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274 • April 1996 • Adults Only

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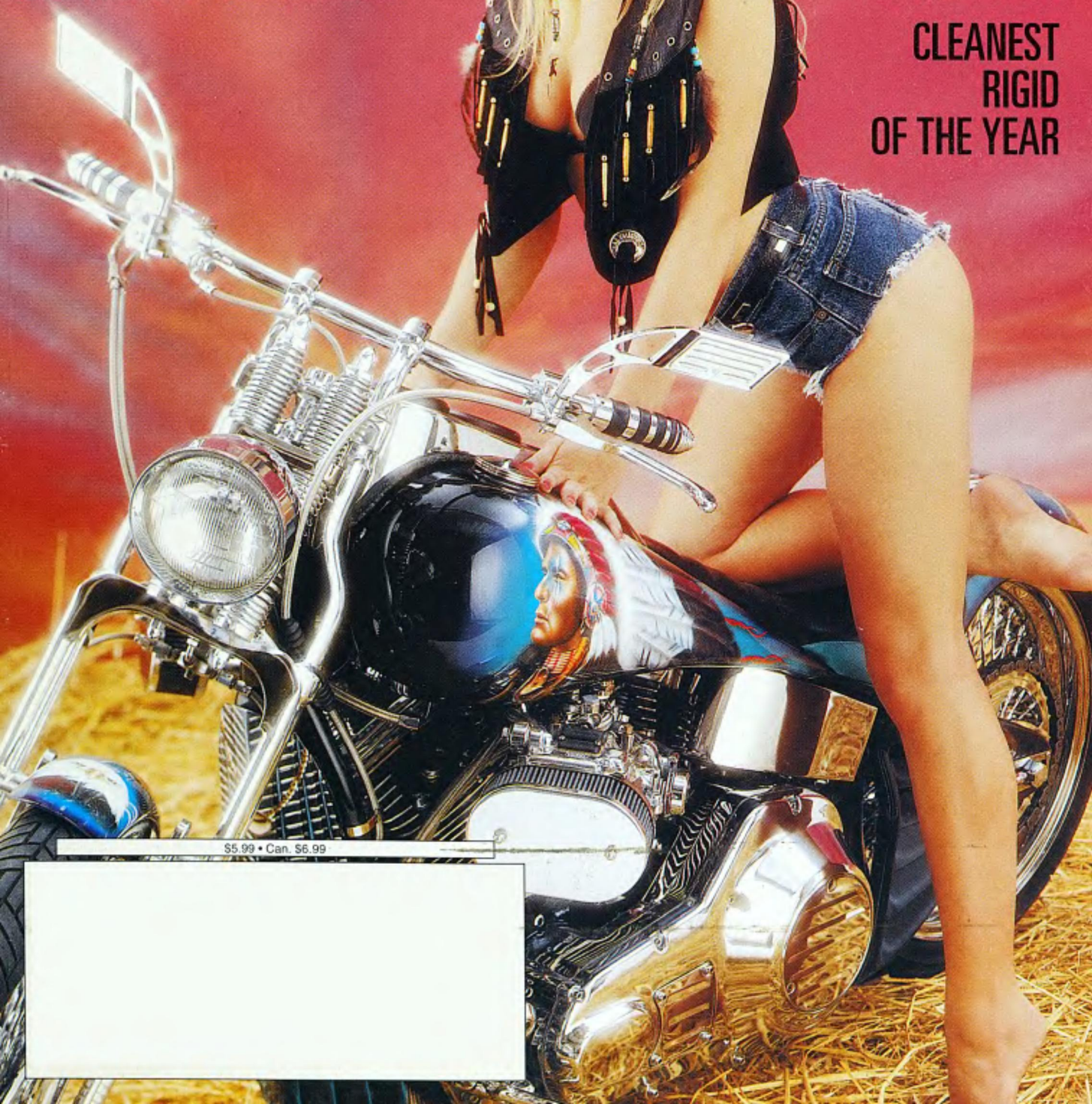
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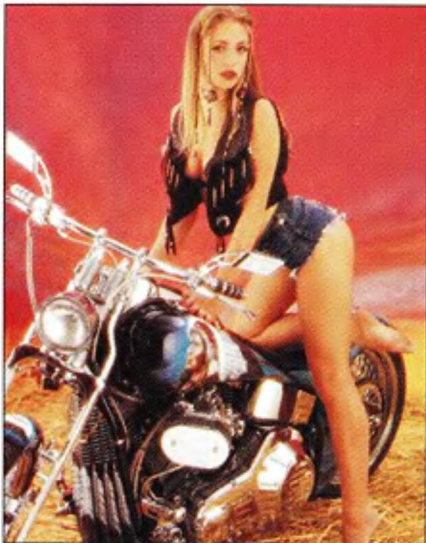


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Cover photo of Sara St. James on Andy Aponte's 1995 Ultra hardtail by Raiko Hartman. Special effects imaging by Michele Durant.



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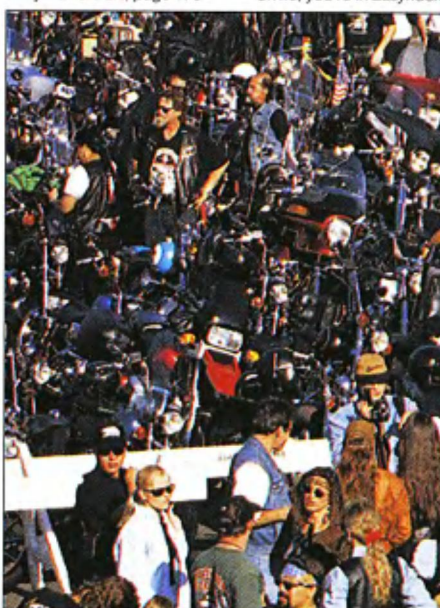
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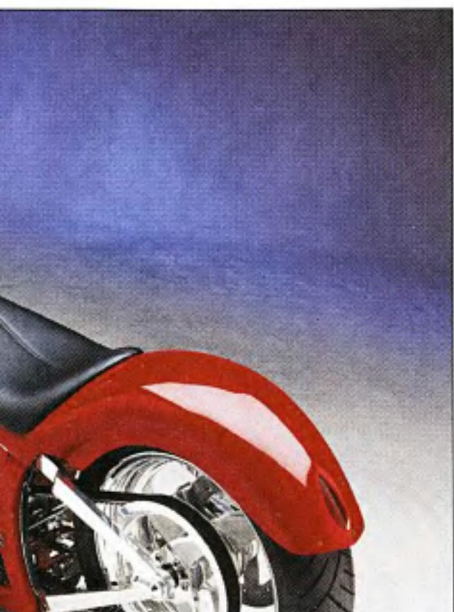
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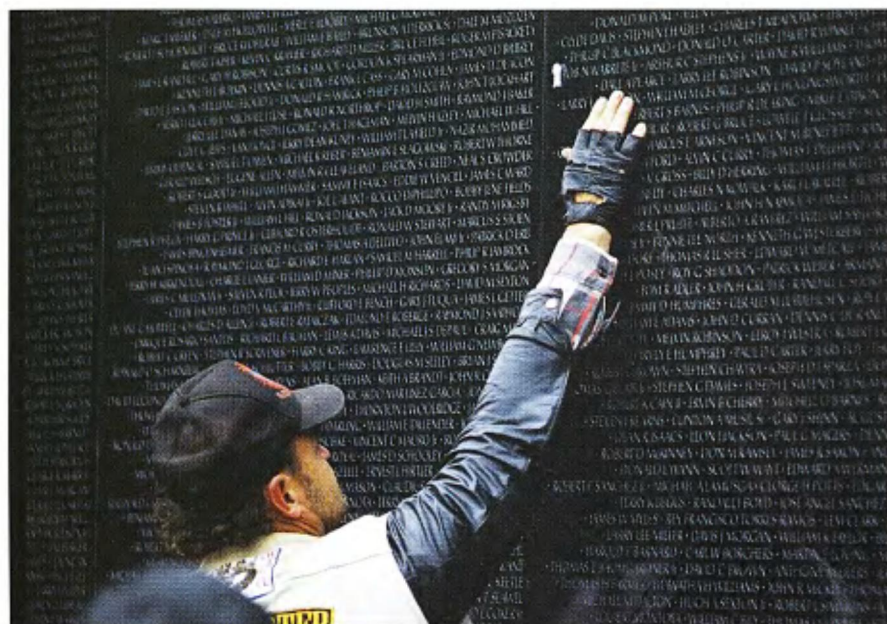


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Wants Us There

There are two motorcycle rallies that aren't getting the publicity they should. The first is the Gulfport (Miss.) Blowout on Memorial Day weekend. The second is a big biker event in Cherokee, North Carolina in September. Last year I heard they had some really big bands performing. Come on, let's make these events bigger—put them in your mag and video.

One more thing. The video feature bikes need to be shown being ridden down a scenic highway in the mountains during fall foliage and spring foliage. And I would like you to put a little more music scenes in the videos—like you used to.

Kid
Memphis, Tennessee

Both events are regularly covered in our events magazine, Biker/SuperCycle. Look for coverage of the Gulfport Blowout in a special issue of Biker/SuperCycle, due on newsstands April 18.

He's Not a Fan

Harley-Davidson: It's not just another motorcycle—it's an attitude. Unfortunately, my attitude toward your monthly rag has turned sour over the last few years. Your overblown Barbie bimbos straddling your mega-buck, designer, bullshit, limp-wristed, puke-painted so-called Harleys have left me limp in the dick. You call this shit great stuff? Evidently it reflects your entire staff. It seems your Madison Avenue thinking has lost sight of the oil spots in the garage. It looks like you've just discovered pussy and think it's a Harley. Bor-r-r-r-ing.

Dennis
Burlington, Iowa

No Class Fox

I was thumbing through your December '95 issue and started reading what all the pretty ladies had to say in the "Fox Hunt" when I came upon #1203. She said, "I believe there's no need for a man when you have a Harley." What a no-class tacky statement. Let me tell you something. Just because I love riding a Harley doesn't mean I don't need a righteous lady to share my thoughts, hopes, feelings, and dreams with.

Halsey
Anaheim, California

East Coast Coverage

I took great pleasure in the article "The Call of The Wall." Having attended this event since it began, it deserves coverage. Also the piece on the Hubba-Hubba Race Team. They're the "real deal" of East Coast drag racing.

Keep up the good work, and don't overlook us "back East."

Ken Smith
Dover, Delaware

Let's Hear It For J.J.

Anything J.J. Solari wants, give it to him. He's a Class A, raisin pie, bite-your-ass writer. While you're at it, put more of his stuff in the magazine.

Vic Powell
Annandale, Virginia

How much did he pay you?

Where's Nipple Day?

I've been buying this rag for 15 years—more or less. I've also been buying the calendar for the same amount of time. What really set me off was the absence of Nipple Day on the '96 calendar. What the fuck is the problem? My ol' lady picked up my calendar like she always does. I'm putting my important dates on my '96 calendar, and I get to December 22. No fucking Nipple Day.

It's a good thing some of us know when it is. I think you should kick some ass and fix it next year.

Pack Ratt
Hooksett, New Hampshire

Looking For Direction

The saying "You can't keep a good man down" is true. I've been wanting to ride a Harley ever since I was a teen. I had so much fun on a small Honda trike that it's only right to fulfill my dream of riding a Harley, but I need some support and guidance on my adventure due to the fact that I have Muscular Dystrophy and use a wheelchair to aid in this thing called mobility. I've done just about every other thing I've set out to do so this shouldn't be any different. I've gotten a lot of "forget it, you poor bastard" from the average Joe Cycle. It's Harley-Davidson men and women who rally around, giving this bro 100 percent support. I have several "scooter sweeties" waiting for me to get this bike together. Let's not keep the ladies waiting. I need to rig up a sidecar to accommodate my chair or a trike I can wheel onto, lock down, and fire up.

Any direction or information would be great.

Benjamin Seaman (Lone Wolf)
1459 E. Lassen Ave. #139
Chico, CA 95973



Help!

Help! I'm overseas and just finished reading your October '95 issue. I really liked Russ Welch's '95 FXST—boy, that bike is it. I own a '90 FXST, and the low shotgun pipes are just what I'm looking for. I'd really like any help in acquiring a catalog from M.A.C. Please send info to address below.

SFC William Bizezinski
Aco 5th - 159th AVN
CMR 408 Box 318
APO AE 09182

He's Got The Harley Sound

I've duplicated the "Harley sound." I have a Beetle bored to 1776cc, balanced, trick heads, cam and dual 40mm carbs (no chokes). When I start it on cool mornings, it definitely has that Harley "rup-rup." After it's warm, it sounds like a cross between an MG and a Porsche. It's a lot of fun at stop lights.

Pete Schwab
Forest, Mississippi

A Helmet Beef

As a supporter of free choice and a member of my local ABATE, I ride with a shorty lid on my sorry-ass head. Trouble is that with my lid on it's harder to get a wave out of some bros than it is to leave a strip club without wondering how

you're gonna afford your next tank of jug-juice. Dudes must think I'm in bed with The Man with that damn lid on.

Point is, there are some close-minded Harley cliques out there. Remember, there's a difference between wearing a lid and the belief that the government should force everyone to do the same. Just because you hate helmets or you are some kind of (wannabe) outlaw doesn't mean you gotta be as nasty as my shitty rear shocks.

Spike
Evanston, Illinois

Confused

I recently bought my first Harley, a '72 FLH. All of my friends are bikers—the way they dress, act, look, carry on, etc. They keep asking me when am I going to drink a bottle of Jack and stay out all night. When, if ever, will I be considered a biker and do I want that stereotype?

Baby G.
Midlothian, Illinois

You'll know. Be your own person.

Get A Life

To Jeremy Troe in the Jan. '96 issue: Bitch, bitch, bitch. Get a life and consider your options. I gathered parts for

four years, spent about five months of "here and there" assembly, and for the last year have been riding the sweetest bike I have ever owned.

You've been hangin' with those uptight little "we want it now" types too long. Turn your energy to something creative. Forget about uppity dealers. That's life.

Chopper Chuck
Elgin, Texas

No! No! No!

No! No! No! Don't even think about it! Don't put this guy Dave Woodal (Dec. '95) off on us. I can hear it now—he must ride a Honda. No! No!

He resents the tits and ass? Is he jealous 'cause he can't look that way or what? I've been riding since I was 14 and I'm now 42. Been through two Harleys, two Nortons, one Suzuki, one Kawasaki, and three Hondas. I've been reading *Easyriders* since the '70s. I'm a biker and sort of an upstanding citizen. Bingo in and *Easyriders* out? No way. Better a brother on a Honda than an asshole on a Harley!

A. Sam
Southeastern, Kentucky

Wants Racing Coverage

Why don't you cover some racing? Even a page or two a month? I bet there are a lot of bros out there who are interested in results, schedules, etc. You guys rarely mention racing except for a pre/post race party. I like the parties too but what about races? These guys lay it on the line every time they throw a leg over a scooter.

Higgsey
Bridgeport, Ohio

Our new publication, Quick Throttle, features detailed racing coverage, with spotlights on specific races, profiles of racers and their bikes, and a calendar of race events. Check it out. It's on your newsstands now.

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; fax: (818) 889-1252.

TAKING IT EASY

You all know about John Wayne Bobbitt—the guy who had his joint cut off by his wife while he slept. Well, he just tried making up with her—twice! Why? Well, she must do something he hasn't told us about.

They're getting younger and younger. A fourth grader didn't like the assignment the teacher had given the class so he smacked her hard between the tits—so hard that she croaked!

He was boozing it up because he was angry about his toothache. He finally whipped out a gun, said he'd had enough and was going to shoot it out. He did just that and took his life along with the tooth.

He thought he'd plead innocent to a charge of stealing some jewelry but changed his plea when the court was informed that his girlfriend was in the court, and she was wearing the jewelry.

He had a sawed-off shotgun tucked under his belt. He didn't know how but the gun accidentally fired, blowing his cock and balls off.

Can you imagine adding this to your worries? This huge dog jumped from an overpass and landed on a biker, forcing him into a truck.

Remember Evel Knievel? The guy who leaped over cars and trucks on his motorcycle? The guy who was going to leap over a river but chickened out? His act was followed by young kids, and he was portrayed as a hero to them—all because he was stupid enough to jump over some cars with his motorcycle. Well, he was pulled over by the cops who found a .441-caliber Magnum pistol, a .38-caliber pistol, a stun gun, and two knives in the trunk of his car. He pleaded no contest, and the judge sentenced him to 200 hours of teaching kids the importance of wearing helmets while riding their bikes.

You know how we watched the Simpson trial on TV? Well, the police made a big dope bust in a drug house that they hadn't been able to accomplish until they caught four of the dealers sitting on the sofa, laughing and scratching while watching the Simpson trial.

A guy who worked as an anger-management counselor lost his temper when a student showed up in class drunk. He beat the shit out of the guy—so badly that he snuffed him.

In Italy it's illegal for women to play drums in public. In Belgium you must have a license to own a goldfish. In Holland if you leave a bicycle for one day, then it becomes public property. In Denmark your house may be entered and searched without a search warrant—except on weekends. Here's Belgium again—children can be fined if they swear at anyone over the age of 50.

Well why not? An abortion clinic was selling human fetuses as fish bait—that is, until they were busted for selling biological waste products.

After breaking into a garment factory and finding nothing of value, a disgruntled burglar left a note warning the owner that he'd "better do better the next time or he would have to burn the place down!" He didn't even find a damned dime!

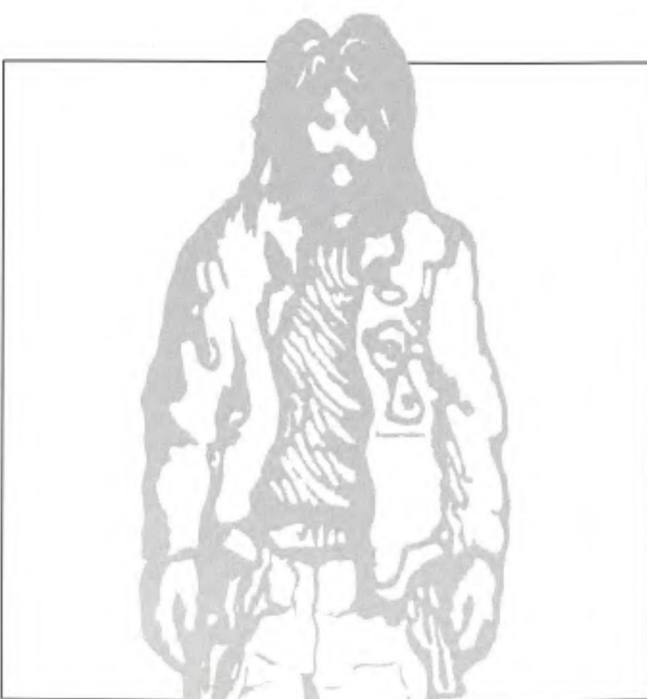
Can you believe this? Two women lived 12 days with 888 snakes! Some of the snakes crawled under the blankets and stayed there—it was cold in the room! The snakes fought daily over territorial rights as they crawled over the women's faces and feet.

I don't know if it's true or not but it appeared in the town's newspapers. They reported that a 37-year-old woman put a lot of men in the hospital for bleeding hickies—and from sexual exhaustion from all the fun and games they had.

This prisoner had a beef with the state over its giving him men's shorts. They irritated his nut sack so much that he had to wear women's panties, and when the state refused, he went to court.

This body was hanging from a tree, but the people passing by thought it was a Halloween stunt so they just walked by. When morning came, someone noticed it was a real body!

This guy's bank really pissed him off so he devised a way to get even. He sprayed four tons of cow shit inside the bank. It cost him \$3,200 in fines.





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Imagine the period in which Frank Davis' Panhead was built. 1965 was a midpoint of the massive interstate highway construction program that ran from 1956 to 1972, when our government was spending well over \$11 billion annually for construction and maintenance of this project. These were the days of 70-mile-per-hour speed limits and no radar.

The advent of the superhighway reshaped the social structure of the country by connecting communities that were not otherwise easily accessible to each other. This gave a rebirth to the American fascination with the road, and what is more American than being on the road?

The Harley-Davidson Corporation was 62 years old and seasoned at making decisions concerning mechanical and financial evolution. Harley was the only motorcycle company making touring motorcycles, and it was no secret that Harley-Davidson was serious about providing a competitive form of transportation in the years to come.

With the addition of rear suspension in 1958, the rigid framed Hydra Glide became the Duo-Glide. In 1965 the Duo-Glide evolved into the Electra Glide by adding an electric starter. It would also be the last year of the Panhead engine.

As simple as it seems, the electric starter was yet →



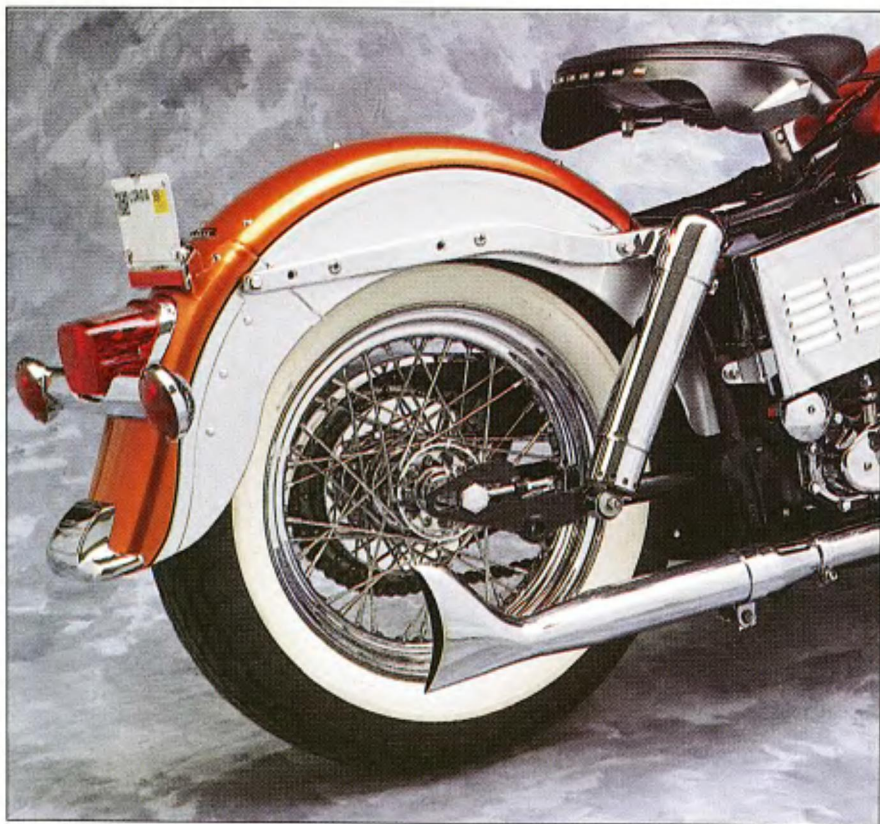


another step insuring that a Harley-Davidson motorcycle could be used as a practical and reliable form of transportation. Now riders traveling lengthy distances at high speeds could rely on starting their bikes easily after a long

day, saving their kicker leg for more useful purposes like dancing or kicking ass. I'm sure that Frank finds his push button to be very advantageous since his recent knee surgery.

Frank, a 40-year-old chemist from

Orlando, Florida, has been riding for 25 years. He was riding a '51 Panhead when he spotted this '65 being built at Longwood H-D in Orlando. Frank's '51 was made up of parts with many different origins. He noticed how original the



'65 was going together and decided to trade his '51 for it.

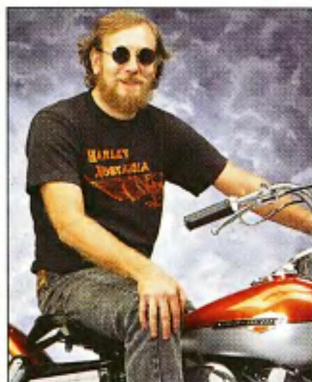
Frank has owned the '65 for four years now and reports that it is every bit as reliable as a new bike. Even though his Electra Glide is a

highly sought after collectible, he still rides it regularly, although an '82 Super Glide is his daily ride to work, knee permitting.

Frank says he's perfectly happy with the tangerine and silver Electra

Glide and doesn't plan to change a thing. I asked Frank if he was going to Disney World now that his bike has been featured in *Easyriders*. He replied, "No ... Daytona."

—Flynch



Owner:Frank Davis
City:Orlando, Florida
General
Fabrication:H-D/Longwood H-D
Year and make:1965 H-D
Model:Electra Glide
Value:\$18,000
Chroming:miscellaneous
Engine
Year:1965
Model:FL Panhead
Rebuilder:Longwood H-D
Ignition:auto-advance distributor
Displacement:74 cubic inches
Lower end:H-D
Pistons:stock



Cases:H-D
Heads:stock
Cam:stock
Carb:Keihin
Pipes:fishtail
Modifications:blueprinted
Transmission
Year:1965
Modifications:rebuilt to stock
Painting
Molding:none
Painter:KK
Color/type:candy tangerine, silver
Special paint:pinstriping
Frame
Builder:H-D

Type:swingarm
Modifications:bone stock
Accessories
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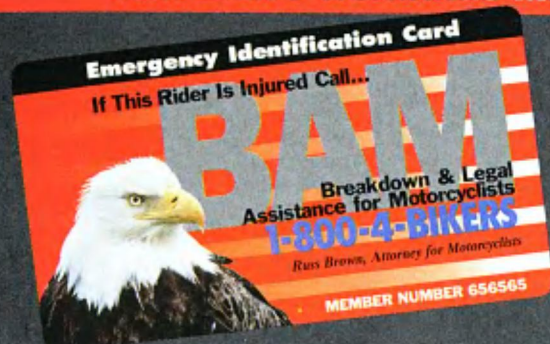
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EASYNEWS

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

THE SWEET TASTE OF VICTORY NOW THE FIGHT GOES TO THE STATES

To begin with, let me salute everyone involved in the recent successful defeat of the national helmet law. We can honestly say that our hard work has paid off. However, we now face potential attacks from more than just the federal level. With the helmet situation becoming a state level issue, each state is now a center of attention for all of us.

We wished for it, and now we have it. What will help each of us is to have a common wording for adherence and penalties. Each state should strive to make sure that each bill, or issue, has the same identical wording so that laws are the same. Otherwise, we may find what is okay in one state is against the law in another. In our quest to have all 50 states totally free for adults to decide, we must make sure that we are on the "same page." State organizations will have to

work locally while thinking nationally. While dealing with the needs of the individual states, we must still keep

tude. Get out the eyewash and keep a clear head to boot. What will be the next area of concern? Could it be health-care? Insurance? Curb weight to horsepower ratio? Body protection? The list goes on. Will we continue to be discriminated against?

The issue is freedom to decide what we can and will be responsible for. How will we be graded for the effort that was just put forward by our leaders? We have gained experience and knowledge. We have proven that we can assimilate and participate. We have learned that we can taste victory. But have we learned about the responsibility that goes with victory? Hopefully, this message will cause folks to think and react. We get so focused at

times that we don't hear the squeak of the back door screen.

—John Bennett
Colorado State MRF Rep.



very clear on what is happening on the federal level. Each battle won by us means that someone on the opposing side lost, and will possibly have an atti-

We have won the national helmet law repeal, and we still have to keep our eye on the federal level in a big way, but now is the time for ABATE of New York to turn our attention back to Albany.

Things have changed dramatically in our state government with a governor and senate majority leader who seem to believe in the theme of "less government" in people's lives. If the current trend nationwide keeps going that way, we could have a shot at some sort of repeal of the state helmet law for

adults, but it's not going to be easy. As a matter of fact, not one other state MRO has as hard of a task ahead of it as we do. But that doesn't mean it's impossible. Given the right strategy, we could get there in the next few years. But we're not going to do it with only 2,500 members. That's far too small a number in a place like New York to pull off our bid for freedom of choice. We need grassroots support from most of N.Y.'s 211 legislative districts.

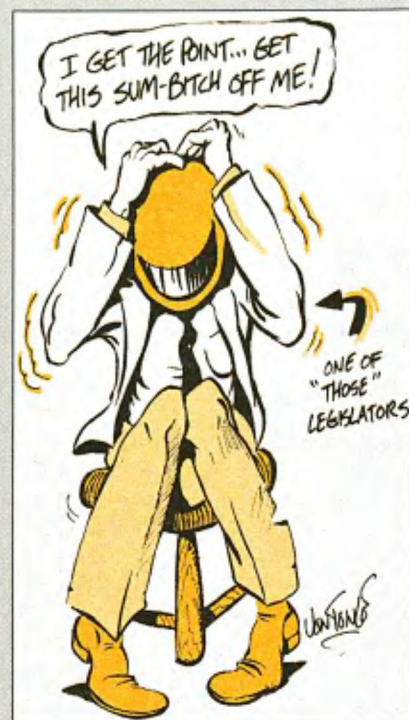
ABATE of N.Y., Inc., has 33 chapters

and, at this time, most of them have good legislative programs. However, we sorely need chapters in the Albany and New York City areas if we are going to give freedom of choice a real hard shot in the near future before people start loving big government again. All interested and serious people please give our state office a call at (914) 463-1231, or (607) 387-3433.

—Brent Garcia
State Leg. Coordinator
ABATE of New York, Inc.

LEGISLATORS, YOU TAKE THE TEST!

SEEING THE WORLD THROUGH OUR EYES



Neurosurgeon Rodney D. Cooter recently released a 10-year study that included cases of riders dying from slight accidents where the chin bar rotates the head in relation to the spine upon impact, killing the rider when he should not have been hurt. Now BMW helmets have a breakaway chin bar.

Helmet-lovin' legislators should be forced by law before ever passing a helmet law to take the 30-day test by putting on a full-face helmet to do all their driving, so as to get a firsthand experience of what it's really like. They'll discover great difficulty getting in and out of their vehicles. Also, they'll immediately realize their cell phone is useless, and they can't hear the radio or engine noise, or, more importantly, the sirens of emergency vehicles. Salty beads of sweat will soon be fogging up their glasses and visor. Imagine how dangerous this is at any speed on two wheels. It's not fair and should not be legal for legislators to saddle this mandated risk on anyone at any time.

Florida's safe driving course states

that a 10-pound infant produces 650 pounds of force at 65 mph. Using the same principle of physics, a 5-pound helmet produces a fatal 325-pound "yank" on the rider's head in a 65 mph accident. NASCAR discovered that the crash helmet produces an 11-G force separating the head from the spine at the moment of impact. They now require their helmets to have a restraint limiting its forward motion and acceleration, in essence protecting the driver from the helmet.

If you legislators are so intent on protecting people from themselves, don't start with motorcyclists. We shouldn't be singled out, especially when you consider that there are so few deaths among us as compared to people who die as a result of lifestyle choices such as smoking and eating fatty foods. Everyone does something involving risks to their health. Freedom is why our forefathers came to America. We expect elected officials to protect our rights. Anything less will no longer be tolerated.

—John E. Devlin, ABATE of Florida

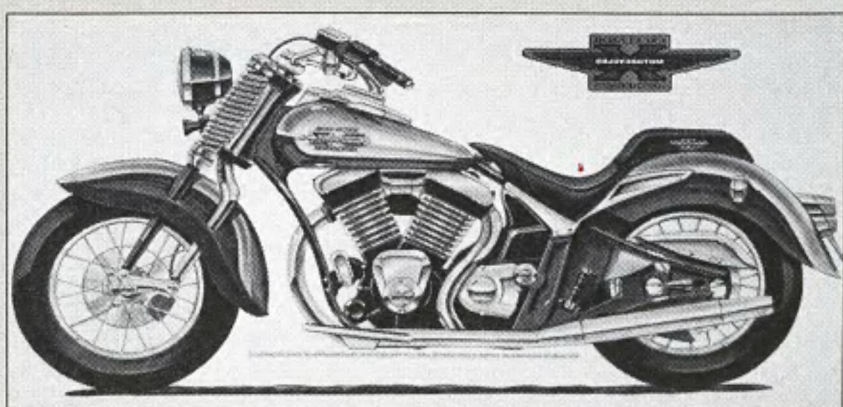
EXCELSIOR-HENDERSON UPDATE

PRODUCTION GETS ONE STEP CLOSER

In 1912 it was heralded as the best motorcycle in the world. Now, 84 years later, the company reviving this legend of American motorcycling is part of the "Best of Business '95" listed in a Minneapolis business magazine.

The Excelsior-Henderson Motorcycle Manufacturing Co. of Minneapolis, which is building a new Excelsior-Henderson Super X heavyweight cruiser, is ranked among the best companies in Minnesota by *Twin Cities Business Monthly*. Here's what the September issue said about the first new American-made bike in more than 90 years:

Consumer interest in the Excelsior-Henderson Super X is revving up while the rollout is still a year away. Two years ago, brothers Dave and Dan Hanlon obtained the trademarks and copyrights of Excelsior-Henderson Motorcycles, which went out of business in 1931, and set out to revive and manufacture an alternative American motorcycle. (Harley-Davidson is the only other



American motorcycle manufacturer.)

In August, the Hanlon brothers announced that they had raised nearly \$4 million of capital through a series of equity offerings to private investors, bringing the large cruiser a big step closer to ignition. They expect to pre-sell the entire first year's production.

Excelsior-Henderson is currently eval-

uating a number of Midwest locations for its manufacturing facility and is recruiting a national distribution network of motorcycle dealers. Component suppliers are already under contract, and pre-production models are being built.

For more info: Excelsior-Henderson at 607 W. Travelers Trail, Burnsville, MN; (612) 894-9229.

—Twiggy

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FIREMAN'S FUND RUN

L.A. FIRE HOGS BRING HOME THE BACON



Photo: John O'Connor

The 4th Annual Hogs Breath BBQ and Poker Run was a huge success for the L.A. City Fire Department's "Fire Hogs MC." The Fire Hogs are an informal group of both active and retired firefighters who share a mutual love for Harleys and the lifestyle. Each year they have a charity run for their Widow's, Orphan's and Disabled Fireman's Fund.

Ninety-six bikes were entered, with some riders coming from as far away as Santa Barbara and San Diego. They first assembled at Fire Station 59 in West L.A., then rumbled north on the Pacific Coast Highway (PCH), with a breakfast stop at Gladstone's. From there, they proceeded up PCH, turning inland for a ride through the scenic

Santa Monica mountains to Akrey's Tavern in Newbury Park. Here, even more people joined in at the barbecue, enjoying the comradeship of the Fire Department family and the sights and sounds of the Harleys.

Akrey's Tavern, located on Newbury Rd. in Newbury Park, (805) 498-9012, was the ideal place for this event since it's partly owned by one of our own, Tom Vigar. Many of the recent improvements to the property were done using old fashioned L.A. City Fire Department "work parties." Tom retired from the LAFD in 1993, and his business partner Ron Thorgerson is retired Air Force.

The event raised \$2,700 for the Widow's, Orphan's and Disabled Fireman's Fund, \$400 of which was generously donated by Akrey's. The funds will be used to provide assistance and medical equipment to LAFD members, their families and survivors. Our sincere thanks to everyone who participated.

—Ted Aquaro, LAFD retired

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HALL OF FAME

DOCTOR DAVID NUNLEY

Medical doctor, fellow of the American College of Surgeons, board certified general surgeon, board certified thoracic surgeon, cardiologist—these are titles we are all too familiar with. We usually hear them attached to people testifying against us. Not this time. These particular titles are hung behind the name of David Nunley, a freedom fighting doctor from Chico, California.

Dave's work with ABATE of California has placed him in the forefront of the helmet law battle, both in California and nationally. His debunking of the infamous UCLA/Kraus study should be required reading for all serious bikers' rights lobbyists.

As president of ABATE of CA Local 31, he figures prominently in the California rights movement. Dave, who has the full support of his wife, Donna, has risked professional backlash from his fellow doctors to help get the truth out. He's been an important figure at all hearings to amend California's



Photo: Donna Nunley

helmet law and promises to keep working until the war is won.

We need more folks like Dr. David

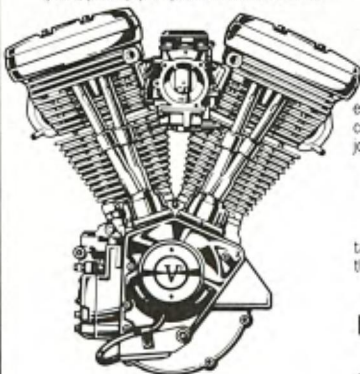
Nunley. He has earned the respect and appreciation of bikers everywhere.

—Oz

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Easyriders of Scottsdale, 3748 N. Scottsdale Rd.,
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H-D of Glendale, 3717 San Fernando Rd., Glendale
Hi-Tech Custom Harleys, 5931 Van Nuys Blvd.,
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Wyoming Valley Wheels, Bridge & Beade Sts.,
Plymouth

South Carolina

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

Texas

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

Tennessee

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

Virginia

Departure Bike Works, 5216 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

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

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on the road—it's a handy guide to some of the best Harley
parts and service outlets around.

MEETING OF THE MINDS

In September 1995, more than 400
motorcyclists from 43 states and the
District of Columbia attended the
11th Annual Meeting of the Minds.
Presented by the Motorcycle Riders
Foundation (MRF) and hosted by
ABATE of Arkansas, the conference
got right down to business with the
"Early Bird" workshops followed by
opening ceremonies.

The hot topic was the anticipated
passage of the National Highway
System (NHS) bill, which contained
language repealing penalties on states
without helmet laws. The 1996 elec-
tions were identified as a key to the
future success of the ongoing bikers'
rights movement, and campaign
involvement was discussed in depth.

State Sen. Dave Zien of Wisconsin,
who is seeking a U.S. House seat,
used the conference to enlist the sup-
port of motorcyclists from around the
nation. A social hour was held Friday
evening to raise money for the
Motorcycle Rights Fund for Politically
Active Cyclists, MRF-PAC. Candidate
Zien received a \$1,000 contribution
from MRF-PAC on Saturday morning
and raised another \$1,050 in personal
donations from those in attendance.

Long-time bikers' rights advocate
State Rep. Sherm Packard of New
Hampshire, was honored as the sec-
ond recipient of the prestigious John
"Farmer" Eggers Award. The Annual
MRF Presidents' Award, presented by
MRF President Mark Buckner of
Colorado, was shared by Beverly "Oh
My God" Waters, MRF's Washington,
D.C. office manager, and Carol
Simpson, the MRF's legislative assis-
tant. Together, these two women were
a major factor in the MRF's legislative
achievements this year. Recognized for
his lifelong contributions to the motorcy-
clists' rights movement, motorcyclist
Jim Rhoades of Michigan was present-
ed with this year's MRF Life-Member
Achievement Award.

During the evening's activities, the
MRF raised more than \$100,000 from
donations, pledges and auctions to
help meet its operational expenses for
the upcoming year.

The 1996 12th Annual Meeting of
the Minds will be held in Cedar
Rapids, Iowa, Sept. 27-29. Keep an
eye on Easynews for more info.

—Twiggy

OUR TAX \$ AT WORK

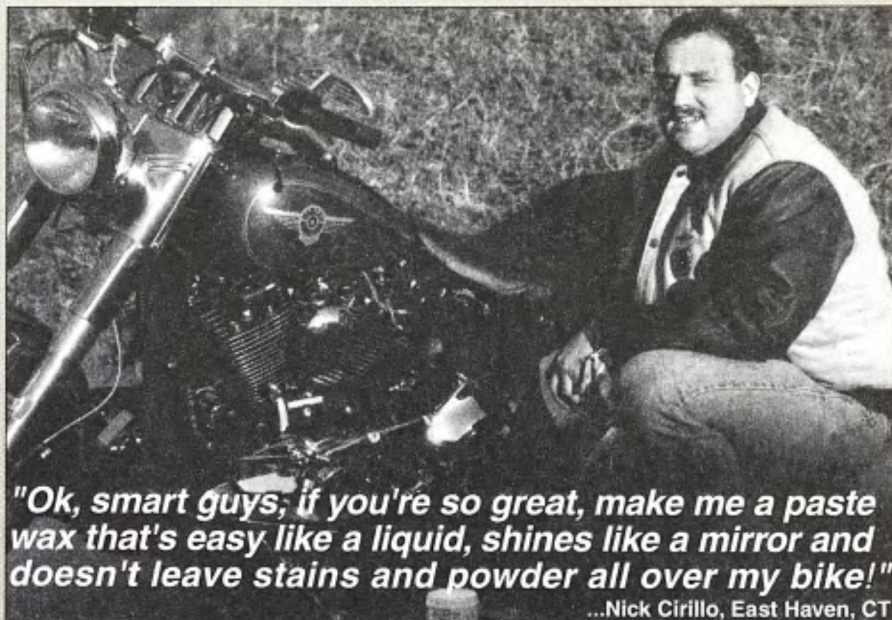


Have ya heard the latest? The NHTSA (National Highway Traffic Safety Administration) is seeking input on FMVSS 218, the federal safety standard for motorcycle helmets. Some areas of concern are coverage requirements, impact performance, facial protection, stability, use trends and enforcement.

This new heroic attempt by NHTSA to accept comments on effectiveness and enforcement seems like an attempt to relieve the courts of trying to figure out the mess that has been created by vague helmet requirements. NHTSA states that "FMVSS 218 and its accompanying so-called Test Procedure are technical documents, not designed to provide information for a consumer to discriminate between a real helmet and a fake one." Who is supposed to know then, and by what procedures?

If you wanna contact a real live "crash test dummy" with your comments, contact: Dr. William J.J. Liu, DOT-NHTSA, Performance Standards, NRM-12, Room 5320, 4000 7th St., S.W., Washington, DC 20590.

—Twiggy



"Ok, smart guys, if you're so great, make me a paste wax that's easy like a liquid, shines like a mirror and doesn't leave stains and powder all over my bike!"

...Nick Cirillo, East Haven, CT

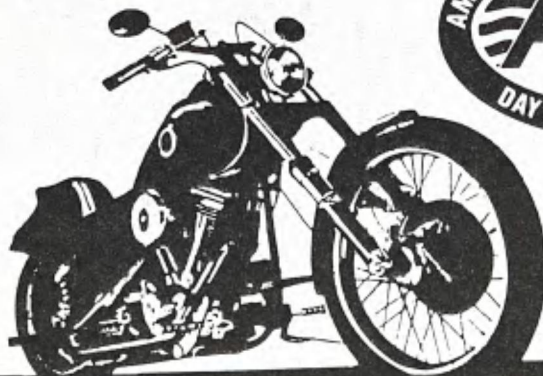
"I've known the guys from S100 for a few years now. I use their stuff and love it - after all, I'd rather be riding it than cleaning it. To me, waxing is taxing. So I told the S100 guys they needed a paste wax that's as easy to use as their cleaners. Something that's a cinch to use, but doesn't make a mess of my bike with big white stains and lots of powder. Believe it or not, they've actually done it. You gotta try this stuff to believe it. So easy, I did the entire bike in a few minutes. Gave the new S100 Shine-enhancing Cleanser a test spin too. Got rid of water spots, some nasty film and a couple of small blemishes and set the paint up so the wax could work better. Talk about a 1-2 punch! I've never seen my bike look this good. If you're into ridin' - not rubbin', you've gotta check this stuff out!"



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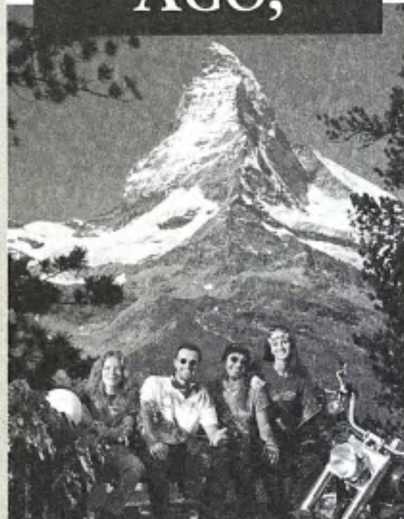
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MUSIC OF THE LIFESTYLE

When I heard "Born to be Wild" for the very first time, Lyndon Johnson was president, gas cost about 30¢ a gallon, and I owned an old, primer gray, hand-me-down Pan. The bike was pretty much a rat, but it wasn't a bad ride for a teenager still struggling to grow his first real beard.

That tune meant a lot to this wide-eyed kid in the '60s, as it did to an entire generation.

"Born to be Wild" set the tone for much of what was to come. Many moons have passed since then, but the tough, enthusiastic spirit of that classic anthem remains.

A few months ago, at a lakeside run and show, I had the opportunity to see John Kay & Steppenwolf performing live. It was the perfect setting and the perfect audience. The man behind the shades still has one of rock's best voices, and it's obvious he still loves what he's doing.

A week later, "Get yer motor runnin'..." again echoed through a big crowd. The Orange County Fairgrounds rocked to the music as the show bikes fired up for their parade to open the finals of the '95 *Easyriders* Grand National Rodeo. I looked around at the cheering fans. Regardless of age or any other surface differences, there was one common thread. It was apparent that we were all glad to have been, at least to some degree, "born to be wild."

After the dust of two great weekends had settled, I picked up the new double disc by John Kay & Steppenwolf, "Live at 25" (ERA) is a live recording of the best of their 25th anniversary tour. It's good. Real good. An "oldies" album this ain't! Yeah, the hits are all there, but this is more than just nostalgia. This is straight-ahead rock 'n' roll. Thanks, John, for so many years of

heavy metal thunder.

Among the rest of this month's picks is one of the best, no bull, rock 'n' blues discs I've heard in a long time. "Messenger of the Blues," The

Blindside Blues Band (Shrapnel) is one of those rare CDs that doesn't have a weak cut on it.

If there is one man in rock 'n' roll who truly has a soul, it's Bob Seger. His newest, "It's a Mystery" (Capitol), is another insightful, blue-collar look at life. Bob is real. So is his music.

"Handful of Blues," Robben Ford and the Blue Line Stretch (Blue Thumb) somehow manages to give screamin' guitar blues a laidback feel. This is powerful stuff.

Another guy who understands life is Big Mike Griffin. "Sittin' Here With Nothing" (Waldoxy) is perfect for those gettin' philosophic-after-a-few-beers times. Those of us who have stumbled a bit during life's pursuit of marital bliss and the "perfect" relationship can especially identify with Mike's blues.

—Bill Hayes

PARTY TIME! IT'S OUR 25TH



Paisano Publications, Inc., proudly announces the 25th Anniversary of *Easyriders* magazine. The magazine that started it all will pay homage to 25 great years of the best bikes and babes with a special 25th Anniversary Edition. *Easyriders* June 1996 issue, #276, will feature a reprint of the very first issue of *Easyriders*. The June 1971 issue will be outsert in this one-of-a-kind Collector's Special.

The issue will kick into gear with an introduction by *Easyriders* publisher,

Joe Teresi, and will also feature a "Best of the Last 25 Years," in the form of the Best Of Spider, The Best Of Wordmonger, and the Best Of Easynews. Of special interest will be a tribute to the magazine by *Easyriders* Editor Keith R. "Bandit" Ball, a gallery of *Easyriders* staff members' bikes through the years, and the best biker babes from the annals of our glorious history.

This must-have collector's issue will go on sale April 30.

BAY AREA BIKERS RAISE BIG BUCKS

MIRACLE RIDE ATTRACTS HUNDREDS

Hundreds of Bay Area motorcyclists participated in the 3rd Annual Miracle Ride: A Ride for Healthier Babies, raising more than \$30,000 for the March of Dimes. Held Sunday, September 17, at the Rowell Ranch in Dublin, the event featured a ride through the East Bay and ended with a post-ride celebration.

Arlen Ness has served as Honorary Chairman of the event since it began in 1993. Sherri Ness-Foxworthy, Arlen's daughter, and Tom Rose, executive vice president at Bank of America, were co-chairmen of this year's ride.

Lloyd Smith of Spectrum Powder Coating served as emcee and was joined by BIG 98.1 FM's Darian O'Toole in the afternoon. The crowd enjoyed live music by blues bands Route 66 and Lucky Strike. The big winner of the day was Mark Ottovich, whose '93 Softail "Wild Kitty" won first place in the bike show. Mark also came away with the Grand Prize trip for two to Hawaii, donated by Hawaiian Airlines and Outrigger Reef Resorts.



Photo: Carmina Besson

Many local clubs lent their support to the event. Oakland H.O.G. was the top money-raising club for the second straight year. Miracle Ride's co-chairman, Tom Rose, San Francisco H.O.G., was the top fund-raising rider, bringing in \$1,210. John Hayman and many MMA members volunteered their time to manage security and parking.

This year's Miracle Ride was spon-

sored by Arlen Ness Ent., BIG 98.1 FM, Bob Dron Oakland H-D, Fremont Ford, Paisano Publications, Mike Corbin, Supreme Lighting, Hawaiian Airlines, and Outrigger Resorts. Plans are underway for the 1996 Miracle Ride, to be held in late September. Those interested in joining the planning committee should call Amanda Widdoes at the March of Dimes: (415) 788-2202.

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SHORT STROKES

NO RULES

Over the last couple of issues, while splitting lanes and avoiding redheads, I've pondered the significance of the yuppie threat. I've come to the conclusion that the yuppies detrimental to the true biker kingdom don't ride bikes, but may work for politicians opposed to freedom or insurance companies. Also, yuppies who can't drive cars piss me off. Regarding bikers: I don't care if they have a job, run several companies, ride a rat Sportster or five all-chromed Softails at once. If they've got heart, they're all right with me. That issue aside, let's discuss rules. We could use a tad fewer rules, as you'll witness by following me into the news...**Here's an example** of rules gone wrong. I copped this press release out of the mail bin yesterday. "Pakrats Motorcycle Club, Inc. Announces New Rules Of Conduct For Annual Swap Meet. Because of allegations last year, our rules will clarify that no person while at the event shall engage in any nudity or any lewd or lascivious conduct..." I'll drop it here... **Now, here's the good** side of dropping a bogus rule. On one side of a newspaper clipping there's a story about disabled biker Ron Alexander who, with scrappy resourcefulness, led the effort to create a path for physically challenged motorcyclists and won in Indiana. Congratulations, Ron, on snagging the first disabled motorcycle plate in that state. But on the other side was an article about students leaving the

local university dorm system 'cause the food sucked and there were too many rules...**And rules hit the owners** of Planet Comics in Oklahoma City like a southbound train hits a school bus. They've been smacked with \$100,000 in fines and face 86 years in jail 'cause some of their comics including Verotika and others broke every obscene material law in the state. A fuckin' comic book...**Here's another example** of rules running scared. Remember the wild times sailors had during the second world war? Those crazed guys on bikes riding off piers? Well, now many bases require the swabs to wear helmets, face shields, and fluorescent vests. And these are some of the guys fighting for our rights to be free...**Wee Willy Wayne** sent me this clipping about a military rider who, while wearing all his required garb, was run down by another serviceman (probably son of a yuppie). 'Course the bastard said that he never saw the bike with its mandatory headlight on and the rider's required Day Glo vest flapping in the wind...**Now, here are some guys** who know how to break the rules. In Victoria, Australia, motorists are burdened with photo speed enforcement. So this carload of guys covered their license plate then bared their butts for the camera as they drove through a red light. The lens captured the act of defiance in perfect detail, along with the phone number on the "for sale" sign in the car window...

And under the category of swapping one rule for another, Senator Ben Nighthorse Campbell (R-CO) reported that he had a conversation with Senator Frank Lautenberg (D-NJ), who had been skiing in Colorado. Ben asked him how he would feel about helmets on skiers. The Jersey senator didn't like the idea at all, but on the floor of the senate called motorcyclists a bunch of "miscreants," asking, "Why should we as taxpayers pay for bikers' misdeeds on motorcycles?"...**And now for an editorial** apology. Seems back in the Sept. 1993 issue we printed a club's name as Tradersmen MC when it's actually the TRADESMEN MC of Montgomery County, Maryland. In the past three years the group of blue collar trade employees and business owners have participated or volunteered for the majority of local fundraising events (Operation Santa Claus, Memorial Day Run to the Vietnam War Memorial, etc.). They are also involved in Muscular Dystrophy rides, held an AMA charter for a couple of years, and the list goes on. So, goddammit, we should spell their name correctly...**So as the sun sets** and my chrome fangs emerge for another night of ripping the city to shreds, I again wonder what makes the world go round? I know what makes mine: a taste of whiskey, soft flesh, and chromed power. I ain't hurtin' anyone, so why not enjoy the ride and shine the rules. Ride forever. —Bandit

DIRTY DIVIDENDS

A CHALLENGE TO RUGER STOCKHOLDERS

I've been enjoying the AMA's strategies concerning "Operation Ruger" since the very beginning, which prompted me to purchase a share of Ruger stock, thus making me a part of the AMA's crusade.

