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ENTERTAINMENT FOR ADULT BIKERS • NUMBER 268 • OCTOBER 1995



Cover photo of Vanessa with Ron Simms' 1995 Evo by Raiko Hartman. Special effects imaging by Alex Lopez.



George Jones' radical Evo, page 44

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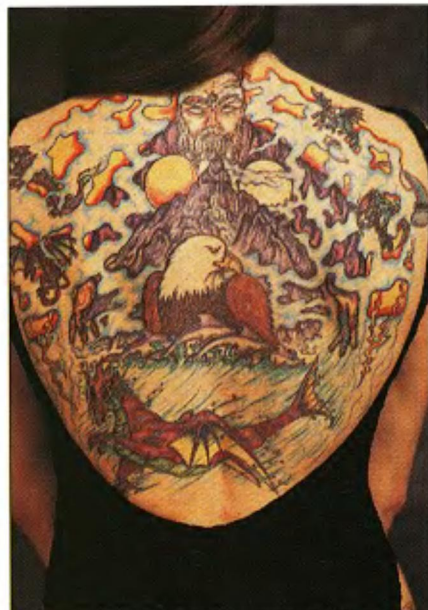
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TAKING IT EASY

He couldn't get his car started and decided the catalytic converter was fucked. But no matter; he had to get to work. So he figured he would just drill a hole in it. He looked all over the garage but couldn't find a drill anywhere. So, he got out his gun, aimed it at the converter and pulled the trigger. But the bullet shattered and pieces of it struck him in the thigh. "I don't like catalytic converters on my cars anyway," he said as he patched up his wound.

A man, his wife, and their two children were in a sub-compact car when a giraffe got the hots for the auto and started to make love to it. The family didn't know what to do so they waited inside the car while the giraffe humped and bumped. But it finally decided it was a bum fuck and walked away. "Giraffes mate whenever it strikes them," the park warden said.

A traffic officer pulled her over in—where else?—Florida. She didn't have her license so he asked her if her red hair was really that color and if so, prove it! She pulled her shorts aside—he grinned, took a snapshot of her bush, and let her go.

Seventy-eight percent of the men interviewed would rather have a female boss, because they feel they could sweet-talk her into a raise or a promotion. The secret survey was conducted in 12 different states over a three-year period.

Another survey revealed that having sex before you rise may not be wise. They found that of 1,712 men and women recovering from coronaries, one percent of them had just finished having sex before getting out of bed. So you'd better cool it.

She suffered from a mental disorder called conversion hysteria which was triggered by the word "sex." She even passed out twice after hearing the word. And when they spelled it out, she passed out again. So being unable to tell the court what he did to her, they turned him loose.

A 78-year-old shot the mayor of his city dead—all because of a \$15.55 water bill that he didn't agree with. After shooting the mayor, he angrily drove off on his lawn mower.

She didn't want the renters to stay in the house another day, and it would be a hassle to have it done legally. So she came up with a plan that really worked: she slipped poisonous snakes into their living room.

She thought her ol' man was getting a little on the side, so she decided to get even. She tinkered with the condom in her philandering ol' man's wallet and then all hell broke loose. He used it and ended up in the hospital with a painfully swollen crank. She had doused it with peppers, folded it back up, and put it back into his wallet. Whoopee!

A crotchety 87-year-old woman shot her neighbors who she thought had stolen her cat. When she was through, she killed herself. After she finished, the cat came home yelling for food.

He robbed someone on the street, and when the cops came, he had to get rid of the evidence so he ate it! He swallowed a \$50 bill. But surprise, surprise. He gagged on it and croaked.

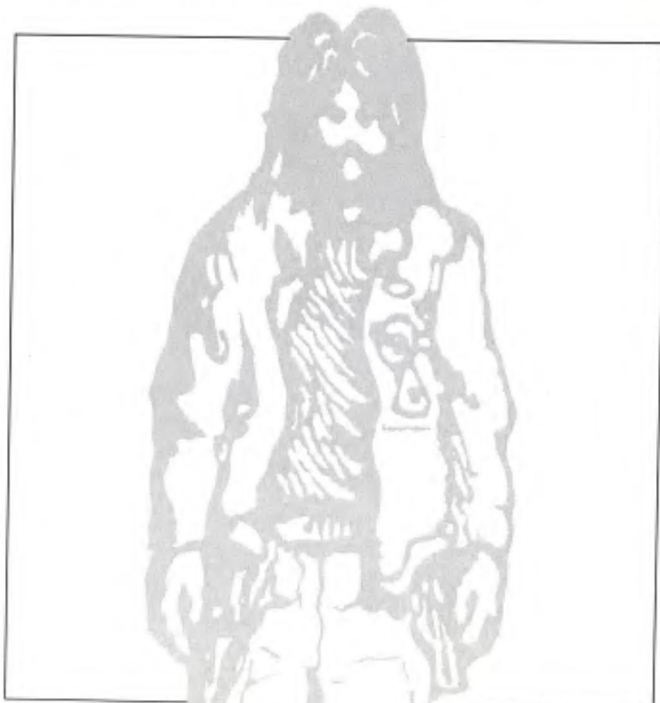
This 18-year-old bride was at the altar getting married. But her old boyfriend wasn't having any of that shit so he broke into the church and carried her away. He left the groom and guests just standing there wondering what had happened.

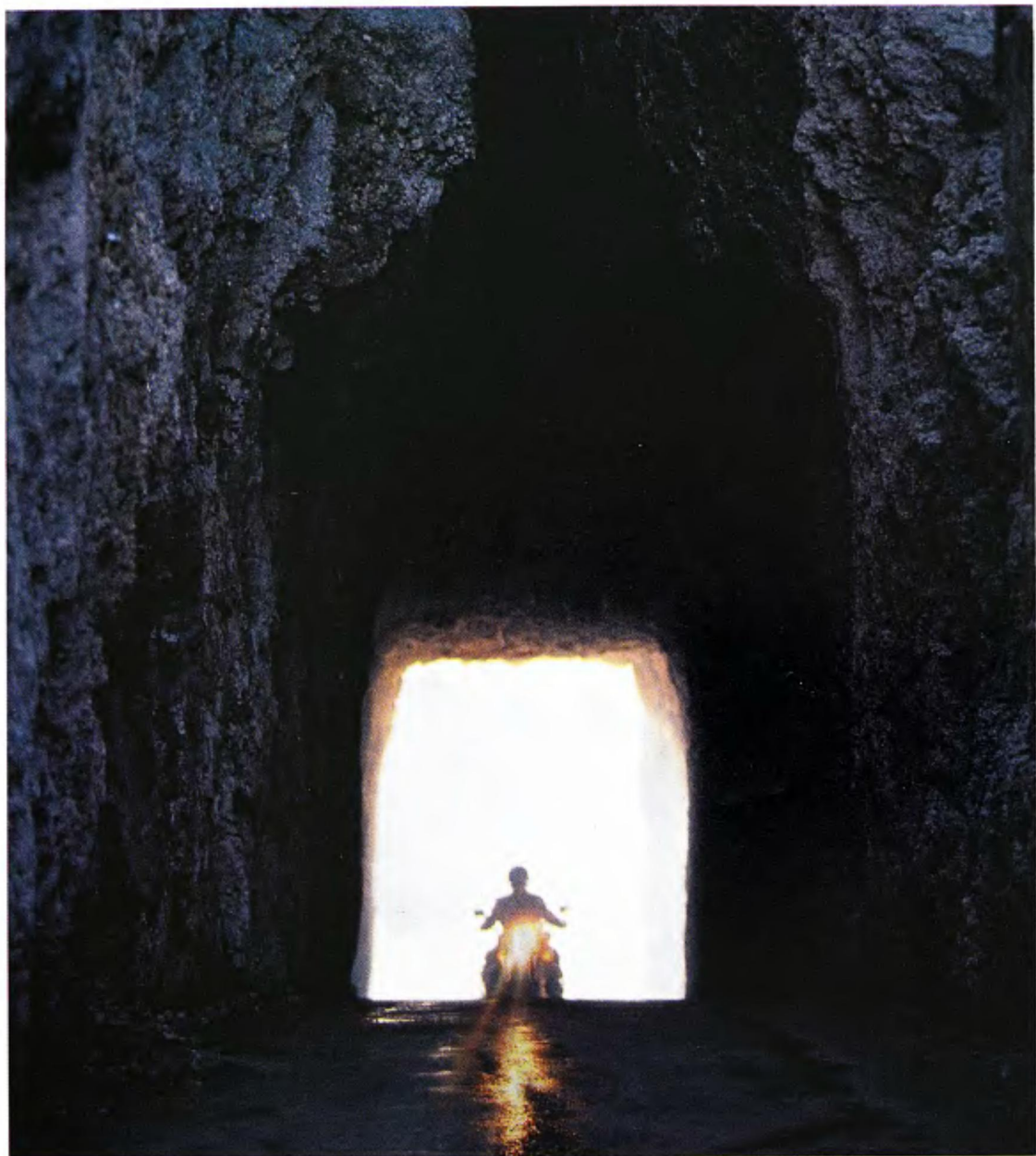
He had tattoos and skin piercing everywhere. More than 60 percent of his body was covered, and he'd been pierced in 22 places—on his eyebrows, ears, tongue, nose, nipples, and genitals! He was one scary-looking dude. Anyway, he sold advertising and displayed his wares on an A-frame in town. But the A-frame stood six feet tall while the city law limited the height to five feet. They would have liked to have gotten rid of him because he was so scary-looking, but he scared them, too. So, they made him take the display down.

He was running from the police and thought he would hide in the snow. But they discovered him some time later, all cuddly and warm, sleeping with a hibernating bear!

She had been married to him for three years and had put up with a lot. He had struck her, raped her, choked her, and threatened to shoot her. She finally killed him. What for? He threatened to kill the family dog so she stabbed him to death.

Married men earn 30.6 percent more than unmarried men, according to a University of Michigan survey. So the writing is on the wall—you'd better watch out.





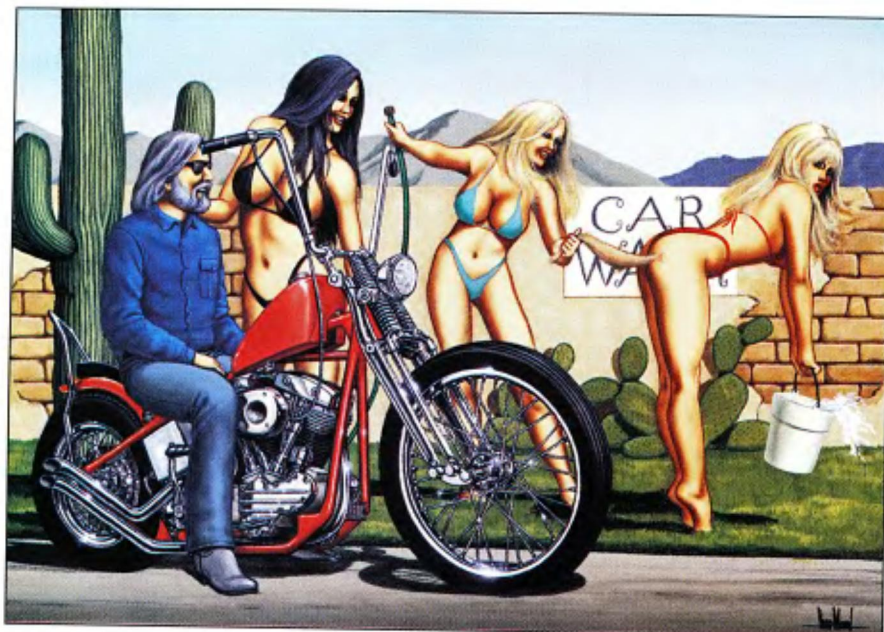
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Where's Dave?

I want to know why *Easyriders* is no longer shelling out its Dave Mann centerspreads. Is the man getting lazy on us, the readers? I think so. Tell Dave to get back to his drawing board. We want to see the posters back again.

Ernest Ripoli
Monroe, Washington

He never left the drawing board. David Mann illustrates our fiction every month. The above work is from this issue's piece, beginning on page 112.

Get With It, Easyriders

Thanks a lot, you guys. You really piss me off. You run a cool Parts Box column (August 1995 issue) about this supposedly great bound photographic postcard record of Sturgis called "Sturgis, Harleys in the Hills." You get me all hot and bothered to order it, and impress all my friends by showin' it around. Then, you leave off how to reach Michael Lichter and where I'm supposed to order the danged thing. Get with it, *Easyriders*!

Hot Todd
Louisville, Kentucky

Oops! We sure goofed on this one. But all is not lost. You can purchase the

book by writing: Rogue, P.O. Box 19195, Boulder, CO 80308. Or, call (303) 449-3906. The book also is distributed by Drag Specialties, (612) 942-7890, and Nempco, (518) 861-6949.

A Correction

Being a proud new employee of the Timken Company, I feel it is my duty to inform you that on page 68 of the June '95 issue you spelled Timken T-i-m-k-i-n. Since Timken bearings are the best in the world, please keep this in mind next time.

Joe Erwin
Wellsville, Ohio

No More Dings, Please

I'm writing in reference to a comment you made in the June 1995 issue (Short Strokes, page 28). It begins, "Here's another absurd statistic ..."

I and many of the bros I ride with are federal employees. We work hard at our jobs and perform a necessary function for our nation. We're getting damned tired of certain people dinging on us to solve the woes of the world.

I don't know where you get your statistics, but you are dead wrong! Independent studies show that federal employees are paid considerably less than their counterparts in private industry.

Every year our cost of living increases (based on private industry increases) are either eliminated or cut substantially in an effort to reduce the federal budget.

We are willing to accept that inequity for a certain amount of job security and a reasonable retirement (if they don't take that away too). But don't try to hold us responsible for the overpaid fat cats who control the purse strings in D.C. If you have to bitch about something, direct it at them and don't lump all federal employees together. That's sort of like saying that since you're a journalist, you must be a "liberal commie pinko bleeding heart," bent on restricting our personal liberties.

Sam Williams
Ridgecrest, California

He's Thinking

I've been reading your mag for six years now and have seen good, bad, and weird bikes in that time. But in your July '94 issue I saw something that made me flip. Now I've built several rare and weird bikes, as well as custom stuff, but the Briggs and Stratton putt on page 113 (Rip's Run) has really gotten me thinking.

I scrounged through my garage and have most of the parts, but the tranny has me scratching my head. If you can get me this info, I'll get to work building another weird machine, and when it's done, I'll send ya some pics.

S. Dobrostanski
Ft. St. John, B.C.

Find a Villers or Burman three-speed trans as used on Mustangs.

Wants Advice

I plan to buy my first Harley soon and need some recommendations. I want to buy a '60s-something Pan, but I've been told to start with something more sturdy like those Police Specials. What I want to do is tear it down and build it up from scratch. I don't know a lot about Hogs and figure that by rebuilding one, I'll never get stuck in the middle of nowhere, not knowing what the fuck is wrong with my ride. I figured if anyone could help, it would be you guys. Please publish my address so I can get some helpful answers.

Joshua Koester #82058
Centennial Unit
P.O. Box 600
Canon City, CO 81215



High Blood Pressure

In regard to your *Roadware Catalog*, the clothes and accessories are great, but the two male models you featured—well, our blood pressure will never be the same again.

The Girls
Chowchilla, California

He's Overwhelmed

I couldn't believe it. I got my July rag in the mail today, and it was in a bag! You have outdone yourselves. Raisin pie on me. And to think I always thought you were worthless, tattooed bros who sat around slappin' pen to paper all day. Well, hell, that's me.

The bag was a great idea. Kept anyone from faggin' on the rag before it got to me. And it keeps the cover in primo shape.

Oh, and I love you, Ronda.
Bartman
Down South

Anyone Interested?

We read that *Easyriders* has its own collection of bikes so we thought we'd write to see if you or anyone else might have an interest in some bikes of ours. We have two 1971 Harley-Davidson 65cc Laggers in mint condition. They were bought new as a pair, and the

production numbers are only a few digits apart. One bike has 500 miles on it, and the other has 1,100 miles, so they were hardly ever used. They are complete, and all the paperwork is up to date. And they run great.

If anyone is interested, you can contact us at (319) 824-6686 or our fax number is (319) 824-6856. If you are not interested, any information on these bikes would be greatly appreciated—and maybe pointing us in the right direction to someone who may have an interest in the bikes.

Chad Ahlberg
RR 1, Holland, IA 50642

Wake Up, America!

By the people, for the people, against the people—has history been rewritten or what? I don't remember the Constitution being written that way. Seems to me all the people in authority have forgotten this country was built on freedom. That's why we fought the British for our independence.

Do we have nothing better to do than tear this country apart over gun control, smoking, dirty book stores, bars, helmet laws, speed laws, etc. What's next? Weight control? You want control? Go after drug control and crime control. Whatever happened to the punishment

that fits the crime? Oh, I forgot, too many bleeding hearts are out there. Sure is funny. If it happens to them, the song is sung differently.

Wake up, America, and smell the roses. We need to stay in our own backyards and quit climbing fences into others.

L'il Joe
Dayton, Ohio

Looking For Photographer

In December 1994 I went with my family and one-year-old son, Austin, to the toy run in Vacaville. Austin was on his bike with his toy and food bungied to the handlebars, making his way through the crowd to unload his donation when he was stopped by a man with a camera who wanted to take his picture. Austin posed for the man, then kept going till he ran into the side of one of the local bars. Wanting to continue, he got off the bike and began pushing it the rest of the way. The photographer took another picture, took our names and numbers, said he took photos for *Easyriders* and then said if the photo was accepted by *Easyriders*, he'd let us know when to look for it.

I've been looking but haven't seen the photo yet. I have no info on the photog but am sure he reads your magazine. I'd love to get in touch with him to get the photos.

Terry Dunkelberger
293 Andrea Dr.
Vacaville, CA 95687

Lots of people claim to shoot "for" us.

Thanks

Just a letter of thanks for your ongoing effort to defeat the helmet law. I've written letters, made phone calls, and attended the capitol runs. I've also donated to the *Easyriders* F.I.G.H.T. and will continue to do all of the above. Your efforts have made big steps to defeat an unreasonable law.

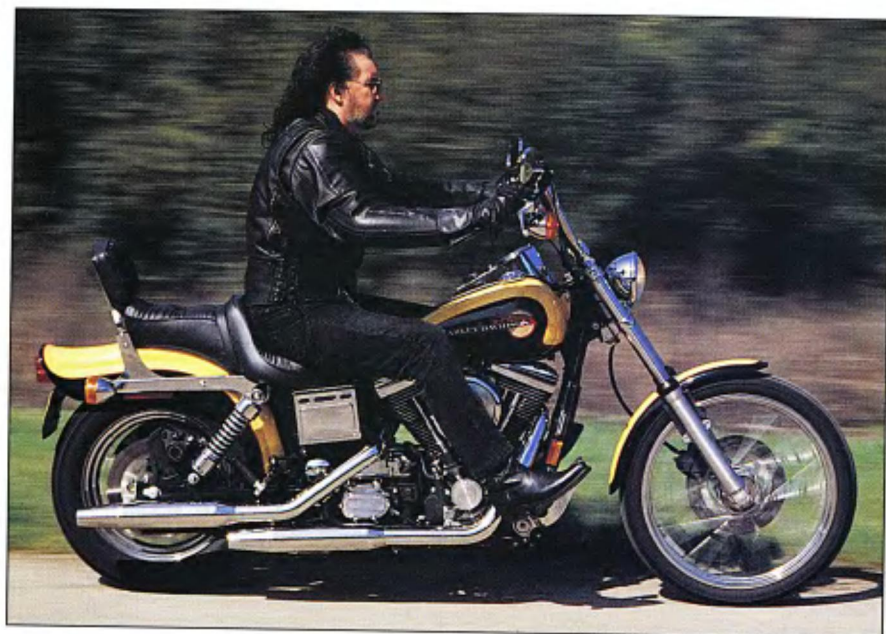
Larry Howard
San Jose, California

When?

When are you gonna come to Springfield, Missouri, with the Rodeos and Bike and Tattoo Shows?

Wolf
Pleasant Hope, Missouri

Look for new, bigger shows next year. →



The King Is Alive

In your July issue of *V-Twin* (#265) on page 88, my wife, Daisy, and I could not help but notice the eerie visage of none other than the King himself. Yes, I am referring to Elvis astride a Dyna Wide Glide—which, by the way, was by no coincidence colored yellow because, as we all know, the King dearly loved his 'nanner sandwiches. Even the name "Wayne Neutron" on the "Rider's Response" is clearly a reference (or dare I say "a code" from our beloved) that he is riding and residing in Vegas.

It's good to see that Elvis has lost some weight and is looking quite well, considering. Ride on forever, Brother Elvis, King always.

Bill & Daisy Cherrick
T.L., Nevada

It's Not Ugly

This is to Renegade in the July issue who called the "Medieval Madness" bike ugly. Though that bike is not my idea of the ideal Harley, it's certainly not ordinary and did take an incredible amount of work to create. It's a very imaginative creation—not ugly. Unique is a better word for it. It was rather nice to see something so damned off-the-wall for a change. An ugly bike is one

that has been neglected and abused—that's what an ugly bike is.

Vivian "Shortcake" McAlexander
Socorro, New Mexico

SOS

I want to put a set of (front and rear) solid mags on my Shovelhead. These are the stock H-D mags that come on the Fat Boys. I'm told the front and rear wheel are different. And I'm told that they were cast wider than the dual flange hubs I now use.

I have an FXWG front end, dual disc, and on the rear, stock 1978 shovelhead swingarm. What do I have to do to make them fit? I know it can be done. someone help me!

Stephen Letto
331 East 24th Street
Erie, PA 16503

A Correction

In your "Talking Tech" column in the July '95 issue you had a letter titled "Petrified Plug." I believe the information that you gave Jim "Bitchface" Graves was wrong.

I work for Cooper Industries Champion Spark Plug Division: our Tech Service says that the Champion 3 HK-D was used on Harleys built from 1930 to 1940. The present day

replacement is a Champion W 16Y, but they were unable to tell what model of Harleys they were used on.

Dave "Reverend" Gregg
Cambridge, Ohio

Some Added Info

I just saw your July issue and would like to give Steve Tesini a pat on the back for the cover motorcycle. He fabricated the front fender from metal himself, he stretched the tanks and did the molding on the frame.

I couldn't tell you how many hours of work went into this bike, but I know it was a lot because he was subcontracted to do all the fabrication work at Savage Cycle Works.

Now you can find him at U.S. Steel.
A Fan
Margate, Florida

Still A Long Wait

I'm writing in response to "They're Available" in the July 1995 issue.

I've had a new Heritage Softail on order from my local dealer since August 15, 1994. They tell me it may be another two years before I see it. After reading the letter in the July "Wordmonger" column, I called the Harley-Davidson dealer phone number as seen in their ads. With a list of area codes from different locations around the country, I put together a list of about 30 dealers. After calling these dealers, the conclusion I came to was that the majority had a waiting list of at least one year, and they weren't taking any more orders. A couple sold them first come-first-served, no orders taken.

But the thing that really pissed me off was that a lot of them told me they wouldn't sell me one if they could. Why? Because I was from out of state, and it would mean no return parts and service business for them. That's total bullshit!

Ed Veits
Prior Lake, Minnesota

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

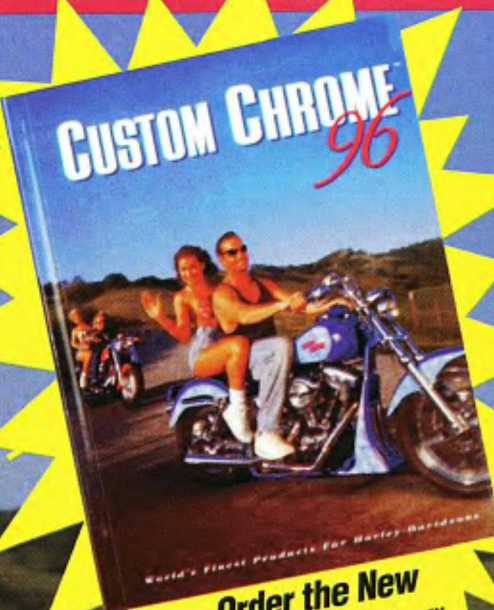
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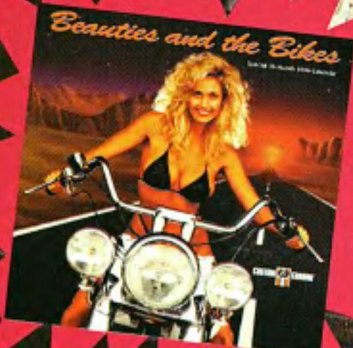
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PSYCHO PAN



How
To Relive
Your Youth:
Part I

Back in the '60s, J.S. Lambe earned his daily bread toiling as a welder. The jobs were tough, but his plan was to get ahead, so he grabbed every extra hour he could.

The '70s came, and he remembers a new magazine hitting the stands called

Easyriders. He studied each issue and filed away every idea that struck his fancy. All the while his plan stayed the same: work like a mule and get ahead.

Now, in the '90s, all those years of sweat equity have paid off: J.S. is semi-retired, and he has all the things he →



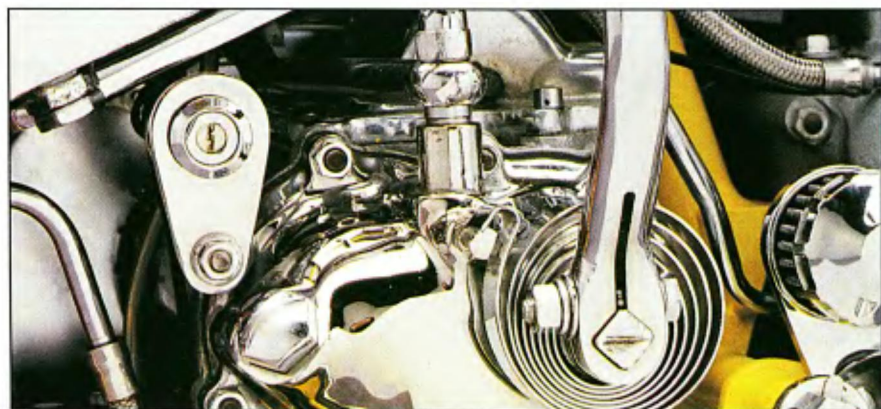
ever wanted ... except for the bike he would've built when he was 18 if he'd ever had any time off.

"Two years ago, I paid \$1,500 for seven boxes full of what used to be a Panhead," he says. "From all that reading, I knew exactly how I wanted it to look."

J.S. could have sent those seven boxes off to some professional builder, but that isn't his style. After all, he had a basement, a table, and a big old Craftsman toolbox. Plus, he had a how-to book from *Easyriders*.

He started out with an old-style





Paughco rigid frame. Then he put on a set of Z bars, 'cause that was the style he remembers. For a cleaner look, J.S. ran the wires internally, which is not the easiest task (consider how many sharp bends are in those Z bars). After that, he mated three fenders into one rear fender, and then he bolted on a Sportster tank.

One part of the '60s J.S. *didn't* miss was a hard-starting engine. "I put in an S&S Super E carb and now it fires up on the second kick." The belt drive is for smooth running, as well as silence. "When you're my age →



you need things a little bit quieter."

J.S. wanted something bright, so he took the bike to Barry McBride and said, "Make it look like I just rode through a paint waterfall."

Barry was justifiably proud of the result—he called it Psycho Pan—and he convinced J.S. to enter the bike into the Winston-Salem *Easyriders* Show. "When they called my name out as Third Place Best of Show winner, it was a major surprise, 'cause I built this motorcycle just for myself."

He built this in his basement, remember—with just a table, a how-to



book, and a big old Craftsman toolbox.

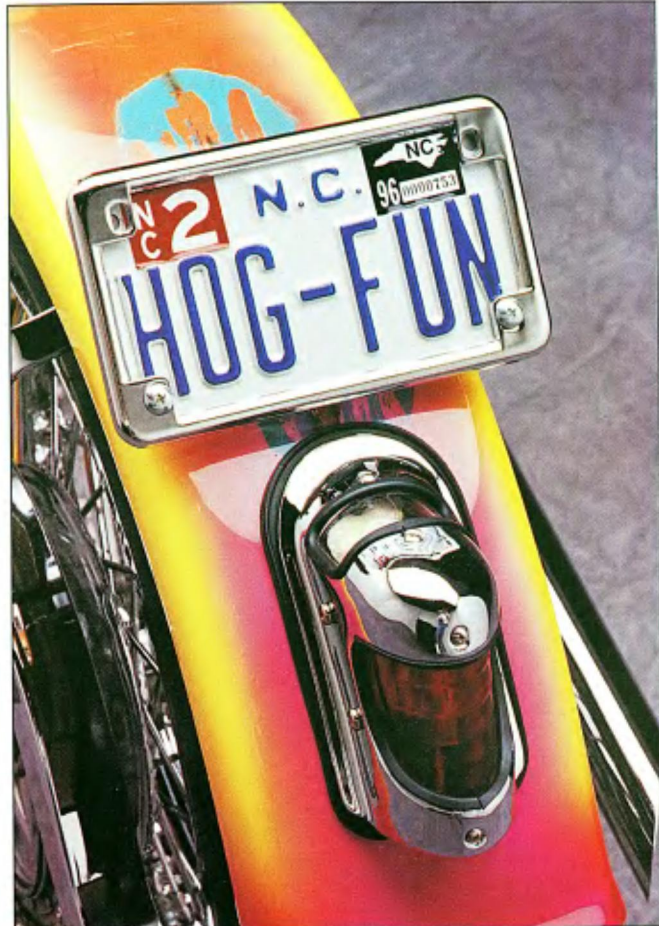
So what's in store next? Stay tuned for *How to Relive Your Youth: Part II* when J.S. finishes crafting a Pan-Shovel for his wife. "Maybe I can't buy my childhood back," J.S. says with a knowing laugh, "but I can sure make a dent in it."

—Southern Connection



3RD PLACE BEST OF SHOW

Easyriders Bike & Tattoo Show Tour
Winston-Salem, N.C., April 28-30, 1995. Owner
is eligible to compete in the \$35,000 Invitational
Show, Columbus, Ohio, Feb. 1996



Owner:.....J.S. Lambe
 City:.....Mocksville, North Carolina
General
 Fabrication:.....owner/Hutch/Gene
 Year and make:.....1957 H-D
 Model:.....FLH
 Chroming:.....Brown's
Engine
 Year:.....1957
 Model:.....Panhead
 Rebuilder:.....Danny Johnson/Johnson Perf.
 Ignition:.....points
 Displacement:.....74 cubic inches
 Lower end:.....H-D

Pistons:.....stock
 Cases:.....H-D
 Heads:.....H-D and Danny Johnson
 Cam:.....Sifton
 Carb:.....S&S Super E
 Pipes:.....CCI
 Modifications:.....special thanks to
 Piedmont Cycle & Wayne's Automotive
Transmission
 Year:.....1957
 Modifications:.....Andrews gears,
 ratchet top, chrome
Painting
 Molding:.....owner

Painter:.....Barry McBride
 Color/Type:.....lots/DuPont Hot Hues
 Special paint:.....psychedelic stripes
Frame
 Builder:.....Paughco
 Type:.....rigid
 Modifications:.....36-degree rake,
 4-inch stretch, molded
Accessories
 Bars:.....Z bars
 Fenders:.....CCI
 Headlight:.....CCI
 Taillight:.....beehive
 Speedo:.....none

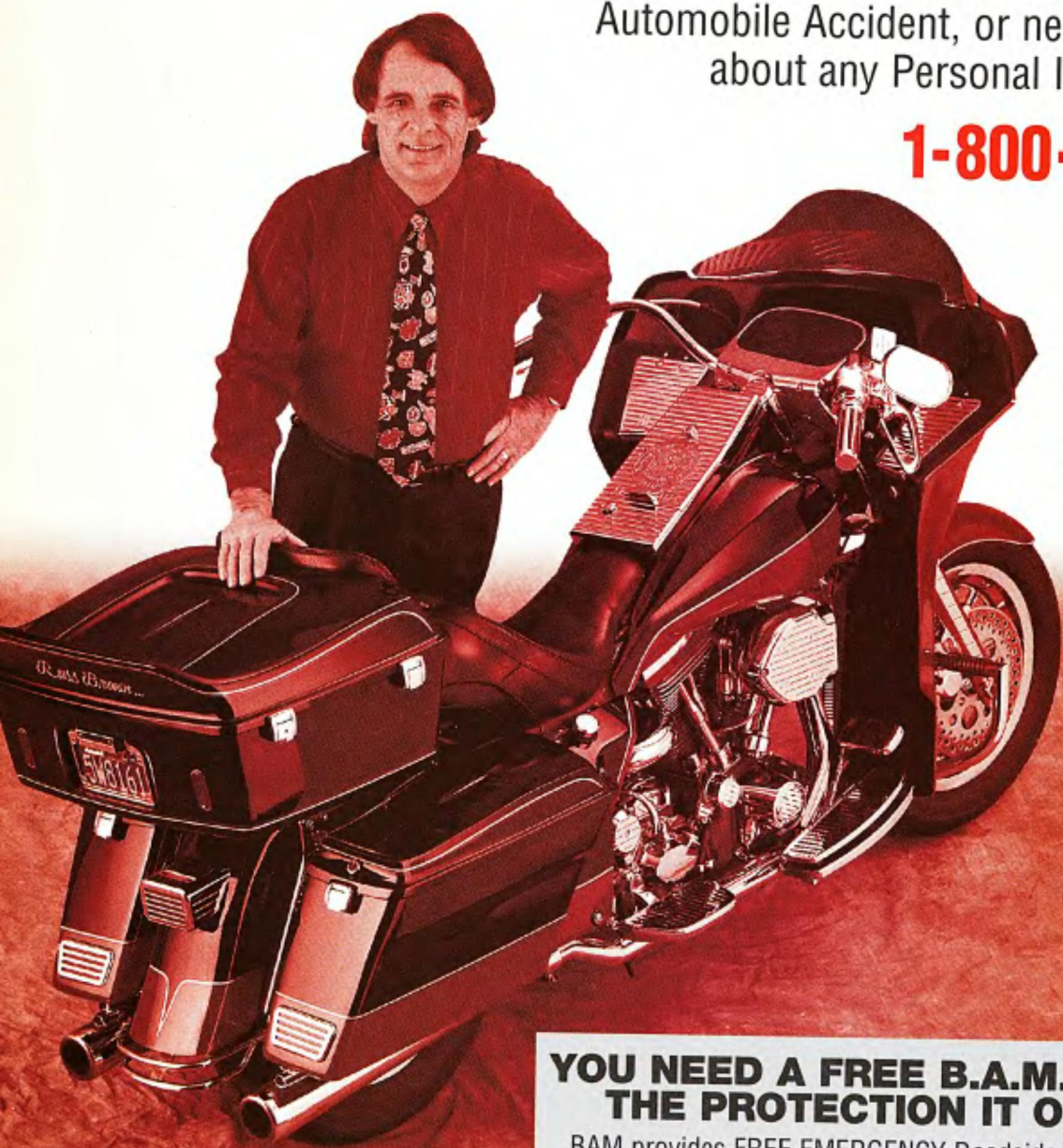
Pegs:.....KuryAkyn (front)
 Gas tank:.....King Sportster
 Oil tank:.....horseshoe
 Seat:.....owner
 Mirrors:.....CCI
 Grips:.....CCI
Forks
 Type:.....wide glide
 Modifications:.....6 inches over,
 turned lowers
Wheels
 Front:.....21-inch, Dunlop, drum
 Rear:.....16-inch, Dunlop, drum
Photos:.....Michael Lichter

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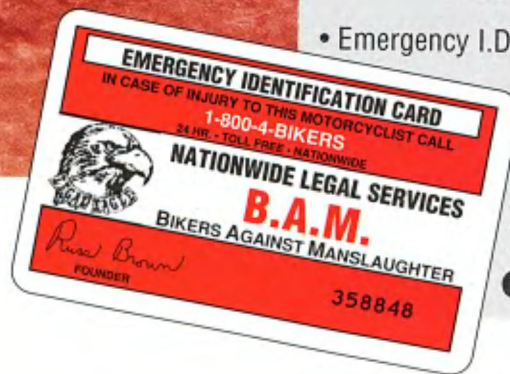
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SNOWE-CAMPBELL WINS!

SENATE VOTES TO REPEAL HELMET LAW

On June 21, 1995, after eight hours of debate on the Section 153 penalties, the U.S. Senate passed the Snowe-Campbell Amendment to the National Highway System Designation Act of 1995, S.440. Final approval of Amendment 1442, which repeals the Section 153 penalties on states without helmet laws, was by voice vote. However, there were three roll call votes prior to voice vote.

On Tuesday, June 20, Senator Bob Smith (R-NH) offered an amendment to S.440 which would have repealed the Section 153 penalties for not having both motorcycle helmet and automobile seat belt laws. The Smith Amendment was cosponsored by Senators Judd Gregg (R-NH), Olympia Snowe (R-ME), Ben Nighthorse Campbell (R-CO), Dirk Kempthorne (R-ID), Craig Thomas (R-WY) and Hank Brown (R-CO). During the more than three hours of debate on the amendment Senators Smith, Campbell, Snowe, Gregg, Thomas and Russ Feingold (D-WI) spoke strongly in favor of the amendment.

Senators William Cohen (R-ME) and Max Baucus (D-MT) spoke in favor of states' rights, but indicated they would prefer the mandates be lifted for only the helmet law. The vocal opposition to the amendment came from Senators John Chafee (R-RI), John Warner (R-VA), Mike DeWine (R-OH) and Frank Lautenberg (D-NJ). When debate closed, the Smith Amendment was defeated on a vote of 45 to 52. Shortly after that, the Senate adjourned for the evening.

When the Senate resumed consideration of S.440 on Wednesday, June 21, Senators Snowe and Campbell offered their amendment

to repeal the federal penalties on states without helmet laws. The Snowe-Campbell Amendment was cosponsored by Senators Carol Moseley Braun (D-IL), Smith, Feingold, Herb Kohl (D-WI), Kempthorne, Gregg, Paul Wellstone (D-MN), Brown, Larry Pressler (R-SD), Cohen, and Thomas. Over the next five hours the debate raged, with Senator Chafee fighting the repeal.

The bill removes the penalties for states that do not currently have a helmet law

There was a heated debate on the Snowe-Campbell Amendment for about three hours. In addition to Snowe and Campbell, Senators Moseley Braun, Pressler, Baucus, and Wellstone spoke in favor of the amendment. Sen. Chafee could find no allies during this debate and was the only senator to speak against the Snowe-Campbell Amendment. Trying to kill the Snowe-Campbell Amendment, Chafee offered a motion to table the amendment, which was defeated on a roll call vote of 64 to 36. Following that vote, debate on the Snowe-Campbell Amendment continued and became more heated. Senators Chafee and Kay Bailey Hutchison (R-TX) offered an amendment that would have denied federal funds being used to provide medical care to motorcyclists riding without a helmet if their state did not have a helmet law. This menacing legislation would have denied federal benefits to motorcyclists who obey the law.

For two hours, there was a very contentious and bitter debate of the Chafee-Hutchison Amendment, which Senator Lautenberg also cosponsored. Senators Warner, Baucus, Campbell, and Snowe stepped forward to defend motorcyclists from this discriminatory legislation. Senator Warner expressed his outrage that this amendment was just a move to undermine the fair debate and vote that had just taken place.

Though Senators Chafee and Hutchison had very negative things to say about motorcyclists, it was Senator Lautenberg who stepped over the line, implying that all motorcyclists are evil criminals by saying, "Well, you want the states to pay for miscreants? You want states to pay for the deeds that they commit that cost government money?"

When debate closed, the Chafee-Hutchison Amendment was defeated on a vote of 60 to 39. With the Chafee-Hutchison Amendment disposed of, the Snowe-Campbell Amendment was approved by the U.S. Senate on a voice vote. That vote incorporates the repeal of the federal Section 153 penalties on states without helmet laws into the National Highway System Designation Act, S.440.

The bill removes the penalties for states that do not currently have a helmet law. Before, states could receive harsh penalties for not complying; in California alone, the state could have faced a penalty up to \$27 million.

Final passage of S.440 occurred late in the evening of June 21, 1995. As of the *Easyriders* publishing date, the bill still had to go to the House of Representatives for concurrence.

—Motorcycle Riders Foundation

THE CRUSADE OF THE DAY

PAY UP OR LOSE YOUR LICENSE



The following is a portion of a letter written by James J. Baxter, president of the National Motorist Association (NMA). His letter, which concerns anyone licensed to operate any motor vehicle (including motorcycles) on our nation's roads, was sent to relevant members of Congress.

Over the past two decades we have witnessed a trend toward using threats to mobility, usually the loss of a driver's license, as a tool to coerce social or individual change. Neo-prohibition forces have seized upon the DWI issue to further their objectives. Educational interests see the driver's license as a club to keep unwilling students in school (so they can make life miserable

for the people who want to teach and learn). The new "in vogue" crusade of the day is to use driver's license suspensions to force child support payments.

While these tactics seldom have the desired effect, they do have one result in common: a lot more people driving without driver's licenses. Many of these people end up in a downward spiral of multiple suspensions, unpaid fines, more convictions, and greatly diminished employment opportunities.

Contrary to the relentless propaganda of the past several decades, possessing a driver's license is neither a pure "privilege" nor a tax for the use of public roadways. A driver's license certifies that the possessor has proven the necessary skills, knowledge, and judgment to safely operate a motor vehicle on public roads. The fact that this basic understanding has been perverted for unrelated purposes does not diminish its validity.

Any person who provides reasonable evidence that he/she has the necessary skill (to competently operate a vehicle), knowledge (knowing the basic traffic laws), and judgment (to drive in a reasonable and prudent manner) is entitled to a driver's license. That license should remain

his/hers unless it is proven in a judicial setting that he/she lacks the skill, knowledge, or judgment to safely operate a motor vehicle on public roads. Refusing to attend school, failure to pay child support, or violating non-driving-related local ordinances are not indicative of a person's skill, knowledge, or judgment as a driver. Nor are they legitimate grounds for suspending or revoking a person's driver's license.

Adding to the population of several million people who currently drive without driver's licenses is not a painless path to correcting the country's ills. It will simply create more problems and more hardships for the portion of the population least able to afford additional government-inspired sanctions. I note one final irony. How does the same Congress that is championing the elimination of federal mandates and sanctions justify creating a new mandate and sanction, i.e., forcing the states to suspend driver's licenses of people who are unwilling or unable to pay child support?

I appreciate your consideration of my comments on this issue.

—James J. Baxter, President, NMA

REQUIRED READING FOR FREEDOM FIGHTERS



At the request of U.S. Senator Barbara Boxer (D-CA), the law offices of Jacobson & Hupy, S.C., recently completed a comprehensive report on helmet effectiveness.

The report addresses certain questions relating to inadequate testing procedures, incidence of increased cervical spine injury, the public burden theory, and the mechanics of head injury. With evidence of health and safety risks associated with helmets, should the government mandate their use? We think not.

Included in the report are excerpts from the *Easyriders Helmet Fighters Handbook*, *Circle Track Magazine*, the *Australian Post*, and the *Journal of Product Liability*. There are also inclusions from Greg Trojan, EMTP, ABATE/CMRO, ABATE of Calif., and the National Center for Statistics & Analysis.

Topics include: *Helmets, Head Injury & Motorcycling, The Mechanics of Head Injury, Liability Case Abstracts, How Helmets Kill, and Helmets for Car Drivers Make More Sense.*

In addition, a statistical comparison of two states (Wisconsin and Illinois) where

comprehensive safety programs are given, shows that programs of this type are effective in reducing accident and injury rates, despite empty claims to the contrary from NHTSA and others. A bold statement supporting states' rights is given in a letter from Wisconsin Governor Tommy G. Thompson.

