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265 • July 1995 • Adults Only

Easyriders

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DAYTONA SHORES

JUVENILE DIABETES
SWEEPSTAKES FEATURE

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BIKE SHOW EVER —
COLUMBUS, OHIO

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ATTACKING OUR
RIGHTS

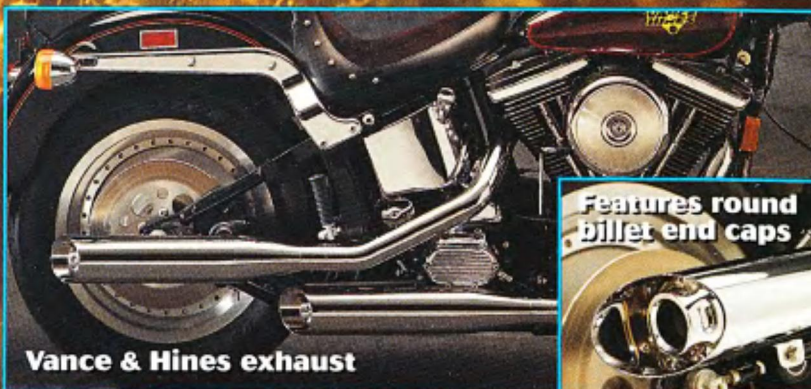
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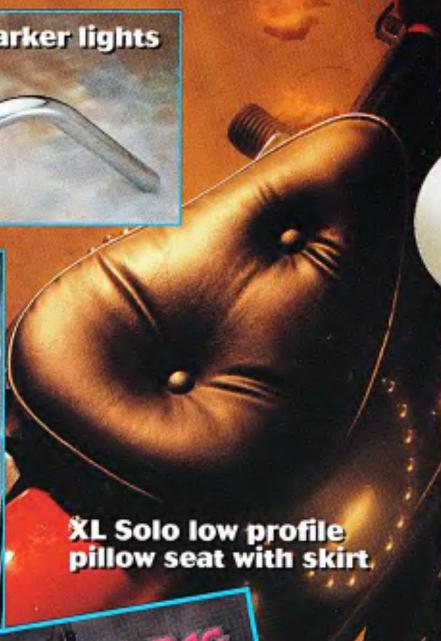
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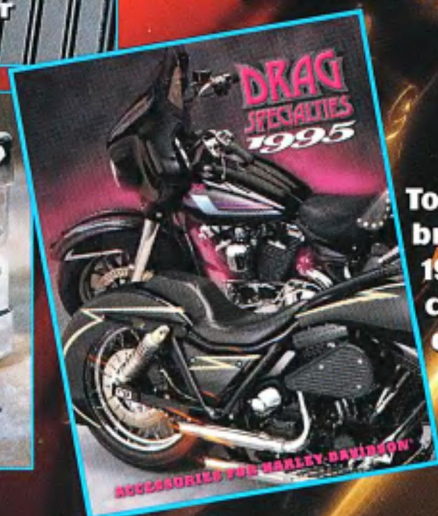


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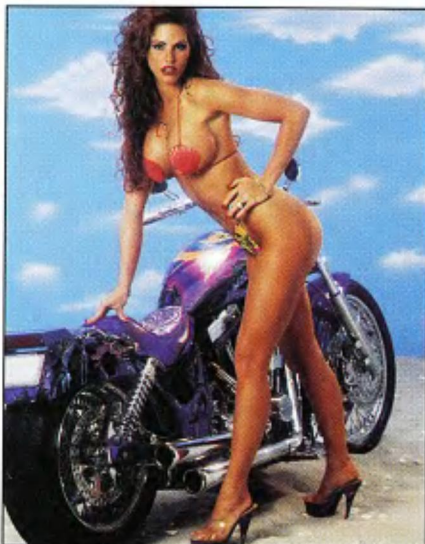
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ENTERTAINMENT FOR ADULT BIKERS • NUMBER 265 • JULY 1995



Cover photo of Gina La Marca, 1995's Penthouse Pet of The Year, with Mike Shiff's 1994 FXR by Don Rogers. Cover imaging by Daniel Ferguson See feature on page 58.

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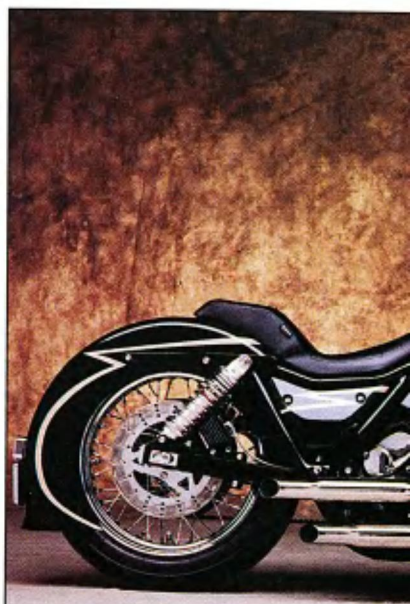
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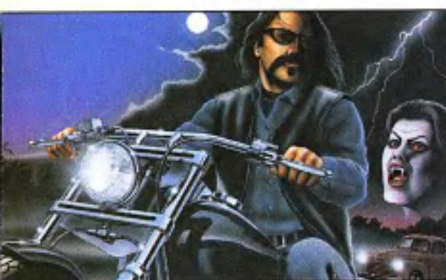
Barb looks great on pg. 98



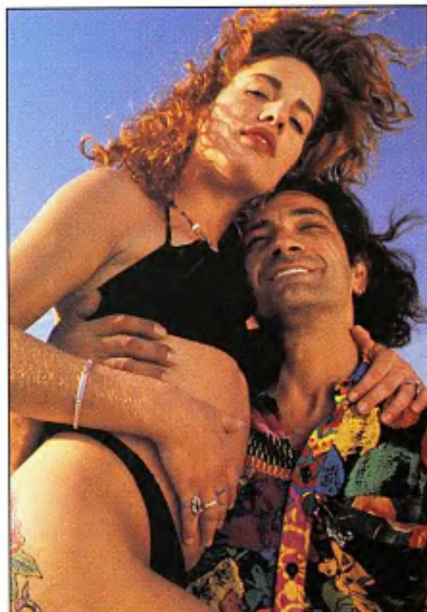
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Doin' Daytona '95. See all the action, beginning on page 150



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TAKING IT EASY

A hot-headed guy strangled his wife. So what's the big deal? It's why he did her in, not that he did it. It seems his wife, despite his telling her repeatedly not to do it, always squeezed the toothpaste from the top of the tube.

He had had 17 wives—count 'em 17. But when he couldn't get it up any longer, all 17 of them headed for the hills. (I guess there isn't much use for a limp-dicked 76-year-old.)

A German invention, soon to be on sale in the United States, will throw you out of your bed and onto the floor should you ever oversleep.

He had just gotten the job of being a door-to-door salesman of women's cosmetics. As a door-opener, he devised a way to get her attention, after which he'd go into this pitch. He knocked on his first door, a woman opened it, and he said, "You're ugly!" She promptly slugged him in the face and kicked the shit out of him. He's now trying to come up with a better attention-getter.

How many of you guys have a bent crank? He went to a doctor to get a penile implant. Now he's complaining that the doctor gave him a crooked dick! It stands straight up but leans a little to port side. I don't know what he's complaining about.

Having sex can make you age a little faster! According to a sexologist, if you're between the ages of 20 and 60 and do it twice a week, you can lose 13.7 years of your life. Every balling session shortens your life by 1.2 days, but I think it's worth it.

He was on a train leaving the station. He was waving goodbye to his girl, and as the train moved along, he leaned farther and farther out the window. He'd just finished with "Write to me," when his head was lopped off as it struck a beam holding up the train station's name!

He was scratching his balls and getting ready for a good night's sleep when he noticed a woman in his bed. He repeatedly tried to wake her to get her out. With no luck, he eventually called the police. They finally got her awake, and apparently her problem was that she'd had a bit too much to drink, went into the wrong apartment, and crawled into the wrong bed. (Why did he call the police?)

In Spain a granny was arrested on a bus for committing a crime. What did she do? Was she acting like a donkey for some drug dealer? What? Well, in Spain there's a law about taking a sharp object on a public vehicle. So they arrested her for knitting on the bus because she was knitting with "sharp" needles!

You've all heard about the guy whose ol' lady severed his crank and threw it out the car window. Well, it seems he wants the knife she used returned. Why? Well, I don't know. Maybe he's got a thing for knives or needs it to explain to some girl why he's got just a little nub for a crank. Who knows? Who cares?

He was pissed at his ex-girlfriend so he put hundreds of chicken bones around her house, stuffed pig's feet in her air

conditioning vents, and cut her telephone, water, and electrical lines. Man, was he pissed, but was it worth a \$3,800 fine and 40 months in jail?

Late news? According to a new survey of 4,500 people, they found out that beauticians are the hottest in the bedroom. And female real estate agents are the second best. Among the men, it's the auto mechanics who ranked as the sexiest.

The shocked cop was taken aback when a guy took the ticket he had written and ate it! The cop was so shocked that the ticket eater got away!

A confessed murderer, apologizing in court, told everyone that he and his accomplice were sorry for beating a woman to death and running over her with a car: "We aren't criminals. If we had gotten away with it, it would never have happened again."

This girl and her ol' man were found in a city park after its 10 p.m. closing and, after negotiating with prosecutors, decided to plead guilty and pay a fine. But she was afraid of a trespassing conviction on her record. So the prosecutor arranged for conviction to be listed as violation of a city ordinance making it illegal "to worry" black squirrels.

Klaabam! The auto had hit the guy so hard that his body flew across the highway. The culprit fled, but the police found him by lasering an impression that the license plate numbers had made on the victim's pants. Then they checked the license plate numbers through the DMV and busted his ass.

—Spider



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A Complaint

What the fuck is going on? I bought your April '95 issue, and as I turned to "Fox Hunt," I focused on the November winner, Jennifer. Couldn't wait to see the shots of her on a beautiful ride. So I arrive at her pictures and my jaw dropped and my eyes popped! Two fucking shots! What's going on here? How about sending the rest to me, or how about her?

Troy Lussier
Longlac, Ontario

Okay! Okay!

An Omission

I noticed that the "Carlini Torque Arm" Tech Tip in your April '95 issue didn't include any phone numbers. They are (714) 759-1099 and (800) 398-0222 for calls out of California. Their fax number is (714) 759-1990.

Buckwheat
Agoura, Calif.

Wants Comparisons

It's almost time to put tires on the Wide Glide. I've got nothing against the Dunlops it came with; they've got almost 19,000 miles on 'em, and other than some minor weather cracking on the front, they've held up well.

This brings me to my request: How about doing comparison tests on different products? Tires, brakes, batteries, air cleaners, seats, etc. You could also compare genuine H-D parts to the Eagle Iron line, CCI, and other manufacturers. About the only comparisons I've seen are cams, carbs, and exhaust systems.

Do us riders a favor and do comparison tests. Help us get our money's worth. We'll be glad you did.

Paul West
Ada, Okla.

Check out the expanded tech section and our new publication, Quick Throttle.

Word of Thanks

We'd like to thank all of you for your support and participation in making the 5th Annual Biker Brown Toys for Tots Telethon and Variety show a huge success. Without you, the Toys for Tots Telethon would not have been possible. Our portion of the proceeds went to Camp Joy in Montgomery County to benefit handicapped children.

Delaware Valley Chpt.
ABATE of PA
Malvern, Pa.

A Request From Afar

I am collecting everything I can about Harley-Davidson motorcycles (catalogs, posters, etc.) and need your help, as I can't find anything about H-D in my country. If you have anything, like old H-D catalogs you don't need any more, please send them to me. Thanks.

Nenad Kovacevic
Zenicka 4
41000 Zagreb
Croatia

A Life Story

Oh my gosh, I met a biker! He asked me out. It was his birthday. He was 23. I said, "No, I'm sorry I can't."

He said, "You won't go out with me?" and kissed me.

I said, "Okay."

He said, "When?"

I said, "Half an hour."

He said, "All right!" Five years later we're buying a '96 Road King, and I'm paying half. He's well worth it.

M.A.
Bad Axe, Mich.

A Vote

Here's a vote for bringing back the valve spec on the bike feature spec sheets. The denominational response were truly informative, and the smart replies offered some primo chuckles.

P. Young
Denver, Colo.

They're Available

Tell Jimmy Boy Dial (Feb. '95 issue) that an H-D dealer here in southern Florida ran an ad in the 1/13/95 issue of *Florida Cycle Trader* stating that he had 10 Fat Boys ('91-'95 models) in stock and six Heritages ('91-'95 models). Truth be told, I think J. B. Dial is blowing smoke 'cause he's not looking as hard as he's puttin' on. If this dealer does have the above-mentioned high-dollar bikes on hand, then Jimmy Boy doesn't have to wait one to two years. All he has to do is come on down and buy what he wants. If he can afford to buy one of these bikes, then it's probably not going to hurt his wallet to fly his ass down here and ride back on his new Fat Boy.

Brock
Pembroke Pines, FL

Not all dealerships have waiting lists. In November, Tri-County H-D of Fairfield, Ohio, had a showroom full of new bikes and no list!

Shelia Milhorne
Chilhowie, Va.

He Says It's Ugly

Hey, man, what gives? In the February issue, you featured a bike called "Medieval Madness," and that really was madness. The article took up five pages, and the scooter has to be the ugliest one I've ever seen! It has way too much plastic and shit on it.

The guy who built it should have been ashamed to put a V-twin in it. Why do you feature shit like that? Most of us who ride and work on our own scooters have been reading your rag for years. We want to see some good, clean, nice-looking plain and basic scooters that the middleman can afford.

Thanks for letting me get this off my chest. I wouldn't be caught dead riding around the block on that hunk of plastic.

Renegade
Farmington, N.M.

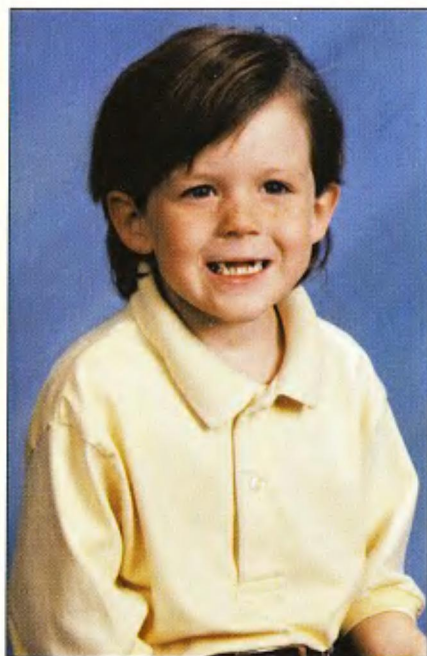


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A True Biker

I was recently in a store with my five-year-old son. On the way to the car I noticed him pressing something against his jacket really hard. I figured he had taken something, since he's the youngest of four and since the other three had tried taking something when they were younger. Why would he be any different? After a brief struggle to try to unlock his arms, I pulled out of his jacket an *Easysiders* magazine (Feb. '95 issue). As he tried desperately to hang on to the magazine, he cried, "No, I want her, she's pretty." I tried not to laugh, took the magazine back to the store, and, of course, told my son that it was wrong to steal.

The next day my husband and I went back to the store so I could buy the magazine to show family and friends whom I had already told the story to.

I'm going to give this issue to him in 10 years, along with the story revolving around it.

Debbie Ross
Upland, Calif.

Bros Club Accolade

My good bro and I got good and primed up and partied with David Allan Coe at the famous Cain's Ballroom in Tulsa, Oklahoma, (it was one helluvan

ass-kicking show). After the show my '75 FLH didn't want to kickstart, so I did all the basic checks and pushed on it awhile. Hell, I finally gave in and called the Bros Club roadside service. It was the first time I'd used it and I wasn't sure what to expect. The good ol' boy working the phone assured me he'd take care of me. About 20 minutes later he called the Cain's back and said a tow truck was on its way. Shortly afterward it sure was good to see that truck, especially at 2:30 a.m. in downtown Tulsa.

The boy in the truck took good care of me and my scooter, bringing about a good end to one hell of a party.

Craig Beavers
Tulsa, Okla.

For more information about the Bros Club, including how to join see page 38. Or call Gregg Daniel at (818) 889-5312.

To Those Who Ride

I've never owned a motorcycle and never even had the chance to ride. I almost feel like I have to justify writing this letter. Seven years ago I was in a store and saw this magazine. First of all, I thought it was pretty ballsy printing what you wanted and not what the moral majority wanted. Then I read it. Thus began an envious idolization.

Now I had seen bikers before. I remember being very small, and when an armada of them approached, I'd have to clap my hands over my ears, watching as the long line would roar past on the road with the deafening sound of power—and that look on their faces. Somber, strong, badass. Pure badass. Later, when I was of that perfect age when I could finally go to a bar and not have to worry about it, I'd go with my older stepbrother and he'd introduce me to these guys. They had the coolest names and the best stories. And they were Good People. Decent, hardworking types, who wouldn't take any shit but wouldn't want trouble either. People who believe in this country and not just the flag.

Bikers get the worst rep. On television they're always shown as stupid, dirty, evil, backward people who steal anything that isn't nailed down, and they rape any young pretty girl they can get their hands on. But it's been a few

years now and I know a few of "Those Who Ride." They are, as I said, good people. The ones I've met aren't out to steal what you have. They would rather work, come home, and spend the time with their families, and, of course, the bike. They aren't stupid; rather, they have "been there, seen that, and are doing it tomorrow." They aren't evil. I have seen the members of a few clubs giving toys and food to children of the homeless out of their own pockets. This is what the camera misses, but we all know Big Brother Television only lets you see what it wants you to, and Hollywood is run by Big Brother.

My message to all of you out there is to keep on keeping on, and watch what you do out there. Don't give them any reason to drag down the name of the last free society left in what used to be known as America, Home of The Free and Land of The Brave. If this whole country consisted of people like you, first of all there wouldn't be many Americans out of work because some clammy-handed sack of shit wanted to sell Rockefeller Plaza or half of California. Second, not a country in the world would fuck with us if we had a few hundred of you people in office. We wouldn't have to fight in a war no one was going to win because we'd have the smarts to avoid that kind of shit. We learned once.

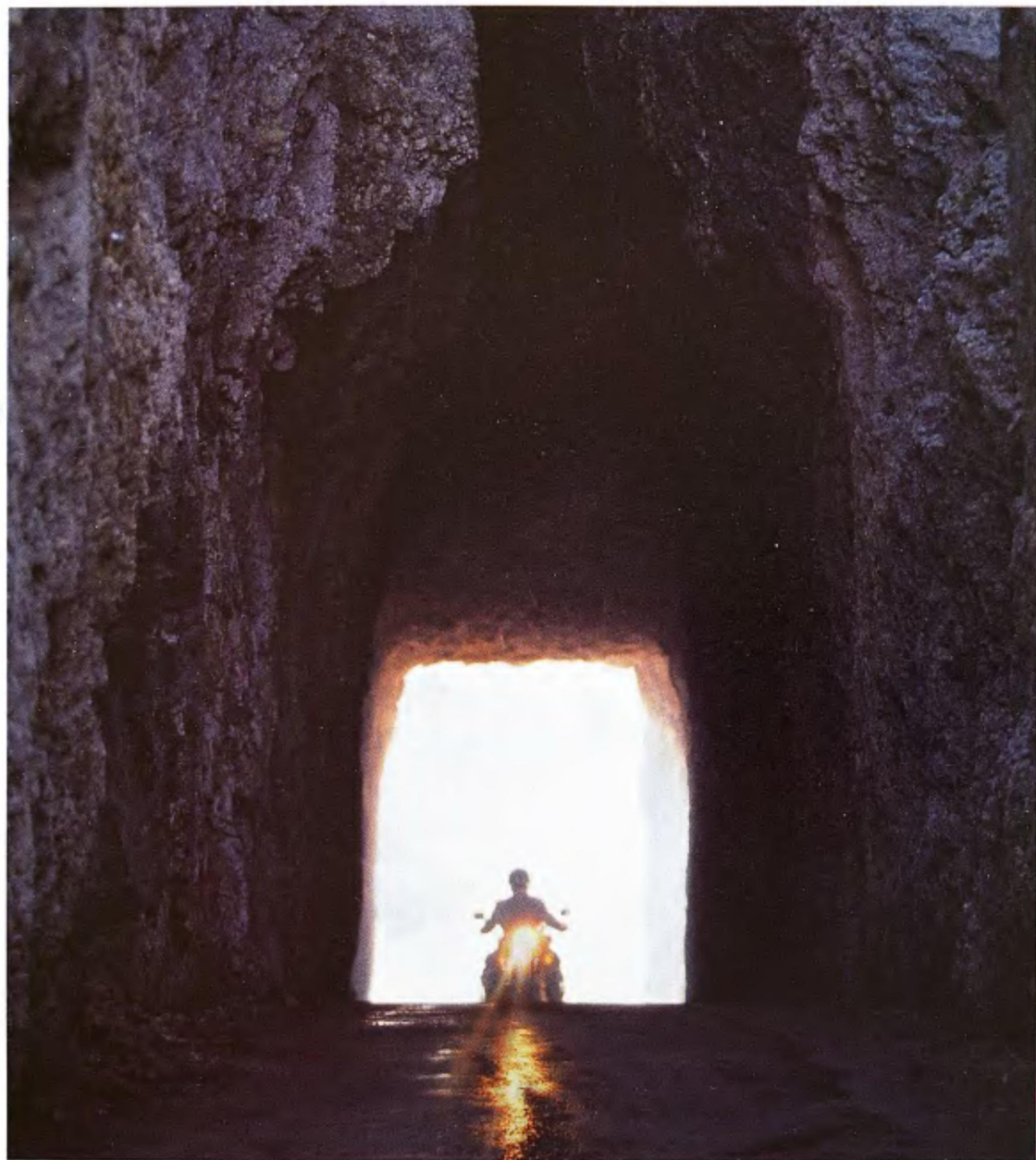
We wouldn't have third graders on crack or even crap television shows winning awards. Nope. I think we need a few hundred bros to put on their best leathers, fire up their scooters, ride to Washington, and knock on the door. Hell, I haven't voted yet because I can't choose the lesser of two evils.

May the roads be always long, the beers cold, and the women warm.

A Fan
FPO AE

It sounds like after your hitch is up you'll be ready to saddle up on a new ride and hit the road to freedom.

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



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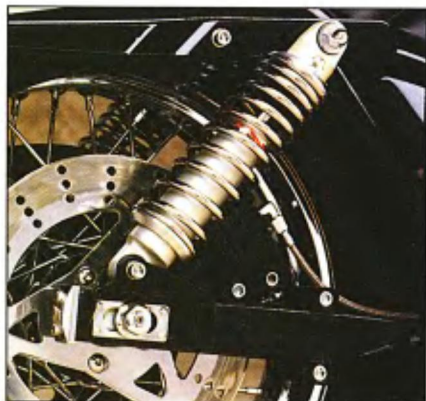
—JOSH BILLINGS

BLACK ATTACK



Tom Motzko, owner and builder of the midnight marvel shown here, has been involved with motorcycles most all of his life. A rider since his high school days, for the past 20 years he has worked for Drag Specialties, where today he heads up the Purchasing Department, among other duties.

Back in 1991, he decided he wanted to build a special bike. But it wasn't until Sturgis 1993, when he rode Arlen Ness' Luxury Liner, the Purple Flame Demon, that Tom was certain of what he wanted. He returned home determined to create

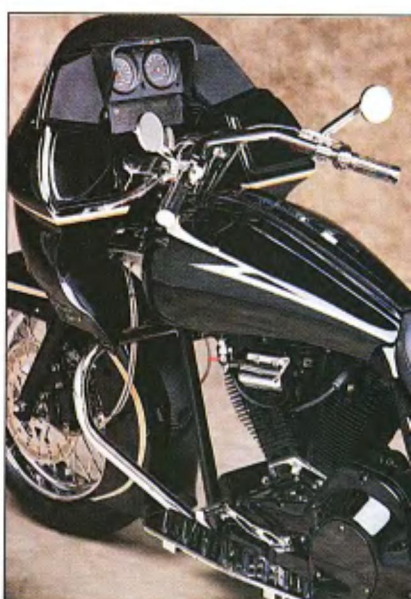
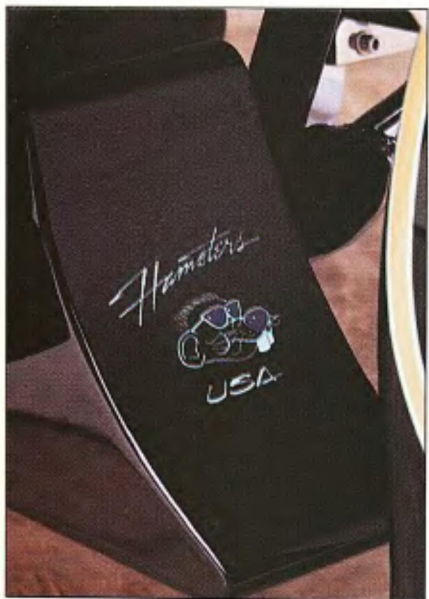


his own custom Luxury Liner. Appreciatively, he recalls the support he received from his wife, Debbie.

"I didn't own the FXRP at that time of course," Tom says, grinning. "But when I got home, my wife took one look at me and knew it was over. So there went the bank account. I bought a used 1990 FXRP with a broken crankshaft and twenty-five thousand miles on the odometer, and started tearing into it."

Tom's extensive background and wrenching skills gave him the confidence to tackle this formidable





task, though there were plenty of unique and thorny problems along the way. There was considerable fallout, for example, from lowering the seat an inch and a half. That one alteration created a ripple effect, changing the fit, alignment, and geometry of parts throughout the motorcycle.

But Tom was not to be denied. When he discovered that the Ness side covers no longer fit, he bought a plastic welder and taught himself how to cut, shape, and fuse the material. The reworked covers perfectly complement the customized gas and oil tanks, as well as the

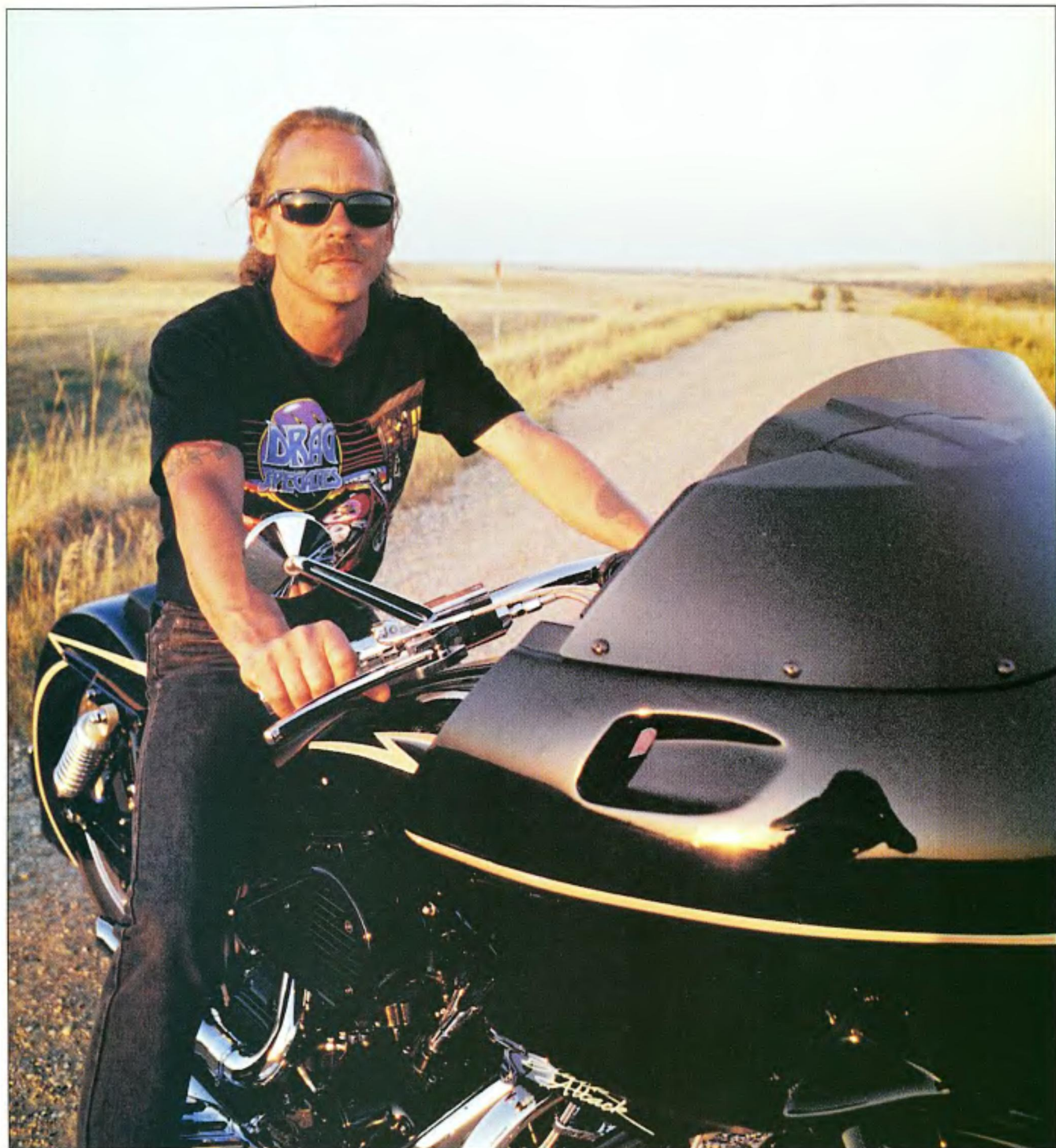
distinctive fenders, fairing, and air dam.

Tom acknowledges the help he received from friends and colleagues, singling out Jim Betlach, Mike "Kiwi" Lopic, and Arlen and Cory Ness for special thanks. Nonetheless, with only a few exceptions, virtually all the custom work was done by Tom himself, in his own garage. There were setbacks along the way, of course, but he learned from each mistake, gaining confidence as the work progressed. Remarkably, the bike's most striking feature, its lustrous, raven exterior, was achieved simply by shooting the

parts—including the heads, cooling fins, air cleaner, and cases—with black Deltron.

Perhaps the real significance of Tom's story is that the quality of the completed motorcycle demonstrates what ingenuity, dedication, and determination can achieve without the expensive and exotic trappings usually associated with the finest custom work. Anyone who's ever wanted to try his hand at building his own dream bike can take a measure of encouragement from Tom's black beauty.

—Fat Bob Biscuits



Owner:Tom Motzko

City:Minneapolis, Minnesota

General

Fabrication:owner/"Mun"/Donnie

Year and make:1990 H-D

Model:FXRP

Chroming:New Dimension

Engine

Year:1990

Model:Evo

Rebuilder:Eagle Eng., Minneapolis

Ignition:Crane/ACCEL

Displacement:80 cubic inches

Lower end:Eagle Eng.

Pistons:Drag Specialties

Cases:H-D

Heads:ported

Cam:Crane 1103

Carb(s):S&S Model E

Pipes:Samson, RunRoader

Modifications:Jim's Machining lifters,

balancing by Eagle Eng., Paughoo muffler

Transmission

Year:1990

Modifications:Andrews trans

sprocket, Landmark Mfg. shift linkage

Painting

Molding:owner/Don's Custom Cycle

Painter:Don's Custom Cycle

Color:black w/ peach sherbet/mint green

Special paint:design by Dawber

Frame

Builder:H-D/Ness/Bob Munroe

Type:swingarm/Donnie Smith

Modifications:a little rake, 3-inch

stretch, shocks by Progressive Susp.

Accessories

Bars:Arlen Ness

Fender(s):Ness

Headlight:87 FXRT

Taillight:Pro One/Ness

Speedo:Harley

Pegs:Ness footboards (front)

Gas tank:80 FLT/Bob Munroe

Oil tank:cutoff/owner

Seat:Drag Specialties

Mirrors:Drag Specialties

Grips:Drag Specialties

Forks

Type:39mm H-D

Modifications:2 inches under, Ness

Conversion, Progressive Susp.

Wheels

Front:18-inch, Avon, GMA brake

Rear:18-inch, Avon, GMA brake

Photos:Michael Lichter

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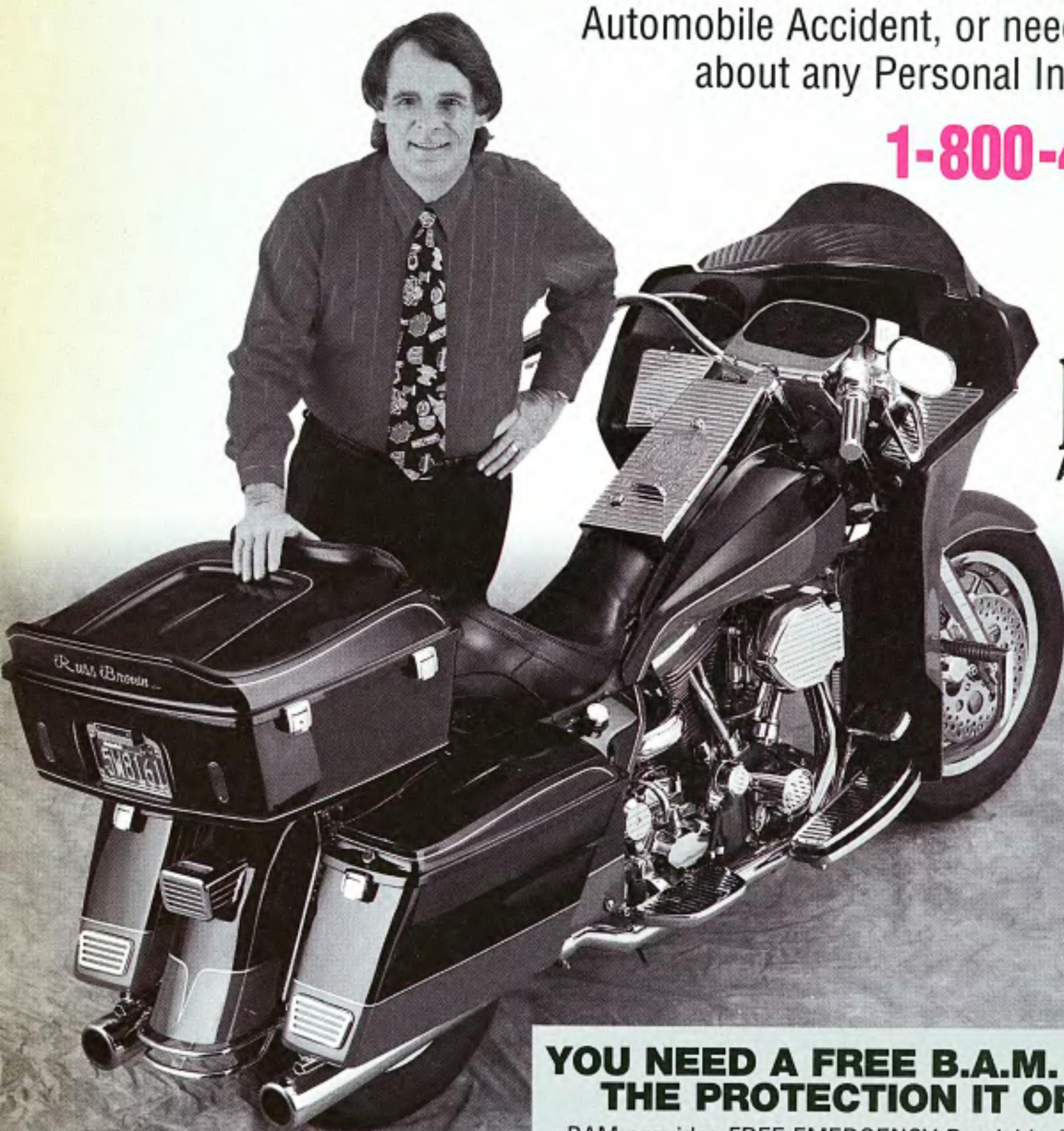
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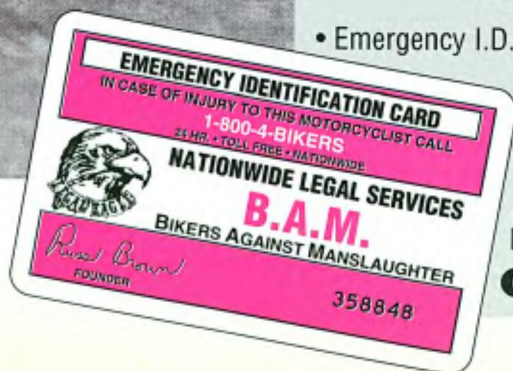
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THE POLITICAL CLIMATE IS RIGHT TO TAKE BACK OUR PERSONAL FREEDOMS



On February 10, 1995, two bills were introduced in Congress to repeal the Section 153 ISTEPA penalties against states that do not have mandatory motorcycle helmet laws. Senator Olympia Snowe (R-ME) introduced S.388 with 15 original co-sponsors. On the House side, Congressman Don Young (R-AK), along with 59 original co-sponsors, introduced companion bill HR.899. Both bills would repeal the federal mandate requiring states to pass helmet laws or transfer three percent of their highway funding into certain safety programs.

"HR.899 will restore to the states their right to decide whether helmet laws are necessary or in the best interest of their people," said Rep. Young upon introducing his legislation.

Sen. Snowe echoed his sentiments during her introduction speech:

"State governments are closer to their citizens than the federal government. Surely, these democratic institutions understand the best interests of their citizens on this important issue, and the federal government should respect their decision."

Following an agreement between the National Coalition of Motorcyclists (NCOM) and the Motorcycle Riders Foundation (MRF) to work together toward repeal of the federal helmet mandate, our first major effort is to get motorcyclists to contact their U.S. senators and congressmen and urge them to support S.388 and HR.899 and to sign on as co-sponsors. Motorcyclists' rights organizations nationwide are sending representatives to Washington, D.C., to lobby their state congressional delegations, but letters and phone calls from constituents are extremely important to our lobbying effort.

Write or call your federal legislators today:

Senator _____
U.S. Senate
Washington, D.C. 20510
Senate Operator: (202) 224-3121

Representative _____
House of Representatives
Washington, D.C. 20515
House Operator: (202) 225-3121

Our initial effort will be in the House of Representatives, as they will be the first to take action on the National Highway System Designation Act, a likely transportation bill for us to attach an amendment to repeal the ISTEPA penalties. The NHS legislation, which designates the 155,000 miles of non-interstate highways for federal aid, is required to pass both houses of Congress by September 30 or every state will lose millions in federal funding.

Other bills we support in the 104th Congress include S.234 introduced by Senator Ben Nighthorse Campbell (R-CO) to exempt those states with rider education programs from the federal helmet law mandate. S.360 sponsored by Senator Bob Smith (R-NH) would repeal the federal penalties against states for not having helmet and seat belt laws. Similarly, HR. 607 by Congressman Scott Klug (R-WI) would repeal penalties against states for not having helmet and seat belt laws, for not complying with the national speed limit, and for not having a 21-year-old drinking law.

Following last November's election, the political climate in Washington seems right to put an end to federal mandates. One of the first pieces of legislation passed by the new Congress was to eliminate future unfunded mandates.

For more information call the NCOM Legislative Hot Line: (800) 300-NCOM.

SENTENCE: DEATH BY HELMET

RESEARCH CONFIRMS THE EVIL TRUTH



British studies have revealed that "safety" helmets may be killing many riders whose deaths are falsely attributed to head injuries from a crash.

And, says orthopedic surgeon Gordon Hadfield, chief medical officer of the British Motorcycle Racing Club, the bigger the helmet the more dangerous. "These helmets are so heavy that they rotate the rider's head when he falls, causing him to break his neck," Hadfield said. "If you're lucky, the rotating weight of the brain bucket will merely cause the lid to be ripped off your head in a crash. If you're unlucky, the thing will damn near take your head with it."

In one hospital, seven riders in 18 months were found to have been killed by their helmets. Most died of broken necks, and a few bled to death after jagged fiberglass pieces from their helmets stabbed them in the carotid artery or jugular vein.

Hadfield also claims that new studies show neck injuries are far more common after bike accidents than previously believed. Many riders reported to have died of neck injuries were probably killed by massive neck damage caused by full-face helmets, he reported. "Hard fiberglass or plastic bounces on impact in a crash," he said. "The bounce has to be absorbed by the head and neck of the rider."

The above findings are of no surprise to America's freedom lovin' bikers who know all too well that mandated helmet laws really mean "mandated murder tactics," and that's with our government's complete blessing.

—Twiggy

UNITED WE STAND

N.J. SEMINAR A BIG SUCCESS

Convention '95, the New Jersey Legislative Seminar, was held Jan. 14. Sponsored by United ABATE of N.J., that alone made it worth the trip. For those unfamiliar with the ABATE situation in N.J., here's a brief history. Two years ago when the Rhode Island Motorcycle Association (RIMA) attended this very same event, there were two totally independent N.J. ABATEs. Having been split by differences some 15 years earlier, the leaders of both ABATEs worked hard to overcome what had divided their movement. This convention was the concerted efforts of these recently united groups. Congratulations go to the folks and speakers who came together for this event. The lineup went like this:

Bill Bish of the National Coalition of Motorcyclists (NCOM) gave an overview of NCOM and the services they provide. Much like the story of the two ABATEs reuniting, the Motorcycle Riders Foundation and NCOM have also recognized the strength of their combined forces. They are watchdogs for federal legislature and lobbying efforts at the state level.

