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269 • November 1995 • Adults Only

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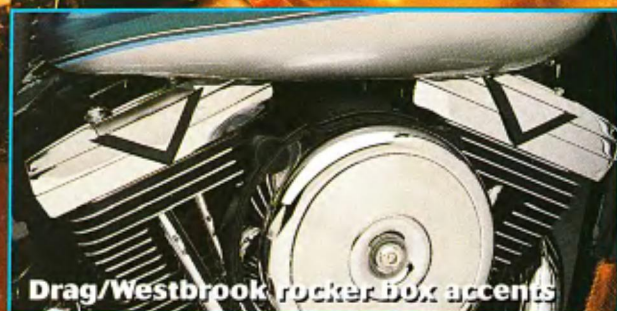
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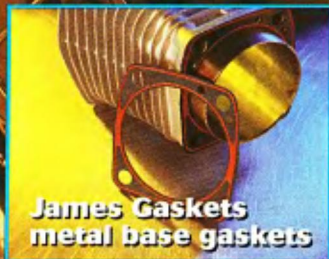
Drag/Westbrook rocker box accents



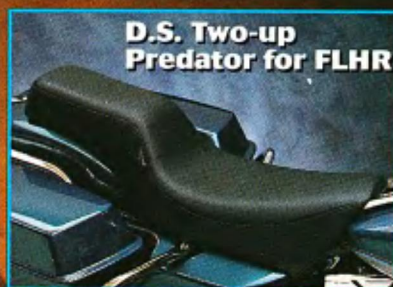
Custom taillight from Scooter Lab



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James Gaskets metal base gaskets



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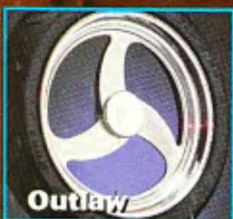
Radio Caddy Fairing for FLST models



Daytona



Hollywood



Outlaw



Rocket

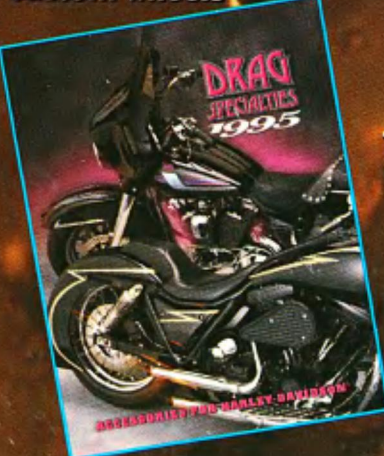


Bandit



Melrose

Boyd's Metal Tattoo custom wheels



Drag/Hotop detailed grips



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FRANCINE GROWS UP



When Francine was a little girl she had a favorite pair of shorts. She loved the feel of the suede, the shiny silver conchos and the way the fringes caught the wind. She could even lace up the sides nice and tight so they wouldn't fall off.

Today Francine still has those shorts. She still loves the soft, supple suede and how they look with her boots. She can even lace them up nice and tight, but these days she's not too worried about them falling off.

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ENTERTAINMENT FOR ADULT BIKERS • NUMBER 269 • NOVEMBER 1995



Cover photo of Cathleen on Myron Larrabee's 1995 Pro Street FXR by Raiko Hartman. Special effects imaging by Alex Lopez.

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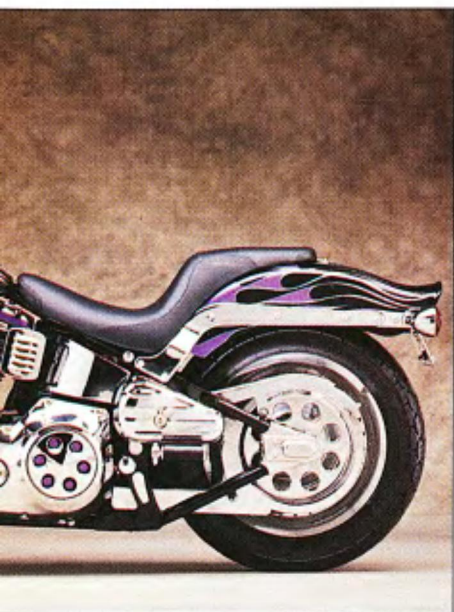
Dave Morgan's Purple Haze Evo, page 66.



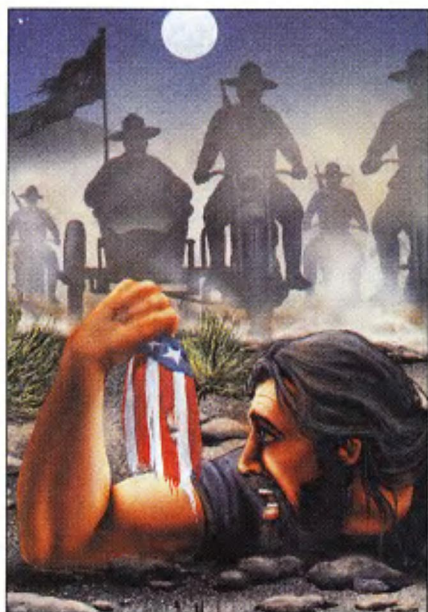
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TAKING IT EASY

I remember when large magazines airbrushed women's belly buttons out of photographs. Not any more. They're considered "sexy" now, and a woman is even selling latex navels. She claims, "Men think they're as important as breasts and buttocks!" Hell, the only thing I think is sexy about them is the proximity to the pleasure palace below!

This guy thought he would look better if his teeth were whiter so he gargled with chlorine bleach—and croaked a horrible death!

A pregnant woman was at an event when she felt her water go, so she looked for a toilet—fast. She found one of the portable johns in the parking lot, got in, and immediately gave birth to a baby boy. What did she name him? John.

After a guy plunked down \$4,000 for a new motorcycle, his father thought he might hurt himself so he got out his .357 caliber gun and shot the bike five times. The guy's really pissed at his dad.

This guy lost a hand during a tug-o'-war at a company picnic. He was an anchor on his 25-member team and as such, had a rope around his wrist. The other team tugged first and severed the anchor's hand. It couldn't be reattached.

She needed cash real bad, so she went to the local pawn shop. He gave her five bucks for the city's monitoring device that she took off her ankle. She told the pawnbroker it was an answering machine.

A strange odor was coming out of a clinic. They called the hazardous team of the fire department who secured the surrounding buildings and evacuated 14 people. After much searching they found the source of the smell. It was a lot—and I mean a lot—of pigeon shit droppings near the main air conditioning unit.

The damned kid fell asleep in the biology class, which really pissed off the teacher. So he reached in his desk, pulled out a gun, and shot the student!

She got a three-year sentence for making too many 900 telephone calls but was let off with the stipulation that she cease. (She had already made \$45,000 worth of calls before being busted.)

His brother liked country music and played it all the time. They got into an argument because he couldn't stand it anymore. He picked up the stereo and broke it over his brother's head.

This guy went into a restaurant to apply for a job. He filled out the application: name, address, Social Security number, and all the other personal info they wanted. He hung around for a couple of minutes and then decided to rob the place. Needless to say, he was real easy to identify. (This guy must have been missing a few chromosomes.)

Six men had been beaten to death, stoned, or shot while trying to hold onto their family jewels, the target of a robbery (strange as that may seem). Word got around that it was a successful robbery and that all the men had had their testicles robbed. But the rumor was put to rest when it was discovered that they were all intact. Wonder who started that one!

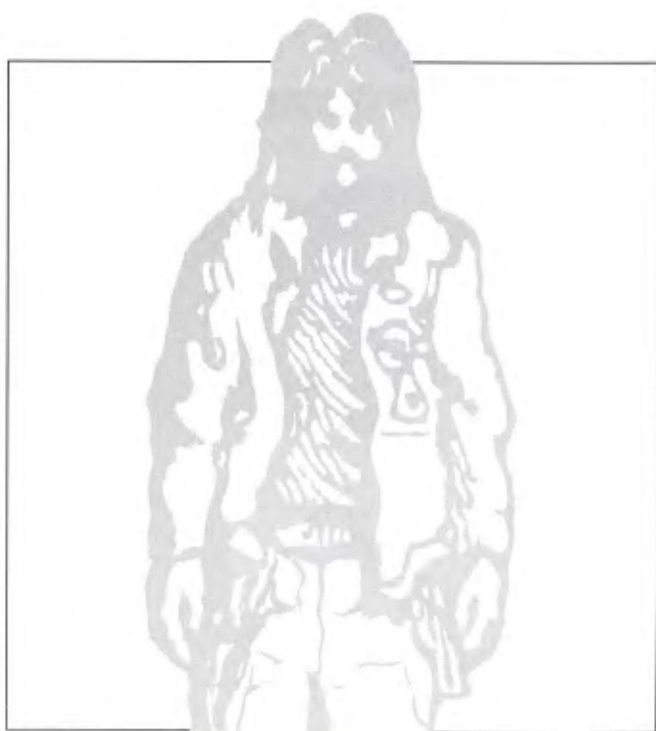
Did you know that dark circles and bags under your eyes can be inherited? They're usually caused by genetics and age. In some families they form at an early age and never go away.

Women's tits are getting bigger! According to a survey, women's breasts in the Western world have swelled from 34 to 36 inches in the last 20 years.

He had a heart attack, and his doctor prescribed a strict diet for the 385-pound, five-foot guy. He went to dinner with an equally fat friend who sat across from him wolfing down a huge meal while this guy was stuck with his meager diet dinner. Finally he went bonkers. He couldn't stand it anymore and stabbed his friend 17 times in the belly and chest.

All the guy wanted was to get some sleep. So he put out 50 nail-studded boards in the street in front of his house. He blew out 13 car tires in his quest for some peaceful sleep.

You may not believe this, but six out of 10 churchgoers take money from the collection plates. On a high note, three out of 10 give money back with interest within three weeks of stealing it.



FOLLOWING CENTURIES OF ADVENTURE

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Easyriders®
Magazine



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The desire for adventure and the need for freedom has been passed down from the Viking conqueror to the medieval knight to the pirate of the open seas. From the American pioneer to the hero of the Old West to the modern day rider!

And now, this bold spirit is captured in "The Brotherhood of Biking," a first-ever collector plate by David Mann, an artist world renowned for his powerful portrayals of the modern day biker. From the flash of lightning that splits the sky ... to the bright colors and gleaming chrome of the biker's chopper ... to the intense expression on the faces of those whose legacy he follows, this is a powerful tribute to the 25th Anniversary of *Easyriders*®.

As an owner of this inaugural issue, you will have the opportunity — without obligation — to acquire subsequent works in a

THE BROTHERHOOD OF BIKING

by *David Mann*

collection that will preserve in porcelain some of Mann's most creative works ever to appear in *Easyriders*®. Each issue will be hand-numbered and accompanied by a same-numbered Certificate of Authenticity, in an edition limited to a total of just 28 firing days. Our 30 day, 100% Satisfaction Guarantee assures you order without risk. So experience the adventure for yourself and submit your order today!

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Respond by: November 30, 1995

Please enter my order for "The Brotherhood of Biking," by acclaimed artist David Mann. Limit: One plate per collector.

I need send no money now. On acceptance, I will be billed the \$29.95 issue price* when my plate is shipped. **6801-5**

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The Hamilton Collection

4810 Executive Park CL, P.O. Box 44051,
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A Winner

Here's a photo of the '58 Pan that won the show at the Hard Rock in Las Vegas. The owners are Don and Martin Chaffin. Stephen Husson
Las Vegas, Nevada

Wants Authentic Stats

You print a lot of info about helmets: statistics showing that what the media are telling us is crap, doctors' reports showing that helmets are actually causing injuries, etc. This is all good news to us who like our freedom of choice, but it could be a lot better if you'd include some verifiable (as in bulletproof) documentation of where the stats and info come from.

I often run into people who like to tell me how dangerous it is to ride without a helmet. I've shown them the articles you print, and they just discount them as the rantings of some Harley fanatics. How about a business-like article with all of the most convincing evidence available, all supported by unimpeachable sources? A few good stats from recognized sources are better than all the unverified rhetoric in the world, especially when it becomes necessary to deal with pro-helmet zealots.

Skip Thomsen
Pahoa, Hawaii

Check the January issue.

Why No Lid?

I've been watching *Renegade* on TV. I know, yuk—but it's the only one with a Harley. Anyway, how come this dude doesn't wear a lid? He's in California. Chuck Alarid
Reprea, California

That's Hollywood.

Irritated

Like almost everyone else who attended the Laughlin Run, I was very irritated by the heavy-handed approach the Arizona Sheriff's Department adopted toward bikers. We hadn't done anything to justify their unfair treatment. I really resented the the guilty-until-proven-innocent outlook Sheriff Cook and his henchmen had.

The one thing we don't have to do is go back where we are obviously not welcome. Sheriff Cook doesn't want our "kind" hanging around in Arizona. Well, hell, let's make sure he won't be subjected to us. Maybe if we don't ride over to Arizona next year, and we don't leave any of our money there, the voters in Mariposa County may vote him out of office. After all, we managed to get rid of Dick Floyd, so a sheriff shouldn't be too tough. I'd be willing to bet that all it would take would be the rather obvious absence of a few thousand bikers not riding to

Arizona to put the message out real loud and clear. Granted, we have to wear helmets in California and Nevada, but at least Laughlin's businesses treat us the way most businesses treat their paying customers. I imagine that as conspicuous as we would be by our absence, the following year (to quote Eddie Murphy) "there's a new sheriff in town."

Bob Small
Costa Mesa, California

A Defense Of Sportsters

I look forward to articles in your mag about Sportsters and am always interested in finding new performance tricks. What I don't need is a sharp spoke stuck up my ass by David Loco, referring to a Sportster as a "junior Hog" (Aug. '95, pg. 154). My 1200, close to 80 hp Sportster is not recommended for use by "junior." Maybe you should send David to my local drag strip to find out why real people ride Sportsters.

If what owner Dan likes about the bike is "it doesn't look like a Sportster," maybe he should have bought something else.

Peanut tanks and power forever!
Raymond Johnson
Racine, Wisconsin

Kind Words For Bandit

A letter to Bandit: You have truly outdone yourself with the "Dicey Knuckle" (Aug. '95 issue) design, the photo shoot theme, the gorgeous model, and the studio floor layout. Magic, man!

Milwaukee Iron, Raiko, and you have captured the '90s essence of creative nostalgia custom motorcycling. The photo display in the magazine should stand as a textbook example for aspiring custom builders and photographers.

"I think I've created a 'frankenfurter,'" was a reference VonDutch used to paraphrase the famous quote by Jimmy Durante when a new craze was about to begin from something he had said or done. On Dutch's behalf, I can honestly say you have hit the ball out of the park.

I was happy to have a small, insignificant part in your project. Good luck at the Sturgis showing of "Dicey Knuckle." Don't be surprised if it steals the show.

Mike Egan
Santa Paula, California



Thanks

Here's a snapshot of the guys at Zook's H-D in Des Moines, Iowa, with me and my 90th Anniversary Electra Glide Ultra Classic. There's a nice little story behind this.

My wife and I were traveling from Omaha to Chicago on my '90 FLHTP. About 60 miles outside Des Moines the rear head pipe broke. Luckily, we'd just passed a rest area so we turned around and pulled in. I called *Easyriders* Bros Club to get a tow to the H-D shop in Des Moines, fully expecting them to tell me they were taking deposits on service to be done in '96 or '97. I was pleasantly surprised when they told me to get it in and they'd start on it right away.

True to their word, they started on it the minute we got it off the truck. I talked to Tom Zucker (Zook) while I waited. When he told me he was getting extra Dressers and would call me when they came in, I was skeptical. This photo was taken about a month later.

The moral of the story? Every once in a while you meet some really good people—people whose word and a handshake still mean something.

Thanks to everyone at Zook's and to *Easyriders* Bros Club.

Woody Quillen
Omaha, Nebraska

Still Around?

I was reading an old issue (November '90) where there was mention in the "Tech Tip" section of a shop in the Denver area called Widowmakers Cycle Shop. The article was about a Suicide Evolution conversion kit. I'd like to know what happened to this shop and if the kit is still available.

Charlie Mihalko
Ft. Knox, Kentucky

Call information; they may be gone.

Virgin Builder

I've got a Softail frame and want to build my own Hog. What I want is a list of all the parts I'll need to build this machine. At least I'll have an idea of what kind of "do-re-mi" I'm gonna have to spend. So if anyone has the time and info, I could use it.

Jason St. Louis
7 Water St. West
P.O. Box 1418
Cornwall, Ontario
Canada K6H-5V5

What Happened?

I've been reading your rag for many years, and this is the first complaint I've ever had. All you guys out there who send in your votes for the Fox Hunt should reach

down and pull your heads out of your asses. Does the winner of the Fox Hunt seem to be getting more like a plastic doll or am I going blind? Come on, guys, most of these girls don't even know how to spell Harley-Davidson. And, please ... the first ride scenarios—yawn, boring.

Let's see some real biker women who know what it means to put "class under your ass." Leave the commercial shit for the Beaver Hunt or some other Flynt publication. Let's get back to reality and start voting for women with real sex appeal, not the biggest fake tits. Guys, think about your ol' lady and what she wears that really turns it on for you. Now that's pure class. I know that a pair of jean shorts, the kind with the ass cut out, a torn tee, and a pair of heels gets my ol' man saluting every time. Remember, mannequins belong in store windows. Pick someone who really deserves it.

Debbie Holder
Tempe, Arizona

It's True

It's true, some dealers don't have waiting lists or empty showroom floors, but I'll guarantee those Fat Boys list at \$18,000 or more. I'll stick with my Pans with all their oil leaks for half the price. I guess those new-era H-D riders like spending \$20,000-plus to build a bike that looks like 1959 when you can own one for 50 percent less. Dirt, grease, oil, and slop combined with wrenching is my enjoyment. It's the feel of real motorcycling from a golden era.

Bugwood The Jew
Bethesda, Maryland

What's The Story?

Last year I bought an FLH 1200. The front fender was scratched, and after taking it off, I found a message in the Eagle head that sits on the fender. The message reads: "This is a 75th Anniversary FLH 1200 owned by Ed Byrnes from new until he died in 1990."

If anyone out there knew Ed and could give me the history of the bike and maybe the original color, etc., I'd appreciate it.

Pete Battams
74 Stratford Rd.
Wolverton
Milton Keynes
England MK12 5LT →



Some Added Info

I just saw your July issue and would like to give Steve Tesini a pat on the back for the cover bike. He fabricated the front fender, stretched the tanks, and did the molding on the frame. I can't tell you exactly 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

Kids At Heart

Two years ago my father retired due to a heart ailment. He'd been a police officer for 26 years. I wasn't sure how he would adjust to not having the enormous personal interaction on a daily basis. He loved people, and they loved him, so I thought the change would be difficult.

I couldn't have been more wrong. My dad went from clean-cut police officer to long-hair-in-a-ponytail, beard-down-to-his-chest biker. And the family loves it! Even my mom is into it. She rides a 1200 Sportster and wears leathers—my dad rides a Heritage Softail Classic. I'd just like to say to my mom and dad—hats off to you two for regaining your youth.

Kristen C. Hurma
Central Point, Oregon

Praise For Staff

I have been reading your magazine since the beginning and have had my doubts about it from time to time. Last month, all that changed when I met a couple of members of your staff. I am referring to Clay Dog and Phantom.

My road dog, Sunny Jim, and I, were riding down to Los Angeles, and we stopped to wet our whistles at a little bar in Agoura Hills called the Agoura Valley Inn. This place had a slew of bikes out front so it looked like our kind of place.

After several brews I was putting some quarters in the jukebox when there was a buncha noise in the corner. Some sumbitch was cursing and spitting and holding a pool cue in a menacing way to this hardbelly. These two dudes walked over real quiet-like and talked to the dude. I didn't hear what they said to him, but the dude put down that stick and left! Come to find out it was Clay Dog and Phantom from your staff.

I went to the bar and ordered up a pitcher to share with these bros, but when I turned around, they were gone. You all show some class, after all.

Ride on, *Easyriders*!

Gordo Bosky
Tehachapi, California

Thanks

I just wanted to tell you how excited I was when I got the call from your staff saying that I was going to appear in the August issue Fox Hunt. I was even more thrilled when the magazine came to my house and I saw the picture. Wow!

Lynn

Scotts Valley, California

How About A Kid's Mag?

I'm 12 years old and was wondering if you make a Harley magazine for kids. If so, what is its name? If not, could you start one? I'd call it *Biker Kids* or *Biker Jr.* It would need decent columns and stories that kids would understand and like, about kids, Hogs, and events. It would also have tons of decent pictures of Harleys, also H-D memorabilia, clothes for kids, etc. (Don't make it too expensive—\$2.50-\$3.50.)

If you already have one, please send me a subscription card so I can subscribe.

Ben Little
Clarksville, Ohio

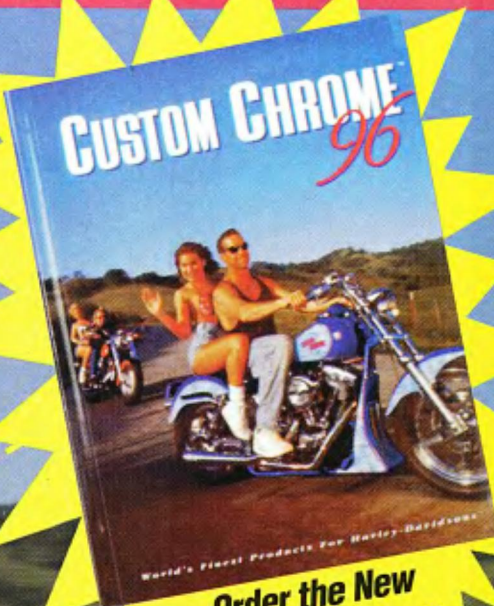
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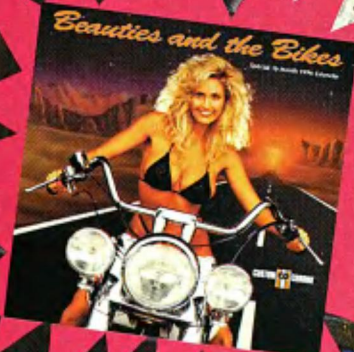
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With this formidable challenge in front

of him, Pat Kennedy, of Kennedy's Custom Motorcycles in Tombstone, Arizona, set out to build a ride that would thrill custom lovers while capturing the imagination of the kids it would ultimately help.

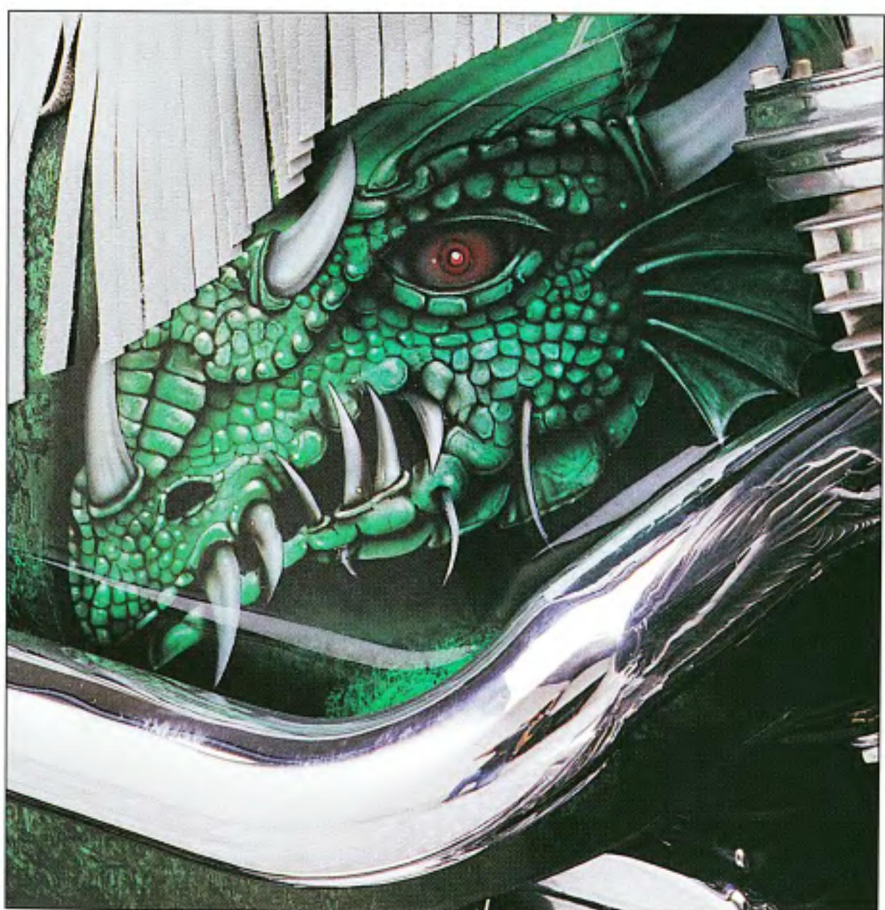
Since the eventual owner is unknown, Pat decided on a limited hop-up, but says, "I went fairly mild on the motor—mild compared to our standards—but it's still a very healthy motor."

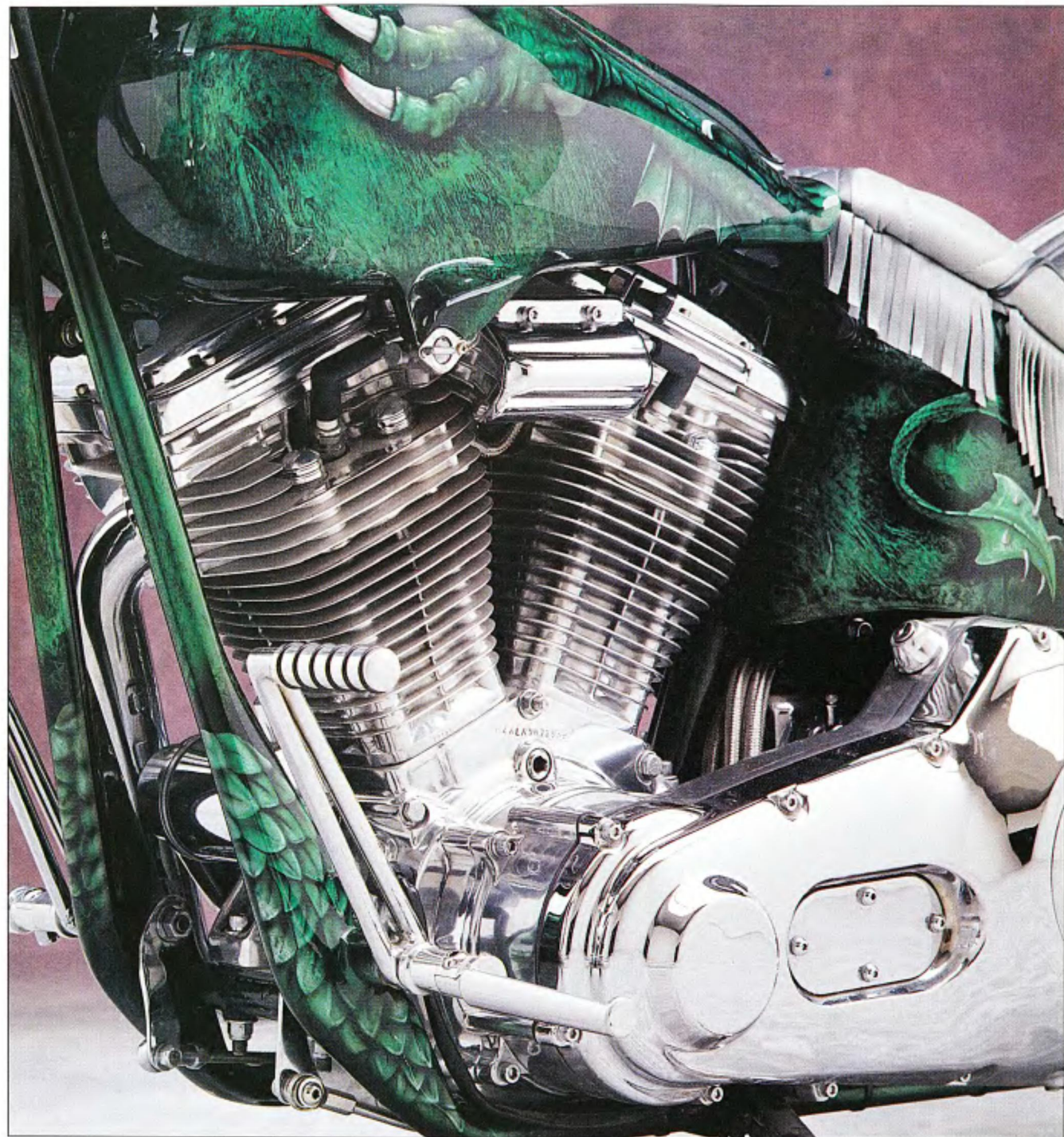
Starting with an 80-cubic-inch Evo →



power plant, Pat added Leineweber cams and a Keihin carb. Then he sent the heads to Dave Mackie in Ventura, California, to help with the breathing. On top sit Xzotic Cycle's Evo rocker covers—giving the engine that Panhead look.

Next, Pat worked on the concept of "a really big dragon" as a way to draw the kids into the project. With the idea on paper, work started on the bike's platform. Using all Kennedy's custom products, Pat chose his '95 chrome-moly Softail frame with a 35-degree rake and 2-inch stretch. The front forks





are Pat Kennedy's fully adjustable units with a six-inch-over extension. The wheels are 80-spoke, with Pat's trademark 200-series rear tire. As a final—but perhaps most enduring touch—he handmade all the double-layered sheet metal pieces to enhance the dragon theme.

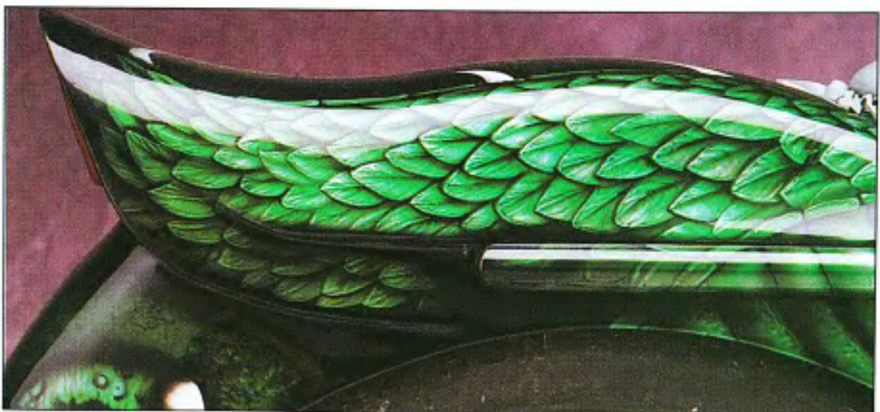
With the project in high gear, Darrell Pinney of Xcalibur in La Habra, California, stepped in to work his painting magic. "Darrell, who is also a tattoo artist, takes a lot of pride in his work," says Pat. "He laid down this masterpiece with an airbrush, adding details and realistic →



shadows with painstaking hours of dedicated handiwork."

Once assembled, a one-off leather seat by Keith's Upholstery in Ft. Lauderdale, Florida, was put in place. Three short months passed from initial concept to completed machine. Pat and Brook Kennedy had a chance to see the response younger enthusiasts have to the Dragon when they displayed it at last year's Del Mar show in San Diego. "The kids were all over it," says Brook. "They were just amazed, drawn in like it was a magnet."

—Alex Loyd





Owner:.....built for JDF/Easyriders
City:.....Tombstone, Arizona
General
Fabrication:.....Pat Kennedy
Year and make:.....1995 H-D
Model:.....Pat Kennedy custom
Chroming:.....New Dimension
Engine
Year:.....1995
Model:.....Evolution
Rebuilder:.....Pat Kennedy
Ignition:.....Dyna
Displacement:.....80 cubic inches
Lower end:.....S&S

Pistons:.....Arias
Cases:.....STD
Heads:.....H-D w/Xzotic Pan rocker
Cam:.....Leinweber
Carb(s):.....Keihin
Pipes:.....Pat Kennedy
Modifications:.....modified air cleaner,
 S&S balancing

Transmission
Year:.....1995
Modifications:.....polished, Andrews
 gears, 66-tooth wheel sprocket

Painting
Molding:.....Pat Kennedy

Painter:.....Darrell Pinney
Color/type:.....Jade/Deltron
Special paint:.....airbrush/dragon scales
Frame
Builder:.....Pat Kennedy
Type:.....Pat Kennedy Softail
Modifications:.....35-degree rake,
 2-inch stretch, struts incorporated in rear

Accessories
Bars:.....handmade by Pat Kennedy
Fenders:.....Pat Kennedy
Headlight:.....5 1/2-inch customized
Taillight:.....molded into fender
Speedo:.....electronic by Xzotic

Pegs:.....Pat Kennedy, front
Gas tank:.....Pat Kennedy
Oil tank:.....Pat Kennedy
Seat:.....Keith's Upholstery
Mirrors:.....none
Grips:.....Pat Kennedy

Forks
Type:.....Pat Kennedy adjustable
Modifications:.....6 inches over stock,
 fully adjustable

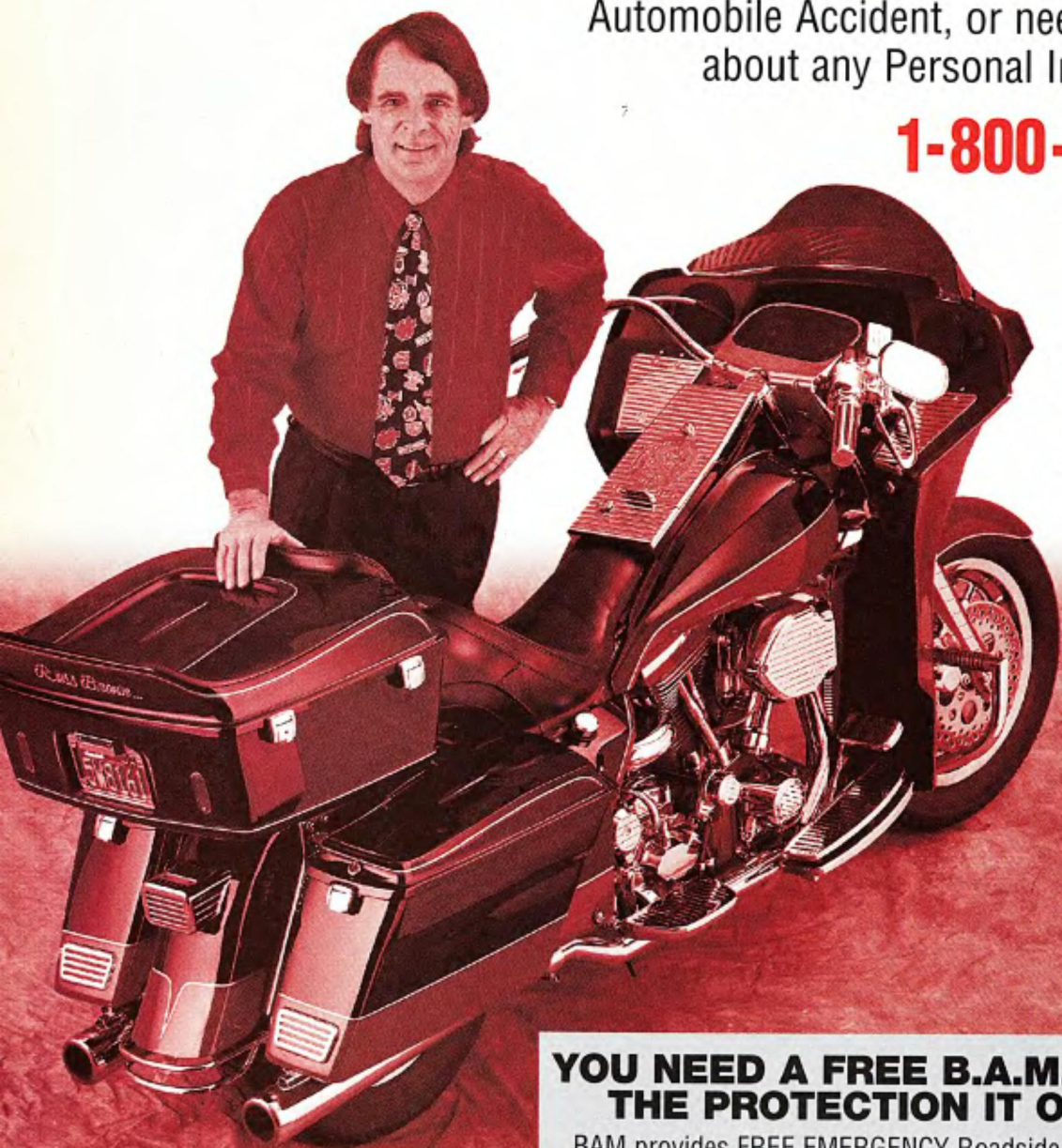
Wheels
Front:.....P.K. 80-spoke, 19-inch, Metz., ISR
Rear:.....P.K. 80-spoke, 15-inch, Metz., H-D
Photos:.....Michael Lichter

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INSURANCE COMPANY THWARTED COURT WON'T PENALIZE LIDLESS BIKERS!

Insurance companies have attempted, in various ways, to penalize motorcyclists for not wearing helmets, even in states where there is no helmet law. One way they have attempted to do this is by reducing or eliminating coverage for injuries incurred on a motorcycle while not wearing a helmet. This subject is covered in two *Easyriders* articles: *Health Insurance Conspiracy* (Feb. 1994) and *Hope in the Air, Motorcyclists Find an Ally in the ACLU* (June 1994).

More recently, an insurance company attempted to reduce damages our [Jacobson & Hupy, S.C.] client was entitled to receive as a result of a motorcycle accident. The insurance company argued that because our client was not wearing a helmet, even though the accident happened in a state where a helmet was not required, the jury could find him partly negligent because he owned a helmet and could have worn it.

The insurance company proposed to call an expert witness by the name of David R. Thom to establish its contention. Thom is well known in California, where he testified in favor of the helmet law.



Before our trial was scheduled, we brought a motion to prohibit Thom from testifying and prohibit the defense lawyer from informing the jury that the plaintiff owned a helmet that he was not wearing at the time of the accident. Following a line of cases in several states, the court ruled that the defense could neither call Thom as a witness nor mention the fact that the plaintiff was not wearing a helmet. The court reasoned that because there is no legal duty to wear a helmet, a

motorcyclist cannot be penalized in a civil case for not wearing one.

The defense also argued that even before the law mandated the use of seat belts, negligence could be predicated on the failure to wear one. We disputed that by showing that helmet use is different from seat belt use in several ways: 1) seat belts do not interfere with driving but helmets can interfere with sight and hearing; 2) a seat belt comes with the vehicle but a helmet is something that has to be purchased and carried separately; 3) it would be inconvenient to carry a helmet around at times when one does not intend to use

it; and 4) helmets, themselves, can and do cause serious injuries.

If you know of lawyers who are working on similar cases, we would be happy to provide them with free copies of our pleadings and the court's decision.

—Attorney Michael F. Hupy

For more information contact:
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GARDEN STATE GOES CRAZY

HELMET CRAZY, THAT IS ...



New Jersey's most recent attempt at restricting our rights is aimed at our children. State legislators have decided to initiate a helmet law for skateboarders, rollerbladers, and inline skaters. This law could also include knee, elbow, palm, and wrist guards. There is a bicycle helmet law already in effect covering children under the age of 14.

Once again we are not given freedom of choice. The senators cite accident statistics supporting their claim that these laws will prevent injuries, but industry people say that statistics can be manipulated to say whatever you want. To me this new law says our legislators feel parents are not qualified to make decisions. We don't need laws telling us how to raise our children. As adults we are able to make intelligent choices regarding the safety of our kids.

But what should we expect of a state that actually has a law on its books banning eggs over easy and raw eggs in a Caesar salad? Are there bunk beds in your home? Perhaps a helmet law for children sleeping on the top bunk! Sledding in the snow? Pass a helmet law. Babies occasionally fall out of their cribs; better get helmets on them too. I don't want to give the lawmakers any ideas, but this is how absurd I feel these mandates are. I have a theory on

why legislators are foisting these laws on our children: If personal freedom is restricted at an early age, we can raise a generation of automatons. This will ensure a safe future, without any question, for all mankind.

Politicians have to justify their existence. If they didn't think of laws to pass, we wouldn't need half of them on the payrolls. These laws are just another way to take money from working people and put it into the government's pockets.

Recently, I was talking to a clerk at my local liquor store and the subject of ABATE came up. He said to me, "You're the anti-helmet people, aren't you?" I had to explain to him that we are for freedom of choice. Maybe we are louder in our opposition to helmet laws, but on the other hand, maybe we're not loud enough.

—Chuck
United ABATE of N.J.

YOU CAN'T KEEP SECRETS FROM US

BIKERS UNCOVER NHSTA HEARING



Recently, 11 motorcyclists representing ABATE of Indiana, surprised NHSTA Administrator Frederick Martinez and other NHSTA members when they attended a meeting that claimed to seek public opinion on deregulation of certain highway safety programs. The meeting was the third in a series requested by

President Clinton to determine if there are less intrusive and more efficient means of administering the programs.

An announcement inadvertently sent to ABATE member and chairman of the Legislative Information Network Committee, Katherine "Kat" Kleber, on March 29, 1995, stated that the agency

(NHSTA) would be taking public testimony at 7:30 a.m. on April 4, 1995, at the Westin Hotel in Indianapolis. The meeting was planned as part of "Lifesavers 13," an annual event for safety interest groups. The meeting was not announced publicly, and the hotel knew nothing of the public hearing, or the agenda of Lifesavers 13. David Dills, executive director for ABATE of Indiana, contacted major Indiana newspapers, Chicago affiliates, and the Associated Press in New York. None of them had any knowledge of this gathering. The groups who share the Lifesavers 13 umbrella are safety-oriented. However, all tend to be pro-regulation and very hard-line pro-legislation intervention.

If the President receives a report from this three-part investigation into the public's opinion and recommendations, ABATE of Indiana would like for him to know that he has not heard from the "Hoosier" public, because the speakers are chosen by none other than Frederick Martinez.

