

World's Largest-Selling Motorcycle Magazine

272 • February 1996 • Adults Only

Easyriders®

ALL THE BIKES
FROM 1995 IN ONE
MASSIVE ISSUE

THE LARGEST MOTORCYCLE
RODEO IN THE WORLD:
CHILlicothe, OHIO



\$5.99 • Can. \$6.99

WILD
MACHINES
FROM
FRANCE AND
ENGLAND

HOTTEST NEW SLANT
ON HELMET LAWS—THEY
JUST DON'T MAKE SENSE

ALL-NEW HIGH VOLTAGE
MAGNETO FROM MORRIS



Arlen Ness taillight DS-272046



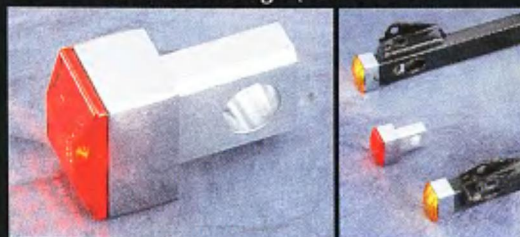
Don Hotop taillight DS-272029



Scooter Lab taillight DS-272022



Pro One taillight DS-270002



D.S. axle adjuster with light DS-195065/072

TO SEE OUR COMPLETE LINE OF
TAILLIGHTS, AND A WHOLE LOT MORE,
GET YOUR COPY OF THE 1996 DRAG
SPECIALTIES CATALOG. CONTACT YOUR
DEALER OR CALL 612-942-7890.
THEY'RE JUST \$13.95 (PLUS \$5 SHIPPING
AND HANDLING IN THE CONTINENTAL U.S.)



AND WE WORE BELL BOTTOMS TOO

Back when bell bottom jeans were all the rage, Drag Specialties was selling thousands of Maltese Cross taillights. And although styles may change, one thing remains constant: Quality.

Since the '60s, Drag Specialties has been on the cutting edge of fashion and function, with parts and accessories that fit right and work every time.

See your dealer for more bright ideas from Drag Specialties - times may change, but quality never goes out of style.

SEE YOUR DRAG SPECIALTIES DEALER





BECAUSE YOU CAN'T WEAR A T-SHIRT 365 DAYS A YEAR

Easyriders offers our customized button front shirts in basic black.

Dressier than a T-shirt, but no less comfortable, our 100% cotton shirts have their own special style.

The mandarin collar shirt features two button front pockets. Both styles highlight the famous *Easyriders* Bike logo in white contrast stitching.

The zip pocket shirt features diagonal zippered front pockets and double-lined, stitched shoulders that produce a unique ripple effect.

Add a little variety to your wardrobe. Order an *Easyriders* shirt today!

Mandarin Collar Shirt
Sizes MD LG XL XX \$29.95

Zip Pocket Shirt
Sizes MD LG XL XX \$34.95

*Plus shipping. CA residents add 8.25% tax.

Easyriders®

Atlanta • Chicago • Cleveland • Coconut Grove • Columbus • Daytona Beach • Detroit • Fayetteville
Fresno • Gaithersburg • Hollywood • Houston • Laredo • Las Vegas • Memphis • New Orleans
Portland • St. Louis • San Diego • Scottsdale • Springfield/Ozarks

Call 800/247-6246 (7 Days-24 hours) for store locations, full color catalog or product orders. ABS272

Paisano Publications, Inc.

Chairman: Joe Teresi

Vice Chairman: Ellen Meagher

President: Brian Wood

Vice President - Editorial Director: Keith R. Ball

Vice President - Finance: Bob Davis

Vice President - General Counsel: Alan P. Ribakoff

Vice President - Marketing: Jim Frain

Publisher: Joe Teresi

Editorial Director: Keith R. Ball

Consultant: Lou Kimzey

Graphics Director: Gil Luna

Creative Director: Rowan Johnson

Art Director: Sparkle Taylor

Associate Art Director: Jody Chane

Managing Editor: Lisa Pedicini

Associate Editors: Kim Peterson • Clay Dog
Gregg Daniel • Dave Nichols • Savage Williamson

Roving Editor: Rip

International Editor: Kai M. Raecke

Foreign Editors: Benoît Lambouff • Junko Sekine
Neeria Maggio

Copy Editor: Maura McLaughlin

Editorial Assistants: Paula Dion • Sandra Pietro
Regina Ray • Paul Garson • Tyree Leonard • Mike Osborn

Production Director: Michael Weinglass

Digital Imaging: Alex Lopez • Rhonda Clark
Daniel Ferguson

Pre-press Operations: Billy Thornbury • Ken Berry

Production Assistant: Colleen Day

Photographers: Michael Lichter • Raiko Hartman
Billy Tinney • Pat Randle • Silvermoon • Bill Ellis
Chuck Emery • John Wycoff • Don Rogers • Markus Cuff

Contributors: Spider • David Aldridge • Twiggy
Mark Peterson • Tex • Josh Placa • Jake • Alex Lloyd
David Wright • Mike Egan • Rick Diaz • Allie Cat

Illustrators: David Mann • Jon Towle
George DiLucca • Alan Vaughn

Advertising Director: Lizette Hotinger

Advertising: Steve Werner • Barbara Barrett
Lynn Worley • Jane Forrest • Marilyn Brewer
Tammy Daniel • Jennifer Gentry

Circulation: Sanford Meyers, Newsstand Director
Sandy Files, Subscription Director • Emily Koberling

Executive Assistants: Isobel Petty • Gudrun Carver
Judy Mason • Paula Dion • Barbara Thomas

Human Resources: Patti Donatella

Accounting: Karen Johnson, Controller
Diana Busman • Steven Fierro • Sharon Tschasner
Helen Hampson • Cindy Jay • Anita Gruen

MIS: Rick Busman, Director • CJ Morgan

Special Projects: Al Sherman, Director

Events: Leon Hatcher, Events Director
Cathy Chaffin, Events Manager • Joe Amore, Security
Director • Darcy Willis • Karl Roben

Video: Kit Maira, Director • Larry Law, Editor

Bros Club: Gregg Daniel, National Director • Cathie Stich

Franchising: Brian Wood, President • Ed Geise
Kevin Jandreau • Melissa White

Products Division: Rick Busman, General Manager
Joel Weiss, Director of Product Development • John Wilde
Janet Vaughn, Research & Development, Cathy Gibson
Sylvia Barragan • Sharon Nelson • Doug Mazell
Suzanne Stackle, In-House Advertising • Harold Grater
Bevi Whitehouse • Linda Alexander • Sean Crane
Melissa Padula, Sales • Chris Saffire • Bobbi Wolferman,
Purchasing • Carolyn Emery • Arj Munillo • Lisa Guzel
Dana Robinson • Betty Terry, Customer Service • Dave
Merton, Manager • Don Shore • Bob Cain • Sue Gillespie
Rhonda Burkett • Donna-Rae Clark • Amy Rieger
Jason Parr • Benny Centeno, Shipping/Receiving

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 272 • FEBRUARY 1996



Cover photo of Kate on Battistinis XLR 1600
Showstar by Carl Wilson. Special effects imaging
by Michele Durant



Ken Moir's '82 Shovelhead, page 44.

FEATURES

Hallucination: Art imitates life for François Bruère
and his picture-perfect Pan/Shovel.....12

Purple People Eater: The third time was the
charm for Ken Moir and his 1982 FXWG.....44

It's All Too Much: Battistinis' Ness-inspired,
Carl's Speed Shop-enhanced Showstar.....58

Mobile Gas Guzzler: Eric Neubecker reels in
the years with this red-hot '42 UL.....72

Low, Fat, And Fast: Roque Armijo rattles
the Rockies on his rowdy rigid Evo.....94

Single Kitchen Garage: Mike Dumond built his
1990 FLSTC the old-fashioned way.....148

READERS' RIDES

Mark Booth and his 1972 FLH.....139

Benny Simms and his 1989 FXLR.....140

Timothy Gowan and his 1938 Knuckle....141

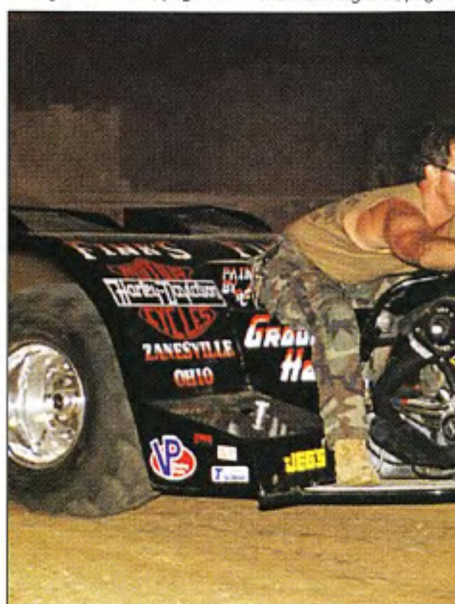
Pat O'Conner and his 1953 Panhead.....142



A mug in The Wind, page 79.



The Mann signs in, page 9



Check out the Chillicothe Rodeo action, page 50.



Looking for a sidecar? See page 144.



Every Easyriders Fox and all the bikes featured in
Easyriders • VQ • Quick Throttle • Biker •
Early-Riders • In The Wind

FICTION

The Cold: fiction by K.A. Harlin.....112

NONFICTION

Helmet Laws Suck: A staffer brings our
plight to print in the *New York Times*66

Scooter Cinema: The best and worst
biker flicks of all time102

EVENTS

The Rodeo: See why Chillicothe has become
known as the granddaddy of all Rodeos.....50

Beach Ride '95: Benevolent bikers hit the
beach to help Exceptional Children90

Don't forget to vote for your favorite bikes!
See the Bike Show Ballot/Program inside.

SERVICE DEPARTMENT

The New Offset Recoil Mag: Morris Magneto's
latest installed on the Knuckle122

High-Low Tech: Simple kickstand spring
installation from Lee Clemens.....126

Softail Rehab: Putting some sprint and polish
to a stock FXSTC128

COLUMNS

Spider6

Rip's Run104

DEPARTMENTS

Wordmonger8

Easynews.....19

Hall Of Fame20

What's Happening25

Short Strokes28

A Greasy Paw Of Praise29

Passing Gas.....30

Tech Letters.....34

F.I.G.H.T. Update.....36

Bros News38

Bikers' Rights Organizations.....42

Parts Box78

In The Wind.....79

Fox Hunt86

Fox Hunt winner Jennifer.....94

General Store.....132

The next issue goes on sale January 30

Easyriders® magazine ISSN 0045-0990 Number 272, February 1996, Vol. 26. Easyriders® is published monthly by Pasano Publications, Inc., with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2593, (818) 889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, (818) 889-8740, FAX: (818) 889-1252. Second-class postage paid at Agoura Hills, California 91301-2593 and at additional offices. Copyright ©1995 by Pasano Publications, Inc. All rights reserved. Nothing may be reproduced without the prior written permission of the publisher. Anything to do with the editorial content, letters to the editor, poison pen letters, threats of violence, low letters, dirty pictures, propositions, goodies, and editorial contributions should be sent to this address. All rights in letters sent to Easyriders will be treated as unconditionally assigned for publication and copyright purposes and are subject to Easyriders' unrestricted right to edit and comment editorially. Good photos, art, and manuscripts are welcomed, but they must be exclusive. All contributions must be accompanied by a stamped, self-addressed return envelope. Although we try our damndest to take care of unsolicited material, Easyriders® magazine cannot be responsible for damage to or loss of subscription complaints and changes of address must be addressed to Easyriders® Subscription Department: P.O. Box 469054, Escondido, CA 92046, (619) 738-8907 (8:30 a.m.-5 p.m., PST). One year: \$39.95; two years: \$70.95 in the U.S. and its possessions. All foreign and Canadian orders, add \$12.00 per year (U.S. funds only). Single copy: \$5.99. Postmaster: Send address changes to Easyriders®, P.O. Box 469054, Escondido, CA 92046. Advertising: Easyriders®, P.O. Box 3000, Agoura Hills, CA 91376-3000, FAX: (818) 889-4726. Printed in the USA.

The publisher is exempt from the record keeping requirements and disclosure statements mandated by 18 U.S.C. Code §2257 (a) through (c) and the pertinent Regulations, 28 C.F.R. Ch. 1, part 75, since all of such material falls within the definition of exempted material set forth in §75.7 (a) (1)-(3) of the pertinent Regulations.



TAKING IT EASY

Now here's a weirdo. This 64-year-old man got his kicks by taking photographs of women's tits and beavers. So what? Well, he took them in the morgue—they were all dead!

Because of the hot weather we've had this year, the birth rate should decline. It's better when we can get into bed and get all snuggly and warm with our women, which leads to love. But when we have too much heat and sticky bodies, there's no way you're going to ball her. They also found that sperm counts are down during hot seasons and there are more miscarriages.

A Japanese man held up two banks in Japan—with only a pair of scissors!

You can be caned in Singapore if you sell chewing gum, eat on subways, and—gasp—if you forget to flush a public toilet after taking a dump.

He got into a traffic accident that knocked him out for two years. His girlfriend made passionate love to him, which woke him up. He came out of the coma to find that he was alive and that the chick had been impregnated by the act.

He thought he'd send her a Valentine gift so he took a Xerox of his joint in full glory. But he left the copy in the machine and had a lot of explaining to do to his female boss.

This guy was run over by a 6,200-pound steamroller—and survived! It seems he fell into the hot asphalt he was rolling and came through it with only minor bruises and burns.

They busted this dog for balling a human female in a porno movie. Now, the deputies don't know what to do with the dog. They don't know if it will jump the next owner, thinking that's what he's supposed to do and remembering that it was fun.

Two guys got caught balling two dead women. So what's the big deal? When they got to court, they found that there wasn't a law against making love to a stiff.

Prices in Brazil have risen 1,825,059,944,842.56 percent in the last 25 years. (And you think we've got problems?)

A jury ordered a railroad to pay nearly \$600,000 to a 56-year-old transient who was run over by a train as he lay unconscious on the tracks after a bout of drinking.

This guy in Zimbabwe was sentenced to nine months in jail after admitting that he had sex with a cow. He told the court that he "felt safe having sex with a cow in view of the AIDS epidemic."

This guy was running from the police and tried to scale an iron picket fence. He got caught on the top, tried to free himself, fell to the other side, and ran off. But he was caught and while being processed at the police station, an officer noticed his pants were torn and he was bleeding. It seems he had left his testicles on the fence and they couldn't be reattached. What a bitch!

This guy found a skull in a garbage can and told authorities that it was a human skull. Asked how he knew it belonged to a human, he said, "I bit it on the neck to make sure it was real. That's how you test things."

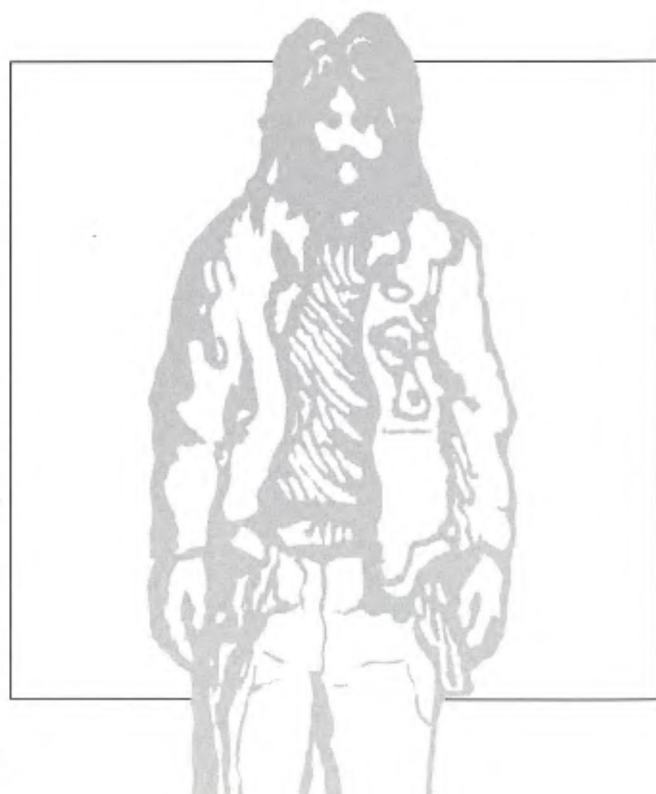
This biker was arrested on suspicion of committing assault with a deadly weapon other than a firearm. What was the weapon? He threw a motorcycle helmet at someone, breaking the guy's nose and cutting his face.

You can order a croissant and coffee along with a condom if you're on the French Riviera. They distribute rubbers free to fight AIDS.

A condemned guy got pissed off at the jury that sentenced him and threw a roll of toilet paper at them. What else could he do?

A bank robber was having trouble getting out the door with his loot so he asked the bank manager to help him. Two hours later the same robber walked into another bank less than 15 miles away and asked to open a safe deposit box. He was directed to a teller but approached the cleaning woman instead. He handed her a note. When she said she didn't work for the bank, he got mad and left.

This guy was scheduled to be executed. When they went to get him out of his cell, they found that he had overdosed on something, so they rushed him to the hospital, had his stomach pumped, took him back to the prison, and executed him.



DAYTONA

BIKE WEEK 96

March 2-10

JOIN THE PARTY

HOTELS AVAILABLE DISCOUNT AIRFARE



For hotel only or discounted air • hotel • car packages,
we've got the best deals in Daytona Beach!

HOTEL	LOCATION	RATE
Bahama House	2 Miles South of Main St.	\$175
Beachcomer	2 Miles North of Main St.	\$147
Castaways	2 Miles South of Main St.	\$129
Harbour Beach	1/2 Mile South of Main St.	\$158-\$165
Hawaiian Inn	2 1/2 Miles South of Main St.	\$135
Hilton	3 Miles South of Main St.	\$169-\$219
Holiday Inn Smyrna	New Smyrna Beach	\$85-\$135
Ivanhoe	Ormond Beach	\$95
Mayan Inn	Main St. Area	\$160
Ocean Sands	1 1/2 Mile North of Main St.	\$110-\$125
Quality Inn On Beach	1 Miles South of Main St.	\$79-\$129
Seagarden Inn	6 Miles South of Main St.	\$75-\$149
Voyager Beach Motel	2 Miles North of Main St.	\$99

Minimum stay requirements vary by hotel. Rates and availability subject to change. Booking fee applies on some hotels; Please ask.

TRAVEL CRAFT® 800-241-1223

47 Tamal Vista Blvd., Corte Madera, CA 94925 FAX 415-924-5573



Disgruntled Reader

Just got the November issue with the "dynamite" coverage of Laconia. Why don't you assholes stay home next year and ease up traffic so I can get downtown where the real action is! Blurry pictures, islands, parachutes? No tits! No raisin pie! You guys fucked up again. I'll send you pictures next July with my disposable Kodak.

Glack's
Grafton, Massachusetts

Switched Cameras

At Sturgis this year, while downing a few dozen cold ones at the Dungeon, I had my disposable camera sitting on the bar. Someone put an identical one alongside it, and naturally, we grabbed the wrong ones when leaving. Of all the pics I took this year, my best were in that box.

With your (the most widely read biker rag in the world) help, I have some hope of switching flicks with the other folks.

Gypsy Jim Conway
General Delivery
Winterhaven, CA 92283

Did He Miss It?

I really liked the Knuckle build-up with all the detail. It was extremely good. I, too, have a stroked, 85-inch 1947 Knucklehead. In an earlier issue you

promised an article update on how to leak-proof and hot-rod the heads. I was wondering if I missed it or you didn't run it. If you haven't run it, when do you plan to? If you have, which issue was it in?

Dennis Januesheske
Ladson, South Carolina

Patience, my son.

A Comment

Regarding the letter in your November issue entitled "What Happened?"—right on, Debbie! I couldn't agree with you more. C'mon guys. Get it together. You know how to pick a bike with class. Let's see you do the same for biker women in the "Fox Hunt."

KLC
Lomita, California

Wave!

You people make me puke. All you do is ride around on your Harleys like big shots. I have a Kawasaki Ninja and Harley riders never wave at me. I wave at you guys. I wave and wave and wave until I'm blue in the helmet. Why can't you just give a little wave. Is that too much to ask? A little wave and I'd be happy. But no! Well, when you see another bike passing you, wave. That's what I say.

Iggy Martinez
Santa Maria, California

Needs Help

Because of a recent industrial accident, I've had to change my way of making a living and have decided I'd like to be a Harley mechanic. I'm kinda green but am willing to learn. Could you please let me know of a good school in British Columbia where I can learn all I need to know? I'd also appreciate the names of some books I can study in the meantime.

Lorne Grant
Chetwynd, B.C., Canada

An Appeal

I hope someone out there can help me. I'm looking for a 1966 Shovelhead (FL or FLH). The bike can be in any condition but must be relatively complete. Prefer matching numbers. If you have one, please contact me.

Dave Leduchowski
General Delivery
Teulon, Manitoba
Canada ROC 3B0
(204) 886-2170

Welcoming Committee?

Hey, everyone who took Interstate 29 up from Kansas City to Sioux Falls on your way to Sturgis: How about that cornhole Iowa welcoming committee?

Yep, I rode outta the Deep South, and on my second day out I thought it was just road construction causing all the traffic to funnel down to one lane. But when that one lane diverted into a rest stop filled with Highway Patrol and gawd knows who else, well, let's just say some mighty funny feelings came over me.

Now I've met some mighty fine folks from Iowa. I've partied with them on the banks of the Sioux River on the State Line and played blackjack with a bunch at a saloon in Deadwood. But I'll be damned if I ever ride through the state of Iowa again. The way the state is trying to horn in on bikers headed to the Black Hills really sucks!

One more thing. To those women with high blood pressure from Chowchilla: Them cheesedicks really look cool riding scoots strapped down to a trailer in the October issue.

Pete from Memphis
Holly Springs, Mississippi



Breathless In Norfolk

Wow! What a man! I'm writing about the picture on page 85 of the October '95 issue of the awesome looking guy from Ontario. If ever I had a picture in my mind of what a biker should look like, this guy is it. He takes my breath away.

I'd like to have the photo blown up and hung on a wall in my house. Of course, my husband might object.

I know mostly men read your magazine, but some of us women do, too, and believe me, we like to see good-looking men on Harleys as much as the guys enjoy seeing the girls on them.

Breathless

Norfolk, Virginia

Can The Stickers

I've been reading your mag ever since I can remember. When I'm finished reading them cover to cover, I put 'em away and keep them. But whose dipshit idea was it to put the little sticker on the cover to keep the book closed? It ruins the fucking cover and even the back cover because it won't come off without the paper ripping. So then you have a primo cover shot with a tear or imperfection on it. Shit, I have books 10 years old that look better. Get rid of the tabs!

Monty Floyd

Livonia, Michigan

ELEVEN OF THE GREATEST FROM ONE OF THE GREATS.

Stevie
Ray
Vaughan
and Double Trouble
"Greatest Hits"

The eagerly-anticipated collection of 11 legendary songs from one of the greatest guitarists of all time. Includes all the best, plus a previously unreleased version of "Taxman."

Also newly available:
"Live From Austin, Texas,"
the home video featuring
clips from Stevie's
concerts on the
acclaimed PBS series,
"Austin City Limits."
Includes a bonus video
clip of the classic
"Little Wing."

"Epic" and "Live From Austin, Texas" are registered trademarks of Sony Music Entertainment Inc. <http://www.sony.com>

epic
epic records group

What's It Stand For?

I read your F.I.G.H.T. report every issue and was wondering if you could tell me what the acronym F.I.G.H.T. stands for? My cellie thinks it means Fuck Ignorant Government Helmet Things. I say he's smoked out. What's the word?

Jimmy Aldridge
Folsom, California

F.I.G.H.T. stands for Freedom from Inept Government Helmet Tactics.

Don't Fuck With It

I've been riding and repairing bikes for some 24 years, and I've been reading *Easyriders* for the same length of time. Now I realize you probably don't give a rat's ass what some burnt-out old hippie living in the woods in Alberta, Canada, thinks, but there are a couple of things that have me wondering.

Over the past 10 years I've watched this publication turn from hard-riding entertainment into a showcase for some pretty elaborate-looking "hardware" that your average scooter tramp couldn't even think of affording, let alone insuring. Don't get me wrong, if you can afford it, "fill your boots," but I've seen so many of these instant bikers over the last few years that it makes me sick. A leather jacket and a Harley don't make a biker.

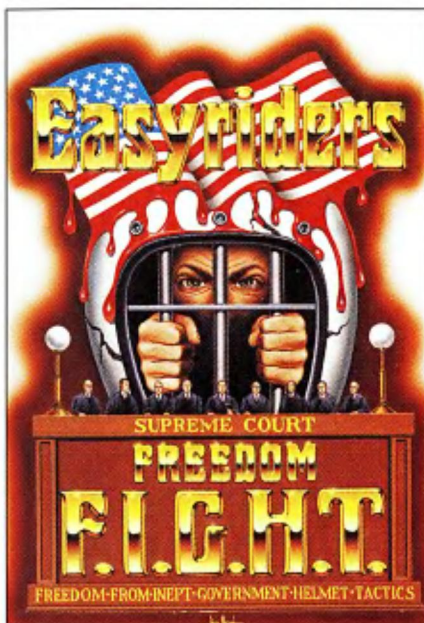
Most of these people don't have any idea what honor, loyalty, and brotherhood are, nor do they have the heart and soul that it takes to care about something enough that you would be willing to put your own life on the line for it.

Is this just a case of having to change with the times? I'm a little old fashioned and change makes me suspicious. As I remember, *Easyriders* wasn't for light-weights 20 years ago. Then again, 20 years ago it wasn't popular to be a biker.

This is a way of life, not just a lifestyle. A lot of us have fought for, gone to jail for, and some of us, yes, have even died for our right to live our lives the way we want to. Do us all a favor and don't fuck with it. I'm sure a lot of your old readers feel much the same way, as well as some of your staff members.

Thanks for your time. Stay in the wind and ride free.

"Scully" MacKay
Pissed in the North



Where Did It Go?

What happened to the section in the magazine that tells you all the statistics on helmet laws throughout the country?

J. Bird
Aurora, West Virginia

We run the helmet law chart periodically. Check the December '95 issue, page 42.

Some Facts

As the driver's training sergeant of my battalion in the 25th Infantry Division, safe operation on the highway is not only a matter of survival while riding my '85 FXRP, it's also my job to teach young soldiers to survive while driving military vehicles. So when the U.S. Army Safety Center sends out its monthly Ground Accident Reports, I'm one of the first ones in the unit to receive and read them. You'll like what the latest report had to say.

In FY '94, there were a total of 137 POV (privately owned vehicles) fatalities Army-wide. Of those, 20 were motorcycle-related deaths. Notice I said related. Of the 19 riders killed, only five were not wearing helmets! Fourteen fatalities while wearing helmets? 'Nuff said.

- Fifteen of the 19 were between the ages of 19 and 23.
- Four involved a car or truck that

violated one thing or another and struck the bikes.

- Seven were speeding.
 - Five were alcohol-related deaths.
 - Five were untrained riders, i.e., no MDA safety course (which is mandatory for all military).
 - Four were unlicensed riders.
 - Five involved a combination of speed, lack of training, and improper licensing.
- Staff Sergeant Ken Dieken
Waipahu, Hawaii

Going To Heaven

I was reading my September '95 issue, and on page 89 there was an ad for one of your stores. The caption said, "This is as close as any biker will ever get to heaven." I ride with a Christian bike club: Messengers Of The Faith MC. I know I'm going to heaven, and it won't be no *Easyriders* store.

You probably won't print this, but I just wanted to speak my piece.

Buck
Council Bluffs, Iowa

A Raisin Pie Letter

My bro and I just came off our vacation. We rode from Houston, Texas, into New Mexico, through Colorado, over to Yellowstone, and then we were going to ride to Sturgis. Well, we didn't get there. Our time grew short, and we had to skip it to beat it back to Houston. But through Texas and into New Mexico my rear brake became spongy. Through the Colorado Rockies this problem became troublesome. I thought it had to be the master cylinder or slave cylinder because I'd checked the brake fluid before I left.

When we got to Cheyenne, Wyoming, the bros at Maverick H-D said to bleed the system, that it sounded like air in the lines. I'd thought of that, but where would the air come from? No problems in the past. That night I bled the brake, and, sure enough, air in the line. Raisin pie for the bros at Maverick H-D.

Darren
Houston, Texas

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

Ultimate Parts



REGENCY™ CHROME-PLATED BILLET FORWARD CONTROLS

Regency™ forward controls - a totally new design concept! Featuring smooth, seamless styling that is so unique there's a patent pending!

- Integral master cylinder
- Concealed sidestand and shifter mount
- Hidden hardware

08-350 Regency™ forward control set
Suggest retail price \$1995.95

GENERATOR REGULATOR WITH INTEGRAL CHARGING MONITOR

- Cure charging system problems
- Solid state regulator
- Integral charging LEDs
- Attaches directly to generator
- Die-cast aluminum housing
- Polished fins on the end.

Performance Monitoring Lights



- Sealed in epoxy to eliminate moisture and vibration problems
- 28-092 Fits 12-volt generators
Suggest retail price \$199.95



CUSTOM CHROME™ LOW GLIDE™ FRAMES AND SWINGARMS

Whether you want classic, nostalgic styling, a radically wide rear section or anything in-between, Custom Chrome™ has you covered with the largest selection of custom frames available today!

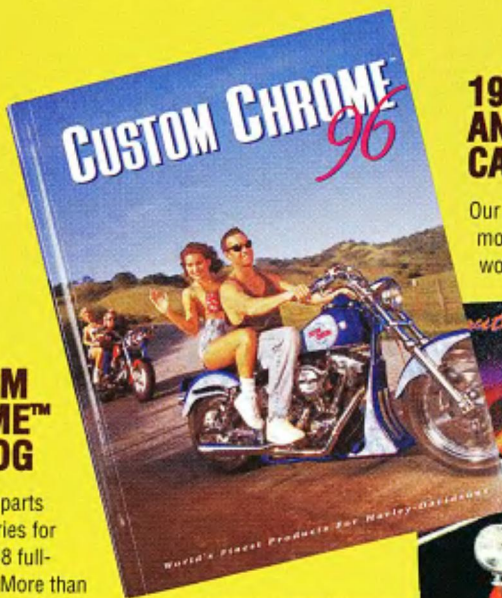
- Available with standard or 38° neck rake
- Accept Original Equipment or aftermarket tanks
- Precision-welded, full, 1" diameter, 1020 steel tubing
- Includes rear axle and swingarm pivot shaft with bearings
- Complete kits starting from only \$1895.00

95-039 Low Glide™ stock replacement frame

95-040 Low Glide™ Custom frame

1996 CUSTOM CHROME™ CATALOG

Over 12,200 parts and accessories for your bike. 848 full-color pages. More than 1,200 new parts. Hard cover. Only \$9.99!*



*To purchase a catalog or a calendar visit your local CCI Dealer or order direct at 800-729-3332. Prices do not include shipping or sales tax if applicable.

1996 'BEAUTIES AND THE BIKES' CALENDAR

Our best calendar ever! 16 months, 13 bikes and beautiful women. Only \$12.95!*



Call 800-729-3332

FOR INFORMATION OR THE DEALER NEAREST YOU!



Enhancing America's Motorcycle™

HALLUCIN

FOR FRENCH ARTIST
FRANÇOIS BRUÈRE,
LIFE IS A ROLLING
CANVAS

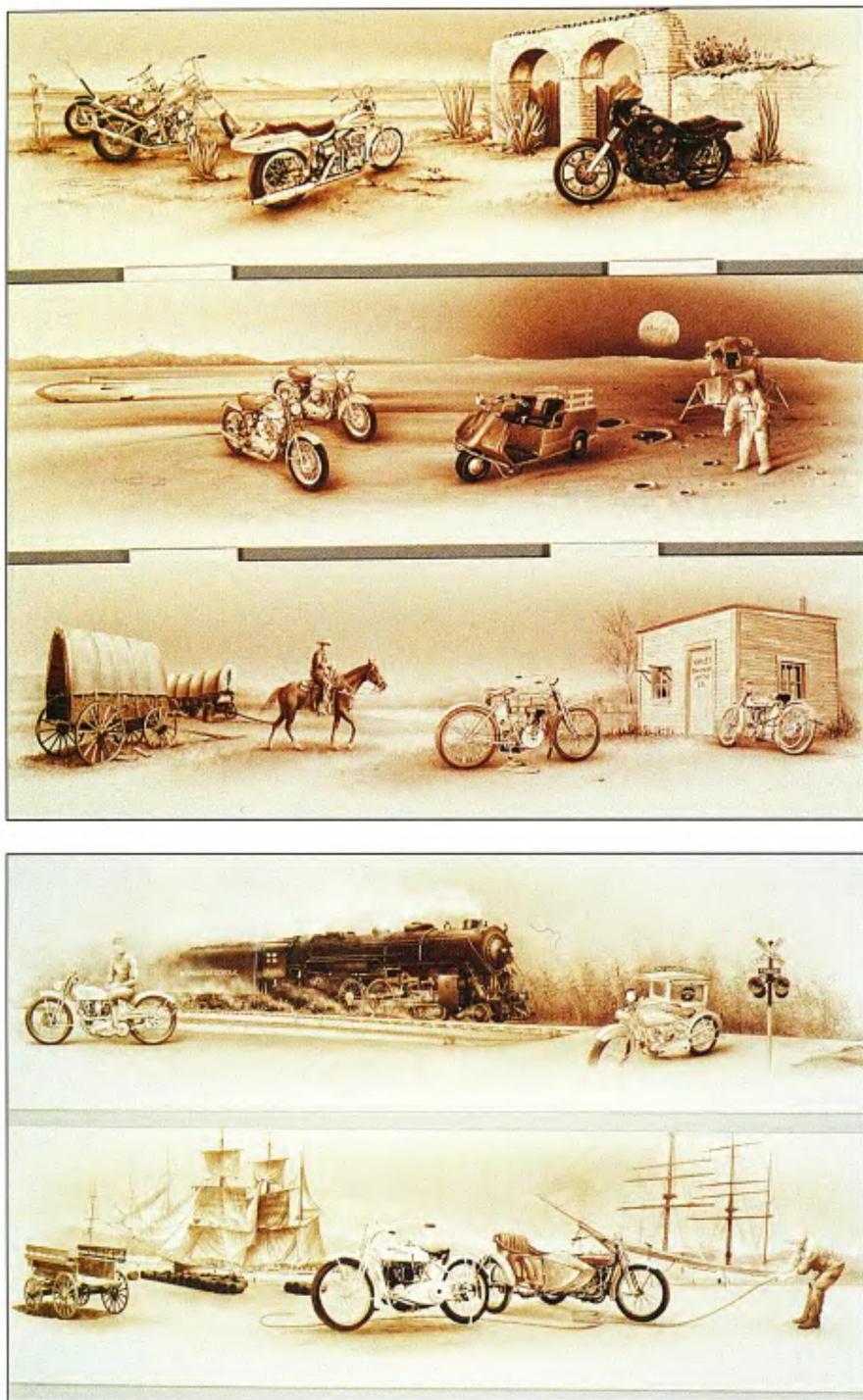


"How do you think you will ever make a living if you keep drawing motorcycles on your schoolbooks?" The memory of this question still brings a smile to François Bruère's face as he roams the back roads around Le Mans, France, straddling his rigid after a painting session in his studio.

François makes his living putting motorcycles on canvas. After spending →

INATION





seven years at l'École des Beaux Arts of Angers, and Paris, studying art, design, and architecture, François decided that rather than work in a design firm, he wanted to draw and paint motorcycles for a living. Today, his art is displayed in European galleries, the U.S., and Japan—some places he's never been.

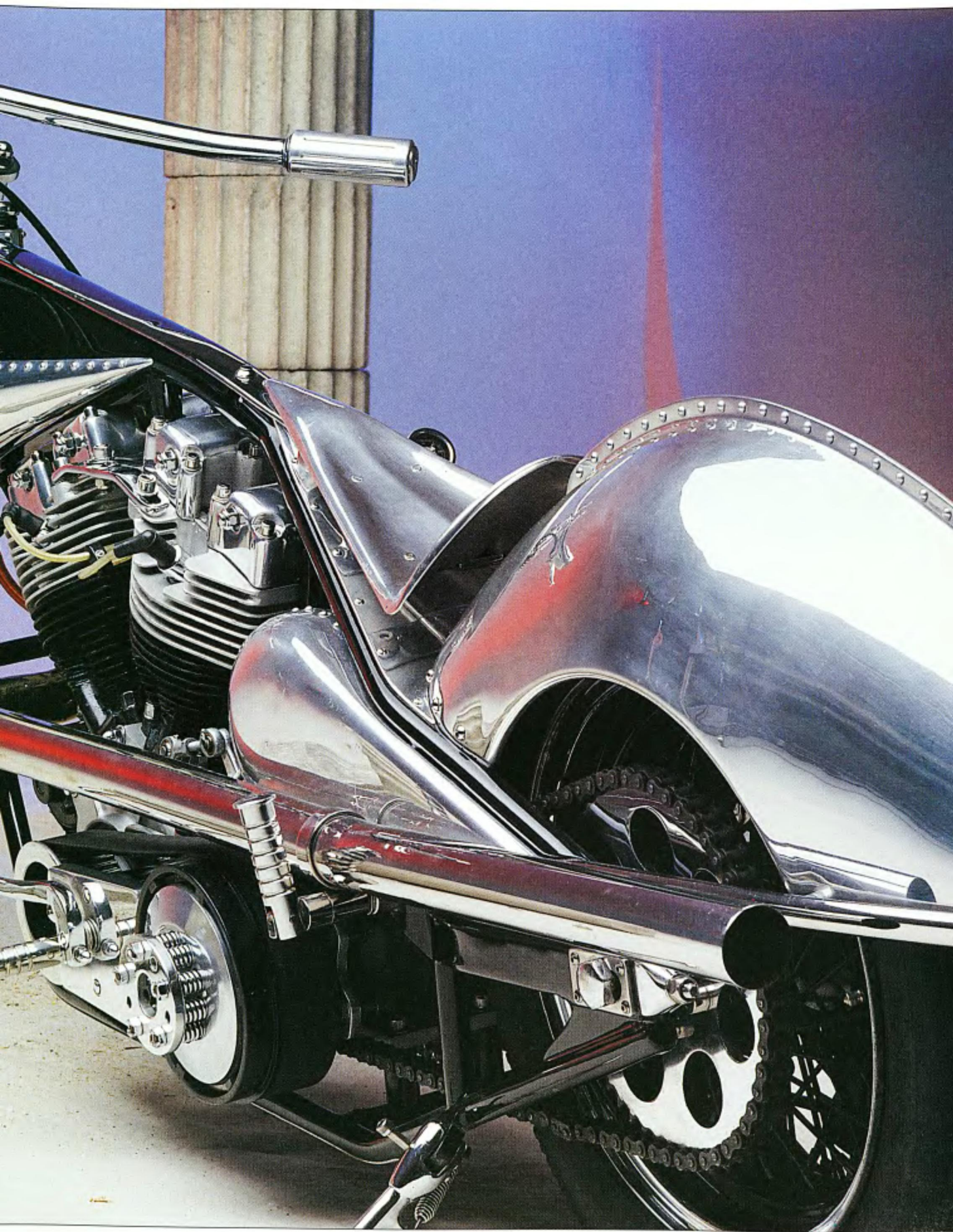
François' puttin' passion for custom cycles kicked off in 1976, when, at the age of 17, he met a group of Swedes traveling around the world on their Panheads. At the time, François owned his first Harley, a U.S. Army WLA 45. Many years and many bikes later,

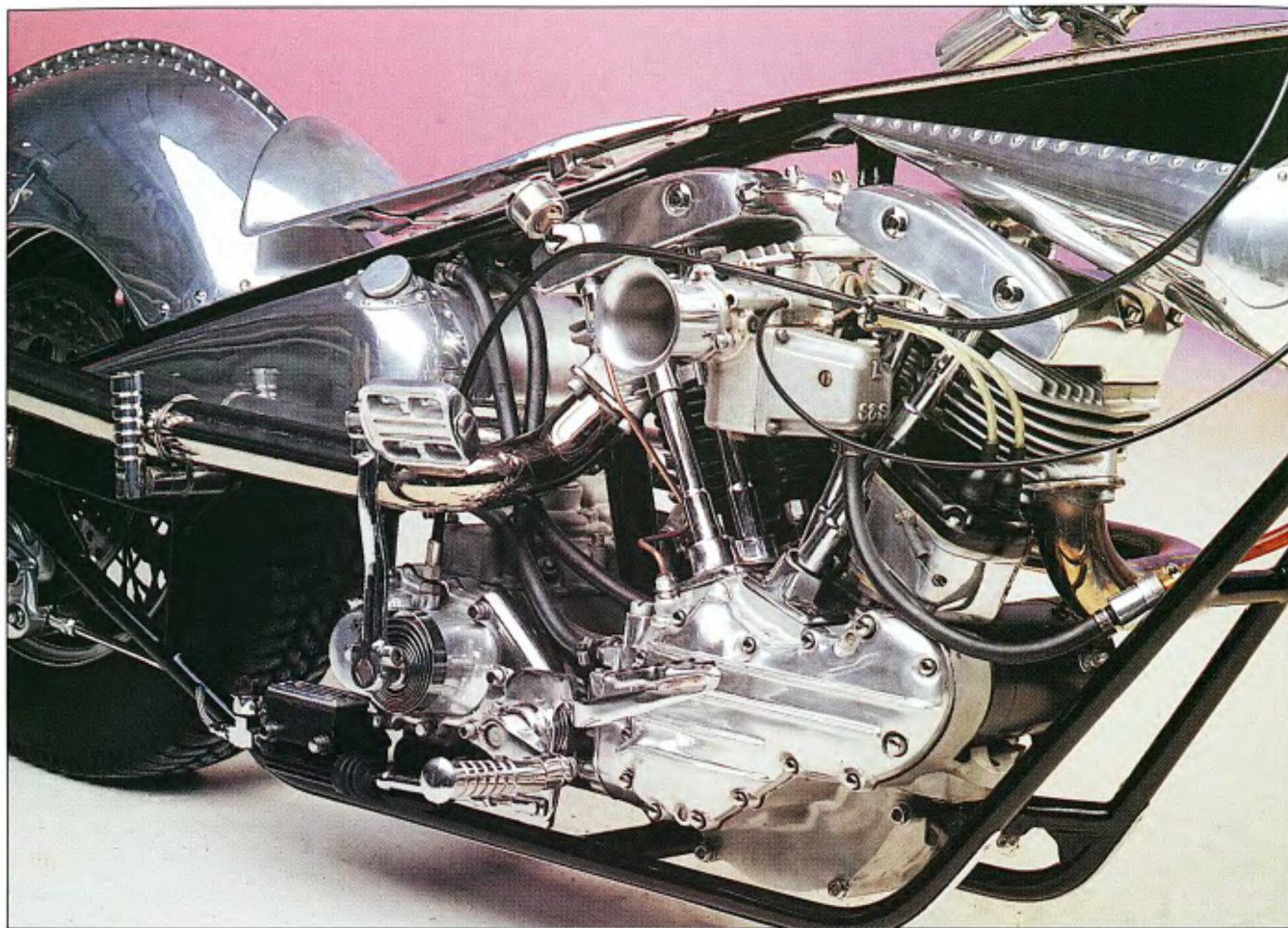
François is still on the road, this time on this hallucination.

"It came with a rigid custom frame," explains François. "It was in good condition, but needed reinforcement, plus all unnecessary brackets and tabs were shaved off. While there, all the wiring and hydraulic lines were routed into the tubing."

Engine-wise, the 11-to-1 compression Shovel was carefully blueprinted and assembled by Stig, a Swedish bro who also heavily massaged the factory cases and heads. They now flow much better than most performance racing heads. →

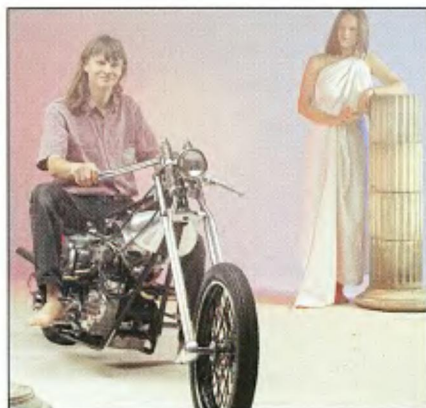






The design of the distinctive bodywork, inspired by the Bugatti "Atlantique," is due to François' talent, while the construction was performed by his lifelong friend, Ferry, a talented aerospace metal fabricator. Ferry had to make his own tools to hand-form the aluminum rear fender, seat, oil tank, fork rocker covers, gas tank, and glove boxes. Yes, what looks like two gas tanks is actually a pair of removable compartments.

Another ingenious idea is the leaf-sprung contoured seat that allows two inches of suspension travel,



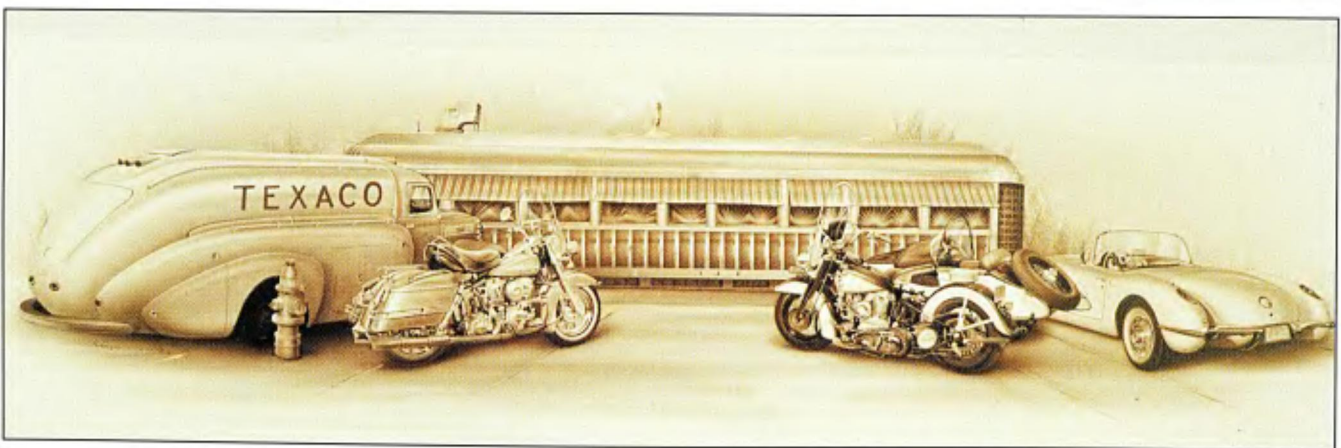
and plenty of ... hmm ... comfort.

François is back to the drawing board, designing a concealed clutch actuator for his bike; it will operate at a twist of the left grip, thus eliminating the unsightly levers on the handlebars.

—Benoît Lambœuf

Okay, dammit, we let our French Editor scribble this mess about his buddy in France. Then he wanted us to plug the guy's art. Like the bean counter always says, if you want an ad, peel out the cash. Lunch is expensive in L.A. If you want to see François' craft, call Benoît.

—Editor



Owner:François Bruère
City:Le Mans, France
General
Fabrication:François Bruère
Year and make: '56-'95 parts
Model:Pan/Shovel
Chroming:none
Value:\$70,000
Engine
Year:1956
Model:Pan/Shovel
Rebuilder:Stig
Ignition:magneto
Displacement:74 cubic inches

Lower end:rebuilt (S&S components)
Pistons:Stig
Cases:factory, but blueprinted
Heads:flowed by Stig
Cam:Sifton
Carb:S&S
Pipes:custom 2-inch stainless
Modifications:S&S lifters,
 balancing by Stig

Transmission
Year:1978
Modifications:2-inch primary belt
Painting
Molding:Jimmy

Painter:Victor
Color/type:black on metallic blue base
Special paint:none
Frame
Builder:Ness/Ferry
Type:rigid
Modifications:reinforcement

Accessories
Bars:custom by Ferry
Fenders:hand-formed aluminum, Ferry
Headlight:Bates
Tailight:automotive, 1930
Speedo:none

Pegs:stainless
Gas tank:hand-formed aluminum, Ferry
Oil tank:hand-formed aluminum, Ferry
Seat:by Ferry
Mirrors:none
Grips:Le Tueur

Forks
Type:Uncle B, spring
Modifications:extended, aluminum
 rocker covers

Wheels
Front:spherical hub, 18-inch, Avon
Rear:15-inch, Michelin, H-D disc
Photos:JM2/Jean-Marie Martin

You've had an accident... You need Russ Brown.

*Russ Brown,
Founder of B.A.M.*

Russ Brown has
always fought
for your rights.
Put his 33 years
riding and legal
experience to
work for you.

*Russ Brown's
1984 FLT
Harley Custom
Built by Hi-Tech
818-901-7037*

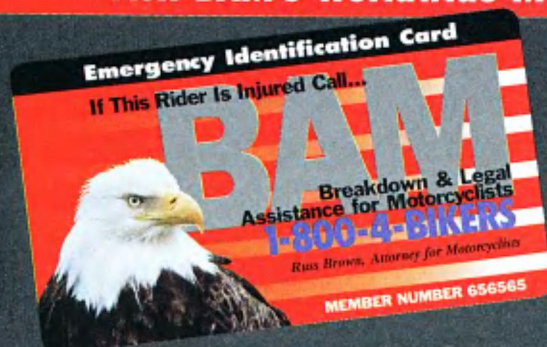
If You've Been Hurt in a
Motorcycle, or Automobile Accident,
or need some advice about any
Personal Injury, call Russ.

1-800-4-BIKERS

Russ Brown
Attorney at Law

**NATIONWIDE
Legal Services**
Including Hawaii

Visit BAM's Worldwide Motorcycle Marketplace @ www.russbrown.com



YOU NEED A FREE B.A.M. CARD AND THE PROTECTION IT OFFERS...

BAM provides FREE EMERGENCY Roadside Assistance
through our 400,000 member Volunteer Network

- Emergency I.D. Card
- Emergency Roadside Motorcycle Service
- Blood Donations
- Motorcycle Transportation
- Motorcycle Storage
- 24 Hour Toll Free Biker Hotline
- Supports Biker's Rights

**CALL NOW to JOIN BAM
for all these FREE
NATIONWIDE SERVICES**

Call 1-800-4-BIKERS



HELMET PENALTIES REPEALED!

WASHINGTON, D.C.—On Tuesday, November 21, the President of the United States received a present that bikers throughout the country have been trying to deliver since 1991. The National Highway System Designation Act (S.440), which contains the repeal of the ISTEA penalties for states that do not have helmet laws, got out of Conference Committee and blazed through both houses of Congress on its way to the White House. The Conference Report was approved by the Senate on a vote of 80-16, and passed the House on a voice vote, making it practically veto proof. The President is expected to sign it even though intense pressure is being exerted by the usual suspects.

Repeal of the federal helmet law mandate is included in S.440 as paragraph (e) of Section 205, reading: (e) *Elimination Of Penalty For Non-compliance For Motorcycle Helmets*—Effective September 30, 1995, section 153(h) of title 23, United States Code, is amended by striking "a law described in subsection (a) (1) and each place it appears."

The Conference Report, which describes the intent of the legislative language, further clarifies that the penalty is effective Sept. 30, 1995, preventing fiscal year (FY) 97 funds from being penalized. In addition, the Conference Report makes it clear that states can transfer back to construction accounts funds transferred in fiscal year 1996, for not having a helmet law prior to Sept. 30, 1994. The Conference Report language reads:

"The Conference substitute adopts the identical provision that repeals the penalty for noncompliance for motorcycle helmets and ensures that it is effective Sept. 30, 1995. The conferees do not intend any state to be penalized for lack of a motorcycle helmet law in FY96. States shall be

permitted to return to highway construction accounts any funds that were transferred to Section 402 programs as a result of the Section 153 penalty for FY 1996."

Wayne T. Curtin, Motorcycle Riders Foundation (MRF) vice president of government relations, said, "This retroactive repeal and allowing the states the flexibility in FY96 to use the funds for construction and/or safety is one way to say thank you to the state legislators who stood up to a quarter of a billion dollars in federal blackmail to protect our freedom."

"In January, motorcyclists will be

The conferees do not intend any state to be penalized for lack of a motorcycle helmet law

able to not only tell legislators that the penalties are repealed, but also, because of the work of motorcyclists in Washington, of the \$250 million in penalties that the 25 free states were subjected to by refusing to pass helmet laws for three years, this retroactive repeal returns \$200 million to the control of the states."

When it became evident that the NHS bill was not going to pass prior to Sept. 30, 1995, the MRF brought to the attention of both House and Senate Committee staff that if the repeal in NHS was not enacted before Sept. 30, 1995, the states without helmet laws would be penalized in fiscal year 1997.

Once the conferees looked at this

issue, they were inclined to make the repeal retroactive so that states would not be penalized in either in FY96 or FY97. However, at the request of a few SMROs, the MRF asked the conferees to consider allowing the states the flexibility to use their FY96 funds for either construction and/or safety. The end result is retroactive repeal of the penalties that allows states flexibility, preventing possible budget disruptions in several states if the FY96 transfer was automatically returned to construction.

Wayne Curtin summed up this provision by saying, "This is a perfect solution to a problem on an issue where state's rights was a driving force, allowing the states to decide how to use their FY96 transferred funds."

In addition to repealing the Section 153 penalties, the Conference Report on S.440 includes a provision that provide Maine and New Hampshire an exemption from being penalized for not having seat belt laws and it repeals the national maximum speed limit. Like the helmet law penalties the seat belt provision is retroactive.

However, the speed limit repeal does not take effect until 10 days after S.440 becomes law. And, if during that 10 days the governor of a state chooses, that state's speed limit law could not be changed until 60 days after its legislature next convenes. In addition, a study is to be conducted by the Secretary of Transportation on the costs of traffic accidents in any state that raises its speed limit.

It's up to the President now. He can either sign the bill into law, veto the bill, or, if in 10 days he does neither, the bill becomes law.

Stay tuned.

—Motorcycle Riders Foundation

HALL OF FAME

BERNIE BREDBENNER

When Bernie Bredbenner of Montgomery, Pennsylvania, decides to work for a good cause, he starts at full throttle and doesn't let up. In 1980, Bernie's daughter Carrie was born 13 weeks premature and was very ill. The doctors at Geisinger Medical Center in Danville performed a radical procedure that had never before been done on an infant. It was successful, and five years later Carrie was the poster child for the Geisinger Miracle Network Telethon.

Bernie wanted to do something special for the many people who saved his daughter's life, so he came up with an idea for the Geisinger Motorcycle Miracle Tour. Presenting his plan to the hospital staff, he vowed to have 1,000 bikers show up. The staff thought 100 bikers was more of a realistic figure and gave him the OK.

While planning the event, tragedy struck Bernie's life again. A son, Gordon Keith, was born 12 weeks



premature with serious health problems. For the next seven months Bernie spent every moment he could with Gordon, never giving up hope. Tragically, after a series of heart attacks, Gordon died. But Bernie pushed on, using the upcoming event as his therapy. On May 16, 1986, the thunder of 987 bikes could be heard throughout the Danville area, only a few short of his goal and a far cry from the 100 predicted by the hospital staff.

Over the past 10 years, Bernie Bredbenner has helped raise several hundred thousand dollars for the new Geisinger Children's Hospital and has seen his dream grow to be the largest annual motorcycle charity event in Pennsylvania, with more than 6,000 bikers attending in 1995. Bernie has made thousands of friends and has improved life for a lot of children. What more could a biker and a father ask for? Thank you, Bernie!

—Rick Matthews

Photo: Patty Miller

QUICK, HIDE THE TUMS!

W. VIRGINIA COPS MAKE BOGUS RAID

Over the last 25 years, West Virginia's motorcyclists have enjoyed a fairly decent relationship with law enforcement. This was mainly because we always laid down and never fought back against a mandated helmet law so unjustly forced down our throats. In the last three years we've been making noise and some local law enforcement types don't like it.

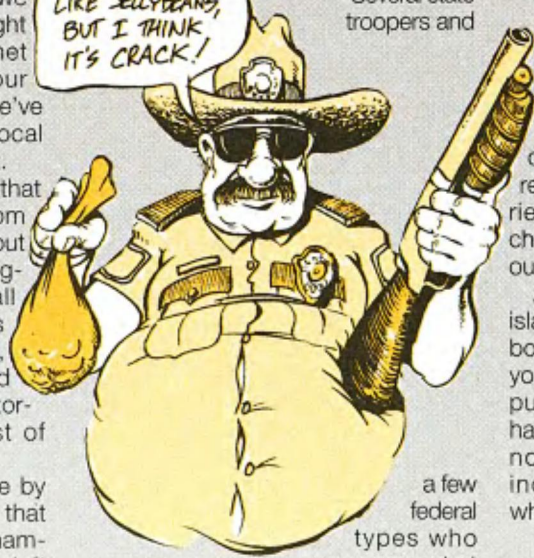
Recently a local waterin' hole that caters to us came under fire from the local media as being a hangout for nothing but a bunch of "drug-crazed bikers." Not one but all three local television stations, as well as both local newspapers, eagerly covered the story and made sure that West Virginia motorcyclists were cast in the worst of Hollywood stereotypes.

The media was told in advance by the Tri-County Drug Task Force that they were going to bust a methamphetamine lab. The media was left hanging because no such lab existed.

The only thing the bar was guilty of selling was cold beer.

Several state troopers and

THEY MAY LOOK LIKE JELLYBEANS, BUT I THINK IT'S CRACK!



a few federal types who

were present at

the so-called raid were overheard

commenting that "the officer in charge was in deep shit if he didn't find more than what he could see."

So they promptly arrested the proprietor for an alleged unidentified substance (her headache pills and a roll of Tums), then released her on bond the next day. At the preliminary hearing all charges were dropped. The media never once retracted their biased anti-biker stories or bothered to report that all charges had been dropped for obvious lack of evidence.

As we move toward another legislative session and start rockin' the boat even more, don't be surprised if your area starts to get some negative publicity about bikers. If you don't have the stomach for it, sell your bike now. As a motorcyclist you are included and you are involved, whether you like it or not.

—Duck

President, ABATE of W.Va.

Motorcycle Mechanics Institute

A DIVISION OF CLINTON TECHNICAL INSTITUTE



Harley-Davidson TECHNICIAN TRAINING

The Motorcycle Mechanics Institute factory-trained staff has taught Harley-Davidson dealer and entry-level technicians since 1982.* Harley-Davidson Motor Co. supports only the Motorcycle Mechanics Institute. With their contributions, our state-of-the-art facilities in Phoenix and Orlando are fully equipped with all the vehicles and assemblies you'll need for comprehensive professional training. All special tools and equipment are provided for you by MMI. If you want to work in the rewarding field of motorcycle service, the **Motorcycle Mechanics Institute** has the dedicated staff and product to take you there.

* The Harley-Davidson Late Model program is a Motorcycle Mechanics Institute entry-level program not a Harley-Davidson Motor Co. program. It is, however, the only program in the United States of America supported by Harley-Davidson Motor Co.

MAKE THE MOST OF YOUR POTENTIAL

- Harley-Davidson Technician Training
- Fully Supported by Harley-Davidson Motor Co.
- Factory Trained Instructors
- Nationwide Dealer Placement Assistance
- Financial Assistance Available to those who Qualify

CHOOSE FROM THREE PROGRAMS!

Early Model Program

- 1936 to 1969
- Panheads
- Knuckleheads
- Flatheads
- Restoration & Repair

Late Model Program

- 1970 to Present
- Shovelheads
- Iron Sportster
- Evolution Big Twins
- Evolution Sportsters

Engine Rebuild & Performance

- Top End Rebuild
- Bottom End Rebuild
- DYNOJET Clinic
- Performance Clinic

**CALL NOW TOLL FREE
1-800-528-7995**

TWO CAMPUSES!

- ☐ Phoenix, Arizona Campus
- ☐ Orlando, Florida Campus
- ☐ Financial Aid Information
- ☐ VA Information

Name _____

Address _____

City _____

State _____

Zip _____

Phone _____

Age _____

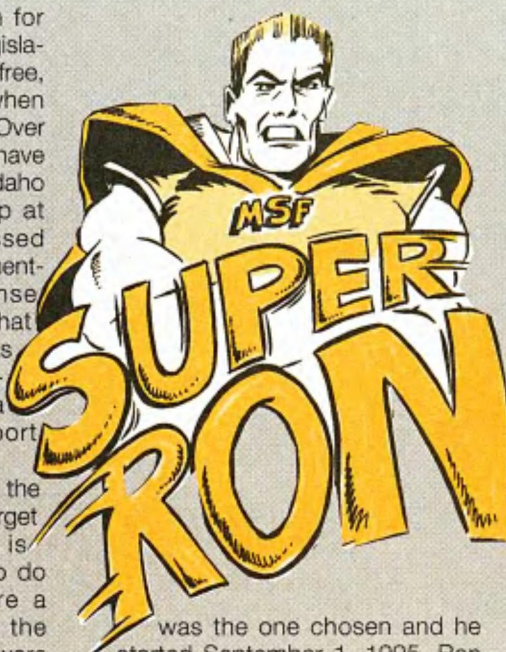
2844 W. Deer Valley Rd. • Phoenix, AZ 85027

DESTINED FOR GREATNESS

IDAHO'S MOTORCYCLE SAFETY PROGRAM

Not only is the Idaho Coalition for Motorcycle Safety (ICMS) your legislative watchdog to keep you riding free, but we're also very proactive when motorcycle safety is the issue. Over the last few years our efforts to have legitimate motorcycle safety in Idaho have been paying off one step at a time. First the law was passed and the initial thing to be implemented was the motorcycle license endorsement. Then we heard that people felt that the funding was unfair, so last year that was remedied. Now everyone who gets a driver's license helps to support rider education.

The next step is to implement the Rider Education Program. The target date for it to be in place is September 1, 1996. In order to do that it was necessary to hire a statewide coordinator. During the application process 92 people were interested in the job; Ron Shepard



was the one chosen and he started September 1, 1995. Ron comes to Idaho from the Motorcycle

Safety Foundation, which is responsible for internationally recognized rider training courses. Prior to joining the MSF, Ron was in charge of the Air Force's rider education. When the Motorcycle Safety task force was working on the program before it was passed by the legislature, Shepard was one of the MSF people who came to Idaho to help the task force with its work. He met with the people involved over a period of months and also continued his role of advisor.

When the Idaho Motorcycle Safety Program was passed by the legislature there were 42 states that had rider education programs. There are now 45 statewide programs. ICMS welcomes Ron and wishes him the best in his new role. With credentials like his, the Idaho Motorcycle Safety Program is destined to be the best in the nation.

—Chuck Coulter, ICMS

MOTORCYCLE ACCIDENTS

Tony "PAN" Sanfelipo



Accident Investigator
Motorcycle Case Specialist
Former ABATE State Director

PROTECT YOURSELF and Help Injured Riders After An Accident... Become A Member of the **ACCIDENT SUPPORT NETWORK**

ACCIDENT SUPPORT NETWORK
Free 24-Hour Emergency Help
1-800-800-5678
Member No. 00000

Tough lawyers and smart bikers working hard for the money you deserve.

J&H SUPPORTS BIKERS RIGHTS NATIONWIDE

- Supports ABATE nationwide
- Supports the MRF
- Provides research, data & statistics on helmet laws, motorcycle confiscation and other legal issues to motorcycle rights organizations.
- Conducts FREE seminars on bike confiscations
- Founder & sole supporter of the Accident Support Network
- Supporter of the National Helmet Law Protest Rallies

A PROVEN RECORD OF LARGE SETTLEMENTS IN SERIOUS CASES

JH The Law Offices of **JACOBSON & HUPY, S.C.**

Free Consultation • No Recovery/No Fee • We also represent those involved in auto accidents!

24 Hour Hotline:

1-800-800-5678

FINALLY ... A USE FOR HELMETS

Toby McDaniel, a columnist for *The State Journal-Register* in Springfield, Illinois, reported on actually finding a good reason to wear helmets.

The sad sight of a baby blue jay dangling by one leg from its nest was a little too much for Harry Hopkins, the Springfield-Sangamon County Regional Planning Commission Director. Grabbing a ladder, he rushed into his backyard. But as he reached out to the stranded little birdie, its mom and dad launched an aerial assault. "They came in like F-16s," says Hopkins. He beat a hasty retreat to his house, figuring he'd let Mother Nature take her course.

The next morning, junior was still dangling by one leg, and still alive. Once

again, Hopkins swung into action. Only this time he put on a full-face motorcycle helmet, heavy coat, and leather gloves.

Once again, mama and papa zoomed in for the kill. But thanks to his protective gear, Hopkins accomplished his mission, and junior was freed.

With the irate parents still pecking away at his helmet, Hopkins began his descent from the ladder. With only three rungs to go, he lost his balance and tumbled to the ground. Harry's now laid up with a broken leg! "I know that if I had it to do over again, that blue jay would still be hanging up there," he said.

Our thanks to the many ABATE members who sent us this same clipping. We wish Mr. Hopkins a speedy recovery. —Twigg



STATEMENT OF OWNERSHIP, MANAGEMENT, AND CIRCULATION

(Required by 39 U.S.C. 3685)

Title: EASYRIDERS

Publication No.: 0048-0990

Filing Date: 10/1/95

Frequency: MONTHLY

Annual Subscription Price: \$39.95

Mailing Address: P.O. BOX 3000,

AGOURA HILLS, CA 91376-3000

Owners: PAISANO PUBLICATIONS, INC., JOSEPH TERESI

Known Bondholders: NONE

Publisher: JOSEPH TERESI

Editor: KETH R. BALL

Managing Editor: USA PEDICINI

AVG. NO. COPIES
PER ISSUE DURING
PRECEDING 12 MONTHS

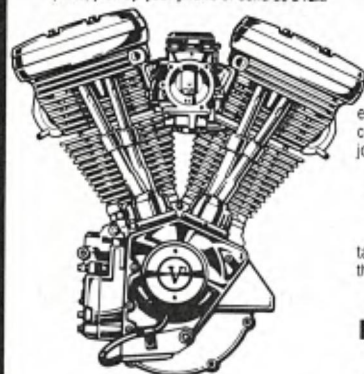
ACTUAL NO. COPIES OF
SINGLE ISSUE PUBLISHED
NEAREST TO FILING DATE

A. TOTAL COPIES PRINTED	629697	589899
B. PAID CIRCULATION		
1. Sales Through Dealers	213117	223110
Vendors, Counter Sales		
2. Paid Subscriptions	83385	78254
C. TOTAL PAID CIRCULATION	296502	301364
D. FREE DISTRIBUTION BY MAIL		
Samples, Complimentary	1319	1194
E. FREE DISTRIBUTION		
By Other Means	2851	2659
F. TOTAL FREE DISTRIBUTION	4170	3853
G. TOTAL DISTRIBUTION	300672	305217
H. COPIES NOT DISTRIBUTED		
1. Office Leftovers	2862	1493
2. Returns from News Agents	326163	283189
I. TOTAL	629697	589899
PERCENT PAID CIRCULATION	99%	99%

IF WE DON'T HAVE IT, STOP LOOKING FOR IT.

READY TO RUN READY TO SHIP NEW CUSTOM BUILT ENGINES.

From 80 cubic inches to big bore and stroke bullets. For all the options and a great quote, pick up your phone or send us a fax.



STEWART-WARNER ENGINE BALANCING-\$75.

Performed on the same equipment used by the Harley-Davidson Racing Department. Find out why we're known as speed experts. Our turnaround on service is unbeatable.

DUAL SPARK PLUG CONVERSION-\$75.

For all Sportsters, Shovelheads, and Evolutions. For more head strength and easy access, we only use 12mm spark plugs. Coils and ignition systems also available.

EVOLUTION XL 883 TO 1200 CONVERSION-\$295.

We bead blast cylinders and heads then bore and torque plate hone cylinders to exact 1200cc specs. After we modify the combustion chambers, we do a super valve job with stock or 1200-size valves.

FRAME STRAIGHTENING -FROM \$125.

We perform expert work on original frame tables from Harley-Davidson to ensure that the job is done the way the job must be done.

