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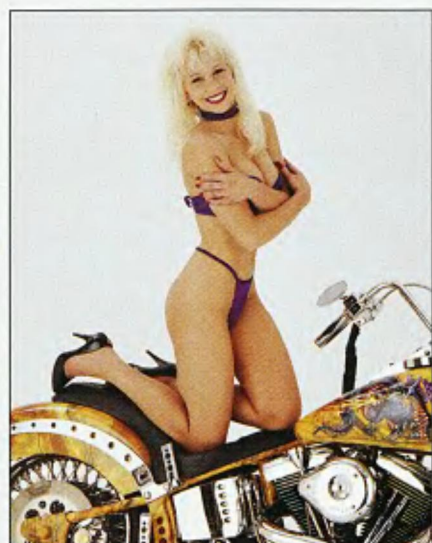
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ENTERTAINMENT FOR ADULT BIKERS • NUMBER 267 • SEPTEMBER 1999



Cover photo of Stacy Lyn with Chuck Butler's 1994 Softail "Wide Drive" by Raiko Hartman. Cover imaging by Rhonda Clark. See feature on page 94.

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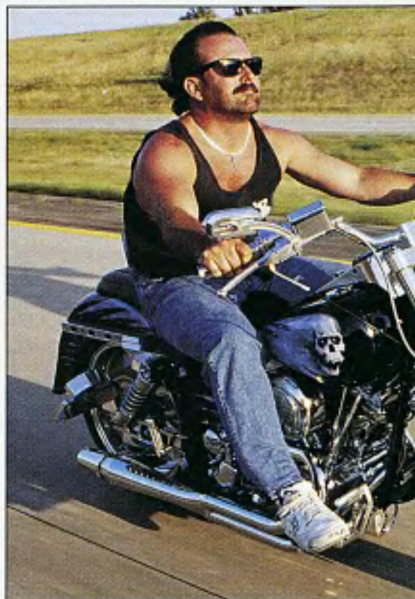
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TAKING IT EASY

Here's another medical paper against too much drinking. A doctor just reported that if you drink as many as 30 drinks a day, your brain can shrink. Some of the signs of a shrinking brain are memory loss, double vision, and loss of balance. Another finding said that drinking eight brews a day can also shrink your brain, and shrinking brains occur mostly in Australia. I wonder what they drink down there. What am I missing?

He was serving a 10-year prison term when he broke out. He was reported breaking into a vacant house. When the cops arrived, he pulled a knife. A negotiator was called in who talked the thief into surrendering. What did it take to get him to surrender? A big, very cold Pepsi!

He had to come up with a job where he could earn some money. He got it! He'd conduct tours of morgues. And he did just that—for three years—before he was caught. He let his tour participants touch the bodies and showed them photographs of an autopsy and murder scenes. His charge was \$8 per head for the 90-minute tour, and it got him 40 days in the clinker.

She was on a jury, and during a break she went to the can. Before leaving she stopped to wash her hands and put in her contact lenses. She reached into her bag to get the lenses. But wait! She grabbed fingernail adhesive instead and stuck her eyelids together!

A 24-year-old stripper had huge tits. Her measurements were 115 inches, DDD, and her waist was 22 inches. Her tits looked like bowling balls on her small frame. Of course she'd had a tit job so she could become a stripper. Her earnings were \$418 to \$700 a week. She claimed a \$2,088 deduction on her bowling-ball-sized tits for depreciation (the wear and tear on her body from hauling the big muthas around). She was off balance and fell a lot. The Feds allowed the deduction!

Now here's a real problem. He dropped a brush into a toilet. When he went fishing for it he accidentally flushed the toilet, and as the brush started to disappear, he went after it. His right arm got stuck, and it took two hours to get it out.

Here's a strange one. He skinned his deceased 380-pound wife to make himself a cloak with her skin. "It makes me feel she's still close to me," he said when asked why he did it. He can only wear the "pelt" in his own house or at a friend's house. The cloak was treated with special oils to keep it from drying out. This happened in Bangladesh.

An inventor in Brazil invented a car that runs on an inexhaustible fuel—especially for beer drinkers. The car is designed to run on human urine. You can get up to 28 mph on just a pint of piss!

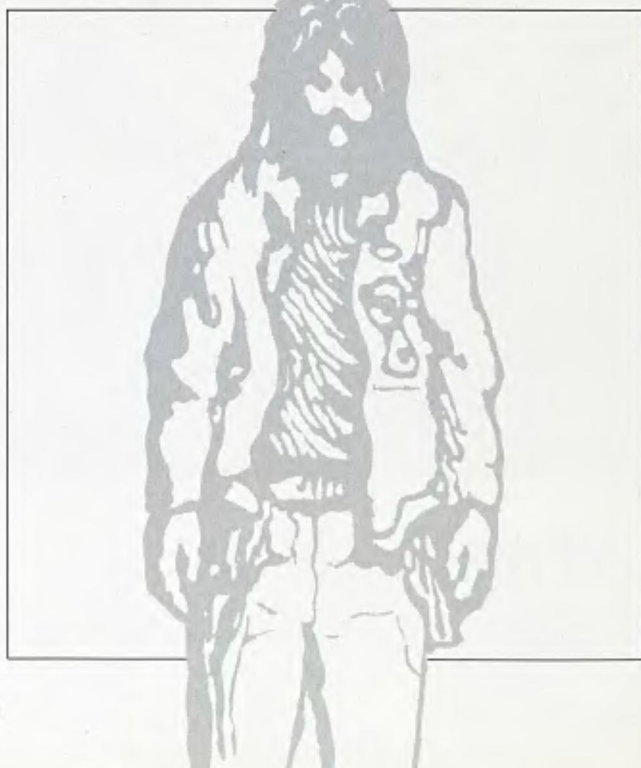
They found a stone baby inside a 90-year-old woman. It had been dead inside her for about 60 years, and it happens in about one out of 250,000 cases. A dead baby calcifies in a woman over time. So you'd better keep track of things!

A big-breasted bully forced her mild-mannered husband to clean the house and watch over their three children by whipping him. The woman admitted to the police that she had

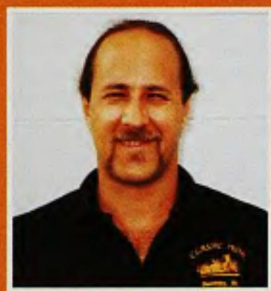
enslaved and beat him while watching television and eating candy. The police arrested her for assault and false imprisonment. Maybe some of you guys can see daylight ahead. This poor sap got into an argument with his girlfriend, and he doesn't know how but he found himself tied to a chair. So what did she do? She beat the living shit out of him—with a dead chicken. She didn't know if it was fresh or frozen!

Men are driven to brag about their ability to drive better than women. Fifty percent of the men claim that their driving ability is "excellent" as opposed to 34 percent of the women rating themselves that high. Eighty percent of the men consider themselves better than most drivers while 34 percent of the women do. Thirty-six percent of the men say they drive faster than the speed limit, and 70 percent of the men say they use the seat belt—when they're in the front seat. I don't know why the news items didn't give the women's percentages in the last two items.

Talk about bad luck! In 1984 this carpenter almost electrocuted himself. He was in a coma for several weeks and was permanently disabled. He sued the company because they had hired an unlicensed electrician. The first lawyer he hired was disabled. The next two died while waiting for the trial to start. Then his wife left him shortly after the accident to marry her lawyer! He had to constantly wear a canister of oxygen and had to take 42 pills a day! In addition to heart trouble, his liver is failing, he suffers from depression and agoraphobia (a fear of open spaces). In 1986 he lapsed into another coma and then his car was demolished while parked at the curb in front of his house. Now his insurance company wants to cancel his benefits—and his landlord is trying to boot him out of his apartment! "There's always hope," he said sadly.



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W-h-a-a-a-t?

What the hell do people skin diving and being pulled by a boat have to do with a Florida Keys poker run (May '95 issue)?
Rock
Eugene, Mo.

Not much.

Needs Your Help

I have a 1947 74-cubic-inch H-D and have not been able to find a catalog on it. Here in Cuba things aren't easy to get. Any help would be much appreciated.
Jesus Perez
P.O. Box 5093
Havana 5 Cuba 10500

Try M.F. Egan's: P.O. Box 688, Santa Paula, CA 93060; (805) 933-1557.

Where's Missouri?

What the hell happened to Missouri in the "Exotic Dancer Guide" (May '95 issue)? Ain't the tit bars good enough in Missouri for the rest of the bros, or what?

I live in the southwest part of the state between Springfield and Joplin. There are about five bars in Springfield and one or two in Joplin. But I think the best one is in Carthage. It's called "Dimples Exotic Dancers and Juice Bar." It's great. If anyone would like to stop by at Dimples, take Hwy. 96 West from 39 and 96 Jct. It's about 30 miles. Once you get to Carthage take 571 N and keep going till ya pass the outer road sign and hang a right.

Hope you guys know you pissed off a lot of bros in the state of Missouri.
Freight Train
Mt. Vernon, Mo.

Thanks. We won't miss 'em next time.

Alive and Glad Of It

In April, while riding to the local H-D shop here in Florence, a car pulled out in front of me. I knew I was going to hit her. I heard the impact and felt serious pain in my right leg. The bike skidded to the left, was hit by another car, and I landed in the shoulder in the opposite lane. I broke three bones in my right foot and broke my left shoulder. The shoulder is pinned back together with a steel rod and 14 steel clips.

The local H-D shop heard about it. I got a new helmet, four T-shirts, an Easter basket, and a new copy of *Easyrider's*. It's good to be alive and to be loved. If you could print this, along with my address, my friends up north will see it. I'd be grateful.

Jeff "Utt" Bataille
4431 Langston Rd.
Timmonsville, S.C. 29161

Are We Blinded?

Regarding the *Easynews* article "Blinded By The Lights" (April '95), you must be blinded by something already, or maybe it's the subscribers who are the ones blinded by magazine publishers who don't remember (or know) the stand your magazine and real bikers have taken on day-

time lights. What happened to the true stand you had on this in previous issues, where the actual results of daytime lights were revealed? I'm referring to the following:

1. Studies show that vehicles running daytime lights cause drivers to stare at the lights, making the vehicles appear to be traveling slower than with lights off, thus increasing the chances of a cager pulling out in front of a biker.

2. Everyone forgets about the light on the other end. It is very difficult for anyone to tell the difference between the tail and brake lights when lights are on in daytime, especially in bright sunlight—increasing the chances of being rear-ended.

3. Always running lights causes unnecessary wear/drain on electrics, and vehicles rigged to start only with lights pose more of a chance of electrical problems.

The bottom line is that lights should be used the way they were meant to be used: in low light conditions—darkness, fog, etc. The author of that article was right only on one thing: Everyone should try to stop this "lights on all vehicles all the time law," because the same reasons I gave for bikes apply also for other vehicles. As for the author's remarks regarding the motorcycle law, it is not "sound research," "common sense," "intelligent legislation," nor a "real safety measure!"
Charles R. Warden
Lakeside, Calif.

Our feelings are the same as always regarding lights-on legislation, but it is now a federal safety standard. Consequently, all new motorcycles are built with the lights automatically on. For now, we have bigger fish to fry, but if the opportunity ever comes up, we'll go after it again.

A Female Wrencher?

I'm a female incarcerated in Florida. I'm registered at AML to take H-D mechanics once I'm out. I've started studying in here.

I have a friend who's built and sold bikes for most of his 60-some years. He told me that I need to get my mind off Harleys because no man, especially in Florida, will let me work on his bike. Now, bros, I've gotta know, is that true? Give a sister some hope for her time of freedom!
Squeakaroo
Lowell, Fla.

You can tune me up anytime.



He Knows Everything

I'm a long-time rider of older Harleys, and this is the first time I've ever seen stars next to a set of 1948 case numbers. I'm referring to the so-called Pan/Shovel on page 130 in your June '95 issue. The bare bones fact of the matter is that this is an early Shovel motor (1966-69). Anyone who knows anything about anything can tell just by looking at the right and left cases.

The Heathen
Winfield, Ill.

Writes Us At Last

Y'all finally got me to do something I've been saying I was gonna do for all the 15-plus years I've been reading your mag.

It took a few months to get used to the new format, but it grows on ya.

Another comment: Where do you get the awesome foxes? Here's a standing marriage proposition for Julie from Ohio. She and all the ladies in the May issue are the most awesome babes ever. Girls, I'm single, damned good-looking, and financially secure. Any of you ladies write to me at:

Tommy Dee
P.O. Box 76
Springfield, Ohio 45505

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

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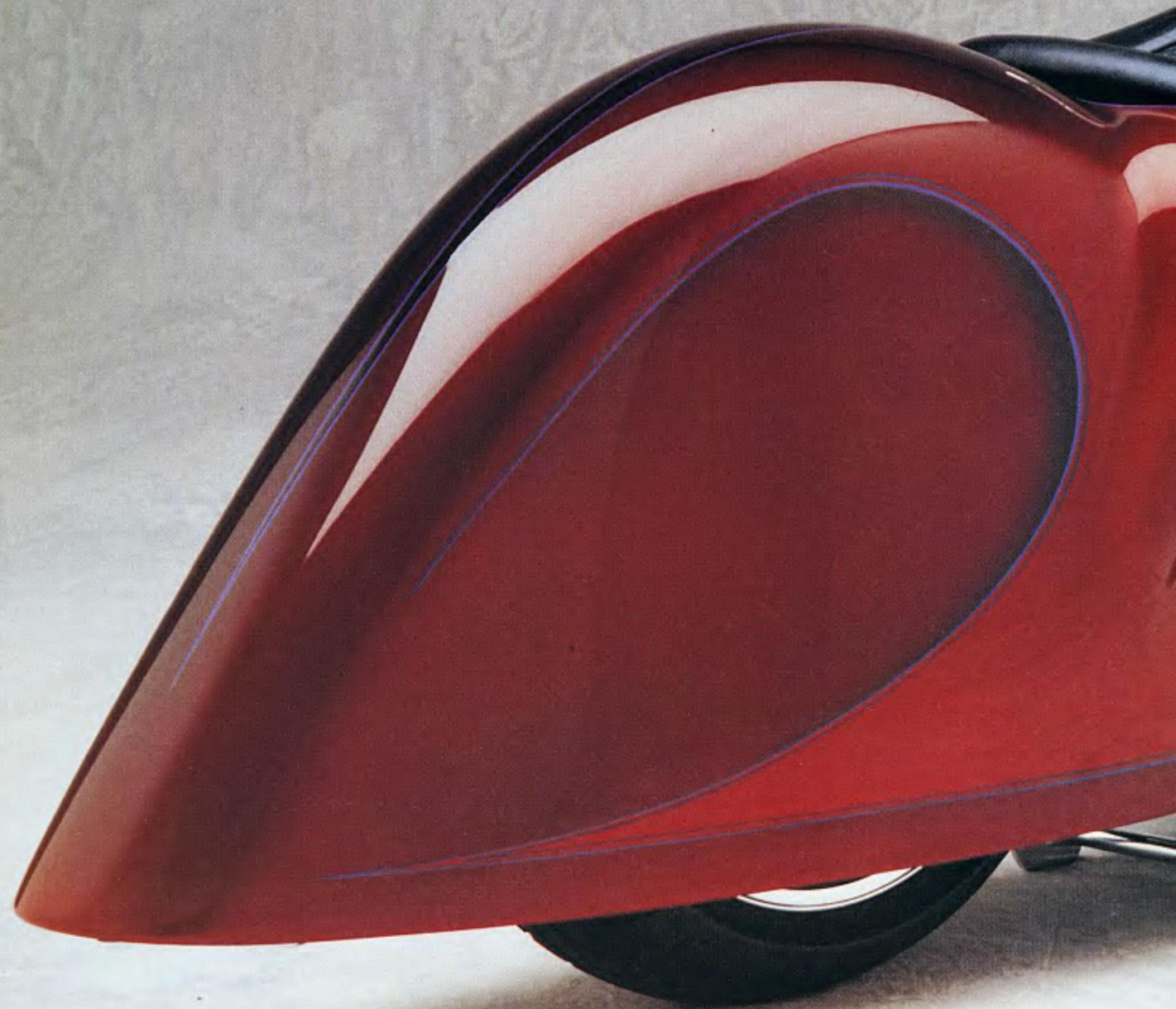


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SWEET IN THE FOOTSTEPS OF A LEGEND INSPIRATION







"I had a couple of pictures of a Bugatti," says Wink Eller, owner of the poetry-in-motion masterpiece shown here. "I wanted to build a bike with fenders like that."

The Bugatti was designed by Italian automobile legend Ettore Bugatti, whose creations were so special that he once seriously considered restricting sales to those of royal blood. Although he died in 1956, the bigger-than-life Bugatti legend has continued. In 1994, for example, a measly \$370,000 allowed you to drive away behind the wheel of a new Bugatti EB110, featuring a 553hp V-12 engine, boasting five gear-driven,

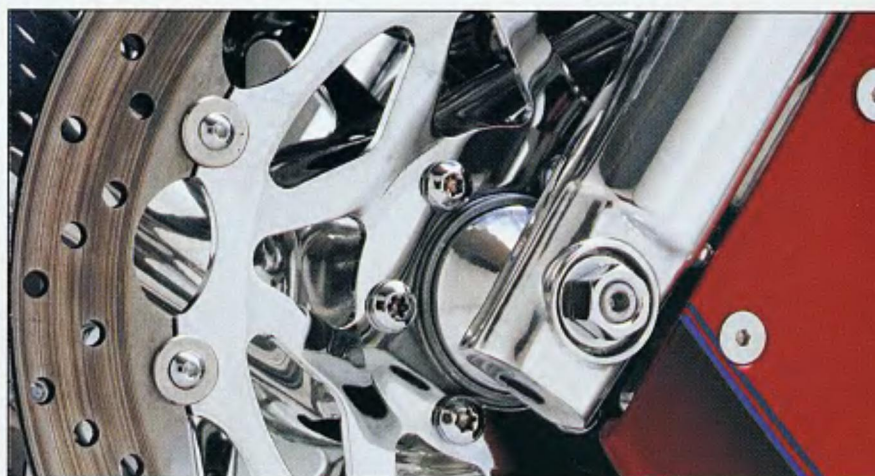
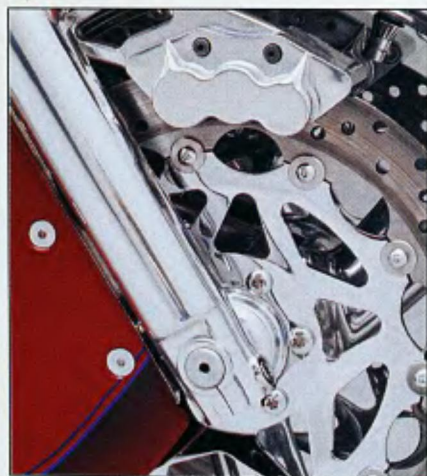




double-overhead cams, 60 valves, and four turbochargers. The car's eye-torquing body was constructed of Nomex honeycomb, sandwiched by carbon-fiber-reinforced plastic beneath an aluminum skin.

Well, one thing is for sure—no one will accuse Wink of setting easy goals for himself.

Eller also owns Wink's Custom Cycles in Santa Ana, California, where most of the work on this aerodynamic head-turner took place. The accompanying chart readily demonstrates that Wink made plenty of custom improvements to →



the bike's mechanical components. But it's the unique fenders and body panel, along with the stunning paint job, that make jaws drop wherever this bike appears, including this year's *Easyriders* Bike and Tattoo Show in Pomona, California. The tasty custom took Best of Show in the Specialty Class competition.

"Everybody at the show looked at the back body panel and the centerstand, and figured you couldn't really take the bike out on the road," Wink says. "The centerstand keeps the profile—the bike looks like it's going a hundred standing still. But it doesn't sacrifice roadability for dramatic

design. I took it on the Laughlin Run in April—leaned it over through the canyons, rode it down into Arizona, you name it. The bike handled perfectly. In fact, I plan to ride it to Sturgis this summer."

Everything beneath the removable rear body panel—the swingarm, brake brackets, and so forth—is billet aluminum. Unwilling to mar the panel by cutting it, Eller designed a "flip-up" tail-light and license plate bracket. Mounted underneath the fender, the assembly is powered by a BMW window motor.

"A lot of hard work went into this motorcycle," Wink says, "and I'd like to

offer special thanks to Dena, Ray, Dave Smith, Simon, Butch, B.D.L. Belt Drives, and all the guys at I.M.S. Metals."

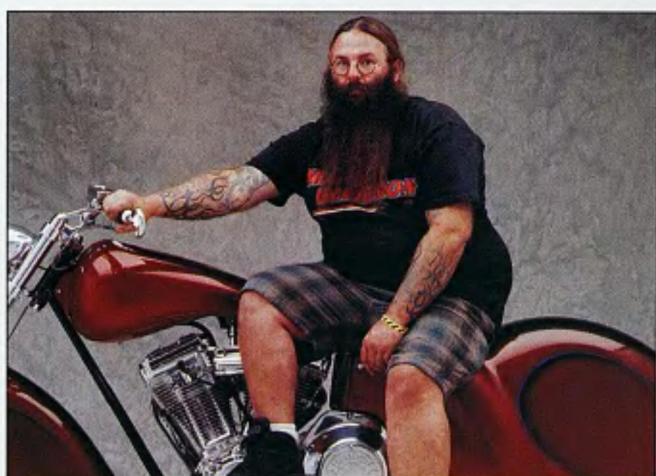
And let's not leave out ol' Ettore Bugatti himself. Although he made his last pit stop almost 40 years ago, have a hunch he'd regard the Winkster as a worthy companion to his own celebrated creations.

—Metal Fatigue



1ST PLACE SPECIALTY CLASS

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



Owner:.....Wink Eller
City:.....Santa Ana, California
General
Fabrication:.....Wink/Simon
Year and make:.....1995 Harley-Davidson
Model:.....Winkster
Chroming:.....Porter Plating
Engine
Year:.....1995
Model:.....Evo
Rebuilder:.....Wink's
Ignition:.....Crane HI-4
Displacement:.....80 cubic inch
Lower end:.....Wink's

Pistons:.....Branch JE
Cases:.....House of Horsepower
Heads:.....Branch/Wink's
Cam:.....Wink's MSR17
Carb(s):.....S&S
Pipes:.....Wink's
Modifications:.....balancing by Wink,
S&S velocity stack

Transmission
Year:.....1995
Modifications:.....Andrews gears
B.D.L belt drive

Painting
Molding:.....none

Painter:.....Butch Brinza
Color/type:.....candy brandy/grape
Special paint:.....House Of Kolor
Frame
Builder:.....Ness/Wink/Simon
Type:.....rubbermount
Modifications:.....37-degree rake,
hidden wiring

Accessories
Bars:.....aluminum/Wink's
Fender(s):.....aluminum/Simon
Headlight:.....aluminum/Southwind
Tailight:.....flip-up/Wink's
Speedo:.....CHP radar

Pegs:.....Wink's (front)
Gas tank:.....aluminum/Simon
Oil tank:.....Ness, 4 quart
Seat:.....Lynn at Thorton's
Mirrors:.....lollipop/Wink's
Grips:.....Andy Boyer
Forks
Type:.....FXR, 39 mm
Modifications:.....polished,
trees by Wink

Wheels
Front:.....Marvic 17-inch, Dunlop, Wink's
Rear:.....Marvic 17-inch, Dunlop, Wink's
Photos:.....Mike Lichter

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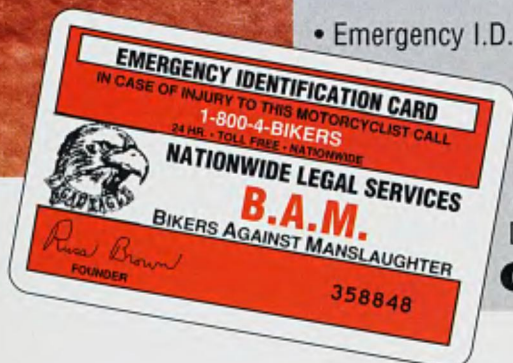
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EASYRIDERS

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JUDGE MAKES CALIFORNIA COPS COOL IT

On Thursday, May 25, 1995, *Easyriders* Freedom F.I.G.H.T.® and biker attorney Skip Raring won a major victory for freedom fighters everywhere. Thanks to legal documents filed by Skip, U.S. Federal District Judge Napoleon A. Jones Jr. agreed that the California Highway Patrol (CHP) has been abusing the civil rights of motorcyclists. This ground-breaking decision can be used to change the status of helmet laws all across the country.

The Judge issued a permanent injunction against the CHP for policies he said violate bikers' 4th Amendment rights to be free from un-reasonable search and seizure. The CHP has been routinely pulling over motorcyclists to inspect beanie helmets or headgear the officers felt did not comply with Department Of Transportation (DOT) safety standards. In many cases, these traffic stops included full vehicle inspections for high bars, loud pipes, etc. Law enforcement officers are barred by the Constitution from conducting such routine searches without evidence that a law has been broken.

In a strongly worded 13-page ruling, Judge Jones stated that the way in which the CHP has been enforcing the helmet law is unconstitutional because "the CHP has a clear official policy of allowing officers to stop motorcyclists and issue citations ... based on the officer's subjective opinion of whether the helmet would, if tested, conform to federal safety standards." Without an official list of helmet guidelines, the CHP allowed its officers to act as "helmet experts," judging the worth of all helmets on sight alone.

The only time that a consumer is in violation of the law is when he or

she acquires knowledge that the helmet they are wearing has been shown not to conform with federal safety standards. The plaintiffs in this case alleged, the CHP admitted and the Court found that motorcyclists were being arrested with-



This sort of court
order against police
departments in
traffic matters
has never been
accomplished before

out regard to whether consumers had violated the law.

There is no law in the state which allows police officers to arrest someone for wearing a motorcycle helmet that they "believe" is unsafe.

Judge Jones' Federal Court Order applies specifically to the CHP, the

Newport Beach Police Department, and the San Diego County Sheriff's Department, all of which were named in the *Easyriders* Freedom F.I.G.H.T.® suit. As you may recall from the F.I.G.H.T. Update in *Easyriders* August '95 issue (#266), the San Diego and Newport Beach agencies agreed to stop fighting and abide by whatever ruling was applied to the CHP. Since that time, to the best of our knowledge, these agencies have not issued helmet tickets for what they considered to be "illegal helmets." This is very significant when you realize that in the past three years, the CHP alone has written more than 13,000 tickets for non-complying helmets.

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 motorcyclists, they will be subject to contempt hearings. This federal court order means that the efforts of Skip Raring and *Easyriders* have been a complete and total success!

Together, we've taken on the biggest law enforcement agency in the state, and won! The fact that a federal judge has agreed with us is proof that the constitution is alive and well in America.

Another major victory can be seen in that the motion for summary judgment (Case No. 93-0807-J) and the resulting Terms Of Injunction and Federal Court Order produced by *Easyriders* Freedom F.I.G.H.T.® for this case should be adaptable in any state in the U.S. to achieve the same results on a state-by-state basis. This is a major victory for bikers everywhere.

—Phantom

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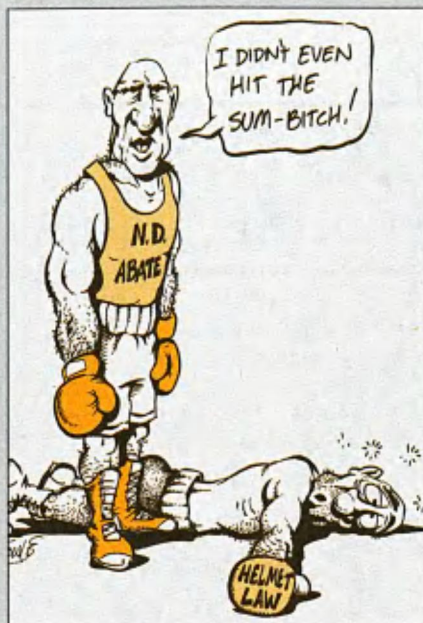
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KNOCKOUT FOR N.D. BIKERS STAY FREE



The 54th Legislative Session in North Dakota ended without a helmet bill even being introduced. ABATE of North Dakota's first indication that this session wouldn't be as bleak as originally thought came in mid-December. This is when Governor Ed Schafer released his budget for the upcoming biennium, and it became clear that there was not enough matching money in his transportation budget to cover 100 percent of our federal dollars. The governor was subtly saying that he wouldn't support a helmet bill.

At this point, ABATE of North Dakota decided the "best defense is a good offense." So we started work on getting a resolution introduced. The resolution

drafted was one that followed the example of many other states. In a nutshell, this resolution tells the federal government that, as a state, we do not need them telling us what to do regarding helmet usage. With the help of friendly legislators such as Senator Steve Tomac (D), Representative James Boehm (R), Tony Clark (R), and Senate Minority Leader Dan Wogsland (D), an ABATE member himself, the resolution was introduced early in the session. This gave us the opportunity to be seen regularly at the Capitol in Bismarck.

After a while a helmet bill became a running joke with the many Senators and Representatives who humorously kidded us that they had a bill ready to be introduced. We also found support from an unexpected source: our own Department of Transportation (DOT). Since the defeat of the helmet bill in 1993, the DOT has been working hard to find ways of utilizing the increase in 402 funding. One area that the DOT concentrated on was getting the "Jaws of Life" and other equipment and training for rural communities. That kind of use of 402 funds made it very hard for any legislator to get support for a mandatory helmet law.

This was the ammunition, along with the resolution passing unanimously in both chambers, that made it possible for the bikers of North Dakota to remain helmet free without even having to fight a helmet bill.

—"Little" Nick Renner
Legislative Liaison, ABATE of N.D.

NEW DATES FOR MRF'S MEETING OF THE MINDS

Al Clark, the Motorcycle Riders Foundation's Director of Conferences and Events, has announced that due to the lack of hotel space because of the Miss Arkansas USA contest and an Arkansas Razorbacks game, the dates for the MRF's 11th Annual "Meeting of the Minds" has been moved forward one week. The MRF apologizes for this inconvenience. The new dates are

September 29, 30, and Oct. 1, 1995.

Hosted by ABATE of Arkansas, the event will be held at the Little Rock Riverfront Hilton in Little Rock. For reservations call (501) 371-9000. Rooms are \$56 per night for two or \$65 per night for three or more. Be sure to mention the MRF or the Meeting of the Minds.

—Twiggy

FLYIN' FREE

GWENDOLYN

Gwendolyn has been many things in her life and is many things today. She currently manages production for a photography studio that does state-of-the-art photography and digital imaging. She is a mother, a home owner, an intelligent and knowledgeable woman who lives on the edge. Her energy seems boundless as she recites the many interests and the activities she is involved in: herbal healing, harp playing, her daughter's Brownie troop, and, of course, her motorcycle.

Motorcycles are in Gwendolyn's family and in her blood. Her grandfather raced Harleys on velodrome wood tracks; her father races formula Fords and Lotuses. At sixteen, her father asked her if she wanted to ride. This was a moot question; he should have asked, "When do you want to start?" She began riding dirt bikes in the sand and



Photo: Lisa Garber

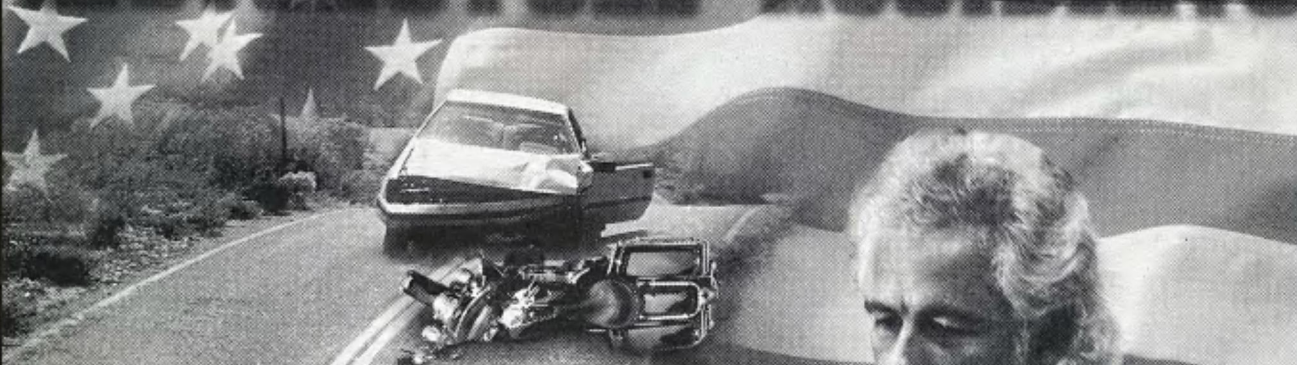
progressed to racing vintage motorcycles. Her love for motorcycles is a generational thing.

Her '83 Sportster is bright pink. The color choice came about after she reflected on the strange responses she got from other motorists and cyclists. "I got tired of being called tough," she explains. The pink paint on the powerful Harley symbolizes Gwendolyn's personality: a woman and mother who although intense is totally female.

Gwendolyn characterizes her life today as dedicated to two things: her work and her daughter, Maxx, who is eight. Amidst the frenzy of her creative endeavors, the people she loves, and a hectic work schedule, her bike offers her time to be alone. Her bike sports no P-pad; she takes no riders. She needs her bike to calm her intensity. It offers her the freedom she craves.

—Lisa Garber

MOTORCYCLE ACCIDENTS



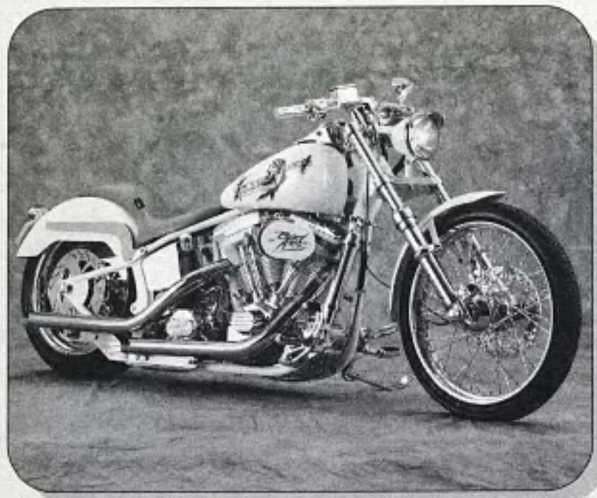
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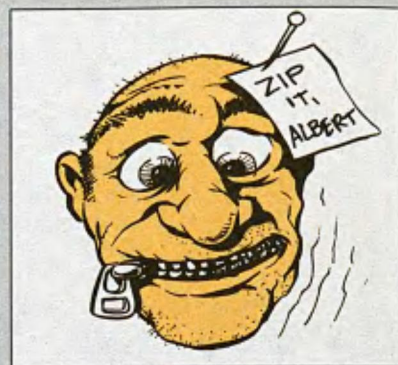
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SHACK OF SHAME



Beaumont, Texas, TV Station KBMT, Channel 12, has its own special version of Ralph "Safety Nazi" Nader. His name is Albert Zipp and he's a self-appointed authority on helmet laws, who loves to blow a lot of hot air on subjects he knows nothing about. As can be expected, his editorials consist of the usual anti-biker stereotypes and ignorant half-baked "public burden" theories. We've all heard 'em before.

"Zipp's lips" spew forth enough anti-biker, pro-helmet sewage to stink up the airways throughout several Texas cities. Unfortunately, propaganda like this adversely affects public opinion. Lawmakers watch such editorials and read similar articles in the newspapers. One reason so many legislators are pro-helmet is because they are constantly being bombarded by this pro-helmet drivell that's passed off by the media as the gospel truth.

Taking personal offense to Zipp's blitz of bullshit, local biker Mark Becker requested a chance to make a rebuttal. Three nights later, Mark's rebuttal was aired on KBMT's regular newscast. But it ended on a sour note. His rebuttal was followed by what the news media call "balance." In this case, KBMT's balance was the foolish footage of a pro-helmet quack spouting even more drivell.

The lesson here is simple: It's up to us, as motorcyclists, to counteract the Albert Zippes of the world who, because of their media position, delight in spreading lies, misquoting statistics, and keeping their biased, anti-biker stereotypes alive and well. Call your local TV or radio stations, and write to your newspapers. Let your voices be heard to let the public know the truth about helmets and helmet laws. If you don't, no one else will.

—Clint Armentor

S.C. BIKERS SPEAK OUT

Recently, more than 100 ABATE of South Carolina members from all over the state attended the Motor Vehicle and Highway Safety Subcommittee meeting in room 433 in the Blatt Building at our State Capitol. The reason for this show of force was to voice our concerns about HR-3209, a bill making helmets mandatory for riders of all ages instead of for those under 21, as the law is now.

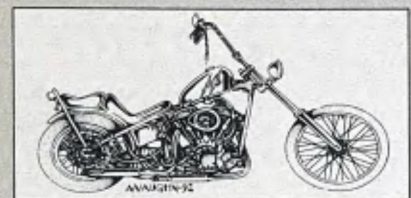
Virtually everyone who wanted to was allowed to speak. One member delighted the throng when he took the liberty of putting his dentures on the podium in order to "speak more clearly." Representative Joe E. Brown, Chairman of the Medical Military Public and Municipal Affairs Committee, spoke on our behalf when he told of how his son was killed on a motorcycle. His son suffered a broken neck because of the helmet he was wearing.

It was very disturbing to the many bikers in attendance that the sponsor of the bill, Jean Harris, said her spiel and then abruptly left before any of us could testify. At any rate, the bill was shelved for now and we hope it will not see daylight for the rest of this session. Thanks to everyone who sacrificed a workday to make it to this meeting. You are the real freedom fighters.

—Parkay

ABATE of South Carolina

QUICK TIPS FOR TOURERS



A 1995 traveling edition of "The Phone Booklet," a slim-sized listing of hundreds of toll-free numbers of hotels, motels, airlines, car rentals, buses, theme parks, travel clubs, and more, is available for \$2 from: Scott American Corp., Mail Station 2963, Box 88, West Redding, CT 06896. Two copies are \$3.

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DOT STATS ON CD ROM

Tired of having the political pro-helmet crowd, the insurance industry, and law enforcement agencies, not to mention a very biased news media (both electronic and print), coming up with phony facts and statistics, which will only be presented to a very gullible public in order to get helmet laws passed in your state? If so, check this out.

If you have a IBM-compatible computer that's equipped with a CD-ROM drive, the U.S. Department of Transportation (DOT) has come out with a new CD that contains accident statistics from all 50 states broken down into categories of vehicles. This way, you can compare cars to motorcycles to bicycles and so on.

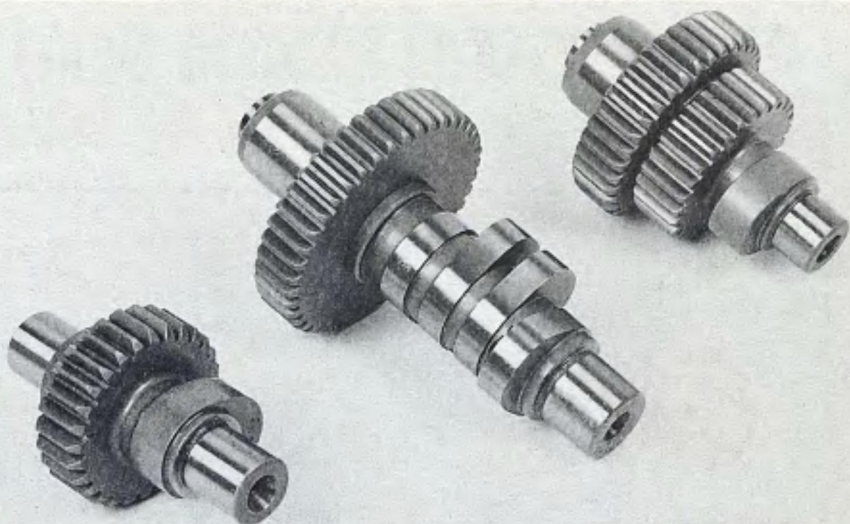
Believe it or not, you can request a free copy of the Traffic Safety Data CD-ROM by calling: (202) 554-3564. It's as simple as that!

—Twiggy

SAFETY FIRST?

If the safety of the motorcyclist is the primary concern behind helmet laws, then the testing standards should reflect that. As it stands now, the Safety Nazis say that helmets are safe, when the real truth is, helmets can only be proven to protect a head form in a laboratory. Until the testing standards are designed with the motorcyclist's safety as the primary objective, motorcyclists who ride in mandatory helmet law states will be required, by law, to wear a helmet that is designed to protect a head form, not a motorcyclist. If the testing used crash dummies with sensors (to detect possible injuries) in realistic accident situations (like a car turning left in front of a motorcyclist), we could determine if, in fact, helmets can actually cause injuries. The law of physics state that a four pound helmet, at 50 mph, becomes 200 pounds upon impact. This is a law that can't be repealed by anyone, and it's an indication that present motorcycle helmets are not as safe as some would claim.

—Steve "Red" Barron
ABATE of California



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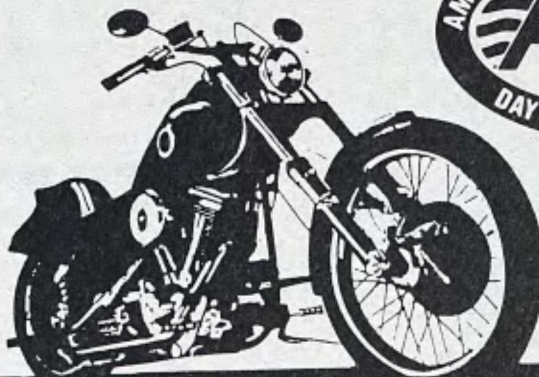
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TALL TALE FROM SOUTH DAKOTA: MR. MELON MEETS A HELMET



It's an entertaining commercial with a seemingly important message. A honeydew melon is dropped unprotected to the ground from a height of about 5½ feet. The result is predictable: the melon breaks on impact. A second honeydew is then dropped from the same height but this one is strapped into a bicycle helmet. The result this time is also predictable. Mr. Melon bounces and survives the trauma and lives to ride his bicycle another day.

