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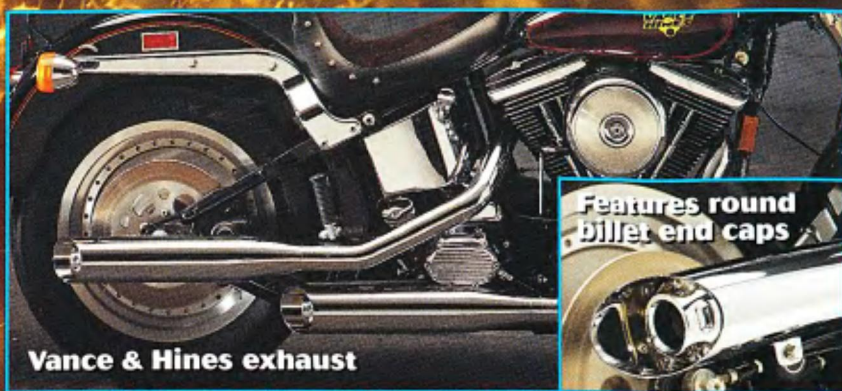


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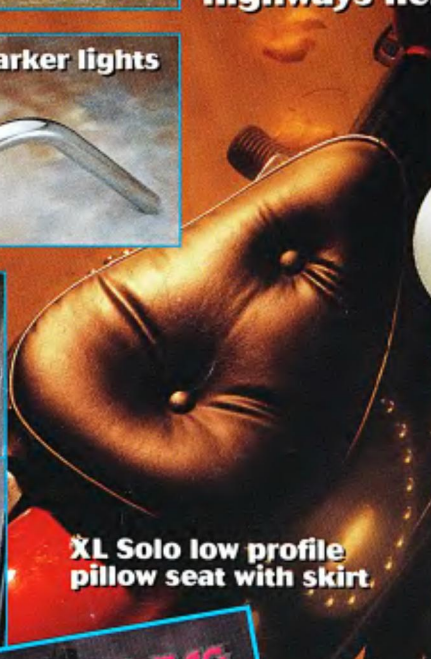
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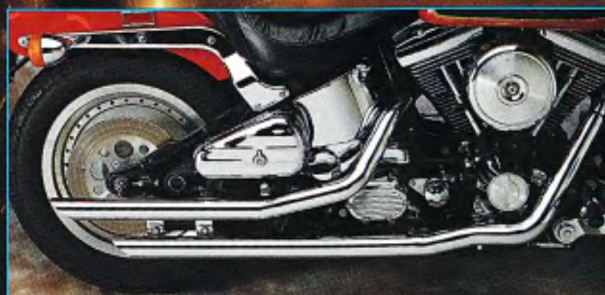
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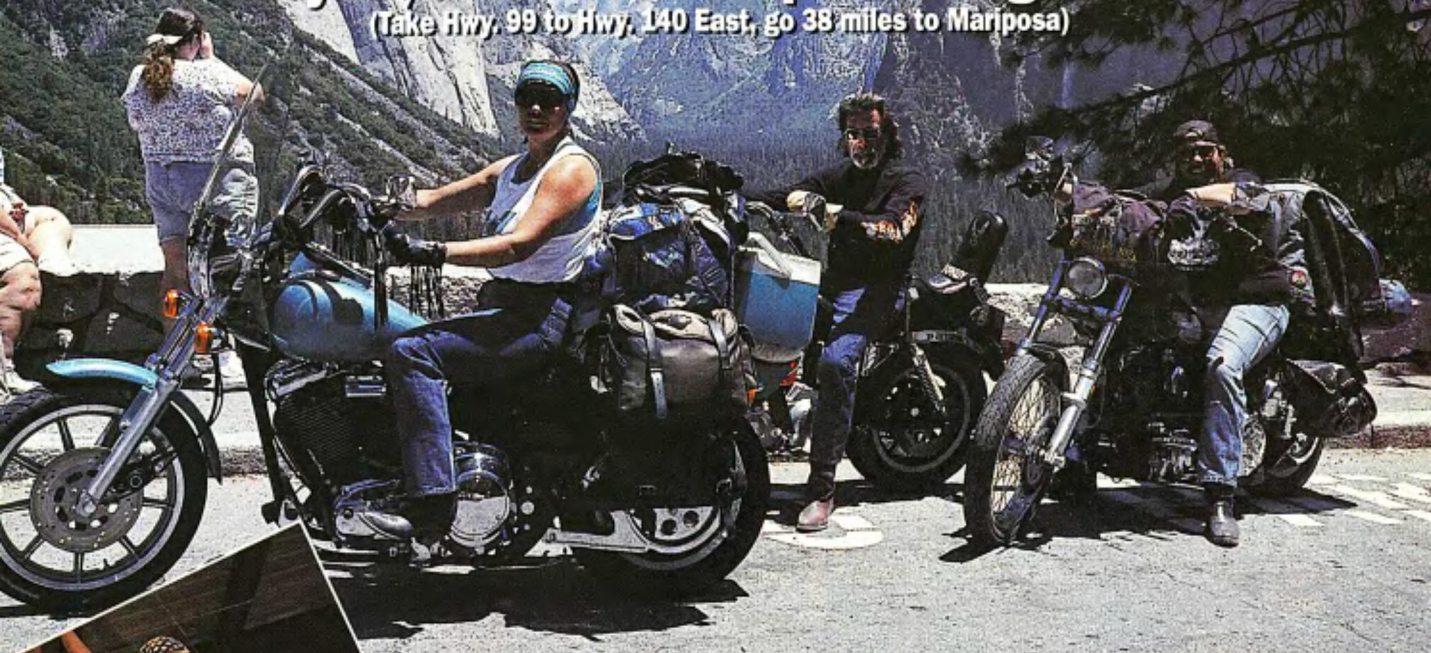
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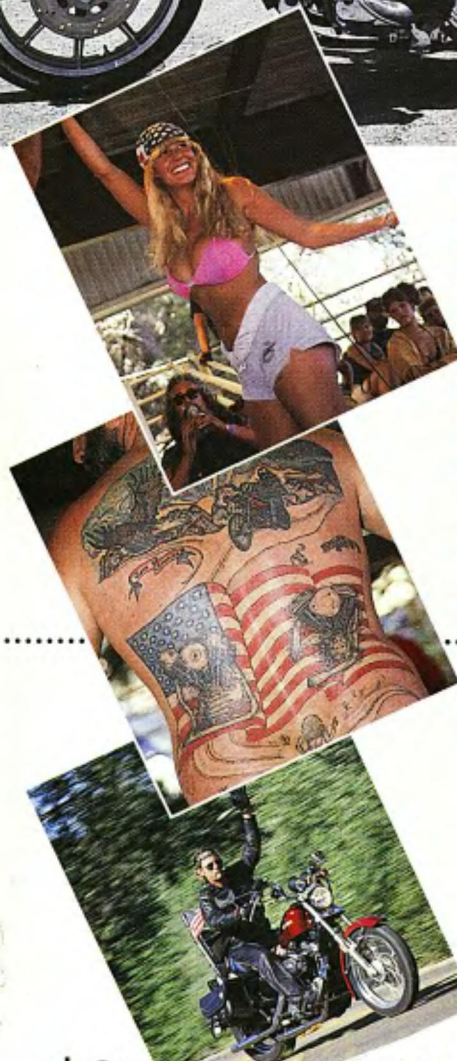
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Easyriders

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 264 • JUNE 1995



Cover photo of Tamara on Chip "Big Daddy" Latimer's Burchinal's-built 1991 Sturgis Dyna by Raiko Hartman. See feature on page 58. Cover imaging by Daniel Ferguson

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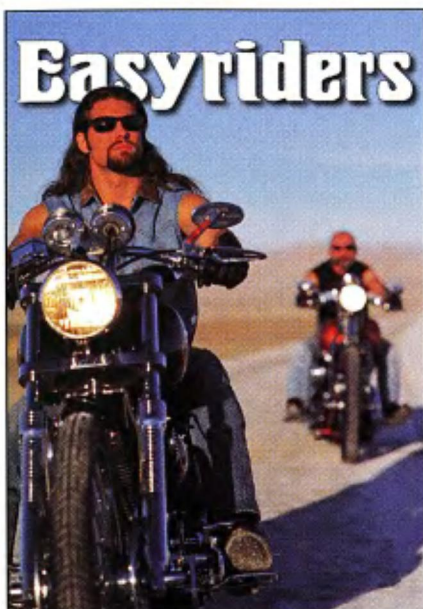
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The next issue goes on sale May 30

Easyriders magazine ISSN 0048-0990 Number 264, June 1995, Vol. 25. **Easyriders** is published monthly by Paisano Publications, Inc., with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, (818) 889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, (818) 889-8740, FAX: (818) 889-1252. Second-class postage paid at Agoura Hills, California 91301-2693 and at additional offices. Copyright ©1995 by Paisano Publications, Inc. All rights reserved. Nothing may be reproduced without the prior written permission of the publisher. Anything to do with the editorial content, letters to the editor, poison pen letters, threats of violence, love letters, dirty pictures, propositions, porno literature, stush money, goodies, and editorial contributions should be sent to this address. All rights in letters sent to **Easyriders** will be treated as unconditionally assigned for publication and copyright purposes and as subject to **Easyriders** unrestricted right to edit and comment editorially. Good photographs, art, and manuscripts are welcomed, but they must be exclusive. All contributions must be accompanied by a stamped, self-addressed return envelope. Although we try our damndest to take care of unsolicited material, **Easyriders** magazine cannot be responsible for damage to same in mails, nor does it assume responsibility or safety of artwork, photographs, or manuscripts. Subscriptions: All correspondence regarding subscriptions or subscription complaints and changes of address must be addressed to **Easyriders** Subscription Department: P.O. Box 469054, Escondido, CA 92046, (619) 738-8907 (8:30 a.m.-5 p.m., PST). One year: \$39.95; two years: \$70.95 in the U.S. and its possessions. All foreign and Canadian orders, add \$12.00 per year (U.S. funds only). Single copy: \$5.95. Postmaster: Send address changes to **Easyriders**, P.O. Box 469054, Escondido, CA 92046. Advertising: **Easyriders**, P.O. Box 3000, Agoura Hills, CA 91376-3000, FAX: (818) 889-4726. Printed in the USA.



The
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TAKING IT EASY

I don't know why but this guy took some Superglue and glued his face to his girlfriend's foot! It took three hours to separate them. Do you think he had a thing for her toes?

Has your sex drive been falling off? Especially if you're in your 40s? Well, some doctors have found a cure. Believe it or not, all it takes is a dinner of sauerkraut and some sauerkraut juice as a snack several times a day. This diet can increase a sex drive from once in three weeks to nine times in one week after two weeks of the controlled diet of sauerkraut. You might try it.

A survey of 1,400 people disclosed that 68 percent of them had sex with a co-worker during office hours. And they went on to say that the most popular place to have it was on top of a desk.

He was getting pretty rickety at 90, and they wanted to put him in a retirement home. But he didn't want to be treated like an old codger, so he decided to stick up a bank so they'd arrest him and put him in jail. He figured serving time would be a helluva lot better than being in a nursing home. It seems he'd been in prison eight times during his life so he knew what prison life was all about.

He mailed a letter bomb, but when it got to its destination, the party he'd sent it to wasn't there. The Post Office stamped it "Return To Sender." When he got it back and opened it, you guessed it—it exploded in his face! (Why did he open it? Why?)

A prisoner was feeling down, so he decided to kill himself in his prison cell. Forgetting about his weight of 320 pounds, he took his belt off, threw it over a beam near the ceiling, attached it to his neck, and jumped off a chair. But all hell broke loose. The ceiling fell in and two walls caved in, allowing two inmates to escape. (Maybe he should have sliced his throat instead.)

This guy and his wife decided to separate, so she moved into another guy's pad shortly thereafter. After about a year she and her first ol' man decided to get back together. But her new (well, sorta new) ol' man wasn't happy with her decision. When she came over with her first ol' man to pick up her clothes, her second ol' man was waiting inside the house with a gun in his lap. He put the gun under his chin and fired it, hoping to do himself in (he just couldn't stand her leaving him). He fired upward beneath his chin, the bullet went inside his mouth, bounced off his teeth, went out his right cheek, across the room, and struck her first ol' man in the head, killing him!

This hood in jail thought he would hide his identity by burning off his fingerprints. But to no avail—the cops would just wait until the skin grew back. So he chewed them off!

Australia has an aphrodisiac nose spray. They gave it to a woman, and two hours later she said she had an unusually strong orgasm. Her beaming boyfriend agreed.

A guy in Rio de Janeiro sold swimsuits to more than 30 women. So? The suits completely dissolved when they came in contact with water. He's facing three years.

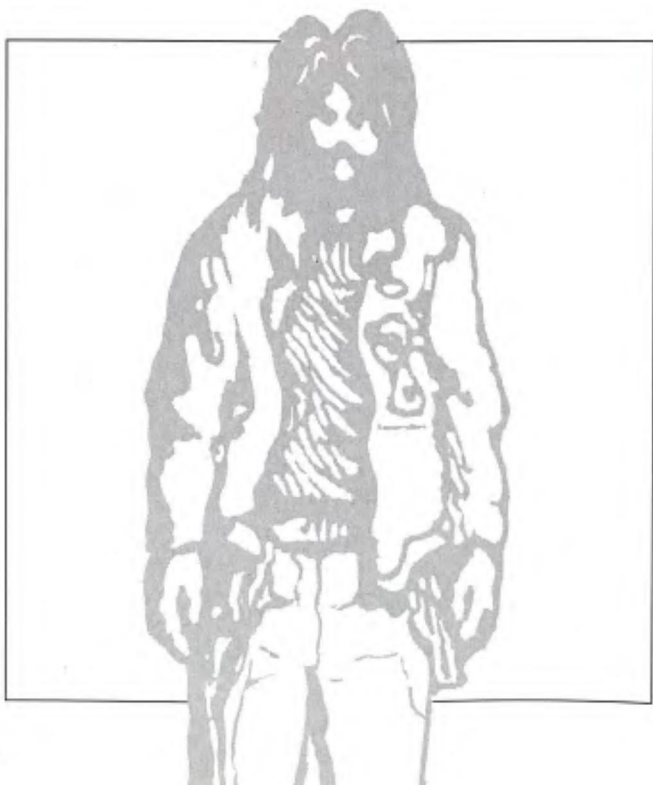
Did you know that a clean house can be bad for your health? In France, doctors have discovered that people who live in clean houses are not exposed to bacteria that could immunize them from such diseases as Crohn's disease and ulcerative colitis.

A funeral home couldn't get the 6-foot-9 body in the casket. So what did they do? They sawed off his head and put it between his legs! His wife noticed that the coffin was too small and looked inside. She's now suing the funeral home.

This guy in Australia has been married 14 times—all to women from the same family! He married 13 of this guy's daughters and divorced each of them within a year. But the crowning blow came when their father died and he married the widow. He said, "This one's a keeper."

A doctor was trying to show a little boy there was nothing to fear from using a tongue depressor during a throat examination. So he stuck one down his own throat to show the boy that there was nothing to it. But he got carried away, stuck it down too far, and choked to death. (I guess that kid will never let anyone near his throat—ever!)

They've found that good sex is related to good health. Apparently, a lot of good rolling in the hay can build up the immune system, relieve chronic pain, stiffness, and migraines, prevent heart disease, and just elongate our lives in general. So skip those vitamins and turn down the sheets.



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He's In Love

I recently bought the March '95 issue, and while looking through the "Love Ride II" feature, I fell in love with the yellow and white FLH on page 47. The reason I'm writing is because I'm sure your staff knows Harley models a bit more than I do, and I would really appreciate it if you could tell me the year and model of the bike. It's too perfect. I've got to build it.

Milen Vukadinovic
North Hollywood, California

It's a 1983 FLH.

Crabby's Crabby

Just finished reading the Feb. '95 issue. I'm not a slow reader, it just takes the U.S. Snail several months to get here.

Anyway, I noticed the classified ads were missing. If you guys were too drunk to put them in, well, these things happen. Honestly, though, if that was the only way you could get rid of those nauseating messages to "Little Lor-Lor," it was well worth the price. Get real, "Mom and Daddoo," if she ain't written or called by now, she ain't gonna.

Crabby
Kaiserslautern, Germany

We moved it to Biker. It's called Bike Shop.

A Critic

I generally enjoy the articles and bike profiles in your mag; however, it's features like "Medieval Madness" (Feb. '95 issue), where you drool all over some god-awful

conception pitifully shaped like a dragon that keep me from subscribing. Is that supposed to be clever? Creative? A good example of workmanship? I don't get it. Hey, I'm working on a Harley with a fiberglass shell that makes it look like the Oscar-Mayer Wienermobile. Can't wait to see it featured in your mag.

Tim Gallagher
Herndon, Virginia

Bogus Boobs

As a longtime reader of your mag, I'm more than a little disturbed by a recurring trend that has become more than just an eyesore—it's become an outright attack against nature and all that is well with the universe. That, my friend, is the growing emergence of fake and bogus tits on the ladies in "Fox Hunt." My ex had a pair bolted on before I met her, and, although they may look good from a distance, to the touch, a tube of bathtub caulk has as much charm.

Customize scoots, not chicks. Have "Fox Hunt" just say no to plastic!

Sandman
Wall, New Jersey

Help!

Does anyone have a tach for a mag-driven '66 Sporty? I've got the cable, drive, and mag, but the head is missing. I've tried swaps, the "Finder's Service" in Illinois, and other sources, to no avail.

Logan Hickmon
316 W. 11th
Muscatine, IA 52761

He's Mad

Shortly after reading your February issue and the "Shack of Shame" report regarding MADD's pro-helmet law stance, I received a personalized request for a contribution in the mail from guess who! With all the bros who've been killed by shitfaced cage drivers, normally I would have sent MADD a check, figuring they were on our side. But after biting off half of my tongue, punching my way through a wall, and ventilating my above-ground pool with my Taurus 38, I sat down and wrote them a rather subdued letter:

"As a biker of many years standing, I applaud your efforts to rid our highways of the drunken motorists who have wantonly slaughtered and maimed so many of my brothers over the years. However, because of your unwanted intrusion into the helmet law controversy, my conscience will not allow me to help you fund your otherwise commendable activities. Far too many of our freedoms are being stripped from us, and the sad part of it is that we don't even get a vote. You cannot place the act of riding a motorcycle without a helmet in the same category as the act of operating a motor vehicle while drunk. The difference is that the drunk driver is endangering the lives of innocent drivers and pedestrians, while the helmetless rider is not. The only one at risk is the motorcyclist who has chosen to live his or her life with freedom, exhilaration, and an element of educated chance.

"Your organization is pressing for mandatory enforcement of ISTEIA, Section 153. I, on the other hand, am fighting to keep Arizona free. I feel that if more Germans had stood up to Adolph Hitler's totalitarian statutes, perhaps millions of people would not have been butchered prior to and during World War II. My advice is that you should stick to what you do best. Your support of helmet laws makes about as much sense as it would for you to become actively anti-abortion, anti-nuclear power, anti-Second Amendment, etc. Keep protecting innocents. But don't try to protect me against myself. If I am involved in an accident, I might be killed without a helmet or paralyzed directly due to the helmet. Which option do you think I'd choose? You guessed right! My contribution goes to ABATE!"

Bob Evans
Irving, Texas



Carlini's Bike

When I first saw Carlini and his bike in your March issue, in a way it surprised me and in a way it didn't. I used to work with Tony in about 1965, in a place called Creative Customs in Westland, Michigan, and I've always admired his talent and ambition. His taste for the slightly bizarre was always there too. He once built an SOHC 750 Honda called "Papillon" that had a solid Bondo butterfly molded onto the tank. When the bike showed up at a few shows around Detroit, it definitely caused commotion because it was so "different." But the craftsmanship was definitely obvious.

Which brings me to my point: Tony, what's with the droopy rear pipe on the feature bike? The lines of the bike really flow 'til my eye reaches that thing. Is this another "statement" like Papillon? If so, I can dig it. If not, either bring it in line or just take the fucking thing off altogether and remove the plug wire on the rear cylinder. It would at least look like you did it on purpose rather than just overlooking an important detail.

Jeff "The Nitpicker" Evans
Corrales, New Mexico

A Gripe

I have a complaint that's been driving me crazy for too long—and it's not even your fault.

The name of your magazine is *Easyriders*. It's not spelled Easy Rider or Easyrider, it's look-on-the-fuckin'-cover-fer-crissakes, can't-you-read

E-a-s-y-r-i-d-e-r-s? I keep seeing letters, ads, messages on photos, T-shirts, goldam banners, all of 'em fuckin' misspelling *Easyriders* to hell and back. It's not like you guys are *Zygaphophys Monthly* or *Deciduous Weekly* or *Antidisestablishmentarianism Quarterly*. What's the problem out in reader land?

Hiram Lipshitz, Ph.D
Professor of Orthography
Podunk University
Clambake, Ohio

A Notice

The "FLY OUR COLORS" ad in *Easyriders* #258 (Dec. '94) was not submitted by the Armed Forces of America Motorcycle Club (AFMC). AFMC of America does not and never has advertised in magazines for recruiting purposes. For more info call or write: AFMC, P.O. Box 1218, Sharpes, FL 32959-1218
Big Mike, AFMC
Sharpes, Florida

A Yes Vote

I caught Bill Van Dyke's version of our "Star Spangled Banner" at the *Easyriders* Rodeo Grand Nationals. As an American and vet, Bill has my vote for what's right with America. He's not pretty, but he's as genuine as a biker can get.

Used Parts
Glendale, Arizona

Where? Where?

I've tried every electrical place and *Easyriders* of Columbus looking for the

wire that is coiled like a phone cord. I want to do up my turn signals and other goodies with it. Where can I find it?

J.D.
854 Congress Park Dr.
Centerville, OH 45459

Grateful Dead Info

This is for Cole Evangelista who was looking for a "Steal Your Face" derby cover. Try: Grateful Dead Merchandising P.O. Box X Novato, CA 94958, (415) 892-3421 or (800) 225-3323, fax: (415) 898-9695. If they can't help you, try the Grateful Dead Merchandise Hotline: (415) 898-4453.

Pete Barry
Allendale, New Jersey

Whoa!!!

This is to all you sniveling, greasy, slimy, low-life animals who call yourselves b-i-k-e-r-s. What a laugh. You scream and cry about the helmet laws and sound like a bunch of panty-waist convicts I know. Why don't you grow up and accept things as they are because even I, being the upstanding and established attorney that I am, know that taking a dozen bikers like you who couldn't come up with a half a brain between all of you will never be able to change the way things are.

If I had my way about it, all of you who straddle one of those bikes would not only have to wear a helmet, but it would have to mandatorily be the color of bright queer pink. So stop crying and grow up.

Wm. T. Habern
Riverside, Texas

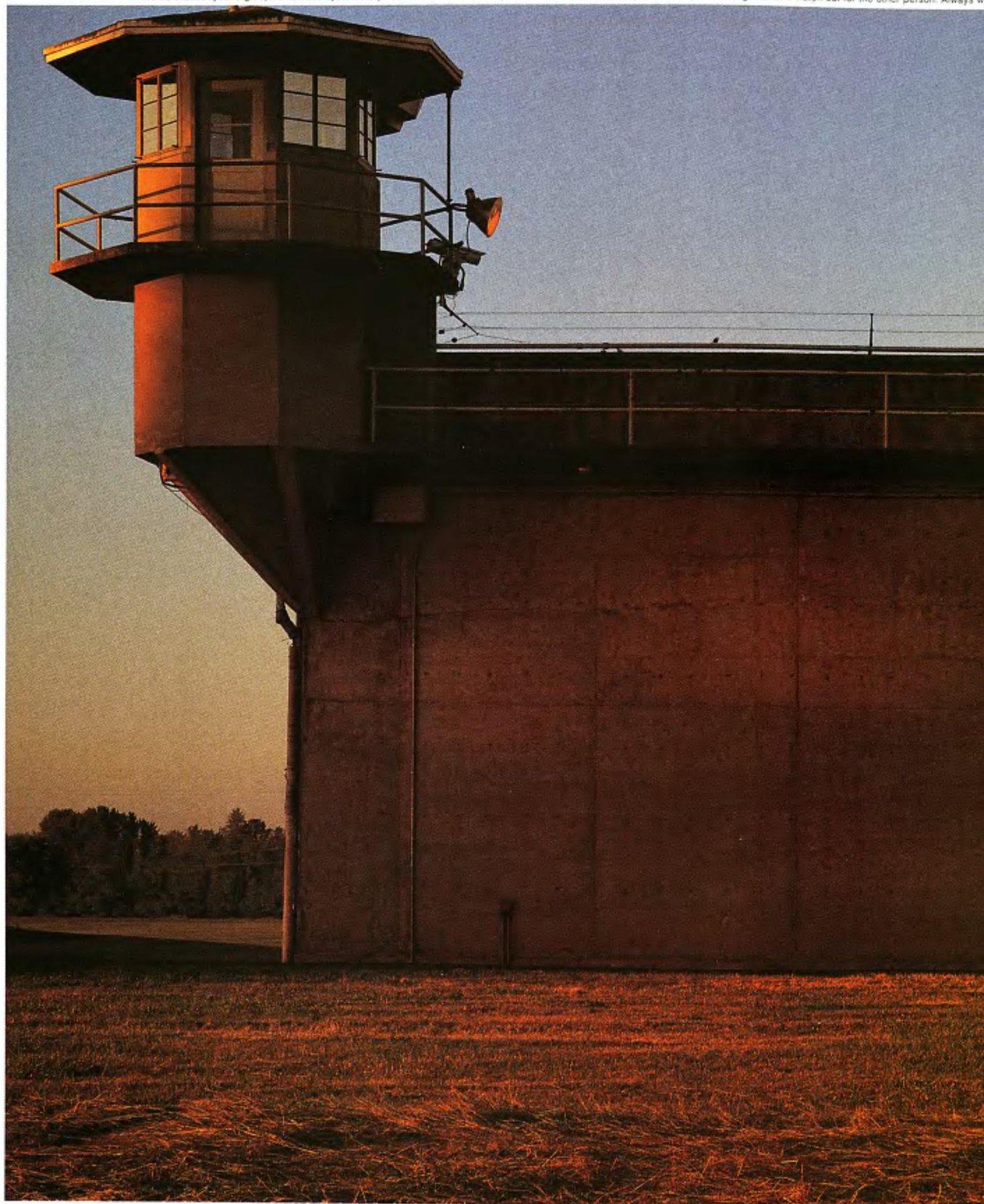
Help From Germany

I live in Germany and am looking for a hardtail with hydraulic brakes. A company here in Germany, AME, has a rear hub with the suspension in it. Anybody ever heard of it?

Chris Cross
HHC 409 BSB Bx 3146
CMR 415 APO AE 09114
Fax: 49-9232-4159

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.

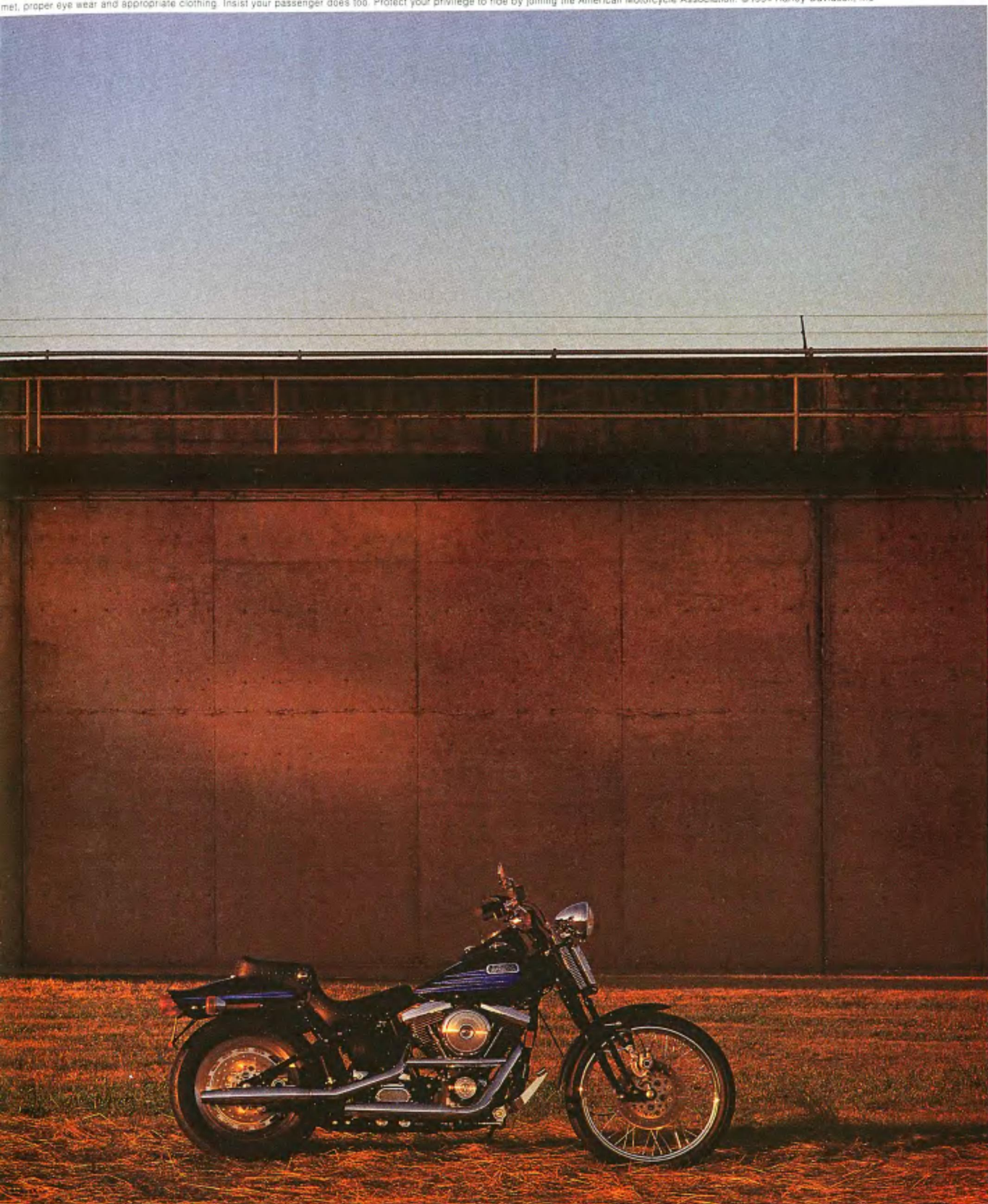
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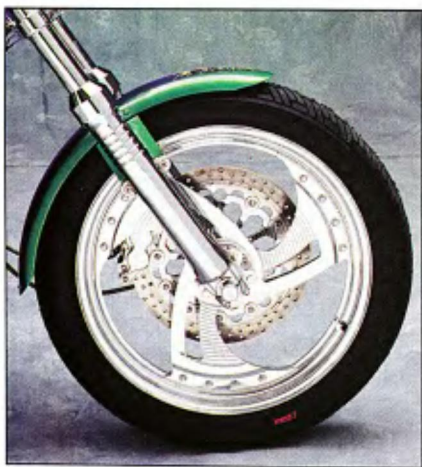
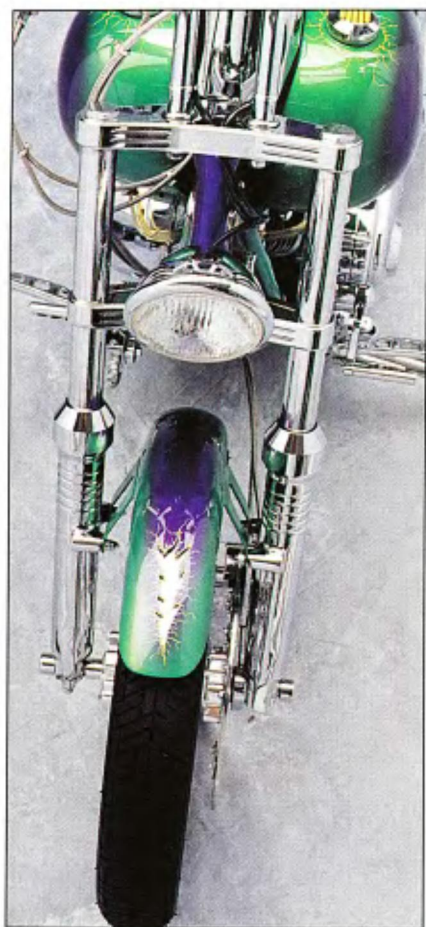


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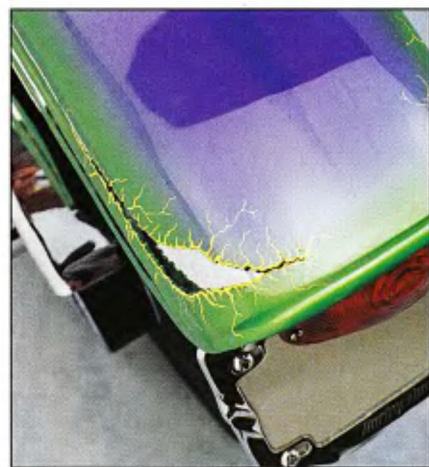


So far this FXST has captured three Best of Shows and 10 first place trophies at various shows from Florida to Ohio. That shouldn't be surprising. But what *is* surprising is that K.D. Mishler rides this bike to most shows.

As you might imagine, he collects his share of snide stares as he motors past the other competitors as they gingerly unload their bikes from trailers. He can't really be serious about winning, they mutter, smirking to themselves. What about dust? Road grime? That (shiver) squashed bug on the front fender.

But K.D. smiles to himself as he parks his ride and whips out a polishing





rag. It isn't long before someone stops and asks, "Hey, mind if I take a closer look?" K.D. will nod in a friendly way, and hand him a rag, too. Pretty soon, half a dozen curious exhibitors surround the bike rubbing this and polishing that to get a better look.

Before they know it, he's walked away with another trophy.

But winning trophies was not what K.D. originally had in mind. This bike was intended to be a backdrop display for a bar he was designing.

"I wanted the tank to look like a bombshell had exploded inside," he says. "It took three attempts, some artful →



surgery with a plasma cutter, and the finishing touch of a miniature die grinder to achieve the final startling effect."

Unfortunately, the recessed and polished stainless steel is somewhat of a finger magnet. People can't resist touching it. "I come out of a bar or restaurant and it's covered with smudges," K.D. says, chuckling. "I'm trying to figure out a way to wire it up, to give 'em a charge next time they reach in."

Another innovation is the strutless rear fender. "We invented and welded on our own little struts that come up about two inches," he explains. "Then we reinforced the whole inside with eighth-inch metal."

The dash cover is all hand-tooled, echoing the ripped-apart look of the tank. Inside is a little skeleton that appears to be climbing out. K.D. went on to chrome the rear swingarm as well as every nut and bolt he could find.

As for the bar K.D. was designing, the bike never got that far. All it took was a ride around the block—without the seat, mind you—for K.D. to realize that this scoot was too much fun to be stuck inside four walls.

"I made it to use and abuse," he says. Art you can beat, in other words. "Bottom line, that's more fun than winning any amount of trophies."

—Southern Connection



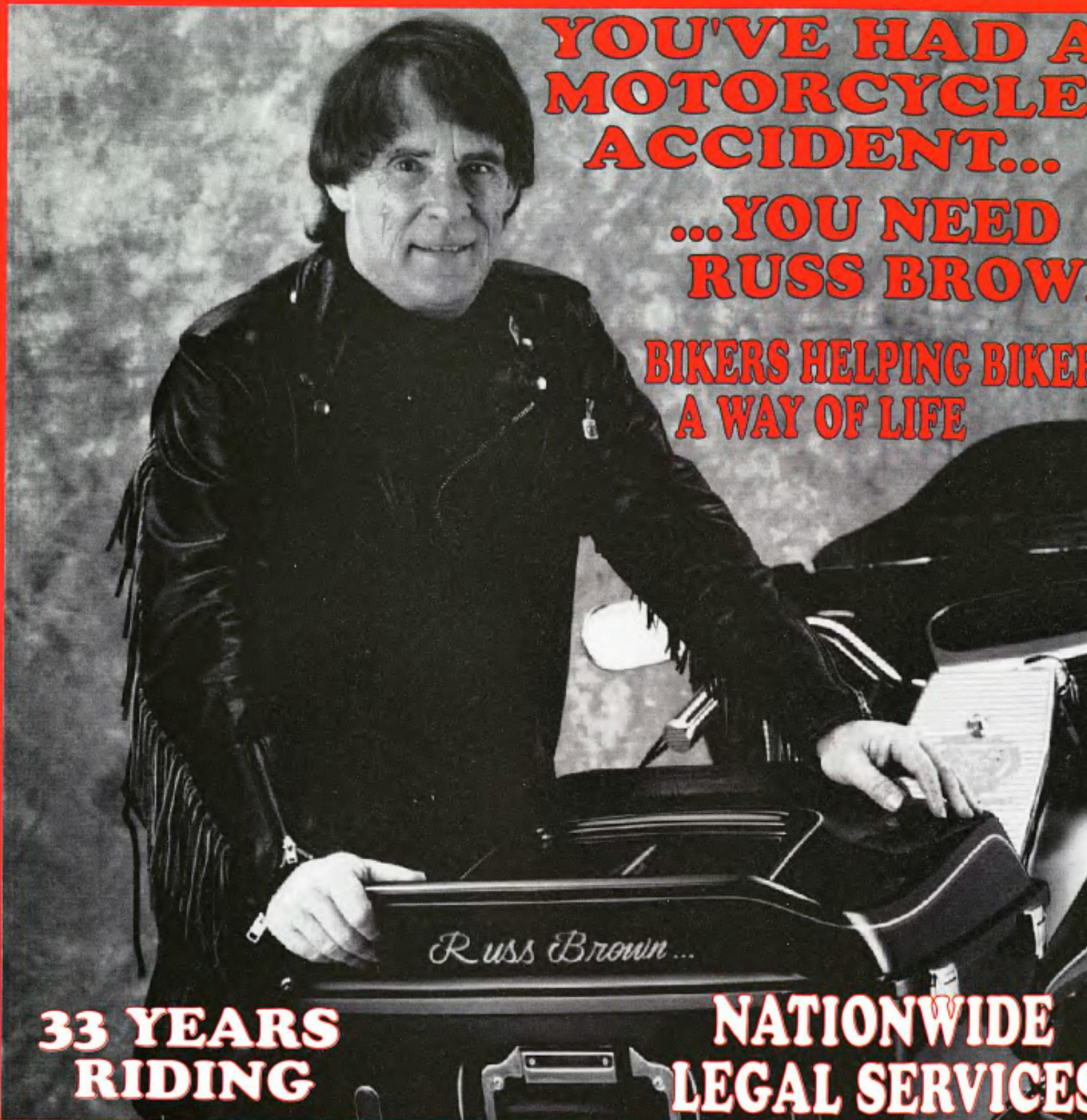


Owner:.....K.D. Mishler
City:.....Plantation, Florida
General
 Fabrication:.....Southern Classics, U.S. Steel
 Year and make:.....1992 H-D
 Model:.....FXST
 Chroming:.....Atlantic Plating
Engine
 Year:.....1992
 Model:.....Evo
 Rebuilder:.....John Jolley
 Ignition:.....Dyna single-fire
 Displacement:.....80 cubic inches
 Lower end:.....H-D

Pistons:.....H-D
 Cases:.....stock
 Heads:.....Mark Rubin, ported and polished
 Cam:.....Crane
 Carb(s):.....S&S Super
 Pipes:.....CCI megaphones
 Modifications:.....Hyperformance roller rockers, chrome cylinder sleeves, heads milled .030
Transmission
 Year:.....1990
 Modifications:.....none
Painting
 Molding:.....Joey (Fine Line)

Painter:.....Joey
Color:.....pearl green/purple
Special paint:.....Teresa Crane
Frame
 Builder:.....H-D
 Type:.....Softail
 Modifications:.....34-degree rake, no tabs, lowered
Accessories
 Bars:.....Ness
 Fender(s):.....modified, strutless rear
 Headlight:.....Ness
 Taillight:.....catseye
 Speedo:.....trick

Pegs:.....Performance Machine
 Gas tank:.....plasma cut
 Oil tank:.....stock
 Seat:.....Keith's Upholstery
 Mirrors:.....Pro One
 Grips:.....Ness
Forks
 Type:.....telescopic
 Modifications:.....2 inches under, hand-turned lower legs
Wheels
 Front:.....9-inch, Metzeler, P.M. brake
 Rear:.....16-inch, Metzeler, P. M. brake
Photos:.....Don Rogers



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MOTORCYCLE
ACCIDENT...**

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AIM ATTORNEYS WIN \$12 MILLION SETTLEMENT FOR DEFECTIVE HELMET

Aid to Injured Motorcyclists (AIM) attorneys Jim Stuczynski and John Bonanti of the law firm Bernard, Stuczynski & Bonanti of Erie, Pa., announced recently that Kmart Corp. has agreed to a structured out-of-court settlement worth \$12 million in the case of an 11-year-old motorcycle passenger who received a broken neck and severe head injuries while wearing a defective helmet sold by the giant retail chain.

On May 27, 1988, young Edward Waddell and his father were enjoying a Sunday ride through Geistown, Pa. Without warning, a drunk driver (.21 BAC) lost control of her car in a turn and crossed over the center line into the path of the oncoming bike. Unable

to avoid a collision, the father laid down the bike and slid into the side of the car. Upon impact, Edward's Land Tool Co. RG-9 helmet rotated forward, exposing the back of his head to severe trauma.

Edward suffered a fracture of the C2-C3 vertebrae and a closed head injury which has left him quadriplegic and blind. Now 17, he looks forward to a life of respirator dependency because of a helmet that shouldn't have been on the market in the first place.

Stuczynski and Bonanti filed a product liability claim against Kmart for distributing a defective helmet. Land Tool Co. has been the main supplier of one-size-fits-all helmets to Kmart, but had been sued out of business because of faulty

design and manufacturing. Through depositions of Land and Kmart employees, the attorneys showed that the department store chain was reckless in the selection of Land Tool as a manufacturer and continued to market them to the public.

"The concept of product liability is to protect consumers from dangerous products," said AIM founder, Attorney Richard M. Lester, "and motorcyclists deserve as much protection as any other segment of society, especially when their lives depend on it."

Kmart settled the case before trial for \$4 million, structured over 36 years for a total of more than \$12 million.

—Bill Bish, National Director, AIM

CLASS ACTION CLAIM FILED ON BEHALF OF HARASSED BIKERS

Last December, San Francisco Aid to Injured Motorcyclists (AIM) attorney Timothy J. Kodani, a partner in the Law Offices of Richard M. Lester, filed a multi-million dollar class action claim on behalf of approximately 2,000 bikers who were harassed by law enforcement officials at a charity run in Northern California on June 19.

The claim seeks \$100 million in damages and includes 22 individual causes of legal action against various law enforcement agencies, which allegedly violated the constitutional and civil rights of motorcyclists attending the Fremont Travelers Motorcycle Club's 24th Annual Father's Day Poker Run and Rally. Specifically, the claim was filed against the City of Newark, City of Fremont, City and County of Alameda, the State of California, and the California Highway Patrol, and cites selective and discriminatory law enforcement and invasion of privacy.

According to the document, law enforcement officials set up "safety checkpoints" in close proximity to the run site, forcing participants to pass through the road block to get into, or leave, the event. "At these checkpoints," said Kodani, "law enforcement personnel focused their efforts on motorcycles only, and Harleys in particular. Most non-Harleys, passenger autos, and trucks were waved through." The claim alleges that the safety checkpoints were merely an excuse for police to harass and intimidate participants.

About 80 traffic citations were issued, most of which were for beanie-style helmets (AIM is currently defending nearly 40 of these tickets in traffic court on a *pro bono* (free) basis).

The claim alleges other misconduct by police, including a pre-existing conspiracy to violate the civil rights of these persons simply because they were "bikers." More importantly, the selective approach by law enforcement to ticket persons at the

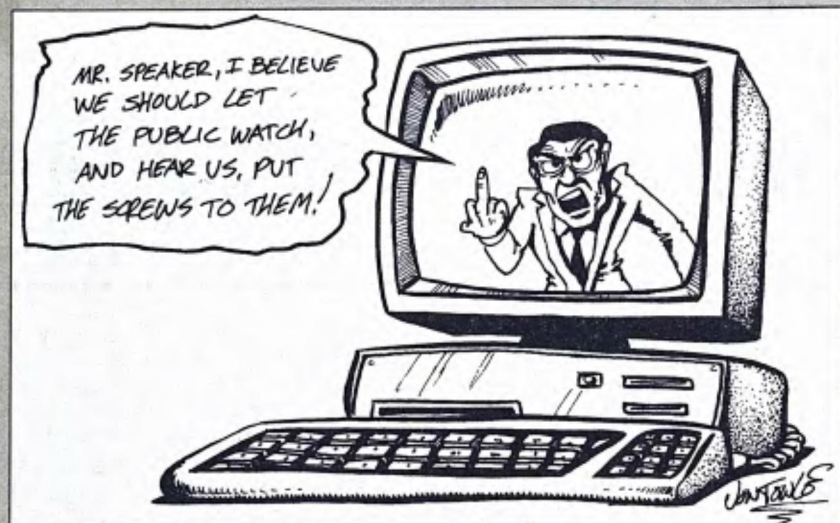
checkpoints and the blanket approach of surveilling and photographing persons at the event throughout the day is an unwarranted intrusion into the lives of people who hold jobs, maintain family responsibilities, pay taxes, and otherwise obey the law.

Inquiries regarding this claim may be directed to AIM attorney Tim Kodani at (415) 951-4640.

Now, should any of your future travels take you to South Dakota, you can help fight an impending helmet law there simply by writing to one of the addresses below and letting it be known that you have the choice of not attending any rallies or events in states that mandate helmet usage. If you represent any group let it be known, also the number of members. ABATE of SD, P.O. Box 782, Sturgis, SD 57785; Sturgis Rally & Races, Inc., P.O. Box 189, Sturgis, SD; IMPAC, P.O. Box 405, Sioux Falls, SD 57101. —NCOM

THE LEGISLATIVE SUPER HIGHWAY

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California motorcyclists have available to them two new programs developed by the Senate to help open up the legislative process and to make legislative information more widely and easily available to the public.

1. Live TV coverage of legislative proceedings. As of January 17, 1995, those living in the downtown Sacramento area have been able to receive the two Senate channels and two Assembly channels that carry live coverage of legislative events. The

legislature has made its signal available to Sacramento Cable, which is responsible for the downtown distribution. For more info about the Capitol Channels, call Sacramento Cable: (916) 927-1700.

In addition, The California Channel distributes legislative programming to cable operators across the state (9 a.m. - 3:45 p.m., M-F). This live and taped programming is a mix of Senate and Assembly. Unfortunately, the California Channel is not carried by all cable operators in the state.

2. Legislative information available

on the Internet. A wealth of legislation information is now available on the Internet: text of bills and amendments, bill status, how members voted, committee analysis, information from the *Daily File*, and much more.

Probably the most exciting feature for those of you who follow legislation is the ability to "subscribe" to a bill. With a few keystrokes you can now subscribe to a bill and then every time the bill is amended, the status changes, or a new committee analysis is produced, this information is automatically sent to your computer.

All of this legislative information is free to Internet users. However, to get on the Internet you need a computer, a modem, and a connection to the Internet (provided, for a fee, by such companies as Prodigy, Compuserve, America On Line, etc.) The Senate is continuing its effort to make use of new technologies as they develop to further open up the legislative process to as many Californians as possible.