This is required reading for any serious freedom fighter. The report is free to any MRO upon request. There is a limited amount available, and requests will be accommodated on a first-come, first-serve basis. To receive a copy, request *Helmet Laws: An Opposing Viewpoint*, on your organization's letterhead, and send to:

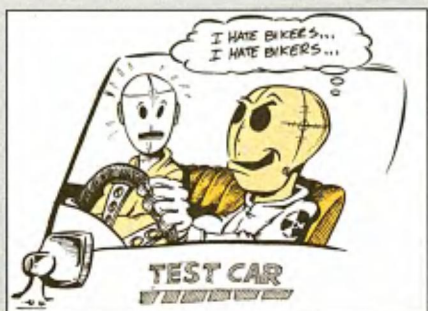
Jacobson & Hupy, S.C., Suite 1110
100 East Wisconsin Ave.
Milwaukee, WI 53202

CRASH TEST DUMMIES ... MMM-ONEY ... MMM-ONEY...

In 1975, Sam Peltzman, an economist at the University of Chicago, put forth the idea: "If we build safer cars, then drivers will take more chances and the increased risks taken will cancel out the safety benefits." A recent study by George Hoffer, Professor of Economics, and Steven Peterson, Assistant Professor of Economics, at Virginia Commonwealth University found that claims increased on 18 of 31 car models after air bags were installed. The study covered claim frequency, not severity of injuries.

Robert Chirinke, an economist at the University of Illinois, asks, "Do you make more mistakes when typing on a word processor than with a typewriter? Yes, because the cost of errors is virtually zero on a PC. You might not drive more aggressively with air bags, but you might go out in a bad rain, or bad snow conditions where otherwise you would not."

The things that should jump out at you about these studies is that they



were conducted by economists, people who study money. They were looking into the cost effectiveness of mandatory safety equipment in relation to vehicle damage.

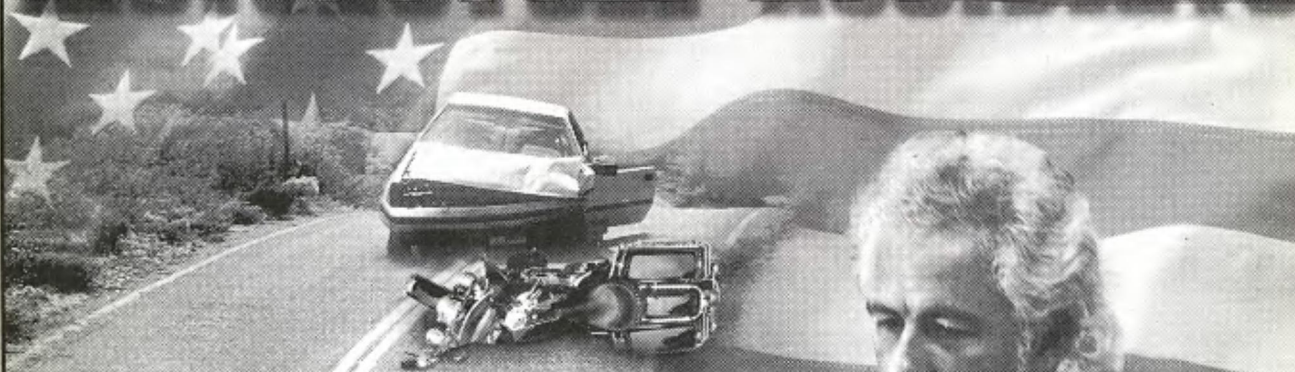
What does all of this automobile safety crap have to do with bikes and bikers rights? Quite a lot, actually. Since ISTE, and even before, every state has been bombarded with "safetycrats" saying helmets save lives. These people have been using the same disinformation tactics that they used for seat belts, air bags and anti-lock brakes. Anti-lock brakes are

available for motorcycles. Our brothers and sisters in Europe are plagued with safetycrats pushing their motorcycle air bag arguments. Additionally, the safetycrats are pushing for "knee smashers" that European governments call leg protectors. Members of the American insurance industry are in Europe pushing full-face helmets and downplaying rider education courses, calling them a useless expense that doesn't save lives. Peltzman says, "If you really want to reduce accidents, instead of an air bag, put in a sword. You'll see much more careful driving." And isn't careful driving and riding what we preach?

So, the next time you push your bike, remember someone out there has an air bag, seat belts and anti-lock brakes. He's probably in a sound-proof car with a stereo playing and a phone up to his ear (but that's another topic). Save a life, look twice for the crash dummies.

—John Frazee, ABATE of Delaware

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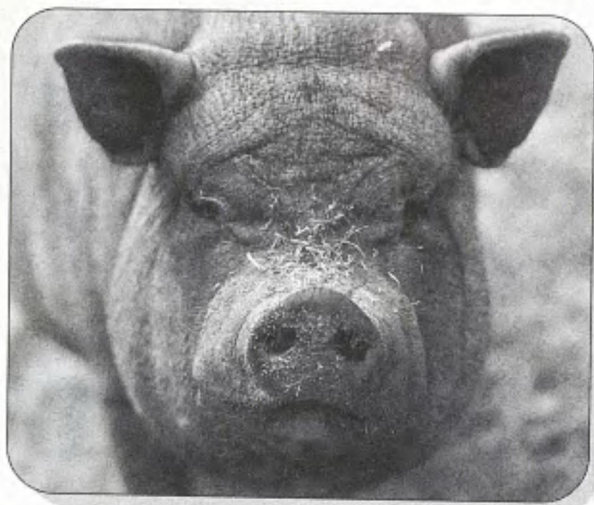
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HALL OF FAME



Photo: ABATE of California

Harley thunder bade "Wheelchair" Mike Moody goodbye, with rose petals strewn across 15 miles of serene canyon road mixed with his ashes, spread about by the passing wheels.

Throughout California, Wheelchair Mike will always be known to many of us as the "Electric Biker." The debilitating effects of Muscular Dystrophy confined his 6-foot frame to a motorized wheelchair that he controlled with his only usable hand, but with his "electric" personality he had the ability to draw people to him through his courage, humor, and undying dedication to others.

If he wasn't on the phone, he was cruising North Hollywood or Van Nuys, getting donations or signatures on petitions. He received numerous awards for his involvement with the MMA and ABATE. He helped others get back into life after they were injured or paralyzed like himself.

Only a few knew the pain he suffered. Only a few knew of his many personal fights. Only a few heard the whine of his wheelchair in hospital hallways, or saw the smile on his face when he saw you approaching, always anxious to tell you his latest joke. Everyone who ever met him was left with an impression of having met a new friend.

He died a clinical death in the ambulance on the way to the hospital. When the hospital staff revived him for a few more precious moments, I asked him if he could see the "great white light" we've all heard about. He replied, "Nah, but you know what, Bro? I got to ride my Knuckle!"

I said farewell to my friend and brother, and wear his memory patch with pride. You'll always ride with me, Mike.

— Dave "Deacon" Phillips

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NEWS

The Federation of European Motorcyclists (FEM), as part of the International Coalition of Motorcyclists, is investigating the possibility of a Worldwide Riders' Rights Day, possibly in 1997, where riders on all continents and in all countries will take to the streets on the same day in a public relations extravaganza. Various stunts, speeches, antics and charity runs could be undertaken in order to attract media coverage. It follows a proposal from Motorcycle Action Group (MAG) Ireland. Through the media and involvement of politicians, the motorcyclists' case will receive attention and our aims will be publicized. It could also serve to show the solidarity of the motorcyclists' movement worldwide, and that we *do* have a valid case to present. Motorcyclists all over the world can't be wrong! It would also impress upon bikers worldwide that they are all part of the same fight, and serve to increase their awareness and motivation.

It's thought that there should be no set formula. Activities, if any, should be up to the national or local groups. Some could present a freedom run (demo) about a current legislative issue, while others could use it simply as a "celebration of motorcycling" or toy run. Events could be coordinated with camping and party facilities to raise cash for your organization. There would need to be a central information "clearing house" so that everyone can know what other countries were doing. The use of electronic mail in this initiative must be viewed as essential.

The date needs particular attention; there should be no rush into this. We mention 1997 only as a good possibility. When responding to this FEM press release, please indicate an idea of an acceptable date for you. These are just a few initial thoughts from us here at FEM. But, of course, it's everyone's event, if we decide it is desirable and practically possible. We would appreciate any comments and views of your organization and, of course, any ideas and suggestions for convenient dates.

—Simon Milward

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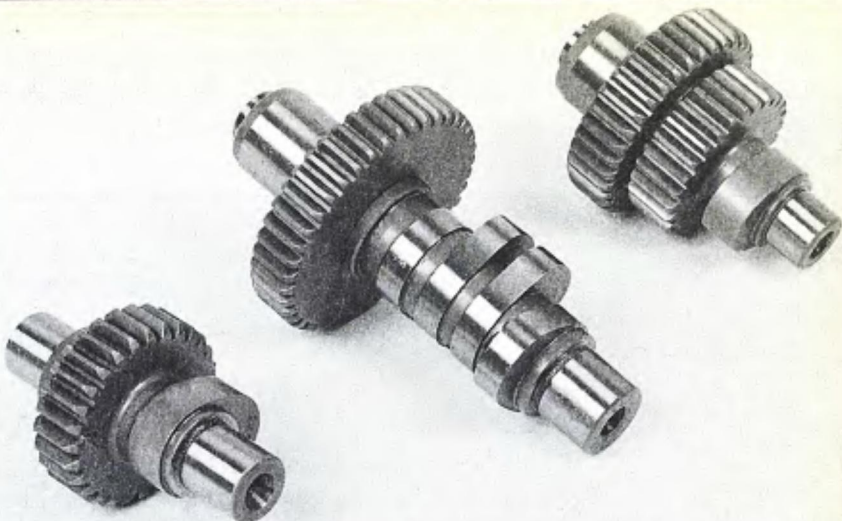
Daytona Beach, Fla., continues to be a hot spot for biker events. Proof of that is the city's Biketoberfest, which has been expanded from its official scheduling of October 19-22, to include an additional opening weekend of events, October 12-14. For more information call (904) 255-0415 or (800) 854-1234.

LOVE RIDE TWELVE

While in some parts of the country, November brings cold weather and the end of riding season, in Southern California November brings the Love Ride, a righteous reason to putt, party, and help a good cause. Love Ride 12 is being held November 12, 1995, and as always, the Muscular Dystrophy Association will be the winner—last year's ride collected more than a million dollars for the charity, making this the largest motorcycle fundraising event in the world.

The 50-mile ride begins in Glendale and ends in Castaic Lake with a concert and barbecue, with lots of celebrities joining in the fun. The parade of bikes to Castaic Lake begins at 10 a.m.; for more information call H-D of Glendale at (818) 246-5618.

—Nub



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LONE STAR STATE BIKERS FIGHT THE GOOD FIGHT



A few hundred concerned bikers came within one vote of repealing the Texas helmet law this legislative session. The Texas Motorcycle Rights Association, aided by the Gulf Coast Motorcycle Rights Association and ABATE of Texas (notably the Texoma Chapter), including some courageous independent riders, fought the good fight. But our numbers were too small to overcome the prejudice found in Austin.

Sponsored by Senator Jerry

Patterson of Pasadena, SB 473 would have given riders 18 and over the right to choose to wear a helmet or not. We sponsored "Legislative Day" in Austin on February 6, and 297 bikers came to lobby their senators and representatives by presenting fact sheets put together by our association. We then began a letter and phone campaign aimed at the State Affairs Committee.

After weeks of hard campaigning and strong support from Senator Peggy Rosson of El Paso, Senator Kenneth Armbrister of Victoria, and Senator Jerry Patterson, as well as his entire staff (especially Larry Laine), the bill came out of committee 8-5 in our favor.

When the bill came for a vote to suspend on March 28, we were sure we had the necessary votes to suspend the rules and move the bill to the floor. Unfortunately, we were blindsided by the ISTEAs penalties and stopped short on the floor, where we knew we had the support for passage.

However, our effort to repeal the helmet law was not beaten by the

Texas Senate, but rather by the Texas bikers themselves. It is to our shame that out of 700,000 licensed riders, only 297 could find the time to join us in Austin. Senator Peggy Rosson and her assistant Natalie Scott, along with Senator Jerry Patterson and his assistant Larry Laine, showed far more concern for our rights than most riders did. Senator Patterson will be honored as "Legislator of the Year 1995," and his aide Larry Laine will be named "Brother of the Wind" for his efforts on our behalf. To Senator Patterson and his entire staff, we owe you all a huge debt, which will be repaid by Texas motorcyclists at the polls.

We shall now begin to work on getting delegates for the '96 Conventions and establish "Reality City" as our base of operation. Texas bikers are heading into the 21st century with renewed vigor and direction. Riders Heaven in '97 is our goal: excellent roads, beautiful weather year-round, and no helmet law.

—H.W. "Sputnik" Strain
State Chairman, TMRA

UNITY ABOUNDS AT 10TH ANNUAL NCOM CONVENTION

Motorcyclists' rights leaders from 42 states came to mingle and network with each other and their European counterparts on May 11-13 in Minneapolis, Minnesota. More than 350 attendees were at the 10th Annual National Coalition of Motorcyclists (NCOM) Convention, co-hosted by ABATE of Minnesota and the Minnesota Motorcycle Riders Association (MMRA). Never before had NCOM, the MRF, and the AMA shared the same podium. Never before had the motorcycle industry considered working with rights groups.

NCOM celebrated "A Decade Of Working Toward Our Future" at the 10th Annual Convention by giving us a glimpse of our future: increased unity and cooperation among many factions of the motorcycling community. But it's also a future where a unified front will be necessary to protect the future of

motorcycling as we know it.

"Motorcycling Into The 21st Century" featured Wayne Curtin of the MRF, Rob Rasor of the AMA, Simon Milward representing FEM, Bob Jackson of *Motorcycle Product News*, Wisconsin Senator Dave Zien and South Dakota Rep. Jim Putnam. Moderator for the "Dream Team" panel was Bob Illingworth, NCOM's federal legislative liaison and lobbyist for MMRA and ABATE of Minnesota.

The Silver Spoke Awards Banquet put a festive cap on a working weekend and honored some of motorcycling's brightest stars. Silver Spoke recipients were: U.S. Senator Olympia Snowe (government), Lorenzo Lamas (entertainment), Jaz McKay (media), Canadian AIM attorney Jim McNeney (Fred Hill International Award), and New Hampshire Representative Sherman Packard (Ron Roloff Lifetime Achievement Award).

Special merit awards were also pre-

sented to ABATE of Utah for their tireless defense of bikers' rights, AIM attorney Marty Fox for his legal work in getting Washington state's helmet law declared unconstitutional, AIM attorney Ralph Buss for his efforts against biker discrimination, Rep. Jim Putnam for introducing a biker anti-discrimination bill in South Dakota, Simon Milward for his work in Europe with FEM and the International Coalition of Motorcyclists (ICOM), Wayne Curtin with the MRF for defending biker's rights in our nation's capital, and to Pepper Massey-Swan for 10 years of dedicated service to AIM and NCOM.

Next year's NCOM Convention will be hosted by ABATE of New Mexico over Mother's Day weekend in Albuquerque. Start making plans now to attend.

—Bill Bish, NCOM



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ATTENTION EASYRIDERS READERS: This group of attorneys puts a substantial portion of its legal fees from motorcycle accidents back into motorcycling by being the sole financial sponsor of the **National Coalition of Motorcyclists.**



SHORT STROKES: CONTRIBUTED BY FEW, READ BY THE INVOLVED, AFFECTING MANY



The above sub-head, at least in my humble way of thinking, is what "Easynews" is all about. No longer is our clan made up of

only the hardcore. We've grown, and some of the newcomers don't understand the significance of the fight we've put forward to maintain our freedoms; although all riders enjoy the liberty we've sustained. Never stop spreading the word. But don't blame inactivity on the young, inexperienced rider. Recently, I was privileged to attend a meeting of hardcore riders. They discussed this very subject, and expressed deep concern that, even in their veteran ranks, only a few take the time to become involved....**Now for the news.** The California Highway Patrol will now be found in contempt of court if they pull over a rider for any

type of helmet offense—other than not wearing one at all. This precedent is applicable to any state where law enforcement pulls over motorcyclists for wearing beanie-type helmets. Read more about it in the F.I.G.H.T. report in this issue. I'd like to give credit to Joe Teresi for organizing the campaign and putting up the funds to support it, and also to the members of F.I.G.H.T. for believing in the court battle and joining it. The "Most Important Talent Award" unanimously goes to motorcycling attorney Skip Raring for his efforts in the name of freedom, and his talents and presentation as an effective attorney, and to our Associate Editor Dave Nichols for keeping us up-to-date monthly on the ongoing fight....**On the brotherhood front,** a riding family recently discovered that their pregnant 19-year-old daughter has leukemia—and they have no insurance. She needs a bone marrow transplant, which will cost half a mill. If you can

help, send your contributions to: Sarah's Trust Fund, c/o Mountain America, Credit Union, West Valley Office, Attn.: Laurel, 2627 West 4700 So., Taylorsville, UT 84119-1805, Acct. #6145216....**And finally,** under current South Carolina law, subversives, spies, and organizations who want to overthrow the government must first register with the Secretary of State. That's right: you can't have a coup until *after* you fill out the paperwork.... **With that swirling around** in my feeble mind, I plowed through the traffic in my truck, with a new Shorty and an S&S carb in tow. When I got home, I tore the dual Linkerts off my Knucklehead, installed the Shorty, and made that puppy sing. Never before have I had an engine fire to life, get up off the lift, shake my hand, and say thanks. Ride forever.

—Bandit

THE PRICE OF FREEDOM WHAT OUR FOREFATHERS PAID FOR



Have you ever wondered what happened to the 56 men who signed the Declaration of Independence? Five signers were captured by the British as traitors and were tortured before they died. Twelve had their homes ransacked and burned. Two lost their sons in the Revolutionary Army, another had two sons captured. Nine of the 56 fought and died from wounds or the hardships of the Revolutionary War.

They signed and pledged their lives, fortunes, and honor. What kind of men were they? Twenty-four were lawyers and jurists, 11 were merchants, 9 were farmers and large plantation owners—men of means, well educated. But they

signed the Declaration of Independence knowing full well that the penalty would be death if they were captured.

Carter Braxton of Virginia, a wealthy planter and trader, saw his ships swept from the seas by the British Navy. He sold his home and properties to pay his debts, and died in rags. Thomas McKean was so hounded by the British that he was forced to move his family almost constantly. He served in Congress without pay, and his family was kept in hiding. His possessions were taken from him, and poverty was his reward.

Vandals or soldiers, or both, looted the properties of Ellery, Clymer, Hall, Walton, Gwinnett, Heyward, Rutledge, and Middleton. At the battle of Yorktown, Thomas Nelson, Jr. noted that the British General Cornwallis had taken over the Nelson home for his headquarters. The owner quietly urged General George Washington to open fire. The home was destroyed, and Nelson died bankrupt. Francis Lewis had his home and properties destroyed. The enemy jailed his wife,

and she died within a few months. John Hart was driven from his wife's bedside as she was dying. Their 13 children fled for their lives. His fields and his grist mill were laid waste. For more than a year he lived in forests and caves, returning home to find his wife dead and his children vanished. A few weeks later he died from exhaustion and a broken heart. Norris and Livingston suffered similar fates.

Such were the stories and sacrifices of the American Revolution. Standing tall, straight, and unwavering, they pledged: "For the support of this declaration, with a firm reliance on the protection of the Divine Providence, we mutually pledge to each other, our lives, our fortunes, and our sacred honor." They gave us a free and independent America. We intend to keep it! Will you motorcyclists of America make that commitment too?

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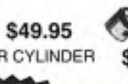
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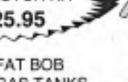
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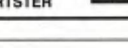
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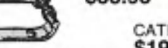


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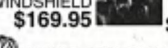
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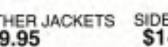
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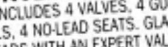
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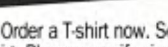
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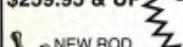
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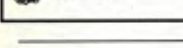
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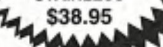


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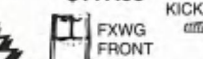


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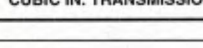
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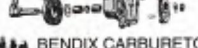
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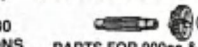
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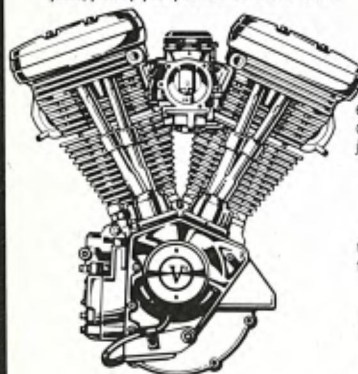


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PASSING GAS



"Two down ... one to go."

At a nudists' masquerade ball recently, first prize was won by a blonde who'd put on a pair of black gloves and black shoes—she went as the Five of Spades.

Rooster
Henyard

Know why it's better for a woman to be beautiful instead of smart?

'Cause no bro ever put his hand up a dress lookin' for a library card.

Bababooley
Hangin' Loose

Fat Frank and Linda decided that the only way they could knock off an afternoon quickie with their nine-year-old son at home was to send him out on the porch and have him recite a running commentary on all the neighborhood activities through the bedroom window.

The rugrat began his report as his parents put their plan into play. "There's a truck being towed from the parking lot," he said through the window. A few moments later, the boy announced, "A fire engine just drove by." A little later, he called out, "The Browns have company, Tommy's ridin' his new bicycle, and it looks like the Williamsons are fuckin' their brains out."

Hearing that, Fat Frank and Linda both shot upright in bed. "And how the hell do you know that, son?" Fat Frank hollered through the window.

"Their kid's standing out on the porch, too," replied the boy.

Great Scott
Jehosephat Arms

Why do cows have such long faces?

If you had your tits pulled twice a day but only got screwed once a year, you'd have a long face too.

Barfield
On the Verge

Mongo's ol' lady had been raging his ass all day long to go down to the beach to collect some sea snails for a special dinner she was preparing, and finally Mongo had caved in and agreed to do it.

He grabbed a pail and started patrolling the shoreline, gathering the snails, but before long he spotted a luscious, bikini-clad hardbelly strolling sexily toward him. The two of them struck up a conversation, one thing led to another, and sure enough, they were soon tossing it up in the sand.

Afterward, Mongo fell fast asleep on the beach, not waking up until nearly midnight. "Oh holy shit, I'm in for it now," he thought, throwing on his clothes and grabbing the pail. Sprinting home in the dark, he tripped over the water hose in his yard, spilling the pail's contents everywhere. Just then, his pissed-off ol' lady flung open the front door and snapped on the porch light.

Mongo took one look at his ol' lady's expression, and thinking fast, he stared down at the snails scattered all over his lawn and said, "C'mon, guys, we're almost there!"

Dave
Not Here



"The doctor says you should induce vomiting. Here, eat this booger."



"I'm home, honey—are you decent?"

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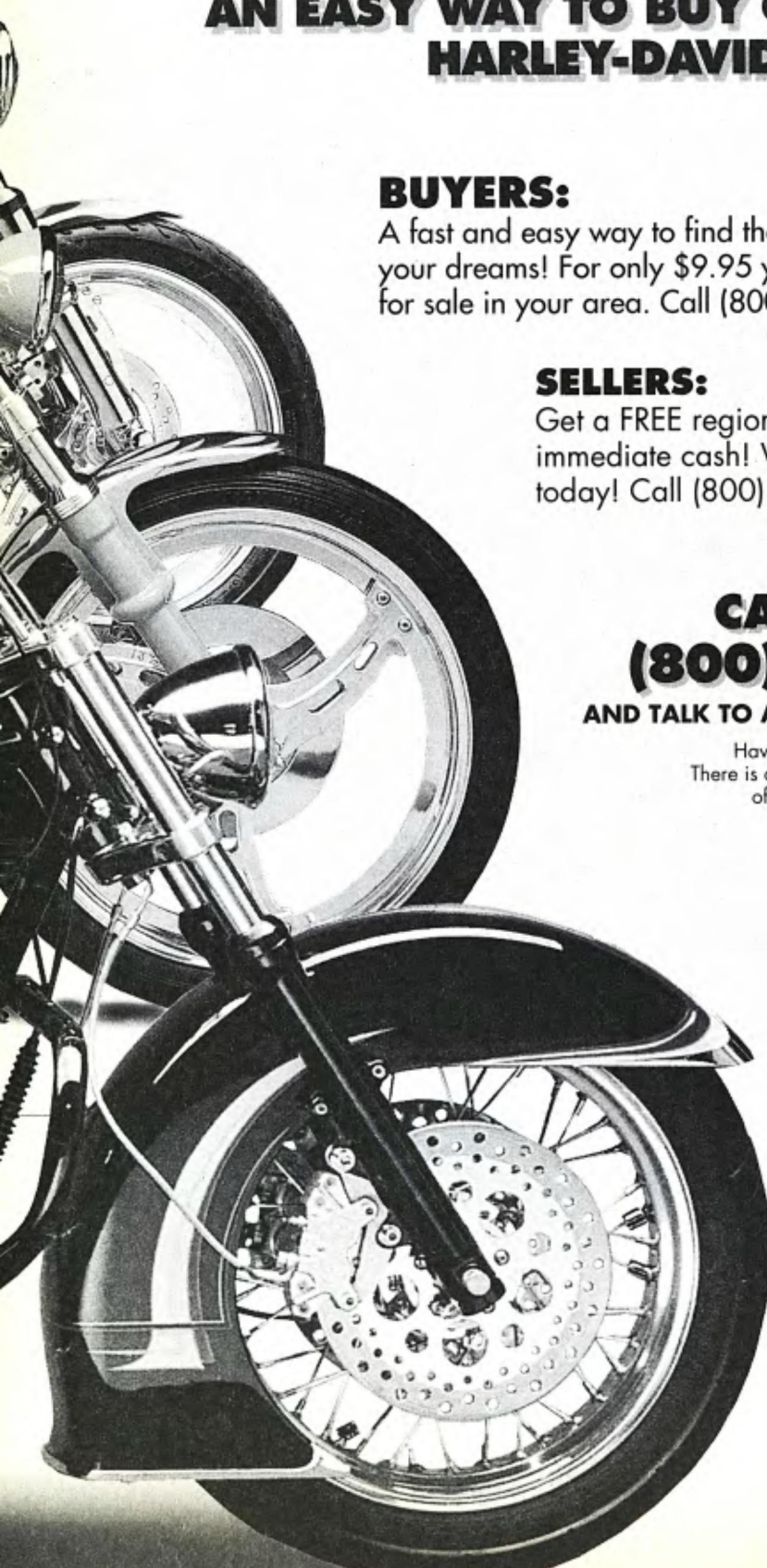
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PASSING GAS



"In answer to your first question, yes, you'll have your own office. In answer to your second question, no, I'm not the only 'uppity bitch' you'll be working for."

Ever wonder why the IRS calls the income tax form a '1040'? It's because for every \$50 you make, you get 10 and they get 40.

Shaggy
Lost Out West

Definition of *chump*: a bro who thinks his ol' lady's been at church after she comes home with a Gideon Bible.

The Midget
Janisland

What happened to the female pilot who got shitfaced right before a test flight?

She ended up flying upside down and had a crack up.

Sprockethead
Wrenchin'

How come we bikers have so many holes in the front of our underwear?

So oxygen can get to our brains.

The Broom
Wheat Ridge, Colo.

Why do sumo wrestlers shave their legs?

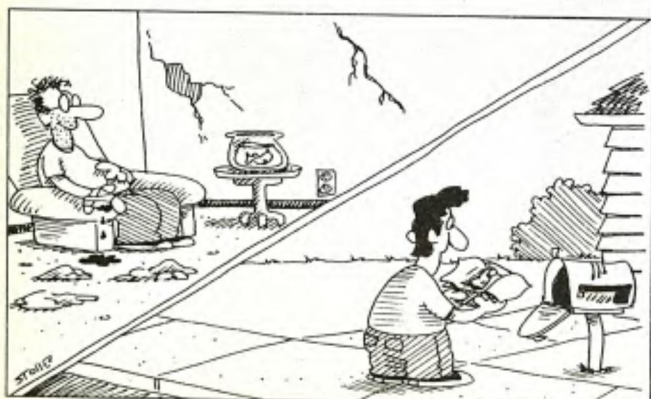
So they won't be mistaken for Miraculous Mutha.

Kevin O'Neill
Edmonton, Canada

Ladies, what are three little words you will never hear a biker say?

"It's my turn."

Haystack
Needling



Earl misunderstands the concept of giving someone the finger.

Fast Fred was cruising down the boulevard when cries for help rang out. Right there on the corner, he spied a very large dude beating the hell out of a shrimp little guy.

"Hey, asshole, leave him alone!" hollered Fast Fred, jumping off his Hog and hauling ass to the scene pronto. With one roundhouse punch, he knocked the big sonuvabitch's lights out.

"Thanks, mister," said the little guy after he'd pulled himself together. "Look here, I want you to have this," he said, showing a hefty wad of money at Fast Fred.

"Naw, that's not necessary, man," said Fast Fred, turning it down. "I can't accept a reward just for doing the right thing."

"It's not a reward," the little guy replied. "It's your share of the take."

H.C.
California

Scotty's son rushed through the door yelling, "Dad! Dad! I got a part in the school play for Family Day!"

The bro was proud of his boy and said, "That's great, son. What part did you get?"

"I'm gonna play the part of the father," he said.

After a few moments of thought, Scotty said to his son, "You go back there tomorrow and tell 'em you want a speaking role."

Anthony
Canon City, Colo.

How can you tell a wannabe's been at your house while you were at work?

Your Harley has fingerprints all over it and your ol' lady is still horny.

Blade Runner
Ypsilanti, Mich.



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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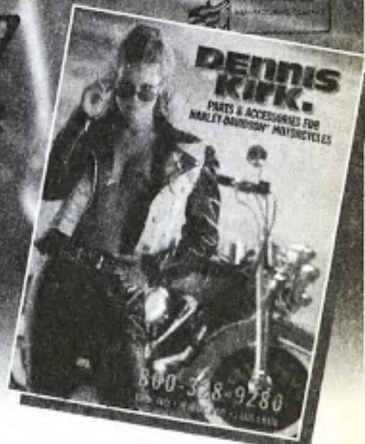
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TALKING TECH

WANTS IT OFF

In 1994 I sold my '74 Low Rider to buy a new Harley. I always liked the fat front ends of the FLHs, but didn't have the patience to wait for a Road King. So I bought a '94 FLHTC—the only major differences being the fairing vs. the Road King's headlight housing, and the tanks with electric speedo. I asked the local H-D shop if it would be possible to take off the fairing in the summer months and use a Road King light housing, and in the fall put the fairing back on. They told me it would be a real pain in the ass, and that I'd also be without a speedo. I don't care about a speedo. I just want the wind in my face when it's warm out. Can I have the best of both worlds without fucking up the front end or any of the wiring? Will the wires all fit in the King's light housing?

Eric
Richmond, Rhode Island

Take off the windshield and maybe install a short one.

WORTH ITS WEIGHT IN GOLD

In the May 1995 issue, Taggs from Rural Ridge, Pa., was looking for a Keihin tech tip about drilling out the housing. His best bet is to pick up *Easyniders Tech Tips and Tricks Vol. II* and check out pages 26-27. It gives you exactly what you want in detail, including H-D part numbers for the housing (#27364-76), the placement of epoxy, and where to drill. This book is worth its weight in gold! I've done this tip on my carb, and I didn't need to rejet (just minor adjustments). But I'll tell ya now she eats more gas, and the difference is day and night. I got a stroker by drilling just one hole. Buy the book (it's only \$10).

Grizz
Toledo, Ohio

WHAT DOES IT TAKE?

What does it take to make a single-fire ignition fit a manual or automatic advance distributor found on older Harleys?

Jim
USA

The problem of finding a rotor for the electronic ignitions that will fit on the backward turning distributors is the hard part. Adapting the trigger plate is just a matter of making some spacers. Single fire points from cone motor ignitions

face the same problem.

MC Advantages in Des Moines, Iowa, has a specially built distributor for this problem. Call (515) 987-5826.

IS IT NECESSARY?

I'm in the final stages of rebuilding a 1987 FXRS that had a fuel pump feeding a 40mm dual-throat Weber. It was a large, ugly, noisy thing that must have put out 8-10 lbs. through 5/16-inch line.

Now I'm getting different stories from shops and bros as to whether or not it is really necessary. I'd prefer not to run one.

I called an outfit in Gardena, California, called Advanced Engine Management for some carb parts and was told it would be risky not to run a pump, because of the possibility of running too lean. I've seen 'em both ways as far as I could tell, with both the Webers and Dell 'Orto carbs.

Bruce Ramage
Phoenix, Arizona

Fix #1: new pump and pressure regulator. Fix #2: sealed fuel tanks and a 2 1/2 psi pressure cap. Late '73 and newer use a pressure cap. As long as it is in good shape it will allow the gasoline to pressurize your tank. This will be enough to keep the starving problem away. Use no inline filter—just the petcock screen.

WON'T FIT

I want to put 3 1/2-gallon fatbobs on my '73 piglet. I bought a universal tank mount kit (#25-048, J&P). No good. The tanks hit on the rocker boxes. I tried shimmed the bracket higher on the frame. That didn't work, either. I thought about using small pieces of pipe to get the width I need, but I don't want a Boss Hog look. Help.

Bummed out
Wyoming

You're using Big Twin parts. You're right—they won't fit. The correct thing is number 25-584. This is the complete 57-86 rubbermounted Sport Bob and Dash kit. It holds 3.2 gallons. The number is a CCI part number and they have a few ways to go. This is part number 260140 in the Chrome Specialties catalog.

INJECTION INQUIRY

If I install an ACCEL fuel-injection system and a set of python exhausts on my bike would I improve it by also installing the

Dyna 2000 and the Crane Cam Hi Roller 296 with push rods? Could I also get by with the fuel-injection system, the set of python exhausts, and the Dyna 2000? If so, where would I have to call or write to get prices on this equipment? What would I gain by going fuel injection over carb? What would I lose? How about price comparison?

What do you think about engine oil cooler? My bike doesn't overheat, and I only have 2,300 miles on it, but I'm told that it's a good idea to put one on it.

Rey Silva
Kennewick, Washington

The ACCEL fuel injection, like all electronic injection units, has its own ignition system. The ignition system controls the timing of the injected fuel. ACCEL's system is an open loop type system that uses a pre-programmed fuel delivery map. Any changes other than what is recommended (cam and pipe choice) will result in an untunable running condition. Electronic Control Units can be changed or selected for stock to dragsters but careful parts matching is required. Parts and prices are available at any Chrome Specialties dealer.

The injection adjusts itself for altitude and temperature and features fiddle-free starting and warm-ups. Where you live, an oil cooler is probably not needed. High air temperature, high speed, or rush hour traffic will usually require a cooler and thermostat.

COULD BE TROUBLE

I want to modify the tank on my FLHS, instead of buying a new one. Do you know where I can get the inserts that hold the screw-in type gas caps that are welded into most aftermarket gas tanks?

Rick
Chicago

Most new cars have a right hand thread filler cap that could be adapted; the left side could be trouble. Welding on used tanks can also be big trouble also. Didn't Chicago already burn down once?

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. Write: Wrench, Easyniders, 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

ONE WORD ... Freedom!

Last month in *Easynews* we reported that Easyriders Freedom F.I.G.H.T.® and biker attorney Skip Raring won a major victory for freedom fighters everywhere. Answering a motion for summary judgment authored 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. The judge issued a permanent injunction against the CHP for policies that he said violates motorcyclists' Fourth Amendment rights to be free from unreasonable search and seizure. Another major victory can be seen in that the motion for summary judgment 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 country to achieve the same results on a state-by-state basis.

In a memo released by Skip Raring's office on June 2, Skip warns against misinformation regarding the injunction. The following is an excerpt from that memo:

Contrary to what is widely being reported, the court did not rule that beanie helmets are legal or that the CHP must accept beanie helmets. In fact, the lawsuit never raised the issue of whether beanie helmets were legal or illegal and the court has made no ruling on that issue.

What the court did rule on was the issue presented. We argued that the method the CHP was using to determine which helmets could be worn under the helmet law was illegal and violated the constitutional rights of motorcyclists. The court agreed with the position holding at page ten of its opinion:

The court holds that an injunction is proper under the law as set out by the above cases because there is no dispute that the CHP has a policy which allows them to cite motorcyclists without probable cause to believe that the helmet law, as interpreted by the California courts, is being violated. The CHP has a policy of enforcing the helmet law which violates the Fourth Amendment and which this court will enjoin."

The court accepted the interpretation of the California courts in the Buhl and Bianco cases as to when an individual is in violation of the law and ordered the

CHP to only cite people who are in violation of the law. The problem we are having is that the CHP is stopping, detaining and citing people who are in compliance with the law. The court clearly found that such acts violate the constitutional rights of motorcyclists.

So far this is strictly a victory in the courts and there is no indication that the CHP is going to change their enforcement practices. The CHP has ignored the Buhl and Bianco decisions and there is no reason to believe they will voluntarily honor this court. This case is different though, in that the court has ordered the CHP to follow the law and to only stop and cite motorcyclists who have violated the law. It appears that further proceedings will be necessary to enforce the court's order.

We can only caution motorcyclists to be very professional in their dealings with law enforcement and not to use this decision as a reason to create confrontation. This decision should not be used to become belligerent with officers. It is requested that motorcyclists monitor and document what occurs during any stops so an evaluation can be made as to whether the court order is being violated.

Initial indications from news articles quoting CHP Commissioner Maurice Hannigan indicate that the CHP is going to continue its illegal conduct. We will evaluate the situation as it develops and enforce our rights under the law. We intend to continue a respectful and professional approach, though we expect the CHP to intentionally violate the law.

Because of the attitude expressed by the CHP, it is important that we be notified of all helmet tickets issued by that agency and the circumstances involved in the citation. Ask the officer what evidence he has that the helmet did not have a "DOT" sticker at the time of purchase and what evidence he has that you have actual knowledge of a showing that the helmet does not conform to the law (FMVSS 218). Keep a record of the officer's responses and notify us at:

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What else can you do to help? Join your local motorcyclists' rights organizations and purchase a F.I.G.H.T.® kit today! See the ad on this page for details. Together, we are recapturing freedom in the home of the free.

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BROS CLUB NEWS

Rain, Rodeos, And Rah-Rah

The Latest From The
Bros Club Front

The 1995 *Easyriders* Rodeo season started with a bang, or maybe I should say a clap, because everywhere we've been it has rained (Rosenberg, Texas, Hilliard, Ohio, and New Ulm, Minnesota). We're starting to get quite a reputation as rainmakers. But cloudy skies haven't dampened the spirits of our crowds or competitors—Bros Club members are made out of some pretty strong stuff.

The Bros Club is doing very well these days and we're signing up lots of new members at all of our events. Everyone I've talked to lately has been very happy with the service, like Jeff Kimble of Battle Creek, Mich., who wrote us this letter:

At the risk of sounding like a cheap commercial, I have to admit that the Bros Club motorcycle insurance really is good. I had canceled my insurance last fall when next year's premiums came due because I just couldn't afford it (I have had a few tickets lately). When spring started popping out here in Michigan I started getting the itch to ride. I really didn't want to ride without insurance, so I decided to call the toll-free phone number for the Bros Club insurance that you had listed in Bros News. I ended up with coverage that cost me less than half of what it cost me for my Dodge. Thanks, Bros Club. I'd thought that this was just another magazine come-on but I'm glad I took the time to call, because I'm back in the saddle again and I don't have to worry about riding without insurance. Thanks for a biker service that actually did some good for this biker!

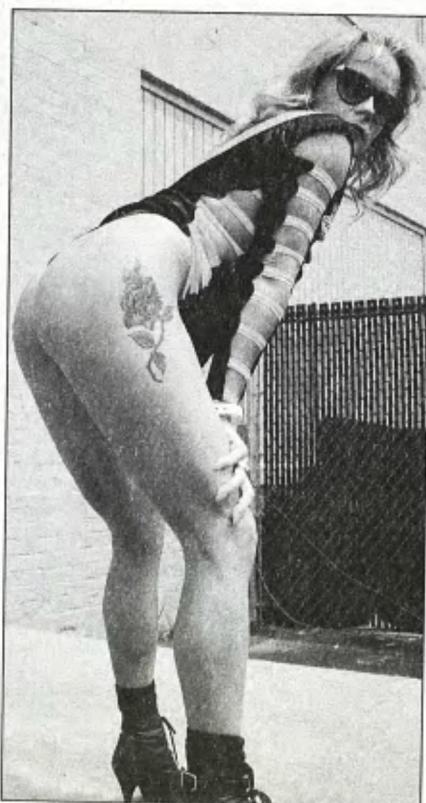
Jeff Kimble
Battle Creek, Michigan

As long as we are reading the mail, take a look at the following letter from Chuck Ramping from Grand Prairie, Texas (I hope the spelling of your name is right, Chuck. You write like I do):

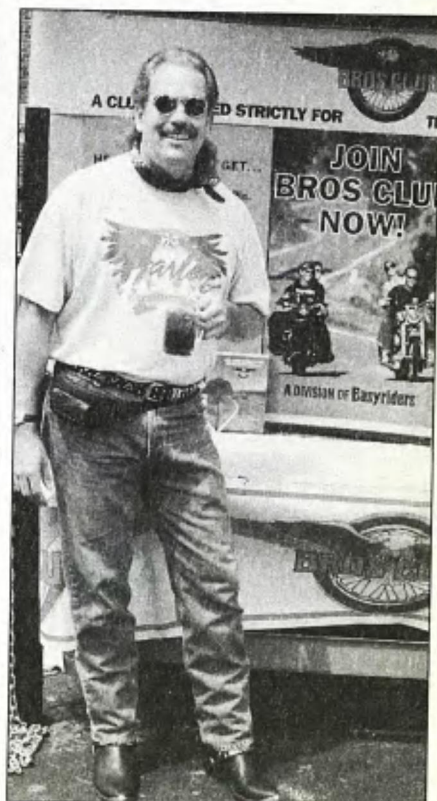
I thought that I would write to you to say thanks. Last Sunday I took off for a



The group from the Thursday Night Bros Club Run that the *Easyriders* of Columbus Store puts together. From left to right: Michael and Sherry Robinson, yours truly, Beard (not mine, him), Randy, Bob, and Debbie.