FOR PARTS. FOR PRICE. FOR HIGH-PERFORMANCE: CALL 1-800-322-5272.

FOR SALES AND SERVICE: CALL 708-662-4500.

FAX US YOUR ORDER 24 HOURS-A-DAY TO 708-662-1440.

Dealers and owners around the country have built our reputation as the best.

When you're looking for parts and need them fast avoid dead ends by calling us first. Our in-stock inventory is massive. Our sources of supply are worldwide.

So whether you need the hard-to-find or the easy-to-find at an unbeatable price, we stock it. And can get it to you at a high rate of speed.

Riders, mechanics, and dealers are welcome to call or fax us anytime for a parts search or quote.

Grab the phone now to find what you need. Give us a call today.

OUR EXTRA SPECIAL \$295.00 "4x4x4x4" SHOVELHEAD, NO-LEAD CONVERSION SPECIAL.

INCLUDES 4 VALVES, 4 GUIDES,
4 SEALS, 4 NO-LEAD SEATS, GLASS BEADED
HEADS WITH AN EXPERT VALVE JOB.
SHIP VIA UPS.

Order a T-shirt now. Send \$16 per shirt. Please specify size.

For your copy of the LAKE SHORE HARLEY-DAVIDSON PARTS & SERVICE CATALOG, send \$6 (shipping and handling included) directly to our headquarters at the address below.

**LAKE
SHORE**
HARLEY-DAVIDSON



HOME OF THE BIG IRON

1424 BELVIDERE ROAD, WAUKEGAN, IL 60085 (708) 662-4500
ALL VISA, MASTERCARD, AND C.O.D. ORDERS WELCOME.

© 1992 LAKE SHORE HARLEY-DAVIDSON

FREE EASYRIDERS GET YOUR COPIES HERE

Alaska

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

Alabama

Tarrant Custom Cycle, 1111 Ford Ave.,
Birmingham

Arizona

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

California

Bartels' H-D, 4141 Lincoln Blvd., Marina Del Rey
Eagle's Nest, 127 East Tulare Ave., Tulare
H-D of Glendale, 3717 San Fernando Rd., Glendale
Hi-Tech Custom Harleys, 5931 Van Nuys Blvd.,
Van Nuys
Palm Springs H-D, 19465 N. Indian Ave., Palm Springs
Easyriders of Hollywood, 7450 Melrose, Los Angeles
Easyriders of Fresno, 5155 N. Blackstone, Fresno
Easyriders of San Diego, 363 Fifth Ave., San Diego
Pomona Valley H-D, 10419 Mills Ave., Montclair
South Coast Harley-Davidson, 345 E St., Chula Vista

Colorado

John's H-D, Inc., 2135 Mulberry St., Ft. Collins
La Fore's M/C, 207 Sheridan Blvd., Lakewood
McDonald H-D, 2571 Hwy. 6 & 50, Grand Junction
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, 5969 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
Waller'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

Louisiana

Easyriders of New Orleans Canal Place Shopping
Center, 333 Canal St., Ste. 1-05, New Orleans

Maryland

Capitol Easyriders, 8098 Snoutter School Rd.,
Gaithersburg
Rockville H-D, 7830 Airpark 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
McNasty's Cycles, 23565 Van Born, Taylor

Minnesota

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

Missouri

Easyriders 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 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, Parryville
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 Caltan, 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

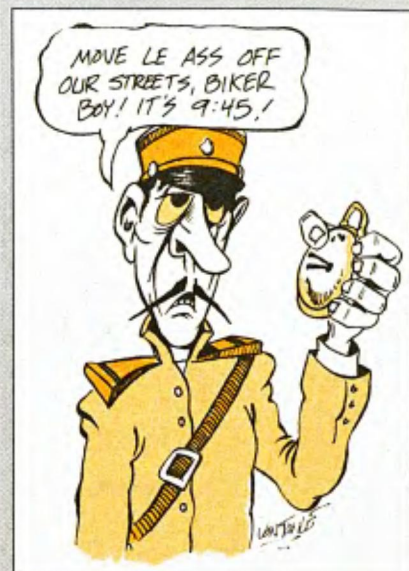
Chrome Horse Custom Cycle, 233 S. 1st., Shelton
Columbia M/C Co., 3312 E. 4th Plain Blvd.,
Vancouver
American Motorcycle Service, 2519 Tacoma Ave.,
South, Tacoma

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.

NO BIKES ALLOWED



Recently a few good friends and I took a short tour in a foreign country. We had difficulty communicating with the locals. Many of them spoke English, but they were still tough to understand. They also had some laws that were difficult to understand. Many places did not allow motorcycles on the roads after a certain time of night. These were public roads in the middle of a city. We tried to go to one of the tourist attractions and were promptly escorted out by the local gendarme, who fortunately could speak a little English, although I don't think he could understand it.

The country, Canada. The city, Montreal, in the province of Quebec. The tourist attraction was a public amusement park on the island of Sainte-Helen. There are no motorcycles allowed anywhere on the island. If you are on a bike you must park in the subway terminal parking lot and take the subway in. They allow cars, campers, trucks—anything but bikes. Feeling inferior yet?

This may not sound like a big deal if you don't travel to Canada, but this is the direction the country is taking. If you own a bike, you had better be home by 10 p.m. Sorry, no bikes allowed in Hammonasset; instead, come back with the family sedan, air bags and all. Never take your rights for granted and never stop fighting.

—Bob Lyskowski

Connecticut Motorcycle
Riders Association

WHAT'S HAPPENING

CALIFORNIA

FREEDOM RALLY

Date: January 8
Place/Time: Sacramento, Capitol Bldg./noon
Info: (916) 333-4162

CONFEDERATION OF CLUBS POKER RUN

Date: January 14
Place: Cook's Corner
Info: Buffy (818) 357-7720

MMA SWAP MEET

Date: February 4
Place: Tulare Fairgrounds
Info: (916) 333-4162

GEORGIA

BIKE SHOW AND SWAP MEET

Date: January 21
Place: Lakewood Fairgrounds, Atlanta
Info: (404) 294-8900

ILLINOIS

M/C PARTS EXTRAVAGANZA

Date: January 7
Place: Belleville, Bell-Claire Co. Fairgrounds
Info: (319) 462-6011

INDIANA

ANNUAL HANGOVER RALLY

Date: January 1
Place: 3105 S. Harding St. Indianapolis Info:
(317) 638-0234

BIKE SHOW & SWAP MEET

Date: January 27-28
Place: Sioux City Convention Center
Info: (712) 262-8910

MINNESOTA

JANUARY THAW SWAP MEET

Date: January 27
Place/Time: Mankato, Armory/10 a.m.-5 p.m.
Info: Tim (507) 387-7570

NEW JERSEY

M/C SWAP MEET, TATTOO FEST

Date: January 20-21
Place: Golden State Exhibit Ctr., Somerset
Info: (216) 967-1152

NEW MEXICO

OROGRANDE POLAR RUN

Date: January 7
Place: Orogrande
Info: (505) 434-8747

BLOOD DRIVE

Date: January 7
Place: Tularosa
Info: (505) 434-8747

1ST POLAR BEAR RUN

Date: January 20
Place: Albuquerque
Info: (505) 281-6412

NEW YORK

AM-JAM SWAP MEET '96

Date: January 20
Place: Albany, New Scotland Ave. Armory
Info: (518) 346-0521

TEXAS

WINTER M/C EXPO & SWAP MEET

Date: January 7
Place/Time: Arlington Con. Ctr., 10 a.m. - 5 p.m.
Info: Bob (214) 216-5520

WISCONSIN

SUPER SWAP MEET

Date: January 28
Place: Green Bay
Info: (715) 453-8544

EASYSIDERS EVENTS:

EASYSIDERS BIKE SHOWS

Date: January 6
Place: Anaheim Convention Ctr. Anaheim, Calif.
Time: noon to midnight
Info: (818) 889-8740

Date: January 13

Place: Charlotte Convention Center, Charlotte, N.C.
Time: noon to midnight
Info: (818) 889-8740

BECOME AN AMI TRAINED HARLEY MECHANIC AMI KNOWS HARLEYS!

1936 TO EVOLUTION



ACCREDITED BY



MEMBER



3042 Volusia Ave.
Daytona Beach, FL 32124
(800) 881-2AMI
CALL TOLL-FREE 1-800-874-0645

Send More Information To:	22
Name _____	Age _____
Address _____	Apt.# _____
City _____	
State _____	Zip _____
Phone () _____	
AMERICAN MOTORCYCLE INSTITUTE	

MILWAUKEE IRON

We Build Winners
MADE IN AMERICA

14 STEEL
DASHES

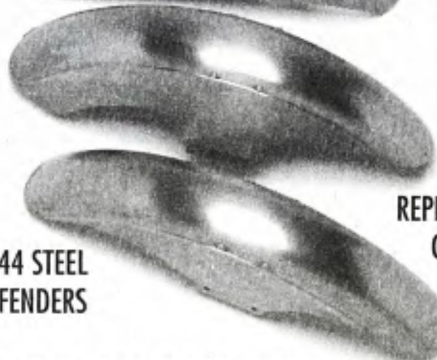


INTERNAL
FORK STOPS
AND CUPS

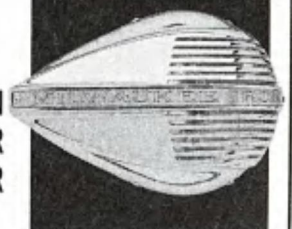


*The Fork
Stops Here*

44 STEEL
FENDERS



REPLICA SIREN
COVER/AIR
CLEANER



MILWAUKEE IRON

We Build Winners

3000 Lennox Street, Lynchburg, VA 24501

804/845-7688 FAX 804/845-7687

SENATOR CAMPBELL ON RECORD

Editor's Note: The following excerpts were taken from the June 20, 1995, "Congressional Record" wherein Senator Ben Nighthorse Campbell (R-Colorado) was addressing the United States Senate in support of S.388, the section for elimination of penalties for noncompliance with the motorcycle helmet requirements amendment to Section 153 of Title 23 of the Intermodal Surface Transportation Efficiency Act, better known by the acronym ISTEA.

I would like to read just a few statements from different studies that have been made.

On the basis of registrations, there have been 10.4 percent more accidents and 1.1 percent more fatalities in those states that had mandatory helmet laws than in repeal states. Our state, Colorado, is one of them. In Colorado, in fact, the fatalities went down after we repealed the helmet law.

According to the Wisconsin Department of Transportation [DOT] 1978 Division of Motor Vehicle study, 29.4 percent of the motorcyclists who died wearing a helmet died of a head injury. Almost 29 percent (28.9 percent) of motorcyclists who died without a helmet also died of a head injury. In other words, almost identical statistics with or without a helmet.

According to the National Safety Council *Accidents Facts of 1991*, motorcycles represented only 2.2 percent of the overall U.S. vehicle population, and yet they were involved in less than one percent of all traffic accidents, the smallest recorded category of any moving vehicle.

Furthermore, only 2.53 percent of all registered motorcycles were reportedly involved in accidents, and just a little over three percent of those were fatal.

The University of North Carolina Highway Safety Research Center study says: Helmet use was not found to be associated with overall injury severity, discharge facility, or insurance status. Injured motorcycle operators admitted to trauma centers had lower injury severity scores compared to other road



United States Senator Ben Nighthorse Campbell

**There is not a
federal agency
that is empowered
to authorize the
testing of helmets**

trauma victims, a group including motor vehicle occupants, pedestrians and bicyclists.

A state of Kansas Health and Environment Department Report to NHTSA stated: "We have found no evidence that the death rate for motorcycle accidents increased in Kansas as a result of the repeal of the helmet law. We have also not found any such evidence on the national basis."

In a *Hurt Report*, Traffic Safety

Center, University of California, they indicate that 45.5 percent of all motorcyclists involved in accidents had no license at all and more than 92 percent had no training. That is what we are trying to emphasize here. Helmets do not prevent accidents. Training (education) prevents accidents.

There is not a federal agency that is empowered to authorize the testing of helmets and there is no private industry that does the testing since DOT does not even do their own testing. From my perspective, helmets do darn little to help. In a DOT test report of 1974 through 1990, where DOT tested helmets by a six-foot vertical drop, impacting at 13.6 mph, and even at those low speeds, 52 percent of the helmets failed during the test.

—Compiled by Gregg Gregory
CMT/ABATE of Tennessee, Inc.

ACES AND EIGHTS

WHATTA DEAL



pen to draw aces and eights, compare yourself to an early Western folk hero named "Wild Bill" Hickok, whose luck ran out on that draw.

In a game of poker on August 2, 1876, in the No. 10 Saloon in Deadwood, S.D., Wild Bill was dealt the jack of diamonds, ace of spades, ace of clubs, eight of spades, and the eight of clubs. The story has it that as Hickok picked up his cards, a local drunk seeking fame fatally shot Wild Bill. As the bullet struck Hickok's head, the jack of diamonds flew from his hand, and he died on the floor of the saloon clutching two black aces and two black eights. This has since been known to all poker players as the "Dead Man's Hand."

Although his name is known, the drunk who shot Wild Bill never gained the fame he sought. Old West writers vowed never to give him any ink and stayed true to their word. However, in the past few

years the man who dealt that fateful hand to Wild Bill has received a great deal of attention. His name was Charley Henry Rich from Ohio. In the Evergreen Cemetery in Miami, Ohio, where Charley Rich is buried, there is an elaborate gravestone that displays the now famous Dead Man's Hand with an inscription that reads: "Here lies Charley Henry Rich who dealt aces and eights to Wild Bill Hickok in the Black Hills of Deadwood, South Dakota in the No. 10 Saloon on August 2, 1876." The gravestone was dedicated on July 9, 1989.

Miami is located just northeast of Cincinnati on State Route 126. If you're ever in the area, stop by and check out the final resting place of ol' Charley Rich, the dealer of the Dead Man's Hand.

—Bob Arron
ABATE of Illinois,
South Suburban Chapter

Call Us For
Best Prices
In USA

BEST PRICES
4 Million Dollars
In Inventory



ALL
MACHINE
SHOP
WORK

360 Page
Catalog
\$5.00 - U.S.
\$19.00 - European
\$8.00 - Canada

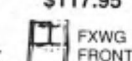
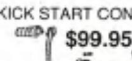
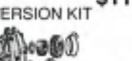
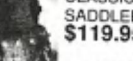
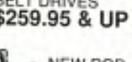
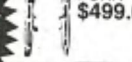
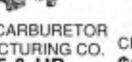
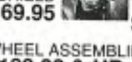
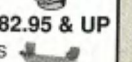
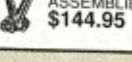
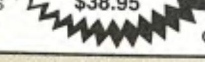
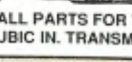
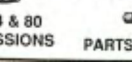
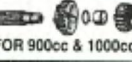
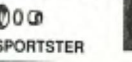
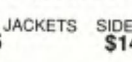
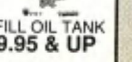
1-800-669-2776

NEW PARTS ORDERS: 1-800-669-2776
NEW PARTS FAX: 1-314-429-5932

LOCAL: 314-865-2665

HOURS: 8 a.m. - 7 p.m.
ADDRESS: 2218 S. Jefferson Ave.
St. Louis, MO 63104

UPS SHIPPING: \$2.00 Handling Charge

 BELT DRIVES \$259.95 & UP	 STANDARD ADVANCE UNIT KIT \$28.95 STAINLESS \$38.95	 FXWG FRONT FORK \$499.00	 KICK START CONVERSION KIT \$99.95	 BENDIX CARBURETOR MANUFACTURING CO. \$134.95 & UP	 CAMS CRANE, ANDREWS \$134.95 & UP	 WINDSHIELD \$169.95	 WHEEL ASSEMBLIES \$189.00 & UP	 LEATHER JACKETS \$139.95	 SIDE FILL OIL TANK \$149.95 & UP
 NEW ROD ASSEMBLIES \$144.95	 ALL PARTS FOR 74 & 80 CUBIC IN. TRANSMISSIONS	 BLACK 65A GENERATOR \$117.95	 FRAMES FOR H.D. \$599.00	 PRESTOLITE-TYPE STARTER MOTORS \$119.95	 FAT BOB GAS TANKS \$89.95	 CLASSIC SADDLEBAG \$119.95	 CYLINDERS \$82.95 & UP	 BIG BORE CYLINDERS FOR SHOVELHEAD \$84.95	 CHROME MASTER CYLINDERS \$39.95
 HI ENERGY SPARK COIL \$28.95	 STARTER GEAR \$19.95	 ELECTRONIC VOLTAGE REGULATORS \$54.95	 FRONT FENDER FOR FL & FLH \$79.95	 MASTER CYLINDER \$49.95	 FAT BOB REAR FENDERS \$58.95	 PISTONS \$24.95	 BRAKE ROTORS \$33.95	 DRESSER CHAIN GUARD FOR FLH \$38.95	 CATEYE TAILLAMP \$19.95

CANYON RUN

DISCOVER VISA MASTERCARD Inc. C.O.D.

JAMES SPECIAL
Severe Duty High Performance
Clutch - Kevlar Big Twin
1968-83 USA Made
\$69.95

OIL PRESSURE
GAUGES
\$16.95

**BEST PRICES
ON S&S CARBS**

FAT BOB
GAS TANK MOUNTS
\$29.95

STARTER
GEAR
\$19.95

HI ENERGY
SPARK COIL
\$28.95

ELECTRONIC
VOLTAGE REGULATORS
\$54.95

FRONT FENDER
FOR FL & FLH
\$79.95

CLUTCH HUB
ASSEMBLIES
\$79.95

FRAMES FOR H.D.
\$599.00

KICK START CONVERSION KIT
\$99.95

BENDIX CARBURETOR
MANUFACTURING CO.
\$134.95 & UP

PRESTOLITE-TYPE
STARTER MOTORS
\$119.95

FAT BOB
GAS TANKS
\$89.95

CAMS
CRANE, ANDREWS
\$134.95 & UP

OIL TEMPERATURE
GAUGE
\$17.95

4 SPEED
TRANSMISSION
COMPLETE
\$1,295.00

TRANSMISSION
ADJUSTER KIT
\$38.95

PISTONS
\$24.95

FAT BOB
REAR FENDERS
\$58.95

CHROME PLATED
STOCK TYPE
EXHAUST SYSTEMS
\$99.95 & UP

CHROME PLATED
SADDLEBAG
\$119.95

WINDSHIELD
\$169.95

WHEEL ASSEMBLIES
\$189.00 & UP

LEATHER JACKETS
\$139.95

SIDE FILL OIL TANK
\$149.95 & UP

GENE'S SPECIAL
2 LIGHT
DASH KIT
\$119.95

CHROME PLATED

CHROME PLATED

SHORT STROKES

AIN'T TOO PROUD TO BEG



Hey, somebody accused one of the staff of being a yuppie the other day because he drew his cellphone instead of putting his petcock on reserve. This called for immediate action from the garage gang. We all put down our tools, pulled our milk crates into a circle, and conferred on the definition of a yuppie. We tried to put a price tag on it, like anyone who makes over so much and rides a new bike is a yuppie. But this didn't go over so well with one of the older ex-patchholder staff members, who makes a handful of bucks and rides a new dresser. Then we tried to say that yuppies are guys who wear new leathers but don't work on their own bikes. That seemed to work, but then one of the staff members, who's been riding longer than God, got upset 'cause the last bike he wrenched on was his constantly breaking down Shovel. He no longer works on his new bike 'cause he's always on the road. In the end, everyone on the staff was guilty of being a yuppie in some way, yet not guilty in many others, so we decided to observe ol' "Cell Phone," as we tagged him, to study the effects of yuppiedom on the raw street society of bikers. Watch for future research on these pages. And now, the news....**Remember Evel Knievel**, the man who tried to break every bone in his body several times while telling us we should wear helmets? He was busted on a weapons charge for packing a cache of knives and guns in the trunk of his car, and was sentenced to community service. His job: Tell the world the benefits of helmets. Give me a break....**And now, the Safety Tip of the Month:** Riding

on wet bricks is like riding on 60-weight that was spilled on your driveway. According to *Motorcycle Consumer News*, the clay particles worn loose by traffic form a thin film of slippery mud when mixed with water. Wet surfaces are slickest during a brief shower because there isn't enough water to wash away the contaminants. Slow before the curve and keep the bike upright and straight....**Just as the brothers in the garage** were discussing the salt content of steamed vegetables, and the six-pack-at-lunch bunch were beginning to hide their empties, we learned that a half-dozen employees at the York, Pa., Harley plant were busted for drugs during a raid. Where's my Jack Daniel's keg?...**A new law was passed in Montgomery, Ohio**, dictating that no more than three unrelated adults may live in the same house. This legislation was specifically designed to discourage motorcycle club members from moving into that affluent area. Someone needs to point out that all bikers are brothers....**And get this**—Levered, Maine, Police Chief Richard Griffin agreed to pay a \$250 fine and restitution to settle charges that he punched Louis DeAngelis, who was next in line at the donut shop. I'm not going to touch that one, but hang on for the follow-up. **In Liberty, Ohio**, police officer Bradley L. Sebastian, tired of waiting for his food order at Denny's, stormed into the kitchen, held his service revolver to the cook's head, and told her he would kill her if she didn't hurry up. Somebody needs to recommend a healthier diet to these guys....**Now, direct from Sturgis, South Dakota**, here's our research that went into figuring out how many people actually attended last year. The number of lemons squeezed by Price's lemonade stand on Tuesday, when the temperatures on Main Street exceeded 100 degrees, was 3,255. The number of turkey legs that Porky's Barbecue served: 2,000. People over the age of 80 who were tattooed at R.J. Rosini's Tattoo Parlor by Monday evening: five. The number of six-pound bags of ice Rapid Crystal Ice sold during the rally: 343,000. Finally, the number of

pool balls sunk by five-time world champion, Mike Sigel, during 800 exhibition nine-ball games in the Camel tent on Main Street: 4,800. What does that tell ya?....

In the Loud Pipes Save Lives category comes this lament. Riding Councilman Vincent R. Martino of Woodbridge, New Jersey, is clamping down on bikes with straight pipes. He complained that the riders blowing by his pad are having a "ball." Yet, he's introducing an enforcement blitz and stiffer penalties. Come on, man, don't turn a deaf ear. Feel the thunder and know that it represents freedom. Not much of that left....**Officers of the law understand** the need to make free choice. Phoenix law enforcement agencies shouted "no" to an ordinance forcing them to wear bullet-proof vests while on the job. Arizona has also maintained its right to ride helmetless....**And finally, Reddog** wrote and sent a clipping about the 200 motorcyclists who raised funds for the St. Jude Children's Research Hospital in Memphis. Hear, hear....**Hope you enjoyed David Mann's** unity centerspread in the January 1996 issue. Commemorating our 25th year in the wind, and the pride we share for motorcyclists' rights nationwide, Dave painted something that represents a great deal to all of us in three major ways: First, the success of the motorcyclists' rights movement in repealing the federal blackmail law through the U.S. Senate and House of Representatives this year. Second, our launch of three new magazines last year—VQ for the yup-scale rider, *Quick Throttle* for those of us who can't go fast enough, and *Early Riders*, for those of us who enjoy the history of motorcycling. Finally, this illustration commemorates the only element that holds the American motorcycle and the Harley-Davidson family of riders together: unity. We may make fun of yuppies, and razz old bike riders for the oil they're leaving behind, but new riders or old, we all have something to add to this lifestyle I have tattooed on my arm. So, join your local bikers' rights group, goddammit, and ride with pride.

—Bandit

A GREASY PAW OF PRAISE FOR LAST YEAR'S SHOW WINNERS

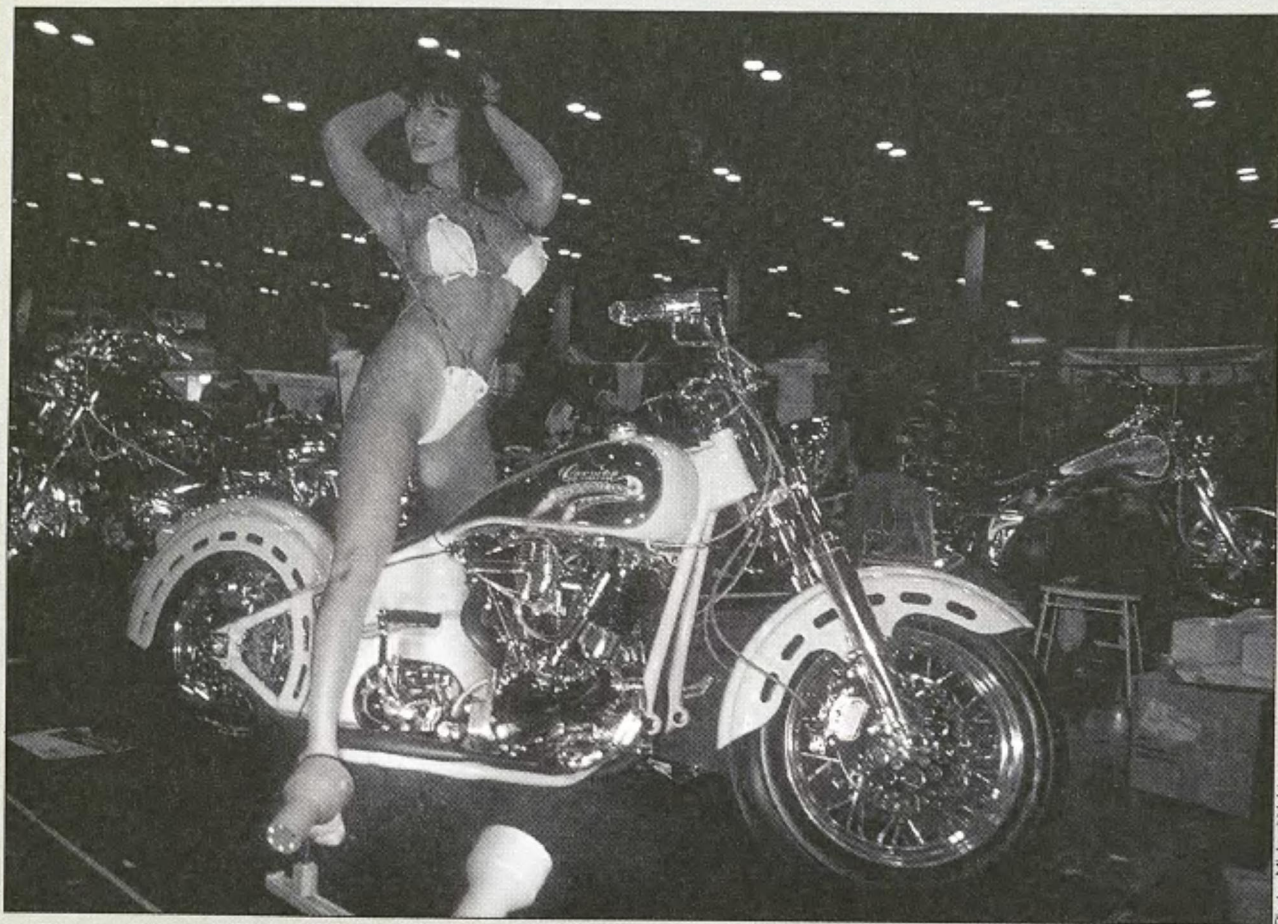


Photo: Michael Lichter

The *Easyriders* editorial staff would like to extend a sincere and greasy paw of praise for all the participants of last year's *Easyriders* Bike Shows. Not only did we get a chance to crawl out from our musty cave and visit your neck of the woods, but throughout the tour we were continually blown away by the quality of custom scooters rolling into our shows. If nothing else, our bike shows proved one thing, the bike-building brotherhood is growing stronger than ever and is definitely not hurting for innovative ideas and the experience, dedication, elbow grease, and bloody knuckles it takes to bring those ideas to fruition.

On that score we would like to thank every brother and sister who exhibited their standup scooters at our regional shows. And we'd especially like to acknowledge the regional winners who went on to our Invitational Bike Show in Columbus, Ohio. The trophies, prize monies,

and magazine coverage that you've received from us in no way compares to the inspiration and enjoyment you're righteous rides have given to our readers.

As we're coming up on our next

Columbus Invitational Bike Show (February 16-18, 1996), we'd like to once again acknowledge last year's Best of Show winners of the *Easyriders* Columbus Bike Show.

—Clay Dog

1995 Invitational Class And Preview Class Winners

BEST OF SHOW WINNERS

INVITATIONAL CLASS

1. Joe Dinardo, Ft. Lauderdale, Fla.,
1993 Heritage Softail
Featured: *Easyriders* Nov. 1994
2. Rick Fairless, Irving, Texas,
1965 FL Pan
Featured: *Biker* Dec. 1994
3. Don Babcock, Endicott, N.Y.,
1985 Softail
Featured: *Easyriders* Oct. 1994

PREVIEW CLASS

1. Hector Sedano, Petaluma, Calif.
1994 Wide Drive Evo
Featured: *Easyriders* July 1995
2. Jim McMillen, New Castle, Pa.
1992 FLST
Featured: *Biker* Oct. 1995
3. Bruce Whitted, Rootstown, Ohio
1945 Indian Chief
Featured: *Early-Riders* #4
4. Lou Falcigno, Ft. Pierce, Fla.
1994 Cosmic Chopper
Featured: *Easyriders* Dec. 1995

PASSING GAS



Chugger was swimming in a crowded public pool when his swimming shorts came off. He swam around for a while, but he couldn't find them, so he stayed in a corner of the pool, trying to think of a plan. Finally, out of desperation, Chugger cupped one hand over his pecker, jumped out of the water, and started running for the locker room, yelling, "MAD DOG! MAD DOG!"

Everybody stopped in their tracks, stunned. Then a hard-belly jumped in front of Chugger, pulled down the bottom half of her bikini, and shouted, "Let's muzzle the sonuvabitch!"

Manuel Labor
Grooving Tunes

Three young people met at a lecture. The first said, "My name's Paul, but I'm not an apostle."

The second one, also a guy, said, "My name's Peter, but I'm no saint."

Then the last of the trio, a lady, said, "Gee, my name's Mary, and I don't know what the fuck to say."

Bababooley
Big Apple

Then there was the biker chick who referred to her ol' man as the David-and-Goliath type—he always came home stoned and slinging it.

Auggie Doggie
West Coast



"What kind of dog is he? He's a vicious dog, sonny."



"I hate these comparison shoppers."

The Harley dealer led his new, youthful employee to the service bays. "First, I want you to wash all those tools," he instructed.

"But I'm a college graduate!" protested the hireling.

"Awright," sighed the dealer, "I'll show ya how."

Lotto
Ogden, Utah

Definition of sex drive: a physical craving that begins in adolescence and ends in marriage.

Shark
California

How can you tell that your date is much older than she's claiming?

Her martini has a prune in it.
Virge the Scourge
Beaumont, Texas

What did the nearsighted farm chick say when she woke up under the cow?

"What are you guys still doing here?"

Ray-gun
Shields Up

A young gunslinger went into a saloon and ordered a shot of rye, and standing next to him at the bar was none other than Doc Holliday himself. The gunslinger introduced himself, bragged about his quick draw, and shot a cufflink off the piano player as a demonstration of his skill.

"Kid," said Doc Holliday, "if you go on down to the blacksmith and have him shave a hair off that gun's barrel, you'll be able to draw a lot quicker."

The gunslinger had his gun shortened, came back to the saloon, and shot the other cufflink off the piano player. This time he was indeed able to shoot faster.

"Kid," said Doc Holliday, "you might want to go out back and coat that gun with some lard, too."

"Yeah? Will that make me even quicker?" asked the gunslinger.

"Nope," said Doc, "but it'll make it a lot easier on you when Wyatt Earp gets done playing that there piano."

El Vee
Blazin' Away

FREE CATALOG

CALL 24 HOURS, 7 DAYS

800-328-9280

CUSTOM  CHROME  DRAG  CHROME SPECIALTIES INC.

ARLEN NESS
Quality Harleys For The California Custom

MID USA
MOTORCYCLE PARTS
Parts for U.S.A. Made Motorcycles

REVTECH

ANDREWS

AUTHENTIC
MOTORCYCLE
AMERICAN

K&A ACCEL

Barnett

MIKUNI

S&S
PROVEN
PERFORMANCE

ThunderJet

LE PERA ENTERPRISES

Genuine
JAMES HARRIS

Corbin

Rowe

CRANE
Cams

MANLEY

Cycle Shack

RUSSELL

DALLAS
LEATHER

POWER HOUSE

Willie & Max

222
SUPERTRAPP

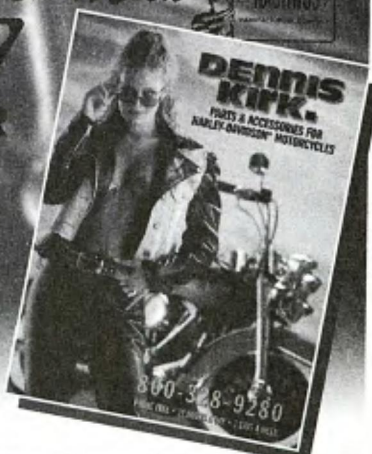
METZELER

DUNLOP

Firestone

AVON

320 COLOR PAGES,
10,000 ITEMS



FREE FREIGHT
Anywhere in 48 states

WE SHIP QUICK

We stock every item in our catalog!
Most orders received by 7PM shipped same day!

INTERNATIONAL ORDERS WELCOME

Worldwide Fax: 612-358-4019. Foreign catalog requests \$10.00 U.S. Funds.

VISA AMERICAN EXPRESS DISCOVER MasterCard

or we gladly
ship C.O.D.



WE KNOW OUR HARLEYS®
AND OUR CATALOG SHOWS IT!
GET YOURS TODAY!

800-328-9280

DENNIS KIRK.

955 SOUTH FIELD, RUSH CITY, MN 55069 USA

PASSING GAS



"I think we just crossed into condor country."

Within a month after moving into a new house, Pogo had been forced to call in an electrician, a roofer, a carpenter, a plasterer, and a foundation-repair team.

One afternoon, Pogo returned home early from work and spied a plumber's truck parked in his driveway. "Please, Lord," he pleaded, looking skyward, "please let the ol' lady be havin' an affair."

DeeCee
America

Why are wedding showers thrown only for women?

Because the men are already washed up.

Howard?
Pretty Hard



"Can we do it doggie-style this time?"

What did Minnie Mouse buy Mickey for Christmas?

A Bill Clinton watch.
Big John
On Top

The bros' regular Friday-night poker game was still going strong well after midnight, when one of the players returned from the bathroom with an urgent report. "Hey, listen to me, Tiny," he told the host. "Pete's in the kitchen, and he's makin' it with yer ol' lady right on the counter."

"Okay, that's it, guys," Tiny said. "This is positively the last deal."

Leo
Potosi, Mo.

Rusty's ol' lady had croaked, or so it seemed. As the funeral procession moved toward the cemetery, the hearse hit a big pothole in the road. This loosened up a piece of food that had lodged in his ol' lady's throat, and she suddenly coughed it out and sat up, alive again.

There was general glee, of course, and soon Rusty's life returned to normal. Many years went by, and eventually Rusty's ol' lady fell ill and was once again pronounced dead. This time she had really bought the farm, and as the funeral procession rolled down the same road as before, Rusty nudged the driver and said, "Fer chrissakes, man, watch that fuckin' pothole this time, willya?"

Larry Gittrell
Littleton, Ind.

What's the ideal weight for an agent of the Internal Revenue Service?

Seven pounds ... including the urn.

Ed Perry
Rehoboth, Mass.

The prosecutor was questioning the burly biker.

"Exactly how hard did you punch the plaintiff?"

"Not hard."

"He claims you broke his jaw."

"That's baloney."

"Would you mind, then, demonstrating to the court exactly what you did?"

"Whaddaya mean?"

The prosecutor tapped his own outthrust chin. "Hit me so the jury can see how you struck the plaintiff."

The biker looked at the judge, who nodded his assent. The biker rose, walked over to the prosecutor, and punched him so hard that he flew off his feet, tumbled over the front row of the jury, and landed in a broken heap in the back row.

The biker then said to the jury, "I hit him about one-eighth that hard."

Obsidian
The Springs

What's the easiest way to start a small Honda dealership?

Buy a big one, and then wait awhile.

Lee
Rainsalot, Pa.



"You're supposed to say 'Have a nice day,' not 'Eat shit and die!'"

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



Take a Trip Back In Time

There's no better way to relive the runs and rallies of days gone by than in the pages of **Easyriders** back issues. Preserve a piece of your history while you still have a chance. The first 15 years are already gone and the rest are going fast, so call TODAY!

And the best way to keep your back issue collection intact and in order is with the **Easyriders** Binder. It holds up to 12 issues and saves you hours of fruitless searching for the right tips and bike features.

ORDER YOUR BACK ISSUES AND YOUR BINDERS TODAY!

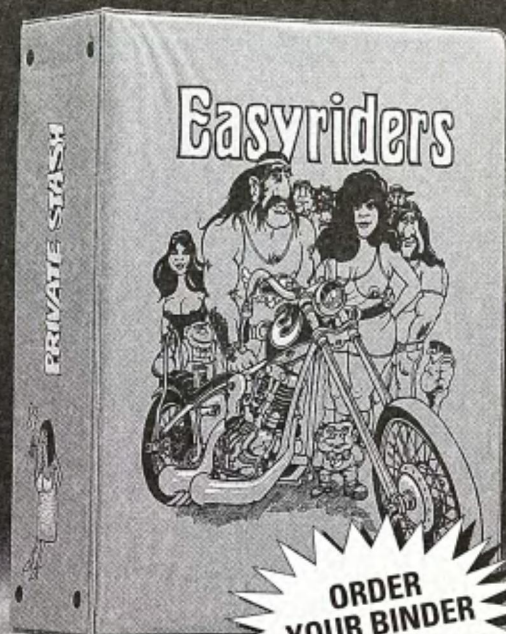
Quantity	U.S.	Canada	Foreign
1-5	\$6.00 ea.	\$8.00 ea.	\$9.00 ea.
6-11	\$4.00 ea.	\$6.00 ea.	\$7.00 ea.
12-23	\$3.00 ea.	\$5.00 ea.	\$6.00 ea.
24-47	\$2.50 ea.	\$4.50 ea.	\$5.50 ea.
48+	\$2.00 ea.	\$4.00 ea.	\$5.00 ea.

Canada/Foreign send U.S. Dollars via international money order

Please circle issue(s) ordered

	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
982				106								
986							158					
987		164	165	166						172	173	174
988	175	176	177	178	179	180		182		184	185	186
989	187	188		190	191	192	193	194	195	196	197	198
990	199	200	201	202	203	204	205	206	207	208	209	210
991	211	212	213	214		216	217	218	219	220	221	222
992	223	224	225	226	227	228	229	230	231	232	233	234
993	235	236	237	238	239	240	241	242	243	244	245	246
994	247	248	249	250	251	252	253	254	255	256	257	258
995	259	260	261	262	263	264	265	266	267	268	269	270
996	271											

Prices include postage & handling—Prices subject to change—FL residents add 6% sales tax.



**ORDER
YOUR BINDER
TODAY!**

Please send _____ **Easyriders** binders
@ \$14.95 ea. plus \$2.95 each shipping & handling.

Name _____

Address _____

City _____

State _____ Zip _____

Phone # Day () _____ Evening () _____

☐ Payment Enclosed... or charge my:

☐ CHECK ☐ MONEY ORDER

☐ VISA ☐ M/C ☐ AMEX ☐ DISCOVER

Acct.# _____ Exp. Date _____

Signature _____

(Must Have Please)

Credit Card Orders Call:

1-800-247-6246

24 Hours a Day / 7 Days A Week

Clip or Copy Page and Send to:

Paisano Products ER

P.O. Box 265333

Daytona Beach, FL 32118-5333

TALKING TECH

Bitchin' Break-in

Finally after two long years of building, my ol' man's bike is up and running. I was very excited because we were going to be able to ride again. The ol' man said he couldn't take me for the first 500 miles because it's a new motor. I've asked a bunch of other guys and they say that's true. Now, I want to know, how does that motor know he ain't a big 300-pound guy? I'd think if the motor's gonna ride us both it should get used to our combined weight right away. Or is this some rule you males made up to get a lot of free time away from your ol' ladies?

Please send me an answer because so far nobody has been able to give me any logical answer to this.

Bev "Harley Widow" Baer
Depew, New York

Questions like that usually extend the break-in period another 2,000 miles.

Electric Toyota

In the September '95 issue "Tech Tips" on page 127, photo #12, is it my imagination or is the starter motor in that Sportster the same as what came in Toyota cars for many years? If so, it may be cheaper to purchase replacements at an auto parts dealer rather than going to an H-D dealer.

R.W. Keith
Carson City, Nevada

Late-model Harley-Davidson starter motors are made on contract by Nippondenso. Many of the internal starter parts, gears, stator, coils, etc., are interchangeable between car and motorcycle.

Rare Thor

I'm looking for information on a motor we found. It looks like an old belt drive Harley from the early 1900s, but was manufactured by Aurora Auto Machinery Co. of Aurora, Illinois, under the name "Thor." I'd appreciate any information you or your readers could give me on the bike and/or motor, or if there are any parts available to rebuild. (Still has original spark plug and compression.)

Thanks for your help.

Chuck Marshall
Globe, Arizona

Aurora was making castings as early as the 1890s. The first Thors appeared about 1903 and were produced until 1919. Aurora made the first Indian engine castings and was the manufacturer of Thor washing machines and Thor power tools. The Thor line of power tools is still available today. Call Dave Hansen at The Shop, Ventura, California, (805) 650-6777. Dave owns several Thors and is an expert on antique motorcycles.

Which Side Drive?

On occasion, I see some right side drivelines in *Easyriders*. Now, I told my walkie, I think the bikes you see with right side drives are pre-1940 H-Ds.

He tried to tell me it's some kind of camera mistake. I know he's full of shit, though. Can you help me teach this poor slob something? What are the facts?

Snake Feil
Waynesburg, Pennsylvania

Other than a WW II vintage opposed cylinder model, only Sportsters have right side drives, so if you saw one and it wasn't a Sporty or a BMW lookalike, somebody in this dump screwed up.

Suicide Evo

I'm in the process of building an Evo chopper. It has a Paughco rigid frame, 1340cc motor, and a Sputhe five-speed. I'm going to be running an open belt three-inch Primo with chain final drive. My question is, can I run a foot clutch with the Sputhe since it is a cable-drawn clutch? Is there a company that makes a kit for this?

Don Gray
Dedham, Massachusetts

Both Custom Chrome (800) 359-5700 and Chrome Specialties (800) 299-6256 make forward control kits for '75-'78 cable brake Sportsters, so you should be able to adapt one of these for your scooter.

Starting From Scratch

I'd like some information about building my own bike. I want to start from the ground up, but I don't want to buy all the parts at once. First, I plan to get a custom frame, built to fit me, correct rake and stretch, etc.

I found an address in *Easyriders* from December 1994 for Sumax in Oriskany, N.Y. I wrote to them, but they wrote back and informed me that they had gone out of the frame business due to a death in the family. Do you know of a reputable frame shop in or near Pennsylvania where I might purchase something along the lines of what I want?

Another question: Can I get a title with a custom frame or do I need to get a reconstructed title? I didn't really want to go and buy a whole new bike just to get a title. I would highly appreciate any information you can give me in my quest to build my bike the way I want it.

Matthew Figard
Huntington, Pennsylvania

If you're an incurable Sumax fan you're in luck. Sumax has informed us that they intend to be back in the frame business right after the first of the year. Taking title varies from state to state and sometimes from year to year. Check with your local Motor Vehicle Department.

Synthetic Oils

I would like your opinion on using synthetic oils. The dealer tells me that the oil is too slick and doesn't let the bearings roll so they wear flat. This sounds crazy to me, so your advice would be greatly appreciated.

Keith Miller
Broken Arrow, Oklahoma

Synthetic oils are fine to use. The problem comes when the user starts believing the hype and thinks the service interval can be ignored. Oils, regardless of their type, become contaminated, and need to be changed regularly. Remember, there is no cheaper insurance against engine damage than frequent oil changes.

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.



America's Largest Dealer of Parts & Accessories for your Harley-Davidson® Motorcycle

FREE CATALOG

CALL 24 HOURS A DAY • 7 DAYS A WEEK

1-800-397-4844

USA & Canada

NEW 420-PAGE 1996 CATALOG

Over 14,000 parts & accessories for your Harley-Davidson®

Free Catalog Offer Good Only in USA (includes APO & FPO) offer good until April 30

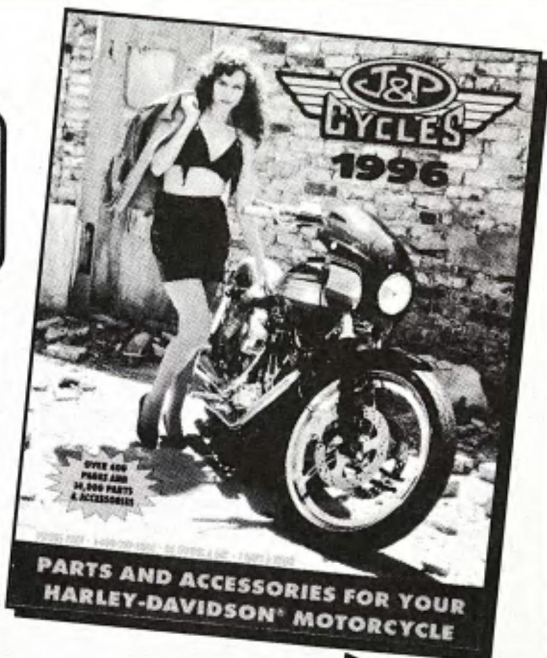
Canadian Catalog Postage \$5 • Overseas Catalog Postage \$6

refundable on first order 100% satisfaction or your money back...guaranteed

J&P CYCLES SHIPS WORLDWIDE DAILY

We Specialize in International Orders and carry the name brands you know & trust

17 Years of Quality Parts & Service Dedicated to the Harley-Davidson® Rider



OVERSEAS: 1-319-462-4817

TECH SUPPORT: 1-319-462-4816

CUSTOMER SERVICE: 1-319-462-4817

24 HR WORLDWIDE FAX: 1-319-462-4283

**J&P CYCLES, 13225 CIRCLE DRIVE
PO BOX 138, DEPT. EZH96, ANAMOSA, IA 52205**



Turn Minds, not Wrenches.

**MMI has eager students wanting your knowledge.
Pass it on!**

MMI Offers:

- **40 Hour Weeks -**
Weekends off!
- **11 Paid Holidays -**
Up to 3 weeks paid vacation!
- **Benefits -**
Health Insurance, 401K plan
- **Job fulfillment -**
Training techs for franchised dealers
- **Career Paths -**
 1. MMI's New Performance Based Trainer path
 2. MMI Management path
- **Solid Employment -**
In the great states of Arizona and Florida

The Motorcycle Mechanics Institute is seeking to hire professional technicians and managers who have the skills and desire to train others in the technical service of Harley-Davidson motorcycles. Are you ready for a new challenge? Can you see yourself sharing your Harley-Davidson knowledge with a class of enthusiastic new technicians? If so, and you have at least 5 years experience in H-D service and/or professional training give us a call today! Our wages are competitive and the work is extremely rewarding.

Be part of the training team that earns positive rewards everyday!

Call 1-800-528-7995, Ext. 385



The Motorcycle Mechanics Institute is Supported by the Harley-Davidson Motor Company

PRO Street

FAT, HOT
& MEAN



LIGHT & STRONG

Sumax's COMPOSITEGLASS construction makes PROStreet accessories **stronger than steel & half the weight of fiberglass!** PROStreet, Hot, Fat, Mean & Strong!

Air Cleaner Cover



Fits S&S, Mikuni & OEM Carbs

Available in Scalloped (shown) and Smoothie version!



Class Dash

Fits New Style Fatbob Tanks

The exclusive **Class Dash** is designed for easy bolt-on to all new style Fatbob tanks!

Front or Rear-You're Covered They're Hot, Fat & Mean Lookin'!



Dominator, A Fender with Flair

Stock 7-1/4" width or unique FAT 8-1/4" Giant!

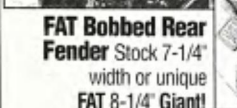


Sport Front Fender

Your choice, available for WIDE or Narrow Glide Front Ends!



PRO Street-Stock 7-1/4" width or unique FAT 8-1/4" Giant!



FAT Bobbed Rear Fender Stock 7-1/4" width or unique FAT 8-1/4" Giant!



Fat Bob Mailbox

Create your own masterpiece! Includes regulation mailbox. A great gift idea—just \$79.95

PROStreet is a Sumax Exclusive—available at Quality Dealers Worldwide or send \$5 for Catalog or \$12 for Catalog & T-Shirt!



Sumax
337 Clear Rd
Oriskany, NY 13424 • FAX: 315-768-1046

315-768-1058

F.I.G.H.T.® UPDATE

We Survived Congress '95 Or, 419 Congressmen And 64 Senators Can't Be Wrong

The never-ending fight against unfair helmet laws across the country continues non-stop. Thanks to the help of loyal readers, *Easyriders* Freedom F.I.G.H.T.® and motorcycle rights organizations (such as ABATE and MMA) are making changes that impact motorcyclists everywhere. We at *Easyriders* want to especially thank all of you who have contributed to the F.I.G.H.T.® program by purchasing the F.I.G.H.T.® kit (shown in the ad on page 109) and by sending letters pledging support in our efforts.

On September 20, 1995, showing an uncharacteristic agreement with the United States Senate, the House of Representatives voted 419 to 7 to include the repeal of the penalties

no differences between either versions of our amendments. Our friends hung tough and our amendment came out of the conference committee unscathed. The bill is now on the way to President Clinton's desk attached to the National Highway Systems Act, a must-pass \$6 billion highway funding bill. The successes in Washington, D.C. would not be possible without the hard work of the MRF, the AMA, MMA, and motorcycle rights groups from around the country.

There are movements afoot, based on Clinton's signing of this bill, to repeal helmet laws in at least 16 states where the legislators have refused to hear the issue based on the possible loss of federal money. States considering repeal include Oregon, Washington, Virginia, and Pennsylvania, just to name a few.

The fight in federal courts goes on with F.I.G.H.T.® attorney Skip Raring leading the charge. In the first attempt to bring individual police departments under the federal injunction (reported in the Sept. '95 issue of *Easyriders*, #267), Skip, in the name of the F.I.G.H.T.® program and ABATE of California, has filed an action against the City of San Diego Police Department. If successful, this action will become a blueprint to be used against any department violating motorcyclists' rights by issuing improper helmet tickets.

The California Highway Patrol (CHP), through the Attorney General, has appealed the decision of federal Judge Napoleon Jones. However, the retirement of CHP Commissioner Maurice Hannigan brings about the possibility of new leadership that will be more interested in the rights of motorcyclists. We look forward to working with the new leadership of the Highway Patrol in the hopes of dealing with important issues such as safety training programs and DUI (Driving Under the Influence) awareness.

We are gaining ground every day in the war to stop unfair helmet legislation. But we're not in the clear yet. We need your help and support now more than ever. Join your local motorcyclists' rights organizations and purchase a F.I.G.H.T.® kit today. All proceeds will be used to defeat helmet laws in federal courts. The fight goes on. Be part of it.

—Oz and Phantom

There are
movements afoot,
based on Clinton's
signing of this bill,
to repeal helmet
laws in at least
16 states

portion of the ISTEA (Intermodal Surface Transportation Efficiency Act of 1992, the funding bill for highway construction) bill for states that do not have helmet laws. Currently, any state that does not have a full helmet law (applying to all riders of all ages) in effect, will have up to three percent of its federal highway funds transferred to safety programs that must be approved by the United States Department of Transportation (DOT). Because our information tells us that the DOT plans to withhold approval of safety projects that require transferred funds, we feel this will have the same effect as withholding the funds altogether.

Our enemies fought hard to keep us from winning this victory. Things looked grim when we went into the conference committee to reconcile the differences between the House and Senate versions. There were, however,



Aid to Injured Motorcyclists **ACCIDENT?**

Law Offices of
RICHARD M. LESTER

- 110 Offices Nationwide
- Attorneys Who Ride • Free Legal Consultation
- No Recovery = No Fee • We Make House Calls
- Local Offices in Every State

24 Hours – Toll Free

NATIONWIDE

(800) ON-A-BIKE (800) 531-2424

We are endorsed by over a million bikers and 400 motorcycle groups.



(or just ask the next biker you see)

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



BROS CLUB NEWS

Summer Wrap-Up Putting The Bow On The Rodeo

The 1995 Rodeo season is officially over now that the states of Washington and California are behind us.

The Washington Rodeo was in Enumclaw at the King County Fairgrounds, a very pretty fairground located near the foot of Mount Rainier. The weather couldn't have been better. (What's this that it always rains in Washington state?) We couldn't miss with this weather.

Quite a few of you stopped by to start new memberships, shoot the shit, or renew your membership. As usual, I had some very friendly help from Karen, who was always ready to discuss just about everything, including memberships and service. Rip himself stopped by and drew a crowd. For all of you who carry your *Ridin' with Rip* book with you everywhere you go (as you should), keep your eye out for Rip and get him to sign your copy.

For the next Rodeo, in Santa Rosa, California, I was able to make it home to Southern California, pick up my bike, and make a beeline back up to Northern California. I just had the heads done and it was freshly broken in, so this didn't bother me one bit. It's been a long time since I have been able to ride anywhere due to time schedules, and I had almost forgotten how great it is to be on the road.

The ride took me up Highway 101 and, while time constraints didn't permit me to visit any of the Bros Club locations listed in The Official Bros Club Tour Guide, *Ridin' with Rip*, I made myself a promise to do this run again during the time I have free before the Bike Shows start (January 6, 1996, Anaheim, California). So, look for me on the road in November and December.

The Santa Rosa Rodeo proved to be another great location with many trees for shade, which were needed as the sun got intense later in the day. While there, I met Jeff Hicken, who's a two-year member and who pushed his buddy, Alfred Melo, into the Bros Club booth and got him signed up.

Jeff was telling me that he had just gotten back from an 8,000-mile trip that



This bunch made a Bros Club run from *Easyriders* of Las Vegas to the *Easyriders* Costa Mesa Rodeo. JP and his crew even brought us the Trophy Girl (top row, second from left).



This hardy bunch rode from Hunt's Hog Shop in Lansing, Mich., to the *Easyriders* Michigan Rodeo. They rode through 45 minutes of hard rain to get there.



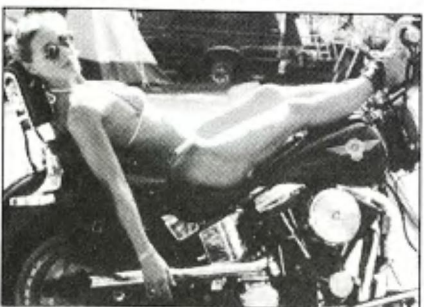
The Bros Club chapter from *Easyriders* of Chicago at the *Easyriders* Illinois Rodeo. This is a new store (as of this writing) and they've already started their chapter. Stop in and say hello.



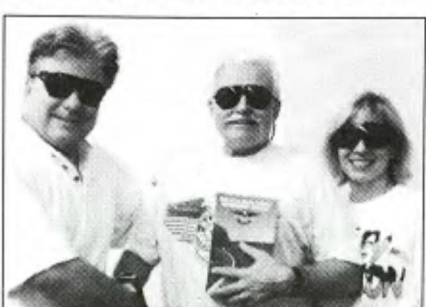
Rip stopped by the Bros Club booth to lend a hand at the *Easyriders* Washington Rodeo.



New member Brian Harshberger from Willits, Calif., with his wife, Sharon. Brian rides a 96 FLHTCU-I.



I met this lady in the Bros Club campgrounds at the *Easyriders* Illinois Rodeo. Some are nicer than others.



Jay Woodcock of Mission Viejo congratulating new member Roger Selander and his wife.

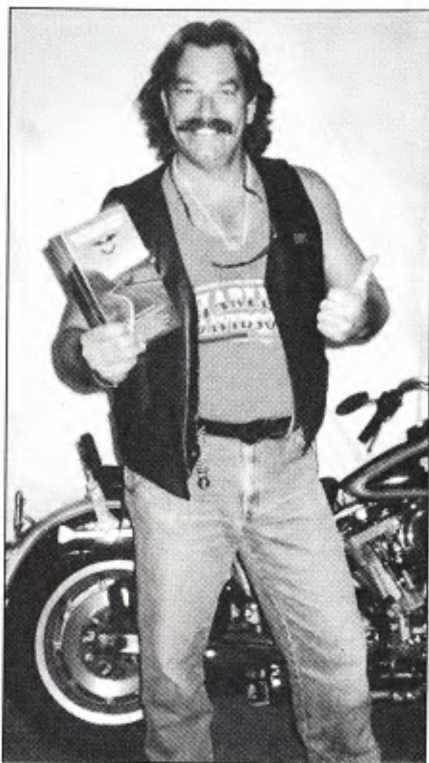


Photo: Cathie Stich

This is a very enthusiastic new member by the name of David Siedsma. He rides a 70 XLCH.

he planned out by using the *Ridin'* with *Rip* book. Seems Jeff was between jobs and needed something to do!

From there I rode back to Southern California for the Grand Nationals in Costa Mesa—another "Banzai" run down the 101. The fairground in Costa Mesa has always been one of my favorites because, although it doesn't have many trees (I like trees), it does have some nice ocean breezes (I like ocean breezes, too).

We had some great bands playing at our rodeos over this last year:

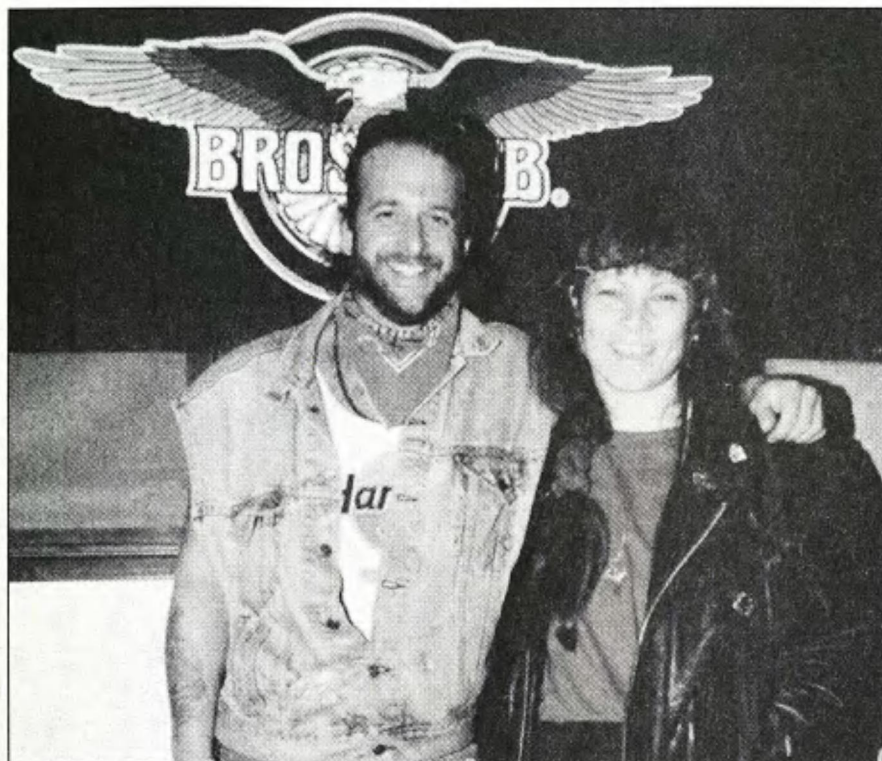
Hurricane Jane, Powertrain, Firestorm, and Fryed Brothers, to name a few.

Costa Mesa also kicked ass with The Steve Werner Band (a staff member with a helluva knack for rockabilly), The New Albino Ravens (interesting name), and The James Harmen Band (a big name among the Blues crowd).

We signed up quite a few Bros Club members there too. I have noticed that since we came out with the one-year membership kit sign-ups have been on the rise. I attribute this to the fact →

Photo: Cathie Stich

BROS CLUB NEWS



New member Monte Martinsen with good friend Dawn Stenlund, both from Andersen Island, Wash. Monte signed up at the Washington Rodeo, rides an '82 XLS, and operates heavy equipment when he's not riding.

that it is a true "instant" membership and the word is getting around that you instantly receive all the VIP benefits—including towing—as soon as you pick up your package. Buying the membership kit at one of our shows, stores, or dealers, eliminates waiting for the mailman to get around to delivering your benefits.

Apart from Michael Poisson's big win and Mr. Part's Wild Ride, the best part of the entire Costa Mesa weekend for me was when Bob Obernier (need to check spelling) from the Juvenile Diabetes Foundation (JDF) drew the winning sweepstakes ticket for the "Win The Bike Of Your Dreams Sweepstakes" with the name Shubert Midkiff (Worthington, Ohio) on it. Keith Ball called him from the field to let him know that he won, and I think I felt the earth move. He chose the '94 Road King, so you know that he plans on doing some touring. I am also sending him a Bros Club membership to help him along (not that anything would happen to that Road King, but just in



Robby Keene (left), a logging contractor from Pilot Hill, Calif., at the Washington Rodeo.



Jeff Hicken (left) a two-year member from San Francisco, with his bro Alfred Melo (also from SF).



New member Faith Alverson from Oceanside, Calif. Faith signed up at the Costa Mesa Rodeo.

case; besides, we want him to get the best insurance for that new bike).

This drawing was the culmination of much hard work and much generosity from all the staff of *Easyriders*, the staff and volunteers of the Juvenile Diabetes Foundation (JDF), Bob Obernier's staff, the *Easyriders* Rodeo staff, my wife, for helping and putting up with me, the Christian Motorcycle Association for helping when the JDF volunteers were spread too thin, and my family for their help when needed. We still haven't gotten a total of the money raised to fight Juvenile Diabetes during this year but I will announce it as soon as I know. I'm sure it was a bunch.

The riding season for most of you is getting rather short so how about you Bros Club Members reliving it by sending me some pictures and letters that capture your riding experiences? I know that most of you went to Daytona, Sturgis, some of our Rodeos, or some other sort of a great party, so turn loose those photos. I'll even send them back if you send me a stamped,

self-addressed envelope. For review, here are the guidelines: Photos should be good, in-focus, black-and-white or color prints (any size) and/or color slides (35mm, 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 doing their thing and enjoying their



New member Ted Ashton Jr. with his wife, JoEllen, and daughters, Dana and Tara.

lifestyle. Please include a brief description of what is going on in the photo, along with the names and occupations of the members in the photo. Be sure to let us know what kind of Harley you ride, and if there is a shop in the photo please include its name.

We will pay \$30 for each photo printed. Please include patches, signs, and identifiable *Easyriders* and affiliated magazine logos.

Please label each picture submitted with your name, address, and Bros Club number. Again, if you want your photos returned please include a SASE and we will make every effort to return them.

Be sure and look for me at *Easyriders* functions so I can have the chance to meet you personally. Also, watch for *Easyriders* Store openings near you. They are popping up all over.

Send your photos and letters to:

The Bros Club
Attn. Gregg Daniel
P.O. Box 3000 Agoura Hills, CA
91376-3000.

—Gregg Daniel

BROS CLUB. WON'T LEAVE YOU BEHIND

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

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



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

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

Membership Number _____ Exp. Date _____

Name _____

Address _____

City _____

State _____ Zip _____

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

Acct.# _____

Exp. Date _____

Signature _____

(must have please)

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

BIKERS' RIGHTS ORGANIZATIONS

ALABAMA

ABATE OF ALABAMA
Huntsville Chapter, Box 7308, Huntsville, AL 35807
(205) 872-9014

ALASKA

ABATE OF ALASKA
Anchorage Chapter
P.O. Box 92213, Anchorage, AK 99509
(907) 248-7828/(907) 696-5734

ABATE OF ALASKA

Kenai Peninsula Chapter
P.O. Box 1969, Soldotna, AK 99669
(907) 776-7676

ABATE OF ALASKA

Tanana Valley Chapter
P.O. Box 82095, Fairbanks, AK 99708
(907) 457-3246/(907) 456-6246

ARIZONA

ABATE OF ARIZONA
8900 N. Central Ave. #303, Phoenix, AZ 85020
(602) 678-4012

MMA OF ARIZONA

P.O. Box 2090, Page, AZ 86040
(520) 645-5365

ARKANSAS

ABATE OF ARKANSAS
Box 190864, Little Rock, AR 72219
(501) 888-2391/(501) 888-4123

CALIFORNIA

ABATE OF CALIFORNIA
158 Fir St. Ventura, CA 93001
(800) 540-1979

MMA OF CALIFORNIA

2202 16th St., Sacramento, CA 95818
(916) 442-4387
Home Page: <http://www.kem.com/~deuel/>

COLORADO

ABATE OF COLORADO
P.O. Box 269, Arvada, CO 80001
(303) 659-6374

RIDERS FOR JUSTICE

P.O. Box 1986, Loveland, CO 80539

CONNECTICUT

CONNECTICUT MOTORCYCLE RIDERS ASSN.
P.O. Box 56, New Britain CT 06050
(203) 588-6666

DELAWARE

ABATE OF DELAWARE
72 Stardust Dr., Newark, DE 19702
(302) 834-5793

FLORIDA

ABATE OF FLORIDA
P.O. Box 585, Debary, FL 32713
(407) 668-5006

GEORGIA

ABATE OF GEORGIA
P.O. Box 669, Pine Lake, GA 30072
(404) 294-8982

HAWAII

STREET BIKERS UNITED
P.O. Box 1314, Honolulu, HI 96807
(808) 591-0026

IDAHO

ABATE OF IDAHO
1330 Jensen, Pocatello, ID 83201
(208) 345-6231

IDAHO COALITION FOR MOTORCYCLE SAFETY
P.O. Box 2732, Boise, ID 83701
(208) 939-4415

ILLINOIS

ABATE OF ILLINOIS
311 E. Main St., #418, Galesburg, IL 61401
(800) 872-2283

INDIANA

ABATE OF INDIANA
P.O. Box 665, Bargersville, IN 46106
(800) 232-2283 (IN only); (317) 422-8040

IOWA

ABATE OF IOWA
P.O. Box 70, Eldora, IA 50627
(515) 858-5001

KANSAS

ABATE OF KANSAS
650 Elm, Perry, KS 66073
(913) 597-5140

KENTUCKY

ABATE OF KENTUCKY
P.O. Box 2071, Lexington, KY 40594
KENTUCKY MOTORCYCLISTS ASSN./KBA
P.O. Box 17407, Louisville 40217
(502) 896-1544

LOUISIANA

ABATE OF LOUISIANA
108 Emma Dr., Lafayette LA 70503
(800) 393-5966

MAINE

UNITED BIKERS OF MAINE
P.O. Box 2629, Augusta ME 04338
(207) 947-1470

MARYLAND

ABATE OF MARYLAND
P.O. Box 1733, Annapolis, MD 21404
(410) 263-9185

MASSACHUSETTS

MMA OF MASSACHUSETTS
P.O. Box 2747, Farmington, MA 01701
(800) 432-1662/(508) 820-2506

MICHIGAN

ABATE OF MICHIGAN
P.O. Box 1032, Dearborn, MI 48121
(313) 421-4367

MINNESOTA

ABATE OF MINNESOTA
P.O. Box 35, Pine City, MN 55063
(612) 444-7045/(507) 345-8512
MINNESOTA MOTORCYCLE RIDERS ASSN.
P.O. Box 27528, Minneapolis, MN 55427
(612) 541-1704

MISSISSIPPI

ABATE OF MISSISSIPPI
Box 7692, Jackson, MS 39284
(601) 825-4646

MISSOURI

ABATE OF MISSOURI
1481 Old Lake Rd. Brandon, MO 39042
FREEDOM OF ROAD RIDERS
Box 64, Barnett, MO 65011
(314) 392-0880

MONTANA

ABATE OF MONTANA
P.O. Box 922, Plains, MT 59859
(408) 826-3940

NEBRASKA

ABATE OF NEBRASKA
P.O. Box 30332, Lincoln, NE 68503
(402) 489-7444

NEVADA

ABATE OF NEVADA
P.O. Box 1923, Hawthorne, NV 89415
(702) 945-5365

NEVADA ASSN. OF CONCERNED MOTORCYCLISTS
Box 26566, Las Vegas, NV 89126
(702) 870-6121

NEW HAMPSHIRE

NHMFRO
72A Old Derry Rd., Londonderry, NH 03053
(603) 627-3528

NEW JERSEY

UNITED ABATE OF NEW JERSEY
719 Main St., Metuchen, NJ 08840
(908) 549-1990

NEW MEXICO

ABATE OF NEW MEXICO
P.O. Box 23, Tularosa, NM 88352
(505) 585-9789

NEW YORK

ABATE OF NEW YORK
4250 Four Corners Rd. Trumansburg, NY 14886
(607) 387-3433/(607) 863-4250

NORTH CAROLINA

CONCERNED BIKERS ASSOCIATION
P.O. Box 28082, Raleigh, NC 27611
(704) 399-3990

NORTH DAKOTA

ABATE OF NORTH DAKOTA
1001 S. 22nd St., Bismark, ND 58504
(800) 247-1213 (ND only); (701) 223-8000

OHIO

ABATE OF OHIO

P.O. Box 44464, Columbus, OH 43204

(800) 252-4537

Home Page: <http://www.abate.com>

ABATE/CONCERNED MOTORCYCLE RIDERS OF OH
P.O. Box 5309, Willowick, OH 44095
(800) 252-2283

AMERICAN MOTORCYCLIST ASSOCIATION

P.O. Box 141, Westerville, OH 43081
(614) 891-2425

OKLAHOMA

ABATE OF OKLAHOMA
C/O Cook Box 582078, Tulsa, OK 74158
(918) 836-9559

OREGON

ABATE OF OREGON
P.O. Box 4504, Portland, OR 97208
(503) 285-4329

PENNSYLVANIA

ABATE OF PENNSYLVANIA
P.O. Box 15226, Harrisburg, PA 17105
(717) 234-3777

RHODE ISLAND

RHODE ISLAND MOTORCYCLE ASSN
P.O. Box 726, Pawtucket, RI 02860
(401) 722-1122

SOUTH CAROLINA

ABATE OF SOUTH CAROLINA
Rt 3 Box 433, Ridgeway, SC 29130
(803) 337-8511

SOUTH DAKOTA

ABATE OF SOUTH DAKOTA
P.O. Box 742, Sturgis, SD 57785
(605) 347-4009/(605) 642-1964

TENNESSEE

CMT/ ABATE OF TENNESSEE
P.O. Box 140585, Nashville, TN 37214

TEXAS

TEXAS ABATE CONFEDERATION
P.O. Box 253, Angleton, TX 77516
(409) 849-0258

TEXAS MOTORCYCLE RIGHTS ASSOCIATION

Rt 6 Box 598, Alvin, TX 77511
(800) 222-0913

UTAH

ABATE OF UTAH
P.O. Box 213, ROY, UT 84067
(801) 773-5134

VERMONT

FREEDOM OF THE ROAD
P.O. Box 93, Montpelier, VT 05601
(802) 223-1556

VIRGINIA

ABATE OF VIRGINIA
P.O. Box 2242, Leesburg, VA 22075
(703) 771-9380

WASHINGTON

ABATE OF WASHINGTON
P.O. Box 8369, Tacoma, WA 98418

WASHINGTON D.C.

