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266 • August 1995 • Adults Only

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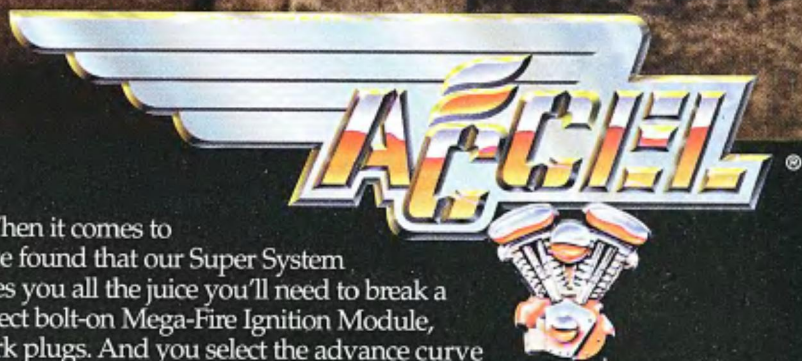
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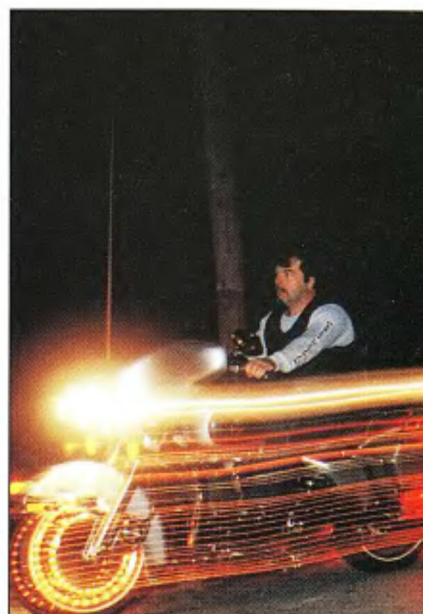
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Easyriders

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 266 • AUGUST 1999



Cover photo of Emma with Bandit's 1946 Project Knucklehead by Raiko Hartman. Cover imaging by Rhonda Clark. See feature on page 58.



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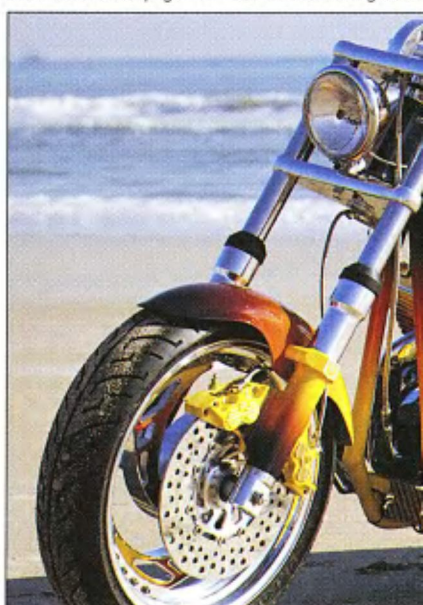
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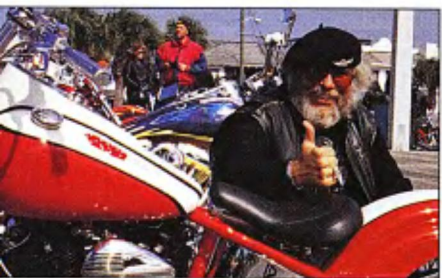
See Mike's Pan on page 44.



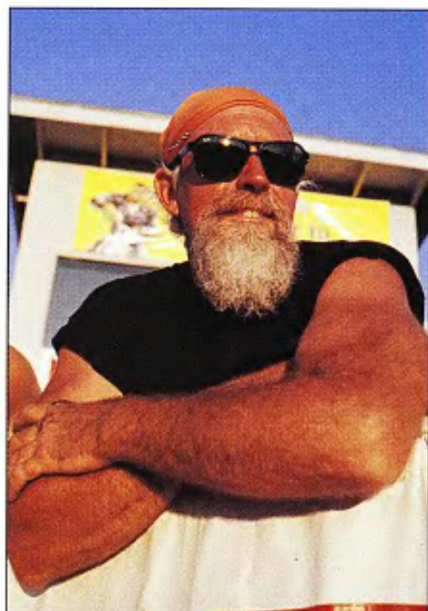
See Al's screaming Softail



Claude Babot hits the sands on his French-flaired Evo



ie G. gives a big thumbs-up for Bandit's dicey Knuck.



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The
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TAKING IT EASY

They've started a new method of handling criminals and army deserters in Iraq—such things as amputations, branding, and maimings. Asked if they remove ears, an official said, "Yeah, something like that," adding, "which is better than cutting off their heads."

Alabama has started chain gangs again. (Remember the movie *Cool Hand Luke*?) They've placed an order for \$17,000 worth of leg irons for the inmates who pick up litter along the state's highways. No work, no food!

They were humpin' and bumpin' in bed when they heard her husband come home (obviously unexpectedly). So he grabbed his clothes and leapt out the second-story window. But he didn't look where he was headed and landed on top of his chopper, impaling himself, groin first, on his bike's handlebars. He croaked later. (It just goes to show that you've got to keep your shit together at all times.)

You guys know it's blood in your crank that makes it stand erect when you want it to (and sometimes when you don't). Well, a recent survey has disclosed that by taking a good whiff of pumpkin pie, your crank gets up easier with 40 percent more blood pressure!

Hookers are in an uproar over a new law in Amsterdam. It requires all hookers to give their exact measurements to their potential customers—and they must be within five centimeters of their actual measurements!

An 82-year-old guy in Australia placed his 60-year-old wife in a nursing home and then forgot where he had put her!

Talk about body odor! At a wedding the preacher, the best man, the maid-of-honor, and the bride got sick to their stomachs and vomited prior to the wedding which came to a halt until the groom took a bath! His body stank to high heaven. You'd think the bride would have noticed his odor before she agreed to marry him, wouldn't you?

He wanted a gun really bad. So where are there guns galore? At a police station, of course. So he went into a station one night and lifted a gun from a snoozing desk sergeant's holster.

It seems that handicapped strippers can dance. A city department forced a strip joint owner to dismantle his stage because it was built without a wheelchair ramp to provide access for the strippers.

A bright prison warden let prisoners talk him into putting the prison's new trampoline close to the fence where they bounced right over it and flew!

Here's a statistic from the Feds. Did you know that if you drink more than a quart of whisky a day, you'll die 2.7 years earlier than a person who doesn't drink at all? But who drinks that much? Maybe a fifth, but not a quart! Who drinks quarts of anything—besides brew?

They're trying to get their gibbon monkeys to mate more often. So they're getting waterbeds to entice them into making love, which will produce little critters for the zoo.

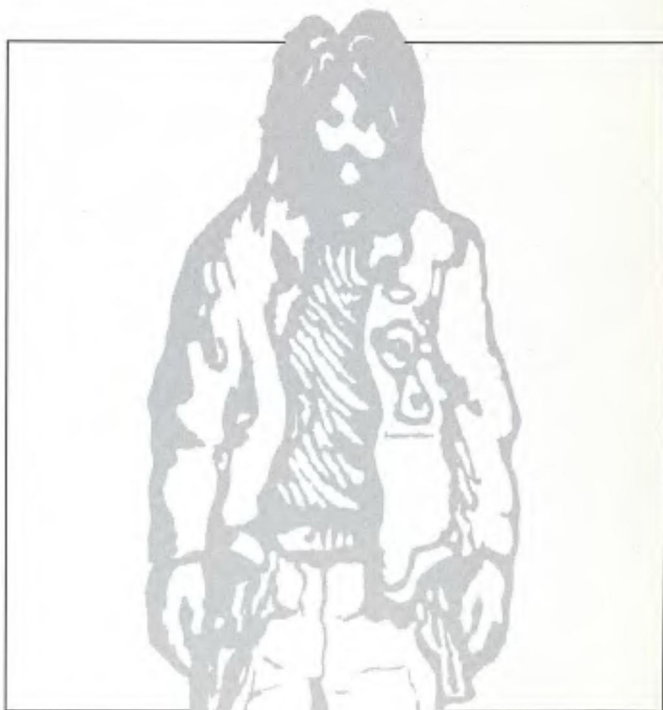
She and her husband got into a helluvan argument. It got so heated that she got into the family car and ran over his ass which was bound to a wheelchair. But after five months in the hospital he realized that he needed her. So he begged the judge to release her from the jail early, which the judge did. This does make you think before getting into a fight. She might have you by the short hair, but you may need her for more reasons than she needs your ass!

He wanted a divorce. He was partially deaf, and for 15 years his wife had wakened him with a bugle blast to his ear!

If you're a grouchy guy to live with, you'll live longer. They've found that oldsters who are grouchy and complain more finally get what they want—and that easygoing guys go without!

A new kick kids are on is snorting road apples. It must be the methane gas in cow or horse manure. Talk about cheap thrills!

If you're sentenced to die in Bangkok, your number will be entered into a lottery. The person who picks your number wins a million dollars if your number comes up. Five people are executed each week, and a dozen new ones are added each week so there's an endless supply. The country makes a lot of money, the winner earns a million bucks, and the loser wins a fast trip to his maker!



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Schwinn Signature

I was reading through your May '95 issue and came across your spread titled "White Noise," page 74. What caught my attention was that this was built in Santee, California. As I read and admired the bike, I noticed the "Schwinn" bicycle emblem on its neck. A signature. There is only one man in the world who uses that signature. And it ain't Ron Brill. It's Mike Wheeler. Maybe Ron Brill owns that bike and maybe Darkside Customs gets the glory, but Mike Wheeler built it.

If you're reading this, Mike, my heart skipped a beat when I saw that tag. I still laugh about that waterbed you sold me and how everyone in the house got crabs from it. Hal

Wes Clark
Terre Haute, Indiana

Invader Wheels

Sheldon Wertheim wrote asking about "Invader" wheels in the "Talking Tech" column (May '95). I, too, have been searching swap meets and everywhere you can think of trying to find a front "Invader" mag with zero success. About a month ago I called Sturgis Wheel because I was told they made something comparable. But they discontinued making the "Invader" type mag long ago. So when I saw their 800 number in your reply to Sheldon, I called again. Sure enough they don't make anything comparable to the "Invader."

Anyway, if you know of anywhere or anyone who has a 19" "Invader" lying

around somewhere, I'd appreciate knowing where it is!

You should check your facts before wasting everyone's time. Maybe the folks at Sturgis Wheel should send *Easyriders* their phone bill.

Roberta V. Lewis
5516 E. Shore Dr. #77
Greensboro, NC 27406

Another Exotic Dancer

Regarding your "Exotic Dancer Guide," did you know that "Miss *Easyriders* '94," Donna, dances at a topless bar on Long Island called The Stone Hedge (715 Sunrise Highway, West Babylon, N.Y. (516) 669-9665). This bar is biker friendly and is located on the way to the Hamptons or Montauk. So fire up those bikes and take a ride out to The Stone Hedge. It's definitely worth the trip. Take it from me—she's hot!

Anonymous Admirer
Somewhere

Triumph Praise

I'm in the joint right now and your spread on the Triumph in the April '95 issue inspired a bro of mine to drop me a line.

To all the bros who bitch about a Triumph being featured, fuck you! Triumph is a good little bike. I personally know many hard-core scooter tramps who started out on a Triumph. I'd rather be a poor tramp with a Triumph than one of those so-called instant bikers.

Tampa Bay Jethro
Wewahatchka, Florida

Needs Info

I got my ass disabled in a crash, and what with doctors, lawyers, and daily livin', I haven't saved up the \$39.95 for a subscription. But I did pick up a '72 Trumpet that needs some minor tinkering, and I'm back in the wind. I had to sell my Harley last year to pay medical bills. Really bites.

I lost my right arm so I need info on left-hand modifications to throttle, brake, and clutch. You guys could probably help me with a lot of other recent statistics by printing the names and addresses of some shops that do custom work for challenged riders. (I've got a settlement comin' someday.)

I can scrape up \$5 a month to keep tabs on when and if this letter runs, but

\$39.95 all at once keeps me in beans for a month.

Also, bein' in a rural area, there aren't a whole heap of riders around, so any one-armed women (25-38) feel free to write.

Goblin
Rt. 2, Box 34
Ellaville, GA 31806

A Dream

I've been around the world a few times, been married longer than I should have, and served my country in the military without complaint. I've owned my own business and paid my taxes, lost my business and still pay taxes. I managed to keep my sons and survive the "divorce from hell." I've given up a few times and have started over just as many times. I don't care that I have more gray hair and less teeth than I used to because "I have a dream." I dream that one day I can buy my very own, brand-new Harley-Davidson.

I almost gave up on my dream until I managed to save the money I needed. I spent hours contemplating colors, pored over catalogs looking at all the accessories I would need. I pondered the proper break-in time before my first long ride. I made several mental notes about the ladies who would help break in Harley's fine leather saddle.

The big day came when I could finally afford my dream. I called long distance to set up an appointment with the closest dealer. "Nobody just walks in and buys a Harley any more," he said. "You have to get on a waiting list, the model and color you want might take even longer; it's gonna be years."

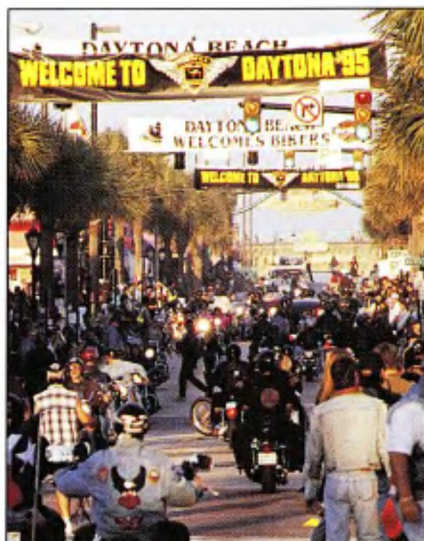
Please, oh please, make H-D crank up its factory and put enough bikes on the street so we working stiffs can buy one. I can't wait years. I just want a new Harley. I don't care about the color anymore.

MAC
Carlin, Nevada

Looking For a Shop

I'm looking for a shop named either Hutching Cycle or Hutchings H-D. If anyone has any information on the address, please drop me a line.

Tim Hutchings
126 Tollgate Rd. #25
Brantford, Ontario
Canada N3R 4Z6



Thank You, Daytona

I had to write to say what a wonderful experience we had at Daytona Bike Week.

I broke my foot a week before we went, so my husband rolled me all over town in a wheelchair, and I just want to say that I've never been around such a polite group of people. Main Street was crowded with hundreds of bikes and people, yet not one person (drunk or sober) bumped into me, and not one unkind remark was made to me. Everyone was very friendly.

Despite the chilly, windy weather, we really enjoyed being there and hope to go again, maybe next year, and see all the things we missed due to the wheelchair.

So thanks again to all the bikers and the store owners for making our trip a memorable and special one.

Jan White
Hornbrook, California

Setting The Record Straight

Let me thank you, and your staff, for the immediate attention given the matter of the fraudulent letter sent to your magazine in my name on what clearly appears to be a "Xeroxed clean" letterhead from my law office. [Editor's Note: This letter appeared in the June 1995 issue under the heading "Whoa!!!"] I will say I am impressed with the surprising number of your publications' readers, who took the trouble to contact my office from all over the U.S., to ask what kind of lawyer would forward for publication such a totally irresponsible

letter. Of course, once I explained to each of those readers that the letter was a fraud, and did not come from my office, each appeared truly distressed that such an incident had occurred.

I understand that the investigation reflected that the letter, on what appeared to be on my letterhead, and forwarded over my signature, was in fact a "Xeroxed clean" letterhead made from a letter sent to some unknown person from my office, and the signature was not my original, but was a copy of my Xeroxed signature. The print did not reflect the same font used in any printer in my office. Whoever sent that letter to your publication committed a fraud against *Easyriders* magazine, its reading public, and my reputation.

The letter printed in *Easyriders* last month certainly does not reflect my belief or attitude about any of the following topics: 1) the bike riding public; 2) persons who are incarcerated; or, 3) the laws that require bike riders to wear head gear.

Whoever forwarded that letter to your office obviously had little knowledge of me, my personal beliefs, nor of my past efforts to obtain the freedom of those persons who should not be incarcerated (biker or otherwise).

Again, let me thank you and your staff for the prompt attention given this matter once it was called to your attention.

Wm. T. Habern
Riverside, Texas

Easyriders apologizes for any inconvenience or embarrassment the previously published fraudulent letter may have caused Mr. Habern

The record needs to be set straight regarding the letter from Wm. T. Habern of Riverside, Texas, in the June 1995 issue. It is NOT FROM HIM. I'm a criminal lawyer in Austin, Texas (and a 20-year Harley rider), and Bill is one of my best friends. He and I have represented dozens of bikers, both citizen and outlaw, over the years, including Ronnie Hodge (former national president of the Bandido MC, now deceased). Bill has never had anything but the highest respect for bikers and for their decisions to lead alternative lifestyles.

Some low rent pissant muthafucker out there is doing a number on him. If the guy

who really wrote the letter had a set of balls between his legs, and if he had a bitch about Bill, then he should have stated his gripe like a man. Then again, what can you expect from a punk?

Gary Cohen
Austin, Texas

That Said it All

I've been reading your rag for some time now, and I'm still confused. All these laws being passed out there about motorcycles are pissing me off. Who the hell are these people? These so-called righteous lawmaker wannabes. Isn't this a free country anymore? I didn't spend my time over the great pond for nothing—or did I? Don't the people get a vote any more? Every time I turn around some asshole is passing a law about helmets or seat belts, and I didn't even know there was a vote. I want to know what happened to BY THE PEOPLE, FOR THE PEOPLE, AND OF THE PEOPLE. I'll tell ya what: Ben Franklin said it best back some 200 years ago when he warned all of the Congress that: "Woe the people I fear who are trying to help me." I think that said it all.

The Sarge
On The Mountain

A Puerto Rico Fan

"Rips Run" featuring Puerto Rico was super! I spent 2½ years there in the mid-'80s, and took my '82 Wide Glide, and I'm still recovering from the totally pleasurable experience. The next time you're down there check out Ricardo Batalla at Dorado Cycle in Dorado Beach. The man is the Harley specialist on the island. Too bad you didn't get to attend the annual bike rally and marathon at Coamo! I also highly recommend a visit to their neighboring island, the Dominican Republic. That island offers more miles of tropical paradise and pleasure! Anyway, I miss the damn place—great folks and seemingly ongoing fiestas.

Jerry Castro
Dallas, Texas

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



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LE RICIDE

An All-
American Ride
With A French Flair

Just as Arlen Ness, Rick Doss, and Randy Simpson have established new standards in custom bike building in the U.S., France's Claude Babot is breaking new ground with a master builder style all his own.

An aerospace engineer, gifted inventor, and daring entrepreneur with a passion for Harleys, he thought it was time to put his mark on some American iron. But Claude's creations are probably the most French Harley-Davidsons in existence; they use few American aftermarket custom components and are entirely designed and built at Claude's company, Technoplus.

Their style is very recognizable, as evidenced by →

this high-tech rigid, number two in a family that—we hope—will keep growing. You may remember Technoplus' first project: a fuchsia Softail that gathered many awards and got a lot of attention while touring the States back

in '93. (See January 1994 cover of *Easyriders*.) At first glance, it's obvious that the two bikes are related; the unique one-piece body follows the frame from the back, then contracts itself around the base of the seat to

spring forward, and finally explodes in delirium of luscious curves that define the gas tank.

The big difference is that, this time, the body is not made of molded Kevlar-carbon fibers; rather, it is a masterpiece i



aluminum. That's right, the whole thing has been hammered out of just a few sheets of this delicate metal. To make his point crystal clear, Claude decided to leave most of the body unpainted while tank art arsonist and

painter Stevy of Lyon, France, set the rest on fire.

And on many an occasion, fire also comes out of the engine, a 1340cc Big Twin with STD cases and a set of fuel-hungry 4-valve Mega-Four heads fed

by a traditional S&S carb hidden under the Technoplus billet air filter.

The modular rims, designed and machined by Claude on CNC equipment, have a distinctive European flavor. The triple trees, with no visible bolts, →



are another Technoplus creation, as well as the one-piece billet fork legs and brake calipers.

Claude's 30-plus years of experience as a machinist in the aerospace industry are evident in what is probably the

most impressive part on this bike: the handlebars and risers. The hollow billet unit is connected to a pair of risers, through which all the wiring and plumbing has been routed. The junction between the handlebars and the risers

has been machined with such close tolerances that it looks thinner than a hair. Have fun trying to figure it out on the pics ... I'm still looking for it.

After a successful American tour that took the bike to Daytona Bike Week



1994 via Cincinnati, Ohio, and Montreal, Canada, the bike was shipped back to the old continent where it harvested more awards, including Best Of Show at the Kent Custom Bike Show in England, and at the Rally of Faro, Portugal. The

bike is now back in the shop, where Claude is busy designing new products for Technoplus and is already working on a new project.

Until Claude comes up with a new bike for us to ogle, just relax and enjoy

this fire-breathing rigid. For more info on Technoplus' products, contact: World Vintage Parts, Inc., 1455 E. Francisco Blvd., Suite J, San Rafael, CA 94901, (415) 485-6795/fax: (415) 461-1645.

—Gearhead



Owner: Claude Babot
City: Aiguillon, France
General
Fabrication by: Technoplus
Year and make: 1994 H-D/Technoplus
Model: custom hardtail
Chroming: Technoplus
Engine
Year: 1994
Model: Evo
Rebuilder: Technoplus
Ignition: H-D
Displacement: 1340cc
Lower end: stock

Pistons: H-D
Cases: STD
Heads: Mega-Four 4-valve
Cam: H-D
Carb(s): S&S
Pipes: Arlen Ness
Modifications: Ness muffler, Technoplus air cleaner

Transmission
Year: 1994
Modifications: Muller gears

Painting
Molding: Stevy

Painter: Stevy
Color/type: hot flames/DuPont
Special paint: red and orange flames
Frame
Builder: Chopper Guy's
Type: rigid
Modifications: molded to fit

Accessories
Bars: Technoplus
Fender(s): Technoplus
Headlight: Bates
Tailight: Technoplus
Speedo: H-D/Technoplus

Pegs: Technoplus, front
Gas tank: unibody, Technoplus
Oil tank: Softail
Seat: Rude Leather
Mirrors: Technoplus
Grips: Technoplus
Forks
Type: Telescopic
Modifications: one-piece billet fork legs & calipers

Wheels
Front: 17-in. Technoplus, Dunlop, Techno
Rear: 17-in. Technoplus, Dunlop, Techno
Photos: Albert Saladini, Joel Marciel

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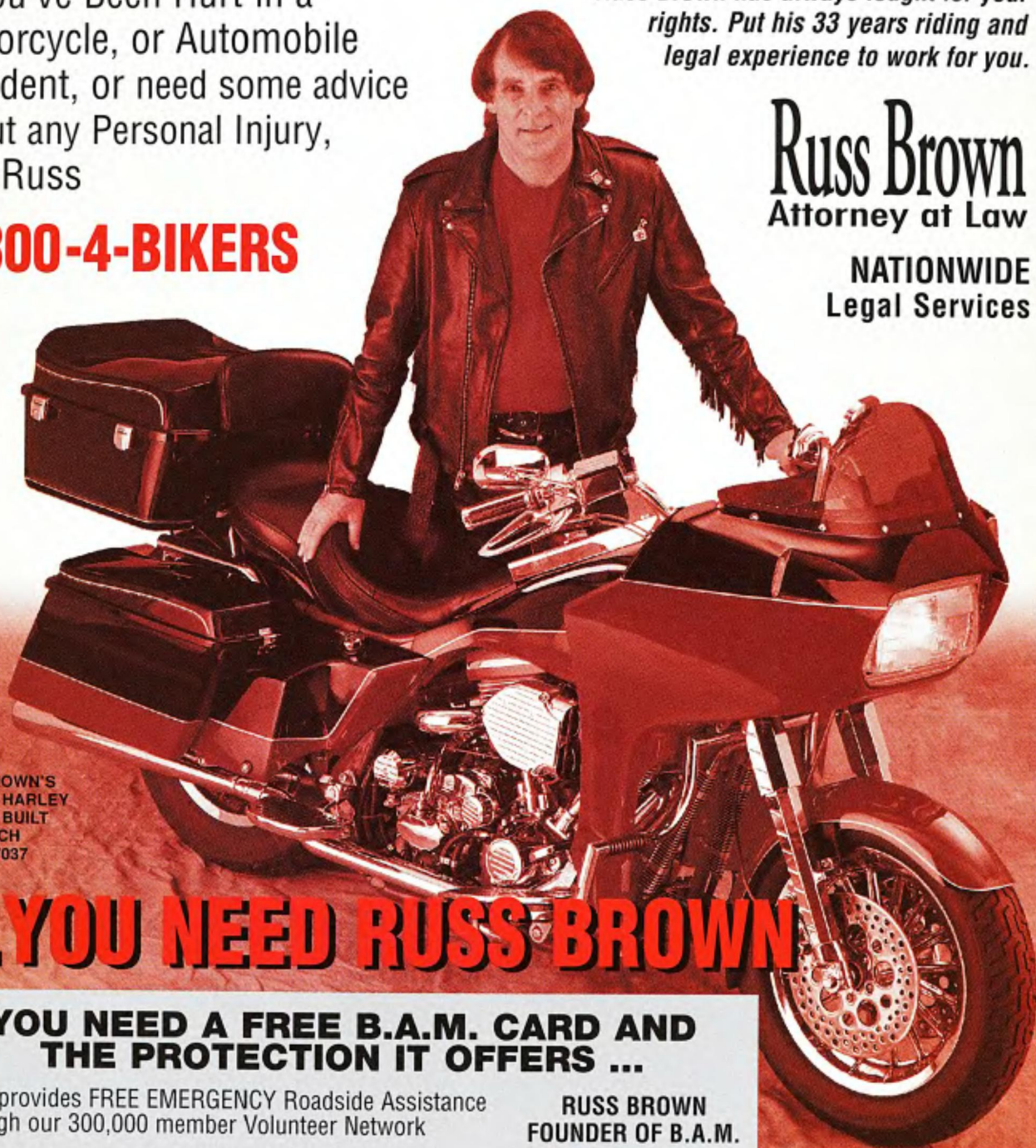
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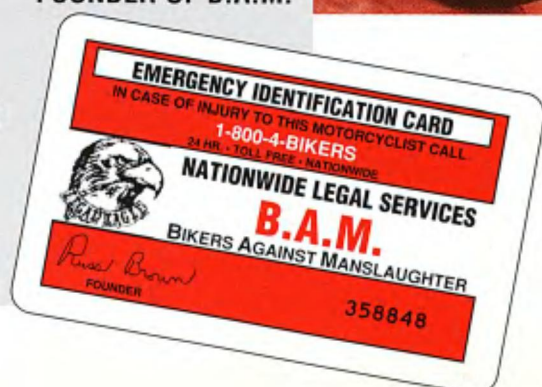
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A HERO IN THE WAR FOR FREEDOM

FRED HILL GAVE HIS LIFE FOR HIS BELIEFS



Photo: courtesy of NCOM

Fred Hill was not a rebel, let alone a candidate for public enemy status. Born in Yorkshire, England, he spent the war years as a motorcycle dispatch rider, after which he pursued a peacetime career in education, teaching mathematics.

Fred's involvement with MAG (Motorcycle Action Group) United Kingdom and the anti-helmet law campaign began in 1976 after the Sikhs gained an exemption from the law. Fred felt that if Sikhs did not have to wear helmets then nobody should have to, although he never, in any of the speeches I heard him make, referred to the Sikhs' preferential treatment.

While his personal campaign was passive, it was absolute, in that Fred never wore a helmet and never paid a fine. Huge numbers of summons-

es began falling through his mailbox. When a journalist from the motorcycle press went to interview him at his home, Fred produced a sizable suitcase packed with unpaid summonses. It was his refusal to pay the fines, rather than the helmetless riding offenses, that led the courts to imprison Fred, the charge being the more serious one of "contempt of court." Though he was always polite to the authorities that pursued and imprisoned him, Fred was totally unimpressed by people in high positions, and was never intimidated by them. On one occasion a woman magistrate was chastising Fred for breaking the law, to which Fred, implicitly referring to Emily Pankhurst and the female emancipation movement, replied, "If it hadn't been for a woman breaking the law, you wouldn't be sitting there now, madam."

Fred was sentenced to a total of 31 prison sentences over the eight-year course of his campaign, sometimes for as little as 24 hours. His last sentence was for two months, which he completed in London's notorious Pentonville prison. On one occasion, when his 24-hour sentence was to be served in a police cell, the desk sergeant didn't bother to lock the door and said, "Stick around until no one is looking, Fred." That's exactly what he did. He didn't always get off so lightly, however. In a lengthy *MAGNEWS* article, Fred described the appalling conditions he frequently had to endure. Once during a spell inside in winter, some tools were missing from the prison workshop, and Fred, together with all the other prisoners implicated, was strip-searched outdoors in the freezing cold. Fred's attitude to prison life was not cavalier; he hated being locked up.

Besides enduring many prison sentences, Fred assisted the anti-helmet law campaign by attending many MAG

demonstrations, at which he made speeches. Despite his advancing age, Fred would ride considerable distances. I recall him riding from London to South Wales in disgusting weather on one occasion, and more incredibly, turning around and riding home after the demonstration. Fred always wanted to get home the same day, for his wife's sake. Fred was invariably booked at demonstrations for riding helmetless, and on more than one occasion, arrested.

It was during Fred's 31st prison sentence that he suffered a heart attack and subsequently died while still in prison.

I appreciate that not everyone thinks that the helmet issue is the most important one that we have to deal with. What must be recognized, however, is that the underlying principle sustaining MAG's commitment is common to all the other issues. That principle is: you do not tolerate laws that are not justified.

MAG owes Fred Hill a colossal debt for the example he set us. We can never repay Fred that debt, but we can honor his memory. There is no better way of doing that than liberating motorcycling from the oppressive, unnecessary and insolent piece of legislation that currently disgraces the legislature of a country that likes to call itself "the land of the free."

—Ian Mutch

Editor's note: Fred Hill was awarded the National Coalition of Motorcyclists' first International Silver Spoke Award posthumously at the 1994 Annual Convention in Harrisburg, Pa. The plaque is now on permanent display at the National Motorcycle Museum in Manchester, England.

THIS IS THE YEAR FOR HELMET LAW REPEAL



If the nation's bikers ever hope to see a repeal of the federal mandate requiring states to pass helmet laws, this is the year. It is my opinion, as well as the opinion of other national rights groups leaders, that the next six months are critical in deciding this issue.

The National Coalition of Motorcyclists (NCOM), and the Motorcycle Riders Foundation (MRF), have decided to work together to serve the motorcyclists of this country by bringing together their members, organizational skills, legislative talents, and funds. It is my belief that this decision is the key to success.

According to Wayne Curtin, MRF Vice President of Government Relations, there are currently six major states that have helmet laws and also have large delegations of representatives in Congress. If bikers in these six states do their jobs of enlisting support for repeal of the federal mandate, a repeal will occur. Surely bikers in these states realize if they are ever to repeal their own state helmet law, they must first be successful in getting the federal mandate hammer repealed. The six states are New York, Texas, Florida, California, Pennsylvania, and Michigan.

Motorcyclists should do anything and everything we can to help

these six states. Bikers who have a legislator in Washington in favor of the repeal should write and ask him/her to speak with the Congresspersons from these six states regarding the repeal of penalties in Section 153 of the Intermodal Surface Transportation Efficiency Act (ISTEA).

Why is it different this year? Why is the opportunity for repeal so ripe? There are a few reasons: 1) The Republicans are now the majority party in Washington for the first time since the Eisenhower administration. Republicans have pledged to reduce bureaucracy, to eliminate mandates to states, and to allow states the right to make decisions affecting their citizens without Washington's intervention. In other words, good-bye big government and good-bye Big Brother! 2) The federal mandate has been unsuccessful. Only one state (Maryland) passed the required safety laws to be in compliance with the mandate. Twenty-five states refused to comply, choosing, instead, to transfer funds rather than be forced to pass mandatory helmet, seat belt, and child restraint laws. 3) The National Governors Association is pushing for support of the "Unfunded Mandate Reform Act of 1995," which was introduced recently in both the House and Senate. 4) NCOM, the MRF, and the American Motorcyclist Association (AMA), will be working as one team with the same focus and goal: repealing the mandate.

In a press release dated January 11, 1995, Minnesota Governor Arne Carlson wrote, "I'm a big fan of David Letterman's Top Ten List. My top five list of the worst, unfunded, questionable, silly, and downright absurd federal mandates includes the mandatory helmet requirement. These types of mandates create long-term structural deficits in our state budget. Unfunded federal mandates are a huge hidden tax on our citizens. They force Minnesotans to foot the bill to enforce often silly rules set in Washington."

Bikers in all states should clip this quote and mail it directly to their governor. Then maybe other governors will wake up and see how federal mandates cost their citizens a lot of money.

—Bob Illingworth

Minnesota Motorcycle
Riders Association

PENDING LEGISLATION

In 1991, Congress passed the Intermodal Surface Transportation Efficiency Act (ISTEA). Section 153 of that transportation package provides for federal sanctions against states that fail to enact both a seat belt law and a motorcycle helmet law. States not in compliance must transfer 3% of their federal highway funds into safety programs each fiscal year that the laws are not in place. Even under this heavy federal pressure, 25 states do not currently have helmet laws; two of those states, Maine and New Hampshire, don't have seat belt laws. Following is a summary of the efforts to repeal or modify the Section 153 penalty provisions.

S.388: Introduced by Sen. Olympia Snowe (R-ME), Feb. 10, 1995. Repeals ISTEA penalties against states that have failed to enact helmet laws. Senate companion bill to Rep. Young's H.R. 899. S.288 has 21 cosponsors.

S.234: Introduced by Sen. Ben Nighthorse Campbell (R-CO), Jan. 18, 1995. Exempts states without helmet laws from federal ISTEA penalties if the state has a motorcycle safety program. S.234 has 10 cosponsors.

S.360 Introduced by Sen. Bob Smith (R-NH), Feb. 7, 1995. Repeals Section 153 ISTEA penalties against states without either helmet or seat belt laws. S.360 has five cosponsors.

Write: U.S. Senate,
Washington, DC 20510
Call: (202) 224-3121 (Senate)

H.R.899: Introduced by Rep. Don Young (R-AK), Feb. 10, 1995. Repeals ISTEA penalties against states without helmet laws. House companion bill to Snowe's S.388. H.R.899 has 145 cosponsors.

H.R.607 Introduced by Rep. Scott Klug (R-WI), Jan. 20, 1995. Repeals federal penalties against states for not complying with federal helmet and seat belt mandates, as well as the national speed limit and 21-year-old drinking law. H.R.607 has 28 cosponsors.

Write: House of Representatives,
Washington, D.C. 20515
Call: (202) 225-3121 (House)

For current status of any federal bill call (202) 225-1772. To get a copy of a bill or committee report call: (202) 224-7860 (Sen.) or (202) 225-3456 (House)

—NCOM

HALL OF FAME

DOROTHY BOWKER



Photo: ABATE/CMRO Region 13

Dorothy A. Bowker was born May 22, 1928, in Painesville, Ohio, the first of 10 children in her family. She had her first motorcycle ride at the age of 14 and has been hooked ever since. In November of 1945, she married

Garner L. Cole in Perry, Ohio. Garner and Dorothy produced six fine boys, four of whom are riding today, thanks to their mother's influence and love of motorcycling.

Garner passed away in 1962, so she took a job driving a school bus, which she did for 13 years. It was at this job she met and married George Bowker. However, George was tragically killed in a 1967 car accident. With a family to raise and feed, she took on a host of other jobs in order to survive. But whatever happened in her life, it didn't break Dorothy's spirit; she still rides, even to this day.

As a lifetime member of Ohio's ABATE/CMRO, Dorothy has donated much of her time to Region 13 in various ways over the years. At one point she served as co-coordinator for Region 13 for a one-year term, and also held the products position for almost five years. She even donated a van to

the Catholic Diocese in the name of Region 13 ABATE/CMRO. In December 1994 she was elected General Secretary for Region 13.

Ohio is a helmet free state, and Dorothy has helped keep it that way. At an anti-helmet rally held in Cleveland in March of 1992, there was a color photo in the front page of the *The News-Herald* of Dorothy flanked by two of her riding sons, Glenn and Richard. When asked by a reporter why she was there, she said, "For the simple reason that I have been riding for years, and there is no cause for anybody to wear helmets."

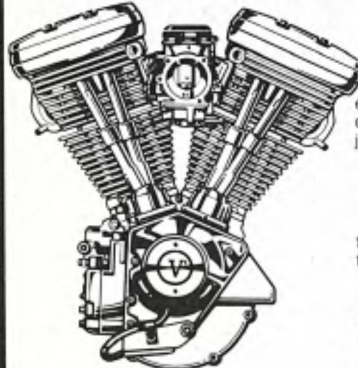
Thanks to Sandi Houghton, editor and production manager of the *Freedom Review*, and to Richard Cole for supplying invaluable and personal information unbeknownst to his mother, Dorothy, a true champion of freedom.

—Twiggy

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Spiderlady looks back with fondness on her experiences at Sturgis:

"There was the Vietnam vet with the amputated leg. He and his ol' lady spent years and every nickel restoring a beautiful black Pan and sidecar. For the crowning touch he commissioned me to paint the Harley eagle on the front of the sidecar. For some reason the only H-D logo we could find was one embroidered on the front of a vest belonging to a Jackpine Gypsy. He loaned us the vest and his friends stopped by to watch the progress. Soon, conversations were going on between the Gypsies and the vet's bros. Before I finished, they'd passed the hat; everyone pitched in and paid for the paint job. I'll never forget the wonderful brotherhood that day—the bike world at its best.

There was another amputee—the result of a bike/car accident. He had learned to ride again with a wooden leg. He had a Harley tattoo on his good shin, so he unstrapped his prosthetic leg and commissioned me to paint it to match. Since the boot was still attached, passers-by all did double-takes.

Once, the craziest guy rode a Sporty from Oklahoma to Sturgis and started talking about painting a portrait of his girlfriend on his oil cover. When he pulled out one of those photo strips from a booth, we brushed him off. He finally said, "I suppose it's easier to do when you can see her in person." We nodded, knowing she was in Oklahoma. At the end of the day, just as we were closing up shop, he pulled up with her on back, dusty and exhausted. He'd gone back to Oklahoma to get her.

Spiderlady would like to thank her husband, Ron, their six kids and five grandkids, her bros Little Randy from Texas, Harvey from Washington, and Spenser from Minnesota, and David Mann "who taught and encouraged."

—Clay Dog

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MORE ON ... LIDS ON KIDS



Earlier this year I went to the L.A. Auto Show. In conjunction with the event there was a vendor area with a variety of booths displaying anything and everything to do with cars. Way in the back there was a small booth with helmets stacked on a table. I had to take a closer look. The helmets were bicycle helmets for kids, and the booth was there to encourage their use and to hand out propaganda. The pro-helmet do-gooders had found their way into an auto show.

When the children's helmet law was passed in California and little helmeted heads started popping up everywhere, I felt very sad. I'll never forget my first bike. It was just a hand-me-down, big and ugly, but it was a treasure to me. I had hours of pleasure riding that bike. Not once did I think of wearing a helmet. Neither did the rest of our generation, who, considering the numbers, survived rather well. I personally didn't know anyone who was seriously injured or killed in a bicycle accident. Of course, accidents did, and still do, happen, and it's horrible that any life should be cut short. *But it does happen.* Do we make another law forcing restrictions, or do we educate parents to teach their kids, reinforce that learning in schools, and educate drivers to pay attention? We do have choices and education is always a better choice.

What message are we sending to this new generation? We're telling these kids that they don't have to learn to be responsible for being safe because the government will take care of them.

As Thomas Jefferson said, "I know no safe depository of the ultimate powers of the society but the people themselves; and if we think them not enlightened enough to exercise their control with a wholesome discretion, the remedy is not to take it from them, but to inform their discretion."

—Pepper S. Massey-Swan
NCOM Executive Coordinator

FREE EASYRIDERS

Alaska

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

Arizona

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

California

Bartels' H-D, 4141 Lincoln Blvd., Marina Del Rey
Eagle's Nest, 127 East Tulare Ave., Tulare
H-D of Glendale, 3717 San Fernando Rd., Glendale
Hi-Tech Custom Harleys, 5931 Van Nuys Blvd., Van Nuys
Palm Springs Harley-Davidson, 19465 N. Indian Ave., North Palm Springs
Easyriders 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. 68&50, 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
Easyriders of Chicago, 150 Rand Rd., Mount Prospect

Indiana

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

Iowa

Cyclepedia Corp, 1824 Dean Ave., Des Moines

Kansas

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

Maryland

Rockville H-D, 7830 Airpark Rd., Gaithersburg

Massachusetts

Dave Frank Motorcycle Sales, 81 Bridge St., Salem

Michigan

Saginaw Valley Motorworks, 2663 N. Euclid, Bay City
Detroit Motorcycle Parts, 16297 Eleven Mile Rd., Roseville
McNasty's Cycles, 23565 Van Born, Taylor

Minnesota

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

Missouri

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

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, Cleves
Mainstreet Easyriders, 1275 W. Main St., Cleveland
Easyriders of Columbus, 611 E. Broad St.,

Oregon

Easyriders of Portland, 17999 SW Lower Boones Ferry Rd., Tigard

Pennsylvania

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

South Carolina

Doug's H-D, 2790 Pamlico Hwy., Florence

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.

HIV— THE BIKE



Photo: Andy Hart

Millions have been spent on ads warning people about AIDS only for many to say, "Only gays and drug addicts get AIDS, so why worry?" The reality is, anyone who has sex, gets a tattoo, has a piercing, or injects drugs is at risk.

The New South Wales (NSW) Health Dept. had the idea that if you target people who are at risk of contacting AIDS, then your message hits home. They also figured it would be wise to send the message to the targeted group in an easily understood way. This strategy was given the name "The Tribes Project." My being a biker and health worker put me in the prime position to do a Tribes Project for NSW bikers.

How do you reach bikers with the message: "AIDS is a risk to you, too?" Simple, put your message on a custom Harley and stick it in bike shows.

A committee was formed of interested people, including a Hells Angel, a few other bikers, and the "man with the money." Next came the job of finding a base machine. The committee chose an '86 Softail that had already been twin plugged and had a modified rear end. Then came the job of design. I told the committee what I wanted and proceeded to go out and buy the parts needed to make the bike you now see.