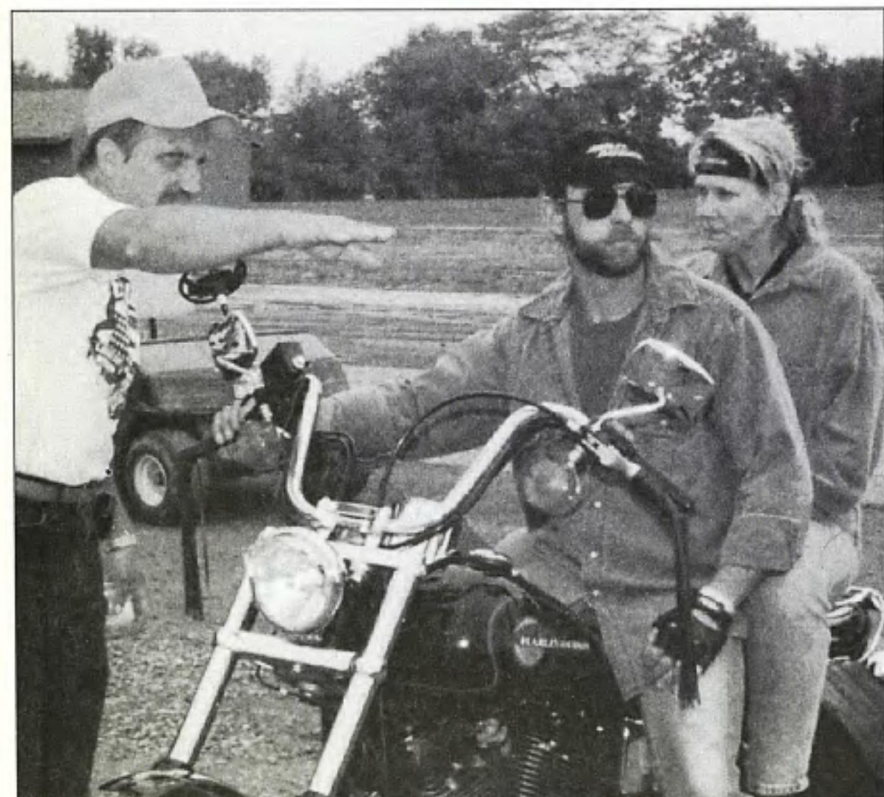
I don't know why I put this picture in—I guess that Denise and I just thought that you would enjoy it! Anyway, Denise was glad to help out.



This is Bryce Johnson, "The Unknown Biker," made famous by the Bros Club column a few issues back when we ran a picture of him with that caption.

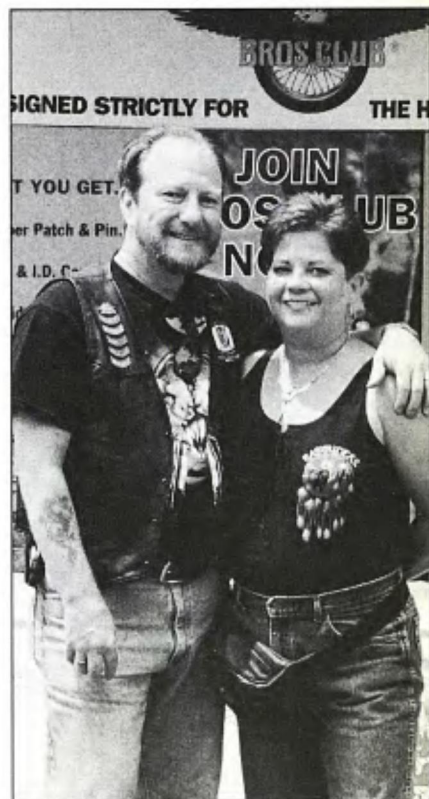


Now isn't this a happy group, or should I say hardy group? They rode from Wisconsin, through miles of rain, just to come to the Easyriders Rodeo at New Ulm, Minn., and party with us. They are new members Scott Powell and wife Michele, and new member Mark Powell with his fiancée Connie Smith.



This is Gary Martin, our special Bros Club parking attendant at the Easyriders Rodeo in Hilliard, Ohio. He was trying to convince the guy that he was the valet. "No shit—I'll park it right over there where I can keep an eye on it."

poker run and about two miles from my destination I heard a pop and my chain went sailing. I had sheared the sprocket pin on my rear wheel. I had a few tools but this was Sunday and there was no place open where I could buy a pin, just a few Gas & Gos. After sitting there for a while, waiting for one of my bros to pass by, it dawned on me that I had been running late this morning and all of my bros were already at their destination. So I decided to push the bike up the road and see if I could find a shop that was open. Well, I found a shop after pushing about a half mile but sure enough it was closed. What was I to do? "The Man" had passed by me a few times, giving me the "evil eye," so I figured that I had just about worn out my welcome when I remembered my Bros Club membership that I've had since last February. Since this was the start of February I figured I had better give them a call. →



Bob and Nancy Reynolds, two of my favorite Bros Club members. They just recently got married after being through Hell together (see text).

BROS CLUB NEWS

Well, the lady (Linda) who answered the phone said no problem, and within 30 minutes a wrecker from Eulass Towing Service came and picked up my scooter with great care and took me all the way home (about 30 miles) and all it cost me was \$5, which I was more than glad to pay. The Bros Club picked up the first \$50, and the tow truck driver took terrific care of my motorcycle all the way home, always watching his mirrors to make sure it was secure. Way to go, Bros Club. It works for me, and I will never be without my membership. Anyone who isn't a member should think about joining, because odds are you will need it someday.

Chuck Ramping
Grand Prairie, Texas

Now, with that kind of testimony, those of you who have been thinking about a membership should sign up now. It only takes a phone call, or pick up your membership package at the next *Easyriders* Rodeo, or at one of our *Easyriders* Stores. Remember it's only \$29.95 to join for the first year and \$24.95 to renew.

I have some chapter news. *Easyriders* of Columbus, Ohio, just had its first birthday party and many of you Bros Club members stopped by to say hello and join in on the fun. There was a Ride-In Bike Show, a Tattoo Contest, a Miss *Easyriders* Contest, a free Bike Dry by the Miss *Easyriders* contestants, *Easyriders*/JDF "Win The Bike Of Your Dreams Sweepstakes," tattooing by Mark Hancock (the store's tattooist), free food, and live music by "The X Factor." I was surprised that many of you didn't know about the Bros Club Chapter in Columbus. They have been having quite a few activities including their Thursday night rides to various places. One night they went to a war surplus store to get camping supplies in preparation for the *Easyriders* Chillicothe Rodeo. Call the Columbus Store and get involved. They are doing this stuff to have fun and it kinda breaks up the week. I rode with them to a local steak house in town and it was great fun.

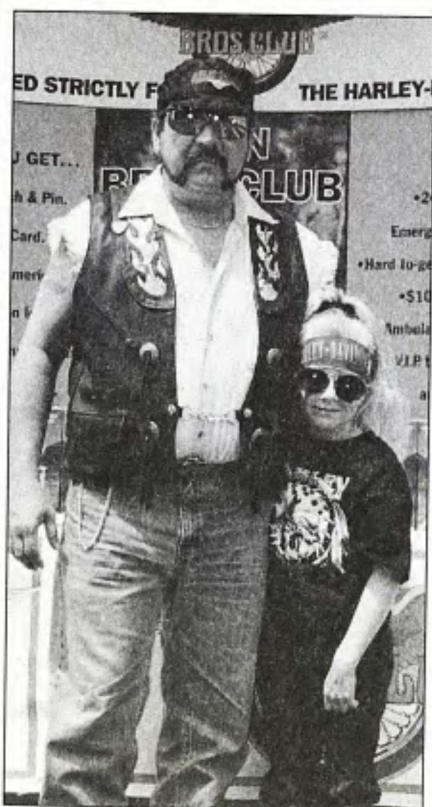
I ran into Bob and Nancy Reynolds,



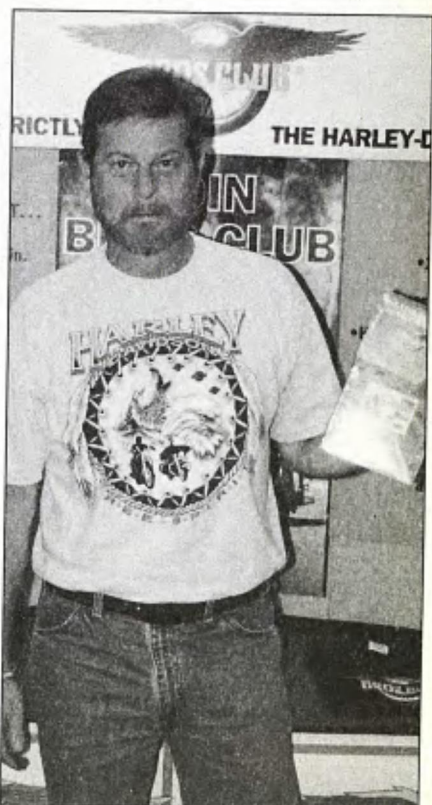
Mark Farley, drummer for Terry Davidson and the Gears, showed a lot of class when he won the JDF 50/50 raffle in Columbus and gave it all back to the kids.



Diana Busman volunteered to man the *Easyriders*/JDF Sweepstakes booth at the Columbus Store's first anniversary party. She said she had a great time.



Savannah Patton got all dressed up and brought her dad, John, to the *Easyriders* Columbus Store party for Father's Day. They rode in on John's '93 Dyna Glide.



Robert Cabell signed up with the Bros Club at the Rosenberg Rodeo. He left it at the booth and said he'd be back to pick it up. He never showed up to get it.

whom I first met last year at the *Easyriders* Chillicothe Rodeo. Actually, I only met Nancy last year, because Bob had been airlifted to the hospital to take care of the injuries he had received when they were hit by a car while on the way home from the Rodeo. When I first met her, Nancy was waiting for the Bros Club to pick up the bike. She wasn't in a good mood as she was worried about Bob and was bruised and beat up herself after being thrown from the bike. Well, we got the bike taken care of and got her home in a timely manner, and I've been friends with them ever since. I'm happy to say that Bob is all healed, the bike is fixed, and he and Nancy were married last month. Way to go, Bob and Nancy. I'm proud to be acquainted with you two.

Now let's look at some of our members' pictures. Remember that, as I've said before, I'm asking for you, the Bros Club members, to send me pictures. These pictures should be good, in-focus, black and white or color prints and/or color slides (35mm, 2 1/4, 4 x 6, 5 x 7, or any format up to and including 8 x 10). Whatever the subject matter is, these photos should include Bros Club members doing their thing and enjoying their lifestyle. Please include a brief letter describing what is going on in the photo, along with the names and occupations of the members in the photo, and let us know what kind of Harley you ride. If there is a shop in the photo please include its name. We will pay \$30 for each photo printed. Please include patches, signs, and other identifiable *Easyriders* and affiliated magazine logos. Please label each of your pictures submitted with your name, address, occupation, types of Harleys that you ride, and your Bros Club number. Also, if you want your photographs returned, please include a self-addressed, stamped envelope, and we will make every effort to return them.

—Gregg

Send your photos to:
Bros Club
Attention Gregg Daniel
P.O. Box 3000
Agoura Hills, CA 91376-3000

BROS CLUB WON'T LEAVE YOU BEHIND

For just \$29.95 you can become a member of the Bros Club Road Service Plan, the most comprehensive motorcycle assistance program that exists. What does that mean to you? Most importantly it means the peace of mind of having access to over 12,000 tow trucks nationwide. It means that 24 hours a day, 365 days a year you can call the *Bros Club* toll-free hotline and a truck will be sent to your rescue - no exceptions, no excuses. It means that you get where you're going and *Bros Club* pays up to \$50 per call (covers most calls). It also means a one year *Bros Club* membership that includes:

- VIP treatment at all *Easyriders* events
- A *Bros Club* winged patch, pin, decal and membership card.
- The NEW "Ridin' With Rip II", our roving reporters guide to the best spots (and hotspots) across the country.



YES! Enroll me in the BROS CLUB® Road Service Plan.

- ☐ \$29.95 gets *Bros Club*® affiliation and peace of mind at the same time.
☐ \$24.95 (If you're already a *Bros Club*® member and would like the one year Road Service Plan.)

Membership Number _____ Exp. Date _____

Name _____

Address _____

City _____

State _____ Zip _____

☐ Payment Enclosed... or charge my: ☐ VISA ☐ M/C ☐ AMEX ☐ DISCOVER

Acct.# _____

Exp. Date _____

Signature _____

(must have please)

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

WHAT'S HAPPENING

ARKANSAS

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

CALIFORNIA

HOGSWOGGLE RUN—Sept. 1-4, Bullard's Bar. Info: Kim (415) 342-7606

GOLDEN STATE RENDEZVOUS—Sept. 1-4, Paso Robles. Sponsored by ABATE. Info: (818) 361-0163

5TH ANNUAL PANHEAD RUN—Sept. 2-3, Bass Lake. Benefits HDL. Info: (209) 297-5667

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

M/C SWAP MEET—Sept. 10, Ventura County Fairgrounds. Info: (805) 656-6777

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

MARCH OF DIMES MIRACLE RIDE—Sept. 17, Dublin. Music, BBQ. Info: (415) 788-2202, ext. 319

DESERT POKER RUN—Sept. 24, Palm Springs Miss H-D Contest, Bike Show. Info: (619) 325-2375

EL CAMINO COLLEGE VINTAGE CYCLE RALLY—Sept. 23, Torrance. Show and swap. Info: (805) 733-1137

CLEAN & SOBER POKER RUN—Sept. 30, Hayward. Benefits Cronin House. Info: (510) 785-7454

ANTIOCH SWAP MEET—Oct. 8, Contra Costa Fairgrounds, MMA. Info: (916) 442-4727

BENEFIT FOR MANA FOOD BANK—Oct. 15, Biker's Dream, Thousand Oaks. Sponsored by ABATE Local 3. Info: CW (805) 494-3287

COLORADO

FOUR CORNERS IRON HORSE M/C RALLY—Aug. 31-Sept. 4, Ignacio. Info: (303) 249-0884

POW-MIA AWARENESS RALLY—Sept. 16, Denver, State Capitol 10 am. Info: (303) 642-7875

CONNECTICUT

6TH ANNUAL STATE H.O.G. RALLY—Sept. 2-3, Wallingford. Info: (203) 447-0493

FLORIDA

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

GEORGIA

SHOW & SWAP—Oct. 8, Atlanta, Henderson Arena. Info: (706) 342-4543

IDAHO

MEMORIAL BENEFIT POKER RUN—Oct. 8, Idaho Coalition for M/C Safety. Info: (208) 939-4415

ILLINOIS

AMA GRAND NATIONALS—Sept. 3, Illinois State Fairgrounds, Springfield. Info: (217) 753-8866

TOY & FOOD RUN—Sept. 17, Sponsored by Piasa Gateway Chapter of ABATE. Info: (618) 259-0120

CLASSIC M/C SWAP & SHOW—Sept. 17, Pontiac. Info: (309) 473-2979

SWAP & SHOW—Sept. 24, Belleville County Fairgrounds. Info: (319) 462-6011

12TH ANNUAL TOY RUN—Sept. 30, Mid-State Cycles, Champaign. Info: (217) 384-8467

INDIANA

REBEL YELL—Sept. 15. Sponsored by Region 7 and 9 ABATE. (317) 422-8040

SOUTHERN HILLS BASH—Sept. 22. Sponsored by Region 10 ABATE. Info: (317) 422-8040

IOWA

ANTIQUA M/C 1/2-MILE—Sept. 1, Davenport. Mississippi Valley Fairgrounds. Info: (319) 462-6011

SEMI PRO M/C HILLCLIMB—Sept. 10, one mile south of Anamosa on Hwy 151. Swap Meet, Bike Show. Info: (319) 462-6011

KENTUCKY

BARREN RIVER BOOGIE—Sept. 8-10, Scottsville. Sponsored by KMA/KBA. Info: (502) 622-6953

LOUISIANA

POKER RUN—Sept. 4, Lafayette. Sponsored by H.O.G. Benefits MDA. Info: (318) 988-3030

MARYLAND

TOY RUN—Sept. 16, Edgewood. Bring \$1 and new toy. Info: (410) 838-9162

NEBRASKA

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

NEW JERSEY

NEW JERSEY STATE H.O.G. RALLY—Sept. 8-10, Wildwood. Info: (609) 883-1685

CUMBERLAND COUNTY POKER RUN—Sept. 10. Sponsored by ABATE. Info: (609) 625-9334

BIKE SHOW—Sept. 24, ECRA Drags, Atco. Info: (804) 742-5137

OCTOBERFEST—Oct. 8, Jackson. Sponsored by Jersey Iron MC. Show, food, beer, games. Info: (908) 370-0306

NEW YORK

7TH ANNUAL MDA RUN—Sept. 24. Sponsored by NYC H.O.G./MDA. Info: Anne (718) 278-1515

ABATE M/C SHOW—Sept. 10, Hamlin, VFW Hall. Music, prizes, raffle. Info: (716) 544-6953

ABATE FUNFEST—Sept. 17, Darien Lake Theme Park. Bike Show. Info: (716) 599-4641

NORTH CAROLINA

CBA SWAP MEET & PARTY—Sept. 23, Lenoir. Caldwell County Fairgrounds. Info: (704) 758-0524

OHIO

ABATE REGION 6 PARTY—Sept. 23-24, Dayton. Info: (513) 322-3246

SWAP MEET AND HOG ROAST—Oct. 1, Manatua. Sponsored by Carlton H-D and ABATE Region Zero. Info: Bill 216/425-7830

OKLAHOMA

PARTY IN THE MOUNTAINS—Sept. 2-3, Higgins. Sponsored by OK Road Riders. Info: (918) 423-0332

OREGON

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

SOUTH CAROLINA

HELMET LAW SUPPORT RALLY—Oct. 8. Sponsored by ABATE. Info: John (803) 499-9081

BEAVER CREEK BUST—Sept. 8-10, Beaver Creek. Music, Auction, show. Info: (503) 632-6248

TENNESSEE

REGION 11 RODEO—Sept. 9-10, Forked Deer Charter of CMT/ABATE. Info: (901) 352-2422

TEXAS

SCAVENGER HUNT & POKER RUN—Sept. 29 - Oct. 1. Sponsored by Brotherhood of Bikers, Jim's Cycle Shop, Axtell. Info: (817) 562-2687

7TH ANNUAL FALL M/C EXPO—Oct. 1, Arlington Convention Center. Show and swap. Info: (214) 216-5520

VIRGINIA

5TH ANNUAL FALL SHOW—Sept. 10, King George. Info: (804) 742-5137

VIRGINIA STATE HOG RALLY—September 15-17, Roanoke Civic Center. Info: (804) 420-8796

SWAP MEET—Oct. 8, Boston's Motorcycle Cafe. Info: (804) 742-5137 (Thurs. - Mon., 11 a.m. - 8 p.m.)

WISCONSIN

THE WALL BIKER MEMORIAL: 3RD ANNUAL FUNDRAISER—Sept. 7-10, Dells Motor Speedway. Info: (608) 254-4433

HOGTOBERFEST IX—Sept. 9, Franklin. Sponsored by Milwaukee H.O.G. Bike Show, Music, games, food. Info: (414) 461-4444

ALL-HARLEY DRAG RACING—For a complete drag racing calendar see *Quick Throttle* magazine, on your newsstands now. AMRA: (708) 250-0838 ECRA: (609) 652-1159 AHDR: (919) 229-4877

EASYRIDERS EVENTS

EASYRIDERS MOTORCYCLE RODEOS:

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 information call Kari at (818) 889-8740, ext. 281.

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

HOW BOB TRAINED AT HOME TO BE A MOTORCYCLE MECHANIC!

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

BOB, QUIT STANDING AROUND AND GET TO WORK!

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

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

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

YOU EITHER WORK OR YOU'RE FIRED!

Later...

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

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

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

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

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

I WAS SKEPTICAL AT FIRST, BUT WHEN THE FREE INFORMATION ARRIVED THAT SHOWED ME EVERYTHING I WOULD LEARN, I WAS SOLD! THE COURSE EVEN COMES WITH A SET OF FIVE VIDEOS THAT SHOW YOU HOW TO REPAIR HARLEYS!

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

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

MAYBE ICS IS THE WAY TO GO...

Six months later...

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

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

Five Harley Repair Videos FREE with Your Course

Back at the construction site...

YOU'RE LATE BOB, GET TO WORK!

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

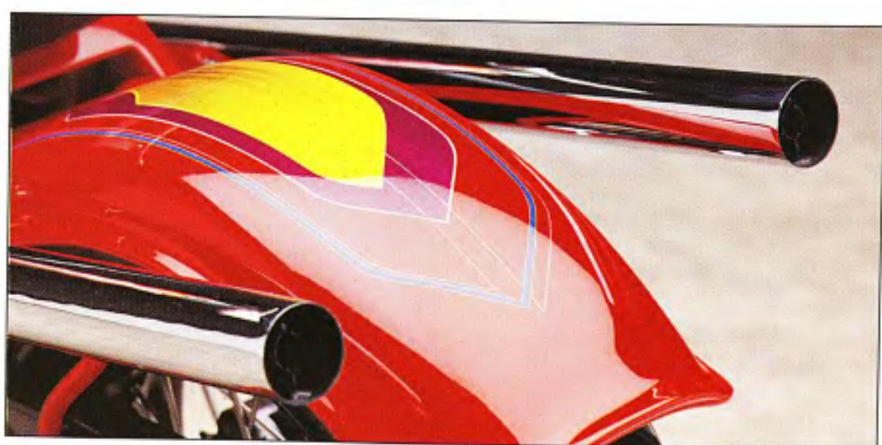
If card is missing mail coupon to:
ICS LEARNING SYSTEMS School of Motorcycle Repair
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Yes! Rush me FREE FACTS that tell how I can train at home for a great career as a Motorcycle Mechanic! No obligation. No salesman will visit.

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7 DAYS A WEEK







ALTER EGO

THIS
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SPRINGER



Few things are precisely what they seem. Custom motorcycles are no exception to this rule, and in the case of George Jones' wild ride pictured here, there's enough trick work to keep you thinking. Beginning its life as a 1990 Springer Softail, the motorcycle underwent a serious transformation at the hands of Chuck Hamm, better known as "The Dinosaur Doctor" of Dinosaurs Unlimited in Warren, Oregon.

When you look at this bike, one of the first things that grabs your attention is the serious stretch job on the frame, both four inches forward and six inches upward. Getting the front tire to reach



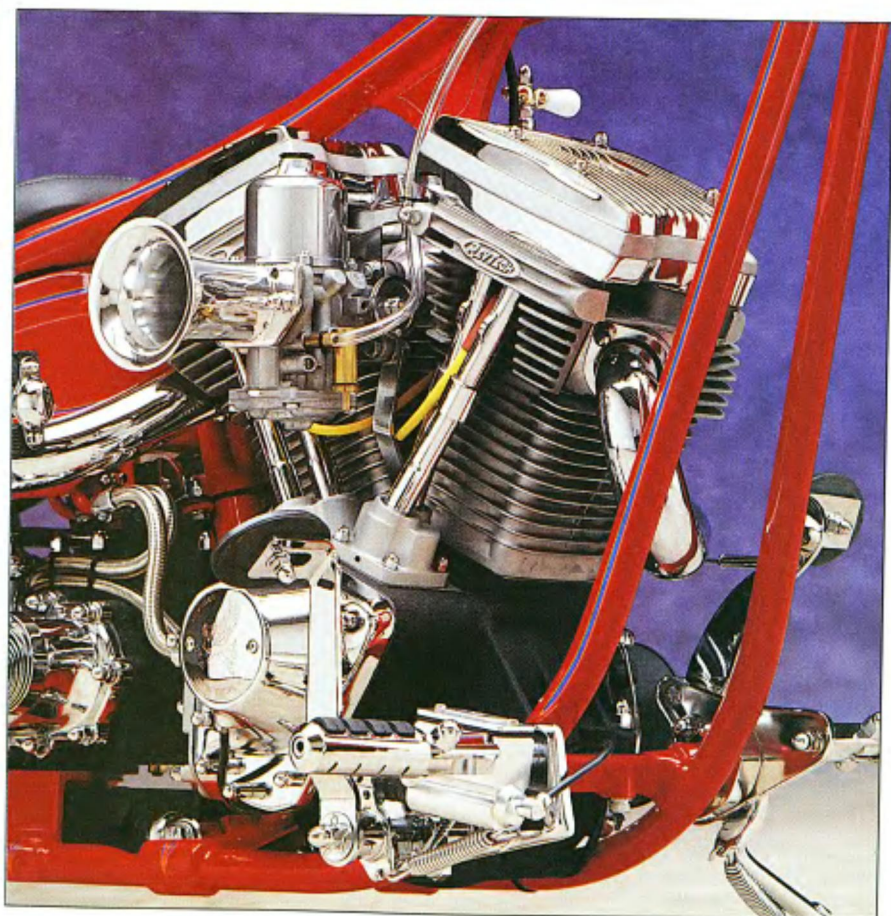
all the way to the ground required a nine-inch extension of the wide glide front end that replaced the original springer. During the front end's construction, the lower legs were also shaved and smoothed clean. The traditional chopper looks continued with a King Sporty fuel tank up top, complete with hidden mounts, and the requisite three-inch Primo primary belt drive and jockey shifter down below. The primary belt required the use of a highly modified 4-speed that started out in an '81 FLH. With the older tranny's chain final drive, a fat 18-inch rear tire and rim combo were able to



be squeezed into the stock swingarm.

It would have been a shame to build such a fine-looking ride without giving it the power to get up and go, so the Dinosaurs Unlimited crew beefed up the 80-cube Evo with enough dash to match the rest of the bike's flash. With a new set of RevTech pistons, the assembly was balanced by Baisley, then reassembled into the factory cases with the addition of RevTech heads, Crane roller rockers and single-fire ignition, as well as a RevTech 40 cam, Velva-Touch lifters, and an SU carb to top it all off.

Accessory-wise, George's bike is →



on the minimal side. The extra goodies include Arlen Ness bars, GMA calipers, and some tasty custom pieces from the Dinosaurs Unlimited shop such as the fenders and those bitchin'-looking two-inch pipes.

So, okay, it's a far cry from a Springer Softail, but it's probably pretty safe to say that George won't be mistaking someone else's motorcycle for his own any time soon. The thing is, with a scoot as slick as this one, something tells us George won't be letting this one sit for too long in any one place—he'll be out on the road.

—Wordman



Owner:.....George Jones
City:.....Portland, Oregon
General
Fabrication:.....Dinosaurs Unlimited
Year and make:.....1990
Model:.....was an FXSTS
Chroming:.....Leninger's
Engine
Year:.....1990
Model:.....Evo
Rebuilder:.....Dinosaurs Unlimited
Ignition:.....Crane single-fire
Displacement:.....80 cubic inches
Lower end:.....H-D/Dinosaurs Unlimited

Pistons:.....RevTech
Cases:.....H-D
Heads:.....RevTech
Cam:.....RevTech 40
Carb:.....SU
Pipes:.....2-inch Dinosaurs Unlimited
Modifications:.....Baisley balancing,
 Valva-Touch lifters, Python II baffles
Transmission
Year:.....1981 FLH
Modifications:.....jockey shift,
 Primo 3-inch primary belt drive
Painting
Molding:.....Gary Welter

Painter:.....Gary Welter
Color/Type:.....red/smooth
Special paint:.....graphics by Dave,
 Don Aperson pinstriping
Frame
Builder:.....H-D/Dinosaurs Unlimited
Type:.....Softail
Modifications:.....33-degree rake,
 stretched 6-inches up, 4-inches forward
Accessories
Bars:.....Arlen Ness
Fenders:.....Dinosaurs Unlimited
Headlight:.....custom
Tailight:.....Lucas

Pegs:.....round (front)
Gas tank:.....hidden mounts
Oil tank:.....custom
Seat:.....Dinosaurs Unlimited/Danny Gray
Mirrors:.....none
Grips:.....Ness
Forks
Type:.....FX/Dinosaurs Unlimited
Modifications:.....9 inches over,
 shaved lower legs
Wheels
Front:.....21-inch, Metzeler, GMA
Rear:.....18-inch, Metzeler, GMA
Photos:.....Mike Lichter

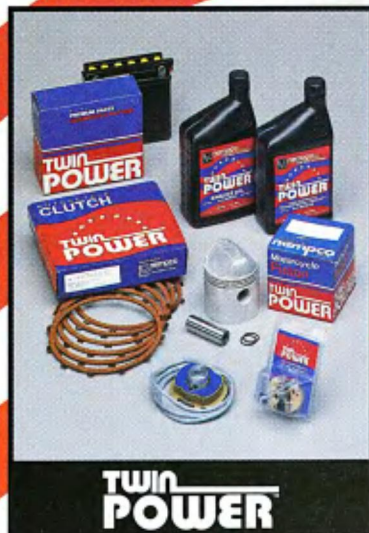
THE RIGHT STUFF AND MORE



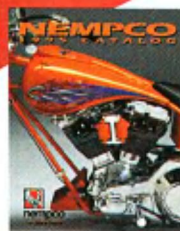
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The Biker's Choice™

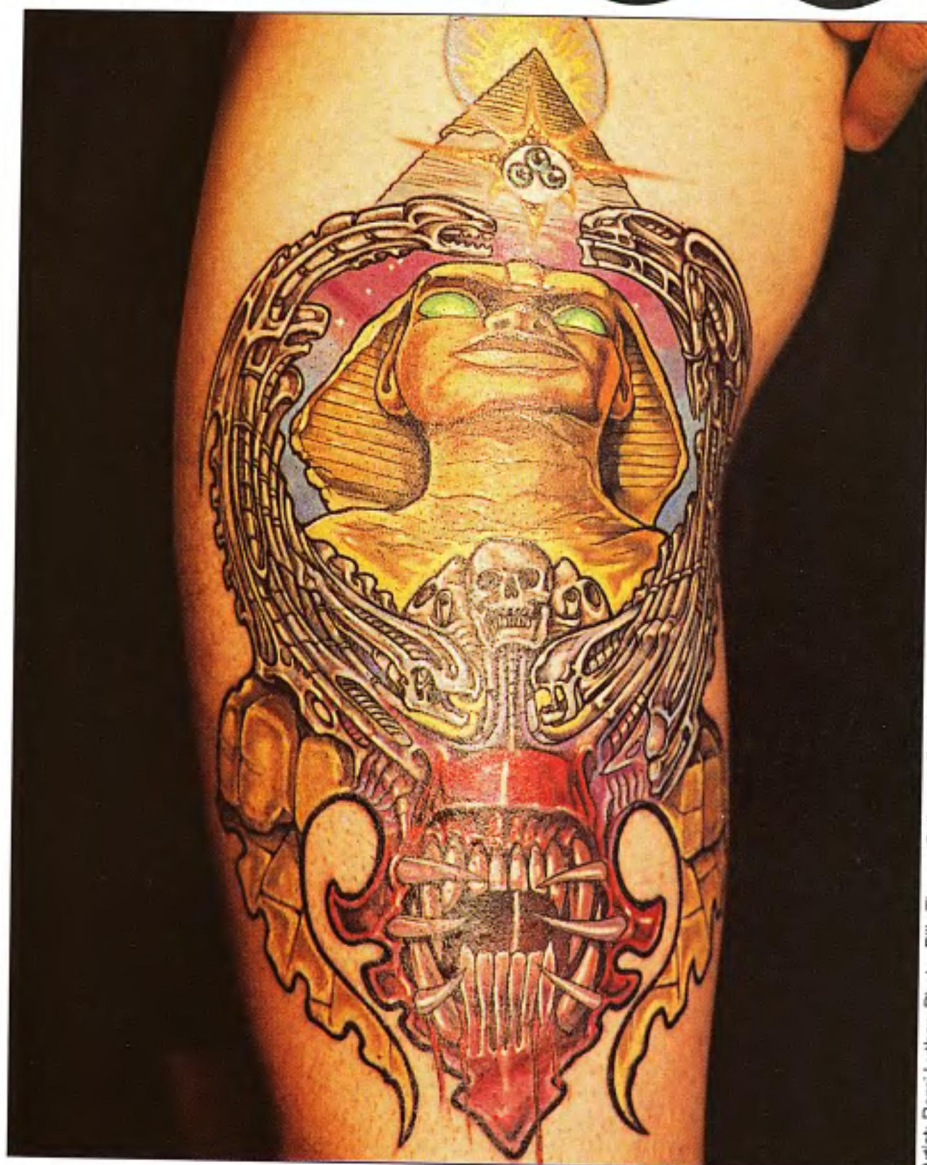
PO Box 9137 • FOXBORO, MA 02035-9137 • (DEALERS ONLY)

TATT



Above left:
Artist: Ian of Reading
Photo: Billy Tinney
Collector: Chris
Masterman

Above right:
Artist: Darren Rosa
Photo: Darren Rosa



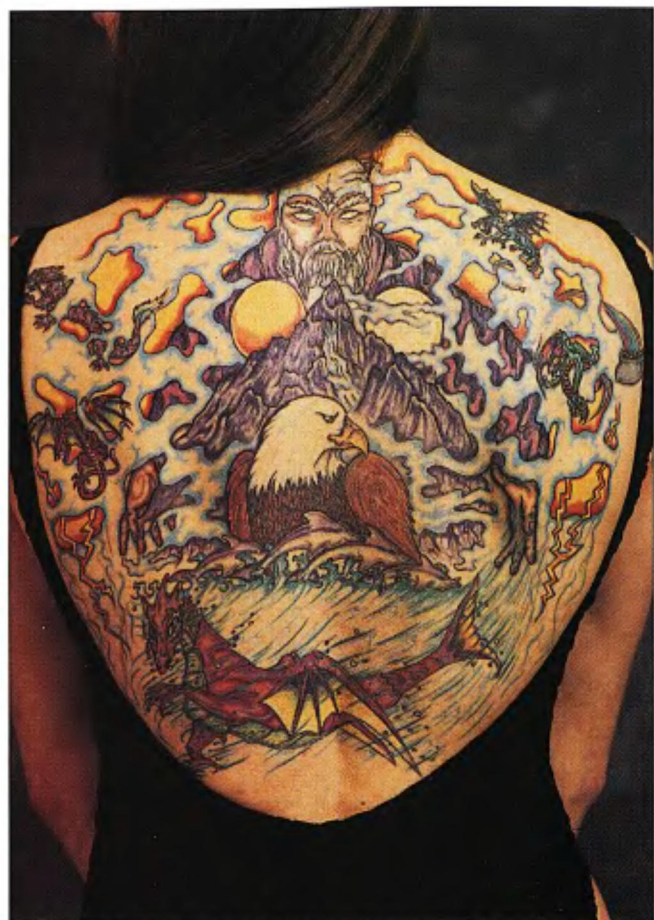
Artist: Beni Luther; Photo: Billy Tinney; Collector: Randy Stewart

SPECIAL

Whether it's souvenir work—commemorating a run from one coast to another—tribal tats, fantasy on flesh, a replication of nature, a native American motif, a patriotic piece, or a family crest emblazoned across the chest, the ancient art of tattooing has long been part and parcel of a lifestyle dedicated to freedom. The same tenets of freedom championed by our forefathers live on through a legacy of rugged individualists—the last of the Harley holdouts.

Like Vikings of old, today's highway Highlanders—roaming the countryside astride their formidable steeds—mark their travels with the inked indicia unique to a defiant breed of two-wheeled warriors. Celebrating a heritage of rugged individualism and the right to freely express it through twists of iron and sleeves of ink, *Easyriders* once again pays tribute to a tradition of scooter riders and their skin art—captured on a canvas of flesh.

—Clay Dog



Artist: Dick Everist; Photo: Michael Lichter; Collector: Leah Taylor



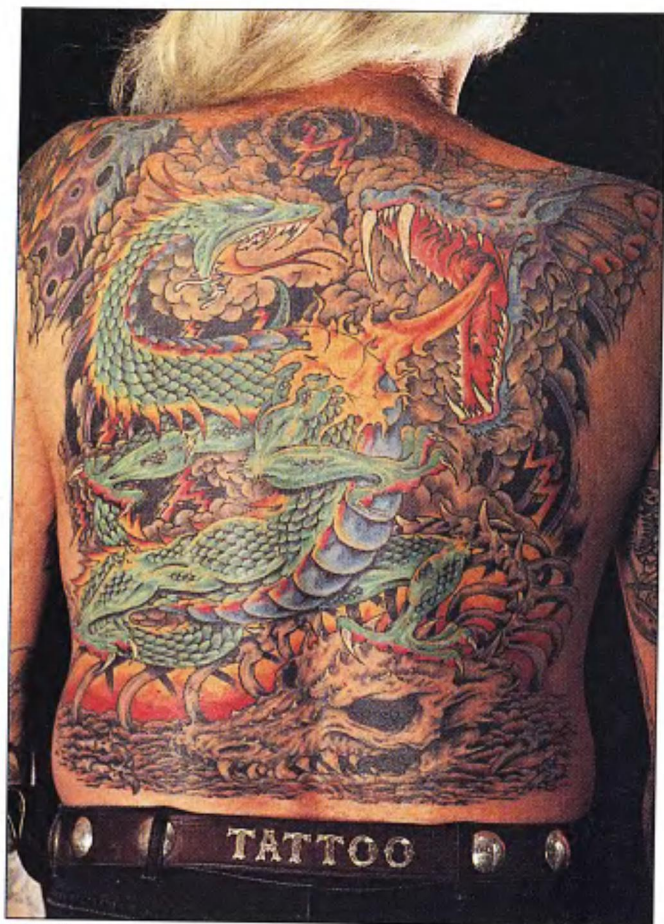
Artist: Dick Everist; Photo: Michael Lichter; Collector: Neal Hewes



Artist: Chris Garver; Photo: Billy Tinney; Collector: Brian Johnson



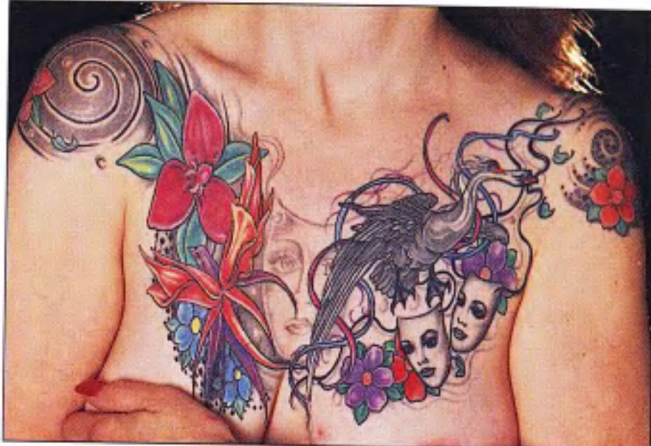
Artist: Doc; Photo: Michael Lichter; Collector: Ilka Ballinger



Artist: Randy Adams; Photo: Billy Tinney; Collector: Dick Upton



Artist: Famous Leg Greg; Photo: Billy Tinney



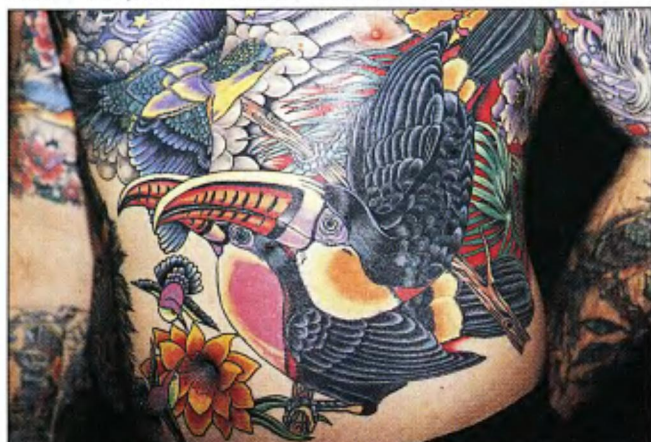
Artist: Keely Tackett; Photo: Billy Tinney; Collector: Cheryl Brickey



Photo: Sonja Faughn



Artist: P.A. Stephens; Photo: Michael Lichter; Collector: Dick Everist



Artist: Dave Rand; Photo: Loose Bruce; Collector: Trevor Morrow



Artist: Henri Montegut; Photo: Billy Tinney; Collector: Mike Taylor

Artist: Michael Fitz; Photo: B.T.; Collector: Russell Isch

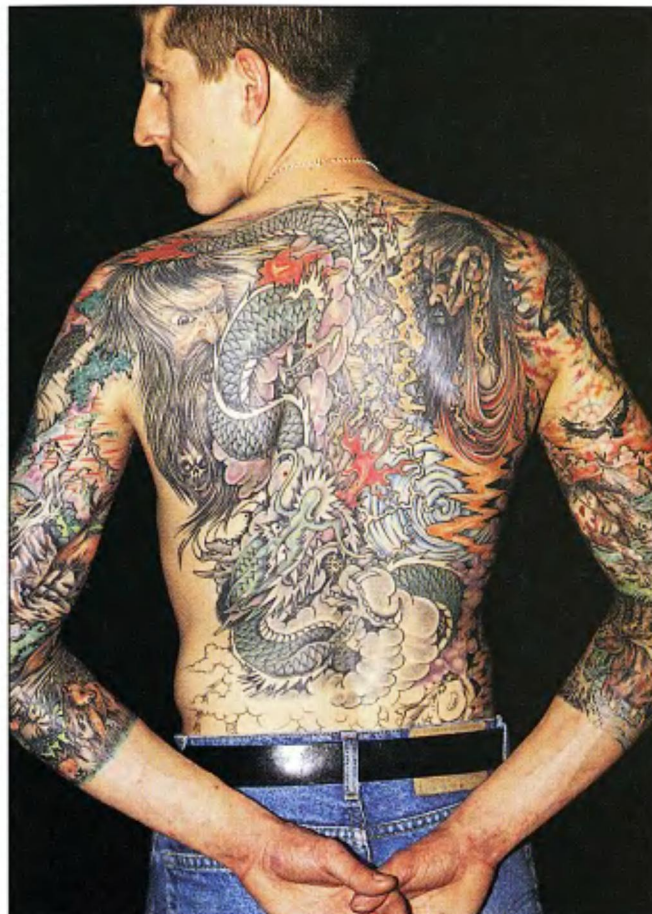
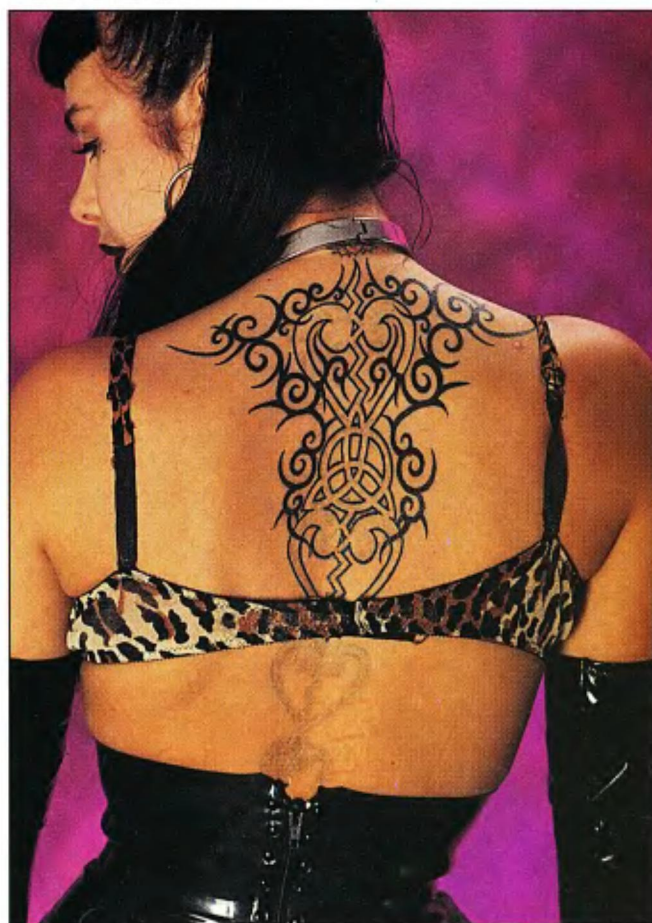