However, after receiving my first Ruger dividend check, I began questioning my decision. At the recent 11th Annual MRF Meeting of the Minds in Little Rock, I explained my feelings to Rob Dingman, the AMA's Washington representative. What bothered me was the fact Ruger was paying dividends to their shareholders because they were

making money by not paying for injured brother and sister employees who may have been injured in motorcycle accidents. Rob fully understood why this was upsetting me, and I was determined to find a way to make it right. With that in mind, I signed over my first paltry dividend check and sent it to the AMA along with my personal pledge to donate all other Ruger dividend checks to the AMA.

I hereby challenge the rest of you motorcyclists who purchased Ruger shares to do the same, and on the same token, the personal gratification

received by your actions should make you prouder than owning a share of "freedom stealing" Ruger stock.

Many motorcyclists (including myself) who purchased Ruger stock will be first in line at their Board of Directors meeting, letting Bill Ruger know how we feel about his biased anti-biker discrimination policies. Bill, it's time to take responsibility for your callous, irresponsible actions and come out of your closet of silence and denial. You can no longer avoid us.

—Gloria Ceithamer
ABATE of Wisconsin

STATE-BY-STATE MOTORCYCLE LAWS

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

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

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

(Remaining information varies by province)

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rural interstate highways
x required by law
available for all eligible
applicants
* prohibited to use or
possess
> required if carrying a
passenger

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

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

14 required unless equipped
with windscreen
15 required unless equipped
with windscreen that is 15"
or higher above handlebars
16 required at speeds over
35 mph
17 modulating headlight
permitted
18 required for vehicles
manufactured after 1/15/96

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

24 single earphone only
25 to be used for communi-
cation purposes only
26 required by inspection
regulations
27 random
28 annual emissions, some
areas
29 upon title transfer
30 effective 8/1/96
31 effective 8/28/95

PASSING GAS



Psychiatrist: "Now tell me about this dream you say you've been having."

Biker: "Well, it's more like a nightmare, doc, where I'm walking around in a really crowded beer joint, and I'm wearing nothing but a hat."

Psychiatrist: "And in this dream, are you embarrassed?"

Biker: "You bet I am—the hat says 'Lawyer' on it!"

Smitty
Tejas

Did you hear about the new breakfast cereal coming out for us old graybeards?

It's called "Nuttin's Raisin", Honey."

Popeye
Bartlett, Tenn.

After losing in the women's 100-meter breast-stroke competition, the bleached blonde filed a formal complaint with the Olympic committee, claiming she'd come in last only because all the other girls had cheated—they'd been using their arms.

D.B.
USA

Mad Mike came running into the small backwoods tavern, shouting excitedly, "I just shot an elk!"

"I never saw any elk around here," stated the bartender.

"Are you sure it was an elk?"

"Hell, yeah," said Mad Mike.

"I saw the membership card in his wallet."

Christopher Schirato
Columbus, Ga.



"Dammit, Harold, we're sun worshippers!"

The two Texas hardbellies were comparing notes. Said one to the other, "Horny bikers are all alike."

Nodding in agreement, the other Texan chick said, "Yeah, horny bikers are all Ah like, too."

Buzz
Colorado Springs, Colo.

What did the dyslexic cop do after raiding the strip joint?

He put the girls behind bras.
Gracie Goodnight
Burning George

What's the biggest dilemma about your ol' lady leaving you for another woman?

Should you hold the door open for both of them?

Howard?
Hard Enough

"It's too damned hot to wear clothes today," said Nicolette's ol' man, stepping out of the shower buck-naked. "What do ya think the neighbors would say if I mowed the lawn like this?"

"Probably that I married you for your money," said Nicolette.

Chocolate Cruz
Sacramento, Calif.

Big Mike was on his second brew when a guy walked into the bar, leading a lioness on a leash.

"You can't bring that big cat in here!" shouted the barkeep to the guy.

"I know it's a little unusual," said the guy, "but I am a research scientist, and we're looking for volunteers who might be willing to have sex with this sex-starved lioness. It's worth a thousand dollars, if anyone is interested."

Hearing that, Big Mike stood up. "I would be," he stated matter-of-factly.

"Great," said the researcher. "Let's go back to my clinic."

"Uh, just one thing," said Big Mike. "Looks like I'm a little pressed for cash right now. Can I pay you 50 bucks a month?"

Gaspin' Mark
Down South

Then there was the German *hausfrau* who gave birth to quadruplets—she named them Adolph, Rudolph, Getoff, and Stayoff.

Charlie Brown
Fun Town



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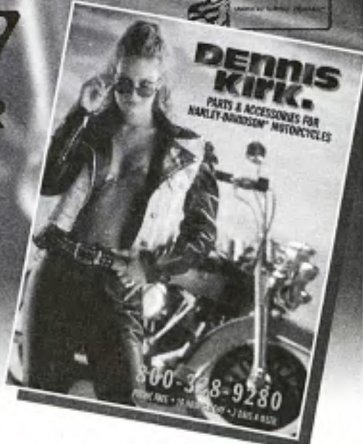
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PASSING GAS



"Oh, please, Tom, don't drag out that horrible old tongue collection again!"

Did you hear about the biker chick who said she'd do anything for a new leather coat?
Now she can't zip it over her belly.

Big NDN
Milwaukee, Wis

What's the difference between government bonds and bikers?
Bonds eventually mature.
Haystack
Needlin'

A good bike is like a good woman: it's easier to break her in than break her down.
Ernest
Rogers, Ark.

Three dudes are in a bar: a banker, a welder, and a biker. Coincidentally, each of them discovers that there is a fly in his drink.

The banker demands that the bartender take the glass back and fix him a new drink.

The welder picks the fly out and chugs down his drink without saying a word.

The biker picks up the fly by the wings and screams, "Spit it out! Spit it out!"

MCG
Houstoned, Texas



Two young and attractive roommates were amazed that their 59-year-old neighbor continually went out on dates night after night, while the two of them usually got stuck sitting at home watching television. One of the girls finally asked the older woman how she accounted for her obvious popularity.

"Well, hon, when I was 21, I gave it away. Then when I was 28, I sold it. And now, at 59," she explained, "I offer rebates."

Dago
Simi, Calif.

Why did the gymnast slap the hell out of the bro for kissing her?
'Cause he kissed her in the middle of a cartwheel.

Cowboy
Janisland

Why are there so few lady truck drivers?

Because when you give them a big load, it takes them nine months to deliver the bastard.

BRS
USA

President Clinton was out jogging one morning and came across a hooker. He stopped and asked, "How much?"

"A hundred bucks," replied the streetwalker.

"That's too much," complained Clinton. "I'll give you 20."
"Get lost, pal," she snorted and walked away.

The next morning, the president was again jogging, this time with Hillary, and the First Couple happened to pass by the same hooker.

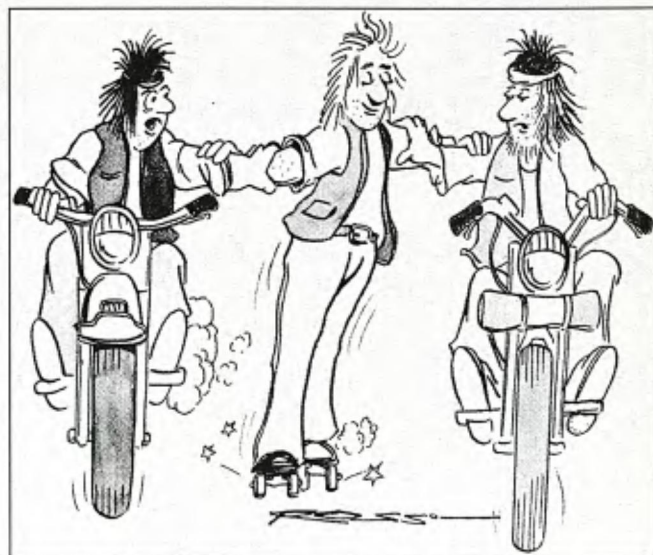
"See?" the hooker yelled out to Clinton. "Ya get what ya pay for."
Sprockthead
King's Beach, Calif.

Definition of *bigamist*: just another bro who's had one too many.

Al Troxler
Greensboro, N.C.

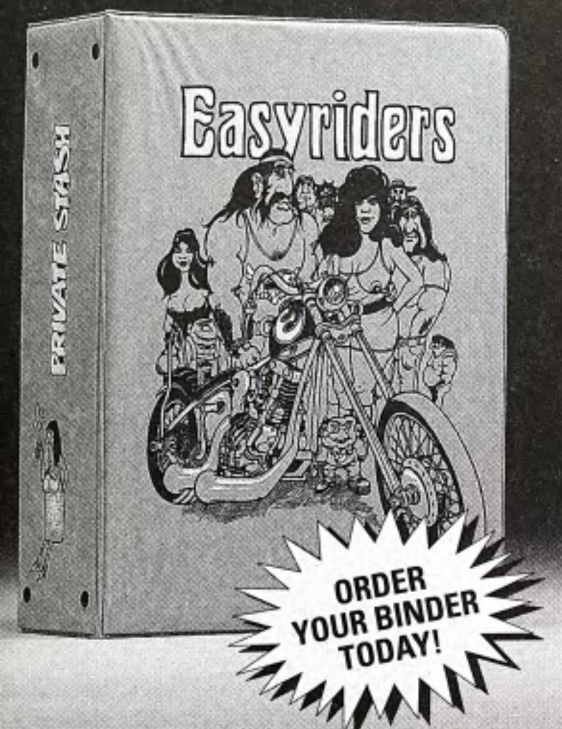
How do you fit 20 businessmen into a minivan?

Promote one and watch the other 19 climb up his ass.
Shark
Circling



"So, bro, how much longer is your scoot gonna be in the shop, anyway?"

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



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[illegible]

TALKING TECH

Can't Breathe

In the October '94 issue of *Easyriders* you gave a part number for a problem I have with my Sportster (#17-0334).

I've contacted two major dealers of H-D in my area, and they say this number is not an H-D number.

Is this a makeshift deal to vent the blow-by or what?

Any help you can give me will be appreciated. I don't want to destroy this engine. It's a '92 Sportster with a Screamin' Eagle carb.

Thanks.

John Maher
Apopka, Florida

It had been a long night and a worse morning when I came up with that number. Anyhow, CCI makes breathers for just about every application under the RevTech brand. The one for your Sporty is 59-218.

Shimmy Time

I own a 1981 FXE Super Glide that recently developed a front end wobble.

This wobble only occurs at speeds over 60 to 65 mph and only when I let off the throttle completely. As I ease back on the throttle the wobble stops.

I've got new Dunlops, new wheel bearings, new rear brake caliper, new chain, and the spokes feel tight.

Can you help?

Dean Sebrén
Bastrop, Louisiana

Front end wobble is a tough one. I'd start by looking at the whole picture. Stand back, take a fresh look, and don't rule anything out.

Sometimes different tire types can cause a wobble as you load or unload the front or rear. Since you say you have new Dunlops, (plural, so I assume both) we won't worry about that. However, if the condition started after a tire change or some other modification, look there. Make sure both tires are seated fully in the rims.

Next check the wheels for "true." Tight spokes are no guarantee that a rim is straight.

The neck bearings are the most common culprit. Take a look and make sure that they are in good shape, properly lubed and adjusted.

If all this gets you nothing, your last stop is the swingarm; bad bushings or a loose condition can cause a load-unload problem. And finally, check wheel bearings and spacers.

Won't Float

I have an Andrews Flow Master-02 carb #AR40B/YEZ5 built by Keihin. It has a bad float and I cannot obtain one through the local shops and their wholesalers.

Could you please send me a few addresses that may be helpful in purchasing a float or an entire rebuild kit?

One storyline I was given was that this carb was part of a Screamin' Eagle kit that was only produced for a short number of years, hence it is now obsolete and unattainable.

Many kudos for your attention on this matter.

P.S. I really enjoy Bandit's monthly Short Strokes and Wrench's tech tips.

BJ Tatman
Roundun, Maryland

Well, BJ, you owe a slice to the guys at H-D Technical for this one. They tell me the float number you want is 27394-85.

Forked Up

I bought my first Harley about one month ago. It's a 1984 FXRP, although I don't think it was ever actually a real police bike.

The front and rear springs were cut, so I took it to a well-known Harley mechanic in my area for him to fix. He put stock springs back on the rear and I decided on Progressive springs for the front.

My problem is that the front end is "topping out." It bangs real hard when I goose it. It was doing this even before he put the new springs in it and when I asked him how to fix it he said he wasn't real sure. I've only seen one other bike like mine and it had some sort of air valve going into the front forks. Is mine supposed to have this? And if not, what's the problem? I sure hope you can help me.

P.S. If you could give me an answer, I hope that I hear from you in time to fix it before Daytona.

Frank Gullledge
Charlotte, North Carolina

We contacted Mike Shattuck of H-D of Sacramento. He tells us that you have a cop bike that was not equipped with air-ride, and that most FXRPs saw police service at one time or another.

Since these bikes may have been worked on during their badge-carrying days by mechanics who may or may not have been properly trained, and since yours has been further modified, you have to assume that nothing is exactly right.

Check the fluid and the valve operation, also make sure the springs haven't been cut or tampered with. Check the bushings and tube diameters and make sure the neck bearings are adjusted properly.

Remember, your suspension is your life, so find a wrench who knows his shit. A few extra bucks can save a lot of hide.

Little Big Bike

I own a 1971 XLCH. The bike is, for the most part, all stock. Over the winter, I would like to give it a new look. I've talked to many without results. Here is your shot.

I would like to find a conversion kit that would widen the front end three inches and also stretch the bike three inches, without cutting or drilling on the frame. I do realize I'll have to go with longer tubes. I can find them with no problem.

I owe you a beer if you can cover this one.

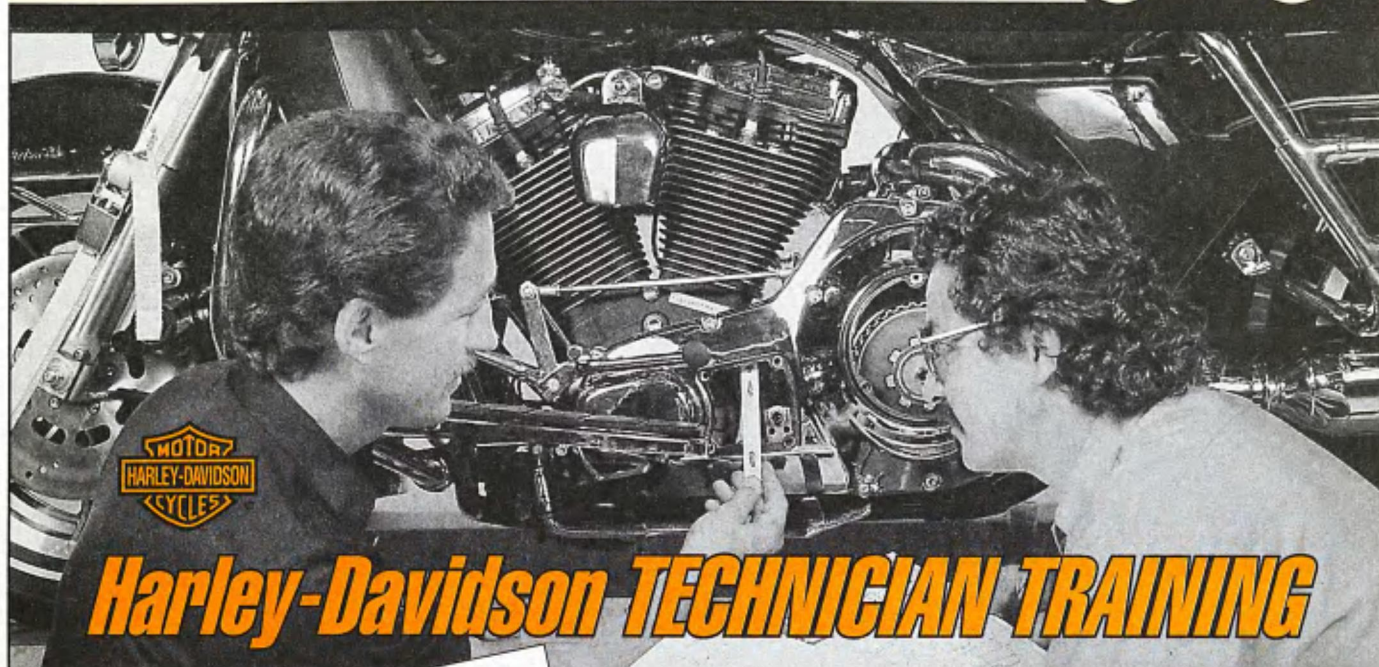
David J. Boysen
Monticello, Iowa

Stretching a frame, by definition, involves cutting and welding. There were offset triple trees on the market a few years ago that lengthened the wheel base, but I can't vouch for their handling. Call Mrs. Kennedy at (800) 331-9903, Pat Kennedy's Custom Cycles, for more info on offset trees.

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

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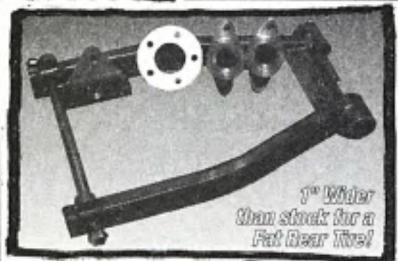


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F.I.G.H.T.® UPDATE

How Do You Make A Mayor A Criminal? Have Him Ride A Harley Through Beverly Hills

Hawthorne, California, Mayor Larry Guidi and his wife Marilyn recently purchased a new FLSTC Heritage Softail from Bartels' Harley-Davidson. They wanted to put some miles on their new pride and joy, so last July 11, they took an early evening putt up to the *Easyriders* Store on Melrose Avenue to do some shopping. Leaving the store and heading back home they made a wrong turn and inadvertently ended up in Beverly Hills.

As they approached a traffic light turning green in their favor they saw a cop in a police cruiser motioning for the couple to pull over, which they promptly did. Larry said, "The first thing that came to my mind was, perhaps he just wanted to look at our new Softail. We were not speeding, we had our helmets on, and we sure as hell didn't look threatening or suspicious."

With his emergency lights flashing, Officer Carra of the Beverly Hills Police Department pulled up behind the couple, got out of his car, walked up to Larry, and asked to see his registration and driver's license. As Larry was complying he asked the obvious question, "Why were we stopped?"

Carra replied, "As soon as I see your registration and driver's license, we'll talk about it." A few moments later he said, "You're wearing an illegal helmet and I'm citing you for it." A surprised Larry exclaimed, "An illegal helmet?" Larry and Marilyn looked at each other in total disbelief.

In the ensuing conversation, Larry politely asked Officer Carra if he was aware of the recent decision by the U.S. Federal District Court on this matter. Carra replied, "In Beverly Hills, we write tickets for illegal helmets." He then explained that the helmet law was designed for their safety. With all that said and done, Larry signed the ticket, patted Carra on the back, and said, "Great, you just gave the City of Hawthorne's mayor an illegal helmet ticket."

A surprised Carra asked, "Why didn't you tell me who you were earlier?"

"I was just making sure that you were doing your job," stated Larry, with a smile on his face. "But I guarantee you one thing, you'll be hearing about this somewhere down the line."

Larry Guidi's plight came to our attention by a one-page fax he sent to us consisting of a photocopy of the citation, in which his helmet was referred to as a "rain bonnet," a newspaper clipping describing the U.S. Federal District Court's decision, and his personal business card, with a brief hand-written note saying, "We need to change all cities to the same ruling as the CHP's."

Not once did Larry ask anything from us. He was simply venting his understandable frustrations. Since the helmet law's inception, more than 14,000 illegal helmet tickets have been issued to California motorcyclists, with no thanks to the CHP, which took the law into its own hands, and enlisted the help of other gullible law enforcement agencies in the state to follow its lead. Plain and simple, it's called discrimination. Since the federal court's decision, things have changed. But apparently not in Beverly Hills.

After confirming all the facts, we contacted Skip Raring, our *Easyriders* F.I.G.H.T.® attorney, who graciously agreed to represent Mayor Guidi in court. On September 17, Skip and Larry met at the Beverly Hills Municipal Court, where Skip checked in, and the two sat down. A few minutes later Officer Carra walked in all smiles. But that smile disappeared when an officer of the court walked over and informed Carra that Larry Guidi's lawyer was present and wanted to give him a legal brief. Ouch! After a few moments of conferring with Skip, Officer Carra said that he would ask the judge to dismiss the case, which he did. Once again, thanks to Skip for a job well done.

Upon walking out of the courthouse, Officer Carra apologized to Skip and Larry, and explained that he had been off for a couple of months due to job-related injuries, and had not realized how much the law had changed. When Skip asked if he would still be writing illegal helmet tickets, Carra replied, "Not me."

When it comes to unfair helmet laws, every win, whether great or small, is still a victory. What can you do to help? 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. Be a part of the fight.

—Twiggy and Phantom



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BROS CLUB NEWS

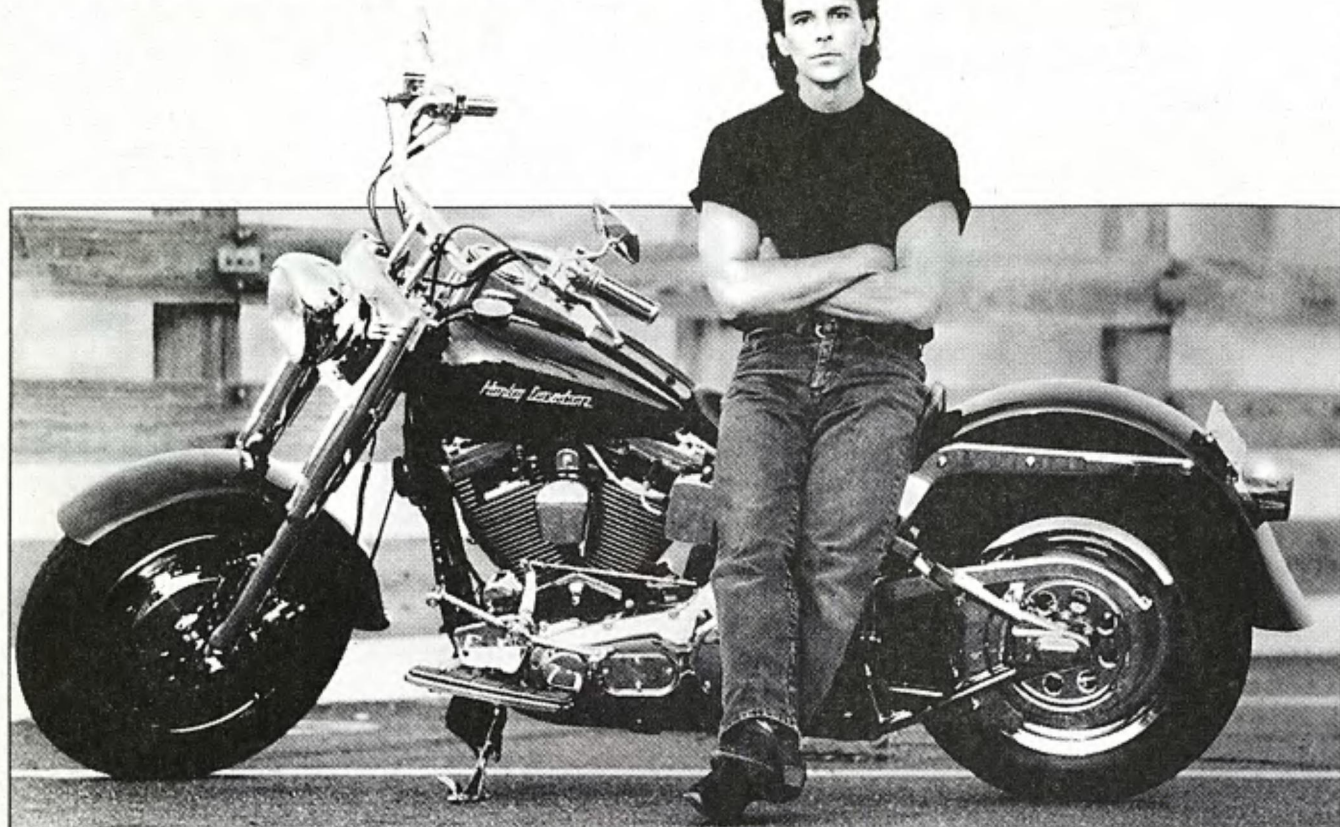


Photo: Jeff Flax

New Bros Club member Matt Garbo, who has just completed a brand-new CD titled "I'm Alive and I'm Free." Matt lives in Clifton, New Jersey, and rides this 1993 FLSTF daily (Jersey weather permitting).

I had a firsthand Bros Club experience, and I'm glad to say that it was a good one! A few weeks back, while on my way to Las Vegas, Nevada, to attend a George Thorogood concert, I broke down in Baker, California. If you've ever broken down in Baker you know what that's like. I quickly found out there are no bike shops within 65 miles of Baker, so what was I to do? I didn't need a tow (I had broken down right in front of a tow service); what I needed was some repair. This is the type of situation where *Ridin' With Rip*, The Bros Club Handbook, comes in handy, so I reached into my bag and pulled it out. I looked in the Southern California section for Barstow, California (because it was closest), and didn't find anything listed, so I decided to look for something in Las Vegas (I had to get there, I wasn't about to miss the concert!) and found *Easyrider*s of Las Vegas listed. Well, I thought that this was a long shot as Las Vegas was more than 80 miles away, but what else was I to do—I was stuck. I called and was told to sit tight. I prepared myself for a long wait. After an hour and 15 minutes, just as I was getting comfortable, here came this white crew cab dualie with *Easyrider*s of Las Vegas painted on the side. Out popped



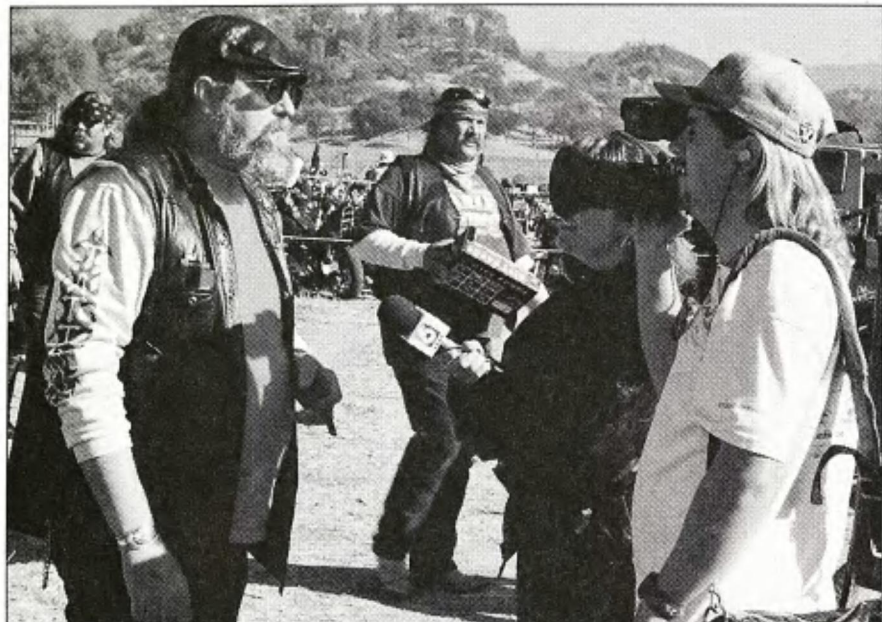
Photo: Amy Regier

Here are some of the bikes at the Camarillo State Hospital run for the teenagers. Those kids count the days till the bikers show up for their semi-annual barbecue and softball game.

J.P., the owner himself (now is that service or what?), and we loaded up my bike and set our sights on Las Vegas. When we got to his shop and unloaded my bike it was too late to start working on it, and besides, our throats were kinda dry, so we proceeded to wet our whistles at some of J.P.'s favorite watering holes.

I can't seem to remember all of what happened that night, but I do know that I had fun. The next morning I was awakened by the phone at the hotel

and the voice at the other end said to get my dead ass dressed because there was a truck on its way to pick me up. When I got to the store I learned my stator rotor was in two pieces. That was a surprise; I thought that I had a bad regulator, because when I broke down the readout on my fuel injection said that I wasn't making voltage. To make a long story short, Steve made quick work of the repair and I was back up by 3 p.m. that day (a little lighter in the wallet, but if you play you've got to



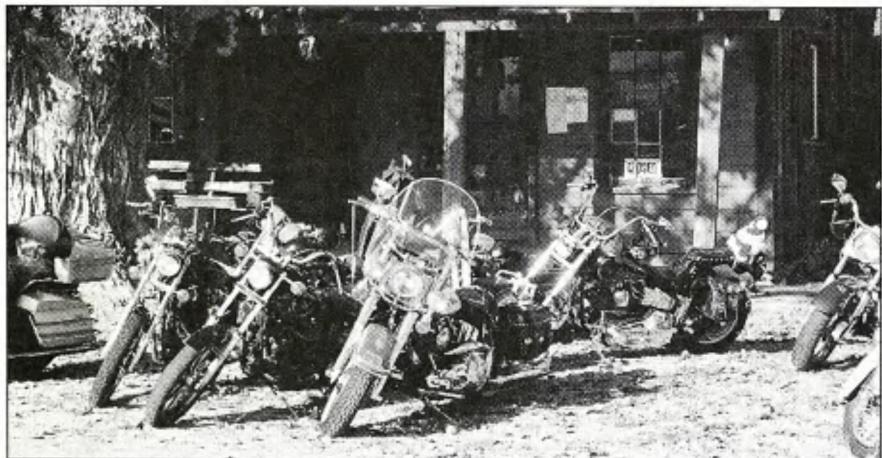
Bros Club Member and *Biker* magazine editor Dean Shawler being interviewed at the San Luis Obispo Toy Run by local TV (should have known that he would Weasel in if there were cameras around).

Photo: Gregg Daniel



Bros Club Member, *In The Wind* magazine editor, and all-around nice guy, Kim Peterson, and Santa.

Photo by Amy Rieger



The Pozo Saloon at Pozo, California, a good place to stop if you're out ridin' in the central California hills on a weekend and need to wet your whistle.

Photo: Gregg Daniel



Here are two outstanding new Bros Club members I met at a George Thorogood concert in Vegas.

Photo: Gregg Daniel

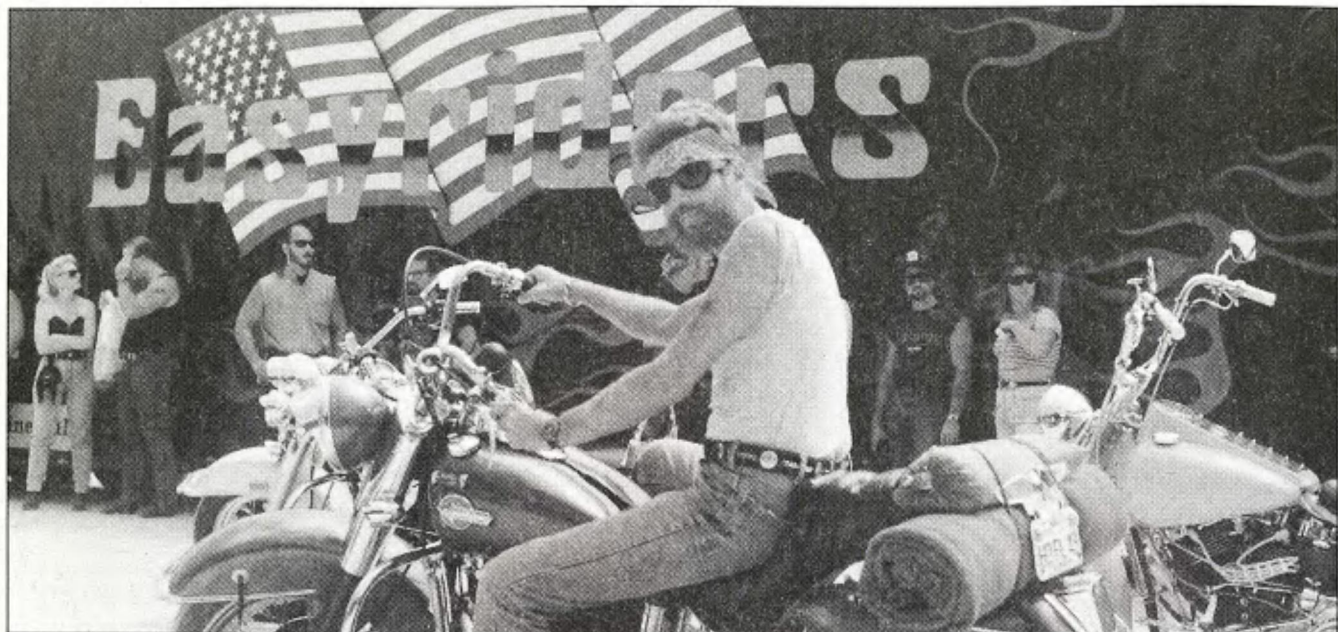
pay, and I didn't miss my concert.).

I made some toy runs this year, as we all did, and a few of them were worth special mention. The first one wasn't really a toy run; it was a benefit for the Pediatric AIDS Foundation put on by the Mayor of Hawthorne, Calif., Larry Guidi. It started out at the famous Rock Store in the Santa Monica Mountains, and from there we had a police escort by a number of Hawthorne's motorcycle cops along nearly 50 miles of SoCal's freeway sys-

tem, ending up at Hawthorne Memorial Park, where the whole city (or at least it seemed like it) was there to greet us. At the park there was a live band, vendor booths (with some of the best tamales that I have had in years) and a lot of kids. Mayor Guidi gave a short speech, then the band cranked it up and everyone started eating the barbecue lunch and proceeded to have a great time. Try to make it if you're in the area next year. Call the Mayor of Hawthorne's office (310-970-7900) for details.

I also went to the San Luis Obispo Toy Run (SLO Toy Run to those familiar with it). We all met up at The Avila Beach Lighthouse Bar (this is the one that I mentioned in last month's Bros News) and prepared ourselves for the ride to the Pozo Saloon in Pozo, California. This was a huge Toy Run, and they pulled it off without a hitch; there was a mound of toys that seemed to go on forever. At the Saloon, Kim and Meggins, the lovely bartenders, make sure that your drink is always →

BROS CLUB NEWS



Bros Member Lee "Bones" Doggett from Cary, Ill., sent this picture in of him waiting for the parade to start at the Morris, Ill., *Easyriders* Rodeo. He looks pretty cool but we know that the temperature was over 100 degrees.

Photo: Unknown

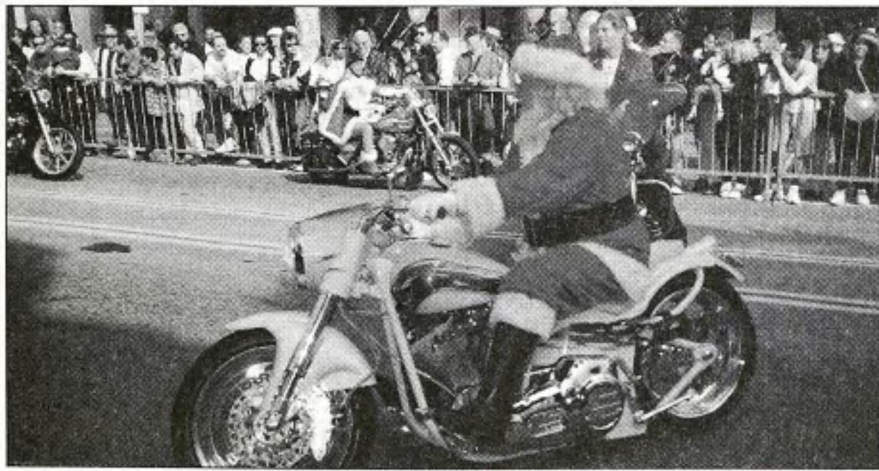


Photo: Gregg Daniel

Here is Santa at the "Happy Harley Days" run in Beverly Hills, Calif., riding on the White Brothers Harley that we used in the *Easyriders*/JDF "Win The Bike of Your Dreams Sweepstakes '95."

fresh. It's open Friday, Saturdays, and Sundays (call 805-438-4225 for their hours), and it's well worth the ride.

The last run that I want to mention is one that I try not to ever miss. It's not really a toy run, it's more like a get-together for some kids who really appreciate the attention: the teenagers at Camarillo State Hospital in Camarillo, California. Us bikers hang with the kids and show them some sorely needed attention, play softball, and hold a Bike Show that the kids judge. Everyone

shares a barbecue lunch and the kids get to BS with Santa. This always puts life in its proper perspective. It's put on twice a year by Bros Club member and editor of *In The Wind* magazine, Kim Peterson. Call *Easyriders* (818-889-8740) for more details.

It's getting to be riding time again. I'm going to be dropping in on various *Easyriders* stores and working on setting up chapters, so if you're interested in getting more involved with the Bros Club, stop in and let those stores



Photo: Connie Zolnay

This is Dick Zolnay with his favorite Bros Club waitress, Sherry, at Daytona Bike Week '95.

know. They have the power of announcing their events in *Easyriders*, which gives them the potential for those chapters and events to be big.

Some stores are already gearing up for big bashes this year. *Easyriders* of Las Vegas is planning for more of its great parties. Call (702) 368-7808 for details on its Bros Club-sponsored rides. And for those of you in the San Diego area, stop in and say hi to Michael D. and get him moving on starting a chapter.

I still need pictures of you Bros Club

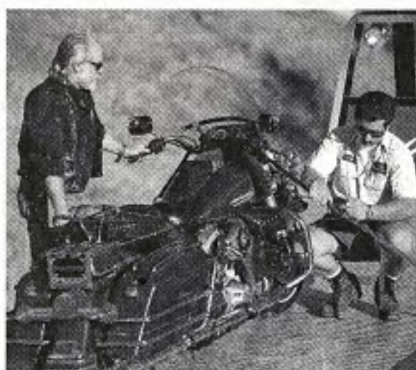
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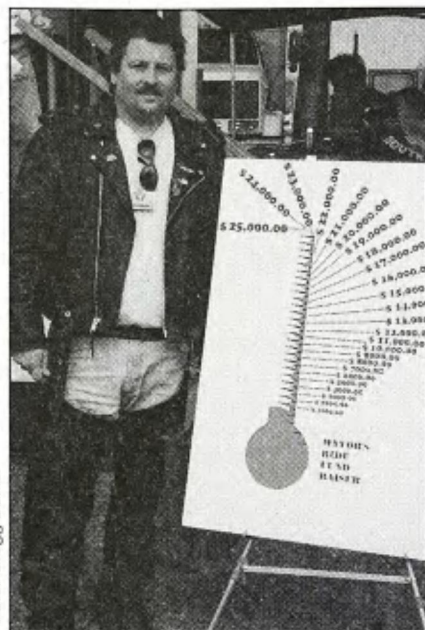
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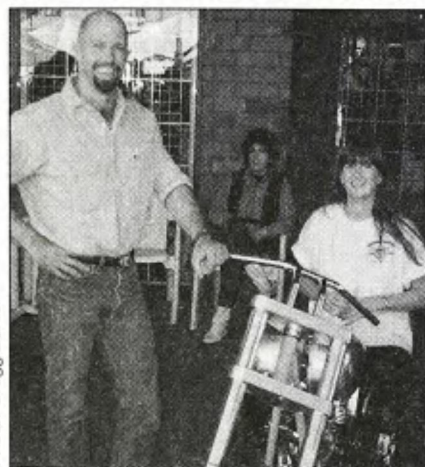
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(must have please)

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.



The Mayor of Hawthorne, Calif., Larry Guidi, who organized the "Mayor's Ride" to fight Pediatric AIDS.



Bros Club member Michael D., from the San Diego *Easyriders* Store. That's Loren next to him, members doing what you do best, ridin' and enjoying the motorcycle lifestyle (see last month's Bros Club News for photo guidelines). Stop in and visit our stores. A lot of them will give card-carrying Bros Club members a discount, and Al Crandall at the Capitol *Easyriders* store will buy you a cup of coffee and maybe even a doughnut. —Gregg

Write to: Bros Club News,
 Attn. Gregg Daniel,
 P.O. Box 3000,
 Agoura Hills, CA 91376-3000

WHAT'S HAPPENING

ARIZONA

Yavapai Chapter ABATE Camp Out
Date: April 27-28
Info: (520) 639-1478

CALIFORNIA

Vietnam Vets MC Vung Tau Spring Run
Date: March 31
Place: Camarillo Springs
Info: Pharoah (805) 584-3142, Buff (805) 484-8760

Just Brothers MC 6th Annual Run
Date: April 13
Place: Stockton
Info: (209) 463-5347

MMA Swap Meet
Date: April 21
Place: Cow Palace, San Francisco
Info: (916) 442-4727

Pacific Coast Dream Machines
Date: April 28
Place: Half Moon Bay Airport
Info: (415) 726-2328

COLORADO

ABATE Dist. 11 Saint Patrick's Day Party
Date: March 9
Place: VFW post in Buena Vista
Info: Tim (719) 395-8733/Cheryl (719) 942-4395

16th Annual Rocky Mountain Show & Swap
Date: March 16, 17
Place: Boulder County Fairgrounds, Longmont
Info: (970) 669-5585

FLORIDA

Daytona Beach Bike Week
Date: March 1-10

Brothers Of The Third Wheel Trike-in
Date: March 8
Info: Larry (801) 781-0310

ABATE Of Fla.'s Bike Week '96 Campground
Date: March 1 (opens noon) - March 10 (closes noon)
Place: Volusia County Fairgrounds
Info: (407) 668-5006

Fun In The Sun Bike Week Poker Run
Date: March 10
Place: Fla. Keys. Run starts from Snooks Bayside
Info: Dennis (305) 872-1651

GEORGIA

ABATE District 10 Chili Cook-off
Place: Dublin
Date: March 16-17
Info: (404) 294-8900

ABATE Dist. 2 & Wingmen MC Swap Meet
Date: March 23
Place: Gainesville
Info: (404) 294-8900

ABATE District 3 Poker Run
Date: March 31
Place: Acworth
Info: (404) 294-8900

Motorcycle Show And Swap Meet
Date: April 14
Place: S.W. Atlanta, Henderson's Arena
Info: (706) 342-4543

IDAHO

ICMS Spring Poker Run
Date: April 20
Info: (208) 939-4415

ILLINOIS

ABATE S. Suburban Chapter Blood Drive
Date: March 17
Place: Tinley Park
Info: P.O. Box 142, Tinley Park, IL 60477

IOWA

M/C Parts Extravaganza
Date: March 10
Place: Hawkeye Downs Fairgrounds, Cedar Rapids
Info: (319) 462-6011

KANSAS

5th Annual Great Plains MC Show
Date: April 5-6
Place: Broadview Ramada Hotel, Wichita
Info: (316) 896-2921

LOUISIANA

ABATE Of La. Spring Fling For Education
Date: April 12-14
Place: Bonnet Carre Spillway Park
Info: (504) 536-7486

MARYLAND

Blessing of the Bikes II
Date: April 21
Place: Seabreeze Restaurant, Sandgates
Info: 373-8266

MASSACHUSETTS

M/C Parts Extravaganza
Date: March 31
Place: Bayside Expo Center
Info: (319) 462-6011

MICHIGAN

Giant M/C Swap Meets:
Date: March 31
Place: Grand Center, Grand Rapids
Date: April 14
Place: Detroit State Fairgrounds
Date: April 21
Place: Flint IMA Arena
Info (for all): (800) 968-4242

MISSOURI

M/C Show & Swap Meet
Date: April 7
Place: University Plaza, Springfield
Info: (417) 869-9007

MDA Heartland Run
Date: April 28
Place: St. Louis
Info: (314) 677-2382

NEVADA

Laughlin River Run
Date: April 18-21
Info: (909) 340-0094

NEW JERSEY

Swap Meet/Monmouth Shore Points 50th Anniv.
Date: March 31
Info: (908) 458-6523 after 5 p.m. EST

NEW MEXICO

Spring Poker Run
Date: April 7
Info: (505) 294-4796

Easter Egg Hunt
Date: April 7
Place: Tularosa Basin
Info: (505) 434-8747

Swap Meet & Bike show
Date: April 14
Place: Mesilla Valley
Info: (505) 525-8349

Easter Beer Hunt
Date: April 21
Place: Albuquerque
Info: (505) 281-6412

Easter Egg Hunt
Date: April 21
Place: Rio Rancho
Info: (505) 865-5455

NEW YORK

AM JAM Iron And Ink Show
Date: April 6
Place: Crete Civic Center, Plattsburg
Info: (518) 346-0521

NORTH CAROLINA

Bike Show & Swap Meet
Date: March 17
Place: Dixie Classic Fairgrounds
Info: (910) 643-1367

Boone Spring Rally
Date: April 26-28
Place: High Country Fairgrounds
Info: (910) 643-1367

OHIO

Cajun Party ABATE Region Zero
Date: April 17
Place: Youngstown
Info: (216) 799-4401

PENNSYLVANIA

8th Annual M/C Parts Extravaganza
Date: March 17
Place: Farm Show Complex, Harrisburg
Info: (319) 462-6011

SOUTH DAKOTA

ABATE of Sioux Falls Swap & Show
Date: March 23-24
Place: Ramkota Inn
Info: (605) 335-2236

TEXAS

12th Brotherhood Of Bikers Easter Run
Date: April 5-7
Info: (817) 562-2687

5th Annual Motorcycle Expo Show & Swap
Date: April 21
Place: Live Oak Civic Center, San Antonio
Info: (214) 216-5520

H.O.G. Island Poker Run
Date: April 27
Place: Corpus Christi
Info: (512) 845-3146

VIRGINIA

B&R Productions Swap Meet
Date: March 9-10, 15-16
Place: Boston's MC Cafe
Info: (804) 742-5137

WYOMING

Motorcycle Show And Swap
Date: April 6
Place: Casper Fairgrounds
Info: (307) 266-5401

ALL-HARLEY DRAG RACING

For listings, features, and info look for our new performance magazine, *Quick Throttle*, on newsstands now. AMFA: (708) 250-0838; ECRA: (609) 652-1159; AHRA: (919) 229-4877

EASYRIDERS EVENTS:

Artistry In Ink '96 Tattoo Show
Date: April 13-14
Place: Marriott Hotel, Arlington Texas
Info: (818) 889-8740

To have your events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. Send info to: What's Happenin', P.O. Box 3000, Agoura Hills, CA 91301-3000; fax: (818) 889-5214

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And Up

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Rifts
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Rift
State
Vr. Mod.
\$243

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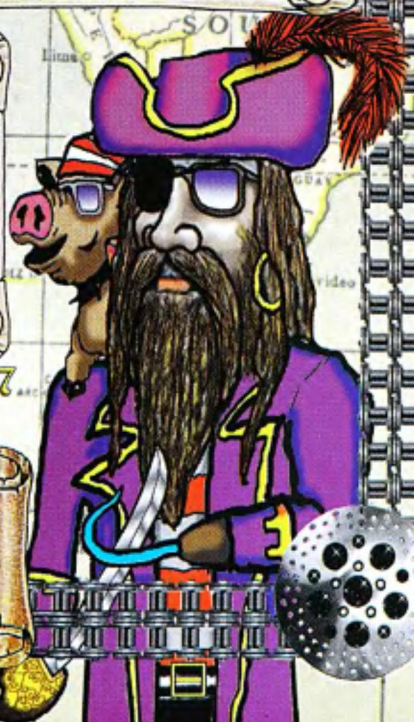
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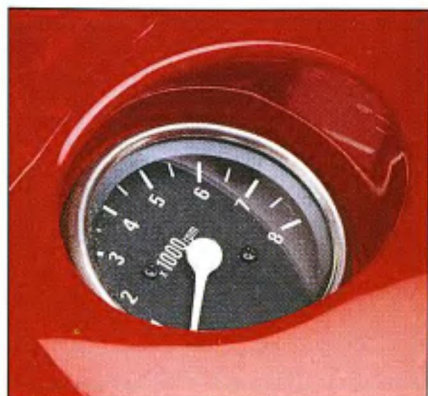


CANAILLE **ROUGE**

DIS RED
RASCAL
GONNA
LEAVE
YOU
BEHIND







We takin' a little trip, headin' down to Cajun country over swamps and inlets covered by miles of bridges, where the mist she rise up like a white-veiled woman come to sweep your soul deep into the bayou ...

Tellin' you about Mike Guidry. Man want a motorcycle that'll grab your neck like a nasty gator. Shake you some kinda bad. Mike start the plan rollin', but his Oakland-hired builder well he jes' don't see the big picture. Pretty soon, that picture she lookin' like she gonna fall right outta the frame. Then Mike he think about his Boyd Coddington '34 Chevy ... and he know only one man gonna do this job right.

Now Boyd, he already gumbo deep in billet motorcycle motion, 'cause Mike been houndin' him for a decade, tellin' the most elite car builder in the world that the future she got two wheels not four. And Boyd's got Jesse James on board, bringing along two years at Performance Machine, plus Jesse he related to the original, so you know he gonna git on it, and when Chip Foose (Boyd's head designer) see the picture of Mike's project, he say to Boyd that the future she done arrived ...

Now Mike he want a 100 horse ride, and make it a stroker, he say, 'cause he want somethin' no gator ever gonna catch! See Mike, he a canaille (French for rascal), and the man and bike they gotta be a mirror ...

So Chip he redraw that mirror to a polish, hands the plans off to Jesse who cut the frame to the ground and work his way back up. That mild steel, she sing any tune Jesse call, but that swingarm, well she lookin' like the ugliest step-sister ever was. Chip and machinist Jonny Anderson figure a one-off billet swingarm gonna do the job just right, then Jesse start to go after that ...

Six months of work later, Jesse wonderin' if anybody out there crazier than himself with billet obsession, then he find Nigel Patrick who make aluminum heads, one set a month. Now that stroker she wearin' billet cylinders, cases and heads with a stock bore and 4 1/4-inch stroke from a Leineweber cam. Then she start breathin' through a Mikuni 42mm and singin' Jesse's tune through his hand-formed pipes ...

Chip gonna jump in again, addin' a custom taillight, servo-driven hidden license plate holder, and custom seat (covered by Sam Trout). Then George Gould have a word, hand formin' the gas tank and front and rear →



fenders. Things lookin' mighty good now, forks sittin' two inches under, with hidden axle adjuster, billet intake manifold carb brackets, polished tranny and engine. And that near-final touch, she gonna be a shiny set of Boyd Outlaw billet wheels.