The messages are there to remind bikers of the need to practice safe sex and safe tattooing. Tattooing? Yep, unsafe tattooing is a worry also. If your mate has a tattooing gun and can draw a half decent Mickey Mouse, it doesn't make him/her a safe tattooist. Using clean needles is not only a message for drug users. Remember our health as bikers is important! Stay fit to ride.

If you'd like to see the "HIV—The Bike" and have a display of HIV/AIDS info at a show near you, contact me, Andy Hart, at P.O. Box 120, Emu Plains NSW 2750, Australia.

—Andy Hart



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UNION BLUES

PA TEAMSTERS DENY COVERAGE



Motorcyclist healthcare discrimination is a growing problem nationwide, and no one knows that better than the members of the Central Pennsylvania Teamsters Union. This regional union has the dubious distinction of being one of the first to openly discriminate against bikers in regard to their health benefits. Since 1988, the Central Pennsylvania Teamsters has denied weekly benefits, accidental death and dismemberment benefits, and major medical coverage to any member involved in a motorcycle accident.

In an effort to change the policy, the AMA's Government Relations Dept.

conducted mailings to Pennsylvania members in an effort to build support for a repeal of the discriminatory policy. We offered to provide independent research to the union comparing the costs associated with motorcycle accidents and those related to other types of accidents. So far, all of our appeals have fallen on deaf ears.

After years of trying to reverse this policy, you'd think the Teamsters in central Pa. would be tired of fighting. But one member, Jerry Stemple, refused to give in. Using the same approach unions utilized when they were being formed, Stemple went out and sought the support of the people he worked with...and he got it. He put together a petition asking union leaders to withdraw this discriminatory policy, and he got several hundred signatures in support of his proposal. Members from Teamsters Local 430 and Local 776 lined up to sign the petition, which calls upon the union to give its biking members the same rights and benefits as other members.

Stemple's effort got unexpected support from the National Technical Information Service, a section of the U.S. Dept. of Commerce. That agency conducted case studies of three companies that had implemented programs to contain healthcare

costs. The study concluded: "Rising fringe benefit costs have forced many employers to reduce employee health and disability benefits, a distasteful and uncomfortable step. Is there an alternative? Emphatically! Safety programs can yield substantial cost savings without reducing the benefits offered to employees." In other words, there are alternatives to these discriminatory policies.

We'd like to report that those government findings and Stemple's petition drive have caused the union to change its policy. But they haven't... at least, not yet. Stemple vows, however, that the battle isn't over. Even after six years of discrimination, he plans to keep fighting until bike-riding Teamsters win back their healthcare benefits.

You can support that effort by writing to the new director of the union's Health and Welfare Fund: Phillip Carter, Central Pa. Teamsters Health & Welfare Fund, P.O. Box 15224, Reading, PA 19612.

This kind of battle is particularly difficult to win. But with people like Jerry Stemple willing to keep up the pressure, we may yet turn this into a precedent-setting victory for all motorcyclists.

—AMA

FROM UKRAINE WITH LOVE

AN OPEN INVITATION TO BIKERS



My name is Vlad Litvinov, and I am the organizer and leader of an international motorcycle association known as "Strangers." The purpose of this organization is to unite riders of all countries who would like to make joint tours and to create mutual aid for traveling bikers. Members of this organization want to travel all over the world, visit many places, prove ourselves under extreme conditions, meet interesting people, and promote biker brotherhood.

The members of Strangers are ready to extend the comfort of our dwellings for other like-minded riders. We are of different nationalities, genders, professions, social classes, and we ride all types of motorcycles. Although we may be members of various national or local clubs or even just "lone riders," we're also an organiza-

tion of riders whose main tenet is tolerance. It means nothing to us what kind of bike you ride. You can be proud to represent any other motorcycle club with honor in our association.

The first Strangers run was in August, 1993, across four states from the Baltic to the Black Sea. Runs that are still in the planning stages will be made throughout the countries of East and Western Europe, and to visit the coast of the Mediterranean and Adriatic Sea. As the association grows, the runs will extend to other countries and continents.

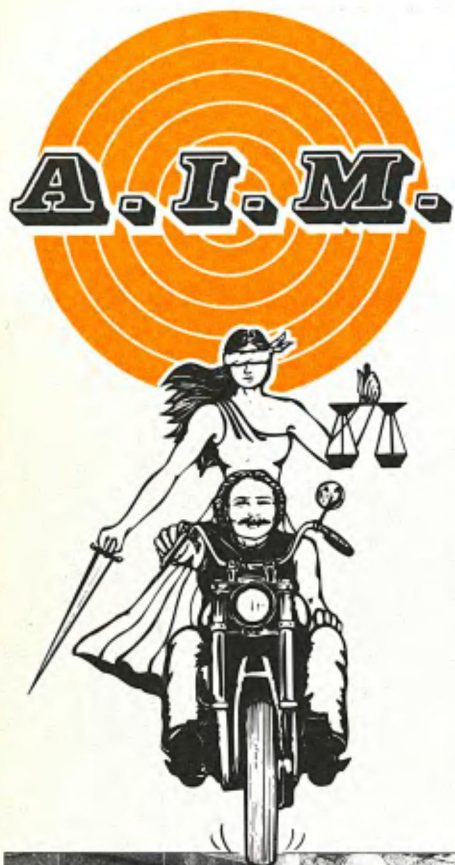
It goes without saying that Strangers is an independent voluntary organization of non-professionals and therefore is financed through dues. Our dues are \$10 per year, which is about half the cost (here in Ukraine) of a full motorcycle tank of petrol.

Your membership dues will be used in

the most useful ways to promote our organization. Send check or money order to: Vlad Litvinov, c/o Strangers, Ukraine, 270011 Odessa, Pushkinskaya STR. 34 JSC OMK. Dues should be sent with the following information: 1. Name, 2. DOB, 3. Make of motorcycle owned, 4. Native and foreign languages known, 5. Hobbies (besides motorcycles), 6. Other club memberships, 7. Address and country.

The information should be in English and state whether you agree that your personal information may be published in our bulletin. When you receive your bulletin, feel free to exchange letters with others listed in it. This may be the easiest way for riders all over the world to communicate, discuss problems, and exchange information.

—Vlad Litvinov



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SHORT STROKES

PAIN'S TEMPORARY—PRIDE IS FOREVER



The above are righteous words to live by. I wish I could say that these words have been forever tattooed on my fore-

head, but I honestly can't—although I've attempted to ultimately stand tall in the face of obstacles, I've made my share of blunders. One of our editorial assistants recently gave me a sheet of paper that said, in part, "Be too large for worry, too noble for anger, too strong for fear, and too happy to permit the presence of trouble." Little did I know that quote is a portion of the Optimist Club's credo—and a worthy one, I might add. So, why the harangue? Because I feel that the country needs a shot of pride and optimism. Check the news and see if you don't agree.... **Recently, the distinguished sculptor, Fredrick Hart, who created "Three Soldiers" at the Vietnam War Memorial, applied for a grant to do a series of sculptures. He was turned down because they said it wasn't art. But they awarded \$70,000 to an artist to display the fetal remains of her own abortion.... Regulators in Kansas City ordered a bank to install a Braille keypad at the drive-through window—go figure.... A Houston judge was reprimanded for fondling female prosecutors and drinking the evidence in a drunk-driving trial.... Rumor has it that our government bailed out Mexico, and**

Mexico made a deal to send \$1.5 billion to Cuba to help them develop their phone system.... **Since the police in South Carolina** harassed participants in a Red Cross Run, there has been some consternation. Consequently, Myrtle Beach sent the City Manager, Tom Leath, to Daytona during Bike Week to check out the scene. He returned with glowing recommendations, and suggested they designate some downtown streets for motorcycle parking only, rerouting other traffic, and relaxing enforcement of city noise ordinances. Let's hope they take heed; it'll be worth it to them.... **An editorial writer in Des Moines, Iowa, called for a helmet law—in exchange for money. It seems that for the editorial writers at the Des Moines Register, freedom in exchange for cash is a better deal.... Another Iowa newspaper asked the question of their readers: The answer was seven percent would favor a motorcycle and bicycle helmet law, while 93 percent opposed it.... The H-D factory reports they are filing a counterclaim against Lorillard Tobacco Co., seeking to end its nine-year licensing relationship with the New York-based tobacco company. Serious hornet's nest there.... And finally, some pride, Vietnam vets received recognition for sponsoring a bike show on the rec yard of the Mansfield Correctional Institution in Ohio. They raised \$1,000 for the local D.A.R.E. (Drug Abuse Resistance Education) program. The vets' Chapter 616 also sponsored handicapped youths in the "Super Kids" division of the**

national Soap Box Derby at Akron. In Pendleton, Indiana, Chapter 434 of the Vets selected Chad Woody, son of a disabled Vietnam veteran, for its \$500 annual scholarship. In Polk City, Florida, VVA vets participated in a "Toys for Tots" program. In Elmira, New York, the Elmira Veterans Association at the Elmira Correctional Facility is involved in a food drive to help the hungry in the local community (extracted from the "Inside" Journal.).... **Bike riding is the most common form of transportation in Cambodia, but in Phnom Penh, "motorcycle rustling bandits" are pulling up to other bikers, shooting them, and stealing their bikes. The mayor of Phnom Penh issued a directive requiring that all motorcycle passengers ride sidesaddle. They figure that will affect the balance of the motorcycle and keep them from being able to aim their guns.... One last late-breaking comment: We here at Easyriders have a message for actor Gary Busey: "Hey, Gary, helmets can't save your brain from drugs." Life's too strange. But we can attribute a degree of sanity to brotherhood, family, the constant drive to maintain freedoms, and a quick bike. Can't ask for much more, except a party on Saturday night to commemorate the above and an open road on Sunday—ride on.**

—Bandit

THE STARK SISTERS

AN UPDATE



Photo: Ruth Stark

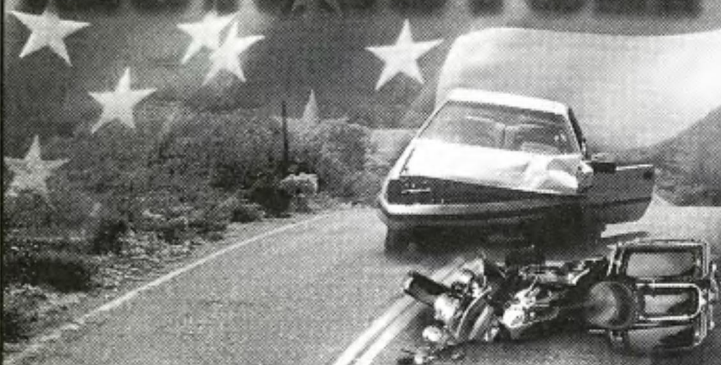
In July of 1994 we brought you the tragic story of Sally and Stacey Stark, the two little girls from Storm Lake, Iowa, who had their throats cut with a razor by their mother. It has been just over a year now since this unspeakable act took place.

Now, here's the good news. Mike Stark, the girls' father, said that Sally and Stacey are doing great. Mike, along with his own supportive folks, Wayne and Ruth Stark, would publicly like to thank everyone for their prayers and donations. This is a "class act" example of motorcyclists taking care of their own.

Donations received have totaled \$5,600, which has been very much appreciated; however, there are still future surgeries down the line for these two little girls, and that's going to cost more bucks. The Trust Fund set up for Sally and Stacey is still in effect, and if you bikers out there still feel it in your hearts, please send your donations to: Stark Sisters Trust Fund, c/o Commercial Bank & Trust, 600 Lake Ave., Storm Lake, IA 50588.

—Twiggy

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PASSING GAS



"You're sending him to obedience school? Which 'him'?"

Skeeter had never before seen Pogo so drunk and miserable. Deeply concerned, he asked his close buddy what was wrong.

"It's a woman," said Pogo.

"Tell me about it, bro."

"Actually, it's about your ol' lady," said Pogo.

"My ol' lady? What about her?"

"Well, Skeeter," lamented Pogo, "I'm afraid she's been cheatin' on us."

El Vee
Simi, Calif.

Overheard at a run:

"I caught my ol' man flirting."

"Nice going—that's how I caught mine, too."

Shark
Circlin'

Definition of *redundant*: an airbag in the same vehicle as President Clinton.

Risky
Taking Chances

Jeb and Roy, a couple of farmers, were chewing the fat down at the feed store one Saturday morning. "Had some problems with my herd a month ago," Jeb confided. "My prize bull came down with a case of the limp-dick, but the vet looked him over and gave him some special medication, and now he seems to be doing fine."

The next week, Roy ran across Jeb at the store again. "Say, my bull's been having some problems too," commented Roy. "What was the name of that medicine the vet prescribed?"

"I don't rightly know," said Jeb, "but it tastes kinda like chocolate."

Duffy
Livingston, Texas

Love is grand.

Divorce is at least 20 grand.

El Vee
Blazin' Away

Peaches and Roxy were comparing notes about their two ol' men.

"No disrespect intended," said Peaches, "but your ol' man Crusher is sure one ugly sonuvabitch—how'd you end up getting hitched to him?"

Roxy said, "Truth is, Crusher won my heart at a poker run I went to, when I saw him win one of those three-legged sack races."

"Huh? What's the big deal about winning a three-legged sack race?" asked Peaches.

Roxy smiled fondly and said, "My Crusher won that race solo."

D. Brown
Funtown

What's rarer than a virgin forest?

A virgin bush.

J.S.
Tenn. Colony, Texas



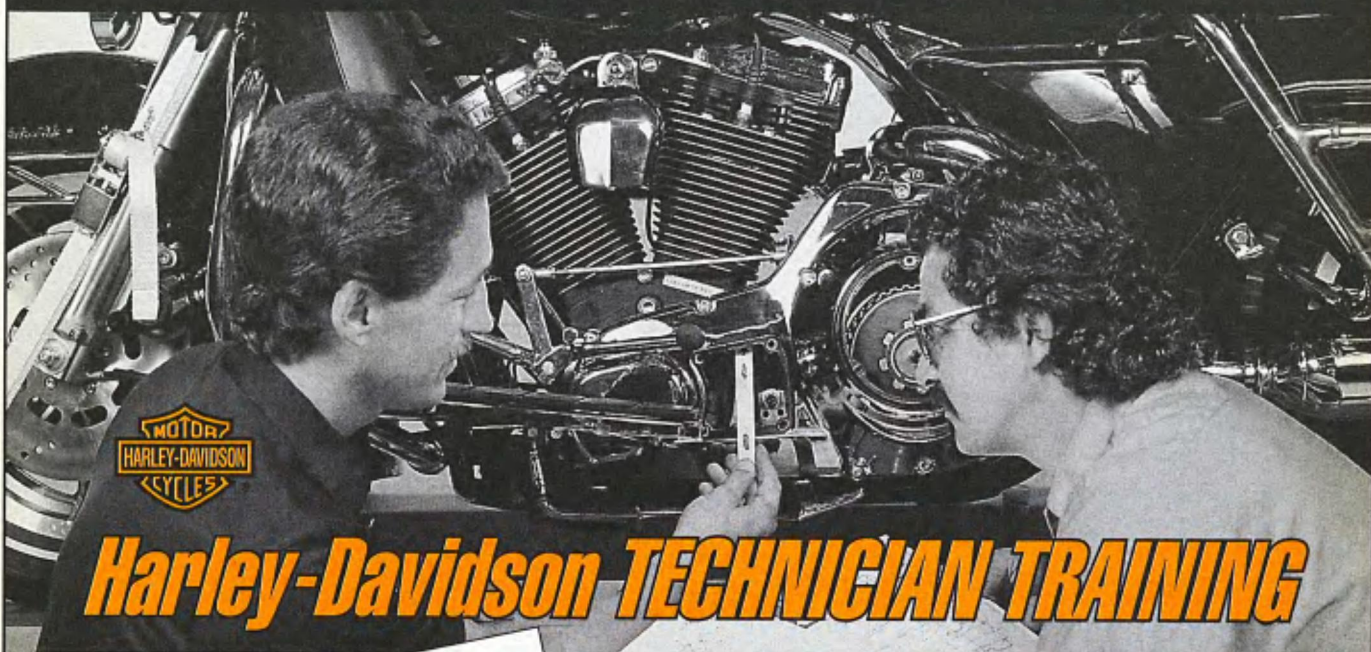
"I'll have a double."



"For God's sake, Gloria, how could you leave me for this clown?"

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PASSING GAS



"Okay, so if this is Heaven, then where are all the nymphomaniacs?"

Then there was the biker who went away to medical school to become a gynecologist. Right after he got his license, he returned to his hometown and looked up some old friends . . .

Gladiator
Roamin' Rome

What's the coolest thing about your 36th birthday?

You can have sex with a girl half your age and not give a damn if you get caught.

Sprockethead
Wrenchin'



"Well, at least the bikes have improved."

Seven-year-old Matt was telling his friend Rusty about how his mom had fired his favorite babysitter when she came home early last night and caught the sitter banging away with her boyfriend.

"Gee, what were they doing when she caught 'em?" asked Rusty, his voice quivering with excitement.

"It was really neat," whispered the rugrat. "Her boyfriend was tickling her with this real long feather, and she was all buck naked on the living-room rug, and her wrists were handcuffed to the piano, and she had chains around her ankles, and a leash around her neck, and a black leather mask on her face too!"

"Wow!" exclaimed Rusty. "I'll bet your ma went totally bananas!"

"Boy, did she ever!" said Matt. "She really gets pissed when anyone touches her things!"

Howard Sprague
Mayberry RFD

Bear was overweight almost to the point of obesity, so his doctor ordered him to go on a strict diet.

"I want you to eat regularly for three days," said the doctor, "and then skip a day. Repeat this procedure for a full month, and by the next time I see you, you should have lost 10 pounds."

When Bear returned for his next visit after four weeks, he shocked the physician by having dropped nearly 50 pounds.

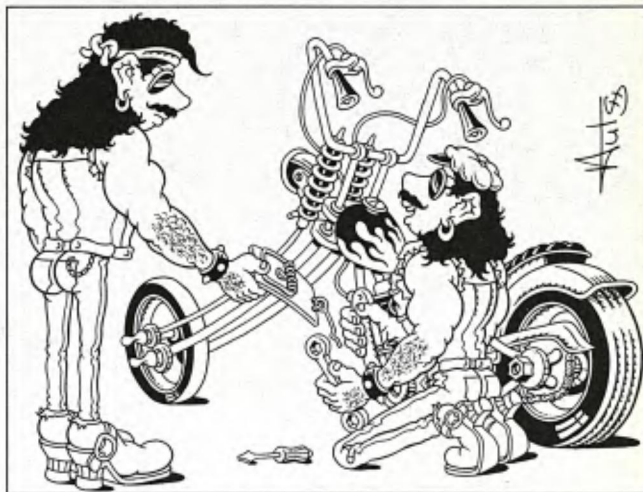
"Why, that's amazing!" said the doctor. "You accomplished this just by following my instructions?"

The slimmed-down Bear nodded. "I'll tell ya, though, doc, I thought I was gonna drop dead on that fourth day," he said.

"From hunger, you mean?"

"Naw," replied Bear. "From skipping."

Quiroz
Land of Oz



"I take it you've never replaced a mousetrap before, huh, bro?"

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

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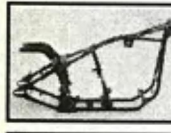
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TALKING TECH

HARD STARTS IN THE COLD

I have a 1979 FXE (74 cubic inches) with solid lifters, adjustable pushrods set to zero play (just free), an ACCEL Super Coil with points, Keihin carb (stock), open air cleaner and slash cut exhaust system. It has 26,000 miles on it.

My problem is, when it's cold (below 8° C) my Harley has difficulties turning the crank. It looks like a bad battery—although, this is a new and good one. If the bike is warm it starts like new. I have no kickstart on it. Should I?

Maybe the oil is too thick. I use Bell Ray SAE 50. Why can't I use 20w50 in wintertime?

After starting, the engine backfires a few times during the first three or four miles—only with cold starts without using the choke. I have tried an SU HIF6 carb donated from a Mini Metro, then the backfiring doesn't occur. What can this be? No one over here can give me an answer, can you? Also what do I do about that ticking noise from the valves?

Please help me so I can smile again in the morning when I start her up.

Kees Koorn
The Netherlands

The slow cranking in cold weather is normal, and 20w50 oil will help. So will a kickstarter. The backfires are from a slightly lean condition caused by a cold carburetor. The SU was jetted richer. To lessen the valve noise use aluminum pushrods and adjust them with the engine slightly warmed up. They will be too tight when the engine is cold, but the engine will still start; since it doesn't stay cold the valves will be closer to the correct adjustment while running after warm-up is completed.

TRIKE QUESTION

Got a problem here. A few years back a cager ran me and my FXR head on into an 18-wheeler, which left me paralyzed from the waist down. I want to build a trike. My pappy told me when I fell off my horse to get back on and show the sonuvabitch who's boss. Here's my dilemma: I want to operate all three brakes with the front brake lever and maybe a tank shifter on the right side. I'm open for suggestions.

K.W.
Tomball, Texas

No problem! By using a home-built shifter on the left side with the clutch handle mounted on the shifter, clutching and shifting can be done one-handed. The brakes can be tied together but will require that only a single disc be used in front and two low-volume calipers installed in back. This will require an adjustable proportioning valve to balance the front to rear stopping power with more power to the rear. To get enough volume to operate three calipers, a 3/4-inch bore front master cylinder will have to be used. Good luck.

IT'S HISSING

In August of 1994, I bought a '95 FLSTC from Rossiters H-D in Sarasota, Florida.

In November or December, I started noticing a hissing noise coming from the bike. It sounded something like an air-vacuum leak. It would happen when I was driving through traffic, shifting up and down, or it would happen if I was on the highway, going 50 to 65 mph.

I took it to two dealerships (Rossiters H-D and West Coast H-D in Ft. Myers) to be checked out. Both places said everything was okay, and they couldn't find any problems.

It doesn't seem to affect the running capability of the bike; it runs great, but it's annoying not knowing whether or not there is a real problem. I'm concerned it may cause a more severe problem in the future.

Gregory Ortel
Port Charlotte, Fla.

You didn't say where the hiss is coming from, so I'll list a few things that may make that type of noise: 1) gas tank cap pressure venting, 2) primary chain too tight, 3) crankcase vent(s) pinched (inside air filter housing), 4) rear belt rubbing on belt guards, 5) rear belt lower guard rubbing on pulley, 6) rear tire rubbing on a loose splash shield, 7) mad rattlesnake.

NEEDS ADVICE

To begin with, I have a 1988 FXSTC. I've had it with taking it apart (twice before, for the same thing). It's down for the third time now. Unfortunately, I've been sent down too, and I don't have anyone to get advice from. I borrowed another inmate's magazine and saw your column. So here's the problem: I bought the bike with

4,500 miles on it from a friend who said if he had to wear a helmet to ride, the hell with riding.

He rode the shit out of it, as he does everything he owns. (I'm not blaming him, of course; it's my fault). I rode it for a couple of months then found myself on the side of the road one day. The first problem was that the keyway on the transmission main shaft, or should I say the nut that holds the clutch hub on, was loose. This caused the keyway and groove thing on the shaft to wear out and the key to disintegrate. The repairs consisted of pulling the trans turning shaft over 180 degrees, re-cutting the groove on the shaft, installing a new clutch hub, and forgetting to replace the all-important bearing in the trans that the book specifically tells you to replace. Now there's a knock in the trans every revolution that it's turned. What can be done? Will a new transmission with a spline mainshaft and clutch hub solve my troubles and fit in my bike? If so, where can I order it and about how much will it cost? I have 18 months to think and dream on it.

Joe Haren
Big Spring, Texas

A new keyway cut in the shaft is okay for a temporary repair. Buy a new shaft and a new clutch hub (it split at the keyway causing the shaft damage). CCI has a new hub (#17-425) that comes with a reinforcement washer to stop the hubs from splitting at the keyway. They also have the washers (in 5-packs) for the two different hub sizes #15-060 for the 1.365-inch O.D. sleeve and #15-061 for the 1.377-inch O.D. sleeve. The knock you have "every revolution" is probably a broken gear tooth rather than the main drive bearing. Better look before it blows. The splined mainshaft will fit (1990) but will require the '89-'93 primary case and starter to match-up with the new style clutch.

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.

HOW BOB TRAINED AT HOME TO BE A MOTORCYCLE MECHANIC!

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

BOB, QUIT STANDING AROUND AND GET TO WORK!

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

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

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

YOU EITHER WORK OR YOU'RE FIRED!

Later...

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

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

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

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

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

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

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

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

MAYBE ICS IS THE WAY TO GO...

Six months later...

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

Back at the construction site...

YOU'RE LATE BOB, GET TO WORK!

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

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

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

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

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F.I.G.H.T.® UPDATE

Another Victory! No More Tickets For Huntington Beach Bikers

Easyriders Freedom F.I.G.H.T.® attorney Skip Raring announces the latest on the helmet law front, citing more good news for bikers everywhere. In a summary of enforcement issues, Skip puts our case in perspective. A court order for summary judgment motion was heard on March 13th. As you may recall from past issues, the original intent of the case was to show that law enforcement agencies were violating the constitutional rights of bikers and to get a court order to stop this abuse by various police agencies. To that end Easyriders Freedom F.I.G.H.T.® has won several victories.

Last year, the San Diego Sheriff's Department (SDSD) agreed to cease the unconstitutional practices and entered into a stipulation which became a court order prohibiting them from stopping and citing any motorcyclist who is wearing a motorcycle helmet. Included in the definition of motorcycle helmets were the beanie-style helmets. Since that time, to the best of our knowledge, the SDSD has issued no such helmet tickets.

Even better news is that on March 6th, 1995, the "Shack Of Shame" award-winning Huntington Beach Police Department (HBPD) also agreed to a court order forbidding them from citing individuals wearing helmets, including beanie helmets. We have, therefore, been successful in stopping police agencies from violating the constitutional rights of our readers. This is a major accomplishment especially when you realize that the HBPD was the worst police agency in California for abusing motorcyclists. To our knowledge, this sort of court order against police departments in traffic matters has never been accomplished before and, in fact, if these agencies issue such tickets to bikers, they will be subject to contempt hearings! Another victory can be seen in that the paperwork produced by Easyriders Freedom F.I.G.H.T.® for this case should be adaptable in any state to achieve the same results.

The California Highway Patrol (CHP) was the lone holdout of the agencies sued by Easyriders Freedom

F.I.G.H.T.®. The court has found that the CHP is not properly enforcing the helmet law and has asked for further briefing as to what its authority is in order to stop the practices. Continue to watch this space for the result of court hearings that will affect your rights as motorcyclists.

We are already two-thirds of the way toward winning our original lawsuit since two law enforcement agencies have caved in and subjected themselves to a court order banning the practices that were violating our rights. If the federal court now issues an injunction against the CHP for these practices, our original lawsuit will be totally successful.

It is also a fact that both the SDSD and the HBPD have had to pay for their abuses. The SDSD, who was a very small player in our action, paid \$4,000 in attorney fees. The HBPD is under court order to pay \$35,000 in attorney fees. While the combined \$39,000 is just a drop in the bucket towards the over \$220,000 in attorney time that the firm of Raring and Lipoff has put into the case, it at least sends a message to law enforcement agencies that if they abuse the rights of motorcyclists, it's going to cost them.

If the court issues the injunction against the CHP, as we believe they will, we will have fully accomplished the entire reason the Easyriders suit was originally filed. The court should issue such a ruling based on their findings and the existing law. We are also poised to challenge the constitutionality of the helmet law for vagueness issues before the Ninth Circuit Court of Appeals. The constitutionality issue may eventually go all the way to the U.S. Supreme Court.

As you can see, the fight continues and we are winning battles, but we need your help. Please don't just sit back and read this column, content to let others speak for you. You hold the key to freedom in your own two hands. We need your passion, commitment, and loyalty in order to win this war. We urge you to join your local motorcyclists' rights organization and purchase a F.I.G.H.T.® kit today. Remember, the proceeds from each kit goes toward fighting helmet laws in court. Help win the war against unfair helmet laws.

—Phantom

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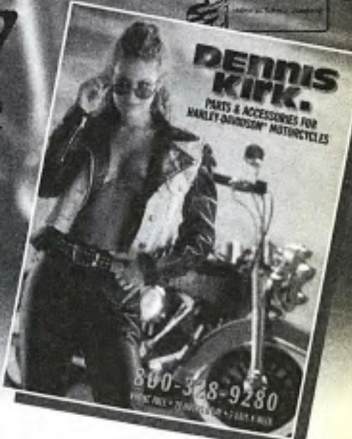
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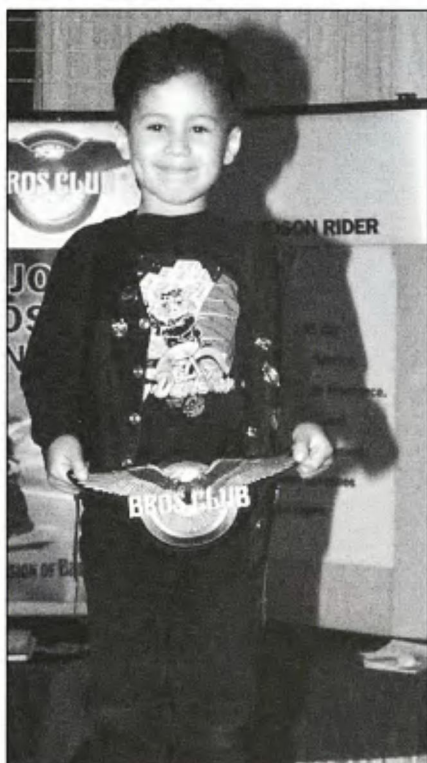
BROS CLUB NEWS

March and April were busy months for the Bros Club, when we joined the *Easyriders* Bike & Tattoo shows in Oakland, California; Monroe, Washington; and Houston, Texas. We also made it to Spring Bash '95 at the *Easyriders* of Las Vegas store, where we enjoyed a chicken and rib barbecue, beer, a bike ride, beer, a Bikini Girl contest, and more beer. For future event dates, call the *Easyriders* of Las Vegas store at (702) 368-7808.

As we often say, our Bros Club Road Service package is the best available. For further testimony on this, read the following letter from James T. Frye of Pt. Charlotte, Florida, who shares his experience.

"My lady decided we should take a ride to get a look at the azaleas (some kind of pink flower. I couldn't believe I was taking a ride to see some pink flowers). About five miles outside of town, my trusty custom FXR died.

"It turned out that my ignition pick-up had reached a premature end. Now what? After about a half-hour, some bros on a Poker Run stopped to help.



Here's Gabriel Altamarino, a heartbreaker in the making. The San Jose, California, native is one of our youngest members. Gabe claims to ride an '88 Softail. I think he gets help.



Bros Club, *Easyriders*, and JDF volunteers shown hard at work. People are lined up to purchase the goods. Jimmy Z must be on his lunch break.



Jim and Robin. They keep the *Easyriders*/JDF bikes clean with their "Scooter Shine" product.

To make a long story short, they rode my wife into town, where she called the Bros Club, and then rode her back.

"After about 45 minutes, the wrecker from Harbor Towing in Pt. Charlotte showed up. He then loaded my bike, with the care that I thought I only could give it, then took us right to our doorstep. It didn't cost me one dime (except for the tip, that is) because the Bros Club picked up the entire bill.

"All I can say is, thank you, Bros Club. Without you, that day would have been a very bad day indeed. It's nice to know that friends like you are there when we need you."

Glad to oblige, James. This gives me the perfect opportunity to mention our new one-year Bros Club Road Service Plan Box. The cost of \$19.95 includes a one-year access card to the Bros Club Road Service Plan (with 24-hour towing service anywhere in the U.S.), the new *Ridin' With Rip II* book, a Bros Club winged pin, patch and decal, no-cost insurance benefits, a \$1,000 bike theft and hit-and-run reward, and more. To sign up call (800) 547-2767. →



Some of the lovely Bikini Girls on display onstage at the *Easyriders* of Las Vegas Spring Bash '95 festivities. Can you guess who won?



Mr. and Mrs. Lloyd Gardner, Lake Stevens, Wash. He rides a '79 FLH, works at Boeing.

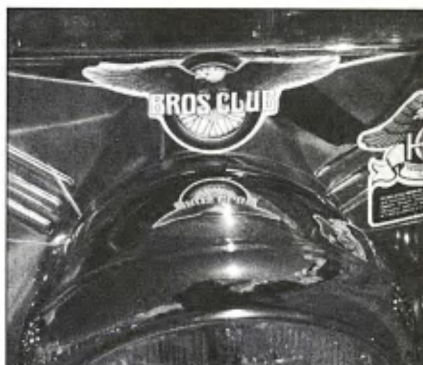


Say "hi" to "China" and some friends enjoying refreshments in the Bros Club lounge at the *Easyriders* of Las Vegas Spring Bash '95. Need any help, China?

BROS CLUB NEWS



Rob Winters, a crane operator and brand-new member at the Oakland show. Rob rides a '91 Softail, and is shown with friend Wayne Olmstead. Are ya outta trouble yet, Rob?



Saw this bike with an old decal in the lot in Monroe, Wash. Call, I'll get ya a new one.



Joe and Vicki Aguirre of San Jose, Calif. They ride a custom '88 Sportster.



Here we are at Bike Week '95 with Bros Club member Cliff Akin, Goose Creek, S.C. (center), with new member Chris Hill (right). They are shown with tow truck driver Gary, who saved their butts in Daytona when Cliff's scooter suffered a flat tire.

Bros Club members are invited to forward us photos for publication. We will pay \$100 for a full-page color photo, \$50 for half-page color photos, \$40 for color photos printed less than half-page, and \$30 for each black-and-white photo printed. Color photos (any size) or slides are acceptable.

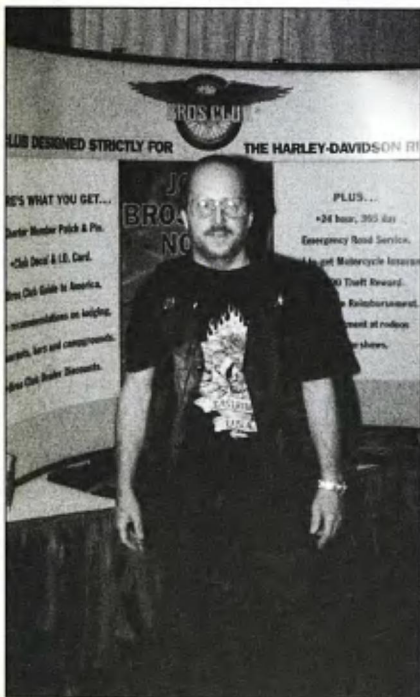
We ask that you include a brief letter describing the circumstances surrounding the photo, along with the names and occupations of the Bros Club members shown. If there is a shop in the photo, go ahead and give us its name, as well. Please affix a label to each of your photos with your name, address, occupation, type of Harley that you ride, and your Bros Club membership number.

Send your photos to:

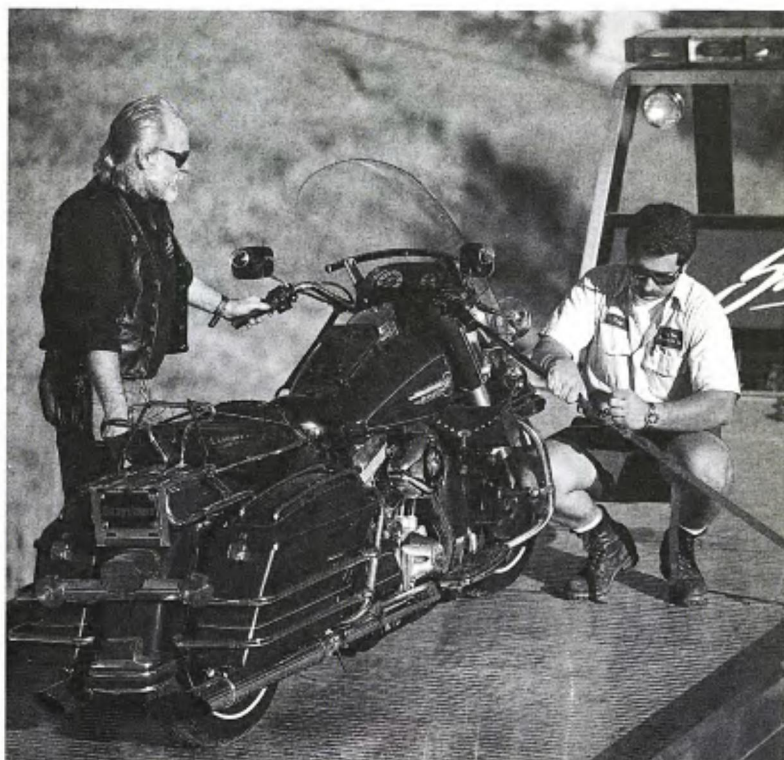
Bros Club,
c/o Gregg Daniel
P.O. Box 3000
Agoura Hills, CA 91376-3000

Questions? Call (800) 547-2767. Till next time ... ride safe.

—Gregg Daniel



Joe Lombardi, Lynwood, Wash., rides a '94 FXR and '91 Sporty and works for Amtrak.



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Acct.# Exp. Date

Signature

must have please

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

WHAT'S HAPPENING

CALIFORNIA

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

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

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

3RD ANNUAL ANNIVERSARY PARTY—July 15-17. Pine Mountain Inn, Hwy. 33. Sponsored by ABATE Local #42. Info: Julie (805) 649-4315

RUN FOR THE WILD—August 5. Run from Newhall to L.A. Benefits Wildlife Waystation. Info: (805) 255-6522

PEDIATRIC AIDS CHARITY RUN—August 13. Sponsored by Ricoh Corp. and H-D of Vallejo. Sign-in: 9 a.m.-11 a.m., H-D of Vallejo. Info: (707) 643-1413.

COLORADO

2ND ANNUAL IRON PONY EXPRESS—July 17-18. Empire. Benefits Easter Seal Society. Info: (303) 233-1666 or (800) 875-4732

CONNECTICUT

SKELTON BASH—July 9. Skelton. Sponsored by CMRA. Info: (203) 268-3740

IDAHO

FUN VALLEY RUN & RODEO—July 21-23. Deer Creek, Anderson Reservoir. Sponsored by Idaho Coalition for M/C Safety. Info: Bob Brumpton (208) 939-4415

CUSTER RUN—July 28-30. Elk Bend. ABATE of Idaho. Info: (208) 756-4186

TOO BROKE FOR STURGIS POKER RUN & CAMPOUT—August 12-13. From Boise to Donnelly. Sponsored by Idaho Coalition for M/C Safety. Info: Bob Brumpton (208) 939-4415

ILLINOIS

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

HELMET ROAST—July 8-9. South Suburban Chapter of ABATE, Riverfront Lounge, 35148 S. Rivals Rd., Wilmington. Info: Mike (708) 422-1165

M/C PARTS EXTRAVAGANZA—July 16. Ride in Bike Show. Will County Fairgrounds, Petone. Info: (319) 462-6011

AMRA ALL HARLEY FINALS—July 29-30. Gateway Raceway, Fairmont City. Info: (615) 849-8025

POKER RUN—August 13. Sponsored by Piasa-Gateway Chapter of ABATE. Info: Skinny (618) 259-0120 or Larry (618) 526-4903

INDIANA

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

15TH ANNUAL MDA RUN—August 13. Region 8 ABATE. Info: (317) 422-8040

IOWA

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

MICHIGAN

BRUCE CROSSING FIELD MEET—July 29. Region 1 ABATE. Info: Sande (313) 421-4367

NEBRASKA

FREEDOM FIGHTER'S M/C RODEO—July 14-15. Send Diabetic kids to camp. Sarpy County Fairgrounds, Springfield. Info: Anni (402) 734-2427

NEVADA

6TH ANNUAL GAMES AND BIKE SHOW—July 21-23. Battle Mountain ABATE. Info: (702) 635-5781

NEW HAMPSHIRE

1ST ANNUAL FAMILY GATHERING—July 15-16. Bethlehem. Info: (603) 444-0149

2ND ANNUAL JUST FOR FUN RUN—July 22-23. Rochester. Info: (603) 335-4536

NEW JERSEY

3RD ANNUAL TRI-STATE UNITY PARTY—July 14-16. NJ, DE, PA, VFW Fairgrounds, Learnings Mill Rd., Millville, NJ. Info: (609) 625-9334

POKE-R-PIG RUN—July 23. Sponsored by Capital City H.O.G./Trenton H-D. Info: (609) 392-7865, (609) 883-1685

NEW YORK

HOGSTOCK '95—July 14-16. Wurtsboro. New Riders of the Purple Sage. Info: (914) 436-8070

MEMORIAL PARTY—July 29. To benefit the family of Lance Colvin, Cherry Creek VFW. Info: Bob (716) 569-4418

BIKERS FOR BABIES RIDE—July 29. Liverpool. Benefits March of Dimes. Info: (315) 475-5209

NORTH CAROLINA

AHDRA DRAGS—July 16. Reading, Maple Grove Dragway. Info: (910) 229-4877

2ND ANNUAL INDEPENDENCE BASH—July 21-23. Sponsored by Lifestyle Expressions. Sheraton Airport Plaza, Charlotte. Info: (704) 932-1872

OHIO

4TH ANNUAL VINTAGE M/C DAYS—July 21-23. Lexington. Auction, swap, show, races. Info: (614) 891-2425

OREGON

ANNUAL SUMMER SIZZLE—July 7-9. Cherokee Strip ABATE. Wentz Camp, Ponca City. Info: (405) 762-7647 or (405) 362-2259

SOUTHERN OREGON SUMMER RUN—July 22-23. Douglas County, Jackson County and Southcoast Chapters of ABATE. Info: Gene (503) 855-7545

FOX CREEK '95—August 4-6. Independence. Featuring Steppenwolf. Info: (503) 588-7571

PENNSYLVANIA

MOUNTAIN JAM '95—August 5. Shartlesville. Featuring Molly Hatchet. Info: (610) 488-6859

SOUTH CAROLINA

VINTAGE MOTORCYCLE DAYS—July 21-23. Info: (614) 891-2425

SOUTH DAKOTA

STURGIS INK BASH '95—August 1-13. Dungen Bar. Info: Bill Dedmon (704) 932-1872

55TH ANNUAL STURGIS RALLY & RACES—August 5-13. Info: (605) 347-3245

AHDRA DRAGS—August 8-11. Sturgis Dragway. Info: (910) 229-4877

TENNESSEE

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

TEXAS

10TH ANNUAL HAWG SWEAT & POKER RUN—July 21-23. Sponsored by Brotherhood of Bikers, Jim's Cycle Shop, Axtell. Info: (817) 562-2687

UTAH

4TH ANNUAL JULY BLAST—July 14-16. Huntington Canyon. Sponsored by ABATE of Utah Central Chapter. Info: Joe Wheeler (801) 754-5118

VIRGINIA

BOSTON'S M/C CAFE'S FUN BIKE SHOW—July 29, 11 a.m. Info: (804) 742-5137 (Thursday - Monday)

STURGIS AT BOSTON'S M/C CAFE—August 13. Info: (804) 742-5137 (Thursday - Monday 11 a.m. - 8 p.m.)