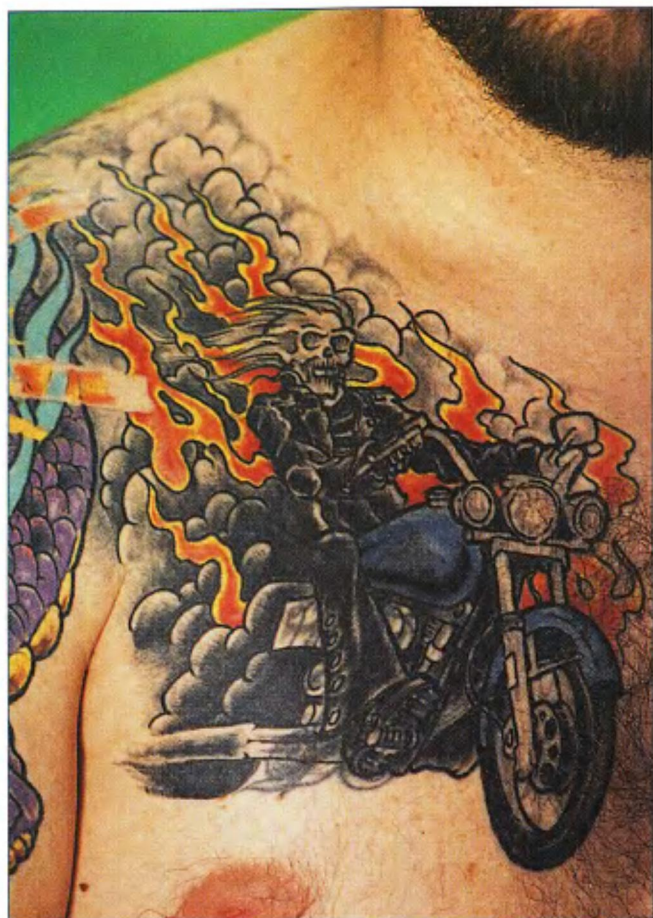
Photo: Loose Bruce



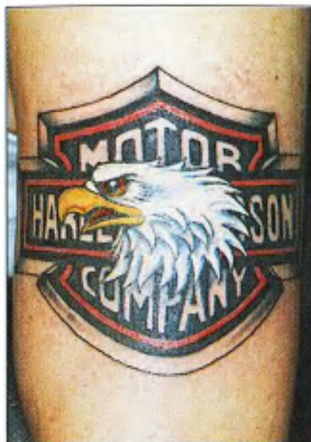
Artist: Luke Atkinson; Photo: Billy Tinney; Collector: Sherri Rogers



Artist: Dave Rand; Photo: Loose Bruce; Collector: Trevor Morrow



Artist: Michael Fitz; Photo: Billy Tinney; Collector: Russell Isch



Artist and Photo: Dan Williams



Photo: Billy Tinney



Artist: Various; Photo: Billy Tinney; Collector: Ed Ebbols



Photo: Bill DeMichele



Photo: Sonja Faughn



Artist and Photo: Jeanne Fritch



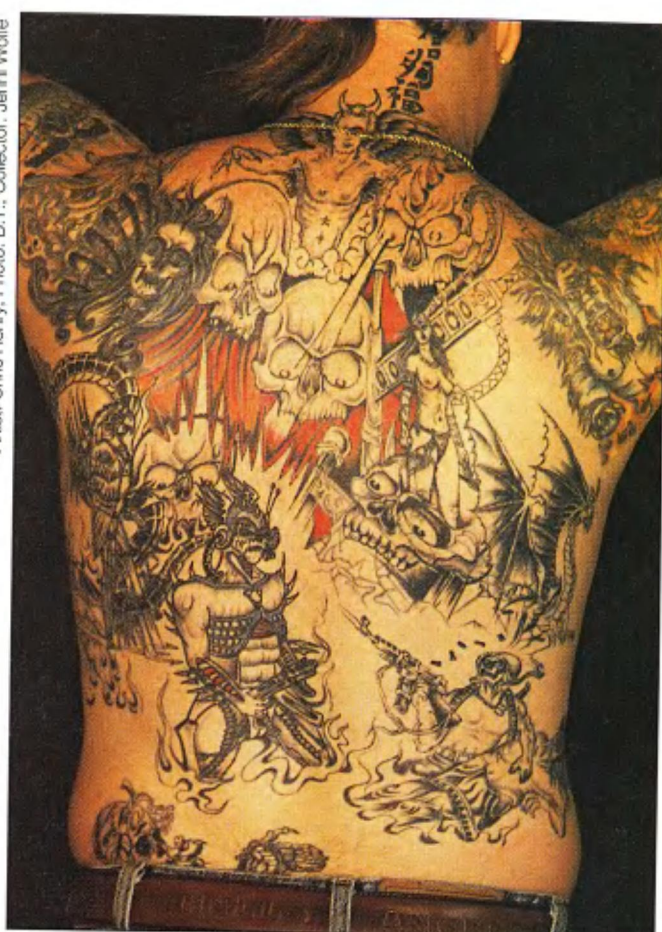
Artist: Chris Henry; Photo: B.T.; Collector: Jenni Wolfe



Artist and Photo: Orlando



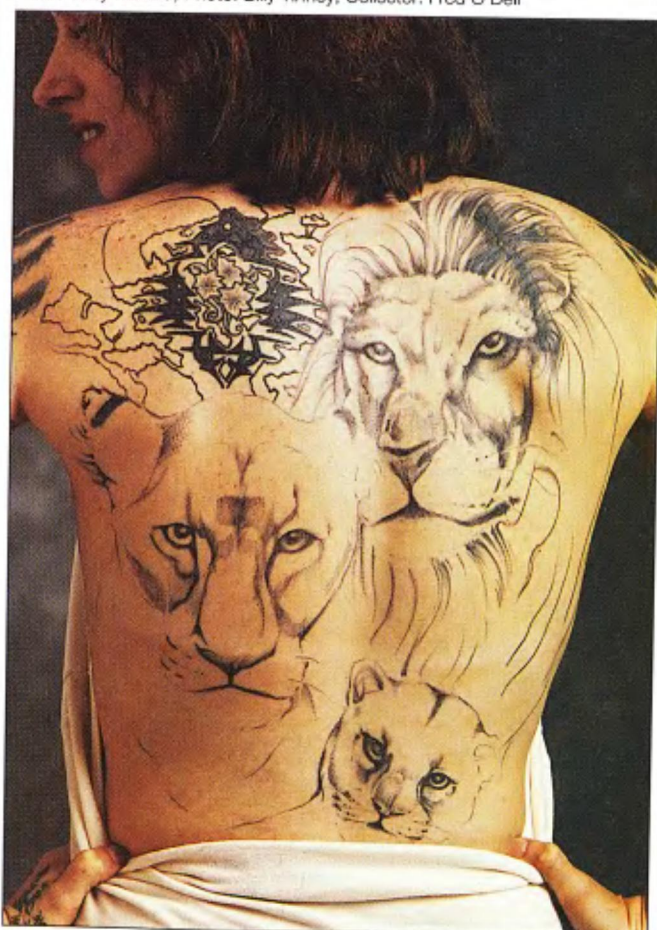
Photo: Sonja Faughn



Artist: Tony Leanza; Photo: Billy Tinney; Collector: Fred O'Dell



Artist and Photo: Famous Leg Greg



Artist: Dave Heydn; Photo: Michael Lichter; Collector: Debby Klick

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- Edition limited to a total of 28 firing days

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TANGERINE EXPRESS

SIZZLIN' HOT
CITRUS
FROM THE
SUNSHINE STATE



If I had a dollar for every head that Walter Rios' vision of the future turned at Daytona Bike Week this year, the IRS would be camped outside my house (with a calculator and extra batteries). His initial \$300 rake job stretched into an exercise in metal madness, begging the question, "Hey, Trash, why would anyone spend \$60,000 on a goddamn scooter?"

Because he's diseased—and that reply comes straight from Walter himself! This was his first attempt at custom bike design, and the illness ravaged him right from the beginning. Between the wad and the solo seat, it nearly cost him a divorce to boot, but it was worth it, and I'm goin' on record as saying that with this motorcycle the future has finally arrived with some soul. Here's the view:

Two Heritage fenders cut and shaped to follow the front RC Competition hub, inlaid with discrete turn signals ... Fat Boy tubes, grooved and machined to take Pat Kennedy four-inch over forks, fitted with dual CCI headlights, leading up to the adjustable triple trees and Bobby B's "Boss" Hrlly's molded risers ... lean back and kiss your apes goodbye.

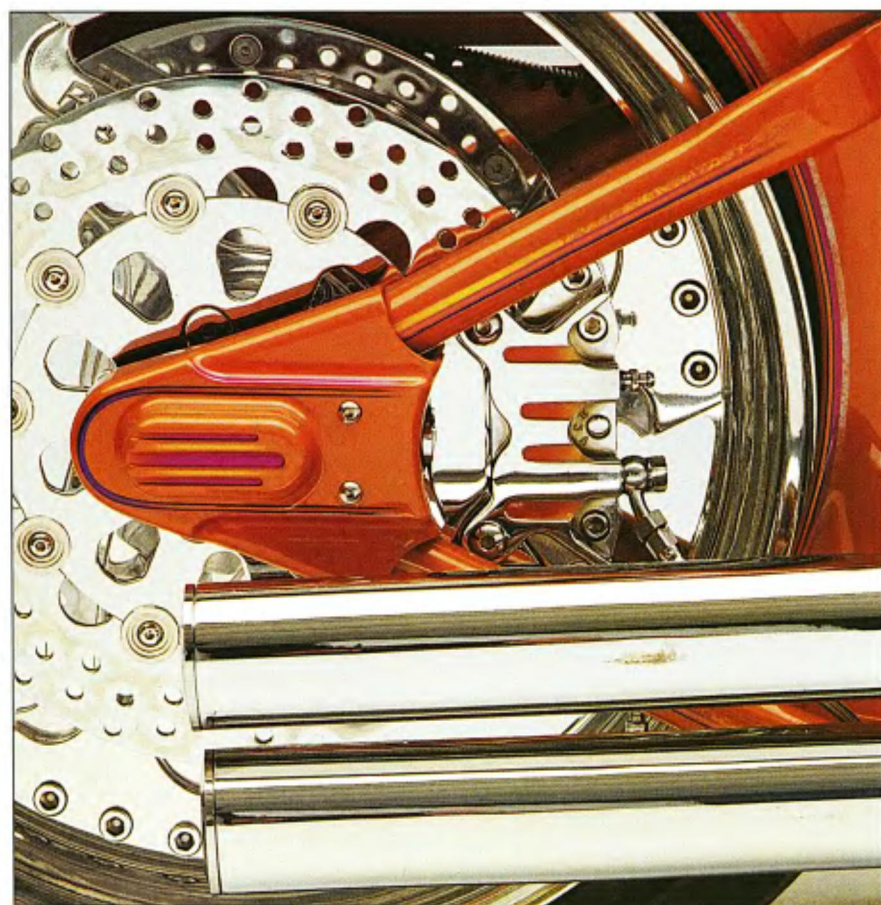
And you've gotta love the grooved rocker boxes, again bringing some soul to the sterile stock issues. They're sitting on Branch heads and Sputhe cases, breathing through an S&S Shorty carb. We're talking a serious dose of vitamin C. →

Easyriders



Easyriders

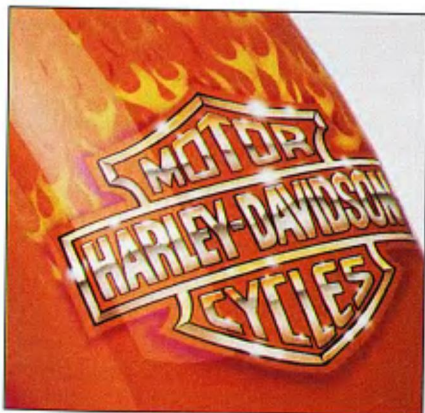






But before we get to the stuff of madmen, ponder this paint thought: besides the four weeks of molding (Mad Art) and overall tangelo pearl laydown (Sonny DePalmer), the eagle brushwork took 32 hours per bird, at eight hours a day. Sonny put Walter's project first when he heard the choice of color, and like everyone else involved, he became obsessed with perfection.

And now the real head-turner of this scooter sculpture: the rear frame section that looks like a hardtail, courtesy of Jimmy the Butcher's hair-splitting



precision treatment applied to shaving the brake and brake bracket, as well as cutting the frame at the fender bracket mounting. Taking 3/4-inch off the belt drive width let Walter fit a Dunlop 180 and give him the look of an Atlas frame while keeping the swingarm stock.

The overall fabrication by Bobby B's "Boss" Hrlly's was given the final assembly touch by "He don't scratch nothin'" Brian. And since an excess of scratch is what brought this baby to life, keep an eye out for Walter's next putt. I'm bettin' he'll go for broke.

—Captain Trash



Owner:.....Walter Rios

City:.....Miami, Florida

General

Fabrication:.....Bobby B's "Boss" Hilly's

Year and make:.....1995 H-D/Paughco

Model:.....Softail

Chroming:.....Atlantic Coast Plating

Engine

Year:.....1995

Model:.....Evolution

Rebuilder:.....Sach's Race Bikes, Brian

Ignition:.....Crane

Displacement:.....1340cc

Lower end:.....H-D

Pistons:.....Wiseco

Cases:.....Sputhe

Heads:.....Branch

Cam:.....Crane EV5

Carb:.....S&S Shorty

Pipes:.....Mac

Modifications:.....heads ported and

flowed by Sach's, S&S air cleaner

Transmission

Year:.....1995

Modifications:.....cover machined

by Bobby B's

Painting

Molding:.....Mad Art

Painter:.....Sonny DePalmer

Color/type:.....tangelo pearl/urethane

Special paint:.....graphics, Sonny DePalmer

Frame

Builder:.....Paughco

Type:.....Softail

Modifications:.....1/2-inch stretch, fabricated

tank to neck enclosure by Bobby B's

Accessories

Bars:.....Bobby B's

Fenders:.....Bobby B's

Headlight:.....CCI

Tailight:.....Bobby B's

Speedo:.....painted

Pegs:.....Perf. Mach.

Gas tank:.....stretched, Bobby B's

Oil tank:.....painted

Seat:.....Don's Upholstery

Mirrors:.....Pro-One

Grips:.....Drag

Forks

Type:.....Pat Kennedy, Tombstone, Ariz.

Modifications:.....4 inches over, custom

dual headlights

Wheels

Front:.....RC, 18-inch, Dunlop, P.M.

Rear:.....RC, 18-inch, Dunlop, P.M.

Photos:.....Don Rogers

BOY, WE SHOULD'VE
STOPPED THIS CRAP
BACK WHEN
THEY DID IT TA
MOTORCYCLISTS!

LOOK, LADY, I'M JUST
DOING MY JOB...
YOU'RE WAY OVER
THE WEIGHT-TO-HEIGHT
LIMIT! I HAVE
TO WRITE YA UP!

I SMELL
BULLSHIT!

AGAIN!

IF SHE IS
GETTING
WRITTEN
UP, THEN
SON TOWLE
IS GOING
UP THE
RIVER!

INFLUENCING AMERICA

"The motorcyclist was critically injured. He was not wearing a helmet at the time of the accident ... The driver of the car was cited for operating a vehicle while intoxicated. The motorcyclist was not wearing a helmet." How many times have we seen news items like these reporting a motorcycle accident? Perhaps a better question is, why do we continue to see articles like these? The answers to both questions are complicated and perplexing.

Since the repeal of some mandatory helmet laws, more and more articles imply that the lack of a helmet not only causes all injuries a biker suffers, but also causes the accident itself. This line of thinking is perpetuated by virtually all forms of mass media. From Maine to California, from the small-town weekly to the metropolitan daily, from cable access channels to the nightly network news, it seems that whenever a biker crashes, the first, and seemingly the only, question asked is, "Was he wearing a helmet?"

A prime example of this phenomenon is the case in which I was able to obtain a \$2.9 million settlement for my injured client. My client was struck head-on by a car traveling 55 mph whose driver lost control while adjusting his seat. My client was thrown from the bike and landed face down in the ditch. The car came to rest on top of the bike. My client was critically injured, and by all rights should have died, because his aorta ruptured. Although he was not wearing a helmet, he suffered no head injuries and never lost consciousness either during or after the accident. In fact, an accident reconstruction expert reported that my client could have suffered a neck injury had he been wearing a helmet.

All the local paper had to say was, "One person was injured in a car-motorcycle accident. The motorcyclist sustained internal trunk injuries. He was wearing eye protection, but was not wearing a helmet." Why did the paper describe it that way? Because stories about bikers without head injuries, even if their injuries are life-threatening, do not allow the reader to blame the biker for the accident, and as such, do not sell newspapers.

Another example of this media distortion is the case of one of my clients

The newspaper account of the accident failed to mention the true cause of her death, but clearly stated that she was not wearing a helmet

whose passenger was killed when a car turned into the path of the motorcycle. Both driver and passenger were thrown from the motorcycle and landed in the roadway. Another car following the motorcycle then ran over the passenger. She died of massive internal injuries. The newspaper account of the accident was slanted to imply that the driver of the motorcycle somehow caused the accident, and that if the passenger had been wearing a helmet, it would have magically prevented the trailing car from running over her. In fact, the newspaper account of the accident failed to mention the true cause of her death, but clearly stated that she was not wearing a helmet.

Let's examine how the "typical" nonriding newspaper reader reacts to a "typical" newspaper article about a bike accident. The first thing he sees is the headline: *Local Man Killed*. He thinks to himself, while eating breakfast and drinking coffee, "I wonder what happened," so he reads on. He thinks "Oh, that's terrible" as he reads about how the biker died at the local hospital shortly after the accident. "Oh, that poor man on the motorcycle" is his next thought, when he finds out the truck driver who caused the accident was drunk ... again (three previous DUI convictions). But when he gets to the last sentence of the article and reads that the motorcyclist was not wearing a helmet, the newspaper reader thinks, "Oh, well, if he wasn't wearing a helmet, it was his fault."

What causes an otherwise intelligent, logical nonrider to forget cause-and-effect and blame the victim? The answer is years of conditioning from mass media. How many times in magazines, books, television, and films have we seen motorcyclists portrayed as a gang of fat, ugly thugs whose only purpose in life is to ride into your neighborhood solely to steal your property, terrorize your family, kill your dog, and generally victimize you? Time for a reality check. The average biker (if there can be such a thing) is a hardworking man or woman who pays his/her taxes, mows his/her own lawn, does not throw wild parties that last until 5 a.m. in the apartment above you, and is probably a much more cautious driver than the majority of motorists.

And yet the media bias against bikers continues. Let's look at another newspaper article: "John Smith, age 44, died Tuesday of an apparent →

heart attack. He is survived by his wife, Mary, and three children: Billy, 12; Jane, 10; and John Jr., 4." The typical newspaper reader's reaction to this story will be different from his reaction to the article about the biker killed in the accident. Why? Because the reader has been conditioned to respond that way and he does not have all the facts. Funny how the newspaper article failed to mention that John Smith smoked three packs a day, was 100 pounds overweight, never exercised, and drank to excess. No one would argue that these factors probably contributed heavily to the early demise of John Smith, but why aren't they mentioned in the article? The typical answer would be that it was John's right to live his life the way he wanted.

How is this different from the biker who chooses not to wear a helmet? It is not. (Of course this is only applicable in those states where the government has not already decided this for you. Currently, 25 states have universal helmet laws, while another 22 states have limited laws, which generally apply to young or inexperienced riders.) And yet, I have not seen one state legislature pass a bill that makes exercise and weight loss mandatory. Could you imagine the enforcement of that law? The public would be outraged. "Excuse me, ma'am, but this height/weight conversion chart lists your maximum body weight at 145. You look much heavier than that. I'm going to have to ask you to step onto my scale, and if you come up over 145 I'll have to take you in. Nothing personal, you know, I'm just doing my job."

As preposterous as this seems, ridiculous scenarios like it occur on a daily basis in every state in America. An example of this is the case of one of my clients who was seriously injured when struck by a pickup driven by a drunk driver. While his injuries were quite serious, they were limited to his lower extremities. Why, then, did the police report, hospital records, insurance statements, and newspaper

article all focus on the fact that he was not wearing a helmet at the time of the accident? They seem to suggest that wearing a helmet would have miraculously prevented the drunken pickup driver from running a stop sign and crashing broadside into the bike. According to the mass media, wearing a helmet would have prevented the injuries to the biker's legs as well as prevented the bike from being totaled. This is not only illogical, it serves to further the nonriding public's distorted image of the biker.

This bias begins at the top of the media organization, as evidenced by the March 15, 1988, *San Francisco Chronicle* editorial in which the editor bashes the California State Senate's Transportation Committee for failing to pass a mandatory helmet law. The editorial portrays the Transportation Committee's failure to pass the mandatory helmet law as the reason why

They seem to suggest
that wearing a helmet
would have miraculously
prevented the drunken
pickup driver from running
a stop sign and crashing
broadside into the bike

"motorcyclists continue to die and suffer injuries." The editor also claims that "most of the 4,000 people injured each year in California as a result of motorcycle accidents were not using helmets. The result has been California taxpayers had to foot a medical bill that averaged \$17,704 per serious accident, or a total of more than \$70 million each year."

According to the *Chronicle's* editor, the average motorcyclist is not financially responsible, and there is a direct correlation between the use of a helmet and being involved in an accident. Obviously, this line of thinking is preposterous, but editorials and comments such as this continue.

Here in Wisconsin, during 1993,

nearly one-third of all motorcycle fatalities involved riders or passengers who were wearing a helmet. You can bet that the media reports about these helmeted rider fatalities failed to mention the helmet use.

When will this bias stop? Only when the general public is educated enough to form opinions based on facts and not based on the image of how the motorcyclist was portrayed/distorted by the media. There are some things that you can do to help stop this bias:

- If you or a friend are injured in an accident and the media account automatically mentions the lack of a helmet, but fails to specify whether there were head injuries involved, call the newspaper, radio or TV station and question the editor. It could be that a reporter simply includes this information "because that's the way we've always done it." Point out to the reporter or editor that helmets are designed to reduce head injuries; they are not some magical shield that guarantee the rider will not be injured.

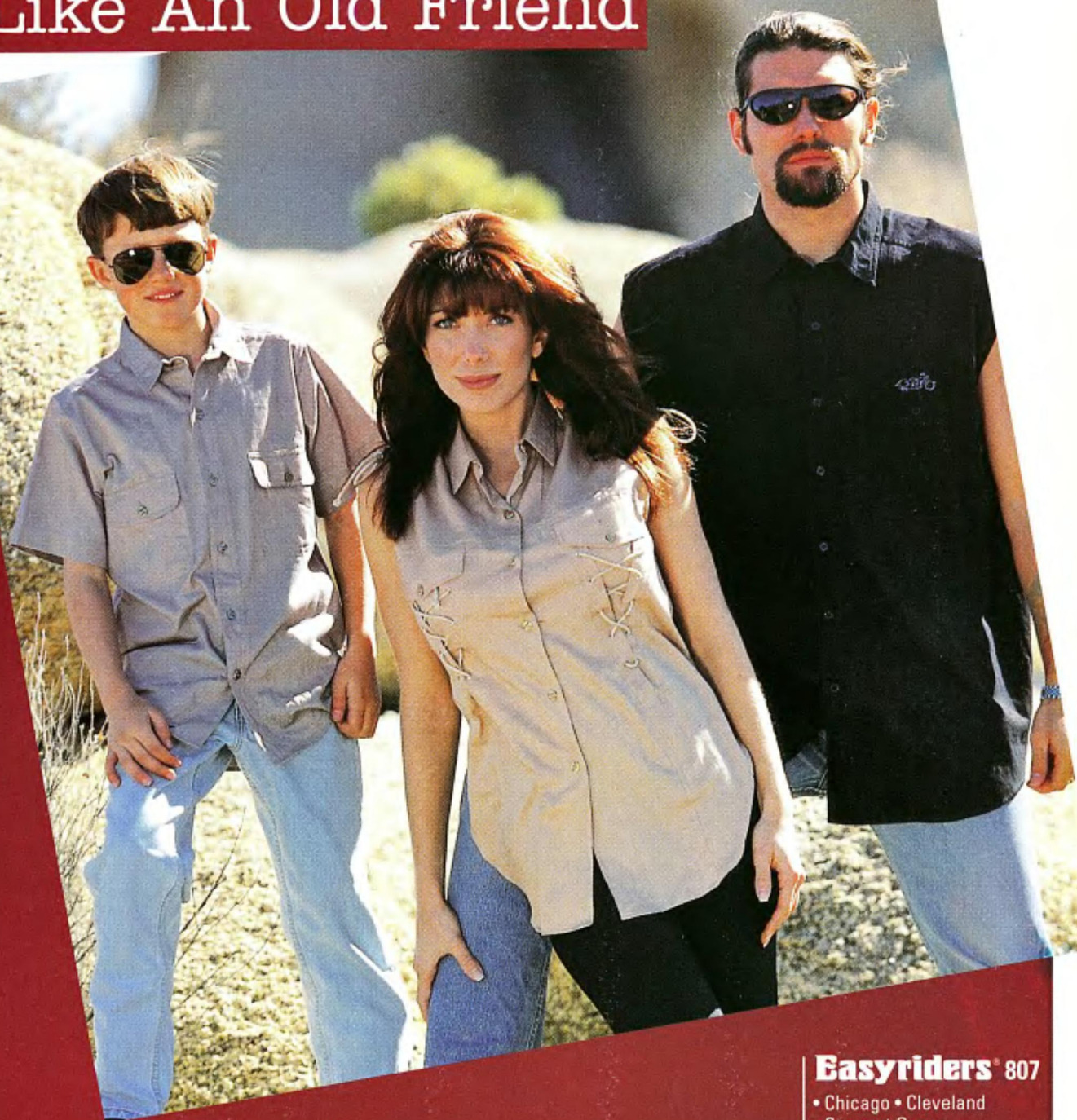
- Work to improve the public perception. If asked by co-workers or neighbors why you don't wear a helmet, tell them that it is your right to choose whether to wear one, that helmets are only designed to reduce some types of head injuries, and they also cause problems with visibility and impair hearing (which is why helmet laws aren't enacted for motorists, even though 90 percent of the injuries sustained in auto accidents are head injuries).

- Finally, let your peers see you as a reasonable, responsible person—someone who doesn't "deserve" to be run down by a drunk driver ... someone who enjoys exercising his right to decide, as much as they enjoy their right to decide what food to eat, and in what amount, without fear of bias.

—Michael F. Hupy

Attorney Michael F. Hupy is a partner in the law offices of Jacobson & Hupy, S.C. Jacobson & Hupy works extensively in representing injured motorcyclists nationwide. Call (800) 800-5678 for more information.

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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, vibrant red.

PICTURE PERFECT

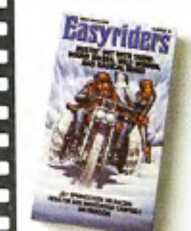
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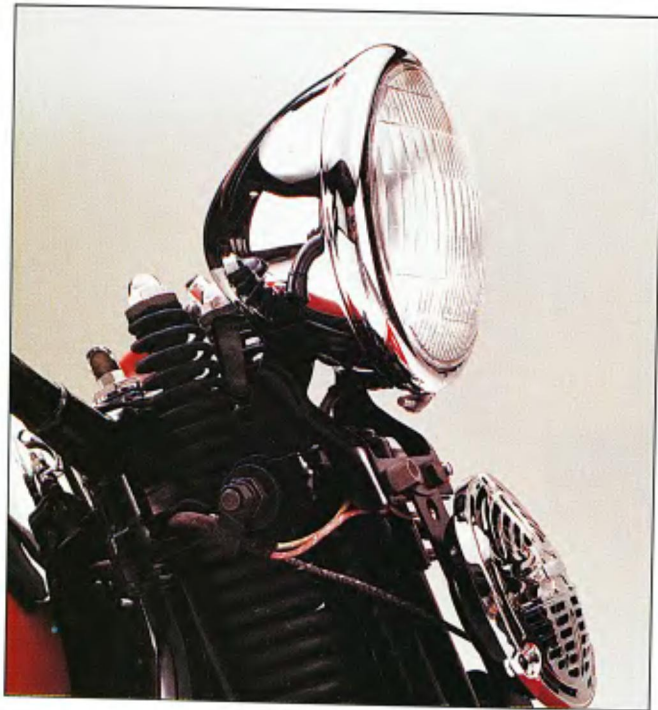
A MACHINIST'S MADNESS UNLEASHED

A machinist by choice, Joe Gardella's first love is rebuilding old Harleys in his spare time. Not any old Harley will do, though; he has an affinity for 1948 Panheads. He is drawn to them by their first year model engine design. This '48 is the 11th 1948 Panhead that Joe has owned and restored.

After purchasing the machine from a fellow collector, Joe debated replacing the fenders. Their condition was so pitiful,

Joe explains, "You could just about read a newspaper through them." Years of owners taking off and installing every accessory known to man left both fenders with hundreds of small holes all over them. Not to be defeated by a seemingly impossible task, Joe decided to restore the fenders using an unconventional course of action. Rather than welding, patching and grinding the endless supply of unwanted holes, Joe's machinist side took over and —





dictated drilling and reaming every hole to one of three common and uniform sizes. The next step was to make up the three sizes of required hole plugs from soft metal round stock using a cut-off tool on the lathe. Once the plugs were made, they were lightly pressed into place and then Tig-welded into the fenders by Ricky Kincaide. With the plugs welded into place, Joe proceeded to grind them

smooth and hammer and dolly the fenders back to their original shape. The nickname "Polka Dot Pan" evolved from the way the fenders looked with the small multiple-sized plug pattern scattered over both fenders after they were installed.

The engine treatment was also done by Joe. His aim was to blueprint the engine using new components currently on the market. It was necessary to regrind the

tapers on a new crankpin to bring the flywheels and rod side clearance into the factory tolerance. The early Panhead hydraulic pushrods were notoriously unreliable. To retain them and remedy their failings, Joe removed the hydraulic parts and made them solid. Every machined surface on the engine was remachined and matched, and all parallel holes and surfaces were realigned. The end product is one of the

smoothest running Panheads Joe has ever ridden. He especially wants to thank all his friends who helped with this restoration, especially Cindy Larsen, who encouraged the project and kept Joe and his crew well fed during the long, cold winter nights in the shop. As additional jewels in the crown, the '48 has won first place trophies at three antique motorcycle shows.

—Mike Egan



Owner:.....Joe Gardella

City:.....Redford, Michigan

General

Fabrication:.....owner

Year and make:.....1948 H-D

Model:.....Deluxe OHV

Chroming:.....Dynamic Plating

Engine

Year:.....1948

Model:.....FL

Rebuilder:.....owner

Ignition:.....stock

Displacement:.....74 cubic inches

Lower end:.....stock

Pistons:.....H-D

Cases:.....blueprinted

Heads:.....stock

Cam:.....Sifton 4/2

Carb:.....M-35 Linkert

Pipes:.....H-D

Modifications:.....none

Transmission

Year:.....1948

Modifications:.....none

Painting

Molding:.....none

Painter:.....Rob Forester

Color/type:.....flight red/acrylic enamel

Special paint:.....sure Is

Frame

Builder:.....H-D

Type:.....wishbone

Modifications:.....none

Accessories

Bars:.....offset

Fenders:.....original

Headlight:.....original

Taillight:.....H-D

Speedo:.....stock

Pegs:.....factory

Gas tank:.....H-D

Oil tank:.....H-D

Seat:.....real sweet

Mirrors:.....none

Grips:.....red

Forks

Type:.....offset springer

Modifications:.....none

Wheels

Front:.....Star, 16-inch, Coker, H-D

Rear:.....Star, 16-inch, Coker, H-D

Photos:.....Chuck Emery

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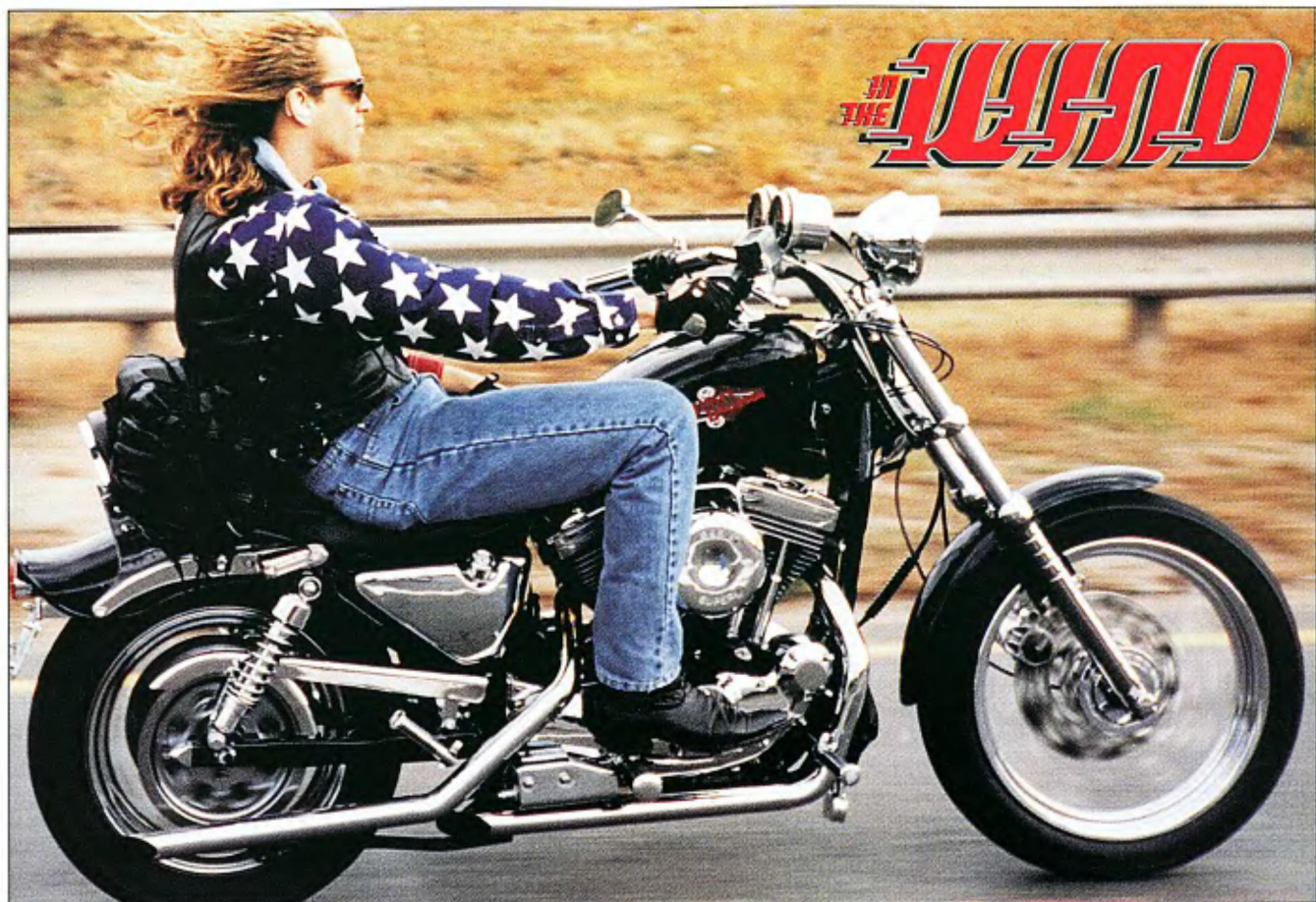


Kiss normal good-bye.

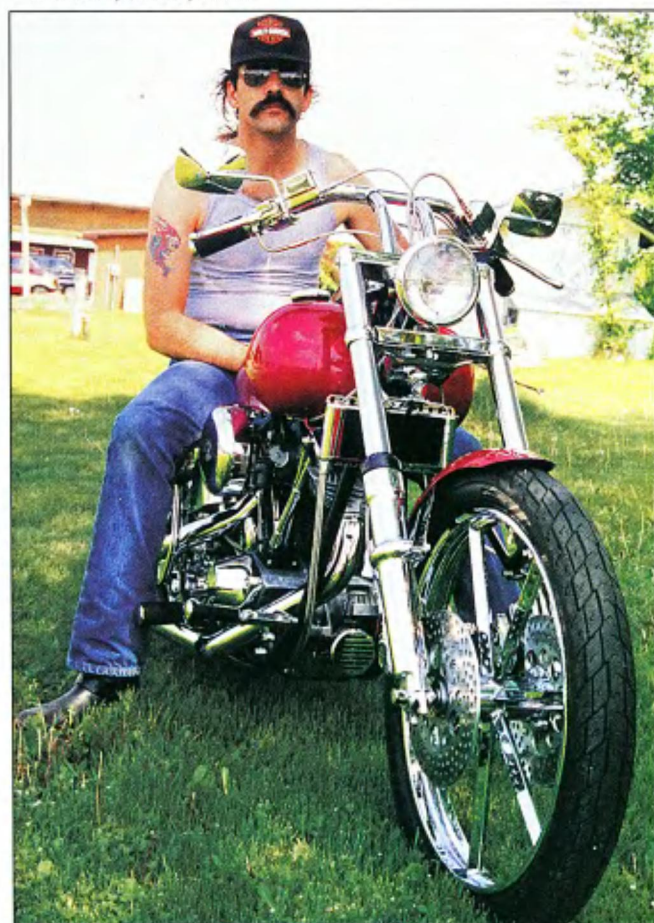
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The Legend Rolls On.™



—Tina DiJon, Shelton, Conn.



—Dave "Kodak" Nix, Platteville, Wis.



—Pat Randle, On the road



THE HARLEY-DAVIDSON



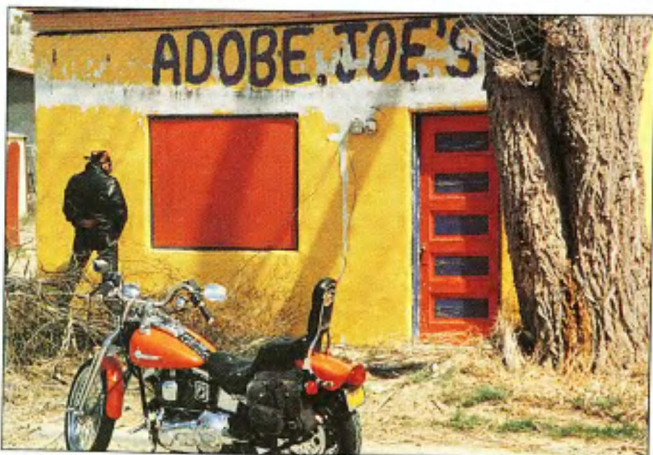
—Chris Cornett, Penticton, British Columbia



—Action Jack, Johnstown, Pa.



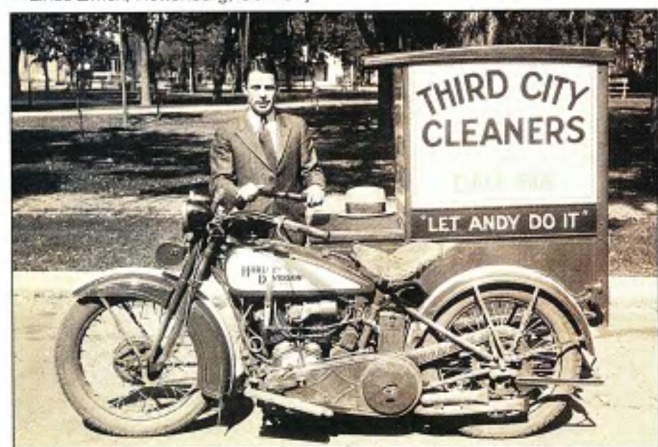
—Shirl Counahan, East Texas



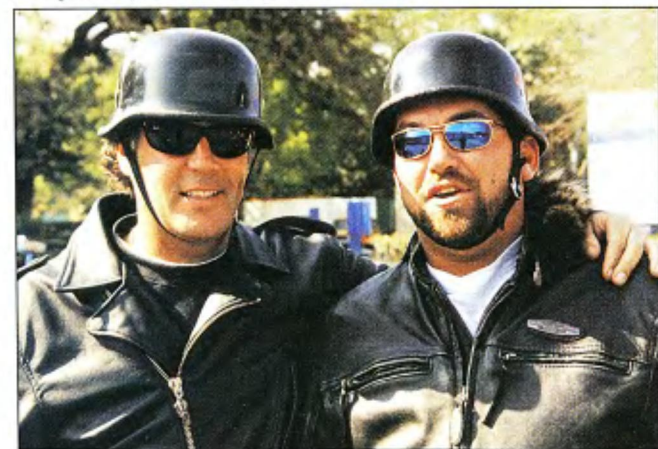
—Third Eye Photography, Taos, N.M.



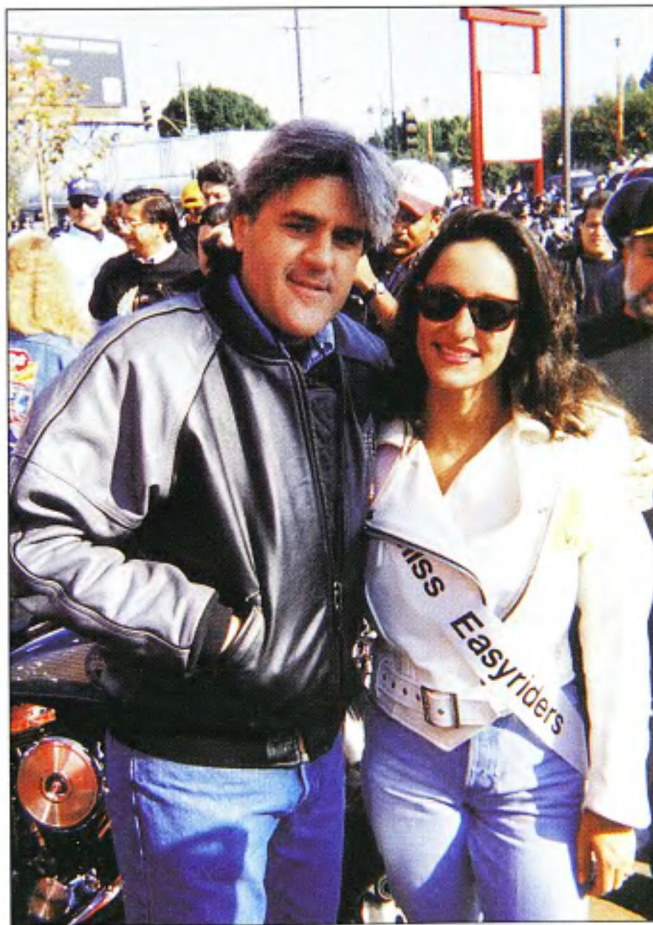
—Lines Zwick, Rottenburg, Germany



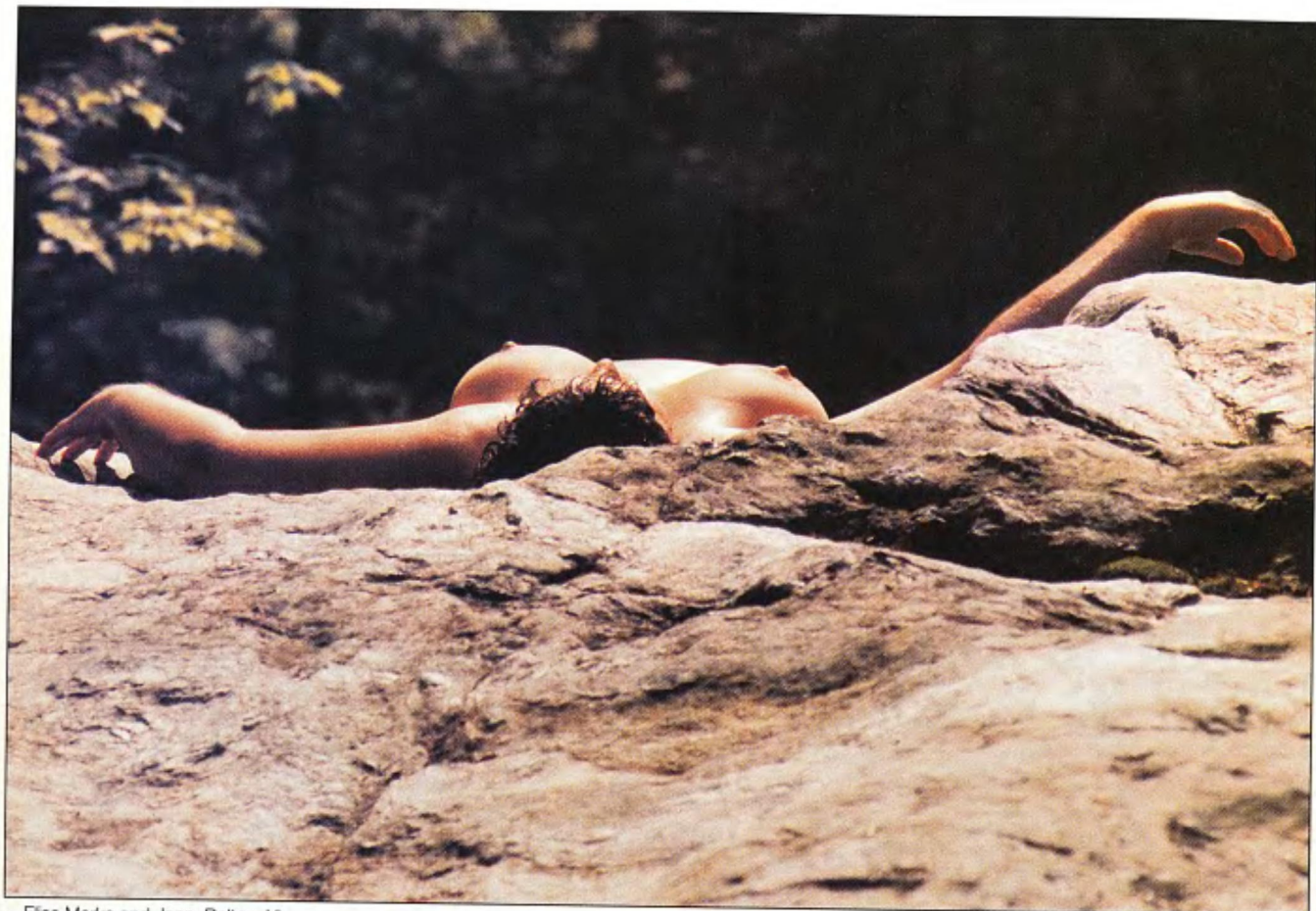
—Hugh Christy, Moses Lake, Wash.