—Katherine "Kat" Kleber

HALL OF FAME

WISCONSIN GOV. TOMMY THOMPSON



Photo: courtesy of the state of Wisconsin

As a member of ABATE of Wisconsin's board of directors, Tony "Pan" Sanfelipo recently received a personal letter from Gov. Tommy G. Thompson, who has supported the motorcyclists' position on helmet laws ever since he was a member of Wisconsin's Assembly back in the '70s. Here's what Governor Thompson had to say:

Wisconsin's cycling community and their legislators have consistently said our state does not want or need a law requiring all motorcyclists to wear hel-

metts. The most recent effort to enact such a law was unsuccessful in the 1994 legislative session. Instead, Wisconsin relies on a partnership approach marked by responsible riding and effective training and safety programs. This approach is working well. During the past 12 years, Wisconsin has continued to post one of the nation's best motorcycle safety records.

Still, federal laws require states to pass mandatory helmet laws covering all motorcyclists by October 1, 1995, or face strict penalties. If Wisconsin does not pass a mandatory motorcycle helmet law by this federal deadline, more than \$7 million in federal funds will be taken away from highway projects and transferred to motorcycle safety programs over the next two years.

Instead of leading the charge for a mandatory helmet law in Wisconsin, I am leading the fight in Washington against burdensome federal mandates. Wisconsin must have the freedom to

choose what works best for our state without facing costly "one-size-fits-all" federal laws that tie our hands.

I hope you will support this effort by contacting your U.S. Senators and Representative and urging them to help repeal the helmet law mandate. The decision on whether to require helmet use must be made by individual states—not by the federal government.

Governor, have you thought about moving to California? We could sure use some of your political wisdom and guidance out here. Unfortunately, it's been a while since we had anybody like Gov. George Deukmejian, who vetoed all helmet laws in this state during his terms in office. Should you consider the move, simply tell your constituents in Wisconsin, "I'm going to Disneyland!"

All kidding aside, to your credit, there are many states with mandatory helmet laws where motorcyclists would more than welcome you as their governor.

—Twiggy

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Eagle's Nest, 127 East Tulare Ave., Tulare
H-D of Glendale, 3717 San Fernando Rd., Glendale
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H-D of St. Petersburg, 5969 Haines Rd.,
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Cycle Lab, 1911 S. State Rd., #7, Ft. Lauderdale
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Doc's Cycle Inc., 6125 Stirling Rd., Davie
Easyriders of Coconut Grove, 2996 McFarlane Rd.,
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Georgia

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

Illinois

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Walter's Bros H-D, 1212 S.W. Jefferson St., Peoria
M&M Custom, 1660 E. Grove, Rt. 136, Rantoul
Easyriders of Chicago, 150 Rand Rd., Mt. Prospect

Indiana

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Maverick Motorcycles, 8051 West U.S. 30, Larwill

Iowa

Cyclepedia Corp., 1824 Dean Ave., Des Moines

Kansas

Bikers Edge Cycle & Leather, 1210 E. Douglas,
Wichita
Central M/C Inc., 13010 W. 63rd, Shawnee

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Dave Frank Motorcycle Sales, 81 Bridge St., Salem

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Zack's V-Twin Cycles, 593 Violet Ave., Hyde Park
Freebird Cycle Sales, 229 Lyell Ave., Rochester
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Fayetteville
Easyriders of Fayetteville, 4424 Bragg Blvd.,
Fayetteville

Ohio

Don's Custom Cycle, 8619 Harrison Pike, Cleves
Mainstreet Easyriders, 1275 W. Main St., Cleveland
Easyriders of Columbus, 611 E. Broad St.,

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Easyriders of Portland, 17999 S.W. Lower Boones
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Easyriders of Houston, 5803 Richmond, Houston
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Tennessee

C&S H-D, 4600 Delaware Ave., Nashville
Easyriders of Memphis, 5124 Poplar Ave., Memphis
Steel H-D, 2136 Chapman Rd., Chattanooga

Virginia

Departure Bike Works, 3093 Hull St., Richmond
Shenandoah H-D, 2800-C W. Main St., Waynesboro
American Cycle Works, 515 Virginia Ave., Collinsville

Washington

Chrome Horse Custom Cycle, 233 S. 1st., Shelton
Columbia M/C Co., 3312 E. 4th Plain Blvd.,
Vancouver
American Motorcycle Service, 2519 Tacoma Ave.,
South, Tacoma

Wisconsin

Mischer's H-D & BMW LLC, N. 8063, Hwy. 33
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DOUBLE JEOPARDY

In Florida, law enforcement has taken harassment to new limits. It's a known fact that cops often pull over bikers for no apparent reason. If the officer does not like your looks or attitude, there are a number of things he/she can do to ruin your day, including taking your license away, taking you to jail, and having your bike towed just by saying, "I thought I smelled alcohol on his breath." Now you have to prove that you weren't under the influence, and in many cases, it comes down to your word against the cop's.

While all of this is going on, you're without a license and restricted from driving. But you still have to work and do all the other things necessary to live. In many cases, this leads to driving under suspension, and it continues to snowball if you're caught. On top of the \$5,000 to \$10,000 it could cost you for legal fees and other charges, any new offenses will only increase the suspension time, thus costing you more. If you're lucky, you'll make it to trial without any additional charges. But even if you win your court case, your problems may not be over. The Department Of Motor Vehicles (DMV) still has your license and may not return it because the DMV has its own set of rules.

The DMV requires you to go to a hearing and second trial. This is called "double jeopardy." If the DMV does not agree with the court, it will not return your license, meaning you will have to go back to court and have the DMV ordered to return it. In many cases the DMV refuses to do so even if ordered by a judge, saying that judges have no jurisdiction over them. In the meantime, you are still without a license, and still trying to survive the daily routines of life.

No one is advocating driving under the influence of alcohol or drugs. It's a serious problem in this country—but it's the only offense I know of where you are charged and tried twice. I know this is occurring, because it happened to me. In my case, the officer came to court in my behalf and said he was mistaken. However, I had to fight the DMV, do all the courses, and spend a lot of money. A year later, the DMV found a mistake in the records and returned my license. I went a year without a license for something I was not guilty of. The number of bikers I've talked to who have undergone the same ordeal is alarming. Most were not as lucky as I was in getting it straightened out.

As bikers, we must work to an end to this prejudicial treatment. —Rogue

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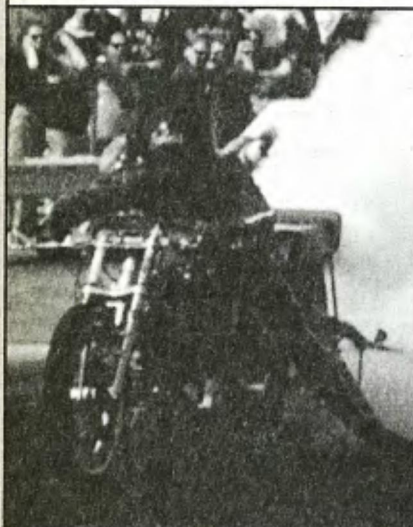
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THIS IS NO JOKE IT CAN HAPPEN HERE



America's bikers' rights leaders listened in disbelief at last year's National Coalition of Motorcyclists (NCOM) convention as their European counterparts told of fighting such Euro-wide government regulations as horsepower limits, noise restrictions, tamper-proof motorcycles to prevent modifications or home repairs, clothing standards, etc.

European riders have been fighting mandatory leg protector laws for some time, and, recently, the British government has begun investigating air bags for motorcycles as well. The NCOM convention fell silent as they watched an official government video showing the testing of leg protectors and air bags in crash scenarios.

Like children returning home from a horror movie, most convention delegates went back to their respective state rights organizations feeling a little shaken, but confident in the knowledge that it can't happen here ... not in America. But now, the unthinkable has hit our shores.

In a medical research study titled, *Lower Extremity Injuries From Motorcycle Crashes: A Common Cause of Preventable Injury*, which appeared in the September 1994 issue of the *Journal of Trauma*, Jess Kraus, Ph.D., makes the case that leg injuries are the most debilitating and costly injuries resulting from motorcycle accidents. His recommendations: leg protectors and air bags, of course! Oh, and seat belts, too.

The following are his major findings and conclusions:

FINDINGS: Lower extremity injuries, which affect 32-80 percent of injured riders, are the most common outcome of nonfatal motorcycle crashes.

Fractures of the lower extremities from motorcycle accidents are more serious, and significantly more likely to result in infection, than lower extremity fractures from other causes.

Following spinal cord injuries, lower limb injuries require the longest average stays in hospitals and result in the highest cost per injury.

Disability resulting from lower extremity injuries poses a tremendous burden to individuals and society.

RECOMMENDATIONS: Wearing protective clothing, including reinforced foot and leg wear, to reduce soft-tissue injuries.

Potential structural modifications of motorcycles including adding a restraint mechanism (seat belt?) to prevent ejection from the motorcycle.

Adding a device, such as an air bag, to cushion the force of impacts.

Building energy-absorbing structures (leg protectors) to direct the impact to the motorcycle rather than the rider.

One last conclusion reached by Dr. Kraus: "Some motorcyclists advocate rider education programs as a means of reducing involvement in motorcycle crashes. However, there is no evidence that rider education is effective in reducing crash risk." If this statement sounds remarkably like what the Insurance Institute for Highway Safety said in testimony to a United Nations transportation committee last year, it's probably because the IIHS funded Kraus' research.

In fact, Jess Kraus earned notoriety within the motorcycling community a few years ago for authoring another infamous IIHS-funded study, the one used by the insurance industry to persuade U.S. Senator John Danforth to introduce federal legislation to ban so-called "super bikes." Motorcyclists coast to coast banded together and succeeded in convincing Senator Danforth that his bill was ill-advised and based on flawed data. It's time again for motorcyclists to band together, or be banned. Forewarned is forearmed.

—Bill Bish, NCOM

UPDATE ON CONN.

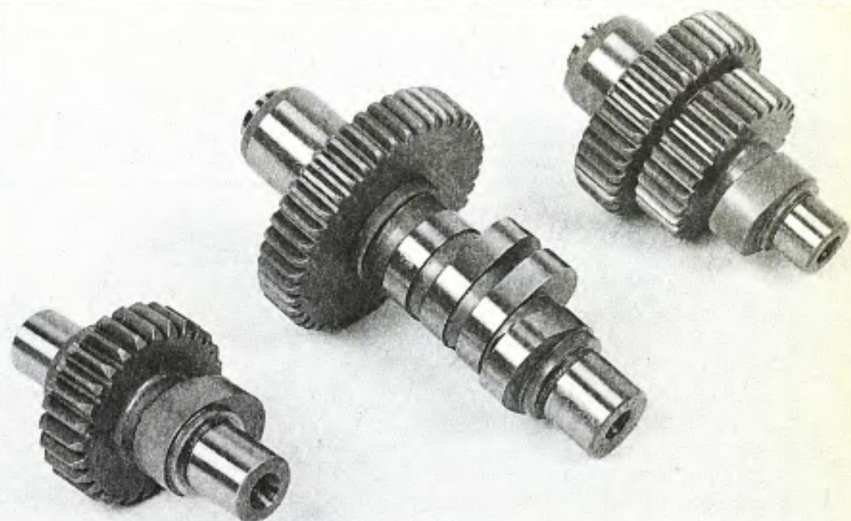
On April 3, 1995, Connecticut's helmet bill died in the Transportation Committee without a vote due to a lack of support among the committee members. It was a stunning victory for our collective efforts, especially in light of the many new members on the committee and the fact that the bill had been drafted in the first place.

Our turnout and performance at the public hearing back in February was a big part of the reason we won in the committee, and I applaud and thank all the members who made the sacrifice to be present at the hearing. As in the past, this victory is not yet final. Rep. Powers, the sponsor of the helmet bill, may try the same move she made last year and override the committee's action by bringing the bill up as an amendment on the floor of the House. Unfortunately, she'll have the same vehicle as last year to do this because there is currently a bill awaiting action that would raise the mandatory bicycle helmet requirement up from 11 years of age to 16. We are vulnerable on this front and have already begun to line up our friends to defeat such a proposal.

Another bill of interest has surfaced that we are vigorously pursuing. It deals with a proposed remedy for excessively loud bikes. HB.6510, currently in the Judiciary Committee, would permit confiscation of a motorcycle that has accumulated three or more noise violations. Confiscation, as opposed to impoundment of the bike, means that the owner forfeits ownership of the bike. This proposal is patterned after the confiscation provisions being applied to the automobiles of "Johns" soliciting prostitutes in Bridgeport and parts of Hartford. It is draconian and potentially unconstitutional, but that will matter little to the owner who will be faced with significant legal cost to try and fight the confiscation. We believe we can stop this bill in the committee for a variety of reasons and are working currently to do so.

—Richard Paukner

Legislative Committee Chairman
Connecticut Motorcycle Riders
Association



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WOW'S RIDE FOR RESEARCH RALLY

On June 4, 1995, female motorcyclists from Massachusetts and surrounding states got together for a day of celebration and hope. Their united purpose was to help raise money for researchers seeking a cure for their number one enemy, breast cancer.

It all started a year and a half ago when an avid rider from the South Shore Chapter of Massachusetts Women On Wheels (WOW) challenged her club members to consider presenting a charity event of their own, rather than simply attending runs sponsored by other organizations. Thus was born what we hoped would become an annual event. Due to the complexity of planning and carrying out this event, all interested members of Massachusetts WOW were invited to be on the committees.

This year, interested riders were asked to go out and collect donations of any amount before the event. If \$50 or more was raised, he or she was allowed free admittance to the Ride for Research Rally. The idea was to have riders from all over the Northeast and beyond converge at one site to donate their contributions. Without this minimum amount, a \$12 donation was collected per person, and contributed directly to research. Walgreens sponsored the chicken



Photo: Denise Coulson Barton

barbecue that was cooked by the personnel of Chooch's Lounge in North Brookfield, Massachusetts, site of the rally. Pepsi-Cola donated soft drinks for the day; music was provided by a D.J.

Speakers gave us insight into this disease, its detection, treatment, and personal impact. Most touching was listening to WOW New York member Betsey Kuzia tell of her bout with breast cancer. She bought a motorcycle and began to ride as her means of coping. We hope to enjoy her presence year after year at this event.

Next year the Annual Ride for Research Rally will be held in early June at the same site. As always, 50 percent of the donations will go to the American Cancer Society, and the other half will go to the Susan Koman Foundation. If you're in the area, please come join us for games, good food, and company.

For additional information concerning this event contact Women On Wheels State Director Susan Wall at (508) 663-4979 or Dee Gagnon at (508) 583-0299.

—Dee Gagnon, WOW

I STAND CORRECTED

FEDERAL BLACKMAIL STRIKES AGAIN

The mere suggestion of a bicycle helmet law in Nevada created an uproar that was heard statewide! Even before the hearings were held, Nevada's Assembly Transportation members were besieged by calls and letters from parents all asking the same question: Why should legislators get involved in something that parents should be doing? This same question was asked when the bill was brought before the committee.

The Assembly Transportation Committee listened to parents and other legislators and then voted down the bill. Well, you can imagine how mad I got over the fact that these guys can vote down a bill to protect kids, but can't vote to repeal a helmet law so adults

can decide for themselves. This prompted me to call the one guy I figured would have the answer—did he ever.

After reading the rough draft version of my seething attack on the Nevada Legislature to Fred Harrell, Director of the Nevada Association of Concerned Motorcyclists (NACM), I got an earful and a political education to boot. My question to Fred was, why would a legislator vote against a bill to protect kids, but not support a bill to let adult riders decide for themselves? Fred reminded me that Nevada's helmet law was passed back in 1971, when many of the current legislators were still in high school. He also informed me that many legislators in Nevada do in fact support freedom of

choice for all. But with the federal blackmail threat still on the books, everyone is afraid to take any action until that issue is resolved.

So there you have it. I was about to raise hell over how I thought Nevada's legislators were a bunch of two-faced SOB's, but I had failed to look below the surface. Fred summed up my political education by saying, "We have a lot of work to do in the next year. We've got to see that the people who voted down the bicycle helmet law are re-elected and we have to elect others with the same political philosophy. Plus, we've got to repeal this federal blackmail."

Thanks Fred, I owe you one.

—Twiggy



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SHORT STROKES

HEAT WAVE



After an hour under the iron rack this morning, I took a deep breath and realized that being a biker is the best of all worlds. It's

characterized by independence, creativity, high speeds, sensuality, and freedom. But occasionally, the requirements of daily living force me to come face to face with the mundane aspects of society, like paying bills and dealing with the government, etc. So, take a breath, feel the spirit, and let's take a look at the news....**The first two items** I'm going to mention have been featured on lead pages of "Easynews" in the last couple of issues: the first is the California Highway Patrol court injunction won by F.I.G.H.T.'s attorney Skip Raring, and the second is the success of Senators Snowe and Campbell with the passage of the repeal bill in Congress. Have you any notion of the political clout we are wielding to create this level of recognition? It's all due to a small number of motorcyclists who have been active in our continuing fight for freedom. Take the time to join your local rights group, or the Motorcycle Riders Foundation (MRF) directly, read the newsletters, and write one damn letter a year, will ya?...**I've been carrying around this clipping** for months. It's from John Paulus in Cedarburg, Wisconsin. In his editorial, he made a couple of damn good points, like "The bigger issue here isn't personal safety or motorcycles: it's about an individual's right to make decisions based upon a personal evaluation of risk." So, what's next? Mandatory condom-use laws? Or regulations prohibiting fast-food restaurants from serving anyone whose body weight is 20 percent beyond a healthy ideal? Absurd? Not really. Electricians are now required to wear hard hats to install switches in homes....**Now a plug for a good friend of mine**, who's been in the bike business for 25 years. Lee Clemens, along with his wife, Brenda, and son, are moving their shop, Departure Bike Works in Richmond, Virginia, to a new, larger facility. Why? Because he never finished a customer's wheel and is afraid the guy will come over and beat him up! Just kiddin'. The new address is: 5216 Hull St., Richmond, VA 23224, (804) 231-0244, fax: (804) 231-0250. The grand opening

is scheduled for October 6-7....**In the name of freedom, Angelo Bruno** sent me a clipping from Iowa, which took up the arguments for and against federal standards in the "Today's Debate" column. One view pointed out that states should be given the authority over their road and highways—and not dictated to by the feds. The argument in the other camp contained statistics on accidents and death rates, and what those figures ultimately cost in lives and money. It's interesting to note that the rationale to create tougher laws is an effort to improve insurance profits. We've proven over and over that the safest states to ride in are the ones without helmet laws, and the ones with proper motorcycle training and campaigns for public awareness. We've also proven, time and time again, that the costs associated with motorcycling on our nation's highways are minute compared to automobiles. The costs amount to \$16 billion for autos, compared to \$300 million for motorcycles. Why not helmets for motorists first?...

Remember the Red Cross fundraiser in Spartanburg, South Carolina, that was raided by the police? Well, the AMA, along with a group called Wings Over The Smokies and the *Motorcycle Consumer News*, recommends that bikers spend their money in other states and support the AMA and ACLU in their fight with the state officials responsible....

There is an ongoing and unrelenting demand for Harleys. Because of that, some dealers are selling the new models for well above the suggested retail price determined at the factory. Well, the official Harley publication, *The Enthusiast*, recently published the actual prices. Managing Editor Dan Klemencic wrote: "Most Harley-Davidson dealers are reputable business people who are committed to providing the best possible custom service in the industry."...

Triumph is back and growing strong. Last week, I heard that someone is about to build BSAs again....**That's it for this month.** I'm going to turn wrenches on my Knucklehead, then fire that sucker to life. While the fog surrounds the moon, I'll rattle the neighbors' windows and blast across town, where I'll meet a girl with crimson hair and a flair for making love in public. Hey, it doesn't get any better than this. I gotta cut a dusty trail.

—Bandit

BEST OF THE WEST

On April 21-23, concerned bikers journeyed to Boise, Idaho, to attend the Motorcycle Riders Foundation's (MRF) 5th Annual Best of the West.

Proudly hosted by the Idaho Coalition for Motorcycle Safety, Inc., with assistance from the Christian Motorcyclists Association, the event had 113 registered attendees from all over the country, thus making it the largest regional gathering the MRF has had to date.

Saturday morning's speakers included Mark Buckner, President of the MRF; Wayne Curtin, MRF Vice President of Government Relations; Dal Smilie, AMA Vice Chairman; and Bill Bish of NCOM. Various workshops took place Saturday afternoon.

Later on in the evening, Boise's very own Cycle Nuts & Bolts H-D provided a bus to take the folks down to their shop for some fine-tasting finger food and to show that Boise's known for more than just potatoes. Thanks, Dick and Mary.

At 7 p.m. dinner was served (many thanks to the staff of the Boise Holiday Inn, especially Laurel, Toni, and Tom).

At 8 p.m. Fred Harrell held an auction. Fred had the crowd throwing money at his feet for the items, and thanks to his efforts, and to the members who unselfishly donated the items to be auctioned, more than \$1,800 was raised in order to keep Idaho motorcyclists riding free. Well done, Fred. After the auction, the band started up, and we all (deservedly) partied into the wee hours of the night.

Sunday morning a panel discussion was held. This is where state representatives speak out on what's happening in their respective states. In other words, what's working, what's not, and what to do about it. Afterward, we all asked questions and compared notes. It was a great informational exchange.

The 1995 MRF Best of the West ended with some great information being passed along and new friendships made. If you believe in motorcyclists' rights and feel that freedom is worth fighting for, you owe it to yourselves to attend an event like this. To all the great people who donated their time to put this together, I can't thank you enough. Great job!

—Bob Brumpton

Chairman, Idaho Coalition for Motorcycle Safety, Inc.

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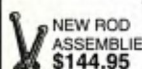
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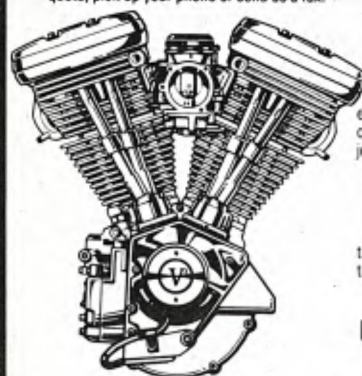
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PASSING GAS



"I think we'll try a low-fiber diet for a while, Mr. Wilperbaum."

Panhead Pete returned from a weekend fishing trip and was more than a little pissed off at his ol' lady. "Dammit, bitch," he roared, "why didn't ya pack my warm pajamas?"

"I did," said his ol' lady. "I put 'em in your tackle box."

Bababooley
Ivory Coast

Then there was the streetwalker who always wore seven-inch stiletto heels while working the streets ... she was determined not to sell herself short.

Goodnight Gracie
Burnin' George

Did you hear about the street-walker who became a nun?

She'll still give you a piece, but only out of habit.

Sandman
Dozing

Why do politicians believe in free speech?

Because that's about what theirs is worth.

Rebecca
Sunnybrook Farm

What can't see very well and has a wet nose?

A nearsighted gynecologist.
Gary the Baker
Fieldstone, Calif.



"Jeez, check out this humidity, will ya?"

"I must admit, I'm completely baffled by your orange penis," the physician admitted to Mad Mike. "Does anyone else in your family have this condition?"

Mad Mike shook his head.

"Hmm. Do you handle any chemicals at work?"

"Nope, don't got no job," said Mad Mike.

Puzzled, the doctor scratched his head. "Well, what exactly do you do all day, then?" he asked.

"Mostly I just sit around, watchin' porno tapes and eatin' Cheetos," said Mad Mike.

Li'l Danzig
Balto, Md.

Already Tiny was wishing he hadn't been packing his ol' lady for the three-day club run. She'd been bitching and arguing nonstop since the beginning, and for sheer stubbornness, she couldn't be matched—except for maybe Tiny himself.

On the second afternoon of the trip, they were tooling down some rural roads, and his ol' lady spotted an old mule grazing in a field. "Must be a relative of yours," she wisecracked from behind him.

"Damned sure is," Tiny shouted back, "but only by marriage."

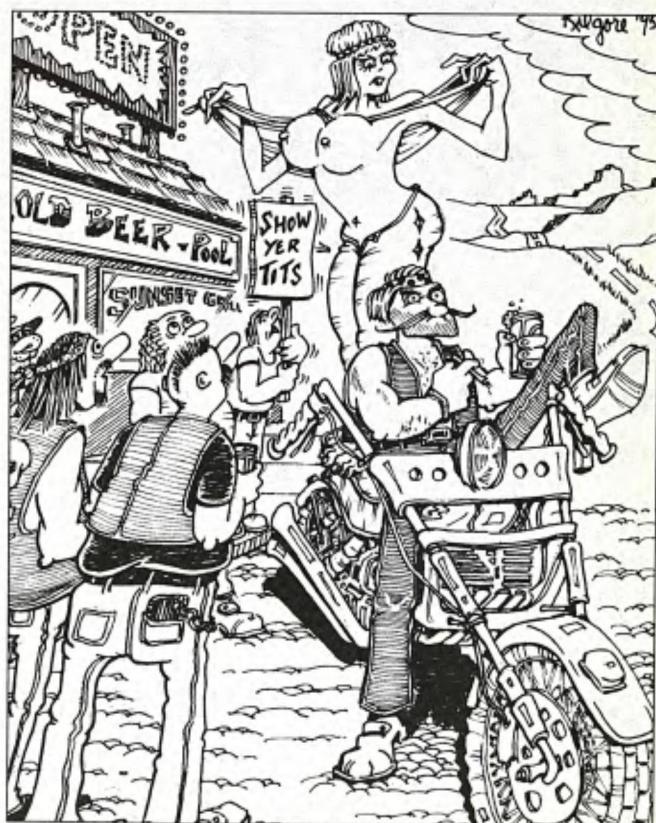
Badass Bill
On Top

Know why women fake orgasms?

'Cause they think we men actually give a damn.

Doc Fred
Knoxville, Tenn.

Definition of a eunuch: a guy who's cut out to be a bachelor.
The Midget
Janisland



"Whaddaya mean, it ain't 'ladylike'? Neither is me givin' ya head, but I don't hear ya bitchin' about that!"

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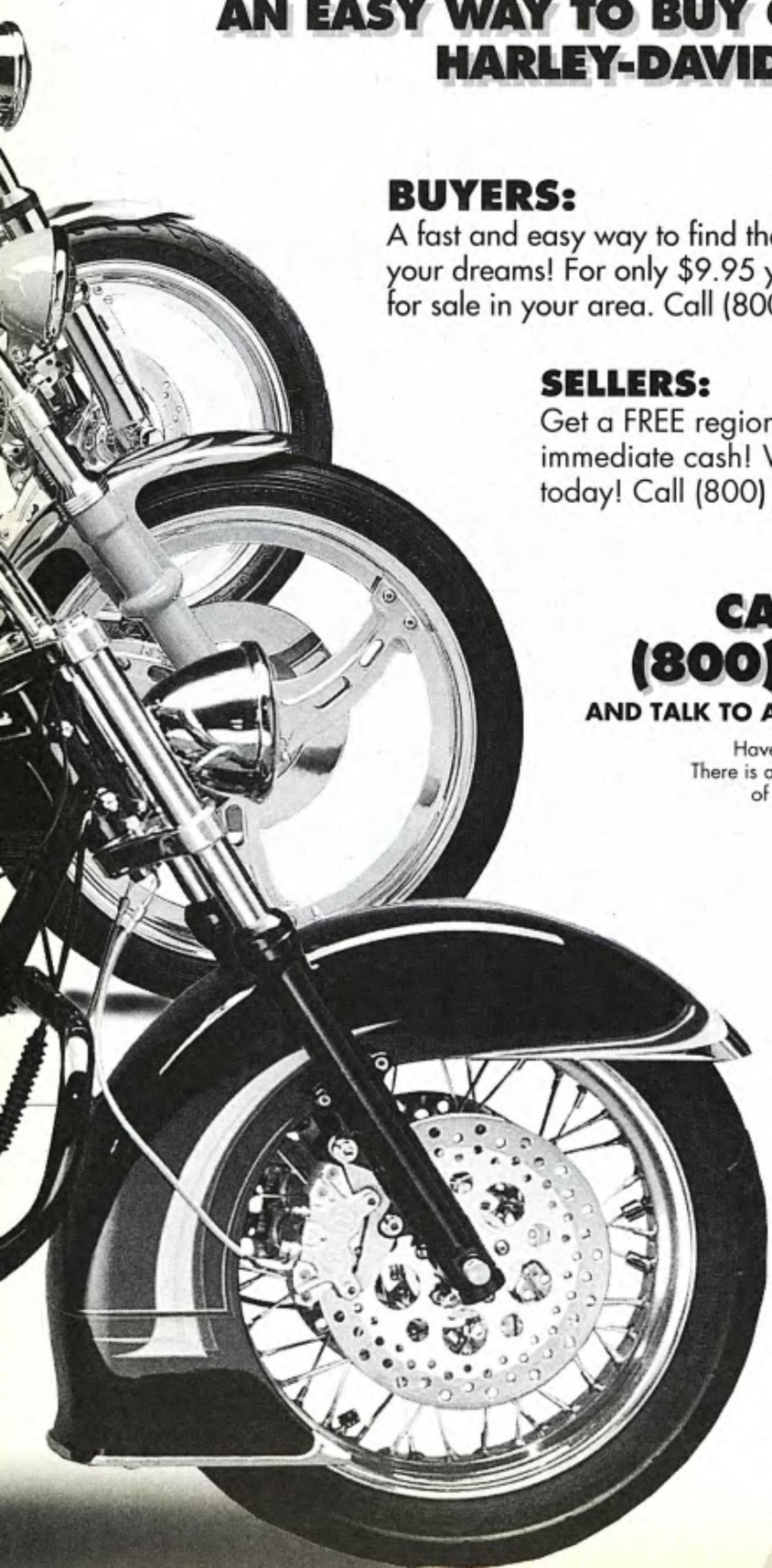
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41	K

PASSING GAS



"Cut me off if I start talking about buying a rice rocket."

Big Ben was visiting the zoo and was amazed to see a cage labeled "Coexistence," inside of which was something he'd never seen before in his life: a huge lion sleeping peacefully alongside several lambs.

Curious, he sought out the zoo director, who explained, "There's nothing to it, really. We just add a few fresh lambs every now and then."

Joe H.
USA

What do anniversaries, toilets, and G-spots all have in common? They're three things a biker always misses.

Mike
Great White North

A surefire sign you ain't getting any younger: you're secretly relieved that your date has high moral standards.

Gearhead
Wrenching

Rumor has it that John Wayne Bobbitt has already given up on his porno acting career ... he kept fainting on the set every time the director yelled "Cut!"

Bettye
Tulsa, Okla.

What do you call a kinky chick who will give you head only if you promise to spank her afterwards?

A sucker for punishment.
Al Troxler
Greensboro, N.C.

What do you get when you cross a feminist with an attorney?

A lawyer that won't screw ya.
Sandman
Dozing

How did Dolly Parton get two black eyes?

Jogging.
Echo
Reverberating



"Oh, it's not anything kinky—Harry just dreads the thought of spilling a single drop of beer."

Young'un got so sloppy-drunk at the bar that he ended up puking all over himself. Dis-mayed at what his ol' lady would say, he asked the bartender for advice. The bartender suggested he tell his ol' lady that a drunk sitting next to him had gotten sick, and that he should then take a \$50 bill out of his pocket and tell her the drunk had given it to him for the dry-cleaning.

"I'll try it," said Young'un.

His ol' lady met him at the door when he got home. Appalled at his condition, she asked what the hell had happened to him. Young'un repeated the bartender's story about the drunk and the 50 bucks, pulled a bill out of his shirt pocket, and handed it to her as proof.

"But this is a \$100 bill," said his ol' lady.

"Oh, yeah," replied Young'un, "I forgot to tell ya—he also shit in my pants."

Angel
New Prague, Minn.

Wanting to please her ol' man, a house mouse went to a tattooist and requested to have "BEACH BOYS" tattooed across her butt, explaining that her ol' man was an avid fan of the band, with a whole roomful of records, tapes, posters, and memorabilia. Since it was his birthday, she explained, she wanted to surprise him with the tattoo.

But when the tat artist quoted her the price, it was way out of her reach. But not wanting to shitcan the whole idea, she opted instead to have a large, fancy letter "B" tattooed on each cheek.

When her ol' man got home, she yelled, "Surprise, baby, and happy birthday!" and turned around, pulled down her panties, and bent over to show him his present.

Her ol' man took one look at her ass and growled, "Awright, woman, so who the hell is Bob?"

Vergus
Harping



"I did fire that cute secretary, Gladys—this is my paperweight."

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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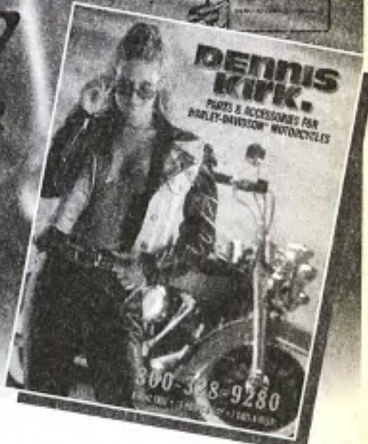
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TALKING TECH

No Peace Of Mind

My bike started out as a basically stock '73 Sportster XLCH, then I trashed the engine. I decided to stroke it out. Everything but the tranny was touched—it's the only stock thing left. The cams, rod assembly, pinion shaft, .030-over pistons, 4 1/2-inch flywheels, and the heads were all worked on. Also, the clutch was removed. It's now somewhere in the neighborhood of 74 cubic inches. Now:

1. The carb occasionally coughs and backfires. 2. The engine hesitates and loses power around 50-55 mph or higher, at which time I have to back off. 3. The clutch plates were found to be burned.

Help!

Thomas Ogden
Blackwood, N.J.

1 & 2. The carb problem is caused by not enough fuel reaching the carb. The engine is not stock, and the picture you sent shows a stock petcock that won't flow enough fuel now to keep up with engine's new demands. Don't use an in-line filter if the petcock has a screen on it in the tank. If you must use an in-line filter, don't stick it between the cylinders because the heat will cause a vapor lock problem.

3. The Barnett clutch will work fine if you follow your service manual instructions on proper maintenance and adjustments.

Braking Blues

After checking the master cylinders on my 1979 FLH, I went to my local scooter shop to get some DOT 5 brake fluid. After opening the bottle of DOT 5, I realized my master cylinders were filled with DOT 3. So I bled all the old DOT 3 out of both master cylinders and filled them with DOT 5 and then attempted to bleed the brakes. This is where my problem starts.

The brakes wouldn't pump up. So I pumped the DOT 5 out of the system and refilled the master cylinder with DOT 3. The brakes pumped up fine after bleeding the system, but I developed a leak around the plunger on the rear master cylinder. I went and got a rebuild kit and rebuilt the rear master cylinder. After it was rebuilt, I figured this year bike is supposed to run DOT 5, so, again, I filled the master cylinder with DOT 5. While attempting to bleed the system, brake fluid squirted out of the boot from around the plunger and piston.

Okay, here are my questions:

1. Why can't I get DOT 5 to work since this is the correct type for the year of bike?

2. Why does the DOT 3 work under absolutely the same condition/situation that exists on my '79 FLH?

3. Doesn't the DOT 5 swell the O-ring and piston cup like DOT 3?

4. Is it safe to run DOT 3 in a system designed/recommended for DOT 5? I like to be able to depend on my brakes.

Brad Rifner
Lincoln, Ill.

The first problem of not being able to pump up the brakes is because DOT 5 fluid is not as slippery as DOT 3. The cure is to make sure the return spring in the master cylinder is stiff enough and hasn't collapsed. Some aftermarket kits have a soft spring that causes this problem.

The second cause of the first problem may also be a slightly oversized piston cup or O-ring designed for a worn bore. The leak you have at the master cylinder is caused by pushing the piston too deep in the bore while bleeding the brakes. You're pushing the piston O-ring past the charging port (the larger hole in the reservoir floor), which can cut the O-ring and is also dumping fluid behind the piston.

DOT 3 and DOT 5 fluids do not swell brake system rubber.

Where's The Oil Go?

I own a 1941 Indian Chief. I run about 10,000 miles a year on it, at an average highway speed of 60 mph. I've completely rebuilt the engine with all proper clearances (a year ago), but every 400 miles (at an average speed of 60) I've added one quart of oil to the tank. (I use SAE 25w60.) The exhaust doesn't smoke, there isn't leakage, and the sump is never wet—so where does that damned oil go? I'm curious, what is normal oil consumption?

Gianvittorio
Italy

You should be using a straight weight grade 60 motor oil, not a 25w60. Even with a multi-grade, 400 miles per quart is not bad for running 60 mph. The speed limit in this country when that Indian was new was about 45 mph, and at that speed oil consumption should be

slightly better. At 250 miles per quart, the piston rings and valve guides will need replacing, among other things.

Up Or Down?

I just installed an S&S 11-0404 on my '65 XL. Jet sizes are .028 on the intermediate and .066 on the main. When I get to about 60 mph the bike seems to die, then as it slows to maybe 40 mph, and I panic for a place to pull over, it's off and running again as long as I don't get to 60 mph. I think I'm running a rich main jet. The bike, other than the carb, is well-tuned. Should I go up or down in main jet size?

Ken Garduno
Denver, Colo.

This is the classic problem of jetting the carb with a petcock. Actually, the petcock screen, in-line fuel filter, or a pinched fuel line is not letting the fuel supply keep up with carb demand. If the bike runs well in low gear the jetting is probably real close to being correct.

Wants To Stroke It

In your February 1995 issue (pg. 67) Tech Tip you stroked a Knucklehead. I'd like to get more information on stroking the whole motor with S&S parts. I'd like to do this to my 1941 FL. Can any shop get me what I need or do I need to order?

Also, I have a chopped 1957 XLA. What does the "A" stand for? Most people I ask don't know and then someone else said it stands for Army, and he told me there weren't very many made then. Do you have any ideas or can you help me find out more?

John Wilder
Hamilton, Ohio

Any shop with a good mechanic can fix up your '41 with fresh S&S parts—stocker or stroker. The "A" probably does stand for Army. The military police used Sportsters for quite a while, but not in large numbers.

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

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F.I.G.H.T.® UPDATE

A Message

From The War Room

This is a follow-up to last month's F.I.G.H.T.® Update (October 1995, #268), in which we gave you details regarding the recent *Easyriders* Freedom F.I.G.H.T.® victory in an injunction against the California Highway Patrol (CHP). Since that time we have received numerous letters asking questions that relate to the injunction. As a result, biker attorney Skip Raring has prepared the following to answer your questions:

What is the CHP Doing That Violates Our Constitutional Rights?

The Federal Court found that the CHP's policy—of leaving it up to each officer's discretion as to which helmets would comply with the 218 helmet law standard—is illegal. In practice, this policy was normally accomplished by providing the officers with guidelines such as the amount and type of padding, helmet style, helmet weight, and other factors not contained in the law. The court held that such a discretionary policy was illegal and that once a helmet was purchased with a Department Of Transportation (DOT) sticker on it, there were only three circumstances in which an individual could be stopped or cited. All three circumstances involve the officer having evidence that the individual stopped had actual knowledge of a showing of nonconformity with the law.

What is a Legal Stop or Cite?

For an officer to have a legal stop and/or cite of a person wearing a helmet that had a DOT sticker at time of purchase, he or she would need to have evidence that the individual had actual knowledge of one of the following three items: determination of noncompliance issued by NHTSA (National Highway Transportation Safety Administration), a recall issued by the helmet manufacturer, or competent objective evidence by independent laboratories that the helmet in question fails to comply with the 218 standard (remember, this also requires a subjective analysis by the DOT that the failure "was a significant deviation

and not the result of "an anomaly" according to the DOT in this case).

What Should I Do If I'm Stopped?

If you get stopped or receive a citation, we request that you courteously ask the officer what evidence he has that (1) the helmet did not have a DOT sticker on it at the time of purchase and (2) what evidence he has that you have actual knowledge of a showing of nonconformity. Remember, that response will have to be one of the three above in order to make a stop or cite legal in our opinion.

We believe that the CHP will need to show that you have actual knowledge of one of the following for a valid stop or cite:

1. The determination of noncompliance from NHTSA must be an actual letter you have received from NHTSA to the manufacturer stating that a formal determination of noncompliance has been made on the make, model, and size of the helmet you are wearing.
2. An actual recall you have received from the manufacturer of the helmet relating to your specific helmet.
3. Competent objective evidence from independent tests showing that your helmet does not conform to 218 standards. We believe this means that you must see copies of the test results of your make, model, and size helmet plus findings of the DOT that the test failures are a significant deviation and not the result of an anomaly, in which case the DOT would issue a recall anyway.

We will argue to the court that any stop that does not meet one of the three points mentioned here is a violation of the court order. Please supply us with any information on all stops not in compliance with our analysis of the opinion. Keep a record of the officer's responses and notify us at:

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—Phantom

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Even Lone Wolves Get The Blues

Being a Bros Club member is not just for the social animal. Some of us lone wolves can appreciate—especially when we're riding into unfamiliar territory—the huge network of instant help, brotherhood, and information at our disposal through the Bros Club. The best way to access that network when rolling into an unfamiliar town is by aiming the front tire straight for the nearest Bros Club Dealer (listed in your *Ridin' With Rip—Bros Club Guide To America* book). Bros Club dealers can give you the lowdown on the lay of the land as well as the local Bros Club runs, including their dates and rendezvous points. As a Bros Club member, regardless what part of the country you and your scooter find yourself in, you're never an outsider.

In addition to the camaraderie of Bros and all that goes along with it, Bros Club provides lone wolves and those who ride in packs equal consideration when it comes to downtime. Admittedly, a certain amount of downtime is par for your putt; think back to those countless winters devoted to building a new look, adding upgrades, or just freshening up that trusty V-twin. But sitting by the side of the road in the middle of Far Flung, Nowhere, USA, with a comatose bike, throws a whole new shade of meaning on the word "downtime," especially if you were on your way to Daytona or Sturgis. The AAA, at least here in California, won't offer you much more than a can of gas, which won't do you much good if your ignition system is fried or your chain is suddenly 20 links too short.