WASHINGTON

COWCHIP BOOGIE—July 14-16, Castle Rock. Cowlitz County ABATE. Info: (360) 577-7905

WISCONSIN

11TH ANNUAL SUMMER TWISTER FESTIVAL—July 28-30. Birmamwood. Sponsored by Vietnam Vets MC. Benefits VA hospitals. Info: Top (414) 499-2551

CANADA

3RD ANNUAL ALL BIKE DRAG MEET—July 15-16. Capital Raceway, 10 miles south of Edmonton, Alberta. Info: 435-7739

6TH ANNUAL GRAND BAY STOMP—August 4-7. Grand Bay, New Brunswick. Info: (506) 642-3170

RANCH PUB & DELI welcomes all bikers. No dress code, colors welcome. Our address: 23 Oliver Street, Williams Lake, B.C. Info: (604) 392-4461

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ECRA: (609) 652-1159

AHDRA: (919) 229-4877

EASYRIDERS EVENTS:

EASYRIDERS MOTORCYCLE RODEO—July 28-30. Prospect Pennsylvania. Butler County Fairgrounds. For info call Kari (818) 889-8740

EASYRIDERS MOTORCYCLE RODEO—August 4-5. Boone, Iowa. Boone County Fairgrounds. For info call Kari (818) 889-8740

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

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CYLINDERS



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

DELKRON CASES



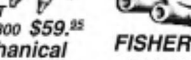
Gen. Cases '55-'89 E-301
Alt. Cases '70-'84 E-302
EVO Cases '84 & up E-303 \$649.⁹⁵

TAPPET BLOCK KITS



E-612 \$94.⁹⁵
SUPERCOIL by ACCEL
KIT E-800 \$59.⁹⁵

"POWER-PULSE" COIL by ACCEL



E-32 \$37.⁹⁵
FISHER HARMONIC RACING DAMPER E-799 \$319.⁹⁵

'PAUCHO' HARDTAIL FRAME



FITS ALL B/T CHN. OR BELT DRV. E-20003 \$579.⁹⁵
CHAIN GUARD E-783 \$29.⁹⁵

5-STUD CLUTCH HUB



E-731 \$34.⁹⁵
4-SPEED KICK STARTER KIT E-782 \$95.⁹⁵

CHROME NOSECONES



E-611 \$34.⁹⁵
OIL TEMP. DIP STICK E-784 \$12.⁹⁵

WRENCHES



7/16" To 3/4" E-610 \$12.⁹⁵

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Edelbrock "Performer" Heads E-780



* Assembled with Stainless Steel Valves, Seats, Guides, Seals, Springs, Retainers
* Complete High Performance Heads, Ready to Bolt-On!
* Works with Stock Pistons!..... \$959.⁹⁵

BENDIX CARBS



38 mm fixed jet E-3 \$132.⁹⁵
38 mm Adj. mn. jet E-2 \$155.⁹⁵

OUTER PRIMARY



E-59 \$89.⁹⁵

INNER PRIMARY



Polished E-60 \$179.⁹⁵

COMPLETE 4-SPEED TRANNY



E-7000 \$1,294.⁹⁵
CLUTCH KITS E-730 \$24.⁹⁵

BIG TWINS



Early Style 3 gal. E-63 \$89.⁹⁵
5 gal. E-64 \$89.⁹⁵
SPORTY E-730 a \$26.⁹⁵

CONTINENTAL DEAL-OF-THE-MONTH



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

S.T.D. Cases



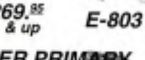
"Get One While They Last" E-912 \$664

SHOVEL ROCKER BOXES



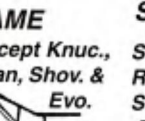
Polished E-15 \$225.⁹⁵
pr. Chrome E-15a \$275.⁹⁵

CRANKCASE BREATHERS



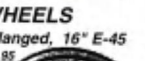
E-803 \$12.⁹⁵

CHAINS



Primary E-15 \$27.⁹⁵
E-15a \$27.⁹⁵
E-15b \$27.⁹⁵
E-15c \$27.⁹⁵
E-15d \$27.⁹⁵
E-15e \$27.⁹⁵
E-15f \$27.⁹⁵
E-15g \$27.⁹⁵
E-15h \$27.⁹⁵
E-15i \$27.⁹⁵
E-15j \$27.⁹⁵
E-15k \$27.⁹⁵
E-15l \$27.⁹⁵
E-15m \$27.⁹⁵
E-15n \$27.⁹⁵
E-15o \$27.⁹⁵
E-15p \$27.⁹⁵
E-15q \$27.⁹⁵
E-15r \$27.⁹⁵
E-15s \$27.⁹⁵
E-15t \$27.⁹⁵
E-15u \$27.⁹⁵
E-15v \$27.⁹⁵
E-15w \$27.⁹⁵
E-15x \$27.⁹⁵
E-15y \$27.⁹⁵
E-15z \$27.⁹⁵

BELTS



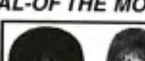
E-775 \$58.⁹⁵
up

WHEELS



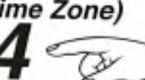
Dual-Flanged, 16" E-45 \$188.⁹⁵

STARTERS



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

WRENCHES



E-610 \$12.⁹⁵

EVO ONLY '84-'91



\$664

SHOVEL ROCKER BOXES



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

CRANKCASE BREATHERS



E-803 \$12.⁹⁵

CHAINS



Primary E-15 \$27.⁹⁵
E-15a \$27.⁹⁵
E-15b \$27.⁹⁵
E-15c \$27.⁹⁵
E-15d \$27.⁹⁵
E-15e \$27.⁹⁵
E-15f \$27.⁹⁵
E-15g \$27.⁹⁵
E-15h \$27.⁹⁵
E-15i \$27.⁹⁵
E-15j \$27.⁹⁵
E-15k \$27.⁹⁵
E-15l \$27.⁹⁵
E-15m \$27.⁹⁵
E-15n \$27.⁹⁵
E-15o \$27.⁹⁵
E-15p \$27.⁹⁵
E-15q \$27.⁹⁵
E-15r \$27.⁹⁵
E-15s \$27.⁹⁵
E-15t \$27.⁹⁵
E-15u \$27.⁹⁵
E-15v \$27.⁹⁵
E-15w \$27.⁹⁵
E-15x \$27.⁹⁵
E-15y \$27.⁹⁵
E-15z \$27.⁹⁵

BELTS



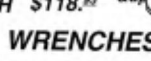
E-775 \$58.⁹⁵
up

WHEELS



Dual-Flanged, 16" E-45 \$188.⁹⁵

STARTERS



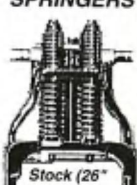
Hitachi Style E-28 \$123.⁹⁵
Prestolite Style E-77 \$118.⁹⁵

WRENCHES



E-610 \$12.⁹⁵

SPRINGERS



Stock (26" Overall), & 3" Over Stock Length Available. Same Price!
W/O Shock E-601 \$895.⁹⁵
W/ Shock E-602 \$999.⁹⁵
(These are Special Order Items from PAUCHO, may take 6-8 wks. for delivery.)

FXST STYLE OIL TANK



'84 & Later Chrome E-201 \$135.⁹⁵
Steel E-202 \$125.⁹⁵

REAR FENDER



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

SPROCKETS



E-53 \$34.⁹⁵ & up

GMA BRAKE SYSTEM



Billit Alum E-54 \$179.⁹⁵ & up

REGULATOR/RECTIFIER



E-31 \$44.⁹⁵

WRENCHES



E-610 \$12.⁹⁵

WRENCHES



E-610 \$12.⁹⁵

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A HAND-
SLAMMIN'
ROAD-BURNIN'
PIECE OF
PRIDE



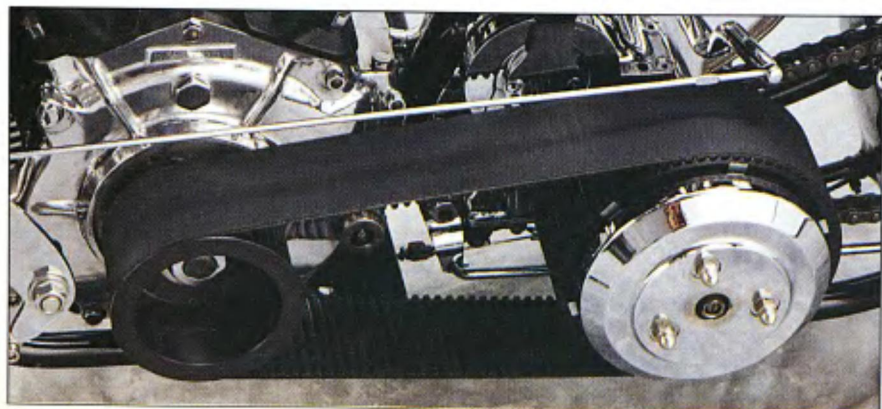
What do you get when you drop a 1953 FL engine with a 1961 tranny into a 1994 hand-built, Fred Hernandez, chrome moly rigid frame? A modern slice of yesteryear, son. Forget complicated electronics: there are just two visible wires. The only "Die-Hard" on this charcoal screamer is a Joe Hunt magneto producing 120,000 volts of get-up-and-go. And spotless pipes? Not hardly. Those streaks of blue mean business is attended to daily.

Mike Trussell was spinning wrenches with his dad in the garage before he could walk or talk, progressing from custom hot rods to his first scooter back in 1972. This current ride is on its third reincarnation. It has seen everything from upswept fishtails, pullback bars, and sissybars deluxe to a thing or two in between. No doubt it'll see a few more, but, for now, here are the finer points.

The Sportster tank alone took 30 hours to produce. The bottom was cut out and fitted with a half-inch tunnel to sit on the frame. The filler cap was moved five inches north to allow for a few more ounces of gas, and the petcock headed south for the same reason.

Those pipes were 100 percent handmade by Ed Hanson to fit the nonstock frame configuration. There's a lot that goes into that seamless look. You start with a box of mandrel bends, s-bends and straight sections, fit them together →





one at a time by hand, mark 'em, tack-weld 'em one at a time, run a bead around each piece, belt-sand and disc-grind them, then head off to the chromer. He fills the imperfect spots with lead, belt sands them down to emery board-fineness, polishes the whole shebang, then dips it in the tub.

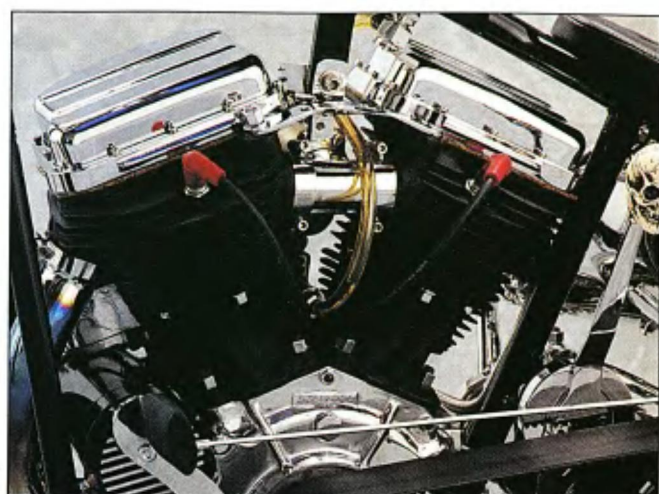
Tim Beitler rebuilt Mike's 78 cubes with .060-over Gary Bang pistons, Shovelhead valves, and a factory "H" cam. The Linkert M-74B carb follows Mike's uncomplicated design, as do the mechanical drum brakes, the Bates headlight, and an original →



Big Daddy Roth skull on the jockey shift. The screamin' eyeball on the tank is the work of Rob Gagnon, and Tony Lalicata laid down the overall paint job. That eyeball is also the trademark of Mike's new line of T-shirts, Speed Demon Custom Clothes.

Ralph Trussell passed away last February 19, but not before seeing his son's mechanical pride and joy come to life. The lessons Mike learned in a garage many years ago were obviously not forgotten. My bet is that's true in more ways than one.

—Slide



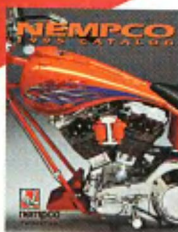
Owner:.....Mike Trussell
City:.....San Diego, California
General
Fabrication:.....owner
Year and make:.....1953 H-D
Model:.....Speed Demon
Chroming:.....Quality Polishing
Engine
Year:.....1953
Model:.....FL Panhead
Rebuilder:.....Tim Beitler
Ignition:.....Joe Hunt magneto
Displacement:.....78 cubes
Lower end:.....stock 1953

Pistons:......060-over Gary Bang
Cases:.....polished H-D
Heads:.....1957
Cam:.....factory "H" cam
Carb(s):.....Linkert M-74B
Pipes:.....2-inch by Ed Hanson
Modifications:.....shaved flywheels,
 solid lifters, Shovel valves and springs
Transmission
Year:.....1961
Modifications:.....rebuilt by Fuzzy/polished
 hand slammer shifting, Primo belt
Painting
Molding:.....Steve Ames, Uptown Customs

Painter:.....Tony Lalicata, Uptown Customs
Color/type:.....black/lacquer
Special paint:.....streaking eye, Rob Gagnon
Frame
Builder:.....Fred Hernandez, "Berdo"o
Type:.....to my specs
Modifications:.....35-degree rake,
 6-inch stretch, hidden electrics
Accessories
Bars:.....drag
Fender(s):.....owner/Fred Hernandez
Headlight:.....very old Bates
Taillight:.....by owner w/catseye
Speedo:.....none

Pegs:.....Perf. Mach.
Gas tank:.....cut-up Sporty
Oil tank:.....round CCI w/filter
Seat:.....owner, Tony, O.B. Upholstery
Mirrors:.....smallest I could find
Grips:.....rubber
Forks
Type:.....early FL glide
Modifications:.....10-inch extension
 shaved and chromed
Wheels
Front:.....21-inch, Akront, Avon, mech. drum
Rear:.....18-inch, Akront, Avon, mech. drum
Photos:.....Ralko Hartman

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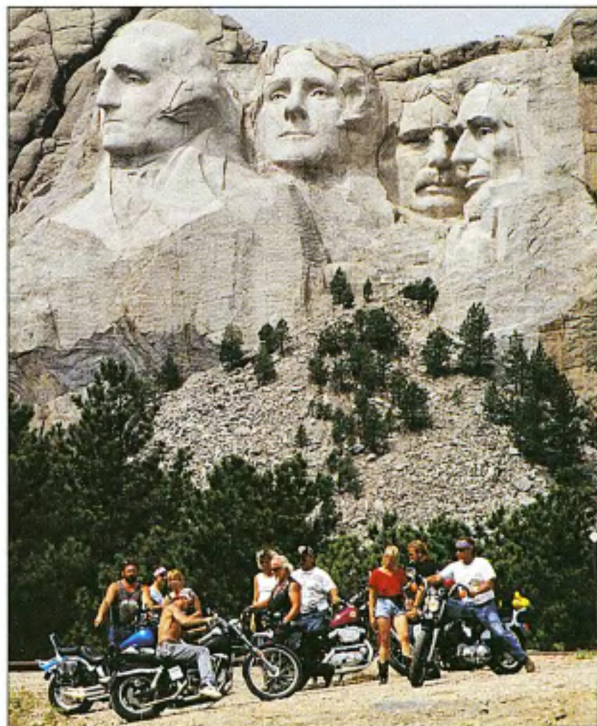


ALL ROADS LEAD TO **STURGIS**

Rally
Week
Celebrates
Its
55th Year

The thundering echo of a seemingly endless stream of bikes, weaving their way across all roads leading to Sturgis, shatters the quiet of the slumbering lush green terrain and the rolling Black Hills of South Dakota. As the bikes draw closer and closer to the area, the air is charged with an almost electrical excitement. The granddaddy of all motorcycle celebrations is about to begin: the 55th annual Sturgis Rally & Races, August 5-13.

Last year's event reached new heights by attracting an estimated 180,000 people; 1995 promises to surpass that figure. According to the Sturgis Rally & Races office, a premier attraction always has been the official tours of the area, and that now has been expanded by Rally Events, Inc. to encompass both new and traditional routes; two of the new tours are the Jewel Cave Tour and the Dark of the





Moon Tour, which invites bikers to share the shimmering beauty of the Black Hills by moonlight.

In all, five tours will be offered in the Black Hills this year (see Calendar of Events on these pages). In addition to the above mentioned tours, others include the Wyoming Encounters Tour, the Heart of the Hills Tour and the fourth annual Governor's Tour.

A new hillclimb site has been developed that is longer and steeper and meets the standard for AMA Pro Competition. The first hillclimb event will be an amateur climb on Tuesday, August 8. On Thursday, August 10, an "all out, run what you bring" open is scheduled. Hang on tight for this one!

Rally Events, Inc., will also offer a half-mile flattrack event at the Sturgis Fairgrounds on Friday, August 11. All the traditional elements of this classic type of racing will be evident, including thundering machines straddled by earnest, tight-lipped riders who plan to kick up dust and dirt by pushing the laws of physics and adhesion to the outer limits.

Area tracks offer some of the country's top racing events. Rally Events, Inc. will host the "Bessie's Knob Hill" Amateur Hillclimb on Tuesday, August 8, and the "Baddest Hill" hillclimb on Thursday morning, August 10. The Sturgis Dragway has four nights of exciting events, starting with the "Camel King of the Hill" event on Tuesday. FLASH and AHDRA Tune and Test is scheduled for Wednesday evening, with special ticket prices for H.O.G. members.

Tour Director Ray Hrachovec says, "Both the safety and comfort of attendees are our main concerns. With that in mind, all tours offer a chase truck for breakdown problems, and ongoing radio contact to keep the tour together, which is made available to participants in the event of emergency. The long tours will include meals and gas stops. We'll also provide maps of the tour routes, which will indicate points of interest along the way."

Also, because the world can be a jungle for two-wheeled enthusiasts, a second annual Top Gun competition is

scheduled to find the safest motorcycle rider in the nation. The program combines seven "real world" road maneuvers. Riding techniques, both defensive and evasive, are set up in a controlled situation, with immediate feedback on the rider's strengths and weaknesses.

Top Gun rallies are conducted throughout the country, culminating in state or district winners. These individuals meet in Sturgis for the final three-day event, slated for Monday, August 7, and Tuesday, August 8; the final event is on Wednesday, August 9.

Finally, when Sturgis Rally Week is over, and the last departing bike is but a tiny speck on the horizon, we are left with the vivid memory of rows and rows of multi-colored bikes on Main Street and revelers celebrating just being alive. The people who ride into the city, year after year, are what Sturgis is about. Other areas throughout the country have tried to duplicate the success of Sturgis—only to fall flat. There's only one Sturgis. And so it remains.

—Paula Dion →

STURGIS 1995 AUGUST 5-13

Following is a listing of daily events, general information, services, a calendar of events, and "off the beaten track" excursions. These listings were made available to *Easysiders* at an early press time and may, therefore, be subject to change.

DAILY EVENTS

RALLY REGISTRATION

Where: Rally Headquarters, Armory, Junction and Main
When: 9 a.m. to 10 p.m. daily
Info: (605) 347-6570

CONCERTS

Features: Mountain; The Pat Travers Band; Jeff Foxworthy; The Iceman; Iron Butterfly; Burnt River Band; Ross & Rotten and Carolyn Wonderland; Imperial Monkeys; and more. Miss Buffalo Chip Pageant nightly at midnight; finals Saturday, Aug. 13.

Where: Buffalo Chip Campground, Hwy. 34, Airport Rd.
When: Begins Monday, Aug. 7, daily at dusk.
Info: (605) 347-2331

(Note: A full schedule of concerts scheduled throughout the rally at various locations was not available at the time *Easysiders* went to press. For complete concert details, consult the following publications upon arrival in Sturgis: Rally Daily newspaper; Buffalo Chip Gazette. Or, call (605) 347-6570.)

EASYSIDERS TRUCK

Features: Full line of *Easysiders* merchandise; includes Sturgis memorabilia T-shirts.
Where: Motorcycle Expo, Sturgis Community Center, 4th and Lazelle Streets.
When: 9 a.m.-9 p.m. daily

FOOD COURT

Where: Lazelle St. between Junction and First St., Sturgis
When: Daily

HARLEY-DAVIDSON DEMO RIDES

Where: Super 8 Motel, Sturgis
When: 9 a.m.-3 p.m., Aug. 5-12
Info: (605) 347-6570

INDOOR HARLEY-DAVIDSON EXHIBIT & SHOW

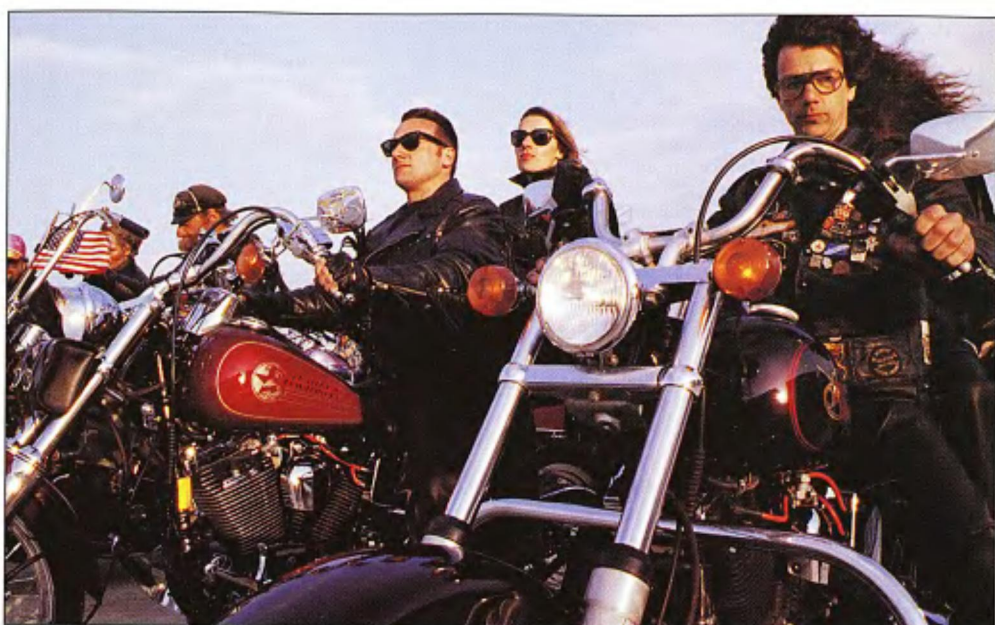
Where: Rushmore Plaza Civic Center, Rapid City
When: 10 a.m.-6 p.m., Aug. 8-11; 10 a.m.-4 p.m., Aug. 12
Info: (605) 347-6570

MOTORCYCLE EXPO

Features: Latest aftermarket products and services
Where: Sturgis Community Center, 4th & Lazelle Sts.
When: 10 a.m.-7 p.m., Aug. 6-12
Info: (605) 347-6570

NATIONAL MOTORCYCLE MUSEUM & HALL OF FAME

Features: European and American motorcycles; most expensive cycle bought at auction.
Where: South Junction Ave., Sturgis.



Exit 32, I-90
When: 9:30 a.m.-9:30 p.m. daily
Info: (605) 347-4875

GENERAL INFORMATION

Where applicable, options listed through Sturgis Rally & Races, Inc. must be prepaid or paid via credit card. Write: P.O. Box 189, Sturgis, SD 57785. Phone: (605) 347-6570 or fax: (605) 347-3245.

EMERGENCY PHONE NUMBER FOR ATTENDEES

(605) 347-6570
Messages will be taken 8 a.m.-7 p.m., Aug. 5-12. Messages will be posted on message boards located at Rally Headquarters, Armory, Junction and Main, or the Motorcycle Expo, Sturgis Comm. Center, 4th and Lazelle St.

FRIENDS OF THE RALLY

Membership organization. Offers information, products, and special options. Membership runs from August to August. \$10 North America; \$20 outside North America. Sturgis Rally & Races, Inc.: (605) 347-6570

INFORMATION PACKET

Provides accommodation information, maps, schedules, and general guidelines for planning your

trip. \$3 shipping/handling. Sturgis Rally & Races, Inc. (605) 347-6570

JACKPINE GYPSIES MC

The Jackpine Gypsies MC, the bros who started the races more than 55 years ago, are offering an associate membership to their club for \$50 per person or \$75 per couple. Associate membership includes FREE attendance at all of the Jackpine Gypsies' races, plus a T-shirt. Write Jackpine Gypsies MC, P.O. Box 627, Sturgis, SD 57785, or call (605) 347-3418.

ROOMS/CAMPGROUNDS

Reservations for motels and campgrounds, both in Sturgis and its surrounding areas, are often made a full year in advance of the event. As Rally Week approaches, rooms and camping space may be limited—or not available at all. To check out accommodation availability via information packet, call Sturgis Rally & Races, Inc. (605) 347-6570.

TOUR PRE-REGISTRATION

Call (605) 347-6570. Or, write to: Sturgis Rally & Races, Inc., P.O. Box 189, Sturgis, South Dakota 57785.

VENDOR PACKET

Offers general information packet, as

well as rental sites for selling products. City, county and state laws/ordinances included; advertising options available. \$15. Sturgis Rally & Races, Inc. (605) 347-6570

WEDDINGS

Package offers: Info on S.D. license procedures; site info for ceremonies; names of persons to conduct ceremonies; and, info on flower and cake options. All info FREE. Sturgis Rally & Races, Inc. (605) 347-6570

OTHER SERVICES

AIRPORT

Rapid City Regional Airport: 10 miles east of Rapid City, South Dakota, and 45 miles southeast of Sturgis. Airlines: Sky West Airlines, (800) 221-1212; Northwest Airlines (800) 225-2525; and, United Express (800) 241-6522. Or, contact your local travel agent.

MOTORCYCLE SHIPPERS

The Packaging Store, (605) 343-5475; Black Hills Yamaha H-D, (605) 342-9362; Auto Shipping International, Inc. (international shipping ONLY), Carson City, Calif., (310) 522-0400.

STURGIS 1995 CALENDAR OF EVENTS:

The internationally famous Sturgis Rally & Races, Inc. welcomes cyclists from throughout the world to tour and show their skills. The following includes official cycle events, with spectacular hillclimbs, half-mile racing, and breathtaking scenic road tours of the Black Hills National Forest and Wyoming. For advance reservations, call (605) 347-6570.

Note: \$50,000 in prize money and contingencies, the total for all racing events, include: "Baddest Hill" hillclimb, Thursday, Aug. 10; and "All Out Half" half-mile racing and 883 race, Friday, Aug. 11. Others are: Sturgis King of the Hill, Tuesday, Aug. 5; FLASH & AHDRA, Wednesday, Aug. 9; AHDRA Semi-Finals, Thursday, Aug. 10; and AHDRA Pro Nationals, Friday, Aug. 11.

SUNDAY AUGUST 6

ABATE Poker Run:

To benefit Easter Seals. 10 a.m. sign-up at Rally Headquarters, Armory, Junction and Main.

MONDAY, AUGUST 7

"Wyoming Encounters" Guided Road Tour:

Leaves 9 a.m., Sturgis Community Center, 4th and Lazelle Streets. \$25 per person ticket includes: park entrance fees; free gas top-off at designated rest stops; free meal; and free road maintenance and pick-up.

Top Gun Qualifying Competition:

Search for safest, most experienced motorcyclist. 10 a.m. on Monday, Aug. 4, and Tuesday, Aug. 5, at Sturgis High School, one mile east on Hwy. 34, across from Ft. Meade Veteran's Hospital.

TUESDAY, AUGUST 8

"Jewel Cave" Tour:

Departs 9 a.m. from Sturgis Community Center, 4th and Lazelle Streets. \$25 per person ticket includes: park entrance fees and cave admission; free gas top-off at designated rest stops; free meal; and free road maintenance and pick-up.

"Bessie's Knob Hill"

Amateur Hillclimb: Rider sign-up from 8 a.m.-10 a.m. Racing action at 11 a.m. \$10 per person. Enter at Glencoe CampResort, Hwy. 34, east of Sturgis.

Indian Motorcycle Only Black Hills Tour/Bike Events:

10 a.m. field events; bike show. Sturgis Fairgrounds, Ball Park Rd. Tour begins at 3 p.m.

"Camel" King of the Hill:

6 p.m. Sturgis Dragway, Hwy. 34 east, 79 north. 1/8 mile (motorcycle only) drag race track.

WEDNESDAY, AUGUST 9

"Dark of the Moon" Guided Road Tour:

Leaves 7:30 p.m. from Sturgis

Community Center, 4th and Lazelle Streets. \$10 per person price includes: free gas top-off at designated rest stops; and free road maintenance and pick-up. Tour over Iron Mountain Rd., tunnels, pigtail bridges. View night lighting of Mount Rushmore.

Top Gun Final Competition:

10 a.m., Sturgis High School, one mile east on Hwy. 34.

FLASH Shakedown Run:

Motorcycle stops at: Motorcycle Expo, 12:45 p.m.; National M/C Museum, 2:30 p.m.

FLASH & AHDRA Tune & Test:

Special H.O.G. event. 6 p.m., Sturgis Dragway, 34 east, Hwy. 79 north.

THURSDAY, AUGUST 10

"Baddest Hill" Hillclimb: \$4,000 purse. Rider sign-up: 8 a.m.-10 a.m. Racing action: 11 a.m. \$10 per person. Enter at Glencoe CampResort, three miles east of Sturgis.

"Heart of the Hills" Guided Road Tour:

Departs 9 a.m. from Sturgis Community Center, 4th and Lazelle Streets. \$25 per person ticket includes: free park entrance fees; free gas top-off at designated rest stops; free meal; and free road maintenance and pick-up. Tour wildlife loop through Custer State Park.

AHDRA National Semi-Final:

6 p.m., Sturgis Dragway. Hwy. 34 east, Hwy. 79 north.

Bubba Blackwell—H-D

Motorcycle Jump: 8:30 p.m. Sturgis Dragway, Hwy. 34 east, Hwy. 79 north.

FRIDAY, AUGUST 11

"All Out" Half-Mile Racing:

\$4,000; \$2,000—883 Race. Rider Sign-up: 8 a.m.-10 a.m. Rider practice: 10 a.m.-11 a.m. Racing action: 11 a.m. Sturgis 1/2 mile track, Ball Park Rd., Sturgis Fairgrounds.

Rat's Hole Custom Chopper Show:

All day. 16 classes. Win trophies, watches, rings. City Park, next to Woodle Field. (904) 257-1824

4th Annual Governor's

Guided Road Tour:

Led by South Dakota Gov. William Janklow. Departs 9:30 a.m. from Sturgis Community Center, 4th and Lazelle Streets. \$8 per person ticket includes: free road maintenance and pick-up and collectible tour pin. Tours Mount Rushmore and Crazy Horse Monument.

AHDRA National Finals:

6 p.m., Sturgis Dragway, Hwy. 34 east, Hwy. 79 north, Sturgis.

SATURDAY, AUGUST 12

RALLY DRAWINGS: 5 p.m., Motorcycle Expo lobby, Sturgis Community Center, 4th and Lazelle Streets. Giveaways: H-D motorcycle, American Cancer Society; H-D

motorcycle, Easter Seal; 1956 Hydra Glide Panhead, National Motorcycle Museum and Hall of Fame, Sturgis; Limited edition gun, Sturgis Chamber of Commerce and, Friends of Rally drawing (prize not available at press time).

OFF THE BEATEN TRACK— FUN EXCURSIONS

Black Hills Caverns: Four miles west of Rapid City on Rimrock Hwy. 44 West. Guided tours. Spelunking (cave exploring) tours by appointment. (605) 343-0542

Crystal Cave: Three miles west of Rapid City on Hwy. 44 West. Guided tours. (605) 342-8008

Jewel Cave: Site of official guided tour on Tuesday, Aug. 8. 14 miles west of Custer on U.S. 16. Candlelight and spelunking tours by reservation. (605) 673-2288

Rushmore Cave: Six miles east of Keystone on South Dakota 40 or Hwy. 79 south of Rapid City, turn west at Hermosa on South Dakota 40. Guided tours. (605) 255-4467

Sitting Bull Crystal Cave:

Nine miles south of Rapid City off U.S. 16. Guided cave tours. (605) 342-2777

Stagebarn Crystal Cave:

Eleven miles north of Rapid City, I-90 Exits 46 or 48. Then two miles up Stagebarn Canyon. Guided tours. (605) 787-4504

Wind Cave:

Twelve miles north of Hot Springs on U.S. 385. Guided tours. Historic and spelunking tours by reservation. (605) 745-4600

Wonderland Cave:

Take Exit 32 at Sturgis off I-90 on Vanocker Canyon Rd., or south of Deadwood on Hwy. 385 via Nemo area. Guided tours. (605) 745-4600

Black Hills Gas & Steam

Threshing Bee: Pioneer heritage comes alive in this annual August event. See a prairie village with displays of pioneer culture, and a parade of 100-year-old cars, tractors and threshing machines. Two miles east of Sturgis on Airport Rd. (605) 347-6570

Bear Butte State Park:

"Mato Paha" or "bear mountain" is the name the Sioux gave this outstanding geological formation. Bear Butte, still a religious retreat, is the origin of many legends of the Native Americans who revere it as the "sacred mountain." Hike to the summit on the scenic National Recreation Trail, enjoy the Visitor Center, and see the abundant wildlife, including a buffalo herd. North of Sturgis on Hwy. 79.

Marine Life Aquarium: Two miles south of Rapid City. A giant seal in front signals its location. Marine Life has tanks of exotic fish, but the most popular entertainers are the dolphins, sea lions and seals,

who perform action-packed shows throughout the day. (605) 348-0430

Rushmore Waterslide Park:

Six squiggly flumes that sluice down a 60-foot hill. They also have relaxing tube floats, a ramp slide and special pools just for tots. (605) 348-8962

Fort Hayes:

Tours of the Dances with Wolves film set on the banks of the Belle Fourche River—24 miles east of Sturgis. Reservations required. (605) 347-3138

Rotary Storybook Island:

An eight-acre park where children enjoy all their favorite storybook characters in a beautiful park-like setting. Special events, entertainment, food concessions. (605) 342-6357

EXHIBITORS

The following companies will be exhibiting at Sturgis. Stop by their respective booths and support their efforts.

B.A.M. (800) 4-BIKERS

Location: Booth on Main Street
Swap Meet in Everlasting Embroidery shop; Two booths at Mr. Al's Swap Meet: one at 1251 Main St.; one on 3rd St.
Product(s): Free identification cards and membership in B.A.M. Emergency Assistance Network; free stickers and info. (213) 932-1277

BARNETT TOOL & ENGINEERING

Location: Community Center, 4th & Lazelle Sts.
Product(s): Performance clutches and custom control cables

BLITZKRIEG

Location: Black Hills H-D, 1040 Junction Ave.
Product(s): Motorcycle seats

CAL-PRODUCTS

Location: At J&P Cycle next to Motorcycle Museum, 2438 So. Junction Ave.
Product(s): C-lift and rocket fuel

THE CHROME HORSE

Location: Sturgis Dragway, Hwy. 34 east
Product(s): Drag racing T-shirts

CHROME SPECIALTIES

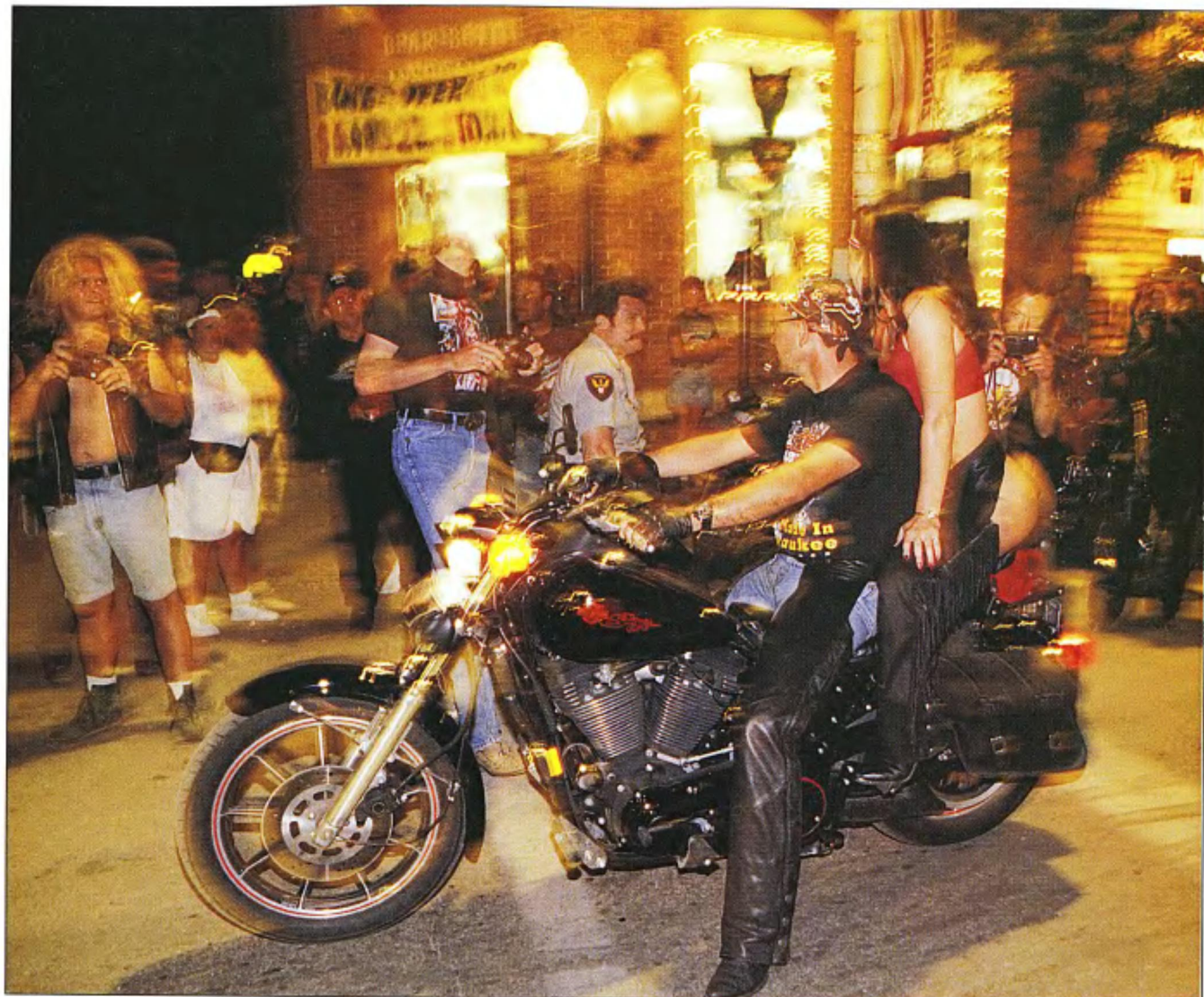
Location: Front of Motorcycle Expo, 4th & Lazelle Sts.
Product(s): Motorcycle parts and accessories; no retail sales at this location. For sales, see local dealer, Pegasus Marketing, Inc., South Junction Ave.

CONTINENTAL TIRE

Location: South Junction Ave.
Product(s): Tires

CORBIN SADDLES

Location: South Junction Avenue in front of drug store
Product(s): Warbird kits; accessories; free seat installation



CUSTOM CYCLE ENGINEERING

Location: Sturgis Community Center, 4th & Lazelle Sts.
Product(s): Billet aluminum H-D parts

DRAG SPECIALTIES

Location: Armory, Junction and Main Streets.
Product(s): H-D parts & accessories

THE FINE ART OF RIDING

Location: Corner of 4th & Main, next to Road Kill Cafe
Product(s): Erotic motorcycle art of Jana Rhoads Godfrey, including T-shirts, bandannas, posters, limited edition prints.

FLANDERS CO.

Location: Sturgis Community Center, 4th & Lazelle Sts.
Product(s): Handlebars, H-D accessories. Free catalogs and stickers.

HARLEY-DAVIDSON

Location: Rushmore Plaza Civic Center, Rapid City
Product(s): Motorcycles, motor clothes, show, displays

HEADWINDS CYCLE PRODUCTS

Location: With Performance Machine, Sturgis Community Center, 4th & Lazelle Sts.
Product(s): Hot headlights for H-Ds

HIPPY'S M/C PARTS

Location: First Western Bank parking lot, 2nd & Main Sts.
Product(s): Parts & accessories

HITCH-DOC

Location: 940 Main St.
Product(s): M/C hitches

JACOBSON & HUPY

Location: Mr. L's Swap meet, Spot #12
Product(s): Accident support network

JAGG OIL COOLERS

Location: Just off I-90 on South Junction Ave., across from National Motorcycle Museum
Product(s): Oil coolers

J&P CYCLES

Location: South Junction Ave.
Product(s): CCI parts & accessories

PAT KENNEDY'S CUSTOM MOTORCYCLES

Location: Sturgis Community Center, 4th & Lazelle Sts, Booths 203 & 205
Product(s): Radical custom bikes, 80-, 120- & 160-spoke wheels, frames, forks, full product line

LEHMAN TRIKES, INC.

Location: South Junction Ave., Exit 32
Product(s): Manufacture conversions for motorcycles, trikes

M.B. & STRINGS, INC.

Location: Armory, Junction and Main Streets.
Product(s): Motorcycle toys, etc.

MID-USA MOTORCYCLE PARTS, INC.

Location: Outside of National Motorcycle Museum, 2438 So. Junction Ave.
Product(s): H-D display parts and accessories

NATIONAL COALITION OF MOTORCYCLISTS/AID TO INJURED MOTORCYCLISTS

Location: 1008 Main St.
Product(s): Free legal and legislative information

NATIONAL MOTORCYCLE MUSEUM & HALL OF FAME

Location: 2438 So. Junction Ave.
Product(s): Antique motorcycles, gift shop

ARLEN NESS

Location: Sturgis Community Center, 4th & Lazelle St., Booth K
Product(s): Motorcycle parts displayed, catalogs, custom bikes displayed, clothing

PERFORMANCE MACHINE, INC.