ABATE OF D.C.
P.O. Box 1808, WASHINGTON, DC 20013
(202) 546-0983

MOTORCYCLE RIDERS FOUNDATION

P.O. Box 1808, Washington, DC 20013
(202) 456-0983
E-Mail: wrcurbin@aol.com

Home Page: <http://www.xmission.com/~mrf>

WEST VIRGINIA

ABATE OF WEST VIRGINIA
Box 5110, Charleston, WV 25361
(304) 855-5007

WISCONSIN

ABATE OF WISCONSIN
438 N. Water St. Black River Falls, WI 54615
(715) 284-7415

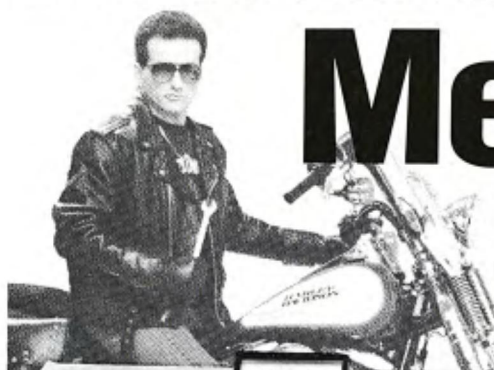
WYOMING

WYOMING ASSN OF CONCERNED MOTORCYCLISTS
Box 2616, Mills, WY 82644
(307) 235-1324

The following information was provided to us by the MRF and information from our files. Although we've tried to see to it that the information is accurate and complete, it's inevitable that some of it is outdated. If your state organization is not listed, or the info is inaccurate, please contact us so we can correct it. Write to Bikers' Rights Organizations, P.O. Box 3000, Agoura Hills, CA 91376-3000, (818) 889-8740.

Be A Motorcycle Mechanic!

No Previous
Experience
Needed



Train at home with **Sears Craftsman® Tools** so you can Earn Money doing repairs for others!



Your ICS Motorcycle Repair Course includes—

- ★ A Sears Craftsman® chrome-vanadium hardened steel wrench set.
- ★ A Sears Craftsman® socket wrench set
- ★ A volt-ohm-milliammeter
- ★ Compression gauge
- ★ Timing light degree wheel
- ★ Lessons, learning aids and much, much more!

Bikers want to get out in the wind, get away from everything and when a bike is down, they can't wait to get it back on the road. But the garages are backed up. They don't know when they'll get to the bike...sound familiar? Now, you can help them because it's so easy for you to become a Motorcycle Mechanic!

The ICS Motorcycle Repair Course can show you everything you need to know to keep bikes running smooth. You'll save yourself money because you'll know how to do your own repairs and maintenance. And, once your riding buddies find out how much you know about repairing bikes, they'll come to you to solve their problems.

So turn your love of bikes into a great, money-making career. You don't have to quit your job or school. Learn at home in your spare time. We'll show you everything from minor tune-ups to major overhauls. And even before you finish your course, you'll be ready to earn money doing repairs.

You get tools you can depend on...

You receive top-quality Sears Craftsman® tools! Craftsman tools are used by professional Mechanics everywhere! Plus, these tools are backed by the famous Craftsman unconditional lifetime guarantee. If you're not completely satisfied with any Craftsman tool, just return it to the nearest Sears store, and Sears will replace it,

free of charge. Where else will you find that kind of dependability?

You'll make money fixing bikes!

Street bikes, choppers, scooters, dirt bikes... everyone is riding and you'll be the one they turn to when something goes wrong. There are millions of bikes on the road today and millions of bikers looking for good Mechanics.

Go where you want to Go!

Once you have the motorcycle mechanic skills you need, your future is up to you! No more dead-end, nine-to-five jobs. You can do what you want to do! Work for dealers or work in a garage.

You can even start your own full or part-time cycle repair business.

Bikers will trust their bikes with you!

You'll be able to keep your own bike running in top form! Friends will see you tearin' up the pavement on the smoothest bike in town, and they'll know you have the skills to work on their bikes. Do what you like to do and make money!

Get all the **FREE FACTS** you need to find out how you can enjoy the open road and a money-making career!



MAIL POSTAGE-PAID CARD FOR FREE INFORMATION OR CALL TOLL FREE ANYTIME, 7 DAYS A WEEK-24 HOURS A DAY.

1-800-596-5505 EXT. 6305

If card is missing, mail coupon to:



School of Motorcycle Repair, Dept. PEU016S

925 Oak Street, Scranton, Pennsylvania 18515

YES! Rush me **FREE FACTS** and color brochure to tell me how I can learn motorcycle repair at home! I understand I am under no obligation. No salesman will visit me.

Name _____ Age _____
Street _____ Apt.# _____
City/State _____ Zip _____
Phone () _____



Editor's Note: We had an editorial smoke and juice meeting last week. Of course, if you smoked you had to stand in the center of the parking lot surrounded by de-humidifiers, while the juicers were forced to take Breathalyzer tests on the hour. Between downing brews and trying to stay sober, we decided to have our resident yuppie "Cell Phone" write a bike feature. He's owned 14 bikes, ridden two of them, and attended one run—the Harleys in Beverly Hills run. Trouble was, we couldn't find the bastard until almost eight that evening. He was in a sushi bar, shitfaced on sake and arguing with another customer. When one of the staff members told me Cell Phone got into a fight, I was almost proud, until I found out it was a food fight with California rolls.

It's said that the third time's a charm, and that certainly is true of this clean '82 H-D FXWG custom. After rebuilding it three times since 1987, Ken Moir of Fairborn, Ohio, is satisfied that the marathon metamorphosis of his veritable wonder has reached the finish line. The Buckeye bike-builder is convinced that "it's to the point now, there's nothing else I can do."

Starting with a stock machine, Ken began to stylize his ride with the help of talented acquaintances like custom builder/painter Doug Jahnke. Ken wouldn't utter a single word about his pride and joy without first expressing his heartfelt gratitude to those involved in its ultimate transformation.

Inspiration for Ken's custom motorcycles doesn't come →

PURPLE PEOPLE EATER

THE THIRD TIME'S THE CHARM



Hi
Lights
LO
HORN
TURNER

START
ENGINE
STOP
HORN
TURNER

40 50 60 70 80

IGNITION SET ACCESSORIES

HARLEY-DAVIDSON





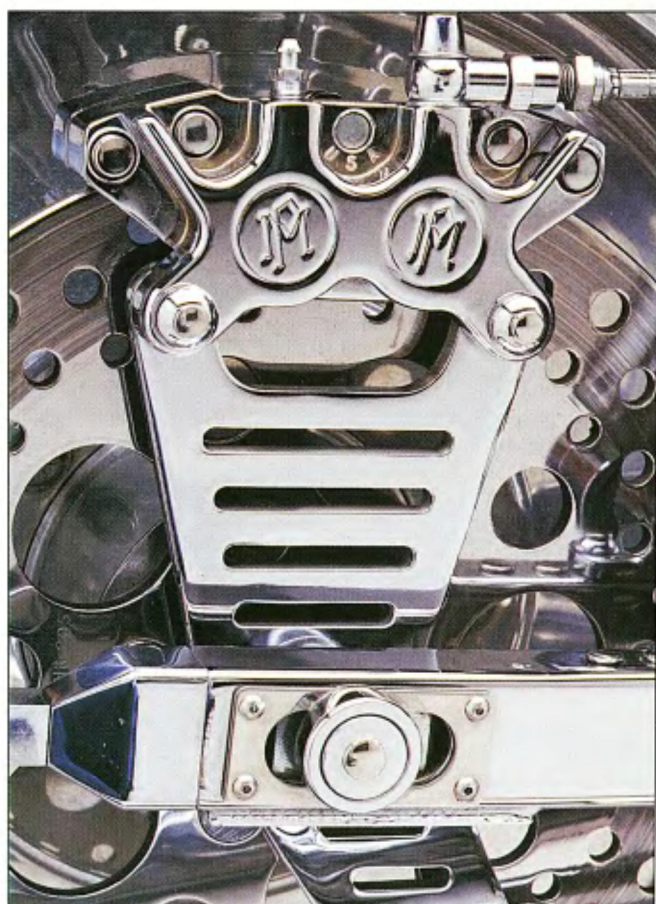
from some mysterious source or origin, he admits. This stunning, exemplary "blurple paint" ride is the culmination of several customs built by 33-year-old Ken, who is, according to his own description, a sight and feel type of guy. "I just grab a piece of metal and see what happens."

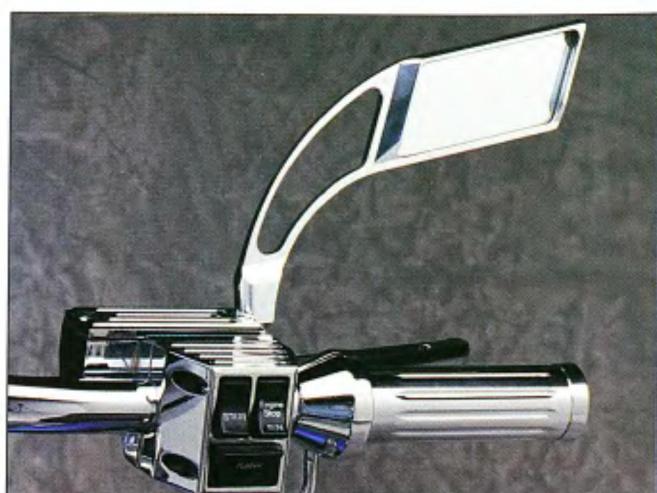
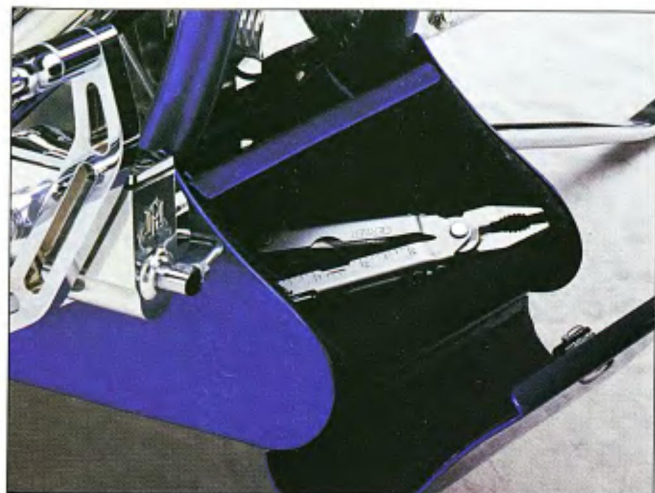
Although Ken's primary vocation is manufacturing aluminum billet parts in his shop, Ken Moir Machining and Design, he regards himself as an emerging builder with more to give. On this bike he came up with some one-of-a-kind tricks including flush axles with no nuts, grooved lower legs to match the Ness grips, and an S&S air cleaner with no outside bolt holes.

Other special features include tiller bars from a swap meet. "I just wiped off the chrome and put them on," he says. Using his fabrication skills, Ken continued with a homemade headlight bracket, tank divider, and fabricated chainguard. The special "blurple" paint mix was executed with precision by Doug Jahnke, who was, Ken says, given free rein. "It's the best way to deal with an artist."

Ken's "purple people eater" has won several trophies, owing to its clean profile and meticulous detail. "For the past three years," he says, "it's been doing well." After studying this plum-colored beauty, we can't wait for Ken's next design.

—Cell Phone →





Owner:.....Ken Moir
City:.....Fairborn, Ohio
General
Fabrication:.....owner/friends
Year and make:.....1982 H-D
Model:.....FXWG
Chroming:.....Larry Blakely
Value:.....\$22,000
Engine
Year:.....1982
Model:.....Shovelhead
Rebuilder:.....Red Beard
Ignition:.....Dyna single-fire
Displacement:.....80 cubic inches

Lower end:.....stock
Pistons:.....stock
Cases:.....stock, polished
Heads:.....dual-plugged
Cam:.....Andrews BH
Carb:.....S&S B
Pipes:.....Cycle Shack
Modifications: ...balancing by Bob's Cycle,
modified S&S air cleaner

Transmission
Year:.....1982
Modifications: ..backcut gears,chrome case

Painting
Molding:.....Doug Jahnke/owner

Painter:Doug Jahnke
Color/type: ...Blurple, special mix/Deltron
Special paint:classified

Frame
Builder:H-D
Type:swingarm
Modifications:five-degree rake

Accessories
Bars:Tillers/widened three inches
Fenders:modified
Headlight:handmade spun aluminum
Taillight:custom by owner
Speedo:blurleized

Pegs:modified P.M.
Gas tank:fatbobs, divided by owner
Oil tank:Santee
Seat:Corbin
Mirrors:Ness
Grips:Ness

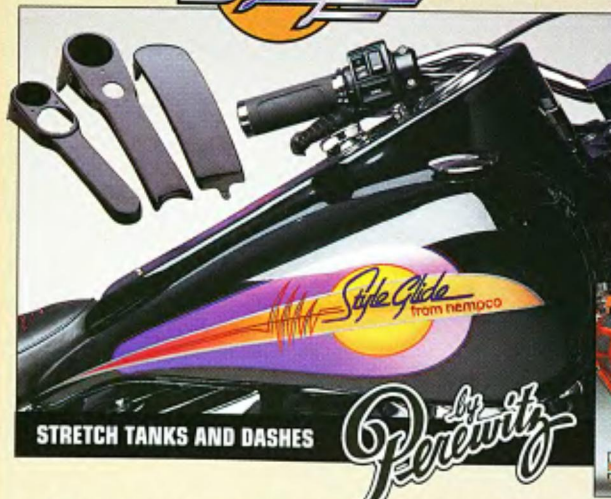
Forks

Type:wide glide
Modifications:two inches under,
Ness trees

Wheels

Front:H-D, 21-inch, Metzeler, P.M.
Rear: ...RevTech, 16-inch, Metzeler, P.M.

Photos:Michael Lichter



STRETCH TANKS AND DASHES

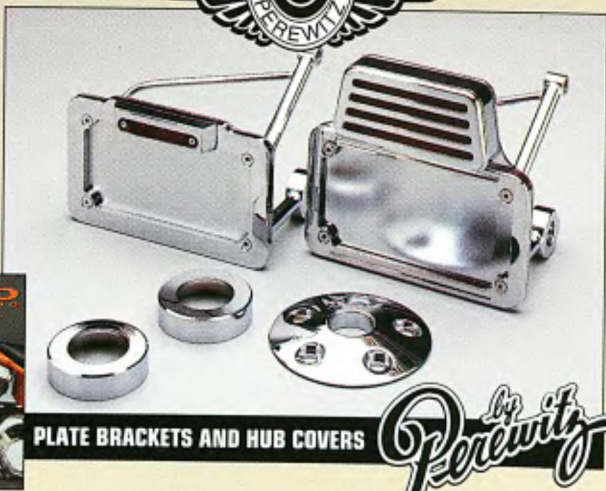
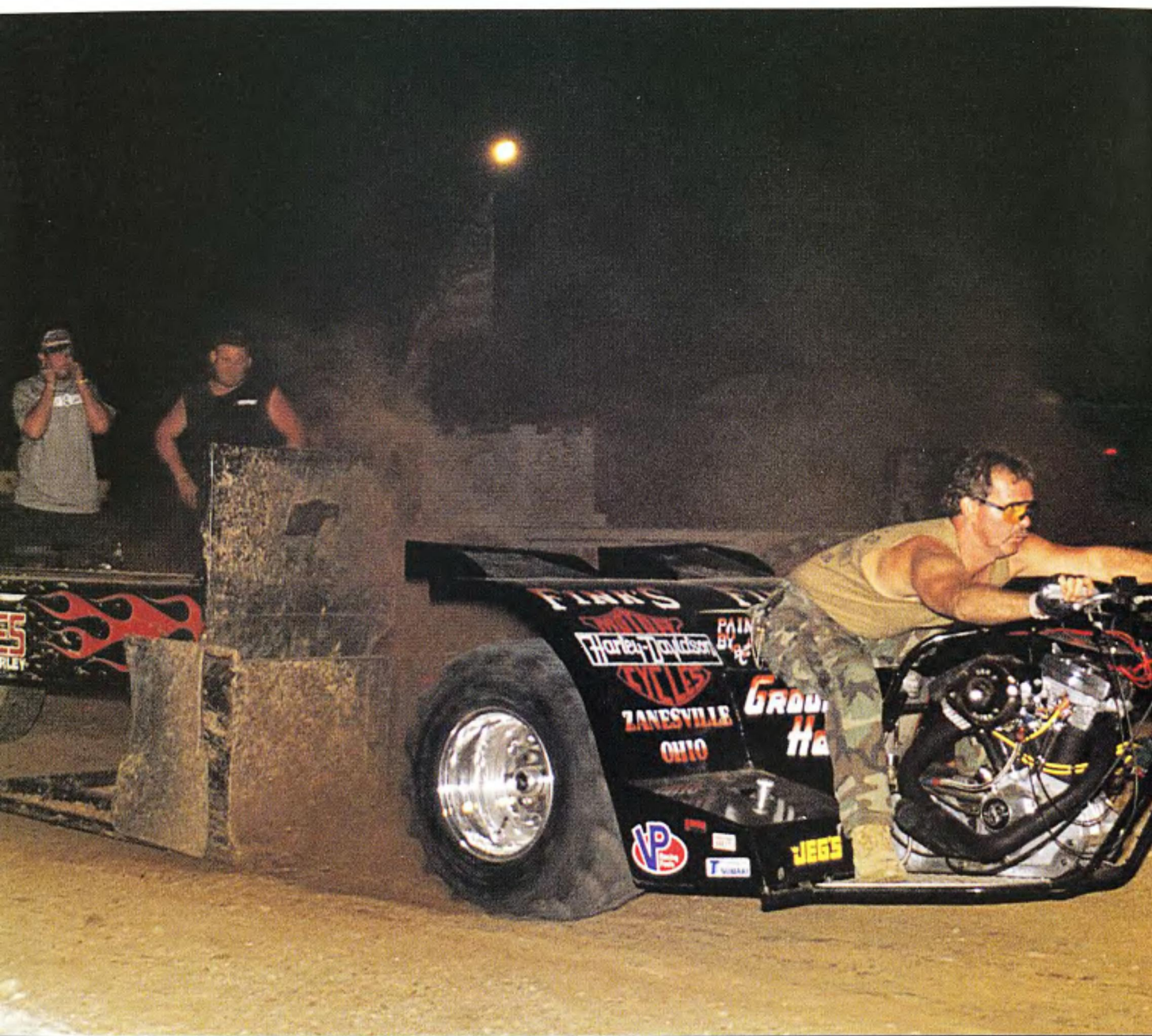


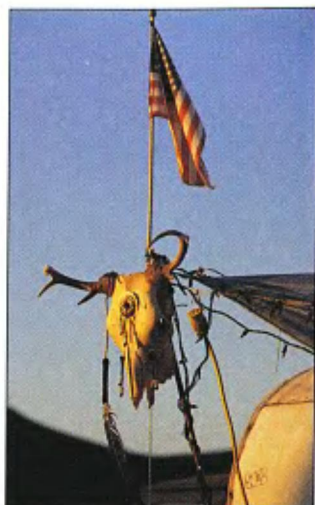
PLATE BRACKETS AND HUB COVERS

Over 10,000 parts for Harley-Davidson® Motorcycles. Pick up a catalog at your local dealer for only \$11.99. For direct shipment of catalog, add only \$5.00.

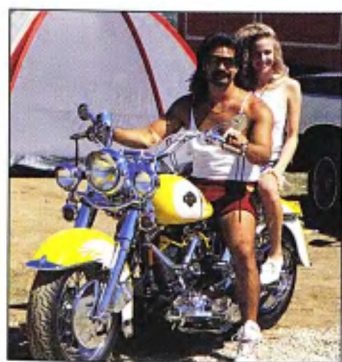
Nempco, P.O. Box 311, Guilderland Center, NY 12085



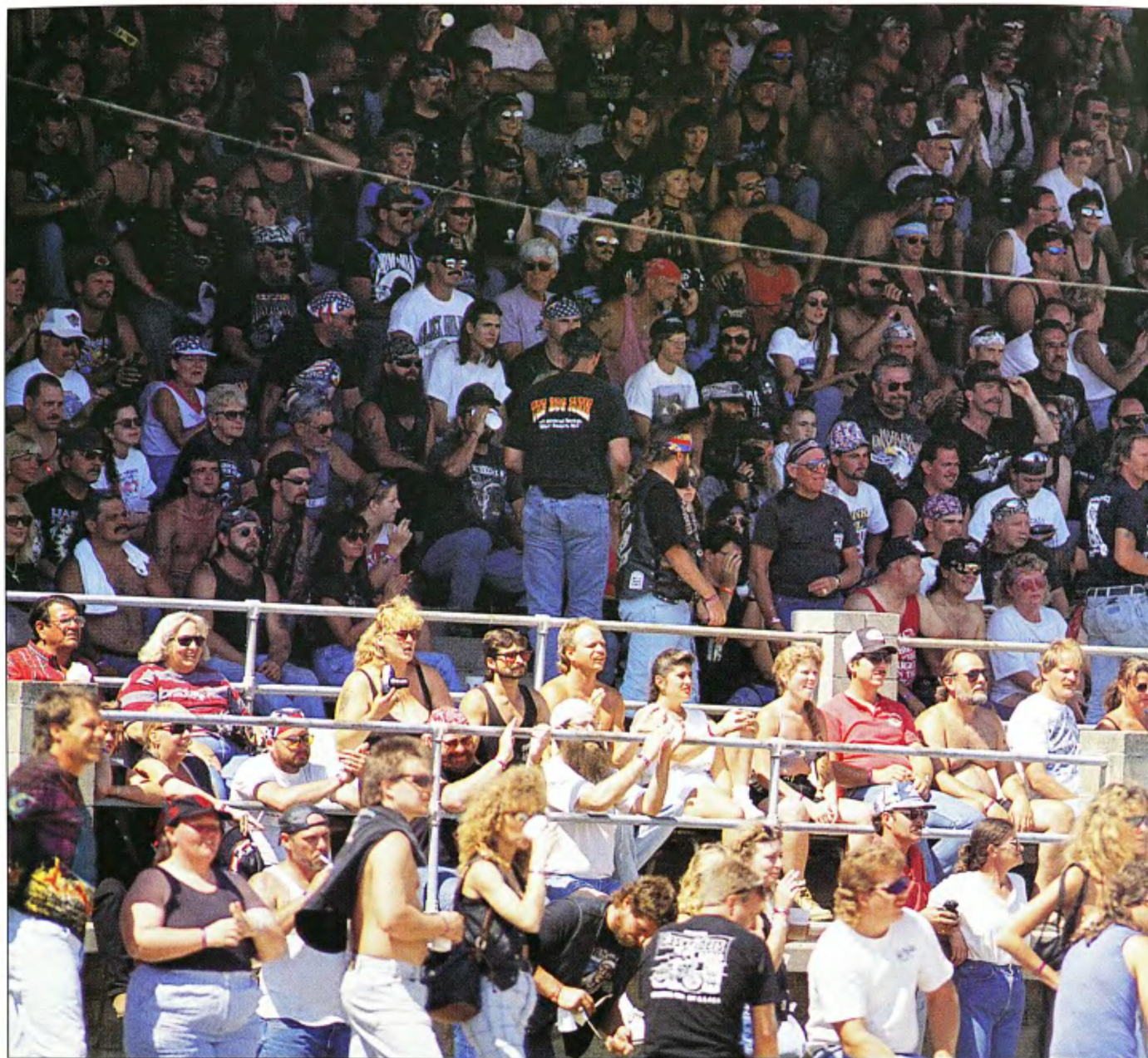
THE RODE



O



THIS ONE
CAN
CHANGE
YOUR
WEEKEND



Cool air was rushing by, whistling over our lidless heads—me on my FXSTC, Rock 'n' Roll Roy on his Panhead to my right, Winger on his Shovel to the left, and T-Bone and J.B. picking up the rear on their dressers. We flew down a desolate Highway 3 in an early morning formation like a flock of Canadian honkers headed south in migration. And to an extent we were. It was the end of the summer of '95, and on this last partyin' Labor Day Weekend we were gonna get our fill.

See, unlike some weekend warrior riders, we Ohioans like to fly low, right up to the minute the snow flies. When the average temperature falls in the 40s, we're still out there riding. For the most part, our little group was made up of family guys. We ride out of Cleveland, and this summer we had

made every major run in the state—from the IBA summer blowout and the Confederation of Ohio Bikers benefit gig in June, to putts through nearby upstate New York. But our best times were taking weekenders to baseball games—minor and major league. Of course, we'd been to the Jake, as we call Jacobs Field, the new home of our previously pathetic Indians. After the strike our attitude was: the players suck, but the game's great.

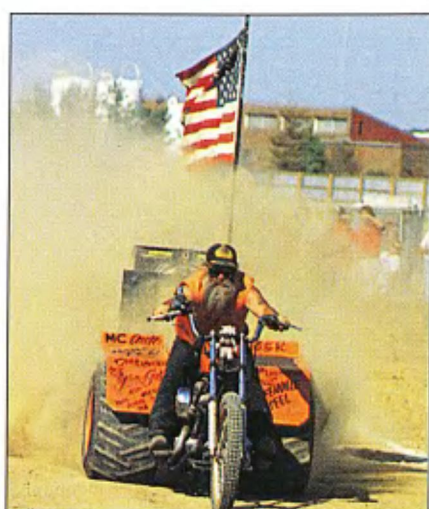
Anyway, we had plans for the long Labor Day weekend to head south to pick up a Reds game in Cincinnati. One good thing about the strike: tickets were easy to get, and we were set for a Sunday game against the Pirates.

But first, we would roll down this rural road to connect up with the interstate, eventually making a detour from I-71 to

Route 23 out of Columbus to check the *Easyriders* Rodeo at Chillicothe. None of us had been to this event, though all of us had gone to the Rodeo in Painesville the year before and been entertained.

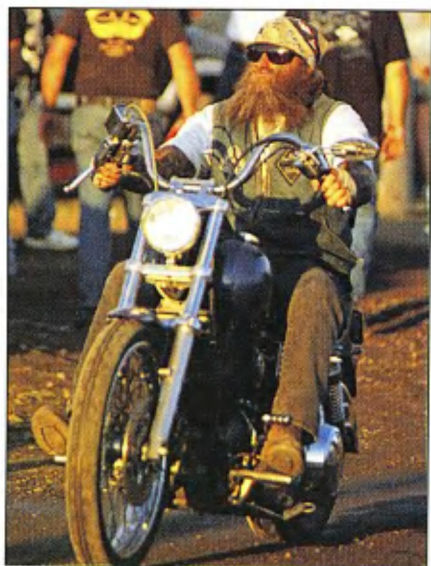
We all agreed to see what all the fuss was about down south in Chillicothe. So we figured we'd check it out Saturday, and roll into Cincy on Sunday for the ballgame.

Early Saturday afternoon we rode by a large prison on the outskirts of Chillicothe and into the Ross County Fairgrounds where the event was being held. With our leisurely putt over, we turned our wheels, minds and attention from what seemed like a grainy black-and-white movie to an incredible Technicolor big screen extravaganza. It could only be described as a mating of



Woodstock (complete with mudbog), a Grateful Dead parking lot party, and Sturgis on the 50th, all rolled into one.

This was about one o'clock in the afternoon. People were everywhere, and it seemed like the fairgrounds had been transformed into Biker City, USA. Turns out people had been lined up waiting to get in since Thursday. We figured that meant forget about a camping spot. Wrong. Two foxy gals in the *Easyriders* semi-trailer, who turned out to be *Easyriders* Rodeo staff girls Darcy and Kari, signed us up, slapped wristbands on us, and told us to just keep going, that there was plenty of camping space. With heavy doubts, we plugged through a thin lane lined with vendors, wove our way around buildings housing a bike show, past a foot-ball-size arena and lots of exhibition



halls where bands played and tattooing was going down, till we emptied into a back forty of camping space that gave a whole new meaning to Fun City. This, we would come to find out, was The Zoo. And we were the latest animals to enter. At least we weren't caged.

We off-loaded the gear from the scoots and made camp. All around us folks were partyin', barbecuing, or kickin' back. Some cooled off in pickup trucks, with beds lined with plastic and filled with water. It didn't take T-Bone long to wash the road grime off with a cute little redhead. He never was one for tying knots or settin' up tents, so that's why he rides an FLHTC dresser. And is single. He hauls it. We set it up.

After making camp we hitched a ride on a golf cart with a security bro, Hacksaw, from ABATE of Ohio, in →



Akron, and headed to the arena for the qualifying rounds.

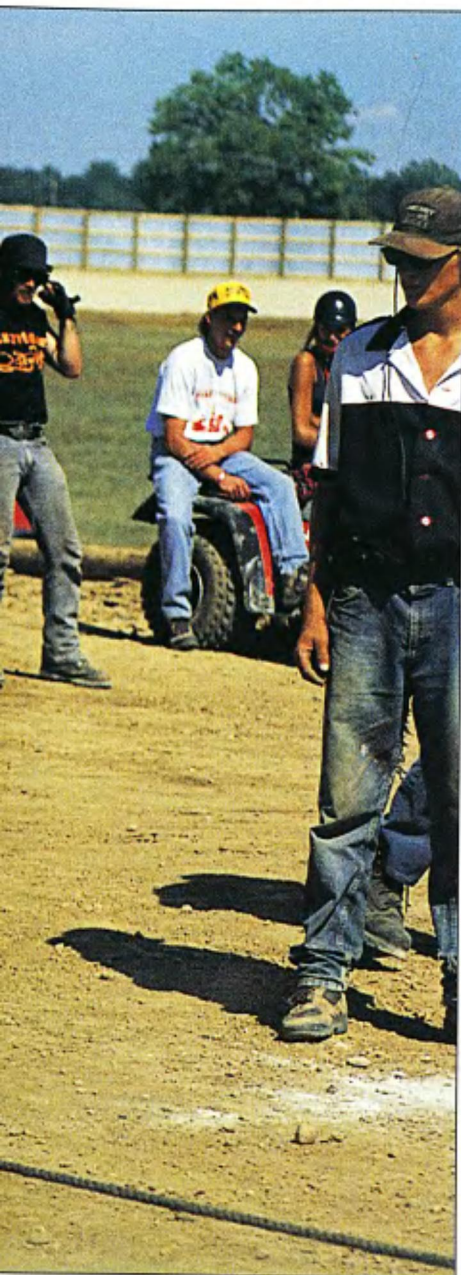
Our blood began pumping with the pounding pitch of big-inch Hogs blasting. We couldn't see what was happening, but the sound acted like a magnet in getting us into the arena. The stands were packed with people taking in the awesome display of pulling power. It turned out it was Matt Poisson from Flint, Michigan, working out a few kinks on one of the most gawd-awful ugly fluorescent green trikes ever seen, called, appropriately, Mr. Puke. Man, could the kid put the hammer down, though.

Watching this stuff got us going, J.B. and Winger decided to enter the barrel races, and keg derby and slow race. Only to learn, later, that it's not as easy as it looks.



The evening was spent listening to howling rock 'n' roll, walking through the midway, and munching on everything from pizza and corn dogs to some tasty barbecue tri-tip. We bought raffle tickets from local service groups like the UNIOTO Boosters (who also helped out selling event tickets), and the Zane Trace organization, both of whom survive year-round from this one rodeo's proceeds. The night's official events wrapped up with a Trophy Girl contest. This was a combo of the World Wrestling Federation meets Russ Meyers' *Vixens*—an awesome display of talent. The winner earned the right to give out the awards the next day, and she was quite a little prize herself.

Back at camp there was no inclination toward sleeping. Temporary scaffolding and even a boxing ring set up



for live-action performances from local lasses kept men and women alike howling deep into the night. Somehow I crawled into my dome tent before daylight to assure a little sleep that night.

Sunday morning broke with a roar from some idiot hot-rodding his Shovel outside my tent. Turned out it was my bent bro, T-Bone, celebrating a successful mating session. Told ya it was a zoo. Soon after, with breakfast down the hatch and an early start on suds, we ambled back to the arena for the finals. Not one of the five of us ever mentioned that baseball game we were originally going to in Cincy. We had found a new sport, one we could play ourselves and relate to.

The crowd was totally pumped. It was hard telling exactly how many were in the bleachers, but they were



jammed to overflowing. It was a rush seeing local guys hanging in with the Rodeo tour regulars, and one, Robert Tabor, even tied for Top Cowboy honors (the day's biggest points gainer), with Matt Poisson. In fact, after the event, Tabor was the leading rider of the season. Things are looking up in Ohio. Told ya we can putt with the best of 'em.

Notable highlights, aside from excellent weather, were watching Tabor and Bob Hanna standing erect in the Slow Race for what seemed like an eternity, the Poisson brothers, Mike and Matt, pound the track, and Lori Gunia, packing behind Terry Miller, taking nearly a whole mustard-covered hot dog down in the Wienie Bite, and later sitting on a tire holding a potato as she first slid down the track, then came running back to the start to drop her spud →

CHILLICOTHE, OHIO, RODEO RESULTS September 1-4, 1995

SLOW RACE

1. Robert Tabor, Canton, Ohio
2. Bob Hanna, Claymont, Del.
3. Cecil Upton, Nicholasville, Ky.
4. Ray Tewksbury, USA

WIENIE BITE

1. Terry Miller/Lori Gunia, Sheridan, Mich.
2. Gary Freel/Audra Pittmann, Ames, Iowa
3. Ivan Eaton/Cheryl Bailey, Seabrook, N.H.
4. Robert Redman/Penny Watson, Washington Court House, Ohio

POTATO HAYSTACK

1. Ivan Eaton/Cheryl Bailey, Seabrook, N.H.
2. Bob Porter/Toots, Greenville, N.C.
3. Robert Tabor/Tonia Church, Canton, Ohio
4. Gary Freel/Audra Pittmann, Ames, Iowa

KEG DERBY

1. Robert Tabor, Canton, Ohio
2. Gary Freel, Ames, Iowa
3. Ray Tewksbury, USA
4. Bob Hanna, Claymont, Del.

BARREL RACE

1. Robert Tabor, Canton, Ohio
2. Gary Freel, Ames, Iowa
3. Ray Tewksbury, USA
4. Jeff Kyle, Kelley, Iowa

1,000-POUND GAS SLED

1. Mike Whitten, Lake Station, Ind.
2. Neal Varney, Greenville, Mich.
3. Randy Brown, Akron, Ohio

1,000-POUND SOLO GAS SLED

1. Robert Tabor, Canton, Ohio
2. Matt Poisson, Flint, Mich.
3. Ivan Eaton, Seabrook, N.H.
4. Gary Freel, Ames, Iowa

TRIKE GAS CLASS

1. Mike Meyers, Ionia, Mich.
2. Mike Poisson, Flint, Mich.
3. Scott Stewart, Webster, Mass.
4. Danny Simmons, Kannapolis, N.C.

TRIKE FUEL CLASS

1. Matt Poisson, Flint, Mich.
2. Ray Tewksbury, USA
3. Don Seabolt, Greenville, Mich.
4. Kurt Maxwell, Roseville, Ohio

TIRE RIDE

1. Terry Miller/Lori Gunia, Sheridan, Mich.
2. Gary Freel/Audra Pittmann, Ames, Iowa
3. Robert Tabor/Tonia Church, Canton, Ohio

BIKE SHOW

1. K. Michael Avery, Lyme, Conn., 1981 FX
2. Gary Carter, Columbus, Ohio, 1990 FXSTC
3. Bill Stivason, Butler, Pa., 1991 Fat Boy

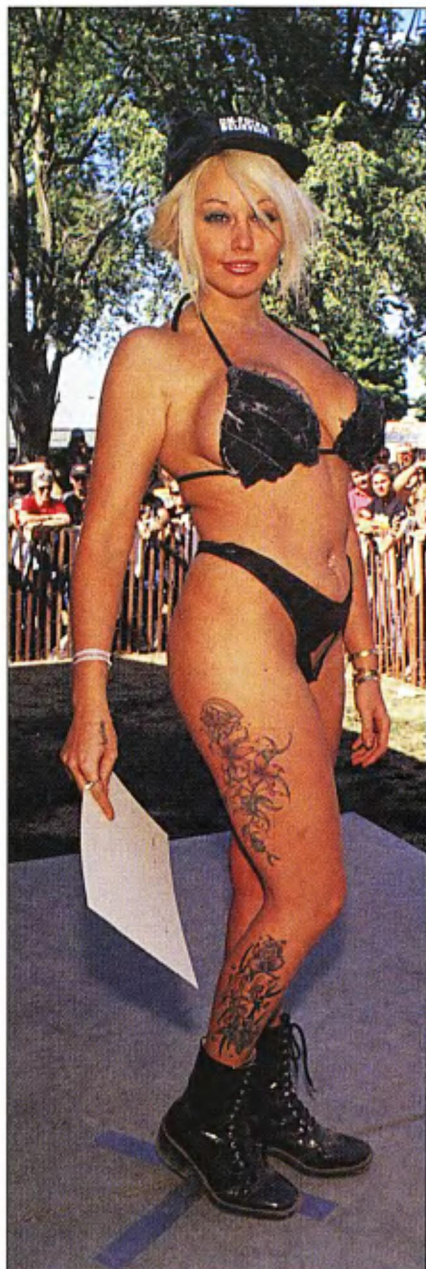
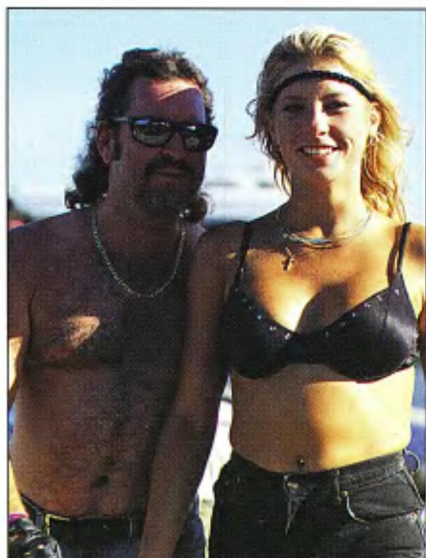
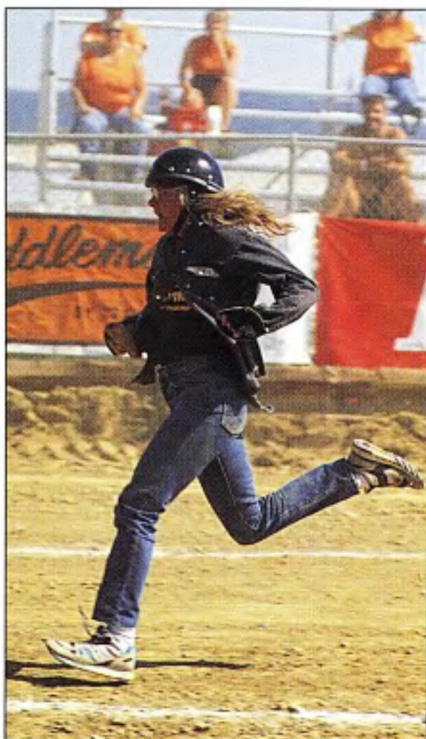
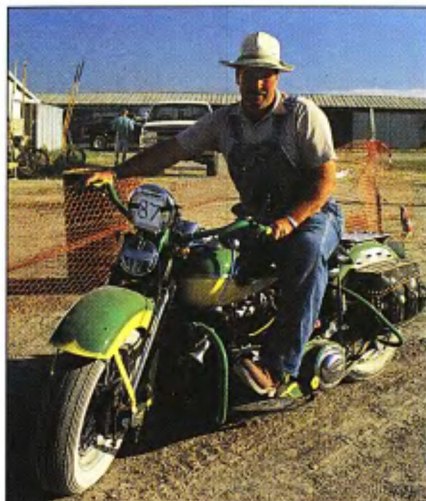
TATTOO CONTEST

MALE

1. Scott Martin, Chillicothe, Ohio; artist: Marty Holcomb
2. Bob Gibson, Ironton, Ohio; artist: Wolfie
3. Garland Black, Brunswick, Ohio; artists: various

FEMALE

1. Debra Yates, Dry Ridge, Ky.; artist: Crazy
2. Andrea Smith, Groveport, Ohio; artist: Conni Brubake
3. Dianne Brown, Ripley, Ohio; artist: Crazy



Photos: Billy Timney

in a bucket. Lori's quite an athlete.

As it turned out, the Rodeo itself was twice as intense as anything going down 80 miles west in the Queen City's Riverfront Stadium. We saw and participated with guys we'd seen in the magazine for the last few years. Riders like Rodeo Ray Tewksbury, in his trademark top hat, were every bit as cool as you'd think. Ray even took the time to give Winger and J.B. a little tech training for the Keg Derby. Gary Freel, the four-time champ outta Iowa, and his orange-clad gang, Robert Tabor from Ohio, and Bob Hanna from Delaware, were all genuine good guys with an easy attitude and a smile that made you want to support the sport and return to this Rodeo location for years to come.

—Noel Ryder

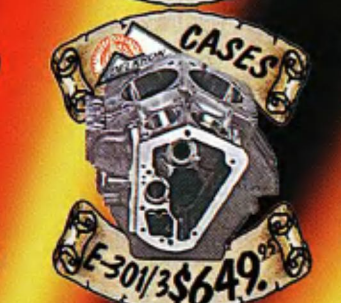
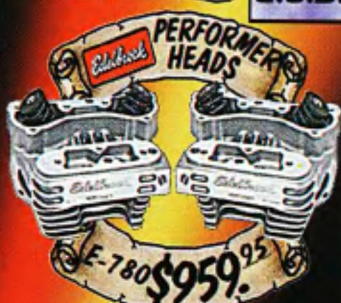
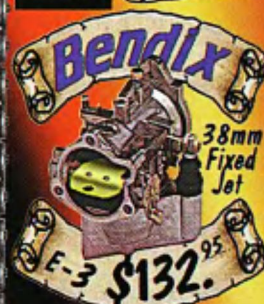
Holiday Wishes from A.I.M.S. FOG HOLLOW

VISA

DISCOVER
CARD

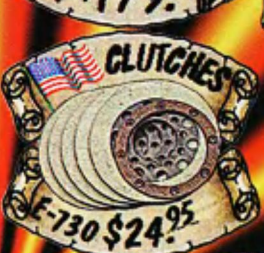
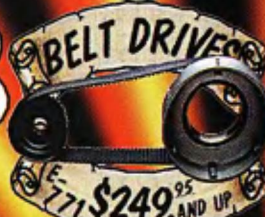
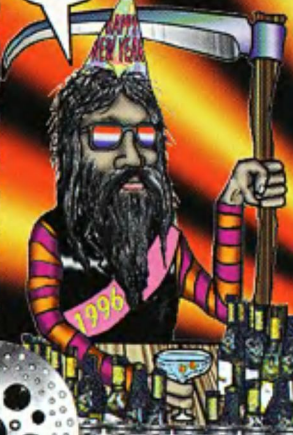
MasterCard

C.O.D.



FROM ALL YOUR FRIENDS
AT FOG HOLLOW, HAVE A
HAPPY NEW YEAR!

RIDE
SAFE!



PLEASE USE THESE PART
NUMBERS WHEN ORDERING



1-800-366-3464

STORE: 10/1-1/2, 10/2-1/2 & MAIL-ORDER: 10/1-1/2, 10/2-1/2



IT'S ALL **TOO** MUCH!!

A PORCELAIN
POWERHOUSE
OF CONTINENTAL
ACCLAIM



I finally found it, the bike for song number five on the Beatles' *Yellow Submarine* that's haunted me for 27 years. With headphones cranked to 11, loaded up on caffeine at 2 a.m., I'm gonna pour this scooter's truth onto these pages. →

Easyriders



The Bat Gang at Battistinis Custom Cycles in Bourne, England, had things cranked to 25 when they belted out their Ness-inspired version of "Big Red."

The project was led by Jeff Duval, who'd received Arlen's blessing to take the design one step further with a Sportster motor and chassis. In doing so, Jeff, along with engine builder Carl Morrow and painter Jeff McCann, created Showstar, the end result of many hours spent burning the midnight oil.



The four-speed 883 engine earned a dose of Santa Fe Springs steroids from Carl's Southern California laboratory, so study that tech sheet carefully. Reborn at 1600cc, 98 cubic inches and 115 BHP, the goodies within make for the stuff of smoked tires and stunned competition.

The exhaust runs through a frame sub-assembly and three hand-hammered steel body work panels, protected by automotive asbestos and gold reflective coating. The →





design required three tries to figure out how not to cook the finish off the body panels—and yes, *kalashnikov* does mean “machine gun” in Russian.

The real star of this motorcycle, though, is its version of 1995 OEM dressing. Jeff McCann, whose work has graced these pages for many moons, had to be begged for paint duty; he didn't even want to touch the 88 hours of prep work (handled flawlessly by Kirk Jennings) or what was to follow. But 100 hours later, Jeff made it through the catalyzed Deltron earthen window unscathed (this stuff can't sit for two weeks while you ponder which lake to chase fish at; either use it quick or kiss it good-bye).

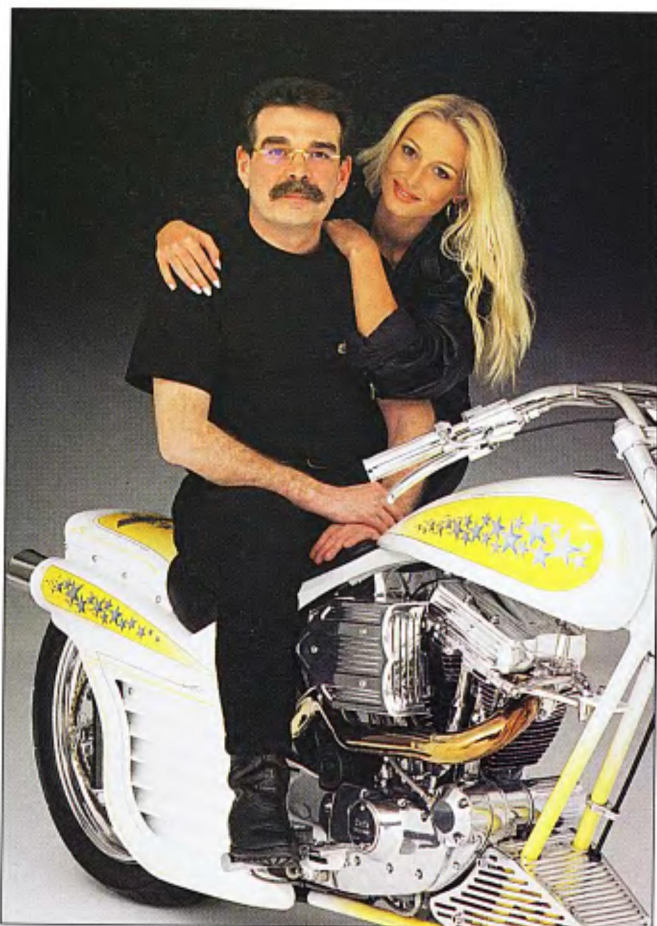
The bright, tint-free titanium white mixing paint that can glaringly announce any smudges (of which there are none), the CADD-CAM-free, X-acto-knife-cut, hand-masked, airbrushed and pinstriped stars, the eight hours alone to final 1,000-grit sand the entire bike with absolutely no, no, NO room for error ... this, my friends, is how you make metal look better than porcelain. And this is where Jeff McCann rules.

I'll leave you then with Showstar, a blistering benchmark of English excellence set loose upon a night sea of spellbound asphalt and obsidian stares. And as my music winds down, a tip of the Captain's hat to the Bat Gang. Fellas, I can't tell you how good it feels to finally see the motorcycle that I've heard in my mind for so many years ...

“...with your long blond hair and your eyes of blue...”

—Captain Trash

Owner: Battistinis Custom Cycles
City: Bournemouth, England
General
Fabrication: Battistinis
Year and make: 1995 H-D
Model: Showstar
Value: secret d' état
Chroming: London Chroming
Engine
Year: 1990
Model: XLR 1600
Rebuilder: Carl Morrow
Ignition: Crane Single Fire Hi-4
Displacement: 98 cubic inches
Lower end: modified stock
Pistons: Axtell
Cases: modified H-D
Heads: Carl's Speed Shop
Cams: Carl's Speed Shop
Carb(s): S & S Super G
Pipes: custom stainless steel
Modifications: balancing by Carl's,
Ness air cleaner, Kalashnikov muffler
Transmission
Year: 1990
Modifications: Barnett clutch,
4-speed gearbox



Color:.....virgin white & yellow
Type:.....catalyzed Deltron urethane
Special paint:.....graphics by Jeff McCann
Frame
Builder:.....John Parry
Type:.....Jeff Duval's specs
Modifications:.....38-degree rake,
6-inch stretch

Accessories

Bars:Ness pullback
Fender(s):aluminum hand fab,
 steel hand fao
Headlight:Ness
Taillight:Battistinis
Speedo:none
Pegs:chromed billet front
Electrics:Battistinis
Gas tank:handmade aluminum
Oil tank:handmade steel by Cobra
Seat:Dave Batchelar
Mirrors:Ness
Grips:Ness billet chrome

Forks

Type:.....39 mm mid glide
Modifications:2 inches over, chromed
FXR legs, Ness narrow glide kit

Wheels

Front: ...P.M., 19-inch, Metzeler, Ness/P.M.
Rear:P.M., 18-inch, Metzeler, P.M.
Photos: Carl Wilson

Complete Warbird Body Bolts onto 82-95 Sportsters
\$1395.

Roadking: Front Fender \$119.

Gambler Saddle \$275.

Light Bracket \$169.

Chin Spoiler \$297.

Corbin®



Internet <http://www.corbin.com>

800-538-7035

California

800-223-4332

Florida



ONE OF OUR OWN EXPLAINS THE MYTH

HELMET LAWS SUCK

The following article was originally published in edited form in the New York Times Op-Ed Page.

Ah, the joys of motorcycling! The throaty roar of your V-twin engine, the call of the open road, the wind in your hair ...

Wait a minute. Forget about that last part. As you putt across many of America's highways there will be no

wind in your hair, just the whistle of the air flowing over your plastic helmet and the sound of you grumbling, "Helmet laws suck."

Such opposition to helmet laws is often taken as the final evidence of the insanity of bikers. Most people would agree with comedian Jerry Seinfeld, who says "... the idea behind the helmet law being to preserve a brain whose →

judgment is so poor it does not even try to stop the cracking of the head it's in." Politically, bikers are viewed with contempt by both sides.

Conservatives see anti-helmet motorcyclists as pot-smoking, porn-loving, PBS-watching radicals. Liberals see them as gun-toting, government-hating, spotted-owl-grilling Libertarians.

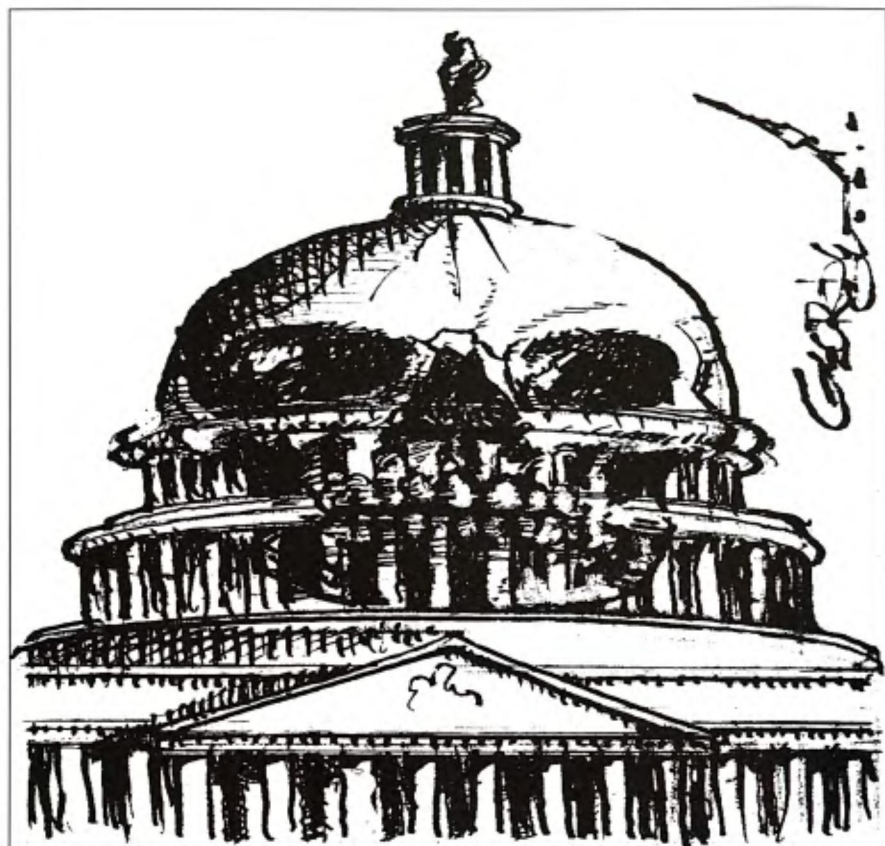
In truth, bikers are simply people who love riding motorcycles. Take Ben Nighthorse Campbell, the U.S. Senator from Colorado who tools around the capitol on his customized, red-black-and-yellow Harley-Davidson Softail. Last year he was a Democrat. This year he's a Republican. Either way he hates helmet laws.

Yes, bikers oppose helmet laws out of a desire for personal freedom. But there's another, more important reason. Helmets do not save lives. In fact, they may be killers.

Go to a motorcycle shop and examine a helmet that has been manufacturer-certified to be in accordance with Department of Transportation (DOT) standards. Look deep into its dark plush recesses, and hidden beneath the lining (you may need a proctoscope to find it) is a warning label: "Some reasonably foreseeable impacts may exceed this helmet's capability to protect against severe injury or death."

The "reasonably foreseeable impacts" the label is warning against are any collisions above 15 miles per hour. One safety test required by the DOT involves dropping motorcycle helmets on an anvil from a height of six feet. This is equivalent to a mere 14.4 mph impact. So if you're out riding today, keep that speedometer needle beneath that big "15." Good luck on the thruway.

But what about all those statistics proving that helmets save lives? There are many such studies, including one by the Center for Disease Control (CDC), which indicate that motorcycle deaths per 1,000,000 residents are lower in states with helmet laws. This is like saying that Utah has fewer surfing fatalities than California. Bikers don't like to ride in helmet states any more than surfers want to hang ten in the Great Salt Lake. There's no better way to drive motorcyclists out of a state than to pass strict helmet laws. But if you take those same statistics and count fatality rates per 10,000 registered motorcycles rather than all residents—a more sensible approach—one finds that non-helmet-law states actually had a lower average fatality rate



HELMETS DO NOT SAVE LIVES. IN FACT, THEY MAY BE KILLERS

(3.05 deaths per 10,000 motorcycles) than helmet-law states (3.38 deaths).

Then what about claims that helmet laws reduce deaths due to head trauma? Again, there is danger lurking in the statistics. Jonathan Goldstein, a professor of economics at Bowdoin College in Brunswick, Maine, applied his expertise in econometrics to motorcycle fatalities. Mr. Goldstein found

that while helmets may prevent head injuries at very low speeds, they increase neck injuries at higher speeds. The body, like any object under impact, breaks at its weakest point. If a biker wearing a four-pound helmet is thrown off his bike onto the pavement, the head might be saved, but the neck is all the more likely to snap. What's most interesting is that Mr. Goldstein found that helmets begin to increase one's chances of a neck injury at about 13 mph, about the same speed at which helmets are approved by the DOT. For this reason, Dr. Charles Campbell, a Chicago heart surgeon who performs more than 300 operations a year and rides his dark violet, chopped Harley Softail to work at Michael Reese Hospital, refuses to wear a helmet. "Your head may be saved," says Dr. Campbell, "but your neck will be broken."

Easyriders is pro-choice on the helmet issue. If you're comfortable in a helmet, then by all means wear one. But many riders feel that a lid actually puts them at risk, complaining that fatigue sets in after many miles on the road wearing a hot, heavy helmet. Another factor is false confidence, the unrealistic sense of invulnerability that a motorcyclist feels when he dons a helmet. This false sense of security, according to a

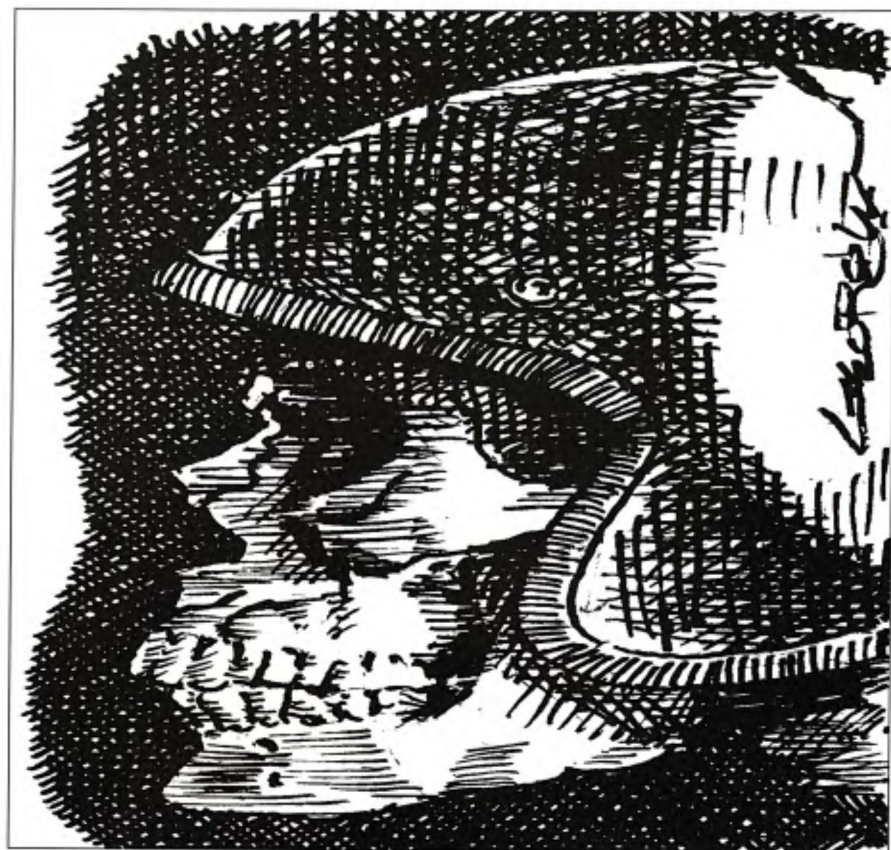
study by John G.U. Adams, of University College, London, can lead to excessive risk taking and dangerous riding habits. A helmet, especially a full-face model, suppresses the normal sensations of wind and speed, and can disguise the fact that a motorcyclist is riding beyond his capabilities.

Why, then, does the Motorcycle Industry Council (MIC) support helmet laws? The Council, an American organization, nonetheless represents the sellers of foreign brands, such as the U.S. distributors of Honda, Yamaha, Kawasaki, and Suzuki motorcycles. The Harley-Davidson Motor Company, the only American manufacturer of motorcycles, does not belong to the MIC.

Harley riders tend to be older (the average Harley buyer is 39 years old) and more affluent (the big bikes cost around \$13,000). The Japanese manufacturers have corralled the younger riders, enticing them with very fast bikes at very low prices. There's nothing wrong with horsepower per se; in experienced hands it can help a rider avoid accidents. But the PFKs (pimplly faced kids), as they're known in the trade, often cannot handle the cheap power made available by some foreign manufacturers. For example, one of our staffers called a Suzuki dealer, told him he was a first-time buyer, and had \$5,000 or \$6,000 to spend. The dealer recommended a GSXR 1100, guaranteed to go 160 miles per hour.

The MIC's solution is to cry out sanctimoniously for bikers to wear helmets. (Some of their members are helmet makers.) It's a cynical gambit: Sell fast bikes to unqualified riders, convince them (and their parents) that everything is okay as long as they wear a helmet, then sell them the helmet. If only the tobacco companies had been this bright, they would have manufactured cigarettes with extra nicotine, then supported filter-tip laws.

Then there is the argument from the insurance industry that motorcyclists raise everyone's car insurance premiums. And the fact is, they probably do. But it's not because of drunken, speeding, non-helmeted bikers flying off their Panheads into telephone poles. The main reason motorcyclists increase car insurance premiums is that automobile drivers plow over bikers at an alarming rate. According to the Second International Congress on Automobile Safety, car drivers are at fault in more than 70 percent of all car/motorcycle accidents. A typical accident occurs when an automobile



HEAD INJURIES... ARE FAR MORE COMMON IN CAR ACCIDENTS

driver makes a left turn into the path of a motorcycle, turning the biker into an unwilling hood ornament. In such cases, juries justifiably award substantial judgments to the injured biker. So, yes, motorcycles indirectly inflate liability insurance rates. But this is a blame-the-victim argument.

Finally, why don't more of *Easyriders*' and *VQ*'s peers—other motorcycle

editors—speak out against helmet laws? Perhaps it's because helmet manufacturers are big advertisers. I have the luxury of speaking out because neither *VQ* nor *Easyriders* solicits or accepts helmet advertising.

The tragedy is that the helmet-law controversy obfuscates the fact that something must be done to make motorcycling safer. Too many motorcyclists don't ride well, and too many car drivers don't look out for motorcycles. The American Motorcycle Association (AMA) supports rider/driver education. A 1988 study showed that states with rider education and no helmet law had the lowest average fatality rate (2.56 deaths per 100 accidents), while states with helmet laws but no training had a death rate of 3.09.

Is there a place for helmets? Sure. Anyone who rides in a car should wear one. Head injuries make up only 20 percent of serious injuries to motorcyclists, but they are far more common in car accidents. If helmet proponents are serious, let them prove it by always wearing a lid when traveling in a car. When that day comes, we'll stop doubting their sincerity. Until then, remember those three little words: Helmet laws suck.

—Dick Teresi
Editor of *VQ* magazine

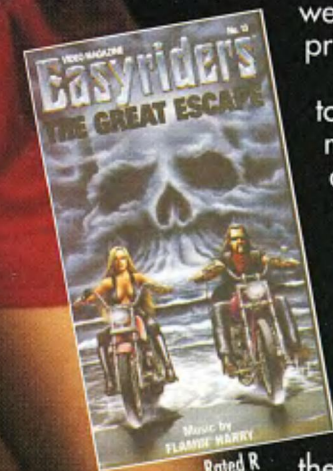
WORLD CHAMPIONSHIP TITLES

**AND A
FREE
VIDEO**

For the most complete coverage of custom bikes and custom bodies, there's nowhere to turn but Paisano Publications.

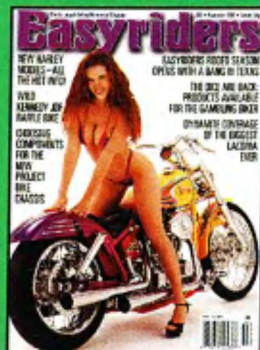
And if you subscribe now, not only will you get one of these great titles delivered right to your doorstep, you'll get **GREAT SAVINGS** too! For only \$39.95 you can get a subscription to any one of these magazines. If you subscribe to two titles we'll cut \$5.00 off the price.

If you subscribe to any three or more magazines we'll deduct \$10.00 off the total price. You can save up to 43% off the cover price. And you'll get *Easyriders* Video Magazine #13 **FREE**. You can check out all



the action at Daytona and the Laughlin River Run plus tech tips, hot biker babes, original humor and much more **FREE**.