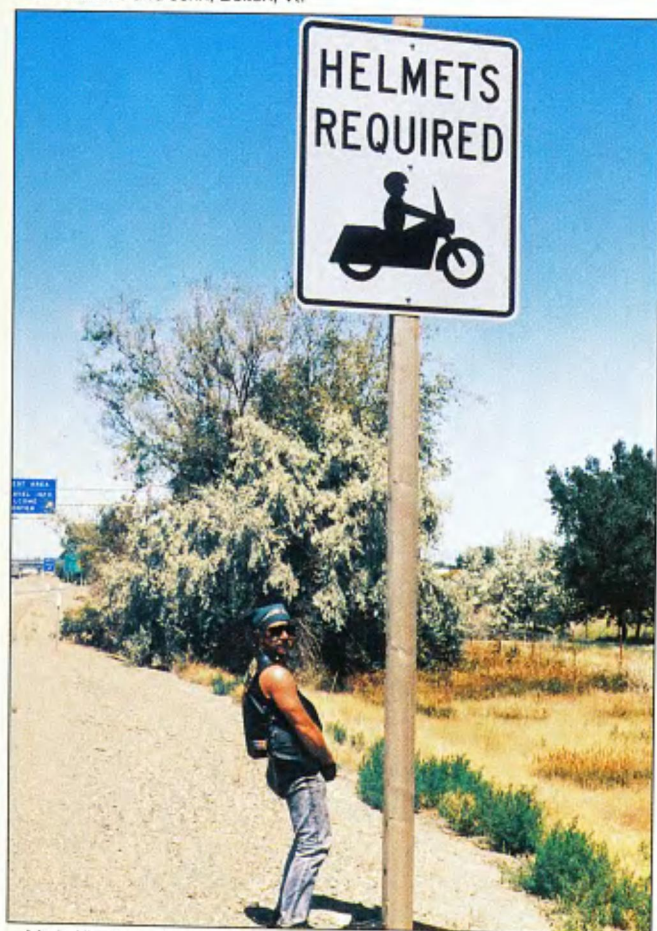
—Scott Woodland, Columbus, Ohio



—Donna Cantara, Love Ride 10, Glendale, Calif.



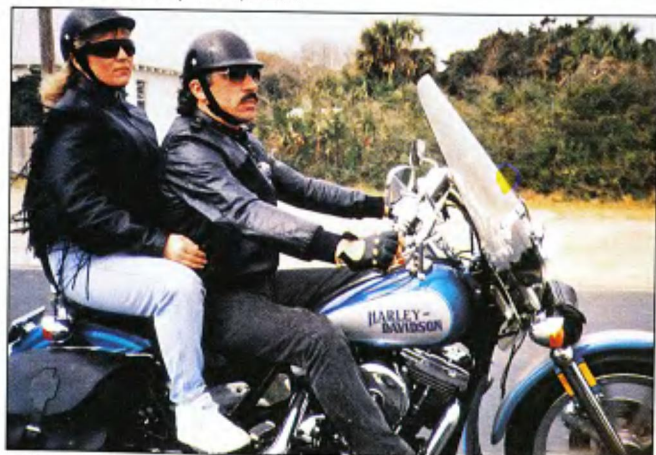
—Elise Marks and Jenn, Bolton, Vt.



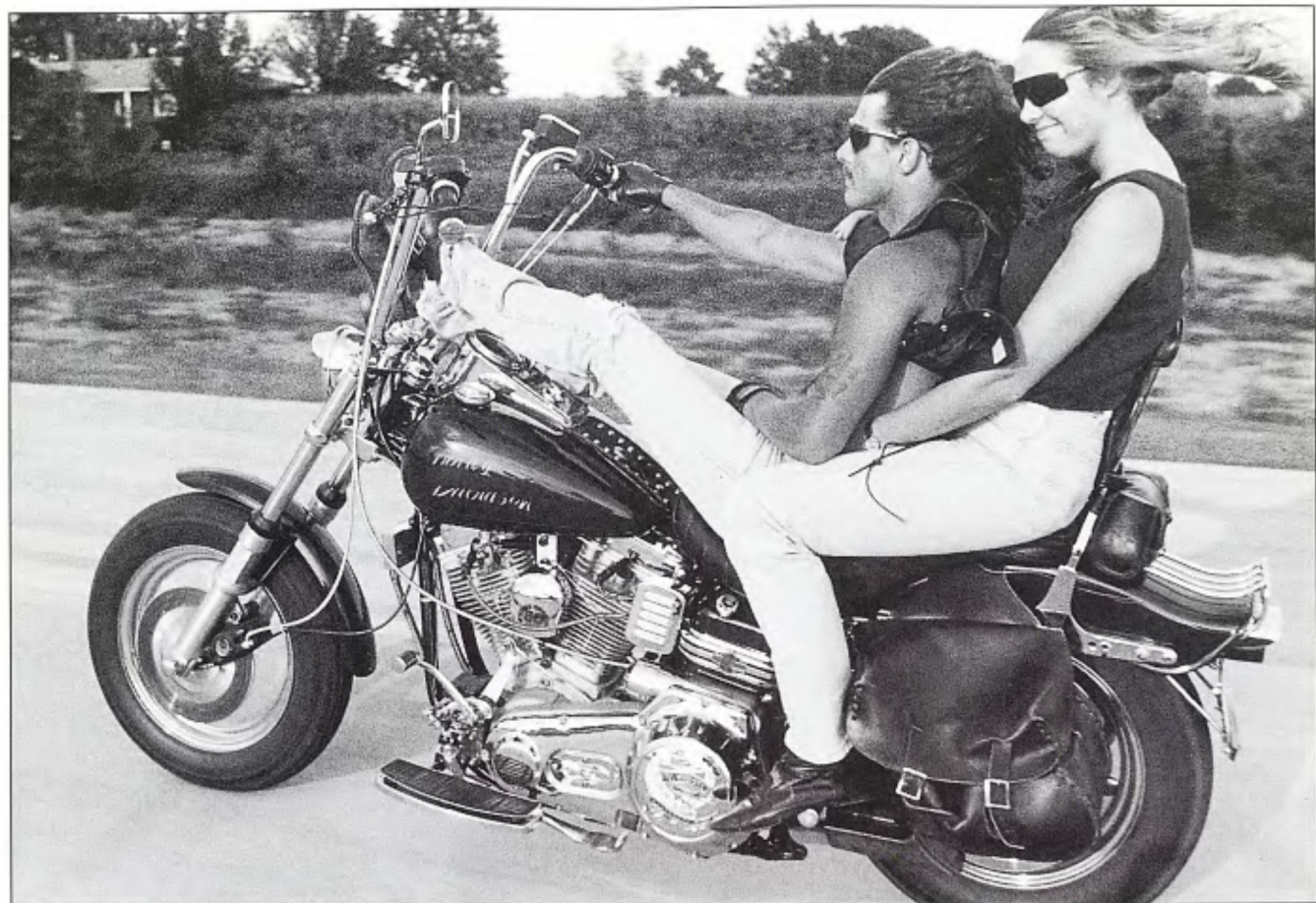
—Mark Allard, McMinnville, Ore.



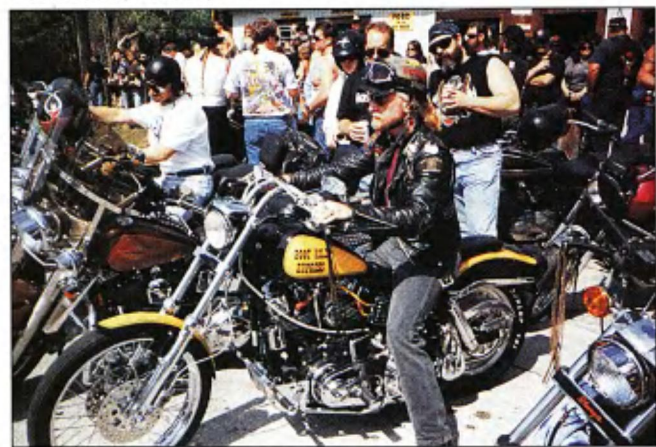
—Russ and Buzz, Spokane, Wash.



—Stan and Dinah Arnold, Cleveland, Ohio



—Bret Brandt, Waterloo, Iowa



—Robert Hack, Bike Week '95, Port Orange Fla.



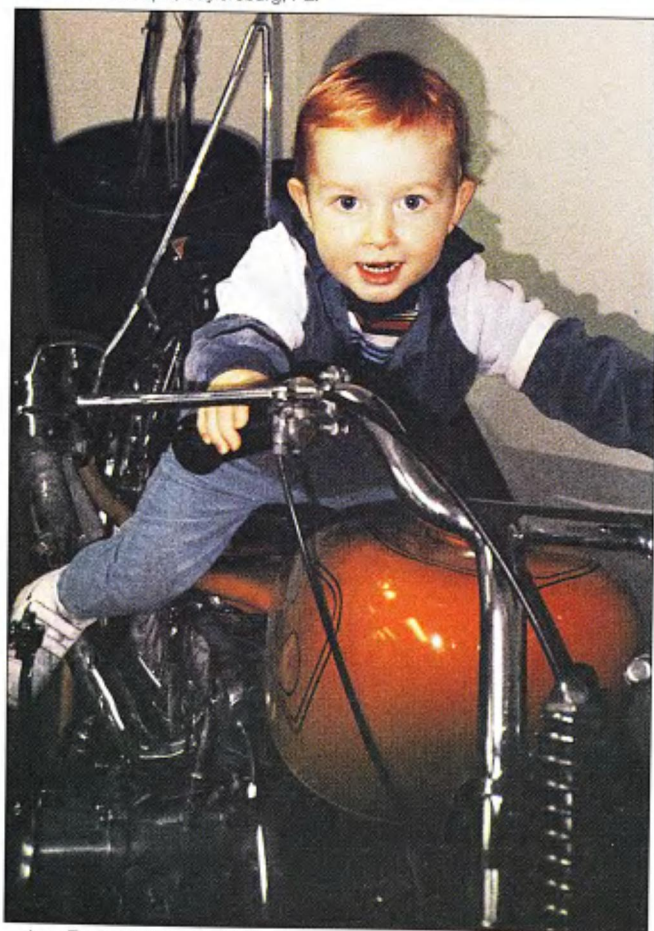
—Crazy Bob Kaiser, Middletown, N.Y.



—Robert Tower, Monson, Mass.



—Karen Bontempo, Saylorsburg, Pa.



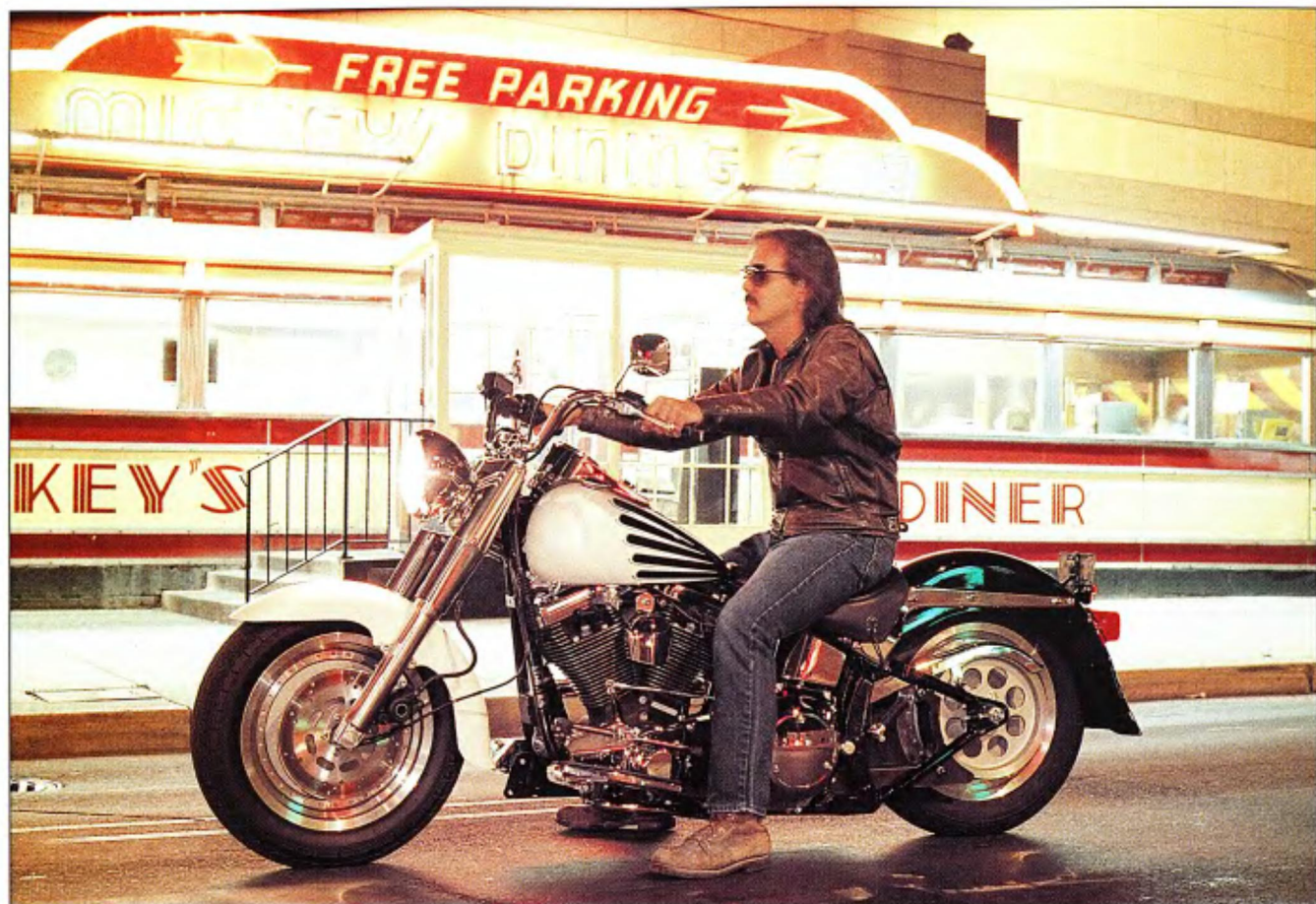
—Jerry Taylor, Calabasas, Calif.



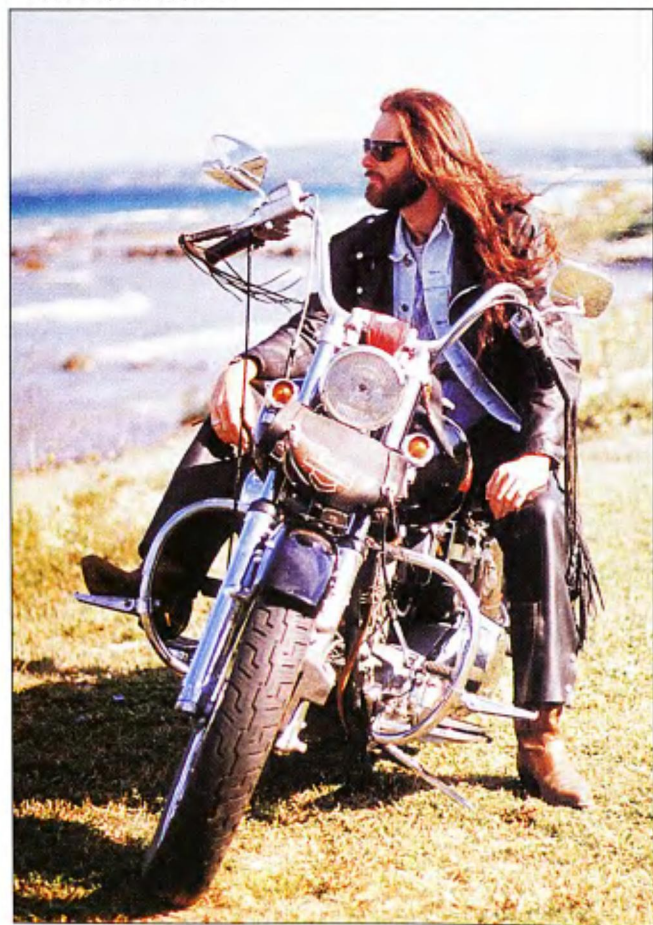
—Mistif, New York City



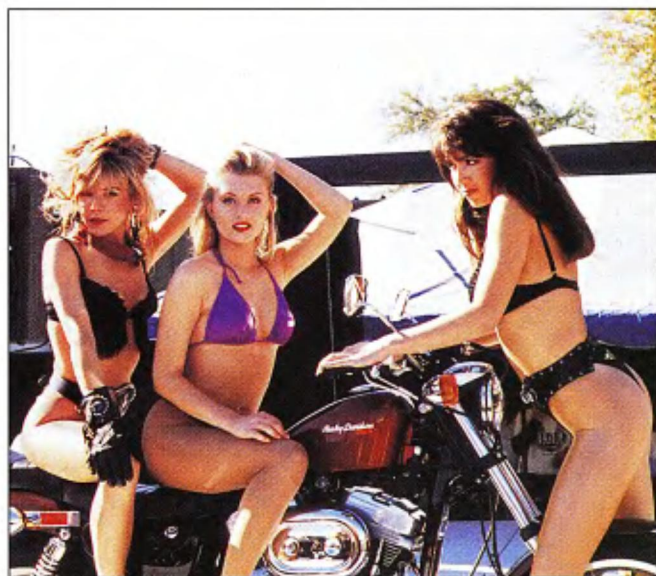
—Javier Guimil, Cordova, Tenn.



—Rad Paint, St. Paul, Minn.



—Jeff Pocock, Georgian Bay, Meaford, Ontario



—Clyde McMurdy, Wayne, N.J.

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

MAY WINNER

All this and brains too! This month's Fox Hunt winner, Michelle, comes to us from the sandy shores of Delray Beach, Florida, where she enjoys basking in the sun every chance she gets. But don't get the idea that this beach-lovin' babe does nothing but sun her buns all day. Michelle is a hard-working wife, mother of a nine-year-old son, dancer, and a nursing student—a straight A student, I might add—with her sights set on medical school. A self-proclaimed sports nut, Michelle is passionate about all things athletic, from baseball to snow skiing. Her favorite hobbies are weightlifting and riding. She's been around Harleys since she was a kid. Her first scoot was an '86 Sporty, and her longterm dream is to one day putt off to work at the emergency room on either a Softail or Low Rider. Check out Michelle on Walter Rios' sizzling Softail, page 58.

—Jammin' Julia



It was cold and raining. By the time we got to the clubhouse I looked like Linda Blair in *The Exorcist*. Oh, well, I had fun.
Glenda, Missouri—#1001



I love the wind in my hair, the vibrations between my legs, and the deep-throated sound. I can't wait to do it again.
Nicole, Florida—#1002



The first time I rode a Harley was with my dad when I was a little girl. It is one of the fondest memories I have.
Ocia, North Carolina—#1003



It was on one very kick-ass Fat Boy with the biker of my wettest dreams. I couldn't have asked for a better ride, either way.
Angy, British Columbia—#1004



My first Harley ride was in 1994 at the Love Ride. Wow! What a turn on! Now I'm working two jobs so I can buy my own Harley.
Nikki, California—#1005



The Boot Hill Saloon ... a Softail and a man I'll never forget. I'm waiting for my second ride. Any volunteers?
Jamie, Michigan—#1006

FOX HUNT

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

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

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

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

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

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

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

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

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

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

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

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #268 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.



Here she is, bros, the June 1995 winner in our monthly Fox Hunt, Julie, #602, from Columbus, Ohio. See more of her next issue.

For this issue, you can begin sending in your votes beginning September 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 September 30, 1995. We'll print the winner in the February 1996 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.

268

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

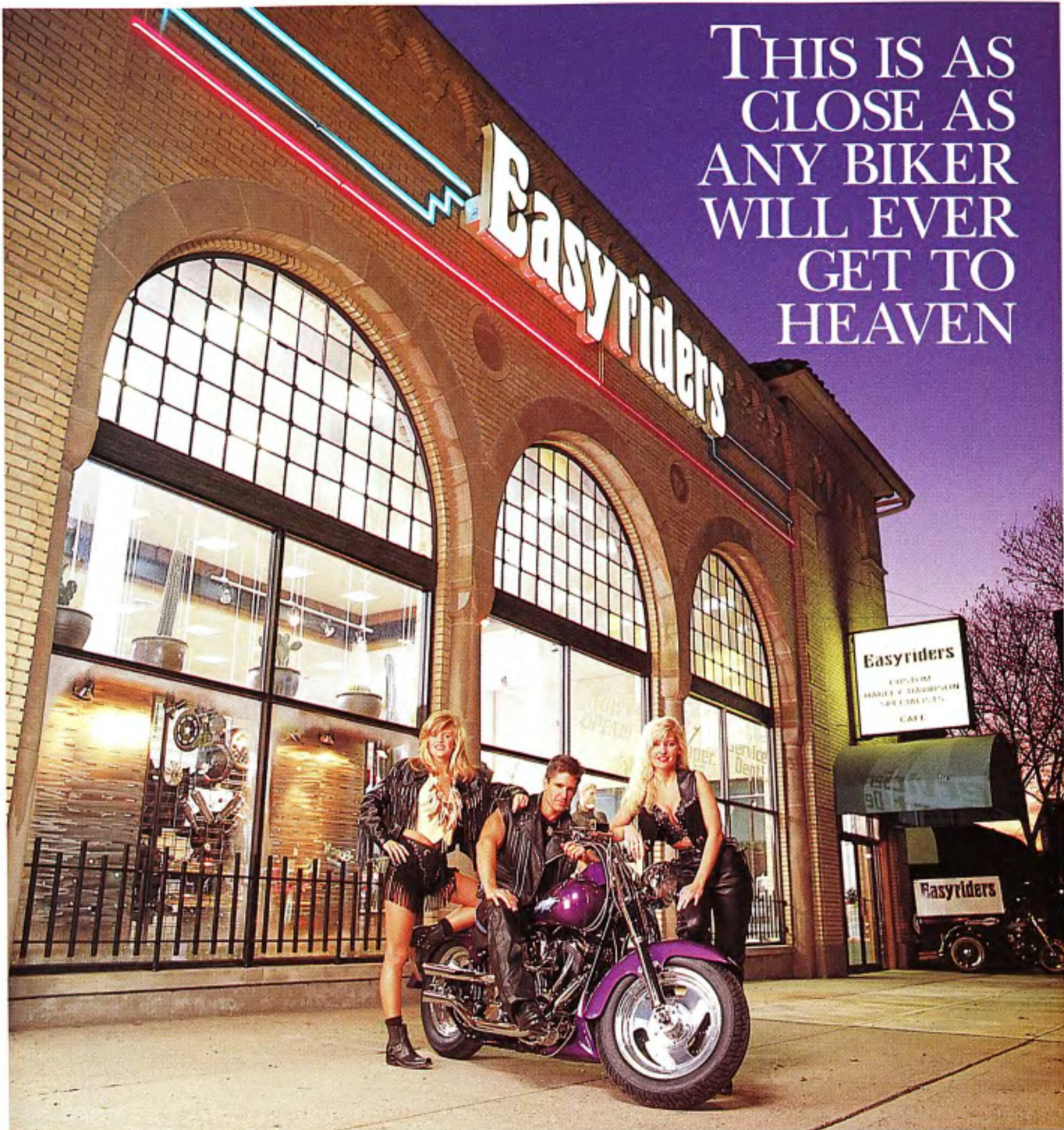
Photographer's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone () _____ Evening Phone () _____
Photographer's Signature _____

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

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

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

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ANY BIKER
WILL EVER
GET TO
HEAVEN



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Fayetteville, NC
910-864-8811

Las Vegas, NV
702-368-7808

Cleveland, OH
216-241-7800

Columbus, OH
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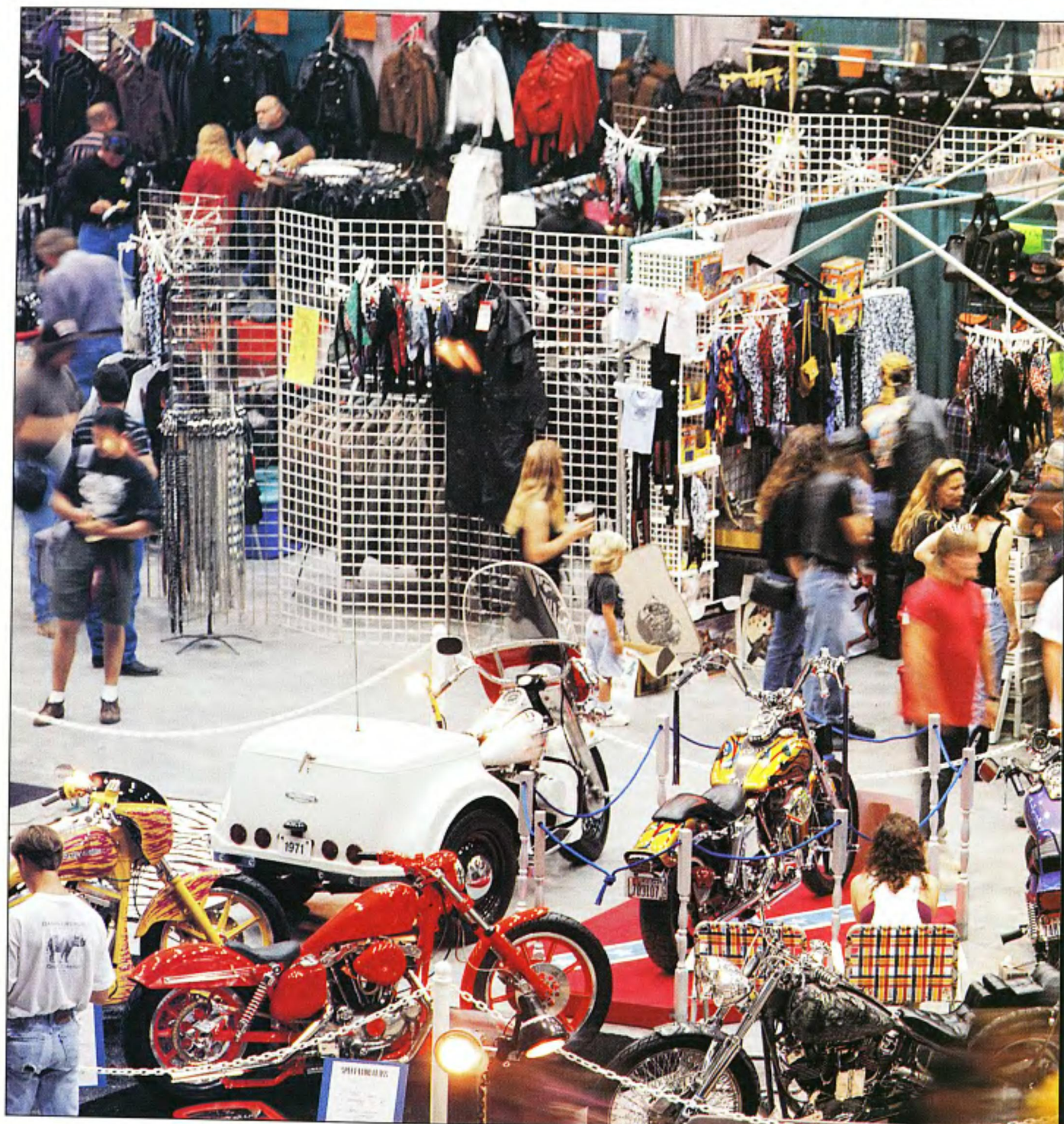
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SOUTHERN EXPOSURE



Easyriders Bike Shows are dedicated to mining precious nuggets of custom street iron from all around our great country. And when it comes to hitting some real paydirt, North Carolina—as in Rick Doss territory—always seems to come through with a mother lode of two-wheeled treasures. On the morning of April 28, 1995, you could hear the

1995 North Carolina Easyriders Bike & Tattoo Show Strikes The Mother Lode

righteous sounds of the South's proudest rides as they fired up and roared in one mighty clap of thunder. From every burg, bar, and workbench, the Southern-styled steeds roamed some of Ma Nature's finest riding country en route to the historic Wilson County Fairgrounds.

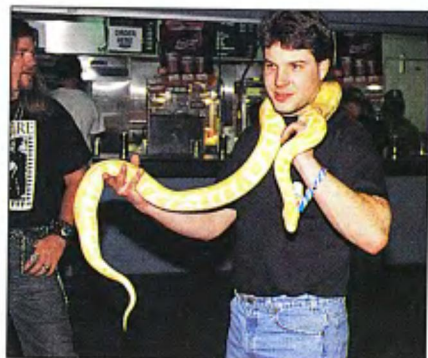
North Carolina's 1995 *Easyriders* Regional Bike & Tattoo Show was well



under way before it even began. Although the doors were to officially open at 5 p.m., *Easyriders* Editorial Director Keith R. Ball and his caffeinated clan were scurrying around at the crack of dawn like headless chickens doing the Watusi as they helped bros check in and set up their displays, which in some cases amounted to little more than

throwing down a kickstand and a pie tin. After all, it's the bikes that make the show, and on that front there were more Sportster entries than there were in any other region in the country. It just goes to show that our Southern bros have the know-how to make four cams work together, harkening back to the ol' Flattie-shine-runnin' days.

But as much as some of those lean and mean speed-demon machine Iron Sporties promised to steal the show, an equally righteous wave of both chopped and restored Knucks, Pans, and Shovels came a-scorchin' in, along with some seriously bad-ass generator-Shovelhead choppers and radical rigid Blockhead diggers, to stake out their claims in →



the proud pantheon of pristine putts.

Meanwhile, the doors were still hours away from being open to the public when more than 30 vendors—from as far as New Mexico, Colorado, Arizona, California, Utah, Wisconsin and Alaska—came trucking in, hefting everything from custom jewelry, leather wares, you-name-its for yourself or your scooter, and

enough *Easyriders* T's and paraphernalia to span the Great Smoky Mountains. And we haven't even started talkin' about all the six-gun Charlie ink slingers flyin' in with their award-winning flash art, the JDF Sweepstakes bikes rolling in off a big rig cushioned by nine tons of Bros Club popcorn, or the whirlwind of live rock 'n' roll warm-up sounds by none

other than Hurricane Jane, jammin' with their guitar techs on the back of a tour bus as it rolled in just before the show opened—not to mention all the crates of grub, refreshments, trophies, and door prizes finding their way through the pre-show crowd. Bottom line: It was one hell of a weekend before it even started.

—Clay Dog

COLISEUM ANNEX



WINSTON-SALEM SHOW WINNERS, APRIL 28-30, 1995

SPECTATOR CLASS

Best of Show

1st: Robert Jordon, Mt. Gilead, N.C., 1994 FXSTC
2nd: Jerry Hanks, St. Augustine, Fla., 1949 EL Pan
3rd: J.S. Lamb, Mocksville, N.C., 1957 Panhead FL
Blockhead
1st: James Clark, Pittsboro, N.C., 1988 FXSTC
2nd: Chuck Fishell, Mt. Airy, N.C., '94 Pro Street Springer
3rd: Jerry Rhodes, Myrtle Beach, S.C., 1990 FXSTC
4th: Steve Anders, Greensboro, N.C., 1988 Heritage Softail
Shovelhead
1st: Mark Mercuri, Manassas, Va., 1974 Shovelhead FXE
2nd: Mike Burgess, Axton, Va., 1980 Shovelhead FLH

3rd: Tim Allen, Sumter, S.C., 1990 Shovelhead Low Rider Panhead

1st: Lanny Kiser, Concord, N.C., 1949 Panhead
2nd: Scott Cane, Nokesville, Va., 1948 Panhead FL

Sportster
1st: Brad Barrett, Kannapolis, N.C., 1988 Sportster

2nd: Rodney Morton, Concord, N.C., 1973 XLCH
3rd: Mike Smith, Winston-Salem, N.C., 1991 1200 XLH

Restored
1st: Keith Parker, Winston-Salem, N.C., 1971 H-D, Servi-car, GE-750

PRO CLASS

Radical Custom

1st: Betty Alley, Lighthouse Pt., Fla., '94 Pro Street/Fat Boy

2nd: Lee Dart, Candor, N.C., 1954 FL

3rd: Billy Dixon, Kingsport, Tenn., 1994 Custom Softail

Street Custom

1st: Simon Solomon, Greensboro, N.C., 1992 Softail Springer

2nd: Monty King, Cloverdale, Va., 1988 FXLR
3rd: Steve Deese, Charlotte, N.C., 1990 Heritage FLSTC

Specialty Class

1st: Charles King, Rural Hall, N.C., 1959-1993 FLHSTFI Fuel Injected Pan/Softail

Best Design

Betty Alley, Lighthouse Pt., Fla., 1994 Fat Boy/Pro Street

Best Engine Treatment

Betty Alley, Lighthouse Pt., Fla., 1994 Fat Boy/Pro Street

Best Wheel Treatment

Lee Dart, Candor, N.C., 1954 FL

Best Drive Line

Billy Dixon, Kingsport, Tenn., 1994 Custom Softail

Best Paint

Simon Solomon, Greensboro, N.C., 1992 Springer Softail

Best Chassis

Simon Solomon, Greensboro, N.C., 1992 Springer Softail

Metal Finish/Chrome

Monty King, Cloverdale, Va., 1988 FXLR

Best Machine Fabrication

Steve Deese, Charlotte, N.C., 1990 Heritage FLSTC

Best Innovation

Charles King, Rural Hall, N.C., '59-'93 FLHSTFI Fuel Injected Pan/Softail

Best Sportster

Caryn Watson, Lynchburg, Va., 1993 Sportster 883

Best Detail

Don Butler, Greensboro, N.C., 1950 Panhead FL

Best Restored

Don Butler, Greensboro, N.C., 1950 Panhead FL

Best Display

Tom Alley, Lighthouse Pt., Fla., 1994 Illusion/Pro Street

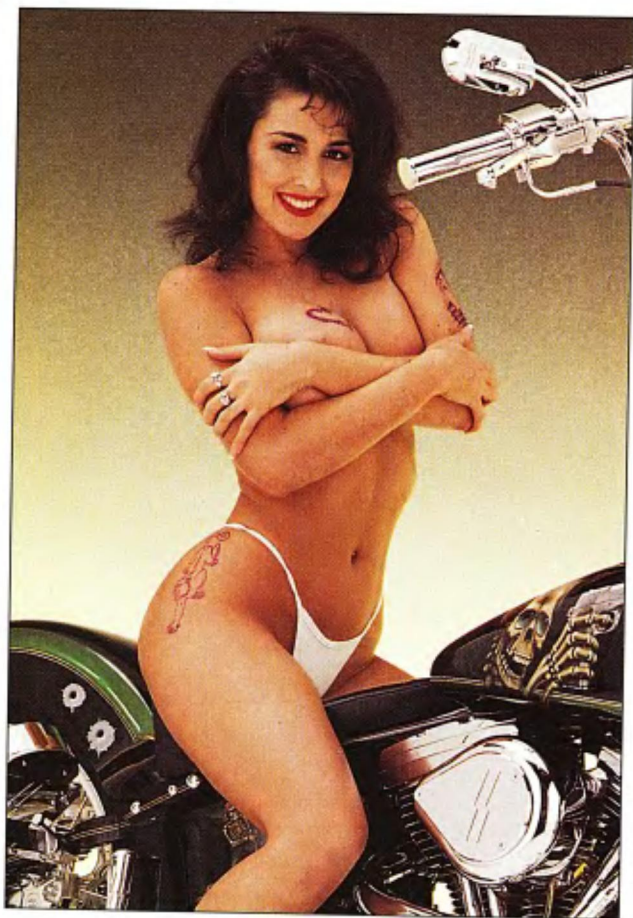
Best Graphics

Tom Alley, Lighthouse Pt., Fla., 1994 Illusion/Pro Street

Editor's Choice

Paul Whittaker, Louisville, Ky., 1971 Custom Rigid

TEMPTING FATE



"It's a game
of all or
nothing.
There's no
place safe
to run.
Someone
might just
pull the
trigger—
Temptation
is a gun."

—Allman Brothers Band

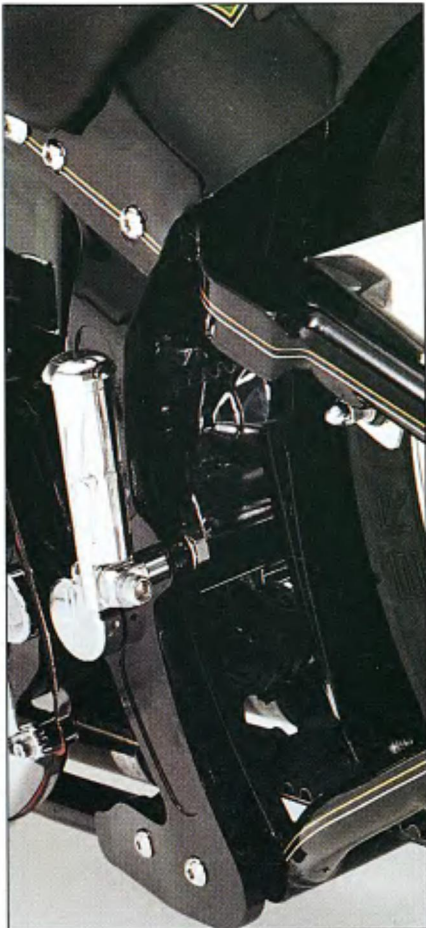
If it's true that imitation is the sincerest form of flattery, then right now Ron Simms has got to be one of the most flattered guys in America. The tremendous popularity of the "Simms-style" motorcycle—a low slung, billet-bedecked, meticulously crafted, broad-bottomed, Fat Boy-based road burner—is indisputable. There were so many copies of Simms-style custom bikes at this year's →

Easyriders



Easyriders





Laughlin Run that from time to time the event looked a lot like a Ron Simms Appreciation Day Parade. But Ron and his super-talented staff at Bay Area Custom Cycles (BACC) in Hayward, California, aren't content to rest on their laurels and settle into a complacent enjoyment of success.

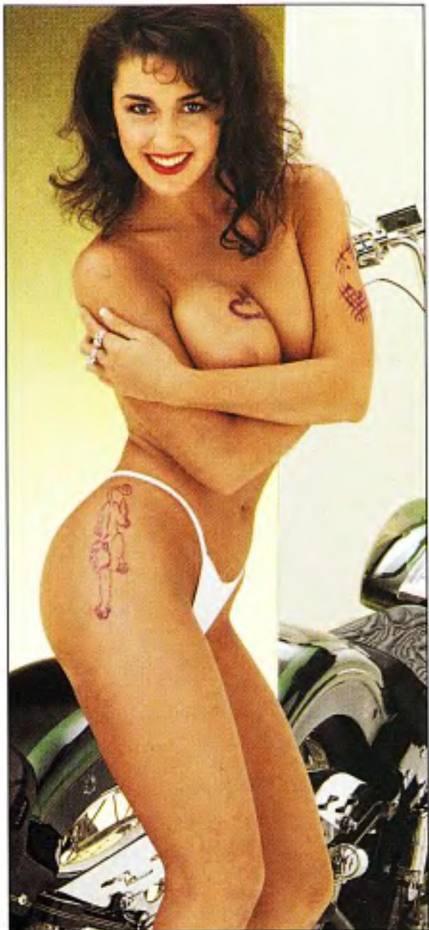
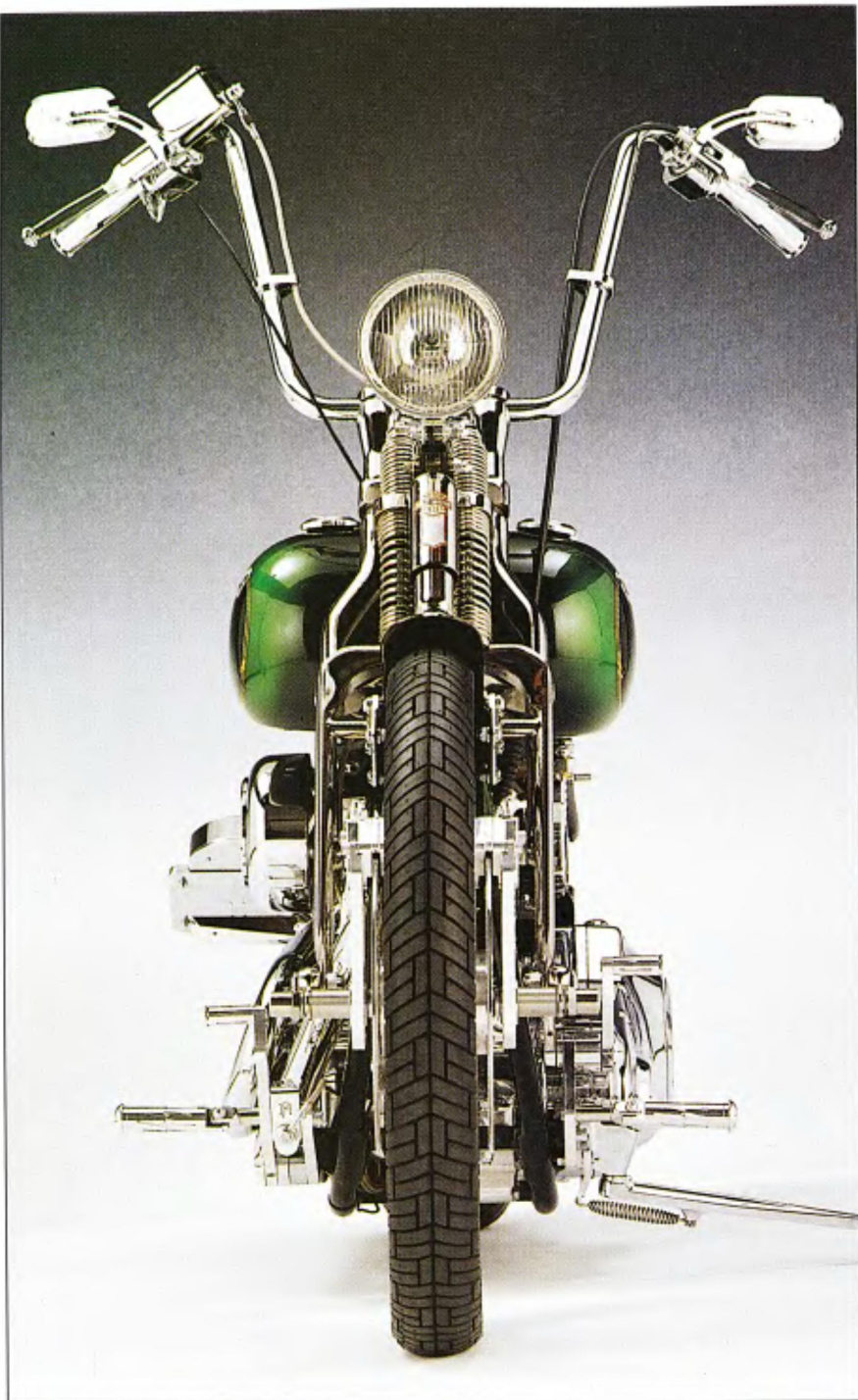
"We wanted to put together a bike that would be a departure from the style we've been building for the last few years," Ron says. "So we talked it over and decided to go with the gangster-style '60s look, but with all the high-tech improvements that are available today."

