus to tackle the motor and trans, which he did with help from his local parts shop, Southern Cycles, and engineering shop, Matts. Talk about a smiling Shovel: brand-new Accel points ignition, Andrews A-grind cam, Rivera carb, Branch flowmetrics twin-plugged heads, and stainless one-off pipes. Gus custom-made the billet primary cover, stainless 26-inch sissybar, and reworked the 6-inch-over front end.

She turned out so righteous Gus decided to give up the pipe wrench and start his own bike shop; that is, when he's not tearing up the turf on his reborn rigid.

—Clay Dog



READERS' RIDES

Raye Allen Jacksonville, Texas '48, '50, '69, '76 H-D Pan/Shovel

This Pan/Shovel started out as a \$300 basket case. Sixteen months, four swap meets, and one megaton of beer later, The Blue Lady was born. According to her owner and builder, Raye Allen Jr., she hasn't so much as coughed, belched, or bitched since.

The Blue Lady's '50 lowers and '69 uppers—with a '50 primary side case and a '69 (gen.) pipeside case—are mounted on a '48 dogbone rigid, which Raye raked 8 degrees. On the 4-inch-over '76 wide glide front end, Raye ground the trees nice and smooth and heliarced the fender mounts to the machined fork legs. The only work he didn't do himself was the chroming, which he'd done at South West Plating. He used 5-inch Rawlings risers to get his cafe bars to where they felt right, a fat-bob rear fender for a fat rear skin, solid lifters, a J Andrews cam, a (38mm) Mikuni carb, a two-piece (half-inch cold roll) sissybar with removable top, 9-to-1



STD pistons for hammering, and Santee 2-inch shotguns for blasting.

Raye also custom-made his own disc brakes and added machined caged rollers, Andrews gears, and a mousetrap eliminator to his '56 tranny. He relocated

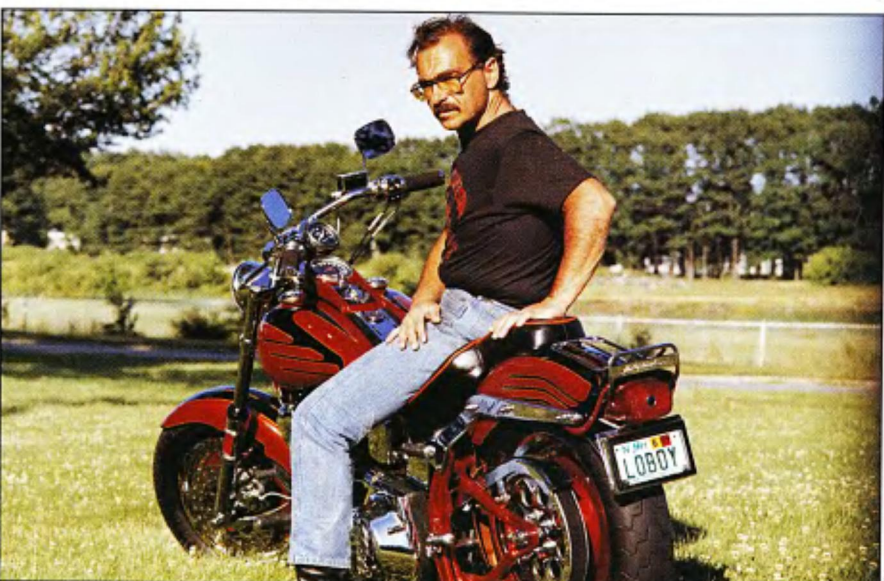
his coil (between the cylinders) in order to stash his electrics where the coil mount used to be. Raye's talent didn't let up when it came time to lay down the paint. Bottom line: That's one set scoot, bro.

—Clay Dog

Joe Palladino Exeter, New Hampshire 1987 H-D FXSTC

When the time came for Joe Palladino to build another ride, he wasn't bashful about banking on his many longstanding friendships in order to put together just the right mix of talent. When it comes to taking on a project putt, Joe's been around the block. He knew he had to have a clear picture in his mind before he started reeling in all the talent it would take to help bring that picture to life.