We hope that you are able to take advantage of these new information resources and that you find them useful. If you have any questions about these programs, call Kathy Humphrey in Senate Rules at (916) 445-4913.

—Bill Lockyer
Senate President pro Tem

CALIFORNIA MOTORCYCLISTS

FLEX THEIR POLITICAL MUSCLES



On February 10, 1995, California motorcyclists flexed their political muscles even stronger since the 1994 general elections (see page 28). In a show of unprecedented bipartisan cooperation, AB 373, a bill to amend California's mandatory helmet law excluding adults (over 210 was introduced in the California Assembly.

Principal authors of the bill include longtime rider, Assemblyman Bill Morrow (R-Oceanside), Assemblywoman Denise Ducheny (D-San Diego), Senator Steve Peace (D-San Diego), Senator Dick Monteith (R-Modesto). Other co-authors are Assemblywoman Barbara Alby (R-Sacramento) and Assemblyman Tom Bordonaro (R-San Luis Obispo).

This bill is supported by every Motorcyclists' Rights Organization in the state, and is expected to do well in the Assembly. ABATE and the MMA urge all motorcyclists interested in their individual freedoms to write their Assemblypersons and State senators and ask them to vote "Yes" on AB 373 when it comes before them. Any questions about what you can do be addressed to: ABATE at (805) 641-2334, or the MMA at (916) 442-4727.

—Mike Osborn
ABATEPAC Chairman
ABATE of California

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CYLINDERS



Single or Dual-Disc Polished E-42 \$499.⁹⁵
Dual Disc Chrome Only \$599.⁹⁵ E-43
E-17/22 \$79.⁹⁵
Tunable, Mechanical ADVANCE UNIT (Steel) E-781 \$37.⁹⁵

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Gen. Cases '55-'69 E-301
Alt. Cases '70-'84 E-302
EVO Cases '84 & up E-303 \$649.⁹⁵

TAPPET BLOCK KITS



SUPERCOIL "POWER-PULSE" COIL by ACCEL



E-612 \$94.⁹⁵
KIT E-800 \$59.⁹⁵
FISHER HARMONIC RACING DAMPER E-799 \$319.⁹⁵

(Formerly "HOG" HOLLOW)

Edelbrock "Performer" Heads E-780



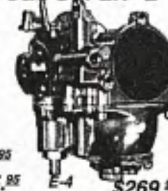
* Assembled with Stainless Steel Valves, Seats, Guides, Seals, Springs, Retainers
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38 mm Adj. mn. jet E-2 \$155.⁹⁵

S&S SUPER "E" E-4



\$269.⁹⁵ & up

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SHOVEL ROCKER BOXES



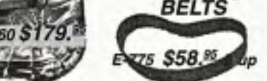
Polished E-15a \$225.⁹⁵ pr.
Chrome E-15a \$275.⁹⁵ pr.

CRANKCASE BREATHERS



E-803 \$12.⁹⁵

CHAINS



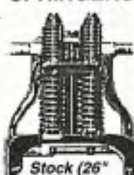
E-775 \$58.⁹⁵ & up

BELTS



E-775 \$58.⁹⁵ & up

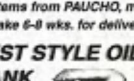
SPRINGERS



Stock (26" Overall), & 3" Over Stock Length Available. Same Price!

W/O Shock E-601 \$895.⁹⁵
W/ Shock E-600 \$999.⁹⁵
(These are Special Order Items from PAUCHO, may take 6-8 wks. for delivery.)

FXST STYLE OIL TANK



'84 & Late Chrome E-801 \$155.⁹⁵

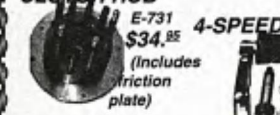
E-802 \$125.⁹⁵

"SOFT-TAIL" FRAME (Fits Pan, Shov., & Evo.)



E-403 \$299.⁹⁵

5-STUD CLUTCH HUB



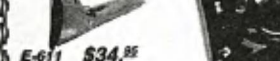
E-731 \$34.⁹⁵ (Includes friction plate)

S.T.D. TRANNY CASE



E-76 \$324.⁹⁵

FISHTAIL EXTENSIONS



E-611 \$34.⁹⁵

'PAUCHO' HARDTAIL FRAME



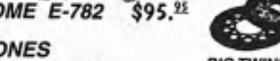
E-783 \$29.⁹⁵

CHAIN GUARD



E-783 \$29.⁹⁵

GAS TANKS



Early Style 3 gal. E-63 \$89.⁹⁵
5 gal. E-64 \$89.⁹⁵

4-SPEED KICK STARTER KIT



E-782 \$95.⁹⁵

NOSECONES



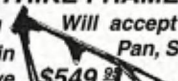
E-613 \$99.⁹⁵

OIL TEMP. DIP STICK



E-784 \$12.⁹⁵

BIG TWIN TRIKE FRAME



4-spd Chain Drive \$549.⁹⁵ E-300

NOT U.S. SHIPPABLE

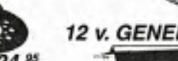
(Trike Frames MUST Be Shipped Via Truckline.)

COMPLETE 4-SPEED



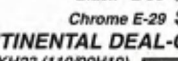
FRANNY E-7000 \$1,294.⁹⁵

CLUTCH KITS



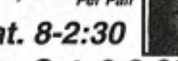
BIG TWINS E-730 \$24.⁹⁵
SPORTY E-730 a \$26.⁹⁵

12 v. GENERATOR



Black E-30 \$116.⁹⁵
Chrome E-29 \$139.⁹⁵

CONTINENTAL DEAL-OF-THE-MONTH



FRONT-TKH23 (110/90H19) \$99.⁹⁵
REAR-TKH24 (130/90H16) \$99.⁹⁵
E-850 \$99.⁹⁵ Per Pair

SPORTY HARDTAIL FRAME



Stock O.E.M. Style Neck '86-'90 E-214 \$588.⁹⁵

REAR FENDER



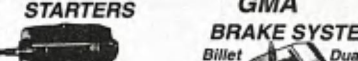
Left chain E-74 \$31.⁹⁵ & up
Right chain E-75 \$44.⁹⁵

WHEELS



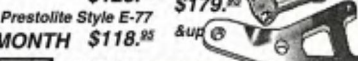
Dual-Flanged, 16" E-45 \$188.⁹⁵

SPROCKETS



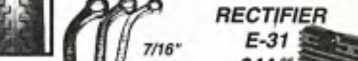
E-53 \$34.⁹⁵ & up

STARTERS



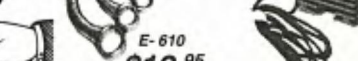
Hitachi Style E-28 \$123.⁹⁵
Prestolite Style E-77 \$118.⁹⁵

WRENCHES



7/16" To 3/4" E-610 \$12.⁹⁵

REGULATOR/RECTIFIER



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FLORIDA REACHES HIGHER GROUND

REVEREND GETS FIRST HANDICAPPED BIKE PLATE



Photo: MCB News Service Inc.

Recently, the state of Florida's Department of Safety and Motor Vehicles Executive Director, Fred O. Dickinson III, awarded the first disabled motorcycle license plate to handicapped and motorcyclists'

rights advocate Reverend Robert W. "Kaiser" Hershberger, in a ceremony in front of the state of Florida's MVD headquarters in Tallahassee. The plate, bearing the numbers 001 followed by the International Symbol for the Handicapped (ISH), was the end of a six-year struggle for the Reverend who has fought with Florida to acknowledge and accommodate motorcycle riders with disabilities. Kaiser's been well known and celebrated internationally concerning his embattlements with various state and federal agencies for the past two decades. He also received the first disabled plate (for motorcycles) in the world back in 1986, while residing in Manchester, Connecticut.

"I am happy to do this for my riding brothers and sisters. It's just one more door that I have opened for the motorcycling community," said Kaiser, who works alone nowadays while financing his campaigns out of his own pocket. "It's always nice to receive a donation

here and there to help defray the costs," noting that this issue had cost him in excess of \$2,000, "but I don't count on it." As of January 10, 1995, 10 ISH plates have since been issued.

Before the end of the presentation Rev. Kaiser, who is also a certified State of Florida parking specialist, deputized by the Duval (Jackson) County, Parking Authority, pointed out to Executive Director Dickinson's embarrassment that all of the handicapped parking spaces at the MVD's complex were out of code and therefore unenforceable. Dickinson promised to rectify the oversight immediately.

Anyone interested in obtaining information for such a plate can contact Reverend Kaiser at (904) 282-0792. The Mission Church Of Bikers International may be reached at P.O. Box 1389 Middleburg, FL 32050-1389

—Twiggy

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CALIFORNIA BEACH RIDE '95

BIKER-STYLE FUN IN THE SUN TO BENEFIT KIDS



Beach Ride '95, a fundraising event to benefit the Exceptional Children's Foundation (ECF), will be held Sunday, July 9, at the San Buenaventura State Beach in Ventura, California.

With 14 different starting points ranging throughout both central and Southern California, the Fourth Annual Beach Ride, Party and Bike Show is expected to attract riders from all over the state. In addition, Beach Ride '95 will also feature a large international food fair, vendor and swap meet area, a Mr. and Ms. Beach Ride contest, live music, and games.

Easyriders artist David Mann, will be designing the Beach Ride '95 logo and T-shirt. Proceeds from this event will help the ECF continue direct services to more than 1,500 children with developmental disabilities throughout L.A. County. ECF programs include infant development, fine arts, developmental activity, independent living skills training, work training and job placement, lifetime assistance and public education on prevention of fetal alcohol syndrome. ECF is an affiliate of The Arc, a



national organization dedicated to helping individuals with mental retardation realize their full potential.

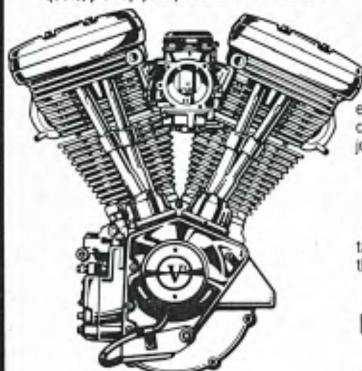
Entry fee for this event is \$20 per person. For more information on registration starting points and volunteer opportunities, call the Beach Ride hotline at: (213) 298-8282.

—Ms. Carmela Santa Ana

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NORTHERN IMPOSER

In their on-going efforts to make the world safe for the civilized general populace, several detachments of our venerable policing agencies, namely the Royal Canadian Mounted Police (RCMP), have come up with a plan to establish, or re-establish, bylaws that would allow them to recover policing fees for large events.

On the surface, these bylaws may seem like a good idea. But if you dig below the surface you'll find that in at least two communities these bylaws were specifically aimed at that ever-present menace to society: "the bikers." The RCMP would then force the people putting on these events to put down a deposit equal to the amount that the local detachment commander decides (in his views) could be incurred in costs for additional policing (including transportation, boarding, and overtime pay for officers brought in from outside the community). It would also include costs of surveillance gear used to keep track of us "baddies" and possibly even helicopter surveillance costs. Naturally, these costs would still be payable even if no incidents occurred. Why? Because the powers that be would freely state that their overpowering presence stopped anything from occurring.

This is the same bylaw that was passed in 1988 (and later repealed) in Nelson, B.C., in order to shut down the annual (September) Hidden Creek Run in Salmo. Did the town of Salmo want it? Definitely not! They loved the bikers for the business that was brought into their community. But the police wanted it. This allowed them to raise holy terror on the bikers at the bikers' expense.

This bylaw presently exists in the East Kootenay Regional District and was just defeated from being reinstated in the West Kootenay District. Proposals are being put forward to have a similar bylaw enacted in the Kamloops/Falkland area.

If and when passed, these bylaws have the effect of shutting down runs that historically have been trouble-free by making them too expensive to put on. We don't need them or want them—they open up ample opportunities for abuse by authorities.

—a concerned member of BCCOM

Note: The BCCOM would like to know which one of its members wrote this article. Please call (604) 580-0111/Fax: (604) 580-0114.

FREE EASYRIDERS

Alaska

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

Arizona

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

California

Bartels' H-D, 4141 Lincoln Blvd., Marina Del Rey
Eagle's Nest, 127 East Tulare Ave., 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 St., 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

Ace Motorcycle Co., 4336 Tamiami Tr., Charlotte Harbor
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 Ln., Pompano Beach
Doc's Cycle Inc., 6125 Stirling Rd., Davie
Easyriders Coconut Grove, 2996 McFarlane Rd., Coconut Grove

Georgia

Banshee Cycle, 2507 N. Lumpkin Rd., Columbus
American Twin Performance & Machine, 1587 Hwy. 85 North, Fayetteville

Illinois

Chicago H-D, Inc., 6968 N. Western, Chicago
Waller's Bros H-D, 1212 S.W. Jefferson St., Peoria
Custom Creations & Restorations, 10 West Hanover, New Baden
M&M Custom, 1600 E. Grove, Rt. 136, Rantoul

Indiana

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

Iowa

Cyclepedia Corp., 1824 Dean Ave., Des Moines

Kansas

Central M/C Inc., 13010 W. 63rd, Shawnee
Newton Cycle & 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
McNasty's Cycles, 23565 Van Born, Taylor

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

Butterfield's M/C Parts, 8025 Blondo, Omaha

Nevada

Snow 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 Pl., 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

North Carolina

Durham H-D, 819 N. Miami Blvd., Durham
Cape Fear H-D, 3618 Sycamore Dairy Rd., Fayetteville
Easyriders of Fayetteville, 4424 Bragg Blvd., Fayetteville

Ohio

Don's Custom Cycle, 8619 Harrison Pk., Cleves
J & J Cycles, 3937 Montgomery Rd., Norwood
Mainstreet Easyriders, 1275 W. Main St., Cleveland
Easyriders of Columbus, 611 E. Broad St., Columbus

Oregon

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

Pennsylvania

Blocker Enterprises, Rt. 248, Parnyville
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 H-D, 4800 Delaware Ave., Nashville
Easyriders of Memphis, 5124 Poplar Ave., Memphis
Steel H-D, 2136 Chapman Rd., Chattanooga

Virginia

Departure Bike Works, 3083 Hull St., Richmond
Shenandoah H-D, 2800 C West Main St., Waynesboro
American Cycle Works, 515 Virginia Ave., Collinsville

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 Rd., Puyallup
American Motorcycle Service, 2519 Tacoma Ave. South, Tacoma

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.

GEM STATE RIDERS REACT

Senator Hansen of Soda Springs is the chairman of the Idaho Senate Transportation Committee. Senator Hansen says he has been getting a number of calls from some very disgruntled motorcyclists who are questioning the new Rider Education and licensing law.

The majority of questions seem to be: I have been riding for years, why do I need one now? Why should I take a test to get a motorcycle license? Why should I have to pay for a motorcycle license? Why should I contribute to rider education for others?

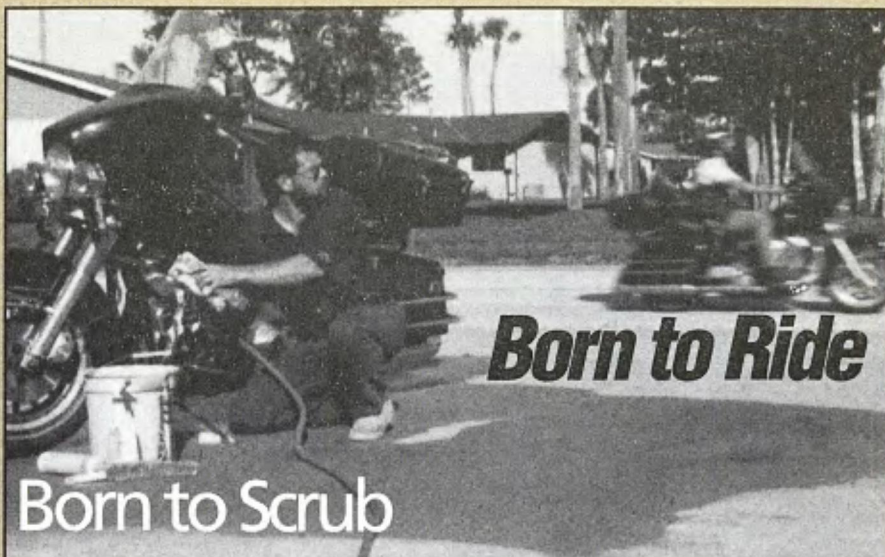
As a reminder, Idaho is the last of 50 states to require a motorcycle license. Idaho has always been a hold out with respect to anything that infringes on rights. With the movement of the federal government to force states to enact what the government sees as safety laws, especially motorcycle safety laws, a state without any laws addressing the issue becomes a target. The idea is if you do nothing about a perceived problem, then the mandates will come. However, states that can demonstrate that they have a comprehensive program have a good argument that they know how to properly address the issue. The Motorcycle Safety Program for Idaho is perceived as a comprehensive program because it addresses safety, training, testing and licensing; it also addresses the young and novice rider. The program does not in any way burden the taxpayer or the general fund. It's a classic example of motorcyclists taking care of their own. And once again, the idea is, if we do not do it our way, "Big Brother" will force us to do it his way.

If Hansen carries out what he has proposed, he will introduced legislation that will waive the fees and the testing for existing riders, or he will introduce a repeal of the whole program.

Currently, the cost runs \$5 per rider per year to fund the program, and it takes care of the administration of licensing. There are alternatives for funding Idaho's motorcycle Rider Education program, but there is still a cost for administering the licensing.

Idaho motorcyclists, let your representatives know how you feel.

—Idaho Coalition For
Motorcycle Safety



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Seem like you spend all your time just keeping up with the dirt your bike gets into? Make you feel like you were born to scrub? Know what? S100 Total Cycle Cleaner can get you riding faster than you ever dreamed. See, both of these guys started cleaning their bikes 15 minutes ago. The guy with the old fashioned stuff's got an hour of scrubbing left. The guy on the bike used S100 and he's gonna get an extra hour of riding in.

What's S100? S100 is the Total Cycle Cleaner that everyone's raving about. Spray it on the whole bike, touch a sponge to the real grundgy spots, rinse it off with a garden hose and go. *Rider Magazine* called it a product "...likely to revolutionize the Saturday morning wash." Of course, since S100 is approved by Harley Davidson, your authorized Harley Davidson dealer stocks it too. Just ask a friend who uses S100. After all, you were born to ride, not to scrub!

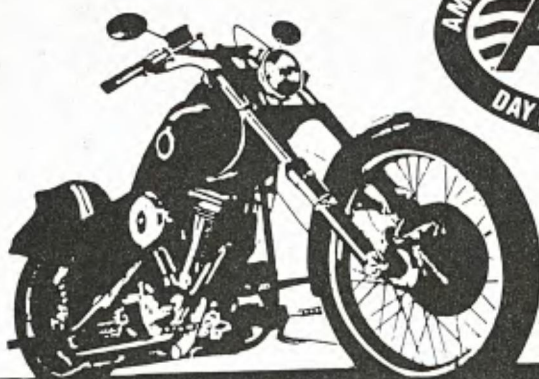
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FLYIN' FREE

LONG OVERDUE: A FIRST RIDE AT 76



The following is a letter written by Winona Duncan, who, at the age of 76, hopped on the back of her 58-year-old son Bob's Harley and took a 1,200-mile putt.

There's no fool like an old fool. You only go around once in life. Grab it. You're never too old for a second childhood. Call it what you will. My five days and 1,200 miles on a Harley-Davidson.

When my son Robert called me from Hernando, Florida, in October and told me he had bought a Harley and was going to take a week's vacation and make a bike trip to Ocean Springs, Mississippi, to see cousin Harvey, then was going to Deatsville, Alabama, to visit an uncle, I said, "Hey, that sounds like fun."

He said, "Come on down and go with me." I'd never had a motorcycle ride, and I still had two tickets in my Senior Citizen flight book. So, on November 16 I hopped a flight from Little Rock, Arkansas, to Orlando, Florida. Bob asked me if I wanted to make a test run or start out cold turkey the next day. I took the test run. By the time we had gone three blocks, I knew it was going to be fun. All I had to do was keep my big butt on the little seat. Actually, it was quite comfortable after I got myself situated.

Friday morning, November 18, we left Hernando a little after 8 a.m. It was cloudy, the tail end of the hurricane was moving out. By noon it was clear and sunny. We stopped four times the first day—once for lunch, then for fuel and rest stops. We got to south Mobile by around 4 p.m. We were only about 50 miles from Harvey's and had made 427 miles, so we stopped for the night at a Red Roof Inn. When we got into patches of heavy traffic congestion, Robert would kick the Harley up to 70-plus mph to work his way out of the congestion. When he did the wind under my helmet felt like it would jerk my head off.

Saturday morning, the 19th, we had breakfast at Koffee Kettle in Mobile. Got to Ocean Springs mid-morning. Harvey met us and led us in. Spent the afternoon visiting. Went to Lady Luck Casino for a buffet dinner. We did a little gambling and spent the night at Harvey's.

About 11 a.m., we loaded out and left for Alabama. Nice weather. All went well. We made it to Eldon's by mid-afternoon. They had company from Memphis. We spent the evening visiting.

Monday, the 21st, Eldon took us for a tour of the countryside. We went to a local marina for lunch, a real nice, down-home, friendly place. We had planned on staying until Wednesday but when the weatherman said 30 degrees with rain—

to me that spells sleet and ice. We decided to leave Tuesday the 22nd.

We had our coffee and left a little after 9 a.m. Hit the Georgia line at straight-up 12:00. We had lunch in Donnelville, Georgia, at Lois' Cafe. When we walked in with our helmets and leather jackets all eyes were on us. There was a big table at the back of the cafe. There were five men at one end; we took the other end. One good ol' boy had the floor and definitely was not for women's lib. He said, "It's getting so damn women run everything."

One of the other fellows said, "Come on now, it's not that bad."

He literally shouted, "Oh no, look who's running the White House." That's when I laughed and he shut up. Then one of the other fellows engaged Robert in a conversation about his bike and trip.

When we stopped for gas Robert tried to tell me that I could operate the machine. I said my legs are too short. Well, I had to prove my point and ended up branding myself on the exhaust. We had planned on stopping halfway but it was too early and we were too close to home so we took the Harley on in. We were eating dinner in Crystal River by 6 p.m.

It was a real fun trip and I enjoyed every minute. Hey! You can still enjoy your kids as much as you did when they were little.

—Winona Duncan
Heber Springs, Arkansas



SHACK OF SHAME

THIS TAKES THE CAKE: NOW WE'RE A DISEASE



It's bad enough when the Department of Transportation (DOT) tries to coerce motorcyclists into helmet use through blackmail. Now, it seems that some human geophytes at the Center for Disease Control (CDC) in Atlanta, have raised their ugly heads and come up with their own helmet study.

To its credit, the CDC has done some wonderful research on AIDS,

cancer, tuberculosis, etc. But how is motorcycle riding comparable to these things? Will they next declare motorcycles a disease? Ask yourself, what gives the CDC the right to involve themselves in motorcyclists' rights? They sound just like Mothers Against Drunk Driving who have also jumped on the helmet bandwagon.

Now, with the CDC's involvement, one will begin to realize that the now-defunct Clinton Health Plan only looked at the population as a whole. Individuals no longer counted.

Activities the government thinks will generate a disproportionate amount of medical cost to the population is considered an enemy of the people. Face it, the CDC will only be providing more false information for those legislators afflicted with Skid Law Fixation Syndrome (SLFS). Those suffering from this malady are not only blind to the benefits of rider education, but actually believe that mandated helmet laws are the only cure for society's woes. Now, there's a disease

that the CDC should be looking into.

In their report, based on a study of alleged motorcycle accidents limited to Wisconsin, the CDC states that the initial hospital bill for unhelmeted riders was \$24,703, compared to \$19,624 for the ones wearing helmets. They go on to say that unhelmeted riders are also twice as likely to be hospitalized as riders wearing lids.

It had better scare you that the CDC is actually getting involved in helmet statistics and motorcyclists' rights. However, wait until these clowns do a medical cost comparison of all motorcycle accidents, helmeted and unhelmeted, that will include car, bus, train, and airplane crashes. Since numbers can be bent in any direction, the CDC will conveniently find a way to prove that motorcycle riding is more dangerous, and will be a drag on society. Get set for another "feeding frenzy" courtesy of the CDC.

—Twiggy

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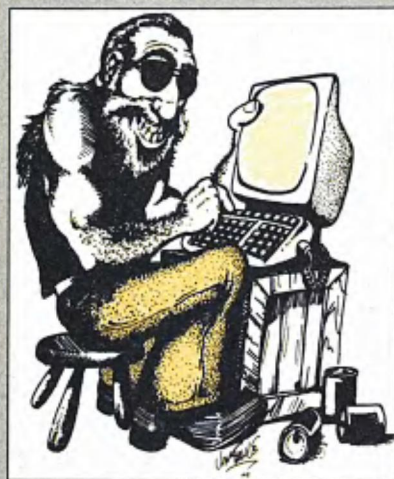
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SHORT STROKES

LIFE IN FIFTH GEAR



In the past year, the world has witnessed two major earthquakes: one in California, and one in Japan. There have been massive floods on the West Coast, as well as parts of Europe. Super Bowl XXIV is behind us, the Republicans are in control of Congress, and soon, we'll get all our home entertainment via the phone lines. In the big cities, where the nights pour into the days, like molten steel flows from cast iron vats into molds, cools, and leaves the hot and steamy behind to become cold and rigid, life is losing its heated passion and exchanging it for the bottom line of the balance sheet. It's all happening at breakneck speed. Now, the fast lane rolls over us and spits us out as small, prepackaged, demographic profiles. Sorta like business cigarettes being puffed on by the world's marketing moguls. I think we should get to the news—before it gets to us....**In Oklahoma and Texas**, firefighters who visit school kids to educate them about the nature of their work can no longer allow the kids to try on their helmets. One kid, after donning the protective device, bent down and fractured two vertebrae in his neck....**What did I tell you** about the speed of marketing? American Motor Works is announcing the first computer technology to create a motorcycle shopping mall on a worldwide web. They have created "Motorcycle Mall," using interactive CD-Rom technology, and providing computer shoppers easy access to a vast array of motorcycle information and prod-

uct lines....**President Clinton ordered a poll** of Navy Seals and Marines to find out if they would press down on Americans in an effort to enforce gun legislation. Results are not currently available....**On the human front**, Mike McCourt, owner of the Washington Square Bar & Grill in New York City, said, "I should have the right to decide." McCourt was referring to Proposition 188, which banned smoking in restaurants. He prefers to have a choice on whether or not to establish restricted smoking areas. Here, here....**Now for the tech news.** If you have a crack in a bike windshield, it can be fixed by drilling the end of the crack with a special plastics drill bit. The relief hole will prevent the crack from spreading....**Get this.** OSHA's general industry, construction, and maritime standards, require that employees, in danger of being struck by falling objects, must wear hard hats. Now, OSHA is bowing to a higher authority; you're not forced to wear a helmet if your religious beliefs prohibit it....**Here's another absurd statistic** regarding American workers. For every \$1 raise in pay workers receive, their government employee counterparts get \$4. The Federal level is even more ridiculous. Wages of federal civilian employees are 26 percent higher than civilians....**While we're on the subject** of government, if the prison population continues to rise at its present rate, by the year 2053, more than half of all Americans will be incarcerated and the rest will be employed in the corrections industry. At least the ones on the outside will be making good money....**To top off the financial crisis**, or our distaste for the savings and loan fiasco, only four failed thrifts remain to be sold to the Resolution Trust Corp. So far, this financial mess has cost the taxpayer \$136 billion....**Now, it's time to stop whatever madness** throws too little money into our pockets, and get on my trusty Dyna Glide. I think I'll stuff some flowers in my leather, join some friends, and ride to Santa Monica, where we'll roll out over a bluff to watch the sun set over the Pacific. After, I'll join the misses for a quiet evening home. All the money in the world can't compete with quality time with friends, family, and a magnificent sunset. Those are still free.

—Bandit

THE FORCE

IS WITH US

Before dawn, on a rainy Sunday morning in January 1995, California bikers began what has become a tradition for the New Year: the annual Freedom Ride from the Mexican border to Sacramento.

The first Freedom Ride was in 1992, with motorcyclists calling on the Legislatures to return their rights of freedom of choice back to them, at the same time threatening to work against those who would not listen. At that point in time our agenda was

Assemblymen and senators were lined up, waiting to thank the motorcyclists for their help in the elections

largely ignored. But things change. This year, we returned victorious. With the "Storm of the Century" pouring down, 50 freedom fighters, accompanied by one of their favorite assemblymen, Bill Morrow of Orange County, made the ride to Sacramento to meet up with 600 of their brothers and sisters and claim their prize: the thanks and praise of those special legislators.

Six hundred riders took a day off on January 9, 1995, to welcome their lawmakers back to work. This time, the people in front of the podium, standing in the rain, didn't get the biggest share of the media attention. The attention was directed to the people behind the podium. Assemblymen and senators were lined up, all the way back to the doors of the Capitol, waiting to thank the motorcyclists for their help in the elections. One by one they stepped up to the microphone and told of how concerned California bikers went out on their own time, walking precincts, making phone calls, and otherwise helping in the elections. "We couldn't have done it without you" was the resounding message. Even the AP wire service, for once, gave us our due, quoting the praise lavished upon us by the legislators.

It's a new day! There is a new force in California politics, and it's us!

—Mike Osborn, ABATE of Calif.

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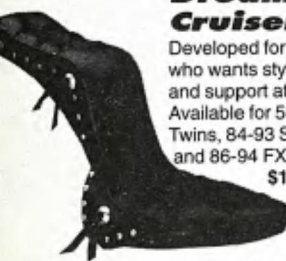


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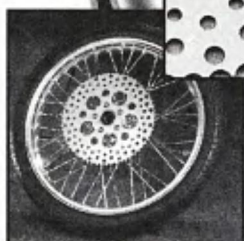
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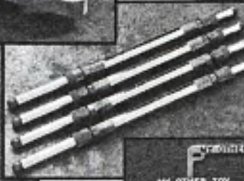
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PASSING GAS



"Speed it up, Wilma! I can't wait to get me an ice-cold beer!"

"Hey, Reb," said the bro reading a newspaper at the bar one afternoon, "did you know that most psychiatrists say that getting some head from a chick on the first date will most likely keep any truly meaningful and lasting relationship from ever developing?"

"Hell, yeah," said Reb. "I count on it."

Lee
Waynesburg, Pa.

What's worse than your ol' lady finding some lipstick on your collar?

Her finding nipple rouge behind your ears.

Bob Ray
Shields Up

The word on the street is that a major paint company is marketing a new brand of house latex they've named "Blonde"—it's not too bright, but it sure spreads easily.

Fat Boy
Rockies



"You know, bro, this century is a real bitch for us leg men."

Spike went to the pet store to buy a parrot. The clerk showed him what was available, saying, "We have these three for sale. The red one speaks three languages and costs \$1,500. The yellow one speaks five languages and costs \$3,000. And the blue one over there costs \$20,000, but he doesn't speak at all."

"Twenty thousand bucks!" exclaimed Spike. "Why so much? What does he do that makes him worth that much bread?"

"Frankly," said the clerk, "we don't know what he does, exactly—but the other two parrots call him 'Boss.'"

Rooster
Crowing

Definition of divorce: a splittin' headache.

DeeCee
Crescent City, Calif.

Bobwire called the Missing Persons Bureau and reported his ol' lady's disappearance.

"And how long has your wife been missing?" asked the officer.

"Oh, about two months now," answered Bobwire.

"Two months?" asked the cop. "So why are you just now reporting it?"

"To tell the truth," said Bobwire, "until yesterday, I thought it was all just a dream."

Bobby Ray
Shields Up

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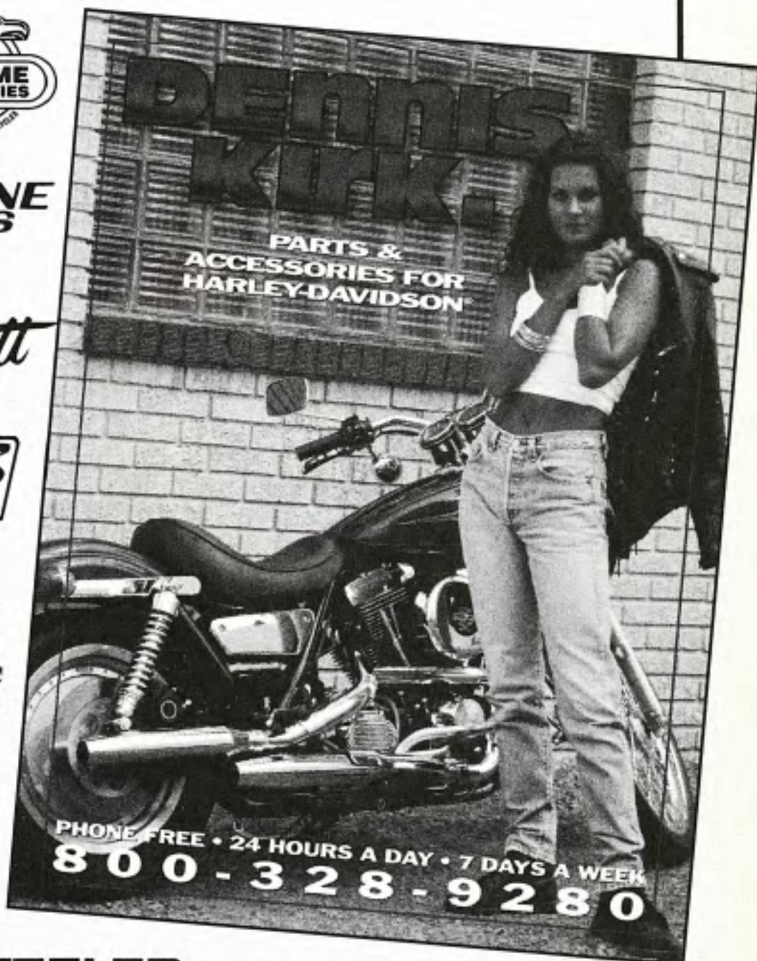
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Chavez
Scimitar, Calif.

How do lawyers reproduce?

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The Midget
Staying Strong

What did one lesbian frog say to the other?

"Hey, we do taste like chicken!"

Goodnight Gracie
Burnin' George

Definition of sperm bank: a place whose come has time.

Shark
Simi, Calif.

Mad Mike walked into the clothing store and appealed to the owner, "I need a job really bad. Can you hire me on as a salesman?"

The owner considered it and said, "Tell you what. I'm about to take my lunch break, and if you can sell that hideous plaid polyester suit in the corner before I get back, the job is yours." The suit was the ugliest 1970s reject Mad Mike had ever seen, but he didn't have much choice in the matter, so he accepted the challenge.

An hour later, the owner returned to his store and found the place in a shambles—overturned racks, broken furniture, and piles of clothes strewn all over the floor.

But the plaid suit was sold.

"What happened?" asked the merchant. "Was there some kind of trouble?"

"I didn't have any trouble with the guy who bought the suit," said Mad Mike, "but he had one helluva Seeing Eye dog."

Ken Manthei
Halfmoon, Calif.

Arriving at the courthouse for jury duty as ordered, Li'l Bit was promptly questioned by the prosecuting attorney.

"I'm sorry," she said, "but I don't think I can serve. I don't believe in capital punishment."

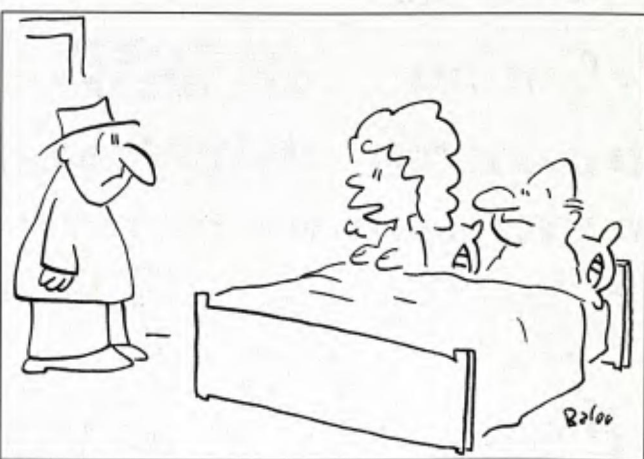
"Excuse me, ma'am," said the prosecutor, "but this isn't a homicide case, but rather one of divorce. My client gave her husband \$25,000 from her recent inheritance, and he was supposed to make a down payment on a house with it. Instead he took her money, bought a brand-new Harley-Davidson motorcycle, and squandered the remainder on loose women."

"I see," said Li'l Bit. "In that case, I'm willing to serve on the jury ... but I might be wrong about capital punishment."

Sprockethead
Wrenchin'



"Damn! Bob's gonna beat us to happy hour again!"



"Be reasonable, dear. These things happen in cartoons all the time."

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.

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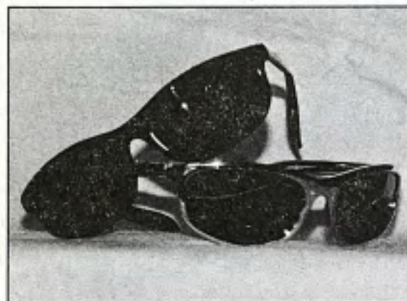
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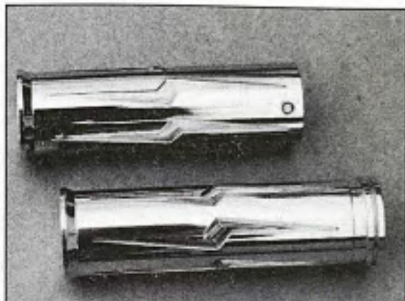
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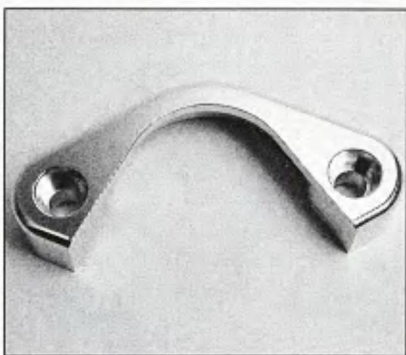
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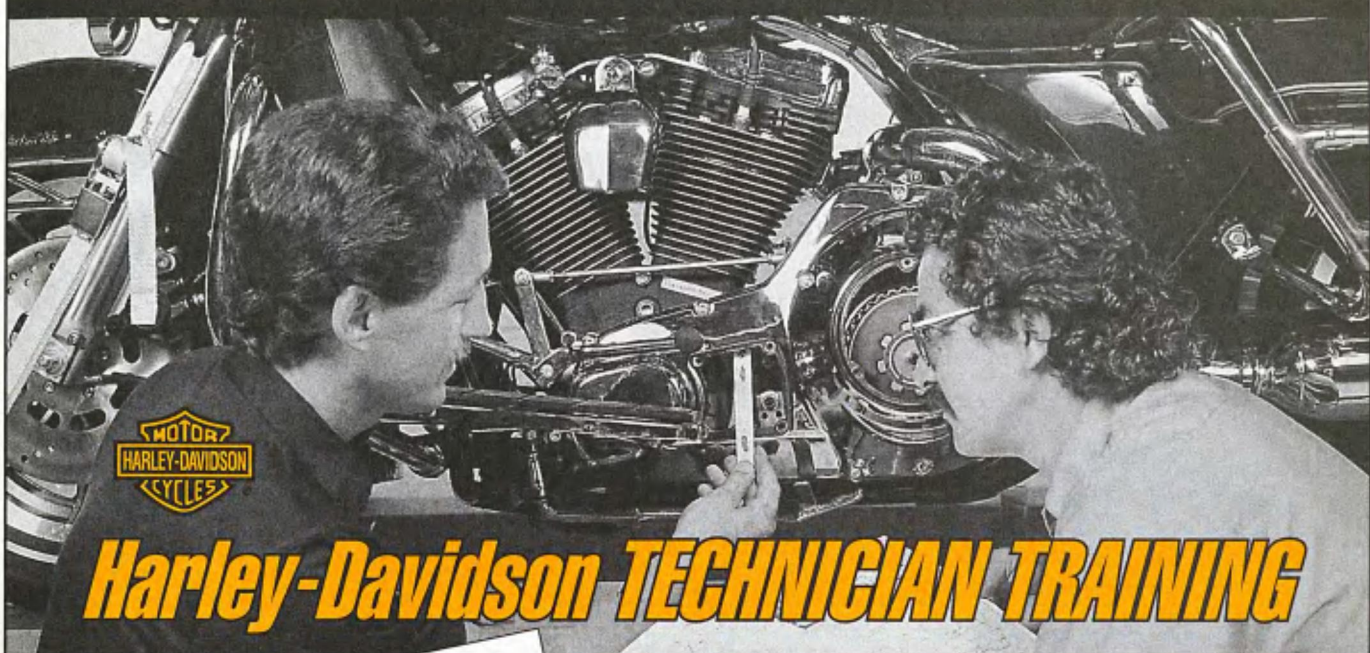


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F.I.G.H.T.® UPDATE

Mandatory Suffering

Letters From The Helmet Afflicted

Letters. We get lots of them. We get correspondence from motorcyclists that run the gamut from those trying to fight helmet laws from inside prison, to wealthy businessmen trying to use their money, talent, and power to make change happen. We get letters of inquiry from bikers all over the world, asking how to join us in our battle to win back a little freedom in the land of the free. At Easyriders we believe that every freedom is important and should be defended and fought for. That is why we started the Easyriders Freedom F.I.G.H.T.® and that's why your letters to us are important.

Sometimes in our quest to bring you the latest news and info about the helmet war we forget to share with you some of the reasons that this on-going campaign is so important. To illustrate this point, we present three letters from readers like yourself, readers who care. The first comes from Thumper of Merrill, Wisconsin. He writes:

I'm writing to let you know about two incidents where the use of a helmet had bad results. The first incident happened to me about 20 years ago. While riding my 1966 Electra Glide just after a rainstorm, I came to a place on a paved state highway where the base material had washed out, but had left the asphalt intact. As I drove over it, the pavement gave way and the bike dropped out from under me and landed three feet below street level. I landed back on top of the seat with enough force to "ring my bell." I was wearing a helmet. The only injury I sustained was a compression injury to the vertebrae in my neck. According to the doctor, my injury was the result of the weight of the helmet. That was 20 years ago and the flexibility in my neck continues to deteriorate.

The second incident I want to share happened to a young man who was not as lucky as me. I am a deputy sheriff, and was called to investigate a traffic crash. I arrived before the ambulance and discovered that a small pickup truck had collided with a motorcycle on a tight curve. The truck was operating left of center, which caused the accident. The cyclist was wearing a full-face helmet. In spite of this, he sustained obvious head injuries, as evidenced by bleeding from his nose, mouth, and ears. He was unconscious, but had a pulse and respiration. In order to assess the cyclist's injuries, the helmet had to be removed by medical personnel.

In order to remove the helmet, the cyclist's injured upper spine had to be disturbed. Upon removal of the helmet, the cyclist's pulse and respiration ceased. He was 19 years old.

Another letter comes to us from a company called GPW, Inc., out of Ontario, California. The contents of the envelope was a clipping from a newspaper called *The Daily Bulletin*. The clipping detailed the following story:

RANCHO CUCAMONGA, Calif.—A wrongful death lawsuit accusing a motorcycle helmet manufacturer of negligence was filed in Superior Court by the father of an Ontario High School athlete killed last year.

Benjamin H. Cotton, 18, was on his way home from basketball practice on December 31, 1993, when his motorcycle collided with a truck backing out of a driveway. The boy suffered massive head injuries and died at the scene.

In a lawsuit filed by his father, Robert Cotton, the teenager's death was blamed on a "carelessly designed" motorcycle helmet made by a Japanese manufacturer. Also named in the lawsuit were Snell Memorial Fund, a group that inspects and tests the ability of motorcycle helmets to withstand impacts; helmet graphic company, Troy Lee Designs; and Pedro Medina, the driver of the truck. The lawsuit accuses the companies of wrongful death, product liability, and negligence.

Friends and family at Cotton's funeral described him as a "bright and caring person" who aspired to attend college and one day play pro basketball.

Horror stories like this are becoming all-too-common. They're just another reason why we won't give up the fight until you can toss your skid lid in the trash. A final letter comes to us from Betsy Sigfriedson of Brooklyn, Connecticut, who reminds us that the fight never ends. She writes:

Dear Easyriders,
Enclosed please find a \$225 donation to the Easyriders Freedom F.I.G.H.T.® in memory of Joe Schultz (March 20, 1953 to June 20, 1994). Joe will always be in the hearts of his friends and family. His Harley was a symbol of freedom. His philosophy was that he would live or die, but he would never wear a helmet. Long live Joe's memory and his desire to support F.I.G.H.T.®

Remember, all proceeds from the sale of F.I.G.H.T.® kits will be used to defeat helmet laws in the Federal Court System. Don't throw freedom away.

—Phantom



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BROS CLUB NEWS

Kickin' In Columbus

Buckeye Bros Party At The Bike Show Biggie

The recent *Easyriders* Invitational Bike and Tattoo Show in Columbus, Ohio, was a huge success. It was great to meet all you Bros Club members from Ohio and the surrounding areas who stopped by our booth. In addition, we made quite a few new friends who took the opportunity to sign up and become Bros Club members.

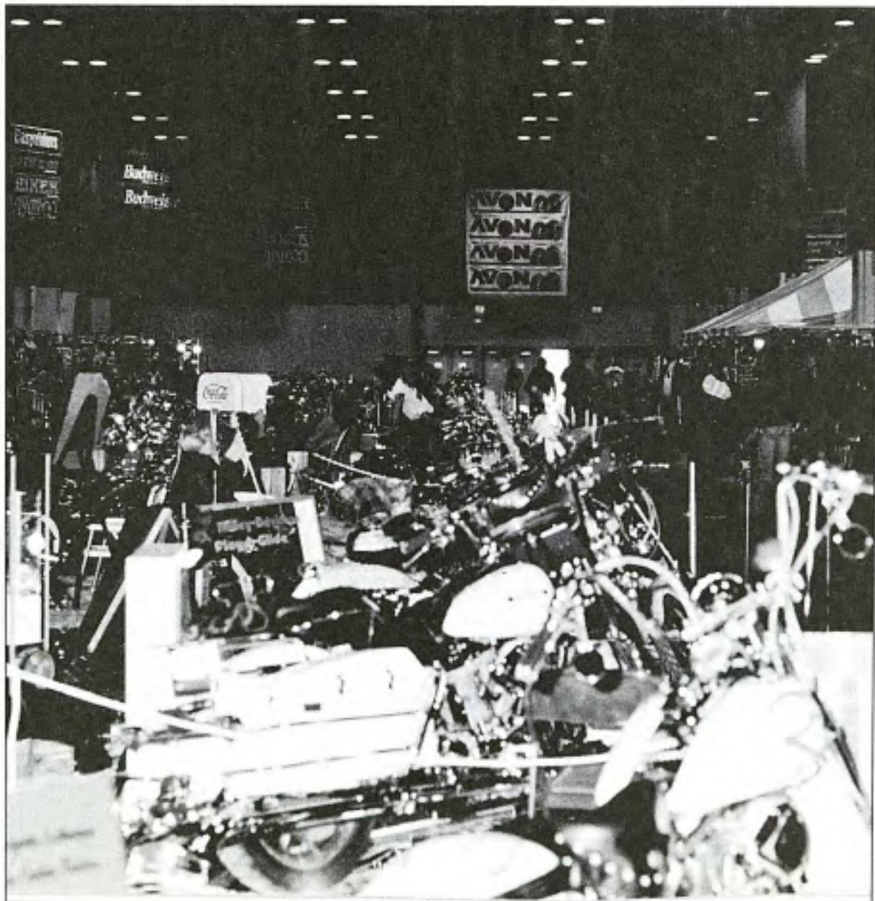
Also, I am extremely proud to acknowledge the tremendous response to the Juvenile Diabetes Foundation/*Easyriders* Sweepstakes; it is my pleasure to announce that the donations were so overwhelming that we almost ran out of sweepstakes tickets (this won't ever happen again). It was also a great pleasure to get to know Robert "Bob" Obernier, Executive Coordinating Chairman of the Juvenile Diabetes Foundation (JDF) International. The JDF staff members on hand, along with Paisano Publications Publisher Joe Teresi, were instrumental in putting the whole thing together. We can all consider this a huge success. All the money taken in over the course of this year will be used for research to find a cure for this terrible illness. God bless America!

