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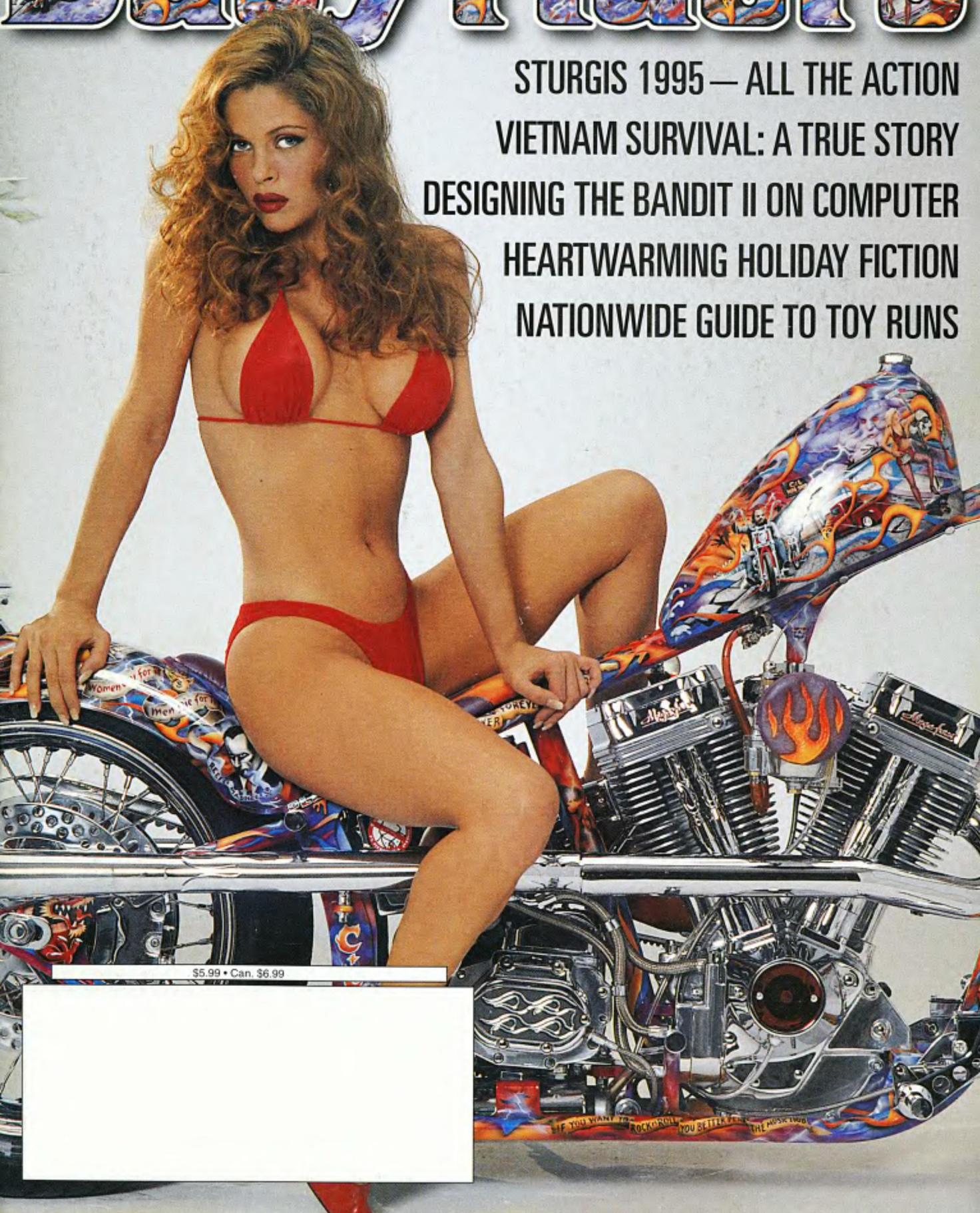
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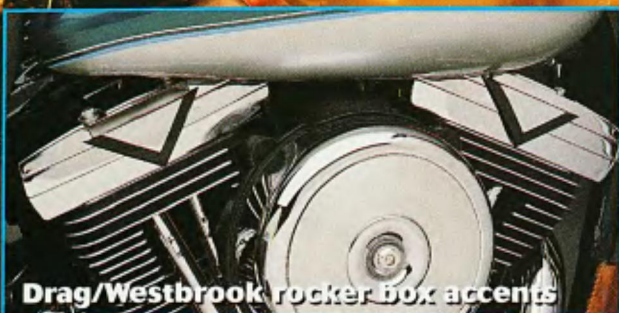
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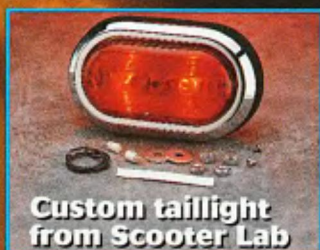
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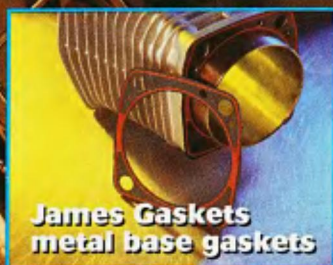
Drag/Westbrook rocker box accents



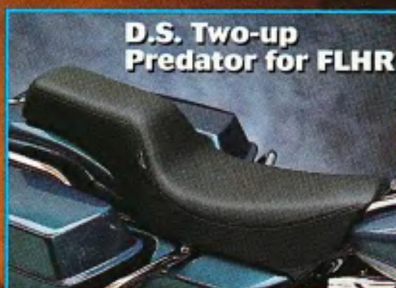
Custom taillight from Scooter Lab



Wilwood chrome calipers



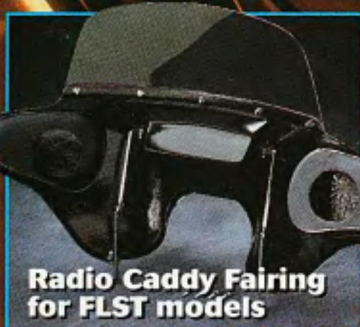
James Gaskets metal base gaskets



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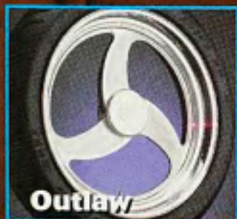
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Hollywood



Drag/Hotop detailed grips



Outlaw



Rocket

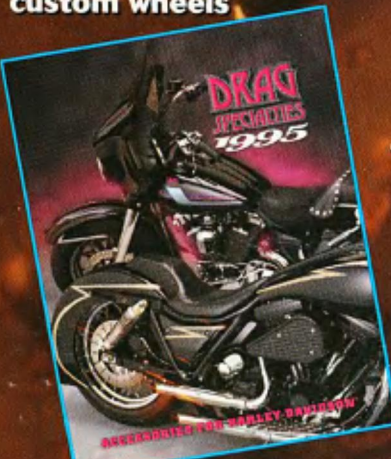


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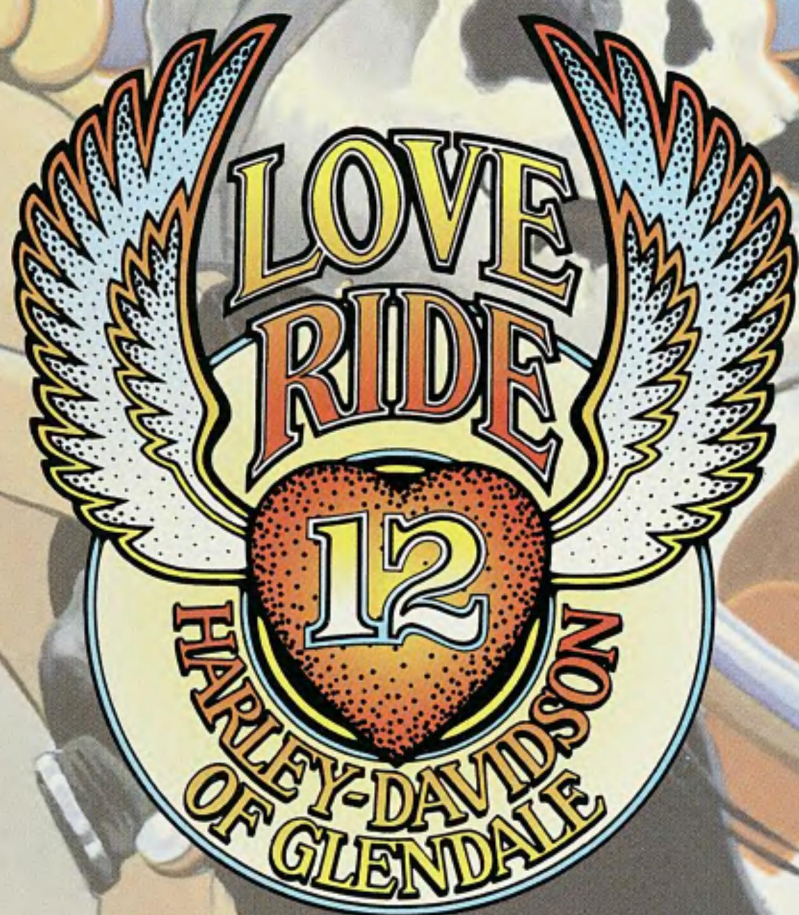
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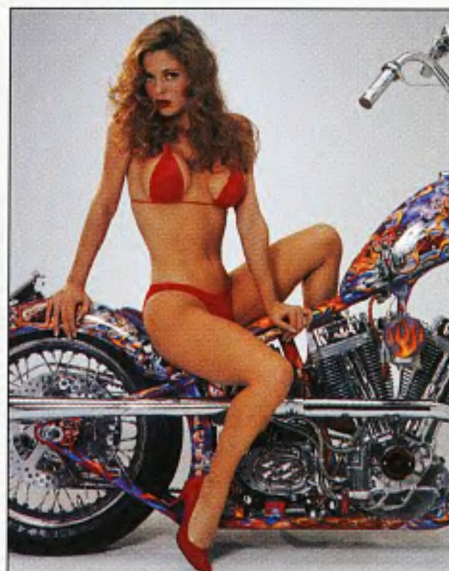
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ENTERTAINMENT FOR ADULT BIKERS • NUMBER 270 • DECEMBER 1



Cover photo of Shelly on Lou Falcigno's 1994 Cosmic Chopper by Don Rogers. Special effects imaging by Alex Lopez.



Tod Couch's Shovelhead, page 44.

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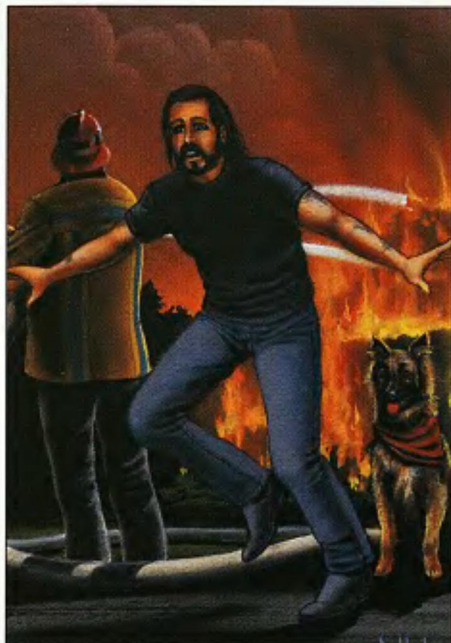
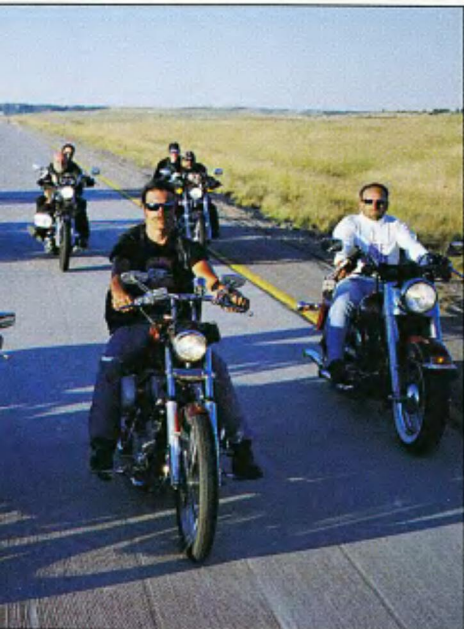
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TAKING IT EASY

The real motor for sex drive has been found! It was thought to have been testosterone. Instead, they've pinpointed dihydrotestosterone as the real hormone that gives you the sex drive. Harvard Medical School studied 92 Greek men from ages 18 to 22. These men kept track of their orgasms each month. Those reporting a higher number of orgasms were tested and found to have an increased number of the dihydrotestosterone hormones—but these guys also have more cases of prostate cancer. How does that tie in with the number of orgasms? Hell, I don't know. I just report the news.

Did you know that your tongue produces an antibiotic that fends off infections? They tested cows, and because cow tongues are similar to man's, they think that man must have the same antibiotic.

Well, here are the results of another survey. They claim that you'd rather watch TV than have a roll in the hay! In fact, sex ranks 14th on the list of spare-time pursuits—right behind weeding the garden!

You get death if you're convicted of making a pornographic movie in Teheran. You might get off the first time, but it's curtains the second time.

Now this is going too far. A judge sentenced a guy to kiss his wife three times a day—after he admitted to striking her during a quarrel.

This guy was busted for speeding and driving without a license. They made him strip at the jail and found a 1 1/2-foot-long boa constrictor in his underwear.

Japanese men are wearing something to attract women—underpants that smell like sweat! They say it will be on sale in America by Christmas. They also say it drives Japanese women wild. I wonder what women do when they smell a man's shorts?

This hot-headed guy went to a bank to get a loan, and they refused him. So he went three blocks down the street to a quarry where he operated a bulldozer. He took the dozer, went back to the bank, and destroyed it—to the tune of \$70,000 worth of damage. They arrested him while he was still driving around inside the bank.

He had a "thing" about white sneakers. But when he asked a woman if he could have her sneakers, she just laughed. It was her last laugh—he croaked her for her tennis shoes and socks. Talk about weirdos!

They had to find a way to scare away the roosting pigeons but accidentally roasted them. They had meant to shock the birds when they landed on a wire, but they fucked up and put too much juice in the wire. Back to the drawing board, men.

Hearing something, the elderly woman got out of bed and went to the other room, startling a burglar. What did this 67-year-old granny do? She picked up a board and beat the shit out of him.

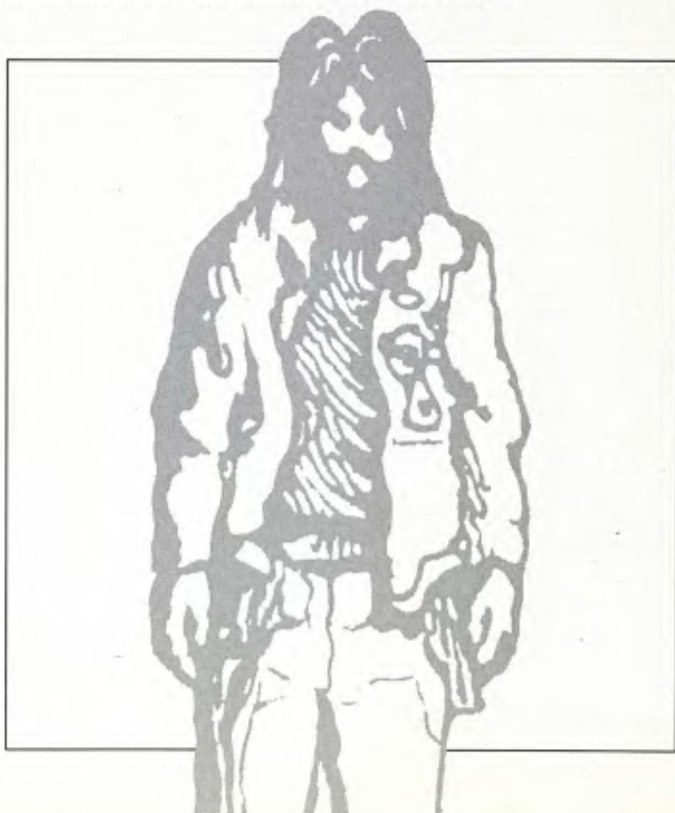
Talk about being cold! He was a quadriplegic since an auto accident in 1978. He hired a lady to look after him. They fell in love and got married. As the years went by, she took less and less care of him. One day the neighbors started wondering about the cause of a terrible odor coming from her house. They called the authorities, who found that the smell came from his body. By not bathing him, not turning him over, and not massaging him, he'd developed bed sores coupled with gangrene problems. He was actually rotting to death. She got 15 years.

He thought he'd save some money by doing a sex change operation on himself. So he dipped his joint and family jewels into acid in order to burn them off. The middle-aged man entered the hospital under a woman's name, and he'll recover with only minor scars down there.

In case you're interested, you can legally perform oral or anal sex in Nevada. But you can't do it in public. Drat, they take the fun out of everything!

It seems all this guy needed was his Porsche to get off on. Most men use a woman's nude photograph to arouse them, but this guy went to the back of his Porsche and masturbated near the car's tailpipe! He also kept pictures of the car all over his bedroom. You figure it out—I can't.

I've told my ol' lady many times, but she doesn't pay attention. Here's another survey stating that having sex will get rid of arthritis and depression, cure your backache, relieve your stress, boost your immune system, help you live longer, cure colds and influenza, and prevent heart disease.





Get your drive belt tightened, or your attitude adjusted.

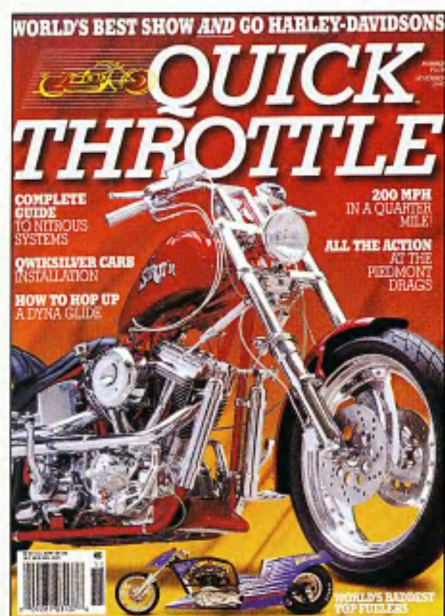
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Quick Throttle Fan

Is *Quick Throttle* a quarterly mag or what? And do prisoners get a discount? A round of sweet potato pie for all. In the South all we do with raisins is make wine!

Don Huff
Leesburg, Georgia

Quick Throttle is published nine times a year. A one-year prison sub is \$8.25; two years is \$14.25. Major discounts.

Where Is He?

Where the fuck is J. J. Solari? As fucked up as the biker world has gotten with yuppies here and yuppies there, what we really need right now is a good story from J. J. so I know the feeling of being a real biker is still alive!!

"Hollywood"
Las Vegas, Nevada

Great Book

I just read *Hog Fever* ("Parts Box" Sept. '95 issue), and I've gotta say fan-fuckin'-tastic! La Plante weaves a truly righteous yarn. I'd strongly encourage all bros to check this one out. It's loaded with laughs. As usual, great magazine.

Kevin "Lester" Hitsman
Ames, Iowa

How much did Richard pay you?

Squeakaroo Speaks Again

Thanks for allowing me the chance to hear the bros' opinions on female wrenchers ("Wordmonger," Sept. '95). You boosted my confidence. I'll write and let you know when I'm free and have my certificate from AMI so that you'll know where to find me. Then I can hold you to your words, "You can tune me up anytime."

Holly, aka Squeakaroo
Lowell, Florida

A Boost For Holly

I read about the female wrench in the "Wordmonger" column of the Sept. '95 issue and want to give her more words of encouragement. I also work with a lot of women, and I'll tell you that they work well and don't bitch when someone asks them to do something.

John Damiano, Jr.
Evans, Georgia

Wants Back Issues

I need to get my hands on two back issues of *Easyriders*—the Sept. '76 and Dec. '76 issues. I know you're all out of them on your back-issues-for-sale list so if any faithful readers have them kickin' around the house, let me know.

Mr. B
P.O. Box 90264
Palmdale, CA 93590-2645

An Engineering Miracle

After puttin' and wrenchin' for "over 40 years," *Easyriders* has finally featured an engineering miracle. The far-outta-space Winkster ("Sweet Inspiration" in the Sept. '95 issue) is not only aesthetically perfect, but has an engineering marvel that made me write to find out more—and that is the flip-up-from-underneath taillight. I'll do anything to get more info on it. How about a line drawing of some kind and a photo of it in the "up" position? Only a genius could come up with such an inventive creation. Don't get me wrong, the other creations are great too, but here we have something that tops everything in the past 40 years, at least in my opinion. How can I get more info on the engineering feat of the century?

Old Man Dan
Ruskin, Florida

Call Wink at (714) 557-7460.

Wants Skull Heads

I'm interested in purchasing a set of skull heads like the ones on Randy Aron's bike (*Elvira*, page 64, Sept. issue). I'd like to install them on the neon front bumper tray of my 1981 FLH.

Would you please print Randy's address or phone number so I can see if he'd manufacture the skull heads for me? Any help would be appreciated.

Richard Smith
Regina, Saskatchewan

You can reach Randy at (619) 454-3800.

A Word From Slow Burn

In response to The Heathen from Winfield, Illinois in the Sept. '95 issue: Shut up, you moron. If you perhaps had a clue about what you were saying, then I would cut you some slack, but I assure you, you don't. Those cases appear to be in every way H-D original EL. If I'm wrong, I'll eat the paper I wrote this on, but that ain't gonna happen. People like you are a dime a dozen—quick to shoot down someone else's ride by proclaiming superior knowledge of older bikes and expounding it on the rest of us.

As the owner/builder of a beautiful '55/'65/'95 Panhead custom, I meet with dickheads like you at almost every gathering I attend, and they are usually driving a Honda Civic and sportin' leather. Take some advice: If you think you know something ain't quite kosher about someone's bike, sometimes it's better to keep it to yourself as opposed to taking cheap shots at another bro.

My regards to Hank Ham and his dedication to creating what I consider to be a work of art.

Slow Burn
Needham, Massachusetts

Easyriders Out, Bingo In

I got your notice in the mail that my subscription was about to expire. My answer is so what, I'm subscribing to *Bingo* magazine. Furthermore, I resent the fact that you show tits and ass in your magazine when any upstanding citizen would rather play bingo.

Dave Woodall
California

Okay.



and the best view of those chosen few assholes were in my mirror.

Cadillac
Cape Canaveral, Florida

Wants Hawaiian Info

I'm a medical assistant in Hawaii and just got my first Harley. Why don't you have any listings for anything going on in this state? Is it because you have no information? I want to know how to find out what's going on here on the island of Oahu. I know there are plenty of things happening around the country, but what about this rock we call Hawaii?

I sent for my Bros Club membership a few weeks ago, so that should be some help, and I'll be joining H.O.G. soon, but 'til then, what's a Harley-riding lady to do?

Kim Palmeri
Kaneohe, Hawaii

Dicey Discourse

This is to Bandit. I've been wanting to write you about your Knuckle. It came out mint. Congrats!

I was keeping up on its progress through your mag with every new issue. What really got me was the motor. I've been interested for a while in building a good, dependable 84-cubic-inch Knuckle. After reading that article and seeing the turnout, I said, "That's it! That's what I want." At the end of your article you said you were going to write about the teardown of the heads and what was done to them performance-wise. In addition, you mentioned something about stopping the famous Knuckle leak. If there was an article and I missed it, please let me know the month. Or can you let me know just what was done to the heads. I would be very grateful.

Pete Popolizio
Elmont, New York

Hang on. It's coming.

I followed Bandit's Dicey Knuckle project from day one to the August '95 issue, and I must say it's a work of art. But what is wrong here?

I shook dice in casino back alleys around this here Earth, and I have never in my turn at rolling them bones

seen a dice combination like you have on the left side of the bike. In the front it should be 5-6-4, not 5-6-3 and 6-5-3, not 6-5-4. In the back it should be 4-6-2, not 4-6-5. 4-5-6—two numbers are right, the third is under the frame so couldn't see. Probably wrong. Who knows? At least the right side of the bike is correct. You crapped out on the left side of the bike.

Mark Larnmi
Milwaukee, Wisconsin

All righty, then.

Evo Attitudes

When you go out and buy an Evo, does the asshole attitude come with it? That every other Harley pre-Evo is a piece of shit? I'm not saying everyone who rides an Evo is an asshole, just a chosen few.

A few years ago I bought a '64 XLCH and put a lot of time and sweat into restoring it. I'm proud of it and am tired of these assholes badmouthing it just because it's a Sportster. Obviously they don't know a classic when they see one. I get a lot of compliments, but there's always one asshole who gets pissed off because I park next to his Evo.

So remember, asshole, Harley's made a lot of bikes since 1903, not just Evos. During Bike Week I was proud that old Sportsters still have it by eating Evos,

More From Hawaii

This is an open letter to manufacturers of aftermarket Harley parts. Why is it that the chrome on your parts lasts about a week before starting to corrode? Yeah, tell me it's because I live in Hawaii. Then I'll tell you that I've got an '81 FXB and an '89 FLHTC, and all of the original chrome on both scoots is perfect, and the chrome on the aftermarket parts on both bikes looks like shit.

Here's a way you can make even more profit on your parts and still keep the sleazy chrome work you're doing now. How about a new line of parts at a higher price for all us folks who live near oceans? There are lots of customers on the east and west coasts of the U.S., along with all of us on the islands, who would gladly pay more for parts that will last awhile. Think up some jazzy new name for the new line, and it'll sell like hotcakes. And send me a gift certificate for coming up with the great idea.

I've got stuff here that I had chromed 30 years ago when triple-plating (copper, nickel, and chrome) was standard fare. The parts look like new. I know it's possible. How about it?

Skip Thomsen
Pahoa, Hawaii

Who's Right?

I say the AMF years were in the '70s ('73 to '78). Some argue it was '78 on to the '80s. I thought I saw the answer in one of your mags in the past, but I don't know when. Please print the answer.

Kurt Stein
Otisville, New York

AMF had 'em from January 7, 1969 to June 23, 1981.

Willing To Learn

As a newspaper reporter, I cringed when this month's issue of your magazine arrived with the article "Influencing America" (October '95 issue).

"Here we go again, killing the messenger," I thought. It has certainly become the norm to unjustly blast the media for everything that comes down the pike, and I figured your article would be no exception. I was wrong.

I firmly believe the rider should decide for himself/herself whether to wear a helmet. Having survived a crash myself last year while wearing a helmet (which now boasts some pretty impressive "scars"), I should be the first to promote helmet use, but I still usually ride without one because I just like the freer feeling.

Since becoming more involved in riding the past couple of years, I have tried to impress on my editor the value of writing more biking stories, considering Ohio has the second highest number of motorcycles in the nation and that our county has a lot of bikers. I also thought I did a fair job of reporting about bike-related incidents, but after reading the article by attorney Michael F. Hupy, I realized how accurate many of his accusations are about my coverage of accidents involving motorcycles.

We, too, normally include in crash stories the fact that a biker was or was not wearing a helmet. I assume we do so, as Hupy said, because "that's the way we've always done it." If ours were a state that required helmet use, it would probably be more appropriate to include such information, but that is not the case, of course.

Since a biker is breaking no law in our state if helmetless, it makes sense that we do not refer to helmet use unless the biker suffers head injuries

and that we do give a more in-depth view of how the accident occurred.

I believe the "biased" view of motorcycle crashes reported by the media is actually the result of never looking at the issue from Hupy's point of view and not a deliberate effort to make bikers look bad.

In an effort to alleviate any bias in our newspaper, I will be providing the editor and all reporters with a copy of your article with my suggestion that, in the future, we be a little more conscientious about our reports on motorcycle crashes.

Thanks for opening my eyes. Not all reporters are so jaded that we aren't willing to learn something new.

JoAnn Bobby
East Liverpool, Ohio

Thanks.

More Gwendolyns, Please

Today I'm 43, just got off the phone with my soon-to-be 4th ex-wife (some crap about her new lover), ready to grab my shotgun, get on my '94 Springer and have a 'Nam flashback when a crap urge comes on so I pick up the September '95 issue for quality reading, see page 21 (*Flyin' Free*, *Gwendolyn*), and all is calm. Honey, you are what I and the rest of the world need more of.

Gangster of Love
Texarkana, Texas

Cincinnati Biker Church

Hey, all you brothers and sisters from Ohio, Indiana, Kentucky, and the rest of the nation: Cincinnati, Ohio has its first ever all-biker church. White Horse Biker Church meets the second Friday evening of the month at 7:30 p.m. in the sanctuary of the Clifton United Methodist Church.

Cofounders Randy Laceyfield and Rev. Ashley Beagle (both loyal *Easysiders* readers) invite you to come in your leathers, boots, chains, and whatever else you want to wear and worship in a biker-friendly atmosphere. The church is located at 3416 Clifton Avenue in Cincinnati, Ohio. For more information call (513) 961-2998, Mon.-Fri. during regular office hours.

Rev. Ashley Beagle
Cincinnati, Ohio

Carry That Helmet

I'm writing this letter to let the public know about the right place at the right time with helmet safety.

I was involved in an accident on June 29 when someone made a left turn and ran me down in a city intersection. I instantly became a hood ornament for a full-sized pickup truck.

I was knocked unconscious on impact and bounced off the front of the truck into the secondary lane of traffic, luckily not being run over. I woke up in the emergency room with rib and shoulder injuries, as well as broken bones in my left foot with stitches in my chin and the back of my head.

Well, there I gave it away. No, I wasn't wearing my helmet. But I always carry it in my left saddlebag for foul weather and interstate rides.

My ride was completely wedged under the front of the truck. They had to get a wrecker to remove the truck from the top of my bike. The helmet in the left bag was pulverized, but it allowed enough space between the truck bumper and the bike to enable me to bounce off and away from the wreckage rather than being pinned under the truck with the bike. So it's a good thing the helmet was where it was rather than on my head. If I had been wearing it, I may not have had 10 toes to pick lint from.

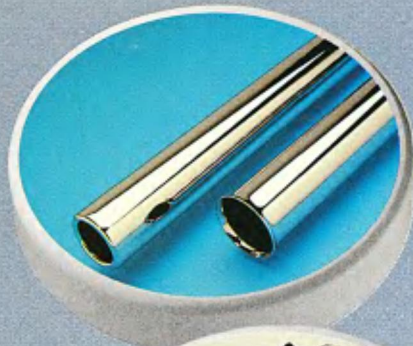
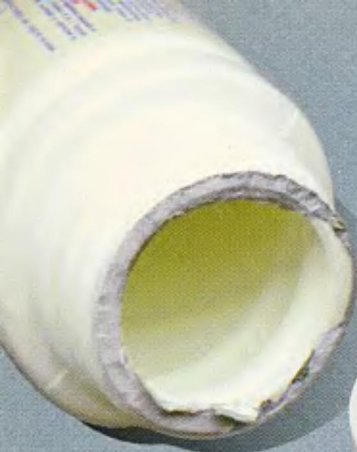
Craig Talburt
Marion, Iowa

A Disagreement

No way, Joe Erwin ("Wordmonger," October '95 issue). Timken bearings take a back seat to Torrington bearings. As a 30-year employee of Torrington Co., Clinton Bearings Plant, part of worldwide Ingersoll Rand, I know it's my duty to say Torrington bearings are the best in the world.

Bill Thomas
Kurens, South Carolina

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



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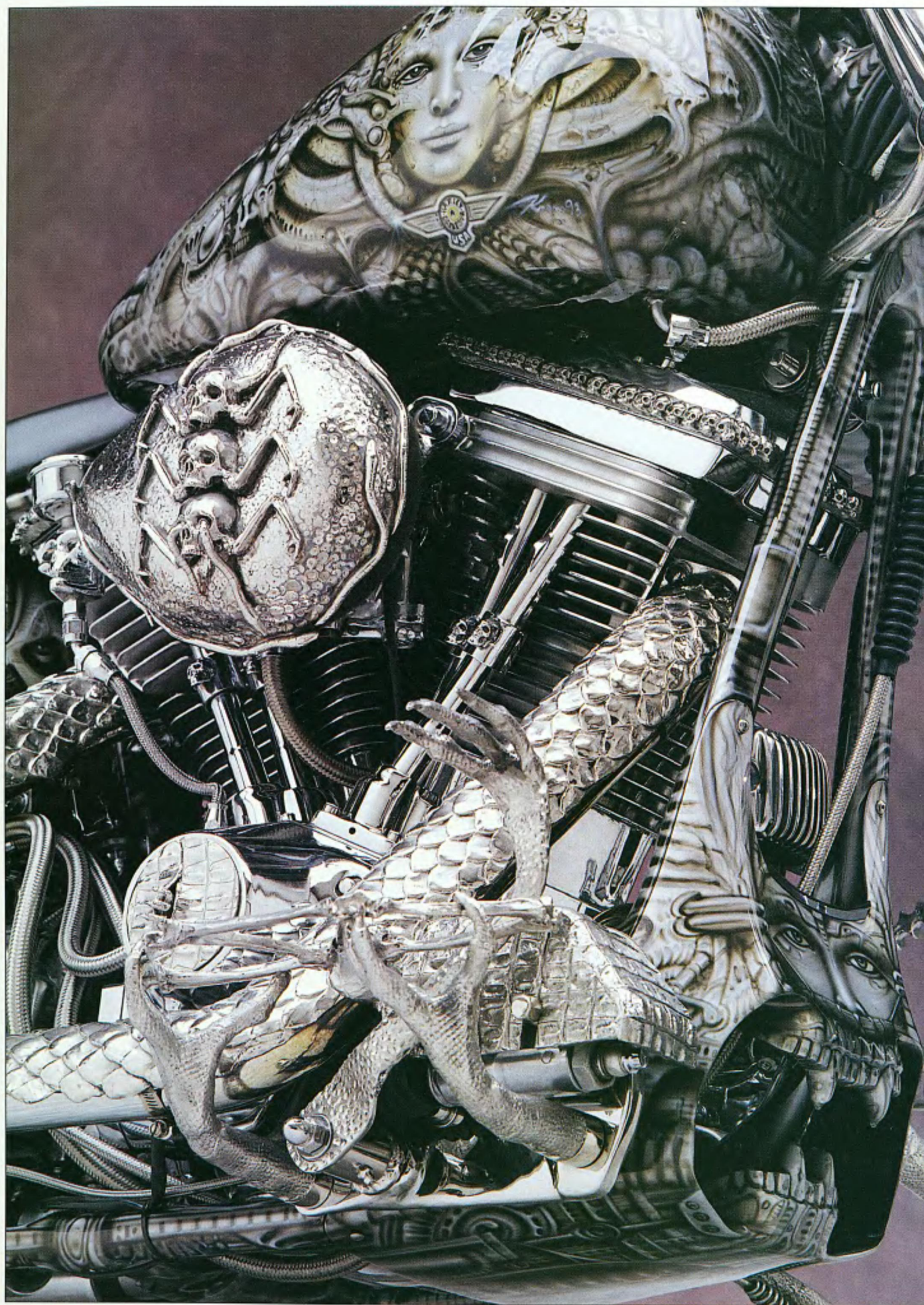
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NOT OF THIS WORLD

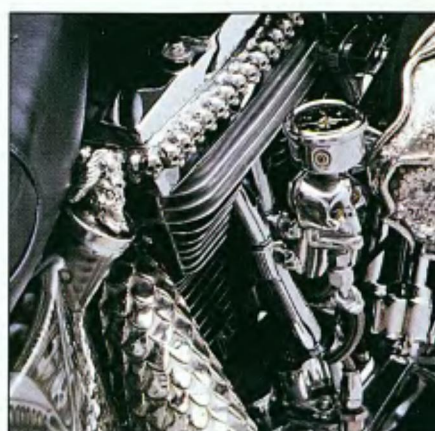


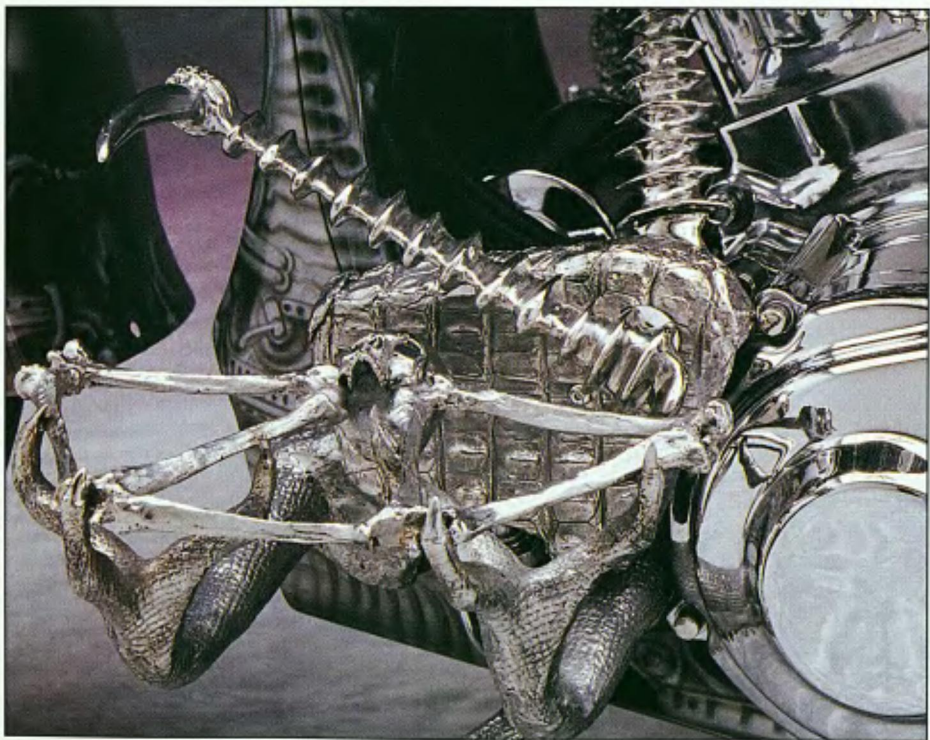
BRYAN BAJAKIAN'S CAST STAINLESS NOD TO H.R. GIGER

Wrought from a frenzied foray deep into the fiery recesses of an infernal mind, Bryan Bajakian's molten creation defies earthly comparison. When the New Jersey chiropractor purchased the 1990 Fat Boy four years ago, he had no way of knowing the scope of change that both his putt and person were about to undergo. Although the back-crunchin' bro had always considered a bone stock Harley "a work of art in itself," he felt if he were to improve on the bike's classic beauty then he "damn well better do it justice." From that resolve, the mutant machine was born.

Inspired by the incredible work of H.R. Giger (famous for his unforgettable alien in the movie

Alien, as well as his other inimitable creature-creations appearing in films like *Poltergeist*, *Dune*, and more recently in *Species*), Bryan discussed his Gigeresque V-twin vision with East Coast airbrush master, Kram. Kram was to reproduce and interpret the works of Giger, which a local stainless steel sculptor would in turn cast from clay molds. The team's first fait accompli was a gargoyle's head with a strange torrent of fiery passion pulsating through eyes and mouth that serve as taillights; the creature's arms form fender struts which extend into hands holding the bike's directionals. Bryan's gnarled and twisted vision continued to reveal itself in the bike's center console, which →





is composed of 75 human and creature heads; other body parts make up the outer wall. But as the project began to lag, Bryan's own bio-mechanical bent and his ability to work with his hands led him to take over the role of sculptor.

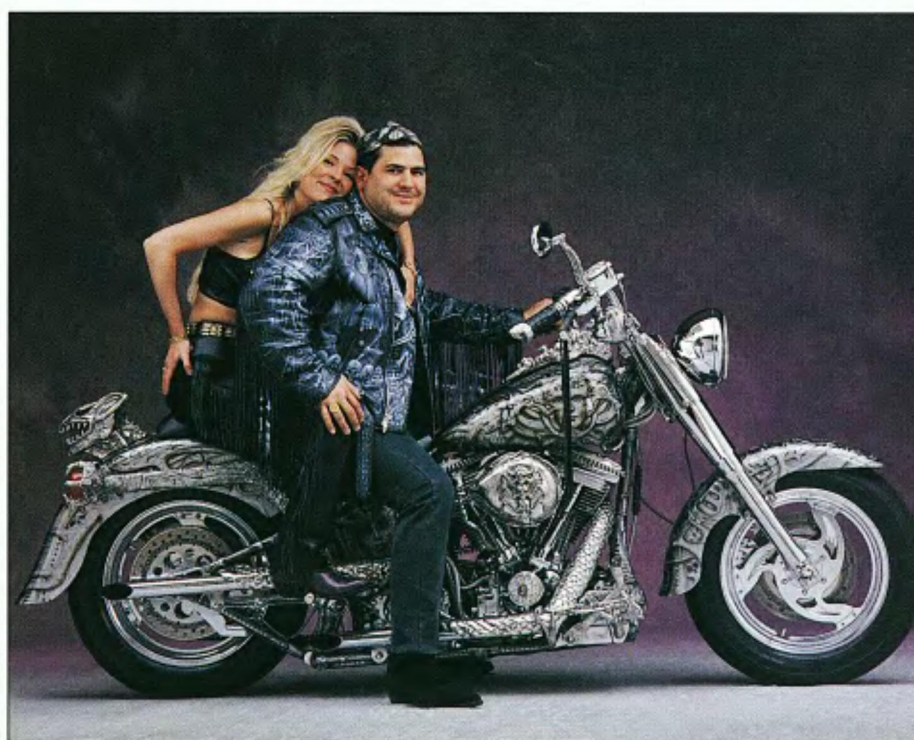
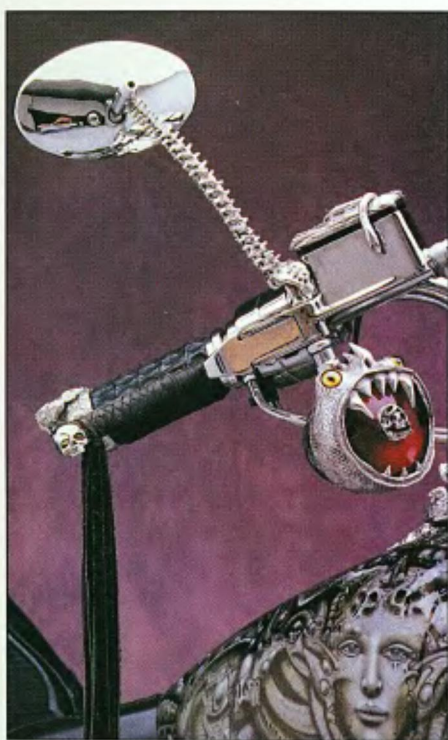
For the next three long years, Bryan's hands-on work with modeling clay and cast stainless molds increased in originality, detail, and complexity until ultimately each piece boldly stated in metal what Giger had merely suggested in paint. Not only were the custom cycle creatures taking on more and more of their chiro-

practor/creator's subconscious spinal twists and curves, but their chitinous three-toed theme stemmed solely from Bryan's design.

Despite Bryan's passionate embellishment of his original Giger-inspired vision, H.R. Giger still considers Bryan's unique creation to be a tribute to his own work. After receiving photos of Bryan's scaly sled, Giger had the following to say in a letter drafted from his home in Switzerland:

The photos you have sent to me of your motorcycle were quite a wonderful surprise! I am flattered by this amazing

homage to my work and by the enormous effort and dedication which created this beautiful machine. I realize the creative choices which must have been necessary in the selection of the appropriate works for adaptation on the unusual surface of the bike, as it is a different challenge than working on a flat surface. I can see how you have integrated elements which work well in this particular application. The sculptural elements seem to be excellently cast, obviously a lot of talent and money has been invested in this amazing bike. I hope it gives you a lot of pleasure →



as the proud owner. To my knowledge, this is unique. I have not seen anything like it before.

Bryan gives special thanks to Kram, Paul (General Machine), Kosco H-D, Tallix, D.A.T., H.R. Giger, and especially his wife, Kristine, for their help and support in helping him build a bike that is truly Not Of This World.

—Clay Dog



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Easyriders Bike & Tattoo Show Tour
Schenectady, N.Y., May 5-7, 1995.

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Invitational Show, Columbus, Ohio, Feb. 1996





Owner:Bryan Bajakian
City:Ringwood, New Jersey
General
Fabrication:owner
Year and make:1990 H-D
Model:FLSTF
Chroming:Brown's/E.P.C.
Engine
Year:1990
Model:Blockhead
Rebuilder:D.A.T.
Ignition:Screamin' Eagle
Displacement:80 cubic inches
Lower end:H-D

Pistons:H-D
Cases:H-D (polished by owner)
Heads:ported and polished
Cam:Screamin' Eagle-Stage 2
Carb(s):S&S Super E
Pipes:Cycle Shack (sculpted covers)
Modifications:S&S air cleaner (sculpted cover)

Transmission
Year:1990
Modifications:polished by owner
Painting
Molding:front spoiler by Kram
Painter:Kram

Color/type:shades of steel/lacquer base, urethane top
Special paint:every last drop
Frame
Builder:H-D
Type:Softail
Modifications:steel-molded frame by owner

Accessories
Bars:H-D
Fenders:H-D, modified rear
Headlight:H-D
Taillight:sculpted creature
Speedo:H-D (airbrushed face)

Pegs:cast human-bone footboards, custom machined rear
Gas tank:stock
Oil tank:H-D
Seat:one-off by Rude Leather
Mirrors:human spine stems
Grips:horned back gator w/sculpted tips
Forks
Type:H-D
Modifications:chromed
Wheels
Front:Pro-One, 16-inch, Avon, JayBrake
Rear:Pro-One, 16-inch, Avon, JayBrake
Photos:Michael Lichter

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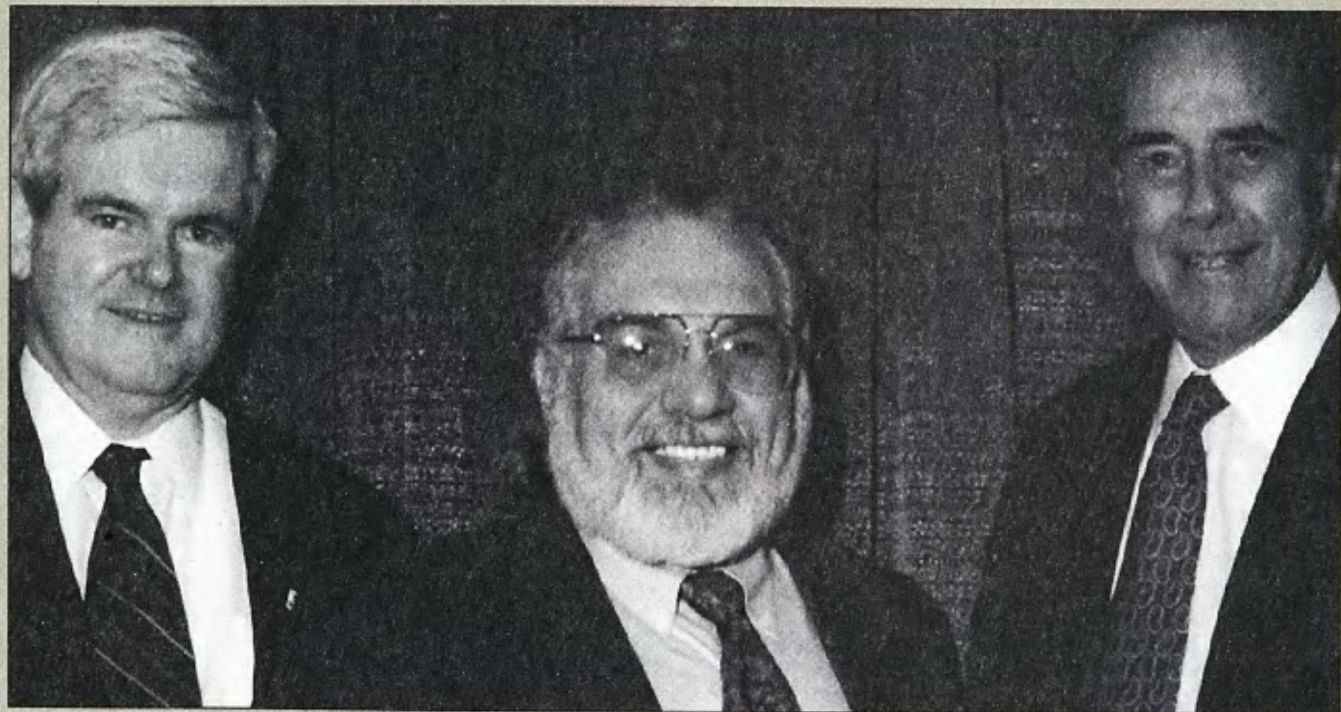
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Easynews

IF IT'S OF INTEREST TO BIKERS, WE'LL PRINT IT

EASYRIDERS GOES TO WASHINGTON



L to R: Speaker of the House, Congressman Newt Gingrich; *Easyriders* Publisher Joe Teresi; Presidential candidate, Senator Bob Dole.

For almost a quarter century, we have dedicated this "Easynews" section of *Easyriders* to motorcyclists' rights. We first used it to start ABATE, then, as a forum for the rights of all motorcyclists' organizations. More recently, a portion of "Easynews" has been dedicated to the *Easyriders* F.I.G.H.T. battle in the courts against mandatory helmets.

In all that time, never once did I have a political party or an elected official ask me for input or participation in the political process—that is, until last fall when I received an invitation from the Republican party to come to Washington, D.C., and participate on an advisory board. They said if I was tired of big government trying to take care of me from cradle to grave, now was the time to get involved.

Shortly thereafter, I ran into Senator Ben Nighthorse Campbell



United States Senator Ben Nighthorse Campbell

at the Love Ride (he was a Democrat then, but switched to the Republican party in March). He confided in me that even though his party had lost

control of the House and Senate in the November 1994 elections, he felt that his Amendment to repeal the federal helmet mandate now had a better chance with the new Republican Congress. (See *Snowe-Campbell Wins!*, *Easyriders* October 1995 issue, page 19.)

Although I consider myself an Independent, and don't subscribe to everything the Republican party has stood for in the past, I decided to accept the invitation and have made several trips to D.C. since February 1995. I believe there is a good chance that by the 1996 presidential elections, the Republicans will come up with a platform and candidate that could put an end to Big Brother government. It's worth keeping an eye on.

—J.T.

KUDOS FOR KEYSTONERS

PA RIDERS RALLY A SUCCESS



Photo: Dan Faingnaert

Hundreds of riders from throughout Pennsylvania made their annual spring pilgrimage to the state capital to petition political representatives. Filling the rotunda of the Capitol Building, riders listened to speeches before being encouraged to visit their legislators.

A contingent of 40 to 50 riders, who were riding separately, were stopped

by city police about a mile from the Capitol for riding helmetless. No incidents were reported and no one received a citation. Demonstrations traditionally defy some existing law as a way of making a point, and this rally wasn't any different.

Bolstered by the recent introduction of HB-1473 by Representative Dan

Surra, a measure that would repeal the state's mandatory helmet law, the crowd enthusiastically listened to the presenters. Speaking in favor of the legislation were Representative Surra and Senator Clarence Bell, sponsor of SB-165, which would reduce helmet violations to a secondary offense, similar to the state's seat belt law. Also addressing the attendees were Carol Simpson of the Motorcycle Riders Foundation (MRF); Charles Umbenhauer, BikePAC chairman; Mike Zuber, state legislative coordinator, ABATE of Pennsylvania; and Bill McElyea, state coordinator, ABATE of Pennsylvania.

Fritz Bittenbender, of the governor's office, presented ABATE representatives with a Motorcycle Safety and Awareness Month proclamation, and Representative Mike Veon was inducted into the ABATE Hall of Fame. Veon, a Pennsylvania legislator, is an active motorcyclist and supporter of ABATE's ideals.

At the conclusion of the rally, participants donated more than \$10,000 to BikePAC, the political action committee of Pennsylvania's motorcyclists.

—Dan Faingnaert

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Keystone Motorcycle Press*

MAKING STRIDES IN MISSOURI

LT. GOVERNOR WILSON SIGNS HB-717

Missouri's Lt. Governor Roger Wilson, acting on behalf of Governor Carnahan, signed HB-717 into law. HB-717 is a penalties bill for Commercial Drivers' License violations and also includes a redefinition of penalties for speeding. Speeding goes from a Class B misdemeanor, carrying a \$500 maximum fine and two points off the driving record, to an infraction, carrying a \$200 maximum fine and two points off the driving record. The Motorcycle Helmet violation is being changed from a Class A misdemeanor, carrying a \$1,000 maximum fine, up to one year in jail, and two points off the

driving record, to an infraction, carrying a \$25 fine, no points, no jail time, and no court fees. A portion of HB-717 establishes Missouri's Motorcycle Safety Education Program. There are also provisions for a Motorcycle Learners Permit and the establishment and funding of the Motorcycle Safety Trust Fund.

Approximately 40 members of Freedom of Road Riders, Inc. (FORR) filled the Governor's Oval Office to witness the signing of HB-717. FORR is an MRO in Missouri, and has been deeply involved in Motorcycle Safety since 1985. For the past eight years now FORR has been the grassroots

movement committed to the introduction of motorcycle safety education legislation. Since the founding of FORR in 1981, the organization has been dedicated to working on the mandatory helmet law. The changes to the current law are the first steps in returning freedom of choice to Missouri's motorcyclists. Both pieces of legislation represent the hard work of thousands of individuals over the past 15 years. These victories stand as an example of hard work, dedication, and perseverance. Motorcyclists can and do make a difference.

—Steve Zimmer

FORR Legislative Coordinator

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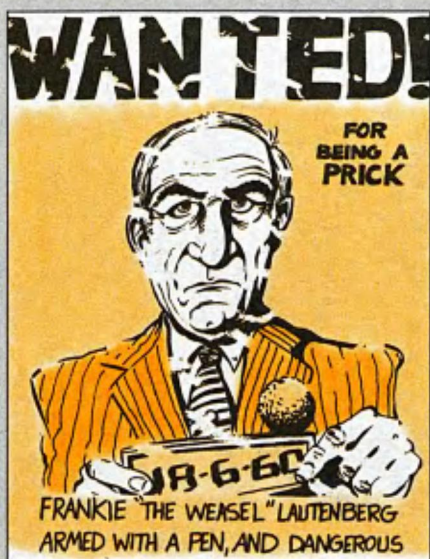
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SHACK OF SHAME

NJ SENATOR FRANK LAUTENBERG

New Jersey's Senator Frank Lautenberg made anti-biker statements during a recent debate over the highway bill, S-440. An amendment to remove the helmet law provisions from the guidance of the federal government had been proposed. Lautenberg, true to his style, co-sponsored an addition to the amendment, along with his infamous "freedom stealing" cohorts, Senators Chafee and Hutchinson.

Lautenberg tried to fix it so that anyone hurt on a motorcycle while not wearing a helmet would be denied federal funds. This coming at a time when California's budget is about bankrupt because the state is required (by law) to provide medical care to thousands of illegal aliens. This was nothing but a blatant attempt to deny to U.S. citizens funds that they are legally and rightfully entitled to. That point alone is serious enough. But Lautenberg just



couldn't let it go without dishonoring himself even further, resorting to name calling by referring to motorcyclists as "miscreants."

Lautenberg has always had a

problem with bikers that has never been adequately explained to anyone. But that's his problem, right? Not! He's an accountable United States Senator, who has consistently acted as if his personal beliefs and prejudices were a mandate of the people, and whose reliance has been on the support of the selfish medical and insurance interests, a point that has never been in question. It seems that Lautenberg forgot he was sent to Washington with the duty of represent his constituents, not grinding our tax-paying asses under his "safety Nazi" boots. That being the case, someone who will not honor the trust of the people to the incredible degree that Lautenberg has shown, should be labeled a "villain." Ironically, that's another one of the definitions of the word "miscreant." Touché!

—Dave Maxwell

United ABATE of New Jersey

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JERRY GARCIA

1942-1995

There are few events that I don't ride my bike to. Each year, however, when The Grateful Dead appear at the Silver Bowl in Las Vegas, I pack up my '76 Cadillac hearse and head for the desert.

All along I-15 we get smiles, thumbs-ups, and a feeling of unique camaraderie from all of the other pilgrims making the trek to worship at yet another coming of Jerry Garcia, Bob Weir, Phil Lesh, Bill Kreutzman, et al.

I always missed the wind in my face on those journeys, but my hearse is the perfect ship for that voyage. It was home to my friends and me for week-ends we will always remember. Those journeys are now over.

In the early morning hours of August 9, 1995, Jerry Garcia died in his sleep.

I was in the San Francisco Bay area that morning. The Bay had been home base for The Dead as it has been for many of the truly legendary musicians. It is also where Jerry passed away.