Of course, preventive maintenance is the best way to go, but in the case of unforeseen breakdowns, you still can throw yourself—and your scooter—a lifeline: The *Easyriders* Bros Club Road Service Plan was introduced to the motorcycling community in 1991 for just that purpose. What it provides is a helping hand, a very strong one at that, including towing service 365 days a year (yep, holidays included), 24 hours



A partying Bros Club group from the *Easyriders* of Columbus Store in Columbus, Ohio. The group of hard-riding, fun-loving brothers and sisters got together to get pumped up and cheer each other on before they left for the *Easyriders* Rodeo in Hilliard, Ohio.

Photo: Rip



Ted "Bundy" Bait (he's in the rear), a Bros Club member from Spokane, Washington, joined a couple of his bros for this photo at the 1994 Michigan Hog Rally. 1994? I guess the mail was slow.

Photo: from Ted "Bundy" Bait



Photo: Dan Girder

You're looking at the "before" and "after" shots of a motorcycle dubbed "Up From The Ashes" by its owner, Dan Girder. Though nearly destroyed by a fire a while back, the once-barbecued bike was returned to its original glory thanks to the dedicated efforts of many talented people.



a day, anywhere in the USA (even Far Flung, Nowhere).

The membership benefits include \$50 of towing per occurrence—with no exceptions. And, if it's gas you need, that's what you'll get. Added security comes in the form of ambulance reimbursement, life insurance, theft, and hit and run rewards that today, in the real world, are definitely worth having as a back-up. If you've ever had a ride to the hospital in an ambulance just for a check-up of mild road rash, you know how expensive that little excursion can be.

On a sunnier note, your Bros Club membership—in addition to your pin, patch, decal, *Ridin' With Rip* book, road service benefits, etc.—gives you access to a special ticket window at all *Easyriders* events. In other words, no more waiting in long lines. Then, once inside the event, you can expect further VIP treatment. For example, you can take a load off with fellow Bros in the comfortable Bros lounge while enjoying free soda and snacks as well as a prime vantage of all the action—away from the elbow-to-engineer-boot-thick crowds. And, best of all, you don't have to park your bike in no man's →

BROS CLUB NEWS

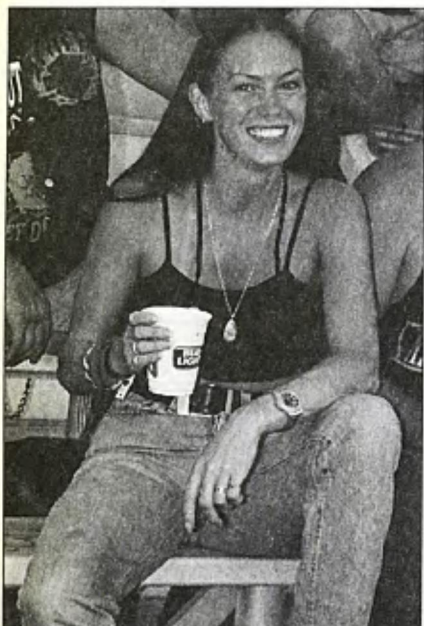


Photo: Gregg Daniel

I found this pretty lady with a bitchin' smile sitting in the Bros Club VIP section at the Easyriders Rodeo in Wilson, N.C. No, I didn't get her name.

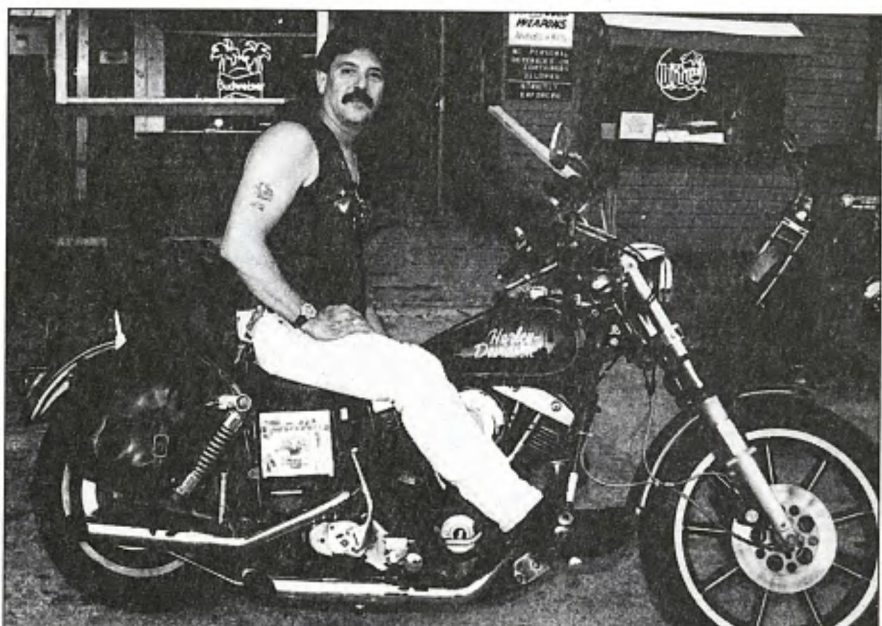


Photo: Rip

Mike DiBenedetto, a proud Bros Club member, is a part-owner of the Squeeze Inn Pub in Port Orange, Florida. Mike loves to take off on his scooter and enjoy the great Florida sunshine and scenery.



Photo: Rip

During his many travels, Rip discovered Chris Taylor, a Las Vegas, Nevada, resident, proudly sporting his new Bros Club patch.



Photo: Gregg Daniel

Jimmy Snead (left) and Michele Miller. Jimmy, a railroad mechanic who rides a '94 FXDWG, signed up with the Bros Club at the Rodeo in Wilson, N.C.



Photo: Jennifer Maher

Tim Maher, a Bros Club member from Arvada, Colorado, recently rode his bike up the steps of Red Rocks. Tim wondered, if he had broken down on the way up, would the Bros Club have rescued him? Or, would he have had to shoot 'er?



Photo: Rip

This is Robin. You may have met her at the Bros Club booth at the *Easyriders* Rodeo in Hilliard, Ohio, or *Easyriders* of Columbus' first anniversary party.

land and hope that it's safe; you can take advantage of the special parking area reserved for Bros members (right next to the gate!), plus choice campground spots for an overnigher, or two.

Easyriders' roving Bros Club ambassador, Gregg Daniel, travels to all events, making sure Bros Club members are having a good time. Gregg is also responsible for organizing and selecting the local parking and campsites for the Bros and acts as the "meeter and greeter" when you arrive. He also works with local shops to organize runs to *Easyriders* events and helps coordinate the Bike Show and Rodeo tours that tie in the local Bros Club dealer's event coinciding with these major shows. Next time you attend an *Easyriders* event, be sure to look Gregg up at the Bros Club booth. And bottom line, just remember that when you're a Bros Club member there aren't any dues other than the one-time enrollment fee—you just have to be yourself and have a good time with your Bros Club brothers and sisters in the wind. —C. Dog and P. Garson
Be sure to check out the photos devoted to Bros Club people and goings-on around the country.

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 _____

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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

ALABAMA

TOYS FOR TOTS CAR, CYCLE & TRUCK SHOW—October 28. Leeds. Info: (205) 699-7103

CALIFORNIA

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

ROCK STORE RUN—October 1, Rock Store, W. Mulholland Hwy., Cornell. Benefits Sansum Medical Research Foundation of Santa Barbara, for diabetes research. BBQ, live band, celebrities, prizes, ride-in show, and more. Info/tickets: (818) 889-1311; bike show info: (310) 391-6827.

JUS' BROTHERS MC ANNUAL TOY RUN—October 2, Stockton. Info: (209) 463-5347

ANITCOH SWAP MEET—October 8, Contra Costa Fairgrounds. Sponsored by MMA. Info: (916) 442-4727

GRIFFITH PARK SIDECAR RALLY, PICNIC—October 28-29, Los Angeles. Info: (818) 780-5542

TULARE SWAP MEET—November 5, Tulare Fairgrounds. Sponsored by MMA. Info: (916) 442-4727

LOVE RIDE 11—November 12. Starts at Glendale H-D, Glendale. Benefits MDA. Music, food, fun. Info: (818) 986-1793

COLORADO

SHOW & SWAP MEET—November 4-5, County Fairgrounds, Longmont. Info: (303) 669-5589

DELAWARE

2ND ANNUAL HAUNTED HOUSE—October 28-29. Sponsored by ABATE. Info: Gail (302) 678-0922

FLORIDA

BIKETOBERFEST—October 12-22, Daytona Beach. Info: (800) 854-1234

15TH ANNUAL SPOOKS & SCOOTERS—October 13-15, Brooksville. Sponsored by ABATE. Info: (813) 986-2912

ANNUAL CHILI CHALLENGE AT ROSCOE'S—November 4-5. Info: (813) 682-7058

GEORGIA

MEMBERSHIP DRIVE—October 7-8, Fayetteville. ABATE Campout. Info: (404) 294-8900

POKER RUN—October 8, Dublin. Sponsored by ABATE. Info: (912) 764-4930

M/C SHOW & SWAP—October 8, Henderson's Arena, Atlanta. Info: Lee (706) 342-4543

POKER RUN—October 14, Brunswick. Sponsored by ABATE. Info: (912) 764-4930

3-D POKER RUN—October 21, Dalton. Sponsored by Districts 1, 2, & 3. Info: (404) 294-8900

HALLOWEEN PARTY—October 28. Sponsored by ABATE. Info: Doc Lipford (912) 772-3554

IDAHO

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

ANNUAL DANCE—November 18. Sponsored by the Idaho Coalition for M/C Safety. Info: (208) 939-4415

ILLINOIS

12TH ANNUAL TOY RUN—September 30, Champaign. Info: (217) 384-8467

RISE-IN BIKE SHOW—October 14, Lovington. Sponsored by ABATE. Info: (217) 728-2292

14TH ANNUAL SWAP MEET—October 16, Peotone County Fairgrounds. Info: (319) 462-6011

HALLOWEEN BENEFIT—October 28, Chicago Ridge. Sponsored by ABATE. American Legion Post, 107th and Ridgeland Ave. Info: Phil (708) 974-3509

INDIANA

LOST HORSE SHOE RUN—October 14, Winslow, Pike Forest. Info: (812) 386-6067

14TH ANNUAL TOY RUN—October 15, Terra Haute. Sponsored by ABATE. Info: (812) 234-4432

KENTUCKY

ALL-HARLEY DRAGS FINAL—September 30-October 1, Bowling Green. Info: (502) 782-1138

LOUISIANA

FALL M/C EXPO & SWAP MEET—October 22, Convention Hall, Shreveport. Info: (214) 289-2893

MICHIGAN

SWAP MEET—October 8, Lansing Center, Lansing. Info: (616) 941-0815

COLOR TOUR/TOY RUN—October 14. Sponsored by Reg. 5 ABATE. Info: (313) 421-4367

SWAP MEET—October 22, Detroit State Fairgrounds. Info: (616) 941-0815

MINNESOTA

8TH ANNUAL M/C PARTS EXTRAVAGANZA—November 19, St. Paul. Info: (319) 462-6011

MISSOURI

RIDERS WITH A MISSION—October 8, Springfield. Benefits the Victory Mission. Info: (417) 336-3712

15TH ANNUAL TOY RUN—November 11, Columbia. Starts at 2 p.m. Info: Joe (314) 874-3572

NEW JERSEY

13TH ANNUAL TOY RUN—October 15, Southern Region ABATE. Info: (609) 625-9334

NEW MEXICO

4TH ANNUAL TOY BOWL—October 15. Cops vs. bikers football game. Info: (505) 632-0303

OHIO

POKER RUN—October 8, Finley. Info: (419) 332-6005

POKER RUN—October 8, Lima. Info: (419) 394-1112

10TH ANNUAL TOY RUN—October 10, Lima. Begins at 12:30 p.m. Sponsored by ABATE. Info: (419) 394-1112

SOUTH CAROLINA

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

SOUTH DAKOTA

10TH ANNUAL SWAP MEET AND M/C SHOW—October 28-29, Sioux Falls. Halloween dance, tattoo contest. Info: (605) 334-2721

TENNESSEE

TOY RUN—October 21. Sponsored by Forked Deer Chapter of CMT/ABATE. Info: (901) 352-2422

TEXAS

SCAVENGER HUNT & POKER RUN—September 29 - October 1. Jim's Cycle Shop, Axtell. Info: (817) 562-2687

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

SOUTH PADRE ISLAND BIKE WEEK—October 11-14. Music, bike show, and more. Info: (210) 761-3000

HILL COUNTRY TOY RUN & PIG ROAST—October 13-15, Lampasas. Info: (512) 556-5579

VIRGINIA

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

BIKE SHOW—October 21-22, ECRA Drag Race Finals, Petersburg. Info: (804) 742-5137

3RD ANNUAL TOY RUN—November 12, Boston's M/C Cafe. Info: (804) 742-5137

WASHINGTON

TOY RUN & PARTY—November 4, Lewis County. Sponsored by ABATE. Info: (360) 736-0527

WEST VIRGINIA

CHEWY B-DAY PARTY & BIKE SHOW—October 8, Whitehouse Tavern, Rt. 35, Winfield

ALL-HARLEY DRAG RACING—For up-to-date listings, features, and information look for our new performance magazine, *Quick Throttle*, on newsstands now. AMRA: (708) 250-0838 ECRA: (609) 652-1159 AHDRA: (919) 229-4877

EASYRIDERS EVENTS:

EASYRIDERS RODEO GRAND NATIONALS—September 30 - October 1, Orange County Fairgrounds, Costa Mesa, California (405 S. to Fairview exit; no camping). Info: (818) 889-8740, ext. 281.

To have your events listed, get the information 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 Happening, P.O. Box 3000, Agoura Hills, CA 91376-3000, or fax: (818) 889-1252.

The Choice Is Yours



The **Easyriders** Dual-Zip jacket has so many options, we can hardly keep track.

For starters, the sleeves zip off, transforming a rugged leather jacket into a cool biker vest. Perfect for those summer rides when you want to feel the wind against your skin.

And, as if that weren't enough, we've included two rows of front zippers so you can layer up in the winter and still fit into your coat. Additional features include four front pockets and adjustable side buckles.

Available in sizes:
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Las Vegas • Memphis
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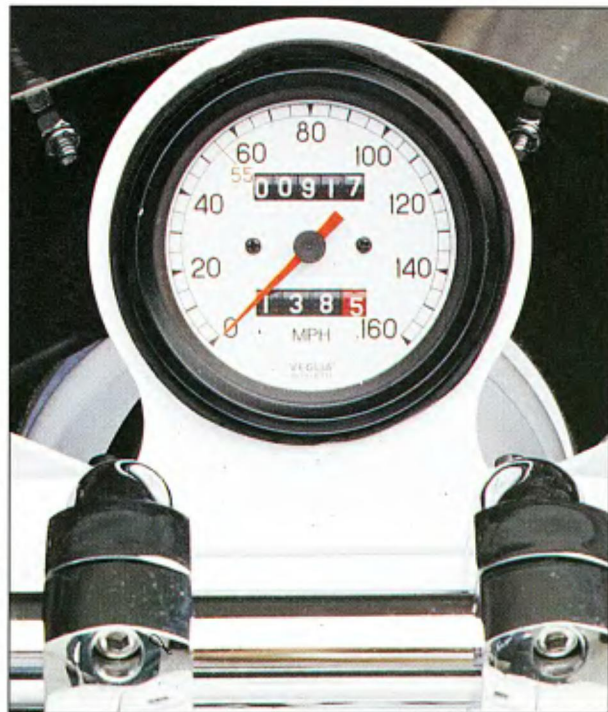
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SOMETHING FOR HIMSELF



As the dust settled at the *Easyriders* Bike Show in Schenectady, New York, Tom Todd clutched a first place trophy (Radical Custom, Judged Class) for this righteous white, blue, and red ride, proving, once again, that winners roll out of G.T. Custom Cycles in Maryland, New York.

Four "Preview" bikes a year are turned out by G.T. Custom, and when Avon contacted Tom, the shop's owner, about building one to carry its logo, he saw a unique opportunity. He could create something for himself, help Avon (which supplies all the tires installed on the →



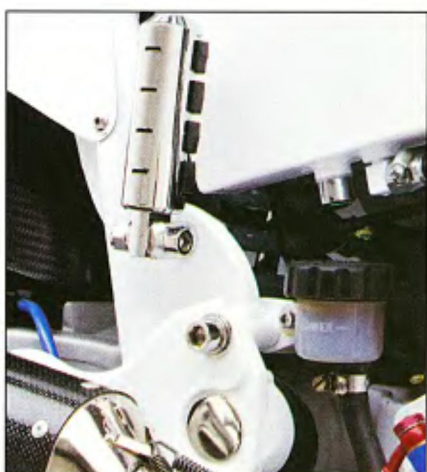
customs in his shop), and satisfy his dream to build a custom Harley that would come as well as it went straight.

The frame is from Sumax—at least the front half. The rear carries the centerpiece of this all-purpose scooter, the mono-shock suspension. That's what makes this a curve-hugger extraordinary; there are only three others like it. Brembo wheels and brakes and a Showa front end finish out the chassis. Tom tells us that the handling is incredible, and, when we talked to him in June, he expressed his excitement about riding it. This is understandable,



since he had just ridden it hard for the first time a few days before—even though it has been finished since February. The flat-topped 1990 FXR tank was created in the shop, but the molding and paint were handled by Kram's Cross Country Colors. In case you're curious, it's a lacquer base with a urethane top coat.

New technology plays a big part in Tom's designs. Carbon fiber is starting to become popular, and it is used here for the air cleaner, exhaust, and fenders. Kevlar is also finding a number of unconventional uses. All the brake lines



and Barnett clutch plates on this road burner are made of Kevlar, courtesy of Goodrich in England.

While the design and construction were the work of the builder, he is more concerned with sharing the credit, especially with those who all too often don't get any ink. Tom wanted to make sure that everyone knows that Gardner-Wescott provided him with all the high-tech chrome fasteners, and EBC Brake supplied the pads that drag this bad boy to a stop.

When we got ahold of Tom, he was just loading up the bike for two more



weeks on the road, putting it in shows and, no doubt, collecting more gold.

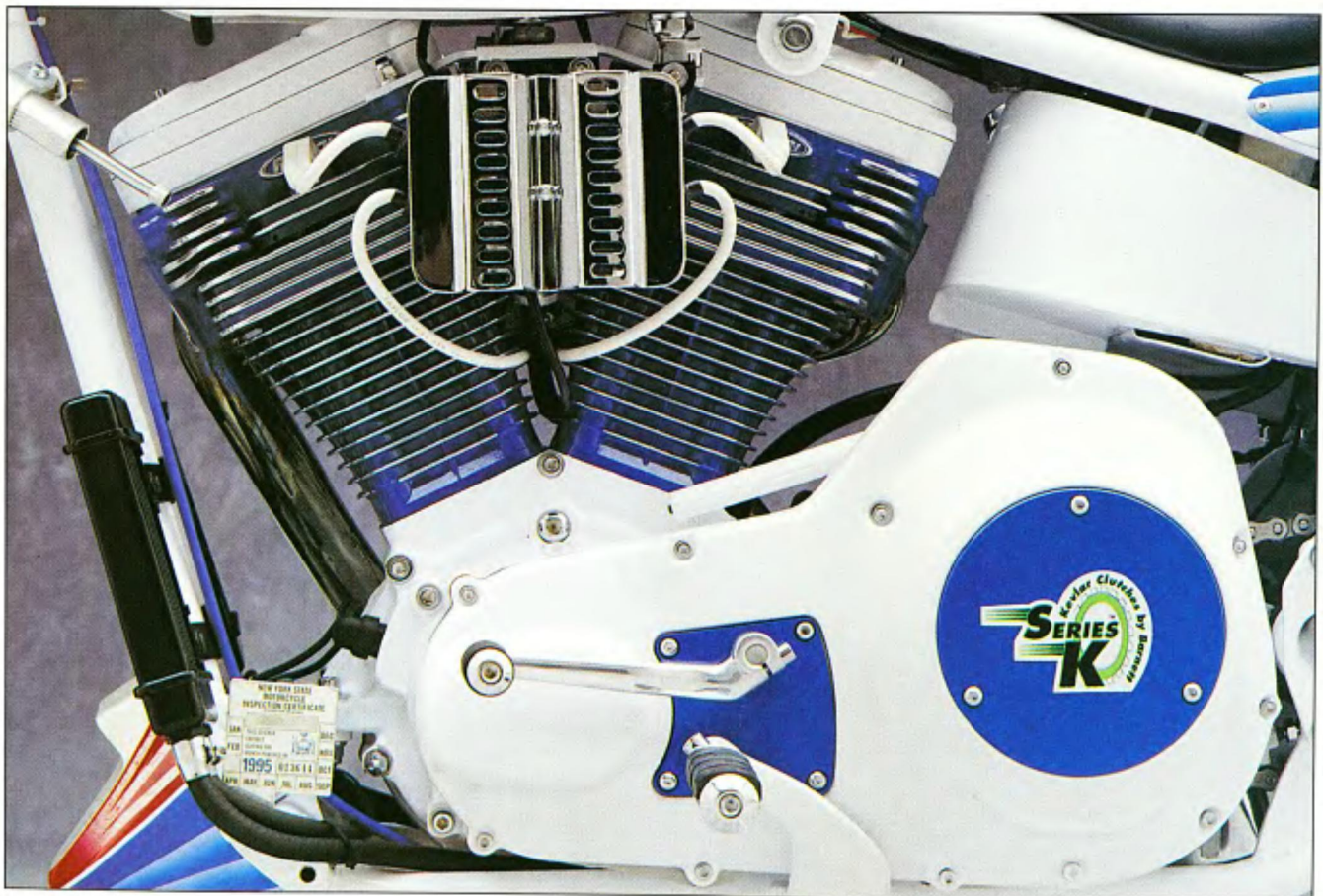
It's a shame that Tom Todd doesn't have more time for doing what he does best: building show-stopping customs and wrapping his Avon H-D around the curving roads of Maryland, New York.

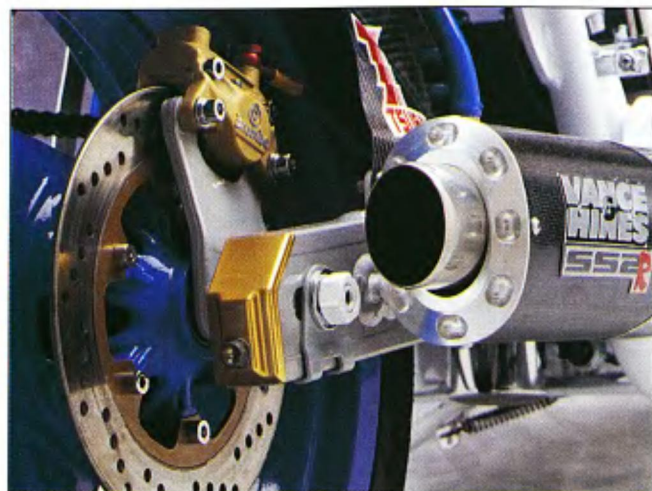
—Oz →



1ST PLACE: JUDGED CLASS

Easyriders Bike & Tattoo Show Tour
Schenectady, N.Y., May 5-7, 1995
Owner is eligible to compete in the \$35,000
Invitational Show, Columbus, Ohio, Feb. 1996





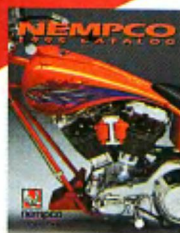
Owner:Tom Todd
City:Maryland, New York
General
 Fabrication: Tom Todd/G.T. Custom Cycle
 Year and make:1990 H-D
 Model:FXR
 Chroming:none
Engine
 Year:1990
 Model:FXR
 Rebuilder:Tom of G.T. Custom
 Ignition:Crane
 Displacement:80 cubic inches
 Lower end:H-D

Pistons:RevTech
Cases:H-D
Heads:RevTech
Cam:RevTech 40
Carb(s):RevTech
Pipes:Vance & Hines
Modifications: balancing by G.T. Custom
 Cycle, carbon fiber air cleaner
Transmission
 Year:1990
Modifications:chain drive,
 powdercoated hydraulic clutch
Painting
 Molding:Kram

Painter:Kram Cross Country Colors
Color/type:white and blue/lacquer
Special paint:powdercoat by Sumax
Frame
 Builder:Sumax/G.T. Custom Cycle
 Type:Pro Comp
Modifications:single rear shock,
 alloy custom swingarm
Accessories
 Bars:drag
 Fenders:carbon fiber
 Headlight:CCI
 Taillight:CCI
 Speedo:Ducati

Pegs:ISO
Gas tank:4-gallon G.T. Custom
Oil tank:Sumax Pro Comp
Seat:Saddleman
Mirrors:CCI Mirage
Grips:CCI
Forks
 Type:Showa
Modifications:G.T. Custom Cycles
 fiberglass
Wheels
 Front:Brembo, 17-inch, Avon, Brembo
 Rear:Brembo, 17-inch, Avon, Brembo
Photos:Michael Lichter

THE RIGHT STUFF AND MORE



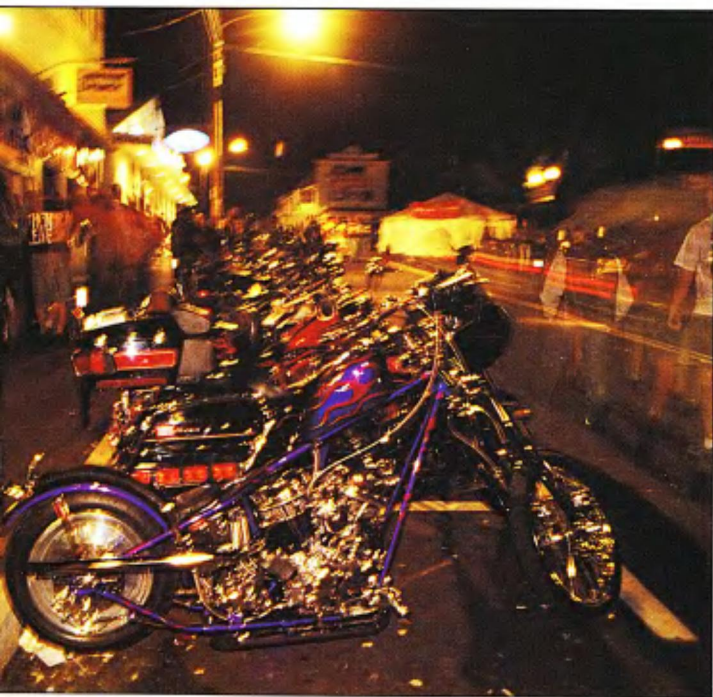
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LAPPING IT UP AT LACONIA



If you're motorcycle-mounted, east of the Mississippi and north of the Mason-Dixon line, then summer truly begins with Laconia. The time: mid-June. The place: the Lakes region of central New Hampshire. Laconia is a bike run with something for everyone. Want scenery? Check out the multitude of crystal blue lakes—Wentworth, Squam, and Winnepesaukee, to name a few—surrounded by the picturesque peaks of the White Mountains. How about touring? The region is laced with winding roads and the country byways that will keep your forks working and reflexes sharp. If you dig honky-tonking, then motor down to "The Weirs" (Weirs Beach) for some profiling, amusements, and food.

In recent years the woolly image of "Motorcycle Weekend" has gotten combed out a bit. Laconia now comprises an entire week of largely cordial happenings: private parties, swap meets, trade displays, cottage camping, ride-in bike shows, roadside pinstriping, poker runs, etc. If it has anything to do with two wheels—especially the Milwaukee persuasion—then you'll find it here.

And in case that's not enough for you, the AMA also holds its National motorcycle races in nearby Loudon that weekend. Like the rest of Laconia, they've improved with age. A few years ago, a big international-class compound replaced the old Bryar Motorsports Park, which had a track layout best described as unique! Race freaks read on—a complete report follows. Otherwise, dig these photos and see ya next year. —Jake



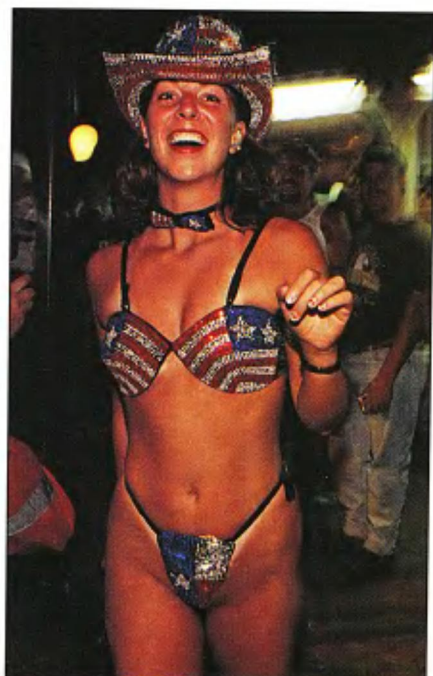
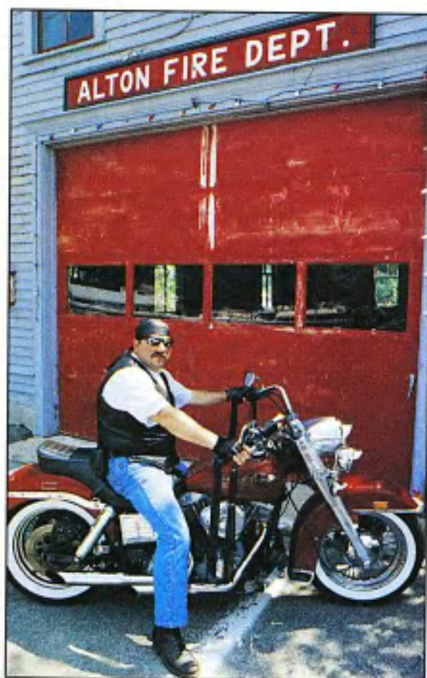


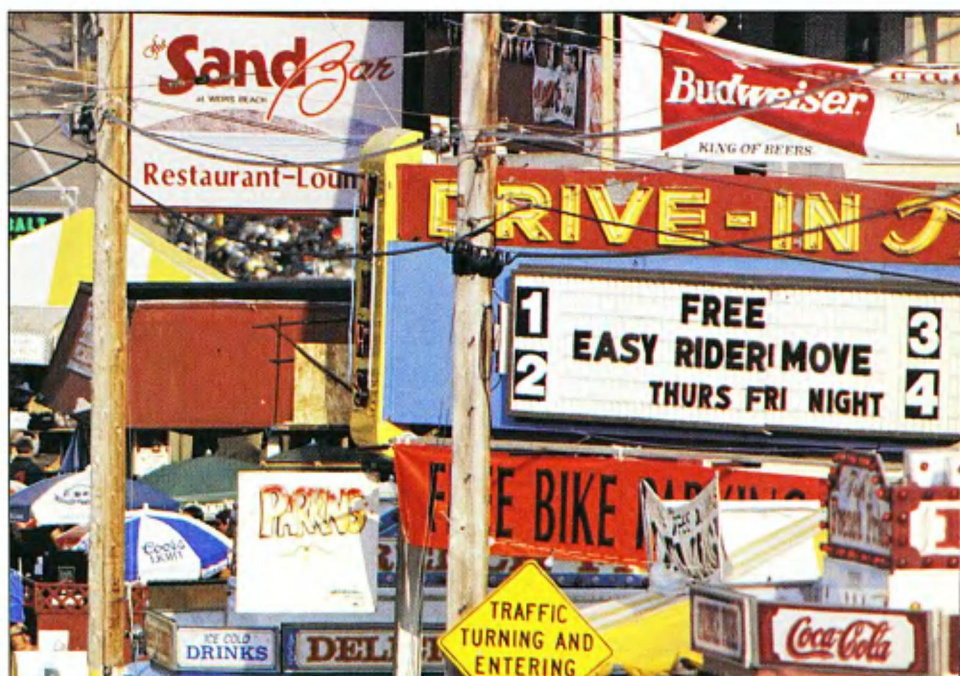
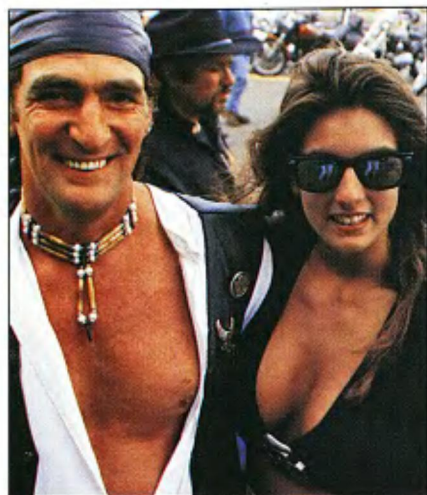


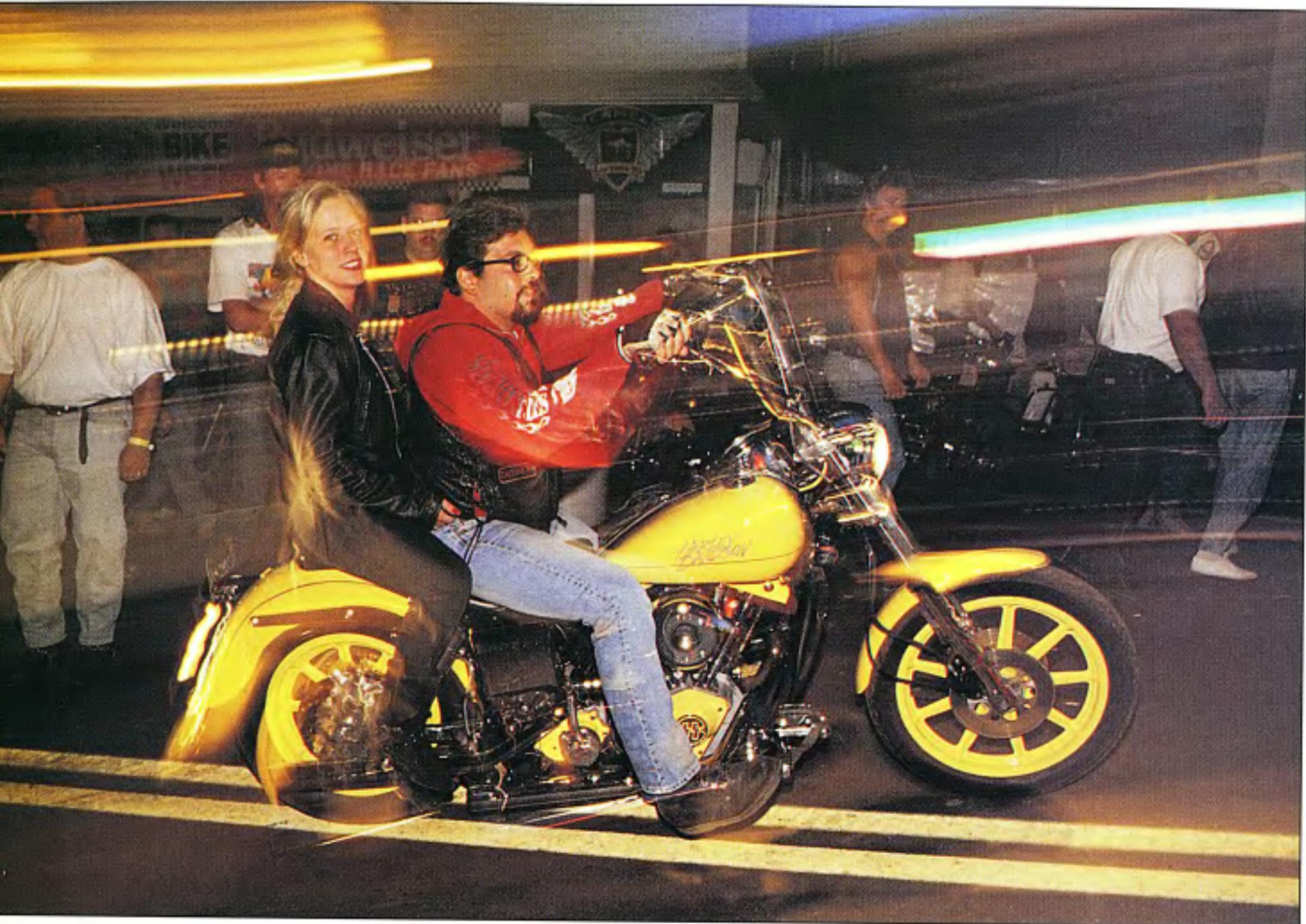
The Harley racing was as sizzling hot as the New England sunshine at this year's 72nd running of Laconia Bike Week and the Loudon Classic, "America's Oldest Motorcycle Event."

Just about everybody agreed that Sunday's H-D SuperTwins race was the weekend's best. The 16-lap final started with Bartels' H-D's Eric Bostrom grabbing the lead out of turn one in a handlebar-banging, paint-swapping start that current champion Shawn Higbee called "the most hectic start of the season. It was seriously unsettling."

Eighteen-year-old Bostrom and his 21-year-old brother, Ben, led the pack early on with bikes that sported upright, wide, dirt-track style handlebars, a new look that countered the laid-down clip-ons traditionally used by road racers. The Bostrom brothers, Tilley H-D's Scott Zampach, and Higbee eventually broke clear of the pack. By the 8th lap Ben Bostrom was in the lead, with Zampach and Higbee banging on the door. →





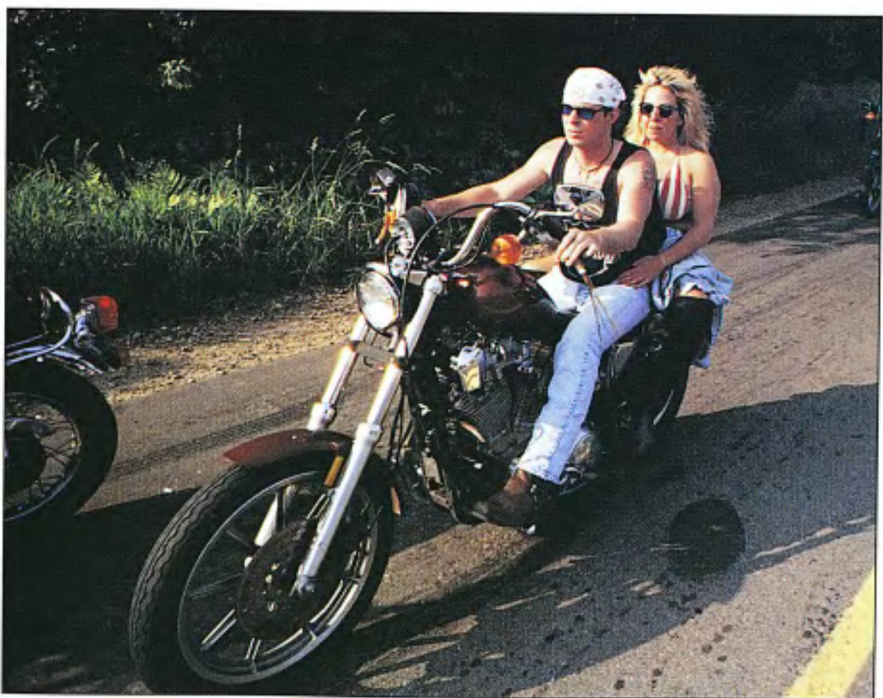


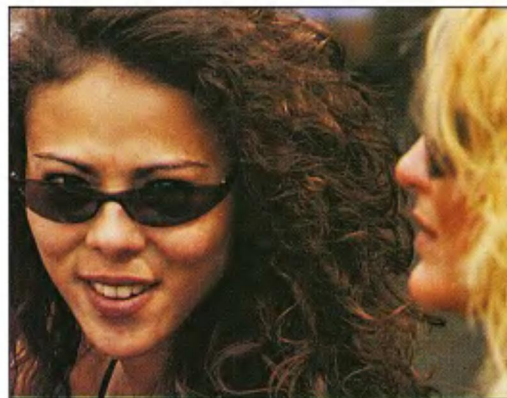
Higbee grabbed the lead for good when Bostrom almost high-sided coming out of turn 2A, but the kid held on long and hard enough to cross the line in second place, ahead of Zampach.

But in an all too painfully familiar scenario in SuperTwin races, the post-race tech teardown disqualified the first two bikes for violations (Higbee was disqualified for a bad charging system, and Ben Bostrom was found to have a hole in his air filter), giving the win—and the series points lead—to Zampach. Eric Bostrom, who'd lost ground on the leaders when he got caught up in mid-pack traffic, took second. And young Brian Gibbs came close enough to grab third on his Daytona Beach Harley-Davidson entry.

The Superbike finale was the second-best race of the weekend, and the best race of the season for the factory H-D VR-1000 Superbikes of Doug Chandler and Chris Carr. They both rounded out the top 10, Chandler with a ninth, and Carr, 10th.