RIMA's president Ed Matherly followed with an informative talk on the Center for Disease Control (CDC), and how it presents a threat to motor-

cycling. The CDC has laid out a plan to eliminate those groups considered to be risk takers. They feel that risk takers cause accidents that are classified as preventable, so our behavior can be modified to prevent accidents. Modifying our behavior means stopping us from riding. They have actually drawn up a pie chart dividing the public into three groups. Group 1 is the regular John Q. Public, who is of comfortable means, secure job, and won't rock the boat when told by the federal government what's for his own good. Group 2 is the working class, struggling so hard that they can't afford to fight against what the federal government decides is best for them. Group 3 is us, the last of the holdouts. The government says that we're so divided and disorganized we'd defeat ourselves. That may have been true in the past, but no longer.

Another surprise was an update from a woman who doesn't even ride. Stella Pyrtok Blond is a classic car enthusiast who owns a Packard. She became involved with the "emissions testing and clunker laws" that directly affected her interest and made finding out more about these issues a full-time pursuit. What she discovered affects us all. Stella spoke of the real truth behind this testing, and how its true purpose of cleaning up the air isn't as pure as we would be led to believe.

Large companies, who themselves pollute, are coming off as heroes. This is false. Here's the scheme: companies offer to buy the cars that fail the emissions testing twice and have to be taken off the road. Once they've paid the owner of the car between \$500-\$700, the cars are crushed, and we breathe easier, right? Not! The large companies are now issued pollution credits by the EPA—credits used to cover the cost of their own polluting. For each car crushed, a number of pollution credits goes to the larger polluters, so they can continue to pollute.

The reason Stella was speaking at a motorcyclists' rights seminar is that her own group of enthusiasts was not able to help her get the word out. But as bikers, we can. We are organized, networked, and willing to listen.

These were just some of the people who took time out of their own lives to come and share with the rest of us what we need to know in order to stay current with the never-ending battle.

If you've ever questioned the worth of these seminars, believe me, without them we'd never attain the level of networking and make the contacts we need to survive. The pool of information is heartening. It keeps us going.

—Ruth M. Leonard, RIMA

AMA'S PLACEBO PRESCRIPTION

DOCTORS' STUDY HAS NO REAL MERIT

The American Medical Association (AMA), in its never-ending quest to influence social policy and control behavior, has released a study regarding the effectiveness of California's helmet law passed and enacted in 1992. The study supports Dr. Jesse Kraus' presentation prior to the Motorcycle Safety Foundation Convention in San Diego during August of 1993. As I was in attendance, you might be interested in what transpired during the presentation.

Dr. Kraus refused to answer any questions regarding data collection and statistical methods employed, and he was not able to answer any questions regarding correlation between the helmet law and fewer motorcycles sold during 1992. (In 1992 there were 45,000 fewer new registrations and 90,000 less registrations total.) In addition, Dr. Kraus emphatically stated that no correla-

tion exists between motorcycle rider education programs and motorcycle accident fatality rates. Nor was he able to substantiate vehicle miles traveled (did they increase, decrease, or remain the same?) during the first year of enactment. All anecdotal evidence points to a significant decrease in vehicle miles following the enactment due to an unusually wet year in California, in addition to the many riders who simply were not riding as much (or not at all) with the newly enacted "lid law" in place.

Moreover, total accidents decreased nearly 50 percent in '92, from over 20,000 in 1990 to just over 10,000 in '92, while the fatality rate per 100 accidents remained statistically stable, just under three fatalities per 100 accidents. Is the study asserting that helmets can prevent accidents? If the helmet law was truly effective, we would expect to see a significant decrease in the fatality rate in addition to the drop on overall fatalities. As this did not occur, we can reasonably

conclude that the overall drop in fatalities is due solely to a corresponding drop in overall motorcycling activity in California. This further substantiates that fewer miles were traveled, due either to inclement weather, restrictive policies, or whatever. The drop in registration corresponds with previous data in other states, indicating a 20 percent decrease in motorcycling activity associated with the enactment of a helmet law. Nor did Dr. Kraus or the AMA's study allow for the decreases in motorcycle accidents and fatalities for the previous years. The trend of lower accidents and fatalities was already in effect, due in no small part to increased availability of rider education programs in California. Despite all this, the AMA asserts that the drop is attributed solely to the use of helmets.

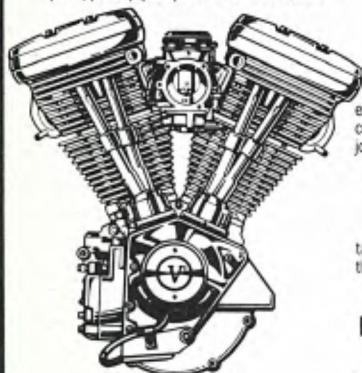
—Joe White

Legislative Director,
United ABATE of New Jersey

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HALL OF FAME



ABATE of Indiana's beloved "Squatter" is resigning her duties as Administrator for the Safety Program to pursue her own business. After years of dedication to ABATE of Indiana and Motorcycle Safety, Deb Farabaugh is going to spend some time enjoying her family, her home, and her own life. Although we will all miss Deb's style and professionalism, we can't fault her for wanting to move on to other things. She has worked as hard as anyone ever has for other people, and now wants to do something for herself.

Through her commitment to this organization, Deb has left her mark on motorcycling. There is no way to measure how many motorcyclists and safety instructors have been inspired and influenced by her perseverance and positive attitude. Her "lead by doing" style made Squatter a role model for motorcyclists all over the country. ABATE of Indiana's popular All Ladies rider courses were started by Squatter. Think about how many women are riding now because of those classes.

Squatter, like a handful of others, has been with ABATE of Indiana since the early days. She's been active every step of the way, watching the organization mature to what it is today. To say that she has ABATE of Indiana in her heart is a gross understatement.

Deb has assured me that things will be smoother than I think. We've been interviewing some outstanding and highly capable applicants for the Administrator position, and Deb says that she's only a phone call away.

—Charlie Henard, ABATE of Indiana

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EURO NEWS FEM UPDATE



The Dutch and German governments are rumored to be secretly scheming to force even stricter anti-tampering measures than those contained in the current multi-directive. They are likely to hijack the proposal when it returns to the Council of Ministers for a Common Position to be set, probably in a spring meeting closed to the public. The Federation of European Motorcyclists is investigating. Furthermore, the French Presidency's wish to finalize the multi-directive before the end of June, and its interest in preserving anti-tampering (which it originally proposed), means that motorcyclists and the industry have a battle on their hands.

FEM's Secretary Simon Milward stated, "The likely Parliamentary position on anti-tampering means that governments are on a collision course with democracy. Let's hope our elected representatives in the Parliament again use their new Maastricht power to defeat this secrecy and autocracy."

Parliament's amendments to the multi-directive, notably on the chapters of anti-tampering, noise and emission limits, will be voted on in the Economic & Monetary Affairs Committee on January 24, in Brussels, and probably February in Strasbourg for the First Reading, before the proposal goes to the Council for the Common Position, likely in the early spring.

—FEM

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, 5831 Van Nuys Blvd., Van Nuys
Palm Springs Harley-Davidson, 19465 N. Indian Ave., North Palm Springs
Easyriders of Hollywood, 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, 10419 Mills Ave., Montclair
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 of 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., 6868 N. Western, Chicago
Walter'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 Airport 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

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

New Jersey

Kosco H-D, 8 E. Garden 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 Pike, Cleveland
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, Paryville
Wyoming Valley Wheels, Bridge & Beade Sts., Plymouth

South Carolina

Doug's H-D, 2790 Pamlico 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, 4600 Delaware Ave., Nashville
Easyriders of Memphis, 5124 Poplar Ave., Memphis
Steel H-D, 2136 Chapman Rd., Chattanooga

Virginia

Departure Bike Works, 3093 Hull St., Richmond
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
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.

RUGER IS OFF TARGET



Ruger Firearms has decided to deny company health benefits to employees riding motorcycles without helmets, even though its manufacturing plant is located in New Hampshire, which has no helmet law. While some would applaud this policy as positive, let's look at a couple of imagined scenarios.

A motorcyclist, riding home from work at the Ruger Manufacturing plant, is cut off by a left-turning car. In the accident, he breaks his left leg and receives a concussion. Since he wasn't wearing a helmet, his injuries aren't covered under his employer-provided health policy. Due to unauthorized lost time at work, he loses his job. His bike and house are also taken away when he can't make payments.

Another employee rider, returning home from a night at a Weirs Beach Pub, misjudges entry speed in a corner. He goes down wearing just shorts and a T-shirt, and in the slide grinds off his left buttock and part of his shoulder. During the slide, his helmeted head hits a curb, and he receives a cerebral hematoma (brain bruise). It is determined that at the time of his accident his BAC was .16, well over the legal limit. But, since he was in compliance with Ruger's helmet policy, all medical costs are fully covered.

While the one rider, operating within all the laws, is denied benefits, the other rider, riding while intoxicated and underdressed, is fully covered. It makes no sense. If you agree with the above, let Bill Ruger know. If you were thinking of purchasing a Ruger firearm, I suggest rethinking that decision. I never really cared for Ruger, preferring Colt's fit, finish and function, but that's another story.

—Joe White
Legislative Director
United ABATE of N.J.

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ILLINOIS ABATE GOES TO D.C.



Illinois is one of 25 states refusing to come into complete compliance with section 153 of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. As such, with a third of those penalties approaching that mandate, and with the transfer of millions of dollars in highway construction funds to education, ABATE of Illinois sent a group of eight members to Washington, D.C., for a week in early January to lobby Congress.

During this week they were able to meet with each Illinois congressman or his chief aide for legislation or transportation. Work days often ran late into the evening because of meetings over dinner with Congressman Mike Flanagan (who defeated major incumbent Dan Rostenkowski, thanks to the efforts of Chicago ABATE) or staff from the Motorcycle Riders Foundation (Wayne Curtin and Carol Simpson), as well as American Motorcyclists Association Representative Robert Dingman. They also attended Washington's first ABATE meeting and ran into Senator Ben Nighthorse Campbell.

One of the more positive meetings was with Congressman Don Manzullo (R-16th district), Egan, IL. Mr. Manzullo is very supportive of returning many powers to the states that have been assumed by the federal government (in accordance with the 10th Amendment to the Constitution) and stopping unfunded federal man-

dates. He also favors promoting individual responsibility and rights through less government.

Most of the members who went to Washington agreed that the most interesting time spent was with Senator Carol Mosley-Braun. For almost 45 minutes she talked with ABATE members about the importance of freedom, state, and self-determination on the helmet issue. She also vividly described her own enjoyment of riding.

The following day she reaffirmed her position at an early morning coffee meeting when ABATE Legislative Coordinator Todd Vandermyde posed a question to Senator Paul Simon, who in turn passed it on to Senator Mosley-Braun. She responded with something to the effect that the ABATE members in Illinois knew her position and feelings on the issues, and that she was going to have to try and influence his view on the issue before his retirement in two years.

When the 104th Congress convened on January 4, 1995, there were over 100 returning congressmen who have been supportive of returning the helmet issue to the states and repealing the black-mail/penalties of section 153.

ABATE of Illinois was the first of many states to send our representatives to Washington this year to try and effect change for all motorcyclists. Let us sincerely hope that those who follow Illinois ABATE are just as successful.

—Bruce Roberts
Kishwaukee Valley ABATE

RIDE FREE THE IRISH SEA

Following meetings and discussions between MAG (Motorcycle Action Group) Ireland and the ferry companies crossing the Irish Sea, a significant fare reduction in the rates for motorcyclists has been introduced for 1995.

Both companies involved, B&I (AKA Irish Ferries or P&O) and Stena Sealink, were receptive to the arguments put forward for treating motorcyclists more like bicyclists. The Irish Ferries price restructure has made it free to bring a motorcycle across and the motorcyclist pays the basic foot passenger rate. The Sealink price reduction treats motorcyclists as a separate type of passenger but the fare is comparable with the foot passenger rate on the competition when the various special deals (including a 10 percent discount for MAG Ireland members) are taken into account.

The arguments presented for the decrease included the fact that motorcyclists (unlike many cars on the route) are not company subsidized and are therefore more price sensitive. Previous pricing schemes assumed that many motorcycles were bringing along a sidecar and passengers.

This is a major victory for MAG Ireland and shows what can be done without doing a public demonstration, mass letter writing campaign or any such similar actions. The work put in was more of a low profile cooperative effort as opposed to the confrontational approach so often associated with special interest pressure groups.

This development ties in with MAG Ireland's initiative to help promote motorcycle tourism in Ireland and also with the joint events planned by MAG Ireland and MAG Northern Ireland during the summer.

—MAG Ireland

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Single or Dual-Disc Polished E-42 \$499.⁹⁵
Dual Disc Chrome Only \$599.⁹⁵ E-43

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FISHTAIL EXTENSIONS E-611 \$34.⁹⁵

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REGULATOR/RECTIFIER E-31 \$44.⁹⁵

SPROCKETS E-53 \$34.⁹⁵ & up

BRAKE DISCS E-52 \$32.⁹⁵ & up

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

WHEELS Dual-Flanged, 16" E-45 \$188.⁹⁵

COMPLETE 4-SPEED TRANNY E-7000 \$1,294.⁹⁵

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

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

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SHORT STROKES

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Under cloudy skies and bristling winds. Daytona riders sought cold beers, wild times, and sun. Their dreams came true 50 percent of the time. The rest was spent drinking whiskey to stay warm and ducking into indoor activities. But you'll see all the coverage on these pages (pg. 50-56), in the September 1995 issue of *In The Wind*, and in our Daytona Special *Easyriders* video. But that's enough of the commercials, let's get to the news....**In Allison Park, Pennsylvania,** a truck hauling 2.5 tons of rat carcasses spilled part of its load on the Pennsylvania Turnpike interchange at Cranberry, north of Pittsburgh. Hey, but that wasn't the last of the deadly rat spills. Just two hours later the same truck popped its tailgate and dropped another rank rat load on Route 8 in Hampton Township....**And for those of you who still think** electric starts are lightweight, the industry is closing in on the super highways. Now there are ways to contact your brothers and sisters via modem and your computer screen....**In Nashville, a guy has been calling** women and persuading them to unlock their doors, undress, put a blindfold on, and wait for him in bed—and it worked. Three women did it, and one did it twice a week for two months. Now they want the cops to charge him with rape.... **And the Japanese law** for heavy requirements on larger than 400cc displacement bikes has been eased by U.S. pressure. The National Police

Agency will submit a proposal to parliament this year revising standards. The new, leaner rules will go into effect in 1996. Should make it easier to buy and ride Harleys in the country of the rising sun, *Domo Arigato....Ridin' can take the gray skies out of any day*, just ask Billy Joel, who is in the process of divorcing Christie Brinkley. In a recent interview Billy said, "The best thing about getting divorced from Christie is now I can park my Harley in the living room."...**While on a flight to Columbus, Ohio,** and the Big Daddy of our *Easyriders* bike shows, I read in *USA Today* about someone who had introduced a helmet repeal bill in California. That's good news. It's odd that I grew up thinking that Democrats were the people's party, and Republicans were the party of big business. Then as I began my small portion of the anti-helmet, pro-freedom campaign in the early '70s, I discovered that the Republicans tended to lean toward freedom and away from government intrusion into private lives. Not sure how it all fits, but I'm watchin'.... **Years ago a rider** came to me with a thermometer in the end of an oil bag cap. He said he was going to patent it, then go to market. Before he was halfway through the process another group had discovered the idea and captured the market. If you have a good idea for a product, run with it. Sure as shit, in another garage a few states over, another builder is stumbling across a similar gadget....**Catch this, the first ABS system** was designed in 1908 by J.E. Francis, who pioneered the first preventative braking system for trains. But the beginning of the current system originated with Robert Bosch's anti-lock system invented in 1936.... **And so, from high atop the fatbob tanks in the sky,** that's the news—that is, the news in this garage. I wish, by the time you read this that the flood of nasty weather that has obliterated the farmlands of this vast land has subsided enough for strong men and women to put their lives back together and taste freedom this summer—on two wheels. Ride Forever.

—Bandit

This assortment of unrelated facts is brought to you with the assistance of Jim Nicholas and Herm Albright.

W.VA DMV PLAYS DIRTY



In 1992, West Virginia enacted a rider training program with funds provided solely by bikers. Three years later the DMV has yet to implement the program. DMV Commissioner Jane Cline finally told me why. The law stated what funds (taxes) to collect from bikers and when to start. But it didn't include a start date for the program. For three years she's "de-Clined" to set it up. With ABATE bugging her for over a year—guess what? The DMV finally made a move—to privatize the program! Privatization will only raise the cost of the course.

The DMV lied about its ongoing efforts to privatize the program, and it also lied about how much of our hard earned money it had squandered from the fund. Up until January 1995, the DMV insisted it had only spent \$30,000 for "motorcycle operator manuals." We now know that our fund of over \$500,000 is now down by \$250,000. That's nearly half the fund! The DMV spent our funds on travel, conferences, administrative costs, and salaries.

At this time, we don't have an itemized account. But, considering that the person "in charge" of the training program doesn't ride, hasn't done any visible work toward setting up the program (other than prepare a bid proposal to privatize it), and spends his days at the DMV in charge of commercial driver licensing, paying his salary from our safety fund is outright fraudulent.

ABATE of W.Va., with the help of some of our good legislators led by Delegate Sam Love, is introducing a legislative agenda at the 72nd Legislature. At the top of the agenda is a legislative straightjacket forcing the DMV to provide this program at appropriate motorcyclists-subsidized rates and a repeal of the helmet law. Stay tuned.

—Don Hudnall, ABATE of W.Va.

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PASSING GAS



"Great news, honey! The repairman says the TV's gonna be in the shop for at least another week!"

Why do so many lawyers own pool tables?

They like having six more pockets to go through.

The Midget
Staying Strong

What's the difference between a light bulb and a sidecar?

It's easy to screw in a light bulb.

Lee
Wayne's World, Pa.

A guardian angel appeared suddenly in the middle of the clubhouse meeting and informed the president that because of his selfless leadership and many generous contributions over the years, the Lord would reward him with his choice of infinite wealth, wisdom, or health. Without hesitation, the club prez selected infinite wisdom.

"Done!" proclaimed the angel, and vanished.

Every patchholder in the clubhouse turned his gaze toward the prez, who now stood surrounded by a faint halo of light. One of the awestruck brothers whispered to him, "Jeez, say somethin', man."

The prez looked at them all solemnly and said, "Damn, I shoulda taken the money!"

Risky
Takin' Chances

During an Army war games exercise, the C.O.'s Jeep got stuck in the mud. Getting out and catching sight of a group of privates lounging against a chain-link fence, the officer called them over to help pull the Jeep out of the mud.

"Sorry, sir," one private called back. "We've been classified as dead and are under orders not to participate in any maneuvers whatsoever."

The C.O. nodded grimly, turned to his driver, and barked, "Sergeant, throw some of those corpses under the rear wheels for traction."

Bob Ray
Shields Up

How do lawyers reproduce?

They exchange briefs.
The Midget
Staying Strong



"Who hired the new guy?"



"Thanks for bringin' Mom with us, Bear—I've never seen her havin' so much fun!"

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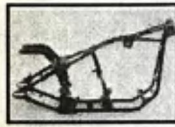
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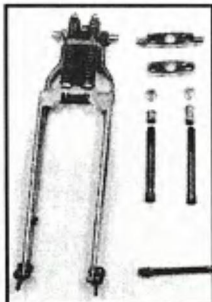
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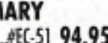
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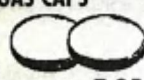


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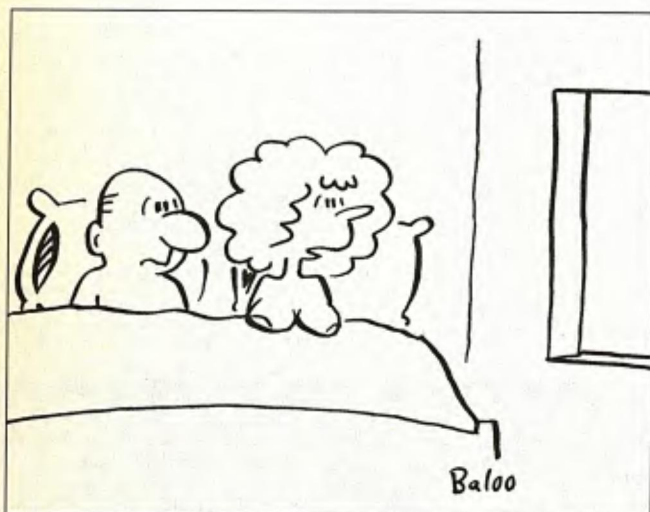
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PASSING GAS



"It's my ol' man! ... and they swore they'd never parole him!"

Male menopause is a lot more fun than female menopause. With female menopause, you gain weight and get hot flashes. With male menopause, you get to date younger girls and ride motorcycles.

Duffy
Livingston, Texas

What's the main difference between a farmer and a scooter tramp?

After sowing his oats, the farmer doesn't pray for a crop failure.

Sprockethead
Wrenching

"I'm worried that I'm losing my ol' lady's love and devotion," confided the young biker to his counselor.

"Why's that?" asked the shrink. "Has she started to neglect you?"

"Not at all," said the bro. "She meets me at the door with a cold beer and a warm kiss every afternoon, my scooter is always clean, and she's a great cook. The house is always neat, and she even keeps the rugrats outta my hair. On top of that, she always lets me choose what to watch on the boob tube, and she never objects to any kind of kinky sex or claims she has a headache."

"So what's the problem?" asked the psychiatrist.

"Well, maybe I'm just being too sensitive," admitted the bro, "but every night, when she thinks I'm asleep, she puts her lips up to my ear and whispers, 'Die ... you son of a bitch!'"

Slammer
Defuniack Springs, Fla.

A seedy, down-on-his-luck bum approached Tomcat on the street and asked for a handout. Tomcat shook his head and said, "No way, man. You'll just waste the dough."

"I give you my word," said the bum, "that I'll spend it on grub. See, I don't drink, I don't smoke, and I don't gamble."

Tomcat said, "Tell you what—come over to my house for a minute, and I'll give you five bucks."

They soon arrive at Tomcat's house, and Tomcat's ol' lady opened the door and stood staring at the two men. "What the hell is this about?" she asked.

Tomcat said, "Honey, I just wanted you to get a good look at somebody who doesn't drink, smoke, or gamble."

Bababooey Littrell
Scimitar, Calif.

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

Shark
Simi, Calif.



"Of course we share the chores—he cooks and cleans, and I let him screw me."



"So after you asked him to sign your petition calling for a mandatory helmet law, then what happened?"

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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TALKING TECH

BIG PROBLEM

I have a big problem with my 1986 883 Sportster. I bought it brand-new for my ol' lady. The problem started two years ago. I've been replacing batteries, coils, wires, and plugs ever since. It seems the #1 cylinder (by the front wheel) keeps missing out and fouling the plug. I've gone from stock plugs to Screamin' Eagle double tongue hot plugs. I've had an S&S carb on it, three stock carbs, and just now bought another new stock carb. I've changed the electronic ignition to stock points and reset the timing. The bike has 2-inch drag pipes now, too. It will run for two to three days with no problem—then, *whammo*.

I've tried everything to fix it. I've even contacted Illinois H-D, Villa Park H-D, and other people who might know. It runs great for a while then messes up and runs as if the timing were screwed up. No popping or back firing is seen. I've checked the compression and it seems okay. Are the hydraulics messing up? There are only about 2,500 miles on the bike. Could it be a bad condenser? When I bought the points and the stock replacement kit, there were no papers explaining what to set the points, plugs, and timing at. I messed around and thought I'd found it. Guess not. The bike runs great ... when it runs! Please help me with this. I'm about ready to sell the bike "as is" and put the money into one of my Pans.

Jack
Lombard, Illinois

Check the intake manifold seals, especially at the rear head. A leak at the rear head will allow most of the fuel to go to the front cylinder and cause it to load up until the plug fouls. One other cause could be a bad seal at the front intake valve guide. This will allow oil to be sucked in until the plug fouls.

SHE'S CRACKING UP

Within a year of owning my pride and joy (a '93 1200 Sportster) I noticed two cracks in my rear fender. These cracks appear to be originating from the rear signal lights (which have been relocated to the back). I run a solo seat and saddlebags, which I'd like to keep. These cracks are completely destroying my

fender; it's not a paint problem—the cracks go completely through the metal. I am now on my third fender with no real answers as to how I can avoid this problem in the future. I need a solution.

Michelle Nowitzki
Granby, Colorado

Start by checking your engine mounts. Any loose mounting point on the engine will allow the frame to shake. If no loose components can be found, the additional bracing under the fender will be necessary to stop the fender buzz. An engine rebalance would be the real cure at overhaul time.

PETRIFIED PLUG

I found an old spark plug in my yard. It's a Champion 3 and has the H-D logo on it (the shield, not wings). It has "Reg. U.S. Pat. Off." under Champion and "Made in the USA" under the shield. The ceramic is in a steel insert that screws out of the base with a spanner. I don't have a pitch gauge to determine the threads, but the hex is 1¼-inch across. Can you folks tell me what scooters this plug was used in?

Jim "Bitchface" Graves
Lansing, Michigan

Sounds like you found a JD plug from around the 1920 era.

WANTS IT BOTH WAYS

I'm building my first Hog. It's being pieced together from parts purchased at swap meets, shops, and from bros across the country. So far I've gotten an aftermarket hardtail, spoke wheels, 5-gallon fatbobs, an FLH front end, 4-speed tranny, and a Shovel/Pan motor. I want to run a jockey shift with both foot and hand clutches (*Easyriders* September 1982, issue #114, pgs. 36-41). I've talked to wrenches here in Atlanta about a foot and hand clutch setup, and they think I'm nuts. They say there's no way to do it, or they've never heard of this.

Who carries this setup, or who used to? Can I run this hand/foot clutch setup with a mousetrap?

Chief
Atlanta, Georgia

The mousetrap is the easiest way to get

a hand and foot clutch. A foot bracket would have to be fabricated to operate the mousetrap by foot. The problem is the shifting. With a foot clutch the shifting is by hand and the only hand clutch option would be to mount the hand clutch lever to the hand-shift lever.

PUKING OIL

I own a fine example of a 1981 Low Rider. Over the years, I've been gradually customizing it. But I'm having a problem with my oil lines, a problem that began when I switched the original lines with braided stainless steel lines. Now, oil pukes from the breather line at start-up. Prior to installation of the new lines, my bike made an occasional spot every once in a while, but never to the extent it leaks now.

Being that the bike has only 23,000 easy miles on it, doesn't smoke, runs strong, and the last compression check showed just a few pounds shy of new, I know the overhaul suggestion is B.S. One mechanic said it could be a crimped oil line. We replaced a line coming out of the inner primary that had a bend in it. It's still puking! You guys are my last hope. Any advice would be greatly appreciated.

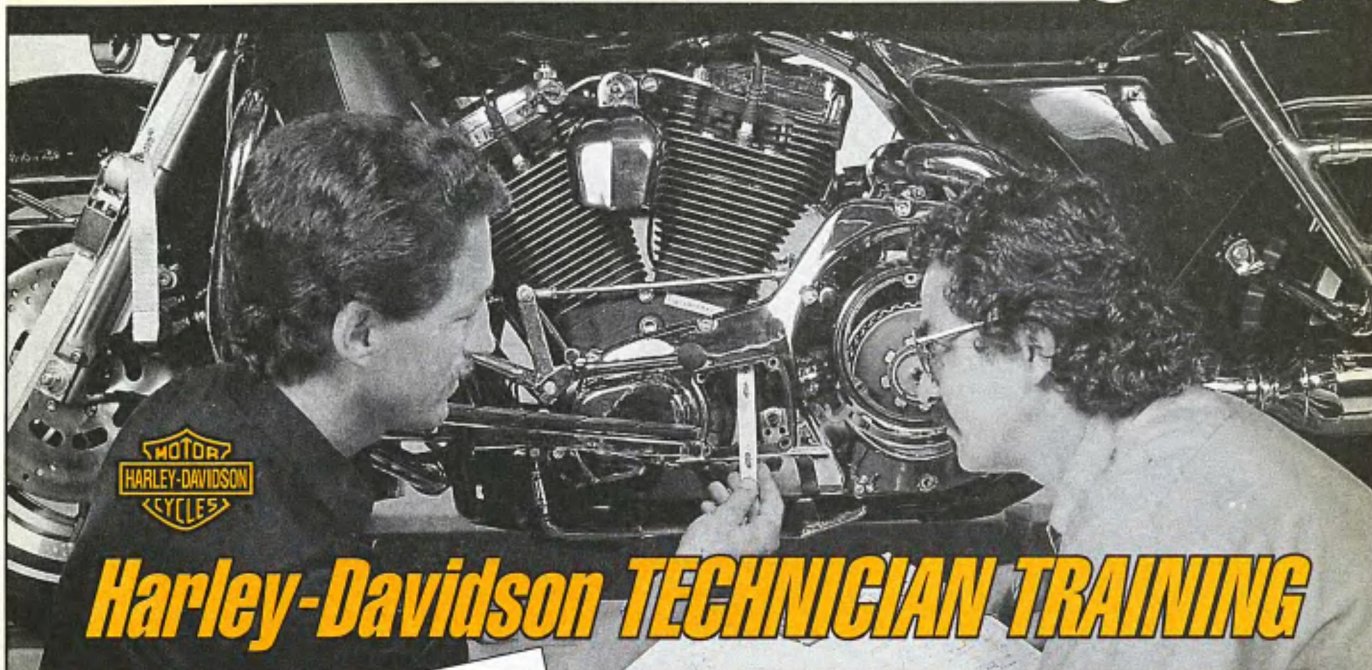
Gary Michaels
Glendale, Arizona

Primary case mud (clutch dust, chain and sprocket wear, metal and chain adjuster wear particles) has your oil tank loaded up and is holding the check ball off its seat when you park your bike for a while. The oil lines have nothing to do with this. The fix involves flushing out the primary case and clutch basket, scrubbing the mud out of the oil tank, and making a few short run oil and filter changes. Regular primary case service intervals are important on models that use the "dry" clutch (5,000 miles max). Engine oil should also be changed at 2,000 miles or less because of the "extreme duty area" you live in.

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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F.I.G.H.T.® UPDATE

The Rebound Syndrome Facts Bouncing In Our Favor

One of the many people working hard to repeal mandatory helmet laws is California's Shiloh Von Mechow. Shiloh's been involved in the following court case and brought it to our attention. It involves a unique challenge to the helmet law. It seems that after receiving the very first known "Complaint" in answer to the commonly used "Request and Demand for a Verified Complaint" form that is often filed with helmet tickets, a significant opportunity presented itself to fight the law.

A Kern County, California, judge would not dismiss the case when proof of correction was given to the court, and demanded the maximum assessments and bailment because the California Highway Patrol (CHP) officer checked the "noncorrectable" box on the ticket at the time he issued the citation. The officer claims to have done so because he thought the situation presented an immediate safety hazard, which is one of the three possible choices of disqualifying conditions that must exist for him to mark the ticket "noncorrectable."

As written by law, the burden of proof lies with the court and the officer to prove beyond a reasonable doubt that:

1. The subject helmet was not a Department of Transportation (DOT)-approved helmet, according to Federal Safety Standard 218 regulations.
2. By wearing the subject helmet an immediate safety hazard existed, according to CVC 40610(b)(2).
3. A helmet law violation was actually committed, according to CVC 27603(b).
4. The bailment demanded by the Court is not excessive, and does not violate the right to be free from cruel and unusual punishment.
5. The helmet law is not vaguely written, and does not present the opportunity for discriminatory interpretation and enforcement practices such as it is, which are protected by the 14th Amendment.

It is Shiloh's contention that the recent repeal of the Washington state helmet law for being vaguely written is ammunition to support this argument and is using this court case as a platform to bring other helmet issues to the front. She further intends to provide the following medical facts regarding helmet use to the court:

1) Impact tests done at approved engineering labs using DOT-approved test dummies have shown that, upon impact,

energy stored within the helmet itself causes the helmet and head to rebound. The height of the rebound is indicative of the amount of energy stored by the helmet; in other words, it bounces. Testing has shown the "Rebound Syndrome" imposes an additional acceleration upon the helmet in a direction 180 degrees from the original direction, subjecting the head to two accelerations. A helmeted head allows the brain within the skull to rebound to the opposite side of the point of impact, causing CHI (Closed Head Injury) trauma.

2) Overwhelming evidence supports the existence of the "Rebound Syndrome" and its effects relating to pro race car drivers. All four racing drivers killed in 1994 died as a result of head trauma while wearing top-dollar helmets.

3) Due to the location and distribution of the weight of the helmet at the top of the spine, the inertia involved in duplicating a two and a half pound helmet on a ten pound head increases the force on the first vertical vertebra of the spine by about 60 percent. Upon impact, the weight of the helmet is located far from the pivot point of the neck. There is a split-second lag when the helmet catches up to the moving head. When the head stops, the force of the helmet puts another 60 percent of shear force on the first vertebra, which can cause severe injury or death.

4) Reduction of peripheral vision and hearing levels to the helmet wearer, affects some to the point of being handicapped according to the parameters of motor vehicle requirements.

5) The DOT admits, "There is no evidence that any helmet thus far, regardless of cost or design, is capable of rejecting stress above 13 mph." DOT Helmet Test Reports from 1974 through 1990 show 52 per cent of tested helmets failed when dropped from a 6-foot vertical drop, impacting at 13.66 mph.

Armed with an impressive amount of credible statistics showing the potential dangerous nature of helmets and their negative effects on the wearer, Shiloh hopes to undermine the supposed need for helmet laws. She continues her battle in court, providing a much needed forum to address the helmet issue.

How can you help? Join your local motorcyclists' rights organization and purchase a F.I.G.H.T.® kit today. Proceeds from each kit goes toward fighting helmet laws in court!

—Phantom

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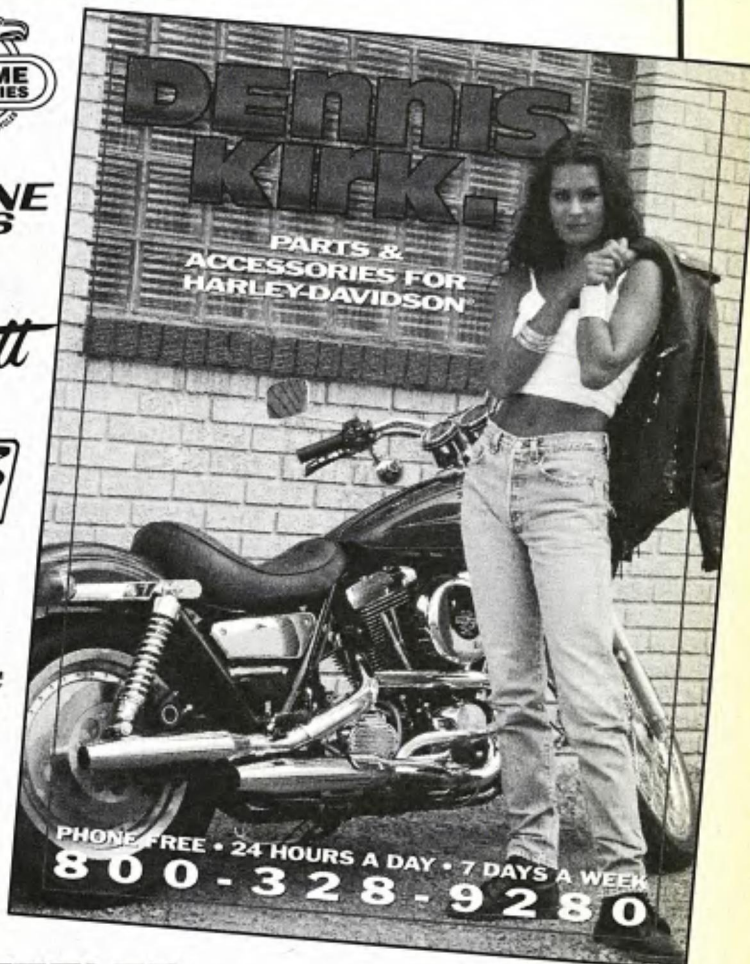
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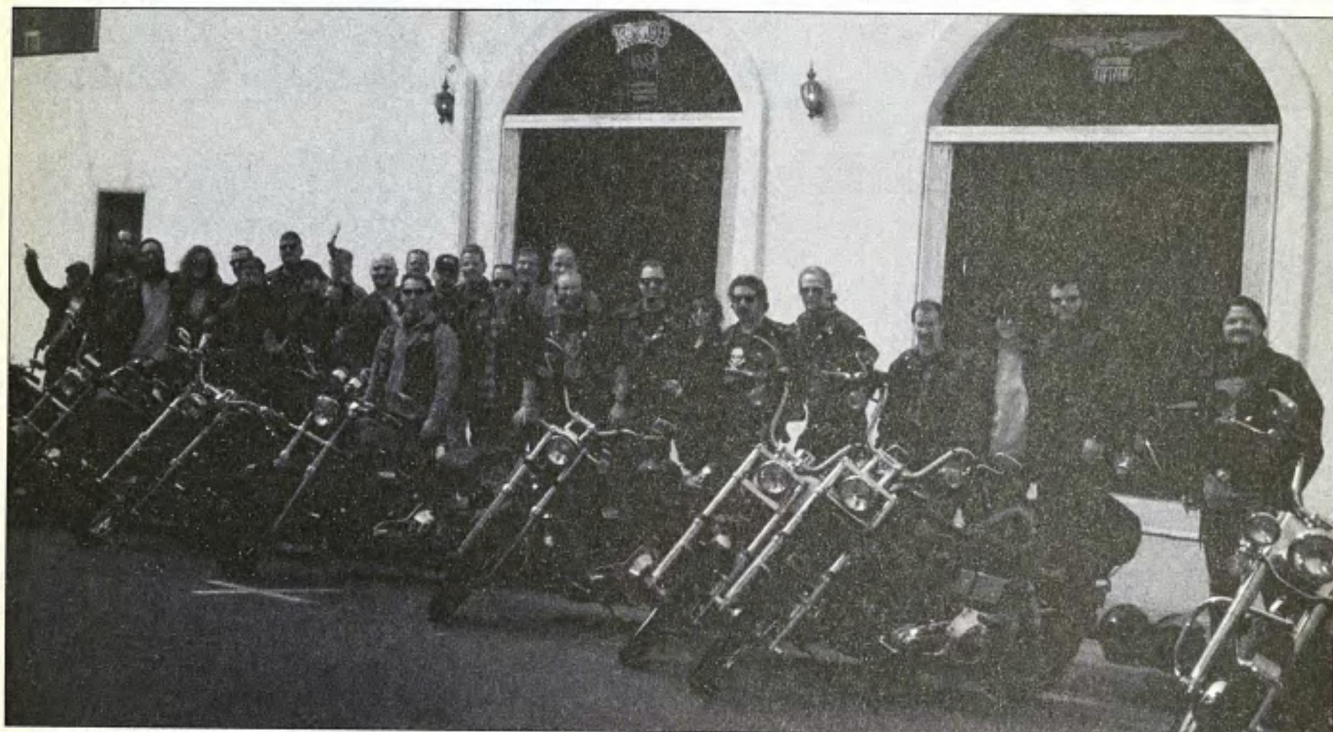


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BROS CLUB NEWS



Bros Club members at the *Easyriders* Melrose/Hollywood store right after they had polished off all the coffee and donuts, and just before someone said "What's for lunch?" Everyone then saddled up on their bikes and headed out to Interstate 10 for the *Easyriders* Bike and Tattoo show held in Pomona, Calif.

DOIN' DAYTONA

It's a BROS Beach Party

Well, I'm back from Daytona Bike Week. What a great time! The Bros Club VIP area at the *Easyriders* Store on Main Street was always full of fun-loving people who came up to check out the sights from the balcony overlooking Main. It was a great place to relax and enjoy the hospitality of Sherry, our lovely hostess, as we viewed the action in front of the Store. While in Daytona I got a chance to meet a lot of you Bros Club members from all over the country, including Kenny and Diane McGuirk from Dunedin, Florida. I also met a member of the Daytona Beach P.D. named Larry Buck who's a two-year Bros Club member and rides a '73 FXE in his spare time. Other new friends include "Gunner," a member from Kona, Hawaii, who makes his living blowing up old ordnance for the military, as well as Christy (1200 Sportster) and Tom Wall ('84 FLHTC) who both work for the Post Office in Traverse



Members Chuck Samila from Chesterton, Ind., with Christy and Tom Wall from Traverse City, Mich., are shown enjoying our first-class VIP treatment at *Easyriders* of Daytona in the Bros Club lounge on Main St.



Dunoir and Walt Rutski from North Hornell, N.Y., are shown partying with Bill Chaffin, (middle) our own Mr. Efficient, manager of *Easyriders* Daytona, after renewing their Bros Club memberships during Bike Week.



Here's Gunner and Indian Ryley from the Big Island of Hawaii, who stopped by to see us in Daytona.