I heard the news and immediately took a long, easy ride. I ended up at the south turnout of the Golden Gate Bridge. I parked and looked out across the water.

I thought about the first time I saw

The Dead live. It was 1966, far before many of the happy faces I've seen at the recent concerts were even a twinkle in their old man's eye. I thought about how many of the bikes I've owned down through the years were adorned with the famous Grateful Dead "lightning skull" decal. I thought about my youth (the parts I can still remember). I thought about friends and wives I've had and lost. I reflected on the countless times I've thrown The Dead on the box to take the sting out of a bad day.

Jerry Garcia and The Grateful Dead have given us a legacy of brotherhood and longevity seldom seen in the music biz...seldom seen in life in general. Biker folks understand this brotherhood, staying power, and respect for tradition. Thanks, Jerry, for leaving us with one of the brightest examples of this heritage the world has ever experienced.

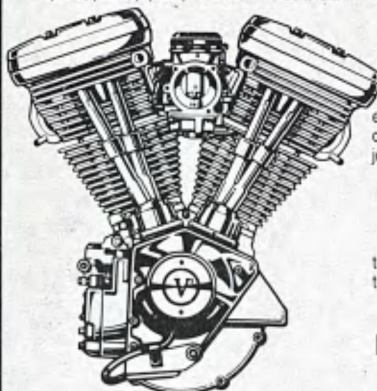
"What a long, strange trip it's been..." Indeed.

Rest in peace, Captain Trips. —.357

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2 Wheelers M/C Shop, 1433 W. 38th Ave., Denver

Connecticut

Mancini Racing, Inc., Custom Cycles, 26 Kenosia
Ave., Danbury

Florida

Easyriders Store, 605 Main St., Daytona Beach
H-D of Miami, 7701 N.W. 7th Ave., Miami
Fletcher's H-D, 17129 U.S. North, Clearwater
Miller's Custom Parts, 1863 S. Ridgewood Ave.,
S. Daytona
H-D of St. Petersburg, 5989 Haines Rd.,
St. Petersburg
Cycle Lab, 1911 S. State Rd., #7, Ft. Lauderdale
Tampa V-Twin Inc., 16336 N. Florida Ave., Lutz
Heaven Cycle, 7254 S. W. 40th St., Miami
Custom ACC, Inc., 3811 Dixie Hwy., Pompano Bch.
Doc's Cycle Inc., 6125 Stirling Rd., Davie
Easyriders of Coconut Grove, 2996 McFarlane Rd.,
Coconut Grove

Georgia

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

Illinois

Chicago H-D, Inc., 6868 N. Western, Chicago
Walter's Bros H-D, 1212 S.W. Jefferson St., Peoria
M&M Custom, 1660 E. Grove, Rt. 136, Rantoul
Easyriders of Chicago, 150 Rand Rd., Mt. Prospect

Indiana

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

Iowa

Cyclepedia Corp, 1824 Dean Ave., Des Moines

Kansas

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

Maryland

Rockville H-D, 7830 Airport Rd., Gaithersburg

Massachusetts

Dave Frank Motorcycle Sales, 81 Bridge St.,
Salem

Michigan

Saginaw Valley Motorworks, 3850 S. Huron Rd.,
Bay City
Detroit Motorcycle Parts, 16297 Eleven Mile Rd.,
Roseville

Minnesota

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

Missouri

Easyriders of St. Louis, 14912 Manchester Rd.,
Ballwin
Easyriders of Springfield, 4240 S. Fremont, Springfield

Montana

Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

Nebraska

Butterfield's M/C Parts, 8025 Blondo, Omaha

Nevada

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

New Jersey

Kosco H-D, 8 E. Garden Pl., Pompton Plains

New York

H-D of Suffolk County, 360 Rt. 109, West Babylon
Zack's V-Twin Cycles, 593 Violet Ave., Hyde Park
Freebird Cycle Sales, 229 Lyell Ave., Rochester
H-D of Hempstead, 4 Laurel Ave., Hempstead
Al's Cycle Parts, 315 E. Dominick St., Rome

North Carolina

Durham H-D, 819 N. Miami Blvd., Durham
Cape Fear H-D, 3618 Sycamore Dairy Rd.,
Fayetteville
Easyriders of Fayetteville, 4424 Bragg Blvd.,
Fayetteville

Ohio

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

Oregon

Easyriders of Portland, 17999 S.W. Lower Boones
Ferry Rd., Tigard

Pennsylvania

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

South Carolina

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

Texas

D&M of Dallas, 11620 Plano Rd. #3, Dallas
Easyriders of Houston, 5803 Richmond, Houston
Easyriders of Laredo, 602 West Calton, Laredo

Tennessee

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

Virginia

Departure Bike Works, 3093 Hull St., Richmond
Shenandoah H-D, 2800-C 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. S.,
Tacoma

Wisconsin

Mischler's H-D & BMW LLC, N. 8063, Hwy. 33
Beaver Dam
St. Croix H-D, 2060 Hwy. 65, New Richmond
H-D of Appleton, Inc., 2144 W. Wisconsin, Appleton
H-D of Green Bay, 41 and Velp, Green Bay

You got it—just make a purchase of \$50 or more and ask for
your free copy of Easyriders from any of the bike shops listed
here. And remember to take this page with you when you're
on the road—it's a handy guide to some of the best Harley
parts and service outlets around.

EURO NEWS

Statistics gathered by the Garde and collated by the Road Accident Records Bureau are a vital part of the most accurate picture of what is happening out there. In terms of road deaths per 10,000 population, Ireland (1.3 in 1991) is the fourth-lowest in the European Union, while on the more realistic measure of deaths per 100 million vehicle kilometers, we are below the average for the states where these figures are known. Generally, the fatality rate in Ireland per million vehicle kilometers traveled has improved significantly over 20 years.

The number of motorcyclist fatalities dropped from 59 in 1992 to 53 in 1993. This slight drop is insignificant compared to the plunge from 70 deaths in 1987 to 46 in 1989. Hardly justification for the ill-considered "125" law at the end of 1989. After a further drop to 41 the following year, the figures then climbed up to 63 for 1991 and 59 for 1992. Injuries have also decreased from 977 in 1992 to 879 in 1993. Pillion passengers account for 15 percent of the fatalities and 16 percent of the injuries.

Taking a wider view and considering all motorcyclist casualties in Europe, 1989 was actually the lowest in the last 10 years with a figure of 792. In the four years since the 125 law, that figure climbed to 809, then to an all-time high of 1,039 followed by 1,036 and 932 respectively. Hardly conclusive proof of effective legislation.

Broken down by age, 80 percent of motorcycle casualties were in the 18-24 age group. Naturally, accident figures have to be seen in the context of how many kilometers and what type of road travel is being undertaken. The number of bikes is around the 24,000 mark (based on '92 figures), but the total of all vehicle travel is steadily increasing.

The ACM report entitled *Motorcycle Safety: A Decade of Progress* concluded by saying, "A motorcycle accident is a unique form of traffic accident with manifold individual explanations for each case." It is into this little understood and under-researched environment that the likes of Bangemann and Flynn with their crude homespun "limits" stumble around unaware of the intricate consequences of their clumsy actions. References to full and proper research into motorcycle accidents is woefully lacking from proposed safety legislation. Hopefully this is set to improve.

—David French, MAG Ireland

TAGGED IN R.I.

Governor Lincoln Almond signed the Rhode Island Motorcycle Vanity Plate Law into effect at a recent State House ceremony attended by members of the Rhode Island Motorcycle Association (RIMA). This bill, which becomes public law, will allow motorcyclists to obtain vanity plates for their bikes. There will be a five-digit limit on the plates and the total fee for each plate will be \$30 per year. Broken down, the fees are \$13 for the registration fee, and \$17 for the vanity plate itself.

The bill's sponsor, Sen. John Celona, a Democrat from Dist. 36, stated that this was a win-win situation. The motorcyclists get to have vanity plates, and the state receives some much-needed revenue. Present at the signing with Celona and RIMA members was co-sponsor Sen. Joseph Montalbano, a Democrat from Dist. 37. Also present was Thomas Harrington, Administrator of the Registry of Motor Vehicles, who helped obtain passage of this bill. He told us that the plate dies have been ordered.

RIMA worked very closely with Senator Celona in obtaining passage of this bill.

—Ed Matheny

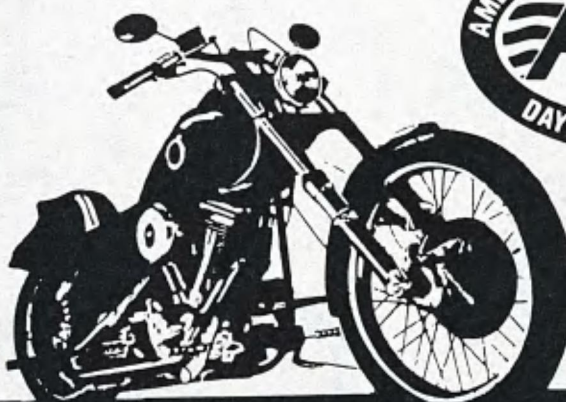
HELMETS REDEFINED

HB-3422, which redefines what is a legal helmet for use in Oregon, was signed into law on July 5, 1995, by Governor Kitzhaber. It defines a motorcycle helmet as "a protective covering for the head consisting of a hard outer shell, padding adjacent to and inside the outer shell, and a chin-strap type retention system, with a sticker indicating that the motorcycle helmet meets standards established by the U.S. Department of Transportation." The bill also changes the penalty for "failure to wear a motorcycle helmet" from a Class C to a Class D traffic infraction (the same as for seat belt violations).

—Brain Stovall
BikePAC of Oregon

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WISCONSIN SENATOR DAVE ZIEN PLANS CONGRESSIONAL RUN

Wisconsin State Senator Dave Zien has ridden thousands of miles in a career that's led him from helmet law activist, to Wisconsin's State Assembly, to the State Senate. Zien now intends to ride his Harley all the way to D.C.

More than any other state legislator in the nation, Zien is associated with riding. He owns a 1991 FXRT and an '85 Wide Glide. People throughout the sprawling northwestern Wisconsin district know the black and gray Harley with the American flag flying from the back means Senator Zien's in the area. He spends countless hours on his bike traveling from town to town, listening to the people, and helping them with their problems. "The Harley really helps people to find me," says Zien. "They follow the rumble of the engine and look for the flag. It gives the people a unique access to the person they pay to represent them."

Zien will take his style of personal service through northern Wisconsin in his challenge of 26-year incumbent Congressman Dave Obey (D-Wausau). Obey, a member of Congress' "Old Guard," barely snuck by a low-budget, little-known challenger in 1994. "The voters have let it be known that they are tired of cookie-cutter politicians who



Photo: T-BO Studios

only come to town every two years just to collect votes," says Zien. "They want a change, but they need something positive to vote for. You just can't oppose the other guy. You need to offer the kind of hard work, openness and contagious enthusiasm that people deserve in a representative."

The Harley with the flag is certainly a trademark of Zien. But the fact remains, riding is a way of life for the 45-year-old Combat Marine veteran who saw action in Vietnam. He talks in vivid terms of the feeling of freedom he gets living in

harmony with nature and challenging the elements each and every day. "I get energized riding my Harley. The vitality of the wind in my face is beyond any possible explanation," says Zien. "It must be experienced to be believed."

Zien set out on a one-man crusade to give that very experience to as many people as possible. In 1994, he gave rides to nearly 800 people, including a 96-year-old man who asked for another ride this year. His numbers for 1995 will be higher still. In July, Zien and a few of his buddies gave Harley rides at the annual National Conference of State Legislators meeting in Milwaukee. Zien personally gave 108 of over 500 rides to legislators from nearly every state and every continent but Antarctica. "Once lawmakers experience the freedom bikers cherish, maybe they won't be so quick to challenge our rights," he says.

Zien helped organize rallies in 1977 that defeated Wisconsin's Helmet Law. That involvement, along with a veteran's need to continue serving his country, led Dave to government service. "Nobody appreciates freedom more than bikers and veterans," Zien explains. "Just being around people fighting for their rights is enough to fire anyone up."

—Twiggy

FLYING FREE ROBIN ROMAINE

Robin Romaine is a New England artist who started riding in the late '70s, about the same time she started airbrushing cards for Hallmark in Kansas City, Mo. Her first real paycheck went toward a bike, and she's owned several different models over the years.

In 1986 she was in Keene, N.H., participating in a "Fox Run," an all-woman motorcycle run that turned into a nightmare. An accident during the run nearly took her life, and when she awoke in the hospital they had amputated her left leg above the knee. Her bike was a total loss; the Fox Run was never held again. Robin spent less than two months in the hospital, and then, with pure determination and help from friends, she was back in the saddle and headed into the wind, flying free once



Photo: Mad Dog

again on a 650cc import with a sidecar. Her ride underwent a few modifications, was plated with the third disabled motorcycle tag issued in the state of New Hampshire, and was ready for the road. Robin rode the side-hacker for a year to get the feel of riding again, then

traded up to an ironhead Sporty—which she rode for more than 70,000 miles—and then to a 1984 FXSB. Each bike she's had since the accident has been fit with a custom right-side shifter to accommodate her disability. But the disability hasn't held her back; Robin's combined road mileage is more than 100,000. She has toured the continental U.S. and Alaska, too.

Robin is a master airbrush artist who's made a specialty of painting people's favorite things on their bikes. Her ride has been airbrushed to perfection and is an eye-catcher wherever it's parked. If you're in New England and need your ride airbrushed, call (603) 898-MYHD. Robin's a dedicated rider who's paid her dues many times over.

—Andy "Mad Dog" Onderdonk

SHORT STROKES

NO TIME TO LOSE



As I stumbled into the house the other night, narrowly escaping the wrath of a J.D.-induced DUI, I got to thinking about how we all avoid

change to some extent. Myself, I have motorcycle memorabilia throughout my abode, and my new Knuck belies my belief in the fast-paced future. But it's all changing—communication, television, transportation—as fast as I can press redial on the cell phone. And it ain't all bad. Check the news....I got the word that we're only a few sponsors away from passing a repeal to the federal helmet law mandate this year. Would you ever have imagined?...A Dayton, Ohio, H.O.G. chapter recently rode into Bloomington with 1,500 riders, and the local Holiday Inn dedicated an entire block of 189 rooms for the event...The mayor of Hawthorne, Calif., Larry Guidi, was cited in Beverly Hills for wearing a "rain bonnet" while riding his new Softail

with his wife. Watch for more on him....Get this—bull riders are being pressured to wear helmets. Six-time, all-around rodeo champ, Ty Murray, had this to say about helmets: "Your vision's screwed up, you've got a weight on your head, and your center of gravity's thrown off. If a guy's that concerned about getting hurt, then maybe he shouldn't be riding bulls."...Helmet manufacturer Bell Sports Corp.'s director of corporate finance, Petrilli, said, "The company's sales for six months, ending December 31, was \$47 million. Financial results for the second half of the fiscal year will depend on how fast more states mandate bicycle helmets for children. This is a step-growth business dependent on legislation."...Minnesota safety-crats tried to slip the helmet law into health-care bills, seat belt bills, and even an eye protection bill. Bob Illingsworth and the MMRA beat them every time....On a lighter note: On page three of this

year's 1040 tax form, Commissioner Margaret Milner Richardson states that the IRS has been recognized as "a leader among government agencies in customer service."...The N.Y. Times reported that an undercover officer arrested four train commuters for possession of a gambling device—a deck of cards. Get this: Her encounter with the gamblers was pure accident and was not part of her duties. She'd boarded the train "in search of smokers."...The annual cost of a year at Sarah Lawrence College in Yonkers, N.Y., a top-notch college, is \$26,258. Yet, the best-selling magazine in the college bookstore is a tattoo rag...One final thought on life in a constant state of flux. You know, with all the change, there are only three things that have mattered to me over the last 25 years: bikes, women, and being creative. That's never changed. So what do we need all this other shit for? Let's ride.

—Bandit

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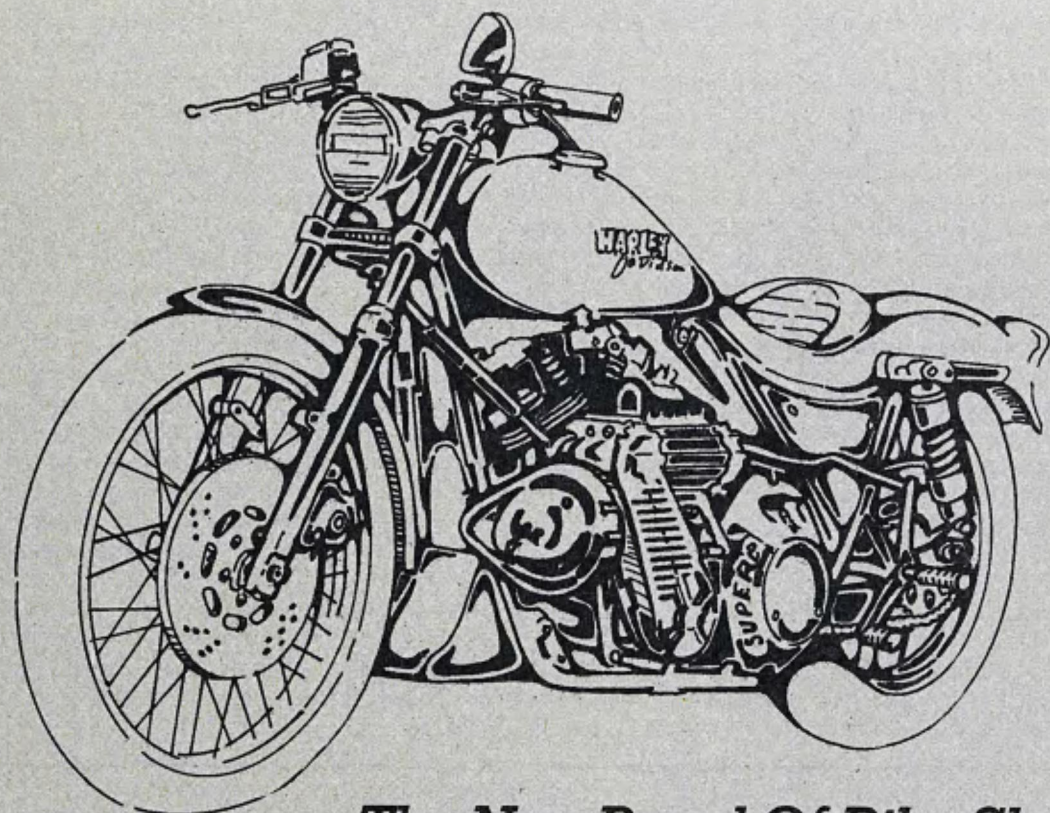
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EASYRIDERS 1996



The New Breed Of Bike Show

Following several of the *Easyriders* Regional Shows last year, a large group of seasoned show staff sat around Formica tables, under harsh coffee shop lights, at midnight, and discussed the next season.

Clay Dog called for longer smoke breaks. Kimbo bitched about more Foxhunt winners. Ms. Diamond sought a celebrity twist. In addition, we asked the readers and builders and considered everyone's suggestions. The bottom line was always how to improve future shows for the readers of *Easyriders*, and the men and women who make it possible by creating eye-stopping two-wheelers.

This year, those group discussions have been heard throughout the staff, and changes are afoot. Here's the skinny: There will be three gang-buster, major, winter Bike Shows in 1996—in January and February. That's right! The dates have been changed to allow the regional winners to progress to the Columbus, Ohio, Invitational in a matter of weeks, instead of a year later (over the course of a year, many bikes are either sold or are not as "fresh").

The first show in the winter Bike Show series is scheduled for January 6, 1996, from noon to midnight, for one day only, at the Anaheim Convention Center, in Anaheim, California. The site, one of the sharpest facilities in the area, is conveniently close to Disneyland.

The second show is slotted for January 13, 1996, at the Charlotte Convention Center, in Charlotte, North Carolina, from noon to midnight—also for one day only.

The final, monster show will remain locked in the biker town of Columbus, Ohio. The \$35,000 9th Annual Invitational, scheduled for February 16, 17, and 18, will be conducted at the same Franklin County's Veteran's Memorial facility where it has rocked for the last five years.

Regional Bike Shows

The first scheduled *Easyriders* Regional Shows, one in California, and one in North Carolina, are one-day shows only—to afford builders time to travel, without taking unnecessary time off from work. Move-in for the bikes is 7 a.m.-11 a.m., Saturday;

move out is 9 a.m., Sunday. Show hours for both Bike Shows are slated for noon to midnight.

That sets the stage for kickass shows, bands, David Mann art exhibits, displays, and enough classes of motorcycles to satisfy any competitor or spectator. In addition, swimsuit/calendar girl competitions will highlight each event, and will be followed by an actual calendar photo shoot, with one of the competing bikes, at our on-site, professional photo studio.

To better meet the challenges of competing in bike shows, we've expanded the classes to give the two-wheeled builder the opportunity to pick the category best suited to both his abilities and style. At the *Easyriders* Regional Shows, the spectator-voted bikes will be displayed separately from the professionally judged bikes.

There also will be a Display Class for past featured winners who want to display their bikes. As past show winners, their bikes will be admitted free of charge.

There's more good news! At all of our *Easyriders* Regional Shows, the top three bikes in the Spectator-Voted

BIKE SHOW TOUR

bikes and Judged Class will be featured in either *Easyriders*, *VQ*, *Biker*, *Quick Throttle*, *Early-Riders* or *In The Wind* magazines.

Easyriders photographer Michael Lichter will handle the photography during the shows at a fully equipped, on-site studio. Finally, each of the top three winners will be given a \$1,000 cash certificate redeemable when they enter their bike in the Columbus Bike Show blow-out.

Columbus Invitational Bike Show

Now, hang on to your hats for details surrounding the "Main Event"—the *Easyriders* Columbus, Ohio, Invitational Show.

Bikes featured in all of our bike mags, *Easyriders*, *VQ*, *Early-Riders*, *Quick Throttle*, *In The Wind* and *Biker* in 1995 will be published in the February 1996 issue of *Easyriders* (on sale December 24, 1995), when the readers have the unique opportunity to vote on their faves before the upcoming show. The bike that receives the most votes will be the recipient of a special plaque.

Invitational Class

Each feature bike owner and regional show winner will be invited to enter the Columbus Invitational competition, where the bike will be voted on by show spectators, and judged by professional builders and magazine staff.

The awards will include Best of Show, and a whole new category of trophies from the various staffs of the Paisano Publications magazines. Only the featured bikes and regional winners are allowed into this distinguished class.

Preview Class

However, there is also a Preview Class of Spectator voted on and Judged bikes, looking to gain their recognition in our magazines.

An owner can choose whether he wants the public or the pros to judge his bike. The top three in each class will be featured in one of our magazines in 1996, along with the winners from the *Easyriders* Regional Shows.

The Display Class will also be available in Columbus for veteran winners. Also, there will be special awards.

The wildcats on the staff are working

on imaginative trophies to go with the \$35,000 in cash and prizes, so you won't want to miss this season.

How To Enter

To make sure your creation has a spot, call (800) 962-9857 and ask Sandra to send you an entry blank. If you want to make the Calendar Girl trials, ask Sandra for an entry blank, and return it with a photo. By the way, no one will be expected to take off their clothes—this is strictly a swimsuit competition.

Finally, if you've been wondering about the absence of the tattoo aspect of the shows, there's been a change there, too. In 1996, *Tattoo* magazine will take over the tattoo conventions, and these will no longer be included in the *Easyriders* Regional Bike Shows. This allows more space for bike shops and industry displays.

So, get ready for a kickass year for the *Easyriders* Regional Bike Show competitions—the best winter action available for custom two-wheeled enthusiasts.

—Bandit

Invitational Show Prizes And Categories

Invitational Class

Best of Show (three awards):
\$3,000, \$2,000, \$1,000

Easyriders magazine (overall) four awards: \$1,000, \$500, \$300, \$200

In The Wind magazine (highway bikes) three awards: \$500, \$300, \$200

Quick Throttle magazine (fast bikes) three awards: \$500, \$300, \$200

Biker magazine (street bikes) three awards: \$500, \$300, \$200

VQ magazine (cruiser bikes) three awards: \$500, \$300, \$200

Early-Riders magazine (restored or antiques) three awards: \$500, \$300, \$200

Judged Class

Radical Custom: \$500, \$300, \$200
Street Custom: \$500, \$300, \$200
Specialty Class: \$500, \$300, \$200

Best Design: \$300
Best Machine Fabrication: \$300
Best Sheet Metal Fabrication: \$300
Best Chassis: \$300
Best Innovation: \$300
Best Graphics: \$300
Best Chrome (metal finish): \$300
Best Engine Treatment: \$300
Best Display: \$300
Best Drive-line Treatment: \$300
Best Wheel Treatment: \$300
Best Detail: \$300
Best Paint: \$300

Preview (Spectator Vote)

1st place: \$2,000
2nd place: \$1,000
3rd place: \$500
4th place: \$300
5th place: \$200
6th place: \$100
7th place: \$100
8th place: \$100
9th place: \$100
10th place: \$100
11th place: \$100
12th place: \$100
13th place: \$100
14th place: \$100
15th Place: \$100

Additional Awards:
Best Display
Longest Enduring Custom
Best Company Bike
Editor's Choice

PASSING GAS



At his wedding reception, Mongo and his best man were standing in a corner, surveying the entire room, when Mongo put his arm around his buddy and said proudly, "Look around this room, bro. Do ya realize that, except for my sister and my mother, I've laid every woman here?"

His best man clapped him on the back and said, "Well, bro, between the two of us, I guess we got 'em all!"

Cha-Cha
America

What do you call a home for pregnant teenage girls?

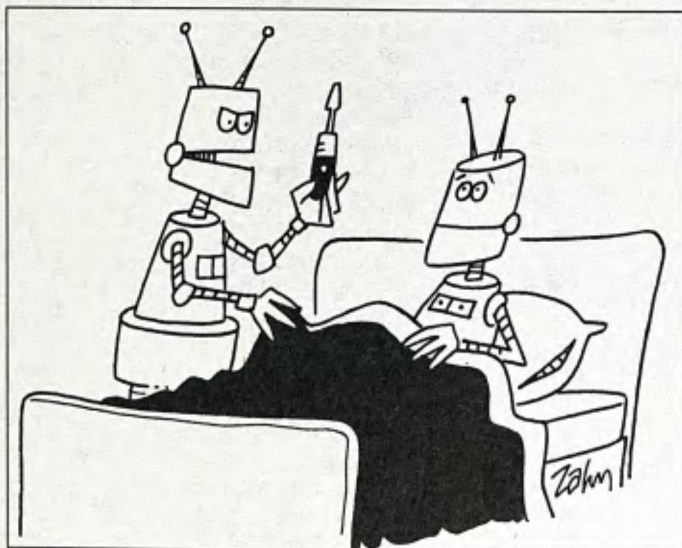
An all-the-way house.
Howard?
Plenty Hard

In a small Irish town, a feisty woman decided to put a stop to her ol' man coming home drunk every night—she'd scare him sober.

She waited one night behind a tree outside the local pub until her inebriated hubby came staggering out. Then, dressed in a white bedsheets and rattling an armful of chains, she jumped out and yelled, "Boooo! I'm a devil from Hell, and I'm coming for you!"

Her ol' man reeled backwards for a moment and then regained his composure. Sticking out his hand, he cried, "Shake! I married your sister!"

Herm
Indy



"What's this? A power screwdriver!"



"You're lucky to have me, Jake—a lotta women wouldn't put up with this kinda horseshit."

Gabe was downing the beers faster than usual when the dude next to him at the bar said, "Hey, what's wrong, guy?"

Gabe said, "I'm drinkin' to the memory of my ol' lady. She was a true saint on earth—she went to church every single morning, spent her days reading and quoting the Scriptures, sang hymns and psalms all evening, filled our house with religious statues and paintings, and invited priests and nuns over for dinner at least three times a week."

"Gee, she sounds perfect," consoled the dude. "So how did such a pious, wonderful woman come to die so young?"

Gabe replied, "I strangled her."

J.J.
Stratford, Conn.

What do ya call snacks for babies?

Titbits.

Archelope
NYC

"Jeez," Horndog said to the not-too-bright prospect at the construction job, "I hear you've really been bustin' ass today!"

The prospect winked slyly at Horndog and whispered, "Naw, I'm just foolin' the boss, bro—I've been carryin' this same load of bricks up and down the stairs all day!"

Haymaker
Blind Side

Two muggers met in an alley, one of them breathless. "Man, I just tried to mug a lawyer," he panted.

"Damn," said the other. "He get anything?"

Obsidian
Colorado Springs, Col.

How is a 45-year-old chick like a television?

They're both slow to warm up, they keep fading out on you, and they usually start losing their horizontal hold.

Bob Ray
The Chuck Wagon

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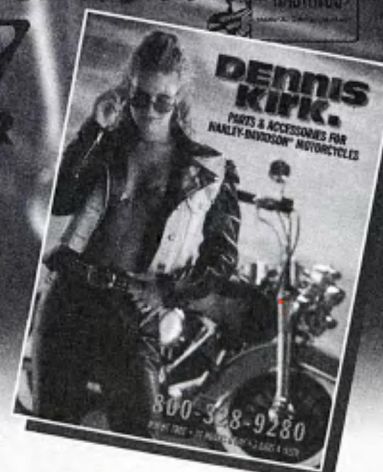
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PASSING GAS



"You're beautiful when you take a dump!"

"Look," said Wheeler, cutting in on his ol' lady's long-winded, ass-chewing tirade, "you're just upset right now. Let's forget everything, and we'll go back to the way it was on our honeymoon, okay? I'll make sweet, sweet love to you like I did then, baby—whaddaya say?"

"Over my dead body!" she snapped.

"That's right, sweetheart," said Wheeler. "We won't change a single thing."

Roulette
Ogden, Utah

Definition of an old-fashioned girl: a chick who only has herpes.

Dirty Bill
On Top

The main difference between counterfeiters and congressmen: now and then, counterfeiters pass some good bills.

Trucker
All In

What did Cinderella do when she got to the ball?

She choked.

Rosy Anne
Shelbyville, Tenn.

Word has it that President Clinton was actually a test-tube baby.

Apparently he wasn't worth a fuck then, either.

Klingon
Shielded

Kickstand was having trouble meeting women. His bro Rapper advised him, "Here's a surefire way to score with the women. Take the morning commuter train and get off at Belmont. At the station, you'll see a lotta housewives who've just packed their husbands off to work. Believe me, they're all lonely, and ya won't have any trouble at all."

The next morning, bright and early, Kickstand hopped on the train, and being horny and impatient, he got off the train at Colleyville, a nearer station. Sure enough, in less than 10 minutes, he met a lovely married hardbilly. The two had a bite to eat, and then she invited him over to her house.

Bingo. They screwed like rabbits all day long, and as they were about to go at it again, the front door swung open, and who walked in, but Rapper himself.

"Whatdafuck, bro!" yelled Rapper. "I told ya Belmont!"

BRS
Cashin' In

Did you hear that Honda recently started making buses?

Now, if you run, you can not only catch the bus—you can beat it.

Big Al
Greensboro, N.C.

Sneaky Pete went to have a word with his ol' lady's doctor because he was afraid her hearing was going straight to hell. The doc told him to try this simple test at home: Whenever her back was turned to him, he should stand about 20 feet away and ask her a simple question. If she didn't answer or turn around, he was to move up a few feet and try again, and so on. That way he'd be able to diagnose how bad her hearing loss was.

Happy to be able to help, Sneaky Pete rushed home and found his ol' lady standing at the stove, stirring something with her back to him. Perfect, he thought and began the test.

"Hi, honey, what's for dinner?" he asked in a clear voice. No response.

He took a few more steps into the kitchen. "Hi, honey, what's for dinner?" he repeated. Still nothing.

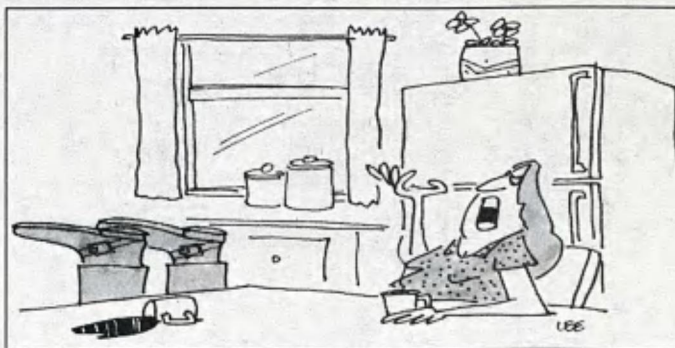
"Hi, honey, what's for dinner?" he asked again from directly behind her. Zip. Jeez, it's worse than I thought, worried Sneaky Pete. So he leaned forward and said loudly into her ear, "HI, HONEY, WHAT'S FOR DINNER?"

His ol' lady whipped around, flung the spoon into the sink, and yelled, "For the fourth time, STEW, ya deaf bastard!"

Rebecca
Idaho

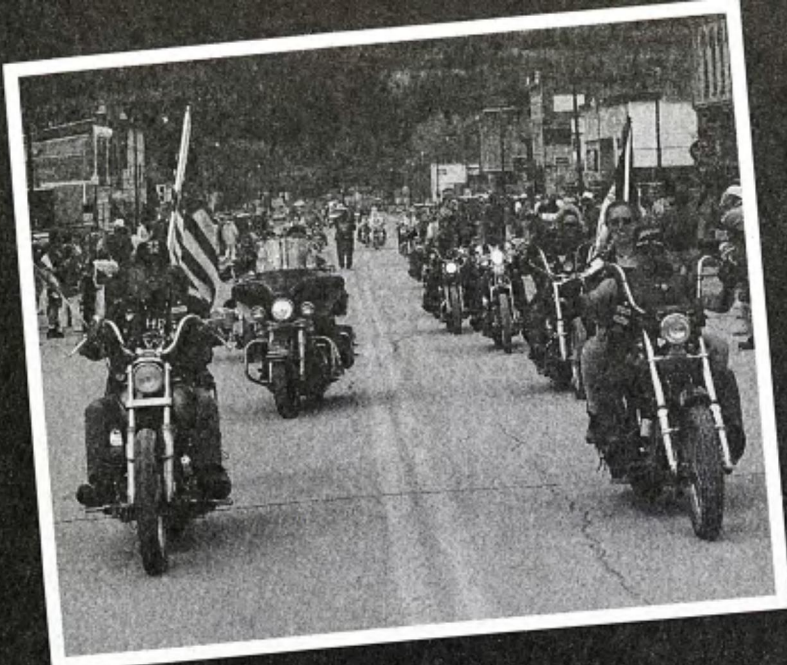


"Sorry about all those hygiene complaints, babe."



"All right! I'll get my own damn tampons from the store, then!"

Face it—everybody can use a good laugh now and then. That ain't to say ya 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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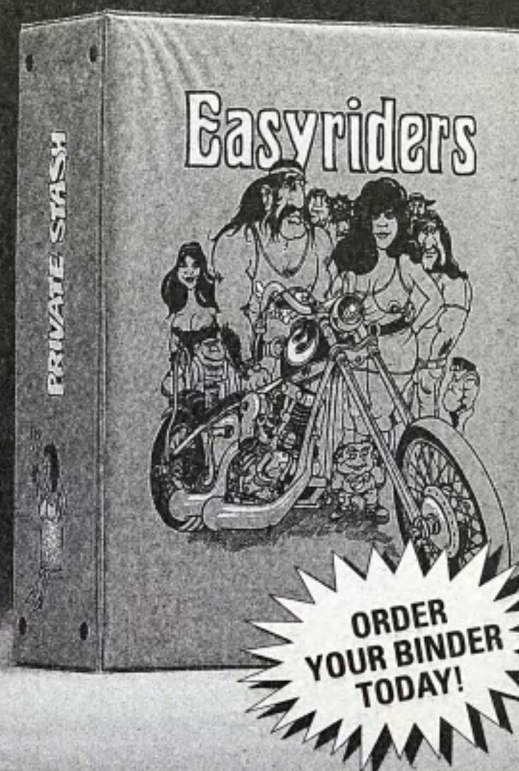
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TALKING TECH

Torque Tech

In one issue, you stated cylinder head torque as factory specs up to 25 ft./lbs. then in another issue you said 45 ft./lbs. What's right for late-model cases?

Hard Head
St. Louis, Missouri

Factory specs for 1978 1/2 to 1984 Shovelhead Big Twin engines (1200cc and 1340cc displacements) is 55-75 ft./lbs. for the head bolts, 32-40 ft./lbs. for the base nuts. For 1994 Evolution Big Twins, the head bolt torque is stepped, and follows a specific torquing sequence among the four bolts. The first torque is 7-9 ft./lbs., then 12-14 ft./lbs., then using a reference mark on the bolt and the cylinder head, each head bolt is turned an additional 90 degrees in sequence. Some folks have figured it out that the final 90-degree turn brings the final torque value between 45 and 48 ft./lbs.

Basket Buyer

I'm thinking about tackling a '75, '76 or '77 FLH basket. Could you tell me what to look for and give me a rough idea what I should spend in Canadian or U.S. funds?

Ward Rempel
Plumas, Manitoba

Hmm. As basket cases go, you've really got to know what is truth and what is fiction. For instance, if you're looking to build up an authentic FLH, you'll need to have your info straight on which options and equipment came on these bikes. Many times, a basket case or even a running sled will get passed off as something it's not. Concerning the money issue, you should be well aware that prices will differ greatly from area to area, and depending on if the seller knows the value of what they are trying to sell you or not. Since Harleys don't tend to lose their resale value, even baskets can run you upward of \$4000 to \$5000 American. Of course, you can always find them cheaper, especially when they are missing many of the key parts, but then you've got to shell out the dough again, anyway. Barnett's H-D in El Paso, Texas (915/592-0666),

has hundreds of used Harleys from new Evo-powered sleds to early baskets that fit the years you are looking for. They will fax you a list of what's on hand and they have trucks shipping bikes all over the country, so chances are you can even get it delivered right to your house. Arm yourself with the facts and figures, and good luck.

Springy Sporty

My husband recently purchased a 1995 Sportster Hugger. We'd like to put a Springer front end on it. Can you tell us how to do this or get some information?

Pat Julaka
Midfield, Alabama

The H-D Springer front end wasn't really designed to be used on a Sportster; however, this doesn't keep many of us from trying these things. To do this job properly is more than just unbolting the Sporty front end and sliding on the Springer. The advice of a good custom shop like Bartels' H-D (310/823-1112) would be a good place to start. Bartels' has done some wild things with Big Twins and Sportys alike, so they should be able to help you out, right down to ordering the front end for you.

Pushrod Puzzle

Having read the article "Strokers" in the July '95 issue, I was left wondering about the relationship between the longer pushrods (as needed) and a more radical cam.

Kevin Russel
Springfield, South Dakota

Let's start out simple. Say you wanted to stroke a stock engine, and added cylinders that were .200-inch longer, and stayed with the cam that was in it to begin with. By measuring the pushrods, then adding the .200-inch, you will get the proper dimension needed to for new pushrods (Smith Brothers pushrods can make anything you should need 800/367-1533). Now, a more radical camshaft will have a smaller base circle, so the pushrod length will again be affected with this type of cam. Assuming that you would

prefer to run solid pushrods, which are stronger than their adjustable counterparts, here's two ways to measure their length when you're running a smaller base circle camshaft using an adjustable pushrod for taking these measurements. First, for solid lifters, set the engine at TDC firing (not overlap), then adjust the pushrod until the desired amount of lash at the rocker arm is achieved. Pull the head, and measure the pushrod. For hydraulic lifters, the manufacturers will specify a certain amount of pre-load on the lifter. Install the adjustable pushrod to zero lash at TDC firing, and add the pre-load. Usually it's three to five turns, but if a specific measurement, say, .100-inch is required, measure the distance between the jam-nuts until you get what you want. Pull the head and measure the pushrod. Once your measurements are completed, contact Smith Brothers for a custom set. Their turnaround time is reasonably quick, and a set should run you \$35-\$45 bucks.

Mini Madness

I have 1971 and 1972 90cc AMF Harley mini-bikes, one each, and I need to find some pistons, rings, carb kits and throttle cables. Could you point me in the right direction or print this letter with my mailing address for any potential info?

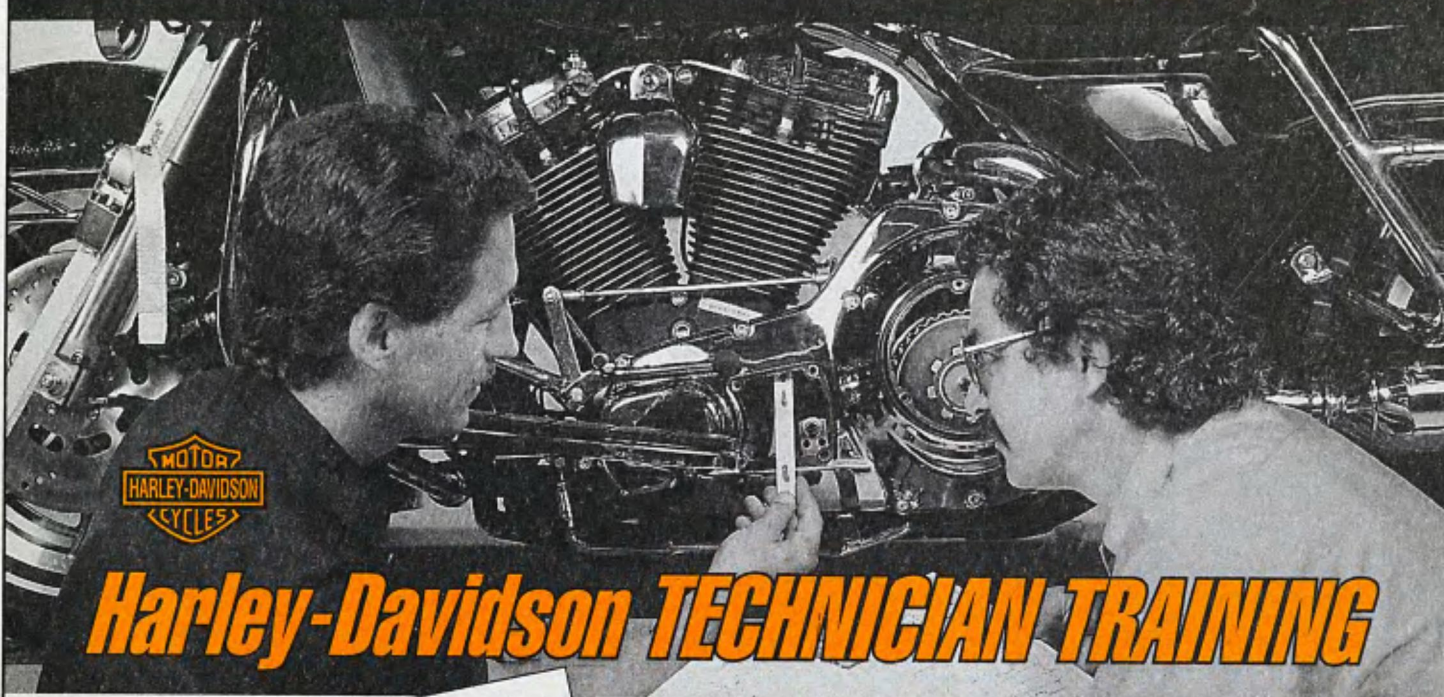
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Give a shout to Don at Charleston Cycle, 211 Washington, Charleston, IL 61920; 217/345-2577. Don has more than 500,000 new old stock (NOS) parts at reasonable prices and will even send you a parts list should you need one. Regardless of whether you own a Sprint or one of the other Italian-made Harleys, Don has the parts and manuals for what you need.

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

What The Recent Helmet Injunction Means To You

As you know by now, the Federal District Court of San Diego recently issued a permanent injunction against certain helmet law enforcement practices by the California Highway Patrol (CHP). We at *Easyriders* have received considerable mail asking specific questions about how bikers across the country will be impacted by the injunction.

It's important to understand that the injunction does not prohibit all enforcement. The court noted that California state courts have previously held that the helmet law is satisfied if the consumer is wearing a helmet bearing a certification of compliance (a DOT sticker). However, the law is not satisfied if the helmet is shown not to conform to federal standards and that the consumer has actual knowledge of this fact. (As in, "Yes officer, I knew the helmet was a novelty item when I got it.")

The federal court found that the CHP has had a clear official policy of allowing officers to stop motorcyclists and issue citations for substandard helmets based solely on the officer's subjective opinion of whether or not a helmet would, if tested, conform to federal safety standards. It also finds that the CHP has had a clear official policy of allowing officers to cite motorcyclists for allegedly substandard helmets regardless of whether the officer had reason to believe that there has been a determination of noncompliance or that the motorcyclist has had knowledge of this determination.

The court stated that the Fourth Amendment to the U.S. Constitution requires that police officials have "probable cause" before making a warrantless arrest and that the issuance of a helmet law infraction citation constitutes an arrest. It further finds that a police officer must have "reasonable suspicion" for making a traffic stop. The court concludes that a CHP officer acts contrary to the Fourth Amendment when issuing a citation for a substandard helmet without probable cause to believe that the motorcyclist has violated the helmet law or makes a traffic stop without reasonable suspicion.

The injunction is directed against the CHP, the San Diego County Sheriff's Department, and the Huntington Beach Police Department. These three agencies are bound by the injunction because they were named as defendants in the litigation.

The injunction is not binding upon other law enforcement agencies. This means that the federal court can use its contempt power to punish the above-named agencies should they violate the injunction in the future.

The injunction addresses two separate issues: 1) Under what circumstances a motorist may be stopped for a suspected violation of the helmet law. 2) Under what circumstances a motorcyclist may be cited for suspected violation of the helmet law. The injunction provides that a motorcyclist suspected of violating the helmet law may not be stopped for suspected violation of Vehicle Code Section 27803 unless there is "reasonable suspicion" to believe that the helmet in question was not certified by the manufacturer at time of sale, or that the person being stopped has actual knowledge of a showing of nonconformity with the federal standards. The officer issuing the citation must also prove "probable cause" that the motorcyclist meets the above standards.

From a lawyer's perspective, the above criteria would make it extremely difficult to lawfully enforce the helmet law against any motorcyclist wearing a helmet containing a DOT certification from the manufacturer. Imagine a district attorney trying to convince a judge or jury that an officer lawfully stopped a motorcyclist because he had a reasonable basis for suspecting that the biker's helmet did not conform to the law and that the motorcyclist had actual knowledge of a "showing of a determination of nonconformity with federal standards" applicable to his helmet.

Despite any rumors you may have heard, the federal court did not throw out the helmet law or grant everyone the right to wear whatever they choose. *Easyriders* Freedom F.I.G.H.T.® attorney Skip Raring has filed an application requesting the court to authorize the publication of this opinion in official case law reports. The decision has been published and is available so that it can be utilized by lawyers nationwide in similar helmet law cases. Bottom line, because of this injunction, the CHP has gone from writing three to four hundred helmet tickets per month, down to just one or two.

What can you do to help? Join local motorcycle rights organizations and purchase a F.I.G.H.T.® kit! Proceeds go to fight helmet laws in court.

—Phantom



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BROS CLUB NEWS

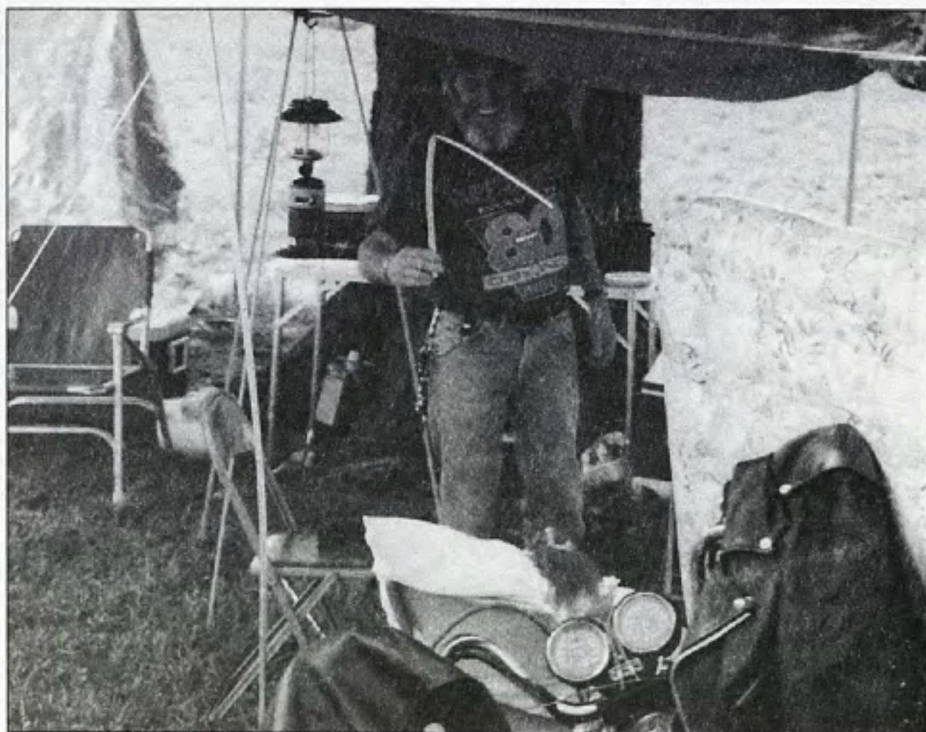


While in Iowa we stopped in at "Hooters" restaurant in Des Moines for a Rodeo kick-off party. Here's a picture of the Freel gang crowd with the Hooters girls. Hey, who's minding the store?

Postcard From The Road Highlights Of The Summer Tour

We've been out on the road for a while traveling to the *Easyriders* Rodeos on the East Coast and through the Midwest. Since my last column, we have been to Greenwich, New York, Prospect, Pennsylvania, Boone, Iowa, and Morris, Illinois.

While in Prospect, Richard Hamstead (the rep from the Maryland Bros Club chapter) and I had the occasion to join Rask Cycle in Evans City, Pennsylvania (our Bros Club dealer for that area), and some of his people for a ride in to the Rodeo. For my steed I chose the "Captain America" bike we use for display and for the Grand Parade at our Rodeos. Well, the "Captain" doesn't get ridden very much, so when I stopped to fill up with gas I guess the "Captain" decided to lay down. Before I had a chance to call Bros Club, along came Al Naiman from Evans City and the two of us tried to pushstart the beast with no luck. Then along came Gary Rask



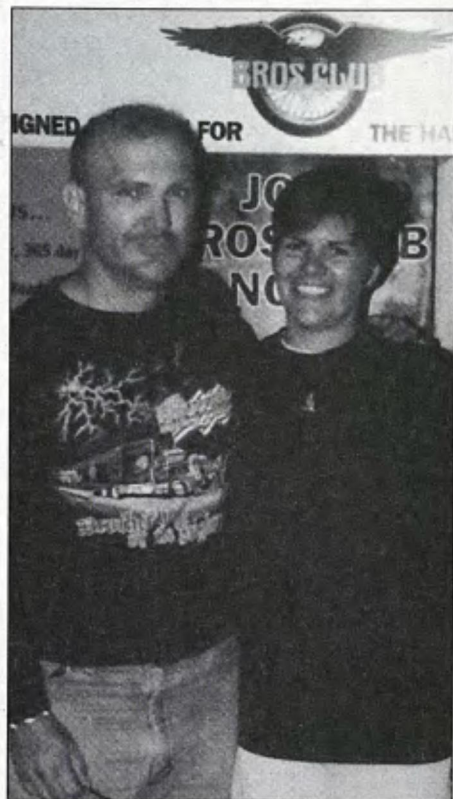
We had a little wind/rain storm Friday night at the Boone, Iowa, Rodeo. This member in the Bros Club campground is holding a bent tent stake after the storm. Notice he's still smiling. Good attitude, bro.



I see some strange thing in my travels. Here's one of the strangest: a sign for a bait store outside of Boone, Iowa, near the Des Moines River, decorated with very large catfish heads. Do I need to describe how it smelled?



Bob Reynolds a few days after he and his girlfriend Nancy (now his wife, see Bros News 268) got hit on his way home from last year's Chillicothe, Ohio, Rodeo. He looks much better now and is back in the saddle again.



Bill Gawthorp and his lady. Bill is a Bros Club member who just retired from the U.S. Army.

with jumper cables (do ya think he had a premonition?) and away we went. Now that's what being a biker is all about. Thanks, guys.

The run from Rask Cycle in the morning was through 10 miles of Pennsylvania's scenic, tree-shrouded roads. Beyond the trees we could see large green meadows—very pretty. It was almost a shame to see it end.

In late July and August the weather finally gave us a break at the Rodeos. It hasn't been raining, although we've been right in the middle of our nation's biggest heat wave. Fortunately, Bros Club camping areas have been in nice grassy areas where it's cooler.

On August 5, in Boone, Iowa, we signed up, among others, one of our season-long JDF volunteers, Tom Robertson. Tom's an interesting guy. In addition to being a full-time farmer and a JDF volunteer, he's an interim lay minister. This guy really knows how to fill up his time. Tom was at the Boone Rodeo, helping with coordinating the booth with the *Easyriders/JDF* "Win The Bike Of →

Photo: Nancy Reynolds

BROS CLUB NEWS



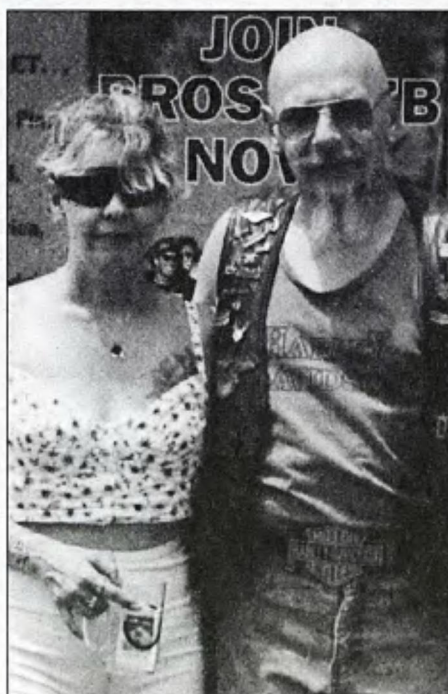
Here's the group from Rask Cycle in Evans City, Pennsylvania (our local Bros Club dealer), that I rode to the Prospect, Pa., Rodeo with. They all took off for the Rodeo so fast that I didn't get their names.



Our new Bros Club member and JDF volunteer Tom Robertson from Reinbeck, Iowa.



This is JDF volunteer Michelle Kyle's brand-new bass tattoo. She and her husband are quite the bass fishers.



Two of our Charter members from Marysville, Ohio. She calls herself "Spook" and he calls himself "Dog."

Your Dreams Sweepstakes." He said he'd been thinking about signing up with Bros Club for a while, and when he shared a booth with us and saw the Membership Package, he couldn't pass it up.

We've initiated two new Bros Club chapters this month. Number four is at the *Easyriders* Daytona store—the contact there is Chuck Lee (904-238 1645)—and number five is the *Easyriders* of Chicago store. The contact there is "Goon." Stop by and sign up. Call the Daytona store for more information on their meetings.

The riding season is in full swing for all of us, and Sturgis Bike Week ended this weekend, so how about you Bros Club members sending me some pictures and letters of your riding experiences. Here are the guidelines: photos should be sharp, in-focus, black-and-white or color prints (any size) and/or color slides (35 mm, 2 1/4, 4 x 5, 6 x 7, or any format up to and including 8 x 10). Whatever the subject matter is, these photos should include Bros Club members



This is the Bros Club counter at the Easyriders of Columbus store. Stop by and see them sometime.

doing their thing and enjoying our lifestyle. Please include a brief letter describing what is going on in the photo along with the names and occupation of the members in the photo, and let us know what kind of Harley you ride, and if there is a shop in the photo please include the name. We'll pay \$30 for each photo printed. Please include patches, signs, identifiable Easyriders and affiliated magazine logos. Also label each of the pictures you submit with your name and address, as well as occupation, types of Harleys that you ride, and your Bros Club number. If you want your photos returned, you must, please, include a self-addressed, stamped envelope, and we will make every effort to return them. Send any and all correspondence and photographs to Bros Club, c/o Gregg Daniel, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Till next time ...

—Gregg Daniel

GIVE SOMEONE THE GIFT OF SECURITY

This season you can save someone endless hours of grief and frustration with one simple gift — A Bros Club membership.

For just \$29.95 you can enroll a friend in the most complete motorcycle road assistance plan in existence. That means you'll be giving them the security of guaranteed access to over 12,000 tow trucks nation wide, 24 hours a day, 365 days a year. Members can call our toll-free Bros Club hotline, and a tow truck will be sent to the rescue, no exceptions. Bros Club pays up to \$50 per call (covers most calls). The membership package even arrives in an attractive gift box.