—Ricky Racer







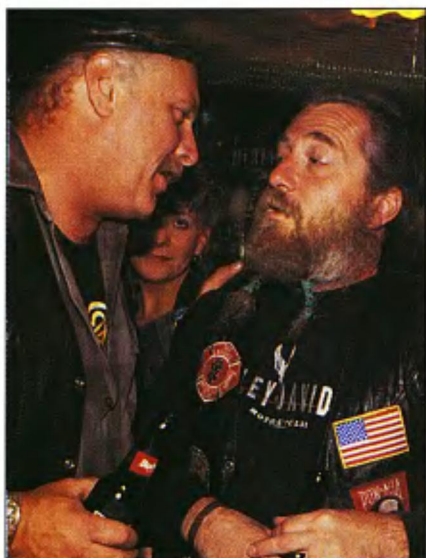
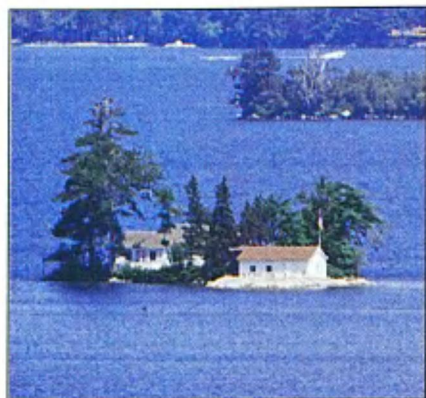
American Motorcyclist Association AMA SuperBike Series 72nd Loudon Camel Classic New Hampshire International Speedway June 16-18, 1995

SUPERTWIN RESULTS:

1. Scott C. Zampach, West Bend, Wis., Tilley H-D
2. Eric Bostrom, Redondo Beach, Calif., Bartel's H-D
3. Brian Gibbs, Stockbridge, Ga., Daytona H-D
4. Billy Graef, Sheboygan, Wis., Team HMC/Hansen Racing
5. Andy Fenwick, Neenah, Wis., Hal's H-D
6. Owen Weichel, Toronto, Ont., Canada, East Valley Cycles
7. Dave Estok, Daytona Beach, Fla., Woody Kyle Racing
8. Ron McGill, West Chester, Pa., Rolling Billboards
9. Yvon Duhamel, Lasalle, Ont., Canada, Leo H-D
10. Dean Mizdal, Huntington Beach, Calif., Earl Small's H-D
11. Jim Whitaker, Auburn, N.H., Manchester H-D
12. Gary Stas, Plympton, Mass., American Cycle
13. Matthew Guidera, Citrus Heights, Calif., H-D of Citrus Heights

14. Alan Eadie, Bedford, Texas, Alamo City H-D
15. Devin L. Battley, Rockville, Md., Rockville H-D
16. Bruce Lyskawa, Londonderry, N.H., Bruce Transportation Group
17. Geoff Clark, Hudson, Mass., LaJoies Inc.
18. Mario Duhamel, Verdun, PQ, Canada, Citrus Heights H-D
19. Duane Guimond, Merrimack, N.H., Bruce Transportation Group
20. Matt Wait, Lodi, Calif., Mitchell's Modesto H-D
21. Jim Leslie, Bethlehem, Conn., Spectro-Moroney's H-D
22. Aaron Yates, Milledgeville, Ga., Spectro-Moroney's Racing

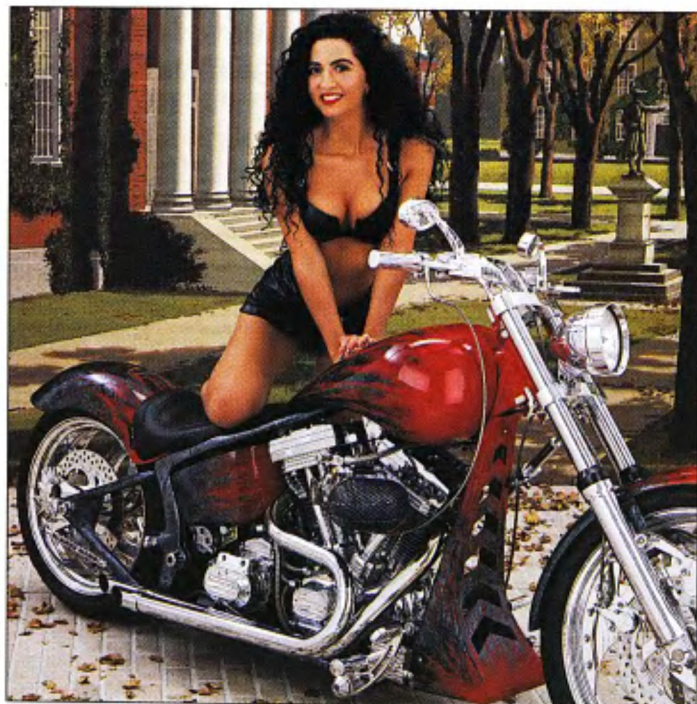
Time of race: 00:22:20.701
 Margin of Victory: 0:00.359
 Winner's Average Speed: 68.740 mph
 Winner's Average Lap Time: 1:23.794
 Second Place Average Speed: 68.722 mph
 Second Place Average Lap Time: 1:23.816



Photos: Michael Lichter, Rick Menapace



A BLUR AND A HOWL



A RED-LINING
SHOWCASE
OF THE
NEED
FOR SPEED

I look at this bike and my face peels back from the promise of fireballin' G-forces. One good wick-twist and you'd be hanging on for oh-dear-lord life, having infuriated 93 cubic inches of Performance Techniques-modified, J&E piston-blasting, Dell 'Orto carb-breathing power. Bang through those backcut gears and that 625 Headquarters cam will put more kick in your

pants than a team of Missouri mules hooked up to a caffeine drip feeder hitch!

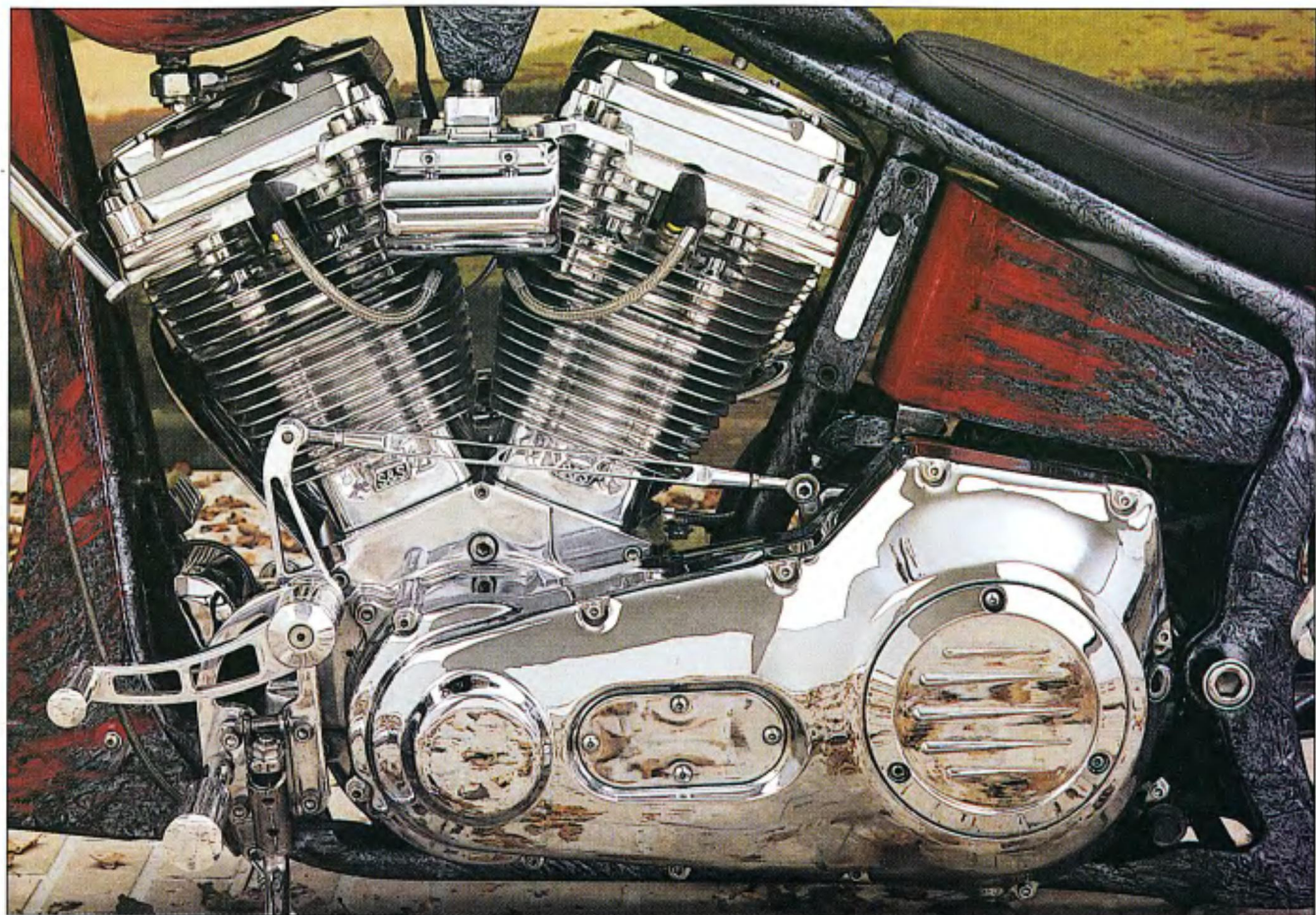
That's how Joe Chavez takes his two-wheeled coffee, running all-out high test. He built this horizontal lightning bolt to showcase Billet Concepts (Orange, California) and their line of aluminum additions to Harley-Davidsons. B.C. was in the aircraft parts biz, but air →

Easyriders



Easyriders





traffic slowed down a few years ago, so they hammered into overdrive by addressing scooter needs.

B.C.'s claim to fame is its construction of 7075 aluminum billet (10 times stronger than standard 6061) for various components. When you stomp this rocket's brake or gearshift, very positive action follows. The mirrors, grips, pegs, master brake, and hydraulic clutch cylinders are also from Billet Concepts (6061), as are the custom risers, which sit atop trick trees drilled to run fluid through them for the reservoir line directly to the T-less dual brake lines. →



Master metalsmith Fernando sculpted the not-so-hidden one-piece tank from 18-gauge flat steel, based purely on Joe's style description, and handled the 18-gauge steel fender chores as well. The rear fender has one-off internal struts that mount directly to the frame, allowing you to adjust them as you pull the wheel back. B.C. then machined the pulley and hub to accommodate a 190/17 Metzeler.

Joe's paint scheme came courtesy of the palette genius of Tom at Damon's (Brea, California). He painted the scooter black, shot silver pearl over the whole shebang, laid cellophane on ... then



pulled it off, revealing a marble finish that really turned heads this year at the Laughlin River Run.

One of those heads was Danny Gray, who later provided Joe with a tailored deluxe seat at his shop in Clovis in one day. With that and the handmade spoiler in place, Joe's rocket was ready to launch the Billet Concepts 1995 catalog, blast into bike shows, and scorch some asphalt along the way. So admire it while you can, 'cause if you happen to catch Joe at the intersection, one blink may leave you with just a blur and a howl.

—Captain Trash



Owner:Joe Chavez
City:Orange, California
General
Fabrication:Billet Concepts
Year and make:1995 H-D/B.C.
Model:Custom Softail
Chroming:Orange County Plating
Engine
Year:1995
Model:Evo
Rebuilder:Larry Hardy, Perf. Techniques
Ignition:Dyna
Displacement:93 cubic inches
Lower end:S&S

Pistons:J&E
Cases:Delkron
Heads:Performance Techniques
Cam:Headquarter's
Carb(s):Dell 'Orto
Pipes:Siamese Drag
Modifications:custom-made ignition box, S&S balancing, Dell 'Orto air cleaner
Transmission
Year:1994
Modifications:Andrews gears, 70-tooth wheel sprocket, 32-tooth trans sprocket
Paint
Molding:none

Painter:Damon's
Color/type:red, silver pearl, black/urethane
Special paint:marbleized by Damon's
Frame
Builder:Daytec
Type:Softail Wide Drive
Modifications:2-degrees rake, 2-inch stretch
Accessories
Bars:drag
Fender(s):handmade by Fernando
Headlight:Headwinds
Taillight:Hide 'N' Seek
Speedo:none

Pegs:Billet Concepts
Gas tank:handmade by Fernando
Oil tank:CCI
Seat:Danny Gray Special
Mirrors:B.C.
Grips:B.C.
Forks
Type:41mm Mid
Modifications:billet trees, custom-built by B.C.
Wheels
Front:P.M./B.C., 21-inch, Metzeler, P.M.
Rear:P.M./B.C., 17-inch, Metzeler, P.M.
Photos:John Wycoff



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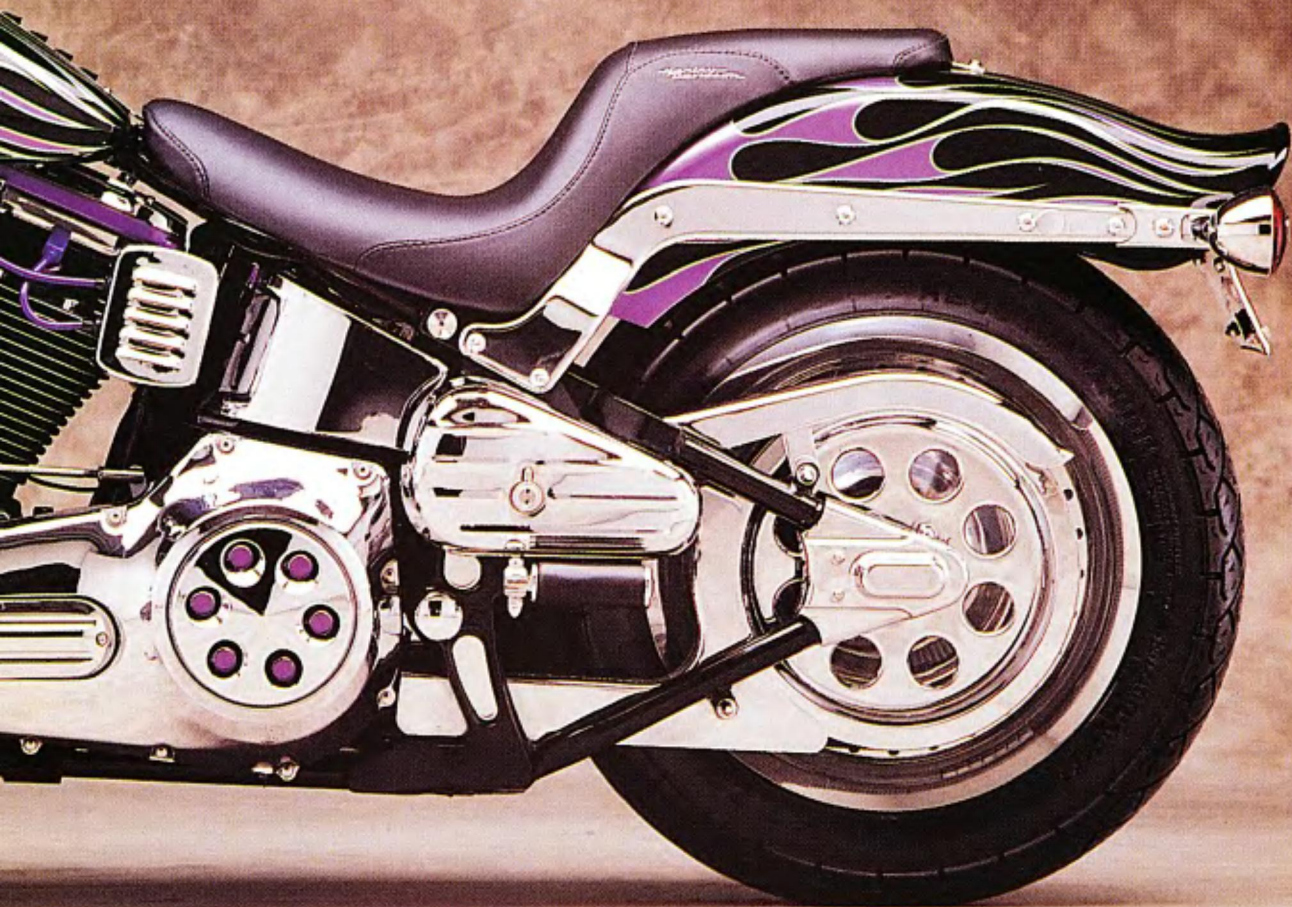
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A
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TO
JIMI

PURPLE
HAZE



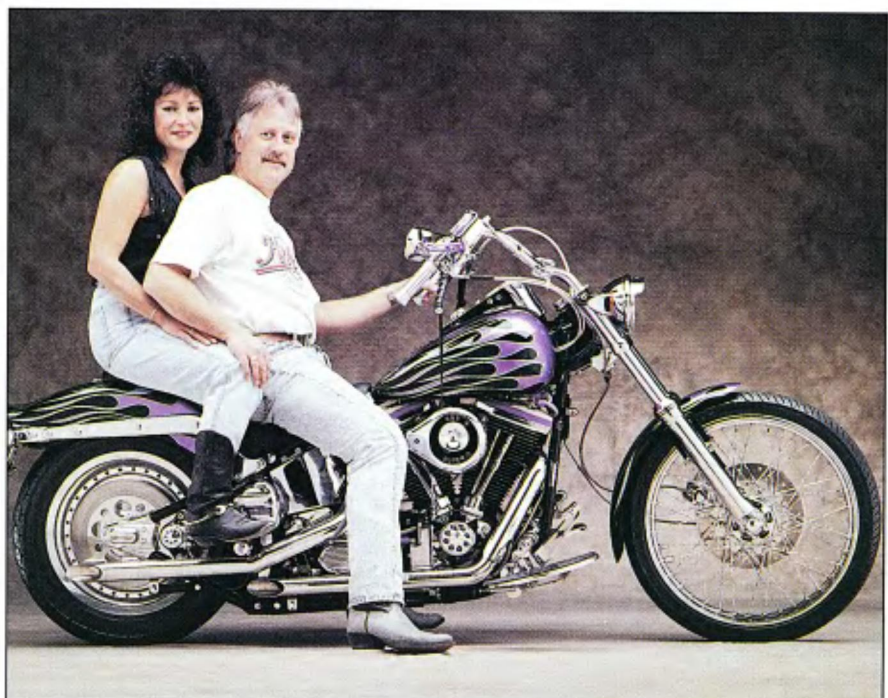
There's an old yarn about dropping a frog in a pot of water, then turning up the heat a little at a time. The change is so gradual, the fable goes, that the frog remains unaware and cooks without ever noticing. The story reminds me of Dave Morgan's transition from casual customizer to rabid restyler.

In the fall of 1994, Morgan experienced starting problems while leaving a rodeo near his hometown of Seattle, Washington. On the ferry going back, he probed for the cause, and the search continued at home. Since the scooter was halfway disassembled by

the time the difficulty—an electrical gremlin—was isolated, Dave figured he might as well make a couple of minor improvements. No big deal—replace a stock part or two, maybe chrome something.

Yeah, right.

Over the next six months, assisted by John McLeod and master mechanic John Edgar, Dave installed—and rejected—three different seats and three sets of pipes. He added a primo pair of fringed leather bags. He also lowered the bike, chromed everything, and interviewed six →



painters before selecting one. Along the way, Dave realized he was way beyond minor changes. In fact, he was one cooked frog.

The dazzling color scheme is Dave's tribute to another Seattle native, rock legend, Jimi Hendrix. "Purple is a risky color," Dave states. "It's easy to mismatch or overdo, so the result is garish rather than striking." Tim Conder's flawless paint job is complemented by subtle embellishments like purple plug wires, rocker box rings, back rim holes, and mirror stems. But the caper is the purple neon light tube

mounted beneath the tank. Flip the switch, and the engine is bathed in a dramatic purple glow.

The owner of Custom Craft Exteriors, Dave is a remodeling contractor specializing in custom windows and doors. Although he never considered himself a serious motorcycle customizer, months of intensive work paid off at the 1995 *Easyriders* Bike and Tattoo Show in Monroe, Washington. "I couldn't believe it when the bike took Best of Show," he says. "It was the first one I had ever entered. I felt like a rookie who hit a home run

his first time up to bat in the majors."

Well, Dave Morgan is no longer a rookie. With the Monroe win under his belt and his eye fixed on the 1996 Invitational in Columbus, Ohio, nobody's gonna ask him, "Are you experienced?"

—Exit Wound



1ST PLACE: SPECTATOR CLASS

Easyriders Bike & Tattoo Show Tour
Monroe, Washington, March 31-April 2, 1995
Owner is eligible to compete in the \$35,000
Invitational Show, Columbus, Ohio, Feb. 1996



Owners:Dave and Judy Morgan
City:Woodinville, Washington

General

Fabrication:owner/John Edgar
Year and make:1990 H-D
Model:FXSTC
Chroming:plating

Engine

Year:1990
Model:Evo
Rebuilder:John Edgar
Ignition:Screamin' Eagle
Displacement:80 cubic inches
Lower end:H-D

Pistons:H-D
Cases:stock
Heads:H-D
Cam:Screamin' Eagle
Carb(s):S&S E
Pipes:2-inch open drag
Modifications:S&S air cleaner, Ness oil gauge, KüryAkyn accents

Transmission

Year:1990
Modifications:chromed covers, KüryAkyn derby cover

Painting

Molding:Conder Custom

Painter:Tim Conder
Color/type:purple/urethane
Special paint:flames

Frame

Builder:Harley
Type:Softail
Modifications:none

Accessories

Bars:buckhorn
Fenders:molded front, slid back
Headlight:H-D visor
Taillight:catseye with blue dot
Speedo:H-D
Pegs:footboards

Electrics:purple neon engine lighting
Gas tank:fatbobs
Oil tank:wraparound
Seat:Badlander
Mirrors:KüryAkyn
Grips:billet aluminum

Forks

Type:glide
Modifications:chromed legs, Drag turn signals

Wheels

Front:twirled spokes, 21-inch, Metzeler, H-D
Rear:polished, 16-inch, Metzeler, H-D
Photos:Michael Lichter



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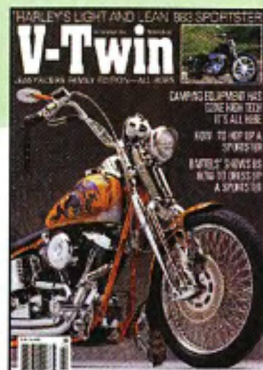
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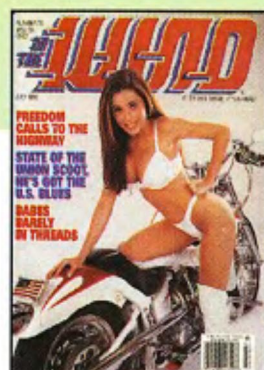
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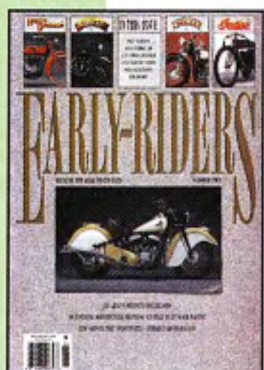
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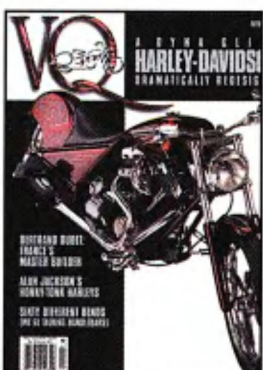
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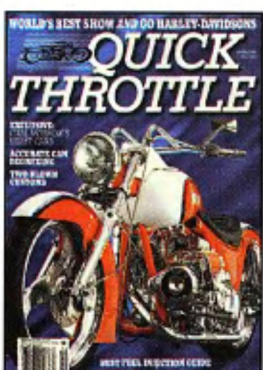
In The Wind - Check out wild bikes and wild action in these reader pix and snaps of boisterous biker bashes from coast to coast. (Reg. \$52.45)



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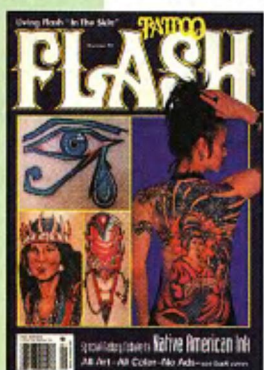
VQ - Each collector's edition of VQ features outstanding custom Harleys, Harley-influenced fashions and high-end products. (Reg. \$50.75)



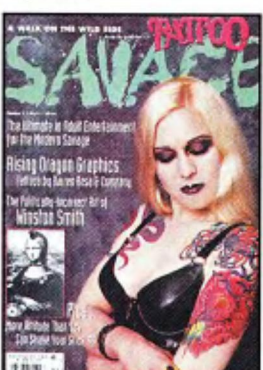
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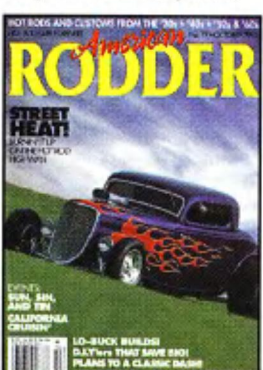
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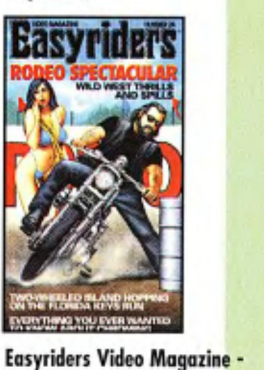
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THE *EASYRIDERS* GUIDE TO NEW **HARLEY-DAVIDSONS**

1996



Harley-Davidson rumbled into its 94th year of motorcycle production with an impressive line-up of 1996 models. The new models, depicted on these pages, made their debut in July at a combined press conference and H-D dealer convention, which was conducted at the 90,000-square-foot Expo Hall at the Marriott Hotel in San Diego, California.

The event boasted more than 3,000 dealer attendees, many of whom flew in from all points of the globe. Already, demand for the new models is mushrooming. Sales of new models are as strong as John Rambo with a machine gun and a bandoleer of bullets across his chest. When they

say strong, they mean strong!

Harley-Davidson is happy to report that it has more than doubled production since the late 1980s, and projects that about 107,000 new bikes will be produced for 1996. Who's buying them? A company spokesperson said that the traditional Harley dude is still the real steel meal ticket, but that first-timers are buying a lot higher percentage of new bikes than ever before.

To their credit, H-D is playing it straight with pricing, whether or not all dealers are. Suggested retail prices will go up just 3.2 percent overall—more on higher-priced deluxe models, less on entry-level bikes. Increases on the →

1996



Heritage Softail Classic (\$14,435 solid, \$14,635 candy, \$14,960 two-tone): Like a '49 Hydra Glide, the Classic has a fat fork. Its nostalgic look comes from studded leather bags, full windshield, fishtail mufflers, fatbob tank, floorboards, and twin passing lamps flanking the big, chrome headlight.



Softail Custom (\$13,360 solid, \$13,830 candy, \$14,155 two-tone): All six Softails are powered by the 80-inch V-twin engine, and are solid-mounted. This custom has a 21-inch laced front wheel, 16-inch rear disc wheel, wide fork, and buckhorn bar.



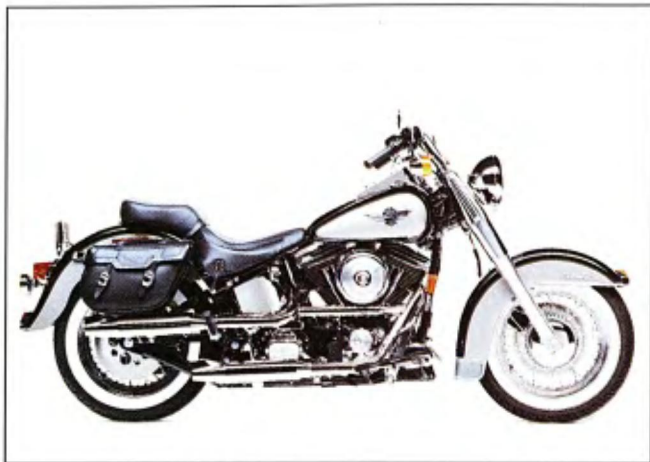
Springer Softail (\$14,030 solid, \$14,230 candy, \$14,555 two-tone): Softails have a hard-tail look, but are suspended by a pair of shocks laid under the engine. With its exposed fork springs, the Springer looks like a '40s-era bike. The floating front fender moves with the tire.



Fat Boy (\$13,930 solid, \$14,130 candy, \$14,455 two-tone): Solid disc wheels front and rear, custom metal fenders, shotgun-style dual exhausts, floorboards, and a wide bar give the Fat Boy lots of class. All 80-inch Harley engines come with the five-speed transmission and belt drive.



Bad Boy (\$14,425 solid): The Bad Boy has the looks of a Springer, but features black forks, slotted disc rear wheel, and cloisonné tank emblems. The Bad Boy's sleek, blacked-out bravado is backed up by high-contact-ratio transmission gears.



Heritage Softail Special (\$14,665 two-tone): Like the Heritage except for its Nostalgia-style wide whitewalls, smaller saddlebags, no windshield, shotgun-style exhausts, and other minor changes such as bullet-studded leather seat and cloisonné tank emblems. For all Softails, add \$290 on California models.



Dyna Super Glide (\$10,195 candy, \$10,345 two-tone): Dynas get a new frame that offers an .88-inch lower seat height. The least expensive Big Twin, the Super Glide has a dual seat, buckhorn bars, and black headlight bucket. Its narrow forks and 28-degree sport chassis give it a sportier ride.



Dyna Low Rider (\$13,030 solid, \$13,230 candy, \$13,555 two-tone): Set apart by chrome detailing on the battery cover, belt guard, fender supports, ignition cover, and oil filter. The pillion seat removes for a solo look. The Dyna Low Rider has dual front disc brakes with a classy black-and-chrome engine.



Dyna Convertible (\$13,330 solid, \$13,530 candy, \$13,885 two-tone): The 80-inch V-twin engines on Dynas are rubber mounted so they don't shake much. This model "converts" to a custom when you remove the windshield and bags. Also has twin front discs and 28-degree sport chassis.



Dyna Wide Glide (\$14,030 solid, \$14,230 candy, \$14,555 two-tone): The most custom Dyna, the Wide Glide offers a 21-inch front wheel, wide fork, flamed fatbob tank, forward-mounted controls and high bars. Battery box and electrical boxes have been restyled. For Dynas, add \$285 for California models.

XL883 standard, the FXD, and FLHT will be just two percent.

Also in 1996, H-D is introducing a line of Detachables, accessories that will convert a street cruiser to a traveling machine, and vice versa. Detachables can be installed in 60 seconds or less, the company says, and without tools.

The demo showed some pretty slick matching mechanisms for detachable windshields, sissybars, passenger seat and luggage racks. Thirty-nine Detachables will be available in December 1995 for Fat Boys and Sportsters; by spring, they'll be available for Dyna Glides and other Softails. The company eventually will retrofit models back to 1987. Just don't show your bros how your Detachables work, or they'll be hiding shit and fucking with you endlessly.

All 1996 Harleys get new handlebar switches and controls that are more rounded and softer in appearance, sealed better, and should fit your paws better. The front brake master cylinder has been re-styled for a cleaner look and to reduce lever effort by 10-15 percent.

Also included at the debut event was the introduction of Harley's new Diamond Back Collection, characterized →

1996



XL1200C Sportster Custom (\$8,360 solid, \$8,510 candy, \$8,735 two-tone): One of two new models, it features a 21-inch laced front wheel, chrome stand-alone headlight, and handlebar riser assembly. Check out the chrome-and-black engine, low-rise handlebar, and custom slotted disc rear wheel.



XL1200S Sportster Sport (\$7,910 solid, \$8,060 candy and \$8,285 two-tone): The other new '96, this model carries the most sophisticated suspension ever put on a stock Harley. Both the cartridge-style fork and reservoir shocks offer adjustments for spring preload, compression and rebound damping.



XLH Sportster 1200 (\$7,360 solid, \$7,510 candy and \$7,735 two-tone): Joins the three 1200 Sportys, and features a welcome new 3.3-gallon fuel tank, with sleeker seams on the bottom, and a slightly restyled, cleaner-looking rear fender, which appears to be a winner.



XL Sportster 883 (\$5,095 solid, \$5,245 candy): This solo-seat model is the least expensive new Harley-Davidson. It's powered by an 883cc, air-cooled V-twin engine and comes standard with a low handlebar and cast-aluminum wheels.



XL Sportster 883 Hugger (\$5,760 solid, \$5,910 candy): The name comes from its low seat height of just 27.1 inches. The Hugger offers a buckhorn handlebar and cast-aluminum wheels, or get the optional laced wheels. Add \$120 to all Sportsters for California models.



Electra Glide Standard (\$12,235 solid; add \$265 for Calif. models): The cheapest bagger, it has a fork-mounted fairing, saddlebags, and luggage rack. The inner fairing of the three Electra Glides has been redesigned for improved appearance and function. FLs use the 80-inch V-twin in rubber mounts.



Road King (\$14,035 solid, \$14,260 candy, \$14,635 two-tone; add \$265 for California models): The Road King offers classic styling with its nostalgic headlight nacelle, saddlebags (but no Tour-Pak), and a removable windshield. For electronic sequential port fuel injection (ESPFI) add \$800; \$920 for California models.



Electra Glide Classic (\$14,410 solid, \$14,710 candy, \$15,160 two-tone; add \$245 for California models): The Classic is a full bagger with Tour-Pak, 20-watt-per-channel AM/FM/cassette stereo and chromed bag guards and luggage rack. For ESPFI add \$800, or \$900 for California models.



Electra Glide Ultra Classic (\$16,610 solid, \$16,910 candy, \$17,360 two-tone; add \$245 for California models): The Ultra offers electronic cruise control, CB, voice-activated intercom, and helmet-mounted headsets. Fairings have storage compartments. For ESPFI add \$800, or \$900 for California models.



Tour Glide Ultra Classic with ESPFI (\$17,410 solid, \$18,160 two-tone; not available in Calif.): Its frame-mounted fairing, and different seating position, distinguish it from other models. H-D claims ESPFI offers 10 percent more torque, easier cold starts with instant rideability, and lower emissions.

by distinctive shapes and leather and chrome trim.

Diamond Back Tail Sections add spark to the rear wheel with their unique curve. The decorative piece is a hand-polished, chrome-plated steel insert, added to a black vinyl base. H-D accessories offer three styles of good-looking and durable tail sections: solid, round, or rectangular cut-out accents. This exclusive, patent-pending accessory will only fit with the appropriate Diamond Back seat, and can be easily added to the bike.

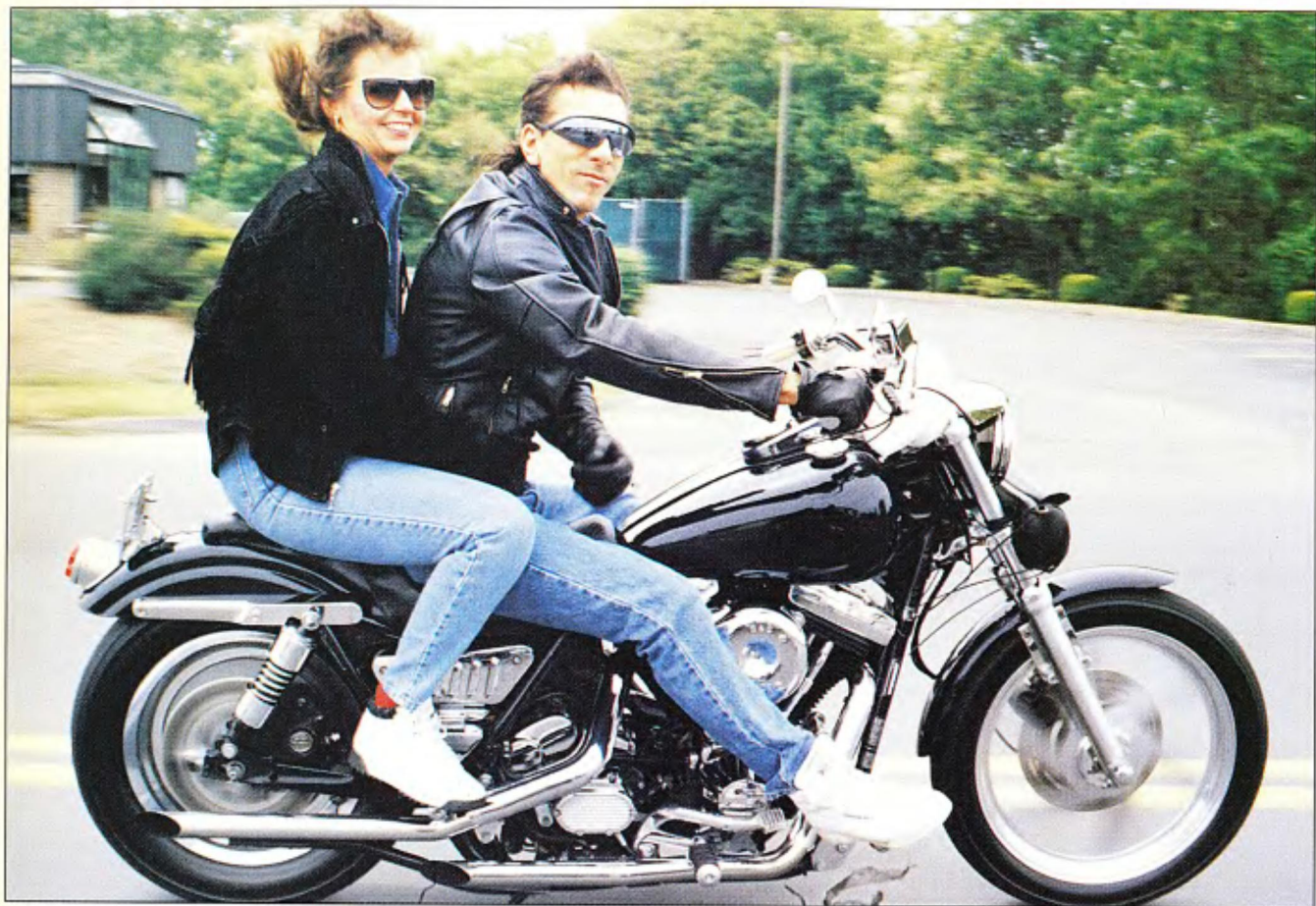
In addition, H-D now offers six new handlebars in its accessories line. These quick and easy bolt-on handlebars allow riders to customize their motorcycles to fit an individual build and riding style. These handlebars eliminate the need to change the cables, wires, hoses or other bike attachments.

Finally, when Harley riders now visit any dealership nationwide, they will encounter an exciting new packaging concept, together with dynamic displays. Customers will be able to examine the accessories and get a better idea of how that lamp or bag will look on their Harley.

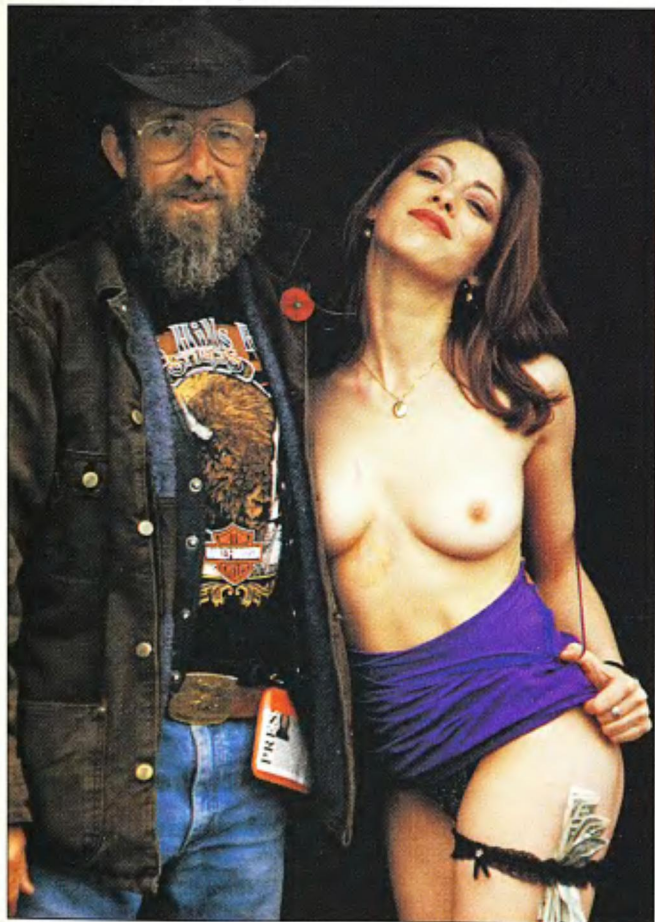
—Biker Bill

THE **WIND**

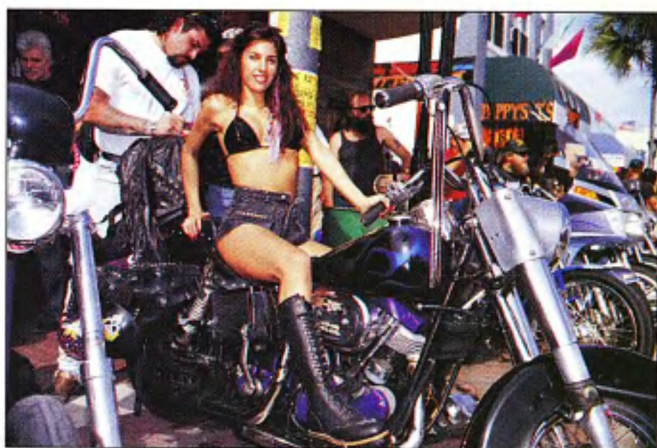




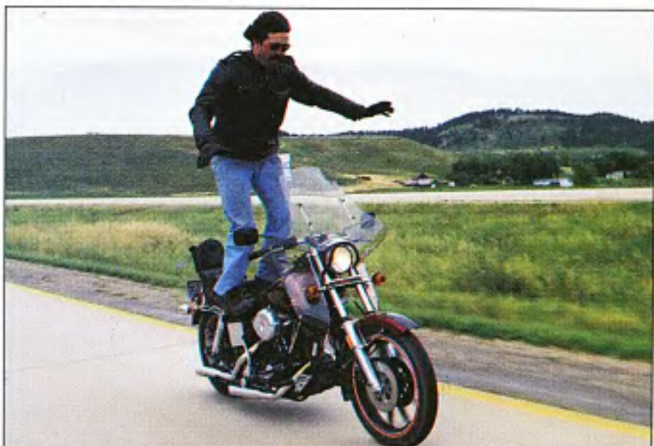
—Michael Pesapane, Wallingford, Conn.