Check out the picture of the Bros Club logo handcarved by Bros Club member P.A. Barney (Barney to his friends) of Barnwood Personalized Wood Gifts in Canyon Lake, Texas. It's made from red cedar, aromatic cedar, and spruce woods—look for it in full-color in a future issue of *In The Wind*.

I have a special note for members living in Alabama, Arkansas, California, Connecticut, Georgia, Indiana, Minnesota, Nevada, Oklahoma, Pennsylvania, and Virginia. By the time you read this you may have received by mail a notice of a no-cost motorcycle insurance quote from our affiliate insurance company. If you happen to live in one of these states then you know how much insurance costs. So, give them a try. It's important to me to point out that this is not a hard sell, and it won't cost you a dime for the



Bros Club logo carved in wood by member P.A. Barney of Canyon Lake, Texas.



Overview of the *Easyriders* Columbus Bike And Tattoo Show.



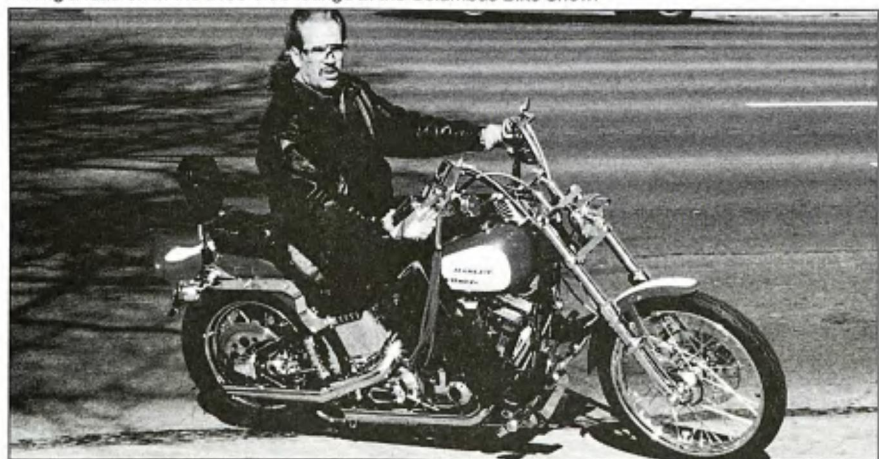
JDF volunteers Jim Carr (left), Bob Obernier (center), and Lisa, 1994 Fox of the Year runner-up.



Tondra, Miss Easyriders 1995.



Taking a load off in the Bros Club lounge at the Columbus Bike Show.

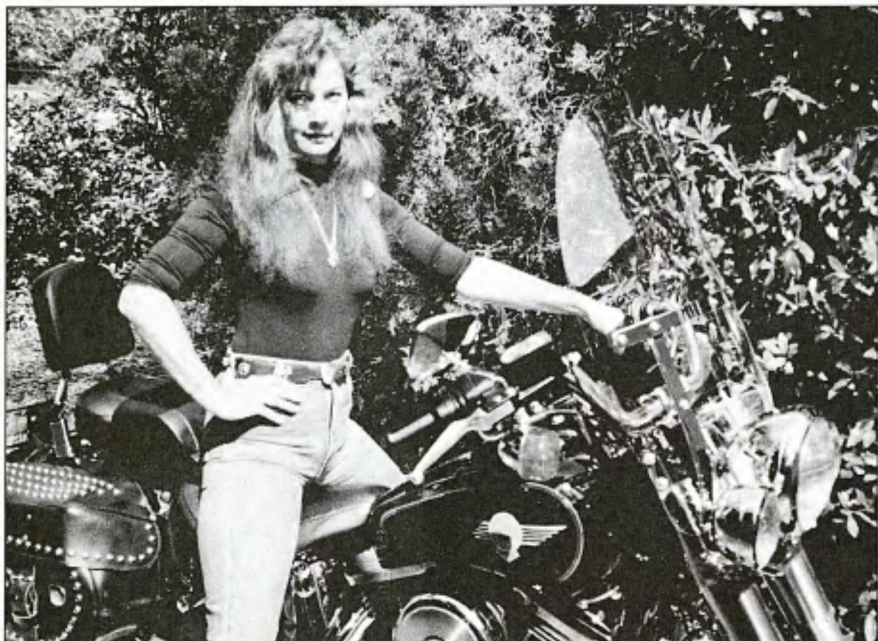


Unknown biker entering the parking lot of the Easyriders Store in Columbus, Ohio.



Bros Club member Gregg Sizemore and friend.

BROS CLUB NEWS



Bros Club member Diane McGuirk at Daytona Beach, Fla., Bike Week '94. 'Nuff said.



My very special friend, ol' "what's her name?"



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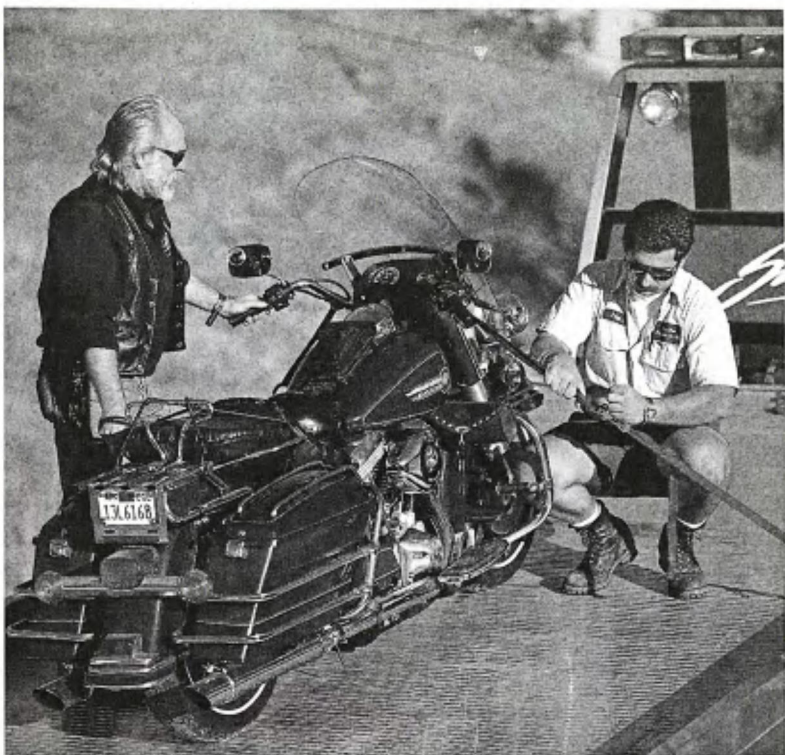
Members Dave Willet of Greenwich, Ohio (left), and Jeff Swanger of Shelby, Ohio (right), with Lisa.

quote. If you are already insured by the Bros Club, then you won't get this notice. And, if you do get it, you will only receive it once. So, if you snooze, you lose. Personally, I live in California and use it. I haven't been able to beat their price.

I took photos of a few members while in Columbus, as you can see in this issue, but, please, don't leave all the photography up to me. I can't be everywhere, and I would like to feature as many members from across the country as possible. So, send me some pictures. Remember, this is your big chance to be featured in *Easyriders*. The photos should be good, in-focus, black-and-white or color prints (any size) and/or color slides (35mm, 2 1/4, 4x5, 6x7, or any format up to and including 8x10). Whatever the subject matter is, these photos should include Bros Club members doing their stuff and enjoying the lifestyle. Please include a brief letter describing what is going on in the photo, along with the names and occupations of those in the photo. And, let us know what kind of a Harley you ride. If there's a shop in the photo, then include its name as well. Include patches, signs, identifiable *Easyriders* and affiliated magazine logos. Please label each photo submitted with your name, address, occupation, type of Harley you ride, and your Bros Club number. If you want your photos returned, then include a self-addressed stamped envelope and we will make every effort to return them. Send your photos and letters to: Bros Club, 28210 Dorothy Dr., Agoura Hills, CA 91301. Remember, we'll pay \$100 for a full-page color photo, \$50 for half-page color photos, \$40 for color photos printed less than half-page, and \$30 for each black-and-white photo printed.

In closing, I'd like to mention that we are starting a Bros Club chapter in Gaithersburg, Maryland. If you are interested in joining this chapter, and are a Bros Club member (or want to be), drop me a line. I will forward it to the sponsor. Till next time ... ride safe.

—Gregg Daniel



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- ◆ "Ridin' With Rip". Our roving reporters guide to the best spots (and hotspots) across the country
- ◆ A "Bros Club" winged patch, decal and membership card

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Acct.# Exp. Date

Signature

must have please

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Clip out and mail to: Bros Club, P.O. Box 469060, Escondido, CA 92046-9060
Or Call 800 247-6246, 7 Days - 24 Hours

WHAT'S HAPPENING

ALABAMA

HARLEYWOOD BLOWOUT—June 9-11, Dixie Bikers Association. Info: (205) 301-1751

CALIFORNIA

MOTORCYCLE TOUR OF BAJA CALIFORNIA—May 2-14, San Diego. Info: Von Thielmann Tours, Baja-Tour, Box 87764, San Diego, CA 92138-7764

RUN FOR THE WALL VII/ROLLING THUNDER VIII—May 17. Leave at 8 a.m. from T.A. Truck Stop, I-15 and I-10 in Ontario, Calif. Join Rolling Thunder to the Vietnam Memorial Wall. Info: (805) 237-0790

BIKE FEST—May 26-29, Mariposa Fairgrounds, MMA. Info: (916) 442-4727

U.S. M/C JAMBOREE—May 27-29, Tulare Fairgrounds, Tulare. Info: (310) 863-4830

VALLEJO SWAP MEET—June 4, MMA. Info: (916) 442-4727

BEACH RIDE '95—July 9, San Buenaventura State Beach, Ventura, to benefit the Exceptional Children's Foundation (ECF). Info: (213) 298-8282

DELAWARE

11TH ANNUAL KENT COUNTY POKER RUN—June 10, ABATE. Info: Janet (302) 697-1883

GEORGIA

SWAP MEET—May 7, ABATE. Info: (404) 294-8900

IDAHO

AWARENESS RALLY—May 6, Meridan, Idaho Coalition for M/C Safety. Info: (208) 939-4415

ILLINOIS

POKER RUN—April 29, Ridgewood Cycle Association. Info: (815) 469-9972

M/C PARTS EXTRAVAGANZA—May 7, Will County Fairgrounds, Peotone. Info: (319) 462-6011

ILLINOIS STATE AWARENESS RALLY—May 7, ABATE. Skinny (618) 259-0120 or Larry (618) 526-4903

AMA GRAND NATIONAL CHAMPIONSHIP—May 28, Illinois State Fairgrounds, Springfield. Info: (217) 753-8866

ANNUAL BIKE SHOW—June 3, Eastern Illinois ABATE. Info: (217) 384-8467 or (217) 489-2821

INDIANA

SPRING BREAKOUT—May 12, Region 11, ABATE. Info: (317) 422-8040

KANSAS

2ND ANNUAL RIVER CITY BLOWOUT MEMORIAL DAY PARTY—May 27-29, ABATE, Gardner Lake, Wichita. Info: Ron (316) 264-3110

KENTUCKY

SPRING POKER RUN—May 13, KBA Florence. Info: (606) 261-9244

BEECH BEND BIKE RALLY & RODEO—June 9-10, Bowling Green. Info: Bob (615) 552-1420 or (502) 782-1138

MAINE

GOVERNOR'S TEA—May 3, Augusta, UBM. Info: Phil (207) 338-6068

POKER RUN—May 21, Augusta, UBM. Info: Sonny (207) 934-2101

7TH ANNUAL MEMORIAL DAY BASH—May 26-29, Acton. Info: Darrel (207) 279-0909

MARYLAND

BIKE SHOW—May 21, Ecra Race, Budds Creek. Info: (804) 742-5137 (Thurs.-Mon. 11 a.m.-8 p.m.)

FREE PIG ROAST & OPEN HOUSE—May 27, H-D of Washington. Info: (301) 248-1200

ANNUAL YELLOW RIBBON POW/MIA RIDE TO ROLLING THUNDER VIII—May 28. Depart H-D of Washington at 10 a.m. Info: (301) 248-1200

MICHIGAN

2ND ANNUAL SPRING POKER RUN—May 13, Baldwin, Region 5 ABATE. Info: (313) 421-4367

22ND ANNUAL SWAP MEET—May 20-21, Bike Show & Rodeo, Fostoria. Info: Doug (517) 795-2378

14TH ANNUAL DETROIT M/C PARTS SPRING RUN—May 21. Info: (810) 774-3131

DETROIT FREEDOM RUN—May 21, Kennedy Square, Region 15 ABATE. Info: (313) 421-4367

LAS VEGAS NITE—May 27-28, Poker Run, Party, Band. Waterford. Info: (810) 684-1778

MONTANA

LBMCI BIKE SHOW & SWAP MEET—May 6, Clyde Park Civic Center, Clyde Park. Info: (406) 222-6096

NEBRASKA

11TH ANNUAL SPRING BASH—June 9-11, Dubois, District Eleven ABATE. Info: (402) 856-2535

NEW HAMPSHIRE

72ND ANNUAL LACONIA MOTORCYCLE WEEK—June 12-18. Info: (603) 366-2000

LACONIA INK BASH '95—June 12-19, Weirs Beach, Laconia. Info: Bill Dedmon (704) 932-1872

NEW JERSEY

SWAP MEET—May 20, ABATE. Info: Tim (609) 890-6274 or Mex (609) 758-1564

NEW MEXICO

1ST ANNUAL WAR EAGLE RALLY—May 26-29, in conjunction with Red River Run. Info: (505) 377-2289

NEW YORK

BIKERS AGAINST BREAST CANCER—May 7, H.O.G., Ladies of Harley/American Cancer Society. Info: (718) 263-2224

1ST ANNUAL LAST STAND BIKER JAM—May 19-21, Echo Lake, Afton. Info: (607) 798-0256

HUNTER HARLEY FEST—June 11, Hillclimb, Super Swap Meet, Ashland. Info: (518) 589-5082

NORTH CAROLINA

CHARLOTTE M/C WEEKEND—May 6-7, Charlotte. Info: (704) 399-3990

SWAP MEET—May 6-7, State Fairgrounds, Raleigh. Info: (910) 643-1367

OHIO

8TH ANNUAL RIDE FOR PRIDE—May 19-20, Toledo, Region 7 ABATE. Info: (419) 537-1401

BIKE SHOW/POKER RUN—June 10, Wooster. Info: (216) 264-6856

OKLAHOMA

M/C RODEO—May 5-7, Comanche Rodeo Grounds, Comanche, Red River ABATE. Info: (405) 439-8001

OREGON

18TH ANNUAL FOSSIL CAMPOUT—May 26-29, ABATE. Info: Rotten Roger (503) 285-4329

SOUTH CAROLINA

MYRTLE BEACH SUPER SWAP MEET—May 17-21, all outdoors. Info: (910) 643-1367

MYRTLE BEACH BLOW OUT—May 19-20, All-Harley Drags. Info: (800) 833-9373

55TH ANNUAL SPRING RALLY—May 19-21, Myrtle Beach. Info: H-D dealer or (803) 345-3712

SOUTH DAKOTA

BIKE SHOW & SWAP MEET—May 20-21, ABATE, Ramkota Inn, Aberdeen. Info: (605) 229-5792

TEXAS

BLAST FROM THE PAST—May 5-7, Phalaba (Van Zandt County). Info: Rat or B.J. (903) 848-4205

7TH ANNUAL MOTHER'S DAY M/C EXPO, SHOW, & SWAP MEET—May 14, Arlington, Texas Convention Center. Info: (214) 216-5520

12TH ANNUAL MEMORIAL DAY PARTY—May 26-28, Jim's Cycle, Axtell. Info: (800) 863-5460

VIRGINIA

OUTSIDE SWAP MEET—May 7, Boston's M/C Cafe. Info: (804) 742-5137 (Thurs.-Mon. 11 a.m.-8 p.m.)

ROLLING THUNDER '95—May 29, leave Boston's M/C Cafe at 8 a.m. Info: (804) 742-5137

WASHINGTON, D.C.

OPEN HOUSE/PIG ROAST—May 27, H-D of Washington. Info: (301) 248-1200

ROLLING THUNDER VIII—May 28, Ride for Freedom. Assemble at the North Pentagon parking lot at 8 a.m., leave at noon for the ride to the Vietnam Veterans Memorial. Info: Arlie (908) 369-5439

AMERICAN PRIDE YELLOW RIBBON RIDE—May 28, to the Pentagon, by and from H-D of Washington. Info: (301) 248-1200

WISCONSIN

MOSINEE SHOW, SWAP & CRUSH—May 21, Nat'l Guard Armory, Mosinee. Info: (715) 693-2830

CANADA

FORT ERIE MOTORCYCLE SWAP MEET—May 7, Fort Erie, Ontario. Info: Debbie (905) 354-2393

ALL-HARLEY DRAG RACING—For listings, features, and info look for our new performance magazine, *Quick Throttle*, on newsstands now. AMRA: (708) 250-0838 ECRA: (609) 652-1159 AHDR: (919) 229-487

EASYRIDERS EVENTS:

EASYRIDERS BIKE & TATTOO SHOW TOUR—May 5-7, The Schenectady Armory, Schenectady, New York. Info: Kari (818) 889-8740

EASYRIDERS MOTORCYCLE RODEO TOUR—May 27-29, Fort Bend County Fairgrounds, Rosenberg, Texas. Info: Kari (818) 889-8740

EASYRIDERS MOTORCYCLE RODEO TOUR—June 2-4, Franklin County Fairgrounds, Hillard, Ohio. Info: Kari (818) 889-8740

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

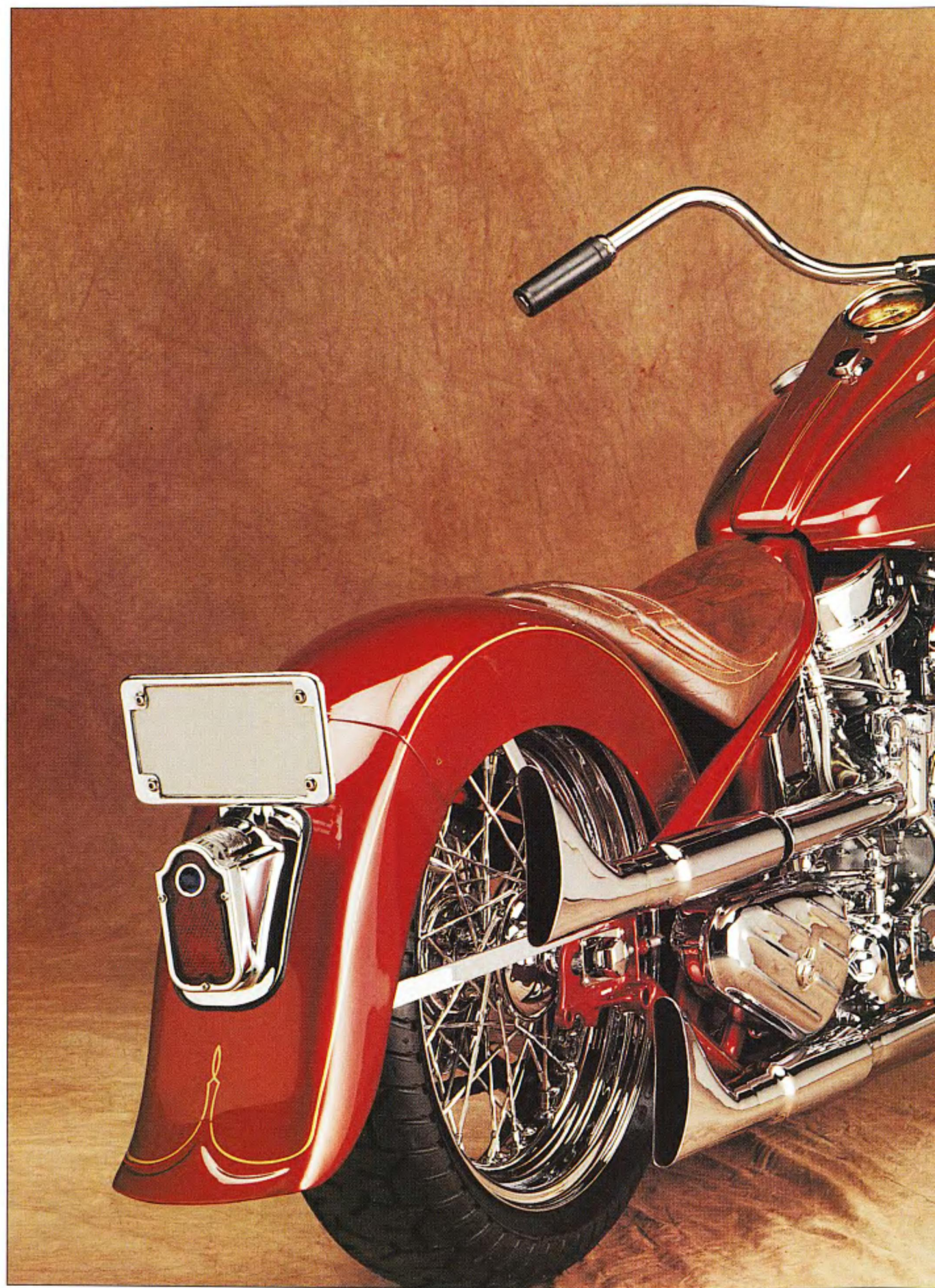


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The Legend Rolls On.™





SECOND TIME OUT



Looking back, George Dana says, "Seven years doesn't seem like so long ago now, when as the maintenance supervisor at a Los Angeles-area golf course, I stumbled onto my first Harley, hidden away in the corner of a groundskeeper's old storage shed.

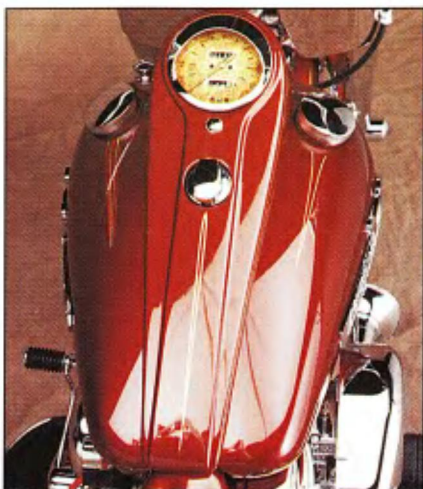
"I had fantasized since my high school days about building and riding a custom Harley-Davidson. Goose bumps went up my spine as I squinted in the darkness to better see the old derelict motorcycle. The only illumination in that old shed was sunlight →

streaming through the cracks between the wallboards."

To George's surprise, the "old derelict motorcycle" turned out to be a bobbed original 1956 Panhead.

Soon after becoming its new owner, and undeterred by its unkempt condition, George began to fulfill his life-long dream. He set about building a street custom by trading off the 1956 rigid frame for a swingarm chassis. In nine months, he'd rebuilt the Panhead and turned it into a blue Duo-Glide.

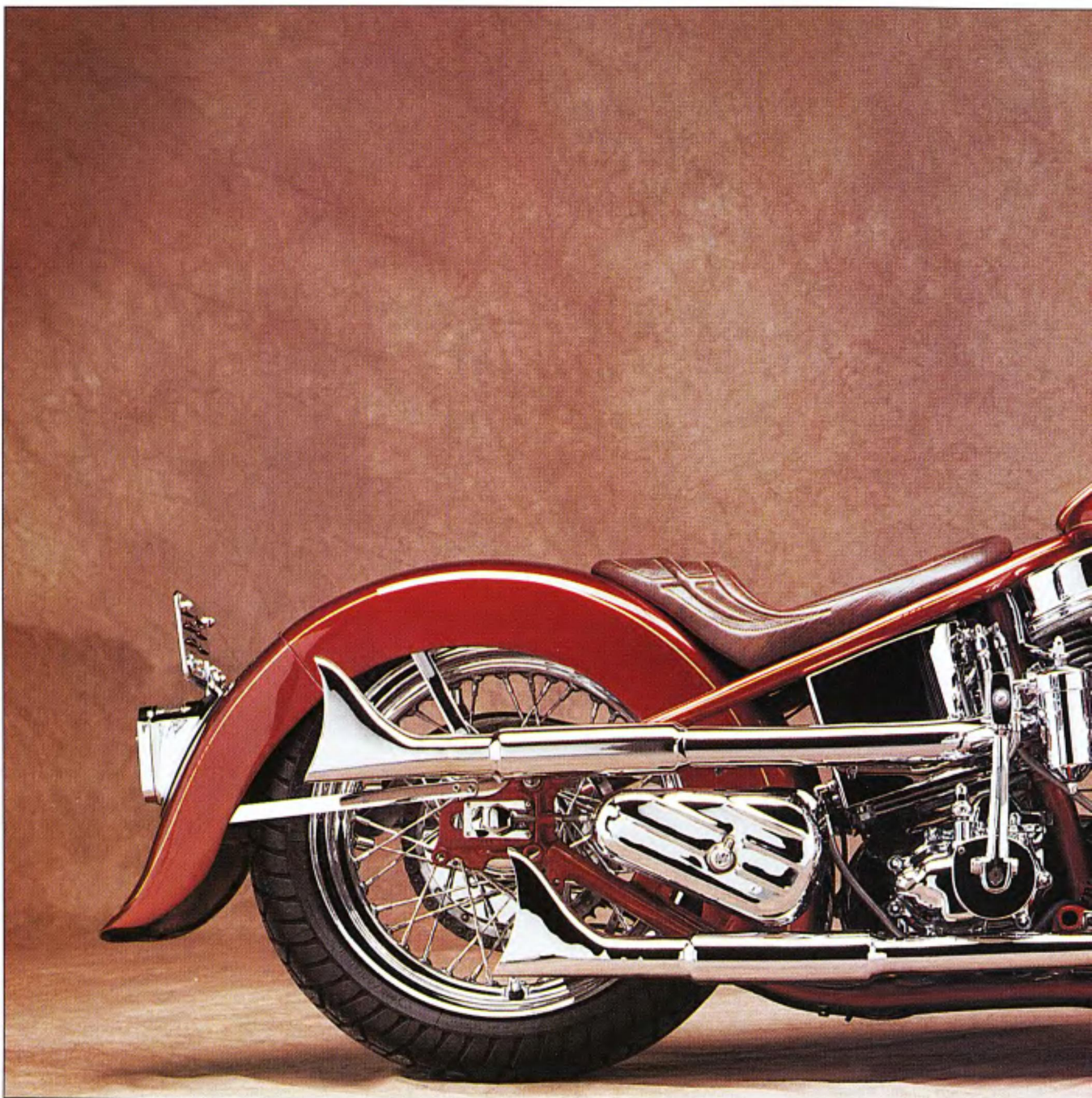
The triangulated look of a rigid frame fired his imagination, after riding the swingarm custom for a couple of years. George knew he wanted, "a looker more than a hot rod." A rigid-framed fatbob

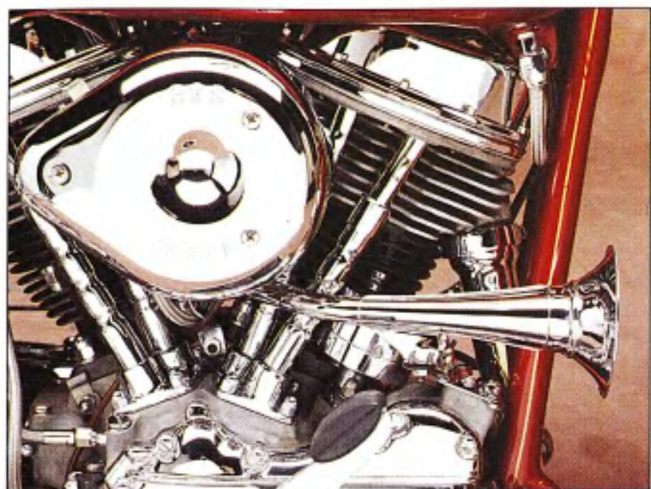


custom would become his new dream.

Mandarin orange adorned the smoothly molded frame he traded his swingarm for, and it became the color of choice for the project. About everything that would fit in a chrome-plater's tank went out for triple chrome. The engine and transmission received a mild horsepower massage at Williams Motors, while Danny "Mr. Seat" Gomez, took on the challenge of hand-forming a tan solo saddle to complement the newly elongated dash. Dash lights were integrated into a gold leaf speedo face, while the exhaust system was made up by George and 3-G Welding in Sunland, Calif., from Paughco's accessories.

A new hydraulic rear brake was →



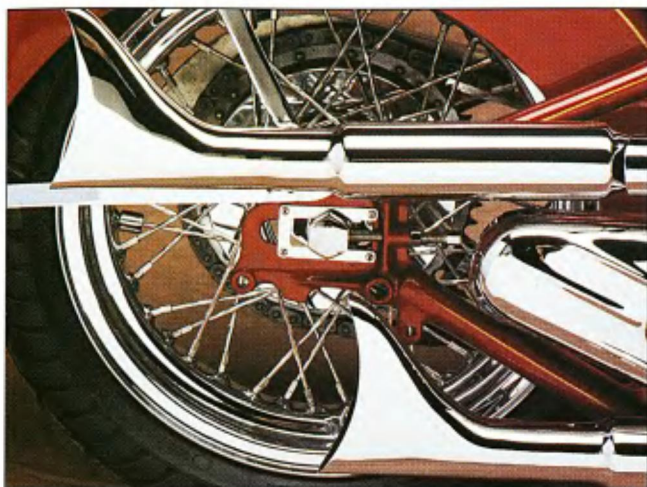


neatly adapted into the mechanical frame cutout by cleverly welding a solid steel block anchor onto the back plate. The stock rear fender received a simple lowered effect by shortening the mounting braces. Original star hub wheels were relaced with twisted stainless spokes and topped off with small chrome hub caps.

On weekends, you can find George and his riding buddies religiously participating in events from toy runs to the MDA Love Ride. "We try to attend as many events as we can to support worthy causes," George said, in parting. "And, by the way, the Pan runs great the second time out of the gate."

—M.F. Egan





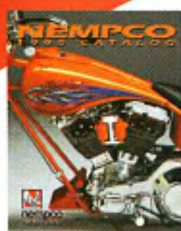
Owner:.....George Dana
City:.....Arleta, California
General
Fabrication:.....owner
Year and make:.....1956 H-D
Model:.....FL
Chroming:.....J. Romas Metal Polishing
Engine
Year:.....1956
Model:.....Panhead
Rebuilder:.....Williams Motors
Ignition:.....ACCEL
Displacement:......060 over
Lower end:.....stock

Pistons:.....H-D
Cases:.....stock
Heads:.....H-D
Cam:.....Andrews J
Carb:.....S&S Super E
Pipes:.....Paughco (custom-made)
Modifications:.....Paughco mufflers,
S&S solid lifters, S&S air cleaner
Transmission
Year:.....1956
Modifications:.....chrome-plated,
suicide shift, Primo belt drive
Painting
Molding:.....Panhead Bob

Painter:.....Jimmy "Peanut"
Color:.....mandarin orange
Special paint:.....pinstriping by Walt
Frame
Builder:.....owner
Type:.....1956 straightleg
Modifications:.....trimmed and
molded
Accessories
Bars:.....buckhorn
Fenders:.....H-D
Headlight:.....H-D, Wagner bulb
Taillight:.....CCI, tombstone
Speedo:.....custom fabricated

Pegs:.....footboards
Gas tank:.....H-D
Oil tank:.....horseshoe
Seat:.....Danny Gomez
Mirrors:.....one, CCI
Grips:.....rubber
Forks
Type:.....Hydra Glide
Modifications:.....lotsa chrome
Wheels
Front:.....21-inch Pirelli, drum brake
Rear:.....16-inch Michelin, drum brake
Photos:.....Silvermoon

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BEST BIKER BABES OF 1994

The other day I was catching some rays in the park with a riding associate of mine, who, for reasons of Post Office anonymity, I'll call Jed. We were discussing the various attributes of passing women, when out of nowhere, the battle cry of the testosterone army rang loud and clear: "Tits! Hey, tits!" →

Left: Issue #249 (March): Tiffany, featured with Team Ness' 1993 FXR. Photo: Raiko Hartman.

Right: Issue # 256 (October): Kelli, shown with Arlin Fatland's '81 Shovel. Photo: Michael Lichter





Jed and I experienced double whiplash as we cranked our curious necks in the beckoning direction. A bum dressed in rags was slapping his leg, and sure enough, we heard him start yelling the word "tits." Just then, we saw Tits, a mongrel of a mutt, as dirty as his master, limp toward his only friend with the sorriest of canine looks on his face. Not near as sorry as ours, though.

"Shit." Jed spat his wad of Red-Man. "False alarm. What the hell's this country coming to? Used to be a time when a man would be shot and strung up for doing that."

"Well, pardner, the time's they are a-changing," I said. "Nowadays, that sort of false alarm just doesn't seem to upset folks as much."

Jed spat again and picked his teeth with his Buck. "It does if those folks ride."

Bingo.

This year's crop of curvaceous hormone inducers are this rag's way of letting the straight world know that some of us around here still have an uninhibited sense of libidinous overdrive and an appreciation for bodies deluxe. The message is simple: men who ride Harley-Davidson motorcycles, the finest set of two wheels that ever graced the contours of this →



Top left and bottom left: Issue #254 (August): Jenna & Bobbi with the Shovelheads of Mötley Crüe members Tommy Lee and Nikki Sixx. Photos: Raiko Hartman

Right: Issue # 251 (May): Sazzy is featured with the White Brothers' 1992 Porkster. Photo: Silvermoon

Issue #253 (July): Nicole is featured
with John McCutcheon's Milwaukee
Iron-built 1993 Evo.
Photo: Raiko Hartman





Issue #258 (December):
Danni is shown with
Daniel Stern's
1977 FXE Shovel.
Photo: Raiko Hartman



Issue #252 (June):
Kathy is featured with
Tom Foster's
1993 Land Shark.
Photo: Silvermoon





planet, like women. And we like them a lot. For that sentiment, no apologies are offered, nor will they ever be.

There's also a little something that Gloria Steinem and others like her probably don't care to discuss at their coffee klatsches that's also relevant here: The women in this rag like Harley men. In fact, they love Harley men. They like showing who they are and what they have to offer. And shy is something they are not. Whether it's the back 40 acres at Glencoe, a wet T-shirt contest in Daytona Beach (pick a watering hole, any watering hole), a remote highway somewhere east of the Panhandle, or a function sponsored by this freedom-of-speech-lovin' rag, there is no shortage of women to back my statement up, either.

We've picked the best of the best Ma Nature has to offer to help make that point, too. And since my time is just about up, let me add just one more thing: When it comes to the standards for visual stimulation, let those who ride decide, not the coffee klatsch minority. The world might just get back on track.

Meanwhile, enjoy our view of the free road.

—Captain Trash



Top left: Issue #257 (November): Fox Of The Year Tondra with John Stallings' 1979 Super Glide. Photo: Bill Ellis

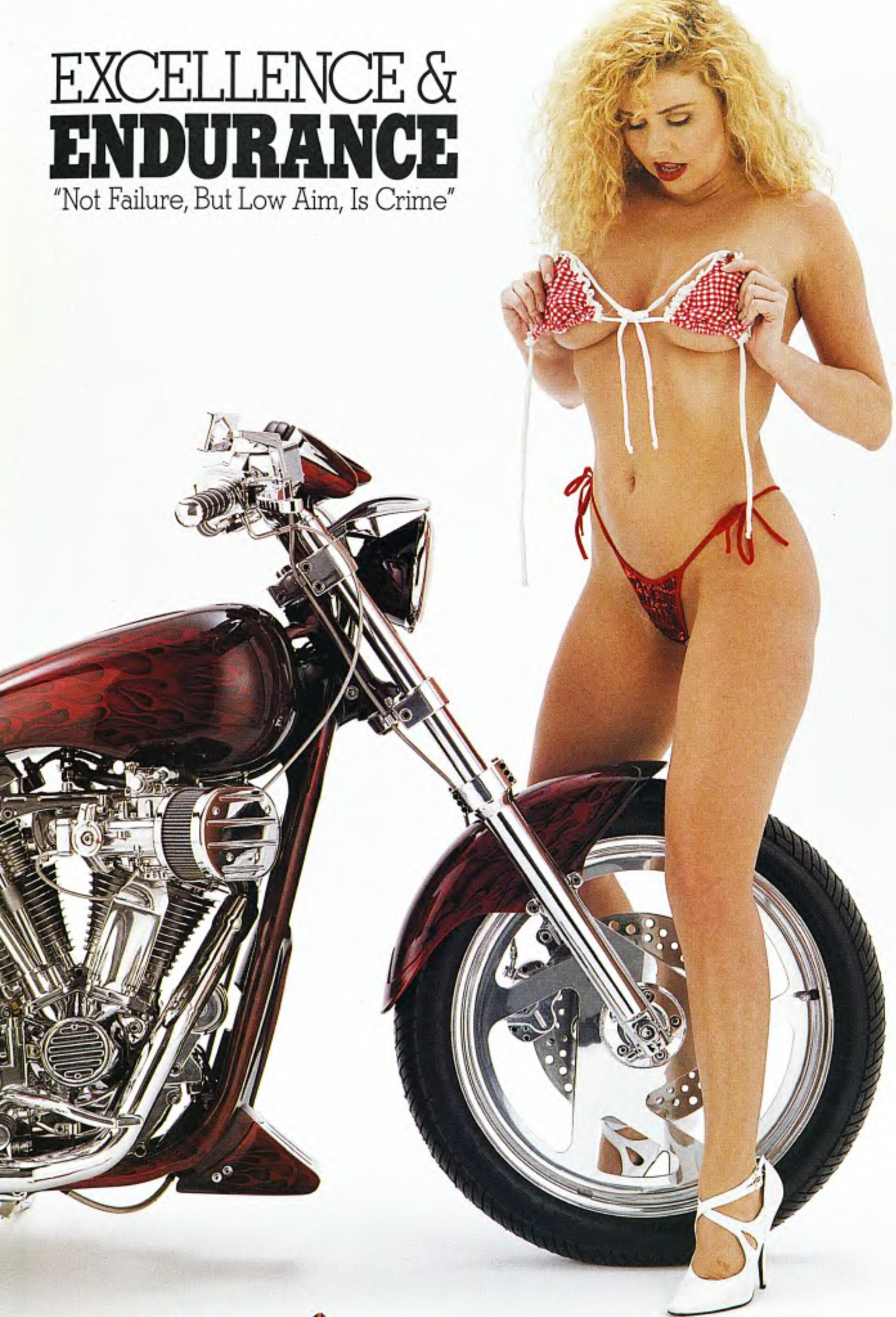
Bottom left: Issue #248 (February): Sandy, with Manuel Gonsalves' 1991 Pro-Street Terminator. Photo: Raiko Hartman

Right: Issue #255 (September): Mason is featured with Allan DeShon's 1994 rigid Evo. Photo: Raiko Hartman



EXCELLENCE & **ENDURANCE**

"Not Failure, But Low Aim, Is Crime"



Easyriders



Easyriders





Chris Burchinal, the talent-laden craftsman who built this elegantly intense custom Sturgis, knows how tough it can be to pursue a dream. He left his native Utah and headed west, turning his back on a regular paycheck to take a shot at making it in the highly competitive Southern California custom motorcycle market. Chris started his own business, amazingly enough, with a meager \$350, renting part of a stall from a welder he knew, and surviving week to week. Then, as now, his wife, Mikki, handled the office and paperwork. A few months later, now established in a tiny place of his own, Chris was joined by his longtime

friend, Sonny Leitch. Sonny's skills are showcased in the 89-cubic-inch modified mill that powers the unique scooter you're looking at. Today, five years and a couple of major setbacks later, Chris and Sonny continue the fight to hold on to the dream.

The motorcycle featured here was commissioned by Chip "Big Daddy" Latimer of Chicago. Big Daddy liked Chris' work so much that he had a brand-new bike shipped to Burchinal's, directly from the dealer, giving Chris a free rein in customizing it. The result was this stunning, one-off, handmade jewel. Chris is justly proud of his creation, and he speaks enthusiastically

of two current projects, a 103-cubic-inch, single down-tube hardtail, and a custom scooter featuring a DR-2 motor in a Boyce Pro Street frame. Despite new custom projects, Burchinal's, like most small custom shops, must depend on minor repairs, services, tune-ups, and the like to stay in business. And Chris has no illusions about the economic realities behind a one-of-a-kind creation like the dazzling, flame-festooned classic he built for Big Daddy Latimer.

"This kind of custom work just doesn't pay," Chris states candidly. "It was the first year of the Dyna Glide. They were terribly ugly, and it was hard just to →



figure out how to do anything with it. By the time the bike was finished, I had built and rejected several tanks and rear fenders, to say nothing of spending hundreds of hours reworking the frame, doing detail work on the swingarm, and so forth. I really have no idea how long it took. I didn't keep track of the time because when I do, it's ... well, disturbing."

Motorcyclists need to support small shops like Burchinal's in Anaheim, California, (714) 991-4772,

and the talented, dedicated guys whose creative imaginations and technical skills constantly renew the spirit of motorcycling. For better or worse, builders like Chris Burchinal must find their efforts rewarded by personal satisfaction, not by business profits. So if you admire their work, let them know how you feel. You'll be making an investment toward the preservation of something truly special—the unique art of customizing motorcycles.

—Flywheel Owzing





Owner:.....Chip "Big Daddy" Latimer

City:.....Chicago, Illinois

General

Fabrication:.....Burchinal's, Anaheim, CA

Year and make:.....1991 H-D

Model:.....Sturgis Dyna Glide

Chroming:.....California EPA

Engine

Year:.....1991

Model:.....Evo

Rebuilder:.....Sonny Leitch

Ignition:.....Dyna single-fire

Displacement:.....89 cubic inches

Lower end:.....S&S 4 1/2-inch

Pistons:.....S&S forged

Cases:.....Harley

Heads:.....Feuling

Cam:.....Leineweber

Carb(s):.....Dell 'Orto

Pipes:.....Mike Hamm Exhaust

Modifications:.....SuperTrapp muffler,

Burchinal's air cleaner, balancing

Transmission

Year:.....1991

Modifications:.....Andrews back-cut gears

and trans sprocket

Painting

Molding:.....Mahood's Body & Paint

Painter:.....X-Calibur

Color:.....red flames

Special paint:.....poly enamel

Frame

Builder:.....H-D/Burchinal's

Type:.....Dyna

Modifications:.....33-degree rake,

swingarm by Burchinal's

Accessories

Bars:.....Burchinal's

Fender(s):.....Burchinal's

Headlight:.....FX

Tailight:.....catseye

Speedo:.....Autometer Tach, oil gauge

Pegs:.....JayBrake

Gas tank:.....Burchinal's

Oil tank:.....low

Seat:.....LePera/Burchinal's

Mirrors:.....Pro One

Grips:.....JayBrake

Forks

Type:.....narrow glide, 39 mm.

Modifications:.....fork brace and

triple trees by Burchinal's

Wheels

Front:.....19-inch, Metzeler, JayBrake

Rear:.....16-inch, Dunlop, JayBrake

Photos:.....Raiko Hartman



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BIKE TRAILERS

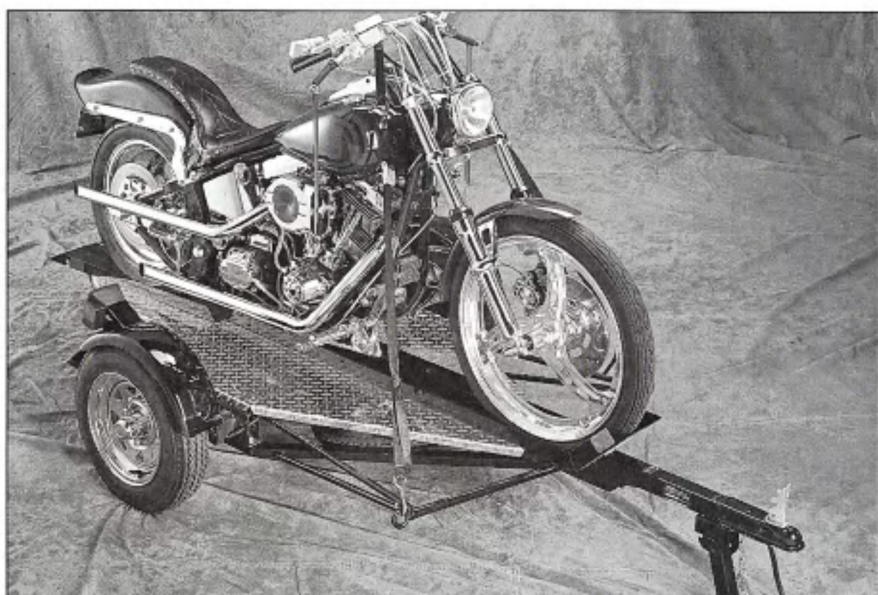
WHAT'S
THE
HITCH?

While a kind of manly, in-the-wind attitude keeps many of us from even considering trailering our bikes anywhere, we must all, occasionally, think how handy a trailer could be, especially if we've spent serious time waiting in the dirt for a tow. You can either drop a quarter on your ol' lady, or you can call for a truck and commence bending over because the bill is gonna hurt.

There are other practical uses to the motorcycle trailer: If you want to take a vacation with the family, but can't fit them all on your bike, you just hitch up the carriage. And, if Sturgis is 2,000 miles away, you can make better time and beat the weather with a buddy sharing the steering wheel. But before you ride out and throw some cash down on the first piece of plywood you see, you should know that not all trailers are alike.

Better trailers feature all-weld construction, 12- or 13-inch wheels with automotive-type bearings, independent torsion bar suspension, loading ramps and electric brakes. Cheaper versions are held together with nuts and bolts, have eight-inch wheels, no brakes and are suspended on leaf springs. Here is a look at some of what's available:

KENDON INDUSTRIES



Kendon makes stand-up trailers that fold in half for storage. The company offers two models that will accommodate your Harley: a single rail unit for \$999 and a double rail trailer (can carry two dressers) retailing for \$1,695. Both models feature welded steel tubing, polished aluminum diamond-plate construction, independent torsion bar suspension and 12-inch chrome wheels with high-speed automotive bearings. Call (714) 630-7144.

TRAILER LITE



Trailer Lite builds a multi-sport utility trailer. The unit's base price is \$1,095 and comes with a variety of options to suit most towing purposes. The single bike kit costs \$159 for the rails, plus \$49 for a ramp. It's constructed from welded steel coated with high-density polyurethane and rides on leaf springs and a choice of 12- or 13-inch wheels. The wood floor is matted to a bed liner. Call (805) 445-4433.