Save up to 43% when you buy 2 or more



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



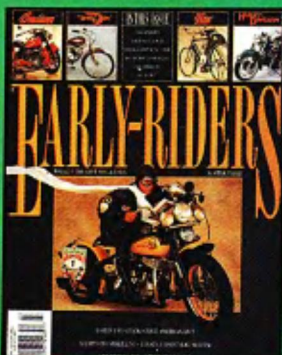
V-Twin - The same great features, bikes and action you'll find in Easyriders but without the nuddy. (Reg. \$63.88) Monthly



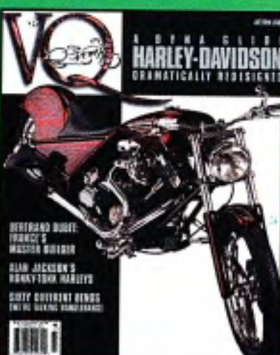
Biker - Any bro who takes his riding seriously has gotta get his hands on this rag for full-time partyin' action. (Reg. \$60.85) Monthly



In The Wind - Check out wild bikes and wild action in these reader pix and snaps of boisterous biker babes from coast to coast. (Reg. \$49.90) Bi Monthly



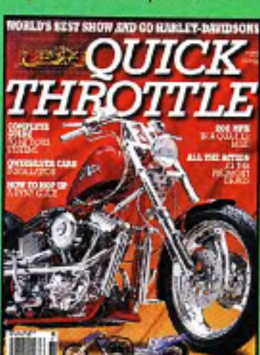
Early-Riders - If vintage Harleys and Hendersons and Indians make your heart pound, don't miss this up close look at these classic motorcycles. (Reg. \$47.92) Quarterly



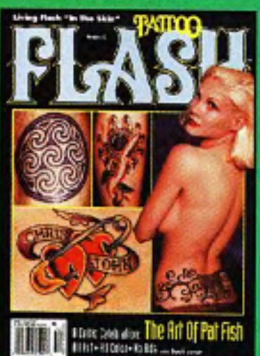
VQ - Each collector's edition of VQ features outstanding custom Harleys, Harley-influenced fashions and high-end products. (Reg. \$47.92) Quarterly



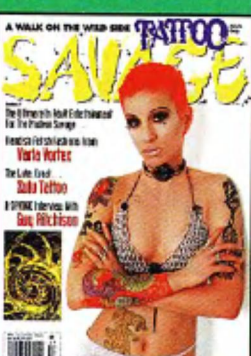
Tattoo - Feast your eyes on the finest examples of body decoration in the world's largest selling tattoo magazine. (Reg. \$56.87) Monthly



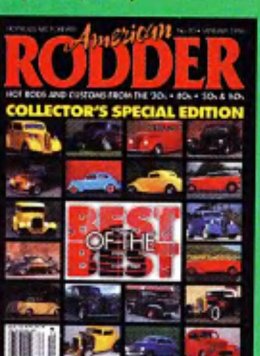
Quick Throttle - Each power-packed issue is filled with performance-boasting bike features and tech tips. Plus coverage on racing events worldwide. (Reg. \$55.86) 9 x a year



Flash - The world's first fine skin art museum in a magazine explores the mystique, beauty and art of tattooing. (Reg. \$39.92) Bi Monthly



Savage - Roll out your eyeballs and suck up this thrill-packed tattoo and piercing extravaganza. Not for the timid or shrinking violets. (Reg. \$59.88) Bi Monthly



American Rodder - If you love rodding, you're really going to love this dazzling look at America's wildest street rods. (Reg. \$60.86) Monthly



Easyriders Video Magazine - Great entertainment... fantastic bikes... dazzling babes... lots of action... comedy... rock n' roll — you'll find it all in this video series. (Reg. \$79.80) Rated R Quarterly

- | | | |
|---|--|--|
| ☐ Easyriders (12 issues) | ☐ Biker (15 issues) | ☐ Early-Riders (8 issues) |
| ☐ V-Twin (12 issues) | ☐ In The Wind (10 issues) | ☐ VQ (8 issues) |
| ☐ Quick Throttle (14 issues) | ☐ Savage (12 issues) | ☐ American Rodder (14 issues) |
| ☐ Tattoo (14 issues) | ☐ Flash (8 issues) | ☐ Easyriders Video (4 videos) |

Name

Address

City State Zip

☐ New ☐ Renew ☐ Payment enclosed

or Charge my: ☐ VISA ☐ M/C ☐ AMEX ☐ DISCOVER

Acct.# Exp. Date

Signature
(must have please)

BA272

☐ Send me my choice of any 1 Paisano magazine **TOTAL \$39.95**

☐ Send me my choice of any 2 Paisano magazines. **DEDUCT \$5.00** from my total order.

☐ Send me my choice of any 3 Paisano magazines. **DEDUCT \$10.00** from my total order.

_____ magazines at \$39.95

_____ **sub total**

_____ minus \$5 or \$10 (see offer)

_____ **TOTAL**



Clip Out And Mail To: Paisano Publications, P.O. Box 469057, Escondido, CA 92046-9057
Or Call: (800) 247-6246 — 7 days/week, 24 hours/day

Canada and foreign add \$12 per subscription (U.S. FUNDS ONLY PLEASE).
Please allow 6-8 weeks for delivery of first issue.



MOBILE GAS GUZZLER



Here's a trio of big bright red icons from the 1940s, when Coke came in a funny-shaped glass bottle and a service station attendant not only filled the tank with high test, but also washed your windshield and checked your oil. While thousands upon thousands of gas pumps and vending machines were made over the years, fewer than 450 UL Harley-Davidson Big Twin side-valve machines were produced in 1942, when touring machines took a back seat to military production.

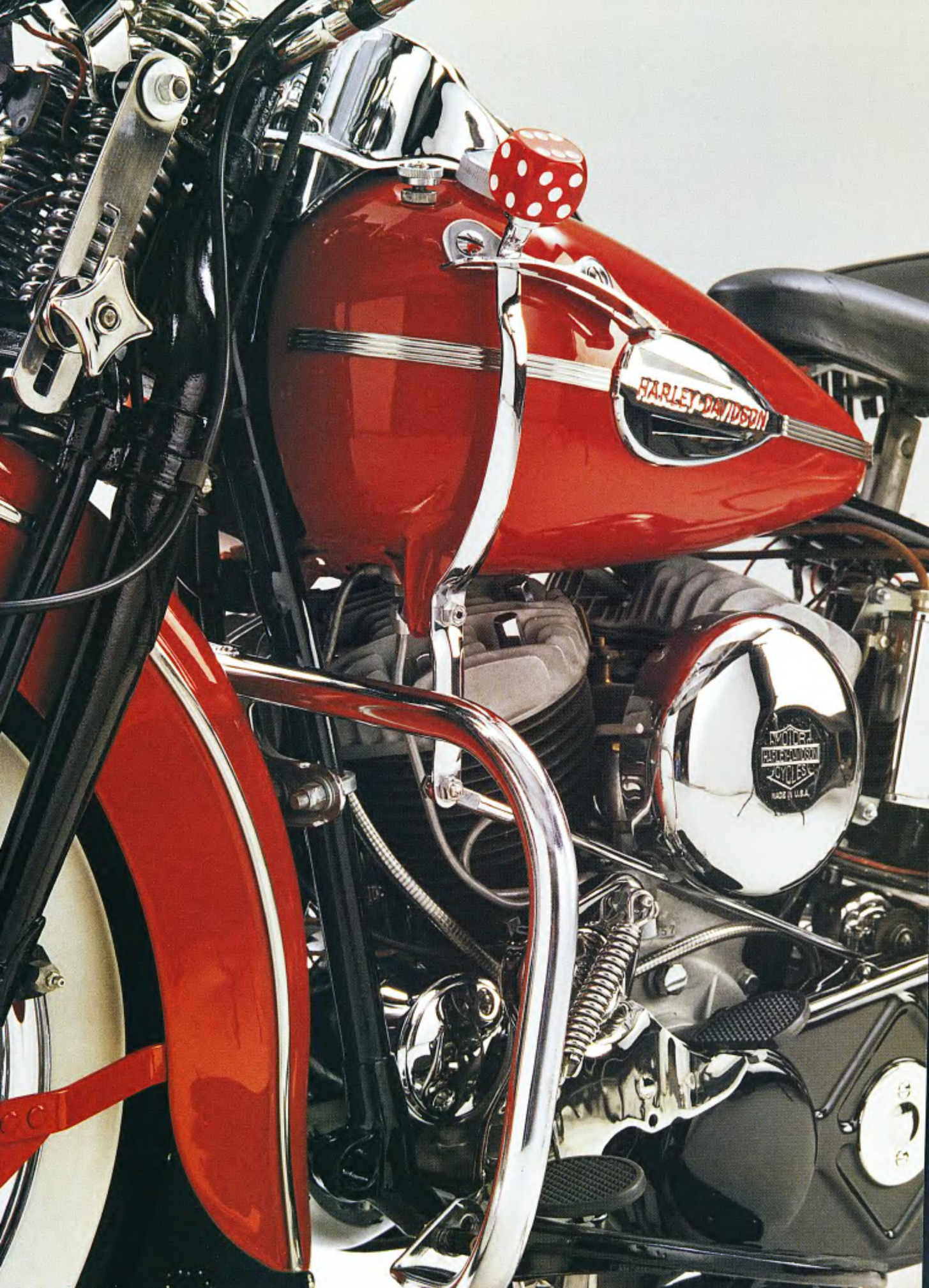
A testimony for Harley comes in the form of present-day demand for the Swinger-era road burners. Eric Neubecker originally bought an engine from under a bench →

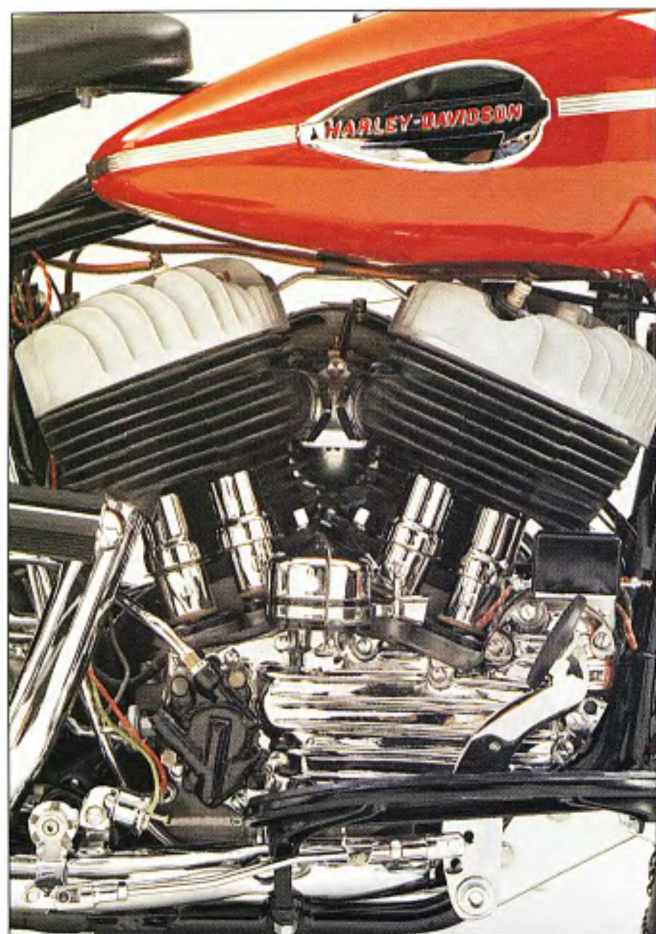
with the express purpose of building a custom motorcycle around it. He went about collecting custom components from bike shops and swap meets for the next year. Not having built a bike from scratch before, he lobbied his good friend Tom Zeinstra to give him a hand. Tom, a restorer by nature, finally agreed to help his friend, but only if they restored the Big Twin back to its original condition. Eric was in a nine-line bind. If he continued on his present course, he'd be building a chopper all by himself. On the other hand, if he agreed to Tom's stipulation, he would have to



start all over and face the monumental, time-consuming task of finding the original parts.

Eric had owned several new Harleys in the past 15 years but had never owned or ridden an antique one. He collected automobile memorabilia and thought it would be fitting to have a restored period motorcycle to go along with the gas pumps and advertising signs. So he got on the phone and found Zeke at J&R Engineering, who was willing to listen to Eric's restoration dilemma. Zeke told Eric they would give him full credit for his collection of custom parts toward the original parts he'd need. →





The next call was to Tom, and the restoration was under way. Judy, Eric's wife, is the model and the source of the restored crimson Coke machine.

Eric offers a tip to anyone else in the first time position of restoring: if you develop a healthy dose of patience, you will ultimately succeed. And one other thing—if you have the family cat castrated and declawed, it's not a good

idea to leave it locked in with the machine. To Eric's dismay, his newly recovered seat was full of cat fang puncture holes. Kitty had finally gotten even for being renamed "Lucky."

—Mike Egan



Owner:.....Eric Neubecker
 City:.....Grand Rapids, Michigan
General
 Fabrication:.....owner, Tom Z.
 Year and make:.....1942 H-D
 Model:.....UL
 Value:.....\$20,000
 Chroming:.....Brown's
Engine
 Year:.....1942
 Model:.....UL
 Rebuilder:.....Zeke/J.R. Eng.
 Ignition:.....distributor
 Displacement:.....74 cubic inches
 Lower end:.....stock

Pistons:.....Jahn's
 Cases:.....bead-blasted
 Heads:.....aluminum
 Cam:.....stock
 Lifters:.....solid
 Carb(s):.....Linkert
 Pipes:.....H-D
 Modifications:.....none
Transmission
 Year:.....1942

Modifications:.....Andrews gears
Painting
 Molding:.....none
 Painter:.....Ron Ottenwess
 Color/type:.....flight red/acrylic enamel
 Special paint:.....clear urethane
Frame
 Builder:.....H-D
 Modifications:.....none
Accessories
 Bars:.....H-D
 Fender(s):.....stock
 Headlight:.....Cycle Ray
 Taillight:.....Beehive

Speedo:.....Bulseye
 Pegs:.....footboards
 Gas tank:.....fatbobs
 Oil tank:.....horseshoe
 Seat:.....solo
 Mirrors:.....H-D
 Grips:.....H-D
Forks
 Type:.....stock
 Modifications:.....chromed
Wheels
 Front:.....Star, 16-inch, Coker, mechanical
 Rear:.....Star, 16-inch, Coker, mechanical
Photos:.....Chuck Emery



Parts & Accesories for your Harley®

Cycle Supply

1-800-643-1110

Call for Catalog

Low Low Prices



Ship UPS Daily

Genuine Leather Apparel

Mens Police Jacket \$ 79.99
 Ladies Police Jacket \$ 79.99
 Ladies Fringe Jacket \$129.99
 Deluxe Chaps \$ 79.99
 Fringe Chaps \$109.99



Chrome
 Primary FX \$94.99
 Primary FL \$94.99



Fatbob Keyswitch
 \$18.99



New 1996 Vector MX Pro
 Dirt Bike Helmets \$52.99



Chrome
 Handlebar Control Kit
 fits 1973-81 \$89.99



Shorty "Ultralight" Helmet
 D.O.T. Certified \$36.99



Open-Face Helmet
 D.O.T. Certified \$39.99



Chrome
 Handlebar Control Kit
 fits 1982-95 \$179.99



Willie & Max
 Studded Saddlebags
 \$89.99



Extra Wide 16" x 3.50"
 Deluxe Wheel \$199.99



Saddlemen Red Flame
 Saddlebags \$76.99



Made in USA Black
 Generator \$129.99



Polished Aluminum 16"
 Rear Wheel \$359.99



Solid State Regulators
 \$44.99



Late Style Tail light
 \$28.99



New S & S Super E
 Carb Kits
 \$269.99 & up



Chrome Rear Shocks
 \$109.99 & up



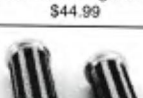
Covercraft Cycle Cover
 \$89.99



Complete Kickstarter Kit
 with Chrome Cover
 Fits Big Twins \$99.99



Rear Fender FXWG
 \$49.99



Chrome Buffalo Grips
 \$16.99 pair



Made in the USA
 Chrome Drag Pipes for
 Big Twins & Sportster
 \$54.99 & up



Speedo Dash Kits
 \$99.99



Big Twin 16" Rear
 Chrome Wheel Assembly
 \$185.99



Kenda Tires
 130/90-16 \$39.99



Late Diecast Dash
 Cover \$44.99



Saddlemen Studded
 Lo-Boy Seat \$149.99

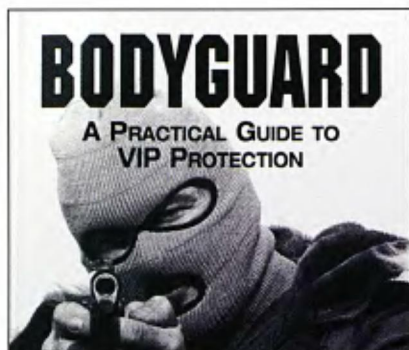


Saddlemen Desperado
 Seat \$149.99



Saddlemen Pillow Seat
 \$109.99

PARTS BOX



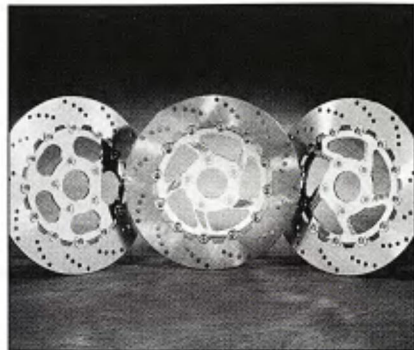
GUIDE TO KICKIN' ASS

If you wanna get really tough, check out *Bodyguard*, a tactical guide to VIP protection. Topics include: the role of the bodyguard, defensive tactics, firearms selection and training, threat assessment, planning and advance work, international security operations, and more. Write S.T.T.U., Dept. ER, P.O. Box 491261, Los Angeles, CA 90049. Or, call (310) 337-1037.



SCULPTURED COVERS

Bruce "The Skullman" VonStetina has some new, sculptured, chrome skull covers with black accents. For an added charge, red glass eyes are available. Also available are brake caliper inserts, and handlebar grip end covers. For info write VonStetina Artworks, Inc., Dept. ER, 6565 67th Ave. No., Pinellas Park, FL 34665. Or, call (800) 297-0798.



FLOATING BRAKE ROTORS

Drag Specialties now offers Pro-One full floating brake rotors. Rotors are available in polished stainless steel with chrome-plated billet aluminum centers. Front rotors are available in universal or directional designs. Rotors are made in the USA and are sold individually. For more info write to: Drag Specialties, Dept. ER, P.O. Box 9336, Minneapolis, MN 55440.



JOLLY TRANSPORT

If you've been avoiding the really great bike shows because of the long treks to get to 'em, consider a custom trailer, built to match your bike. Trailers have a 15-inch deck height for easy one-person loading, leaf spring suspension, and much more. Contact Jolly Technologies, Dept. ER, 13992 Green Vista Dr., Fontana, CA 92337, (909) 355-9749.



DIGITAL IGNITION SYSTEM

The RevTech Digital Ignition System is a state-of-the-art electronic ignition designed exclusively for use on Harleys. The electronic digital advance is much more stable and reliable than that of mechanical advance units. The system is legal for use in 50 states and can be installed in just minutes with simple hand tools. For info call Custom Chrome: (800) 729-3332.



COOL DECALS

If your state forces you to wear a damned helmet, you may as well jazz it up with a "skull and bones" reflective decal, available in yellow, gold, orange, blue, and green. And, when the helmet laws bites the dust, these decals are easily removed with a blow dryer. Write Zeke's Designs, Dept. ER, 201 School St., Winchendon, MA 01475. Or, call (800) 376-4822.

ALL THE BIKES AND LADIES FEATURED IN 1995!

Easyriders

1996 BIKE SHOWS



**EVERY EASYRIDERS FOX AND ALL THE BIKES FEATURED IN
EASYRIDERS • VQ • QUICK THROTTLE • BIKER • EARLY-RIDERS • IN THE WIND**

All the bikes featured in '95 are invited to compete in three national shows!

Anaheim, California
Anaheim Convention Center
January 6, 1996

Charlotte, North Carolina
Charlotte Convention Center
January 13, 1996

\$35,000 Invitational, Columbus, Ohio
Veterans Memorial
February 16-18, 1996

PICK THE WINNERS! IT'S EASY! IT'S FUN!

YOU BE THE JUDGE

Your vote will help select the winners in the 8th Annual *Easyriders* Invitational Bike Show in Columbus, Ohio. Check out the featured bikes from *Easyriders*, *VQ*, *Biker*, *Quick Throttle*, *Early-Riders* and *In The Wind*. Also, choose which dynamite lady deserves to be crowned Ms. *Easyriders* 1996, the Fox of the Year! Plan to come to the show, because the winner will be present.

We want your input because you're the people we're trying to impress. Vote on the bikes and styles you want to see in our mags so that we can run what you want to see.

HERE'S THE DEAL

You, our readers (and the spectators at these events), will decide the winners in these categories by mailing in and casting your votes. All the bikes that appeared in *Easyriders*, *VQ*, *Biker*, *Quick Throttle*, *Early-Riders* and *In The Wind* in 1995 are shown in this section, and are in the running. The bikes on these pages must be displayed at the show to be eligible to win. No bike may win more than one class. A panel of judges will also vote on the winners.

YOU'LL HELP SELECT THE WINNER IN OUR 8TH ANNUAL *EASYRIDERS* INVITATIONAL BIKE SHOW. THE WINNER OF OUR READER VOTE WILL RECEIVE A SPECIAL COMMEMORATIVE PLAQUE. YOU'LL ALSO HELP SELECT MS. *EASYRIDERS* 1996, OUR FOX OF THE YEAR FROM 1995'S GIRLS.

MAIL IN YOUR VOTE TODAY!

ENTER YOUR BIKE IN THE SHOW

The California and North Carolina shows are regional events, leading to the monster show in Columbus, Ohio, February 16, 17, and 18, at the Franklin County Veteran's Memorial facility. For information on how your bike can be in any of these shows, call (800) 962-9857.

HOW TO CAST YOUR VOTE

- 1) Look through this special 33-page section and select your five favorite bikes.
- 2) Now look at the Foxes and select your favorite one (okay, so you did this one first).
- 3) Mail your votes on a postcard to:
Easyriders Bike Show Vote
P.O. Box 3000
Agoura Hills, CA 91376-3000

YOUR VOTES MUST ARRIVE IN OUR OFFICES
BY FEBRUARY 10, 1996

Only one postcard accepted per household. Your five votes can be for any five bikes from among our six magazines.



Here's last year's show winner, Snake Bit,
a '93 Heritage Softail by Joe Dinardo of Ft. Lauderdale, Florida.

\$35,000 IN PRIZES AND TROPHIES

CATEGORIES IN WHICH YOU CAN COMPETE

All entries (except for Display Class) will receive a participation trophy and two admissions for all three days (a \$60 value). Again, for information on entering your bike in any of these shows call (800) 962-9857.

INVITATIONAL CLASS \$20,000

Cash prizes and trophies for each class

Best of Show

1st: \$ 3,000

2nd: \$ 2,000

3rd: \$ 1,000

Contingency Sponsors include:

Avon Tires

Chrome Specialties

Crane Cams

Custom Chrome

Drag Specialties

Nempco-The Bikers Choice

Performance Machine

Run Roder

Starwest Inc./Win Products

Trophy Sponsors: Legends USA, Headwinds, Milwaukee Iron

EASYRIDERS

(OVERALL)

1st: \$1,000

2nd: \$500

3rd: \$300

4th: \$200

VQ

(CRUISER BIKES)

1st: \$500

2nd: \$300

3rd: \$200

BIKER

(STREET BIKES)

1st: \$500

2nd: \$300

3rd: \$200

QUICK THROTTLE

(FAST BIKES)

1st: \$500

2nd: \$300

3rd: \$200

EARLY-RIDERS

(RESTORED & ANTIQUE BIKES)

1st: \$500

2nd: \$300

3rd: \$200

IN THE WIND

(HIGHWAY BIKES)

1st: \$500

2nd: \$300

3rd: \$200

JUDGED CLASS

One prize will be awarded in each of the following categories. A panel of judges will determine categories.

Radical Custom

1st: \$500

2nd: \$300

3rd: \$200

Street Custom

1st: \$500

2nd: \$300

3rd: \$200

Specialty Class

1st: \$500

2nd: \$300

3rd: \$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

FOX OF THE YEAR: \$1,000

Plus transportation, lodging and *Easyriders* outfits

PREVIEW (SPECTATOR VOTE CLASS)

This category is for bikes that haven't been featured in any of our magazines, but deserve to be. The top three bikes will be eligible for a photo shoot in either *Easyriders*, *VQ*, *Biker*, *Quick Throttle*, *Early-Riders* or *In The Wind*. All entries will be eligible for these cash prizes.

1st: \$2,000

2nd: \$1,000

3rd: \$500

4th: \$300

5th: \$200

6th through 15th: \$100 each

Plus Trophies and Contingency Prizes

ADDITIONAL AWARDS

Best Display

Longest Enduring Custom

Best Company Bike

Editor's Choice

Enter your bike, quick!

Call (800) 962-9857

EASYRIDERS

These are the scoots you drooled over in *Easyriders* all through 1995. Every bike is here! The owner of each bike is invited to ride, haul or otherwise materialize his or her gorgeous showpiece at the *Easyriders* Invitational Bike Show in Columbus, Ohio, February 16-18.

Our readers are invited to justify their slobber by voting for their five favorites, and giving these owners the recognition they deserve. Slap a stamp on a postcard and address it to *Easyriders* Bike Show Vote, P.O. Box 3000, Agoura Hills, CA 91376-3000. On the back list your five favorite bikes from first through fifth (by the numbers that are listed here) for any bikes from among our six magazines and slam dunk that mutha in the nearest mailbox.

Winning bikes will be recognized at the 8th Annual \$35,000 *Easyriders* Invitational Bike Show in Columbus, Ohio.

You can beat the wintertime blues by hauling yourself to Columbus to see the bikes in person. You'll even get a chance to vote again. See you there!



1 TAIL DRAGGIN'

Owner: George Donaldson
City: Edgewater, Md.
Builder: American Cycle Perf.
Model: 1979 Shovelhead FLH
Issue: *Easyriders* Jan. 1995
Photo: Bob Jones

2 BIKES FROM LLLL

Owner: Lisa Luhnnow
City: Laguna Niguel, Calif.
Builder: San Diego H-D
Model: 1990 Softail Custom
Issue: *Easyriders* Jan. 1995
Photo: Raiko Hartman

3 BIKES FROM LLLL

Owner: Lori Luhnnow
City: Escondido, Calif.
Builder: San Diego H-D
Model: 1994 Heritage Softail
Issue: *Easyriders* Jan. 1995
Photo: Raiko Hartman

4 LOW BRO

Owner: White Brothers
City: Yorba Linda, Calif.
Builder: Denny Berg,
Time Machine
Model: 1990 FLST
Issue: *Easyriders* Jan. 1995
Photo: Raiko Hartman

5 SCARLET PAN

Owner: Don Butler
City: Greensboro, N.C.
Builder: owner, Buckwheat
Model: 1950 Panhead, FL
Issue: *Easyriders* Jan. 1995
Photo: Bill Ellis

6 BARE ESSENTIALS

Owner: Avon Smith
City: Charlotte, N.C.
Builder: Brown's Am. Cycles
Model: 1950 Panhead, EL
Issue: *Easyriders* Jan. 1995
Photo: Bill Ellis

7 TRIAL BY FIRE

Owner: W. John Connors
City: Phoenix, Ariz.
Builder: Jim Haney
Model: 1990 Evolution
Issue: *Easyriders* Jan. 1995
Photo: Paul Martinez



8



11



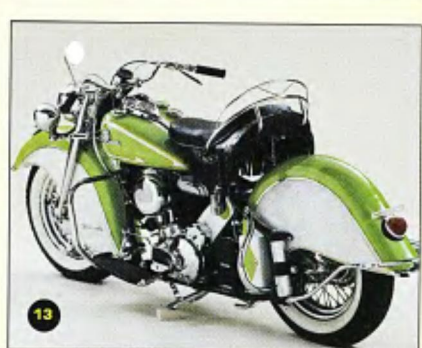
9



12



10



13



14

8 MEDIEVAL MADNESS

Owner: J.P. Poland/D. Meyer
City: Lake Worth, Fla.
Builder: owners
Model: 1994 FLHTC
Issue: *Easysiders* Feb. 1995
Photo: Don Rogers

9 FLASHY FAT BOY

Owner: Joey Scot
City: Calabasas, Calif.
Builder: BACC
Model: 1994 Softail
Issue: *Easysiders* Feb. 1995
Photo: Silvermoon

10 SOMNAMBULIST SCOOT

Owner: Mike Brown
City: Carson City, Nev.
Builder: Dave Perewitz
Model: 1994 Evolution, FXR
Issue: *Easysiders* Feb. 1995
Photo: Steve Coonan

11 PLAIN PUTT

Owner: Eddie Kirms
City: Pompano Beach, Fla.
Builder: Paragon Locomotion
Model: 1990 Fat Boy
Issue: *Easysiders* Feb. 1995
Photo: Don Rogers

12 DEDICATION

Owner: Ruben Cruz
City: Fremont, Calif.
Builder: owner, George Lewis
Model: 1969 Shovelhead, FLH
Issue: *Easysiders* Feb. 1995
Photo: Silvermoon

13 PULLING NO PUNCHES

Owner: Bruce Whitted
City: Rootstown, Ohio
Builder: Indian Motorcycle Co.
Model: 1946 Indian Chief
Issue: *Easysiders* Feb. 1995
Photo: Chuck Emery

14 FREE REIGN

Owner: Drag Specialties
City: Eden Prairie, Minn.
Builder: Arlen Ness
Model: 1991 FXST/Sled
Issue: *Easysiders* March 1995
Photo: Raiko Hartman

EASYRIDERS



15



19



16



20



17



18



21

15 WINDS OF CHANGE

Owner: Steve Watkins
City: Topeka, Kan.
Builder: H-D, owner
Model: 1953 Hydra Glide, FL
Issue: *Easyriders* March 1995
Photo: Michael Lichter

16 TRANSCONTINENTAL TRADITION

Owner: Tony Carlini
City: Newport Beach, Calif.
Builder: Carlini Cycle Creations
Model: 1993 Dyna Glide
Issue: *Easyriders* March 1995
Photo: Raiko Hartman

17 FIREBALL FXR

Owner: Perry Sands, P. M.
City: Paramount, Calif.
Builder: Perf. Machine
Model: 1991 FXR
Issue: *Easyriders* March 1995
Photo: Raiko Hartman

18 NOSTALGIC TRIUMPH

Owner: Wilburn Roach
City: North Hollywood, Calif.
Builder: British Motorbikes
Model: 1958 Triumph
Issue: *Easyriders* April 1995
Photo: Jerry Davidson

19 REINCARNATION

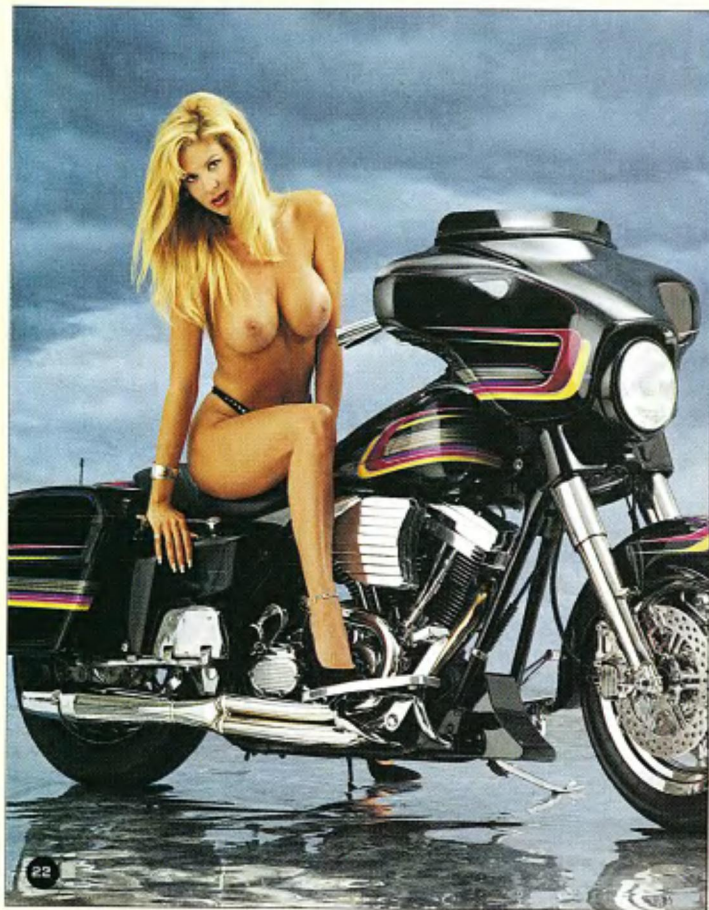
Owner: Mike Rimpley
City: Northglenn, Colo.
Builder: owner, Bob Schenck
Model: 1979 Shovelhead
Issue: *Easyriders* March 1995
Photo: Michael Lichter

20 STREET DRAGON

Owner: Reggie Pottier
City: Nimes, France
Builder: Street Drag
Model: 1993 Sportster, XL
Issue: *Easyriders* April 1995
Photo: Michael Lichter

21 YOUNG BLOOD

Owner: Dean Medico
City: New Rochelle, N.Y.
Builder: Mal Ross
Model: 1994 Shovelhead
Issue: *Easyriders* March 1995
Photo: Stephen Gilvay



22



25



26



23



27



24



28

22 BAG TO THE FUTURE

Owner: Grady Pfeiffer
City: Redondo Beach, Calif.
Builder: owner, Phillips & Hegmann
Model: 1990 FLHTC Ultra
Issue: *Easyriders* April 1995
Photo: Raiko Hartman

23 SUPER SANO SLED

Owner: Kelly P. Miller
City: Hygiene, Colo.
Builder: Performance Plus
Model: 1974 FX
Issue: *Easyriders* April 1995
Photo: Michael Lichter

24 JACK THE RIPPER

Owner: Jack Clark
City: Dallas, Texas
Builder: Johnny Pag
Model: 1992 Fat Boy
Issue: *Easyriders* April 1995
Photo: Silvermoon

25 PAT'S MINI

Owner: Jack Logan
City: Laguna Beach, Calif.
Builder: Pat Kennedy's
Model: 1994 Mini-Bike Custom
Issue: *Easyriders* May 1995
Photo: Michael Lichter

26 INTEGRATED PAN

Owner: Scott Gledhill
City: Bay City, Mich.
Builder: owner, Saginaw Valley
Model: 1955 FL Hydra Glide
Issue: *Easyriders* May 1995
Photo: Chuck Emery

27 THE THRILL AIN'T GONE

Owner: Departure Bike Works
City: Richmond, Virginia
Builder: Departure Bike Works
Model: 1994 FXR
Issue: *Easyriders* May 1995
Photo: Bob Jones Jr.

28 WHITE NOISE

Owner: Ron Brill
City: Santee, Calif.
Builder: Darkside Customs
Model: 1988 FXSTC
Issue: *Easyriders* May 1995
Photo: Raiko Hartman

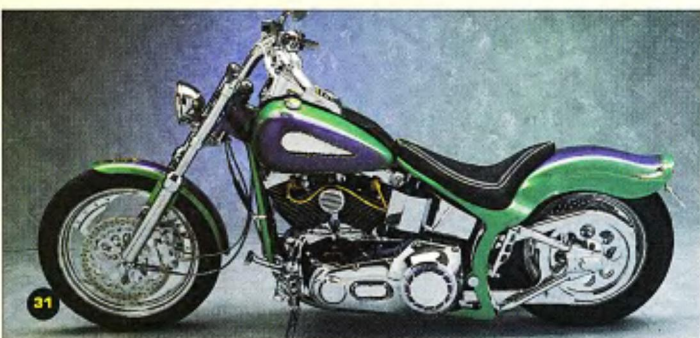
EASYRIDERS



29



30



31



32



33



34



35

29 PUMPING IRON IN ARIZONA

Owner: Myron Larrabee
City: Scottsdale, Ariz.
Builder: Scottsdale Easyriders
Model: 1994 H-D/Atlas
Issue: *Easyriders* May 1995
Photo: Raiko Hartman, Paul Martinez

30 ST. LOUIS STROKER

Owner: Joe Moran
City: Foristell, Mo.
Builder: Mr. O, owner
Model: 1980 Shovelhead
Issue: *Easyriders* May 1995
Photo: Michael Lichter

31 THE JAGGED EDGE

Owner: K.D. Mishler
City: Plantation, Fla.
Builder: Southern Classics, U.S. Steel
Model: 1992 FXST
Issue: *Easyriders* June 1995
Photo: Don Rogers

32 SECOND TIME OUT

Owner: George Dana
City: Arleta, Calif.
Builder: owner
Model: 1956 Panhead, FL
Issue: *Easyriders* June 1995
Photo: Silvermoon

33 EXCELLENCE & ENDURANCE

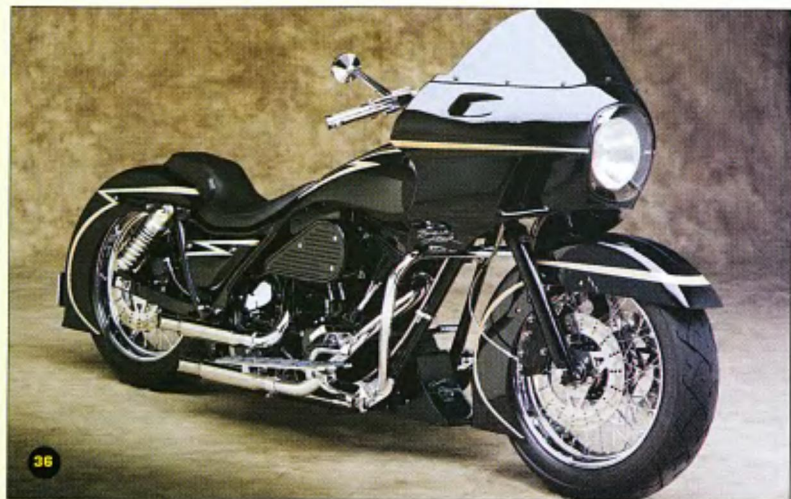
Owner: Chip Latimer
City: Chicago, Ill.
Builder: Burchinal's, Anaheim, Calif.
Model: 1991 Sturgis Dyna
Issue: *Easyriders* June 1995
Photo: Raiko Hartman

34 FRYING PAN/SHOVEL

Owner: Hank Ham
City: Franktown, Colo.
Builder: owner
Model: 1948 Pan/Shovel
Issue: *Easyriders* June 1995
Photo: Michael Lichter

35 SOMETHING OLD, SOMETHING NEW

Owner: M.C. Blair
City: Burbank, Calif.
Builder: owner, E.Z.
Model: 1994 Custom
Issue: *Easyriders* June 1995
Photo: Silvermoon



36



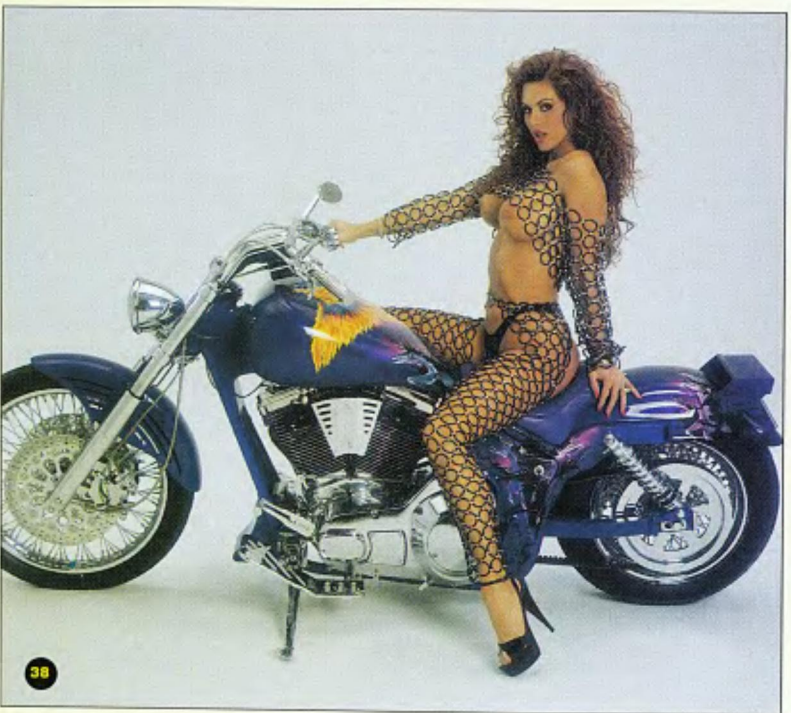
39



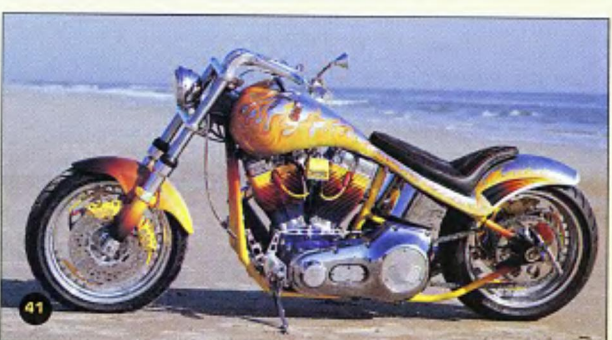
37



40



38



41



42

36 BLACK ATTACK

Owner: Tom Motzko
City: Minneapolis, Minn.
Builder: owner, Mun, Donnie
Model: 1990 FXRP
Issue: *Easyriders* July 1995
Photo: Michael Lichter

37 MUSCLE, BEAUTY & THE HEAT

Owner: Bruce Lefevre
City: Bakersfield, Calif.
Builder: owner
Model: 1988 XL
Issue: *Easyriders* July 1995
Photo: Silvermoon

38 JOURNEY IN FLIGHT

Owner: Michael Shiff
City: Parkland, Fla.
Builder: Savage Cycle Works
Model: 1994 FXR
Issue: *Easyriders* July 1995
Photo: Don Rogers

39 BOUND BY HONOR

Owner: Hector Sedano
City: Petaluma, Calif.
Builder: owner, Doran Benson
Model: 1994 Wide Drive
Issue: *Easyriders* July 1995
Photo: Raiko Hartman

40 DRIVE BYE

Owner: Kerry Puccio
City: San Jose, Calif.
Builder: owner, Villegas
Model: 1993 Pan/Shovel
Issue: *Easyriders* Aug. 1995
Photo: Raiko Hartman

41 LE RIGIDE

Owner: Claude Babot
City: Aiguillon, France
Builder: Technoplus
Model: 1994 Custom Hardtail
Issue: *Easyriders* Aug. 1995
Photo: Albert Saladini, Joel Marciel

42 OLD SCHOOL RULES

Owner: Mike Trussell
City: San Diego, Calif.
Builder: owner
Model: 1953 FL Panhead
Issue: *Easyriders* Aug. 1995
Photo: Raiko Hartman

EASYRIDERS



43



46



47



44



48



45



49

43 DICEY KNUCKLE

Owner: Bandit
City: Los Angeles, Calif.
Builder: Milwaukee Iron
Model: 1946 EL Knuckle
Issue: *Easyriders* Aug. 1995
Photo: Raiko Hartman

44 SWEET INSPIRATION

Owner: Wink Eller
City: Santa Ana, Calif.
Builder: owner, Simon
Model: '95 Winkster
Issue: *Easyriders* Sept. 1995
Photo: Michael Lichter

45 DEEP PURPLE

Owner: Kent Kozera
City: Visalia, Calif.
Builder: owner, Galen Olsen
Model: 1942 ULH
Issue: *Easyriders* Sept. 1995
Photo: Michael Lichter

46 IRON THUNDER

Owners: Jolene & Dan Bushy
City: Acton, Calif.
Builder: Iron Thunder
Model: 1972 XLCH
Issue: *Easyriders* Aug. 1995
Photo: Silvermoon

47 SPECTACULAR SHOVEL

Owner: Phillene Tarone
City: Ft. Lauderdale, Fla.
Builder: Mike Reilly,
Savage Cycle
Model: 1975 Shovelhead
Issue: *Easyriders* Aug. 1995
Photo: Michael Lichter

48 ELVIRA

Owner: Randy Aron
City: La Jolla, Calif.
Builder: owner
Model: 1959 FL
Issue: *Easyriders* Sept. 1995
Photo: John Wycoff

49 AN OFFER YOU CAN'T REFUSE

Owner: Al Pino
City: Placentia, Calif.
Builder: Phil's Speed Shop
Model: 1990 Softail Custom
Issue: *Easyriders* Aug. 1995
Photo: John Wycoff



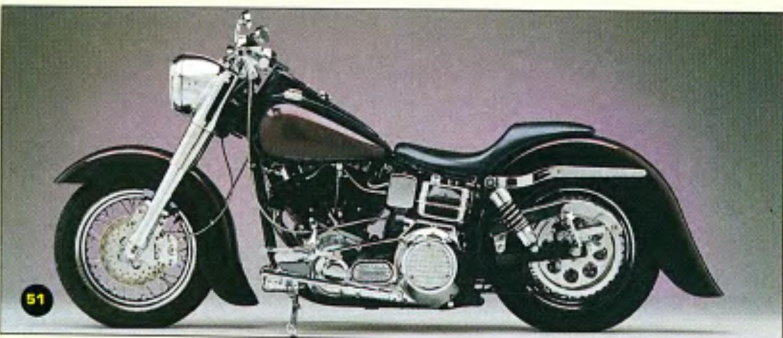
50



53



54



51



55



52



56

50 TEMPTING FATE

Owner: Danny Kramer
City: Las Vegas, Nev.
Builder: Simms/BACC
Model: 1995 Evolution
Issue: *Easyriders* Oct. 1995
Photo: Raiko Hartman

51 CHERRY BIRD IN FLIGHT

Owner: Jeff Sundberg
City: Owasso, Okla.
Builder: Jeff Sundberg
Model: 1982 FLH
Issue: *Easyriders* Sept. 1995
Photo: Michael Lichter

52 POLKA DOT PAN

Owner: Joe Gardella
City: Redford, Mich.
Builder: owner
Model: 1948 Panhead
Issue: *Easyriders* Oct. 1995
Photo: Chuck Emery

53 ALTER EGO

Owner: George Jones
City: Portland, Ore.
Builder: Dinosaurs Unlimited
Model: 1990 Evolution
Issue: *Easyriders* Oct. 1995
Photo: Michael Lichter

54 TANGERINE EXPRESS

Owner: Walter Rios
City: Miami, Fla.
Builder: Bobby B's Boss Hrv's
Model: 1995 Softail
Issue: *Easyriders* Oct. 1995
Photo: Don Rogers

55 PSYCHO PAN

Owner: J.S. Lambe
City: Mocksville, N.C.
Builder: owner, Hutch, Gene
Model: 1957 Panhead
Issue: *Easyriders* Oct. 1995
Photo: Michael Lichter

56 CHUCK'S TRIP

Owner: Chuck Butler
City: Occidental, Calif.
Builder: Chopper Guys, owner
Model: 1994 Springer Softail
Issue: *Easyriders* Sept. 1995
Photo: Raiko Hartman

EASYRIDERS



57 TWO FOR THE SHOW

Owner: Paul Pardini
City: Novato, Calif.
Builder: owner
Model: 1992 Heritage Softail
Issue: *Easyriders* Oct. 1995
Photo: Michael Lichter

58 TWO FOR THE SHOW

Owner: Russ Welch
City: Bryan, Texas
Builder: Russ Welch
Motorcycles
Model: 1995 Evolution
Issue: *Easyriders* Oct. 1995
Photo: Michael Lichter

59 SOMETHING FOR HIMSELF

Owner: Tom Todd
City: Maryland, N.Y.
Builder: owner, GT
Custom Cycle
Model: 1990 FXR
Issue: *Easyriders* Nov. 1995
Photo: Michael Lichter

60 A BLUR AND A HOWL

Owner: Joe Chavez
City: Orange, Calif.
Builder: Billet Concepts
Model: 1995 Custom Softail
Issue: *Easyriders* Nov. 1995
Photo: John Wycoll

61 PURPLE HAZE

Owners: Dave & Judy Morgan
City: Woodinville, Wash.
Builder: owner, John Edgar
Model: 1990 FXSTC
Issue: *Easyriders* Nov. 1995
Photo: Michael Lichter

62 ARIZONA SUNSET

Owner: Myron Larrabee
City: Scottsdale, Ariz.
Builder: Scottsdale Easyriders
Model: 1995 Pro Street
Issue: *Easyriders* Nov. 1995
Photo: Raiko Hartman

63 ARLIN FATLAND'S LUCKY STRIKE

Owner: Arlin Fatland
City: Denver, Colo.
Builder: Steve Ruby
Model: 1942 FL Knuckle
Issue: *Easyriders* Nov. 1995
Photo: Michael Lichter



64



67



65



68



66



69



70

64 NOT OF THIS WORLD

Owner: Bryan Bajakian
City: Ringwood, N.J.
Builder: owner
Model: 1990 FLSTF
Issue: *Easyriders* Dec. 1995
Photo: Michael Lichter

65 ON THE RIGHT TRACK

Owner: Tod Couch
City: San Rafael, Calif.
Builder: owner
Model: 1978 Shovel FXE
Issue: *Easyriders* Dec. 1995
Photo: Michael Lichter

66 THE TIGER

Owner: Columbus *Easyriders*
City: Columbus, Ohio
Builder: Doug Jahnke
Model: 1995 Pro Street
Issue: *Easyriders* Dec. 1995
Photo: Scott Cunningham

67 DOWNSIZING DYNAS

Owners: Bob & Diane McKay
City: Shallow Lake, Ontario
Builder: McKay's Cycle Creations
Model: 1995 Dyna
Issue: *Easyriders* Dec. 1995
Photo: Michael Lichter

68 COSMIC CHOPPER

Owner: Lou Falcigno
City: Fort Pierce, Fla.
Builder: C&L Hog Shop
Model: 1994 Chopper
Issue: *Easyriders* Dec. 1995
Photo: Don Rogers

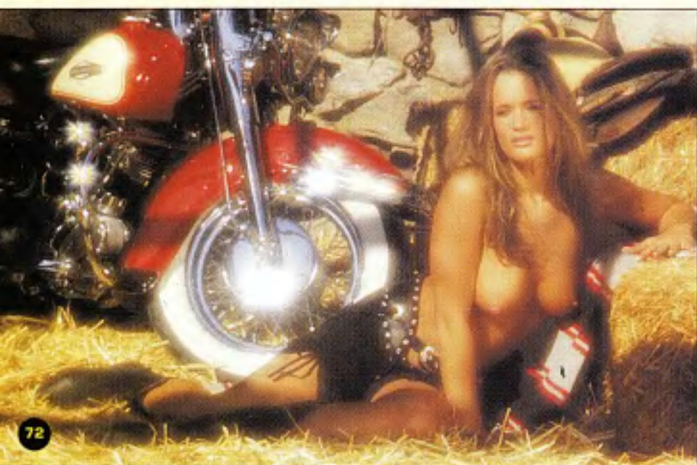
69 DANGEROUS CZECH

Owner: Karel Karnick
City: Stafford, Texas
Builder: Dangerous Designs
Model: 1992 Electra Glide Sport
Issue: *Easyriders* Dec. 1995
Photo: Michael Lichter

70 HERITAGE FXR

Owner: Marcia Pence
City: Woodinville, Wash.
Builder: Peter Catherwood
Model: 1991 FXLRSC
Issue: *Easyriders* Dec. 1995
Photo: Michael Lichter

FOXHUNT



71 LISA

City: Duluth, Ga.
Month: Aug. 1994
Fox Hunt Winner
Featured: *Easyriders*
Jan. 1995
Photo: Bill Ellis

72 KYLIE

City: Portland, Ore.
Month: Sept. 1994
Fox Hunt Winner
Featured: *Easyriders*
Feb. 1995
Photo: Silvermoon

73 CHERI

City: Detroit, Mich.
Month: Oct. 1994
Fox Hunt Winner
Featured: *Easyriders*
March 1995
Photo: Stephen Ogilvy

74 JENNIFER

City: Conroy, Ga.
Month: Nov. 1994
Fox Hunt Winner
Featured: *Easyriders*
April 1995
Photo: Michael Lichter

75 PATRICIA

City: Las Vegas, Nev.
Month: Dec. 1994
Fox Hunt Winner
Featured: *Easyriders* May 1995
Photo: Raiko Hartman,
Paul Martinez

76 ADARA

City: Sandusky, Ohio
Month: Jan. 1995
Fox Hunt Winner
Featured: *Easyriders*
June 1995
Photo: Michael Lichter



77 KARIN

City: California
Month: March 1995
Fox Hunt Winner
Featured: *Easyriders*
Aug. 1995
Photo: John Wycoff

78 BARBARA

City: Kamloops, B.C.
Month: Feb. 1995
Fox Hunt Winner
Featured: *Easyriders*
July 1995
Photo: Raiko Hartman

79 MICHELLE

City: Delray Beach, FL
Month: May 1995
Fox Hunt Winner
Featured: *Easyriders*
Oct. 1995
Photo: Don Rogers

80 STACY LYN

City: Louisville, Ky.
Month: April 1995
Fox Hunt Winner
Featured: *Easyriders*
Sept. 1995
Photo: Raiko Hartman

81 JULIE

City: Columbus, Ohio
Month: June 1995
Fox Hunt Winner
Featured: *Easyriders*
Nov. 1995
Photo: John Wycoff

82 LORISSA

City: Chatsworth, Calif.
Month: July 1995
Fox Hunt Winner
Featured: *Easyriders*
Dec. 1995
Photo: Scott Cunningham

Yummy, yummy.
Ummm, ummm, ummm.
Oh, yeah!
Here's my vote
for one Fox of the Year
on the same postcard
as the bike vote.

Our VQ (V-Twin Quarterly) is a prestigious motorcycle magazine for the true cycle connoisseur. What you're seeing are some of the finest customs ever shown in 1995 (okay, except maybe for the ones in *Easyriders*), as they appeared in the pages of VQ.

The owners of these bikes have been asked to display them at the *Easyriders* Bike Shows, and your write-in vote can help them win. Judge them for originality, overall concept or just plain style. Remember to vote!



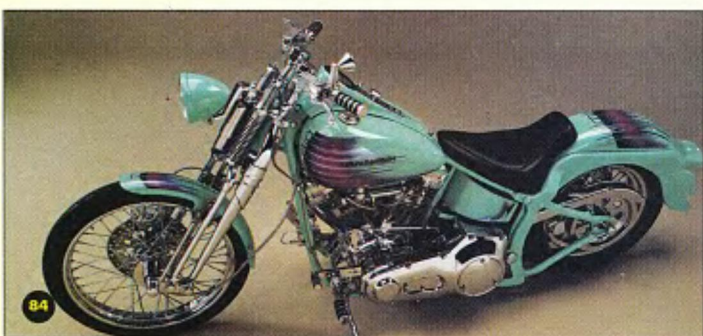
83



86



87



84



88



85



89

83 THE CALLING CARD

Owner: Randy Simpson
City: Lynchburg, Va.
Builder: Milwaukee Iron
Model: '82/'93 H-D/M.I.
Issue: VQ #5 1995
Photo: Steve Coonan

84 THE UPHOLSTERER'S DREAM

Owner: Bob Cassell
City: New Kent, Va.
Builder: B.C.'s Fabrication
Model: 1991 FXSTS
Issue: VQ #5 1995
Photo: Bob Jones Jr.

85 THE PHANTOM STRIKES!

Owner: Dave Nichols
City: Pasadena, Calif.
Builder: Mike Kelly,
Len Lochmiller
Model: 1989 Softail
Issue: VQ #5 1995
Photo: Jerry Davidson

86 200 WATTS OF CHROME

Owner: Russ Brown
City: Sherman Oaks, Calif.
Builder: Marty Ruthman,
Hi-Tech
Model: 1984 FLHT
Issue: VQ #6 1995
Photo: Raiko Hartman

87 UP FROM THE ASHES

Owner: Tom Todd
City: Maryland, N.Y.
Builder: Tom Todd, GT
Custom Cycles
Model: 1990 FXR Pro Comp
Issue: VQ #5 1995
Photo: Steve Coonan

88 KEEPING THE FIRE

Owner: Rikki Rockett
City: Woodland Hills, Calif.
Builder: Cycle Fab
Model: 1990 FXR-LC
Issue: VQ #5 1995
Photo: Raiko Hartman

89 THE WHITE KNUCKLE RIDE

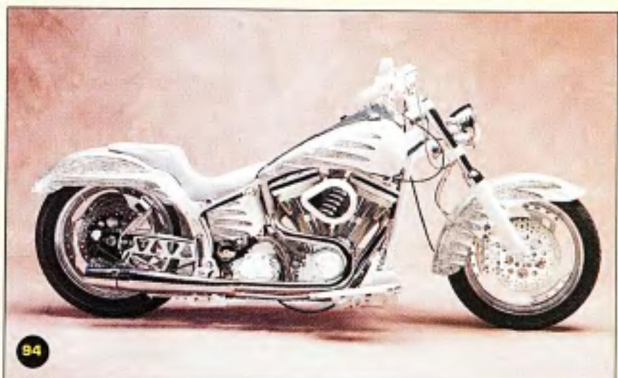
Owner: Dale Walksler
City: Mount Vernon, IL
Builder: Dale Walksler
Model: 1937 H-D "68" EL
Issue: VQ #5 1995
Photo: Raiko Hartman



90



93



94



91



95



92



96

90 THE BANANA BOAT

Owner: Jim Betlach
City: Minneapolis, Minn.
Builder: Don Hotop
Model: 1994 FLHTC
Issue: VQ #5 1995
Photo: Greg Thoen

91 LOW & LOUD, BLACK & SHINY

Owner: Tommy Kendall
City: Glendale, Calif.
Builder: Hawk Dawgs
Model: 1989 FLST
Issue: VQ #6 1995
Photo: Raiko Hartman

92 BUDDHA'S CHIEF

Owner: Don "Buddha" Miller
City: Studio City, Calif.
Builder: Carl Casino Custom Concepts/Joe Sabol
Model: 1951 Indian Chief
Issue: VQ #6 1995
Photo: Raiko Hartman

93 RIGID ORANGE

Owners: Terry & Peggy Wright
City: Overland Park, Kan.
Builder: owner, Mike O'Dell
Model: 1980 Hardtail
Issue: VQ #6 1995
Photo: Michael Lichter

94 TWO-WHEELED TRADITION

Owner: Hunter Simms
City: Hayward, Calif.
Builder: BACC
Model: 1994 Evolution
Issue: VQ #6 1995
Photo: Silvermoon

95 GREEN BEASTIE

Owner: "Slave" Dave Smith
City: Danville, Calif.
Builder: Slave Dave
Model: 1992 FXR
Issue: VQ #6 1995
Photo: Raiko Hartman

96 A CUT ABOVE THE REST

Owner: Gene Shacove
City: Beverly Hills, Calif.
Builder: Wil Phillips
Model: 1990 Softail
Issue: VQ #6 1995
Photo: Raiko Hartman



97



100



101



98



102



99



103

97 ROAD WARRIOR
Owner: Mick Santa
City: Bellevue, Wash.
Builder: Downtown H-D
Model: 1990 FXRS
Issue: VQ #7 1995
Photo: Raiko Hartman

98 2 WHEELERS' 2 KNUCKLE-HEADS
Owner: Jim Taylor
City: Denver, Colo.
Builder: owner
Model: 1940 Knucklehead
Issue: VQ #7 1995
Photo: Michael Lichter

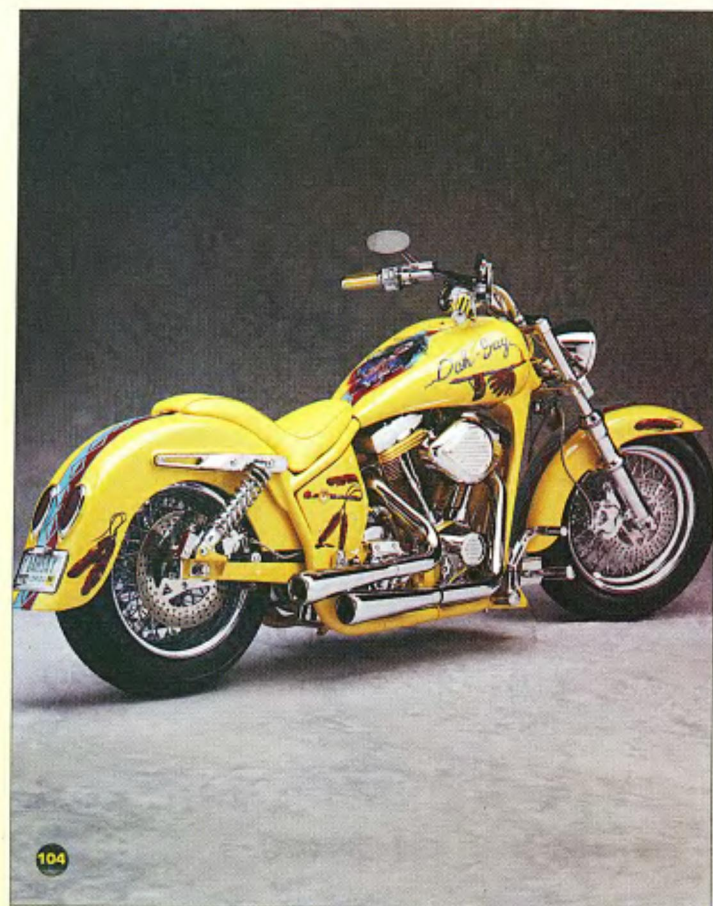
99 2 WHEELERS' 2 KNUCKLE-HEADS
Owner: Jim Taylor
City: Denver, Colo.
Builder: owner
Model: 1947 Knucklehead
Issue: VQ #7 1995
Photo: Michael Lichter

100 JAY'S NIGHTMARE
Owner: Jay Brainerd
City: Lewiston, N.Y.
Builder: owner, Tim Boos
Model: 1995 Hardtail
Issue: VQ #7 1995
Photo: Jim Bush

101 LUCILLE
Owner: Brian Stimer
City: Canton, Ohio
Builder: owner
Model: 1994 Fat Boy
Issue: VQ #7 1995
Photo: Michael Lichter

102 THE SIGNATURE ONE
Owner: John Loar
City: Danville, Calif.
Builder: Arlen Ness
Issue: VQ #7 1995
Photo: Raiko Hartman

103 YELLOWBIRD ASCENDING
Owner: Richard Wurth
City: Grand Junction, Colo.
Builder: owner
Model: 1994 Spec. Const.
Issue: VQ #7 1995
Photo: Raiko Hartman



104



107



108



105



109



106



110

104 EMPTY NEST MONSTER

Owner: Betty Alley
City: Lighthouse Point, Fla.
Builder: Savage Cycle Works
Model: 1994 Pro Street FXR
Issue: VQ #8 1995
Photo: Michael Lichter

105 STONE COLD

Owner: Doug Masi
City: Wakefield, Mass.
Builder: owner/Cycle Fab
Model: 1985 FLT
Issue: VQ #8
Photo: Michael Lichter

106 HONEYMOON CRUISER

Owner: Barry Cooney
City: San Diego, Calif.
Builder: owner, Ness, Mun
Model: 1989 FXR
Issue: VQ #8
Photo: Raiko Hartman

107 FEATHER DUSTER

Owner: Bud Noel
City: Bertram, Texas
Builder: owner
Model: 1993 FXDWG
Issue: VQ #8
Photo: Michael Lichter

108 EYE OF THE TIGER

Owner: Robert Jordan
City: Mt. Gilead, N.C.
Builder: Rick Doss
Model: 1994 Softail
Issue: VQ #8
Photo: Michael Lichter

109 RICHARD LA PLANTE

Owner: Richard La Plante
City: London, England
Builder: Big Dog Custom MC
Model: 1991 Big Twin
Issue: VQ #8
Photo: Michael Lichter

110 NORTHWEST PIONEER

Owner: Mac Turnipseed
City: Tacoma, Wash.
Builder: Downtown H-D of Seattle
Model: 1992 FXR
Issue: VQ #8
Photo: Michael Lichter

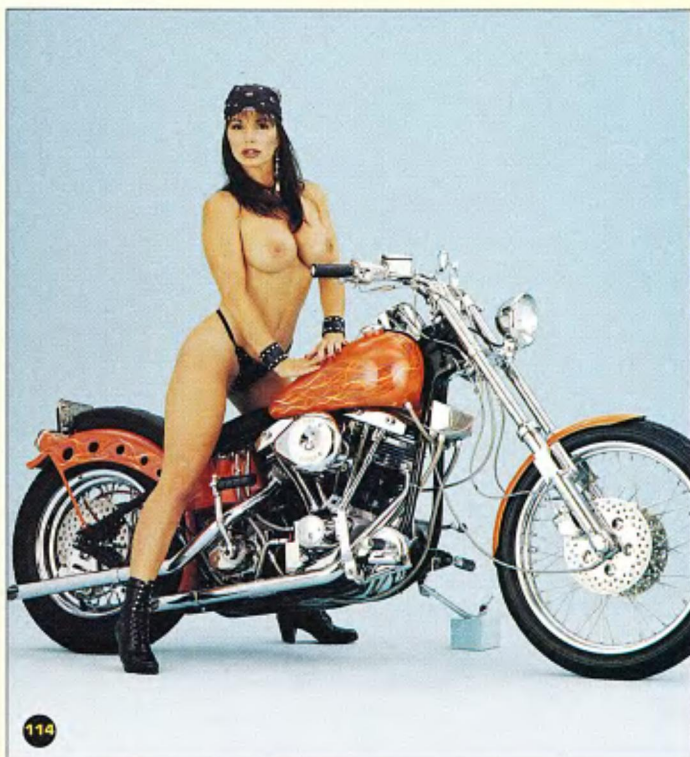
BIKER

Biker tells you about the best biker events in the world and shows some of the best custom-style scoots in the world. You'll see more extended front ends here than in a major wet T-shirt contest. Once featured, these bikes are eligible for the next Invitational Bike Show.

Here are all the bikes featured in our 1995 issues of *Biker*, and their owners have been invited to display their righteous rides at the *Easyriders* Invitational Bike Shows. Your write-in votes are vital to their winning, so cruise that postcard to the mailbox.