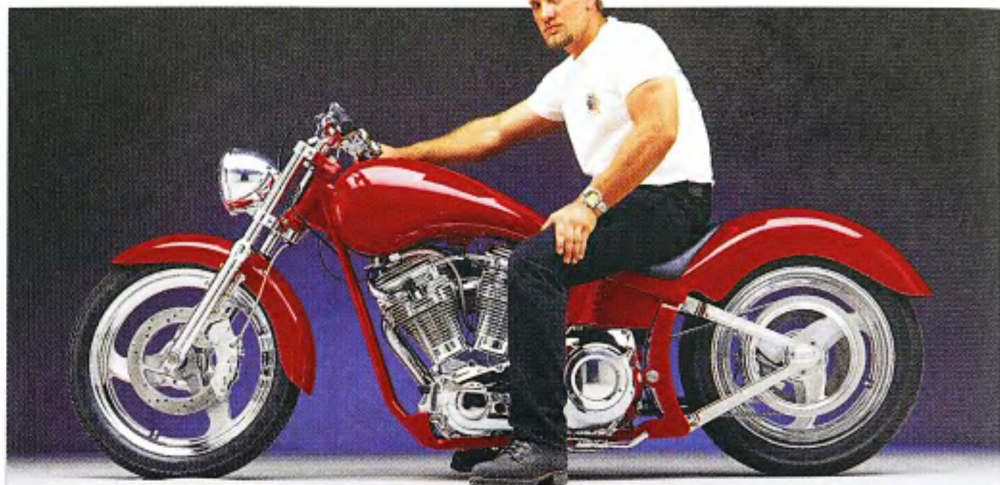
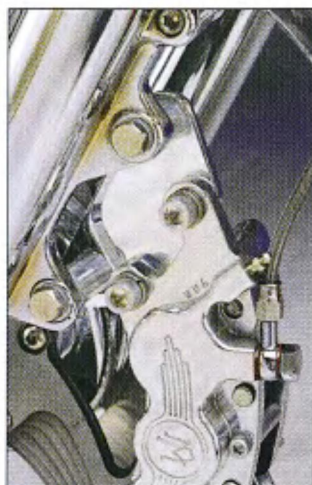
But the last word gonna come from Boyd himself; he know the only color this rascal can be, so when Keith Russell turn on his paint gun, out come the glossiest, fingernail polish lookin' red west of the Big Easy. When that bike done, she every bit of what Mike wan' and more. And don't you know, Boyd Coddington and Company, now they sellin' billet Softail and Dyna Glide swingarms, wheels, billet rocker boxes, cam and tranny covers ...

'Course we not forgettin' that somewhere through the mist and inlets, across the bridges and deltas, there's a pack o' nasty gators slappin' on some reptile Reeboks, lookin' out for Mike Guidry. But you know lookin's all they gonna do, 'cause when he open up that throttle bayou-wide, ain't a creature alive gonna get near that Cajun man and his Canaille Rouge ...

I gar-ron-tee.

—Le Garb'age Capitan





Owner:Mike Guidry
 City:Coon Ass, Louisiana
General
 Fabrication:Hot Rods By Boyd
 Year and make:1993 H-D
 Model:Softtail
 Value:waaaaayyyyyy up there
 Assembly:Jesse James/Hot Rods by Boyd
 Chroming:South Bay Plating
Engine
 Year:1993
 Model:Evo
 Rebuilder:Jesse James
 Ignition:Dyna
 Displacement:89 cubic inches
 Lower end:S&S

Pistons:S&S
 Cases:Delkron
 Heads:Patrick Racing billet heads
 Cam:Leineweber
 Carb(s):Mikuni 42mm
 Pipes:Jesse James/HRBB
 Modifications:S&S balancing,
 Jim's lifters, HRBB air cleaner
Transmission
 Year:1993
 Modifications:polished, Mid-mount
 shifting, Boyd's wheel sprocket
Painting
 Molding:a little
 Painter:HRBB, Keith Russell
 Color/type:Boyd Red/Du Pont

Special paint:Hot Rods By Boyd
Frame
 Builder:Jesse James/HRBB
 Type:Softtail
 Modifications:Boyd Outlaw swingarm
Accessories
 Bars:K&N Super Bars
 Fenders:HRBB
 Headlight:Headwinds
 Taillight:Chip Foose
 Speedo:nope/tach
 Pegs:yes
 Gas tank:Chip Foose/George Gould
 Oil tank:Jesse James/HRBB
 Seat:Chip Foose, Sam Trout
 Mirrors:none

Grips:rubber
Forks
 Type:mid glide
 Modifications:2 inches under
Wheels
Front
 Type:Boyd Outlaws
 Size:19-inch
 Tire:Avon
 Brake:P.M. 2
Rear
 Type:Boyd Outlaws
 Size:18-inch
 Tire:Avon
 Brake:P.M. 4
Photos:Michael Lichter

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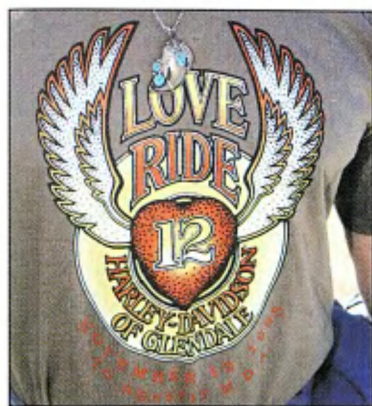
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LOVE RIDE 12

THE LARGEST ONE-DAY FUNDRAISER IN THE WORLD



On November 12, a good 25,000 of us took time out from our lives to do as Olympian Bruce Jenner suggested, "Help the quality of life for a lot of deserving people." Love Ride 12 did that and more, raising more than \$1.2 million to fortify the battle against muscular dystrophy.

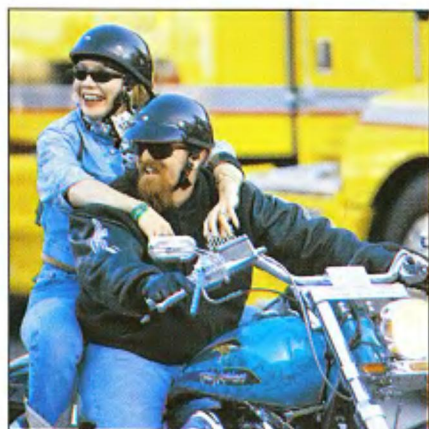
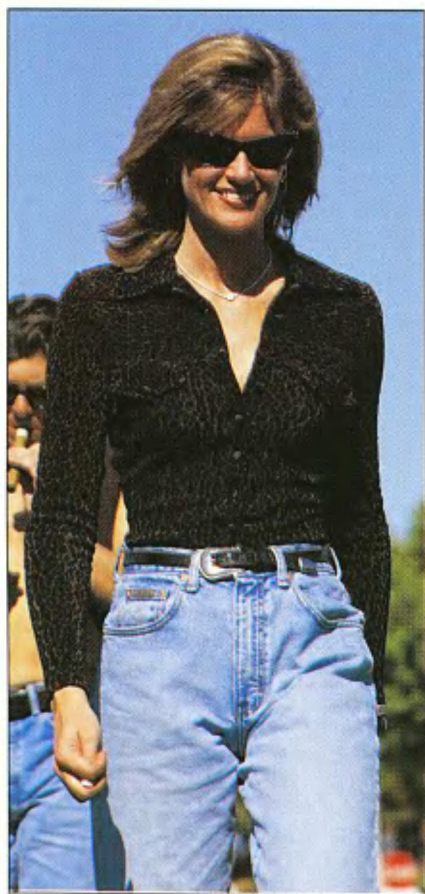
The fast lane weekend of pre-Love Ride parties began on Friday night with the opening of the Petersen Automotive Museum in Los Angeles, which featured bikes from Arlen Ness and Mike Egan. Saturday morning took riders out to the beach city of Oxnard for a rare peek into the Otis Chandler Vintage Museum of



Transportation and Wildlife, where classic Clevelands, Excelsiors, Merckels, and H-Ds are displayed alongside exotic wildlife bagged by the Times-Mirror publisher.

An hour away in Valencia, the party lit up at Accessories Unlimited, where *Easriders*/JDF bikes were on hand along with RevTech's Dyna testing and bike creations from Dave Perewitz and metal-smith master Jed Jedry. That evening, the *Easriders* Ranch hosted a full-tilt blow-out that yanked the chains right outta the walls, leaving the standing few ready to rock early Sunday morning in Glendale.

Oliver Shokouh of Glendale H-D and →



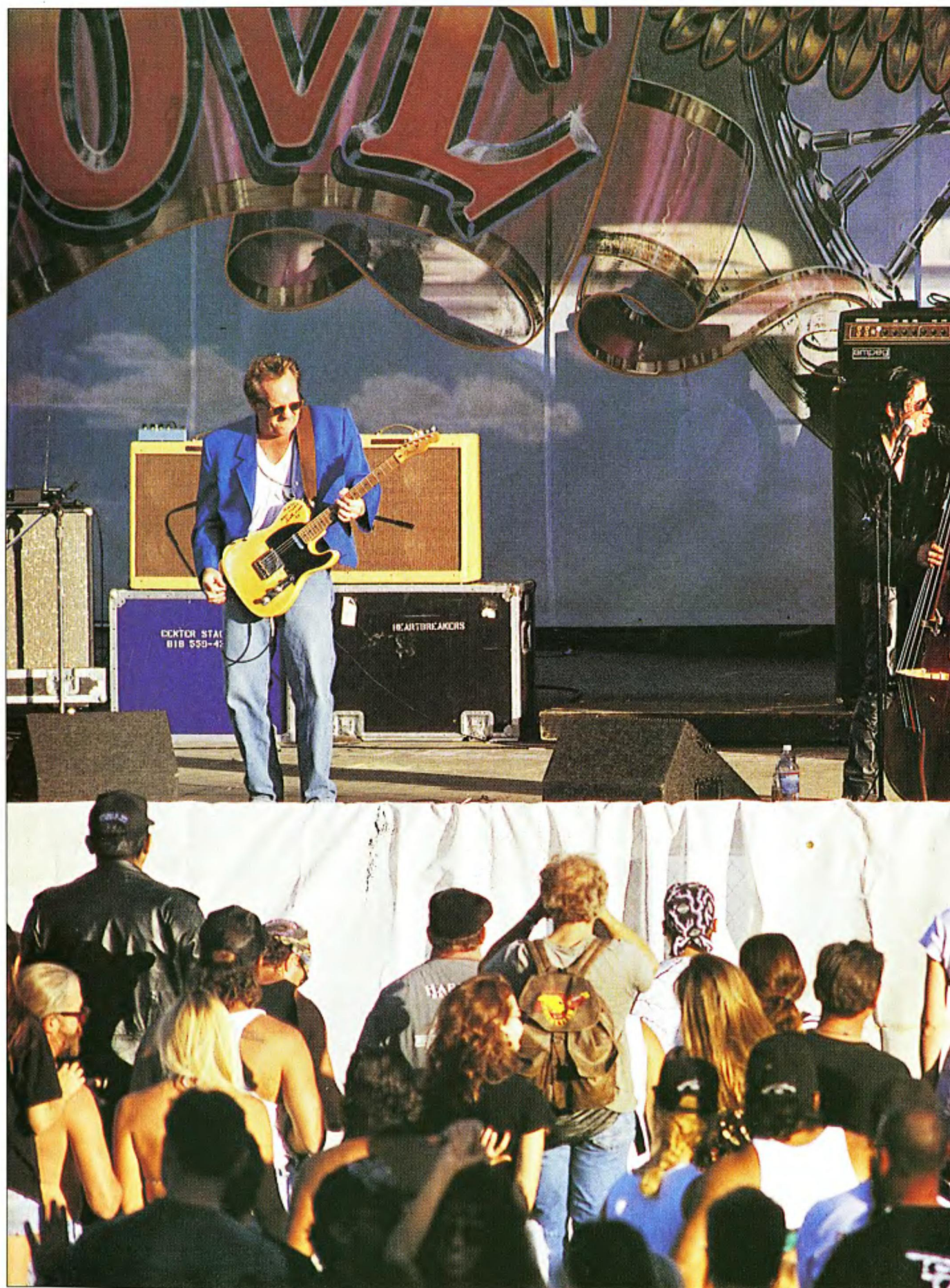


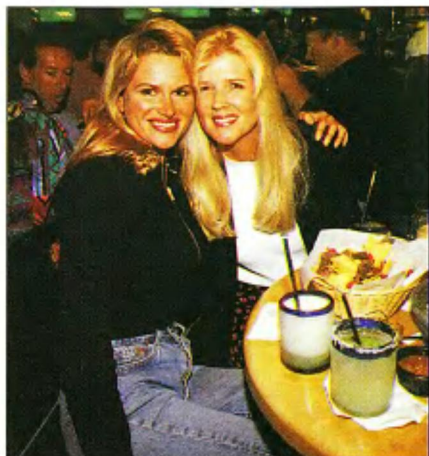
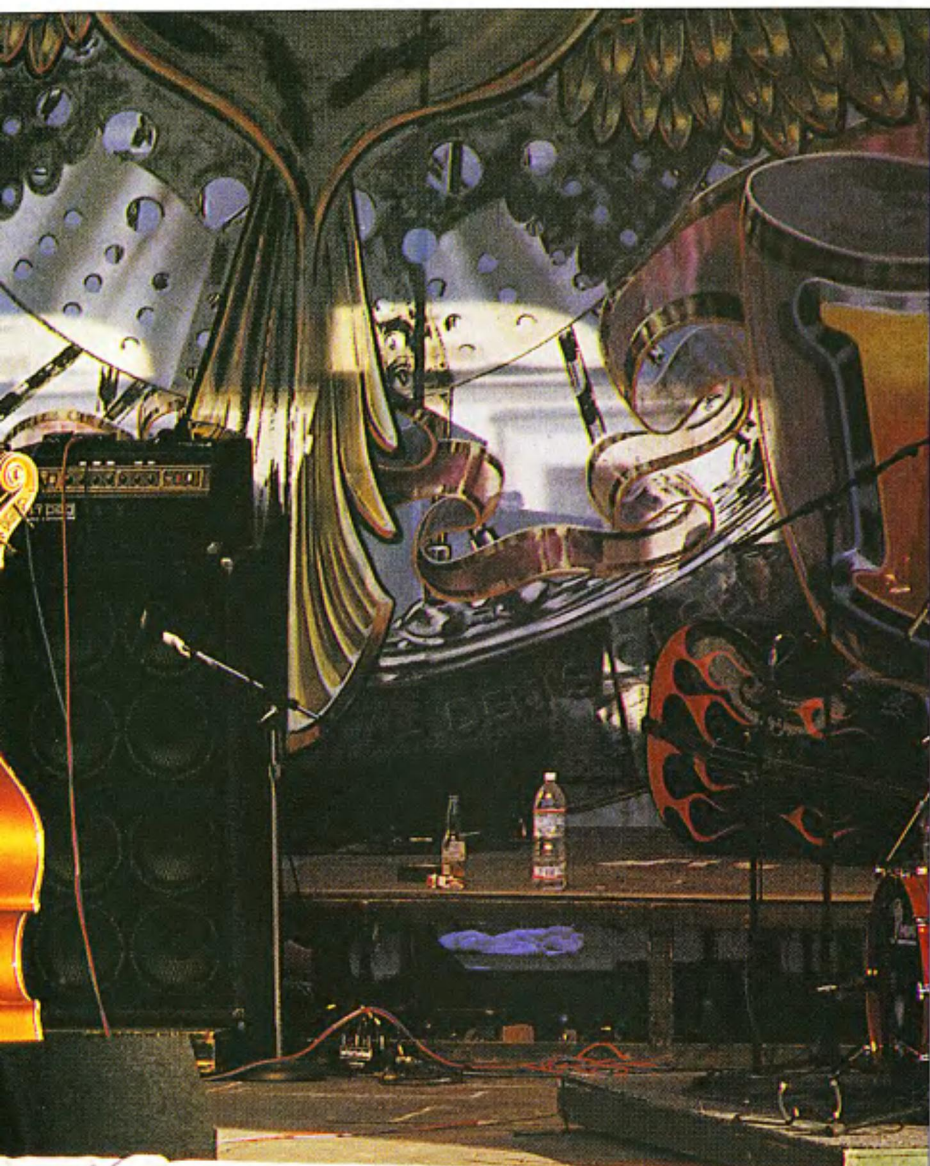
a list of volunteers from here to Milwaukee began their efforts months before the event, putting out the call through Hollywood and beyond. Somebody say word of mouth? By 8 a.m. Sunday morning, Glendale's San Fernando Boulevard was five blocks deep in chrome. Half of the ride's entertainment are the custom scoots, like Mike Malloy's day-glo orange, 96-inch S&S/Daytec frame special. The La Verne, California, fireman was on his third Love Ride, spending a treasured day off in a different way.

The first wave of riders left shortly after a press conference hosted by Grand Marshal Jay Leno. Branscombe Richmond (from television's *Renegade*) and Senator Ben Nighthorse Campbell (R-Colorado) were just a few of the high-profile Harley owners who lent their time and name to the cause.

This was Branscombe's fifth Love Ride, which he made with 200 other San Diegans. His *Renegade* cohort, Lorenzo Lamas, was getting married that day, explaining the unusual absence of one of biking's consistently supportive celebs.

Senator Campbell was due to catch a redeye back to D.C. for budget wrangling, but generously took time out to participate in this event, riding a dresser provided by Glendale H-D. "Those of us who like two wheels better than four are here to →





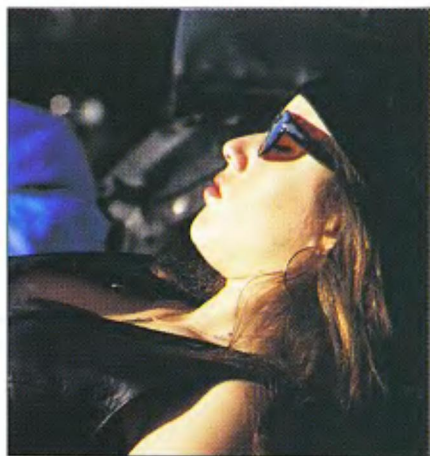
support a good cause," said the senator.

When Leno introduced Willie G. as "the only man who actually is a Harley-Davidson," the voice of Milwaukee simply offered, "It's a great feeling to look out over all you riders. We're proud to be with you."

The 50-mile ride on I-5 to Castaic Lake was served up under blue and sunny skies. To their credit, the California Highway Patrol did a commendable job of keeping things clear and moving. All along the route, the curious stood on overpasses, waving their support.

Once in Castaic, there was no shortage of things to see, do, eat, or drink. Product displays included Barnett, V-Twin Victory Tours of Europe, Biker Art Sculptures by Mark Patrick, Samson Motorcycle Products, APC Powdercoating, Arlen Ness, Boyd's Wheels, Performance Machine, Ron Simms, Corbin, Edelbrock, Nempco, Nowtronics, Custom Chrome, and Chrome Specialties.

Two other displays stuck out in particular: Tame the Iron Horse, the California Motorcycle Training booth manned by Russ Brovald, and the Vietnam Veterans of America, with their fundraising efforts for a memorial in Glendale, California. All these folks, along with donated artworks from Christopher Mark Brennan and Eric Hermann helped make the event possible and definitely deserve recognition. →



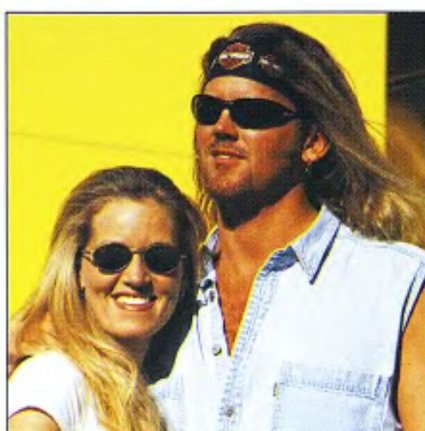
Photos: Mike Lichter and Kim Peterson

Music pumped through the afternoon, starting with Janis Joplin's former backup band, Big Brother and the Holding Company. Los Lobos and Elvin Bishop kept it goin' strong, with final touches provided by Lee Rocker (former Stray Cats bassist) and Big Blue. Ongoing entertainment included the Victor McLaglen Motor Corps., who rode on the grass this year, smack dab in the center of the crowd.

Carla Soares 'bout did back flips when her name was drawn as winner of the '96 Bad Boy. The bike was fired up on stage to let her know it actually ran, and lemme tell ya the sound of a Harley run through 60,000 watts of boom box put a smile on more than just Carla's face.

I ended the day standing on a hilltop near the stage thinking back to Oliver Shokuh's words about a dream he had where poster children Chris Houle, Taylor "Bones" Davis, and others were all riding bikes with him out to Castaic Lake. I imagined them in that crowd, kids like Jeffrey and Scott Brown and Robert King, described to me by a passing woman as being God's special warriors.

The battle's a tough one, but every year we get closer. These troopers salute with their smiles, and from our vantage point overlooking a sea of goodwill, I'm here to tell ya, their review of the volunteers was mighty fine. —Captain Trash



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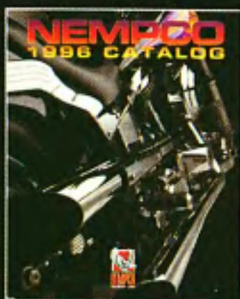
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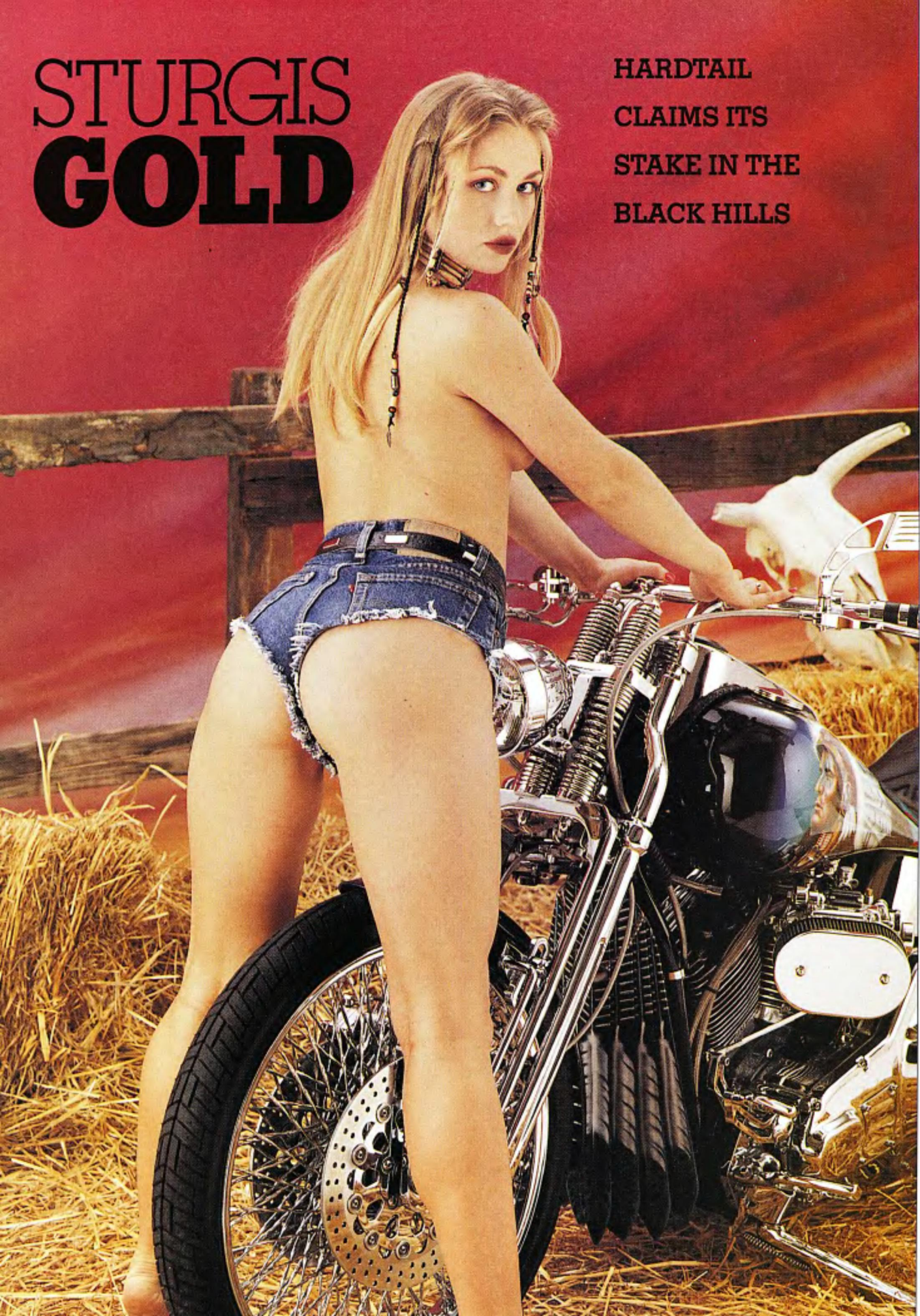
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Andy Aponte phoned Kraig and Vini at Ultra Custom Cycles in Riverside, California, with a direct and startling request: "Build me a custom to win Sturgis." Apparently, Andy's confidence in Ultra to meet such an audacious challenge stemmed from his past experience with these masters of the metal lathe and paint booth. Seems he already had two bikes bearing Ultra's imprint in his stable when he decided to "go for the gusto."

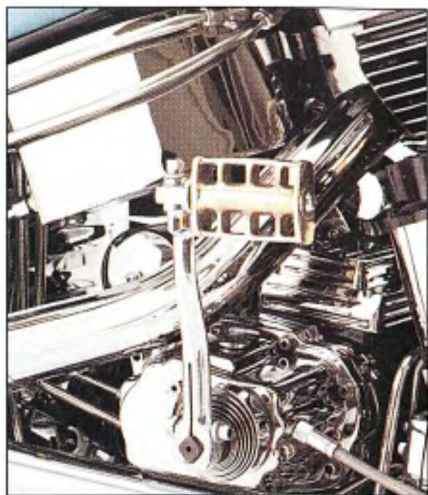
The project started in mid-1994 and was completed after seven months of intensive design and fabrication. "The guidelines laid out by Andy required that the bike feature styling cues from both

the chopper hardtail look and from extreme high-performance road missiles," explains Kraig. Andy gave Ultra a mandate to exercise its freedom of imagination as far as body and paint design went. While Ultra produces a line of custom V-twins (Fat Boy, Heritage, Softail Widebody, FXR Pro-Street) based on a production frame of their design, this particular project, hand-tailored as it was, was treated to a one-off frame (36-degree rake) that included a molded-in rear fender among other unique features.

The intricate body work includes a section of "feathers" just ahead of the motor that was designed to be quickly

detachable. The section would most likely require occasional repainting since Andy's new ride was not only built to show, but also to be a road machine destined to be put through its paces by its owner. To date, as a result of its many miles on the road (such as those racked up from Orange County to Nevada on the Laughlin Run), the bike's "feathers" have picked up a bit of road dust, and have already been repainted three times.

The steel work by Al Hellerud is a masterful combination of braising, welding, lead work, and no small amount of delicate grinding that saw virtually no Bondo used. That springer front end wasn't →



factory-issued, but was built by Ultra, which also created the stretched gas tanks.

"Mike Corbin couldn't resist," says Kraig. "He said, 'Send the bike up, and I'll make a seat,' which he did." The all-S&S (bottom, top, and oil pump) 96-inch engine is fed by a pair of chromed 36mm Dell 'Orto pumps (Rivera Engineering). The exhaust is also a one-off put together by Ultra and White Bros. The distinctive paint was done in-house by Ultra's team of paintmeister Steve Beam and muralist extraordinaire Carlos.

Andy had constant involvement in the project and interfaced daily with the individuals directly wrenching on his

newest pride and joy, among them Bruce Treadaway and key assembler Frank Marrero. "It came apart and went together so many times for fitting and refitting that Frank could build it with his eyes closed," says Kraig.

As the result of a sad twist of fate, the illness of Andy's mother prevented him from making the trip to Sturgis, but a friend volunteered to have the Ultra Indian delivered via Lear jet. When the news reached Andy that his bike had indeed won Sturgis, it really raised his spirits. That milestone award, along with his mother's health improvement, made a dream come true. Sturgis was his, a one-

in-a-million achievement for both owner and builders. When a major player from Hawaii saw the bike at the recent Del Mar (Calif.) bike show and offered several pineapple boats full of cash, Andy found the temptation resistible. His decision to keep the bike was also prompted by his wife Joyce's proclamation that she had spent the better part of a year as a custom bike project widow, so if Andy wanted to keep her, he had better keep the bike.

The final word is that the bike will be seen at several more events both in the USA and overseas, where word has spread about the championship Ultra-bike sown from Sturgis steel. —Cell Phone



Owners:Andy and Joyce Aponte
City:Mission Viejo, California
General
Fabrication:Ultra Kustom Cycle
Year and make: '94 Special Construction
Model:Hardtail Indian
Value:\$75,000
Assembly:Frank Marrero/Ultra
Chroming:Orange County Plating
Engine
Year:1994
Model:S&S
Rebuilder:Frank Marrero
Ignition:dual Karata mags
Displacement:96 cubic inches
Lower end:S&S

Pistons:S&S big bore
Cases:S&S
Heads:S&S dual plug
Cam:S&S 563
Carb:Dell 'Orto
Pipes:Ultra drag
Modifications:balancing by Ultra,
 Crane lifters, Dell 'Orto air cleaner
Transmission
Year:1994 H-D
Modifications:close ratio gears
Painting
Molding:Al Hellerud/Ultra
Painter:Steve Beam/Ultra
Color/type:black/acrylic urethane
Special paint:murals, Carlos

Frame
Builder:Ultra
Type:hardtail
Modifications:36-degree rake, 2-in. stretch
Accessories
Bars:CCI
Fenders:Ultra
Headlight:Headwinds
Tailight:Headwinds
Speedo:electronic
Pegs:Performance Machine front
Gas tank:Ultra, stretched
Oil tank:custom
Oil system:stainless steel
Seat:Corbin
Mirrors:Ness

Grips:Ness
Forks
Type:springer
Modifications:4 inches under
Wheels
Front
Type:120-spoke
Size:21-inch
Tire:Metzeler
Brake:Performance Machine
Rear
Type:120-spoke
Size:18-inch
Tire:Metzeler
Brake:Performance Machine
Photos:Raiko Hartman



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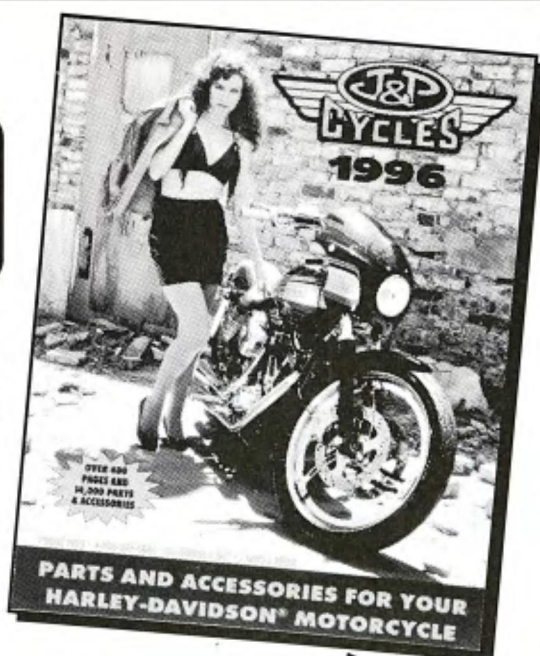
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BANDIT GETS HIS BRAND!

AFTER 24 YEARS IT WAS TIME TO MEET MY MAKER ONCE AGAIN

A New Tattoo

The sun was high over the dusty desert as I pulled my stretched orange chopper to the side of Highway 80, leading through Tombstone, Arizona, the baddest old town in the West. Looking for the address of Apache Jil, I unfolded the ancient, tattered business card from my leather vest and read the front, "Three Men Can Be Trusted If Two Are Dead." I turned the card over and tried to make out the worn pencil marks on the back.

I had contemplated this tattoo for five years, ever since the president of the Hamsters, Dave Perewitz, told me that I had to do something about the original Bert Grimms three-needle, Long Beach Pike tat that I've had since 1973 (about a year after I started working for this rag). That was a wild year, like so many since then. I pondered as a dust devil attempted to cross the highway with a couple of tumbleweeds in tow. I remembered what that small, simple Harley tat meant to me at the time, and thought about the sketches I'd sent to Jil for the new creation.

In 1973, as a rider for almost 10 years and an associate editor of *Easyriders*, I felt my life was complete as long as a Harley-Davidson was involved. I had found true freedom on a Harley in the middle of the night on the highways and freeways of California. I had also found a creative liberation in building bikes and living the life of a biker. I enjoyed the fuck



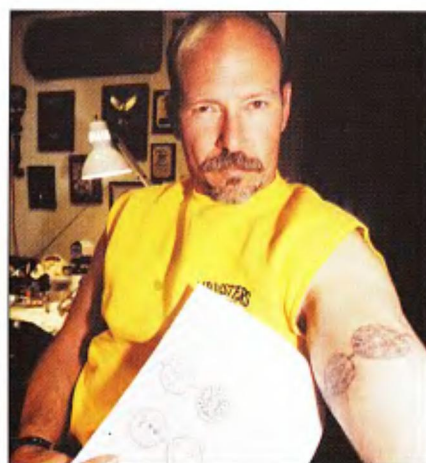
out of it, and even at 24 I knew that I would always be a part of the two-wheeled brotherhood, and could make the commitment to get my first tat. I only wanted one, and that's all it took. I was satisfied for the time. That was almost 24 years ago.

Since then I've been in accidents, lost my big toe, been married five times, built some 30 bikes, and handled a couple of other items I won't mention here. I've also run with wicked women, walked on the wild side, and seen a good portion of the world. It seems appropriate that in the 25th year of this magazine, and the constantly growing lifestyle it reflects, I visit the tattoo parlor again. We've grown up, become smarter or more streetwise. Some of us didn't make it, and a few, like my lucky-ass, roll-of-the-dice self, survived. As I squinted at the

rusting, sandblasted signpost ahead, I thought about what's taken place, and about the years that seem to speed past like a bike with a stuck throttle.

I wiped the card on my vest and took a second look, my rigid Evo thumping beneath me. After all these years, there's still nothing like sitting as low as you can go in the groove of a rigid, watching your open primary spin maliciously close to your booted ankle while listening to your pipes overcome the howl of the wind rushing past. There's no competition for the crack of straight pipes against a barren hillside.

Also in my pocket was a copy of the sketch I'd sent to Jil. For half a decade I dreamed of what could be made of the original tat, and searched for the talented artist who could perform the task. I found Apache Jil at our Vallejo



(California) Bike Show three years ago. I watched her single-needle artistry bring the face of a tiger to life, framed by precise and bold tribal work. She had the touch and could blend the mechanical with the portrait. I continued to search bike shows and tattoo conventions, but I never found anyone else who impressed me like the Apache.

As for the design, I had always been determined to have only one tat and no more. My rules were simple. The tattoo had to last, and it had to be distinctively me, about my life and fitting my style. The design notion gradually formed in my cluttered mind. A band would surround my arm with elements representing my life inserted into its form. Finally, last year, after sifting through tribal designs, Indian bands, and barbed wire bracelets, I flashed on the idea of a belt

of conchos. That would be it, as Western as my steel-cowboy life in California. In the belt, one concho was dedicated to 25 years of my life in and out of these offices. Another was devoted to my three tours in Vietnam, and another to my eight years as an Honorary Hamster. And one, a 5-Ball, symbolized all my wives (5) and women in my life, as well as my desire to write fiction books for bikers like Louis L'Amour did for cowboys. The books are to be published under the company name 5-Ball, Inc. with my current wife, Rebecca. I regarded the design with confidence. After years of thought, I knew that it was the one and only design for me. But one question remained—where the fuck did Jil live in this godforsaken town of Western lore, runaway tumbleweeds, and wooden

firecracker buildings that dated back to 1881 and the gunfight at the OK Corral.

There was another reason for being in town this particular weekend. Pat Kennedy and Brook Bryant were going to be hitched in their Pat Kennedy's Custom Cycles fort they had built over the last couple of years on the outskirts of Tombstone. I was sitting on a bike that Pat had built and now it rumbled close to its birthplace. Everything fit, like a Shirley MacLaine flashback. The life, the style, the tat, and the wedding to take place on the anniversary of the shootout at the OK Corral, October 28. It was going down like good tequila with a juicy lemon wedge back.

I shoved the hydraulic suicide clutch down with a cowboy boot, ripped at the heel by the 12-point fasteners holding the spinning derby cover in place, →



then grabbed Pat's handmade jockey shift and drove it into first. The front wheel jumped and bounced against the springer suspension as I crossed a dirt sidestreet onto infamous Allen Street. The sunset streaked the desert sky as only a handful of tourists browsed in the sordid shops. The honky-tonk sounds from Big Nosed Kate's blasted into the streets as the crowd warmed to happy hour. Two original saloons still remained: Kate's and the Crystal Palace. And although the town's population had mushroomed to over 100,000 during the silver-mining boom days in the late 1800s, the mines had played out and the population dwindled until only ghosts of the West remained along with the tourists trying to get a glimpse. The population shrank to 1,200 dusty souls, where it remains today.

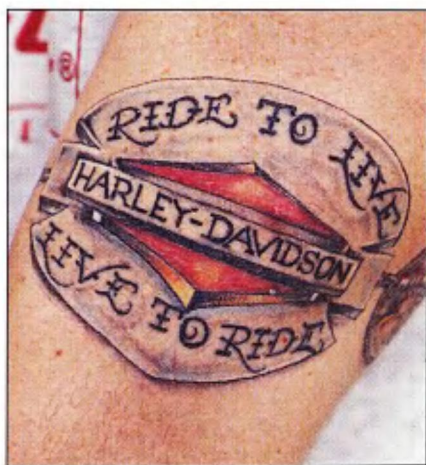
I found the Kennedy fort with its wooden, 10-foot walls and log gates. Cracking my throttle, I backtracked to the corner of Fremont and Sixth, the building with the old Nash resting in the cluttered, wire-fenced yard, with a dried-out for sale sign drooping over the dash. The intense desert sun had baked the interior and the deep metallic paint had dried and lost its hue. The front door was bolted and barred, and the entire building leaned at an odd angle. The doorways were small and off-kilter. This was old town Tombstone. I knocked gingerly for fear that I'd shove the whole building to the ground.

Jill's man is a biker and student of the Old West, in particular, the history of



Tombstone. Her studio was small, filled with her various forms of art, her array of certificates, awards, and memberships in some-living, some-dead tattoo organizations. The joint was quiet, except for the creaking wooden floors, while she fucked with me, using her wry humor. "Hey, I can always change this five to a six," she said as she worked her magic on my 5-Ball concho. She's been behind the needle for 20 years, ridden with the best and partied with the rest. She moved to the desert a handful of years ago and enjoys the seclusion. She knows the language and the treachery of the dark side, but she isn't afraid to throw a picky customer out, either.

We went to work at 6 p.m. By 3 a.m., the experience was complete. My arm was sore, but by morning, no scabs had appeared and the work shone like the



tribute it was. As experiences go, Jill made this one flow like high speeds on the open road, like making love under a full moon, like a knockout without going to jail. It was an experience I won't soon forget. Every time I look at that tattoo, I will be reminded of many important aspects of my life, of the night under Jill's needle, and Pat and Brook's wedding. Life as a biker—always nonstop, never dull.

—Bandit

P.S.: We sent this article to Apache Jill for approval. It was pinned to the door of the garage with a burning arrow when we rode in on Monday. On the last page, in fresh blood, the words "by appointment only" dripped from the singed paper.

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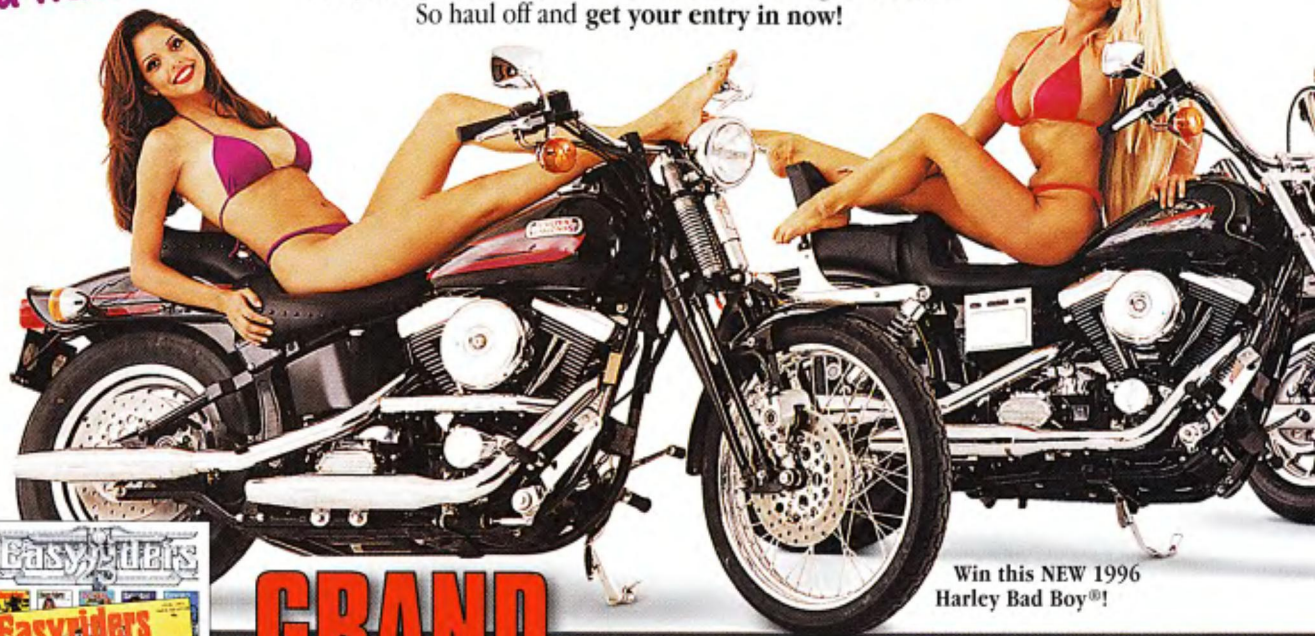


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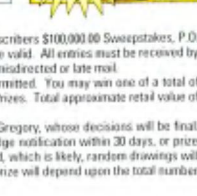
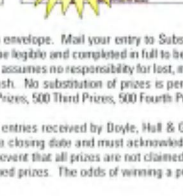
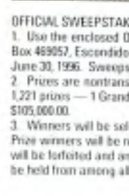
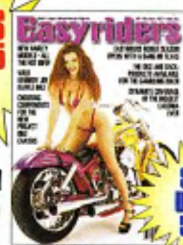
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OFF-ROAD **WARRIOR**



There's probably been no other model that has done more to further worldwide recognition of the Motor Company than the WLA Army model solo. It was nicknamed "Liberator" by the Europeans in the 1940s. Before the Jeep was adopted by the Army, bikes were fitted with considerable variations of sidecar rigs to utilize light weapons in support of armored divisions. H-D and Indian were both given contracts to produce military machines during WWII. The primary mission changed with use. Their sole purpose became transportation of personnel for reconnaissance, messenger service,

police operations, and convoy control.

Military bikes were basically stripped down and beefed up touring versions. The Harley 45 side valve twin was chosen as it had long been applauded for its simplicity and reliability. Its fenders lost their side valances to remove the source of mud buildup underneath. Blackout lights were fitted for night riding, but the long slender thread of light wasn't much more effective than a penlight flashlight. In the safest theater of operation, night riding at speed with blackout lights could be considered hazardous duty unto itself.

The military considered motorcycle- →

A WLA
WARHORSE
GETS
THE
SPIT AND
POLISH
TREATMENT





tinkering GIs to be as lethal as the enemy, so the carburetor high-speed needle adjustment was fixed and sealed off to prevent experimental tuning. Cross-pattern treads on 4x18 Firestone tires produced the hefty utility of knobbys for cross-country riding. The solo seat was moved forward over the rear of the gas tank, possibly to give the rider quicker response to stand on the footboards while negotiating tough terrain. Can you imagine what GIs thought when told that the recommended allowable ungoverned speed was 70 mph? Their first reaction might have been that the generals were

prime candidates for the Optimist's Club or the Liar's Table, since brake horsepower was rated 23 at 4,600 rpm.

The WLA's net weight was 513 pounds with a payload of 250 pounds. Machine gun and ammo boxes graced both sides of the springer front forks. A canvas windshield and metal leg shields were standard equipment to protect the rider from road hazards kicked up by trucks and tanks. To preserve the engine's 5:1 compression ratio from road dust destroying the pistons and rings, an oil bath air cleaner was devised and fitted.

Despite all the punishment these

machines received from our GIs and the Allies, they were undeniably tough and reliable. The fact that so many are still around today speaks volume to their indestructibility. These observations were not lost on all who came in contact with them during the war. Returning soldiers lined up around the block at H-D dealers to buy a new touring bike after the war.

This 1942 WLA was restored to its pristine military condition in the record time of four weeks by Carmen Tom, owner of Downtown Harley-Davidson in Seattle, Washington.

—M.F. Egan →



Owner:.....Carmen D. Tom
City:.....Renton, Washington
General
Fabrication:.....Downtown H-D
Year and make:.....1942 H-D
Model:.....WLA
Value:.....\$12,500
Assembly:.....Downtown H-D
Chroming:.....none
Engine
Year:.....1994
Model:.....WLA
Rebuilder:.....Downtown H-D
Ignition:.....points, manual advanced
Displacement:.....45 cubic inches
Lower end:.....H-D

Pistons:.....stock 2 1/2 x 3 1/2
Cases:.....stock
Heads:.....stock, 5:1 aluminum
Cam:.....H-D
Carb(s):.....Linkert M-88
Pipes:.....2-into-1, stock
Modifications:.....none
Transmission
Year:.....1942
Shifting:.....3-speed, tank shift
Modifications:.....none
Painting
Molding:.....none
Painter:.....Carmen Tom/Downtown H-D
Color/type:.....drab green/enamel
Special paint:.....graphics, serial numbers

Frame
Builder:.....H-D
Type:.....WLA
Modifications:.....extra brackets
Accessories
Bars:.....H-D, Speedster
Fender(s):.....H-D Army-style
Headlight:.....stock, blackout
Taillight:.....stock, blackout
Speedo:.....Army issue
Pegs:.....footboards
Gas tank:.....3-gallon
Oil tank:.....right-side fuel tank
Oil system:.....recycling dry sump
Other:.....saddlebags, tool box, leg guards,
 gun, luggage rack, ammo box

Forks
Type:.....springer
Modifications:.....gunrack,
 first aid/mess kit, brackets
Wheels
Front
Type:.....H-D
Size:.....18-inch
Tire:.....Coker, 400x18
Brake:.....H-D mechanical drum
Rear
Type:.....H-D
Size:.....18-inch
Tire:.....Coker, 400x18
Brake:.....H-D, mechanical drum
Photos:.....Mike Lichter

Easyriders

1996

BUYERS

GUIDE

With winter wreaking havoc this season, no one needs an excuse to hunker down in a well-heated garage, especially to dial in some new bike mods.

The following list of bolt-on, go-fast or look-good products can bring a breath of fresh air to your pride and joy in the form of renewed energy and recharged enthusiasm.

Here's how the guide works for you. Each time you spot a product that piques your interest, just circle the reference number on the enclosed survey card. Check as many as you want, because the service charge is only two bucks...no matter how many items you circle. We'll have the manufacturer or distributor send you the information you request; all

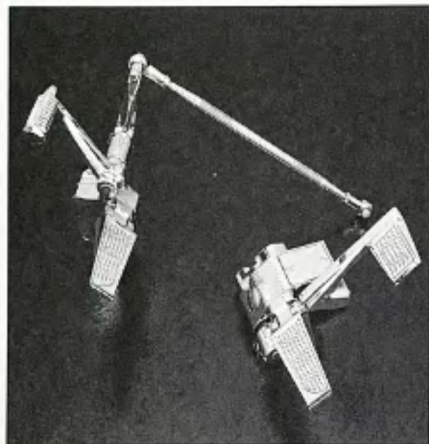
you have to do is drop the survey card in the mail.

We're also providing you with a one-stop catalog service. If you find you're interested in more than one or two products from the same manufacturer, then you probably need the primary source, the company's catalog, to peruse through the hundreds or even thousands of other goodies they offer. On the survey card you'll find the catalogs and their prices listed. Again, mark off the ones you want, send in your check or use a credit card, add \$2.00 for handling, and we'll notify all the catalog people that you've requested for them to send you their "wish books" as quickly as possible. Happy hunting!

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ACCESSORIES



**REGENCY FORWARD CONTROLS
CUSTOM CHROME**

This hot set-up features a design-integrated package including a master cylinder blended into the right control mount with no visible linkage. The left mount incorporates the kickstand and shift lever. All components made from chrome plated machined billet aluminum.

CHECK #1 FOR INFORMATION



**DRESSER SADDLEBAG
LATCH COVER - NESS**

These covers add a touch of billet to the highly visible part of the 1993 and newer dresser models. The cover replaces the factory faceplates while retaining all the functions of the stock latches. Sold in pairs, they feature show quality chrome.

CHECK #2 FOR INFORMATION



**LARGE ALUMINUM LICENSE
FRAME PLATE - DRAG SPECIALTIES**

Back up your license frame with these large-size chrome plated backing plates machined from solid aluminum. This "final touch" custom bolt-on fits fenders on '55-'95 H-D models (except FXST/FXWG). The license frame is ordered separately.

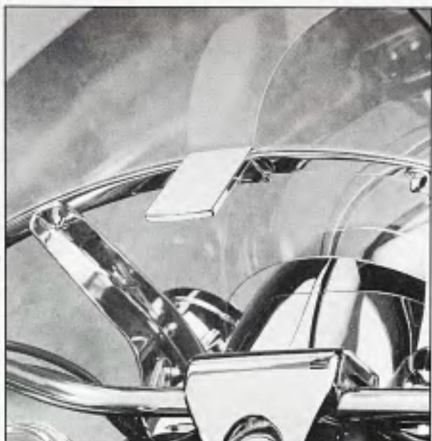
CHECK #3 FOR INFORMATION



**CABLE FITTING COVERS
DRAG SPECIALTIES**

For that great finishing touch, slip on these chrome-plated billet aluminum covers to fit over your cable end fittings. Made in the U.S.A., they come with all mounting hardware.

CHECK #4 FOR INFORMATION



**RADAR DETECTOR MOUNTS
DRAG SPECIALTIES**

Make your '83-'95 FLHT or '94-'96 Road King stealthy with this Drag-Hotop radar detector mount. Attaches to the center windshield bolt with supplied hardware, and also fits OEM fork-mounted accessory windshields. Available in black or chrome and comes with hood and loop mounting material.

CHECK #5 FOR INFORMATION



**DRESSER FUEL DOORS
NESS**

Chrome plated billet doors dress up the highly visible gas tank fuel doors on your FLT and FLHT with round fuel doors. Available in your choice of vertical or horizontal grooved styles.

CHECK #6 FOR INFORMATION

ACCESSORIES



DIAMOND SERIES HANDLEBAR CLAMP/GAUGE MOUNT- NESS

Here's an easy way to mount a mini-style speedo or tach to your custom bike. The chrome plate billet aluminum clamp fits triple trees with 3 1/2-inch hole center and is compatible with instruments that have a diameter of 2 5/8 inches.

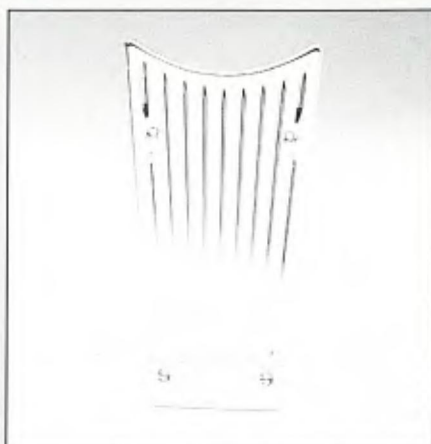
CHECK #7 FOR INFORMATION



TWISTER PEGS AND GRIPS NESS

Capturing today's round, swoopy look in motorcycles, this new line of accessories is machined from 6061-T6 billet, then chrome-plated for a show quality finish. Twist on a set and head for the twisties.

CHECK #8 FOR INFORMATION



FLT GROOVED TANK PANEL NESS

To complement their FLT fuel doors, Ness offers this lower tank panel for '89 and newer dressers (except Road Kings). The panel is machined from billet aluminum, styled with the famous Ness grooves, and finished in show-quality chrome.

CHECK #9 FOR INFORMATION



GRIP END CAPS W/FRINGE DRAG SPECIALTIES

These detail-conscious chrome end caps sport 12-inch long leather fringe. They slip over OEM grips, so there's no bulky seams or slipping like with those lace-on covers. Grips fit all '82-'96 models except air-assisted front forks.