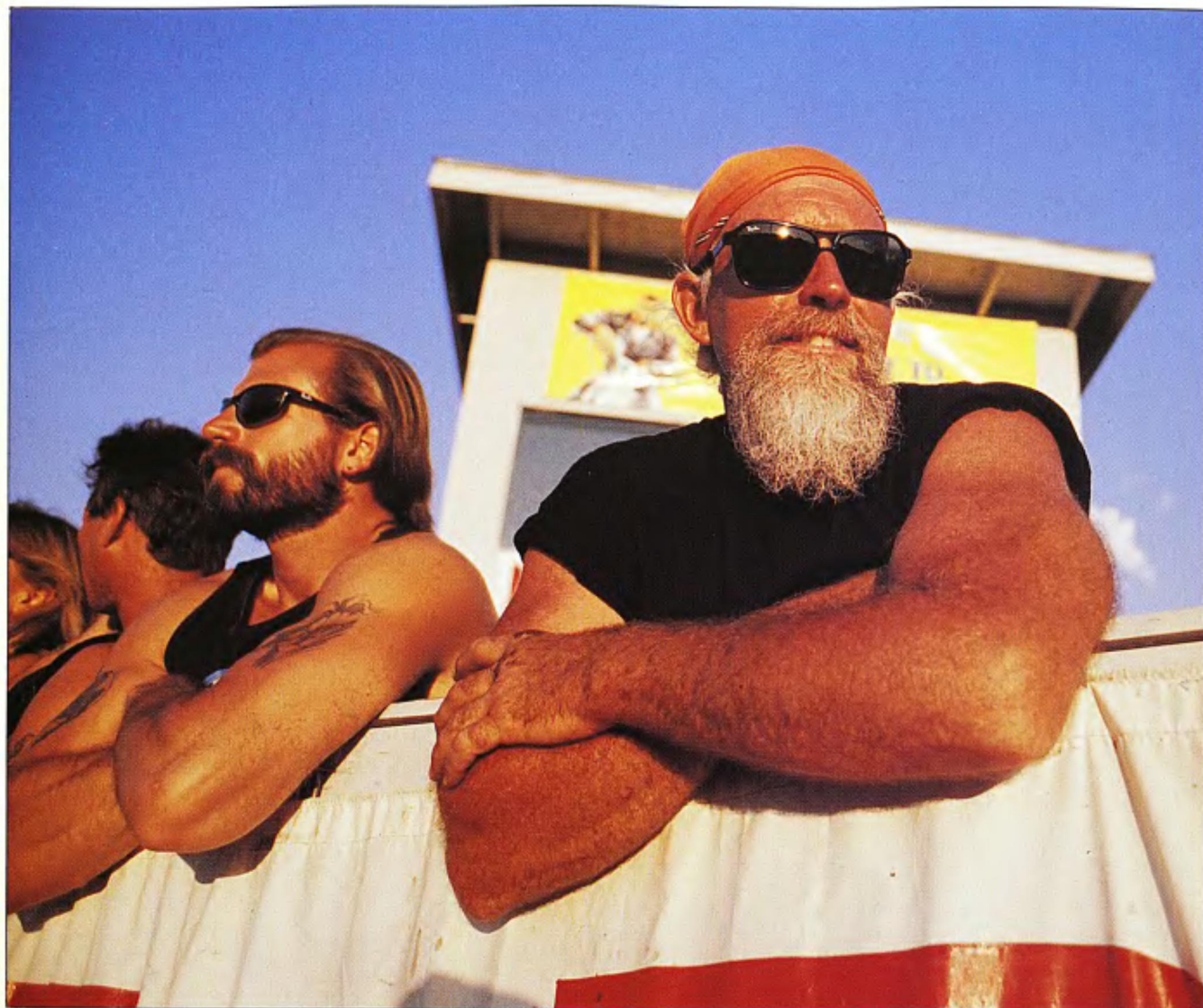
Location: Sturgis Community Center, 4th & Lazelle St.
Product(s): Selling & installing disc brakes & wheels

S&S CYCLE

Location: Sturgis Community Center, 4th & Lazelle Sts.
Product(s): High-performance engine parts for H-Ds, including complete motors

TRAVELCADE/SADDLEMEN

Location: Sturgis Community Center, 4th & Lazelle Sts.
Product(s): Seats, saddlebags, pouches, tank chaps →



Photos: Mike Lichter

WHITE BROTHERS

Location: National Motorcycle Museum, 2438 So. Junction Ave.
Product(s): H-D performance and custom parts, "Porker Pipes," lowering kits, new "Low Bro" 2-into-1 exhaust system.

CHAMBERS OF COMMERCE

Belle Fourche Chamber of Commerce:
(605) 892-2676
Deadwood/Lead Chamber of Commerce:
(605) 578-1876
Hill City Chamber of Commerce:
(605) 574-2368
Keystone Chamber of Commerce:
(605) 666-4896
Custer Chamber of Commerce:
(605) 673-2244
Hot Springs Chamber of Commerce:
(605) 745-4140
Rapid City Chamber of Commerce:
(605) 343-1744
Spearfish Chamber of Commerce:
(605) 642-2626

Sturgis Chamber of Commerce:

(605) 347-2556

HOSPITALS

Sturgis Community Health Care Center
949 Harmon St., Sturgis
(605) 347-2436

Ft. Meade Veteran's Medical Center

1 mi. from Sturgis on East Hwy. 34
(605) 347-2511

POLICE & AMBULANCE-911

Sturgis Police Department
(605) 347-2573

Meade County Sheriff's Department

(605) 347-2681

HARLEY-DAVIDSON PARTS & SERVICE

Black Hills Yamaha H-D
141 E. Omaha, Rapid City
(605) 343-9362

Black Hills Harley-Davidson
1040 Junction Ave., Sturgis
(605) 347-2056

Black Hawk Custom V-Twin
11720 JB Dr., Black Hawk (Exit 48)
(605) 787-6363

Frank's Place

9 Fairground Loop Rd., Spearfish
(605) 642-8095

Nostalgia Cycle

1970 Atlantic St., Rapid City
(605) 393-2600

Pig Performance

1330 E. Patrick, Rapid City
(605) 348-0752

Rimrock Performance Cycle

Route 8, Rapid City
(605) 341-3878

Rock's Place

1008 North St., Whitewood
(605) 269-2492

Rosco's Motorcycle Repair

1125 Kennel Dr., Rapid City
(605) 394-9084

Sturgis H-D

1073 Main St., Sturgis
(605) 347-3585

Wrench's Repair

2451 S. Plaza Drive, Rapid City
(605) 342-1393

RACING GROUNDS

Sturgis Fairgrounds
Ball Park Rd., Sturgis

Sturgis Dragway

Hwy. 34 east, Hwy. 79 north, Sturgis

Rally Events Inc. (REI) Hillclimb

Entrance at Glenco CampResort: Hwy. 34 east, Sturgis

TOWING

Spencer Quonset & Towing

958 Dudley St., Sturgis
(605) 347-4444

Walt's Towing

Raccoon Rd., Sturgis
(605) 347-2764

Zylstra Towing

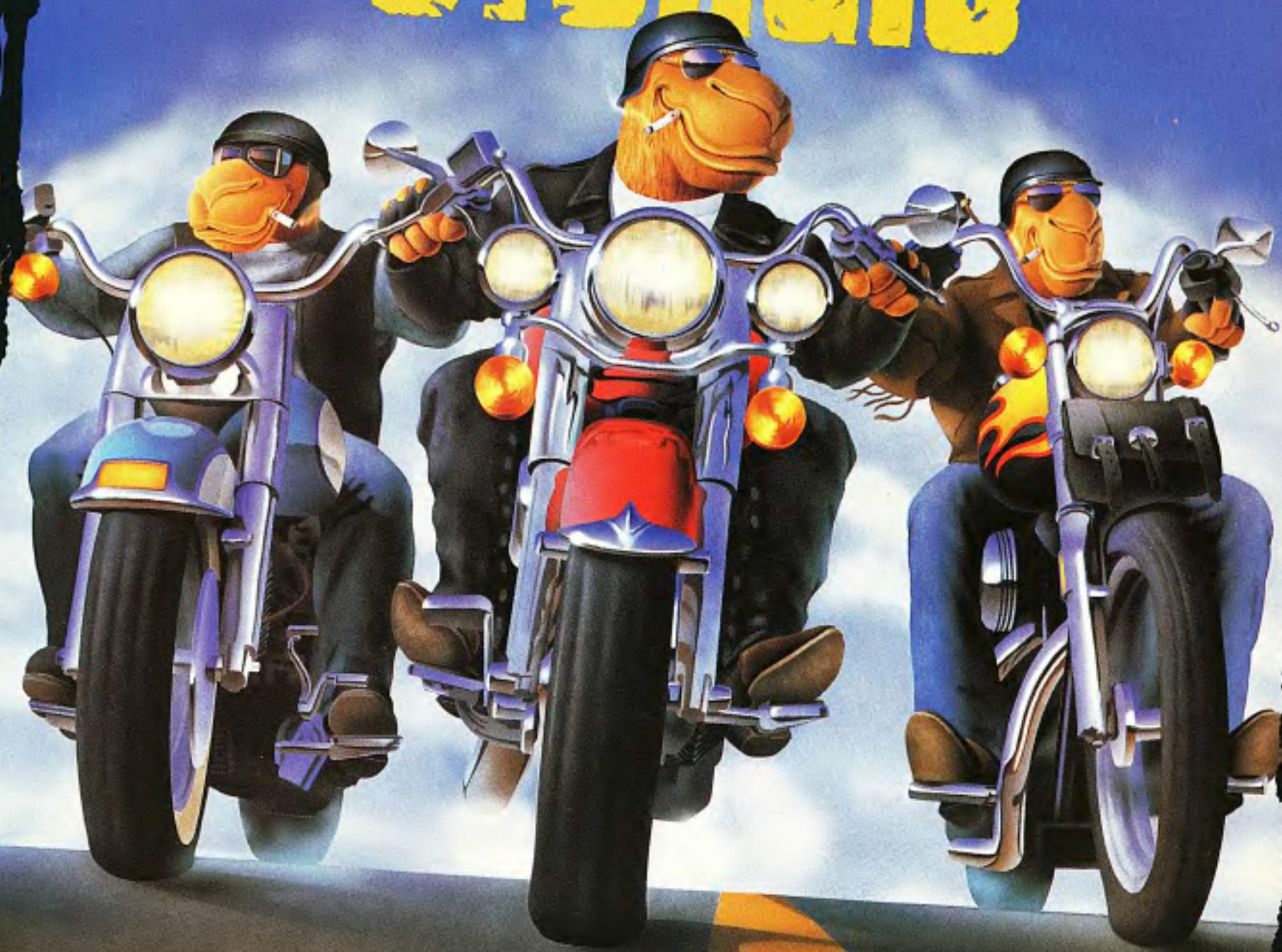
W. Lazelle St., Sturgis
(605) 347-4600

STURGIS 1996

August 5-11.
Plan ahead for the biker event of the summer. See ya there.

—Paula Dion

SMOKIN' INTO STURGIS



The roar of bikes. The glare of chrome. The smell of leather. It's rally time at Sturgis and there's nothin' like it. And wherever you find a pack of bikers, you'll find a pack of Camels. It's the one smoke with genuine taste.

Camel Lights.

11 mg. "tar", 0.9 mg. nicotine av. per cigarette by FTC method.

SURGEON GENERAL'S WARNING: Smoking Causes Lung Cancer, Heart Disease, Emphysema, And May Complicate Pregnancy.



DICEY KNUCKLE

MILWAUKEE IRON BUILT,
HISTORICALLY INSPIRED



Easyriders



Easyriders





When the departing sun fills the cloudy sky with hues of reds and purples, and a robust, full moon readies to loom over the abundant California mountain peaks, the outlaw spirit engulfs my soul.

This machine, which has evolved page by page, issue by issue—always accompanied by David Mann's pair of dice—is now between my thighs. Again, as in many times past, a rush begins in my cowboy boot-entombed toes and courses through my veins until it reaches my heart and the core of my love of motorcycling. There's no feeling like it, and no way to describe it. You only understand the ongoing passion if motorcycling is in your heart and you carry a pair of dice in your pocket.

The members of this unique sect know the love affair with fresh oil and tight pistons, the clank of new gears, the sputtering of a rebuilt carb, and the thunder of a virgin exhaust. We realize it's just a roll of the dice out there in the streets, but the feeling of new tires against old pavement, the Frankenstein-like ambition of making the metal beast come to life, and the power it has over the open road, make it worth any risk.

If you don't understand the biker phenomenon, there's no way in hell to put it into words, so I will simply do what any self-respecting recipient of such a jewel should do: give credit where credit is due.

The project Knuckle began with two motivations. The first is that I've been riding Harleys for 25 years and have never had the opportunity to own a Knucklehead. My second motivation, and the inspiration for the style of bike, began with one of the most famous Knuckles in the world: a 1946 Knuckle that was arrested on that infamous weekend in Holister in 1947. The weekend that turned motorcyclists into bikers was one beer-bash of a party!

We featured that machine in the May 1993 issue of *Easyriders* as a bobbed portion of Ron Paugh's Museum of Restored Knuckleheads. Ron was kind enough to allow me to ask David Mann to steal from his historic bike and paint its image in the centerspread of the November 1993 issue.

From there, I purchased a 1946 EL Knuckle basket from Randy Simpson at Milwaukee Iron. Randy, the master craftsman, went to work, along with Gary Woodford.

We used S&S parts to make the stock engine thunder to 84 inches, and Custom Chrome and RevTech parts to rebuild the transmission and pull the chassis to a living, breathing, two-wheeled spirit. With Kennedy 120-spoke wheels and Avon Tyres, we made the chassis sparkle. →



Danny Gray, the finest seat maker in the known universe, made the seat fit the theme. Randy's talents surfaced again and again, from restoring and stretching the frame and stock XA military front end, to the sleek rear fender, dash and tank fabrication, to the many detailed billet-machined aluminum accessories, including the dice theme on the grips, and to the pegs and kicker—all Randy's designs. Plus, Dan Stern and CCI's vast array of parts made finding the right components easy.

Careful craftsmanship hides the subtle differences from Randy's hand-built, left-side exhaust, the hand-machined, aluminum, dual-Linkert manifold, the hidden Performance Machine disc brakes, and the dual belt drive system

from Jim Longo of Karata Enterprises (driveline tech to be published in an upcoming issue).

The tanks have been stretched, yet maintain a stock appearance. Sand and bead-blasting was shot by Cedar Hills of Cedar Hills Repair of Lynchburg, Virginia. The cases and brass carbs were polished by Ed's Polishing in Landover, Maryland (although Randy is trying to convince me to couple an S&S Shorty with the performance of the S&S 84-inch stroker motor). The chrome was exclusively handled by Gary MacKenzie and South Bay Chrome in Compton, California.

The paint work and tasty graphics were performed by Keith Saunders' Lightning Graphics at Departure Bike

Works in Richmond, Virginia. As Randy testified, Keith did as good a job inside the parts as he did on the outside, keeping the original shape and lines.

As the final outcome of a year's worth of creativity, talent, and craftsmanship converges on these pages, the sum total of it all sends a chill up my spine. When I twist the throttle on the streets of the "land of the free," I feel the same surge I felt in 1969, rolling out of Long Beach Harley-Davidson on my first Harley. The rush is indescribable. But who the hell needs to describe pure exhilaration, when we have the opportunity to experience it for as long as freedom rings? To all of the above—a heartfelt thank you.

—Bandit



Owner:Bandit
City:Los Angeles
General
Fabrication:Milwaukee Iron
Year and make:1946 H-D EL Knuckle
Chroming:South Bay
Engine
Year:1946
Model:EL Knucklehead
Rebuilder:Milwaukee Iron
Ignition:magneto
Displacement:84-inch S&S
Lower end:S&S
Pistons:S&S
Cases:46 EL Knucklehead
Carb(s):twin Linkerts
Pipes:Milwaukee Iron
Modifications:balancing by S&S and
M.I., M.I. air cleaner and mufflers
Transmission
Year:1946
Modifications:RevTech, Andrews,
CCI, and Karata belts
Painting
Molding:Dave Raymond
Painter:Keith Saunders
Color/type:red, pearl white/House of Kolor
Special paint:dice graphics

Frame
Builder:H-D & Milwaukee Iron
Type:straight-leg rigid
Modifications:raked to 31 degrees,
stretched 1 inch, ass end widened
Accessories
Bars:CCI
Fender(s):Milwaukee Iron
Headlight:CCI, 4 1/2-inch
Taillight:Dicey, Milwaukee Iron
Speedo:CCI
Pegs:Milwaukee Iron, dice
Gas tank:stretched 1 1/2 inches
Oil tank:CCI

Seat:Danny Gray & Milwaukee Iron
Mirrors & grips:Milwaukee Iron, dice
Forks
Type:XA
Modifications:internal stop cups, M.I.
Custom Cycle Eng. for risers
Wheels
Front:18-inch, Kennedys, Avon, P.M.
Rear:18-inch, Kennedys, Avon, P.M.
Other modifications: dual belt drive, left-side
exhaust, hand-machined dual Linkert
manifold, hidden P.M. brakes, billet acces-
sories, dice theme on grips, pegs, kicker.
Photos:Raiko Hartman

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INDIAN MOTORCYCLE UPDATE

Run! The Faxes Are Revolting!

The faxes and press releases are whizzing around like tomahawks here at the *Easyriders* office. *Indian Springfield* available in late 1996, trumpets the press kit from Indian Motor Company. *The new Chief will give you a big spiritual woody!*

Duck! Here comes another—IMMI President Wayne Baughman stoops to threatening unfriendly reporters and sending out rambling faxes to magazine editors, contends a proposed article entitled "Death of a Dream?"

Whoops, look out behind you—Maurits Hayim-Langridge flunked out of school in the fourth grade! Opened a deli! Sold BMWs! Even worse—He's not really Australian! Or so rages an unsigned mystery fax.

Great Zanghi's ghost—what in the hell is happening?

Better dig in, boys; it's the latest flame war in the ongoing battle over the future of the Indian motorcycle and blood's bound to spill. Best follow the lead of your seasoned sergeant: Put up your boots, pop a cold one, and hunker down 'til the smoke clears. Soon as the electronic sniping lets up we'll poke around the battlefield and see who's lost his hair.

As you troops remember, last time we reconnoitered the scene Charlie Mathre had spent himself into the poorhouse defending his Mokelumne Hill, California-based American Indian Motorcycle Company's right to use the distinctive script Indian marque. Mathre's been building Indians and selling parts ever since he bought out the legendary Sam Pierce's stock in 1974.

Charlie figured, quite reasonably, that with over 20 years of keeping the Indian name alive he had a pretty clear case. But according to Charlie, it wasn't until one of Philip Zanghi's licensees threatened him that Charlie realized he'd better call in the cavalry.

Problem is, lawyers are expensive. And if you believed Zanghi's press, he'd locked in the name and was well on the way to manufacturing a new line of Indian motorcycles. Even after the press reported that Zanghi was under investigation by both the U.S. Attorney General's office and the U.S. Postal Inspection Office, the battle was far from over. →

UPDATE

"We spent everything we had on lawyers," Charlie says. "It got so bad my wife would cry herself to sleep. She wouldn't say the 'I' word. Then one day I woke up to find she'd taken everything that had to do with Indian out of the house—including George Hendee's original mantle that I had mounted over the fireplace."

But while the courts and counselors quibbled over who owned what, one Australian businessman stole a march on everyone. Maurits Hayim-Langridge, owner of Bike West in Perth, Australia, seized control of the Indian marque when Zanghi's hapless creditors decided to accept his offer to pay them up to \$2.31 million. Then, astutely reading the distant smoke signals, Maurits agreed to buy out Charlie Mathre for \$1.2 million, in addition to reimbursing him for several hundred thousand dollars in legal expenses.

So now all's quiet on the western front, right? Not quite. Enter Wayne Baughman, president of the Albuquerque, New Mexico-based Indian Motorcycle Manufacturing, Inc. (IMMI) Wayne's proclaimed strategy all along was to stay out of the squabble over the Indian name. In exactly the same way Coca-Cola trademarked the unmistakable lines of its bottle, Wayne trademarked his bike's distinctive appearance involving the skirted fenders, teardrop tank, solo saddle and front-mounted Indian head.

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

But perhaps most notably, after sloughing off a barrage of bad press and within just a few short years—Wayne overcame the long odds and actually designed and engineered a running prototype of the Century V-Twin Chief.

It seemed to mark a turning point for every nostalgic iron redskin fan: If the prototype was here, could the first production run of Century V-Twin Chiefs and Warrior in-line fours be far away? As the excitement surged over the prospect of these new American-built motorcycles, money flowed in for bike deposits and dealership fees.

Unfortunately, Wayne may have seriously strayed off his prescribed path. A lawsuit filed in Massachusetts

alleged that he used the 'I' word illegally in letterheads, advertisements and press releases. In February, U.S. Bankruptcy Court Judge Henry J. Boroff issued an Order On Plaintiffs' Ex Parte Motion for Temporary Restraining Order finding, among other things, that IMMI "knowingly, intentionally and in bad faith engaged in soliciting monies from others by means of its representations that it is in the process of promoting, marketing and manufacturing 'Indian' motorcycles."

In a subsequent press release Wayne stated that "IMMI has never represented its ownership of the marque script *Indian* in any of its documents." He goes on to point out that the order is preliminary in nature and not a final judgment. He also says that the bankruptcy judge lifted another order freezing certain IMMI bank accounts.

Still, the poison arrows continued

IMMI laid off all their employees and, in spite of defaulting on almost \$2 million of promissory notes, rallied most of their investors into granting them time extensions

zinging in from unexpected quarters. According to one knowledgeable source, after IMMI declined to renew their PR rep's 90-day contract, the writer generated a series of proposed articles accusing Wayne of everything under the sun from slander to senility.

In another twist of the knife, Sharon Baughman says, in essence, that confidential financial information was fraudulently obtained and utilized in a secret effort to force the company into involuntary bankruptcy. According to an article in the *Albuquerque Tribune*, Wayne alleges that the ultimate goal was to acquire IMMI assets and subsequently turn them over to Maurits Hayim-Langridge's group. The article goes on to report that Baughman has since filed suit against Denver-based First Entertainment Corp.'s executive producer A. B. Goldberg and others claiming that they used inside information in an attempt to dissuade IMMI note holders from continuing their investment.

The hatchets kept whacking deeper. Sharon describes one disgruntled contractor who, after his services were terminated when he charged \$350 for an

artist's rendition of a single bolt, retaliated by suing IMMI for \$17,000 in backfees. Sharon indicates another IMMI employee was discharged after a series of suspicious acts, not the least of which involved running up an unexplainable \$3,000 company cellular phone bill in as many weeks.

The lawsuits and legal maneuvering swirled on, Sharon says, as once-loyal allies turned into foes, people hired to raise money demanded additional cash or stock, and the Baughmans got the distinct feeling they'd been staked out on an anthill.

But for the many frustrated individuals who ponied up bike deposits totaling more than \$500,000—and who have yet to see either a bike or a refund—that may seem too kind a fate for IMMI's founders.

Sharon explains that in an effort to save what remained of the company,

IMMI laid off all their employees and, in spite of defaulting on almost \$2 million of promissory notes, rallied most of their investors into granting them time extensions.

Then she says they found not one, but two prospective groups interested in purchasing the company. Sharon Baughman predicts that the sale will be executed shortly.

Interestingly, whoever ends up owning whatever assets IMMI presently has, will also end up controlling the still-pending petition for cancellation IMMI filed against

Zanghi's original claim to the Indian trademark. If successful, the action will drop a smoldering powder keg into Maurits Hayim-Langridge's lap and ignite a fresh new firestorm in the battle for possession of one of the most recognized marques in the world.

Which all goes to prove that it ain't ever over 'til the fat squaw warbles.

So what about the Indian Springfield due out in late 1996? The one designed to give you a towering *spiritual woody*?

Here's how Indian Motor Company's booklet describes it: "110 cubic inches, V-Twin air cooled, balanced and blue-printed, custom-cast STD cases, hand-polished/air-flowed ports, Carillo rods, S&S flywheels, dual-plug/single-fire magneto, fuel injection, low compression hemi heads."

The copy goes on to state that the Indian motor is designed to need rebuilding only once every 200,000 miles.

Somebody yell timber-r-r-r 'til this swelling goes down!

If the advertised price of \$30,000 is out of your reach, Indian Motor Company is also offering, in late '96, a

complete kit of the original Chief for only \$10,000.

So what will these bikes look like? In a cover letter to *Easyriders'* Editor Keith R. Ball, Indian Motor Company CEO Harvey "Gizmo" Rosenberg said that they are inviting those with a passion for classic American motorcycles to participate in the design process. He writes that he is actively soliciting suggestions from readers on all aspects of the bike ranging from engine design and decorative accessories to the color of the wire insulation.

Going one step further, Gizmo states that he intends to set up the Indian Arts Council, which will commission a group of Native American artists to create unique decorative motifs and accessories for the new Chief. According to Indian Motor Company's *Art of the American Road Journal*, the artists will be encouraged to use traditional materials including carved silver, semi-precious stones, beading, weaving, leather painting and engraving. Imagine a hand-carved silver tank medalion, or a turquoise-encrusted hand-tooled leather seat fringed with beads, suggests the booklet.

As CEO of the Stamford, Connecticut-based Indian Motor Company, Gizmo runs the organization that Maurits Hayim-Langridge set up when the bankruptcy court awarded him the rights to the Indian marque.

A busy guy, Gizmo is also CEO of Stamford, Connecticut-based Image Marketing Group as well as Chief Operating Officer of previously-mentioned First Entertainment Corp., a publicly-traded NASDAQ company that owns—among other things—a couple of comedy clubs, a radio station, a Polish record company, a deal to develop a cable special with the American Society of Sex Therapy Puppets, and the rights to create and market the Harley-Davidson Fine Art Collection.

First Entertainment Corp. is also guaranteeing the money Maurits agreed to pay both the existing Indian creditors as well as Charlie Mathre.

Of his self-admitted eclectic career, Gizmo says he's done just about everything from designing high-end audio systems to living with the Cherokees to serving for two years as a consultant to Mikhail Gorbachev.

He states he's also written three books, the latest of which he composed while touring around on his Harley. Entitled *The Search For Musical Ecstasy*, the book is quirky and, at times, somewhat thought-provoking and entertaining. A blurb on the back of

the book probably sums it up best when it calls Gizmo "the high-end audio field's Jack Kerouac." Gizmo says his book will soon be translated into both Japanese and Chinese.

"The only thing we really have is our life," he continues. "And it's our responsibility to make our lives into art. Art always has its light and its dark and its drama and is constantly changing and evolving. And the very best way to make your life into art is on the back of a beautiful motorcycle."

Definitely no arguments there.

Still, no *Easyriders* Bureau of Indian Affairs investigation is complete without checking in with Maurits Hayim-Langridge himself, the Australian sharpshooter who presently occupies the shotgun seat.

Can all this psyche-spinning news be true? An Indian Springfield by late '96? Kits to build your very own Chief for

He intends to set up the Indian Arts Council, which will commission a group of Native American artists to create unique decorative motifs and accessories for the new Chief

only 10 grand? An Indian Arts Council aiming to transform the Native American experience into thundering steel and chrome?

Maurits' reaction was three-fold. First he said what? Then he said *what?!* And then he said *WHAT?!* A subsequent noise sounded distinctly like someone's jawbone denting the floor.

Indeed, it turned out that Indian Motor Company hadn't yet bothered to send the one person primarily responsible for its existence the same information-packed press kit that was jacking eyebrows at motorcycle publications spanning the United States.

"A kit to build a motorcycle?" Maurits exclaimed. "Think about the liability! What if someone put it together wrong and then had an accident?"

Nor is he willing to speculate on a concrete time-schedule for producing the new Indian. That's a trap, he claims, because if you don't live up to the production schedule you get clobbered by the press.

"We're starting with a clean sheet of paper," he goes on. "We're basing our bike on the Britten engine which has

proven itself at the track." Just a little de-tuning and you'll have a reliable cruiser worthy of the Indian name, Maurits predicts. As far as whatever else is in the press kit, Maurits says it was all unauthorized.

So who's responsible for all these finger-pointing faxes slicing through the Indian ether net? Irate ex-partners, claims Maurits. Vengeful ex-employees, states Sharon Baughman. The cyber-wilderness echoes with the metallic grating of rogue warriors with their own personal axes to grind.

One fax, though, may be thumping out a warning drum beat. It claims someone calling himself the "Trade-Mark Enforcer" is busily phoning companies using the Indian name and ordering them to pay up or stop. *Zanghi Clone! Zanghi Clone!* accuses the fax.

Indeed, Maurits admits that

the Indian name will be fiercely guarded. "It's a very valuable asset," he asserts.

But Gizmo denies ever hearing of the Trade-Mark Enforcer. "I'm the CEO here," he states. "If something like that was happening I'd be the first to know."

Instead, Gizmo goes on to announce that he'll be doing quite the opposite: contacting various people already involved with Indian and inviting them to a braintrust meeting to discuss the future plans of the company.

In spite of all the slings and arrows raining down upon both the guilty and the innocent, there's at least one rough rider who's successfully run the gauntlet—Charlie Mathre. He's looking very much forward to not having to answer the same damn questions he's heard over and over again for the last couple of decades.

"Two or three years from now when they finally come out with the new Indian," he says, "I'm gonna pack my wife on the back and ride out to wherever I feel like. Don't expect to see me back soon."

A well-deserved retirement.

So there you have it, a brief summary of the ever-changing Indian saga as it has unfolded so far. It also seems that now would be an appropriate time to—uh oh, the fax machine is whirring to life again. Might be safest to scout out a quieter clime until the incoming ink-storm abates. Just remember to keep your head low and the hammer resting on an empty chamber. Meanwhile, stay tuned to these pages for the very next dispatch from the hostile territories.

—Mark Petterson

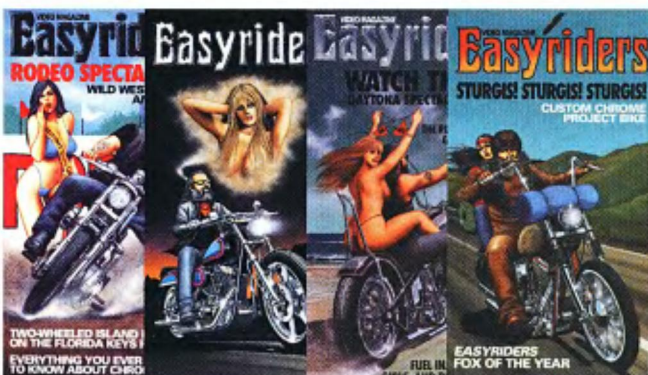
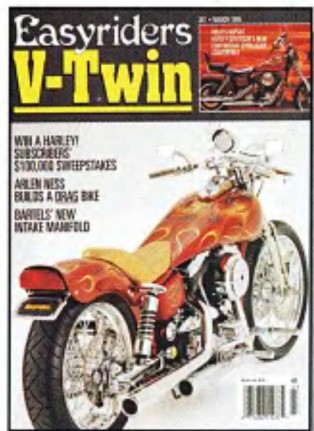
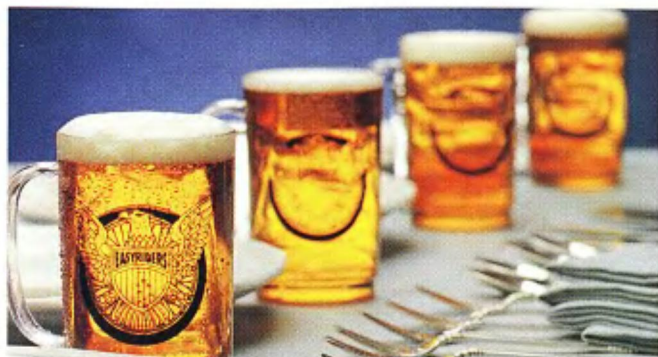
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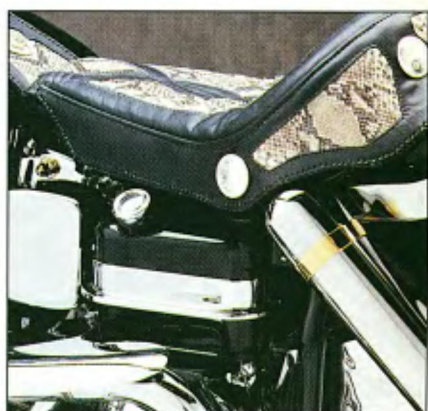
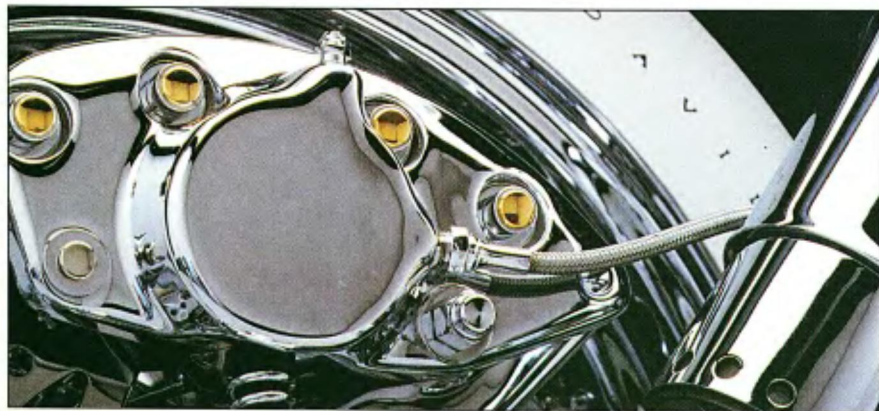
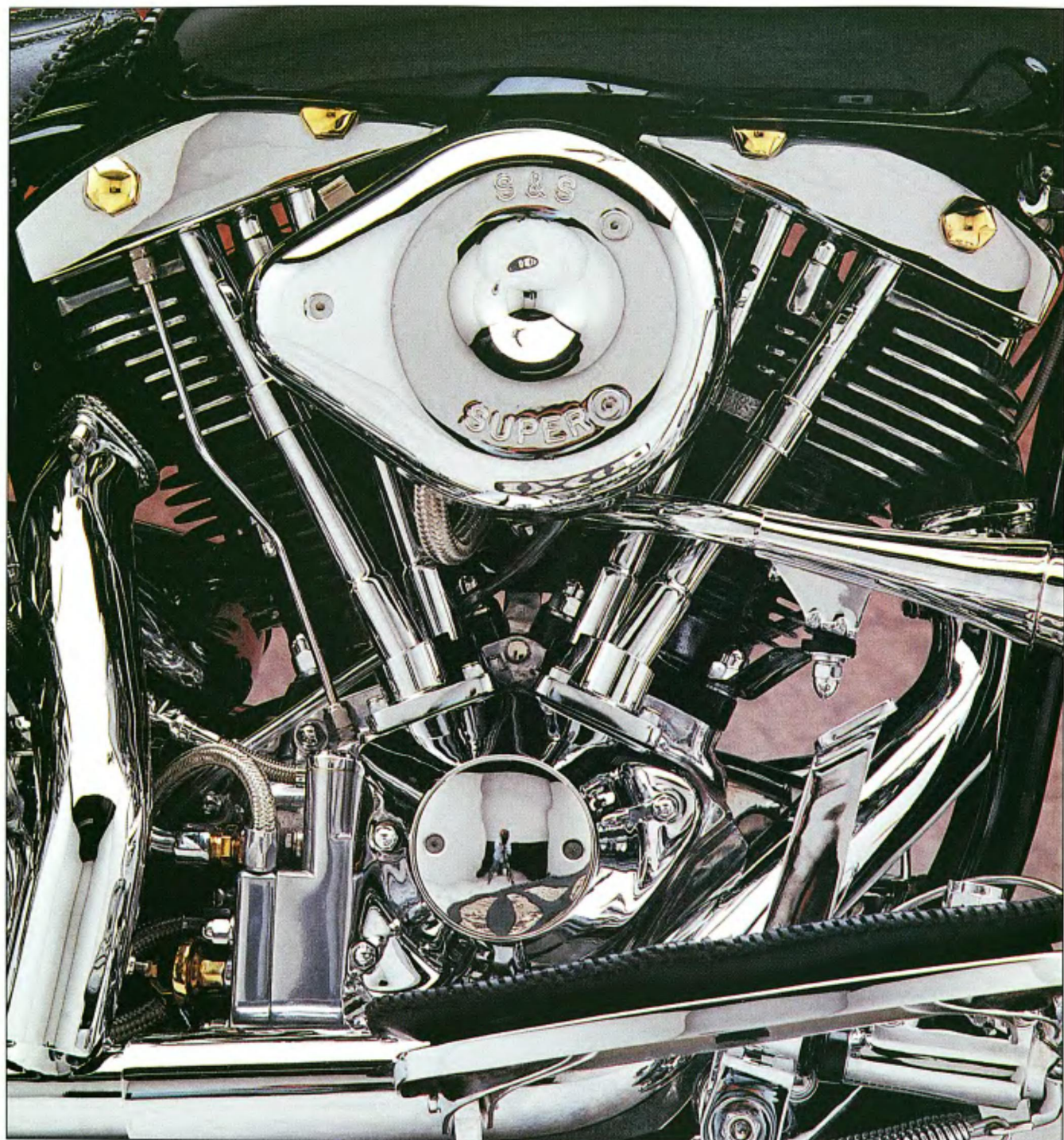
IT WAS
LOVE
AT FIRST
SIGHT...



Whenever this immaculate 1975 Shovel cruises by, jaws drop and conversations trail off in mid-sentence. Now, there's no disputing that the FLH is a head-turnin' Hog in its own right, but in this case, the motorcycle is only half of the reason the boys stare and drool with delight. Piloting this Beautiful Big Rig is Phillene Tarone, the bike's lean and lovely owner. And believe me, this particular babe 'n' bike combo has caused more necks to snap than Judge Roy Bean.

Phillene traces her involvement with motorcycles back to the day her father (who had owned a Harley before she was born) brought home a minibike. She was only 11 years old, but it wasn't long before she was racing dirt bikes and riding motocross. Scorning her male counterparts' suggestion that she race in the "Powder Puff" competition, she held her own against the best of them.

After turning 16, Phillene's interests took other directions, but her love affair with motorcycles was rekindled years later. After she moved to Ft. Lauderdale, Florida, she and her partner, Charlie Albanese, opened Classics and More, a small shop selling bike parts and accessories. From that modest beginning just four short years ago, the shop has grown into a full-service facility with five full-time employees. →

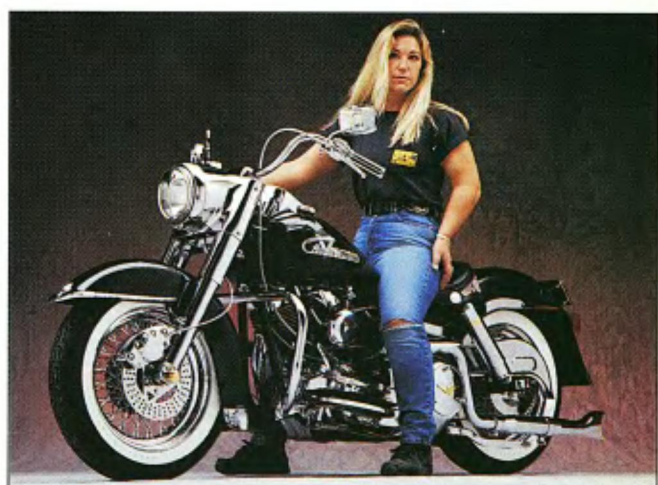




Classics and More had been in business for less than a year when Phillene bought the Shovel. After she broke the cardinal rule of the reseller by falling in love with the merchandise, her attachment to the bike ultimately led to plans for a complete rebuild. For help with this ambitious task, she turned to Lonnie Cantrell, owner of Savage Cycle Works, and his associate, Mike Reilly. Phillene was determined to maintain the old, authentic Harley appearance, and the result was this clean, understated gem of a motorcycle. By the way, that's white python snakeskin on the seat. That remarkable item, as well as the covers for the footboards and the dash panel, was fashioned in less than a week at a local shop, Custom Made Canvas, owned by gifted craftsman, Don Stockton.

Phillene has resisted the temptation to make her motorcycle strictly a show scooter. "I'd like to thank Lonnie," she says, "for keeping me riding this bike." And ride it she does—just check out the crowd at the Café Bluefish most any Friday night in Ft. Lauderdale. At the center of attention inside that circle of gawkers and admirers, you're likely to discover lovely Phillene and her Stupefying Shovel.