CHARIOT



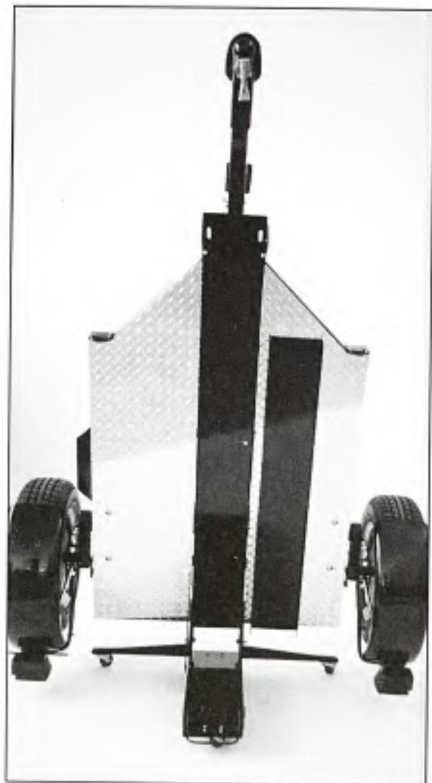
Chariot offers five models, including a "covered wagon" design. The single-bike open trailer costs \$1,495; double dresser capacity with electric brakes costs \$2,695. Both feature a tubular steel frame that rides on a torsion bar suspension, 13- or 14-inch chrome wheels (depending on model), and a sliding underbody steel ramp. Enclosed pens come in three lengths: 10-foot (\$2,795), 14-foot (\$4,295) and 16-foot (\$5,295). Options include windows, roof vent, side entry door, air conditioning, extra wide door and bunk beds. Call (813) 855-5801.



CYCLE PRODUCTS



C.P. manufactures tilt-up trailers for single or double use. The units feature welded steel, polished diamond-plate steel construction, 13-inch chrome wheels with high-speed bearings, Dexter Torflex axles and a pivoting jack stand. The single rail unit costs \$1,299; the dual costs \$1,499. Call (805) 259-1015.

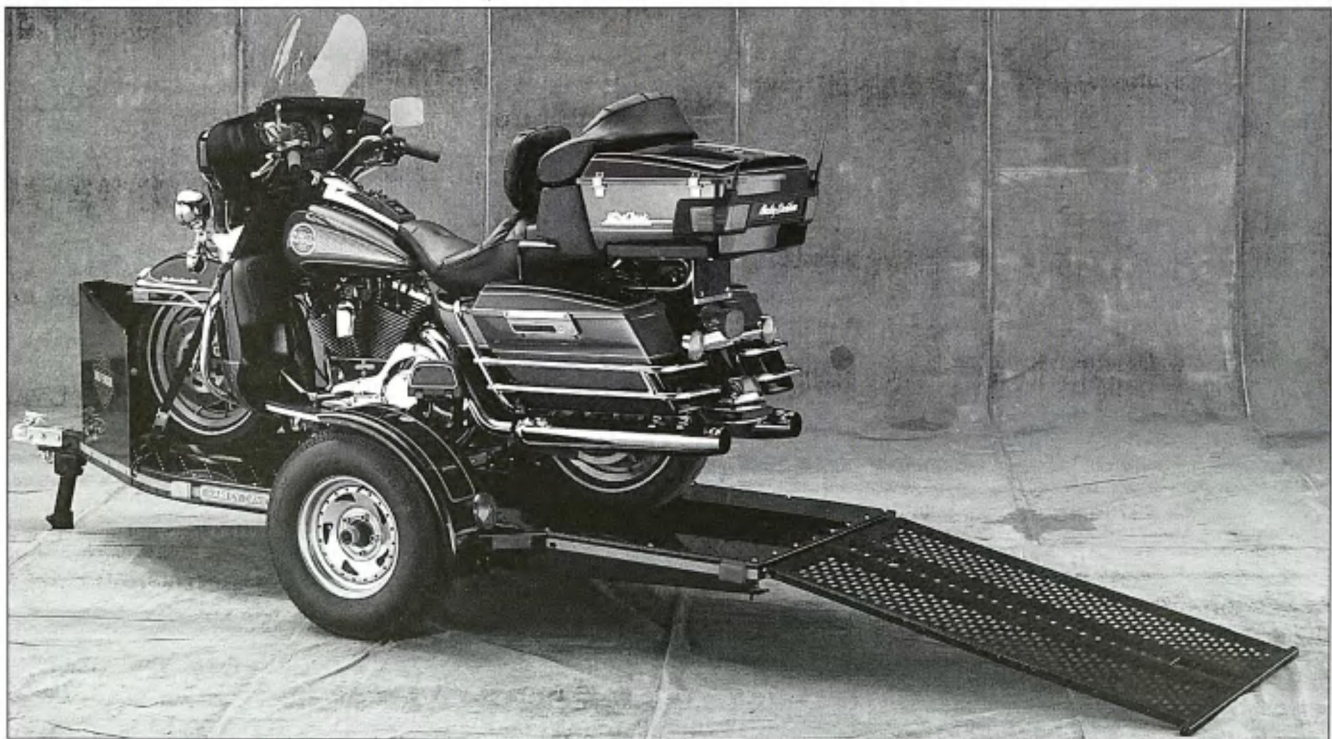


AMERICAN TRAILER SYSTEMS



American makes a folding, single-bike trailer that costs \$895. It uses eight-inch wheels with Timkin roller bearings for a stable and durable ride, according to the company. Options include fenders, spare tire and larger wheels. Call (408) 758-4407.

HARLEY-DAVIDSON



The Motor Company, through a licensing agreement with Florida-based Myco, offers single and dual bike fold-up trailers. The units feature welded steel construction, 13-inch wheels and a walk-up ramp. The single trailer costs \$1,599. The double is \$2,399. And a double premium trailer that features storage space costs \$2,999. All have 13-inch wheels. Options include stone guards (\$179 for single; \$249, double). Contact your local dealer.

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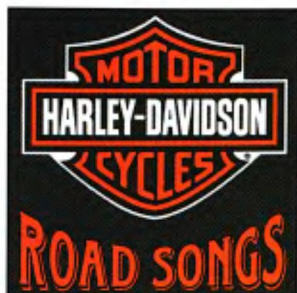
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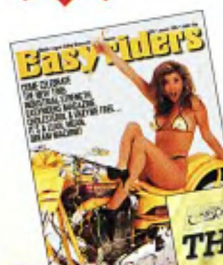
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2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 1,221 prizes — 1 Grand Prize, 20 First Prizes, 200 Second Prizes, 500 Third Prizes, 500 Fourth Prizes. Total approximate retail value of \$105,000.00.
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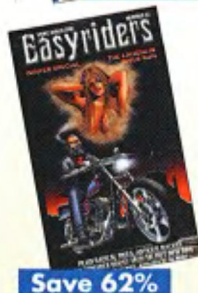
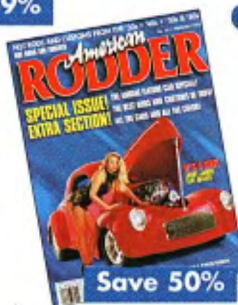
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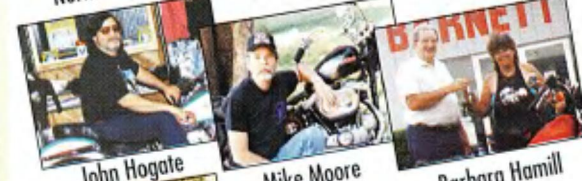
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EASYRIDE **WIDE**

PAUGHCO'S SEARING SPRINGER COULD BE YOURS

Depending on who you talk to around here, the estimate for monthly scrutiny of this magazine is about 2.5 million motorcycle enthusiasts. That's just over one-fifth of the number of people who are the reason for construction of Paughco, Inc.'s 1994 Easyride Wide. It's one of →







six custom-built motorcycles up for grabs in the *Easyriders* mother of all raffles. Proceeds from ticket sales are going toward helping the 10 million children and young adults under 40 with juvenile diabetes.

Victims of this disease know there's nothing sweet about the debilitating effects of excess sugar in their systems, and when Ron Paugh got the call asking if he could lend a hand to their cause, he didn't miss a beat. "We're excited to be involved in this program," says Ron, "so we wanted to offer something different. We're pretty tired of Evos and didn't want to make a ditto bike."

And ditto this bike ain't.

The 1994 Easyride Wide sports a 1980 FLH Shovelhead with ported and polished heads, Andrews F grind gears, a Keihin carburetor, and Paughco pipes and mufflers. Ron dropped in a four-speed 1980 stock Harley-Davidson tranny with a door-stompin' kickstart, because he loves a traditional look, ride, and feel. The Paughco LR bars bolt onto a Paughco prototype floating fender springer front end, with high-tech Performance →





Owner:could be you
City:anywhere, any country
General
 Fabrication: ..Paughco, Calvin McFarland
 Year and make:1980 H-D
 Model:1994 Easyride Wide
 Chroming:Paughco, Celebrity
Engine
 Year:1980
 Model:Shovelhead
 Builder:Calvin McFarland
 Ignition:stock
 Displacement:80 cubic inches
 Lower end:H-D

Pistons:stock
 Cases:H-D
 Heads:ported & polished
 Cam:Andrews "F" grind
 Carb(s):Keihin
 Pipes:Paughco
 Modifications:Paughco air
 cleaner and muffler

Transmission

Year:1980
 Modifications:Karata belt, 51-tooth
 Kosman wheel sprocket

Painting

Molding:Ness struts

Painter: ..Kustom Kreations, Jim Farcello
 Color:candy pearl fade
 Special paint:ghost flames

Frame

Builder:Paughco, Inc.
 Type:Easyride Wide
 Modifications: ..chrome Paughco swingarm
 torsion bar by Kendon Ind., 5-degree rake

Accessories

Bars:Paughco LR bars
 Fender(s):H-D front, Pro Stock rear
 Headlight:Paughco
 Taillight:catseye
 Speedo:CCI

Pegs:P.M.
 Gas tank:3.5 gallon stock flatside
 Oil tank:Paughco, Inc.
 Seat:LePera
 Mirrors:Ness
 Grips:Big V Galindo design

Forks

Type:springer, Paughco
 Modifications:floating fender
 (prototype), 3-inch extension

Wheels

Front:19-inch Avon, P.M. hub/brake
 Rear:18-inch Avon, P.M. hub/brake
Photos:Raiko Hartman

Machine wheels and brakes that pick up the chrome art of the design lines.

The immaculate, candy pearl, faded color work was laid down by Jim Farcello of Kustom Kreations, and it's perfectly balanced with some fantastic in-house chrome work through Paughco and Celebrity. The five-degree rake, 1018 drawn-over metal frame was specially constructed to run a 5.5-inch rear Avon, and the swingarm has a chrome Paughco torsion bar by Kendon Industries to give you one hell of a smooth ride.

The torsion bar reacts fully to even a closely spaced series of road bumps and grinds. Regular Softail suspension can't compress and



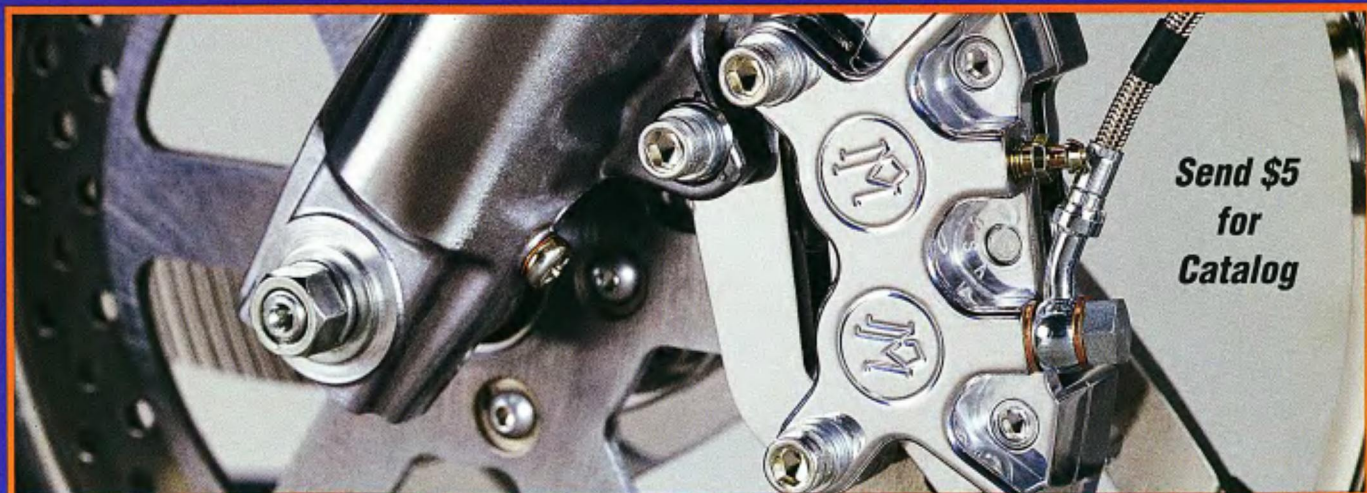
decompress nearly as fast, and that's something your backside will tell you very quickly.

Paughco, Inc., manufactures more than 700 unique styles of frames for custom Harleys, and with assembly by Calvin McFarland, they've truly created a street-shreddin' springer outta this one. So, zip open your wallet, dig in deep, peel out some bills, and take a few shots at Paughco's mountain of purple majesty. Remember, it's for a great human cause, and who knows, the next story in here just might be about this bike and its new owner—you.

—Slide



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TALKING TECH

WHAT'S THE DIFFERENCE?

I own a 1980 Shovelhead. Could you please tell me the difference between a later oil pump and the one I have. According to S&S, 1981 and later oil pumps have a superior oiling system to the 1980 and earlier Shovelhead pumps.

D. Johnson
Auburn, Washington

1980 and earlier oil pumps return excess oil back to the oil tank, along with scavenged oil. 1981 and newer pumps return excess oil right back to the inlet side of the pressure pump. This saves the pumping effort of sending oil all the way back to the tank, and in high rpm engines it keeps the pump from cavitating.

WIRING PROBLEM

I have a 1986 FXRC. My problem centers around the directional lights. When I'm riding (in any gear) and I turn either the left or right directional light on, the bike starts to sputter like it has a miss or is out of timing. I have checked the plugs, wires, timing etc., and I have tried some of the troubleshooting tips in the H-D service manual. I can't find anything obvious. Any suggestions to lead me in the right direction?

Shmola
Pennsylvania

Sounds like a shorted turn signal wire. Check under the rear fender for tire damaged wiring. If you don't find it there, then check around the handlebars or inside the headlight. These are common areas for shorted wiring.

LOOKING FOR A DEAL

I'm looking to build a new bike from the ground-up. Are there any companies that offer a complete Harley that can be sent to me in parts? Some catalogs say they list enough parts to build a complete bike, but what about a package deal of some sort? If I turn the wrenches, I'll save a few bucks, right?

Garrett
Redondo Beach, California

You can save, depending on the machine. A ground-up construction project will run you anywhere from \$8,000-\$20,000, depending on which model you build.

BRAZED AND CONFUSED

What's the accepted practice for bringing an old, original-length Harley springer back to safe, useable condition? Obviously, replacing all bushings, studs, bolts, locks is in order. But after removing the paint it looked like it was in an explosion at the brazing factory. I was told that the factory used a process called "furnace brazing" to assemble these front ends. At any rate, the welds on the lower clamp look less than satisfactory. Rebraze? MIG? TIG?

Also, I've got an FLH Pan motor which was completely rebuilt, run for two hours, and then stored for seven years. What's your recommendation for firing this motor?

Needs the Scoop
Pittsburgh, Pennsylvania

I got to see furnace brazing being done at the factory in 1971. The process involves heating the assembly in a furnace or with a large torch until it turns cherry red, then with a ladle of molten brass, splashing the area to be stuck together. It was a rather sloppy method but it was effective and fast. File down the rough spots and re-braze any cracks. TIG brazing looks best.

If the engine was stored somewhere dry (and was actually stored and not just parked), it might only take some gas, oil, and a new battery. If it was not prepared for storage it might require a complete overhaul if it was left some place damp. Looking at the cylinder walls through the plug holes can give you some idea of how much is left.

LOTS OF QUESTIONS

I just bought a stock 1980 FLT with a 5-speed gearbox. I want to rebuild it into Duo Glide-style. After studying many catalogs, there are many open questions left:

Which lamp housing fits? How can I keep the lock in function? How does a five-gallon fatbob tank fit? Which wire wheel assembly fits? Which oil tank fits into a stock FLT frame? Which battery carrier tray fits? Can I dismantle the chain box and let the chain run open? Another idea I have is to buy an old frame. Which frame will fit to a Shovelhead with five-speed gearbox?

Stephan Siegler
Frankfurt, Germany

This is not a conversion to attempt. There are very few interchangeable parts. Wheels are an exception. If the rear chain housing is discarded, 1973-and-up wires will fit.

WILL SPEEDO ADAPT?

Last year I put a '91 Wide Glide front end on my '77 FXE. As you know, the stock FXE has a 19-inch front tire and the Wide Glide has a 21-inch tire. Is it possible to adapt my FXE speedo to the 21-inch tire?

Ammonia Balls
Lake in the Mills, Illinois

Use the '91 Wide Glide's speedo drive and your old speedo cable.

SHED SOME LIGHT

Greetings from darkest Africa, which brings me to my problem. I'm running a 1942 U Flathead. Ignition is coming from a Fairbanks Morris Magneto. No problem so far. I want to ditch the battery, but I still need lights. Is this possible? If so, how (using the stock 3-brush model 32E generator)? I have tried without the battery—using a capacity and zero diode. No luck. Any help would be appreciated.

Gareth P. Davies
Vlaeberg, South Africa

With the 32E generator (3-brush type) there are no other parts required to run lights only. Most likely, the lights will go out or maybe just flicker at idle on account of low generator speed. Usually an engine speed of about 1500 rpm must be attained to produce enough output to operate the lights.

The two terminals on the generator case are both output terminals. Originally, one terminal was for the ignition and battery charging; the other was for lights. With no battery, simply connect both terminals together and run them to a switch to control the lights.

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



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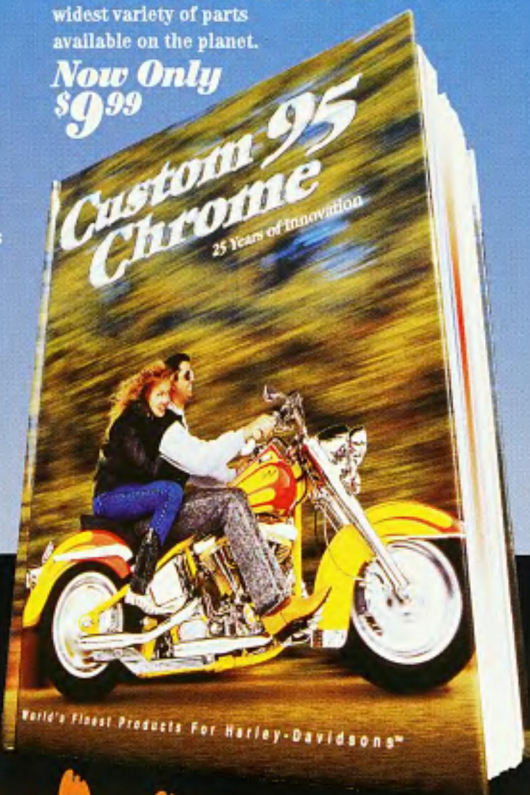


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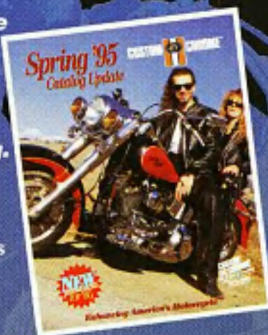
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A



B



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6110 - Sizes SM, MD, LG, XL, XX. **\$329.00**

C. COLUMBUS JACKET/SHIRT. This fully-lined cowhide shirt doubles as a light jacket. Includes convenient front patch pockets with secure zip closures and an embossed *Easyriders* logo.

4170 - Sizes MD, LG, XL, XX. **\$209.00**

CALL (800) 247-6246 FOR ORDERS OR LOCATION OF YOUR NEAREST DEALER

A



B

A. MEN'S BIKER JACKET, FRINGED W/BONE. A tough black biker jacket with its own special style. The western-style fringe is decorated with natural bone beads and brass accessories and the waist is adjustable. **4131** - Sizes 38, 40, 42, 44, 46, 48, 50. **\$449.00**

B. LADIES CHEYENNE JACKET W/BONE. Features the same form-fitting shape as the original, with the addition of natural bone beads and brass accessories.

4591 - Sizes 32, 34, 36, 38, 40, 42, 44, 46, 48. **\$439.00**

C. CHEYENNE BONE FRINGE VEST. Our snapdown leather vest, with fringed yoke and western weave on the front and back, features two front pockets. Natural bone beads, feathers & brass accessories give this vest a sexy customized look. **4595** Sizes SM, MD, LG, XL **\$309.00**

MONTANA CHAPS WITH BONE. These chaps have natural bone beads, feathers, leather lacing and brass accessories. **6111** - Sizes SM, MD, LG, XL, XX. **\$409.00**

CALL (800) 247-6246 FOR ORDERS OR LOCATION OF YOUR NEAREST DEALER





KIDS SHORT SLEEVE BLACK TWILL SHIRT. Our medium weight, short sleeve shirt comes in 100% soft, black cotton twill. It features sturdy double stitching and our exclusive embroidered bike logo in white for your aspiring riders.

7140 - Sizes 6, 8, 10, 12. **\$19.95**

EASYSIDERS FRINGED LEATHER SHORTS. These fringed suede and leather shorts look hot on mom and cool on her daughter. They include an elastic back waist, front zipper and our *Easysiders* Conchos. Both styles are fully lined and have adjustable lace-up sides.

7520 - Ladies Sizes SM, MD, LG. **\$39.95**

9220 - Girls Sizes 6, 8, 10, 12. **\$34.95**

EASYRIDER FAUX LEATHER BRA. For the unmistakably sexy look of leather without the dry-cleaning hassle, we offer our washable faux leather bra with an adjustable front tie.

1910 - Sizes SM, MD, LG. **\$29.95**



A



B



C



D



E

F



A. EASYRIDERS SLEEVELESS SWEATSHIRT. This 100% cotton sweatshirt features our screen printed flame logo. **3770** - Sizes MD, LG, XL. **\$29.95**

EASYRIDERS SWEAT PANTS. Comfortable, soft 100% cotton with a drawstring waist and elastic ankle. **3760** - Sizes MD, LG, XL. **\$29.95**

B. EASYRIDERS EMBOSSED SWEATSHIRT. Our eagle logo is embossed in understated black on black on this Hanes 50/50 cotton/poly blend sweatshirt. **3710**. Sizes MD, LG, XL. **\$29.95**

C. SHORT SLEEVE HENLEY SHIRT. For the ultimate in warmth without losing mobility, try our short sleeve Henley over a thermal. Same construction as the long sleeve version, available in black and ash-gray. Black **3430**, Ash-Gray **3440** - Sizes MD, LG, XL, XX. **\$24.95**

D. EASYRIDERS EMBROIDERED SWEATSHIRT. Keep warm while showing your allegiance to the *Easyriders* way of life. Our eagle logo is embroidered in beautiful color on this 100% cotton sweatshirt.

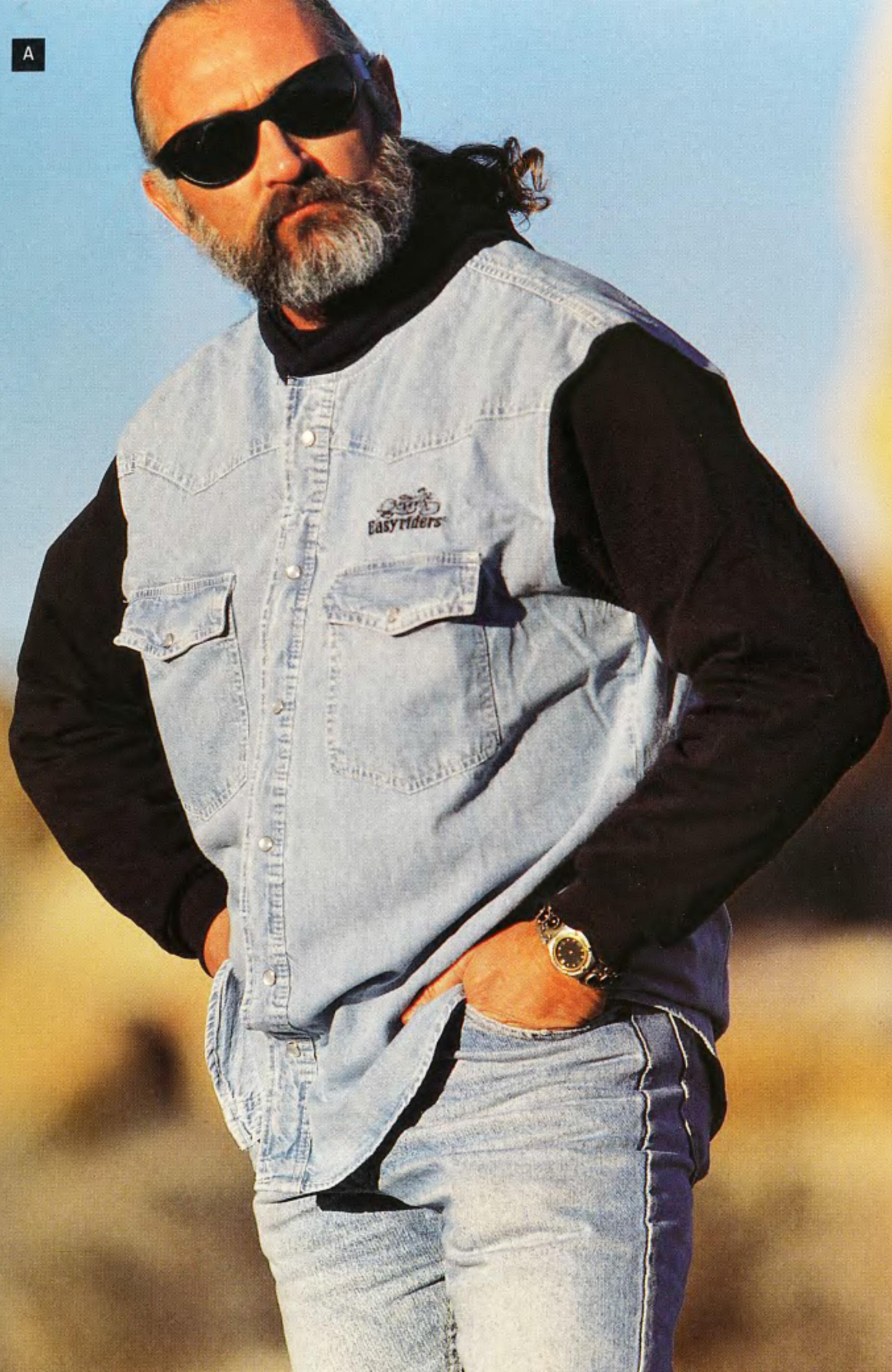
3740 - Sizes MD, LG, XL. **\$59.95**

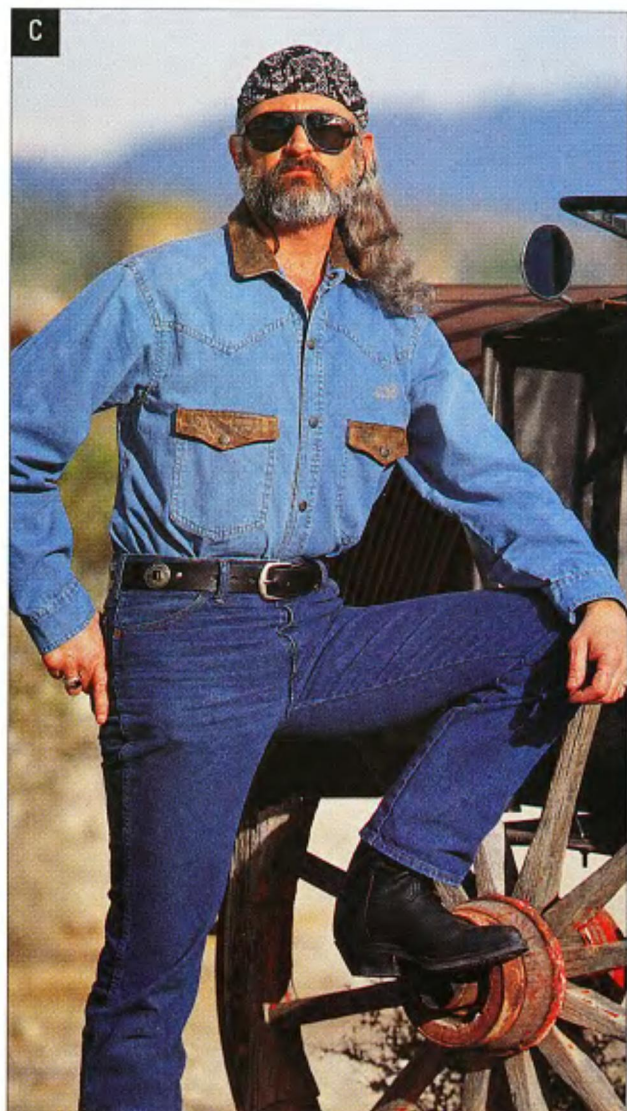
LONG SLEEVE FLAME T'S. Our famous long sleeved flame shirts are now available in three prints. All in 100% cotton.

E. TATTOO DESIGN. 8620 - Sizes MD, LG, XL, XX. **\$24.95**

F. SKULL DESIGN. 8440 - Sizes MD, LG, XL. **\$29.95**

EAGLE DESIGN. (same design shown on pant leg at left) **8470** - Sizes MD, LG, XL. **\$29.95**





A. HOODED DENIM SWEATSHIRT. This shirt combines the rugged comfort of 8 oz. denim with the softness of black cotton fleece. The added hood feature keeps you prepared for any weather.

3520 - Sizes MD, LG, XL, XX. **\$44.95**

B. LADIES DENIM TIE-TOP. Faded 6 oz. denim and antiqued brown leather trim distinguish the latest addition to our tie-top selection. Features an embroidered logo above the left pocket.

9170 - Sizes SM, MD, LG. **\$29.95**

DENIM SHORTS. Simple and sexy, our five pocket denim shorts are just short enough to turn a few heads. Available in double-stitched pre-

washed 14 oz. denim with *Easyriders* logo metal button.

9180 - Sizes SM, MD, LG. **\$19.95**

C. DENIM SHIRT. This basic two pocket, 6 oz. denim shirt features the same antiqued brown leather trim as our classic denim jacket collection. It also features the exclusive *Easyriders* buttons and logo above the left pocket. Available in children's sizes as well.

Adults **9150** - Sizes SM, MD, LG, XL, XX. **\$39.95**

Kids **9230** - Sizes 6, 8, 10, 12. **\$29.95**

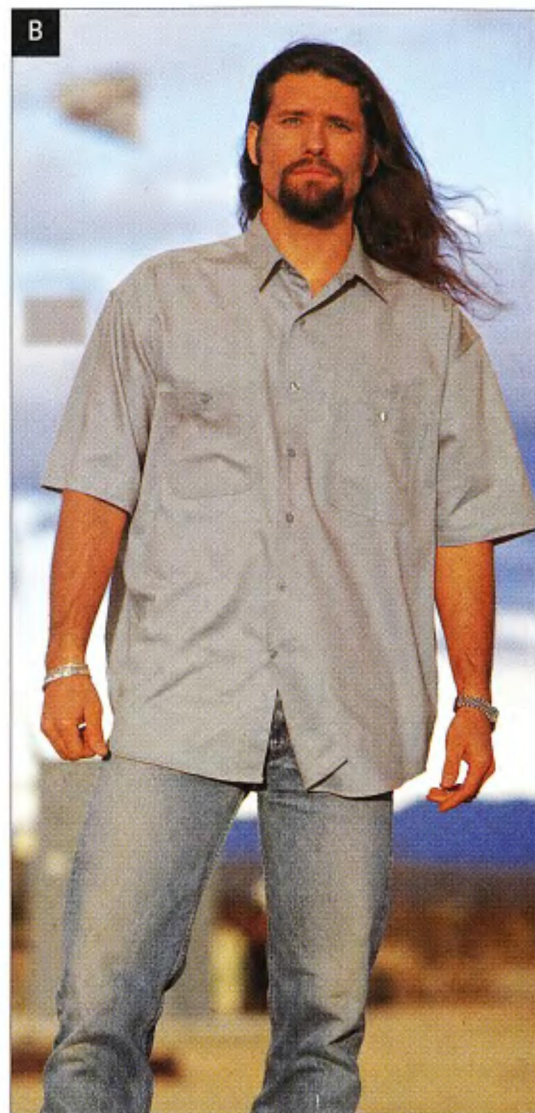
CALL (800) 247-6246 FOR ORDERS OR LOCATION OF YOUR NEAREST DEALER



A. YOUTH SHORT SLEEVE TWILL SHIRT. Medium weight in 100% soft cotton twill with two convenient front pockets, an embroidered *Easyriders* bike logo and durable double stitch construction. Black **7140**, Gray **7141**, Tan **7142** - Sizes 6, 8, 10, 12. **\$19.95**

LADIES SLEEVELESS ROPE TOP. Our 100% cotton twill ladies rope top features two button front pockets, double needle construction and the *Easyriders* bike logo. Available in Black, Gray and Tan. Black **7450**, Gray **7451**, Tan **7452** - Sizes SM, MD, LG. **\$24.95**

SLEEVELESS TWILL SHIRT. The perfect way to show off a tattoo or just soak up the sun on the road. This has the same great features as the short-sleeved shirts (B). Available in Black, Gray and Tan. Black **7160**, Gray **7161**, Tan **7162** - Sizes MD, LG, XL, XX. **\$24.95**



B. SHORT SLEEVE TWILL SHIRT. Same features as described in Youth Shirt (A). Available in Black, Gray and Tan. Black **7150**, Gray **7151**, Tan **7152** - Sizes MD, LG, XL, XX. **\$24.95**

C. LONG SLEEVE RIPLE COLLAR SHIRT. Diagonal zipper front pockets characterize this medium weight, 100% cotton shirt. The double lined shoulder patches produce a unique ripple effect. Double stitch construction. Available only in black. **7430** - Sizes MD, LG, XL, XX. **\$29.95**

D. LONG SLEEVE MANDARIN COLLAR SHIRT. This 100% cotton shirt is comfortable and dressy at the same time. It features a mandarin collar, two front pockets and the *Easyriders* bike logo. Available only in black. **7420** - Sizes MD, LG, XL, XX. **\$24.95**

CALL (800) 247-6246 FOR ORDERS OR LOCATION OF YOUR NEAREST DEALER

C

D







DENIM JACKET. What could be more comfortable, more elegantly casual than a 14 oz., stone washed denim jacket? We've dressed this classic up with an antiqued brown leather collar and pocket flaps, and reinforced it with sturdy triple needle construction. It features the famous *Easyriders* bike logo stitched above the left breast pocket. Available in adult and children's sizes.

Adults **9100** - Sizes SM, MD, LG, XL, XX. **\$49.95**

Kids **9120** - Sizes 6, 8, 10, 12. **\$44.95**

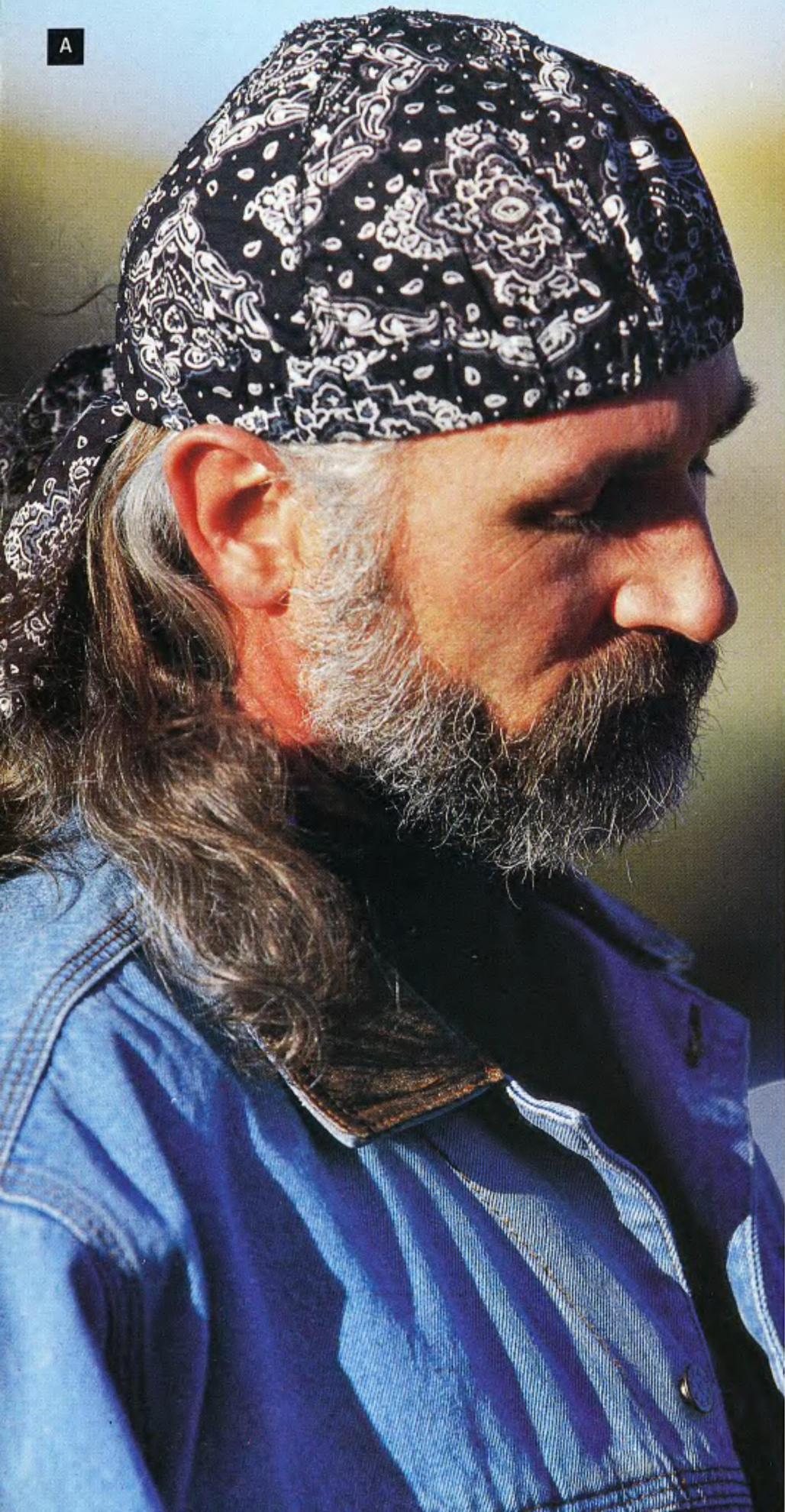
LADIES DENIM VEST. For a sexier look there's the fitted vest, also in durable 14 oz. stone washed denim. It features an antiqued brown leather collar and front plaque, a zipper closure and a zippered front pocket.

9140 - Sizes SM, MD, LG. **\$29.95**

SLEEVELESS DENIM JACKET. We offer the same sturdy construction and timeless style in our sleeveless version of the denim jacket, for those days when a jacket is too much. Comes in adult and children's sizes.

Adults **9110** - Sizes SM, MD, LG, XL, XX. **\$34.95**

Kids **9130** - Sizes 6, 8, 10, 12. **\$29.95**

**A. SKULL RIPPER CAPS.**

We're proud to introduce our new line of Ripper caps, inspired by a memento given to Rip from a Harley dealer who went on to that great Hog farm in the sky. These form fitting, washable skull caps come equipped with a Velcro adjustment and are easily stashed in your pocket.

300266 shown on model
\$7.95

Top to Bottom

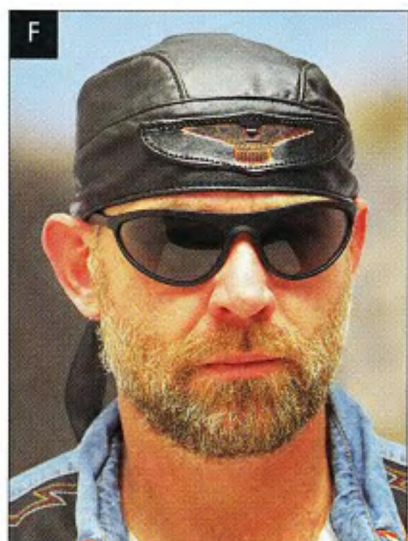
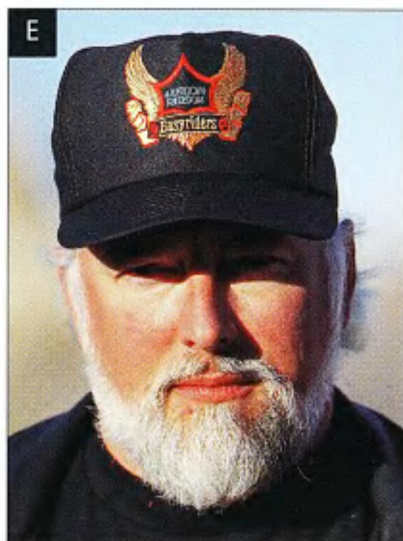
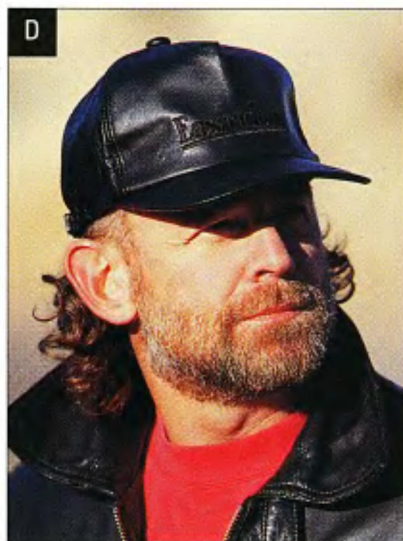
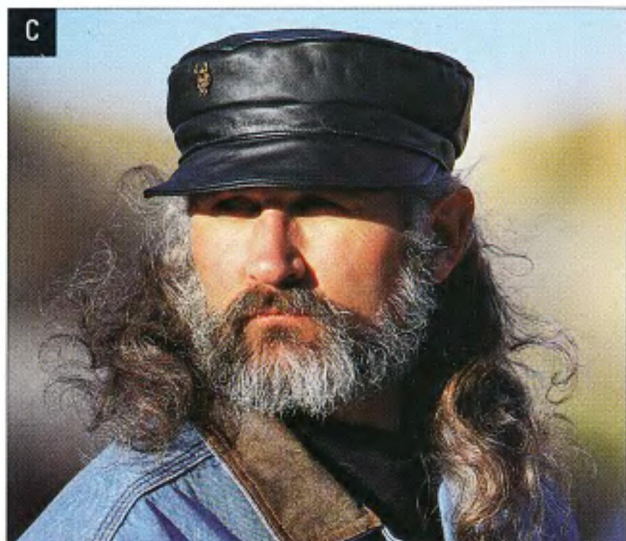
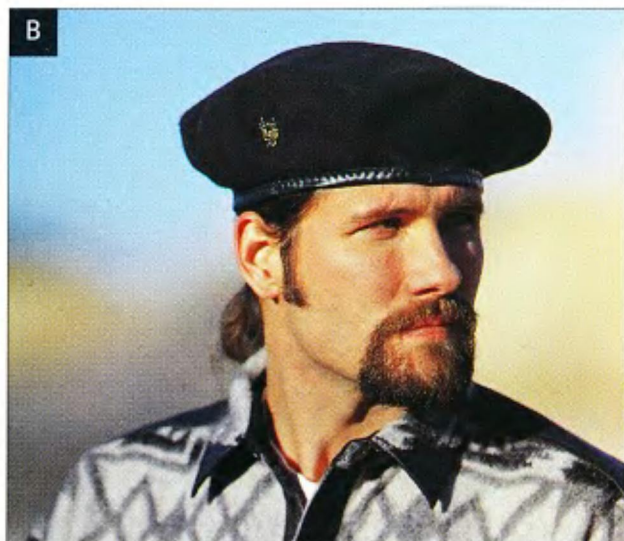
300266 - Black Print

300265 - White Print

300264 - Solid Black

300267 - Skull Print





CAPS. All of our hats and caps have one thing in common, attitude. Whether it's an *Easyriders* leather cap or the Harley baseball hat everyone will be sure to see you coming.