To achieve that classic look, Simms and company used the stock fender braces, but made them internal, so the bike would appear to have no fender rails. They decided not to use the customary BACC billet swingarm, instead sticking with the stock item to preserve more of the old rigid appearance. To lower the bike as much as possible, they turned to Ron Paugh for the creation of a custom springer that's two inches shorter than stock. And of course, for profiling from bar to bar, no vintage badass update would be complete without a set of apehangers.

The final—and crowning—touch is →





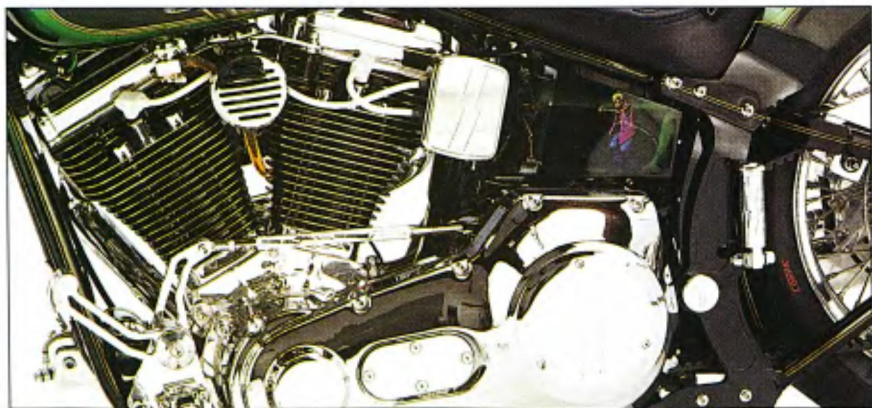


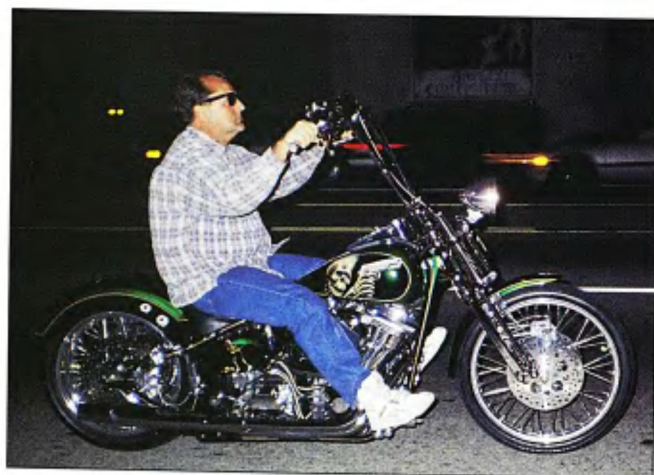
the artwork, another masterful rendition by Horst, BACC's celebrated paint pyrotechnician. The bike intentionally thumbs its nose (so to speak) at the old superstition that green is an unlucky color. To underscore that defiance of convention, the tank, fenders, and oil bag all display gun-wielding skeletons, menacing skulls, and bullet holes so realistic that dozens of people have attempted to put their fingers through them.

Discussing this bike, Ron offered special thanks to the crew at BACC, Ron Paugh, Nancy and Perry Sands at Performance Machine, Mike Corbin, Horst, and to Bob Gomes, for 20 years of dedicated service. "I want to stress that the bikes coming out of BACC represent a team effort," he says. "We've been here almost a quarter of a century, and the quality of our motorcycles, as well as the success of the shop, are the result of the excellent rapport we have developed through the years."

Well, they say that success breeds success, and if the awe-inspiring motorcycle shown here is any indication, then Ron Simms and the BACC bunch will be around for another 25 years—at least.

—Harley Hitman →





Owner: Danny Kramer
City: Las Vegas, Nevada

General

Fabrication: Simms/BACC
Year and make: 1995 H-D
Model: Simms Custom
Chroming: Valley Plating

Engine

Year: 1995
Model: Evo
Rebuilder: Ron Simms
Ignition: Dyna
Displacement: 89 cubic inches
Lower end: S&S

Pistons: S&S
Cases: S&S
Heads: STD/Hannan's
Cam: S&S
Carb: S&S
Pipes: Thunder Header
Modifications: S&S balancing,
 Sifton lifters, Simms air cleaner

Transmission

Year: 1995
Modifications: Simms shifting

Painting

Molding: Horst

Painter: Horst
Color/type: green/urethane
Special paint: House of Kolor
Frame
Builder: Simms/Paughco
Type: wide Softail
Modifications: 5-degree rake, hidden
 fender rails

Accessories

Bars: Paughco
Fenders: Simms
Headlight: Headwind
Tailight: Simms
Speedo: Simms

Pegs: Simms
Gas tank: CCI
Oil tank: Paughco
Seat: Simms/Mike Corbin
Mirrors: BACC
Grips: BACC
Forks
Type: springer/Paughco
Modifications: 2 inches under

Wheels

Front: P.M., 21-inch, Metzeler, P.M. brake
Rear: P.M., 18-inch, Metzeler, P.M. brake
Photos: Raiko Hartman

Collect the Legend.



1933 Harley-Davidson®
Motorcycle Sidecar Bank
built to 1:12 scale.

Genuine™ Harley-Davidson Collectibles. They're about history and heritage, style and trademark design. In short, they're a tribute to the unique tradition of the Harley® experience.



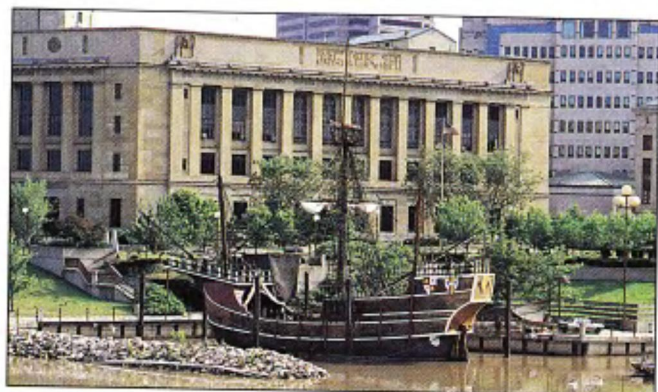
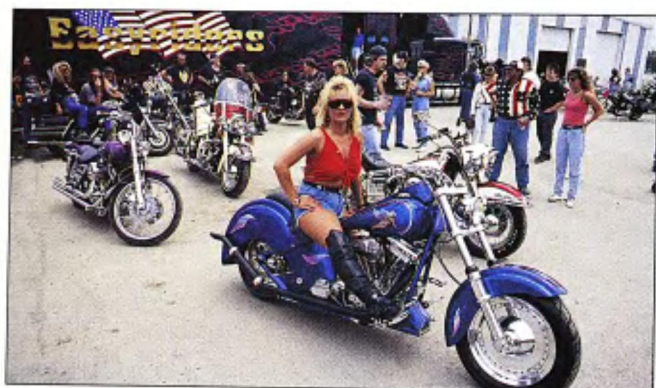
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RIP'S RUN





BOOGIE TIME

Rip cruises the Carolinas before rolling out to Ohio to check the action at the Easyriders Store and Rodeo



Howdy. After last month's accident, I felt like the walking wounded. I took it easy for a while. As soon as I could get around without too much bother, I went south of Greensboro, North Carolina, to Asheboro, North Carolina. I wanted to see a bike shop called American Classic Motorcycle Co. They were in the midst of remodeling the front of the store. Ed Rich, the store owner, said that the new construction will include a '50s-style diner. On the second floor, over the shop and store, Ed's got a museum. They have all models of Knuckleheads (less one year). They also have many Panheads on display. But the pièce de résistance is an area set aside to resemble an old H-D dealership back during the early '30s. I took photos of Ed on his '37 Knuck, which originally came from the Washington, D.C., Metropolitan

Police Department. Hey, do you suppose this old Knuck escorted the president back during that period? I like seeing those B&W movies where they show the old Harleys and Indians. Sorry, I lost it there for a minute. Anywho, it was fun scoping out that old iron. Ed said he has lots of "new" old stock. Much of it is still in the original boxes they were packed in when they left the factory in Milwaukee those many years ago. Ain't that something? Best of all, this neat museum is absolutely free.

Before leaving Asheboro, N.C., Wilbur and I checked out the Carolina Cafe where we ate lunch. Wilbur is a pal who rode with me to check out the museum. He lives near Graham, N.C. Anyway, we both gave the food there a thumbs up. I tried the fish and found it all right. Gary Spencer, the owner, is the chef and chief bottle washer. He wears many hats →

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Having fun with the CBA.

but the one that suits him best is the chef's cap. Prices are reasonable, and they are biker friendly. Thanks Greg, your food is par excellence.

While in the Elon College, N.C., area, I went by the Auto-Cycle Specialist owned by Dane Miller, the head cheese of AHDRA. They service all makes and models both new and used. Kevin Campbell works there. Kevin is also the manager of the Lighthouse Tavern in nearby downtown Elon College. Kevin rides an '87 Evo Softail. He gets mostly the local college crowd as customers and also bikers from Burlington from the west side of Greensboro.

Also while in Greensboro, I checked out the Rock-ola Cafe. The interior is done like a '50s-style restaurant. You'll see large B&W photos of James Dean and Marilyn Monroe. The waiters and waitresses look to be around college age. The seafood salad was great. The best part are the prices; they are reasonable. Not like similar-style restaurants where you feel like you're paying for the decor.

While in N.C., I remembered that David Sides, a member of the Concerned Biker Association (CBA) of North Carolina, had sent a flier with information about their Memorial Weekend state party. I thought I'd check it out, and I'm glad I did, 'cause although it rained on and off all weekend, we had a hell of a



Ed Rich, Asheboro, North Carolina.



Healthy young lady, Jomeokee Campground.

good time. The location was Jomeokee Campground and Music Park. It's 20 miles north of Winston-Salem, N.C., off the Pinnacle exit on U.S. 52. It's also near Mt. Airy, N.C., which is mentioned in that popular old TV show, *Mayberry RFD*.

It took Sugar Pai and me less than an hour to reach the campsite from Greensboro, where I had been staying. The skies hadn't opened up yet, but it looked dark and gloomy like it wanted to dump really bad any time.

Heading up the shindig was Lem and Lee Ann, along with lots of help, security-wise, from Cotton Tedder and Mrs. Jan Cotton. All the CBA chapters worked during the weekend. Some did security, some handled the bike games and bike show. Others cooked. They all lent a hand, making for a great weekend. The weatherman didn't cooperate, but no matter, we boogied down. Lem and Lee Ann live nearby and let me stay at their house that evening. They both stayed at the campground that same evening, taking care of CBA business. Boy, those are some good folks.

At the campsite, CBA had the usual biker stuff. By that I mean there was a long row of vendors selling biker-related goods. I counted no less than three tattooists. They were busy all weekend. Behind them, the tents, motor homes, and trailers stretched down the hillside.

On top of one of the hills near the →



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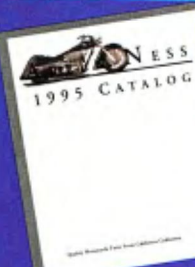


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The Ugly Gang, Hilliard, Ohio.

entrance is where they held the field events. They had the usual games: the board ride, potato scramble, slow race, beer barrel roll, and, everyone's favorite, the wienie bite (won by Janet Barker and Tim Bullion). Prizes were awarded accordingly. They also had a bike show Saturday along with door prizes. On Friday, Saturday, and Sunday live music was provided by Outta-Tha-Blue. They sounded good and played every biker and road tune known to man. You know, fast tempo, Southern rock, traveling, happy sounds.

Shortly after arriving, it did start to rain. Not a heavy downpour all the time, but a steady, soaking drizzle—more of a nuisance than anything else. It would quit for a while and then a moisture-laden cloud would roll by and the cycle would be repeated through Sunday.

They did have an outstanding wet T-shirt contest, with Tammy Monahan from Walnut Cove, N.C., coming out the winner. It was really close. Saturday afternoon, we were treated to a fine chicken dinner. The 420 pounds of chicken were prepared by the Salisbury CBA chapter.

As a side note, some of the Virginia and North Carolina riders told me that while riding up to the Pinnacle, they noticed that it looked to them very much like a woman's nipple. Someone said that it looked like a woman lying on her



Hey, Chug, does it hurt?



Smile, Billy Tinney; it won't hurt.



Jan, Cotton, Lem, Lee Ann, Jomeokee Campground.

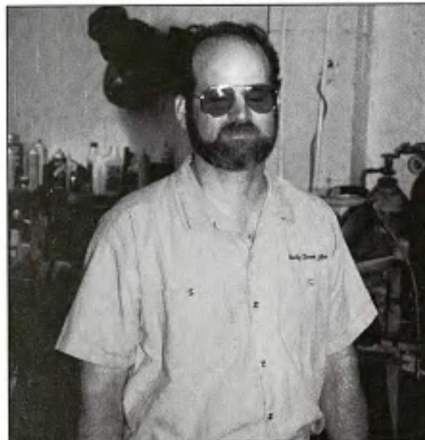


Hiliard, Ohio, trophy girl.

back. Hey, you know mass amounts of beer were consumed that weekend.

The entrance fee was light with \$15 bucks for a solo rider and \$25 dollars for a couple. Vendors had to pay \$75 per booth, \$35 for CBA members.

I had lots of fun and wouldn't mind doing it again. This party goes on again here for Labor Day weekend, so check it out if you get the chance. About mid-week, Sugar and I took off, going north on U.S. 77, but not before stopping in to visit Don Tilly in Statesville, N.C. I wanted to see Don about an interview for the *Easyriders* video department. I took pictures of him standing next to the VR1000 that the Z-man, Scott Zampach, rides for him. Scott was the TwinSports 883 champion for three consecutive years. Wouldn't it be something if an independent dealer such as Tilly puts its super bike in the winner's circle before the factory team does? Don Tilly tuned and helped sponsor Gene Chuck who rode Lucifer's Hammer to several national championships. I've got a poster in my garage at home showing Gene Church on Lucifer's Hammer after winning the Battle of the Twins. That bike did 170 mph, a feat the new high-tech VR1000 has trouble duplicating. Strange, ain't it? Here we have on one hand an old mid '80s pushrod motor, and on the other hand, an engine with all the bells and



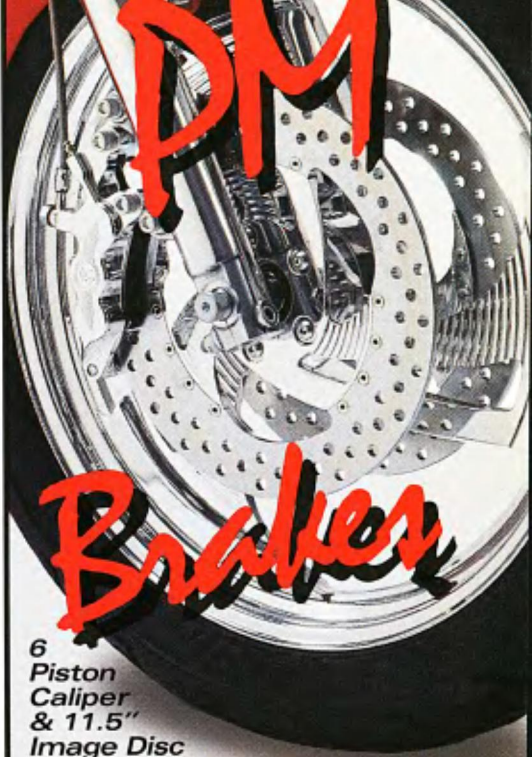
Dennis Difillipo, Charleston, W.Va., H-D dealer.

whistles that can't go out and place in the top three much less finish within the first 10 positions. Go figure.

From Statesville, Sugar took me to Charleston, West Virginia, late that evening. I wanted to stop and visit Dennis Difillipo. He's the local Harley dealer, and he also races top fuel. After stopping by the next day, he showed me his 2,000 horsepower DTS brake dyno with Depec software. Dennis also showed me the chart where his fueler had done over 475 horses on this Dynamometer. Wow! That's with a single injector. Dennis' shop had been doing well lately and is expanding his entire store on both sides of the building.

From Charleston, W.Va., Sugar followed the Kanawha River before crossing the Ohio River at Gallipolis, Ohio. From there it didn't take hardly any time reaching Chillicothe, Ohio, in the early afternoon. From Chilly, it was just a short ride north on State Highway 23 to the *Easyriders* Store in Columbus, Ohio.

The *Easyriders* Columbus Store is huge. The building used to be home to a Cadillac dealership, but now it's the flagship for all the *Easyriders* Stores around the country. There's a diner and a leather repair shop inside, and tables and chairs are set up outside in the summer months. Pretty fancy schmancy, but it works. If you order a roast beef sandwich, the →



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Salisbury, N.C., CBA chapter chefs.



Oh my, what a nice butterfly tattoo.



Don Tilley and his VR 1000 racer.

plate your food will come on will be a Sporty primary cover wrapped in aluminum foil. I hope they aren't the same ones used to catch the old dirty oil when doing a lube job. Now they wouldn't do that, would they? Oil or no oil, it tasted good. Crème de la crème.

Of course, you could start buying parts and come away from the *Easysiders* Store with enough hard parts to completely assemble a bike. There are also bikes on the floor that run and are for sale in all price ranges. I could go on with how impressed I was with the store, or how they have very competent personnel on hand to answer any questions you may have, or the fine clothing displays, or those hard-to-find custom parts lining the shelves, or the fine tattoo artists on the second floor, but I won't bother.

The *Easysiders* Rodeo in Hilliard, Ohio, was that weekend. It was the first time the Rodeo was held at this location and the second show on the '95 Rodeo circuit. Although it did rain a lot Saturday during qualifying, the crack *Easysiders* road crew, along with the Franklin County fair crew, made sure that everything went off as planned. They used a grader to reach the virgin soil, and the track area got better with each pass of the sleds.

Matt Poisson won the All-Around Cowboy with stiff competition from a large field, four of whom were disqualified



Kevin Campbell, Elon College, N.C.



Nice mams, ma'am.

because the hitches on their trikes were set higher than they were supposed to be. Cheaters never win—yeah, right, that's only if you get caught. The ARROW officials were on the ball, making them fly right or lose points. Those points translate as money at the end of the season. If you're thinking about getting involved in any of the *Easysiders* Rodeos, you can look at it as a bonus. If you're not very good at the events, you can look at it as a boner on your part. Yeah, yeah, I know. There are 10,000 comics out of a job, and I'm trying to be funny. But having fun is what the Rodeos are all about. So go see one when they come to your area. Better yet, practice and get good, and when they come to your town, get involved. You'll enjoy it either way. The folks who follow the circuit are all good people.

As I'm writing this, I'm listening to that fine Texas band, Swine Cadillac. It's upbeat, toe-tapping, and kick ass. I especially like "Let the people boogie." We're gonna boogie night and day. And I'd like to boogie with some of you folks. How about dropping me a line, telling me when the biker haps are going down in your neighborhood? I like to keep abreast of biker doings, and I won't know unless you write. Until then, I'll be seeing ya.

Write to: Rip's Run, P.O. Box 3000, Agoura Hills, CA 91376-3000.

—Rip



Wet T-shirt contest winner, Tammy Monahan.



Taking a break at the Easyriders Rodeo, Hilliard, Ohio.

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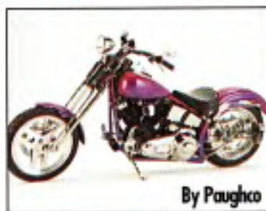
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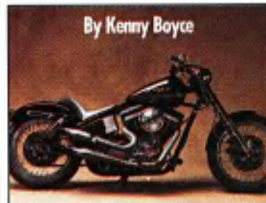
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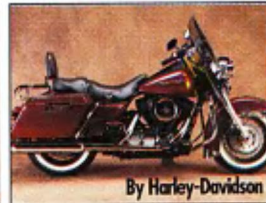
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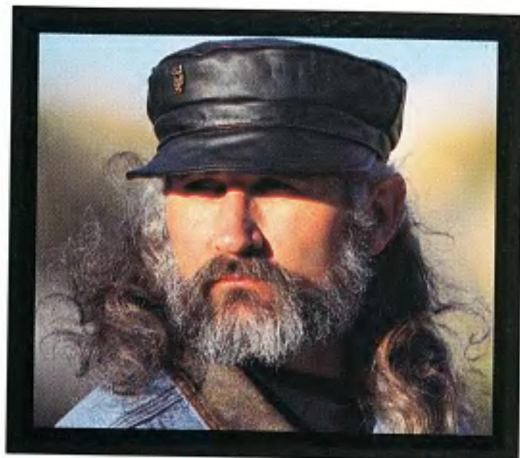


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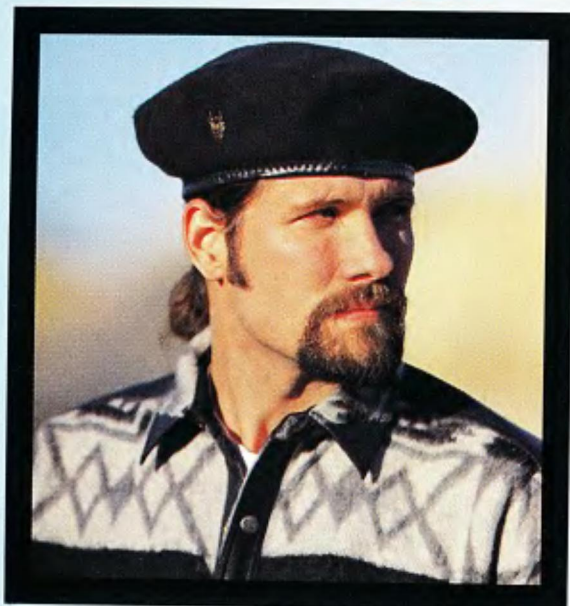


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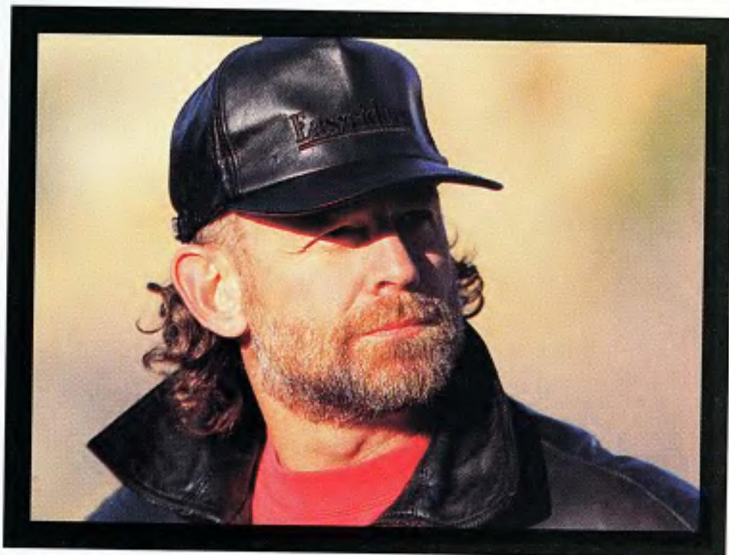
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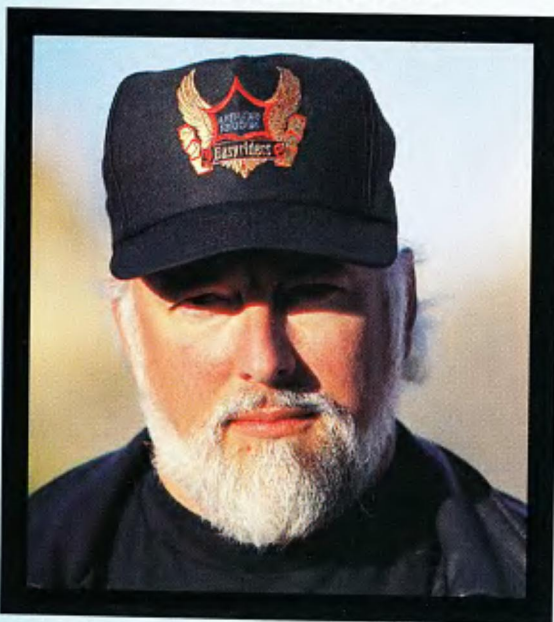
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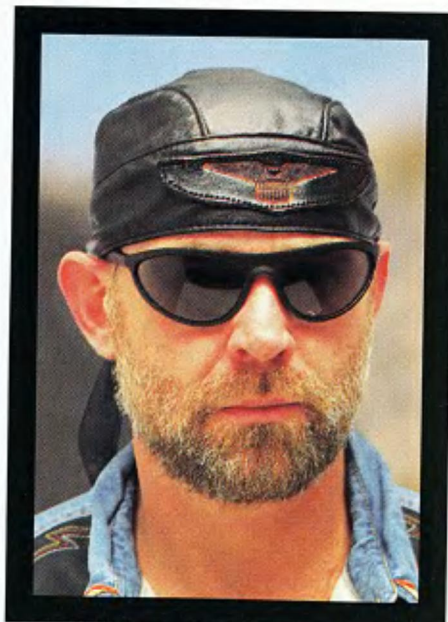
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Joe looked up at the blonde in the skimpy red bikini, her tanned body pushing past every slim strap and a patch of material designed to hide little

Joe Boden fired his rigid Shovel in his garage/shop behind his small ranch home in the hills overlooking the Mexican border, 15 miles south of Bisbee, Arizona. His home was comfortable, filled with classic motorcycle memorabilia, including several antique Harleys and an Indian. Inside his three-car garage/shop he had several project bikes-in-progress on lifts as well as three rideable Harleys. He was about to turn 40, and had been divorced three times, but was comfortable and at ease with his life. He had worked hard, saved his money, planned his future, then parlayed his assets, moved from the city to the desert and set up a perfect, contented riding existence.

His red Shovelhead sang against the softened tarmac leading from Bisbee into the town of Sierra Vista, located 70 miles south of Tucson. He generally didn't like puttin' into any area that reeked of city life; instead, he relished the great outdoors, open valleys, night-life in the still-rugged town of Tombstone, and 100-mph spurts through the desert night anytime he felt like it. Pulling off into a sandy turnout and watching the stars fill the sky was a dream come true to the man once stifled by the urban rat race. But today he was forced to venture into the concrete and Taco Bell world of franchise expansion.

Joe was 6-foot-2, of narrow build, with medium-length thick, brown hair and a full mustache. He was handsome in a rugged way, and wore Pendleton western shirts over thick cotton T-shirts, Levi's and cowboy boots. He was mild-mannered, avoided crowds and enjoyed his solitude.

He parked his pride in front of the Wells Fargo Bank in Sierra Vista and locked it, a habit forged in his brain from his former life in a teeming metropolis. He was in the bank for less than 15 minutes, completed his transaction, and was relieved that from that point forward the majority of his dealings could be handled from his two-acre ranch without commutes. He stretched in the mid-morning sun, took off his jacket and fresh Pendleton, and bungee-corded them to his high-bars, over his tool roll resting above his chrome headlight.

Pulling out of the parking lot and onto the main drag, he headed for a quick gas stop and the highway, again. The city had little lure for Joe; he had thoroughly stocked his own place, he bought fresh fruit and vegetables from locals, and he could order any parts he needed by picking up the phone and calling Custom Chrome, Drag, or Chrome Specialties.

He spotted the Chevron station up

on the left and noticed through his fifties shades that the lot seemed to be festively adorned. As he rode closer, he noticed several young women in the lot and signs proclaiming "Car Wash" for a local college sorority. He pulled in, filled up, and as he did he observed a particular brunette bending over the hood of a small '57 T-Bird. His weakness for the opposite sex was one of Joe's downfalls—a soft, lingering, heart-pounding downfall.

As he watched her hourglass form bend over the hood he was distracted, and gas spilled over the Sportster tank onto his chrome rocker boxes and into the fins of the cylinders. "Shit," he said, refocusing on the job at hand.

"You shouldn't start it now." A soft voice interrupted his frustration. "Am I right? Wouldn't it be dangerous?"

Joe looked up at the blonde in the skimpy red bikini, her tanned body pushing past every slim strap and a patch of material designed to hide little. She was beyond beautiful, all 5-foot-6 of slender form, graced with long, straight beachcomber hair. Her brilliant blue eyes sparkled in the sunlight and a slight tint of oil on her skin made her look even more seductive.

"You're right. If I let it set for a while, it'll evaporate and be fine." Joe explained, practically mesmerized →





by her friendly beauty. "I'll have a Coke, then hit the road."

"Let us wash your bike," she said, bending down to bring her eyes in line with his as he twisted his gas cap back into place. "It's only five bucks and the money goes to redecorate our dorm," she said, waving a slender arm that Joe followed to lead his vision to the other girls on the lot. There were at least a dozen, and at a glance, each appeared as beautiful as the girl who had moved around the bike to be standing less than a foot from Joe's T-shirted chest.

He was mesmerized, dazzled, and his knees became rubbery. As he turned back to his host, she held out her hand and said, "My name is Nancy. Do we have a deal?"

As he looked for her hand, his gaze went to her chest, her taut nipples less than six inches from his heaving chest. He couldn't see her small slender hand for the swelling mounds flowing over the edges of the bikini.

"I don't think I could possibly refuse, Nancy," he said, breathlessly. He hadn't been with a woman for months, since

his last divorce. He had been tempted to cross the border to the whorehouses on the other side, but Nancy's exuberance persuaded him otherwise.

Nancy jumped youthfully in the air, her chest heaving with excitement. "Push the bike over here, and I'll get the girls," she said.

Joe shoved the bike to the edge of the asphalt. It stood out sharply against the panorama of the mountains and cactus-strewn desert; the Shovel's Ferrari red frame, though dull from desert dust, still shone brilliantly in the noonday sun.

Nancy lined up several girls in front of his bike as he unstrapped his bedroll and jacket. "Which girls would you like?" she asked, extending her arm in a sweeping motion like a waiter unveiling a dessert tray in front of starving restaurant customers.

"I can't decide, Nancy," Joe said, looking over the feast of supple, barely-clothed women. "You'll do, and if there are any other girls who know bikes, they can help."

Nancy sparkled. "I love bikes," she said, as two more girls stepped forward on their own.

"I want in," a small, dark-haired Hispanic girl chimed, followed by another blonde whose direct, serious gaze arrested Joe's attention. Her



"Mr. Stevens, I'm from the Enviromental Protection Agency. We've received a number of complaints about your farts."

body was taut—probably from lifting weights, he thought. The other girls dispersed, seemingly disappointed not to have been chosen.

Nancy ran inside the station and returned with a white lawn chair. "Sit here," she instructed, positioning him so close to the action that the suds they began slathering on the crimson paint splashed onto his polished boots.

All three girls hovered around the machine in tiny bikinis, naturally dividing up the chores without so much as a word. They seemed as intent as any group of professionals concentrating on an assignment. There was only one difference: the visual stimulation the team created against a backdrop of clear sunshine, desert heat, and the western panorama.

The professionalism gave way as Joe noticed Nancy trying to catch his attention by sitting flat on the steaming asphalt, straddling his 21-inch front wheel. She intentionally pushed her crotch as close to the tire as possible, and he could see the dampness of the wet pavement seeping into the color of her suit. She looked at Joe with a wry smirk and licked her lips as she leaned in with a soapy rag and began wiping the inside of the chrome rim. Her tits pressed against the wet tire, one on either side of the tread, and reached deeply into the valley of the spokes. She drew the soapy rag along the rim over the top of the wheel, pulling it down between her voluptuous mounds, then down even further, until she was scrubbing the dusty chrome inches from her quivering wetness.

The other girls noted her seductive moves and efforts to attract Joe's attention. They glanced at each other, then to the man whose eyes were fixed on Nancy's long legs drawing the motorcycle between them. Beads of sweat formed on Joe's forehead, and he could feel a stirring between his legs.

As he watched Nancy work, gobs of soapy water splashed onto her chest and ran across the heavenly arch of exposed flesh and onto her narrow band of swimsuit. He began to pick up a distinct memory of his first wife.

Joe remembered the first time he laid eyes on his former mate; it was on a beach in Hawaii. He was on a return trip from Vietnam and afforded some R&R in Honolulu when he saw a beautiful blonde sunning on the beach; though her '60s bikini wasn't as revealing as Nancy's, she filled it out just the same. That was one of the most inviting experiences Joe had ever had as he watched her undulate enticingly against the sand. Now, watching Nancy inch her supple ass closer to his wheel until streaks of tire tread appeared on her tummy, he →

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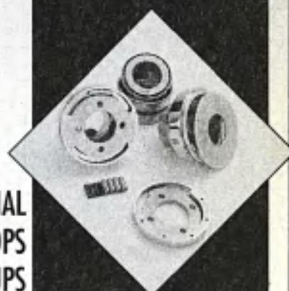
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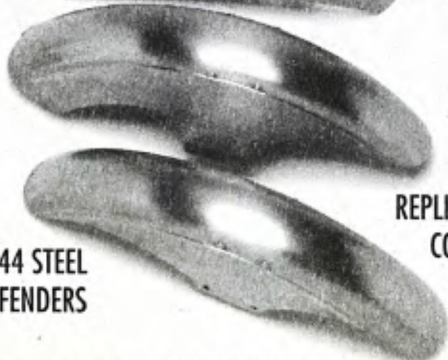


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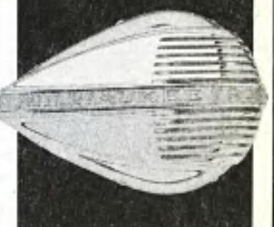


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As he looked up to meet her warm, dark eyes, his attention was captured by the two tan mounds hanging like soft clouds only inches from his nose

remembered his wife as she opened herself to Joe during that first long weekend of suntan-oil sex and lying on the beach.

Between the sex and the sun, they ate hardly anything the entire weekend—except each other. He must have lost 10 pounds off his already narrow frame. She had asked a multitude of questions about kids and marriage, and he explained that he had no intention of having kids until he was married and settled.

He asked her, between bouts in bed, if she was taking birth control pills. She assured him, as he exploded in her one more time—his sweat mixing with the heat of her oily skin—that she was covered, and not to worry.

When the weekend was over, the two lovers were inseparable. He wanted to live inside her forever and she felt the same. Two weeks passed before they saw one another again. He processed out of the service upon his return to the states in Long Beach, California, and she returned to her college in Ventura, California. As soon as he was out, he rode his 1969 Sportster to Ventura, and they made love through another entire weekend. The relationship was an explosion of emotion, and as they walked along the Santa Barbara pier in 1971, his heart

pounding against his chest, he was tempted to propose.

They had known each other only a month, although between rounds of passion, they explored each other's minds, their histories, their philosophies, their dreams. The infatuation continued for three months, although she seemed unrelenting about having kids. Celebrating their four month anniversary, she announced, along with her undying love for him, that she was pregnant. Joe was twisted by the announcement, but his passion for the woman was high and he proposed to make the package complete.

They were married within a month in a small ceremony on the Ventura Pier. Then the sex stopped, and the demands began. He was to become an accountant, join her father's firm and ultimately, once he built a solid reputation in the community, run for county office. He had been signed, sealed, and delivered. However, her own personal ambition consisted of little more than farming out the baby to the care of others, shopping at the priciest shops in town, having her nails done and gossiping with other well-to-do women.

They separated shortly after the baby was born after she had demanded that it would be either her or the bikes. He was occasionally hauled into court to boost the child support payments, but he was never allowed to see his son again.

A cold rush grabbed his loins as he watched Nancy wriggle against the front wheel, but his attention was momentarily jolted by the Hispanic girl who leaned over him with an icy Bud. "Would you like something to drink?" she asked.

Joe's mouth felt suddenly dry. As he looked up to meet her warm, dark eyes, his attention was captured by the two tan mounds hanging like soft clouds only inches from his nose. "My name's Gabriella. Do you like Mexican girls?"

Joe looked into her suit. With her elbows, she pushed her breasts slightly together. Her narrow top sagged slightly, exposing her taut, chocolate nipples. He caught his breath, remembering the first Indian girl he'd ever met. She was saucy, sexy, demanding and wanton. They made love like cats fight, and when he tired, she made love to someone else. She stole his heart, his first bike and most of his tools. He had felt so betrayed that he spent months hunting her down. When he found her she was doing the same routine on another unsuspecting soul. Joe took the motorcycle back and broke her nose. "I loved an Indian girl, once," he said flatly. "Couldn't trust her, though. Thanks for the beer."

Gabriella straightened and returned to her job of shining the exhaust system. The other blonde worked feverishly on the engine detail. She knew what she was doing. Intent, deliberate, and focused, her muscles rippled with each movement.

The Hispanic girl looked up and batted her eyes at Joe while she stroked the leather seat of his ride, applying leather treatment with a soft cloth. She lingered, trying to recapture Joe's attention.

"You have a loose pushrod tube," the blonde said, scrubbing the tin with chrome polish. Her sinewy arm was wet with sweat. Her thick and wavy blond mane was pulled tightly behind her head in a pony tail. Her green eyes met his directly.

"Thanks. Ever work on Harleys before?" Joe inquired.

"Dated a Bandido when I was 18," she said, matter-of-factly.

"You work out?" Joe asked.

"Teach aerobics to pay for college," she replied, standing while sensing Joe's interest. She wasn't as tall as the other girls, maybe 5-foot-3 and narrower, with a slim waist that rippled with definition. Her chest was moderate and tight with muscle. She had the body for a calendar girl with less than 15 percent body fat.

"You train?" she inquired.

"I have a gym in my home. I usually work out four days a week," Joe explained, assessing her tanned physique.

"Need a personal trainer? I'll give you my card." She picked up a fluorescent Nike fanny pack and plucked a business card from it. When she handed it to Joe, he sensed a command to call her. He looked at her deep-set, intent green eyes while she delayed releasing the card. "You will call me, won't you?" she asked, waiting for a commitment.

"Yeah," Joe said, captured by her fixed gaze. He glanced at the card, which read, "Sharon La Plante, Personal Training Instruction, Certified Aerobics Instructor, Black Belt Tae Kwon Do, and Massage Therapist." "Impressive," he said, with a hint of concern in his voice. She could make him or break him, that was for sure.

"When I do it, I do it right!" She exclaimed, walking deliberately back to her detailing project. She knew she was profiling one of her greatest attributes for his viewing pleasure. Her rock-hard ass was perfectly round, and the thin strand of bikini covering it left nothing to the imagination.

Joe jerked in his chair at her last statement. He had heard the line before, from his third wife. He had married →



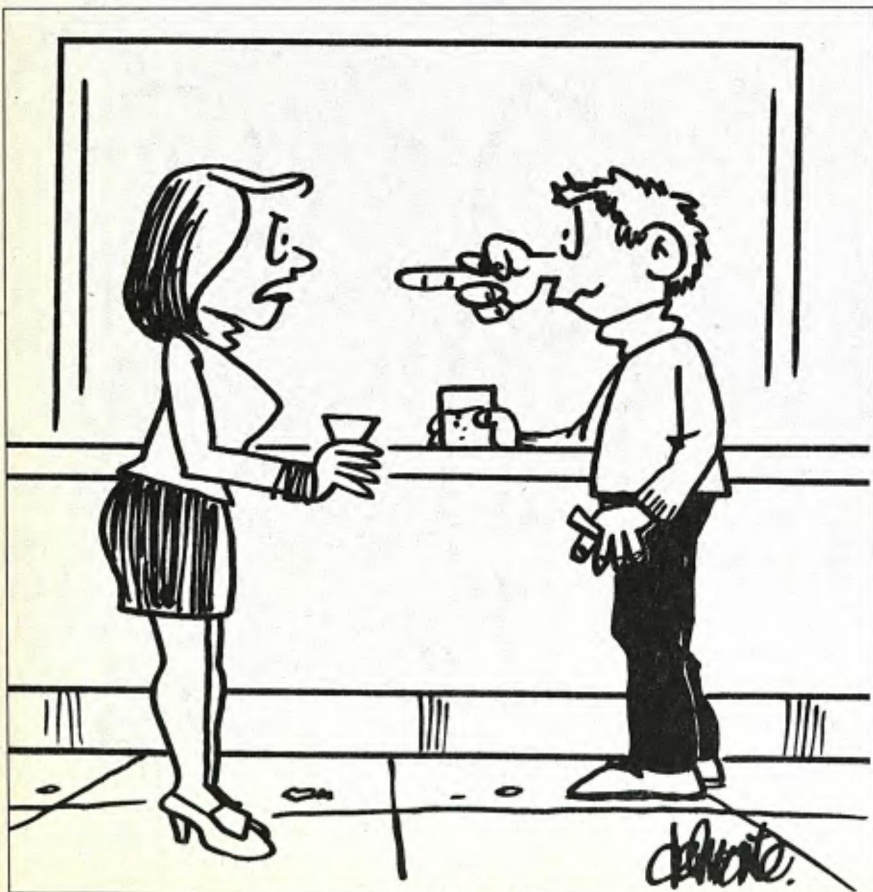
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"I find your face really offensive, you know that?"



There was no mediation, no bargaining, except at the door while she pleaded for him to stay, promising to give him space, to do whatever he wanted

her because he loved the fact that she wasn't a helpless floozy with no education, guts, or drive. She could do almost anything, was trained, driven and talented. She worked out and was also a blonde. But her quest for perfection and control spilled over into the relationship. At first, she respected Joe's rugged individualism, his desire to handle life's challenges on his own. But once they were married, she expected him to follow her lead and succumb to her constant control over his whereabouts, his goals, and even his personal time.