—Bondo Billy



Owner:.....Phyllene M. Tarone
City:.....Ft. Lauderdale, Florida

General

Fabrication:.....Mike Reilly/Savage Cycle
Year and make:.....1975 H-D
Model:.....FLH
Chroming:.....Atlantic Coast Plating
Engine

Year:.....1975
Model:.....Shovelhead
Rebuilder:.....John Sachs Racing
Ignition:.....Dyna
Displacement:.....74 cubic inches
Lower end:.....stock

Pistons:.....H-D
Cases:.....stock
Heads:.....factory
Cam:.....Andrews
Carb(s):.....S&S
Pipes:.....crossovers with fishtails
Modifications:.....S&S air cleaner, chrome
 lifter blocks and oil pump

Transmission

Year:.....1975
Modifications:.....none

Painting

Molding:.....Dave Yodanis
Painter:.....Dave Yodanis

Color/type:.....black/PPG
Special paint:.....by Bruce Yodanis

Frame

Builder:.....Harley-Davidson
Type:.....wide glide
Modifications:.....molded, cleaned up,
 hidden wiring

Accessories

Bars:.....H-D
Fender(s):.....stock
Headlight:.....custom nacelle
Taillight:.....H-D
Speedo:.....factory
Pegs:.....footboards

Gas tank:.....H-D
Oil tank:.....sidefill
Seat:.....leather & snakeskin/Don Stockton
Mirrors:.....reverse-image type
Grips:.....CCI

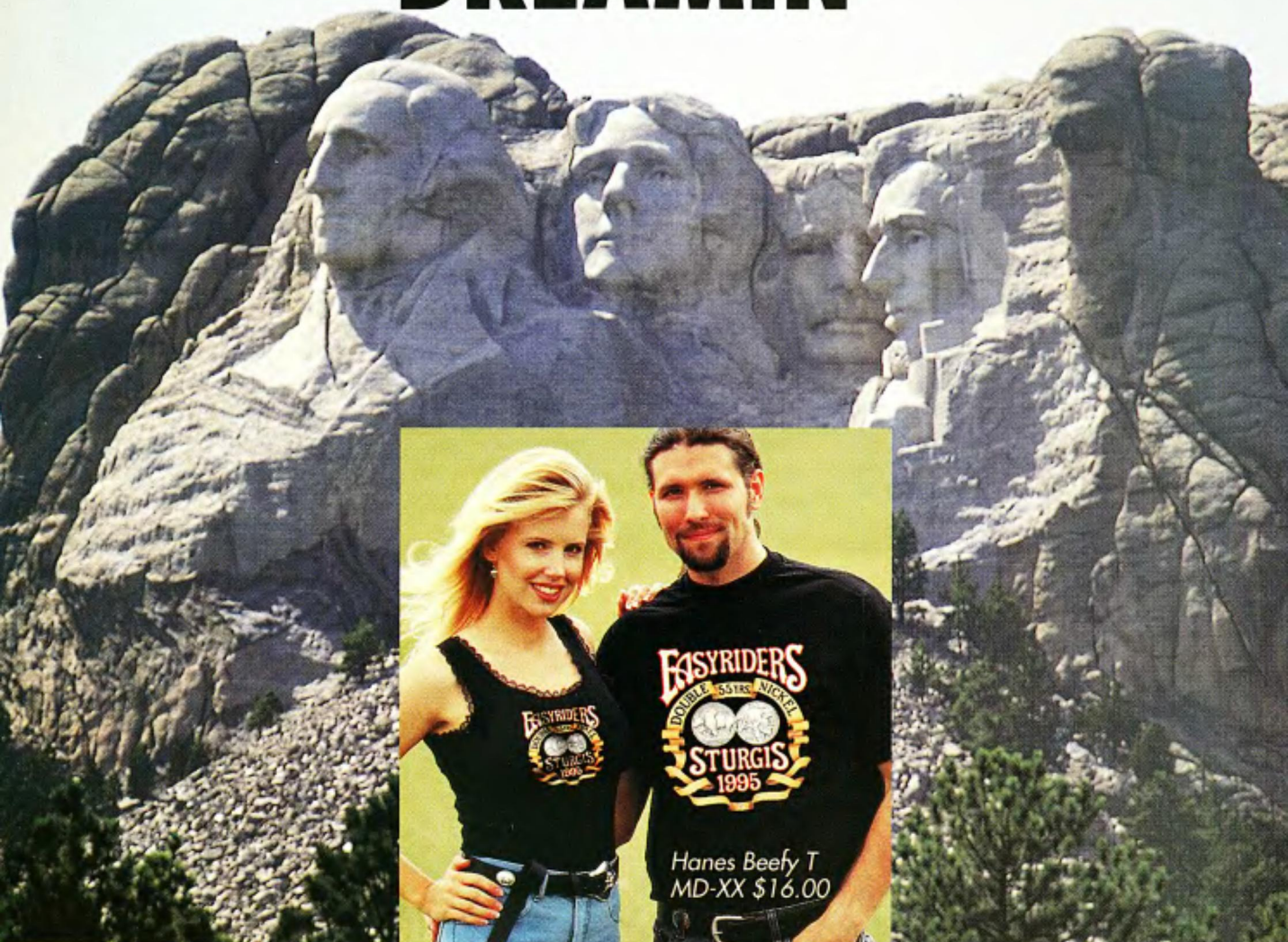
Forks

Type:.....FLH
Modifications:.....chromed

Wheels

Front:.....16-in., Kennedy 80-spoke
 diamond-twisted wheels, H-D tire and brake
Rear:.....16-in., Kennedy 80-spoke
 diamond-twisted wheels, H-D tire and brake
Photos:.....Mike Lichter

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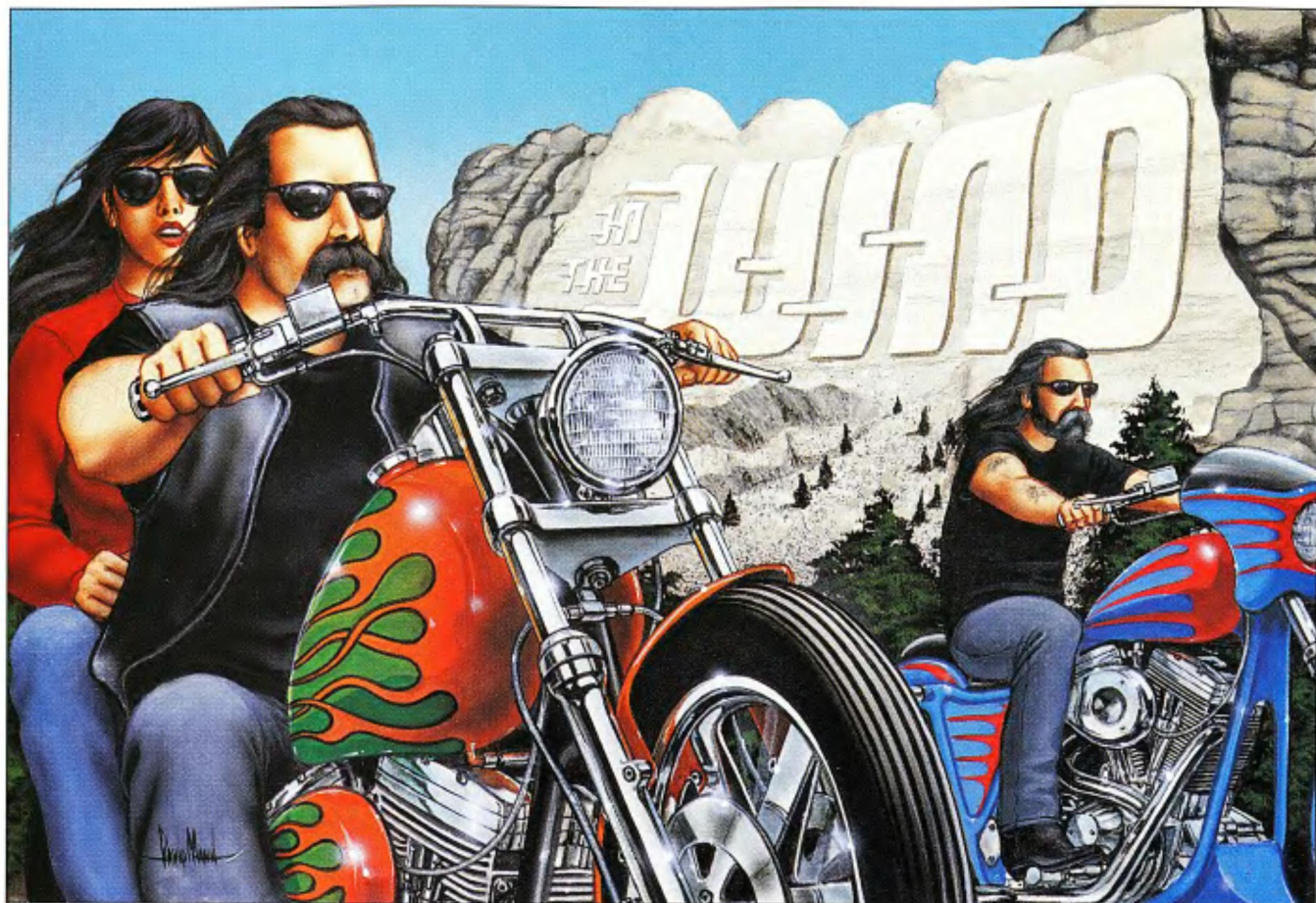
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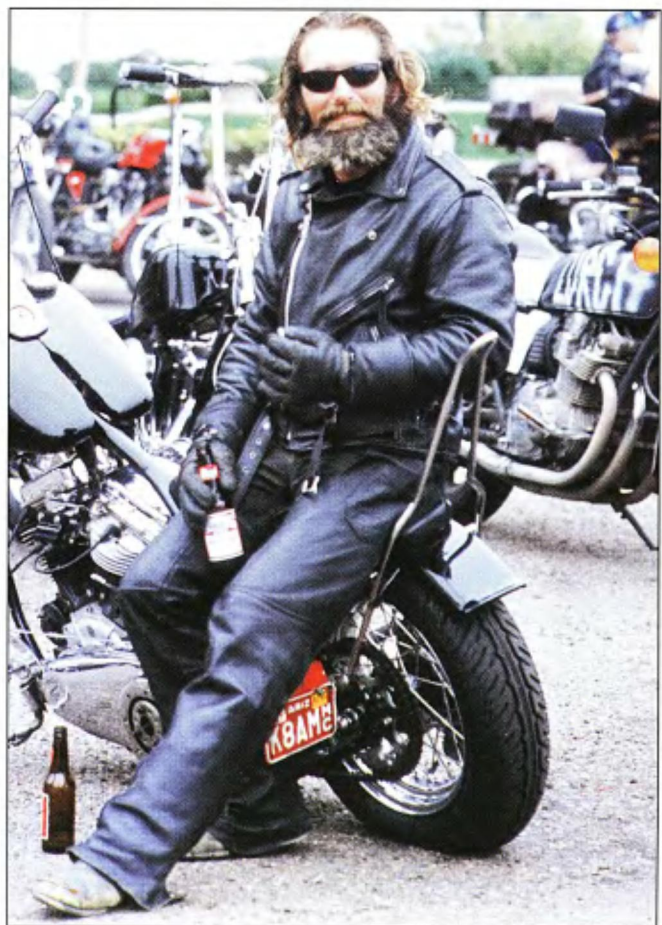
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—David Mann, Malibu, Calif.



—Tom Mayes, San Jose, Calif.



—Christine Dussor, Phoenix, Ariz.



—Darrell Almasi, Lasting Impressions, Austintown, Ohio

IN THE WIND



—Louis Carmerota, New Castle, Del.



—Bill Stieler, Albert Lea, Minn.



—Rex Schoonover and Uncle Darrell, Lima, Ohio 1949



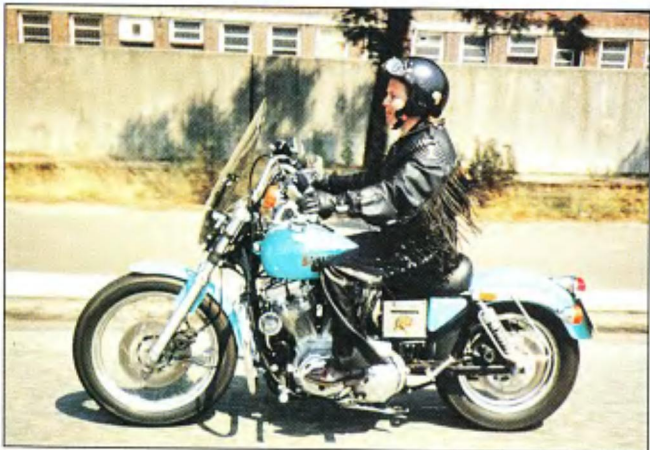
—Rex Schoonover and Uncle Darrell, Lima, Ohio 1949



—John Price, Darien, Conn.



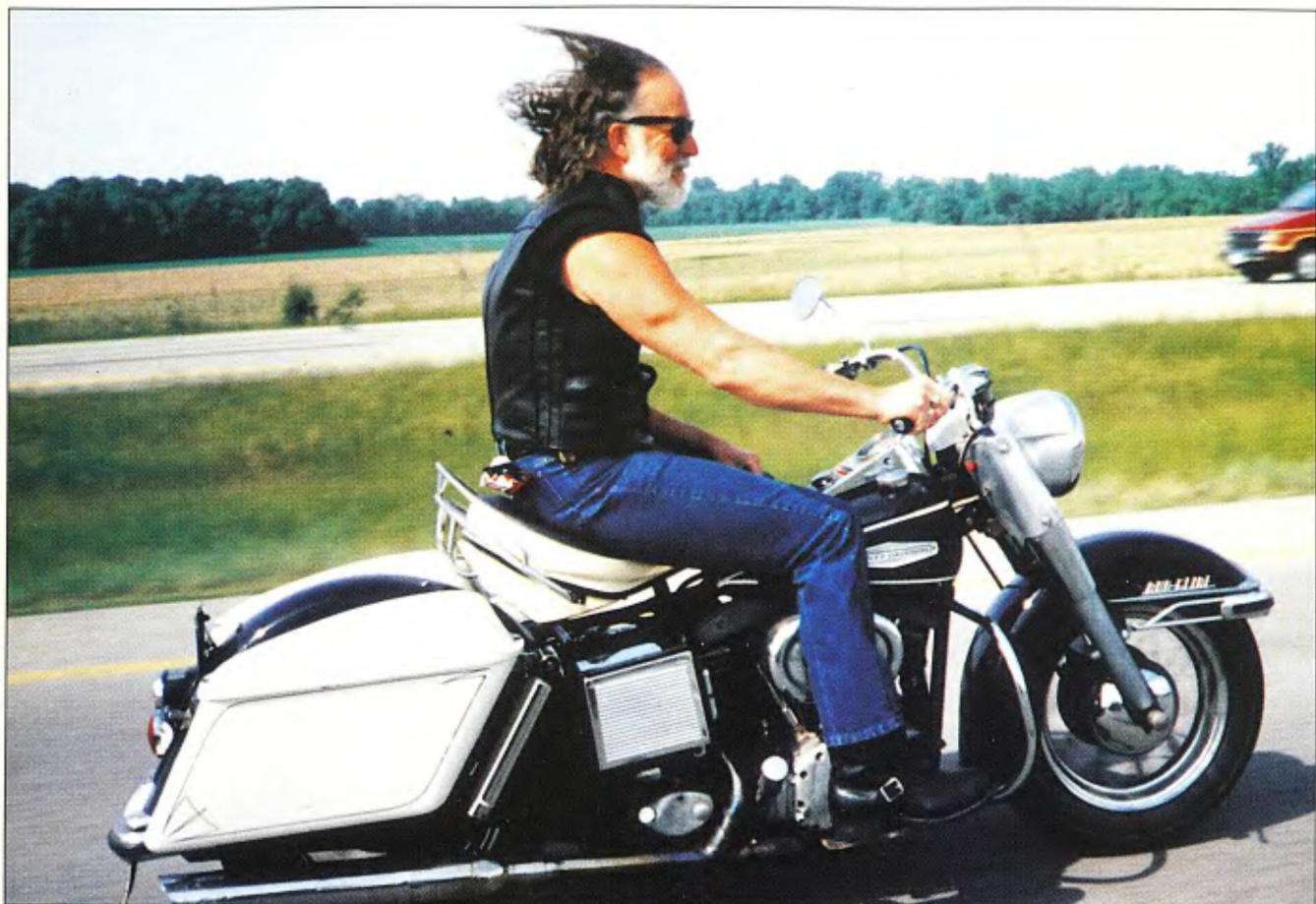
—Bonnie Winchell, Jefferson, Ohio



—Bob Michelson, Barsbüttel, Germany



—Joe Kohl, Glen Burnie, Md.



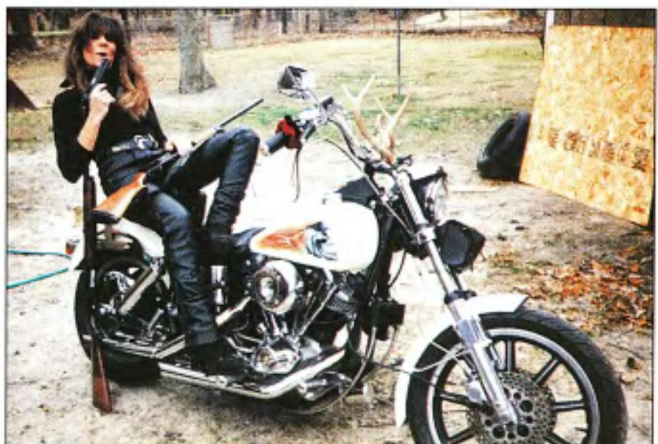
—Bob Bratton, Gregory, Mich.



—Fritz Dietl, Johannesburg, South Africa



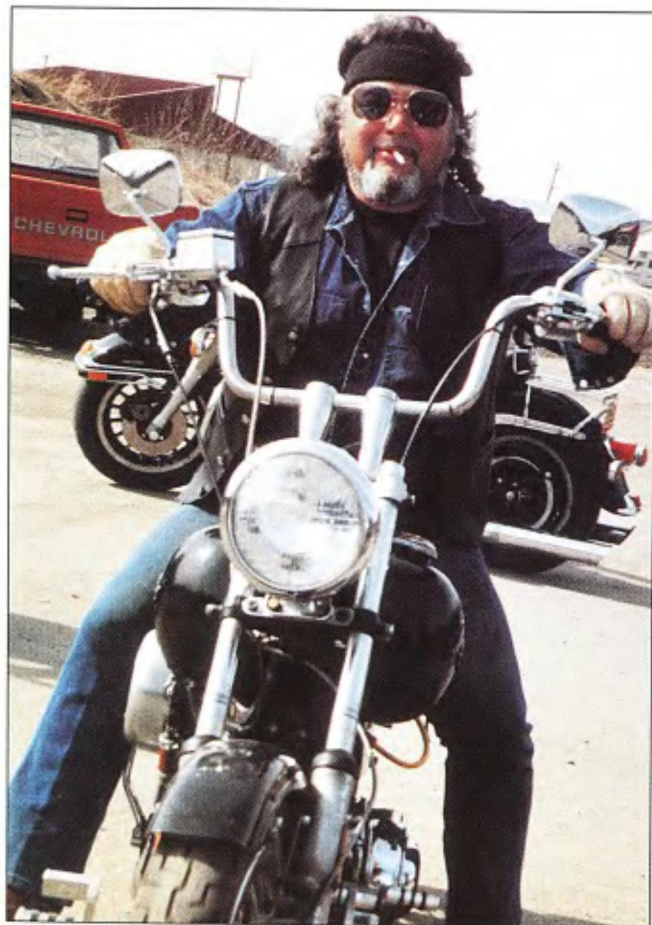
—Slough, New York



—Tania Shuster, Jackson, N.J.



—Frankie Simons, Taos, N.M.



—Charlie Babcock, Anchorage, Alaska



—Whiz, Martinsville, Ind.



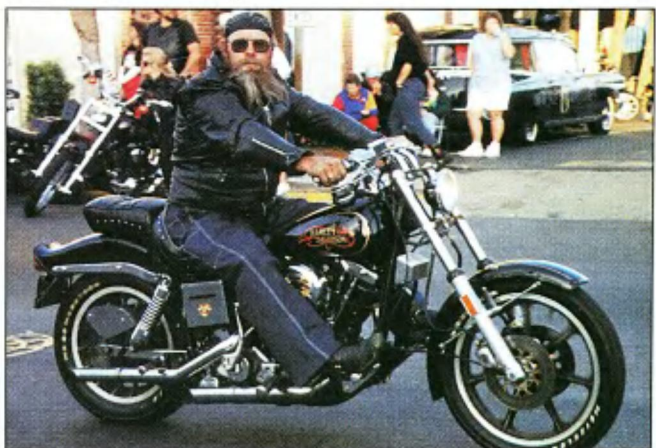
—Jon Iddings, Laconia, N.H.



—John Neyrot, Ft. Lauderdale, Fla.



—Ace and Domino, Lansing, Mich.



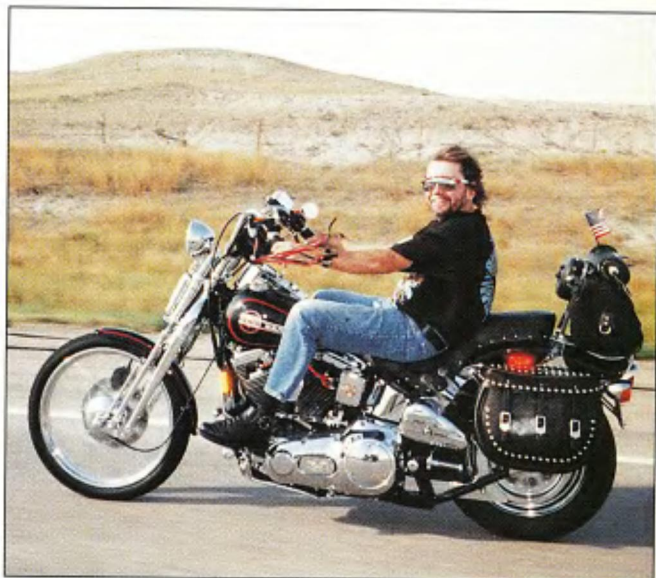
—Michael Sponseller, Myrtle Beach, S.C.



—Robert Kolimackovski, Sydney, Australia



—D. Witte, Story City, Iowa



—Dennis Spangler, Harriman, Tenn.

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

MARCH WINNER

Goodness, gracious, great balls of fire, it's a red-hot redhead who's got the world by the tail. Or at the very least, a death grip on its throat. Karin is your Fox of the Month, and was entered under a different name, but that was another lifetime. Since then, she's changed her name, address, and occupation. Karin served her country in the Army, pullin' a stint in Saudi Arabia during the Gulf War. While stationed in Frankfurt, Karin gave the Germans a glimpse of good ol' grid-iron Americana by kicking up her heels with a little sis-boom-bah action as a cheerleader for the Frankfurt Galaxy of the World Football League. Upon her return stateside, Karin tried out for, and made, the Denver Broncos cheerleader squad. Seein' Karin bouncin' around, it's no wonder John Elway reaches paydirt so often. Karin has since moved to California, where she works as a fitness instructor. See her work out the kinks on Al Pino's Evo, page 98. —Loudmouth



It was a hot summer day on a bad strip of pavement. I was soaked in baby oil with tiny beads of sweat all over my body. Sweatin's not bad.
Jenny, Georgia—#801



My first ride was off into the sunset. It was exciting, intense, and very satisfying. It was a night never to forget.
Traci, Utah—#802



It was on my mom's Harley. Truck drivers were popping out of their seats, gawking. Little did Mom know, they weren't looking at her bike.
Rebecca, Wisconsin—#803



My first ride was one of ooohs, aaahs, full-throttle, and low gear! Need I say more?
Staci, Ohio—#804



On an Indian summer night we rode up the coastal highway. It was an experience so sensual, I bought my own iron pony three months later.
Lynn, California—#805



With the thunder between my legs and the wind in my hair, I knew this was the true feeling of freedom.
Colleen, Michigan—#806

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

For this issue, you can begin sending in your votes beginning July 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 July 31, 1995. We'll print the winner in the November 1995 issue.



Here she is, bros, the April 1995 winner in our monthly Fox Hunt, Lyn, #404, from Louisville, Kentucky. 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.

266

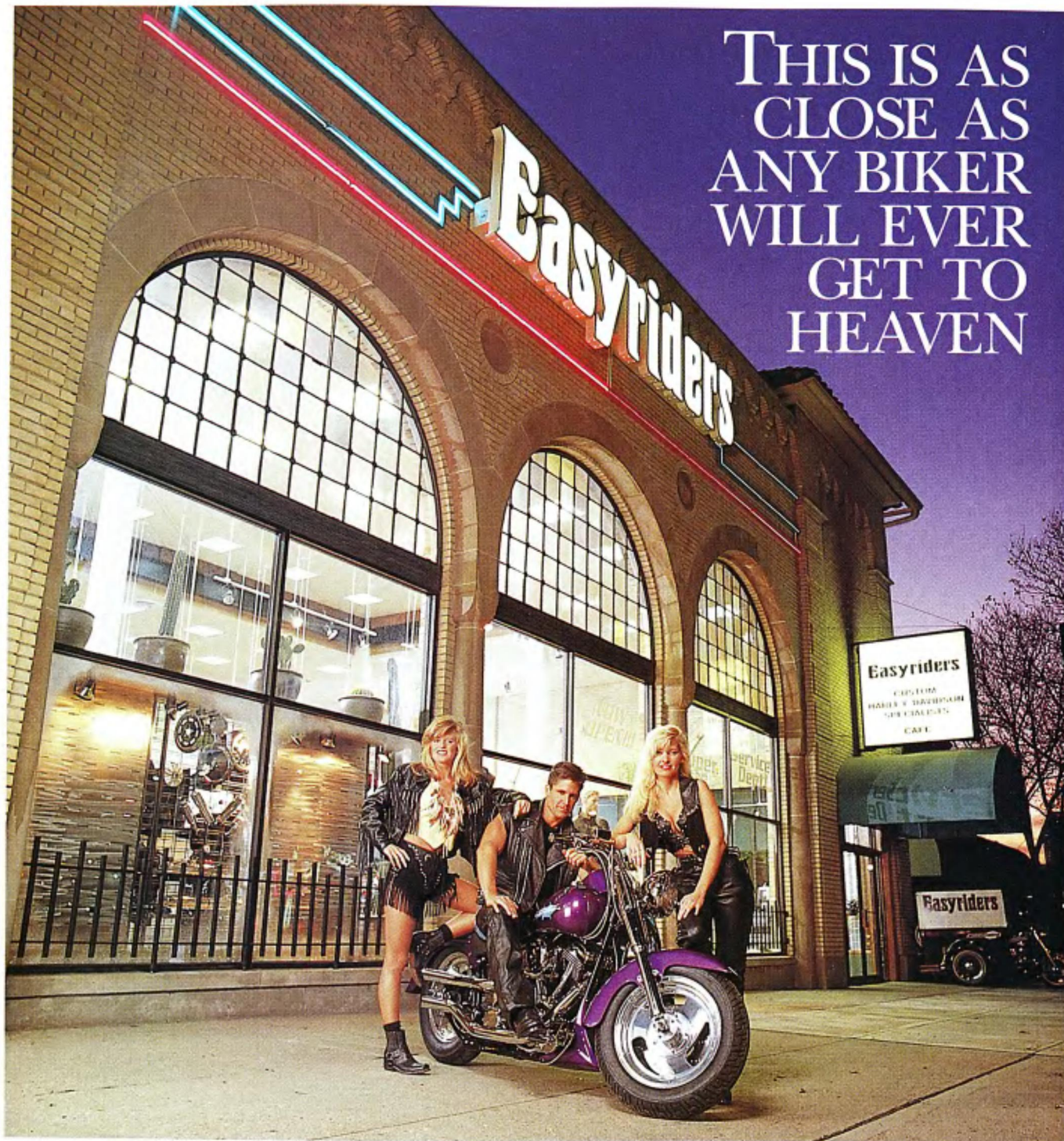
Model's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone () _____ Evening Phone () _____
I am _____ years of age, born _____
I will pose Topless _____ Full Nude _____
Model's Signature _____

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

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

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

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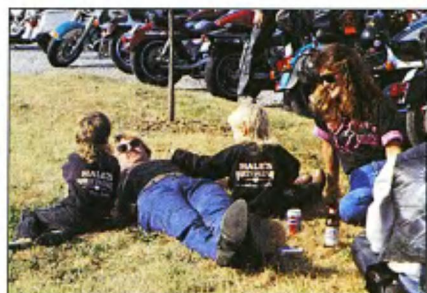
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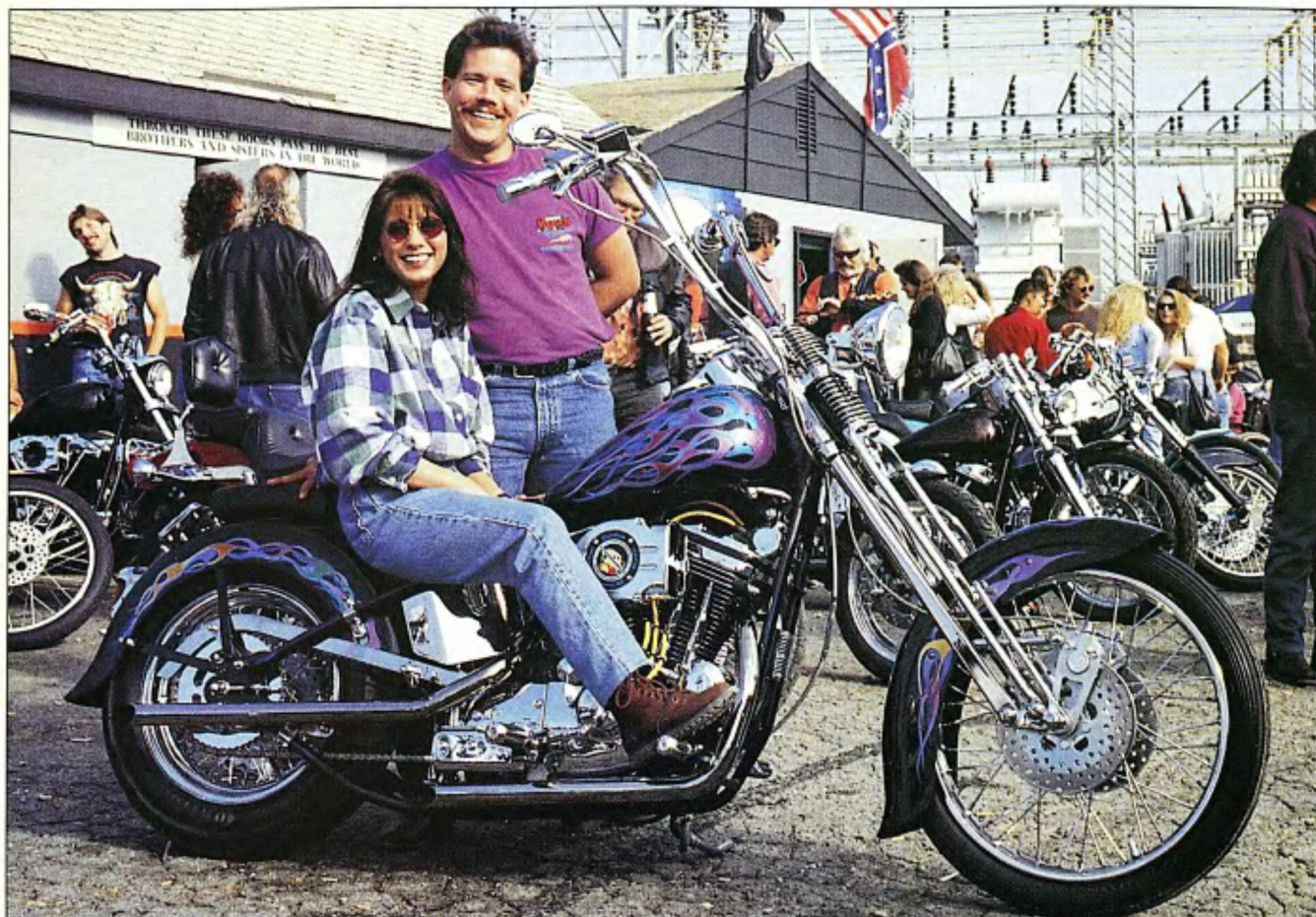
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SCOOTER FOLK

SOUTHERN COMFORT



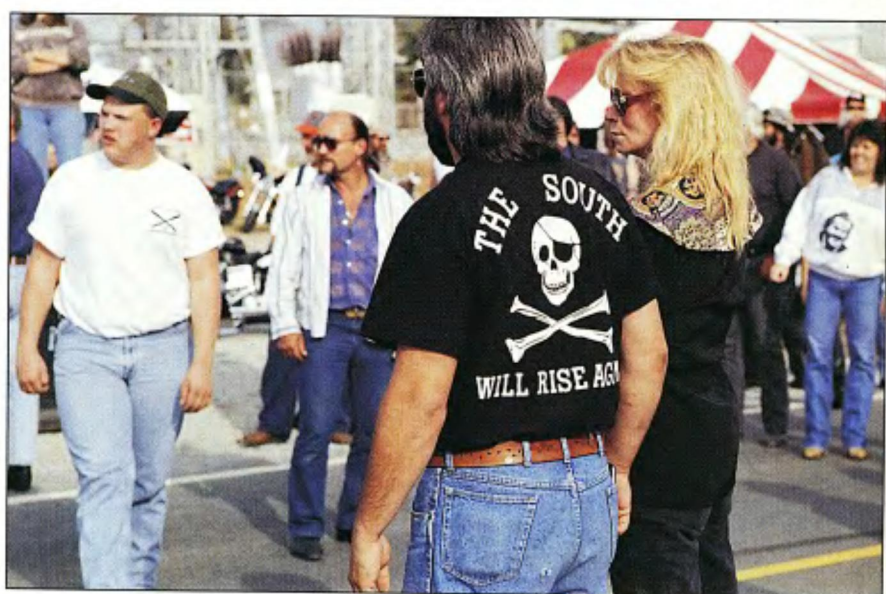
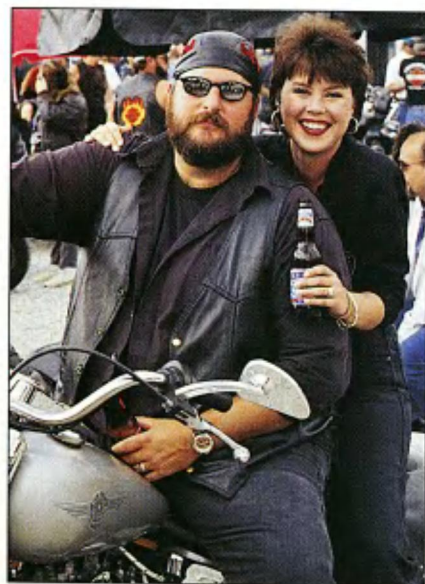
Tear out this page and staple it inside your copy of *Ridin' With Rip*, because the next time you're puttin' through North Carolina, you'll want to drop in on the action at Plum Krazy's Too.

Plum Krazy's Too is a biker bar in all the usual ways, combining generous portions of iced beer, rock 'n' roll and true Southern hospitality. There's even a shop at one end where the tools and advice are yours for the asking. Matter



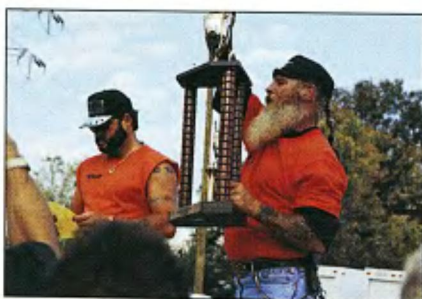
of fact, if you break down nearby, you're only a phone call away from a free pick-up. On top of all that, there's one helluva story behind the bar, a tale involving redneck sheriffs and oh-so-pious Southern Baptists.

The focus for this story involves Steve Milsap, a Vietnam vet and owner of the bar and family restaurant located in Kernersville, N.C. For those of you unfamiliar with Carolina geography,



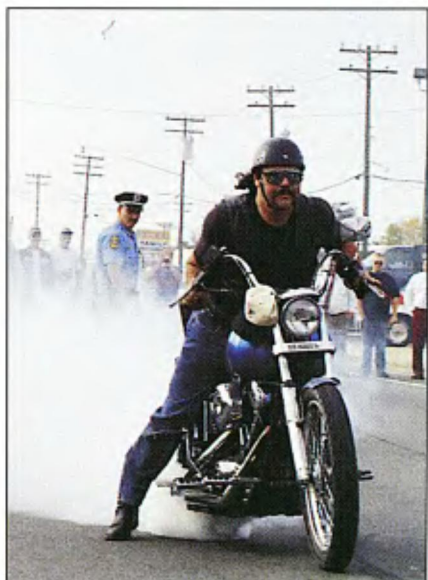
Kernersville is a small town about 20 minutes outside of Winston-Salem. It's a six-hour putt from Blackbeard's watery grave on the coast and barely two hours away from the scenic Smoky Mountains. It's a location well-suited to the numerous Harley riders living in the area.

"The biking community knew I loved motorcycles," Steve says. "So they asked me to put together a watering hole just for us."



He found a building, not in Kernersville, but in neighboring Guilford County. It was a run-down dump with a sorry reputation for losing money. You can imagine how smug the owner must've felt when he found somebody foolish enough to sign the lease.

After pouring thousands of dollars into improvements, Steve threw open the doors and business boomed. Business was so good that the property owner →



contracted a sudden case of the covets and hatched a devious plot to cut Steve out.

Enter the local sheriff—saddled with an attitude against anyone on two wheels. According to Steve, the two of them crafted a campaign composed of equal parts smear and fear, going so far as lecturing at a church on the evil motorcycle menace.

To hell with this, Steve figured, and

he decided to bail out of Guilford County. He went to Kernersville and asked the folks there if they had any problems with the biking community. The response was overwhelming.

"They threw out the hospitality mat," Steve continues. "Everyone from the mayor to the city council welcomed us." Even the local police pitched in, helpfully blocking a major thoroughfare for bike burnouts at the grand opening.

It's a city that truly appreciates the spirit and brotherhood that bikers represent, the perfect place for Steve to set up shop.

So go ahead and make plans to ride by soon. The barbecued chicken is free every Sunday—as long as it lasts. But the Southern hospitality never runs out at Plum Crazy's Too.

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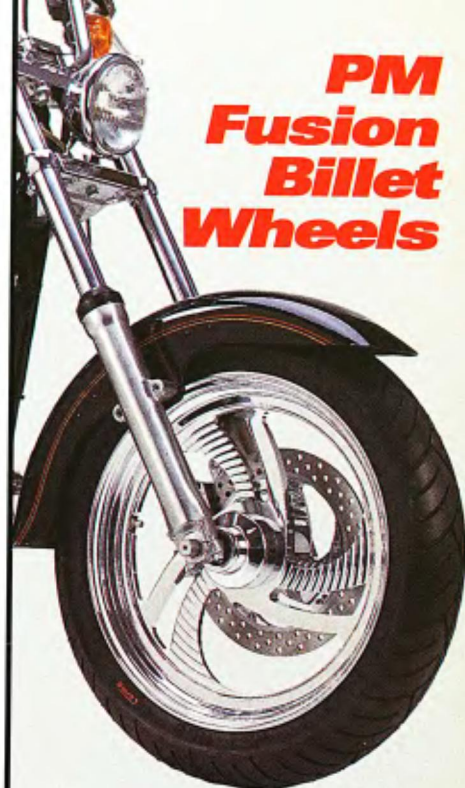
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The incredible-looking nitro-powered beauty you see on these pages was once owned by former baseball player Brian Downing. It also had a family history before Al Pino got ahold of it.

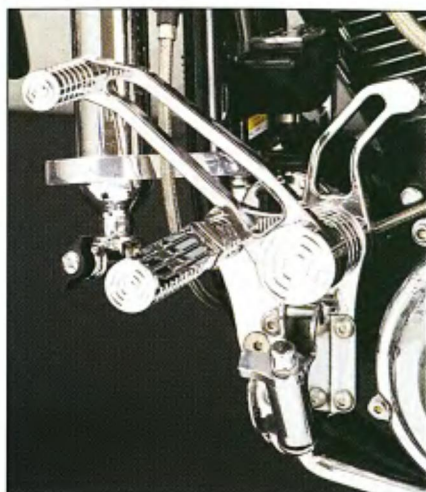
When Al sits down to negotiate a deal, you listen. His 250-pound frame, tattoos, and strong presence compel you to take notice. He's also Italian, and you have to wonder if there's some "connection" you should be aware of. Here's the bike's lineage. Keith Drum, an oldtime biker, originally bought the 1990 FXST from Downing, did a make-over on the bike, and sold it to Al's cousin, Doug Smith. →



THIRD PLACE WINNER

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





Doug then sold it to Al. Complicated? You bet. It's just, ah, family business.

Bikers know about family. We look out for one another, respect each other's individual freedoms and rights, are loyal, and still have the traditional values of privacy and individualism. Once in a while, we make offers that can't be refused, like maintaining the chopper tradition and going the extra mile to see that things function with order and dignity.

There's a little bit of the sinister in offers you can't refuse, and a lot of that comes from stereotypes of the "family." However, there was nothing sinister about the offer

that Al's cousin made to Al, so the bike made the transition from one branch of the family to another.

Al took the FXST to Phil of Phil's Speed Shop in Orange, California, and told him what he wanted. He spent the next several months working with Phil to produce this nitro-powered black beauty.

The nitro system is unique in its placement. The incredible phantom blue scallops and white flames were handled by Rob Camire. Al was influenced a lot by Arlen Ness, an influence easily seen.

Al plans to enter this fiery Softail in the 1996 *Easyrider's Bike & Tattoo Invitational*

Show in Columbus, Ohio—so, beware!

Al just smiles when you ask him if he's in any Italian organizations, and quickly changes the subject to his gun collection. Oh, well, if you ever come across Al, and he makes you an offer you can't refuse—and it happens to be this black beauty—take it, punch in the nitro, and go like hell.

Another beauty who goes like hell is Karin, the fiery redhead atop Al's Softy. She comes to L.A. via Denver, Germany, and Saudi Arabia. Can't catch her.

—Spike Bombay

Al would like to give special thanks to Keith Drum, Fast Phil, and his wife, Kelly.





Owner(s):Al Pino
 City:Placentia, California
General
 Fabrication:Phil's Speed Shop
 Year and make:1990 H-D
 Model:FXST Softail Custom
 Chroming:Charles/Siniling
Engine
 Year:1990 H-D
 Model:Evo
 Rebuilder:Phil's Speed Shop
 Ignition:Dyna S
 Displacement:89 cubic inches
 Lower end:S&S

Pistons:two
 Cases:H-D
 Heads:H-D by Fast Phil
 Cam:Crane
 Carb(s):40mm Mikuni
 Pipes:Porkees-White Bros.
 Modifications:NOS system, balancing by Phil's & Fisher, Crane lifters, K&N air cleaner
Transmission
 Year:1990
 Modifications:some
Painting
 Molding:Rob Camire
 Painter:Rob Camire

Color/type:black and white/urethane
 Special paint:phantom blue scallops, oil tank by Pat Guyton
Frame
 Builder:H-D
 Type:Softail
 Modifications:slammed to the ground
Accessories
 Bars:drag
 Fender(s):custom by Camire
 Headlight:H-D
 Taillight:Phil's Speed Shop
 Speedo:not enough numbers

Pegs:Rivera Stealth, front
 Gas tank:5-gallon H-D
 Oil tank:wraparound H-D
 Seat:Corbin Gun Fighter
 Mirrors:Ness
 Grips:custom, Phil's
Forks
 Type:H-D wide glide
 Modifications:lower legs chromed
Wheels
 Front:21-inch, Sturgis hub, Metzeler, H-D
 Rear:16-inch, H-D hub, Metzeler, H-D
 Photos:John Wycoff

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PARTS BOX



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This 1936 Dodge pickup is the third in a series of officially licensed Sturgis collector banks, with just 4,600 replicas produced. They are available through dealers, or by visiting M.B. Strings, Inc.'s booth in the Armory during the Sturgis Rally & Races, Aug. 7-13. For more details and price information call (612) 472-1868.