111



114



112



115



113



116

111 C.C. RIDER

Owner: Craig Cunningham
City: Chicago, Ill.
Builder: Lenny Lochmiller
Model: 1992 FXSTS
Issue: *Biker* Jan. 1995
Photo: Raiko Hartman

112 LOUD PIPES SAVE LIVES

Owner: Kevin Cox
City: Marion, Ind.
Builder: owner
Model: 1972 FX
Issue: *Biker* Jan. 1995
Photo: Chuck Emery

113 DID SOMEBODY CALL A TAXI

Owner: Mr. International
City: South of the Border
Builder: Big Daddy Drew
Model: 1994 Evolution
Issue: *Biker* Jan. 1995
Photo: Silvermoon

114 LOST AND FOUND

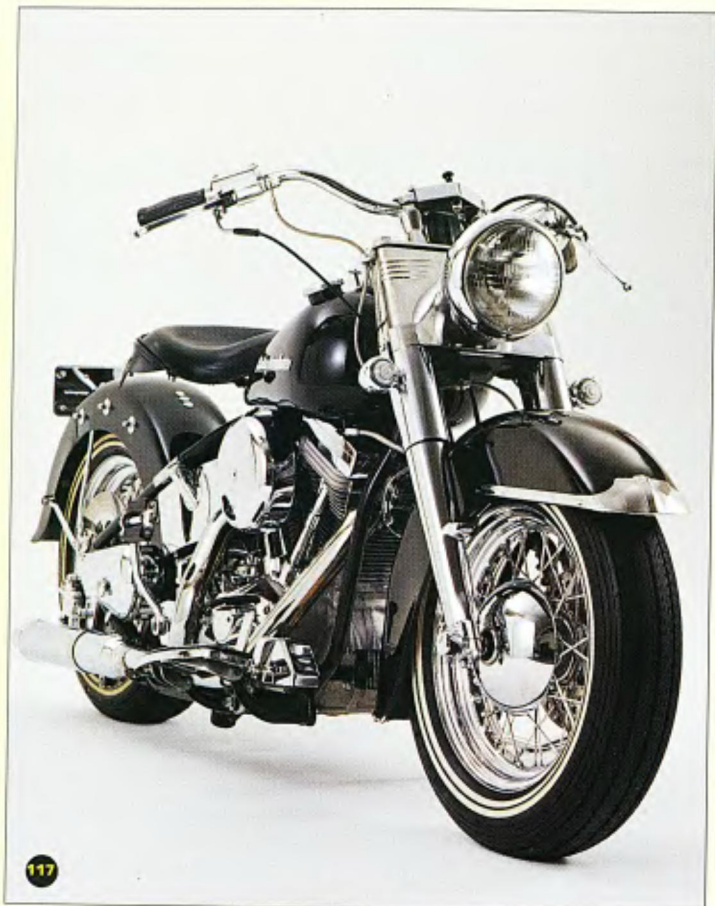
Owner: Andy Stinson
City: San Diego, Calif.
Builder: Zaidel's
Model: 1979 Showhead
Issue: *Biker* Jan. 1995
Photo: Raiko Hartman

115 HALLOWEEN HOG HEAD

Owner: Donnie Siefke
City: Summerfield, N.C.
Builder: Sonny Copeland
Model: 1980 Low Rider FXS
Issue: *Biker* Jan. 1995
Photo: Bill Ellis

116 AMAYZING

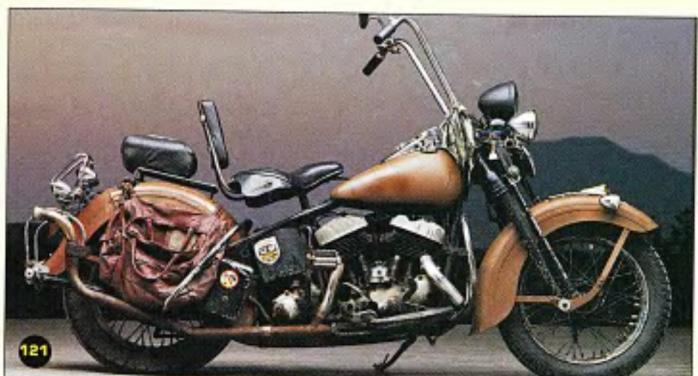
Owners: Loren & Connie Mays
City: Clarksville, Tenn.
Builder: Loren Mays
Model: 1986 XL Top Fuel
Street Racer
Issue: *Biker* March 1995
Photo: Michael Lichter



117



120



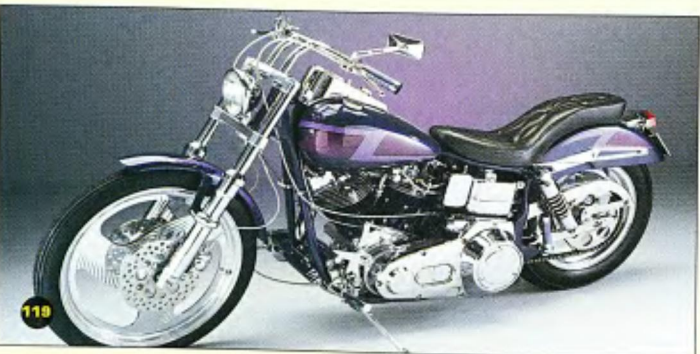
121



118



122



119



123

117 STRAIGHT, SIMPLE AND SOLID

Owner: Ed Tashjian
City: Burbank, Calif.
Builder: owner
Model: '90 Spec. Const.
Issue: *Biker* April 1995
Photo: Raiko Hartman

118 CELLAR DWELLER

Owners: Steve & Darlena Fischer
City: Franklin, Ky.
Builder: Tom Fetz
Model: 1982 Wide Glide
Issue: *Biker* March 1995
Photo: Bill Ellis

119 POINT OF NO RETURN

Owner: Steve Wisooker
City: Edgewater, Md.
Builder: owner
Model: 1977 Shovelhead
Issue: *Biker* March 1995
Photo: Bob Jones

120 PURPLE PAN MAN

Owner: Jim Hill
City: Orlando, Fla.
Builder: owner
Model: Panhead, FLH
Issue: *Biker* March 1995
Photo: Don Rodgers

121 LOST PUPPY

Owner: Puppy
City: Lost in America
Builder: Puppy
Model: 1937 ULH
Issue: *Biker* April 1995
Photo: Michael Lichter

122 BLAZIN' BOLTS WHITE LIGHTNIN'

Owner: Ron Simms
City: Hayward, Calif.
Builder: owner, BACC
Model: 1993 FXR
Issue: *Biker* March 1995
Photo: Raiko Hartman

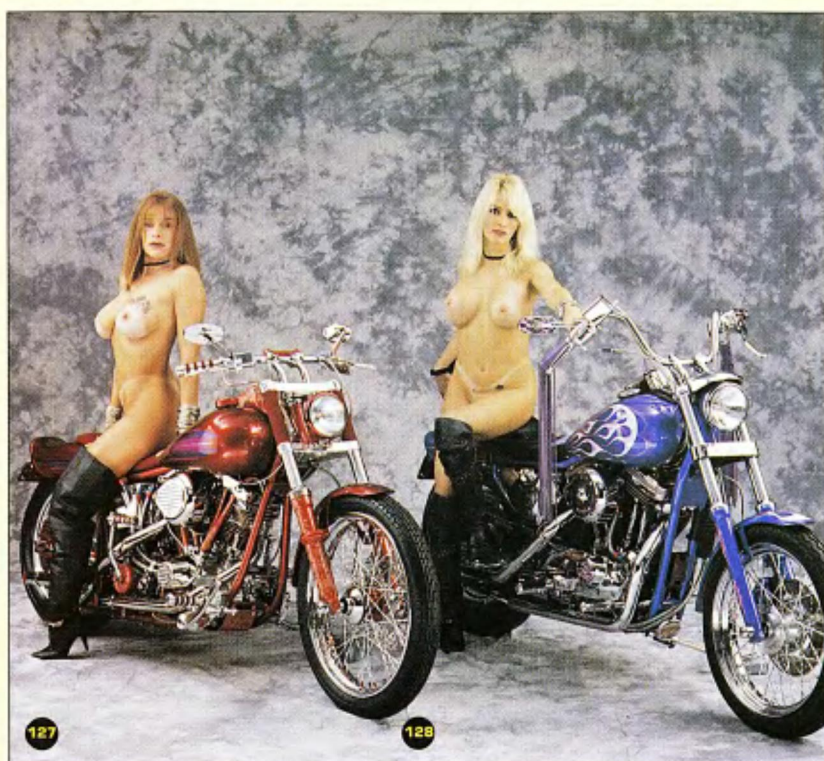
123 TEXAS TOP FUELER

Owners: Jon & Judy Marchman
City: Houston, Texas
Builder: owner, John Storage
Model: 1994 Top Fuel Drag
Issue: *Biker* April 1995
Photo: Theo Kouvatatos

BIKER



124



127

128



125



129



126



130

124 JUST AN ORDINARY AVERAGE GUY

Owner: Tony Rodriguez
City: Santa Ana, Calif.
Builder: Fred Hall
Model: 1992 Sportster
Issue: *Biker* April 1995
Photo: Kathleen Baird

125 WINKSTER

Owner: Wink Eller
City: Santa Ana, Calif.
Builder: Wink's
Custom Cycle
Model: 1994 Evolution
Issue: *Biker* April 1995
Photo: Raiko Hartman

126 OFF THE DRAWING BOARD

Owner: Troy Braun
City: Bloomington, Ill.
Builder: owner, D.S.
Specialties
Model: 1988 XLH
Issue: *Biker* May 1995
Photo: Chuck Emery

127 BUILT FOR SHOW

Owner: Dave Matel
City: Plainfield, Ill.
Builder: Dave Matel
Model: 1976 FXE
Issue: *Biker* May 1995
Photo: Chuck Emery

128 BUILT FOR SHOW

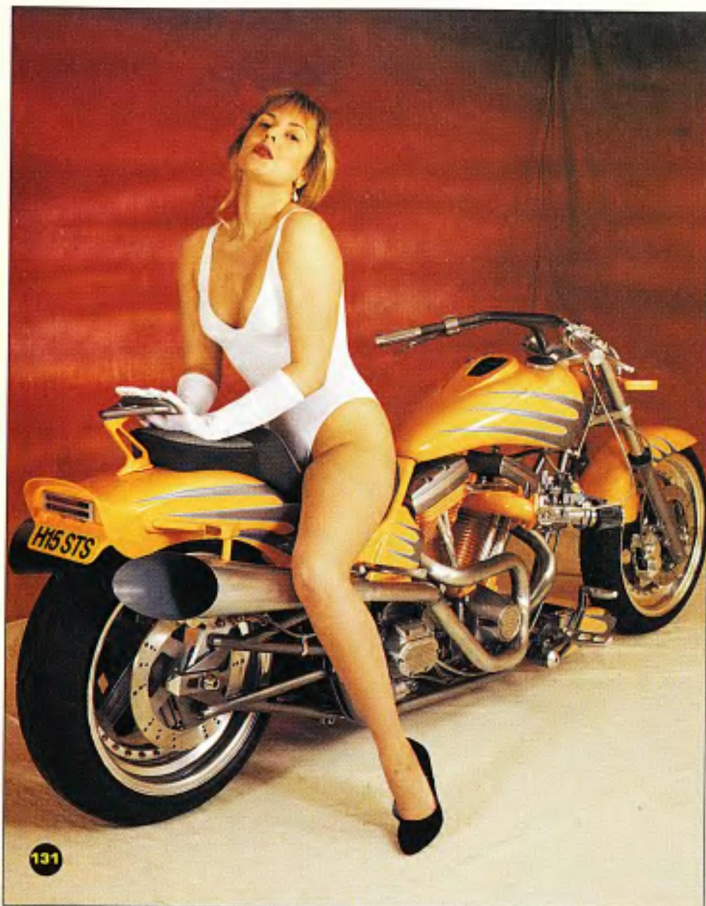
Owner: Dolores Matel
City: Plainfield, Ill.
Builder: Dave Matel
Model: 1988 Sportster
Issue: *Biker* May 1995
Photo: Chuck Emery

129 WHAT'S UP DOC?

Owner: Leslie Pam
City: Los Angeles, Calif.
Builder: Valley Hot Bike,
Jolly and P.J.
Model: 1968 FLH
Issue: *Biker* May 1995
Photo: Raiko Hartman

130 FREEDOM MACHINE

Owner: Rachel J. Cummins
City: Gillette, Wyo.
Builder: Perry Claason
Model: 1992 Softail Modified
Issue: *Biker* May 1995
Photo: Chuck Emery, Alan Sicks



131



134



135



132



136



133



137

131 O.J. DIDN'T DO IT

Owner: Lee Johnson
City: Pontefract, West Yorks, England
Builder: Rick James, Justin
Model: 1991 FXSTS
Issue: *Biker* Aug. 1995
Photo: Steve Almond

132 PURPLE HAZE

Owners: Randy & Martha Sexton
City: Star, Idaho
Builder: owner
Model: '46-'90 Crotch Rocket
Issue: *Biker* June 1995
Photo: Michael Lichter

133 SWEET LORRAINE

Owner: Jerry Howe
City: San Diego, Calif.
Builder: Mark Nelson, Dago Choppers
Model: 1994 FXR Spec. Const.
Issue: *Biker* June 1995
Photo: Raiko Hartman

134 CLASSIC FLASH

Owner: Bob McKay
City: Shallow Lake, Ontario
Builder: Bob McKay's H-D
Model: 1994 Road King
Issue: *Biker* June 1995
Photo: Michael McLuhan

135 HACKIN' IT

Owners: Hacksaw & Darla
City: Grass Valley, Calif.
Builder: owner
Model: 1968 Shovelhead
Issue: *Biker* Aug. 1995
Photo: Pete Chiodo

136 SLADE'S SLED

Owner: Kevin Slade
City: Phoenix, Ariz.
Builder: M/C Eng., Fat Guy's Custom Cycle
Model: 1984 FXSB
Issue: *Biker* Aug. 1995
Photo: Steve Reyes

137 MAD WOLF

Owner: Ron DePerro
City: Phoenix, Ariz.
Builder: Surgical Steeds
Model: 1968 FL Custom
Issue: *Biker* June 1995
Photo: Paul Martinez

BIKER



138



141



142



139



143



140



144

138 POWDER PURTY

Owner: Norbert Hauser
City: Germany
Builder: Quality Powder Coating
Model: 1975 FLH
Issue: *Biker* Aug. 1995
Photo: Pete Chiodo

139 UP FROM THE ASHES

Owner: Paul Wheeler
City: Van Nuys, Calif.
Builder: Paul Wheeler
Model: 1980 FLH
Issue: *Biker* Sept. 1995
Photo: Raiko Hartman

140 APPEALING PAN

Owner: Jeff Moroni
City: Palm Desert, Calif.
Builder: owner, Jim
Model: 1949 Panhead
Issue: *Biker* Sept. 1995
Photo: Michael Lichter

141 DREAM BABY

Owner: Dean Wahlster
City: Salem, Ore.
Builder: owner, Johnny Pag
Model: 1979 Custom Rigid
Issue: *Biker* Sept. 1995
Photo: Jerry Davidson

142 CHEF'S SURPRISE

Owner: David Botto
City: Plant City, Fla.
Builder: owner
Model: 1955 Panhead, FL
Issue: *Biker* Sept. 1995
Photo: Don Rogers

143 SOMETHING DIFFERENT EVERY YEAR

Owner: Johnnie Rotten
City: Edison, N.J.
Builder: owner
Model: 1991 Shovelhead
Issue: *Biker* Oct. 1995
Photo: Michael Lichter

144 A SOFTAIL PAN?

Owner: Charles King
City: Rural Hall, N.C.
Builder: Kenny Gilley, Tim Sutton
Model: 1993 Spec. Const.
Issue: *Biker* Oct. 1995
Photo: Michael Lichter



145



148



149



146



150



147

Hey, nice scoots, huh?
So, have you voted yet?
You know what to do: Pick your five
favorite bikes from among the 205
bikes shown here, and mail that card!

145 FOR MELISSA

Owner: Jerry Hankins
City: St. Augustine, Fla.
Builder: American Street Iron
Model: 1949 Panhead
Issue: *Biker* Dec. 1995
Photo: Michael Lichter

146 PURPLE TWILIGHT

Owner: Jim McMillen
City: New Castle, Pa.
Builder: owner
Model: 1992 FLSTC
Issue: *Biker* Oct. 1995
Photo: Michael Lichter

147 THE DRAGON-SLAYER

Owner: Larry Weymouth
City: Malden, Mass.
Builder: Cycle Systems, owner
Model: 1981 FXWG
Issue: *Biker* Oct. 1995
Photo: Michael Lichter

148 LIFETIME DREAM BIKE

Owner: Tim Moore
City: Dallas, Texas
Builder: Steve Wernimont
Model: 1995 Spec. Const.
Issue: *Biker* Dec. 1995
Photo: Michael Lichter

149 SWEET BUD

Owner: Robert Isenberg
City: San Luis Obispo, Calif.
Builder: Brad Foster, Lone
Rider Productions
Model: 1969 FLH
Issue: *Biker* Dec. 1995
Photo: Raiko Hartman

150 LONG, LOW AND LEAN

Owner: Art Marques
City: Whittier, Calif.
Builder: owner
Model: 1979 FXS
Issue: *Biker* Dec. 1995
Photo: Raiko Hartman

QUICK THROTTLE

For riders interested in making their Harleys quicker and faster, making them stop harder and go harder, *Quick Throttle* is our new bi-monthly magazine that speaks nitrous, high compression and six-piston calipers.

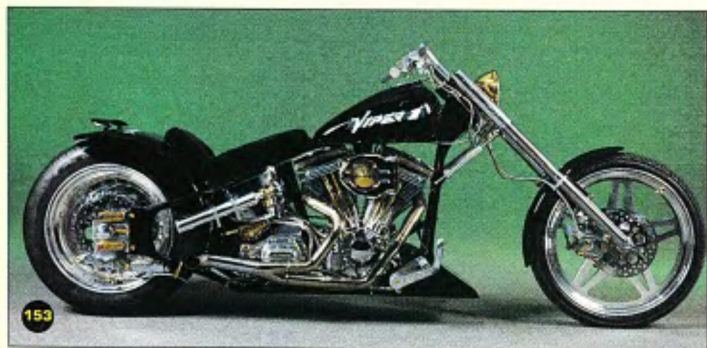
Each of these hot-performing Harleys was featured in 1995 issues of *Quick Throttle*. Their owners are invited to haul ass to the *Easysiders* Invitational Bike Shows so you can see their scoots and vote for them in person. Whether or not you can make it to the shows, cast your votes on a postcard and do a burnout to the mailbox.



151



152



153



154



155



156



157

151 IN THE AMERICAN GRAIN

Owner: Chrome Specialties
City: Ft. Worth, Texas
Builder: Texas H-D
Model: 1993 FXSTC
Issue: *Quick Throttle* #1 1995
Photo: Pat Yates

152 SOUTH SEAS SLED

Owner: Tahiti Mike
City: Papeete, Tahiti
Builder: Wink's
Custom Cycles
Model: 1994 FXR
Issue: *Quick Throttle* #1 1995
Photo: Raiko Hartman

153 VIPER ONE

Owners: Roger & Brigitte Bourget
City: Phoenix, Ariz.
Builder: Bourget Bike Works
Model: 1993 Evolution, Rigid
Issue: *Quick Throttle* #1 1995
Photo: Kirk McVety

154 HERE'S LOOKIN' AT YA

Owner: Lawayne Matthies
City: Grand Prairie, Texas
Builder: Xzotic Cycle
Model: 1986 FXR
Issue: *Quick Throttle* #1 1995
Photo: Michael Lichter

155 XR 1000

Owner: Tony McAndrew
City: Lake Arrowhead, Calif.
Builder: The Last Detail
Model: 1984 XR 1000
Issue: *Quick Throttle* #1 1995
Photo: Silvermoon

156 JESSICA

Owner: Randy Aron
City: La Jolla, Calif.
Builder: owner
Model: 1989 FXLR
Issue: *Quick Throttle* #2 1995
Photo: Raiko Hartman

157 POWER LIFTER

Owner: Bill Cavalier
City: Glendale, Calif.
Builder: BC
Model: 1995 FXST
Issue: *Quick Throttle* #2 1995
Photo: Raiko Hartman



158



161



162



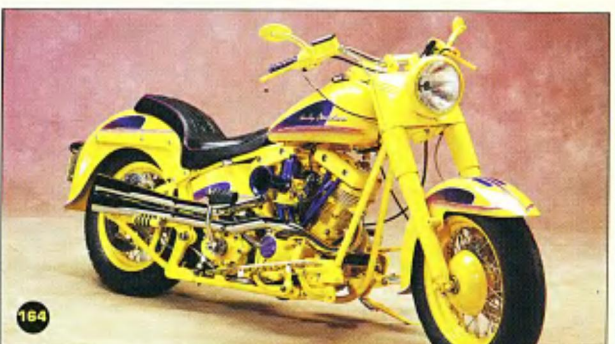
159



163



160



164

158 THE GAS MAN COMETH

Owner: J.D. Watkins
City: El Cajon, Calif.
Builder: Pride and Power
Model: 1994 Illusion
Issue: *Quick Throttle* #3 1995
Photo: Raiko Hartman

159 BOYCE BADSTER

Owner: Kenny Boyce
City: Rancho Cordova, Calif.
Builder: Kenny Boyce
Model: 1989 Pro Street
Street Digger
Issue: *Quick Throttle* #2 1995
Photo: Mike Lichter

160 NITROUS IS MY CO-PILOT

Owner: Phil Pothen
City: Phoenix, Ariz.
Builder: PMC Machining
Model: 1994 ground up custom
Issue: *Quick Throttle* #3 1995
Photo: Steve Reyes

161 ASPHALT ANNIHILATOR

Owner: Bob Garone
City: East Moriches, N.Y.
Builder: owner, Biker Barn
Model: 1994 Softail
Issue: *Quick Throttle* #2 1995
Photo: Raiko Hartman

162 EVO-XR

Owner: Jay Moore
City: Dallas, Texas
Builder: Mule Motorcycles
Model: 1994 XL 883
Issue: *Quick Throttle* #2 1995
Photo: Raiko Hartman

163 BIG DOG, BAD HOG

Owner: Tom Manchester
City: Los Angeles, Calif.
Builder: Big Dog
Model: 1992 FXR
Issue: *Quick Throttle* #3 1995
Photo: Michael Lichter

164 TALES OF FUTURE PAST

Owner: Kirk VanScoten
City: Oriskany, N.Y.
Builder: GT Custom Cycles
Model: 1972 Shovelhead
Issue: *Quick Throttle* #3 1995
Photo: Ricky Racer

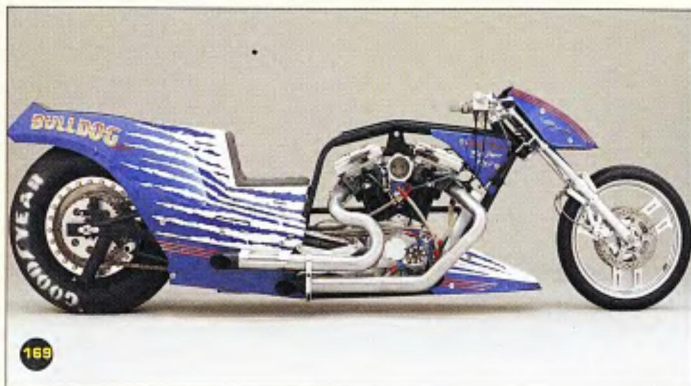
QUICK THROTTLE



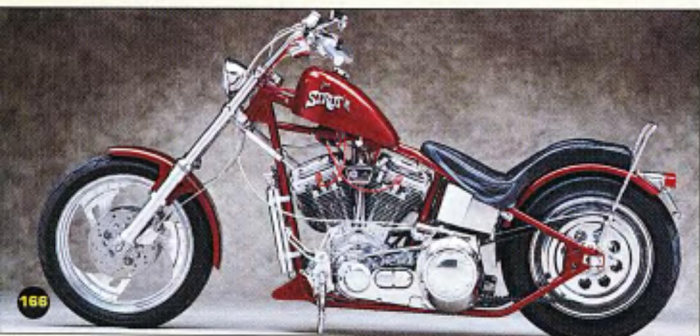
165



168



169



166



170



167



171

165 HEARLY-HEARTED BRITSTER

Owner: Don Gill
City: Overland Park, Kan.
Builder: Lenny Lochmiller
Model: '87-'90 883/1200
Issue: *Quick Throttle* #3 1995
Photo: Raiko Hartman

166 RIGHTEOUS RIGID

Owner: Wayne Desabrais
City: Kelowna, B.C.
Builder: owner
Model: 1989 rigid
Issue: *Quick Throttle* #4 1995
Photo: Michael Lichter

167 FRENCH-FRIED FIRE BREATHER

Owner: Rotse Xavier
City: Nimes, France
Builder: Street Drag
Model: 1979 FLH
Issue: *Quick Throttle* #4 1995
Photo: Michael Lichter

168 CHAMPIONSHIP FORM

Owner: Bobby Buckley
City: Richmond, Va.
Builder: Orangeburg Cycle, Dixie
Model: 1994 Pro Fuel
Issue: *Quick Throttle* #4 1995
Photo: Michael Lichter

169 CHAMPIONSHIP FORM

Owner: Bill Furr
City: Orangeburg, S.C.
Builder: Orangeburg Cycle
Model: 1994 Top Fuel
Issue: *Quick Throttle* #4 1995
Photo: Michael Lichter

170 DADDY'S NIGHTMARE

Owner: Robert Gutierrez
City: San Bruno, Calif.
Builder: owner, Chopper Guys
Model: 1995 "Extra Wide" Fat Boy
Issue: *Quick Throttle* #4 1995
Photo: Michael Lichter

171 XR-UPPING THE HARLEY 1000

Owner: Frank Callinicos
City: North Hollywood, Calif.
Builder: British Motorbikes
Model: 1983 XR1000
Issue: *Quick Throttle* #4 1995
Photo: Pete Chiodo

EARLYRIDERS

For connoisseurs of vintage bikes and righteous restorations, *Early-Riders* is our new magazine devoted to preserving the heritage of American-made motorcycles. The owners of these gorgeous pieces of history, which appeared in 1995 issues of *Early-Riders*, are also asked to display their bikes at the *Easyriders* Invitational Bike Show in Columbus, Ohio, this February, and you can help them win.

Cast your votes for the quality of restoration, for style, or just because it's the bike you used to have—or always wished you'd had. Kickstart your pen, write the numbers of your top five favorite bikes from among our six magazines on a postcard, and mail it!



172 MIL'S OBSESSION

Owner: Mil Blair
City: Burbank, Calif.
Builder: Mil Blair
Model: 1950 Panhead
Issue: *Early-Riders* #1 1995
Photo: Raiko Hartman

173 THE ORIGINAL X-MEN

Owner: Max Hushahn
City: Los Angeles, Calif.
Builder: Rick Peterson
Model: 1913 Excelsior
Issue: *Early-Riders* #1 1995
Photo: Kenna Love

174 CLASSIC IN-LINE FOUR

Owner: Peter Dunkel
City: Santa Ana, Calif.
Builder: Tom Winter
Model: 1940 Indian Model 440
Issue: *Early-Riders* #1 1995
Photo: Roy Kidney

175 BIG FOUR FASCINATION

Owner: Richard Morris
City: Torrance, Calif.
Builder: Richard Morris
Model: 1928 Henderson
Issue: *Early-Riders* #1 1995
Photo: Raiko Hartman

176 TWENTY-YEAR RESTORATION

Owner: Gene Calidonna
City: Seal Beach, Calif.
Builder: George Hood
Model: 1907 H-D
Issue: *Early-Riders* #1 1995
Photo: Raiko Hartman

177 ROTTEN RICHARD'S RIGHTEOUS RIDE

Owner: Richard Morris
City: Torrance, Calif.
Builder: Ernie Skelton
Model: Crocker
Issue: *Early-Riders* #1 1995
Photo: Raiko Hartman

178 POWER & RELIABILITY

Owner: Pete Smiley
City: California
Builder: Pete Smiley
Model: 1912 Indian, Model H
Issue: *Early-Riders* #2 1995
Photo: Kenna Love

EARLYRIDERS



179



183



180



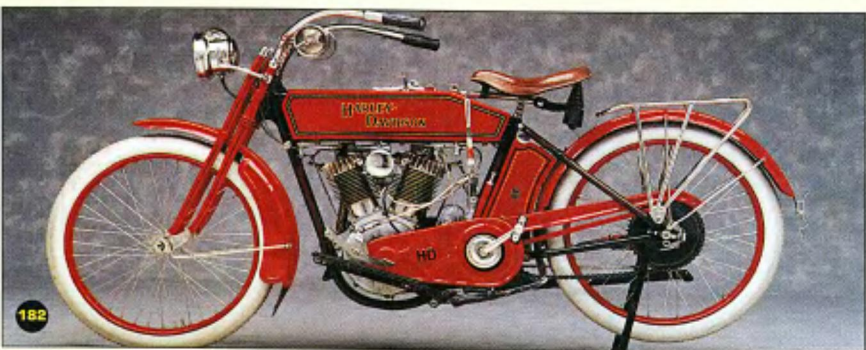
184



181



185



182



186

179 TWO CAM TWIN

Owner: Mike Egan
City: Santa Paula, Calif.
Builder: Mike Egan
Model: 1929 H-D
Issue: Early-Riders #2
Photo: Kenna Love

180 LONG WAY AROUND

Owner: Roger Berardi
City: Boulder, Colo.
Builder: Miles Reese
Model: 1946 Indian Chief
Issue: Early-Riders #2
Photo: Michael Lichter

181 NUMBER 1-X

Owner: Chuck Vernon
City: La Mirada, Calif.
Builder: Chuck Vernon
Model: 1-X Crocker
Issue: Early-Riders #2
Photo: Raiko Hartman

182 BIKE IN A BOX

Owner: Joseph Fabian
City: Lewistown, Mon.
Builder: Joseph Fabian
Model: 1914 H-D JD
Issue: Early-Riders #2
Photo: Michael Lichter

183 ANOTHER BARN STORY

Owner: Brad Zeigler
City: Galesburg, Ill.
Builder: Brad Zeigler
Model: 1949 Hydra Glide
Issue: Early-Riders #3
Photo: Chuck Emery

184 BUCKHORN CANYON INDIAN

Owner: Fred Lang
City: Santa Maria, Calif.
Builder: Fred Lang
Model: 1950 Indian Chief
Issue: Early-Riders #3
Photo: Kenna Love

185 1948 WHIZZER

Owner: Frank Callinicos
City: North Hollywood, Calif.
Builder: owner
Model: 1948 Whizzer, Model H
Issue: Early-Riders #3
Photo: Pete Chiodo

186 THUNDER ROAD

Owner: Urban Hirsch
City: Beverly Hills, Calif.
Builder: Steve Huntzinger
Model: 1903-04 Rooster Tail Thor
Issue: Early-Riders #3
Photo: Kenna Love



187



191



188



192



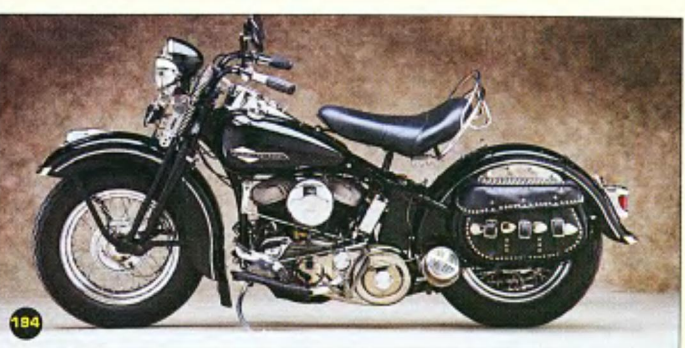
189



193



190



194

187 GREAT NORTH AMERICAN RACER

Owner: Dale Walksler
City: Mt. Vernon, Ill.
Builder: owner
Model: 1936 Harley UX3
Issue: *Early-Riders* #3
Photo: Roy Kidney

188 METER MAID'S DREAM

Owner: Jeff Gilbert
City: Los Angeles, Calif.
Builder: Mike Parti
Model: 1941 Indian Dispatch Tow
Issue: *Early-Riders* #3
Photo: Raiko Hartman

189 IN THE EYE OF THE STORM

Owner: Jeff Gilbert
City: Los Angeles, Calif.
Builder: Mike Parti
Model: 1914 Cyclone Racer
Issue: *Early-Riders* #4
Photo: Roy Kidney

190 START OF A WINNING TRADITION

Owner: Skip Fleming
City: Ellensburg, Wash.
Builder: owner
Model: 1948 FL
Issue: *Early-Riders* #4
Photo: Michael Lichter

191 MOHAWK GREEN SEMINOLE CREAM

Owner: Nicholas Russo
City: Chesterfield, Pa.
Builder: Randy Zorn
Model: 1938 Indian Four
Issue: *Early-Riders* #4
Photo: Michael Lichter

192 TWO-STROKE HARLEY-DAVIDSON

Owner: Ellen Meagher
City: Southern California
Builder: Mil Blair
Model: 1954 Hummer
Issue: *Early-Riders* #4
Photo: Doug Mazell

193 1945 INDIAN CHIEF

Owner: Bruce Whitted
City: Rootstown, Ohio
Builder: Jeff Javin,
Phil Lawson
Model: 1945 Indian Chief
Issue: *Early-Riders* #4
Photo: Michael Lichter

194 ONE SWEET LITTLE ONION

Owner: David Cibulka
City: Bothell, Wash.
Builder: owner, Jack Allen
Model: 1958 Flathead
Issue: *Early-Riders* #4
Photo: Michael Lichter

EARLYRIDERS



195



196

EASYRIDERS/JDF BIKES

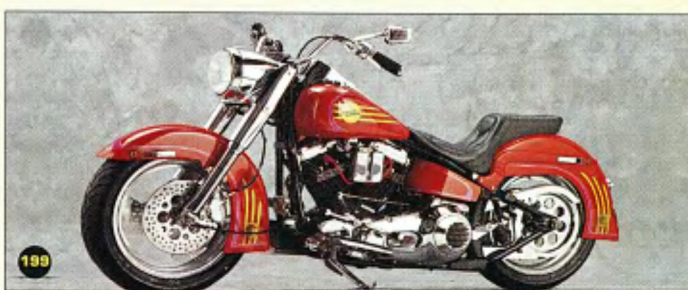
These bikes, along with Low Bro (bike #4), were fabricated by various custom-bike builders who donated their time and efforts to benefit the Juvenile Diabetes Foundation (JDF). Touring with us last year, these righteous rides were displayed at the 1995 *Easyriders* Bike and Tattoo shows, and all our 1995 Rodeos. There, show attendees were invited to enter to win their choice of one of these bikes by making a minimum donation to the *Easyriders*/JDF fund and filling out an entry blank.

The lucky winner was drawn at our final event, the *Easyriders* Grand Nationals Rodeo in Costa Mesa, California, last October, and he had his choice of any of the six bikes. Watch for the full story of the drawing in an upcoming issue of *Easyriders*.

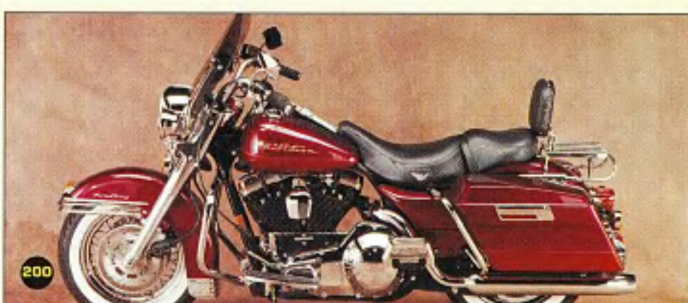
Our thanks to all the manufacturers who donated their time and efforts, and to all the bros who donated their money to this worthwhile cause.



197



199



200



198



201

195 ENDANGERED SPECIES

Owner: John Stears
City: Malibu, Calif.
Builder: John Stears
Model: 1927 McEvoy
Issue: *Easyriders* #2 1995
Photo: Kenna Love

196 CIRCA 1920

Owner: Pete Smiley
City: Santa Paula, Calif.
Builder: Pete Smiley
Model: Circa 1920
Issue: *Easyriders* #3 1995
Photo: Kenna Love

197 THE JADE DRAGON

Owner: Pat Kennedy
City: Tombstone, Ariz.
Builder: Pat Kennedy
Model: 1995 Custom
Issue: *Easyriders* Nov. 1995
Photo: Michael Lichter

198 ON A BLACK BOYCE

Owner: Kenny Boyce
City: Rancho Cordova, Calif.
Builder: owner
Model: 1994 Pro Street
Issue: *Easyriders* April 1995
Photo: Silvermoon

199 THE MIRAGE BIKE

Owner: Custom Chrome, Inc.
City: Morgan Hill, CA
Builder: CCI
Model: 1989 FXST
Issue: *Easyriders* July 1995
Photo: Raiko Hartman

200 ONE FOR THE ROAD

Owner: Harley-Davidson
City: Milwaukee, Wis.
Builder: Harley-Davidson
Model: 1994 FLHR Road King
Issue: *Easyriders* Sept. 1995
Photo: Silvermoon

201 EASYRIDE WIDE

Owner: Paughco, Inc.
City: Carson City, Nev.
Builder: Paughco
Model: 1980 FLH
Issue: *Easyriders* Aug. 1995
Photo: Raiko Hartman

IN THE WIND

This mag shows real bros on their real rides going places and having fun. Each feature bike is a road-worthy piece that's had bugs on its headlight, dirt on its tires, and been started at 2 a.m. at the end of a fine night of partying.

Because these are functional bikes, we get a real cross-section of what the bros are riding out there to Sturgis, Daytona, and all the other great party places in the world. Hey, if these guys care enough to ride, the least you can do is vote for their righteous rides. Putt that postcard down to the post office with your five votes.



202



205



206



203



204



207

202 STATE OF THE UNION

Owner: Clint Scott
City: Sherman Oaks, Calif.
Builder: Clint's Customs
Model: 1994 Softail
Issue: *In The Wind* July 1995
Photo: Ron Jaffe

203 STANDIN' PAT

Owner: Mike Smith
City: Madera, Calif.
Builder: owner, Clyde Rawlings
Model: 1953 Panhead
Issue: *In The Wind* March 1995
Photo: Raiko Hartman

204 WORKING CLASS HERO

Owner: Joe Horne
City: Scotts Valley, Calif.
Builder: owner
Model: 1991 FLH
Issue: *In The Wind* May 1995
Photo: Raiko Hartman

205 PACKED POWDER

Owner: Jean H. Kent
City: Palmdale, Calif.
Builder: owner, Palmdale Cycle
Model: 1993 Spec. Const.
Issue: *In The Wind* Jan. 1995
Photo: Raiko Hartman

206 SPECTACULAR SPORTY

Owner: Vito DiTommaso
City: Long Island, N.Y.
Builder: owner/ECSB
Model: 1988 Sportster
Issue: *In The Wind* Sept. 1995
Photo: Jack Zamor

207 SUNTAN POWER PAN

Owner: Rich Grover
City: Milford, Conn.
Builder: Longriders, E. Bogrette
Model: 1955 FLH
Issue: *In The Wind* Nov. 1995
Photo: Michael Lichter

What are you waiting for?
Cast your votes now!

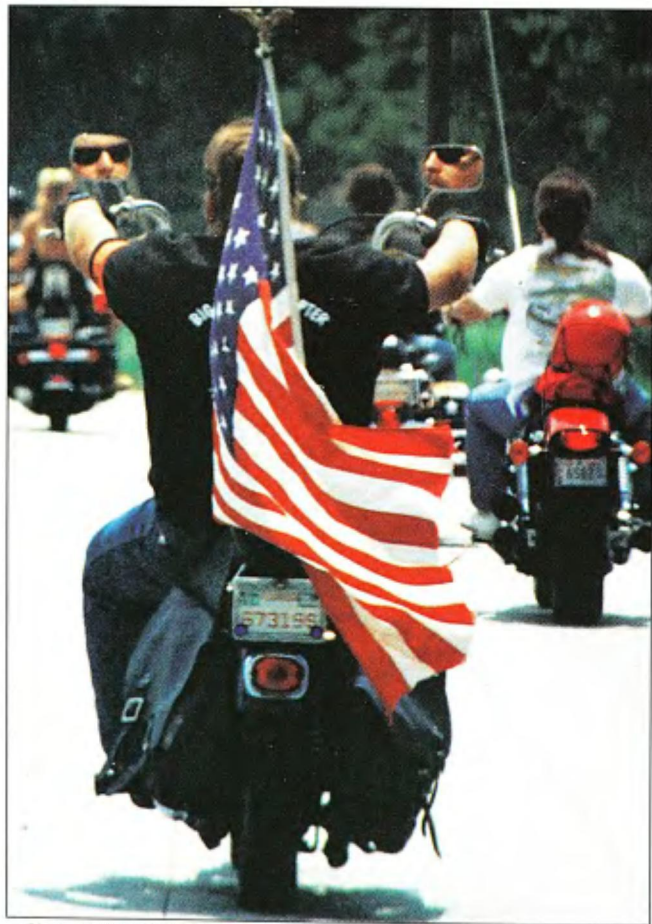


WIND®

—Linda Barbour, El Dorado, Calif.



—J.D. Schrems, Schenectady, N.Y.



—Shoe, ABATE of Florida Freedom Run, Lake Okeechobee, Fla.



—Michael Scott, Loudon, N.H.



—Mark Johnson, Las Vegas, Nev.



—Debby Sue Vaughn, Iowa City, Iowa



—Shannon Mahon, Timmonsville, S.C.



—Marcus Kyle, Millington, Tenn.



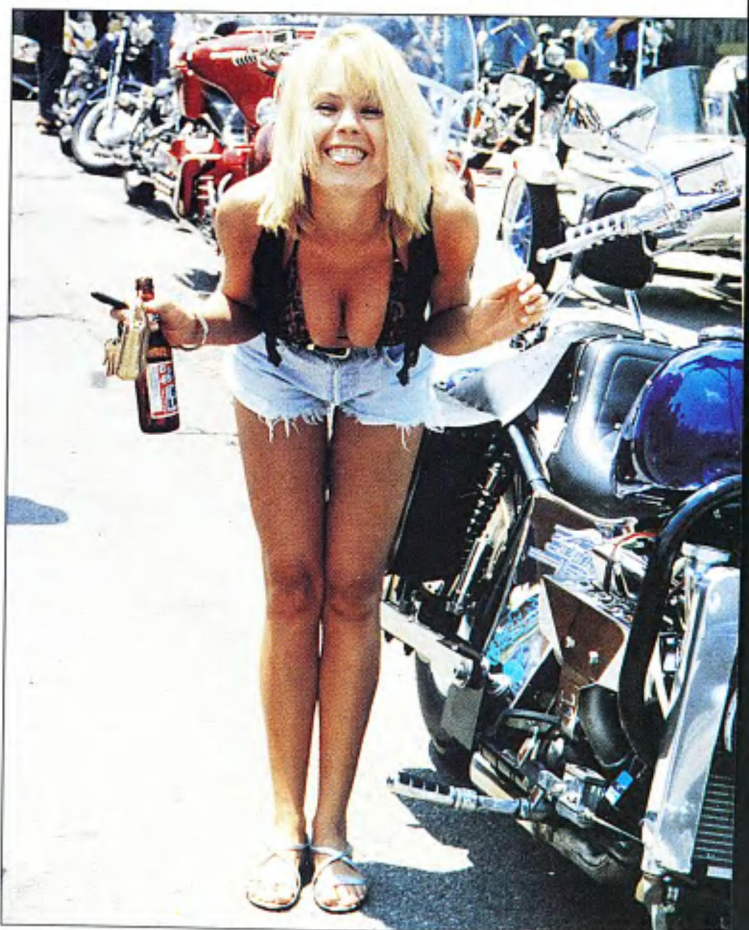
—Egg, Laconia, N.H.



—Brian Statham, Hickory Hills, Ill.



—Turk and Muffin, Rolling Thunder '95, "Get well, Larry."



—Chris Graham, Yukon, Okla.



—Dale Walksler, Mt. Vernon, Ill.



—DBS Photography, Irvine, Calif.



—Glen Bowen, Freedom Rally '95, Humboldt, Iowa



—Marie Evelyn de Lacolombier, Indre, France



—James L. Carey, firefightin' Harley riders of the former B.P.F.D., Buena Park, Calif.



—Peter Barrett, Milford, Conn.



—Willem Van Thillo, Brisbane, 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

SEPTEMBER WINNER

Talk about motorcycling being an exciting sport, one need look no further than Jennifer, this month's fox from Denver, Colorado, to see what we mean. A simple run to Sturgis lights up with a clank as the steel door slams in the pokey. Yep, our winner spent an evening in the Graybar after showin' some skin on the street. So is our gal pal some kind of sleeze? Hell, no. She's a Montana-reared, succesful real estate agent who's called the Mile High City home for the last three years. A true scooter lover, she's made the run to Laughlin, Nevada, where she did some promotional modeling for Don Bittman and his company's new-look Illusion motorcycle. Incidentally, she far preferred the River Run to her Sturgis experience. We think you'll prefer the experience of seeing her in all her glory on Roque Armijo's 1995 Scott's Motors-built 103-inch rigid ride on page 95.

—Loudmouth



There's just no experience like it. It's all about being on the road, having a good time with my ol' man.
Corinna, Texas—#201



My first ride was over Mother's Day weekend in '88. I went to Bike Fest in Hanford, Calif., and ended up in an *Easyriders* ad for Bike Week.
Kimberlyn, California—#202



My first ride on a Harley was on an '89 Softail. It was all over after that. Tattoos, bikes, long hair, and leather became my passion.
Richelle, Illinois—#203



It was on an ABATE toy run with a group of folks who got together with a common love to help others. It sent chills through my body.
Colleen, New Jersey—#204



My first ride on a Harley-Davidson tuned my motor for love, and it's still racing out of control!
Sherry, Ohio—#205



I was 10 years old the first time I rode on a Harley. I remember the experience as my first true sense of freedom and independence.
Heidi, Pennsylvania—#206

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

For this issue, you can begin sending in your votes beginning January 1, 1996.

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 January 31, 1996. We'll print the winner in the May 1996 issue.



Here she is, bros, the October 1995 winner in our monthly Fox Hunt, Angy, #1004, from Victoria, British Columbia. 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.

272

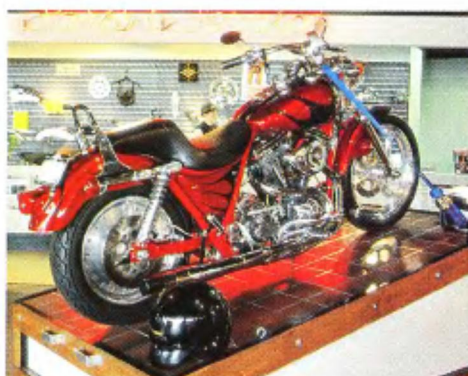
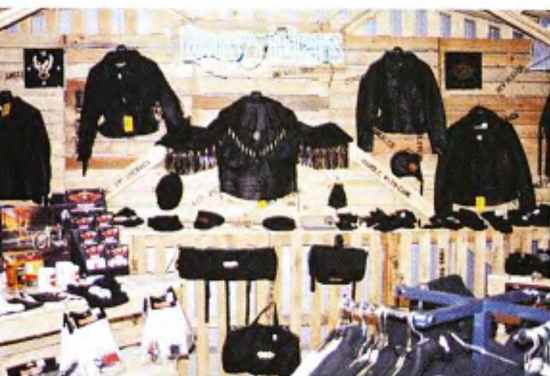
Model's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone () _____ Evening Phone () _____
I am _____ years of age, born _____
I will pose Topless _____ Full Nude _____
Model's Signature _____

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

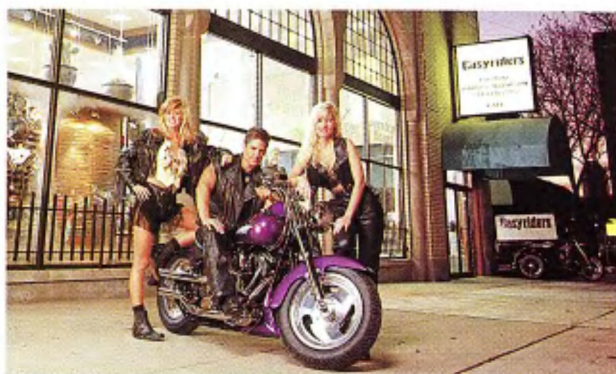
Send a photocopy of your picture I.D. that shows your signature and photo.

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

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



EVEN IF YOU CAN'T LIVE IN PARADISE YOU CAN STILL SPEND A DAY THERE.



CUSTOM MOTORCYCLES...APPAREL...SERVICE...ACCESSORIES...AND MORE.



Scottsdale, AZ
602-947-4423

San Diego, CA
619-234-6009

NEW Atlanta, GA
770-914-6076

NEW New Orleans, LA
504-524-6969

St. Louis, MO
314-230-6400

Cleveland, OH
216-241-7800

Memphis, TN
901-767-7433

Hollywood, CA
213-658-8817

Daytona Beach, FL
904-238-1645

Chicago, IL
708-506-1234

NEW Gaithersburg, MD
301-670-4644

Fayetteville, NC
910-864-8811

Columbus, OH
614-224-9400

Houston, TX
713-266-5400

NEW Fresno, CA
209-222-7467

Coconut Grove, FL
305-567-9299

NEW Detroit, MI
810-598-1994

Springfield, MO
417-883-6006

Las Vegas, NV
702-368-7808

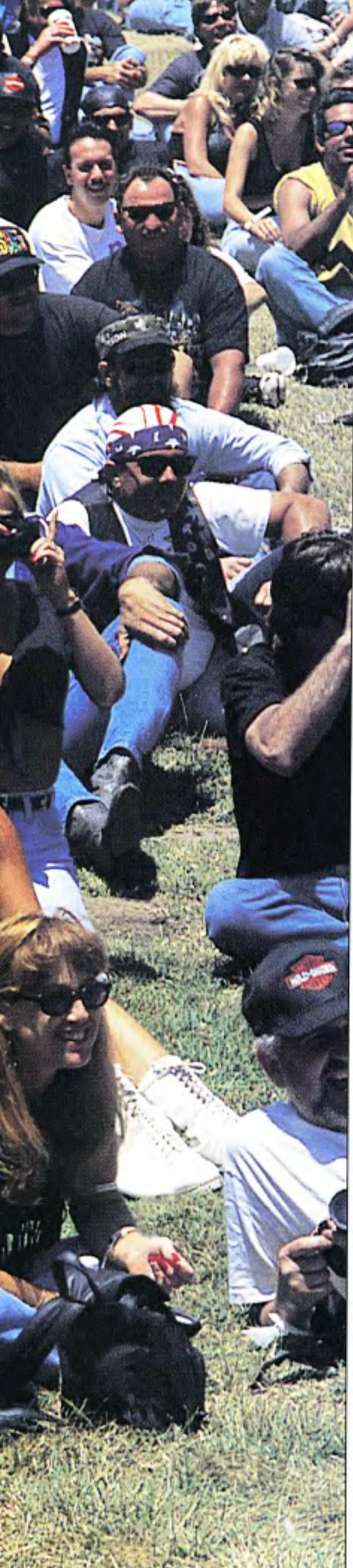
Portland, OR
503-684-5499

Laredo, TX
210-723-9231

Easyriders®

EasyridersSM Franchise Stores are now available in select areas. For more information, contact: Ed Geise at (818) 879-6114





The subtitle to this tome reminds me of a Chamber of Commerce newsletter I read some 10 years ago. I'll let it ride for now 'cause there's a pile of truth to each descriptive word. In a sense, I speak for groups of bikers throughout the world who find themselves sittin' in large committee meeting rooms, in the back of banks, in Salvation Army offices, or in clubhouses, and who are attempting to organize their next events to be more entertaining, successful, and creative than the last one. Tough chore.

In this case, the beneficiary of effort is the Exceptional Children's Foundation (ECF) in Los Angeles, California. The Beach Ride was originally organized by Bartels' Harley-Davidson, with the Foundation, members of the ABATE local, The Hells Angels, and a handful

of bikers who have supported the organization for years. That was four years ago. This year, I experienced the rigors of the monthly meetings along with the rest of the crew. I was privileged to be a member of the Beach Ride Committee.

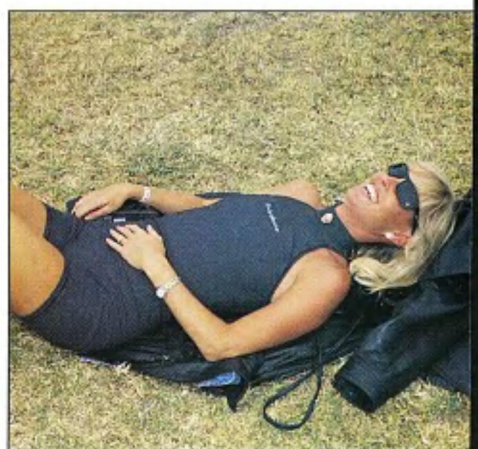
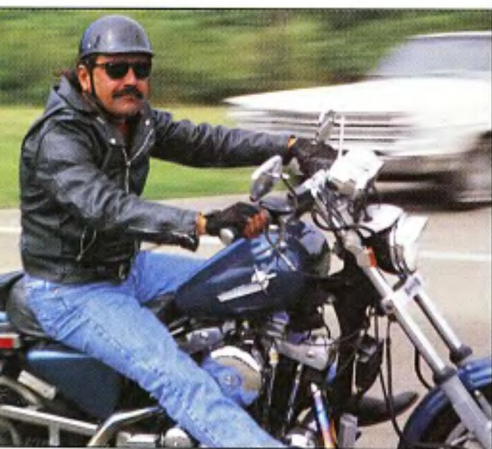
Since 1946, the Exceptional Children's Foundation has helped infants and toddlers with diagnosed developmental disabilities (and those at risk of developmental delays) to acquire motor coordination, language skills, and cognitive abilities. The organization provides developmental activity programs for adults with moderate to profound levels of mental retardation. They also encourage creative talents of individuals with developmental disabilities through fine arts, and provide

adults with mild to severe levels of mental retardation with vocational skills training. The list goes on.

During late evening meetings in Culver City, months before the event, the leaders of the committee stressed the need for more entertainment, better food, etc. Twelve of us sat around four tables pushed into a square and discussed the fate of the next event in the ECF offices. The leaders and devoted activists included Dave Hansen, a Santa Monica rider for a couple of decades, who sports a full blond beard and has a massive build. Tiny Brower, a longtime Hells Angel who researched the event with Dave, added vendors and a swap meet and →

BEACH RIDE 1995

SAND, SERENITY, AND SYNERGY



broadened the activities to include a wider biker spectrum. Most recently he recruited Domenic Romeo from Starwest/Win Products to afford the event a model contest for Domenic's calendar. Art Naddour, who is the long-time committee chairman and a master auto restorer, maintained the peace while keeping the entire motley committee on track. Holden Raphael, a professional promoter and record producer, is the active entertainment director and was instrumental in bringing Panasonic on board to be a sponsor next year. Sue Swanson, the Director of Development, kept us fed and motivated as we hammered out one aspect of the event after

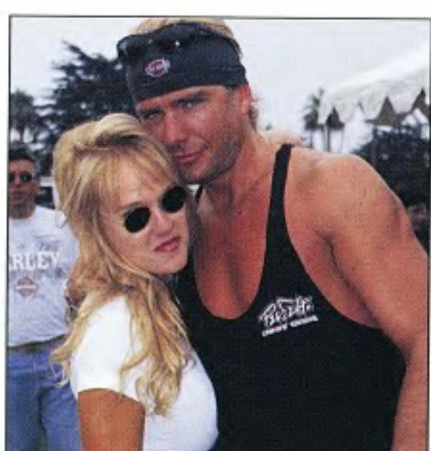
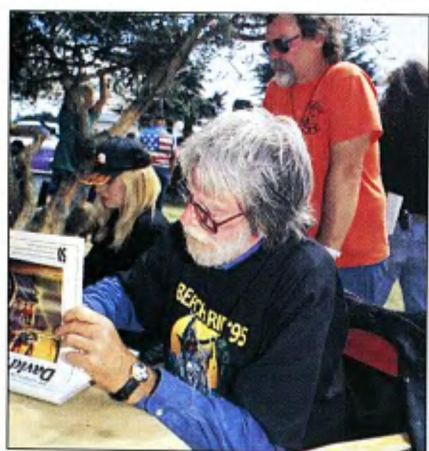
another. Her key words to any interested party are, "Our next meeting is ... and we'd love to have you on board."

At each meeting, we honored each accomplishment, and met new challenges head on. Dave Hansen, the massive spiritual leader of the group, pounded the conference tables month after month, pleading his case for an international food fair, better music, and biker games. His harping lifted everyone's expectations of the event, forcing us all to inject more quality into every aspect of the run.

It's this level of dedication that makes these events successful. Each member of this committee, with the exception of

Sue Swanson and Carmela Santa Ana, was a volunteer. With two months to go, one volunteer announced between cookies and coffee that they had managed to get Jefferson Starship to play. That news brought new fervor to bringing as many Southern Californian bikers to the event as possible.

After months of scheduling, calling in favors, organizing volunteers, and handing out flyers at other events, the day of the acid test had arrived. The weather was perfect, and the roads clear, as groups began to ride out from 14 points throughout Southern and Central California, bound for the coastal community of Ventura some 50 miles



Photos: Nancy Cairns and Lori Specter



north of Los Angeles.

The entry fee was \$20, which included the international food fair that had brought a plethora of international dishes to the grassy knoll in lieu of the common dog and chili menu. Set against the backdrop of sunlit waves curling majestically along white virgin shores, the event featured kiosk-styled vendors, a beach party impregnated with the smell of beer, baby oil, and brine, a swap meet area, bands, biker carnival games, a custom bike raffle, ride pins, and a T-shirt designed by *Easyriders'* own David Mann. There was also a Mr. and Ms. Beach Ride contest, a custom bike show, and shit everywhere.

The work, the effort, the time, and the money paid off. The event was a success as thousands of SoCal riders rolled in and helped generate \$90,000 for the ECF program. The Starship played along with Bob's Yer Uncle, King Ernest, and the Rogues.

I'd like to mention the names of the committee board and some of the many volunteers who made the Beach Ride a success and enriched my experience on the committee. They were: Chairman Art Naddour, Bill and Merle Bartels, Loray Bartels, Tiny Brower (HAMC), Chico Castillo, Ellie Collin, Cindie Czech, Allan DeShon (Hamster), Ralph and Shelly Garrido,

Dave (Big Dave) Hansen, David Levenson, Owen Lewis, Chuck Marchese, Micah McCloskey (Ugly MC member from Micah McCloskey's Custom Cycles), Michael Merryman, Greg Ochotorrena, Grady Pfeiffer (Admiral Hamster), Frank (Pharaoh) Pretty, Holden Raphael, Cindy Ragatz, Steve Romero, and Fred Wilson.

As I've said, this group of scooter jockeys isn't unique. All groups, like the Beach Ride committee, deserve credit for selfless acts of dedication toward their fellow man. That's what makes the world go round. Thanks for the experience.

—K.B.

LOW, FAT AND FAST

Movin' and
Groovin'
Through the
Denver
Suburbs



Thirty-year-old Rocky Mountain Roque lives alone in the suburbs of the Mile High City, with his Scotty-built badster and an everlasting yearning for adventure and women. It's the same drive for many of us in this asphalt world of wine, women, and the song of motorcycle thunder.

After a day of wheeling and dealing in the car market, Roque heads to his pad, where the master blaster awaits release from solitary confinement in a dark wooden cell. As he pulls into his driveway a transformation begins, a mind-bending alteration that many of us relate to. A gradual awakening of evil spirits, like a teenager

donning a costume for Halloween, or a gunfighter strapping on dual 45 Colts heading into the street at sunset. Roque feels the same surge of adrenaline as he strips off his street clothes and throws on his Levi's, pulls on his favorite black "T" over his ponytail and goatee, grabs his leather vest and gloves and heads toward the garage. There's nothing like the night, downtown, neon, slick streets and the adventure they conceal.

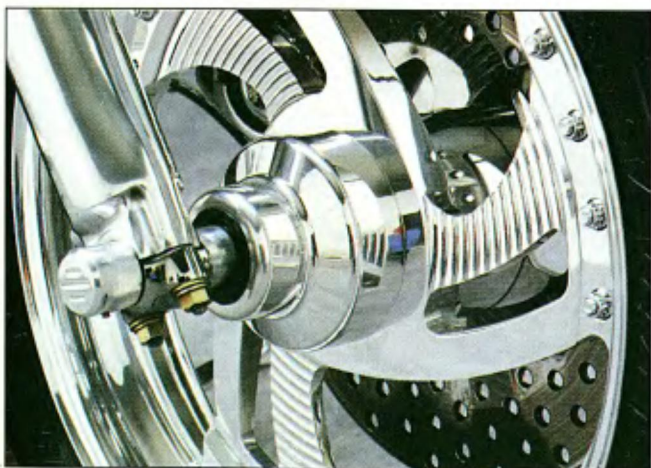
The bike is built to be fast; the girl is a Denver dancer, Jennifer, our Fox Hunt winner. Combined they represent Roque's lifestyle. →

Easyriders





Easyriders



Reminds me of my last Shovel, although this machine is finer. I got that blood-pumping rush every night as my leathers flapped in the wind and I rolled into the depths of the city. Each night was a new ride, in search of hard liquor and loose women. One particular fall night, I slipped into the city, just in time to encounter three drunk straights coming out of a titty bar slinging rude comments at the girls. The rush of the night and the close calls with cages on city streets had my awareness level peaked as I smacked the first bumbling idiot and assisted the bouncer with the removal of the other disenfranchised characters. The moves on my part garnered me additional respect with the girls—one in particular.

As the short blonde emerged from behind the curtain and one supple leg snaked onto the stage, I knew this was going to be a rewarding experience. Her waist was narrow, cleavage →





extreme, her hair soft as silk and flowing over her shoulders, much like Jennifer, our winner here. Her rhythm was locked into the music, and as she peeled out of her threads, her bright blue eyes never left mine, although the room came alive with catcalls and whistles. As I slipped crisp dollar bills onto the varnished dance floor ledge, she kicked them back at me with a sharp smirk and moved around to the yokels who were paying her dues.

As the song changed tempo and ground slowly to a deep bluesy melody she moved rhythmically in my direction. On her hands and knees she crawled over my second glass of Jack, lifting her pretty face to mine and slinging her flaxen hair over her shoulder to reveal taut nipples on full breasts. My eyes met hers as she grazed my trembling forearms with her nipples.

"I'm off in an hour," she whispered in my ear, her eyes remaining focused on mine. "I'll be here," I said, my heart beating against my chest.

An hour later, we met behind the bar. She was short, but perfectly proportioned, and light as a feather. She straddled my pillion for a one-stop ride into the hills, picking up a bottle of wine along the way. We sipped wine and made love under the stars. It wasn't the last time I saw her, and the experience was far more than rewarding.

That was a handful of years ago, but I can see the same scenario happening to Roque on a weekly basis, and many bikers like him, who know the flow of sensuality in the streets at night. Ya gotta love it.

—Renegade



Owner:Roque Armijo
City:Denver, Colorado

General

Fabrication

Year and make:1995 H-D
Model:rigid
Value:\$25,000
Chroming:Classic Chrome
Engine

Year....

Model:Evo
Rebuilder:Scott
Ignition:Dyna
Displacement:103 cubic inches

Pegs:Bob Schenck, front
 Gas tank:H-D
 Oil tank:H-D
 Oil system:S&S
 Seat:John Backus
 Mirrors:Ness
 Grips:Ness

Type: wide glide
Modifications: shorties, billet trees

Front:.....P.M., 16-inch, Avon, H-D
Rear:P.M., 18-inch, Avon, H-D
Photos:Michael Lichter

SCOOTER CINEMA

THE BEST AND WORST BIKER FLICKS



So, it's your day off, and you've been planning on going riding but it's pouring down rain. We're talking buckets.

Buncha worthless crap on the tube: that anti-biker jerk, Jerry Swinefeld, or Grossanne Barf. Major puke time.

Here's an idea. Pop a biker movie video into the VCR! I know, you've already watched the classic biker flicks *The Wild One*, *Easy Rider* and *MASK* many times. But I've got a listing of biker flicks you've probably never heard of.

Believe it or not, there are more than 115 biker movies out there; however, because of space limitations, I've only been able to profile less than half of them. Every one of the movies listed has been released to the videotape market. You may have to visit several video stores to find 'em all, but they're out there.

So order a pizza, grab a cold one, pop in a videotape, kick back, and enjoy.

—Clint Armentor

Editor's Note: aka (also known as) has been added by the writer, where applicable, to warn you when a movie has been re-released under a different title. In other words, same movie, different title. Be aware of these alternate titles so you don't rent the same movie twice!

The Motorcycle Gang (1957, black & white):

Low-budget, sputtering *Wild One* rip-off. Corny bikers with smoked salmon breath wear goofy-looking helmets and do Three Stooges-type pratfalls off their Triumphs.

Motor Psycho (1965, black & white): A cast of shapely, shrieking women with extremely large honeydews are terrorized by a "gang" of three delinquent clowns riding little Honda 90cc trail bikes. Thanks for the mammaries.

The Wild Angels (1966): Peter Fonda leads the "Angels" as the hyperactive Heavenly Blues, while bug-eyed psycho Bruce Dern stirs up a buncha shit that gets all the "gang" in trouble with "The Man."

The Wild Wheels (1966): Idiomatic *Beach Blanket Bingo* romp, with the evil bikers vs. dung buggy dipshits. The bikers burp, stink, and grimace while dune buggy warrior Casey Kasem looks constipated.

Hells Angels On Wheels (1967): Jack Nicholson as a hassled gas station attendant named "Poet." Sonny Barger cameo appearance. The Hells Angels MC sued the producers for defamation of character.

The Glory Stompers (1967): The "stompers" are clean shaven, wear clean underwear, and use deodorant. Their nemesis is the filth-encrusted "Black Souls" club, led by a freaked-out Dennis Hopper. Club enforcer Bob Tessier swings a mean tire iron and runs over some dude's face.

The Born Losers (1967): The first silly Jack, er, ah, I mean Billy Jerk movie. The biker "gang" leader wears a pimp's hat and Cher's sunglasses. Features senseless violence and a coupla gang bangs.

The Rebel Rousers (1967): aka *The Rebel Warriors*. A wild-eyed Bruce Dern officiates a biker wedding ceremony, reading from a greasy Harley shop manual to join a scruffy Jack Nicholson and some kidnapped chick in everlasting stupidity.

The Devil's Angels (1967): These bros are in dire need of a road map. They're looking for Butch Cassidy's "Hole-In-The-Wall" hideout, where they can "be free and love each other." "Rosemary's Boo-Boo" star, John Cassavettes, plays the Den Mother.

The Savage Seven (1968): Bikers vs. Indians. *Dances With Wolves* it ain't. Penny Marshall of "Laverne & Squirrelly" fame plays a kosher Injun. Gather the choppers up in a circle there, Mongo!

Angels From Hell (1968): Sadistic violence, mamas, hippies, the fuzz, a G-rated orgy, bad acid trips, warm beer ... oh wow, man.

The Black Angel (1968): aka *Black Bikers From Hell*. The lead character, Chainer, carries a 10-pound chain on his belt. The exciting (yawn) bike chase sequences will inspire you to sell your VCR. Check out the mid-'60s choppers. The cops are so poor in this film that they can't afford patches for their uniforms or insignia for their squad car.

She Devils On Wheels (1968): All-female gang putters around on their menstrual cycles and prays to Gloria Swineham that the wind doesn't mess up their beehive hair-dos.

Girl On A Motorcycle (1968, British): aka *Naked Under Leather*. Mick Jagger's ex-ol' lady Marianne Faithfull is a femme fatale who rides a '68 Electra Glide. Yep, she gets nekkid. The shapely Miss Faithfull's stunt double looks suspiciously like a dude.

Run Angel, Run (1969): Muscular bad-ass biker William Smith (no, not that bearpole bozo from "The Fresh Stench Of Belched Air") snatched on his club members and is pictured on the cover of "Like" magazine. His bros are out for blood, and Angel runs. Twangy Tammy Wynette theme song.

The Angry Breed (1969): Stars Hawaii 5-O's James "Danno" McArthur as a powercrazed, neo-Nazi who wears an S.S. uniform and rides a little Honda. Some pretty girls in bikinis, breasts that almost get fondled, an LSD freak-out scene—along with illegal biker debauchery. Book 'em, Danno.

Hell's Belles (1969): Biker gang movie veterans Adam Roarke and Jeremy Slate square off for the final showdown. A moto-cross racin' cowboy wins a new custom Triumph race bike, which promptly gets ripped off. So now the cowpoke hasta saddle up and track these thievin' varmints down. It's frontier justice and gas tanks that never run empty.

Bigfoot (1969): Even the great character actor, John Carradine, can't save this drowning turkey. Freshly scrubbed college kids ride through the woods on stock ring-ding Yamaha-ha 250s and encounter a rubber-faced creature that looks like Geraldo Rivera.

C.C. & Company (1970): aka *Chrome Hearts*. Starring Broadway Joe Namath, Ann Margret, and William Smith. Big budget, blooper-filled biker exploitation gang-banger. Good opening scene. Great theme song.

Angels Die Hard (1970): Even in death, bikers can still get it up. More Neanderthal gang shit, a stupid plot, moronic dialogue, and dumb ending.

The Losers (1970): Biker commando raiding party takes on Vietnam rescue mission 15 years before the Rambo flicks and his superhuman exploits. Obviously based upon the 1966 letter that Sonny Barger sent to Lyndon Johnson, volunteering the Hells Angels MC for military service in Vietnam.

The Naked Angels (1970): Swaggering, guffawing biker gang members with poor oral hygiene spit big mucoid "luggies" in each other's beers ... and they drink up! They ride, rumble, and ream the mamas.

Angel Unchained (1970): Features Tyna Daly from TV's obnoxious bulldyke cop show "Skagney & Gaycey" as a somewhat flabby flower child. Chainswinging macho bikers team up with flower-sniffing vegetarian hippies to battle troublesome rednecks. "All we are saaaay-ing ... is give peace a chance."

Chrome & Hot Leather (1971): Ghengis Khan-type barbarian bikers on Harley choppers get hunted down like dogs by a vengeful Vietnam vet and his buddies who ride lightweight Japanese dirt bikes.

The Hard Ride (1971): No, it's not a porno flick. The real star of this movie is "Baby," a super radical and classy 1936 Knucklehead chopper. The plot, well, things kinda go downhill from there.

Werewolves On Wheels (1971): This movie is much better than the hokey-sounding title implies. The "Devil's Advocate" MC encounters an eerie Satanic cult hideaway, and the devil worshipers want to set up ol' Lucifer on a blind date with a hot biker babe!

The Peace Killers (1971): The Age of Aquarius, peace, love beads, flowers, incense, peppermints, naked hippie chicks, evil bikers, violent torture, and death. Bummer, man.