Motorcycles also became a problem. They signified freedom to Joe and were therefore threatening to his new wife. She wanted his hands clean, his wrist adorned with a Rolex, and him seated behind the wheel of a Lexus. Their training took on the discipline of an urban Seal Team. When Margaret wasn't studying, starting a new business, or training, she berated others for getting in her way, stifling her progress, or outright sabotaging her efforts. Eventually she demanded to know where Joe was constantly, every minute of the day. His bike collected dust in the garage while his Levi's and leathers got pushed farther and farther into the back of the closet by suits and starched shirts.

Joe's bank account grew while his happiness and free time dwindled. He tried to talk to her, but she became insanely jealous, and he was forced to have her along anytime he so much as spoke to another woman. Even then, she construed every friendly remark or even a simple handshake as a move to divide them. He tried to leave once, but she blocked the door with her body, screaming and throwing such a fit that he tried again to reach a compromise. There was no mediation, no bargaining, except at the door while she pleaded for him to stay, promising to give him space, to do whatever he wanted. But it didn't work. If he was alone in the garage for five minutes, she would silently pick up the extension to make sure he wasn't on the phone, calling another woman.

Finally, Joe suggested they see a counselor. She reluctantly complied, then marched out from the therapist's office after he questioned her manipulative rationale, "If he loved me, he'd be there when I need him. He'd understand and support me always." When the marriage counselor explained that life didn't work that way, she went berserk and stormed out of the office. Later, she told Joe the man was a quack and didn't know what he was talking about.

Eventually, Joe couldn't take it any longer and resolved to break it off. It took two months of her constantly screaming and crying before he finally left. She haunted him, followed him, called him incessantly, threatened him, and when he began to date again, she stalked and harassed his new girlfriend.

A chill ran down Joe's spine that made him jerk and look over his shoulder. A single drop of sweat ran down his temple. He looked at Sharon's card once more, then watched her as she turned, picked up the polishing cloth and knelt seductively beside the bike, glancing in his direction. He caught her gaze and smiled briefly before stuffing her card in his back pocket.

Grabbing his bandanna, he wiped his brow and abruptly stood up. "Girls, girls," he shouted, tossing the lawn chair at the gas station's entrance. "My bike hasn't been so clean in months. Thanks."

"But we're not through," Sharon protested, polishing the waxy haze off the gas tank.

"That's okay," he said, handing her five bucks and taking hold of the high bars. "I'll finish it when I get home."

"Do you live far?" the Mexican girl asked, whispering in his ear.

"Far enough," he said, handing



"You really ought to do something about that leprosy, Jerry."

her a five spot also and pushing the bike clear of the wet asphalt.

"Can I give you my number?" Nancy asked, deliberately stepping in front of him and pushing her large breasts against his chest.

"Haven't got a phone," Joe replied, straddling his trusty Shovel and kicking it to life. All three girls stood together in dismay as he quickly strapped his tool roll and jacket in place. He turned toward the dynamic trio and assessed their gorgeous forms one final time.

"You're quite a team, but I've got to cut a dusty trail," he said, snapping the stroker into gear and popping a wheelstand as he roared off from the station lot.

At the next light he spotted a bar-keep flipping on the open sign on his darkened window. Joe pulled up directly in front of the door.

"You can't park there," the balding bartender said in his starched tuxedo shirt and black slacks.

"I'll only be thirty seconds," Joe said, kicking out the chrome kickstand still dripping soapy water. "Pour me a shot of Jack, will ya."

"Little early for drinking, don't ya think, son?" the man said, picking up the bottle of Jack Black.

"I just avoided a close call. I need something to settle my nerves," Joe replied.

"What happened?" the barman inquired, pouring the amber liquid and shoving the glass across the bar to Joe.

"Too terrifying to describe," Joe said, gulping down the strong shot.

"Thanks." He started for the door, then stopped and reached into his back pocket. He pulled out Sharon's card and gazed at it for a second before tossing it into the overflowing ashtray next to the door.

"Close," Joe muttered. "Too close."

—fiction by K. Randall Ball

David Mann was inspired to paint the fiction illustration by three dynamite girls—Brooke, Tonya, and Collette—who detailed his bike for a video shoot revolving around our new Easyriders swimwear (call 800-247-6246 to order your 100-page catalog) for the Daytona Special Easyriders video #25. The shots of the girls on the accompanying pages are outtakes from that shoot. In a sense, this is a self-portrait of the Mann himself; then it was the crew's challenge to write the fiction to fit the illustration. Yes, that is also a portrait of the Mann's motorcycle, a 1957 Pan lower with 1966 Shovel top end in a Jammer frame, which was touched up by Arlen Ness. To view the video, which we feel is our best effort to date, call (800) 247-6246.



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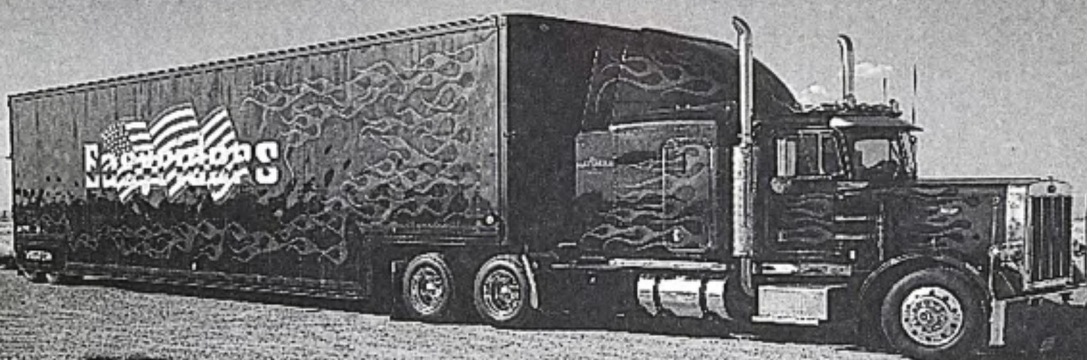
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TECH TIP

Primary Belt Secrets

How To Run A Primary Belt Forever

Remember pulling your clutch in at a light only to have every head within a mile turn because the plates clanged so loud that it sounded like a Catholic church at noon? Then, when your face quit glowing red, and you let out the clutch, the primary would slap the inside of the primary so hard that the old lady in the Volkswagen alongside you would stomp on the gas 'cause it sounded like you were torturing little animals in that tin thing.

Of course, I remember pulling off the side of the freeway on my way to a run, pulling out my squirt can, and oiling the front chain through my rotating inspection cover—all to keep those spinning bearings from turning red and welding themselves together.

So, the reasons we shoved a Custom Chrome, Inc. (CCI) Karata 14mm belt drive system, the CCI standard replacement 4-speed clutch, and the CCI clutch tamer inside the classic twin inner primary, included: quieter operation, one-time adjustment, no mess, smoother operation, and the damn thing will last longer than the engine.

It also won't jump or slap when banging gears, and affords a minimal amount of flex to cushion harsh shifts. In fact, we're so sold on belts, we ran a rear one on the Knuckle (we'll cover that installation in another issue). Imagine never being forced to clean chain oil off your rear wheel again, or having to oil, or constantly adjust. The only reason the factory doesn't run primary belts as a stock item is the heat factor. The heat generated by the engine in the enclosed primary is too severe for a primary belt. Since this one is tin, and modified in the back to accept the rear belt, affording the primary operation more ventilation, we have no problem with the heat build-up.

The main mechanic behind this operation was Gary Woodford of Milwaukee Iron in Lynchburg, Virginia, (804) 845-7688. Gary stresses that in order for belts to operate completely maintenance-free, the frame must be entirely straight—or the teeth aren't running true to the sprockets

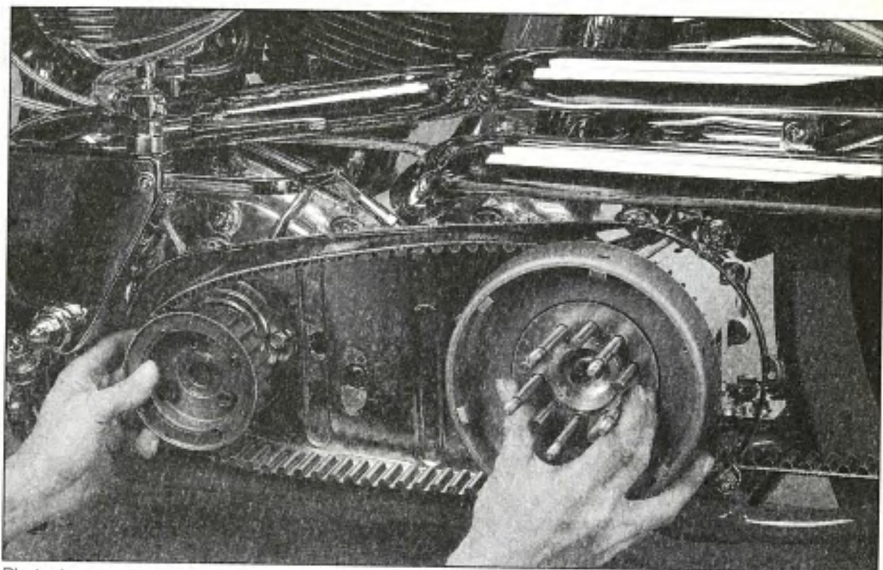


Photo 1

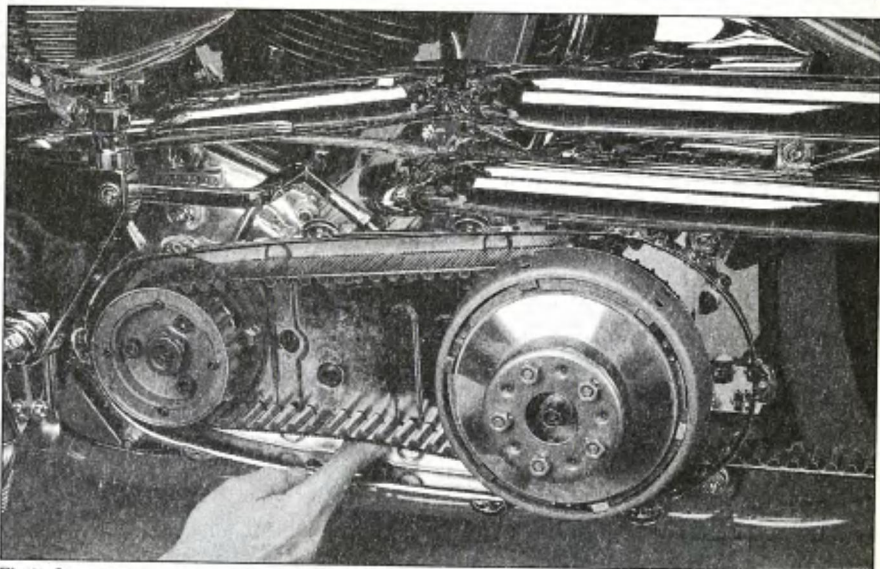


Photo 2

and will be constantly wearing.

Here's how the M. crew installed the Karata system and rerouted the original primary oiling system:

First, Gary cut off the elbow on the oil vent fitting on the case that dumps oil on the stock chain and ran a hose underneath the transmission. With the primary oil adjuster screw turned down until it stops, the line is strictly a vent. If the vent was previously rerouted, the first step includes removing the outer primary, primary-chain adjuster, pressure plate clutch plates, engine sprocket and clutch shell (don't remove the clutch hub).

If you have a steel primary, loosen the four 3/8-inch nuts on the base of the transmission and turn the adjusting screw so the tranny is as forward as possible.

Shaft-to-shaft distance on 1 1/2-inch drives must be 12.812 or 12 1/16 inches (on 3-inch models shaft to shaft distance must be 12.910 or 12 5/16 inches). Re-tighten the transmission. You may have to elongate the four slots on the transmission mounting plate.

Important: For 14mm drives, lower bolt bosses of the inner primary must be cleared for the belt (on four-speed

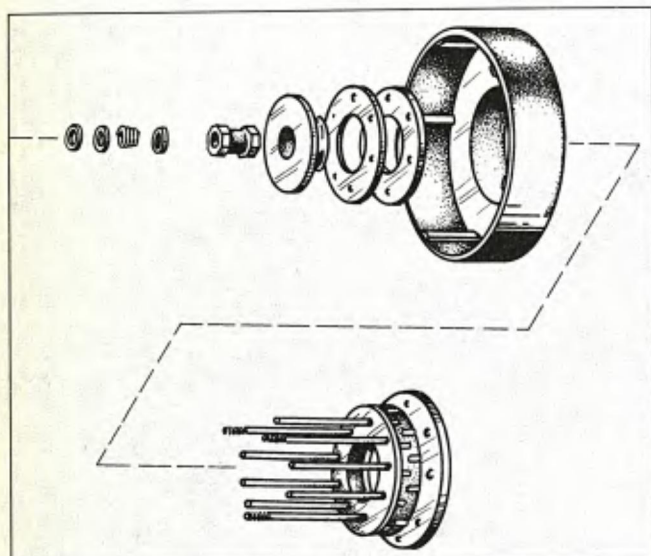


Figure A

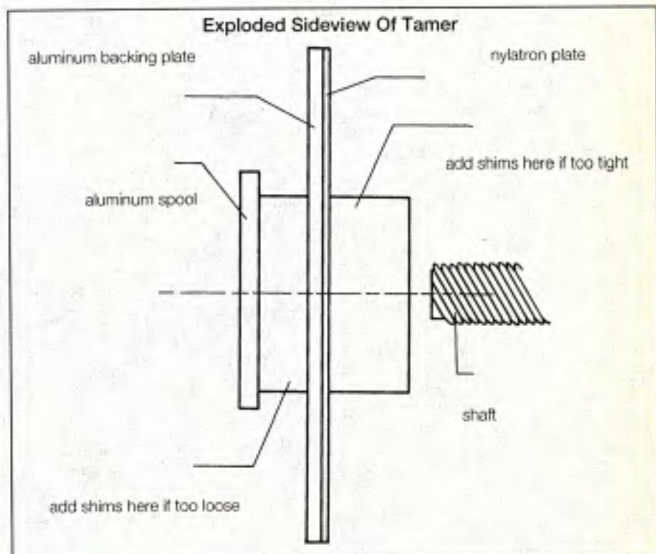


Figure B

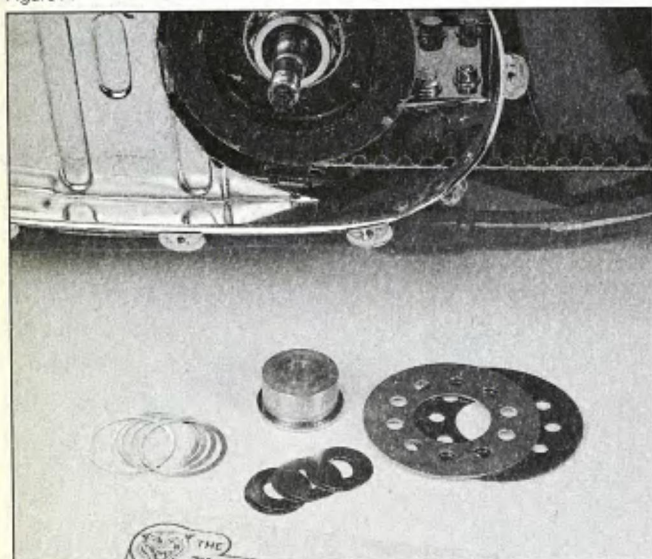


Photo 3

aluminum primaries). (It is not necessary on five-speed primaries.)

Alignment: First, go to your local hardware store and purchase two pieces of single thickness windowpane glass measuring 18 inches long by 1-inch wide. We say two just in case one breaks. This is your straightedge. Install the front pulley and tighten the engine nut with an air electric impact wrench to 150 ft./lbs. Place the piece of glass vertically on the engine shaft between the front pulley and the engine. Place the rear part of the glass on the transmission shaft between the transmission and the clutch hub.

If you can't place the glass between the front pulley and engine, you must install a spacer temporarily (late model spline shafts), and measure the thickness with a micrometer. Write the thickness on a piece of paper. You will have to deduct the thickness from your straightedge measurement.

Install the rear pulley with the clutch plates (steel and friction), pressure plate, springs, and retainer. This will hold the rear pulley in the correct position: flat face of front pulley (flat surface of pulley closest to the engine), and flat face of rear pulley

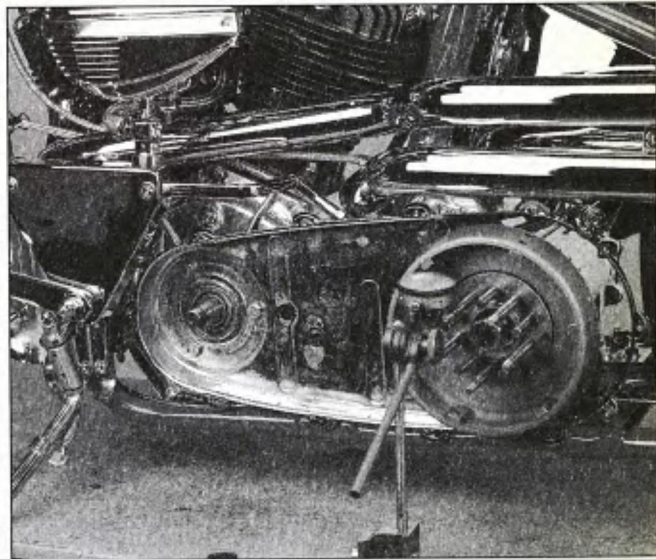


Photo 4

(flat surface of pulley closest to the transmission).

With your index fingers, press the glass on both sides of the flat face of the rear pulley. This makes a straight parallel line between the rear and front pulley. Now, you'll need a feeler gauge to measure the distance between the flat face of the front pulley and the glass. Measure the right and left sides; both sides must be the same measurement. If they are not, your transmission is angled to the left or right, and you must correct this—now.

After the transmission is straight, recheck your measurement with the →

TECH TIP

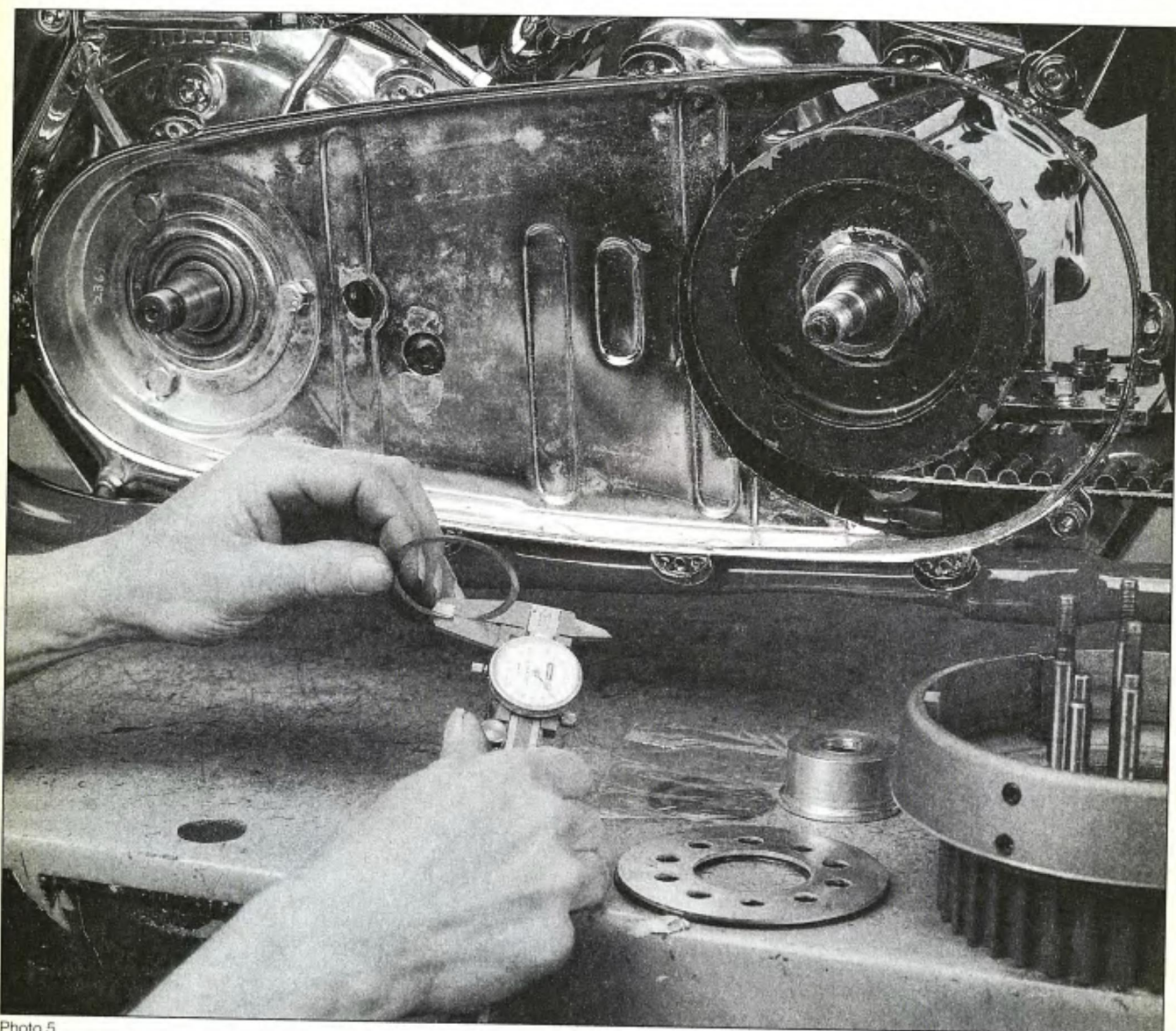


Photo 5

feeler gauge. If it measures .030, you must remove material from the steel spacer on pre-1970 engines. On engines dating from 1970, you must remove the factory spacer, and possibly the machine alternator nose. But do not machine the steel insert on the front pulley.

Now that your pulleys are parallel, install the belt as follows: Remove rear pulley. If your unit is an electric start, use blue or red Loctite on the six Allen bolts that fasten the ring gear to the rear pulley. Now, do the following:

- Check the Allen bolts holding the

clutch dogs and make sure they're tight.

- Lubricate the roller bearings on the clutch hub with axle grease.
- Remove the four-bolt retaining flange from the engine pulley. Important: Do not use a screwdriver, etc., to force the belt on. With your left hand, place the belt on the rear pulley. Place 1/4-inch of the belt on the front pulley. With your right hand, install the rear pulley on the clutch hub. As you push the rear pulley in, push the belt in on the front pulley with the palm of your left hand (photo 1).

Installation will be easier if you remove

the spark plugs and turn the rear pulley clockwise. This will make the belt run in toward the engine and trans. Adjust the belt to the following measurements:

- 9mm belt deflection should be 1/8-inch to 1/4-inch (photo 2).
- 14mm belt deflection should be 1/2-inch to 5/8-inch.

To prevent the clutch shell from walking out on the hub when the clutch is disengaged, Milwaukee Iron installed the Custom Chrome Tamer (photo 3). It eliminates clutch-jerking, all clutch drag, and lugging.

Study figures A and B to determine

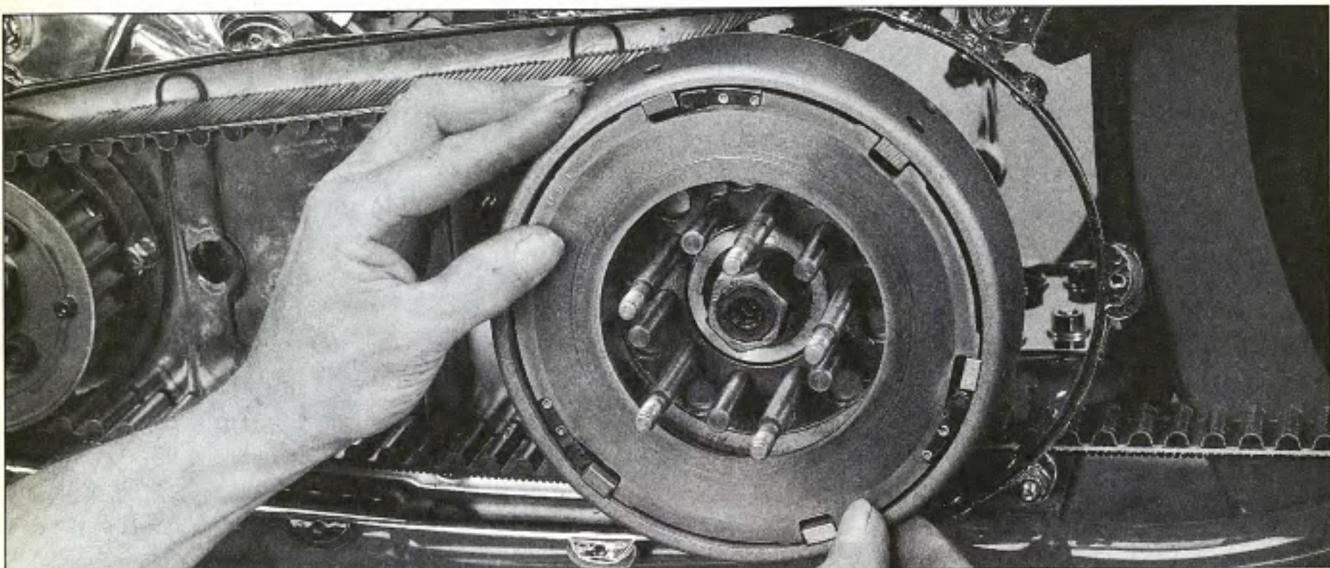


Photo 6

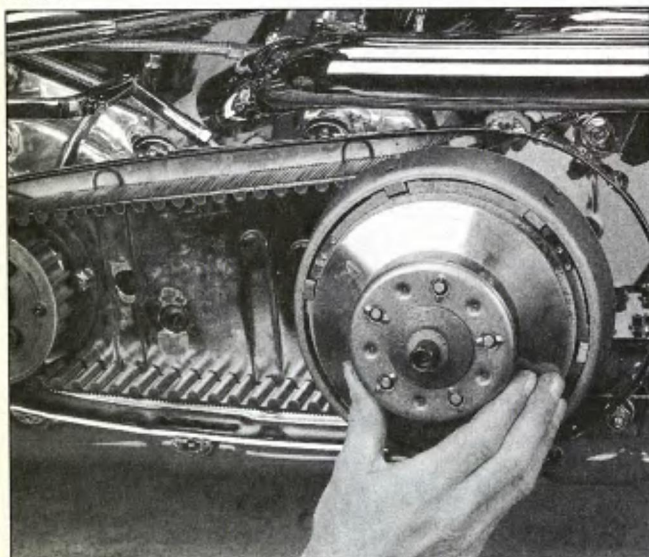


Photo 7

sequence and proper method for adding shims to gain the clearance necessary for proper functioning.

Install the Tamer in clutch shell over 10 pins and without shims. Clearance must be between .010-inch and .015-inch (photo 4). Add or subtract shims (photo 5) from back or front to achieve proper clearance (see figure B). Measure from lip of aluminum spool to flat of aluminum plate.

If the Tamer is to be installed in a Karata belt drive, *do not* use steel plate before installing clutch plate. (Note: Caution regarding steel plate

usage applies to Karata *only*; all others require the use of a steel plate.)

Reinstall clutch plates and drivers into clutch shell (photo 6).

Adjust pressure plate spring length to 1 1/2 inches to 1 3/4 inches. Measure from lip of top plate to flat of bottom plate. Adjust pushrod screw to remove play from throw-out bearing, and remove slack from cable with cable adjusting screw. Allow for approximately 1/4-1/8-inch of free play at the clutch lever.

That's it. Now, run with the wind.

—Wrench



Photo 8

Photos: David Jones

Sources:

Randy Simpson
Milwaukee Iron
3000 Lennox St.
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TECH TIP

A Blast From Biking's Past

Excelsior-Henderson Awakens From A 60-Year Slumber

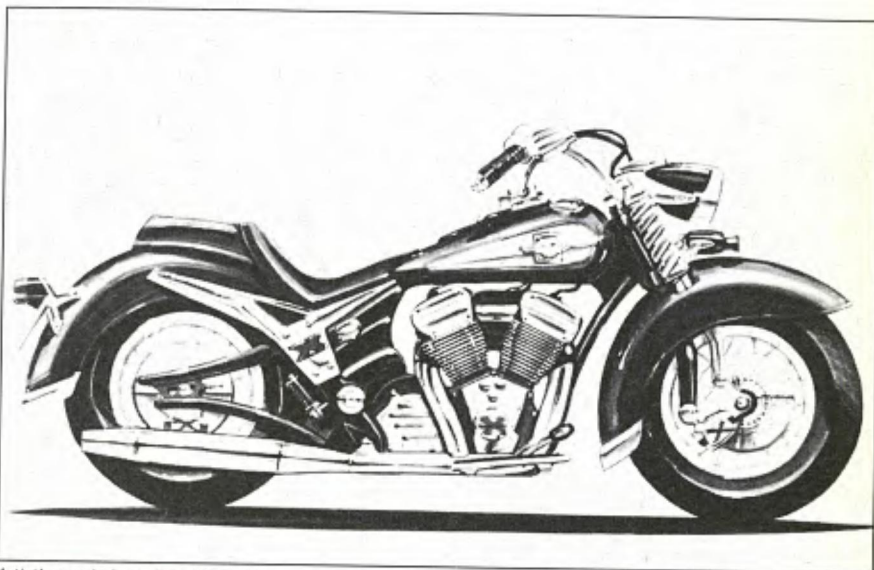
The stage is set. The curtain parts—slightly. A new motorcycle readies for its debut on the other side. It's the Super X, the newest offspring of Excelsior-Henderson, the motorcycle manufacturing division of Hanlon Manufacturing Company in Burnsville, Minnesota. In a quest to dip into its past, the company is resurrecting the look of its vintage 1929 machine, but is creating a stylized, modern version of the motorcycle world's first cruiser.

At one time, Excelsior-Henderson, along with Harley-Davidson and Indian, was one of the "Big Three" of American-made cruising motorcycles. In its hey-day, the company made notable contributions to motorcycle history, including world records in transcontinental events, hill climbing and racing. Its namesake dates back to 1876, and its brands were manufactured until 1931.

According to David Hanlon, co-creator of the Super X, along with his brother, Daniel, "The Super X will be a nineties machine, with an up-to-date disc braking system and a proprietary full suspension (a newly patented system). The modern-day reincarnation of the Super X additionally offers overhead cams, multi-valves, and a fuel-injected engine with a timing management system."

The Super X is a computer-designed and modeled engine; the computer identifies any weaknesses in its design before it ever reaches the stage of construction. This is a state-of-the-art engine design, which has gone through one blueprint rendering after another, until the Hanlon brothers, and the computer, were at last satisfied. It's a far cry from the old days, when new model bikes were tested on the road, over and over, and over again, until it was right.

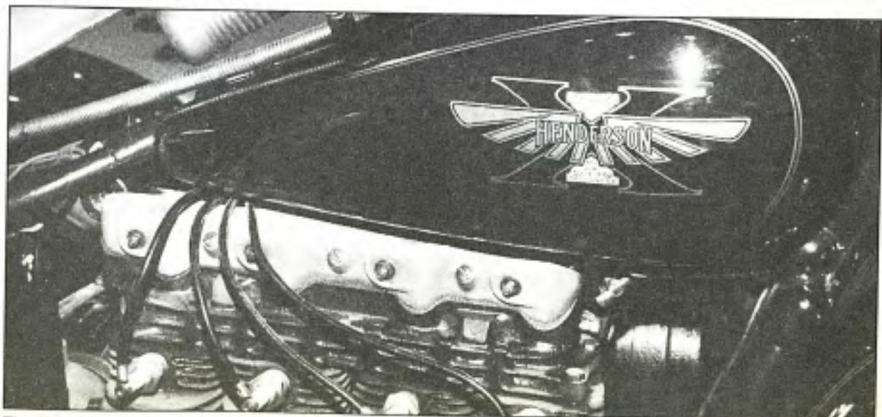
The motorcycling world patiently waits for the bike's "second" coming. The Hanlon brothers insist they will not disappoint purists who look wistfully to the original model, and that they



Artist's rendering of the Super X



David (left) and Daniel Hanlon



The Excelsior-Henderson logo, circa 1928



Another example of a vintage Excelsior-Henderson logo, circa 1916



The Excelsior-Henderson team (from left): Bob O'Grady, Tim Clemens, Ken Laivins, Daniel Hanlon, David Hanlon, Glen Laivins, Dion Cavero

have not strayed too far from the machine's historical origins. The desire to include some of the original styling characteristics is demonstrated by the curved down legs on the frame, the leading link sprung forks passing through the full front fender, and the split-round fuel tanks with the instrument dash mounted on top. The final look is still evolving.

"As you move toward total refinement through engineering and styling," says David, "you make both subtle and radical changes. Ultimately, you compromise on the production level

when the cost factor is taken into consideration."

The brothers Hanlon were prompted by a vision to offer an alternative to bikers who desire American-made motorcycles. "We don't want to replace Harley-Davidson," David adds, "we just want to offer bike owners another choice."

A full-scale introduction of the Super X's engine, as a running unit, will be released to the viewing public when it meets the quality and styling standards of the company.

—Paula Dion

Source:

Excelsior-Henderson
Motorcycle Manufacturing Division
607 West Travelers Trail
Burnsville, MN 55337
(612) 894-9229
Fax: (612) 894-9705

TECH TIP

Sportster High-Performance Ignition

The New System For A Stronger Variable Spark

The availability of speed equipment is dependent on an ever-evolving technology. Once you set a performance mode in motion for your motorcycle, the desire to draw the last possible iota of torque from your mill is unmerciful. On the other hand, if you invest in a cam, to stop there would be a serious waste of cash and potential.

This Sportster has received the full XRV Performance formula package from the master, Roger Kallins, from head work to 1200cc pistons, Roger's formula cams, and Nempco Supertrapp pipes. Now, it's time to back up the basics and the QwikSilver carb with the appropriate spark.

The ignition system is Engine Electronics' Compu-Fire Elite 1 Series Selectable Electronic Advance Ignition Module Kit HDE-3, which is fully adjustable, programmable, and of the single-fire variety. The unit comes with rotor, module connectors, plug/connector, and magnets. This ignition system is capable of being set for single or dual fire, and can be operated with any high-quality coil with two or three ohms of primary resistance.

The unit comes with complete instructions, including diagrams. Not only will it afford the rider single- or dual-fire operation, it offers rev limiting capabilities and a series of advance curves. Each one can be tested for maximum operation—until you go beyond the ideal



advance curve for your machine—and the engine pings. Drop it back one notch and you're golden.

Along with the Compu-Fire ignition system, Roger installed Pro-Fire coils from Nology. No adapters are supplied, and mounting must be fabricated. This is an easy task, due to the small size of the coils. Once the coils are mounted, following the simple, straightforward instructions, Roger installed HotWires, also from Nology. They are compatible with most after-market or stock ignition systems.

Electronic ignition is preferred, but satisfactory results are achieved with points ignition if points and condenser are in perfect working order. Installation is also a breeze, except the HotWires come with a ground wire, which must be attached to the engine, near the spark plug. Each wire is accompanied by a straight 1K ohm resistor/connector to be shoved into the coil connector after adjusting wire length and turning until tight.

The length of the wires can be

altered back to one inch from where the metal-braiding/shrink-tubing section begins. Do not cut into the shrink-tubing, or the HotWires will be destroyed. Some engines require timing adjustment of one to three degrees retarded for maximum horsepower.

The process of igniting the air/fuel mixture in the combustion chamber is caused by the coil being charged until the voltage at the plug electrodes reach the ionization point, and the electrical energy jumps the gap, creating a spark.

If the spark is powerful enough, the air/fuel mixture in the combustion chamber is ignited. The faster the process of igniting the fuel, the faster the flame front growth. The more powerful the igniting spark, the more complete the combustion. HotWires accumulate the energy from the ignition coil in a capacitor, housed inside each wire, until the voltage at the spark plug electrodes reaches the ionization point. At that time, all the stored ignition energy is discharged at once. The resulting spark has a duration of only four nanoseconds, and is up to 300 times more powerful than stock.

The above products are available through XRV Performance Products. Roger has a dyno center on premises, and tests every modification for achievement before allowing a machine on the street.

Once the tire tread rolls out of his oily deck onto the tough concrete of North Hollywood, the real test begins. I can't wait to get my glove wrapped around the throttle.

—Wrench



Sources:

XRV Performance Products
10428 Burbank Blvd.
North Hollywood, CA 91601
(818) 762-5407

Nology Engineering, Inc.
7933 Silverton, Suite 710
San Diego, CA 92126
(619) 578-4688

Engine Electronics
20290 Carrey Rd.
Walnut, CA 91789
(909) 598-5485

A Hot Topic

Big Twin Cam Bearing Installation

Since mid-1992, Big Twin cam bearings have been a hot topic around here. At that time, the factory started installing the same bearing that had caused so many failures in the late '70s. The bearing in question is the INA SCE-138 needle bearing. It can be identified by the name and number etched in the heavy-walled end or by the amount of rollers (19). The 19 rollers are separated by a cage in this design, and when the cage wears slightly, the rollers tend to wander around in the bearing shell until they

Even this
heavy-duty bearing
can have its life
shortened if
it is not
installed correctly

run over a piece of cage. At this point they quit rolling and the engine has only a few moments left before major damage occurs.

The INA bearing will usually last about 25,000-30,000 miles, but after that a big magnet should be placed on the outside end of the cam while removing the cam to prevent the loose needle rollers from falling into the flywheel cavity of the crank case, where they are not retrievable without a complete tear-down.

The old bearing can be pulled out with a variety of bearing pullers, including the original Part No. 95760-69, or Jim's Machining Cam Bearing Puller 95760-TB, or Trock's Cam Bearing Puller TR-11. The Trock tool is the easiest to use and will pull the outer bearing shell out even after the needle rollers have fallen out.

Now that the old bearing is out, let's make sure that the new

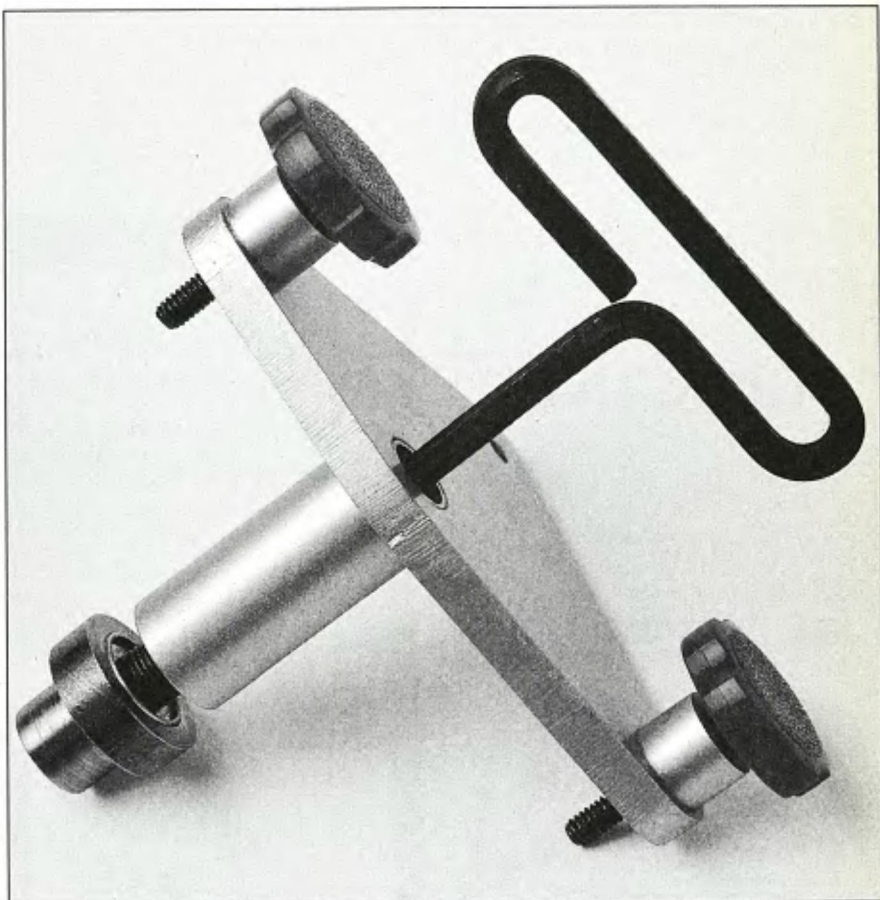
Torrington B-138 (this is the good bearing with 29 needle rollers) is *pressed in straight* so that the bearing case is not damaged. Even this heavy-duty bearing can have its life shortened if it is not installed correctly. The old service manuals said to *press* the bearing in from the branded end of the bearing shell because of the heavy wall on that end, and then showed the mechanic hammering the bearing into the hole. Not good!

The current service manuals show the bearing being pressed in during engine assembly using a shop press. This is fine if your engine is completely apart for repair (did the bearing blow up?). If the bearing is being replaced without a complete overhaul, then the best way to install (press) in the new bearing is with the Trock Cam Bearing Press Tool. This keeps the bearing straight and presses it in to the correct depth without

any guesswork and keeps the bearing shell from being distorted, which could trap the rollers. It also can be used to protect the bearing from cutter chips when relieving the main bearing boss for very high lift cams.

The Trock tool shown here is a prototype and is undergoing some modifications to allow it to be used on earlier generator-style engines; also, it can be easily modified for earlier engines.