Veteran members Bill Murphy and Brian Whitehouse, with new member, Harry Chalifoux, City, Michigan. Christy was quick to point out that she's able to get around Tom on her 1200 anytime she wants. (Tom, I think it's time for those engine modifications that we talked about.) We also signed up Chris Hill, a lubrication engineer from Charleston, South Carolina, who couldn't wait to sign up after he saw how well the Bros Club worked for his partner when he had a flat tire—the tow truck beat him to his



Member Art Tizer and his son. Both putt outta Philadelphia. Art's retired, and rides an '88 FLHTC.



Dick Ehlers and wife Nora from West Covina, Calif. Dick proudly rides his 1949 Panhead daily.

bike as he was walking back from the pay phone. Welcome aboard, Chris!

From Daytona we moved on to Pomona, California, where we held another Bike and Tattoo show at the Pomona Fairplex. It took a while for the show to get going, I guess because it was St. Patrick's Day. On Saturday, though, about 50 Bros Club members stopped by the *Easyriders* Store on Melrose Avenue to scarf some donuts →

BROS CLUB NEWS



Mike and Teri Dozier from Castaic, Calif., showing off their brand-new tattoos that they inked with at the Easyriders Bike and Tattoo show in Pomona, Calif. Teri makes her living as a pre-school teacher. One question: Is this for show-and-tell, Teri? First a biker ... now a tattoo, what's next, Teach?



This is John from Ohio, one of the helpers at the Easyriders Store. It looks like he has some helpers.

and coffee before riding to the show. It was great fun, and made quite an impression on the townspeople, too. The show started rolling along damn good and we had quite a few Bros Club members stop by and say "hi." Among them were "Beatnik" and his wife Susan (Susan won the Tattoo Door Prize but has yet to get it done. Wonder where she'll get her new tattoo?), member Doug Medina, with his



Beatnik and his wife, Susan, from Santa Monica, Calif., at our Pomona Bike and Tattoo show.



Members Sandy Aranda, and Doug Medina (from who knows where), with well-placed VIP badges.

lady Sandy Aranda (Sandy knows where to place those VIP badges—see the picture), as well as Mike and Teri Dozier, who were kind enough to let us photograph their first tattoo.

I could go on and on about the people that we met, but I have some important news to tell you: by the time you read this, the new updated "Ridin' with Rip" book will be out. Rip's been so busy we nearly had to chain him

Photos: Gregg Daniel

down to get it finished. You'll get your copy when you renew or sign up for the Road Service Plan Membership. Also, by the time you read this, we should have a new sign-up package for new members and renewal sign-ups at our events or *Easyriders* Stores. The package will include all the stuff that you used to get in the mail, plus a road service card that can be activated immediately by using an 800 number. With the road service card you won't have any worries or what-ifs if you break down on the way home.

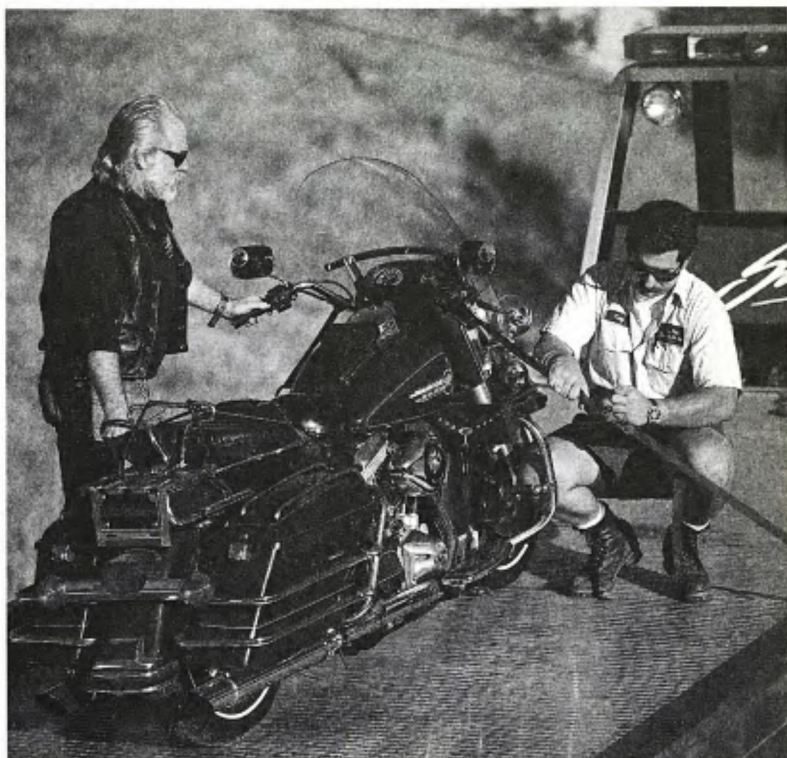
Some Chapter News: "J.P." from *Easyriders* Las Vegas, Nevada, is starting a Bros Club Chapter. For more information call him at (702) 368-7808.

When I was in Daytona, there were a few bikes ripped off, so I would like to remind you to put your reward sticker on your bike. That way, in case this ever happens to you (God forbid!), people will be aware that we offer a \$1,000 reward for information leading to the recovery of your motorcycle.

Now, let's look at some pictures of our members. Remember, as I've said before, I'm asking for you, the Bros Club Members, to send me photos. In order for us to be able to use them, they should be good, in-focus, black and white or color prints (any size) and/or color slides (any format up to and including 8x10). Whatever the subject matter is, these photos should include Bros Club members doing their thing and enjoying our lifestyle. Please include a brief letter describing what's going on in the photo along with the names and occupations of the members pictured. Also, let us know what kind of Harley you ride. If there's a shop in the photo, please include the name. We will pay at least \$30 per photo printed. Please include patches, signs, identifiable *Easyriders* and affiliated magazine logos. Also, if you want your photos returned, please include a self-addressed, stamped envelope and we will make every effort to return them. Send your mail and photos to:

Bros Club
Attention: Gregg Daniel
P.O. Box 3000
Agoura Hills, California 91301
See ya out there.

—Gregg Daniel



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WHAT'S HAPPENING

ARIZONA

AMERICAN MOTORCYCLE EXPO—June 18, Phoenix Civic Plaza. Info: John (602) 395-0627

CALIFORNIA

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

VINTAGE RACES—June 24, Ventura Fairgrounds, Sponsored by The Shop. Info: (805) 656-6777

CLASSIC M/C SHOW—June 25, Ventura County Fairgrounds, Sponsored by The Shop. Info: (805) 656-6777

TRINITY LAKE RUN—July 7-9. Info: (916) 442-4727

COW PALACE SWAP MEET—July 9, South San Francisco, MMA. Info: (916) 442-4727

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

COLORADO

2ND ANNUAL IRON PONY EXPRESS—June 17-18, Easter Seal Society. Info: (800) 875-4732

1995 CAN-AM MOTORCYCLE RIDE TO

ALASKA—Departing from Denver on July 1, or from Seattle, Washington on July 8. Info: CAN-AM Alaska, c/o Great American Motorcycle Adventures, P.O. Box 1598, Englewood, CO 80150-1598

FLORIDA

10TH ANNUAL SPIRAT ENTERPRISES SHOP PARTY—June 18, Melbourne Info: (407) 242-3155

GEORGIA

9TH ANNUAL JULY JAM—July 21-22, Atlanta Vietnam Vets MC. Info: (404) 513-4187

IDAHO

2ND ANNUAL ROCK CREEK RUN—June 16-18, Twin Falls. Info: (208) 733-9893

ILLINOIS

6TH ANNUAL ABATE OF ILLINOIS POKER RUN—June 17, Verona. Info: (815) 287-2226

SOUTHWESTERN REGION POKER RUN—July 1-2, ABATE. Info: Skinny (618) 259-0120

AMA GRAND NATIONAL CHAMPIONSHIP—July 2, DuQuoin State Fairgrounds, DuQuoin. Info: (217) 753-8866

9TH ANNUAL HELMET ROAST—July 8-9, ABATE, Wilmington. Info: (708) 422-1165

INDIANA

GALS, PALS & JOWLS HOG ROAST—June 9, Region 6 ABATE. (317) 422-8040

GONADS GO MAD—June 16, Region 13 ABATE. Info: (317) 422-8040

3RD ANNUAL COVERED BRIDGE RUN—June 23, Region 12 ABATE. Info: (317) 422-8040

BEAN BLOSSOM BOOGIE—July 14, ABATE. Info: (317) 422-8040

IOWA

11TH ANNUAL FREEDOM RALLY—June 30-July 3, ABATE of Iowa, Humboldt. Info: (515) 858-5001

KENTUCKY

3RD ANNUAL LITTLE STURGIS RALLY—July 21-23, Sturgis, Ky. Info: (502)333-9316

LOUISIANA

16TH ANNUAL MDA POKER RUN—June 10-11, West Monroe. Info: (318) 325-9578

MARYLAND

ABATE OF MARYLAND STATE PARTY—June 10-12, Cumberland. Info: (410) 263-9185

AHDRA DRAGS—June 3, Cecil County Dragway, Rising Sun. Info: (910) 229-4877

MICHIGAN

FLAG DAY HELMET PROTEST—June 14, State Capitol Building, Lansing. Info: (313) 421-4367

PARK BENEFIT—June 16-18, Region 7 ABATE. Info: Sande (313) 421-4367

FIELD MEET/STATE PARTY—July 7-9, Oil City, ABATE. Info: Sande (313) 421-4367

9TH ANNUAL RIDE IN BIKE SHOW—July 8, Little Lake. H.O.G. Info: (906) 942-7896

MINNESOTA

16TH ANNUAL WOODTICK RACES—June 10, The Woodtick Inn in Cyuna. Info: (218) 546-5313

MONTANA

13TH ANNUAL NICK'S QUALITY CYCLE POKER RUN—June 24-25. Info: (406) 222-6096

NEBRASKA

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

FREEDOM FIGHTER'S MOTORCYCLE RODEO—July 14-15, Sarpy Co. Fairgrounds, Springfield. Info: (402) 734-2427

NEW HAMPSHIRE

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

B&R BIKE SHOW—June 16-17, ECRA Race, Laconia. Info: (804) 742-5137.

NEW JERSEY

BIKE SHOW—June 25, ECRA Drag Races, Atco. Info: (804) 742-5137

NEW MEXICO

FOUR CORNERS FOOD DRIVE & POKER RUN—June 24. Help feed the families in need in Farmington. Info: (505) 632-0303 or (505) 334-0828

NEW YORK

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

KISS THE CROSS COUNTRY RUN/BLESSING OF THE BIKES—June 22, Mt. Davidson. Info: Ministry 115-18, 144 St., Jamaica, NY 11436 c/o James

FRANK JOHNSTONE MEMORIAL POKER RUN—June 24-25. Info: (716) 569-4418

NORTH CAROLINA

JUNE JAM 6—June 11, Salisbury M/C show and swap. Info: (704) 455-6245

OHIO

SWAP MEET—June 4, Cleveland, H-D Sales Co. Info: (216) 252-3111

AHDRA DRAGS—June 11, Norwalk, Raceway Park. Info: (910)229-4877

AHDRA DRAGS—July 9, Dayton (Xenia) Kil-Kare Dragway. (910)229-4877

OKLAHOMA

ABATE SWAP MEET & BIKE SHOW—June 4, Claremore (918) 825-3122

OREGON

ANNUAL SUMMER SIZZLE—July 7-9, Cherokee Strip ABATE, Ponca City. Info: (405) 762-7647

SOUTH CAROLINA

ABATE STATE PARTY—June 16-18. Info: John (803) 499-9081

S.C. STATE RALLY '95—June 30-July 1, sponsored by S.C. H.O.G. Anderson Co. Fairgrounds. Info: (803) 287-3624

TENNESSEE

MOTORCYCLE/ATV SHOWCASE—June 10-11, CMT/ABATE. Info: (901) 352-2422

OLD FARTS IRON BUTT RUN—July 7-9, through the Rocky Mountains and Blue Ridge Parkway. Info: (312) 327-7263

TEXAS

SPLASH BASH—June 23-25, Brotherhood of Bikers, Lake Palestine at Coffee City. Info: (817) 562-2687

VIRGINIA

ANNUAL BUDDY NICHOLS MEMORIAL SHOW—June 11, King George. Info: (804) 742-5137

BOSTON M/C CAFE'S PORT ROYAL TOWN PARADE—June 24. Info: (804) 742-5137 (Thurs.-Mon., 11 a.m. - 8 p.m.)

WASHINGTON

4TH ANNUAL WAIMONT GYPSY TOUR—July 1-2 Chelan, Wash., to Quinn's Hot Springs Paradise, Montana. Info: (509)826-5510

ABATE OF WASH. SPRING OPENER RUN—June 15-18, Zillah. Info: Big Mike (206) 359-1927

11TH ANNUAL LAWMAN 1000 MC TOUR—June 24-25, Seattle. To benefit Fred Hutchinson Cancer Research Center. (206) 667-5095

WISCONSIN

ROAD DOG MC POW/MIA BENEFIT HOG ROAST—June 9-10, Bluff Siding. Info: (608) 687-3647

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 AHDRA: (919) 229-487

EASYRIDERS EVENTS:

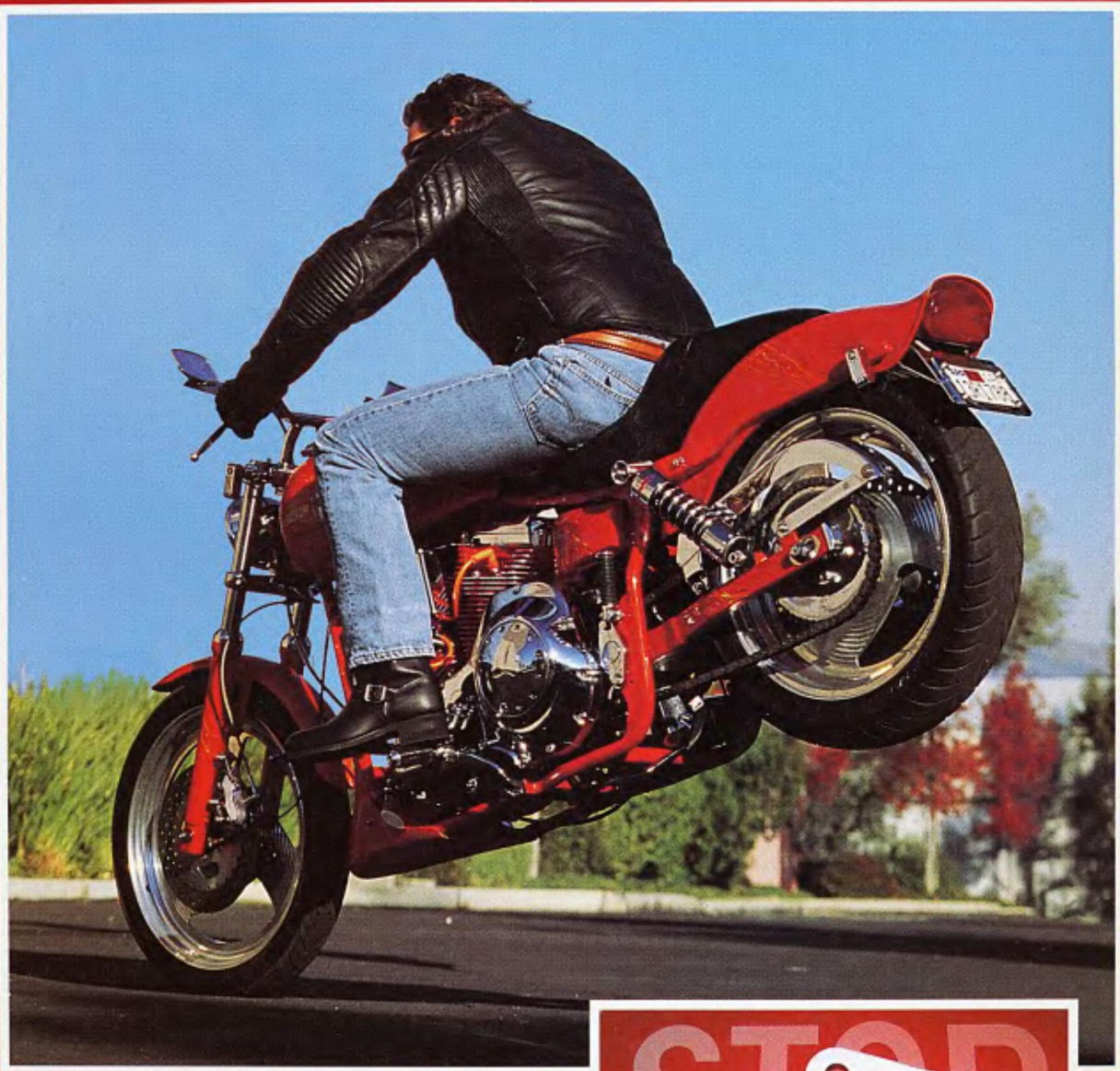
EASYRIDERS RODEO—June 2-4, Hillard, Franklin County Fairgrounds. Info: Kari (818) 889-8740.

EASYRIDERS RODEO—June 23-25, Wilson County Fairgrounds, Info:Kari (818) 889-8740.

EASYRIDERS RODEO—May 27-29, Rosenberg, Ft. Bend County Fairgrounds. 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 info to: What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000.

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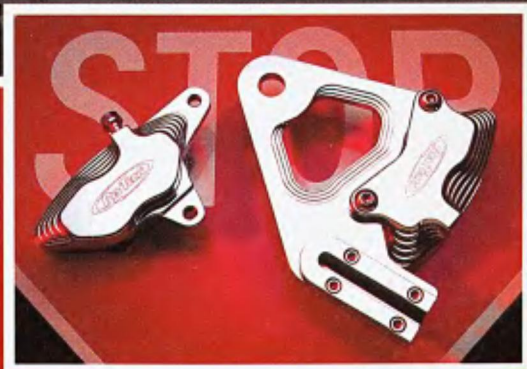
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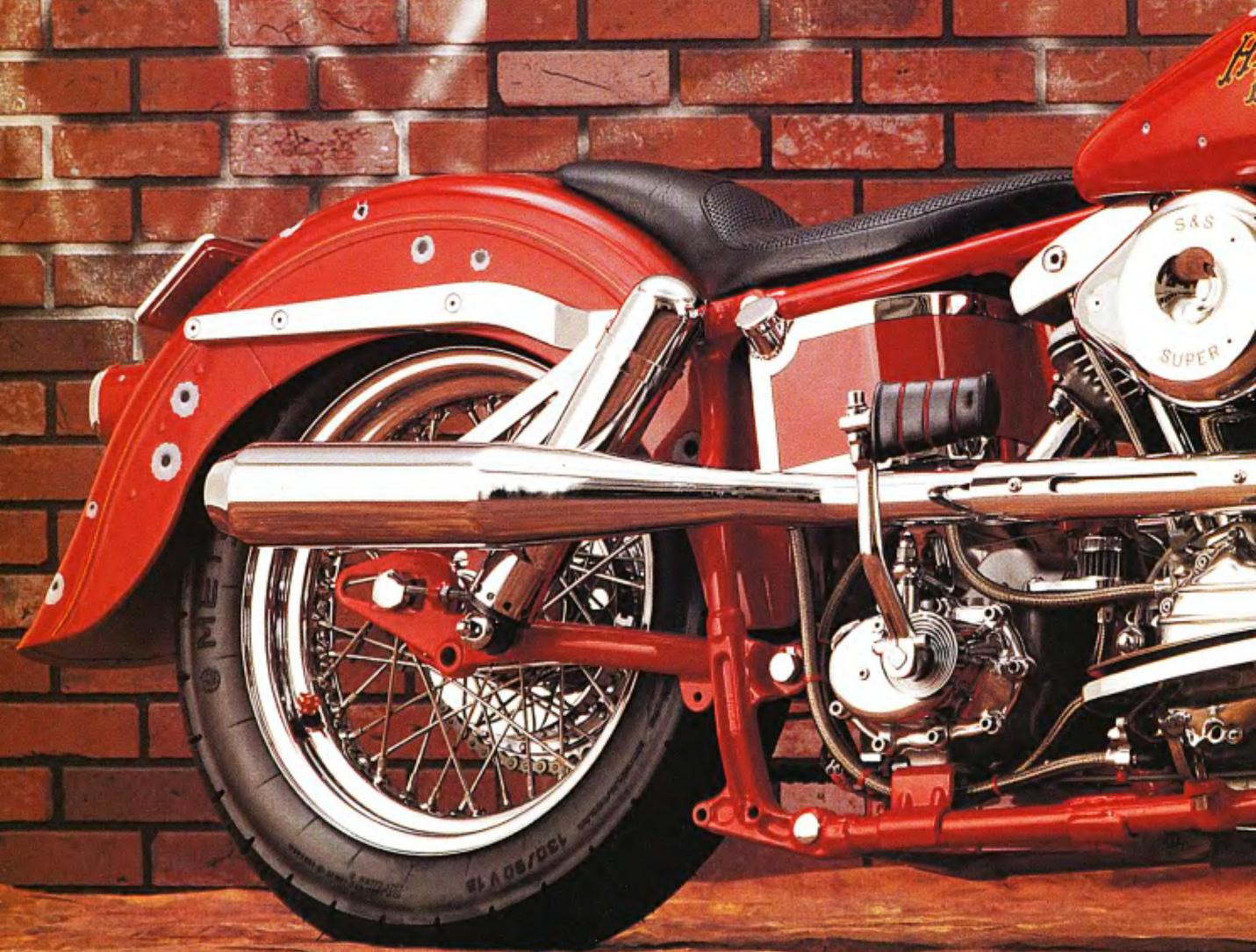


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THIS IS NO SHOT IN THE DARK

No need to duck when you see Kerry Puccio's bullet-riddled Harley slowly cruising your neighborhood. He's not gunning for anything but the good ride, although his unusual paint scheme mirrors a life where sparks fly. Actually, they →

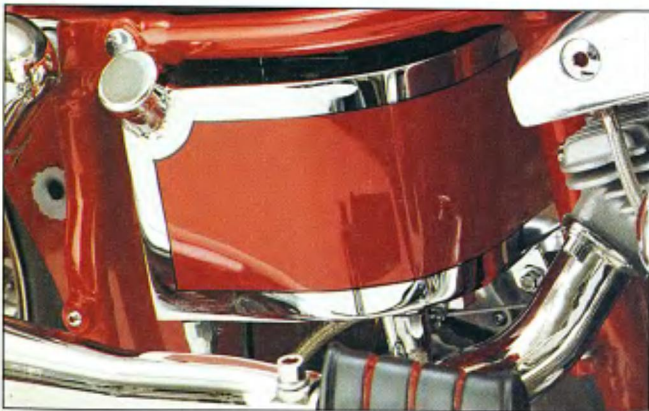




fly from a welder's torch, since Kerry and his father, Ken, operate Puccio Machine and Welding in San Jose, California, a third-generation family-run business established by Kerry's grandfather in 1941.

The luscious, blood-red paint job, with decorative painted bullet holes and gangster mirrors, sets the scene for this lowrider-appearing wide glide custom with baby apehangers, a low, form-fitting

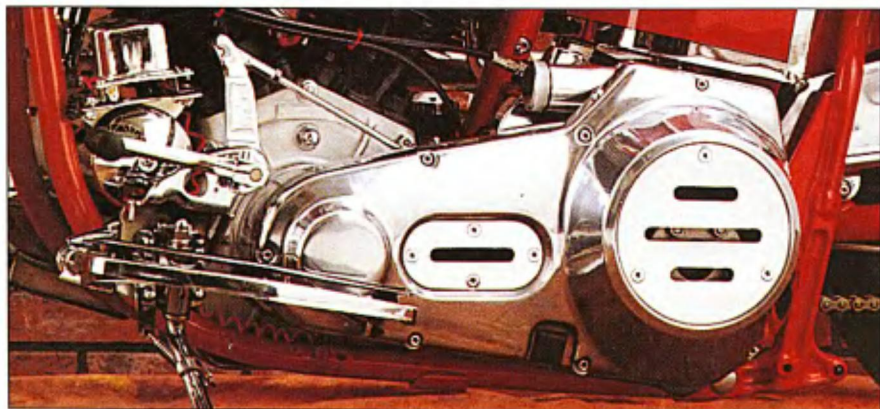
saddle, and a souped-up Pan/Shovel engine with all the trick go-fast-equipment, right down to the flywheel balancing by Ram. Richard Williams made sense of the engine blueprinting by mar-



rying his compression Arias pistons with rebored cylinders, topping them off with polished and ported FLH Shovel heads to better breathe the fuel from that big S&S carburetor.

During the same time that San Jose Plating was laying on the chrome, Drive Bye's alarming paint scheme became a team effort. Renteria Brothers sprayed the body in blood red Deltron lacquer,

while the acclaimed artist, Horst, from Richmond, Calif., created the bullet holes. When Puccio and S.J. Steve first approached Horst about the project he was told "we want bullet holes, and →



we want them to look real." Horst hadn't done bullet holes before, so he took a front fender out in his yard and boom, boom! shot it up. Now that's researching your subject. Obviously, it

worked. According to Kerry, Horst's realistic recreation of the scatter shot causes people to cautiously approach the bike and then they try to put their fingers through the holes. It must be a

drag cleaning off all those creepy-crawly, curious fingerprints.

At first glance, this cruiser could pass for a mild custom stocker from the late 1970s. Kerry's eye-pleasing



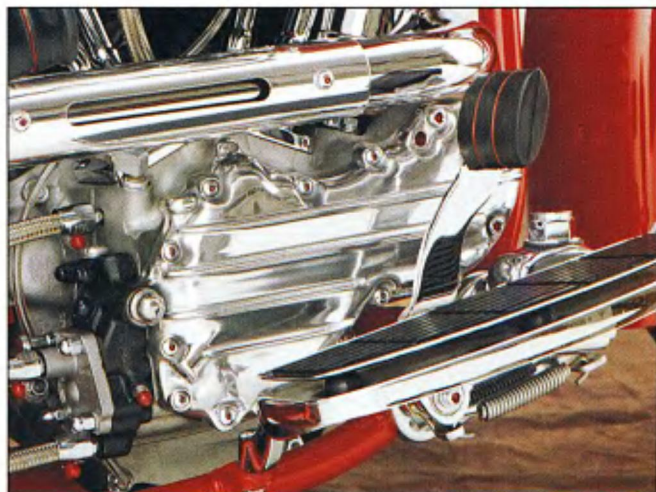
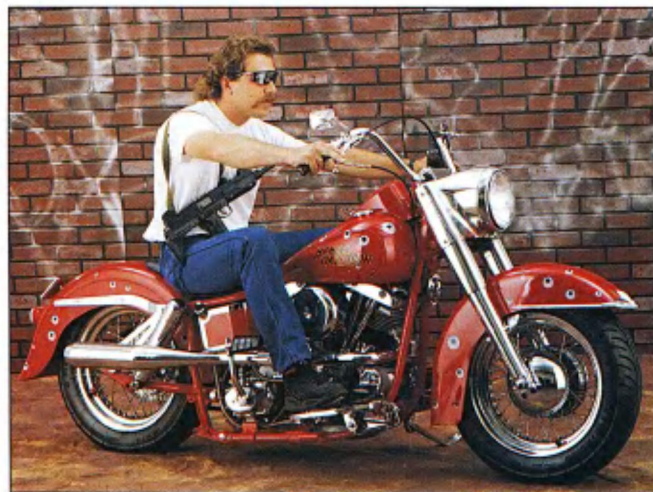
details contribute to the overall mild custom design without getting into radical design changes. Drive Bye's profile exhibits what can be done to the stock Harley look with a little imagination

and a lot of elbow grease. The righteous short was built from an assemblage of various year/model used parts, and, through the concerted efforts of Kerry's good bros, was turned into this hand-

some polished and plated road burner.

Kerry gives thanks to his buddy, Ralph "Big R" Villegas, whose extended effort helped complete Drive Bye.

—Mike Egan



Owner:.....Kerry Puccio
City:.....San Jose, California
General
Fabrication:.....Puccio, Villegas
Year and make:.....1993 Pan/Shovel
Model:.....80-inch FL
Chroming:.....San Jose Plating
Engine
Year:.....1993 custom
Model:.....80-inch
Rebuilder:.....Richard Williams
Ignition:.....hot
Displacement:.....80 cubes
Lower end:.....H-D

Pistons: Arias
Cases: Panhead
Heads: ported & polished
Cam: Crane Cams
Carb: S&S
Pipes: Puccio Welding
Modifications: solid lifters, balancing
by Ram, S&S air cleaner,
Transmission
Year: 1972
Modifications: belt drive,
4-speed
Painting
Molding: Renteria Bros

Painter:.....Renteria and Horst
Color/type:.....blood red, Deltron
Special paint:.....bullet holes by Horst
Frame
Builder:.....1979 H-D & Puccio
Type:.....swingarm
Modifications:.....no stretch,
stock rake, blueprinted
Accessories
Bars:.....baby apes
Fenders:.....shot-up H-D
Headlight:.....H-D
Taillight:.....H-D, frenched
Speedo:.....stock

Pegs:footboards
Gas tank:5-gallon fatbobs
Oil tank:wraparound
Seat:Puccio and Steve at T.N.T.
Mirrors:gangster
Grips:H-D

Forks
Type:wide glide
Modifications:lowered 1-inch,
polished

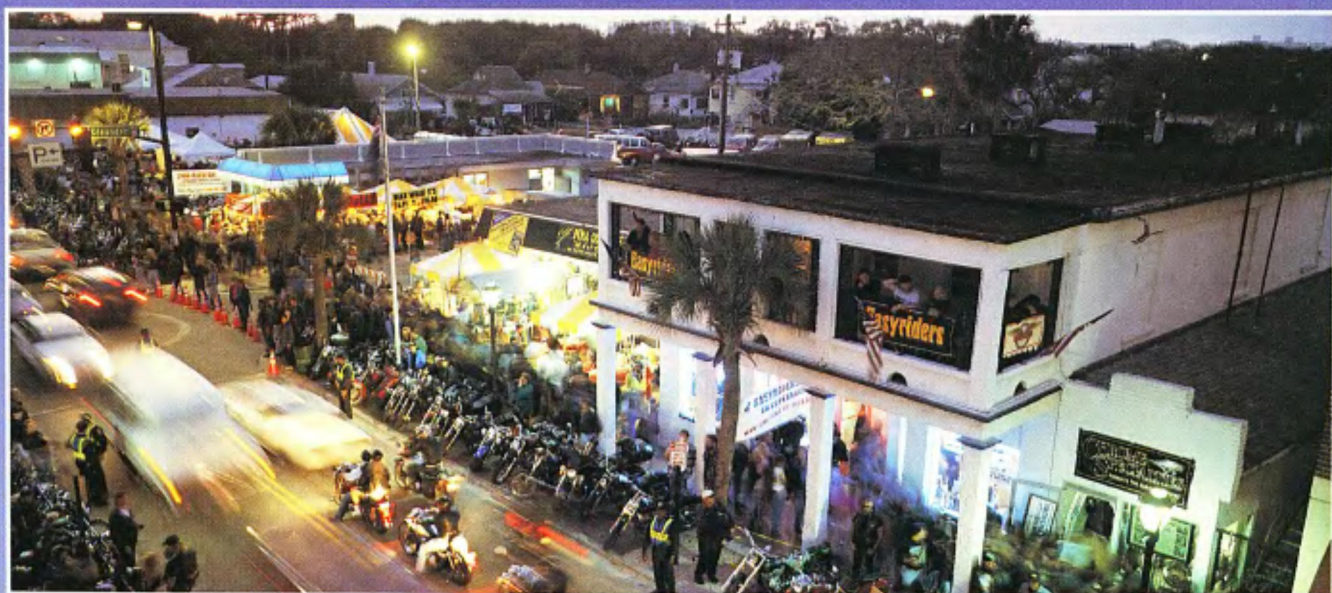
Wheels
Front:16-inch, Metzeler, drum
Rear:16-inch, Metzeler, drum

Photos:Raiko Hartman



BIKE WEEK



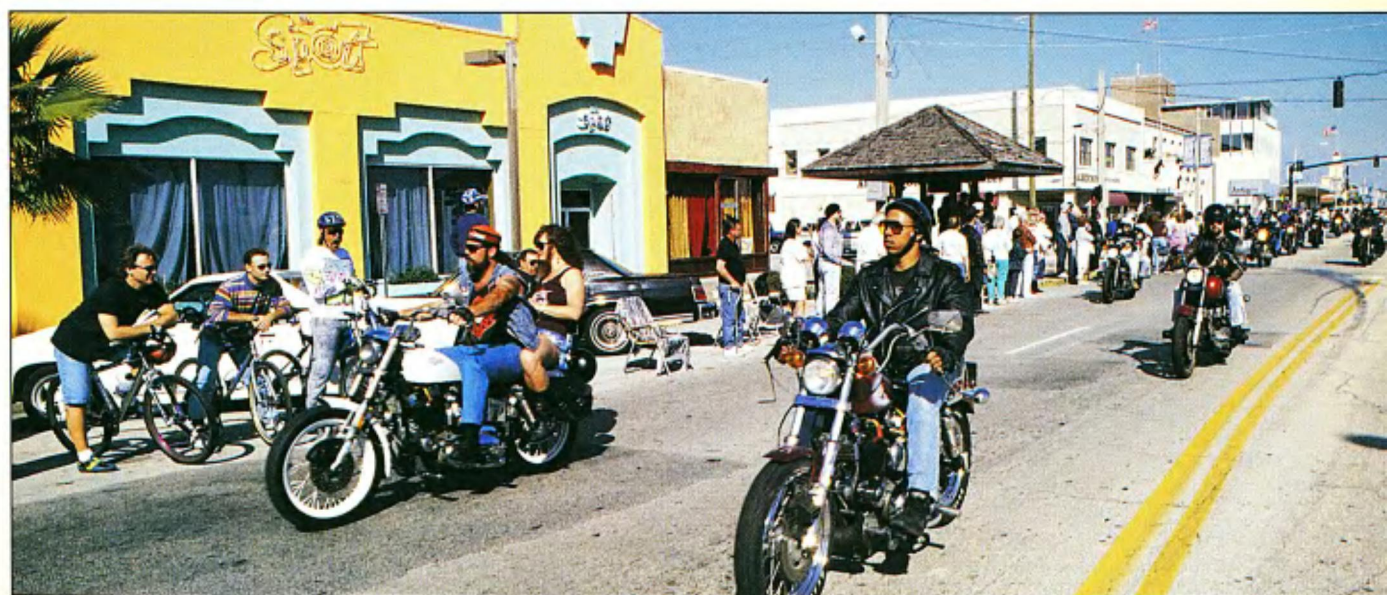


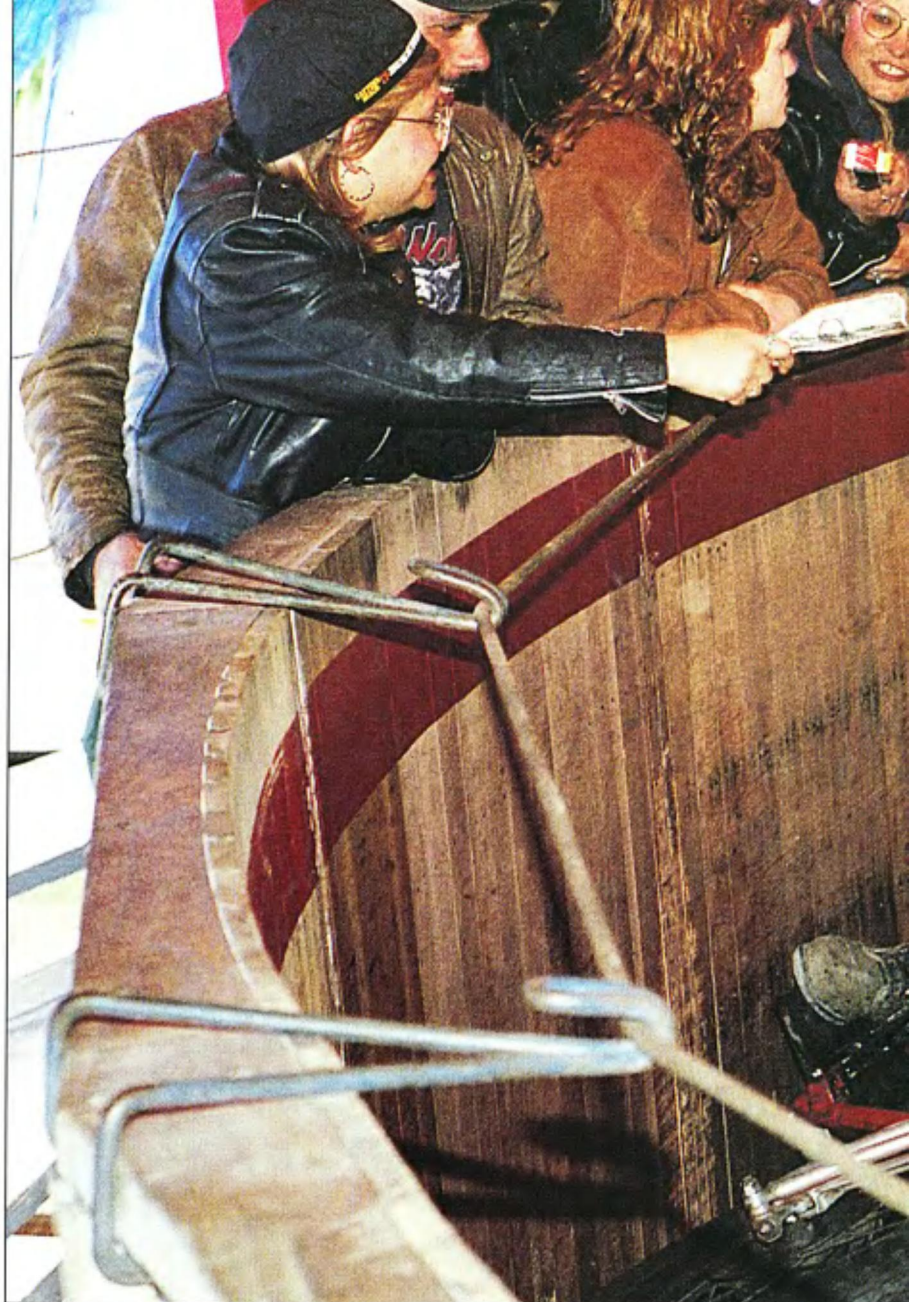


Livin' The Life On The Beach Of Your Dreams

Stepping into its semi-centennial scooter celebration, Daytona Beach, Florida, once again opened its doors to Bike Week '95 as 500,000-plus true believers grabbed this city by the buckhorns and rode it to tune of over \$250 million. From Ormond Beach to New Smyrna Beach, the sounds of slapping chaps and pumping pistons let the locals know that the seven-day storm was ready to rip like a hurricane through the middle of Main Street.

And did it ever. The surf swelled early Friday morning with an influx of bikers from all 50 states and around the world. Public service announcements advised →





locals about driving safe and traffic routes to be avoided, but how do you avoid half-a-million of Milwaukee's finest? You can't! Kickoff parties fired their welcoming salvos at The Cabbage Patch, Gilly's Pub 44, Iron Horse Saloon, Art's Place, Boot Hill Saloon, Squeeze-In Pub, and Jackson Hole Saloon, and by early Saturday morning, the full-fledged invasion was on.

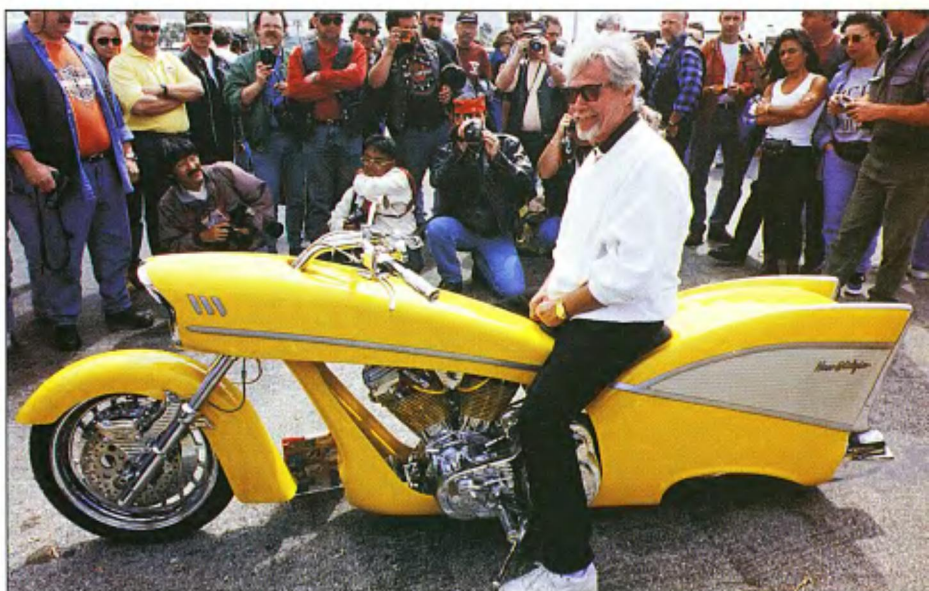
From up north at the Daytona 200 Campground to ABATE of Florida's digs in the southernmost corner, the party perimeter was quickly established. By late Saturday night the presence of man and machine was in full swing, a symbolic black and orange bar-and-shield flying high over the skies of motorcycle Mecca.