Joe wanted a team that understood his need for speed. As far as the overall design was concerned, he knew every component would have to end up being part of a single clean and mean identity: Loboy. He credits the Softail's fabrication to Seacost H-D, and much of the assembly to Dennis Buck. He turned to the talents of Bill Gordon for the Evo's rebuild, resulting in a 96-cubic-inch mill; the performance package consists of S&S pistons and lower end, Delcron cases, Rivera heads, Leinweber cam, hydraulic lifters, an SU 2-inch carb, and an R&M 2-into-1



exhaust. For the Loboy's ultimate look, Junny Bresnahan jumped in and raked the Softail 2 degrees and stretched it 3 inches. Joe lowered it himself, added Andrews gears, threw on '87 Low Rider bars, modified his electrics, stuck on a

Low Boy front fender, CCI tanks, Eagle Iron pegs, chromed his front end, and cut Mike Coburn loose with his special blend of candy tangerine/rootbeer paint on the clean, mean road eater.

—Clay Dog

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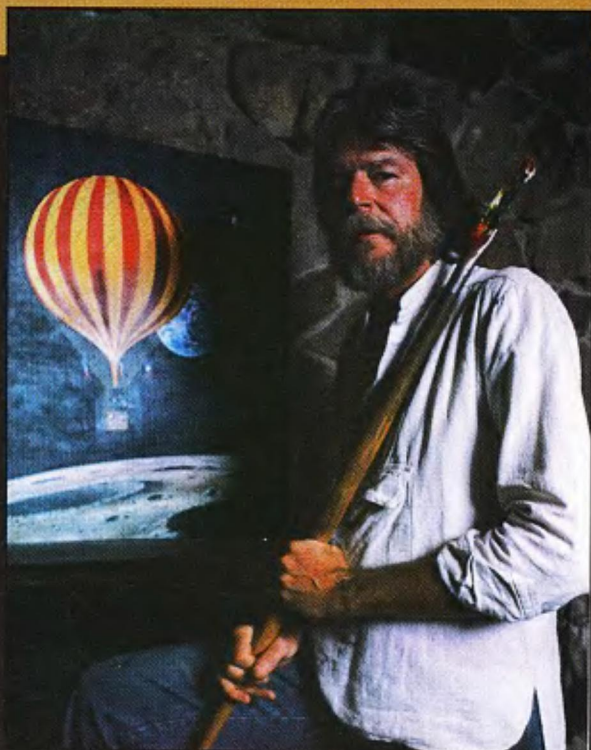
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READERS' RIDES

Ellie Vaughn
Holbrook, Massachusetts
1986 H-D FXR

Don't let Ellie Vaughn's pint-size frame deceive you. She not only drove her own big rig for a number of years—turning a single 18-wheeler into a major trucking company—but these past few years she's been working her way up the ladder in the field of heavy construction; she started as an oiler, maintaining the big machinery, then worked her way up to full-blown heavy equipment operator. These days, when Ellie's not out riding her FXR, you can spot her near the rotor-thud of a distant chopper (the kind that hovers), as the big bird carries her out to work each day on a rig at Boston Harbor.

'Course, Ellie's history of hard work only paints half the picture behind her scooter—the other half rests with her late husband, Bob. For those who never had the privilege of knowing Bob Vaughn, he was a



well loved and respected wrench for over 30 years at the same Harley dealer—Monty's H-D, West Bridgewater, Mass.—and a major influence for New England bike builders. Bob never had a doubt that his ol' lady was born to ride, and when he saw a munched FXR being towed out behind Monty's H-D, he knew it had Ellie's name on it. After straightening out the pretzeled putt, lowering it a couple of inches (White Bros. kit in front and modified Koni's in rear), warming up the stock 80-incher with a Crane cam, pushrods, valve springs, and dual-fire ignition, he ported and flowed the heads and sent the scooter to Cycle Fab for 35mm forks, paint, engraving, a fender bob by Perewitz, seat by Danny Gray, and chrome by Brown's.

Bob's gone now. But every time Ellie fires up her FXR, his memory thunders on.