—Rux



Sources:

Trock Cycle Specialties
13 No.417 French Rd.
Hampshire, IL 60140
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Jim's Machining
531 Dawson Dr.
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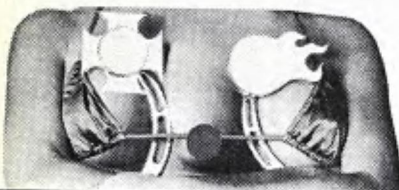
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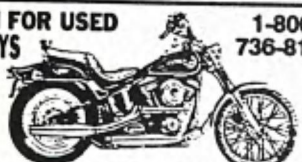
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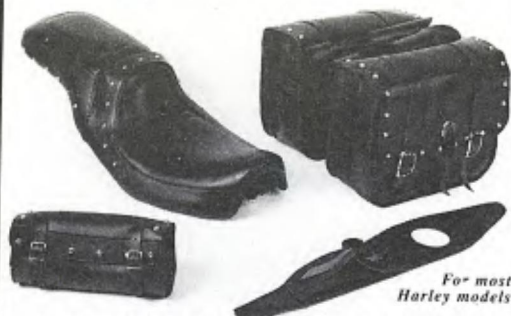
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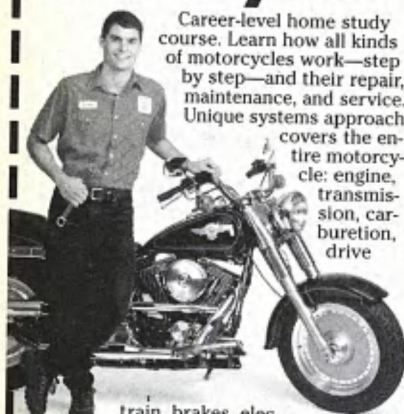
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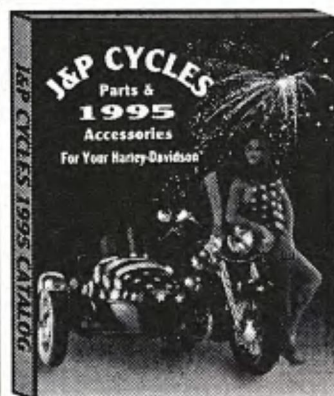


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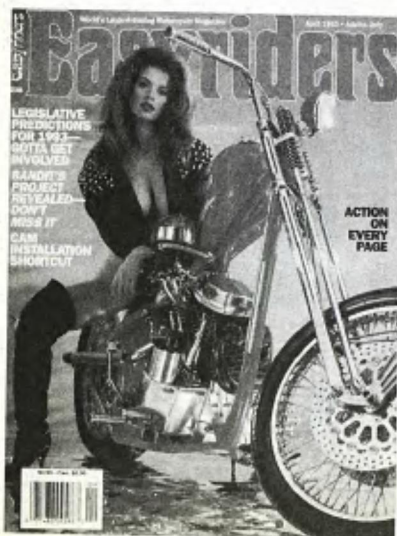
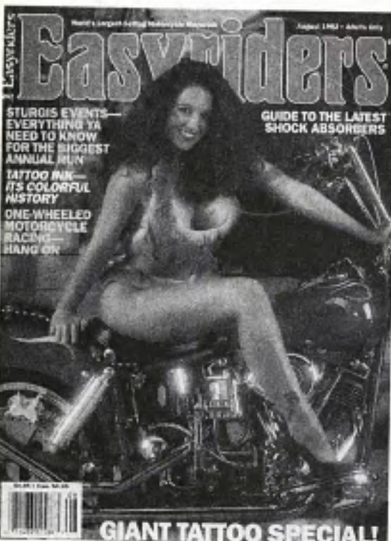
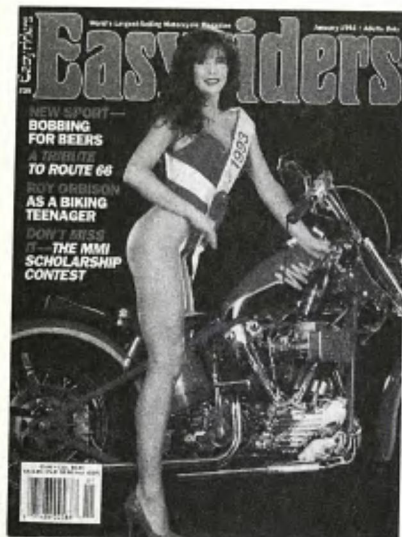
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Contest deadline is October 31, 1995. The winner will be picked from a drawing of correct entries. Decision of our judges is final. Employees, family members, and other agents of Motorcycle Mechanics Institute and Paisano Publications are not eligible to win. Void where prohibited by law.

Enter now. It's all a roll of the dice!

—Phantom

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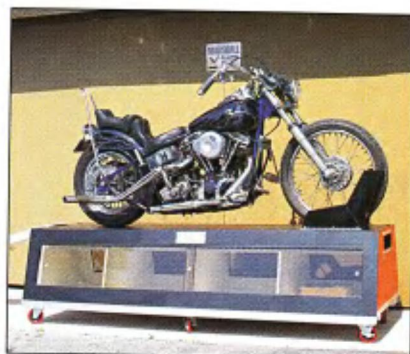
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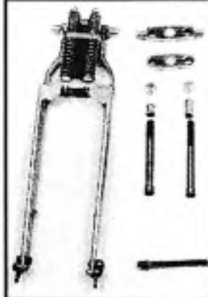
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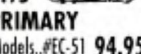
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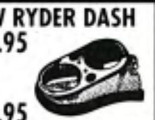
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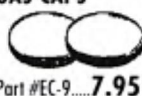
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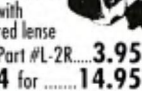
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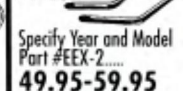
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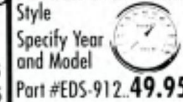
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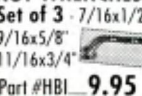
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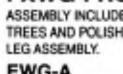
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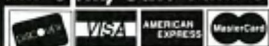
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READERS' RIDES

John Trumppour Snohomish, Washington 1950 H-D Pan/Shovel

When John moved to the greener pastures of Washington state from Southern California, he took his '50 Pan/Shovel with him—in boxes. Buying some acreage in the backwoods, building a house, and re-establishing his family were top priority. Once that was done, his attention returned to his bike. Despite being a custom motorcycle junkie, his H-D/ Porsche Targa blue paint job, with pearl-blue flames painted by Bobby Hill of Ventura, California, has not undergone much change.

"It is basically the same as it looked back then," says John. After unpacking his ride from its mothball storage in 1993, John assembled the bike and was amazed at the result. It ran and still looked sharp. "In '93 I started to put it back together with the same paint job, which to my surprise polished up great," he says. "I have since re-chromed a lot of parts, stroked the motor to 88 inches, and reworked the tranny adding Andrews gears."

Other changes include a series of modifications: S&S super wheels, S&S lifters and pushrods, Super E carb along with Manley valves, and a Joe Hunt magneto. Together they produce a sweet-sounding, high-performing power plant.

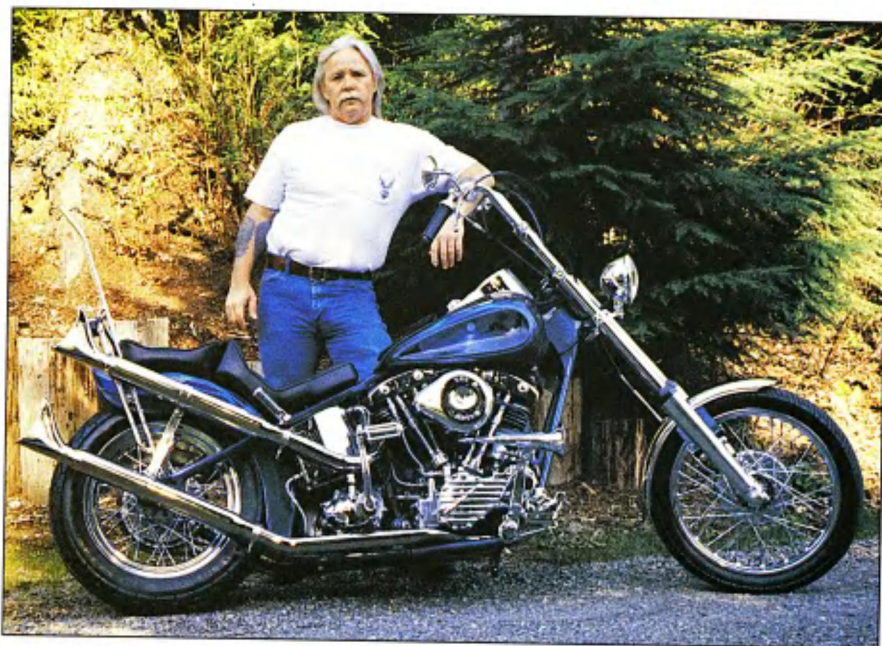
A tribute to John's building ability, his bike received a first-place trophy at the *Easyriders* bike show in Monroe, Washington. "I took first in the Shovelhead Class," he says, "and beat out some of the high-dollar boys, which is always fun."

Although John has owned 20 bikes throughout the years, his Pan/Shovel holds a special place in his heart. "I keep it for sentimental value," he says.

John is a resilient man and operates with a peg leg. "It's the same bike I was riding when I lost my leg years ago." But impairment hasn't slowed him down. John has been a pole climber for GTE for 12 years and still gets in the wind when weather permits.

"I ride it all summer, and when it's not raining in the winter," he says. "I've been through more with this bike than any other. It never lets me down."

—David Loco



Joe Garcia
Espanola, New Mexico
1990 H-D FLH

Joe Garcia has an addiction—actually, two addictions: playing golf and riding and building motorcycles. Both obsessions can get under your skin, says Joe.

"Once you start playing golf, you can't stop. It's a lot like riding." Living in the Southwest paradise of New Mexico affords Joe the opportunities to do both—often. Presently, when not hacking up the fairways, he spends his time riding his cherry FLH through the scenic country around his Espanola home.

Joe has been in the wind all his life, but became addicted to the H-D scene with the acquisition of this '90 FLH seven years ago. "I found it in a guy's garage. It was a basket case," he explains. "I wanted to build a bike, so I

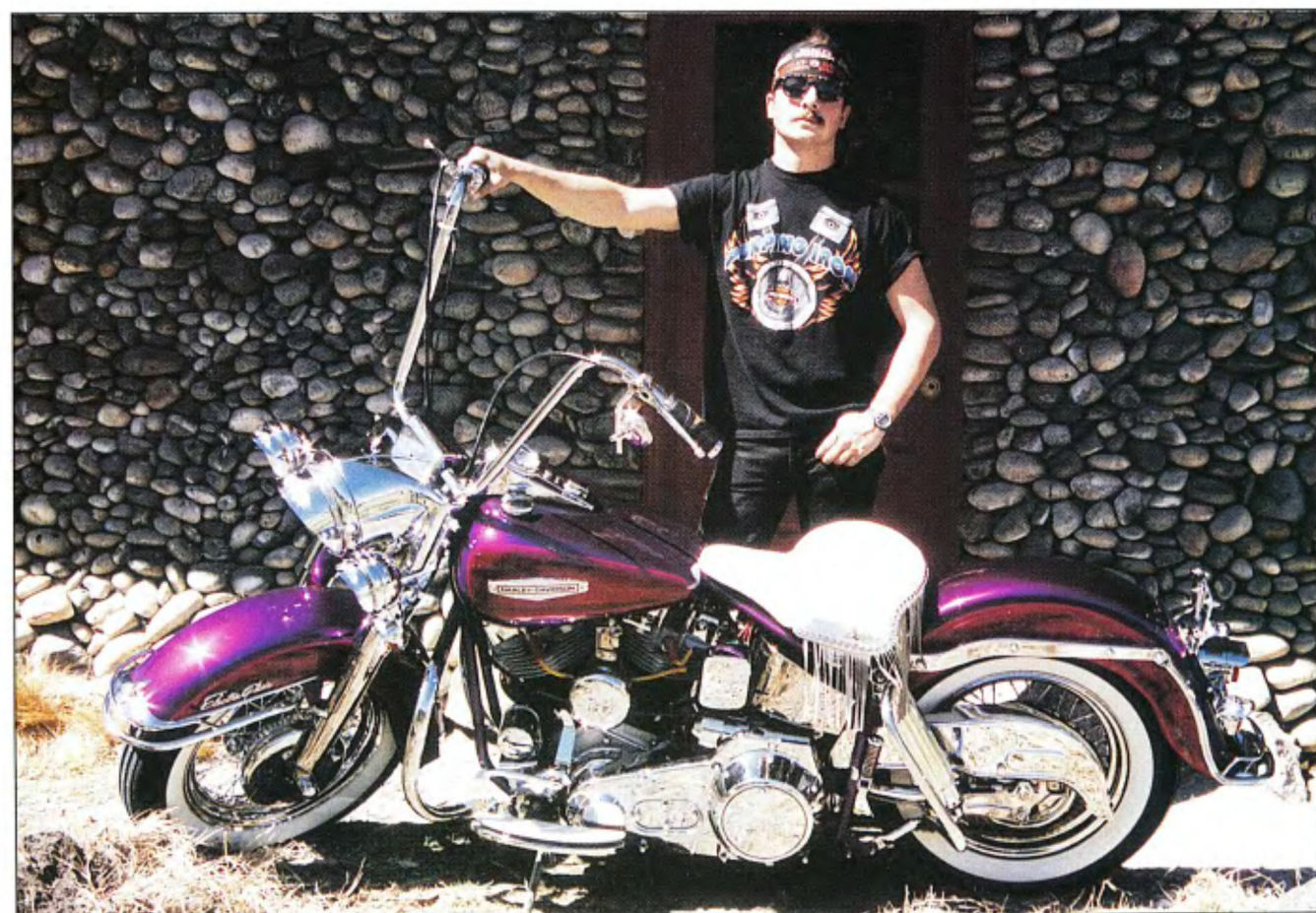


bought this piece of junk. All I needed was the motor and the tranny. People thought I was crazy."

Crazy or not, the end product of Joe's labors is the bike you see here, shot by "Third Eye" photography of Taos; the backdrop is the Embudo Station near the Rio Grande. From a pile of junk to cherry machine—actually a candy-plum House of Kolor paint job by Marshall Martinez of nearby Chimayo—Joe's ride "is the best looking bike I've ever had." By the looks of it, we agree.

The motor is an 86-cubic-inch Shovel that has all internal S&S parts rebuilt by New Life Builders. It's been stroked, the heads have been polished, and a Dyna single-fire ignition, S&S Super E carb, and Thunder Jet fuel system were installed. The taillights are original '67 H-D. "It's my therapy machine," he says. "I'm not done with it yet. It's the baddest bike I've ever had."

—David Loco



Photos: Third Eye Photography

READERS' RIDES

Gregory E. Eaton St. Petersburg, Florida '95 H-D Pro Street Softail

Constant visions, profound ideas, and a thirst for creating are what drive Gregory Eaton. "I get bored easily," says Greg, about his perpetual creativity.

Greg is an emerging builder from the St. Pete area who is constantly on the move producing the ideas that flash through his mind. "After I build one bike, I can't wait to get on with another style," he says. "I've built twenty-six Harleys from the visions I get."

One of his latest visions is manifested in this sleek-looking ride created in seven weeks of intense wrenching. "I was on a quest," he says. Wanting to create the image of a Pro Street drag bike that looks like it's hauling butt when sitting still, Greg started with a bare '91 Fat Boy frame and produced a work of art.

The power plant is a '95 Evo boasting 98 cubic inches. The mill is augmented with forged pistons with a 4 1/4-inch stroke, S&S Super Stock cases, and reworked RevTech big bore high-compression heads, all fired by a Dyna S single fire ignition. An S&S Super G supplies the carburetion.

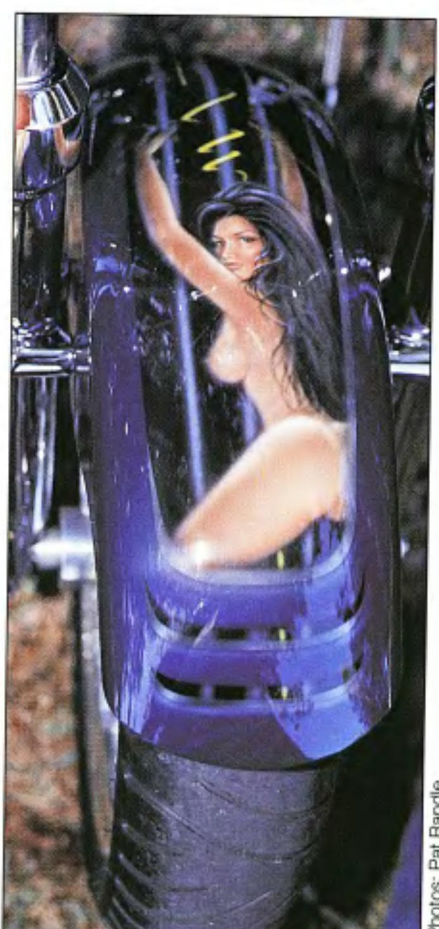
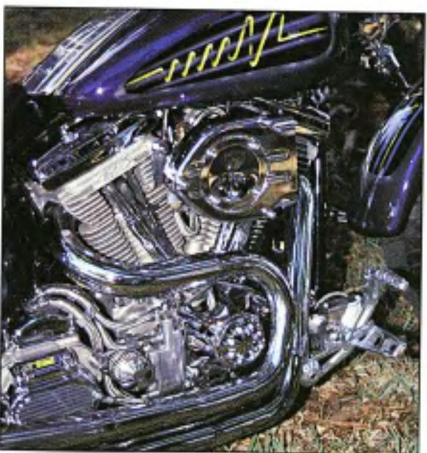
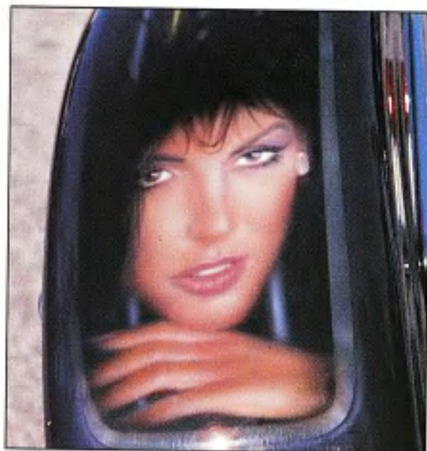
The bike is an eye-catching beauty, and Greg says he already has three others of the same style prowling the streets of the Tampa/St. Pete area. "Whenever I get half-way finished with a bike, someone wants to buy it," he says.

Greg has been riding for most of his 30 years and has worked in bike shops from Hawaii to the East Coast. He decided to go out on his own two and a half years ago. "I said, screw it! I'm going to do my own thing," he explains. "I'm a young visionary and want to be known for building a nice piece."

"Building nice pieces" is garnering him a reputation around his hometown area. This bike has won six first place trophies and a best of show award in local bike shows, he says.

Greg Eaton is a man on the move. "I have to keep myself paced," he says. "A man must set goals for himself." By the looks of this ride, it's clear that Greg is on the track to a fast-paced future.

—David Loco



Photos: Pat Randle

Dean Bott Leicester, England Harley-Davidson FXR

Some chaps can't leave well enough alone; they're always trying to find the perfect meld of beauty and mechanics. Dean Bott is one of those people. The former English lorry driver has created this black, low-slung screamer from the unlikely collaboration of Japanese and H-D running gear.

Dean bought the FXR a few years ago, and after several attempts, finally arrived at the look he'd been searching for.

"I have owned the bike for about four years in different guises," he says, "and it was built the first time using the original frame loop and a weld-on hard-tail, very long and low and using all the FXR running gear, which wasn't bad looking, but just didn't work."

Problems arose from the binders and other things on the original bike. "No brakes," he says, "and crap wheels that went rusty very quickly." Then a bizarre thing happened. While driving his lorry, Dean saw something that interested him: a Kawasaki 22R100.

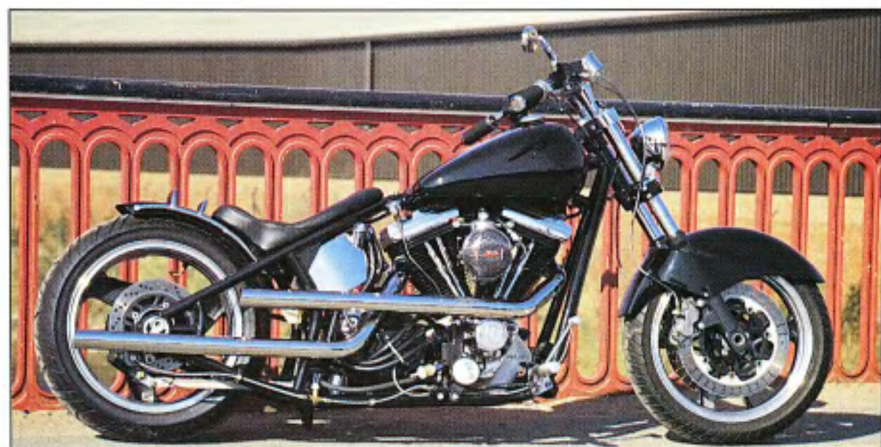
"It had about 600 miles on it and was in immaculate condition," he explains. Using 1,200 pounds of his boss's money (he didn't say if he paid it back), he purchased the running gear and took it home. "I left it in my kitchen for about six months," he says.

Then came the marriage of East and West. Using the Evo engine, together with the offshore bike, Dean created what you see here. "I liked the rigid look, and if I could keep the traditional style using state-of-the-art running gear, I would improve what I already had."

After taking a pair of fatbobs and an oil tank along with the engine and gear box to his friend Ralf at Boss Hogg Customs, the desire became reality. With a week-end of fabrication completed, he says, "I was going to take it home to finish, but Ralf offered me a job. This meant I had access to everything else I needed."

With unlimited resources at Dean's disposal, he finished his ride and found a new vocation. Dean's life is now complete—new job and a chance to do what he loves: build bikes. Good show, Dean!

—David Loco



Photos: Steve Kelly

READERS' RIDES

Gina La Marca Ft. Lauderdale, Florida 1994 H-D FLSTS

Gina La Marca first fell in love with riding as a kid when, back in her hometown of Homestead, Florida, she "loved to go muddin' on dirt bikes." But it wasn't until she made her national modeling debut on the 1993 *Easyriders* calendar that she decided to straddle a Big Twin of her own. It was also after her *Easyriders* calendar appearance that her career took off and, before she knew it, Gina was crowned the 1995 *Penthouse* Pet Of The Year.

According to Gina, though, none of her newfound successes compares with the rush of riding her 1994 Fat Boy. Gina's fiancé, John "Reaper" Severini, who bought and built the custom Softail, credits much of the scooter's stature to "The Woodman" from Blockheads Plus in Silverton, New Jersey. He also credits Von Stetina, based out of Pinellas Park, Florida, for the skull work on the derby and inspection covers. Sue Harris, out of New Jersey's Asbury Park (Bruce Springsteen's old stompin' grounds), stepped up to the plate and air-brushed the John and Gina-inspired "Reaper-breaking-Gina-out-from-Hell" theme. The detailed work on the tank alone—from the tribal band of barbed wire on the Reaper's (John's) arm to the *Penthouse* key dangling from Gina's ankle—ranks among some of the most original anywhere.

These days, when Gina's not busy with an acting gig, posing for Harley-Davidson's 1996 beer poster, playing with her three-year-old son, Gianni (and his one-foot tall remote Harley), or watching the Reaper throwing some 6-inch risers and 12-inch baby apes on their Fat Boy or slamming the rear a couple of inches, you can most likely spot her and the Reaper blistering the blacktop—come rain or snow—somewhere between the Big Apple and Key West, or as the hard-ridin' Gina says, "wherever the wind takes us."

—Clay Dog





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TWO FOR THE SHOW

AND BUILT TO GO

Paul Pardini, who won Best of Show in the Spectator Class at the *Easyriders* Oakland Bike Show, and Russ Welch, who pulled down the same trophy at our Houston contest in the Street Custom category, are hard-wrenchin' bros on a mission: they both wanted in.

"I've been a subscriber for twenty-one years, and I've always wanted to see my bike in *Easyriders*. This is my dream, man," said Paul. It's funny, sometimes, what makes guys drop big bucks on new iron. For Paul, it was not only a shot at sliding his scoot onto our →





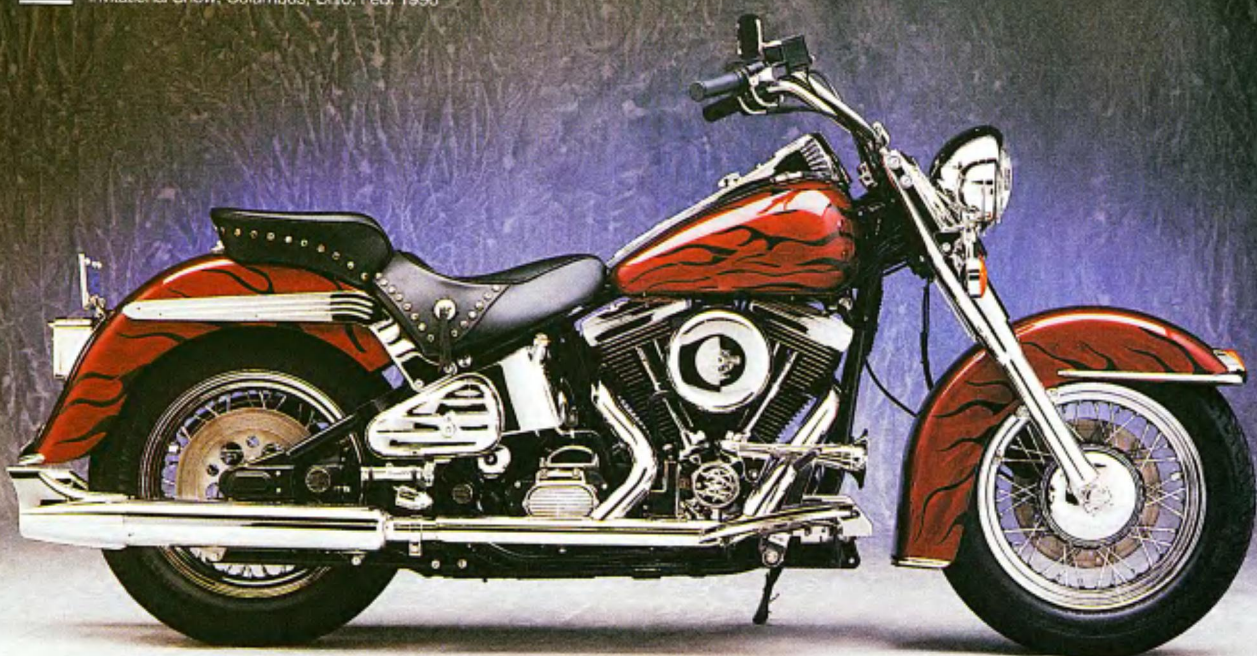


1ST PLACE: SPECTATOR CLASS

Easyriders Bike & Tattoo Show Tour

Oakland, California, March 24-26, 1995

Owner is eligible to compete in the \$35,000
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1ST PLACE: STREET CUSTOM

Easyriders Bike & Tattoo Show Tour

Houston, Texas, April 21-23, 1995

Owner is eligible to compete in the \$35,000
Invitational Show, Columbus, Ohio, Feb. 1996



greasy pages, it was also his wife's butt, or I should say, "back."

"I had a 1952 Pan," he said. "The rigid hurt Laurie's back. She dealt with it for a long time, but then just couldn't take the pain any more."

So what could he do? He let his wife go out and buy him a birthday present. "Yeah, she went and got me this Heritage. Nice, huh?" I told Paul the most my wife ever bought me was a Heritage T-shirt. "But we really share the payments on it," he replied.

"So do we," I said.

A few flames, tombstone taillight, air horn, and fishtails, and Paul had the



clean '50s look he had wanted. He hopped it up with an Andrews cam, Screamin' Eagle ignition, and Progressive Performance springs.

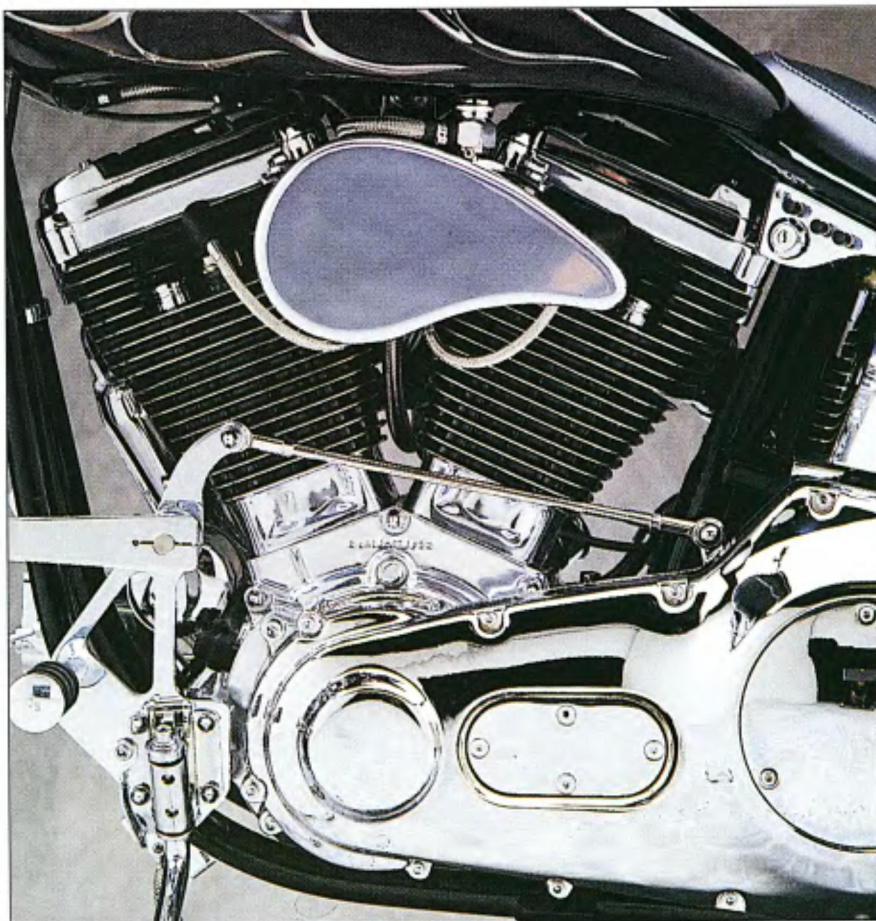
Paul, who owns a supermarket in San Rafael, California, explained his economy of bike building: "A bike is like a grocery store," he said. "Things come off the shelf and things go on. Every time you bolt something on, take something off. It's better that way."

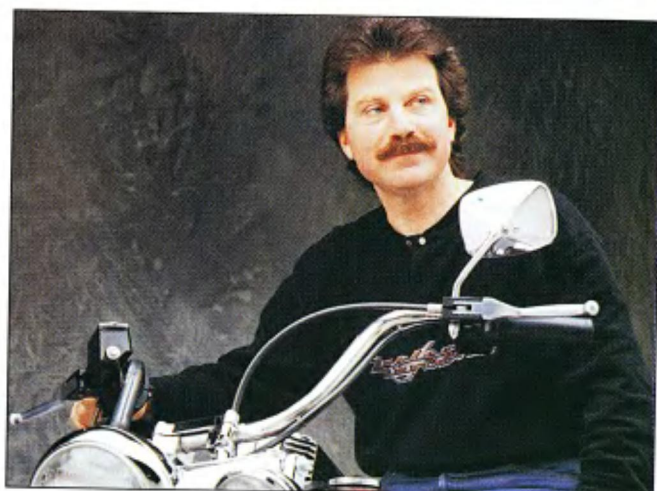
Russ, on the other hand, who owns Russ Welch Motorcycles in Bryan, Texas, said he was tired of placing second at the *Easyriders* shows and "all that Low Rider crap. Figured something fresh could win." So his crew wrenched together a "fuel-injected chopper."

The high-tech help comes from an ACCEL Thunder Twin kit (injector body, ignition and wiring harness). "It's designed for stock application, so all we had to do was throw in a Crane cam," said Russ. "The package puts out 28 more ponies on the Dyno."

Add a crate of handmade or altered parts, including the nitrous bottle clamp, rear fender, gas tank, struts, and coil and air cleaner covers, and the bike's look starts to roll back to the 1960s. "It's where I'm from, but you can't forget where you are—that's why this is an old-style modern machine."

—Joshua Placa →





Owner: Paul Pardini
City: Novato, California

General

Fabrication.....owner
Year and make.....1992 H-D
Model.....Heritage Softail
Chroming.....Carrera Plating

Engine

Year.....1992
Model:Evo
Rebuilder:stock
Ignition:Screamin' Eagle
Displacement:80 cubic inches
Lower end:H-D

Pistons:.....H-D
Cases:factory
Heads:stock
Cam:Andrews EV-3
Carb:Keihin
Pipes:Harley duals
Modifications:old-style Harley
 air cleaner

Transmission

Year: 1992
Modifications: none

Painting

Molding:.....none
Painter:.....Underground Colors, S.F.

Color/type:.....brandywine over silver/
acrylic urethane
Special paint:....multi-colored ghost flames
Frame
Builder:.....H-D
Type:.....Softail
Modifications:.....none

Accessories

Bars:H-D
Fenders:H-D (front), CCI (rear)
Headlight:H-D
Taillight:CCI tombstone
Dash:Mirage from CCI

Pegs:.....Eagle Iron footboards, Ness
 Gas tank:.....5-gallon fatbobs
 Oil tank:.....H-D
 Seat:.....Corbin/leather by Schacht
 Mirror:.....H-D
 Grips:.....stock

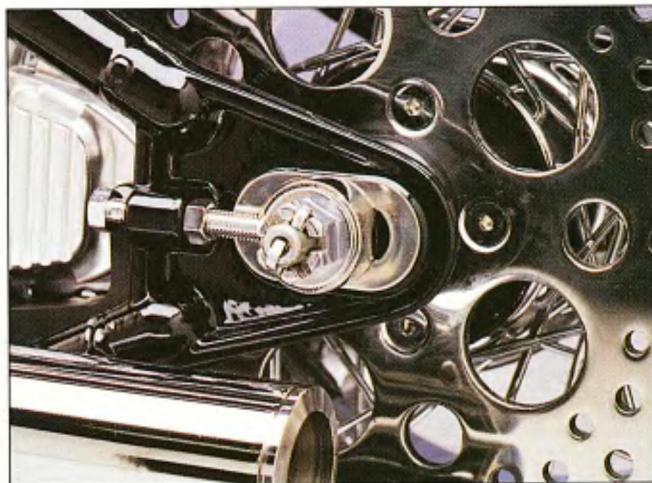
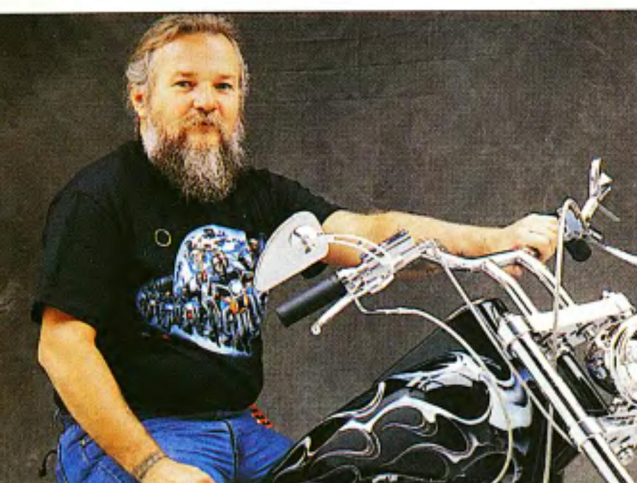
Forks

Type:wide glide
Modifications:chromed/Progressive
Suspension springs

Wheels

Front: ...H-D, 16-inch, Dunlop, H-D brake
Rear: ...H-D, 16-inch, Dunlop, H-D brake

Photos: Michael Lichter



Owner: Russ Welch
City: Bryan, Texas
General
Fabrication: Russ Welch Motorcycles
Year and make: 1995 Custom
Model: FXST
Chroming: Show & Go (Dallas)
Engine
Year: 1995
Model: Evo
Rebuilder: Ken Kersey, RWM
Ignition: ACCEL Thunder Twin
Displacement: 80 cubic inches
Lower end: H-D

Pistons: stock
Cases: polished
Heads: H-D
Cam: Crane 300-2B
Carb: ACCEL electronic fuel injection
Pipes: M.A.C.
Modifications: balancing by Ken Kersey,
 billet air cleaner by Larry Curik
Transmission
Year: 1995
Modifications: polished cases,
 Pro-One wheel sprocket
Painting
Molding: Gus, Hi Tech Paint & Body

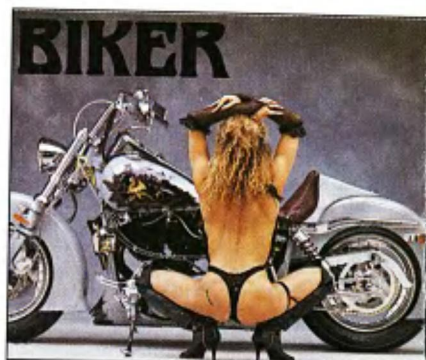
Painter: Gus
Color/type: black/lacquer
Special paint: flames by Jeff Holter
Frame
Builder: H-D
Type: Softail
Modifications: 6-degree rake,
 2-inch stretch, open neck by Ken Kersey
Accessories
Bars: modified Chrome Specialties
Fenders: shortened H-D, modified CCI
Headlight: Ness
Taillight: circa 1967 Sportster
Speedo: FL with tach by CCI

Pegs: JayBrake (front)
Gas tank: FXR stretched by Larry Curik
Oil tank: CCI
Seat: LePera
Mirrors: Pro-One
Grips: H-D
Forks
Type: H-D wide glide
Modifications: 2 inches over,
 Accutronix triple trees
Wheels
Front: Akronit, 21-inch, Dunlop, GMA
Rear: Akronit, 16-inch, Dunlop, GMA
Photos: Michael Lichter

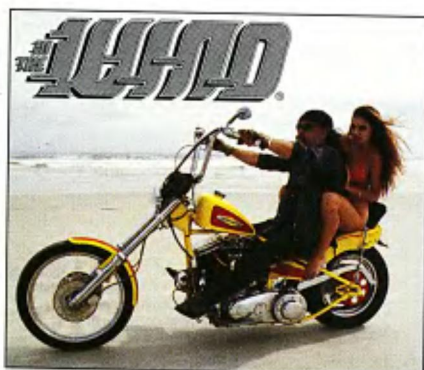
COMING AT YA

The **November** issue of *Easyriders* is coming at ya with a balls-to-the walls sneak preview of The Motor Company's newest line-up, including the brand-spankin'-new, never-before-seen Harley-Davidson models—making their debut in our humble rag. Get down and greasy with an up-close-and-in-deep look at a virtual thunder dome of excitement at Laconia, New Hampshire. And duck and run for cover when the sizzling saucy-eyed sweeties grace the behind-the-scenes coverage of Myron Larrabee's FXR, Pat Kennedy's creative contribution to the JDF cause, and Tom Todd's radically customized FXR, reshaped for perfection and a first place win at the Schenectady, New York, *Easyriders* Bike And Tattoo Show. And be sure to take a mind-blowing stroll down the oil-stained streets of the Service Department for the forbidden, unbelched secrets of Sportster electronics and Simms-styled Softails. And don't miss Arlin Fatland's radical chopper along with all the new Harley models sizzling across the pages of the November issue of the best rag on the planet. *On sale September 28*

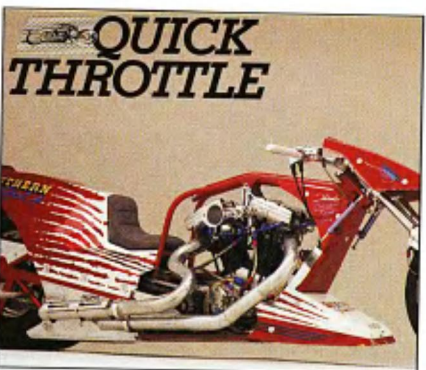
Easyriders



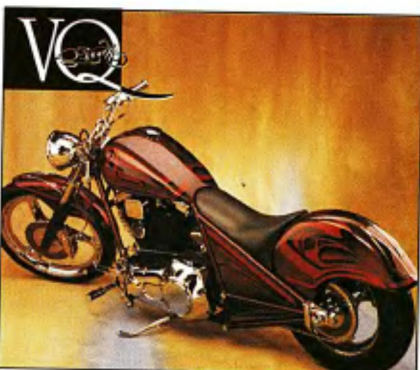
The **December** issue will be the annual T&A special! Yep, we dug up the most provocative photos of our 1995 cover girls to satisfy your steamiest fantasies. In addition to the hot ladies, we'll review the hottest summer events. There's Am-Jam in New York, a New Jersey party, the wild ABATE spring opener in Washington, and Rip's coverage of a Western-style wedding in Colorado. All that, plus our usual badass bike features and much more. You don't want to miss it. *On sale October 3*



We're jumpin' front end first into our **January** 1996 issue, and we're kicking off the new year with the best of your photos. Get a gander of this photo-laden pulp non-fiction, have a chuckle scoping the real-life biker lifestyle, arch an eyebrow at odd Scooter Art, and get your hormones surging when you ogle a beautiful woman aboard the finest motorcycle we can find at the last minute. Our Travelin' Trails will take you Down Under on a two-wheeled tour of New Zealand. *On sale October 12*



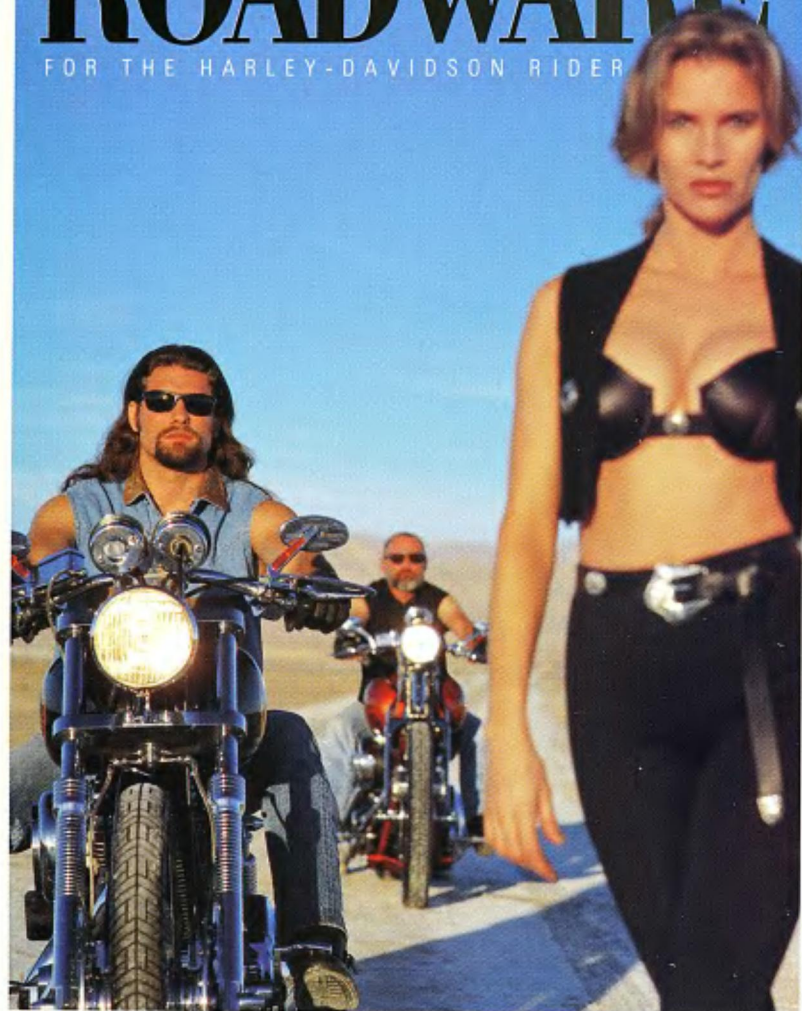
Turn it on, turn it out, and turn it loose, because the **January** issue is destined to torque your toolbox and blow your mind. We're ringing in the new year with a variety of hopped-up Hogs from Mac Thrasher's turned-up Top Fueler, to Mike Dunkel's outrageous Atlas Softail. We've also packed in tech tips ranging from dual plug installation to the latest in titanium parts. Also, look for new products in Performance Warehouse and the latest racing news in the Gearhead Gazette. *On sale October 26*



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 included are eight incredible bike features, a custom seat tech tip from Danny Gray, a hangout with the Hamsters and other rodents 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 now*

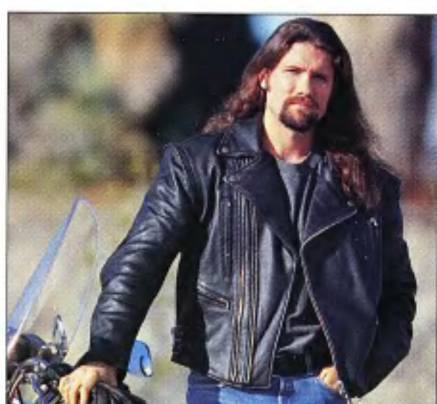
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