Thousands of bikers headed north Sunday, March 5, on Hwy. 1 to Smiley's Tap's Annual Bike Week Pig Roast, an event that ritually launches Bike Week. This low-key bar has the kind of atmos-

phere many of us wish would return in full force to answer the last decade of Harley evolution. The women's egg wrestling event at the Squeeze-In, coleslaw wrestling at Sopotnick's Cabbage Patch, and cornflake wrestling at Jackson Hole Saloon weren't bad answers either.

Miss Bike Week contests kept that spirit alive at The Cabbage Patch, Boot Hill Saloon, Squeeze-In Pub, Pub 44, and Froggy's, with the heated finals at the Ocean Pier Ballroom. On the chrome-and-customizing side of competition, the Rat's Hole Show had more than 350 entries. Other shows included the Boardwalk Classic, Main Street, Cha Cha's, Bikers Corner Custom, and Bike Week Classic.

Harley-Davidson occupied the Ocean Center Auditorium with bike and fashion displays, offering both outdoor and indoor shows to benefit MDA. Test rides at the Speedway offered the crowds a chance →





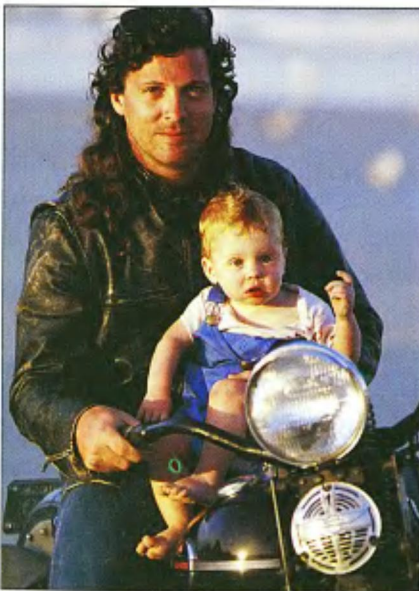
Photos: Mike Lichter, Pat Randle



to fire-up 1995 H-Ds and Buells, and standing-room-only was the order of the five-day opportunity. American Motor Works, the newest kid on the American bike block, introduced its Spirit model, a 1400cc, 4-valve-head rocket with single-cylinder mechanical fuel injection. The motor is also being marketed as a bolt-in replacement for 1980 and up Big Twins.

On the extreme end of riding, several Wall of Deaths around town let you see what not to try at home. Outside of town at Volusia County Fairgrounds, Jim Tillman and his brother Jason, tested the promise of centrifugal force as they circled wooden walls some 15 feet about the ground, continuing a 70-year family tradition of vertigo.

Molly Hatchet, The Georgia Satellites, and B.J. Thomas rounded out the celebrity music scene, and while there're too many clubs and bands to fairly mention, one group in particular captured the fire



and spirit that will forever keep my wandering ass on the seat of a Hog. The Mike Griffin Band played Main Street's Martinique all week, and they let local caricature artist Dian Marshall sit in on Friday night for a rendition of "Stormy Monday." Her four-octave range and Mike's screaming lead guitar blew the roof off the place, and when the splinters and applause settled, you knew you had witnessed the energy and essence of Bike Week at its best.

Of course, this overview can't do justice to the largest motorcyclist gathering in America, so we've saved the juice for September's *In The Wind* #71 (41 action-packed pages of brothers and sisters from all over the globe riding their pride), and the *Easyriders* Daytona Special Video. Till then, check out the shots of yourselves being yourselves in a sea of 750 Harley-filled square miles.

—Slide

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JOURNEY IN **FLIGHT**

Michael Shiff's Sleek Steel Stallion



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When the motorcycle bug bit Michael Shiff it left an indelible mark. Away from the lifestyle for years ("I had bikes when I was a kid"), the flame for riding was recently rekindled by a ride on a friend's new Harley.

"That started it," Michael says. "So I bought a Softail and tripped to Colorado for a mountain ride." Now fully hooked, Michael needed something to express his new-found feelings. Check out his new creation, "Journey in Flight," currently the rage of the Sunshine State streets.

Inspiration to build something truly

unique sent Michael rolling cross-country in search of ideas that ranged from fine art to high performance. Raising championship quarter horses also played a role in the design of his new ride. "Everyone wants to build a bike with personality and style," says Michael, "and I wanted to do a horse theme, incorporating different pieces of art. I wanted to use the bike as a canvas and the horses as inspiration."

By researching art books, Michael was inspired by painter Bonny Fine Art of Dallas, who uses horses as subject matter in her dynamic, multi-colored

murals. Flying to the Lone Star State was a small price to pay to get the right paint job, he says. "I went to her home, and we discussed the possibilities of putting her ideas on my bike."

Under the exterior paint lies an equine beast chomping at the bit. Together with Lonnie Cantrell of Savage Cycle Works in Pompano Beach, Florida, John designed and built a ride with quarter-horse power and grace. On a 1994 California Pro Street frame, they mounted a raging 98.5-cubic-inch power plant with Delkron cases and a Dyna single-fire →



ignition. Using an S&S lower end, pistons, cam, and G-series carb, along with STD heads and James lifters, Journey in Flight comes ready to ride.

Creating an image was an important factor in building his Journey. "The idea was to make the motorcycle look light in front and powerful in back," says Michael. The front wheel is an eye-catching 80-spoke fantasy made in Germany. "We used it because it looks sharp," he explains. The specially fabricated fenders, stretched FLH dresser gas tank, and custom





seat by Don's Custom Canvas all make you want to throw a leg over this sleek galloping ride.

But the art remains the focal point of Journey in Flight. Taking the equestrian theme of a wilder steed of steel to Hyena Graphics of Margate, Florida, and laying on a special House of Kolor pearl paint, Michael produced something only his infernal imagination could predict. "The artwork stops everybody dead," says Michael, proudly. "It's a depiction of horses running to the sky." And you can bet those wild horses drag him away every chance he gets.

—David Loco

Owner:.....Michael Shiff
City:.....Parkland, Florida
General
Fabrication:.....Savage Cycle Works
Year and make:.....1994 H-D
Model:.....FXR
Chroming:.....Atlantic Coast Plating
Engine
Year:.....1994
Model:.....Evo
Rebuilder:.....John Sachs Racing Engines
Ignition:.....Dyna single-fire
Displacement:.....98.5-cubic-inch
Lower end:.....S&S

Pistons:.....S&S
Cases:.....Delkron
Heads:.....STD
Carn:.....S&S
Carb(s):.....S&S-G
Pipes:.....BUB stepmother
Modifications:.....Savage Cycle Works
air cleaner, James lifters, balancing by S&S
Transmission
Year:.....1993 H-D
Modifications:.....shaved fins,
polished cases
Painting
Molding:.....Hyena Graphics

Painter:.....Hyena Graphics
Color/type:.....blue/peach/House of Kolor
Special paint:.....Bonny Fine Art design
Frame
Builder:.....Kenny Boyce
Type:.....Pro Street
Modifications:.....molded,
33.5-degree rake
Accessories
Bars:.....Ness
Fenders:.....Savage Cycle Works
Headlight:.....Ness
Tailight:.....Savage Cycle Works
Speedo:.....Savage Cycle Works

Pegs:.....footboards, SCW
Gas tank:.....stretched, SCW
Oil tank:.....SCW
Seat:.....Don's Custom Canvas
Mirrors:.....Ness
Grips:.....Ness
Forks
Type:.....SJP (Holland)
Modifications:.....Ness trees,
custom fender
Wheels
Front:.....21-inch, 80-spoke, Metzeler, P.M.
Rear:.....16-inch, 80-spoke, 6-inch rim, P.M.
Photos:.....Don Rogers

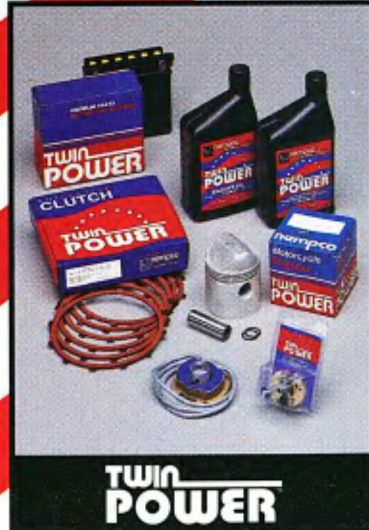
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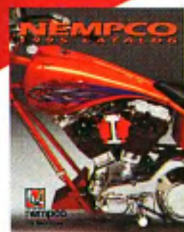
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ANTI-BIKER LEGISLATION

Every American, especially every biker, should be gravely concerned about the ongoing debate in Congress and many state legislatures regarding Tort Reform. Tort Reform may sound progressive, but it is actually a Trojan Horse. If passed by the Congress and state legislatures, the insurance companies, with multi-billion dollar profit margins, will have grounds for not paying on insurance policies even though the premiums have been paid. Insurance companies have also tried the back door approach by attempting to reduce or eliminate medical insurance for bikers who are injured on a motorcycle while not wearing a helmet. See *Health Insurance Conspiracy* (February 1994 issue) and *Hope in the Air* (June 1994 issue).

While this proposed legislation affects everyone, it is particularly detrimental to motorcyclists. The most anti-biker aspect of Tort Reform is the anti-stacking proposal. This proposal allows the insured to collect from all policies owned in the event the wrongdoer does not have enough insurance to fully compensate the injured person. Stacking allows the insured to get what he is paying for. Insurance companies are spending millions of dollars received from you (in the form of premiums) on lobbying in an effort to pass anti-stacking legislation. They are, in effect, spending your money to lobby for laws that will prevent you from collecting the full benefits you have purchased.

This Is How Stacking Works; You Decide If It Is Unfair To The Insurance Companies.

Suppose you own a motorcycle, a car and a pickup. You have paid a separate premium for each policy for all three vehicles with the same coverage and the same policy limits of \$25,000 of uninsured motorist coverage. Uninsured motorist coverage protects you when a car with no insurance hits your motorcycle. Let's suppose that one summer day you are out riding and (as all too

frequently happens) you are struck by a negligent uninsured motorist. Although the accident was not your fault, you are seriously injured and end up with medical bills totaling more than \$70,000. You have very limited recourse against the motorist because he has no insurance and no assets. But, by stacking your three insurance policies, you can recover \$75,000 (\$25,000 from the motorcycle, \$25,000 from the car, and \$25,000 from the pickup) from your own insurance company. This makes sense because you paid each premium, and, in

return, the insurance company agreed to provide you with \$25,000 of coverage under each policy, in the event that you are involved in an accident with an uninsured motorist.

Under Tort Reform measures that would outlaw stacking and seriously limit your ability to be compensated for another driver's negligence, your medical bills and pain and suffering →

SNEAKING
THROUGH
THE BACK
DOOR

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YOUR MEDICAL BILL... SUCKER!



would only be compensated up to \$25,000 (the limit of your motorcycle uninsured motorist policy). You would not be able to recover the \$25,000 from the car's policy or the \$25,000 from the truck's policy, even though you had paid the insurance company for that \$25,000 of coverage on each of those policies. Imagine how outraged people would be if a relative died, leaving three \$25,000 life insurance policies, and they were told they could only collect on one.

The same situation would apply with your underinsured motorist coverage. Underinsured motorist coverage applies when the other motorist has some, but not enough, insurance. For instance, if you have \$100,000 of underinsured motorist coverage and are struck by a motorist with only \$25,000 of liability coverage, your \$70,000 of medical bills would be paid from both the \$25,000 of the other motorist's insurance as well as the remaining amount necessary to cover you from your own insurance, up to \$100,000.

An example of the importance of stacking is the case of a client of mine who had four separate insurance policies (two bikes, a car and a truck), each with uninsured and underinsured motorist coverage of \$100,000. A motorist failed to yield at a stop sign and struck my client, who consequently had medical bills in excess of \$250,000. The motorist responsible for the accident had only \$25,000 worth of liability coverage. Because of stacking, my client was able to recover under all four of her underinsurance coverages, allowing for her complete recovery of medical expenses, wage loss, vocational rehabilitation and compensation for her pain and suffering. Without stacking, her total recovery would have been limited to \$100,000 (the amount of underinsured motorist coverage on the policy for the bike she was riding at the time of the accident). The \$100,000 would have amounted to less than one-half of her medical bills, and would have left her with \$150,000 in medical bills and no compensation for her wage loss, vocational rehabilitation, or pain and suffering.

Often, when a person has huge medical bills and is not covered by any type of insurance, he/she is forced to seek

assistance from public aid or Medicare/Medicaid. Public assistance is, of course, funded by your tax dollars. In effect, anti-stacking legislation will allow the insurance companies to require you, the taxpayer, to pay the medical expenses related to an accident that they (the insurance companies) have been receiving payment (in the form of premiums) to cover. Does this seem fair?

As if anti-stacking proposals were



not bad enough, other measures that fall under the umbrella of Tort Reform include limiting the amount of compensation injury victims can receive as a result of medical malpractice to \$350,000 for noneconomic damages. Damages for other types of negligence would be limited to \$250,000 for what can be a lifetime of pain and suffering. These measures are also extremely biker unfriendly.

The same insurance companies that are elated to take your premium check each year are notoriously stingy when it comes to paying any sort of benefits ... even when those benefits are obviously deserved. Tort Reform allows the insurance companies to add insult to the injuries already suffered by the biker. The biker is injured in three ways: twice by the insurance company and once by the negligent motorist. Here's how:

1. Many insurance companies will not include underinsured motorist coverage in a motorcycle policy. Additionally, insurance agents have become notorious for selling only the bare bones, statutorily mandated

minimum coverages to motorcyclists.

2. The motorcyclist is injured in an accident through no fault of his own.

3. The insurance company punishes the motorcyclist by not allowing him to recover under the underinsured or uninsured provisions of all of the insurance policies that he owns.

Anyone who purchases four policies of insurance should be entitled to recover under all four policies if they are needed. The thought process associated with the anti-stacking movement is materially flawed.

I have spoken with several state legislators about the issue of stacking and insurance premiums. Although the insurance industry wants us to think that anti-stacking legislation is pro-consumer, they admit that this measure will not reduce premiums. Furthermore, no legislator I have spoken to has ever received one complaint from a constituent that uninsured motorist premiums were too high and something had to be done to reduce the premiums or to eliminate stacking.

Congress and state legislatures in more than half of the states are scheduled to debate some form of Tort Reform. If Tort Reform passes, bikers will be left with less and less insurance; furthermore, insurance companies will be permitted to shift the burden of an accident from the wrongdoer to the injured motorcyclist. That is just the way insurance companies want it.

To preserve your right to ride without risking financial ruin, you need to contact your state and Congressional representatives immediately. Tell him/her that you are very concerned with the movement toward Tort Reform, especially as it seeks to eliminate stacking and limit the amount of compensation given to accident victims. Motorcyclists as an organized group have a great deal of political influence and should not stand by and allow their insurance compensation to be legislated away.

—Michael F. Hupy

Michael F. Hupy is a partner at the Jacobson & Hupy S.C. law firm. Jacobson & Hupy works extensively in the area of motorcyclists' rights. Hupy has argued stacking cases before a state supreme court twice and has lectured on this topic at legal seminars.

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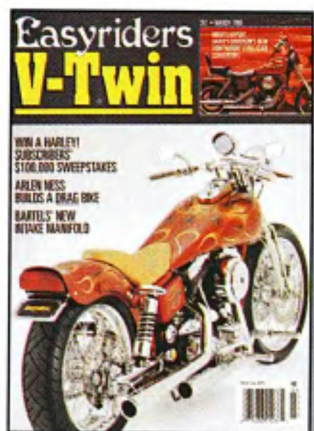
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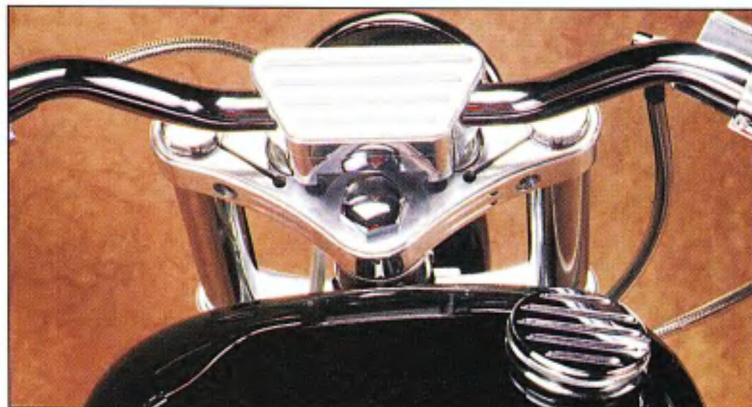
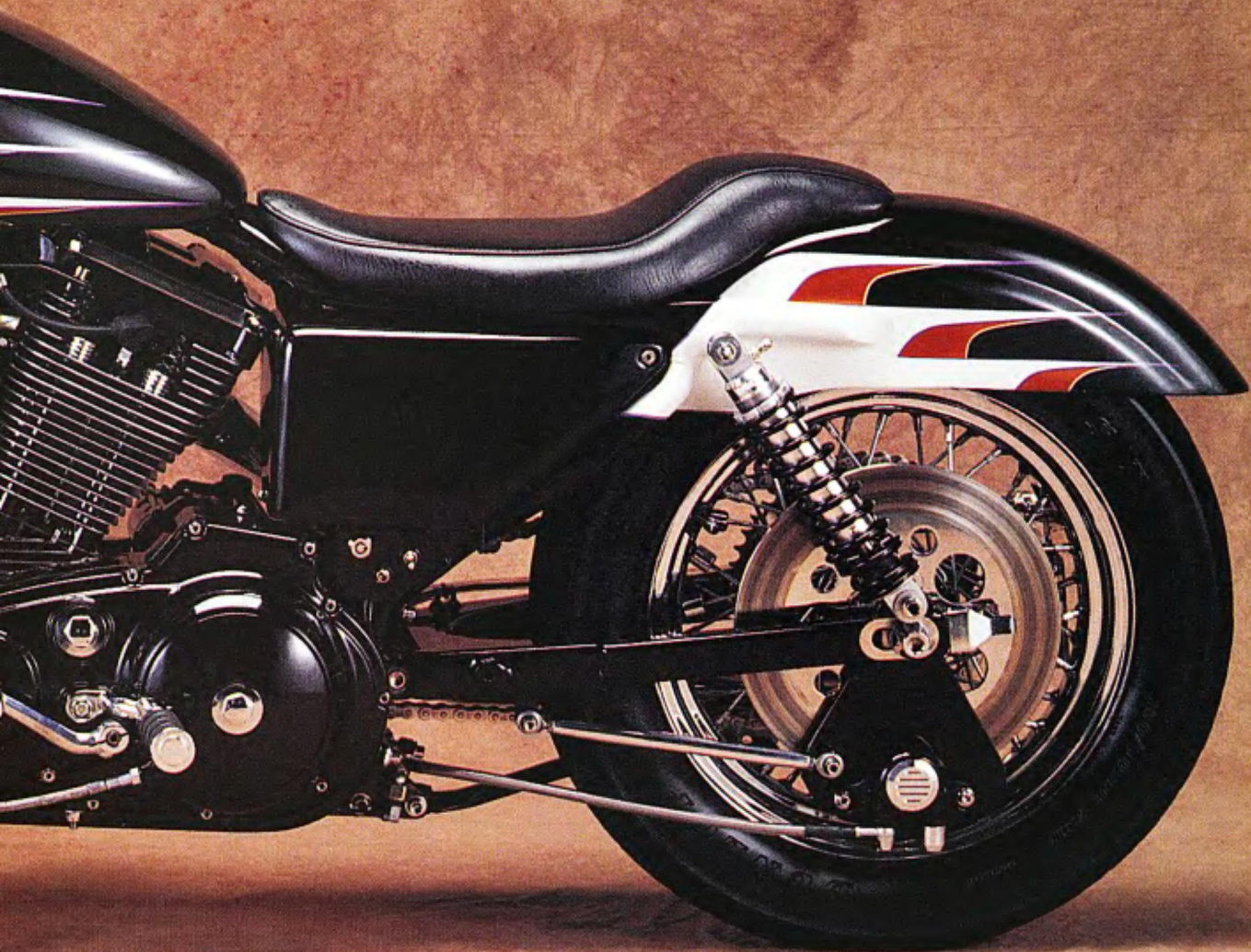
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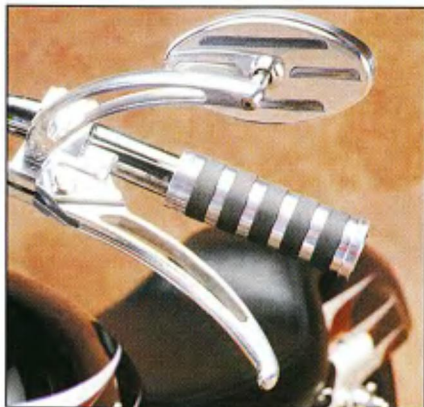
Bakersfield was the setting. But what can you do with a 1988-vintage 883 Sportster? Well, the price was right, and if you happen to be a superb welder, mechanic, and painter (and you don't mind sweating your tail off for more than five months) →



you might come up with this beauty.

The builder, Bruce LeFevre, who has all of those talents plus a few others, did just that by turning this once mild-mannered little scoot into a screaming, heavy-duty, bad-assed machine that produces one horsepower for each cubic inch—74 to be exact. A real screamer. Don't look down your big bike noses at a stop sign when this black bomber pulls up, or you'll find yourself looking down the tail end of a couple of Porker pipes that just blew you off the hot, sticky asphalt.

Now, Bakersfield isn't widely known





as a hot bed of custom bikes, but this pure power brute would hold its own anywhere. The black beauty has every bolt and nut chromed, wiring hidden in the frame, and it displays an attention to detail that is rare in any bike. Bruce did all of the work himself, even the welding on the frame to give it the 38-degree rake. It attracted lots of attention on its maiden run at the 1995 Love Ride.

It's rare when someone who hasn't been surrounded by motorcycles all his life suddenly turns out a creature of beauty like this. You see, this is not only the first bike that Bruce has built,

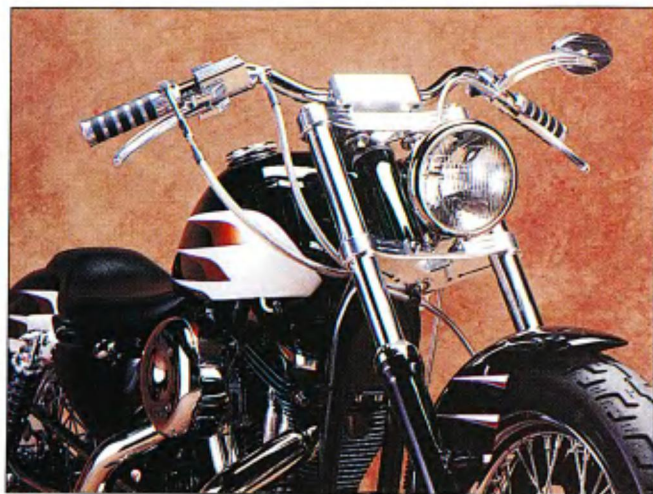


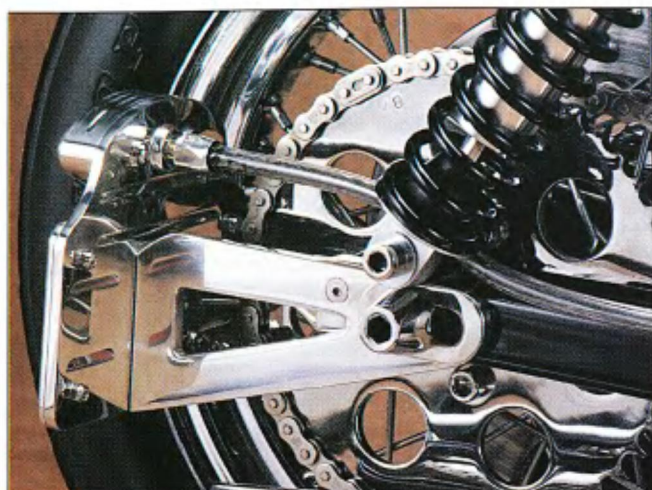
but it's also the first Harley he's owned.

"I seem to have some innate ability to visualize something before it's finished," he says with modesty. "My bros all thought I was crazy when the project started. Now they want me to do their bikes."

His vision held true, and the finished creation is superb. Who knows where this will end? Bruce couldn't wait for the heat this time and started his next project in the cool of winter. The streets of Bakersfield will never be the same.

—Spike Bombay →





Owner: Bruce LeFevre
 City: Bakersfield, California
General
 Fabrication: owner
 Year and make: 1988 H-D
 Model: XL
 Chroming: A&C Plating
Engine
 Year: 1988
 Model: XL
 Rebuilder: owner
 Ignition: Screamin' Eagle
 Displacement: 74-cubic-inches
 Lower end: H-D

Pistons: H-D
 Cases: H-D
 Heads: ported Baisley valves
 Cam: Andrews V-8
 Carb(s): S&S
 Pipes: Porker
 Modifications: powdercoating
Transmission
 Year: 1988
 Modifications: powdercoated primary
Painting
 Molding: owner

Painter: owner
 Color/type: black Deltron
 Special paint: pearl and tank scallops
Frame
 Builder: H-D
 Type: XL
 Modifications: 38-degree rake, air dam, struts
Accessories
 Bars: K&N
 Fender(s): Ness/FXR
 Headlight: Ness
 Tailight: Ness/owner
 Speedo: none

Pegs: Ness, front
 Gas tank: owner
 Oil tank: XL
 Seat: owner/DPR
 Mirrors: Ness
 Grips: Ness
Forks
 Type: Ness, wide glide
 Modifications: chroming, Ness trees
 springer headlight
Wheels
 Front: 19-inch, Dunlop, H-D
 Rear: 16-inch, Dunlop, H-D
Photos: Silvermoon



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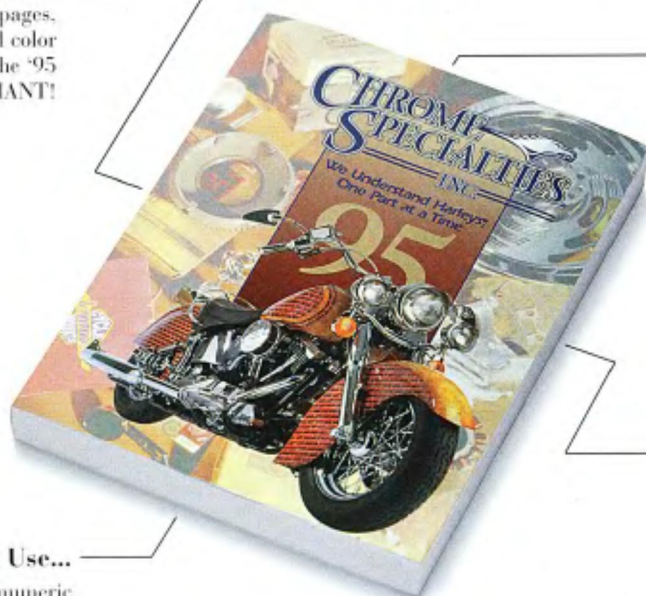
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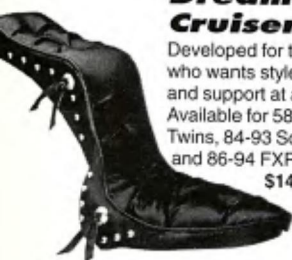


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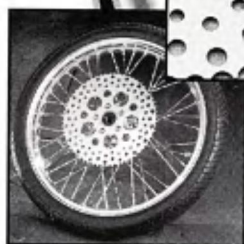
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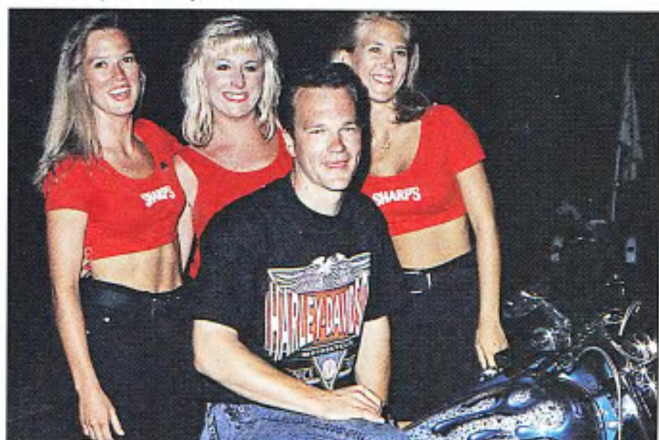
—Chuck and Sandy, Maui, Hawaii



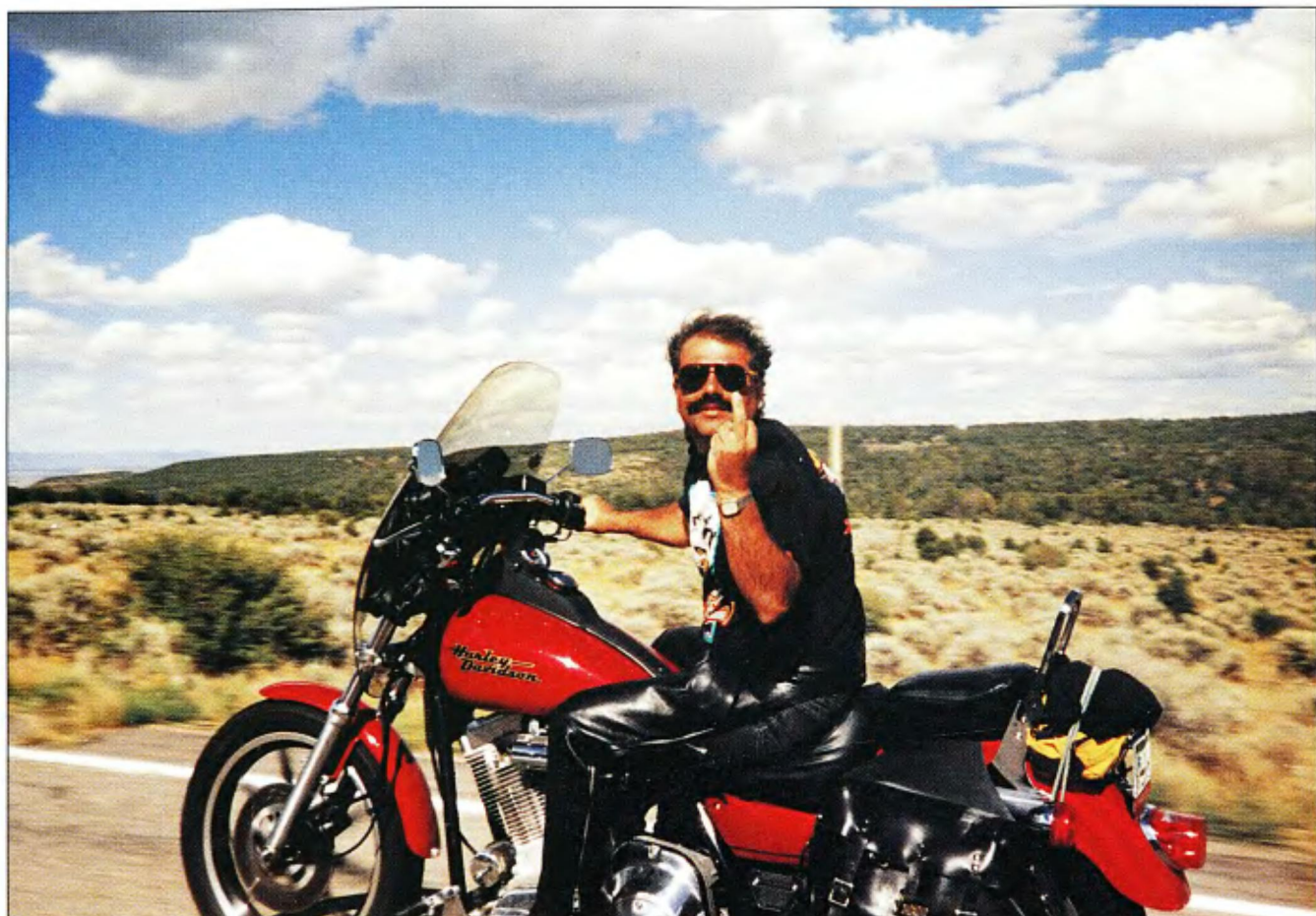
—John Peterson, Shrewsbury, Mass.



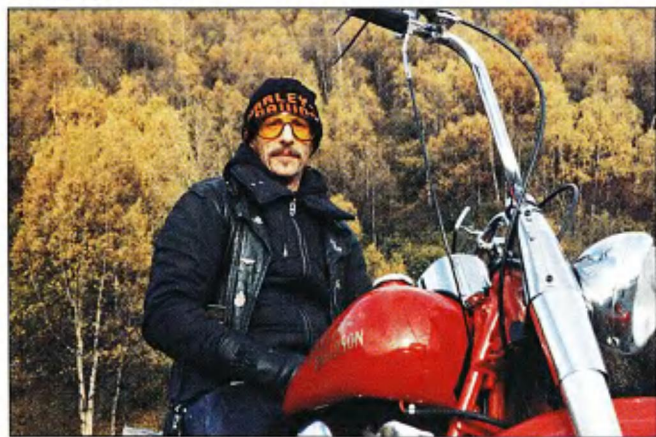
—Jim Sampson, Stacy, Minn.



—Kim Peterson, Sturgis '93



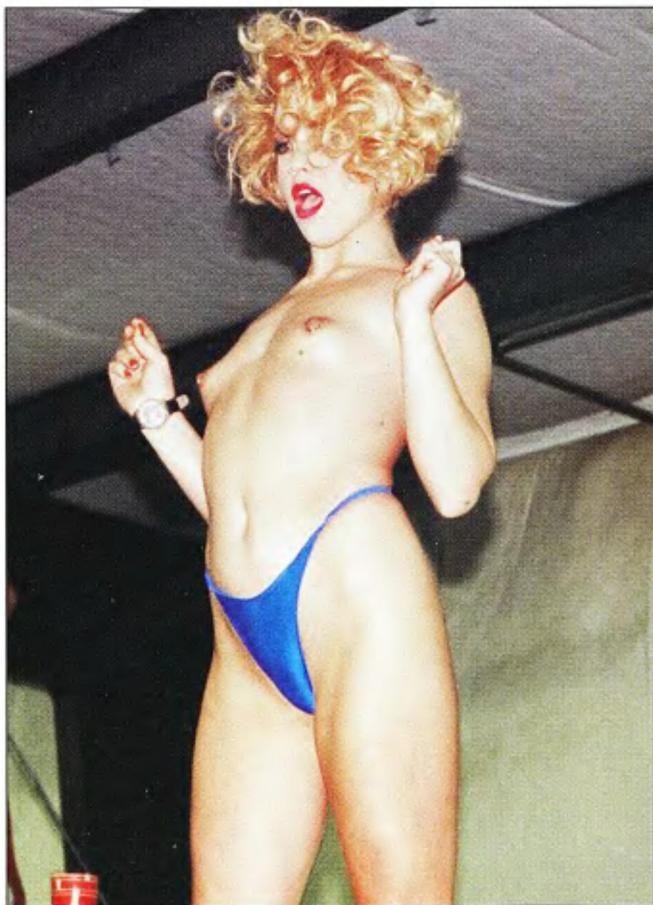
—Joe, Ft. Collins, Colo.



—Charlie Babcock, Anchorage, Alaska



—Duane Amberg, Havana, Ill.



—Pinion, North Carolina



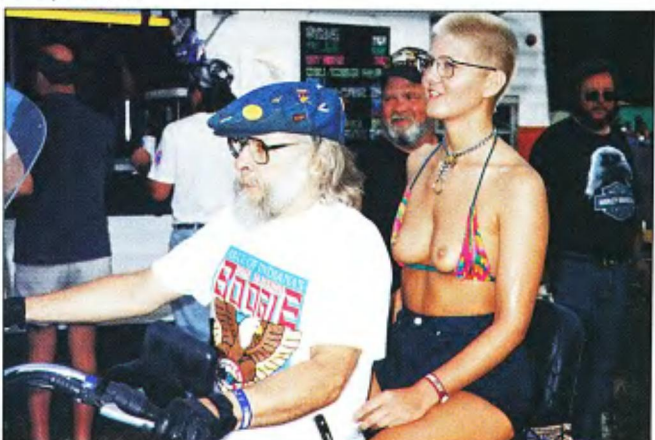
—Carmen Senese, Kennedale, Texas



—Dog Bite's Father, Harley-Rendezvous '94



—Dirty Ernie, Neb.



—Gary Etchason, Effingham, Ill.



—John Neyrot, Ft. Lauderdale, Fla.



—Gary Kuta, Flossmoor, Ill.



—Bill Marconi, San Jacinto, Calif.



—Bret Brandt, Waterloo, Iowa



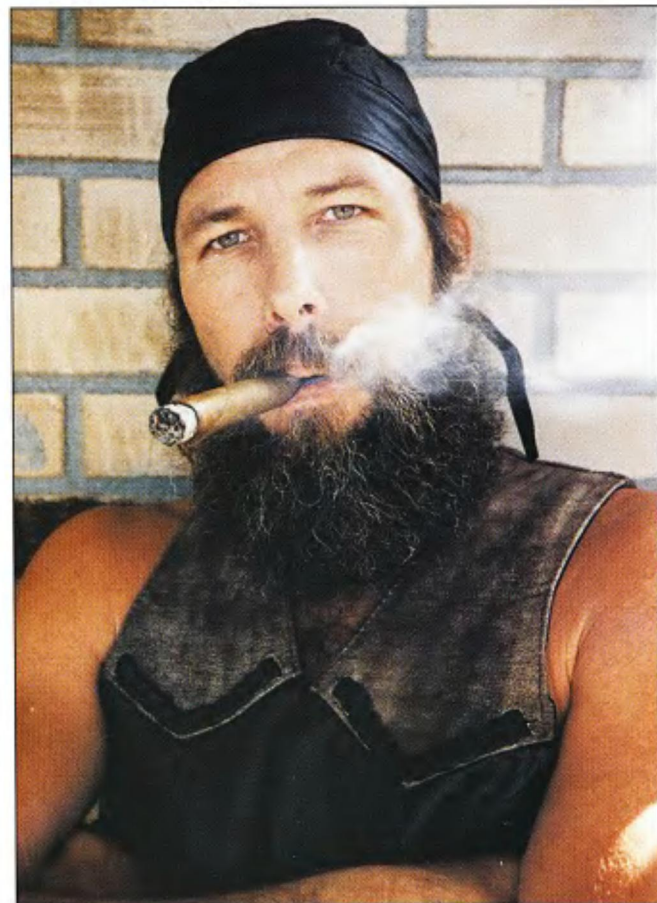
—Eric Torrese, Homestead, Fla.



—Bill Stieler, Albert Lea, Minn.



—Bret Brandt, Waterloo, Iowa



—Jerry Koch, Crystal Beach, Fla.



—Mike Sjostrom, Priest River, Idaho

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

FEBRUARY WINNER

She's 39, a grandmother, and possessed of an infectious smile and personality that cause an outbreak every time she enters a room. And that's no monkey business. Your most recent Fox winner, Barbara, comes to us from Kamloops, British Columbia, up in the Great White North, and further upholds the meaning of class by riding her own scooter alongside her husband, Larry. Not content to merely sit and hold on, Barb gets out and goes for it. She is involved with her local H.O.G. chapter, does benefits, keeps a family and household running on all eights, and nails down a full-time job. Being in the Fox Hunt fulfills a fantasy of hers, and winning gives her a sense of completion. Barb's photo shoot was wedged between rainstorms in March, giving her a chance to check out *Easyriders* of Hollywood and soak up some prime California weather. Take a gander at a class woman having fun alongside Hector Sedano's badass Blockhead on page 98. —Loudmouth



My first time ever on a Harley was scary and exciting at the same time. It made me feel free-spirited and wild.
Lorissa, Ohio—#701



I was six years old with my father in Baja California, I was nervous on the back of his big Hog. Since then, bikes have always been in my life.
Tracy, California—#702



I finally got my fanny on a Hog in '93 and I'll never find anything that got me as hot and wet as the vibration coming from that beast.
Billie Jo, New York—#703



It was my 21st birthday party—Harleys, booze, and rock 'n' roll—a real biker party. I had all the necessities for a great 21st birthday!
Cherokee, Florida—#704



When I was 11 years old my neighbor taught me how to ride a Harley. I remember how big the bike was and a very powerful feeling.
Lori, Nevada—#705



I was 19, he was 31, we rode his '57 Pan all over the country and had a grand time. It rocked my world every time it roared to life.
Caroline, South Carolina—#706

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

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,

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!

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

For this issue, you can begin sending in your votes beginning June 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 June 30, 1995. We'll print the winner in the October 1995 issue.



Here she is, bros, the March 1995 winner in our monthly Fox Hunt, Karin, #304, from Denver, Colorado. See more of her next issue.