—Clay Dog

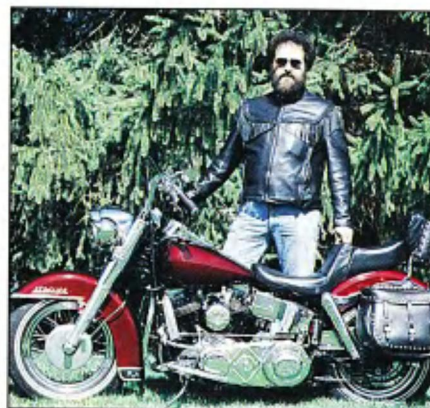


Photos: Steve Coonan





Photos: Fred and Sherry Fisher



Fred Fisher
Akron, Ohio
1961 H-D Panhead

Fred's ol' lady, Sherry, always suspected there was another woman in Fred's life. What else would explain his six-hour walks with the family mutt, or his slipping outta the sack at the wee hours and disappearing till dawn, then the very next day walking around with a big-ass grin, muttering to himself about how smooth her legs were, and about how his pet-cock's finally working the way it should. Sherry figured whoever this nymph was, she sure had a way of gettin' more time, money, and hands-on attention than she'd ever dream of getting from him.

It wasn't long before she discovered that her worst nightmare had come true. Two miles down the road, at a motorcycle shop with the suspicious name of Duck's Putter Parts (no relation to the Bobbit clan), she caught Fred redhanded with his metallic mistress propped up on work bench and stripped to the bone. Talk about a ground-up restoration and then some. This steel lady wasn't just a case of being ridden hard and put away wet; when Fred first got ahold of her, she had more nonsalvagable and mismatched parts than the Jackson family.

No wonder Fred was mutterin' to himself all the time. Even to this day, that pristine '61 Panhead sits in a 1972 swingarm chassis. But whose keeping score? With the help of the good bros at Duck's Putter Parts, and a lot of patience and understanding from Sherry, Fred's two-wheeled nymph turned out to be one helluva ride.

—Clay Dog



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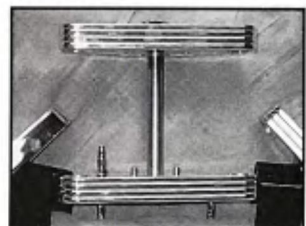
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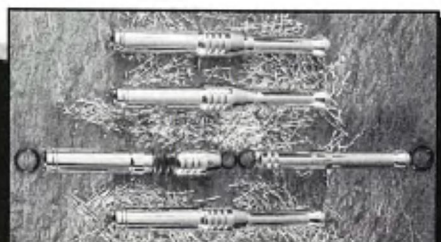
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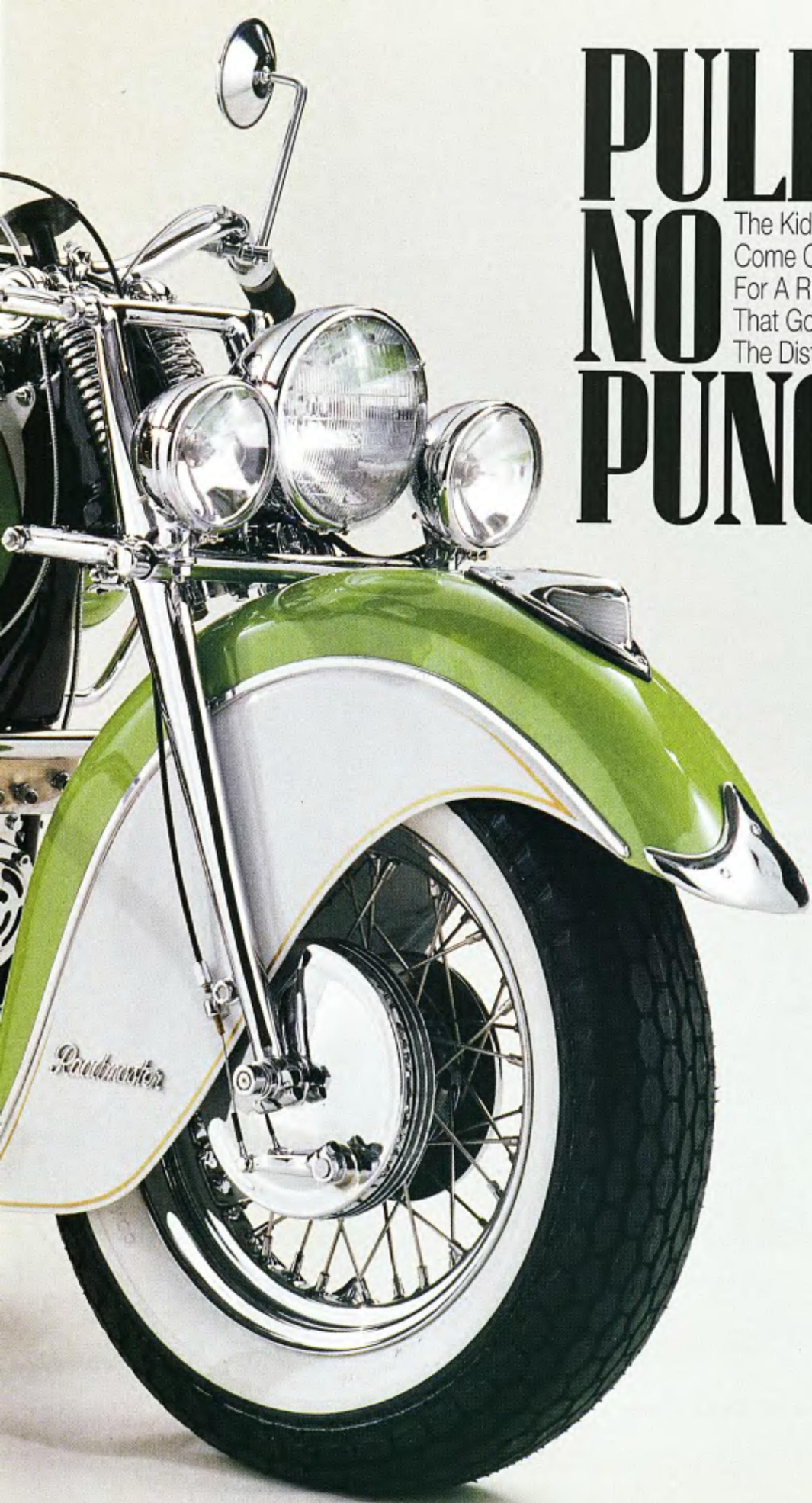
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Pythagoras would have ridden Indians. The father of right angles probably got mighty sick of base leg this, and acute/obtuse angle that. Everywhere he looked, he saw the world in terms of goddamn right angles. After 20 years of working as mason contractor, I kinda suspect that Bruce Whitted is a little tired of them, too.