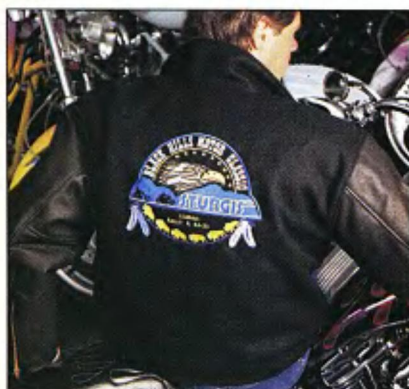
BROKEN SPOKE T-SHIRTS

Hey, it's time for Sturgis. The mad enthusiast who owns the Broken Spoke Saloon in Sturgis, the coolest place in town, is now offering commemorative T-shirts. You can get a Broken Spoke Tee (long or short sleeve), tank-top, or sweat shirt through the mail year-round. Four different logos are available. Call (605) 347-4314. Or write: The Broken Spoke Saloon, Dept. ER, 904 Lazelle St., Sturgis, SD 57785.



BLACK HILLS PEWTER PLATE

The '94 model is featured here 'cause this mag was finished before the new plate was—ain't we fast? The 1995 original plate will be on sale at Sturgis. This plate details Needles Highway, one of the most scenic highways in the Black Hills. Also available are plates from 1990-1993, including the Sturgis 50th Anniversary plate. For more info contact Black Hawk Custom, 11720 J-B Rd., Box 470, Black Hawk, SD 57718, (605) 787-6363.



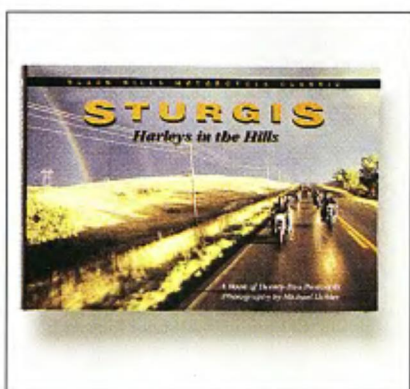
STURGIS VARSITY JACKET

Picture yourself strolling down Main Street in Sturgis wearing this bitchin' motorcycle version of a varsity jacket. An officially licensed Sturgis rally logo is on the back, the Black Hills Motor Classic logo is on the left front. The motorcycle influence shows on the cuffs and collar, where traditional leather has replaced the old-fashioned varsity-style knit material. Get yours by contacting Brass Boar, 2528 Greenwich St., San Francisco, CA 94123, (415) 861-6666. Fax: (415) 433-5791.



RALLY WEEK T-SHIRTS

These great-looking T's are the ultimate Sturgis Rally & Races Week souvenirs. Made of 100% cotton, the T-shirts are top-quality and come in white, black, or gray. Also available, with the same Black Hills-Sturgis 1995 design, are sweats. The dynamite art has been rendered by the infamous Robert Kalafut. To order, call Kraft Werks: (310) 318-8229.



PHOTOCARDS FROM STURGIS

A beautifully printed book titled "Sturgis: Harleys in the Hills," with 22 oversized, perforated postcards, has been released by Rogue Press. The photographs were shot by Easyriders' own photographer, Michael Lichter, over the past 15 years. The postcards are a great opportunity to contact friends and family when you are on the road, or to keep together as a collectible book.

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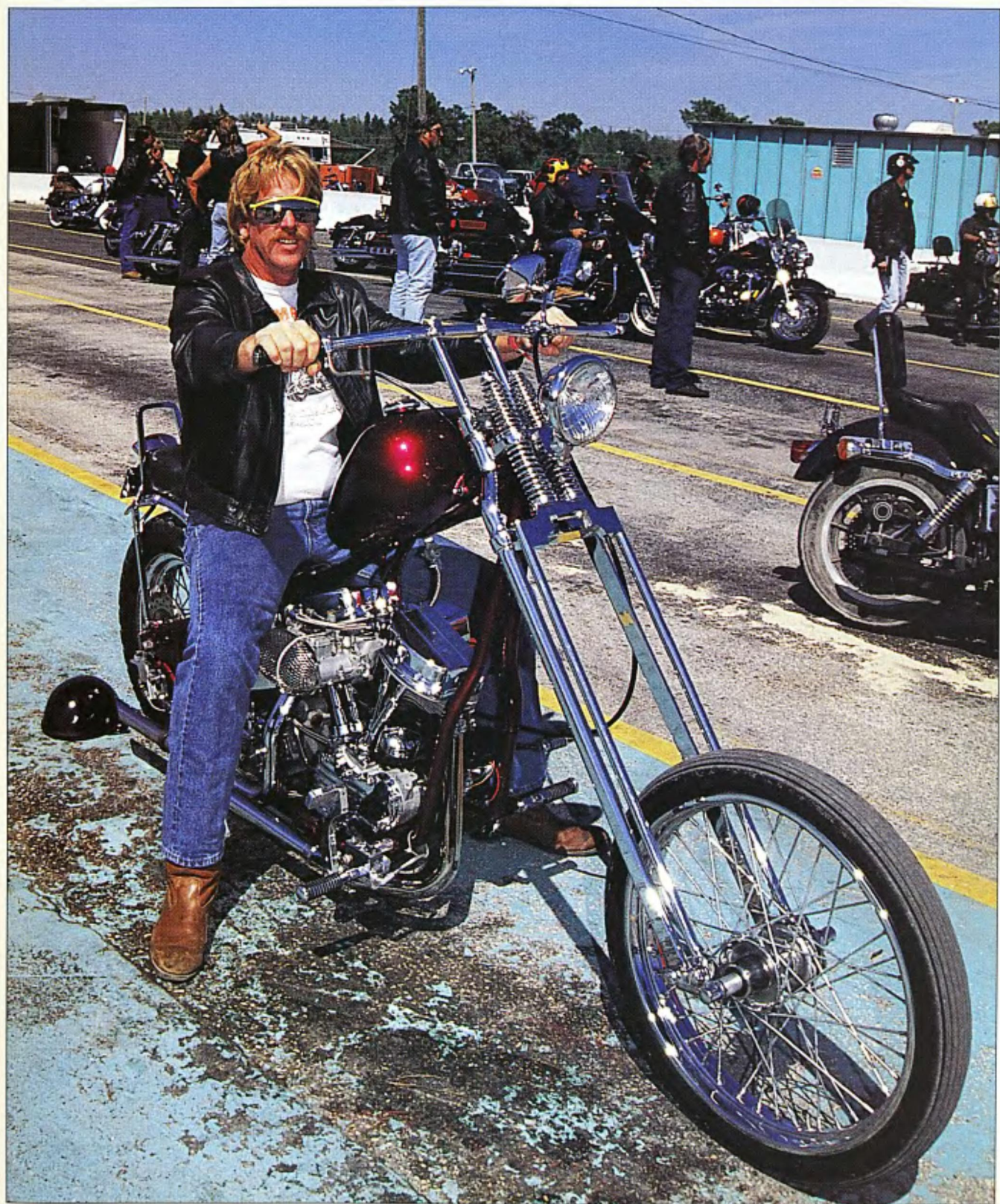
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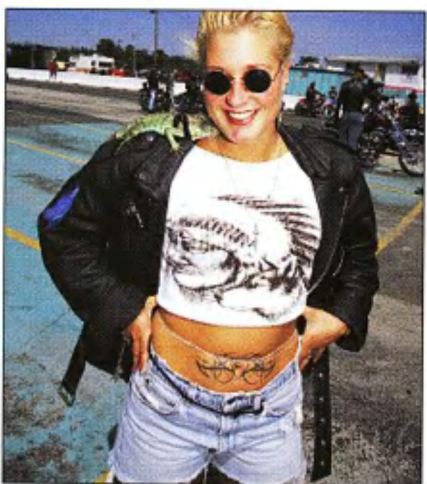
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51	FXE
87	FX, B
90	FXE
84	FX, B
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69	XLH883 HUGG
87	FLHTC ULTRA, i
90	FXSTC, Black, 6
91	XLH 1200, Plum, i
88	FXST, Two Tone Red, i
84	FLSTC, Two Tone Red, i
91	PANHEAD, Yellow, Cream
90	FLSTC, Black, 6267 mi., \$11
93	FXRS, Red, 8800 mi., \$12,900.0
86	XLH883, Black, 1685 mi., \$7,900.0
93	FLHTC-U, Blue, 1957
91	FLHTC
88	
41	

RIP'S RUN





B-DAY

RIP PUTTS IN WARM FLORIDA
AND CELEBRATES BIRTHDAY
NUMBER ?? WITH GATOR BROS



Howdy, last month's issue was about my ride to Florida for Bike Week. Since it was still frigid up north, I thought I'd hang around Florida 'til it warmed up around the rest of the country. Besides, I wanted to visit some pals that I hadn't seen in a spell. Ya know, Bike Week is so hectic that sometimes ya don't have time to see everyone ya want. So, I took this opportunity to do so.

One of the places I wanted to see was the Cheyenne Saloon. Ed, the owner, sends me fliers each month announcing what's going on at his place. He says his place is "little Daytona in the country." It's right next to the St. John's River in East Palatka. The St. John's flows to the north and is supposed to be one of only two rivers in the continental United States that does. Ed is an active ABATE mem-

ber, and he rides a Low Rider Harley. The Cheyenne Saloon has free overnight camping and free firewood. They also have an outdoor bathroom and showers for the campers. If you stop by on Sundays, you'll find a bunch of folks upstairs enjoying the NASCAR races on a big screen TV. Ed digs the stock car races and invites his many friends to drop by for the many perks he has to offer. It's 50 miles from the heart of Daytona and is a fun place to visit and slam a few brewskis down.

The other place I wanted to visit was the Iron Horse Saloon. My good friend Billy Stevens, the owner, has some hot slot car races Saturday night right next to his bar. They put sheet metal strips down on the concrete racing surface that the cars have to negotiate around while going as fast as they can. The cars slam into barriers and flip and spin just like



Red Racing Enterprises crew.

the big NASCAR pilots do. It's fun to watch. They count the laps over a given period of time. The winner is determined this way and they have at least two classes of slot cars. It's great family fun and lots of locals show up to cheer their friends on. Billy is involved with the community and gives back a lot of his time, money and effort for many charities. He is a good man and is well respected. Currently, the backyard of the Horse is getting remodeled. They're building huge sheds for the various vendors who set up shop there during Bike Week. Billy said that since he and some friends are doing all the work, it's gonna take a couple of years to complete the task. The next time you're in town, ya ought to go by and check out the Iron Horse Saloon, because there is always something going on around those parts.

Also while in Florida, I had the occasion to ride to Lakeland and attend the Roscoe's Old Tyme Harley Drags and All-Motorcycle Rally. It was loads of fun. This is an annual rally that started back in 1982 and is held at the Lakeland Fairgrounds and drag strip. A 20 dollar bill got ya in both days. Fifteen bucks got ya in on Sunday. I went both days and enjoyed it a bunch. Saturday, April 1, it rained and the attendance was down from previous years. They practiced pulling an outhouse down a short strip of



Pretty Sunshine State chick.

concrete. Also, Jesse, The Human Bomb, blew himself up both days. That's one crazy dude.

When Sunday rolled around, it was time for the PBR Invitational Battle of the Thunder Twins. Of course PBR stands for Pabst Blue Ribbon beer. Sonny Michalowski's first blazing run down the 1/8-mile strip saw him drop his Phil Peterson-sponsored Harley-Davidson top fuel dragster on the big end. It was horrific from my view at the start line. He got in trouble after crossing the finish line when he let off the throttle. The scooter started doing a tank slapper then pitched over the front wheel and tumbled and rolled three or four times before coming to a stop on its side. Sonny was thrown off during the first twist. He came out of it all right but the putt had to be hauled off in the back of a pickup truck, never more to race that day. It was ugly, but it could have been worse.

One other racer dropped his machine. It was at the start line, when he revved it and dumped the clutch. Without a slick tire or a wheelie bar, that's not the thing to do. But, I reckon he found that out the hard way.

These drag races weren't sanctioned by any formal racing organization. They were more of a home boy, run-what-ya-brung-type drags. Or, in other words, there wasn't a lotta money handed out.



Dawn and Linda, my B-day dancers.

But, on the other hand, that doesn't mean that those who raced or observed didn't have any fun. Take the outhouse drag, for instance. They were timed to see who could pull a privy the fastest. Yes, the shitter had to have a passenger inside. They were clean. I mean, no one used them other than in the contest. I guess fun is where you find it and, in this case, highly unusual to say the least. I've never seen anything like it. What I want to know is, who thinks of these things? Leave it to a biker to figure how to go faster. The passenger of the winning pair leaned back in the outhouse by lifting the front of the skids under the port-a-potty making for less drag. Less drag is less friction and that equates to going faster.

The fuel winner was Chuck Jones from the American Legend Motorcycle Shop in Fort Myers, Fla. Ray Cason from the Tampa area came in second; although, it cost him a barrel, broken in the heat of battle. Ray also won the Brute Horsepower Shootout held at the American Motorcycle Institute during Bike Week in Daytona this year. (See *In The Wind* #71 for in-depth coverage.)

All the gas class pilots received trophies. I took a group shot of them sitting in the bleachers and you should see them somewhere in this column. There were too many of them to list separately. There were nine free ride-in trophy →

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The crew at American Cycle & Accessories, Cape Carol, Florida.

classes plus an Old Fart's Race. Ya had to be 50 or over, or look it. Mike Ellar won and Larry Beutlick came in runner-up. These drags were all heads up. Then they ran brackets with the different class winners to determine the E.T. bracket champ, which was Larry Beutlick, who, once again, came out on top.

They also had an All-American bike show with 15 classes. Look for this event next year. It should be lots of fun, as it was this year. Dave Botto copped Best of Show.

Riding back to Daytona with Artie Lynch and his wife, Mel, I let it slip that I had a birthday coming up. A couple days later, while downing a few at the H-D Blues, a tavern in Port Orange, Fla., Artie had a surprise for me. He had a couple girls who work at Bottoms Up (a titty bar), show up to dance around me while everyone in the bar watched to see what I would do. We had lots of fun. Thanks brother, that's just what I needed. H-D Blues had opened their doors just before Bike Week. They have live music on the weekends and it's proving to be a popular spot for the locals.

The next day, Sugar took me south to Palm Bay, a suburb of Melbourne. I'd heard about a new motorcycle being manufactured there. It's called American Motor Works Company. My old pal Rogue works there and I spent the night



Ed says, come on in to the Cheyenne Saloon.



Pretty lady at Roscoe's Old Tyme Harley Drags.



Roscoe's Old Tyme drag racing champs.



Billy Stevens (right), Iron Horse Saloon owner at slot car racing night.



How ya doing, Paul and Anita?

at his house. The motorcycle is high tech. By that, I mean it's got four-valve heads and sports a mechanical fuel injection system. AMW has their own machine shop and are gonna be making flywheel assemblies, including rods. Their rods will be bigger on the small end for extra strength. They also plan on making their own brand of front ends which will be like the upside-down models, with the tubes larger around than the sliders. AMW also manufactures primary chain covers for their models. It's a very ambitious attempt and I wish them well. I'd like to have one to test in the Rocky Mountains, to see how it runs in that rare air.

From the Melbourne area, Sugar and I rode farther south to Boca Raton to visit another Bros Club dealer, Red Racing Harleys Only. As their name implies, they service *only* Harleys. They also have one of the most complete shops I've been to in quite a while. Red Racer is a full-on speed shop that does complete custom fabrication, all in-house. The only thing done outside is painting and chrome. They are into high-performance and drag racing and have held many national records—12 to be exact in 10 years, with a 96-cubic-inch 1968 ironhead Sporty. Recently, at the Speed World drags in Orlando, Fla., their rider, Guy, did a 8.87 E.T. →

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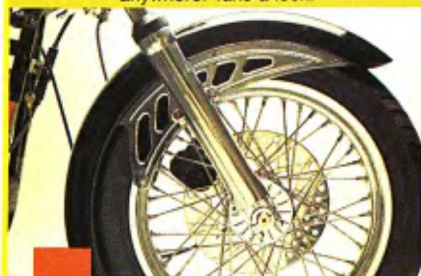
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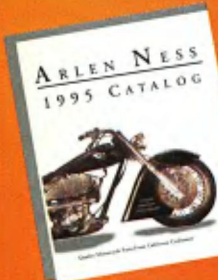
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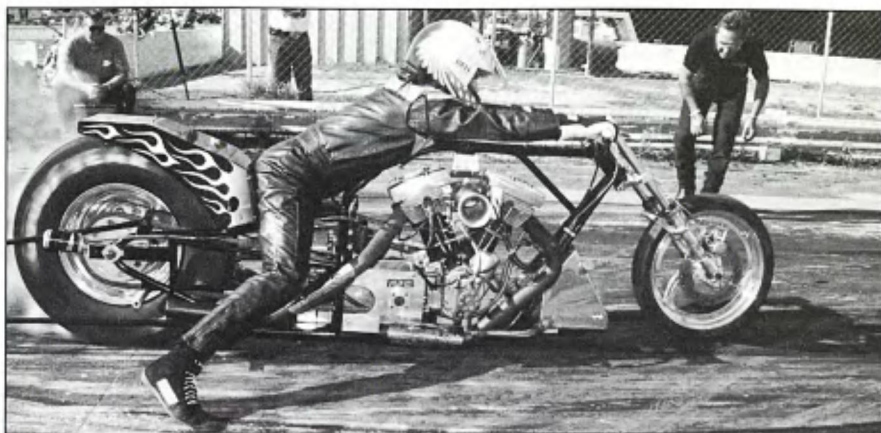
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Get after it, Cheese.



The American Motor Works family, Palm Bay, Florida.

Red Racing has all the high-tech tools on hand in their shop, including shears and brakes for sheet metal fabrication. They do quality work. They also do machine and motor work for many other shops in the area. R.R. does work for handicapped riders using air-shifters mounted on the handlebars with the air compressor stashed in the sidehack.

These are professional dudes who also know how to have fun. When they found out I'd just had a birthday, they took me out for the evening and, boy, did we tear it up. We started at Dirty Moe's in Boca for a great seafood dinner. Dirty Moe's is a working man's eatery with a laidback atmosphere. The food was good. The evening we were there a beautiful young lady was modeling lingerie and selling raffle tickets for the numerous outfits she had on. Several dudes in our group were lucky enough to win some of the underwear. Of course they wore them on their heads. Yeah man, it didn't take long to get into the party mode.

From there, we went by the Cheetah III Lounge, a titty bar in Pompano Beach. It was wild. They featured lots of young hardbellies dancing totally nude. None of them looked to be over 25. Ya know how much I hated that—not.

We especially liked the two-for-one table dancers. Yeah, one would get up

on the table and dance while the other girl danced around our table. The birthday boy had a hard time concentrating on either girl swiveling his head one side to the other. I felt like Linda Blair in *The Exorcist*.

I spent that night nearby at Tom's home. He does the major machine work for Red Racer. It was hard for me to ride away from such fun company but the next day found me and Sugar cutting across southern Florida on Alligator Alley toward Naples, Fla. From there, we rode north to Cape Coral, and American Cycles and Accessories. They have a small shop and were getting their spray booth in order during my visit. The painter, Larry, does a fine job slinging paint. American Cycles carries all the major brands of aftermarket products. What they don't have on hand, they can order with quick delivery.

From Cape Coral, I rode back to Daytona Beach and the American Motorcycle Institute and also to Green's Camera Repair. One of my cameras had mated with the flash unit on the hot shoe and didn't want to come off. It was sorta like a pair of dogs coupling. I mean, they worked fine but I couldn't separate them to pack them away. Carrying them the way they were, I was worried I'd shake them to pieces. Yeah, my gear takes a beating but like

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the watch commercial says, they just keep on clicking.

In last month's issue, I left off talking about the modifications I'd done to Sugar Pai over the winter. I ran out of room and wasn't able to tell ya about the Progressive Suspension Magnumatic air shocks I hung on Sugar Pai's swingarm (part #1608C). They work just bitchin'. Ya gotta figure that I pack Sugar down a great deal, but since I've put the new P.S. shocks on her, I've yet to bottom out at speeds, no matter how big the chuck-holes are. That's saying a lot considering the load Sugar's gotta carry. Progressive Suspension products are American-made and they have units to fit all models of Harleys. Sometimes we get so used to our own scooter's quirks and annoyances that when we finally get around to fixing them, we wonder how we survived without them.

If you like this column and would like to see this mug at one of your local functions, drop me a line and let me know what's going down in your neck of the woods. I'll be waiting to hear from you. Until then, I'll be seeing ya.

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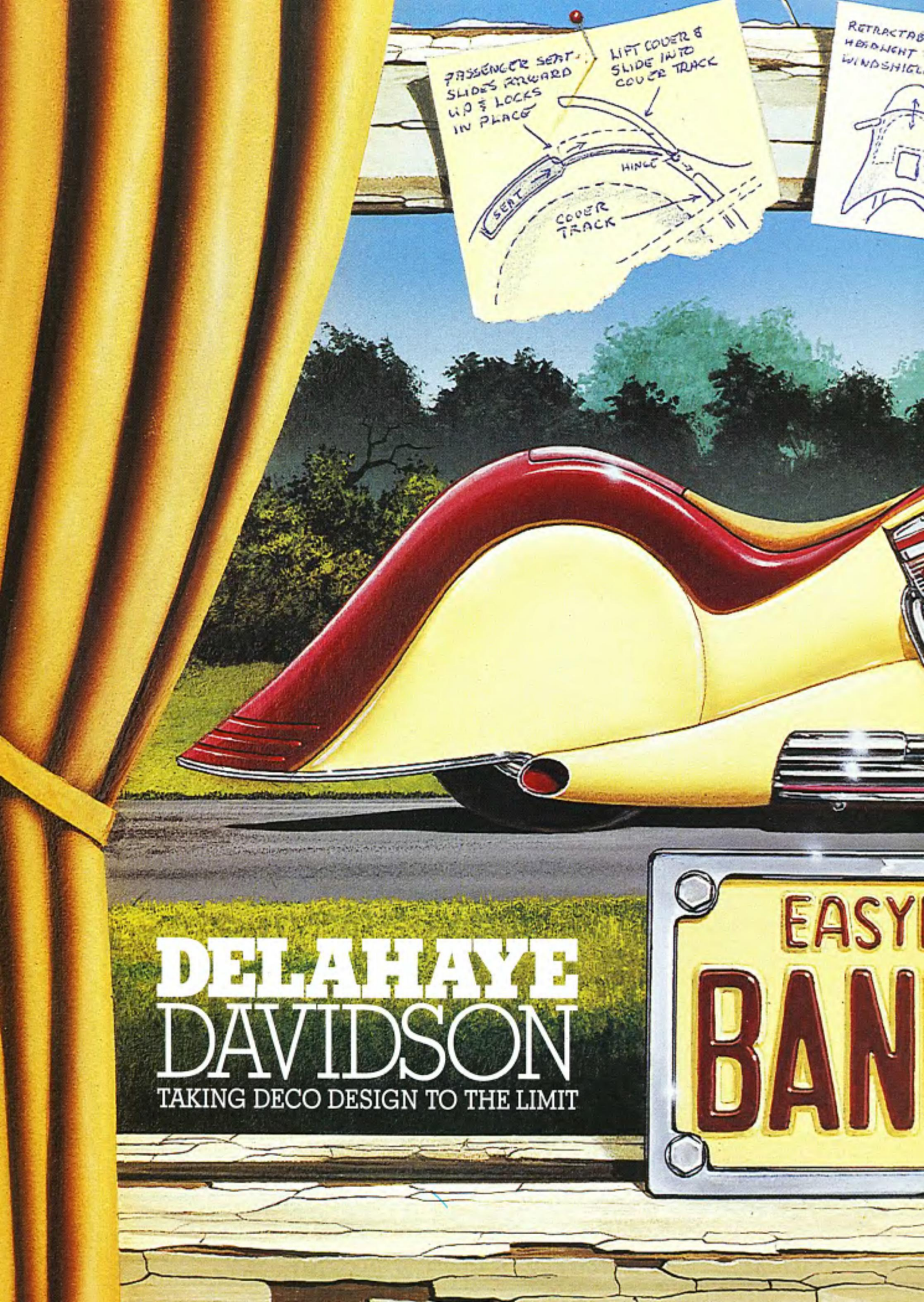
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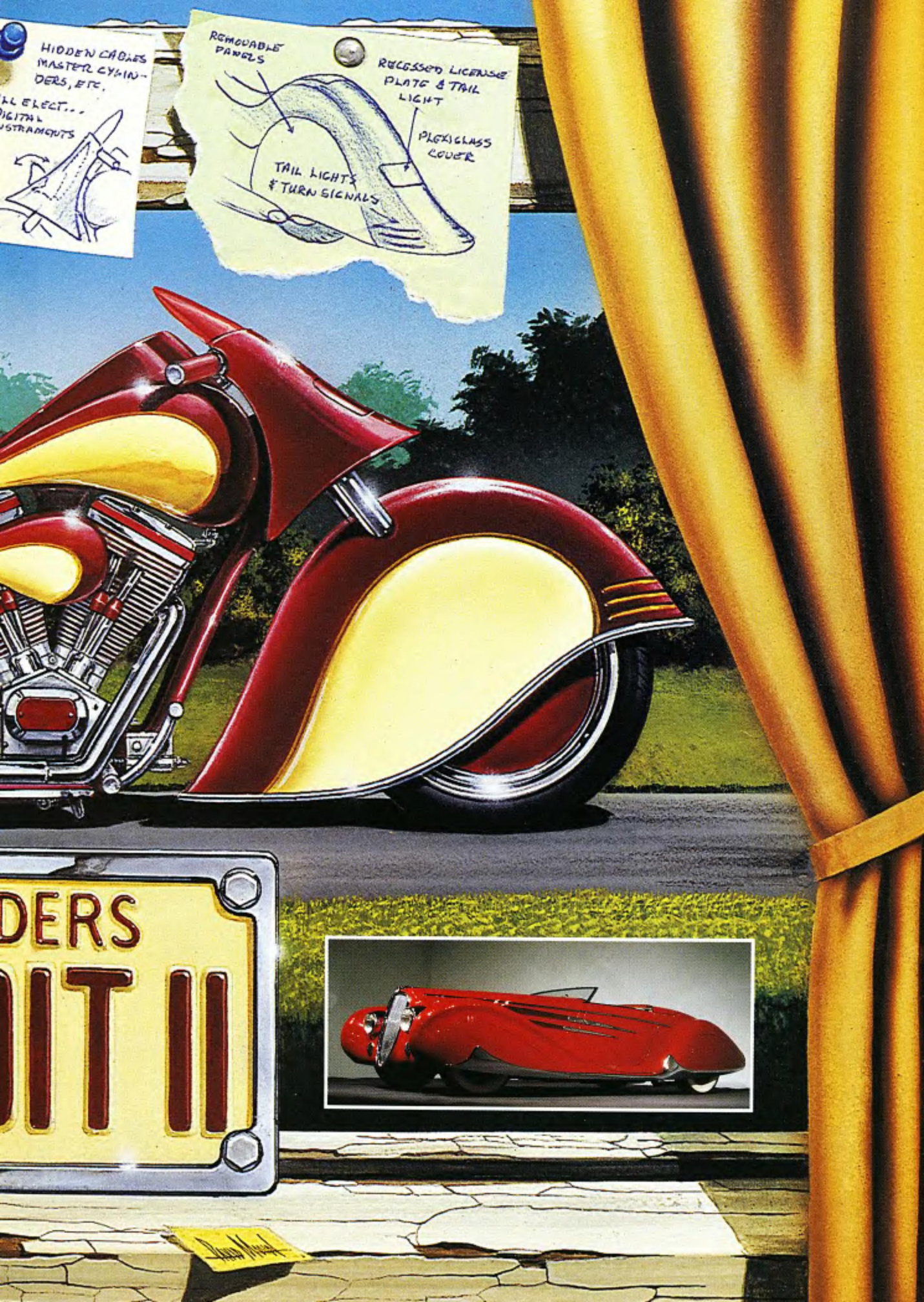
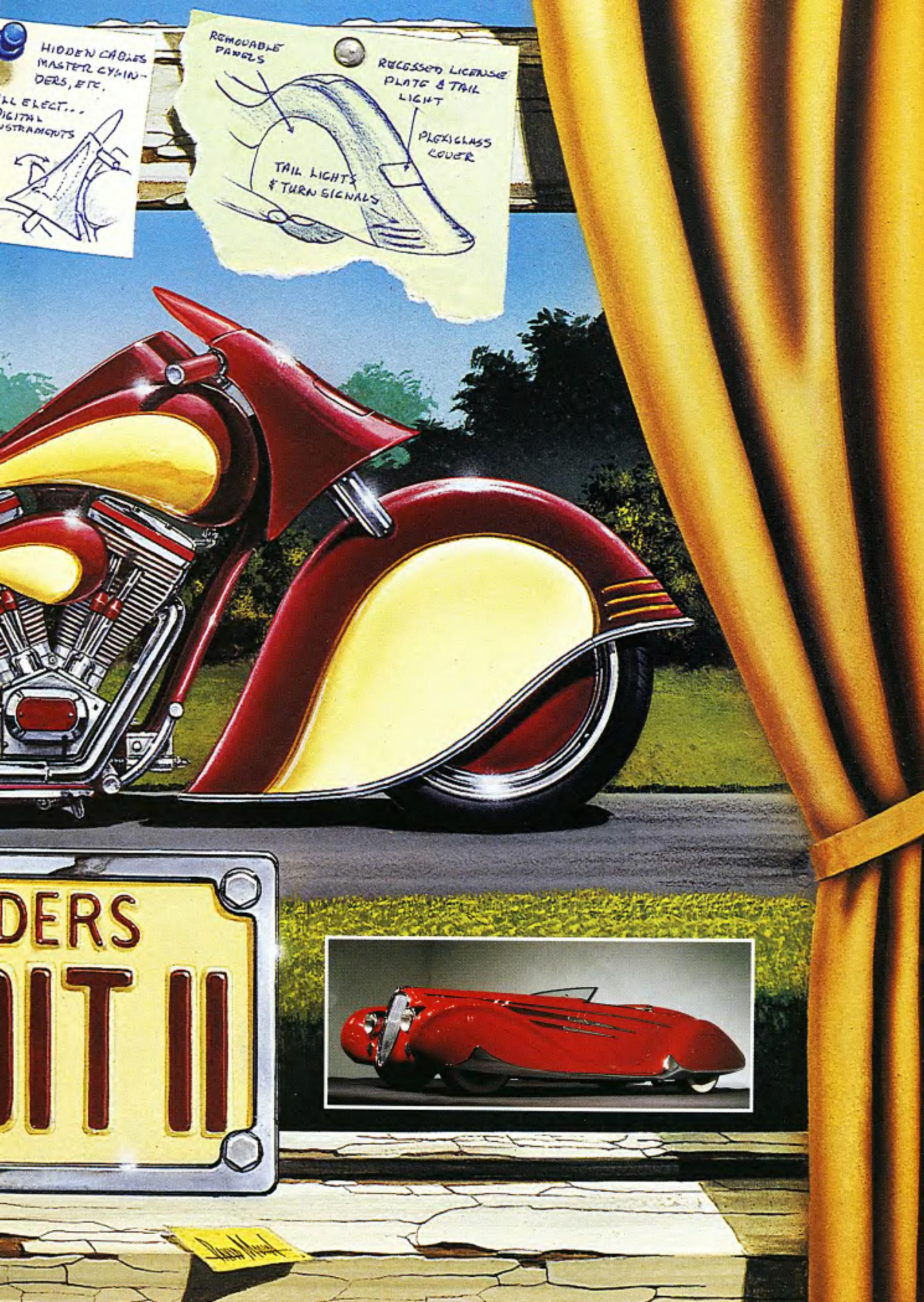
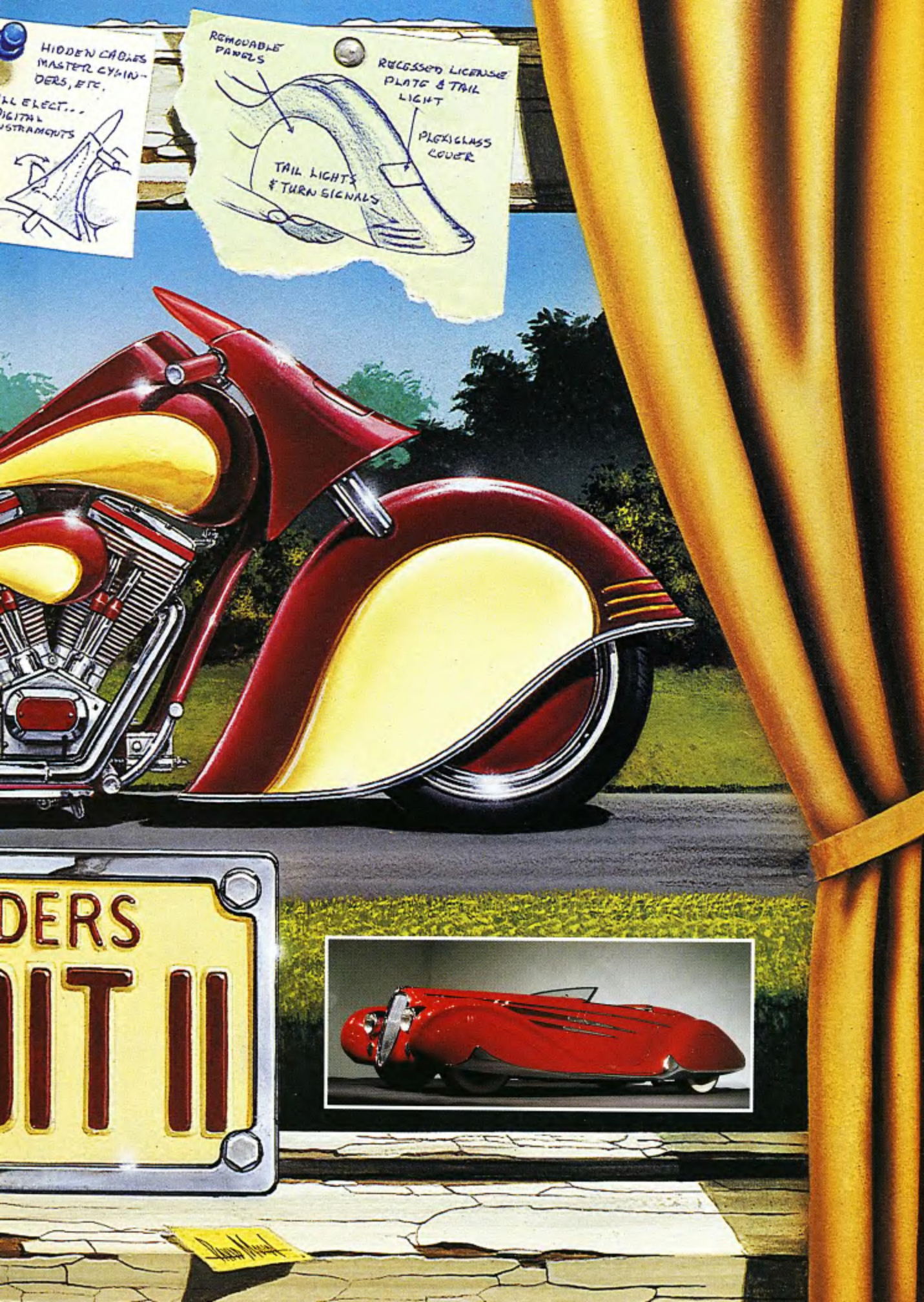
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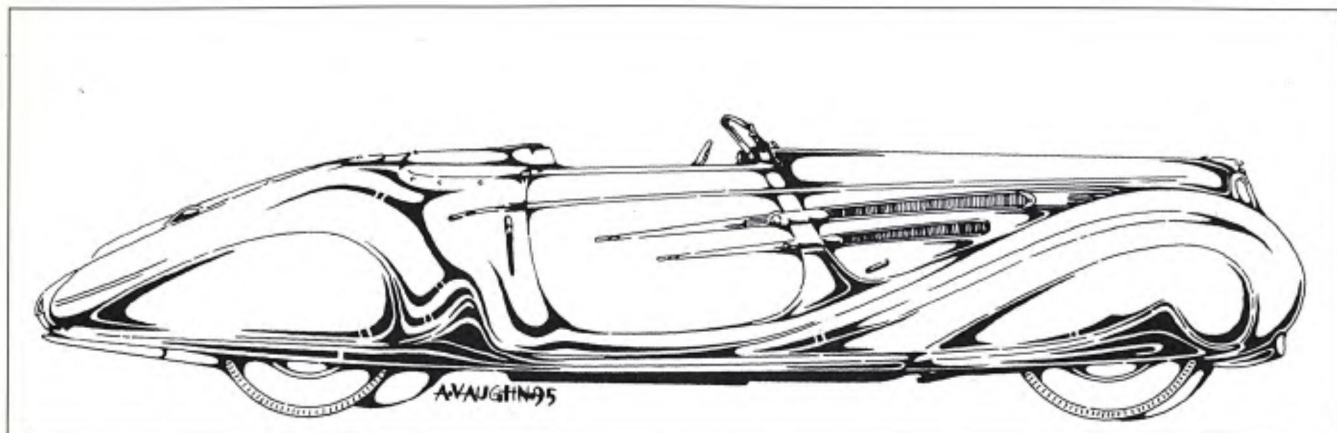


DELAHAYE DAVIDSON

TAKING DECO DESIGN TO THE LIMIT



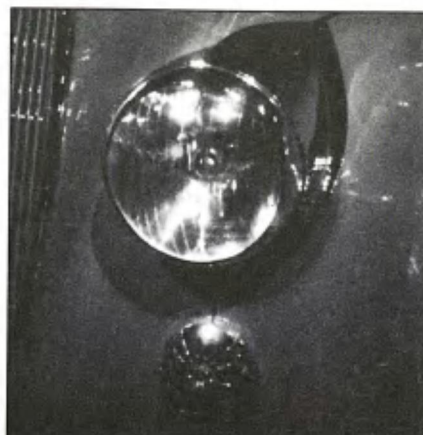
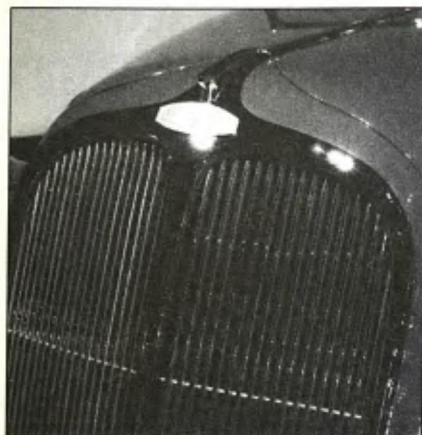




When the crew members peered into the depths of their thundering, two-wheeled souls for a 1995 project bike concept, everything from an Illusion to the new Indian was considered. We studied both current and future trends, with an eye toward a variety of appealing styles. The immediate goal was to produce a machine with superior style—an outstanding bike that would be coupled with the amenities of '90s luxury automobiles.

This project presented a stimulating challenge for us, as anyone who has ever set out to produce a new American motorcycle would understand. The idea surfaced with our dream bike series in the sixth issue of VQ.





David Uhl, a licensed artist for Harley T-shirt designs, collaborated with us on a concept Fat Boy. His concern—and also a concern of the real master builder, Willie G. Davidson—was combining modern technology with age-old styling.

After discussing our Fat Boy project with Willie G., David said, "Illustrating a futuristic Harley, especially a Fat Boy, is tough. The Heritage Softail, and Softails in general, are designed to look nostalgic. By disturbing that element, you risk losing the essence of Harley. The factory and Willie G. do an excellent job of retaining the '40s styling, while incorporating 20th century technology."

Softails are the craze, and Heritage units are a highly popular, fast-selling Harley for good reason. Nonetheless, if you've attended one of our shows and have seen a restored Indian in the competition, you've noticed that the Indian generally carries the most votes. So, with the above criteria at the forefront, we threw down our gauntlet. We decided to combine the solid reliability of the Softail with the timeless design and historic looks of the full-fendered Indian.

To enhance the full-fendered look, we took the concept a step further. We reached back into the records of motorcycling history to the classic art deco archives of the Type 57 Bugattis, Renault Limousine, and the Delahaye, among the sexiest, best-designed cars of the 1930s.

I first encountered this French coach at a Love Ride party in downtown Los Angeles. I was awestruck by the styling and its impressive amenities, including a roll-down windshield. I couldn't get enough of its lines, the flowing fenders, stylized headlights and swooping form. Two months later, I was fortunate enough to spend the day with Peter Mullin, the gentleman who owns the largest collection of restored Delahayes in the country, several of which are on display in the Petersen Automobile Museum in Los Angeles. Delahayes were built in Europe during the '30s, when fine motorcars were constructed much like custom bikes are built today.

It's not surprising that a 1993 car magazine called these cars "the last grand gestures of custom-built individuality." In 1934, Delahaye introduced a 6-cylinder chassis with independent suspension, solid brakes, rapid steering, a Cotal electromagnetic transmission, and a sturdy frame that sold at a moderate price. It took 18 world and international class records at Montlhery. Delahaye built the chassis, and two partners, Joseph Figoni and Ovidio Falaschi, mas-termined the bodies. This particular body was the inspiration of famed illustrator/enthusiast Geo Ham in 1936 (much like David Mann is the artist behind the motorcycle). Only two of these cars were built, one for the French Salon in 1938 and another, without a running motor, for the 1939 World's Fair in New York.

This is where the story evolves into a tale worthy of this project. The concept of enclosing the front wheels for aesthetic reasons forced the designers to tackle the challenge of allowing the front wheels enough room for maneuverability. Essentially, Figoni stretched the leading point of the pontoon far enough forward of the wheel to afford a gentle swelling of the shroud shape as it moved to the rear of the car. It worked, and it became the signature of these two models. The Type 165 GT model, with the full-fendered Cabriolet body by Figoni and Falaschi that remained in France, had a 4.5 liter, V-12, aluminum block racing engine. It won the show at the Paris Salon in 1938 which made it a contender for the World's Fair.