The message is simple: Honeydew melons should always wear bicycle helmets when riding bicycles. The South Dakota Safety Council apparently believes that a human skull is as soft as a honeydew melon. Curious about their test results, we set out to perform our own test to prove or disprove the commonly held belief that a motorcycle helmet can prevent or reduce head injuries in the event of an accident.

My assistants in this test were fellow ABATE of S.D. members Bob Kearney and my wife, Donna. The helmets used were all brand-new DOT approved helmets. To be certain that our test would reflect "real world conditions," no professional stunt melons were used. All

honeydews involved in this test were volunteers from local grocery stores.

We consulted with an engineer at a local manufacturing facility to find out how high to drop them to achieve a desired speed on impact. The crash test melons were then strapped into their helmets with 2 inches of foam padding under their chinstraps to secure them. For the first test we went to the local fire department and asked them to run the melons up in their ladder truck and drop them for us. They thought it sounded interesting and agreed.

Drop #1 was from 65 feet up, which we were told should have gotten us 45 mph upon impact. The result was predictable: melon balls. The blow was so severe that fragments, seeds, and packing foam came out of the DOT-approved helmet and littered the pavement.

The second drop was from 45 feet, with a speed of 32 mph, with a new helmet and melon. The result was nearly the same: mangled melon. This time, though, everything stayed inside the helmet.

Third drop, third dead melon, from a height of 32 feet, with a speed of 22 mph. The last drop was from 5.6 feet with a speed of 13 mph. The result was an intact, though visibly bruised melon. We then dropped an unhelmeted melon from 5.6 feet and it broke upon impact.

So what did we prove? Not much. Fact is, a human skull is a lot better designed to withstand trauma than a honeydew melon. Add to this the 150-pound body attached to most motorcyclists and bicyclist "melons." And, if that's not enough, the 5½ foot drop shown on TV that wreaked havoc on the honeydew, would have no significant effect on a human head (anyone who has leaned too far

back in a chair can back me up on that), unless they were dropped straight down, feet over head, in which case I wonder about neck and spinal injuries, regardless of whether or not they were wearing a helmet.

All this means is that the cute melon drop test on TV and our melon test on motorcycle helmets have little or no real world application. However, if you're foolish enough to believe their evidence, then you're equally foolish enough to believe ours. All we ask is for a fair shake. The best way for a biker to survive an impact is to take a motorcycle safety course and learn to ride safely.

As a human, when you get out of bed you assume a degree of risk. When you drive your car to work you assume a degree of risk, and when you ride a motorcycle, you also assume a degree of risk. Only you are fit to decide the line between an unacceptable or an acceptable risk, no one else. The line is drawn by each of us at different places every day. Stock car racers, bull riders, bungee jumpers all the way down to motorcyclists and football players need to know the risk and in the end, make that choice as to where to draw the line. All the helmet and seat belt laws in the world won't change that.

In closing, it should be noted that all the crash test melons used knew the risks when they volunteered for the experiment. Their sacrifice was appreciated and their remains were appropriately eaten. This leads to another question: Should pumpkins be required to wear jockstraps when playing football?

—Marvin Muffler

ABATE of South Dakota

THE GAS-TLY EFFECTS OF FULL-FACE HELMETS



Here's another good reason for not wearing helmets. Dr. Tom Ravensdale of Great Britain has contributed a new twist to the helmet controversy. He suspects riders wearing full-face helmets may be gassing themselves with concentrated doses of carbon dioxide from their own breath. Ravensdale claims to know of numerous accidents that have no apparent cause, but where the common denominator

seems to be a full-face helmet with the visor down, aggravated by scarves or clothing around the neck, sealing the base of the helmet.

Ravensdale said, "In these accidents, the riders all had the visors down and just plowed into something, like the back of a parked vehicle."

Stay tuned, we're going to do more checking on this.

—Twigg



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SHORT STROKES

YA GOTTA BELIEVE



Ventura Boulevard,

11 p.m., Monday night. I finished hammering down a bowl of chili with a bunch of Monday Night enthusiasts

and was mounting my Dyna for the short ride home. Dave Perewitz, all the way from Brockton, Massachusetts, was sharing the brisk night with me, when I attempted to do the one-finger kick-start. Sparks exploded beneath my battery and the motor clicked like a semi-auto when it jams. In the dark, the bike appeared to be a time-bomb about to detonate. Dave shouted a warning to shut it off. I disregarded his alert and reached under the battery, tugged on the cables, and hit the button hidden underneath my gas tanks. The shower of sparks could have set off another major California brush fire, except we were surrounded by a dozen miles of asphalt. Then, the bike started. Ya gotta believe your scooter will always get ya home. Now for the news....

Barnett Tool & Engineering made a donation to the Red Cross Disaster Relief Fund, and has allowed its employees to donate blood during working hours in support of the Oklahoma bombing relief effort. Hear, hear.... **Minnesota's Dry Gulch**, a "dry bar" located in the Twin Cities and run by bikers, serves only sodas and juices to a grizzled group of recovering addict and alcoholic riders. There are more rehab clinics there per capita (640,000 in Minneapolis/St. Paul) than in other American cities. Greg Miller, the owner of the Dry Gulch, is one of many owners of recovery centers

who have created a self-sustaining society that extends beyond the usual AA meetings. Locals call it the 13th step: moving to Minnesota.... **B.A.D.D. (Bikers Against Drunk Drivers)** successfully distributed 2,000 T-shirts this last winter to kids all across North America. To get a B.A.D.D. shirt, or join the organization, write: P.O. Box #2, Pierrefonds, Quebec, H9H4K8 (and don't forget \$5) **Here's a hard rider.** Raymond Redcross, 85, of Yorktown, Virginia, still rides the Harley he bought in 1941. He's vacationed on his bike to Canada, Chicago, Florida, and New York. He'd better get to Sturgis—quick.... **Now for the entertainment segment** of the show. Famous former Mouseketeer and *Easyriders* fiction master, J.J. Solari, recommends *Sorority Sex Kittens Part II* as the hottest porn video out. Says J.J., "This magnificent feature concludes with a 25-member-herd of white-skinned, gorgeous babes in a choreographed circle on a warehouse floor"... Well, you'll have to judge for yourselves....

From our moles in the government, we received the following: The office of Safety and Traffic Operations completed research to determine the effects of raising and lowering posted speed limits on driver behavior and accidents. Data was collected in 22 states and 100 sites. The results of the study indicate that lowering posted speed limits by as much as 20 mph, or raising speed limits as much as 15 mph, had little effect on motorists' behavior or accident ratios. The insurance lobby pressured the government to withhold this study from the public.... **The latest factory news** is H-D's petition to trademark the "sound" of its bikes. If the unique sound is trademarked,

it could affect aftermarket businesses such as S&S, V-Twin, Sputhe, and others.... **Dennis Long witnessed an accident** where his nephew was struck by a driver who later claimed he didn't see the rider. I'd like to see the driver of a car hit a small child, claim the same, and get away with it as readily as drivers do with motorcyclists. Anyway, Dennis invented a brake light that can be mounted to a helmet to prevent such occurrences. At a recent bike show, someone told me a similar story. He painted his bike with fluorescent colors to prevent the same thing from happening. I think as long as authorities accept that bullshit excuse, people will use it. For info on the brake light call (215) 673-1884.... **A business newspaper** in Lee County, Florida, reported that the H.O.G. Rally in Ft. Myers was a boon to local businesses. The world never changes. Slip the guy at the door a few bucks and he'll find you the best seat in the house.... **There's one aspect** of this whole insurance business that bothers me. Insurance is a for-profit enterprise, and the industry makes more than I could ever dream of. Yet, they rely on government interaction to expand their profits. Now, say I was in the furniture business. Could I go to the government and convince them to pass a law that forces people to buy furniture? Or, to replace old furniture for their safety, so I could make more cash? Or, force people to read more, so they'll buy more magazines? Hey, if you're mandated to read, ya might as well read something cool. I'm going for a ride. —Bandit

1947 INDIAN CHIEF UP FOR GRABS IN RAFFLE

This fully restored 1947 Indian Chief is being given away as a raffle prize to help fund two nonprofit organizations that seek to preserve the history and heritage of motorcycling. The raffle is being held in honor of the world's oldest known Indian dealership, Timme Motor Sales in Pueblo, Colorado. Walter Timme, who established the dealership in 1937, will draw the win-

ning ticket along with U.S. Senator Ben "Nighthorse" Campbell (R-Colo.).

The Rocky Mountain Motorcycle Museum and Hall of Fame, along with the Pikes Peak Auto Hill Climb Education Museum, are giving away this special motorcycle at the 3rd Annual Four Corners Motorcycle Rally in Ignacio, Colorado, September 4, 1995. Tickets are \$10 each; you need not be present to win. To enter,



Photo: Greg Worthen

send a check/money order payable to: Pikes Peak Auto Hill Climb Education Museum, 308 E. Arvada St., Colorado Springs, CO 80906. For more info call (719) 633-5392. —Maura

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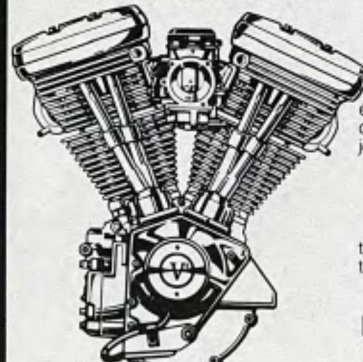
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PASSING GAS



"Jeez, officer, would ya believe maybe we wandered out of that colony and didn't realize it?"

Fat Frank stomped into the local watering hole and started sniveling to his partner, Spike. "Man, all I hear anymore from my ol' lady is 'Gimme five, gimme 10, gimme 15!'"

"Damn!" said Spike. "What does she do with all that money?"

"Money?" said Fat Frank. "Who the hell is talkin' about money?"

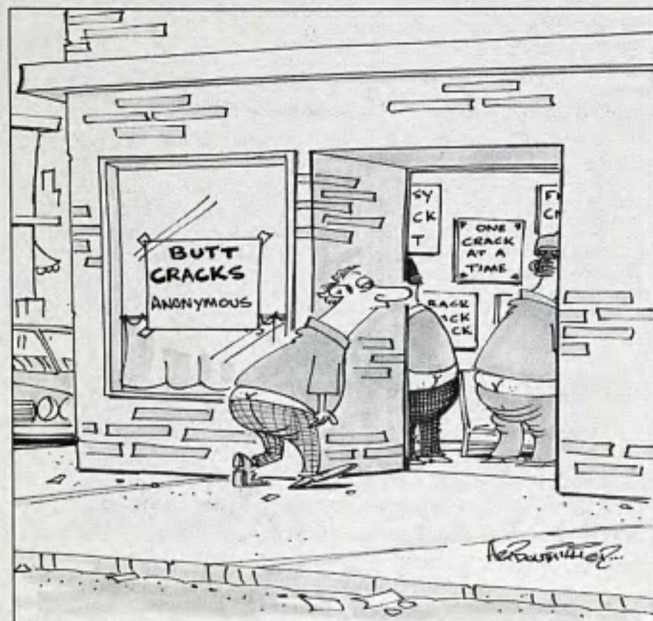
Lee
Greene Acres, Pa.

Patty said to her girlfriend, "My ol' man's gonna be in the hospital for several weeks after that bad wreck he had."

"What a shame," said her friend. "You've seen the doctor?"

"Naw," Patty answered with a frown, "I saw the nurse."

Glasscutter
Etching, Calif.



This piano player goes in for an audition at a nightclub. He plays an original song for the club's manager, who really digs it and says, "That's a really nice tune—what do you call it?"

The dude says, "I call that one 'Shove Yer Love Muscle Up Her Butt and Slap the Bitch In the Back of the Head.'"

Shocked at the title, the bar manager nevertheless asks him to play another one. The piano player launches into another song, which is even better than the first one. The manager says, "Hey, that's great! What do you call that one?"

Pleased, the guy replies, "I call that one 'When You're Getting Your Knob Polished, Whistle A Happy Tune For Yourself.'"

Shaking his head, the bar manager made his decision. "Okay, you got the gig, but on one condition: you gotta keep those song titles to yourself, understand?"

So the next night, the dude is playing his piano, and on his break he cuts to the john to take a leak. As he comes out of the men's room, a customer stops him and whispers, "Hey, man, do ya know your fly's open and your dick is hanging out?"

Beaming with pride, the piano player says, "Know it? Hell, I wrote it!"

Scott Belcher
The Terminal

Out riding around with his ol' lady, Pogo passed a Budweiser billboard. The ad showed a well-built blonde, head thrown back, lounging on a beach in a minuscule bikini. Pogo's ol' lady nudged him from behind and sneered, "If I drink Budweiser, will I look like that?"

"Nope," said Pogo, "but if I drink it, you will."

Dago
Simi, Calif.

A recent *Easyriders* survey reveals that nine out of ten female Harley riders prefer sex over bowling, because the balls are lighter ... and they don't have to change shoes.

Trapper
Sheridan, Ill.

Kickstand was gulping double boiler makers at the bar when a concerned bro asked, "Hey, Kickstand, what's wrong?"

"I just signed my divorce settlement," said Kickstand with a grimace.

"What kinda split didja get?" "Fifty-fifty," said Kickstand.

"Jeez, that sounds okay."

Kickstand grunted. "Think so? My ex-ol' lady got half, and my damned lawyer got the other half."

Juggernaut
America



"It's not real bouillabaisse, of course, but so far nobody's complained."

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PASSING GAS



"She's still pissed off. This morning I woke up with a dotted line drawn around my crank."

Then there was the nymphomaniac who went to the beach—she was asked to leave after the lifeguard caught her going down for the third time.

Gus
Stripe City

How can a biker tell that he's getting older?

First his right knee goes on him, then his left knee ... and then his wee-nee.

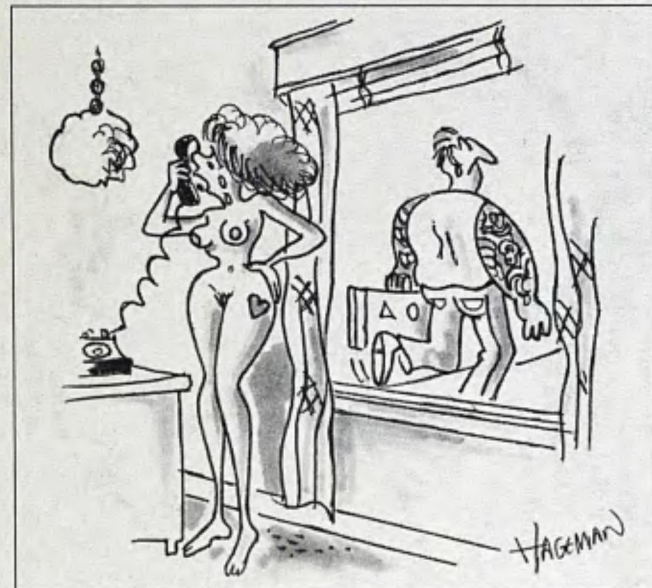
Sprockethead
Wrenching

Why should you feed a politician into a meat grinder feet-first? So you can watch his expression.

Fox
The Foxhole

What do kissing and real estate have in common?

Location, location, location.
Haystack
In the Field



"He was a good sport about the falsies and the faked orgasms—and then he spotted the temporary tattoo."

A tipsy captain at the wheel of a ship at night sees a light dead ahead and approaching fast on a collision course. He sends this signal: "Change your course 10 degrees east!"

The light signals back: "Change yours, 10 degrees west!"

Pissed off, the captain sends: "I'm a Navy Captain! Change your course, sir!"

Reply: "I'm a Seaman, Second Class. Change your course, sir!"

The captain is furious now. He sends: "I'm a battleship, sailor! I'm not changing course!"

The final reply: "I'm a light-house. Your call."

Shark
Circling

Stiggy and Zonker promised to meet at the same bar, at the same time of day, five years later. Sure enough, when Stiggy strolled into the bar five years later, there sat Zonker on a stool at the bar. Stiggy grabbed the stool next to him, clapped him on the back, and said, "Hey, bro, you remembered too—ya came back!"

Zonker leaned back on his stool, let out a belch, and said, "Who left?"

Dick Laneau
St. Pete, Fla.

Have you heard about the new proposal by the Republican party to add Hillary Clinton to Mount Rushmore? They figure her head is already the right size for it.

Frank
Clements Sea



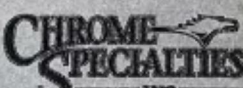
"The TongueMaster Workout Video! That's your secret to getting women?"

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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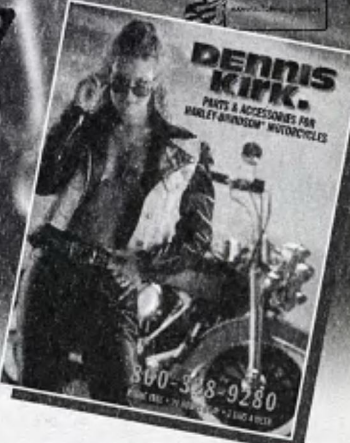
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TALKING TECH

SALTY SCOOT

I live by the ocean and ride my motorcycles almost every day. I wash and polish my bikes as often as possible. Here's the problem: as soon as I leave my house I'm riding in salt spray. Is there anything I can do to minimize the corrosion?

I'm currently rebuilding one bike and the other is due to be torn down this winter (assuming that I get the Pan running by then). Do any coatings like Jett Hot or Nyalac work? How do they look? I'll be powdercoating everything I can, but that still leaves aluminum surfaces, exhaust pipes, nuts and bolts, etc. unprotected. What can I do? Is there any type of plating or anodizing that is best for this?

Daniel Buchanan
Malibu, California

Any and all of these processes are good methods of stopping corrosion. Anodizing aluminum is probably the best way to stop corrosion on aluminum (Mil-Spec, not color), because the process involves artificially plating the surfaces (applied before paint). Metal-Prep before powdercoating would be about the closest to ideal, other than high nickel stainless steel.

SHOVEL QUESTIONS

I've been ridin' since 1978. I started with a '40 Flathead. I've also had a '48 Flathead and a '66 Shovel. Now I ride a '73 Shovel FX, with an Andrews 2-grind cam, 40mm Mikuni, Dyna S ignition, dual plug heads, hydraulic lifters, and pistons to .040 over. My questions are:

1. On which side should I install the sprocket shaft seal? The engine is a stock '73 Shovel. I'm using a belt drive that works clean and dry. Do the lips go to the inside or outside of the cases?

2. Is it necessary to drill holes in the spigots to help drain oil from the heads?

3. Concerning the stators, which is best: mold or unmolded?

Francisco Castro
Rio De Janeiro, Brazil

1. The stock sprocket shaft seal is installed with the lip and tension spring facing out to prevent the engine from sucking air or oil in from the primary. The seal can be turned around if a 2 lip-type seal is used.

2. The oil drains only need to be lowered to the cylinder spigots when a stroker

crankshaft is installed. This is to keep the oil rings above the drains.

3. The unmolded version cools better but can be more easily damaged than the molded stator.

WANTS A SPRINGER FRONT

I own an '83 FXE and want to change the front end to a Softail Springer. Both local H-D dealers tell me it won't work, something about the rake. I'd like to know if it's possible, and what alterations would have to be made for correct, safe installation.

Dr. J
Hamlin, Pennsylvania

You need a 32-degree neck angle to be the same as stock. Angles ranging from 29 to 34 degrees seem to work fine.

BOILING BATTERY

I have an electrical problem on my '74 Shovel. Ever since I bought it in '88 the headlight intensity fluctuates. First it's bright and then it's a lot dimmer, but not necessarily in a hurry. The fluctuation doesn't happen at a regular interval. It's totally random. Bumps in the road don't appear to have any effect. The bike has been rewired, and it's still running the same stator and regulator. The engine had already been made into an 80-inch. It doesn't burn up my lights, but it does boil the water out of my battery. I have to refill it every 500 miles. Regulator output has been checked every winter while I'm gettin' it ready for the new season. It always checks out fine. But this last season it seemed to get worse. Fuckin' nerve-racking at 3 a.m. on the open road. I just can't put my finger on it, and no one else can, either.

Hop Sing
Central Illinois

'70 to '75 charging systems aren't very reliable in the first place. Yours seems to be having an over-charge problem that's cooking your battery to death. Once the battery's been over-charged, the plates warp and it won't hold or accept a charge very well. At that point the regulator "thinks" the battery is charged and cuts back the output. You might try a new regulator and battery but if that doesn't stop the problem then I would recommend an upgrade to a later model system—even if only the '76 to '80 model.

NEEDS CRANK CASE

I just got my hands on a 1972 XLH in a basket. Everything is here except the crank case. Seems it busted and the guy canned it. I can't find anyone who makes a remanufactured crank case. Help!

Bud Deal
Finleyville, Pennsylvania

Those cases are repairable. That is your only hope without buying another basket case.

SAVE THE SEALS

I ride an '82 FLH Heritage. I love this old Shovelhead, but it's starting to irritate me. I've changed to Quad seals on the pushrods six times in two years. I've also replaced the springs. It seems like it will only start to leak after I haven't ridden for a couple of weeks. I fix it, and then no more leaks till I gotta park it again. Winter work is always replacing those seals. Is this natural or what? Please help any way you can.

Buck
Council Bluffs, Iowa

Check for pushrods rubbing on the inside of the pushrod tubes. This will cause the tubes to wiggle around and wear out the tube seals. This rubbing can be caused by oversize pushrod diameters, high lift cam profiles, or misaligned rocker arms.

NO PICK UP

I have a problem with my 1973 FLH .040-over solid lifter 440 cam. When the bike is shut off (still warm), and then restarted, it doesn't want to idle and has no pick up until it's warm again. I have a Screamin' Eagle carb.

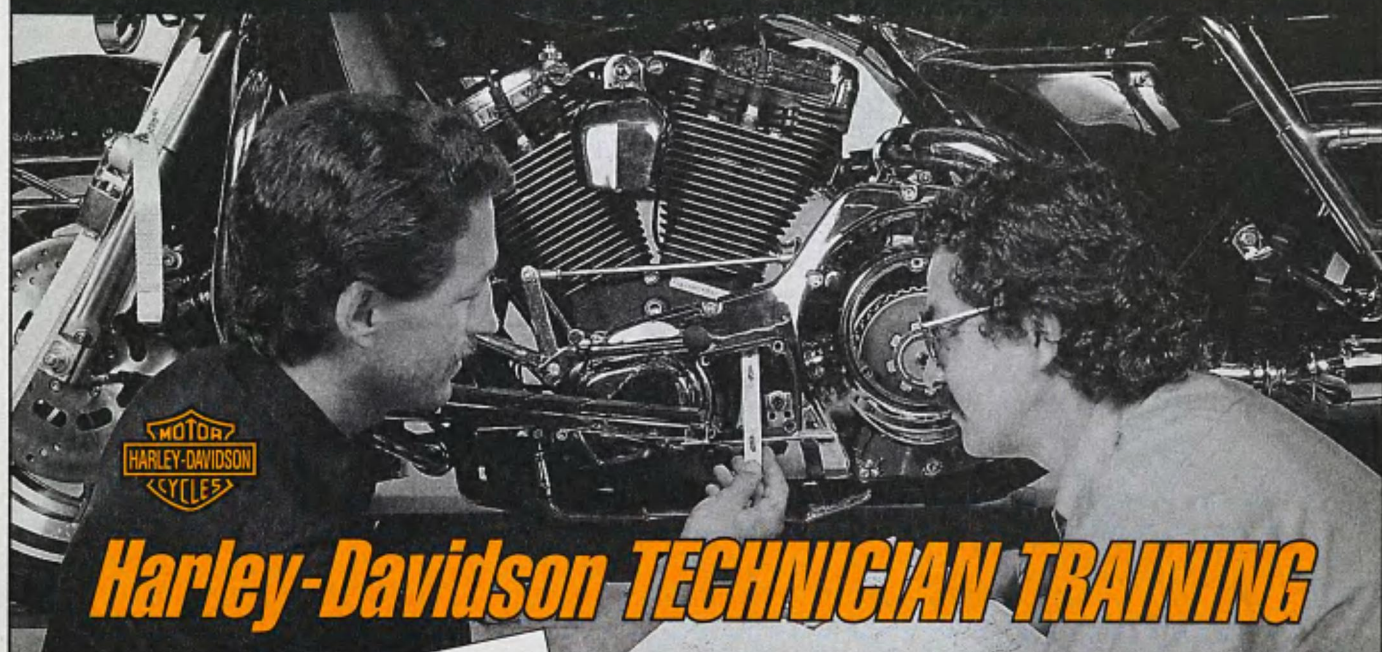
J.J. Robins
New Hampshire

Manifold O rings are probably leaking and the idle mixture has been adjusted to cover this problem up when warm, which will cause a no or low idle and low power when cold.

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

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F.I.G.H.T.® UPDATE

Fighting For Freedom Never The Easy Ride

Easyriders Freedom F.I.G.H.T.® Update is an open forum for news on the helmet law issue, as well as other laws that diminish freedom in this country. If you have something to say about laws that impact bikers, we want to hear about it.

We recently received the following letter from Shiloh Von Mechow of North Hollywood, California. Shiloh's one of the rebels with a cause whose tireless efforts keep the fight for freedom alive. She writes:

Through the hard work, commitment, and sacrifice of a few good people, the helmet laws in the states of Washington and Florida are several steps closer to being repealed. The dedication to this fight by those responsible is truly commendable. It is unfortunate that such dedication and sacrifice for freedom is a rarity today. Most choose the easier, more convenient path of suffering the consequences of complying with dangerous and unconstitutional helmet laws and not rocking the boat.

It is understandable that many riders don't want to deal with challenging the helmet laws. Who has the time, knowledge, or the money it takes to really make a difference? The answer is that we each can make a difference. Our forefathers intended the government to be for the People; for us to use and grow with it, and to protect our inalienable rights—NOT the other way around. Our government has been successful in the slow but persistent distancing of the People from itself over the last 228 years, manipulating the People for the benefit of the government.

Helmet laws are just one of many illnesses plaguing the political arena of governmental police power, one that has reared its ugly head and hit home in the motorcycle community. It is important to remember that we are the ones responsible for letting government get out of hand and allowing our paid officials the power to impose such laws in the first place.

It is my opinion that if a true challenge to the safety issues of the implemented helmet laws were mounted, and the real dangers to the helmet wearer were exposed, it would result in returning the right to choose whether or not to wear a helmet back to the motorcyclist once and for all. Legislative intent is unclear when it comes down to exactly why there is a helmet law. Former Assemblyman Richard Floyd, sponsor of the California's helmet law, was proven to have misrepresented the facts in order to convince fellow legislators and the

public, and gain passage of his bill. In discussing his helmet law, he admitted on network TV news that safety wasn't the issue. Well, if safety isn't the issue when imposing mandatory helmet laws, then what is? I refuse to believe that we will allow a law which endangers our lives, which was enacted on falsehoods and blatant misrepresentation, to prevail over what is right and just.

A lower court in Florida recently found that its helmet law violated due process clauses under the 4th and 14th Amendments of the U.S. Constitution as being unconstitutionally vague. A statute must define the offense so that the ordinary person can understand what is required of them. Florida also acknowledged that its helmet law adopted the manufacturer self-certification process given by the Federal regulation, considered to put the burden of proof on the "seller" of the helmet rather than the "consumer." The Florida court also found substantial inconsistency of court rulings on helmet tickets.

A Washington lower court found its helmet law violated due process protection of the 14th Amendment of the U.S. Constitution, and that it was not construed as giving clear effect as to its legislative purpose. Their helmet law also refers to Federal standard 218, which has numerous sections referring to the qualities and tests to be supplied by the manufacturer of helmets. The Washington court concluded that an ordinary person of normal intelligence would not be able to tell which helmets meet the requirements given. Due process requires that a penal statute include clear and concise standards to prevent subjecting the public to arbitrary enforcement.

The fight for freedom isn't an easy ride and the right to safely travel our highways should not be easily taken away. The history of the United States stands as testament to those who willingly devoted their lives to the preservation of individual freedoms; Americans who gave up everything, often their very lives in the passionate defense of liberty and justice for all.

Thanks for your letter, Shiloh. Easyriders Freedom F.I.G.H.T.® continues its battle against mandatory helmet laws. You can help by joining your local motorcyclists' rights organizations and purchasing a F.I.G.H.T.® kit today. With your support, we can and will win this war.

—Phantom

A.I.M.S.



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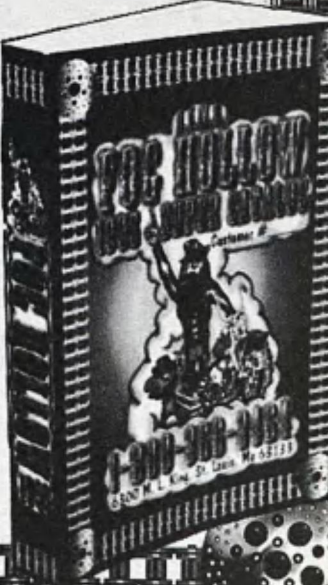
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BROS CLUB NEWS

We finished the 1995 *Easyriders* Bike and Tattoo Show Tour by doing Houston, Texas, Winston-Salem, North Carolina, and Schenectady, New York, in rapid succession. I met many of you at these shows, and look forward to meeting many more of you this year at the Rodeos.

This year we kick off our Rodeo season in Rosenberg, Texas, and will soon be in your area (watch for the ads on the back cover of *Easyriders*), so come out and introduce yourselves. We will be having runs from different store locations throughout the country (look for the listings on the insert in the center of your *Easyriders* or call your nearest Bros Club Dealer listed in *Ridin' With Rip*, your official Bros Club Guide).

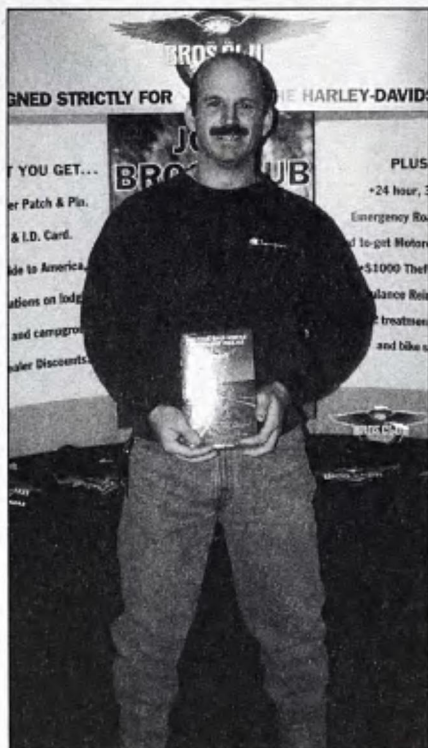
The new "One Year Road Service" package is taking off nicely. It makes joining the Bros Club a breeze because you can activate your road service before you get on your bike. Of course, you and I both know that your bike isn't going to break down on the way home from, say, one of our events; if it does, though, you'll be covered, because you made that free phone call to start your service.



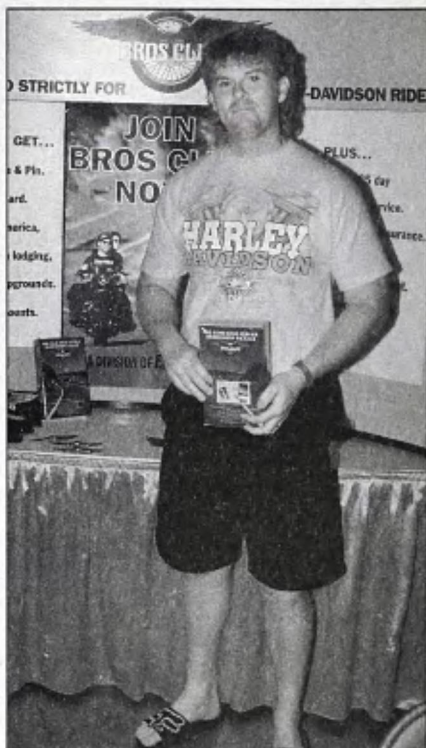
They look surprised, don't they? That's because I caught them raiding the popcorn bowl in the Bros Club lounge in Winston-Salem. (Actually it was the youngster on the right. It looks like his cheeks are stuffed full.)



This is our Houston Trophy Girl, Carla Gregory. She's not in the Bros Club yet, but I'm working on it!



This is Rick Dorrugh from Saratoga, N.Y., a very satisfied Bros Club member. He told great stories.



Larry Nartle of Keresville, N.C., won his membership as a door prize at the Winston-Salem show.



Member Rick Marczan III and his wife, Elaine, from West Nyack, N.Y., with their '67 Shovelhead. It won first place in its class at the N.Y. Bike and Tattoo Show. Rick rides this same bike every day (weather permitting).

With your next call your own personal tow truck will be on its way. See? Truly "worry free." Just make sure to have a cold one close by while that tow truck driver gets your bike loaded up. (Sorry, the "cold one" doesn't come with your sign-up package!)

Some of you have been writing letters to me about Bros Club Insurance. (Don't confuse this with Road Service. The Road Service is good throughout the U.S., 24 hours per day, 365 days a year.) What I'm talking about is the bike insurance. Raymond DeRienzo of Bamberg, S.C., wrote to us with this question:

My father owns an all-original 1972 Night Train Super Glide. One day he asked me if I knew of anyone who would insure his bike as a classic or a new bike at current rates. We decided to call the toll-free Bros Club number for a free insurance quote. We were amazed that they would not insure a bike in the state of South Carolina but they would insure a boat if we had one. What gives?

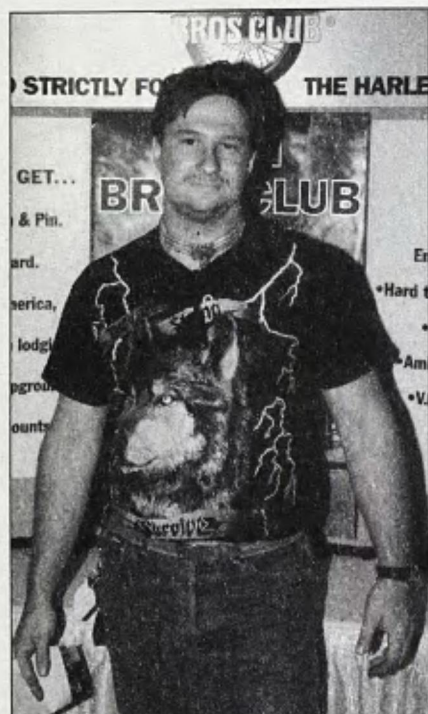
Let me explain. The company that provides our members with insurance operates in most states for motorcycle →



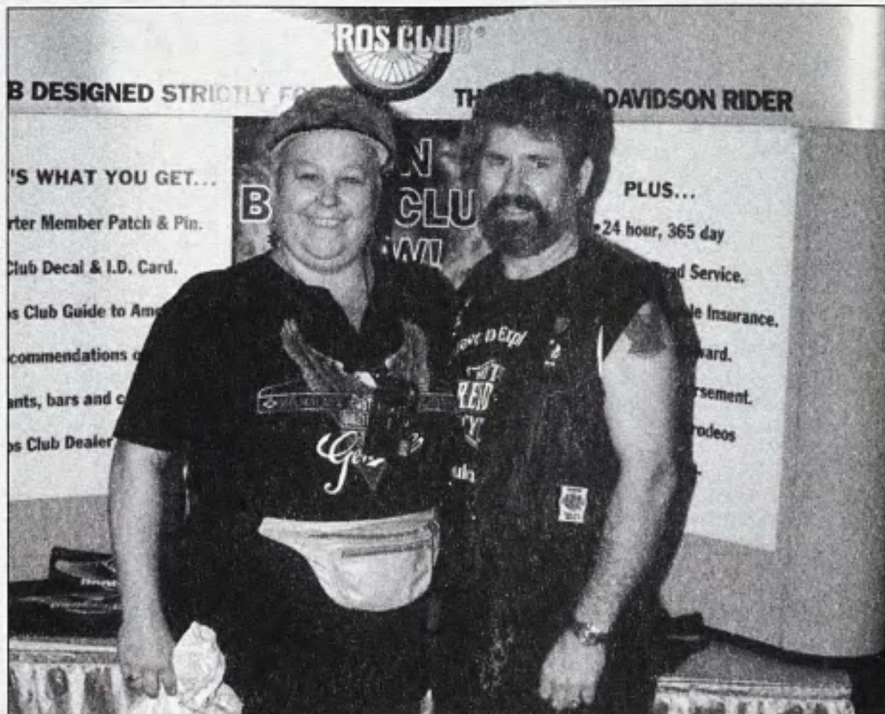
Jack Kowlchyk, a Bros Club member and tattoo artist/owner (Toxic Ink Studio) from Albany, N.Y., with my Bros Club assistant, Christine, at the Winston-Salem, N.C., Bike and Tattoo Show. Jack went on to win the Best Male Tattoo at the show (photo on right). Nice plaque, Jack.



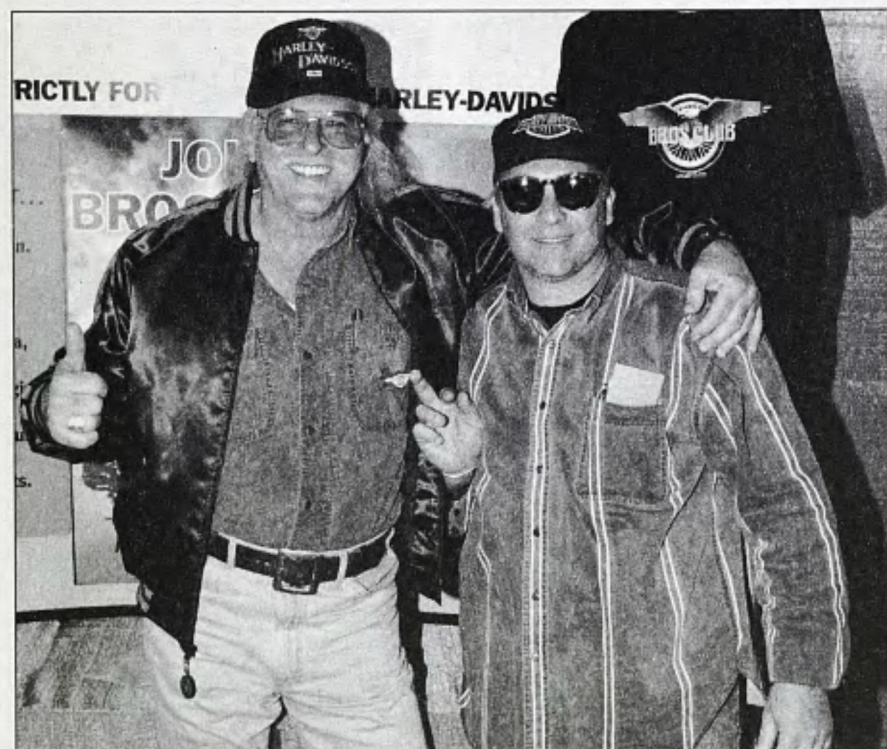
BROS CLUB NEWS



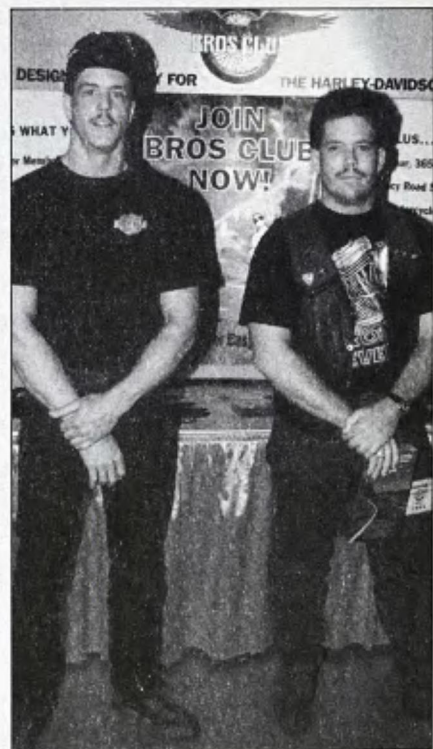
New member J.R. Milam of Richmond, Texas. He rides a Super Glide and signed up in Houston.



On the right is Jerry Scott, a Charter Member of the Bros Club. Jerry lives with his wife, Nina, in Austinville, N.C. He rides a restored 1968 XLH. Thanks for sticking with us, Jerry.



New member Jim Tedeshi (right) from Poughquag, N.Y., with his bro Rick Drosdowich. Jim is retired so he has plenty of time to ride his FXDWG.



New members Brad Wayne Barrett (right) and Todd Hayworth. Brad's Sportster won best in its class (N.C.).

insurance and in all but one state for boat insurance. Those states in which motorcycle coverage is not available are Hawaii, Massachusetts, New Jersey, North Carolina, South Carolina, and Washington. Boat insurance is not available in Hawaii. The reason that bike coverage is not available in the listed states is because of licensing reasons. So don't blame us; talk to your bureaucrats. It is possible that the program will be expanded to other states, but as yet no dates have been set.

We have found, however, that many Bros Club members also own personal watercraft (I guess it's just another excuse to party). That's the reason why the insurance company told Ray that they would insure a boat but not a bike.

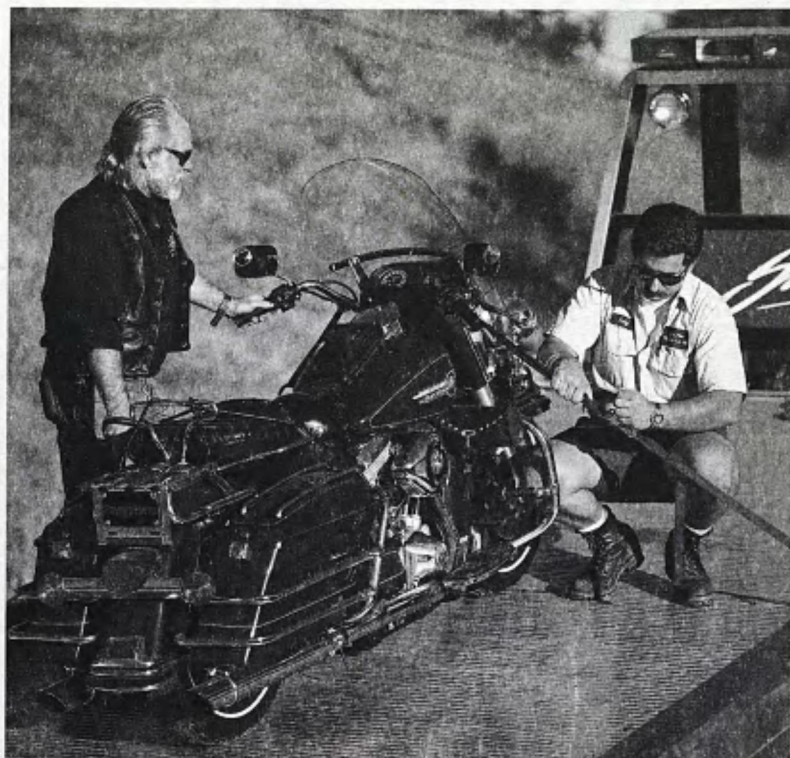
Keep in mind that the Road Service program is a completely different package and is good in all states.