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

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

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

265

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 () _____

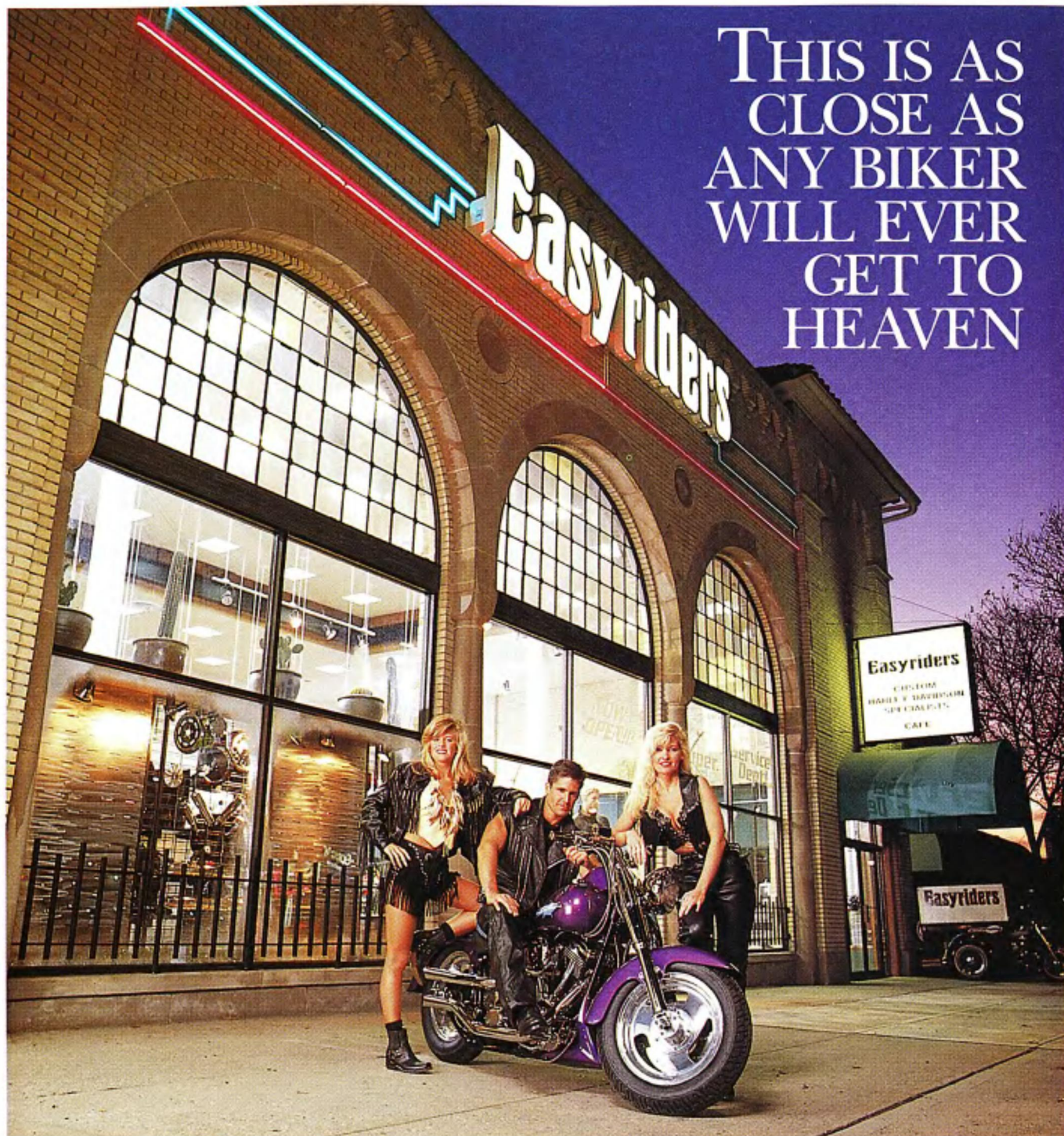
Photographer's Signature _____

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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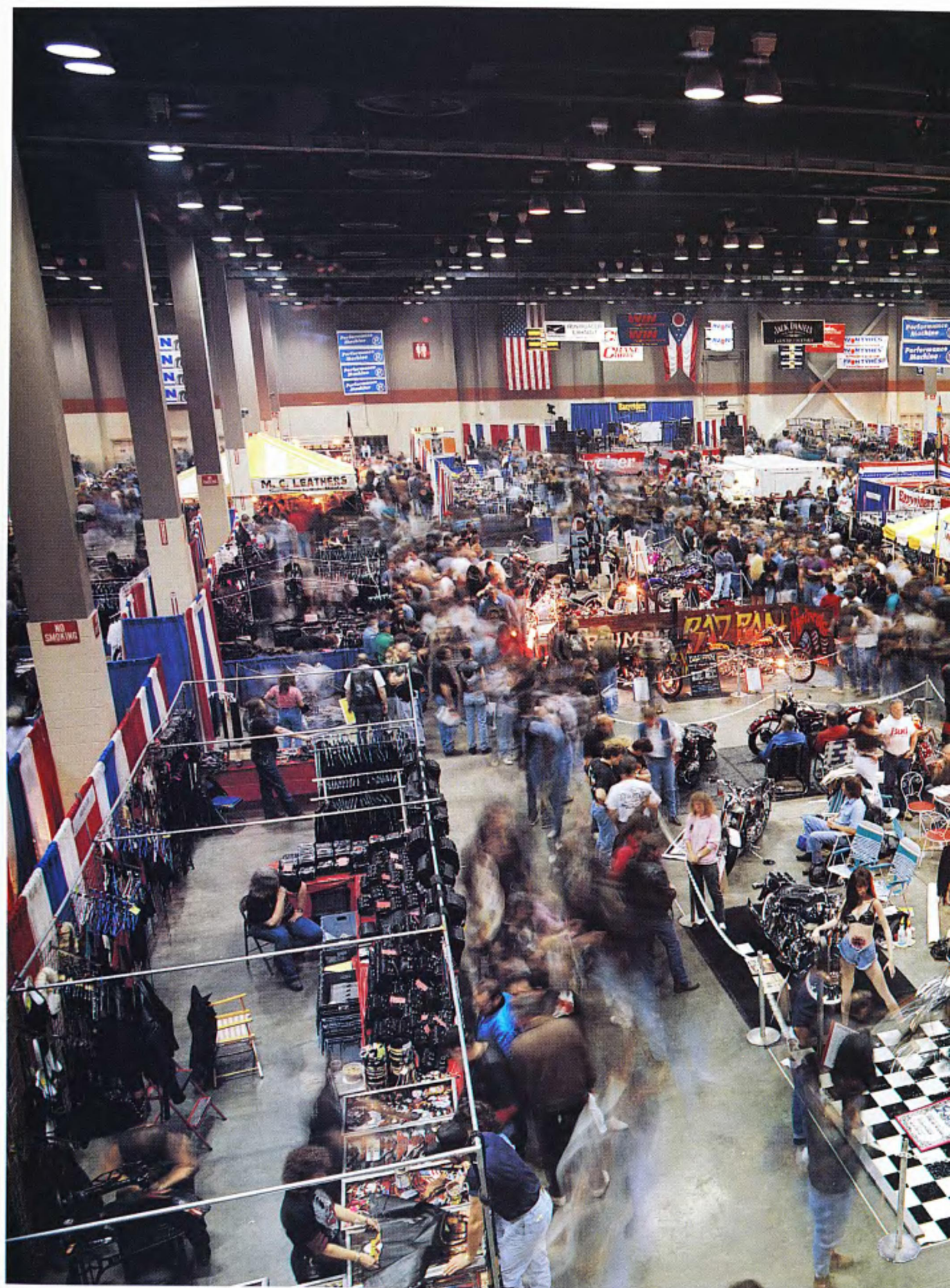
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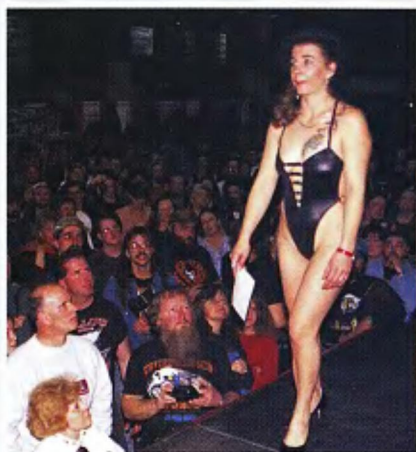


PRESIDENT'S BDAY BLOWOUT

LUST & ENVY
IN OHIO

The dead of winter was no match for the thousands of motorcyclists who cursed the howling winds, zipped up their leathers, and rode to Columbus, Ohio, for the 1995 \$35,000 *Easyriders* Invitational Bike and Tattoo Show.

The event took place over a chilly President's Day weekend, February 17-19, but neither



snow nor frigid temps could stop scooter bums from flocking to the Veteran's Memorial to feast their eyes on the world's finest bike and tattoo work.

The event drew a slew of vendors, offering wares from leather and lace to parts and accessories, and enough spectators to shatter previous *Easyriders* attendance records.

The three top finishers in 1994's five regional shows were invited to compete →





for the top prizes. Also asked to the dance were bikes featured in last year's pages of *Easyriders*, *Biker*, *In The Wind*, and *VQ*. Winners were chosen by readers who sent in votes and the crowd, and were awarded cash prizes and trophies. Everyone entering the show was given a ballot for the best bikes in each category.

New this year was the addition of the Judged Class division. *Easyriders* Editor Keith R. Ball and master builder Dave Perewitz judged the professionally built entries. Meanwhile, the regional winners of 1994's tattoo contests competed for top honors. An applause meter was used to pick the winners.

The collection of bikers, builders, tattoo artists, and fans had more to admire than scoots and tats: The new Ms. *Easyriders*, Tondra, of Greensboro, N.C., from '94's Fox Hunt was crowned; a fashion show,



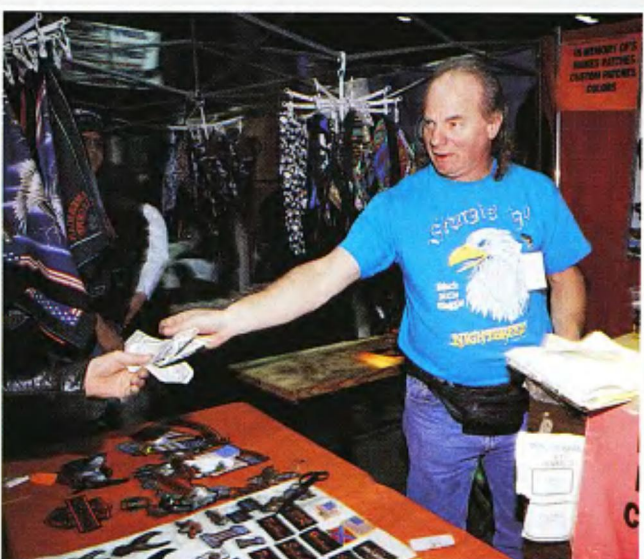
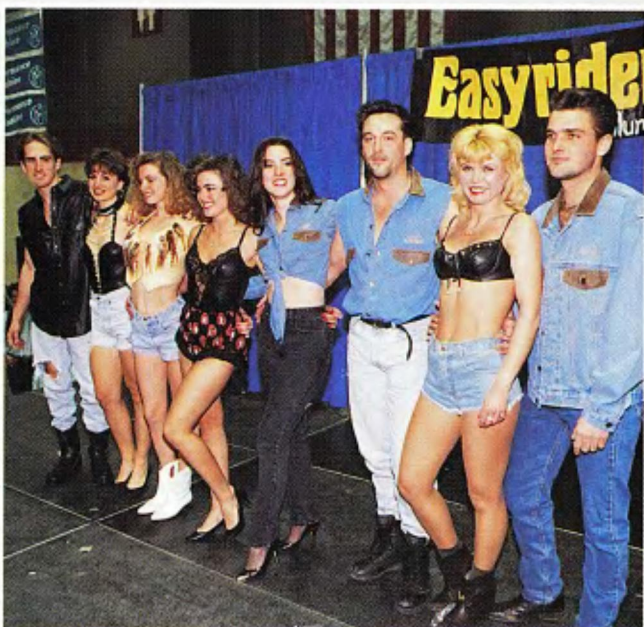
featuring a new *Easyriders* line of apparel, was held; and a hot band, Powertrain, belted out righteous R&B.

Also, there was the rolling *Easyriders* Store—the walk-through 18-wheeler housing hundreds of T's, sweats, etc. CCI showed off its extensive line of parts and accessories inside their own big rig.

A special perk was provided to Bros Club members—their own VIP lounge, which was perched over the entire event for an awesome view of all the action.

The show went off without a hitch, thanks to the efforts of ABATE of Ohio for providing security, the Unioto Boosters for volunteering their services, and Legendary Entertainment for providing the knockout band. This year, the mother of all bike shows lived up to its world-class reputation. It is an event not to be missed.

—Josh Placa →





Photos: Mike Lichter, Billy Tinney, Sonia R. Faughn

1995 EASYRIDERS INVITATIONAL BIKE & TATTOO SHOW WINNERS LIST

Invitational Classes: Best Of Show

1. Joe Dinaro: 1993 Heritage, Ft. Lauderdale, Fla. (Easyriders/Nov. '94)
2. Rick Parless: 1965 FL, Irving, Texas (Biker/Dec. '94)
3. Don Babcock: 1985 Softail, Endicott, N.Y. (Easyriders/Oct. '94)

Blockhead Class

1. Pam Owens: 1992 FXSTC, Wellesley, N.C. (Easyriders/July '94)
2. Lou Falcigno: 1991 FXST, Ft. Pierce, Fla. (Easyriders/Aug. '94)
3. Charles King: 1991 FLSTC, Rural Hall, N.C.
4. Bill Van Story: 1989 FXR, Fayetteville, N.C. (Biker/Oct. '94)

Shovelhead Class

1. Wally Scott: '79 FLH, Cotuit, Calif. (Easyriders/Sept. '94)
2. Louie Bevilacqua: 1972 FX, Mastic, N.Y. (Easyriders/Nov. '94)
3. Kim Todd: 1977 Shovel, Burlington, N.C. (Easyriders/Dec. '94)

Knucklehead Class

1. Paul Watkins: 1946 Knuckle, Topeka, Kan. (Easyriders/Dec. '94)
2. Dave Royal: 1940 Knuckle, Grover Beach, Calif. (Easyriders/March '94)
3. Russ Swinger, Roni Bartlett: 1941 FL Knuckle, Isanti, Minn. (Easyriders/Jan. '94)

Panhead Class

1. Tim Thell: 1965 Electra Glide, Visalia, Calif. (Easyriders/Sept. '94)
2. Chuck Falkoff: '54 FLE, Rochester, N.Y. (Biker/Oct. '94)
3. Swamp Fox: 1962 Alterator Pan, Florida Everglades (Biker/Dec. '94)

Restored Class

1. Mike Cruz: 1963 RLH Duo Glide, Fairview, Tenn. (Easyriders/Aug. '94)
2. Stewart Cates: 1955+ FL Pan, Rainelle, W. Va. (Biker/Aug. '94)

Sportster Class

1. Dave Imbody: 1967 Sportster, Marion, Ohio (Easyriders/Sept. '94)
2. Marc McClave: 1992 Soft-star, Durham, N.C. (VO #2 '94)
3. Tom Crockett: 1987 Sportster, Rockdale, Texas (Biker/Oct. '94)

Foxy Rider Class

1. Valinda Johnson: 1984 Low Rider, Hampton, Va. (Easyriders/June '94)

Preview Class

1. Hector Sedano: '94 Softail, Petaluma, Calif.
2. Jim McMillen: '92 FLST, New Castle, Pa.
3. Bruce Whitford: '45 Indian, Rootstown, Ohio
4. Lou Falcigno: '94 Cosmic Chop, Ft. Pierce, Fla.

5. Brad Barnett: '88 Sportster, Kannapolis, N.C.
6. Mike Shiff: '94 Pro Street FXR, Parkland, Fla.
7. Dick Clark: '74 Pro Street, Chatfield, Ohio
8. Gary Carter: '90 FXSTC, Columbus, Ohio
9. Stan Linton: '81 FXLR, Romeoville, Ill.
10. Simon Solomon: '92 Softail, Greensboro, N.C.
11. Frank Gates: '57 FLH, Springfield, Ill.
12. Rick Wachter: '95 Radical, Toronto, Can.
13. Eric Neubecker: '42 UL, Grand Rapids, Mich.
14. Horace Joyner: '87 FXLR, Rocky Mount, N.C.
15. Gary Gijick: '86 XLH, West Allis, Wis.

Judged Classes

Radical Class

1. Betty Alley: 1994 Fat Boy, Pompano Beach, Fla.
2. Tim Crotty: 1993 FXR, Pompano Beach, Fla.
3. Ron Zabinski: 1995 Evo Oconomowoc, Wis.

Specialty Class

1. Philene Tarrone: 1975 FLH, Ft. Lauderdale, Fla.
2. Peter Barucci: 1957 Pan/Shovel, Billerica, Mass.
3. Stephen Horne: Triumph Tiger, Middletown, Ohio

Street Class

1. Brian Stinner: 1994 Fat Boy, Canton, Ohio
2. Jack Birch: 1992 Fat Boy, Annapolis, Md.
3. Glenn Thornhill: 1988 FXLR, Salem, Virginia

- Best Chassis:** Ron Zabinski: 1995 Evo, Oconomowoc, Wis.

Best Chrome: Brian Stinner: '94 Fat Boy, Canton, Ohio

Best Design: Jerry Davis: '91 FLHTP, Minford, Ohio

Best Detail: Mick Barnhart: 1993 FLHTC, Xenia, Ohio

Best Display: Ron Zabinski: 1995 Evo hardtail, Oconomowoc, Wis.

Best Driveline: Peter Barucci: 1957 FL, Billerica, Mass.

Best Engine: Glen Robinson: '87 FXSTC, Lima, Ohio

Best Graphics: Dave Royal: '95 Native American, Grover Beach, Calif.

Best Innovation: Dave Royal: '95 Native American, Grover Beach, Calif.

Best Paint: Brian Stinner: '94 Fat Boy, Canton, Ohio

Best Wheels: Philene Tarrone: 1975 FLH, Ft. Lauderdale, Fla.

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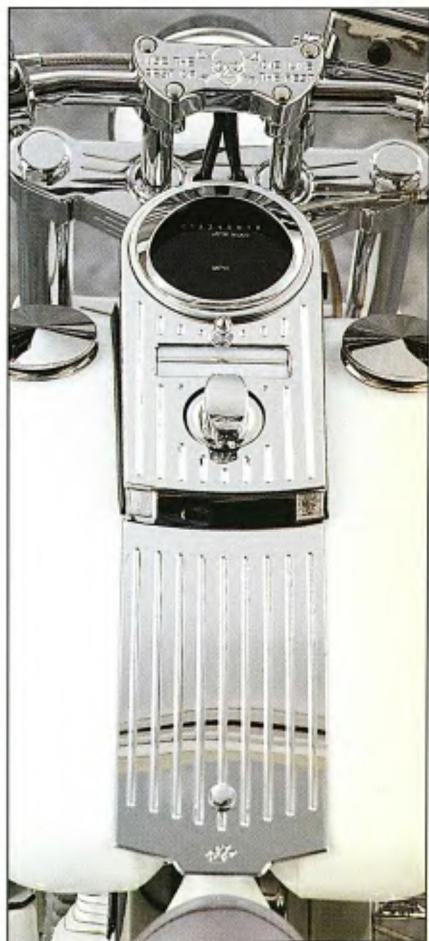
Easyriders





Somewhere between the first and the last blast down the fast-paced highway of life, you learn that every ride is a test, every turn is a judgment, and every road is ultimately your own. Petaluma, California, resident Hector Sedano had 10 years of brotherhood and a couple of custom-built motorcycles under his belt when he sat down to create the scooter that would reflect what he had learned along the road. He wanted to run a wide tire on a Softail, but he didn't want something that looked like what the rest of the design pack was doing. Seems like everywhere Hector had been, the pack was building rides that had way too much going on.

But a piece was still missing, a piece that, once found, would fall into place and capture the heart and soul of Hector's take on the biking world. He didn't have to wait long. A visit to J&D's tattoo shop (Cotati, California) led him straight to that missing piece: a picture of a skull chained to a body, an image forever linking body and soul. The force behind those grim-reaping eyes blasted a bare-bones statement loud and clear across Hector's mind. The artwork captured exactly how he felt about all of his Harleys; it illustrated the idea of being forever bound to your motorcycle by a sense of honor that follows you down all of life's roads. →



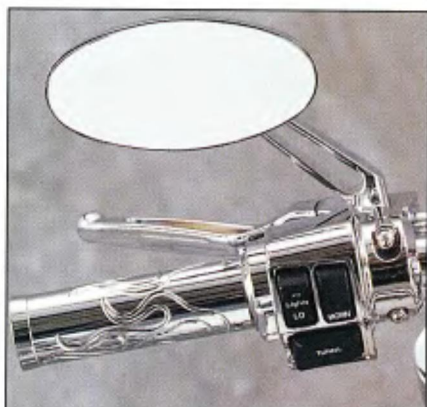
The hours of sweat wrung out by the good friends behind this project deserve firm recognition: Artist Ken Michaelsen brought Hector's vision to life with the hand-painted gas tank mural that says it all, and Chico Carrera's reputation for aluminum billet and chrome plating is just about second to none here; Bryan Kinney laid down the seamless Cronar white and pearl blue paint across the 35-degree raked, Pro Atlas Wide Drive frame, and long-time building buddy Doran Benson made sure the mostly S&S-modified 98-cubic-inch Evo, with a Dell 'Orto carb, sounded like the ravaging hounds of hell on a full-moon feeding frenzy.

When all was said and done, Hector



nailed first place in the Mild Custom Class at the 1995 Oakland (California) Roadster Show and first place in the Preview Class at the 1995 *Easyriders* Invitational Bike and Tattoo Show in Columbus, Ohio (thereby sealing a feature spot in this mag). There's not much holding this man back now, but if there were, the horn-activated nitrous system would let him pull away from it clean and fast. Regardless, somewhere between that first and last blast, Señor Hector Sedano rides and understands a mighty powerful and binding force.

—Slide
Hector would like to give special thanks to his wife, Tammy, Hector Sr., Mike Sedano, and Doran Benson.



 **First Place Best Of Show**
Easyriders Bike & Tattoo Show
Pomona, California,
March 17-19, 1995
Owner is eligible to compete
in the \$35,000 Invitational Show,
Columbus, Ohio, Feb. 1996





Owner:.....Hector Sedano

City:.....Petaluma, California

General

Fabrication:.....owner/Doran Benson

Year and make:.....1994 H-D

Model:.....Wide Drive

Chroming: ...Carrera Plating, Santa Rosa

Engine

Year:.....1994

Model:.....Evo

Rebuilder:.....Westside Custom Cycles

Ignition:.....electronic

Displacement:.....98 cubic inches

Lower end:.....S&S

Pistons:.....S&S

Cases:.....S&S

Heads:.....H-D

Cam:.....S&S

Carb(s):.....Dell 'Orto, dual throat

Pipes:.....big mamas

Modifications:..balancing by Westside, S&S
liters, Dell 'Orto air cleaner, nitrous system

Transmission

Year:.....1994

Modifications:.....chromed, Pro-One
wheel sprocket

Painting

Molding:.....Bryan Kinney

Painter:.....Bryan Kinney

Color/type: ..white w/ blue pearl/Cronar

Special paint:.....Ken Michaelsen

Frame

Builder:.....Pro Atlas

Type:.....Wide Drive

Modifications:.....slammed,
raked 35 degrees

Accessories

Bars:.....drag

Fenders:..H-D, Boyce (modified by owner)

Headlight:.....Ness

Taillight:.....catseye

Speedo:.....digital

Pegs:.....KuryAkyn

Gas tank:.....5.5-gallon H-D

Oil tank:.....H-D

Seat:.....Le Pera

Mirrors:.....Ness

Grips:.....Ness

Forks

Type:.....H-D

Modifications: ..billet/chromed trees, all
turned and chromed lowers

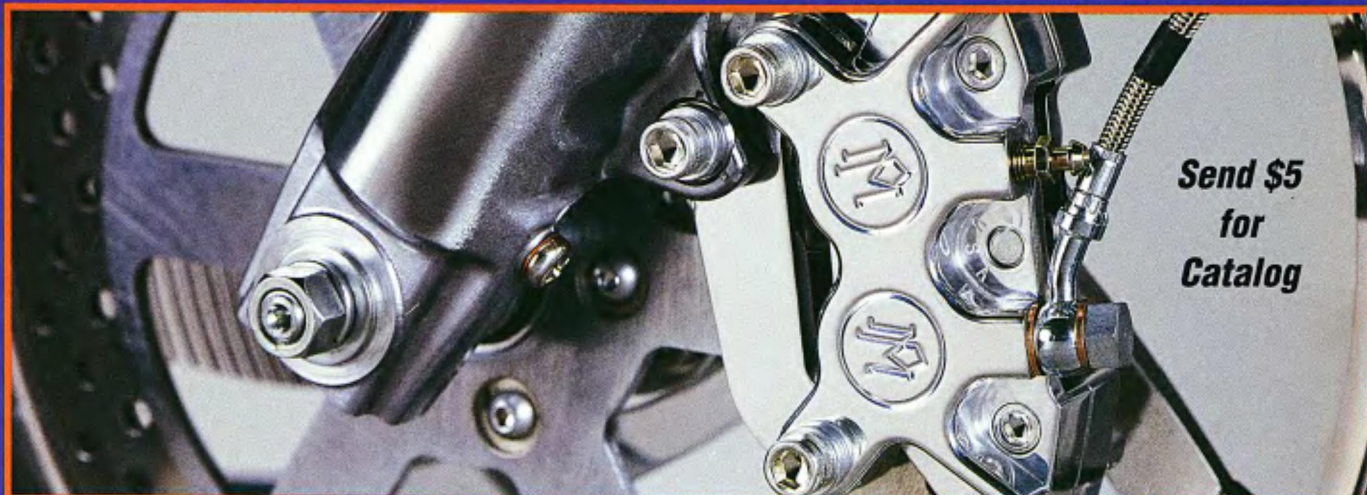
Wheels

Front:..21-in., Metzeler, Iron Pegasus brake

Rear:..18-in., Metzeler, Iron Pegasus brake

Photos:.....Raiko Hartman

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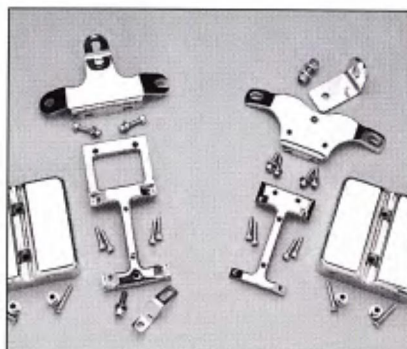
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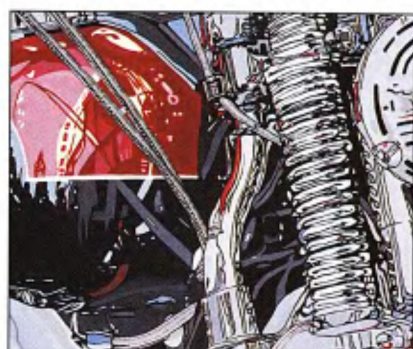
ARLEN NESS FOOTBOARDS

There was a time when riders made sly remarks about Arlen's products, but there aren't many men in the business who put more miles on their creations than he does. Many of those hauls are made on bikes packing these footboards. They're sharp, functional, and built out of billet, and designed for the pilot and his passenger. Watch for him and his machines when you're on the road. Call (510) 276-3303 for a catalog.



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BIKE ARTIST

The talent to paint motorcycles and chrome is hard to find. This particular artist hails from Switzerland. He loves the life and the motion. If you'd like to see some more of his work, drop a line to: Vinc, Dept. ER, 9 Miremont 1206 Geneva, Switzerland. I have one of his works in my office.



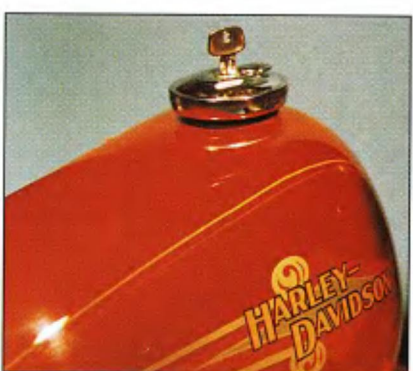
MASTER CYLINDER RESERVOIR

Rivera Engineering is proud to offer the GMA CNC-machined aluminum reservoir designed to replace the black plastic original equipment. Mounting hardware and fittings are included. Fits all Big Twins with Hayes Master Cylinder (1982 to present). For the straight skinny on Rivera performance products, watch for our third issue of *Quick Throttle*, due on the newsstands at the end of June. For more information contact Rivera Engineering, Dept. ER, 12532 Lambert Rd., Whittier, CA 90606, (310) 907-2600.



LICENSE PLATE MOUNT

Paul of American Legend Motorcycle Company, and a former VQ Master Builder, is now launching his formerly sequestered line of products. This sleek unit is 100 percent American-made T-6066 billet aluminum, and includes all the hardware, and a 12-volt light with lens. This puppy is show-polished. They are designed for FXR, FXST, Pro-Street and Atlas Frames. To get one, call (602) 266-8226. Or, drop a note to: American Legend Motorcycle Co., Dept. ER, 4110 N. 20th St., Phoenix, AZ 85016



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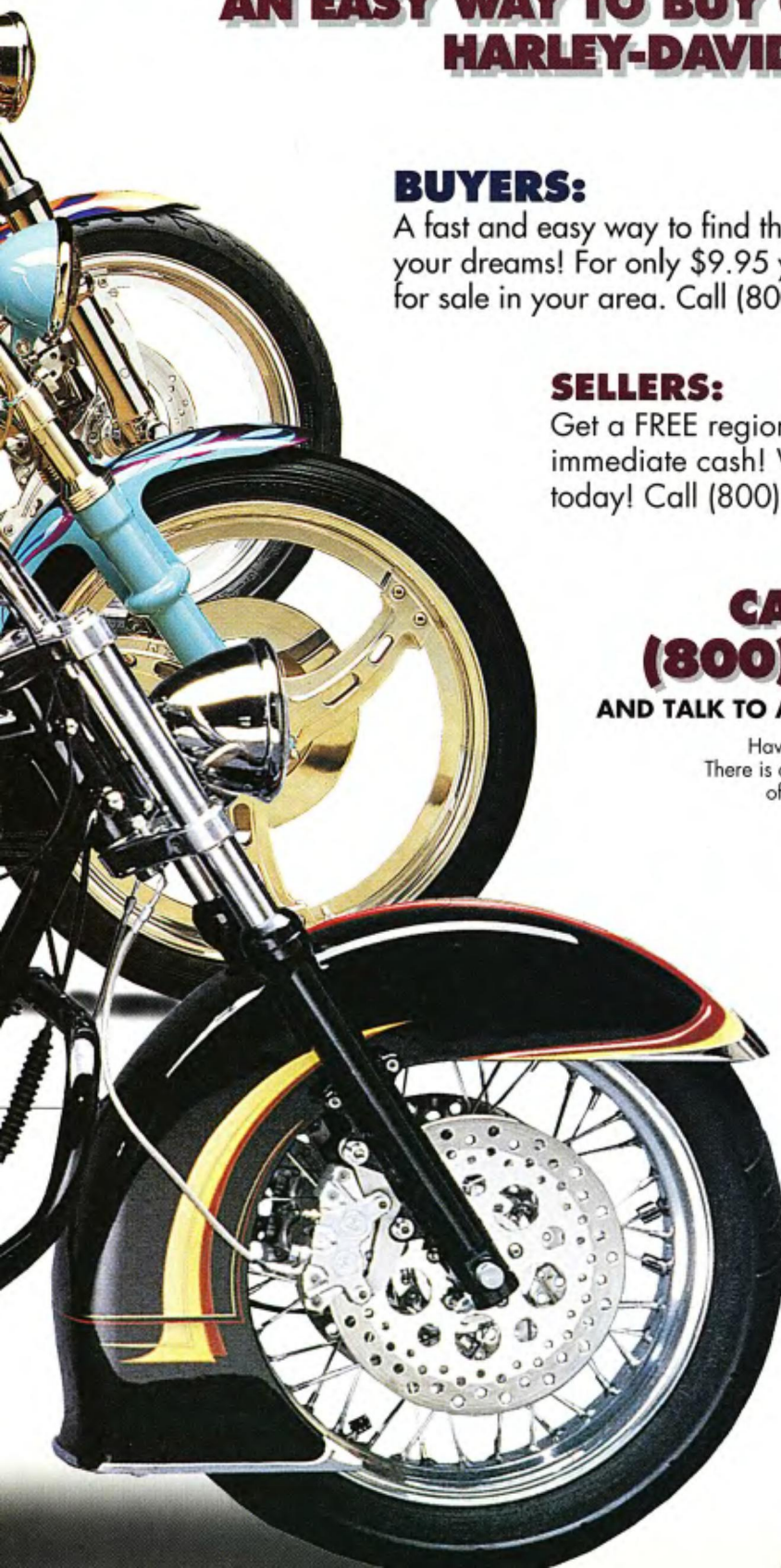
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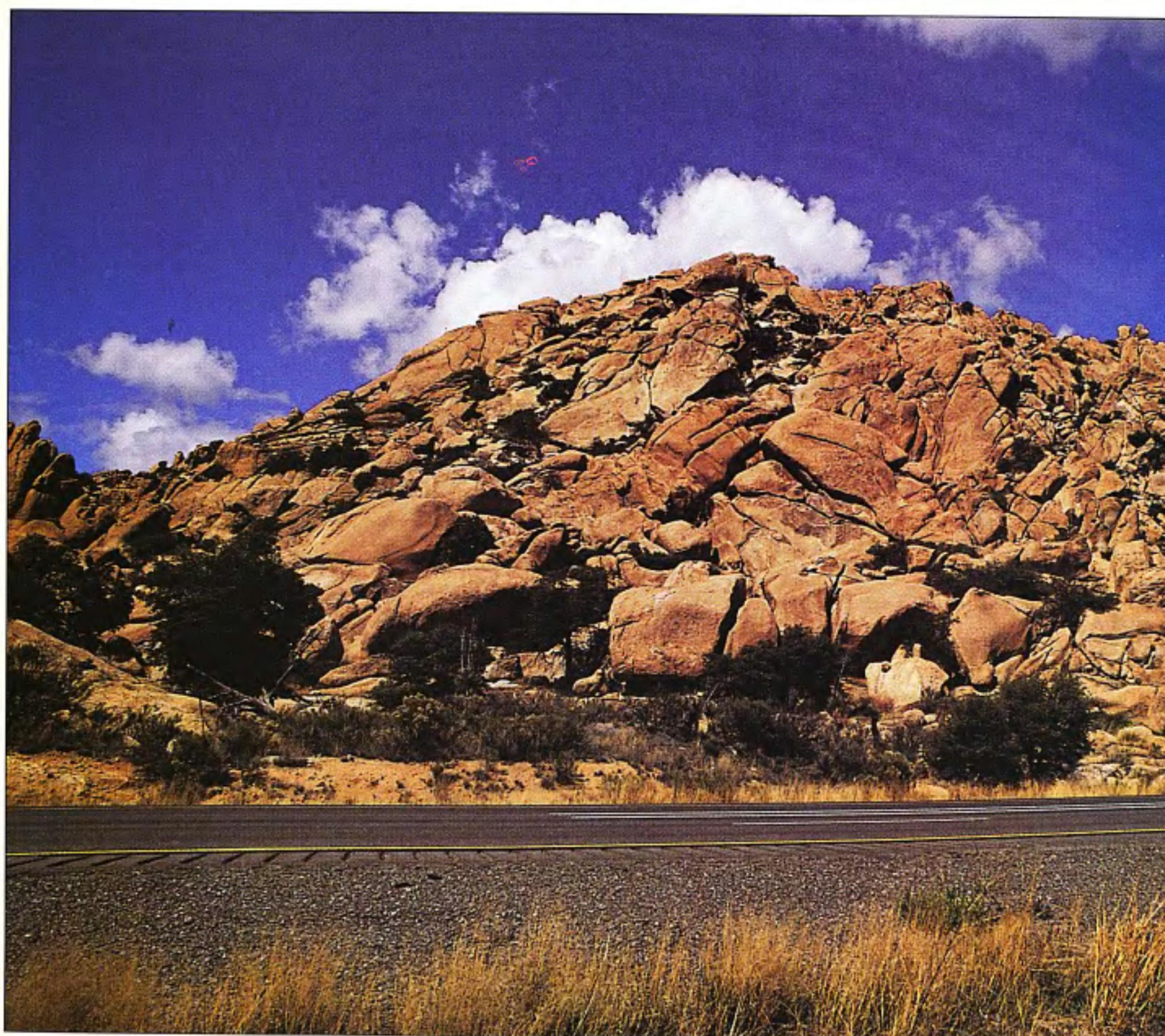
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91	FLSTC, Two Tone Red,	
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88	FLHTC	
41		

RIP'S RUN





DAYTONA SOJOURNER

RIP CRUISES THE SOUTHERN ROUTE CROSS-COUNTRY



Howdy, folks. Well, it was time for me and Sugar Pai to head east to Daytona, Florida, for Bike Week. Let me tell ya about my ride to Daytona, which is about 2,500 miles from my home in California.

Weather-wise, the trip was uneventful. We tried riding between the wetness, and didn't run into much rain en route. Interstate 10, also known as the southern route, is the only sensible trail to take this time of year, the most direct and shortest.

While adding fuel to Sugar's tank at Quartzsite, Arizona, I met a couple of homeboys: Billy Turner and Bob Carlyle. Billy rides a black 1995 FLHTC, and Bob was aboard a 1992 Ultra. Billy gave me a tape that I played when I couldn't receive radio transmission in the desert. The tape is called Corey Stevens and Texas Flood, and the tune

I liked best is called "Crosscutsaw."

Quartzsite ain't very far from the Colorado River, which divides California and Arizona. During weekdays, not too much goes on around here. But come the weekends, the place fills up with vendors selling all kinds of stuff to tourists. There also was an auction next to the McDonald's, where I stopped for lunch. In the meantime, it had warmed up quite a bit since leaving home, so I took the opportunity to get out of my leather britches into something cooler.

My first overnight stop was at Chooch and Teri Lynch's home in Phoenix. Chooch, who works for the railroad, is the Phoenix ABATE area coordinator. In his spare time he likes to work with leather.

While visiting Chooch and Teri, the Pawnee Warrior dropped by. You old-time *Easyriders* readers may →



The 1995 new and improved Sugar Pai power plant.

remember a feature article I wrote titled, "Tough Butt" (*Easyriders* #141, March '85). It was about Pharoah, who traveled 8,400 miles in 10 days. He'd traveled from Montgomeryville, Pennsylvania, to Seattle, Washington, to San Diego, California, and then to Daytona, Florida, before heading back to his homebase in Pennsylvania.

Pharoah has since graduated from Arizona State University, and is looking to go to law school. I wish him luck. Had a great time with these folks. Before calling it a night, we stopped by Valle Luna, a choice Mexican food cantina.

Before leaving Arizona the next day, I kept passing the same rider. While in Mescal, Arizona, I ran into him again. His name is Eric, and he's from Edgewood, New Mexico. He was on his way home after spending the winter in California.

My next stop, later that night, was El Paso, Texas, and the local H-D dealership, owned by Sherman Barnett. Sherm said they "have the largest selection of new and used Harleys in the nation—every day." They have some 300 motorcycles on the floor. Actually, many are parked in front of the store and it takes seven dudes a couple hours, twice a day, to push them in and out of the shop.

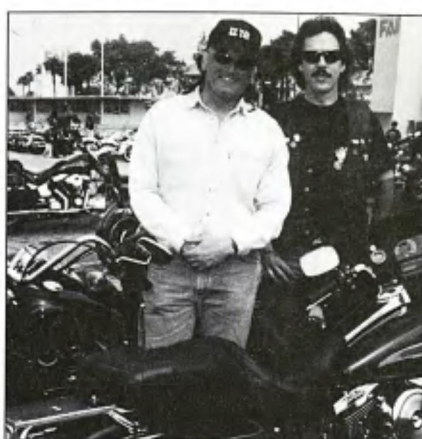
Sherman showed me the floor plan for his new store, which will be closer

to the I-10 freeway about the time this column sees print. His new building is 50,000-square feet, with a 22,000-foot showroom—making it the largest-known H-D dealer in the world.

From there, the worst part of the trip lay ahead of me. By that I mean the coldest and longest leg—west Texas. A few years ago, I had to lay up in Balmorhea, Texas, for a couple days while waiting for the snow to melt. Crossing frozen bridges sideways wasn't much fun. Anywho, on this particular cross-country sojourn it got cold, but I didn't experience much rain or any snow.

On the west side of Balmorhea, I gassed up Sugar and put on my Aero Stitch riding suit over my leather pants. On my feet, I wore a pair of heavy cotton socks over a pair of Chinese silk socks, then a pair of Sorel winter boots. I felt like the Pillsbury doughboy. Or, better yet, the Michelin tire dude. Having so many layers of clothing on, it was difficult reaching the rear brake pedal. Sugar had the lower fairings bolted to the crash bars making it a challenge. But I wasn't one bit cold.

On the east side of town, I spotted two riders standing by a filling station. I recalled stopping there on that frigid trip I wrote about earlier (*Easyriders*, #166 April '87). I swung off the



Billy Turner and Bob Carlyle at Quartzsite, Arizona.