They decided to build another one specifically for the World's Fair—identical, save for the engine, which didn't run. That fact didn't seem to bother anyone visiting the exhibition, as they inspected with wonder the maroon finish, the interior of white pigskin and red piping, and doorjambs covered with brightly plated metal panels. The Fair was so successful that it was extended another year. However, due to World War II, when the Fair closed in 1940 →

FAT FENDERS



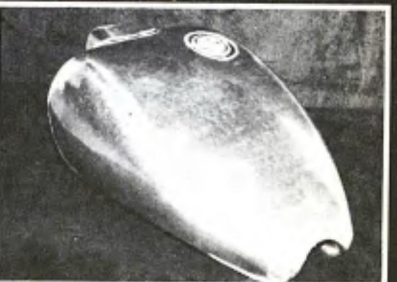
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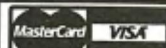
all the displays were confiscated by the U.S. Customs service and held in a warehouse. The car was sold much later at auction because it didn't run. The owner moved it to Beverly Hills with the intention of selling it to the rich and famous, but that didn't happen. The last sighting was in 1946 when a furrier bought the car, put in a Cadillac engine, and proceeded to drive it back to New York. Between 1946 and 1965 the car seemed to disappear. In 1965 it resurfaced with two elderly women in Fresno, California. They took it to a body shop to have it repainted. Ultimately Peter Mullins and his neighbor, Jim Hull, were told of

We coupled the age-old, sensual styling inspired by Peter's Delahaye with several of the amenities found aboard today's luxury cars

the car at a Laguna Seca car race. A couple stopped by Jim's race pit to admire the restored Delahaye 135 M in Hull's van and mentioned that they'd spotted a similar car in Fresno, California, in a shed that was too short to conceal the entire automobile. Peter and Jim, with the assistance of Mike and Dave Schnaer's shop, MD Coachworks, in Van Nuys, California, began the long process of bringing the jewel back to life, including tracking down the original engine in Count Donhoff's collection in Germany. It took five years to restore the drive train alone. Peter and Jim spent more than 15 years restoring the Delahaye (see photo on lead page).

This car has all the class of rare 8-valve H-D racer found in a radiator shop and all the styling of the first four-cylinder Indian we featured in the premiere issue of *Early Riders*; consequently we coupled the age-old, sensual styling inspired by Peter's Delahaye with several of the amenities found aboard today's luxury cars. Perhaps the outcome may become a motorcycle design for the future; for instance, accessories may include such features as a built-in retractable headlight, hidden compartments in the rear fender panels for tools and storage, and more.

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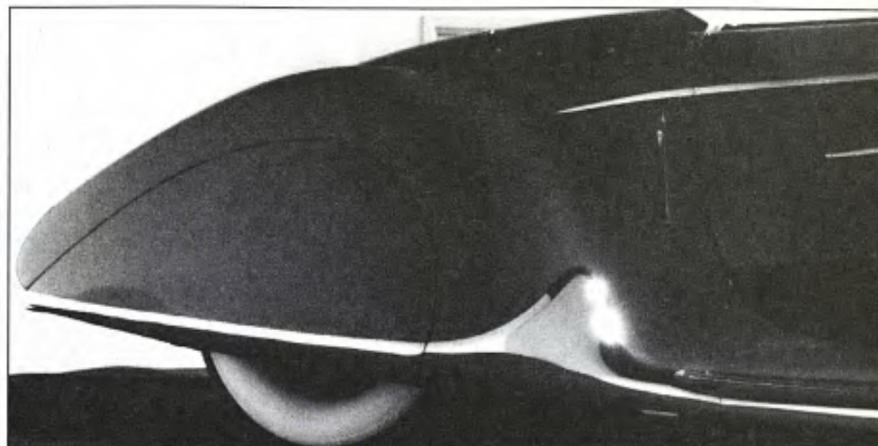
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accessories available today. These items will be built into the handlebars, much like the dash of a car. In addition, why not establish the electric power window as a viable option on motorcycle windscreens?

With sketches in hand, we visited the master, the legend behind several chopper trends: David Mann. He made our rough drawings and crude concepts come to life. If our reproduction is up to par, you will immediately notice the substantial care David took with this illustration. He, too, was inspired. Not only do the lines flow impeccably, but the setting of the illustration effectively combines the old and the new. Note, also, the sketches he incorporated on the window sill which depict the features we plan to combine into the overall design.

Although David's art is striking, we will undoubtedly make changes along the way, such as replacing the solid wheels with the latest Performance Machine two-spoke billet wheels design. We will also need to find a retractable passenger peg set, which is not shown in this illustration.

Another example of the ever-changing custom world is Wink's new full-fendered creation recently completed and displayed at our *Easyriders* Regional Bike Show in Pomona, Calif. (look for a full feature on it next issue). His bike has a retractable rear taillight and license plate bracket that is beyond slick. This level of accessory must be considered.

The initial talent behind our project is experienced and reputable. Ron Simms is heading up the team with his crew of knowledgeable builders at Bay Area Custom Cycles in Hayward, Calif.

Simms has a proven formula, coupled with quality construction. His own full-fendered creation, Fandango, has seen the streets of Sturgis, the Laughlin Run, and several other long hauls. Wrapped together, the runs totaled a 20,000-mile odometer reading in the first year on the road. No modifications or repairs were needed (see photo page 118).

He builds more than 40 show winners

a year based on S&S engines, five-speed trannys, wide glides, Paughco frames, Simms swingarms, and wide, rear-belt-driven wheels. Simms has his own line of billet accessories, including wide glide trees, mirrors, and foot-board systems, to name a few. Each component has a solid reputation both for endurance and fit.

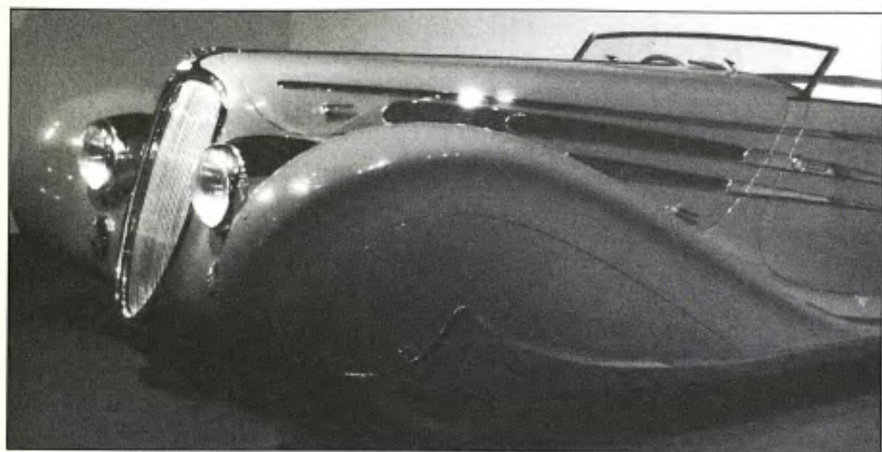
Ron Paugh of Paughco has already fabricated the frame after the David Mann design. The wheels and brakes from Perry Sands of Performance Machine will be light and highly effective. Currently, the frame is sitting at Bay Area Custom Cycles. The S&S-equipped engine components are at the polisher's. The driveline, including Super Max pulleys from Phil Ross, and a Sputhe tranny case with Andrews close ratio, back-cut gears, will be coupled with a Bandit clutch to carry the 96-inches through to the rear wheel.

With the chassis and driveline in place, including a primary belt drive system from Belt Drives Unlimited, the rolling chassis will be shipped to Randy Simpson of Milwaukee Iron in Lynchburg, Virginia, for the sheet metal fabrication. Randy has made a name for himself in the industry building custom bikes, such as the dicey 1946 Knucklehead recently completed and featured in this issue.

Randy calls on his experience with major aerospace and industrial projects to fabricate one-of-a-kind components and translate them into production parts. Impressed with Randy's ability to take on a fabrication project and complete it, Drag Specialties is currently carrying Milwaukee Iron's complete line of steel fenders.

We chose steel for a couple of reasons: it's durable and forgiving. Randy's crew will also hand-fabricate the exhaust system to work within the confines of the sheet-metal panels.

After the sheet metal is constructed and the amenities designed—including a completely digital dash, a swiveling, retractable headlight, sleek side trunks in the rear fenders, a hidden passenger seat



and a slotted taillight/running light system—the chassis will be returned to the final fabrication home of Ron Simms and his crew at Bay Area Custom Cycles.

Simms will integrate the Custom Chrome components and Corbin seat design, fabricating the final touches that will shape the machine into a masterpiece as solid and streetable as all his other creations. While affording the bike all the necessary elements expected on a new Harley, special effort will focus on maintaining a clean posture. Accordingly, the design intentionally skirts the sheet metal around the power plant, revealing the most beautiful aspect of a Harley. As a major focal point, the 96-cubic-inch S&S-equipped stroked mill will stand out as a polished jewel, framed by intricate, fabricated steel panels.

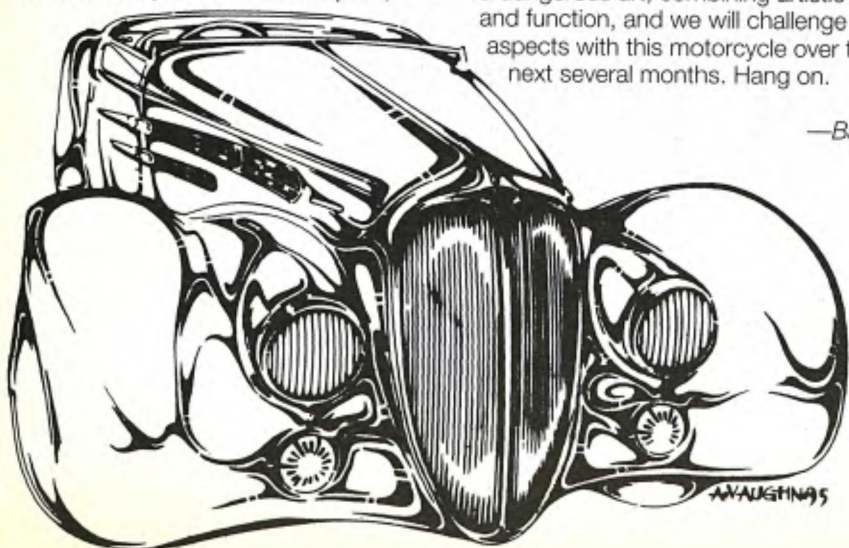
The final aspect of this classic touring motorcycle will be the paint handled by Horst, whose skills have been almost exclusively reserved for bikes built by Ron Simms. Horst is the master of wild and strange graphics, tight illustration, futuristic illusion, and traditional flames. We're proud to have his abilities crowning the final finish. Chroming, an integral aspect to any custom machine, will be handled exclusively by Gary MacKenzie of South Bay Chrome in Compton,

Calif. Gary is an innovator in the constant fight between the common chrome shop and the EPA. He has developed systems and guidelines to bring the chroming industry into the 21st century of environmentally conscious businesses, all the while maintaining show chrome standards.

Over the next several months, we'll watch this masterpiece come together. Beyond the innovative design and construction, we'll see something even more moving to the many builders out there who have devoted their lives to custom bikes. Twenty-five years ago, when citizens complained about the metal flake monster with the long front end streaking down the street, I would shake my head and observe the relentless desire that drives a man to build his own artistic creation, practical or not. But with motorcycles, the art goes way beyond a palette of steel and chrome. Each artistic creation had to meet performance parameters. Not only were the machines unique, but they were built to function at breakneck speeds in downtown traffic.

Longtime builders such as Simms deserve to be congratulated. Their art not only looks sharp, but performs. It's a dangerous art, combining artistic form and function, and we will challenge all aspects with this motorcycle over the next several months. Hang on.

—Bandit



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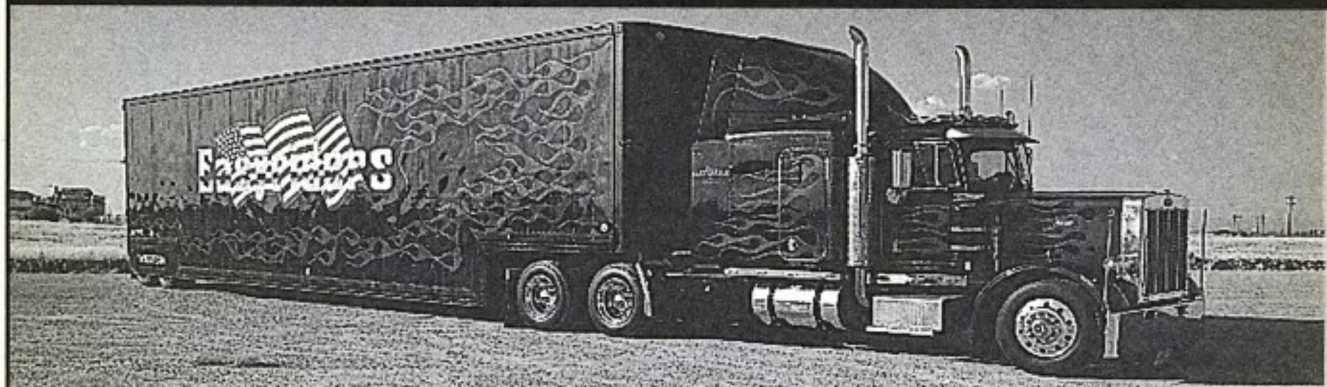
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TECH TIP

Lightweight Binders For A Lightweight Model

Performance Machine Creates Speed And Stopping Power

Last issue, we improved the handling characteristics of the stock 883 Sportster. In this issue, we'll replace the brakes and wheels (photo 1). Installing these items is not a problem that your budget can't handle. But we're headed in a performance direction with this unit, and by replacing these components, we are adding to the braking efficiency and lightening the load on the driveline.

With the front end doctored with Progressive Suspension fork springs from Nempco, Nempco lightweight billet trees, the Gold Valve Cartridge Emulator (which takes the front end from a damper rod system to a more flexible variable rate dampening system), and an additional FXR fork leg from Harley-Davidson (which allows us to run dual discs), we're ready to move on to the binders.

Performance Machine does an excellent job of anticipating the builder's requirements. Replacing these units is straightforward. Jack up your machine on an *Easyriders* Duo Lift, a milk crate, or any number of available mechanical lifts. Take your wheels off—making sure not to damage the axle (you'll need it)—keeping the spacers noted as to which side of the wheel they came from.

You will generally not need all of the spacers, but they are always handy to have. If you plan to store or sell your stock components, it's convenient to have all the pieces in the appropriate order. For the front wheel, retain the stock spacer and, on the opposite side, the spacer is the speedo drive. You'll need both when replacing the wheel.

The man behind the modifications to this 883 Sportster is Roger Kallins, an accomplished race mechanic, who made the choices for this machine. Roger is the owner of XRV Performance in North Hollywood, California. He picked the Performance Machine Chicane wheels because they are the lightest on the market and strong enough to take anything a racer can dish out. He also insisted on the



Photo 1



Photo 2

Nempco/Dunlop tires for their braking and sticking abilities. "You can brake hard, be vigorous in corners, they can handle any horsepower, rain grooves disappear and they will let you know when they're on the brink of breaking loose," he explains. Most tires don't give the rider any indication that they are on the edge. They either hold or seriously slip. The Dunlops will signal the rider that he's pushing too hard.

To prepare the wheels for mounting, the bearings need to be packed, the center bearing spacer installed and the seals put in place (photos 2, 3, and 4). The center spacer is pre-set for adjust-



Photo 3

ment and bearing fit. Don't fuck with it. Install the seals carefully without the use of hard or sharp objects. The spacers that come with the caliper mounting plates are pre-measured and will generally fit right into place. Again Roger chose the Performance Machine floating rotors because it is P.M.'s most sensitive efficient rotor system. The full-floating principle allows the disc to expand with the heat and therefore eliminates distortion of the disc surface. Make sure the rotor is bolted properly in place and that Loctite is used on the fastener threads.

With the rear wheel complete and the caliper bolted on the caliper bracket



Photo 4

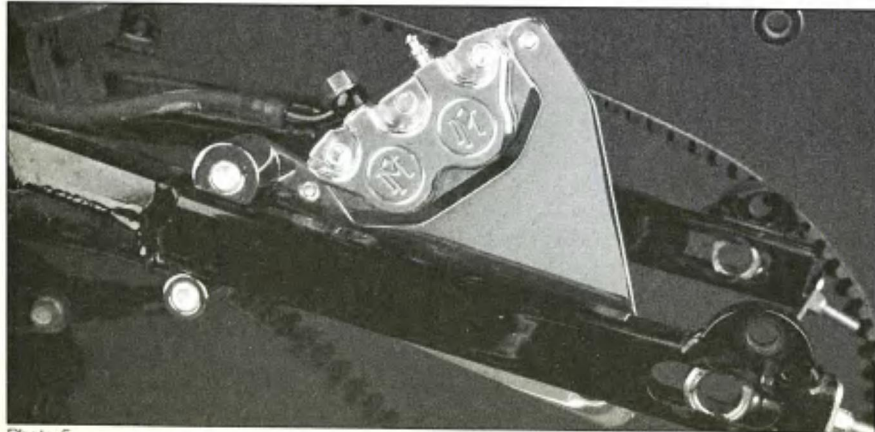


Photo 5

(photo 5), get another set of hands to assist with the emplacement. One person can do the job, but it's much easier to have someone hold the wheel while you slip the axle through, making sure that all the suitable spacers are in place. Bleed the rear brakes and you've completed the rear section (photo 6).

The front is more involved, but not much. Again, affix the rotors using blue Loctite, install the bearing spacer, the packed bearings, the seals, speedo drive, space (on opposite side), and axle. The wheel is done (photo 7). Then set up the caliper brackets (photo 8). Generally, the calipers bolt directly →

TECH TIP

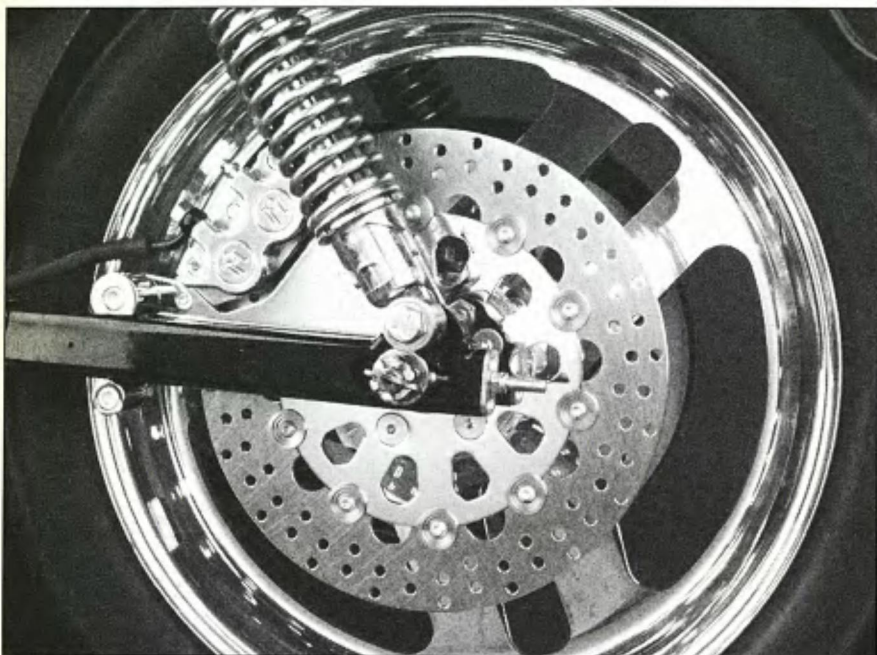


Photo 6

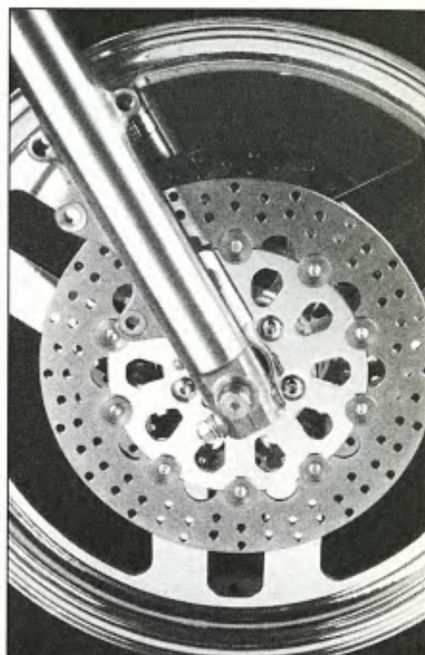


Photo 7

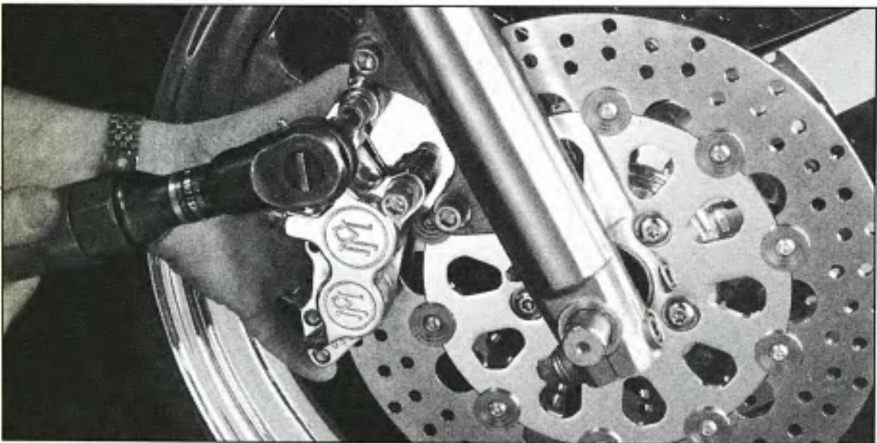


Photo 8

into place and are centered exactly on the rotors, which is important. If not, shims are supplied, to move the caliper inward, to find the center of the caliper over the center seamline of the rotor—although this is not as critical over floating rotors. For the front brakes Roger chose Performance Machine Four-Piston Differential Bore Calipers. This caliper was designed for the road racer. The four-piston, two-pad design increases the swept pad area of contact on the disc and delivers excellent piston retraction for drag-free operation. The differential piston bore size compensates for uneven pad wear at high operating tem-

peratures by applying differential forces at the leading and trailing edge of the pad resulting in longer, uniform pad wear. In addition the 137 by 4 pads are thicker than standard pads.

The dual discs calipers were connected with a Nempco/Russell stainless braided brake hose connected to the Performance Machine handlebar master cylinder (photo 9). Bleeding from this vantage point is sometimes a problem, and forcing brake fluid up from the calipers by using a small hose connected to a clean squirt (photo 10) can often push air bubbles up the hose and out through the master cylinder. Keep the

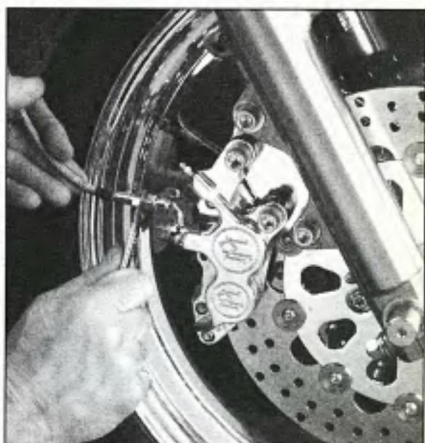
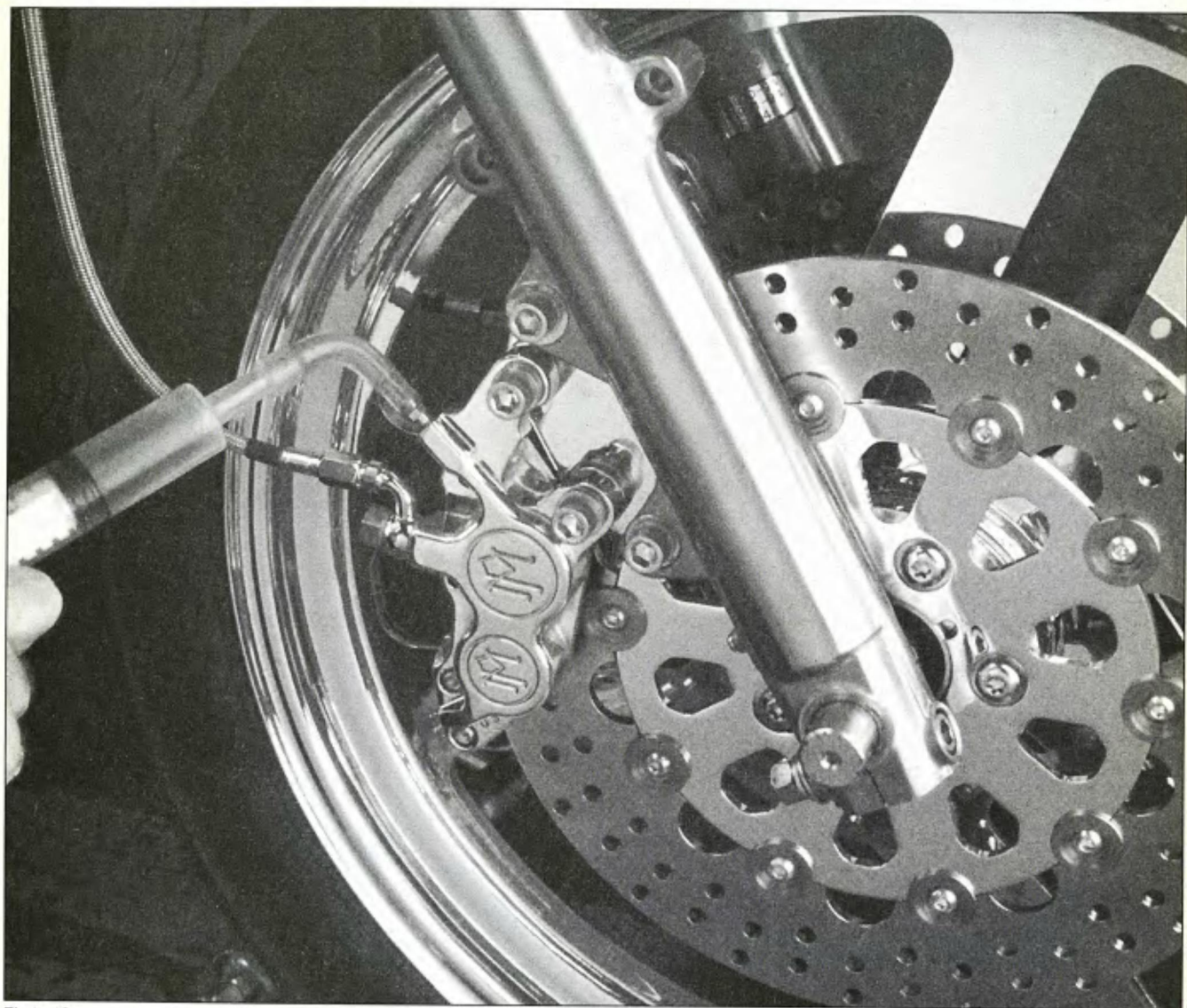
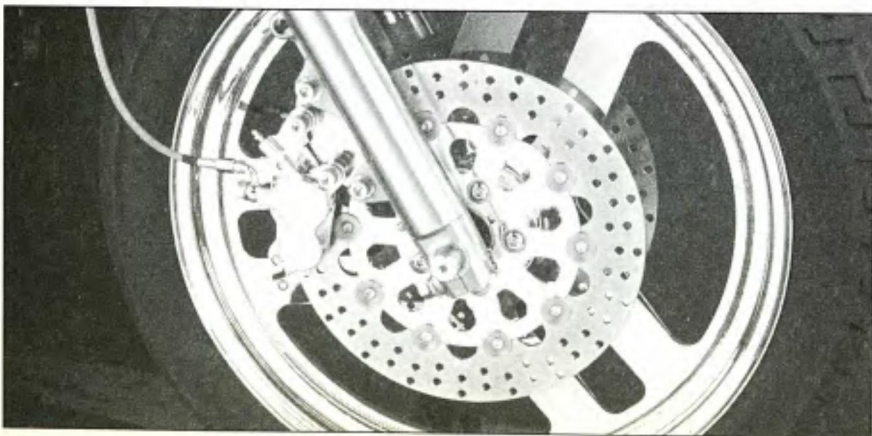


Photo 9

top fitting at the handlebar loose during this operation and something close by to catch fluid. Once the fluid is dripping consistently from the fitting after filling both calipers, tighten it. Force a small amount of fluid into each caliper with the top off the reservoir open and watch for bubbles backing into the container. Don't start pumping the lever just yet. If the bubbles persist, continue to feed Dot 5 into the calipers until the bubbles stop. At that point tighten the bleeder nipples and try the brakes. You may find that very little, if any, more bleeding is necessary. Keep in mind that air rises.



Photos: Markus Cuff, Pete Chiado



Another way to handle this problem is to unbolt the calipers and stick a file between the pads which is approximately the same thickness as the rotors. Lift the caliper above the master cylinder and begin the bleeding process, so the bubbles travel toward the bleeder nipple.

Next issue, Roger will impart his formula for 1200cc expansion to this stock 883, when we pump it up from 42 horses all the way to 85. The handling and braking aspects we've gone over on this machine this time will definitely be essential next month.

—Wrench

TECH TIP

Wide Tire Softail

Widening Your Softail Fender

You've been looking real hard at your Softail and toying with the idea of throwing on a beefier rear tire. Whether it's a passing whim or an all-out, gut-wrenching obsession, the only way you're gonna find out is by widening your Softail fender and making room for that meat-packin', pavement mauler 150-series rear skin. Before you get started, though, you might find it helpful to review the following step-by-step Softail fender-widening process used by Marty Ruthman at Hi-Tech Custom, Van Nuys, California.

Marty begins by disassembling the rear fender assembly and removing the fender. Next, he measures from the center of the lower strut mounting bolt (below seat, closest to swingarm) up the rail $5\frac{1}{4}$ inches, and marks the middle of the bend that brings the two rails inward. Marty's always careful about double checking his marks and measurements in order to avoid turning his frame into an expensive boat anchor. He uses a cloth tape measure because it bends with metal. He then cuts horizontally—level with the top of the rail (not the ground)—in order to keep both sides even (photos 1 and 2).

Next, Marty uses a special set of fixtures (photo 3) which he installs to facilitate rewelding (photo 4) the cast iron strut support back to the frame—moving each side out $\frac{3}{8}$ of an inch to achieve the desired $\frac{3}{4}$ -inch total width gain (just enough to accommodate any 150-series tire).

If you don't have a special set of jigs like Marty's, you can use your original chrome outer struts to align the inner struts to the frame to be welded. This is done by using a $\frac{3}{8}$ -inch spacer between the chrome outer strut and the frame. You'll then want to use a threaded rod at the front and very rear holes of the inner strut in order to secure it to the outer strut. Be sure to check alignment from side to side and adjust (as necessary) by moving the nuts on the threaded rod. Whether you use this procedure or a pair of special fixtures like Marty's, it is critical to make sure that both the right and left strut supports are aligned properly before welding.

Since you're dealing with cast iron,

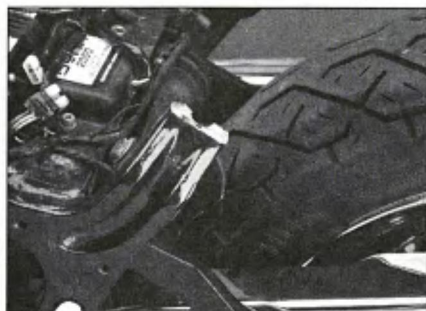


Photo 1

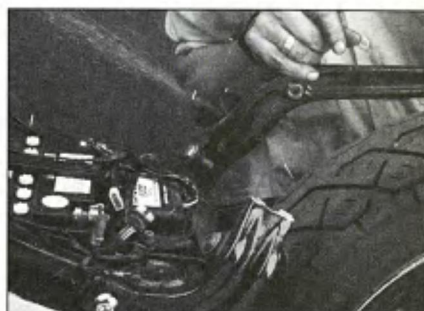


Photo 2

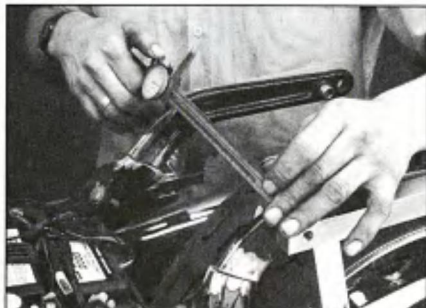


Photo 3



Photo 4

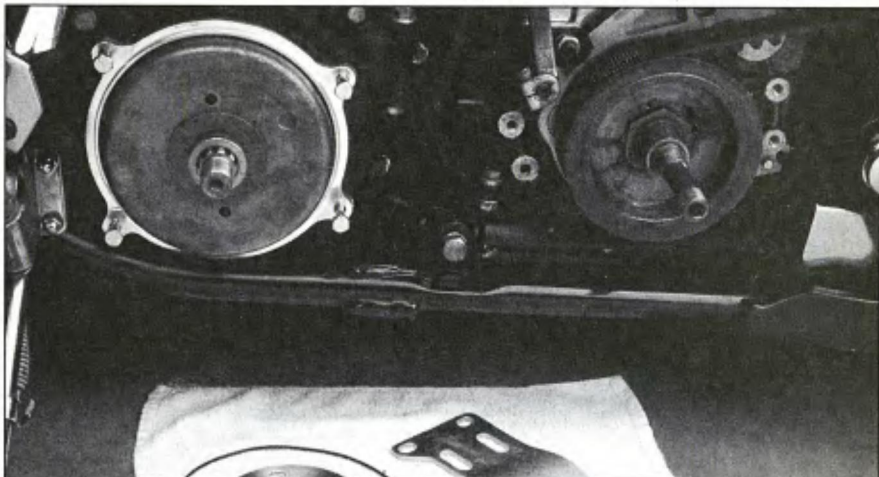


Photo 5

welding should be done with a MIG or TIG—not gas! MIG or TIG-welding is much quicker than conventional flame-welding, which means you don't have to worry about your metal's strength or structural integrity being distorted or compromised by excessive heat build-up. And if you have any second thoughts about doing the actual welding yourself, Marty recommends having a professional lend an experienced hand for this procedure.

The next step after welding is to grind the welds, particularly on the inside—by the supports—to prevent scratching the

fender when reinstalled. Also, while you're still in the grinding mode, be sure to grind down the two small tabs on the inside of each support (that had the original seat strap bolted to them); grind off approximately $\frac{1}{4}$ -inch on each tab (on the inside) for fender clearance.

Next, Marty installs the Ness Big Wheel kit (photo 5)—available through any major distributor—per Arlen Ness' instructions. The purpose of the kit is to move your transmission and inner primary over to the left so that your belt will align with the rear wheel without any interference.

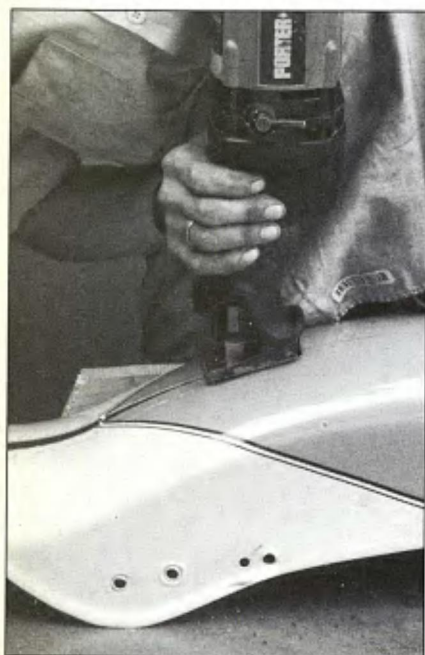


Photo 6



Photo 8

Okay, it's time to throw on some rubber. Marty recommends Avon's SuperVenon 150 by 16; he feels they're the widest of the 150s. When you're done drooling over the way all that added beef looks on the rear of your ride, you're finally ready for the actual fender widening. First, you'll want to saw the fender down the middle—from front to back—(photo 6). Although Marty uses the speedy ban saw, your Sawzall or skill saw will get the same job done (photo 7). Next, install a 3/4-inch wide by 1/8-inch thick cold roll strap of steel—or any metal of your



Photo 7

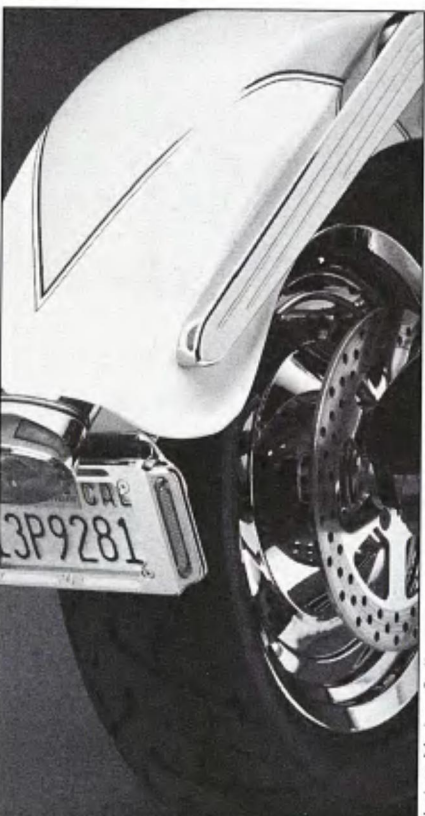


Photo 9

choice—form it to the contour of the fender (butting it to the fender, not overlapping), and clamp it in place.

Then, once you've carefully checked fender alignment from side to side and front to back, tack-weld the metal in place (photo 8), turn the fender over and finish welding the inside—metal rod, gas, or MIG are all okay to use here. If you're welding a Heritage-style fender with a taillight mount in the center, the mount will need to be re-worked; otherwise, it will be too wide for the taillight. The simplest solution is to remove the mount from the fender

prior to cutting, then re-mount it after the fender is widened.

By now, you're in one of two categories: A) You've re-worked your fender, you're happy with it and ready to proceed. B) You've created an interesting conversation piece for your fireplace mantle. If you're in category B, or if you never intended to re-work your own fender in the first place, then there's no harm in going out and picking up one of those aftermarket fiberglass jobs; either way, it's time to install that bad boy.

When installing your new, custom widened (or aftermarket fiberglass) rear fender, Marty points out that it's important to use the shortest bolts and thinnest nuts possible in order to retain optimum tire clearance (photo 9). During the actual installation of the fender, it will be necessary to space the fender struts (under the seat) 3/8 of an inch away from the frame. This can be done with either regular spacers or with Hi-Tech's Custom Frame and Fender Strut Spacers (\$98.90 per set in chrome, Hi-Tech Custom, 5931 Van Nuys Blvd., Van Nuys, CA 91401; or, call 818-901-7037). Next, check belt alignment as well as the clearance between the belt and tire. In the event that you're still slightly shy of your desired clearance, then a small amount of the tire's sidewall can be ground down or sanded off. It's *extremely* important, however, to shave no more than 1/8-inch where the tread meets the sidewall.

On the fatbob custom Softail fender, you will need to fabricate your own taillight/license plate support or purchase Hi-Tech's custom billet unit (\$145 polished, \$185 chromed). Marty recommends you make your own, if possible, due to the irregularities of fenders after being widened and welded; or, send him a template and he can fabricate one for you for the same price (one week turn-around on polish and 10 days on chrome). That wraps her up. Assuming you've crossed the threshold of merely fantasizing about transforming your once-tame Softail into a full-tilt, down-and-dirty digger, this is where some real rubber finally meets the road.

—Clay Dog

Photos: Markus Cuff

TECH TIP

From Rusty Rouge to Righteous Red

Rx For Cherry Iron

From Knuckleheads to Shovel lifter stools to big inch barrels, iron is the Milwaukee metal: tough, dense and durable. Whether ductile, nodular or cast, this metal's excellent wearability makes it widely used for brake discs, caliper bodies, cylinder liners, and piston rings. And iron metallurgy has kept pace with the times. Even in the modern all-aluminum Evo era, many engine builders choose aftermarket iron cylinders—from Axtell, Keck, Hyperformance and others.

Just one problem. Iron rusts! Without help, it turns a dusty, flaky red. Even if "protected" by oil leaks, iron goes dull and dark like a seasoned steel wok. Science to the rescue! With finishes to keep it civilized:

First, the prep. Degrease and strip the iron of corrosion, cobwebs and coatings. Sanding or bead-blasting (photo 1) or caustic soda does the trick. Wash soda off afterward (photo 2). Mask internal engine surfaces (bores, guides, chambers, etc.) first; reclean afterward.

Aluminum metal spray-coated cylinder fins on aircraft piston engines now adorns their motorcycle cousins (photo 3). A dusting of molten aluminum powder is blown onto iron, building up a continuous layer. The surface turns blue-white, emery cloth rough (photo 4). That improves heat dissipation—but hinders cleaning. Another negative: metal spray easily abrades.

Plating, usually chrome (photo 5), beautifies iron. But rough surfaces need smoothing and polishing. Otherwise, plating neither "takes" nor looks good. Prepping an intricate part consumes time and expense. One solution? Polish only fin edges and paint in between. Or, grind away nonstructural fins, judiciously, and then plate. Also, other plating like cadmium "throw" better on unpolished surfaces. In plating, parts are dipped in acid baths, causing hydrogen embrittlement, which weakens metal. And, polishing and plating lessens iron's ability to dissipate heat. Not great for heads and cylinders.