B. EASYRIDERS BERET CAP. The *Easyriders* Beret cap is sure to keep you warm in 100% black wool. *Easyriders* logo pin is included. 2710 - Sizes SM, MD, LG. \$29.95

C. EASYRIDERS LEATHER CYCLE CAP. Includes *Easyriders* pin. 300282 \$24.95

D. EASYRIDERS LEATHER BASEBALL CAP. 300234 \$29.95

E. EASYRIDERS WINGS BASEBALL CAP. 300246 \$14.95

F. EASYRIDERS WING & SHIELD LEATHER HEADSCARF. 300263 \$34.95

G. H-D BAR & SHIELD BASEBALL CAP. 300227 \$9.95

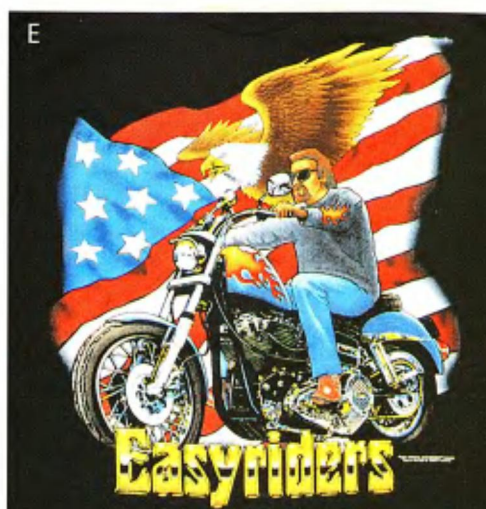
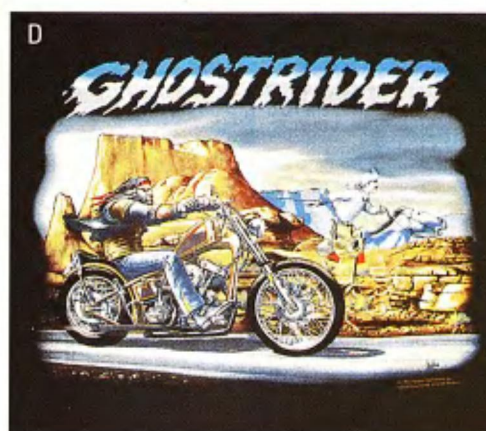
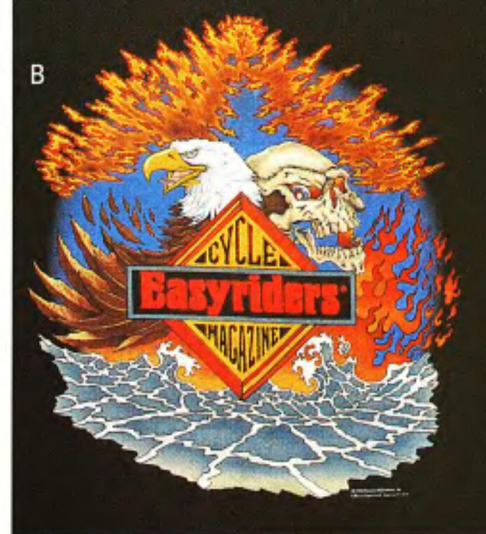
H. H-D EAGLE W/RIBBON BASEBALL CAP. 300225 \$9.95

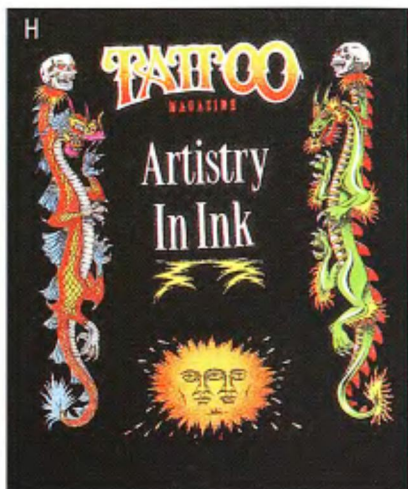
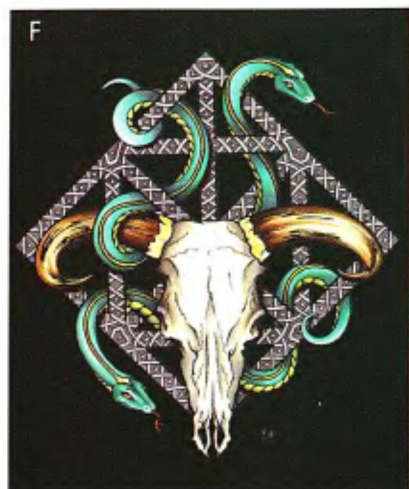
I. H-D WELDERS CAP. 300237 \$14.95

J. H-D WINGED BAR & SHIELD PAINTER'S CAP. 300235 \$12.95



CALL (800) 247-6246 FOR ORDERS OR LOCATION OF YOUR NEAREST DEALER





A. JACK-SKULL OF DIAMONDS. If you play your cards right, you'll be in this new T design. **8605** - Sizes MD, LG, XL, XX. **\$15.95**

B. SKULL/EAGLE SEA TO SKY. **8530** - Sizes MD, LG, XL, XX. **\$15.95**

C. BIKERS AROUND THE WORLD. **8500** - Sizes MD, LG, XL, XX. **\$15.95**

D. GHOSTRIDER. **8580** - Sizes MD, LG, XL, XX. **\$15.95**

Also in kids. **8810** - Sizes 4, 8, 12. **\$14.95**

E. BIKER W/FLAG AND EAGLE. **8510** - Sizes MD, LG, XL, XX. **\$15.95**

F. SNAKE/SKULL. Striking new artwork that makes a big statement. **8625** - Sizes MD, LG, XL, XX. **\$15.95**

G. MEDICINE SHIELD. **8490** - Sizes MD, LG, XL, XX. **\$15.95**

H. ARTISTRY IN INK T. A new design for a new season of *Tattoo*. **8645** - Sizes MD, LG, XL, XX. **\$15.95 (9B50)**

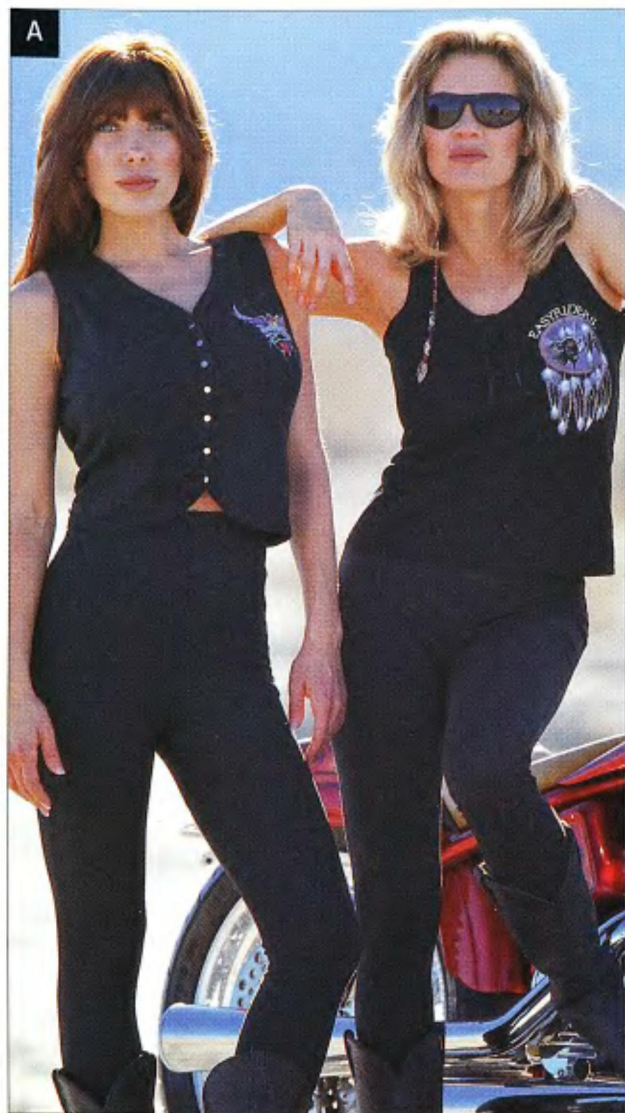
I. ROSE VINE LADIES TANK TOP. Great new artwork stands out on this new black ladies' tank. **8630** - Sizes SM, MD, LG. **\$14.95**

J. NATIVE AMERICAN HALF-TEE. Ash grey. **8480** - Sizes MD, LG, XL, XX. **\$14.95**

K. TATTOO/ DRAGON TANK TOP. **8400** - Sizes MD, LG, XL. **\$14.95**

Hanes All shirts on this page are Haynes Beefy-T's 100% cotton with the exception of C and G

CALL (800) 247-6246 FOR ORDERS OR LOCATION OF YOUR NEAREST DEALER

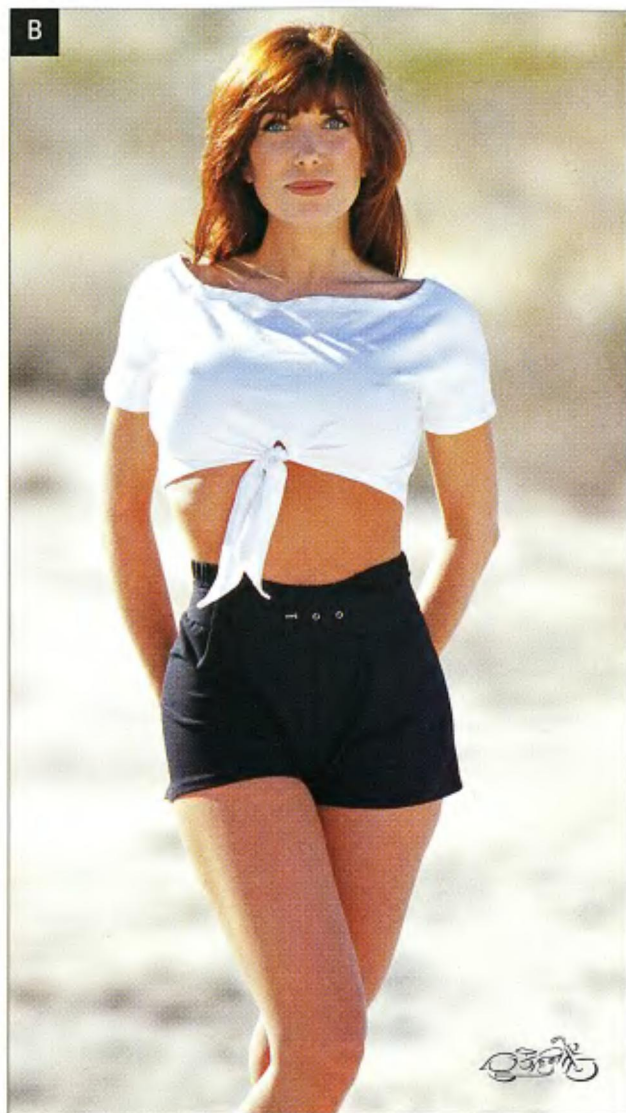


A. SLEEVELESS SNAP VEST. Another piece of our famous southwest art appears on this 100% cotton, snap front vest. **3880** - Sizes SM, MD, LG. **\$19.95**

SW ART LACE-UP TANK. Our southwest design is printed in vivid color on this lace front cotton tank. **3830** - Sizes SM, MD, LG. **\$19.95**

B. EASYRIDERS CROP TOP. No wardrobe is complete without at least one of the *Easyriders* trademark tie tops. This version comes in 100% soft white cotton with an embroidered logo on the shoulder. **3890** - Sizes SM/MD, LG/XL. **\$29.95**

EASYRIDERS BLACK STRETCH SHORTS. Look hot keeping cool in these form hugging black shorts. Made from a cotton/lycra fabric that never loses its shape. **7521** - S M/ MD, LG / XL. **\$49.95**



C. TWILL TIE-TOP. Yet another tie top option is our sleeveless cotton twill two pocket shirt. Features sturdy double needle construction and embroidered bike logo. Available in black, gray and tan. (colors shown on page 14) **Black 7170, Gray 7171, Tan 7172** - Sizes SM, MD, LG. **\$19.95**

TWILL SPLIT TOP. If you like the off the shoulder look, but hate losing your shirt, this split shoulder halter is the perfect solution. It comes in 100% cotton and features an adjustable buckled shoulder strap, elastic back and adjustable lace-up sides. Available in black, gray and tan. **Black 7180, Gray 7181, Tan 7182** - Sizes SM, MD, LG. **\$19.95**

BLACK LEGGINGS. Form-fitting and comfortable, these cotton/Lycra black stretch leggings look great in any combination. **3750** - Sizes SM, MD, LG. **\$14.95**







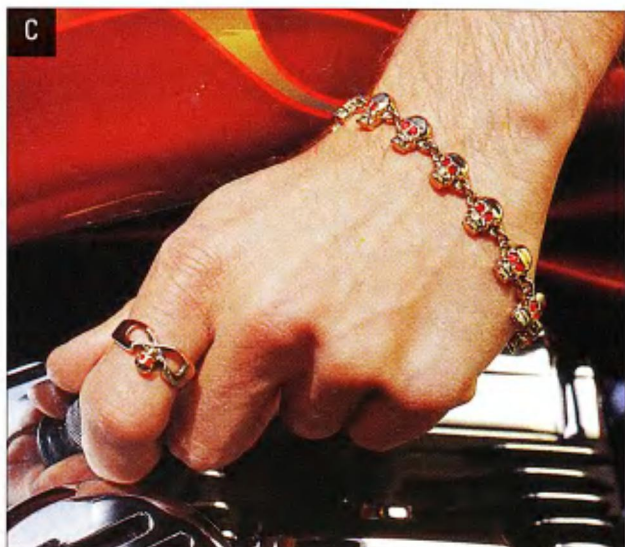
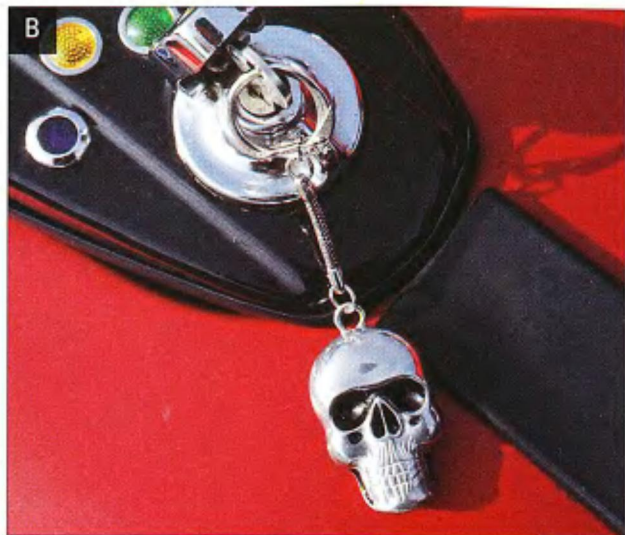
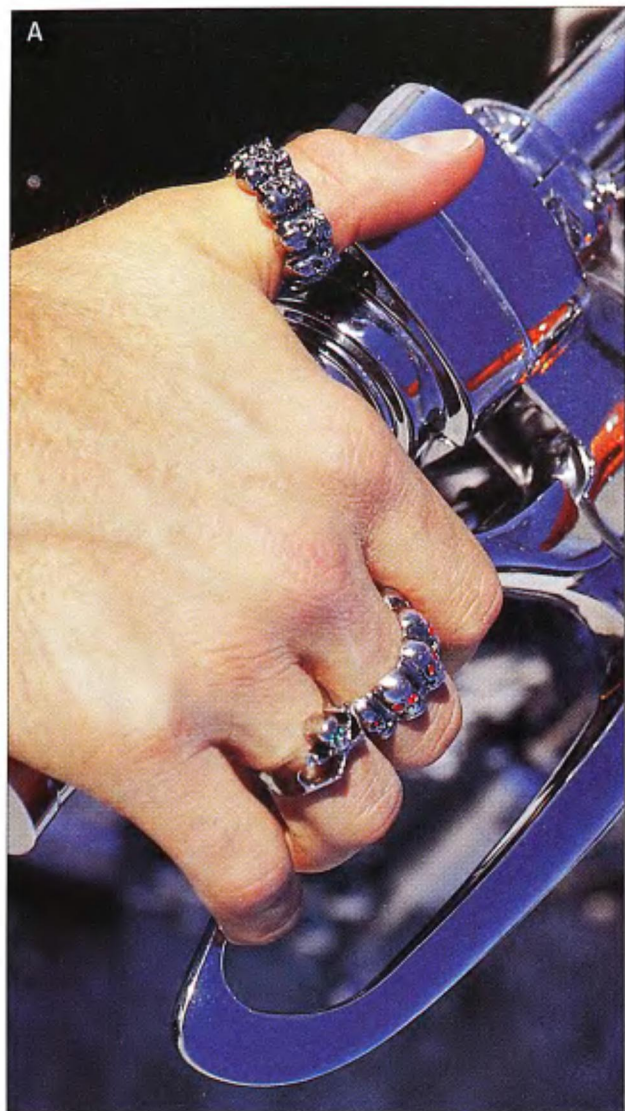
LACE & LEATHER TEDDY. The perfect teddy for the leather-and-lace biker. It features a lycra thong back, detachable garters, adjustable straps, underwire and a snap crotch.

1940 - Sizes SM, MD, LG. \$95.00

CHAIN LEATHER TEDDY. In the bedroom or on a bike, this teddy looks sizzling hot. Made from the finest soft leather with detachable garter strap, snap crotch and a lycra thong back.

1950 - Sizes SM, MD, LG. \$109.00

CALL (800) 247-6246 FOR ORDERS
OR LOCATION OF YOUR NEAREST DEALER



SKULL JEWELRY. All of our unique, quality skull jewelry pieces come in either antique gold or silver finishes, with a choice of red, black or green stone inlay. Earrings all have surgical steel, hypo-allergenic posts or hooks.

A. SKULL CRUSHER RING. (Shown twice) Side by side skulls circle your finger with this ring. Sizes 10, 11, 12.

Gold - Black 2650, Green 2651, Red 2652. \$19.95

Silver - Black 2653, Green 2654, Red 2655. \$19.95

SKULL STUD RING. (shown at bottom in A and in C) Sizes 10, 11, 12.

Gold - Black 2656, Green 2657, Red 2658. \$14.95

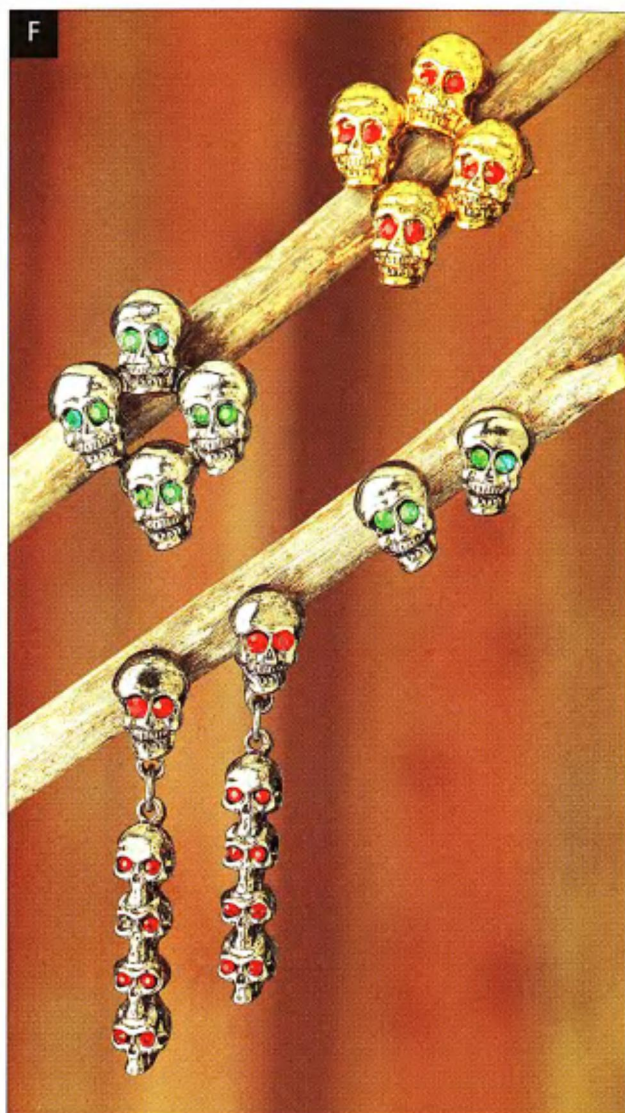
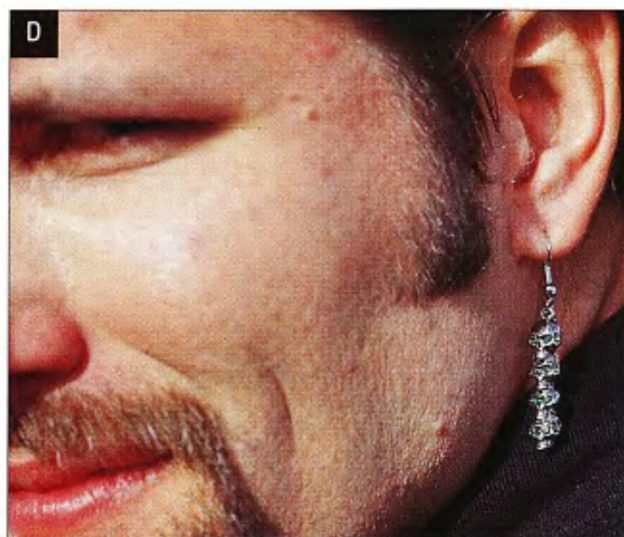
Silver - Black 2659, Green 2660, Red 2661. \$14.95

B. FLAT SKULL KEY RING. Silver or gold. Silver 310139. Gold 310140. \$10.95

C. SKULL BRACELET. Connecting gold skulls all around.

Gold - Black 310654, Green 310655, Red 310656. \$19.95

Silver - Black 310657, Green 310658, Red 310659. \$19.95



D. SKULL TOTEM EARRING. Four skulls on a hook earring.

Gold - Black 310636, Green 310637, Red 310638. \$14.95
Silver - Black 310639, Green 310640, Red 310641. \$14.95

E. SKULL NECKLACE. Connecting skulls.

Gold - Black 310660, Green 310661, Red 310662. \$19.95
Silver - Black 310663, Green 310664, Red 310665. \$19.95

F. 4 SKULL PIN. Four skulls on a pin clip.

Gold - Black 310141, Green 310142, Red 310143. \$10.95
Silver - Black 310144, Green 310145, Red 310146. \$10.95

5 SKULL DROP EARRING. Skull post earring with 4 hanging below.

Gold - Black 310642, Green 310643, Red 310644. \$14.95
Silver - Black 310645, Green 310646, Red 310647. \$14.95

1 SKULL STUD EARRING. Skull on a post earring.

Gold - Black 310648, Green 310649, Red 310650. \$7.95
Silver - Black 310651, Green 310652, Red 310653. \$7.95



A



B



C

EASYRIDERS NASTY FEET BOOTS. Built to ride they feature tough steel toes and shank reinforced oil resistant soles, hand-crafted leather uppers and fully cushioned insoles. Men's boots have an inside stash pocket and Velcro-closed knife or tool pocket. ANSI rated 241 - 1972-75. Men's boot comes in a choice of 11" or 17" height.

A. MEN'S NASTY FEET 17" BOOTS. Available in regular and wide. Regular width **2510** - Sizes 8, 8 1/2, 9, 9 1/2, 10, 10 1/2, 11, 11 1/2, 12. Wide width **2512** - Sizes 9, 9 1/2, 10, 10 1/2, 11, 12 **\$239.00**

MEN'S NASTY FEET 11" BOOTS. Regular width **2500** - Sizes 8, 8 1/2, 9, 9 1/2, 10, 10 1/2, 11, 11 1/2, 12 **\$209.00**

B. LADIES NASTY FEET 17" BOOTS. The same sturdy, steel reinforced construction and cushioned comfort as our men's boot with an inside stash pocket and lace up sides to accommodate pant legs **2520** - Sizes 5, 5 1/2, 6, 6 1/2, 7, 7 1/2, 8, 8 1/2 **\$219.00**

TONY LAMA WESTERN BOOTS. These boots feature a specially prepared, oil tanned leather upper, oil resistant Vibram sole and an extra wear midsole. Available in men's (men's in regular and wide widths) and women's styles.

C. MEN'S TONY LAMA WESTERN BOOTS. Regular width **2521** - Sizes 8, 8 1/2, 9, 9 1/2, 10, 10 1/2, 11, 11 1/2, 12. Wide width **2514** - Sizes 9, 9 1/2, 10, 10 1/2, 11, 12 **\$209.00**

LADIES TONY LAMA WESTERN BOOT. **2513** - Sizes 5, 5 1/2, 6, 6 1/2, 7, 7 1/2, 8, 8 1/2, 9 **\$209.00**

BUCKLE UP IN STYLE. These great designs are in natural brass and nickel plate finish (except where noted)

D. WHEEL & SPOKE EASYRIDERS BUCKLE. 290228 **\$29.95**

E. GHOSTRIDER BUCKLE. Brass / Pewter finish. 290205 **\$34.95**

F. EASYRIDERS WHEEL & FEATHER BUCKLE. 290226 **\$14.95**

G. EASYRIDERS CHOPPER BUCKLE. 290215 **\$14.95**

H. EASYRIDERS LIVE TO RIDE BUCKLE. 290214 **\$14.95**

I. EASYRIDERS BAR & DIAMOND BUCKLE. 290227 **\$14.95**

J. SKULL PILE BUCKLE. 290217 **\$29.95**

K. H-D EAGLE BAR & SHIELD BUCKLE. 290225 **\$19.95**

L. H-D BORN IN THE USA BUCKLE. 290224 **\$19.95**

EASYRIDERS BELTS. The *Easysiders* high quality leather belt selection features conchos, embossments and engravings.

M. EASYRIDERS WESTERN CONCHO BELT. Oil tanned leather with *Easysiders* and western Conchos **2345** - Sizes 32,36,40,44 **\$44.95**

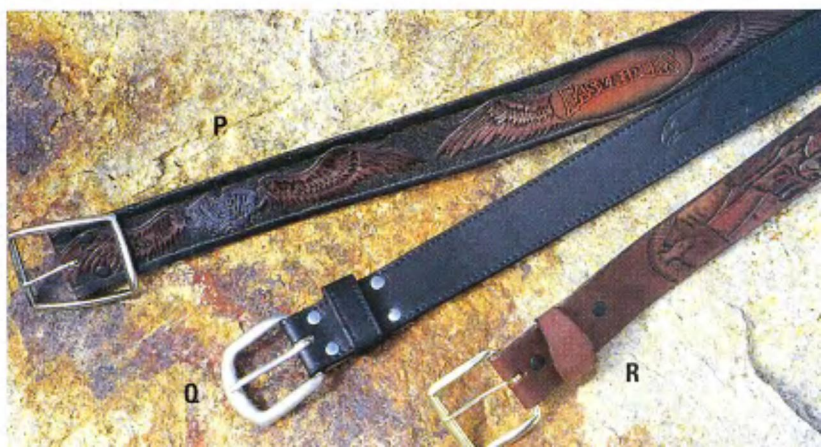
N. EASYRIDERS CONCHO BELT. Top quality oil tanned leather with *Easysiders* Conchos **2340** - Sizes 32,36,40,44. **\$39.95**

O. LADIES EASYRIDERS CONCHO WRAP BELT. Extra length to long and stylize **2335** - Sizes 28,32,34,36 **\$34.95**

P. EASYRIDERS CHAIN WING BELT. **2330** - Sizes 32,36,40,44 **\$19.95**

Q. EASYRIDERS CONCHO. Oil tanned leather with *Easysiders* concho **2350** - Sizes 32,36,40,44 **\$29.95**

R. EASYRIDERS GHOSTRIDER BELT. **2325** - Sizes 32





A



B



C



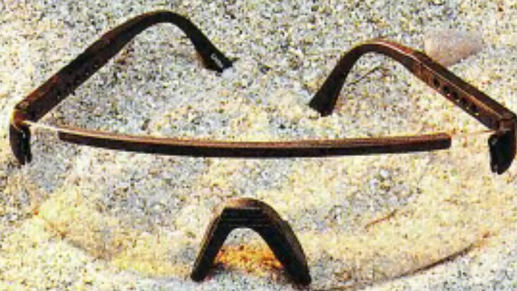
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C



D



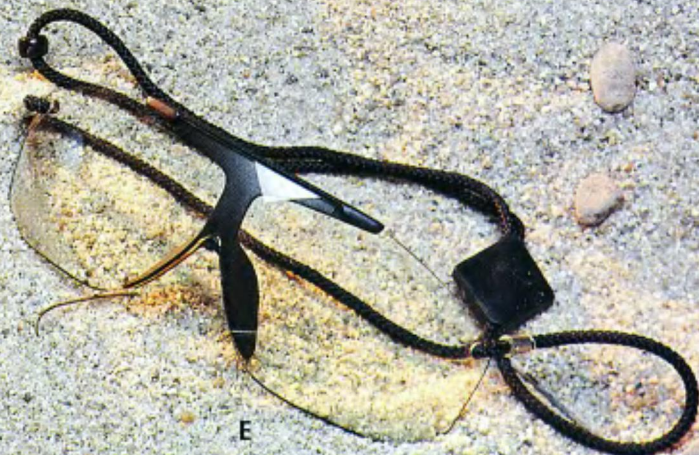
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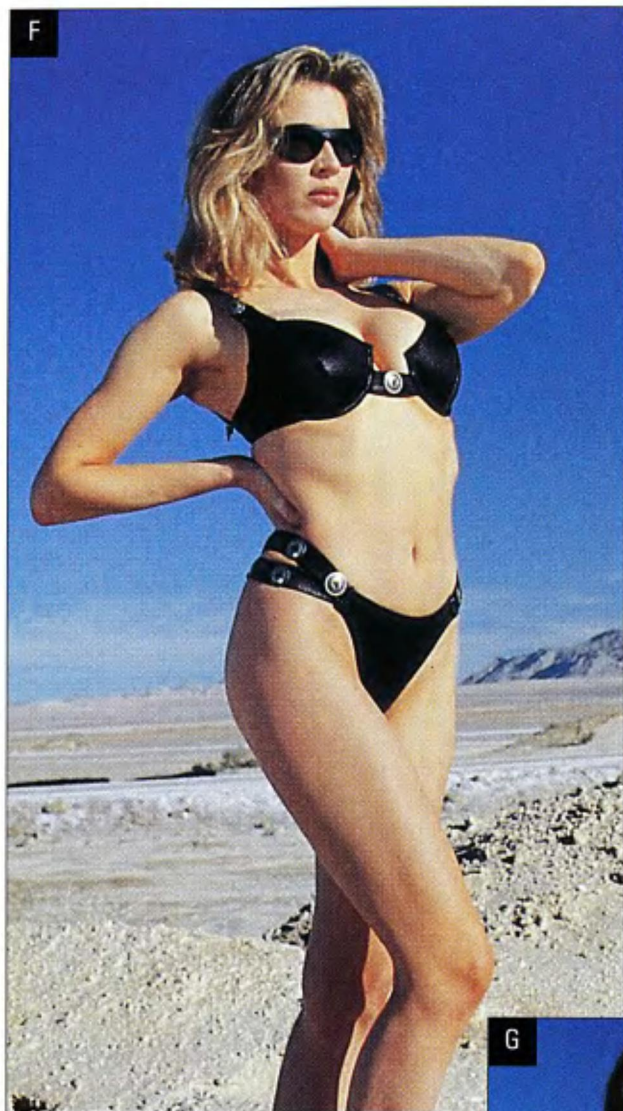
D



E



E



WE'RE PROUD TO INTRODUCE THE NEW EASYRIDERS SUNGLASSES COLLECTION. All our glasses feature optically molded, shatterproof, scratch resistant, polycarbonate lenses with maximum UV protection, even on clear lenses. Each durable nylon frame has also been custom contoured for wind protection, especially important when you're on the road.

A. BLACK MASK. Smoke 321024 \$14.95

B. EXTREME WRAP. Smoke 321020, Clear 321021 \$14.95

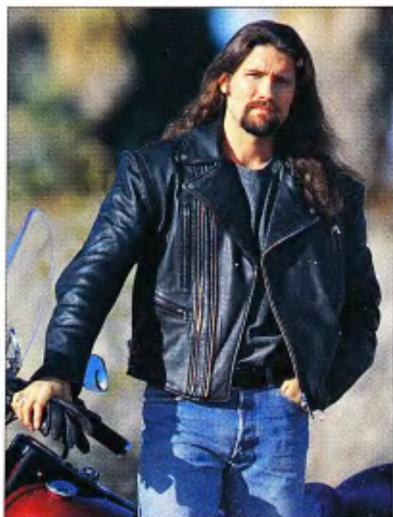
C. NYLON BALORAMA. Smoke 321022, Clear 321023 \$11.95

D. SUNSHIELD II.. Smoke 321017, Clear 321018, Yellow 321019 \$14.95

E. BOLO. Rimless contoured sunglasses with adjustable nylon cord. Smoke 321015, Clear 321016 \$14.95

F. CONCHO BIKINI. Make a splash in *Easyriders'* hot new swimwear line. This bikini is made of leather-like Cire material and features brass, rust-proof conchos. Choice of red or black. Black 3634, Red 3635 - Sizes 6, 8, 10, 12. \$69.95

G. CONCH ONE-PIECE SWIMSUIT. Shimmering Cire material and brass, rust-proof Conchos dress this sexy one-piece suit. Choice of black or red. Black 3632, Red 3633 - Sizes 6, 8, 10, 12. \$59.95



EASYRIDERS OF

Scottsdale, AZ
602-947-4423
Hollywood, CA
213-658-8817
Fresno, CA
209-292-8265
San Diego, CA
619-234-6009
Daytona Beach, FL
904-238-1645
Coconut Grove, FL
305-567-9299
St. Louis, MO
314-230-6400
Fayetteville, NC
910-864-8811

Cleveland, OH
216-241-7800
Columbus, OH
614-224-9400
Portland, OR
503-684-5499
Memphis, TN
901-767-7433
Houston, TX
713-266-5400
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IN THE WIND



IN THE HUND



At Blackfoot H-D in Pocatello, Idaho, you can find the shop if you can find the mural. And the magnet that draws the riders, whether they're on their way to Sturgis, or puttin' to a fish fry in Blackfoot, is this one by Angie Burgett. The exterior latex water base work measures 70'X17', and is the product of shop owner Cal Percy's imagination. He wanted to incorporate his riding buddies, Harry Williams, right, Charlie Bird, left, and Cal and his daughter, not pictured. The mural took Angie one month, and she kept her creativity up with rides on her own '91 Fat Boy. Angie now resides in Jackson, Wyoming, and is looking for more projects.





—Charles Mineo, Pincard, AL



—Dave Matel, Berwyn, IL



—Ron Galletti, Brandon, FL



—Bret Brandt, Waterloo, IA



—Stephan Leulle, Sweden



—Mike Toomey, Colonie, NY.



—Thomas & Cheryl B Hight, Orange, CA.



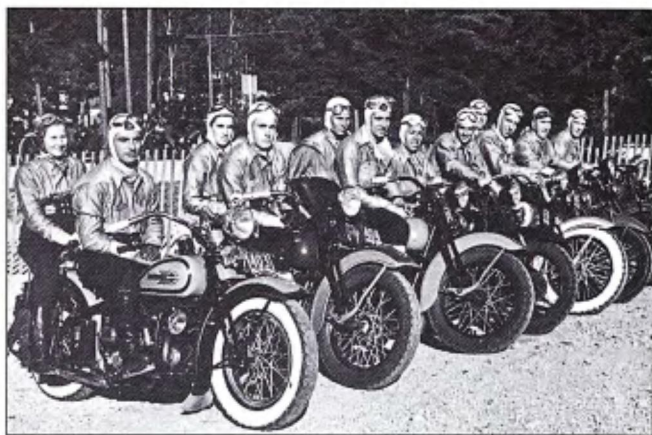
—TC Williams, Prescott Valley, AZ.



—Lonnie Bledsoe, Harrisburg, N.C.



—Sonny Sear, Ft. Lauderdale, FL.



—Bob Eckardt, Saratoga Springs, N.Y.



—Michael Quinn, Charlotte, N.C.



—Zig's Grama R.C.F., Lorain, OH.



—Momoko Ozawa, Kanagawa, Japan.



—James Kemp, Baltimore, MD.



—Daniel Kahlenberg, Duskirchen, Germany

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 to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope. So, mail your photos to: In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

FOX HUNT

JANUARY WINNER

"I'd say I'm crazy, spontaneous, and outgoing. I like to have fun. If it's not fun, then I'm done." So says Adara, your Fox of the Month from Sandusky, Ohio. The honey-haired vixen is a feature entertainer, creator of a true sister act with her twin, Amber, in *Scandalous Sisters*, a sexy show that keeps them on the road full-time. The 24-year-old twins perform at gentleman's clubs around the country. You can bet they keep the customers satisfied. Being on the road so often doesn't allow her much two-wheel fun time, but there is one ride she'll never forget. It was in downtown Gotham (New York City), and Adara was all gussied up—short skirt, no undies, bustier—to go out on the town with a friend who surprised her by arriving on his Hog. A cool breeze followed. Adara loves the burly bikers who watch her show, calling them "teddy bears." Catch her latest lounge act aboard Hank Ham's screaming yellow Shovel on page 130.

—Loudmouth



I was a sophomore dating a senior with a Harley, when I took my first putt. Riding on it was better than sex with him.
Trina, California—#601



At first I was scared, but after a while it was the most exhilarating experience ever. I love it! There is nothing sexier than a man on a Harley.
Julie, Ohio—#602



It was a fancy 1200 H-D. The vibration was so intense I couldn't get off the bike, but I definitely got off. Now I'm the proud owner of one.
Mary Ann, Massachusetts—#603



It was in a warm summer rain, and I couldn't tell what was making me wetter, the rain or the thunderous roar between my thighs.
Karen, Ontario, Canada—#604



I was only fifteen when I took my first ride on a Harley. I wrapped my legs around the seat and lost the virtue in between.
Rusty, Idaho—#605



Being the country girl I am, riding a Harley is just like crawling on my horse, with the wind whistling through my hair.
Stacey, Colorado—#606

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 of 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. And, sorry,

absolutely 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 #264 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue, you can begin sending in your votes beginning May 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 voting deadline for this month's colorful crop of cuties is May 31, 1995. We'll print the winner in the September 1995 issue.



Here she is, bros, the February 1995 winner in our monthly Fox Hunt, Barbara, #206, from Kamloops, B.C. See more of her next issue.

FOX HUNT
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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.

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

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

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.

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

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FXSTC, Black, 67
XLH 1200, Plum, m
FXST, Two Tone Red
FLSTC, Two Tone Red
PANHEAD, Turquoise Cream
FLSTC, Black, 625 mi.
FLSTC, Black & Cream, 4137 m
FXRS, Red, 8800 mi., \$12,900.00
XLH883, Black, 1685 mi., \$7
FXSTC, Blue, 5000
FLHTC-J

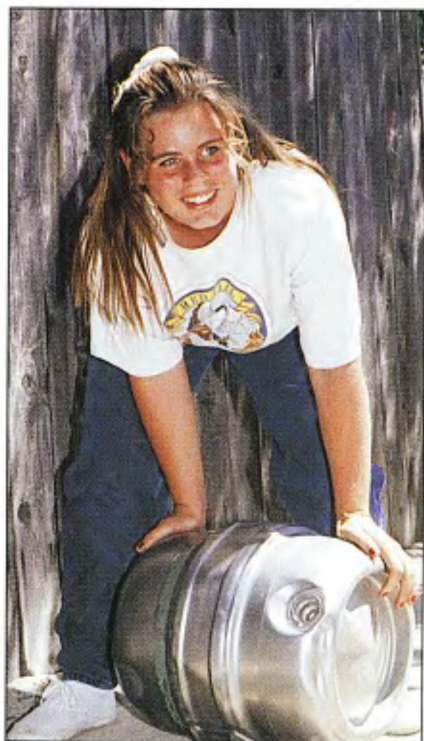
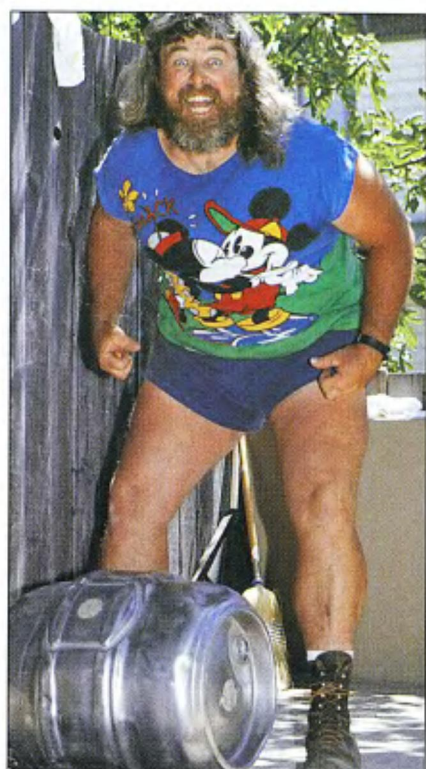


EULOGY FOR A KEG



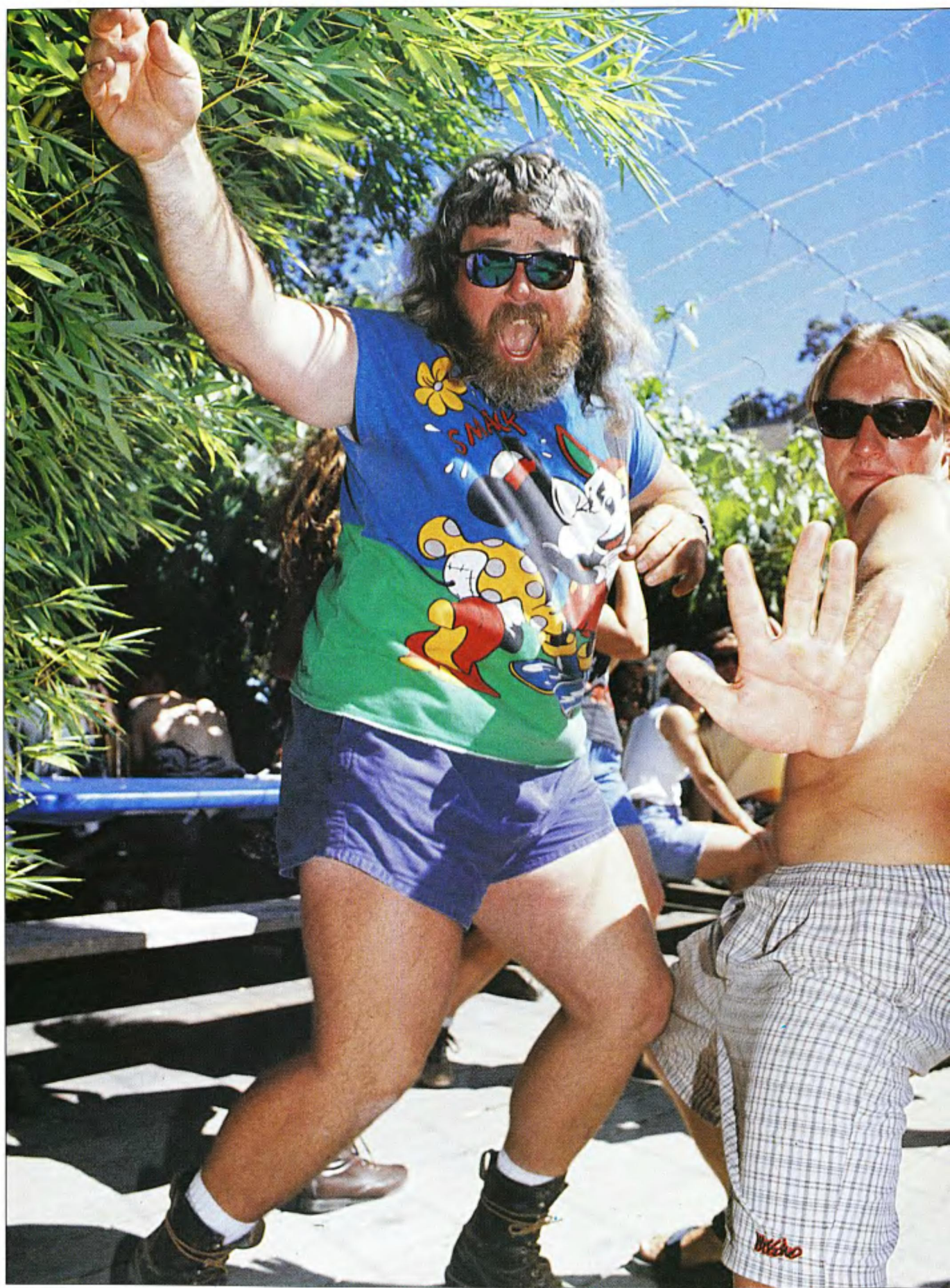


A hay baler and titty jerker (farmer/cow-boy) named Hoss Maloney won the first keg toss nine years ago. Then Densol Smith challenged his city boy/biker bro, Victor Arias, to come up to the Hopland Brewery and give the local country folk a run for their money. And so he did. At 6-foot 6, and 305 pounds, Victor picked up the 160-pound keg like it was a jelly doughnut. He then hoisted it over his shoulder and hurled it 12 feet 3 inches.



What a sight it was to see this keg flying through the air. And although many have tried, no one has been able to come close to Victor's record heave.

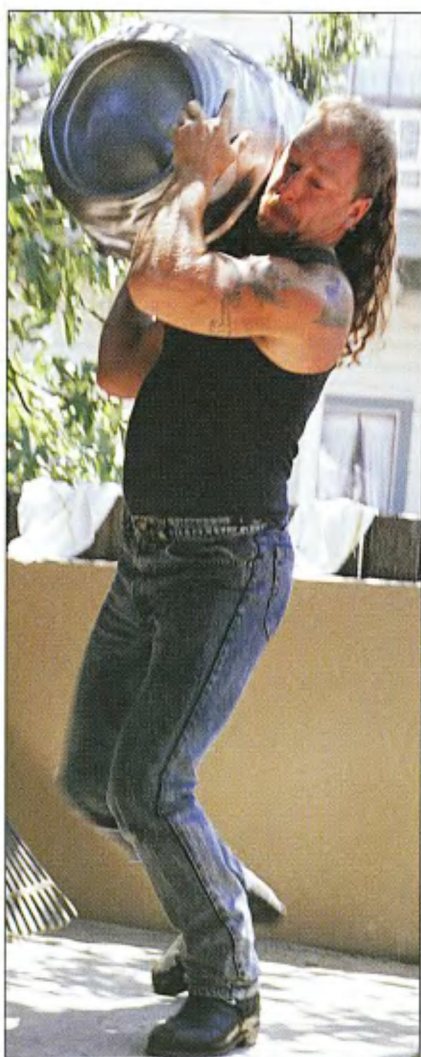
Ya figure he must work out all the time, right? Well, get this, Victor does nothing to train, except what he does for a living. He's a warehouseman and a forklift operator for a beverage company. He holds a record there, too, for being able to load 22 pallets of bottled beverages in →





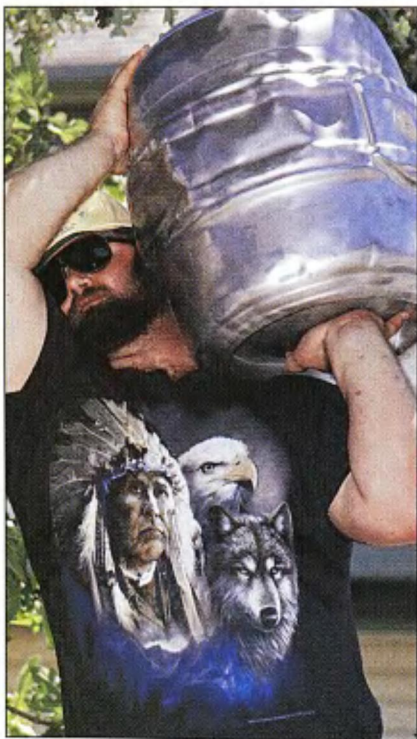
seven minutes! Currently, Victor rides a 1960 Panhead, and also has fond memories of his 1941 Flathead 45 with a suicide clutch and dead-man's throttle.

The third year Victor competed, his friend Densol Smith died. Victor decided to compete that year using Densol's name. The plaque on the brewery wall has Victor's name engraved every year except the first (with Hoss's) and the third. It was a tribute to their friendship.



In addition, while Victor was saving up for a new scooter, he discovered Densol's family couldn't afford a headstone, so he took his bike money and gave it to the family.

The Mendocino Brewing Company/Hopland Brewery, located in the quaint country town of Hopland, California, has hosted this spectacular event for nine years. Burly mountain men come from as far away as Idaho to display their →



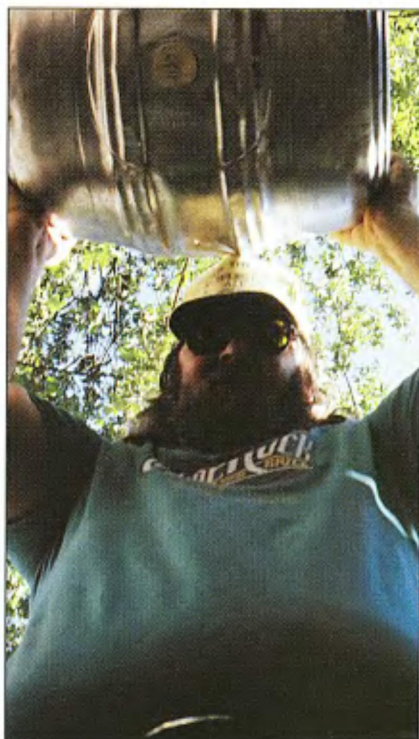
strength and drink the special Eye of the Hawk brew, which is prepared exclusively for these occasions. Eye Of The Hawk is not just any beer; it's rumored to contain 12.5% alcohol, and is consumed only on the Fourth of July, the brewery's anniversary in August, and during Oktoberfest. But, not to worry, they produce other excellent micro-brewed beers like Red Tail Ale or their Blue Heron Pale Ale throughout the year



Photos: Nancy Cairns

to whet the whistle of any weary biker who might be passing through town.