—The Bosk, Am-Jam '95



—Photo-One, Daytona Bike Week '95



—Mike Lichter, Sturgis '81



—Doc Robinson, On the road, South Australia



—John Gentile, North Olmsted, Ohio



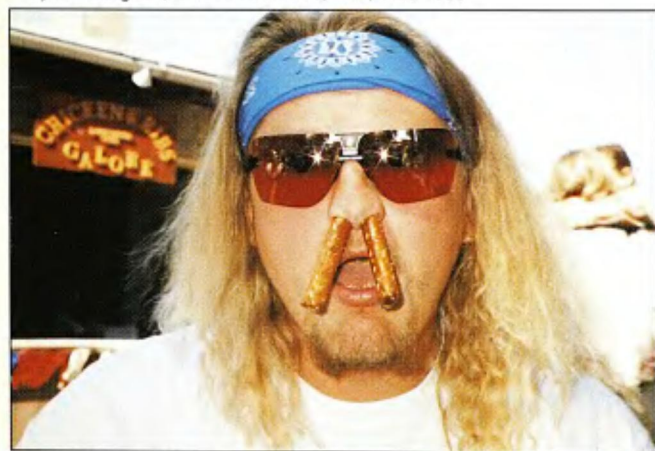
—Mike Jackson, Palmdale, Calif.



—Chris Cornett, Penticton, B. C.



—Sylvia Weinglass, Catskill Mountains, N.Y., circa 1930



—Tree, Walbridge, Ohio



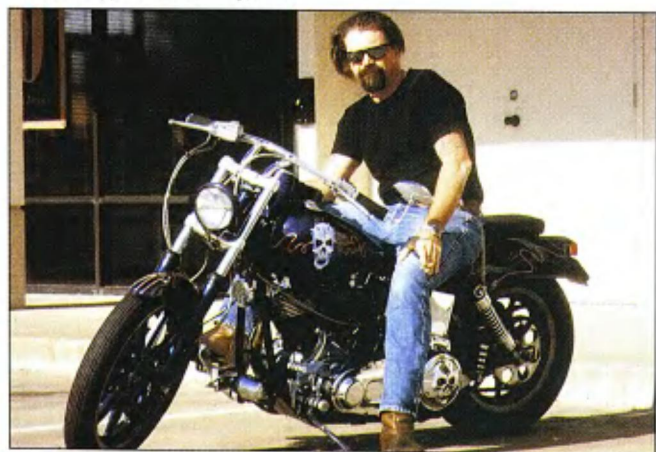
—Chris Graham, Yukon, Okla.



—Jeff Seymour, SEMO '95



—Dennis Epperson, Conway, Ark.



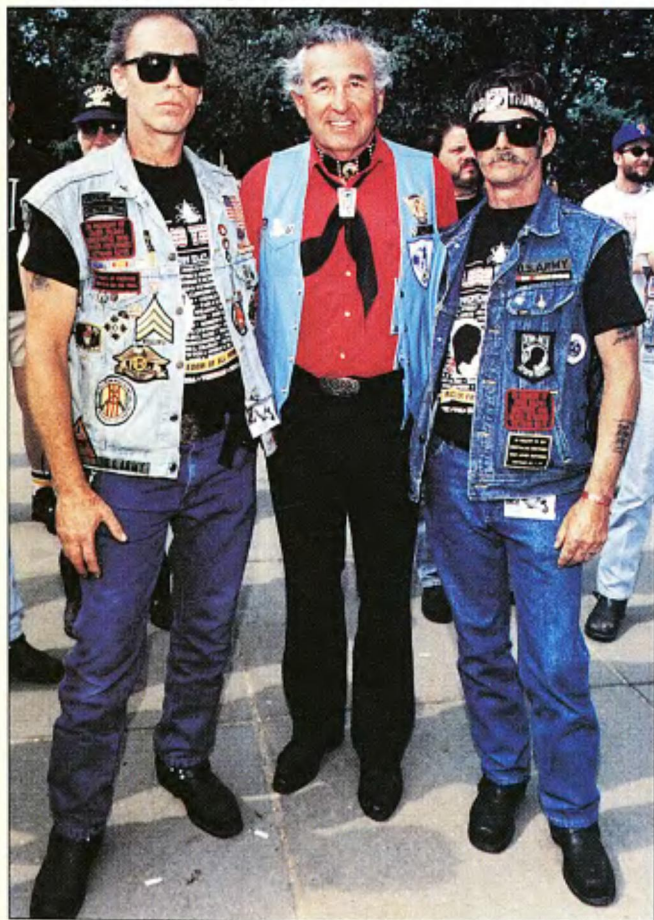
—Dave Yancey, Dallas, Texas



—Don and Sally Parsons, St. James, Mo.



—Estella Pesapane, Wallingford, Conn.



—Krazy Ric White, Washington, D.C.



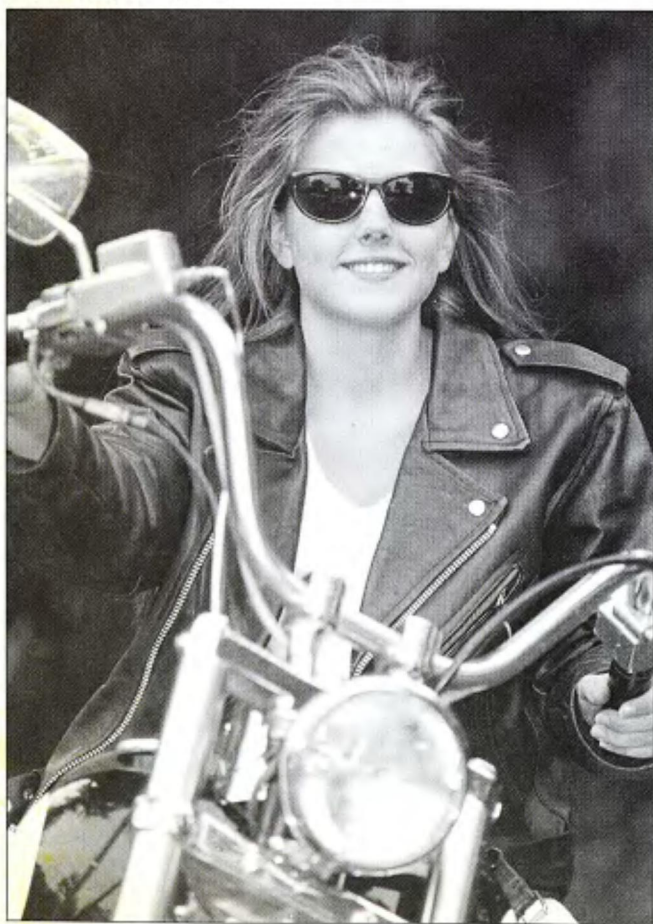
—Bob Eckardt, Saratoga Springs, N.Y.



—Shiloah Douglas, Sedalia, Mo.



—John Price, Darien, Conn.



—Black Bike Bart, USA



—Ace Pelham, Lansing, Mich.

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

JUNE WINNER

You can look but you can't touch! This sweet young thang is a newlywed, and her Hog-riding hubby, Joe, definitely wouldn't appreciate any extra marital hanky panky. But that doesn't mean she doesn't like to have fun. Your newest Fox Hunt winner, Julie, hails from Columbus, Ohio, and although her last name is top secret information, her middle name is "adventure." This lady loves to ride. She'll straddle *almost* anything. She started out riding show horses at the age of six and later graduated to steel ponies at the age of 19. As a wedding gift her husband presented her with a new Sportster. She also rides dirt bikes and has even spent some time in the saddle of a mechanical bull. For her next big adventure, she plans to learn how to ride a real bull. See Julie riding Joe (not to be confused with Julie's husband) Chavez's smart-looking Evo on page 58.

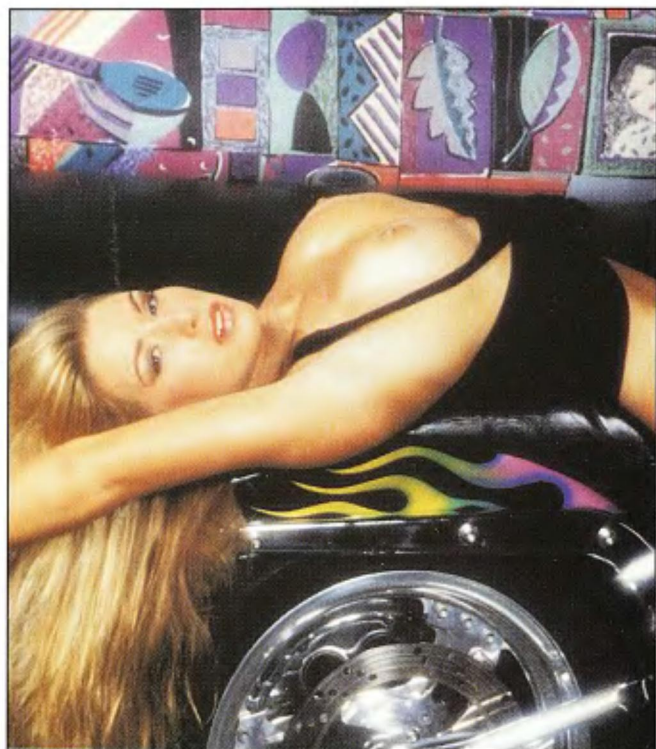
—Jammin' Julia



The first time I ever rode a Harley was back in 1990. My boyfriend picked me up and I quickly realized what all the hype was about.
Shannon, Colorado—#1101



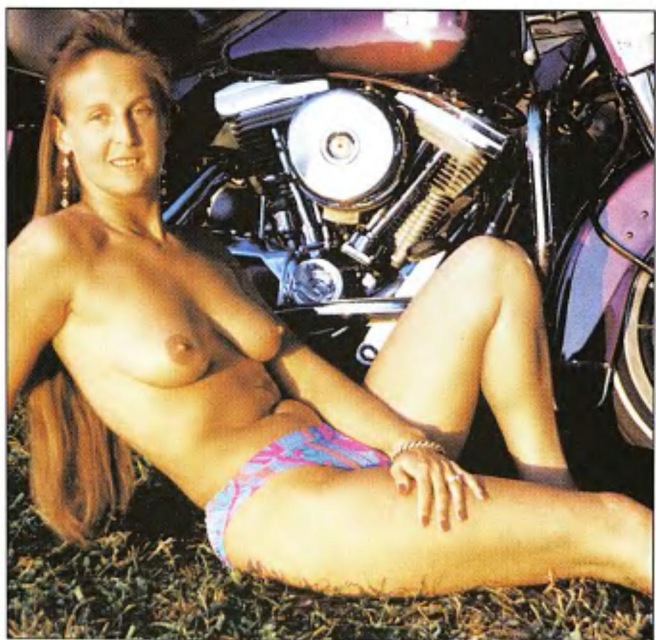
Under the stars, my first midnight ride—a man, a rose, and a Harley between my thighs.
Jennifer, Florida—#1102



My first ride was around New York in the middle of winter. It was freezing out, but the heat down below was enough to keep me warm.
Shandra, Florida—#1103



My first ride on a Harley was a feeling of freedom and excitement. A feeling this good would have to be American made.
Lisa, California—#1104



My first ride on a Harley changed my life. Now (two years later) I own my own '91 Low Rider. It doesn't get any better than that!
Lynn, Maryland—#1105



My Gramps took me on a Harley ride back when I was five. I thought it was the coolest thing in the world, and I've loved them ever since.
Heidi, Vermont—#1106

FOX HUNT

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

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

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

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

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

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

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

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

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

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

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

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #269 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue, you can begin sending in your votes beginning October 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 October 31, 1995. We'll print the winner in the February 1996 issue.



Here she is, bros, the July 1995 winner in our monthly Fox Hunt, Lorissa, #701, from Cincinnati, Ohio. See more of her next issue.

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

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

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

269

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

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

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

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

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

When the folks here at *Easyriders* do something, they do it right. For example, who else would include a protective watch lid in the design? Or even better, make it a leather lid with a cool skull or spoke wheel design?

And that's not even mentioning the high quality leather bands, or the quartz movement, or the detailed dial designs...well, you get the picture. We'll even throw in a handy wooden gift box and a warranty.

So, thanks to *Easyriders*, you can be the proud owner of the coolest watches around. And for a whole lot less than one of those Swiss jobs.

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\$34.95

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Easyriders® 840

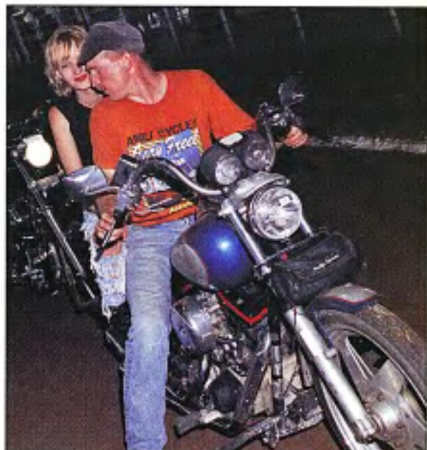
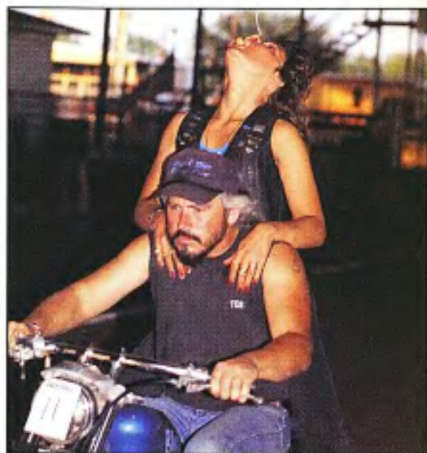
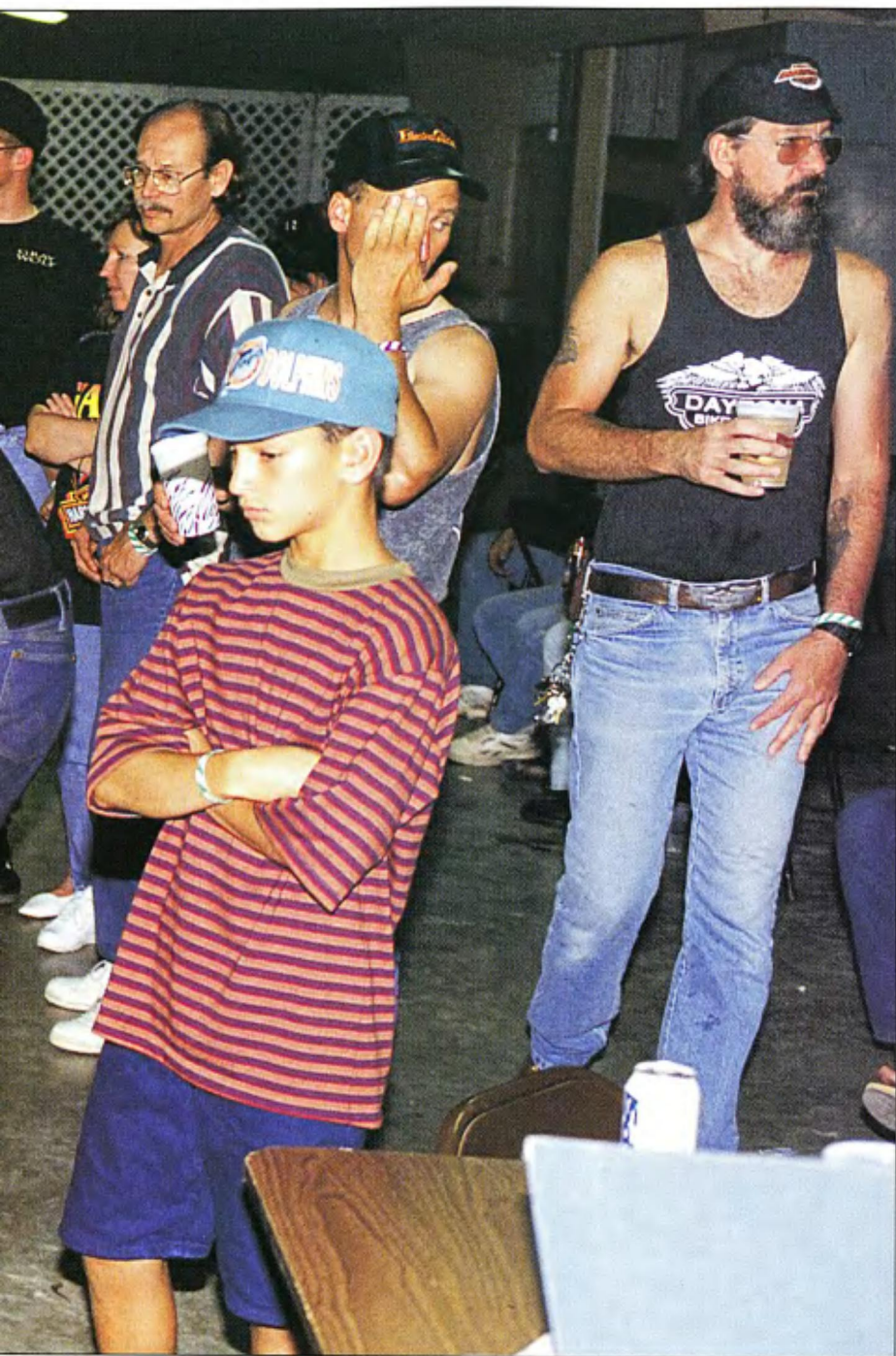
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A VERY
MEMORABLE
MEMORIAL DAY
IN THE
HEART
OF TEXAS

ROLLIN' AT ROSENBERG



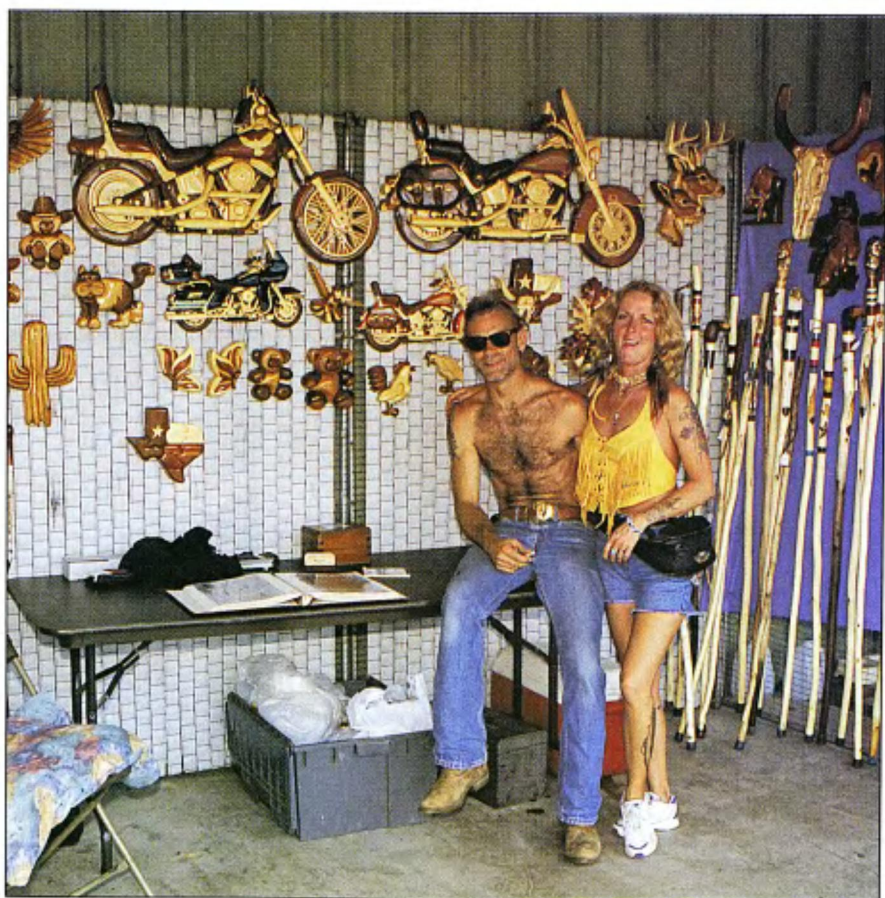
They're used to big things in the great state of Texas, and anything that falls short of this age-old standard would be hard-pressed to keep up, much less get noticed. So when an *Easyrider*s Rodeo comes to town, it's pretty much a given that it will be—at the very least—big.

Just a few short shifts down Highway 59, southwest of Houston, lies the town of Rosenberg, where the *Easyrider*s event crew brought their hell-raisin', good-time action to the folks of the Lone Star State. Memorial Day weekend allowed for an extra day of revelry and brought everyone together to commemorate and honor those men and women in uniform →



who have fought to keep our country free.

Saturday saw the Rodeo kick into gear, and it didn't let up until Monday, the observance of Memorial Day. From California to New Hampshire, bikers showed for the festivities, with more than just a few of the names familiar to the *Easyriders* Rodeo circuit. Folks like Robert Tabor (who won Top Cowboy), Terry Miller, Jerry Searles, and Ray Tewksbury were just a few of the usual faces that kept adding their names to the top finishers throughout the event. As usual, the attending bikers did their part to boost the local economy in and around Rosenberg by purchasing plenty of gas, food, beer,





Photos: Billy Tinney



and souvenirs, proving once again that we're the best tippers around.

With the dust just beginning to settle from the three-day thunderclap of bikes, trikes, and fueller-sleds, it became clear that the *Easyriders* Rodeo had earned itself another welcome home for future events. And that's a fitting way to end such a bitchin' Memorial Day weekend: making new friends, having fun with your brothers and sisters, and most of all, honoring and remembering all those in uniform who were there in person and in spirit for their valiant efforts to preserve our freedom.

—Wordman

EASYRIDERS RODEO ROSENBERG, TEXAS MAY 27-29, 1995

Slow Race

- 1st: Robert Tabor, Canton, Ohio
- 2nd: Jerry Searles, Anaheim, California
- 3rd: Tommy Hale, Jacksonville, Texas
- 4th: Ray Tewksbury, USA

Wienie Bite

- 1st: Terry Miller & Lori Gunia, Sheridan, Michigan
- 2nd: Robert Tabor & Tonia Church, Canton, Ohio
- 3rd: Ray Tewksbury & Kari Sioux Tewksbury, USA
- 4th: Jerry Searles & Donna Loker, Anaheim, California

Potato Haystack

- 1st: Terry Miller & Lori Gunia, Sheridan, Michigan
- 2nd: Danny Novak & Taty Novak, Sealy, Texas
- 3rd: Robert Tabor & Tonia Church, Canton, Ohio
- 4th: Gary Freel & Ann, Ames, Iowa

Keg Derby

- 1st: Robert Tabor, Canton, Ohio
- 2nd: Jeff Kyle, Kelley, Iowa
- 3rd: Gary Freel, Ames, Iowa
- 4th: Ivan Eaton, Seabrook, New Hampshire

Barrel Race

- 1st: Jerry Searles, Anaheim, California
- 2nd: Robert Tabor, Canton, Ohio
- 3rd: Gary Freel, Ames, Iowa
- 4th: Bob Hanna, Claymont, Delaware

1,000 Lb. Gas Sled

- 1st: Mike Meyers, Ionia, Michigan
- 2nd: Glen Meyers, Seabrook, New Hampshire
- 3rd: Ed Bott, Mantua, Ohio

1,000 Lb. Fuel Sled

- 1st: Matt Poisson, Flint, Michigan
- 2nd: Michael Poisson, Flint, Michigan
- 3rd: Norm Greenleaf, Taylor, Michigan

Trike Gas Class

- 1st: Kari Sioux Tewksbury, USA
- 2nd: Robert Tabor, Canton, Ohio
- 3rd: Terry Miller, Sheridan, Michigan

Trike Fuel Class

- 1st: Ray Tewksbury, USA
- 2nd: Don Seabolt, Greenville, Michigan
- 3rd: Rico Padillo, Addison, Texas

Tire Ride

- 1st: Robert Tabor & Tonia Church, Canton, Ohio
- 2nd: Gary Freel & Ann, Ames, Iowa
- 3rd: Terry Miller & Lori Gunia, Sheridan, Michigan

Top Cowboy

- Robert Tabor, Canton, Ohio

Bike Show

- 1st: Ronnie Madison, Groves, Texas
- 2nd: Clint Waddell, Texas City, Texas
- 3rd: Michael Levauf, Arlington, Texas

Tattoo Contest

- 1st: Jerry Helphenstine, Austin, Texas
- 2nd: Marcus Wink, Rusk, Texas
- 3rd: Janie Smith, Aransas Pass, Texas

ARIZONA SUNSET



Easyriders

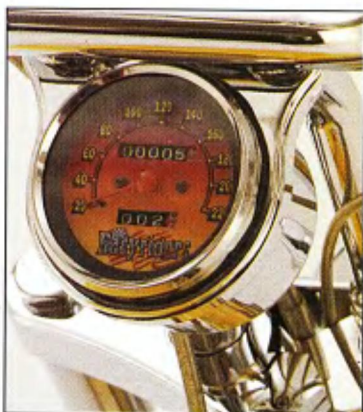


Easyriders





Building high-quality custom motorcycles is a rewarding occupation, and one that supplies an outlet for individual creativity and expression. The only drawback is that often the builder must compromise in order to meet the demands or specifications of the customer. Like it or not, customers are the ones who will live with the finished product, so it's necessary to make them happy. Ahhh, but once in a while you get a chance to do it

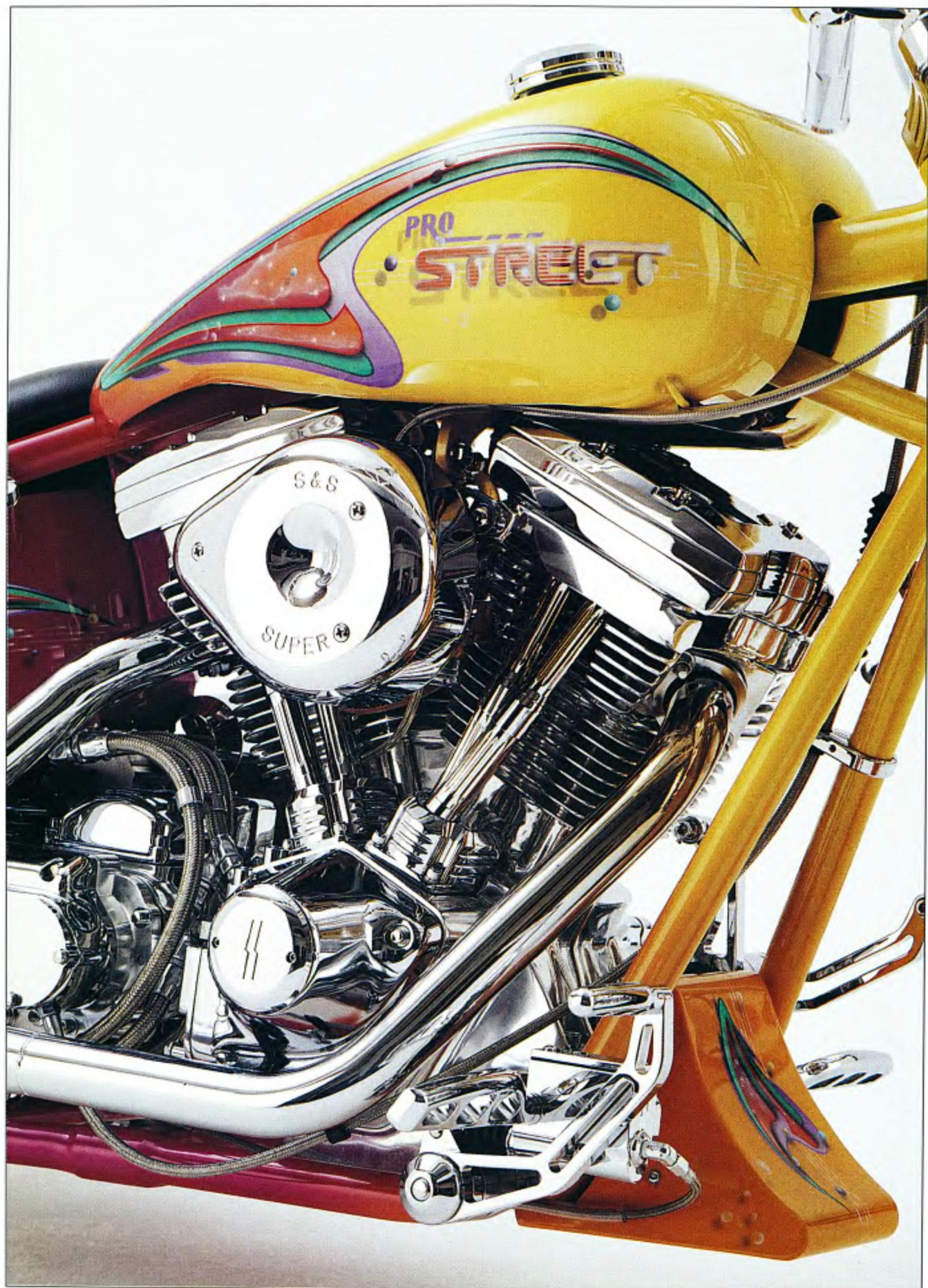


your way—with only the limitations of your own imagination to guide you.

Myron Larrabee has been putting together custom motorcycles for 20 years, and, as the owner of the *Easyrider*s Store in Scottsdale, Arizona, he knows what goes into making a fine ride. After building one for a customer, he was so impressed with the Kenny Boyce Pro Street frame that he had to build one for himself.

Riding time in Scottsdale is nearly year-round, so he wanted a cruiser that would let him stay in the saddle all day (on the rare day he isn't working). The bike's form and function were the highest considerations in bringing Myron's vision to reality.

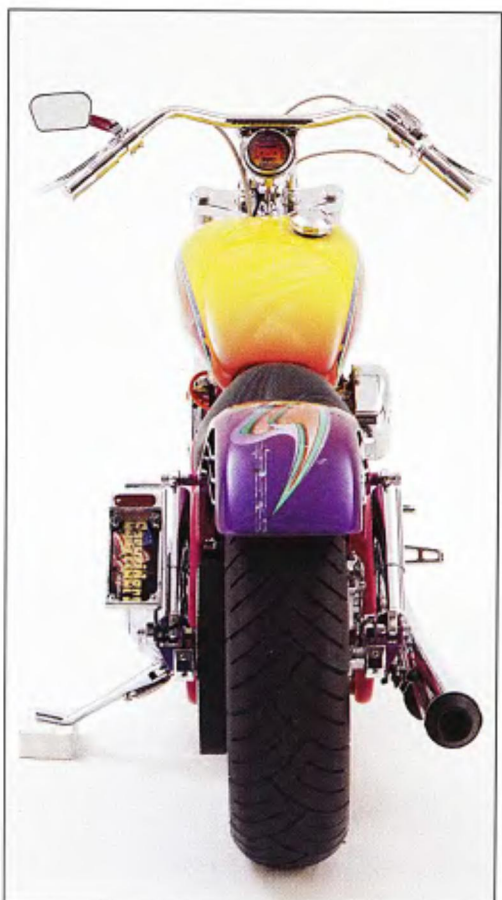
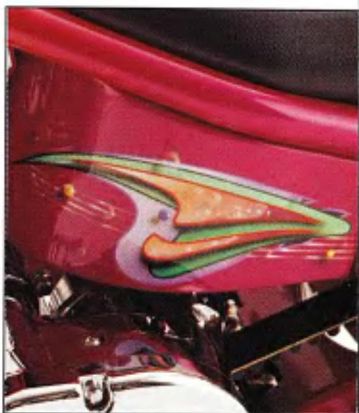
Starting with Delkron cases, it was stuffed with 96 cubes of S&S internal muscle and sparked by a Dyna single-fire ignition. The RevTech heads →





were massaged to squeeze every bit of flow out of them, and the S&S Super E carb makes sure they never go thirsty.

The transmission was assembled by the guys at Zippers Performance Products in Jessup, Maryland, and the back-cut Andrews gears make zero to 60 as smooth as silk. The fenders were hand-modified, and the rear was widened to fit a fat 180 tire, highlighted by a Super Max custom pulley.



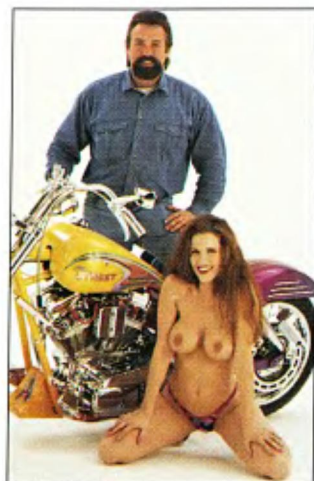
The 15 months of labor that went into this beauty are apparent in the absolutely gorgeous paint work applied by Denny Bloom. The smoothed and molded frame was treated to the same yellow to purple fade, and the graphics give just the right amount of accent without overwhelming all the other subtle touches.

Dawn Holmes' excellent speedo graphics tie in perfectly with Denny's paint scheme. While S&S makes this baby go, Performance Machine makes sure it stops—when Myron says so. The stretched gas tank lets Myron say so less often.

Fifteen months might seem like a long time, but when you're trying to make your vision—as well as those of your customers—come true, it's time well spent ... especially when the vision becomes reality, and it looks this good.

—RADRick →



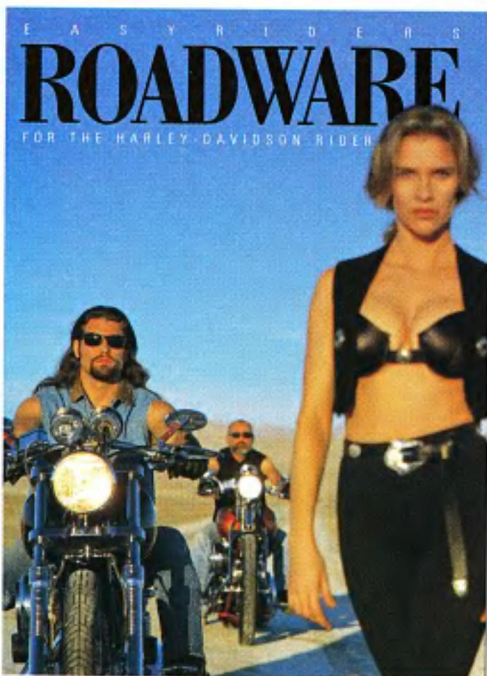


Owner:.....Myron Larrabee
City:.....Scottsdale, Arizona
General
Fabrication:.....Easyriders of Scottsdale
Year and make:.....1995 H-D
Model:.....Pro Street
Chroming:.....Metro Plating
Engine
Year:.....1995
Model:.....FXR
Rebuilder:.....Easyriders of Scottsdale
Ignition:.....Dyna single-fire
Displacement:.....96 cubic inches
Lower end:.....S&S

Pistons:.....S&S
Cases:.....Delkron
Heads:.....RevTech
Cam:.....S&S
Carb(s):.....S&S
Pipes:.....BUB Ent.
Modifications:.....balancing by Easyriders of Scottsdale, S&S air cleaner, S&S lifters
Transmission
Year:.....1995
Modifications:.....Andrews gears by Zippers, Perf. Mach. shifting
Painting
Molding:.....Denny Bloom

Painter:.....Denny Bloom
Color/type:.....yellow to purple/PPG
Special paint:.....none
Frame
Builder:.....Kenny Boyce Pro Street
Type:.....Pro Street fat tire
Modifications:.....5-degree rake, 2 1/2-inch stretch
Accessories
Bars:.....CCI
Fenders:.....modified Harley
Headlight:.....Arlen Ness
Tailight:.....custom
Speedo:.....painted by Dawn Holmes

Pegs:.....P.M. front, BACC rear
Gas tank:.....stretched
Oil tank:.....painted
Seat:.....Easyriders of Scottsdale
Mirrors:.....BACC
Grips:.....BACC
Forks
Type:.....wide glide/Easyriders of Scottsdale
Modifications:.....Ness triple trees, dual disc mounts
Wheels
Front:.....P.M., 21-inch, Metzeler, P.M. brake
Rear:.....P.M., 18-inch, Metzeler, P.M. brake
Photos:.....Rako Hartman



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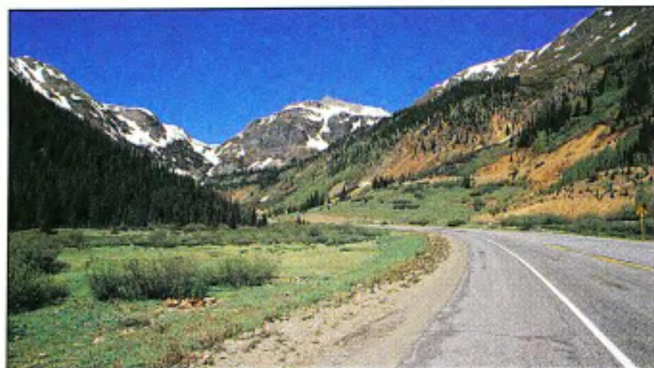
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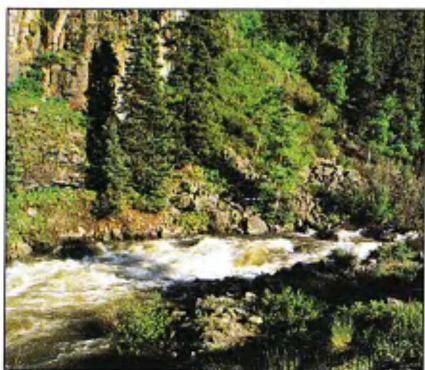


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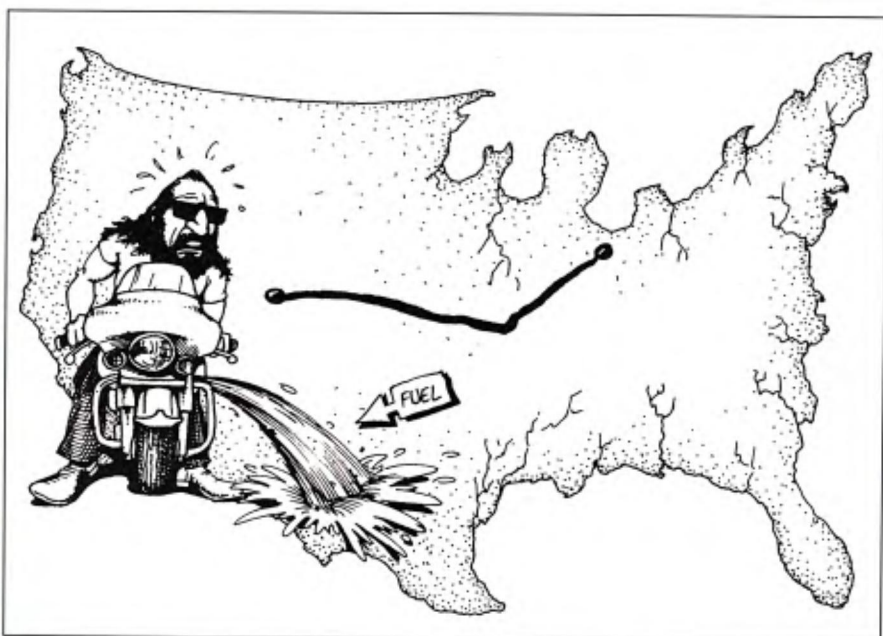
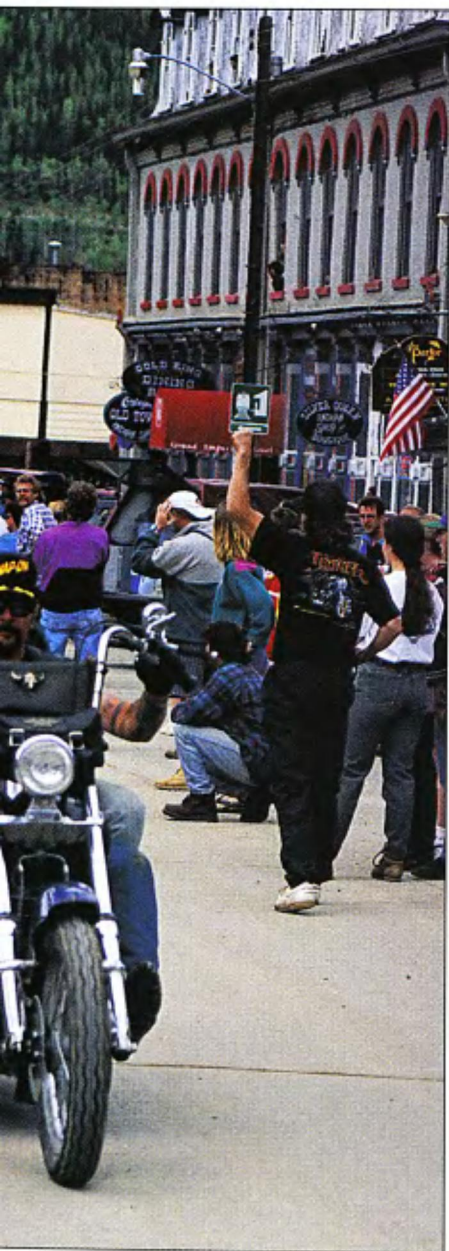
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RIP'S RUN





ROCKY MOUNTAIN HIGH



After the *Easyriders* Rodeo in Hilliard, Ohio, I thought I'd ride west to Colorado for the Fourth of July. I had received a flier and short note from Larry and

Bonnie Jones (Deacon and Bear) from Bayfield, Colorado. It told me they were getting together with some friends in Silverton, Colorado, for Independence Day weekend. The party was called Flash's 20th Annual Fourth of July Party. Flash, Deacon, and Bear ride with the High Plains Drifters MC. Lots of their brothers and sisters also showed up to enjoy the weekend together.

Before getting to the actual party, let me tell ya about the ride. Sugar and I rode out of Columbus, Ohio, on Wednesday, June 28th. I spent that evening just east of the Illinois state line. The next afternoon in the rain, I met Rich

and Cameron Vos from Minneapolis, Minnesota, at a filling station. They were homeward bound after attending a national run with Rich's club, the Dry Riders MC, in Cherokee, North Carolina.

Cameron had a super deluxe seat behind his dad. They were riding a 1991 Springer, and pulling a trailer. Rich had adapted a set of armrests to the sissy-bar, making for a comfortable seating position. Cameron sure is a lucky kid. Can you see him in front of his class telling them how he spent the summer?

On Thursday, while jamming west on I-70, every once in a while, when attempting to pass semi trucks, Sugar couldn't gain enough speed to complete the task. Strange. Since I hadn't met the dudes from *Easyriders* of St. Louis, I took the opportunity to do it then.