So don't delay! Give someone a Bros Club membership this Christmas and they'll be thanking you all year long.

ONE-YEAR ROAD SERVICE MEMBERSHIP PACKAGE

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

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

Membership Number _____ Exp. Date _____

Name _____

Address _____

City _____

State _____ Zip _____

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

Acct.# _____

Exp. Date _____

Signature _____

(must have please)

Clip out and mail to: Bros Club 881, P.O. Box 1025, Agoura Hills, CA. 91376-1025
Or Call 800-247-6246, 7 Days a Week - 24 Hours a day.

STATE-BY-STATE MOTORCYCLE LAWS

Easyriders has provided the following chart—courtesy of AMA—to keep Harley riders, who are touring cross-country, abreast of the most current state-by-state motorcycle laws. Remember that while many laws vary from state to state, all 50 states require a motorcycle operator's

license. Neither Paisano Publications, Inc. nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, however, to ensure the information is correct at the time of publication.

	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Use of Headlight	Passenger Seat	Passenger Footrests	Passenger Age Restrictions	Helmet Speakers	Mirror Left (L), Right (R)	Periodic Safety Inspection	Radar Detector	65 mph Speed Limit
Alabama	x	#		17	>	>			x			*
Alaska	x-4		x-15	17	>	>		"	x (L,R)	x-27		*
Arizona	x-4	#-12	x-14	17	>	>			x	x-28		*
Arkansas	x		x	x-17	>	>			x	x		*
California	x	#-6,12		x-17,20	>	>		24	x	x-27		*
Colorado		#-12	x	17	>	>			x	x-27		*
Connecticut	x-4,9	#-4,12	x-14	x-17,21	>	>			x	x-27		
Delaware	x-1,2,5,9	#-4,12,13	x	17	>	>			x	x		
Florida	x	#-6,12,13	x	x-17	>	>			x	x		*
Georgia	x	#-12,13	x-14	x-17	>	>		25	x			*
Hawaii	x-1,4	#	x-14		>	>	23		x	x		*
Idaho	x-4	#-6		17	>	>				x		*
Illinois		#-4,12,13	x-9	x-17	>	>			x			*
Indiana	x-4,9	#-12	x-4	x-17,18	>	>						*
Iowa		#-11,12		x-17,19	>	>			x			*
Kansas	x-4	#-12	x-14	x-20	>	>			x (L)	x-27		*
Kentucky	x	#-12	x		>	>			x			*
Louisiana	x	#-12	x-14	17	>	>			x (L)	x		*
Maine	x-7	#-11,13		x	>	>			x	x		*
Maryland	x-1	#-4	x-14		>	>		24	x (L,R)	x-29		*
Massachusetts	x	#	x-9,14	17	>	>		"	x	x		*
Michigan	x	#-4,12	x-14,16	17	>	>			x	x-27		*
Minnesota	x-4,9	#-4	x-30	x-17	>	>		24	x	x-27		*
Mississippi	x									x		*
Missouri	x	#-12,31		17						x		*
Montana	x-4	#-12		x-17	>	>			x			*
Nebraska	x	#-12,13		17	>	>						*
Nevada	x	#-12	x-14	17	>	>			x (L,R)			*
New Hampshire	x-4	#-12	x-14	17	>	>			x	x		*
New Jersey	x-1	#	x-9,14	17	>	>			x	x		*
New Mexico	x-1,4	#-4,12,13	x-14	17	>	>			x	x-27		*
New York	x-1		x	x-17	>	>		24	x	x		*30
North Carolina	x	#		x-17	>	>			x	x		*
North Dakota	x-1,4	#-10		17	>	>			x			*
Ohio	x-3,4	#-4	x-14	17	>	>			x	x-27		*
Oklahoma	x-4		x-14	x-17	>	>			x (L,R)	x		*
Oregon	x	#-5,12		x-17	>	>			x	x-27		*
Pennsylvania	x	#-12,13	x	17	>	>		25	x-19,26	x		*
Rhode Island	x-3,6,8	#-11,12,13	x		>	>		"	x	x		*
South Carolina	x-1,6		x-6,14	x-17	>	>			x	x		*
South Dakota	x-4	#-12,13	x-14	17	>	>			x			*
Tennessee	x	#-12	x-14	x-17	>	>			x			*
Texas	x	#-4		17	>				x	x		*
Utah	x-4	#-12		17	>	>			x	x		*
Vermont	x-1	#	x-14	17	>	>			x	x		*
Virginia	x	#-12	x-14	17	>	>			x	x		*
Washington	x	#-4	x-14	x-17	>	>	22		x (L,R)	x-27		*
West Virginia	x-1	#-12,13	x	x	>	>			x	x		*
Wisconsin	x-4,9	#-4,12	x-9,15	x-17	>	>			x	x-27		*
Wyoming	x-4	#		x-17	>	>			x			*
District of Columbia	x		x-14	17	>	>			x	x	"	
Puerto Rico	x		x	x	>	>			x			
Canada	x											

(Remaining information varies by province)

LEGEND:

- * in effect on designated rural interstate highways
- x required by law
- # available for all eligible applicants
- * prohibited to use or possess
- > required if carrying a passenger

- 1 reflectorization required
- 2 must have in possession
- 3 required for novice riders
- 4 required under age 18
- 5 required under age 19
- 6 required under age 21
- 7 required under age 15 with learner's permit or for one year after obtaining license
- 8 required for passengers

- 9 required for instructional permit holders
- 10 required under age 16
- 11 required for first-time applicants
- 12 may waive skills test for successful completion of rider ed.
- 13 may waive knowledge test for successful completion of rider ed.

- 14 required unless equipped with windscreen
- 15 required unless equipped with windscreen that is 15" or higher above handlebars
- 16 required at speeds over 35 mph
- 17 modulating headlight permitted
- 18 required for vehicles manufactured after 1/15/56

- 19 required for vehicles manufactured after 4/1/77
- 20 required for vehicles manufactured during or after 1978
- 21 required for vehicles manufactured during or after 1980
- 22 prohibits passengers under age 5
- 23 prohibits passengers under age 7

- 24 single earphone only
- 25 to be used for communication purposes only
- 26 required by inspection regulations
- 27 random
- 28 annual emissions, some areas
- 29 upon title transfer
- 30 effective 8/1/95
- 31 effective 8/28/95

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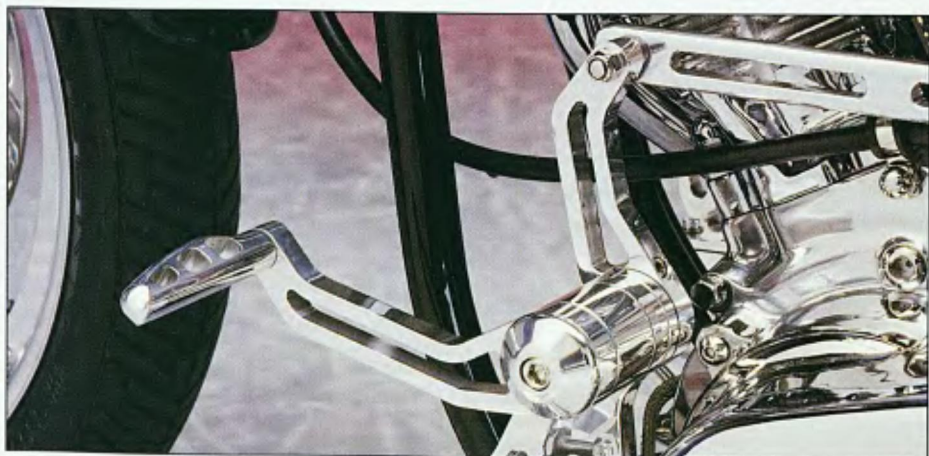
TOD
COUCH'S
FIRST
HARLEY
IS ONE
HELL
OF A
BEGINNING

ON THE **RIGHT** TRACK



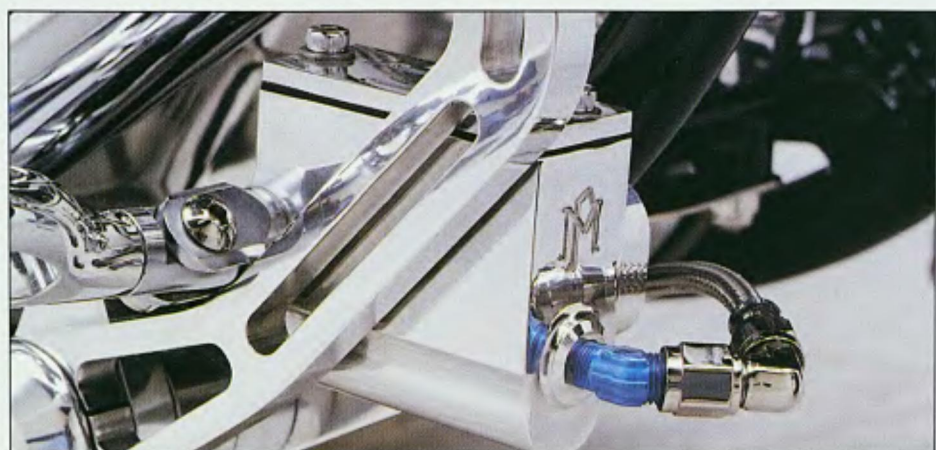
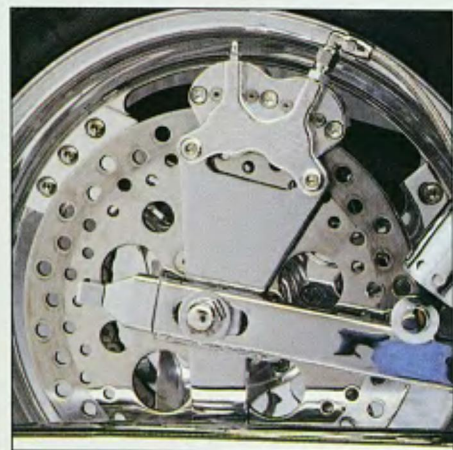
Usually your first bike is a training exercise. It rockets you from bar to bar while you're contemplating your dream scoot. Usually. In Tod Couch's case, the lesson was misconstrued. Yeah, this is his first Harley, but it sure didn't look the way it does now when he first brought it home.

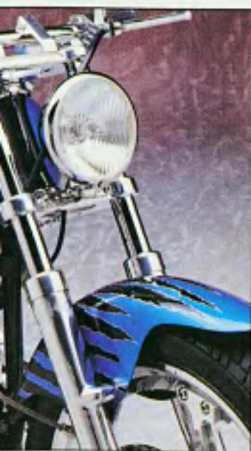
For a steal of a price, Tod brought home the '78 FXE in boxes. His intention was to just throw it together as a "first bike," but like you've heard so many times, he got carried away. This began when he started to polish many of the pieces that needed cleaning. After buying a 1½-horsepower polisher, he went crazy and polished everything that could be polished, much to the



dismay of his roommates. After enough of their complaining about the noise of the polisher running at midnight, Tod found himself a shop where he could work uninterrupted. To complement all of this hard work, Tod used stainless steel nuts, bolts, and washers throughout. He was so extreme with the polishing that, with the help of his girlfriend, even the insides of the Allen bolts were polished using Q-tips and a drill (check that one out, Wrench).

The stock FXE frame was molded and prepped for powdercoating, while Tod's good friend Tony Soldano was busy making billet aluminum odds →





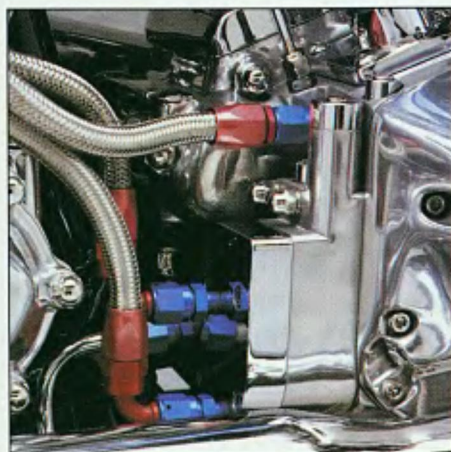
and ends such as fork caps, tranny plate, brake stay, and a shift rod. Close to stock specs were maintained for the power train, although the 74-incher does sport a Weber 40 DCOE sidedraft carburetor, an Andrews C cam, and solid lifters. When it came time for paint, Tod went straight to the top and had Horst work his magic.

Tod finished the bike just in time for the 1993 Oakland Roadster Show that January, and showed it on the '93-'94 ISCA circuit, winning best bike in six shows. This streak continued with winning the Pacific Division and making it to the Grand Finale in Las Vegas →



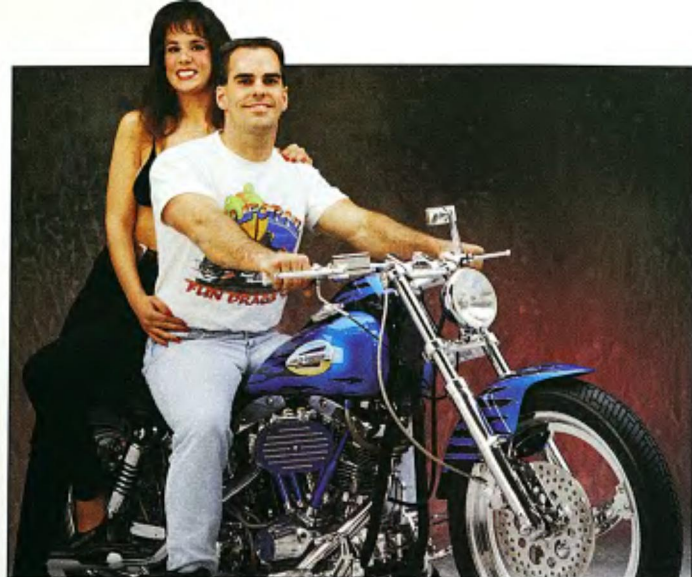
last November as well as capturing Best of Show in the Street Custom Class at the 1995 *Easyriders* Bike Show in Oakland. Add this feature to the list, and you can see that the boy has done well for himself. All said and done, this is one of the nicest basket case introductory bikes we've ever seen.

—Wordman



1ST PLACE: STREET CUSTOM

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



Owner:Tod Couch
City:San Rafael, California
General
Fabrication:owner
Year and make:1978 Shovelhead
Model:FXE
Chroming:Western Plating
Engine
Year:1978
Model:Shovelhead
Rebuilder:owner
Ignition:Dyna single-fire
Displacement:74 cubic inches
Lower end:factory

Pistons:stock
Cases:blended and polished
Heads:ported and polished
Cam:Andrews C
Carb(s):Weber 40 DCOE
Pipes:Cycle Shack
Modifications:K&N air cleaner
Transmission
Year:1978
Modifications:none
Painting
Molding:owner

Painter:Horst
Color/type:blue/urethane
Special paint:of course
Frame
Builder:H-D
Type:FXE
Modifications:molded,
 powdercoated
Accessories
Bars:drag
Fender(s):Ness front
Headlight:H-D
Taillight:custom
Speedo:factory

Pegs:P.M. front
Gas tank:H-D
Oil tank:chrome
Seat:Corbin, leather
Mirrors:billet
Grips:billet
Forks
Type:narrow glide
Modifications:2 inches under,
 billet aluminum caps
Wheels
Front:RC, 19-inch, Metzeler, JayBrake
Rear:RC, 16-inch, Metzeler, JayBrake
Photos:Mike Lichter

THE RIGHT STUFF AND MORE



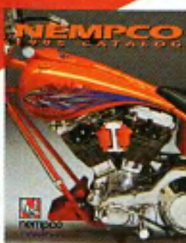
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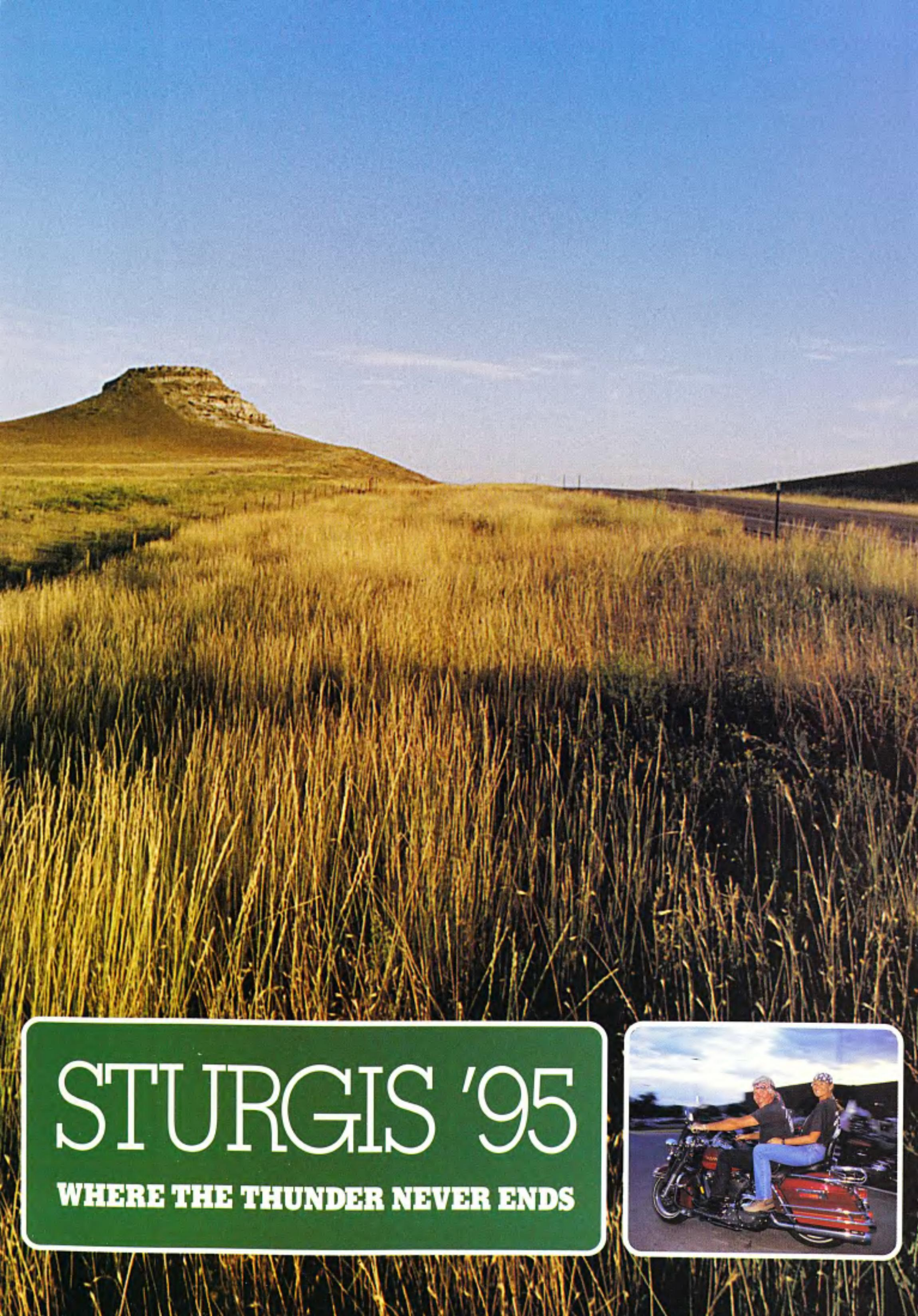
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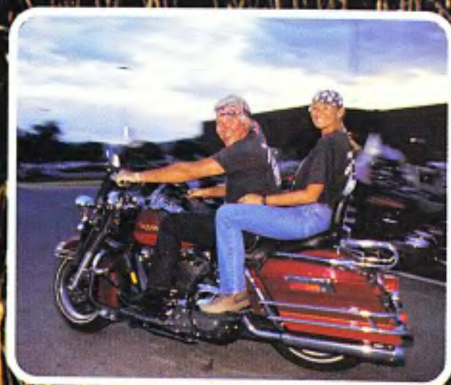
US 85 A3
RD 16 A3

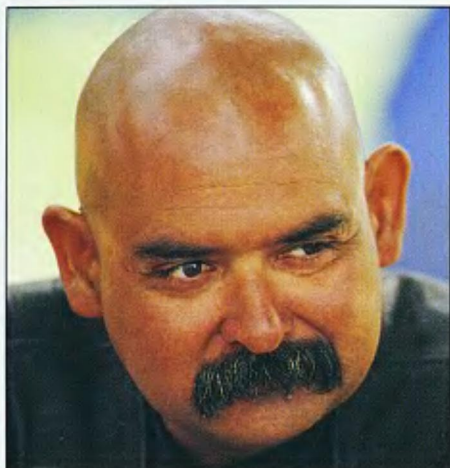
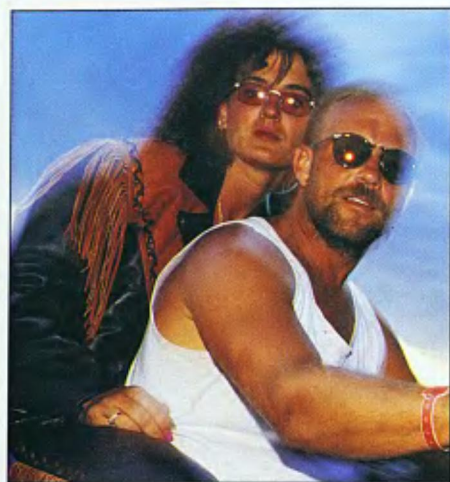




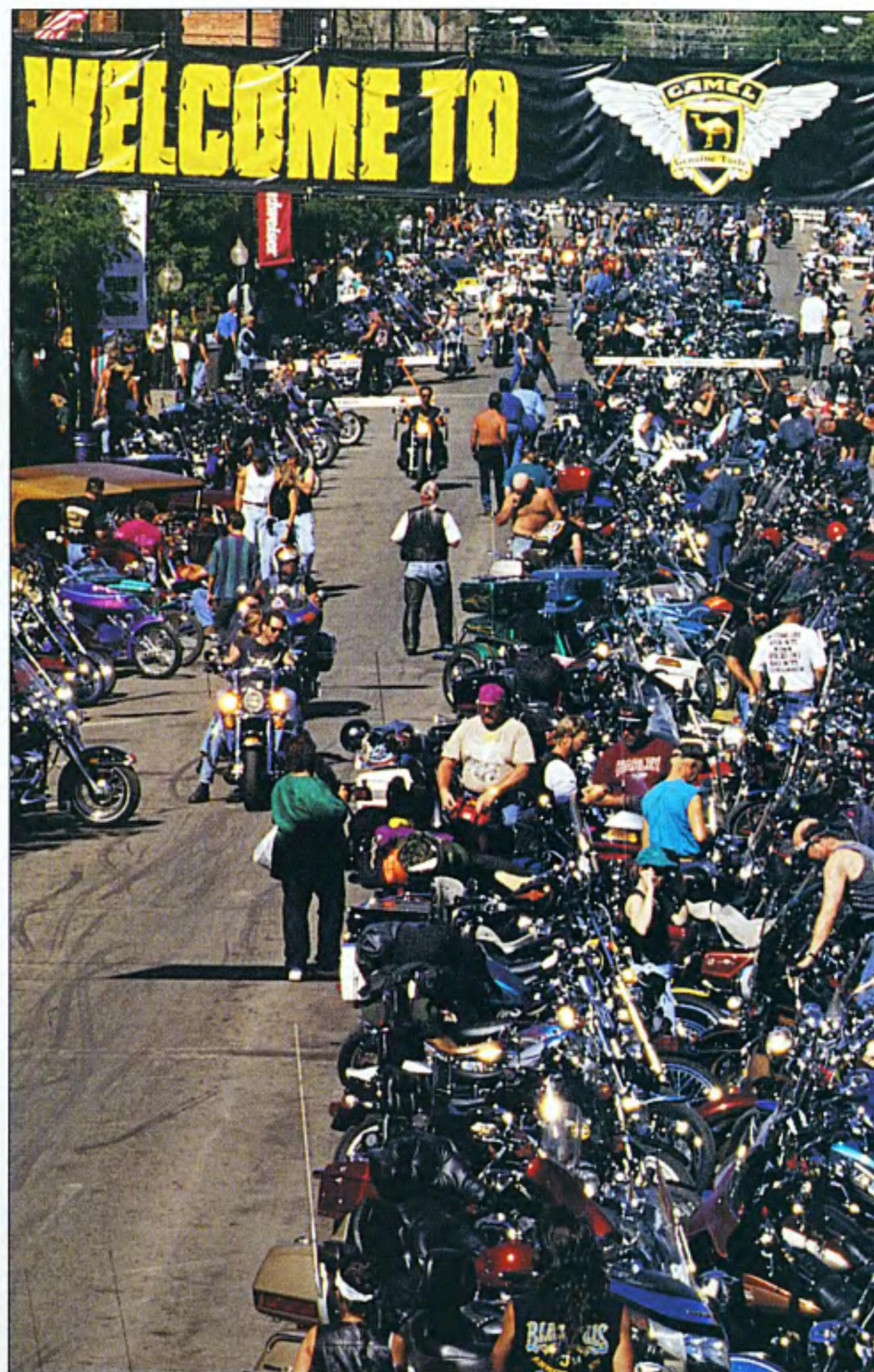
STURGIS '95

WHERE THE THUNDER NEVER ENDS





Thunder cracked and boomed through the Black Hills as Thor wielded his mighty hammer, putting on a cumulus-shrouded lightning show that would have made Steven Spielberg proud. For a week, at least, the thunder never ends, as an unbroken line of two-wheeled warriors blasts en masse through the Badlands of South Dakota and saunters down the historic streets of frontier towns with names like Custer, Black Hawk, Lead, Piedmont, Spearfish, Deadwood and Sturgis, forming a posse of modern-day cowboys. It's been called the gathering of the tribes, The Black Hills

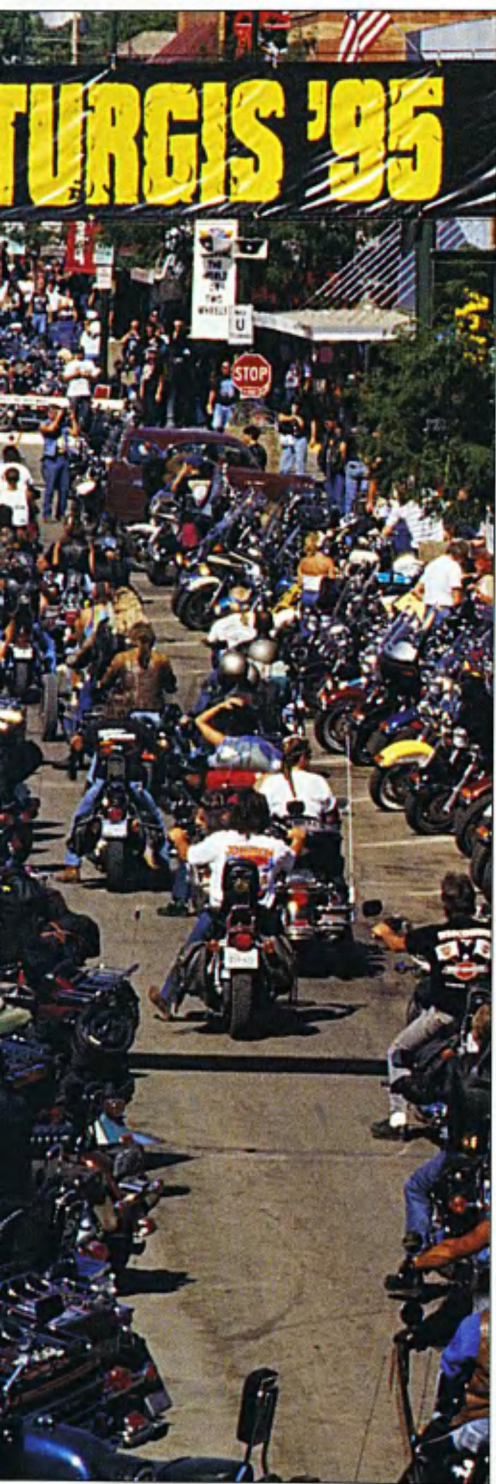


Motor Classic, The Jackpine Gypsy Tour, and hog heaven on earth, but the name isn't important when a brother of the wind gets The Call. It starts deep in the gut and travels up the spine like an electric charge. It makes your fingers tremble and envelops your mind in a persuasive fog. The Biker Nation draws its clan with an eerie lament that reaches down into the very soul of every Harley rider, and there's no way to avoid answering The Call.

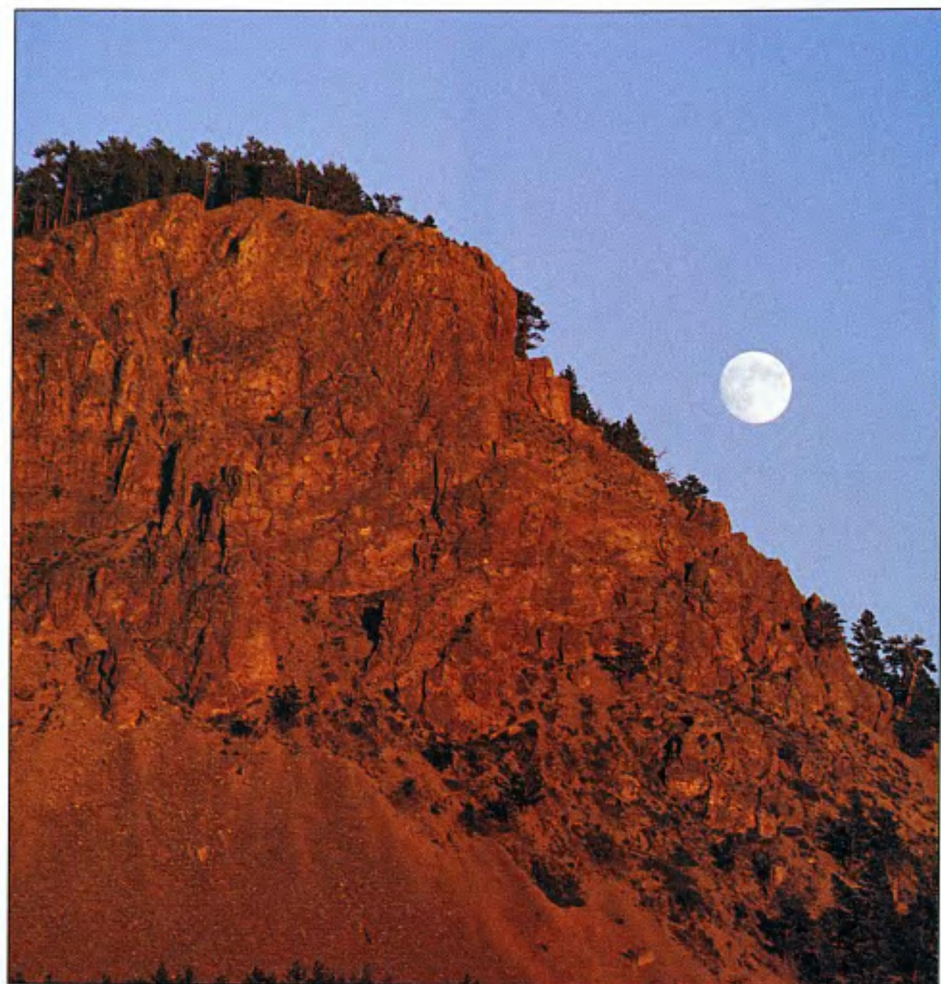
Four a.m.: The bags are packed and strapped to the scooter. Though your belly is empty, it's full of butterflies.

The bike roars to life, the thunder fills your soul and your spirit soars ... you're South Dakota bound. Every one of the more than 200,000 riders who attended the Rally and Races this year can attest to a heightening of the senses on a run that reaches its ultimate peak as you enter the Black Hills. Colors are more vibrant, you are somehow more alive. It's as if you're only truly alive during this nonstop, week-long party, and all else in life is a distant dream.

J.C. "Pappy" Hoel and the Jackpine Gypsies MC started the event back in 1937 with a dirt track competition,



field events and a run to Mount Rushmore. The annual run was canceled for four years during World War II, resumed in 1946 and continued to grow and evolve in size and scope. The official name became The Black Hills Motor Classic, and by 1960 attendance was approaching 2,000 riders. More and more bikers were drawn to the annual event, climaxing with an estimated 400,000 riders who showed up for the 50th celebration in 1990. Local law enforcement recalls that there were more than 1,000 bikes per hour entering the area from the east alone. After the biggest biker bash of all time,



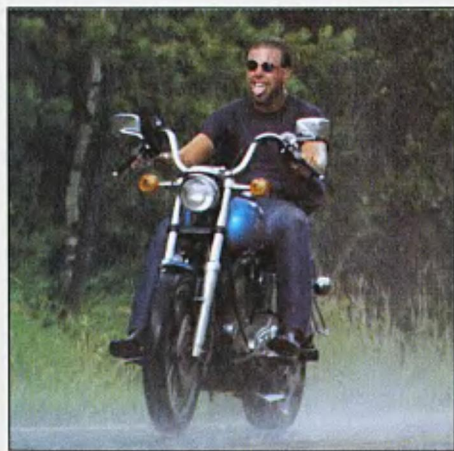
attendance has dropped, but is steadily growing again and if the number of "all you can eat" pancake breakfasts for bikers at the First Presbyterian Church is any indication, this was by far the biggest year since the 50th.

A consortium known as Sturgis Rally and Races, Inc. focused the event in 1991, hoping to attract a more upscale family audience and providing a high level of expertise in creating a well-oiled event machine. The streets are clean and safe, and there are more vendors at the Expo Center and on Main Street than ever before (up 200 over last year). But the family-oriented influence is a →

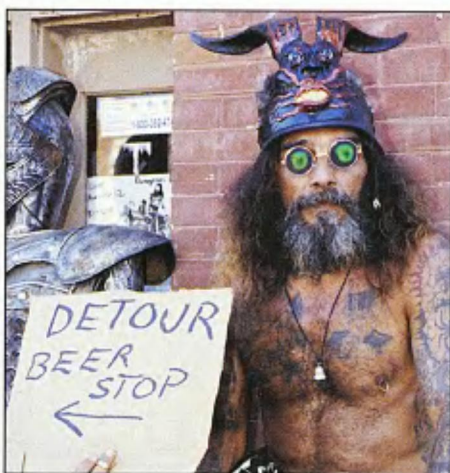


downer for some, as the once rowdy Main Street gets the Disney treatment. One bro, Carl Tessner of Knoxville, Tennessee, remembers, "I couldn't count the number of ladies who showed off their tits a few years back. Now if they flash a little skin, they get hauled off in handcuffs. What's the world comin' to?"

Another big change this year was the conspicuous absence of the Jackpine Gypsies at the sanctioned Rally events. The Gypsies held their own dirt track races and hillclimb instead of joining in with the official Rally consortium events. The com-



bined racing program made it damned near impossible to attend everything. While many enjoy hangin' out on Main Street for the endless cavalcade of bikes, the pungent aroma of nitrous drew record crowds to the Dragway for the AHDRA National Finals and a big win for Bill Furr (look for Rip's race report in *Quick Throttle* #6 for details). Doug Morrow took the Fastest Legal All-Street Harley (FLASH) race with the Carl's Speed Shop Warbird on Wednesday. Carl also won the top horsepower honors this year with an Aerocharger turbo-charged, NOS-eating Sportster churning out 228



horses on the CCI mobile dyno.

For those not into the "kinder, gentler" Sturgis, might I suggest the Snake Dance at Lovey's Outer Limits off interstate 90 at exit 61 on the way to Rapid City. It's a legwettn' good time and proof positive that it's still possible to wake up with a hangover as big as Mount Rushmore.

As the biker demographic has continued to grow and evolve, so has the need for a wider variety of chow. The Food Court of Lazelle Street featured an amazing array of gastronomic delights. Everything from Cajun sausage and gumbo to buffalo burgers

and turkey legs was available, with vendors running the continental cuisine gamut from Greek to Brazilian and everything in between with the possible exception of sushi. Oh, and the best lemonade on earth was provided by Tommy and Loretta Moore of the Red River Corn Company.

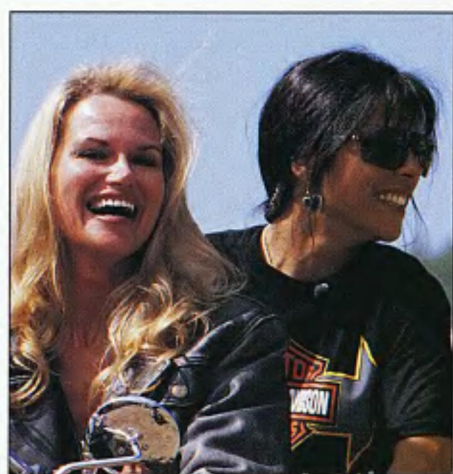
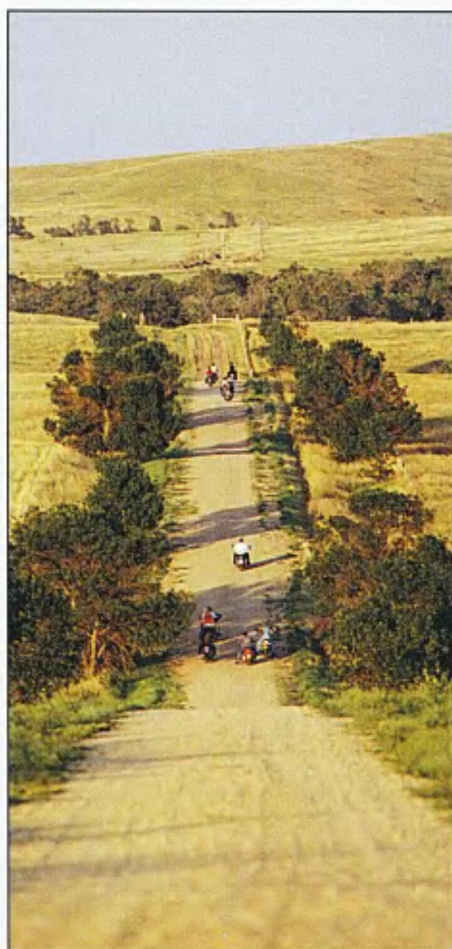
The folks at Harley-Davidson took good care of their tribe from a command center in Rapid City, offering the chance to win a new 1996 Electra Glide Ultra Classic, and such nonstop activities as an indoor show featuring all the new '96 models, a ride-in custom bike show, service seminars, a

Motorcycle Rider Skill Course, the newly remodeled H-D traveling museum, featuring none other than Elvis Presley's classic 1956 KH model on display. H.O.G. members received red carpet treatment from the factory, getting special merchandise, a hospitality suite, discounts at all the racing events, and more. If all this wasn't enough, there was also a high octane jam provided by The Doobie Brothers.

Besides the traditional events surrounding the Rally and Races, the Black Hills have become a focal point for attractions of all kinds. You'll find the Adams Memorial Museum in →



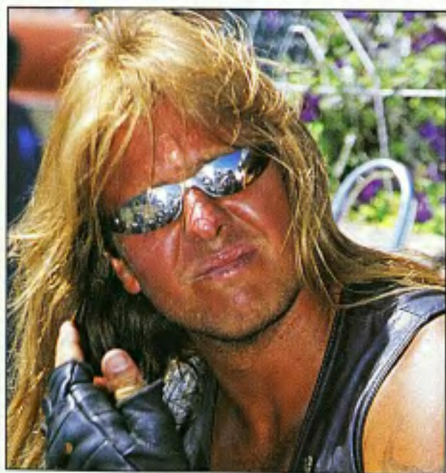
Deadwood, Badlands helicopter rides, Bear Country USA near Rapid City, the Flags of Fun Amusement Park in Rapid City, Flying T Chuckwagon dinner theater south of Rapid City, the Fort Meade Cavalry Museum near Sturgis, the Ghosts of Deadwood Wax Museum, the Rushmore Waterslide Park, and the Reptile Gardens. Natural wonders include Rushmore Cave, Wonderland Cave, Big Thunder Gold Mine in Keystone, the Broken Boot Gold Mine in Deadwood, Evan's Plunge hot springs, Devil's Tower, and the ever-popular Crazy Horse and Rushmore monuments.



Some highlights of this year's run included the inevitable trip to the National Motorcycle Museum for a shot at winning a 1956 Panhead, toolin' through the Black Hills on a Buell provided by the Harley-Davidson Demo Rides, watchin' Eric Herrmann work on one of his incredible paintings at the Camel Roadhouse, the Indian bike rally at the fairgrounds, and the Dark of the Moon Tour taking in the night lighting on the breathtaking face of Rushmore. There was also all the dust and blood of the Jackpine Gypsies Hillclimb, the Easter egg-colored paint schemes on display at the



Photo: Michael J. Lehter

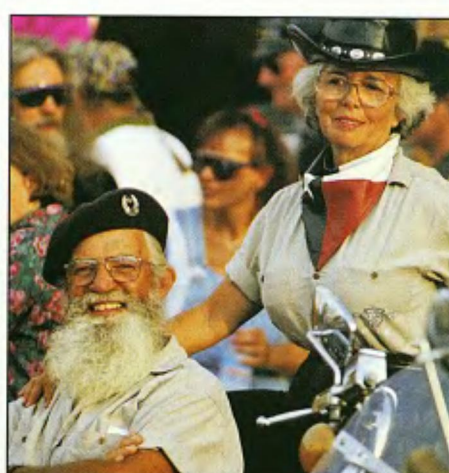


Hamster ride-in bike show, gettin' friendly with Miss Rat's Hole, and wonderin' how the kid in the rat suit could stand the 100-degree heat. The Governor's Tour to the ever-changing face of the Crazy Horse monument was a pure rush, the Burnt River Band and Miss Buffalo Chip contest topped off Saturday night's festivities, and during this week, from the Badlands to the Black Hills, you could meet more new friends from more places around the world than in an entire lifetime. Among those new friends, Bonnie Riverton of Newark, New Jersey, rode her '89 FXR and swears she'll do it



again next year. Chuck and Amy Muldar of Atlanta, Georgia, were like many who come from distant states, trailering their '91 FXSTC, but they were proud to get to Sturgis any way they could. Ellis and Cathy Berger rode their '93 FLT from Phoenix, Arizona, displaying T-shirts bearing the popular legend, "I Rode My Bike To Trailer Week." Keri Bershaw and Tina Napolitano, first-timers this year to the Black Hills, rode their Sportsters from Anaheim, California, proclaiming the trip "a dream come true."

The biggest problem, as always, was trying to be everywhere at once



to see all the action. Some may think that's the reason so many return to this motorcycle Mecca every year. But brotherhood is the real draw. For one week out of the year, the Black Hills is home. For those who heeded The Call, the thunder never ends. No more need be said.

—Phantom

Check out 32 pages of Sturgis '95 event coverage in the March 1996 issue of *In The Wind* (#74, on sale December 7th) and don't miss Easyriders Video #27 *Sturgis Special* (on sale February 1996).

THE **TIGER**

COLUMBUS EASYRIDERS' CUSTOM

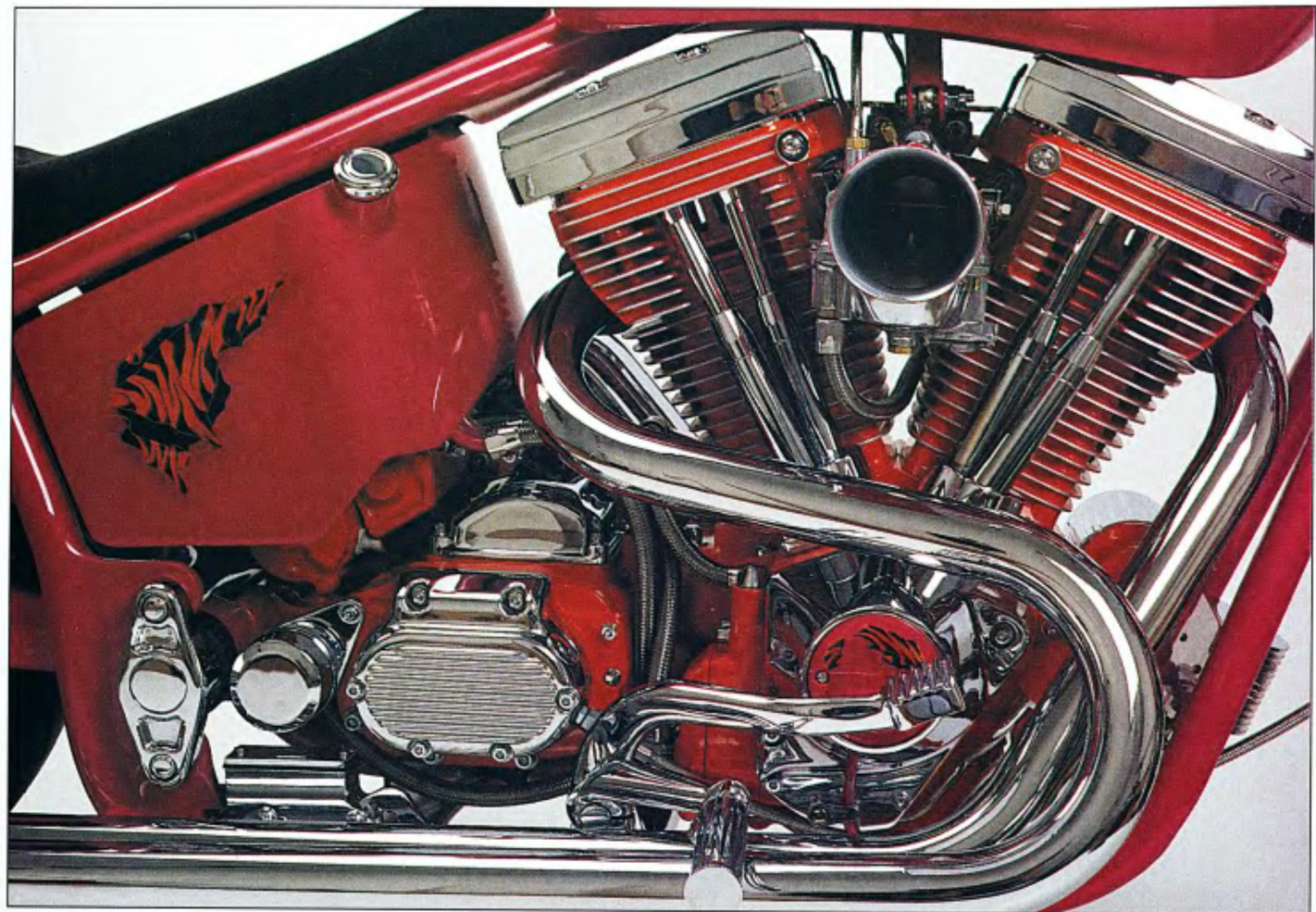


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Easyriders





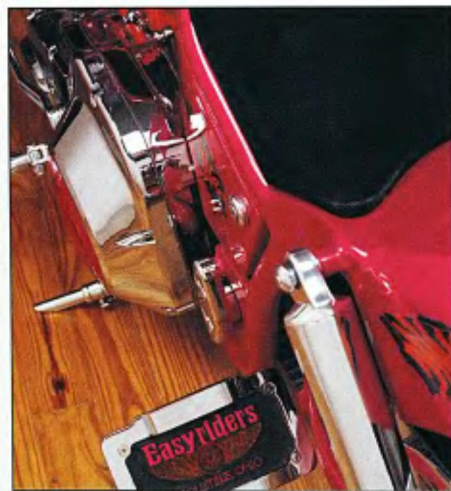
Working for *Easyriders* of Columbus, Ohio, has its advantages—especially when they give you a free rein while building a custom ride. “They asked me to build a bike for the store,” explains Doug Jahnke, “so I built this ground-up 1995 Pro Street model.”

Doug is a renaissance man, being first a master painter—“I’ve been painting for 16 years”—and more recently a builder of custom, one-off bikes. He has always been into fabrication, so the opportunity to build a dream machine started his creative juices flowing. When offered the project, Doug decided to create something special, he says. “I’m always looking for something different and I wanted to do a sporty, lightweight bike with a racy image.”

The result is what we see here in its sporty, lightweight glory. “It’s an all-around motorcycle—kind of showy, but it’s a street bike that covers the angles,” he says. Covering the angles to the maximum is how Doug works.

Matching the orange engine to the rest of the machine was a slight problem, Doug says. “I needed to incorporate the artwork to tie it all together, so I did a deep pink fuchsia that people are amazed at.”

After taking 10 weeks to complete, →



the bike gained rave reviews at Daytona this year. "People jumped off the sidewalk to take pictures of it," he says. Although Doug did most of the work himself, he says he had expert help in creating the final product. Special billet parts, including the tail-light and axle spacers, were created by Ken Moir. Engine rebuilding by expert wrench T.R. Reiser, of *Easyriders* of Columbus, brought the bike to completion.

Mystery and intrigue surround this growling Pro Street screamer. Doug took an inordinate amount of time to

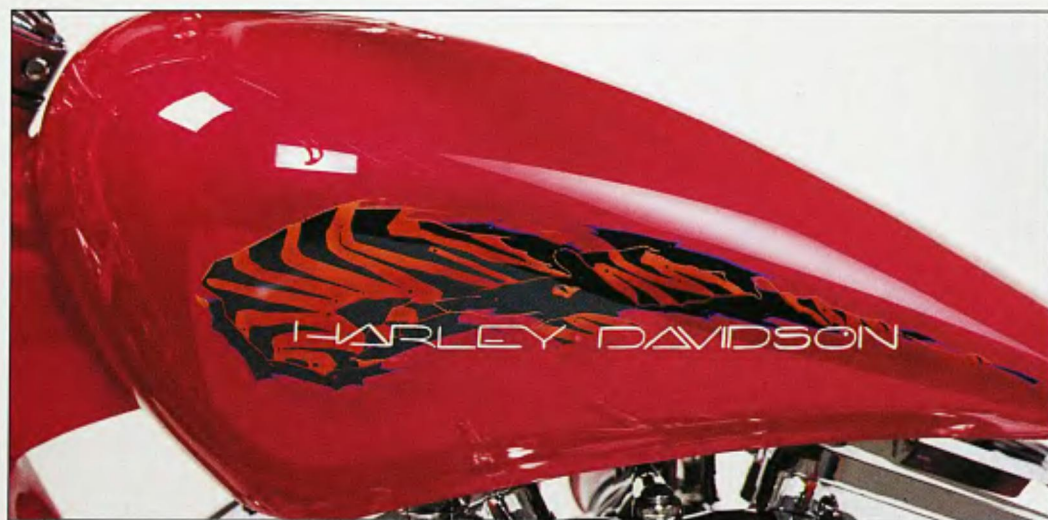


build the gas tank, using something that he will not reveal, and he is close-mouthed about its fabrication.

"It's buried in there," he says, "there is something else besides the tank. I'm waiting for someone to discover it." Although working in fiberglass on most of his bikes, "this one is all steel fabrication," he says.

Rising from the jungle of Columbus, the tiger-skin paint sets this roaring ride apart from its counterparts. "I got a book on tigers to get the design just right," Doug says. And it is.

—David Loco



Owner:.....Easyriders of Columbus
City:.....Columbus, Ohio
General
Fabrication:.....Doug Jahnke
Year and make:.....1995 H-D
Model:.....Pro Street
Chroming:.....Art Brass
Engine
Year:.....1994
Model:.....Evo
Rebuilder:.....T.R. Reiser
Ignition:.....Dyna S
Displacement:.....80 cubic inches
Lower end:.....H-D

Pistons:.....H-D
Cases:.....Power House
Heads:.....H-D
Cam:.....Crane
Carbs:.....S&S Super E
Pipes:.....Jammer Dual Drags
Modifications:.....balancing by T.R. Reiser,
 S&S air cleaner

Transmission
Year:.....1994
Modifications:.....Jay Brake shifting,
 32-tooth trans, 70-tooth wheel sprocket
Painting
Molding:.....Doug Jahnke

Painter:.....Doug Jahnke
Color/type:.....fuschia/Deltron
Special paint:.....tiger stripe graphics
Frame
Builder:.....1994 Kenny Boyce
Type:.....Pro Street
Modifications:.....30.5-degree rake,
 many alterations

Accessories
Bars:.....Jahnke
Fenders:.....handmade steel
Headlight:.....Head Winds
Tailight:.....Ken Moir
Speedo:.....Drag Specialties mini

Pegs:.....Ness front
Gas tank:.....Jahnke
Oil tank:.....Softail
Seat:.....Keowee
Mirrors:.....Ness
Grips:.....Ness
Forks
Type:.....narrow glide
Modifications:.....4 inches under,
 chromed

Wheels
Front:.....P.M., 19-inch, Avon, P.M.
Rear:.....P.M., 17-inch, Avon, P.M.
Photos:.....Scott Cunningham

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Photo: Brothers of Grundy ABATE, Morris, Illinois



TOY RUN GUIDE

In the spirit of the holiday season, warm-hearted bikers throughout the country have spearheaded a variety of Toy Runs to benefit needy, abused, or abandoned children. Some runs are organized to benefit the Shriner's Burned and Crippled Children's Hospitals; others benefit children living in temporary shelters for the homeless.

No matter where the gifts are targeted, all the Toy Runs are an outpouring of love for youngsters in need. Following is a guide to Toy Runs in your area:

—Paula Dion

Alabama

Sponsor/Run: Jr.'s Antique Harley Classics/Toy Run
Date: Dec. 2
Time: unknown
Location: Greenville
Donation: toy(s)
Info: (334) 335-5754 or (334) 382-2547

Arizona

Sponsor/Run: ABATE of Cochise County/Toy Run
Date: Dec. 3
Time: noon
Location: Tombstone
Donation: toy(s)
Info: Frank Rich (520) 456-9114 or Bud Carpenter (520) 458-8398

Sponsor/Run: *Easyrider*s of Scottsdale/Hacienda Toy Run
Date: Dec. 10
Time: 10:30 a.m.
Location: *Easyrider*s of Scottsdale
Donation: \$10 and/or a toy
Activities: food and entertainment at *Easyrider*s of Scottsdale
Info: (602) 947-4423, (602) 810-1705

California

Sponsor/Run: ABATE-Local 38/Los Niños Shelter for Abused/Abandoned Children Toy Run
Date: Dec. 2
Time: 7:30-9:45 a.m.; 10 a.m. parade
Location: Buckin Park, El Centro
Donation: toy(s)
Info: (619) 353-2928

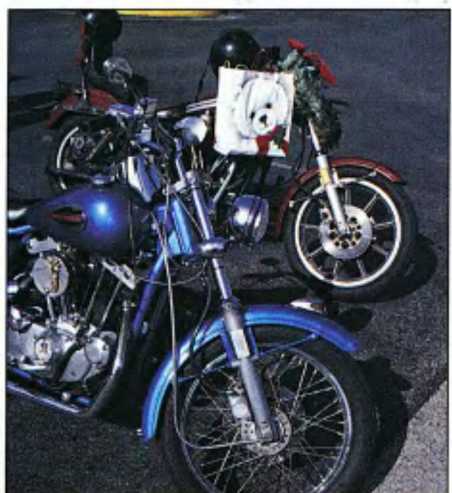
Sponsor/Run: ABATE-Local 16 Santa Barbara/Toys For Tots Run and Rally
Date: Dec. 3
Time: 9 a.m.-10:30 a.m.
Location: Santa Claus Ln., Hwy. 101 S. of S.B.
Donation: \$13/person and new, unwrapped toy
Info: Jim Garrett (805) 965-0251

Sponsor/Run: San Luis Obispo County 15th Annual Toy Run
Date: Dec. 3
Time: 11:30 a.m.
Location: Avila Beach to Santa Margarita
Activities: party at Pozo Saloon
Donation: toy(s)
Info: Ken (805) 466-8779; Jim (805) 925-5629

Sponsor/Run: ABATE-Local 28/3rd Annual Lake County Toy Run
Date: Dec. 9
Time: 10 a.m.
Location: Kmart, Lakeport
Donation: toy(s)
Info: Paul (707) 279-2030 or (707) 274-5554

Sponsor/Run: ABATE-Local 36/Toy Run
Date: Dec. 10
Time: sign-in 9 a.m.-10:30 a.m.; parade 11 a.m.
Location: Palm Desert Community Center
Donation: \$10 plus new, unwrapped toy or canned goods
Activities: donation includes poker hand, run pin
Info: Bob (619) 327-5999

Sponsor/Run: ABATE #19/Toy Run
Date: Dec. 10
Time: 10 a.m.-3 p.m.