The time has come to wrap up this writing, but before we do, I want to thank Joe Breaux in Houston, Texas, for the help at the Bike Show. Sorry the suits gave ya such a hard time!

Now let's look at some of our members' pictures. Remember, I'm asking you, the Bros Club members, to send me pictures. They should be good, in-focus, black-and-white or color prints (any size) and/or color slides (35mm, 2 1/4, 4x5, 6x7, or any format up to and including 8x10). Whatever the subject matter, these photos should include Bros Club members enjoying their lifestyle. Please include a brief letter describing what is going on, as well as the names and occupations of the members in the photo, and let us know what kind of Harley you ride. If there's a shop in the photo please include its name. We will pay \$30 for each photo printed. Please include patches, signs, and any other identifiable *Easyrider*s and affiliated magazine logos. Label each picture submitted with your name, address, and your Bros Club number. If you want your photos back, please include a self-addressed, stamped envelope and we will make every effort to return them. Send your photos to:

Bros Club
Attention: Gregg Daniel
P.O. Box 3000
Agoura Hills, California 91376-3000.

—Gregg Daniel



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WHAT'S HAPPENING

ARIZONA

TOO BROKE FOR STURGIS—August 11-13. ABATE, Christopher Creek. Info: (602) 930-6643

ARKANSAS

EUREKA SPRINGS RALLY—September 1-4. Lake Leatherwood, ABATE. Info: (501) 888-1112

CALIFORNIA

GRAND OPENING—EASIRIDERS OF FRESNO. 5155 N. Blackstone, Fresno, CA 93710; (209) 222-SHOP (7407)

RUN FOR THE WILD—August 5. Ride and bike show. Newhall. Benefits Wildlife Waystation. Info: (805) 255-6522

HOGSWOGGLE RUN—September 1-4. Sponsored by Raw Silk/Trusted Servants and A.R.M. #37, Bullard's Bar. Info: Kim (415) 342-7606

10TH ANNUAL GOLDEN STATE RENDEZVOUS—September 1-4. Paso Robles Fairgrounds, ABATE. Info: Sarge (818) 361-0163

5TH ANNUAL PANHEAD RUN—September 2-3. Bass Lake Campground. Poker run, bike show, BBQ, camping, tents only. Info: (209) 297-5667

VALLEJO SWAP MEET—September 3. Solano Co. Fairgrounds, MMA. Info: (916) 442-4727

M/C SWAP MEET—September 10. Ventura County Fairgrounds. Info: Harry (805) 656-8777

END OF SUMMER OVERNIGHTER—September 16-18. Porterville, MMA. Info: (916) 442-4727

COLORADO

SW REGIONAL CONFERENCE MRF & NCOM—August 31. Ignacio. Info: (303) 247-0884

FOUR CORNERS IRON HORSE RALLY—Aug. 31-Sept. 4. Ignacio. Info: (303) 247-0884

CONNECTICUT

HOG RALLY—September 2-3. Waterbury. Info: (203) 447-0493

FLORIDA

REBEL'S 5TH ANNUAL ROUND-UP—September 1-4. Lakeland. Info: Rebel (813) 858-4180

IDAHO

CUSTER RUN—July 28-30. Elk Bend. ABATE. Music, games, food, beer. Info: (208) 756-4186

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

BIKINI BIKE WASH—August 20. Rocky's Restaurant on Fairview. Sponsored by Idaho Coalition for M/C Safety. Info: Bob Brumpton (208) 939-4415

TOYS FOR TOTS—August 26. H.O.G. Info: Bob (208) 939-4415

ILLINOIS

POKER RUN—August 13. Sponsored by ABATE. Info: Skinny (618) 259-0120; Larry (618) 526-4903

AMRA DRAGS—August 19-20. Gateway Int'l Raceway, Fairmont City. Info: (708) 250-0838

SUMMER BASH—August 25-26. Butler Montgomery Fairgrounds. ABATE. Info: (217) 594-2457

KALBO'S 11TH ANNUAL BASH—August 26-27. Verona. Info: (815) 287-2226

AMA GRAND NATIONAL CHAMPIONSHIP—September 3. Illinois State Fairgrounds, Springfield. Info: (217) 753-8866

INDIANA

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

IOWA

ANNUAL ANTIQUE HALF-MILE—September 1. Davenport. Mississippi Valley Fairgrounds. Info: (319) 462-6011

MARYLAND

THUNDER ON THE SHORE—August 25-27. Benefits kids with AIDS. Salisbury. Info: (410) 546-1731

MICHIGAN

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

14TH ANNUAL IRON COFFINS PARTY—August 11-13. Marshall. Poker Run. Info: (616) 964-2947

2ND ANNUAL MICHIGAN M/C FEST—August 26. Barry County Fairgrounds. Info: (616) 945-3852

END OF SUMMER PARTY—August 26-28. Oil City. ABATE. Info: Sande Patton (313) 421-4367

RUN TO HELL—August 26-28. ABATE. Info: Sande (313) 421-4367

NEBRASKA

10TH ANNUAL LABOR DAY BLOWOUT—September 1-4. Hooper. Info: Mike (402) 625-2415

NEW JERSEY

ANNUAL CANOE TRIP—August 27. Southern Region ABATE. Info: (609) 625-9334

BIKE SHOW—August 27. ECRA Drags. Englishtown. Info: (804) 742-5137

NEW YORK

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

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

HUNTER HARLEY FESTIVAL—August 25-27. Pudding wrestling, national bands, advance tickets: \$30, gate: \$35. Info: (518) 589-5082

NORTH CAROLINA

H.O.G. RALLY—August 18-20. Ashboro. Info: (803) 754-4128

OHIO

9TH ANNUAL SWAP MEET & PARTY—July 28-30. Wetzel MC, Info (419) 587-3826

FREEDOM RUN FOR MDA—August 20. Massillon, Poker Run, pledge ride. Info: (800) 443-3233

OREGON

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

SUMMER RUN—August 18-20. Northeast, Southeast, Portland, and Columbia Chapters of ABATE. Info: Larry (503) 774-2479

LABOR DAY FREEDOM RUN—September 1-4. ABATE. Info: Rotten Roger (503) 285-4329

PENNSYLVANIA

MOUNTAIN JAM—August 5. Shartlesville. Features Molly Hatchet. Info: (610) 269-9270

CAMPOUT III—August 18-20. Rts. 35 & 850, Reeds Gap. Vietnam Vets MC. \$25 per person

FALL DOWN BALL—September 2. Amestown Rod and Gun Club. ABATE. Info: (610) 269-9270

SOUTH DAKOTA

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

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

13TH ANNUAL TRIKE IN—August 7-13. Rapid City. Berry Patch Campground. Trike Show on 9th. Brothers of the Third Wheel. Info: (309) 797-8460

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

VIRGINIA

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

STURGIS AT BOSTON'S M/C CAFE—August 13. Info: (804) 742-5137

WISCONSIN

11TH ANNUAL SUMMER FESTIVAL—July 28-30. Birmamwood, Vietnam Vets M/C, benefits Veterans Hospitals. Bands, camping. Info: (414) 499-2551

ABATE OF WISCONSIN STATEWIDE PARTY—August 18-20. Clark County Fairgrounds. Neillsville. Info: (715) 284-7415

CANADA

GRAND BAY STOMP—New Brunswick. Camping, bike show, games. Info: (506) 642-3170

ALL-HARLEY RACING—For a complete racing event calendar see *Quick Throttle* magazine, on your newsstands now.

AMRA: (708) 250-0838 ECRA: (609) 652-1159 AHDRA: (919) 229-4877

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July 28-30: Prospect Pennsylvania. Butler County Fairgrounds.

August 4-5: Boone, Iowa. Boone County Fairgrounds.

August 11-13: Morris, Illinois. Grundy County Fairgrounds

August 18-20: Fowlerville, Michigan. Fowlerville Fairgrounds.

September 1-4: Chillicothe, Ohio. Ross County Fairgrounds.

September 15-17: Enumclaw, Washington. King County Fairgrounds.

September 22-24: Santa Rosa, California. Sonoma County Fairgrounds.

September 30-Oct. 1: Grand Nationals. Costa Mesa, California. Orange County Fairgrounds.

For more info call Karl at (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.

The intermission is over.

The Allman Brothers Band

The Allman Brothers Band is back where it all begins, on stage live with "2nd Set," the brand new album featuring 8 all live, all Allman Brothers tracks. Includes the one-time-only acoustic performance of "In Memory Of Elizabeth Reed," "No One To Run With," and the never before released "The Same Thing."

"Twin leads, two drummers, an impossibly soulful vocalist - no American band ever emerged with the sheer power of The Allman Brothers Band."

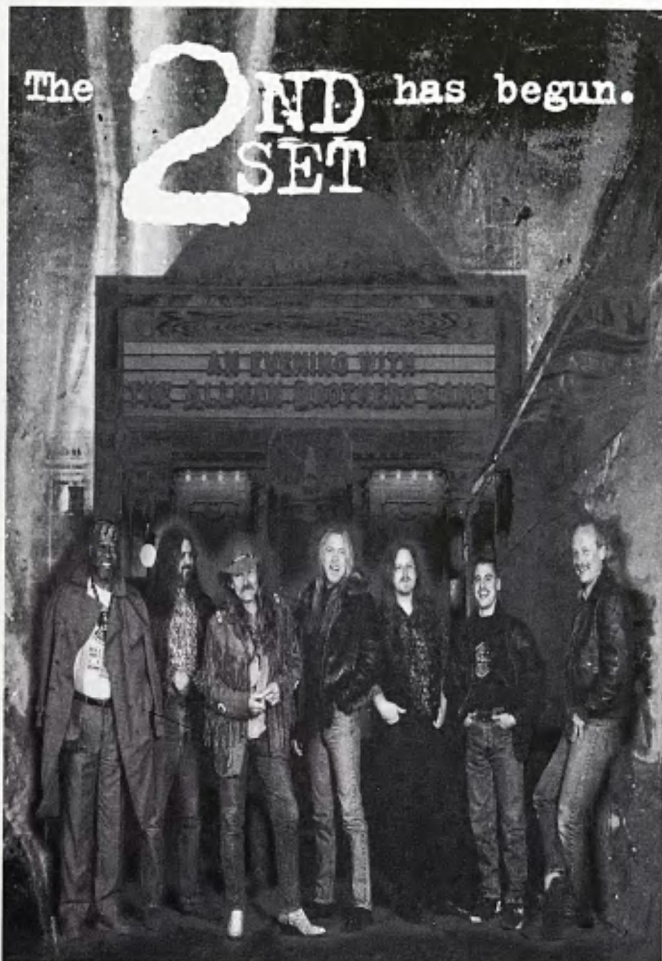
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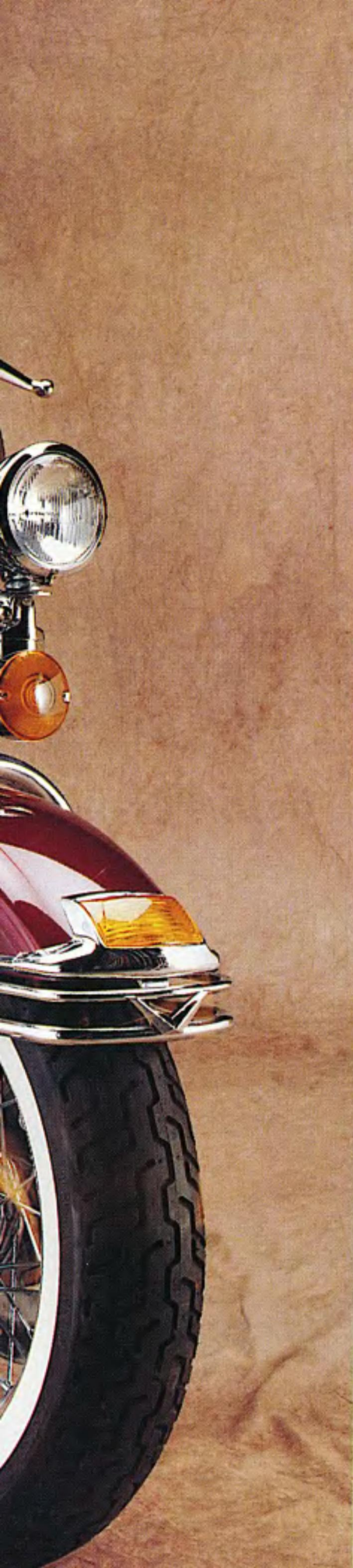
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Picture this: 5,800 dedicated craftsmen, in two states, painstakingly fabricating a customized scoot just for you. That means 11,600 hands, 58,000 fingers, and 16,675 pounds of steaming cerebrum determined to build a bike you simply cannot resist.

Ninety-three years of planning have gone into customizing this particular

ONE FOR THE ROAD

H-D'S REGAL GIFT TO JDF

putt. It's nothing less than the end result of almost a century of history, tradition, nostalgia, and vision.

The recipient of all this loving labor is, of course, Harley-Davidson's entry into the *Easyriders*-sponsored Juvenile Diabetes Foundation (JDF) Sweepstakes. Mind-boggling, isn't it? All those fingers and hands working tirelessly for just one thumbs-up from you. →



For those of you who have only just migrated to this solar system, 1995 marked the birth of one of the most exclusive competitions ever seen. Six of the most talented bike customizers in the entire universe are pitting their creative

geniuses against each other for that coveted show of approval from you.

You know their names. You've seen their work. Each of them has a vision of what you want in a dream motorcycle, and so far the results have been

nothing less than absolutely spectacular.

But now it's time for the granddaddy of all motorcycle builders to weigh in with its answer to the challenge. After all, this granddaddy is enriched with more than nine decades of experi-



ence in giving you what you want.

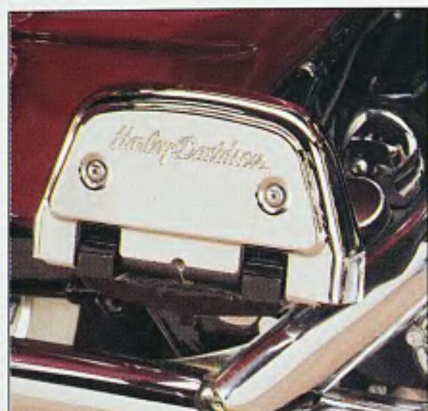
Harley-Davidson pulled out all the stops to tempt you into choosing this 1994 FLHR Road King. First off, they know you like that certain shine. Check out the chromed head bolt covers,

axle nut covers, hand levers, oil pump cover, voltage regulator, passenger footboard covers, triple rail fender trim, front fender skirt, domed timing cover, and laced front and rear wheels.

But looks are only half the story.

This king of the road has all the street instincts worthy of its monarch moniker.

Because they know you're apt to just take off and follow the wind for days or even weeks, they added a chromed luggage rack so you'll never have to do →



without, no matter where the journey leads. And because they know you never lack for warm companionship, attached to the luggage rack is a padded backrest to keep that special someone as comfortable as possible. To keep your voyage

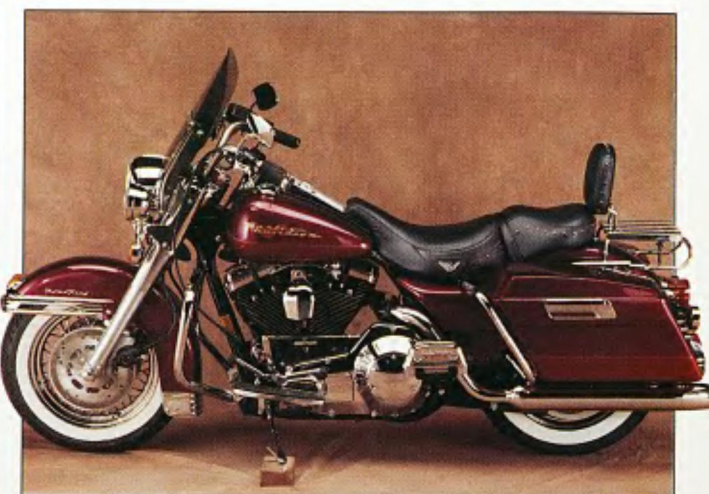


smooth, H-D added cushioned grips and a low-profile smoked Lexan windshield.

Anything else? You can count on it, because the maestros from Milwaukee aren't leaving anything to chance in their efforts to win your heart and soul.

So is this your bike? You be the judge. All you need is one winning ticket (which can be purchased at any of our Rodeos—see back cover for dates and locations) and one thumbs-up.

—Southern Connection



Owner:Harley-Davidson
City:Milwaukee, Wisconsin
General
Fabrication:H-D
Year and make:1994 H-D Road King
Model:FLHR
Chroming:H-D
Engine
Year:1994
Model:Evo
Rebuilder:not yet
Ignition:factory
Displacement:1340cc
Lower end:stock

Pistons:factory
Cases:standard
Heads:H-D
Cam:factory
Carb(s):CV
Pipes:chrome duals
Modifications:8-inch round chrome
air cleaner

Transmission

Year:1994
Modifications:classic chrome
covers

Painting

Molding:H-D

Painter:.....factory
Color/type:.....candy purple, ruby red urethane
Special paint:.....factory custom paint facility
Frame
Builder:.....H-D
Type:.....swingarm
Modifications:.....26-degree rake
Accessories
Bars:.....wide FLH style
Fender(s):.....dresser-style
Headlight:.....quartz halogen
Taillight:.....red
Speedo:.....center mount

Pegs:adjustable footboards
Gas tank:fatboy
Oil tank:factory sidefill
Seat:custom solo, removable passenger
Mirrors:H-D
Grips:cushion

Forks

Type:H-D
Modifications:classic chrome accessories and spotlights

Wheels

Front:16-inch, Dunlop, dual disc
Rear:16-inch, Dunlop, H-D

Photos:Silhouette

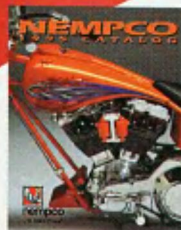
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The Biker's Choice

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Some 30 inches of unseasonable snow had frozen northern Arizona that weird last week in April, and thunderous rains were still swamping California. However, that didn't slow down more than 32,000 bikers who plowed through the ice and mud to get to this gambling town on the banks of the clear blue Colorado River. In its 13th year, the Laughlin River Run has grown into the biggest biker event on the West Coast, luring scooter tramps from across the nation and across the Atlantic.

Joe O'Day, event coordinator for organizer Dal-Con Promotions, said, "We had 426 bikers our first year back in 1983 when the only road into Laughlin, Nevada, was made of dirt; now guys are coming in hordes. It's turned out to be a really good time." The dust still kicks up high here, but for three days and nights just past the edge of spring, it wasn't from the wind; it came from the rumble and roar of thousands of Harleys flooding a town built on mankind's inherent need to toss the dice.

Crossing the sun-baked Dead Mountains to the west and the frozen San Francisco Peaks to the east, bikers rode into town like a desert caravan. The tall casinos lining the river's edge echoed the meaty thunder of countless rides of every color and custom—almost enough to fill Jay Leno's garage. Under the dry Nevada sun, heavy leather and black T-shirt-clad scooter jockeys walked the endless vendor lines, checking out the hot bikes, parts and sleek thighs of women who wore little more than shredded denim cut-offs. All were looking to add something fresh to their lifestyle.

Almost everything was for sale at Laughlin, from a \$58,000 Chevy-powered, tricked-out Boss Hoss, to scores of hot rod Harleys and catalog near-Harleys, to tattoos, and anything made of steer hide or steel, chrome or silver that commemorated the righteous event.

Don Laughlin, who ran a casino out of his double-wide trailer here in the late '60s, turned the once-dusty little spot on the Nevada-Arizona border called South Point into a flashy gaming mecca; it was bikers, though, who turned the town into a party.

Bands blared from both sides of the river, and although the casinos offered

headliners like Ricky Van Shelton, Mick Fleetwood's Blue Whale, and Starship, some of the best boogie was home grown. From one of the unofficial vendor lots on the Arizona side in Bullhead City, a small but rotund group belted out some of the best blues heard for miles. When asked their name, the lead singer, whose gut pushed past his frayed suspenders and flopped around his groin, thought a minute, looked at his crew and said, "Well, what the hell is our name! We used to be called Three Fat Guys and a Punk but, you know, one of the guys lost weight so now we don't know what to call ourselves. How 'bout Two Fat Guys, a Punk and the Skinny Dude?" If you're ever in Bullhead, check them out, they won't be hard to find.

Huge, sprawling parking lots at the Colorado Belle, Pioneer Hotel, and Riverside Resort, where most of the activity was centered, were turned into gleaming oceans of chrome and iron. Every model of V-twin imaginable paraded up and down as if the factory museum in Milwaukee exploded all over Main Street.

Nearby Oatman, a wicked little ghost town of 100-year-old saloons and shops and Old West-type wooden sidewalks that once echoed the clang of spurs, is now populated mostly by weekend tourists. These days, Oatman is home to the River Run's most raucous time. Where once there were miners who spent lonesome days pulling raw metal from the earth and lawless nights quenching a fierce thirst, there were now bikers. Thousands of bikers.

"Last year," said a guy who rode in from Reno, "the tits would fly." Seems law enforcement has tamed the wild town. If you were on a bike, you had the privilege of being stopped at sobriety checkpoints going in and out of Oatman; if you arrived by car, you had to slog two-and-a-half miles through the Mojave to join the party, which was fully chaperoned by lawmen. "I think the police have done an excellent job," said O'Day. "But they may have been a little overzealous when it came to Oatman. Next year we'll see if they can't meet us half-way."

Back in Laughlin, a biker ran frantically up and down the avenue waving a "Bare It" sign. When a chick suddenly



dropped her pants to show him her perfect ass, he stomped around, coughed and choked out, "Damn, sweet Jesus! If that didn't get me half-hard. I rode all the way from Vancouver, Washington, in the rain to see that butt!"

Harley-Davidson gave demo rides while other guys pushed the rev limiter on Custom Chrome's Dyno. Field events like the wienie bite and slow race were held, as was a poker run, a wet T-shirt contest, a bike show, and safe rider seminars which, ironically,

RIVER WILD

ON A ROLL IN
LAUGHLIN AND BEYOND



were followed by a stunt show.

Organizers wrapped up the run by handing out a truck, trailer and a few bikes. Joe Schuler, of Corona, California, rode home with the free drawing's grand prize: a new Dodge Ram pickup, H-D trailer, and a 1995 FLSTC; Tim Tennimon of Cypress, California, won a Bad Boy; Mel Koch of San Juan Capistrano, California, rode back home with a new Nostalgia; and Michael Loiacono of Walnut, California, picked up an 883. Jim Dalton of Vista, California, won Best-In-Show for his

'95 Softail Custom, and Connie Pegler was crowned Ms. Laughlin River Run.

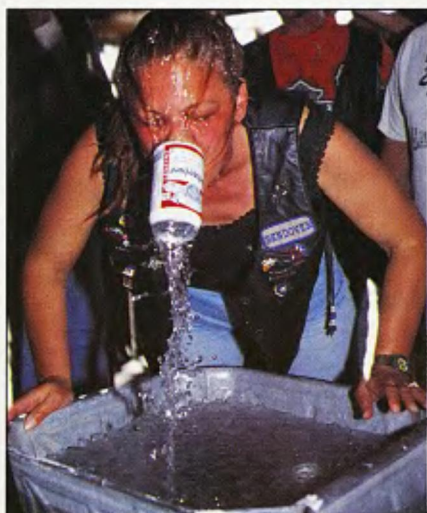
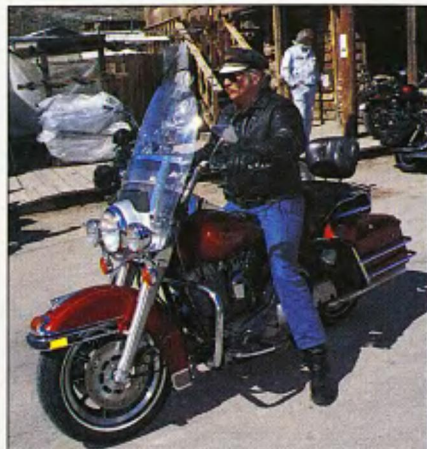
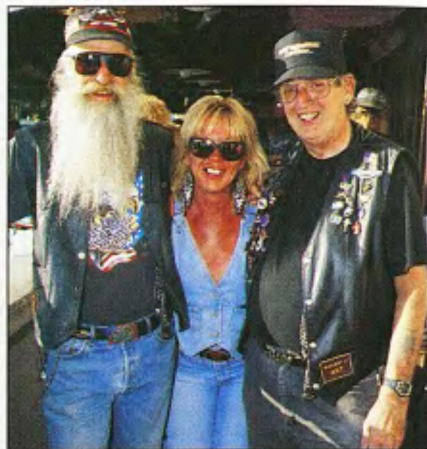
—Josh Placa

The Oatman Controversy

"Some of these bikers look like they are two levels lower than a sewer rat," is what Bullhead City, Arizona, resident, Don Duganich stated in the *Mojave Valley Daily News* after the 1995 Laughlin River Run. Duganich was in full praise of Mojave County, Arizona, Sheriff Joe Cook's restrictive actions toward bikers visiting Oatman.

Historically, we've met up in Laughlin, Nevada, to party and to ride with fellow bikers from around the world. Thousands of us travel the 25 miles to Oatman, Arizona, to experience old Route 66, and the nostalgia of an old mining town. But Sheriff Cook had a different plan this year.

Cook positioned patrol cars on either end of Oatman, in addition to enlisting and positioning multiple government agencies on rooftops, in the hills, and on the main street. Any rider leaving or entering town had to undergo →



sobriety checks and questioning.

Video cameras, binoculars, and numerous officials watched our every move. The only sound that could be heard throughout the town was that of bikes coming and going. This harsh welcome greatly impeded the enjoyment and freedom of our ride. Unlike in the past, there were no sounds of laughter or people in the street having fun.

Most local merchants were opposed to law enforcement's undue show of force, and their proceeds for the weekend certainly suffered because of it.

Most local merchants were opposed to law enforcement's undue show of force

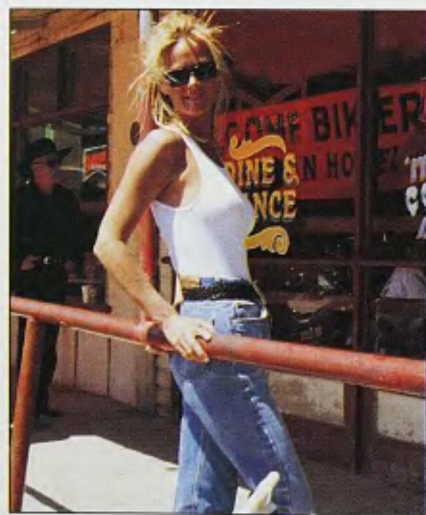
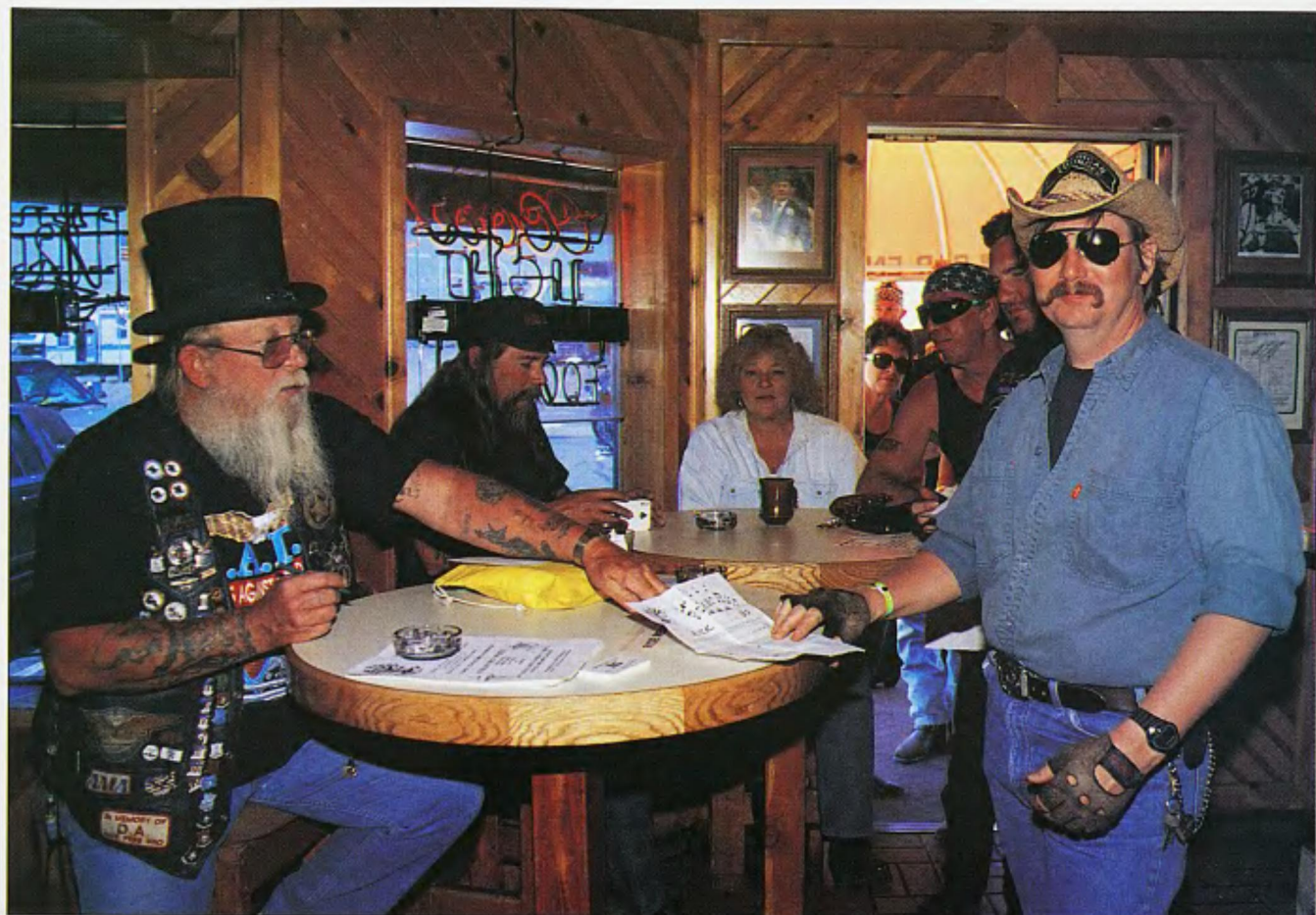
Other merchants had been frightened by rumors that, last year, bikers had raped burros, had sex on the streets, or were planning a showdown in Oatman.

Personally, I do not know any biker who would ever consider raping a burro. I've also never seen a biker having sex in

the middle of a public street, not to mention that there is no group alive that would plan a showdown in such a public place.

The whole incident may backfire on Sheriff Cook. Immediately after the run, the locals filed both a recall to get him out of office and a class action suit against him.

In the end, we are a resilient lot. As an alternative to Oatman, the Lake Havasu River Riders MC took the bait and ran by creating a dynamite poker run in Lake Havasu. The poker run covered 50 miles of uninhibited riding



on lakefront property, and local biker bars and other establishments welcomed us with open arms.

The poker run ended at the London Bridge resort called "Kokomos," where the party continued. Bikers bobbed for beer cans in tubs filled with ice water, and sexy lingerie was offered as prizes. The River Riders provided great music, and offered us a fun environment to let our hair down and relax.

As usual, we've been invited back next year for a repeat performance.

—Nancy Cairns



Photos: Nancy Cairns, Dennis Carver

EASYRIDERS 1995 INSURANCE GUIDE

Let The Buyer Beware!

A number of major companies specialize in motorcycle insurance, while others offer it in addition to your auto or home policies. Standard carriers such as State Farm, Allstate, and Nationwide will offer coverage, and depending on your circumstances, may provide attractive rates. Defining the "best deal" is impossible, however, and as one insurance executive who did not want to be identified said succinctly, "The best advice is to just shop around."

Whether you are trying to insure a super-charged 120-inch Kenny Boyce 1993 FXR, or looking for the most appropriate policy for your restored 1931 VL Harley, or just want the breakdown on a stock '94 Softail, each company has a different twist that will undoubtedly make your head spin.

Most insurers don't want to provide hypothetical quotes because rates can vary dramatically person to person, state to state, town to town. For reasons of comparison, however, whenever quotes do appear I've used my own statistics: Arizona resident living in a rural town, married, 39 years old, experienced rider, clean record, garage.

Before you sign on the dotted line, consider what the company is offering besides the basic liability, comprehensive and collision plan. Exclusions, such as highly modified frames and engines, might really spoil your day if you only learn about it after your bike's gone; the same would hold true for options, such as uninsured motorist, underinsured motorist, passenger insurance, medical coverage, and accessory packages, which could determine the real value of your policy. And when shopping, ask about safe rider course, multiple-bike, and affinity group (such as H.O.G. or AMA) discounts.

The following is a round-up of some of the major motorcycle carriers and what they have to offer:

MID-WEST MUTUAL:

This company has been insuring motorcycles since 1948, said Dale

Fitzgibbon, field sales manager. Mid-West offers antique insurance if you limit travel on your bike to 2,500 miles per year and ride only within your home state; although, "later models, say around 20 years old, are allowed 7,500 miles per year," said Fitzgibbon.

According to Bob McClean, president of the Antique Motorcycle Club, a restored '31 VL, our sample, would be worth about \$12,000. McClean added that a bike has to be at least 35 years old before the club considers it an antique; insurance companies, however, usually set the mark 10 to 15 years under that.

With liability minimums at 10/30/10 (\$10,000 bodily injury each person/

Ask about safety course, multiple-bike, and group (H.O.G., AMA) discounts

\$30,000 each accident/\$10,000 property damage) and the VL having an appraised value of \$12,000, using my stats, liability would cost \$86 per year; physical damage would tack on another \$360, or \$3 for every \$100 of stated value.

"Our policies cover everything that was standard equipment on the motorcycle. If you've added to that, then you can buy 'accessory insurance,'" said Fitzgibbon. Herein lies a golden opportunity to insure that \$30,000 120-incher you have parked next to the VL. Most companies won't touch such a monster; the only alternative is insuring it as stock and praying the shiny side stays up. Fortunately, Mid-West has another idea.

If the FXR has a blue book value of say, \$13,000, you can make up the huge difference by plunking down an extra \$500 for the accessory charge. Of course, you'll have to itemize (and have receipts for) the super-charger and all the chrome bits that make the bike a show winner, but then again,

it may be worth the peace of mind.

"The formula we use is so many dollars per \$1,000 in stated value," said Fitzgibbon, "and that will vary depending on the vehicle. It can be \$1 per \$1,000 or \$10 per \$1,000, it just depends. Of course, if the 'accessories' seem too radical we might have to take a second look at the bike to determine if it's insurable." Bikes with Chevy engines, for instance, would not qualify for the accessory insurance, added Fitzgibbon.

Mid-West will allow two moving violations within 36 months without adding a surcharge; after that, you're hit with a 40 percent increase across the board. The company also offers a 10 percent discount if you've successfully completed a Motorcycle Safety Foundation (MSF) course (call 800-447-4700), and up to 20 percent discount if you've owned a bike previously and have riding experience.

If you carry comprehensive (covers fire and theft, vandalism and acts of nature) and collision (accidents caused by you or a pothole), Mid-West will provide free towing to the nearest qualified bike shop; safety apparel is insured up to \$500 with no deductible, and helmets are insured up to \$400 with no deductible under the same umbrella. If you are stranded at least 100 miles from home, the company will pitch in another \$300 for food and lodging.

By the way, trikes are almost uninsurable, but, said Fitzgibbon, the new Tri-Motors with rear differentials can be insured as an accessory to the original bike.

Mid-West is based in West Des Moines, Iowa. It insures in 36 states. For more info call (800) 247-4180.

AMERICAN UNDERWRITING MANAGERS:

Owned by the Martkel Corp., this division administers the Bros Club insurance program. AUM will insure bikes for their stated, appraised value, including customizing, up to \$50,000 (as opposed to a Cash Value policy,

which is based on the blue book listing).

"We don't get a lot of calls for motorcycles over \$30,000, but as long as the accessories and engine work is itemized and the premium paid, we will insure the bike," said Timberlee Grove, senior vice president for the Tewaukee, Wisconsin-based carrier.

My '94 FXSTC, which the *National Appraisal Guide* lists at \$13,800, would cost \$674 to insure, including comp and collision, said Grove, based on my situation. A dresser would be cheaper, she explained, "because they don't get stolen as much." Three speeding

tickets within three years and my rate would jump to \$954. With one DUI (Driving Under the Influence) and a minor moving violation the rate steps up again to \$1,164. Two DUIs and I'm out of the ballgame. To demonstrate how much geography influences the equation, to insure the bike in my old hometown of New York City, the premium inflates to a whopping \$3,221 per year. It's cheaper to drink. Discounts are given for anti-theft devices and the MSF course.

The 1931 VL, rated as a street bike with a \$12,000 appraised value (photo

and documentation must be included) would cost \$531, with a \$250 deductible. In NYC, the rate would jump to \$2,662.

The 120-inch FXR is another story. "We are in the process of getting a whole different category for high-performance machines," said Grove. "Our intention is not to extend coverage to high-performance motorcycles that have been seriously altered, such as the addition of super- or turbo-charging kits, nitrous oxide, things of that nature. There is a difference between making something pretty →



and building something purely for speed. Once bikes get beyond 90 inches, we start wondering. However, we are reviewing this position; our program is always evolving."

In other words, "check back with us later." The high limits are really meant for "pretty bikes." But for argument's sake, a 90-inch FXR with an appraised and photographed value of \$30,000 (\$15,000 for the bike; \$15,000 in accessories), would cost \$1,016 including comp and collision in Little Town, Arizona, and a staggering \$4,800 in New York City. Clearly, the company doesn't want you to ride there.

For more information, call AUM at (800) 236-4647.

DAIRYLAND INSURANCE CO.:

According to Marty Katz, director of motorcycle insurance, the carrier uses a variable insurance dollar charge per \$100 worth of bike formula to cover any motorcycle, be it antique or brand-new. And that cost, he explained, is based on the standard criteria—rider age, driving record, marital status, location, etc.

Dairyland bases its comp and collision premium "on a deductible of \$250, or 10 percent of the loss, whichever is higher," said Katz. So if a bike is worth \$10,000 and it's totaled or stolen, the deductible is \$1,000. Wow. "This has allowed us to keep our prices more affordable," claimed Katz.

The company also offers discounts to H.O.G. members "and most other major riding groups," riders with "good experience" and bikers who have completed the MSF course. The discounts apply to the entire premium, except for vintage bikes, where it is only applied to the liability costs. Dairyland, which has only been offering vintage bike insurance for two years, "doesn't have enough experience to do anything to the contrary."

The 74-cubic-inch VL will cost me \$608, not including discounts or options, to insure in Arizona. There are no mileage limitations, but the bike must be intended for only personal use. In some states the antique cannot be used in parades, funeral processions or to escort vehicles in any other way. Katz broke it down this way: liability, \$114; guest passenger (mandatory), \$48; uninsured motorist (optional), \$48; underinsured motorist (optional), \$18; medical expenses (\$1,000 for rider and passenger each), \$60; comprehensive and collision, \$446.

The '94 Softail would cost \$696 per year. As for the hot rod FXR, Dairyland won't touch it, or anything else that's been radically altered. The company insures motorcycles in 36 states. For more information or a quote on your

bike call the Stevens Point, Wisconsin, carrier at (800) 345-0335.

UNIVERSAL UNDERWRITERS:

A division of Recreational Products Insurance, this Overland Park, Kansas, company has been in the motorcycle business for 30 years. The carrier separates motorcycling into categories and has developed what it considers suitable programs for each. The areas are touring, sport bikes, vintage/classic, and off-road. The company is truly one of the Big Daddys of motorcycle insurance, offering coverage in 45 states.

Rod Klinkefus, vice president of marketing, declined to offer any quotes, but he did mention some restrictions. A stated value policy is available for our 1931 VL, but it must be appraised, a picture submitted, kept in a locked structure and must not be used for daily transportation. Vintage bikes are insured to a maximum of \$20,000.

Although that customizer's friend, accessory insurance, is available from Universal on a dollar cost per \$100 value, it may be of no help here. The 120-incher "is a tough bike for us to insure. Its actual cash value may be \$30,000 or \$35,000, but that's not how it came from the factory. We'd have to look at it on a case-by-case basis. Liability would be no problem, it's the physical damage that raises a lot of questions."

The company offers 10 percent to 15 percent discounts for completion of the MSF course. For more information call (800) 238-2446.

BANKERS AND SHIPPERS/INTEGON INSURANCE COMPANIES:

Christopher Whipple, motorcycle product manager, said the company insures bikes in 25 states. Whipple drove home how much the cost of coverage can vary: "It is such a wide range, it can cost one individual 30 cents per \$100, and another, \$7 or \$8 per \$100 worth of comp and collision."

When buying a bike, he said, potential owners should consider that rates can be significantly cheaper for used bikes, especially in the higher rated areas. "This might enter into your purchase strategy," he said. For example, I owned a 1982 FLH stroker that cost under \$500 to insure in New York state; when I purchased the '94 Softail, the premium skyrocketed to \$1,500 for less coverage. That 1,000 bucks a year can buy a lot of improvements, even if you don't insure them.