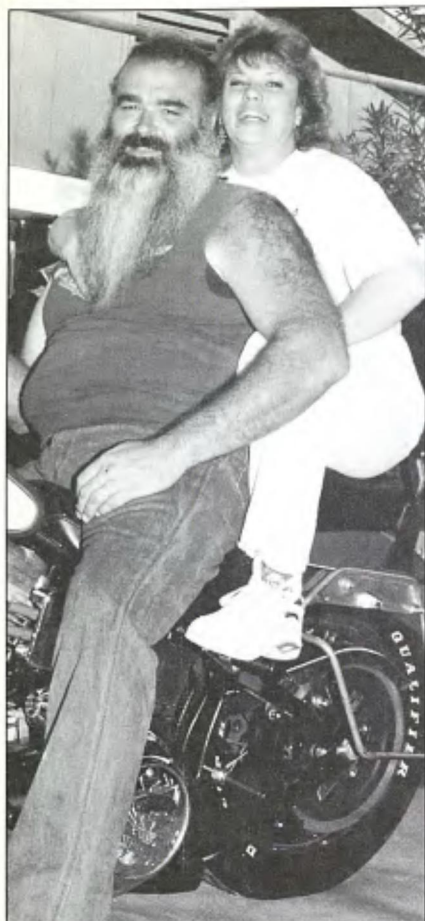
Mark Maitland-Smith (left), and Dennis O'Sullivan, Balmorhea, Texas, on the way to Bike Week.

freeway and headed their way.

It turns out these two dudes were also riding to Florida for Bike Week. After taking their picture, I rode along with them. Their names were Dennis O'Sullivan, who rides a 1985 FXWG, and Mark Maitland-Smith, on a '93 Dyna Wide Glide. They were both from San Francisco, and didn't have all the winter clothes that I had to keep warm. Their pattern was to ride like hell for 60 or so miles, then duck into a rest area and bogart the hand warmers for half an hour before moving on to do it again at the next rest area. We didn't get very far that day, finally stopping after nightfall at a cheap motel in Sonora, Texas. Mark had stayed there on his way west from New York, where he's originally from.

In the morning, it was 29 degrees; mighty cold. Dennis had lost a gas cap on the trip. I gave him the address of Alamo H-D in San Antonio.

I rode with them into town and, after pointing them in the right direction, I hit the gas and blasted through San Antonio, riding solo till I reached Lafayette, Louisiana, late that night. Bob Guilbeau rode with me from there last year, and we thought we'd do it again. We didn't leave Lafayette as soon as we wanted to. The next day, we had to ride by Cajun Cycle, the H-D shop, to see the new



Chooch and Teri Lynch, Phoenix, Arizona.

fuel-injected Ultra, which had just arrived.

While checking out the new putt, I met Patty Yates, who rides an '83 FLHTC, and Johnny Weeks, who was riding an '89 1200 Sporty. They're from Conroe, Texas. Patty owns the two bikes and was waiting for repairs on her dresser. She had tried leaving twice, but had to return. First, with electrical problems, then the second time because she heard a top end noise.

Bob and I finally left town around noon. Our next stop, other than to eat and put fuel in our bikes, was at Jim's Cycle Shop in Mobile, Alabama. I wanted to see Jim and Sarah. Sarah is Jim's stepdaughter, and has had a baby since I passed through last year. Baby Julie was seven months old, and is just a cutie pie. She reminds me of my kids when they were that age.

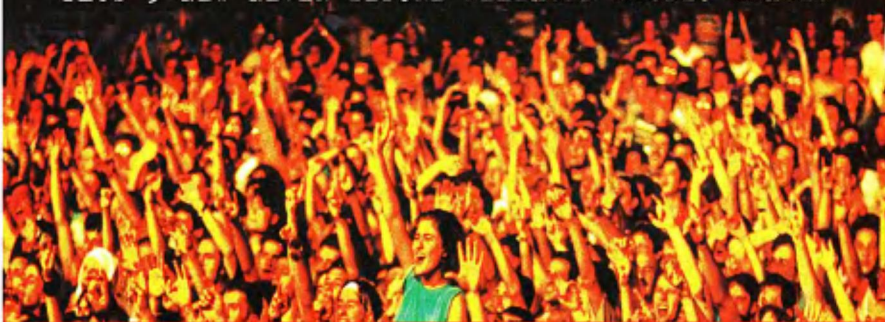
While at Jim's, Norman, one of the mechanics, fixed my prescription sunglasses. He crimped an electrical wire connector to the earpiece, which had broken. Then he put a piece of heat shrink over the patch so it wouldn't beat up the top of my left ear. He wouldn't take any money for the repair work.

These are damn fine folks here, who do an annual benefit for local kids. They didn't get much publicity from the paper last year for doing it, but that's not why Jim goes out of his way for →

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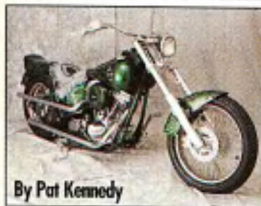
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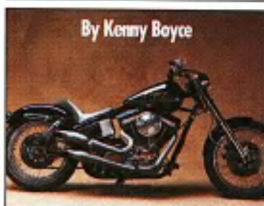
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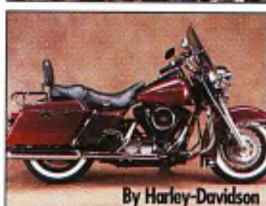
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the benefit. Sometimes, small-town politics stink. They saw the need and put out the effort for the kids from their heart.

That night, Bob and I stopped in Pensacola, Florida. The state road department was working on many spots along I-10, slowing us way down. We had to keep it to around 75 or 80 mph. We may have gotten up to 85 mph a time or two.

The next morning, before leaving Pensacola, we went by H-D of Pensacola. Gene Schirzener works the parts counter and wrote to Rip's Run a while back. He said "to stop by," so I did. I remembered visiting Heroes H-D in Pensacola several years back. This shop is owned by different folks. It's a large building, that's fixing to get larger. The owners are gonna double the size of the building shortly. They also have a portable Dynojet Dyno that they plan on taking to biker functions.

They asked about the modifications I had done to Sugar Pai. I told them that I had changed things around on her, but hadn't had the chance to put her on the Dyno before leaving California. But I couldn't take the time to do it there. Besides, I knew I'd be doing the Brute Horsepower shootout at the American Motorcycle Institute the following week and would do it



Eric, in Mescal, Arizona.



Rick Castor, Crestview, Florida.

there (you'll see it in *In The Wind* # 71).

At a rest area in Crestview, Florida, we met Rick Castor, who rides a 1992 FLHS. He's a security guard at the rest area. Rick said the worst part of his job is watching the bikes rolling by and not being able to join them till later the next week when he would be taking his vacation. From Crestview, it was a short putt to Daytona, which we reached that night.

I guess this is as good a place as any to write about the new and improved Sugar Pai modifications for 1995. While back in California, this winter, I kept hearing this and that about the new Edelbrock performance heads, and the new QwikSilver II carburetor. After this trip, I can tell ya that they work together and perform swell.

While cleaning up the top end for this year, I used an Andrews 27 cam, Taper Lite pushrods from Rivera Engineering, BUBs 2-into-1 exhaust pipes, and Jim's Machine power glide hydraulic tappets, part number 18523-86. These can be ordered standard or .005 oversize.

Sugar also has Jim's Machine polished billet aluminum tappet blocks, part number 18602-80A in the rear, and #18603-80A up front. Sugar's also sporting Jim's new two-piece cam cover. It's a beauty and looks slick. BUB's 2-into-1 pipes work good →



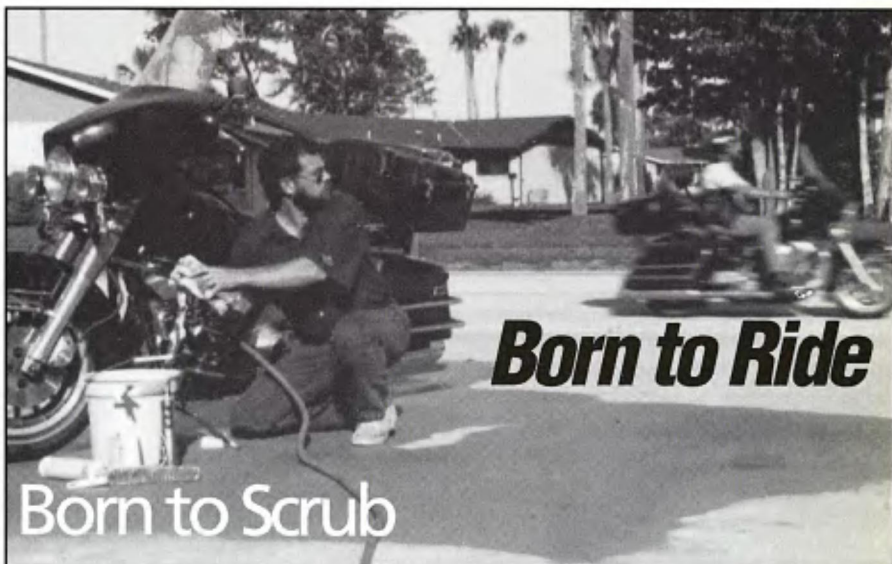
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Seem like you spend all your time just keeping up with the dirt your bike gets into? Make you feel like you were born to scrub? Know what? S100 Total Cycle Cleaner can get you riding faster than you ever dreamed. See, both of these guys started cleaning 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 grungy 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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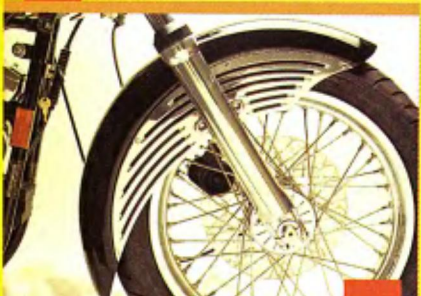
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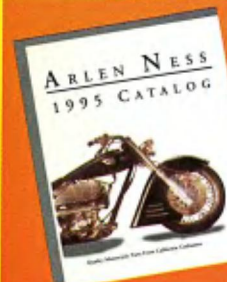
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The good folks at Jim's Cycle Shop, Mobile, Alabama.



Barnett Harley-Davidson crewmembers, El Paso, Texas.

with the combination of parts. They're a little louder than I prefer, but I suppose I'll get used to the sound. They certainly help produce more power, although they could have been a bit longer. A heat shield on the saddlebag rack was built to keep the heat from melting the Pac-Kit saddlebags and its contents.

The Knucklehead rocker boxes came from Xzotic and got lots of double takes during Bike Week. Aside from the looks, people stopped and asked me how I liked this or that. Ain't that half the fun? Talking motorcycles, that is. It's the biker way.

Friday afternoon of Bike Week, Sugar's rear wheel got to spin the drum on the Dyno at AMI. She produced 62 horses between 4,000 and 4,500 rpm. Peak was 63 at 4,250 rpm. With gobs of torque, she pumped out 85-foot pounds of torque at 3,400 rpm.

This was with stock gearing for a 1990 model dresser. She has loads of grunt on both the bottom end and mid-range bands. Plus, lots of usable street or strip power, also strong low- and mid-range torque for pulling hills with a heavy load. By the way, Sugar Pai was tested just the way she was ridden in from California—with the dirty air cleaner and the same spark plugs. She had 28 pounds of air in the Avon tire instead of the 45-47 pounds needed for a better

reading on the Dyno. And in addition, and most importantly, the throttle cable had more than one-half inch of slack. Which made it virtually impossible to raise the needle to full bore.

I paid more attention to the Dyno folks this year, and as a result, got an education. By that, I mean there are a lot of factors to consider, such as tire pressure, how the putt is strapped down, and the placement of the back wheel in relationship to the drum. In front, on top, or behind. Simple little things that combined together can amount to something large.

Getting back to Daytona, like always, it was hectic, but lots of fun. Those of us who have done it before know how much sleep is lost while trying to see everything and be everywhere. But that goes with the territory. If you can't hang with it, stay home. Every year we beat ourselves up and call it fun, but ya know what? I wouldn't have it any other way.

And fun is what I'm looking for, so how about dropping a line and letting me know what's goin' on in your area? I'm looking for biker things to do and see. Until then, take care and I'll be seeing ya.

—Rip

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NIGHT THING

YOU MAKE MY HEART SCREAM





Thunder rumbled through the night, slow and distant at first, then building up speed and volume until it ended with a crash that shook the ground. Bright, jagged streaks of lightning slashed the sky. Trees whipped back and forth in the violent wind, losing leaves and branches that skittered along the highway like lost souls.

Bill hunched over the wheel of his old Chevy pickup and peered through the solid sheets of water drenching the windshield. Even with the headlights on bright he could barely make out the road in front of the truck, and the old windshield wipers weren't much help against the pelting rain.

He glanced down at the speedome-

windshield, blinking against the after-image left by the flash of lightning.

"What in the hell is a machine like that doing out here in this godforsaken land?" he wondered. "Well, there's a wet fool out there somewhere."

Light from the headlights reflected off the deep, glossy paint and glistening chrome, as though the machine were challenging the storm to do its worst. Bill stared at it, awed by its image of absolute arrogance and power. Goose bumps rose along the backs of his arms and the hair prickled at the base of his neck.

"Beautiful!" he murmured. "Absolutely fucking beautiful!"

He sat there for the time it took to

Lightning flashed through the darkness and bounced pinpoints of light off the gleaming paint and chrome

ter, easing his foot off the gas pedal until the needle dropped to thirty miles an hour. He had no desire to wind up in the ditch, especially not out here in the middle of nowhere. He hadn't met another vehicle in the last eleven miles, and there were no homes along this stretch of highway, so if he had an accident he was on his own. Hell! Any fool with half an ounce of brains would have pulled into a bar or something as soon as the storm hit. Anything would be better than trying to drive in this shit!

A burning sensation in his crotch told him that he had to piss. It also reminded him that he wasn't quite rid of the souvenir he'd picked up from the little honey he'd shared some romance with on his last ride. He swore softly. The penicillin had almost done its work but it was going to be painful to piss for a while yet. Sometimes luck had a way of going against a man.

A corner appeared and he tightened his grip on the steering wheel, guiding the truck cautiously through the turn. He caught the glint of metal reflected in the headlights and swung the wheel with a bitter curse, taking his foot off the gas and tapping the brake gently to avoid putting the truck into a slide as he came to a stop. He peered back over his shoulder through the rear window, but there was nothing to be seen.

"I saw it," he muttered. "I know damned well I did."

Slamming the gearshift lever into reverse, he backed slowly down the road. He would have probably backed right into the damned thing if another flash of lightning hadn't momentarily turned the night into day.

"Son of a bitch!"

Bill sat there staring through the

smoke two cigarettes, hoping that someone would come out of the woods, soaking wet and cold, and glad to be offered the comfort of the warm and dry pickup cab. No one came. Sonuvabitch! The last thing in the world he wanted right now was to get out of the pickup. He stared out the windshield, mentally trying to prepare himself for the wind and the cold rain. Cursing under his breath, he swung the door open and stepped outside, taking with him the big Mag-lite from the rack behind the seat.

The storm slammed into him with the force of a jackhammer. He pulled up his collar and tucked his chin down into his chest to keep the water from driving into his eyes, hunched his shoulders farther into his jacket, and stepped away from the truck. Wind-driven rain slashed into his face as he walked toward the bike.

More lightning flashed through the darkness and bounced pinpoints of light off the gleaming paint and chrome. For a moment the rain and wind disappeared and he was lost in the beauty of the proud machine. He whistled softly and clicked the light on, training its bright beam along the bike's length while his eyes caressed the familiar outlines. He knew it well. It had haunted his dreams in one wistful form or another for years.

The bike was a Low Rider Custom. A new one, too. Through evening and rainy darkness he could tell that it wasn't complete stock. Collector pipes, a Dell'Orto carb, heavily chromed trees, and pullback drag bars. Everything set up just the way he would have done it himself.

It was the bike of his dreams! He

longed to swing his leg over, grab the bars and feel the heft of its solid iron between his legs. He played the light over the small custom tach and speedometer mounted behind the bars, their black faces staring back up at him. Digital. He knew they would light up expectantly as soon as he turned on the key.

The paint job was done in deep, glossy black; the beam of the flashlight seemed to be lost way down in the finish. His eyes caught a swirl of color low on the side panel, and he bent closer to make out the design. The swirls spiraled into a smoky cloud on the side of the tank, and from the center of the shifting cloud, two savage red eyes peered out at him. He started backward involuntarily, then forced himself to lean closer once again. He couldn't help the shudder of loathing that coursed through his frame as he stared into the baleful red orbs. They appeared to be alive, filled with a hunger so intense that Bill wished he had never stopped the truck. Written across the bottom of the tank in letters that dripped blood were the words "NIGHT THING."

Bill stepped back and stared at the bike, ignoring the haunting scene on the tank and thinking instead of all of the hours he'd dreamed of putting together a machine just like it. All of the dreaming, scheming and planning. And now here it sat, right in front of him.

Only it belonged to someone else.

Thinking of the bike's owner jerked him back to reality and the cold rain dripping down the back of his shirt. No one would intentionally leave a bike like that parked by the roadside, regardless of how hateful the weather was. He took one last look at those evil red eyes and shivered. The fucker was spooky! His hand shook as he raised the Mag-lite and cast its light into the ditch. Maybe the guy had fallen and injured himself somehow after he had parked the bike. Rain or not, Bill had to look.

He walked down the highway for fifty yards, flashing the light along the ditch and the brush at the edge of the road. Nothing. Finally, disgusted, he walked back to the bike. Where in the hell had the rider gone? There was no sign of life anywhere, just the bike sitting there, begging to be stolen. Christ! Two hefty guys could load it in the back of a pickup in a matter of minutes and be gone without a trace.

He paced back and forth in front of the truck, his boots sending up geysers of water with each heavy step. He was getting more disgusted by the minute, and when the wind blew an especially cold blast of water into his face, he figured that he'd done enough.

"Fuck it," he muttered to himself. He

shook the rain out of his eyes and clambered back into the pickup.

The warmth of the cab felt good. He flipped the heater switch on high, relishing the blast of hot air that filled the truck. Try as he might, he couldn't keep his mind off the bike. It pulled at him...beckoning him. Bill leaned forward, peering at the machine. Two horrible red eyes peered back at him, cutting through the rain and boring directly into his own.

"Son of a bitch!" he cursed. "What in the hell is going ..."

He spun sideways as the passenger door opened, letting a blast of cold, icy rain inside.

"Would you please allow me to sit awhile, out of the rain?"

It was a woman! A fucking woman!

He was speechless. All he could do was nod his head, wishing she'd just get her ass into the truck and shut the door before all the heat escaped.

She climbed gracefully into the cab and slammed the door so hard it made the cooler bounce on the truck seat.

"Hey!" he said nervously. "Take it easy, will ya! You're liable to tear the damned door right off its hinges! This old rig's got a lot of miles on her."

The woman smiled in apology. "I've very sorry," she said. "Sometimes I forget how strong I am compared to you mortals. I sincerely hope that I didn't damage anything."

He shrugged. "No big deal. The door's still there and ya didn't rattle any windows out. Just try to remember that some of us mortals have to make do with what we've got, even if it don't seem like much to other people."

When she didn't bother to reply to his sarcastic comment, he sat back in the seat and peered through the gloom

of the cab, trying to see her more clearly. Young, he figured. Not yet thirty, anyway. And good looking, with long black hair and a pale complexion. She seemed to be a little on the thin side from what he could see, but that sure as hell didn't mean she was a weak little duck. If she'd have slammed the cab door any harder she would have torn it right off its hinges.

"The bike," she said. "Do you like it?"

He stared at her, flustered, while his mind raced. Things just didn't add up. The whole fucking scenario was weird as hell, and he didn't know what to make of it.

"You didn't answer my question," she reminded him. "I asked you if you liked the bike."

He looked out the windshield and stared through the rain at the glistening black machine. "Yeah," he said. "Yeah, I like it all right. I guess you could say it's something right out of my dreams."

"I know," she said. "1992 Low Rider Custom. Two-inch under tubes. Double discs. All billet hardware. Ported and balanced with one-piece pull-back drag bars. Everything you want."

Bill felt his mouth drop open as her words sank in. Somehow he couldn't quite muster the presence of mind to shut it again. He stared at her blankly. How in the hell had she known that? Even though he'd been saving for more than a year now, it was his own private dream. He'd never mentioned it to anyone! Not a living soul! His flesh prickled and he felt the goose bumps rise along the back of his neck. The air in the cab suddenly felt ten degrees colder, in spite of the blowing heater.

He stared into the gloom, trying to get a better look at her, but all he could make out was the pale orb of her face under the deep black cascade of hair. She seemed to be staring downward, as if she was afraid to look at him or something. He wanted to ask her how she knew about the bike, how she could possibly know something that he had never made known to anyone, but a primitive part of his brain warned him that he might not like the answer.

Bill waited for her to volunteer more information about herself and how she happened to be alone out here in the middle of this God-forsaken storm, but she remained silent. Rain hammered against the cab in torrents and thunder rumbled ominously through the night.

He snorted in exasperation. "Look, lady," he said. "How in the hell did you get here?"

"I'm just here because I am," she said softly. "I'm here because that's what you wanted."

Bill scratched his jaw. This wasn't going at all well. It didn't make a



"Don't worry about it ... I never read the stupid road signs anyway."

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fucking bit of sense, and he didn't like the thoughts that were beginning to pop into his mind. "Okay," he said. "You're here. But what about the fucking bike? How did the bike get here?"

"The bike belongs to you, Bill Casey. We are what you desired more than anything in the world, and we are here for you."

"What do you mean it's mine?" he asked. "How in the hell can it be mine? I've never laid eyes on it before and ... and ... hey! Wait a fucking minute! How did you know my name?"

He was thoroughly puzzled now. Alarm bells were ringing loudly in his head. He wished there were more light so he could see her better. Maybe he'd

She didn't seem to be talking to him, and it wouldn't have made any difference anyway. Whatever language she was speaking made no sense to him at all. Finally, she fell silent.

And the rain stopped. Just like that.

It didn't taper off to a drizzle the way storms usually do as the clouds move out of the area. It just quit.

Bill stared out the window, his mouth dry. The sudden stillness in the cab of the truck was unnerving, but the implications of what he'd just witnessed were even worse. She'd stopped the storm! What was she? How could she do something like that? His mind whirled, searching for an explanation for

His hand froze in mid-air, inches short of the shifting knob, and refused to go any farther. He looked down in disbelief. He strained to make his hand go where he wanted it to go, but it wouldn't budge. Oh, fuck! he thought. I'm in some kind of deep shit now.

Slowly she turned to face him, and the long, shiny black hair fell away to reveal her features.

She's beautiful! The thought staggered him. Her pale skin was smooth and flawless. Her features were perfect in every way, the way a man only dreams of. He stared into the dark, liquid depths of her eyes and his mind reeled as he sank into a warm, swirling sea of blackness. His muscles relaxed, and his hand fell limply to the seat beside him.

"I am beautiful, am I not?" Her voice was soft and husky, and suddenly, more than anything else in the world he wanted to please her. He wanted to possess her, and to be possessed by her, hypnotized by the lure of her voice as she continued. "I'm everything you've ever wanted. I'm the woman of your dreams, Bill Casey."

Her eyes seemed to grow larger, growing until they blocked out the night and he was drawn deeper and deeper into their liquid depths. He felt himself surrendering to the seductive strength of her will and feebly tried to draw himself together in order to find the strength to fight back, but it was only a token resistance. He couldn't tear his gaze away from hers.

Then she changed.

Her eyes, now a pulsating red, riveted him to the seat, and when she smiled, he saw the sharp fangs jutting from the front of her mouth—fangs that were straight out of a Stephen King

He wanted to possess her, and to be possessed by her, hypnotized by the lure of her voice

met her somewhere when he was loaded to the gills. He might have spilled his guts then and told her all about his dream bike. But that didn't make any sense either. He doubted that he'd ever impressed any chick enough, drunk or sober, so that she'd spend more than fifteen thousand having a custom Harley built and then deliver it to him in the middle of a fucking storm.

"What the hell's going on, lady?" he asked. "Let's cut the bullshit, okay?"

"Why do you ask so many questions?" He detected a hint of annoyance in her voice, along with the edge of something hard. "Accept what is and let it go. Some things remain beyond the grasp of your human reality."

Bill's breath went out of him in one explosive burst. "Look, bitch!" he grated, "I don't know what kind of shit you've been taking or what you're up to but I think it's time you hauled your ass out of the truck and back to whatever fucking tree you were squatting under when I came along! Got me?"

She didn't move.

Bill's eyes were drawn like a magnet back to the rain-spattered windshield and the magnificent Harley beyond. It hurt him to see it sitting out there at the mercy of the elements. It hurt him worse than anything he could imagine, the way only a true Harley man could understand. If only the fucking storm would let up!

"As you wish."

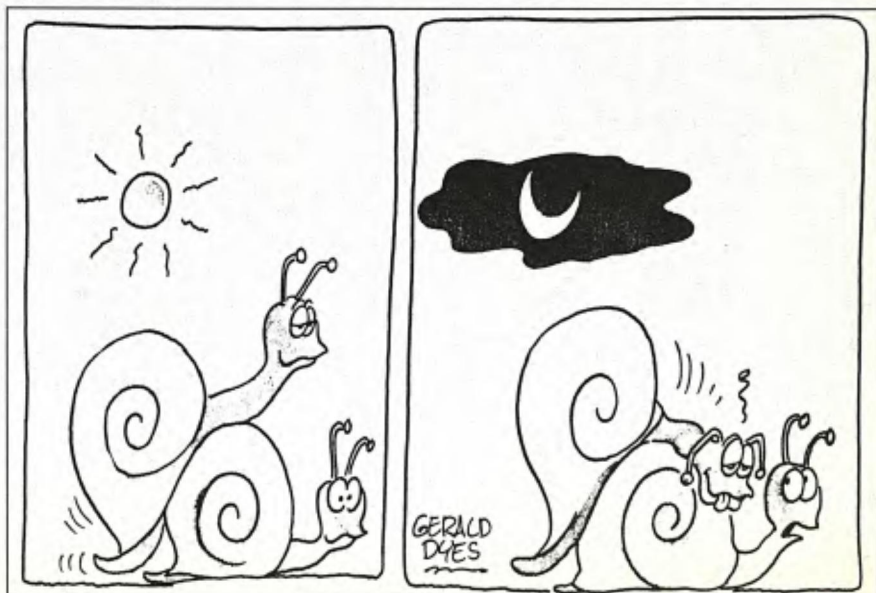
He turned and looked at the woman, not sure whether he'd actually heard her speak or not. She was sitting erect and though he couldn't see her face, she seemed to be concentrating, uttering something in a low, guttural voice.

what he had just seen.

"There are many things in the world that you humans don't understand." Even though her voice was soft and seductive, he had a sense of the mockery and scorn that lay just beneath her words. "But you will, Bill Casey," she said. "You will come to know everything in time."

Bill felt the uncontrollable anger rising in him again. "Look, lady," he rasped, "I don't know who or even what you are, and I sure as hell don't understand what your game is, but I want no part of it! You can get out of here the same way that you got here! Just get the hell out of my truck and I'm gone!"

He reached for the gearshift lever, anger and fear overriding everything but the need to get away from this place.



"I heard you were the wham-bam, thank-you-ma'am type."

novel! Fucking vampire teeth!

"And now you know," she hissed. She was having trouble talking, making her lips form the words she wanted to say around the razor sharp teeth projecting from her mouth. "And realizing what I am, you must also realize why I am here."

He watched, helpless, his eyes bulging in fear as she leaned forward across the seat, her eyes pulsating with that savage, red light. Her seductive mouth opened and he saw the gleaming, ivory sheen of her needle-sharp teeth. A disconnected part of him wondered what it would feel like when they pierced his throat. Would he feel the pain, and then the hideous coldness of death creeping upon him? Or would there be the rapture that he'd sometimes read about, powerful and primevally sexual in its intensity?

The fangs came closer and she opened her mouth wide. He closed his eyes. And waited. He tensed for the feel of her mouth against his flesh.

Nothing.

Time stretched out into an agony of waiting, and still nothing happened. He opened his eyes.

She was sitting back on the far side of the cab, watching him and smiling.

"We don't do it that way anymore," she said. "We used to, but there got to be too many complications, things that were deadly to those of my kind. Now we prefer to do things in a more civilized manner."

Bill sat silent, trying hard to regain perspective. A rolling cloud of fog shrouded his mind, robbing him of the power to concentrate. Somewhere in the background he could hear her voice as she began talking again, but it seemed fuzzy and far away, and he couldn't understand all of what she was saying.

He knew that something was wrong, but couldn't figure out what in the hell it was. He tried and got nothing for his efforts but the vision of a sleek, black Harley with a pair of burning red eyes painted on the gas tank. Then, gradually, the fog began to clear from his mind and her words took on meaning.

"... were killed off by disease and bad blood. We can't afford to run out and feed indiscriminately anymore. The risks are too great." She looked at him and smiled, and he felt a painful stirring in his crotch in spite of himself. "Now we simply locate someone who will volunteer, a donor, so to speak. That way, we can be assured of a healthy food supply, and we don't have a bunch of superstitious morons running around during the daylight hours armed with wooden stakes and holy water—trying to murder us in our sleep." →



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Her voice took on a hard edge of hatred as she spoke, and her eyes flared with whirling red pinpoints of light for just an instant. When she turned to him she had herself back under control.

"So we need to reach an agreement," she said. "You give me what I need, and in return, you get the motorcycle of your dreams and enough money to live comfortably for the rest of your mortal life."

Bill's eyes wandered sideways to look out at the bike. Man, how he wanted that fucking machine! He wanted it so bad, it hurt. He could already feel it throbbing beneath him; he could hear the rumbling pulse of the pipes, and taste the wind in his teeth. A man would

toward him. "Now!" she hissed. "I have to feed now!"

She ripped open the collar of his chambray shirt. A button pinged off the windshield and rattled on the dash as she slowly lowered her mouth to the pulsing vein at the side of his throat.

He felt the incredible coldness of her lips against his flesh, and the pinprick of her fangs piercing his skin. A hot, rushing flash of pleasure surged through his body, and his consciousness began to fade as he surrendered completely to her power.

Bill heard her sharp intake of breath, and in the next instant she tore away from him and slammed him violently against the driver's door of the truck.

The breath whooshed out of his lungs, and his head cracked hard against the pavement

do anything to own a machine like that, he thought. Anything! He turned back to her, silent for a few seconds, while he tried to grasp at something she'd just told him, then made his decision.

"I don't trust you," he said, "we'll have to draw up a contract."

She produced a pen and paper out of thin air. "Okay, Bill Casey," she said, licking her lips. "What do you desire?"

"You agree to give me that Harley-Davidson Low Rider Custom out there," he nodded his head toward the front of the truck, "free of all liens, mortgages, and other encumbrances, plus the sum of, say, five hundred thousand dollars in cash. In return, I agree to let you have one pint of my blood, every two weeks, for the period of one year. If at any time during that year you choose to find another source of food, then my end of the contract is considered fulfilled and I'm free to leave. The Harley and all money will remain mine to do with as I please." He paused to let the terms sink in. "Write it up that way, and if you agree, then sign it."

She wrote on the paper for a few minutes and passed it to him.

He read it over carefully, making sure that she had written every word down just exactly as he had outlined. She had. He took the pen from her and signed his name below hers in blood-red ink, then folded the document and stuck it in his pocket.

"Okay," he said, "we have a deal." He turned to face her, hoping like hell that he hadn't guessed wrong. "When do you want to start?"

She smiled, showing her long, needle-sharp fangs. Her eyes became glowing red pools of hunger, completely devoid of anything that was human. She leaned

The latch gave way with a tortured shriek and he fell to his back on the wet tar. The breath whooshed out of his lungs, and his head cracked hard against the pavement. He moaned through the thunder that roared in his ears and tried to sit up. Through eyes filled with dancing colored lights, he could see her claw frantically at the other door, then drop from sight into the ditch. Violent retching sounds reached him through the night.

He groaned loudly as he pulled himself to his feet and staggered around the front of the truck holding onto the cool, familiar metal to keep from falling on his face.

She was kneeling in the wet muck at the bottom of the ditch, shoulders jerking violently with the force of the spasms that racked her body. Stinking fluid spewed from her mouth with each huge convulsion that shook her. She continued to gag and wretch long after there was nothing left in her stomach.

When at last the tremors subsided,



"I've managed to remain a virgin for 23 years, but I sure have used up a lot of ChapStick."

she crawled out of the ditch and lurched to her feet. Her red eyes blazed with rage and hate as she advanced toward him.

"Unclean!" she hissed. "Your blood is diseased! You knew that you were unfit when we made our agreement, and yet you wanted me to feed off that diseased slop you carry in your veins!" She reached for him, her fingers hooked into long ivory talons. "Now you will know a death more terrible than you could possibly imagine!"

Bill retreated a step and pulled the folded document from his back pocket. He let it fall open and held it up to her in the glare of the truck's headlights.

"I'm afraid that's not in the contract, bitch," he said quietly. "I offered you my neck and you refused. According to this paper, you have no more claims on me. I'm free and clear. The bike and money belong to me."

She screamed in helpless rage. "You tricked me! You knew when we made our agreement that I wouldn't be able to feed on unclean blood!" She wanted to kill him, there was no question about that, yet her hooked nails hung motionless in the air, inches from his throat.

"No," he said. "I wasn't really sure whether a little dose of the clap would stop you or not, but it was the only chance I had and I bet on it. Just like you were betting that once you sent me into rapture land with those pretty teeth of yours, I'd gladly forget the contract and let you suck me dry."

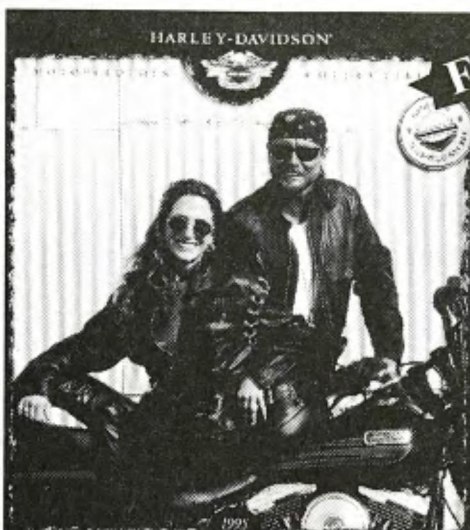
He turned and walked away from her. "Anyway, a deal's a deal." He stopped beside the bike and unzipped the AWOL bag that sat beside the rear tire, smiling thinly at the sight of the currency inside. A man could live comfortably for a long time on that much money if his tastes were kept simple.

He turned the key on and thumbed the starter. The engine flipped over a couple of times and caught, filling the night with its throaty rumble. He blipped the throttle a couple of times, loving the vibration that coursed through his body, then turned to look at her.

She stood, eyes blazing a violent red, wicked fangs gleaming white in the moonlight, and her long black hair hanging wild and disheveled. She barely resembled anything even vaguely human anymore. She threw back her head in a terrible scream of rage, then she was gone.

Bill toed the big bike into gear and eased out the clutch, following the dancing beam of the headlight into the night. There are worse things in life than catching a dose of the clap, he thought, with a grim smile. Much worse.

—fiction by Milt Solberg



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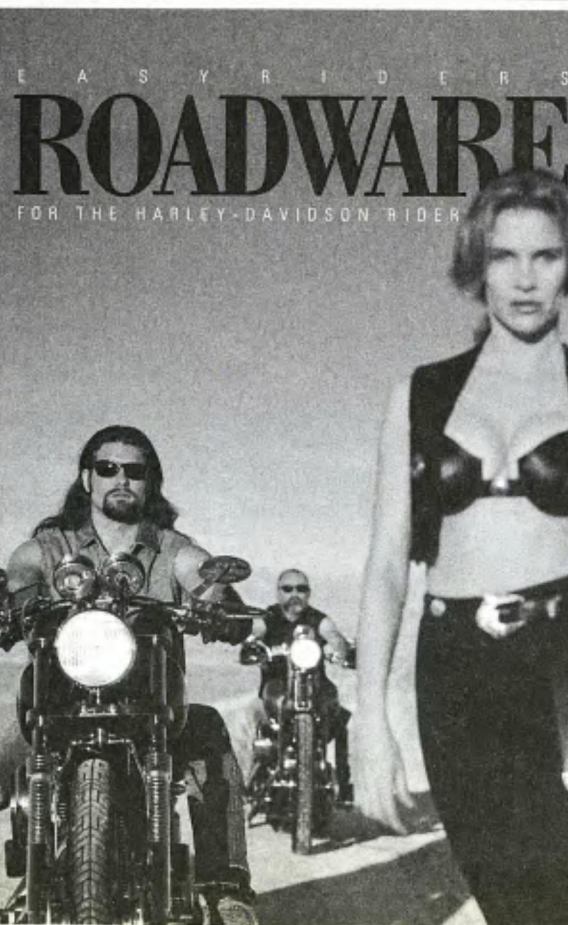
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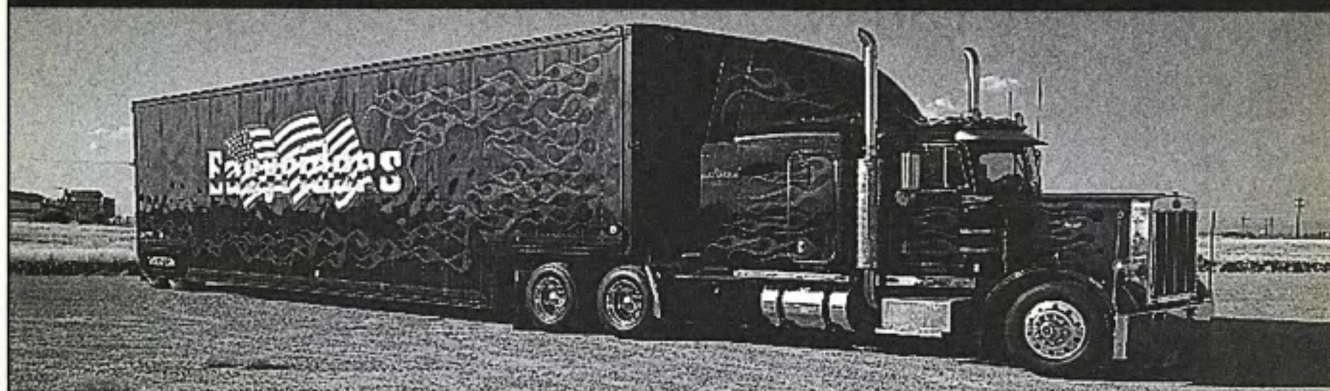
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Wilson County Fairgrounds
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SERVICE DEPARTMENT

STROKERS

The Straight Story

In motorcycle lore, there's nothing like a stroker for rocky romance and cantankerous cachet. Chet Herbert's Beast, an early '50s dragster, first publicized the power potential in long-armed, stroked engines. A hand-crafted, dual carbureted, 80-inch Knucklehead, it amazed onlookers and ruptured records regularly. Soon, backyarders built a spate of similar big-inch street mills—with varying success. From that, the stroker's rowdy, roguish reputation was born.

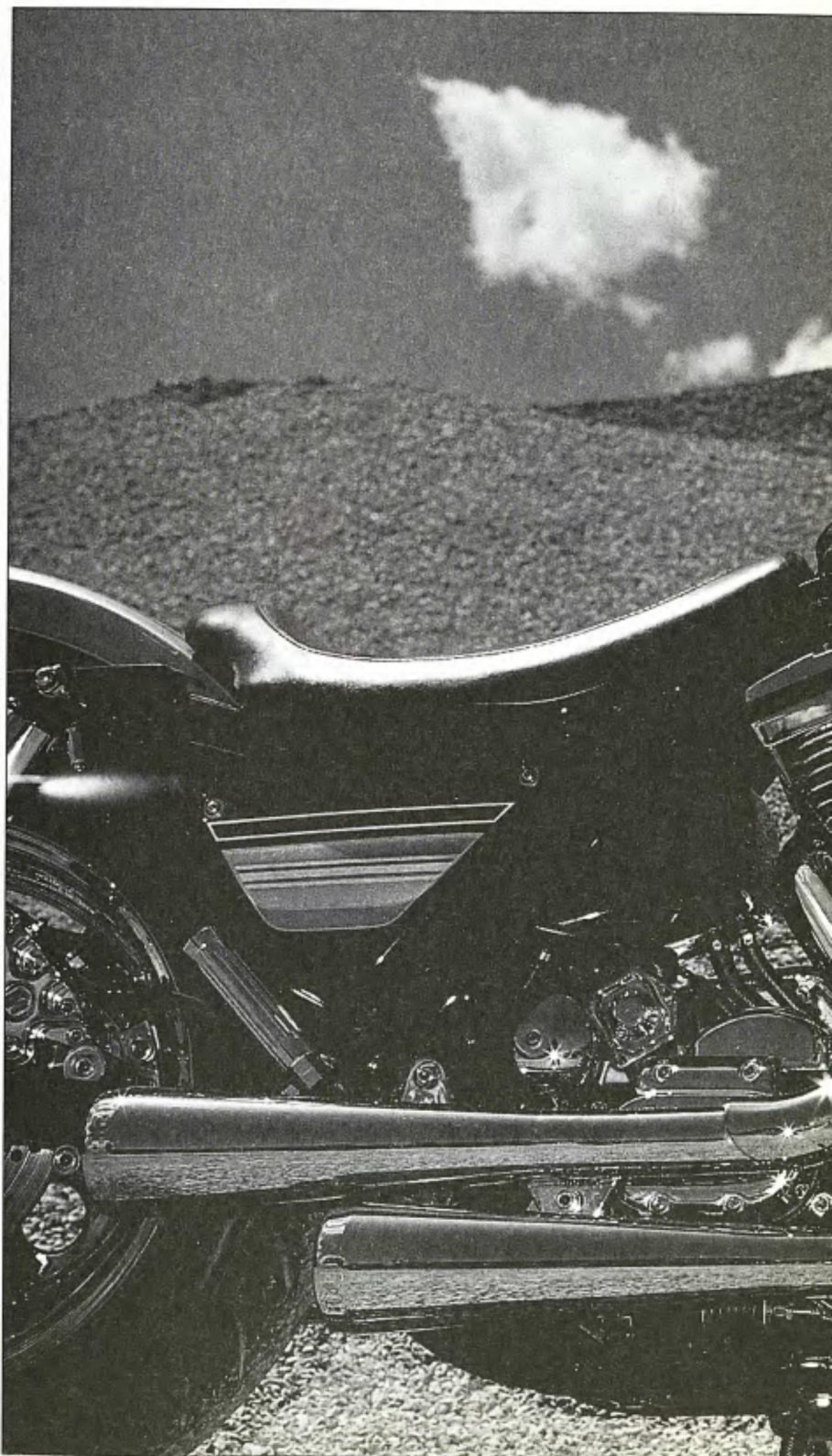
Today, strokers have ceased trading off treachery for tons of torque. Credit decades of development, modern metals and astute aftermarketers. Reliable electric-start strokers are ridden daily and cruised cross-country. Even the factory sometimes goes the stroker route to enlarge its product.