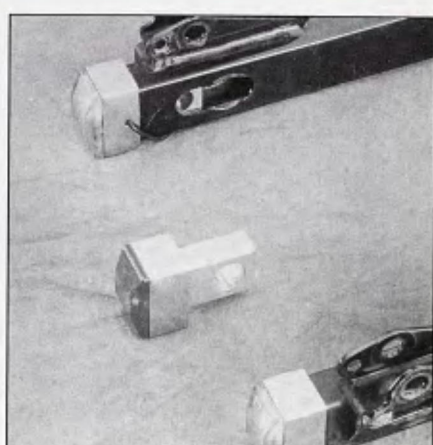
CHECK #10 FOR INFORMATION



LEATHER GRIPS W/FRINGE DRAG SPECIALTIES

With these soft, stylish black leather grips, you grab hold of comfort, thanks to the integrated foam cushioning. Chrome end caps feature 12-inch long fringe. The throttle side grip comes installed on a dual throttle sleeve.

CHECK #11 FOR INFORMATION



AXLE ADJUSTERS W/LIGHTS DRAG SPECIALTIES

Let them see you coming and going with these clean-looking chrome rear axle adjusters for '82-'94 FXR and '91-'96 Dyna Glide models. Built-in lights can be used as supplemental brake lights or turn signals.

CHECK #12 FOR INFORMATION

ACCESSORIES



**TIME OUT ART
ERIC HERRMANN STUDIOS**

In this work by well-known motorcycle artist Eric Herrmann, a classic flamed chopper sits in a surreal background. This fine art print measures 22 x 26 inches, and each lithograph is signed by the artist. Framed prints are available.

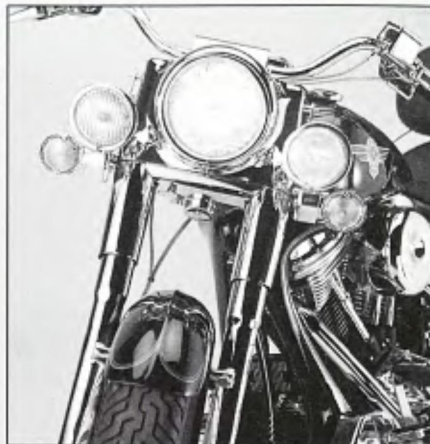
CHECK #13 FOR INFORMATION



**ROAD KING STYLING
COMPONENTS - CORBIN**

Based on the Warbird system, this line of styling accessories for 1994-'96 Road Kings easily bolts to a stock chassis. Components include light relocation brackets, the Warbird chin spoiler, and the Warbird-style front fender.

CHECK #14 FOR INFORMATION



**SOFTAIL STYLING COMPONENTS
CORBIN**

This line of bolt-on goodies complements the vintage look of the Softail and follows the theme of the popular Warbird custom design. Separate pieces include light relocation brackets, the Warbird-style front fender, and the Warbird chin spoiler.

CHECK #15 FOR INFORMATION



**"BILLET PROOF"
ERIC HERRMANN STUDIOS**

Show off the soul of a bike with this museum quality V-twin engine bike print. The limited edition lithograph measures 27 x 35 1/2-inches. Only 950 prints and 50 artist proofs were released.

CHECK #16 FOR INFORMATION



**"DAYTONA"
ERIC HERRMANN STUDIOS**

Daytona Bike Week is captured forever in this limited edition 38 x 27-inch signed lithograph. Framed prints are also available. The original painting cost \$13,200.

CHECK #17 FOR INFORMATION



**MOTORCYCLE ART GLASS
ERIC HERRMANN STUDIOS**

These elegant glass sculptures enhance any room. The artist has etched his favorite bike drawings into 3/4-inch plate glass. Available in 4 x 6 inch or hand-chiseled 8 x 9 inch sculptures. Also can be used for trophies and awards.

CHECK #18 FOR INFORMATION

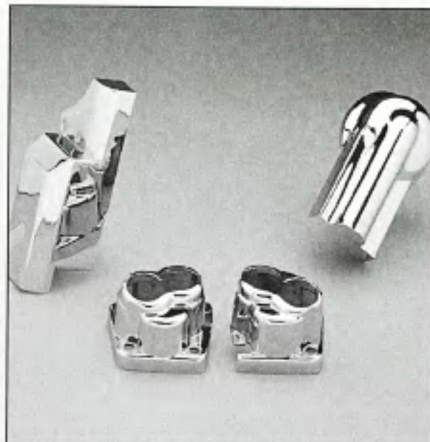
ACCESSORIES



**PHANTOM COVERS FOR XL & FXD
KÜRYAKYN**

Added to the Phantom line of covers, these bolt-ons are now available for your XL and FXD for that special finishing touch. The kit includes all shock nut covers/lower shock and axle nut covers.

CHECK #19 FOR INFORMATION



**DRESS-UP KIT
CUSTOM CHROME**

CCI has taken three of their best-sellers and combined them into one convenient package of dress-up parts for your Evo Big Twin. Included are Die Cast Tappet Blocker Cover set, Oil Filter Housing Cover, and Oil Pump Cover. They're bolt-on easy with no modifications required.

CHECK #20 FOR INFORMATION



**TRANSMISSION COVER
KÜRYAKYN**

Here's a sharp way to save big bucks and look cool just the same. Instead of chroming your whole transmission, for a lot less bucks and a few minutes of your time, you can bolt this tranny cover onto your '90-'95 Softail, '93 to present rubbermount dresser and Road King.

CHECK #21 FOR INFORMATION



**BRAKE PEDAL COVERS
KÜRYAKYN**

Due to popular demand, these pedals have been re-designed 25 percent longer for even easier operation, especially with big carbs and extended controls. Available for FXST, FXWG, Heritages, Fat Boys, and rubbermount dressers.

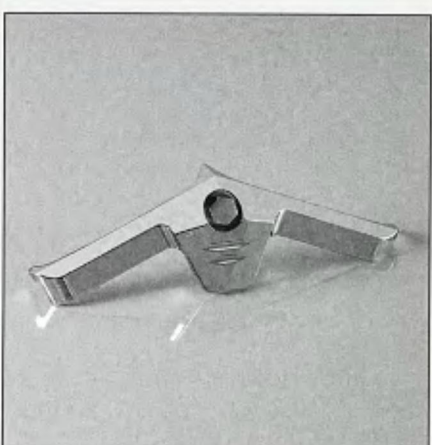
CHECK #22 FOR INFORMATION



**QUICK DISCONNECT SissyBARS
CHROME SPECIALTIES**

Attach this siissybar in seconds with a security key that keeps it yours. The design accepts quick-disconnect saddlebag supports and is easily removed. Available in side plate or upright kits plus saddlebag support kits.

CHECK #23 FOR INFORMATION



**CYLINDER BASE TIMING
HOLE COVER - KÜRYAKYN**

Affordable, installs in minutes and looks like it was grown for the job, this cover solves a dress-area problem with the right and righteous solution. Fits Big Twins 1984 to present and 1991 to present XLs.

CHECK #24 FOR INFORMATION

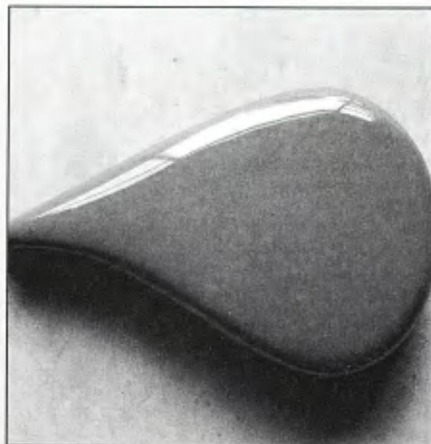
ACCESSORIES



**DOSS FRAME COVERS
CUSTOM CHROME**

These chrome-plated, stamped steel covers look factory clean when mounted to your custom. At the rear they're bolted on between the fender and strut and continue up the frame rail under the seat to the gas tanks. There's even a dimple on the right side for the oil tank filter plug.

CHECK #25 FOR INFORMATION



**AIR CLEANER COVER
SUMAX**

Available for S&S, Mikuni HS/40, HSR/42, and OEM CV carburetors, these smooth-looking covers are made from composite glass for lightness yet are very strong. Special adhesive is included for high speed stick-to-it-ness, but they're also easy to remove for inspection. Scalloped version also available.

CHECK #26 FOR INFORMATION



**DOSS UNDERCOVERS
CUSTOM CHROME**

Designed by Rick Doss, these covers are made from heavy-gauge stamped steel and then chrome-plated. They fit OEM driver's floorboards on all 5-speed FLT, FLHT, FLHS, Road King, Heritage Softail and Fat Boy models from 1980 to present.

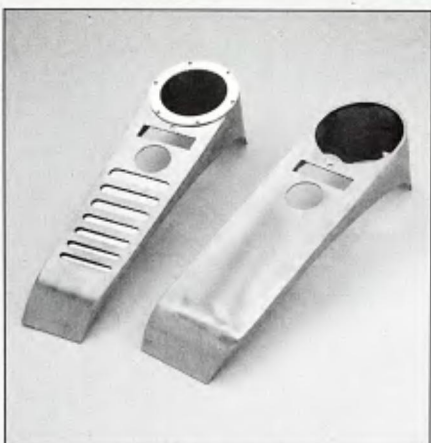
CHECK #27 FOR INFORMATION



**FLAME ACCENTS
CUSTOM CHROME**

The new Inferno Line of flame-accented dress-up parts for motors and running gear features the latest in hidden mounting hardware. You can put them almost anywhere and make a complete coordinated flamed-out statement.

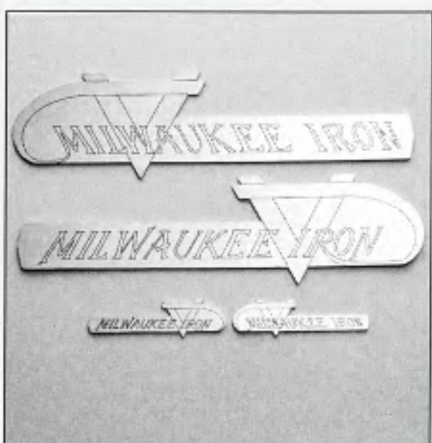
CHECK #28 FOR INFORMATION



**ALL-STEEL DASHES
MILWAUKEE IRON**

Choose from two styles of all-steel dashes, either straight or tapered, with no less than seven versions of each. Laser cut, that means 28 different varieties! They add class to any solid or rubbermount gas tanks.

CHECK #29 FOR INFORMATION



**STAINLESS GAS TANK TRIM
MILWAUKEE IRON**

Laser cut and laser etched, these 24-gauge stainless steel mirror-finished trim pieces transform your gas tanks and fenders. Attachment is quick and simple, and there are 10 styles available for you to choose from.

CHECK #30 FOR INFORMATION

ACCESSORIES



**CABLE-CONE CABLE END COVERS
RIDE ONE**

It's the little details that can make or break a custom look, like those clutch cable end covers at the lever and the transmission. They're cadmium plated, so it doesn't take long before they're nasty looking. These chrome plated CABLE-CONES cover the cable ends on all stock and aftermarket clutch cables.

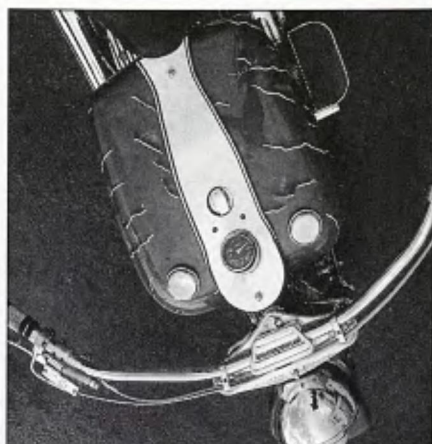
CHECK #31 FOR INFORMATION



**LONG-NECK FORK BOOT COVERS
RIDE ONE**

These extra-long fork boot covers extend past the boot to the reduced section of the slider and blend in for a smoother custom look. They slip right over the fork boot and stay snugly in place. They are made from aircraft aluminum alloy, polished, and then triple chrome plated.

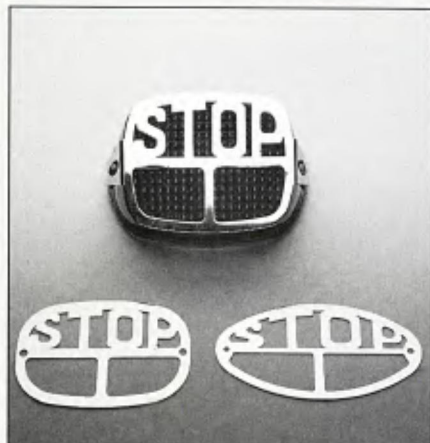
CHECK #32 FOR INFORMATION



**CRUISIN' HANDLEBARS
WHITE BROTHERS**

These one-inch U.S. steel bars, covered with brilliant chrome, come in three distinctive designs including the Beach Bars for a wide 1940s look. For less rise and width, try the Bikini Beach Bars, or if lots of stability is what you want, grab onto the Long Horns.

CHECK #33 FOR INFORMATION



**STOPLIGHT GRILLS
MILWAUKEE IRON**

Spell it out for the tailgaters. Three variations on a classic look, these stoplight grills are laser cut from stainless and bolt up quick to your 1955-'72 catseye lens or 1973 and newer lens.

CHECK #34 FOR INFORMATION



**FLAMED SPEEDOMETERS
CHROME SPECIALTIES**

Burn up the miles with these custom replacement speedos for Big Twins 1947-up applications. Available with both 1:1 or 2:1 drive ratios and MPH or KPH readout.

CHECK #35 FOR INFORMATION



**STYLE GLIDE SPEED DASHES
NEMPCO**

From Cycle Fab, these custom cutouts for your speedometer and ignition switch fit stock tanks, and are exclusive to Nempco by Dave Perewitz. Available for Big Twins with fatbob tanks and Style Glide stretched fatbobs as well as Dyna style '91-'95 FXD.

CHECK #36 FOR INFORMATION

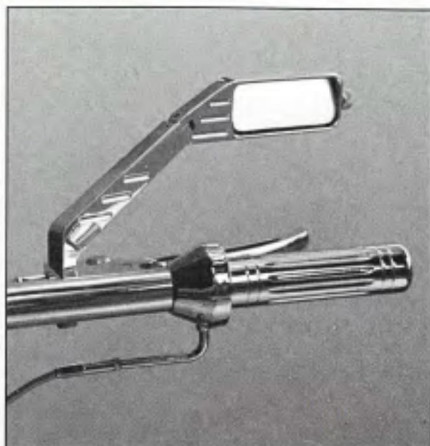
ACCESSORIES



**XL FLOORBOARD BRACKET
DOWNTOWN HARLEY-DAVIDSON**

If you're planning to add floorboards to your Sportster, you'll need these footboard bracket assemblies that fit all 4- and 5-speed models.

CHECK #37 FOR INFORMATION



**BALL-MILLED GRIPS AND MIRRORS
DOWNTOWN HARLEY-DAVIDSON**

For that extra-special custom accent, slip on these custom aluminum ball-milled grips and mirrors for your individual application.

CHECK #38 FOR INFORMATION



**VINTAGE WIND 1996 CALENDAR
J&P CYCLES**

Twelve of the finest antique and nostalgic motorcycling photographs grace this monthly tally sheet. Also lists motorcycling events and schedules.

CHECK #39 FOR INFORMATION



**INDIAN CHIEF SEMI BANK
J&P CYCLES**

Drive your money all the way to this collector bank in the form of a 1960 B-61 Mach trailer-tractor rig. Trailer features '47 Chief and "Indian Motorcycles" on sides; "American's Pioneer Motorcycle" on back. Only 1,250 were made.

CHECK #40 FOR INFORMATION



**INDIAN RACE HAULER 1953
J&P CYCLES**

From Nostalgic Toy Creations, the Ford Straight Truck Collector Bank features a 1912 single boardtrack racer, "Indian Motorcycles Racing" on the sides, plus a folding tommy lift on back. Only 1,250 were made.

CHECK #41 FOR INFORMATION



**VISION MIRROR
NESS**

See and be seen with this Ness-Tech "eye-shaped" design that gives you a clear view. The mirror features sleek grooved styling and an offset head.

CHECK #42 FOR INFORMATION

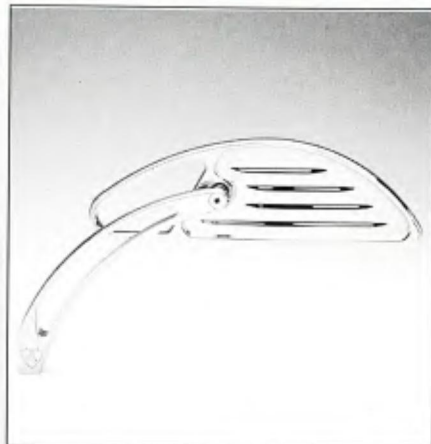
ACCESSORIES



**SLINGSHOT MIRROR
NESS**

This Ness-Tech mirror combines oval styling with an offset design for excellent visibility. Fashioned from chrome-plated billet aluminum.

CHECK #43 FOR INFORMATION



**POCKET TURBO MIRROR
NESS**

For viewing at performance speeds, bolt on this Ness-Tech chrome-plated billet offset design, which features a decorative "pocket" accent.

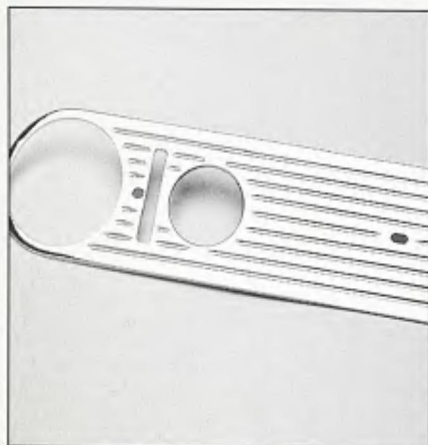
CHECK #44 FOR INFORMATION



**INSPECTION COVER
NESS**

Designed for rubbermount motors, these chrome plated inspection covers are made with holes for FXR models that have mid-mount controls. They also come without the holes for FLT's and FXRs with forward controls.

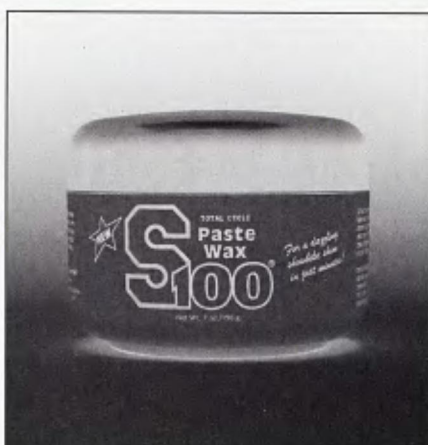
CHECK #45 FOR INFORMATION



**ROAD KING DASH COVER
NESS**

Add a touch of Ness to this very visible part of your 1995-up FLHR. Chrome plated 6061-T6 billet aluminum fits quickly and easily, and it matches up with other Ness Road King goodies.

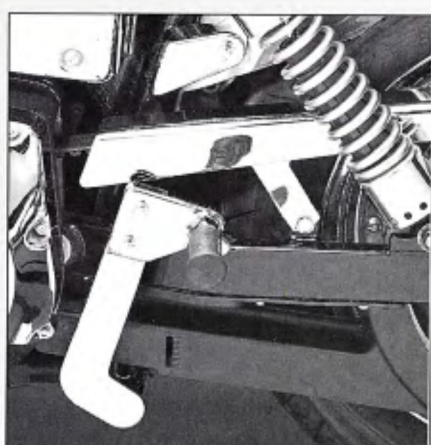
CHECK #46 FOR INFORMATION



**PASTE WAX
BROOKSIDE**

This super wax from Germany has beeswax blended with carnuba. It goes on easily, leaves no residue, and will not stain rubber or black wrinkle surfaces. Gives a "show bike shine" in minutes.

CHECK #47 FOR INFORMATION



**DYNA DRESS UP KIT
CUSTOM CHROME**

Rick Doss created these leading-edge components to dress up your '91-present Dyna Glide. Now you can hide those unsightly rear brackets that support the fender and passenger pegs with these chrome-plated steel bracket covers. Available as a complete set or individual covers.

CHECK #48 FOR INFORMATION

APPAREL



**FLAMING SLEEVES AND MORE
MR. B'S LIFESTYLE**

Customize your arms with these flamin' riding sleeves, and tie on a trick bandanna to match your feathered earrings. For a treasure trove of look-good clothing and accessories, talk to Mr. B.

CHECK #49 FOR INFORMATION



**CUSTOM AIRBRUSHING
MR. B'S LIFESTYLE ACCESSORIES**

Pick an eagle, wizard, skull, reaper, rose or several other paint schemes that tickle your fancy. While you're at it, add a pair of cool shades and check out the 3,000 other items.

CHECK #50 FOR INFORMATION



**ROADMASTER BOOTS
CORBIN**

Classic style is back, says Mike Corbin. The Low Boot offers good summer wear while the High Boot is more protective and better suited for cold riding. Features include a water-resistant, steel reinforced upper sole, and padded vamp, toe area, and ankles.

CHECK #51 FOR INFORMATION



**J&P CYCLES SWEATSHIRT
J&P CYCLES**

A brand-new addition to J&P's apparel line, this comfy, hooded sweatshirt sports the J&P Cycles "Keeping the World on Two Wheels" logo and comes in gray in sizes S-XL.

CHECK #52 FOR INFORMATION



**SUSPENDERS
MR. B'S LIFESTYLE**

Try these on for size if you think you can stand the suspense of Milwaukee suspenders. Available in 42-inch or extra long 48-inch sizes, these elastic gravity fighters are a favorite fashion statement.

CHECK #53 FOR INFORMATION



**BODY BEAUTIFUL FASHIONS
MR. B'S LIFESTYLE**

Bodysuits, leggings and chain stuff! All that and a few thousand more cool items to choose from in this catalog packed with high-fashion biker duds and assorted do-dads.

CHECK #54 FOR INFORMATION

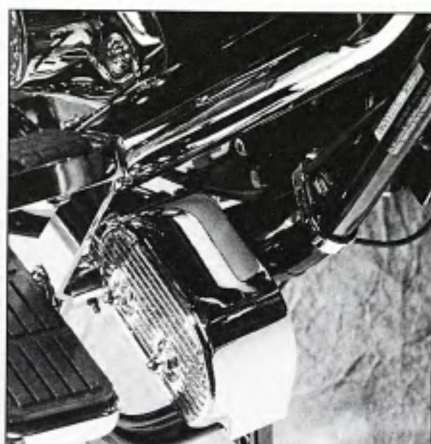
BRAKES



**BIKE BOOTS
MUSTANG**

Made in America, these boots feature oil-tanned leather, an oil-resistant Goodyear welt sole, and a Poron 4000 cushion insole for shock absorption with breathability. Your choice of the steel-toed Engineer, traditional Harness or Western-cut Renegade.

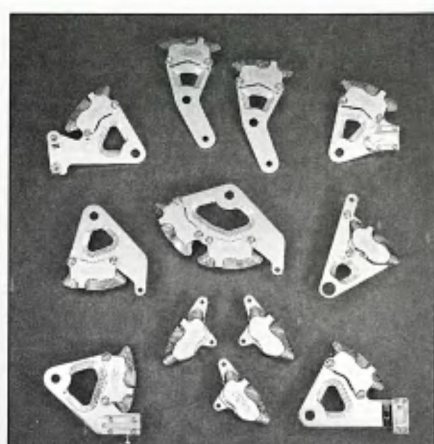
CHECK #55 FOR INFORMATION



**REAR MASTER COVER
DRAG SPECIALTIES**

Specifically made for spiffing up your FLST, these durable chrome die-cast units are designed to cover the entire master cylinder, boot and fitting. The rear master cover matches the OEM transmission end cover for a classic look and finish.

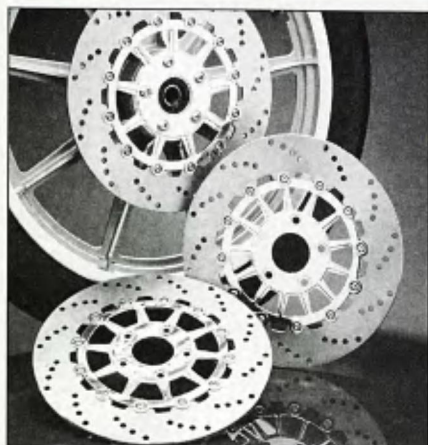
CHECK #56 FOR INFORMATION



**REVTECH BRAKE ROTORS
CUSTOM CHROME**

The #420 stainless steel rotors are surface induction hardened with 12-14 percent chrome content for superior wear, and precision ground for trueness. They're designed to match the RevTech 3-spoke 'Swept' wheels and come in either classic satin or highly-polished custom look.

CHECK #57 FOR INFORMATION



**SPOKED BRAKE ROTORS
DRAG SPECIALTIES**

Upgrade your brake rotors and match the design of your OEM spoked wheels with a one-of-a-kind look. Stainless steel rotors feature chrome-plated billet aluminum carriers that match the spoke design of your OEM cast wheels.

CHECK #58 FOR INFORMATION



**AMS BILLET CALIPERS & ROTORS
CHROME SPECIALTIES**

These new calipers and rotors from AMS are CNC-milled in Switzerland from "Certal 7075" solid billet aluminum. They are TUV approved and available in four- and eight-piston calipers with matching directional full-floating brake rotors.

CHECK #59 FOR INFORMATION



**TWIN POWER ENGINE OIL
NEMPCO**

These specially formulated oils provide the right lubricant for your Harley's long life. They were developed in SAE 10W/40, 20W/50, 50 Heavy, 60 Heavy, and 70 Ultra Heavy for specific requirements according to monograde or multi-weights.

CHECK #60 FOR INFORMATION

CHEMICALS



**SS100 SUPER DRYING TOWEL
BROOKSIDE**

Just over 6 inches by 3 inches, this super-absorbing synthetic towel comes packed in a handy carry-it-along plastic pouch. Machine washable, it keeps coming back for more drying chores on paintwork, polycarbonate, chrome, leather—you name it—with no streaks or spots.

CHECK #61 FOR INFORMATION



**TWIN POWER FORK OIL
NEMECO**

This high-specification suspension fork oil is made with additives to fight friction, safeguard seals, and prevent corrosion and oxidation. Available in 10W/40, 20W/50, 50 Heavy, 60 Heavy, and 70 Ultra Heavy for Sportsters and Big Twins.

CHECK #62 FOR INFORMATION



**PRIMARY LUBRICANT
CHROME SPECIALTIES**

Designed to lubricate the primary chain and clutch assembly in most 1984-up Harley-Davidson motorcycles, the motor factory lubricant is blended to perform well at extreme temperatures. Suitable for both high-performance and stock applications.

CHECK #63 FOR INFORMATION

ELECTRICAL



**DYNA GLIDE COIL COVERS
DRAG SPECIALTIES**

These chrome plated die cast aluminum coil covers feature a horizontal slot design that adds a special touch to your '91-'95 Dyna Glide. Comes complete with mounting hardware and instructions.

CHECK #64 FOR INFORMATION



**TWIN POWER ELECTRONIC IGNITION
NEMECO**

This unique system can be used as single or dual fire by following the simple instructions, and features an LED timing light. Four- or six-ohm coils are recommended for single fire use; three-ohm coils for dual fire. Fits 1971-'96 Sportster and 1970-'96 Big Twin.

CHECK #65 FOR INFORMATION



**REVTECH DIGITAL IGNITION
CUSTOM CHROME**

Advanced digital technology enables you to adjust this ignition to the specific configuration of your high-performance engine. The unit produces an electronic digital advance that is more stable and reliable than mechanical advance, plus it has the advantage of selectability.

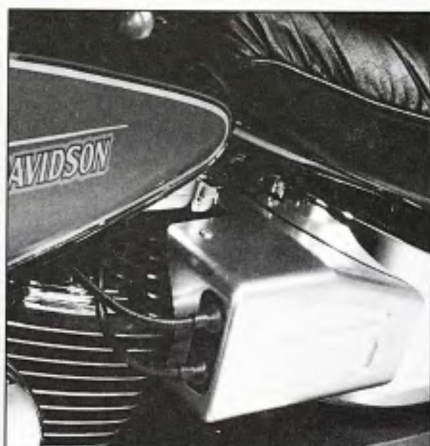
CHECK #66 FOR INFORMATION



**DOSS MOUNTING KIT
CUSTOM CHROME**

A stylish solution for mounting your coil when updating to a higher performance ignition, these custom covers are designed to accept two RevTech or Dyna single or dual tower coils. CNC-machined from billet, they're highly polished and then chrome triple-plated.

CHECK #67 FOR INFORMATION



**SWEPT BACK COIL COVERS
DRAG SPECIALTIES**

For a super fit on your Softail, these covers feature a new design that sweeps back to match the shape and contour of your oil tank. Decorative panels can be painted or detailed to individualize your bike. They come complete with mounting bracket and fit all '84-'96 Softails.

CHECK #68 FOR INFORMATION

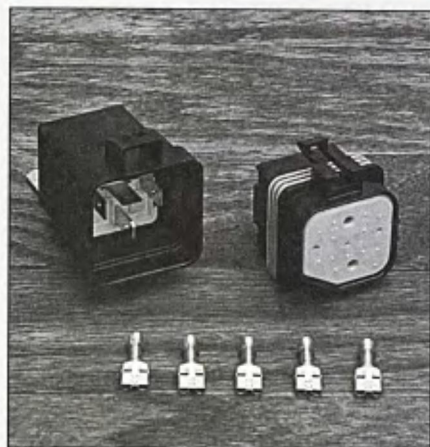


**OIL FILTER MOUNT
NESS**

Designed to replace the cast pieces on 1992 and newer Big Twin engines, this chrome plated billet piece is compatible with stock oil filters and does not modify your engine lubrication.

CHECK #69 FOR INFORMATION

ENGINE ACCESSORIES



**WATERPROOF RELAY KIT
CHROME SPECIALTIES**

The people at Motor Factory say this may be the last relay you will ever buy. Moisture and dirt have been eliminated, hence the reliability. The kit includes relay, socket and plug connectors.

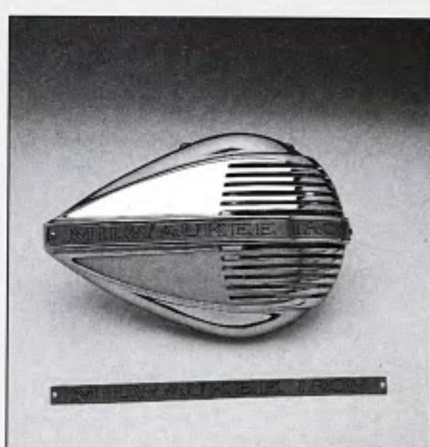
CHECK #70 FOR INFORMATION



**REG-SAVE
HI-TECH**

This ball-milled regulator housing will both protect and enhance your regulator. Fits all H-D Evo (except long-filter Dyna) and Delkron cases.

CHECK #71 FOR INFORMATION

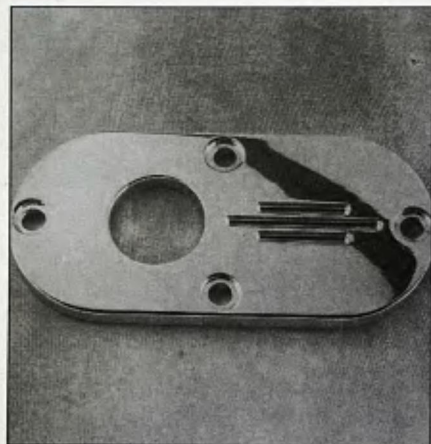


**AIR FILTER COVER
MILWAUKEE IRON**

Milwaukee Iron's state-of-the-art reproduction of a 1937 siren cover is designed to function as an air cleaner, coil, or horn cover.

CHECK #72 FOR INFORMATION

ENGINE ACCESSORIES



**MILLED INSPECTION COVER
DRAG SPECIALTIES**

Give your '91-'96 Dyna Glide a clean, custom look with this machined billet aluminum inspection cover that mounts over the OEM inspection plate with stock hardware. Features a ball-end milled design and chrome finish.

CHECK #73 FOR INFORMATION



**DIAMOND SERIES CAM COVER
NESS**

These trick Cam Covers add a special touch to 1973 and newer engines. They're 1 1/2 inches thinner than the stock ignition cover, while the custom ignition is slightly thicker for use with mechanical advance set-ups.

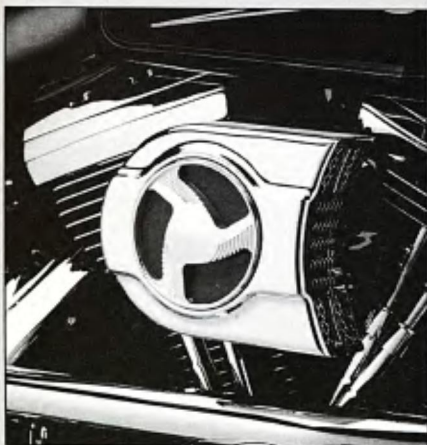
CHECK #74 FOR INFORMATION



**CONE CAP/OIL SENDER COVER
RIDE ONE**

Tired of looking at that oil pressure sending switch? Stuff it under this one-piece Cone Cap that snugly fits the full length of the switch. You don't even have to remove the oil pressure unit. Made of aircraft aluminum alloy.

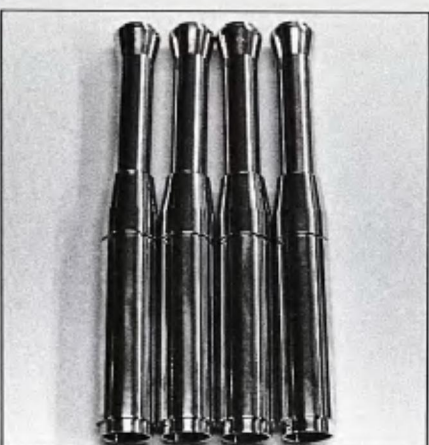
CHECK #75 FOR INFORMATION



**DIRECTIONAL AIR FILTER
CUSTOM CHROME**

Inspired by CCI's RevTech wheels, these models fit Bendix, Zenith, Keihin and RevTech carburetors and come in your choice of red, blue, black or chrome discs under the spinner. Custom paint is also available to match your bike.

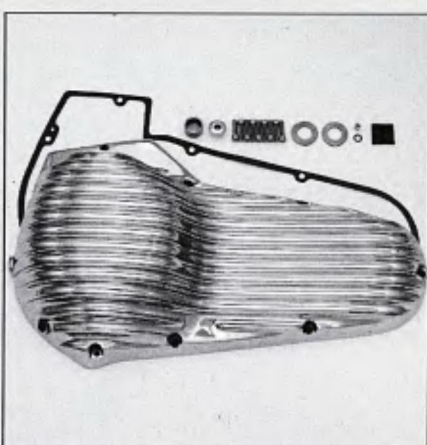
CHECK #76 FOR INFORMATION



**PREMIUM BILLET PUSHROD
COVERS - SUMAX**

State of the art pushrod cover sets are fashioned from aircraft quality aluminum that is CNC machined to patented design shape and dimension for a precision look and fitment. All seals are included with a Sumax "No Leak" guarantee.

CHECK #77 FOR INFORMATION

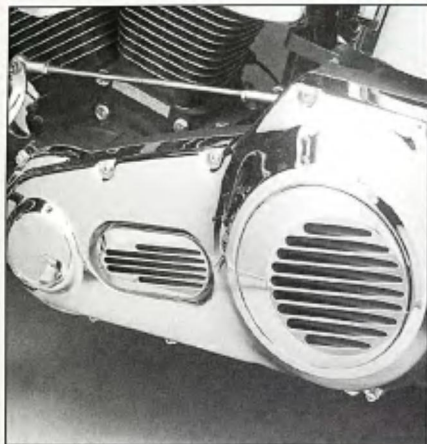


**PRIMARY
MILWAUKEE IRON**

Spiff up your 1965-'69 4- or 5-speed solid mount motor with this cast primary in your choice of either chrome or polished.

CHECK #78 FOR INFORMATION

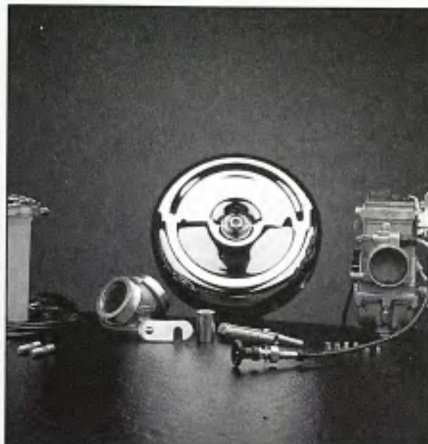
ENGINE PERFORMANCE



**MIRAGE DERBY COVERS
CUSTOM CHROME**

Fashioned from chrome-plated, die-cast zinc construction, these custom covers feature decorative black slots and unique hidden mounting bolts. Solid internal mounting plates ensure air-tight sealing.

CHECK #79 FOR INFORMATION



**MIKUNI CARB KITS
WHITE BROTHERS**

Talk about no-hassle horsepower. This kit uses the Mikuni HS 42 and HS 45mm smooth bore carburetor for even idling and great performance. Easy bolt-on package comes complete with cables, gaskets, tuning jets and air filters.

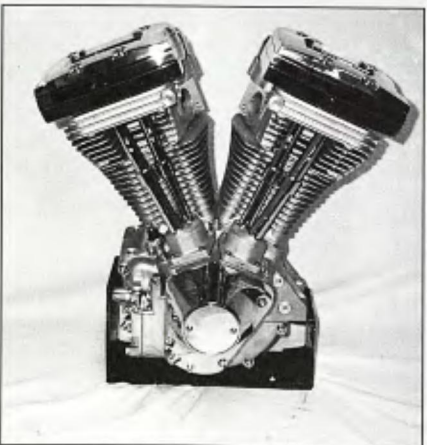
CHECK #80 FOR INFORMATION



**S&S SUPER STOCK LONG BLOCKS
CHROME SPECIALTIES**

All engines feature S&S components and craftsmanship as well as assembly. The 96-inch V2 Long Block will fit any stock or aftermarket Big Twin chassis that accommodates a 1984-up stock Evo engine. Shovel owners can install special 79-inch Evo-style long blocks in their pre-'84 chassis without modifications.

CHECK #81 FOR INFORMATION



**ENGINES AND MORE
USA TWINS**

Plug in a whole motor or build your own. Take your choice of all new aftermarket complete Evo-style motors available in 80-, 89-, and 96-inch displacements from semi-mild to outright wild. Also available are 80-inch lower ends with S&S cases.

CHECK #82 FOR INFORMATION



**JET KITS FOR PORKER PIPES
WHITE BROTHERS**

Specifically designed to work with Porker Pipes, this Dynojet kit recalibrates your stock carburetor, which is necessary because the Porkers provide increased flow ability. No worry about lean running after this kit is installed.

CHECK #83 FOR INFORMATION

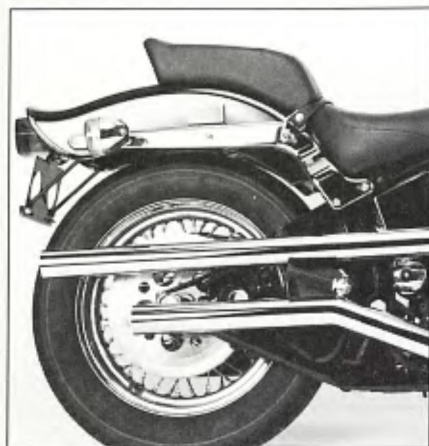


**"BOOM CANS"
DHD**

To really let them hear you coming and going, bolt on these enormous exhaust trumpets. Available, if you dare, for single or dual exhaust systems or any custom application that really wants to make an audio-visual statement.

CHECK #84 FOR INFORMATION

EXHAUST



**SHOTGUN PORKER PIPES
WHITE BROTHERS**

Part of the classic Porker Pipes line, these Straight Shotgun series pipes feature double wall construction, and the internal header dramatically increases torque. Matching heat shields are also available.

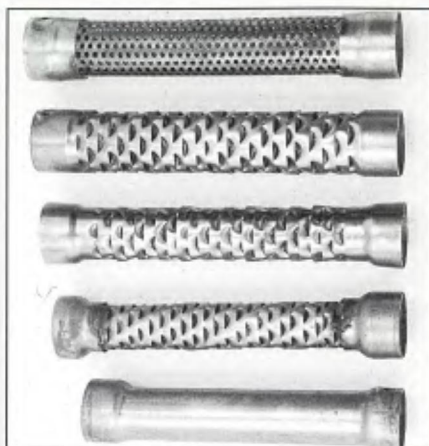
CHECK #85 FOR INFORMATION



**PORKER SLIP-ONS
WHITE BROTHERS**

Try out a new look with these 3-inch and 2 1/4-inch diameter affordable slip-ons that fit all 1985-'94 FLT's and FLHT dressers, utilizing the standard exhaust header with the replacement tail section in the Porker Pipe design.

CHECK #86 FOR INFORMATION



**PORKER PIPE BAFFLES
WHITE BROTHERS**

It's no baffling mystery that this full line of baffles will fit the individual needs of each Porker Pipe owner. Choose a model for any range of performance or exhaust tone needs. Available in Perforated, Louvered and Straight core designs.

CHECK #87 FOR INFORMATION



**LOW BRO 2 INTO 1 EXHAUST
WHITE BROTHERS**

This new Low Bro exhaust captures the hot rod look and performance—the 2 into 1 collector is mated to a long tapered megaphone silencer. Choose from either an upswept or straight design; all are show quality chrome plated.

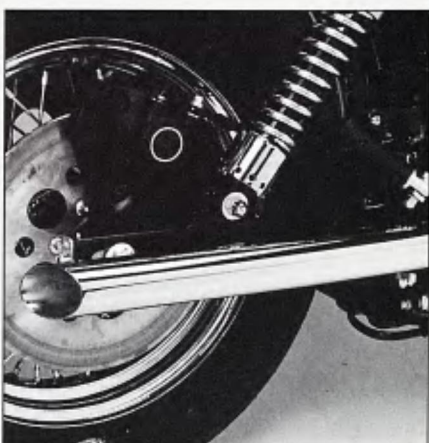
CHECK #88 FOR INFORMATION



**UP-SWEPT EXHAUST
CUSTOM CHROME**

This Upswept Megaphone Exhaust System is mandrel bent from 16-gauge tubing with double wall thickness at the blend-welded junction of the megaphone bodies and headpipes. Available in your choice of side or rear-firing megaphones.

CHECK #89 FOR INFORMATION

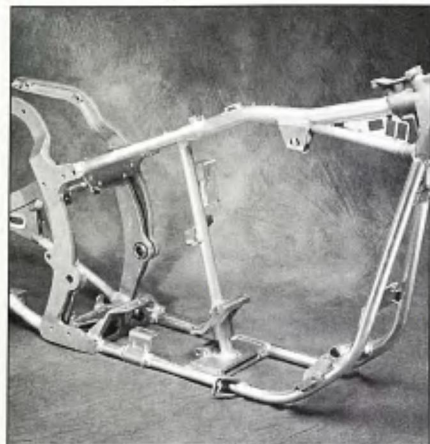


**SLASH CUT PORKER PIPES
WHITE BROTHERS**

Featuring a massive 2 1/4-inch diameter pipe utilizing an internal tuned headpipe like all Porkers, this new system combines a slash tip element with the classic design. Baffles give you a choice of sound and performance.

CHECK #90 FOR INFORMATION

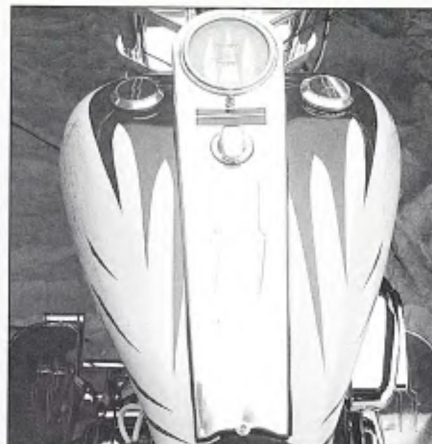
FRAMES/FENDERS



**NON-FAT SOFTAIL FRAME
DRAG SPECIALTIES**

Constructed from an aluminum alloy, this frame from Drag Specialties is lightweight yet strong. At 42 pounds, it carries half the weight of the original OEM frame. Sets come complete with mounting tabs, steering head, and bearing races.

CHECK #91 FOR INFORMATION



**STRETCHED TANKS AND DASHES
BAY AREA CUSTOMS**

Fill up these five-gallon steel fuel tanks and then finish them off with the complementary aluminum dashes that come in your choice of either ball milled or plain style. The tanks will fit both Harley OEM and aftermarket applications.

CHECK #92 FOR INFORMATION



**PAUGHCO/SIMMS WIDE FRAME
BAY AREA CUSTOMS**

These custom frames feature a five-degree rake and can be ordered with your choice of stock-style swingarm or the trick Simms custom swingarm. The package includes frame, axle, swingarm, transmission plate, inner primary spacer, fisher balancer, and center shaft.

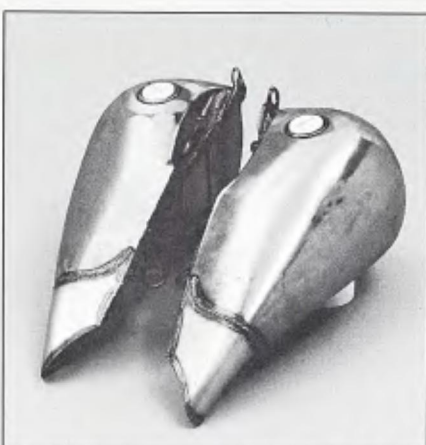
CHECK #93 FOR INFORMATION



**CUSTOM SWINGARMS
DOWNTOWN HARLEY-DAVIDSON**

These custom aluminum swingarms are available for all stock and custom applications. Just make the trip to Downtown Harley-Davidson to pick yours up.

CHECK #94 FOR INFORMATION



**STRETCHED FATBOBS
NEMPCO**

Master bike builder Dave Perewitz designed these compound curve designed tanks that blend with the frame for a sleek integrated visual impact of the custom kind.

CHECK #95 FOR INFORMATION



**STYLE GLIDE BIG TIRE CHASSIS
NEMPCO**

Made from .120 wall DOM tubing for strength and light weight, this Pro Custom chassis can handle a 190-width rear tire. It sits an inch lower with stock shocks and accepts late-model flatside tanks.

CHECK #96 FOR INFORMATION

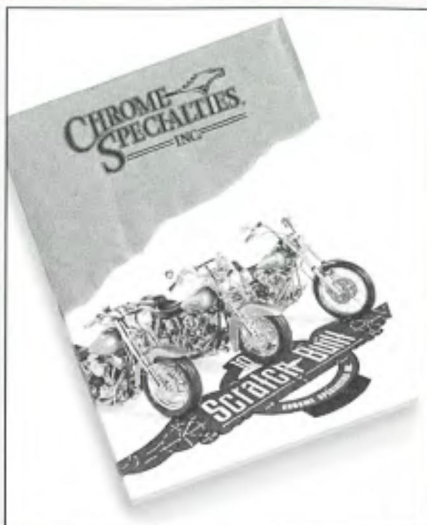
CATALOGS



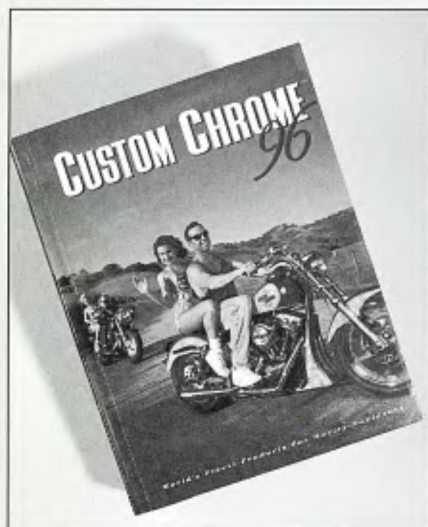
ARLEN NESS #200



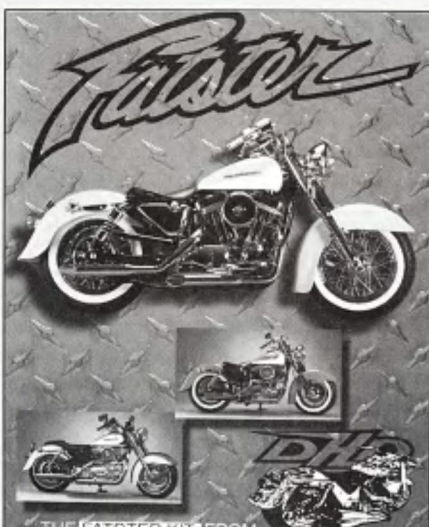
BELT DRIVES #201



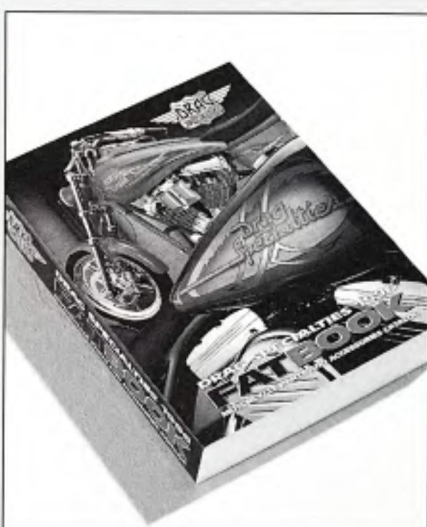
CHROME SPECIALTIES #202



CUSTOM CHROME #203



DOWNTOWN HARLEY-DAVIDSON #204



DRAG SPECIALTIES #205

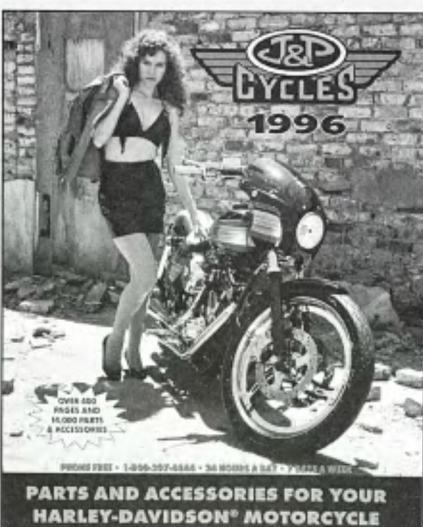
MOTORCYCLE ARTWORK
FALL 1995



ERIC HERRMANN
STUDIOS

7940 E. WALTON LANE • PHOENIX, AZ 85032 • (602) 492-1421 • FAX (602) 967-8861

ERIC HERRMANN #206

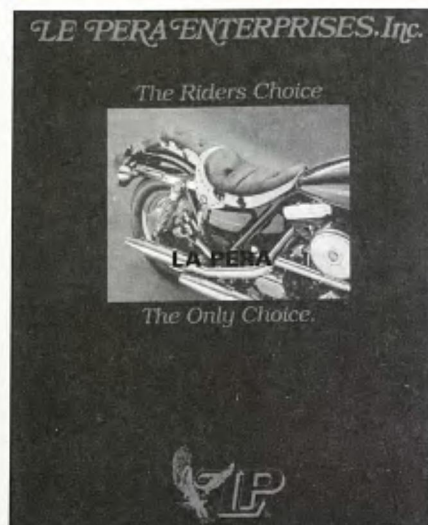


J & P CYCLE #207

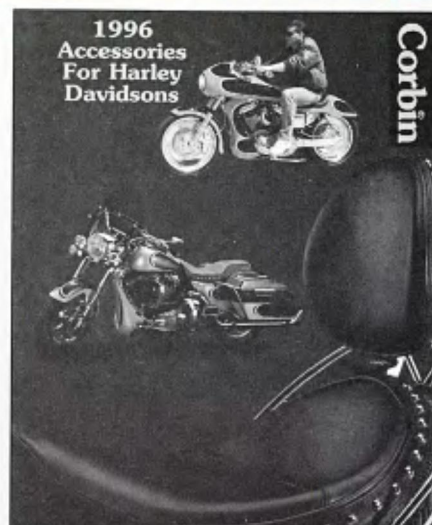


JIMS MACHINE #208

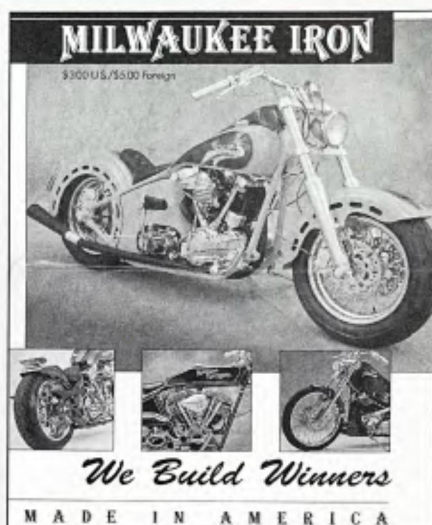
CATALOGS



LE PERA #209



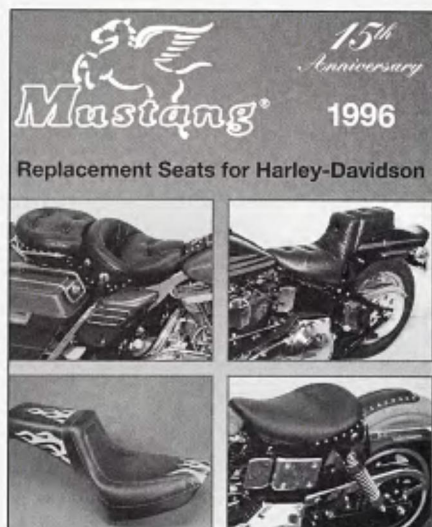
CORBIN #210



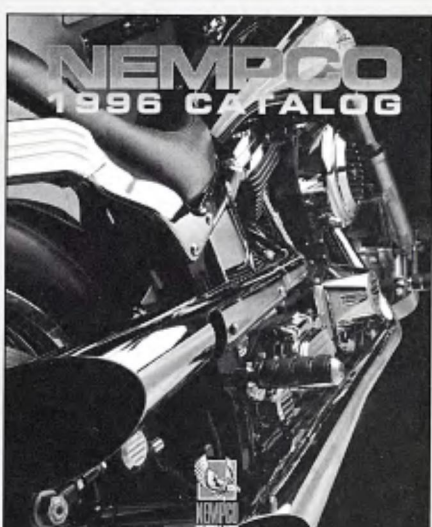
MILWAUKEE IRON #211



MR. B'S LIFESTYLE #212



MUSTANG #213



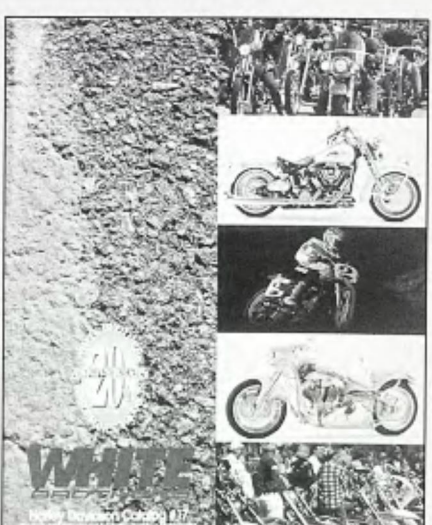
NEMPCO #214



SUMAX #215



USA TWINS #216



WHITE BROS #217

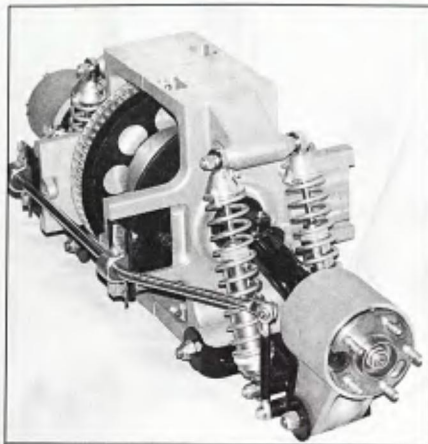
FRAMES/FENDERS



**CHOPPER CHASSIS
NEMPCO**

This Style Glide frame features a fat tire set-up with a wishbone design. It is approximately one inch wider at the rear in order to fit a big tire with belt drive, and mates up with 1984-1985 Softail fender struts.