"Also, after about three or four years, certainly after five years, of insuring the same bike with the same com-

pany, your insurance company should start offering a cheaper rate for comp and collision. After all, your bike is worth less."

Bankers & Shippers, et al offers vintage insurance on bikes 20 years old or older. It also offers a multiple-bike discount that can save you up to a huge 35 percent off your premiums if you insure four or more bikes with them. Multi-bike discounts start at about 10 percent off for two motorcycles.

B&S doesn't insure in Arizona so I asked for quotes in some of the cheaper and more expensive areas of the country where they do offer coverage. B&S would insure all three bikes, but would add on a 50 percent "hazard" surcharge for our super-charged FXR. The rates include comp and collision with a \$500 deductible, again, using my personal statistics:

In Florida, depending on the area, the 120-inch, \$30,000 FXR would cost \$1,534 per year to insure on the low end; \$3,534 on the high; the 1994 stock Softail Custom would cost \$333 low; \$736 high, and the 1931 VL would \$200 per year on the low end; on the high end it would cost \$445.

In Texas, the rates are \$1,545, \$424 and \$298 on the low end; \$2,984, \$784 and \$563 on the high.

In Ohio, the rates are \$1,557, \$232, and \$215, respectively, on the low end; \$4,166, \$532 and \$551, high.

In Illinois, the cost is \$1,589, \$328 and \$225, low; a whopping \$6,197, \$1,019 and \$836, high.

In Connecticut, the rates, respectively, are \$1,641, \$379 and \$254, low; \$2,644, \$587 and \$385, high.

Apparently it pays to putt around on an old bike, but I suppose if you can afford to part with \$30,000 for the hot rod, you can afford the insurance, right? Maybe. For more information contact the company at 3060 South Church St., Burlington, NC 27215, (910) 538-4524.

In conclusion, frequently, the insurance quote you get is not always based on what's best for you, one insurance executive confided on condition of anonymity. "A lot of time it's based on what's best for the agent. Different companies will pay different commissions. Some pay ten to fifteen percent; others as high as twenty-five percent commission."

"Even if you already have insurance, it doesn't hurt to make a few calls to see what the market is offering; sometimes companies will offer transfer discounts substantially larger than your present company's renewal discount," the executive said.

—Josh Placa



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ELVIRA

MISTRESS
OF THE
ROAD



As a San Diego plumbing contractor, Randy Aron knows a thing or two about bending pipe. He dabbled with bike customizing some 20 years ago, then got into boats, and didn't come back to bikes until February 7, 1990.

"I was on the freeway," Randy recalls, "heard a Harley come roarin' up outta nowhere, and told myself, 'I gotta have one.' I drove to Harley-Davidson of San Diego, wrote a check, and started asking a lot of questions. At the time, I had no idea where things were going."

A few bikes and a few years later,

Randy was at a local watering hole, where his drinking buddy introduced him to Romona Pete, who had the very year bike that Randy had been looking for. He wanted a '59 because that was his birth year, and there were a limited number of editions made (of both Randy and Panheads).

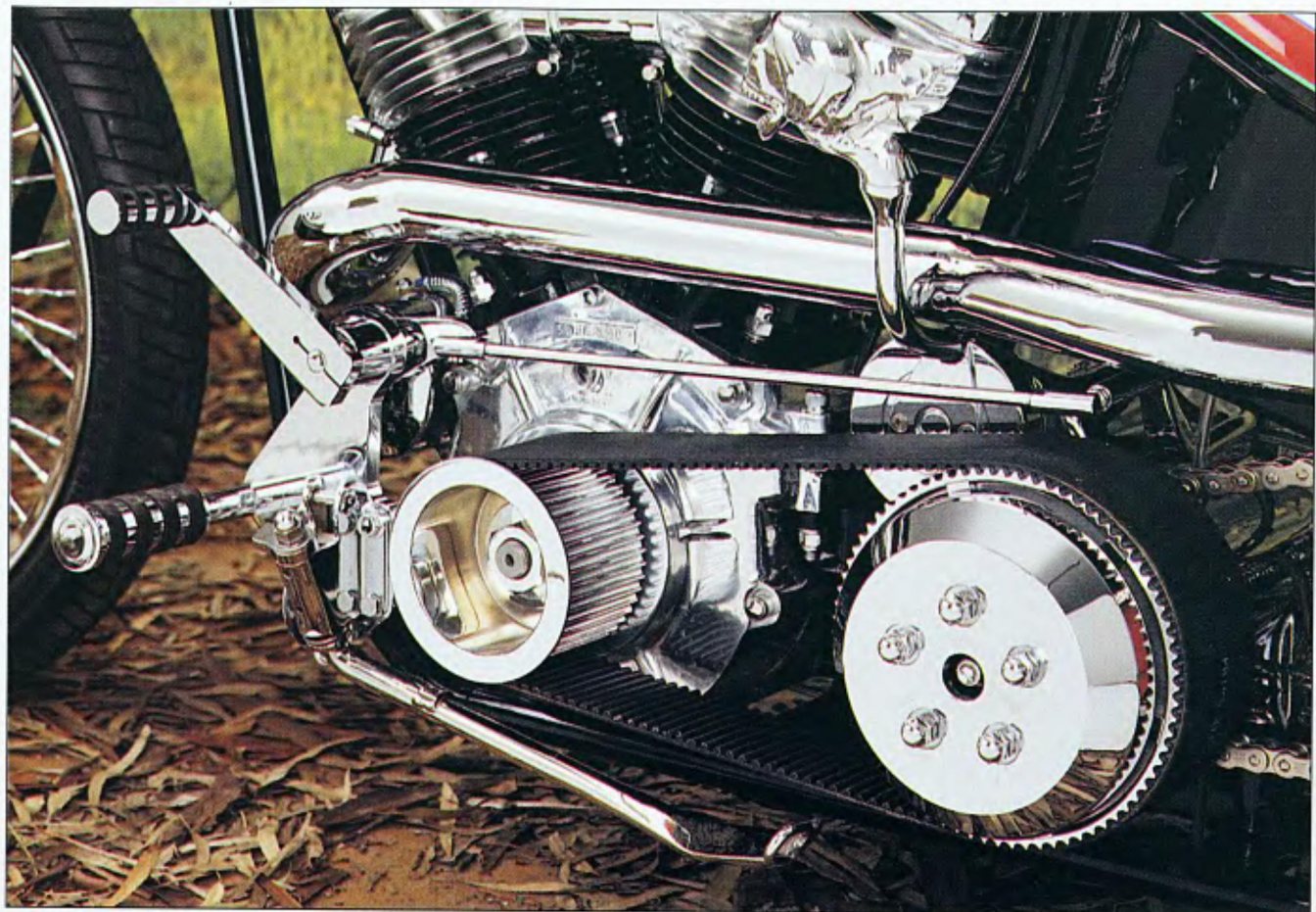
Romona Pete had acquired the Pan from a fella named Dean, whose meeting with a car had not been too favorable. Randy's instructions had been, "Just bring it over," but he still did a double-take when he saw that the forks had →

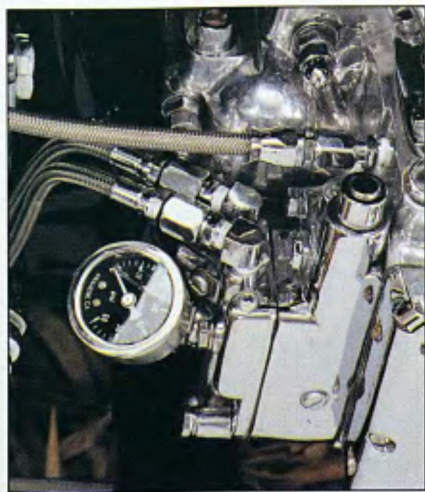
Easyriders



Easyriders







been crushed back into the cases. Not daunted by the job that lay ahead, Randy got to work with hours of welding, grinding and polishing on a hand-made frame. Then he called in a few friends for the specialty work.

Those two 2.5-gallon "stretch" bobs alone took two 40-hour weeks, and check this out: there's no Bondo on any of the body work. You're looking at 100 percent hammered and heated tin, courtesy of the craftsmanship of Meyer. There ain't a stitch of Bondo anywhere, folks. The front end, an almost impossible-to-find XA stock

2-inch over that was used on Army scooters, came from the life-savers at Moreland Brothers Choppers of Solano, California.

The jockey shift skullhead was built by Guzzy, Randy's Solo Angeles brother. The mouth moves up and down and the eyes light up, kind of like the engine (always on the first kick). Evo seals and bearings in the lower end put the leak myth to rest, but even lightening the wheels on a lathe couldn't get the classic Panhead vibration out.

Randy's motto is: "Less is more.

The less you see, the better it is." He's gonna be getting into the fabrication manufacturing business shortly, but he won't give up the plumbing business and skills his father passed on to him.

As for Elvira? Well, Randy names all of his bikes, and if I have to explain, rent the movie. Her profile says it all.

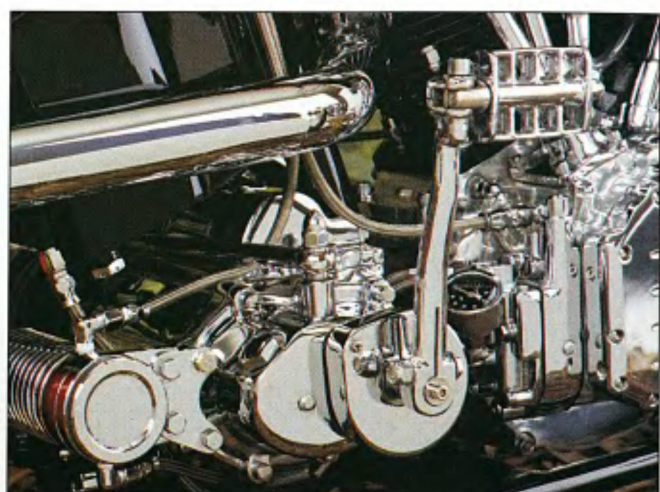
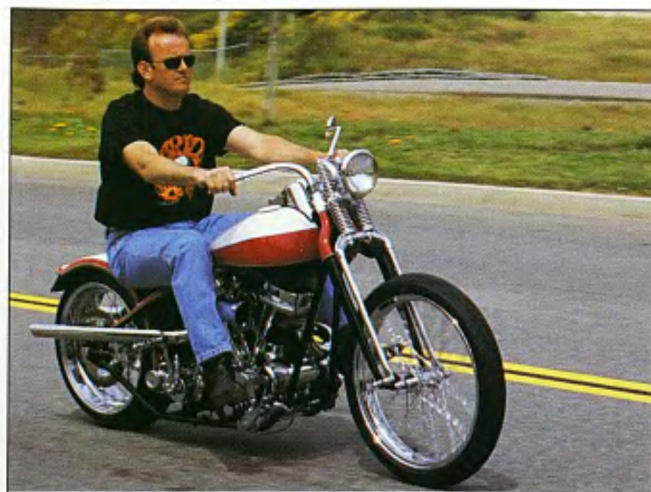
—Captain Trash



1ST PLACE RADICAL CLASS

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





Owner:.....Randy Aron
City:.....La Jolla, California
General
Fabrication:.....owner
Year and make:.....1959 H-D
Model:.....FL
Chroming:.....Sanchez Polishing
Engine
Year:.....1959
Model:.....Big Twin
Rebuilder:.....Tatro Machining
Ignition:.....circuit breaker
Displacement:.....74 cubic inches
Lower end:.....H-D

Pistons:.....Webco
Cases:.....H-D
Heads:.....H-D
Cam:.....Sifton 412
Carb(s):.....S&S Super "E"
Pipes:.....Automotive Exhaust Products
Modifications:.....balancing by Tatro,
Meyer air cleaner, Nempco muffler
Transmission
Year:.....1959
Modifications:.....late seals, belt drive
Painting
Molding:.....Jema Auto Body
Painter:.....Uptown Design

Color/type:.....black, white, red acrylic
Special paint:.....design by Chip Foose;
pinstriping by Rob Gagnon

Frame
Builder:.....owner
Type:.....rigid
Modifications:.....35-degree rake,
3-inch stretch

Accessories
Bars:.....Meyer
Fender(s):.....Meyer
Headlight:.....Nempco
Taillight:.....owner
Speedo:.....Chrome Specialties

Pegs:.....JayBrake
Gas tank:.....owner/Meyer
Oil tank:.....Meyer
Seat:.....AB Upholstery
Mirrors:.....Nempco
Grips:.....modified Ness
Forks
Type:.....H-D
Modifications:.....extended 2 inches,
internal throttle

Wheels
Front:.....21-inch, hub by owner, Metzeler
Rear:.....18-inch, Bridgestone, JayBrake
Photos:.....John Wycoff



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CAMPING STUFF

TIRED OF GNATS IN YOUR ASS?

I like camping by scoot. Love it! But sometimes, I don't know why. You can't carry much, so often you can't bring enough gear. You get ashes in your food, you get cold, you get hot, you get wet. You get mosquitoes in your ears, gnats in your ass and the inevitable complaints from the ol' lady.

So, I decided this year was gonna be different. This

time I was gonna do it right. I went nosin' around a bunch of camping shows, got some magazines, talked to my bros, and found the best damned camping equipment I could—stuff that could be easily carried on a bike and that does the job. And it will also get you admiring glances from your bros and sisters around the campfire.

—Backwoods Bill



Pyramid Power

I go on lotsa runs and fund-raisers, but what I saw on one small run really rattled my jiffy stand. This Pyramid Outdoor Cooking System gizmo looks like it just landed from Venus or somewhere equally foreign, but it folds flat and sets up in 15 seconds. With just nine charcoal briquettes, and different attachments, it can become a grill, stove, oven, roaster, or smoker.

The guys putting on the run were using the Pyromid to cook burgers and grill shrimp, mushrooms, onions, and such for the crowd. They also use them on the bass boats and for tail-gate parties, and smaller ones will fit on a scoot for camping. The Pyromid comes in four sizes, and the biggest will handle cooking for 6-12 hungry road warriors!

American Innovation Marketing, Inc.
(800) 824-4288



Good ol' GORP

The first time my sweetie told me we were taking GORP along camping, it sounded to me like somethin' the dog left behind in the corner for lack of Pepto Bismol. But according to Adventure Foods, GORP actually stands for "Good ol' Raisins and Peanuts." That sounds a whole lot more appetizing, especially since it has M&Ms, too. It's like old-fashioned

trail mix—only sweeter.

And if you are what you ride, and you happen to straddle a Fat Boy, they've also got lighter stuff like Chicken Salad and Whitefish & Crab Salad for campers. They all come in plastic bags so you just add water, let them sit about five minutes, and eat. Hey, the stuff's probably good for you, too.

Adventure Foods
(704) 497-4113



Hot Little Number

Keep it small, keep it light, and you've got more room for your honey on the back and an extra pint of black Jack. This Primus Action Sports Stove (No. 2263-82) collapses to the size of a rat's ass, yet cranks out a respectable 10,000 BTUs. It runs on propane or butane cartridges, and costs about \$40.

Century/Primus
(800) 435-4525



Self-Blowing Big Mats

Scoot camping is an exercise in compromise. Everything's got to be big enough to work, but not so bulky or heavy it won't pack. And it helps if it's not so expensive that you're tapped out after buying it, or afraid to use it. Like this Slumberjack Comfort Packer air mattress. It's made with open-cell foam, self-inflates and has a brass screw-down valve that shows



Spray Me, Baby

Whether you camp or not, here's a load of spray cans that will really help any biker get down the road. I've never been on an extended ride when it didn't rain at least once, and I hate getting into one of those "I'm a little birdie" yellow rain suits that the bagger set wears.

The stuff you'll really need here is the Outdoor Leather Protector and the Leather Outdoor Boot/Shoe Protector.

Spray it on, it's guaranteed effective and it's not supposed to change the feel, color or breathability of the leather. And how 'bout that Wash-In Waterproofer—that should work on my jeans. The tent could use Fabric Cleaner and Outdoor Fabric Protector. As for the Ski/Snowboard stuff, give that to your ol' lady's yuppie cousin, the one who drives the Toyota.

Blue Magic Products, Inc.
(800) BUY-BLUE

Dome, Sweet Dome

Like you, I was once without gainful employment. I could go out in the boonies with a couple of cases and a couple of bros, throw a sleeping bag on the ground, and sleep under the stars. I didn't need all that baggage of a tent, air mattress and all that cushy stuff. Life was sweet.

Well, life still can be sweet, only I've picked up a little baggage on the way: a wife, rug rats, and a mind-bogglin' load of bull-shit. And as I've gotten older, I've learned that having some stuff ain't so bad. So, I like this Coleman Sundome tent. It sleeps four, sets up to 6 feet high so you can stand up to put your pants on in the morning, yet it folds small enough to store on the scooter. It retails for just \$159.95, and in case of rain I can always tell the bros I'm putting the beer in my tent so it won't get wet. That stuff is always welcome.

The Coleman Company
(800) 835-3278

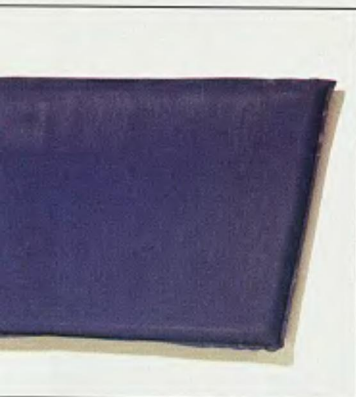


Wine Sacks

There's nothing like a little wine to mellow out an evening when you're hanging around the fire, and this flask from Bota of Boulder is an ideal way to carry it. It holds a massive-headache-sized 32 ounces, is made of 50 percent recycled plastic and is covered with recycled fleece (if ya care about that sorta thing). It'll keep liquids hot or cold, and it's a steal at \$13.99—and you probably do care about that sorta thing, don't you?

The company also offers Bottle Socks, insulated covers for bottles from 16 ounces to two liters, which covers a lot of soda bottles for mixing. When it comes to roughing it, my ol' lady considers having to drink warm soda right up there with no shower and having to use leaves for toilet paper. There's even a handy carrying strap so you can throw Bottle Socks over your back when you ride.

Bota of Boulder
(800) 530-8489



the same kind of long-term thinking as Harley-Davidson.

It's a three-quarter (54-inch long) mat, which means that your legs hang off, but bikers can take it. It's also designed with big bikers in mind with its extra 22-inch width. The whole shootin' match weighs in at just under two pounds, and comes with its own stuff sack.

Slumberjack
(800) 233-6283





Beer-Filtered Pix

The only thing that went wrong at my last campout was when Fast Eddy dropped my camera into the beer pitcher, which put an end to the shots, not to mention the camera. But if I'd had this Kodak Fun Saver Weekend 35, I could have just kept shooting.

The Weekend 35 (\$14.95) is a waterproof, one-use camera that's designed for less-than-ideal conditions above beer level, and will perform under water up to a depth of 12 feet. You don't even have to focus, and it comes loaded with a 27-shot roll of Kodak 400 ASA film.

So if it's going to be a beer-soaked weekend anyway, just drop a Fun Saver into your mug and get the drop on your bros gettin' blasted. If you've got more than 12 feet of beer, you probably won't be able to see the pictures anyway.

Kodak
(800) 242-2424



Super Tool

You've seen these dudes at county fairs hawking stuff that slices, dices and mixes for only \$59.95, and if you act now—well, Leatherman's new Super Tool (my ol' lady loves the name) will be real handy for both campers and bikers. It's new, great for camping and includes 10 locking blades.

It's a pliers, wire cutter, and electrical crimper for when you

have to get the scoot on the road after electrical problems. But if it's mechanical problems, the Super Tool has what your tool bag might not: four screw-driver blades, a file, three knife blades and a welder, all for \$70. Okay, so I was kidding about the welder.

But knowing Leatherman, they're probably working on it. Leatherman
(503) 253-7826



Bear Bags

I've known some pretty big dudes in my day. Most of them were called "Bear," and most of them had a real problem fitting into a standard sleeping bag. One dude got so sick of freezing that he tried climbing into the bag head first. But the dirty-foot smell—mixed with his own beer-and-bratwurst breath—could have run a Harley with bad plugs.

What he really needed was this Wenzel Alcan sleeping bag. It's only \$68, but measures 38 by 81 inches. For the arithmetically challenged that's six feet, nine inches long and more than three feet wide, so bellies aren't a problem. And its five pounds of Holofill insulation give it a rating of down to 20 degrees. Hey, every Bear needs this bag!

Wenzel
(800) 325-4121

It's A Gas

Sometimes we camp for a long weekend, and darned if on that Monday morning, as we're doin' that last breakfast, the damned stove doesn't run out of fuel. Just try to find white gas or a butane bottle out in the sticks with six hungry people raggin' you about "When are the fuckin' eggs gonna be done?"

Which is why we like this MSR Whisperlite International 600. It's a compact stove that, besides kerosene or white gas, will burn jet fuel or unleaded bike gas. So if you run out of fuel, and didn't happen to fly your private jet to the campground that weekend, you just close the petcock on your scooter and pull off the gas line. When you're sure nobody's smoking near you, open the petcock and run a little gas in. The stove weighs just 14 ounces, and cleans itself when you shake it.

Mountain Safety Research
(800) 877-9677



Happy Cooker

Willie's got a great ol' lady. Great cook! In fact, the only reason we even invite Willie along is so his wife will bring her magic oven and delight us with her culinary repasts.

The Outback Oven is a skirting with frying pan that fits over a standard backpacking stove and turns the campsite into a handy, fuel-efficient bakery. It makes hot pizzas, cakes, brownies and breads, right there in camp! And for totally fucked-up chefs, the company also has a whole line of baking mixes for the Outback Oven with stuff like apple pie, banana nut bread, pizza, fudge brownies, cranberry scones, quiche (not for real men) and some shit I never heard of called focaccia.

Best of all, with the Outback Oven and the mixes we won't have to invite Willie!

Traveling Light
(800) 299-0378



Where The Hell?

So your bro had directions to this great camping place, and you should be there now, only he's still rollin' back and forth looking for the road that ain't there. So you pull out this Panasonic KX-G5700 Plotter GPS Receiver to find where you are.

GPS is the Global Positioning System of 24 satellites built by the Defense Department to do good things, like kick Saddam

Hussein's ass. These precisely located satellites send out signals that the GPS plotter reads, then by triangulation figures your exact location, within 300 feet, anywhere in the world!

This Panasonic KX-G5700 costs \$1,095, but hey, you'll never miss finding the party again. Now where the hell did I put the beer?

Panasonic
(201) 392-6397

Foot Woolies

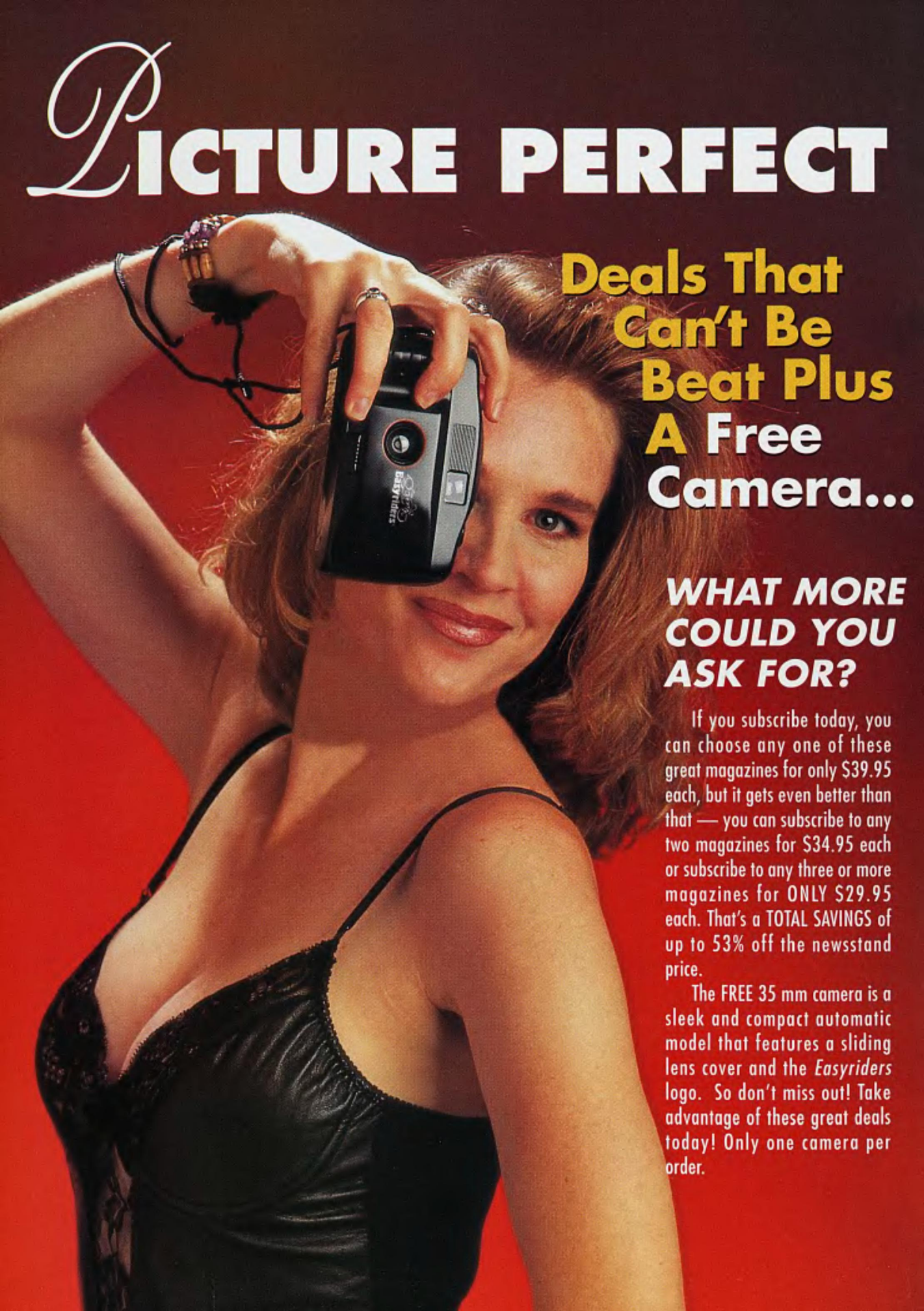
Sometimes a product that's designed for one type of use works really well for something else, like T-shirt sleeves that hold a pack of smokes. Wyoming Woolens' Fleece Feet socks are supposed to be for backpackers and canoers, but I don't give a rat's rear end if I never hike another trail or get on the water in anything smaller than an 18-foot bass boat.

Take it from me, Fleece Feet are for bikin', especially if it gets wet or cold. They've got flat seams for walking, and dry much faster than wool. Get 'em cut low (about \$11), midcut (a buck more) or high (\$15).

Wyoming Woolens
(800) 732-2991



PICTURE PERFECT

A woman with long, wavy brown hair is smiling and holding a black 35mm camera up to her eye. She is wearing a black lace-trimmed spaghetti strap top and several bracelets on her right wrist. The background is a solid red color.

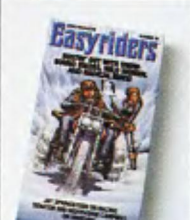
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V-Twin

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Biker

Any bro who takes his riding seriously has gotta get his hands on this rag for full-time partyin' action.

In The Wind

Check out wild bikes and wild action in these reader pix and snaps of boisterous biker bashes from coast to coast.

VQ

Each collector's edition of VQ features outstanding custom Harleys, Harley-influenced fashions and high-end products.

Earlyriders

If vintage Harleys and Hendersons and Indians make your heart pound, don't miss this up close look at these antique and fully restored classic motorcycles.

Tattoo

Feast your eyes on the finest examples of body decoration in the world's largest selling tattoo magazine.

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DEEP PURPLE

HEAVY METAL
THUNDER
ROARS
FROM
KENT'S
1942 ULH



Kent Kozera drives a 1959 chopped Caddy coupe with a deep purple ghost flame paint job. So when he bought his first stock Harley-Davidson Big Twin Flathead, the monotone paint work didn't do anything for him.

It wasn't long before he thought, why not match the Caddy's color scheme and do a little semi-custom work at the same time?

Enter Galen Olsen, an old hand at stock and custom Harley soup-ups

in California's San Joaquin Valley. Kent laid out for Galen that he wanted something different in a mild custom without completely compromising the stock Harley look.

Galen pulled out a box filled with



antique automobile lights of all shapes and sizes. "We'll start with these and see where it takes us," he proposed. The engine was removed for a check. Additional fins were welded onto the aluminum

heads and shaped to match the original fins. Galen transformed the transmission with a complete set of Andrews close-ratio gears. Rummaging through the box of lights, Kent found a nifty pair of 1937 Dodge tail lamps

and designated them for his front facing spot lamps to grace each side of the original headlamp.

He mated a pair of 1954 Ford commercial truck lenses to the taillights for a unique look. Front turn signals →



from a 1940 Chevy were recruited for the rear running lamps. Before painting the front forks, Galen gave them a facial by filling and smoothing the voids in the top section.

Dale Kelly, a local custom car and cycle painter, signed on to spray the sheet metal parts with the ghost flame paint job. Having shot the Caddy for Kent, he knew exactly what to do to match the motorcycle to the chopped coupe. Jimmy Z, an upholstery expert, agreed to re-cover the solo seat pan with a Batman-style skirt gracing the rear portion of the saddle.

Because everybody has a stock air cleaner, Galen split a '39 Packard headlamp shell lengthwise and fabricated an unusual-shaped air cleaner for the big Flathead. Custom Flanders risers give an upswept look to the wide buck-horn-style handlebars.

They experimented with a megaphone muffler with a fish tip welded on, but it just didn't have the right sound. So Kent opted for a straight megaphone until he and Galen could find or fabricate the right muffler for looks and sound. After 400 miles of smooth motoring, he has the

engine dialed in to a one-kick start.

He's not done yet, either. As of this writing, Kent is fabricating saddlebags. He's using aluminum panels that will be covered with pebble grain leather by Jimmy Z for a semi-stock appearance at the rear.

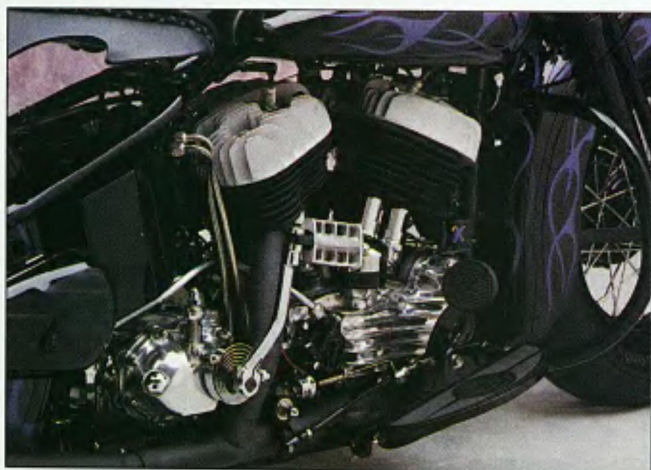
All combined elements considered, this old-time warrior is up to any modern-day road battle.

—M.F. Egan



1st PLACE SPECIALTY CLASS

Easyriders Bike & Tattoo Show Tour, Oakland, California, March 24-26, 1995. Owner is eligible to compete in the \$35,000 Invitational Show, Columbus, Ohio, February 1996



Owner: Kent Kozera
City: Visalia, California

General

Fabrication:owner/Galen Olsen
Year and make:1942 H-D
Model:ULH
Chroming:Visalia Chrome

Engine

Year: 1942
Model: ULH
Rebuilder: Owner/Galen Olsen
Ignition: H-D
Displacement:82 cubic inches
Lower end: H-D

Pistons:.....H-D
Cases:.....H-D
Heads:.....special finned aluminum
Cam:.....#4 H-D
Carb:.....Linkert
Pipes:.....H-D
Modificationshand-fabricated muffler,
air cleaner

Transmission

Year:1942
Modifications:full Andrews gears

Painting

Molding:some

Painter:Dale Kelly
Color/type:black purple/urethane
Special paint:ghost flames
Frame
Builder:1942 H-D
Type:stock straightleg
Modifications:cleaned up

Accessories

Bars:Flanders
Fenders:H-D
Headlight:Gary Bang
Taillight:monkey's eye
Speedo:dash mount

Pegs: footboards
Gas tank: 3.5-gallon H-D
Oil tank: A.J.
Seat: Jimmy Z
Mirrors: one, round
Grips: rubber

Forks

Type:H-D springer
Modifications:.....Galen Olsen, filled,
custom spotlights

Wheels

Front: ...16-inch, Continental, H-D mech.
Rear: ...16-inch, Continental, H-D mech.

Photos: Mike Lichter

The Latest Craze?

Not by a longshot. *Easyriders'* new line of denim jackets and tops embodies a classic American tradition—rugged, no-nonsense denim clothing.

But, like any true biker, we just couldn't resist the urge to customize. Antiqued brown leather trim and the *Easyriders* logo stand out on all of these durable stone washed denim clothes. Triple needle construction helps them withstand whatever you can dish out and they'll never look the worse for wear.

All this adds up to clothing that, like a good bike, never goes out of style.

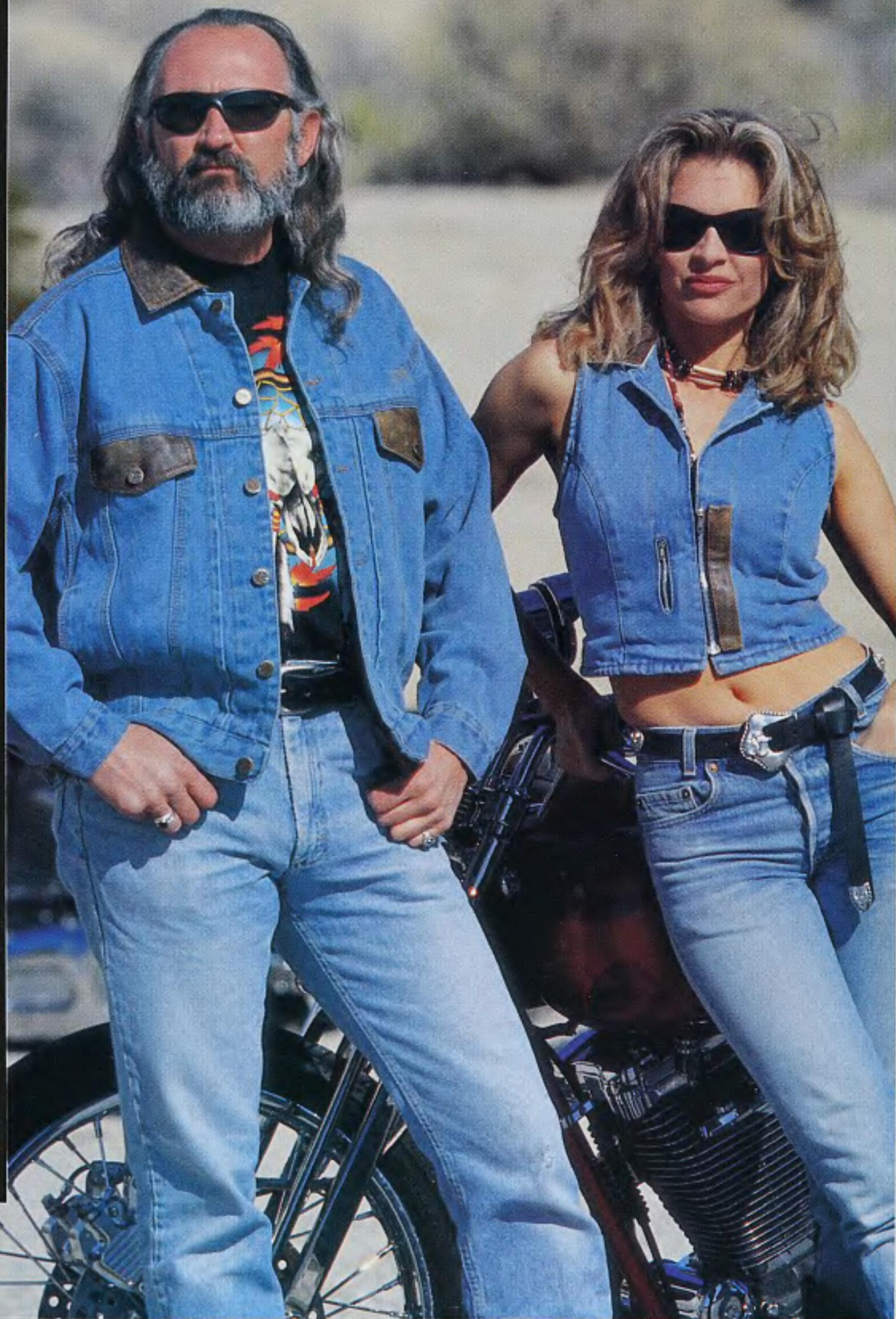
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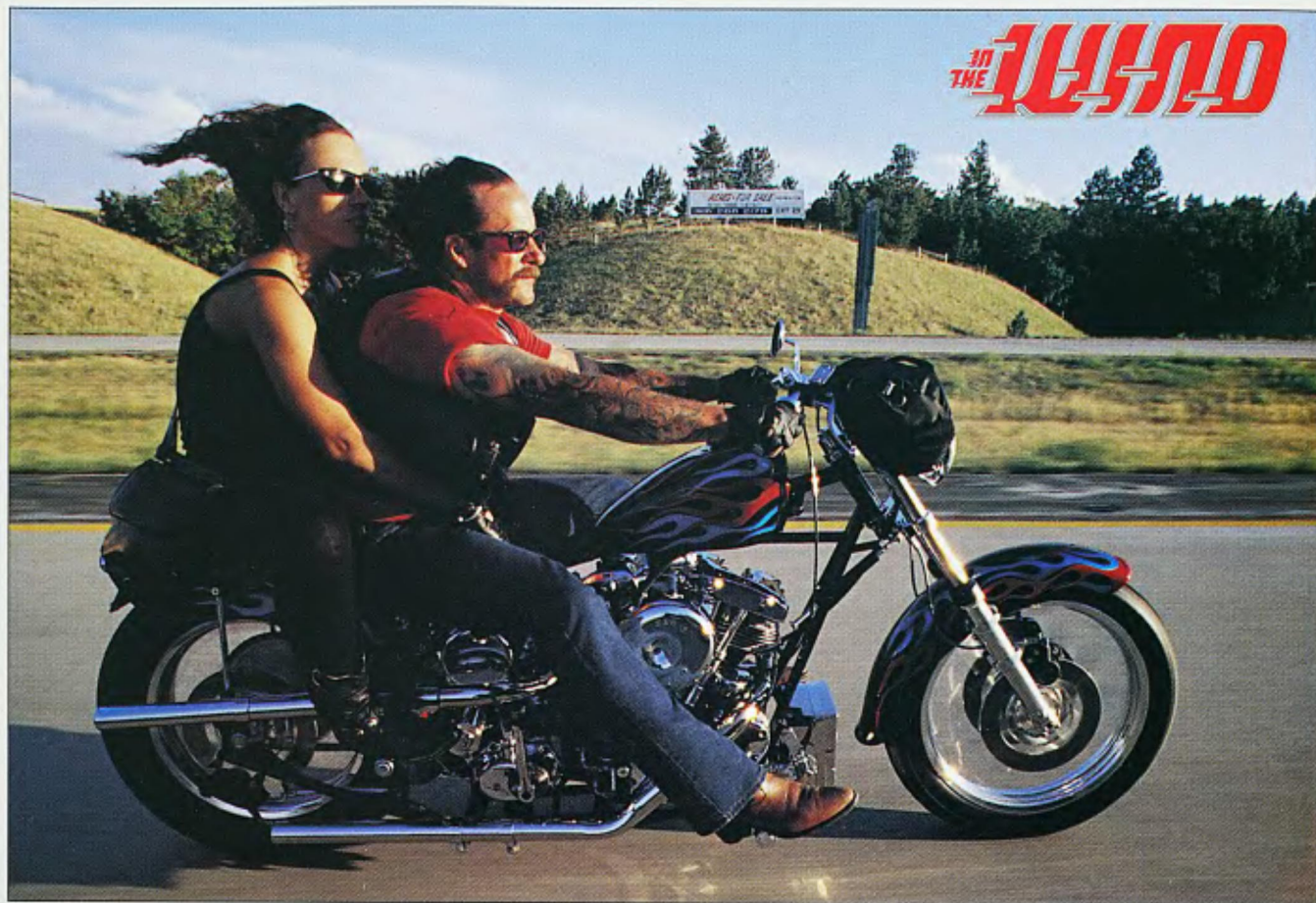
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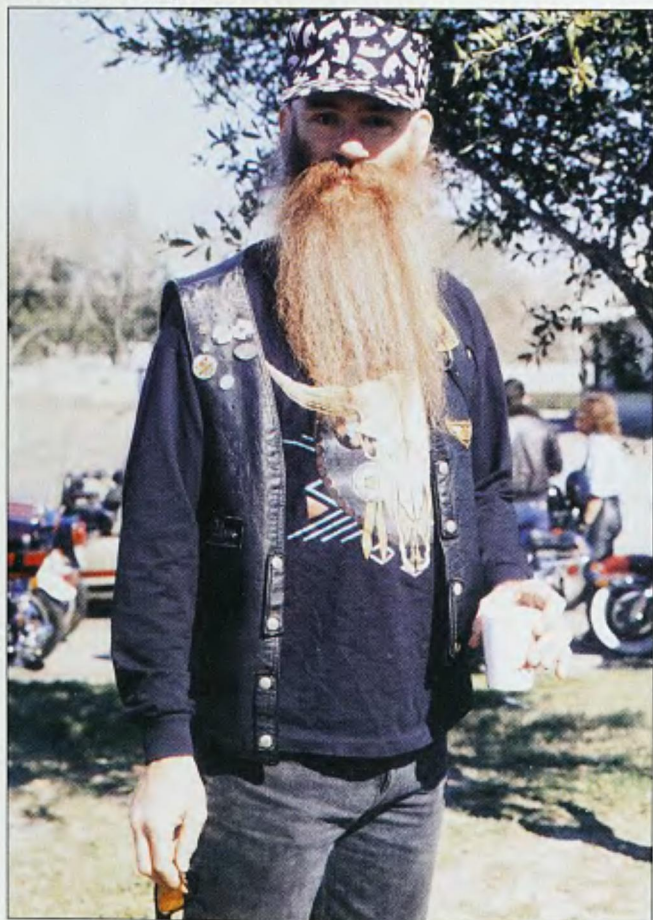
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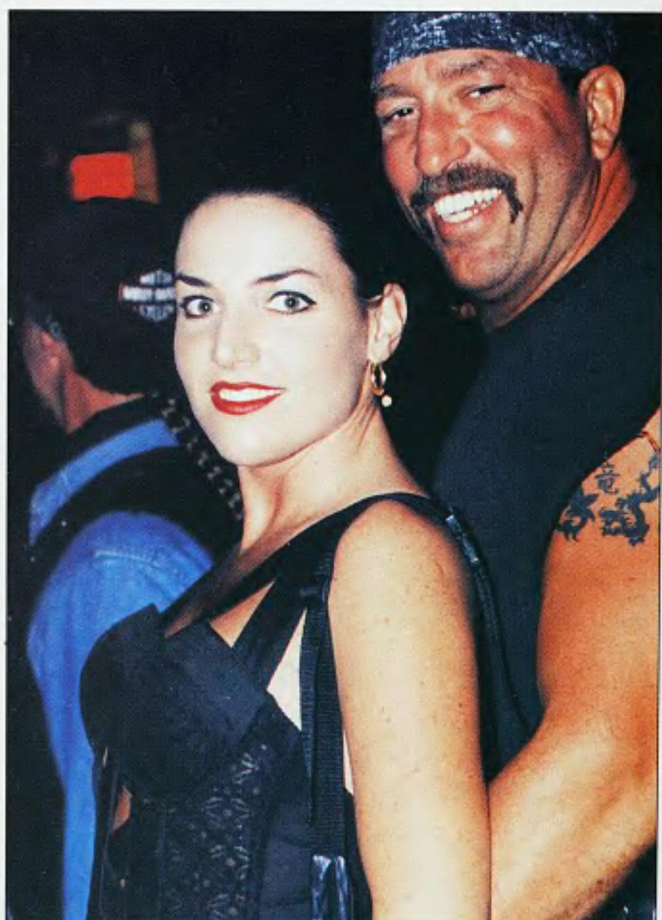
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—Mike Lichter, Sturgis, S.D.