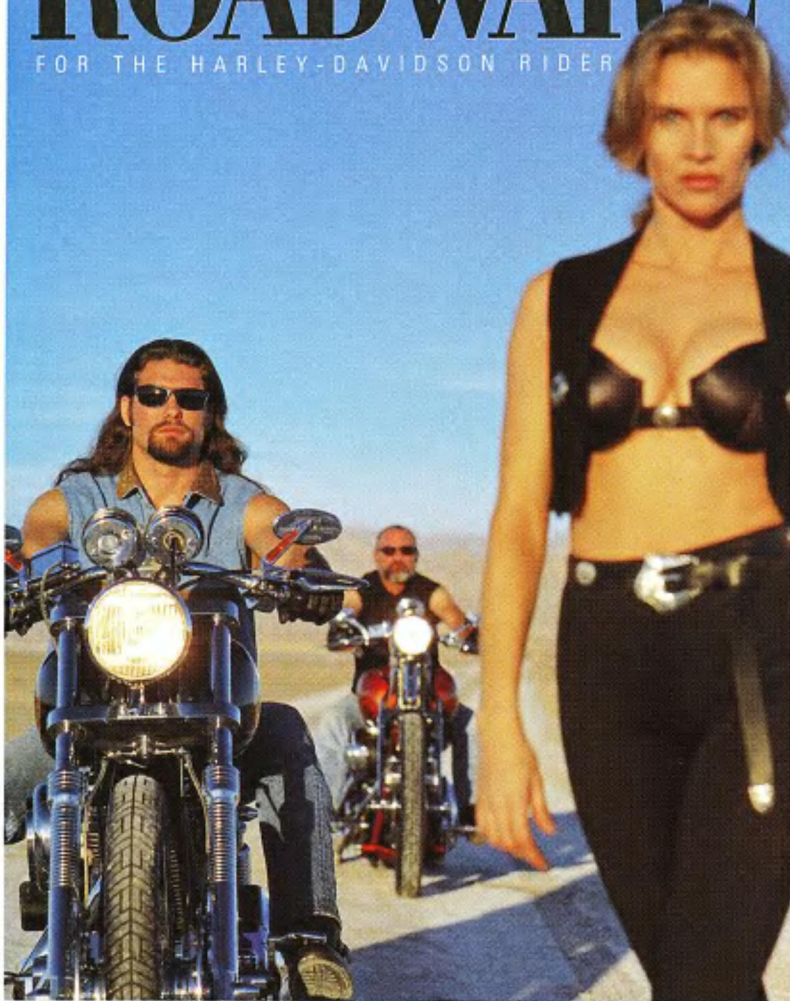
In looking at this mountain of a man, I couldn't resist asking Victor to lift me up on his shoulder. No sooner were the words spoken than he reached down and scooped me up with one arm, whisking me high into the air. Like a new-age Atlas supporting the globe, he twirled me in a thrill-filled rotating hoist. Fortunately, I didn't hurl.



In August of 1994 the Hopland Brewery held a wake for the much-loved keg toss. No insurance company would provide coverage for the event. So, the noble vessel that had been a challenge to the strength and spirit of above ordinary men, not mere mortals, was buried. This left Victor as the Universal Champion Keg Tosser. And so shall he reign. Undefeated. Forever.

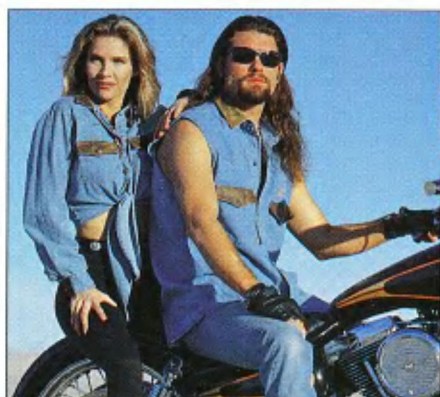
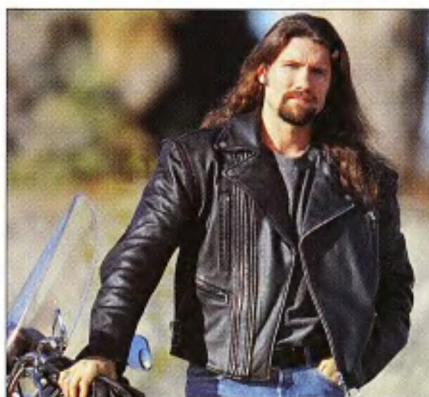
—Chancy Nancy

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FRYING PAN/SHOVEL

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CHOPPER



Hank Ham isn't your run of the mill commercial insurance broker. In fact, the Denver-born and raised resident of Franktown, Colorado, has always been somewhat of a mystery to his co-workers in the insurance industry. Suit 'n' ties around the office have admitted to getting a kick out of their longhaired, bearded colleague, especially when he comes a-thundering to work each day on his defiant two-wheeled warship like a Viking of old.

Hank credits his love of Harleys to his grandfather who, in the 1920s, tinkered with Hendersons and Excelsiors and rode 60 miles to school each day on his faithful JDL. Grandpa's penchant for putts skipped a generation, but it found fertile ground in the able hands of Hank. Hank didn't exactly start out in a white collar world; instead, he climbed the ranks through the trades—driving truck, working at an iron foundry, and other jobs—that, when combined, added up to one hell of a bike-building talent. The righteous phantom-flamed Pan/Shovel gracing these pages is just one example of Hank's handiwork.

Hank hadn't planned on doing another complete ground-up when he heard about this '48 Panhead with a Jammer rigid, suicide shift, and Shovel upper. But after finding himself alone out in the boonies with a rolling basket case and its proud owner—a massive bro with "fists the size of meat loaves" and plenty of experience performing dental surgery with a primary chain—Hank decided, why insult the guy. So he bought the hurtin' hardtail on the spot, got it home, and stripped it to the bone. The first order of business was rebuilding the four-inch-over Sporty narrow glide so it wouldn't squirt fork oil in his face every time he hit a bump.

After many moonless nights spent in the basement, rebuilding the Pan/Shovel damn near from scratch, Hank had less than two months of his own riding time on the reborn rigid when—at 50 mph—she suddenly burst into flames, →



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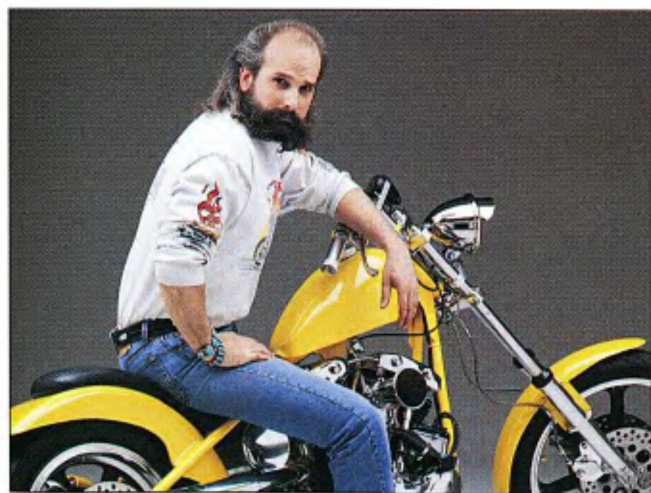
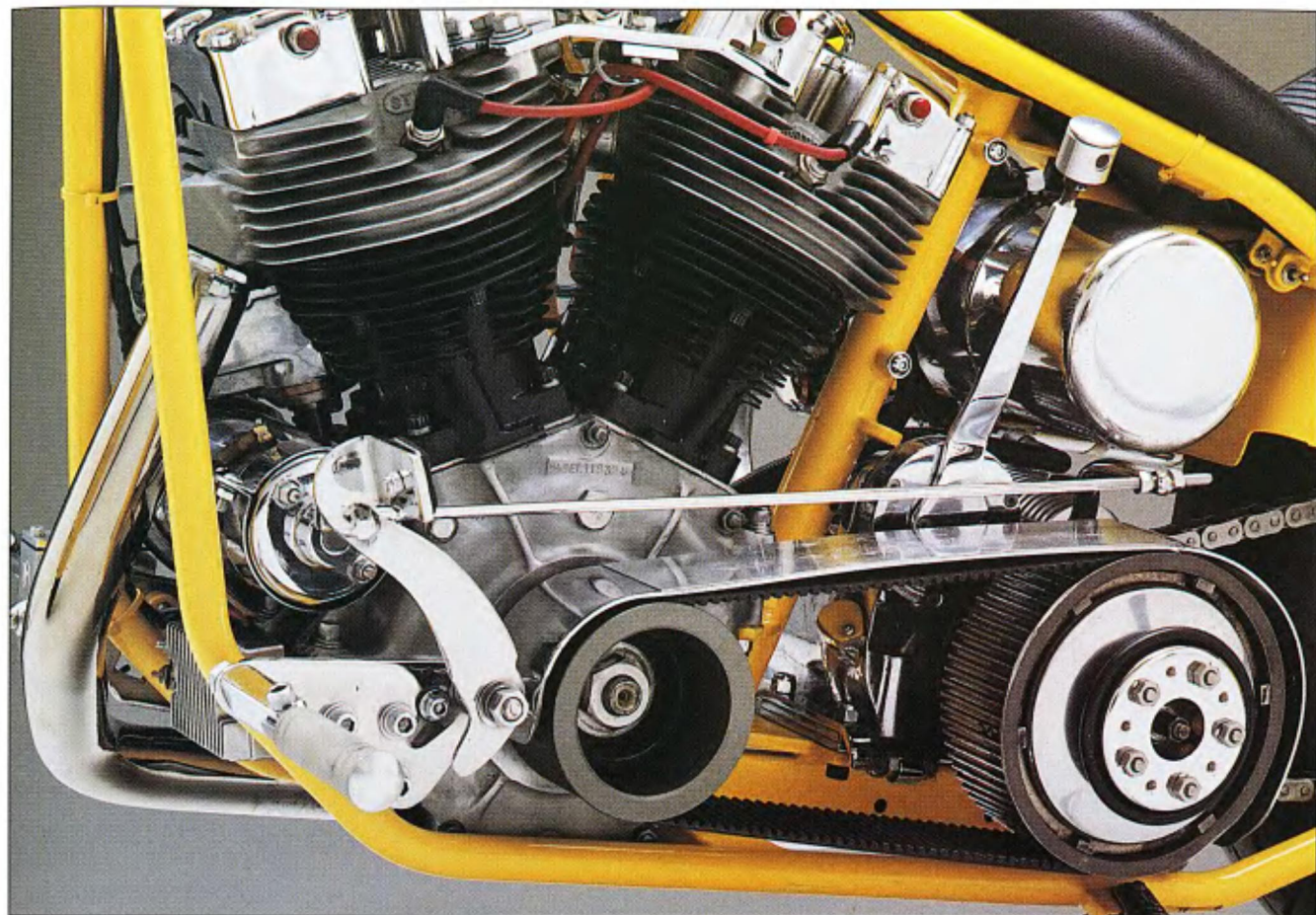


forcing Hank to saddle-surf the behemoth fireball down the center of a shoulderless highway. What was left of his pride and joy, after swatting the mighty flames into submission with his leather jacket, was a seriously charbroiled chopper. The sudden fire had most likely been caused by the glass fuel filter bangin' against a pushrod cover—ignited by an open velocity stack. The rolling inferno burned up four quarts of oil, melted the seat and all the fuel and oil lines, and put the motor and just about everything else in serious need of bead-blasting.

So, it was back to the basement for the winter. Since he had to strip her down, again, he figured he might as well hand-fab a few more modifications: He lopped the ears off the torched tank (so he could mount it internally), cut and widened his rear flat fender, fabricated the side plates and molded 'em together into the frame, TIG-welded a couple aluminum pieces, and hand-fabbed a steel bracket, using the same radius as his fender to create his own one-piece license plate/taillight bracket molded into the fender. All said and done, he had more fun the second time around. Hank gives a special thanks to his wife, Cookie, for puttin' up with his midnight oil-burning hours and for bringin' him grub all those long winter nights down in the basement.

—Clay Dog



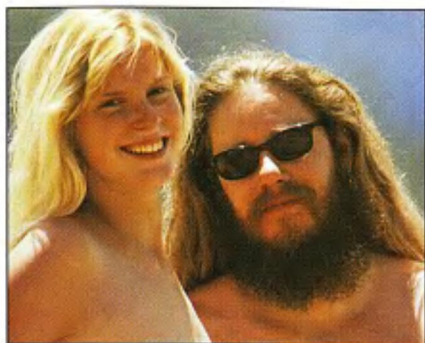


Owner:Hank Ham
City:Franktown, Colorado
General
Fabrication:owner
Year and make:1948 H-D
Model:Pan/Shovel
Chroming:Ajax Plating
Engine
Year:1948
Model:Pan/Shovel
Rebuilder:LaFores M/C, owner
Ignition:Morris Magneto
Displacement:93 cubic inches
Lower end:S&S

Pistons:S&S
Cases:H-D (original EL)
Heads:STD dual plug
Cam:Andrews "B"
Carb(s):S&S "E"
Pipes:2-inch drag, by owner
Modifications:3-hole exhaust pipe port to match STD heads, S&S lifters
Transmission
Year:1958
Modifications:Andrews gears, 4-speed suicide shift
Painting
Molding:owner

Painter:Dale Kelso
Color:sunrise w/ pearl phantom flames
Special paint:powdercoat by Taint Paint
Frame
Builder:Jammer
Type:rigid
Modifications:38-degree rake, 4-inch stretch, other mods by owner
Accessories
Bars:drag
Fender(s):built by owner
Headlight:Ness
Tailight:owner
Speedo:none

Pegs:owner
Gas tank:modified Sporty
Oil tank:4-quart, round
Seat:LaFores M/C
Mirrors:Drag Specialties
Grips:Drag Specialties
Forks
Type:narrow glide
Modifications:4-inch over, internal fork stops, GMA trees
Wheels
Front:19-inch, Avon, Lester mag, P.M.
Rear:16-inch, Avon, Lester mag, P.M.
Photos:Mike Lichter



MARIPOSA 1995

It'll Put The "M" Into Your Memorial Day Weekend

The ol' lady had recently bailed with a friend's son, of all things. My scooter's sittin' in a garage, waitin' for Divine Intervention (cash) to hit the mechanic with. And I now find myself living in a virtual nuthouse with a bunch of squirrels. But in talking to John Hammond about the party he runs up in Mariposa, California, for the Modified Motorcycle Association (MMA), he helped me to forget all about that other crap. In fact, his description of the 96-hour blowout made my day, and helped arrange a vacation schedule.

"We're looking to become the baby Sturgis west of the Rockies," John said. He's been running the MMA party plan for two years now, and it's growing. He expects several thousand freedom lovers and fun seekers to pour into the county fairgrounds May 26-29. The campsites are provided with electric and other hook-ups for RVs, and as the campsites fill, more are added (pressed up into the hill-sides, terrace-like). The atmosphere fits somewhere between Glencoe and Buffalo Chip. Sounds good already, eh?

For starters, Bike Fest offers a ride-in



Photos: Fast Ed, Jon Swart

bike show. You've gotta sign up by Friday, presumably after you stake out your campsite and position yourself for convenient shower access. Both are good reasons to get there early. Then you might mosey on over to the indoor trade show to check out the latest and greatest for your ride and hide. Nempco and Bay Area Custom Cycles are a couple of the well-known manufacturers who will be on hand with product displays.

A tattoo contest is bound to draw serious ink slingers from the Golden State and beyond. As more ladies take ink art to further extremes, you're definitely gonna want to get to the stage early for a up-close and personal view. Burt's from Santa Rosa, and Charlie's House of Tattoo from Simi Valley, California, are just two of the reasons you might wanna roll up your sleeves and capture the moment. Permanently. For some of us, it's the only way we can remember.

Each night, a different band will be featured to suit the various musical tastes of those present. Friday features Mario Valens (the late Richie Valens' cousin)

and the Backyard Blues Band. Saturday night will light up with the twanging country music of Michael James Martin and The Range Riders. Sunday closes with classic rock 'n' roll from The Big Bad Wolf. Of course, it goes without saying that where there's music, there's gonna be a wet T-shirt contest.

Aside from the usual offering of motorcycle games in the arena, including slow races, wienie bite, and your garden variety motorcycle madness, John's added a few activities that don't require a bike. Personally, I'm hoping the dunk tank has a foxy Budweiser girl sitting on the end of the board. After all, Bud's a major sponsor of the event. The Dizzy Lizzy competition also sounds like it could be interesting to watch, and maybe try, after a few 12-ounce curls. You put your head on a broom handle, run a tight circle 20 times, then straighten and try to make it to the finish line. This event oughtta be a California field sobriety test. After your head clears, check out the raffle offerings over in the exhibition hall. Every two hours Nempco will be giving

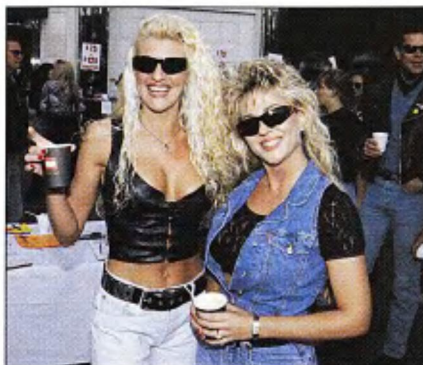
away goodies for you and your scooter.

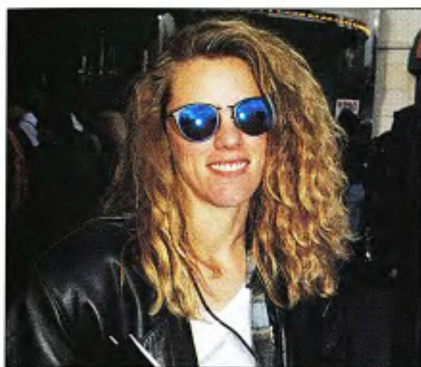
John's been doing the same thing in his Hayward custom cycle shop for the last 18 years ... sort of. Actually, the pens from his shop say, "Stolen from John at A-1s, 'cause he's too cheap to give me one." Either way you look at it, the man has learned something about business to keep going so long, and he applies that savvy to running the Mariposa Bike Fest.

"You've gotta listen to your customers," John said. He's probably had enough comments on previous Bike Fests to know exactly what people want, and he's determined to give 'em just that. Nature helps him out a lot, too, with normal temperatures in the mid-70s, Yosemite National Park just 15 miles away, and plenty of valley and mountain roads to cruise. Yours truly is looking forward to Memorial Day up in Mariposa, 'cause a good party, a running scooter, no unfaithful ex-, and no squirrely roommates is as fine a prescription for sanity as any one could want. That, of course, and a campsite close to the shower.

—G.S. Cougar

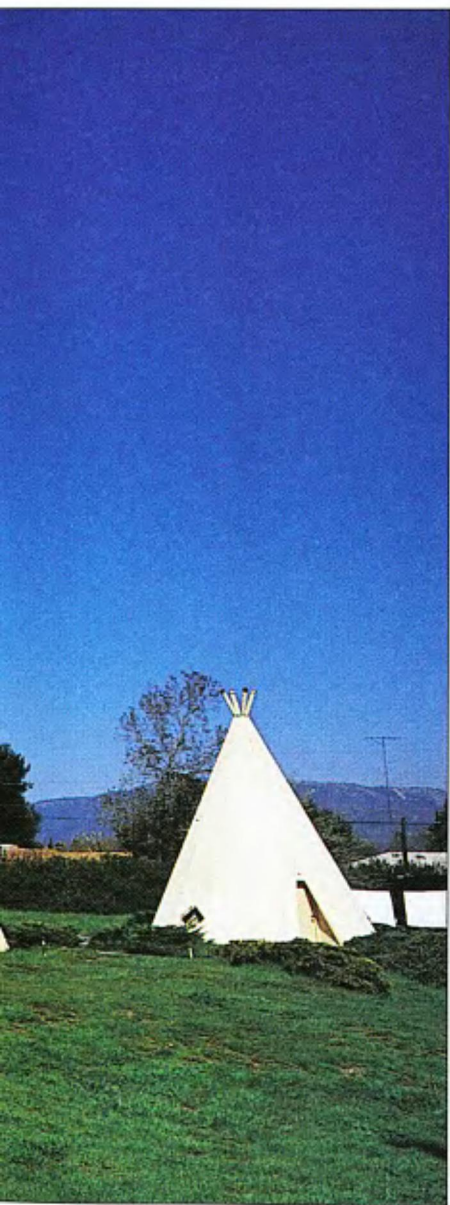
RIP'S RUN





QUALITY TIME

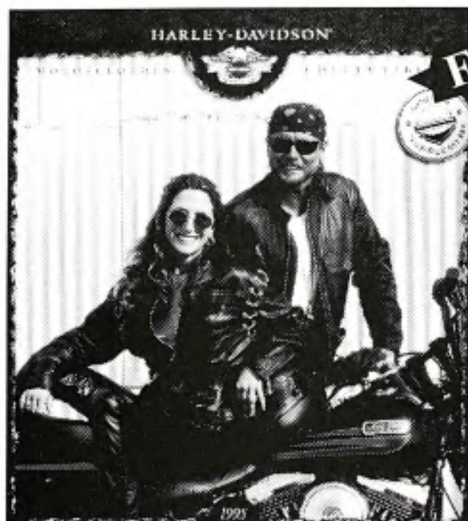
**Relaxing near
the homefront,
Rip checks out
some of the
local events**



Last month I left off talking about Baby, my FLSH, which is now back together after I had wrecked her. Being a typical bike rider, I could go on and on about my scooter. So I put the pen down for fear of getting carried away. Anyway, one thing that was omitted was before I had had the front end chromed, I'd sent most of the pieces to get buffed to Ed's Polishing in Landover, Maryland. The dudes at Ed's are riders so they know their way around Harley parts. Lots of us have had bad experiences with chrome shops, but Ed's did a fine job shining up the aluminum parts.

While in Southern California, I got the chance to go by and visit some pals at Finishline Products. It is owned by Richard Lee, and they are deeply involved in a state-of-the-art fuel injec-

tion system. It's a really neat unit which they have been developing for the past two years at local drag strips. The rider, Greg Aumann, races in class E for the All-Harley Drag Racing Association (AHDRA). The first year he captured the No. 1 plate easily. Last year, Greg missed three races yet still finished runner-up with the No. 2 plate. His FXR is only 80-cubic-inches, but has registered well over 100 horses on their dyno. They have a really popular system that was developed to work on race cars and race boats. Richard and his crew are Harley riders, so it wasn't long before they got into hooking go-fast components onto their own putts. They have all the high-tech tools to test and dial-in their fuel injection systems. Instead of buying a dynamometer, they built one with a water brake so they can simulate a load on the motor. Some →



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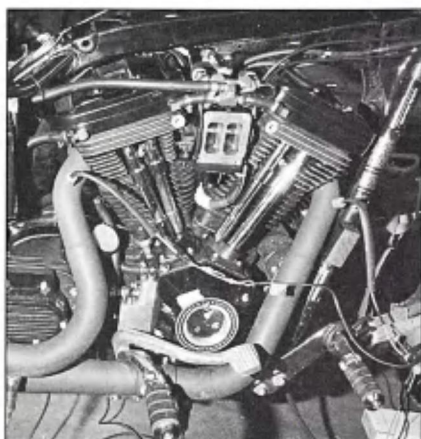
A sweetie at Cook's Corner biker hangout.

dynos don't have this capability, they read horsepower and torque, but that's about it. On Richard's unit, say they run the engine up to 2,500 revs, then hit the water brake, simulating the load going uphill with a passenger onboard. Richard then fattens or leans the injection unit accordingly, via a computer on the dyno board. That way, Finishline can dial the motor in to make peak horsepower at any revolution. I was impressed with the way they went about this and may try out one on my Softail, Darling, later this year. For you old-time Rip's Run readers, you'll remember Darling was the scooter I used when I first started doing this column. I've been fixing her up as much as possible while at home. As many of you readers know, rebuilds take lots of time and *dinero*.

One Sunday morning while home, I rode out with one of my homeys, Lee Hampton, to Orange County, and the city of Fullerton to be exact. We met with the group that Lee rides with, the American Dresser Association, at Hof's Hut, a restaurant in Fullerton. After breakfast, we went on a 100-mile ride around Los Angeles. Over to the west side of L.A., through Beverly Hills, before ending up at the Petersen Automotive Museum. They have lots of different cars on display—cars for the



Tom Arnold with San Diego Mayor Susan Golding, Arnold Schwarzenegger, and a Planet Hollywood person.



A Dyna Glide being tuned at Finishline Motorsports.



The gang from the American Dresser Association.



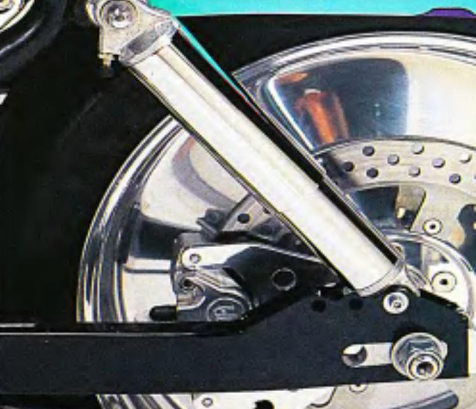
Mike Malone, while partying at Cook's Corner.

movies, and cars that raced on the bricks way back when. There are autos of various lineages, both foreign and domestic, along with lots of hot rods, and even one of Ed Roth's Rat Fink creations. They also had a small group of motorcycles on display. One auto that caught my interest in particular was Mickey Thompson's streamliner. Powered by four Pontiac engines, each motor drove a wheel, making it a true four-wheel drive cage. The blowers on top of each of the engines were almost as big as the engine itself, and each motor has four injectors feeding the superchargers. This car still holds records on the books that probably will never be broken. We also saw a 1914 Dudley Bug which was made in Menominee, Michigan, and was powered by a Harley side valve. The Dudley Bug was a two-seater and was produced from 1913 to 1915. It was very unusual, having one belt coming off each side driving the rear axle. Can ya imagine a small dog getting caught in the belt drive and getting whipped around in the pulleys? I bet they'd only do it once. I guess you might call it road kill with a twist.

I'd like to pause to thank Dad Harris for letting me ride with the group, and Lee for the invite.

Usually this time of the year, I'm →

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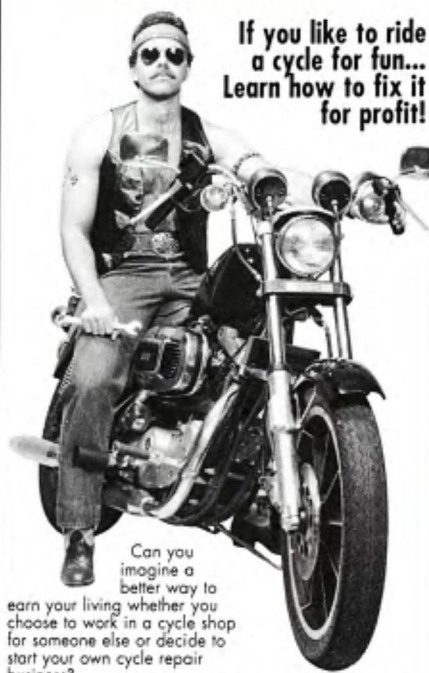
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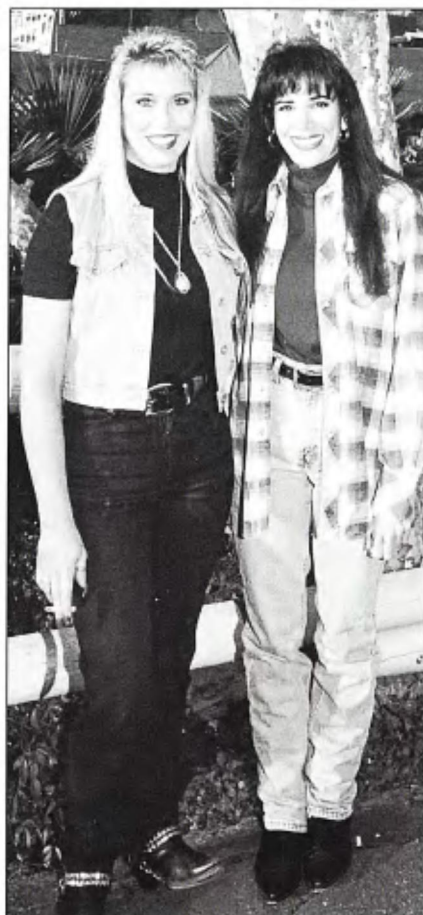


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Puttin' sisters, Janice and Dianne Getty, at Cook's.

heading toward Daytona Beach, Florida, and Bike Week, with stops in Louisiana, for Mardi Gras. This year I decided I'd stay in California, right up to the time to head out for Bike Week. Since I'm gone quite a bit, I thought that I'd been neglecting my family obligations, and wanted to spend quality time with my family. That's the primary reason I took one of my daughters on a benefit ride the club Planet Hollywood was sponsoring. It was called Planet Hollywood's Ride For Children. All of the proceeds from the ride were to be equally divided between Children's Hospital of Orange County (CHOC) and the San Diego Center for Children (SDCC). Arnold Schwarzenegger, Tom Arnold, and Lorenzo Lamas were the principal hosts. About a thousand riders showed up and 50 grand was raised. It was a beautiful, sunny California day—a simply great day for a putt. Instead of turning us all loose on the freeway at once, the California Highway Patrol let groups of 25-30 bikes go at one time. I remember years ago, while attending the Modified Motorcycle Association's (MMA) Toy Run in L.A., we used to fuck up traffic between Griffith Park in Los Angeles all the way over to Pasadena City Hall. Since then, we've learned a lot about safety and



Planet Hollywood cutie pie parking lot attendants.

large packs of riders on the freeways.

I rode like hell trying to get in front of the first pack, but they must have been flying with their police escort. Although I passed lots of riders, I never caught them until we were in Dago. Planet Hollywood also used the occasion for a ground-breaking ceremony announcing their new San Diego place, which will probably be finished and opened for business by the time this column hits the newsstands. Security was tight and I had a rough time getting pictures of the hosts. After a while, I told myself not to sweat it, that the bike riders were more important. So, I concentrated on the crowd, taking pictures of pretty girls and dudes with hair on their faces who looked like they had been riding Harleys for a while.

The next day, I rode to Cook's Corner, a popular biker hangout located on Santiago Canyon Road near El Toro in Orange County. The owner of Cook's Corner, Frank de Luna, contributed \$2 for every Planet Hollywood charity ride wristband cut off a rider's wrist. They also offered two-for-one on the first drink. Pay for one brewski and get another one free. I thought that was pretty decent of him. I've been going to Cook's Corner for well over 20 years. It's one of my favorite biker hangouts. Don't ask me how it was



Having fun at Cook's Corner.



Carl Casino at his shop in Canoga Park, California.

missed on *Ridin' with Rip, The Bro's Club Guide to America*, because it was turned in to be included in the book. Anywho, I had a great time, mainly because I saw lots of my long-time friends. We were entertained by Mike Malone and the Hellhounds. They were truly hot, living up to their name. It turns out that Mike Malone, the band's keyboard player, lives on the same street as one of my daughters (a different daughter, not the one who went on the ride the day before). Anyway, the band played a few R&B tunes mixed with lots of rock 'n' roll.

Mike and Dan Santoro, who is the drummer for the Hellhounds, produced a couple of tunes used in two *Easyriders* videos. Check 'em out. The first song they did was "Women With Tattoos" on *Easyriders* Video 16. The second number is "Scooter Trash," and it's in Video 18. Both are good, solid biker tunes. Recently, Mike busted his right leg while riding his Harley and was wearing a cast while working the keyboards at Cook's.

Another scooter-riding friend who needs to be mentioned is Carl Casino. He sings vocals for his group, Bob's Your Uncle, a nine-piece group who let me sit in on a practice session recently at their recording studio. They do a variety of tunes, mostly R&B, →

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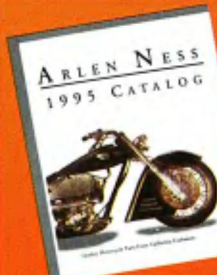
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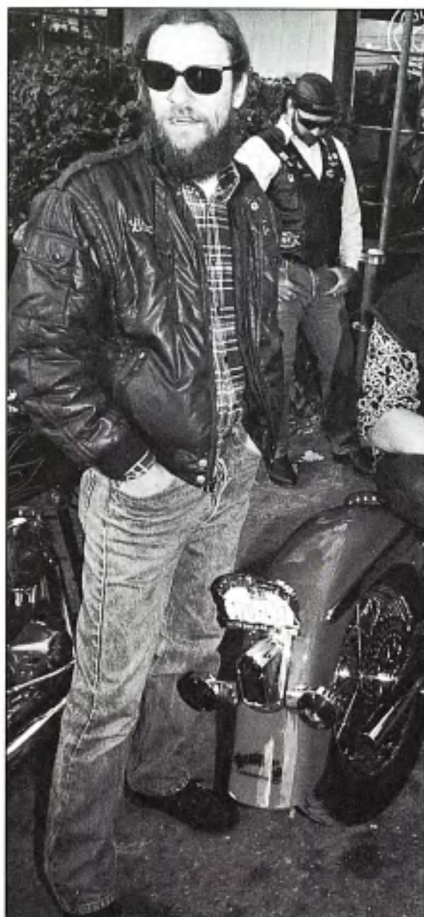
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Loose Bruce and Steve Dobernic on his '91 Heritage.



Dancing to Mike Malone and the Hellhounds.



Greg Jaye on his 1987 Softail in the parking lot at Cook's Corner, Orange County, California.

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Photos: Rip

with an emphasis on the blues. Yeah, man, they're professional and sound-good to me. To make ends meet until that fat cat record contract materializes, Carl builds custom scooters at his shop, Custom Concepts for American Motorcycles. He's located in Canoga Park, California, and does business by appointment only. He's not into selling T-shirts. Check him out if you're thinking of changing things around on your bike.

Well, that's about a wrap on this issue. I spent a lot of the past winter getting Sugar Pai ready for the 1995 riding season, and shortly, there will be a picture showing ya what all's been done on her.

In the meanwhile, how about some info—biker-wise—on what's going down in your area? I need this information so that I can make plans for the rest of this year's travel itinerary. Please be sure to include a good telephone number so I can call ya when I'm in the area. Otherwise, take care and I'll be seeing ya.

—Rip

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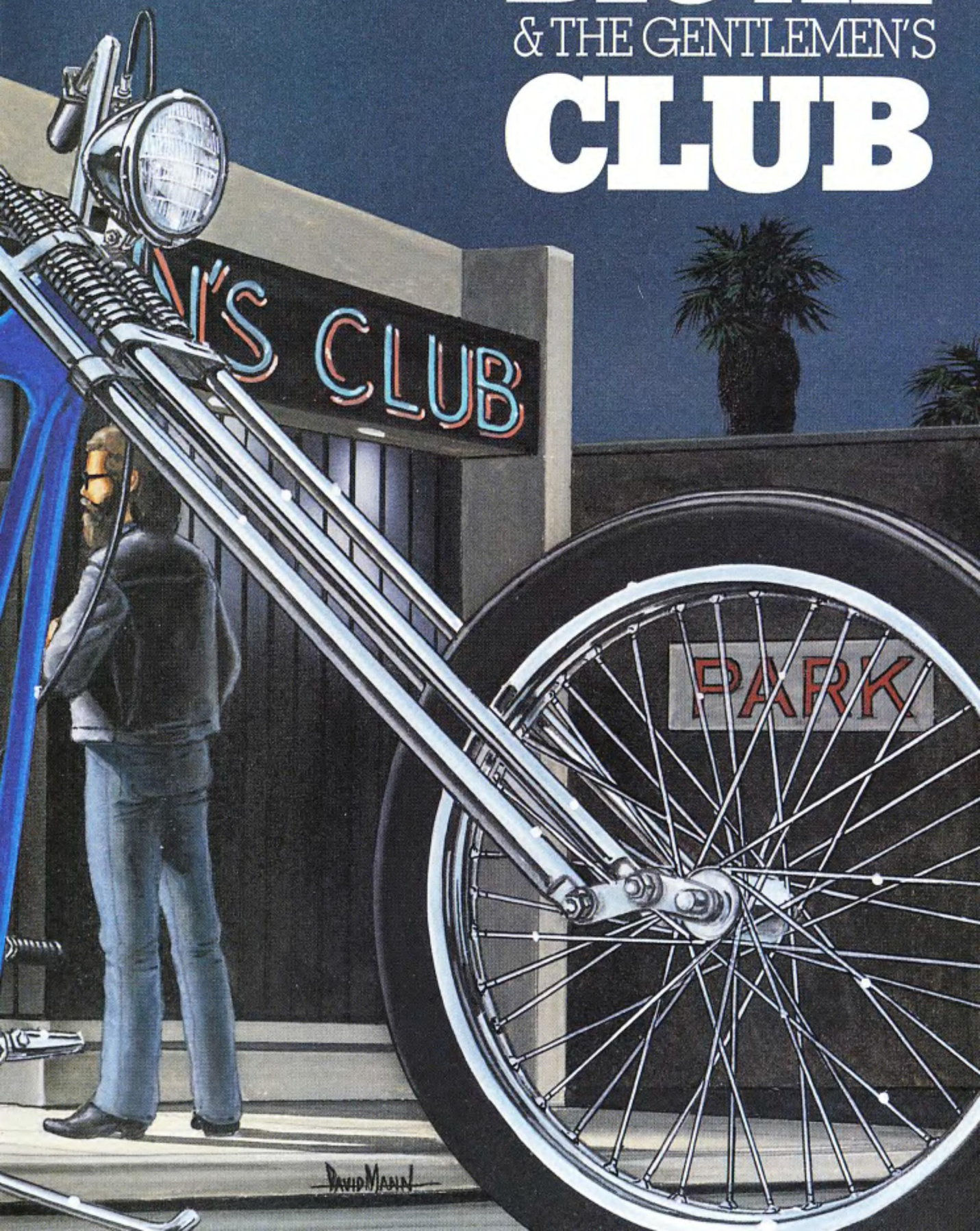
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Big Al Gorman puffed a bit as he backed the chopped and stretched '68 Shovel/Pan into the "scooter only" spot in front of the "Gentlemen's Club." The bike was a perfect flashback from the '70s—apehangers, a peanut tank, and straight pipes. The only thing a bit out of place was the extra long sissybar. "Why don't they just have a big flashing sign that says 'Titties,'" he muttered to himself. As he unstraddled the rigid frame beauty his right boot hit the four-foot sissybar, causing him to fall heavily against the bike. He was unaccustomed to the bar being there, since he only rode his old scoot on special occasions. The doorman/bouncer snickered a bit until Al turned around.

The memory of the first time he had seen her naked still took his breath away

Sammy, the bouncer, was 100 percent Samoan, pretty much fearless, and definitely not stupid. For nearly 10 years he had made a good living busting heads and rousting drunks, and he could spot a tough guy just by looking in his eye. And this was one tough guy. Not the trouble-making, big belled, belligerent kinda guy... those Sammy could, and did, deal with on a nightly basis. This was the cold, calculating, never-lost-his head, "didn't take no shit" kinda guy. Sammy watched as Big Al hitched up his pants and walked up to the door.

"That'll be five dollars friend, unless you've got a membership card," Sammy told him, sure that he had never seen him around before.

"I gotta card," said Big Al as he fished it out of the front pocket of his leathers, "if it's still good."

The card was from the old days, before the club got classy. It was a faded neon green embossed with a drawing of a stripper. She had impossibly big tits that stood up at an improbable angle. On the front it read: "VIP Membership" and "Good for Life."

"Yeah, it's still good," said Sammy. "But here, let me get you a new one, these are pretty old and the new ones are much less, uh, conspicuous"

"I'll keep the old one," said Al. Sammy shrugged and handed it back. "Suit yourself. It's a two-drink minimum, or a pitcher of beer." He pulled back the thick curtain and simply said, "Enjoy."

Big Al walked into the club and looked around. The circular bar, extra stage, computer-controlled light show, and high-tech sound were new, as were the booths with the built-in "table dance" platforms.

The only thing that hadn't changed was the expression on the men's faces, their eyes focused on the dance floors, wads of dollar bills handy. A bachelor party group was being loud and obnoxious. They were drinking too much, and tipping even more, which meant the girls were clustered around their table.

And, of course, there were the lonely men whose weekly foray into strip clubs was their only form of female companionship. They sat alone, their requisite pitcher of beer getting warm as they reveled in their favorite girls giving them an occasional flash of recognition. It was their reward for continued patronage, and the high point of their week.

And then there were those who were

in-between the two extremes. These were the men on their way to another bar, or another state, men whose lifestyle dictated their drinking establishments, men who dated the women who danced in bars, perhaps had even married them. They were men who were a lot like Big Al—or like Big Al used to be.

Al grabbed a table against the wall, as far from the stage as he could get. The waitress was there almost immediately. Dropping a napkin onto the table she leaned over farther than necessary.

"What'll it be?" she yelled over the music.

"Pitcher of draft," yelled Big Al, giving in to the temptation to peek at her tits.

The waitress caught him and smiled, "Coming right up."

As Al watched her walk away he thought back to the first time he had been here, nearly 19 years ago. Katrina had been a waitress then. She was too shy to dance, though the money was much better. That was one of the things that had first attracted him to her. Here was a



"Hello. Screw you. Goodbye."

stunningly beautiful girl, working in a strip club, who was shy.

She had claimed she was 21, but as the management, and the police, were much more lenient than, Big Al wasn't surprised when she admitted to being three years younger. The memory of the first time he'd seen her naked still took his breath away. She was six foot, three inches of red-haired goddess. Her body was lean and lanky with just the right amount of curves. And when she stretched you could see the grain of her muscles along her thighs and across her belly. He was lost in thought when he realized that the waitress was speaking to him.

"I said that'll be seven fifty," she said, putting down the pitcher and a glass.

"Here ya go," he said as he handed her a ten spot. "Keep the change."

"Hey, thanks," said the waitress with a big grin. "Let me know if you need anything else."

"Actually, I do need something ... some information," he said.

A dancer was just finishing her number and the music had stopped just as she asked in a loud voice, "Are you a cop?"

The patrons in the immediate vicinity turned to look at Big Al. When he glared back at them, they suddenly found their drinks more interesting than his reply.

"No, I'm not a cop. I used to be married to a girl who worked here. I heard she still does. Katrina Simmons ... called herself Candy. Know her?"

The waitress paused. She knew her, and she knew that Candy would be on stage in just a few minutes. In general though, in this business, it wasn't a good idea to admit that you knew anybody.

"Maybe. Why?"

"I just want to say hello," Big Al said, slipping another ten onto her tray. "So is she working tonight?"

The DJ beat her to it. Under the opening strains of *Honky Tonk Woman*, he announced, "Gentlemen, and not-so-gentle men, let's give it up for our star attraction, the luscious and lovely, Candy Cane."

The waitress looked down at the ten spot, and then up at Big Al. He shook his head and said, "Just bring me another pitcher... if I run out."

She looked at him, and decided the ten spot was safe. He hadn't even sipped his beer and had already mentally dismissed her. His attention focused onto the stage as Katrina skipped out to the beat of the music. She was beautiful. Even pushing 40, her body was smooth and tight, still on the trim edge of voluptuousness. When she danced, it wasn't the bored shuffling of her younger counterparts, but the practiced grace of a pro. Even the bachelor party boys shut up and watched, mesmerized by her smooth sensuality and practiced grace. →



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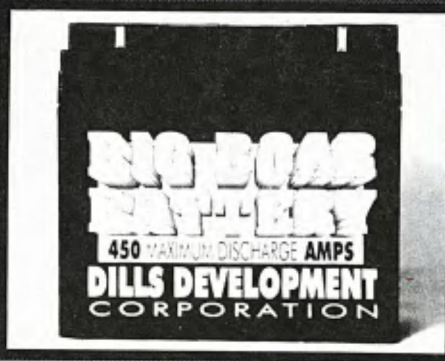
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good money waitressing, she knew that the real money was being up on the stage. Some of the dancers were making nearly \$400 a night. Eventually, she decided that she'd try it. It was a beginning, and an end, for them both.

"Hey buddy, you got a problem?" Big Al was brought back to the present by Sammy's imposing bulk blocking his view of the stage.

"I don't have any problems," he said, staring Sammy in the eye. "cept maybe somebody blocking my view."

Sammy stared down at him. "I hear you've been asking about Candy. You a friend of hers?"

"Used to be," said Big Al. "Any of your business?"

"Anything that happens in this club is my business," said Sammy, "especially if it affects one of the girls. I don't know what this club was like back when you got your membership, but we don't put up with any trouble."

"And I don't mean to cause any. I'm just drinking my beer and enjoying the show."

Sammy stared down at Big Al for a moment longer than necessary and walked away.

Katrina was just finishing up her second set, the tittie show-off. She was taking the hooting and hollering with coy grins and seductive winks. The money flew onto the stage and was quickly scooped up with a practiced hand. She made her bows and left, clutching her discarded costume in front of her ample bosom and remembering to acknowledge the patrons who'd favored her with more than just the customary single.

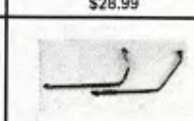
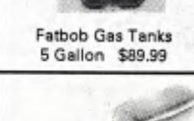
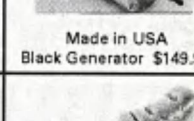
It was a far cry from her first time on stage.

She'd been very nervous when the DJ announced her. She'd picked a Doobie Brothers song as her first number. As she started to dance a loudmouth drunk sitting stage-side started to give her shit.

"Look at this bitch. She must be eight feet tall, and she can't even dance," he shouted to his buddies. They all thought it was funny and egged him on. Big Al didn't think it was funny, and he could tell by Katrina's face that she was hurt.

"Only good thing about this bitch is that I could be fucking her and sucking on her tits without even bending down," slurred the loudmouth. He couldn't understand why his friends weren't laughing. They all seemed to be staring above him. He turned and saw all 6-foot-7, 270 pounds of Big Al staring at him with a grin that he knew wasn't related to his joke.

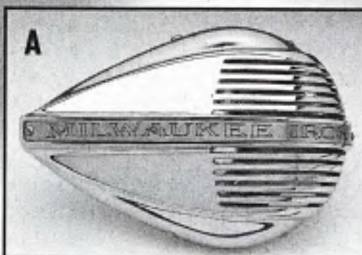
"Having a good time?" asked Big Al in a voice that sent a chill down the loudmouth's spine. →

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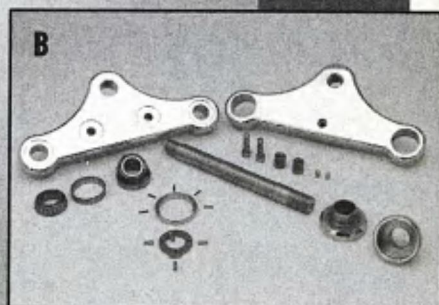
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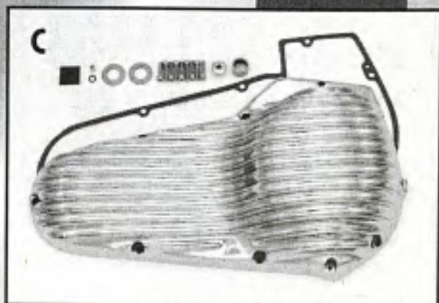
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"Uh, yeah. Having a great time," he
stammered out.