CHECK #97 FOR INFORMATION



**TRIKE CONVERSION KIT
D.F.T.**

Send for the 10-minute video to get the inside story on the latest in trike conversions. D.F.T. kits feature fully independent suspension, four adjustable shocks, and A3356 aluminum alloy construction with all parts designed and machined on CNC equipment. They fit all H-D FLT's 1985 to present.

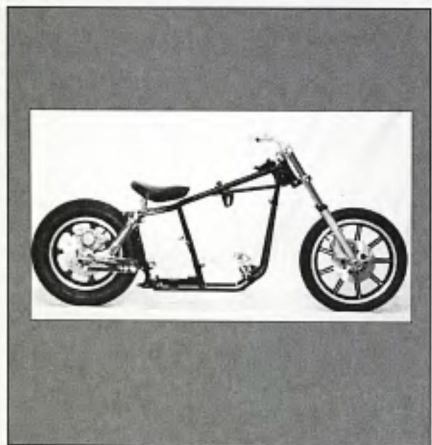
CHECK #98 FOR INFORMATION



**BEAR CLAW FENDERS
CHROME SPECIALTIES**

New composite fenders feature distinctive Bear Claw lower edge styling and undrilled sides so they can be positioned for the perfect custom look. Made from hand-laid fiberglass, they come in unpainted gelcoat finish.

CHECK #99 FOR INFORMATION



**ROLLING CHASSIS KITS
USA TWINS**

These kits are available in many configurations (hardtail, swingarm, softail) and feature a variety of front ends and wheel sizes. Stuff in your drivetrain and you're ready to roll.

CHECK #100 FOR INFORMATION



**DRESSER FRAME COVERS
NESS**

Here's an inexpensive way to dress up your 1993 or newer dresser, and an alternative to molding and painting your frame. These frame covers install quickly for an instant custom look.

CHECK #101 FOR INFORMATION



**FXR MOUNT COVER
NESS**

The cost-friendly lower motor mount cover adds a finishing touch to '82-'94 FXR frames as well as most custom FXR-style frames, including Ness frames. Easy to install and available chrome plated.

CHECK #102 FOR INFORMATION

FRAMES/FENDERS



**UNIVERSAL SOFTTAIL FRAMES
SUMAX**

Based on the 1986 and up factory model, these frames allow you to run either belt or chain rear drive. Create your own Softtail version with Evolution, Shovel, or Pan motors with four- or five-speed transmissions.

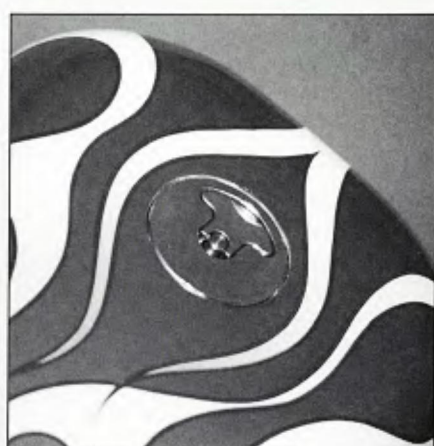
CHECK #103 FOR INFORMATION



**DYNA FRAMES
SUMAX**

Dyna OEM replacement and custom frames are based on the 1996 Dyna Wide Glide frame and feature a 32-degree Wide Glide rake. The rake, along with a two-inch forward stretch, gives you a stretched and fat look.

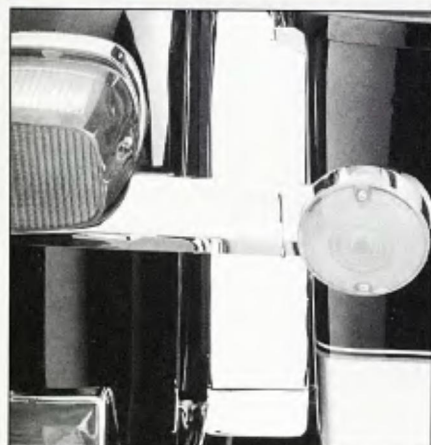
CHECK #104 FOR INFORMATION



**FLUSH GAS CAPS
CUSTOM CYCLE ENGINEERING**

Smooth out those unsightly gas cap bulges and sleekerize your fuel tank. Welded bungs are available in either steel or aluminum. The caps are supplied either vented, unvented, or with a lock, so pick your own requirements.

CHECK #105 FOR INFORMATION



**REAR TOP FRAME RAIL COVERS
DRAG SPECIALTIES**

Replace your passenger grab rail and give your Road King or Dresser a new look with these chrome replacements for the OEM covers. Chrome covers fill the empty space between the rear fender and OEM saddlebags.

CHECK #106 FOR INFORMATION



**LOW GLIDE FRAME
CUSTOM CHROME**

For a radical look in a street chassis, try on this Low Glide kit that has a 38-degree neck rake. The rear frame section is radical, too, minus the fender strut support horns. The swingarm mounts are a half inch wider to accept fat 180- or 190-series tires. Kit comes with rear axle.

CHECK #107 FOR INFORMATION



**COLD-ROLL STEEL REAR FENDERS
MILWAUKEE IRON**

Offered as a universal fit in three designs, these style conscious nine-inch, 14-gauge cold roll steel fenders also are bolt-ons for all your widened FXR, FXST or FLH style frames.

CHECK #108 FOR INFORMATION

FRAMES/FENDERS



**LOBOY REAR FENDER
SUMAX**

If you like long, fat, and very smooth rear fenders, these composite glass fenders are right up your alley. Convuluted tubing is glassed in for ease of wiring and safety. Available in universal mounting in stock 7 1/4-inch and fat 8 1/4-inch.

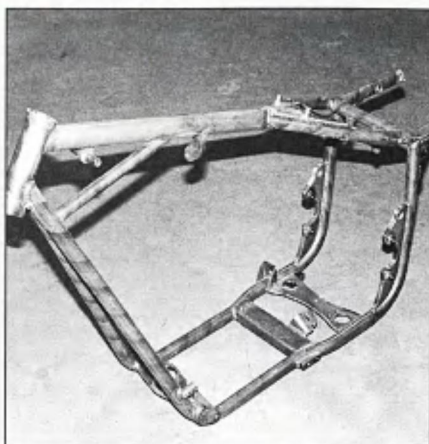
CHECK #109 FOR INFORMATION



**FXR FRAME
SUMAX**

This FXR-style replacement frame is dimensionally correct, making it very user friendly. Plus, it's one-third lighter than stock. Great for replacing a bent frame or for that custom project.

CHECK #110 FOR INFORMATION



**PRO STREET CHASSIS
SUMAX**

Offering a choice of 31.5 or 35 degree rake with a two-inch or five-inch stretch, these great looking and handling frames accept FXR, FLT, FLHT, and FLHS motor/transmission combinations. Custom powdercoating is also available.

CHECK #111 FOR INFORMATION



**FRONT FENDERS
MILWAUKEE IRON**

Here's a choice of nine bolt-on front fenders fabricated from 16-gauge laser cut cold roll steel to fit all XL, FX, FXST, and FXWG type front ends.

CHECK #112 FOR INFORMATION



**FXR REAR LOWERING KITS
WHITE BROTHERS**

Go lower with a choice of show quality chrome or powdercoated black. These Rear Lowering Kits simply bolt on and lower the rear of your belt-drive bike by one inch.

CHECK #113 FOR INFORMATION



**FOURNALES DELTA SHOCKS
WHITE BROTHERS**

These hi-tech look Fournales feature easy adjustment for all rider weights. The tops in pneumatic air suspension, these shocks offer a plush ride and are fully rebuildable.

CHECK #114 FOR INFORMATION

FRAMES/FENDERS



**ADJUST-A-RIDE FOR SOFTAILS
WHITE BROTHERS**

The easy way to lower the rear of your Softail without cutting or permanently changing your bike. This system is adjustable from a half-inch above stock to as low as you want to go, all with a single 3/4-inch spanner wrench.

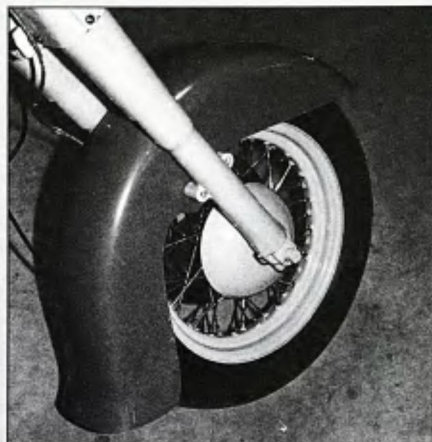
CHECK #115 FOR INFORMATION



**SHOCKS FOR SOFTAILS
WHITE BROTHERS**

Giving you a maximum plush ride without bottoming out (even with two riders and cargo), these oleopneumatic air suspension shocks allow you to lower your bike up to 1 9/16 inches by simply adjusting the air pressure.

CHECK #116 FOR INFORMATION

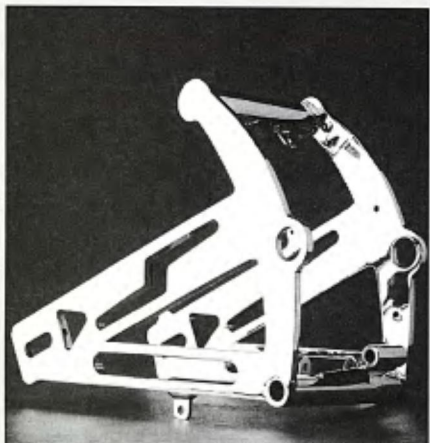


**LOBOY FL FRONT FENDER
SUMAX**

Starting with the popular Loboy front fender, Sumax has added length and girth for a classic look and wider tire coverage. Composite glass construction makes it stronger than steel and lighter than traditional fiberglass.

CHECK #117 FOR INFORMATION

FRONT ENDS



**SIMMS CUSTOM SWINGARM
BAY AREA CUSTOMS**

Ron Simms designed this cold roll steel swingarm which easily transforms your OEM Harley frames. The unit also matches up to the Paughco/Simms frame. Get it in chrome, too.

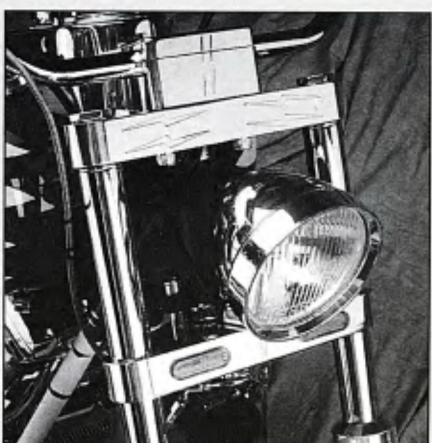
CHECK #118 FOR INFORMATION



**"MASSIVE GLIDE" TREES
NESS**

This innovative triple tree set overcomes the problems of expense and inability of inverted forks to work with most brakes and fenders. They create the illusion of an inverted fork using your stock legs. Kit includes trees, covers, stem, headlight mount and necessary hardware.

CHECK #119 FOR INFORMATION



**TRIPLES TREES W/TURN SIGNALS
BAY AREA CUSTOMS**

Fabricated from 6160 billet aluminum, these custom trees feature integrated turn signals for a super sanitary look. The set-up comes in several styles: plain, ball milled, lightning bolt and scalloped in polished or chrome. Includes stem and turn signal hardware.

CHECK #120 FOR INFORMATION

FRONT ENDS



BIKE SPIKE
DOVE UNLIMITED

Sharpen up your front end with these new axle nut covers. Four inches long, hand-spun and chrome-plated from a solid piece of aluminum, they're available for all 1980-present Harleys (except FXSTS & FXSTSB). They come with stainless Allen-head hardware.

CHECK #121 FOR INFORMATION



"BAD GUY" SPRINGER
CUSTOM CYCLE ENGINEERING CO.

This new addition to CCE's popular Springer product line is a blacked-out version that includes glossy black-coated Dawgbone Risers, a spring bridge, a brake reaction link (choice of two styles) and gumdrop axle caps, plus stainless hardware.

CHECK #122 FOR INFORMATION



FORK TRUSS
CUSTOM CYCLE ENGINEERING CO.

This polished billet beauty features a compound arch for strength, clearance, and styling, as well as maximum resistance to twist and flex. Installation is easy since the fork truss clamps to your lower sliders without the hassle of fork disassembly.

CHECK #123 FOR INFORMATION



ROMA SERIES INVERTED FORKS
WHITE BROTHERS

A great alternative to stock forks, these streamlined forks feature exterior adjustable rebound and compression damping, a cartridge damping system and state-of-the-art design. Available in anodized or optional polished finish.

CHECK #124 FOR INFORMATION



STAINLESS STEEL FORK CUPS
MILWAUKEE IRON

Just what you need if your frame has removable cups. And if it doesn't, ask for the two-piece internal fork stop for frames without removable cups. The systems are compatible with 95 percent of the frame or triple trees on the market.

CHECK #125 FOR INFORMATION



TRU-TRAC 41
CUSTOM CYCLE ENGINEERING

You say your Softail or Dyna Wide Glide doesn't handle like you'd like it to? For a positive attachment to the top triple tree, the Tru-Trac 41 upper tree secures the stock tubes via a pinch-bolt utilizing a more stable 39mm version.

CHECK #126 FOR INFORMATION

LIGHTS



**LOWBOY FORK LOWERING KITS
WHITE BROTHERS**

For a clean custom look and a very economical, safe and easy method of lowering the forks on any Harley-Davidson, this kit can lower your bike from one to two inches depending on how you choose to install it.

CHECK #127 FOR INFORMATION



**DUAL DISC CONVERSION
HI-TECH**

Double your braking power and upgrade your front-end appearance with this right side fork leg disc brake conversion, which fits any 41mm front end. All-welded fabrication and laser X-raying are part of the manufacturing process.

CHECK #128 FOR INFORMATION



**FORK-MOUNT MARKER LIGHTS
CUSTOM CHROME**

These chrome-plated die-cast custom marker lights feature two-piece housings and clamp to the fork tubes. Amber-lensed lights come with plastic sleeves that allow for universal attachment to 35mm, 39mm or 41mm fork tubes.

CHECK #129 FOR INFORMATION

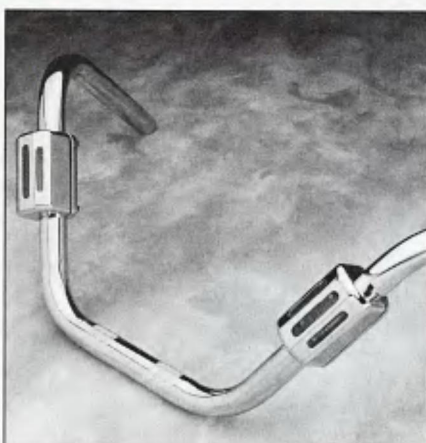
LIGHTS



**TOMBSTONE TAILLIGHT KIT
CUSTOM CHROME**

Adding the nostalgic look to late-model Softail and dresser models with FL-style full fenders, the classic Tombstone taillight kit features a heavy-duty, chrome-plated stamped steel adapter and includes gaskets and hardware.

CHECK #130 FOR INFORMATION



**HANDLEBAR MARKER LIGHTS
DRAG SPECIALTIES**

Give yourself some added protection with these 12-volt, five-watt marker lights. They're made from die-cast chrome with your choice of red or amber lenses. Marker lights fit any one-inch diameter tubing.

CHECK #131 FOR INFORMATION



**MARKER LIGHT MOUNTING
BRACKETS - DRAG SPECIALTIES**

Chrome-plated marker light mounting brackets can be attached using the existing hardware on all FLST models (without windshields) and allow marker lights to be placed on the front forks for maximum visibility.

CHECK #132 FOR INFORMATION

LIGHTS



**TRIBAR ALUMINUM HEADLIGHT
HEADWINDS CYCLE PRODUCTS**

This style-setting Headwinds aluminum headlight comes in your choice of polished alloy or chrome. The 7-inch Tribar lens, hooded nacelle, 4 1/2-inch hooded spotlights (30 watt low sealed beam) and lightbar bolt on to both FLH and FLST models.

CHECK #133 FOR INFORMATION



**JAMMER "SPRINGER" HEADLIGHT
CHROME SPECIALTIES**

This Springer-style classic features a smooth contoured retaining ring and a unique domed shape that enhances the look of the front fork area. Available with standard or high output halogen sealed beams.

CHECK #134 FOR INFORMATION

SEATS



**MONTEREY CUSTOM SOLO & PILLION
LE PERA**

The pillion is interchangeable so you can do a quick and easy makeover to suit your choice of style and passenger needs by popping on and off different rear pads. The Monterey touring saddles are available in vinyl or leather. The system is available for '82-'95 FXST, FXR, and XL.

CHECK #135 FOR INFORMATION



**THIN LINE PILLION
LE PERA**

Here's an inexpensive way to make a significant change in your bike's appearance. The pillion comes in three different styles and is designed to easily bolt directly to the Softail, Fat Boy and Nostalgia without alterations.

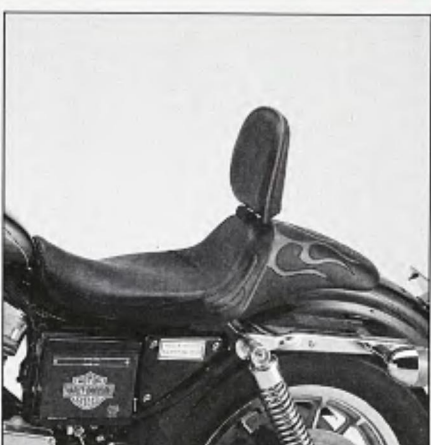
CHECK #136 FOR INFORMATION



**DYNA-GLIDE SADDLES FOR 1996
CORBIN**

Refining many of the classic Corbin designs, this new line of 1996 seats focuses on excellent fit and flowing lines and has built-in hardware for Corbin backrests. Color options, Connolly leather and stud and fringe options are available.

CHECK #137 FOR INFORMATION



**SPORTSTER SADDLE LINE-UP
CORBIN**

Corbin has tooled up an entire line of new seats for the 1996 Sportsters. Innovations include the addition of a rider's backrest option, which installs and removes quickly and easily and is fully adjustable.

CHECK #138 FOR INFORMATION

SEATS



**BUELL S2 THUNDERBOLT SEATS
CORBIN**

Corbin stays on top with two new saddles for the new Buell Thunderbolt. The Gunfighter features a fastback tail section while the Gunfighter & Lady combination features an additional passenger area. Also available with leather.

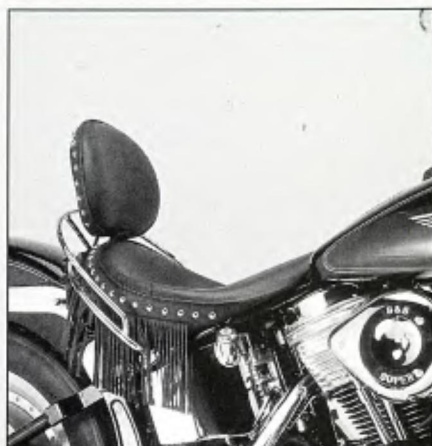
CHECK #139 FOR INFORMATION



**ROAD KING DUAL TOURING SADDLE
CORBIN**

This one piece Dual saddle is fabricated with Fibertech, cast urethane space foam and Connolly leather. The new saddle is designed with two backrest support modules for a choice of one-, two- or no backrest set-up.

CHECK #140 FOR INFORMATION



**CLASSIC SOLO W/BACKREST
CORBIN**

This original classic solo now features built-in hardware to accommodate Corbin's removable backrest. Crafted with genuine Connolly leather, saddles are available plain, with studs, conchos and/or fringe leather.

CHECK #141 FOR INFORMATION



**GRAPHIC SILHOUETTE
LE PERA**

A hot alternative that's subtle yet distinctive in design, these saddles feature hand-sewn flame graphics available in a rainbow of colors for solo and full length Silhouettes.

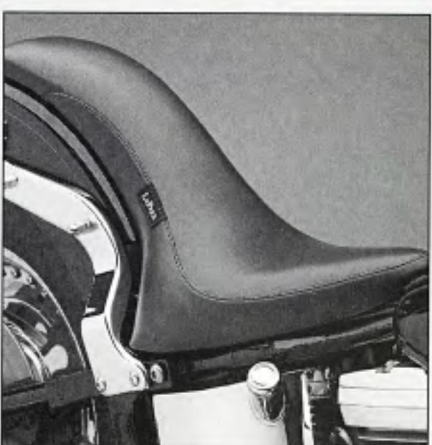
CHECK #142 FOR INFORMATION



**ELITE SILHOUETTE SOLOS
LE PERA**

These new "96" solos have the comfort of top grain leather, the durability of classic stitched pleats, and the sleekness of the original Silhouette—a truly elite combination.

CHECK #143 FOR INFORMATION



**KING COBRA
LE PERA**

The new King Cobra features smooth and rounded edges for a sculpted look with an endless curve from front to rear. The one-piece molded foam foundation rests on a powdercoated, steel base.

CHECK #144 FOR INFORMATION

SEATS



**SADDLEGEL INSERTS
TRAVELCADE/SADDLEMEN**

One of the biggest comfort breakthroughs in decades, SaddleGel is a viscoelastic polymer that conforms to irregular body pressure and isolates the anatomy from vibration. Providing low profile seating, SaddleGel can be built into any seat in the Travelcade/Saddlemen line.

CHECK #145 FOR INFORMATION



**SOLID MOUNT SADDLEBAGS
TRAVELCADE/SADDLEMEN**

Keep your gear safe and sound in these new solid mount saddlebags fashioned from heavyweight leather and constructed with super tough ABS rigid backing. The nostalgia design features plated studs, antique conchos, and plated buckles.

CHECK #146 FOR INFORMATION



**PHANTOM PILLION PADS
TOM'S INTERNATIONAL**

Pull a quick switch on your bike's whole look and function—go from solo to dual and back again in a matter of seconds. Phantom removable pillion pads make your solo seat look like a dual seat by attaching to the rear fender with four suction cups.

CHECK #147 FOR INFORMATION



**RENEGADE SADDLE & PILLION PAD
SADDLEMEN BY TRAVELCADE**

Add a touch of class to your ride with this two-piece set-up featuring leather ties, conchos and designer skirt. The pillion pad matches and accents the driver's saddle for a double dose of good looks. Made in the U.S.A.

CHECK #148 FOR INFORMATION



**THE PROFILER
SADDLEMEN BY TRAVELCADE**

For the low-slung custom look and low impact comfort, these saddles are constructed with saddle gel, a silicone gel pad that reduces vibration and increases comfort by dispersing the rider's weight over a wider area.

CHECK #149 FOR INFORMATION



**PILLOW TOURING
MUSTANG**

Like riding on a pillow, thanks to an extra inch of soft foam on top to conform to the rider and passenger. Extra wide front and rear soft foam buckets are internally supported by welded steel "wings" that allow a low seating position.

CHECK #150 FOR INFORMATION

SEATS



**REGAL DUKE
MUSTANG**

Mustang pillow-style seats have an extra inch of foam to give a plush look and soft feel. Available in regular width for Harley models, while a two-inch Extra Wide fits FXs, Softails and rigid customs. Great with fatbobs.

CHECK #151 FOR INFORMATION



**SHEEPSKIN COVERS
MUSTANG**

These woolees give the comfort and luxury of genuine sheepskin. Form-fitting to fit stock H-D seats and pads, they are available in black or a variety of colors. Keep your backside cool in the summer, warm in the winter.

CHECK #152 FOR INFORMATION



**DANNY GRAY CUSTOM SEATS
NESS**

From one of the premier saddle makers comes this line of hand-crafted seats that features rich Connolly leather, cord stitching, and underside carpeting with special rivets to eliminate any possibility of paint scratching.

CHECK #153 FOR INFORMATION



**NOSTALGIC SOLO
MUSTANG**

This seat has a traditional solo look with braided edge skirts, plated studs and conchos. It lets you sit low and has a contoured bucket shape for comfort. Fits FX 1958-'84, 1982 and newer Sportsters, and all Softail and FXR models.

CHECK #154 FOR INFORMATION



**NOSTALGIC TOURING
MUSTANG**

This Super Touring Seat spells super comfort with its two-piece style front and rear soft foam buckets. The front of the passenger seat comes up and rounds off forward to support the driver's lower back.

CHECK #155 FOR INFORMATION



**COBRA SOLO & PAD
MUSTANG**

Molded, high-density foam averages only two inches thick for a very clean, lean and sleek look. Mounting is easy since solos and matching pads do not require drilling any holes.

CHECK #156 FOR INFORMATION

SEATS



**ULTRA FL TOURING
MUSTANG**

This nostalgic look seat sits the rider lower and farther back for a less cramped ride. The seat nose extension looks like a custom tank panel while the front bucket has a full skirt with braided edge, leather-tied conchos and chrome studs.

CHECK #157 FOR INFORMATION



**SPORTSTER TOURING
MUSTANG**

Engineered for maximum comfort, the molded foam rider and passenger bucket shapes are internally supported by steel wings welded to the baseplate, allowing a wide seating area with a slim side profile. Three models fit Sportsters '58-'95; also in Pillow style without studs and conchos.

CHECK #158 FOR INFORMATION



**PLAIN SQUAREBACK
MUSTANG**

For that super sano look in custom seats, this low-cut seat features center-in-center panels for a practical show bike saddle that fits all H-D models except FL.

CHECK #159 FOR INFORMATION



**FENDER BIB
MUSTANG**

You'll be drooling over this unique Fender Bib that complements any solo seat. It conforms to the fender contours and uses stock mounts which means no unsightly curls or gaps. Great for protecting paint or covering up scratches.

CHECK #160 FOR INFORMATION



**ROAD KING SOLO & PAD
MUSTANG**

This new Touring Solo and Passenger pad offers touring comfort with a retro look. The rider sits 1 1/2 inches down and back into a contoured and softened 16-inch wide bucket seat. Fits all '94-'95 Road Kings. Solo pad fits '83-'95 FLT and FLHT.

CHECK #161 FOR INFORMATION



**BARE BONE SOLO
LE PERA**

Le Pera's thinnest solo ever, this seat allows the lowest seating position without having to lower your bike. Simple yet distinctive in concept and design, these Solos flow into any paint and styling scheme.

CHECK #162 FOR INFORMATION

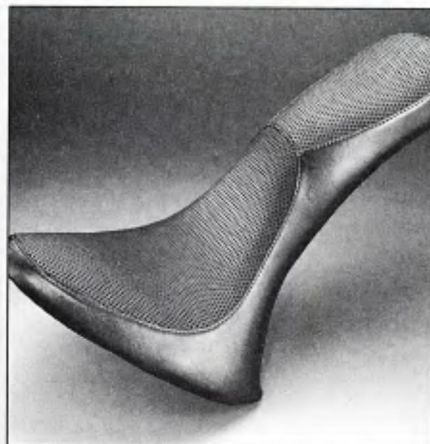
SEATS



**GRAPHIC SILHOUETTE FXR
LE PERA**

Specifically designed for your FXR, this saddle is a hot alternative that's subtle yet distinctive in design. It features hand-sewn flame graphics available in a rainbow of colors for solo and full-length Silhouettes.

CHECK #163 FOR INFORMATION



**2 UP SILHOUETTE FXST
LE PERA**

This custom saddle features the same low sleek lines as the original Silhouette. Le Pera has incorporated a seat area in the rear section that's subtle enough to go almost unnoticed. Available in smooth or basket weave, graphic or graphic flame stitch. Fits most H-D models.

CHECK #164 FOR INFORMATION



**BRUTE III EVO DRIVE
RIVERA ENGINEERING**

Dump the wet clutch nightmare by switching over to a dry clutch-basket/pulley assembly, and you'll increase the clutch friction-surface area 70 percent. Get smoother action (and that means more horsepower), compatible with FLT, FXR, and FXST models.

CHECK #165 FOR INFORMATION

TOOLS & TRANSMISSIONS



**PRO-CLUTCH
RIVERA ENGINEERING**

Convert your old style coil-spring clutch pack to smoother, modern diaphragm spring function. Any early style chain drive or belt drive, wet or dry clutch, can be quickly and easily converted. Your clutch hand will thank you.

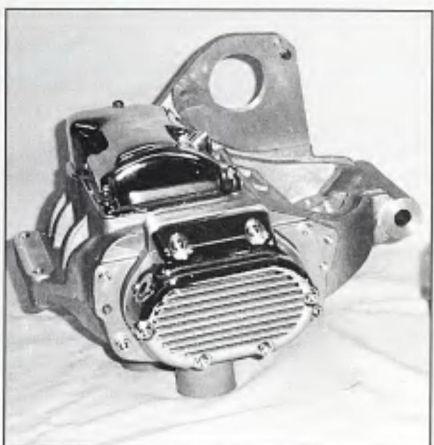
CHECK #166 FOR INFORMATION



**4-SPEED TRANSMISSIONS
USA TWINS**

Close ratio 4-speed transmissions come complete and ready to bolt in. Electric-start trannys feature super heavy duty, thick wall, rib reinforced main cases machined from 356 aluminum alloy. Close ratio gives more usable first gear speed, eliminates second gear clunk and supplies more third gear pull.

CHECK #167 FOR INFORMATION



**5-SPEED TRANSMISSIONS
USA TWINS**

Features include chrome top and side covers, while close ratio gears are made from high nickel alloy steel, heat treated and shot peened for maximum strength. Shimmed and tested, these transmissions are available in all shaft styles with either FXR or FXST case configurations.

CHECK #168 FOR INFORMATION

TOOLS & TRANSMISSIONS



**SPORTSTER RACING GUIDE
JIMS**

Made from the strongest aluminum grade available, this tappet guide is to be used on 4 Cam racing applications. Standard Sportster and Big Twin tappet blocks are available as well.

CHECK #169 FOR INFORMATION



**FLYWHEEL SOCKETS
JIMS**

Machined from solid steel 4130 chromium-molybdenum and heat treated, these low profile sockets are designed for 100 percent nut-to-socket contact and 100 percent drive end contact. Choose from more than 10 sizes.

CHECK #170 FOR INFORMATION



**PANS/SHOVELS TAPPETS
JIMS**

The first and only performance hydraulic tappets for Pans and Shovels, they can accommodate .550 cam lift without modification.

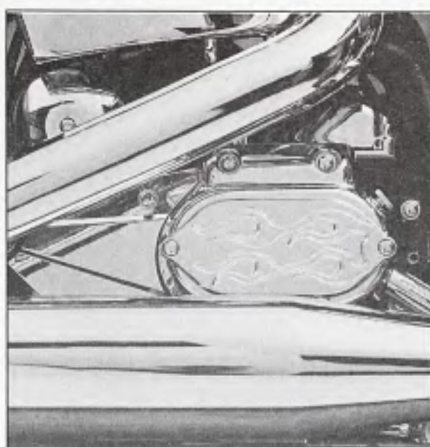
CHECK #171 FOR INFORMATION



**9-SPOKE BELT DRIVE SPROCKETS
DRAG SPECIALTIES**

For a non-expensive custom wheel look, try on these chrome belt drive sprockets. Machined for strength and good looks from billet aluminum, they match your OEM cast wheels. They fit all '80-'95 Big Twins with 9-spoke wheels and 70-tooth drive sprockets.

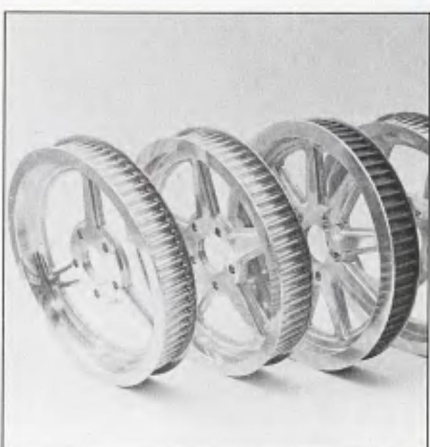
CHECK #172 FOR INFORMATION



**TRANSMISSION EXTENSION COVERS
DRAG SPECIALTIES**

This new chrome-plated billet transmission cover attaches to the transmission plate and extends rearward. Covers blanket hoses and wires for that clean, well-finished look and comes with the necessary chrome mounting hardware.

CHECK #173 FOR INFORMATION



**NEW REAR WHEEL PULLEYS
BELT DRIVES LTD.**

Made from aircraft grade aluminum, these pulleys feature gear-cut teeth to RMA standards rather than milling the teeth, which can cause premature belt and pulley wear. The highly polished pulleys are available in 3-, 5-, or 9-spoke mag style, swept teardrop or solid.

CHECK #174 FOR INFORMATION

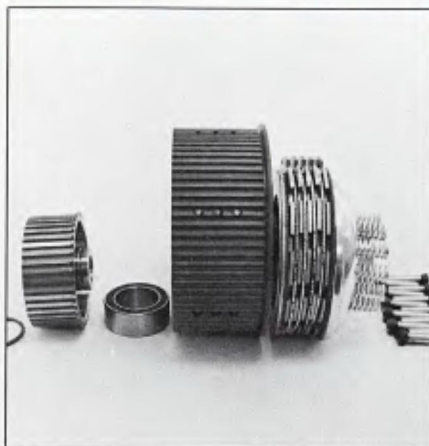
TOOLS & TRANSMISSIONS



**3-INCH BELT DRIVE
BELT DRIVES LTD.**

A specially designed rear pulley and clutch design moves the weight inward toward the main shaft, which eliminates the gyro effect that can occur with stock or other designs. The high-performance clutch pack consists of six Barnett Kevlar plates, five steel plates, and the new polished aluminum pressure plate.

CHECK #175 FOR INFORMATION



**RETRO FIT CLUTCH
BELT DRIVES LTD.**

Upgrade and update your old 3-inch belt drive with this kit that includes a special clutch with a steel inner hub riding on a 40mm double row sealed bearing. Polished pressure plate offers 12 holes to house six to twelve clutch springs depending on your horsepower requirements.

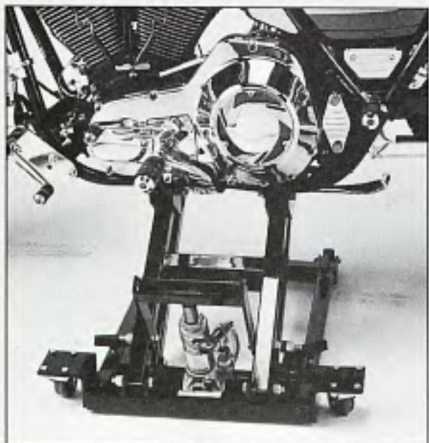
CHECK #176 FOR INFORMATION



**IMPROVED EVO BELT DRIVE
BELT DRIVES LTD.**

The system's larger pulley (4,700-inch front and 7,200-inch rear) offers greater belt wrap for a more positive drive and horsepower capacity. Also features a special 1 3/4-inch fiberglass reinforced rubber belt, and a second belt is also included.

CHECK #177 FOR INFORMATION



**PORKER LIFT
WHITE BROTHERS**

The WB Porker is designed to lift 800 pounds and features three-position safety locks that make working on your bike a safe and secure pleasure. Optional equipment includes caster wheels with four lever/anti-roll stabilizers.

CHECK #178 FOR INFORMATION



**HONING HEAD
JIMS**

An exclusive from Jims, this honing head has a diameter range of 2.5-6.5 inches and is accurate up to .0005 inches or better. That's accurate.

CHECK #179 FOR INFORMATION



**TWIN POWER CLUTCH KITS
NEMPCO**

Get the real beefy set-up for all your high performance needs with these Twin Power Clutch Kits tailored for the right number of plates for your Big Twin 1968-'95 and Sportster 1991-'95.

CHECK #180 FOR INFORMATION

WHEELS



**ROBO-GRIP
SEARS CRAFTSMAN**

Here's one handy helper for your workbench or carry-on bike toolset. The Robo-Grip line of pliers features self-adjusting, spring-loaded operation. Reverse biased teeth grasp all kinds of shapes, including round ones, with one-handed ease. Available in seven- and nine-inch sizes.

CHECK #181 FOR INFORMATION



**STYLE GLIDE "II" SWITCHBLADE
NEMPCO**

These razor sharp looking hi-tech wheels come in a full range of sizes for about any Big Twin application and are available in 16-, 17-, 18-, 19- and 21-inch front sizes and 16-, 17-, and 18-inch rear sizes.

CHECK #182 FOR INFORMATION



**DESPERADO WHEEL
NEMPCO**

The Style Glide Desperado rolls on the leading edge toward the 21st Century custom look and is available in 16-, 19-, and 21-inch front applications and 16- and 17-inch rear sizes.

CHECK #183 FOR INFORMATION



**STYLE GLIDE REAR BELT SPROCKETS
NEMPCO**

Perfect match-ups for your custom wheel choice, these rear belt sprockets are made from precision machined cast aluminum and then polished to a mirror finish.

CHECK #184 FOR INFORMATION



**FAT TIRE ADAPTER KITS
NEMPCO**

These custom fat tire adapter kits make beefing up your rear meat relatively simple and very neat. They're designed for use on wide Softail models, like the Nempeco Style Glide Chopper Chassis.

CHECK #185 FOR INFORMATION



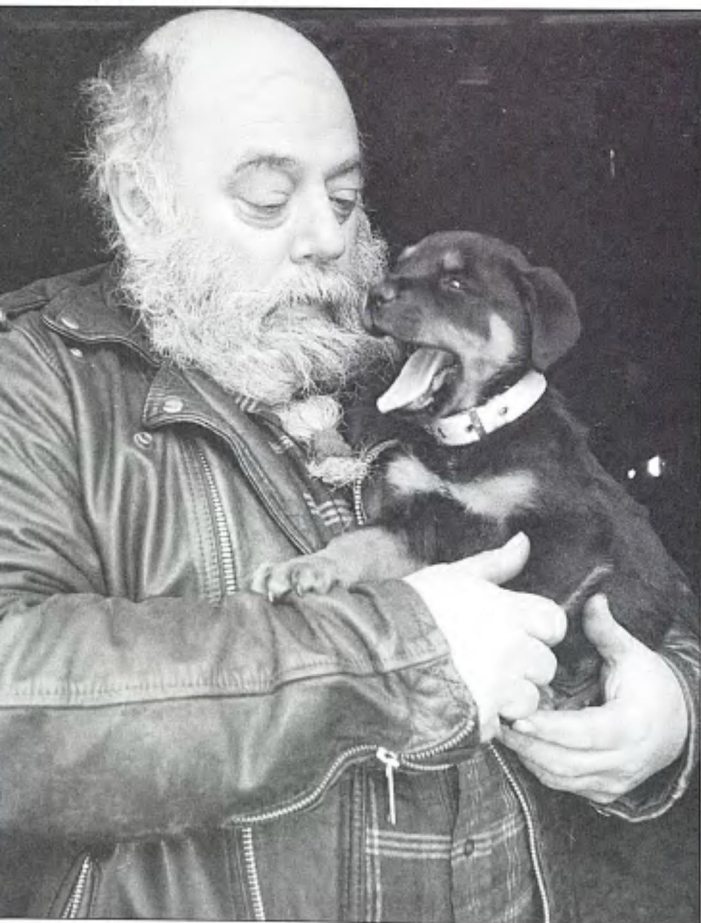
**REVTECH BILLET WHEELS
CUSTOM CHROME**

These billet aluminum wheels combine superior strength and lower weight plus the style of a CNC-machined wheel. Centers are joined to the forged aluminum half-rims with a series of 30 chrome-plated buttonhead Torx bolts.

CHECK #186 FOR INFORMATION



—Cheryl Nealon, Arkville, N.Y.



—Cyclops, New Hampton, N.H.



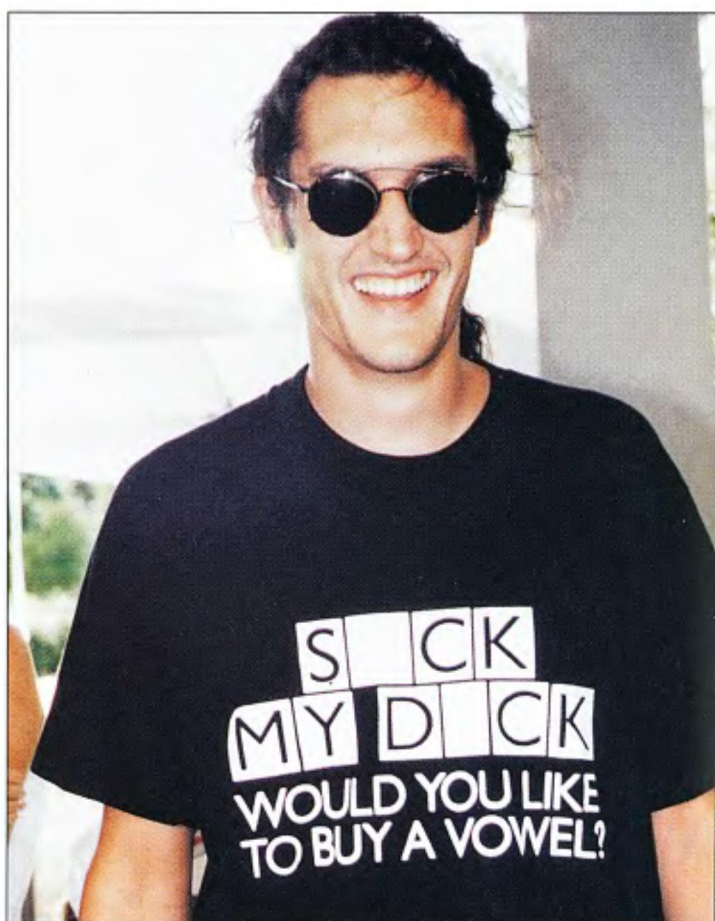
—Wayne Benshoof, Sturgis '95



—John Price, Darien, Conn.



—Diana Kay Coates, Sturgis '95



—Nancy Jermyrn, ABATE of Florida Rodeo '95, Sanford, Fla.



—Axel Willmann, Herford, Germany



—Joseph Cribbs, Belmont, N.H.



—John Monahan, Oak Forest, Ill.



—George Guignet, Cocoa, Fla.



—Alex Roberts, Fowlerville, Mich.



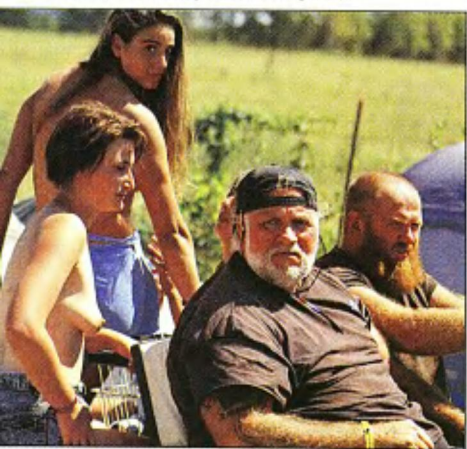
—Bill Valdez, Rat's Hole Show, Sturgis '95



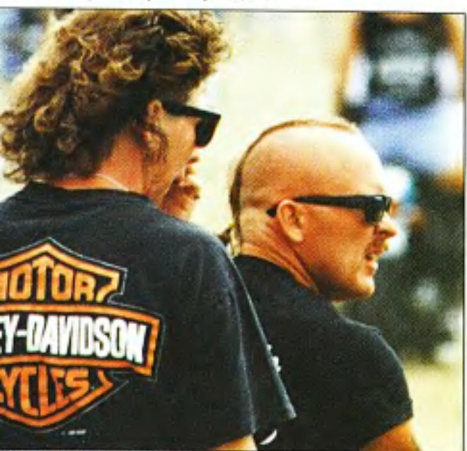
—Bret Brandt, Waterloo, Iowa



—Gordon Bonnell, Turner Falls, Okla.



—Billy Tinney, Prospect, Pa.



—Wolf, South Bend, Ind.



—Miami Mike, Miami, Fla.



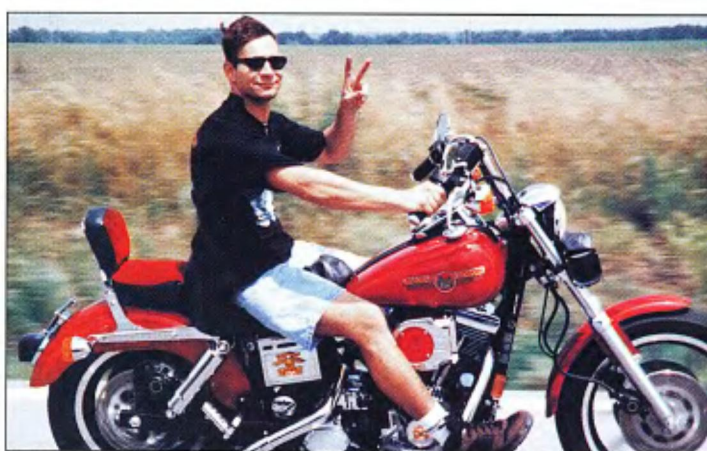
—Hayden Hamilton, Sherman Oaks, Calif.



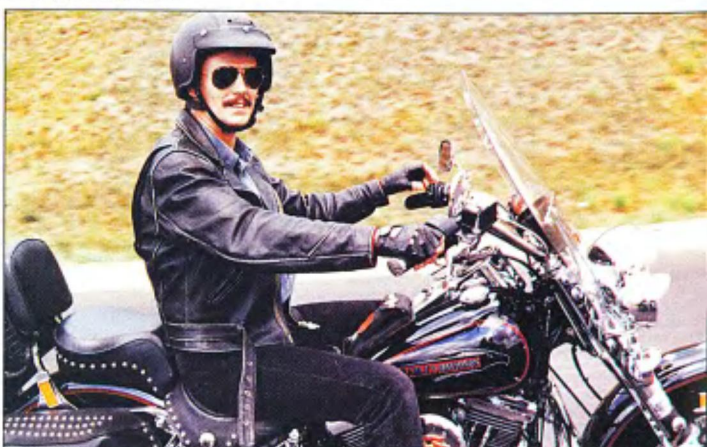
—Nero, Larry and J.R. Shumard, Bremerton, Wash.



—Laurie Crowley, John Price, Danen, Conn.



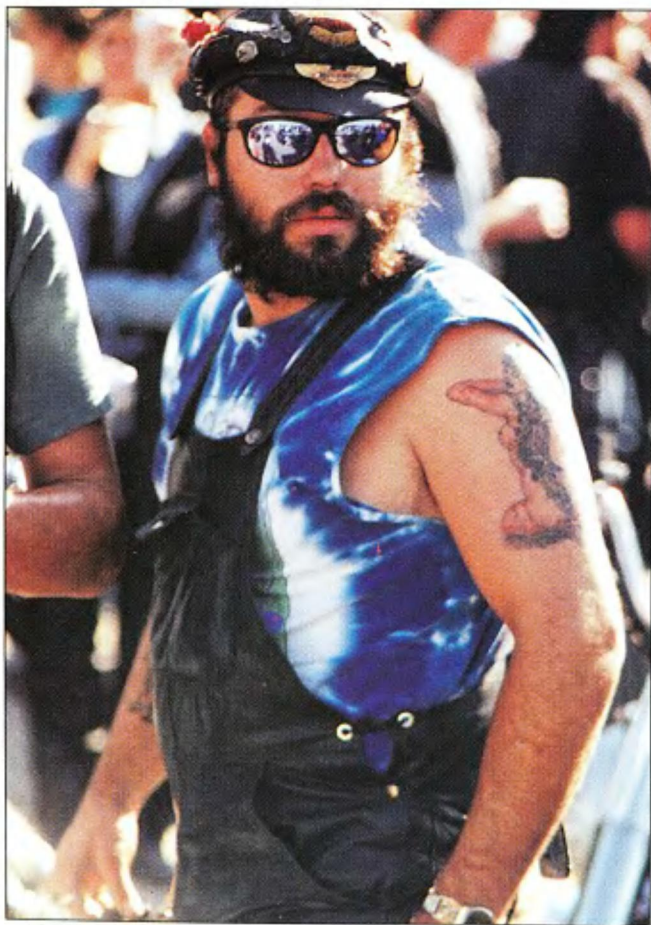
—Hoss, Vinita, Okla.