—Les Holt, La Porte, Texas



—Robert Pirog, Cheektowaga, N.Y.



IN THE
WIND



—Jackie Wolf, Henderson, Nev.



—Steve Reyes, Caseyville, Ill.



—Frank Teixeira, La Jolla, Calif.



—Michael Hubert and Pattie, Chicopee, Mass.



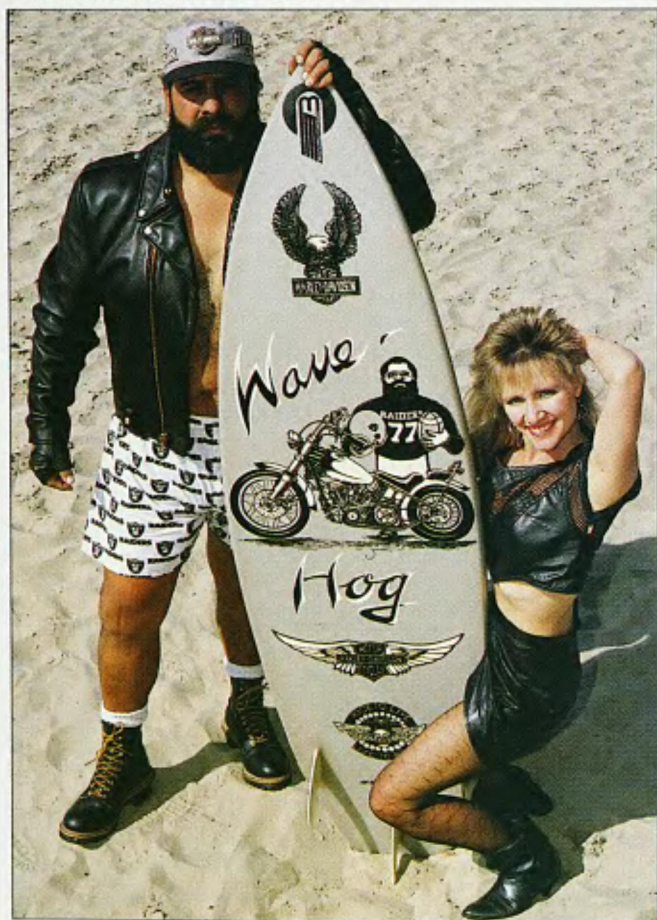
—Colin Paxton, Bonnie, Scotland



—Martha Hanks, Confederates of Anderson Toy Run, Liberty, S.C.



—Loose Bruce, Adelaide, South Australia



—Serge McCabe, Santa Barbara, Calif.



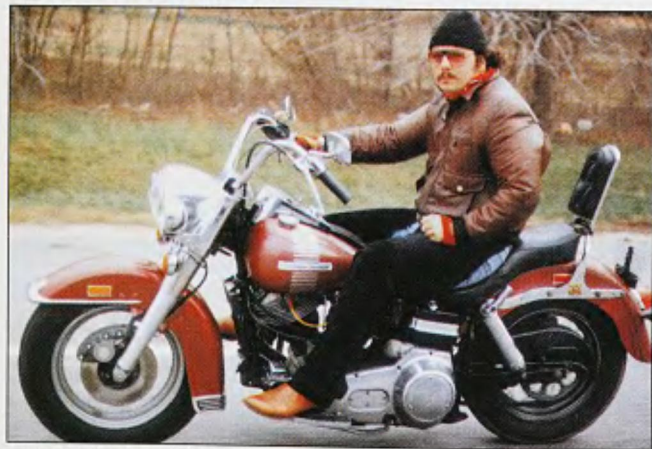
—Joanne Henke, Bulger, Pa.



—Hans Hildonen, Kongsvinger, Norway



—Paula Slater, Fairbanks, Alaska



—Vic Auletta, Arnold, Md.



—Gregg Ronsky, Arlington, Texas



—Dick Wilkinson, Granite City, Ill.



—Wayne Johnson, Jamestown, N.C.



—Fish, Columbus, Ohio



—Mike Clark, Warwick, R.I. 1949



—Pacer Haines, N. Anson, Mass.



—Thunder, Daytona Bike Week '95



—Mud Turtle, Richmond, Va.



—Caroline Sillick, Scroggins, Texas

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

APRIL WINNER

Stacy Lyn is a spunky little firecracker with a mind of her own, strong convictions, and a good heart that seeks to help others. She's also your Fox Hunt winner. Stacy's a Southern Belle in every sense. Living in Louisville, Kentucky, she loves line dancing with her boyfriend, Adam, sometime at her dad's bar, Hooked On Country, in Mansfield, Ohio. The tough but tender woman is also a rehab nurse who specializes in head injuries. Not a job for the meek. Through her experience she's seen the bummer end of accidents, as well as positive results, and is a firm believer in freedom of choice for helmets. Stacy is an avid reader and has a passion for Harleys. She knows her bikes and is looking to buy. She left her "kids," two Boston terriers, Quincy and Darlyn, to fly to L.A., and had a blast modeling on Chuck Butler's Dragon Slayer Evo. "It was nice for a country girl to go to a big city, but also nice to be home." See Stacy Lyn at "work" on page 94.

—Loudmouth



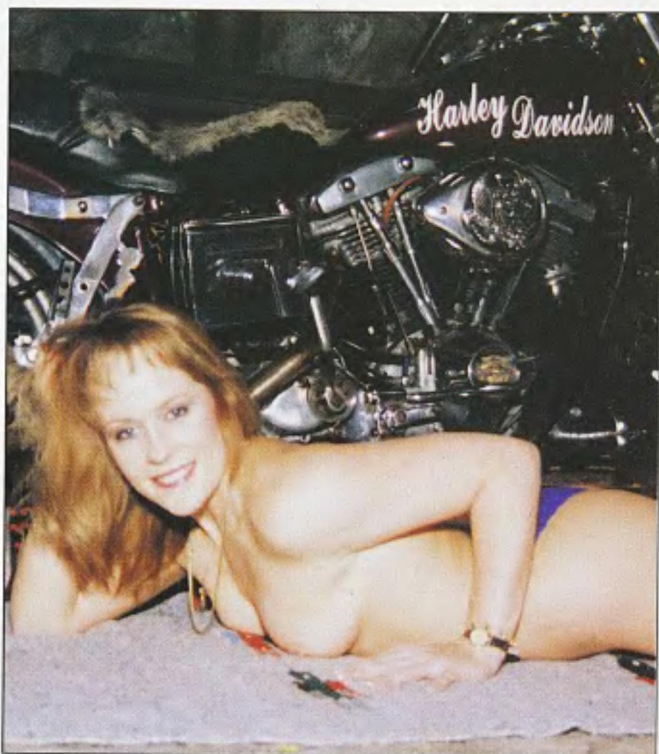
It made my nipples hard the first time they crunched against my man's back with that first shift of the gears.
Jennifer, Colorado—#901



I still get that exhilarated, free and wild, first-time sensation every time I ride ... the kind that sends shivers up your spine.
Julie, New Hampshire—#902



For my first ride on a Harley, I was in Daytona Beach, Florida, during Bike Week. It felt like I was riding a big vibrator.
Angela, Florida—#903



The summer of 1994 was my first experience on a Harley. I've been hooked ever since. Wearing leather and the sensation made me purr.
Denise, Ohio—#904



It just made me tingle. The faster we rode, the better the feeling. Any chance I get, I take a ride on the wild side—a Harley Hog.
Marsha, Maryland—#905



My first experience on a Harley was a total turn-on. It just made me feel so wild and free.
Ann, New Jersey—#906

FOX HUNT

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

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

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

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

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

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

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

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

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

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

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

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #267 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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



Here she is, bros, the May 1995 winner in our monthly Fox Hunt, Michelle, #501, from Delray Beach, Florida. 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.

267

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 () _____

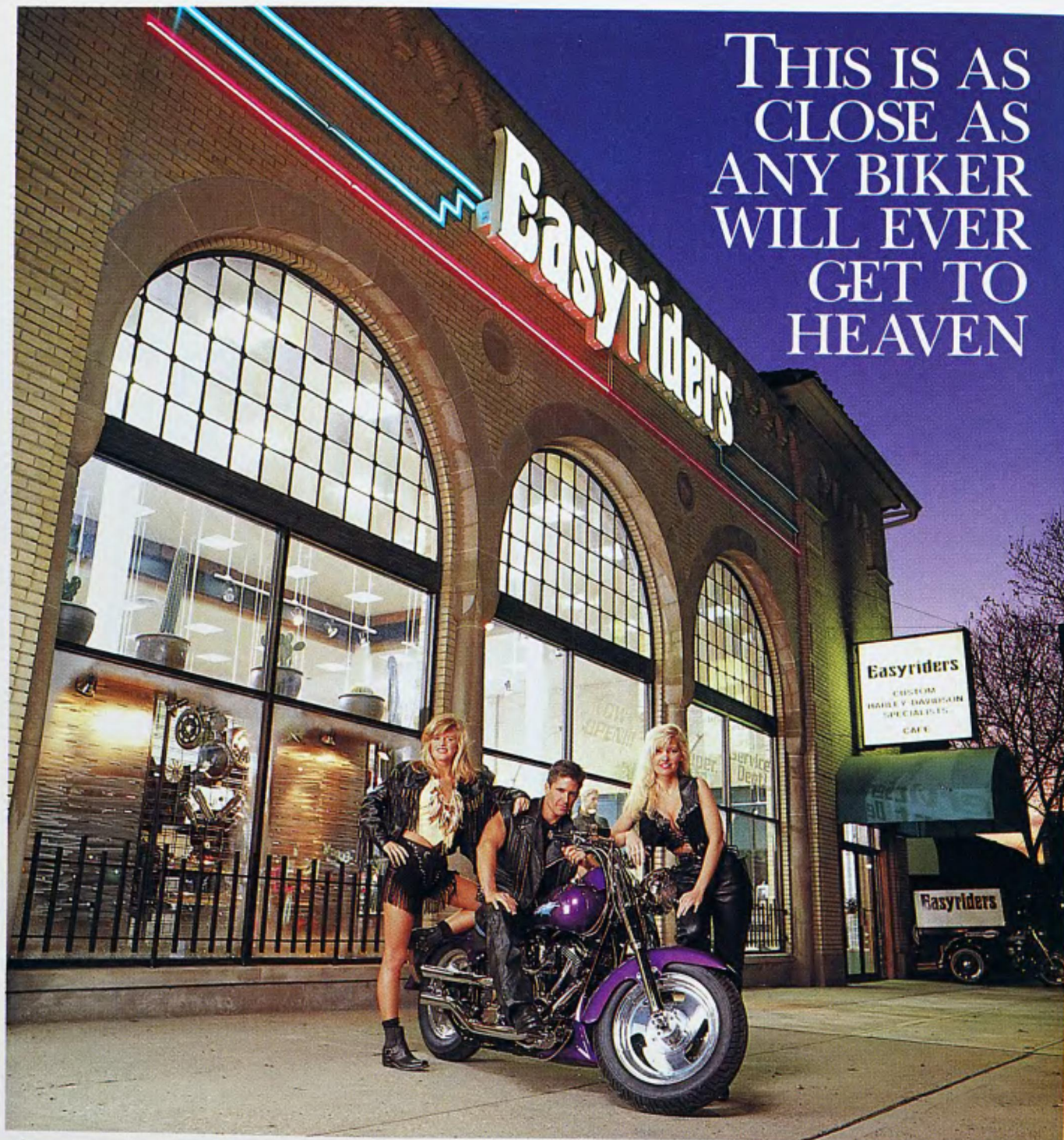
Photographer's Signature _____

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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ANY BIKER
WILL EVER
GET TO
HEAVEN



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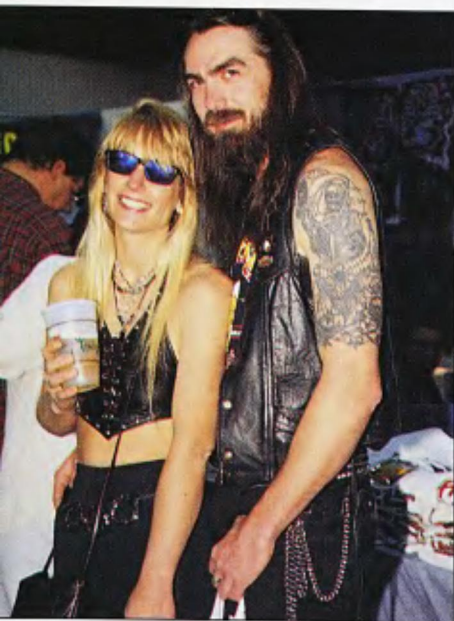
BAY AREAS BEST

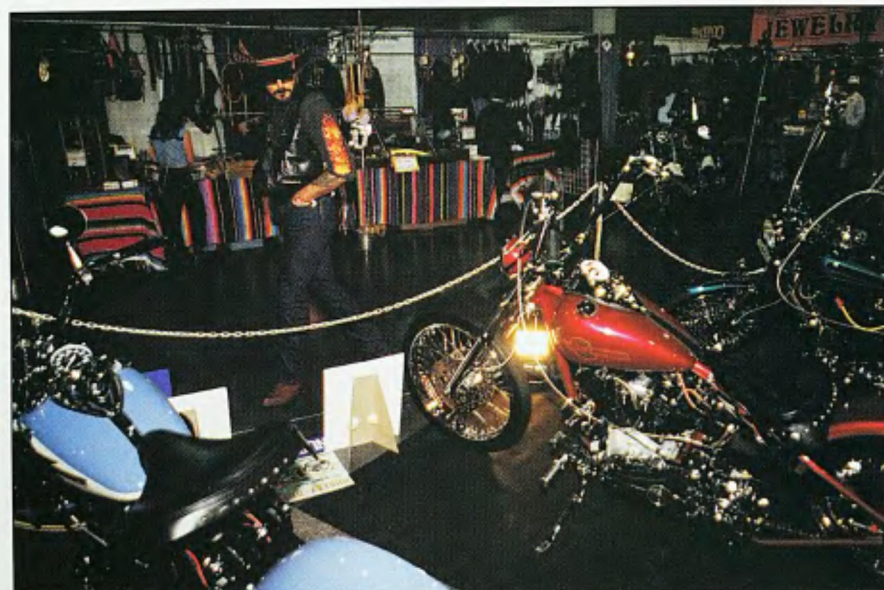
THE EASYRIDERS
OAKLAND SHOW SETS
NEW STANDARDS

The *Easyriders* regional 1995 Oakland Bike And Tattoo Show (March 24-26) set new standards for newcomers and old-timers alike. More than 90 show bikes graced the galleries of the Oakland Convention Center. Due to the facility's massive layout, each custom beauty was amply displayed so that folks could engage in what bike shows are really all about: scoping out the scooters.

The wide variety of restored to radical rides in the Knucklehead and Panhead classes alone was enough to keep admirers of Milwaukee's finest drooling for the duration. In the Shovelhead and highly competitive Blockhead categories, Simms-styled full-tilt customs, Sedano-styled slammed Softails, bad-to-the-bone baggers, righteous rigids, and a lone homegrown sidehack had scooter-crazed spectators on all fours admiring meticulous handiwork wrought from hard labor and sheer genius. →



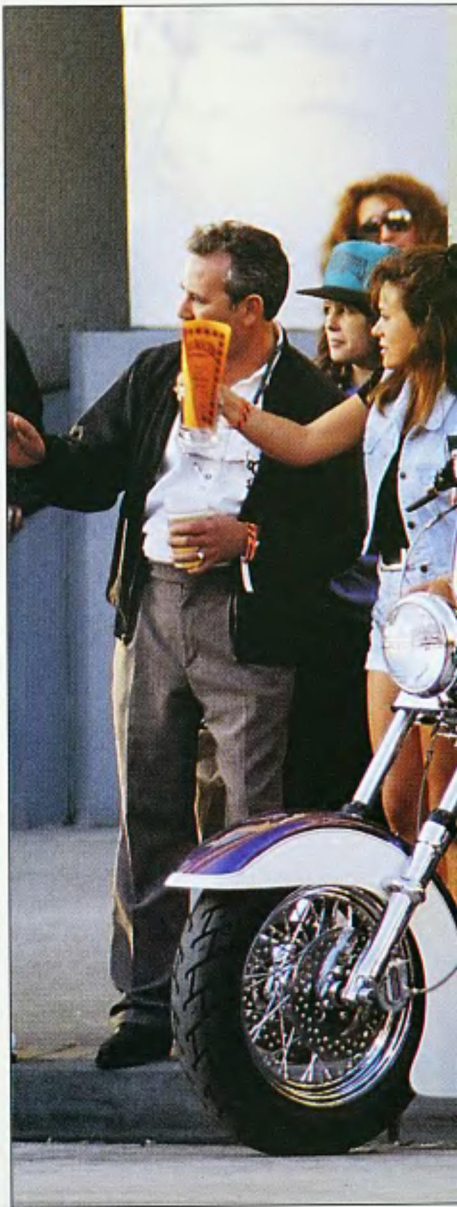




Even youthful legend Hunter Simms found himself lower than the belly of a small reptile checking out a bad-ass street dragster runnin' four cams and enough inches to buckle the Bay Bridge.

Thanks to the event's main sponsor Ron Simms, and his courtesy display, which featured the latest from Bay Area Custom Cycles, many newcomers witnessed the cutting edge creations of tomorrow's two-wheeled trends. And for the old-timers it was a pure rush seeing Frisco Cycle's righteous display of classic choppers—with their trademark Sporty tanks and radically extended front ends—harkening back to the days when old-style stripped down Hogs first crested the mighty hills of San Francisco.

With *Easyriders* staffers (beamed up from L.A.) tripping over each other to play "Mr. Mike," an unsuspecting crowd was flash-flooded with door prizes, off-the-wall giveaways, and just some good ol' fash-



ioned rock 'n' roll with the Fried Brothers Band beltin' out (among other fried favorites) our anthem: "Sit Down. Hold On Tight. And Shut Up."

Other show pluses included the huge venue itself with adjoining hotel accommodations, floor plan design by *Easyriders* event coordinator Darcy Willis, *Easyriders* truck courtesy of Leon Hatcher and crew, one fun-lovin' Julia "Firewalker" Pegler, vendors offering everything under the sun, top-gun ink slingers, perfect to-and-from puttin' weather, a kick-ass awards ceremony where even first-time bike builders hit serious pay dirt, a spirit of biking brotherhood that can't be put into words, and more eye-jolting women than you could shake a wet, shredded plug wire at. But when it comes right down to it, what made this regional event stand above the pack was the righteous show of iron.

—Clay Dog



Photos: Billy Tinney, Mike Lichter, and Dan Roberts

OAKLAND BIKE SHOW WINNERS, MARCH 24-26, 1995

BEST OF SHOW

- 1st: Paul Pardini, Novato, CA
1992 Heritage Softail
2nd: Chuck Butler, Occidental, CA
1994 Softail Springer
3rd: Robert Gutierrez, San Bruno, CA
1995 Fat Boy Custom

SPORTSTER

- 1st: Rhannon Bentley, Santa Clara, CA
1991 Sportster XLCH
2nd: Gary Quan, Oakland, CA
1989 Sportster
3rd: Marc Leukhardt, Vallejo, CA
1990 Sportster

RESTORED

- 1st: Ross Steffner, Carson City, NV
1948 Indian Chief
2nd: Rob Whiteford, Los Gatos, CA
1968 Duo Glide
3rd: M.C. Alvarez, Tracy, CA
1968 Electra Glide

KNUCKLEHEAD

- 1st: Robert Blackburn, Citrus Hts., CA
1939 EL
2nd: Russel Pierzina, El Sobrante, CA
1947 Knucklehead FL
3rd: Danny Rappley, Hayward, CA
1941 Knucklehead

- 2nd: Russel Pierzina, El Sobrante, CA
1947 Knucklehead FL
3rd: Danny Rappley, Hayward, CA
1941 Knucklehead

PANHEAD

- 1st: Tim & Carol Thiel, Visalia, CA
1965 Electra Glide
2nd: Donal Bloodgett, Santa Rosa, CA
1985 Custom Rigid Sport
3rd: Kevin Toon, Patterson, CA
1950 Panhead

SHOVELHEAD

- 1st: Don "Sparky" Lee, Turlock, CA
1966 FLH
2nd: Chris Schmidt, Reedley, CA
1960 FLH
3rd: Tom Reed, Fairfield, CA
1963 FLH

BLOCKHEAD

- 1st: Santa Rosa Vee-Twin,
Santa Rosa, CA
1995 Illusion Sportster
2nd: Dave Royal, Grover Beach, CA
1995 Custom Evo
3rd: Rudy Villaseñor, S.F., CA
1994 Custom FXR
4th: Mike Branco, Fremont, CA
1993 Fat Boy

- 3rd: Rudy Villaseñor, S.F., CA
1994 Custom FXR
4th: Mike Branco, Fremont, CA
1993 Fat Boy

PRO CLASS

- Best of Show/Radical Custom
Randy Aron, San Diego, CA
1959 Panhead "Elvira"
Best of Show/Street Custom
Tod Couch, San Rafael, CA
1978 FX Shovelhead

- Best of Show/Specialty Class
Kent Kozera, Visalia, CA
1942 H-D ULH

RADICAL CUSTOM

- 2nd: Dave Royal, Grover Beach, CA
1940 Brass Knucklehead
3rd: Bob Poggi, San Jose, CA
1995 Special Construction

STREET CUSTOM

- 2nd: Chris Christoferson, Sec., CA
1980 Wide Glide
3rd: Rick Nisbett, Fresno, CA
1994 Fat Boy

SPORTSTER

- 1st: Jani Grindie, S.F., CA
1977 XLCR-1000

TRIKE/SIDECAR

- 1st: Jeff Cummins, Mt. View, CA
1989 Heritage Softail-Sidecar

EDITOR'S CHOICE

- Robert Sanger, S.F. CA
1990 FXR Low Rider

BEST ENGINE TREATMENT

- Poggi Bros., San Jose, CA
1995 Special Construction

BEST SHEET METAL FABRICATION

- Randy Aron, San Diego, CA
1959 Panhead "Elvira"

BEST MACHINE FABRICATION

- Tod Couch, San Rafael, CA
1978 FX

BEST CHASSIS

- Jim McCants, Vacaville, CA
1988 FXR

BEST DETAIL

- Randy Aron, San Diego, CA
1959 Panhead "Elvira"

BEST GRAPHICS

- Frank Atlas, Alameda, Calif.
1995 Softail

BEST PAINT

- Greg Young, Vacaville, Calif.
1992 Fat Boy

BEST DRIVELINE TREATMENT

- Randy Aron, San Diego, Calif.
1959 Panhead "Elvira"

BEST WHEEL TREATMENT

- Randy Aron, San Diego, Calif.
1959 Panhead "Elvira"

BEST DISPLAY

- Kent Kozera, Visalia, Calif.
1942 Harley-Davidson

BEST CHROME & METAL FINISH

- Poggi Bros., San Jose, Calif.
1995 Special Construction

BEST INNOVATION

- Randy Aron, San Diego, Calif.
1959 Panhead "Elvira"

BEST DESIGN

- Randy Aron, San Diego, Calif.
1959 Panhead "Elvira"

CHUCK'S TRIP

Not Only His
Dragon Hissed
Fire After
A Run To L.A.



Easyriders



Easyriders





Chuck Butler is an oil, fuel and brake line manufacturer from tiny Occidental, California, who supplements his income by building custom bikes. His brake and fuel lines are sold through his company, Chuck's Cycle Products, and his specially braided oil lines have been distributed through CCI for the past few years. He has embraced riding Harley-Davidsons as a lifestyle commitment and is a bona fide professional in our industry. His most recent creation is this award-winning, dramatically painted Evo laid out before you, depicting the struggles of St. George



as he battles the evil forces of the period, namely dragons.

The motorcycle was on display at our Bike and Tattoo Show in Oakland, California, last March, and eventually was voted second Best Of Show. The dragon bike went from being an allegorical battle portrayed both on the bike's tanks and sheet metal, to a real battle fought out on the streets of L.A. The greatest day a bike owner can enjoy—having his scoot shot with a dynamite model by one of our staff photogs—disintegrated from an imaginary dragon fight to a real-life David vs. Goliath →



nightmare courtesy of the LAPD.

At a moment's notice, and the last moment at that, Chuck and his friend Gary Munoz came 500 miles south. Gary is the owner of Chopper Guys, the manufacturer of the extra-wide frame Chuck used on his ride. At the same time, a perky Fox named Stacy Lyn from Louisville, Kentucky, was winging westward for a shot at the big time. The three met in an inner-city studio and the feature went off without a hitch. Absolute perfection. While there, we learned about the paint skills of Prairie Prince—drummer for Jefferson Starship

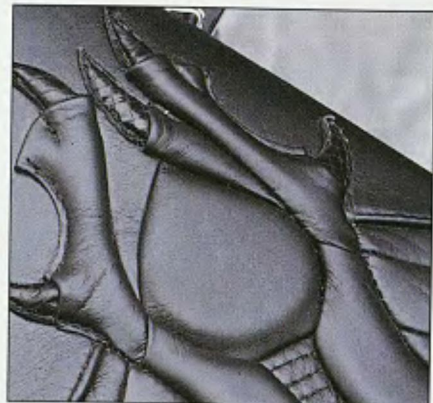


SECOND BEST OF SHOW

Easymen Bike & Tattoo Show
Tour, Oakland, California,
March 24-26, 1995. Owner is eligible
to compete in the \$35,000 Invitational
Show, Columbus, Ohio, Feb. 1996

and The Tubes. They also told us about Pete the Painter, the fine engine work of Marty Schilber, engravings by Rudy Pena (Castro Valley, Calif.), the detail of the wheels' 120 twisted spokes, and the heavy-duty frame.

It was time for a well-deserved ride home. So we fired up St. George, packed on foxy Stacy Lyn, and down Sunset Boulevard we went. After cruising by Thunder Roadhouse, The Comedy Store, The Roxy, The Whiskey, the zillion-dollar homes of Beverly Hills, and the O.J. crime scene, they headed to the Pacific Coast Highway in →





Malibu. A perfect putt was soon splattered by a bike cop doing a U-turn to capture his prey. They weren't speeding, nor blasting loud pipes, but they were wearing helmets that Johnny Law didn't like—the dreaded beanie. From there it became a freak show of one officer overriding the next, trying to figure what to do with the manufacturer's license and seller's permit that Chuck had on him. There was no registration because the motorcycle hadn't been sold yet. The Man decided it would be "best to impound the bike for now until they could sort it out."

Two days later, with apologies all around, Chuck took repossession of his bike. After paying impound and storage fees, refundable at a later date, Chuck was ready to roll home to Northern California. Gary had already hopped on a bird to meet work commitments, and now Chuck was following solo. Late that night, going over the Grapevine on Interstate 5, a blazing red Beemer whizzed by followed by the CHP. The Chips couldn't catch him, so they radioed ahead for some tacks to be thrown down to slow the speeding BMW. The trouble was they got other traffic, including our

man Chuck and his Corvette with its bike trailer. The tacks flattened all four of his Vette's tires (\$350 per), and he had to visit yet another tow yard for storage.

Some people ask if the bikes we feature actually run; well, Chuck's does. After off-loading from the trailer at the yard, he strapped on the bare minimum of his possessions and proceeded to ride the remaining 300 miles home—in a raging downpour, no less.

Throughout the ordeal, Chuck never cracked. The bro merely shook his head in disbelief and kept on keeping on. He's a helluva man.

—Bomber



Owner:Chuck Butler
City:Occidental, California
General
Fabrication:Chopper Guys, owner
Year and make:1994 H-D
Model:Softail Springer
Value:\$50,000—plus impound fees
Chroming:Carrera Plating
Engine
Year:1994
Model:Big Twin Evo
Rebuilder:Marty Schilber
Ignition:Screamin' Eagle
Displacement:80 cubic inches

Pistons:Marty Schilber
Cases:H-D
Heads:Marty Schilber
Cam:H-D Optimal
Carb:S&S shorty
Pipes:Thunderheaders
Modifications:S&S air filter, adjustable
 lifters, headwork and balancing by Marty
Transmission
Year:1994
Modifications:European rear pulley,
 chrome, engraved cover by Rudy Pena
Painting
Molding:Pete the Painter

Painter:Pete the Painter,
 Underground Colors, S.F., Calif.
Color/type:gold marble/urethane
Special paint:graphics, Prairie Prince
Frame
Builder:Chopper Guys
Type:Wide Drive Softail
Modifications:35-degree rake,
 rear: full width widened 1 1/2 inches
Accessories
Bars:Flanders, apehangers
Fenders:18-gauge steel, 8 1/2 inches
Headlight:Nostalgia Springer Bullet
Tailight:widened, Whisker turn signals

Speedo:tach: Pro Cycle Autometer
Pegs:modified H-D, Chopper Guys
Gas tank:5-gallon H-D
Oil tank:Chopper Guys, air vents
Seat:Rude Leathers, Sacramento, Calif.
Mirrors:Arlen Ness
Grips:CCI
Forks
Type:H-D springer
Modifications:chromed
Wheels
Front:21-in., 120 twisted spokes, Metz.
Rear:18-in. Buchanans, Kennedys, Metz.
Photos:Raiko Hartman

And you thought exhaust pipes sounded good...



30 Classic Songs For The Open Road .

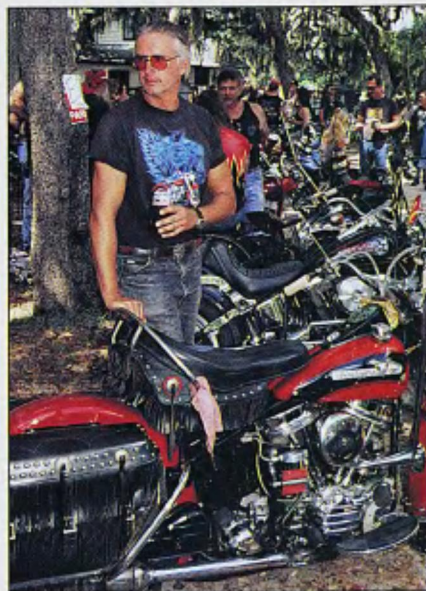
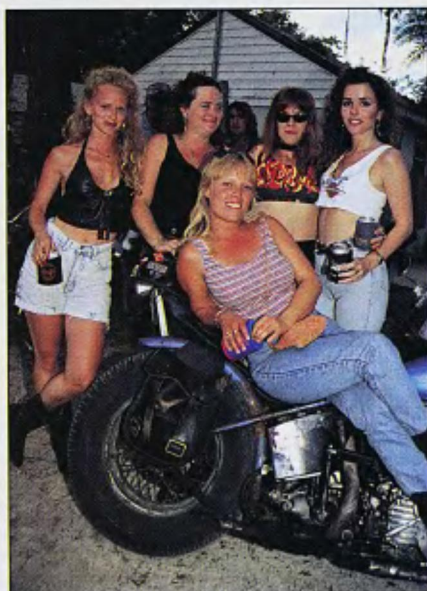
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RIP'S RUN





HONKY- TONKIN'

Ridin' Free
In The
Southeast



Howdy. While in Daytona getting my camera gear in order, I remember meeting Terrible Tony and Will one stupefied night behind the world famous "Squeeze In" during Bike Week. Tony owns a bike shop and Will operates a biker bar in Sarasota, on the west coast of Florida.

Before heading in that direction, I took Sugar back to the American Motorcycle Institute for another spin on their model 150 Dyna Dynamometer. I wanted to double-check Sugar's horsepower. It was pretty much the same as what it did during Bike Week: 62 or 63 ponies, or about a 50 percent increase from a stock factory motor. Sugar moves out in the low R's with tons of torque. Pretty snappy at the traffic lights. She'll get out of her own way now. That's saying a lot considering the

bulk I'm moving. The Edelbrock heads and QwikSilver II carb are doing a great job. The Andrews 27 cam makes Sugar pick 'em up and put 'em down. By not winding the motor to high revolutions in order to make power, it lives longer. I'm a happy camper.

After taking care of business at AMI, I saddled up Sugar Pai and went for a ride. Coming out of Daytona, we exited I-95 at the I-4 junction southwest past Orlando, with its Disney World and Universal Studios traffic. Sugar checked out the diamond lane. Free-flowing diamond lanes relieve traffic congestion.

Before reaching the Tampa area, Sugar needed fuel. We stopped near Lakeland, Fla., where I met Buzz Beasey, who works for Aid to Injured Motorcyclists. He had spent some time on the Left Coast and had met several people I knew. We visited briefly. →

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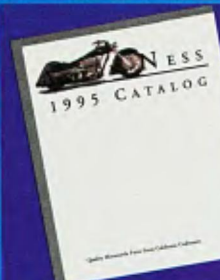
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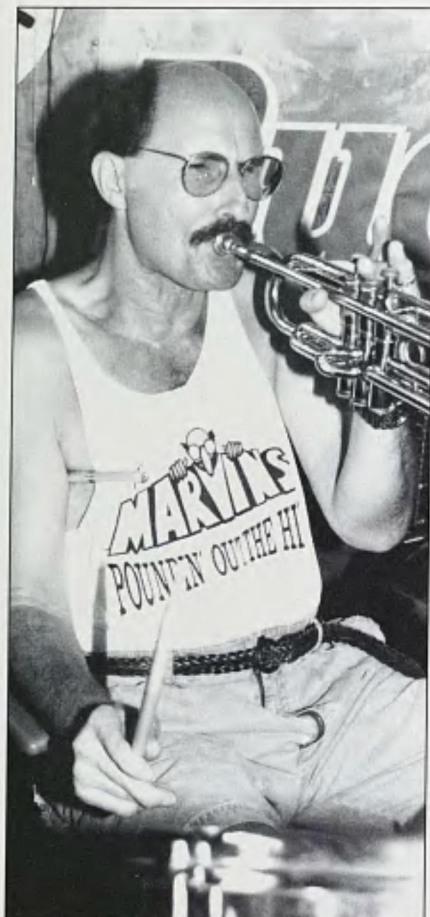
Sugar Pai back on the AMI Dyno to check her horses.



What's so funny?

Sugar swung south at the intersection of I-75 and I-4. The weather was perfect, it was simply a grand day. Sugar was running and sounding good, and it felt great to be alive. Coming off the freeway, I missed the U.S. 41 bypass and went too far south. Anyway, after calling the shop and getting my bearings, I finally found it. While at West Coast Custom Cycles, Tony helped me tighten up a few parts on Sugar Pai. I met some of his home folks. Right off, I noticed that my ride was the only Evo there. They were, for the most part, on Knucks or rigid Pans. Old school rides, the kinda putts ya saw back in the '60s and '70s era. I felt at home 'cause I could relate. Of course I caught static about the XZotic Knucklehead covers on Sugar. Fully expecting that, my reply was that I'd always wanted a Knucklehead.

WCCC keeps lots of older bikes on the west coast of Florida up and running. They service all models of Harleys and build some fine-looking custom putts. They pretty well have all the tools to do whatever is necessary for the customer's satisfaction. WCCC is always looking for parts to trade. Tony will get off some of his older parts—depending. They do restorations, so check them out if you're in the area or need some work done on your ride. →



Marvin doing his interpretation of a one-man band.



In person: Will, owner of Will's Honky Tonk.

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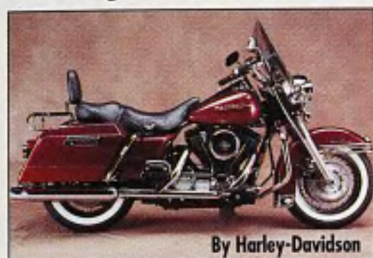
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Mary Lou and Charlie Brewton, Hardeeville, South Carolina.

I spent that night at Tony and Krystal's home. We visited 'til the early morning hours. Krystal has folks in the Frisco bay and Santa Rosa area. We know some of the same people, the same with Tony. We were pleasantly surprised at how small the biker world is getting.

The next morning, after fortifying ourselves with a good breakfast, we mounted our putts and rode to Snook Haven Retreat, a local restaurant and fish camp. It's in Venice, Fla., where the end of Venice Avenue meets the scenic Myakka River. Evidently, the area was settled by Indians before the Spaniards discovered it.

Oh yeah, before I forget, after breakfast, Tony and I rode out to the jetties north of Venice. I took pictures of the boats and the gulf. Damn the luck, it was another wonderful day in paradise.

Getting back to the topic of Snook Haven, it gets a lotta play from the biker crowd on the weekends. It's the place to be to show off any work that's been done to your putt, and to share ideas with your contemporaries and peers. We enjoyed talking motorcycles and drinking beer under a canopy of moss-laden old oak trees as well as listening to the live sounds coming from the small bandstand. The five-piece group had a female lead singer who sounded pretty good to my ears.



Oh, Cyndie you're so cool.



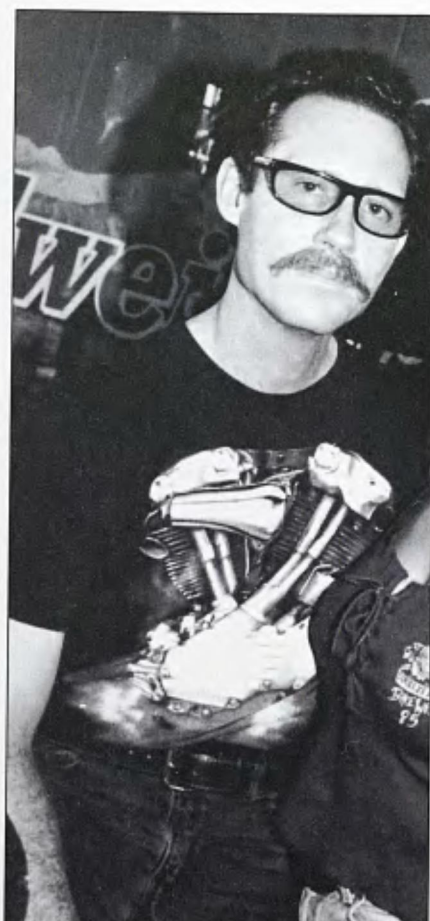
The horrah of it all.



Out behind Will's Honky Tonk.

Riding around with these crazies had built up my appetite. After checking out the groceries, everything was all right with the world. It took a while getting served because of the crowd, but it was worth the wait. I tried the barbecued ribs; they were killer for a hungry man. A Tarzan movie was made at Snook Haven back in the '40s titled *Revenge of the Killer Turtles*. Legend has it that some of these turtles escaped and are still lurking nearby in the palm trees ready to jump on any unsuspecting tourist. The scenery is enjoyable, with a river running by large oak trees and palmetto thickets. It was very pleasant and not one bit buggy. That is, the insects left us alone. It was neat, kinda swampy without the mosquitoes or gnats. Snook Haven serves all kinds of different grub from seafood, ribs, chicken, and steaks to burgers and sandwiches. They have canoe trips that include lunch or dinner. Snook's also rent boats and motors.

After scoping the putts, eating and visiting, it was time to ride. We took a brisk trot with Tony leading the iron ponies. Or maybe I should say gallop, because it was a bit fast. I had heard about some of Tony's terrible exploits in years gone by. Tony's friends are fine people with old school attitudes—a little rough around the edges, but



Durff gets in a squeeze at Will's.

stand-up fun people to be around. Just the way I like 'em. I enjoyed their company and felt comfortable with them.