Location: Ontario Elks Lodge, Ontario
 Donation: \$5 plus a new, unwrapped toy
 Info: Leslie (909) 596-6224; Val (909) 482-1345

Sponsor/Run: ABATE-Local 53/Owens Valley
 2nd Annual Toy Run
 Date: Dec. 10
 Time: 10:30 a.m.
 Location: Kmart, Bishop
 Donation: toy(s)
 Info: Dave's Auto Parts (619) 876-5886, Adele (619) 872-4455, or Scooter (619) 878-2195

Sponsor/Run: ABATE of California-Locals 3,
 13 and 42/Ventura County Toy Run
 Date: Dec. 10
 Time: sign-in 9:30 a.m.-11 a.m.
 Location: Mark's Custom Cycle, 5544
 Morse Ave., Unit A, Ventura
 Donation: toy(s)
 Info: W.C. (805) 494-3287

Colorado

Sponsor/Run: ABATE-District 11/Toy
 and Food Run
 Date: Dec. 16
 Time: 8 a.m.-2 p.m.
 Location: VFW Hall, 2 miles south of Buena Vista
 Activities: music, food
 Donation: \$5 plus toy or nonperishable food
 Info: Tim (719) 395-8733

Florida

Sponsor/Run: South Florida MCs and
 Organizations/Christmas Toys In The Sun Run
 Date: Dec. 11
 Time: 7:30 a.m.; depart 10:30 a.m.

Location: Powerline and Race Track Rds.,
 Pompano Beach, west of I-95 between
 Cypress Creek and Atlantic Ave.
 Activities: events, raffle for '95 Road King
 Donation: one toy per person
 Info: "Miami Mike" Shapiro (305) 947-7800

Sponsor/Run: ABATE of Brevard/Toy Run
 Date: Dec. 3
 Time: 9 a.m.-11 a.m.; departs noon
 Location: Merritt Square Mall parking lot
 Donation: one new toy, one stuffed animal
 Info: Jerry (407) 459-3377; Linda (407) 453-8361

Sponsor/Run: ABATE of Florida-Alachua Co.
 Chapter/Toy Run for St. Francis House
 Date: Dec. 3
 Time: 11 a.m.
 Location: Wal-Mart Plaza, Hwy. 441, Gainesville
 Donation: toy(s), personal hygiene items,
 nonperishable food, cash
 Info: Ted (904) 377-7953

Sponsor/Run: Lightning Alley Chapter/Toy Run
 Date: Dec. 10
 Time: 11 a.m.
 Location: Scotty's, South Cimarron
 Donation: toy(s)
 Info: Robin (407) 894-6243, Tom (407) 282-1663

Sponsor/Run: ABATE of Fla.-Caloosahatchee
 Chapter/Christmas Adopt-A-Family Run
 Date: Dec. 23
 Time: 1 p.m.
 Location: Skyline Elementary School
 Donation: toys, food, money
 Info: Bert Inglis (941) 458-1596

Indiana

Sponsor/Run: ABATE of Tippecanoe
 County/Toy Run
 Date: Dec. 3
 Time: sign-in from 10 a.m.-noon
 Location: Chauncy Hill Mall, W. Lafayette
 Donation: new toy of at least \$5 value
 Info: Chuck (317) 474-9489,
 Wayne or Kris (317) 497-0333

Louisiana

Sponsor/Run: ABATE of Louisiana/14th
 Annual Toy Run to benefit Magnolia School
 Date: Dec. 9
 Time: 1 p.m.
 Location: Roadside Park, Westbank Exp. and
 Hwy. 90, across the river from New Orleans
 Donation: gift or cash
 Info: Kathy (800) 431-7231

Missouri

Sponsor/Run: FORR-Local 4/15th Annual
 Toys For Kids Run for The Salvation Army
 Date: Nov. 11
 Time: noon; 2 p.m. parade
 Location: Crossroads West Shopping Ctr.,
 2101 West Broadway
 Donation: new toy, nonperishable food item
 Info: Joe Gruender (314) 874-3572

Sponsor/Run: FORR-Local 10/Toy Run
 Date: Nov. 28
 Time: 1 p.m.-2 p.m.; 2 p.m. parade
 Location: Lot #14, off Missouri Blvd.,
 Jefferson City
 Donation: toy(s)
 Info: Kelinda (314) 395-4107



North Carolina

Sponsor/Run: Randolph County CBA/Toy Run to Mills Children's Home, Thomasville
Date: Dec. 3
Time: noon
Location: Randolph Mall, Hwy. 64, Asheboro
Donation: gifts for teens
Info: Wayne (910) 697-9387 or Buddy (910) 629-3895

Ohio

Sponsor/Run: ABATE of Ohio-Reg. 9/ Toys For Tots Run
Date: Nov. 11
Time: noon
Location: Toys R Us, 4285 Groves Rd., Columbus
Donation: toy(s)
Info: (800) 25-BIKER

Oklahoma

Sponsor/Run: ABATE of Oklahoma/Lakes Area Toy Run
Date: Nov. 25
Time and Location: unknown at press time
Donation: toy(s)
Info: (918) 832-0391

Sponsor/Run: ABATE of Oklahoma/ Muskogee Toys For Tots Run
Date: Nov. 26
Time and Location: unknown at press time
Donation: toy(s)
Info: (918) 832-0391

Sponsor/Run: ABATE of Okla./NW 69 Toy Run
Date: Dec. 9
Time and Location: unknown at press time

Donation: toy(s)
Info: (918) 832-0391

Sponsor/Run: ABATE of Oklahoma/ Tulsa Toy Run
Date: Dec. 10
Time: 1 p.m.
Location: 61st St. and Riverside, Tulsa
Donation: toy(s)
Info: (918) 832-0391

Sponsor/Run: ABATE of Oklahoma/ OKC Jesus House Toy Run
Date: Dec. 16
Time and Location: unknown at press time
Donation: toy(s)
Info: (918) 832-0391

Pennsylvania

Sponsor/Run: ABATE of Venango County/ Venango Co. Easter Seals Christmas Party
Date: Dec. 9
Time: 9 a.m.-2 p.m.
Location: Sloppy Joe's Junction, old Rt. 8
Donation: unknown at press time
Info: Roger and Merlene (814) 786-9719

South Carolina

Sponsor/Run: ABATE of South Carolina/Low Country Chapter Toy Run
Date: Nov. 26
Time: 1 p.m.
Location: Blue Parrot Cafe, 1063 E. Montague Ave., North Charleston
Donation: toy(s)
Activities: party following run
Info: Wiggy (803) 747-6604

Sponsor/Run: Confederates MC and Anderson Independent-Mail/Jack Hurley's 15th Annual Toys For Tots Parade
Date: Nov. 26
Time: 2 p.m.
Location: Anderson Bowling parking lot
Donation: toy(s)
Info: Lonnie Hunsinger (803) 225-1828 or (803) 296-0304

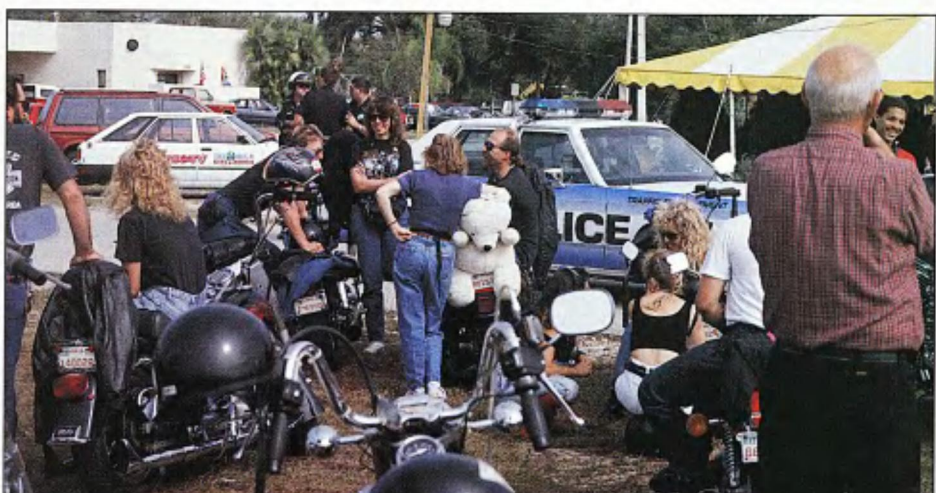
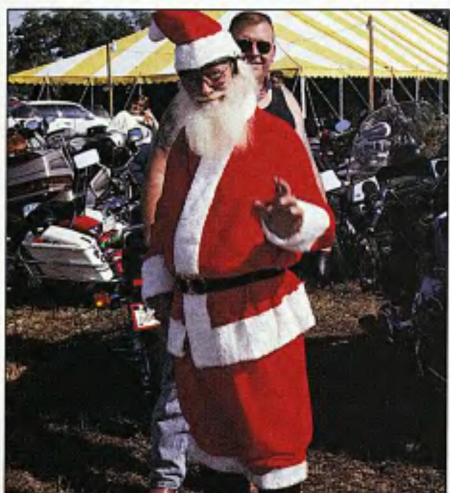
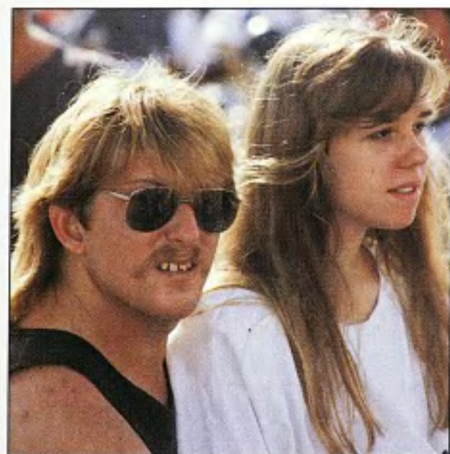
Sponsor/Run: ABATE of Sumter County/ Croswell Children's Home Run
Date: Dec. 16
Time: 2 p.m.
Location: 11 Croswell Dr., Sumter
Donation: toy(s), nonperishable food, or clothing
Info: (803) 778-6441

Sponsor/Run: ABATE-York Co./Toy Run
Date: Dec. 2
Time: 1 p.m.
Location: Leo's.
Activities: Turkey Bog at the Crow Bar
Donation: toy(s)
Info: Tom (803) 329-2370

Virginia

Sponsor/Run: ABATE of Virginia/Mason Dixon Chapter Toy Run
Date: Nov. 18
Time: 11 a.m.
Location: Virginia Kitchen, Leesburg
Donation: toy(s)
Info: Leo (703) 406-4560 (before 9 p.m.)

Sponsor/Run: ABATE of Virginia, Lynchburg Chapter, Blue Ridge H.O.G./Toy Run



Date: Dec. 3
Time: sign-up at noon; departs 1 p.m.
Location: Candler Mountain Rd.
Donation: toy(s)
Info: Dave (804) 821-7109

Washington

Sponsor/Run: ABATE-Lewis County Chapter/Toy Run and Party
Date: Nov. 4
Time and Location: unknown at press time
Donation: toy(s)
Info: Mustache Man (360) 736-0527

Sponsor/Run: ABATE of Wash. County/12th Annual Toy Run Toy and Joy Parade
Date: Nov. 19
Time: 11 a.m.
Location: Poynter Jr. High School, N.E. corner of Grant and Cornell Rd.
Donation: new toy
Info: Don 648-9651 or Sheila 357-9335

Sponsor/Run: ABATE of Washington/Olympia Toy Run
Date: Dec. 2
Time: 1 p.m.
Location: unknown at press time
Donation: toy(s)
Info: (206) 643-9675

Sponsor/Run: ABATE-Tacoma Chapter/Toy Run
Date: Dec. 9
Time and Location: unknown at press time
Donation: toy(s)
Info: Lyle (206) 841-3891

Philly Toy Run Cold Weather—Warm Hearts

Here in Pennsylvania, winters can be unpredictable, and sometimes, downright nasty. So, you might think that charity rides are put on hold when the weather isn't inviting. Wrong! More than 12,000 riders turned out for the 14th Annual Philadelphia Toy Run last November.

The run is sponsored each year by ABATE of Pennsylvania, Delaware Valley chapter, whose volunteers assist Philadelphia's mounted officers in blocking off traffic for the parade route. As usual, the run was also sponsored by numerous local clubs and businesses.

I left for the run with one of the sponsoring groups, Tri-State H.O.G. (Media, Pa.). Tri-State was dedicating this run to a fallen bro, Rick Pepe, who was senselessly gunned down earlier in the year.

Rick had ridden with Tri-State for years and was their road captain when he was killed. The toy run was important to Rick, and his Tri-State family wanted to do him proud. Some 106 Tri-State bikes came down to the start of the parade at Penn's Landing in Philadelphia.

At Penn's Landing, the bikes lined up, four wide, and well over a mile long. The weather was threatening rain all day, but the rides just kept coming.

At 1 p.m., the road captain signaled to "wind 'em up" and the bikes rolled two-by-two through downtown to the Children's Hospital, after a brisk 10 miles. We lined up the scoots, grabbed our toys, and headed into the hospital. Along the way, we bumped into the mayor of Philadelphia, Ed Rendell, who'd come by to thank us.

The roar, the people, the bikes, and most of all, the emotional rush had us all feeling good when we arrived. The Philadelphia Children's Hospital has an eight-story-high skylight in the center of the lobby, where people on all the floors can come to windows and look down at the activity. The windows were lined with kids and medical personnel, waving to us as we came in.

My eyes didn't stay dry, and I wasn't alone. It didn't help that there was a small ceremony with awards and a dedication to Rick Pepe. Finally the mayor, wearing his new ABATE toy run cap, summed it up by saying, "If you guys have got a bad rap, it's not deserved."

Come down and join us this for this year's run. I promise you won't feel the cold—at least one winter weekend each year it gets pretty warm around here.

—Bone

This year's run takes place Nov. 11, 1 p.m., at Penn's Landing. Call (717) 234-3777.



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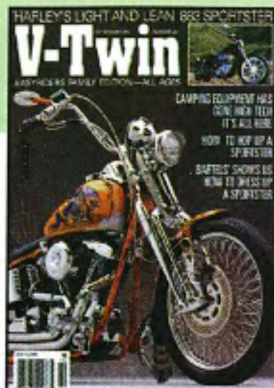
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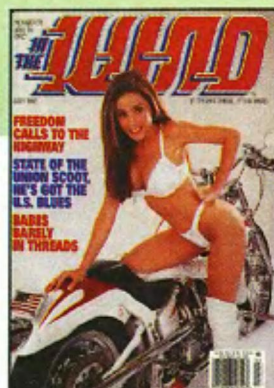
Easyriders - The world's best-selling Harley enthusiast magazine. Filled with great readin' and great lookin' bikes and biker babes, facts, features, fiction, fotos and fun. (Reg. \$63.88)



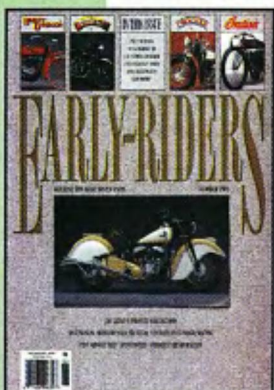
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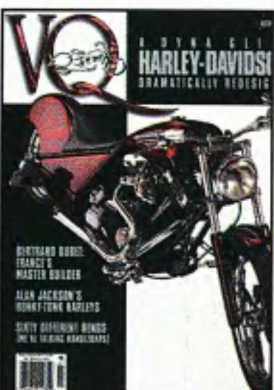
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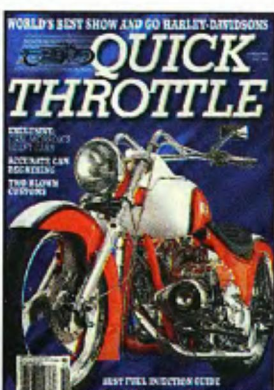
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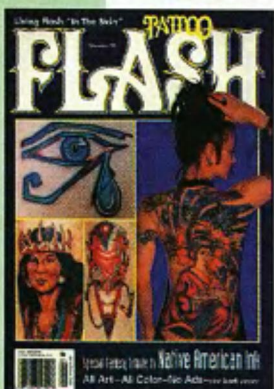
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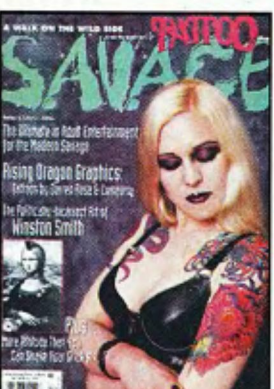
Quick Throttle - Each power-packed issue is filled with performance-boosting bike features and tech tips. Plus coverage on cutting edge shops and racing events worldwide. (Reg. \$50.75)



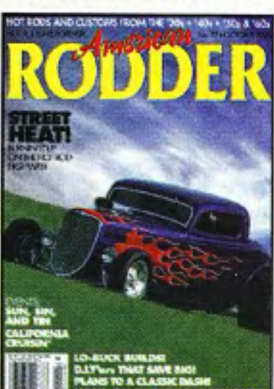
Tattoo - Feast your eyes on the finest examples of body decoration in the world's largest selling tattoo magazine. (Reg. \$60.54)



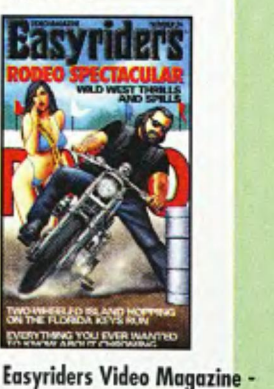
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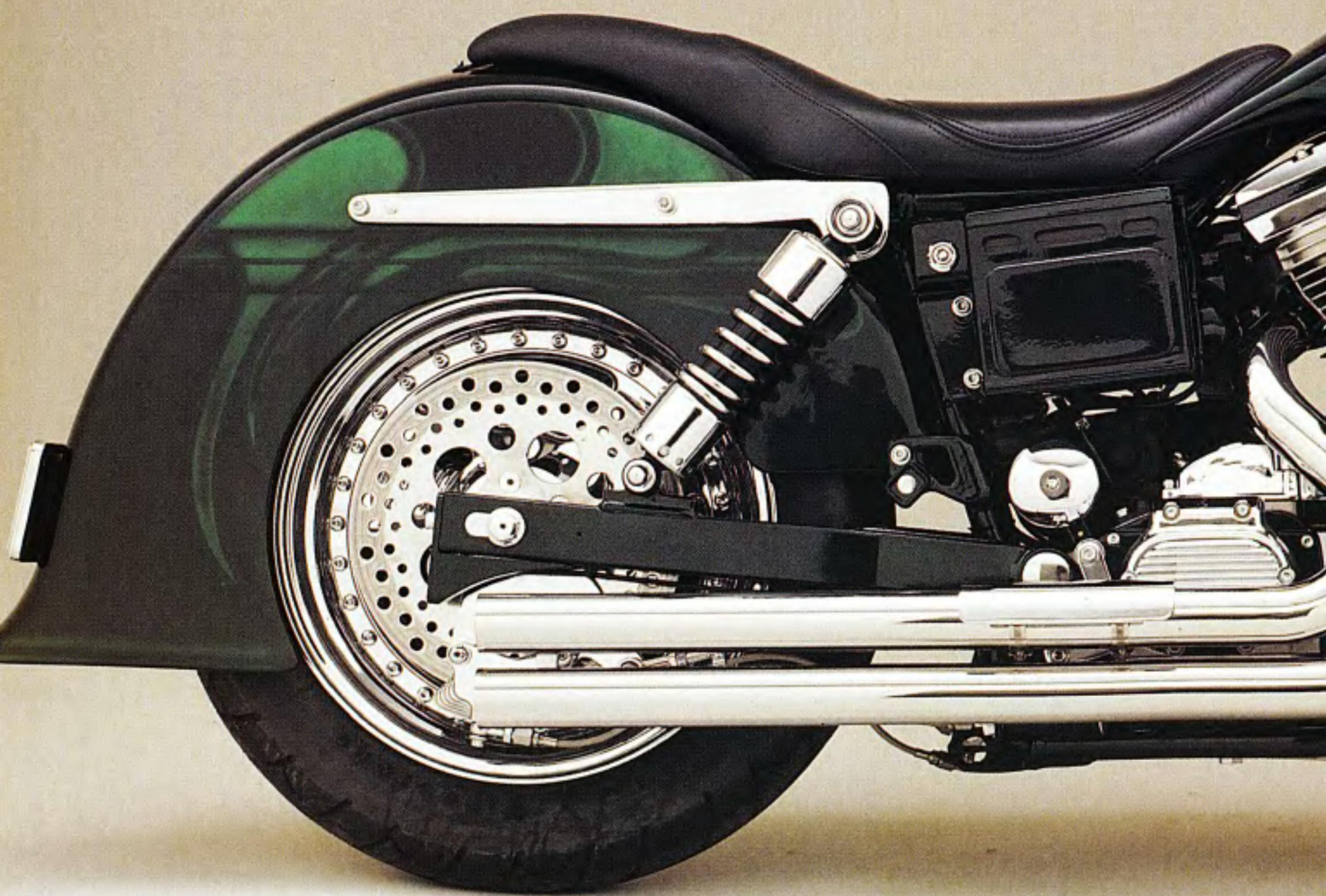
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DOWNSIZING **DYNAS**

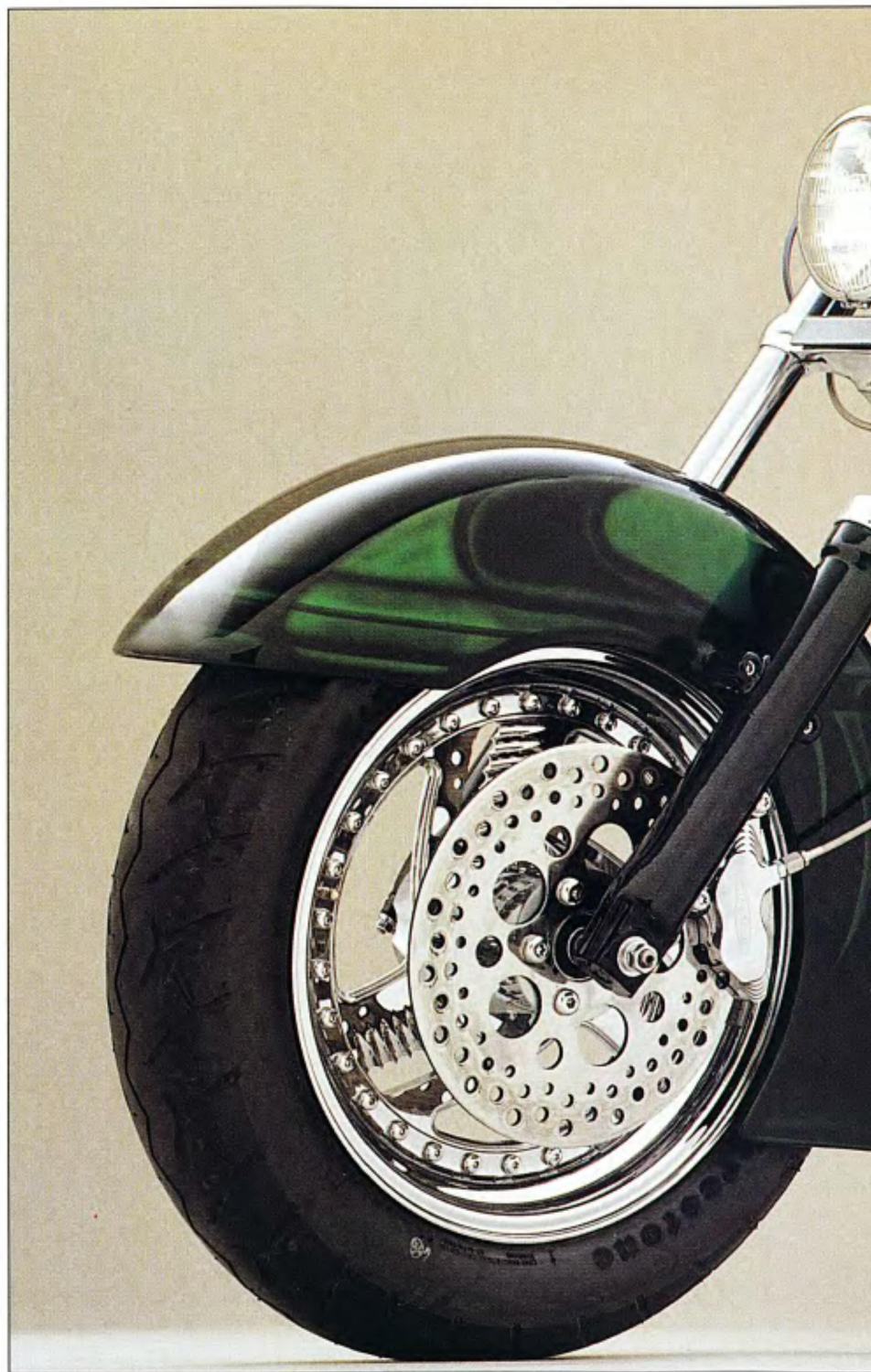
CANADIAN CREATOR CATERS TO COIN-SIZED CUSTOMERS





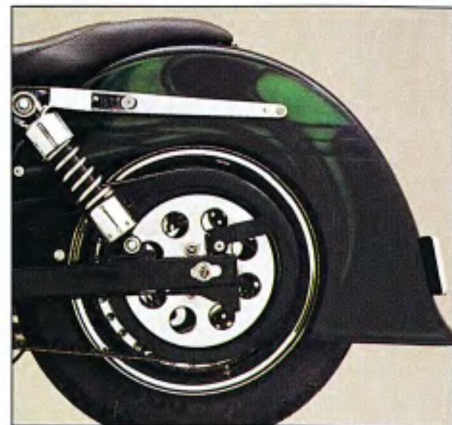
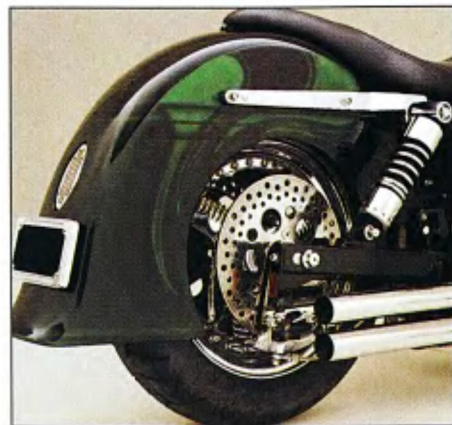
In the Canadian province of Ontario, McKay's Cycle Creations of Shallow Lake builds some small but mighty custom motorcycles. On the leading edge of design for 25 years, owner Bob McKay uses his wife, Dianne, as the "in-house model" to create rides for small men and women. Case in point: This organic green, 1995 H-D Super Glide custom monster was created from a bike taken directly from the store's inventory and built to suit his diminutive five-foot-tall spouse. "This one's the most current one for her," says Bob.

Over the past few years, McKay has made a specialty of altering bikes to suit the smaller rider by taking stock machines and creating "easier handling,



short bikes," he explains. The Dyna is Harley's newest chassis to come off the line, replacing the old Low Riders. "We proved a point that they could be redesigned, and the response has been more than good."

To augment his short bikes, McKay does parts development for CCI and fabricates one-off accessories that give flexibility in his redesigning projects. "This bike's a prototype that we gave a swoopy look. It sports new Custom Chrome accessories," Bob notes. Doing all phases of design, fabrication and painting, McKay proves his point





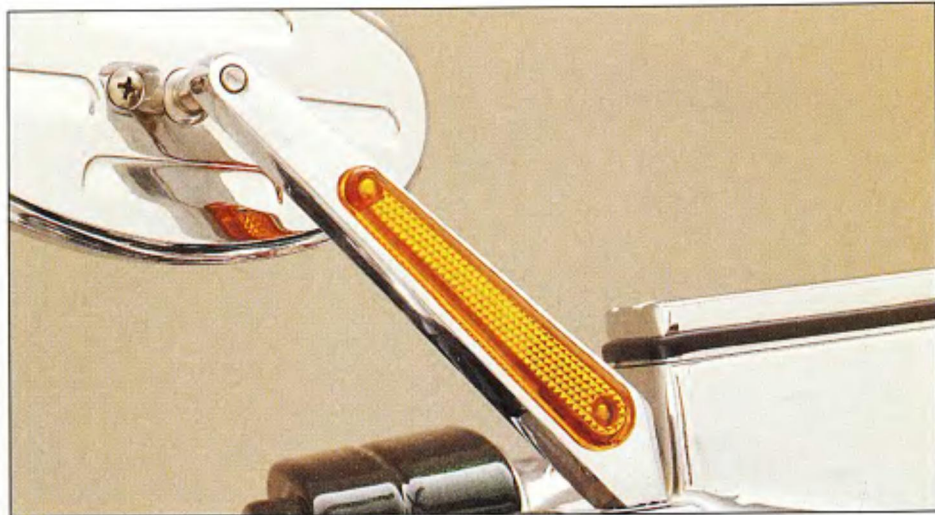
that new bikes can be improved by imagination and expertise. "Sometimes we start with new bikes, but use our parts to create a specific look," he says.

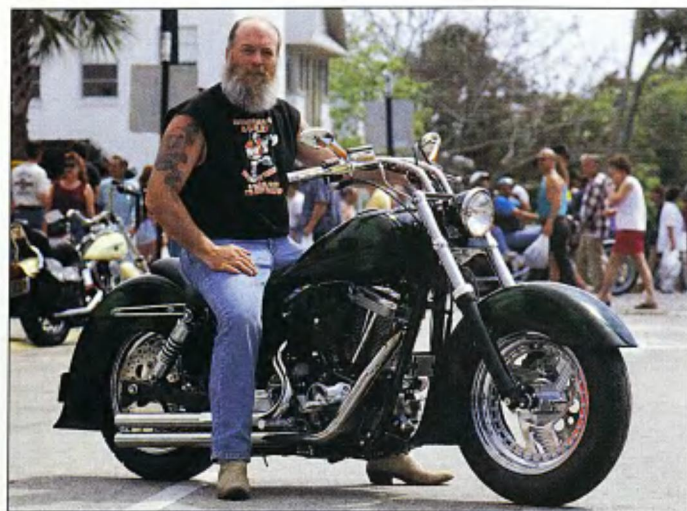
The paint on Dianne's Dyna is enough to stop your wheels. McKay went deep into his bag for this special five-color green overlay graphic application. "I call it organic green," he says, "and we matched the derby cover and point cover to give it a more complete look."

The 1995 Evo mill is a stock 80-inch stroker upgraded with a Dyna 2000 ignition and CV carb and is connected to a five-speed, foot-shift, blue-printed →

tranny. The tank and fenders are custom-made by McKay's Cycle Creations. Although he spent six weeks of intensive work to create this green low-slung fantasy, McKay points out, "this is Dianne's motorcycle and she rides it daily." Using her as a model to verify each design is a method that has proved successful, says Bob. "She usually keeps a bike for about a year and sells it, and then I build something new for her." Although riding and testing new designs for her husband is her passion, Dianne also works closely with him in assuring that the business continues to look and run as smoothly as her bikes. Lucky girl!

—David Loco





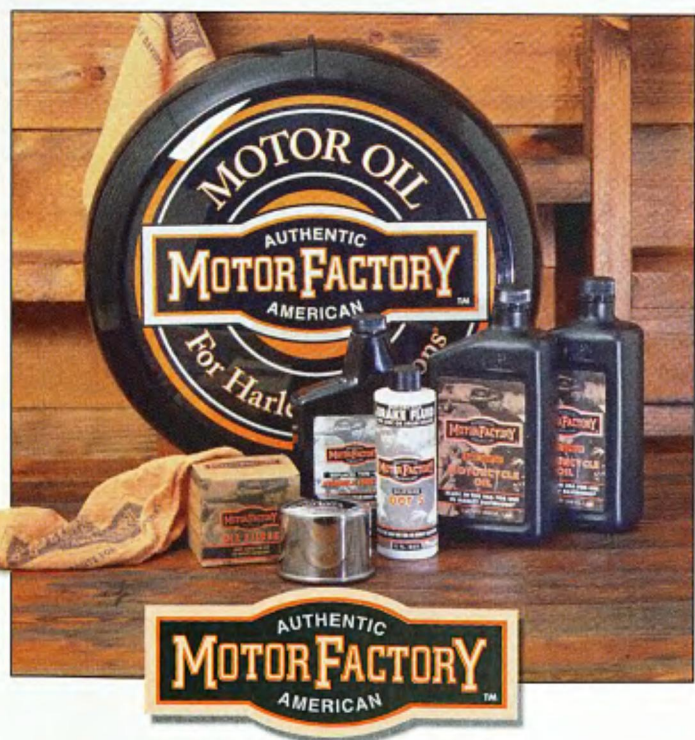
Owner:.....Bob, Dianne McKay
City:.....Shallow Lake, Ontario
General
Fabrication:.....McKay's Cycle Creations
Year and make:.....1995 H-D
Model:.....Dyna Glide
Chroming:.....Plating Master
Engine
Year:.....1995
Model:.....Evo
Rebuilder:.....McKay's Cycle Creations
Ignition:.....Dyna 2000
Displacement:.....80 cubic inches
Lower end:.....stock stroke

Pistons:.....flat tops
Cases:.....H-D
Heads:.....Headquarters
Cam:.....Headquarters 600 lift
Carb(s):.....Constant Velocity
Pipes:.....Sampson 2 inches
Modifications:.....60-degree factor
 balancing, hydraulic (limited travel) lifters
Transmission
Year:.....1995 five-speed foot shift
Modifications:.....blueprinted
Painting
Molding:.....McKay's

Painter:.....Bob McKay
Color/type:.....organic green/House of Kolor
Special paint:.....layered graphics
Frame
Builder:.....H-D
Type:.....rubbermount
Modifications:.....32-degree rake,
 smoothed
Accessories
Bars:.....Ness
Fenders:.....McKay's
Headlight:.....Ness
Taillight:.....Ness, frenched into fender
Speedo:.....CCI

Pegs:.....Ness
Gas tank:.....McKay's, stretched
Oil tank:.....under trans
Seat:.....Danny Gray
Mirrors:.....Ness, Whisker signals built in
Grips:.....Arlen Ness
Forks
Type:.....H-D, Progressive
Modifications:.....3 inches under stock,
 painted
Wheels
Front:.....CCI, 16-inch, Firestone, RevTech
Rear:.....CCI, 16-inch, Firestone, RevTech
Photos:.....Michael Lichter

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PARTS BOX



GIFT WITH ATTITUDE

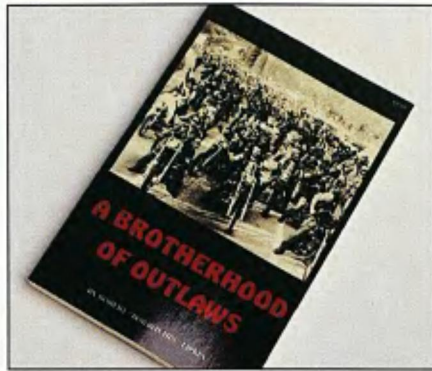
Give that special person on your list his very own Harley—powered by radio control, that is. They're fun—one of the staff members was caught puttin' his around the parking lot instead of working on deadline. The Jet Turbo Harley-Davidson Motorcycle is the first Harley radio-controlled motorcycle. It can perform 360-degree doughnuts, if you're good.

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Put the wind at your back with "Open Roads," the newest work boot in the Harley-Davidson footwear collection from Open Minds, Inc. The boots offer Goodyear welt construction, unique lug soles, cushioned insoles, and padded collars that ride high in the back for extra comfort. Great for riding, trekking or just walking. Other styles offered. Available in more than 800 H-D dealerships, as well as Sears, Journey's, Wild Pair, and Nordstrom.



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What do you get when a 6-foot 4-inch, 300-plus pound, tattooed biker goes out of his way to find a good story while riding across the country? Two entertaining, biker-oriented, classic novels from the crazy times of the '70s. Written by Bob Bitchin', the books are titled *Biker* and *A Brotherhood Of Outlaws*. Cost is \$7.95 each. Books are available directly from FTW Publishing, Dept. ER, P.O. Box 668, Redondo Beach, CA 90277, (310) 372-5727.



ROCKIN' SCOOTERS

Rock the night away on a replica of your favorite scooter. The Easyrockers M.C. U.S.A. company will build a complete replica of your bike, whether it's a Pan, Shovel or Evo. The rockers are available with real leather saddlebags and handlebar grips. Paint can be customized from a color photo. Four- to six-week delivery; rush orders for Christmas are accepted. For info, write Dept. ER, P.O. Box 1313, Brentwood, CA 94513, or call (800) 801-1395.



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Personalize your bike with a unique speedometer insert. Five new designs are sold exclusively by Custom Chrome, in addition to 15 other popular styles. They're designed for cable-driven, 4-inch fatbob speedos, made from a patented synthetic material, and printed with specially formulated, fade-free, UV-resistant inks. Can be installed over the original equipment speedometer face in under an hour. Call (800) 729-3332.



CUSTOMIZED BODY PARTS

Hang on for the wildest fender ever seen in these here parts. Rochester Custom Metal, Inc., a custom sheet metal shop, has developed the fender (patent pending), which can transform any bike into the customized scooter of your dreams. The 30,000-square-foot facility is located at Dept. ER, 2 Mt. Read Blvd., Rochester, NY 14611. Call (716) 436-3820. Or, fax inquiries to (716) 436-3927.

Easyriders





A. EASYRIDERS CAFE JACKET. Express your sense of style with this unique jacket. Padded shoulders and elbows give added protection to the rough rider. Belted closure and zippered sleeves let you customize the fit. **4115** Sizes MD, LG, XL, XX **\$462.00**

Also available without logo on sleeve.*

***Without Logo 4120** Sizes MD, LG, XL, XX **\$452.00**

B. CAFE LEATHER VEST. Worn alone or over a shirt, this fully-lined cafe vest is sure to turn heads. Adjustable snap sides allow a tight or relaxed fit and the *Easyriders* logo on the back lets the world know you're



an easy rider. **5510** Sizes SM, MD, LG, XL **\$189.00**

C. EASYRIDERS TOURING VEST. Extra pockets, a built-in back pouch and a hidden hood zippered in the collar will come in handy if you're caught in bad weather. **5150** Sizes MD, LG, XL, XX **\$189.00**

D. ZIP POCKET LEATHER JEANS. Nothing else looks quite like a pair of black leather jeans. *Easyriders* straight-leg, lined pants feature zippered back pockets and an extra length that can be cut to size. **7110** Sizes SM, MD, LG, XL, XX **\$239.00**

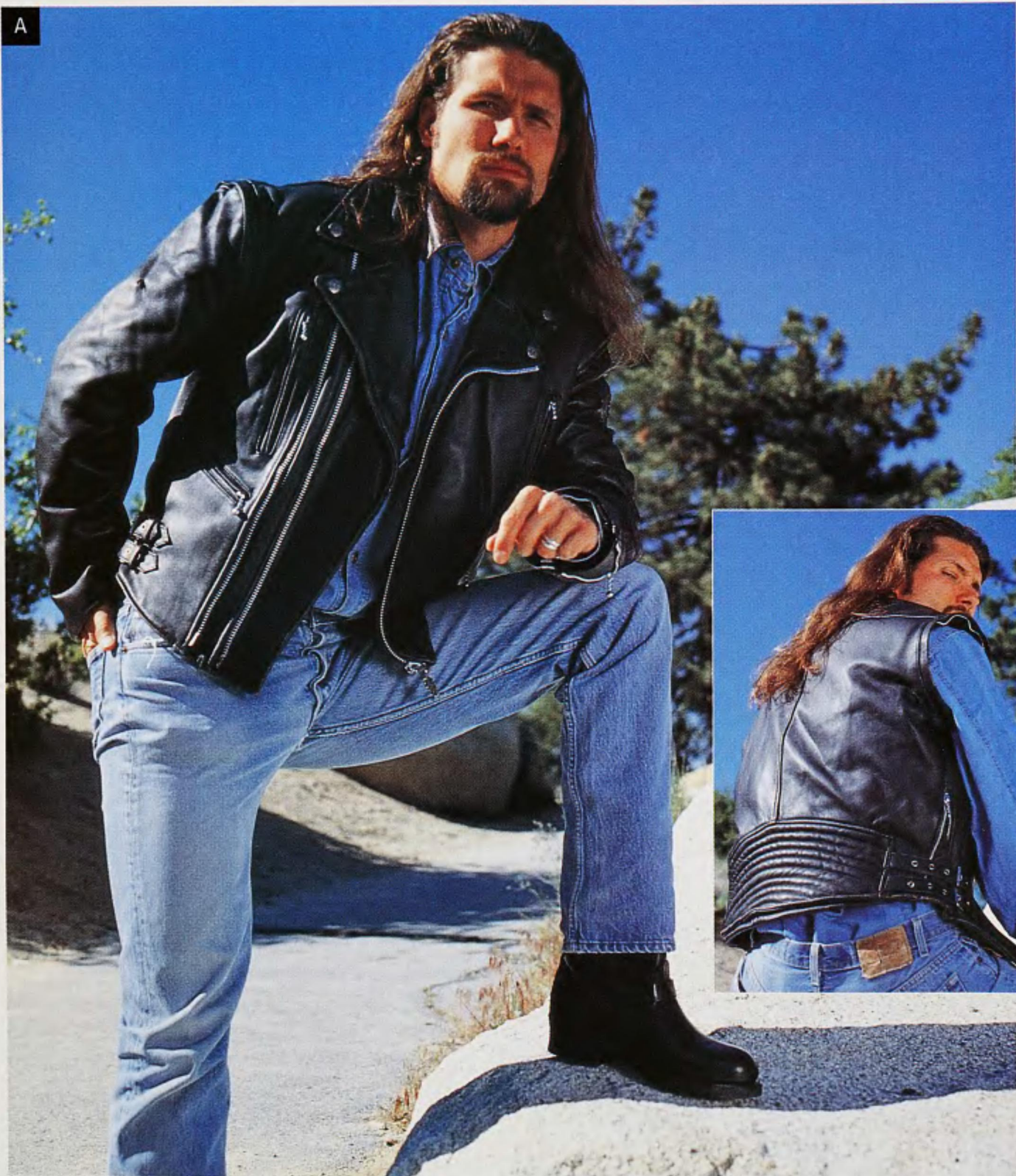


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C

D



A. DUAL ZIP JACKET/ VEST. This jacket is all about versatility. Two rows of front zippers allow you to layer up in the colder months. The zip-off sleeves transform a jacket into a vest. The choices are all yours. **4160** Sizes MD, LG, XL, XX **\$359.00**

B. EASYRIDERS TOURING JACKET. Our durable antiqued cowhide jacket features zippered vents and adjustable snap sides, so you can go from hanging tight to hanging loose on a moment's notice. A remov-

able quilt lining makes this coat suitable for year-round wear. Has elbow protection and built-in kidney support. The cowhide only improves with age. All these features add up to make this the jacket you'll keep for a lifetime. **4150** Sizes MD, LG, XL, XX **\$419.00**

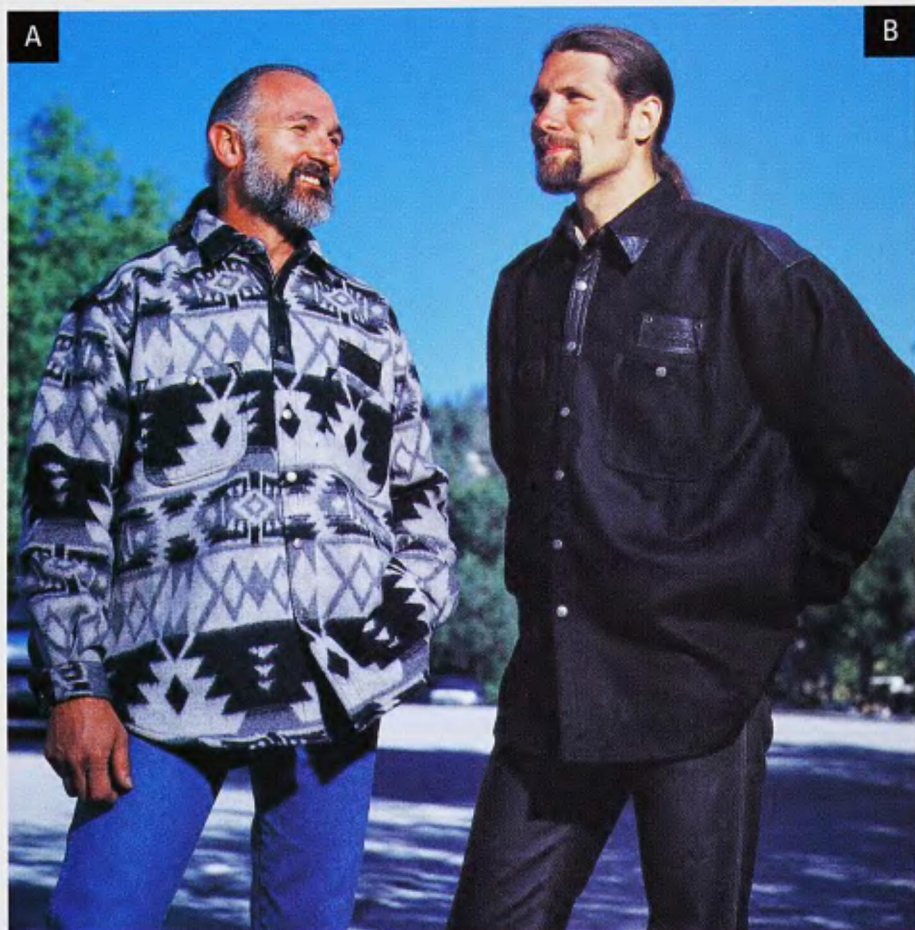
C. LADIES BIKER JACKET. A classic biker jacket for the classic biker babe. Features a built-in kidney support, adjustable waist and zippered pockets. **4520** Sizes 32, 34, 36, 38, 40, 42, 44, 46 **\$349.00**

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B

C





A. EASYRIDERS SOUTHWESTERN WOOL SHIRT. This black and gray pattern was designed with southwest flair and comes in durable wool with black leather trim and *Easyriders* snaps. **3330** - Sizes SM, MD, LG, XL, XX **\$64.95**

B. EASYRIDERS BLACK WOOL SHIRT. Our wool shirt in basic black comes with black leather trim, *Easyriders* logo and *Easyriders* snaps. **3350** Sizes SM, MD, LG, XL, XX **\$59.95**

C. INDIAN JACKET. Our fully lined, southwest-style wool shirt doubles as a light jacket for chilly evenings. Features two front zipper pockets, *Easyriders* bike logo and black leather trim. **3335** Sizes SM, MD, LG, XL, XX **\$59.95**

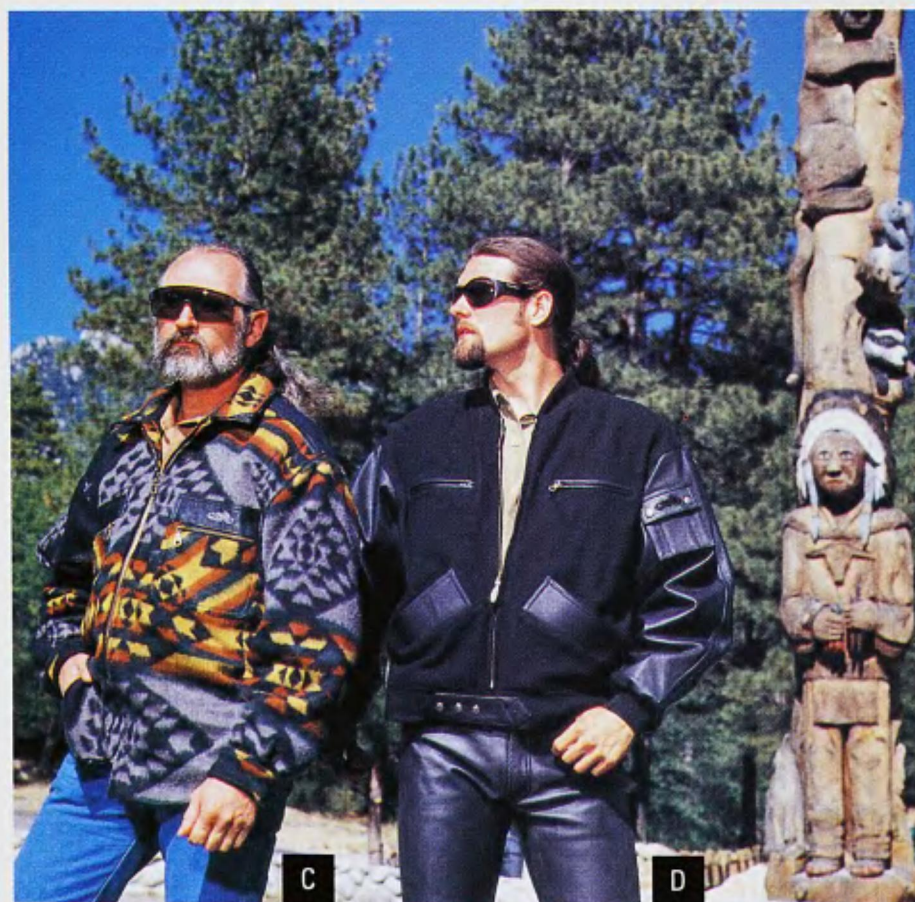
D. EASYRIDERS BASEBALL JACKET. Our wool baseball jacket offers the protection of leather sleeves plus the warmth and mobility of a wool body and collar. This fully quilted jacket features two front pockets, an inside pocket and a convenient sleeve pocket. **3345** Sizes SM, MD, LG, XL, XX **\$109.00**

E. INDIAN VEST. The same great design as our Indian wool shirt in a cool, comfortable vest. Features a quilted lining, back and front yoke, *Easyriders* snaps, front and back zipper pockets with leather trim, and adjustable side tabs. **3355** Sizes SM, MD, LG, XL, XX **\$44.95**

F. ANTIQUED LEATHER JEANS. One thing a biker can't live without is a pair of leather pants. For warmth and protection, nothing else comes close and these straight leg, five-pocket leather jeans are no exception. Made of specially treated, high-quality antiqued black leather for that broken-in look and feature lining to just below the knee, an over the boot cut, and the *Easyriders* bike logo above the right back pocket. **7125** Sizes SM, MD, LG, XL, XX **\$239.00**

G. BODYSUIT. This long sleeve bodysuit features a deep square open neck in a front-gathering style and it comes in a cotton/lycra blend that never loses its shape. **3835** Sizes SM, MD, LG **\$24.95**

H. BLACK LEGGINGS. Form-fitting and comfortable, these cotton/lycra black stretch leggings look great in any combination. **3750** Sizes SM, MD, LG **\$14.95**





E

G

F

H



A. BLACK DENIM JACKET. Our 14 oz. black stonewashed denim jacket is trimmed with antiqued brown leather on the collar and flap pocket. Also features durable triple needle-stitch construction, *Easyriders* buttons, and the *Easyriders* bike logo above left pocket. **9105** Adult Sizes SM, MD, LG, XL, XX **\$59.95**
9125 Childrens Sizes 6, 8, 10, 12 **\$49.95**

B. SLEEVELESS BLACK DENIM VEST. Our form-fitting black denim ladies vest features an antiqued brown leather collar, sturdy double-needle construction, belt loop, front yoke with flap pockets, and *Easyriders* buttons. **9145** Sizes SM, MD, LG **\$39.95**

C. BASIC BLACK DENIM SHIRT. We've taken a basic black 6 oz denim shirt and dressed it up with antiqued brown leather trim. Additional features include zippered pockets, double stitched design, overdyed stonewashed denim, front yoke, *Easyriders* buttons and embroidered bike logo. **9155** Sizes SM, MD, LG, XL, XX **\$49.95**

D. SLEEVELESS BLACK DENIM JACKET. Same as black denim jacket without sleeves. **9115** Sizes SM, MD, LG, XL, XX **\$44.95**

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E. DENIM VEST. For a sexier look there's the fitted vest, also in durable 14 oz. stone washed denim. It features an antiqued brown leather collar and front plaquette, a zipper closure and a zippered front pocket. **9140** Sizes SM, MD, LG **\$34.95**

F. DENIM SHIRT. Same features as the sleeveless denim shirt (see item G.) **9150** Adult Sizes SM, MD, LG, XL, XX **\$49.95**
9230 Childrens Sizes 6, 8, 10, 12 **\$34.95**

G. DENIM SLEEVELESS SHIRT. This basic two pocket, 6 oz. denim sleeveless shirt features the same antiqued brown leather trim as our classic denim jacket collection. It also features the exclusive *Easyriders* buttons and logo above the left pocket. **9160** Sizes MD, LG, XL, XX **\$39.95**

H. DENIM TIE-TOP. Faded 6 oz. denim and antiqued brown leather trim distinguish this version of the tie top. Also features *Easyriders* buttons and embroidered logo. **9170** Sizes SM, MD, LG **\$34.95**

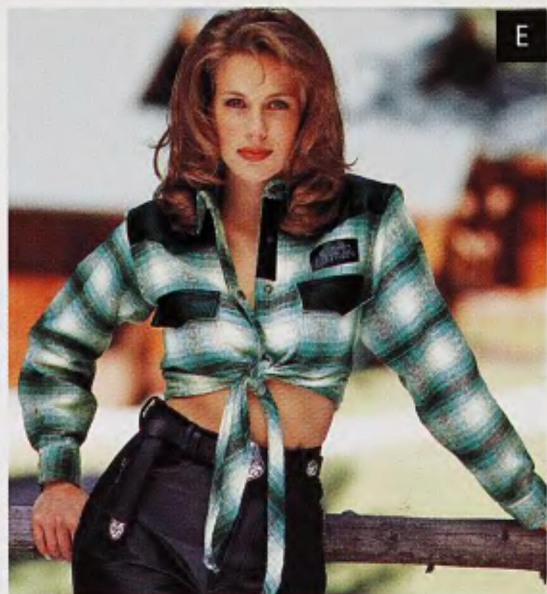
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A. HOODED BLACK DENIM AND PLAID SHIRT. We've combined the rugged comfort of 6 oz. denim with the softness of 100% cotton in this red plaid, hooded denim shirt. Features sturdy double stitching, front flap pockets, *Easyriders* buttons and embroidered bike logo. **3525** Sizes SM, MD, LG, XL, XX **\$49.95**

B. HOODED DENIM AND FLEECE SHIRT. Same great features as A. with sleeves and hood in 100% black cotton fleece. **3530** Sizes SM, MD, LG, XL, XX **\$49.95**

C. HOODED BLUE DENIM AND FLEECE SHIRT. This shirt combines the rugged comfort of 6 oz. denim with the softness of black cotton fleece. The added hood feature keeps you prepared for any weather. Available in childrens sizes see page 12. **3520** Sizes MD, LG, XL, XX **\$49.95**



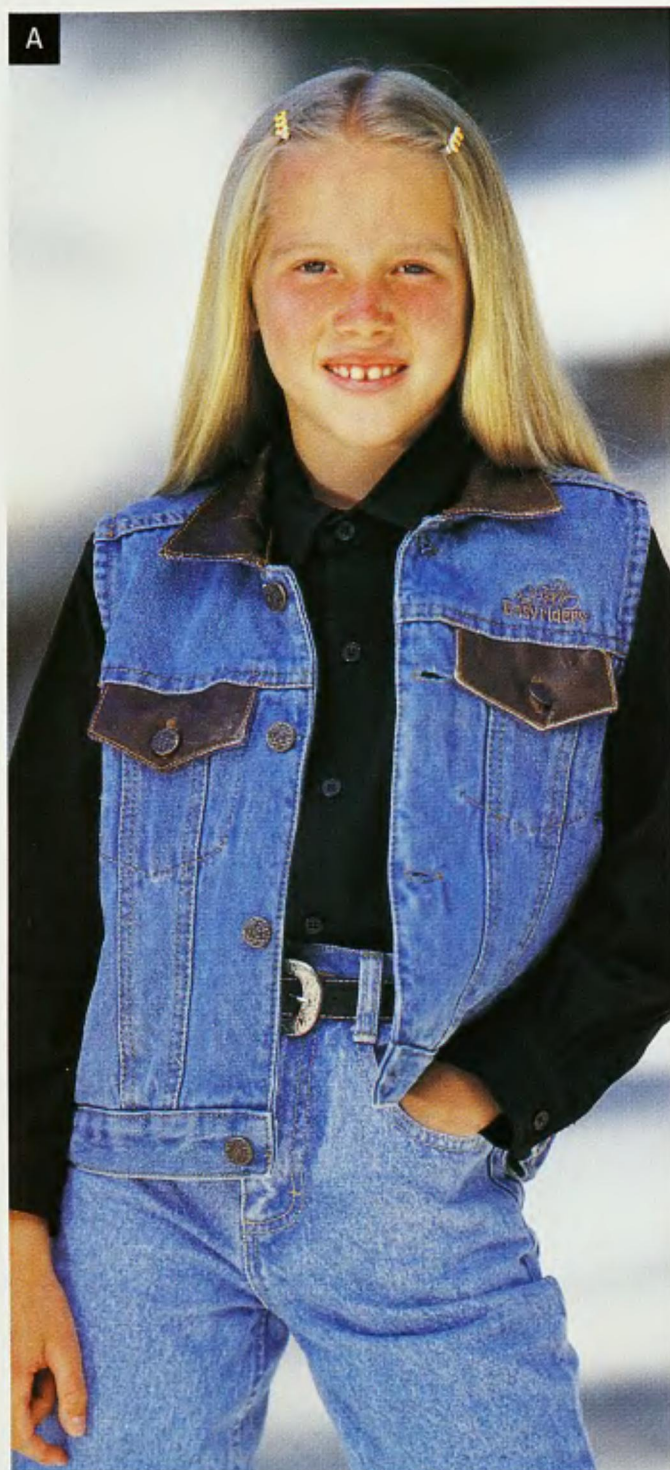
D. HOODED BLUE DENIM AND PLAID SHIRT. This shirt combines the rugged comfort of 6 oz. denim with the warmth of cotton plaid and the protection of a hood.. **3535** Sizes SM, MD, LG, XL, XX **\$49.95**