Your treasured collection of *Easyriders* will help round out this story. The

September 1993 issue of *Easyriders* featured Bruce, his Indian collection history, and a curvaceous wineberry black 1947 Chief that grabbed Best of Show at the 1994 *Easyriders* Invitational Bike Show in Columbus, Ohio. At the end of that article, Bruce promised to deliver a real show bike for 1995, one that wouldn't pull any punches. Hell, if the guy takes it all the last time around, what's he gonna follow up with?

Well, you're looking at it.

This 1946 Chief hid in a barn for many moons, waiting for Bruce to finish one project before pulling up his sleeves for another. He took it to John Zsinko, a local Indian restoration whiz at Old Iron Hog Shop in Streetsboro, Ohio, and turned him loose. The mostly original parts on this '46 look 100 percent show-room—thanks to hours of John's TLC.

The sidevalve, 42-degree V-twin



is an enduring testament to the faith that Indian had in Flatheads. While Harley went on to develop the Knucklehead, Indians retained the classic aluminum cooling fins. They became one of two identifiable differences that immediately separate the last two American scooter companies.

You better duck if you make a sissy remark to Bruce about the second difference ... that being skirts. Bruce

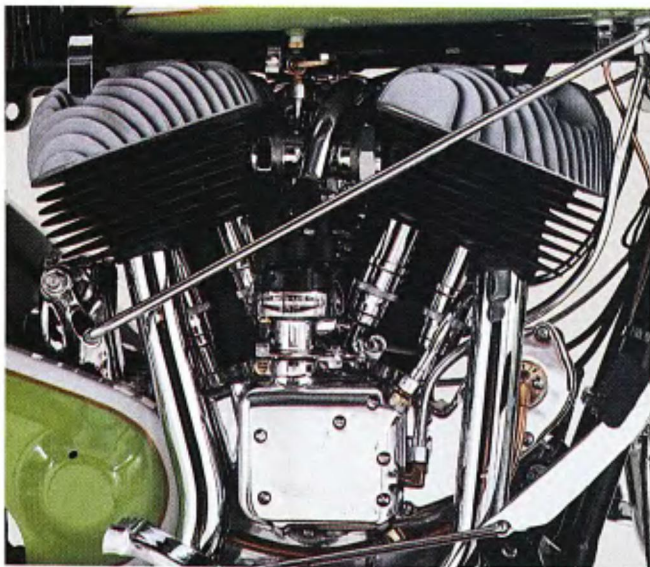
says the Chief's front fender is an aftermarket reproduction, though it would take a serious Indian man to tell the difference in the cut and how it hangs. The back fender is the real McCoy.