Easyriders of St. Louis, Missouri, is a neat store and shop. They carry all →

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the *Easyriders* products, plus lots of brand-name aftermarket items—hard parts as well as soft goods. They will install carburetors, cams, pipes, ignition, pushrods, lifters, etc., and any other bolt-on stuff. *Easyriders* of St. Louis ain't set up to do heavy machine work; although, they do 1200 conversions on 883 Sportys. Besides the chrome exchange, they set up suspensions, tires and trannys, both four- and five-speed. *Easyriders* of St. Louis does custom bike building with lots of trick paint jobs. Wolfman paints exclusive creations for the store. The folks at *Easyriders* of St. Louis are friendly and run a clean operation. Everyone is welcome and made to feel comfortable right away. Stop by if you're in the area.

After taking some pictures and socializing a bit, I whipped off the Edelbrock/QuikSilver II carburetor from Sugar Pai and leaned it out two clicks. She started up and sounded all right so I found I-70 once again and pointed Sugar's Avon Elan westbound.

Late Friday afternoon, about midway through Kansas, Sugar Pai started acting up, again. In Hays, Kansas, after looking in the phone book, I found Doerfler's Harley-Davidson. Wouldn't ya know it, I got there at closing time. The dudes at the shop didn't cop attitudes, though. Three of them, including the



Pretty sweetie at Flash's party.



Steve and Lynne, at a Tomahawk, Colo., fuel stop.

owner, jumped on Sugar to get me out of there as soon as possible. They finally diagnosed the problem to be a soft, crumbling fuel line. After changing the fuel feed line I didn't incur any more problems until reaching the higher altitudes of the Rockies.

If you're experiencing similar problems, check out the fuel supply line. It could be collapsing, squeezing off the petrol. It may be time to see if your gas cap is venting properly. Gasoline expands in the hot sun.

Around midnight at Limon, Colorado, I swung Sugar off the interstate onto State Highway 24, thinking I'd get to Colorado Springs sooner. Wrong. We ran into a really heavy fog bank, and I couldn't see more than five or 10 feet in front of the bike. It was terrible riding conditions. I stood on the footboards, looked over the windshield, and motored on. My glasses would get soaked, making it doubly hard to see. I put the spotlights on and crawled onward through the fog. I stopped several times, wanting the traffic to pass me. But they wouldn't. Every time I stopped, they would, too. It was bad and very stressful. It took a long time to reach Colorado Springs—or so it seemed. I don't have any way of telling if the I-25 freeway out of Denver would have been better.

Saturday morning at a truck stop in →



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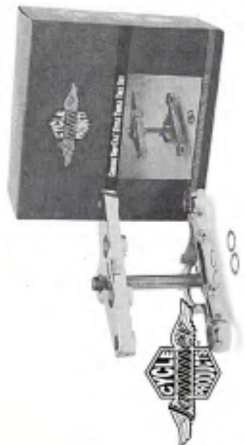
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Doerfler's H-D in Hays, Kansas: from bottom left, Kevin, Cookie (shop dog), Mark, Brian and Deanna.

Tomahawk, Colorado, I met Dave Hebert from Vancouver, British Columbia. He was aboard a 1994 Dyna Wide Glide and was on his way back to Canada after touring around our country. Before I left the Tomahawk truck stop, Steve and Lynne Lyons rode in to top off their tanks. Steve rides an '88 FLHS, and Lynne puts a '93 FXRS. Steve pulls wrenches for High Country H-D in Longmont, Colo. Lynn's FXRS was pumped out to 89 cubes by Steve. The three of us rode to Alamosa, Colo. From there they went south into New Mexico. Sugar continued west solo over the Rocky Mountains on Highway 160 'til reaching Durango, Colo., where Sugar turned north on State Highway 550 to Silverton, Colo., in the San Juan Range. The last 24 miles were the worst—my body was beat. It was a twisty, curvy, narrow two-lane blacktop road that dropped off thousands of feet. Without the moon to illuminate the roadway it was pitch black. You had to keep it between the lines or else eat it. The ride from Ohio had been done in three and a half days. According to my Rand McNally map, it was somewhere near 1,900 miles. Anyhow, when Sugar and I pulled into Silverton, Colorado, the town didn't have electrical power. It remained off for a few hours. It was spooky riding off the mountains into total darkness down

below. At Spat's, a bar in the middle of town, I spotted several Harleys. One of the riders showed me how to get to Flash's house. From there we rode back into town to the Avon Hotel where I stayed until the party was over four days later. I've never been to this part of the country, but I'd heard about it from friends that visit each fall to bag elk. Maybe you've heard about the Narrow Gauge Railroad that takes tourists from Durango to Silverton several times a day in the summer months. During winter the snow piles up so high the trains can't plow through. Silverton is one of the prettiest places I've ever been to. Standing next to the Animas River in Flash's backyard, you are surrounded by four snow-capped mountains—that's north, south, east, and west. It's simply breathtaking. The Animas River is known as the river of lost souls. The water flowing off the snowpack is fresh and very cold, clean, and swift moving. At night, the noise kinda reminded me of the Pacific Ocean. Since this is a tourist spot the food at the restaurants is a bit pricey but very good eating. The sights around here more than make up for the prices, though. The town has one blacktop road, right through the middle. Many of the buildings are right around 100 years old or more. They have been kept in their original condition to preserve our



Easyrider of St. Louis, Missouri, crew: Rich, Dallas, Ken Mange, and Charlie Leeper.



High Plains Drifters MC, in Silverton, Colorado.

Western heritage. Silverton got its name because gold and silver were pulled out of the mines hereabouts by the ton. Way back, when the mines were in operation, some enterprising dude built a toll road just out of town called the Million Dollar Highway. It didn't pan out for him, though, 'cause when the railroad was built it became cheaper to use the rails instead of the roads. They do have gold mine tours as well as four-wheel rentals. The elevation at Silverton is officially 9,318 feet, and as I said earlier, it's very beautiful and worth seeing for yourself.

The weekend was a bit on the wet side. On Saturday, July 1, it rained, and Silverton had a blackout. On Sunday, the sun came out and Flash had a rodeo in his front yard. On Monday, July 3, it started raining, then it got colder and it snowed on us. But it didn't stick to the ground long and was gone the next day. Monday night they had a pool tournament at the Miners Tavern. Tuesday, the sun came out all day for the parade. The riders got to lead off the Fourth of July parade in town. That same evening Silverton had a bonaroo fireworks display. Each morning I'd scrape the frost off Sugar's Mike Corbin-built leather saddle. Generally speaking, it wasn't all that cold at night, especially around the campfire in Flash's backyard.

The party was attended by maybe a

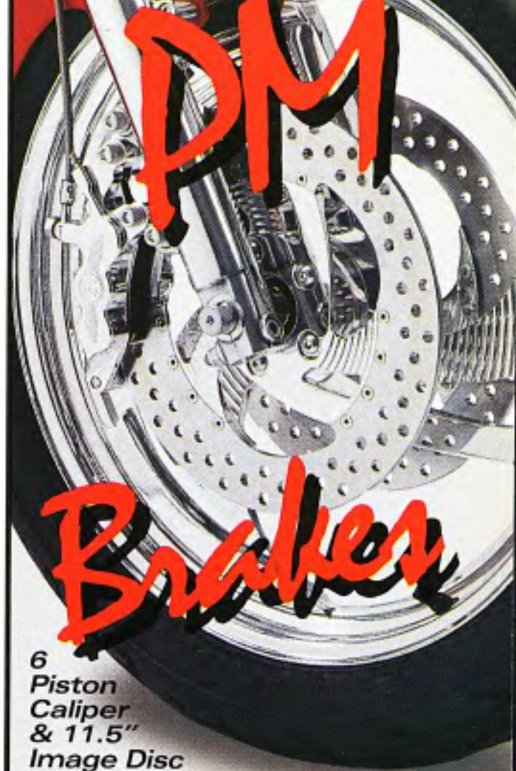
hundred folks coming and going all weekend. Some riders dropped by for a drink or two or perhaps for something to chow down on. Then they would split to ride around the area or maybe the next party. Flash had some field events going on, along with two horseshoe pits where they held a horseshoe tournament on Saturday.

Drifter Evil won the beer barrel roll. The kegs probably held a lot less beer after the brothers used them. What do ya suppose the Bud Man is thinking about when he's renting kegs to bikers? Flash gave out prizes to the winners.

Flash turned me on to Mountain High, a scooter shop owned by Bryan. Right now he's working out of his garage. If you're in the area and need help, he's the guy to see. I met Bryan in 1987 in El Paso, Texas.

Sabina Varis from Durango, who works at Wolf's Den Tattoo in Aztec, New Mexico, was doing tattoos for whoever wanted one. Alex Conlon, an airbrush artist, was kept busy all weekend. Alex is from Rico, Colorado. Laurie (better known as Lady Hawk), who operates Taos Traders in the Durango Mall, was at Flash's party. She handles authentic Native American jewelry and art pieces.

I wouldn't mind doing this Independence Day party again. It →



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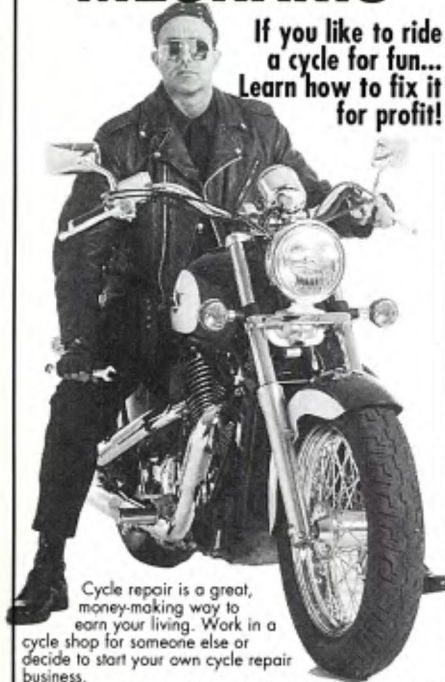
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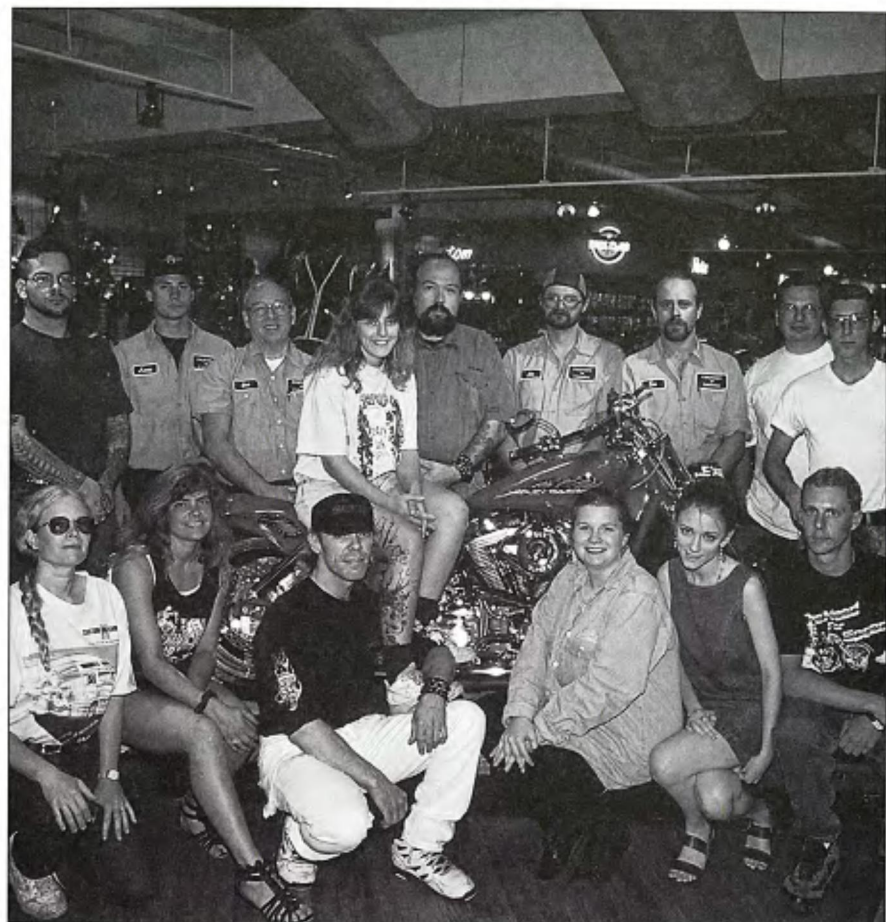


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Easyriders of Columbus, Ohio, crew.

was a fun-filled four days and worth
all the trouble I had getting there.
Thanks go out to Flash, and to Deacon
and Bear for inviting me. You folks are
very lucky to be living in such a beauti-
ful part of America.

From Silverton, Sugar took a differ-
ent route out of town so I could see yet
more breathtaking Rocky Mountain
scenery. Sugar and I rode north to
Ouray, Colorado, then to Ridgway,
Colorado, on U.S. Hwy. 550. Red
Mountain pass is 11,018 feet and still
had snow in several areas. It had
bitchin' eye candy views. Sugar's carb
was set to rich and she fouled out
two spark plugs that day. At Montrose,
Colorado, we swung east on U.S.
Hwy. 550 past Gunnison, Salida, and
Canon City, Colorado. Then we turned
north on state Hwy. 115 back to
Colorado Springs.

It was there I met Jim Wear, who
operates High Country Custom Cycle
and High Country Wholesale
Firearms—the only bike shop I've been
in that also sells weapons. Jim says
they are both for sale. He wants to
devote more time to the Rocky
Mountain Motorcycle Museum, which
is in the same strip mall that the gun
and bike shop are in. Jim is one
of the primary movers and shakers in
the Rocky Mountain Motorcycle

Museum, which you should go see if
you get the chance. Admission is free
and you'll scope out some beautiful
vintage American iron along with a few
English imports. I dug it the most.

High Country Custom sponsors an
annual Super Show and Swap Meet in
February. They also do expert Indian
and H-D restorations. They service all
brands of American motorcycles.

As I write this in mid-July, I'd like to
jump up here on the tree stump and
say that Independence Day makes
me feel grateful that I was born in this
great country of ours. To be able to
ride the open road on an American
motorcycle and enjoy the beauty
makes me even more proud. This
truly has to be the symbol of freedom
and the very essence of individualism
along with the spirit of independence.
Happy birthday, America.

I'd like to hear from some of you
riders, whether it be the front or rear
seat of the saddle. I'm looking for biker
events, museums, or rallies. If you get
the chance, go ahead and drop me a
line. See ya.

—Rip

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Rich and Cameron Vos, on the road.



Deacon and Bear from Bayfield, Colorado.

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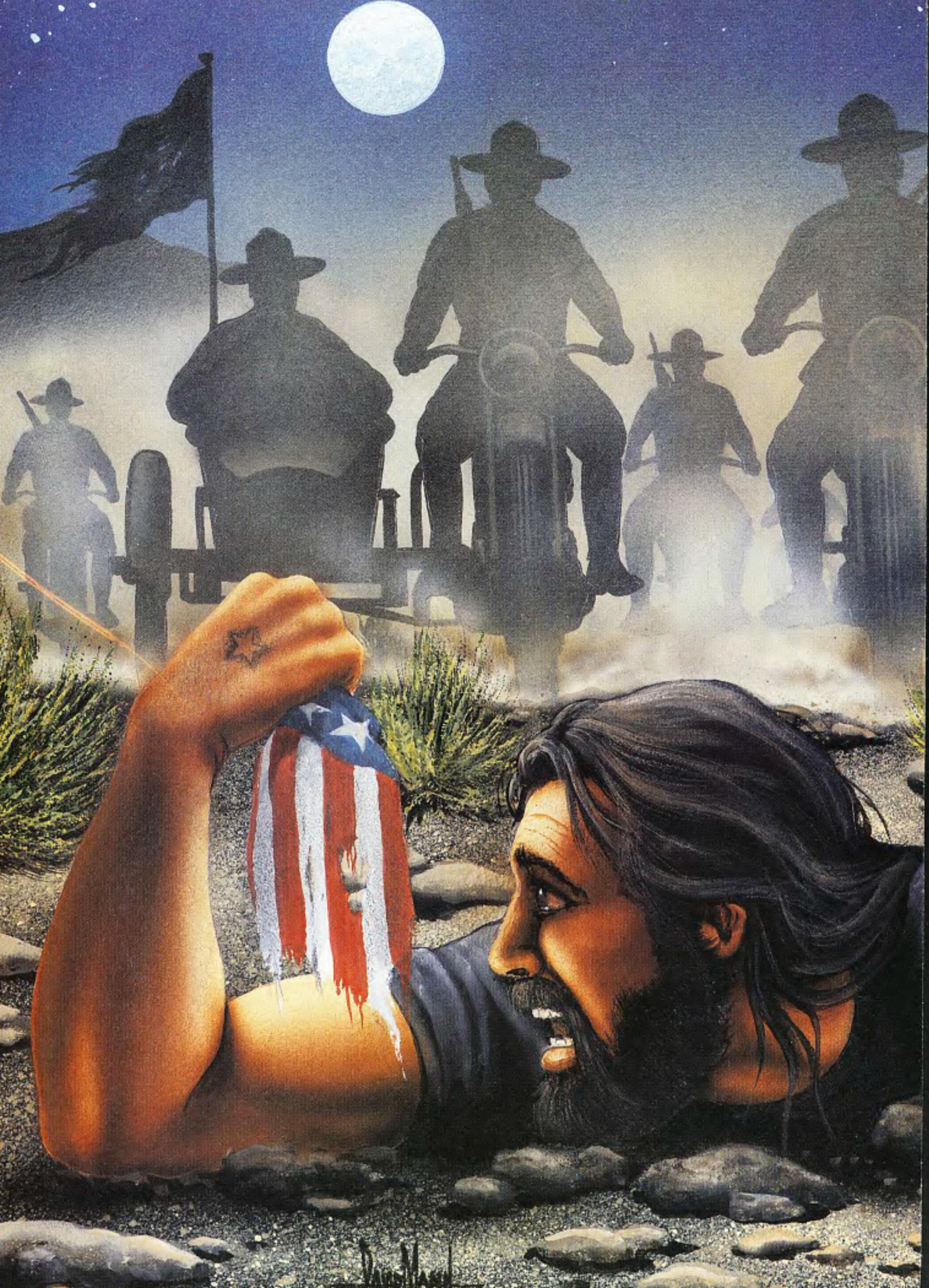


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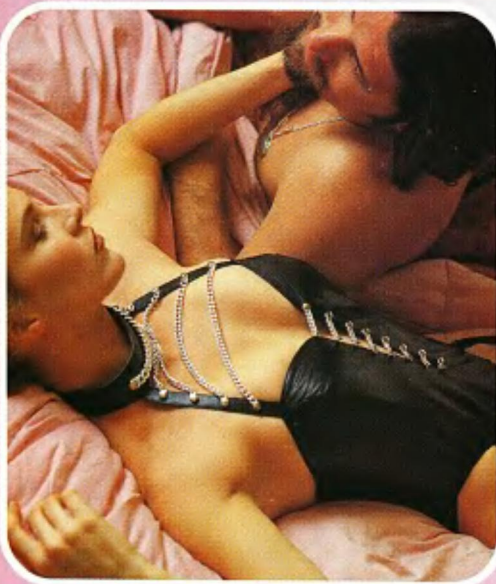
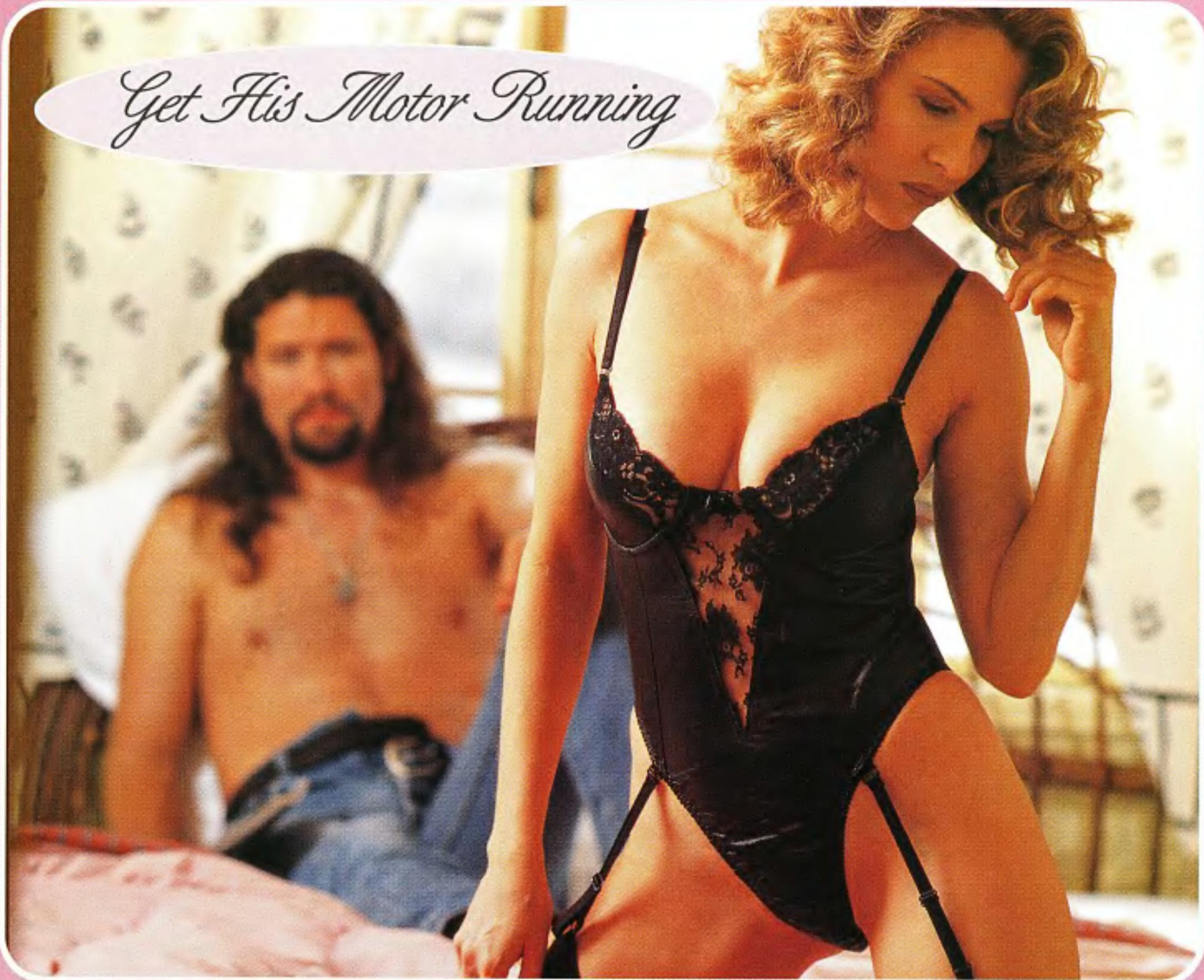
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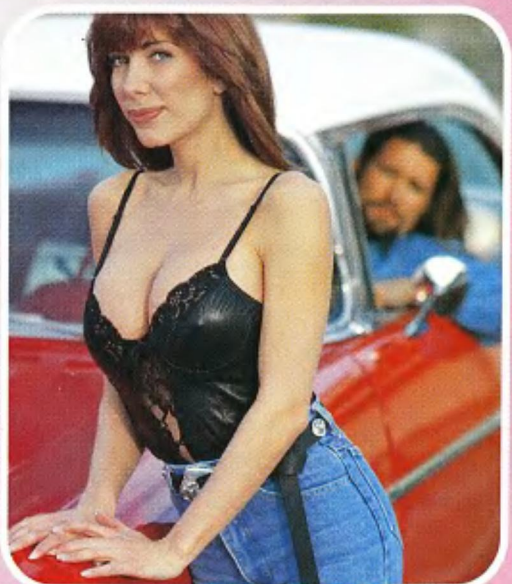


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We don't talk about it much, Jimbo and I. Sometimes, after riding a long ways, especially at night, especially if he's drunk ...

he'll slide up next to me and poke me in the ribs. His face pale, he'll avoid my eyes.

"Ain't no such thing, eh, Al?" he'll say. "It didn't really happen, right?"

"Sure, Jimbo," I always answer.

One night, in a camp just outside of Santa Fe, New Mexico, Jimbo and I were hanging around a few of the Albuquerque guys. We had a fire going and a bottle of good whiskey was making the rounds. I passed it up just about every time it came by. Mostly I just stick with beer.

Nobody much said anything for a while. We could hear the crackling of all the fires around us, a hundred other little groups like us, all playing their own music. Loud laughter floated toward us, along with an occasional thump as somebody hit the ground. Every 10 or 15 minutes another few bikes roared in, then rumbled along for a minute till they found somebody they knew. Once in a while a woman playfully shrieked—sounded like she was having fun, you know what I mean.

Then, just as I was thinking about turning in for the night, a couple of the guys from Albuquerque started talking about some show they'd seen about spirits, and how they heard that ghosts sometimes stayed in one place for hundreds of years, doing the

same thing over and over again.

"Hey, Al, we got something to say about that, don't we?"

I cringed at Jimbo's loud voice, wondering just what my chances were of slipping off into the dark, firing up the bike and getting out of there.

"Al?" Jimbo appeared at my side, beer in hand. Sloppy drunk. "Hey, Al, tell them about Texas."

There were hoots from the Albuquerque boys—they don't like Texas here in New Mexico—and words to that effect suggested we ought to just keep our traps shut.

"But there's ghosts in Texas," shouted Jimbo, loud enough to attract the attention of two rough-looking guys.

"Tell us," said one of them. The scar across this guy's face went from his lip to his eyebrow. "I'd be interested to hear that story."

"I'll kill you later," I whispered to Jimbo. Even as I turned to the others, seemed like they all gathered closer. Somebody tossed a stick on the fire—the light flickered against somebody's old black Panhead.

I stared at it and shivered.

As I started speaking, the camp around us seemed to go quiet. I could still hear the bikes coming in, the women laughing, but it was muffled, distant. A hush covered us ... a

hush a lot like that time in Texas ...

* * *

Jimbo and I had decided to ride from L.A. to New Orleans. He had finished restoring this old Indian, a '48 Chief, and I had just bought a new Sportster. We started in early spring, hit Phoenix before the big heat, and then on into Texas.

At sunset, we rolled into the small campground near Big Bend National Park, just over the Mexican border. Rolling hills stretched as far as we could see in any direction ... skies from horizon to horizon ... heat waves still shimmered in the late evening air.

After a good stretch I took a leak, then unrolled my bag and popped open a beer just as the night's blackness filled the sky. Jimbo went out walking. I leaned back against the Sportster and closed my eyes. For a while I could still feel the road beneath me, the vibration in my arms and body. Everything was quiet ... deathly quiet.

I heard Jimbo off a few yards, grunting and swearing as he tried to climb a steep little hill. He wanted to look at Mexico, the home of his ancestors.

I drifted off and was just starting a dream—something about a blonde with great tits—when Jimbo →



"I said rabbit's foot—not rabbi's foot!"

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Those torn flags
blew wildly, but in
the dim moonlight
I could make out the
stars and stripes
that covered them

stumbled into me and kicked sand in my face. "Wake up, Al! You gotta wake up!"

I sputtered and sat up hard, hitting my head on the Sporty's foot peg. Needless to say, I was pissed.

"Shit. Jesus, Jimbo, what the hell's your problem?"

"You gotta come look. Listen, can you hear them?"

He pulled on my arm, then my hair. Swearing, I scrambled up and away, ready to beat the shit out of him. It was then I heard the rumble, as of faraway thunder, or a distant pack of bikes.

The night had darkened, only stars and a sliver of moon lit the desert. A strange hush covered everything and then the rumble came again, a little louder this time.

"What is it?" I asked.

"It's a whole bunch of bikes, man, coming over the border from Mexico. From Mexico?"

"You suppose it's illegals?" I asked. Right away I figured the best idea was for us to just get out of their way. Not that I was scared, mind you, but I didn't want to be caught noticing a bunch of illegals coming across the border on bikes.

Jimbo had the same idea. He straddled his Indian, kicked it—nothing. Not even a whimper. The distant rumbling

grew louder, steadier. It was still a ways off, but heading toward us. Jimbo was fiddling with gas lines, playing with the throttle. Still couldn't get a spark.

Somehow I knew, even before I sat on my own Sportster, that it wasn't going to start. I turned it on—nothing. I hit the start button. Nothing. Damn, I missed my old iron Sporty's kicker. The rumble of bikes grew louder, closer. Now it sounded like they were just the other side of the small hill Jimbo had been climbing earlier.

The hair on my arms rose. I saw Jimbo glance up; his mouth moved, but I didn't hear a word. The deep-throated rumbling rolled up over that small hill and covered us. Just as it hit me that I wasn't seeing any headlights, black shapes topped the hills. Seemed like a hundred bikes roared straight toward us.

"They ain't stopping!" screamed Jimbo. He started pushing, trying to run alongside his heavy bike. "Come on!" The black, shadowy bikes kept coming over that hill, more and more of them. It was like I was frozen, I couldn't move. Jimbo gave up pushing, let his bike fall to the sand and kept running.

"Al, get the fuck out of the way! They ain't gonna stop."

I knew that, I could see it. But somehow I still couldn't move. As the bikes came closer, some part of my brain noticed they were all old, really old. You know those old bikes, kinda spindly-like, like bicycles almost, with motors.

A few of them had sidecars, and—"Jesus," I whispered. Those were machine guns, in the sidehacks, weren't they? Poles stood tall on the backs of several bikes as tattered flags fluttered high in the dusty breeze.

Those torn flags blew wildly, but in the dim moonlight I could make out the stars and stripes that covered them.

I looked away from the bikes long enough to glance at the riders. A few seconds of staring into those pale, still faces was enough for me and I looked back at the bikes they were riding.

They kept coming, louder, filling my head with rumbling. As I listened closer I heard missing cylinders, rough motors. Some of those boys needed a good tune up. Well, I had to give them credit, though; those bikes were old—damn old. It was a mix of Indians and Harleys, mostly Harleys, from the early 1900s. And they were riding hard across the desert. Even so, they did mostly sound like shit, like they were all clogged up with sand.

I took another look at those riders—some of them passed right by me. Their faces were haggard, rough

as though wasted by too much hot sun and wind-blasted desert sand. And their eyes were black holes in the moonlit night.

In a flash I noticed that they all wore tattered uniforms, those old military uniforms—pants that flared out around the hips, knee-high boots outside their pants, fat hats with a brim.

The rumbling engines kept on growing louder. The riders swept past me; they seemed to miss me and my bike by inches. In fact, it seemed like those riders didn't even see me. They just seemed to miss me by accident—sort of. Or, it was as if their bikes could somehow pass right through me ...

It must have been about then that I finally figured out these probably weren't illegals trying to cross into the old U.S. of A.

"Jimbo," I croaked. My throat was dry. I tried again, yelled this time. "Jimbo, stand still. Don't move!"

He wasn't very far away—for some reason he'd stopped, too.

"You're fucking crazy. Don't move," he screamed back anyhow.

Then, as if on a silent signal, the riders slowed, stopped, and one by one shut off their bikes. It looked a lot like the end of any long, hot ride. In a dusty shaft of moonlight, I watched the men climb stiffly off their bikes, groaning and stretching. They took off their hats, wiped sweat from their brows with handkerchiefs.

The thing was, it all was happening like the sound was turned down almost too low to hear. Even the shouting sounded muffled. And none of them paid the slightest bit of attention to us.

As the other soldiers walked around, inspecting their bikes or guns, one young soldier, a kid really, stopped near me and turned off his bike.

Cautiously, I watched him. He lifted his eyes and looked to the south. Another soldier walked up to him, put his hand on the kid's shoulder, and said something. The young soldier gestured to the pole tied with thick cloth to his bike.

I leaned closer to hear what he was saying.

"I grabbed the flag when I saw Warwick go down. He didn't make it."

"I'm sorry, son," the older soldier said, squeezing the kid's shoulder.

"Major says five minutes. Then we head out." He moved away.

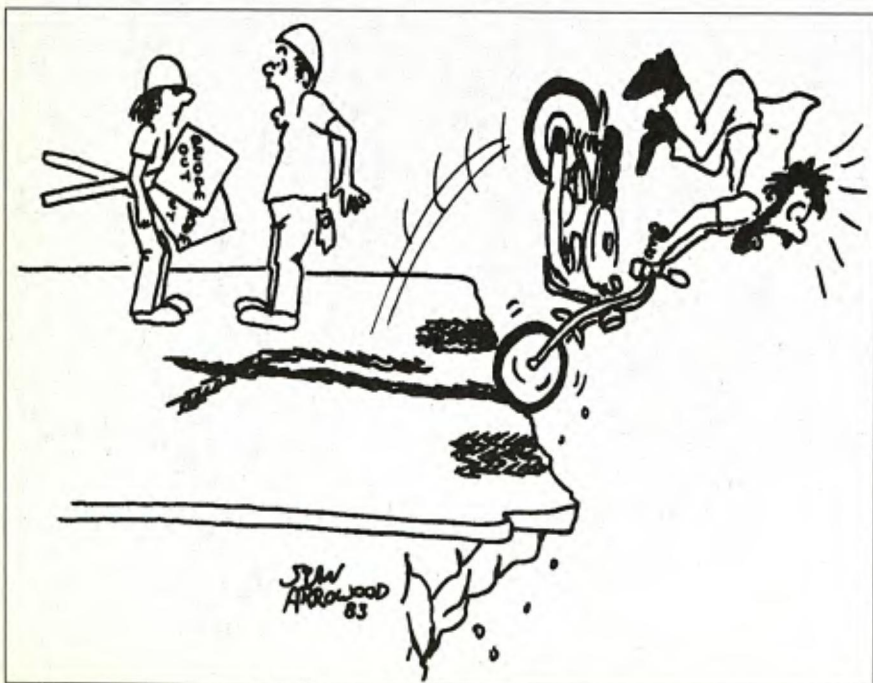
From behind me, Jimbo appeared at my side, his eyes wide in the moonlight.

"What's going on?" he whispered.

"Weird shit," I answered.

"Did you see their bikes, man?" he asked. "They're almost a hundred years old! Must be a club, or something—" he broke off as the young soldier frowned and glanced around, as though he'd heard something. I gulped as his eyes glinted, catching starlight, and he looked straight at me. Then the kid shook his head as though to clear it. We watched him for the whole five minutes, not daring to move. After a while he tossed his hat to the ground, climbed off his bike and slipped the flag off its pole.

With a quick glance around he knelt beside my bike—though I was pretty damn sure by now that he couldn't see it—and dug a shallow hole. I thought I saw a tear trickle down his face as he lay that flag to rest. →



"You idiot! Haven't you put them signs up yet?"

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A military man named Pershing ran around that area, back about 1915-1916. He was trying to catch a Mexican bandit named Pancho Villa

"Head 'em up, men!"

The shout came from behind us, distant and lonesome. The guy jumped up and hastily kicked some sand over the war-torn flag. He crossed himself, picked up his hat, and straddled his old Harley.

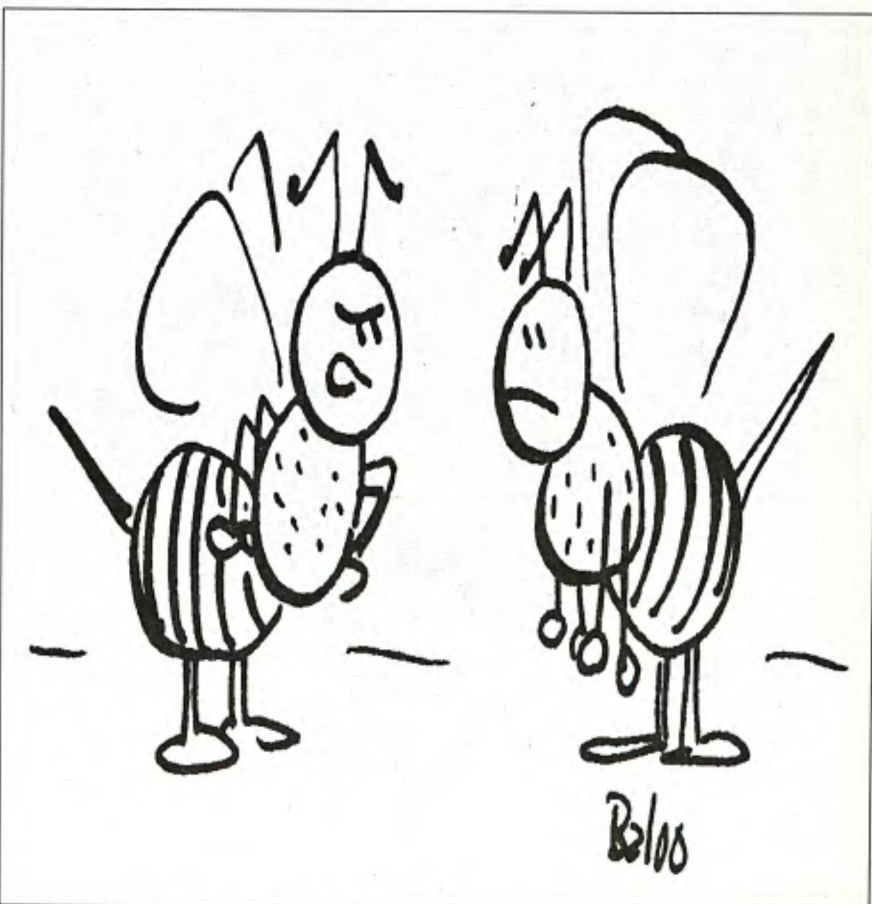
The roar of those bikes starting up was like nothing I'd ever heard—before or since. Ragged, muffled sounds, rough idling engines, high-toned pings. It was sort of a cross between Harleys and mopeds, with an underlying thick roar.

The noise filled me, grew stronger. One by one the riders headed north. Some passed close by, close enough for me to feel the roar of their bikes in my chest.

I heard Jimbo somewhere in the mass of motion, heard him yell over the wind that filled my ears. Sand, kicked up by the passing wheels, scratched my face. As they rode past, an icy cold slammed into me. The sound grew, and grew. It was so loud I realized I was screaming and couldn't hear myself. Jimbo grabbed my arm...

And the noise stopped. Everything stopped. I stumbled, flailing my arms in front of me, and fell to my face in the sand. Slowly, I became aware of Jimbo, who was now crouched beside me. He was shaking me.

"Al, you okay? God, Al, what was that? Who were they? What just hap-



"Typical, we do all the work, and the drones get all the women!"

pened? Al? Hey, you all right, man?"
 "Shut up," I croaked. Jimbo shut up.
 I just lay there. Night birds chirped as though nothing had happened. A slight breeze stirred the hot night air. Quiet surrounded us.

I rolled over, stared up at the stars. The moon had set already. I didn't want to think about what that meant, about how much time had passed. I sat up.

Slowly I became aware that my right hand was curled tightly around something soft, like cloth.

"What is it?" whispered Jimbo as I pulled my hand around in front of me and opened it.

"The past," I answered as a piece of tattered flag floated down into my lap. In the faint starlight, the cloth glowed the tiniest bit around the edges. It was a flag remnant, with two stars and five narrow stripes.

I touched it, my fingers shaking. For just a second, as I touched that old, worn fabric, I heard once more the roar of distant motorcycles, followed by one quick round of rapid machine gun fire.

"Let's get out of here," I said softly.

* * *

As I finished my story the guys from Albuquerque sighed, leaned back, and stretched. One of them laughed, but it didn't sound too real. Finally, one of them, a gruff, bearded giant with tattoos running the length of both his arms and a stud through his tongue, asked me what they were all thinking: "So, good drugs, or what?"

His comment was followed by some uncomfortable laughter.

I shrugged and took a healthy swallow of beer.

"You tell me. I did some looking into it after that, and seems like a military man named Pershing ran around that area, back about 1915-1916. He was trying to capture a Mexican bandit named Pancho Villa."

Silence. The guy with the scar stared at me, his eyes wide.

"And," I continued, "seems they chased him on Harleys."

"You trying to tell us you saw the ghost of some gang of soldiers?" asked the blond, studded guy.

I swallowed the last of my beer and stood.

"I ain't saying nothing," I answered. "Just telling you all what happened."

Jimbo raised the whiskey bottle. "That's right," he said. "It happened just like he said."