We cruised by Will's Honky Tonk in Sarasota. The parking lot in front of the bar was packed with Harleys. I saw some pretty sharp-looking rides. More Knucks and Pans along with a few painted up, good-looking Blockheads. This is a biker hot spot, and on this Sunday afternoon, it was the place to be. The Marvin's entertained us with a variety of live music all afternoon. They knew many biker tunes and played them well. Marvin Stolp, the band leader, was funny and came off with some great lines. We ate some mighty fine barbecued chicken and fixings later that afternoon. The food was free, but ya could put a few bucks in the kitty to help the cook defer the expense of buying the birds, which is what most everyone who ate did. The fowl was cooked to pullet perfection—Southern-style.

Will's Honky Tonk is a full-on biker bar where lots of cool people hang out. If you're riding in the area, ya oughtta check it out. You'll make fast friends and enjoy the rockin' full-tilt biker atmosphere. I did.

Ya couldn't ask for a better day. It was lots of fun. I enjoyed hanging out and plan on spending as much time as I can on the west coast of Florida. It's →



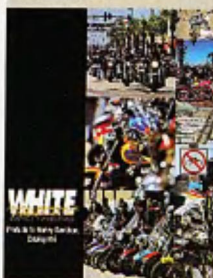
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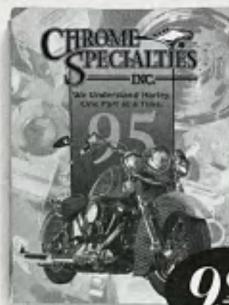
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The crew at West Coast Custom Cycle poses for a flick.

more laid back and less hectic than in other parts of the Sunshine State.

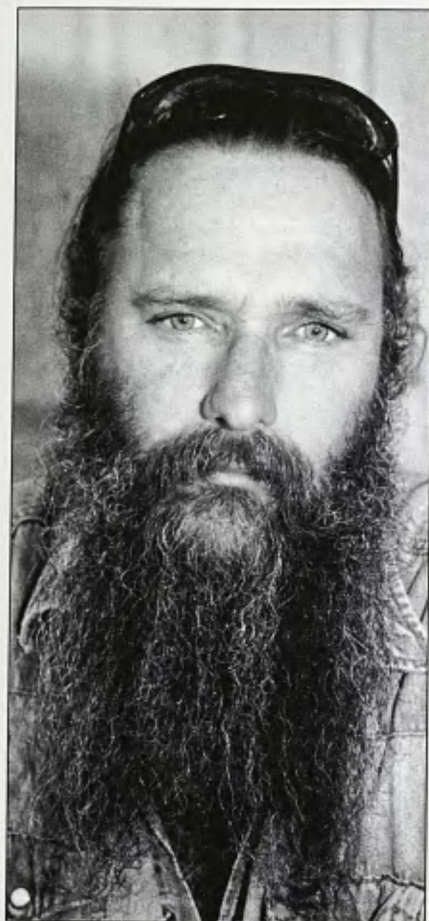
From there, I rode back to Daytona late that evening. While there, I received a message that Bill Casper from Bill's Bikes wanted to see me, so Artie Lynch, his brother George and I made a quick trip south to West Palm Beach to see him. Bill recently had some heavy medical treatments for cancer and it didn't look good for him. We reminisced about the last time I was down that way and generally shot the shit for a few hours. Bill had expanded his shop quite a bit in the few years since my last visit and was proud of the work he had accomplished. I told Bill I was covering drag races for Paisano Publications in a new magazine called *Quick Throttle* and that I'd likely be back down that way later in the fall to catch a couple races. We made plans to see each other then. Unfortunately, Bill Casper passed away soon after. RIP. The shop, Bill's Bikes, remains open for business.

Sugar and I left the next morning for North Carolina. En route, we stopped at Charlie and Mary Lou Brewton's place in Hardeeville, South Carolina. I met them several years ago. For you old-time Rip's Run readers, you may remember my trip to what is known as Low Country, near Savannah, Georgia,

and Beaufort, S.C., a few years ago (Rip's Run, *Easyriders* #182). I stayed with them when they owned a bike shop called Southern Scooters. After 30 years, Charlie recently retired from the phone company. Mary Lou and Charlie love bikes, and they plan on running around the country covering drag races, possibly for *Quick Throttle*.

I left the next day to get ready for the AHRA Spring Nationals at the Piedmont Drag Strip in Greensboro, North Carolina. There just ain't enough room left this month to cover it properly. If you're interested in seeing the pictures from the drags, you'll have to get hold of *Quick Throttle* #4, which should be on the newsstand around late August. Of course, if you're a subscriber, it'll come right to your house via a government employee.

I will say that the start line at a drag strip is a dangerous place to be. Ya know, sometimes I like to get real close to the action. I found out the hard way that you've gotta be aware at all times, even when you don't hear any bikes running. I mean, here I was bent over picking up nuts and bolts that had been shredded off a rear sprocket and the next thing I know, I'm on the ground with my right foot under a wheelie bar. Ya never figure to get hit by a bike coming at ya from that direction—talk



Herb Hastings, artist.

about a shocker. What happened was, the crew member, while turning the bike around, was watching the rear tire and forgot about the invisible wheelie bar. Surprise, here I am, how do ya like me now?

Okay, so I gotta order an extra set of eyes for the back of my head. I banged up my right knee, it's swollen, and my left shin bone has a dent in it. But, ya know what? It's gonna take more than that to keep me away from those mighty Harley dragsters. I love the excitement. Every time I hear one of those bad boys fire up, it gives me an adrenaline rush.

A week ago (late May), my legs were really colorful. Ya know that black and blue look? Well, now it's sporting more of a purple, yellow, and green shade. I'm just about half tough and should be ready to roar in another week.

Okay, that's enough drivin' from this wounded photojournalist.

I'd like to keep up with what's going on around the country. You can help by sending me flyers and such, with a brief note on the back with some good telephone numbers. Thanks. In the meanwhile, I'll be seeing ya.

—Rip

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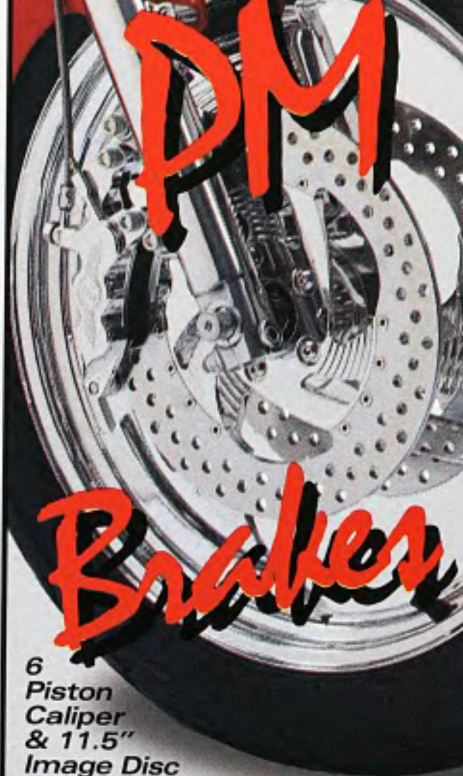
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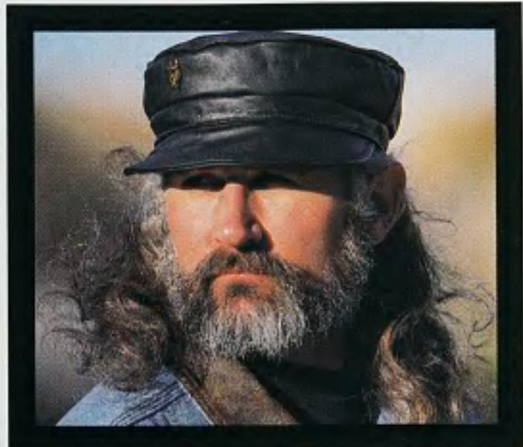


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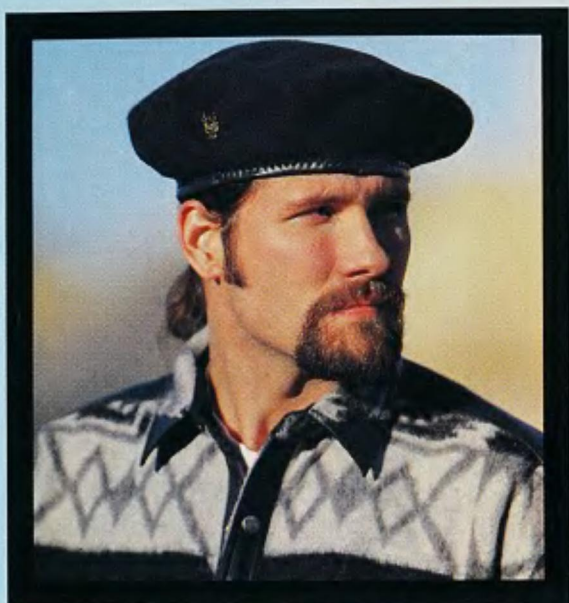


David Mann

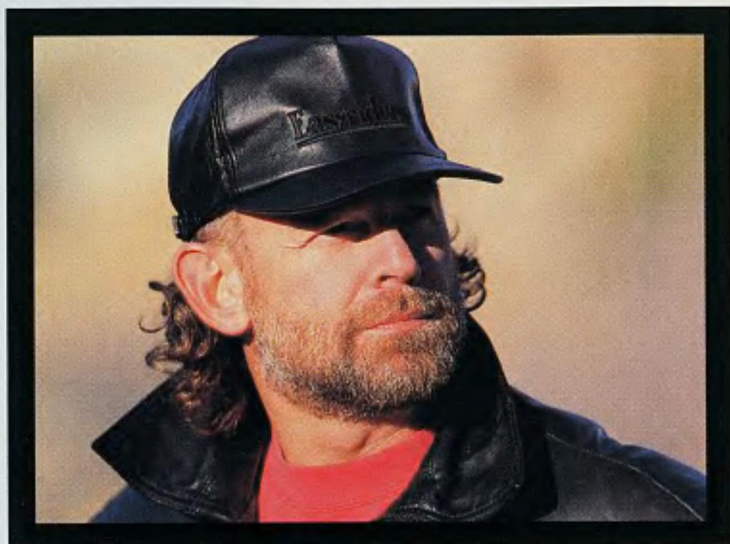
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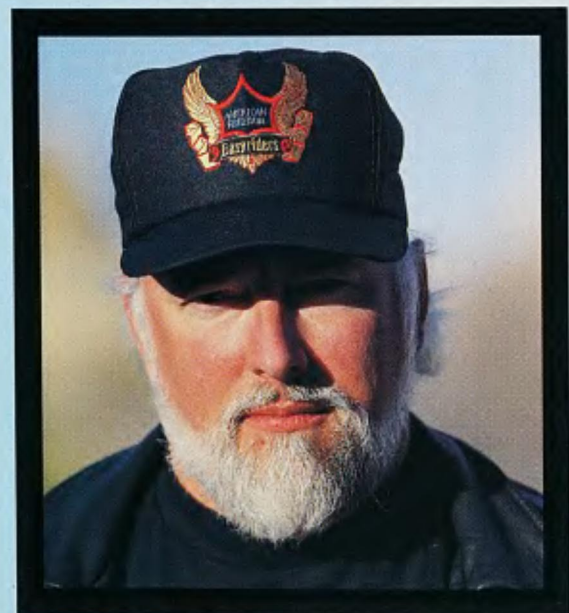
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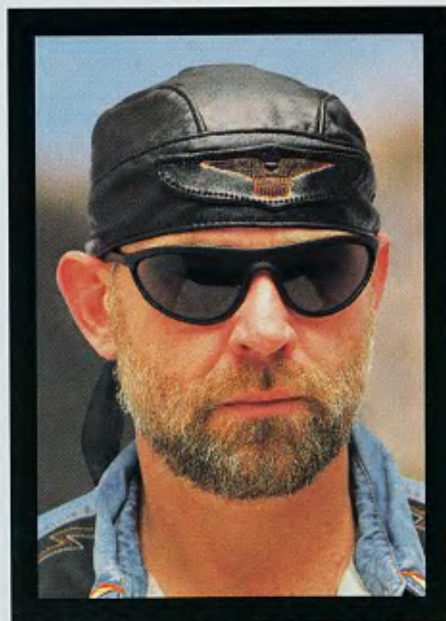
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Editor's Note: The story you're about to read is true. Only the names have been changed to protect the innocent.

Late on a July night, a well-known bike builder in the coastal community of Carlsbad, California, sat by his pot-bellied stove. The wind crept up from the coast and sprayed salt against his corrugated steel building as he pondered the fate of his business and himself. He had worked throughout the entire summer on two separate creations. Close to completion, he sent engine and transmissions cases, heads and barrels to his veteran polisher to be finished. They hadn't returned in more than a month and the owner wasn't returning his calls. His reputation rested on those two machines scheduled to roll into Sturgis in less than a month.

what had happened and his fear had driven him to inaction. He stared at the broken tilt window on the back wall of the shop and his hands trembled against his greasy, stained overalls. He had migrated to the U.S. through the border in Tijuana only 75 miles away, worked for his hard-gained citizenship, and had brought his family into the States. His climb to citizenship had begun by picking strawberries, then by working as an apprentice in a chrome shop. He'd graduated to specialty polishing and eventually opened his own hole-in-the-wall shop in an ancient, run-down industrial park.

Bikers helped install the rough security system and locks, and a Bentley-driving customer put up the cash for the equipment. He had no reserves, no insurance, no backup—only a once reliable, now

He knew the pitfalls of the business: the vocational thieves, those who stole for the fun of it, and the drug people who had to steal to feed their habit

Another bike builder, less than 10 miles away in Oceanside, faced identical circumstances.

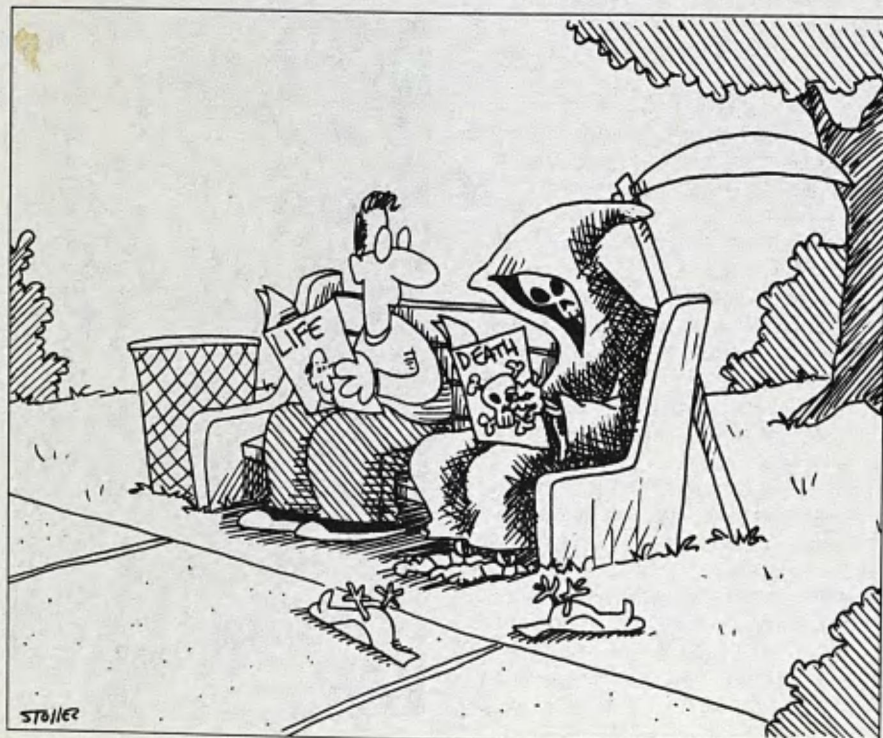
Sal, a short Mexican with thickly calloused hands and perpetual circles of soot and polishing compound dust around his middle-aged eyes, wearily paced his shop. It had been two weeks since someone had broken in and stolen several boxes of motorcycle parts and two polishing wheels. He was terrified that his clientele would not believe

fleeting reputation. Immediately after the loss, he called the cops. They fingerprinted the dusty shop, filled out a report, and disappeared. He called the station daily, but to no avail. They blew him off.

Now, the phone rang in his shop and he nervously reached for the grease-stained receiver.

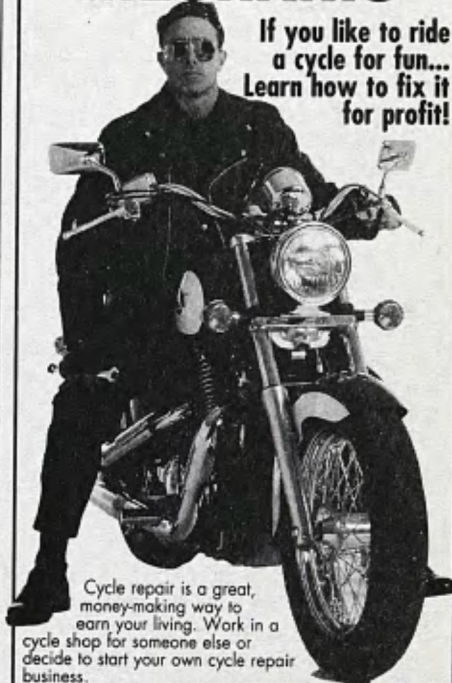
"Hello?" Sal answered tentatively.

"You got my parts polished, wet-back?" said a threatening voice on the other end of the line. →



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"Ah, they should be done by the end of the week," he lied, unconvincingly.

"Bullshit, what the hell did you do with my shit? If it's not there Friday, your kneecaps will be gone by Saturday." The phone went dead.

Sal hung up slowly, his hand shaking slightly. No sooner had he hung up when it jangled again. He let it ring several times before his integrity overpowered his frayed nerves and he slowly lifted the receiver.

"Hello, Sal's Polishing."

"Sal, it's Pat. What's going on with my parts?" Pat asked evenly, concealing his nervousness regarding the time-wasting situation.

"Pat, I got a problem," Sal's voice quaked. "I got broke into."

"Did you call the cops?" Pat asked, his voice suddenly rising; he recognized Sal's candor and was doing his best to respect it.

"Yes, Pat. They don't tell me nothin'. I enjoy working with you all this time. I don't want ..."

"Sal, what cop did you talk to? What's his name?" Pat inquired.

Sal gave him the number and hung up. Pat dialed the cop. He knew that Sal hadn't done anything with the parts. Sal wasn't a biker, doper, or dealer. He had been a trusted vendor and friend with the talent and touch to bring cases to polished life. He was a humble family man with his livelihood slipping away.

The officer was busy. Pat left a message and hung up. Shortly after, he called the builder in Carlsbad and ordered two complete engines, a down draft carburetor, and another Vortex magneto—more than \$8,000 in parts. After being in the bike building business for more than 15 years, starting as the kid who cleaned parts, then learning assembly, welding and finally machining, he developed his own eye for styling and fabrication. He knew the pitfalls of the business: the vocational thieves, those who stole for the fun of it, and the drug people who had to steal to feed their habit. His mind spun with options. He had no bad debts, troubles with clubs or partnerships gone bad—though recently he had decided to pull out his end of a large local shop and set up his small mail order operation and exclusive bike building in his home. He contemplated the owners of the still existing shop, but it seemed unlikely. He dialed Jim in Carlsbad.

"Air Flow Graphics." Jim's voice sounded unusually strained.

"Jim, this is Pat. Our parts were bagged from Quality. Sal is just about coming unglued."

"You don't think he had anything to do with it?" asked Jim. Jim Lewis was originally a surfer and an illustrator.

He'd always had a bike, and over the last couple of years had begun to paint tanks, then full bikes. His shop was the ideal location for an artist's mind to wander. The '20s-era building was once a truck stop with a large service department. The building and lot overlooked the Pacific and Jim's imagination spread to building custom bikes for no more than three clients a year. The six-foot, long-haired, 30-year-old savored his kicked-back lifestyle, his location on the coast, and style without stress. This incident was causing him much undue tension, which he wasn't accustomed to. He scratched his long goatee as he listened to Pat.

"Maybe we should call around and let people know at other shops in case someone rolls in with the parts for sale," Jim said. "I can't afford to lose two

returned flatly. "This is Stoney from Stoney's Choppers in El Rio. An Oriental guy came in my shop yesterday asking if we wanted to buy some engine cases. I'll call you back."

"Wait! Sorry, Stoney. I'm just waking up," Pat said. "Tell me about it."

"This scrawny kid comes into the shop yesterday with one polished cylinder. It was unmistakably Sal's work. No one takes the care with barrels that Sal does. This kid doesn't know a barrel from a brake, but wants to know if I'm interested and he tells me he's got more." Stoney paused.

"What did you say?" Pat was wide awake now.

"Hey, man, I have some of my people here. We'll break his legs." Stoney's voice was cold. He was one of the most notorious members of a border motor-

He understood the need for police in society, but his code called anyone who went to the cops a snitch. Too often, the best solution was self-retaliation

engines. It'll put me out of business and probably get my ass kicked within two months at best."

"You've got an idea. I'll call the shops in L.A. if you'll call all the shops you know in San Diego," Pat said. "It's unlikely, but it's worth a shot."

"God, let's hope something turns up fast," Jim said, his hesitant voice wavering slightly.

They hung up and Pat and his fiancée divided up the shops in L.A. and went to work. A week passed, then two. Nothing. He called club members he knew. Nothing. Another week passed.

Jim called. "Hey, I can't hold my customers off any longer. I'm going to have to borrow some money and buy some cases and top ends if something doesn't turn up." Jim was sweating over the phone. This one incident was jarring his world.

Another week passed and Pat's new engines came in. He tried to continue business as usual. But every night, he woke up wondering what the hell happened—no word. By now the parts must have been shipped across state lines or into Mexico.

On one such morning, he tossed his scrawny tattooed legs over the edge of the bed. He couldn't stop thinking that both of the bikes he was building would barely break even due to the missing components. Suddenly the phone rang.

"It's too early to talk," he muttered into the phone. "Call me back after my first cup of coffee."

"Whatever you say," the voice

cycle club. His rough, street-wise words were sharp-edged and meaningful.

Pat thought about it. "It's my beef. I'll take care of it." He pondered the situation, his impending marriage, and his plans for the future of his business. If he stepped over the line and the plan was marred, he could lose his own freedom because of some nickel and dime thief.

"When's he coming back?" Pat asked.

"Day after tomorrow," said Stoney. "You've always treated me right, man."



I'd be glad to take this punk out."

"Let me think about it," Pat said. "I'll call you back this afternoon." The hair on the back of Pat's neck was standing up.

His girl rolled over in bed. "What's the word?" she asked.

"The parts have surfaced," Pat said, "but I'm not sure how to handle it." Pat slipped on his Levi's, went into his garage/office and called Sal.

"Quality," Sal answered.

"The stolen parts have shown up, Sal," said Pat.

"You got them, Pat?" Sal asked anxiously. His voice was filled with hope.

"No, not yet. Some Asian kid went into Stoney's down by the Naval Base and tried to sell them," Pat explained.

Sal went quiet.

"What is it, Sal?" Pat asked.

"He have a name?" Sal asked.

"Didn't get it," said Pat.

"I try to help others, like the people who helped me when I came here." Continuing, Sal said, "This young Asian with a drug problem came to work here. I got him some help with his problem, even went to court with him so he wouldn't get no time. Then, after a little while, he started coming in late again and giving me a hard time. Then, he left. I didn't see him again."

"We'll get him," Pat returned.

"I treated him like one of my own," Sal said sadly.

"I'm sorry it had to go down like this, Sal." Pat hung up, and called the cops. The phone rang incessantly. After 10 rings, Pat quickly began to lose his enthusiasm. With each ring, he questioned his reasoning. He understood the need for police in society, but his code called anyone who went to the cops a snitch. Too often, the best solution was self-retaliation; he didn't need the establishment.

He also knew that cops could be lazy, and rather than work to assist bikers in getting their parts back, they could use the opening to investigate him and his operation. He wasn't doing anything wrong, but he had no idea if he was breaking some minor city code by building bikes in his garage. He also didn't know whether Jim was as pure as driven snow or not.

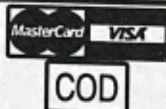
The phone continued to ring. If the cops wouldn't cooperate, he could lose his parts. He would also lose his opportunity to retaliate, or worse, he could get caught trying to retaliate. It rang, again. He started to set the receiver down.

"Sheriff's office," a young female voice announced directly. He could smell the uniform on the other end of the line.

"Is Detective Brown in?" Pat inquired.

"Who's this?" she demanded.

"Pat Fessler," he responded, →



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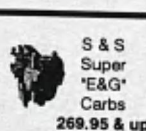
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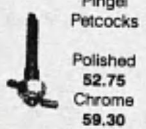
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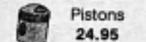
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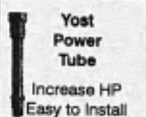
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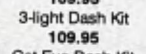
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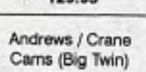
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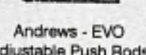
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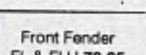
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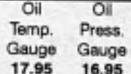
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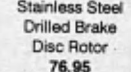
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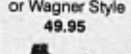
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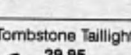
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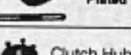
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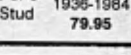
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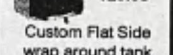
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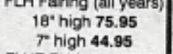
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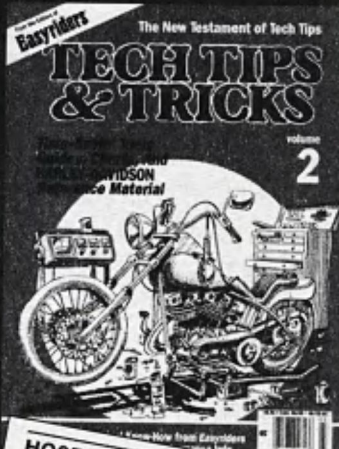
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trying hard to be patient.

"What's it regarding?"

"A motorcycle investigation."

"Hold on," she said, quickly putting him on hold.

Pat waited, thinking, still questioning his motives.

"Yeah, what is it?" the voice answered abruptly.

"This is Pat Fessler. I'm a friend of Sal Rodriguez."

"Yeah, what's the point?" the officer snapped back.

"Listen, asshole, we found the parts that were stolen from Sal. His business is on the line, and so's another bike builder's business. If you don't want to do your job, we'll catch this punk and I'll break his legs myself. Now, you want to help or not?"

"Okay, okay, take it easy," the

Stoney, telling him that Detective Brown would be calling. "I got through to this cop, Stoney. He understands how important these parts are to us working stiff. I couldn't take the risk of losing everything if I have to break that punk's legs. Make sure your shop is clean. He'll be calling."

"Thanks, Pat. I can dig what you're telling me."

"Let me know what's coming down. I'd like to be there," Pat said.

"I'll let you know," Stoney said, hanging up.

Detective Brown spent Wednesday recruiting a squad of narcotics agents for the operation. He needed to match the right attitudes with the appropriate

He looked at the sweating 25-year-old, then at the razor-sharp edge of his blade. His fully tattooed arms twitched.

detective acquiesced. "I get a lot of bullshit calls. What's going on?"

"An illegal Asian working for Sal turned on him and stole the parts. He showed up at a shop near the base with the stuff for sale. He'll be back to make the transaction on Thursday."

"Stoney's?"

"Yeah," Pat said. "No guarantee he'll show, but that's the word."

"We'll be ready," the cop said. Brown had been working the illegal alien crime beat for the past five years. It was the most frustrating assignment in the San Diego Sheriff's Department. Generally, if illegals knew a problem was brewing, or if they had the remotest chance of being busted, they "beat feet" for the border. As soon as they were back where they belonged, they were free.

Even with a small group of renegade cops who were willing to cross the border surreptitiously to snatch an occasional fugitive, the odds were overwhelmingly with the criminal element. Brown could only hope that occasionally the fugitive would return to the sweet fruit of America and make another mistake. He prayed for opportunities like this one.

Running his hands through his short, bristle-like reddish brown hair, he pushed a pile of unrelenting paperwork out of the way, dug through his desk for a Bic and quizzed Pat for details. After they hung up, Brown tweaked his broken nose, sat up in his rickety swivel chair with renewed enthusiasm, dialed Sal, and finally Stoney's.

Encouraged, Pat hung up and called

appearances for the job. Although he had a mustache, his stocky appearance, his close-cropped bushy hair, and too many years in the Marines, gave him away. He was pegged as a cop as quickly in a restaurant as in a gym. In a bike shop, he'd stand out like a biker at a full-dress Marine inspection.

Finally, he located a team of veteran narcotics detectives who enjoyed riding; a couple of them even owned Harleys. Sanchez Escobar was short, with long back hair and a mustache. He spent most of his time hanging out in bars along the border tracking drug deals. He looked somewhat like Cheech—of Cheech and Chong fame. Mark Langone was a big Italian, with slick salt and pepper hair tied in a ponytail. He constantly lifted weights and was the squad's martial arts instructor. Some of the other detectives kidded him that he was a Stallone double.

The last member of the team, Frank Muellen, was once a biker. His German origins showed; he was a big-boned man. He had 15 years' experience chasing drug dealers who killed his family and wife over a paranoid misunderstanding. He never forgot. He also never lost contempt for bike thieves. He had a full beard, long wavy brown hair, and a biker's disposition.

At five o'clock on Thursday morning, they met Pat and Stoney outside the shop. They shared coffee and doughnuts and cased every inch of the shop. Detective Brown set up his cruiser across the street with communications equipment. All the men inside were

wired. They familiarized themselves with the operation of the shop, the entrances and exits, the counters, employees and regular customers.

Stoney had khaki shirts with the name of the shop on the back for employees. Two of the detectives donned the shop's shirts. All were wearing engineer boots and Levi's. Frank still had his chain wallet and Buck knife, and wore them proudly. He took on the role of a mechanic and actually performed a complete service on a customer's Panhead while waiting for something to go down.

Pat was allowed to stay, but had been told in no uncertain terms to stay the hell out of the way. Stoney had to run his shop the same as usual, including acting casual when one of his customers walked into the service area and lit up a joint.

As the sun came up, the morning rays shining through a clear blue sky quickly singed the last crystals of dew. It was going to be hot. The tar on Stoney's flat roof softened and the smell of the ocean's salt air drifted back out to sea. The '50s lathe and plaster building contained no insulation and by 10 in the morning, it was 80 degrees inside. There were no awnings to keep the sun from piercing the large display windows on the corner building that had once served as a Midas Muffler shop. Used bikes were parked in front of the windows. Parts displays filled the center of the room that fed into the service area, connected to the side street with a large roll-up garage door.

At noon, Stoney ordered Cokes and pizza for lunch, but the group generally

kept to their duties after making trips to the lunch counter. At 2 p.m., the Asian came in the door. He was high as a kite and stumbled. Stoney wasn't surprised, he had been high a couple of times himself. He ignored the kid.

"Hey, you still want those parts?" The young man leaned heavily on Stoney's glass counter.

"Easy on the counter," Stoney shot back, noticing the kid was packing under his belt. "Whatta you got?"

"You said you wanted the shit," the kid muttered, anxiously wanting to get his money and get the hell out.

"Bring it in, lay it out so I can see it, and you've got a deal," Stoney said, staring eyeball to eyeball with the kid. Frank watched the kid from behind the Panhead on a lift in the service department. Sanchez swept the floors around the bikes in the display area and looked casual. If he signaled the officers in the cruiser across the street, they would have gotten the man, but the parts weren't in his possession. Mark adjusted parts on one of the displays as if selecting one for his bike. Pat cleaned his nails with his Buck knife, wishing he had a chance to take the kid's wind with it. He looked at the sweating 25-year-old, then at the razor-sharp edge of his blade. His fully tattooed arms twitched.

Stoney knew how high this kid was and how he felt. He needed to let the kid know through his dark sunglasses that he was going to make this transaction easy, comfortable, and simple.

"Hey, I knew you were being straight with me, so I went to the bank early and got extra cash so I'd be prepared." →



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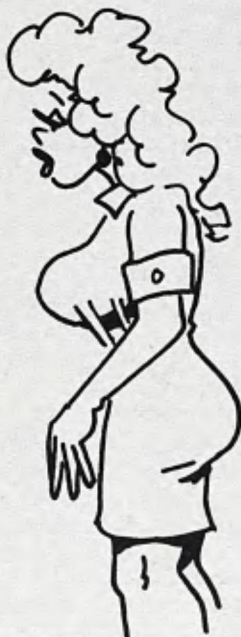
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"Due to a slight misprint, we got these T-shirts at half-price."

Stoney warmed to the kid like they were old pals.

"Good. Thanks. Are you going to give me a fair price for the shit?" the kid inquired, trying to act businesslike.

"I'll show you," Stoney said, comfortably opening a Custom Chrome catalog and showing him a like component. "Custom Chrome sells me that part for \$285. I'll pay you \$225 for it."

The kid hesitated. "Sounds good to me." His mind was obviously figuring how many parts he had, multiplied by that figure, and coming to a very positive conclusion.

Stoney was dying to ask the kid where the stuff was, but had been instructed to avoid sounding anxious. "Well, kid, I've got to get back to work," Stoney said, casually closing his book.

"I can bring in the parts in a half hour," the kid insisted.

"That's fine, whenever," Stoney mumbled, going about his business. "Just back into the service area and we'll take care of business."

"Uh, can I see the cash?" the kid inquired, leaning away from the counter and returning one foot toward the door.

"I can see you're packing," Stoney returned. "You're not going to hold me up, are ya?"

"No, no, I just want to see if you can cover the stuff. I've got a lot of parts," the kid said, getting jittery.

Stoney took a couple of steps toward the cash register. No way he had the cash to cover four sets of polished engine cases, several sets of heads, barrels, and additional accessories, including magnetos and polished carbs. He was also concerned about the semi-automatic stuffed into the kid's belt. He could shoot Stoney, take whatever money he had, and haul the parts to another shop.

Stoney hit a couple of buttons on the cash register, felt his hands begin to sweat, and watched the drawer slide open. The cops had supplied him with a wad of bills, but he had no idea how much. He picked the bundle out of the drawer. It looked substantial enough as he fanned the inch-thick stack of money in the kid's face. He quickly replaced the bills in the drawer and shut it. It was stifling in the building, although up until that moment, Stoney had remained cool. He now could feel the sweat bead on his forehead.

The kid stiffened, and stepped back from the counter. He was at least six-foot-one, maybe taller, and thin. A slim mustache crept down the sides of his mouth, his slanted eyes narrower than usual. He wore a long, tattered overcoat over a black shirt that was tucked into the narrow black Levi's. Tucking his fingers into beltless belt loops,

inches from the pistol grip, he seemed to stand an inch taller. The corner of his narrow mouth twisted up into a menacing smile. Stoney turned white.

The kid pulled on his waistband slightly, his chest puffing out. Sanchez, Frank and Mark reached for their weapons. Even Pat leaned forward in his chair and readied the knife. The kid appeared to be ready, peaking on drugs, but he was going to do something. Spinning on his heels, he turned. "I'll be right back," he said, and walked out the door.

Sanchez reached for his transmitter. "That's him, he's going to get the goods." Tension was relieved momentarily in the shop like a tire punctured by a 16-penny nail. Frank stood up behind the Panhead and stretched. "I gotta use the head," he said. The comment

the street. Looks like the kid is a passenger, another guy is driving," he tersely announced.

Everyone in the shop stiffened. They weren't expecting any other surprises. The old Ford truck paused outside the garage door. The smell of exhaust smoke filtered into the shop as the tailgate of the truck spun to face the doorway and the puffs of smoke announced its entrance. Slowly, the faded blue tail section eased down the ramp into the shop. Sanchez hoped they would pull completely into the shop, so a patrol car could block their exit when the bust went down. Detective Brown noted the plate number from his undercover patrol car and studied the front of the battered '52 Ford truck as the driver looked over his shoulder, easing the sputtering

Manuel jostled in his seat, pulling the trigger of the automatic weapon and sending a burst of bullets across the roof of the cruiser

provoked snickers around the shop. Stoney pulled a shop rag out of his back pocket and dabbed his forehead and palms. The officer assured Stoney that if the kid had moved, "I would have put four rounds into him before the pistol cleared his belt."

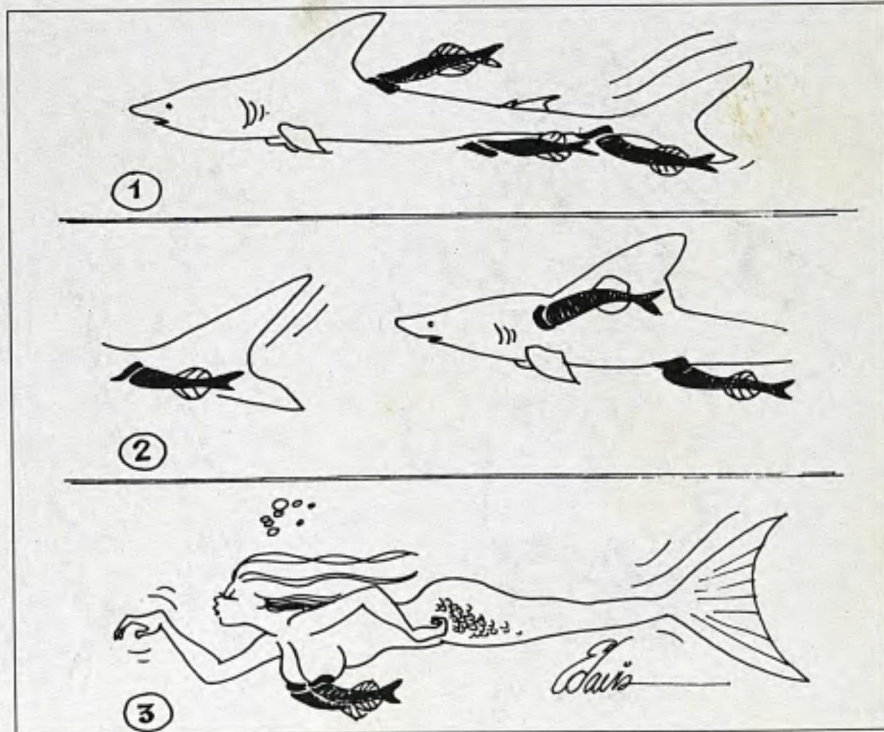
Stoney replaced the rag into his pocket. "He wasn't wearing a belt," he said, his confidence lagging.

Shaking out the tension, Sanchez jerked upright. "A truck's coming up

vehicle into the service department of Stoney's.

Brown didn't notice that the passenger was making eye contact with a square-shouldered tough guy positioned strategically across the street in a plain amber, small hubcapped cruiser. It had undercover written all over it.

Brown's eyes fell on the kid's just as the kid put all the elements together. Brown turned to his radio at the same time the kid turned to the driver. "Hey,



hey, there's a cop across the street," the kid shouted.

"Yeah, so what?" said his driver. Manuel was a notorious illegal with a violent reputation. Armed robbery and multiple escapes through the border were his forte. He wasn't afraid to use the automatic weapon slung over his shoulder. He twisted around to the front of the truck to look in the direction of the kid's concern. He saw the undercover cruiser and slammed on the brakes, took the stick out of reverse and jammed it into first.

The old building had a unique recessed service department. Built on soft coastal soil, the building had gradually sunk over the years until the sidewalk and street were three feet above the building floor. The truck had crossed the sidewalk and was two-thirds down the decline when Manuel shifted into first and hit the gas while releasing the clutch. The old truck coughed and died.

Inside, Sanchez, Mark, and Frank stood abruptly. Pat and Stoney sensed something was wrong when the truck shifted gears. The three professionals drew their weapons and started for the vehicle. "Police officers. Put your hands on the dash. You're surrounded."

The kid panicked and drew the 9mm out of his belt and drew back on the slide, injecting a round into the chamber. Manuel was all adrenaline. He knew that if he were caught, they would have him on several robberies and assaults, not to mention an attempted murder. He tried to start the flathead. Flooded, it wouldn't start. "Be cool," Manuel said to himself. "Just take it easy and put your hands on the dash."

The thief put his shaking thin white hands on the old steel dash. The metal felt hot to his touch. The pistol rested, cocked in his lap. Looking down at the shiny blue weapon, he said, "Whatta we do now?"

"Just wait," Manuel said, resting his hands on the steering wheel. "When I say move, get out and cover me." Manuel was formulating a plan which didn't include the youngster sitting on his right.

It was the heat of the day. The tar on the roof was melting as the officers inside gave up their cover. With their weapons extended, crouching, they inched toward the simmering truck. Pat stood slowly and could make out the tarp covering something in the bed of the truck.

"Take it easy and no one's gonna get hurt," Sanchez hollered in an authoritative, military manner at the cab that was 50 percent in the street, 50 percent inside the building.

"Don't shoot," Manuel shouted out the window. "We're unarmed."

"Bullshit," Mark shouted at the driver.

He knew it wasn't going to go down like it should. He stared at the side of the driver's pock-marked face, and watched every feature for an indication of movement or intentions.

Detective Brown started his cruiser and pulled a U-ee from the other side of the street to block the truck's exit. That was Manuel's cue. He turned his head slightly to the kid, and said, "Go!"

The kid dropped his hands to the gun, opened the door to the truck and jumped out. Manuel reached for the key and turned it; the engine fired. The kid leveled his weapon over the bed of the truck as it lurched forward removing his cover. Frank moved to face the kid. "Drop it or you're a dead man." The kid froze and dropped the weapon as the truck skidded forward into the street leaving him stranded. His knees shook as he became aware of the betrayal.

Pat and Stoney watched the truck lurch toward the street, along with their hopes of recovering their parts. The plan was rapidly falling apart. They knew that if the driver could get more than a couple of blocks, he would head for the border and disappear.

Brown floored the cruiser and sped to intersect the truck. Manuel spun the steering wheel to the right and the truck jumped the curb into the street. He pulled the automatic weapon free and swung it out the driver's window as the cruiser impacted the front left fender, crushing the sheet metal against the left front wheel. Manuel jostled in his seat, pulling the trigger of the automatic weapon and sending a burst of bullets across the roof of the cruiser. Then losing control of the truck, he slammed it into the telephone pole on the sidewalk, and his head was thrown against the steering wheel.

The officers in the shop surrounded the truck. Manuel was passed out against the twisted wheel. They dragged him out the passenger door, separated the man and his weapon, and cuffed him.