E. GREEN PLAID LONG. Made from the finest soft cotton and leather, this ladies tie top is as comfortable as it is sexy. **3870** Sizes SM, MD, LG **\$34.95**

F. HOODED BLUE DENIM TIE TOP. This sexy tie top offers the protection of a hood and the comfort of 100% soft cotton. Features rugged 6 oz. double stitch denim, a western yoke, *Easyriders* buttons, embroidered bike logo and flap front pockets. Red plaid sleeves and hood. **9185** Sizes SM, MD, LG **\$34.95**

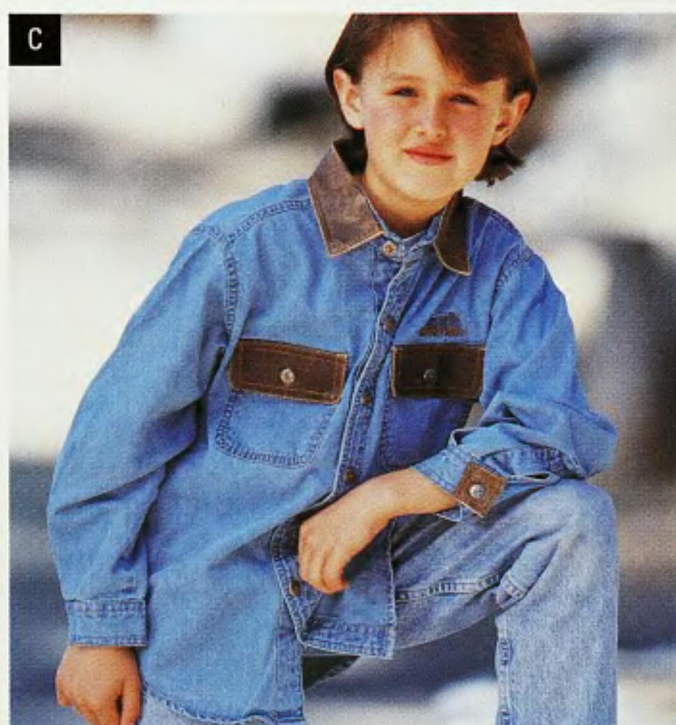
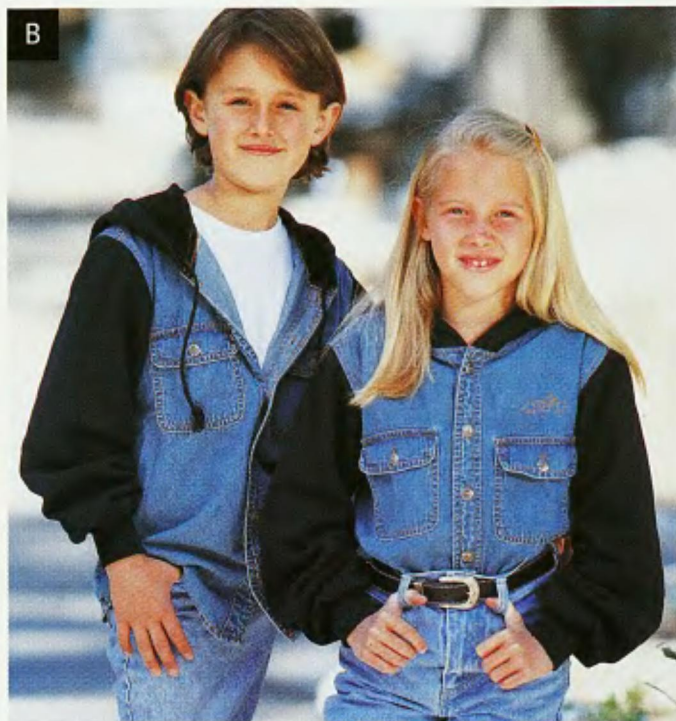
G. HOODED BLACK DENIM TIE TOP. Comfort and style characterize this hooded tie top. Features include durable 6 oz. double stitch denim, western yoke, *Easyriders* buttons, embroidered bike logo and flap front pockets. Sleeves and hood are in 100% cotton green plaid. **9175** Sizes SM, MD, LG **\$34.95**





A. KIDS SLEEVELESS DENIM JACKET. Our kids denim jacket features the same rugged, 14 oz. denim and triple-needle construction as our adult version. Also features antiqued brown leather trim and the embroidered *Easyriders* bike logo. **9130** Sizes 6, 8, 10, 12 **\$34.95**

KIDS DENIM JACKET A classic denim jacket styled the same as the sleeveless jacket but with the added warmth of sleeves. **9120** Sizes 6, 8, 10, 12 **\$49.95**



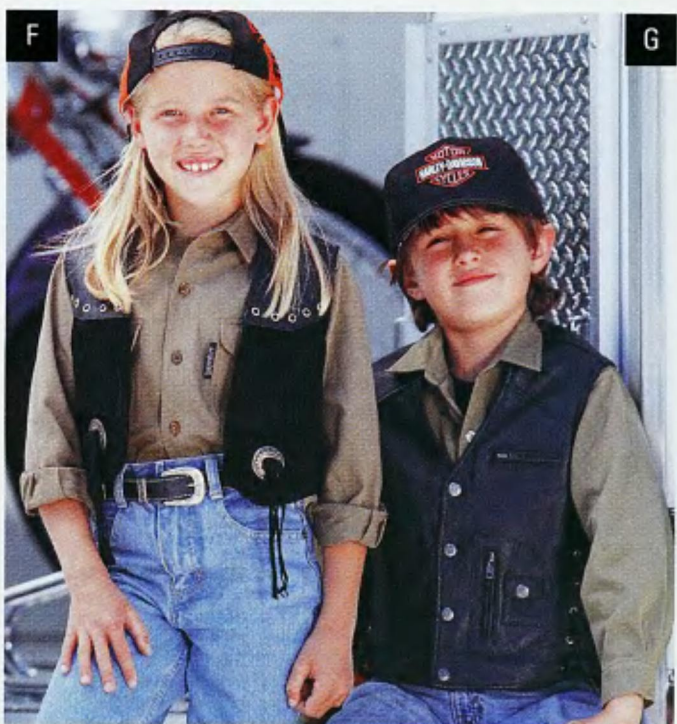
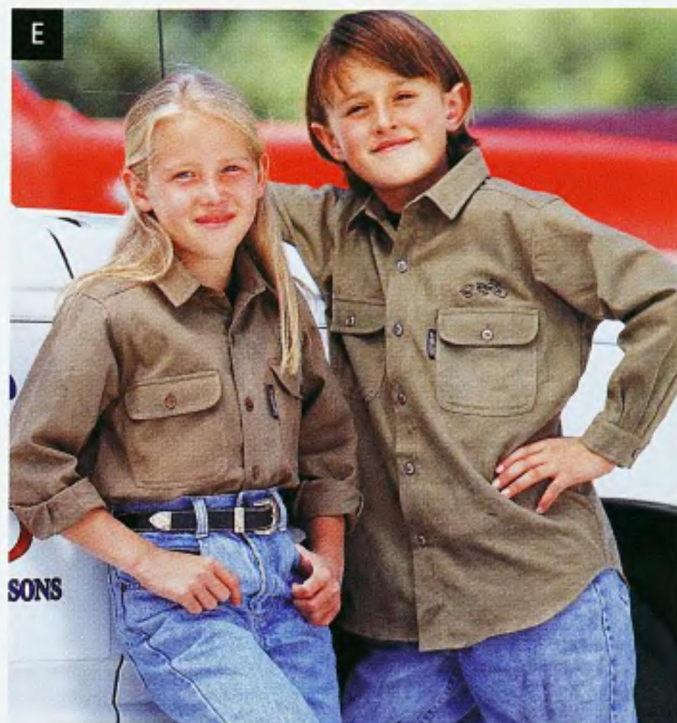
B. KIDS HOODED DENIM SHIRT. Blue denim body with hood & sleeves in black fleece, same as adult version. (see page 10) **3545** Sizes 6, 8, 10, 12 **\$44.95**

C. KIDS DENIM LONG SLEEVE SHIRT. Same as adults version. (See page 9) **9230** Sizes 6, 8, 10, 12 **\$34.95**



D. KIDS BLACK DENIM JACKET. For the kids we offer a miniature version of our rugged black denim jacket. Featuring 14 oz. stonewashed denim, antiqued brown leather trim, triple-needle construction, *Easyriders* buttons and the *Easyriders* bike logo. **9125** Sizes 6, 8, 10, 12 **\$49.95**

E. KIDS TWILL SHIRT. The same sturdy cotton construction as our adult twill shirts, but in childrens sizes. Available in khaki, brown & black. **7470 BLACK**— Sizes 6, 8, 10, 12. **7471 BROWN** — Sizes 06, 08, 10, 12. **7472 KHAKI** — Sizes 6, 8, 10, 12 **\$29.95**



F. GIRLS CONCHO VEST. Western style fringed crop vest in black suede. Yoke is black leather with silver eyelet. Has *Easyriders* conchos and is fully lined. **9210** Sizes 4, 6, 8, 10, 12 **\$39.95**

G. KIDS 4 POCKET VEST. Our fully-lined, dry-milled black leather vest is an exact replica of our adult version, right down to the built-in kidney panel. Also features three zippered pockets, a change pouch and adjustable lace-up sides. **9200** Sizes 4, 6, 8, 10, 12 **\$64.95**

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EASYRIDERS T-SHIRTS. No biker's wardrobe is complete without at least one *Easyriders* T-Shirt. Our newest designs, printed on 100% cotton Hanes Beefy-T's, keep up the free spirit and attitude that's become the trademark of *Easyriders*.

All MD, LG, XL T-SHIRTS are \$15.95 each
XXL are \$18.95 each
XXXL are \$20.95 each in available designs.

A. MARILYN.

8710 Sizes MD, LG, XL, XX.

B. JUMBO EAGLE.

8720 Sizes MD, LG, XL, XX, XXX.

C. CAFE.

8740 Sizes MD, LG, XL, XX.

D. FREE SPIRIT.

8600 Sizes MD, LG, XL, XX.

E. EASYRIDERS SKULL LOGO.

8340 Sizes MD, LG, XL, XX.

F. BIKER WRENCH.

8725 Sizes MD, LG, XL, XX, XXX.

G. BAD TO THE BONE.

8420 Sizes MD, LG, XL, XX.

H. BIKER W/FLAG AND EAGLE.

8510 Sizes MD, LG, XL, XX.

I. JACK-SKULL OF DIAMONDS.

8605 Sizes MD, LG, XL, XX.

J. BIKERS AROUND THE WORLD.

8500 Sizes MD, LG, XL, XX.

K. LADY FISH.

8730 Sizes MD, LG, XL, XX.

L. STRONG SURVIVE.

8550 Sizes MD, LG, XL, XX.

M. EASYRIDERS BIKE LOGO.

8390 Sizes MD, LG, XL, XX.

N. BLOWN SKULL.

8615 Sizes MD, LG, XL, XX.

O. SKULL & EIGHT BALL.

8610 Sizes MD, LG, XL, XX.

P. ARTISTRY IN INK.

8645 Sizes MD, LG, XL, XX.

Q. SNAKE/SKULL.

8625 Sizes MD, LG, XL, XX.

R. VIETNAM VET.

8715 Sizes MD, LG, XL, XX, XXX.

S. SALOON.

8560 Sizes MD, LG, XL, XX.

T. SOUTHWEST W/BAR & DIAMOND.

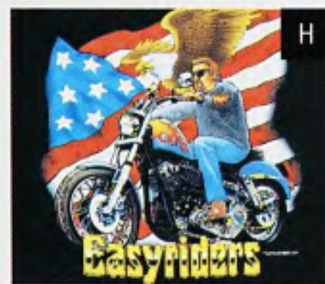
8540 Sizes MD, LG, XL, XX.

U. MEDICINE SHIELD.

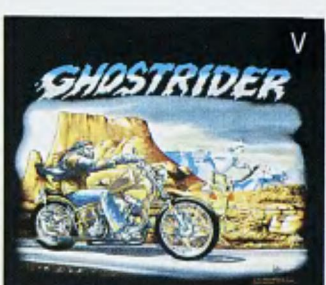
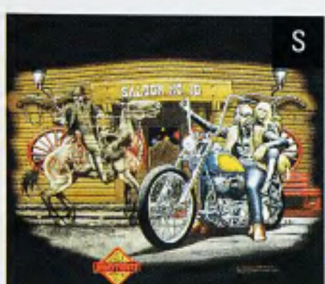
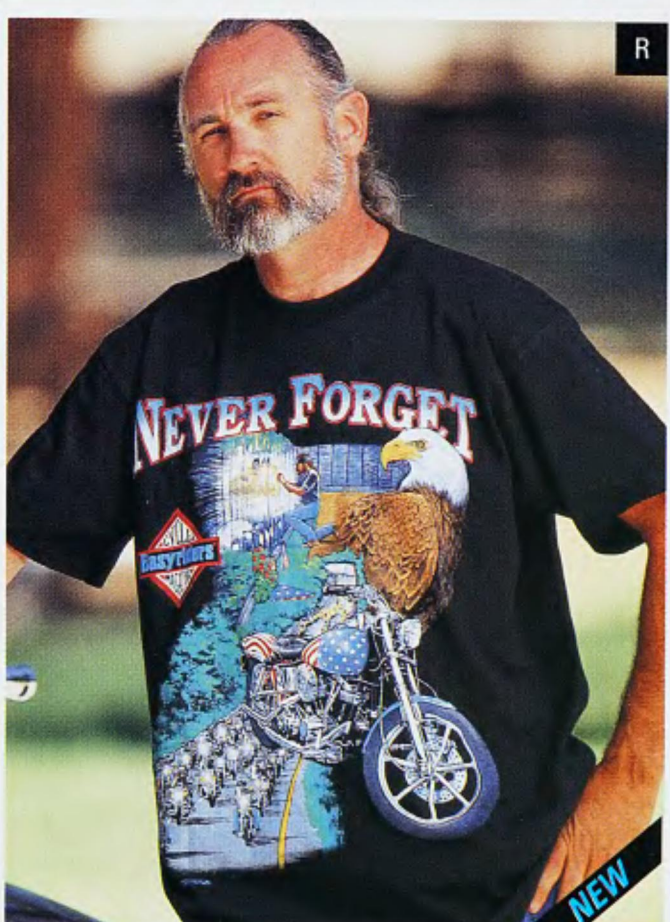
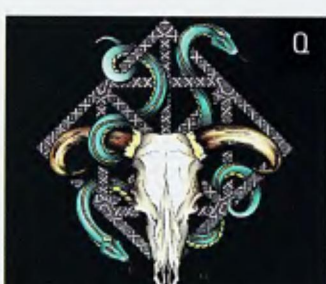
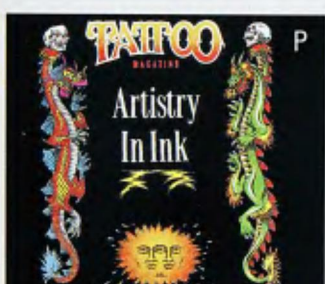
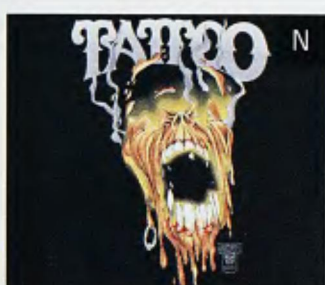
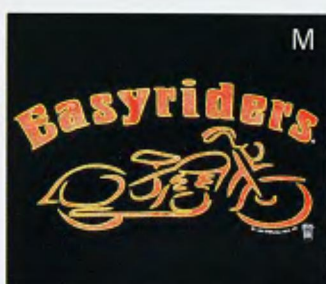
8490 Sizes MD, LG, XL, XX.

V. DAVID MANN GHOSTRIDER

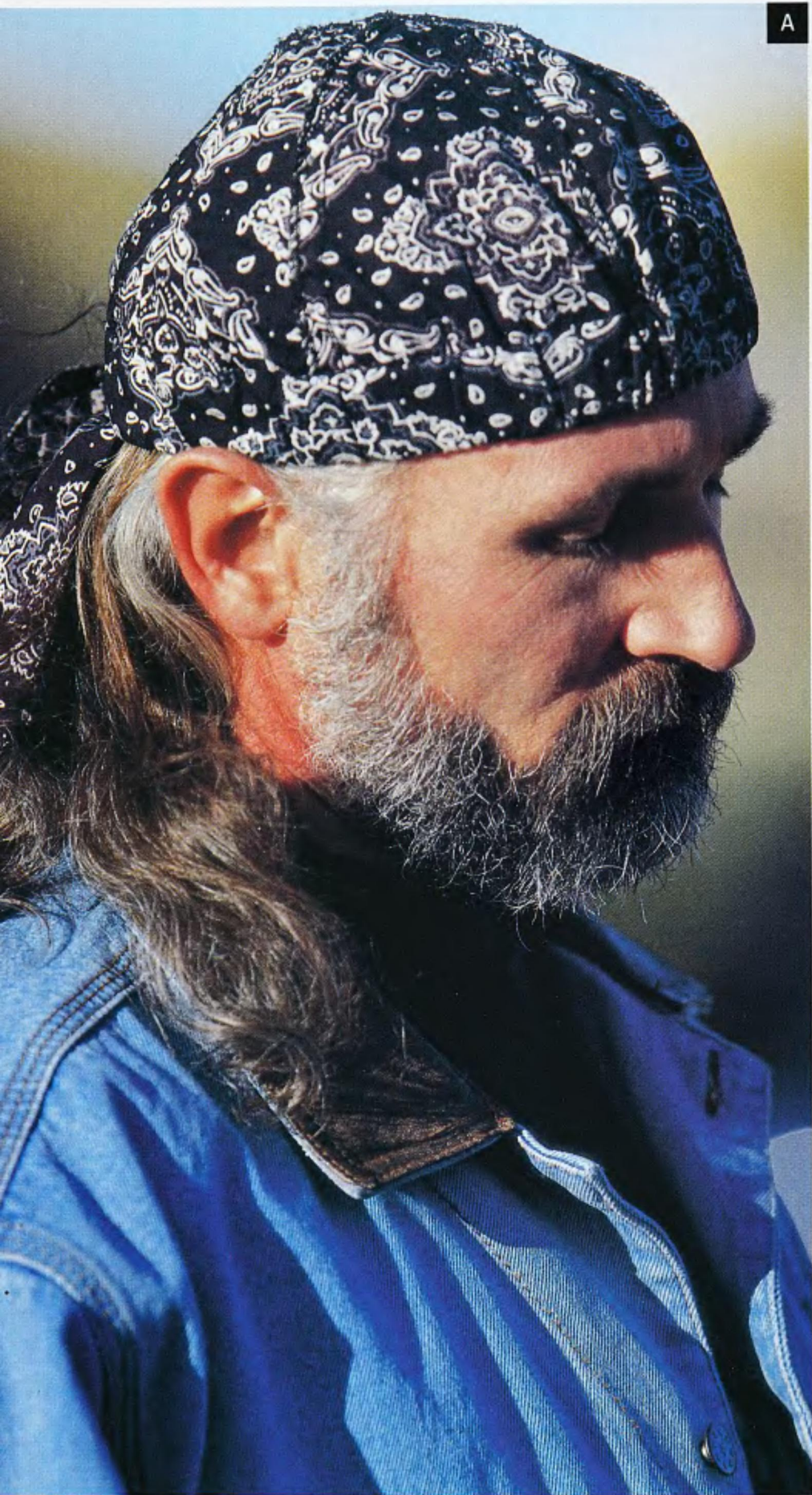
8580 Sizes MD, LG, XL, XX.



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A



A. RIPPER CAP. Our form-fitting, 100% washable cotton rippers are so comfortable you might forget you're wearing one. They offer all the benefits of a bandana, plus an elastic and velcro closure to keep them in place.

300265 White with Black Print

300264 Black

300268 Black with White Skulls

300267 White with Black Skulls

300266 Black with White Print

\$9.95



B. HARLEY-DAVIDSON GRAY WOOL CAP WITH CIRCLE LOGO.
300335 \$19.95

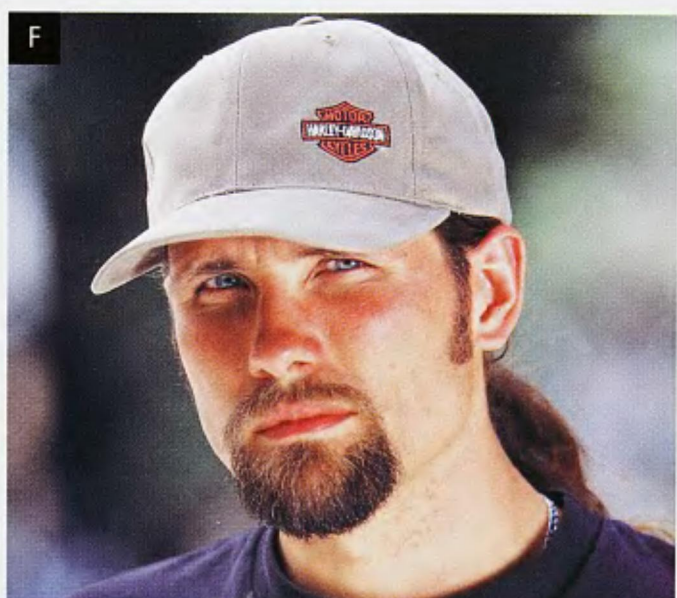
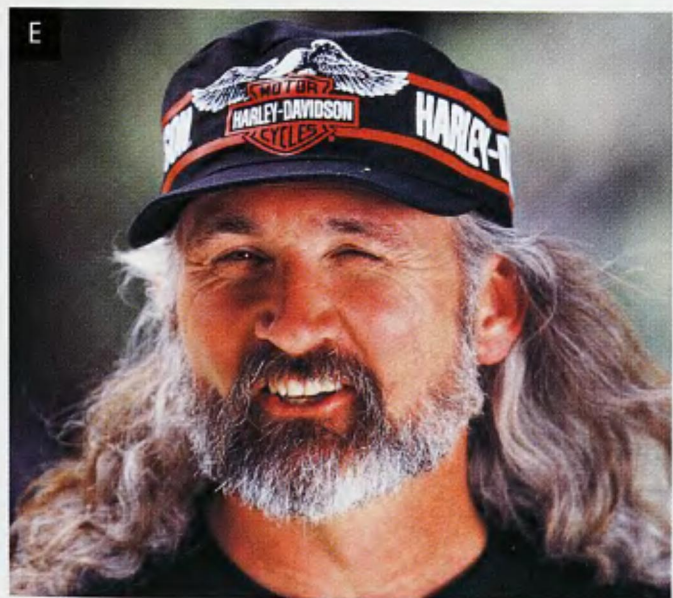
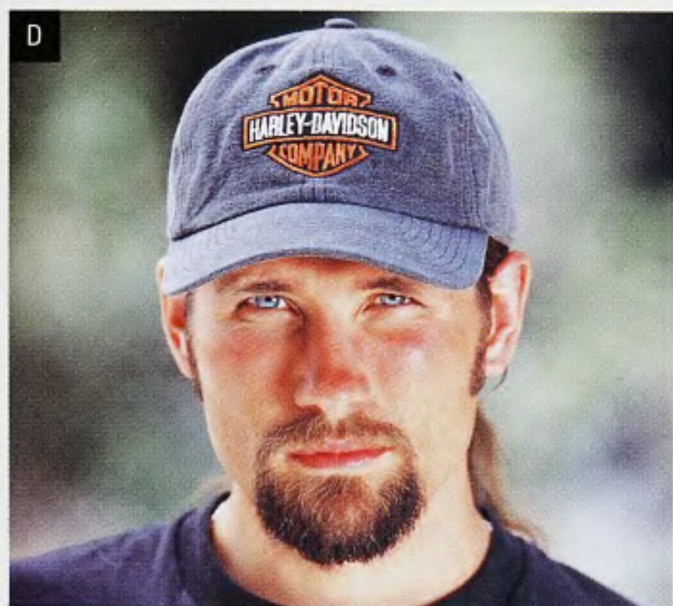
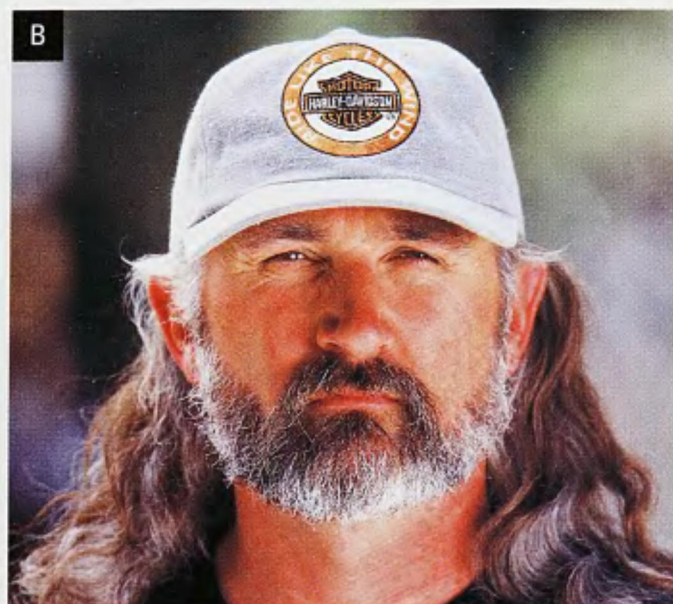
C. HARLEY-DAVIDSON BLACK CAP WITH BAR & SHIELD. Cotton twill.
300336 \$19.95

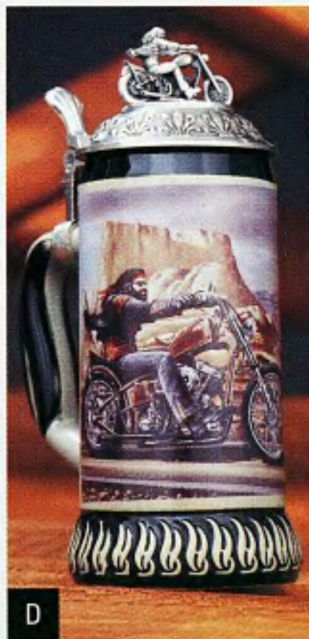
D. HARLEY-DAVIDSON DARK GRAY CAP WITH BAR & SHIELD. Brushed gray canvas. **300338 \$19.95**

E. H-D WINGED PAINTERS CAP WITH BAR & SHIELD PRINTED LOGO. **300235 \$12.95**

F. HARLEY-DAVIDSON MOCHA CAP WITH BAR & SHIELD. 100% cotton. **300337 \$19.95**

CALL (800) 247-6246 FOR ORDERS OR LOCATION OF YOUR NEAREST DEALER





A. EASYRIDERS COLLECTOR CARD SET. Our set of 20 collector cards features *Easyriders* images of bikes, babes and David Mann art embossed and printed on durable metal. This offer is a limited edition, so order before they're all gone. Certificate of authenticity and metal collector case included. **160012 \$69.95**

B. EASYRIDERS MULTI-TOOL. This handy new tool may look like a pair of pliers, but that's just the beginning. It features a can opener, a bottle opener, several knife blades and files, a standard screwdriver and a Phillips-head screwdriver. Plus it comes with its own convenient leather carrying case featuring an *Easyriders* logo medallion. **700100 \$24.95**

C. EASYRIDERS COLLECTOR TRUCK MODEL. Add to your own collection or give someone a great gift. The limited-edition *Easyriders*

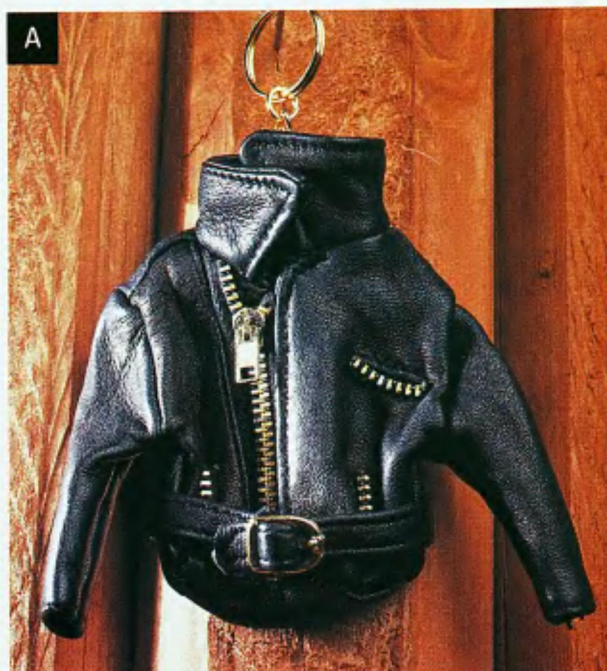
trailer/coin bank is built to 1/64th scale in durable dye-cast metal. It features a Kenworth cab cover and a key-lock, and it arrives in a special four-color carton with the *Easyriders* history. **253003 \$44.95**

D. DAVID MANN GHOSTRIDER STEIN. This unique collector's item features the highly detailed artwork of David Mann. Pewter trim and a miniature motorcycle handle make this stein a prized piece in any collection. Certificate of authenticity included. **600003 \$89.95**

E. COLLECTOR BUCK KNIFE & CASE. For the serious collector, this is an item that cannot be passed up. Only 250 of these knives have been made. They feature original David Mann art etched in 22kt gold on the blade and a solid wood display box with marble inset of "Ghost Rider" artwork. Manufacturers warranty and a certificate of authenticity are included. **290060 \$319.00**

CALL (800) 247-6246 FOR ORDERS OR LOCATION OF YOUR NEAREST DEALER





A. LEATHER JACKET KEYCHAIN. There's no better place to put your bike keys than on an *Easyriders* leather jacket replica keychain. **300126 \$14.95**

B. BIKE WEEK GAME. Our exclusive Daytona bike week game provides hours of fun for you and your bros. It comes with its own convenient tube-shaped carrying case that's ready for the road. **253004 \$29.95**

C. GHOSTRIDER GIFT WRAP. When you wrap a present in our Ghostrider paper, your friends will like the box as much as the gift! Features original David Mann artwork. Set of 2/ 20"x 30" sheets. **090004 \$4.95**

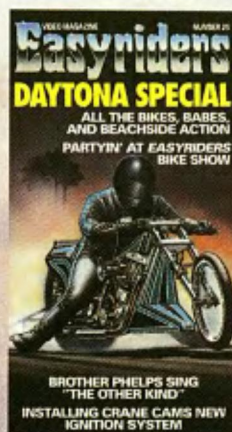
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EASYRIDERS VIDEO MAGAZINES — Four times a year we put together the ultimate biker video packed with on the road action, Tech Tips, Biker Fantasies, & the hottest biker babes!

Each video is \$19.95

- #1: GREATEST DECADE IN HARLEY HISTORY. VHS 600012 PAL 600099
- #2: DAYTONA '89, BIKE SHOW AND RODEO. VHS 600020 PAL 600098
- #3: BLACK HILLS RALLY, DRAG RACING. VHS 600021 PAL 600022
- #4: ICE RACING, LOVE RIDE. VHS 600026 PAL 600027
- #5: DAYTONA '90, DAVID MANN COLLECTION. VHS 600030 PAL 600031
- #6: BONNEVILLE '90, LAND SPEED RECORD. VHS 600035 PAL 600036
- #7: STURGIS' 50TH, EASYRIDERS 20TH YEAR. VHS 600040 PAL 600041
- #8: EASYRIDERS RODEO GRAND NATIONALS. VHS 600045 PAL 600046
- #9: DAYTONA'S 50TH, VINTAGE HARLEYS & INDIANS. VHS 600051 PAL 600052
- #10: STURGIS, LACONIA, RED RIVER RUN. VHS 600056 PAL 600057
- #11: POW/MIA RALLY, OHIO RODEO, TOY RUN. VHS 600061 PAL 600062
- #12: AM-JAM TATTOO EXPO, KENTUCKY HEADHUNTERS. VHS 600068 PAL 600069
- #13: DAYTONA BIKE WEEK, LAUGHLINS 10TH RIVER RUN. VHS 600073 PAL 600074
- #14: ANTIQUE RACES, FREEDOM RALLY, REDWOOD RUN. VHS 600082 PAL 600083
- #15: GIRLS OF STURGIS, EASYRIDERS RODEO. VHS 600090 PAL 600091
- #16: DRAG BIKES, '93 INVITATIONAL BIKE SHOW. VHS 600112 PAL 600113
- #17: DAYTONA '93, DRAG BIKES. VHS 600117. PAL 600118

- #18: WINTER SPECIAL, HARLEY'S 90TH ANNIVERSARY. VHS 600126 PAL 600127
- #19: '93 CHILLICOTHE RODEO, GIRLS OF STURGIS. VHS 600132 PAL 600133
- #20: '93 GRAND NATIONAL RODEO. VHS 600136 PAL 600137
- #21: DAYTONA, THE "RUN TO THE WALL". VHS 600138 PAL 600139
- #22: LAUGHLIN RIVER RUN, HARLEY HISTORY. VHS 600141 PAL 600142
- #23: STURGIS, PEARL HOYLE. VHS 600143 PAL 600144
- #24: RODEO SPECTACULAR. VHS 600145 PAL 600146
- #25: DAYTONA '95 SPECIAL. VHS 600147 PAL 600148



Also for your viewing pleasure...

EASY RIDER. THE ORIGINAL BIKER MOVIE.
VHS 600013 PAL N/A \$19.95

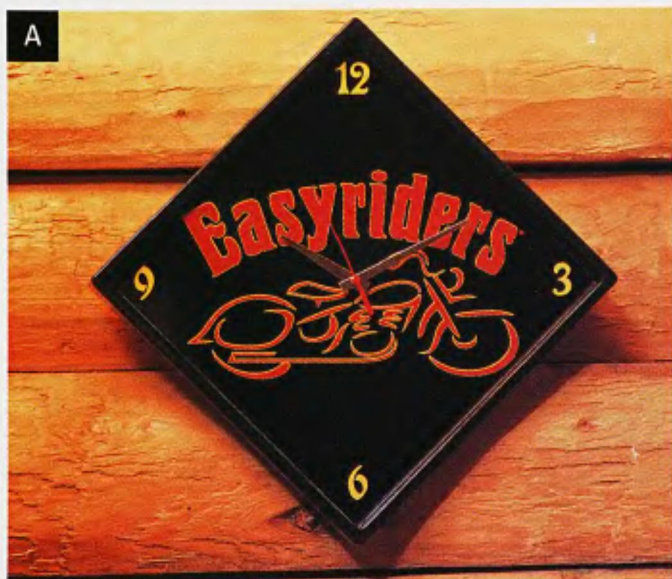
LAND SPEED RECORD. RECORD BREAKING DOCUMENTARY.

VHS 600902 PAL N/A \$19.95

LAND SPEED ATTEMPT DOCUMENTARY.
VHS 600900 PAL N/A \$19.95

THE WILD ONE. THE '50'S CULT CLASSIC.
VHS 600014 PAL N/A \$19.95

PURCHASE VIDEOS IN QUANTITY AND SAVE:
BUY 2-3, PAY \$17.95 EA. • BUY 4-9, PAY \$14.95 EA.
BUY 10-24, PAY \$12.95 EA. • BUY 25+, PAY \$9.95 EA.



A. EASYRIDERS CLOCK. Time is on your side when you have an *Easyriders* clock on your wall. 290048 \$29.95

B. BABY ROMPER. Start 'em young in our baby "Born to Ride" jumper. 100% cotton. 2100 Sizes 6mo. 12mo. 18mo. 24mo. \$19.95

HARLEY-DAVIDSON TIE COLLECTION. If you absolutely must wear a tie, at least wear a cool one. This line of Harley-Davidson ties was designed with the biker in mind and features vivid Harley artwork on silk or polyester.

C. ALL AMERICAN SILK TIE. 290076 \$34.95
D. H-D NOSTALGIA SILK TIE. 290078 \$34.95
E. H-D LEADING EDGE TIE. 290077 \$19.95
F. H-D ROAD TRIP TIE. 290075 \$19.95

G. H-D STUFFED PIG. This Harley pig makes a great gift for the little bikers in your life. 321013 \$24.95

H. HARLEY PARKING SIGN. Let it be known who parks in your driveway with this Harley sign. Metal sign— 150051 \$24.95.

Plastic sign — 150053 \$7.95

EASYRIDERS LIGHTERS. These refillable lighters come with a unique heating element flame that can't be blown out, even in heavy winds. Available with a screen-printed flaming wheel logo or a flaming wheel logo medallion. Comes in brushed chrome, brushed brass and gunmetal.

I. PRINTED LIGHTERS.
 160087— Gunmetal 160088— Chrome 160089— Brass \$19.95

J. MEDALLION LIGHTERS.
 160090— Chrome, 160091— Brass, 160092— Gunmetal \$24.95

K. EASYRIDERS LICENSE PLATE HOLDER. This frame fits perfectly around your motorcycle plate and identifies you as an easy rider. Inside dimensions are 7" w x 4" h. 150174 \$34.95

L. EASYRIDERS PILLOW CASES. Ensure exciting dreams by sleeping on an *Easyriders* pillow case. Features "I Only Bed With The Best" motto. Set of 2. 400002 \$24.95

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H

**PARKING
FOR
HARLEYS
ONLY**



VIOLATORS WILL BE SHOT

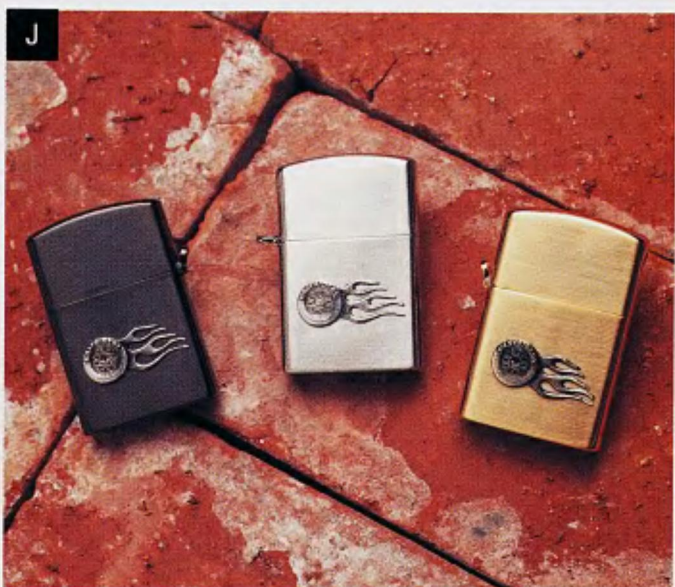
• **ORD. 1340**

OUTRAGEOUS SIGN CO. • VENTURA, CALIFORNIA

I



J



K



L





A. COLLAR SHIRT. This 100% medium weight cotton shirt is comfortable and dressy at the same time. It features a mandarin collar, two front pockets and the *Easyriders* bike logo. Available only in black. **7420** Sizes MD, LG, XL, XX **\$29.95**

B. ZIP POCKET SHIRT. Diagonal zippered front pockets characterize this medium weight, 100% cotton shirt. The double-lined shoulder patches produce a unique ripple effect. Doublestitch construction, available only in black. **7430** Sizes MD, LG, XL, XX **\$34.95**

C. EASYRIDERS STARS & STRIPES WATCH. Our stars and stripes watch is on time and on target. It features a high-quality, two-toned leather band, quartz movement and the stars and stripes emblem around the dial. Wooden gift box included. **160083 \$54.95**

D. EASYRIDERS CORK WATCH. Unique cork textured leather distinguishes this watch. It features a gold-toned dial, quartz movement and comes in a custom wooden gift box. **160084 \$44.95**

E. BIKER WATCH. You'll never run out of time with an *Easyriders* watch. This quartz movement biker watch highlights the "Live to Ride" motto on the metal lid and features a spoke wheel dial design. Also includes an eyelet leather band, wooden gift box and warranty. **160085 \$44.95**

F. CAP WATCH. Clean, sleek styling characterizes this quartz movement watch. It features an *Easyriders* logo on the leather lid and back, and a concho dial design. Wooden gift box, leather strap and warranty are all included. **160086 \$54.95**

CALL (800) 247-6246 FOR ORDERS OR LOCATION OF YOUR NEAREST DEALER





EASYRIDERS BELTS. The *Easyriders* high quality oil-tanned leather belt selection covers a wide range of styles and features conchos, biker embossments and engravings. Each belt is carefully crafted with an eye toward detail.

A. EASYRIDERS GHOSTRIDER BELT. 2325 Sizes 32, 36, 40, 44 **\$24.95**

B. EASYRIDERS EMBOSSED EAGLE BELT.

2350 Sizes 32, 36, 40, 44 **\$29.95**

C. EASYRIDERS CHAIN WING BELT. 2330 Sizes 32, 36, 40, 44 **\$19.95**

D. EASYRIDERS WESTERN CONCHO BELT.

2345 Sizes 32, 36, 40, 44 **\$44.95**

E. EASYRIDERS CONCHO BELT. 2340 Sizes 32, 36, 40, 44 **\$39.95**

F. EASYRIDERS LADIES CONCHO WRAP BELT.

It's extra long to loop and stylize. 2335 Sizes 28, 32, 34, 36 **\$34.95**

G. EYELET BELT.

2360 Sizes 32, 36, 40, 44 **\$49.95**

H. SOUTHWEST SKULL CONCHO BELT.

2365 Sizes 32, 36, 40, 44 **\$49.95**

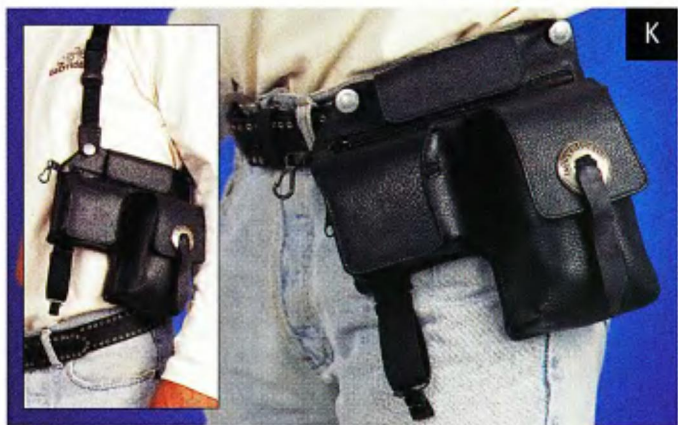
I. LADIES HOOK BELT.

2355 Sizes 28, 32, 34, 36 **\$29.95**

J. EASYRIDERS EAGLE MEDALLION BELT.

2370 Sizes 32, 36, 40, 44 **\$54.95**

K. EASYRIDERS BODY POCKET. This innovative new carrying case was created exclusively for *Easyriders* by Body Pocket™. The patented design includes four compartments (including one hidden one) plus a convenient sunglass holder. It can be worn a variety of ways including around the waist and over the shoulder, or you can remove the strap and thread it on your belt. A special extension strap with a suspender attachment even



allows you to wear it holster-style. Once you use the BodyPocket™, you'll wonder what you did without it. **700012 \$69.95**

BUCKLE UP IN STYLE. Here are the latest offerings from the infamous *Easyriders* belt buckle collection. All designs are in natural brass and nickel plate finish (except where noted).

L. BIKER BUCKLE. 290233 CHROME **\$29.95** – 290234 PEWTER **\$24.95**

M. EASYRIDERS WHEEL & FEATHER BUCKLE. 290226 **\$14.95**

N. SOUTHWESTERN SKULL BUCKLE.

290231 CHROME **\$29.95** – 290232 PEWTER **\$24.95**

O. EASYRIDERS CHOPPER BUCKLE. 290215 **\$14.95**

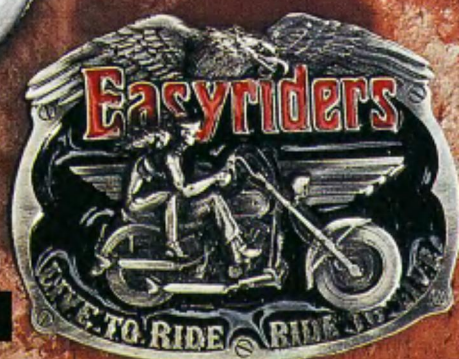
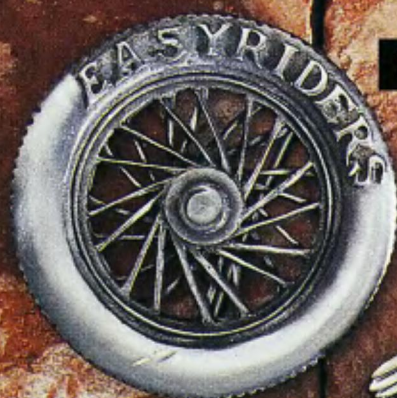
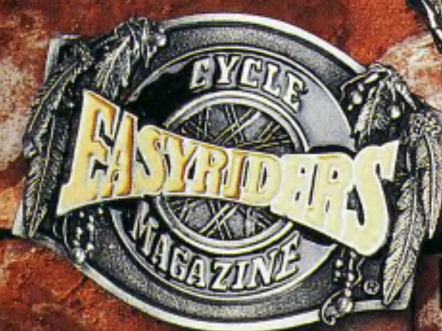
P. EASYRIDERS BIKE BUCKLE. 290230 **\$29.95**

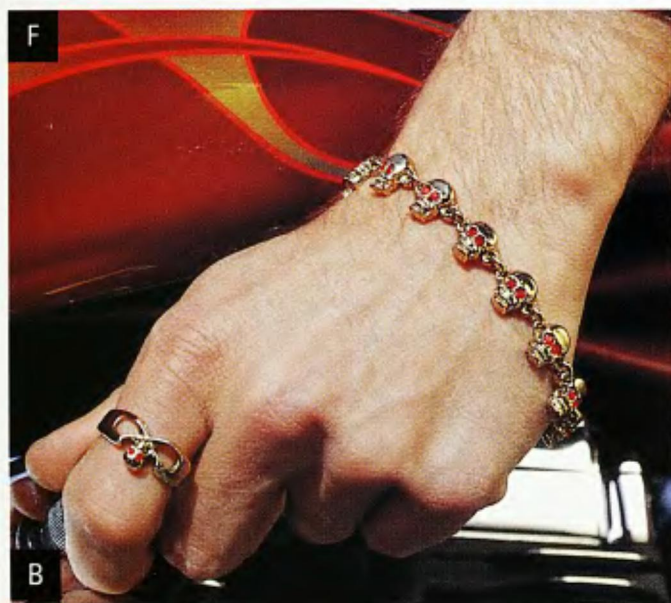
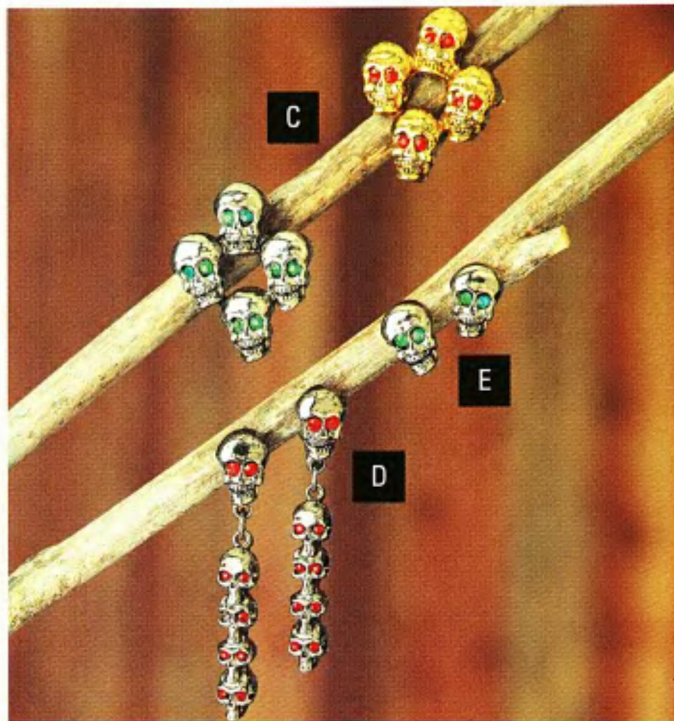
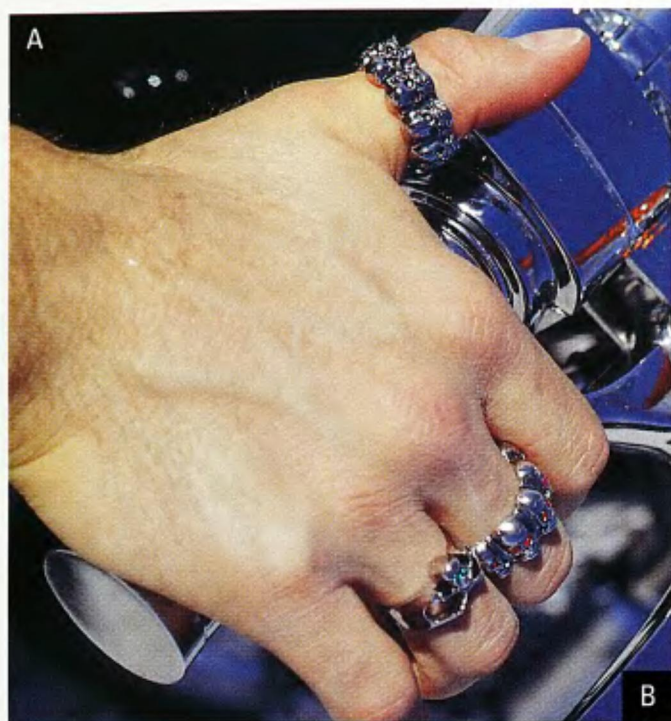
Q. EASYRIDERS BAR & DIAMOND BUCKLE. 290227 **\$14.95**

R. WHEEL & SPOKE EASYRIDERS BUCKLE. 290228 **\$29.95**

S. SKULL PILE BUCKLE. 290217 **\$29.95**

T. EASYRIDERS LIVE TO RIDE BUCKLE. 290214 **\$14.95**





SKULL JEWELRY. All of our unique, quality skull jewelry pieces come in either antique gold or silver finishes, with a choice of red, black or green stone inlay. Earrings all have surgical steel, hypo-allergenic posts or hooks.

SKULL CRUSHER RING. Side by side skulls circle your finger with this ring. Sizes 10, 11, 12 **\$19.95**

BLACK STONE, GOLD	2650	BLACK STONE, SILVER	2653
GREEN STONE, GOLD	2651	GREEN STONE, SILVER	2654
RED STONE, GOLD	2652	RED STONE, SILVER	2655

B. SKULL STUD RING. Single skull. Sizes 10, 11, 12 **\$14.95**

BLACK STONE, GOLD	2656	BLACK STONE, SILVER	2659
GREEN STONE, GOLD	2657	GREEN STONE, SILVER	2660
RED STONE, GOLD	2658	RED STONE, SILVER	2661

C. SKULL PIN. Four Connecting skulls. **\$10.95**

BLACK STONE, GOLD	310141	BLACK STONE, SILVER	310144
GREEN STONE, GOLD	310142	GREEN STONE, SILVER	310145
RED STONE, GOLD	310143	RED STONE, SILVER	310146

D. SKULL DROP EARRINGS. Skull post earring with 4 hanging below. **\$14.95**

BLACK STONE, GOLD	310642	BLACK STONE, SILVER	310645
GREEN STONE, GOLD	310643	GREEN STONE, SILVER	310646
RED STONE, GOLD	310644	RED STONE, SILVER	310647

E. SKULL STUD EARRINGS. Skull post earring. **\$7.95**

BLACK STONE, GOLD	310648	BLACK STONE, SILVER	310651
GREEN STONE, GOLD	310649	GREEN STONE, SILVER	310652
RED STONE, GOLD	310650	RED STONE, SILVER	310653

F. SKULL BRACELET. Connecting skulls all around. **\$19.95**

BLACK STONE, GOLD	310654	BLACK STONE, SILVER	310657
GREEN STONE, GOLD	310655	GREEN STONE, SILVER	310658
RED STONE, GOLD	310656	RED STONE, SILVER	310659

G. SKULL TOTEM EARRINGS. Four skulls on a hook earring. **\$14.95**

BLACK STONE, GOLD	310636	BLACK STONE, SILVER	310639
GREEN STONE, GOLD	310637	GREEN STONE, SILVER	310640
RED STONE, GOLD	310638	RED STONE, SILVER	310641

H. SKULL NECKLACE. Connecting skulls all around. **\$19.95**

BLACK STONE, GOLD	310660	BLACK STONE, SILVER	310663
GREEN STONE, GOLD	310661	GREEN STONE, SILVER	310664
RED STONE, GOLD	310662	RED STONE, SILVER	310665

CALL (800) 247-6246 FOR ORDERS OR LOCATION OF YOUR NEAREST DEALER



EASYRIDERS WALLET COLLECTION. The new *Easyriders* wallet collection is American-made and crafted exclusively from the highest quality leather and features the embossed *Easyriders* Bike Logo.