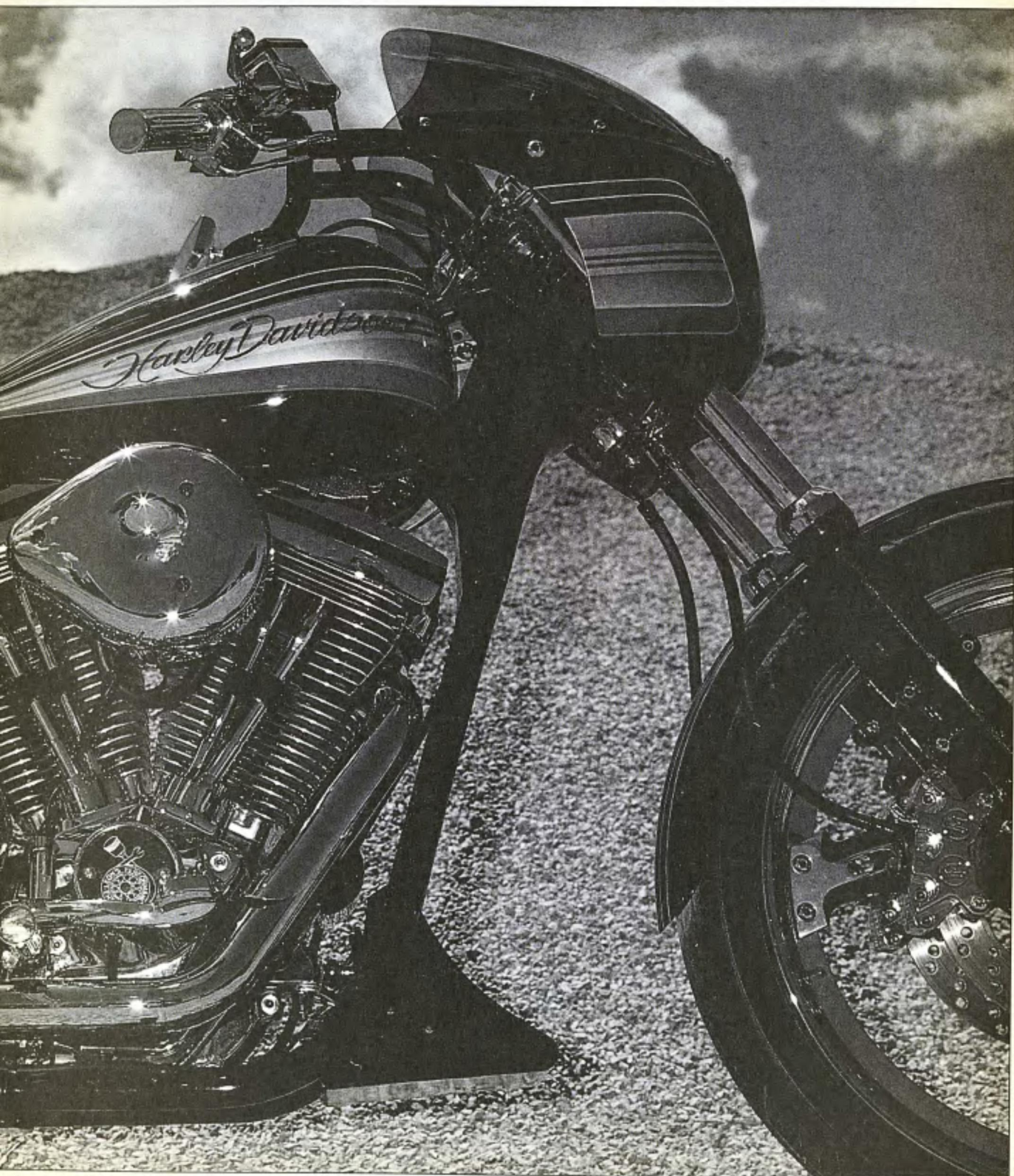
Lengthening an engine's stroke is a soup-up axiom. You get more displacement, more motor, more power. Thanks to stroker crank's greater leverage (like a breaker-bar wrench), riders also enjoy increased low-end torque.

Altering a Big Twin's stroke is conceptually (and deceptively) simple, due to a single-throw, built-up crankshaft design. Cases are parted, the lower-end disassembled and two new stroker flywheels replace the originals. These relocate the crankpin (which is offset from centerline to create stroke) outward from the stock position. Consequently, pistons (and rods) reciprocate greater distances in the cylinder, increasing stroke.

However, the devil deals out details. Strokings create—and demand—wide-spread engine changes. Some are obvious, dimensional and easily managed. (For example: much shorter and stronger forged stroker pistons can compensate for greater cylinder travel and thrust forces; aftermarket rods and cases have critical stroker clearances built in). But others aren't. To wit, some strokers create externally taller engines, necessitating added alterations. What's more, if you tune a stroker incorrectly, you'll easily end up with less power than stock. And Ben Franklins wasted.

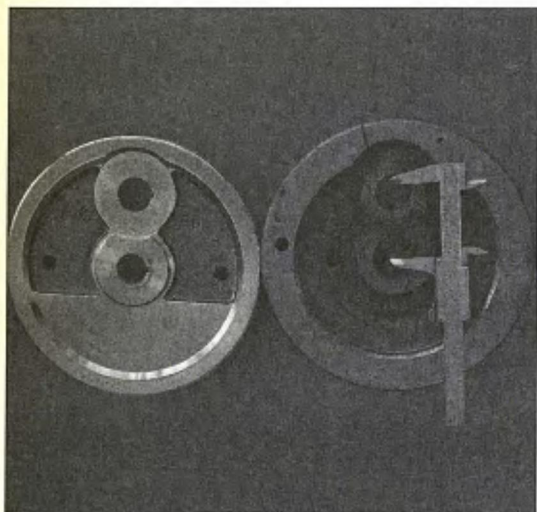
For these reasons, an executive →





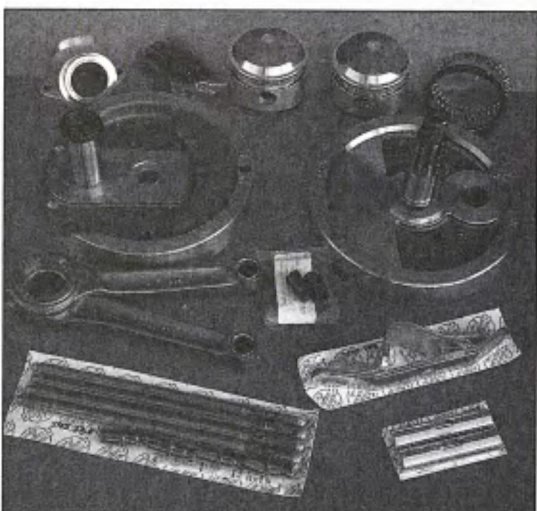
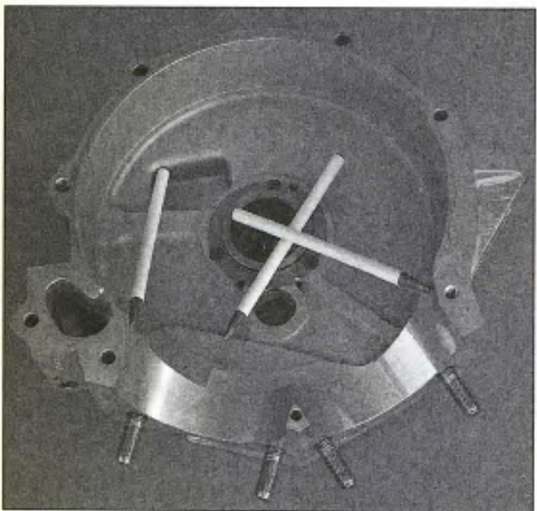
Photos: Jake

SERVICE DEPARTMENT



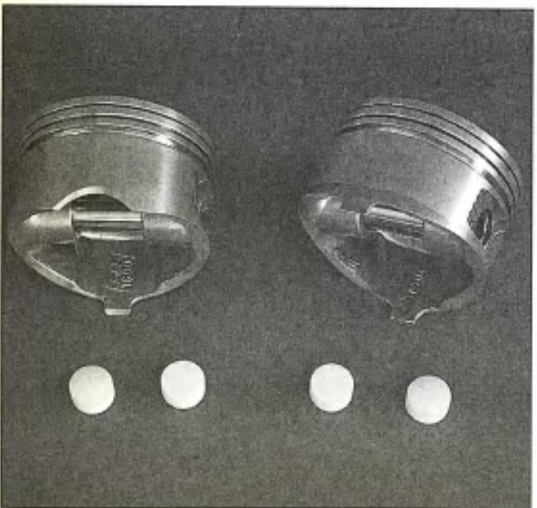
Far left: Crux of the matter: crankpin offset determines stroke. Lengthen it and you've got yourself a stroker. Stroked flywheel (left) has smaller O.D., but longer stroke. Caliper reveals all.

Left: Aftermarket advantages: rods from Carillo and S&S are pre-cleared for strokers, eliminate grinding in the critical notch area.



Far left: Case clearances: aftermarket castings come already milled to clear wider excursions of rods and crankpin nuts in a stroker lower end.

Left: Comprehensive kits: stroker packages range from basic (rods, rings, pistons and wheels) to total—replete with heavy duty fasteners, ancillary hardware, and even large mainshaft.



Far left: Critical compensation: since stroker cranks swing further, special pistons avoid costly collisions with head and flywheels. Key are shorter skirts and raised wristpin (effectively lowering the dome).

Left: Budget bug inches: a medium-sized, basic stroker requires minimum in parts, machining and jigger pokery. Payoff? Big bang for the buck.

approach to strokers may work best. We suggest:

Seeking a pro: Experienced engine experts have already solved the subtleties of Big Twin stroker surgery. Why reinvent the (fly)wheel on your own time and nickel? Research and network for a good builder, like any major purchase. Bike shows are a fertile field for leads. Nobody nearby? Forwarders can crate and freight quickly. Study literature; get deals in writing; avoid low-ball bids. Talk to satisfied customers with over 20,000 miles on their stroker.

Limited extent: Consensus holds that strokers up to about 4.75-inches can live long and prosper. Push that envelope and technicalities, like piston speed and altered engine height, loom larger. And costs mount. Want more? Combine stroker with big bore—see following.

Boring your boar: With a big-bore conversion and a stroker, displacement soars to 105-plus inches without very long stroke concerns. Cases must be machined for oversized cylinders, but you eliminate some duplicate parts and operations. Your builder will expound on the happy details.

Planning ahead: Go stroker when your engine's already apart for obvious parts and labor savings. Remember, winter equals overload for shops. Avoid then. You'll get better, faster service—maybe even off-peak pricing.

Ride, wrench reasonably: Protect that stroker investment with thorough warm-ups, frequent oil changes, and careful driveline maintenance. Torque head nuts often. Avoid excessive engine speed via longer gearing, rev limiter or tach. Follow your builder's advice. Ask him about high-torque starters, "late closing inlet" cams and compression releases to make fire-up easier.

Once it's rolled out and ready for the road, you'll discover that riding a raffish, rakehell, raucous stroker can be regular, refined, even routine. Until you rotate the throttle, that is! It's like religion!

(For further stroker reading, see Paisano Publications' *Quick Throttle* Number 3, now available on newsstands everywhere.)

—Jake

(Thanks to Thompson Engine Service, Dedham, Mass., for their assistance in parts photography)

Typical stroker engine modifications

Mod:

longer-stroker replacement flywheels
short skirt, raised pin pistons
retuning, timing, jetting, exhausting
aftermarket (or clearance stock) rods
aftermarket crankcases
taller cylinders
wider intake manifold
shorter, aftermarket rods
reworked upper engine, frame mounts
longer pushrods
premium head gasket
(copper, Teflon, o-ring)
longer final gearing, tach, rev limiter
bronze crankpin thrust faces
larger diameter drive-side mainshaft
high-torque electric starter
compression release
relocated oil drains
overall engine re-balance

When

required
required
required; extent varies
required
optional; advisable for 1990-up engines over 90-inches
depends on stroke length
depends on stroke length
depends on stroke length
depends on stroke length
optional, recommended
optional, recommended
optional, recommended
recommended for 100-plus-inches
optional
pre-EVO and very big bores
usually; component dependent

Effect of selected stroke and bore increases on total EVO engine displacement.

Displacement	Bore	Stroke
81.8 cubic inches; stock	3.5-inches	4.25-inches
89 cubic inches; stroked	3.5-inches	4.625-inches
91.4 cubic inches; stroked **	3.5-inches	4.75-inches
96.2 cubic inches; stroked	3.5-inches	5.00-inches
101 cubic inches; stroked	3.5-inches	5.25-inches
87.7 cubic inches bored	3.625-inches	4.25-inches
95.4 cubic inches bored	3.78-inches	4.25-inches
96.9 cubic inches bored **	3.81-inches	4.25-inches
106.8 cubic inches bored	4.00-inches	4.25-inches
95.5 cubic inches; stroked & bored	3.625-inches	4.625-inches
98 cubic inches; stroked & bored	3.625-inches	4.750-inches
103.2 cubic inches; stroked & bored	3.625-inches	5.00-inches
103.8 cubic inches; stroked & bored	3.78-inches	4.625-inches
105.4 cubic inches; stroked & bored	3.81-inches	4.625-inches
106.6 cubic inches; stroked & bored	3.78-inches	4.750-inches
108.3 cubic inches; stroked & bored **	3.81-inches	4.750-inches
112.2 cubic inches; stroked & bored	3.78-inches	5.00-inches
125.1 cubic inches; stroked & bored	4.00-inches	5.00-inches

** suggested maximum for long mileage street engine

Sources of aftermarket stroker components.

Component

Stroker flywheels

Source

Truett & Osborn: 3345 E. 31 St., South Wichita, Kan. 67121
S&S Cycle, Inc.: Box 25 Rt. 2 County G, Viola, Wis. 54664

Stroker rods

Carillo (through dealers)

S&S Cycle, Inc.: Box 25 Rt. 2 County G, Viola, Wis. 54664
S&S Cycle, Inc.

Stroker kits

Axtell Sales, Inc.: 1424 S.E. Maury, Des Moines, Iowa 50317

Stroker/big-bore pistons, cylinders

Sputhe Engineering, Inc.: 1185 Lime Kiln Rd.,

Grass Valley, Calif. 95945

Crankcases

Hyperformance: 5152A N.E. 12th Ave., Pleasant Hill, Iowa 50317

STD Development: P.O. Box 3583, Chatsworth, Calif. 91313

Deikron: 2430 Manning St., Sacramento, Calif. 95815

Sputhe Engineering, Inc.: 1185 Lime Kiln Rd.,

Grass Valley, Calif. 95945

S&S Cycle, Inc.

Tech Products: 511 West Mahoney, Mesa, Ariz. 85202

Thompson Engine Service: 186 River Street, Dedham, Mass. 02026

Thompson Engine Service

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SERVICE DEPARTMENT

Flat Bottom Your Tank For Fewer Fuel Stops

Same Size, More Gas

Whether it's a Sportster or peanut, coffin or Whizzer, there is something eye-opening about a small gas tank on a big-engined motorcycle. Its minuscule dimensions make the massive cylinders lurking below seem even more enormous and those high bars rising above all the more mountainous.

There is just one problem with this great, go-fast, style of small fuel cells. Gas capacity. The famed early classic XLCH Sportster gas tank, for example, holds a bare two gallons or so, and the same goes for many of those timeless-lookin' peanut jobs.

Pitch them up on a high-necked frame and the actual fuel available is even less; the filler opening can sit a good two inches below the top extremity and the rear taps may be as much as two inches above the tank bottom. The accompanying diagram (1) will give you an idea of the situation. The shaded areas—above the filler neck and below the gas tap—represent lost gas capacity.

The result is less than ideal. On a hot Big Twin, maybe consuming a gallon every 40 miles or so, you are looking at the problem of having to make a gas stop every 60 minutes of running time or so, to be safe.

There are many solutions to the problem; some are pretty involved. They range from hiding bigger gas tanks down low behind the engine (like one Japanese maker) to a sidehack outfit we've seen that used an electric fuel pump to suck petrol from an auxiliary reservoir in the sidcar nose. One custom we recall ran its oil in the frame and used the standard oil tank as an extra gas supply.

Here's one simpler solution. Seek out a good welding or fiberglass shop and get your tank flat-bottomed. By lowering the tank tunnel and moving the gas tap rearward—see arrows in (1)—more gas capacity is achieved. You basically raise the tank mounting, eliminate the tunnel and convert to a flat bottom. For a professional-quality metal worker, blacksmith or fiberglass freak, it's a simple step-by-step procedure. Not

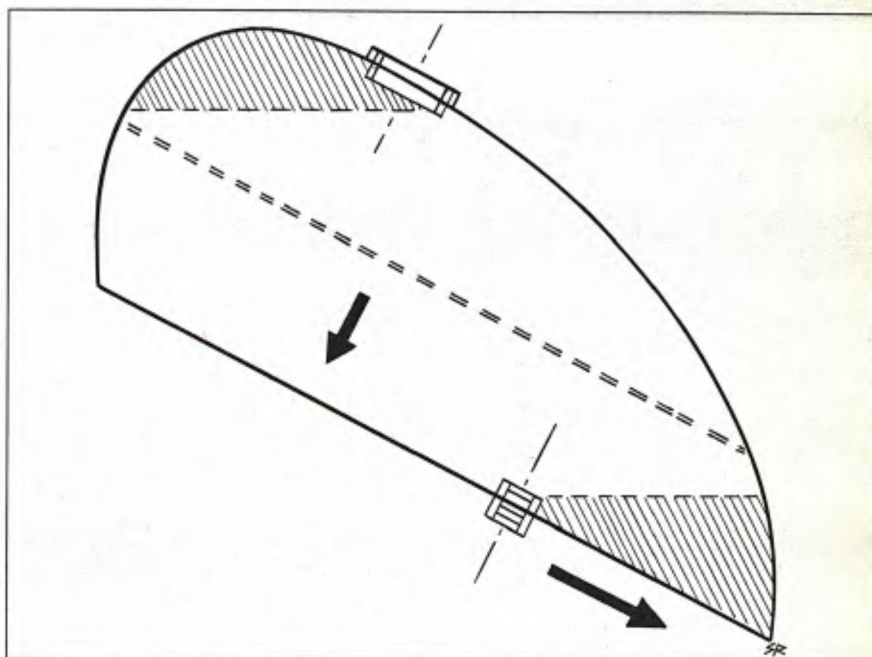


Photo 1



Photo 2



Photo 3



Photo 4

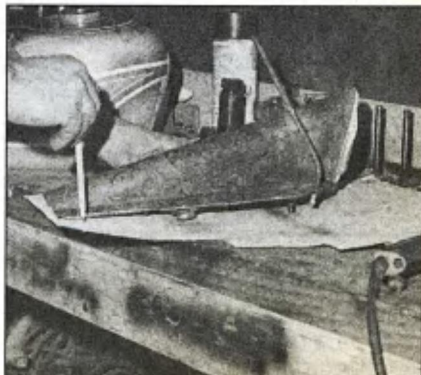


Photo 5

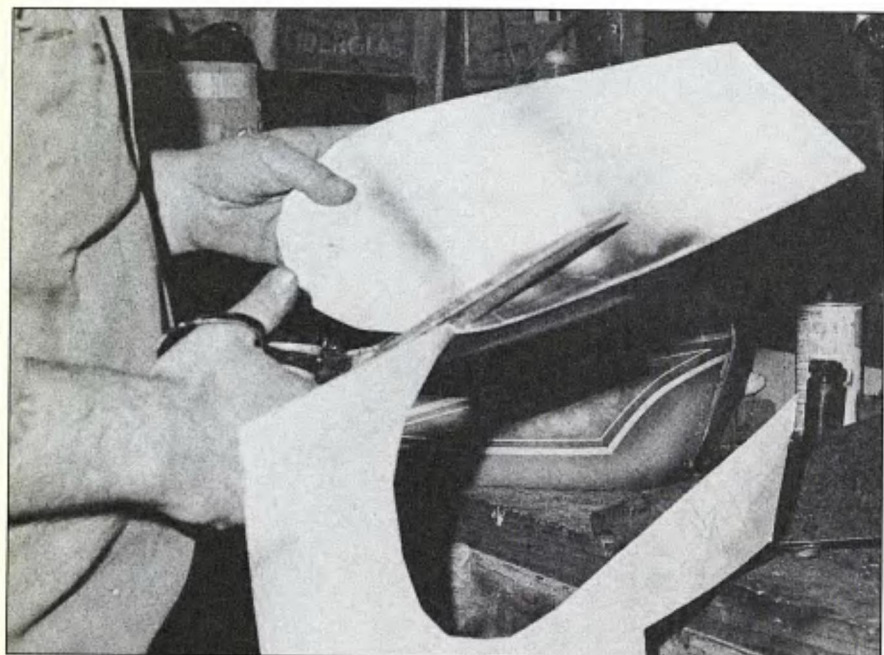


Photo 6



Photo 7



Photo 8

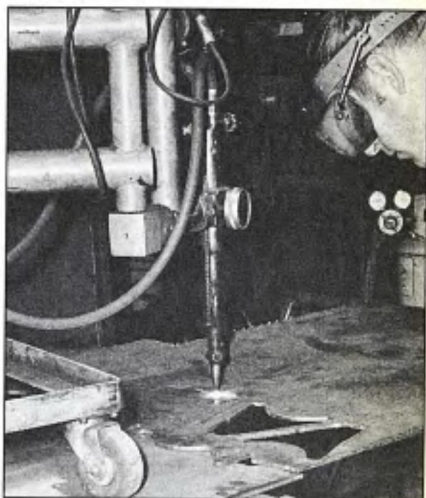


Photo 9

only do you get more gas capacity (by as much as a gallon), but also there's another benefit. Since the tank now will have a flat, easily drained bottom, the double gas taps and balance tube between the tank side can be eliminated for a cleaner look as well. You only need one tap at the rear. And it lets the gas drain completely.

So let's get started. Our photo sequence follows the drill for metal tanks since they greatly predominate as both factory and aftermarket items. For steel or aluminum alloy tanks, we would

advise those of you without the required welding skills to locate a shop experienced in sheet metal fabricating, particularly light gauge steel.

The first step is to thoroughly—and we do mean completely—dry and air out the tank if it has been in recent use. Leftover gas vapors can result in a catastrophic explosion when exposed to high heat or torch flame. They don't really help the fiberglass resins cure, either. Remove the cap and rear taps and blow out—carefully and repeatedly—with compressed air. An old trick

we learned a few years back is to place the gas tank opening on a running automobile's tailpipe. The carbon thereby deposited on the gas tank innards will tend to gather up any traces of gasoline, much the way air filters use activated charcoal to grab up impurities in the air.

Next, the original tank bottom is removed. This step may be as simple as grinding off the original welding bead that held it in place. But we recommend cutting inside the original corner, especially on the tank bottom, →

SERVICE DEPARTMENT

since the step that remains will provide a larger (and better) surface on which to support and attach the new bottom. This method will also retain the original corner to the side view, eliminating the concern about trying to match the exact appearance of the original and modified corners.

It ain't rocket science. Usually, an electric drill provides a starter hole (2). Then, the cut is made with a saber saw (3), mounted with a fine-tooth steel blade. A 36T pitch makes for slow going, but produces a smoother cut and has less of a tendency to grab any burrs. Haste makes waste.

Liberal application of cutting oil aids the process. At the rear, where the tank pitches down sharply, the saw may need to be angled to avoid harassing the tank sides.

The result is the complete removal of the tank bottom (4). The old section should be removed gingerly since some tanks, like the one depicted here, include internal pass-through tubes for breather vents. Note that the pass-through tubes must be allowed for in the new bottom (or located elsewhere). With things out in the open, now is a good time to check and correct for corrosion, sediment and other potential impediments to your fuel system.

Now, either the old bottom or the new bottomless tank will serve as the pattern to begin making the new surface. The outline is traced onto thick paper, thin cardboard or any suitable template (5) and then cut (6). A large pair of scissors is generally better for cutting curves than other cutting tools are. Remember, though, that this template must include sections where the tunnel itself used to intrude on the tank—and it must also allow for the distance inside the tank corner where it was originally cut.

Next (7) the pattern is transferred to the real thing: cold rolled sheet steel in thickness ranging anywhere from 16 gauge (about .062-inches) to 3/16 (about .187). Try to duplicate the thickness of the original bottom as closely as possible. Heavier isn't necessarily better since welding steel of very dissimilar thickness can be difficult.

The steel stock is cut to match (8). Mechanical rather than torch cutting

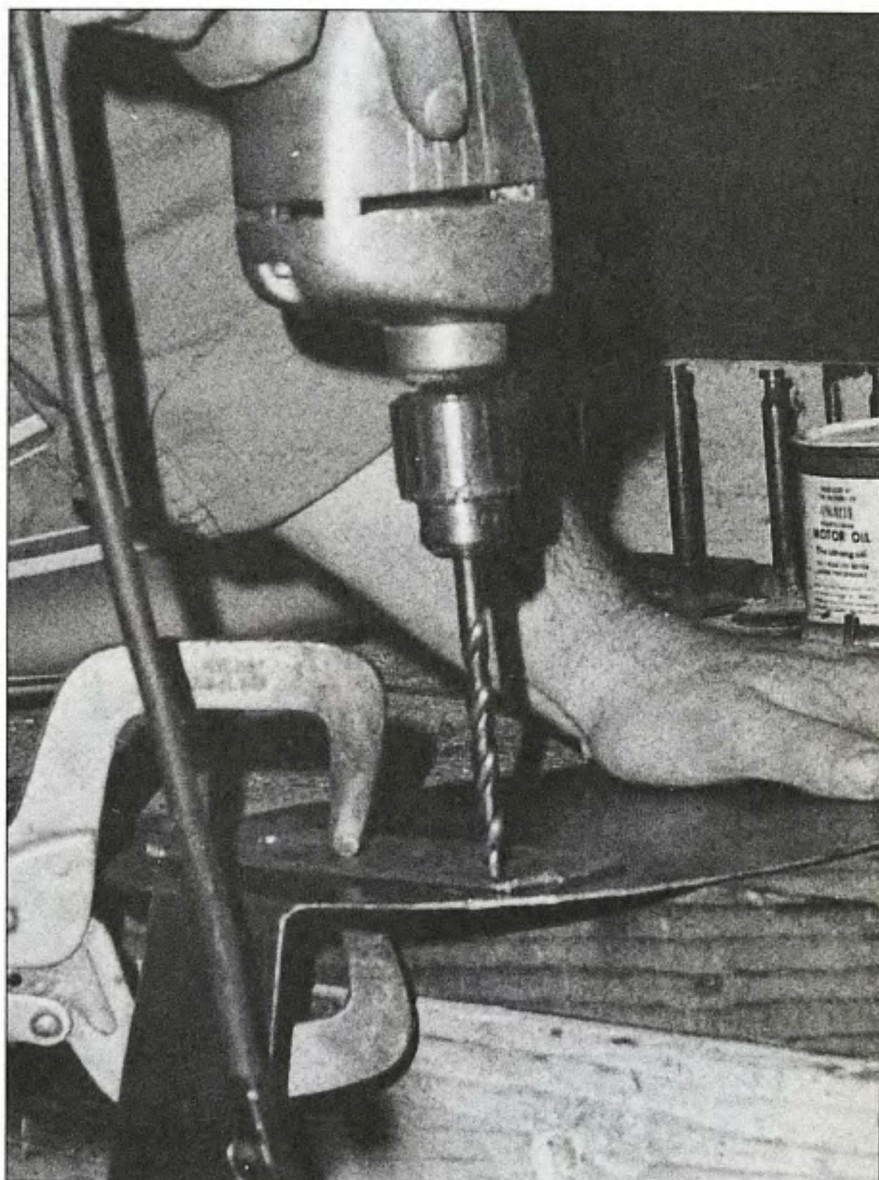


Photo 10

The gas tap hole has been relocated to the rear of the tank where it will drain more completely

generally gives a more uniform edge. Next, holes for mounting of studs and the gas tap are drilled in the new bottom (9). As you can see here, a template made from the frame mounting is clamped to the new bottom to assure that all studs and holes line up later. Note that the gas tap hole has been relocated to the rear of the tank where it will drain more completely.

Now you should try the new bottom against the original tank for a close fit. Small differences can be filled in or otherwise accommodated by welding, but

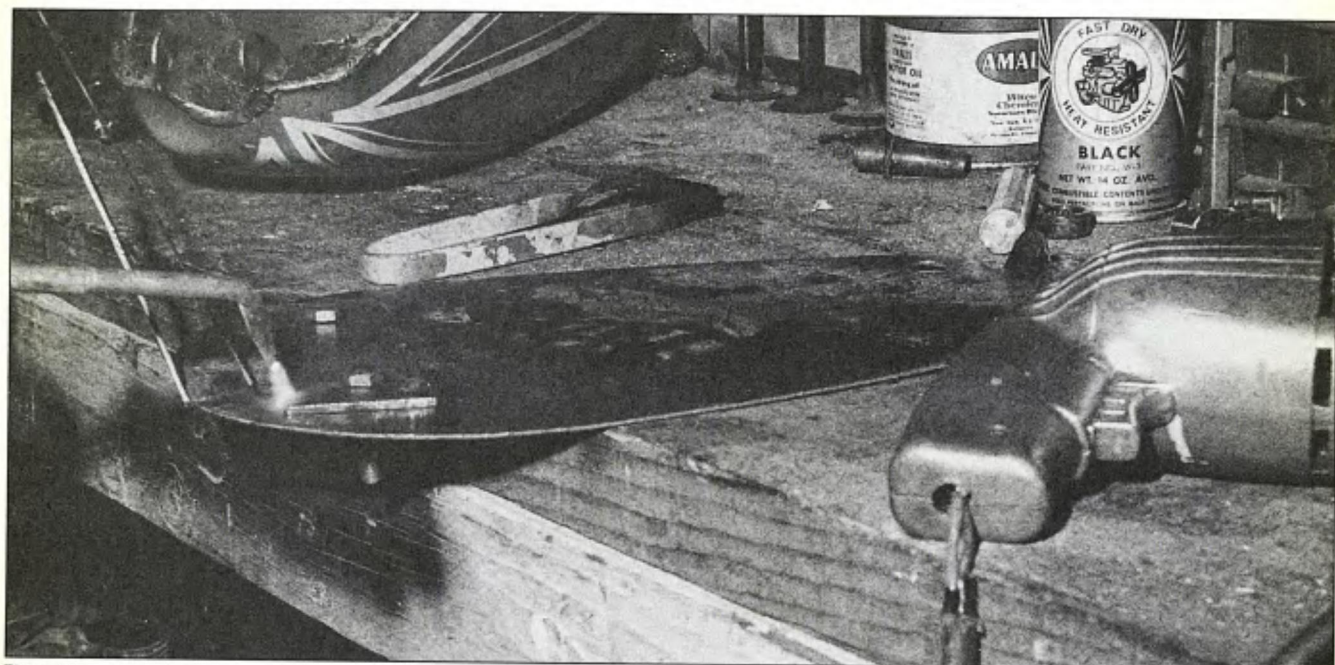


Photo 11



Photo 12



Photo 13

Photos: Jake

the more accurate, the better. Next, a reinforcing plate at the stud-mounting area is fabricated and welded on the inner surface (10).

This is an area of stress (due to cantilever pressure with a full tank of gas) and needs a little extra beef. Studs are then added (11) either from threaded stock or bolts of appropriate size. Note that if you want to set your tank up with ear-type mounts they should be made and attached now. Likewise, the tapped boss for gas cock is attached. This is generally a female pipe or hose

fitting with threads to match industry standard gas taps.

Again, use the original bottom or your selected fuel shut-off as a guide.

Finally, the payoff. The fabricated bottom is carefully gas welded to the tank sides (12). Here's where the welding shop earns their pay, since torch work on light gauge steel demands long experience and careful attention. Afterward, wire brushing of the weld to remove slag or other corrosion is a good idea to aid later paint primer application. Also, most shops are

equipped to pressure test the tank for any leaks that may exist.

Last, but not least, coat the tank's interior with a good sealant (13) and allow plenty of time for it to dry and cure. It's an added extra, but good insurance for pinhole leaks. The rubbery coating will also add some shock-absorbing quality to the entire tank. Which is not too shabby of an idea for a part that is the crown for a hot—in more ways than one—big inch, big-valved motorcycle mill.

—Jake

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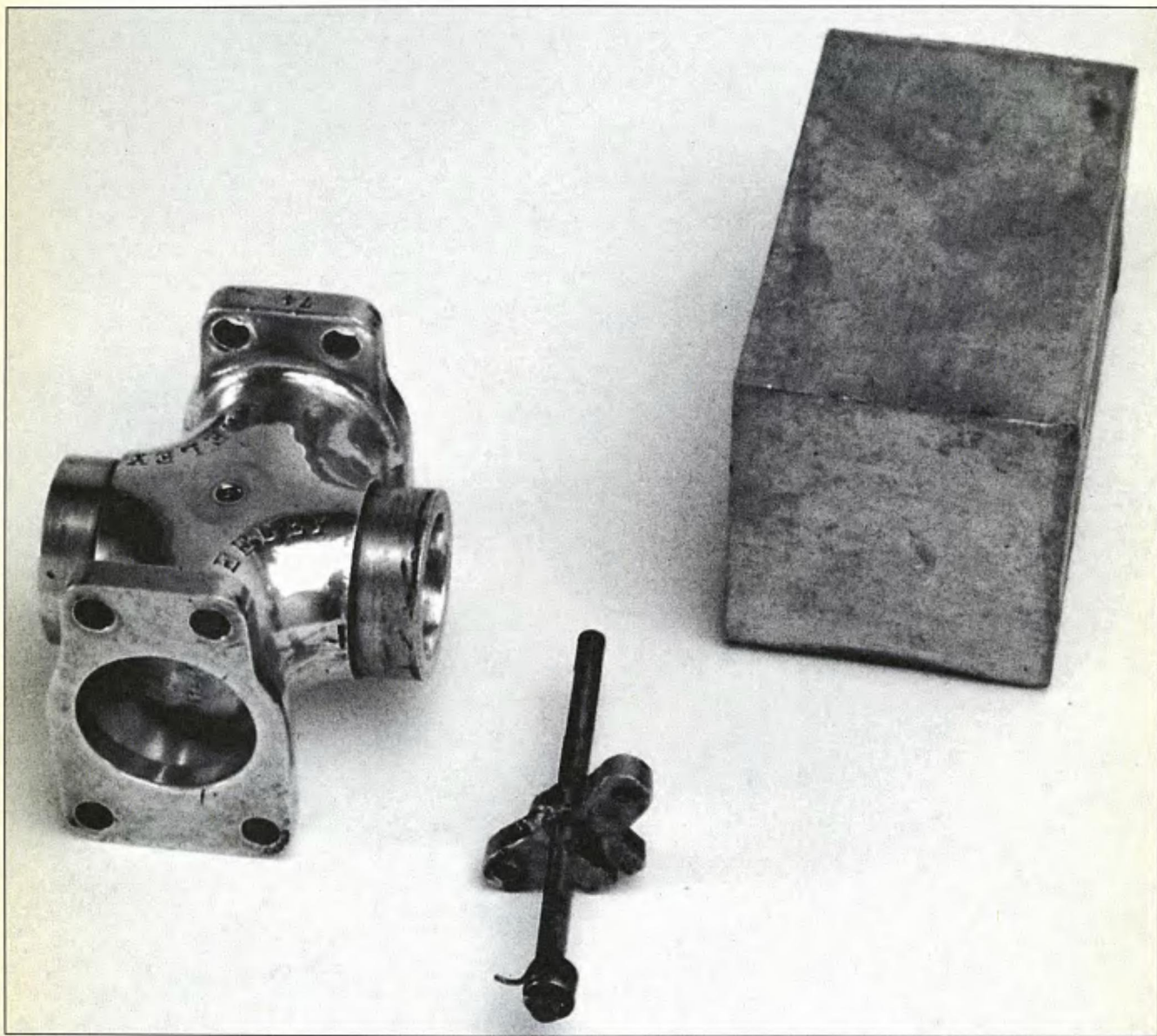


Photo 1

Dual Intake Strange And Powerful

In the last issue, I told you that the "Roll of the Dice" Knuckle was finished. Well, I wasn't entirely correct. While the bike was complete, one final tech tip slipped through the cracks. It involved one of the more innovative features on the bike, which, if you were at the Columbus *Easyriders* Bike and Tattoo Show in February, or Bike Week in Daytona, you would have had the opportunity to view.

I'm jazzed. It's bad to the bone, from the graphics painted on the tanks by Keith Saunders of Departure Bike Works in Richmond, Virginia, right down to the snake eyes on the seat by Danny Gray, the polished cases by Ed, (301) 341-2491, the Karata belt drive in the inner primary, and the final touch on all my bikes: Custom Cycle Engineering dog-bone risers—tough but enough.

Randy Simpson of Milwaukee Iron, Lynchburg, Va., deserves the lion's share of the credit. He also deserves the credit for duplicating Jerry Hall's (Eden, N.C.)

rare intake manifold to give the risky 84-inch Knuck all the carburetion it needs.