Psychomania (1971, British): Limey Triumph riders kiss frogs and commit suicide so they can return as "Living Dead" biker zombies. 'Bout half-way through, you'll wish this movie would croak like the damned frogs.

Savage Abduction (1971): Bikers with a lower I.Q. than Gomer Pyle, kidnapping, bondage, flabby cleavage, clenching feminine buttocks, face slapping

and generally less than half of the raunchy perversion and raw human sewage that you'd find watching "Sick Lake" or that air-headed nitwit "Sally-Messy Daffy-as-hell."

On Any Sunday (1971 documentary): Highly recommended. No Hollywood bikerexploitation bullshit in this one. An interesting, serious, funny, and fast-paced look at various types of motorcycle sports. Steve McQueen rides the trails with champion racers Malcolm Smith and Mert Lawwill.

Evel Knievel (1971): Before the hot air filled stuntman became an Officially-licensed Harley-Hero, and before he beat the crap outta his business partner with a baseball bat, the daredevil Knievel was portrayed by George Hamilton. Not too bad.

The Jesus Trip (1971): This is what happens when you give cameras and film to a buncha incompetent lamebrains. The writer and director of this ignorant disaster seem to be just as confused as the befuddled actors, who ride around in a fog of stupidity in search of a plot.

Satan's Sadists (1971): Bikers kill and torture 'cause they ain't got nuthin' else better to do. Hollywood biker's "things to do today" list: 1) Tune-up Harley, 2) Buy beer, 3) Kill five innocent people.

Angels, Hard As They Come (1972): It's bikers vs. bikers in a desert hippie commune. Biker Scott Glenn tries to find *The Right Stuff*, but whiny hippie Gary Busey tries not to fall down and hit his head. "Oh, that'll be the day, when you make me cry-yl-..."

Electra-Glide In Blue (1973): Robert Blake stars as a misfit motorcycle cop who wants to trade in his leather jacket and helmet for a detective's suit and Stetson hat. An above-average motorcycle movie. Recommended.

HEX (1973): aka *The Shrieking*. A very unusual tale, set in the rapidly disappearing Western frontier in 1919. Just after World War I, wandering bikers on vintage machines encounter two very beautiful but dangerous witches. Nice, authentic antique bikes from the Bud Ekins collection.

Freedom R.L.P. (1976): aka *The Northville Cemetery Massacre or Harley's Angels*. Stars a real biker club, the Scorpions MC from Detroit. Music score by ex-Monkee Michael Nesmith. One of the better, more realistic gang films.

Hog Wild (1981, Canadian): Somewhat silly, though fast paced. The biker gang leader does a corball take-off on Marlon Brando's *Wild One* mush-mouthed mumbling. This gets old real fast, but the movie is a fairly well done biker action/comedy.

Return Of The Rebels (1981, made for TV): Don Murray reunites his old bike club, "The Eagle Rock Rebels," to fight some snot-nosed Generation Brand-X teen punks who are terrorizing resort owner Barbara Eden. Sure, these old bikers are as clean as a *Leave It To Beaver* episode, but don'tcha get a bit tired of the usual TV and movie biker format of rape, pillage, torture and kill?

The Loveless (1981): A really offbeat story about a small group of bikers riding to Daytona Beach in either 1959 or maybe 1960. The delinquent scooter jockeys flagrantly display a Beavis & Butt-head mentality intermingled with the constantly horny, macho, crotch thrusting sexual prowess of Joey Buttafuoco.

Hells Angels Forever (1983, documentary): Ten years in the making, this well-done film was actually put together by members of the Hells Angels MC. Good counterpunch to the endless parade of Hollywood biker gang movies that attempted to exploit the club's name.

Hellriders (1985): A thoughtful, though brain-dead biker, wearing a rebel helmet, pulls out his dangle while standing on the roof of Tina Louise's car, and gives her dusty windshield a urine wash of recycled beer suds. Thus, the tone is set for this moronic movie. Adam "Batman" West tried to revive his stumbling career in this third-rate groaner.

Masters of Menace (1990): *Animal House* on Harleys. Mucha funny.

Cycle Sluts in Zombie Town (1991): aka *Chopper Chicks in Zombie Town*. An angry, snarling lesbo leads her panty-raiding dykes-on-bikes group of pathetic gang-ettes into a small desert mining town polluted with shuffling zombies that walk like Michael Jackson after a night out with the boys. This movie ain't no "Thriller;" it needs a proper burial.

The Blue Desert (1991): A quirky murder mystery, romance story involving a love triangle between a lone biker, his new girlfriend, and the cop who wants to possess exclusive "drilling rights" in this lusty melodrama.

Stone Cold (1991): Pro football washout Brian Bozworth began and ended his movie career with this rabid, anti-biker truckload of stereotype bullshit. Most likely, the biggest budget biker movie ever. Too bad the asshole writer and producers had to go the "Let's kill all the bikers" route. A more appropriate title would've been "Stoned Clod."

Harley-Davidson and the Marlboro Man (1991): This is more like it. Yet another big-budget biker movie for 1991, but the bikers are the good guys. Kind of a *Butch Cassidy and the Sundance Kid* remake with Harleys. Mickey Rourke rides a really unique-looking Evo.

Born To Ride (1991): 1939 Kentucky, three years before America enters WW II. U.S. Army cavalrymen retire their horses and begin training aboard Harley WLA flatheads. A secret undercover mission in Nazi-occupied territory sets up the plot for bikin' action.

Roadside Prophets (1992): A very cerebral type of biker road movie. Two mismatched bikers hit the open road in a long quest to lay to rest the ashes of a dead bro. No funeral urns for this bro, as the ashes are righteously stashed in a Harley's fatbob gas tank! An interesting and unusual biker movie.

Beyond the Law (1992) Charlie Sheen stars as an undercover narc who infiltrates yet another one of them evil biker gangs. During his instant coffee biker indoctrination, he magically transforms an old rusty and dusty junk pile of Panhead motor parts and rigid frame into a sparkling, shiny new Evo Softail. Meanwhile, he romances Linda Fiorentino, gets into some fights and drug deals, and tries to decide whether he wants to be a cop or a biker.

Running Cool (1993): Not to be confused with *Cool Runnings*, which was also a 1993 movie, about a buncha Jamaican bobsled bozos. *Running Cool* is one of the better, more realistic, and well-written biker movies. Easy to find. Highly recommended.

BIKER MOVIE SHACK OF SHAME: THE GROANER BIN

The Pink Angels (1971): Without a doubt, the worst biker movie ever made. A limp-wristed group of transvestite bikers swish and sway their way across the Southwest in military-styled BMWs with sidecars loaded with their "gay apparel."

Sweet Savior (1971): aka *The Love Thrill Murders*. A Charlie Manson imitator on a stock Triumph. Maximum groaner.

Bury Me An Angel (1975): This movie is about as exciting as watching a sick cat puke up a furball in your driveway.

Run Angel, Run (1969): Muscular bad-ass biker William Smith (no, not that bearpole bozo from "The Fresh Stench Of Belched Air") snatched on his club members and is pictured on the cover of "Like" magazine. His bros are out for blood, and Angel runs. Twangy Tammy Wynette theme song.

The Angry Breed (1969): Stars Hawaii 5-O's James "Danno" McArthur as a powercrazed, neo-Nazi who wears an S.S. uniform and rides a little Honda. Some pretty girls in bikinis, breasts that almost get fondled, an LSD freak-out scene—along with illegal biker debauchery. Book 'em, Danno.

Hell's Belles (1969): Biker gang movie veterans Adam Roarke and Jeremy Slate square off for the final showdown. A moto-cross racin' cowboy wins a new custom Triumph race bike, which promptly gets ripped off. So now the cowpoke hasta saddle up and track these thievin' varmints down. It's frontier justice and gas tanks that never run empty.

Bigfoot (1969): Even the great character actor, John Carradine, can't save this drowning turkey. Freshly scrubbed college kids ride through the woods on stock ring-ding Yamaha-ha 250s and encounter a rubber-faced creature that looks like Geraldo Rivera.

C.C. & Company (1970): aka *Chrome Hearts*. Starring Broadway Joe Namath, Ann Margret, and William Smith. Big budget, blooper-filled biker exploitation gang-banger. Good opening scene. Great theme song.

Angels Die Hard (1970): Even in death, bikers can still get it up. More Neanderthal gang shit, a stupid plot, moronic dialogue, and dumb ending.

The Losers (1970): Biker commando raiding party takes on Vietnam rescue mission 15 years before the Rambo flicks and his superhuman exploits. Obviously based upon the 1966 letter that Sonny Barger sent to Lyndon Johnson, volunteering the Hells Angels MC for military service in Vietnam.

The Naked Angels (1970): Swaggering, guffawing biker gang members with poor oral hygiene spit big mucoid "luggies" in each other's beers ... and they drink up! They ride, rumble, and ream the mamas.

Angel Unchained (1970): Features Tyna Daly from TV's obnoxious bulldyke cop show "Skagney & Gaycey" as a somewhat flabby flower child. Chainswinging macho bikers team up with flower-sniffing vegetarian hippies to battle troublesome rednecks. "All we are saaaay-ing ... is give peace a chance."

Chrome & Hot Leather (1971): Ghengis Khan-type barbarian bikers on Harley choppers get hunted down like dogs by a vengeful Vietnam vet and his buddies who ride lightweight Japanese dirt bikes.

The Hard Ride (1971): No, it's not a porno flick. The real star of this movie is "Baby," a super radical and classy 1936 Knucklehead chopper. The plot, well, things kinda go downhill from there.

Werewolves On Wheels (1971): This movie is much better than the hokey-sounding title implies. The "Devil's Advocate" MC encounters an eerie Satanic cult hideaway, and the devil worshipers want to set up ol' Lucifer on a blind date with a hot biker babe!

The Peace Killers (1971): The Age of Aquarius, peace, love beads, flowers, incense, peppermints, naked hippie chicks, evil bikers, violent torture, and death. Bummer, man.

Psychomania (1971, British): Limey Triumph riders kiss frogs and commit suicide so they can return as "Living Dead" biker zombies. 'Bout half-way through, you'll wish this movie would croak like the damned frogs.

Savage Abduction (1971): Bikers with a lower I.Q. than Gomer Pyle, kidnapping, bondage, flabby cleavage, clenching feminine buttocks, face slapping

and generally less than half of the raunchy perversion and raw human sewage that you'd find watching "Sick Lake" or that air-headed nitwit "Sally-Messy Daffy-as-hell."

On Any Sunday (1971 documentary): Highly recommended. No Hollywood bikerexploitation bullshit in this one. An interesting, serious, funny, and fast-paced look at various types of motorcycle sports. Steve McQueen rides the trails with champion racers Malcolm Smith and Mert Lawwill.

Evel Knievel (1971): Before the hot air filled stuntman became an Officially-licensed Harley-Hero, and before he beat the crap outta his business partner with a baseball bat, the daredevil Knievel was portrayed by George Hamilton. Not too bad.

The Jesus Trip (1971): This is what happens when you give cameras and film to a buncha incompetent lamebrains. The writer and director of this ignorant disaster seem to be just as confused as the befuddled actors, who ride around in a fog of stupidity in search of a plot.

Satan's Sadists (1971): Bikers kill and torture 'cause they ain't got nuthin' else better to do. Hollywood biker's "things to do today" list: 1) Tune-up Harley, 2) Buy beer, 3) Kill five innocent people.

Angels, Hard As They Come (1972): It's bikers vs. bikers in a desert hippie commune. Biker Scott Glenn tries to find *The Right Stuff*, but whiny hippie Gary Busey tries not to fall down and hit his head. "Oh, that'll be the day, when you make me cry-yl..."

Electra-Glide In Blue (1973): Robert Blake stars as a misfit motorcycle cop who wants to trade in his leather jacket and helmet for a detective's suit and Stetson hat. An above-average motorcycle movie. Recommended.

HEX (1973): aka *The Shrieking*. A very unusual tale, set in the rapidly disappearing Western frontier in 1919. Just after World War I, wandering bikers on vintage machines encounter two very beautiful but dangerous witches. Nice, authentic antique bikes from the Bud Ekins collection.

Freedom R.L.P. (1976): aka *The Northville Cemetery Massacre or Harley's Angels*. Stars a real biker club, the Scorpions MC from Detroit. Music score by ex-Monkee Michael Nesmith. One of the better, more realistic gang films.

Hog Wild (1981, Canadian): Somewhat silly, though fast paced. The biker gang leader does a cornball take-off on Marlon Brando's *Wild One* mush-mouthed mumbling. This gets old real fast, but the movie is a fairly well done biker action/comedy.

Return Of The Rebels (1981, made for TV): Don Murray reunites his old bike club, "The Eagle Rock Rebels," to fight some snot-nosed Generation Brand-X teen punks who are terrorizing resort owner Barbara Eden. Sure, these old bikers are as clean as a *Leave It To Beaver* episode, but don'tcha get a bit tired of the usual TV and movie biker format of rape, pillage, torture and kill?

The Loveless (1981): A really offbeat story about a small group of bikers riding to Daytona Beach in either 1959 or maybe 1960. The delinquent scooter jockeys flagrantly display a Beavis & Butthead mentality intermingled with the constantly horny, macho, crotch thrusting sexual prowess of Joey Buttafuoco.

Hells Angels Forever (1983, documentary): Ten years in the making, this well-done film was actually put together by members of the Hells Angels MC. Good counterpunch to the endless parade of Hollywood biker gang movies that attempted to exploit the club's name.

Hellriders (1985): A thoughtful, though brain-dead biker, wearing a rebel helmet, pulls out his dangle while standing on the roof of Tina Louise's car, and gives her dusty windshield a urine wash of recycled beer suds. Thus, the tone is set for this moronic movie. Adam "Batman" West tried to revive his stumbling career in this third-rate groaner.

Masters of Menace (1990): *Animal House* on Harleys. Mucha funny.

Cycle Sluts in Zombie Town (1991): aka *Chopper Chicks in Zombie Town*. An angry, snarling lesbo leads her panty-raiding dykes-on-bikes group of pathetic gang-ettes into a small desert mining town polluted with shuffling zombies that walk like Michael Jackson after a night out with the boys. This movie ain't no "Thriller;" it needs a proper burial.

The Blue Desert (1991): A quirky murder mystery, romance story involving a love triangle between a lone biker, his new girlfriend, and the cop who wants to possess exclusive "drilling rights" in this lusty melodrama.

Stone Cold (1991): Pro football washout Brian Bozworth began and ended his movie career with this rabid, anti-biker truckload of stereotype bullshit. Most likely, the biggest budget biker movie ever. Too bad the asshole writer and producers had to go the "Let's kill all the bikers" route. A more appropriate title would've been "Stoned Clod."

Harley-Davidson and the Marlboro Man (1991): This is more like it. Yet another big-budget biker movie for 1991, but the bikers are the good guys. Kind of a *Butch Cassidy and the Sundance Kid* remake with Harleys. Mickey Rourke rides a really unique-looking Evo.

Born To Ride (1991): 1939 Kentucky, three years before America enters WW II. U.S. Army cavalrymen retire their horses and begin training aboard Harley WLA flatheads. A secret undercover mission in Nazi-occupied territory sets up the plot for bikin' action.

Roadside Prophets (1992): A very cerebral type of biker road movie. Two mismatched bikers hit the open road in a long quest to lay to rest the ashes of a dead bro. No funeral urns for this bro, as the ashes are righteously stashed in a Harley's fatbob gas tank! An interesting and unusual biker movie.

Beyond the Law (1992) Charlie Sheen stars as an undercover narc who infiltrates yet another one of them evil biker gangs. During his instant coffee biker indoctrination, he magically transforms an old rusty and dusty junk pile of Panhead motor parts and rigid frame into a sparkling, shiny new Evo Softail. Meanwhile, he romances Linda Fiorentino, gets into some fights and drug deals, and tries to decide whether he wants to be a cop or a biker.

Running Cool (1993): Not to be confused with *Cool Runnings*, which was also a 1993 movie, about a buncha Jamaican bobsled bozos. *Running Cool* is one of the better, more realistic, and well-written biker movies. Easy to find. Highly recommended.

BIKER MOVIE SHACK OF SHAME: THE GROANER BIN

The Pink Angels (1971): Without a doubt, the worst biker movie ever made. A limp-wristed group of transvestite bikers swish and sway their way across the Southwest in military-styled BMWs with sidecars loaded with their "gay apparel."

Sweet Savior (1971): aka *The Love Thrill Murders*. A Charlie Manson imitator on a stock Triumph. Maximum groaner.

Bury Me An Angel (1975): This movie is about as exciting as watching a sick cat puke up a furball in your driveway.

RIP'S RUN



The Snake River near Rupert, Idaho.

TROUBLE

RIP SURVIVES THE ABOMINABLE SNOW PUTT



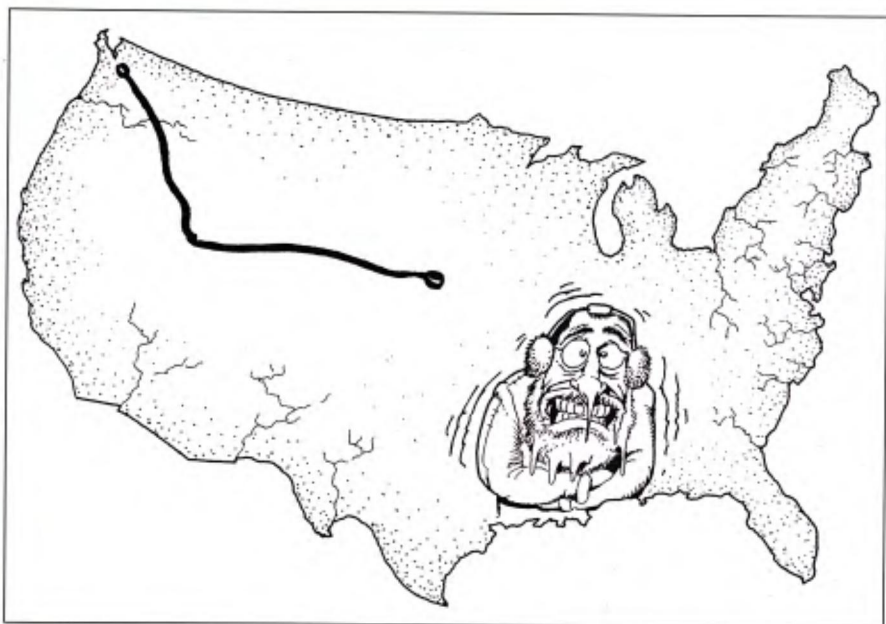
Mondello on his 1967 Shovelhead sidehack.



Stunt rider Dane Miller at Rockingham, N.C.



Jim and Phyllis McClure at Rockingham, N.C.



Howdy, here we go again. After the All-Harley Drag Racing Association (AHDRA) drag race in Portland, Oregon, and the *Easyriders* Rodeo the fol-

lowing weekend in Enumclaw, Washington, Sugar and I weren't quite ready to leave town. We hung around to do the Oyster Run and the Oyster Run Ball the evening before the actual run.

The Oyster Run Ball was held at the American Legion Hall in Everett, Washington. The live music was handled by Swamp Mama Johnson, an all-girl band. Lisa, Tracy, Kim, Laure and Patty laid down some heavy tunes. Their repertoire included R&B with an emphasis on the blues. They also

favoured us with some of the older rock songs. They sounded pretty good and had lots of folks dancing shortly after

taking the bandstand. This was another Limp Lee Production, put on by the same dude who co-sponsored the 14th annual Oyster Run.

Some of you old-time Rip's Run readers may remember that I wrote about this function last year. What a difference a year makes! This is the largest one-day run in Washington state. Lee told me that he thought the run would draw up to 5,000 bike riders. The official run starts at the California Tavern in Marysville, Washington, at 11 in the a.m. Those riding with the pack then proceed to Evelyn's Tavern on Cook Road in the Bow Edison area, after which everyone heads to the Edison and Longhorn Taverns in Edison, Washington.

The last and final stop is in the beautiful city of Anacortes, Washington, where the city puts on a large block

HOT AND NEW!

Here's a sneak peek at some of the innovative new products from Arlen Ness.

Ness-Tech® Diamond Series H/B Clamp & Speedo Mount

NEW!



41mm Massive Glide Front End

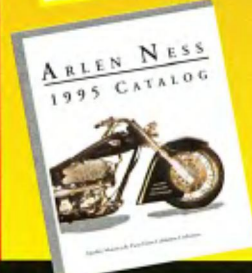


NEW!

Pocket Turbo Mirror



NEW!



Ask your local dealer for Arlen's 1995 color catalog or send \$8.00 for a catalog (\$20 for a t-shirt & catalog) (Please include \$2.00 for ship/hand) to Arlen Ness



We Innovate, Never Imitate!

16520 East 14th Street, Dept. EZ
San Leandro, CA 94578

Phone (510) 276-3395 or Fax (510) 276-3534



The Seattle Cossacks Motorcycle Drill Team perform at the Oyster Run in Anacortes, Washington.

party. The streets look like bike week in Sturgis, South Dakota. By that I mean that both sides of the main drag had scooters backed up to the curb. Plus, bikes are parked down the middle of the street for about six or seven blocks. There were many street vendors selling food and all kinds of biker-related stuff.

This year, besides seeing the world-famous Cossacks Motorcycle Drill Team, we also got to see the Tenino Drill Team doing their thing. They're a much smaller group of riders and are fun to watch as they go through their maneuvers. They came on before the Cossacks and warmed the crowd up for the Cossack act. Both teams put on a good show and the price was right! Yeah, we didn't pay a dime. Most of the stores in town were packed with riders buying food or drinks. A good time was had by all, and next year promises to be more of the same. It will be the 15th annual.

If you're in the area, it's usually held around October first, on a Sunday. It's just a one-day event, so ya won't need a sleeping bag or tent. Come join the folks and you'll enjoy eating oysters as you travel along and take in the beautiful scenery of western Washington state. It's very green and pretty to scope out. Besides, what's it they say about oysters

putting lead in your pencil? From the Seattle area, Sugar and I hung around one more day catching our breath and planning the next adventure, which was to be a ball breaker.

Tuesday morning we headed out. There was a slight drizzle coming down as we left town heading eastbound on Interstate-90. It stopped raining after the first gas stop. I usually try to go at least 150 miles before stopping for petrol. At Ellensburg, Washington, I swung Sugar Pai south on I-82. Just a few miles south of Umatilla, Oregon, we found I-84 through Oregon and most of Idaho into Utah. I did stop in Boise, Idaho, that first night out. South of Ogden, Utah, we switched freeways and got on I-80 east.

Everything was going swell up until then. It was getting colder, but it hadn't started to rain yet. We were now climbing the Rocky Mountains, and I kept pushing onward. A few times it looked like it wanted to snow. In the back of my weak mind I kept thinking that if I reached Cheyenne I'd be on the eastern slope and less likely to meet up with foul weather. Going past Rock Springs, Wyoming, about 9:30 in the evening, we encountered some light snow flurries. We were now on the Continental Divide about 7,000 feet up and it was mighty cold all around. The



Bob Butterfield in front of his shop, Butterfield's M.C. Parts, in Omaha, Nebraska.



Here's a pair of horny-hatted dudes I ran into on the road at the Oyster Run in Washington.



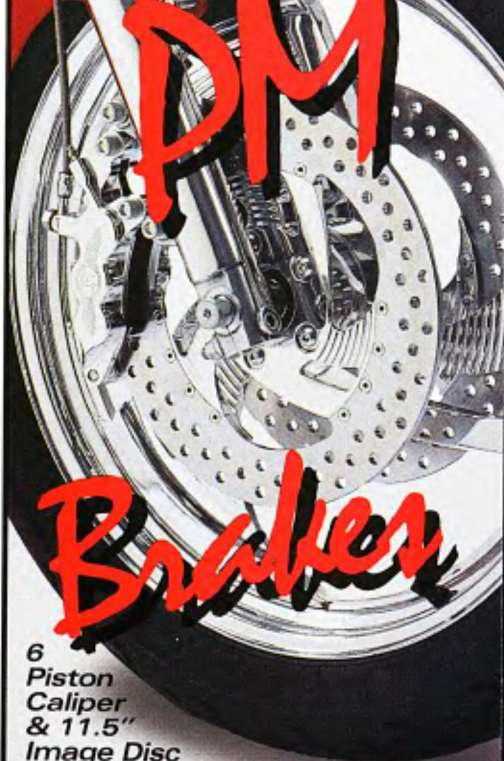
Dancing on the streets of Anacortes, Washington.

snow got heavier and heavier as Sugar and I trudged onward.

First the fairing got covered with snow, then the windshield. I was glad that I'd had Arlie Becker, back in Everett, Washington, cut four inches from the top of the windshield because that allowed me to look over the top. But then my glasses started getting covered by snow. I was trying to keep Sugar up and between the lines, but it snowed so much that I couldn't make out the white lines that divide the lanes.

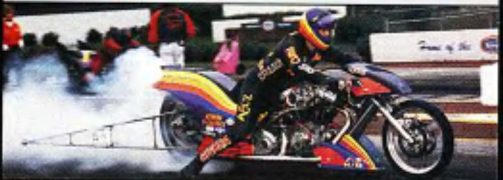
Smacking the back of the windshield to clear the snow off did no good. The semis in the fast lane were moving about 15 or 20 miles an hour and were making a berm of snow between the lanes. I finally had to stop because I couldn't see in front of me. When I did, a semi driver behind me started blowing his airhorn. Like I didn't already have enough stress! That dude, whoever he is, has to be an ignorant asshole. Anyway, I got Sugar's front wheel stuck in the berm.

The back wheel was spinning and it was all I could do to keep her up. I finally punched through and got Sugar moving in the fast lane to the next rest area, which was covered with about a foot and a half of snow. What to do? After a while the semis began moving, so I jumped in behind one thinking that if →



6
Piston
Caliper
& 11.5"
Image Disc

**We don't have to
perform parking
lot tricks to prove
our performance!**



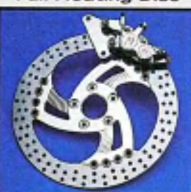
Jim McClure: World's Quickest Harley at
6.94 Quarter Mile ET. Stops with PM Brakes



6 Piston Differential
Bore Caliper
Full Floating Disc



4 Piston Caliper
Image Series Disc



4 Piston Differential
Bore Caliper
Image Series Disc



4 Piston Caliper
Standard Disc

- Over 100 Brake Systems for H-D's to handle your individual needs
- 20 years of R&D and testing makes PM Brakes the proven leader
- Performance Machine Brakes, tested on the highways and racetracks of the world.

**PM Performance
Machine Inc.**
Disc Brakes & Wheels

PO Box 1739, 15535 Garfield, Paramount
CA 90723 (310) 634-6532

Send \$5. for 114 page full color catalog



Vietnam MC members in South Omaha.

there was ice on the road, they'd break it.

I stayed in their tracks, finally making it to Rawlins, Wyoming, late that night. I found a motel to warm up my wet and cold self. They didn't have a tub to soak in, but that hot shower sure felt good! We had crossed the Continental Divide between Table Rock and Red Desert, Wyoming. I think the elevation there was about 6,000 feet or so. The next morning everything around Rawlins was white and very cold.

As I left town heading toward Sinclair, Wyoming, there was a high-way sign across I-80 saying "strong winds and snow." I pushed on wanting to get as far east as I could, at least off the Rocky Mountains anyway. Going up a steep hill just east of Rawlins, Wyoming, Sugar's back wheel came all the way around, doing a 360. It was very unnerving to say the least as blowing snow swirled around both lanes.

There were patches of black ice forming. The strong winds were trying to blow me over. There comes a time when bravery and courage has to make way for sensibility and safety. In other words, I had visions of being found frozen stiff still on Sugar off the road somewhere come springtime when everything between Rawlins and Sinclair, Wyoming, thaws out.



Homer and Candy at the Oyster Ball.

Turning around, I headed back to Rawlins. I checked at a couple of truck stops thinking that maybe someone had enough room to pack me and Sugar off the mountain.

I couldn't find a biker/trucker to help. One dude said he would, but he didn't know if we could get Sugar in the trailer; it was pretty high. By then I'd killed a couple of hours and this same driver said that enough time had gone by that the state DOT had probably put ashes down or had salted the road. So I got back out there and gave it another try.

This time I made it through, sliding only once for a few feet before the



Before my wild, near-wreck ride in Rawlins, Wyo.

Avon Elon II tires grabbed the road. Whew... my 'roids tighten up on the saddle every time that happens. I don't mind telling ya that I talked to myself a lot, trying to keep my confidence up, and I did a lotta praying!

While stopped in Laramie, Wyoming, for a late lunch it started snowing. I beat feet eastbound thinking that I'd be all right if I made it to Cheyenne, Wyoming, which I finally did. It wasn't snowing at the time, but there was a hellish crosswind coming out of the north. I had to lay Sugar into the wind quite a bit to stay in my lane. I bet it looked funny from the rear. The wind



At the Oyster Run Ball.

blew hard and it rained all the way to Gothenburg, Nebraska. There ain't much in western Nebraska to stop the wind. For the most part it's flat farmland and that Bob Seger song kept running through my mind—the one about runnin' against the wind.

Around eight in the p.m. near Lexington, Nebraska, I stopped and ate dinner. After hitting the ramp I started hearing an unfamiliar heavy pounding sound coming from the engine. Shortly thereafter something let loose. It sounded like maybe the piston was hitting the head or that the lower end had started to come apart. Gee, the motor only has 138,025 miles on it. I guess she got old and wore out. Ya think she didn't like what she'd been through the last couple of days? I know I'm not gonna forget about it anytime soon.

I limped Sugar into Elk Creek, Neb., and found some shelter in a motel near the interstate. The motor was sounding trashy. After calling some friends I'd met while shooting the Labor Day drags in Scribner, Neb., I fell out. It had been a very long and stressful night and day for this kid.

Right now I'm thinking about how everywhere I go I hear folks saying how they "would like my job." Well folks, how many of ya would have →



POWER ON THE WIDE SIDE

Andrews' precision cam design and manufacturing techniques give you faster opening and closing ramps. The result is a wide power band beginning at the low end . . . where you want it.

Best of all, these new cams are fully compatible with stock heads and hydraulic lifters. To put your power on the wide side, see your dealer or call Andrews for a free color catalog.

ANDREWS PRODUCTS, INC.

5212 Shapland • Rosemont, IL 60018 • Fax: (312)992-4017 • Phone: (312)992-4014

BUY A KIT. FIGHT THE LAW!

We're going to the Supreme Court and YOU can join the F.I.G.H.T.—that stands for Freedom From Inept Government Helmet Tactics. When we lose the right to choose, we lose our freedom. Don't stand for it! Buy a Freedom F.I.G.H.T. kit and help us fight the law that could change America forever! **WE MUST ACT NOW.**

When you buy a Freedom F.I.G.H.T. kit you're not just buying a T-shirt and a patch expressing your views, you are contributing funds to the fight against **A NATIONAL HELMET LAW! ALL PROCEEDS** from the sale of each kit will be used to defeat helmet laws in the Federal Court System.



Vivid 5-Color
100% Cotton
T-shirt

2-3/4" X 4"
Patch



**Credit Card Orders
CALL 800-247-6246!
24 Hours! 7 Days a Week!**

Name _____
Address _____
City _____
State _____ Zip _____

☐ Check or Money Order enclosed
Charge my... ☐ VISA ☐ MC ☐ AMEX
☐ DISCOVER

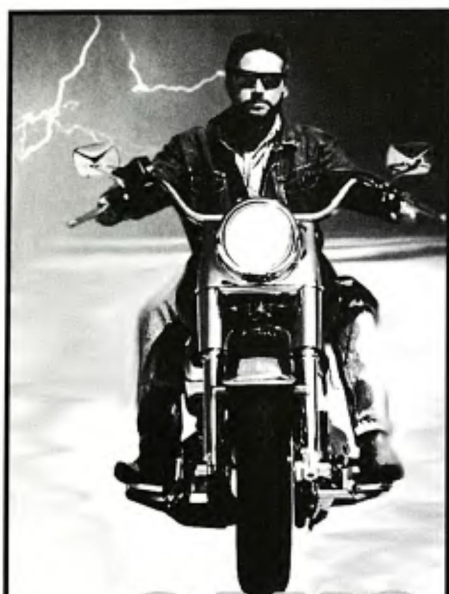
Acct.# _____
Exp. _____ Signature _____
Daytime Telephone _____

Qty	Freedom F.I.G.H.T. Kits @ \$20.00 each Circle T-Shirt Sizes: M L XL	Subtotal
	P & H per order: U.S. add \$3.00. Canada add \$5.00. Foreign add \$10.00.	
	CA residents add 8.25% tax.	
	Send U.S. funds only please. TOTAL	

MAIL TO:
Easyriders Freedom F.I.G.H.T., AFF272
P.O. Box 1025, Agoura Hills, CA 91376-1025

**You CAN
make a difference.**

Freedom F.I.G.H.T. is a trademark of Paisano Publications, Inc. © 1991.



CAMS



Crane Cams new Hi-Roller Camshafts will produce the power that it takes to be out in front. New, Computer aided lobe designs produce thunder that you can feel.

HI-4 Ignition Systems

HI-4 Single Fire Ignition, is the heart of the spark that starts the fire. The most advanced way to start a chain reaction that can't be stopped. On Time-Every time.



COIL



This package delivers the power! New, Single Fire Technology from Crane that packs a punch!

CRANE Cams

The Leader in Performance Technology

CRANE TECHNOLOGIES GROUP

530 FENTRESS BVD, DAYTONA BEACH
FLORIDA 32114 904/258-6174
FAX 904/258-6167

ER9/95



Tribesmen M.C. and the Salvation Army folks.



Toys for Tots Run in Lincoln, Nebraska.

stuck it out? Sometimes it ain't a lotta fun, but ya know what? I didn't crash in the snow or high winds and rain. I'm still here and the motor can be rebuilt, so don't hold your breath waiting for me to quit doing Rip's Run anytime soon!

The next day around noon, Mondello and Joe, two native Huskers, came to my rescue. I wrote about Mondello and his beautiful Shovelhead and sidecar a few issues back. We pulled the engine out at his house after determining there wasn't anything loose inside the primary covers.

The way I feel about Sugar Pai is that she had a strong heart, hey, almost 140K ain't half bad. I put her through some shit and she hung in there. This was only the second time she had ever been on a trailer. The only other time was for a flat rear tire last Sturgis. I always reach my destination on Sugar Pai. Although she was hurt, in the end she wasn't smoking out the tailpipe. The rod assembly was still tight after all those miles.

When I grabbed the motor sprocket shaft and wiggled it, I could see the flywheels separate on the pinion side at the flywheels—not good. What it turned out to be was that the rollers on the pinion shaft wore away, leaving the crankpin and Timken bearing to carry



Donating to the needy, Lincoln, Nebraska.

the torque load of the motor. Since there wasn't much support on the pinion side of the flywheels, they went out of balance, allowing the flywheels to flex where the crankpin is bolted up to that side of the flywheels.

Finally, the crankpin split diagonally, allowing the flywheels to shift around on the crank cases. In other words, the noise I heard was the flywheel scraping on the pinion side of the case. Sugar's been spun on the AML dyno during Bike Week four times the last couple of years. That takes miles out of them and also eats tires. But how else can ya measure horsepower and torque?

Photos: Rip



Eating yummy oysters behind Evelyn's Tavern.



Limp Lee and friend, Everett, Washington.

I guess ya gotta break a few eggs to make an omelet. That's what the drag strip and Bonneville are all about. At 138 and a quarter K, I'm not complaining—would you?

While in Omaha at Mondello's house, I did get the loan of a motorcycle from one of the guys. We went on a Toys for Tots run which left from Frontier H-D in Lincoln, Nebraska. The toys were given to the Salvation Army in a parking lot at Southeast Community College. They will distribute them to local needy families. This was the ninth annual time that the Tribesmen MC have sponsored this charity event. A couple hundred people showed up on their motorcycles to lend assistance. Look for it next year, same time, same place. The club tries to pick a Saturday when the No. 1 Cornhuskers aren't playing a home football game in Lincoln.

That afternoon and evening I also got to run around with some of the Omaha crew on a poker run. They ride fast and furious. We rode by several biker-friendly bars and taverns and had a really good time. We started at Duffy's then went to Strawberries, and on to Andy's Place. After a while we rode to the Forgot Store, then Skirts, then we finished off the evening at Dub's Pub. A band called Hugh played

THIS MONTH'S STOPOVERS

BUTTERFIELD'S M.C. PARTS

8025 Blondo St.
Omaha, NE 68134
(402) 391-3768

ANDY'S PLACE

8919 Grant
Omaha, NE 68134
(402) 391-7090

FORGOT STORE

11909 Calhoun Rd.
Omaha, NE 68112
(402) 451-9896

SKIRT'S BAR

7821 Military
Omaha, NE 68134
(402) 572-9592

DUB'S PUB

6214 Maple St.
Omaha, NE 68104
(402) 551-0407

STRAWBERRIES

4213 South 84th Street
Omaha, NE 68127
(402) 331-9811 or (402) 592-7176

DUFFY'S TAVERN

3727 Q St.
Omaha, NE 68107
(402) 734-9063

for us. They sounded good and professional. They're a five-piece group that played a variety of tunes. There were more than 200 bikes parked curbside and in the middle of the street opposite Dub's Pub.

While in town, I also got to meet Bob Butterfield, who owns and operates Butterfield M.C. Parts in Omaha. He stocks his store with lots of aftermarket parts. Bob's got just about anything a rider would need to keep his or her putt road-worthy. Check him out if you're in the area and in need of parts. They don't do service work, although one of his customers told me that Bob talked him through a transmission rebuild via the phone.

Well, that about does it for this issue. It's getting mighty cold in some parts of this great country of ours. That means that riding is very limited thereabouts. So while you're kicked back by the fireplace this winter, why don't ya drop me a line. You know what I'm looking for ... see ya.

—Rip

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



Motor FactoryTM Lubricants For Harley-Davidsons[®] American-Made Quality For American-Made Motorcycles!

High temperatures and extreme operating conditions stress Harley's air-cooled engines, wet clutches and big-gear transmissions to the max. Only the finest quality lubricants and fluids will keep your Harley[®] running strong...no matter what.

Motor FactoryTM lubricants and filters combine old world quality with today's latest petrochemical technology to provide the kind of protection you can count on. For more information on Motor FactoryTM lubricants and filters or to locate your nearest Chrome Specialties[®] dealer call 1-800-811-8904. All CSI products are sold by authorized CSI dealers only.

1-800-811-8904

Look for these American-made Motor FactoryTM fluids at your nearest Chrome Specialties[®] dealer. • Motorcycle Oil • Oil Filters • Transmission Lubricant • Primary Case Lubricant • Brake Fluid • Fork Oil



FICTION
BY
K.A. HARLIN

THE COLD



The road was empty and smooth as a stripper's thigh. Jake screwed down the throttle and felt the Hog shudder as the tires bit into the pavement. There were no cars, no cops—just Jake, his Harley, and the open road.

As the speedometer bottomed out, Jake settled into the saddle and listened to the engine's music. Heat from the desert sun and the explosions of internal combustion drew sweat from his forehead, only to vaporize from →

the force of the wind.

He drove faster, until the roar of the engine was only a faraway whine and the world was a blur divided by the yellow line in the road.

Jake's mind snapped back to reality, and reality sucked. He wasn't screaming in the wind on his Hog, he was sitting in his van with a bone-dry gas tank, and feeling the cold—cold that he didn't know existed. The wind outside of the van howled like a wild banshee. Its force sent up swirls of powdery snow like frozen tornadoes across the barren landscape.

Jake Todd wrapped his worn leather jacket closer around his shoulders and tried to find a warm spot on the seat's cold vinyl. There wasn't one. There wasn't a warm spot in the whole fucking van.

Three days ago, the plan to drive into North Dakota seemed like a good idea. Some rich geezer in Minot ordered a customized Harley from Jake's shop in Pensacola, Florida, and wanted it delivered. After he took the order, Jake listened to the far-off hum of cars and bikes on the interstate and decided to deliver it himself. Jake loaded the Hog into the rear of his van and headed north.

It was Valentine's Day, 3:30 in the morning. The guy on the radio said it was the coldest night of the year, but if you asked Jake, it was the coldest night of the century. Twenty below and dropping fast was the last thing he heard before the van sputtered and died.

He scratched his beard and decided he probably shouldn't have picked up the old guy a few miles back. He was standing by a weather-beaten pickup that looked older than Jake's 39 years. It was already too damn cold, and Jake couldn't just drive on by. It was only 30 miles out of his way, but that was when the gas gauge read just under half a tank.

The toes and fingers felt it first. They were cold at the beginning, then they filled with pain like they were burning inside. Eventually, there was nothing. Next his legs and arms started to feel numb. Then everything felt the grip of the cold.

As the time crept toward 4 a.m., Jake knew he was going to die. As somebody who seldom ventured north of the Mason-Dixon line, Jake would have never imagined freezing to death.

There was gas in the bike chained in back. It wouldn't get Jake very far, but was maybe enough to get up some speed so Jake could die in a crash instead of freezing to death. He thought about it, but the guy had already paid for it, and Jake considered it bad form to crash somebody else's

scoot. All he could do was sit and wait for the cold to kill him.

Tapping. He heard tapping. Slowly, he turned his head, but the cold made it hard to do even that. More tapping, then thin, yellow light from the dome light filled the van. The door opened

HE WAS STARING AT THE MOST PERFECT PAIR OF TITS HE HAD EVER SEEN

and a icy blast of air rushed in, carrying with it the scent of wildflowers ... the scent of perfume.

"Hey, mister. You okay?" the voice asked. It was light, almost musical, but sounded far away.

He finally got his head all the way around and saw where the voice was coming from. A woman. Bright, blue eyes glittered in the moonlight. A mane of blond hair framed her face like a halo.

Where the hell did she come from? He didn't see a car, and she certainly wasn't dressed for walking out in the cold. On her feet were tiny black shoes with 4-inch spiked heels, not exactly snow shoes. Her legs were bare, except for a pair of fishnet stockings that ended just above mid-thigh. The effect on her legs was great, but they couldn't have provided much protection from the wind.

There were some garter straps that disappeared under the fabric of her black spandex miniskirt. Above the waist, more spandex, white and low cut, barely covering a pair of fantastic tits. Over it all was a fake rabbit fur coat slung across her shoulders that looked to be more for effect than warmth.

Something was out of place. There was so much else to look at, Jake almost didn't see it at first, but it was her scarf. A plain, red scarf was loosely wrapped around her neck. In contrast to the flash of the rest of her clothing, the scarf just didn't belong.

From just one look, Jake could see it was handmade. About 15 years ago, Jake's mother had knit him a scarf for Christmas. He didn't have much use for a scarf in Florida, but she was just learning and it was all she could manage. It was blue with a big, white snowflake pattern. The scarf was hang-



"Is it true truckers always know the best place to eat?"

ing on a hook in Jake's shop. He wished he had it with him now.

"My God, you're freezing," she said. He was freezing, but stunned, too, like a pigeon that had just flown into a plate glass window.

"Hi," he said weakly, his jaw barely moving because of the cold.

"Shhh, don't talk. Just let me get you warmed up."

She was beautiful, and normally he would have made some snappy crack about what she could do to warm him up. But, at the moment, he wasn't feeling snappy, just cold.

She took off her jacket and wrapped it around his shoulders. The movement caused her tits to bounce under the spandex like beach balls in a gale wind. Then to his amazement, she took off the blouse, too.

He was shocked and awed ... shocked that she would remove any article of clothing when it was so damn cold and awed by the sheer magnitude of her tits.

Tits were Jake's hobby, and he'd seen lots of them, thousands at least, maybe millions. These weren't the biggest; the 65-FFFFF stripper he saw once in San Diego held that record, but they were still incredible. There was no bra to cover them up, but they bounced instead of drooped. They stood out on her chest like islands rising from the sea.

Minutes before, he was marooned with no gas and even less hope; now he was staring at the most perfect pair of tits he'd ever seen.

Like they were made of glue, his eyes stuck to the sight of her hooters. They were smooth and pale, like fresh fallen snow, topped with nipples the color of ripe plums.

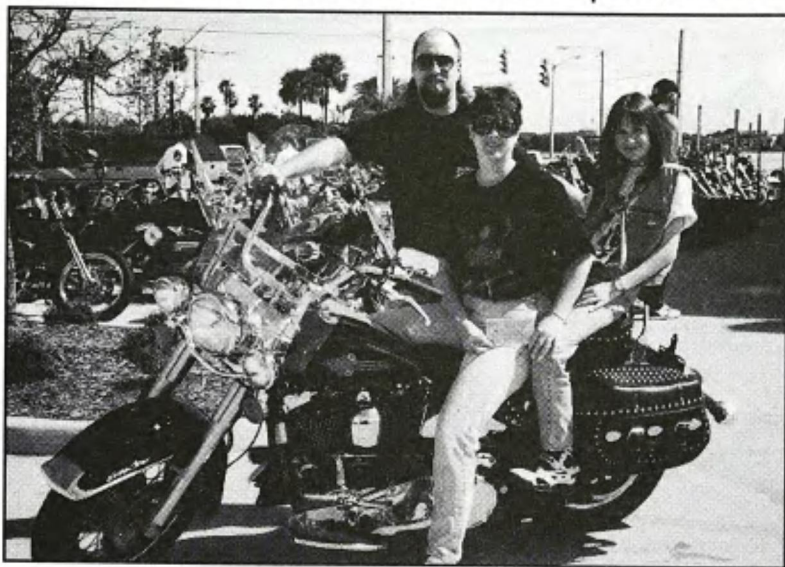
"Come on," she said. "Give me your hands." She took them—they were like dead flesh to him—and placed them in her ampits. The skin of her face was smooth, she didn't flinch as icy cold hands touched her warm flesh.

While his hands were tucked away, she pulled gently on his head, guiding it to the warm valley between her tits. He still couldn't feel, but he could smell. The perfume she was wearing was odd, something he never smelled before. Something exotic, that's for sure. It was kind of like wildflowers, but something different was there, too.

Like huge, fleshy earmuffs, her tits wrapped around his face as she held him. Feeling began to slowly creep back into his fingers and face. After a few minutes, he could actually feel the warmth surrounding his fingers. Without warning, jets of pain shot through his fingers.

"Don't worry. It's just the feeling coming back to your nerves. It will →

WIN A HARLEY • \$3.00



Chris Carter, Winner of 1995 Easter Seal Harley Giveaway
with her husband and daughter



1996 Harley Davidson Heritage Softail Classic
w/ Trailer and \$1,000 for Custom Detailing



DAYTONA BIKE WEEK GIVEAWAY

\$3.00 Each OR 5 for \$10.00

The Daytona Bike Week Giveaway . . . benefiting the EASTER SEAL SOCIETY of Volusia and Flagler Counties, Inc . . . helps children and adults with disabilities.

The 1996 Harley Davidson Heritage Softail Classic will be displayed at many locations around Daytona during Bike Week 1996. Look for it!

To enter, fill out the coupon below. Enter as often as you wish. Write additional entries on a 3x5 piece of paper. **\$3.00 (or 5 for \$10.00)** donation requested with each entry. Void where prohibited by law.

Drawing will be held SATURDAY, MARCH 9, 1996 at 5:00 P.M. at the RAT'S HOLE CUSTOM CHOPPER SHOW. Need NOT BE PRESENT TO WIN!

Register Today!

All mail entries must be received by March 7, 1996. Make checks or money orders payable to EASTER SEALS. For more information call (904) 255-4568.

Sponsored by

Columbia Title Services, Inc. • Century 21 Crouch Realty
Daytona International Speedway



Mail to: Daytona Bike Week Giveaway
P.O. Box 9117 - P
Daytona Beach, FL 32120



For photocopies of official entries - enclose a stamped self addressed envelope.

Name _____

Address _____

City _____

State _____ Zip _____

Phone _____

A COPY OF THE OFFICIAL REGISTRATION AND FINANCIAL INFORMATION MAY BE OBTAINED FROM THE DIVISION OF CONSUMER SERVICES BY CALLING TOLL-FREE, 800/435-7352, WITHIN THE STATE. REGISTRATION DOES NOT IMPLY ENDORSEMENT, APPROVAL OR RECOMMENDATION BY THE STATE.

Easyriders®

Product Distribution Opportunity

A unique business opportunity for the right person exists as an international warehouse/stocking distributor for the full line of Easyriders products in your country.

Ideally, you should already be in the mail-order or distribution business with product lines that are compatible.

An investment in inventory is required.

Warehouse Stocking Distributors

W&W Cycles

Ohmstrasse 2

D97076 Würzburg

Germany

Tel. 011-49-931-250 61 15

Fax: 011-49-931-250 61 20

American Lifestyle

Vlassenhout 3

Dendermonde

Belgium

Tel: 32-52-21-06-76

Fax: 32-52-21-69-35

Balcom Kabushiki Kaisha

Takanawa Nakayama Bldg., 3 F

18-45, 2-Chome, Takanawa,

Minato-ku, Tokyo 108, Japan

Tel: 03(3280)5589

Fax: 03(3473)0813

APPLY TO BRIAN WOOD

c/o Paisano Publications, Inc.

28210 Dorothy Drive,

Agoura Hills, CA 91301, USA

Phone: (818) 889-8740; Fax: (818) 889-4726

*Offer excludes Continental United States

pass," she said. It did, and as quickly as the pain came, it departed.

But he could move. Happily, he wiggled his fingers in the warm cleft of her armpit. Ampits, warm and soft—he'd never think about them in the same way.

As full feeling returned to his fingers and began to creep back into Jake's face, parts of him actually started to feel warm. For a while, he thought he would never be warm again. Now, at least his fingers were warm, hot even. This woman, whoever she was, was hot. Not sexy hot—well, that too—but physically hot. Even though the air in the car was still freezing, she put out heat like an exhaust manifold.

Just looking at melons like hers was usually enough to make Jake as hard as a jack handle. Jake was so cold he was afraid his dick would crack if he got a hard-on. But still, there was stirring in his crotch.

The heat spreading from her tits soon spread down his chest, bathing him in delicious warmth. Parts of him were still cold—his asshole felt like an icicle was stuck in it—but the rest of him was getting warm, hot even.

The wind had died down a little and the night was quiet. Her tits acted like giant earplugs, muffling all sound. He stirred and wondered if he should be hearing her heart beat, but there was nothing.

While Jake's face was still burrowed between her 44 inches of flesh, her ruby colored nails unzipped his jacket.

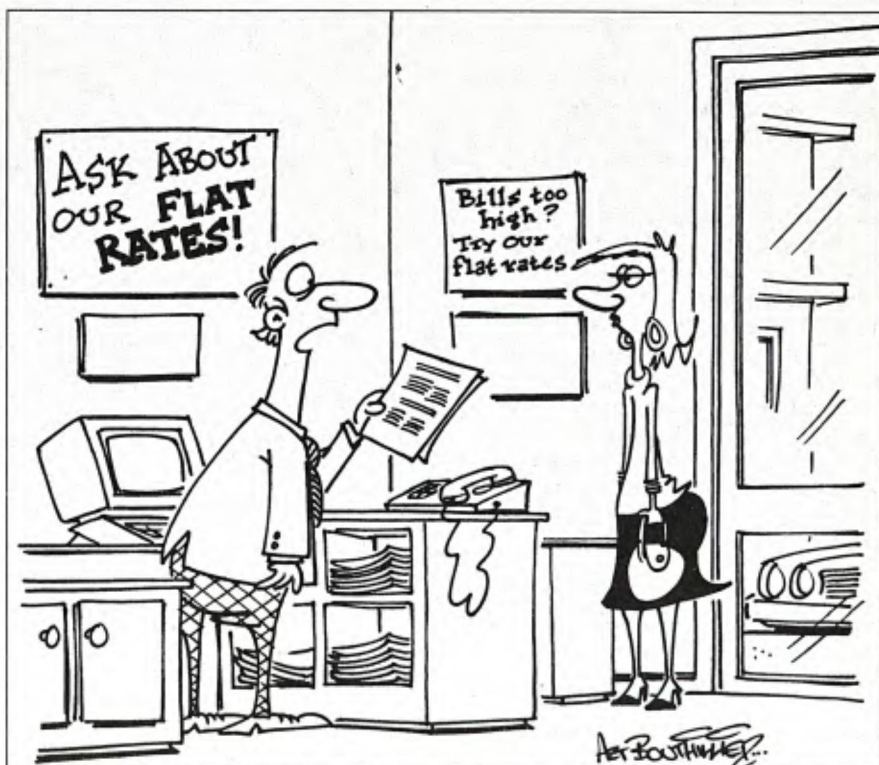
"What the hell?" he said, as she started to work on the buttons of his shirt.

"You're still cold. You need my body heat to warm up," she said as her fingers kept working. As much as he would have loved to get naked with the woman in regular circumstances, getting naked in a freezing van didn't seem logical to Jake. But she seemed to know what she was doing, and she had those tits. If she would have told him to bathe in ice water, he would have done it.

"Poor thing," she cooed, "so cold." Then she hiked up her skirt and straddled Jake's lap. The moment her tits touched Jake's chest, he could feel the heat radiate outward. "Feel better?"

The tits continued to put out an incredible heat, like two nuclear reac-

WETNESS HOT AS MOLTEN STEEL POURED OVER HIM



"Congratulations! You qualify for our, uh, flat rate."

tors with nipples. Jake felt like two fleshy irons had been placed on his chest. As his body warmed, Jake became aware of another source of heat between her thighs.

She was feeling it, too. Instead of just warming him up, she was grinding her flesh into him. Nipples, hard as acorns, pressed deeper into his chest, making her sigh.

With rejuvenated fingers, Jake reached up and fondled her. Her tits were firm but yielding beneath his touch. "Yes," she cried softly, then ground her crotch against his. Fully thawed, his cock was rising. The hard flesh of his dick strained against the rough denim of his jeans.

Their heat replaced the cold. The temperature of the van was warm and getting warmer as Jake went for her tits. When his mouth began to caress the pale mounds, her sighs turned into moans.

While she worked on his belt and zipper, Jake's hands were back on her tits. He was drawn to them. Forty-four inches of warm, pliant tit flesh, and they were all his. His fingers traced intricate patterns, her skin tingling at the touch.

She opened his zipper, and his cock sprang out into the night. "Mmmmm," she said softly as she began to stroke him gently. "This feels a little cold still. How about if we warm it up?"

The moment he disappeared into her pink heat, the cold seemed to melt inside of him. He forgot all about the icy winds outside, all he could think about was the heat he was buried in.

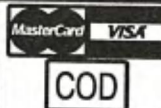
As they fucked, droplets of sweat broke out on Jake's body. Sweat! A half hour ago, Jake couldn't even imagine sweat. But he was sweating, her warmth wrapped around his body like a sleeping bag.

He held onto her tits as she rode him like a supercharged Harley. Her nipples were hard, hard enough to scratch glass, and she moaned at his touch. She clenched her eyes, then came. Wetness hot as molten steel poured over him.

The van's windows were opaque with the steam of their fucking. Jake couldn't tell how long it lasted; time didn't seem to mean much. She came again and again, her body vibrating like high tension wires. "No ... No ... don't leave me!" she called out.

Jake heard her, but her voice sounded far away, like the wind. When he finished, they collapsed on the seat, both spent. As he drifted off to sleep, she kissed him gently and placed the red scarf around his neck.

"Hey, buddy," a voice said. Jake woke with a start and looked into the craggy face of the cop outside of the window. A face, made old from the →



Cycle Works Inc.

1990 Troy Rd.-Ste. 2
Edwardsville, IL 62025

1-800-656-8640

Giant 500+
Page Catalog

Mon.-Fri. 10-6
Sat. 8-12
24 Hour Fax
618-656-8656
We Ship UPS

S & S
Super
"E&G"
Carbs
269.95 & up

Pingel
Petcocks
Polished
52.75
Chrome
59.30

New Rod Assy.
144.95

Starter
Motor
Prestolite Type
119.95
Hitachi Type
115.95

Pistons
24.95

Yost
Power
Tube
Increase HP
Easy to Install
for CV Carb 79.00
S&S "B, E, G" 39.00

Fat Bob Rear
Fender FL & FXWG
58.95

Accel
Super Coil
51.95

Hi4 Electronic
Ignition Systems
CRANE
COILS

Single & Dual Fire
Street or Race Units

Single Fire Coil
(2 coils in one)
Dual Fire Coil
(Hi-energy package)
Call for Best Prices!

Chrome Plated
2-light Dash Kit
109.95
3-light Dash Kit
109.95
Cat Eye Dash Kit
119.95
Late Model Dash Kit
129.95

Andrews / Crane
Cams (Big Twin)
112.95 & up

Andrews - EVO
Adjustable Push Rods
Aluminum 49.50
Chrome Moly 64.90

Front Fender
FL & FLH 79.95

Oil
Temp.
Gauge
17.95
Oil
Press.
Gauge
16.95

Stainless Steel
Drilled Brake
Disc Rotor
76.95

Master Cylinder
Kelsey-Hayes
or Wagner Style
49.95

Chrome
Plated
Tombstone Taillight
29.95

Chrome
Plated
Clutch Hub
Assemblies
Big Twin
1936-1984
79.95

3 or 5
Stud



Jagg Oil
Coolers
Slim-line
119.95
Standard
129.95

Chrome Oil Tanks
129.95

Custom Flat Side
wrap around tank
FL, FX & FXE 1956-83

4-Spigot Softail tank
1984-later
139.95

Replacement
Windshields
FLH Fairing (all years)
18" high 75.95
7" high 44.95
FLHT Fairing 1986-93
12" or 6" high 49.95

Tech Tips & Tricks, Volume II

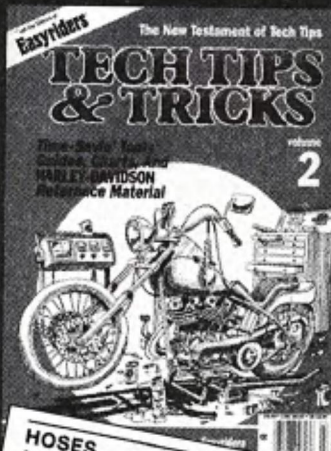
Seven years of
technical know-how
from *Easyriders*.
Available for
only \$9.95!

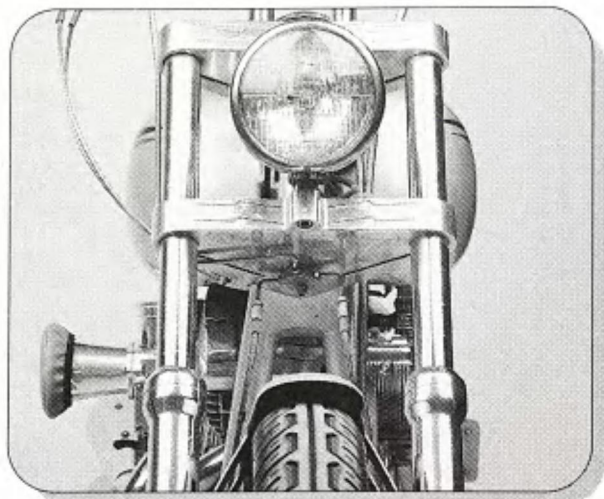
Easyriders®

AT2272
Call (800) 247-6246

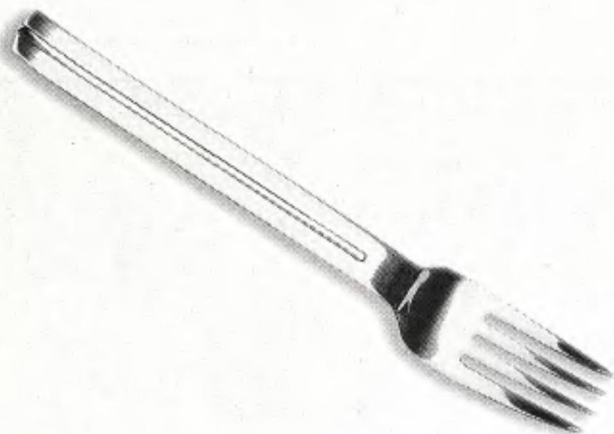
7 days - 24 Hours

For Store Location and Information.
CA residents add 8.25% tax. Call for shipping info.





Does Your Insurance Company Know the Difference?



If you've been shopping for motorcycle insurance lately you've probably noticed that many insurance companies can't tell your front fork from the kitchen cutlery. That's because most insurance companies are primarily concerned with automobile coverage and only write a few motorcycle policies on the side.

But **FINALLY**, there's an insurance company that specializes in motorcycles. In less than 5 minutes you can get a **FREE** quote from a knowledgeable representative who knows the value of your bike. Find out about competitive rates on the most complete coverage available - including non-stock accessories.

Peace of mind is only a toll-free phone call away. And if you decide to insure your bike with us, your policy can be immediately activated with a credit card payment. It's that easy! (Available in most states)

(800) 236-4647

7am-7pm Central Mon.-Fri. • 10am-6pm Saturday

**CALL TODAY TO FIND OUT ABOUT A FREE
BROS CLUB® ROAD SERVICE MEMBERSHIP**

(offer expires March 30, 1996 - Not available in HI, MA, NJ, NC, SC, WA)

North Dakota weather, stared back at him. The man's face was weathered, and the wind had raised patches of red on his cheeks the color of radishes.

Sunlight poured through the windshield. Jake's head cleared some, and he looked around for the woman.

She was gone.

He wanted her to be there, willed her to be there, and hoped it wasn't a dream. But as much as he hoped, she wasn't there.

His memory focused some, and more details came flooding back. The blond of her hair, the smell of her perfume, and those tits. There was no way he could ever forget those tits.

He tried to convince himself it was real, but deep down he couldn't. Must have been a dream, but what a dream. It was one he would always remember.

"Dan Pankowski, State Police. Looks like you're having some trouble. Gas station's a piece up the road. I'll give you a lift. They'll take care of you."

Stirring from his seat and wincing at the stiffness in his body, Jake got out of the car. "Yeah, thanks. Appreciate it, officer."

"You're lucky, that's for sure. One of the coldest nights we've had in a long time. Hop in the cruiser."

Jake did. It was the first time he ever sat in the front seat of a police car. Warm air poured out of the vents. Jake warmed his hands. Real heat, not quite like he remembered from the dream, but warm all the same.

Trooper Pankowski put the car into gear, and they rolled down the highway. "There's coffee in the Thermos. Help yourself." Jake did, smelling the rich steam that rose from the cup. "How'd



"Your crapper runneth over."

BIKER'S BULLETIN BOARD

HARLEY PARTS

AFFORDABLE PARTS: Harleysville Motorcycle Co. Never pay retail! 750-page catalog: \$6.95. H-ville Beefy T \$14.95 plus \$1.95 S&H. Harleysville Motorcycle Co., 691 Rt. 63, Harleysville, PA 19438. Call (800) 698-8946.

ANTIQUE PARTS: Knuckleheads and Flatheads, rebuild, replacement and restoration parts catalog \$5, outside U.S. \$6. Worldwide shipping. KICK-START M/C PARTS, P.O. Box 9347, Wyoming, MI 49509. (616) 245-8991.

ANTIQUE PARTS: Antique Cycle Supply Inc., P.O. Box 600, Rockford, MI 49341, (616) 636-8200. International source of restoration parts. Catalog, \$5.

SALVAGE AND RESTORATION PARTS. H-D motorcycle and Servi-car salvage. Used parts warehouse. Rebuilt and new/old stock parts. Rebuilt Harley Linkert carbs. Fatbob speedos, '36-'61 complete cosmetic and mechanical rebuilds. Throttle Masters, 3921 So. Archer, Chicago, IL 60632. Call (312) 247-6114. Or, fax (312) 247-7194.

WHEELS: CUSTOM WHEELS. Specialize in lacing, truing and wheel repair. Save \$\$ on Spiral, Diamond, and Stainless Steel spokes. Wheel assy's, chrome hub exchange, tires and more. UPS shipping daily. New catalog \$2. 975 West St., Attleboro, MA 02703. Orders (800) 544-6770. Fax/foreign (508) 222-4981. Dealer inquiries invited.

MAIL ORDER/H-D PRODUCTS

BUY INDIAN T-SHIRTS and accessories at discount prices. Wallets, belts, bandanas, etc... all top-quality, officially licensed, made-in-USA products. Call for free catalog. LEATHER'S GOODS, P.O. Box 570123, Miami, FL 33257-0123. (305) 234-8095.

CUSTOM T-SHIRTS & MUGS. We print anything on high-quality T's and mugs. Customized T-shirts and mugs with personal photo of your bike. Alter Image at (708) 963-2106. Or, fax (708) 963-0984.

HARLEY-DAVIDSON COLLECTOR CARDS: In a beautiful silk screened collector's album. Series 1, \$79.95; Series 2, \$24.95; Series 3, \$29.95; All 3 sets \$99.95! Factory sets available. Easyriders Series 1, \$44.95. FREE Shipping & Handling. Send check or money order to FOXCYCLE, P.O. Box 418202, Sacramento, CA 95841-8202. Phone 916-331-7548.

MOTORCLOTHES & COLLECTIBLES: T-shirts, videos, catalog available. Write, phone or fax for info and requests to: Pacific Harley-Davidson, 2996 Koapaka St., Honolulu, HI 96819, (808) 831-2655 or fax (808) 831-2649.

PARTS & ACCESSORIES: Free 200-page catalog, Harley parts and accessories. Call (216) 364-6519 or write to H&M Cycle Sales, Inc., P.O. Box 128, Dover, OH 44622. Unable to deliver to prisoners. Retail only.

PARTS & ACCESSORIES: Tans Cycles Parts for H-D parts and accessories. Catalog \$5. P.O. Box 550(EB), North Beach, MD 20714, (410) 257-6619 or (301) 855-8337.

STURGIS 95 LOGO LEATHERS: Bandanas & Caps \$25, Wallets \$20, Keychain \$2, SADDLEBAGS 15 models at \$149. Send \$1 for catalog to: BIG GUY BAGS, 12307 El Santo, San Antonio, TX 78233.

TOBACCO. Order your "CIGARETTE TOBACCO FARM" starter kit today! Includes two seeded flats; instructions. Just add water. Send \$29.95 to: D. Daniels Co., 23010 Lake Forest Dr., #231, Laguna Beach, CA 92653.

T-SHIRTS: Barnett Harley-Davidson from \$11.95 ea. (\$9.95 ea. additional). Five colors, all designs in stock, shipped out by UPS same day. 9501 Montana, El Paso, TX 77925, (915) 592-5804 or (800) 736-8173. 1995 Harleys in stock.

T-SHIRTS: Brooklyn H-D Sales Corp. Various front designs with our back logo; \$24.95 ea., plus \$2 S&H (U.S. funds only). 3449 Ft. Hamilton Parkway, Brooklyn, NY 11218, (718) 851-6666.

T-SHIRT: Easyriders Store, Coconut Grove, 2996 McFarlane Rd., Coconut Grove, Miami, FL, (305) 567-9299. Open year-round. Full line of Easyriders products.

T-SHIRT: Easyriders Store, Daytona, 605 Main St., Daytona Beach, FL 32118, (904) 238-1645. Open year-round. Closed Tuesdays. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRT: Easyriders Store, Fayetteville, 4424 Bragg Blvd., Fayetteville, NC 28303,

(910) 864-8811 or (800) 238-7119 ext 29. Open year-round. Full line of Easyriders products in stock. Stop by and check it all out.

T-SHIRT: Easyriders Store, Hollywood, 7450 Melrose, Los Angeles, CA 90046, (213) 658-8817. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRT: Easyriders Store, Houston, 5803 Richmond, Houston, TX 77057, (713) 266-5400. Open year-round. Full line of Easyriders products in stock. We have bike sales, bike parts, & bike services. Stop by and check it out.

T-SHIRT: Easyriders Store, Laredo, 502 West Calton Rd., Laredo, TX 78041, (210) 723-9231. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRT: Easyriders Store, Memphis, 5124 Poplar Ave., Memphis TN 38117, (901) 767-7433. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRT: Easyriders Store, San Diego, 363 Fifth Ave., San Diego, CA 92101, (619) 234-6009. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRT: Easyriders Store, Portland, 17999 S.W. Lower Boones Ferry Rd., Portland, OR 97223, (503) 684-5499. Open year-round. Full line of Easyriders products in stock. Check it out.