I. BELT POUCH. Features a belt loop back and secure snap closure. 700038 \$19.95

J. KEY CHAIN. 310482 \$7.95

K. TWO FOLD WALLET W/KEYCHAIN ATTACHMENT. 700042 \$39.95

L. BOOT WALLET. Clips onto your boot or belt. 700036 \$29.95

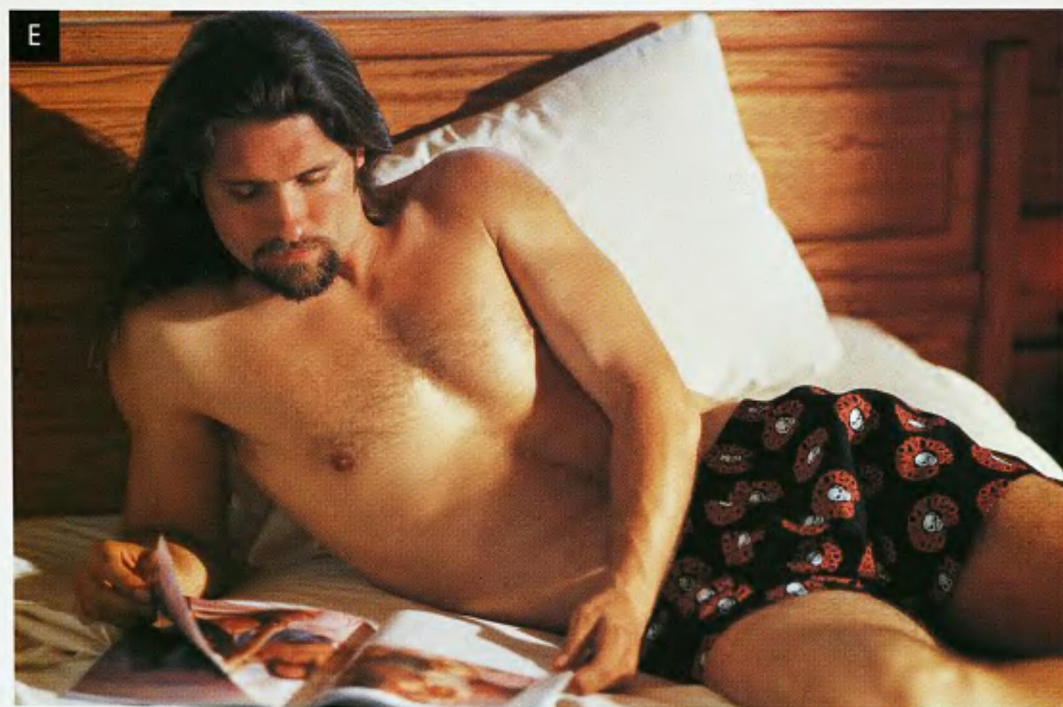
M. KEY STRAP. 700040 \$7.95

N. FLIP MONEYFOLD. Three compartments plus billfold. 700037 \$19.95

O. EASYRIDERS FRINGE KEYCHAIN. It'll be easy to find your bike keys when you put them on our long, suede fringed keychain. Features embossed *Easyriders* logo. 216453 \$5.95

P. BIKER WALLET. Includes a secure chain attachment. 700041 \$54.95

Q. ZIPPER CLUTCH. Features a leather checkbook cover, picture holder, credit card compartments and an outside zippered pocket. 700039 \$39.95



PANTIES. Make a statement by wearing our soft, silky *Easyriders* panties. Featuring the *Easyriders* Bike Logo and cotton crotch. Available in bikini and french cut. Sizes SM, MD, LG **\$8.95**

A. FRENCH CUT PANTIES.
1955 BLACK 1960 RED

B. BIKINI CUT PANTIES.
1965 BLACK 1970 RED

C. LADIES LONG SLEEVE TOP. Lace-up shoulders on this form-fitting cotton/lycra shirt make you stand apart from the crowd. **3845** Sizes SM, MD, LG **\$24.95**

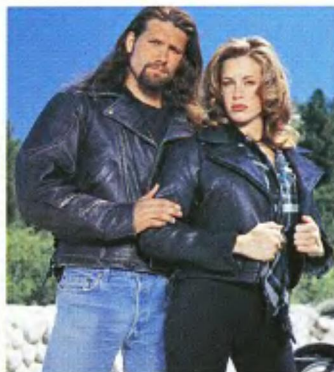
D. EASYRIDERS MINI-CHAPS. Our sexy, stylish suede and leather mini-chaps feature front, back and thigh buckle closures to give you the perfect fit. **6140** Sizes SM, MD, LG **\$49.95.**

E. EASYRIDERS SKULL BOXERS. Be an easy rider right down to the skin with our skull print boxers. These 100% cotton shorts will be sure to get the attention of anyone lucky enough to catch a glimpse. **7410** Sizes SM, MD, LG, XL **\$14.95**

F. CHAIN LEATHER TEDDY. Get his motor running wearing our Chain Leather Teddy. Featuring exotic soft leather, lycra thong back, detachable garter strap and a snap crotch. **1950** Sizes SM, MD, LG **\$109.00**

G. LACE & LEATHER TEDDY. The perfect teddy for the leather-and-lace biker. It features exotic soft leather, a lycra thong back, detachable garters, adjustable straps, underwire and a snap crotch. **1940** Sizes SM, MD, LG **\$95.00**





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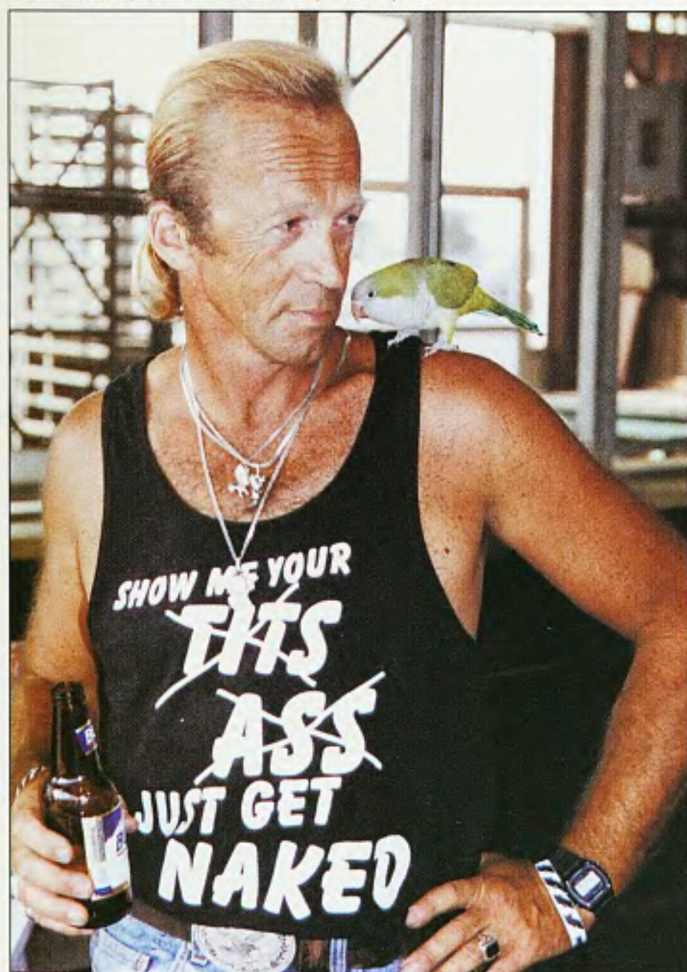
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—David Mann, "Coastal Beach Run," Malibu, Calif.



—Les Holt, La Porte, Texas



—2 Fat, Port Murray, N.J.



—Mike Lichter, At sunset the pack heads west on I-90 into Sundance, Wyoming

**IN THE
WIND**®





—Dean Battistini, 1961-1995, Ride Forever



—La Shawn Reynolds, Kapaa, Hawaii



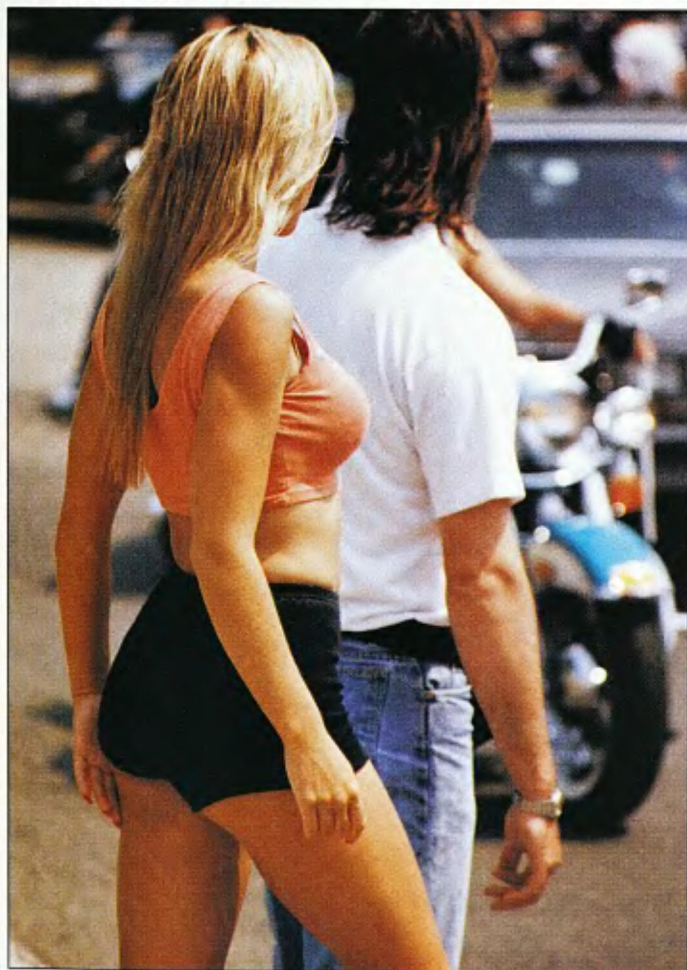
—Gary Kuta, Flossmoor, Ill.



—Les Holt, La Porte, Texas



—Heavy D, La Crescent, Minn.



—Pat McCaffrey, Laconia, N.H. '95



—Milo McKinley, "Froggy's," Daytona Beach, Fla. '95



—Ron Galletti, Brandon, Fla.



—Les Holt, Houston, Texas



—Crash Dean, Ohio ABATE June Jam '95



—J.P. Brady, Douglasville, Ga.



—Steven Nicholson, Daytona Beach, Fla.



—Walter Krajewski, Chicago, Ill. 1929



—Dave and Terry Ellingson, 7-29-95, Calamigos Ranch, Calif.

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

JULY WINNER

Just wait, you'll see. Before the end of the millennium, Lorissa, our star of the month, will most likely have her own star on the Hollywood Walk of Fame. Lorissa has a repertoire ranging from singing with rappers D.J. Polo and Ice T in their video *Freak Of The Week*, to acting in blockbuster movies. Just last fall she was a delicacy on Showtime cable TV in Roger Corman's *Piranha*. Lorissa has also served as a hostess and film critic in Cincinnati on John Gabbard's *Video Vision* show. And finally, her ability to review movies hasn't wavered as she currently writes and does photography for film magazine *Femme Fatale*. If you're interested in seeing more of her in the future, you can reach her through the Lorissa McCornas Fan Club. And if you're into seeing her right now as a Harley honey on Doug Jahnke's *Easyriders* of Columbus, Ohio-built Evo, just whip it over to page 58 and feast.

—Jammin' Julia



My uncle took me on my first ride when I was seven. I'll never forget the exciting chill and vibration that went through me. I'm hooked.
Teresa, Oklahoma—#1201



My first ride showed me that Harleys have aggressive energy, are rough, rugged, enduring, sensational, and arouse desires.
Peggy, California—#1202



It was the most exhilarating experience I've had. I believe there's no need for a man when you have a Harley.
Georgia, Florida—#1203



The first time I took a ride on a Harley-Davidson was also the first time I ever felt really free.
Debra, Alabama—#1204



It was like a magical mystery that goes on and on. The faster I go, the more I'm turned on. The vibrations and excitement can't be described.
Lori, Pennsylvania—#1205



It was one of the best times I've had. I can see why Harleys are so popular. Next time, I want to be the one piloting my own Harley!
Nicole, Oregon—#1206

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

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



Here she is, bros, the August 1995 winner in our monthly Fox Hunt, Staci, #804, from Dayton, 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.

270

Model's Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

I am _____ years of age, born _____

I will pose Topless _____ Full Nude _____

Model's Signature _____

Photographer's Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

Photographer's Signature _____

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

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

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

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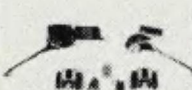
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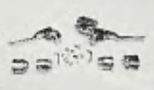
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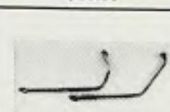
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Speedo Dash Kits
\$99.99



Big Twin 16" Rear
Chrome Wheel \$185.99



Kenda Tires
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325/350 x 19 \$34.99
300 X 21 \$29.99



Late Diecast Dash
Cover \$44.99



Flame Seats



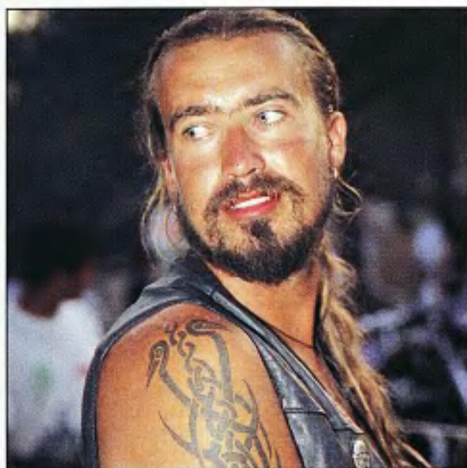
Seats



Seats
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MOTO CLUBE DE FARO RALLY

PARTYING IN PORTUGAL

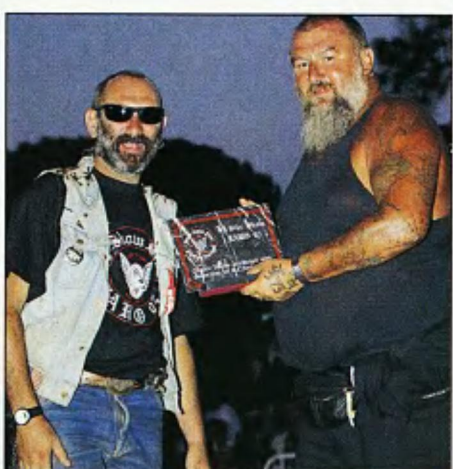
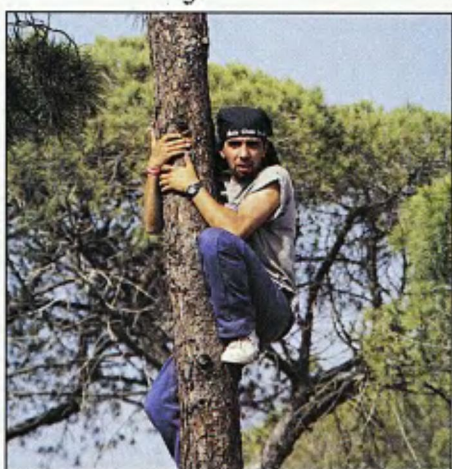
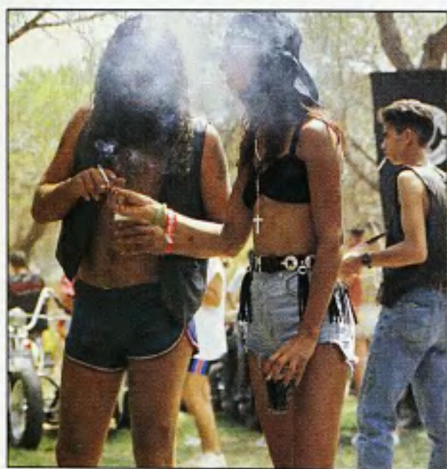
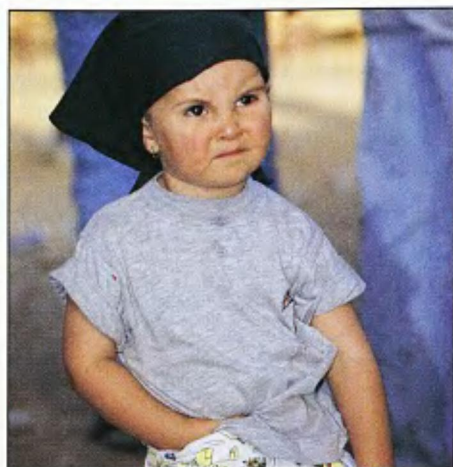


Now in its 14th year, the Moto Clube De Faro's rally is the premier European annual biker party, but you won't find just European bikers in attendance. This year's turnout, with numbers swelling well beyond previous years', owes much of its success to bikers who came to Portugal from as far afield as New Zealand and Canada.

Organization is the key to running such a gargantuan event, the logistics of which failed to daunt the club members. Feeding and watering more than 15,000 hungry and thirsty riding bros is a pleasure to them, and they went out of their way to throw one hell of a party.

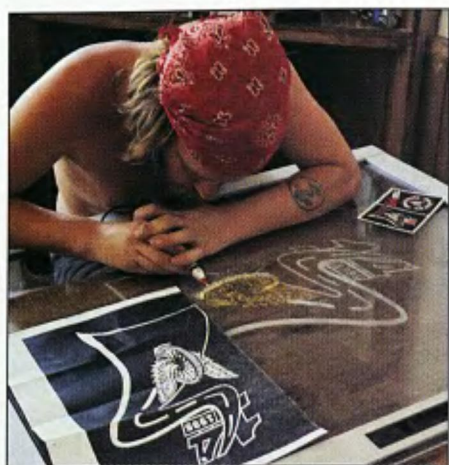
The event owes much of its popularity

to the club's "no attitude" stance, something that spills over onto all the visitors. It might be that it's too damn hot to be righteous. But whatever it was, I, along with everyone else, want to see it continue. The second reason why the event is a hit is value for money. The gate fee of \$21 not only paid for your entry and camping, it also gave you meal vouchers for the duration, a commemorative pin, a bandanna, plus an event T-shirt. As if this wasn't enough, they also gave away samples of their local delicacies: barbecued sardines and wine. Everybody who paid to enter the site automatically entered a drawing to win an all-expenses paid trip to Daytona. One very excited



bro from MC Sintra went away with the tickets for that.

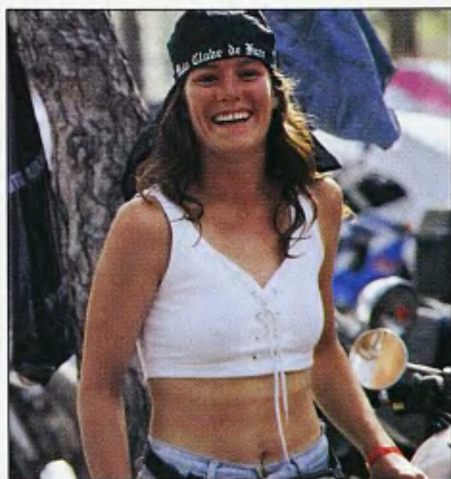
A bunch of us arrived early this year, which gave us a chance to watch as more and more bikers hit town. The air was abuzz with a feeling that something fantastic was about to begin. By noon Friday, the onslaught of leather-clad attendees set a new all-time club attendance record. All through Friday afternoon they continued to arrive, and by Friday night bikes stretched for miles as people attempted to get on site. For those who arrived early enough, they had a full lineup of live acts to watch on stage. Many bikers chose to kick back, drink beer and chat with old and →



new friends while letting the pounding their bodies had withstood during the ride float away.

The campground belongs to the local church. Each year the camping area is loaned to the club for free, the only proviso being that it's cleaned up afterwards. The trees provided a welcome respite from the sun, and in the shade many Euro brothers and sisters were found dozing or just kicking back during the hottest part of the day. Hammocks were commonly seen strung up between the trees, or between a tree and a Harley.

For those feeling more party-minded, which many thousands were, there



was plenty to see and do; for a start, there's the custom show. A chance remark I made last year set them in motion on an epic work task. I'd mentioned that it was difficult to photograph the motorcycles because of the sandy soil throwing up dust, so they decided that what was needed to remedy this was a grass enclosure. In order to accomplish this, they watered a piece of land four times a day for three months. (I'll be more careful what I say in the future.)

The standard of bikes in this year's show was extremely high. This surely inspires envy amongst the Portuguese bikers, as they have draconian road



Photos: Steve Kelly

laws forbidding the chopping of motorcycles. Perhaps one day, things will be different for them.

A couple of bikers from Finland had problems with their bikes after making the three-and-a-half-week ride to the site. Moto Clube de Faro took time out to fix the '41 Knuckle and the '83 iron Sporty, even though they had more than enough tasks to contend with. A good example of true biker brotherhood in action.

To get the ball rolling for the evening's entertainment, and to get everybody to switch up a gear, a wet T-shirt competition was held—well, that's what it started out as. Perhaps

helped by temperatures topping 100 degrees, the ladies felt inclined to remove their clothes; of course, this was met by a rapturous response. Unfortunately, the cutie who I thought should win was eliminated in the first round, but then, what do I know?

The rest of the evening's entertainment consisted of the presentation of trophies plus generous cash prizes to the bike show winners, followed up by a whole host of stage acts. No one could accuse the Faro club of sticking to the same old format of rock or blues music. This year they had a 40-member band from Brazil that transfixed the audience. With the rhythmic drumming

and dancing to watch and listen to, the time flew. Brazza, the member responsible for sorting the stage acts, wants to give the crowd a spectacle each year, and for the past two he has done just that. I can't wait to see what he comes up with next year. Then again, come to think of it, I could say that about the whole event.

Sunday was very laid back, with many of the visiting riders setting off on their long rides home. The nearest analogy I can use would be to tell you that the Moto Clube de Faro Rally is the European equivalent to riding to Daytona or Sturgis—awesome!

—Steve Kelly

COSMIC



Louie
Never
Lets
Up

CHOPPER

Around Fort Pierce, Florida, people know Lou Falcigno's bikes at a glance—for a reason. The grizzled Goliath of customizing is a chopper man from the word "go." Building choppers at his C&L Hog Shop for the past 20 years has been his sole obsession. Lou makes no bones about his singular passion as he explains with a wild glint in his eye, "I've always had choppers and that's all I build." Without missing a beat, he reins in his mega-maniacal energy just long

enough to coolly add, "That's the style people recognize."

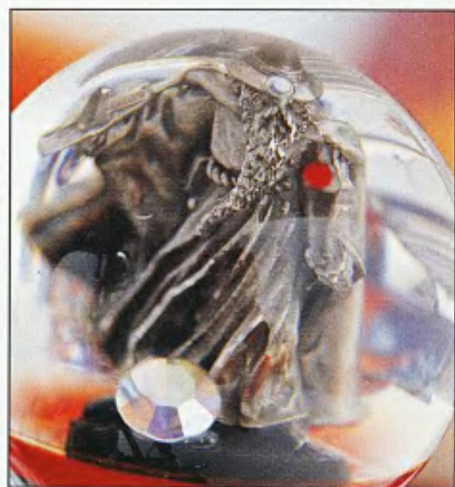
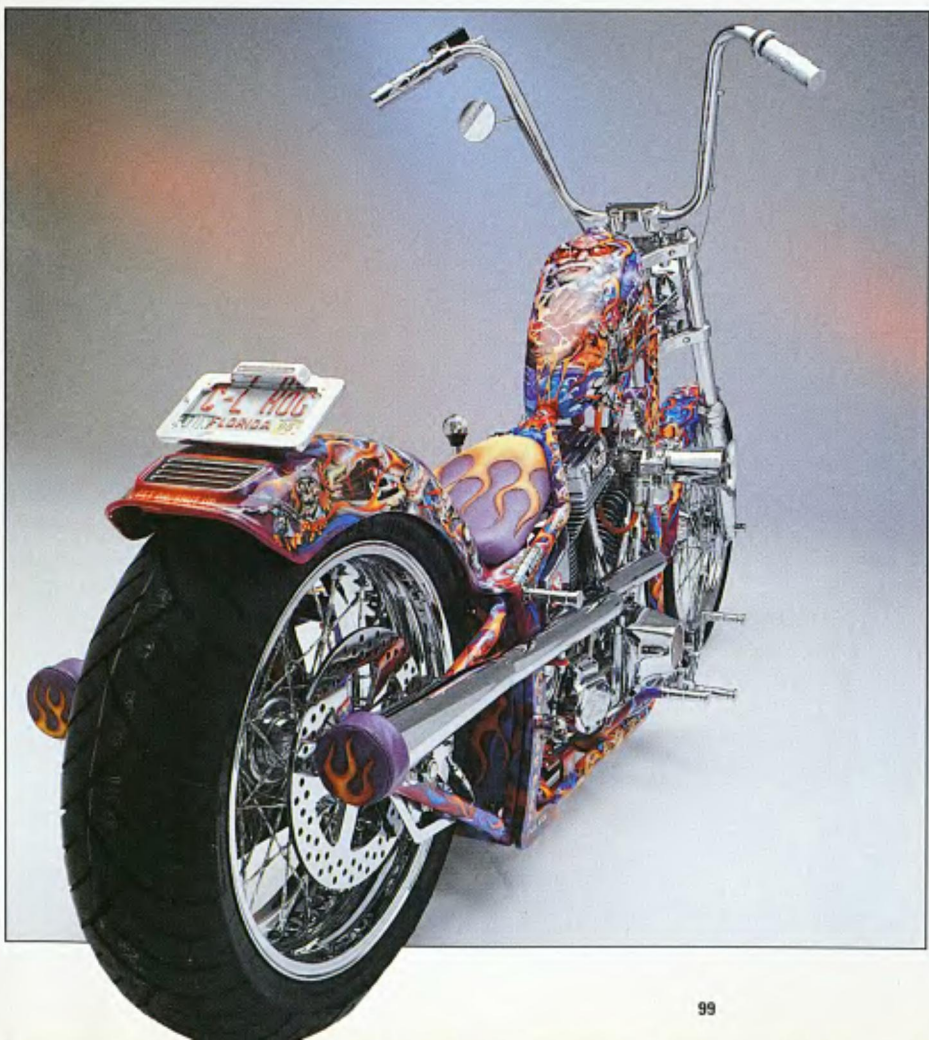
The stuff of this world never could contain the likes of Lou's unshackled genius, and it was only a matter of time before he tore a hole in the universe and brought back this Cosmic Chopper. Drawing on 35 years of riding and bike-building experience, Lou leaves little to chance when he delves into the cosmos for inspiration. His mission is always the same: "To produce a ride that you'll never →

Easyriders.



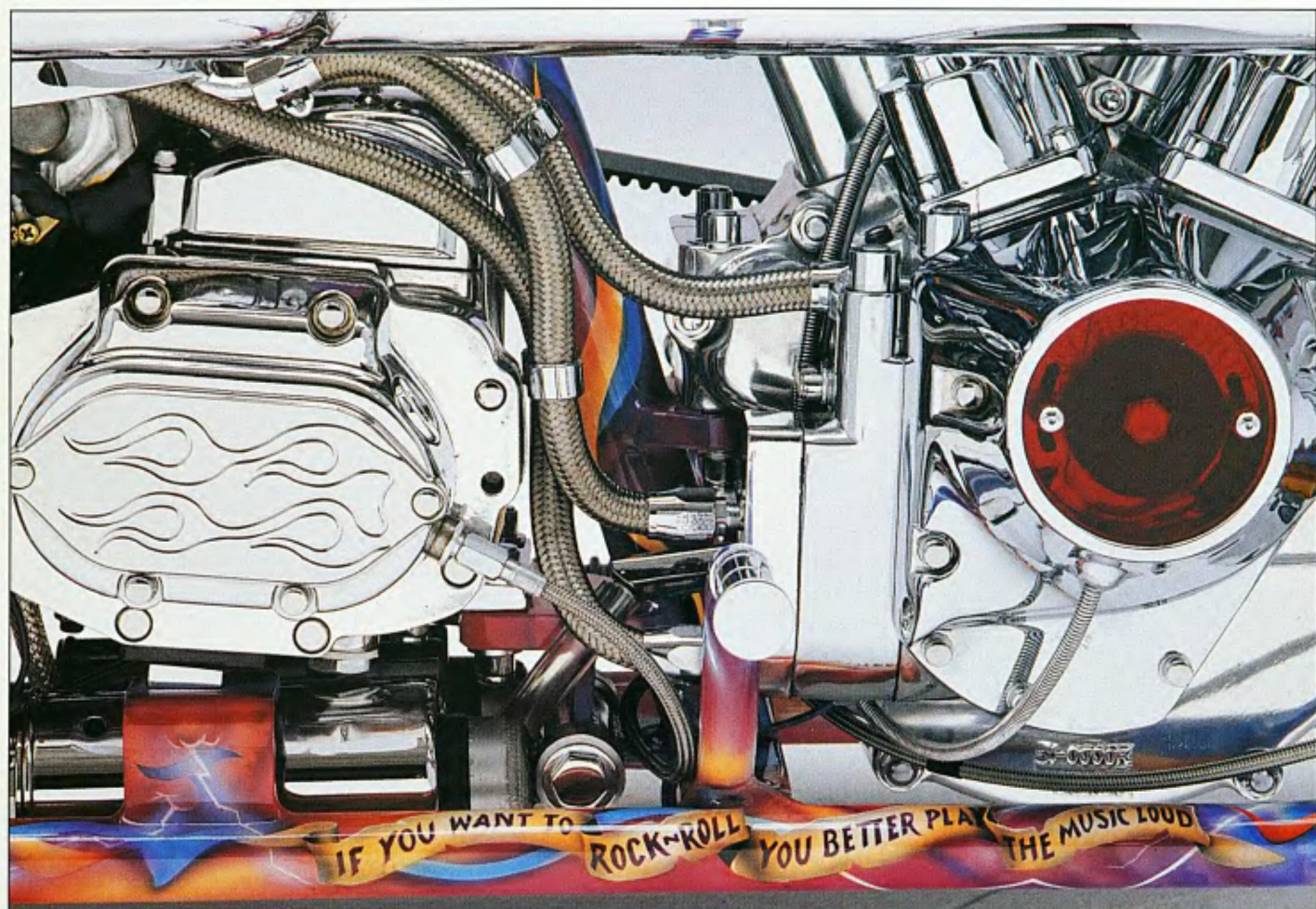
Easyriders.





forget, one that you can look at for hours."

Of the bike's paint work, Lou says, "It's little tattoos that make a story." Lou's compadre, the great and talented Streeter, worked on the special paint seven days a week—for two solid months—to exact the desired effect. Airbrushed stories strafe the scooter's surface in a salvo-burst of scenes ranging from machine gunners going berserk, to cages flying off cliffs, to beguiling vamps superimposed over the 1930s movie *Reefer Madness*. Lou explains that the paint job mesmerizes its admirers "because you keep →



going back to pick something else up."

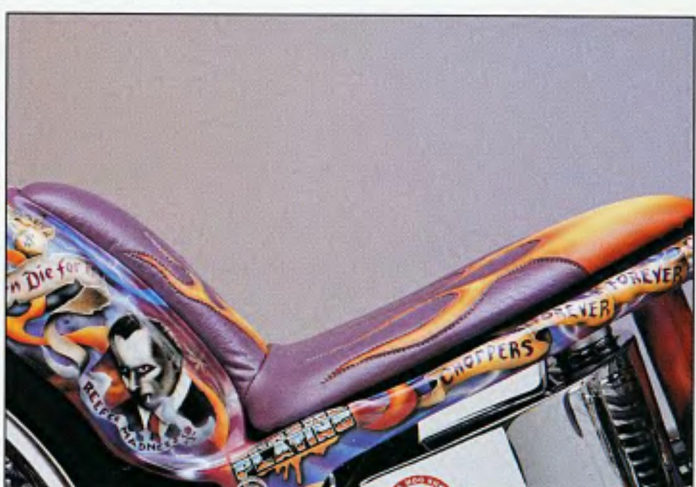
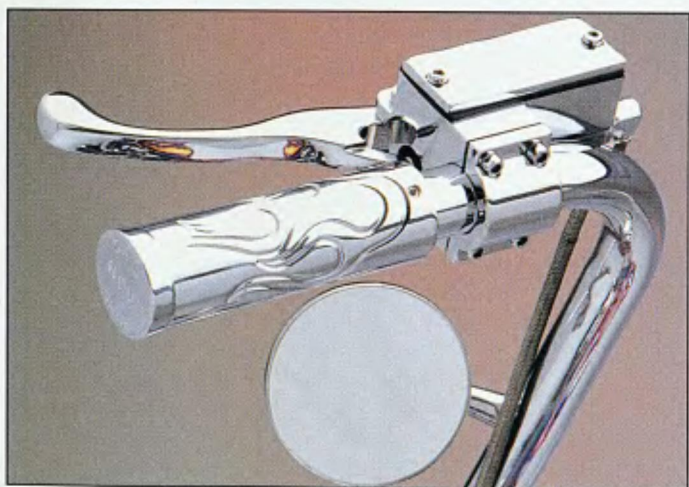
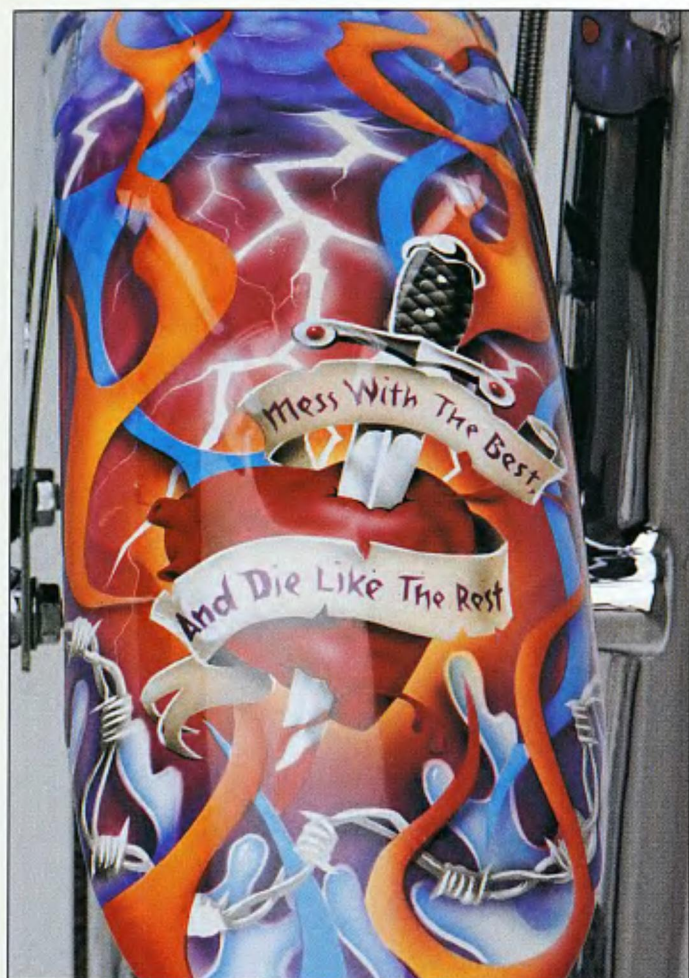
Beneath the paint work's chaotic collage lurks the beast itself. Totally hand-fabricated from the wheels up, the Cosmic Chopper is powered by an Evo-Mega-4 mill. The 96-cubic-inch power plant sits on a modified, 4-inch stretched Atlas Softail frame. "There are no Harley parts on this bike," says Lou. "That's why we call it the Cosmic Chopper."

Adamant about creating a one-of-a-kind ride, Lou says, "A lot of people buy a stock bike and bolt on a lot of things, but they don't put this much time on



a motorcycle." The master builder took more than a year on this incredible custom until he was satisfied with every inch of the hydraulic jockey shift, Sputhe five-speed tranny, totally S&S engine, as well as his own C&L Hog Shop's high bars, fabricated fenders, custom sport gas and oil tank, pegs, pipes, and electrics. Of his equally dedicated team of expert wrenches, Lou says, "I created the design, and we just went for it." As for the finished product, Lou says, "Forever choppers, choppers forever!"

—David Loco



Owner:.....Lou Falcigno
City:.....Fort Pierce, Florida

General

Fabrication:.....C&L Hog Shop
Year and make:...1994 Cosmic Chopper
Model:.....Chopper
Chroming:.....A&E Chrome Plating

Engine

Year:.....1994
Model:.....Evo Mega 4
Rebuilder:.....C&L Hog Shop
Ignition:.....Dyna
Displacement:.....96 cubic inches
Lower end:.....S&S

Pistons:.....S&S
Cases:.....S&S
Heads:.....Mega-Performance
Cam:.....EV4
Carb(s):.....S&S
Pipes:.....C&L Hog Shop
Modifications:...S&S balancing, powdercoated heads (Sumax), Jim's Machine lifters

Transmission

Year:.....1994
Modifications:.....Sputhe 5-speed, jockey, three-belt drive, Super Max trans sprocket

Painting

Molding:.....Jack Beasley

Painter:.....Jack Beasley
Color/type:...every color but green/lacquer
Special paint:.....Billy Streeter

Frame

Builder:.....Atlas (C&L modifications)
Type:.....Softail
Modifications:.....4-inch stretch, 3/4-inch rake

Accessories

Bars:.....high, C&L Hog Shop
Fenders:.....C&L Hog Shop
Headlight:.....CCI
Taillight:.....Drag Specialties
Speedo:.....none

Pegs:.....C&L Hog Shop
Gas tank:.....custom sport, C&L
Oil tank:.....C&L
Seat:.....Don Stockton
Mirrors:.....C&L Hog Shop
Grips:.....billet

Forks

Type:.....tube
Modifications:.....2-inch over, chrome, custom master cylinder

Wheels

Front:.....CCI, 21-inch, Avon, disc
Rear:.....CCI, 18-inch, Metzeler, P.M.
Photos:.....Don Rogers

CONFESSIONS

Just out of our Grand Rapids High School in the summer of 1971, we decided to celebrate at a Lake Michigan beach. A bonfire, beer, wine, smokes, and skinny dipping. Some irate cottager called the county sheriff's department, and we got caught for being minors in possession of alcoholic beverages (under 21), trespassing, disorderly conduct, disorderly person, resisting arrest, etc. The guys—though not the girls—also got it for indecent exposure.

The district court judge gave me the choices of heavy fines, lots of time, or military service. Since I had a low draft lottery number anyways, I figured I'd be really clever and join a Michigan Army Reserve unit. They were supposed to be like the National Guard "weekend warriors," I believed. After basic training, our unit was "temporarily activated" for service in South Vietnam. We got military crewcuts, combat equipment, and a good speech about serving our country (which we really did want to do).

I was stationed as a PFC near Da Nang in the I Corps sector. The DMZ area was miles to the north, but we could hear the thunder of fighting sometimes. My sister's boyfriend, Jim Westbrook, was in the USMC unit stationed there. I wrote and called him a few times when he wasn't busy filling sandbags or dodging enemy fire. Our job was to provide indirect combat support to the Marines. The South Vietnamese ARVN was supposed to support us, even though this seldom happened. "Vietnamation" was on, and U.S. units were supposed to be withdrawn to be replaced by Saigon's.

During the year 1972, the big battles of 1968-70 were over, but the full American withdrawal of 1975 was still a few years away. The North Vietnamese NVA and Viet Cong were everywhere, nevertheless. We bombed Hanoi (despite Jane Fonda), mined Haiphong Harbor, and invaded Laos and Cambodia, but not much really changed overall. I got a week of R&R (rest and recuperation) in Sydney, and spent it on Bondi Beach drinking warm beer and watching the Aussie bikinis go by. They liked Americans "Down Under" because we helped save Australia from the Japanese in World War II—the last real war Back to Da

Nang, as a corporal. Our unit was sent out to back up the Marines, again. I was supposed to be company clerk, but they needed experienced field personnel, and I needed the exercise. Our new second lieutenant, a redneck fellow named Baker, thought he was General Patton, but our company C.O., Captain Burke, was okay. Our squad sergeant, a lead-by-personal-example Hispanic guy named Gonzales, kept us going through it all. I always kept my M-16 automatic rifle (5.56mm) in good working order—thanks to him. But Baker thought he knew everything. He was from Florida and hated blacks. Being white, I was tolerated ... for a Northerner. He often "borrowed" things from us and wouldn't return them, like

Nobody talked, nothing disciplinary ever happened to us, and nothing ever came down officially about it. Besides, who could ever know for sure—'cept maybe for that voice way down deep that screams silently in the night.

a private's wristwatch or my souvenir neck scarf, and used them himself.

One afternoon we were under fire from a mixed NVA-VC unit dug in deeply in front of us. The Marines were going to bypass this problem. They had even worse ahead of them. We were waiting for air support to wipe out Charlie. But Baker thought we could get ourselves a unit citation by advancing on the enemy position right away. Being prejudiced, he ordered the black guys to go ahead first (as usual). Most of them were getting hurt or worse, way more often than the white guys. This time we all protested, including Sgt. Gonzales. The lieutenant got very upset and threatened us with disciplinary actions, especially the "coloreds." He may have indeed threatened to shoot anyone who refused to move, although I myself didn't hear that. But he did call us "niggers," "spics," "Yankee bastards," "fuckheads," "sons of bitches," "faggots," "pussies," and told us all to "Move! Now!"

One of the guys in the squad next to ours, a former corporal (before Baker had pulled his stripes), had a souvenir AK-47 Soviet automatic rifle (7.62mm). The guy was really fed up with the lieutenant's arrogance and racism. When Baker turned around and faced forward, he got hit by a single shot in the back of his head. No one moved or said anything. Later the Air Force annihilated the NVA-VC position, and we were able to move right past it. The area directly around it was covered with mines and booby traps, and we would have had serious casualties if we had followed orders. The Marines moved on ahead and we followed. The medics put Baker in a body bag and flew him home. The official

version was that he was hit by an enemy sniper (proven by the Soviet-made bullet) while facing our way to give us his direct commands. Nobody talked, nothing disciplinary ever happened to us, and nothing ever came down officially about it. Besides, who could ever know for sure—'cept maybe for that voice way down deep that screams silently in the night.

Most of us made it out to the real world again when our unit was given early withdrawal and deactivation in 1973. We survived, thanks to each other, and thanks to the unnamed soldier. To this day I have never told anyone about this. I got service ribbons and medals, but never wear them. A lot of the Marines didn't make it back. Westbrook got killed by a mortar round at age 19, two weeks before he was supposed to come home. My sister still remembers him, and has kept his letters and photos to her after more than 20 years. His name is on the Vietnam Memorial wall in Arlington, Virginia. I found it and photographed it for her during a Washington, D.C., visit last summer. I didn't bother to look for Baker's name.

I've kept in touch with some of the guys from the unit over the years. Gonzales retired in Texas, but is divorced, broke, and an alcoholic. Captain Burke got passed over twice for promotion and went on to remain a military history instructor at a junior college. The unnamed soldier got killed during a police drug raid in Chicago a few years ago. Others ended up in prison, or dead in

OF A SOLDIER



Photo: Michael Lichter

automobile accidents. One guy vanished completely during a lake ice break-up during spring in Alaska.

I stayed away from the booze and drugs, went to college, and even eventually graduated with a Bachelor's degree. I have not had any steady employment or "career opportunities" since then. When I got back and on campus, the student war protesters told me I was a "baby killer," and the coeds, many there to get their "MRS" degrees, would not date me until I grew my hair longer with a beard. I have gone through many girlfriends, fiancées, jobs, friends, and neighborhoods. Sometimes I'm in court or at probation counseling sessions, but have usually managed to stay out of jail.

They later lowered the legal drinking age in Michigan to 18 for a time, and it's still 19 in nearby Ontario, Canada. I still enjoy going to the beaches at Lake Michigan and Lake Huron, especially now that later court decisions have

declared public access and right-of-way legal. I usually just walk along the shore, especially when no one else is around. Sometimes in the winters, the lakes freeze over and look like the Arctic. I live alone, have an unlisted telephone number, get all my communication by mail.

I sometimes think about Vietnam. It seems as if it all happened a century ago. No one back then really cared that we went there, and no one today really cares that we were there at all. We lost 60,000 guys (mostly too young) for what nobody really knows or cares about. If anyone asks me if I was in Vietnam, I usually say no. But if they find out I really was and ask me what I did there, I just say I was the company clerk, office job, or always stuck on the base. They don't need to know about the heat, flies, humidity, rain, smells, snakes, enemy body counts, death, fear, anxiety, camaraderie, impatience, boredom, loneliness, and our incredible waste of

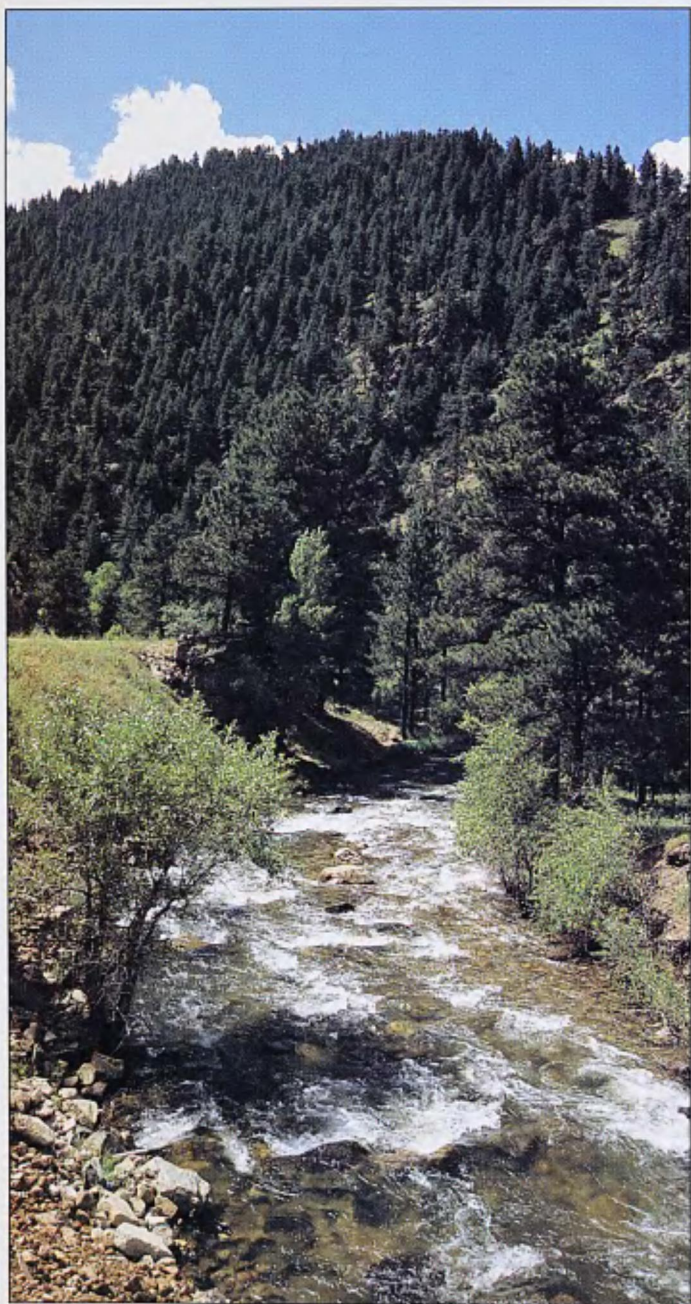
years on the other side of the planet.

I don't tell them about the time I was offered a preteen prostitute, and had to tell her mother thanks, but no thanks. I can still hear their "queer boy" insults and see them spitting at me. Or the time the Vietnamese boy's blood and body parts flew all over me from the gasoline drum explosion. Or about how I got the phosphorus burn mark on my foot, or about the time I got the knife scratch mark on my leg, both from supposedly "friendlies."

But we who were there know and remember. It's strange, but it's taken me more than two decades to talk and write about all this. I suppose I appreciate the opportunity to do so here, and have others read about it. It's not really an adventure story, and may not even have a moral. It's just about one of a billion little events, that happened at another time and place, that I can't seem to ever forget about, no matter how hard I try.

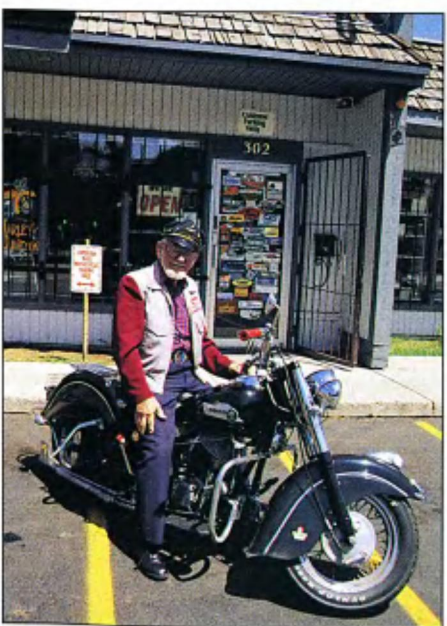
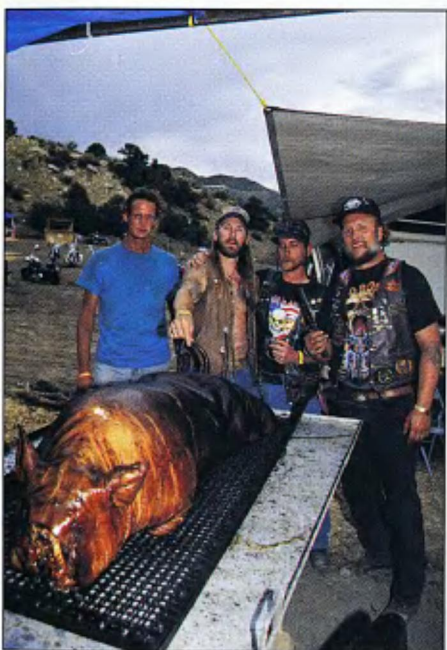
—Jeffrey R. Redmond

RIP'S RUN





TRINITY TRINIDAD



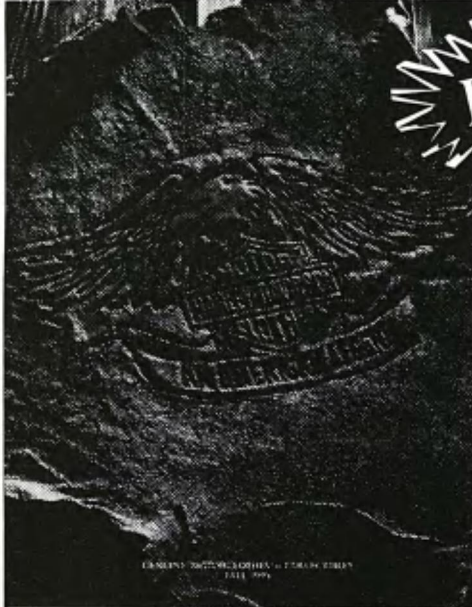
Howdy, folks. Here we go again. While in Colorado Springs, Colorado, I met several interesting locals. Jim Wear, who owns and operates High Country

Custom Cycle, was my sidekick and guide. One of the people he introduced me to was Ross Van Etten, who owns the beautiful 1929 JD on the color page. It's a 99-1/2 point restoration that took Ross 17 months to complete. It looked like junk parts when he acquired the basket case. He did all the metal work and paint. Besides working on the sheet metal, Ross also rebuilt the JD's motor and trans. He hand-fabricated the tool-box exhaust system as well as the battery box. He guess-timates that, overall, he probably has a good 2,500 hours in restoring the JD.

Ross also has a cherry 1921 Dodge

Brothers roadster that he's willing to part with. This sharp short rides to car shows in a custom built trailer. It's bone stock and very well done. The whole package goes for 21,000K, or 17,500K just for the auto. It's as tits as the scooter. He didn't take any shortcuts with either project. Ross has two more flattys he's begun work on.

Thursday night, July 27, Sugar and I rode south to Trinidad, Colo. I wanted to be ready for the Fifth Annual Trinidad Run and Music Festival that weekend: Friday, July 28 and Saturday the 29th. The location was one mile north of exit 18 off of Interstate 25, on the west side of the freeway. This function is produced and promoted by Red and Donna Brown and their Redonna Productions. Besides many local Colorado groups such as River Road West, The Inman Brothers →



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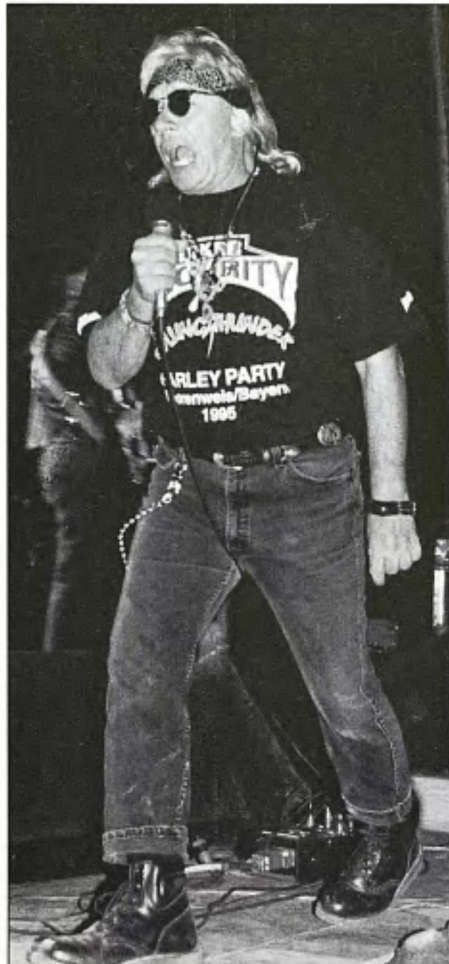
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and the Joe Tedesco band, also on the bill were two Southern California pals: Billy Gordon and the Blue Rockers; and Saturday night's headliner, rock 'n' roll hall of famer Eric Burdon and his I-Band. Billy Gordon's band came on after Burdon and they played 'til the dawn's early light. Eric sounded great, and he sang many of the old favorites we loved so much. He would stop and hold out the mike so the crowd could sing along. We had a grand time, thanks, Eric.

The Trinidad Run had 20 acres for camping. They gave away door prizes and held drawings both days. The activities included a ride-in bike show, trophy girl contest, and motorcycle games for two- and three-wheelers. One game was called the Ball Drop. It went something like this: The passenger would climb up stairs about five feet off the ground to a platform with a tennis ball. Then she would drop the tennis ball into a long tube of PVC pipe. She would then get back on the bike and try to catch the ball as it dropped out the opposite end 50 or 60 feet away. It was tricky but several folks timed it perfectly. Of course they had the usual wienie bite and several other biker games. It was great fun both watching and participating. I saw Billy Gordon on his 45 solo giving it a



A happy group of folks watching the biker games at Trinidad, Colorado.



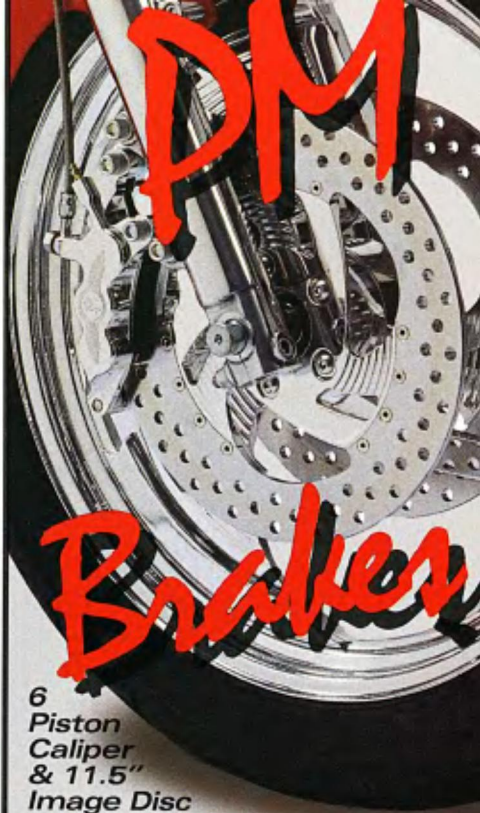
Setting up the stage for the music festival at Trinidad, Colorado.



Bucky Varrone's 87-cubic-inch Evo/Panhead chopper at Colorado Springs, Colorado.

try. The poker run took ya up 1,991-foot Cuchara Pass, near Fisher's Peak Pass, and a neato natural rock formation called Great Stonewall. We went past some inactive and operating coal mines and many breathtaking scenic view spots. Highway 12 from Trinidad, Cuchara, La Veta and Walsenburg, Colo., is known as the Highway of the Legends. It generally takes a couple hours to complete, depending on how thirsty a rider gets. It can get mighty dry riding that dusty trail sometimes. There were lots of food and drink vendors at the run site. The profits from beer sales went to the High Country Motorcycle Museum, which I wrote about last month. It's attached to High Country Custom Cycle and is a must-see place if you're in the Springs area.

Incidentally, Trinidad is Colorado's southernmost city, located off Interstate 25. Just a few miles south of town and you'll find yourself puttin' in New Mexico. The area is rich in historical significance, being a stop on the Santa Fe Trail. Among the early settlers who traveled the Trail was one Billy the Kid. Back in the 1800s Bat Masterson was the town marshal. Wyatt Earp drove a stagecoach for a while between Box Springs, N.M., and Trinidad. Kit Carson came through on horseback many times on his →



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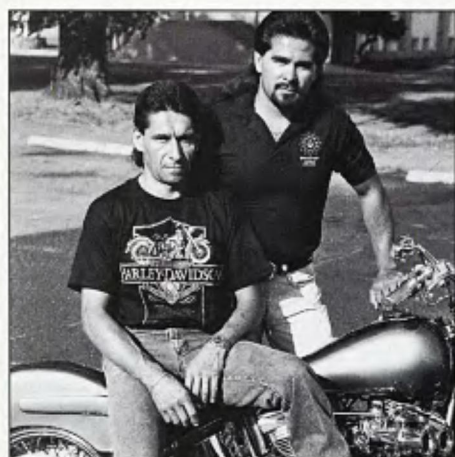
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Local heat at Ward, Colorado.

fur-trapping expeditions. The public park bears his name. George Sampson, a scout and frontiersman, also has a local landmark named after him. The area is called Sampson's Rest. It's where he hid from marauding Indians. WW II German prisoners of war were held in a camp east of town.

While in Trinidad, I had the occasion to meet George and Wanda Barrack. George is a fixture in the community. He's getting up there in age, but in his heyday, he must have been a pistol. As a young man, he barnstormed around the country doing motorcycle stunts. He worked with dudes performing gags like crashing a motorcycle through burning wooden barriers at fairgrounds. Some climbed off of a perfectly good motorcycle onto the wing of a biplane flying alongside the bike. George himself flew for many years. Legend has it that while deer hunting near Fisher's Peak, George's plane was caught in a downdraft and he had to land on the peak. He then crashed the plane on takeoff. Something about not having enough distance to lift the plane off the ground. Many of the plane's parts are still up there. George also rode the 'dromes and thrill show circuit. He also raced midget autos in Trinidad. Later, George became the local motor officer and



William Borders and his son, Russell, Colo. Springs.