"Enjoying my girlfriend's dancing?"

The loudmouth gulped hard. "Uh, yeah.
She's great."

The music was playing and Katrina
was dancing, yet all eyes, including hers,
were on Big Al and the loudmouth.

"Then I think you'd better show your
appreciation," he said with a smile that
made the loudmouth's asshole pucker.

The loudmouth pulled out his wallet,
scooped out all the bills, and threw them
onto the stage. "That ... that enough
appreciation?" he asked in a fearful voice.

"Guess it'll have to be," said Al, glancing
at the nearly full pitchers of beer on their
table. "Guess you guys are about out

tracks and smudges. But it was anger,
not sorrow, that flashed in her eyes.

"I don't want to be a fuckin' mommy!"
She spit out the last word like it was
a curse.

Their relationship was pretty much
over at that point, though they stayed
together another eight months. After
much discussion, arguing, and out-right
fighting, she agreed to have the baby,
but under one condition. It was going to
be his—all his. She wanted nothing to
do with the baby after it was born.

She kept her promise.

When he picked her up at the hospital,
she told him to drop her off at her friend's
house. She got out of the truck without a
second glance at Big Al, or the infant girl.

After much discussion, arguing, and out-right fighting, she agreed to have the baby

of beer. Guess you'll be moving on."

That was the first night Katrina agreed to
go for a ride. It was also the first night they
made love, but it sure wasn't the last.

Big Al and Katrina became inseparable.
During the warm San Diego afternoons
they would ride from one end of the
county to the next. He even slapped an
impossibly tall sissybar onto his scooter to
make her long torso more comfortable on
the road. Al's bros were soon making
jokes about them being joined at the hip.

In the evenings, Big Al was always at
the club, watching her dance. Whether it
was because Big Al was always there
and she liked nothing more than pleasing
him, or because for the first time she was
beginning to feel proud of her body. She
soon became the club's star attraction.

He still remembered the day it all ended.
He'd been outside tuning up the bike
for a run to Temecula. When he went into
the house for a cold one, he found her
sitting at the kitchen table, crying. The
phone receiver was in her hands.

"What's wrong, babe?" Big Al asked
quietly, fearing the worse. He thought
maybe one of their friends had bit the
pavement a little too hard or something
worse. Instead it was good news, at
least to him.

"I'm pregnant," she wailed.

After a few seconds of shocked
silence, punctuated by Katrina's sobs, he
immediately dropped to one knee, took
her hand, and looked into her eyes.

"That's nothing to cry about, babe. It's
wonderful! If it's our situation that bothers
you, we'll get married." This only
increased the tears and wailing. He tried
again, "We're gonna have a baby! You're
gonna be a mommy!"

She looked up at him. Her tears had
coursed through her makeup, leaving

"What the hell are you doing here?" The
question roused him from memories like a
bucket of cold pee. He had been staring
at the floor and now there was a pair of
legs in his view. He slowly tilted his gaze
up and rested on her face.

"Hi Katrina. Nice to see you, too."

"It's Candy, for real now. I had it
changed. What the hell do you want? If
it's money, I've got nothing for ya."

Big Al felt his patience snap. "It's not
money I want from you. It's a little
respect!" he said loudly.

"Oh. Do you always go hunting for
respect at a tittie bar?" she replied sarcas-
tically, just a little bit louder than him.

Big Al felt the presence before it was
announced by the grasp on his shoulder.
"I'm afraid you're gonna have to leave,"
said Sammy, not looking forward to this
particular bounce.

Big Al turned his gaze to Sammy and



"It's the most realistic toy monkey ever made...
wind it up and it flings crap at you."

said quietly, "If you don't take your hand off me, it's gonna be ... unpleasant."

Sammy felt his hackles rise and told him again, "You're gonna have to leave." He took the opportunity to remove the offending hand and point to the exit.

"I'll leave just as soon as my business is finished," Big Al warned. He took a folded piece of newsprint from the breast pocket of his jacket and handed it to Katrina. "I thought you might like to see this, so I came down to give it to ya," he said, almost apologetically.

Katrina took the offering with a bit of hesitation and glanced at it for a few seconds. Her hands shook a bit while she peered at it in the low lights of the club. After no more than a few seconds she crumpled it up and threw it at Big Al.

"Okay, I've seen it," she said. "Now get the fuck outta here."

Big Al stared at Katrina and then looked at the newsclipping lying on the dirty floor of the club. He shook his head and slowly walked out of the bar.

In the early morning hours, as dawn's first light was peeking through the blinds, Katrina stood next to the ironing board in her kitchen. She had carefully unfolded the clipping and was ironing it flat, careful not to let her tears fall onto the paper.

She then sat down at the table and reread it, though she had it nearly memorized: *Among the standouts from this year's graduating class was Stephanie Gorman. Graduated Magna Cum Laude, the honor student was also awarded a full academic scholarship to Columbia University where she plans to major in drama. You may have already seen Stephanie in a recurring role in Renegade, a series filmed here in San Diego.*

Her first scenes were the ones shot at Big Al's Harley-Davidson. Big Al's, the West Coast's largest Harley-Davidson dealership, is owned by her father, Albert Gorman. "They came in one day, asking to use the place for a scene, and saw Steph working the counter," says Gorman. "That was all it took. I'm very proud of her. I'm sure her mother is ... would be, too."

Albert Gorman has raised Stephanie as a single parent since her mother died in childbirth. He has never remarried.

Katrina carefully placed the clipping in a large scrapbook, next to the other stories and sparse mementos of her daughter's life. One large tear escaped and splashed the clipping.

"Damn!" she exclaimed and got up to get a paper towel. The tears ran freely now as she slid slowly to the floor with a wad of paper towels in her hand. "Damn ... damn ... damn," she muttered slowly through a cascade of tears as the morning light filled the room.

—Fiction by J. Daniel Jones

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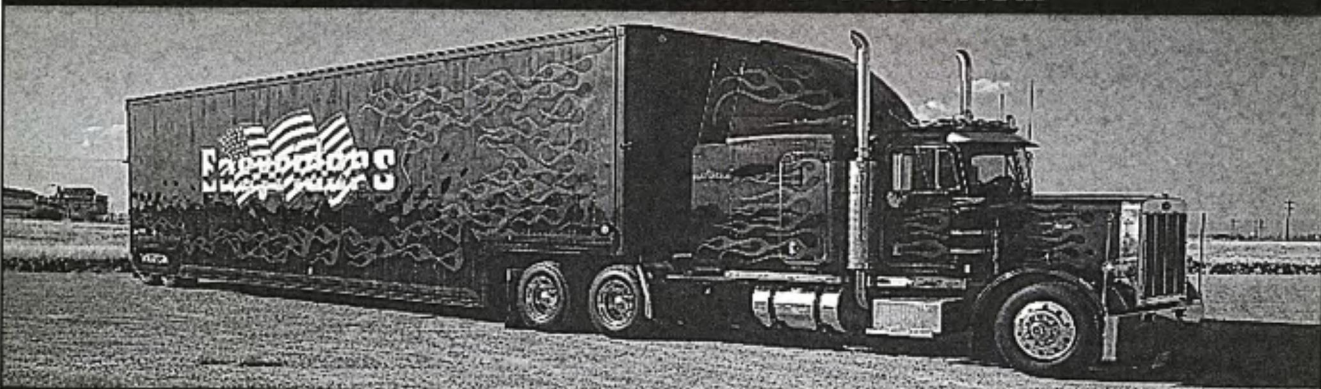
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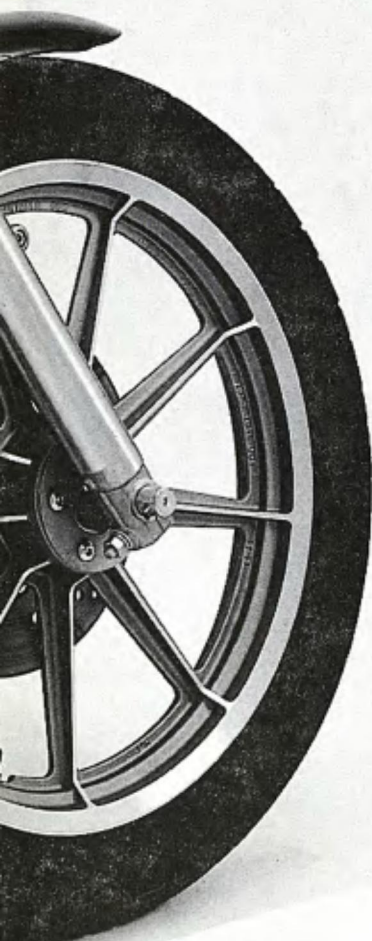
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Performance Handling

Taking A 39mm Front End From Stock To Pure Silk

FXR and Sportster front ends have damn fine reputations, but that wasn't enough for this new hop-up tech. We wanted to take the stock Sportster glide and add some finesse to it. The man for the job in this end of the woods is the Sportster guru himself: Roger Kallins of XRV Performance in Burbank, California.

In this tech tip, Roger explains his special formula for modifying a Sportster front end in order to achieve better, more positive handling. As he accurately demonstrates, it's the little things that count. In addition to his personal touches, he will install Gold Valve Cartridge Emulators from Race Tech.

The owner, Paul Thede, supplied the directions to this simple installation that transforms the damper rod system into a more precise and flexible variable-rate dampening system. Dampening is controlled by a series of holes in the damper tube. Large holes control the oil flow during compression and a smaller series of holes control the surge of fluid during the rebound motion.

The holes are constant; consequently, they perform perfectly under one series of conditions and not as ideally under others. The cartridge allows more flexible dampening over a broader range of conditions.

So, let's hit the garage for the master's recommendations: First, remove the forks, twist off the fork cap, remove the main fork spring, and drain the fork oil. Remove the dust cap and the seal with a small drift and light hammer (photo 1). Be careful not to mar the lower leg—your chromer will never forgive you.

From the bottom of the lower leg, remove the 7mm bolt with an 8mm Allen, drop off the dust cap seal and dust ring. Then, yank on the fork tube and the complete unit will slide out of the lower leg. With the fork tube upside down, shake out the anti-topping springs, followed by the damper tube mechanism. Don't forget, while you're

in the disassembly stage, remove the cup way down in the bottom of the lower leg, and don't forget to return it when you assemble the front end.

Here's the first tip: With a small screwdriver, spread the bushing on the bottom of the fork tube and carefully remove it. Purchase a 1/2-inch wide strip of .015 steel 4.5 inches long (photo 2). Also pick up another chunk .020 inch thick. Wrap the strap around the lower leg where the bushing fits (don't overlap) (photo 3). A 1/4-inch gap is fine. Then replace the bushing (photo 4). Slip the assembly into the appropriate leg. It should be snug and drag slightly, but not bind. If it's too tight, use the .015 thickness.

Remove the top bushing from the lower leg, slip it over the fork tube and, with a small pointed punch, dimple the entire surface of the bushing (photo 5). While you're at it, take a hacksaw and cut along the split seam in the bushing to give it additional clearance (photo 6).

With the bushing compressed around the tube, use a fine file to take the points off the dimple edges (photo 7), then attempt to slip the fork tube with the bushing on it into the lower leg. This takes patience and experience, but you're after the perfect, not binding, snug fit. Don't attempt to shove the bushing all the way in until you are sure of the fit. Replace the bushings.

There are four 1/4-inch compression holes in the damper tube (photo 8). Drill them out and add two more 5/16-inch holes (2 sets of 3 holes). Space them axially (lengthwise) at 7/16-inch increments (photo 9). After drilling, chamfer and deburr the compression holes inside and out. Be careful not to weaken the rod. Don't add to or enlarge the rebound holes and make sure to leave their edges sharp.

Install the Gold Valve Emulator (photo 10) to the top of the damping rod (photo 11). The step on the Emulator must sit into the top of the damping rod, and must completely cover the end of the rod. Reassemble the forks according to your manual. Remember to install the top-out spring and bottom-out cone.

To adjust the Emulator, simply remove it from the fork (you don't have to remove the forks from the bike in most cases). Twist out the springs to →

SERVICE DEPARTMENT



Photo 1

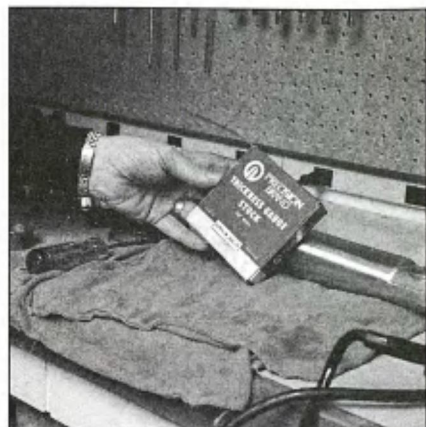


Photo 2



Photo 3



Photo 4

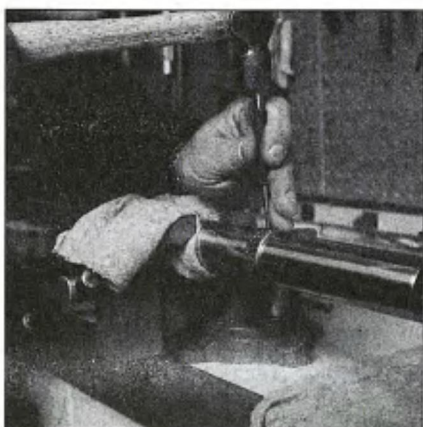


Photo 5



Photo 6

avoid dripping oil, use a 1/16-inch welding rod with the bottom 1/4-inch bent at 90 degrees to hook into the rebound check valve slot capturing the Emulator.

Before installation, be sure the jam nut on the Emulator is tight, using a 3/16-inch socket. Use Loctite 242

(blue) on the threads. Race Tech recommends four to seven turns with 20-weight fork oil. Roger recommends using Progressive Suspension 1130 fork springs.

Add fork oil 5 1/2 inches from top with fork collapsed and springs removed! Spring preload should generally be in

the 1/2- to 1-inch range. Remember that the fork cap may supply some of this preload. Use only one piece of PVC pipe as a spacer. Do not stack slices. Any changes in preload should be done in 1/4-inch increments.

With the front end replaced and checked, take it for a ride. It may



Photo 7



Photo 8

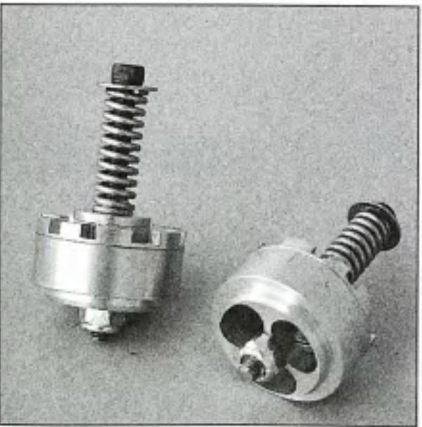


Photo 10

take three to five miles for the Emulator to seat in before a considerable difference is noticed. In a future issue, we'll cover lightening the wheel and beefing up the stopping power on your Sportster. You won't want to miss it.

—Wrench

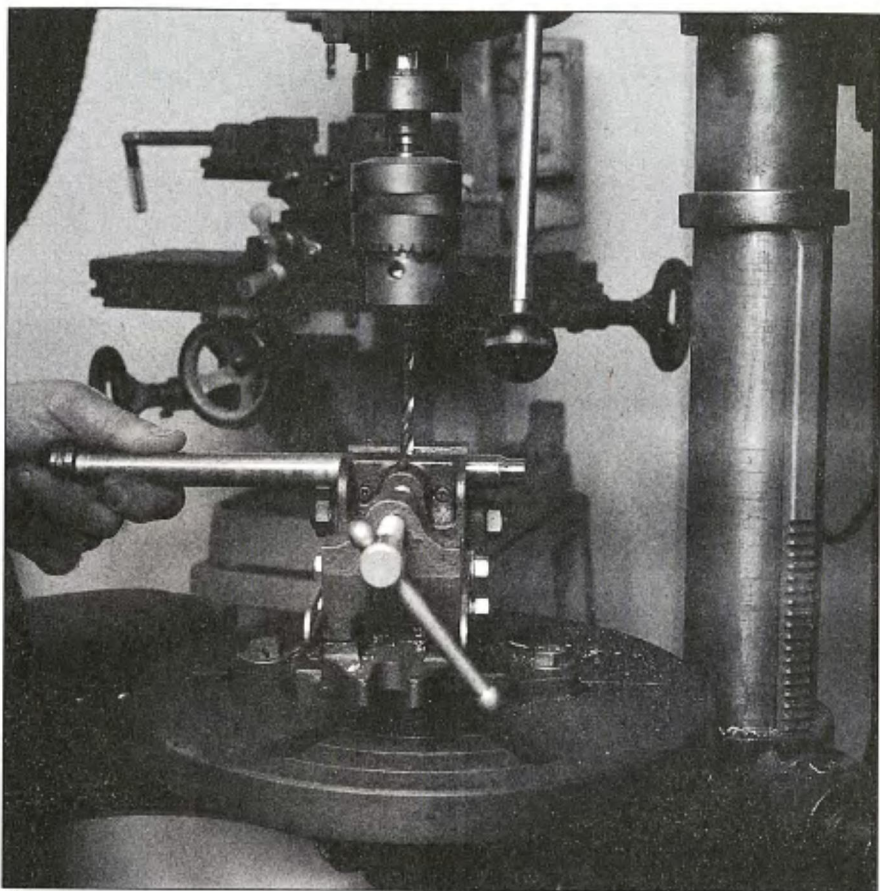


Photo 9



Photo 11



Photo 12

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(Almost) No Visible Means of Support

Strength and Simplicity in a Sano Mount

Whether it's a rear fender support, side saddle taillight, or even crash bars, almost any bike accessory inevitably requires supports, brackets or other kinds of mounting to connect to your motorcycle. And, one of the most likely places to attach to is usually frame rails, since they go most places on your putt, from front fork neck to rear axle plate.

In today's world of computer-aided design, motorcycle frames are carefully engineered and fabricated to take the stresses that riding dishes out. So, there are right ways and wrong ways to mount things on a frame. Bolt-on clamps or strap-on bands that do not disturb the frame rails are one way; although, too many clamps or strap-on bands can be unsightly. Another possibility is the drilling and tapping of the frame, especially if done judiciously in areas where there's plenty of solid, thick stock—like rear axle plates or

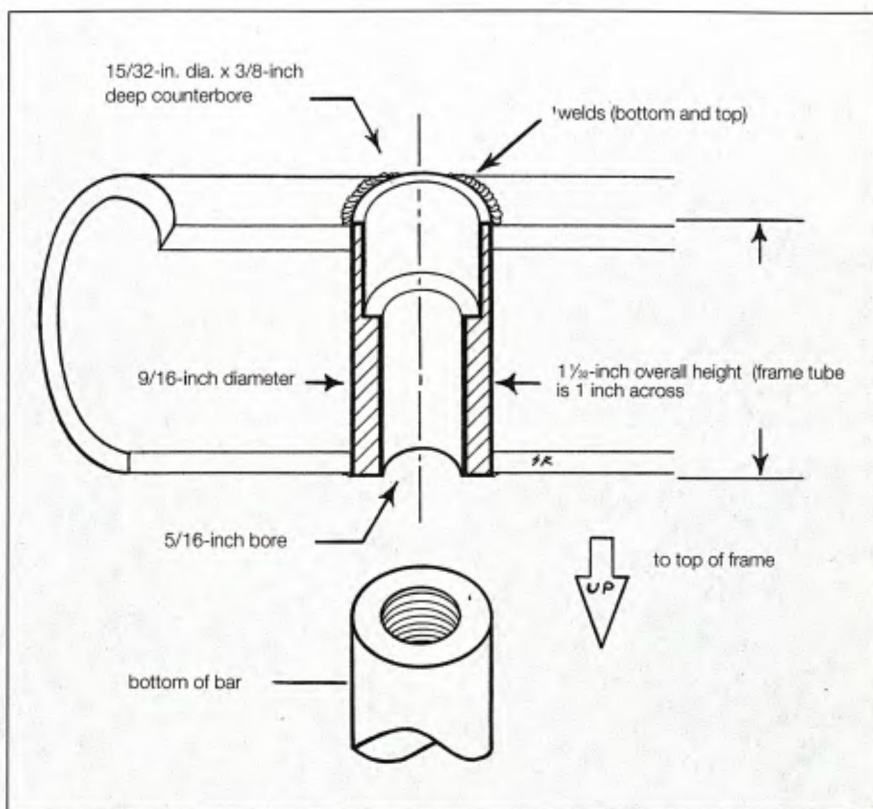


Diagram 1

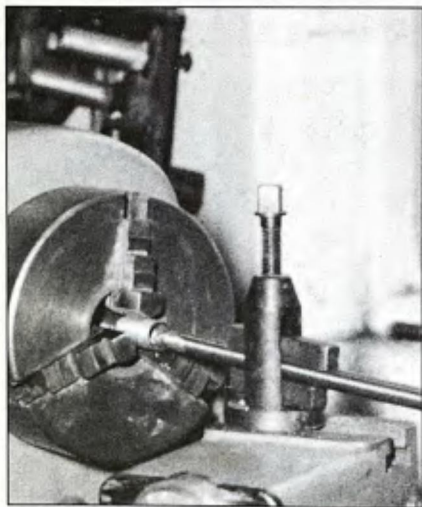


Photo 1

bosses (photo 8)—the result can be strong, long lasting and clean-looking.

But, in most cases, the bare tubular frame rail is the closest location. And for that, you have to do it right; just hogging it out with a big un-reinforced hole is not a good idea. Here's one way to make a mount for a bar-type

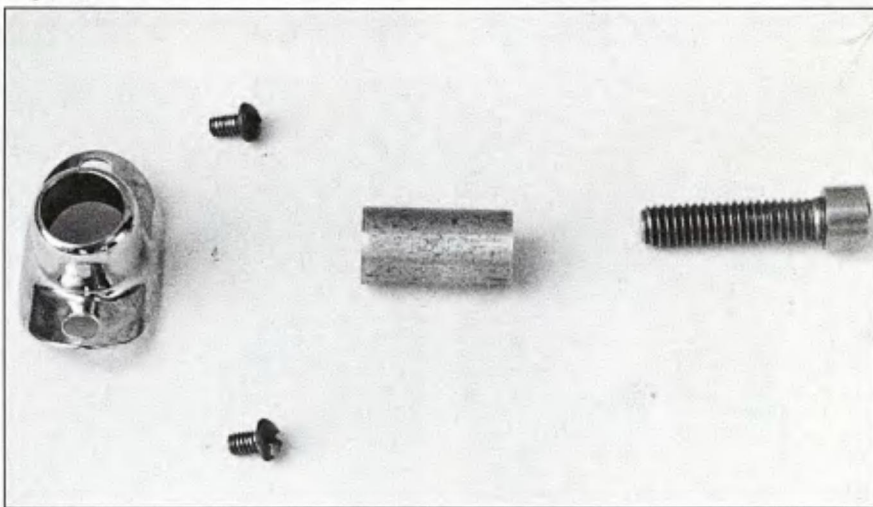


Photo 2

support rail—for fender, seat, accessory, or whatever—that not only won't weaken your frame, it will also look good in the bargain.

Key to this procedure is a machined cold-rolled steel insert that reinforces the frame at the point where you drill a hole for attachment (diagram 1—frame

section shown inverted for clarity). You don't need a brother in the aerospace program to turn it out; it's a simple lathe job (photo 1) for the average machinist. What you end up with is a ready-to-weld insert that's counter-bored. In that bore sits a socket head screw that will grab the end of the

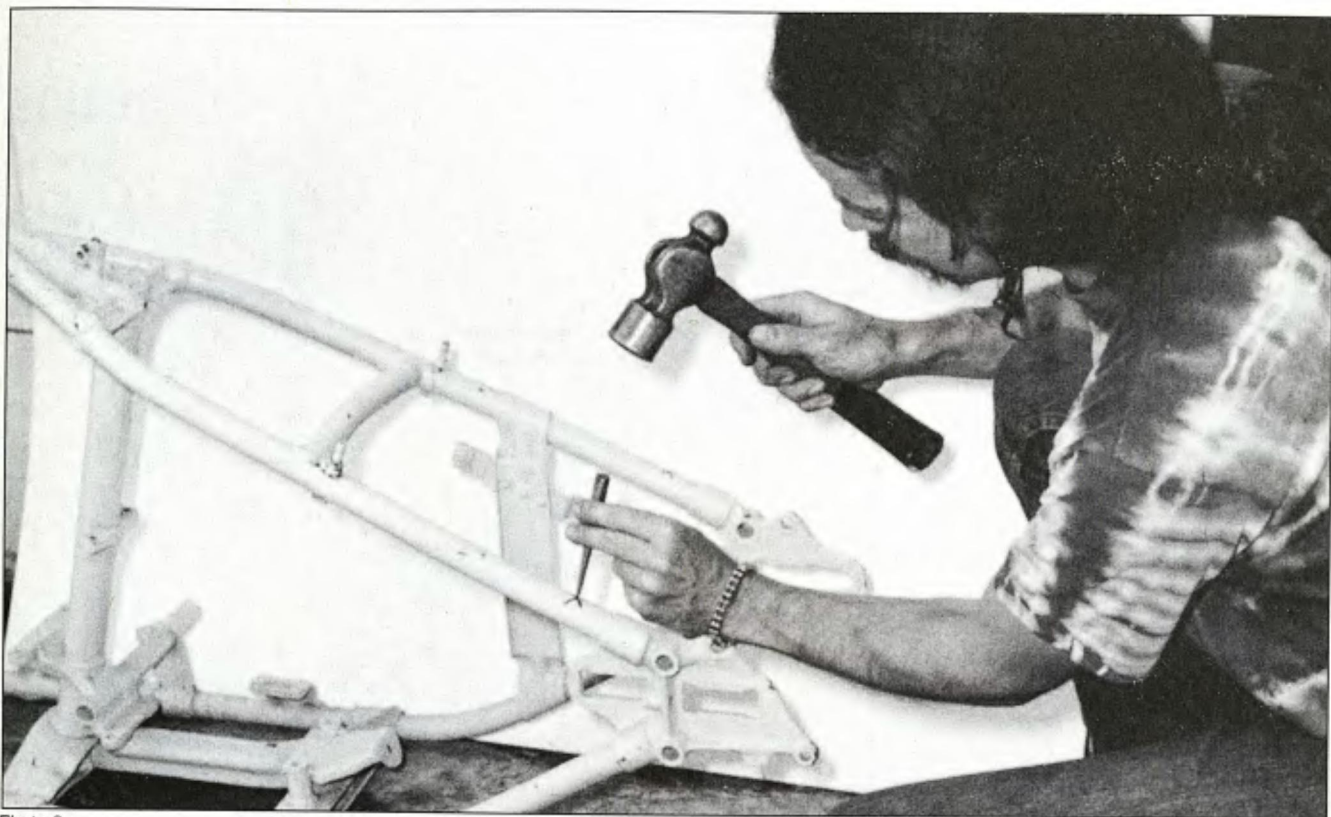


Photo 3



Photo 4

mounting rail. In this case the rail stock is fairly modest in diameter; so, the outer case of a horn button (with retaining screws) serves as a nifty cover for the joint (photo 2). Cruise the swap meets or catalogs of your favorite parts dealer for a variety of buttons that will fill the bill. There are also plumbing fittings

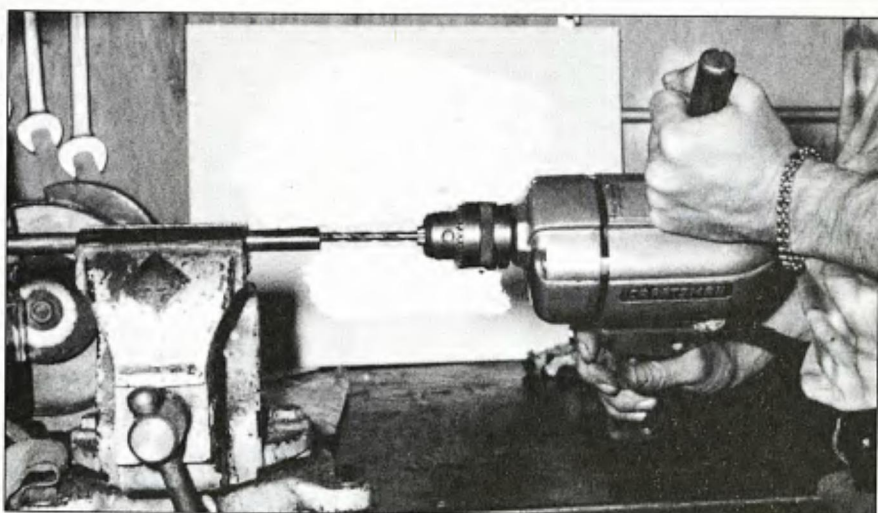


Photo 5

that will serve the same purpose. With this setup you can safely bore a large hole in the frame without weakening the structure. Here's the drill (pun intended).

First, carefully mark the location of the desired mounting (photo 3). Ideally, this determination should be made at the bare metal stage when you are

dialing in the location of as many components on your scooter as possible. (Double check before you actually start removing metal. First, you may wish to try components placed with the aid of temporary hose clamps.) Next, carefully centerpunch the location (photo 3). This step is a must to prevent the drill bit →

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from wandering wildly, since you are operating on the cylindrical frame tube. An alternative is a machinist's fixture for the bit that clamps to the frame tube and keeps it in place.

This particular application requires a 9/16-inch hole; for sizes in that range it is often easiest to drill a pilot hole of 1/4-inch diameter and then work your way up in several successive steps. A large, slow turning (500 rpm) electric drill (photo 4) and cutting lubricant is recommended. The best way to steady the frame while you are drilling is to enlist the biceps of a beefy bro or two, or no one's around, clamp it carefully in a large vise with jaws intended for holding cylindrical items. A large floor-mounted drill press will also do the job.

Once the hole is drilled and deburred, the insert is simply tapped and welded into place. File the bottom so it is nicely flush with the surface, but leave the top face square and standing slightly proud for a good base. Alternatively, on the top side of the mounting you may want to chamfer the bore hole so a tapered end on the support bar can seat firmly once things are tightened down. As another alternative, you can even fabricate a lip as a suitable seat on the rail if desired.

Next, the support bar is drilled and tapped to accept the insert's mounting bolt (photo 5). If the bar is solid, no problem. But if it is tubular, then make sure that the thread size you select will be large enough to bite into the wall of the tubing. Two things to remember at this stage of the operation: use the right drill and tap combo for strong deep threads; and tap slowly, with cutting oil (photo 6). Again, hold in a vise or lathe chuck for best results. Blow out the hole thoroughly to remove chips—especially if it's a blind end in a solid bar. While you are in the drill and tap mode, now is a good time to locate the horn button casing that's about to become a joint cover. Remember to centerpunch first (photo 7) and then proceed to drill for small sheet metal or self-tapping retaining screws.

Now you can get to the assembly. Use a torque wrench; plus, resume to using Loctite, Nylok or a comparable thread-locker to make the attaching-bolt tight and to stay that way. The result is a nice, plug-in mounting, with the upper joint obscured by the horn button

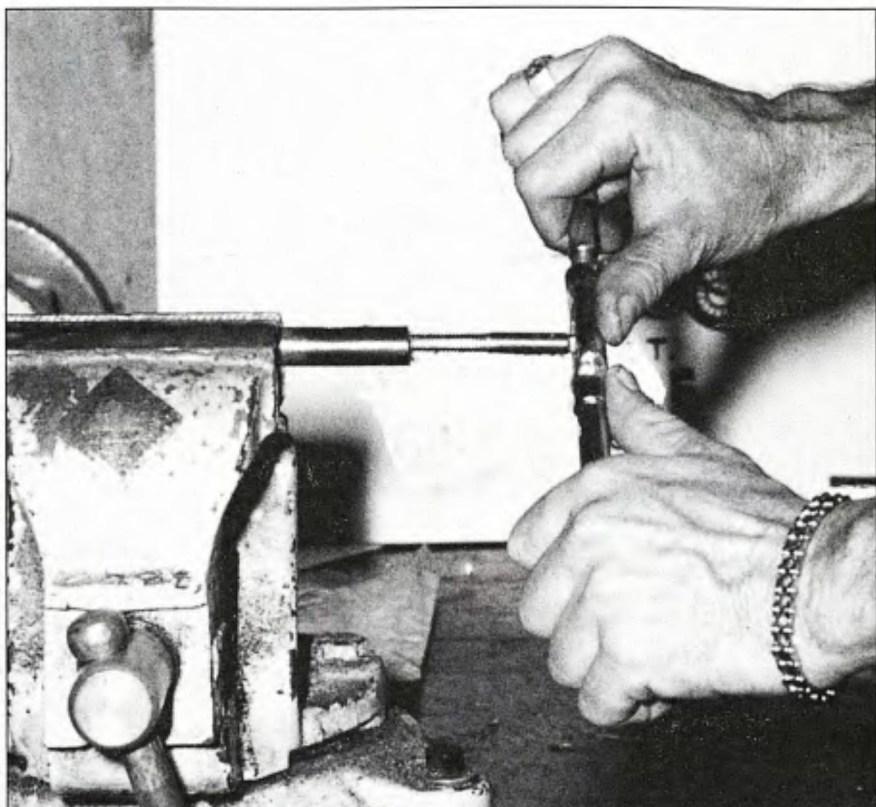


Photo 6



Photo 7

cover and the bolt secreted on the bottom side of the frame rail. You will note that we snuck most of the parts out to the chrome shop before the eventual bolt-up, but that's strictly optional. Even in black enamel, this setup will last for years. And, *voila!* check out the final product (photo 8)—it looks like it



Photo 8

came straight out of a fancy computer integrated manufacturing line. Like something NASA uses—instead of those cob-webbed cycle cabanas guys like us do all our weekend wrenching in. Don't worry, your secret is safe with us!

—Jake

Seein' Spots

Painting Patterns With H₂O

Drips, runs, sags, smears. If you are a rank amateur like me, then that's what most porch-applied paint jobs look like. Now, I'm all for hustling out to a pro shop for a serious, liquid-glass, mile-deep, rainbow-hued, umpteen-taping masterpiece on that gas tank, rear fender, oil bottle, air dam, or whatever. I mean, vanity and surgically sano street scooters have their place.

But here's a far out way to decorate that daily driver, putter in primer or rat bike that will make us all feel a little like Michelangelo. With this procedure, you actually want to get runs, drips, sags and smears. It's called water spot painting. And, it was taught to me by an ol' white-haired, peg leg biking bro—back in the days of ape hangers, sissy bars, fishtail mufflers, Fresno bells and mousetraps. So keep in mind that this technology is trailing edge, decades dormant, behind the curve, finishing dead last.

Besides everything else, this ancient coot had a serious case of hypoglycemia. And, when his blood sugar crashed, this method was 'bout all the painting his shaky extremities could handle. So, it should be a breeze for us normal mortals. The materials are a snap. You'll need some ordinary paint spray bombs (photo 1). Especially important is a can of good ol' glossy black. But, also consider some transparent and Day-Glo hues. You want stuff that dries fast—like lacquer or Krylon. Next is the necessary spray equipment. No deVilbiss guns, electrostatic booths or radial-engined compressors here. Just an assortment of cheap pump spray bottles and your muscular index finger. The former come out of your medicine cabinet, hall closet, car cleaning bag or trash bin. And the latter—if you are an overactive shutter snapper like me—is already in great shape.

Smooth pumping action is essential, so scare up some lubricant while you're in the scrounge mode. And apply a little to the shaft of the spraying pump (photo 2).

Now it's time to pounce on that part to be prettied up. We used black paint over a fender that had already been coated in pearl white for the best



Photo 1



Photo 2

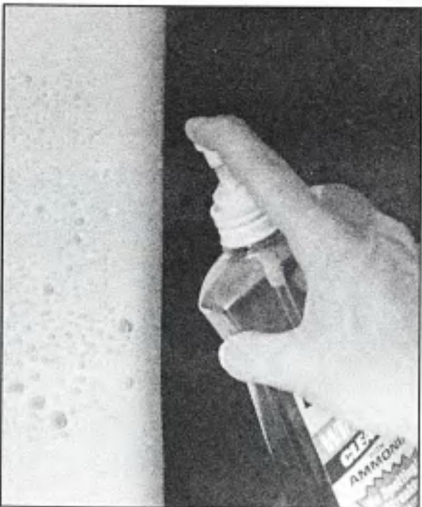


Photo 3

photographic effect. (Plus, we added food color to the water to make the results show better, as you'll see in a moment.) But by all means try candies over pearl, or Day-Glo on top of black. You want a smooth surface that will water bead, so finish the base coat appropriately. Too much roughness,

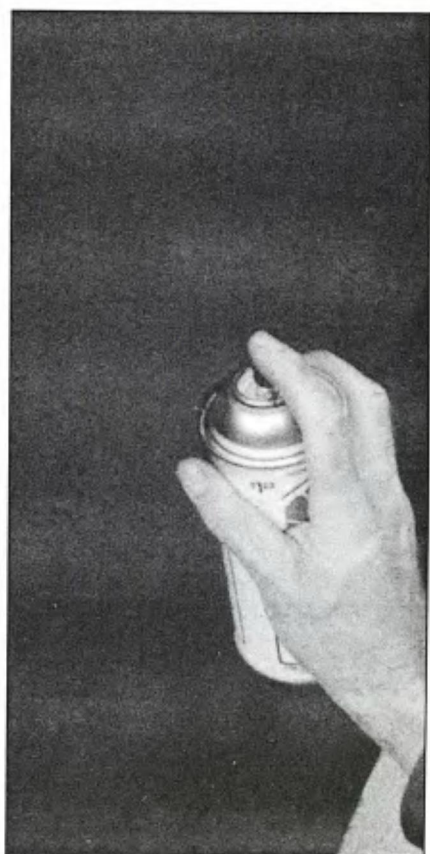


Photo 4

or tooth, will inhibit beads. If you find beading difficult on even a smooth surface, try rubbing or polishing compound. Wax, of course, will encourage beading, but it will also discourage the paint from sticking, so use that sparingly, if at all.

To start this magic you put ordinary →

SERVICE DEPARTMENT

water in that sprayer and pump your brains out. (If you used soap to clean the sprayer first, make sure you get it all out. As a wetting agent, a trace of remaining detergent will prevent the beading effect you want to achieve). If you pump smoothly and evenly, you'll produce a fine spray that will build up a nicely random pattern of drips and dots (photo 3). That's the reason for the lubricant we applied earlier; you want to avoid jerking the spray pump. Once you've got water on the surface, you can also smear it with fingertips into different patterns. Smearing will also turn circular spots into beads with sharper corners.

Next, grab that spray can and apply paint. Start with a very light, even dusting (photo 4). What happens is this: the water acts as a mask, holding paint off the surface wherever it has beaded up, but lets it stick where it hasn't. At the same time, spray paint on a separate test surface. Then wait and monitor the test surface. (That's a fancy way of sayin': jab stick your finger on to it, repeatedly, impatiently!) You want to time it so the paint is dry, but the water is still wet. When the test surface begins to approach dryness, wipe the fender off with a clean absorbent rag (terry cloth) or paper towel (photo 5). Presto chango! The water comes off—carrying with it the paint masked in suspension. What you are left with is a pattern of spots defined by the now departed water.

It may take several tries to get the hang of it. Using lacquer as an overcoat over a fully cured base (like catalyzed urethane, epoxy or acrylic enamel) will make it easy to remove failed attempts with thinner. If you are satisfied with a simple bead pattern, fine. Let the paint fully dry and recoat in clear. But, you can also experiment further. When you sprayed the black overlay lightly, it merely laid on to of the water beads, leaving their pattern undisturbed. Spray a taste more heavily and the paint will tend to break down the surface tension that holds the water beads together. The results? The water will run in certain places (photo 6). The runs will take some of the paint with them, leaving a dark border along the run (photo 7). The effect looks pretty horrendous in black, but if the runs are in Day-Glo hues over black, it's a whole 'nother story. It's almost too pretty for a bad-ass basic



Photo 5

black Stroker, or a rusty red chromate rat.

So, give water spot painting a try. And maybe you'll come up with effects not yet known to science. And remember, even if you don't cotton to this decoration you may find it on your sled



Photo 6

anyway. After that next rain storm or mud puddle, mutha nature is likely to apply very similar patterns—any and every place on your machine that she sets her mind to.

—Jake

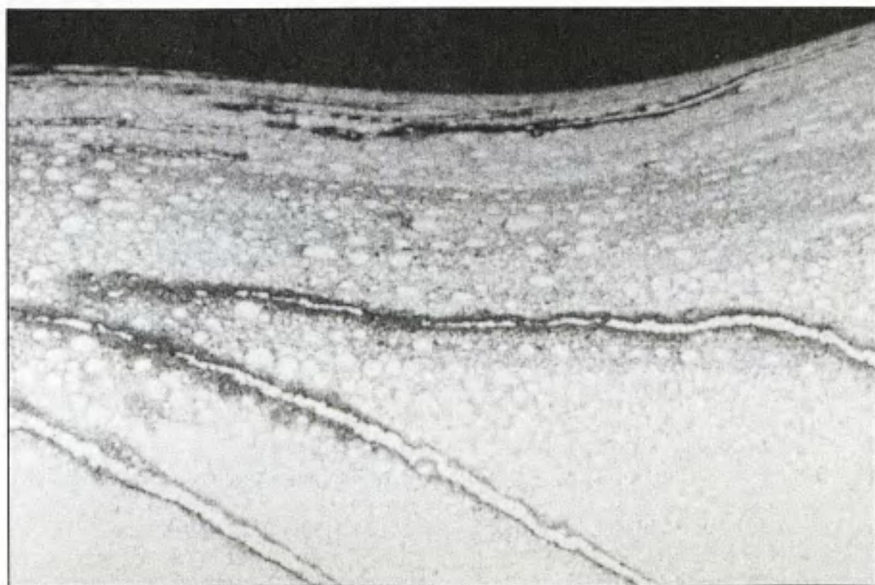
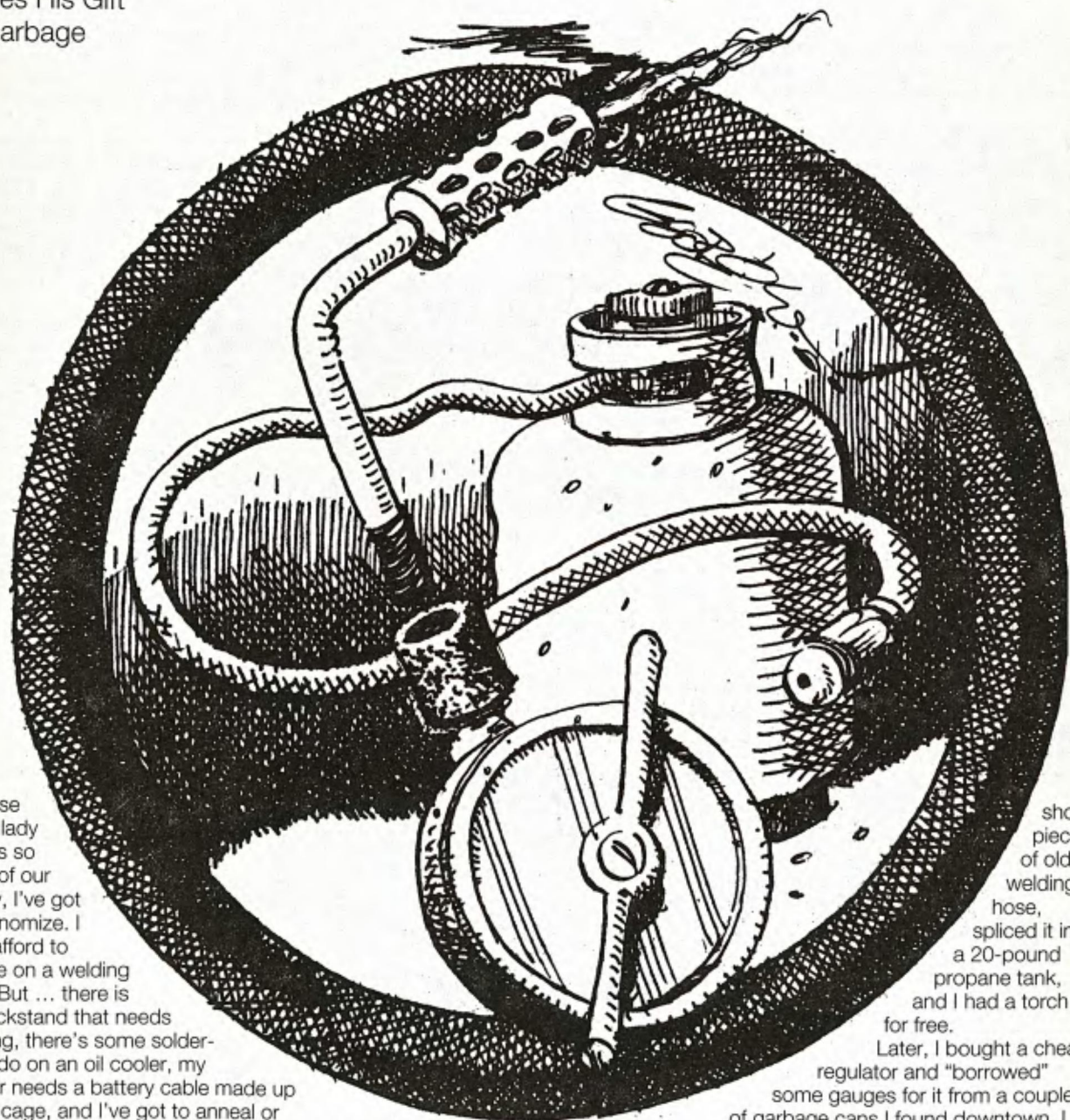


Photo 7

Trashcan Torch

One Reader
Shares His Gift
Of Garbage



Because my ol' lady spends so much of our money, I've got to economize. I can't afford to splurge on a welding outfit. But ... there is that kickstand that needs bending, there's some soldering to do on an oil cooler, my brother needs a battery cable made up for his cage, and I've got to anneal or temper some little parts for my scooter. You can't go far in repair without heat!

I was rootin' around in the neighbor's garbage last fall when I found a Benz-O-Matic propane torch head with a broken valve. Since it looked like gold, I took the thing home. Realizing my foolishness the next morning, I

threw the thing in a corner. Two days later, I had a beer-inspired idea.

I cut the torch off just above the valve, threaded the end, and screwed it into a 1/8-inch pipe coupler. Then, I threaded an acetylene valve into the other end of the coupler, attached a

short piece of old welding hose, spliced it into a 20-pound propane tank, and I had a torch for free.

Later, I bought a cheap regulator and "borrowed" some gauges for it from a couple of garbage cans I found downtown. I redid the joints with Teflon tape, after they leaked, and my hand got broiled. I'd suggest a reverse-flow check valve if you are going to build one, but I haven't found any in anyone's garbage.