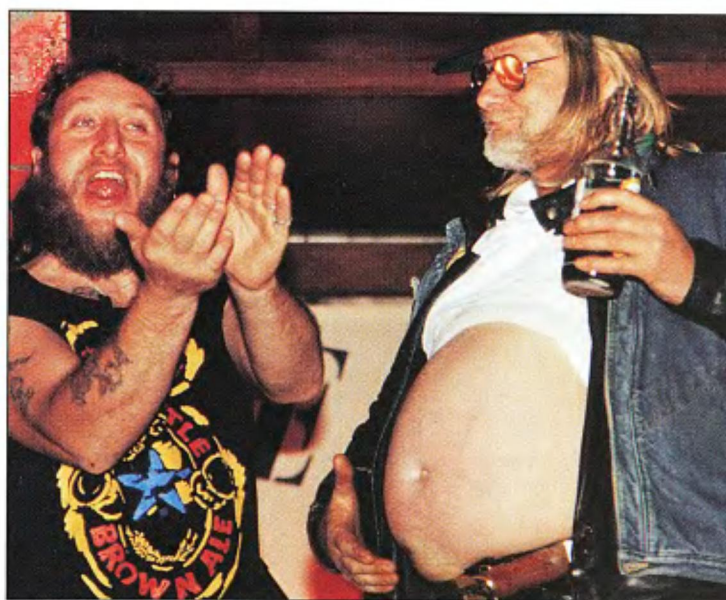
—Karl-Heinz Stitz, Linz, Austria



—Lel Berryman, Daytona Biketoberfest '95



—Slick Nick, Winona Flood Run, Apple Valley, Minn.



—Paul Walters, Northants, England

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

NOVEMBER WINNER

Heidi stepped off the big bird at LAX, heaving a sigh of relief at leaving the frozen tundra of Vermont and the wreckage of the East Coast's Blizzard of '96, and damn near kissing the floor in her amazement at being chosen Fox of the Month. After a few days with this sweetheart it was we who were the ones kissing the ground at our good fortune at meeting this dynamo. Readers, ya done good this month. Heidi is just your basic 25-year-old knockout, busting out (literally) with good vibes, and causin' a commotion on dance stages across the nation where she gyrates nightly in support of her ol' man and family. She's into cats, and matched claws with office cats Scratchy and McGee, two of the toughest pussies west of the Pecos. We gave her a putt on Bomber's Raider Rider Painhead, and she actually liked it. Great gal. Check out her moves on Andy Magdesian's Special Construction Evo, page 124.

—Loudmouth



My first ride on a Harley-Davidson was like having sex—it just left me wanting more and more.
Danylle, Maine—#401



I loved feeling the wind in my hair and all that awesome power between my legs during that first ride.
Amy, Michigan—#402



My first ride on a Harley-Davidson gave a whole new meaning to American muscle between my legs.

Nicole—#403



A Harley wasn't the only thing I rode the first time on that hot, steamy summer morning cruising down PCH.

Tracey, California—#404



On a run with a close friend, we got caught in a desert rain shower and wound up making love on the desert floor. It was electrifying.

Deanne, Nevada—#405



What I remember most about my first putt was how much I loved feeling that rumbling heat between my legs.

Angel Eyes, Pennsylvania—#406

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

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



Here she is, bros, the December 1995 winner in our monthly Fox Hunt, Nicole #1206, from Portland, Oregon. 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.

274

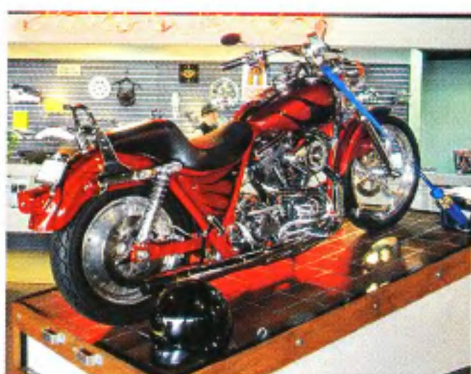
Model's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone () _____ Evening Phone () _____
I am _____ years of age, born _____
I will pose Topless _____ Full Nude _____
Model's Signature _____

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

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

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

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



EVEN IF YOU CAN'T LIVE IN PARADISE YOU CAN STILL SPEND A DAY THERE.



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Springfield, MO
417-883-6006

Las Vegas, NV
702-368-7808

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910-272-9060

NEW
Fresno, CA
209-222-7467

NEW
Atlanta, GA
770-914-6076

NEW
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St. Louis, MO
314-230-6400

Cleveland, OH
216-241-7800

Memphis, TN
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TOP FIVE TITANS

A CLOSER LOOK AT THE HEROES OF THE RODEO

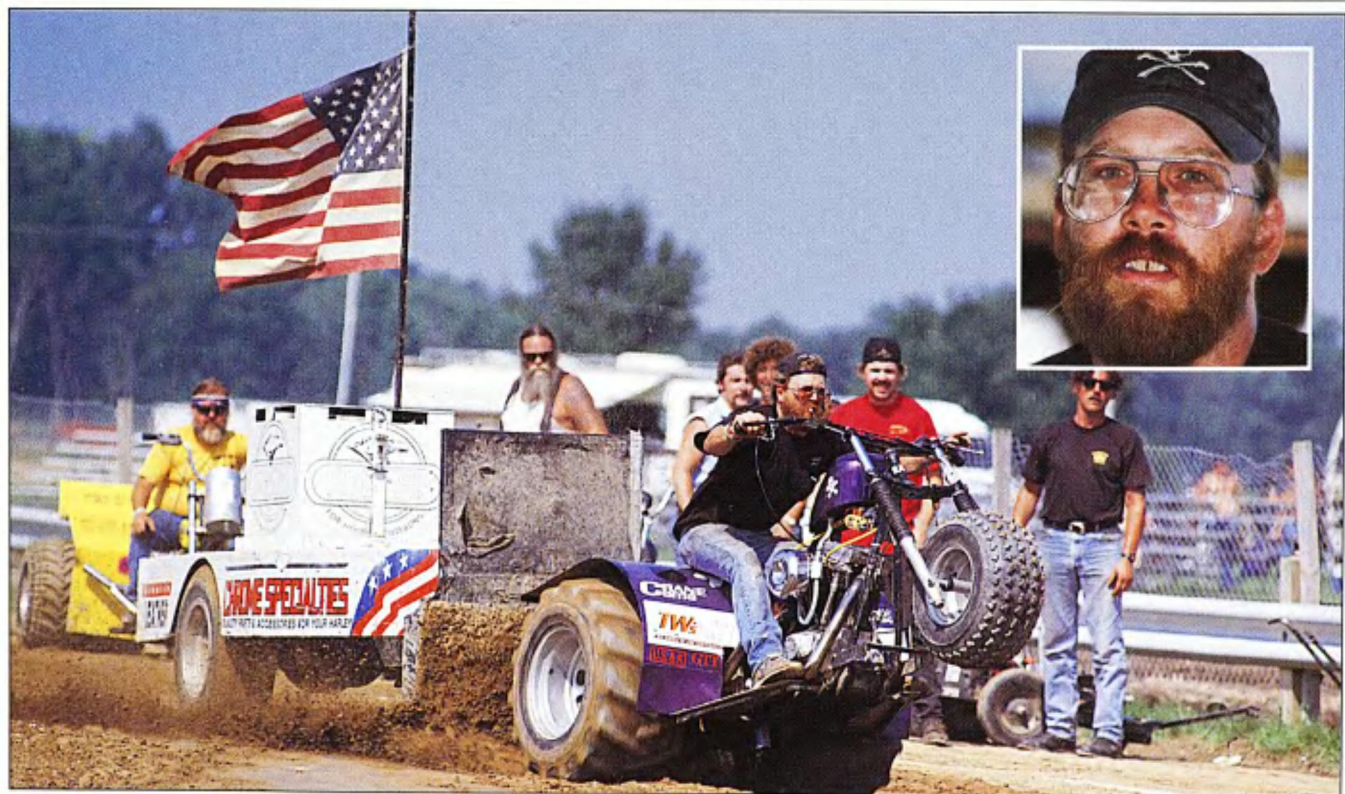
For nearly a decade we have had the pleasure of promoting the sport of motorcycle rodeos. Rodeo is not exactly a new motorcycling sport; since the dawn of riding and the very first time two bony wheels got together with dirt and pavement, intrepid riders have felt compelled to test their limits of courage and technical knowledge in games of skill aboard a motorcycle. It was with the accompanying spirit of competitive excitement that the *Easyriders* Rodeo was born.

Among the highlights of these past nine years has been the terrific experience of encountering the courageous, never-say-die group of men and women. Over the years people have come and gone, and sometimes come back again, as the thrill of victory and the sense of being on stage take precedence over grueling travel schedules and crippling repair bills.

Here then is a personal look at the Top Five riders of the 1995 *Easyriders* Rodeo season—a year that began on

a sweltering Memorial Day Weekend in Rosenberg, Texas, outside of Houston, and swept these gritty riders and others like them across the USA. From New York, down through the Deep South of Wilson, North Carolina, and Millington, Tennessee, up north to the Midwest of Ohio, Minnesota, Michigan, Illinois, Iowa, and finally out to the Wild West of Washington and California for the tour's conclusion. Say hey to the men of the Rodeo.

—Rodeomouth





1. MICHAEL POISSON, Flint, Michigan

Michael came into the season with one thing on his mind: winning. He's ridden Harleys his entire adult life, and rodeoed on the circuit for the past five years, after getting his feet wet at the 1990 20/50 *Easyriders*/Sturgis Rodeo where he earned himself a 1990 David Mann-autographed Sportster, \$1,500 in *Easyriders* merchandise, and \$500 in cash. Since then, Mike has been hot on the heels of the leaders. He got a whiff of the roses last year when he finished second as the National Champion to four-time champ Gary Freel. Thus inspired, this year, in the immortal words of football coach and perennial runnerup Bum Phillips, he would "kick the door in." It was his sole desire, and a tough one to accomplish for the man who is a skilled trades journeyman electrician at the Cadillac plant in Flint. It was a tougher mission for Mike on account of competing exclusively in the heavy-duty sled pulling events aboard The Antidote in the Pro Gas Trike class, and in the Top Fuel Solo class on what began life as a 1981 FXSB Shovel, The Fuel Mule.

Mike and his brother, Matt, became the only team members to capture both one and two positions while disregarding the Rodeo "kid games."

Michael, 37, and wife Jessica have two boys, Joseph and Jeremy, and together they make the Rodeo circuit a family affair. Mike was a driven rider this year, committing himself to securing the best sponsors he could find, and putting his decade's worth of Harley engine experience to work by building the most competitive Big Inch, high-revving engines in the sport. Combined with his brother's fabrication help, it was a success. Rarely does an end of the season prediction for the following year come true, but as Gary Freel was being drenched with champagne on the victory stand at the Lancaster, California Grand Nationals in '94, Mike was making a solemn pledge to be in the same position next year by saying "with a few refinements, we look to dominate next year." He kept that vow.

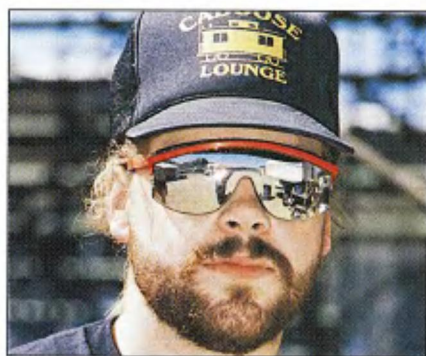
When asked for a prediction this year Mike answered, "If you're gonna win in the pulling class, you're gonna have to go through us."

2. MATTHEW POISSON

Flint, Michigan

What better incentive for finishing first than to be pushed by your younger brother? And what better role model to follow than the man leading the pack? The answers are Matt and Mike Poisson. Like baseball's bad-assed brother tandem of the Roaring Twenties, Paul and Lloyd Waner, better known as Big Poison and Little Poison, this poisonous duo of the '90s played hell on the competition. With Matt riding herd atop Mr. Yuk, his powerful "Shovelusion" trike (Evo heads on a Shovel motor), bearing a gag-worthy lime green paint job, and Mike earning Top Cowboy points honors regularly, it somehow seemed inevitable that another competing rider would affix the sticker "Poisson Control" on his bike to help his luck. Invariably, it didn't.

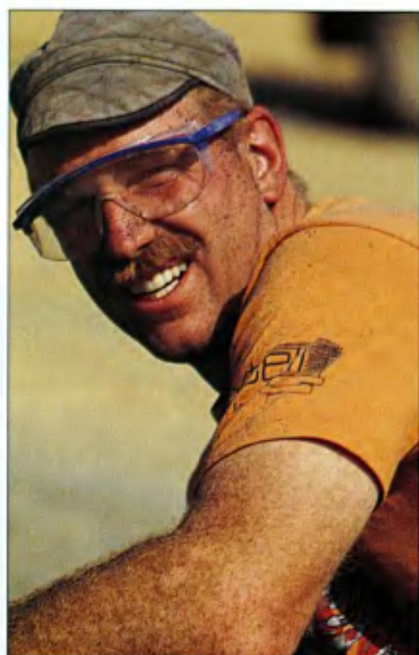
Matt, 26, is a bachelor, fabricator and welder at Midwest Fabrications in Cooperville, Mich., and, obviously, an accomplished rider. He's responsible for



fabrication on the bikes, taking Mike's designs from paper to reality. Beyond the obvious, Matt spurred his brother on just by riding with him. With Mike's experience in the Rodeo (six years), and the accompanying technical know-how of what works, combined with Matt's ability to collar every ounce of horsepower to the rear wheel through the drive train, the brothers Poisson made it one tough summer for their fellow riders.

Matt sums up the season with: "It was totally awesome. I got a kick out of riding, and beating my brother was the best. But we did it as a team, from the beginning last winter, to the end in September, and that was to realize our goal with the title. Since we've been back in Michigan we've been having way too much fun, thanks to our home crowd."

Look for him to be a very big player in '96, challenging big brother Mike for the family jewels, er, honors. The Poisson brothers are partners in the Michigan Mafia, a loose-knit group of riders including Terry and Lori Miller, Don Seabolt, and Norm Greenleaf, who hope to carry on the tradition of Michigan's recent domination of the sport. →



◀3. GARY FREEL

Ames, Iowa

With four championships (three of them consecutive) under his belt, you'd think the 37-year-old, Miller Lite-swillin', slightly peeled carrot-top would pack it in and rest on his laurels. Fat chance.

Gary and his orange crush gang of committed team players would not concede the champion's golden buckle until the final day of the '95 season—and even then made a healthy run for it—despite encountering a season-long string of bizarre and downright unlucky breakdowns and misadventures.

As one of the handful of ARROW competitors who had been on the *Easyriders* Rodeo circuit since day one, Gary was aware of what part luck plays in keeping machinery together. And during the 1995 season Lady Luck gave him an ice cold shoulder. Not that Gary takes anything away from the efforts of the Poisson brothers, but consistency is

what cashes in at the pay window, and in 1995 he didn't have it.

From the Rodeo's inception, Gary Freel has proven himself to be a class champion, one who has earned the respect of all who ride against him for both his skill as well as his eagerness to help a rival. It's that attitude of sportsmanship that envelops the majority of contenders and makes the sport of motorcycle rodeo enjoyable for all who participate.

Hey, but don't go away thinking that this Iowa Hawkeye is falling away from the bone or fading into the proverbial woodwork. No sirree, on the contrary, Gary is pining for the chance to get back to center stage and recapture the championship in the upcoming season beginning June 28-30 in Wilson, North Carolina. Meanwhile, he will continue in his daily job at the Resource Recovery Plant in Ames, along with his National Guard commitment.

◀4. ROBERT TABOR

Canton, Ohio

Robert had perhaps the toughest luck of any of the regular Rodeo riders last season. He and his Triple T Racing Team had made a concerted effort in the off-season to get the best Hog machinery available and let the chips fall where they may. Right up until the West Coast those chips were all gold and were falling in his lap. The 34-year-old Buckeye, who works as a computer program operator, learned his craft at ABATE of Ohio field event rallies. Robert, admired by fans for his incredible and innate ability to stand a motorcycle upright indefinitely in the Slow Race, came from seventh place in '94 to make a statement in '95. Robert and his teammate Tonia Church competed in each event at every Rodeo, and their involvement vaulted him into first place overall, and them into second place in the

team competition, when the tour headed west to Enumclaw, Wash. Unfortunately, Tonia, his partner on the circuit as well as in life, took ill, and Robert forsook the tour to nurse her back to health. All challenges heaved a sympathetic sigh of relief, knowing that the point spread the super-competitive Tabor had accrued would be divvied up in the final three events in Washington and California.

In a show of good sportsmanship, Robert asked to thank Mike and Matt Poisson for "helping us keep racing, particularly in New Ulm and in Texas when they loaned us parts and tools, even though we were in the heat with them." He went on to thank his son Jason, 16, Tonia, and his pit crew for all their assistance, saying, "Without them we never would've made it to the heights we did."

We look forward to seeing Robert and Tonia back in the arena in '96.

◀5. BOB HANNA

Claymont, Delaware

Throughout the West Coast leg, including Enumclaw (where he earned Top Cowboy honors), Santa Rosa, and the Grand Nationals in Costa Mesa, California, Bob impressed both riders and fans with his tenacity and balance, especially in the Slow Race, which he turned into a rout by standing his Sportster in place as if it had been plaster cast. Along with his ability to stand still, he can cut the rug around the barrels, and turn the wick in the pulls. At great financial cost, he made the entire tour, from coast to coast—one more man chasing the elusive ARROW championship carrot right up to the Finals, where he could be found in the pits beforehand,

personally grooving his tires to the track's slippery dirt for one last battle against the foes in front of him.

Bob, 37, works for Yellow Freight Trucking company, or at least he used to before he started scratching this summer-long Rodeo itch. A dedicated family man with four kids, a lovely wife named Susan, and his sister/team-mate Wendy Dupell, he is a fiery competitor who seeks to beat the hell outta the opponent, yet who was seen taking time out to sign autographs for kids. This despite barely being able to walk after taking a horrific tumble and being gored by the handlebar of his solo sled puller, Big Wheel, at the Grand Nationals in Costa Mesa. Keep your eye on this man, he means business.

1995 TOP TEN EASYSIDERS RODEO WINNERS

1. Michael Poisson
Flint, Michigan
14,900 points
2. Matthew Poisson
Flint, Michigan
14,550 points
3. Gary Freel
Ames, Iowa
13,850 points
4. Robert Tabor
Canton, Ohio
13,300 points
5. Bob Hanna
Claymont, Delaware
9,475 points
6. Ray Tewksbury
wherever the sun sets in the USA
8,475 points
7. Don Seabolt
Greenville, Michigan
6,725 points
8. Terry Miller
Sheridan, Michigan
5,725 points
9. Ivan Eaton
Seabrook, New Hampshire
4,050 points
10. Lori Gunia-Miller
Sheridan, Michigan
3,475 points

We hope these vignettes of the Top Five finishers of the 1995 season help to put a face and a personality to those you've seen in the mag over the years.

The staff hoists a cold one to the following folks for their help during the season: Events Director Leon Hatcher; Events Manager Cathy Chaffin; Field Judge Al Bulling; Referee/Starter/Tech Inspection, David "Rip" Ripley; Noel and Mike, hardworking field grunts; Voice of the Rodeo, Larry Tomei; John Green, Rodeo truck hauler; Johnny for JDF bike trans.; Event Security Director Joe Amore; Tammy Robinson, box office manager, tattoo show; Sandy Hatcher and Louanne Bulling for scoring, statistics and keeping us out of trouble in the Trophy Girl contest. And, especially, our true bro Billy Tinney for his coverage.

Easyriders®



David Mann

WHY SIMPLE AIN'T EASY



ESPECIALLY WHEN YOU WANT IT RIGHT

This is a tale we can all relate to. It starts out simple enough. Step one is the plan, and the plan involves building a bike.

So you scrimp and save, work weekends and holidays, hoard your coupons, and do whatever it takes to accumulate those extra ducats. All too familiar, right?

You've cut out clippings featuring different ideas you'd like to incorporate, a fender here, a tank or seat there. It's coming together in your mind: a simple vision reflected in leather and steel.

It won't take long to realize, either. Six weeks, two months at the most. So you buy the frame. And then... and then you

watch helplessly as a simple concept sails out of sight.

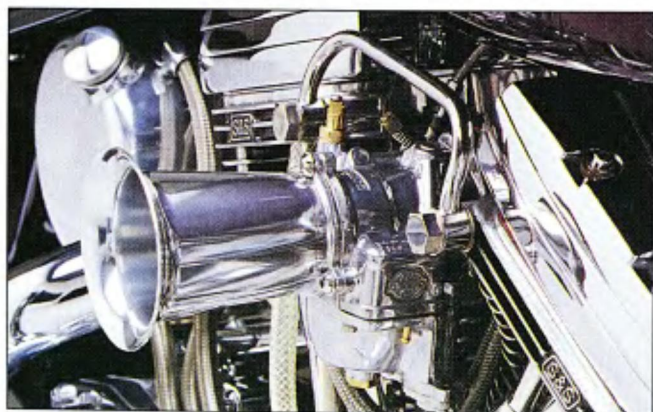
Andy Magdesian was only 22 when he conceived this bike. It was his first bike, and he wanted a no-nonsense look, a basic, stripped-down drag machine.

So he bought an Atlas frame. But when he took his prized possession to his cousin Greg Karapetian at All Star Cycles and they studied the frame, he felt that adding a little rake and stretch would certainly enhance the appearance. So, Andy figured, gotta do it right.

Next came the engine, a standard 1994 Evolution that was rebuilt, along →

Easyriders®





with the trans, by Sand's Racing after he realized he wanted more punch, something along the lines of 96 cubes. And because he wanted to do the motor just right, he added a Crane Cam and an S&S stroker kit.

By now you're probably starting to see a pattern here. By now you probably understand how simple it is to lose sight of simple. By now you understand why this six-week scooter



scheme stretched into a year-and-a-half odyssey of getting every single thing on this scooter just right.

For every one of us who's ever wanted to build a bike just right—this is something we can definitely relate to.

And it's a theme Andy insisted on throughout the entire project. Sure the Paughco tank looked fine as is, but tunneled and lowered on Andy's bike it looks just right. Same →

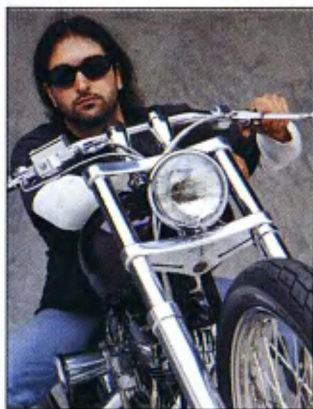


with the left-mounted rear brake and all that stainless steel. Same with the hidden mounting brackets. Same with ... well, you get the picture by now.

No surprise, then, that this bike captured Third Place in the Judged Specialty Class at the 1995 *Easyriders* Bike Show in Pomona, California. Not bad for a first effort. Note that since we first shot the bike, Andy switched front ends.

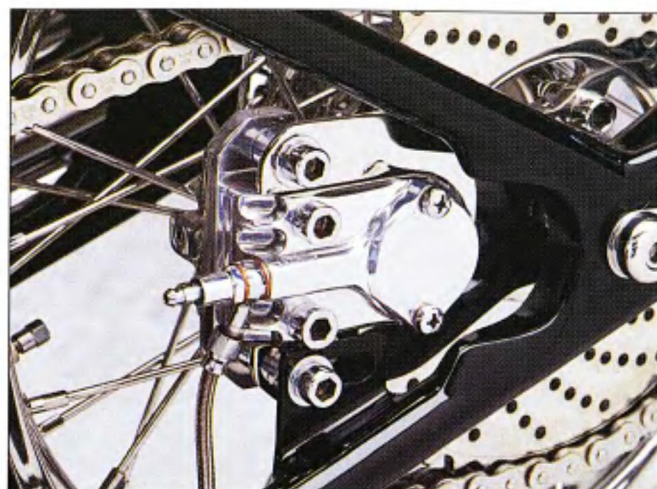
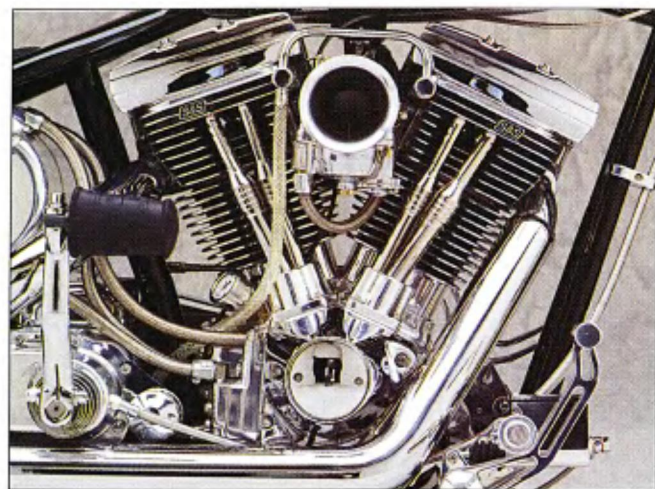
Simple is as simple does, of course. But sometimes getting it just right makes all the difference in the end.

While Andy's bike was glittering under the glare of Raiko Hartman's powerful studio lights, the statuesque, bust-laden beauty astride it is entirely comfortable under the strain of the hot lights. She would be Heidi, as sweet a woman as you'll ever meet. Heidi hails from Vermont, by way of Chicago



and Las Vegas. A self-starter, loaded with drive, who loves to ride, she's also a professional dancer who supports her extended family through nightly gyrations that lead her all over the U.S. of A. Heidi's caring heart is matched only by her sizable bust line, which itself is far and away superceded by her friendly personality. Yeah, we liked her.

—Southern Connection



Owner:.....Andy Magdesian
City:.....Montebello, California
General
Fabrication:.....Greg, All Star Cycles
Year and make:.....1994 H-D
Model:.....Special Construction
Value:.....stopped counting at \$35,000
Assembly:.....All Star
Chroming:.....Wally's Chrome
Engine
Year:.....1994
Model:.....Evo
Rebuilder:.....Bob Sand's Racing
Ignition:.....Crane single-fire
Displacement:.....96 cubic inches
Lower end:.....S&S

Pistons:.....S&S
Cases:.....S&S
Heads:.....S&S
Cam:.....Crane 561
Carb(s):.....S&S Super E
Pipes:.....Porker
Modifications:.....S&S balancing, Jim's lifters
Transmission
Year:.....1994
Modifications:.....Sand's Racing/kick only, Andrews gears
Painting
Molding:.....All Star
Painter:.....Peter Johansson
Color/type:.....purple pearl/House of Kolor
Special paint:.....candy purple flames

Frame
Builder:.....Atlas/All Star
Type:.....hardtail
Modifications:......5-degree rake, 1-inch stretch, welds filled and smoothed, hidden mounts
Accessories
Bars:.....drag
Fenders:.....All Star
Headlight:.....H-D
Taillight:.....catseye
Pegs:.....JayBrake front, P.M. forward controls
Gas tank:.....Mustang/All Star
Oil tank:.....CCI
Oil system:.....S&S
Seat:.....All Star
Mirrors:.....CCI

Grips:.....JayBrake
Forks
Type:.....wide glide
Modifications:.....4 inches over
Wheels
Front
Type:.....All Star Cycles/Sweden
Size:.....21-inch
Tire:.....Avon
Brake:.....Performance Machine
Rear
Type:.....All Star Cycles/Sweden
Size:.....18-inch
Tire:.....Avon
Brake:.....All Star
Photos:.....Mike Lichter/Raiko Hartman

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 Deluxe Chaps \$ 65.99



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Primary FL \$89.99



Fatbob Keyswitch
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Chrome Buffalo Grips
\$16.99 pair



Chrome
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fits 1973-81 \$84.99



Shorty "Ultralight" Helmet
D.O.T. Certified \$32.99



Open-Face Helmet
D.O.T. Certified \$34.99



Chrome
Handlebar Control Kit
fits 1982-95 \$169.99



Willie & Max
Studded Saddlebags
\$84.99



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



Saddleman Red Flame
Saddlebags \$74.99



Made in USA Black
Generator \$129.99



Polished Aluminum 16"
Rear Wheel \$319.99



Solid State Regulators
\$44.99



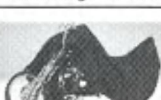
Late Style Tail light
\$28.99



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



Chrome Rear Shocks
\$109.99 & up



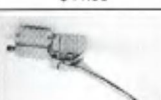
Covercraft Cycle Cover
\$89.99



Complete Kickstarter Kit
with Chrome Cover
Fits Big Twins \$95.99



Rear Fender FXWG
\$49.99



Chrome Handlebar
Master Cylinder \$46.99



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Speedo Dash Kits
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Big Twin 16" Rear
Chrome Wheel Assembly
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Kenda Tires
130/90-16 \$39.99



Late Diecast Dash
Cover \$42.99



Saddleman Studded
Lo-Boy Seat \$139.99



Saddleman Desperado
Seat \$139.99



Saddleman Pillow Seat
\$99.99

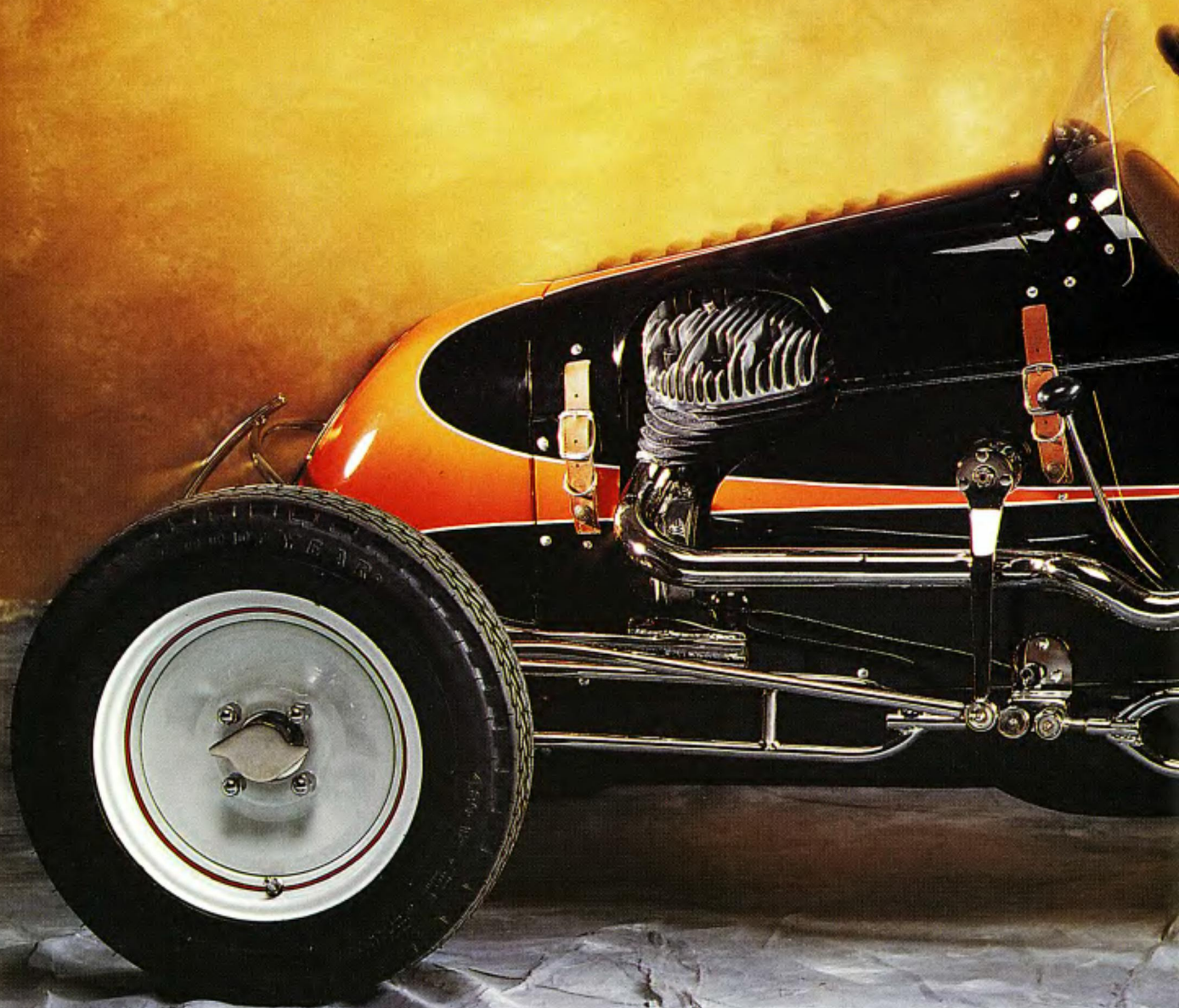
BOB "MOTORDROME" D

Bob Dron, a former racer, an avid rider, and the Harley-Davidson dealer in Oakland, California, has coined a saying pertaining to his lifelong involvement in motorsports: "If it has rubber tires and a gas engine, I gotta have it, and I'm going to drive it at least once." Bob had read about a motorcycle-engined class of 3/4 midgets from the 1940s in contemporary racing books but had never seen one; he found his Harley-powered midget racer quite by accident while attending an auto auction held in conjunction with the Pebble Beach Concours in the early 1980s.

In the 1930s and '40s, when the full midget racers were running heats to qualify for the main event, there usually



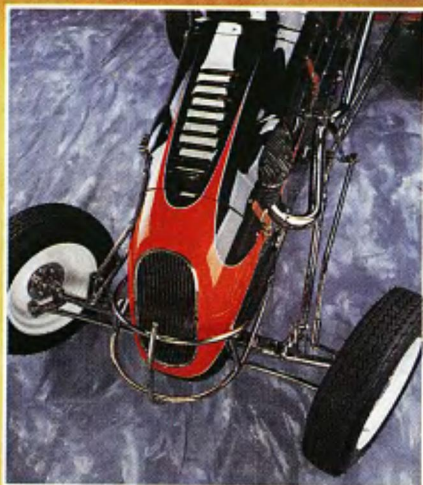
was a half-time break in the program. During this break, downsized versions of the racers would come out with younger drivers at the wheel. They would act primarily as entertainment and provide a showcase for the less experienced racers to strut their skills. In the late 1940s, a promoter came up with a program for smaller-sized midget cars to accommodate indoor winter racing. The dirt tracks were generally 1/8-mile or less. Engine size was limited to 750cc, immediately creating another use for motorcycle power plants. While this class was short-lived, a fleet of homemade cycle-engined midgets sprang up across the country. Bell Auto in Los Angeles began supplying



RON'S HARLEY MIDGET

complete full-bodied race kits, less engines, to sportsmen racers.

Once Bob began disassembling his little racer, he discovered just how homemade and primitive it was. Handling must have been a chore. Bob can just barely squeeze into the cockpit. The two wheel rear brakes are a very early attempt at disc technology in their manufacture, but not their ability to stop. "They're more like drags than brakes," relates Bob. The engine is turned sideways and linked by chain from its drive sprocket to a lower gear which is part of an in-and-out transmission box that is lever-controlled and located between the driver's legs. Steering is more like aiming. The drive



Photos: Gail DeMarco

train is an open-drive shaft connecting the engine to the cut-down ring and pinion rear end which appears to have come from a Model T Ford. The power plant is a Harley WR 45-inch racer from the early '40s. A hand-operated pressure pump is located on the side of the body to keep gas flowing to the carburetor.

Bob had Steve Mole fabricate a new grill and cowl in the Curtis style. After precariously driving the racer once after restoration, Bob says this one is for looking at. The machine is now on loan to the Harley Legends gallery in the Petersen Automotive Museum in Los Angeles.

—Mike Egan



RIP'S RUN



Leapin' lizards!



Toys for Tots revelers.



Santa's helpers in Miami.



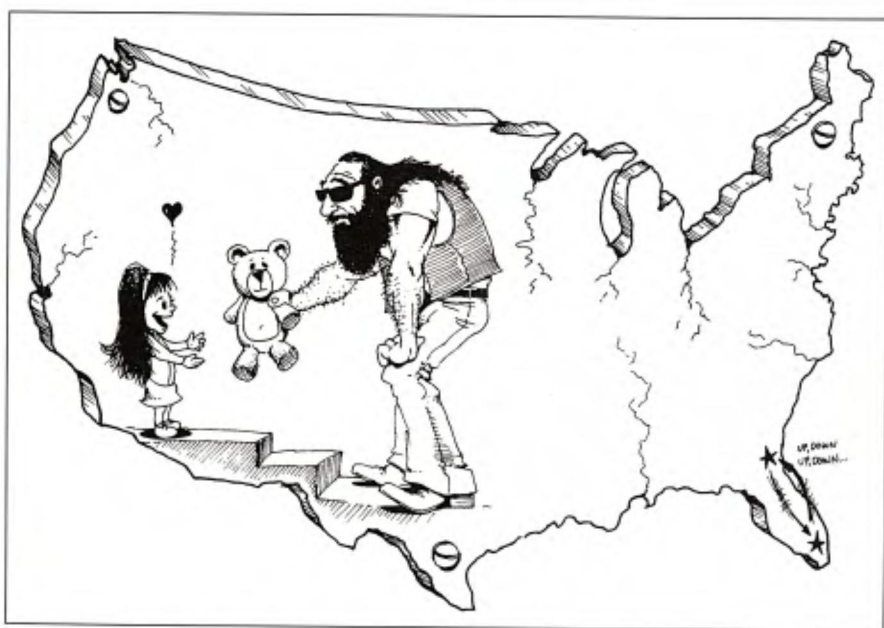
The Halifax River in Daytona Beach, Florida.



A couple of Deadhead helmet-selling dudes.



HOME-COMING



Greetings, salutations and howdy. Here we go again. After attending the All-Harley Drag Racing Association Inaugural World Invitational in West

Palm Beach, Florida, last month, I thought I'd hang around Florida for the winter. The Sunshine State offers lots of good riding weather year round. Since *Easyriders* has a store on Main Street in Daytona Beach, Florida, I used it as my headquarters. They have a fax machine that could be used to send copy to the Agoura Hills, California, office. Anyway, while there, I heard of two functions in southern Florida that I wanted to attend.

The first was the 18th annual anniversary party put on by Heaven Cycle from Miami. Formerly Heaven Cycle was called Hog Heaven Cycle Inc. They changed their name after the Motor

Company made them. They had the name way before the factory, but due to the cost of fighting them they relinquished the Hog title from their name. The party was held December 3, 1995, at Kendall Indian Hammock Park at 11395 S.W. 79 Street, Miami. This is a Metro Dade Park. Five live bands played, with each taking turns entertaining the party-goers. Heaven Cycle gave away 18 complimentary kegs of cold beer, one for each year of business. Heaven Cycle has been at the same location and under the same ownership since 1977. They had biker games and held a raffle. Bob Marlow won the slow race competition on an '84 FXRS. Look for the party again next year, probably at the same locale. Oh yeah, food was provided by Flanigan's. They served barbecue ribs or burgers. Ya had to pay for the grub. I thought →

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Left to right: Bruce, Steve, Cricket, and Joe from Heaven Cycle, Miami, Florida.

the ribs were excellent as was the company. I met a lotta new friends and saw some folks that I'd met earlier, some at drag strips or around the country. I had a fun time and would do it again. Also, I went by the store later and saw their large display of hard and soft motorcycle products. By the way, Heaven Cycle is a Bros Club dealer and can be found in *Ridin' With Rip, The Bros Club Guide to America*.

After the party at Kendall Indian Hammock Park, many folks rode to Shelby and Ira's Tavern in Hollywood, Florida, a local biker-friendly bar. The house band, The Storm, played for us. They had a girl singer named Marie who sounded pretty good. I rode to the bar following Vinny, a pal whom I'd met back a few years while visiting Fort Lauderdale. We hung around listening to the sounds and enjoyed each other's company as well as some cold frosty liquid refreshments. On Sunday afternoons Shelby and Ira's has a free buffet. They serve liquor as well as beer and wine. There were lots of putts parked outside in the lot. Go by and check them out if you're in the area. Shelby and Ira's Tavern has been at the same location for nine years. From there Vinny and I split, him to his house since he had to work the next day and me

on I-95 northbound to Daytona Beach.

While in Daytona I visited Blondie's Rack-N-Ribs. They are a restaurant and lounge specializing in barbecue ribs. I can co-sign for them as being good. They have live music on the weekends. Go by if you like the blues and good-tasting ribs. Tell Bridget, the barmaid, that Rip sent ya. She putts a 1976 Sugar Glide and is a super person as well as a living doll.

Also while in Daytona I got some Crane Cam ignition wires for Sugar's spark plugs. I now am running the complete Crane Cam ignition package. That is, the Hi-4 module, the single-fire performance coil and spark plug wires. Sugar is also running a 1-1003 Crane Cam. These parts are compatible and work together swell. I like it, I like it a lot.

Sugar is also now equipped with the brand-new and improved Barnett Clutch package. Barnett is into research and developing better products for the industry. The new clutches are also made of Kevlar but the process they use is different than the way they used to prepare the fiber plates. They work much smoother and are quieter.

Later in the week Sugar and I rode back down to Miami. It's about 250 miles from Daytona on I-95 or the



Part of the long procession of bikes on the way to C.B. Smith Park for the Toys in the Sun Run.



At the Pompano harness track.

"Florida Turnpike." We made it in about three and a half to four hours, a piece of cake on the 97-cubic-inch Mountain Motor built by Axtell Sales in Des Moines, Iowa. While in Miami, I stayed with Miami Mike and Janice. They live in North Miami. We had a fun time running around checking out several nightspots and also the huge Phil Peterson-owned Harley-Davidson dealership. It takes up more than a half a block. More on them later. One of the hottest places we went by is called The Trap Lounge. A dude named Sky Lukas is the manager, and he treated us great. The women who work there



Her stuffed toy is bigger than she is.

are outstanding. They get totally nude and are easy on the eyes. The Trap has a bevy of fine talented females working there. They don't serve food but if ya have to eat you can call in an order from several handy nearby take-out food places that deliver. Sky called in some pizza for us. We spent an enjoyable evening scoping out the female talent.

Another must-see place in the Miami area is The Hub. It's a happening place. They bill themselves as being "the working man's pub and a good place to be." Never a cover charge. They feature live music Thursday through Saturday night and are truly a hub when it comes to poker runs and biker-related functions. This year around the holidays The Hub staff sponsored a Christmas party, a New Year's Eve shindig and also threw their first anniversary party. Keep it in mind for next year because they will be doing all three all over again. The fun never stops at The Hub, they are open every day from 11 a.m. to 3 a.m. The food is excellent. Not only do they have the burger and hot dog diet, they also prepare cook and sell real food. The chef is named Dave and he knows how to rattle those pots and pans while making good grub. At The Hub they also serve mixed drinks, have pool →

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

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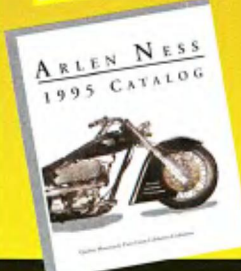


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Courtney Cummings in the Crane Cam dyno room.

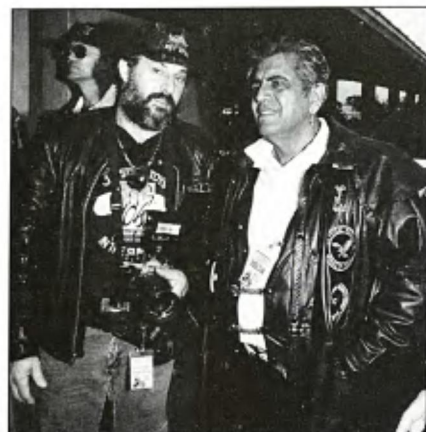
tables and darts. They have a satellite TV dish and a video camera pointed toward the bike parking lot for increased scooter safety. All ya have to do is view the screen to make sure your putt is where you left it. During football season they have Monday night football on their big screen. Also on Mondays it's Ladies Night from 7 p.m. to 3 in the a.m. The drinks are two for the price of one. Monday and Wednesday evenings The Hub also has lingerie nights. According to *New Times*, the Hub was voted the best biker bar in Miami. I had a good time visiting the folks there and would recommend stopping at The Hub.

Sunday, December 10, the South Florida Presidents Council of Motorcycle Clubs and Organizations hosted the eighth annual Toys in the Sun Run. It was giganto, so much so that the Department of Safety closed I-95 for three hours while the riders rode from Pompano Harness Track in Pompano Beach to C.B. Smith Park in Pembroke Pines. They had a full police escort. Also working with the President's Council was Big 106 FM. They play hits from the '70s. They were, for the most part, responsible for the music in which they did a fine job. A big thanks goes out to David R. Ross and the gang at 106 FM, ya did good. Showing up to play for the folks

was Mike Pinera of Iron Butterfly, Peter Rivera of Rare Earth, Jerry Carbeha of Sugar Loaf, Nick St. Nicolas of Steppenwolf, Bobby Kimball of Toto and Jerry Malland of Badfinger. Yeah, and let's not forget the unnamed, unseen sidemen who make it happen. They're the real unsung heroes in my book. You dudes are the best—again, thanks.

The Children's Cancer Caring Center was the main recipient of the 143,000 bucks raised by the riders. Two huge semi trailers were packed to the gills with 38,000 toys which the various police agencies passed out to local needy children. More than 250 police officers from Dade, Broward, and Palm Beach counties assisted in traffic and crowd control on the run and at the park.

The numbers I received from Miami Mike, the SFPC publicity director, were 50,000 people attending with 29,000 motorcycles and riders. They believe they are the world's largest motorcycle run of its kind, surpassing even California's Love Ride. Who's gonna stand there counting each and every person? It's also been said that Baltimore's Toys for Tots run is the world's largest, go figure. I think it's enough that we show up to participate. Whether it's the biggest in



Left to right: Miami Mike and Bob Amchir at C.B. Smith Park for the Toys in the Sun Run.



Santa's elves at the harness track.

California, Florida or Maryland, it's immaterial. Hooray for us.

Bob Amchir, the run director and head coordinator, wrote last year inviting me to the run. I couldn't make it then due to prior commitments but I'm certainly glad I made it this year. Thanks, Bob, for the invite. I hope this column helps you next year and for years to come. I had a great time with these good people. What made it for me was blasting past the pack to get ahead of them for photos. Yeah, Miami Mike gave me photo credentials and we rode together at the head of the pack. He rode his bike, and I rode Sugar Pai. I particularly liked doing 95 mph, passing the police escort at times. What a rush, knowing we weren't gonna get busted. Being a photojournalist does have its perks sometimes. Thanks folks, let's make it still bigger and better next year. Good luck and all the best to ya. You deserve it for all the hard work that went into this fine effort.

I also want to acknowledge R. Scott Singer who took me up in his helicopter two times so I could get shoot aerial photographs. Once at the harness track, and then a second time at the venue. It was a kick, thanks.

Before I forget, I should mention the Harley-Davidson dealers involved. →

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Down from the North Pole for a visit



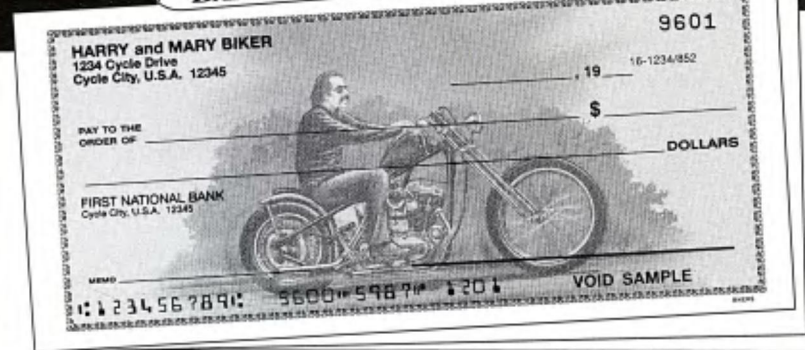
Nice lid, Bean, at the Heaven Cycle Party.

Phil Peterson from Miami H-D and Mike Deruyter of Fort Lauderdale H-D went in together to give away the grand prize, a 1996 Wide Glide. Second prize was \$2,500 (cash is always nice), and the third prize was a large-screen TV. I can't tell ya who won second or third, but the grand prize winner was Sherry L. Hulgan. She bought four tickets and didn't want the bike, so she took the \$14,000 cash money it would have taken to buy the bike. Different strokes for different folks, I guess.

Anyway, let me tell ya about the new Harley shop in Miami. Like I said earlier, it is huge and very nicely done. The two-story building has the Harley-Davidson letters on the front of the building done in large stainless steel cut outs a la the '50s-style. It's so big that the showroom has more total footage than their entire old corner store had on N.W 7th Avenue. They have lots of room to grow on. I'm sure its gonna take a while to figure where they're gonna put everything.

The evening before the toy run, Miami Mike, his ol' lady, Janice, and I dropped by the store for a small Christmas party with their H.O.G. chapter. It was held upstairs in the new building. They had a DJ playing music for us. The speakers were

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Photos: Rip

Mike Pinera doing his thing at C.B. Smith Park.

rather large, almost like the ones you see at concerts. Why, I don't know. Anyway, they had plenty of power. These are fine folks who know how to party. No one got wild or anything like that. It was a fine gathering and it went off well. I particularly liked watching the line dancing. We did have a buffet with prime rib and chicken breast. I wolfed it down, and washed it down with some cold diet pop. We left early knowing what lay ahead of us the next day. But before leaving the building, I got a chance to talk to Phil and he told me that his first store was in Key West. It's the biggest H-D dealership that I have personally been to. It's certainly a major milestone in Phil's life and it's gonna be around a long time after we are all gone. It just goes to show ya what hard work and dedication can get ya. All the best, Phil, and thanks for the good times.

Well I could go on and on, but I think I'll give ya a break and stop here so that more pictures can be used.

I'm still looking for some mail. You know what I want, so how about it? Until next time, see ya.

—Rip

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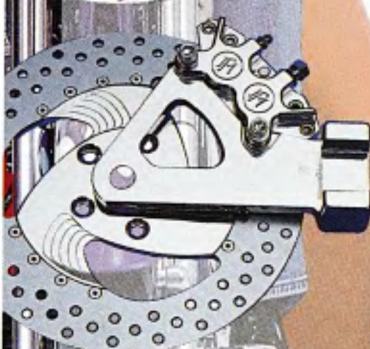
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Illustration by Bob Dorman

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IN THE SHADOW OF THE GRAYBAR HOTEL

The light came from behind as she walked through the bedroom door, but he could still make out that she was all but naked. Long legs, a flat stomach, and platinum blond hair. She was way out of his league, but he didn't care, she was here with him and that was the main thing. She had been wearing nothing but a small white tank top, stretched tight across

her firm breasts, but now even that was going as she began to straddle him on the bed.

A noise. Shouting. Someone at the door? Confusion. The dream was shattered. As he struggled back into consciousness he heard wood splintering, boots running through his exclusive condo, his bedroom door crashed open and he was immediately →



blinded by a powerful flashlight attached to the front end of a submachine gun. Was this really happening or was it just another dream—a nightmare?

More lights, more guns, and behind each gun he caught glimpses of men in black masks. Rough hands pulled him from his warm bed and threw him onto his stomach on the floor, too terrified to struggle. He felt a knee drive into his back, a cold muzzle pressed against his neck, hands pulling at his arms, and steel handcuffs biting into his wrist. Then he heard voices. "Are you Dominick Lunt?" barked a voice from behind a light. His voice failed him so he just tried to nod.

"Police. We have a warrant for your arrest. Do you have any weapons? Where's the dope? Where is Roberto Dolgos?"

He was confused. Dominick struggled to make sense of all this, but fear kept blocking his mind. He was paralyzed, incapable of speech, let alone resistance. He had no guns or drugs, and he had never heard of anyone named Dolgos. Still face down on the rug, he managed to say, "Who are you? How can you do this? I'm not a criminal. You've made a mistake."

From behind he heard, "No mistake, Mister Lunt. We did your office an hour ago and found all the evidence we needed for this warrant."

His office? More confusion. What was there? Nothing! He heard someone reading him his Miranda rights, "You have the right to remain silent. Anything you say can and will ... You have the right to an attorney ..."

All the time, he could hear others rummaging through his lavishly decorated condo. He had represented clients who had been the targets of police warrants, but never dreamt that it would or could ever happen to him. He had even had warrants thrown out of court as unconstitutional, on some technicality, but now he couldn't even focus on what was happening in his own place. All he could feel at that moment was an excruciating urge to pee.