Waitin' for the music to start rockin' and rollin'.

later still, was an authorized H-D dealer from 1946 to 1973. He told me he quit being a dealer when "the AMF factory started pushing Aermacchi 250 and 350cc two-cycle Italian motor bikes." He wanted dressers and AMF said that he "would have to take some imports to get Shovelhead dressers" for his customers. George has a very good collection of older bikes. Part of his inventory includes a 1937 police bike, five 1942 WLAs, and a 1942 XA lacking the sheet metal which some unscrupulous dude told George he would paint. He never returned with the fenders or gas tank. Anyway, he also has a 1930, 1934, and a 1935 VL, a 1941 and 1948 Indian 4-cylinder, two civilian 45s—a 1945 and a 1948, and 1965 and '74 full dressers. Plus parts going back to the 1920s and a large selection of 45-cubic-inch stuff. George is getting up there in years and it was a privilege to meet him.

Getting back to the party, it was kickass. Friday, the weather was hot but bearable. They had games that afternoon and music that night till late in the evening. but it was mostly set-up time for the vendors, stagehands and those responsible for putting on the event, and also for the riders wanting the choice camping spots. Friday, a few hundred people got an



Foxy Trophy Girl winner at the Trinidad Run.

early kickstart on the pardooing. Saturday morning, they started pouring in heavy. In the early afternoon, we had some rain. Not a lot, just a light shower to hold down some of the dirt. Being east of the Sangre De Christo (Blood of Christ) Mountains, we had a gentle breeze all day and the nights were perfect. I slept like a baby, had a good time and would recommend checking it out. Red and Donna are buying the property so it'll be at the same locale next year. The date will probably be the weekend before the Sturgis Rally and Races. Which is where I was heading, but not before paying another visit to Colorado Springs, Colo.

Originally, I'd wanted to spend some time around the Denver area but when the connection fell through, I decided to hang around the Springs for a while. Besides, I did an interview with Walt Timme, who was inducted into the Sturgis Motorcycle Museum Hall of Fame the following week during the Rally. I worked with Windstar Studios on the interview. Look for it in a future *Easyriders* Video segment. Walt is in his 80's and is one fine gentleman. He owns a major portion of the Indians on display in the High Country Motorcycle Museum. Also, while back at the Springs, I got to →

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She's ready to party down at the Trinidad Run.



The High Country H-D crew at their Longmont, Colorado, shop.



Packing in the house and family for the road outside Trinidad, Colorado.

check out some of the local biker-friendly places. The Western Omelette cafe advertises having "the best green chili in town." It's owned by Bill Borders, who puts a pair of custom scoots; one's an '88 Heritage, the other a '92 Springer. His son, Russell, rides a '95 Springer. Business must be good. The green chili was.

Another place to check out is the Union Station Lounge. It's got live music every weekend, pool tables, and on the walls, you'll see murals of Loony Toons movie characters. The owners, Snake and Jackie Yates, ride a '90 Heritage. Snake is an award-winning tattoo artist. They also do body piercing at his studio. Snake is registered number seven in the National Tattoo Association. He opened the doors of Snake's Tattoo company in June of 1972.

Another place worth mentioning is The Sufferin Bastard Tavern run by Ron and Stella Wilson. Ron is a member of the Retired Special Forces Associations of Colorado and is a disabled vet. He puts an FLHTC.

I had the chance to drop in on Bucky Varrone, who claims to have the fastest H-D in the Springs. (I think I smell a race coming.) Bucky showed me his well-equipped shop as well as the trophies he's received with his pro dragster.



Check out the horny dude.



What a pretty face. Found at the fest in Trinidad.

From Colorado Springs, Sugar took me north to Longmont, Colo., for a visit with Steve and Lynne Lyons, whom I had met over the Fourth of July on the way to Silverton, Colo. Steve works for High Country Harley-Davidson. By the time this column sees print, they should be at their new digs, which will be more than twice the size of their previous location. Newer, brighter, better all the way around.

One night, Steve, Lynne and I went by the Red Hill Mining Company. It's a restaurant and lounge that catches a lotta poker runs. The building is log-cabin style with a nice outside patio where you can drink under the stars. They feature lunch specials and music on Friday and Saturday nights. ABATE and H.O.G. chapters have meetings at RHMC. Their bill of fare includes steak, prime rib and seafood.

Another biker-friendly spot not far from Longmont, Colo., is the Windjammer on the north shore of Carter Lake. They offer a Sunday buffet and outdoor patio and are also a frequent stop on poker runs. They serve real cold beer. Carter Lake is between Loveland and Berthoud, Colo., and is not hard to find.

I would be remiss if I forgot to mention Norm and Randy from



Popped her head off in Trinidad, Colorado.

Ward, Colo. They both wrote to *Rip's Run* at separate times telling me about their beautiful neck of the woods. We rode around together scoping out Central City, and Black Hawk, a couple of gambling towns. It's been a spell since I was in those 12,000-foot passes. Sugar's Edelbrock QwikSilver II was leaned out for the altitude. Norm and Randy are town marshals and volunteer firemen. They're the first ones to handle any kind of problems that may arise in their small community. Randy and Norm were miners for many years and know their rocks as well as the people who live in Ward, Colo. They were an interesting pair and fun to be around.

Well, that about wraps it up for another issue. I'm off to Sturgis now. This one's for Jerry, who's truckin' around somewhere in rock 'n' roll heaven, finally getting some much-needed rest.

Otherwise, you take care and drop me a line when ya get a chance. Ya know what I'm looking for. See ya.

—Rip

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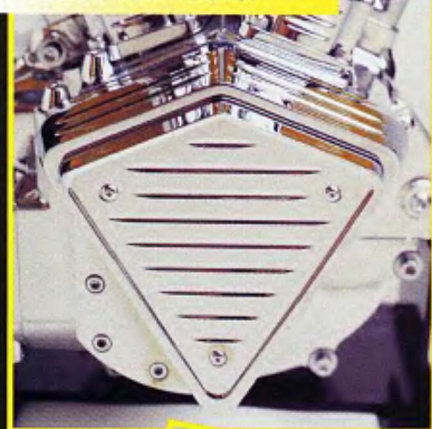
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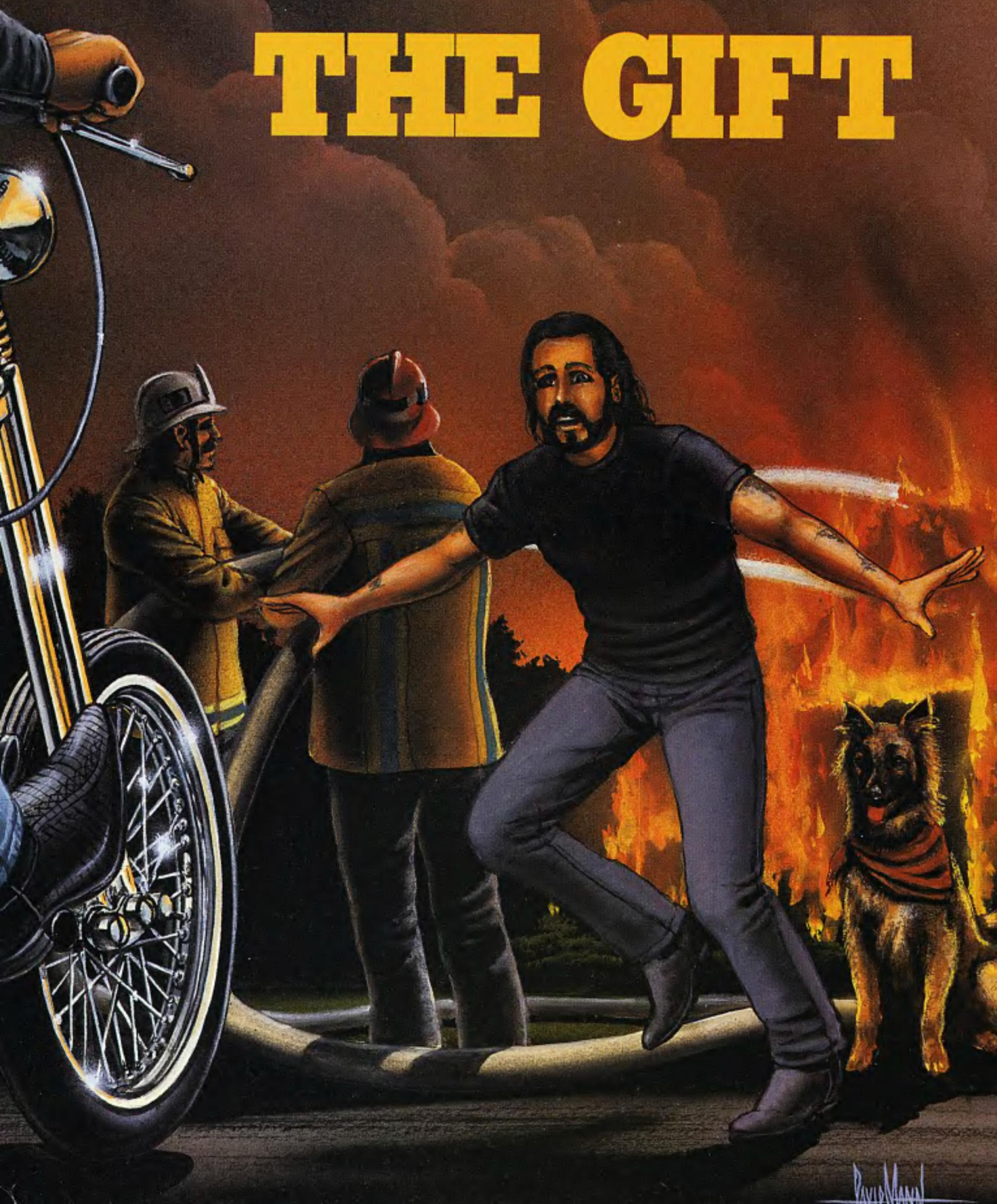
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THE GIFT



David M. Hall

Carol. She had been out of my life for 17 years. It was more years than I cared to remember. Suddenly she was on the phone, her voice as crisp and sharp as an altar boy's collar.

"Bo? I'm in New York City ... on business. Thought we could get together ... being that it's the holidays and all."

She'd caught me hung over, 7 a.m. on a Saturday. I belched a yes and regretted it the moment my beer-breath hit the receiver.

"Great. I'll call you later today and we can plan something."

The phone (thankfully) went dead and I fell back into the pillows, wondering why I was too cheap to buy an answering machine. Hell, at least I had pillows. When Carol split she left me with nothing but a toolbox and an eviction notice. I wondered why she was calling me now ... just weeks before Christmas.

I've never liked Christmas. Yeah, I send a smoked ham to my folks and some goodies to my nieces on the Coast, but I never celebrate. The closest I ever get to a tree is the sickly spruce on my front lawn. To me, a good Christmas is one that goes by unnoticed—not that that's possible. If the roads are dry, I'll take my sled (without reindeer) and hoot and holler through a putt. If it's snowy, I'll stay home and get drunk with Wrench.

Wrench is a mongrel hound I pulled out of the gutter a couple of years back. He'd been hit by a cage, and was leaking more blood than my Knuck leaks oil, but he needed help and I figured I was the one to do it.

I patched him up as best as I could, set out some leftovers, and figured he'd either make it or it would be doggie-heaven time. The next morning he was jumping on my bed with a 9/16-inch box-end in his mouth. That's how he got his name, Wrench.

He was doing his bed-jumping routine again, lifting a leg in a way that threatened wet, smelly sheets. He'd heard the phone ring, knew I was awake and wanted me to let him out. I stumbled to the back door and hoped that Wrench's pee would poison my neighbor's garden.

I lit a cigarette and mused: A dog jumps on your bed for food, petting, or to be let out. An ex-wife calls because she wants something. The only time Carol jumped on my bed was to say that the sex the night before was so good that it reminded her of Martin—her shrink. Shit like that really helps a dude's ego. I stubbed out my smoke in last night's TV dinner and wandered into the bathroom.

A shit, shave, and shower always

helps. By the time I was pulling on my jeans and picking out my cleanest dirty shirt, I was almost ready to deal with Carol. My head hurt. Wrench was barking to get in. But I just popped open a Bud and waited for the next call.

The phone woke me a little before noon. "Bo?" Her voice had more spikes than a punker's hairdo. "I have something for you that I want you to have for Christmas. I can come by with your gift around eight. Okay?"

I grunted a consent and instantly knew I had made a date with the devil. The only thing Carol had ever given me was herpes and that wasn't even gift-wrapped. I opened another beer, kicked back, and waited.

When Carol split she left me with nothing but a toolbox and an eviction notice. I wondered why she was calling me now ... just weeks before Christmas.

Wrench tends to be very territorial and I heard his barking before I heard the rapping on the door. I opened my eyes and the blue glow of the tube showed some bleached blonde in sequins giving away a Buick. I hit the off button on the remote and pulled myself up off the couch.

Sometimes, opening the door can be uglier than opening the mail. It was one of those times. Standing on my "Fuck Off" doormat was something that resembled Carol, arm in arm with a lanky teenage boy.

She had put on pounds over the years, most of it finding a home in her hips and jowls. Lime green Spandex pants stretched that extra inch to contain her thighs and a hot pink tank top didn't make much sense—at least to my way of thinking—in the dead of a bone-chilling winter. Neither did the kid standing beside her, for that matter. He was wearing parachute pants, a shirt with a little animal on the pocket and a pair of sunglasses held together by adhesive tape. All he needed was a fishing pole and he would have looked like a Nanook of the North reject.

Carol flashed lipstick-smeared teeth and asked, "Can we come in?" Cold-hearted to the bitter end. I let them in, and Wrench sniffed and nibbled at

their heels until they found the couch.

I sipped a stale beer and asked, "What brings ya here?"

"TWA. And business, of course."

That was said in her measured MBA voice, which belied her otherwise bubble-gum outfit.

I was sinking deeper into what I call an armchair and taking another pull at my beer as I waited for the kicker.

"Bo, I want you to meet your son, Arnold."

The kid stood up just as the beer flipped out of my hand. Wrench was on it in a second, licking up the spill and chewing through the can for the last drops. I was Super-Glued to my chair, probably looking like one of those glassy-eyed pandas on the shelves of Kmart.

"Surprised?" The bitch always did ask the dumbest questions. Was Custer surprised at Little Big Horn?

"You know," Carol started to explain, "we were doing it right up to the end...until the final divorce decree. Arnold was born just a few months after I moved back out West. You didn't know because I always could hide my weight."

I looked at the stretch pants and wondered.

"Anyway ... I thought it was high time you two met."

I took his hand. It was like reaching into a bowl of squid. It had the gripping power of a politician and was just as slippery. "How old are you, boy?" I wasn't set to use the word "son."

"Sixteen. That is, come January." Wrench growled and went back to chewing the Bud can.

"Carol, how did you come up with the name Arnold?"

She fumbled with something as thin as a joint that came out of a cigarette pack decorated with flowers. "Phone book. I opened it and it was the first name I saw. But that doesn't matter. I have work to do in the city and since you're out here in the boonies, I thought it would be better for Arnold than sitting around a hotel room...clean air and all. Besides, I thought it would be a good chance for you to get to know your son." She was at it again, thinking.

"Merry Christmas. Arnold is my gift to you ... at least until I leave town."

She was out the door before Wrench had the chance to take a chunk out of her leg, and I was face to face with a kid I didn't know. He broke the ice.

"So, what do you do around here for fun?"

There is only one response to a line like that. I headed to the fridge for a couple of beers. Wrench tried to pull

one out of my hand, but I slapped him away.

I popped one as I headed back for the couch and handed the other to the kid. "Mr. Bo?" He was definitely Carol's kid. "My mom, she doesn't let me drink." Wrench wagged his tail and started licking the condensation off the can. It's a bitch having a dog who is a drunk. He probably puppy-staggered into the car that nailed him.

"Kid," I couldn't bring myself to use the name Arnold. "First, my name is Bo ...no mister. Second, I'm not your mom (maybe not even your dad, I thought), and third, you're old enough to have a beer. Open the can and taste."

He did and Wrench whined. The kid went to put the can on the coffee table and I told him not to. It was at dog height. Wrench growled under his breath, gave me one of his I'll-shit-in-your-boots looks, and sulked off to chew on the toolbox.

"Fun around here is getting on your bike, heading down a straight road, and looking for curvy women."

"Back home I have a Huffy. It's painted to match my biking shorts."

I groaned, finished my beer in a swallow, and tossed the empty to Wrench. Figured it would save me the cost of another toolbox.

"Kid, come with me." I led him out the back way with Wrench tagging along looking for a full beer. In the garage, I pulled back the tarp and let him see my Knuck.

He circled the bike like a condor looking for prey. He squatted by the primary side, pushed his glasses back up his nose and looked at me. "Bo, where's the clutch lever?"

I winced, closed my eyes, and sank to the floor. "Kid, how long are you and your mother going to be in town?" I wanted to know what my sentence would be.

"How long? Two weeks, I guess. Mom said we'd be home in time for Christmas."

Wasn't that bad. I'd done that much time for disorderly conduct in Iowa. Still, I knew as much about fathering as I did about space travel. I punted and went for the basics.

"Well, kid, there's no clutch lever because the clutch is operated by foot. You know, the thing at the end of your leg. Have you ever been on one?"

"Leg?" The kid asked as Wrench whined and walked outside to pee. I sighed and straddled my ride. The Knuck caught on the fifth kick and I told the kid to get on behind me. By the time I reached the end of the driveway his hands felt like vices on my ribs.

We headed up one of my favorite roads, taking it easy at 30 or so, circled the lake and went back to my place. Tops, the ride was less than 10 miles. Back in the garage, the kid was shaking like a Maytag that needed more than a repairman.

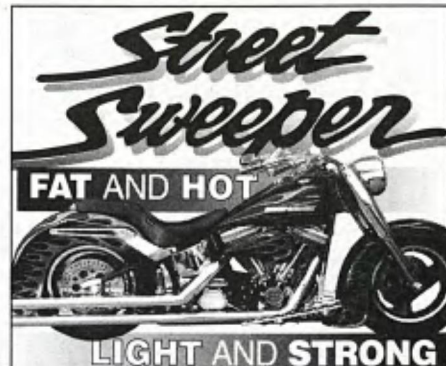
"I think I can use a beer now," he said between shaking.

The kid was learning.

I pushed away an old pizza box and the kid and I sat at the kitchen table. He held his beer with both hands, trying to steady it as he brought it to his lips. Wrench was circling like a Great White.

"Bo? Can I learn to ride a Knuckle-Harley like yours?"

My gut tightened, and Wrench →



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growled. "Kid, it's a Harley Knuckle, and ... never mind. Anyone can learn, but it don't mean shit unless you love what you learn. What do you know about motors?"

"Mom showed me how to check the oil in the BMW, and I know who to call if the battery goes dead."

It was going to be a long two weeks. "Look, you're bunking on the sofa in the living room. There's a shelf out there with shop manuals. Read one and we'll talk in the morning."

I grabbed two beers and Wrench and I headed for the bedroom. We both drank straight from the can, difference being that I used my fingers to open mine.

By dawn, Wrench was yipping around my bed like the puppy he wished he was. I knew the mistake I had made: Never let a dog drink before he goes to sleep. I was hearing the hissing sound even before I closed the back door. I wondered if I could teach a dog to use a key as I felt my way into the bedroom. I never got that far. The mumbling from the living room stopped me.

The kid was reading aloud from a shop book and taking notes. The last time I had seen a notebook was when Alice Jean was using one to impress our history teacher in 11th grade. I put a hand on the kid's shoulder and he jumped like a cat dropped in water.

"Bo, please don't be mad. The only way I can learn about your motorcycle is by reading this stuff."

On the coffee table was a drawing of a Knucklehead's fuel and electric systems. On his notebook were more numbers than a tax form and squirming marks that looked like they had

been left by a semi that blew a retread.

I came around and sat beside him on the couch. "You haven't been to sleep, have you?"

"Sleep? No. I have things I have to learn." He pointed at the shop manual.

I looked at the notes and the Knuck diagram. "What the hell are you studying in school?"

"Well, lots of stuff. But I want to be a mechanical engineer. That's why I sat up and read the book about your motorcycle."

"Bike," I said.

"I was thinking, your moto—I mean, bike, should start on the first step."

"Kick," I said.

"Bo, we ... the two of us can fix it."

I knew I was in trouble, knew I was

The kid was covered in grime and grease and the dog looked like he'd been caught in the Valdez oil spill. Between them was an empty bottle of JD.

putting my foot in my mouth when it should have been flat on the floor. But the kid was growing on me and I liked it. "Let's have some breakfast and we'll talk some more."

I fried up a skillet of hash and eggs, and Wrench stole from the kid's plate every time he paused to talk. "It's as simple as bouncing a ball. It goes up,



"Bummed out, Dad? Nothing a little hair pie won't cure!"

comes down, and energy is released. That's the power stroke. The rest is simple physics."

I wasn't sure if he was talking about why I flunked high school or what the enema nurse specialized in.

Whatever, I listened and the more I heard the more I liked. The kid was excited about bikes. Not in a wannabe way, but a mechanical way. Maybe he was my son after all. "Bo, can you show me how to control your motorcycle?"

"Only if you stop askin'!"

I took the kid through the basics: Clutch, throttle, brake. "Kid, I have to go to work. Study the bike. Compare what you find to what you've seen in the manuals. Give me a complete report when I get home tonight." It was dicey, but I didn't think the kid would run off with my scooter. Besides, that's why I keep Wrench.

I rolled my pickup into the driveway at about seven that night and the place was as quiet as dirt. The front door was open and on the living room floor I found the kid and Wrench sprawled side by side. The kid was covered in grime and grease and the dog looked like he'd been caught in the Valdez oil spill. Between them was an empty JD bottle and a dozen beer cans. I slammed the door to wake them up.

The kid sat up, tried to talk, and then flopped on his back. Wrench wobbled on four legs and tried to get close enough to lick my hand. His tongue hit the armchair and he went over, giggling drunk-dog giggles. I was going to skin them both, but my bike came first.

I hit the light in the garage and it hit me back with a blinding glare. Every wrench, socket, and screwdriver was polished clean and hanging from the peg boards. All the empty cans, rags, and boxes were gone and the floor was so clean that it looked like fresh-poured concrete. And in the middle of it all, brighter than all the rest, was my Knuck. I had never seen her so clean. The chrome gleamed, the paint looked factory fresh, and there was no lint from the drying cloth.

"Bo ..." The kid was behind me holding onto the door frame. "We, uh, Wrench and I decided it would be a good thing to clean up the place a little. I hope you don't mind."

I heard a whimper and saw Wrench belly-crawl up to the kid. I looked at their sorry-assed faces and then at the Knuck. "I don't mind. Why don't the two of you go to sleep on the sofa."

They staggered off arm and paw as I took another look at my bike. It was clean in places I didn't even know were dirty. The kid must have used →



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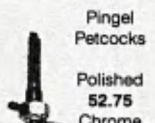
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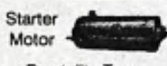
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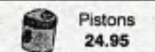
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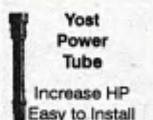
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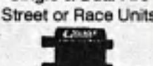
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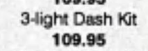
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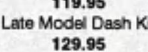
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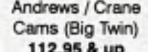
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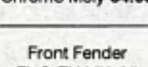
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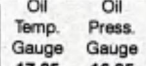
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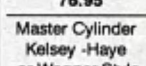
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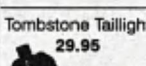
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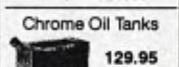


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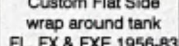
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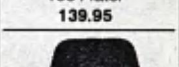
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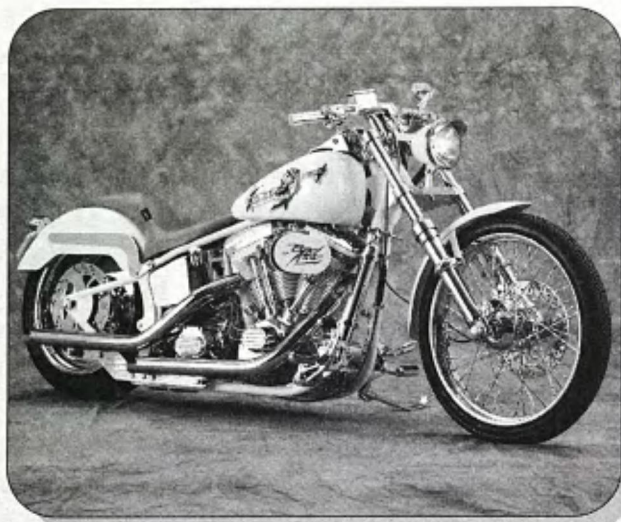
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a toothbrush. I started to think of a road name to replace Arnold. I hitched up on the bike and it started on the first step ... er, kick. The rumble was perfect, loud and vibrating just right. The sound didn't wake Wrench, so I figured the two were snoring it off. I rode away. I had shopping to do.

The next morning it was black coffee all around except, of course, for Wrench. He takes his with milk. I keep telling him that's a pussy drink but he won't believe me. When they were both able to focus, I pulled out what I had bought the night before. There was a box of chow-chews for Wrench (he even ate the proof of purchase) and some clothes for the kid—jeans, an H-D shirt, and a pair of boots. "Go wash up and put on some real clothes," I told him.

It took an hour, but he wobbled from the bathroom looking better than new; at least the parachute pants were gone. His eyes were the color of watermelon and he was clutching his stomach. I tossed him a beer. "Have some hair of the dog that bit ya." Wrench whined, and I rolled a can in his direction.

The three of us drank in silence until the kid spoke up. "Bo, I think I know why your bike is hard to start—fuel delivery and bad electrics. I think I can fix it ... the problems, I mean."

I gagged on my beer. "I wrench my own bike ... no one else. Besides, you have a whole lot more to learn about Harleys."

The two of us went to the garage, while Wrench nursed his hangover on the sofa. With the kid packing I kicked the Knuck and she caught on the third try. I let her warm a bit, revving to raise the oil pressure and the blood pressure of my neighbors.

"Pop?" The word shook me more than the bike. "Where are we going?"

"You'll see ... son." I coasted the driveway and took first with a tear in my eye. Pophood was a scary thing.

It was a short putt to the old supermarket that had gone belly up when the mall opened. The parking lot was cracked and had sprouted weeds, but it was adequate for my needs. I pushed down the stand and swung my leg over. "Son, you're going to learn to ride."

He moved forward into the saddle, put both boots on the ground and twisted the wick. "Pop, I think I know how this is done."

He booted first gear and went 10 yards before he realized the kickstand was shooting sparks off the pavement. He knocked it back and went through the gears, enjoying the ride. He kept experimenting until he had it down

pretty good and then we headed home. I called for pizza and went to the basement fridge for more beer. Arn, he hit the shop manual.

We smeared cheese and tomato sauce from our chins, sucked suds and talked bikes. Finally, I said it was time for sleep. Arn kissed me good-night and Wrench curled up with him on the couch instead of following me to the bedroom.

The next morning I woke up to the smell of coffee and eggs. Arn was in the kitchen cooking; Wrench was in front of the tube watching the news. "Pop?" I was actually getting used to the word. "Can I ride with you today?"

I looked at my watch, thought of my job, and said, "Why not?"

It was a throaty rumble, like dry thunder moving across the plains. It grew closer, louder, beating the clouds. I knew that roar.

For two hours he rode that parking lot, showing more skill than hayburners in a rodeo. I called my boss to tell him what he already knew—that I would be late—and then I called Arn in for the ride home. I left him and the Knuck in the garage and took the pickup to work.

That night, I found Arn studying manuals and Wrench doing obedience tricks. The kid was a hard worker, but he was turning my dog into a wimp. It went on like that for days—Arn and Wrench tinkering in the garage while I drove off to work. The kid had become a pretty good rider, and I trusted him to dick with the "fuel delivery." He couldn't break what was already broke, I figured.

It was a few days before Christmas, I was putting in some OT, when the foreman came up to me. "Bo, punch out. I got a call. Your house is on fire."

That old truck gave me all it had, but we were still too late. From blocks away I could see the orange glow in the sky and smell the smoke. I used the bumper of a cop car to help me stop and rushed for the door. Two fireman the size of church bells stopped me. "My kid is in there!"

"You can't go in. It has to burn itself out. Nothing is left."

I took a swing at the guy, but he

caught my forearm. I looked at the house. A wall was gone, the roof was sagging and the flames had even lit the lawn. I moved away from the heat and found Wrench on the curb. A paramedic was holding an oxygen mask over his muzzle and his coat was seared. "The boy ..."

The paramedic shook his head. "The dog was the last one out. Seemed like he was trying to save someone."

I was crying when I reached the taillight of my truck. I was watching my son, my bike, my home turn into ashes. The material shit I could replace, but not Arn. I was still crying when Wrench limped up to the truck. I lifted him aboard and we both listened to the crackle of the flames.

Seeing all that you've worked for disappear in the fury of flames is crushing; losing your son to an inferno is worse. My eyes were still wet when I heard the rumble. Actually, it was Wrench who heard it. He tugged at my arm, and above the pump noise and the clatter of diesels, I heard my sound.

It was a throaty rumble, like dry thunder moving across the plains. It grew closer, louder, beating the clouds. I'd know that roar anywhere. It was my Knuck!

Arn brought the bike to a stop just inches from the truck. "Pop, I'm sorry I took the bike without your permission, but I wanted to get you a Christmas present."

He reached for the saddlebag, but I already had my arms around him.

"No, thanks, son. I already have the best gift."

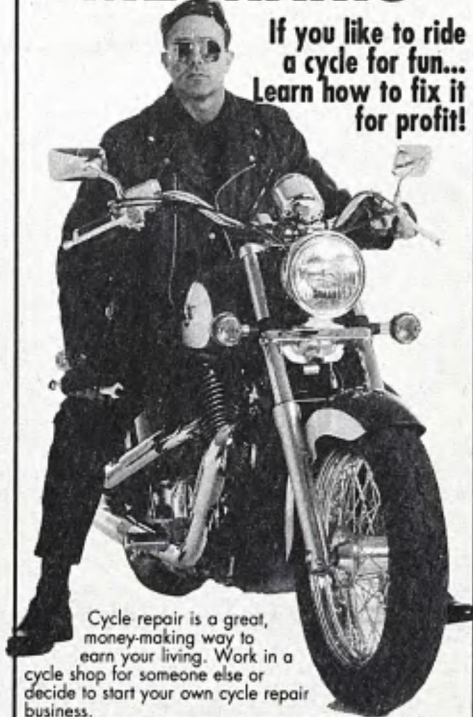
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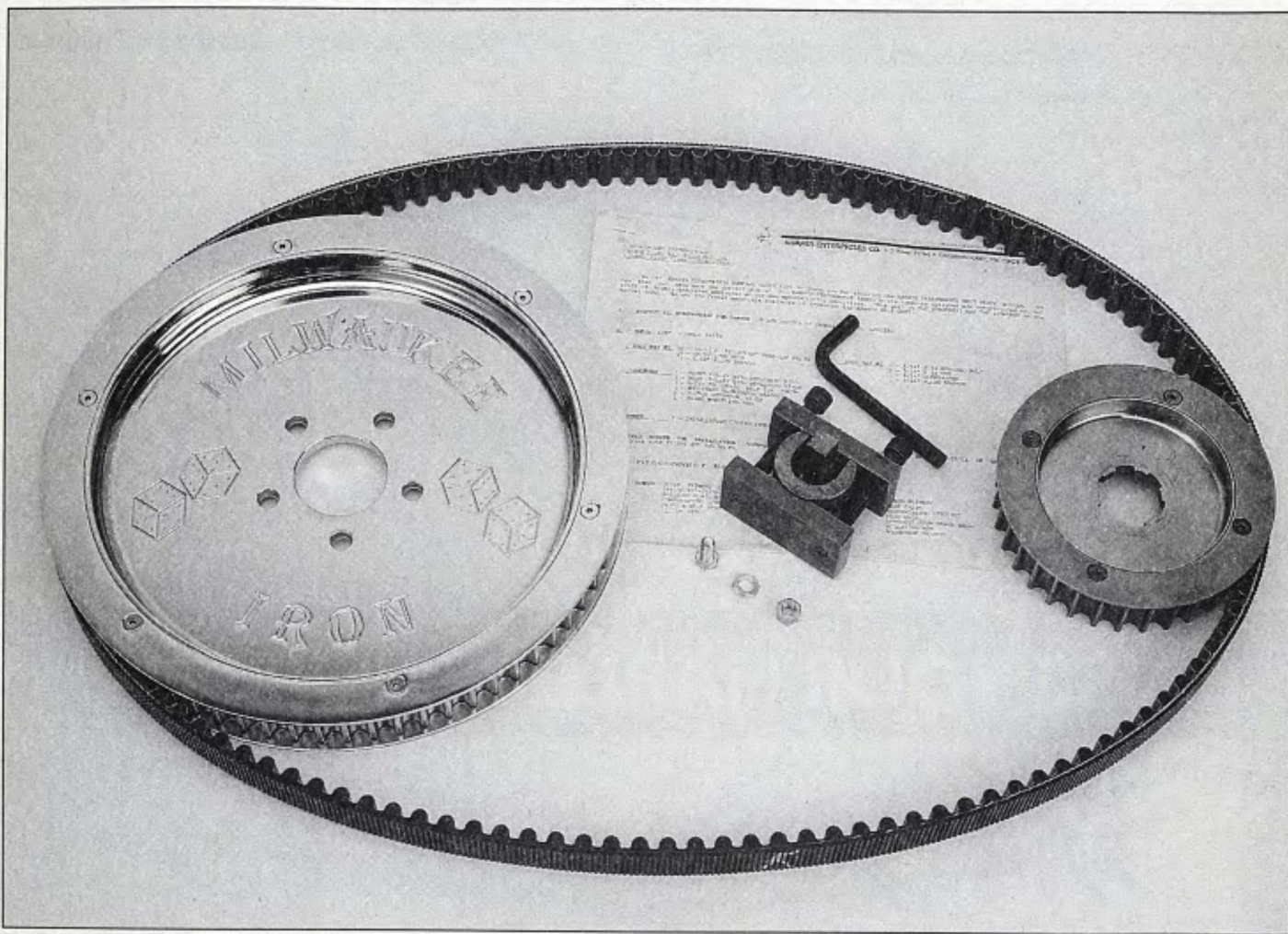


Photo 1

Clean Rear Drive Karata Belt Molded Into The Rear Of A Rigid

Several riders have inquired about the rear belt drive system on the Dicey Knucklehead (photo 1). Without a doubt, rear belts are a major benefit. Vibration is dampened, there's no oil spraying on the rear wheel or frame legs, and dependability is significantly increased. Plus, the wear on transmission bearings is diminished. But it's not an easy bolt-on operation.

Several modifications must be hammered into the old-time parts to make this system work. So, without any discussion of women, weekend parties, or deserted roads, let's get with it so we can hit the streets without delay.

The men of Milwaukee Iron accom-

plished this task by first planning for the modification, cutting the center bar out of the frame behind the seat, and spreading the rails 3/4-inch with a porta-power press. With the center bar replaced, they straightened the frame on their rare and accurate frame table to ensure belt alignment.

With the basics in place, the Karata belt drive installation instructions for rigid frame installation are the best source of complete data. But the basics include modifications to the rear frame casting, the transmission plate, the ratchet top, the ratchet lid dust cover, the oil tank base plate, and the oil tank bracket.

Ah, but you're not done yet. The tin inner primary must be severely altered for the rear belt, which means substantial ventilation for the front Karata belt on this particular bike.

Some of the straightforward recommendations from Milwaukee Iron include: Always use locite on all bolts, nuts and screws (photo 3); and, check the pulley to make sure the belt clears the tire during mock-up stage (photo 4). Check the belt alignment by following the instructions with the Karata parts distributed through Custom Chrome (photo 2). If you have a problem with the alignment, your frame could be bent.

Milwaukee Iron had already modified the rear of the frame when it was first altered for the project. This eliminated the modification of the rear axle casting and the tuck being flattened. Also, by widening the frame clearance we'd obtained enough space to incorporate our Performance Machine disc brake system, and run the 4 1/2-inch rim from Kennedy's and that Avon tire (photo 5).

They also modified the transmission

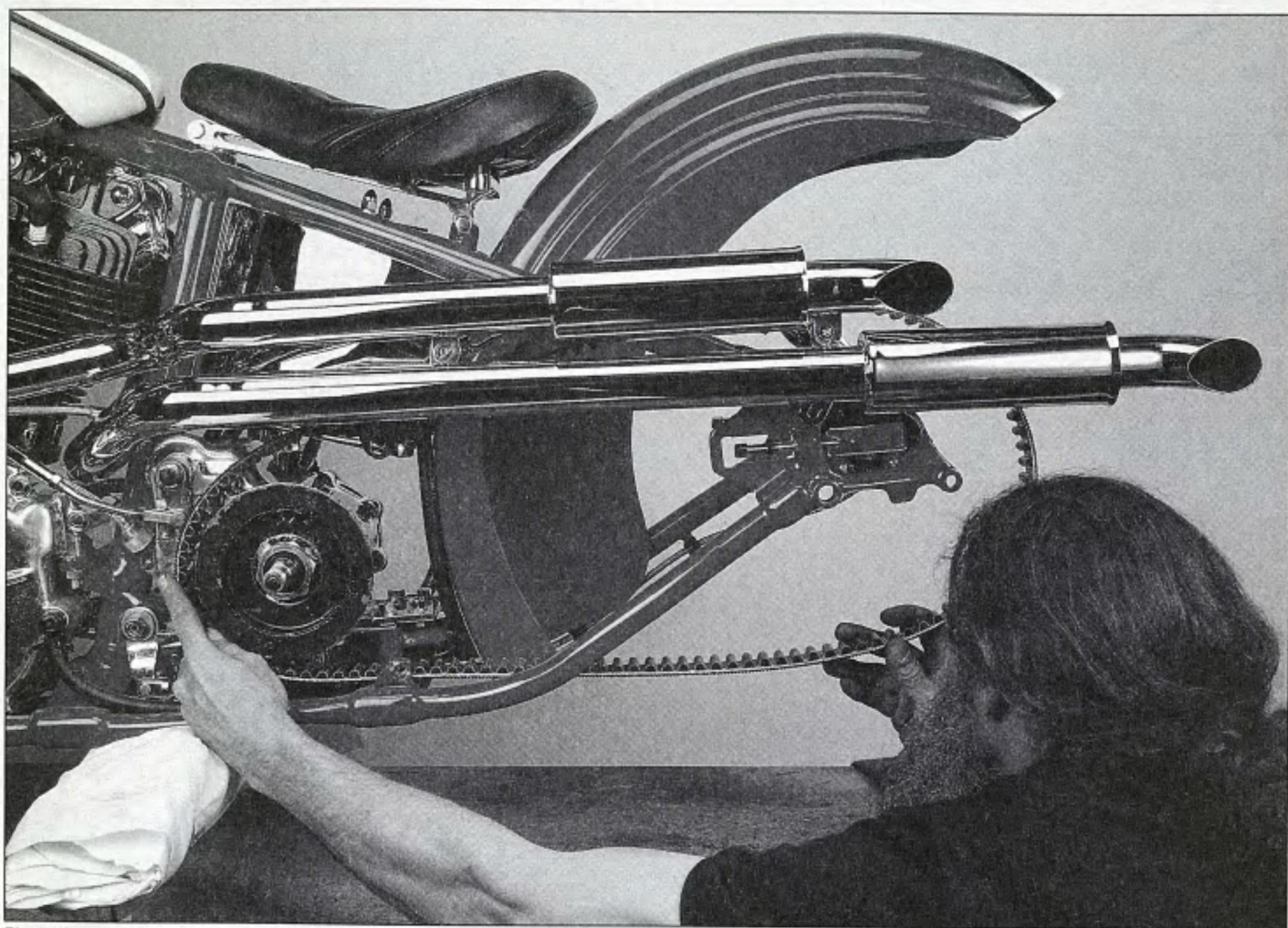


Photo 2

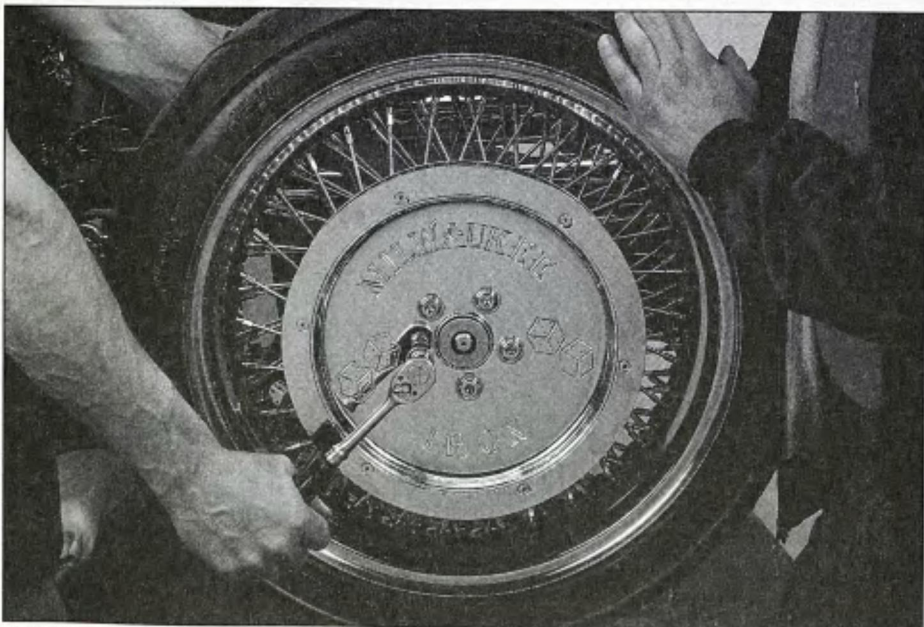


Photo 3

before polishing. Clearances at the inner primary, oil tank and battery plate were cut in during pre-assembly of the motorcycle.

This is not a lightweight procedure. It takes careful planning, and constant checking to ensure proper clearance (photo 4). But when the job is done effectively (photo 6), you'll notice, as I did on the streets and highways around Sturgis, South Dakota, this year, that the bike runs smoothly and dependably. For a rigid Knuckle, I was impressed with the lack of vibration and noise associated with the driveline. Of course, some of that was due to the 84-inch, S&S balanced motor built by Milwaukee Iron.

For more info, call Karata directly, check your CCI dealer catalog, or, send your bike to a competent customizer, such as Milwaukee Iron (photo 7).

—Bandit →

TECH TIP

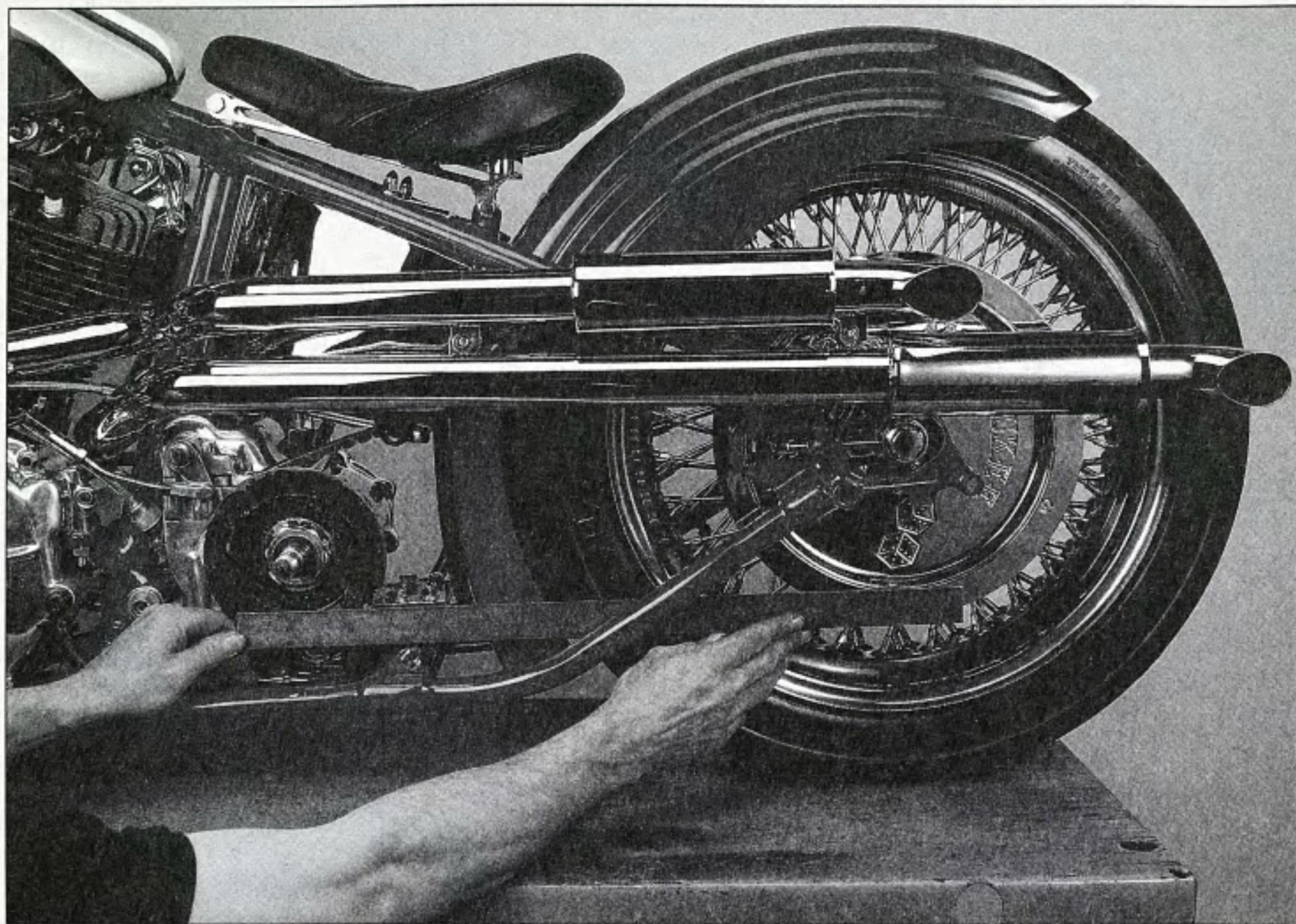


Photo 4

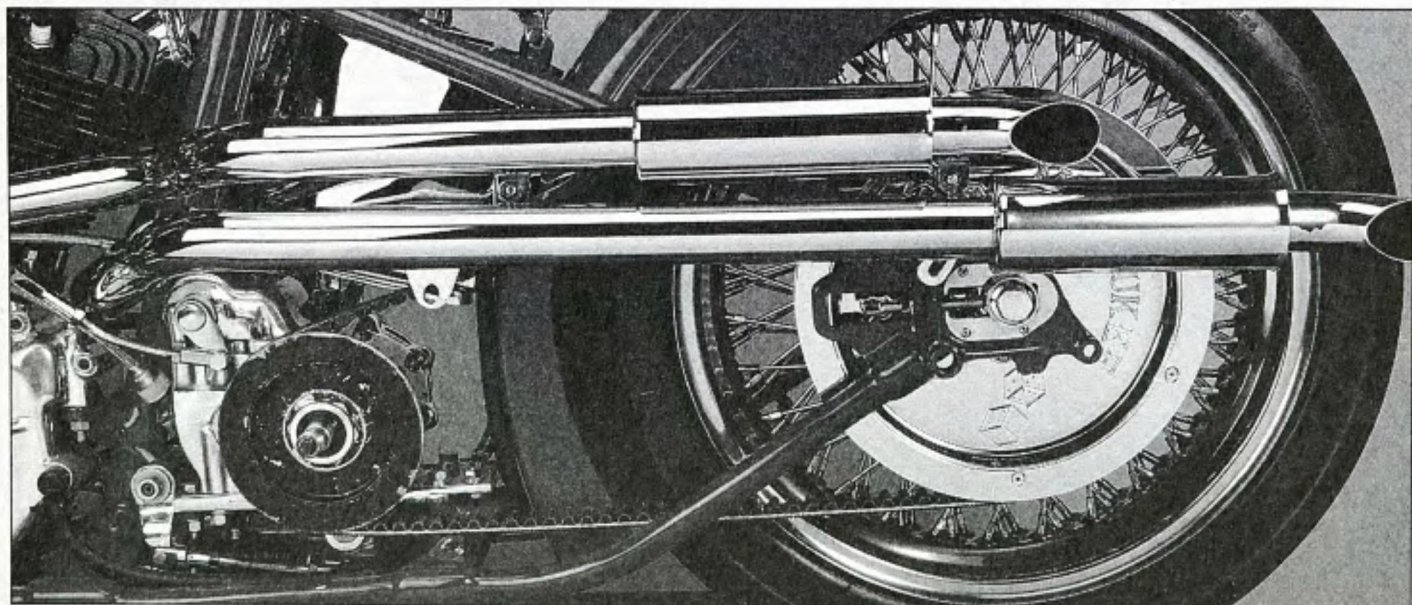
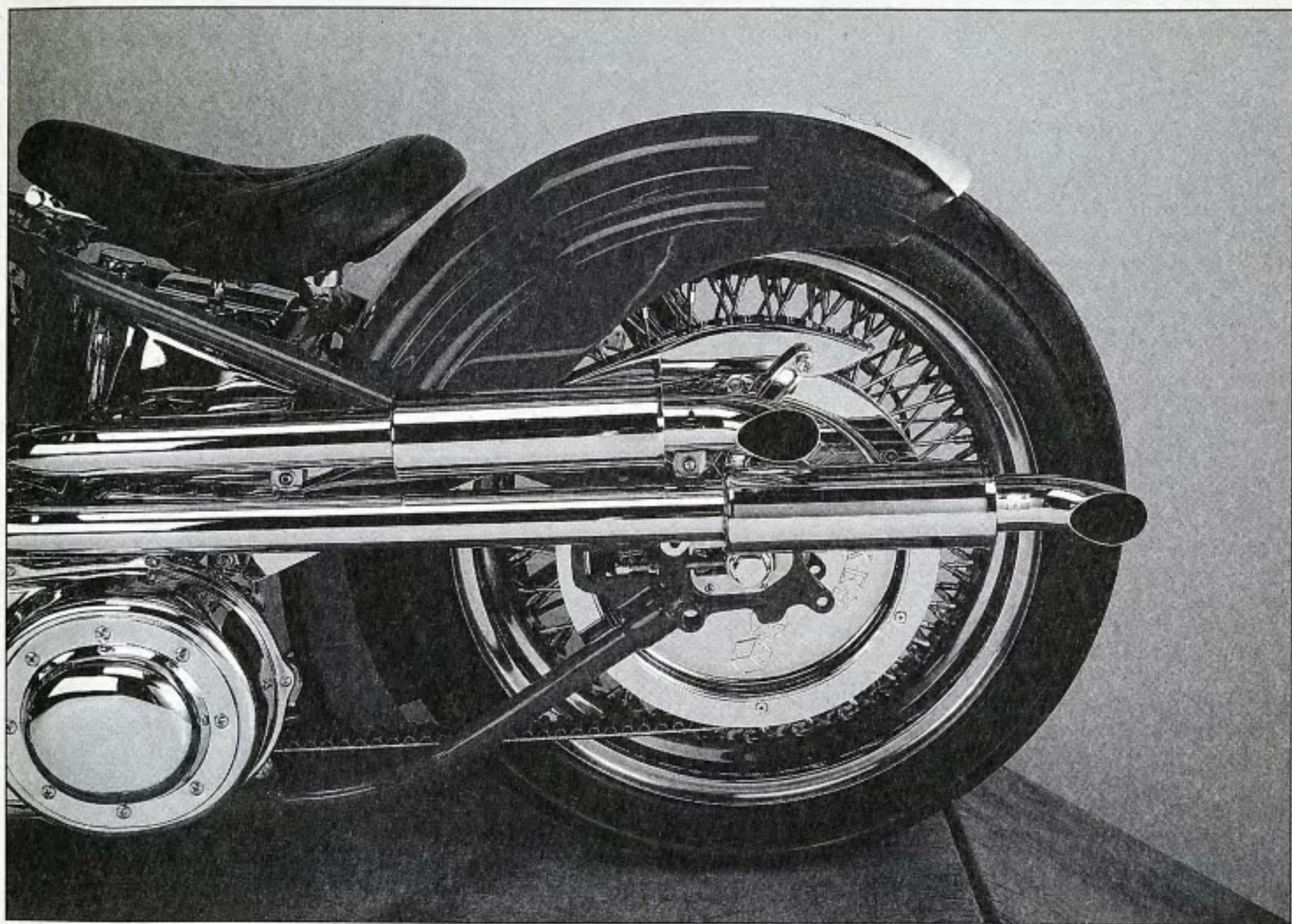


Photo 5



Photos: David Jones

Photo 6



Photo 7

Sources

Milwaukee Iron
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TECH TIPS

Part Time Pretty-Up

The Nitty Gritty On Polishing

There are many advantages to polished parts on a motorcycle—and Harley is no exception. Whether it's covering a cam case, fork brace or axle nut, a mirror finish looks great and cleans easy. Engine builders sometimes even polish internal as well as external components. That's because a high finish can often shed oil faster to reduce "windage" or friction losses. Polished surfaces can also help prevent the formation of skin cracks on highly stressed components like rocker arms or rods (photo 3). And, fine finishes will often reveal existing fractures in critical castings like wheel hubs or crankcases—a poor man's Magnaflux, Zyglol, or other crack disclosing technique. Such imperfections are uncommon on new parts, but if you are dealing with aged metal (Knuckleheads, K-models or JDs, for example) it's an entirely different matter.

Getting a gloss high enough to use for shaving is a fairly specialized science, though. So, for most of your putter's precious pieces, it's a good idea to leave them with a firm that has the experience. Check out their shop, their work, and former customers. Nowadays, many polishers and platers are well-acquainted with the intricacies of a Harley-Davidson. They'll know how to handle large surfaces and tricky things like transmission housings and covers, for example. Unless held securely and properly, these can grab buffing wheels and launch themselves into orbit. They also have machined surfaces that need to be left alone.

But, for small, noncritical, last minute doohickeys, the ability to polish metal surfaces at home can be invaluable. It will save you the hassle of repeated trips to the vendor, lost parts and hurry-up blasts with a black enamel spray can. As you can see from our lead photo, it ain't hard to transform dull small bits into bright baubles (photos 1 and 2). All you need is some sandpaper, water, and elbow grease. So here's how to give those parts a liquid-glass finish, without setting foot outside your basement or workshop.

First off, a few thoughts about surface preparation. One thing to consider is the

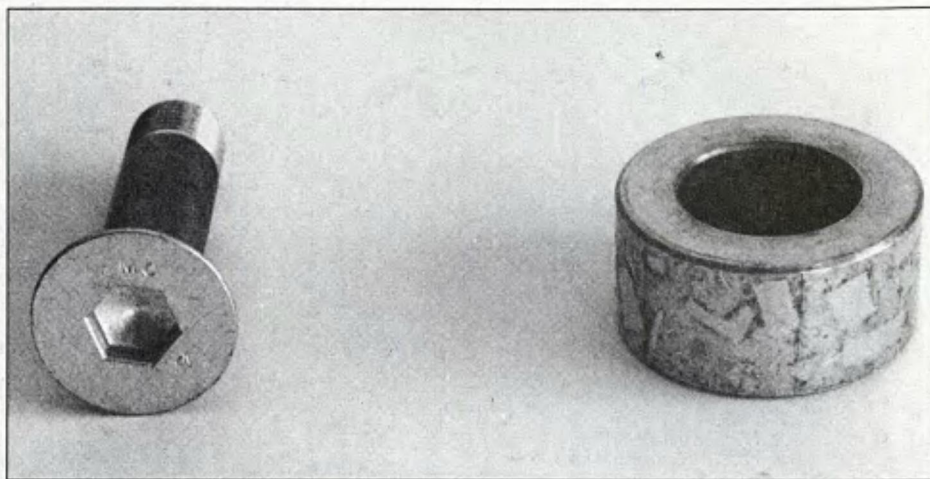


Photo 1



Photo 2

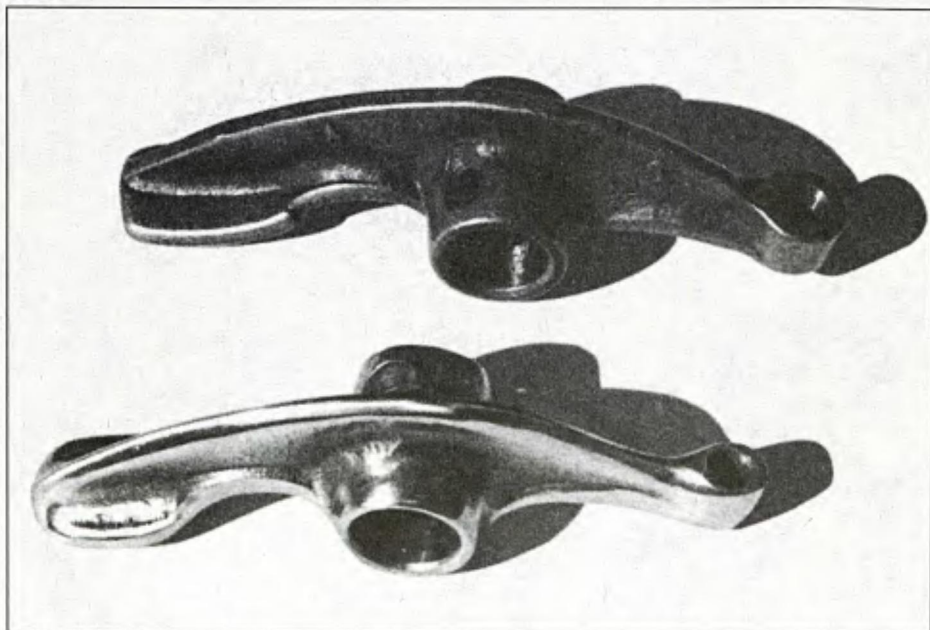


Photo 3



Photo 4

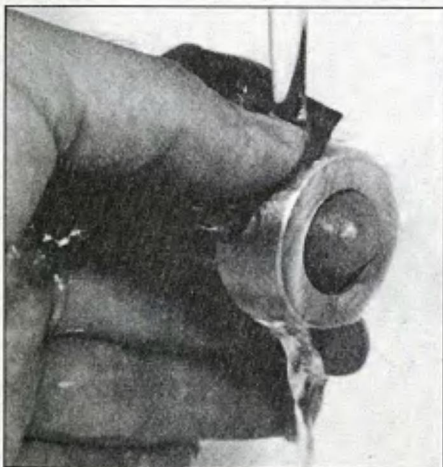


Photo 5

base material. Some metals, like stainless steel, are ideal for a purely polished finish, since they take a high shine, and don't corrode. Others, like aluminum, polish well, but tend to lose their luster over time. And naked steel or iron really can't be final-polished at home, without subsequent protection—powdercoating, painting or plating—due to rapid rust formation. What you can do, of course, is prepare such parts for plating by polishing. See the table for a guide to materials and what's possible right in your basement.