T-SHIRT: Easyriders Store, Scottsdale, 3748 N. Scottsdale Rd., Scottsdale, AZ 85253, (602) 947-4423. Open all year round. Full line of Easyriders products in stock. Check it out.

T-SHIRTS: Easyriders Store of St. Louis, 14912 Manchester Rd., Ballwin, MO 63011, (314) 230-6400. Open 7 days a week. Full line of Easyriders products in stock.

T-SHIRTS: Easyriders Store, Cleveland, 1275 W. Main St., Cleveland, OH 44113, (216) 241-7800. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRTS: Easyriders Store, Fresno, 5155 N. Blackstone, Fresno, CA 93710, (209) 248-2631. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRTS: Easyriders Store, Las Vegas, 4600 Tropicana, Las Vegas, NV 89103, (702) 368-7808. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRTS: Easyriders Store, Columbus, 611 E. Broad St., Columbus, OH 43215, (614) 224-9400. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRTS: STURGIS WORLD FAMOUS "BROKEN SPOKE SALOON" top-quality heavy 100% pre-shrunk cotton tees. Original Knucklehead, or, The Gas Pump Knucklehead style. Tanks \$15, T's \$17, long sleeve \$19, sweatshirt \$24. Many colors. \$4 for S&H. \$1.50 each additional item. M.O., VISA, MC to: B.S.S., 905 Lazelle St., Sturgis, SD 57785, (605) 347-4314.

2-HOUR VIDEO: 1st Annual ER Bike/Tat Show-Pomona W/LONEWOLF \$30 S&H, tax included, 6 weeks. NEW PHAZE PRODUCTIONS, 1437F S. Victoria Ave. #326, Ventura, CA 93003.

VIDEOS: Daytona Bike Week '94. The video by Bikers for Bikers, Main Street, Beach, Wet-T's, Parties and more. One-hour VHS in Hi-Fi stereo, only \$20. Production includes S&H, send check/cash/M.O. to Iron Knight Productions, P.O. Box 298, Estero FL 33928-0298 (Fla. res. add 6% sales tax).

VIDEOS: ADULTS ONLY! ALL VIDEOS CONTAIN NUDITY! Videos by Bikers, for Bikers. Hot Music by Socially Unacceptable! Daytona '95—\$30, Daytona '94—\$20, Biker Key West—\$30, Hot Biker Girls—\$35. All prices include S&H. Send your check/cash/money order to: Iron Knight Productions, P.O. Box 298, Estero, FL 33928-0298. (Fla. res. add 6% sales tax).

VIDEOS: Public Nudity—Adults Only. See the Party on Bourbon Street and the Beach. Mardi Gras videos, Spring Break and more! \$2 color brochure. Easyvid, P.O. Box 71634, New Orleans, LA 70172.

VIDEOS: "Daytona Bike Week '95," a 1-1/2-hour tape of bikes, Main Street, girls, contests and music! Other titles: Hot Bikes-Hot Babes & Only Indian Cycles. Send \$22 each. MAGNUM VIDEOS, P.O. Box 685, Black River Falls, WI 54615.

Or, call (715) 333-5555.

YOUR LIFE! Worth \$4.00 to purchase the potentially life saving "Nitty Gritty" MC Tip book? For \$5 receive the book, Biker Bean Recipe and "Living T-shirt" brochure (as seen at Daytona & Sturgis). Cash or M.O.: Di Ind, 2222 Hickory Tree Rd., Winston-Salem, NC 27127.

MISCELLANEOUS

CABLE TV DECRABLERS. Chances are we have equipment that'll work in your area and you can save yourself some money. Call for info. Mon-Fri 9-5 EST. 1-800-821-1552.

DRIVER'S LICENSE SUSPENDED? Learn how to get a legal license fast! New and unique method works everytime. Free proof, write today: Research-103, P.O. Box 192, Lincoln Park, MI 48146.

DEALERS WANTED. H-D accessories and genuine bikerware. **WHOLESALE ONLY!** Send for 164-page catalog. Fine Line Products, Inc., 2461 W. Center St., Milwaukee, WI 53206, Dept. P.

INTERNATIONAL ROMANCE: Meet beautiful Russian women! Through overseas correspondence! Eager, sincere, and faithful! Free 36-page, 500-photo catalog. Club Prima, 1004 R. Thorpe Ln., Ste. 110EZB, San Marcos, TX 78666, (512) 396-5522 (24 hrs.).

USED HARLEYS WANTED: Barnett Harley-Davidson, 9501 Montana, El Paso, TX

79925. (800) 736-8173 or fax: (915) 591-8889. Cash for used H-D's. We pick up nationwide, over 250 Harleys in stock. 1995 models in stock with 72-month financing.

USED HARLEYS WANTED: We buy, export, sell used Harley-Davidson's. Top cash paid. Yarock Music & Motorcycles, 5416 S. State Rd. 7, Ft. Lauderdale, FL 33314. We ship worldwide. (305) 327-8144, fax: 305-327-8143.

WANTED: Come to sunny California. Expanding Harley dealership looking for **EXPERIENCED** Service Manager, Mechanics and Parts Personnel. Great growth opportunity. Orange County H-D. Fax info to Ron at (714) 835-8220.

SPECIAL/CUSTOM SERVICES

CHROME PLATING: Watson's Chrome Plating Service. Free price list. Self-addressed stamped envelope to Watson's 2900 E. Broadway, Alton, IL 62002.

OEM MUFFLER BAFFLE REMOVAL: Get the tone you want without sacrificing factory appearance. High-quality, clean work, \$49.95, price includes UPS return shipping. We don't just drill the plugs! Guaranteed! Exhaust pipe dent removal specialists. Pipes have been our business since 1985. FLP Co. (800) 843-8745.

EMBROIDERED PATCHES: From your design for your Run, Club, In Memory, etc. 2"x3" patch X 50 pcs. are \$2.20 each. 99 pcs. at \$1.40 each. 10"x8" back patch X 25 pcs. at \$18 each. Other sizes, prices, custom Ts. Colorado Embroidery Works, 8547 E. Arapahoe Rd. J-407, Greenwood Village, CO 80112, (800) 927-2746.



It's a Happy New Year and a Happy 25TH Birthday to Easyriders®!

The 1996 Easyriders Winter Bike Show Series will feature some new and exciting changes including wall to wall custom show bikes, top name manufacturers on display in "Manufacturers Row", special guest appearances by Dave Mann and much, much more!

DATES TO REMEMBER

Easyriders Regional Bike Show
January 6, 1996
Anaheim Convention Center
Anaheim, California

Easyriders Regional Bike Show
January 13, 1996
Charlotte Convention Center
Charlotte, North Carolina

Easyriders Bike & Tattoo Show
February 16, 17, 18, 1996
8th Annual Invitational
Veterans Memorial
Columbus, Ohio

January 19th-21st
Great Southern Motorcycle Show
at the North Atlanta Trade Center, Atlanta, Georgia.

for more info call (770) 279-9899

LOOK FOR US AT BIKE WEEK IN DAYTONA BEACH, FLORIDA

TECH TIPS

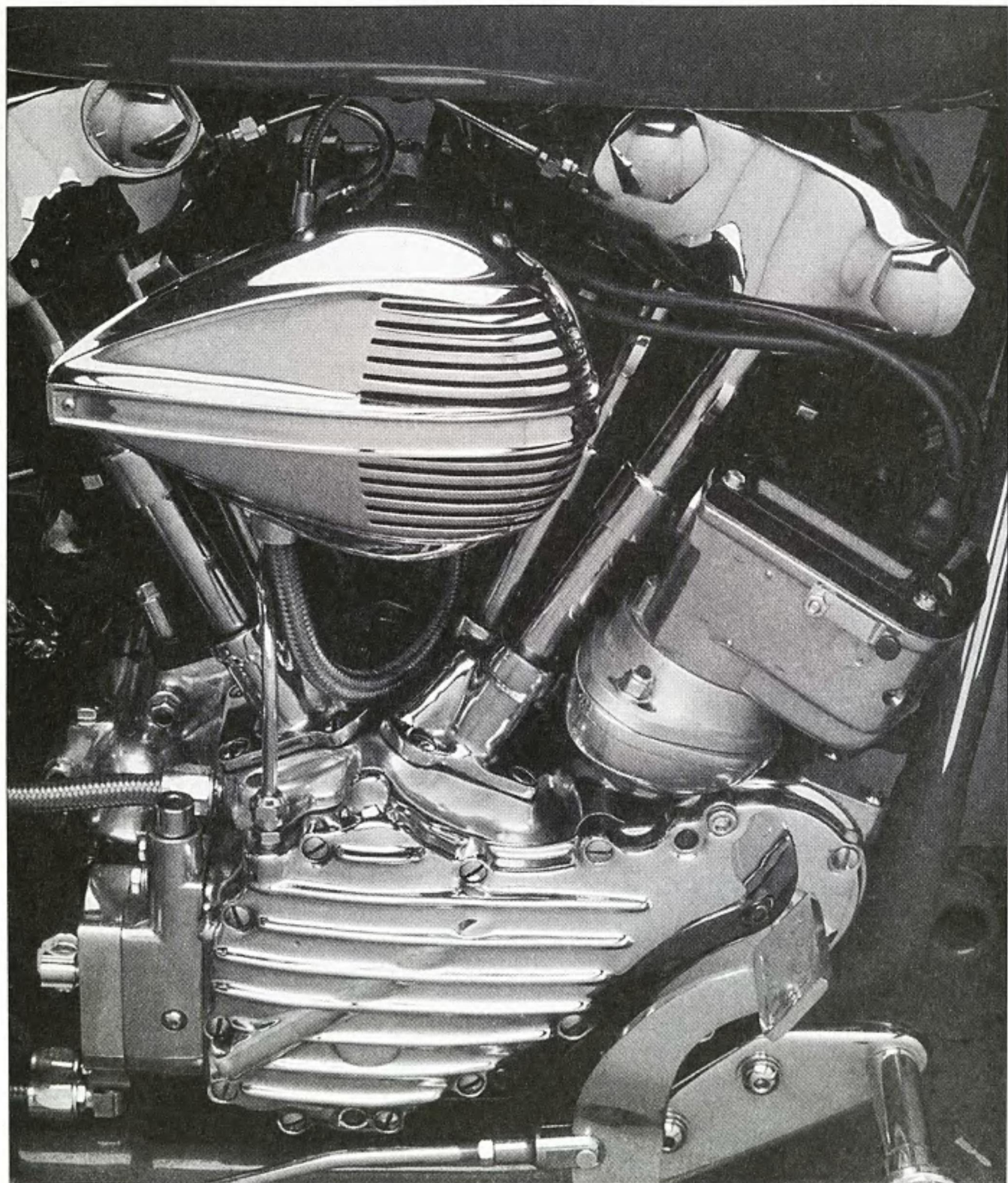


Photo 1

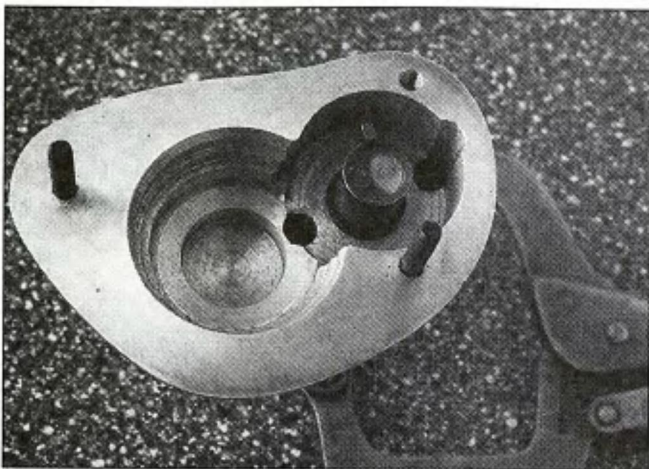


Photo 2



Photo 3



Photo 4

THE NEW OFFSET RECOIL MAG

Morris Magneto's Major Development

I've always been a believer in magnetos—for a couple of reasons. One, years of experience. Two, I like a simple motorcycle. Besides, electrical problems are the most prevalent headaches on bikes.

So when Randy Simpson and I were avoiding redheads and gambling, and instead trying to find fulfillment in the Dicey Knucklehead, our first inclination was to install a mag.

After working out a few bugs, Dave Shaw (president of Morris Magneto) informed me that he was working on an all-new magneto for kickstart, earlier generator models. When I first discussed it with Dave long distance, I was perplexed. Regular ol' solid-mounted Joe Hunt mags had worked fine for me for more than a decade.

Since the year that H-D decided it was not cost effective to install magnetos on Sportsters, Dave Shaw has been developing the means for bringing back the ol' reliable mag.

First, he developed the first semi-automatic advance base for a Fairbanks Morris Mag to allow it to slip back into the new case housings for '71 Sportsters. When his mag was installed and retarded for starting, once it fired it would automatically advance itself. The same system was then modified for Big Twins.

When cone motors came along, Dave developed the M-5 recoil mag for easy starting. As the bike is being kicked over the mag doesn't turn; instead, a spring is loaded, the mag retarded, then →



Photo 5

the mag is released for maximum spark. Works like a dream. In fact, it dictated that you kick over your scoot slower to allow the mag to cock itself. In 1977, his company went into full swing. By '85, the M-5 was released to the general public.

Ever since the success of the M-5, the question has been how to fit the spring-loaded mag on a generator motor. Mags generally have a snug fit without trying to install a new gadget to the bottom of the mag. Dave went back to the drawing board.

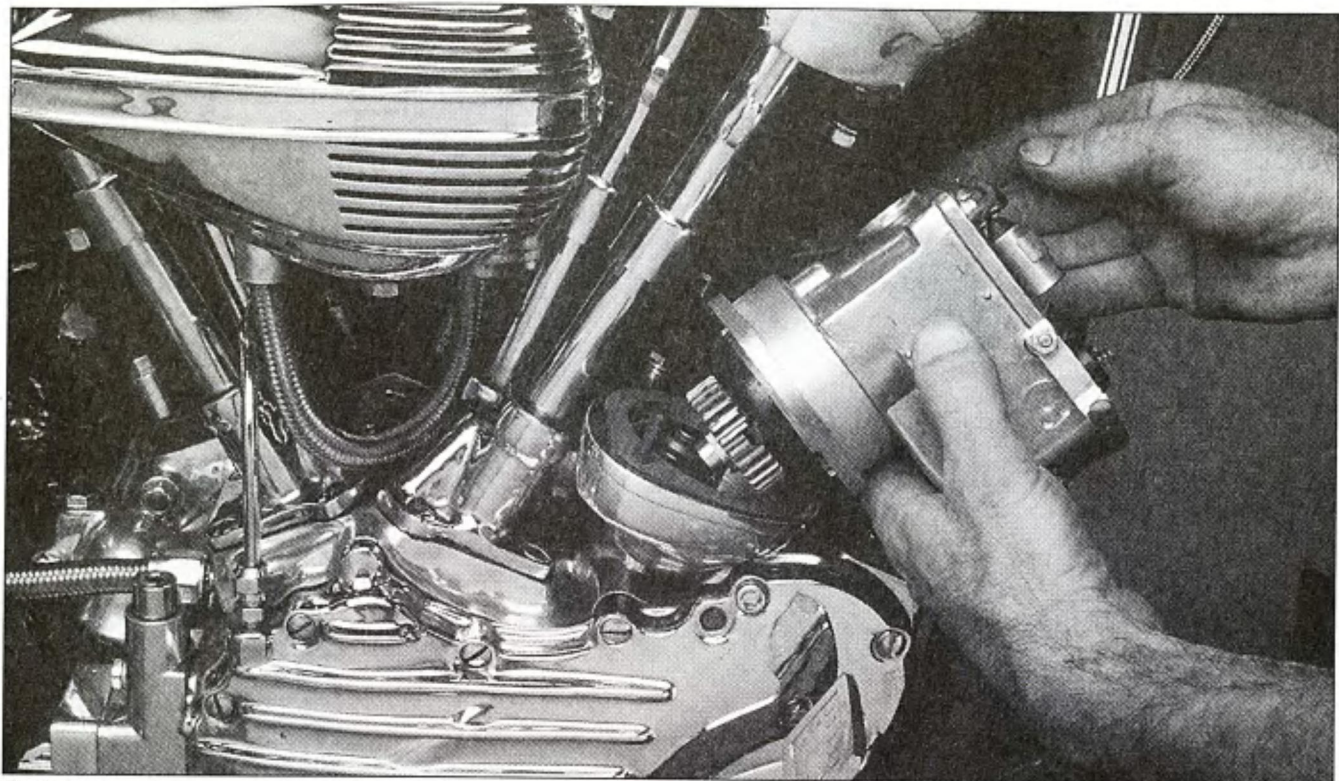
During development, his emphasis was on simplicity. Ultimately, that rule directed his decision to create a base with a set of two gears that would spin the mag backward, allow unprecedented clearance around the head and barrel of any generator model, and provide access to the mag while giving him enough room to create a space for the recoil device located on the bottom of the mag.

This is the first installation of a production model, and it was reasonably simple and straightforward. Remove your distributor, coil, and ignition wiring. It can all be shitcanned, including the battery (on kicker models), which I now use as a tool and lock box. Drop the shaft in place (photo 2), making sure the supplied O-ring is on the shaft and tucked into the bottom of the polished aluminum base. Remove the snap-ring and the shaft gear. Install the Allen bolts through the base into the crankcase. Replace the gear and the snap-ring (photo 3).

Use gasket cinch or sealant on the base gasket, then install the base plate



Photo 6



Photos: Markus Cuff

Photo 7

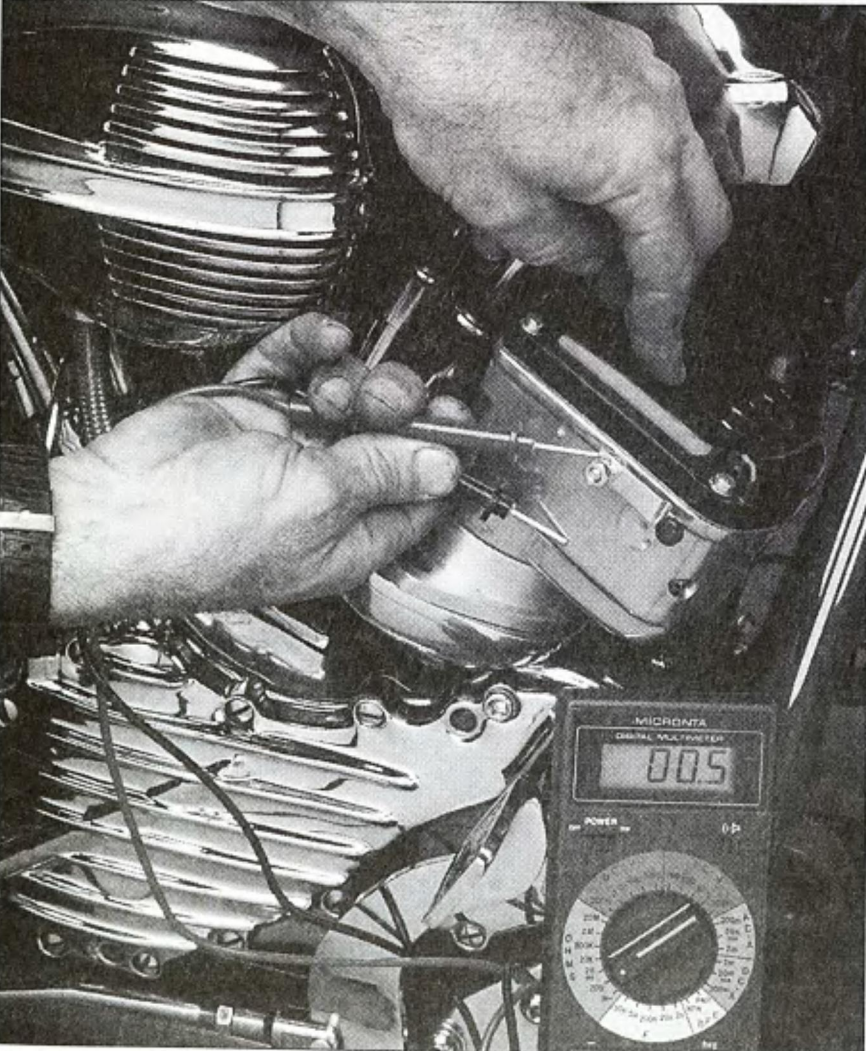


Photo 8

and one bolt (photos 4 & 5). Pour $\frac{1}{2}$ -ounce of motor oil into the base. Install the final gasket and make sure that the front cylinder's advanced timing mark is in the appropriate position in the timing hole on the left side of the engine.

Install the mag and adjust so the points are just beginning to open against the sharpest lobe on the point cam (photos 6 & 7). You can be precise about the opening by using an ohm meter that reads in the 10ths of an ohm. Attach the meter between ground and the kill stud of the mag and move the mag in the adjusting slots. The meter will read .2 ohms when the points are closed and .5 ohms when it's open. Set the mag so that as soon as you advance it the points open (photo 8).

When you've got it set, snug down the mag and replace the cap, run your spark plug wires and fire that puppy.

I've got to confess that at this point Marty Ruthman of High Tech Custom Cycles, Van Nuys, Calif., and I installed highbars on the Knuckle. Ever since, I've been gambling again and chasing red-heads. Dammit, I can't help myself. Just the thought of running my hand along a silky thigh ... Enough!

Thanks, Dave. The bike runs like a bat outta hell.

—Bandit

Source

Morris Magnetos, Inc.
103 Washington St.
Morristown, NJ 07960
(800) 237-8624

TECH TIPS

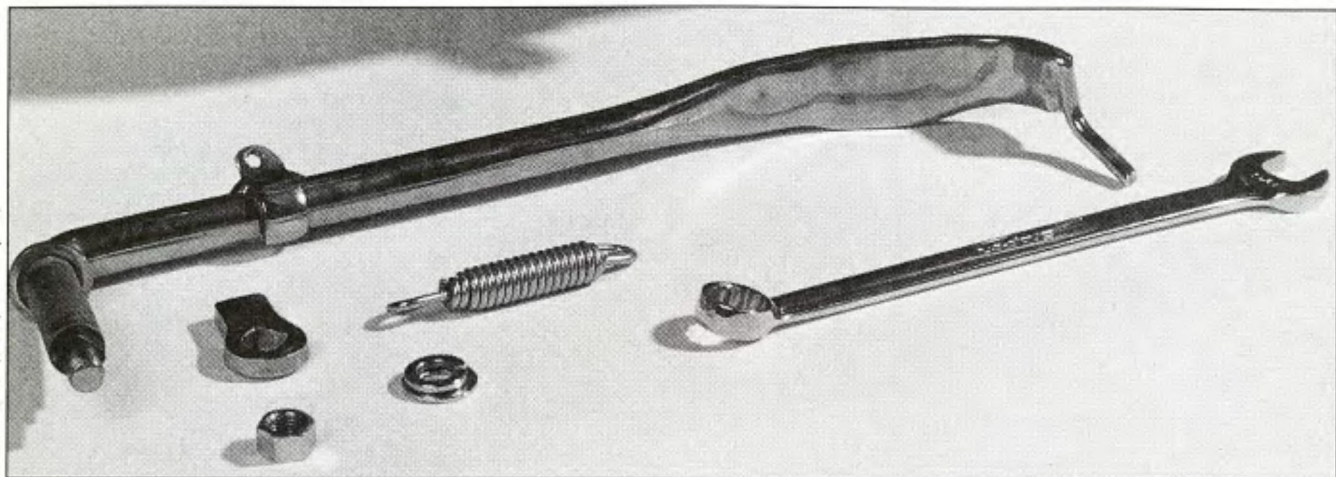


Photo 1

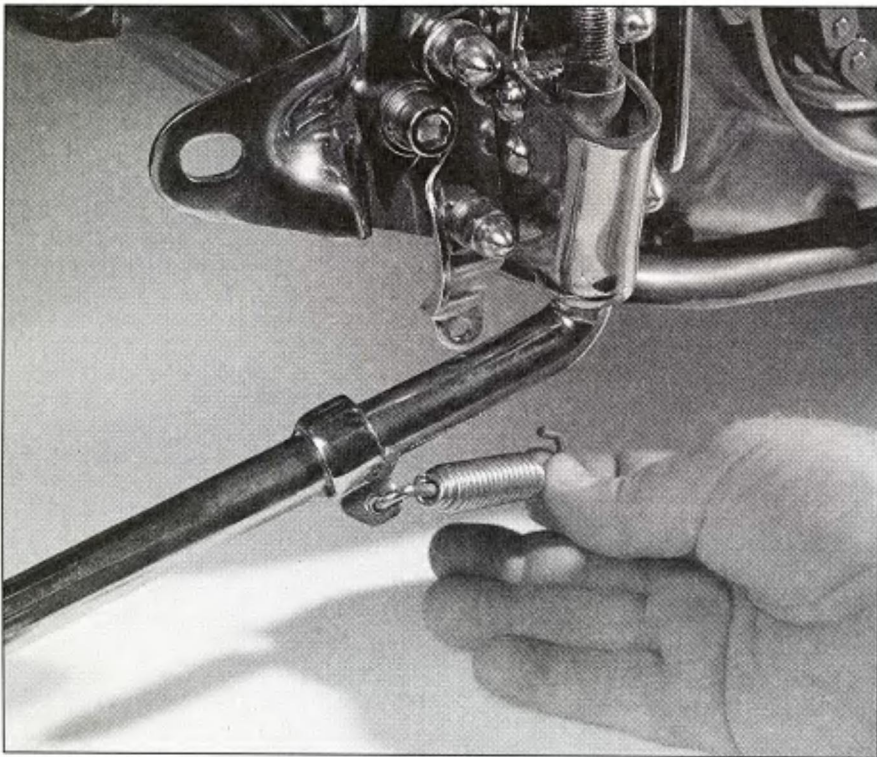


Photo 2

HIGH-LOW TECH **Simple Kickstand Spring Installation**

Lee Clemens of Departure Bike Works in Richmond, Virginia (804-231-0244), recommended this tech. For many of us wrenchin' geeks, this looks like a simple operation, until we think about the first time we were faced with installing the old tooth, shackle, and spring kickstand.

The first time I tried it, I wedged a screwdriver, which I had notched on my grinder, against some portion of a freshly painted frame in order to get enough leverage to snap it into place. After two bent screwdrivers and chipping the frame in several places, it worked.

Lee's notion behind explaining this operation isn't just for inexperienced numbskulls like myself. He explained that many people who understand



Photo 3

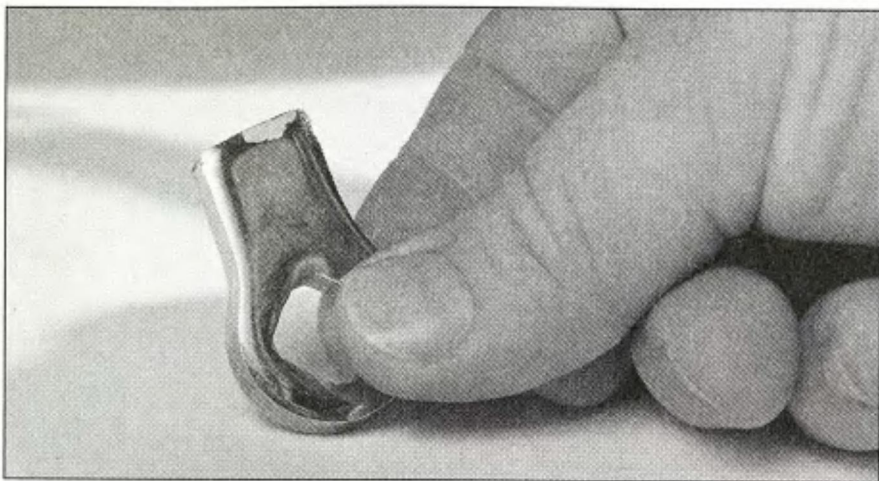


Photo 4

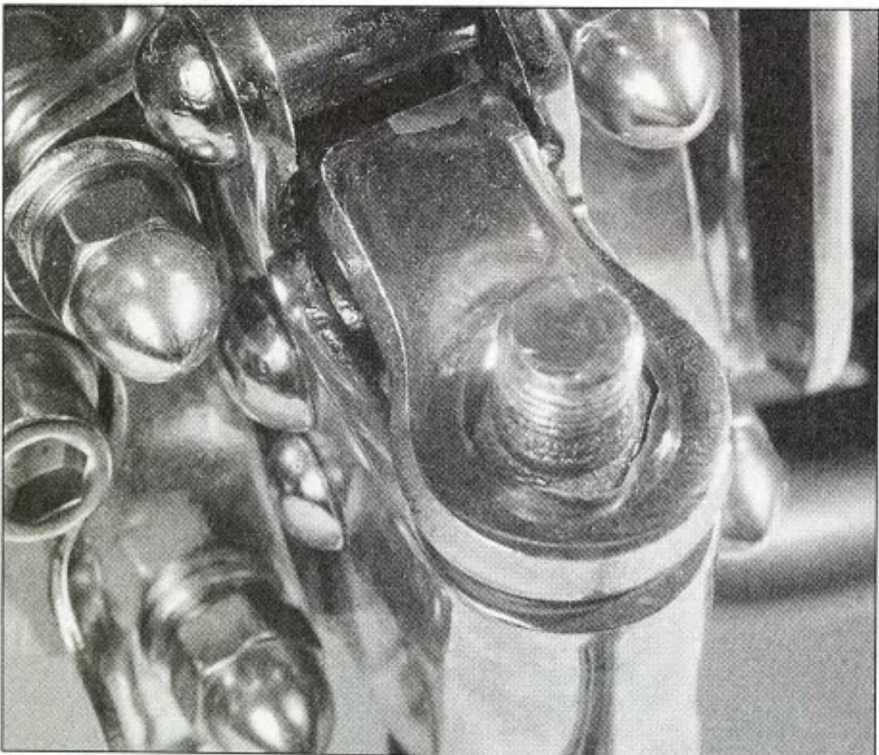


Photo 5

the high-tech side of the business stumble with the low-tech. So, here's the low-tech solution.

The first shot (photo 1) indicates the parts needed and the one and only tool. With the base for the stand bolted into place, slip the arm up through the slot and rotate the arm to the front of the frame so that it is pointing at the front wheel (photo 2). Install the spring and rotate the arm out from the bike,

which will hold the spring in place (photo 3).

Take a look at the tooth and the bevel at the end (photo 4). The longest side or the pointed end needs to be toward the back of the bike. With the arm perpendicular to the bike, push it down and drop the tooth into place facing into the slot (photo 5).

With a dab of Loctite on the threads and the appropriate flat and lock

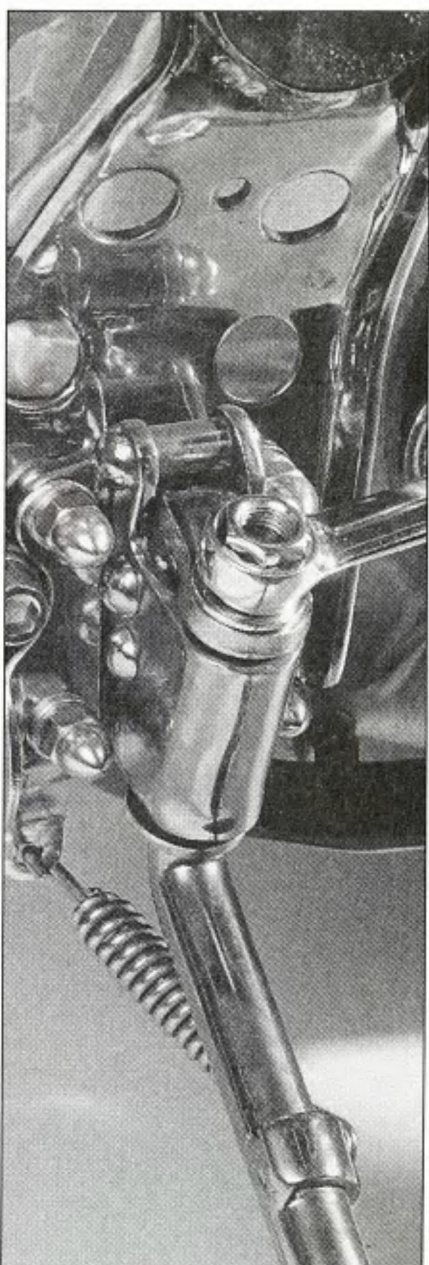


Photo 6

washer in place, tighten the nut. That's it. Simple and clean. Not a goddamn thing to it. But believe me, until some one slapped me with a crescent wrench and told me how to do it, it was some dark mystery. I'd put the whole assembly together and try to install the spring last, every time. And every time it was a major pain in the ass. So, as Wino Joe says, "Ride on."

—Renegade

Photos: Bob Jones

TECH TIPS

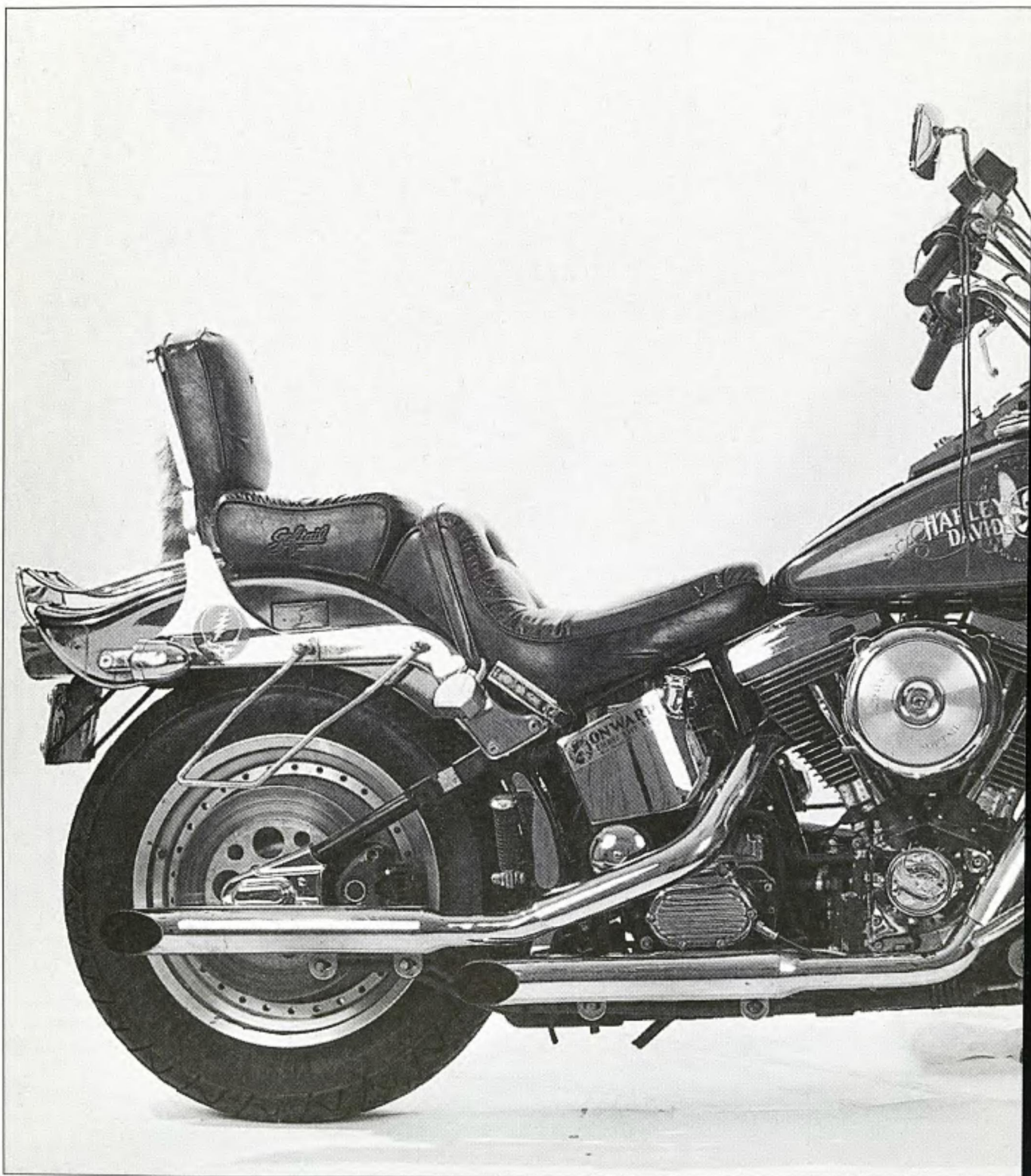
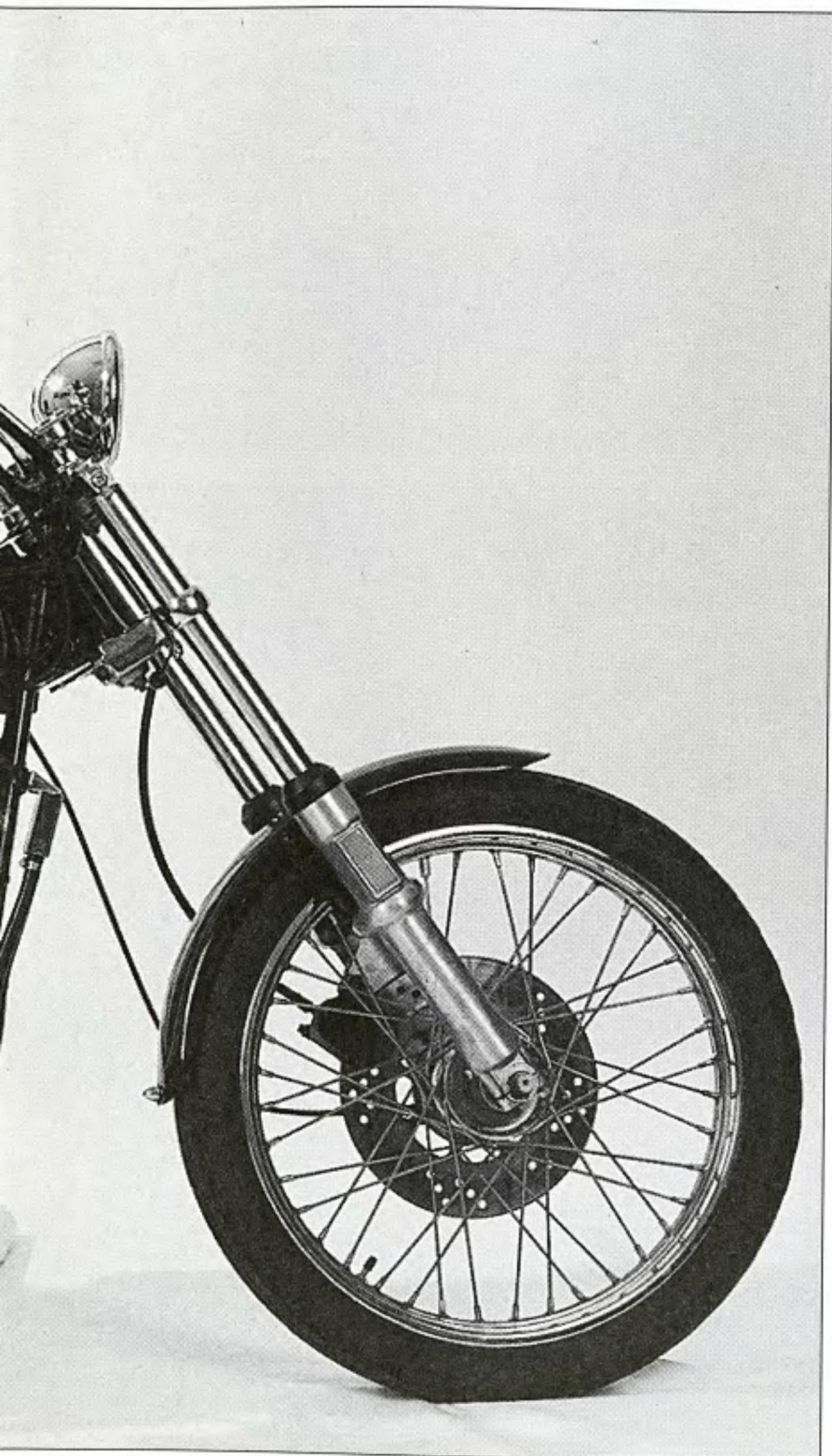


Photo 1



SOFTAIL REHAB

Adding A Kick To An FXSTC

When last we left you in the garage of the ongoing dramatic saga that is the rehabilitation of my stone-stock '87 Softail FXSTC (photo 1), a custom Corbin Gunfighter seat had been completed and installed at Bartels' H-D in Marina Del Rey, California. Various engine parts had just been sent out for plating, powdercoating and chroming, and the sheet metal was in Las Vegas being painted by the crafty Emil Anzalone. The project had been in the works for the better part of seven months, and to say I was getting antsy is a monumental understatement. →

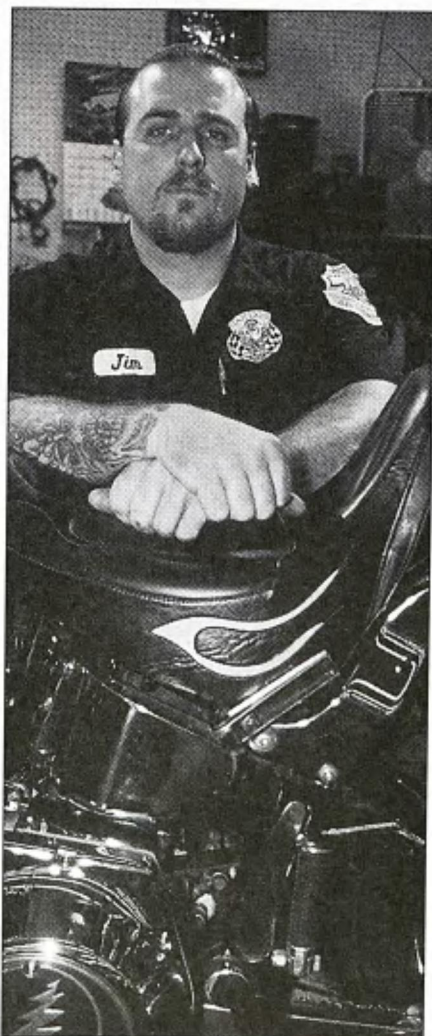


Photo 2

Good things take time, but the millennium was near at hand, and it didn't look like I'd be puttin' through it. At least not on the Softy. Thank goodness for the trusty ol' Raider Pan. However, my butt was beginning to chap from its rigid principles, and long rides with the brothers were becoming few and far between.

Bartels' Service Manager Kirk Gaudreau coordinated the action and was probably seeing this scoot in his sleep, as an epic nightmare that wouldn't go away. Jim Brown, a splendidly stoic mechanic (photo 2) who was factory-trained at the Motorcycle Mechanics Institute (MMI) in Phoenix, Arizona, had been delegated the job by Kirk and was given the parameters of the project; i.e., updating and customizing a factory Softail within an affordable outlay of cash. Jim suggested installing a QwikSilver carburetor and a Bartels' BP-40 cam to quicken the pace and heartbeat of the bike. Jim figured, as long as he was in there doing brain surgery, he might as well go in and have the heads milled .080 (photo 4) and "street ported" as well.

Sources

Bartels' Harley-Davidson
Kirk Gaudreau, Service Manager
4141 Lincoln Blvd.
Marina Del Rey, CA 90292
(310) 823-1112
(310) 823-0889 fax

Bartels' Performance Products
3237 Carter Ave.
Marina Del Rey, CA 90292
(310) 578-9888

Emil Anzalone, C/O Emil's
Custom Paint, Graphics, Lettering
3580 Polaris #12
Las Vegas, NV 89103
(702) 647-0074

QwikSilver II Carburetors
Edelbrock Corporation
2700 California St.
Torrance, CA 90503
(310) 781-2222
(310) 320-1187 fax
<http://www.edelbrock.com>

Quality Powdercoating
Jim Shaffer
7373 Atoll Ave.
North Hollywood, CA 91605
(818) 982-8322

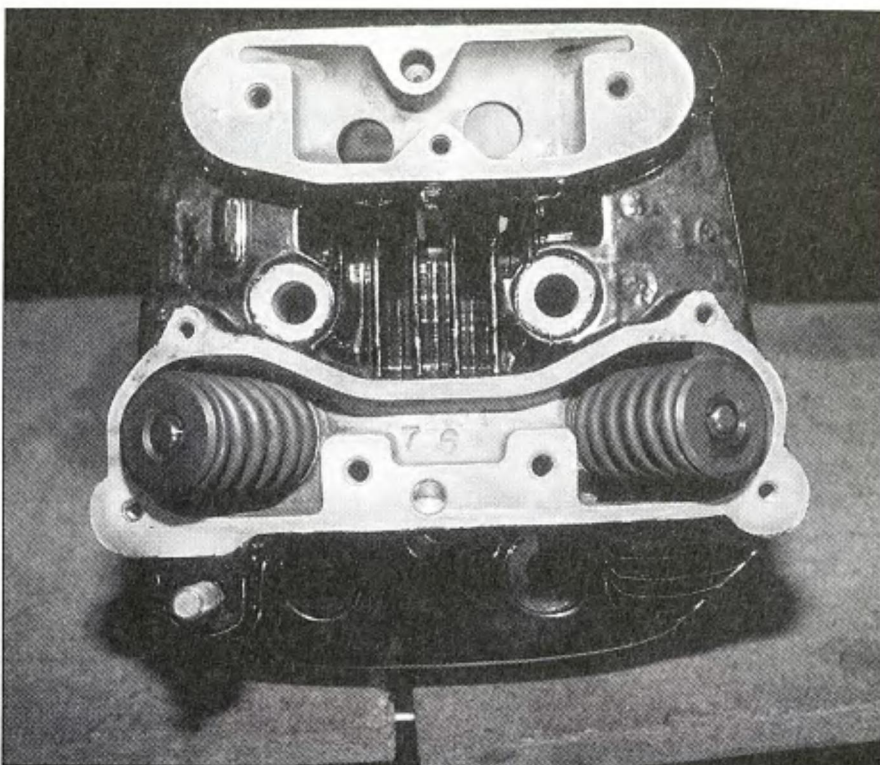


Photo 3

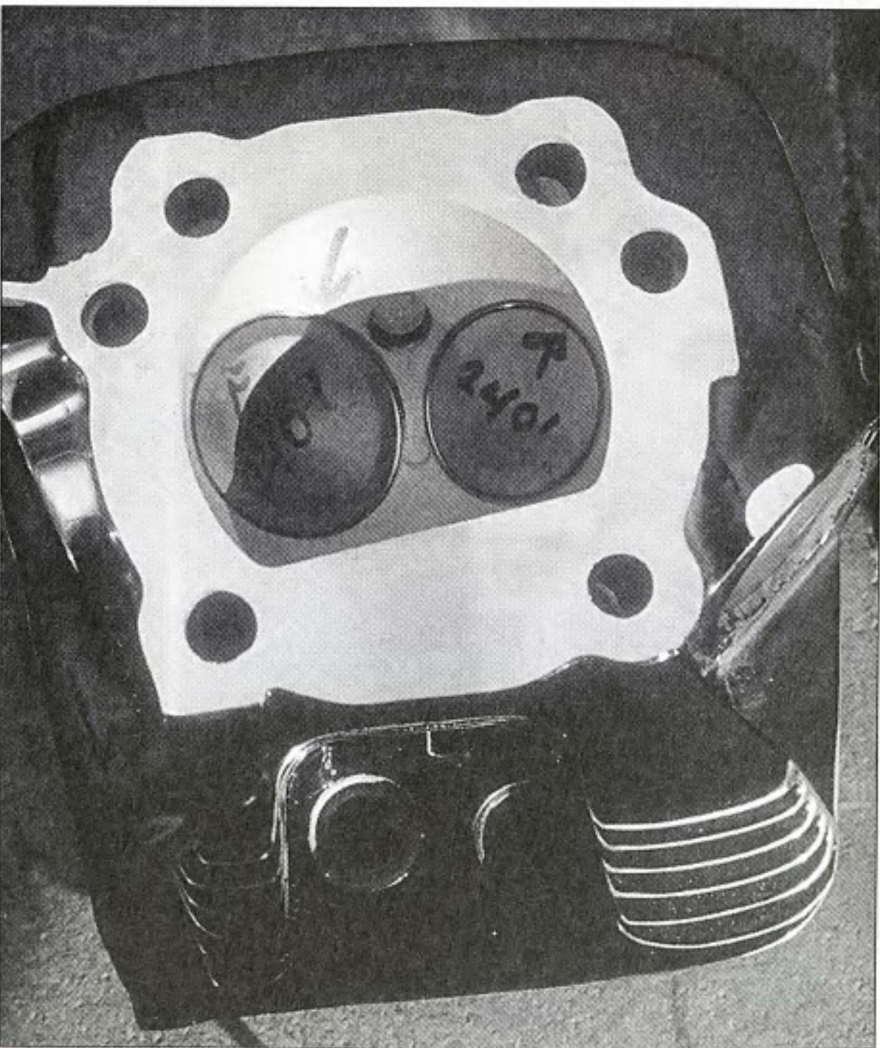


Photo 4

Jim liked using the QwikSilver for a variety of reasons. One, they are an American company, with distribution recently taken over by Edelbrock, with one product that they specialize in. Two, they have a variable venturi carb that self-adjusts at any altitude. Jim also remarked that "there is nothing too tricky" about them. In other words, even a moron mechanic like yours truly wouldn't be too stupefied by one of them. Plus, he said that he'd had excellent results when mating the QwikSilver to the Bartels' Performance Products line of camshafts, in particular the BP-40 with adjustable pushrods (photo 6). The QwikSilver is also the only aftermarket carb that will pass California's stringent emission tests while keeping peak performance. With the simple use of a Lectron flat slide, the only one mechanical piece, it is responsible for the adjustment of air and fuel mixture. Additionally, our venerated leader, Bandit, had used the QwikSilver on both his Evo and his Sportster with a good payoff in power and performance. That sold me.

While the cylinders and heads

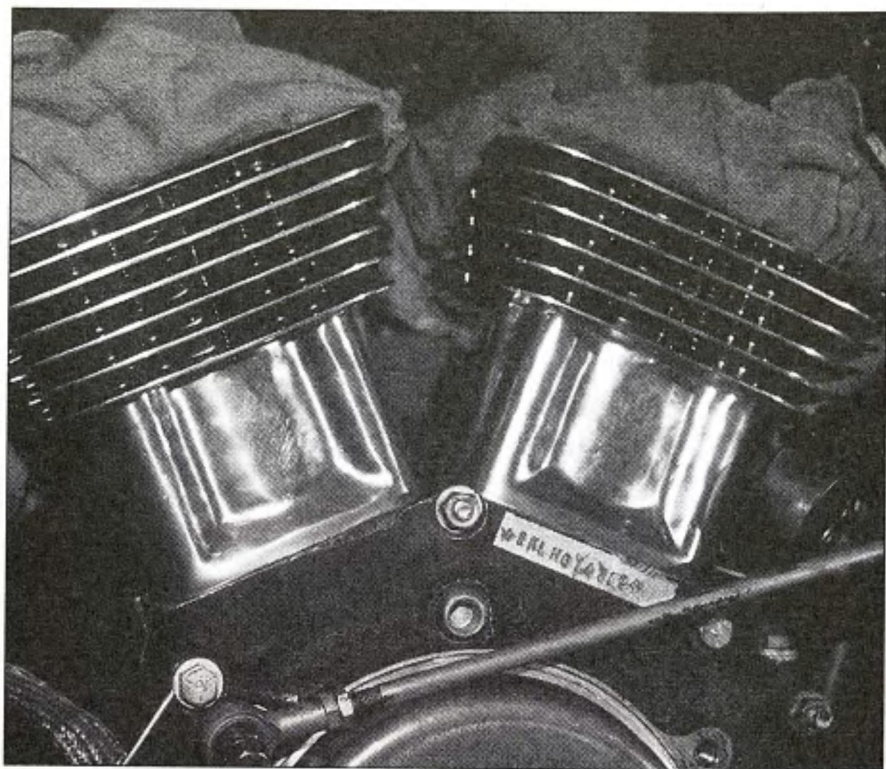


Photo 5

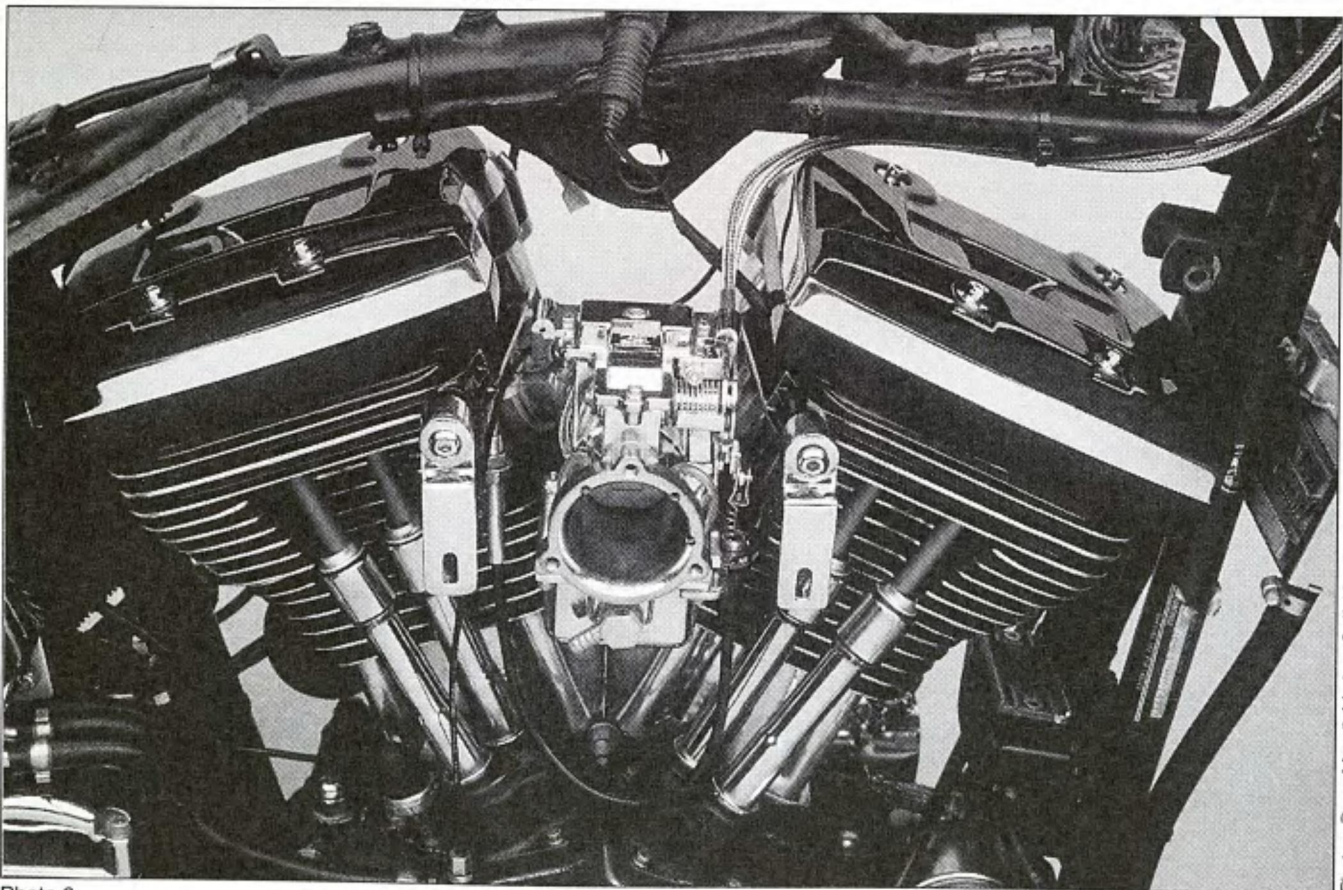


Photo 6

(photo 3) on the Evo engine had been gone through for polishing and black powdercoating (photo 5) at Jim Shaffer's Quality Powdercoating in Van Nuys, the paint had finally arrived back from Emil in Vegas, and we were

ready for the carburetor bolt-up.

We'll be going over the techniques used by this creative artist in the next installment, while we also go through the possibilities and entanglements of accessory items for everything from

the exhaust system, to forward controls, grips, mirrors, and turn signals, along with a lowering kit to improve the appearance of the tail section.

Be watching.

—Loudmouth

Photos: Doug Mazell, Markus Cuff, Kim Peterson

GENERAL STORE



See Hawaii on a Harley

Cruise this island paradise on the ultimate machine!
Rent a Harley-Davidson
for a half day, full day or multiple days
NO HELMET LAW!

Island Riders
1-800-529-2925

Reservations Necessary Visa Discover Mastercard Amex
Must be at least 21 years old with a valid MC license or Permit.



PHONE
TODAY FOR:

- * ORIGINAL * REPLACEMENT *
- * SPEED * CUSTOM *

PARTS & ACCESSORIES FOR
TRIUMPH-BSA-NORTON

PHONE (902) 542-7478 FAX (902) 542-7479

T-Shirts: Triumph, BSA, or Norton

\$12.00 U.S./\$12.95 Canadian (incl. shipping)

P.O. BOX 119, WOLFVILLE, NOVA SCOTIA, CANADA, B0P 1X0.

AMEX/VISA/Mastercard OR PREPAID ORDERS

SHIPPED WORLDWIDE.

Now Available! UPS COD from our new US warehouse!

Mr. B's Lifestyle ACCESSORIES

NEW MOTORCYCLE NOVELTIES CATALOG / 148 PGS
3,000 ITEMS / WORLDWIDE SHIPPING

SEND \$3.00 ONLY
IN CASH, M.O.
OR U.S. STAMPS
OVER SEAS \$5.00 U.S.D



PATCHES • DECALS • HELMETS
GOGGLES • LEATHER
SUNGLASSES • BOOTS
BUCKLES • TOYS • KNIVES
FLAHS • CHAINS • T-SHIRTS
PANTIES • BANDANAS • CAPS
JEWELRY • JACKET PINS
KARNES & GRATEFUL DEAD STUFF

SPECIFY WHOLESALE OR RETAIL - SEND TO:
MR. B'S DEPT. E R 12 NTHLD. DR. NPT, NY 11768 U.S.A.

15-DAY SERVICE

Chrome Plating

WE UPS C.O.D.

SPECIALIZING IN HARLEY'S

SPEED & SPORT CHROME PLATING

404 Broadway • Houston, Texas 77012

(713) 921-0235

SHOW QUALITY ONLY!

CHROME

24K GOLD • COPPER • CHROME
NICKEL • BRASS
POLISHING • POWDER COATING

ART BRASS PLATING

1-800-828-3186 OR 1-206-767-4443

5516 3RD S. SEATTLE, WA 98108
WE SHIP U.P.S. C.O.D.



Genuine
PARTS & ACCESSORIES

**PARTS, LEATHERS,
MOTORCLOTHES & GIFTS ...**

CALL FOR FREE PRODUCT INFO

800-638-6629

24 HOUR FAX 612-890-5235

USE YOUR OR SEND \$8.95 for Deluxe Catalog Pack

Twin Cities Harley-Davidson, Inc.

8545 Hwy. 101, Savage, MN 55378

EXPORT SERVICE FROM THE U.S.A.

PARTS & ACCESSORIES FOR HARLEY-DAVIDSON
DAILY EXPRESS SERVICE "MAIL-ORDER"
WORLDWIDE INQUIRIES TO:

A.B.S. INC.

3680 S.R. 44, SAMSULA, FL 32168 U.S.A.

(HOME OF THE CABBAGE PATCH)

FAX: +1 (904) 423-4147 TEL: +1 (904) 423-4101

WE ALSO SPEAK GERMAN

NO ORDER TOO SMALL!

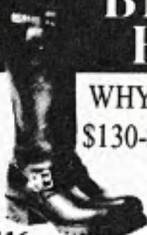
AMERICAN EXPRESS • EUROCARD • MASTER • VISA



BIKE BOOTS

WHY PAY \$99.88

\$130-\$199? Add \$5.00 Postage



#116

- 16" Blk (#118) Steel Toe with nylon cord sole \$99.88
- 13" Blk (#115) Steel toe Engineer Boot \$88.88
- 11" Blk (#4008) Harness Boot \$95.88

TO ORDER: Call toll free 1-800-433-6344 or
send money order to: Okun Bros. Shoes
356 E. South St. - EZ • Kalamazoo, MI 49007
APO, FPO, Alaska, Canada include \$10 postage
Michigan residents add 4% sales tax.

POWER ASSIST E-Z PULL CLUTCH FOR HARLEY-DAVIDSON



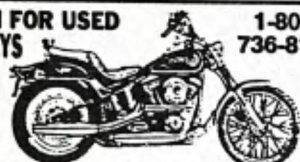
U.S. Patented Ball Bearing Mount Crank Gears with Power Spring

- Cuts clutch effort (IN HALF!)
- Stylish, small 2 x 2-1/2"
- Lightweight - 6 oz.
- One-finger disengagement!
- Doesn't change factory clutch setting
- Bolts on in less than 5 minutes on all models from -'82 up!
- Available in black or chrome.

From \$89.
See your dealer or call
(714) 497-7325
(714) 497-0284 FAX
1855 Laguna Canyon Rd.
Laguna Beach, CA 92651

**AMP
RESEARCH**

CASH FOR USED HARLEYS



1-800-736-8173

WORLD'S LARGEST SELECTION OF NEW & USED HARLEY'S

Genuine Parts, Accessories & Motorclothes
Parts Fax 915-592-6699 We Rent Harleys

COMPLETE MACHINE SHOP SERVICE - Dual
spark plug conversion \$75, EVO -XL 883 to 1200
conversion \$295, Shovelhead No-Lead conversion
\$295, New EVO Motors 1340's, 1200's & 883's

BARNETT HARLEY DAVIDSON
9501 Montana Ave. El Paso, TX 79925
(915) 592-5804 Fax 915-591-8889

PORTABLE TATTOO KIT

EVERYTHING YOU NEED TO START YOUR
TATTOOING BUSINESS TODAY!

- 2 Professional Machines • Variable Power Unit •
- 7 - 2 oz. Premixed Colors • Pre-made Needles •
- 10x Eyeloop • 8 Colored Design Sheets • Stencils •
- High Impact Carrying Case • Plus Many Extras •



- FREE Membership Certificate!
- FREE Catalog!
- FREE Superior Tattoo Guide!

Send Money Order \$389.00 + 25.00 S&H to

Superior Tattoo Supply

3334 W. Wilshire #30 • Phoenix, AZ 85009

Send \$3.00 for our new catalog

602-278-4444

...She Hung The Moon



©Frank Kruppits

ITEM SHM-1

L-XL \$18.95, XXL \$20.95, XXXL \$22.95, \$3.95 s&h, Can. +\$2, Eur. +\$4 s&h.
Send two dollars for our catalog. - **1-800-266-9665**
Visa/MC, check, m.o. to - **iCandy**
P.O. Box 25046, Albuquerque, NM 87125

HOT HEADLIGHTS FOR HARLEYS



HEADWINDS CYCLE PRODUCTS

P.O. BOX 66-1213, ARCADIA, CA 91066 PHONE/FAX (818) 359-8044

CAL-PRODUCTS

SINCE 1974
MADE IN
USA

RIGID
C-LIFT
A FOOT
OPERATED
PORTABLE
LIFT



\$179.00

THE FOOT PUMP ALLOWS YOU TWO FREE HANDS WHILE SMOOTHLY LIFTING BOTH WHEELS OVER A FOOT ABOVE THE GROUND. "NEED WHEELS? DOLLY AVAILABLE"

PATENTED
MasterCard VISA (616) 536-7575

ARE YOUR EXHAUST PIPES BLUE OR DISCOLORED?

Finally, The Answer is Here!



Call Your Local Dealer for
BLUE-JOB

BIG DADDY'S CYCLE ALARMS



B.S. Remote-Adj. motion & shock sens.-Ign. Kill-Flashing lights-120db micro siren-panic memory \$199.95
C.S. Remote-Adj. shock sens.-neg output switch-current sens.-panic memory-120db siren-EASY INSTAL \$119.95
A.S. Key sw.-Adj. shock sens.-113db micro siren \$69.95
Add \$5.00 for S/H - Send check or Money Order to: High Voltage, P.O. Box 696, Ofallon, Mo. 63366
CREDIT CARDS Toll FREE! 1-800-720-7023

BIKER CHROME

205/764-9487
Fax 205/764-9416

Your
motorcycle
plating
specialists
since 1945



SHIP TO: Dept. EZR, Highway 17 North, Florence, AL 35630
MAIL TO: P.O. Box 10522, Florence, AL 35631

The Right Parts At The Right Price! HIPPIY'S M/C PARTS

Parts & Accessories for your
Harley-Davidson motorcycle
Competitive prices & good service

Toll Free Order & Fax Lines
for your convenience

We Ship UPS Daily!
Send \$4 for our 240 page catalog
Foreign orders send \$6
Will deduct \$5 from your 1st purchase!
2584 Hwy. 44 West
Shepherdsville, KY 40165

PROTECT YOUR PAINT GRIFF SKINS

For Mechanics, shops and bikers who care about paint protection. Skins stay out of the way while working on the bike. Skins help repel paint stripping liquids, skins and dings. Skins can be used as extra storage protection. To order send tank and front fender size, Plus \$30.00 And \$3.00 Shipping to:



Griff Skins
4460 W. Shaw Suite #110
Fresno, CA 93722

For more info call:
1-800-339-6469 or
(209) 276-3380

THE ORIGINAL **KD's** \$5.95 ea.

Regular lens:
Smoke, Green,
Blue, Brown, Clear,
Rose, Silver Mirror,
Blue Mirror, Yellow OR
Super dark: Grey, Brown,
Blue, Green, Red, or Purple

\$5.95 ea.
2 or more
at \$5.00 ea.
12 or more \$4 ea.

Order Toll Free or Call for Free Catalog
1-800-999-9153 or Fax (209) 223-4962

DIRTY HARRY

\$8.95 Black wigrey lens

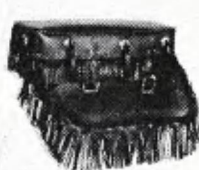
BLUES BROS.

\$6.95 Black wigrey lens

Send Check or Money Order to:
Pacific Coast Sunglasses, Inc.
Dept. EP0296 P.O. Box 1238
Jackson, CA 95642
U.S. & Canada include
\$2.00 shipping & handling
CA res add 7.25% tax. No COD's

Foreign orders add \$6.00 per
item postage. Send money
orders in U.S. dollars only.
Visa, MC, Amex, Disc. include
cc#, exp date & signature.
Dealers & Dist. call for info.

PAC-KIT SADDLEBAG CO.



BERTHA FL
93 & Newer



PK-37-C

1. Thro-Over
2. Bolt on Bags
3. Tool Cases
4. Sissy Bar Bags

1213 Corunna Ave., Owosso, MI 48867
(517) 723-4746 1-800-822-1804

Nostalgic Toy Creations, Ltd.

BUY • SELL • TRADE
H-D Collector Banks Wanted

We sell all motorcycle related collector banks

H-D Banks & H-D Airplanes,
Daytona, Sturgis, J&P Cycles, etc.
Call today for FREE catalog



PO Box 441
Anamosa, IA 52205
phone 319-462-4626
fax 319-462-4668

CHROME LONDON PLATERS

SINCE 1949
QUALITY WORK AT
AFFORDABLE PRICES

CALL FOR PRICE LIST
1-800-397-0385

1080 E. 24TH STREET
HIALEAH, FLORIDA 33013

ALL PARTS
TRIPLE PLATED
CHROME

CASH FOR USED HARLEYS

1-800-
736-8173



WORLD'S LARGEST SELECTION OF NEW & USED HARLEY'S

FLY & RIDE, FREE AIRPORT LIMO SERVICE.
Delivery available anywhere in the U.S.A. on
pre owned Harleys - We Rent Harleys

Nation's Largest Selection of Genuine Parts,
Accessories & Motor Clothes Parts Fax 915-592-6699
New EVO Motors 1340's, 1200's & 883's
BARNETT HARLEY DAVIDSON
9501 Montana Ave. El Paso, TX 79925
(915) 592-5804 Fax 915-591-8889

MOTORCYCLE LIFT

Handy **WORLDS LEADING LIFT BENCH**



Raises 1000 lbs. to 30" Height

Air or Electric

Factory Direct Prices 800-247-7594
Western Manufacturing Corporation
P.O. Box 130 Marshalltown, IA 50158
Ph (515) 752-5446 Fax (515) 752-1205

Free Wrecker Dispatch & \$50 Ambulance Refund

Texas Bikers Only



Injuries
(800) Bill Ley 24 hours 7 days

Free Legal Advice & Emergency Information Hotline

Statewide Hospital & House Calls • No Recovery, No Charge

Cent. Personal Injury Trial Lawyer, TX, Bad Legal Specialist

BAD WRAP

Order Toll Free or Call for Free Catalog
1-800-999-9153
Fax (209) 233-4962

\$7.95 ea.