He was pulled to his feet and led to the door. It was now hanging broken on the hinges, and a heavy battering ram lay just inside on the floor. Just as they left he heard one of the masked figures say "Bingo! It's in this closet." Before he could even ascertain what "it" was he was hustled down the stairs and into a waiting four-door gray sedan. By now his neighbors were peering out through partially open doors and curtains. In the street, lit by flashing blue lights, there were more people, more police cars and even an ambulance.

"Could these really be cops?" he wondered. In his experience, police didn't wear black masks. Was this a hit? Were they just going to take him out and shoot him? He had seen organized crime-related executions on the news—one bullet in the back of the head—no muss, no fuss. He was almost relieved, a short time later, when they turned into a parking lot illuminated by a blue and white sign—"POLICE"—and then pulled into a chain-linked cage area in front of a door with a sign that just read, "BOOKING."

Still in his pajamas and still in shock, his mind was numb as he went through the booking process, being searched again, hands roughly exploring his genitals, then photos,

THE STREAM OF HOT URINE WAS HITTING HIS FEET

fingerprints, black ink on his hands, on his pajamas. One of the officers made a remark about "the rare pleasure of locking up a scum-bag attorney." But he was still too dazed and confused, racking his brain for answers, hoping to wake up from this horrible nightmare.

"You can make one call."

"Huh. What?" Dominick was still deep in self pity, totally intimidated by the experience. No ability to resist or object to this dehumanizing experience.

"You can call your attorney now," said the uniformed jailer.

Danica! He had to call Danica. She would know what to do. But for a quarter all he got was an answering machine. He left a pleading message, "Help!"

Now came the complete strip search. He hadn't been naked in front of another man since showers after gym class in high school. He hung his head in shame.

"Bend over and spread 'em." This couldn't be happening to him.

He felt the rubber-gloved finger enter his rectum. How much worse could it get? He was given an orange set of

coveralls, two sizes too big, then led into a holding cell. The door slammed, and he was alone. It was a sterile room, about 20 feet square with pale green walls and three stainless-steel cots along each wall—six in all. In the corner stood a dirty stainless-steel toilet with no seat, and a wash basin bolted to the wall. The cell smelled of disinfectant, but not enough to hide the stench of urine and excrement.

Just when Dominick thought it was bad enough being alone, it got worse as others were put into the same cell. Half a dozen of them. They didn't look scared. They didn't look uncomfortable. They looked like they were at home here. Shaved heads, tattoos on their faces and necks, baggy pants and long-sleeved shirts—hard men, gang members. He had seen people like that on the evening news. There weren't any in his hometown of Beverly Hills, but he knew they existed to the east and to the south of downtown. Now they were looking at him sitting on the bunk.

Five of them sat down on the hard steel cots, the sixth just stood looking at Dominick sitting on the only remaining bunk. He was sizing Dominick up, like a shark circling a weaker, slower fish.

"Hey fucker, that's mine. Get off," he indicated the bunk and glared at Dominick with crazy eyes.

Bile rose into Dominick's throat and again his voice failed him. He didn't know how to respond. It was so illogical. He was there first, but before his mind could grasp the problem, he was grabbed by the hair, pulled roughly from the bunk, and thrown into the corner where he crashed heavily into the steel shitter. A sharp pain shot through his shoulder as he landed face down in the wet corner. He heard the others laugh as he struggled back to his feet.

His antagonist stood, braced, ready to fight, not realizing that Dominick had no fight in him. When there was no attack, the tattooed hood walked over and bitch-slapped Dominick across the face. The blow split his lip and made his vision blur. In a panic he called for the guard. No response. He called again. Nothing. All six just leaned back on their bunks and laughed.

Dominick slumped back into the corner by the toilet, if not physically beaten, psychologically beaten. He was too scared to even try to cross to the opposite corner since that would mean passing through the midst of the group.

With his head between his legs and totally immersed in his own misery, he didn't even notice when one of them came over to the bowl and began to

urinate. Suddenly the stream of hot urine was hitting his feet, then his legs and then all over his head and hands. This drew a great cheer from the others but only made Dominick cringe and try to curl into an even smaller ball.

The rest of the night was spent in nervous terror, trying not to look at the gang bangers who seemed to sleep comfortably. He was too scared to use the toilet, even though his bladder was bursting. He was terrified that if he fell asleep they would attack him, rape him, even kill him. But then, perhaps death would be a welcome relief from this hell.

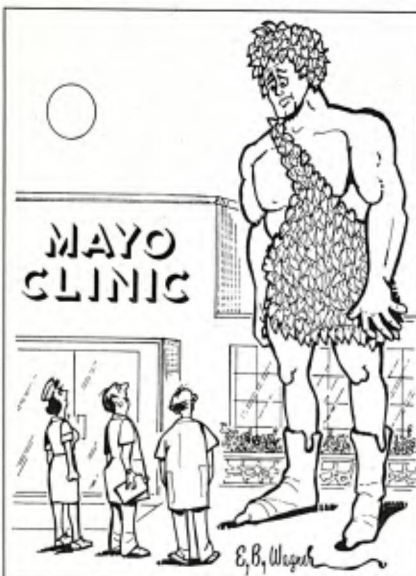
It was eight o'clock in the morning when the jailer came and led him to an interview room. Danica was waiting.

"Dominick. Thank God. I didn't get your message until early this morning. Are you okay?" she asked with real concern in her voice.

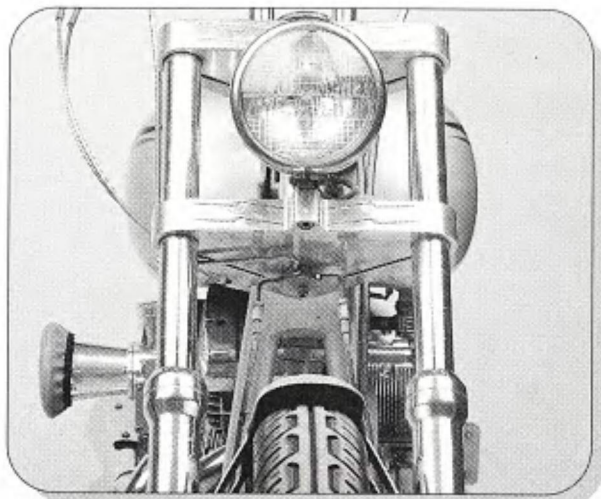
The guard handcuffed him to a ring in the steel table and left. Danica reached out and touched the side of his face where it had hit the toilet. At that point all of the fear and tension flooded to the surface. Dominick broke down, dropping into the chair, sobbing and shaking. Danica tried to comfort him, not understanding what he had just been through.

When he was finally able to trust his voice, he looked at Danica and pleaded, "Don't let them put me back in there. Please."

She reached out and held his hand. "We go before the judge at ten for a bail hearing. It will be okay." She continued, "But until then we have some work to do. I don't know what you are involved in but the charges are possession and trafficking in narcotics, possession and sale of automatic weapons, money laundering, tax →



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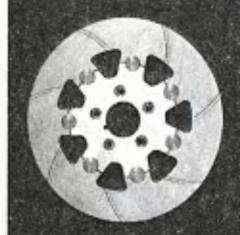
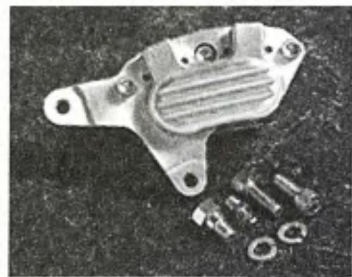
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evasion, attempt to defraud the United States government, and various other customs and monetary violations."

"No! Oh shit. Danica, you've got to believe me, this is all a big mistake. I've never done anything like that," he cried in desperation.

"I know. But someone has done a damn good job of setting you up. You have made a powerful enemy somewhere," she responded. "Your office, your car, and your condo all had massive amounts of evidence. I understand they also have your phone records linking you to some known heavy hitters in the drug world. It doesn't look good."

THREE MONTHS LATER

Dominick Lunt handed his keys to the parking attendant as he took an expensive briefcase from the trunk of his dark green Mercedes SEL 500 coupe. As he crossed the parking structure to the lower lobby he looked like any other successful Beverly Hills attorney. The \$1,200 suit, \$300 shoes, expensive silk shirt and tie, and gold Rolex had all once given his clients confidence in his legal ability. But as with many of his colleagues, even a tailored suit could not hide the deteriorating physical condition.

Several years of law school, cramming for exams, living on pizza and coffee, followed by the thousands of hours of burning the midnight oil, researching and handling minor cases to get established, had all taken their toll. The soft stomach strained against his jacket buttons, his lower back was killing him, his posture was poor, and the hair was thinning. Now with recent events it was worse. He had been drinking too much and the stress was showing in his face. His skin was pale and there were dark bags under his eyes. Even his neck and chin were beginning to look soft and flabby. He made a mental note to see about some liposuction and a little face lift when this was over, hopefully soon.

As he rode the elevator to the 12th floor he tried to grasp the enormity of his predicament and where it had all gone wrong. Dominick had been near the top—an expert at getting his rich, but guilty, clients off on technicalities. He had even been offered a chance to sit on the O.J. Simpson dream team. If he had just taken that job he would be safely seated in Judge Ito's courtroom now, making interminable objections to the prosecution's arguments, getting his face on the daily news, doing celebrity talk shows, and being paid handsomely for it all. The fact that he

thought O.J. was guilty had no bearing on the matter.

The elevator doors sliding open snapped him out of his reverie and he entered the tastefully decorated reception area of the law firm of Panitch, Brennen & Kovacs. The receptionist looked up as he entered. "Oh, Mr. Lunt, Ms. Kovacs is waiting for you in the conference room. Go on through."

Danica Kovacs, glasses on and studying a document, looked as beautiful as ever. Every time Dominick saw her he felt something primal stir in his Calvin Kleins. Even in a conservative brown pinstripe and her blond hair tied back she was striking with long legs, a perfect body, and the face of an angel. Though she featured prominently in his more

THE FACT THAT HE THOUGHT OJ WAS GUILTY HAD NO BEARING ON THE MATTER

erotic dreams and fantasies, he had never even had the guts to ask her out.

She looked up, concern showing on her face, "Dominick. Good morning. Sit, please."

"You don't look happy," he said as he lowered himself into a comfortable chair.

"Are you ready to head over to the courthouse? The jury will be back in this morning," she said, changing the subject.

"I can't do time, Danica. I'm an attorney, not a convict. They'll eat me alive in there."

"We talked about this, Dom. You knew the odds of beating this when we went into it. We were lucky to beat the federal stuff but the state case proved unshakable. Even though we got the phone records thrown out, there was just too much physical evidence."

"But I'm not equipped to survive in prison," Dominick said, panic evident in his voice. "Hell, my folks wouldn't even let me go out for football in high school. Luckily I was fleet of feet and

could outrun the schoolyard bullies, but in prison there's only so far you can run—then what? A wall, barbed wire, guards with guns. I'll be dead in a week, or worse, a sexual boy-toy for some three hundred-pound, hairy, tattooed ape named Bubba. You've heard the horror stories." He shuddered, turning pale at the mere thought.

"Well you can't just skip out. You would lose everything, and your folks would lose their house, which, if you will recall, they put up for your bail. As long as you play the game, we stand a chance of beating this. You run, then it is as good as an admission of guilt."

"Help me, Danica. What do I do?" Dominick pleaded, almost breaking down again.

"Let's see what the jury and judge have to say first. You never know. The jury may surprise us."

"And if it is guilty?" Dom shot back.

"Worst case scenario, if it looks like you're going to have to go to prison, there is someone I want you to meet. His name is Monk and he was a client of mine when I worked in New Orleans. He lives out here now. He's done time and may be able to give you some advice or help prepare you for what looks like the inevitable."

"Oh, this is just great. How is some ex-con gonna be able to help me? And what sort of name is Monk?"

Danica's eyes flashed with anger. "Listen, you jerk. First, he is not a con nor your basic career criminal. His real name is Michael Kagan, he is a decorated veteran and he did some hard time on a bullshit charge. I was his assigned public defender but couldn't help him. He wouldn't even take the stand to defend himself. I think he was protecting someone ... but that's another story."

Calming down, she continued, "Hey, you have a Harley. He works on bikes. You guys may have something in common." Even though to herself she wondered just how much this pampered yuppie would have in common with real bikers. Her mind wandered back to some of the long rides she had taken on the back of Michael's bike and the tough crowd he ran with. A private smile tugged at the corner of her mouth at the thought of him.

She quickly hid it by adding, "Listen, I will drop by and see him on the way home to set this up."

"Why not just call him?" Dominick asked.

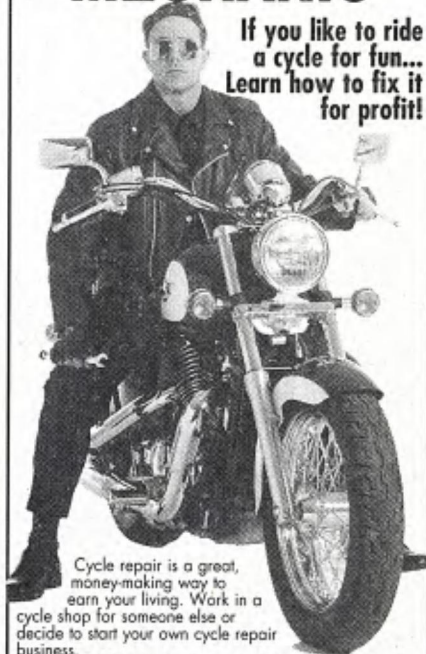
"He doesn't have a phone. Doesn't like them and doesn't trust them. But it is still too early to even consider that. We're going to get you off," Danica said hopefully.

Sitting in the courtroom, a place he had spent all together too much time over the past few months, Dominick had time to reflect. He sat there now, fear crawling up his spine. One night in jail was enough to tell him that he was totally unprepared for prison. He had heard the gruesome stories: the constant brutality, the male rape, the murder. He would almost prefer death over forced oral copulation or anal intercourse, but even that unpleasant choice may not be his to make.

He tried to block those morbid thoughts by thinking about better times. Having breakfast with his buddies on a Sunday morning and then riding up the coast to Malibu, then cutting into the mountains and winding their way up to the Rock Store where hundreds of bikers hung out on Sundays. Rich urban Harley owners side by side with real bikers, the →

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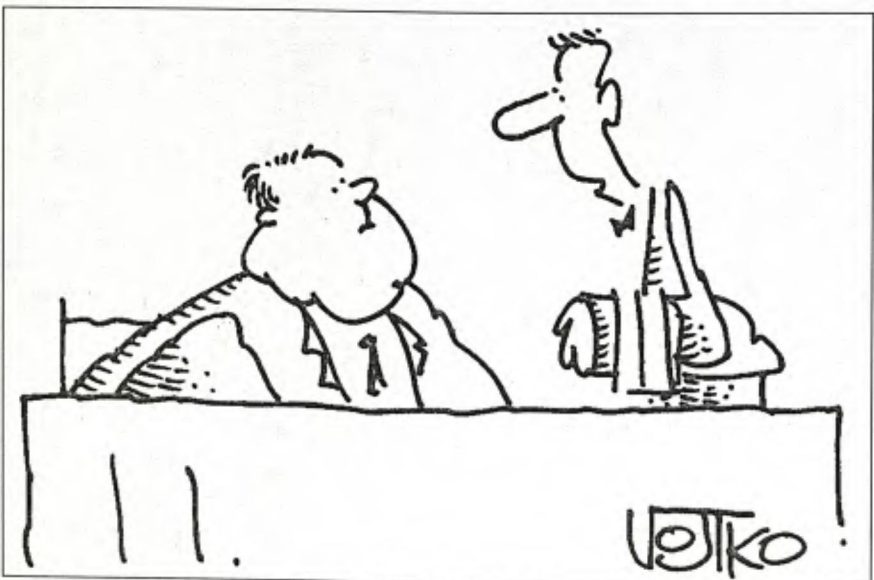


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occasional rock star or even Jay Leno dropping by in on of his restored antique rides.

He was brought back to the present when the judge took the bench and ordered the jury back in. A final thought flashed through his mind that it may be a long time before he ever rode again.

After all 12 were settled, the judge asked, "Has the jury reached a verdict in the People versus Dominick Lunt?"

"We have, your honor," answered the foreperson, a heavyset woman in her late 50s. She then handed a piece of paper to the bailiff who passed it up to the judge. The judge read the paper to himself, passed it back to the juror, and then indicated for Dominick to rise, Danica beside him. The foreperson read aloud from the paper, "We the jury in the aforementioned case find the defendant, Dominick Lunt, guilty as charged."

Dominick felt his knees buckle and his head spin. Danica caught him, and he tried to draw strength from her closeness.

"The defendant is ordered to appear before this court in ninety days for final sentencing," announced the judge as he slammed down the gavel with finality.

He was going to prison. His worst fears were now a reality.

It was just about midnight when Dominick pulled up in front of the bar—a tough place, very tough, and totally out of his element. All he had was Danica's business card with one word on the back—Monk.

Two hours ago he had been in a different world, a world where he was safe and comfortable. It had been just after 10 when the phone rang. Dominick had been trying to enjoy a brandy and a fat La Gloria cigar when Danica called. "Dom, I talked to Monk," she actually called him Michael but that was too personal. "He'll be over at Frog's around midnight."

"What's Frog's?" Dom had asked.

"It's a bar over on Lankershim, just north of the 101 freeway. You can't miss it. You will see all the bikes parked out front."

Reluctantly, but knowing his future survival may depend on it, Dominick put out the cigar and got dressed. He wasn't comfortable about leaving the relative safety of Beverly Hills, but luckily he had just the outfit for a biker bar. When he had bought his motorcycle at Bartels' Harley-Davidson he had also dropped a grand on the "latest biker wear." Forty minutes later he pulled his 1995 Heritage onto the Hollywood freeway. He was dressed in his new Biker Brand jeans, H-D monogrammed biker boots, an

official Harley sweater, a fringed black leather jacket with silver conchos, matching gloves, and a white Highway Patrol-type helmet with visor. He preferred his wraparound designer sunglasses but couldn't see well with them at night.

Danica was right. The bar was easy to find. Apart from all the bikes lined up out front, there was a 10-foot-high green neon frog with a cigar in his mouth and a stick of dynamite in one hand. The sign below proclaimed in big letters, "FROG's," and then in smaller letters, "We Walk Where Others Fear to Run." Dominick pulled

HE CAME TO LYING IN THE PARKING LOT NEXT TO A TRASH DUMPSTER

into the parking lot feeling quite proud of his bike. Compared to the assorted old Pans, Knuckles, Shovels, choppers, and custom jobs, his brand-new metallic-white Heritage, complete with every available bolt-on option, was a veritable showpiece. Or so he thought, not realizing that his stock bike looked like something only Liberace would ride, compared to the leaner classics and high-performance customs lined up around him. Even the ugliest rat bike in that lot could blow off his stock, overloaded garbage barge.

Entering the bar Dom was immediately struck by the noise, the smoke, the smell of sweat, all seemingly compounded by the heat. There was no air conditioning but he still felt a chill from the bikers who now checked him out as he entered a rough-looking crowd obviously distrustful of strangers, especially when they looked like narcs. This was not what he expected or what he was used to in his preferred exclusive watering holes in Beverly Hills.

Old jeans, tank tops, sleeveless shirts, torn and faded, with well-worn work boots seemed to be the order of the day, leaving Dom feeling quite overdressed in his brand-new designer wear. Even the leather and denim-clad women eyed him with distinct disdain, totally unimpressed by the fact that he probably made more money in one week than any other man in the place made in a year.

Heading to the bar for a beer,



"I don't particularly like swinging on vines, Jane, but it beats hell out of stepping in elephant shit all the time."

Dom found himself next to a group of particularly tough-looking outlaw bikers sporting long hair, beards, numerous tattoos, and sinister-looking patches on their backs, nothing like the patches worn by his local H.O.G. chapter.

Covering his nervousness he tried to attract the attention of the barmaid and called, "Bud, please." The barmaid shot him an irritated look and then ignored him. Next he turned to the big hairy biker leaning on the bar beside him and politely asked, "Excuse me, do you know Monk?"

This drew an evil look and a curt, "Fuck off, yuppie."

Even though he had already soaked the armpits of his shirt with nervous sweat, Dom tried again. This time he tapped the outlaw biker on the back, on his colors, and asked, "I'm sorry, but I am just looking for Monk."

This drew more of a reaction, but not what Dom expected. Things went real quiet in that part of the bar and he seemed to have gotten the attention of everyone within earshot. The evil look on the biker's face went from surprise to shock to rage, all in about two seconds. Out of the corner of his eye, Dom saw one biker pick up a pool stick, another a beer bottle and a third move to block the door.

"I don't fuckin' believe it," bellowed the big biker, his face now red and contorted. He pulled a wicked-looking knife from his belt and brought the point to within an inch of Dom's nose.

"You fuckin' maggot. You fuckin' touched my colors, you stupid fuck," the biker continued to rave in Dom's face. Dom was too terrified to move or even think.

"No harm meant ..." Dom began, but was quickly cut off by the point of the knife prodding his cheek just below his eye.

"Shut the fuck up, you asshole," the big biker screamed. By then Dominick realized he had done something really wrong. He just wasn't sure what.

Dom felt the group closing in on him, the point of the knife near his eye, and then someone grabbed his ponytail, jerked him off his feet backwards, and the lights went out.

He came to, lying in the parking lot next to a trash dumpster, a splitting headache and the taste of blood in his mouth. Something wet was pouring on his face. Piss? No, too cold. Beer? He hoped. His vision began to clear and he found himself looking up at a dark figure backlit by the big green neon frog.

to be continued next month

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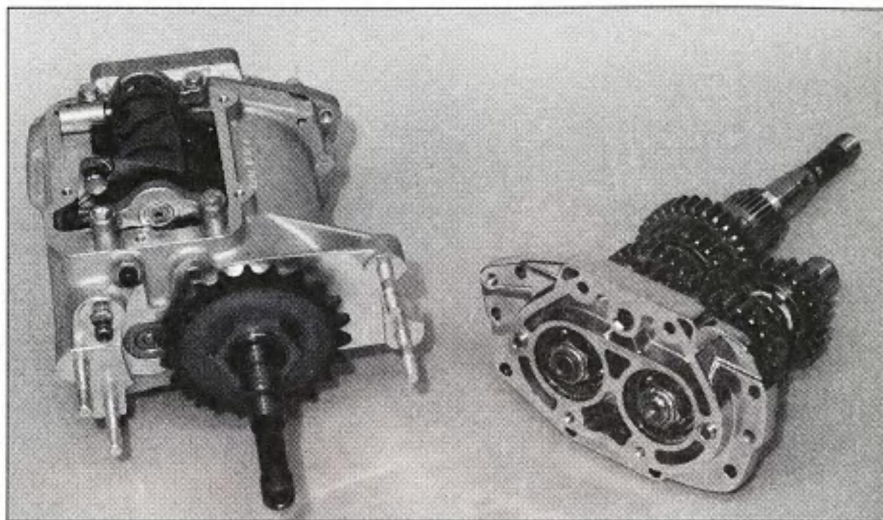


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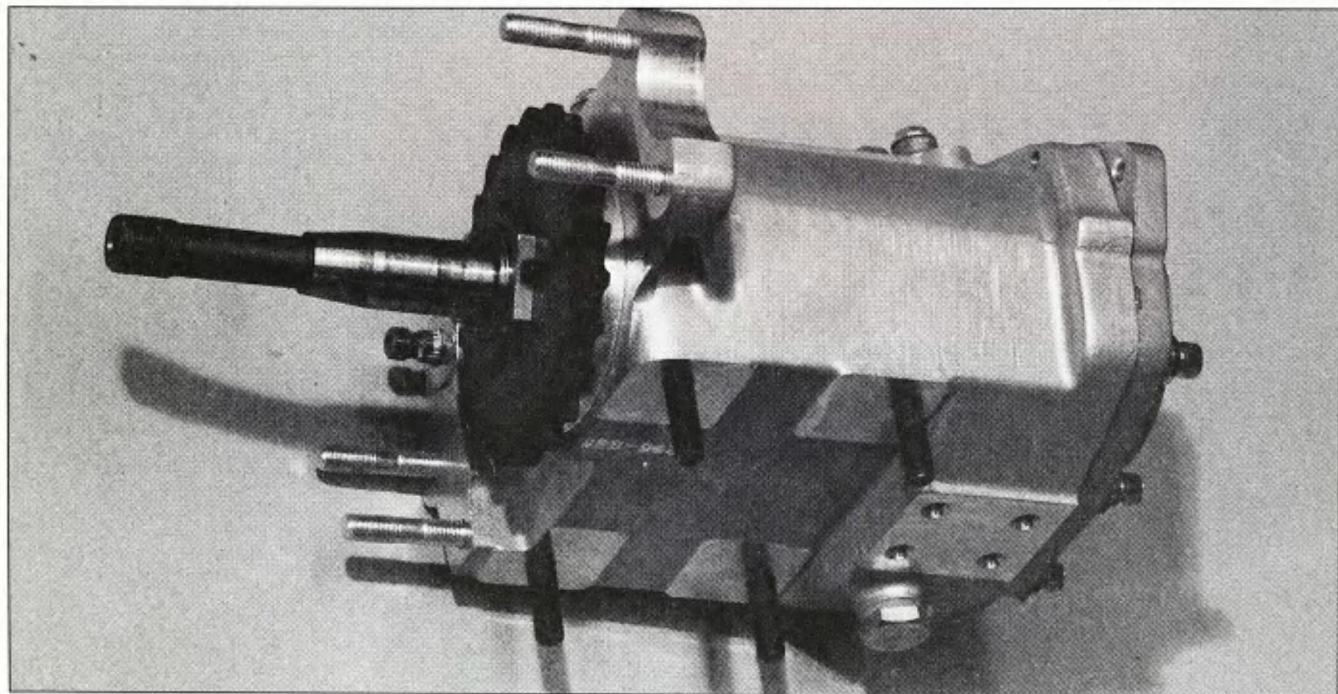


Photo 2

have a four-speed chassis, a conversion gearcase from Sputhe also lets you run five speeds. The process, while straightforward, does require expert assembly and installation. To learn the drill, we watched the pros at Cycle Fabrications.

First, the box. Thompson Engine Service assembled a complete five-speed transmission from a Sputhe case, Andrews gears, and Harley-Davidson

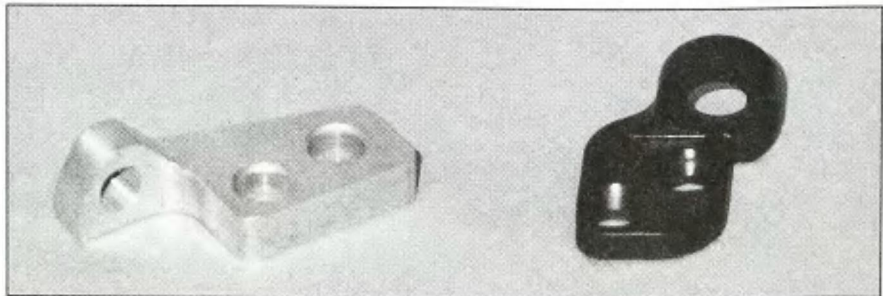


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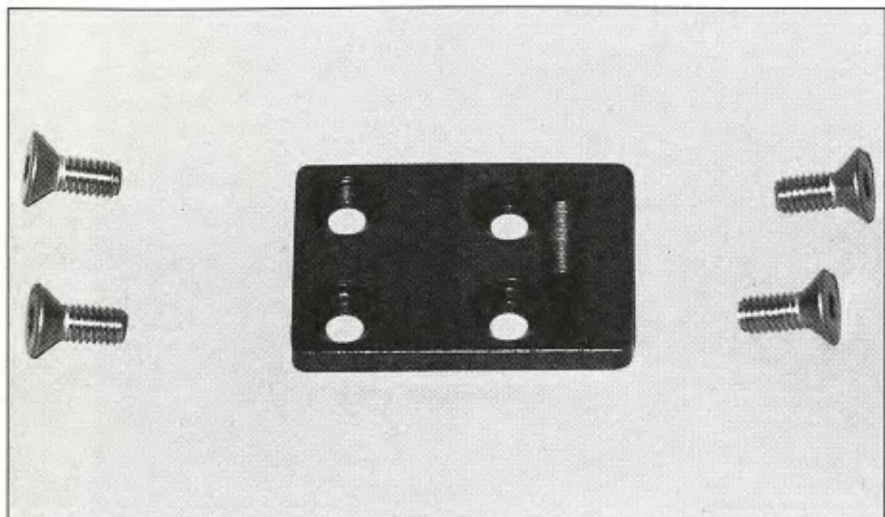


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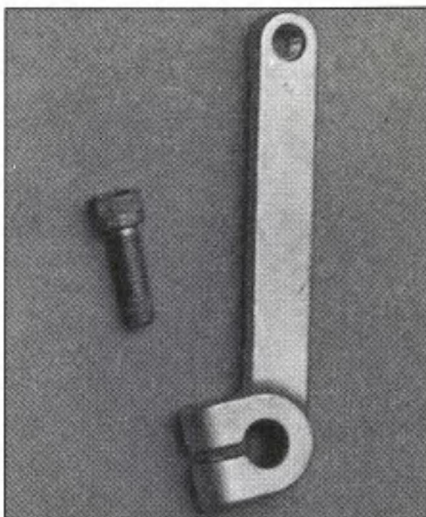


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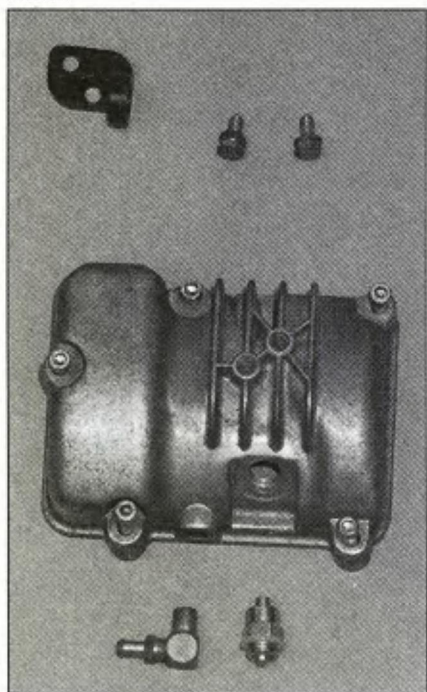


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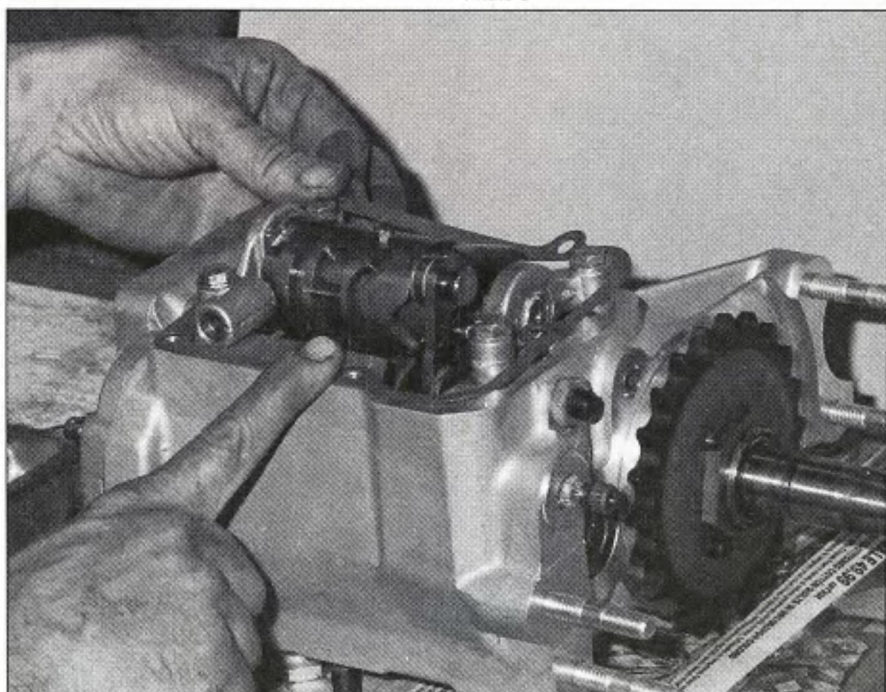


Photo 7

parts (photo 1). Ness, Sputhe, and V-Twin (see list) also supply finished transmissions. The case's primary side and base (photo 2) fit four-speed (nonrubbermount) frames. Easiest installation: up to early 1984 drivelines with primary/final chains, non-diaphragm dry clutch and electric start. (For kickstart five-speeds, a separate conversion is needed). Sputhe's design accepts five-speed

trapdoor/gearsets. Except for heavy dressers, use close ratios from Andrews or Custom Chrome with 2.94 bottom gear.

Gearbox assemblers note. Shorten the five-speed layshaft by 1/4 inch; shift fork shaft by 1/8-inch; work slowly to maintain heat-treatment. Ensure mainshaft/fifth matches clutch and final drive—35042-79 and 35029-79 for rear chain. Use early

five-speed clutch pushrods. Install sprocket with dish facing case. (Clear the trans access cover slightly for the starter motor.)

Trapdoors. The DPD door from Nempco fits all years. Otherwise, choose pre-1987 or 1987-up. The latter mounts late end cover to eliminate the clutch release lever. Use the appropriate clutch actuation parts for your choice. (Kickstart conversions include a trapdoor.)

TECH TIPS

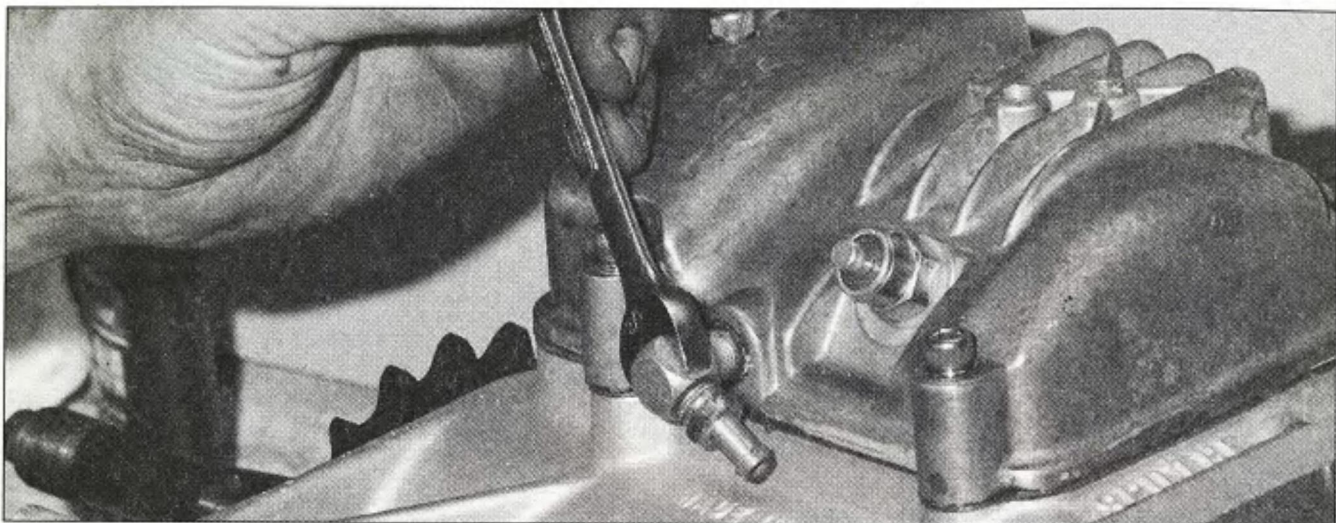


Photo 8

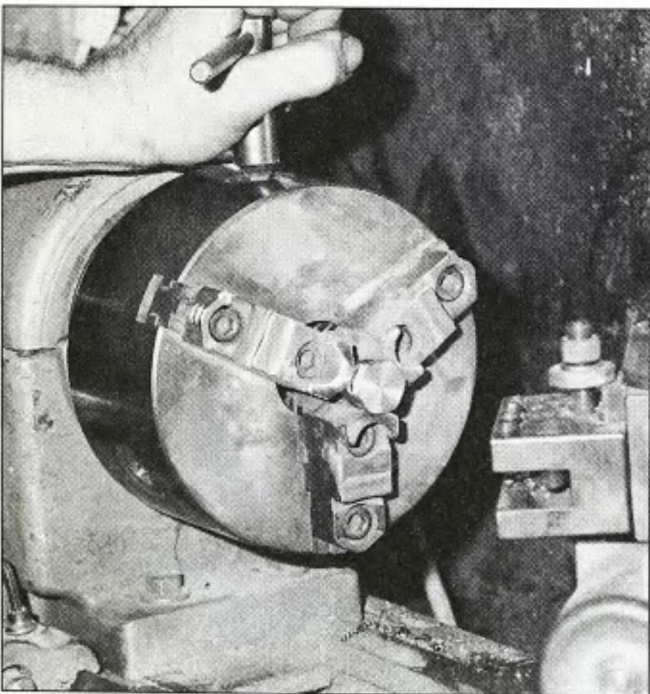


Photo 9

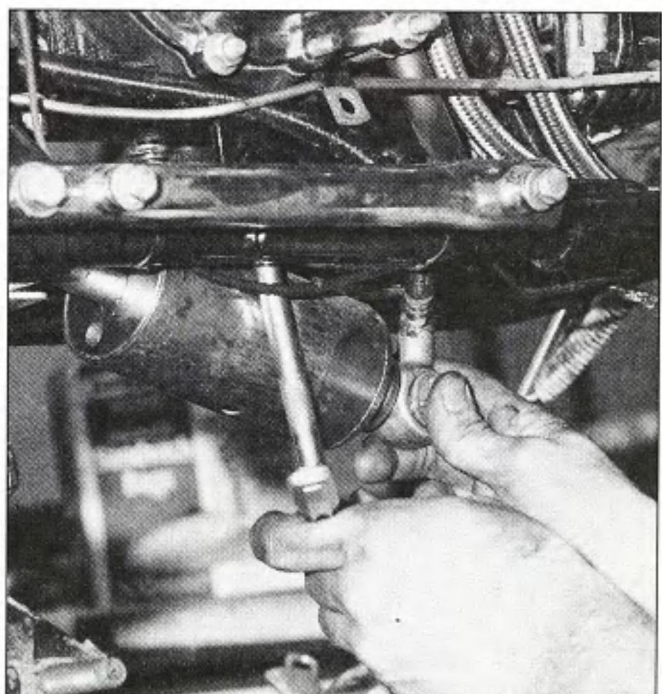


Photo 10

Outside stuff. Sputhe includes two different pre-1987 clutch cable stand-offs (photo 3) plus fifth mount adapter (photo 4). Also obtain: trans shift arm (photo 5) and top cover (photo 6). Use short style neutral switch. Assemble top cover with a new gasket (photo 7), neutral switch with thread locker and breather fitting (1/8-inch pipe to 1/4-inch tubing elbow) with pipe seal (photo 8). For Softail frames, shorten

trans bottom studs by 3/16-inch and shave 1/8-inch off drain plug head (photo 9) to clear shock bodies.

Now, tear down. Remove rear exhaust pipe and supports. Pull primary cover. Remove primary drive components, shift links, clutch cable, rear chain. An electric or hydraulic impact wrench eliminates the need to immobilize sprockets or hubs.

Onto close quarters work; universal

drives and low height sockets help. Pull starter. On Softails, drop spring-boxes for access (photo 10). Next, remove transmission base mounting nuts and/or plate and out it comes (photo 11). Don't trash it all yet; you'll need some old parts—or the cash you can sell 'em for.

Next, install old trans mounting plate (see?) and fifth stud adapter (photo 12), so you can slide every-

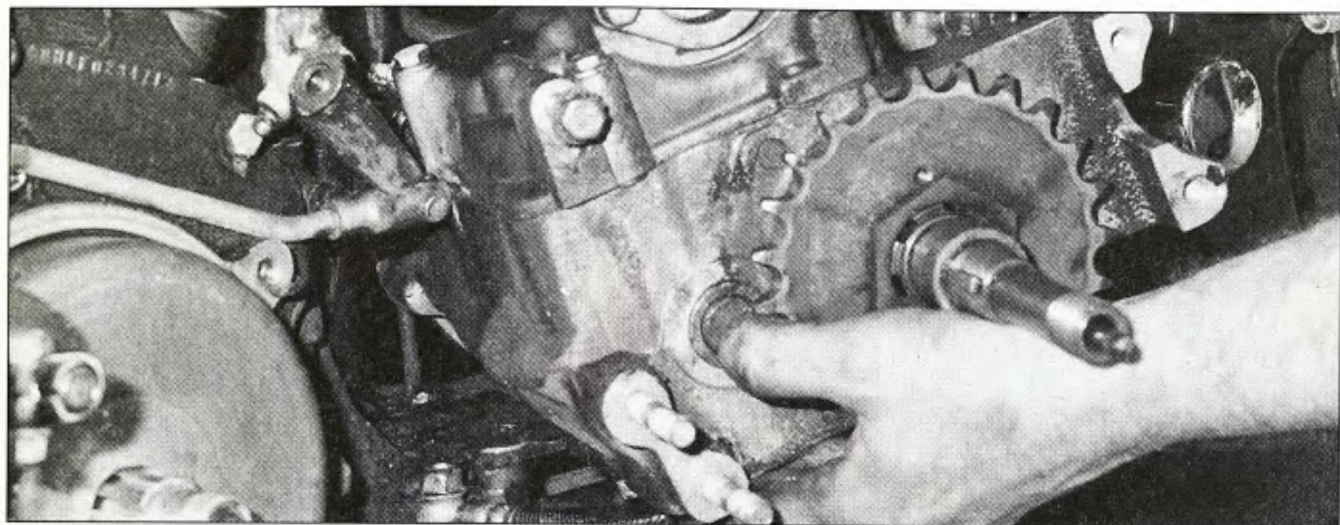


Photo 11

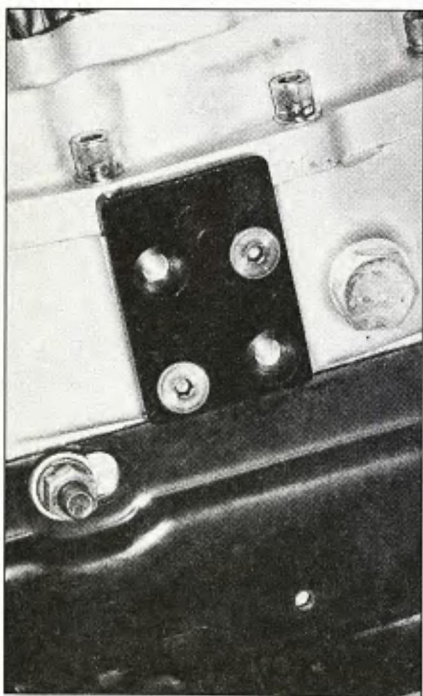


Photo 12

thing in from the side without having to lift to clear studs (photo 13); clearance is tight. Don't sock down fully until everything lines up later. Install necessary clutch actuation and end cover parts (photo 14) including pre-1987 clutch cable bracket if needed (photo 15) and cable. Check for conflict with oil tank and lines. Install primary/rear drive. Transmission mounting hole(s) may need elongation →

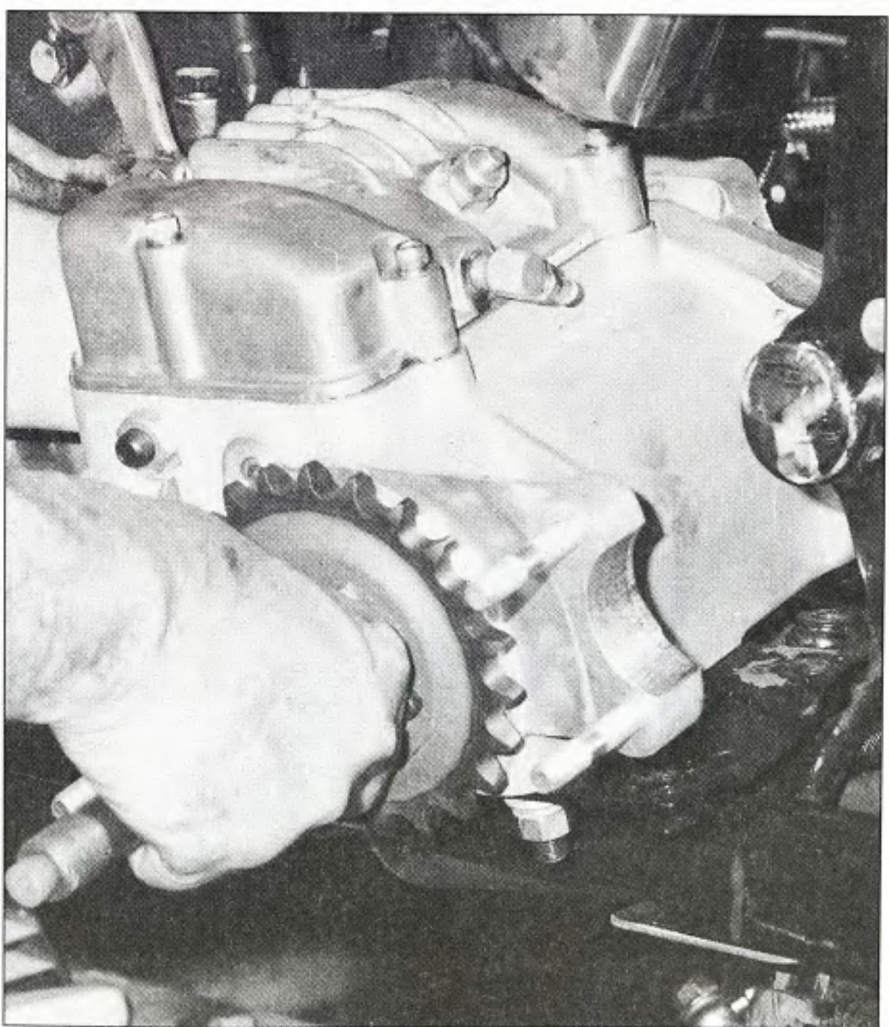


Photo 13

TECH TIPS

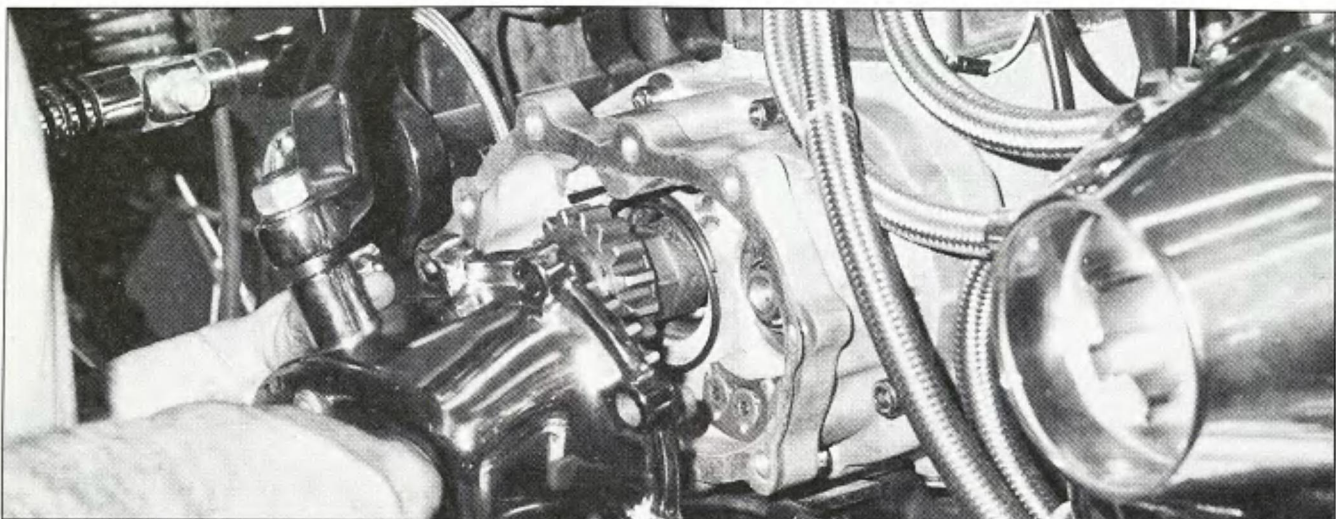


Photo 14

Photos: Jake

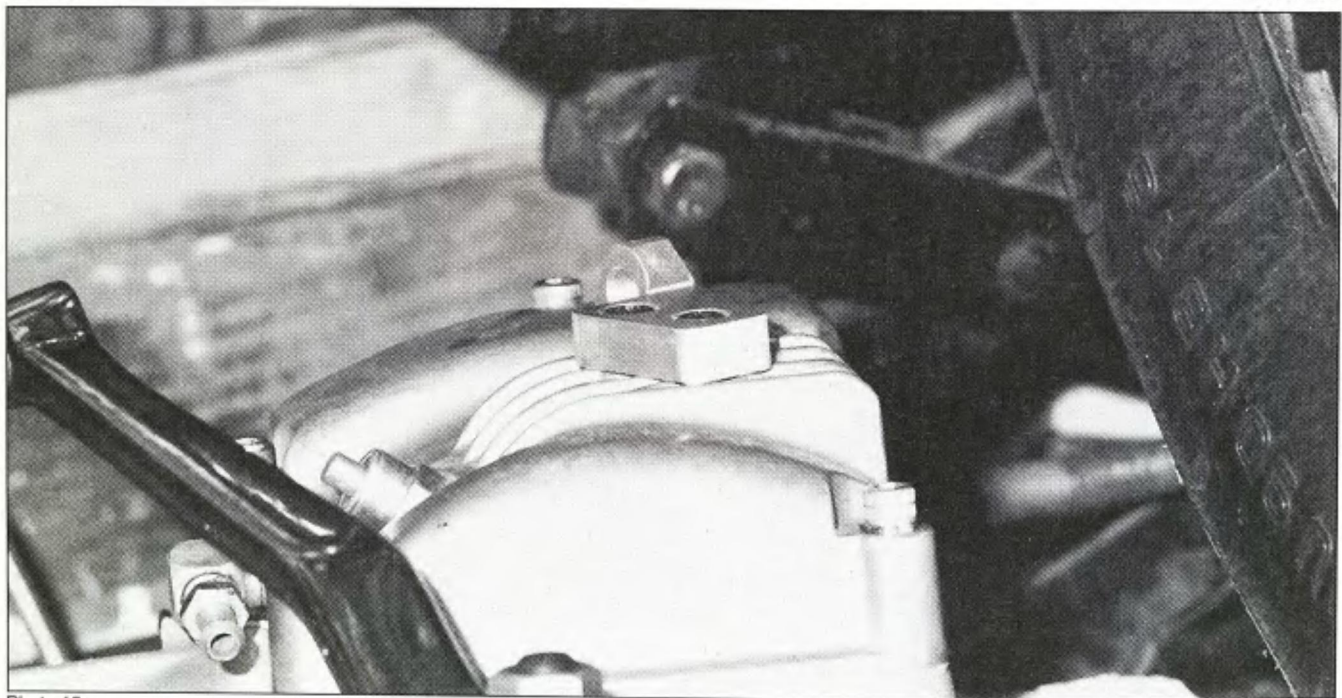


Photo 15

(arrow, photo 16) and inner face may need relief to clear sprocket nut. The smaller ID of five-speed mainshaft necessitates a change of the bearing and seal in the inner primary to Sputhe-provided sealed bearing (photo 17). Now torque things down. Fabricate the shift linkage; we suggest 5/16 female rod ends, plus rod threaded to suit. Lastly, consider shotgun or similar exhaust pipe

Consider shotgun
or similar pipe
layouts to clear the
slightly greater
transmission width

layouts, if necessary, to clear the slightly greater transmission width. That may be a taste louder. But don't five brand-new speeds merit a little celebration?

—Jake

Special thanks to Dave Perewitz, Cycle Fabrications; Jim Thompson, Thompson Engine Service; and Michael Joe, Sputhe Engineering, Inc.