Wrinkle finish paint (photo 6) should get your vote. Its texture matches iron's finish. Spray-on cleaners work okay with it, →



Photo 1



Photo 2

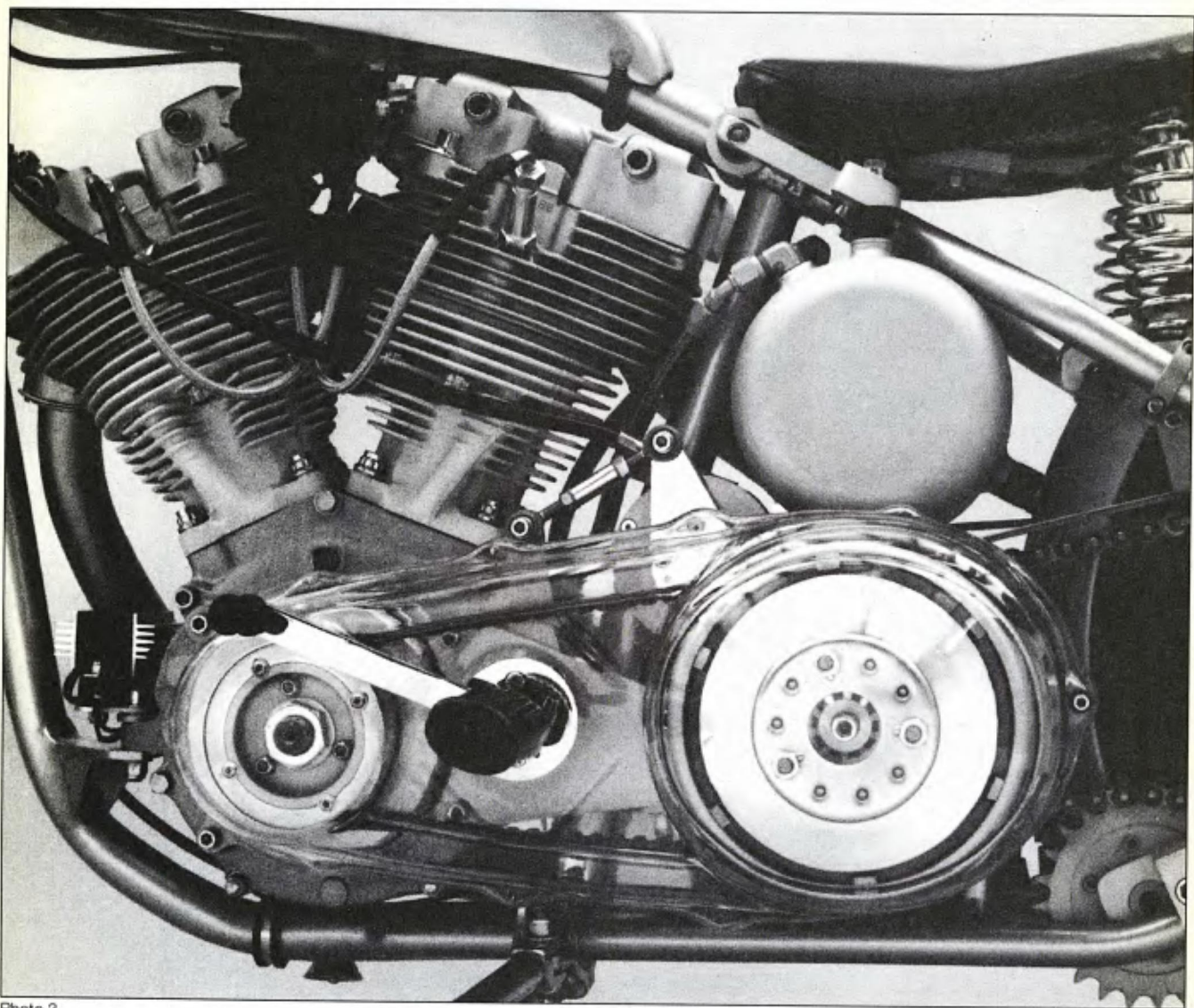


Photo 3

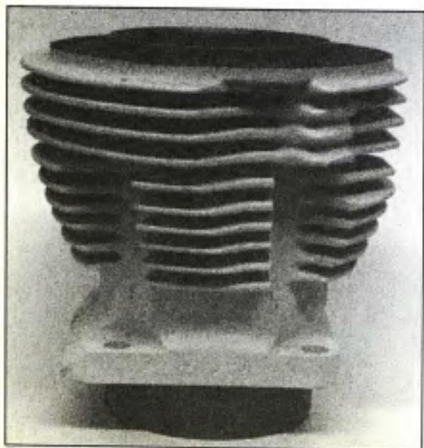


Photo 4

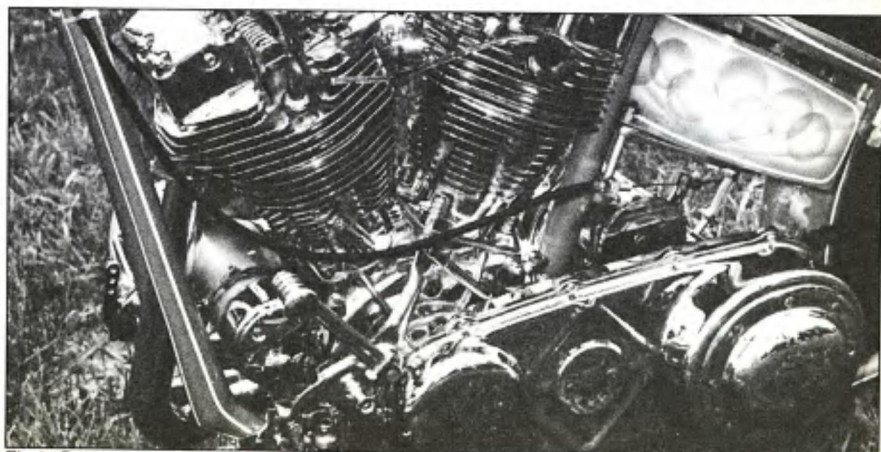


Photo 5

TECH TIP

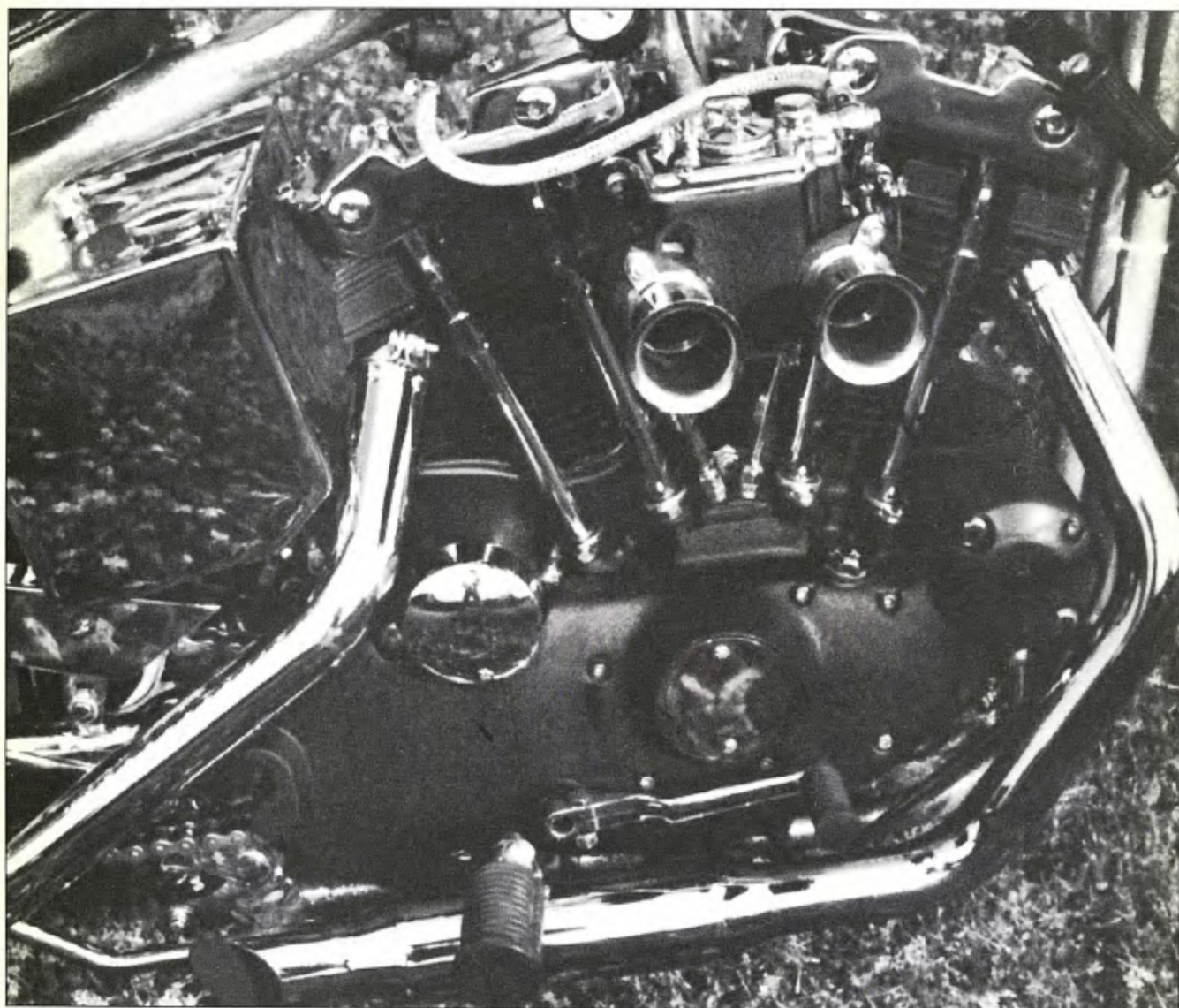


Photo 6



Photo 7

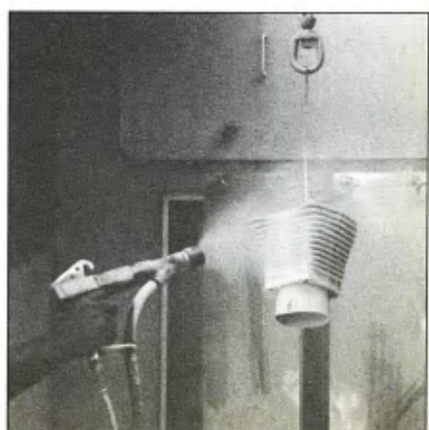


Photo 8



Photo 9



Photo 10

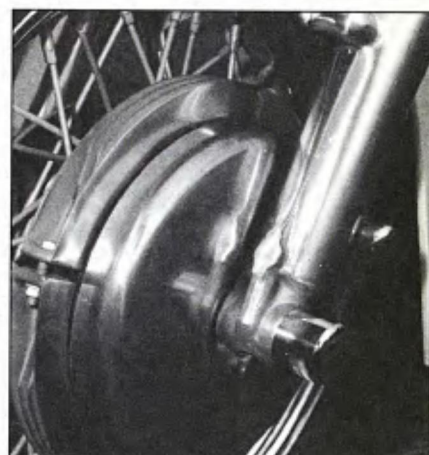
and it comes in many colors. The wrinkle effect relies on careful follow-up heating. Industrial finishers use large baking booths, but you can get excellence and economy via spray cans and a Dutch oven (photo 7). Don't tell your ol' lady! Many aftermarketers use wrinkle finish paint.

Powdercoat is a newcomer—paint virtually without solvent. A fine polymer powder is sprayed on dry (photo 8). While adhering, the powder melts/cures into a continuous film. The pros: heat resistant, durable, chip resistant, and recently, high gloss (photo 9). On the down side, the necessary electrostatic

booth and oven add a significant expense to the project.

Other paint types (photo 10) also work well. High-heat enamels let you coat alloy heads, iron barrels and steel exhausts with a single color.

Aluminum replacement is a radical, expensive cure. You can exchange iron for an aftermarket alloy part like jugs. Aluminum's greater heat expansion means "growth" in dimension-critical parts like cylinders; hydraulic lifters and aluminum pushrods help. Pre-Evolution iron lifter stools can be swapped for aluminum solid lifter stools made—believe it or not—by the factory in 1953. A



Photos: Jake

Photo 11

better choice: new billet aluminum units for '53-'84 Big Twins from Jim's Machining (805-482-6913).

Alloy muffs bring up the rear in our cure. Here's the drill. You machine off all existing rust and metal acne. Then clamp on an aluminum ring or sleeve as a disguise. I've seen cylinders and brake drums (photo 11) so treated. Some heat conduction happens. And rust is hidden, if not eliminated. It helps if you're a tool and die man.

But whatever Rx you choose, help that Wisconsin iron. And what a payback: it'll look great, last long and run hard!

—Jake

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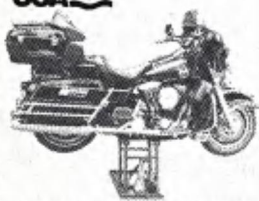
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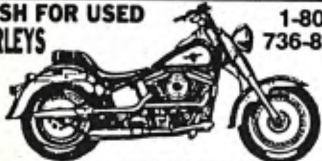
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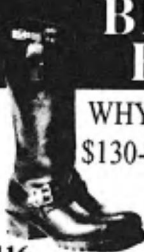
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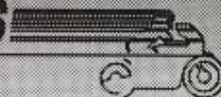
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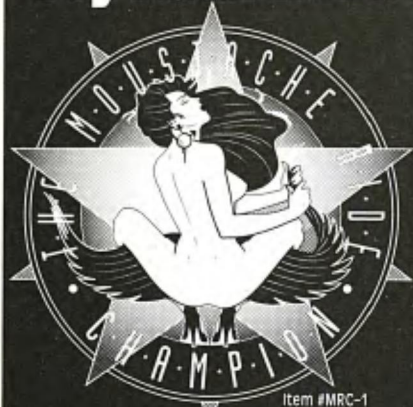
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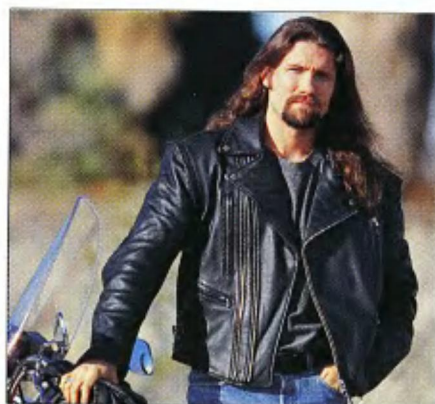
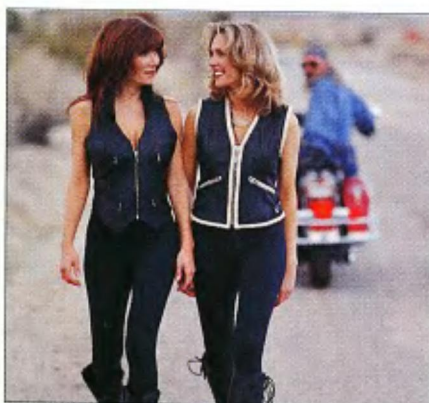
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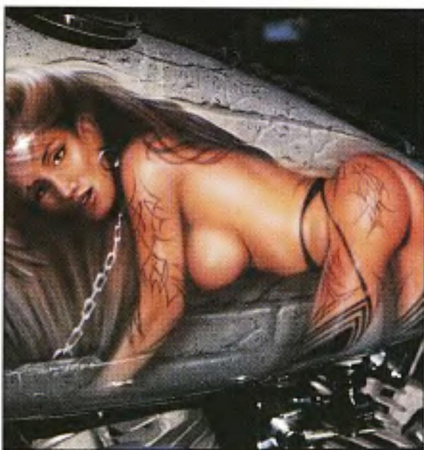
David Botto Plant City, Florida 1967 FLH

When Picture Pat first caught a glimpse of this righteous ride, he damn near tripped over himself trying to flag down the bro who owned it. Turns out that the scoot's owner, David Botto, had just finished getting some shots taken of his 1955 Panhead, scheduled to land on these pages sometime soon. The Panhead, or at least the customizing fever that David caught while working on it, inspired him to go to town on his everyday riding putt, this '67 Shovel.

When David first started working on the bike, he was thinking of just a small top-end job. That theory lasted about as long as it took to punch his motor out to 98 big inches. 'Course, our bro couldn't let that monster mill loose without its own one-off exhaust with hand-formed pipes and some extra stress bars welded to the rear of the ('57) hardtail. Those hand-fabbed stress bars were also used to run the exhaust pipe bracket and passenger pegs off of—as well as keeping those asphalt-chewin' big cubes from torquin' the daylight out of the rigid frame's rear end. But the bro was just gettin' warmed up; natch, his S&S piston-powered pavement punisher wouldn't be complete without Sifton cam and lifters, S&S carb and air cleaner, CCI risers and drag bars, all Andrews gears in the modified 4-speed, Paughco oil bag and primary cover, Eagle Iron taillight and speedo, KüryAkyn front and rear pegs, GMA front and rear brakes, Mirage mirrors, Le Pera seat, a wide glide front end, solid Sturgis rear wheel, and the crownin' touch of tank and fender artist Gary Smith, out of Clearwater, Florida.

Our bro admits to being a whole lot happier with his rigid Shovelhead since those days of runnin' her pretty much box stock and always blacker than the Ace of Spades. And when he's not out puttin' through Gator Alley on his pride and joy, you can most likely find him doing his thing as a chef back in the kitchen at the Marriott, pondering his next project while he cooks up a mean jambalaya.

—Clay Dog



Hank Hancock Cardiff, Wales 1995 H-D Streetfighter

In the quaint, historical town of Cardiff, on the coast of Wales, a place you wouldn't normally associate with two-wheeled speed, Hank Hancock has put history aside and built this ground-up H-D "Streetfighter" that challenges the sound barrier. Hank is no stranger to bikes; collecting and building custom rides in his Cardiff shop is his reason for being.

Going with the new H-D trend, which is becoming more popular in the United Kingdom, this screamer was done in the most modern way possible. With a 1,600cc Evo stroker with a performance cam, S&S carb, Crane single-fire ignition, and dual pipes of exact length for "balance," Hank's Streetfighter is poetry in motion.

As the old trend of riding Italian



machines and British-made Triumphs wanes, Hank's recent creation represents a new movement emerging in England for faster bikes built for the European roads. As Hank points out, "Now they let you go ninety on the free-ways." He was inspired by a desire to build a bike that was fast and well-braked to dispel the theory that the big Harleys go fast and can't be stopped.

Hank currently serves as president of the largest motorcycle organization in the UK. The National Custom Chopper Club brings together motorcycle riders for the purpose of advancing the sport through exchange of ideas, road rides, and related activities. So, if you're ever in England, and are passed by a screaming flash leaving a trail of dust, it just might be Hank Hancock on his new Streetfighter, racing to his favorite Welsh castle where Steve Kelly photographed the bike for this article.

—David Loco



Photos: Steve Kelly

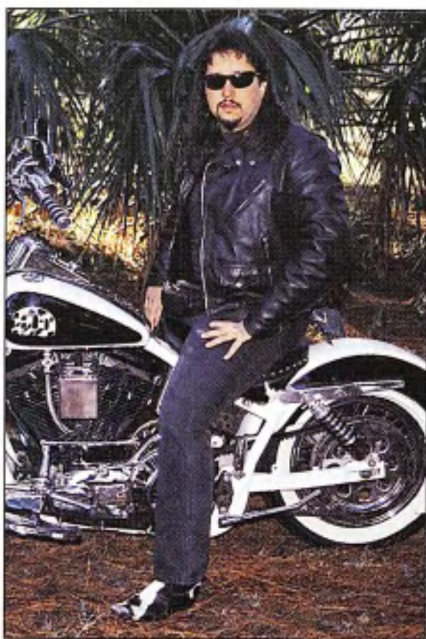
READER'S RIDE

Ron Galletti Valrico, Florida 1992 H-D FXR Pro Street

A year and a half ago, Ron, aka "Nasty Ronnie," bought his first Harley. It changed his life. Why it took so long, he says he doesn't know, but it brought a new addiction, a new respect, and a new brotherhood with, he says, "a lot of great people."

Ronnie's been riding since the age of nine, owning dirt and street machines during his early years. His new ride is as diversified as he is. Consider the variety of his daily activities/hobbies: He's the lead singer of the Florida heavy metal band, "Nasty Savage," a professional wrestler/manager, a TV producer and an artist who delves into the world of painting, pottery, T-shirts, comic strips, and more.

The bike, acquired from a friend who was in need of cash, was something



Ronnie had admired for a long time. He was attracted to the black-and-white image—possibly an extension of his heavy metal persona. These days, Ronnie shows the bike at local Nasty Savage gigs, as well as riding it on the streets of his hometown, Valrico, Florida.

The bike was built on a Kenny Boyce ('92) Pro Street frame and is driven by a 1988 Delkron-cased Evo power plant, complemented by an S&S carb and Leineweber cam. A Ness front fender and mini apes round out the look. The paint is the work of Keith's Kustom Kolor.

Now that he has a new Hog, his wife, Deb, bought a '91 Springer Softail so they could ride together (see next page).

Ronnie's always on the move, either on his bike, or putting together his TV show, which spotlights Tampa-area bikers. The show's called "Born To Ride," a title that may explain Ronnie's formula for life.

—David Loco

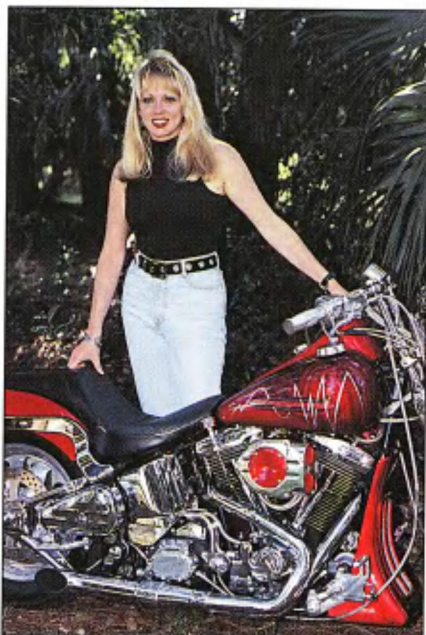


Deb Galletti
Valrico, Florida
1991 H-D Springer Softail

It got to the point that every time her husband, Ronnie, got off his Harley, Deb wanted to get on. Raised on bikes from childhood, and with a passion for riding, it was time she got her own H-D, she'd decided. She doesn't take credit for building her new scooter—it was created by Randy Deutsch—but she does take credit for knowing a good thing when she sees one.

Deb, raised in a neighborhood of bikers, as well as having a family that was addicted to riding, says, "My parents both rode, and I shared a 1965 Bennelli with my brother."

Deb is finally on her own with this candy-apple red/ultra silver masterpiece. This 1991 Evo on a lowered Softail



frame features a custom shifter, S&S Super E carb, and RB Racing pipes.

When she first met her husband they rode together. Now, they're doing it again—but on separate bikes. "Harleys are the best," she exclaims.

Her bike sports CCI bars, headlights, and taillight, Ness mirrors and front fender, and a Corbin seat. Metzeler tires on 19-inch wheels meet the ground and are stopped by a Performance Machine braking system.

Deb, who works as a customer service account manager, has to limit her riding time. "It's a little difficult to ride my bike to work wearing a suit and carrying a briefcase," she says. But weekends are fair game for riding.

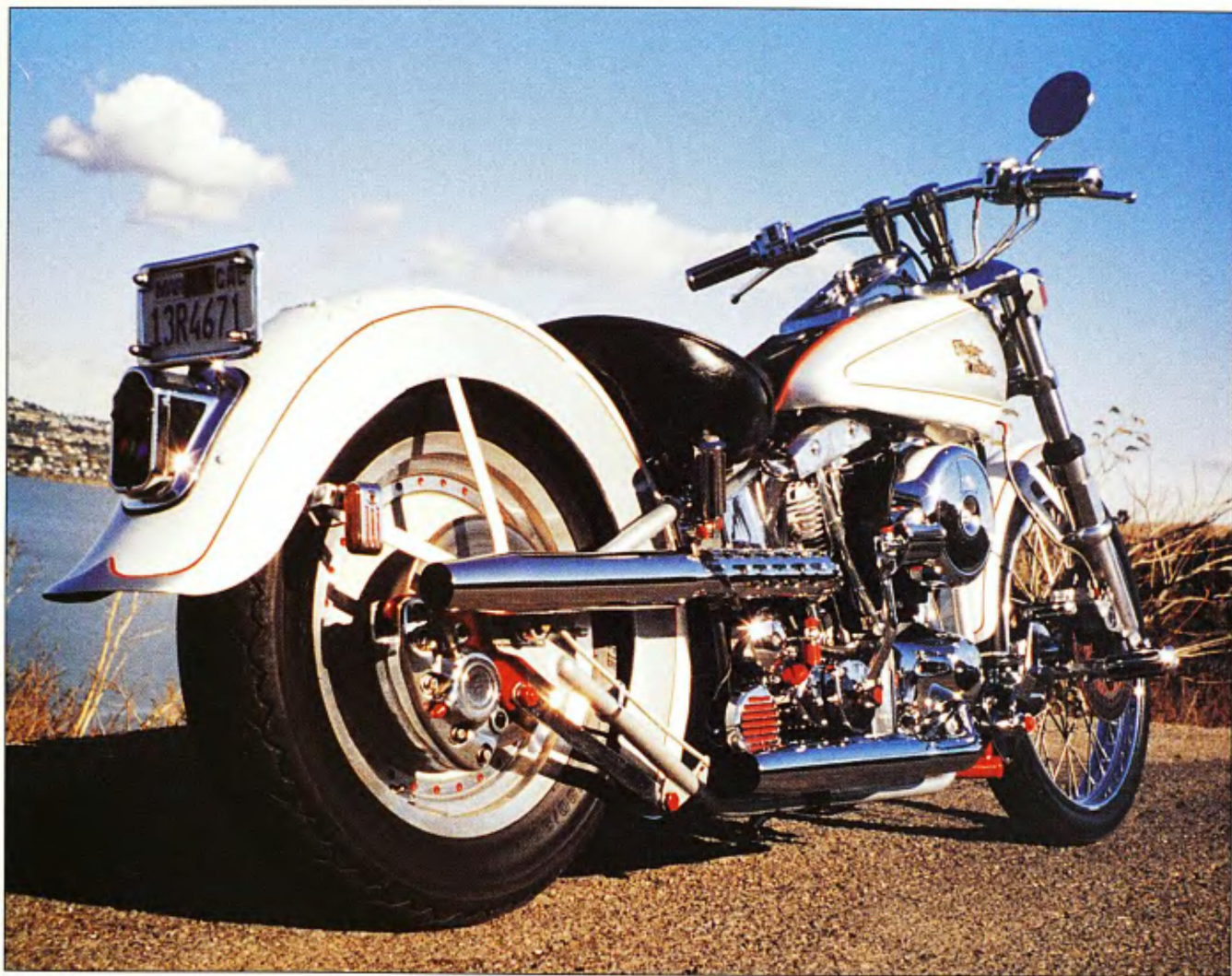
Meanwhile, her biker friends are trying to convince her to put some artwork on her lovely white arms. "I'll have to think hard about that," she says.

—David Loco



Photos: Pat Randle

READER'S RIDE



Rob Leech Rodeo, California 1988 Shovelhead

It took misfortune for Rob to get the bike he really wanted. One week into 1985, his sister died, and he needed to find cash fast to pay for the funeral. He didn't think twice about taking a financial beating on the sale of his 1979 Super Glide. It took a while for him to regroup, but today he has healed from the loss, and is back in the saddle of his new ride, "Christine," an 88-cubic-inch 1984 Shovelhead tucked into a 1990 custom Paughco frame.

Always attracted to a rigid frame,

Rob says the following about his new ride: "I wanted something different, and basically I got everything I wanted with Christine." His bike was named in honor of his loyal girlfriend, Chris, who, he says, "is all the inspiration I need."

Christine was built by "Righteous" Eddie of American Auto, Truck, and Cycle. The pearl-white/chrome-silver paint, by Doug at the same company (all the highlights and detailing were done by Rob), gives this Bay Area ride a look of class and distinction.

Rob's rigid features a solo seat that was taken off a Softail and CCI chrome. He got a bunch of S&S parts, resulting in an 88-cubic-inch stroker. She's fed by a Keihin CV carburetor and exhales by way of

2 1/4-inch shotguns—with no restriction. "I just love setting off car alarms!" he says, laughing.

Meanwhile, Rob's ride has evolved into something he has always dreamed of owning. Riding daily and cruising leisurely through the rolling, vineyard-flanked roads of Northern California's pristine wine country, is his idea of a good time.

It is said: "Cleanliness is next to godliness," a dictum confirmed by people who know the bike named Christine. "One guy said it was the cleanest Shovelhead he had ever seen," Rob brags. Anyone who sees this spotless sled has to agree.

—David Loco

Moggie Lopez Santa Ana, California 1960 H-D FLH

Moggie Lopez fell in love—with a motorcycle. "The fenders turned me on," he says about his first impression of "Flash II," his 1960 FLH. After seeing a photo of this hybrid scooter on a calendar, Moggie knew he had to have it—regardless of the price.

The history of this smooth-looking ride is unique and stems from a recreation of Flash I, built by master craftsman Spin of Anaheim, California. "Moggie saw the first one, wrecked, and he told me to build him another just like it," explains Spin. Offering a 1953 Bentley and a wad of cash was not enough to purchase Flash II, but that didn't stop Moggie.

"I worked my fingers to the bone to get it," he says.

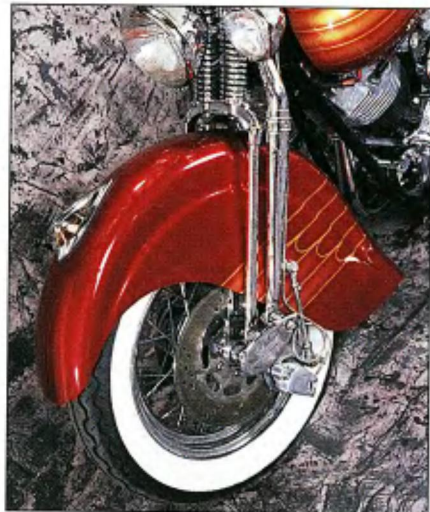
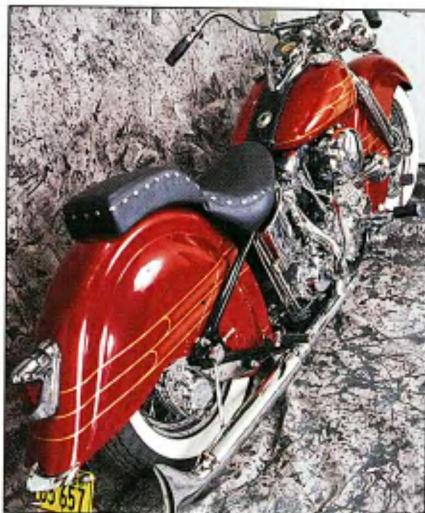
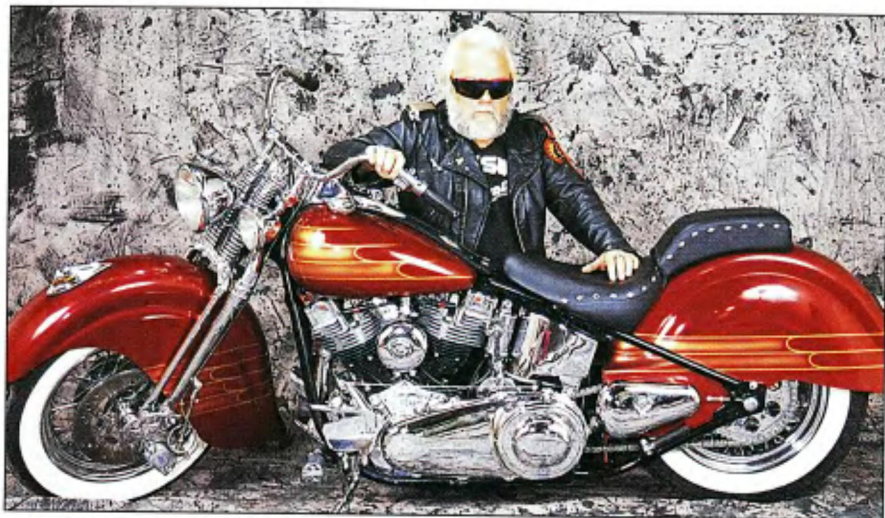
Flash II was built "right," using the finest high-tech parts—lovingly assembled. The motor is a polished and plated 74-inch 1960 FLH with jockey shift. Featuring disc brakes and single-fire Blue Arc ignition, this Pan/Shovel is the rage of the Santa Ana streets, where "I ride it on warm summer evenings," Moggie says.

With only 500 miles on the scoot, he says, "It's barely broken in." Detail is the focus on this classic ride, as well as the image it creates. The eye-catching fenders were hand-fabricated and adapted to fit the H-D frame and, along with the hard stainless plumbing and reference points drawn from the Indian, make Flash II something truly special.

"I always liked Indians," says builder Spin, "and transformed the look to the Harley."

With painstaking reconstruction of the rear end to accommodate the chain and modifying the fenders to fit, Flash II is a bike bent on turning people's heads. The paint brings the bike to reality using a special DuPont space age mixture. With candy, brandywine over gold exterior, Moggie says, "People break their necks to look at it."

—David Loco



Photos: Spin

READER'S RIDE

John "Spokes" Tatro Edgewater, Florida Custom Trike

Spokes is as much a never-say-die brother as you'll find anywhere. After serving in Nam during 1969 and '70, where he put in over 800 combat flight hours as a flight engineer on a CH54 "Super Hook Sky Crane," Spokes—having survived getting shot out of the air a few times on that war-torn chopper—looked forward to returning home where he could ride something a little closer to earth. But it wasn't long after Spokes had been back in the States when a single vehicular motorcycle accident paralyzed him from the chest down.

That kind of tragedy would be enough to kill the spirit of almost anyone. But Spokes is made of a different mettle than most; no sooner was our bro out of the hospital than he was back chasing his three passions in life: hunting, fishing, and motorcycling. A couple serious 8-pointers mounted on his wall attest to his hunting skills. And when it comes to fishing, Spokes has his own bass boat on which he invites other disabled bros to compete in PVA (Paralyzed Veterans Association) national fishing tournaments—something Spokes helped launch in order to help remotivate disabled vets, and to have fun. But the real rush in Spokes' life comes from riding his righteous trike.

Spokes' righteous trike started out as a 1979 Low Rider basket case, which he wanted to build into something "low and nasty with plenty of guts and a wide wheelbase for maximum performance and stability." He took the tired sled to a bro who builds Winston Cup cars and hired him to chop everything from the frame's centerpost on back. As both an experienced aircraft wrench as well as being the first bro in a wheelchair to go through AMI ('79), Spokes knew the secret to any street trike is to achieve the lowest center of gravity possible. After lowering the "half-breed rigid" down to 3 1/2 inches of ground clearance, Spokes took out the motor and tranny, threw them in the trunk of



his Buick, and hauled them up to Tech Cycle in Gill, Massachusetts, where Danny Trenholm got busy installing Andrews gears, S&S big bore cylinders, 8.75:1 compression pistons for longer life and a more negotiable power variance, S&S wheels (he rebuilt the stock rods), VelvaTouch lifters, titanium nitrate valves and, in short, all the trick shit that makes fourth gear a serious rubber burner when at the

mercy of 93 cubic inches of S&S stroker motor.

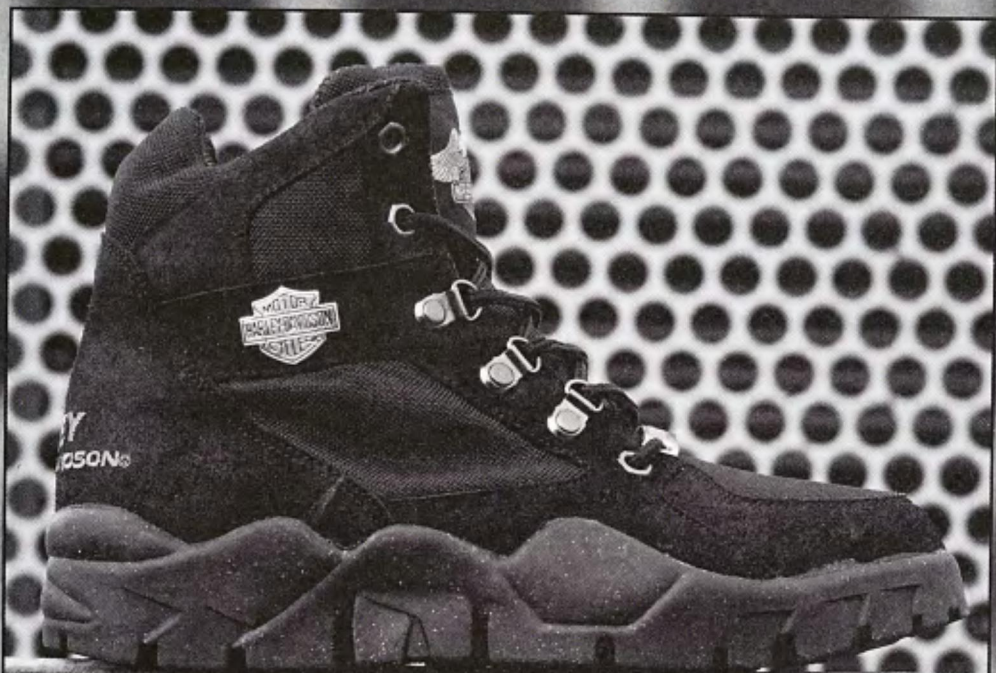
Spokes devised his own one-lever-pulls-all-brakes system (dual disc in front is a must) which, among other helpful tips, Spokes is glad to pass along to other disabled brothers looking to modify a street trike of their own. Contact this righteous bro by writing John "Spokes" Tatro c/o PVA/2711 S. Design Ct., Sanford, FL 32773.

—Clay Dog

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IRON THUNDER

What's the color of love and how should it be shown? For some, it's hot yellow, scorching a sun-drenched road on a custom 1972 XLCH Sportster. "My husband built it for me," says a smiling Jolene Bushey. →







Builder Dan Bushey owns and operates Iron Thunder Custom Cycles of Acton, California, which features stock and high-performance motorcycles. He created this unique look on a junior Hog by using years of accumulated imagination in building custom rides.

Although the bike was featured in an 1987 *Easyriders* issue, Dan says it didn't look the way it does now. "I've since replaced every nut and bolt on the bike, and re-chromed everything," he says. "I wanted to do an updated version of a Sportster."

The original bike was Ron Santee's





first Sportster project. Since its original conception, the bike has changed hands several times and now comes to us as this thundering custom ride, whose credentials include show trophies as well as a hot reputation. Recently, this extraordinary Sportster captured first place honors at the Canyon Cruise for Kids in Newport Beach, California, and a recent second place (Sportster Class) at the *Easyriders* Bike & Tattoo show in Pomona, Calif. What Dan likes about the bike is that "it really doesn't look like a Sportster. People think it's an FXR when they first see it." →





Built on a 33-degree raked Santee frame, the new facelift includes 3½-gallon fatbob tanks with flush-mounted caps, Ness fenders, Bartels' mufflers, custom Iron Thunder pipes, and a sleek Ness digital dash and cover. To create the power and torque that make your face turn to rubber, Dan went completely through the engine producing a 1,000cc power plant using single-point ignition, Nempco .050-over pistons, solid lifter H-D cam, and a Dell'Orto Ferrari carb. Special modifications include custom-built left-side forward controls.

Additions like braided lines, stainless and polished aluminum plumbing, along with the

outspoken sun-yellow paint job, produce a look you can't get enough of.

"It was my idea for the color and flames," says Dan, "and Santini Paint did an awesome job bringing it to reality."

To create the Pro-Street image, Dan added the big Metzeler rear tire and complemented the bike with diamond-spoke wheels and stainless brake rotors—creating a ride whose mere presence demands attention.

Blistering the wide open roads around Acton on her newly restored Sportster, Jolene Bushey says, "For sure, yellow is truly the color of love!"

—David Loco

Owners:Jolene & Dan Bushey

City:Acton, California

General

Fabrication:Iron Thunder

Year and make:1972 H-D

Model:XLCH

Chroming:Joe's Plating

Engine

Year:1972

Model:Iron Head H-D

Rebuilder:American Motorcycles

Ignition:single-point

Displacement:1000cc

Lower end:H-D

Pistons:Nempco .050-over

Cases:H-D

Heads:Iron Head

Cam:H-D

Carb:Dell'Orto

Pipes:Iron Thunder

Modifications:Pro-One air cleaner,
Bartels' mufflers

Transmission

Year:1972

Modifications:rebuilt, left-side
shifting

Painting

Molding:none

Painter:Santini Paint

Color/type:yellow/PPG urethane

Special paint:raspberry flames

Frame

Builder:1987 Santee

Type:swingarm

Modifications:33-degree rake,
1/2-inch stretch

Accessories

Bars:Santee/drag

Fenders:Ness

Headlight:Ness

Tailight:Ness

Speedo:Ness/digital

Pegs:CCI

Gas tank:3.5-gallon fatbobs

Oil tank:custom

Seat:Le Pera

Mirrors:Ness

Grips:Ness

Forks

Type:widened narrow glide

Modifications:2 inches over, widened
triple trees

Wheels

Front:21-inch, Santee hub,
Metzeler, Santee brake

Rear:16-inch, CCI hub, Metzeler, CCI disc

Photos:Silvermoon

COMING AT YA

Easyriders®

The **September** issue is guaranteed to singe your mits and steam your saddlebags with more sizzling scoots and wild, wanton, and wayward women than you can shake a compensating sprocket at. This is our snooz-ya-looz Camping Special and Insurance Buyer's Guide issue, combining a close-up look at the latest on insurance coverage for today's scooter jockeys, along with camping road tips that'll keep your pup tent standing tall and proud. We'll also bring you V-twin vestiges of a perfect riding season with full-blown coverage on the Laughlin River Run. And don't miss our usual slew of kick-ass bike features, including the intimate details behind Randy Aron's show-stopping '59 Pan, "Elvira," and be sure to witness the unveiling of some of the hottest new tech tips blazing a trail across the cutting edge of tomorrow's scooter-sphere. Don't miss it! *On sale July 27*



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*



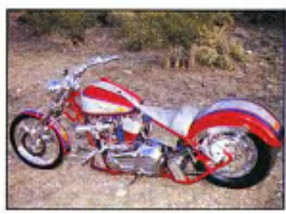
The **September** issue of *In The Wind* is our Daytona Special. We're talking more mouth-watering, bikini-clad mamms and motorized mayhem than you can wag a willy at. Yessir, the smell of lotion and sea breezes mix with sultry nights and flowing suds to prove once and for all that life's a beach at 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*



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*



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 now*



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AMI, Inc.	121
AML	11
ATT	GS
ACCEL	3
Aims Fog Hollow	43
American Century	GS
Amp Research	GS
Ancient Art Tatto	GS
Andrew Prince	GS
Andrews Products	25
Arlen Ness	114
Art Brass Plating	GS
Atlantic Records	111
Avon Tires	3
Barnett H-D	GS
Bill Ley	136
Blitzkrieg, Inc.	GS
Body Basics	GS
British Cycle Supply	GS
Brown Warrior	GS
BSD Ent	GS
Cal Products	GS
Canyon Run	29
Chrome Specialties	113
Coastal Scales	GS
Continental Tire	115
Custom Chrome	7, GS
Cycle Works, Inc.	121
D&L House Of Leather	GS
Dennis Kirk	37
Doc's M/C Parts	140
Drag Specialties	C2, GS
Dyna Tech Ignitions	GS
Earl Small's H-D	GS
Easter Seal Society	105
Galactic Comm.	GS
Graven Image	GS
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Harley-Davidson	10-11
Headwinds	GS
Hippy's M/C Parts	GS
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Island Riders, Inc.	GS
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Lake Shore H-D	21
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M/R Cycles	GS
Matul Import	GS
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Mega Buik	GS
Mellon Resources	GS
Mike Corbin	65
Motorcycle Events	GS
Motorcycle Mech. Inst.	35, GS
Mr. B's Lifestyle	GS
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Nemco	49
Nostalgia Cycle	23
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**June 9, 10, 11
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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)

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