If you are having parts machined from billet or otherwise fabricated from scratch, have the machinist guru put as fine a final finish as possible on them. For example, shafts and plates can be carefully filed to reduce tool marks. (If you do the filing yourself, make sure you add some chalk to the file for aluminum work, to avoid scoring.) All this will save you work later, since it's your biceps

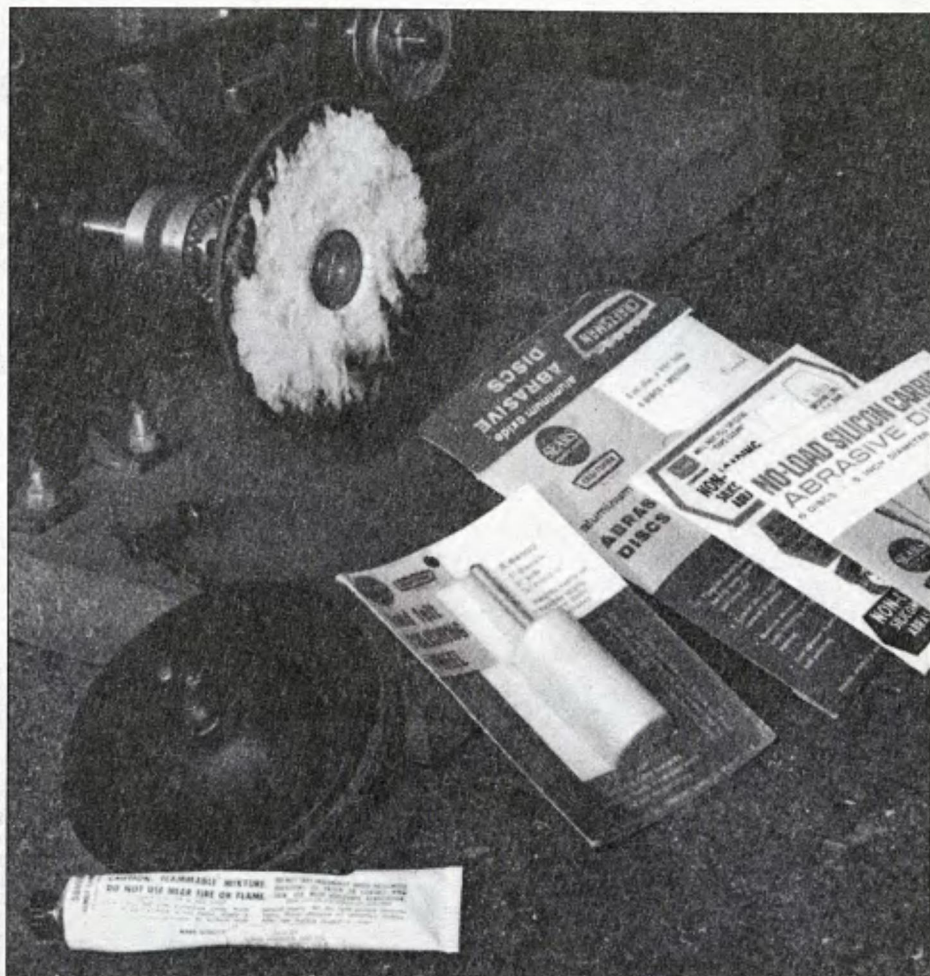


Photo 6

that are gonna have to remove those machining grooves. Also, if heavy corrosion is present, especially on cast parts, shell or bead blasting is generally a good idea for removal. You may want to send such stuff out completely, as noted before. And, note that cast parts may have some porosity present. Without the addition of a metal overlay (as in metalspray, paint or plating) no amount of polishing will eliminate that. Today, however modern die castings are, happily, almost as dense as billet or plate and take a polished finish well.

Now you are set to start. Go to a large hardware, autobody or industrial supply house and get a graded set of wet-or-dry (waterproof) sandpaper. You are looking for grits, or grades, in 220, 320, 400 and 600. Also, buy some crocus cloth. That's an even finer grade, used dry only. The actual process is pretty simple. You are gonna sand the parts

you want polished with successively finer grades of sandpaper (photo 4). And for some goodies, you don't even have to finish the process. Alloy oil tanks, for example, look pretty tasty when taken to just a satin finish 220- or 320-grit paper. That appearance will tend to help disguise welded structural seams, which for strength reasons you really don't want to polish off completely, anyway. Also, a semi-rough finish will help heat dissipation. Another good candidate for lower finishes are stainless steel nuts and bolts. Their frosty working faces will not show wrench marks as easily if left at a 220 or 320 finish. (Allen head bolts, with hidden internal sockets, can be fully polished.)

With straight, even strokes and only medium pressure, sand the part in question. Use a flat surface like a countertop for backing—to match flat surfaces on the workpiece. And, apply water (photo 5) copiously. Since →

TECH TIP



Photo 7

the sandpaper is designed to work wet, don't be shy. Water helps to extend the life of the grit and prevent streaking and staining. It also helps prevent airborne metal dust, which you don't want to breathe into your lungs. Wear a respirator to be safe. At each grit stage you want to sand in both directions; this process ain't like wood sanding, when it's best to go with the grain only. The goal is to proceed at each step until the only scratch you can see is the one from the grade with which you're working. Even though you are using water like a thirsty camel-driver, periodically degrease the part since oil lurking in a small pore you've uncovered can inhibit the polishing process.

Finally, once you've worked that little part in your big mitts through 220, 320, 400 and then scratched uniformly at the 600 grit level, turn the 600 paper over and use the back. I know it sounds

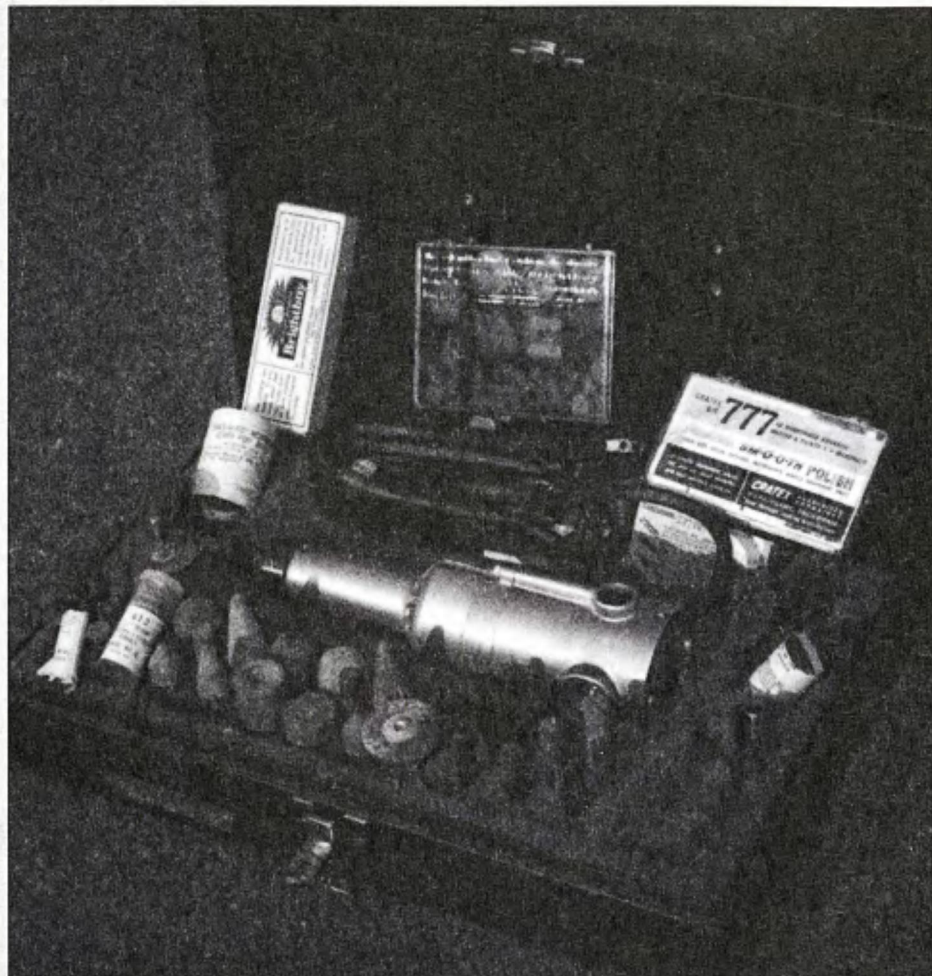


Photo 8

crazy, but it works, just like stropping a blade with leather. Then you arrive at the last stage in the paper process: crocus cloth. This material is *not* waterproof, so make sure everything's carefully blown dry. And use plenty of acreage or you'll load up the cloth with attendant streaking or scoring. Last but not least, you can finish up with really fine stuff—succession of rubbing, polishing or cleaner wax compounds. At this point, use a little paper towel padding as a backer.

If you want to venture into the brave world of bigger stuff you can certainly use the above sandpaper route, but a larger acreage can be slow to polish by hand. An alternative is a small work shop grinding and buffing head, with various buffing wheels and compounds (photo 6). These are generally available from industrial suppliers or places like Sears, Eastwood Co., W.W. Grainger, J. C. Whitney, Cratex.

Look in publications like *Hemmings Motor News* if they are hard to find locally. The key is a belt-driven motor and head setup. Set the belt up a tad loose as a safety factor. If anything jams, then the belt just slips. And make sure you wear glasses or goggles plus a respirator, now that you've dealing with spinning wheels, more extensive metal removal, and such.

For heavy removal, start with sandpaper on a rubber disk or rubberized grinding wheels (photo 7), which can be had in grades. For detail nooks and crannies, a die grinder, Dremel or Foredom tool is just the ticket (photo 8). (In a pinch you can use a regular electric drill, but the higher speed grinders work better.) You can load the chuck with anything from rotary steel files to rubberized sanding bits to small polishing cloths.

Next, you can progress to the tried-and-true buffing route. This method is what the pros use; see our

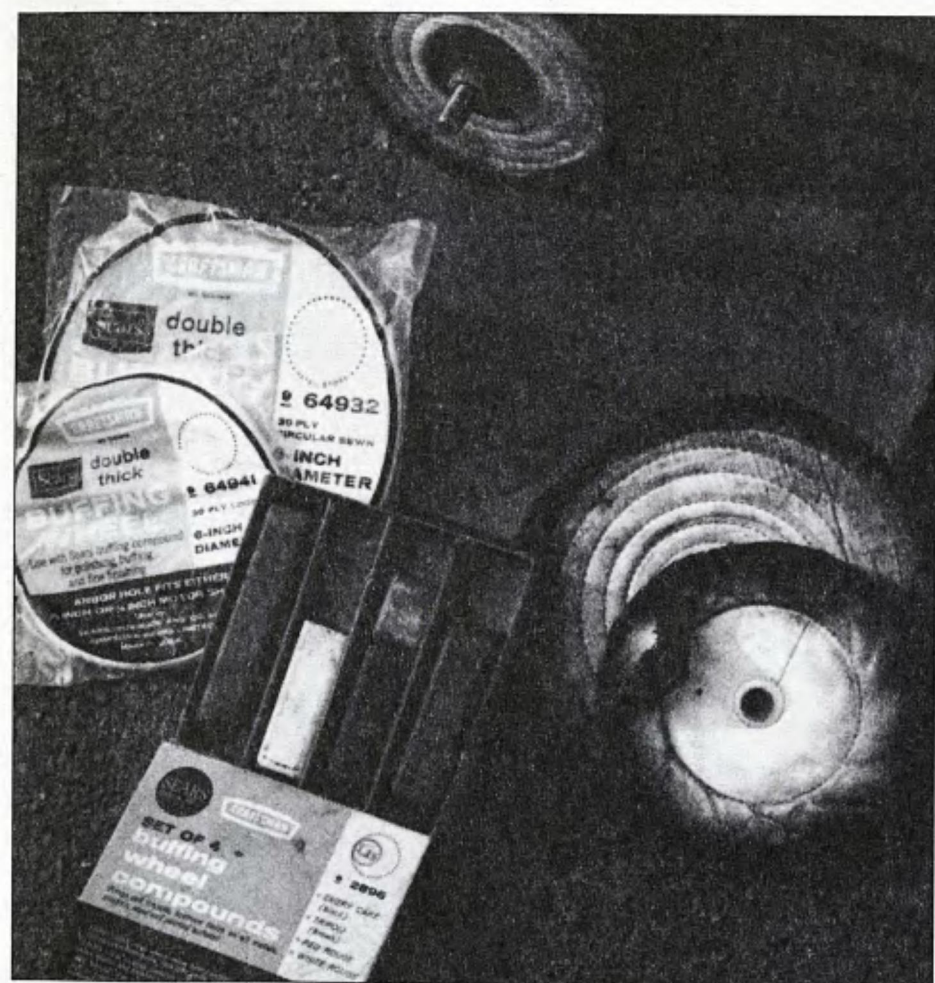


chart for a guide on the correct buffing wheel and compound to use at each step (photo 9). Again, strive to buff in both directions at each step in the process so you can see if any scratches from earlier, coarser stages still need to be removed. And, be extremely careful when handling sharp corners and edges, since they can grab buffing wheels aggressively. Make sure the wheel surface is moving away from such surfaces and *not* into them. Also, machine buffing causes more heat build-up than hand polishing, so work slowly to keep things cool. Excessive heat can cause staining or smearing that is hard to remove; and it can be disastrous for plastic surfaces.

As in any acquired skill, practice makes perfect. You may wish to start your polishing attempts on cheap parts than can be replaced or on unobtrusive, obscure surfaces. (Once you get good, then you can tackle that cherry NOS Knuckle rockerbox.) Before you know it you'll be doing dynamite doo-dads with sparkle that will make jewelers blanch. Just don't spread the word around too much, see. Or, you'll be hunkering down more than you hanker—over parts from your bros or (heaven forbid) even your ol' lady's tarnished tea set!

Photos: Jake

—Jake

Table 1: Characteristics Of Common Motorcycle Materials For Polishing

Substrate	Home Polish	Luster	Corrosion Resistance
Stainless Steel	yes	very high	excellent
Billet Aluminum	yes	high	fair *
Cast Aluminum	yes	high	fair *
Brass/Copper	yes	very high	good
Bare Steel	no**	very high	requires plating, coating
Plastic/Paint	yes	high	excellent

*will turn milky after long exposure unless protected ** can be home polished in preparation for plating or other coating

Table 2: Wheels And Compounds For Machine Buffing

Substrate	Rough Wheel/Compound	Intermediate Wheel/Compound	Final Wheel/Compound
Steel	sisal/emery	loose/white rouge	flannel/red rouge
Aluminum	spiral/tripoli	loose/white rouge	flannel/red rouge
Plastic	+	+	flannel/+
Paint	++	++	++

+ depends on polymer; consult manufacturer or source ++ depends on paint; some clear top coats require no polishing

TECH TIPS

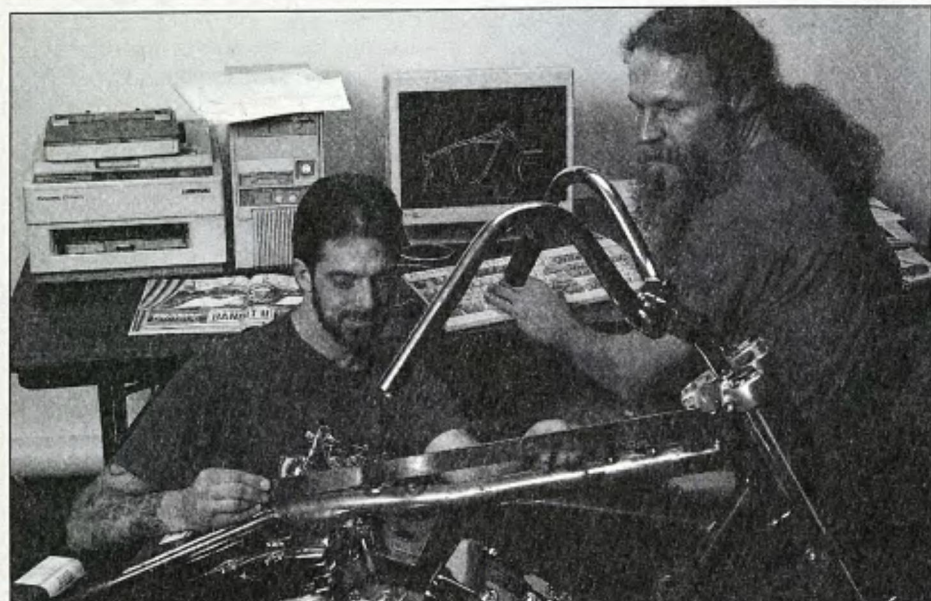


Photo 1

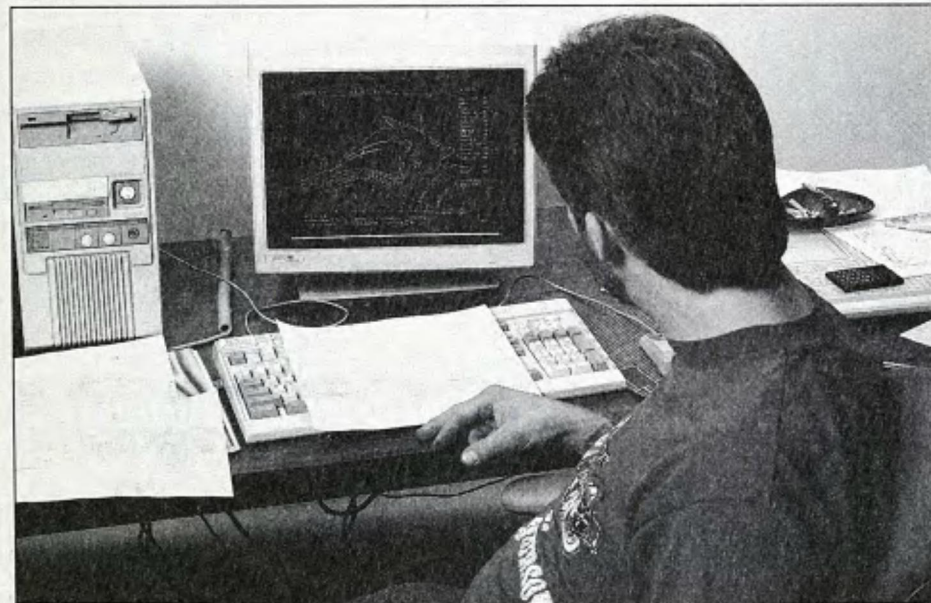


Photo 2

Designing The Bandit II Melding Concept And Chassis

I remember long nights behind a torch and several pairs of vice grips, forming the ultimate sissybar, or, fashioning the last word in footpegs for my creation. Not so anymore—except for one aspect.

Randy Simpson (Milwaukee Iron), and several other top builders, still sequester themselves in dank, dark home garages to work out the particulars for their next bike. Some builders hunt through magazines for notions. Others scour history

books. A few get high as a kite and wait for inspiration. Randy? He reached for a different tool to find the rudimentary solution for the Bandit II—a computer with CADD capabilities.

First, I sent him a line-and-ink illustration (by Alan Vaughn), an artistic rendition of David Mann's original. Randy's goal is to create the sheet metal, which includes the fenders, tanks, fairing, and air cleaner, in addition to the exhaust system for the Ron Simms (Bay Area Custom Cycles)-built chassis. Randy needed specific calculations to create the fenders and tanks



Photo 3



Photo 4



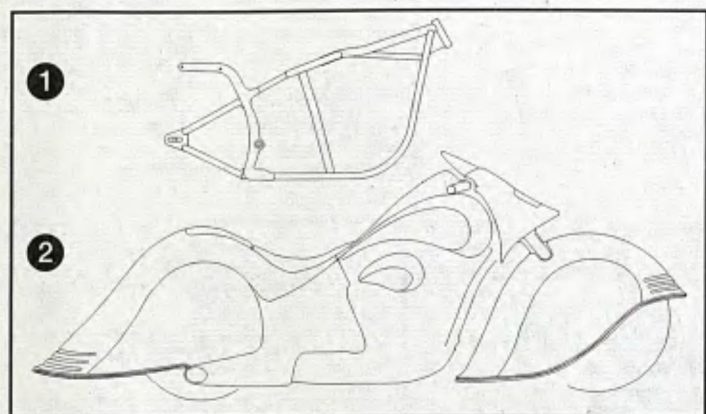
Photo 5



Photo 6

for the project. He now has the rolling chassis and the illustration in his shop.

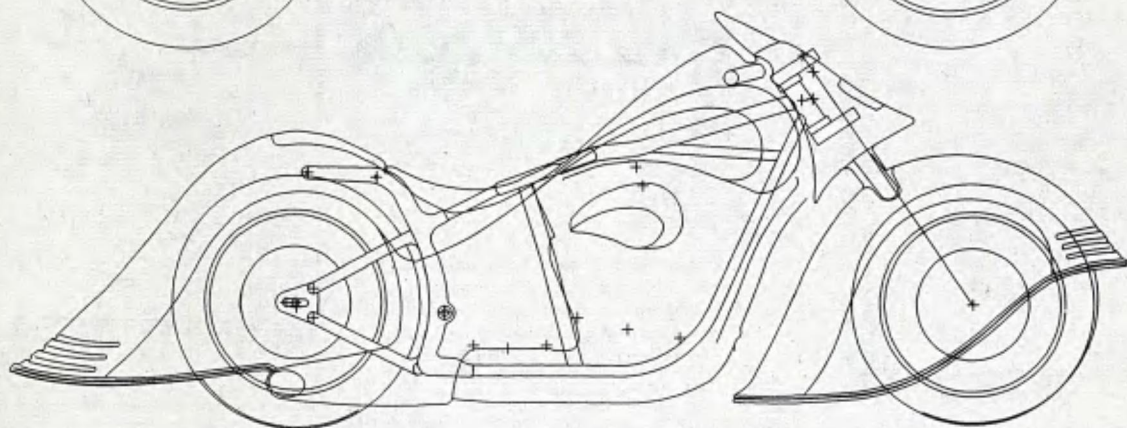
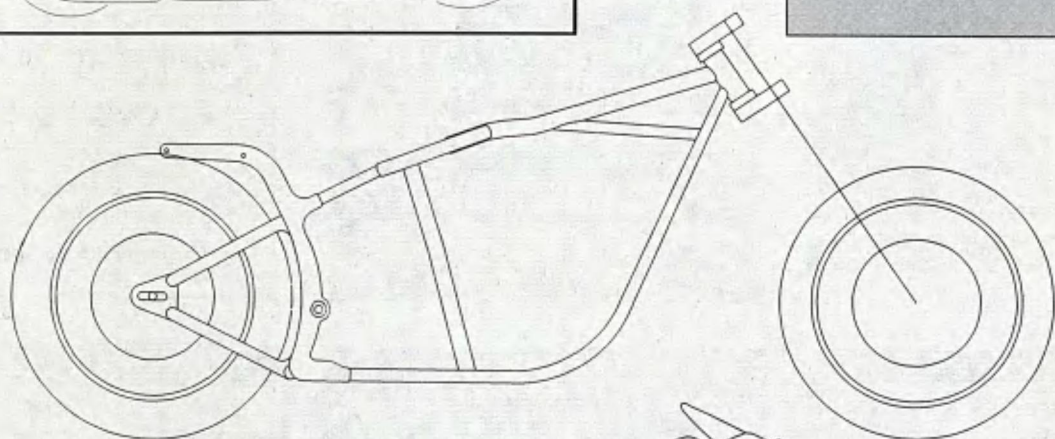
In order to mate the two, he scanned Alan's illustration into his computer (illo. 1). He then called up a stock Softail frame (illo. 2) from the computer's memory and altered it to be an exact replica of the Paughco-modified frame, which had been stretched and raked. He measured the backbone (photo 1), checked the rake, and measured the downtubes. He added the 18-inch Performance Machine wheels, and then the narrow glide front end (illo 3).



Sources

Bay Area Custom Cycles
24224 Mission Blvd.
Hayward, CA 94541
(510) 537-3338

Milwaukee Iron
3000 Lennox
Lynchburg, VA 24501
(804) 845-7688



Returning to Alan's illustration, he converted it to a CADD-style rendition—simple and precise. Then he attempted to scale the drawing to the frame specs. The challenge was to make the bike fit the drawing and vice versa (illo 4). With the illo overlaid over the frame blueprint, Randy and Gary Woodford, his top designer/mechanic, noticed that the tank didn't align with the frame and exposed one of the frame rails (photo 3). In addition, the fenders could set deeper over the wheels and the fairing needed to be modified (photo 4).

Randy called the office, wringing his hands over the prospect of changing the artistry of the master, David Mann. We explained that the initial concept is just that, initial, any improvements along the line were more than acceptable.

With the Bandit II overlaid on the computer screen, Randy went to work making the gas tank fit the frame, then the rear fender (photo 5), front fender, and, finally, the fairing. It was a time-consuming and difficult task, pulling, stretching and aligning the components to fit the actual frame while maintaining the original

design (photo 6). Randy decided to alter the frame downtubes to match the original illustration (photo 2), continuing the line of the fenders into the frame.

But the acid test to determine if the chassis fit the concept was the final comparison of the CADD drawing to Mann's painting. Randy and Gary strained their tired eyes at David's art, then at the computer illustration, conceived through Ron Simms and Ron Paugh. The two matched like good sex on a grassy knoll. We're on our way.

See ya next issue.

—Bandit

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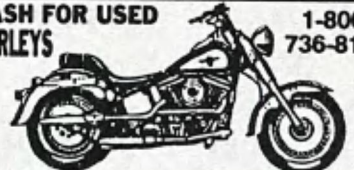
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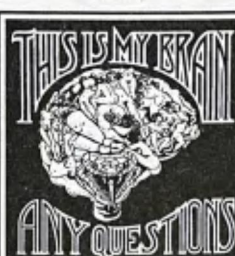
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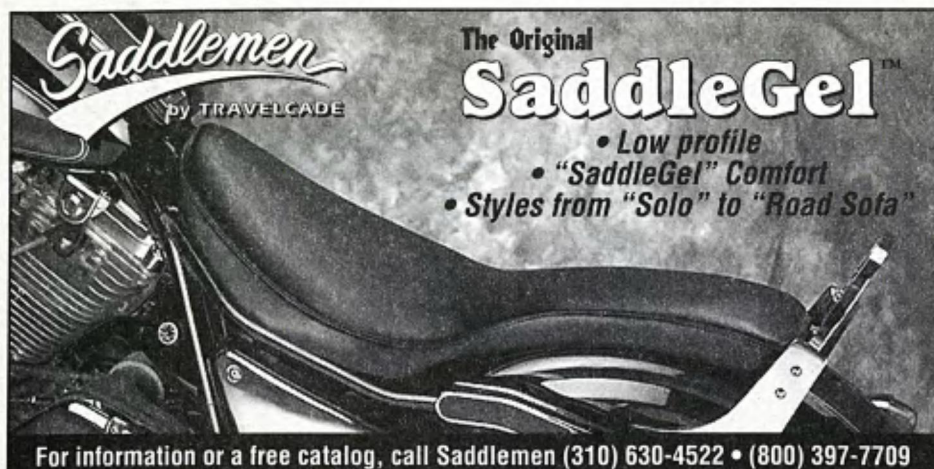
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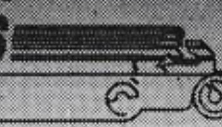


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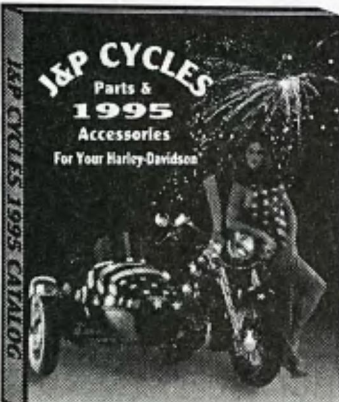
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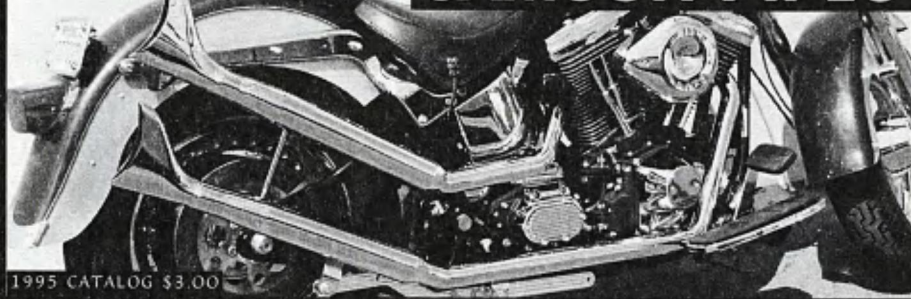


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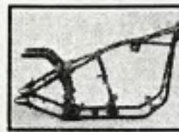
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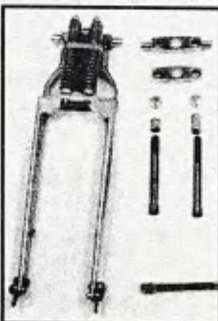
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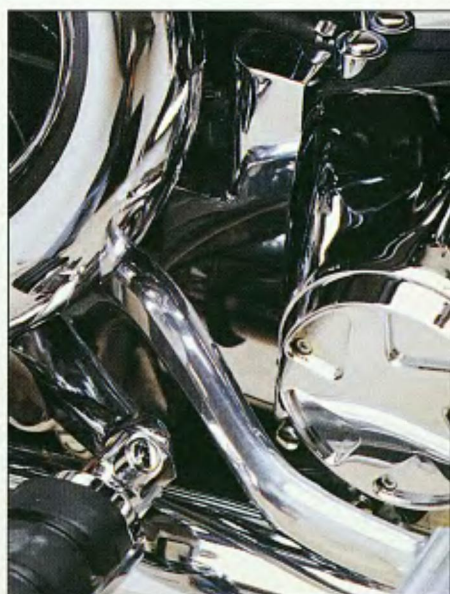
CZECH

Mechanic and body work specialist Karel Karnik came from the Czech Republic 15 years ago. Since then, he's been bent on transforming metal and fiberglass into sleek, go-fast designs not found anywhere on original equipment, especially in his native country.

"There was not a lot of customizing going on there, I can tell you that," he

said, through a heavy accent. "Here, in the U.S., you can be very creative."

Karel expressed himself first through cars under the marque of KK Euro Cars. "But after ten years of that, it was getting old," he said. "The work was still there, but customizing motorcycles seemed like a lot more fun. This bike is our first project under our →



new company, Dangerous Designs."

This FLH was chosen mostly because it fit the frame of the six-four, 250-pound builder. "I wanted something big for me, real big," he said. "I didn't want to look like I was riding around on a toy. So I just stretched the bike and everything along with it."

As if the Electra Glide Sport wasn't hefty enough, Karel stretched the

swingarm four and a half inches, cloaking the extra steel with huge glass side panels. To maintain the long line, he stretched the fuel tank five inches.

"The bike measures about eight feet, wheel-to-wheel, but I feel good on it," said Karel. "It rides real smooth." To help achieve that ride, Karel replaced the FLH's spongy air shocks with a firmer set from a Dyna Glide.

The rear fender has been widened two inches while the front fender is a glass fabrication made by the shop. Dangerous Designs also handcrafted the fairing and the FLH's unique bazooka-barrel exhaust system, which give the illusion that they're an inch thick.

"Really everything on this bike was modified, cut, ground, and polished,"



said the 40-year-old Karel, who lives with his wife, Dagmar, and their three children in Safford, Texas, a suburb of Houston. "I like to use strong, lightweight material like titanium and Kevlar to reduce weight and improve the structure."

Although most of this bike's improvement's have been cosmetic, Karel plans engine modifications for

future projects. "I've been a mechanic for twenty-five years and have been riding motorcycles since I was ten," he explained. "We're having fun with paint, chrome, steel, and glass fabrication right now, but we will soon be offering the entire package."

Karel's work, however, has already won praise. The FLH placed second in this year's Daytona's Cafe Racer class

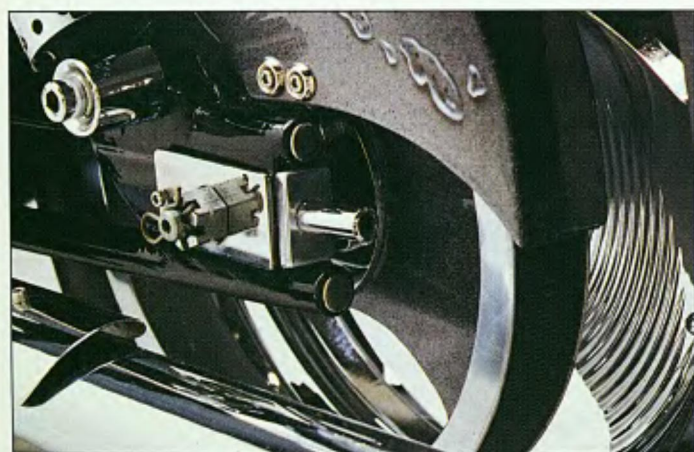
and picked up top honors at the *Easyriders* Houston Bike and Tattoo Show for Best Radical Custom and Best Innovation.

—Josh Placa →



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Invitational Show, Columbus, Ohio, Feb. 1996



Owner:.....Karel Karnik
City:.....Safford, Texas
General
Fabrication:.....Dangerous Designs
Year and make:.....1992 H-D
Model:.....FLHS Electra Glide Sport
Chroming:.....Auto Chrome, Houston
Engine
Year:.....1992
Model:.....Evo
Rebuilder:.....Dangerous Designs
Ignition:.....electronic
Displacement:.....80 cubic inches
Lower end:.....H-D

Pistons:.....factory
Cases:.....polished
Heads:.....powdercoated
Cam:.....H-D
Carb(s):.....stock
Pipes:.....Dangerous Designs
Modifications.....Dangerous Designs

Transmission

Year:.....1992
Modifications:.....Dangerous Designs

Painting

Molding:.....owner

Painter:.....owner
Color/type:.....silver, gray, black/urethane
Special paint:.....graphics by Allan Rothwald
Frame
Builder:.....H-D
Type:.....FLH
Modifications:.....swingarm stretched 4.5 inches

Accessories

Bars:.....K&N drag
Fender(s):.....Dangerous Designs
Headlight:.....H-D
Taillight:.....Drag Specialties
Speedo:.....factory

Pegs:.....KuryAkyon front
Gas tank:.....stretched 5 inches, owner
Oil tank:.....H-D
Seat:.....Dangerous Designs
Mirrors:.....Pro One
Grips:.....JayBake
Forks
Type:.....H-D
Modifications:.....Dyna Glide shocks

Wheels

Front:.....Optima, 16-inch, Dunlop, H-D
Rear:.....Optima, 16-inch, Dunlop, HD
Photos:.....Mike Lichter

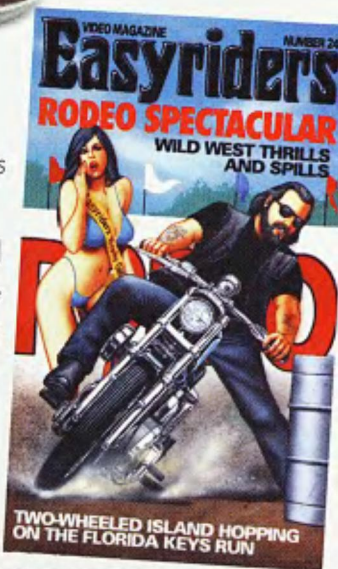
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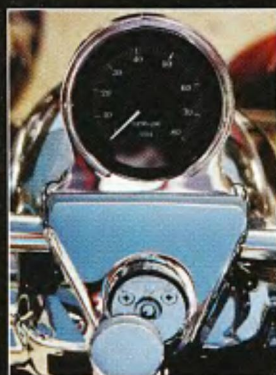
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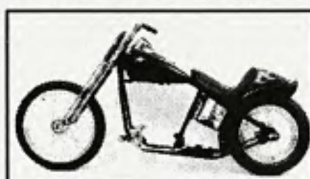
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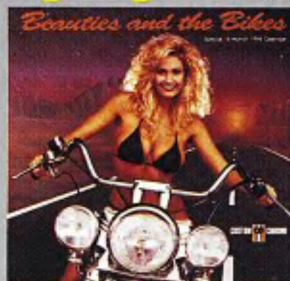
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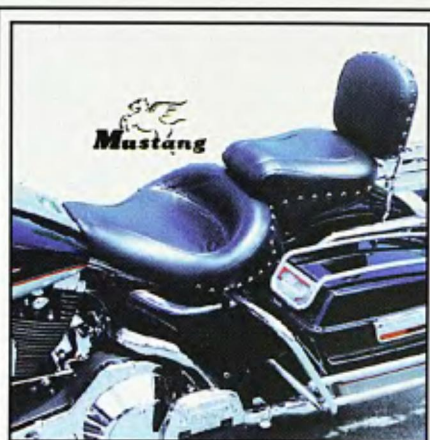


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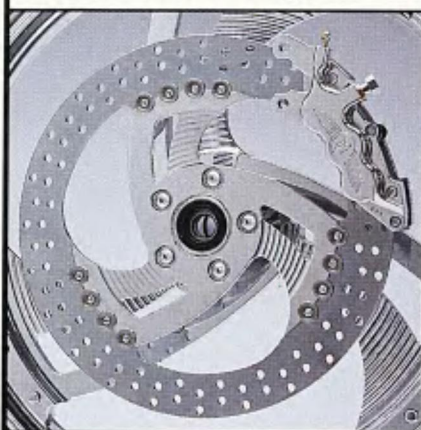


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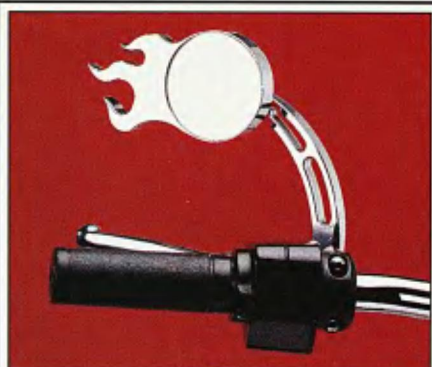
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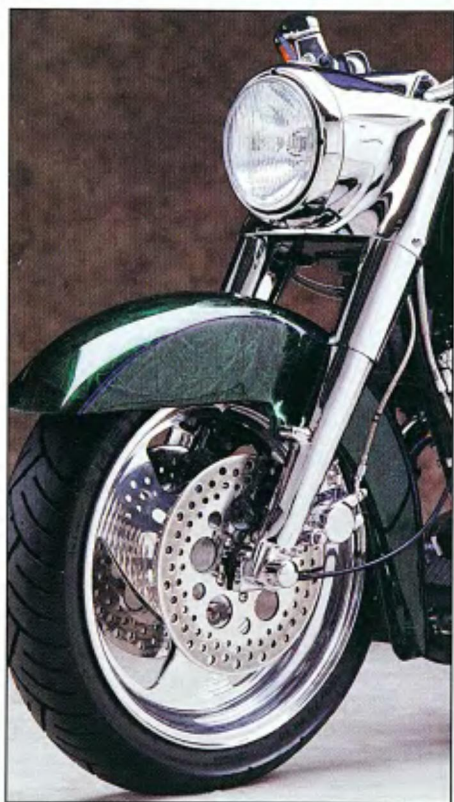
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HERITAGE FXR



FREEDOM FOR THE MISSUS

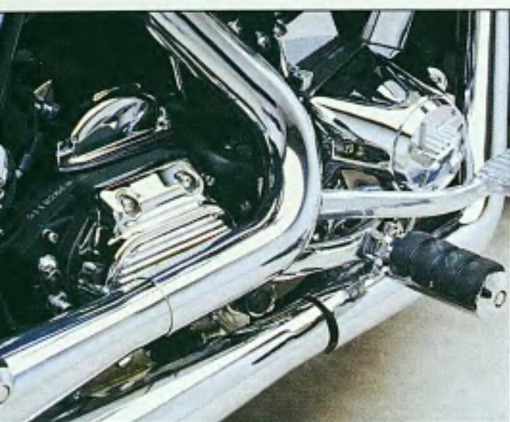
For many women, riding on the back of their "significant other's" Harley is sheer perfection. Sharing the road, the freedom, and the thrill of a V-twin is pure bliss. Others are not happy to settle for a p-pad or hand-me-down foreign make. They prefer to go the Harley experience alone. Marcia Pence is the type of woman who loves to get in the wind—solo.

So, with a little encouragement, and a lot of help, Marcia decided to put together her own two-wheeled version of freedom. It didn't hurt that her significant other, Peter Catherwood, is a →

well-known designer and builder of custom Harleys in the Seattle area.

Marcia had just sold a bike that she really liked, so Pete knew what direction to take when he started this project. Marcia, having already spent a few years on her own Sportster, decided her move up to a Big Twin would be on a rubber-mounted chassis.

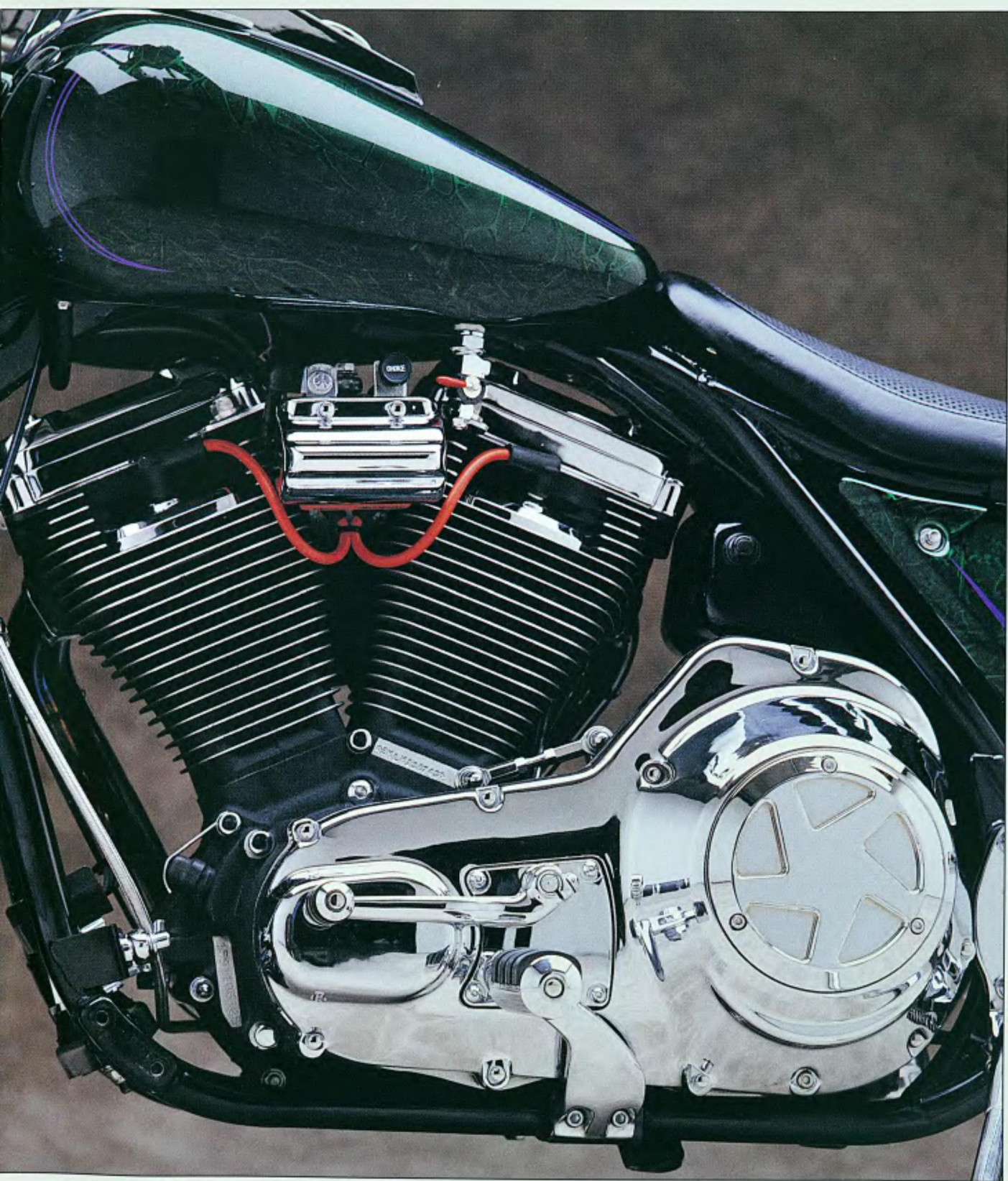
The Downtown H-D-assembled



engine was left basically stock, with just a little massaging of the heads, the addition of Wiseco pistons, and a Dyna S ignition. An S&S cam handles the breathing chores, along with a tuned CV carb and Bub pipes.

An FLH front end and fenders gave it the nostalgic look Marcia wanted, but Peter updated the look with the use of billet wheels, matching accessories, and lots of chrome. To keep the look sleek and clean, Pete used Ness mirrors and a Ness license plate bracket that incorporated the turn signals. The tank was modified and the harness rewired →







to accept a Softail dash and speedo.

Marcia knew she wanted it green, and since no one could talk her out of it, Russ at Custom Classic came up with a candy apple green marbled design, with touches of purple accents—understated and beautiful. The Ness side covers were painted to match. The low-slung LePera seat, and shortened Progressive Suspension shocks, put even more “low” in this Low Rider, and keep Marcia stable at the stoplights.

If you think this bike is just some showpiece, you’re wrong. Marcia not

only rides it to work most every day, but she and Pete can be found rolling the highways of the Northwest en route to a regional bike event on any given weekend. And, when Pete is busy working on someone else’s latest custom, Marcia is free to ride off on her own. After all, ain’t that what owning a Harley is all about?

—RADRick



2ND 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





Owner: Marcia Pence
City: Woodinville, Washington
General
Fabrication: ..design by Peter Catherwood
Year and make: 1991 H-D
Model: FXLRSC
Chroming: Art Brass
Engine
Year: 1991
Model: Evo
Rebuilder: Downtown H-D
Ignition: Dyna S
Displacement: 80 cubic inches
Lower end: stock

Pistons: Wiseco
Cases: H-D
Heads: Street Heads
Cam: S&S 502
Carb(s): H-D
Pipes: Bad Dog
Modifications: adjustable S&S lifters,
 Bad Dog muffler

Transmission

Year: 1991
Modifications: stock

Painting

Molding: Russ Foy

Painter: Custom Classic
Color/type: ..candy apple green/urethane
Special paint: marble
Frame
Builder: H-D
Type: FXLR
Modifications: widened rear

Accessories

Bars: Arlen Ness flattrack
Fender(s): FLH chopped/molded
Headlight: FLH
Taillight: Arlen Ness
Speedo: Dyna Wide Glide

Pegs: KuryAkyn
Gas tank: CCI
Oil tank: horseshoe
Seat: LePera
Mirrors: Ness
Grips: H-D

Forks

Type: FLH
Modifications: 2 inches under

Wheels

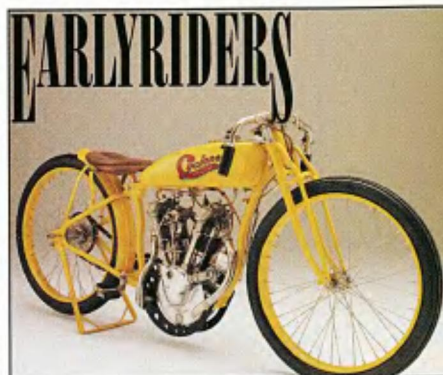
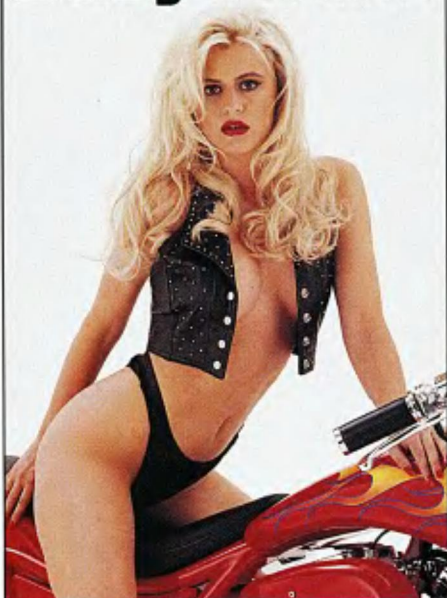
Front: ...RevTech, 18-inch, Metzeler, H-D
Rear: ...RevTech, 18-inch, Metzeler, H-D

Photos: Mike Lichter

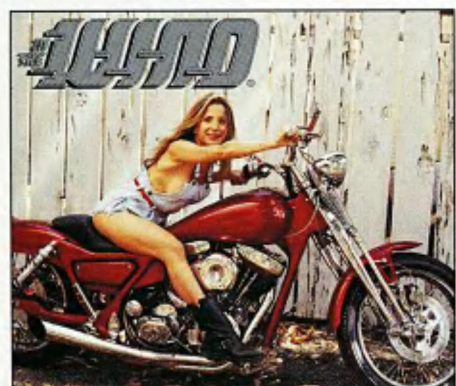
COMING AT YA

We go blasting full-throttle into the new year with the next sizzling edition, **January 1996**. As we hit the ground runnin' we're going to be well-prepared to keep the revs up with our special Performance issue. The latest hotshoe items designed and manufactured by the innovators of our lifestyle and sport will be spotlighted. While keeping the Hogs aimed toward reaching peak performance, you'll be intrigued by the creative efforts of industry lightning rods, Dave Perewitz and John Kosmoski, on their own personal rides. Eleven different, unique, and individual motorcycles are featured, along with hot tips on increasing your Harley enjoyment quotient. There's also a trip across the pond in store as we go to Norway for an event, then get back on American terra firma for a poignant look at the Run To The Wall. We'll keep you up-to-date on the latest legislative news and, natch, there'll be plenty of pics of the women we live for and the scooters we die for. It's all comin' at ya next month. On sale November 30

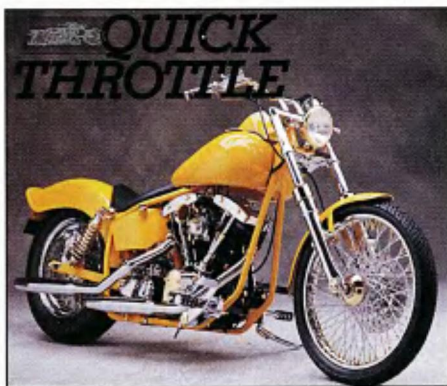
Easyriders



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 Ariel 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 scoping the real-life biker lifestyle, arch an eyebrow at odd Scooter Art, and get your hormones surging when you ogle a beautiful woman aboard the finest motorcycle we can find at the last minute. Our Travelin' Trails will take you Down Under on a two-wheeled tour of New Zealand. On sale October 12



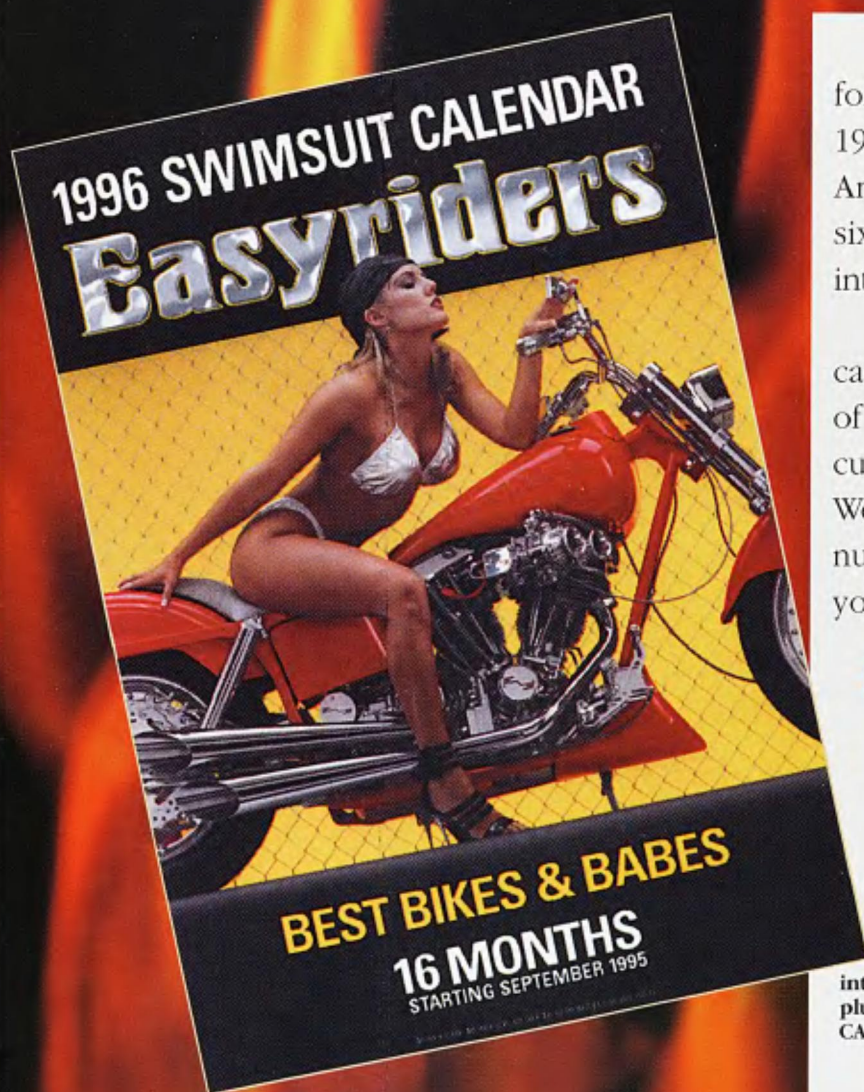
Turn it on, turn it out, and turn it loose, because the **January** issue is destined to torque your toolbox and blow your mind. We're ringing in the new year with a variety of hopped-up Hogs from Mac Thrasher's tuned-in Top Fueler, to Mike Dunkel's outrageous Atlas Softail. We've also packed in tech 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 **Winter '95** issue of *VQ* (V-Twin Quarterly) offers the ultimate collection of custom Harleys. Meet bike-riding author, Richard La Plante, and check out the wild Dream-theme rideable sculptures from Master Builder J.P. Poland. Plus, eight incredible bike features, ground-up radical rides from Titan Cycles, bulletproof Kevlar riding gear, and the *Easyriders* Columbus Store 1st Anniversary bash. *VQ* is the all-Harley, all-color magazine for the cycle connoisseur. On sale November 16.

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The Calendar features eye-catching 11" x 16" photographs of the most beautiful babes and custom bikes in the universe. We even threw in some little numbers under the photos so you'll know when it's Friday!

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