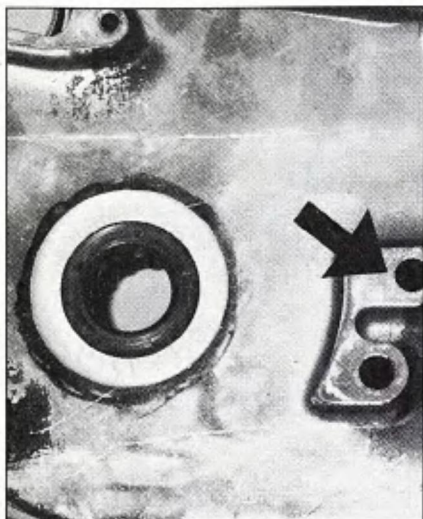


Photo 16



Photo 17

Table 1: MAJOR PARTS, TYPICAL

DESCRIPTION	SOURCE
Conversion case*	Sputhe (8000), VTM (43-9103)
5-speed gear set*	CCI (300-550), Andrews Products
Trapdoor* pre-1987**	H-D (35074-79B), CSI (050042), Sputhe (requires cable-to-lever clutch release)
Trapdoor* 1987-up***	H-D (35074-87), Delkron, CSI (050040), Bisagno Bros.
Trapdoor* all 5-speeds	Nempco/DPD (26-9903)
End cover* pre-1987***	H-D (37104-84), CCI (25-949) (requires cable-to-lever clutch release)
End cover* 1987-up***	H-D (37105-87), CSI (05015)
Clutch release lever**	H-D (37063-90T), CCI (18-438), VTM (18-3653), CSI (070223)
Clutch release finger**	H-D (37084-79), CSI (070048)
Trans shift arm*	H-D (33715-85), VTM (17-0966)
Shifter cam*	H-D (33320-79), VTM (17-0513)
Trans top cover*	H-D (34466-87); early: CCI (25-954), H-D (34466-82)
FXR clutch cable	H-D (38599-83A) (or equivalent '87-up cable with A or B suffix, clevis handlebar end)

note: minor parts not included

* included in most assembled transmissions

** not needed for 1987-up cable-only clutch release

*** included with most kickstart conversions

Table 2: SELECTED SUPPLIERS

Andrews Products 5212 Shapland Rosemont, IL 60018 (312) 992-4014 5-speed gearsets	Delkron Manufacturing 2430 Manning St. Sacramento, CA 95815 (916) 921-9730 5-speed transmission trapdoors
Arlen Ness 16520 E. 14th St. San Leandro, CA 94578 (510) 276-3395 complete 5-speed Sputhe-based transmissions	Nempco Northeast Industrial Park Building 11 P.O. Box 311 Guilderland, NY 12085 (800) 343-3707 DPD transmission trapdoor for all 5-speeds
Bisagno Brothers Engineering P. O. Box 1029 Placerville, CA 95867 (916) 622-1464 5-speed transmission trapdoors	Sputhe Engineering, Inc. 11185 Lime Kiln Rd. Grass Valley, CA 95949 (916) 268-0887 Conversion 5-speed gear case that fits 4-speed frames, 5-speed transmission trapdoors, end covers, complete 5-speed transmissions
Chrome Specialties, Inc. (CSI) 4200 Diplomacy Rd. Forth Worth, TX 76155 (800) 527-1635 1987-up clutch actuator hardware, 5-speed transmission trapdoors and end covers	Thompson Engine Service 186 River St. Dedham, MA 02026 (617) 325-8380 Machining, assembly; complete 5-speed transmissions
Custom Chrome, Inc. (CCI) 16100 Jacqueline Ct. Morgan Hill, CA 95037 (800) 729-3332 RevTech 5-speed gearsets, 5-speed trans parts	V-Twin Manufacturing Corp. (VTM) Box 473 Vails Gate, NY 12584 1987-up clutch actuator hardware, complete 5-speed transmissions, 5-speed transmission parts
Cycle Fabrications 909 North Main St. Brockton, MA 02401 (508) 586-2511 Final assembly/installation of transmissions	

TECH TIPS

BATTERY BOOST Extending The Life Span Of Your Power Source

We buy and use a lot of batteries. However, most are replaced because they have been ruined, either at the time of installation or by later neglect. Few actually get worn out. It doesn't have to be that way. With correct setup and regular care, motorcycle batteries can last several years, just as they do in cars.

Batteries are shipped in a "dry charged" condition. After being filled with acid they will be in a mostly charged and usable state. However, a battery that does not receive an immediate additional charge will have no more than 80 percent of its rated capacity and a shorter life.

A freshly filled battery should sit for a half-hour to an hour and then be charged for three to five hours. The charge rate should be a steady 1/10 of the battery's rated capacity. You can't wait till the next day or be sure of its getting a full charge by running it in your motorcycle.

By example, the Yuasa YB16-B used by most Harleys is, as its part number implies, a 16-ampere hour (AH) battery and needs an initial charge rate of 1.6 amperes (A). It wouldn't matter much if the battery were to be charged at 1.4 or 1.8 A; the rate just needs to be near the 1/10 specification for best results.

Many of us ride seasonally and park our mounts the rest of the time. We tend to forget about the batteries, which will discharge when left sitting. A completely discharged battery will quickly destroy itself. It can happen in as little as two weeks.

The mechanism of this destruction is sulfation. Lead sulfate is normally formed as a battery discharges. A completely discharged battery will begin to form a hard, insulating coating of lead sulfate on the surface of the active plates. This coating insulates the plates from normal chemical action, and if allowed to go on long enough, will make recharging impossible. The battery will be ruined.

Sulfation shouldn't be a problem if the bike is ridden daily for 20 miles or



Photo 1



Photo 2

so at normal speeds with few stops or engine restarts. On the other hand, short hops or weeks of storage could easily leave a battery chronically undercharged and short-lived.

A quick and accurate way to measure the charge state of your Harley's battery is with a hydrometer. The one from Yuasa (photo 2) is an excellent example. It was designed for use with motorcycle batteries.

As a battery discharges its acid density lowers. In fact the acid (about 10 percent sulfuric acid and 90 percent water) becomes mostly water. A hydrometer measures this change in density which in turn is an accurate reflection of the battery's charge state.

You can also measure charge state with a voltmeter (photo 3). To do this

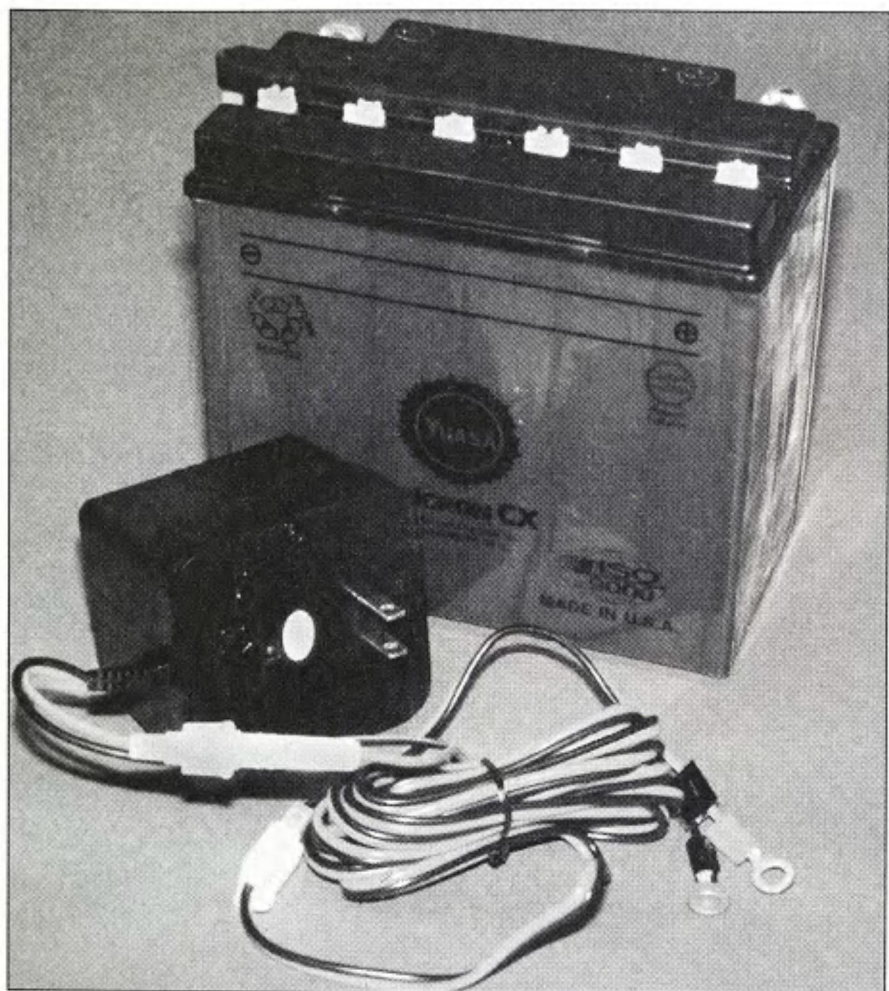


Photo 3

connect the meter to the battery and turn on the ignition and lights without the engine running. If the voltage reading drops below 11.5v (or 5.75v for a 6v system) then the battery needs charging.

A simple way to make sure that your bike's battery is always fully charged is to connect it to a trickle charger every couple of weeks. Yuasa-Exide has been making such chargers for about two decades. These chargers have quick disconnect fittings that will allow the leads to be permanently mounted on the battery. Once set up, the charger can be quickly plugged into a wall socket and to the quick-connector on the bike.

I use an inexpensive adjustable timer with one of these chargers to give my battery a two-hour charge once each

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week. No matter how long it sits idle the battery will be ready to go. I've never had a Harley battery last less than four years, largely because of this treatment.

High charge rates (more than twice the recommended 10 percent) can also cause damage from heat warping or oxidation. Thus, you should never charge a bike's battery using a high-ampere automotive charger.

It is normal for a battery to lose water during use. This is due to the slight overcharging that occurs as the bike is being ridden. You must monitor your battery's water level and replenish it from time to time with distilled water. If the plates are uncovered they will oxidize and the oxidized portion will not recover when the water level is raised again. The battery's capacity will be permanently lowered.

How fast your particular machine will lower the level of its battery's water will depend on a number of factors: how energetic its charging system is, how far you ride at normal speed without stopping, how often you use the starter, etc. You should monitor the level often until you get a feel for how quickly it lowers. Then, check it as often as your experience dictates.

Of course you should keep the top of your battery case and terminals clean. A dirty case can conduct enough current between terminals to cause discharge. Loose or corroded terminals will limit current flow both into and out of a battery, causing poor starting and a chronic undercharge state.

Do not buy less battery than you need. If you buy more, you'll be wasting money. But if you buy less, you may get stranded somewhere you'd rather not be. A kickstart motorcycle does not need a premium battery with its high-current capacity. An electric start Big Twin, on the other hand, needs the most potent battery available. Harley-Davidson fits the most powerful and highest quality batteries available today. They are made by Yuasa-Exide in Pennsylvania and there are none better (photo 1).

Some notes of caution: A charging battery gives off an explosive mixture of hydrogen and oxygen. Keep open flames away and unplug the charger before you disconnect it from the battery to avoid sparks. Also, battery acid can permanently damage eyes and will chemically burn your skin, so be careful handling it.

If you follow the advice given here you can expect your motorcycle's battery to last at least four years and maybe five. If you don't, you might need a new one next month. It's your money and your walk home.

—J.D. Chandler

Photos: J.D. Chandler

TECH TIPS

SPECIAL TOOLS FOR SPECIAL JOBS JIMS Countershaft Sprocket Locknut Wrench

With a couple of decades under my belt of working on my own bikes, I had a fairly well-stocked garage and tool chest. Or so I thought until I began building a new bike from the ground up. Since I routinely ditched so many of the parts from a stock Harley, spent a lot of bucks reworking the motor, and always ended up cutting the frame, I had decided to just start from scratch.

The foundation for this 1995 Special Construction was a Pro-Street frame, an S&S 96-inch kit, Delkron cases and Branch heads. The only significant part made by Harley was the transmission housing, and even that was loaded with Andrews gears and tied to the motor through a Bandit Super Clutch.

Since I knew I would be writing some Tech Tips for *Easyriders*, I decided to keep track of the tools I had to buy—or borrow—to complete the bike building project.

One problem I ran into was mounting a 34-tooth Andrews belt pulley (photo 2) onto the main drive gear. The left-hand threaded locknut needed to be torqued to 110-120 ft.-lbs. but sat at the base of the mainshaft. I had a standard 1 1/8-inch socket to fit the nut, but I needed an extra long socket to get over the length of the mainshaft.

A look at my well-thumbed Service Manual showed me that I needed a Sprocket Nut Wrench part# H-D 94660-37A. After calling around, I discovered (as with several other parts I had needed for this bike) no one had it in stock. But fortunately, the parts dudes at Bartels' in Marina del Rey said they could get one within two days.

To get me through the next couple of days I borrowed one from their service manager, Ron Bartels. It was a heavy-duty unit that he had made by splitting a standard 3/4-inch drive socket through the guts and welding in five and a half inches of steel tube. By

the time I got my hands on it, it had been well used so was worn and difficult to keep aligned with the locknut. This was compounded in part by the fact that the locknut is quite thin and does not support the head of the socket like a larger, conventional nut would.

Two days later, the tool that I had ordered came in—just in time for the final reassembly of the sprocket and drive belt. When I opened the box I found that it was not from the usual supplier of H-D tools, Kent-Moore, but was laser-engraved JIMS-USA. At first glance it appeared to be a solid piece of quality workmanship and a big step up from the homemade tool that I had borrowed earlier.

The JIMS Countershaft Locknut Sprocket Wrench (photo 1) is essentially a 1/2-inch drive, 1 1/8-inch deep socket, 6.5-inch long, that fits all Big Twins from 1936 through the present. The

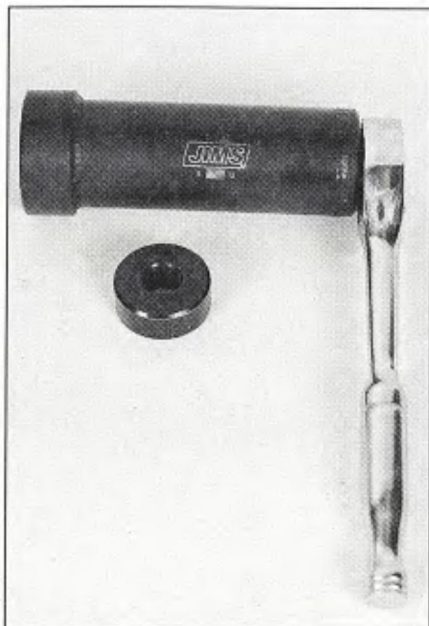


Photo 1

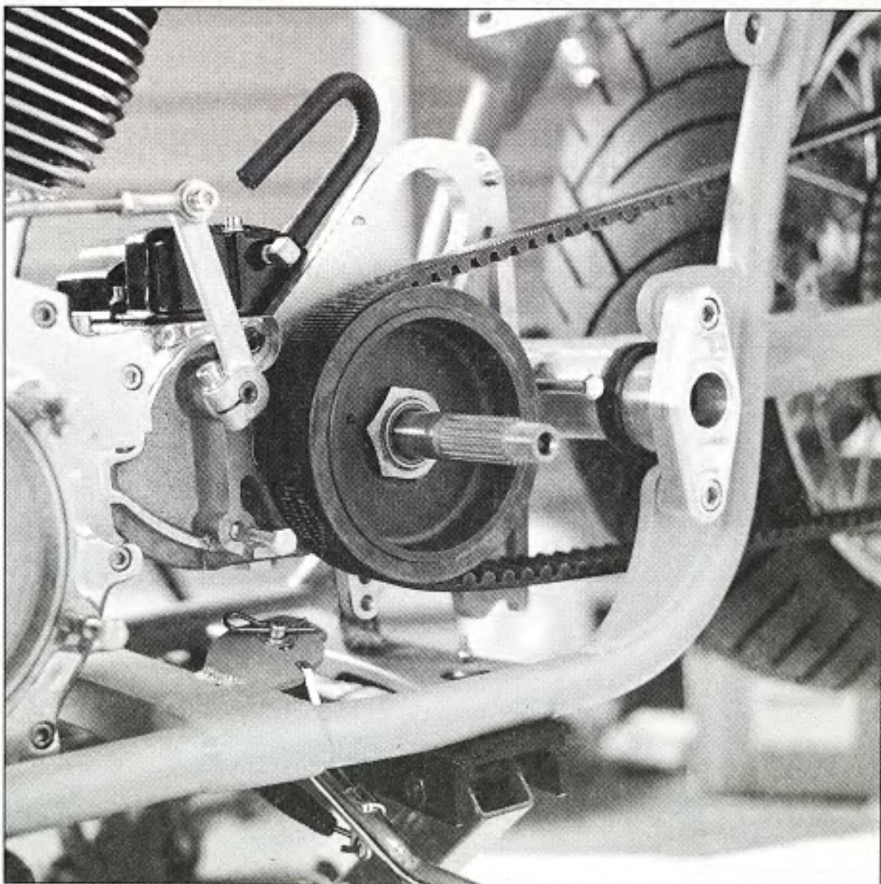


Photo 2

second part of this tool is an inner collar (photo 3) (0.7-inch thick) that screws onto the end of the mainshaft and is designed to keep the wrench in line. This is used by slipping the full length of the wrench over the collar so that it supports the back of the socket (while torque is being applied), which prevents the wrench from slipping off of the locknut (photo 4).

The actual working end of the socket, which goes over the sprocket locknut, is intentionally cut quite shallow and with square edges to further improve the tool's bite on the thin locknut.

After using this tool, I was so impressed that I decided to contact JIMS in Camarillo, California, to see what other goodies they had.

One phone call and within three days I had the catalog. The cover said, "JIMS Precision American

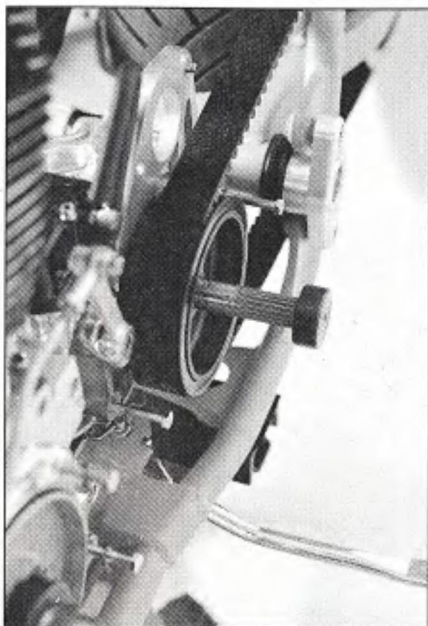


Photo 3

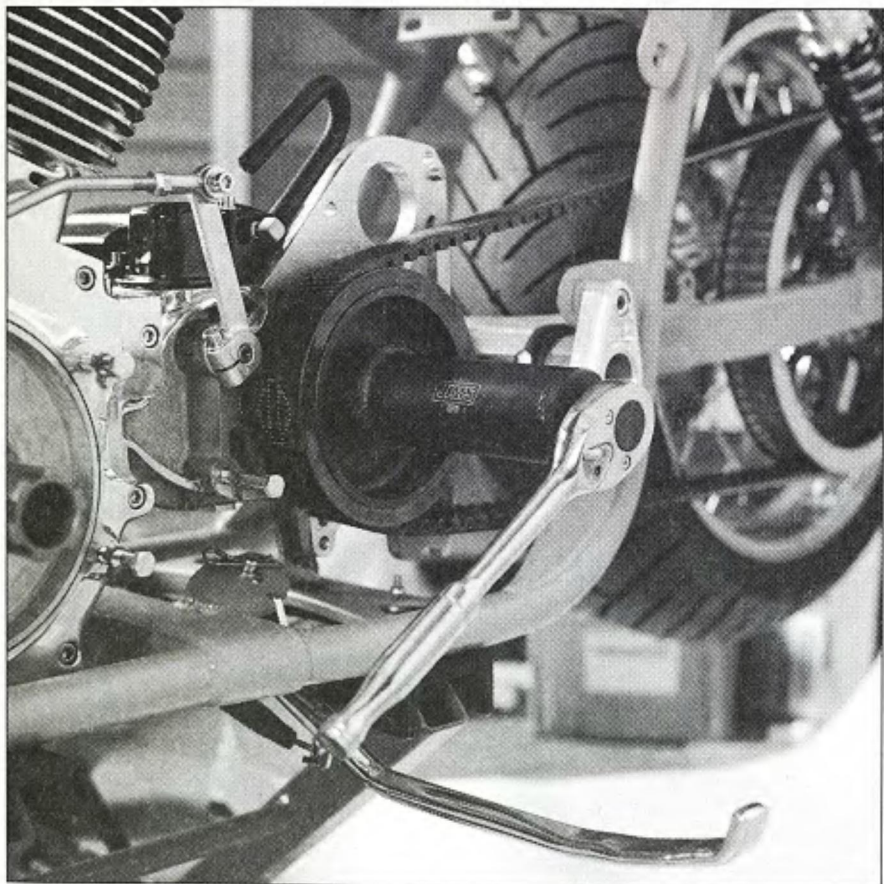


Photo 4

Manufacturer of Parts and Tools for Harley-Davidsons." Inside was more than 90 pages of not only a full selection of H-D specialty tools, but also high-performance tappets, sprocket shafts, crankpins, pinion gear shafts, pinion gears, bushings, bearing races, oil pump parts, etc. I also discovered from the catalog that JIMS was an active sponsor of drag bike racing.

Well, last week I found another specialty tool that I need: a mainshaft bearing race tool designed to install and remove the inner bearing race that press-fits onto the transmission mainshaft and lines up with the roller bearing that is installed in the inner primary.

I guess the only downside of acquiring all these specialty tools is that now Bandit and his brothers will know where to come when they have a need.

—Mark Lonsdale

Sources

JIMS
555 Dawson Dr.
Camarillo, CA 93012
(805) 482-6913;
Fax: (805) 482-7422

Bartels' H-D
4141 Lincoln Blvd.
Marina del Rey, CA 90241
(310) 823-1112

Bandit Machine Works
222 Millwood Rd.
Lancaster, PA 17602
(717) 464-2800;
Fax: (717) 464-4465

Andrews Products Inc.
5212 Shapland
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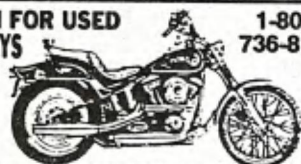
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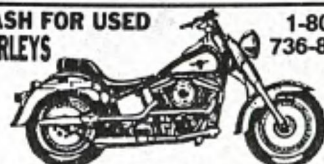
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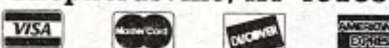
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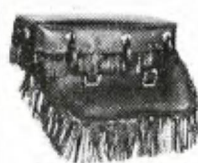
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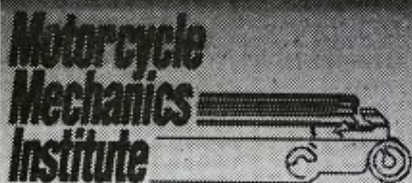
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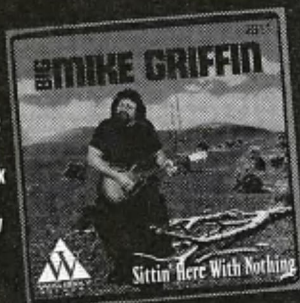
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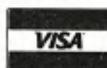
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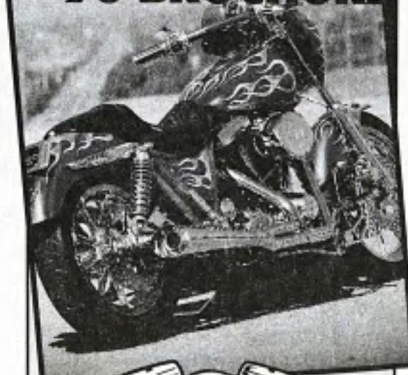
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READERS' RIDES

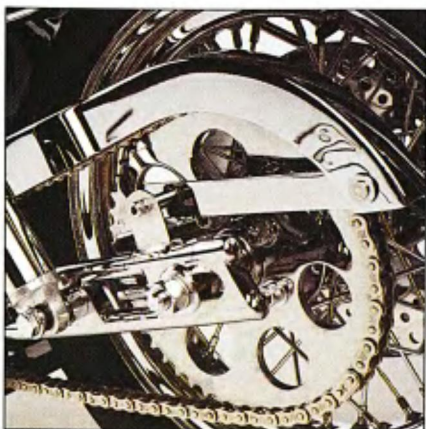
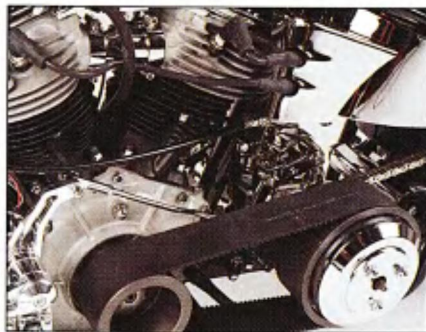


Photos: Lisa Orange

JORDAN ORANGE Providence, R.I. 1949 Panhead Custom

Is it the dark side of the moon? No, "it's just called Darkside," says Jordan, beaming over his just-finished, ground-up Rhode Island custom dream bike. Jordan is a young medical student recently enamored with the possibility of creating something from nothing. With the help of Rudy Drolet, owner of Motorcycles Accessories, as well as the small group of loyal bros that hangs out at the shop, Jordan has created a piece of work envied by all who see it. "People are constantly asking questions about it and taking pictures," he says.

Starting with a mangled '49 Panhead mill and a two-inch stretched Sumax frame, the quest for a low-slung, simplistic-styled ride began to take shape. "I'm a guy with not a lot of experience in building bikes, but I got tons of advice from the shop guys," says Jordan. After long hours of discussion (that often went into the wee hours of the morning) and hashing over different



design possibilities, Darkside began to see the light.

The family feeling of working with knowledgeable builders in a small shop environment is what turns Jordan on. "It was like a family operation, and Rudy is such a talented builder, we couldn't fail," he says. The major breakthrough in the bike's fabrication was the acquisition of the Fournale shocks that thin down the bike's profile and create a simple, narrow look. The engine was reworked by Rudy and has mostly S&S guts. Paint is by Dave Streeter, and Jordan's artist sister did the one-off custom tank emblem.

Darkside is now the shining star of the Rhode Island highways, and Jordan is a happy man. "It's the best," he says. "And everything we did fits me perfectly."

The long-legged beauty getting turned on to Jordan's Darkside is Heidi Mattson, a local gal who wrote *The Ivy League Stripper*, a story of her dual life as a Brown University student and exotic dancer that is currently being made into a movie.

—David Loco →

READERS' RIDES



BRIAN MCCARTHY Hinsdale, New Hampshire 1988 H-D Softail

A passion for the outdoors, artistic talent, and an appetite for riding motorcycles are the driving forces behind Brian McCarthy's striking Harley-Davidson Softail. Riding since he was a crumb snatcher, Brian got his first bike just after he could walk. "It was a mini-bike my father got me when I was four, and I have been riding ever since," he says.

This bike is the culmination of Brian's years in the wind, and causes chaos wherever he goes. On jaunts to Sturgis and Daytona, "we can't even get down the street without people stopping us to take pictures," he says. "The cops have to break it up." After trying to make an old, worn-out '74 FLH look like a Softail, Brian realized he liked that particular style, so when the '88 Softail was offered, he had to have it. "I wanted something different, and when it came out, I bought it."



The most outstanding feature of Brian's ride is the detailed airbrush murals adorning the tank and fenders. With a love of hunting, camping and "just being outdoors," he and his father, who also rides, have crafted a paint scheme depicting things close to the heart. One side of the tank shows a portrait of Brian in a re-creation of an old David Mann centerspread with a deer strung over a bike. The other side shows a mountain man trekking the outback wilds of New Hampshire. "We worked together, hand-in-hand, on these pictures," he explains.

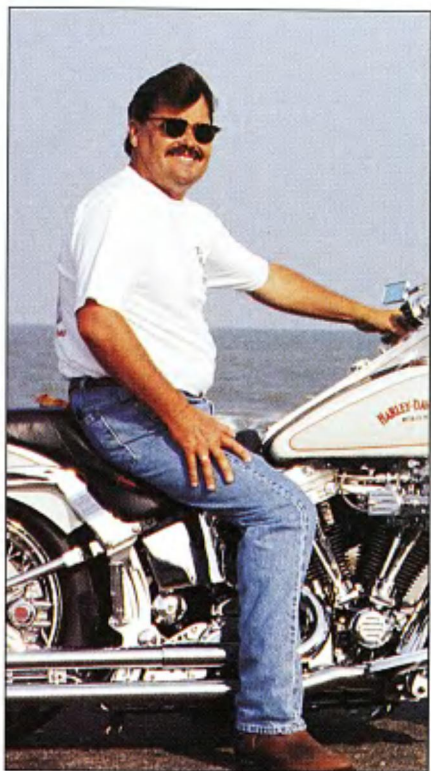
Owning an airbrush sign company (McCarthy Signs) was a big help when it came time for the artistic covering of the bike, and the 30 coats of clear lacquer, along with the black and pearl paint, make this scoot a glowing stand-out. The saddlebags are from Dirty Bill's Bags of Roan Mountain, Tennessee. Brian is also a skilled metal engraver with plans to sculpt additional art onto his scoot. "Some more artwork and motor work are the next things," he says.

—Cell Phone

RUSSELL FAULK **Conway, North Carolina** **1991 H-D FLSTC**

After buying his new '91 Softail Custom from Coastal Harley-Davidson of Murrells Inlet, South Carolina, Russell set about changing its appearance. During the first year he changed the fenders and front end to a Fat Boy style and installed a Panhead kit to create a "Pan-illusion." "Then I lowered it to get that cruising look and added Kennedy 80-spoke wheels and 16-inch Dunlops," he says.

Over the last three years, Russell has been hard at work to achieve the clean image he wants. Riding is a family affair in the Faulk household, so Russell gets help in the design of his rides. His wife Sybil, who has an eye for the unique, is responsible for the classic white-dove gray and red pinstripe paint job. "She picked out the colors for the fenders and tank and we took them to Gene Lummus Harley-Davidson in Asheville," Russell explains. The Harley-Davidson



decal was a problem, "because it only came in red," he says. So on to the high-tech computer age where a friend made a print-out of the original that was then hand-painted onto the tank.

The engine was modified with a Dell 'Orto carb that was disassembled and chromed. Many one-off pieces were fabricated by The Motor Cycle Parts Store, a local shop owned by Chip Hoffner. "He really helped with the adaptations and machine work," Russell notes. A Screamin' Eagle ignition, Edelbrock heads, and a Crane cam helped put more punch in the 80-cubic-inch Evo. Most of the engine rebuild was done by Bob Marlowe.

After all that effort, the fateful day finally came when Russell's 18-year-old son Eric said, "Dad, it's time!" Eric saddled up for a solo ride around the block, and the next thing Russell knew, he was transferring the bike's title into Eric's name. "Now I'm in the process of building a 1939 45-incher for my younger son," says Russell. It seems his fatherly love knows no bounds.

—Cell Phone



Photos: Bill Ellis

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STRANGER THAN REAL

EASYRIDERS AND THE PRESIDENT

Sometimes while hunting down the bizarre and unfathomable for "Stranger Than Real," things just seem to ... happen. Was it a random circumstance, an unbelievable coincidence, or the finger of fate that threw together the thousands of variables necessary to cause the borderline impossible photo shown here? It is more likely that great winged alien barbarians slaughter sheep in the

night while you sleep and that big foot yeti monstrosities own and operate taco joints in Simi Valley than that the bulbous personage of none other than our own ace photographer and biker god, Billy Tinney, could capture on film the eerie visage of former U.S. President George Bush with his photo editor and main squeeze, Tammy Robinson. Stranger Than Real, you say? Yes indeed.

Perhaps even more tweaked, twisted, and just plain weird is the story that accompanies this picture. It seems Billy and Tammy were on their way to Los Angeles after a particularly nasty photo assignment in Washington, D.C., involving assorted custom bikes, dirty-legged hardbellies with tattoo modifications in their vital zones and 40 pounds of fried chicken. Anyway, Billy was sittin' up in first class nippin' from a flask of Jack Black and feelin' bagged and bashed after the marathon assignment, when who should fall over his size 13 boots but several unfriendly-lookin', antacid-eatin' Secret Service agents in cheap suits that bind at the crotch. In the midst of the cloud of G-men, George and Barbara Bush were quickly ushered to seats just a few rows ahead of Billy and Tammy.

Billy was quick to get out his camera, a mite too quick for the stuffy agents around him, and he made sure not to make any menacing moves as he focused in on the back of the ex-president's head. It was no



good, Billy would have to come up with another plan to get a decent shot. Once the plane was in the air and the seat belt sign was turned off, our ace flick-snapper got up and headed for the john. On his way back to his seat he noticed that Barbara Bush was fast asleep and that Mr. Bush was reading a magazine. Taking this opportunity, Billy sauntered up to ol' George with his best Texas swagger, threw out his ham hock-sized hand and said, "Hi, Mr. Bush, how ya doin'? I'm Billy Tinney from *Easyriders* magazine."

Though the agents bristled at first, preparing to wrestle Billy to the floor of the plane, Mr. Bush smiled and returned the welcome, shaking Billy's paw. What followed next was a first: an *Easyriders* staffer had an actual conversation with a president of the United States. It must have gone something like this:

GEORGE: My son the governor reads your magazine all the time. Say, you wouldn't have any booze on ya, would ya?

BILLY: (offering George a nip from his flask) Ol' lady won't let ya drink, eh? Well, cheers.

GEORGE: (accepting, and guzzling the Jack Black) You can say that! Cheers!

BILLY: Mr. President, do you think I could get a picture of you on a Harley for our publication?

GEORGE: Sorry, it wouldn't be prudent.

BILLY: Did I mention I'm a fellow Texan?

GEORGE: (motioning for one of the agents to get up) Have a seat, son. I knew there was somethin' about you that I liked.

BILLY: Why, thanks. Say, George, I've always wanted to ask you this. What was it like ... you know, bein' the president of the greatest country on the face o' the earth?

GEORGE: (proudly) Well Billy, it's a lonely job. I mean, you can't just get on your scooter and go for a putt whenever you please. But the food's good, and I got to goose Margaret Thatcher once. But the best was when we went into Grenada.

Nobody's supposed to

know this, but I got to fly one o' those flat-black attack copters down there. At-tat-tat-tat! I got to blast the hell outta that place. Whooee! That was fun. Oh, uh ... got any more of that Jack Daniel's, Billy?

BILLY: (handing over the flask) Sure thing, George. Another thing. Tell me, are there really flying saucers out there?

GEORGE: (leaning in close) Hell, yes. We've been doin' deals with the aliens since that Roswell thing back in 1947. We traded them back their downed pilots for the technology to build cell phones and personal computers. Bill Gates is one of them, you know. They give us technology and processed cheese spread and we give them what they want.

BILLY: Uhh, what do they want?

GEORGE: (whispering) We turned over a bunch of our old underground missile bases to them and let 'em do experiments on humans. Nothin' too weird, just creating hybrid alien-human life forms and the like. 'Course, that's outta my hands now. Billy Clinton's dealin' with those big-headed mothers now, heh, heh.

BILLY: What do these hybrids look like?

GEORGE: Bosnians. And nobody knows about it. Weird, eh? But that's better than the early experiments, they looked like Madonna. I hate Madonna, like to goose her though.

BILLY: Would you mind takin' a picture with my assistant, Tammy?

GEORGE: Don't call me Tammy, damn it. But sure, uhh ... can I goose her?

... and a picture is worth a thousand words, huh bros?

—Phantom

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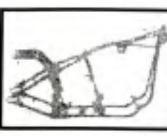
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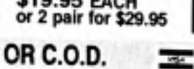
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X25=T.M.F.*

Hey! Time flies when you're havin' fun—it seems like just yesterday that I was firing up my new 1970 Shovelhead chopper to ride down to the printer and inspect the first issue of *Easyriders*. Well, here it is 25 years later, and we're still havin' too much fun and ready to take a run at the next 25. But first we need to have a P-A-R-T-Y!!! And what a party it's going to be—all over the Harley-ridin' world at 25 different locations. There will be music, free food and drink, plus \$100,000 in door prizes!!!! It's going to happen June 14, 15, and 16, 1996, and staff members will be at each location to photograph and record the event for publication (and, of course, to party down). For a list of the party locations, just return the bind-in envelope.

There's more! The June issue of *Easyriders* (on sale April 30, 1996) will not only revisit the highlights of the past 25 years, it will also reveal the ugly truth about some of the staff members. Will we tell you who Spider is? Or what happened to Mutha? You never know. And get this—it will be a double issue! We're going to reprint the first issue of *Easyriders* (June 1971) in its entirety—unedited! And we're going to polybag it with the gigantic 25th anniversary issue.

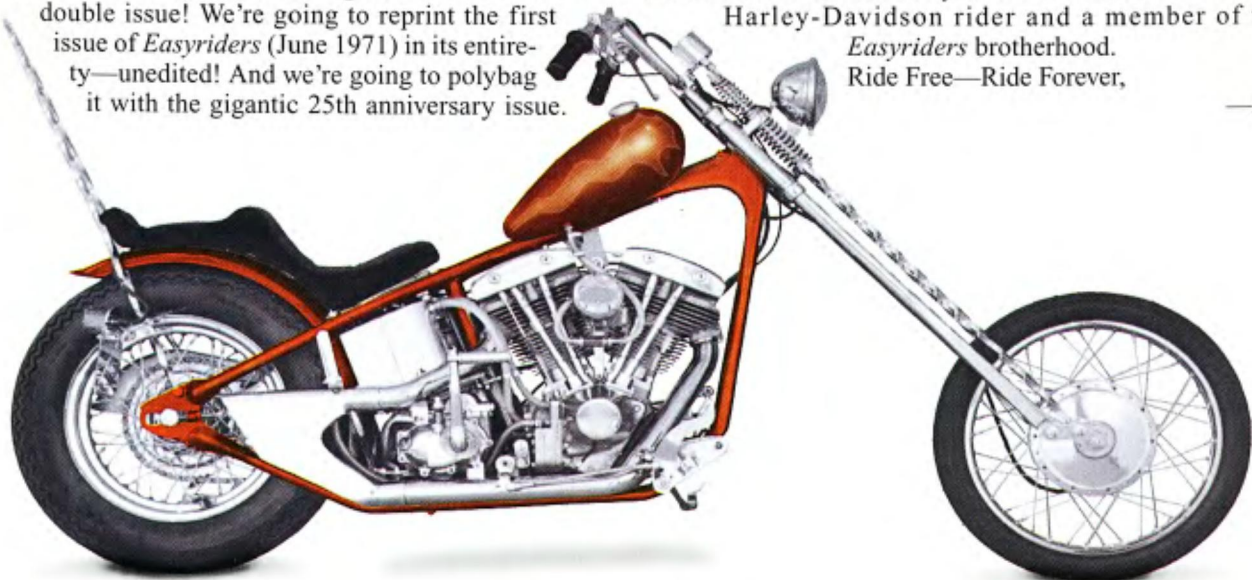
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—J.T.



*TOO MUCH FUN

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Tired of the current crop of cookie-cutter customs? Sick of chrome-covered, billet-bedecked bikes that look like they were dunked in a cattle dip full of Easter egg urethane? Fed up with trendy trivia about color-coordinated, sushi-suckin' owners who don't know a turd from a torque wrench? If so, then read on.

The black beauty you're gawkin' at didn't roll out of some snotty shop in Los Angeles. Nope, this baby lies deep in the American grain, born and bred in the boonies of southern Ohio. The scoot's owner, Jerry Davis, is



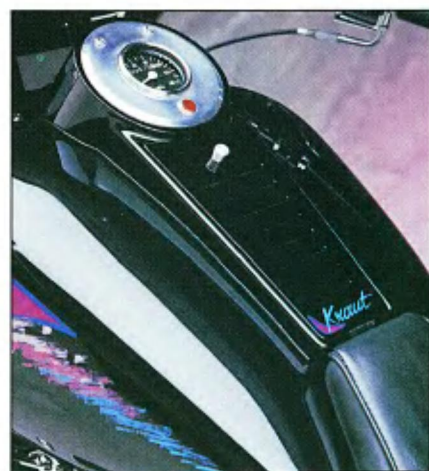
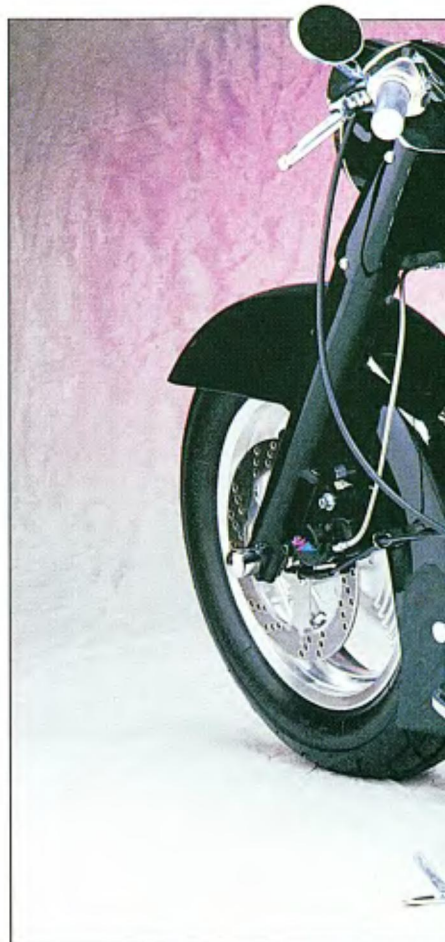
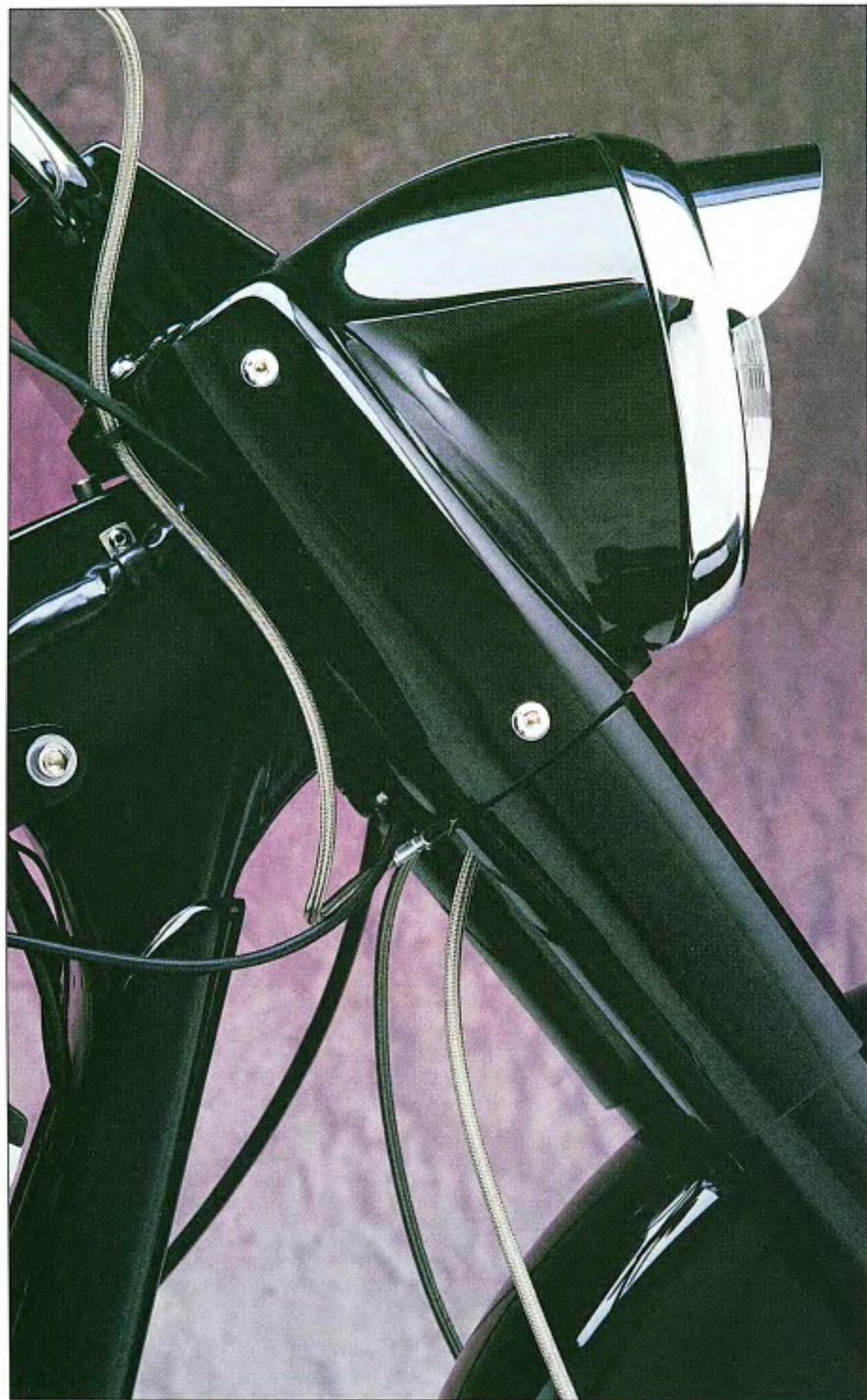
an auto mechanic, and as unpretentious as his hometown of Minford, a friendly, down-to-earth family man with a slow drawl and a wry sense of humor. But don't be misled by the motorcycle's rustic origins or its low-key rider. Jerry's hayseed Harley righteously kicked citified ass at the 1995 *Easyriders* Invitational Bike Show in Columbus, Ohio, taking top honors for Best Design in the prestigious Judged Class.

The sleek custom shown here bears little resemblance to the unclaimed Police Special that Jerry →



BLUE COLLAR BEHEMOTH

ONE FROM THE HEARTLAND



bought new back in 1991. Planning at first only to lower and rake the bike a bit, he enlisted the skills of expert welder and veteran bike builder Mike Crawford. But one custom improvement invariably triggered another, resulting in a true transformation featuring Crawford's hand-formed aluminum front frame shroud, fender rail covers with turn signals, and filler strips between the saddlebags and fender. And that's not all.

"We cut the gas tank and inserted a piece of three-inch pipe so the speedo could run through," says

Jerry. "Then we made a door that lifts up out of the dash's centerpiece and put the gas cap underneath. The taillight is recessed into the fender, and the turn signals are built into the custom aluminum pieces at the tops of the bags. You don't even realize they're there until one goes on."

From Bruce Blevins' outstanding engine work, to the rich, raven paint job done by Tim Hines and tastefully embellished with a dash of color by Darin Allen, the motorcycle simply radiates quality.

"I'd like to thank the guys at work,"

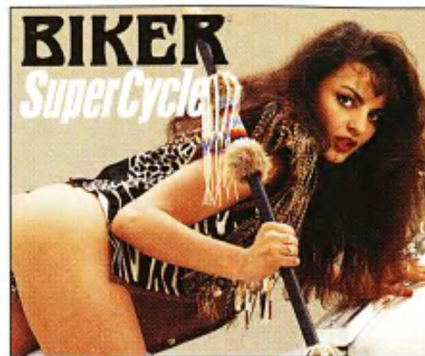
Jerry says, "for helping me scrounge up hard-to-find parts. Thanks also to Tim and Betty, Mike and Paula, and of course, special thanks to my ol' lady, Emilee, and my son, Jeremiah."

This classy scoot is a testament to the skills, dedication, and heart of the American small-town motorcycle. And speaking personally, in these times of all flash and no function, Jerry's rural ride and unassuming lifestyle seem like a gust of fresh air at a fertilizer factory.

—Fat Bob Biscuits

COMING AT YA

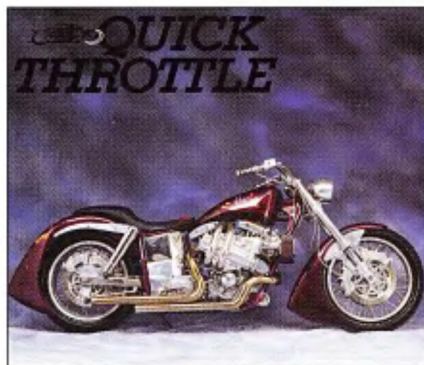
The fray turns to **May**, and if your motor ain't runnin' you better get the out the way, 'cause we've dusted off the frost from a brutal winter and turned that front wheel right into summer. The party's about to begin and you won't want to miss any of the action as we gear up for the *Easyriders* Rodeo season with a look at last year's riveting Grand Nationals in Costa Mesa, California. The men and women of this fierce sport put it on the line once again as a championship is at stake. Be there as we crown a new champ. Hint, it could be Poissonous. When our eyes aren't on the road, lots of times they're locked into lovely ladies shaking it down, and in this issue we list every hip shakin' hut we could find in our annual Exotic Dancer Guide. Among the knockout bikes featured are a flyer from France, two Softails, including Loudmouth's rehabbed FXSTC, and a Bikers Dream rocket. Also on tap is the lucky JDF bike winner, Dave Barr and his incredible journey, six Reader's Rides, helpful tech tips in our Service Department, Rip's Run, and hard-hittin' fiction from the Graybar Hotel, plus a reader's survey. It's loaded—snag it. **On sale April 2**



We've labeled the upcoming **April** issue as the "Brotherhood Edition." This is the one where we concentrate on the righteous stuff that confirms the fraternity of bikers—like ABATE of Illinois' 9th Annual State Party held back in June of '95, or the \$72,000 fund-raising Miracle Ride/Cruise '95 in Indianapolis, Indiana. (A rally for Riley Hospital for Children.) The cover will be shared by desirable Desiree and pro hockey jock Al Iafate's 96-inch Springer Softail. **On sale now**



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 now**



Get ready, get set, and go grab the **May** issue of *Quick Throttle*. Blasting onto the pages are Wayne Benson's trick FXLR, Larry Pacini's nitrous-powered Fat Boy, a supercharged FXR from Indonesia, Huck Cameron's drag bike, and Bob Johnson's Super Glide. Also on tap are the Woodburn drags, a handful of high-performance tech tips, and a profile on Edelbrock. Course, there's Readers' Dyno Runs, Gearhead Gazette, Tech Letters, a Bad Boy hop-up, and much more. **On sale now**



VQ's **Spring '96** issue features a guide to the world's most exotic and expensive motorcycle parts. Our master builder is Canadian Don Peterson, and we'll also offer eight great bike features as only VQ can. In addition, we'll take you to America's party city, New Orleans, and visit the upscale Rolex Riders at their hang-out, The Rivershake. Plus, take a Wild West tour with Eagleriders, meet a two-wheeled artist from Holland, and check out the latest goodies from Boyd's Wheels. **On sale now**

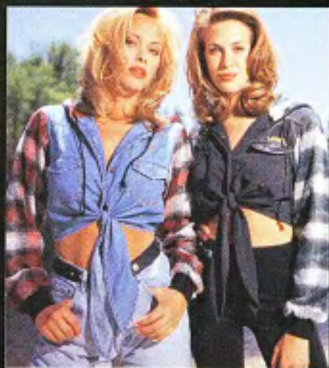
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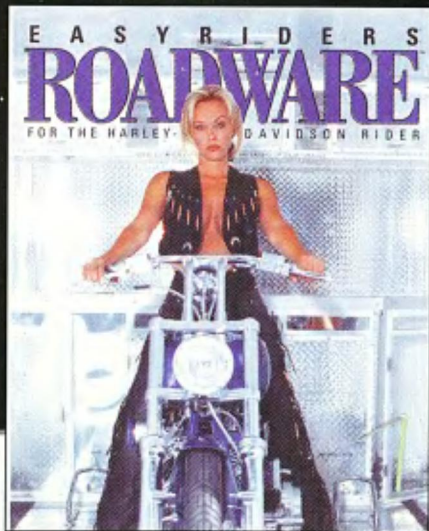


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