Time and weather devoured the buddy seat, but the aftermarket saddle and its primo fringe work look mighty convincing within the factory rails. Take a look at the girder front end. That's factory original, with chrome

and polish added by Portage Plating.

Now, about the paint. Bruce doesn't buy the "I-won't-be-seen-ridin'-green" myth. He saw this color combination years ago, and it stuck in his mind. It'll probably have the same effect on the road after this go-and-show scoot finishes with the 1995 competition. Either way, if Pythagoras were still around, he'd say Bruce had the right angle

—Drummer



Owner:.....Bruce Whited
 City:.....Rootstown, Ohio
General
 Fabrication:.....Indian Motorcycle Co.
 Year and make:.....1946 Indian
 Model:.....Chief
 Chroming:.....Portage Plating
Engine
 Year:.....1946
 Model:.....sidevalve, 42-degree V-twin
 Rebuilder:.....owner
 Ignition:.....points
 Displacement:.....74 cubic inches
 Lower end:.....stock

Pistons:......010 over
 Cases:.....stock 1946
 Heads:.....flat, aluminum
 Cam:.....Indian
 Carb(s):.....single Linkert
 Pipes:.....factory-like reproduction
 Modifications:.....Kiwi air cleaner,
 factory-like reproduction muffler
Transmission
 Year:.....1946
 Modifications:.....Harley controls
Painting
 Molding:.....none
 Painter:.....Old Iron Hog Shop

Color:.....lime green/white enamel
 Special paint:.....gold pinstripes, Deltron
Frame
 Builder:.....Indian
 Type:.....rear coil compression
 and rebound
 Modifications:.....none
Accessories
 Bars:.....original
 Fenders: These ain't no sissy skirts, bub.
 Headlight:.....Kiwi with spots
 Taillight:.....original
 Speedo:.....Corbin

Pegs:.....footboards, footboard risers
 Gas tank:.....stock, 3.5-gallon
 Oil tank:.....three-quart
 Seat:.....buddy with skirt and fringe
 Mirrors:.....Bates
 Grips:.....USA rubber
Forks
 Type:.....Indian girder
 Modifications:.....none
Wheels
 Front:.....16-inch, Coker, drum
 Rear:.....16 inch, Coker, drum
Photos:.....Chuck Emery

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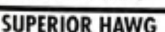


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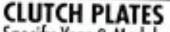
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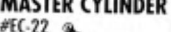
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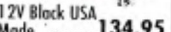
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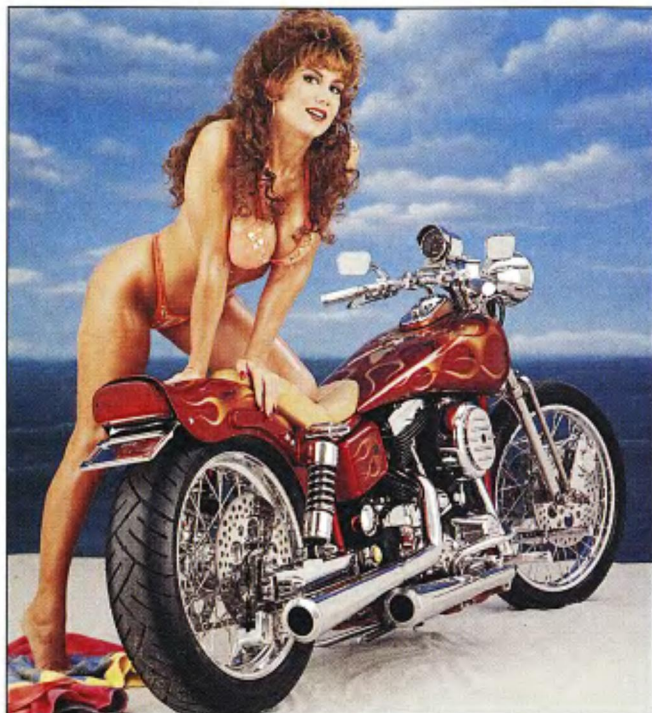
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So what's happening in March? Don't just sit there looking confused—look at that *Easyriders* calendar hanging on your garage wall. If you can get past Jeani in the pink bikini, you'll see that the Daytona Bike Week festivities are right around the next bend. Suprised? That's okay, we've done the leg work for you with our annual pre-Daytona special, a complete guide to the ins and outs of Bike Week 1995. Amidst the sand and sea we've got the hottest Harleys to grace the highways—from Arlen Ness' lose-your-blues Evo to Steve Watkins' pristine Panhead—colorful coverage of two custom shows from across the seas, six Readers' Rides, six Tech Tips, and six new Foxes vying for your attention. Who could ask for more? On sale January 31