—Dakota
Clearwater,
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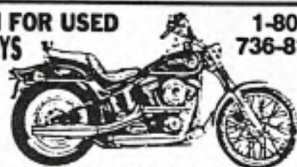
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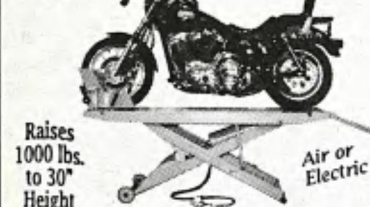
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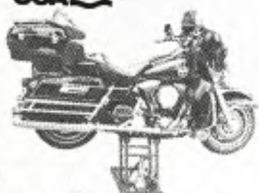
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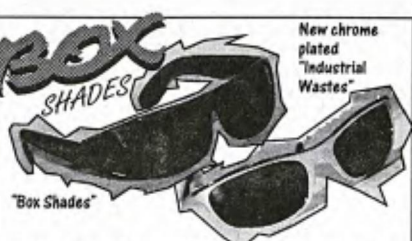
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Helen King North Hills, California 1990 H-D Hugger

Helen's come a long way since her childhood days of trompin' around the Kentucky bluegrass, chasing her family of 10's only means of recreational transportation—one tired Shetland pony. These days Helen doesn't have to compete with eight brothers and sisters to go for a ride; she just fires up her 1990 Hugger and takes to the streets of North Hills, California, till the cows come home.

Helen first discovered her love of scooters back in Kentucky, riding on the p-pad of one of her ol' man Charlie's homegrown hardtails. It wasn't until Helen and Charlie moved to the warmer climes of Florida, and eventually settled in California, that she realized her lifelong ambition to have a chrome pony of her own. Although Helen had ridden on many of Charlie's Big Twins over the years, she decided to enroll in the motorcycle safety education program before she ever straddled her new Hugger. Unfortunately, during one of the riding education sessions, Helen took a hairpin turn a little too quickly, realizing her mistake only while she was airborne and smashing into a fence. Charlie insisted that she jump back on her own scoot and take it for a nice long putt, that very same day. One mended broken hand later, she finished the class and continued on into an advanced riding course.

Charlie and Marty Ruthman at Hi-Tech Customs (Van Nuys, Calif.) did most of the work on Helen's bike, like throwing on BUB's Bad Dog pipes, primary belt, Mikuni 40mm carb, Screamin' Eagle ignition module and coil, Progressive Suspension (lowered one inch front and rear), polished and chromed forks with a Screamin' Eagle brace, and the big Dunlop rear skin. But when it came time for Mike Lisandro to lay down the paint, it was Helen who designed those radical color-changing flames: They turn from cobalt blue in daylight to a deep purple at night, and every now and then, when Helen's knees are in the breeze, you'd swear those flames just turned the color of deep Kentucky bluegrass.

—Clay Dog



Photos: Markus Cuff

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West Virginia
1975 H-D Shovelhead

In 1986 Randall Traver pulled up his West-By-God Virginia stakes and hauled his biker bones down to Florida, where he enrolled himself in the American Motorcycle Institute (AMI) and ended up being shop foreman at a major Harley-Davidson dealer in Homestead, Florida, for six



straight years. During that time he built himself this righteous Shovel from the rod bearings up. He started out with an old set of cases and an '88 Paughco wishbone rigid frame—on which Randall handmade some extra gussets in the rear, anticipating some added torque. An S&S motor was soon to follow, boasting 92.3 cubic inches, a higher lift Crane cam, Dyna dual-plug ignition (dual plugs courtesy of Buster), Super B carb with Thunderjet, Power lifters, Primo belt drive, and some MAC pipes.

Then came Andrews first and



Photo: Picture Pat

second gears, a Ness seat and saddlebag, five-quart oil bag, battery relocated behind the tranny, JayBrake controls, Continental tires, and a candy apple urethane paint splash co-administered by John Brunson and Wayne Giddens. When the last coat of paint was barely dry, Randall took her down to the local drag strip, just for the hell of it, and turned the quarter-mile in the mid-12s.

Although Randall refined his Harley customizing skills over that six-year period in Homestead, Florida, he decided to return back to the hills



of West Virginia to open up his own place, Little Shop Of Harleys, located at the base of the Shenandoah Mountains in the northeast tip of the state, where you'll find Berkeley Springs, West Virginia. As it stands, Randall looks to build four to six custom motorcycles each year.

But as far as this scooter's concerned, Randall dedicates the maroon beauty to our lost brother Glenn Avola: "G.A. was invincible. Then he was snatched away out of the blue by a brain aneurysm. We miss you, Glenn."

—Clay Dog

READERS' RIDES

Jim Peck Stanford, Kentucky 1947 Knucklehead FL

Only in the heart of Kentucky, along cattle and tobacco farm-lined Greasy Ridge Road, can you steal a glimpse of Jim Peck waking up the resident beef on his righteous 1947 Knuckle. Jim was born, raised, and still hangs his hat on a 400-acre farm in Stanford, Kentucky, smack dab in the middle of Daniel Boone country. Although his first love was chopping and painting street rods (especially early-'50s Mercs), which Jim still does professionally (Jim's Custom Body), it wasn't until he grabbed a handful of scooter throttle that he found his ultimate peace of mind blasting along the back country blacktop.

Jim originally spotted the '47 Knuck in 1983 on a farmer's front porch, where it had been collecting cobwebs and dust. She was in sorry shape, all right, but Jim saw potential in the raked and stretched—albeit rough—frame and the basically stock FL 74 cubic-inch (with .020-over pistons) motor. He bought the hurtin' sled—right off the porch—for \$1,375.

Jim began reworking the straight-leg rigid out in his barn. He ran his wiring, including the throttle cable, through the cleaned up frame. Jim molded in a piece of metal tubing beneath his fender to hide the wiring that runs to the brake light switch, which he stashed underneath the transmission. Then, after making his fender struts and taillight mount by hand out of scrap metal and his sprocket cover out of stainless, Jim threw on braided lines, a Linkert carb, a 4-inch-over wide glide front end, a Primo belt drive, and in addition, he molded in a modified two-bolt removable Mustang tank, which, like the rest of the scoot, he painted himself.

These days, when our Bluegrass brother's not out butcherin' beef or hacksawin' a 1951 Merc, you can most likely hear him out on this thundering Knuck, carving up a good piece of prime Kentucky road.

—Clay Dog



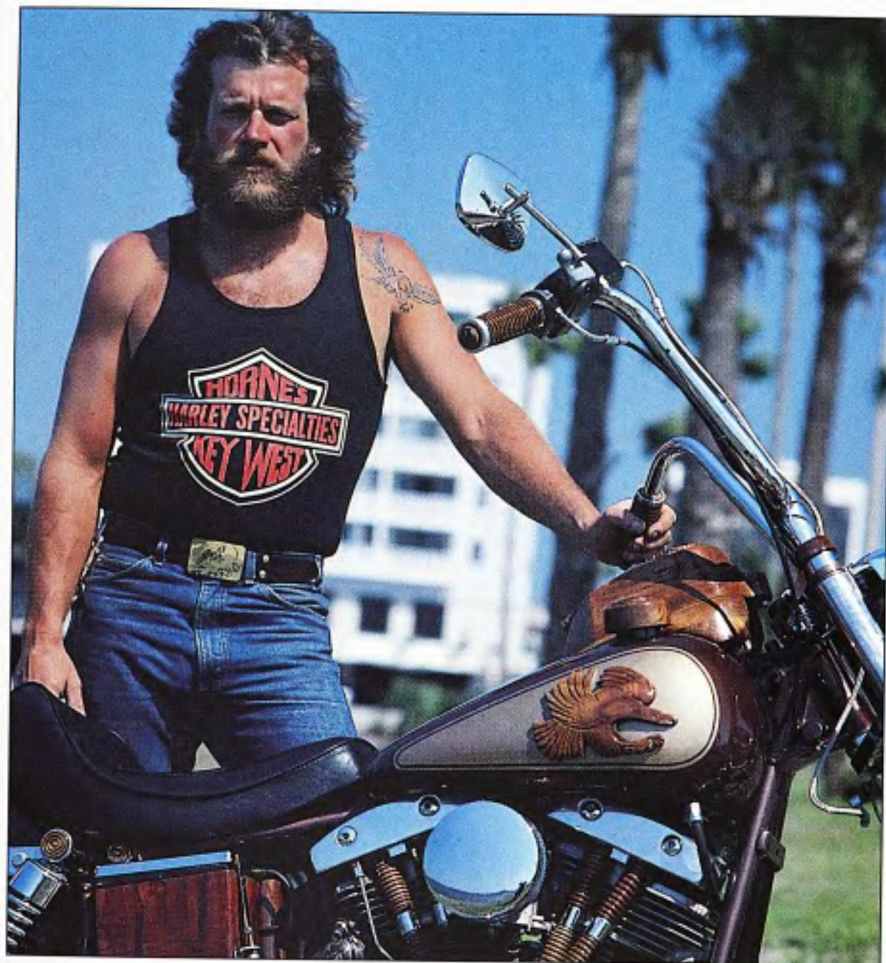
**Marc Monahan
Hamel, Minnesota
1979 Shovelhead**

When the owner of this splintery scooter mentioned something to his bros about wanting to get ahold of a slabside, they most likely were thinking along the lines of a set of cases off a generator-Shovelhead—as opposed to an actual slab of good ol' Douglas fir. 'Course when you spend a lotta time toolin' around the sticks in the dead of Minnesota's gnad-freezin' winter, you tend to want to pay homage to all those tall many-branched makeshift wind barriers. Then again, some bros, like Marc Monahan of Hamel, Minnesota (a suburb of Minneapolis), are just damn talented when it comes to shaping, shaving, and plain ol' working with wood after its been derooted.

His fir-clad custom is a one-of-a-kind to be sure. But don't let all the timber trimmin's fill your appetite before you stop to admire one fine FLH. With some help from master wrench Papi, Marc's 1979 jockey-shift Shovelhead now sports solid lifters, massaged heads with .020-over pistons, and an Andrews B grind cam. In addition to throwing on some Python pipes, 10-inch baby apes, 4-inch straight risers, and extending his wide glide front end to one-inch over, Marc handmade his own one-off wood primary cover design, wood trim for his stock oil bag, and custom wood pegs, grips, battery box, points cover, brake calipers, and reflectors. When it came time to decide on the best color scheme for the varnished wood theme, Marc had local paint expert Donny Mendelson lay down the two-tone brown and gold lacquer with a couple extra coats of clear.

Want a bottom line on Marc's unique putt? When he's not rolling along Minnesota's Scandinavian-like countryside, come winter customizing months there's no bolt-on catalog accessories for this bro—just a sharp Buck knife and a good chunk of wood.

—Clay Dog



Photos: Billy Tinney

READERS' RIDES

Philip Marz Oakley, California 1951 H-D Panhead FL

Ever since the early '70s, while roaming the Bay Area's buckled blacktop on his chopped 45, Phil Marz knew what he'd do if he ever got his paws on 74 cubes of pure Pan: It'd sit in a straightleg rigid frame with a springer front end and, most important, be painted white with red pearl.

When he got out of the service in '74, Phil heard about a wrecked 1951 FL Pan; the front end was doubled under the raked and stretched hardtail, and, worst of all, it had red, yellow, and green flowers painted all over it. So he rode out to Hercules, California, to check out the pretzeled putt with the psychedelic paint job and decided to take on the challenge.

After hauling her home, he got right to work. He cleaned up the frame, threw on a Ness springer front end, Sportster bars,



3.5-gallon Mustang tank, 86'ed the old carb, and threw on a Bendix with adjustable jets. Meanwhile, as he was just getting started on his scoot, Phil began stumbling into more and more work as a heating and air conditioning contractor. Bottom line: The basket Pan sat in one garage after another through a number of moves over the next 10 years.

Finally, tired of watching chrome turn to rust, Phil figured since he had some time off work after breaking his wrist, he might as well finish what he started. He stripped her down (again), cleaned her up, upgraded the oil pump, rigged a 12-volt solenoid to operate the gas line (to deal with a flooding carb and to be different), threw on an auto-advance distributor, a mild cam, Airheart discs in front and P.M. in rear (his rear master cylinder is operated by cable), and a belt drive on the primary to smooth out vibration.

As far as the rest goes, that broken wrist got put to good use. —Clay Dog



Smokey Lawrenceburg, Kentucky 1956 H-D FL

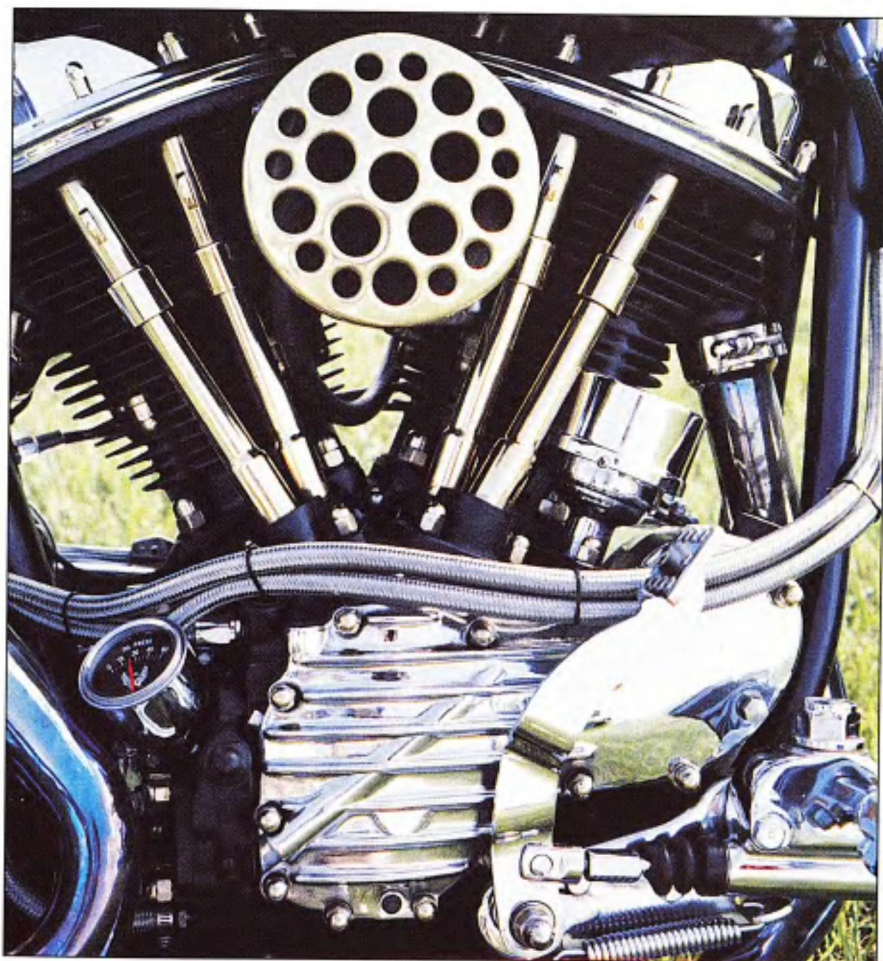
Puttin' down life's highway, there's nothing like the wind in your face, the sun on your back, and miles of unknown adventures ahead. And no matter how many faces and how many places begin to look the same, there's one friend that, one way or another, is always there. No, not your sour mash, friend—your trusty Pan.

Smokey knows he never has to think twice about placing trust in his faithful FL. They've seen their share of close ones on both sides of life's stormier stretches. But no matter how hard that Kentucky rain keeps poundin' the shit out of him, Smokey's never one to let it get him down; he just fires up that iron eagle and thunders straight through the eye of the storm, knowing the sun will eventually find him and his scooter.

We've all known bros like Smokey. They have that distant, road-worn look in their eye, the kind that never forgets a face or a place, the kind that prefers taking in the scenery over being its main attraction. 'Course, that's not always easy when you're astride such a standup sled. Smokey credits Casey's Custom Cycle for the FL's overall assembly, and Wayne Phillips, in particular, for rebuilding and balancing. Smokey wanted to keep both his 1956 74-cubic-incher and the '68 swingarm chassis that it sits in basically stock. The exceptions are the bronze guides, a Sifton .440 cam, classic Bendix 40mm carb, belt primary, Eagle Iron rear pegs, CCI headlight, speedo, bars, seat, and pipes, the one-off fenders handmade by Mike Corley, and last, but not least, all those deep-finish coats of candy blue over black pearl lacquer laid down by Ricky Lee "Chigger" White.

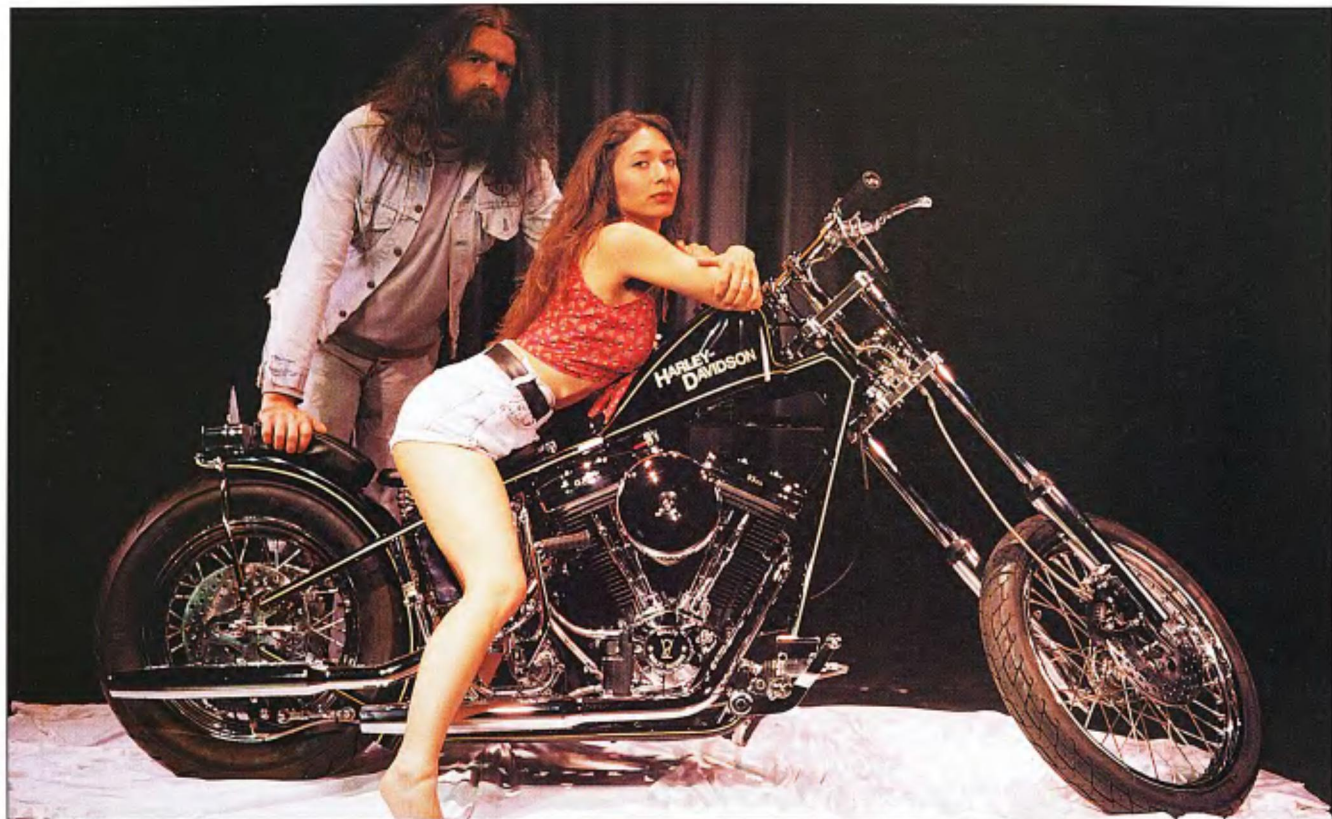
As long as Smokey and his righteous ride are in the wind together, you can rest assured that the faraway glint in his eye spells fatbobs fulla fuel, a pocket fulla scratch, and nothing but miles of open road ahead.

—Clay Dog



Photos: Tim Thornberry

READERS' RIDES



A.C. "Grolly" Trimmer Hampshire, England 1984 Evo

What happens when Grolly's finished building a bike? There's a change in his attitude. To listen to him talk you'd think he was the only person in the world to ride a bike. Hey, Grolly, you're not the only one!

Okay, so Grolly did build himself a tricked-out motor with big inches, Branch heads, Crane roller rockers, and more. Those kind of mods don't come cheap (especially in this country), and you can bet your sweet arse they make the bike fly. Sure the tranny has close ratio gears and a 3-inch belt drive (I promise not to tell anyone you dropped one of the ratchet top screws inside the box when you rebuilt it, and that it took a tooth off the bottom gear when you started it up—but it's going to cost you some beers!). Yeah, I know the frame's been done well and it's got some nice mods, like stainless steel axle plates and extra strengthening where



it doesn't show. Those long glides with the alloy yokes are nothing to sneeze at. And that paint by Matt at House of Colour, London, has been laid on so it gleams from here to tomorrow. Not to mention all those slick mods and one-offs, like the alloy caliper brackets, rear mud guard struts, chain guard, taillight mount, exhaust brackets, Kevlar clutch, and that hand-fabbed coil bracket.

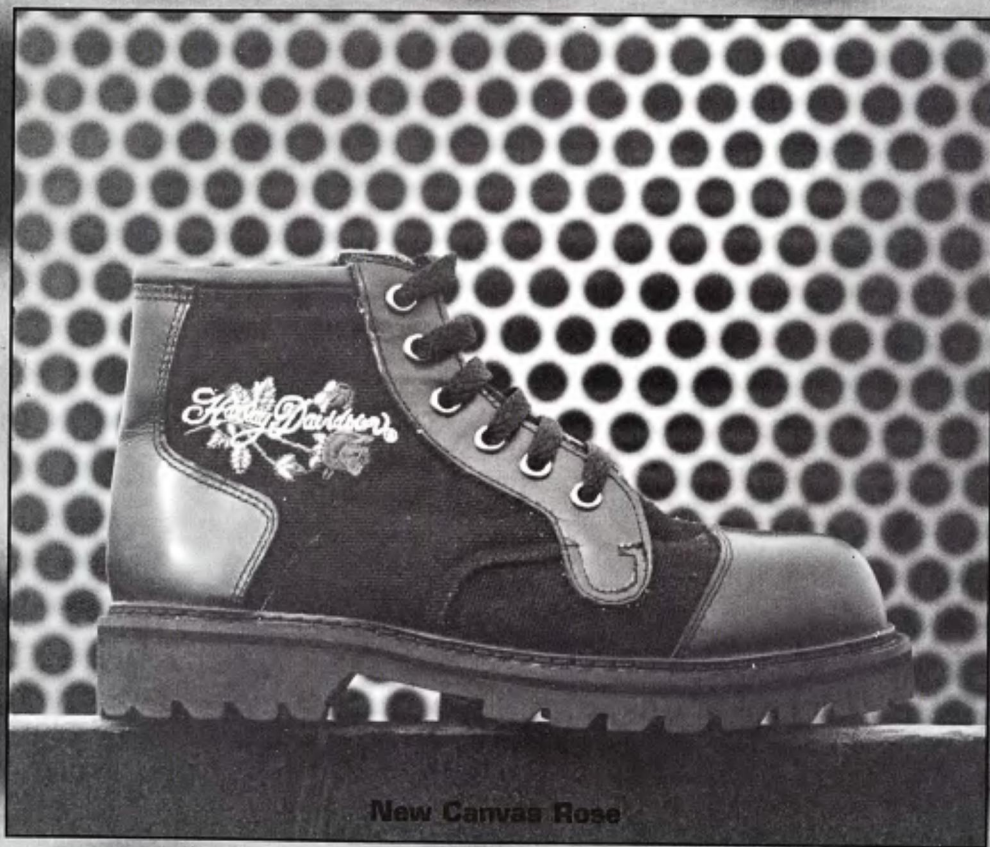
Damn, try as I might, I can't find a fault with this bike. But the more I think about it the more I realize that just about everyone who's helped with Grolly's bike—including shaggin' parts at two in the a.m.—has each got a bike of their own. So, Grolly, next time you're out there with your knees in the breeze, admiring your pride and joy, don't forget—you're not the only one!

—Pete Smith

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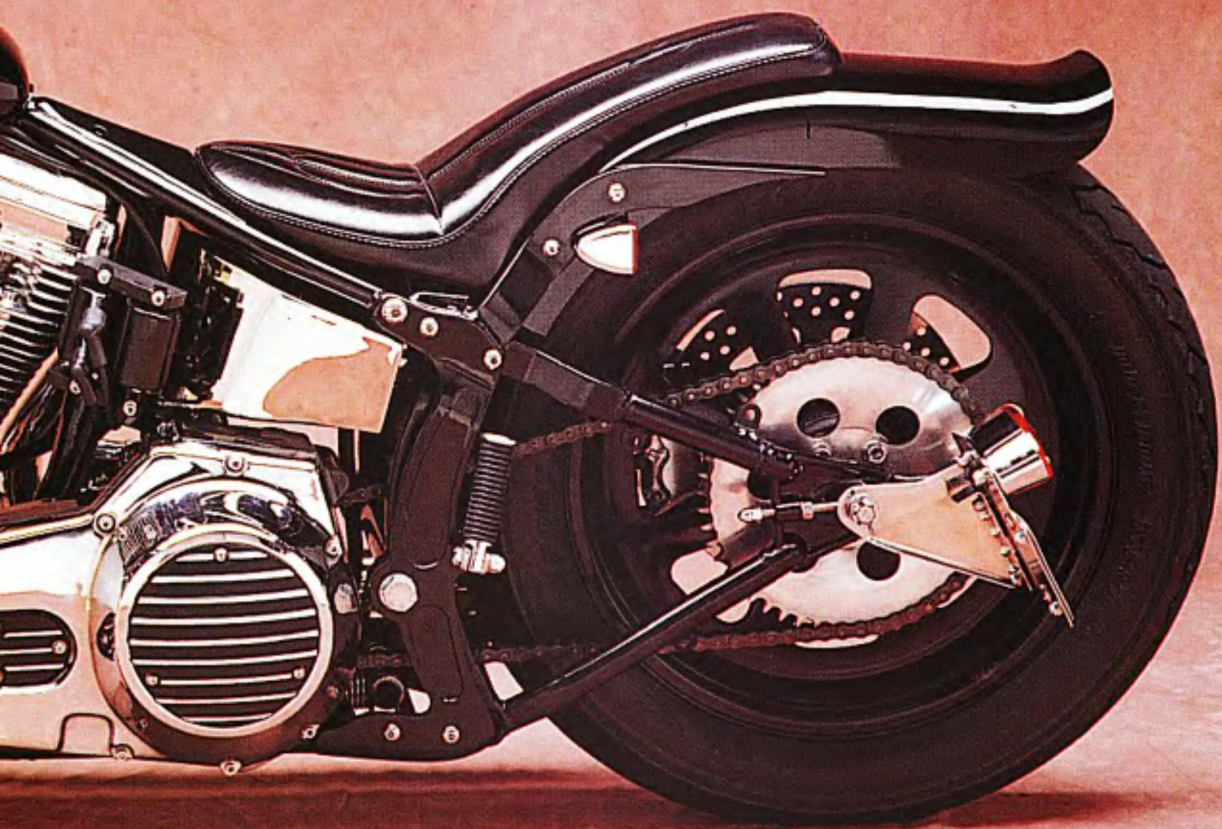
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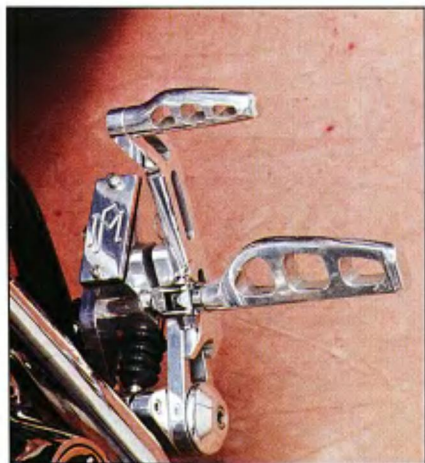
SOMETHING OLD

SOMETHING NEW



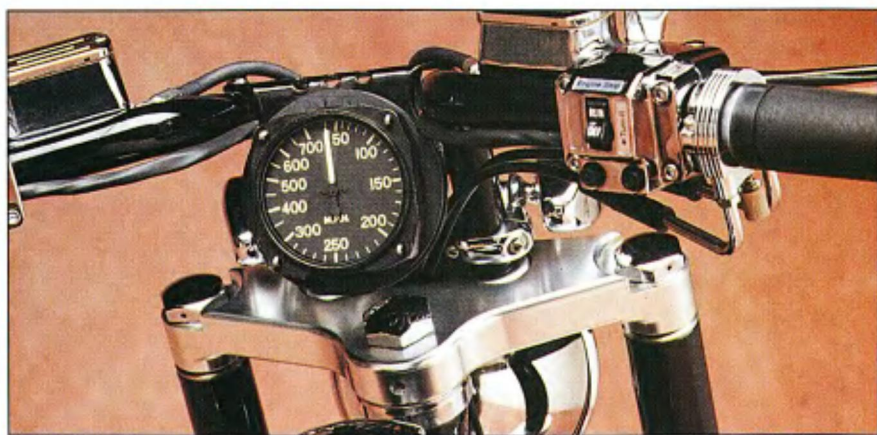
Concept: Take a pile of accumulated parts, and, through skill, expertise, and innovation, create a one-of-a-kind, screaming high-performance machine from the ground up. "I've built all my bikes that way from day one," says master builder, M.C. Blair. Arriving in Southern California (from Minnesota) in 1959 on a Knucklehead, M.C. says he's built between 75 and 100 bikes, but looks at his building talents only as a hobby.

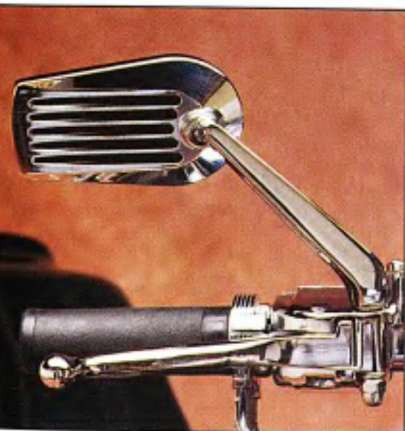
Hobby or full-blown vocation, M.C. seems to have outdone himself on his latest creation. "I built this one because I had a lot of parts lying around," M.C. explains about the motivation behind →



his new bike. Starting with a prototype Softail frame from Paughco, wheels he had for seven years, and an Evo power plant developing 92 foot-pounds of torque "that gets you from here to there—instantly," M.C. says there's only one new item on the bike. "The only specially made thing was the seat, which was made for me by LePera of North Hollywood, California. The tank is from a Super Glide I had in 1972."

Of his new bike, M.C. says, "It's not the fastest bike in the world, but it will get your attention." On a cool desert night, on a long open road, he says he put the lights out on the speed. Doing





135 mph, "the tire got so fat it rubbed on the fender, but it was solid as a rock."

To end speculation on speed, the new bike has instrumentation that goes beyond the norm. "I put an air-speed indicator on this one—to cut all the BS," M.C. says. "It goes up to six hundred miles per hour."

With dedication to detail and innovative styling, this new screamer's lines were dictated by its consummate makeup. "Its style was totally dominated by what I had lying around," M.C. says. "I drilled holes and beat on things to create just what I wanted." Imagination is manifested with a suspension system that uses no →

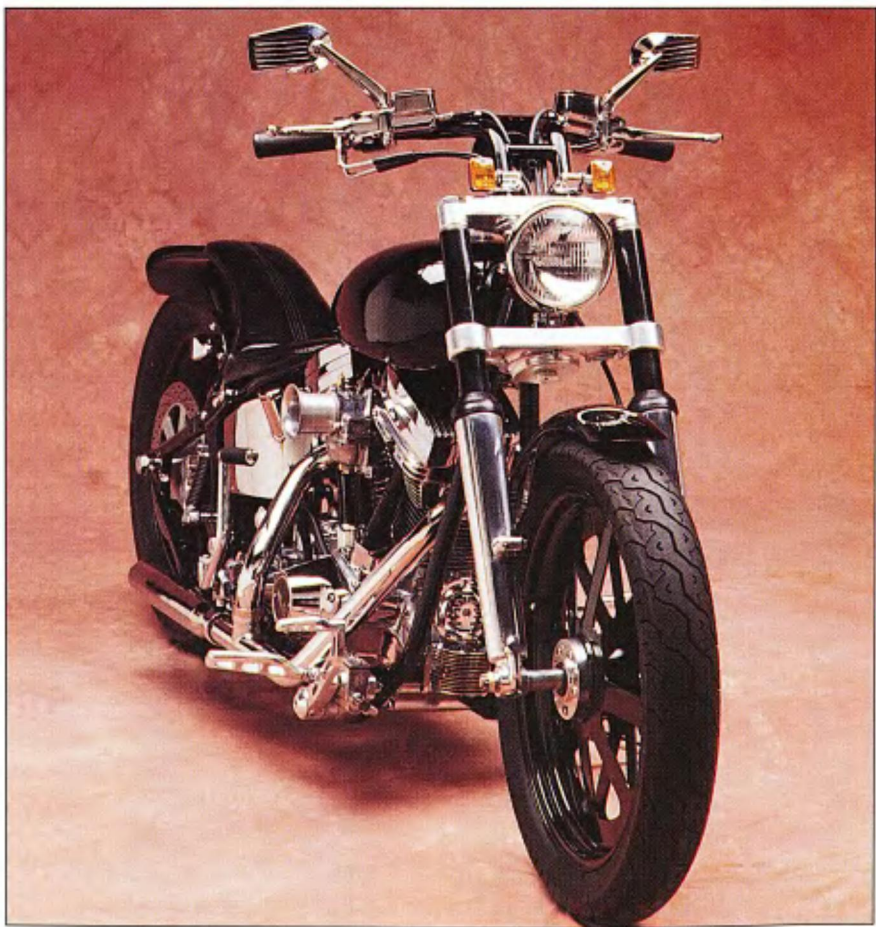


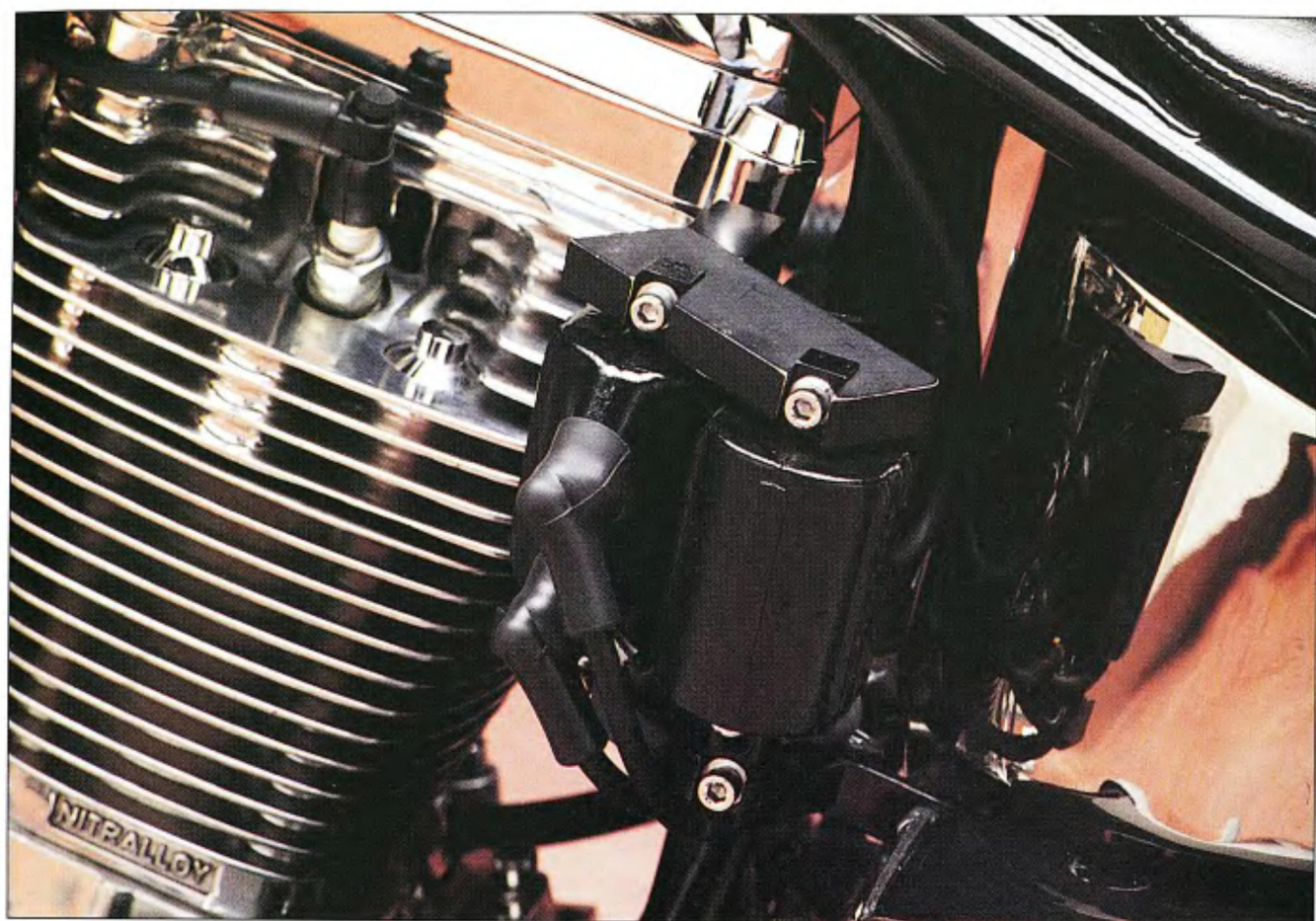
shocks, but a "progressive Bellview disc suspension system I designed. It works like a dream," M.C. says.

The bike's ominous, sinister look is accented by a very black, seven-coat Deltron paint job by painter Jim Torre. Hand-fabricated fenders, along with Perfecta-Polish by Gil Gomez, brings the bike to reality.

Each bike created by M.C. Blair is a true innovation in style and design with attention to detail and feature. "The point of all my bikes is that the parts fit together—they love each other," he says. "I call it overboard precision done."

—David Loco





Owner: M.C. Blair
 City: Burbank, California
General
 Fabrication: owner/E.Z.
 Year & make: 1994 custom (from scratch)
 Model: Black & Chrome
 Chroming: Van Nuys Plating
Engine
 Year: 1994
 Model: Evo
 Rebuilder: Jose
 Ignition: Crane
 Displacement: 95 cubic inches
 Lower end: S&S

Pistons: Sputhe
 Cases: STD
 Heads: STD
 Cam: Leineweber S5
 Carb(s): S&S
 Pipes: CCI
 Modifications: S&S air cleaner,
 CCI mufflers, balancing by Jose

Transmission

Year: 1994
 Modifications: all new, from pieces
 lying around

Painting

Molding: what?

Painter: Jim Torre
 Color: very black, Deltron
 Special paint: all of it
Frame
 Builder: Paughco
 Type: Softail
 Modifications: many, 30-degree rake

Accessories

Bars: one-piece
 Fenders: hand-fabricated
 Headlight: CCI
 Taillight: CCI
 Speedo: air-speed

Pegs: P.M., CCI
 Gas tank: Super Glide
 Oil tank: Paughco
 Seat: LePera
 Mirrors: CCI
 Grips: CCI

Forks

Type: CCI
 Modifications: 2 inches under,
 Drag Specialties trees, Frank's tubes

Wheels

Front: 19-inch, Dunlop, P.M. dual piston
 Rear: 18-inch, Dunlop, P.M. dual piston
Photos: Silvermoon

COMING AT YA

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Comin' at ya with the full-tilt force of a run-away stroker motor, the **July** issue of *Easyriders* is a thundering V-twin tribute to the spirit of independence. Nowhere is freedom better displayed than along the sandy shores of Daytona Beach during the biggest Bike Week ever. We'll bring you a close-up look at the action, from the luscious lovelies lining the beaches, to the madness on Main Street, to the dead heat at the strip. And if that's not enough to wet your wind-whipped whistle, the results are in for the well-deserving winners of the *Easyriders* Invitational Bike And Tattoo Show in Columbus, Ohio. You'll be beamed on location to one of the most exciting shows in the history of custom motorcycling. Add to that all the rest you've come to expect from the world's best biker mag, and you've got an issue not to be missed. *On sale May 30*



VQ (V-Twin Quarterly) **number six** features the bikes of hairdresser to the stars, Gene Shacove, and an interview with racer car driver Tommy Kendal. Our master builder is Myron Larrabee of Scottsdale, Arizona, and

we also offer eight great bike features, a look at aftermarket frames for FXRs, a Canadian Hangout, the latest on Langlitz Leathers, and a visual trip to check out Harleys of the 21st century. VQ is the all-Harley, all color magazine for the cycle connoisseur. *On sale May 18*



The next issue of *In The Wind* is the **July** issue, and July means only one thing; well, maybe more than one. It means beers, burgers and dogs on the grill, fireworks, and long, hot nights of pure puttin' pleasure. It also means bikinis, beaches, and babes. Yep, the next issue of *Wind* is the Barely Bathing Suits Exposé, in which we'll get more than just a few peeks at our women in various stages of undress. Besides this lady lover's paradise, we'll have globs of pages of flicks from riders all over the world. *On sale now*



Because the rider never ends, we offer *Earlyriders*, our quarterly tribute to the finest in vintage motorcycles. In the **second** issue, you'll be treated to eight classic bike features, from a 1912 8-valve Indian Boardtrack Racer to Crocker's own Crocker, the X-1. Our master restorer is R. L. Jones of South Carolina, and we'll take you to Davenport, Iowa, for a word-class antique meet. With restoration tips, an interview with collector Jay Leno, and a variety of resources for the antique cycle aficionado, this is a collector's edition not to be missed. *On sale now*



Hang on for the next gear-grinding, tire-smoking, nitrous-burning issue of *Quick Throttle*, the magazine dedicated to today's high-velocity, high-tech motorcycle junkie. You can look forward to sinking your teeth into five high-performance bike features, five go-fast tech tips, including some fast-lane info on fuel injection, and our *Gearhead Gazette* will keep you in the know with the latest in ground-breaking Harley drag racing news. If you're into making fast bikes even faster, check it out. *On sale now*



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Jim Berlach, Drag Specialties

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Easyriders 1995 RODEO CALENDAR

FEATURING

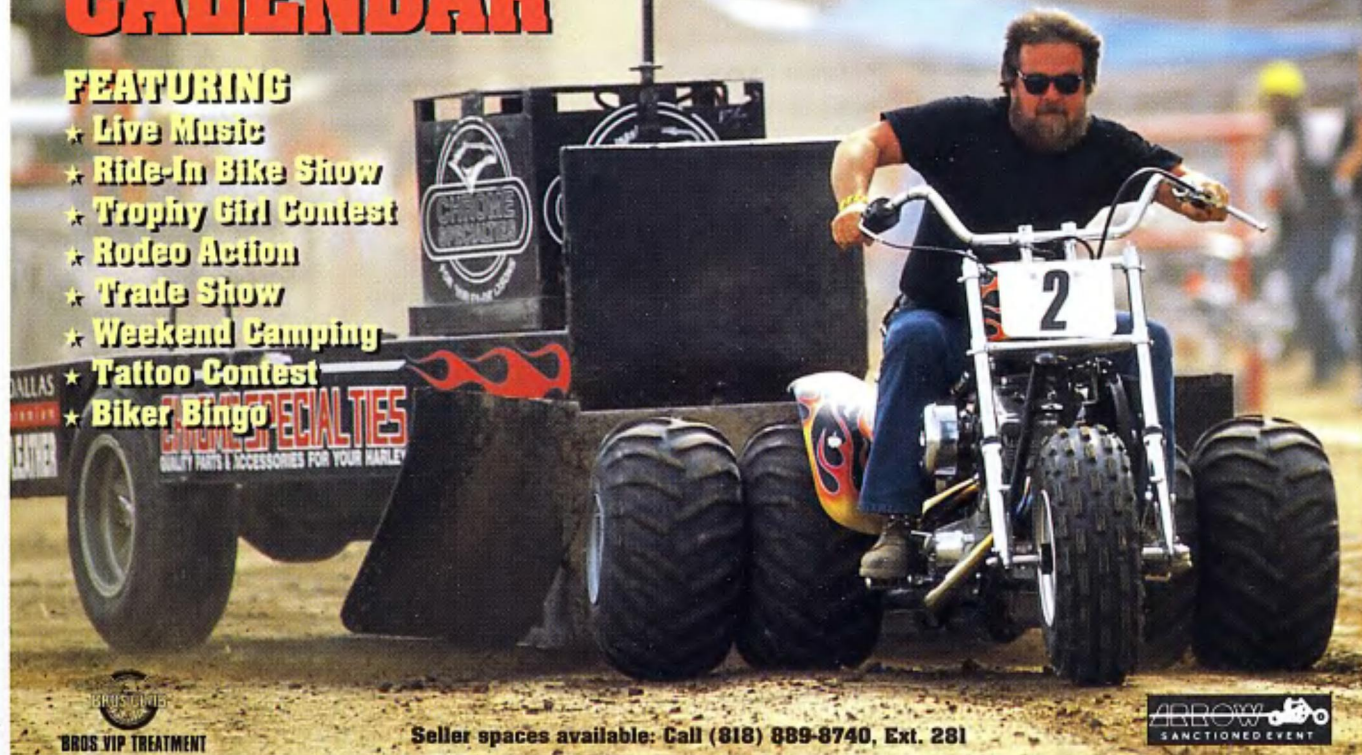
- ★ Live Music
- ★ Ride-In Bike Show
- ★ Trophy Girl Contest
- ★ Rodeo Action
- ★ Trade Show
- ★ Weekend Camping
- ★ Tattoo Contest
- ★ Biker Bingo

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New Location

MEMORIAL DAY WEEKEND

May 27, 28, 29

Rosenberg, Texas

Fort Bend County Fairgrounds

(Hwy 59 to the Rt 36 Rosenberg exit)

June 2, 3, 4

Hilliard, Ohio

Franklin County Fairgrounds

(I-270 to exit 13B, 6 miles west of Columbus)

★ **NEW! ANOTHER OHIO RODEO** ★

June 9, 10, 11

New Ulm, Minnesota

Brown County Fairgrounds

(Hwy 14 to 12th North St)

June 23, 24, 25

Wilson, North Carolina

Wilson County Fairgrounds

(I-264 to Hwy 301 South)

5th Annual

July 28, 29, 30

5th Annual

Prospect, Pennsylvania

Butler County Fairgrounds

(On Rt. 422, 8 miles West of Butler)

August 4, 5, 6

Boone, Iowa

Boone County Fairgrounds

(I-35, to Rt. 30 West, go N. on Story St.)

August 11, 12, 13

Morris, Illinois

Grundy County Fairgrounds

(Hwy. 80 to Rt. 47 exit, go North)

August 18, 19, 20

Fowlerville, Michigan

Fowlerville County Fairgrounds

(I-96 to Fowlerville exit, go North to Grand River)

8th Annual

LABOR DAY WEEKEND

September 1, 2, 3, 4

Chillicothe, Ohio

Ross County Fairgrounds

(Hwy. 35 to Rt. 104 North)

New Location

September 15, 16, 17

Enumclaw, Washington

King County Fairgrounds

(Hwy 5 to Hwy 18 East)

September 22, 23, 24

Santa Rosa, California

Sonoma County Fairgrounds

(Hwy 101 to Hwy 12 East)

GRAND NATIONALS

Southern California

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