Pat and Stoney threw back the tarp in the truck, revealing the missing parts. As they loaded them into Pat's truck, Detective Brown walked over and interrupted their progress. "I want to tell you guys something," he said, extending his hand to Pat. "Life would be a lot easier for us if more people like yourselves would get involved. It made all the difference in the world."

"Thanks," said Pat. "And you've put two builders back in business by releasing the parts back to us without a hassle." The three unlikely associates in the operation shook hands and returned to their separate lives.

—fiction by K. Randall Ball



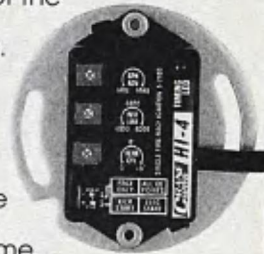
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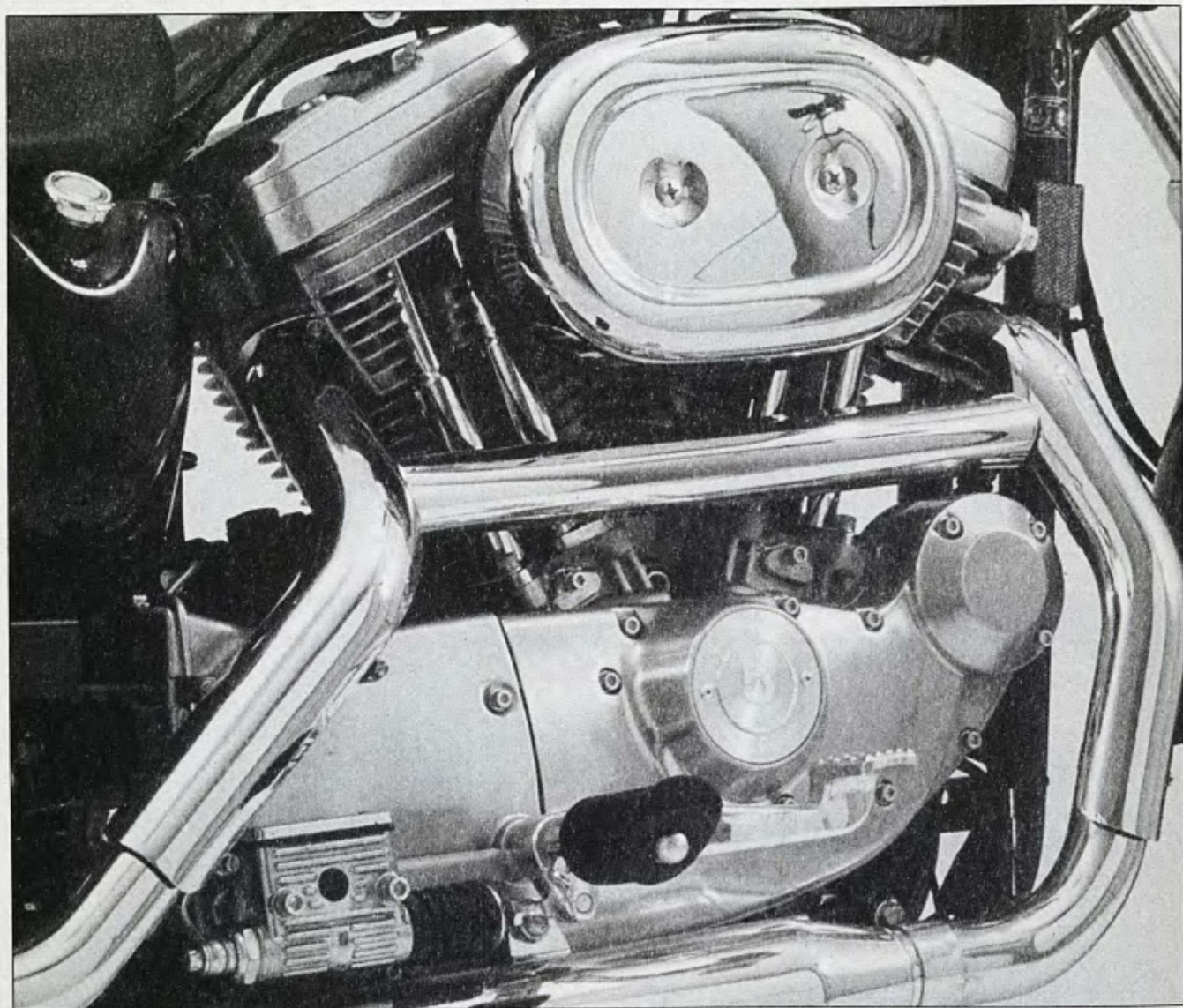


Photo 1

An 883 Jumps To 85 Horses

The XRV Formula For Sportster Performance

Hey, this Sport-Sportster is coming together. It's lightened, the front end is tuned, and the brakes are sharpened. Now we're getting to the heart and soul of the matter: the engine (photo 1).

Roger Kallins, of XRV Performance in North Hollywood, (818) 762-5407, is

again at the wheel. This is Roger's formula for sprucing the stock 883 to 1200cc, while pushing the horsepower from 41 to 85.

Roger prefers to start the project with an 883 because the heads can be effectively manipulated to any compression ratio with relative ease (photo 2). Stock compression is 8.5:1. If you switch the barrels to 1200 models or bore 883 barrels out to fit 1200 pistons, and slap the stock 883 heads into place, the compression jumps to 11:1.

The factory recommends shaving the pocket in the head to lower the com-

pression. Roger's formula includes using the stock Harley 1200cc piston set, which includes pistons, rings with gas-kets, cir-clips, and wrist pins. After he bores the barrels, he installs his prescription Axtell cams (C.R. Axtell company of Sun Valley, Calif.), which bleed off excess cranking pressure so Roger can maintain performance while reducing the pressure needed to crank over the engine (photo 3). Heads are extensively ported and bigger valves installed. The combustion chamber is reworked, creating a tight double-swirl effect, and heavy duty valve springs are fitted. →

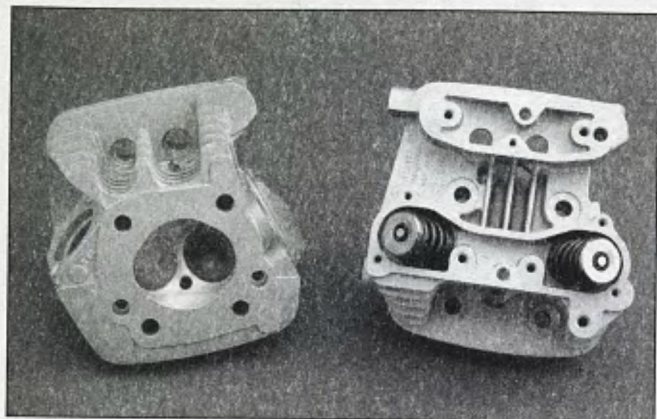


Photo 2

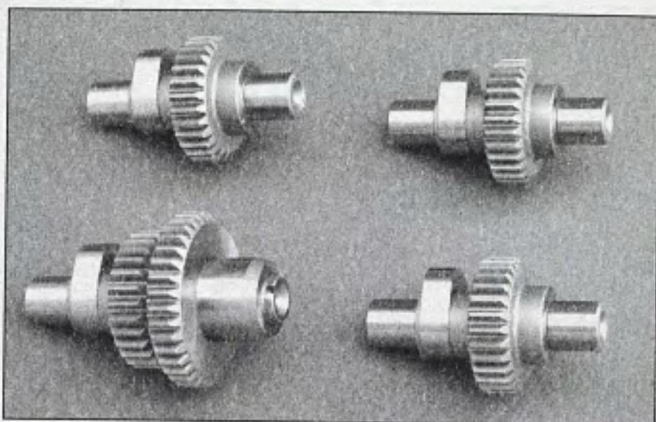


Photo 3

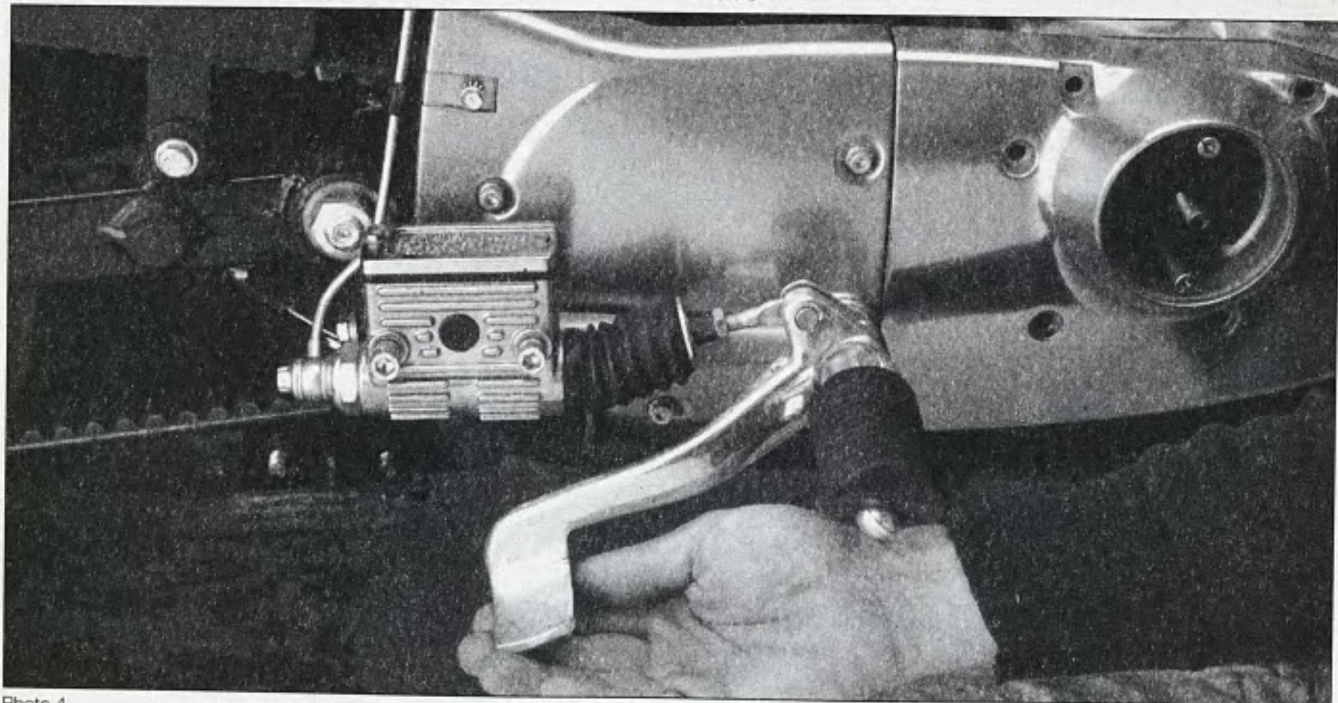


Photo 4

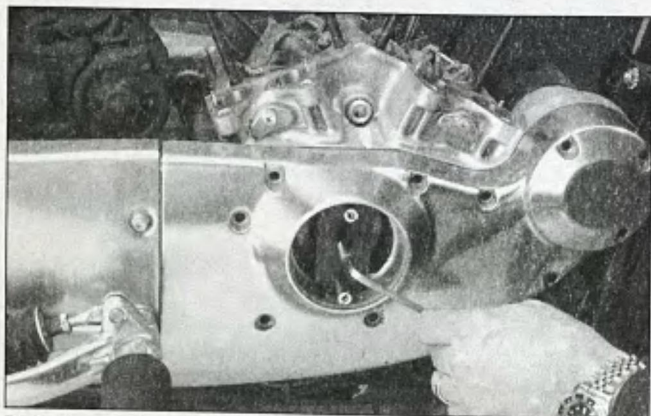


Photo 5

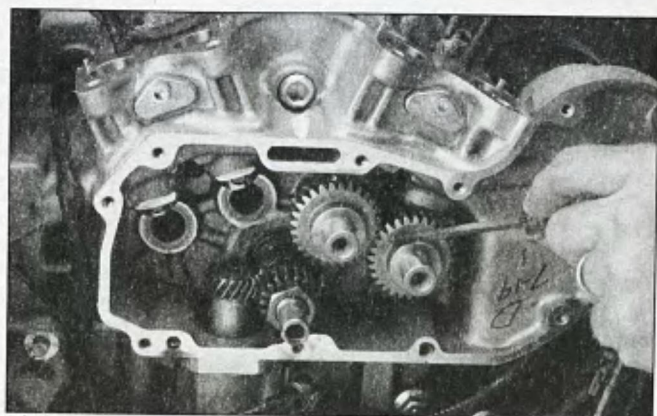


Photo 6

TECH TIP

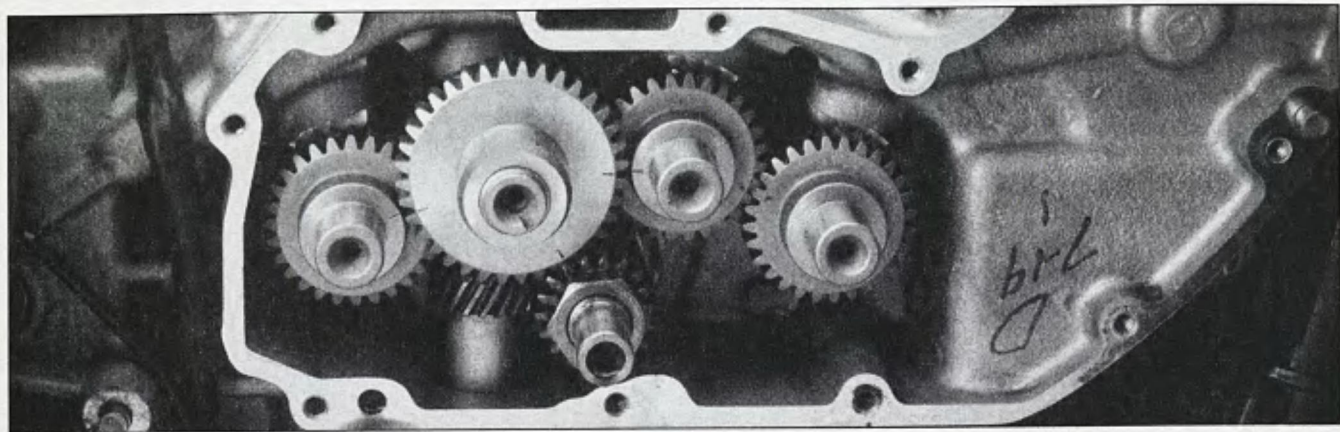


Photo 7



Photo 8

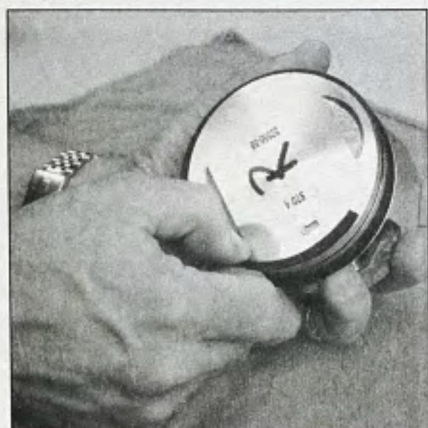


Photo 10

When asked whether he was going to dual plug the bike, he said, "Five-speed heads are better designed than the four-speed models, but make it more difficult to install the plug between the heads. With the use of single-fire ignitions and super-unleaded fuel, we accomplish the performance we need—without dual plugs."

With the Axtell cams in place, the compression ratio is 9.5:1. These recent Axtell #3 cams (photo 7) have a slightly advanced intake lobe over their previous sets for a broader power band, causing Roger to notch the intake valve cups on the pistons



Photo 9



Photo 11

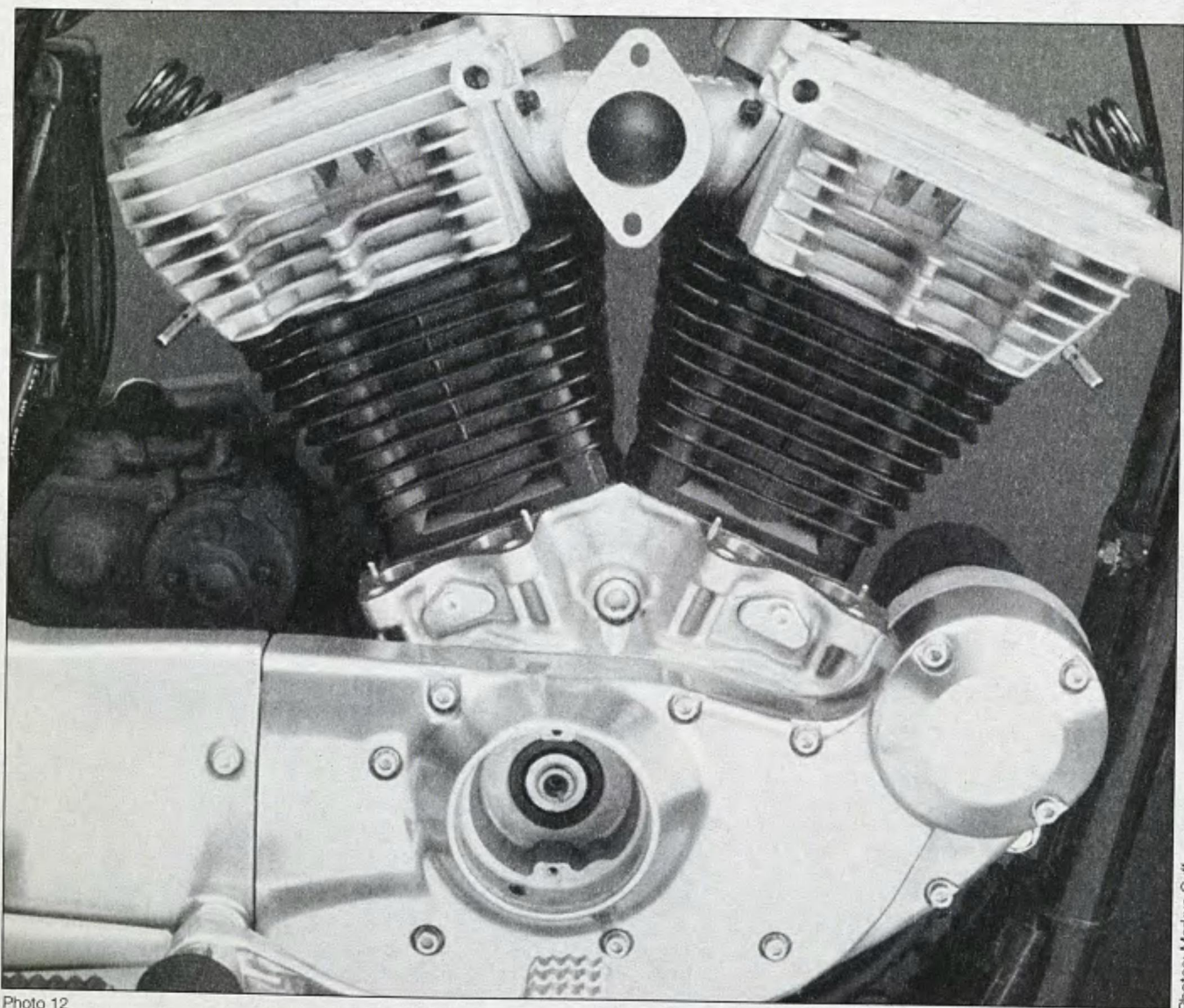


Photo 12

slightly to ensure proper clearance.

For engine reassembly and cam installation (photos 4-11), following the straightforward factory manual instructions and using HES copper head gaskets and aluminum base gaskets torqued to 40 foot-pounds, Roger installed Axtell adjustable pushrods and Sumax pushrod covers. With the front piston at top dead center (TDC) he adjusted the intake and exhaust valves (on the heel of the cam) until there was no free play, then extended them 4.5 turns. Some adjustable pushrods have different thread pitches and need only 3.5 turns.

Then the engine is turned until the rear cylinder is at TDC and left for 15 minutes to allow the tappets to bleed before performing the adjustments again.

With the engine reassembled, he will install a QwikSilver 38mm carburetor, which bolts on simply using the easy-to-read instructions (photo 12). Little or no adjustment is generally needed. He also expanded the performance by mating his engine formula with Nempco 2-into-2 SuperTrapp XR-style exhaust pipes. Roger usually must install at least 15 plates to make the engine sing.

It's a simple bolt-on maneuver, but don't forget to use new exhaust manifold gaskets and cinch the units down before and after warm-up.

The last crucial element of the formula is the ignition system, including the coils. Roger often uses the HES (310-397-3195) dual Dyna coil mounting system, but in this case, he will try the nology coils, which are smaller, potent and lightweight. Generally, installing dual heavy coils can cause vibration and space problems. The single-fire ignition will be handled by Computfire in an upcoming issue.

—Wrench

TECH TIP

STAYIN' UPTIGHT

Keep It All Together With Fastener Fixes

High performance Harleys spend mucho time running hard, revving high and rolling fast. All that action means they need extra help keeping nuts and bolts tight. Fasteners loosened from vibration and temperature cycling (pun intended) can spell disaster—from dropped-off parts to oil floods to mechanical damage. So, here's a complete, compact cookbook on ways to keep everything connected on your Kawasaki-killer.

It's so fine. First, nuts 'n' bolts with fine threads stay tight better, better than those with coarse threads. The higher numerical pitch permits more even clamping and better leverage against loosening. See Table 1 (page 130) for a guide on common sizes to select. A word of caution, however: because fine threads have less

Liquid lockers get our vote as generally the best way to keep things together

effective depth, they can strip more easily in soft substrates like aluminum castings and brass. Start such bolts by hand, use lubricant and do not over-tighten.

Righteous wrenching. Properly-torqued fasteners are less likely to strip (too tight) or back off (too loose). Use a torque wrench, even on places like side covers. The heads of Phillips and slot-type screws are easily stripped; replace them with head types more easily torqued, especially Allen or socket heads (photo 1); kits are widely available for side covers, even entire chassis. In tight confines and heavy-duties, the use of specialty 12-pointed hardware with extra-wide bearing faces helps; you can get both bolts (photo 2-center) and nuts. See Table (page 130) for a guide to torque settings.

Liquor's quicker. Anaerobic thread locking compounds (photo 3) range in grades from easily-removed (for tool box covers, oil drain plugs, etc.) to semi-permanent (e.g., cylinder base studs). You

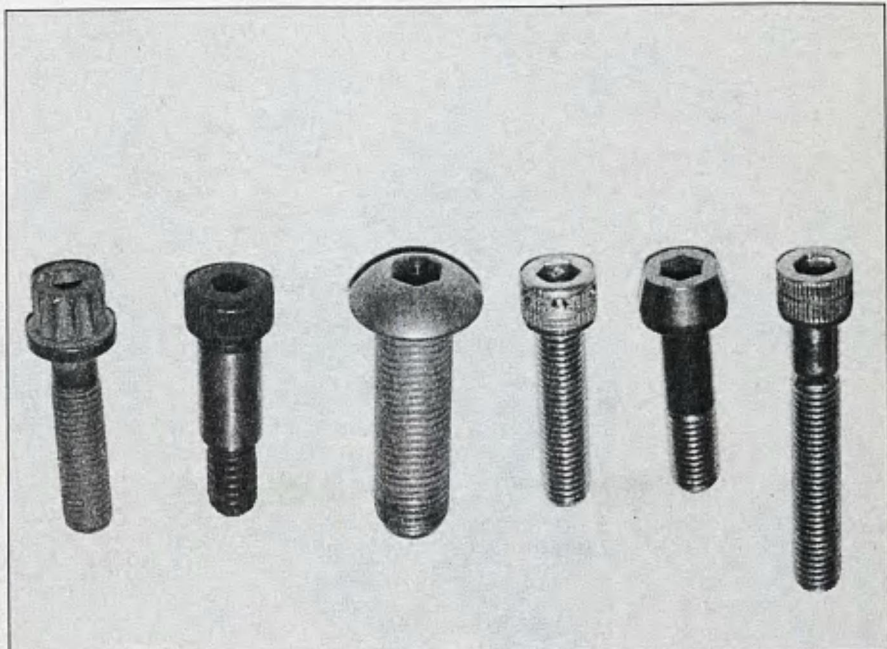


Photo 1

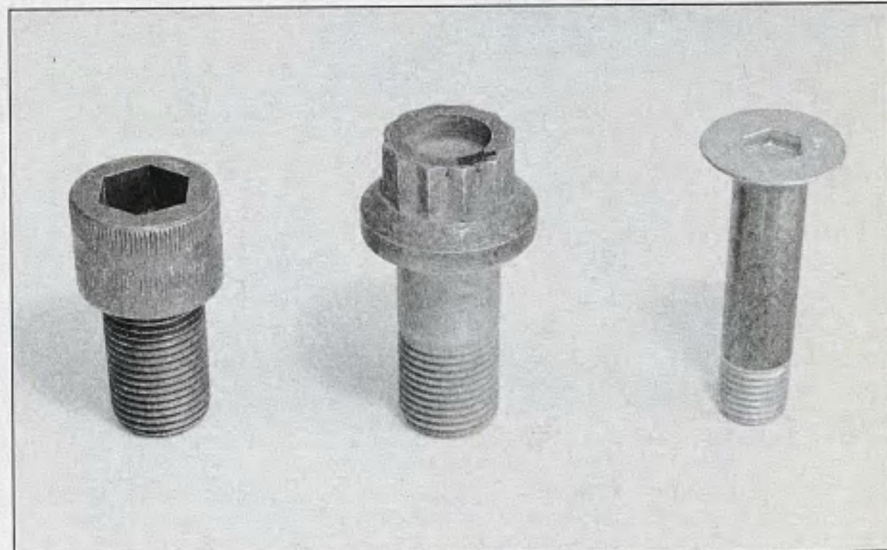


Photo 2

apply these to exposed threads wet, everything gets assembled, and then they set up in the absence of oxygen. Liquid lockers get our vote as generally the best way to keep things together. In some cases threaded lubricants (photo 4) will inhibit the process. Alternatives then include liquid nylon-type lockers that dry fully on the threads before insertion—or the following mechanical alternatives.

Be industrious. A variety of off-the-shelf fasteners from industrial/bearing

supply houses (photo 5) have built-in thread lockers; special washers easily add locking. For blind bolt holes, cap screws come with nylon pellet inserts or have pre-drilling for safety wire (photo 6). (More on that later.) Cotter-pinned fasteners are ideal when you need to maintain a fixed end play at less-than-full tightness—axles, cranks, linkages. Nuts feature locking inserts or castellated tops. Locking washer types range from flat spring, to split ring to star (photo 5). →



Photo 3

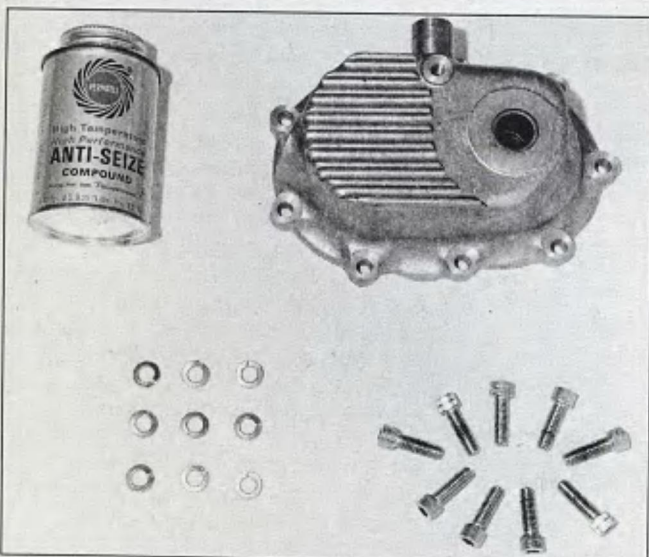


Photo 4

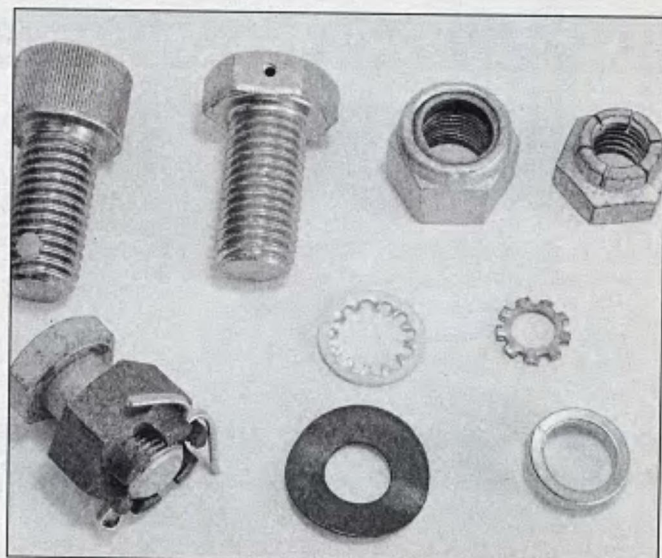


Photo 5

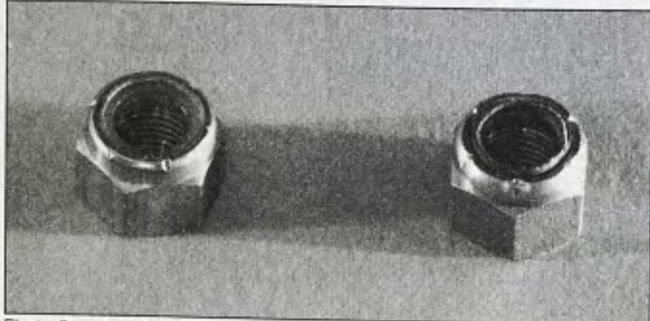


Photo 6

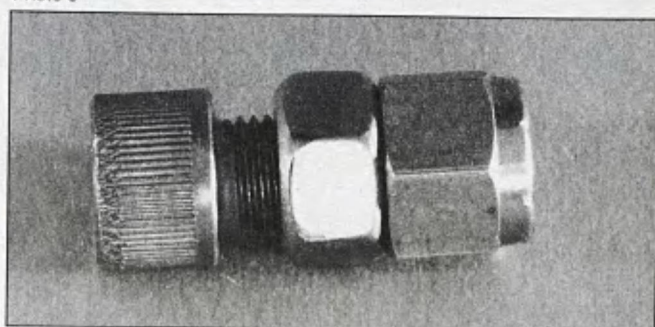


Photo 7

TECH TIP

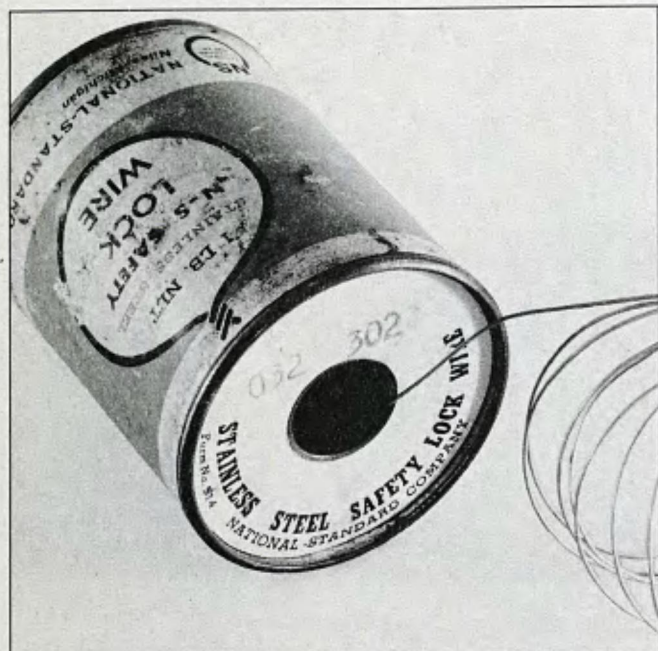


Photo 8

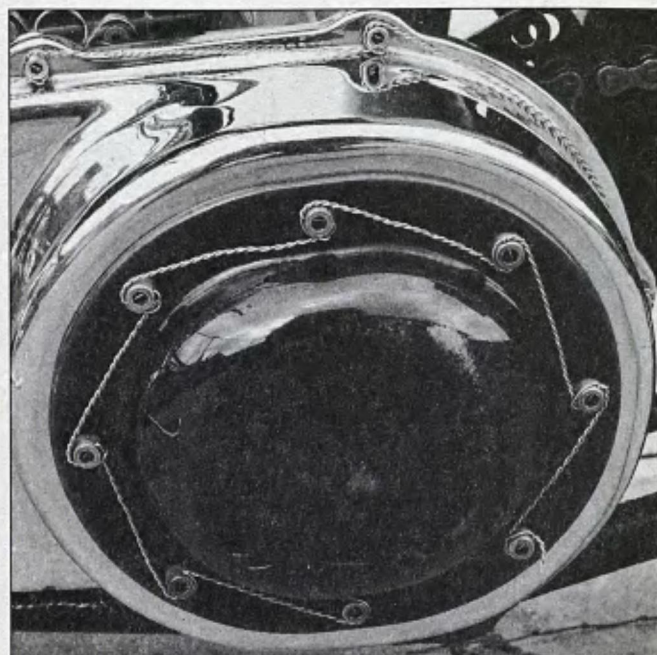


Photo 9

Table 1. Selected Fine Versus Coarse Thread Pitches (Threads Per Inch)

Nominal diameter	Coarse pitch	Fine pitch
3/4-inch	10	16
5/8-inch	11	18
9/16-inch	12	18
1/2-inch	13	20
7/16-inch	14	20
3/8-inch	16	24
5/16-inch	18	24
1/4-inch	20	28*
#10 (3/16-inch)	24	32

*early Big Twins used 1/4-24

Table 2. Recommended Approximate Torque By Fastener Size

Nominal diameter	grade 2 (no head marks)	grade 5 (3 head marks)	grade 8 (6 head marks)
#10 (3/16)	2-3 Ft. lbs.	--	--
1/4-inch	5-6.5 ft. lbs.	7-8 ft. lbs.	10-12.5 ft. lbs.
5/16-inch	9-12 ft. lbs.	14-20 ft. lbs.	22.5-25 ft. lbs.
3/8-inch	18-20 ft. lbs.	25-35 ft. lbs.	40-45 ft. lbs.
7/16-inch	24 ft. lbs.	40-55 ft. lbs.	65-70 ft. lbs.
1/2-inch	37 ft. lbs.	60-85 ft. lbs.	100-110 ft. lbs.
9/16-inch	53 ft. lbs.	88-115 ft. lbs.	135-150 ft. lbs.
5/8-inch	--	150-160 ft. lbs.	195-210 ft. lbs.

- assumes clean, dry threads
- for lubricated threads, deduct about 10 percent
- use high values for fine threads
- superseded by any specific manufacturer's instructions

Caution: the teeth of star washers can put deep marks in polished or machined faces. Generally you must buy in lots of 100 per size or type, so pool your needs with bros, then take the plunge.

Hot, still tight. Heat tends to degrade some thread lockers: nylon inserts may loosen or even melt; liquids may age prematurely. For those cases, consider strategies like all-metal castellated nuts on places like exhaust pipe clamps, top motor mounts, and rocker box studs—or heat-proof fiber instead of nylon inserts.

On the cheap. A good emergency locking route is double nutting (photo 7). A second nut is simply tightened against the first. You need extra exposed thread, of course. Don't depend on this permanently.

Safety last. A final secure fastening method for serious hardware freaks is safety wire (photo 8). It's time-consuming, since bolt heads must be cross-drilled and the wire then carefully attached and spun in such a way that it holds the fastener tight. Aircraft supply houses offer a "Millbar wire twister" that speeds the process. It's basically a pliers that holds the wire ends—with a spiral cam to rotate the jaws. And the results certainly look bulletproof (photo 9)—sorta like putting your scooter in bondage! Oh yeah, I forgot—this is a family mag...

—Jake

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French artist François Bruère is no stranger to bikes. While he uses torches, hammers, and wrenches to produce award-winning customs as a hobby; his true vocation calls for brushes, air-brushes, and acrylic paints. This example features a 1928 René-Gillet and a Harley in front of an old French shop. Each of the 300 limited-edition prints is numbered and signed by the artist. François Bruère, BP1, Clermont Créans 72200, France, (01133) 43-45-92-78.



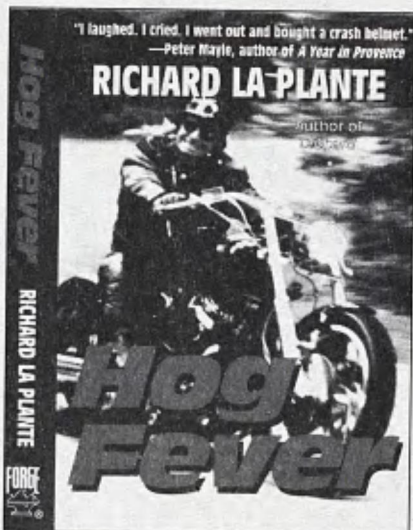
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CLAW STAND

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Hog Fever is Richard La Plante's autobiographical account of falling in love with a big metal machine. Says *Easyriders* editor Keith R. Ball, "Hog Fever is the bible for the guy who's always dreamed of owning a Harley and wants to fulfill that dream." Check your local bookstore, or order it through Forge/Tom Doherty Associates.



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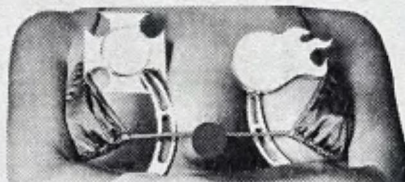
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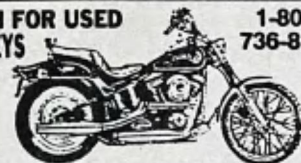
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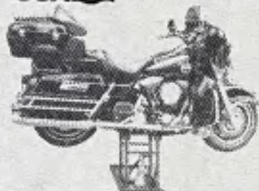
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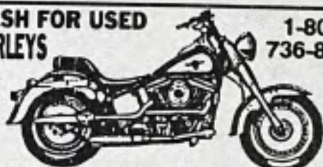
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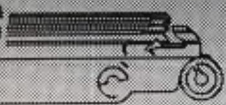
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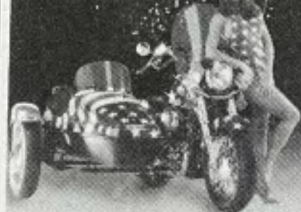
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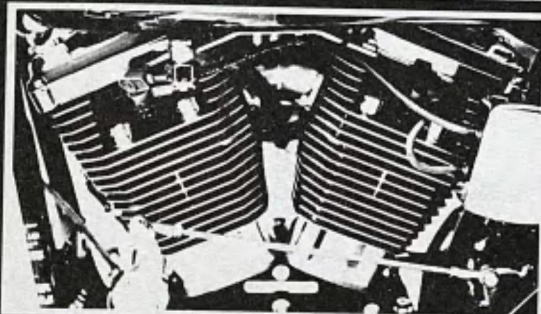
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1996 H-D XL 1200 Sport



Hang on tight, bros and broettes, 'cause two new Harley-Davidson Sportsters, with radical custom edges and street-cruiser feel, have rumbled noisily into the 1996 model lineup: the 1200 C (Custom) and the 1200 S (Sport). The 1200 C builds on the traditional styling of the 1200 S, but with added features.

It all began in 1952 with the introduction of the K-model—Harley's



answer to the sport bike market, then dominated by British-made Norton, Triumph, and BSA.

The Sportster would figure prominently in Harley-Davidson sales. Of the 100,000 bikes Harley-Davidson will produce in 1996, 25 percent will be Sportsters.

From the look of it, the 1200 C is a winner. The chrome and black engine, low-rise handlebars, and stand-alone

headlight all make for a low and lean machine. It also boasts a new electronic speedometer, as well as new brake and master cylinder assemblies. The new brake systems require 10 to 15 percent less effort to pull. And there's chrome, plenty of chrome.

Also featured are 21-inch spoke front wheels, and a custom slotted rear wheel. Both front and rear brakes are



Photos: courtesy of Harley-Davidson Motor Co.

1996 H-D XL 1200 Custom



full floating disc design. A seat height of 27.12 inches makes the 1200 C almost two inches lower than others. Riders looking for more mileage between fuel stops will be happy to learn that the "peanut" tank has increased from 2.5 gallons to 3.3 gallons, with an estimated mileage in the city of 45 mpg and 52 mpg on the highway. Featured on the tank and fenders are special cus-

tom graphics and the *cloisonné* 3D emblem completes the look.

The transmission gears have been reworked and are of a high contact design, allowing for smoother operation and a quieter gearbox.

The 1200 S comes with a low-rise stainless handlebar, electronic tach and speedo, new sport seat, front and rear fully adjustable sport suspension (includ-

ing gas canister rear shocks), dual floating front disc brakes, front and rear Sport Elite tires, and the larger 3.3-gallon fuel tank. Custom checkered-flag tank graphics sets the machine apart from other scoots.

Forty years of Sportster heritage remains intact. They remain scoots for all seasons.

—Indian Dave

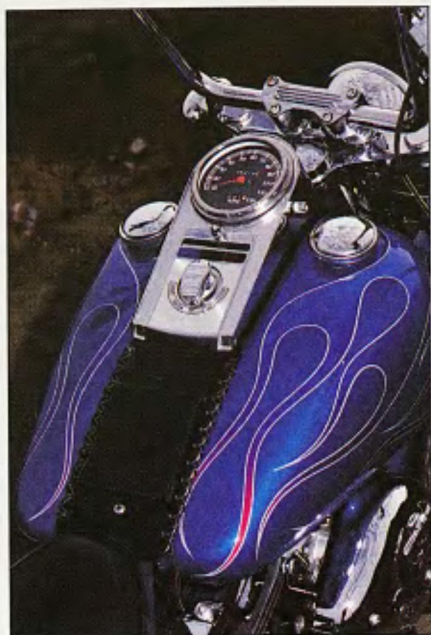
READERS' RIDES

Danny Crowse Somewhere, USA 1987 H-D FLSTC

Danny Crowse is said to be a big man, a stand-up kind of guy, and one who earned respect by his quiet "can do" demeanor. He's said to have been through it all, from the raging bike parties of the old chopper days to the infamous "desert rides" of years ago. Where is Danny Crowse now?