Scarface shook his head. "I'll →

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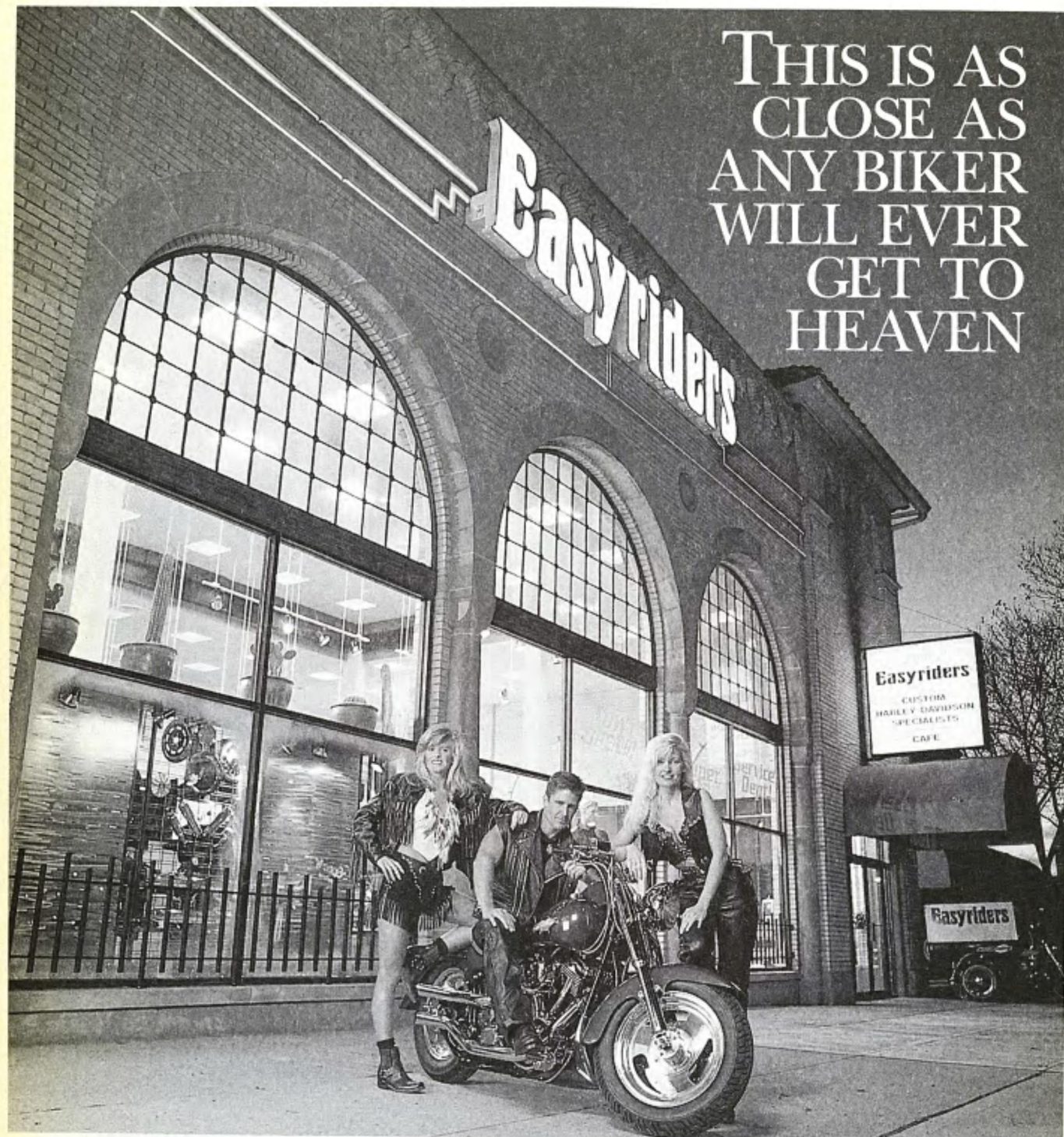
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When I close my eyes
I can faintly hear the
roar of those old,
ragged engines,
rushing toward me like
a hot, summer wind

be damned," he said. "All them old Harleys. Too bad you couldn't steal one."

"You can't bring a bike through time," slurred Jimbo. "Jeez."

A roar of laughter followed Jimbo's drunken declaration. I stood up and, unnoticed in the general din and the heckling aimed at Jimbo, walked off into the night.

Campfires glowed around me, lower now that the night had lengthened. Most everybody had arrived, and it was as close to quiet as it would be all night.

I reached my Sportster, took my bedroll off the back, and walked away from the rest of the bros. After finding a nice, flat spot, I unrolled the bag, slipped off my jacket, and climbed in. Then, just as I've done every night since that eerie night in Texas, I passed my hand softly over the torn flag sewn to the inside of my jacket.

It's still as soft as it was. The narrow stripes and the two and a half stars still glow just a little.

And, as always, when I close my eyes I can faintly hear the roar of those old, ragged engines, rushing toward me like a hot summer wind.

—fiction by Terry Cutler



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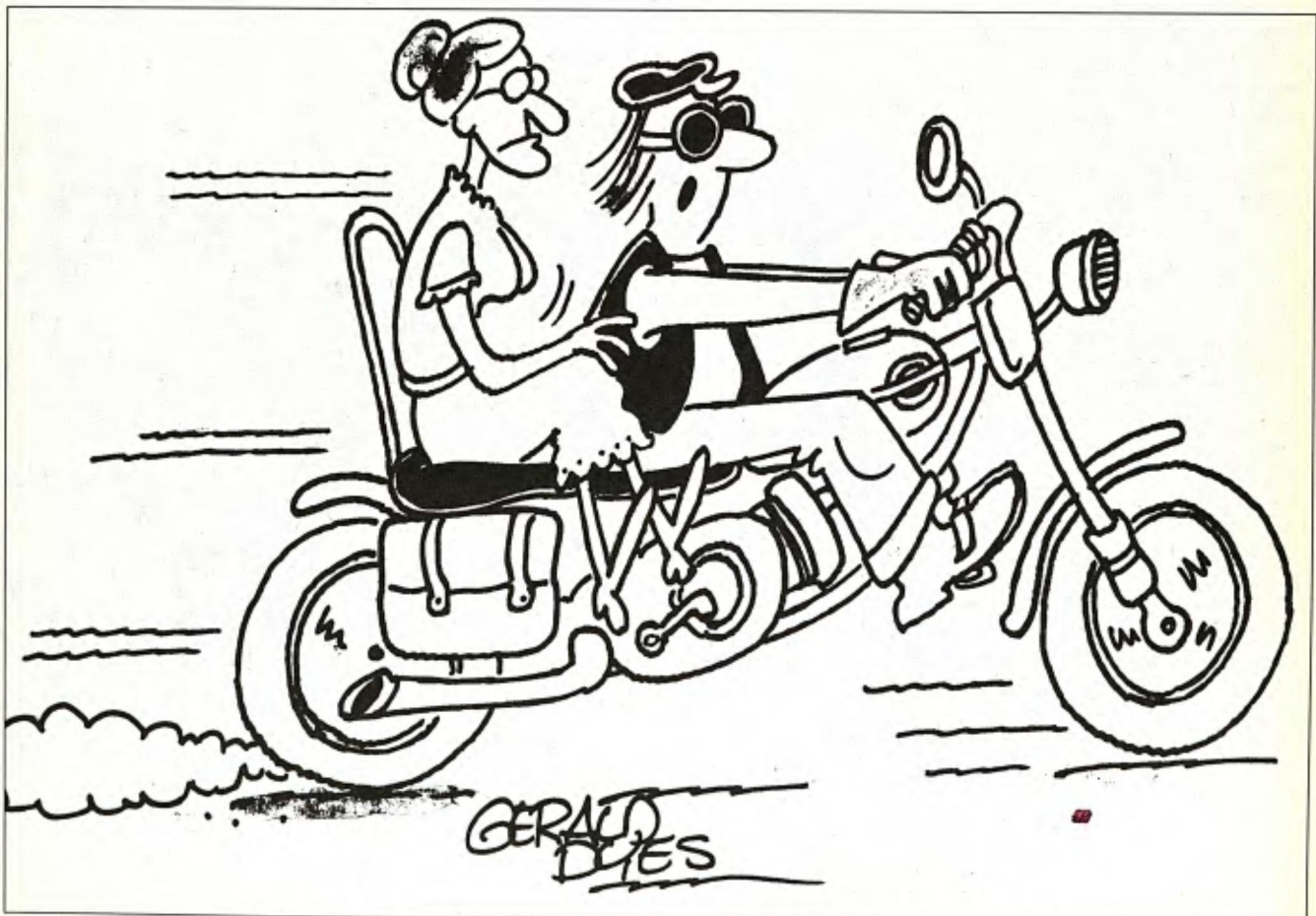
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TECH TIPS

Bandit's Chassis

Bay Area Brand And Stout

This is the first of many segments on Bandit's new project bike, which is essentially being constructed by Ron Simms of Bay Area Custom Cycles. The initial depiction was carefully rendered by master artist, David Mann, in the August issue. Check out that issue for the details. In it, we described Ron's formula for an iron-clad Softail that's tough, S&S fast, detailed with Ron's billet components, and modified to capture the essence of the Indian, but with more full fenders, stretched tanks, a stretched chassis, and some surprisingly state-of-the-art accessories. More of that later. This segment contains a brief description of the chassis, and some hints on the next stage.

The chassis has been completely designed by Ron Simms with the assistance of his crew (photo 1). Ron Paugh, of Paughco in Carson City, Nevada, built the Softail frame to fit Simms' specifications and Bandit's 6-foot-4 frame. Generally, Ron's bikes are wide and stretched forward. In this case, the frame was stretched up three inches, out three and a half inches, and raked to 35 degrees. The tire on the rear is a 150 series 18-incher, although it's not as wide as some of Ron's bikes because of the fender construction to come. In addition, the front end will not be widened due to the overall design (photo 3), although the team plans to run a set of specially constructed Simms trees set up to hold wiring and electrical components.

The engine will be entirely S&S (photo 4), 94 inches of raw power, but built to last. The bike is not designed for racing, but touring long hauls at high speeds; consequently, the construction will be solid. The brakes, rotors, calipers, and controls will all be Performance Machine (photo 2). These photos depict three-spoke billet aluminum wheels. The final bike will have the lightest P.M. wheels available—most likely two-spoke units. We are still working on a bike logo that will be incorporated into many of the accessories.

This chassis is currently on a freight carrier, traveling to Milwaukee Iron →

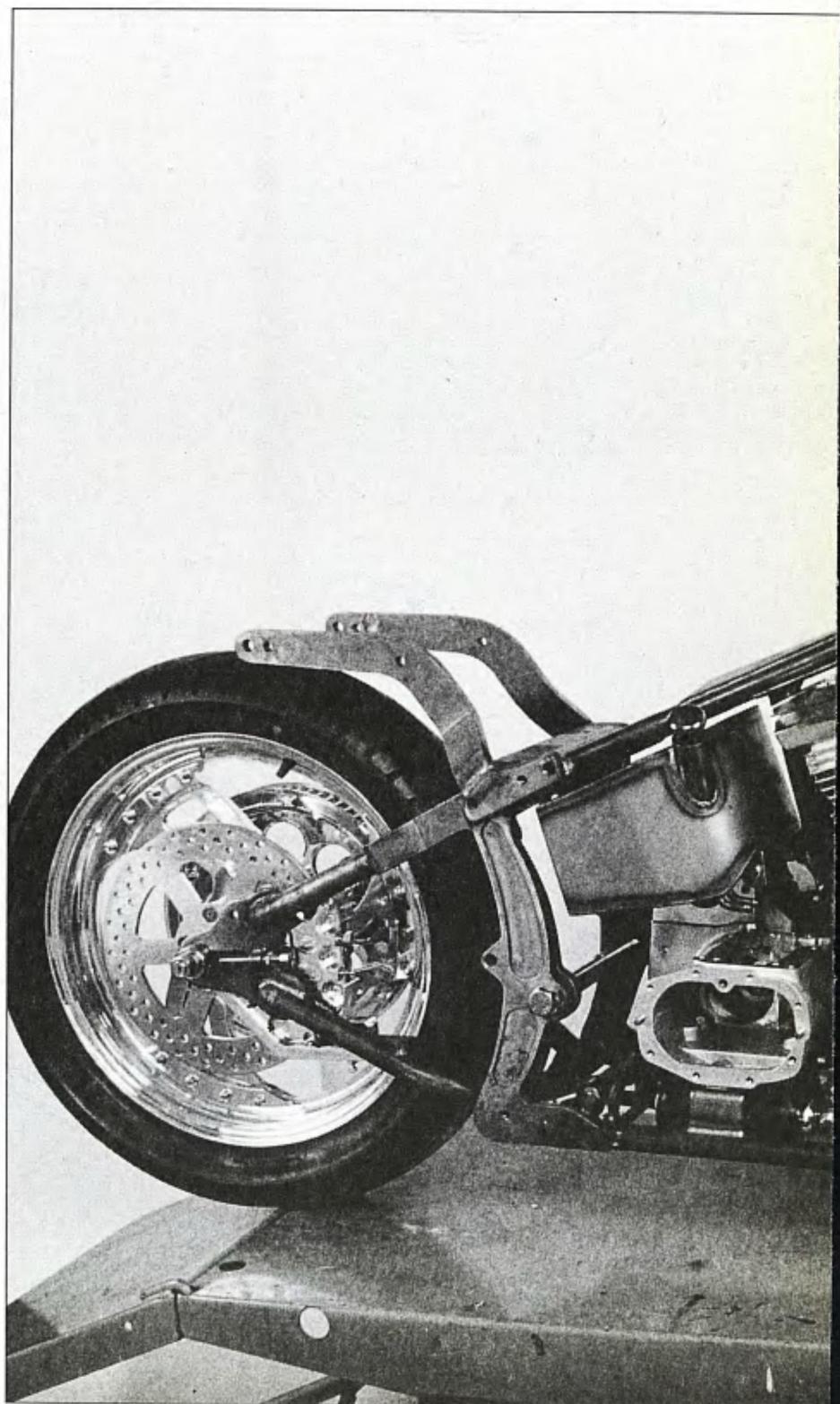
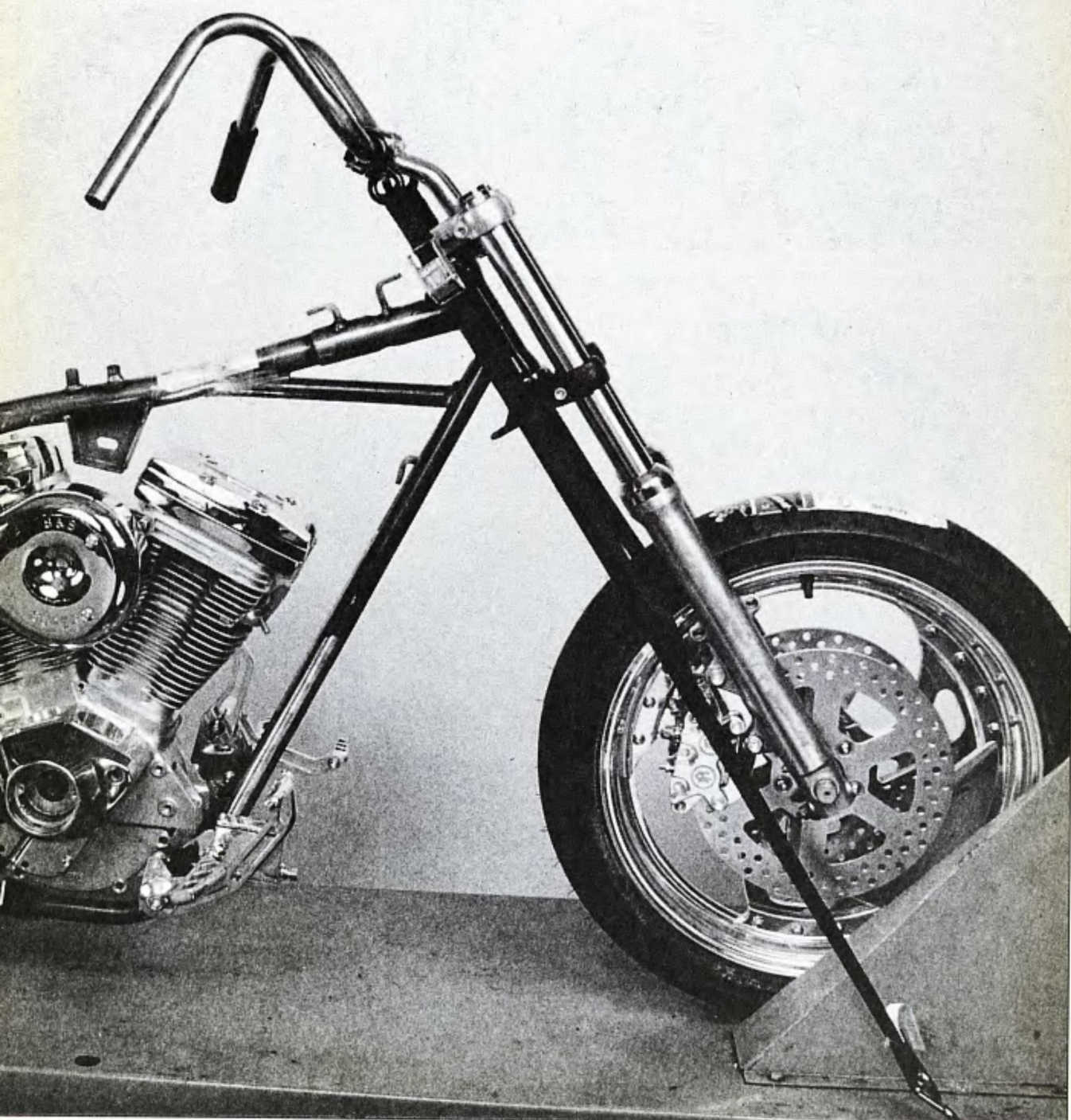


Photo 1



TECH TIP

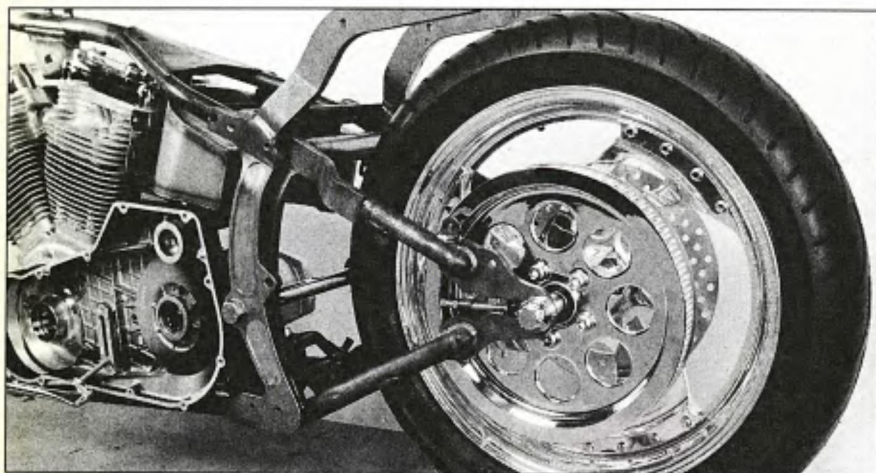


Photo 2



Photo 3

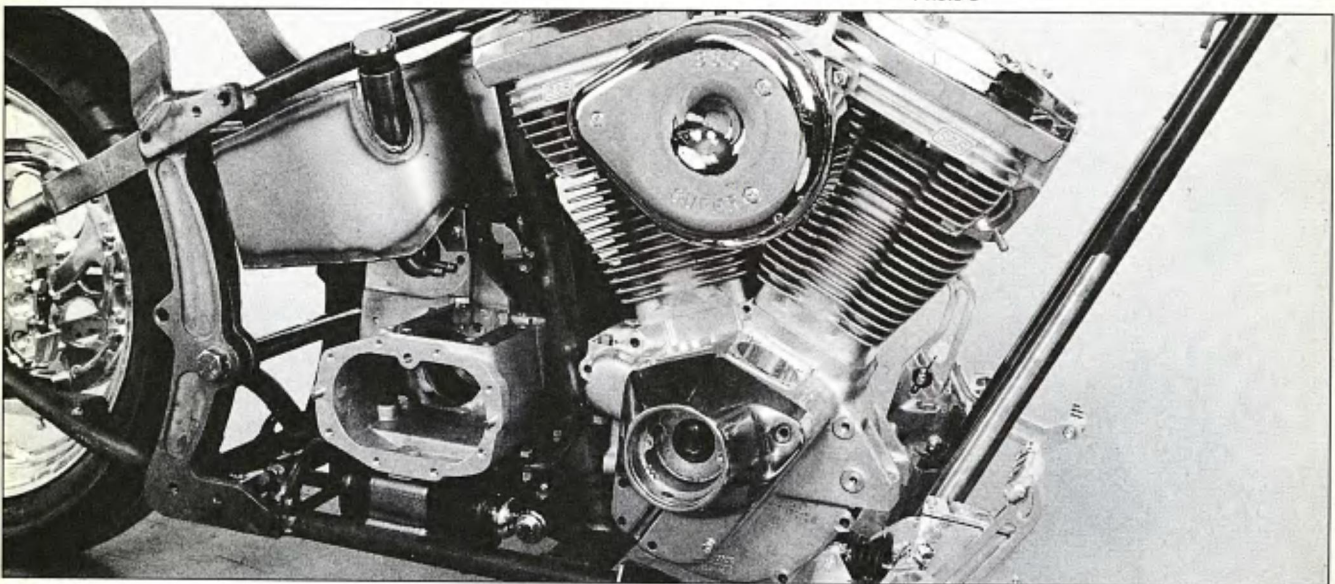


Photo 4

Sources

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in Lynchburg, Virginia. Randy Simpson is planning to do something most builders have not attempted on a full-fendered machine: He intends to build the sheet metal components out of firm, mild steel sheet instead of aluminum or fiberglass. Much of the design dictates this stout material. These components will not only function as wheel covers; we plan to hinge the side panels of the rear fenders and build in trunks. Also on the drawing board is a retractable windshield.

A motorcycle shrouded with sheet metal has advantages. It's not necessary to hide components that would usually look poor in view, and builders have convenient areas to mount additional components for ease of maintenance,

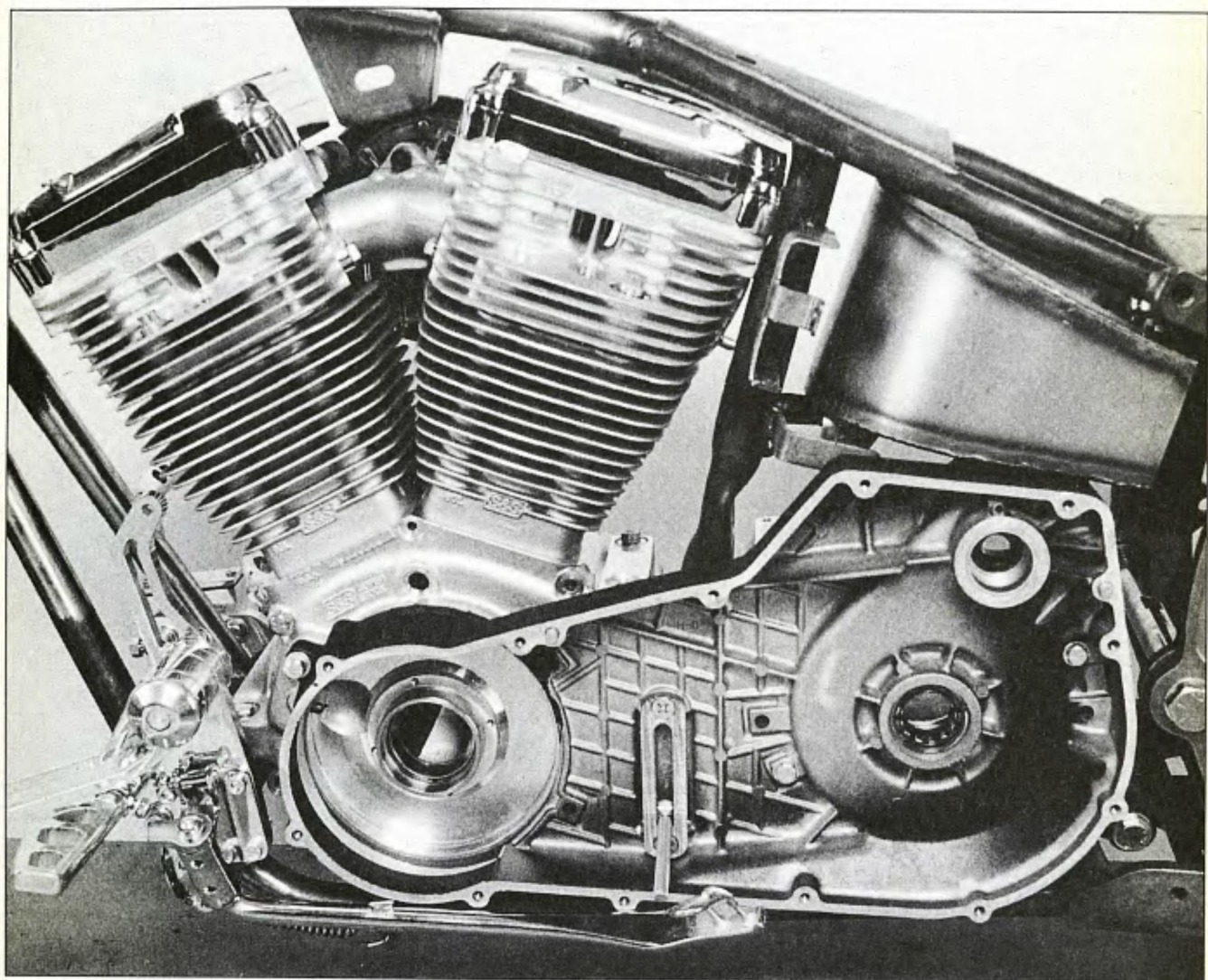


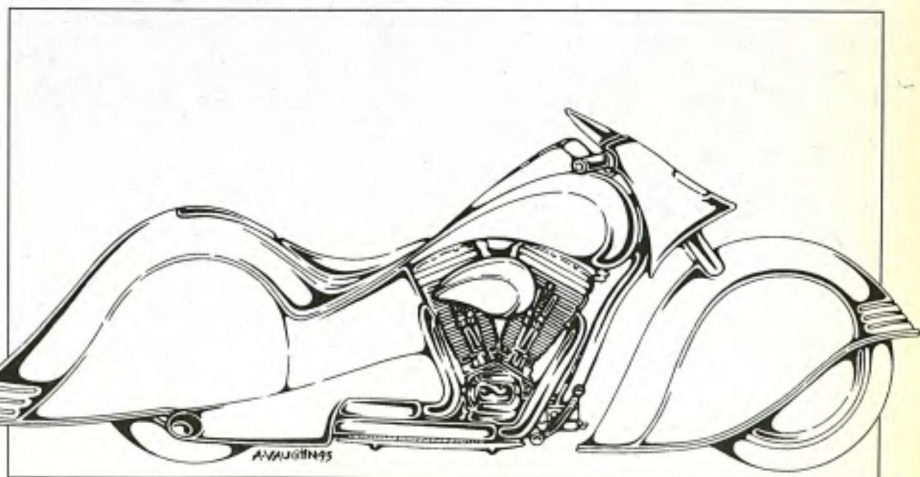
Photo 5

longevity, and practicality. Randy will be responsible for making this plan a reality, and he'll also be in charge of creating the exhaust system following David Mann's design.

This machine will contain Custom Chrome's brand new 5-speed transmission, with specially designed Andrew, close-ratio, and back-cut gears. The clutch will be a Bandit, and the primary drive from Belt Drives Ltd. Supermax may be responsible for the secondary belt drive system.

The puppy is in the mail now, as you see it. The rudiments are in place. Now, we'll watch it gradually come to world-class life.

—Wrench



TECH TIPS

Dice Tech

Dice Accessories Take Off

Okay, so the last issue was supposed to contain the final segment of the "Roll Of The Dice" feature bike. But since then, there have been a number of phone calls and requests for the dicey accessories. I won't sell any of the one-off pieces from the Knuckle, so Randy Simpson of Milwaukee Iron in Lynchburg, Virginia, was forced back into the caverns of his shop to develop a line of the dicey parts for other interested riders. These are people who enjoy the adrenaline rush of downtown lane splitting at 3 a.m., the thrill of high-bars to the stars, and burnouts to the moon. It's all a roll of the dice.

In this issue, we're covering how Randy made the billet aluminum dice mirror, so you'll have a notion of the steps it takes to manufacture billet aluminum parts. Then, I'll list some of the dice-theme accessories Randy plans to manufacture in the future. The difficult aspects of creating billet components are design and planning. In today's computer-driven world, the machines are precise; if the concept is solid, and the component has the necessary functional thought and creative appearance, the computer will ensure that the milling machine performs the job accurately.

Like Arlen Ness, or the men behind Pro One, Randy has the ability to bring his visions to life. Randy is the creative force behind Milwaukee Iron, a family-run shop that once broke bread with the aerospace industry. As the Space Age dwindled, so did the machining income, but Randy turned his talent to his love of customizing motorcycles. His inventive eye, supported by a half-dozen white Russians, devised the design of the dicey mirror.

First, they drew the mirror components on the CADD system that inputs the information into a three-dimensional computer rendering. Keep in mind that this rendition is not a sketch, but a precise model of the part with every aspect, notch, groove, or thread configured. Since this piece was a one-off part, and not planned for general production, they performed some of the

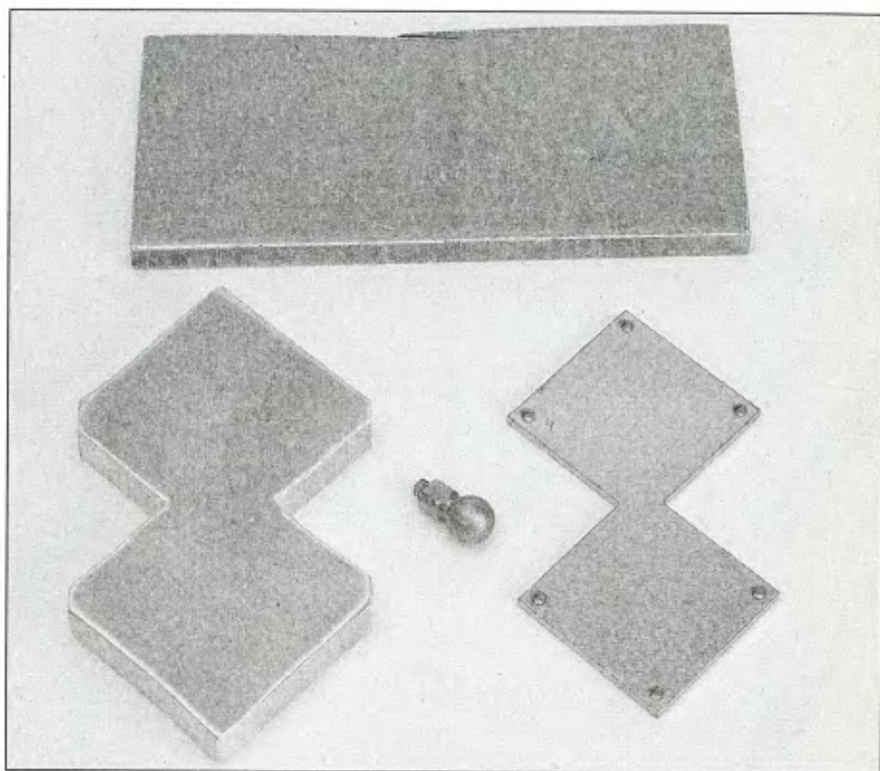


Photo 1



Photo 2

process the old-fashioned, manual machining way, although they did allow the computer to drive other aspects.

So, let's check the progression. First, Randy chose the appropriate materials for the job (photo 1): 6061 billet aluminum and a small sheet of 20-gauge mirror-finish stainless steel (yeah, you can actually see out of the damn thing). Finally, Randy stole a swivel socket from a broken bike mirror, plus a few fasteners, and all the elements were assembled.



Photo 3

Randy himself took to the milling machine (photo 2) to cut the mirror frame manually. Once cut, he relied on the CADD-operated machining process to cut out the steps in the dicey frames. With the laser-cut and pre-polished stainless steel reflecting surface in place they drilled mounting holes and taped them for small 4/40 Allen screws.

The stem needed one of two processes. You can choose to cut the radius using a rotary table, but Randy

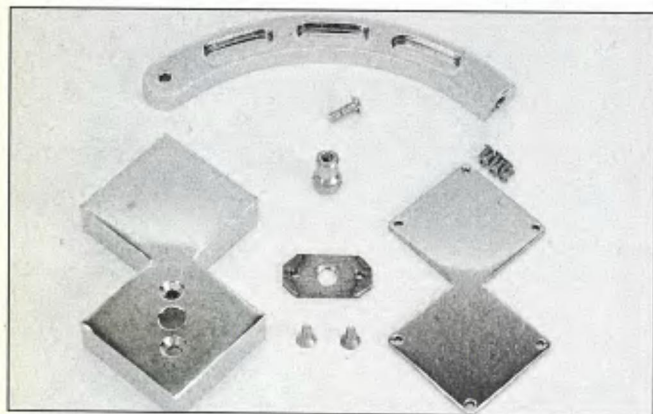


Photo 4

used CNC capabilities to keep the machining head flowing for a perfect arch. Then, the stem was drilled for the mirror swivel (photo 3), and the base was drilled and taped for the handlebar clamp bolt.

Finally, the components were laid out for final inspection prior to assembly (photo 4). Judging the size of the swivel cut can be tricky. When asked if there was a method to the correct fit, Randy said, "You mean, we got it right?" Well, he did, as you can see by

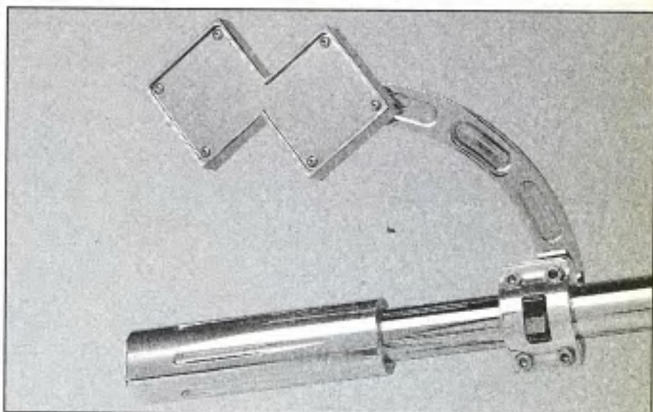


Photo 5

the finished, installed, lightweight dice-themed mirror (photo 5).

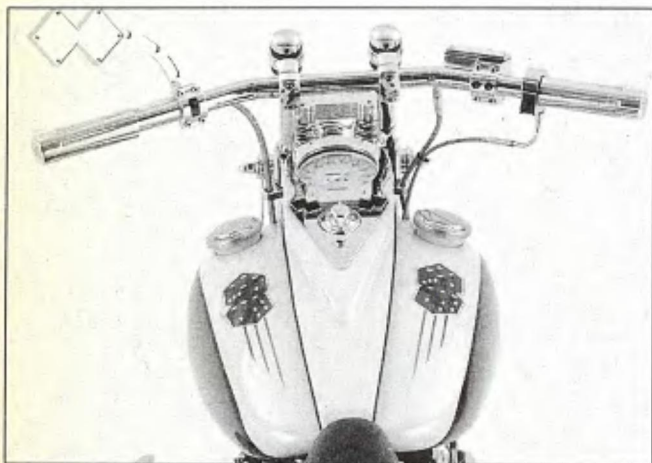
That's how it's done, for the first component. If plans include production, then Randy must consider efficiency, speed, and costs. Consequently, the entire part will need the CNC touch in addition to organizing the manufacturing steps. Randy has given many of the parts on the Knuck that level of consideration, and has decided to make the following: footpegs, grips, speedo plate, kicker

arm and pedal, mirror, rear pulley insert, taillight, oil pump end cover (no dice), caliper bracket rotor cover, dash, top springer fork clamp, axle covers, and even the Danny Gray seat.

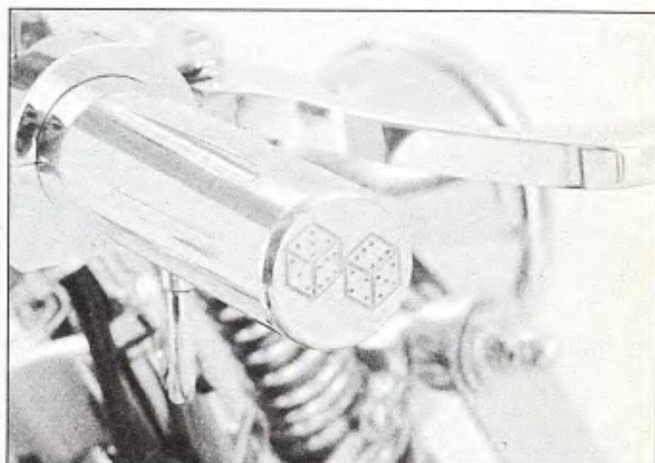
I have attempted to display as many of the products as possible, but Randy will have the entire lineup. So, call him for the real scoop at (804) 845-7688. When you roll loaded dice, you're guaranteed to win.

—Bandit →

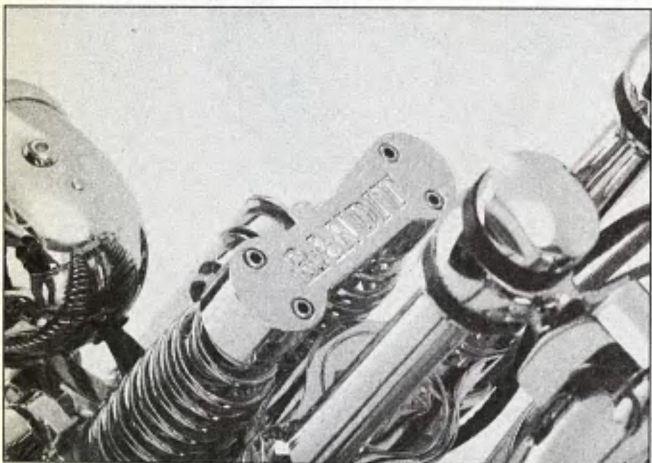
TECH TIP



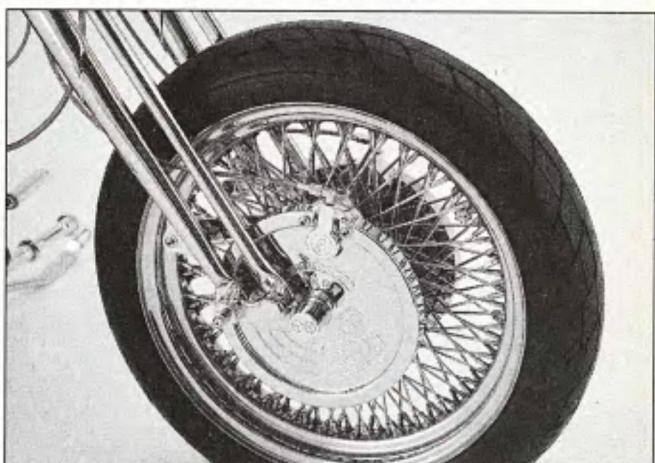
This Milwaukee Iron dash is made completely out of steel and comes in several styles, including the dicey theme with chrome insert.



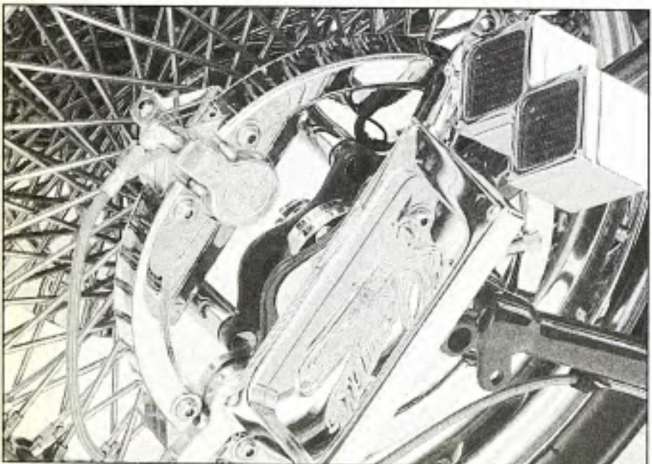
The grips and footpegs are some of the nicest units on the bike. The dice are always rolling seven with tasteful teardrop slots on the side.



This billet aluminum cap is light, but unavailable with my name etched into it; however, it is available with dice, as is the springer fork cap behind it.



I'm surprised and proud to announce that the custom, light aluminum anchor plate that hides the rotors is being manufactured, as are the gas caps.



This is one of the most costly pieces on the bike. It is a three-piece billet aluminum license plate bracket with dice taillight—too fine.



Danny Gray and Randy Simpson are making the famous snake-eyes solo seat available. It is made from the finest materials.

TECH TIPS

Softy Seat For Two

Back In The Evo Saddle

A few years back I brought my rolling stock into the new era when I came across a slick deal on an '87 FXSTC. Yes, this confirmed and proud Pan man was now a part of the new Evo generation. What would it mean? Would I turn into a geek? Would my oil-stained brothers of the rigid religion shun me? Was I really jumping on the bandwagon? What about all those hard-edged "See no Evo, hear no Evo, ride no Evo" wisecracks? Would I become a wus?

No, as it turns out, I became a riding fool, piling up the mileage like a frequent flyer on a gold-card expense account. Riding became a breeze, instead of feeling every mile of asphalt to the bone.

One problem that developed with the new bike struck to the very core of what riding had always been to me—namely, individualism. Your bike should reflect your personality, or vice versa. Hell, one time soon after getting the maroon and black Softy, the little lady and I were at a popular L.A. watering hole on a Sunday afternoon. She left ahead of me to go to the parking lot, where I found her perched on another guy's bike. It couldn't have been just the margaritas. It was apparent that America's newfound love affair with Harleys could be severely debilitating to life sustenance—in other words, you could get your ass kicked. Hard. The quandary became how to make the bike unique to me.

The guys on the staff kind of kicked it around as far as what could be done, but all that was theory. It took good ol' Bandit to put the project into high gear and come up with a plan. Through a chance meeting with Duane Johnson, who at the time was working for Bartels' H-D in Marina Del Rey, California, at their Performance Products division, we put the plan into motion.

We would give my stone-stock Softail a good going over. While Service Manager Kirk Gaudreau and his crew of wrenches, headed by Jim Brown, took care of refurbishing a very beaten motor and chassis, I got to work on the saddle. Figuring it's where the most time would be spent, I wanted something my butt would be comfortable on. It also had to



Photos: Markus Cuff, Doug Mazell

be agreeable for my wife Kris. That would be the test. I'd gotten away with a solo ride on the Pan for years, but she does like her puttin' time, and, by god, I was gonna make damn sure the little lady liked it. Like anyone else, I could do without the distracting whining in my ear—that often comes during an otherwise good ride.

After scoping out the seat market, plunging myself headfirst into catalogs of seatmakers from around the country, the best bet price-wise and time-wise came from the folks at Corbin, "America's Legendary Saddlemakers." Mike Corbin has 28 years of experience in the industry. These people were easy to deal with and were willing to work on a custom project based on their immensely popular Gunfighter seat. The one we went with is designed for two-up riding. I opted for the leather one instead of basket weave, which sounded like a class I might've failed once upon a time. It had real cool-looking flames notched onto the seat sides, done up in silver to complement

the black and silver paint scheme.