Buy 2 for \$15 or 12 for \$72

Black frame with Smoke or Silver Mirror lens

WRAP \$7.95 Black frame w/smoke, clear or silver mirror lens

FAT WRAP \$7.95 Black frame w/smoke, clear, silver mirror lens

Send Check or Money Order to:
Pacific Coast Sunglasses, Inc.
Dept. E/P0206 P.O. Box 1238
Jackson, CA 95642
U.S. & Canada include \$2.00 shipping & handling
CA res. add 7.25% tax. No COD's

Foreign orders add \$6.00 per item postage. Send money orders in U.S. dollars only. Visa, MC, Amex, Disc. include c.c.R. exp date & signature. Dealers & Dist. call for info.

TATTOO OUTFIT

Our New Light Weight Rotary Tattoo Kit contains: machine, D.C. power supply (plugs in wall), footswitch, ink, designs, stencils, extra needles & ink caps. Set Up And Ready To Go.

Send \$99.95 Money Orders Only To:
Sun Supply
5515 N. 7th St. Ste. 5-135, Phoenix, AZ 85014

Learn motorcycle repair!

Home study. Learn all about motorcycle systems; prepare for exciting work as a mechanic or technician.
Free literature: 800-223-4542

Name _____ Phone () _____
Address _____ Zip _____
City/State _____

The School of Motorcycle Repair, Dept. HMB499
6065 Roswell Road, PCDI, Atlanta, Georgia 30328

LOWER YOUR HARLEY

Send us your shocks & We'll Shorten them. We shorten the Shock Rod & the Spring. Cost per pair \$69.00 includes return shipping. (\$79.00 for 2nd day UPS.)

For shortened lengths & info, Send \$4 for catalog or call:
1-800-852-5545 or 719-683-3838
MB 8025 Aerostar, Falcon, CO 80831

SPECTRO Golden American Golden Spectro

"...Spectro is the overwhelming best seller of aftermarket oils and lubes..."
- Motorcycle Industry Magazine

1-800-2-GET-OIL

GET A GRIP ON YOUR PINS!!
& Never Lose A Collectable Pin Again!!

The **SUPER PIN GRIP** is a chrome plated clasp that locks to your pins with a set screw assuring lockability, so you can ride with pride. Please allow 4-6 weeks for delivery.

Send Check or Money Order to:
S.P. GRIP P.O. BOX 2211
Bridgeview IL, 60455-2211

\$4.99 per PIN
EACH PACKAGE INCLUDES 12 PIN GRIPS
1-ALLEN WRENCH

MADE IN THE U.S.A.

(Add \$2.00 S&H up to 5 pkg. • IL Residents Add 7.75% Sales Tax • U.S. Currency Only Please!)

THE FINEST MOTORCYCLE CLOTHING IN THE WORLD

Langlitz Leathers

The finest custom made leathers for the pleasure or sport rider. Factory direct only. Catalog available.

Send \$1.00 for CATALOG (Refund on first order)

2448 S.E. DIVISION, PORTLAND, ORE. 97202

Biker's Camping Equipment

Compact camping gear for motorcycle travel, hiking & backpacking.

Featuring T-Bags, Tents, Sleeping Bags, Travel Chairs, Bed Rolls, Mats and much more. Discount prices.

Call write or fax for FREE catalog:
800-488-0182
FAX 619-488-2203

5580 La Jolla Blvd. Suite 446
La Jolla, CA 92037

DRIVERS LICENSE

Any name Any state Will pass all police radio and computer checks. Send \$14.95 for complete details. Also passports, credit cards, social security numbers. \$3 for catalog: **AMERICAN CENTURY**
PO BOX 925-E
VALLEY STREAM NY 11582

20Years in the Making

Our 20th Anniversary 164 color page Harley-Davidson Performance Catalog Volume 17 is now available for just \$4 plus shipping.



WHITE BROTHERS

(714) 692-3404 Fax (714) 692-3409
24845 Corbit Place, Yorba Linda CA 92687

AM-JAM TATTOO EXPO '96

GIANT LOCATION - 10TH ANNUAL

World Class Artists, Leather, Jewelry, Piercing
JANUARY 13th & 14th, 1996
Washington Ave. Armory, Schenectady, N.Y.
General Admission - \$8.00 per day

AM-JAM SWAP MEET '96

★ ★ 6TH ANNUAL ★ ★
Hard to Find Parts, Accessories, Bike Show
Beer Bar, Band
SATURDAY, JANUARY 20th, 1996
11 AM - 6 PM
New Scotland Ave. Armory, Albany, N.Y.
Admission - \$6.00 ★ (518) 346-0521
AM-JAM Inc., P.O. Box 4709, Schenectady, NY 12303

OWN A CLASSIC!
EASYRIDER COLOR POSTER

\$7.95/EA • 2 FOR \$14.95

GIANT FREE CATALOG

SUPERIOR MOTORCYCLE PARTS
162 West Hills Rd.
Hunt, Sta., NY 11746
800/528-8894 • 516/421-1655

J.J. Calhoun Inc.
Manufacturer & Distributor of Motorcycle Novelties for all Motorcycles

Mail Order Catalog - 64 Pages - 3000 Items
Send \$3.00 U.S. Funds - \$5.00 for Overseas
Patches, Pins, Knives, Stickers, Vest Extenders, Bootchain
Many More Items - Specify Wholesale or Retail

To: J.J. Calhoun Inc. Box 497 Bennington, VT 05201

Little Things Can Make A Big Difference When You Have Arthritis

There are many small, inexpensive devices you can use to help keep your independence. Contact the Arthritis

ARTHRITIS FOUNDATION

Your Source for Help and Hope

"LET US POWDER YOU"

- 3,500 Different Colors
- 350 Wrinkle Finish Colors
- 14 Colors of High Heat Exhaust Powder Coating
- Media Blasting • 7 to 10 Days Turnaround Time

SPECTRUM POWDER COATING COMPANY
2694 Middlefield Rd. • Unit A, Redwood City, CA 94063
415-367-4940

Saddlemen
by TRAVELCADE

The Original
SaddleGel™

- Low profile
- "SaddleGel" Comfort
- Styles from "Solo" to "Road Sofa"

For information or a free catalog, call Saddlemen (310) 630-4522 • (800) 397-7709



America's Largest Dealer of Parts & Accessories for your Harley-Davidson®

FREE 336-page catalog
Send for yours today

offer good only in USA (includes APO & FPO) thru Oct 31, 1995
Canada \$5.00 shipping • Overseas \$6.00 shipping

We Ship **WORLDWIDE** Daily
16 Years of Quality Parts & Service

PO Box 138 • Dept. EZF95 • Anamosa, Iowa • 52205-0138
Phone 1-319-462-4817 • 24 hour worldwide fax 1-319-462-4283

NOSTALGIA™ ANTIQUE REPRODUCTIONS
STOCK REPLACEMENT

OLD STYLE FRONT-END PACKAGE \$1575.00 (N) Without Spots Member Prices
NEW STYLE FRONT-END PACKAGE \$1595.00 (N) Member Prices

SAVE UP TO \$319. IF YOU ORDER NOW!

Old Style Front-End Only \$520.

SAVE UP TO \$394. IF YOU ORDER NOW!

For All Years & Models New Style Front-End Only \$520.

A Complete Dresser Style Front-End Package tailor-made to your specs. These High-Quality, American-Made 41MM Front-Ends that will add looks, style & value to your bike. Fits Sportster & Big Twins all years

FRONT-END PACKAGE COMPLETE \$1195.00 (N) American Made
S & S "E" CARBS Complete Kit w/ Air Cleaner & Manifold 20% Applied \$279.00
Power Tube PT-1 \$29.95 (N)

Cholor of Triple Trees, Stock or Chr Trees Specify Lengths & Trees When Ordering

This is a 41mm 1 5/8" tube "wide-type" Front-End.

Complete Dual disc front-end includes: stock or 2" over lengths w/ripsteees, chr. risers w/choice of handbars, master cylinder, stainless brake lines, black calipers, axle, 21" front wheel w/ disc rotors, tire & tube fender.

\$119.95

FRAMES From \$640.00
Hel-Arc Welded Made in U.S.A.

3-LIGHT DASH KIT \$99.00
Over 10,000 Parts for Harleys
CATALOG #22 \$4.95 380 pgs. Foreign \$1.95

Stacked Duals 84" SOFTAIL 152-00 Straight Cut 152-00 Slash Cut 84" FXR 252-00 Slash Cut 252-00 Slash Cut
25-972 \$50.36 Dash Only

Dealers Qualify By Phone With Your Good Credit

NOSTALGIA-CYCLE
16681 Commerce Ln, Huntington Bch, CA 92649
(714) 891-6263 Fax (714) 891-7686

Join Our Discount Club \$3.95 Get 20% OFF Price Franchise Just Spend \$250.

SHULL ENTERPRISES 7950 Curtis Road, Falcon, CO 80831
Or call 1-800-828-9672

Skull derby cover • Skull points cover
Skull license frame • Skull gas cap cover
Skull axle caps • Skull inspection cover
Skull foot pegs.

Derby Cover And much more! Send \$5 for catalog

PRESCRIPTION GOGGLES
For Bikers Who Wears Eyeglasses

Finest quality Silver Cross Biker's Goggles, complete with clear prescription lenses—\$159.50. Photo grey lenses \$20 more.

LEONARD MAGGIORE OPT.
69-03 Fresh Pond Rd.
Ridgewood, Queens, NY 11385
1-(800)567-5339
(718)386-5339

Mail or phone your lens prescription. Check, M.O., Visa, MasterCard accepted. Free literature available.

LEATHER BAGS
\$149.00
15 MODELS
CATALOG \$1.00

BIG GUY BAGS
12307 El Santo, San Antonio, Texas 78233

"TATTOOING EQUIPMENT:"
Colors, machines, designs. Everything needed to start you in business. Send \$3.00 for Catalog to:

S&W TATTOOING, INC.
P.O. Box 263
E. Northport, NY 11731

A Little Something EXTRA For Your Harley

CUSTOM, HIGHLY POLISHED, QUALITY BILLET MIRRORS
MANY UNIQUE STYLES TO CHOOSE FROM

• **MIX & MATCH** •
(ANY MIRROR WITH ANY ARM)

FITS ALL HARLEY AND CUSTOM CONTROLS
EASY INSTALLATION
CALL FOR **FREE BROCHURE**
1-800-990-9392
AEROMACH PRECISION BILLET PRODUCTS
11423-B WOODSIDE AVE., SANTEE, CA 92071

TATTOO CATALOGS

Four color catalogs illustrating the world's largest selection of tattoo related items. Books, Videos, Temporary Tattoos, Tattoo Equipment, Tattoo Inks and Color Flash. United States and Canada — \$12.00 US. Due to the increased shipping weight of our catalogs, all foreign customers must write for a pro-forma invoice which will list total amount of U.S. funds to be sent. No catalogs to prisons.

HUCK SPAULDING ENTERPRISES, INC.
WORLDWIDE DISTRIBUTORS OF PRODUCTS BY SPAULDING & ROGERS MFG., INC. AND SPAULDING COLOR CORP.

P.O. BOX 439, RT. 85 NEW SCOTLAND ROAD
DEPT. ER, VOORHEESVILLE, N.Y. 12186-0439
PHONE (518) 768-2070 FAX (518) 768-2240

J&P Promotions Presents the 1996
CUSTOM CHROME™ Super Series Bike Show Tour
co-sponsored by **American Iron**

1996 SCHEDULE

JANUARY 28 • DAVENPORT, IA
Downtown River Center

FEBRUARY 11 • MILWAUKEE, WI
Mecca Center • Great Hall

FEBRUARY 24-25 • CHICAGO, IL
McCormick Place East Building
2 Days • New Larger Hall • 280,000 sq. ft.
World's Largest Indoor Show & Swap Meet

MARCH 3 • ST. PAUL, MN
St. Paul Civic Center

MARCH 19 • HARRISBURG, PA
Farm Show Complex

MARCH 24 • KANSAS CITY, MO
American Royal Complex • Hale Arena

MARCH 31 • BOSTON, MA
Bayside Expo Center

APRIL 14 • BELLEVILLE, IL
Belle-Claire Fairgrounds

\$120,000 Combined Total in Cash, Contingencies, & Trophies

Contingency sponsors:
Crown Specialties, nempco, J&P Cycles

For more info: J&P Promotions
PO Box 405, Anamosa, IA 52205
319-462-6011, fax 319-462-4668

DOUBLE BUCKET ONE-PIECE SEAT

DE-911890

DRAG SPECIALTIES

Features the comfort of a front bucket seat with a wider pillion pad for added passenger comfort. You get a perfect, American-made fit and look for your 82-95 XL. See your Drag Specialties dealer today!

V-TWIN HEADQUARTERS

FAX 0 46 38/2 04

Wehr Macht BMW R. 75

48 pieces original BMW from Russia
Solo and Sidecars, for sale.

For More Information:

FAX GERMANY: 0 46 38/2 04

TATTOO ART FLASH



By J.D. Crowe
1-804-867-8700

FULL COLOR TATTOO DESIGNS
P.O. BOX 1923 - YORKTOWN, VA 23692

☆ TATTOO KITS ☆

\$\$\$ EARN EXTRA MONEY IN SPARE TIME \$\$\$

Professional Coil Machine • Variable DC Power Supply • Foot Switch
Clipcord • Stainless Steel Tubes (Liner & Shader) • 10x Eye Loupe

FREE 20 Design Sheets for Men & Women FREE
TATTOO GUIDE! Stencils • Stencil Paper • Ink • Needles LADIES DESIGNS!

EVERYTHING YOU NEED TO TATTOO PROFESSIONALLY
\$229 Send Money Orders to:
Complete PROFESSIONAL TATTOO KITS
P.O. Box 17326 Dept. C, Phoenix, AZ 85011

AMERICAN MADE BY YOU

- COMPLETE PARTS LIST AND ASSEMBLY GUIDE ONLY \$39.95
- ELECTRICAL HARDWARE KITS AVAILABLE THAT MAKE IT EASY
- TAKE ADVANTAGE OF THE WINTER MONTHS BE READY FOR SPRING
- (800) 243-1330



DOC'S



ESTABLISHED 1969
950 PAGE PARTS, ACCESSORIES
AND LEATHERS CATALOGS
YOUR SATISFACTION IS
GUARANTEED!

We are one of the country's largest parts and accessory stores with over 80,000 items in stock!
Remember, if it fits a Harley or a Harley rider, it's probably in our warehouse.

Catalog + Shipping USA \$15.95
Catalog + Shipping Overseas \$19.95
Catalog price refundable

ATTENTION OVERSEAS BIKERS
WE SHIP WORLDWIDE DAILY
PHONE# 203-757-3751
FAX# 203-757-5435

NEW DEALERS INQUIRIES WELCOME

FOR THE BEST PRICE, QUALITY AND
SERVICE CALL TOLL FREE IN THE USA
1-800-624-DOCS (3627)

DOC'S MOTORCYCLE PARTS, INC.
487 MEADOW ST., WATERBURY, CT 06702

MOTORS - TRANNYS

ENTIRE BIKES CAN BE BUILT
-FROM OUR CATALOG
ANTIQUES TO UNIQUE
-WE HAVE IT ALL
-PARTS FROM 1915 THRU EVO®
-WHEN NO ONE ELSE HAS IT, TRY US!
LOW PRICES - HUGE INVENTORY



ROLLING CHASSIS KIT FROM \$2999.99, WIDE GLIDE \$3499.99



COMPLETE EVO'S® FROM \$3999.99 SHORT BLOCKS FROM \$1699.99



5-SPEED TRANSMISSIONS FROM \$1499.99 4-SPD \$1299.99

- | | |
|--|--------|
| 120 - OIL TEMPERATURE GAUGE DIPSTICK | 11.99 |
| 121 - OIL PRESSURE GAUGE (LIQUID FILLED) | 13.84 |
| 127 - USA CLUTCH | 29.84 |
| 132 - STARTER MOTORS or 12V GENERATOR | 119.84 |
| 133 - INNER PRIMARY (POLISHED) | 159.99 |
| 202 - EDELBROCK HEADS | 694.84 |

V-TWIN, INC., POB 47, ST. ROBERT, MO 65583
(314) 336-4900 FREE SHIPPING

IN CONT. USA WITH SOME RESTRICTIONS. VISA, MC, DISC, CDD
500+PG CATALOG \$7.98 - FULL OF EXPLODED PARTS VIEWS

BALANCE MASTERS

"Active Engine Balancing for
Harley Davidsons"

Are you getting tired of
your Harley's Bad Vibrations...?

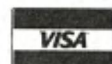
Let **BALANCE MASTERS™** take the vibrations out, and put the fun and performance back in. Prices starting at \$49.
For more information call:



CONTACT A DEALER NEAREST YOU

1 800-786-8324

DEALER INQUIRIES INVITED



(Pat.# 4388841)

*Express Your
Free Spirit
With A Beautiful Tattoo!*

At Easyriders Tattoo Studio
you can choose from
hundreds of designs and a
full spectrum of colors to express
your individuality.

You'll always get original custom work
by professional artists who
practice complete sterilization methods.

We also specialize in covering
or touching up old tattoos,
so come by or call us today.

**Easyriders®
TATTOO STUDIOS**

7450 MELROSE, HOLLYWOOD, CA
213-658-8817

and

611 E. BROAD ST., COLUMBUS, OH
614-224-9400

Plush Comfort!

Pillow Touring

Wide Buckets for Great Back Support with Hot, Low Profile!

Carpeted Steel Baseplate

Soft Molded Foam with Internal Support Wings

For all Harley Models
1-Year Warranty!

Call Today for NEW Free Catalog
800-243-1392

Local/Foreign: 203 582-9633 • FAX: 203 585-0407

Mustang®

PO Box 29, Terryville, CT 06786

Indulge Yourself

- Hand-crafted from the finest America leathers.
- Windproof flaps.
- Adjustable waist for perfect fit.

Add \$10.00 for 6" fringes and conchos plus add \$10.00 for XXL and up. All sizes available. State pant size (waist, inseam and upper thigh measurements).

(508) 778-4055
FAX (508) 771-1571
Orders only:
(800) 554-2468

Chaps back top grain

D & L House of Leather
350 Main St., Route 28
West Yarmouth, MA 02673

709 Main Street
Daytona Beach, FL 32118
(904) 253-9914
Mon-Sat 10-6; Sun noon-5

\$114.99 + postage & handling
Send \$2 M.O. or in stamps for catalog

LOOKING FOR DEALER BUSINESS?

Place your ad in our dealer publication

EAGLES EYE

Contact Advertising at:

(818) 889-8740

CALIFORNIA'S
GLAMOUR
GIRLS
SWIMSUIT
1996
CALENDAR



14 MONTH
FULL COLOR
CALENDAR
FEATURING
GIRLS
ON CUSTOM
HARLEYS &
HOT RODS

8 1/2"X11" IN SIZE

PLEASE SEND ME Total
CALENDARS AT \$8.50 EACH \$
THIS PRICE INCLUDES TAX, POSTAGE AND HANDLING

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

MAIL TO: CALIFORNIA'S GLAMOUR GIRLS
P.O. Box 93459, L.A., CA 90093

HOT OFF the PRESS



• 848 color pages
• hard cover
over 12,000 parts & accessories
for your Harley-Davidson® Motorcycle

Order the New
Custom Chrome™
Catalog Today!
Only \$9.99*

*Plus \$3.00 for Shipping



CUSTOM CHROME

Enhancing America's Motorcycle™

Order Today Call 800-729-3332
16100 Jacqueline Ct., Morgan Hill, CA 95037

©1995 CUSTOM CHROME, INC.

ENHANCING AMERICA'S MOTORCYCLE

INSTRUCTORS WANTED!

Motorcycle
Mechanics
Institute

• Phoenix Arizona • Orlando Florida

MMI Offers

- Performance Based Wages
- Excellent Benefit Package
- Two Great Locations

To Qualify You Must Have:

- 5 years min. experience
- Excellent communication skills

CALL IMMEDIATELY
1-800-528-7995 EXT 385

CHANGING YOUR ADDRESS?

Place
your
mailing
label
here.

If you're moving,
please let us
know 6-8 weeks
in advance.
Send us both
your old and
new addresses.
If possible,
attach a label
from a recent
issue in the
space provided.

Mail to:

Easyriders,

P.O. Box 469054, Escondido, CA 92046-9054

Name _____

Address _____

City _____

State/Zip _____

SUPERIOR

MOTORCYCLE PARTS & ACCESSORIES

FREE CATALOG!

FREE SHIPPING!

FOR ORDERS OF \$50 OR MORE IN THE CONTINENTAL U.S.

WE WILL BEAT ANY PRICE!

AMERICAN MADE FRONT ENDS AND FRAMES



RIGID FRAMES

THESE HIGH QUALITY FRAMES WILL ACCOMMODATE ANY BIG TWIN ENGINE INCLUDING STROKERS OR EVOLUTION MOTORS, WITH 4SPEED TRANSMISSIONS AND CHAIN FINAL DRIVES.

S-131 STOCK 4 SPEED \$649.95
S-131 S5 5 SPEED \$749.95



EASY RIDE FRAMES

THESE HIGH QUALITY PAUGHCO FRAMES ARE A DIRECT REPLACEMENT FOR THE FACTORY SOFTAIL FRAME. AVAILABLE FOR BIG TWIN, 4 SPEED OR 5 SPEED TRANSMISSIONS

E-14755 STOCK 5 SPEED \$949.95
E-147 STOCK 4 SPEED \$949.95
FI-7 STOCK REAR SECTION \$349.95



BIG TWIN SWING ARM FRAME

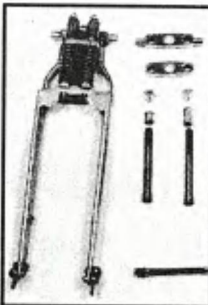
THEY ACCOMMODATE EITHER CHAIN OR FACTORY REAR BELT FINAL DRIVE

S-147 STOCK 4 SPEED \$699.95

EACH FRAME INCLUDES A MANUFACTURER'S STATEMENT OF ORIGIN (MSO) FOR REGISTRATION REQUIREMENTS. MOST FRAMES & FRONT END SHIPPED SAME DAY

PAUGHCO CHROME WIDE SPRINGER

COMES ASSEMBLED AND INCLUDES FORK-NECK, TOP NUT, CROWN NUT, TOP CLAMPS AND INNER SPRINGS AVAILABLE WITH OR WITHOUT CHROME SHOCK, STOCK LENGTH THROUGH 12" OVER.

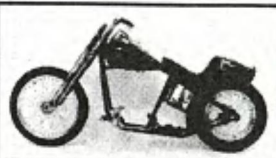


181 - ST

\$899.95

SUPERIOR BIKE

BUILD THE BIKE OF YOUR DREAMS FEATURING SPRINGER FRONT END, ALL CHROME AND STRAIGHT LEG



RIGID FRAME MADE IN THE USA BY PAUCHO. FAT BOBS, DASH KIT, CHROME FRONT AND REAR DUAL FLANGE WHEELS, AVON TIRES, CHROME OIL TANK, GUNFIGHTER SEAT, CHROME RISOR, HANDLE BARS AND KICKSTAND.

*AVAILABLE WITH FXWG WIDE GLIDE FRONT END AND 4 SPEED OR 5 SPEED EASYRIDE FRAME

DB-1 \$2,999.95

SUPERIOR SEATS



CLASSIC SKIRTED SEAT WITH STUDS AND CONCHOS.

\$149.95

FRINGED CLASSIC WITH STUDS AND FRINGE \$169.95

PILLOW SEATS

VERY COMFORTABLE. ONE PIECE CONSTRUCTION.

\$109.95

CLASSIC FLAME GUNFIGHTER AVAILABLE IN RED, BLUE, YELLOW AND ORANGE FLAMES \$189.95

SPECIFY YEAR AND MODEL

THE MOST WANTED MOTORCYCLE PARTS

S & S SUPER "E" COMPLETE KIT

w/AIR CLEANER

Specify year and Model

269.95-289.95



FATBOB GAS TANKS

3.5 gal. and 5 gal.

Part #EG-23A Reg. 109.95

SALE...89.95



SPORT BOB GAS TANKS

Made Just For Sportsters

Accepts 2 or 3 Light Dash Kits

Specify year

.....224.95



CHROME FLH PRIMARY

Fits up to '94 4spd Models

Part #EPC-1..... 94.95



CHROME FX PRIMARY

Fits up to '84 4spd Models. #EC-51

94.95



CUSTOM FRONT FENDER

Specify Year & Model

Part #EFE-1

.....29.95



DASH KIT Includes:

Speedo (2:1 or 1:1), Chrome Dash, Base Plate, Light Sockets, Mounting Hardware, Chrome Ign Switch & Leri

2 LIGHT DASH KIT...#ESP-25 109.95

3 LIGHT DASH KIT...#ESP-40



CAT EYE DASH KIT

Includes: Speedo (2:1 or 1:1 ratio), Chrome Dash, Base Plate, Light Socket, Chrome Ign. Switch

Part #ESP-36



FATBOB SWINGARM REAR FENDERS

Big Twin All 4spd Frames

#EFE-6.....49.95

Big Twin Rigid Frames #EFE-6A.....54.95

Fits Sportsters up to '78 #EFE-6B.....54.95



CHROME LOW RYDER DASH

Part #EC-13... 19.95

BLACK DASH

GASKET

Part #ER-17..... 4.95



CHROME KICKSTART KIT

Fits all Big Twin 4-Speed frames

Part #ESP7C.....99.95



CHROME HANDLEBAR CONTROL SET

Fits '72-'81

Part #EC-22B

.....99.95

Fits '81 & up, #EC-22LB..... 179.95



FXWG WIDE GLIDE

INCLUDES FXWG WIDE GLIDE DUAL FLANGE WHEEL, AVON TIRE AND TUBE, ROTOR WITH HARDWARE, BLACK CALIPERS, CHROME HANDLEBARS, MASTER CYLINDER AND AXLE WITH HARDWARE.

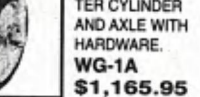
WG-1A

\$1,165.95

ASSEMBLY INCLUDES CHROME FXWG TREES AND POLISHED LOWER LEG ASSEMBLY.

EWG-A

\$499.95



CHROME SOLENOID PARTS

END COVER...#EC-40... 9.95

BODY COVER...#EC-39... 9.95

SOLENOID...#EE-45... 24.95

SOLENOID END RUBBER

Part #ER-15B..... 3.95



CHROME FATBOB GAS CAPS

Part #EC-9..... 7.95



EASY RIDER MOVIE POSTER

LARGE 24X36 BLACK & WHITE

HDP-8

\$7.95 EACH

TWO FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FXWG FRONT END

ASSEMBLY INCLUDES CHROME FXWG TREES AND POLISHED LOWER LEG ASSEMBLY.

EWG-A

\$499.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

BULLET LIGHTS

with red lense

Part #L-2R..... 3.95

4 for 14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

CHROME DRAG PIPES

Specify Year and Model

Part #EE-2..... 49.95-59.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

SUPERIOR HAWG CHAINS

106 STD. #EHDC-1..... 27.95

110 STD. #EHDC-2..... 29.95

O-RING CHAINS

106 O-RING #EOHC-1..... 59.95

110 O-RING #EOHC-2..... 64.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

SPEEDOMETERS

Blackface or Tombstone Style

Specify Year and Model

Part #EDS-912..... 49.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

HEAD BOLT & BASE NUT WRENCHES

Set of 3 - 7/16x1/2", 9/16x5/8", 11/16x3/4"

Part #HBI..... 9.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

CLUTCH PLATES

Specify Year & Model

Part #ED-6..... 29.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

SUPERIOR T-SHIRTS

ALL T-SHIRTS ARE MADE IN THE U.S.A.

50/50 BLEND. TOP QUALITY!

SIZES S, M, L, XL \$9.95 EACH

SIZE XXL \$12.95 EACH

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

FOR \$14.95

CALL TOLL FREE (800) 528-8894

READERS' RIDES



Photos: Bill Ellis

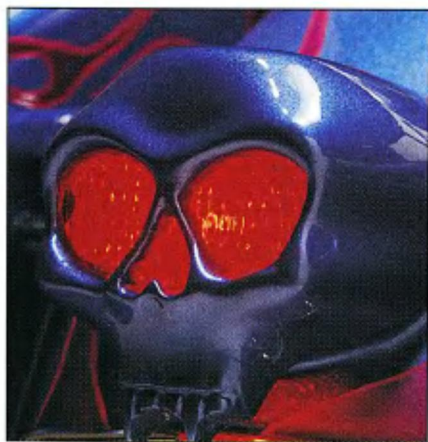
Mark Booth Cherryville, N.C. 1972 H-D FLH

When Mark Booth first acquired the engine and transmission for his hybrid ride it was a basket case. He wanted to create a different look, "so when I stripped off the bags, it would look like a bar hopper," he said.

"Flamin' Harry," as he calls his ride, is Mark's first attempt at building a bike. With the help of his girlfriend, Kathy, he has obviously mastered the technique of creating something that grabs ya. Using bike parts from 1940 to 1994, Mark produced what he thought a classic Harley should be.

"This is my first custom motorcycle, and I did everything but the engine myself—it was rebuilt by Gerald Small," he explains.

The highly modified FLH sports a '48



Springer front end, '72 bags, and the basic core 1972 74-inch Shovelhead and tranny. When it came time for fabrication of Flamin' Harry, many thought his ideas would not work.

"I hate to be told things won't work," he says. With this bit of inspiration,

Mark set off on a 14-month mission to make it happen, and he made the exhaust system, saddlebags, fender struts, and a seat that fits like a glove.

His ride looks like a Softail dresser, but, as Mark points out, "it's actually a rigid frame chopper in disguise." Finished off with all-stainless hardware, a special rumble seat, custom Ness modified fenders, all chrome trees, polished lower legs, polished stainless steel tins and custom disc brake mounts, Mark's scooter causes a stir wherever he goes. "I call it the two-hour bike because it takes that long for people to look it over and see what I've done."

The outlandish paint, along with the flames and pinstriping, was done by Mark in his home shop. "I'm proud of the fact that I did it all myself, and that it is still possible to build a bike at home and get recognition for it."

—David Loco →

READERS' RIDES

Benny Simms **Kingsville, Maryland** **1989 H-D FXLR**

Benny has been in the wind for 16 years. During that time he has owned six different bikes, but his present ride, a flawless FXLR Low Rider, is his greatest achievement. Benny's a rather shy person, so it took his friend David Dryden to bring his eye-catching ride to our attention by way of a letter to *Easyriders*.

It all began when Benny bought the brand-new, bone-stock bike and began a progressive design project based on "nothing really planned." Benny knew that he wanted something low to the ground. The rest, he says, just evolved as he went along.

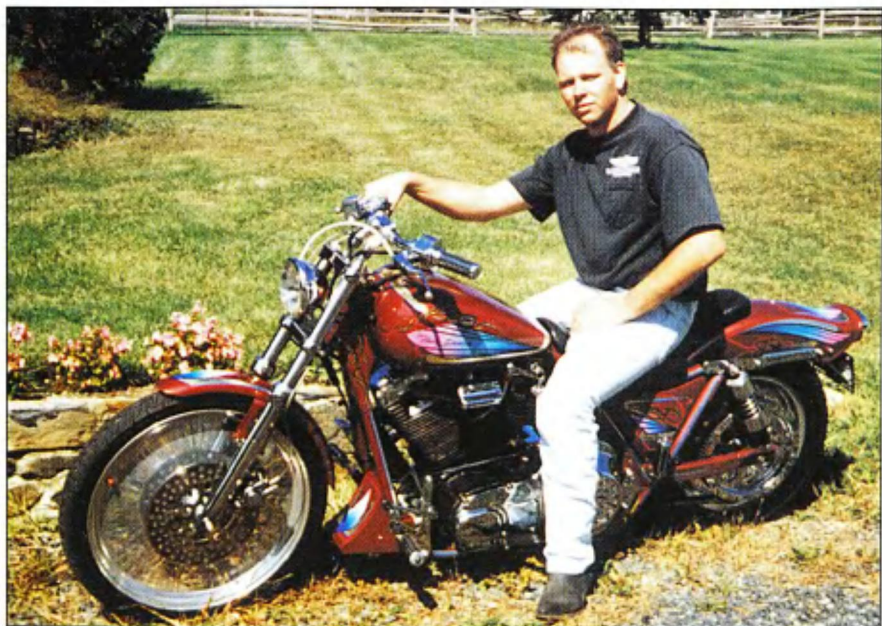
For starters, he tore the bike down completely and had the engine and tranny reworked by Zoeler's Custom Cycles & Trikes. The 98-cubic-inch Evo power plant now runs with Wiseco pistons, Crane cam, stock carb, ACCEL ignition, and S&S lower end. The pipes are smooth-looking White Bros. Siamese drags. The tranny was modified with Andrews gears that drive the stylish RevTech solid wheels.

Reasons for Benny's pride include the fact that his Low Rider is of show quality and that he rides it on a daily basis. Capturing third place at a recent Budweiser bike show in Baltimore showed Benny his work did not go unrecognized. "I placed in the Mild Custom Class, which had about fifty other bikes," he says. "Many of them were show bikes that were never ridden."

The Mercedes burgundy paint with 24-karat goldleaf stripes was a collaboration between Trickworx and Benny, who wanted a red bike. "It's something the painter and I came up with," he says. "He put the Harley name on the tank." The next move for his FXLR is more speed to go with the look. "I'm going to put a super-charger on it," he says.

After all, when Benny's not twirling his wrench or diddling a new design, you can always count on those 24-karat stripes being long gone ... Silver!

—David Loco



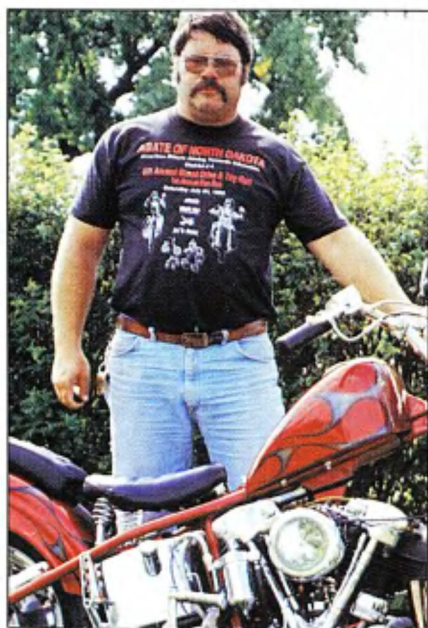


Photos: owner

Timothy Gowan Manvel, North Dakota 1938 H-D Knucklehead

Why spend hard-earned money when the barter system is alive and well in North Dakota? Timothy acquired this Knucklehead in an unusual transaction with a farmer in Manvel: He traded a satellite dish for it. Then he went to work creating something with individual style.

By performing a major face-lift, including the awesome paint job with airbrushed flames by local painter Paul Dahley, he brought his new ride from the shadows of antiquity to contemporary times. "It was a '50s chopper style that didn't handle well," says Timothy, "so I went back to a more rideable concept." He replaced the apes with Super Bars and 8-inch risers because they made it easier to handle on gravel roads.

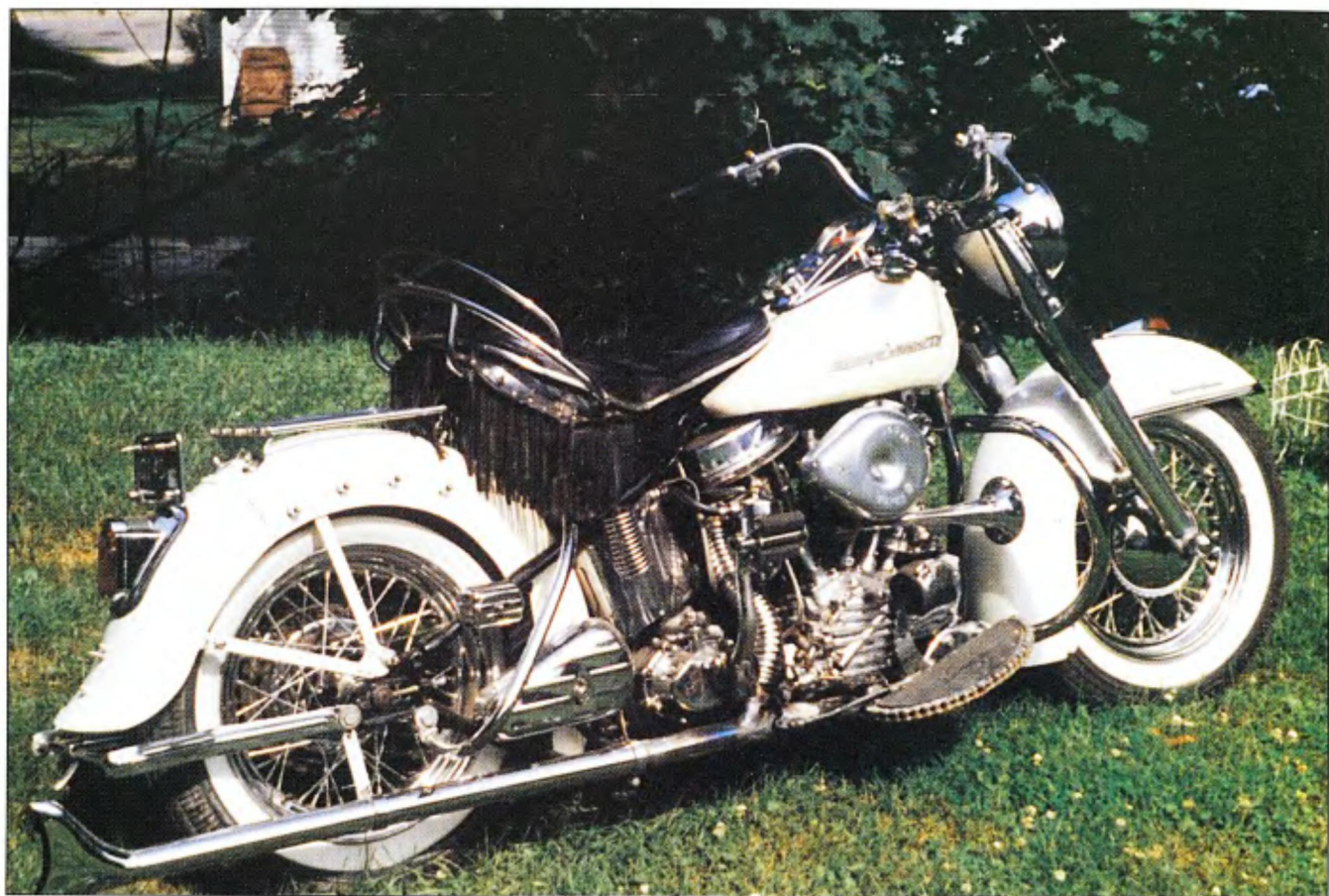


"When I go to parties on the farms, we get on some bad roads," he says. "It handles great on the highway, also." Adding a CCI gas tank, reworking the rear fender struts, and bending on a pile of chrome accessories makes Timothy's old Knuckle a shining, sleek-profile ride.

The engine is the original '38 model EL with a '42 H-D tranny. A Drag Specialties fatbob rear fender and Drag headlight and taillight complete the radical look. Although riding time is limited due to North Dakota's severe, bone-chilling winters, Timothy can be seen, when weather permits, catapulting along the wide-open highways around his hometown or heading out to a party on a precarious back road. Not only is his bike more rideable now, but it's also garnered many first place show trophies along the way. "This is my pride and joy," he says.

—David Loco →

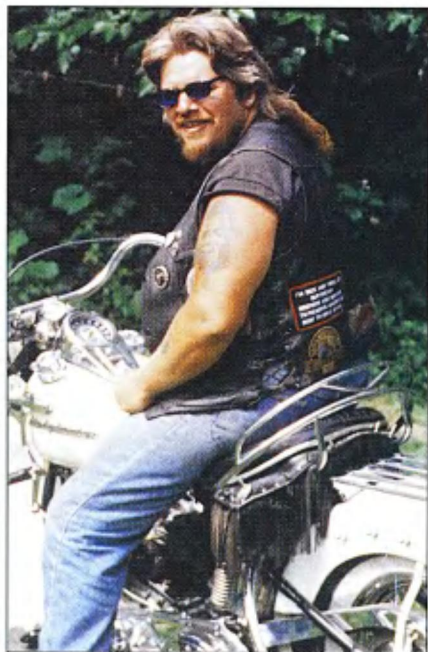
READERS' RIDES



Pat O'Conner **Lansing, Michigan** **1953 H-D Panhead**

To look at this classic Panhead, you wouldn't think it was originally discovered as a pile of parts. "It was a basket case from Detroit," says Pat, "and it came to me in pieces." Pat's Pan took years to restore to its pristine condition. The original bike had been chopped to bits, raked, "and was just a piece of junk," he explains. He began to restore his pile of parts to what we see now.

It was a ground-up project from every stripped bolt and dented piece of hardware, and had to be totally redone from the rubber to the grips. The footboards are unique handmade accessories using a drive chain for the border, and the seat is a crafty piece of work that gets its fringe look by using a leather jacket that was shredded in a fall.



Assembling the bike from a shambles took seven years of grinding, rewelding, and fabbing, but the end product was a success. "I bought a piece of junk and turned it into a jewel," says Pat.

The arctic white, blue-pearl tint paint job gives this scooter a rich, classic appearance, and along with the meticulous restoration and attention to detail has caused it to garner many show trophies during its new ownership. On a recent ride to the *Easyriders* Rodeo at the Michigan Fairgrounds, Pat laid the bike down behind an erratic driver who pulled out in front of him. "But I still took first place at the show," he says.

Pat's Pan is a true classic in the world of contemporary rides—a testimonial to the time and love devoted to bringing it back to life. "It's my favorite bike," he says, "and I did it all myself."

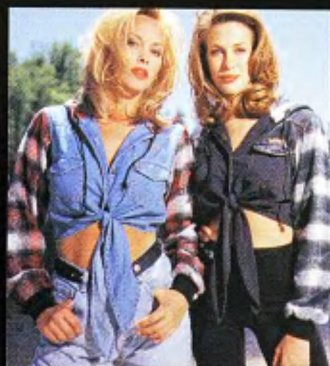
—David Loco

ONE STOP SHOP



The 100 page 1995-96 Roadware Catalog is the ultimate one-stop shop for the Harley rider, not to mention some of the finest photos of bikers, bikes and babes in existence.

The catalog features the most complete selection of mens and ladies top-quality leathers,

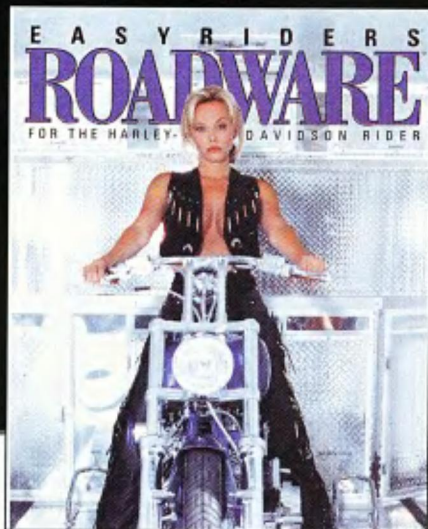


belts, buckles, boots, shades, denim wear, leather lingerie, apparel and accessories ever assembled between two covers. It's got biker wallets, beads, bolo tips, boot straps...the list goes on and on.



There's even a full line of kids clothes for the aspiring bikers in your life. The cover

price can be credited to your first order, so what're you waiting for? Order your catalog Today!



Name _____

Address _____

City _____ State _____ Zip _____

Of Copies @ \$4.99 each = _____

Order Today By Calling:

(800)247-6246

or send a \$4.99 check to:

EASYRIDERS®

P.O. Box 1025 ARW272
Agoura Hills, CA 91376-1025

SIDECARS IN AMERICA

ROMANCING THE HACK

Sidecar mania. It's been an ill-fated love affair, of sorts. Its devotees have, at times, been fueled with passion for their third-wheel acquisitions. During other periods, the sidecar market was met with disinterested shrugs.

Today, interest in that little wheeled box has again ignited. So much so, that several varieties of lightweight, fiberglass sidehacks have again sidled up to motorcycles to take their rightful place in the sun, and are busily crisscrossing the vast complex of roads and byways throughout the country. Sidecar crews have even debuted on the professional racing scene in American Motorcycle Association (AMA)-sanctioned events.

This is not a new phenomenon. Sidecars made their entry into the American consciousness during the first World War.

Then, during the late '20s and early '30s, when the country was consumed with a newfound, burning fever for automobiles, interest in the humble little hacks declined.

The situation took an upward turn in the 1950s, when the motorcycle industry exploded, and sidecar popularity resonated with the boom. To the dismay of enthusiasts, it didn't last, and there was yet another decline of interest in hacks.

Now, "third wheels" are again being courted by a serious buying public, and are enjoying another surge of popularity. And so, the on again, off again, love affair regains its sizzle.

You too can romance the third wheel. To get more information on just the right sidehack for your bike, use the following guide to sidecar manufacturers.

—Paula Dion

► CALIFORNIA SIDECAR

15641 Computer Ln.
Huntington Bch., CA
92649

(714) 891-1033

The Companion GT offers two-passenger seating and custom upholstered seats (with adjustable back rest). It has full carpeting, a convertible top, and a large, wrap-around windshield. There's 9-plus cubic-feet of trunk space, a quick disconnect system, an integrated disc brake, and high profile front and rear lights. Other





◀ **AMERICAN JAWA LTD.**

185 Express St.
Plainville, NY 11803
(516) 938-3210
Velorex sidecars are light-weight and adaptable to motorcycles from 400cc to 1340cc. They come with well-upholstered seats, and durable chassis—complete with all mounting hardware and convertible top. Velorex models 562 and 700 have excellent styling, and will match the lines of almost all motorcycles. Made of fiberglass.



◀ **BLUE MOON**

752 W. Peachtree St.
Norcross, GA 30071
(404) 447-6945
Blue Moon's sidecars, imported from Germany, feature all-steel construction and Art Deco styling. Sidecars offer four-point mounting, plush interior, lockable trunk, and a high-quality finish. Attachments are available for Harleys. Blue Moon's catalog, featuring the company's full sidecar line, is available. Ask for STEIB S 500.



◀ **HITCHHIKER SIDECARS, INC.**

1665 U.S. Rt. 40
London, OH 43140
(614) 852-5373
Three sidecar sizes are available from HitchHiker; all are made of reinforced, hand-laid fiberglass and come with a lifetime warranty. Each sidecar is designed for easy passenger entry, and includes an entrance step. As an added safeguard, fenders are attached directly to the sidecar body to eliminate the possibility of passenger contact with moving sidecar parts.



▲ LIBERTY SIDECARS

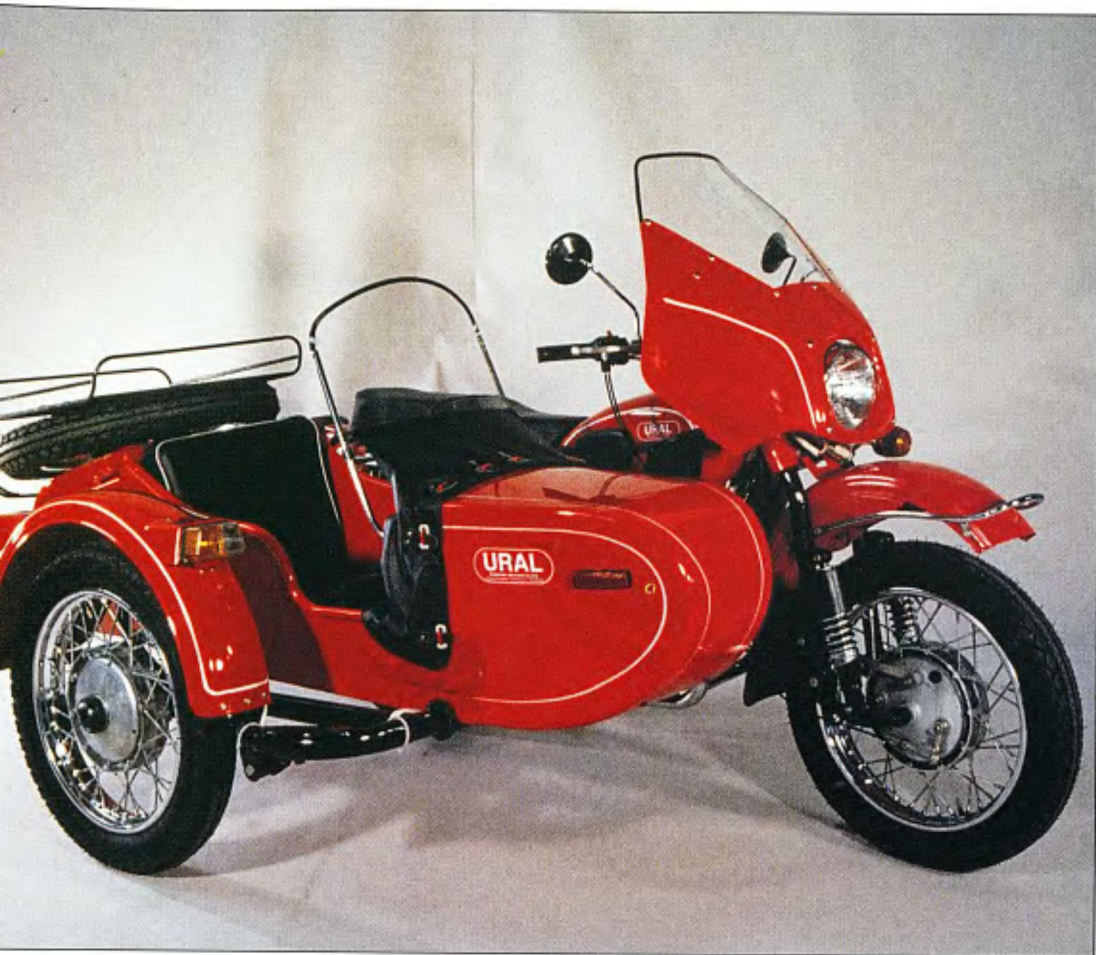
3400 13th Ave. S.W.
Seattle, WA 98134
(206) 292-8420

This classic sidecar fits most 1966-1996 Big Twins, including Softails. Features a TIG-welded, cold-drawn tube chassis; 4-point mounts; swing suspension; disc brake; OEM spoke, mag, or disc wheel; chrome body; folding windshield; tonneau cover; and more. Not pictured is a new, lightweight, sport model—made especially for the XLH.

◀ SIDE STRIDER SIDECARS

15838 Arminta St., Unit
Van Nuys, CA 91406
(818) 780-5542

The Watsonian Sidecar is a wide-bodied version of the Grand Prix racing sidecar, with a large, wire-spoked wheel. It comfortably seats at least one adult and a child, or two children. The bench seat is fully upholstered. The Watsonian is suitable for most motorcycles from 500cc on up.

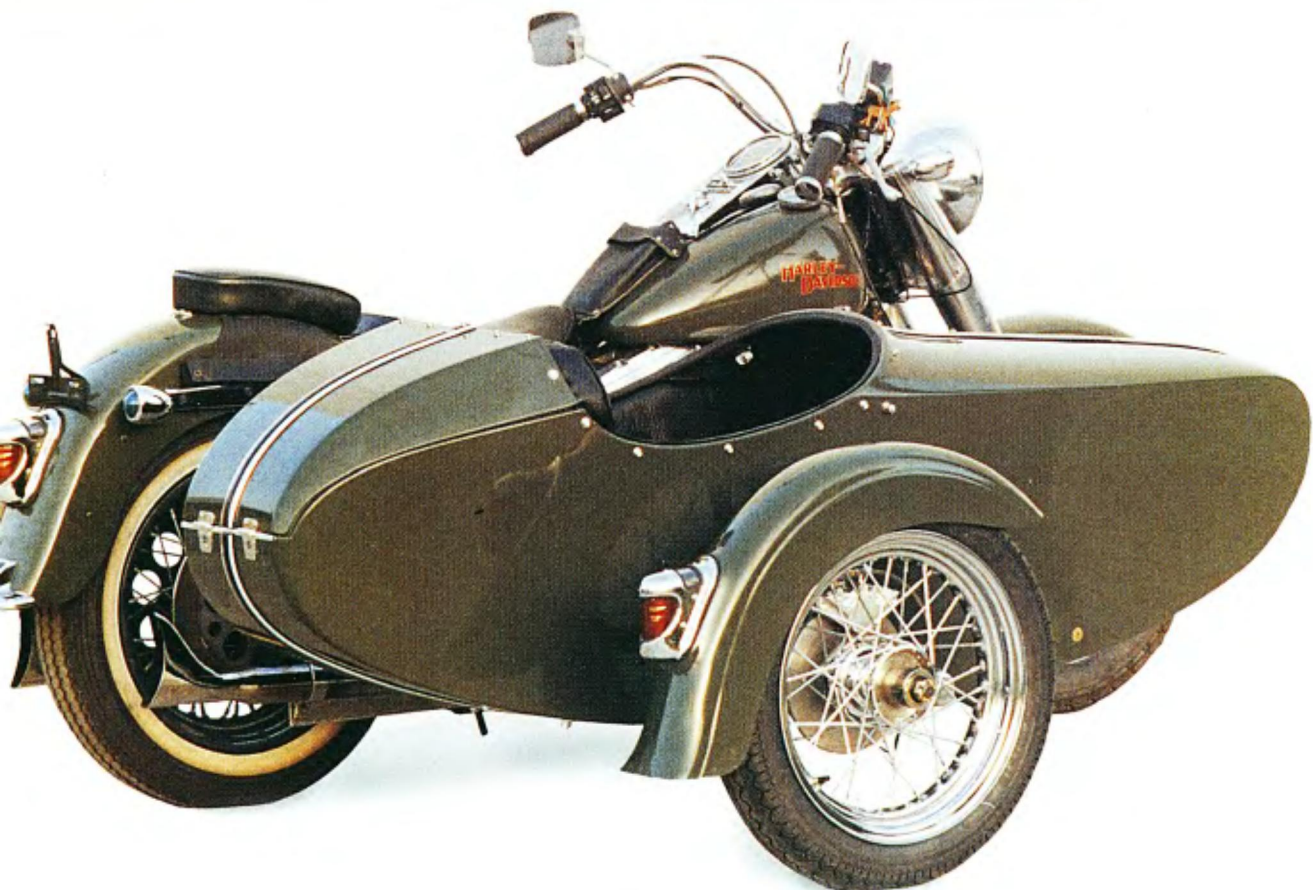


◀ **URAL AMERICA, INC.**

16301 NE 8th, Suite 251
Bellevue, WA 98008
(800) 832-2845
From Russia with love. The famed Ural sidecar motorcycle began with a Ural project based in Russia, when company reps noticed the large numbers of sidecar bikes in rural areas. Models come with a 649cc engine, 12-volt electrics with electronic ignition, and four forward gears plus reverse. EPA certified.

MOTORVATION ENGINEERING

941 Fourth Ave.
Sibley, IA 51249
(712) 754-3664
The company's Spyder H-D sidecar is a traditionally designed, open-air model, which can be mounted to all motorcycle models. It's manufactured with a marine quality, hand-laid, woven, matte fiberglass (not chopper gun fiberglass). It comes with a durable gelcoat finish in black or white; base weight is about 190 pounds. Other models are offered.





SINGLE KITCHEN GARAGE

BLOOD, SWEAT, AND BEERS



This is a tale that we can all relate to, especially those of us lacking bottomless checking accounts and solid-gold credit cards. Call it building a motorcycle the old-fashioned way—using nothing more than blood, sweat, and beers.

The story starts with Mike Dumond sitting on his Shovelhead, studying an '86 frame and visualizing how he could grow it into the custom pictured here. He would spend a good four years sitting on that Shovelhead as the project took shape.

Four years is a long time, and Mike



wanted to be as comfortable as possible, so he parked that Shovel in his kitchen. That's where the refrigerator was, of course, full of liquid inspiration. Plus, the kitchen was warm and dry, and he could microwave a fast meal without taking his eyes off the new scooter as it slowly took shape next to the fridge.

Never mind that Mike's old Shovel leaked. He'd had the foresight to tile his kitchen floor in black. Though his girlfriend did insist he wipe the tires before rolling the bike through the living room and out for a ride. And →





he strongly disapproved when the smoke detector shrieked after the occasional burnout.

Mike knew from the beginning what he wanted: something low, solid, and ride with a "Cadillac" ride. Aftermarket parts weren't on his mind, so he spent his free time roaming swap meets, searching for the right look.

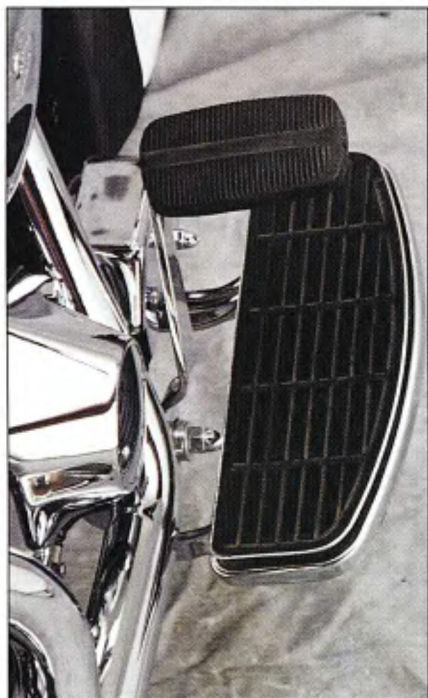
The wide glide front end with the big FLH headlight fit into his vision. So did the tombstone taillight and the bucket-style exhaust.

Fitting the 1937 rear fender proved to be the biggest challenge because it



wasn't originally built to mate onto a modern ride. A painstaking week's worth of cutting and bending finally solved the problem. Then Mike attached it onto the swingarm so the wheel and fender move as one.

As often as not Mike's fridge was empty of beers; living on a budget calls for certain sacrifices. And when the money was really short he would trade a good dose of sweat equity for what he needed. Mike's a landscaper by trade, and his cultivational capabilities are a valued commodity. Matter of fact, there's a certain →



local machinist with a lawn so damn perfect it turns his neighbors green with envy.

Four long years of sweat, toil, and squeezing every penny hard enough to make old Abe faint finally paid off: now Mike could park his prized putt in the garage. He did once, and his Rottweiler figured he'd better stake out his territorial claim and pay his respects by pissing on the tire.

Poor dog's been permanently exiled to the yard. And the bike? It's back in Mike's kitchen.

—Southern Connection



COMING AT YA

Comin' at ya is the **March** Sweepstakes Special, the motherload of all *Easyriders* issues. Don't miss this nonstop burn-out of the world's hottest bikes, babes, and bashes. Take a ride on Joe Camel's custom street smoker, party with TV's *Renegade*, scooter celeb Lorenzo Lamas, and some serious slaw-wrestlin' women at Daytona's Biketoberfest, and feast your road-weary peeps on one of the finest David Mann centerspreads to grace these pages. Then kick open the tool box for some down-and-dirty tech tips, and get the exclusive skinny on a couple bros who made their aftermarket debut by flashing a bodacious "double D" beam on the world of scooter-dom. Also, don't miss the pre-Daytona guide—your personal ticket to the inside track on Daytona's Bike Week for the advanced skinny on the hottest Bike Week '96 goings-on. All this plus the usual grab bag of stand-up sleds, spleen-splittin' gutbusters, wanton women, and the Top 5 *Easyriders* Rodeo Grand Nationals winners are aboard the *Easyriders* motherload March Sweepstakes Special! It's a fat one—don't miss it! On sale January 30



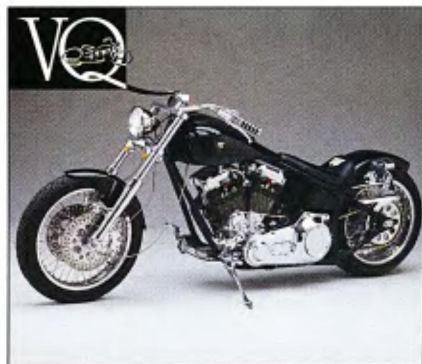
The next legwettn' *Biker/SuperCycle* is the **February** '96 issue. It's the first issue since *SuperCycle* merged with us, and it's steamin'! It's the wintertime warm-up edition featurin' plenty of hot bikes and hot women. We've increased our output to 12 issues a year, so you sick puppies who wanted to see more of this rag got your wish! Our format isn't changin', though. You'll get all the news, Mutha-ly advice, event coverage, bike features, and all that fun biker stuff! On sale Dec. 19



The **May** issue of *In The Wind* is the Rodeo Special, featuring our customary first-class coverage of all 14 events, including the explosive Grand Nationals. You'll be pickin' dirt outta your teeth from the front row to the grittiest Hog action of all. And get ready to feast on the rest, which promises to be chock-full o' nuts. There'll be a fox coaxing her mate away from the tube for a putt on his Shovel, and a shitpot full of your own live-action photos of your friends acting up. On sale February 8



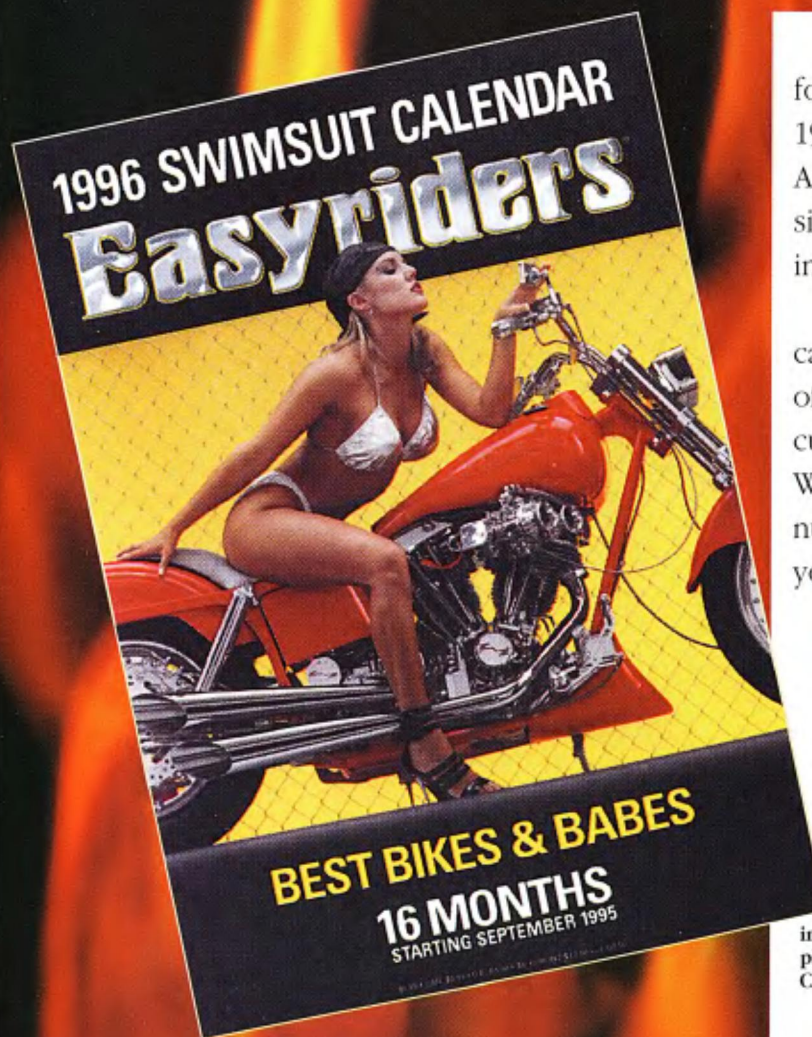
Hang on to your drag bars 'cause the **March** issue of *Quick Throttle* is bearing down on ya full-throttle. The pumped-up putts roaring onto the pages include Dave Weinstein's dirt-track Buell, Ron Simms' hot rod H-D racer, George McManus' monster FXSTC, and a special Sturgis dragster. We're packing a wallop with a look at the excitement of the Sturgis drags, H-D road-racing, and TT action. Tech Tips from carbs to turbos round out this performance-packed publication. On sale Dec. 28



The **Winter** '95-'96 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. In addition, you'll see eight incredible bike features, ground-up radical rides from Titan Cycles, bulletproof Kevlar riding gear, and *Easyriders* of Columbus' first-anniversary bash. *VQ* is the all-Harley all-color magazine for the cycle connoisseur. On sale now

AMI, Inc.25	Canyon Run27	Dennis Kirk.....31	Jacobson & Hupy.....22	Richard M. Lester.....37
Aims Fog Hollow21	Chrome Specialties.....106	Drag SpecialtiesC2	Lake Shore H-D23	Russ Brown.....18
Andrews Products.....109	Crane Cams110	Easter Seals Society115	Mike Corbin.....65	Sony Music9
Arlen Ness111	Custom Chrome.....11	General Store.....132-137	Milwaukee Iron.....25	Sumax Cycle Products109
Biker's Bulletin Board.....120	Cycle Supply.....77	ICS43	MMI7, 35	Superior Parts, Inc.138
Bros Club41	Cycle Works, Inc.117	J&P Cycle.....35	Performance Machine.....107	Travelcraft57

LOOKING FOR A HOT DATE?



We've got 365 days a year for you in the new *Easyriders* 1995-96 Swimsuit calendar. And we've stretched our year to sixteen months so you can ease into 1996.

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!

**So don't miss out,
order your
calendars while
supplies last!**

Mail to: Paisano Products AEC272
P.O. Box 1025, Agoura Hills CA 91376-1025.
Send \$5.99 (USA add \$3 for postage and handling. Foreign orders must send an international money order in U.S. funds only plus \$5 per item for postage and handling.) CA residents add 8.25% sales tax.

**FOR CREDIT CARD ORDERS CALL
(800) 247-6246
7 DAYS A WEEK/24 HOURS**



Easyriders®

1996

WINTER BIKE SHOW SERIES

WALL TO WALL
Custom Show Bikes
At Each Event

NEW!
The Best
Of The
Industry
Manufacturers
Row

Three Big Shows

ANAHEIM, CALIFORNIA

Anaheim Convention Center
January 6, 1996 — 12 noon - 12 mid
One-Day Only!

CHARLOTTE, NORTH CAROLINA

Charlotte Convention Center
January 13, 1996 — 12 noon - 12 mid
One-Day Only!

\$35,000 INVITATIONAL COLUMBUS, OHIO

8th
Annual

Veterans Memorial
February 16, 17, 18, 1996

LIVE MUSIC
By
Top Performers

Special Attraction!!
DAVE MANN
ART SHOW

With Special
Appearance
By David Mann.

BIKE SHOW COMPETITORS

It's Easy To Enter!

Here's How It Works: We will award the top six bikes (Anaheim/Charlotte) with a \$1,000 award, trophies and a Bike Feature in one of our mags, and they will all advance to the Invitational for their chance to win a piece of \$35,000 in cash and prizes

Here's How To Register:

1. Call 1-800-962-9857 and request application.
2. Return application with entry fee.
3. Show up, check in and best of luck.

Win
Big Bucks!



All Interested Exhibitors Call

(818) 889-8740 Ext. 281

Sponsored by Easyriders Magazine
Promoted by Teresi, Inc.