One problem that repeatedly faces anyone who contemplates building a bike is what to do about jazzing up the left side. With Randy's inspiration and talent, we finally resolved that issue, giving the Knuck the best of both worlds—left and right. In having the pipes run out the bike's left side, the engine's supreme looks are more amply displayed on the right. To top that, we fabricated a manifold using Jerry Hall's own innovative manifold as a template to allow us to run

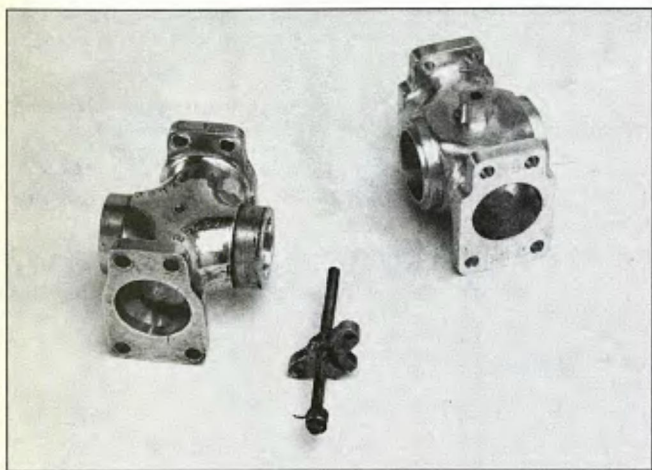


Photo 2

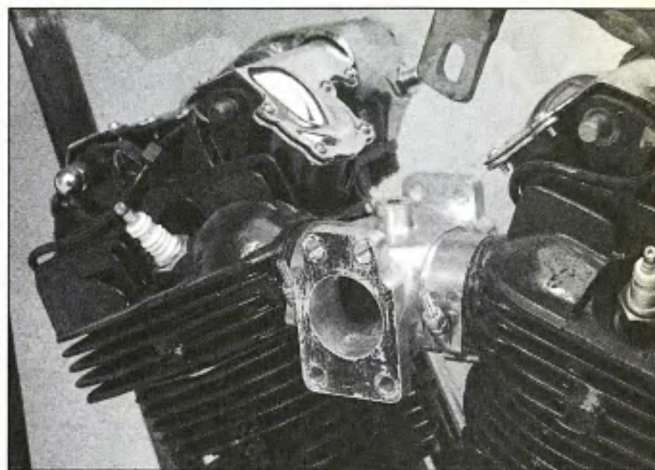


Photo 3

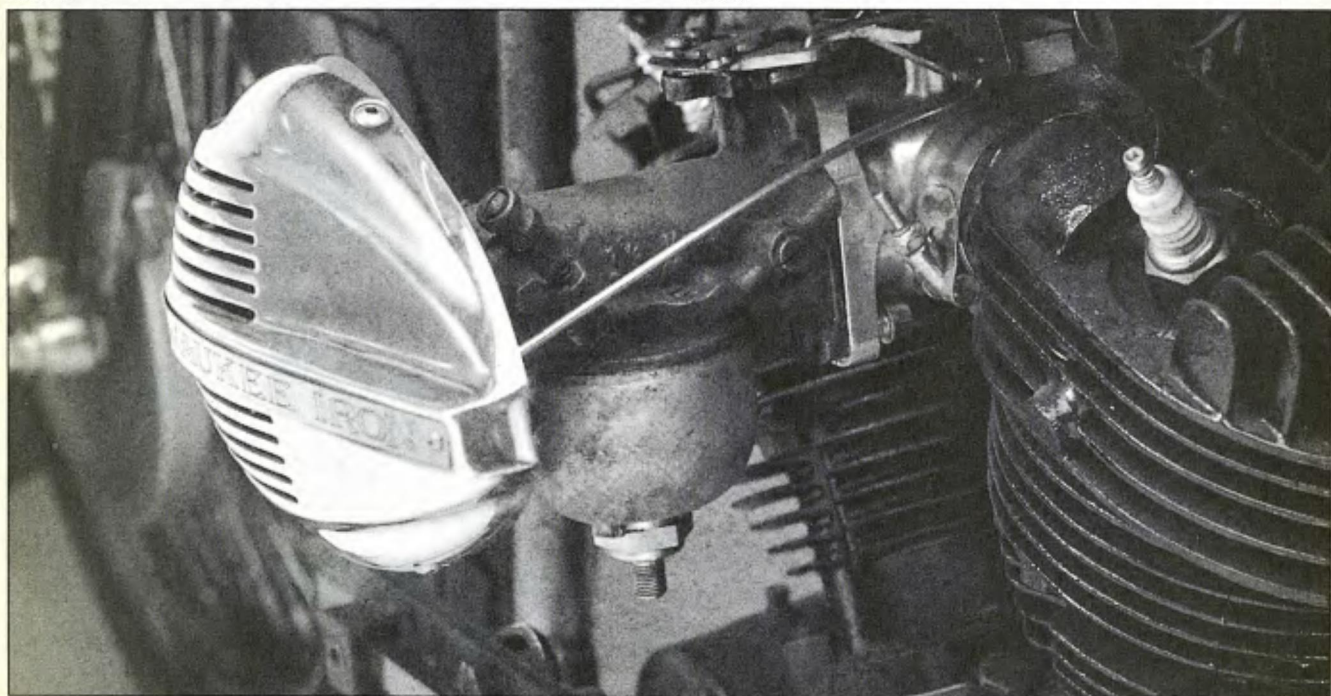


Photo 4

two classic Linkerts, one out of the left and the other out of the right. It looks as bad as loaded dice.

They took Hall's old intake, measured it with micrometers from every conceivable angle, and input the info into a computer. By using the computer they were able to determine that, with a 1-inch ball-end mill, it would be feasible to both shape a block of aluminum (photo 1) and cut the individual ports. They stepped down three times into each port to make the careful turns necessary to ensure that each port was identical in length for proper tuning.

The exterior and flanges were then masterfully hand-machined. You can see the outcome before final machining (photo 2).

The real hand-crafting came into play when Randy and Gary shaped the inside ports with die grinders (using various wheels) and barrel sanders. This was followed by hand sanding. They employed gradational levels of sandpaper, ultimately finishing with 400 wet and dry. The new manifold was bolted into place in the stock position; this allowed the appropriate ports to face in opposite directions (photo 3). The left carb feeds the front

cylinder while the rear is fed from the right-hand side. The longer flange faces to the right and the shorter to the left, thus preventing the carb from acting as a crash bar. Each Linkert M-61 was carefully restored by Mike Egan of Egan's Vintage Motorcycles in Santa Paula, California, (805) 933-1557.

The final shot shows the right carb mounted in place (photo 4). Make sure it's bracket-mounted securely to one of the case bolts. Note the sharp M.I. "Siren Air Cleaner." It's a done deal.

—Bandit

Photos: Dave Jones

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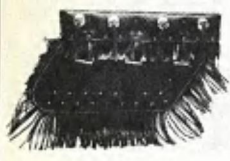
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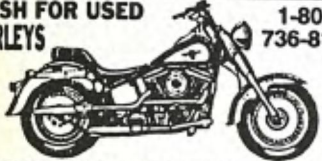
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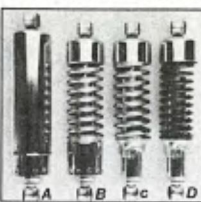
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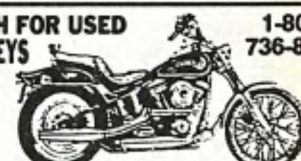
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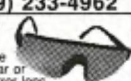
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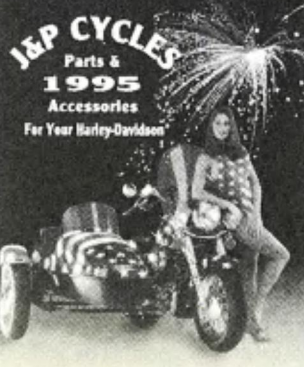
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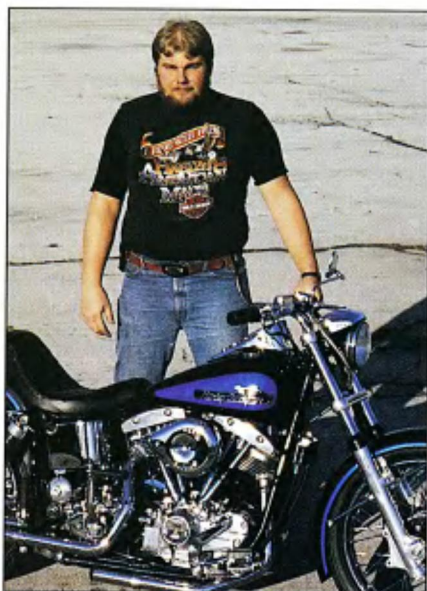
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READERS' RIDES

Lee Washack Alsip, Illinois Mystery Bike

When Lee began to build this bike, he wanted something sweet and fast. He also wanted it to be mysterious—a bike with no identity in terms of year and make. So, gleaning from years of imagination since the age of six, when he'd started riding, Lee made a one-of-a-kind conglomerate with the ability to free-wheel or race. His '61 Pan/fabricated engine sports a point drag special coil, a Truett & Osborn lower end, an S&S Super B carb, S&S rods and pistons, an Andrews cam, and solid lifters, all to complement its 88-cubic-inch output.

Reaching to the Continent for help, he installed an Italian-made Marzocchi



forward-mounted axle and hubs for better handling and Fox Air shocks off a dirt bike that when filled become instant struts. This "little noise from Illinois," as Lee calls it, has Low Rider risers, disk brakes, and Michelin tires on 3.5-inch wide front and 4.5-inch wide back wheels. One feature of the "noise" is an owner-fabricated tool box located under the oil tank and on top of the tranny. The electric blue paint job was done by The Paint Factory.

Lee's creation stems from years of riding dirt bikes and, at age 17, buying his first Harley. Paying \$800 for a blown-up Hog, he spent a year rebuilding the mess and sold it for a cool \$3,500. Then he started on his FLH. To the expert eye or the casual observer, it's obvious Lee has fabricated something special—whether you know what it is or not.

—David Loco



Tom "Big T" Wilson Winter Haven, Florida 1978 H-D Shovel

Big T started riding bikes 20 years ago, after copping his first Harley—a 1953 K Model—at the age of 14. The story behind his current Shovel is one of love and dedication.

Starting in June of 1986, Big T began to build his ride. The death of his father prompted a move back home to Winter Haven, Florida. His mother needed support, and Big T was there, but the bike building continued. Setting up shop in a back bedroom, he solicited Mom's help.

"I'd get her back there with me to get her mind off Dad," he says. Bike building was new to her, he explains, but "she helped me put on the front end, the carb,



and the rear end." Soon after, his mother passed away also, and the work took on new meaning.

Big T's Shovel acquired a special look with modifications surrounding the '78 Santee frame: He stretched it "just a little" and incorporated Jammer 4¼-inch risers with ape bars, a modified fatbob fender, and Jammer headlight, taillights, and sissybar.

The 80-cubic-inch engine was augmented with ported heads and fitted with Sifton lifters, a Dell 'Orto dual-throat carb, an electric fuel pump, and fuel regulator. A candy-apple lacquer paint job and pin-striping around the flames finished the job.

"This bike is special to me; I keep it parked in the living room," he says. "Every time I take her for a spin, I know Mom and Dad are watching me."

—David Loco



Photos: Pat Randle

READERS' RIDES

Dale Walksler Mount Vernon, Illinois 1963 H-D Panhead

The movie *The Wild One*, starring Marlon Brando, created the stereotype of a Harley biker—a trouble-making, outlaw rebel bent on mayhem. Although Brando actually rode a Triumph in the movie, Harleys became the bike of choice for outlaw riders. Throughout the years, the evolution of the Harley-Davidson motorcycle has seen many changes and, in 1947, a significant event occurred.

That fall, H-D introduced a model based very closely on the 1936 Knucklehead. It was the high-compression 74-cubic-inch FL, better known today as the Panhead. The new bike retained many characteristics of the Knucklehead, and through much research and development, the Panhead made slow but steady improvements. Finally, in 1965, the last Panhead improvement came to pass: electric starting.

A fad that started in the 1950s, and remains today, is piling on H-D accessories to produce the "dresser." Dale Walksler's 1963 Panhead is typical for its time. Leather saddlebags were just beginning to fade in favor of solid carriers. Walksler mounted a front crash bar, but not a luggage rack or windshield. A few items not normally available in chrome were plated. A large solo seat and two-tone red and white paint says classic Harley, creating the look of a serious ride.

There was a time when the conservative management of the Harley-Davidson Motor Company was looked upon with scorn. In the '60s and '70s, Harleys were scoffed at, passed off as dinosaurs. No longer. That very same conservatism made and kept Harleys a unique American product. Today, a Harley stands out in any crowd.

—Lee Beck

Dale Walksler is also the owner of a unique antique motorcycle museum in Illinois. Look for a feature on it in the new issue of Earlyriders, on the newsstands now.



Photos: Lee Beck

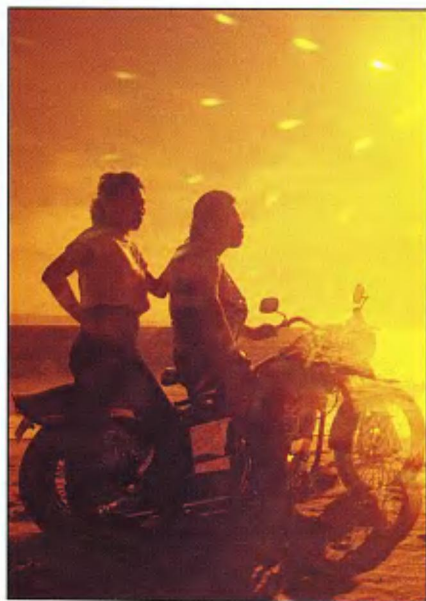


Photos: Billy Tinney

Chad Shadd Maui, Hawaii 1975 H-D Shovelhead

The tropical Hawaiian sun hammered down, throwing a deep shadow on something that looked like a motorcycle sitting under a large mango tree. On a whim, Chad forked out \$400 for the relic and took it home, where it sat for five years decaying in the hot Maui sun.

Then, in October of 1989, Chad went to work on the labor of love to reincarnate his "Necessity," as he calls it. Pouring an additional \$2,500 into his creation, Chad rebuilt the Shovel from stem to stern with new tubes, gussets and brackets, rebuilt the 80-cubic-inch mill with stainless valves, BH cam and bronzanium 90 guides, bent on wide glide forks and finished with a hot



crimson-red candy paint job with acetylene smoke. Helping in the recreation of his bike was Heavy Metal Custom Cycles of Maui.

Chad has done a lot of charity work in the islands, and he is well-known in the area. Organizing bikers is his dream, and he hopes to reunite bikes and riders from all the Islands with his Ohana of Hawaii Warriors Club, of which he is current president.

Chad dreams of owning more Harleys than anyone in the islands. As to his love affair with "Necessity," it will never be sold, he says, "because it carries too many memories." Chad's next step is to build a ride for his girlfriend, Candee. He hopes his two sons, Aaron and Radley, will follow in his two-wheeled path. One day, he sees his whole family riding like the Hawaiian wind.

—David Loco

READERS' RIDES

John Newton Kent, England Special Construction Norton

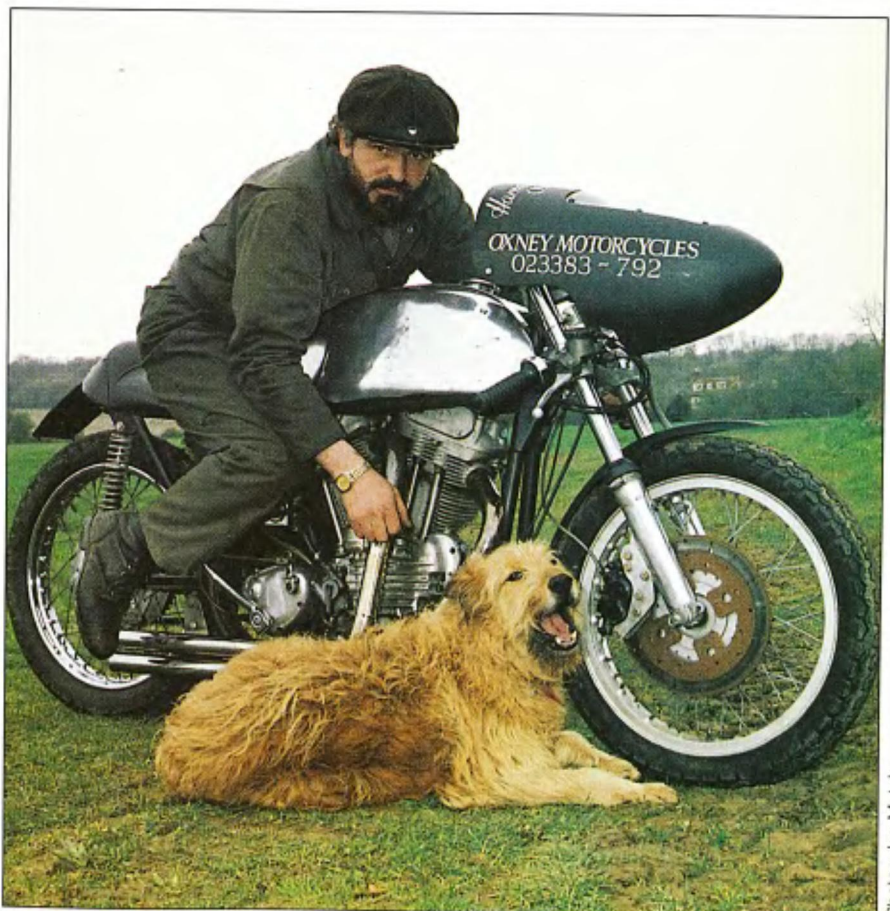
John Newton is not what you'd call an ordinary sort of bloke by most people's standards. He occupies a caravan on the edge of a field in a rural corner of Kent, surrounded by browsing sheep and accompanied by a whisky dog named Mutley, who greeted me as I rode up to his shop—an old brick farm worker's cottage he calls Oxney Motorcycles. Surrounded by a group of friends cheerfully downing red wine in the warm spring sunshine, there sat John listening to the sounds of Dylan's "Nashville Skyline." The "Harmless" was parked nearby, a lethal missile camouflaged by its innocent environment.

Like its owner, this machine is unusual—a novel hybrid composed of unlikely parts that add up to something decidedly oddball and rather pokey. To begin at the bottom, it's a Harley 45, a 1943 WLA onto which a pair of Matchless aluminum competition barrels have been grafted, complete with G80 Matchless heads. Internally, the barrels have been sleeved down to accept Triumph T120 pistons. Upstairs, the valves' original hair-springs have been replaced by coil springs nestled into T140 spring cups, which have been modified. Other quirky engine modifications, too numerous to mention here, turn out a significant herd of horses.

An uncompromising ride that looks like it's designed primarily for the drag strip, John rides the Harmless Norton on the road. To perpetuate the Norton, John is president of the recently founded Featherbed Specials Owner's Club for anyone with a bike built around a Norton Featherbed frame.

John may be contacted at Oxney Motorcycles, Curtis Farm Lower Road, Stone-in Oxney, Tenterden, Kent TN30 7JL England. Tel: 023383 792.

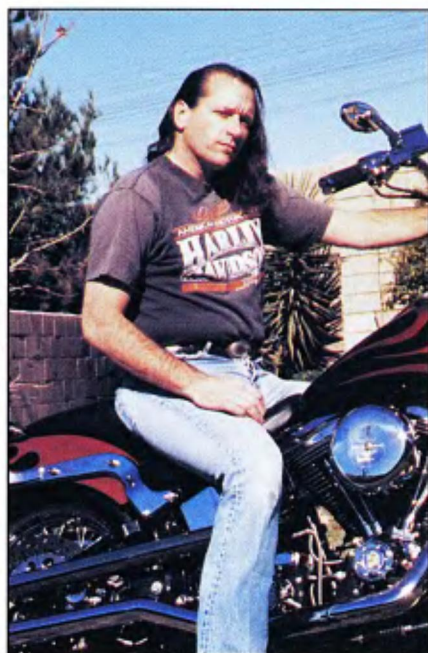
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Loma Linda, California
1990 H-D FXSTS

Frank is a man who flies—in the air and on the ground. Either with his spotlessly clean FXSTS under him or at the controls of a helicopter, his need to feel the wind in his hair is acute. Frank is a commercial helicopter pilot and aircraft air-frame/power plant mechanic who has created a ride that reflects his mechanical expertise and creativity. It features a double-image paint job of charcoal/cranberry flames underneath candy apple-red-silver based flames. Frank says, "The paint gives the illusion of flames moving, depending on the light."

Other changes on his low-slung FXSTS include an 80-cubic-inch Evo engine with Mikuni HSR 42 carb, White Brothers Porker pipes, MC Power Arc



II ignition, Dyna coils, Custom Cycle Engineering coil mount, and a Pingle fuel valve. Additional accretions include polished stainless steel brake rotors, an H-D nostalgia air cleaner cover over a K&N air cleaner, and stainless braided oil and brake lines. Where the rubber meets the road, stainless spokes, chromed brake calipers, and a Kuryakyn lowered front fender over Metzeler tires create poetry in motion.

Ten-inch apehangers with sport Ness mirrors, a Corbin flame-stitched gun-fighter seat, a Custom Chrome Mirage dash panel and extended forward controls make this bike a unique reflection of its owner. Frank prides himself on doing all the wrenching "except the paint." To round out this super-clean FXSTS, all hardware has been replaced with stainless steel, titanium or has been chromed. Flying low or flying high, Frank has the machine to do it.

—David Loco



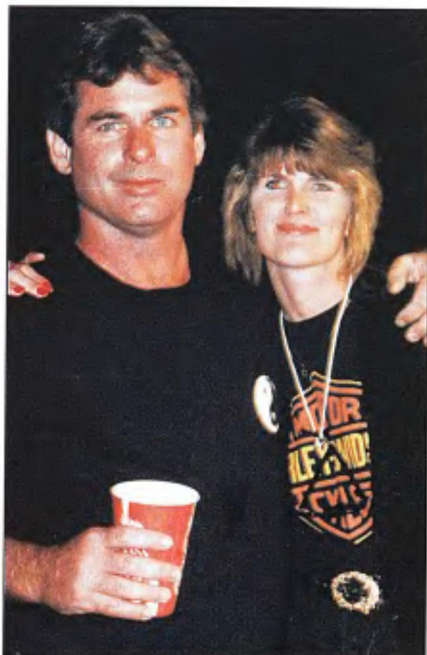
Photos: Frank Vavra

READERS' RIDES

Mike Dohoney Kiawah Island, South Carolina 1994 H-D FXST Custom

Building a from-the-ground-up bike is something that can drain your soul, your imagination, and your wallet. Mike Dohoney has, nonetheless, overcome obstacles and created his perfect ride by using all assets—including his kids. The bike of Mike's dreams is a totally custom H-D Evo, fabricated by Island Cycle. It took more than two years, "and one ulcer to complete. I don't know if I'll ever try again."

The radiant paint job is a collaboration of ideas, including those from the minds of Mike's kids, Matt and Stesee, who put their favorite cartoon coloring books aside to come up with the bike's eye-popping image. Having more than



100 different designs to choose from made it hard to decide on the final look, but Mike managed somehow.

The paint was brought to reality by Keith's Custom Design and features a collage of metallic black diamond/blue marbled/teal and purple, tied together with detailed pinstriping. Beneath the paint, the 89-cubic-inch Evo has Delkron cases, an S&S lower end, piston, cam, Dyna dual-fire ignition, all put together lovingly on a Paughco Easyride Softail frame. The chroming is by Miami Plating.

Mike's FXST Harley follows a lineage of prior motorcycles. He says, "My first bike was a 1969 Pan/Shovel, my second a 1983 custom FLH Shovel, and now this. I really like what I built. Bikes are like pizza; some like pepperoni, some like extra cheese and anchovies—eat what you like."

—David Loco





1995 OFFICIAL SCHEDULE STURGIS RALLY & RACES AUGUST 7-13



Saturday, August 5

9:00 am - 10:00 pm Rally Headquarters Open - Main St. - Saturday thru Sunday
9:00 am - 9:00 pm National Motorcycle Museum Open - Junction Ave. - Saturday thru Sunday
9:00 am - 10:00 pm Food Court Open - Lazelle St. - Saturday thru Sunday
9:00 am - 3:00 pm Harley-Davidson Demo Rides- Sturgis Super 8 Motel - Saturday thru Saturday

Sunday, August 6

10:00 am - 7:00 pm Motorcycle Expo Opens - Sturgis Community Center, Lazelle Street - Monday thru Saturday
10:00 am - noon ABATE/Easter Seal Poker Run - sign up Whiteplate Flattrackers booth at Rally Headquarters

Monday, August 7

9:00 am - 4:00 pm BMW Demo Rides - Sturgis Days Inn - Monday thru Saturday
BMW Truck on display Sturgis Yamaha - BMW, Junction Avenue Monday thru Saturday
9:00 am Wyoming Encounters Tour- leaves from Motorcycle Expo to Devils Tower - AMA sanctioned
10:00 am - 3:00 pm Top Gun Qualifying Competition - Sturgis High School - Hwy. 34

Tuesday, August 8

9:00 am Jewel Cave Tour - leaves from Motorcycle Expo touring Southern Hills and Jewel Cave
10:00 am Indian Motorcycle Rally
10:00 am - 3:00 pm Top Gun Qualifying Competition - Sturgis High School - Hwy. 34
10:00 am - 6:00 pm Harley-Davidson Show - Rapid City Civic Center- Tuesday thru Saturday
11:00 am "Bessie's Knob Hill" Amateur Hill Climb- enter at Glencoe CampResort
6:00 pm Camel King of the Hill - Sturgis Dragway

Wednesday, August 9

10:00 am - 3:00 pm Top Gun final Competition -Sturgis High School - Hwy. 34
6:00 pm FLASH & AHDRA Tune & Test - Sturgis Dragway - Special H.O.G. Event
7:30 pm Dark of the Moon Tour- leaves from Motorcycle Expo - thru Iron Mountain Road to Mount Rushmore for the night lighting

Thursday, August 10

9:00 am Heart of the Hills Tour - leaves from Motorcycle Expo touring Custer State Park
11:00 am "Baddest Hill" Hill Climb - enter at Glencoe CampResort
6:00 pm AHDRA National Semi-Final - Sturgis Dragway
8:30 pm Bubba Blackwell - Harley-Davidson Motorcycle Jump - Sturgis Dragway

Friday, August 11

8:00 am - Dusk Rat's Hole Custom Chopper Show- Woodle Field Park
9:30 am 4th Annual Governor's Tour- leaves Motorcycle Expo touring Mt. Rushmore & Crazy Horse Monument - AMA sanctioned
11:00 am Open Half Mile Racing, featuring special Harley- Davidson 883 racing class - Sturgis Fairgrounds - Special H.O.G. Event
6:00 pm AHDRA National Finals - Sturgis Dragway

Saturday, August 12

10:00 am - 2:00 pm Motorcycle Expo
5:00 pm Raffle Drawings- Motorcycle Expo Lobby

Sunday, August 13

9:00 am - 2:00 pm Rally Headquarters
9:00 am - 2:00 pm Food Court
9:00 am - 6:00 pm National Motorcycle Museum

SEE YOU IN AUGUST

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To enter, fill out the coupon beside. Enter as often as you wish. (\$2.00 each, 3 for \$5.00, 7 for \$10.00).

Donation requested with each entry. Void where prohibited by law.

Drawing Saturday, August 12, 1995, at 5:00 PM at the Community Center, Sturgis, SD.

NEED NOT BE PRESENT TO WIN.

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REGISTER TODAY

All mail entries must be received by August 10, 1995— make checks payable to Easter Seals.

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Mail to: Easter Seal Society of South Dakota
1351 N. Harrison, Pierre, SD 57501

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Address

City

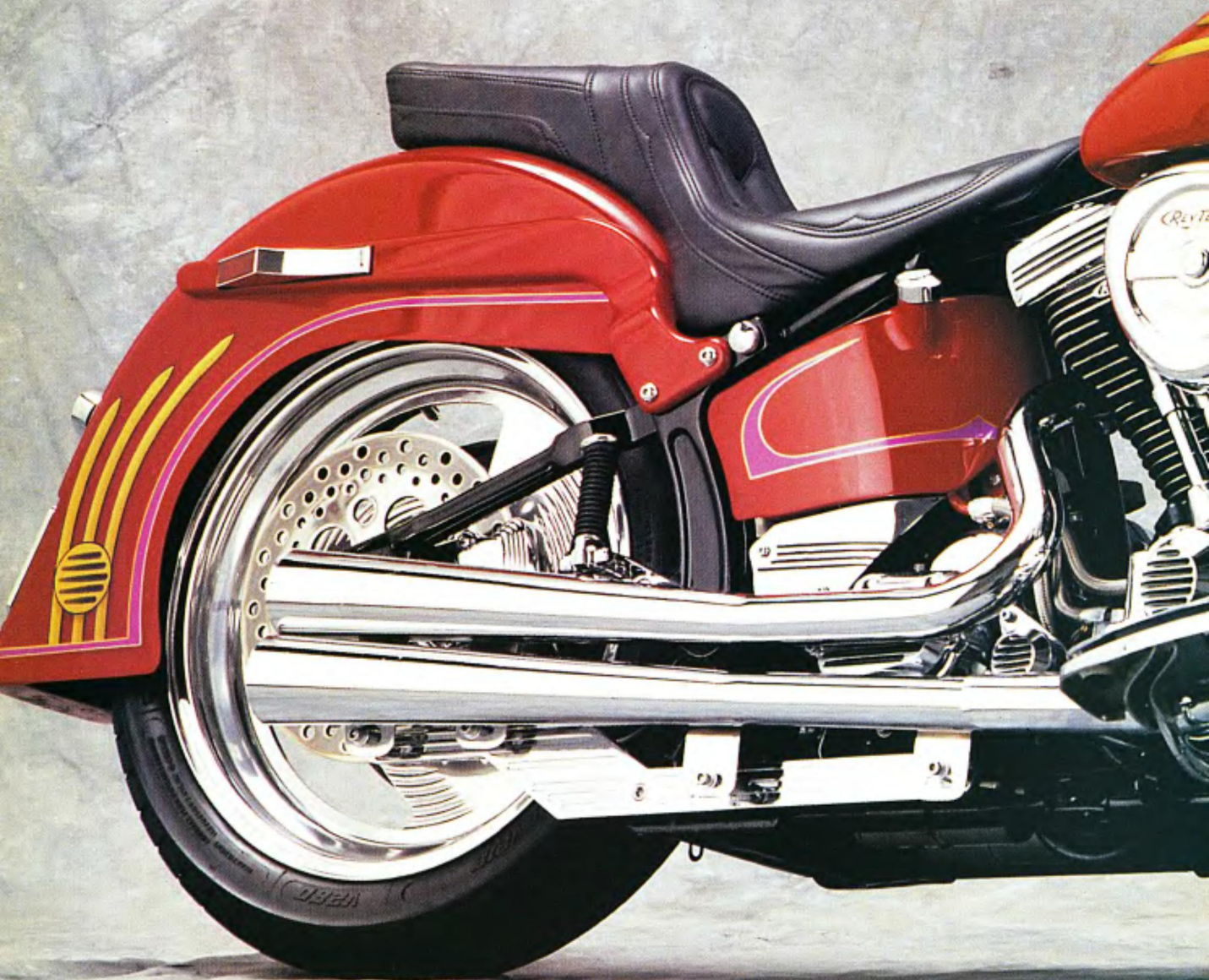
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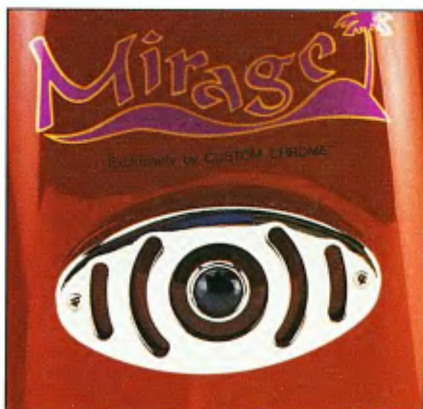
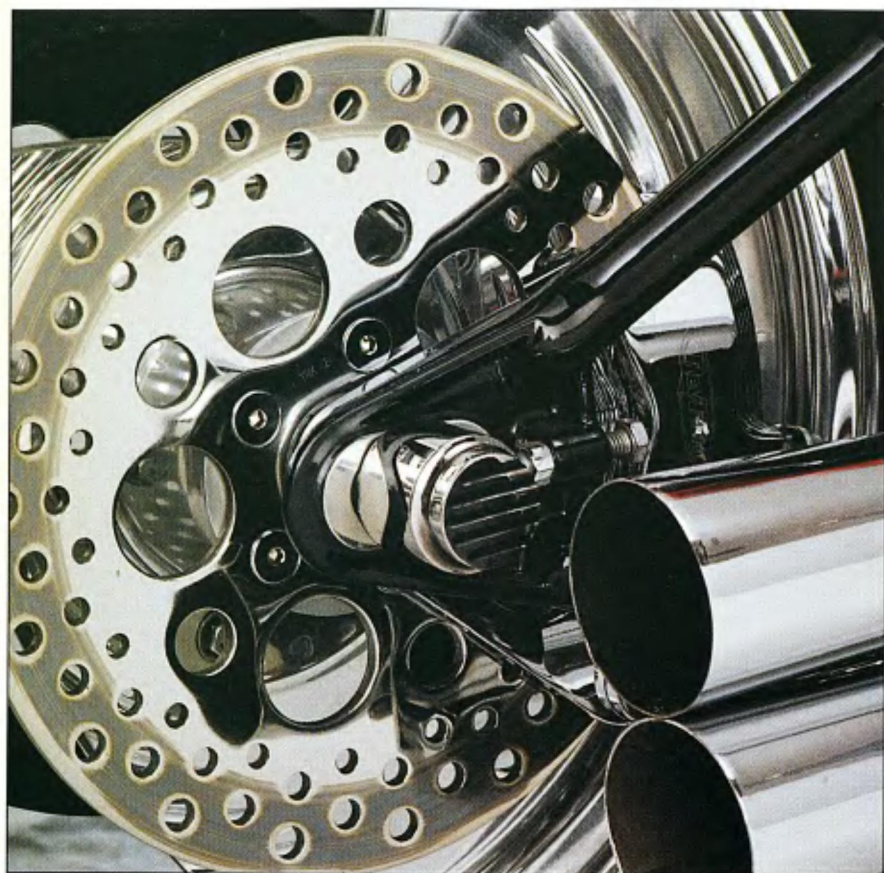
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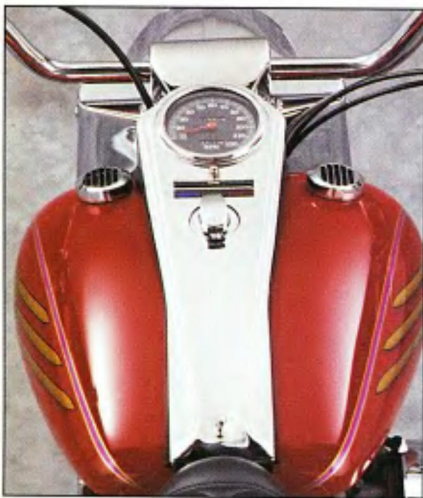
world's premier custom bike builders.

In case you haven't already guessed, this was the challenge thrown out by the *Easyriders*/Juvenile Diabetes Foundation Sweepstakes: Build the finest machine you can, and let the future sweepstakes winner choose his favorite. It was exactly the kind of challenge that Dan Stern, CCI's Director of Marketing and Sales, couldn't refuse.

Says Dan, "We wanted to build what everybody's dream of a Softail would be—a full custom bike that gets up and goes when you want it to, but comfortable enough to cruise out to Sturgis on."

It's called the Mirage Bike for a couple of reasons. One, of course, because it gives the illusion of being a Softail. And two, because many of the accessories, including the dash, inspection cover, and mirrors are from CCI's Mirage line. For the get up and go, Dan added RevTech's 92 horsepower kit. "It's great for doing burnouts," he says. But because the stock bore and stroke aren't changed, the engine's traditional dependability is maintained.

"Although we're big fans of going fast," Dan says, "we're even bigger fans of stopping fast." Toward that end the →



brakes were developed with the assistance of a top manufacturer of NASCAR racing brakes. The result is a remarkable 20 percent reduction in braking distance at 60 mph.

Rick Doss (Rick's Custom Harlees, Danville, Virginia) hand-crafted the long-look fiberglass fenders as well as the exhaust system. The seat is one of only 200 signed and numbered by premier saddlemaker Danny Gray.

"This was a great opportunity to showcase our talents as well as help out a good cause," Dan says. "Bikers enjoy life so much that it's only natural that we

give something back so others can, hopefully, enjoy life, too."

And isn't that the truth?

—Southern Connection

All six JDF bikes were on display at the Easyriders Invitational Bike & Tattoo Show in Columbus, Ohio, Daytona Bike Week, and the Easyriders Regional Bike & Tattoo Shows in Pomona, Calif., Oakland, Calif., and Monroe, Wash. They will be on display at our remaining Regional shows, and every Easyriders Rodeo before the winning ticket is pulled in October at the Grand Nationals.





Owner:.....Custom Chrome, Inc.
City:.....Morgan Hill, California

General

Fabrication:.....CCI
Year and make:.....1989 H-D
Model:.....FXST
Chroming:.....CCI

Engine

Year:.....1989
Model:.....Evo
Rebuilder:.....CCI R&D
Ignition:.....RevTech
Displacement:.....80 cubic inches
Lower end:.....H-D

Pistons:.....RevTech
Cases:.....H-D
Heads:.....RevTech
Cam:.....RevTech 40
Carb(s):.....RevTech
Pipes:.....Rick Doss
Modifications:.....RevTech air cleaner,
 Rick Doss muffler, RevTech 92 hp kit

Transmission

Year:.....1989
Modifications:.....RevTech gears

Painting

Molding:.....none

Painter:.....Jeff McCann
Color/Type:.....candy red lacquer
Special paint:.....Jeff McCann

Frame

Builder:.....H-D
Type:.....FXST
Modifications:.....none

Accessories

Bars:.....CCI
Fenders:.....CCI/Rick Doss
Headlight:.....CCI/Rick Doss
Taillight:.....Arlen Ness
Speedo:.....CCI

Pegs:.....CCI
Gas tank:.....CCI
Oil tank:.....CCI winged
Seat:.....Danny Gray
Mirrors:.....Mirage from CCI
Grips:.....CCI

Forks

Type:.....H-D
Modifications:.....Rick Doss headlight
 housing

Wheels

Front:.....16-in., Avon, RevTech (hub & brake)
Rear:.....16-in., Avon, RevTech (hub & brake)

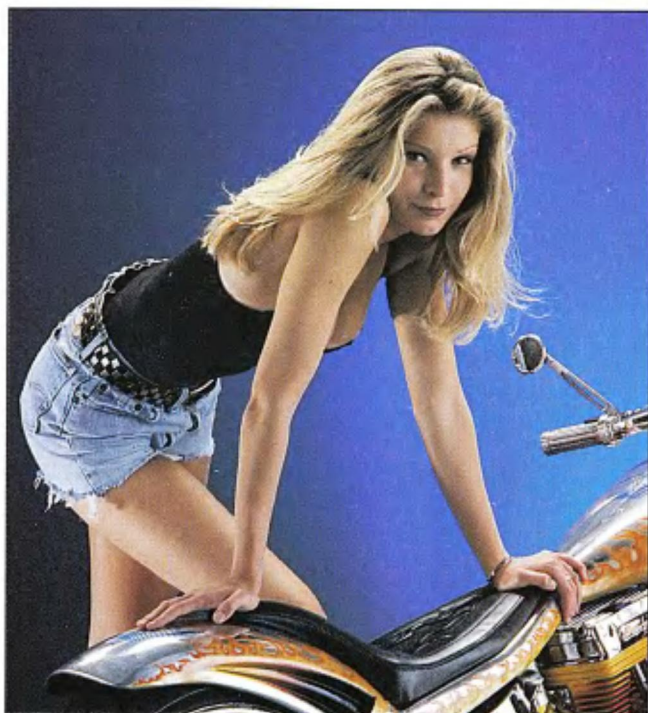
Photos:.....Raiko Hartman

COMING AT YA

Easyriders®

The **August** issue is our pre-Sturgis special. That means we've left no tumbleweed unturned in an effort to bring you our essential resource guide to the hot spots in and around the tiny South Dakota town that once a year becomes a hotbed of biker action. Our complete listing of the daily events, concerts, and off-the-beaten-track excursions is a must for every scooter tramp making the trek. Be sure to pack it in your saddlebags before you make the putt to the Black Hills. Not to be overshadowed by Sturgis are our six show-stopping feature bikes, including the long-awaited unveiling of Bandit's dice rolling Knucklehead project bike. Tech tips will range from widening a Softail rear end to installing a QwikSilver carb. We've also got an exclusive on the fate of the new Indian. Don't miss it!

On sale June 29



VQ

VQ (V-Twin Quarterly) **number six** features the bikes of hairdresser to the stars Gene Shacove and an interview with race car driver Tommy Kendall. 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 now*

IN THE WIND

The **September** issue of *In The Wind* is our Daytona Special. We're talking more mouth-watering, bikini-clad mamms and motorized mayhem than you can wag a willy at. Yessir, the smell of lotion and sea breezes mix with sultry nights and flowing suds to prove once and for all that life's a beach at the 54th running of Daytona Bike Week. It's all here: bikes, babes, beer, babes, bars, babes, badass bikin' hijinks, and even more bouncing, bountiful babes. If you were there, you may be in here. *On sale now*

EARLYRIDERS

The eight classic motorcycles featured in our **third** issue of *Earlyriders* include a rare 1913 Iver-Johnson, a 1920 Harley-Davidson 8-valve Twin, and a 1950 Indian Chief. You won't want to miss the words of master builder M. F. Egan or the report on the Vintage Races held during Daytona Bike Week in March. In addition, you'll get the latest on products for collectors, a tech tip on parkerizing, and enough choice photos and valuable information to satisfy even the most avid classic motorcycle enthusiast. *On sale July 18*

QUICK THROTTLE

Energize your mind and beam up for the laser-hot **September** issue of *Quick Throttle*. When the smoke clears, you'll be the first to see radical customs from J.D. Watkins, Phil Pothen, Johnny Pag, Kirk Van Scoten, and Don Gill. Get up-close and personal with the latest Daytona '95 race action, and fill your brain cells with stroker, hydraulic clutch, and piston techs. Take a spin on a special Sportster hop-up, and learn how to build your own sled puller. Grab a throttle full of *Quick Throttle* and hold on with your teeth. *On sale June 29*



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- ★ Rodeo Action
- ★ Trade Show
- ★ Weekend Camping
- ★ Tattoo Contest
- ★ Biker Bingo

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New Location

**June 2, 3, 4
Hilliard, Ohio**

Franklin County Fairgrounds
(I-270 to exit 138, 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)

New Location

**June 23, 24, 25
Wilson, North Carolina**
Wilson County Fairgrounds
(I-264 to Hwy 301 South)

New Location

**July 14, 15, 16
Greenwich, New York**

Washington County Fairgrounds
(I-87 to Rt. 29 East)

5th Annual

**July 28, 29, 30
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)

New Location

**September 22, 23, 24
Santa Rosa, California**
Sonoma County Fairgrounds
(Hwy 101 to Hwy 12 East)

New Location

**Grand Nationals
Sept. 30 & Oct. 1
Costa Mesa, CA.**
Orange County Fairgrounds
(I-405 to Fairview Exit)

NO CAMPING



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