He's missing in action, say his friends. But one thing we do know about Danny is that he builds bitchin' bikes. Featured here is his 1987 Softail that he rebuilt in a mere 45 days of intensive wrenching.

"After he bought the bike, and before he even rode it, he tore it apart," says *Wind* editor and *Easyriders* associate editor/photographer, Kim Peterson,



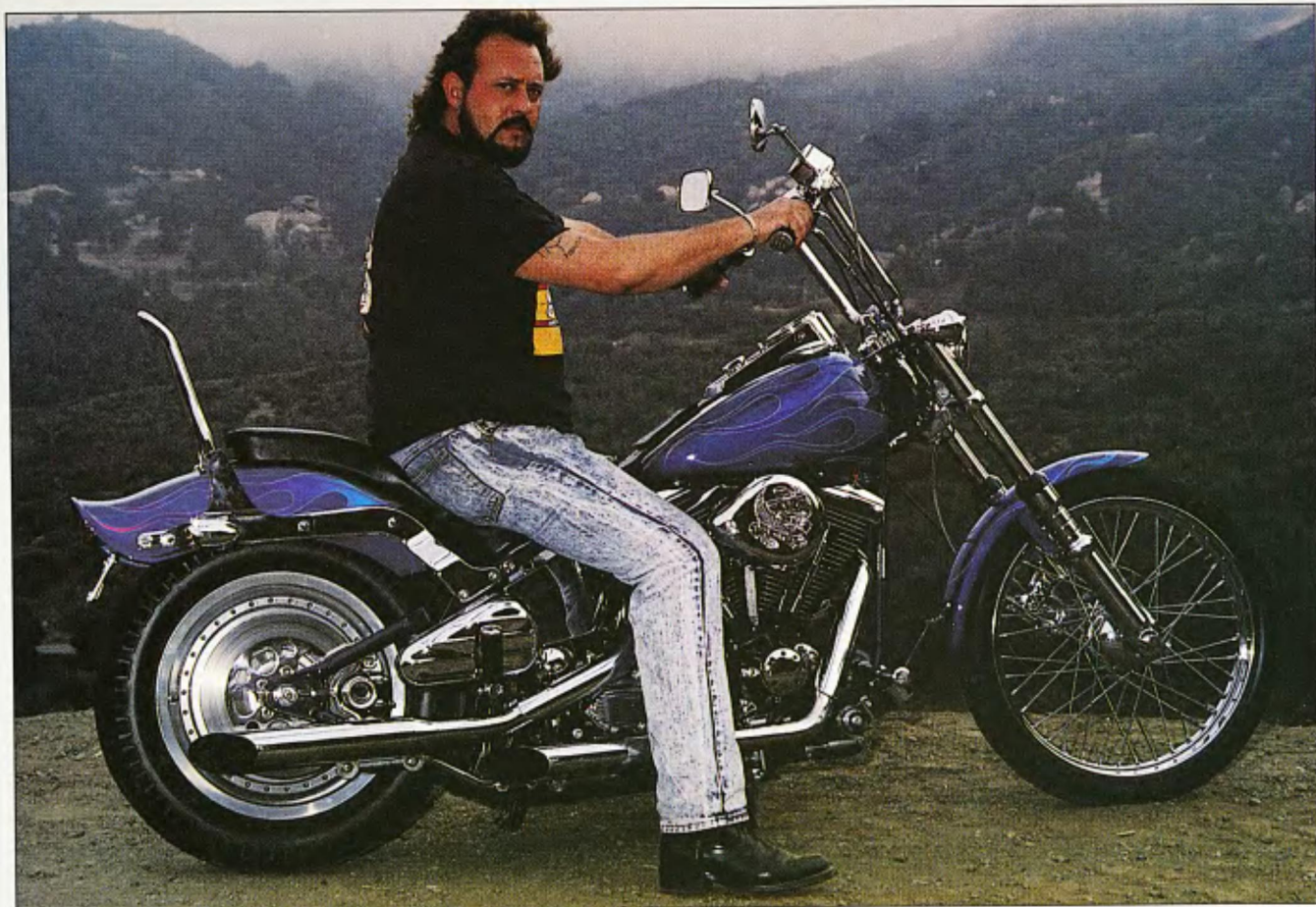
"and he painted and tricked it out." Kim shot the bike on a rainy day in 1988, on Mulholland Drive in Malibu, California. "The light was perfect," Kim remembers. "It gave a 3-D effect."

From the shades of blue paint by Car Loonies' Ed Montanez, to the bike's overall modifications, Danny's ride is a collage of imagination, undoubtedly sparked from 25 years of riding. "He wanted something to remind him of the old chopper era," says Kim, "but with contemporary lines."

The FLSTC is a stock 80-incher with an Andrews cam, Flo Master carb and Dyna ignition. By adding 12-inch ape-hangers over telescoping forks by "Frank," as well as a load of imaginative accessories, Danny created a version of the bikes that lie close to his heart.

Wherever you are, Danny, please give us a shout!

—David Loco



Bobbi Bendell Honolulu, Hawaii 1989 H-D Sportster

"This isn't just another Sportster," says Bobbi Bendell, as she throws a leg over her spectacular 1989 H-D baby Hog.

Bobbi happily combines two lifestyles: She's a paralegal by profession, and a diehard rider by choice. She calls Hawaii home and seems to have the best of all worlds and rides. "Riding is a welcome relief from the world of suits, dresses, and deadlines," she says, referring to her true love: riding the tropical roads of Oahu.

Her bike's paint job, which depicts a dream catcher with an orchid and the face of a wolf, is a product of her deep spirituality and affection for her family's past. Bobbi goes by the nickname "Wolf." "For reasons unknown, my grandfather called me Wolf from the time I was born," she says.



Designed by Bobbi, the art was brought to life by Roger of Hawaiian Airbrush. "He did an incredible job of infusing emotion into the metal," she says. The other highlight of the paint job stems from a dream. After losing her mother at the age of six, her family said she would always be with her—in spirit. "In a dream, an orchid was placed on my pillow and covered with a sheet," she says. "When the sheet was pulled back, my mother's face appeared where the orchid had been." The orchid in the dream catcher is a reminder that "my mother is always with me," she says.

The original stock bike was modified by her husband, Steve. Changes include Progressive Suspension, lowering the bike two inches, polished fork legs, chromed cam, tranny, rocker box, and primary cover.

"The center rocker box spacer is painted turquoise to match the wolf's eyes," says Bobbi. Catch both wolves running wild in the streets of Honolulu. —David Loco



Photos: from Bobbi Bendell

READERS' RIDES

Frederick Remark, M.D. Melbourne, Florida Indian Evolution: 1994 H-D/1947 Indian

It seems only natural that a reconstructive surgeon would want something totally different in a motorcycle. One example is this incredible hybrid ride, designed by Dr. Frederick Remark and fabricated by some of his close friends. As sleek as it looks, it did not come without hard work and innovation. Fred wanted to bring together the classic look of a 1947 Indian with the mechanics of a 1994 Harley-Davidson. In the end, his "Indian Evolution" bike does just that.

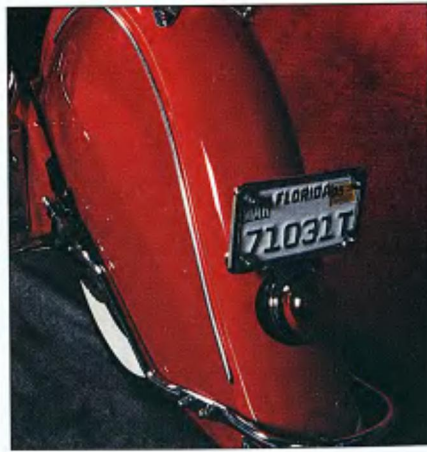
"When I was a kid, my dad told me that I couldn't have it all, but this bike seems to defeat that statement," says Fred. Before he got started on this project, Fred knew that he wanted it all, but it wasn't always easy to find the solution to the problems caused by having a kick starter, an advance retard control, and a suicide clutch, all on a low horse-powered ride.

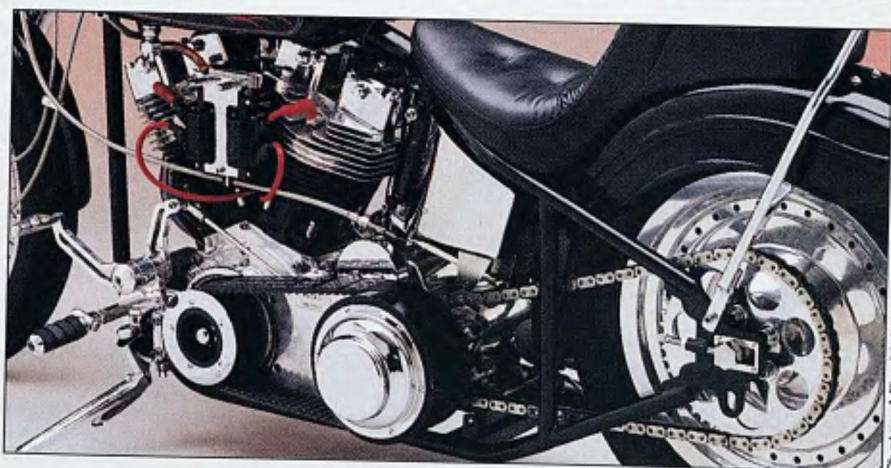
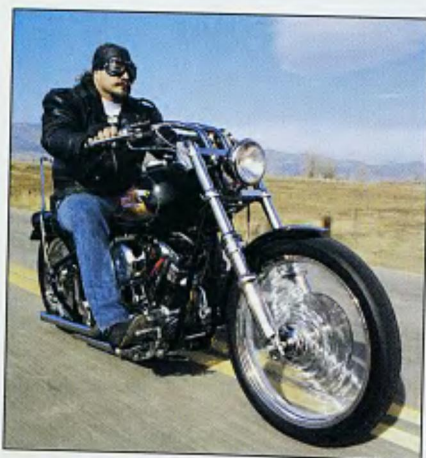
Trying to put an Evo drive train in an Indian frame was out, so reverse psychology was the answer. Putting the Indian lines around an Evolution drive train produced the desired effect, and after three months of bending, grinding and welding, and cutting and re-welding, the mock-up was done, "and it all fit," says Fred.

Using fiberglass Indian tanks by Pat Kennedy that worked with a three-inch frame stretch, and fiberglass Indian fenders by Bob's Cycle of Phoenix, solved the problem of profile. Other additions include a seat by Marietta Vintage Cycle, chrome by London Platers, and an incredibly rich, red paint job by Charlie Conrader. The engine is an all-stock 1994, 80-cubic-inch Harley with a five-speed tranny.

Before riding his Indian Evolution for the first time, Fred didn't know what to expect. "Believe it or not—and you probably won't until you ride one—it's the only bike you'll want to ride slow. It's a real cruiser, but it performs well on the Interstate," he says.

—David Loco





Photos: Mike Lichter

Michael Alfieri Collinsville, Oklahoma 1973 Harley-Davidson FL

Michael needed a bike—badly. After owning a Sportster and an FLT, and selling them both, he says, "I was without and I needed to ride." He found his present ride in the dark corner of a local bike shop. It was in need of much cosmetic attention, and at first Michael wasn't interested. However, after looking through many catalogs for ideas, Mike Lames of Antique Iron suggested a closer look at the FL, which although

abandoned and neglected was mechanically sound.

"Looking past the dust and dirt, I just fell in love with it," says Michael.

The 98-cubic-inch Shovelhead was rebuilt by "Red" of Antique Iron, using an S&S lower end, pistons, lifters, air cleaner and Super G carb. After six months of work on this arduous labor of love, Michael's new ride turned into the sweet, impressive motorcycle you see here. Its history reads as a composition of work from around the country. He says, "It's kind of a patchwork bike, with the hand-made frame from Arizona and the

paint from 'The Kid' in Oklahoma City."

Other modifications are seen in a two-inch frame stretch and Paughco neck. Drag pipes sans muffler, fatbob tanks and a flurry of Ness accessories create this "bear of a bike."

All the attention to cosmetics and detail have not gone unrewarded. Lugging home trophies won at bike shows has become a small problem for Michael, but he doesn't complain. "It won Best of Show at the Tulsa ABATE show, and First Place in the Radical Class. It continues to rack up the points," he adds proudly.

—David Loco

READERS' RIDES



Stan McClean Albany, New York 1988 H-D Sportster

Dreams do come true—if you have patience, willpower, and a true friend. This dream project began as just a paint job on a stock Sporty. With hard work and hard-earned money, it became Stan McClean's "ultimate" Sportster.

A gift of some '77 3.5-gallon fatbobs started the make-over. Next, Stan figured "it might as well get a wide glide front end." From there, the project took off. Hooked up with a parts source—"the guy treated me so well, the project ended up taking an extra year so I could get the money together"—Stan's version of a dream ride started to take shape.

Then a setback occurred. A bout with bone cancer in his right arm and two years of chemo treatment put Stan's



vision on hold. "All the while I was wondering if I would be able to get back in the wind and thinking about how I would rebuild my Sporty," he explains. Then Mike Cross entered the picture. Mike owns a classy '84 Softail and has bike savvy. With Mike's help, hours of work, and saving every penny, "I got my bike ninety-five percent complete," says Stan.

A total of 14 months' combined effort between Mike and Stan produced this clean ride. The power plant is a throbbing 883 Evo with an S&S Shorty carb. The addition of drag pipes and a load of Ness accessories gives the bike a big muscle look under a pearl-blue/fuchsia lacquer paint job done by Mike and Stan. Now Stan has regained movement in his arm and is in the wind again, shredding the highways around Albany and thinking about his next project.

—David Loco

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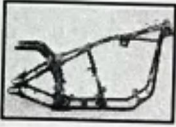
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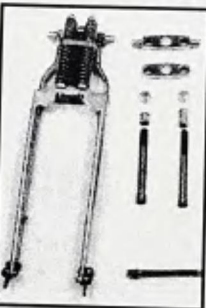
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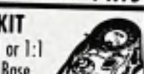
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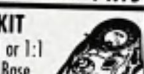
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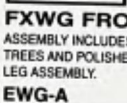
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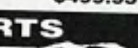
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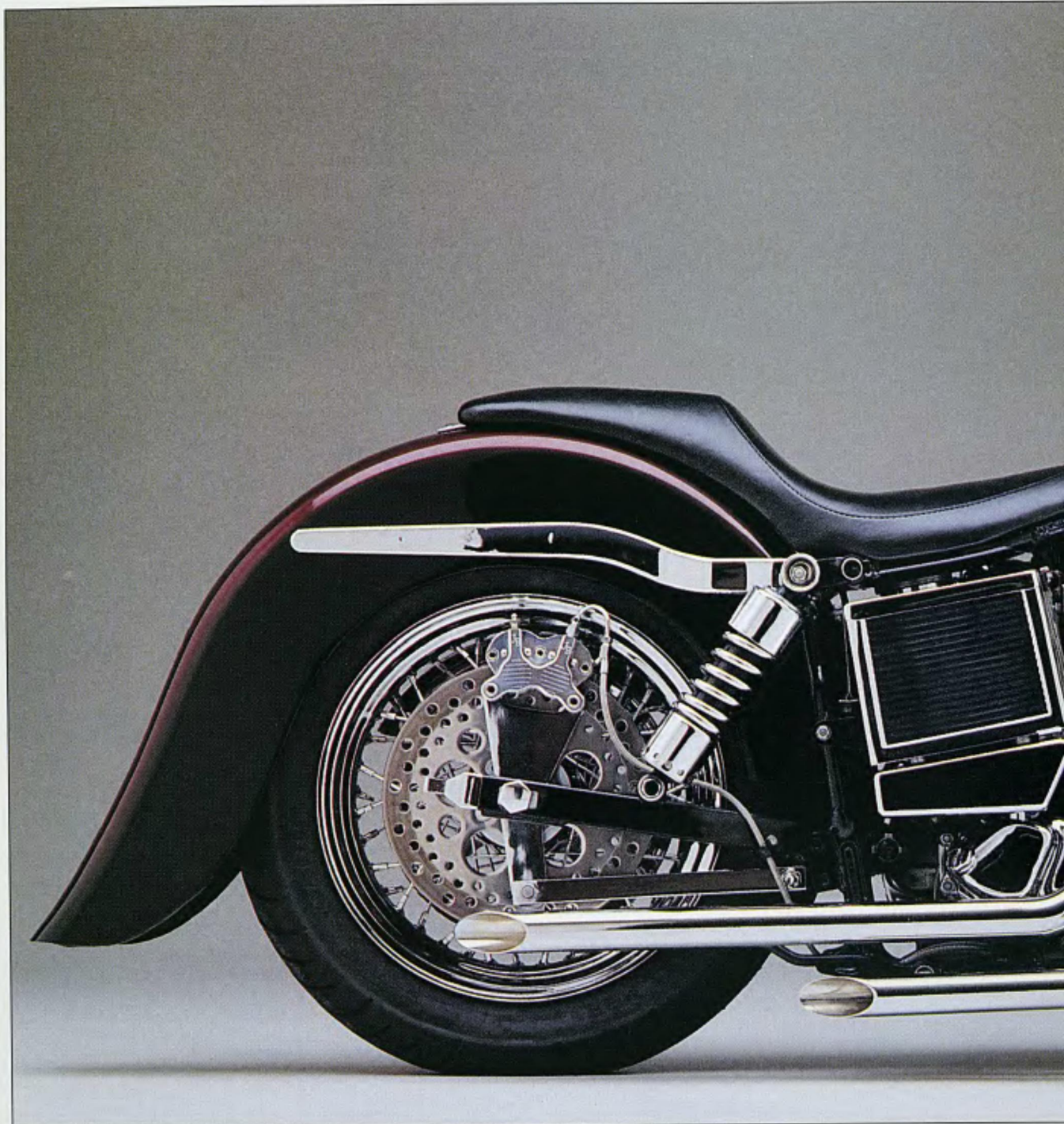
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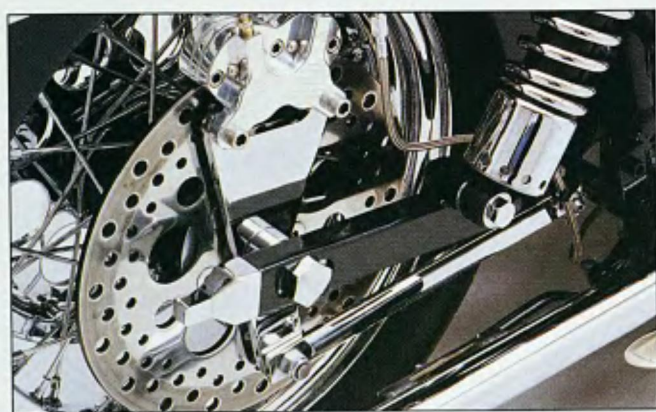


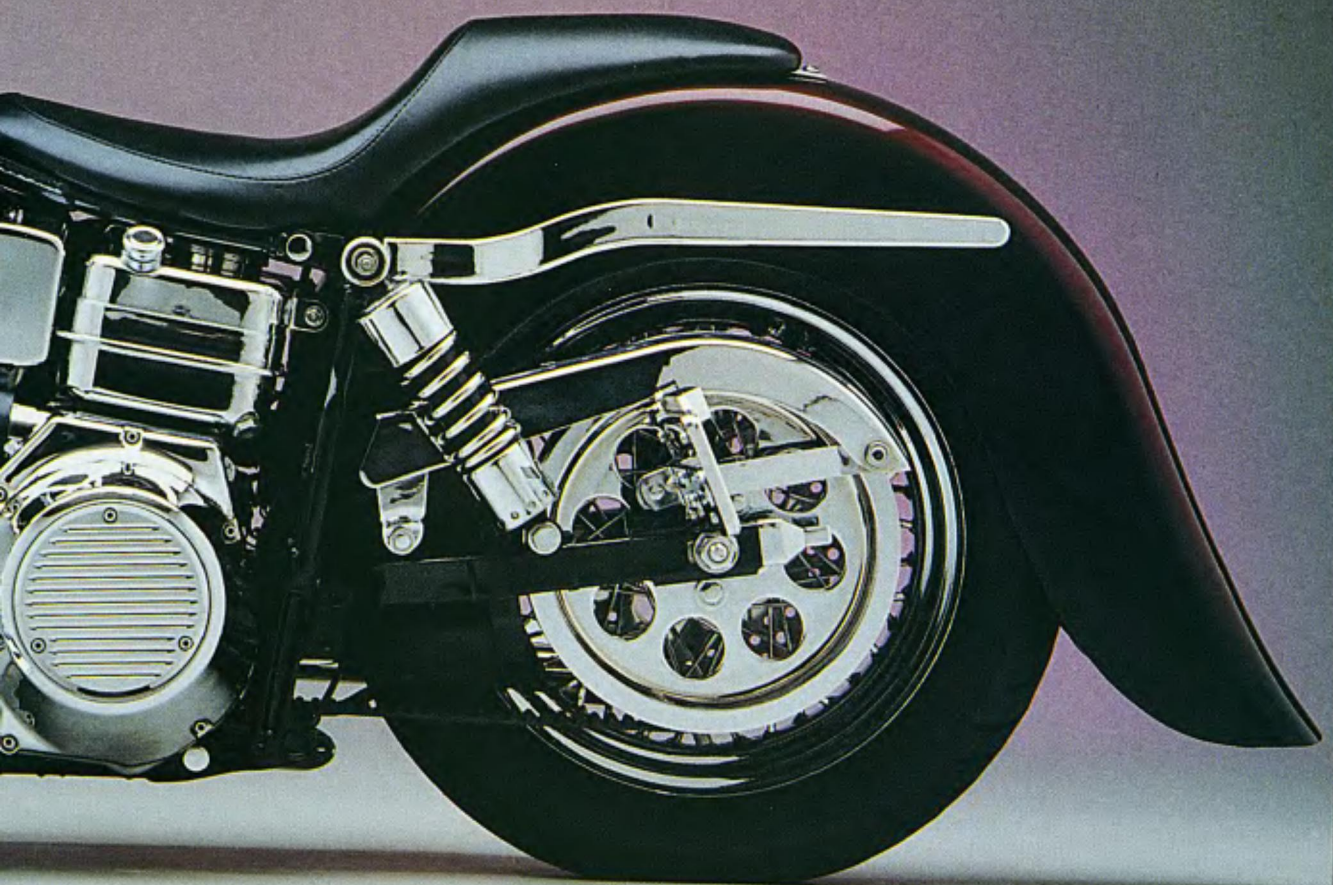
CHERRY BIRD IN FLIGHT

Like a red-winged blackbird cutting through the Oklahoma sky, Jeff Sundberg's 1982 FLH Shovelhead is the image of projected flight. From the wild cherry candy paint to the throaty roar of

its Shovelhead mill, this pristine ride is a true show stopper.

"People stop me constantly," says Jeff. "I can't even get gas without attracting a crowd." →





Jeff's friend, Michael Alfieri, owns a Sporty (see *Readers' Rides* in this issue), and he was the one who convinced Jeff to buy his own piece of Milwaukee iron. "It's the first Harley I've had," Jeff says. "Michael kept pushing me, and I found it in the newspaper. It was only 20 miles from my house, so I couldn't pass it up." It was, he says, love at first sight.

After buying the stock bike—"I got a hell of a deal"—Jeff began creating the image you see here. Over the past three years, he has poured work into the bike to achieve the desired effect. "I

change something every winter," he says.

Jeff is a master painter and did the bike himself, using a rich combination of black and cherry-red House of Kolor lacquer. In addition to the robust paint, Jeff prides himself on all the wrenching he did over the years with "a lot of beer and a lot of hours" consumed in his garage shop in Owasso.

The engine was rebuilt by "Red" of Antique Iron using Dyna ignition, S&S lower end, pistons, 514 cam, lifters, and a Super E carb. The stock cases were polished by Jeff. He also built the steel fenders and Frenched in a 1940 Ford

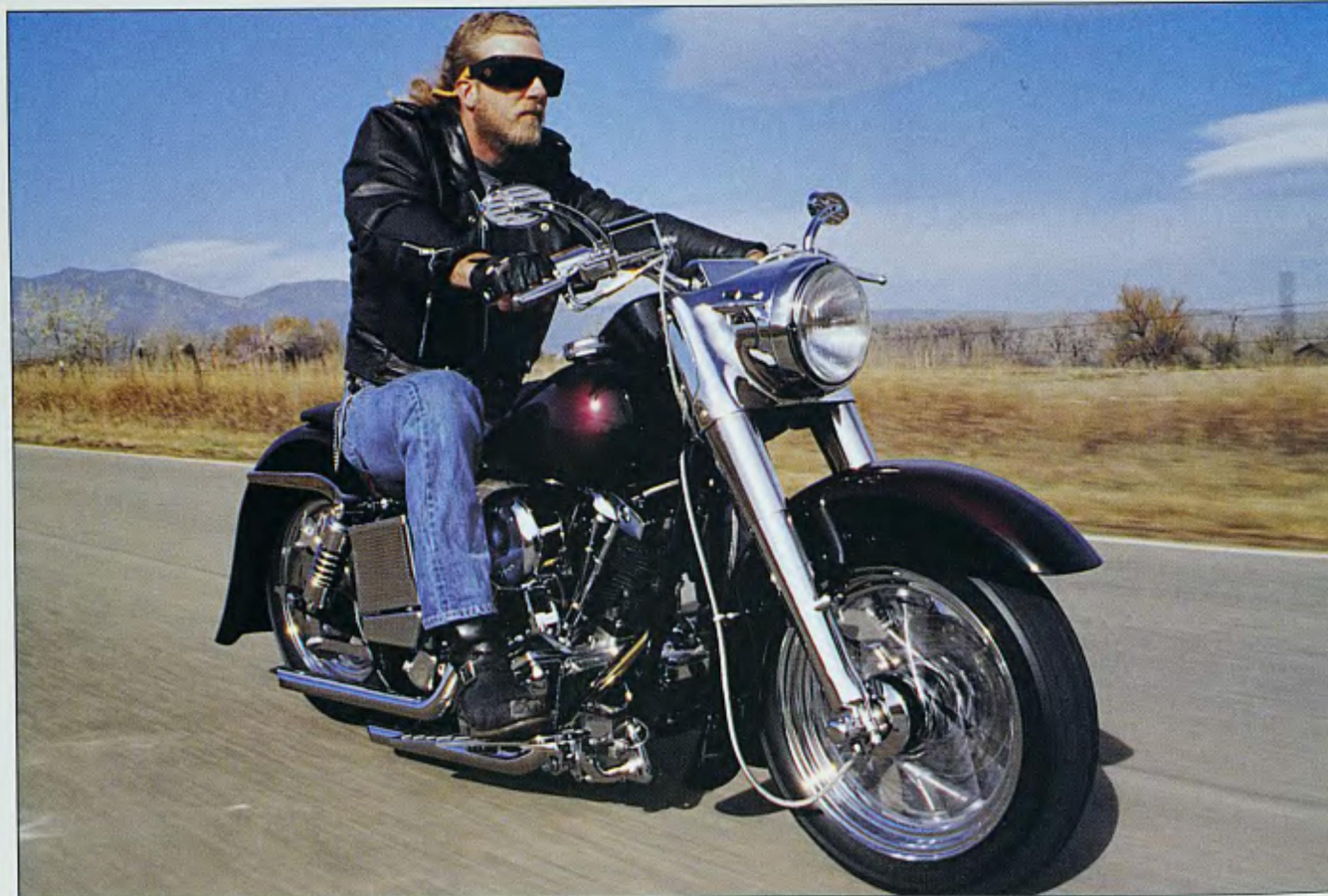
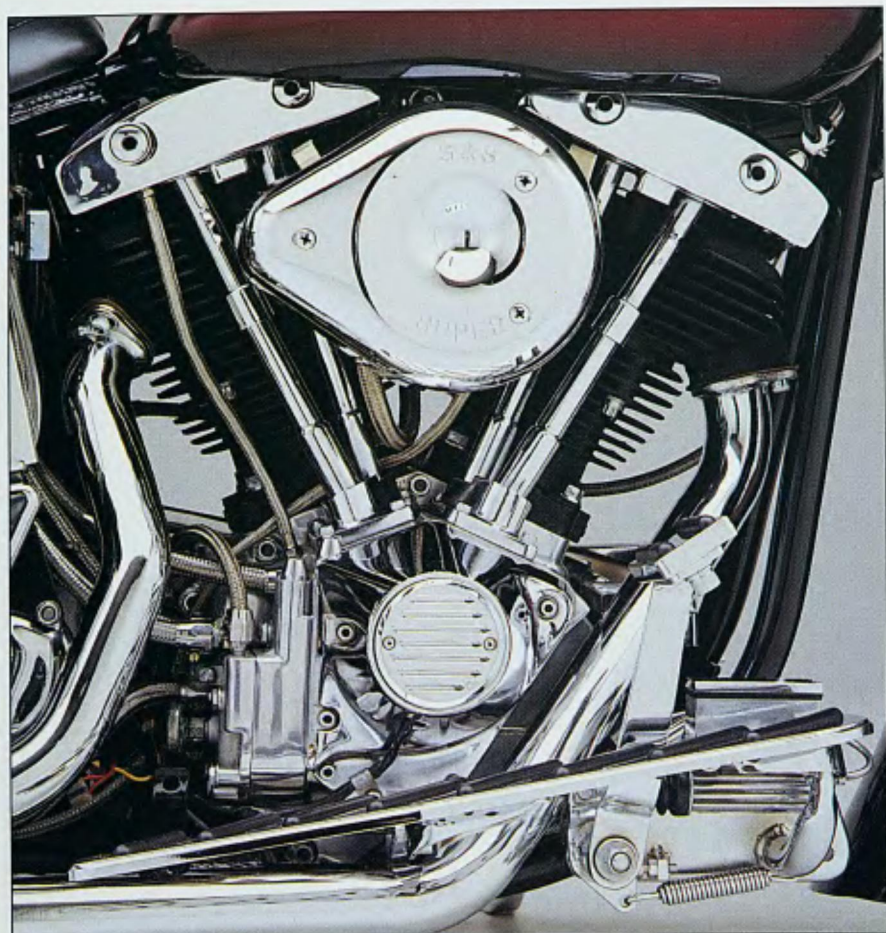
taillight for good measure. The long, flowing profile of Jeff's FLH was prompted by a design of legendary builder Arlen Ness.

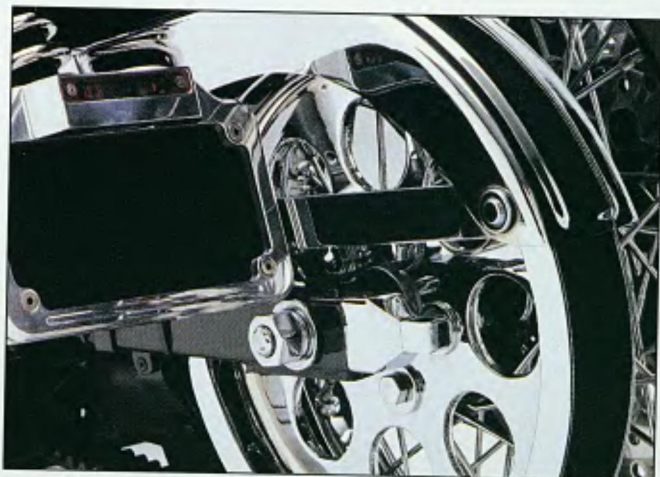
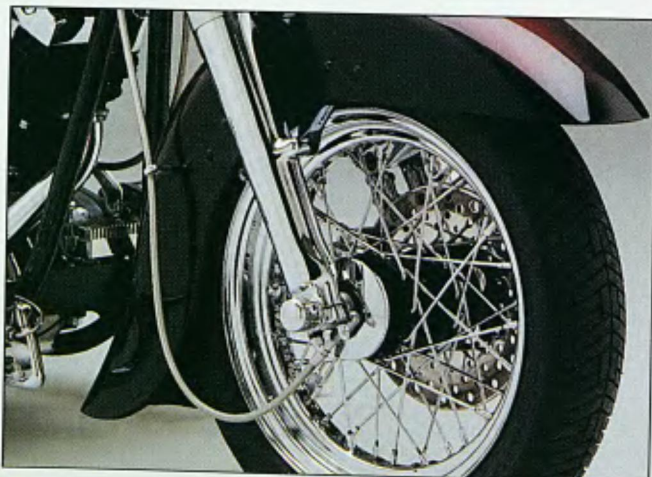
"I call it a poor man's Ness convertible," explains Jeff. "I like the long look and the flowing fenders."

The end result of this labor of love is manifested in a ride that is not only precision made and eye appealing, but, like the cherry bird it is, can fly as well.

"I like the way it rides since I've redone it," Jeff says. "It really has some balls now."

—David Loco →





Owner:.....Jeff Sundberg
City:.....Owasso, Oklahoma
General
Fabrication:.....Jeff Sundberg
Year and make:.....1982 H-D
Model:.....FLH
Chroming:.....S&K Industries
Engine
Year:.....1982
Model:.....Shovelhead
Rebuilder:....."Red" at Antique Iron
Ignition:.....Dyna S
Displacement:.....84 cubic inches
Lower end:.....S&S

Pistons:.....S&S
Cases:.....polished/stock
Heads:.....stock/ported
Cam:.....S&S 514
Carb(s):.....S&S Super E
Pipes:.....drag
Modifications:.....S&S balancing and
 air cleaner

Transmission

Year:.....1982
Modifications:.....Andrews
 back-cut gears

Painting

Molding:.....Jeff Sundberg

Painter:.....Jeff Sundberg
Color/type:.....wild cherry candy lacquer
Special paint:.....House of Kolor custom mix
Frame
Builder:.....1982 H-D
Type:.....FLH
Modifications:.....no Bondo,
 powdercoated

Accessories

Bars:.....BACC
Fenders:.....Sundberg fabricated steel
Headlight:.....yes
Tailight:.....1940 Ford
Speedo:.....H-D

Pegs:.....Ness shifter pegs
Gas tank:.....fatbobs
Oil tank:.....H-D
Seat:.....LePera
Mirrors:.....BACC
Grips:.....BACC

Forks

Type:.....wide glide
Modifications:.....White Bros. kit,
 2 inches under

Wheels

Front:.....16-inch, Metzeler, JayBrake
Rear:.....16-inch, Metzeler, JayBrake

Photos:.....Mike Lichter

COMING AT YA

Easyriders®

Coming at ya in **October** is our annual balls-to-the-walls, flash-to-the-flesh Tattoo Special. Dedicated to the winding road of ink and iron, our October issue of *Easyriders* rams into focus the latest and greatest in eye-twistin', head-torquin' skin and scooter art. And, natch, no issue would be complete without a full plate of pristine putts, ranging from a radical Pan to a Simms-built cutting edge Softail, a two-wheeled tale entree with plenty of suds-soaked string bikini side dishes, a dessert tray loaded with tantalizing tech tips and gullet-gorging goings-on, and more mouth-watering morsels of custom iron and silken flesh than you cram in an average-sized cranium. Dedicated to the freedoms we hold sacred, the *Easyriders* October issue, our annual Tattoo Special, is not to be missed! On sale August 29



The **Fall** 1995 issue of VQ (V-Twin Quarterly) features Harley-riding country superstar Alan Jackson and international master bike builders, Odyssey Kolors of France. Also featured will be eight incredible bike features, a custom seat tech tip from Danny Gray, a hangout with the Hamsters at The Blues Cafe in Long Beach, California, and the latest custom creations and two-wheeled innovations. VQ is the all-Harley, all-color magazine for the cycle connoisseur. On sale August 15



November's issue of *In The Wind* offers you a wild look at the outrageous bikes and inked hombres and hombrettes of the 1995 *Easyriders* Bike and Tattoo Show circuit. This year's season saw seven incredible events, beginning in February with the monster invitational in Columbus, Ohio. Last spring bloomed brightly with shows sprouting up from Pomona, California, to Schenectady, New York. In addition, you'll view a hot babe beaching it with a Panhead man and a whole slew of outrageous T-shirts. Check it out. On sale August 8



The eight classic motorcycles featured in our **third** issue of *Early-Riders* 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 now



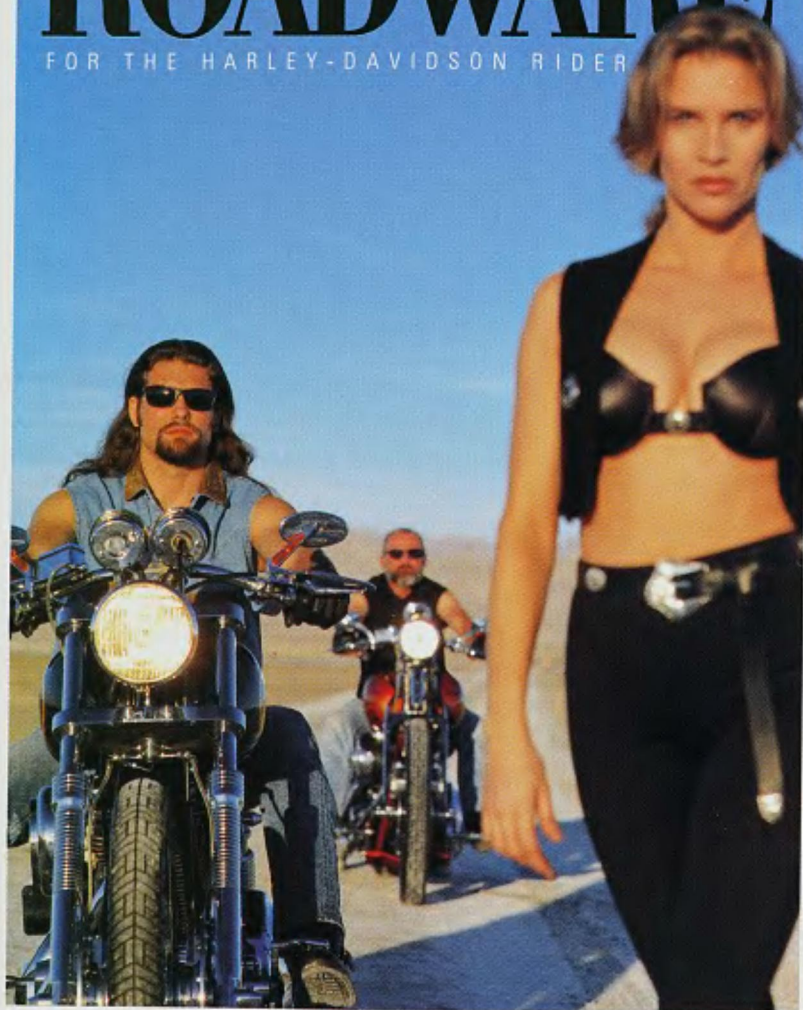
Look out race fans, because the turf-tearing **November** issue of *Quick Throttle*, the magazine dedicated to riders with a need for speed, is flying 'round the next bend. The high-performance bikes on tap range from Top and Pro Fuelers, to a Sportster XR1000 street racer, to a 1995 "Extra wide" Fat Boy. You'll also ride the cutting edge with tech tips on case lapping and raising your drive train's life expectancy, not to mention the latest Dyna hop-up. Don't be left in the dust. Grab the next pulse-pounding issue. On sale August 29



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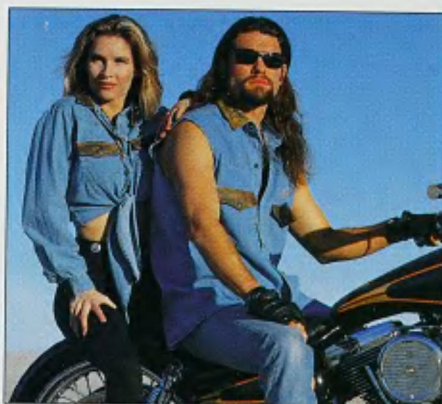
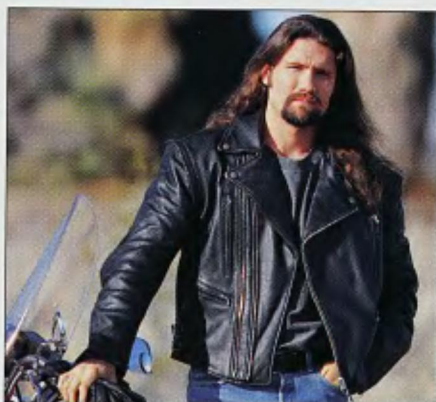
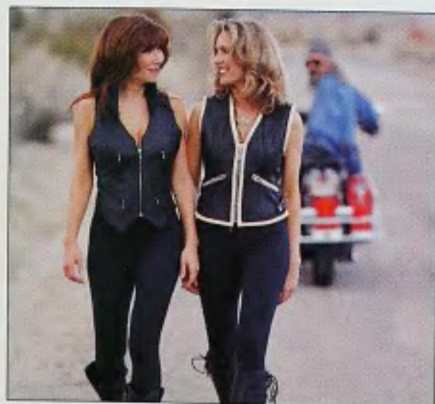
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**June 2, 3, 4
Hilliard, Ohio**

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

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**June 9, 10, 11
New Ulm, Minnesota**
Brown County Fairgrounds
(Hwy 14 to 12th North St)

New Location

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

New Location

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

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

5th Annual

**July 28, 29, 30
Prospect, Pennsylvania**
Butler County Fairgrounds
(On Rt. 422, 8 miles West of Butler)

**August 4, 5, 6
Boone, Iowa**

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

**August 11, 12, 13
Morris, Illinois**

Grundy County Fairgrounds
(Hwy. 80 to Rt. 47 exit, go North)

**August 18, 19, 20
Fowlerville, Michigan**
Fowlerville County Fairgrounds
(I-96 to Fowlerville exit, go North to Grand River)

8th Annual

**LABOR DAY WEEKEND
September 1, 2, 3, 4
Chillicothe, Ohio**
Ross County Fairgrounds
(Hwy. 35 to Rt. 104 North)

New Location

**September 15, 16, 17
Enumclaw, Washington**
King County Fairgrounds
(Hwy 5 to Hwy 18 East)

New Location

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

New Location

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

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