In seats, the heart of the matter is in the butt. And the back support. Corbin's seat has it all, along with a matching pad that attaches to the sissybar. In talking with Greg Hurley at the Corbin home office in Castroville, Calif., he described the process of the seat making. The best way to go if you're into a custom seat is to bring your bike right to the factory in Calif. They'll go over your design and desires and have you out in a day. Second, get a standard seat and modify from there to fit your own peculiarities. Third, send your personal dimensions—

height, weight, inseam—and have them build from that.

All seats are made at the shop in Castroville where 85 seatmakers crank out 120 to 170 seats a day. Four of the 85 artists handle custom requests for stitching, patterns, and specialties.

For your own righteous Corbin saddle, call them toll free in California at (800) 538-7035. They're also at bike events throughout the country year 'round. Their seats kick ass.

For the past half-year I've had the eye-opening experience of being involved with a custom rebuild. We are updating my Softail with improved performance and its own personality, while using a minimum of cash outlay. With the Corbin Gunfighter seat secured to the FXSTC's frame, we've accomplished our goal on that portion.

Next month, we'll be going back to Bartels' to take a look at the internal hop-ups performed to enhance the performance of the Softail Custom.

—Loudmouth

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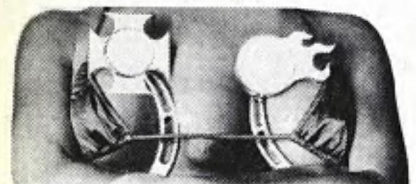
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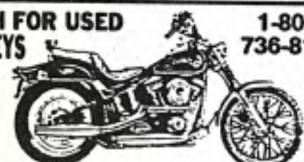
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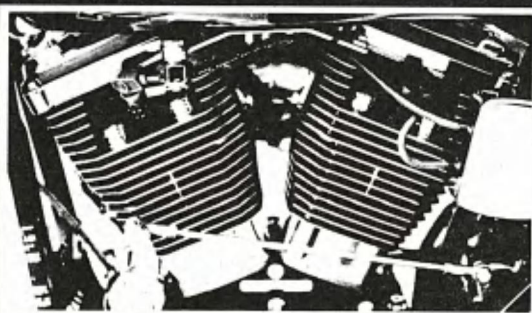


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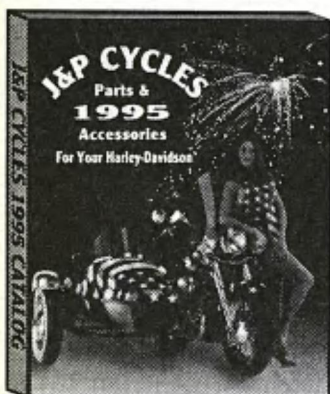
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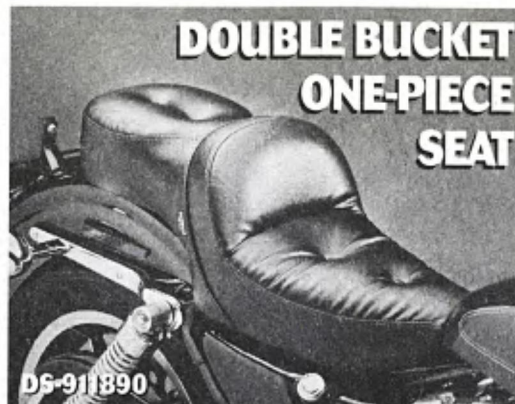
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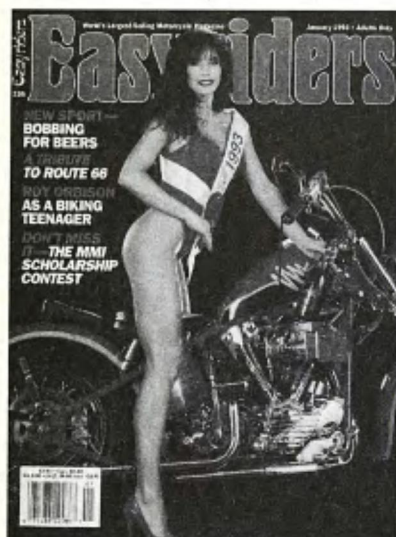
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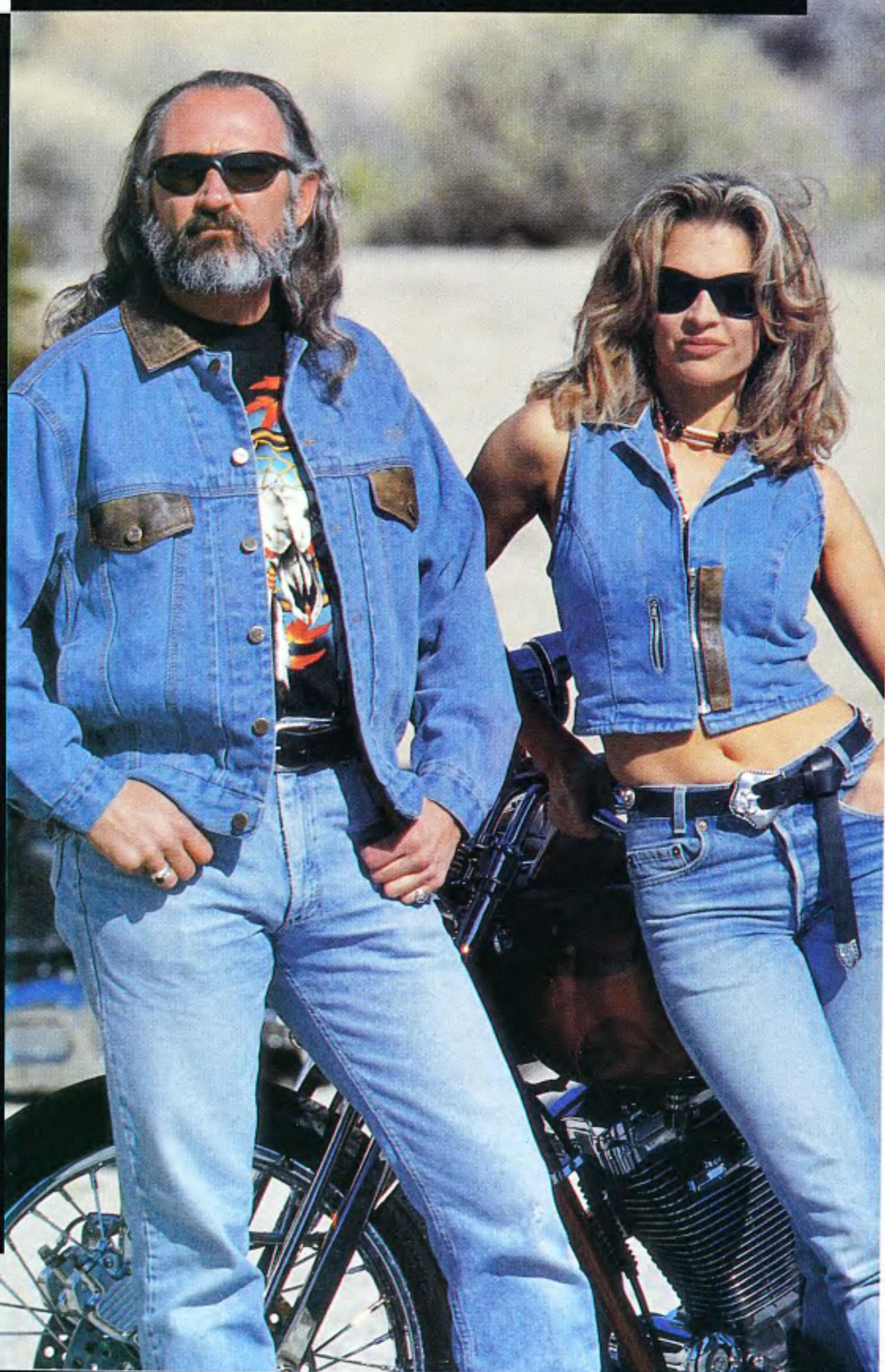
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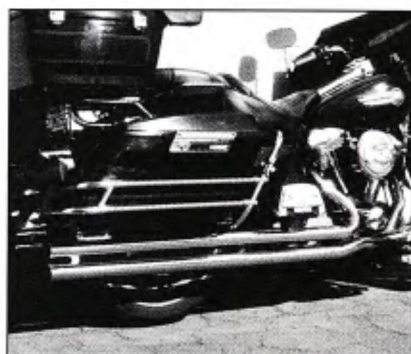
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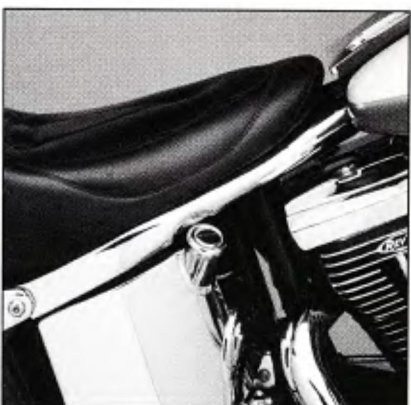
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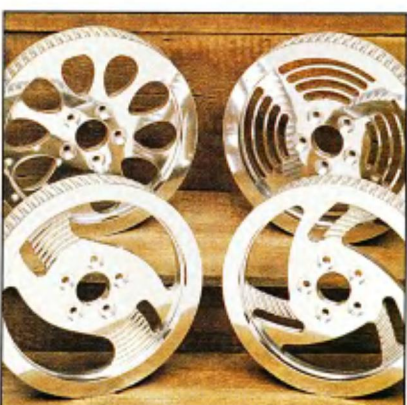
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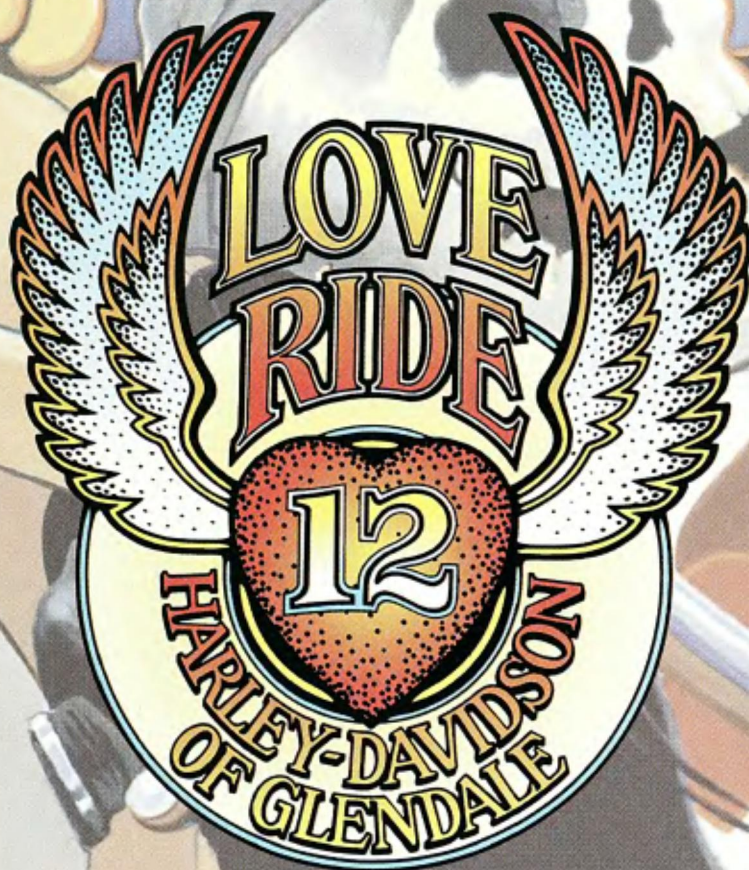
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READERS' RIDES

Kurt Steffan Lutz, Florida 1994 Fat Boy

Kurt has a confession: He likes the ladies. So much so, that he painted his Fat Boy—nicknamed "Wet Lips"—with murals of women in scenes portraying his deepest fantasies. "Actually, it was a collaboration with Susan Everingham, who did the actual work," he explains. "We worked the design out together." To highlight the beauties, Kurt pulled out the stops and wired red diodes around the girls. "Stars that light up at night," he says.

Beneath the exotic murals lies an

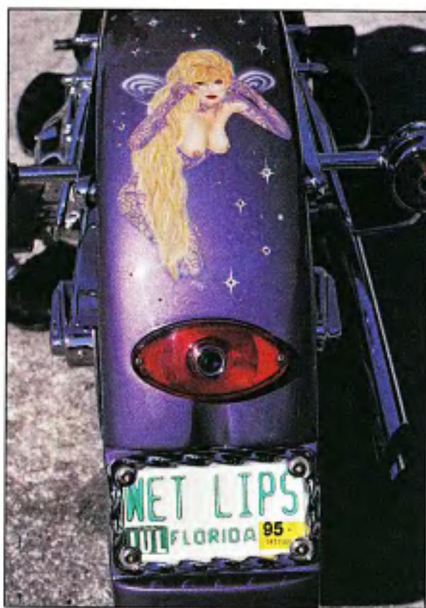


eye-catching paint job, which Kurt says is a special application of 22 coats of purple DuPont marblizer.

His choice of a Fat Boy was one of style and taste. "It was a Heritage, or this," explains Kurt, "and I liked the looks of this bike better." After buying the stock scooter straight off the showroom floor, Kurt set about customizing and creating a look that suits his taste. Kurt is a welder by profession and uses his skills to fabricate and sculpt the distinct image he has created. Like so many other bike owners who love the challenge of creating a special look, he has changed the bike three times in the last year. "I like to change the paint job and other minor details," he says.

Kurt is in the process of designing and fabricating new aftermarket parts that he hopes to market in the near future. "I have all the equipment to make the parts," he says. "Anything you can draw, I can make." For now, he is satisfied with what we see here. But future plans include another bike. "I plan to get another Fat Boy and trick it out," he says.

—David Loco



Jay Angelson
Agoura Hills, California
1991 XLH Sportster

When you're brought up around Harleys, and you've been riding them since the age of nine, you tend to stick with what you know. Jay Angelson is no exception.

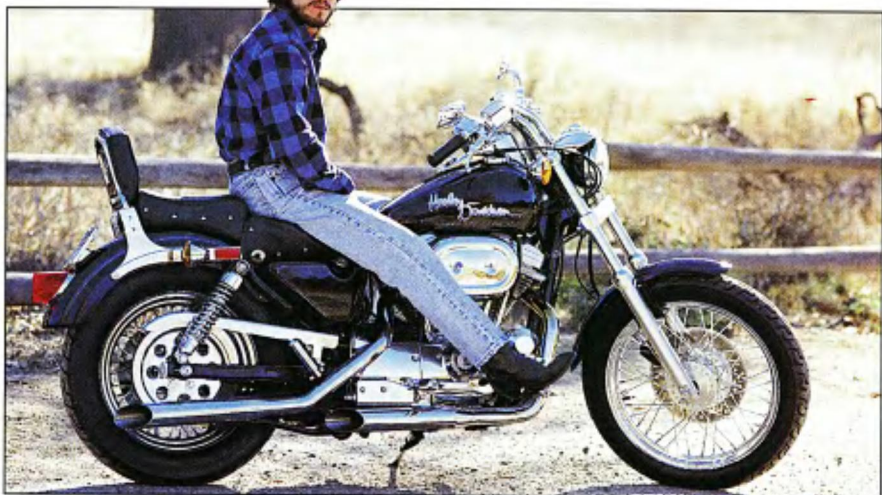
From the time he turned 13, to the present, he has owned Milwaukee iron, but his present ride is his true pride and joy. "I bought it brand new off the showroom floor, but it looks a lot different now," he says.

After buying his new ride, he went to work on it. With the help of Steve Pascone and Rodney Olivas, he created what we see here—a clean machine.

"We changed the bars to drag by CCI, chromed everything, added a CCI custom tank, pegs, Screamin' Eagle ignition, Python pipes, and reshot the paint to its stock black luster," Jay explains. With three years of labor under his bike, "It's still not finished." Jay is a man on the go, and his wife goes with him. "Kymberli rides with me all the time. Occasionally, she actually falls asleep on the back." Then again, maybe it's those Python pipes snoring along a double-nickel stretch.

Jay is interested in martial arts, and practices the Korean discipline of Tang Soo Do. But riding the Pacific Coast Highway (an occasional Rock Store route), near his Agoura Hills home is where you'll usually find him. "I love Harleys," he says.

—David Loco →



Photos: from owner

READERS' RIDES

Patty "Lucky" Rahn Jackson, Michigan 1980 Low Rider

This spectacular ride could only belong to a lady called Lucky. Once it belonged to Lucky's husband, Tom, but it didn't look like this. "She wanted it," Tom says, "so I tore it down and made it the way she likes it."

The way she liked it was with a spectacular pink and white paint job. Smiling, Lucky points out, "I asked for those colors to keep Tom's brothers away from it. Since the facelift, no one wants to borrow it anymore."

Lucky's ride is a mere shadow of Tom's former bike, and now sports extra frills and special touches. The distinctive paint job, custom white leather seat by cousin Berta Parks, and white fringe custom saddlebags cause heads to turn. "I get double takes all the time," she says about her bike's unique image.

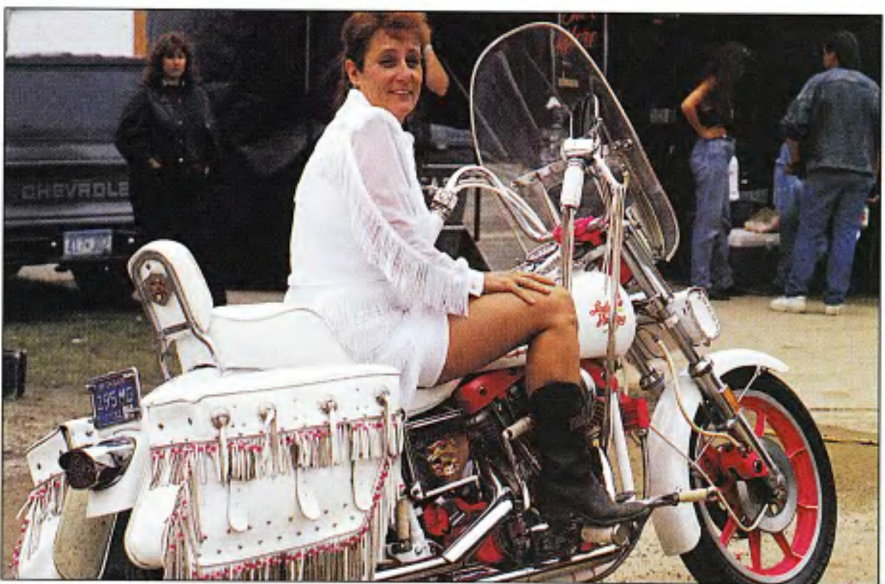
Below the scooter's girlish looks lies an 80-cubic-inch Shovelhead that was completely gone through by Tom. "It's probably bigger than that now," he says, "since I changed it to titanium valves and went from high- to low-compression pistons."

During the makeover, the engine was stripped down and painted pink. A local Michigan firm, Jim's Body Shop, painted the frame, swingarm, oil tank, and fenders.

In August 1994, the bike was shot at the *Easyrider's* Rodeo in Fowlerville, Michigan, where it garnered a first place in the Custom Street category.

Lucky rides her motorcycle with a passion. "I even ride it to work," she says. Now that she has the bike she has always wanted, she's grateful to Tom for all the hours of labor he devoted to make it perfect. "He put in all the time and hard work to make me the bike of my dreams."

—David Loco



Photos: Billy Timney

Joe Hunt Granville, Iowa 1942 Knuckle/Pan

When Joe was a kid, he lived on a farm and watched Harleys going by on the blacktop road in front of his house. "I always wanted one," he says. "One day I bought one, and my dad almost crapped his pants." That was 20 years ago.

Now, keeping the Harley faith, Joe has his dream ride: a spotless 1942 Knuckle/Pan dresser. "I've had this bike for 15 years and wouldn't sell it for anything," he explains. "It was a birthday present to myself." Pouring hours of labor into his ride was necessary because, he says, "It was a basket case when I bought it." Joe has created a classic piece of two-wheeling iron.

Owning a classic dresser makes him feel like he's making a statement. "No one around here rides old bikes any more," he says, "and most people are amazed when they see it. People always want to know what year it is." Joe's robin's egg blue H-D is his baby, and to prove the point of the bike's reliability and make his doubting friends believers, he made a solo trip to New York—with only one small glitch.

"The drive chain broke, but I had one with me so it was no problem," he says. "I made them eat their words." Taking a bite of the "Big Apple" was a high point in Joe's life and produced a lot of liquid refreshment. "I won a lot of beer from guys who said it wouldn't start with one kick," he says proudly. "I won a case from one guy in a bar who bet me double-or-nothing."

The Iowa plains are noted for serving up bone-chilling winters, which restrict Joe's riding. But the down time gives him the opportunity to make changes and create new looks to his classic Knuckle/Pan. "I've had it down to the frame every winter," he says. "I rebuilt the motor, tranny, did lots of chroming, and changed the wiring. I'll try to give it a different look—if my money supply will let me."

From basket case to showpiece, Joe likes what he rides. "It will keep up with anything and will run with anybody," he says. "There's no better feeling than riding through town and seeing people looking at your bike!" —David Loco →



Photos: Mickey Black, Jons Gallery, Primghar, Iowa

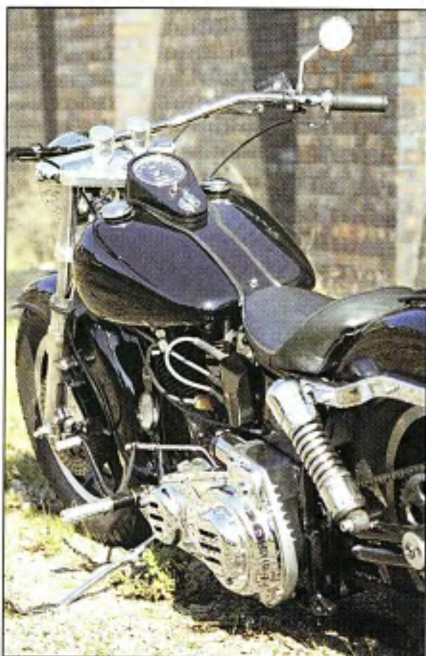
READERS' RIDES

Ralf Stretton Leicester, England Special Construction Shovelhead

In England—where they let you go flat out on the freeway—fast bikes are the craze, especially for Ralf, who's always had a fondness for speed.

Ralf builds custom bikes for a living at his small manufacturing firm, Boss Hog Customs. When he decided to build a scooter for himself, it followed that it had to be something truly special. Hence, this terrifying, all-black, 80-inch Shovelhead: the "Boss Hog Special." Ralf set out to create a one-of-a-kind racer, using the image of "bikes from the early '40s." He says, "It had to look like a big fat heavyweight with wide bars, low seat and all that."

The bike started life as a 1980 FX,



with wire spoke wheels and narrow forks. Using his imagination and expertise, Ralf created the screamer we see here.

He made a series of changes to produce the desired look. "It looked a little spindly when I finished," he says. "So, over the winter, I lowered it, fitted most of the one-off parts, corrected a few engine faults, and painted it very, very black."

Building all the one-offs is Ralf's specialty, and the list of parts he produced for the bike is impressive: dash, tank strip, oil tank, coil cover, forward controls, exhaust, twin rail swingarm, rear guard, and seat. The list goes on. Heavy chroming by a local firm causes those who see the bike to sit up and pay attention.

Future plans for Ralf's Boss Hog Special are in the works, he says. "Next year may see some serious alterations. But any more modifications may make this ride more than we can handle."

—David Loco



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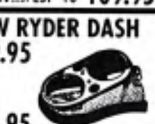
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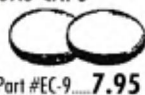
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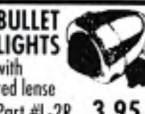


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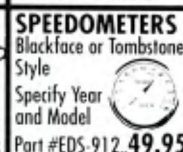
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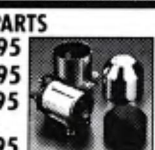
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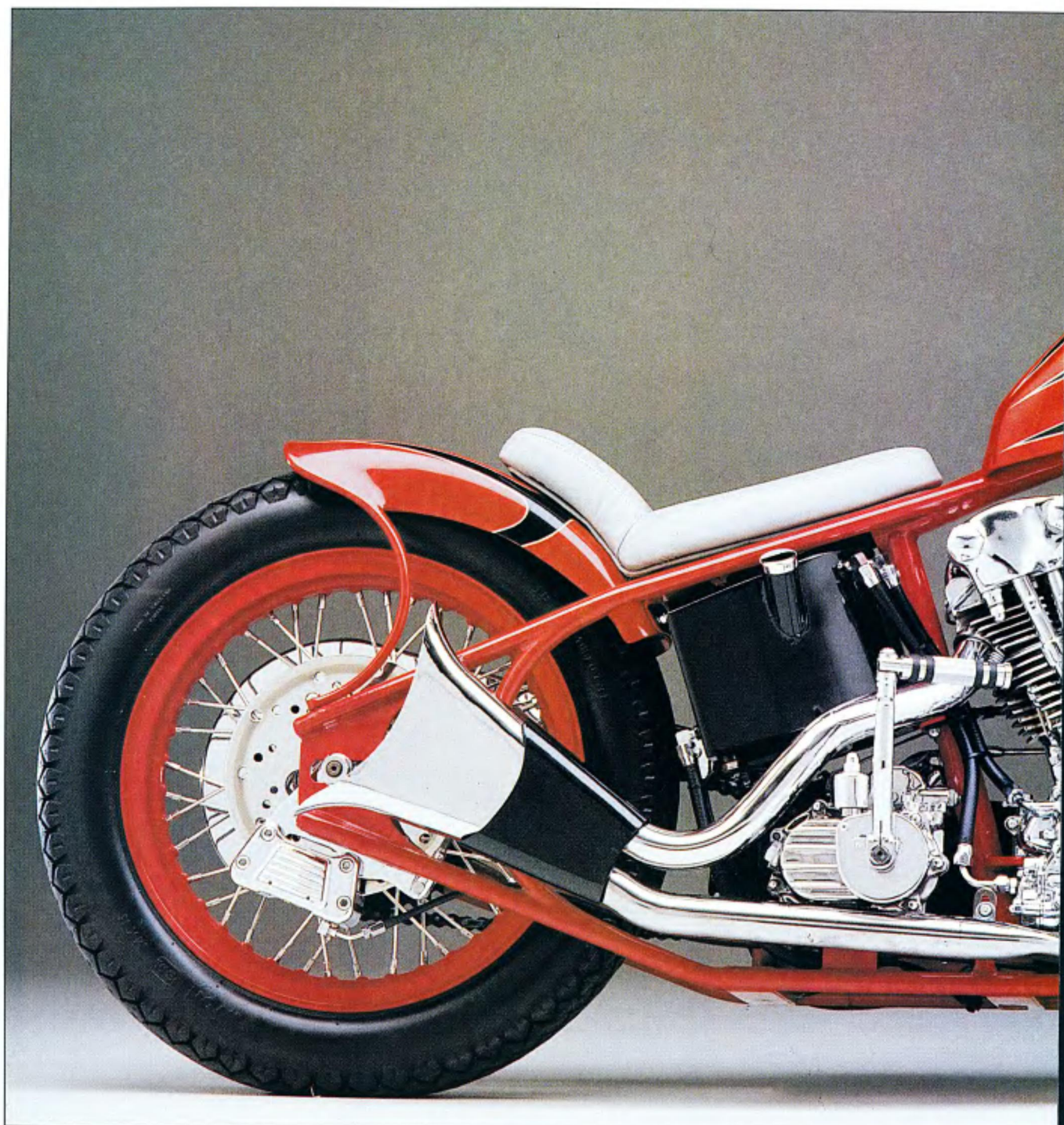
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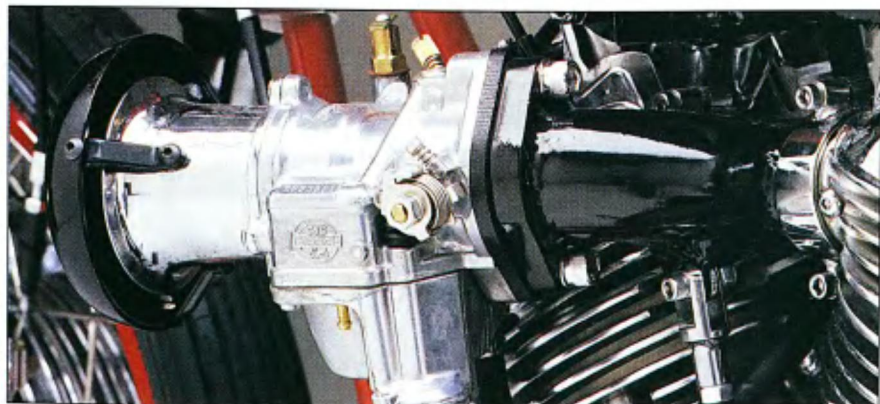


ARLIN
FATLAND'S
**LUCKY
STRIKE**



After talking to Arlin Fatland of 2 Wheeler's M/C in Denver, Colorado, one can't help but be impressed with his accomplishments in the custom motorcycle field. Starting out 25 years ago, with little more than a vision and a challenge, he and his lifetime business partner, Jim Taylor, jumped into the aftermarket motorcycle business with both feet and never looked back. The fruits of their combined labor shows in their business, which has become a legendary fixture with branches in Denver, Sturgis, and the Daytona Beach area.

With that much time under his belt →





in the custom and touring motorcycle business, it was a shock to learn that while Jim had owned dozens of Knuckleheads over the past 25 years, Arlin had never owned one in his entire life.

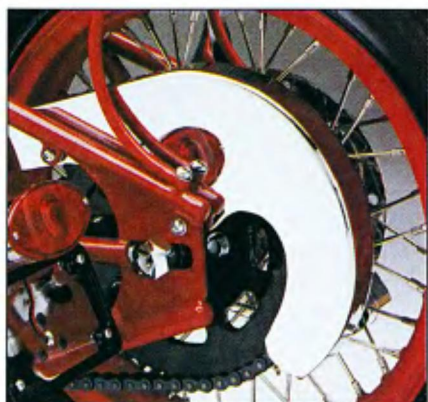
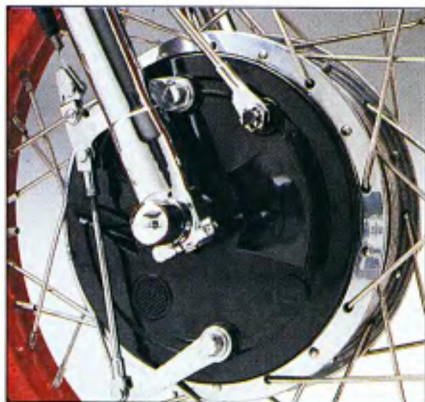
"Lucky Strike" is his very first Knucklehead. The word "Knucklehead" in Harley parlance normally imparts the vision of a 1940s post-war, 61-cubic-inch engine, with a springer front end on a graceful full-fendered, fatbob touring machine. Arlin's Knucklehead is anything but a stocker. A functional, but '90s, radical styling approach, with an antique power plant, would be a



more appropriate way to characterize it.

Gone is the springer fork, now replaced with a racing-style Ceriani glide held off the ground by a custom 19-inch front wheel wrapped around the full-stopping power of a Grimeca front brake. This machine's profile suggests a low, lean, mean, take-no-prisoners attitude—with a wild-looking, fishtail-shaped, handmade Bob Schenck muffler standing prominently in view to anyone being passed on the highway.

The engine was treated to a major facelift in 2 Wheeler's service department. It included building the displacement up to 100 cubic inches. Rick LaBrina →

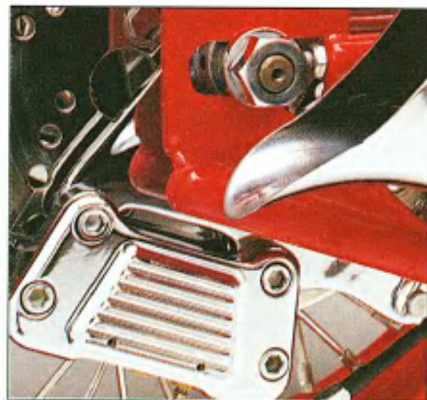


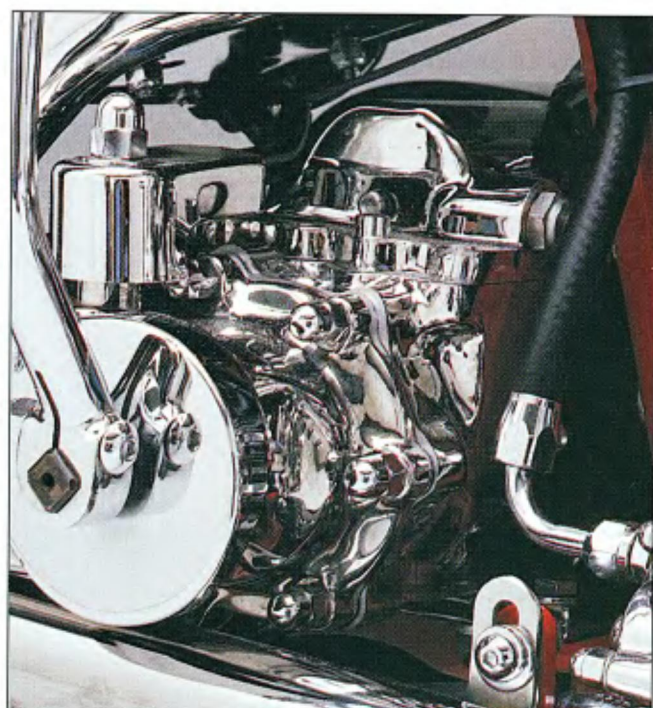


was charged with the task of giving it a full S&S treatment for every conceivable internal component. This original touring power plant no longer wants for power and is capable of leaving the unsuspecting in the dust with a flick of the throttle.

The two-tone red and black flamed paint job is reminiscent of the early '70s fatbob chopper styling, but in this case it is saying, "Mind your manners; Lucky Strike is loaded for bear."

Says Arlin about his first Knucklehead, "The handling is positive and comfortable, and acceleration and braking are outstanding for this old war baby." —Mike Egan





Owner:Arlin Fatland
City:Denver, Colorado
General
Fabrication:Steve Ruby
Year and make:1942 Knuckle
Model:EL
Chroming:Cat Plating
Engine
Year:1942-War Baby
Model:EL
Rebuilder:Steve Ruby
Ignition:American Cycle Single Fire
Displacement:100 cubic inches
Lower end:S&S

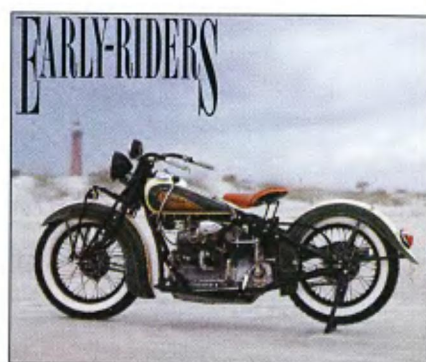
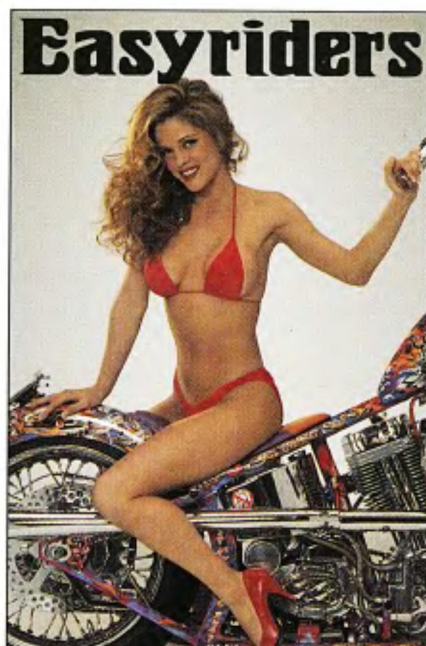
Pistons:S&S
Cases:chromed
Heads:chromed
Cam:S&S
Carb:S&S, left side
Pipes:Paughco
Modifications:balancing by Rick LaBrina, S&S lifters and air cleaner
Transmission
Year:1942
Modifications:Andrews gears, chromed
Painting
Molding:Paint by George

Painter:Paint by George
Color/type:red
Special paint:powdercoated frame
Frame:
Builder:Ness
Type:hardtail
Modifications:raked, stretched
Accessories:
Bars:short
Fenders:Ness
Headlight:1950 Cadillac
Taillight:Gary Bang
Speedo:none

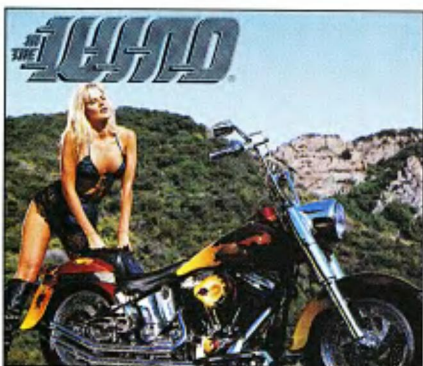
Pegs:Ness front
Gas tank:3-gallon Sporty
Oil tank:Paughco
Seat:handmade
Mirrors:none
Grips:Ness
Forks
Type:Road Race Ceriani
Modifications:Grimeca drum brakes, powdercoated trees
Wheels
Front:Grimeca, 19-inch, Avon, Grimeca
Rear:H-D, 18-inch, Avon, GMA
Photos:Michael Lichter

COMING AT YA

I know, it's tough to stir up that holiday spirit when you just got back from Sturgis, the sun outside is belting out temps in the 90s, and the riding season is at full throttle. But, like it or not, the season of giving (till it hurts) is coming up around the next bend, and we're determined to do our part by delivering a **December** issue like no other. After you tear open the wrapper, a treasure trove of seasonal scooter surprises awaits you, from a guide to Toy Runs around the country, to heartfelt holiday fiction, to gift-giving ideas with that distinctive biker flair. You'll get ideas for your own wish list after seeing the feature scoots, including Louie Falcigno's maniacal chopper and Bob McKay's sleek Super Glide. The Service Department will offer up downtime wrenching ideas—like polishing tips and the latest in computer design—and we'll give you a look back at all the fun you had in Sturgis and beyond. We're even featuring a European biker event, The Moto Club De Faro Rally, which might just give you the itch to go check out the scooter happenings across the pond. Run to your newsstands now. You won't survive the season without it. On sale October 26



The **Winter** issue of *Early-Riders*, our quarterly tribute to the finest in antique, classic, and vintage iron, features eight rare rides from a custom Hummer to a 1914 Cyclone racer. The master restorer is Jeffrey Slobodian of Pennsylvania, and we'll have coverage of the Corsa MotoClassica with AHRMA-sanctioned vintage racing. Not to be missed are our regular departments—like Restorer's Corner and Reader's Restored Rides—and a great Ariels collection piece. On sale October 17



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 scooping 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



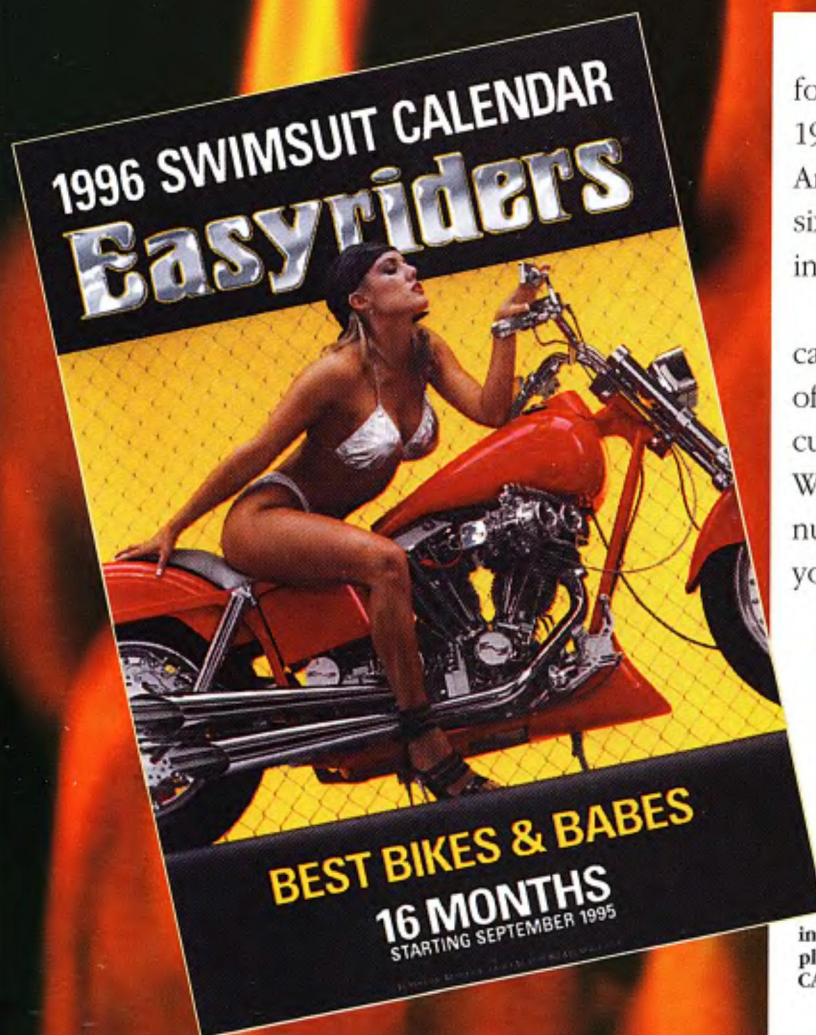
Turn it on, turn it out, and turn it loose, because the **January** issue is destined to torque your toolbox and blow your mind. We're ringing in the new year with a variety of hopped-up Hogs from Mac Thrasher's tuned-in Top Fueler, to Mike Dunkel's outrageous Atlas Softail. We've also packed in tech 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 Kolos 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

Aims Fog Hollow.....37	Canyon Run.....29	Drag Specialties.....C2	ICS.....110	Nostalgia Cycle.....23
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