The **fourth** issue of VQ features a revealing interview with John Walsh, Harley rider and creator of TV's *America's Most Wanted*. Our master builder is none other than Arizona's Paul Yaffe, and we also present eight wild custom bike features, a mind trip to the computer world of Virtual Customizing, chic biker hangouts, the world's strangest restored bike, new fashions from H-D MotorClothes, and innovations for designer dressers. VQ is the magazine for discriminating cycle connoisseurs. 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 now



The **March** issue of *Biker* is the Brotherhood Edition. We're talking the Harley-riding brotherhood that spans the world. We're talking thousands of clubs and independents working and partying together for the same causes. It doesn't matter if you're a member of a club or organization; if riding is your life, you'll love the next issue. You can also look forward to five wicked bike features, plenty of nasty events, our always questionable fiction, fleshy young fillies, and Mutha's latest message. 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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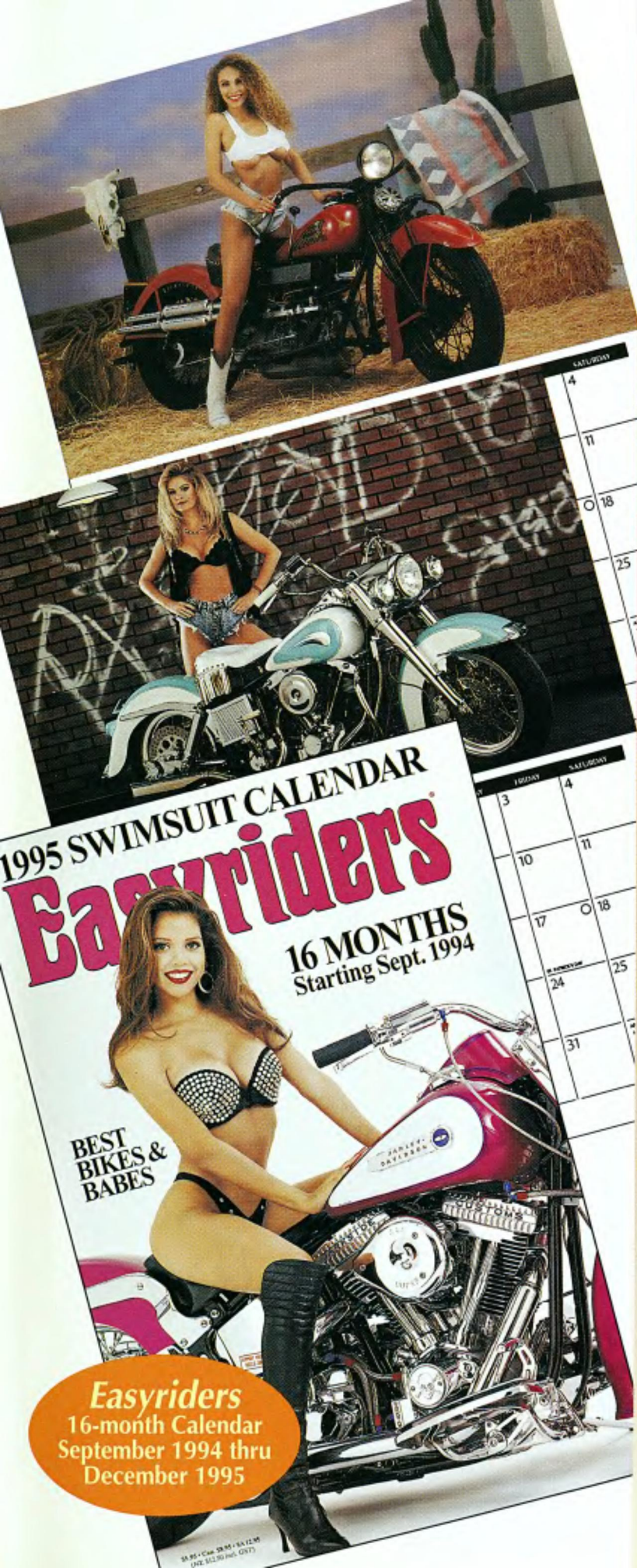
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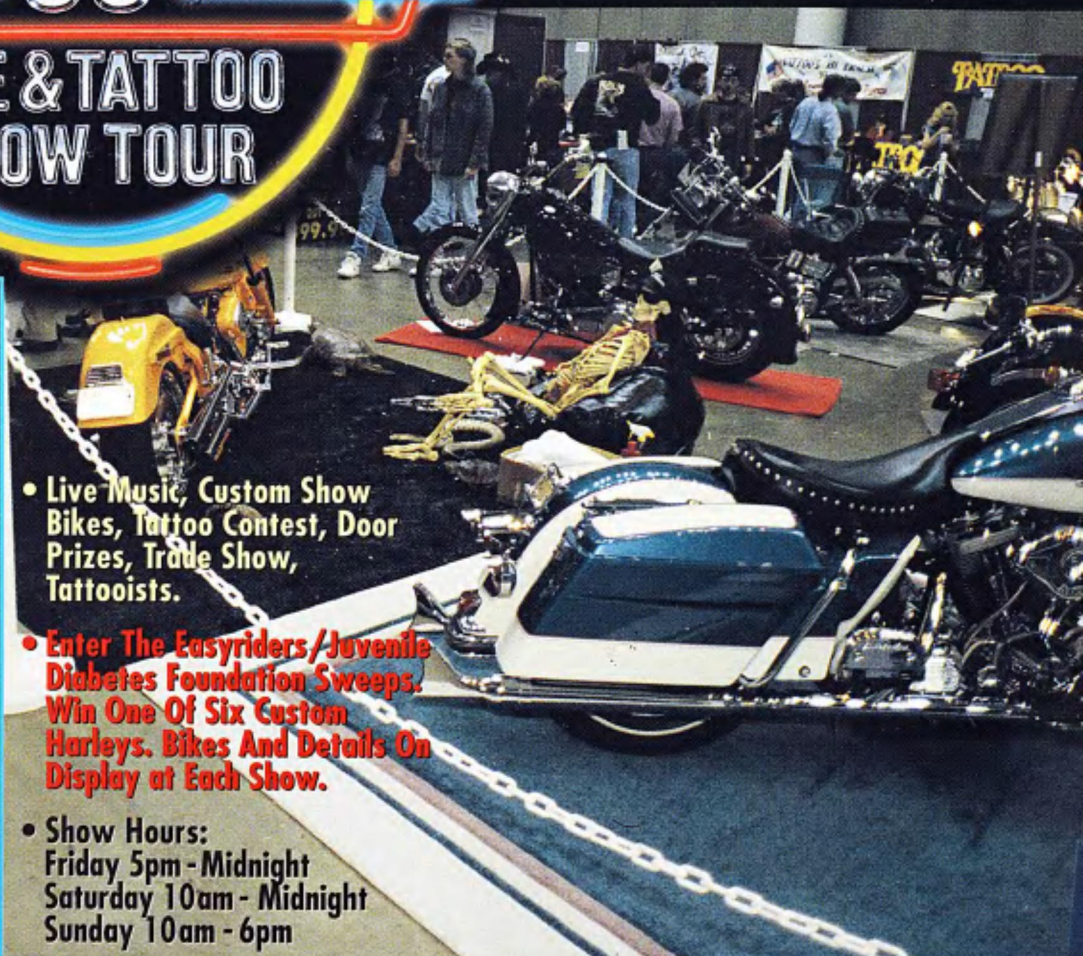
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