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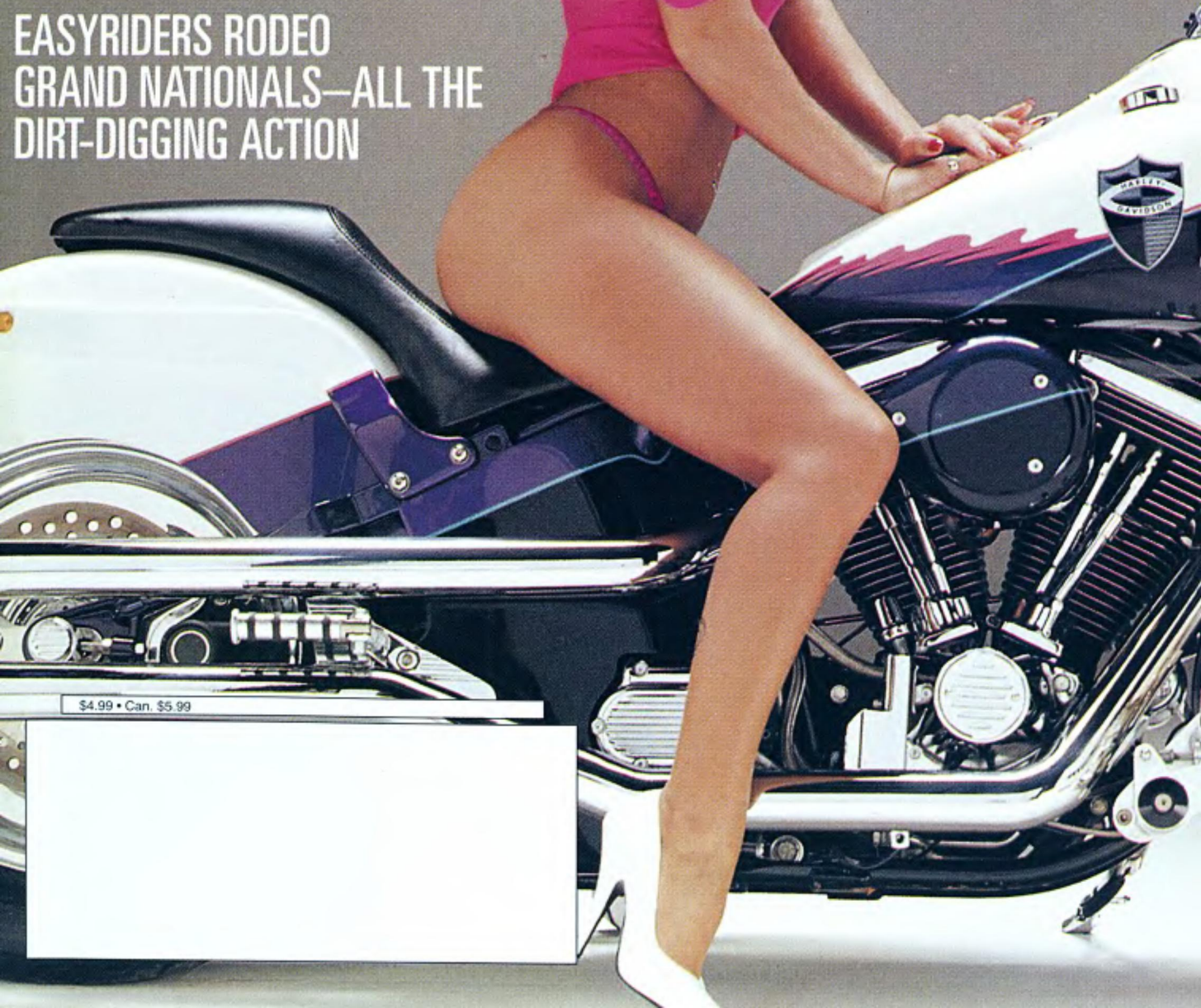
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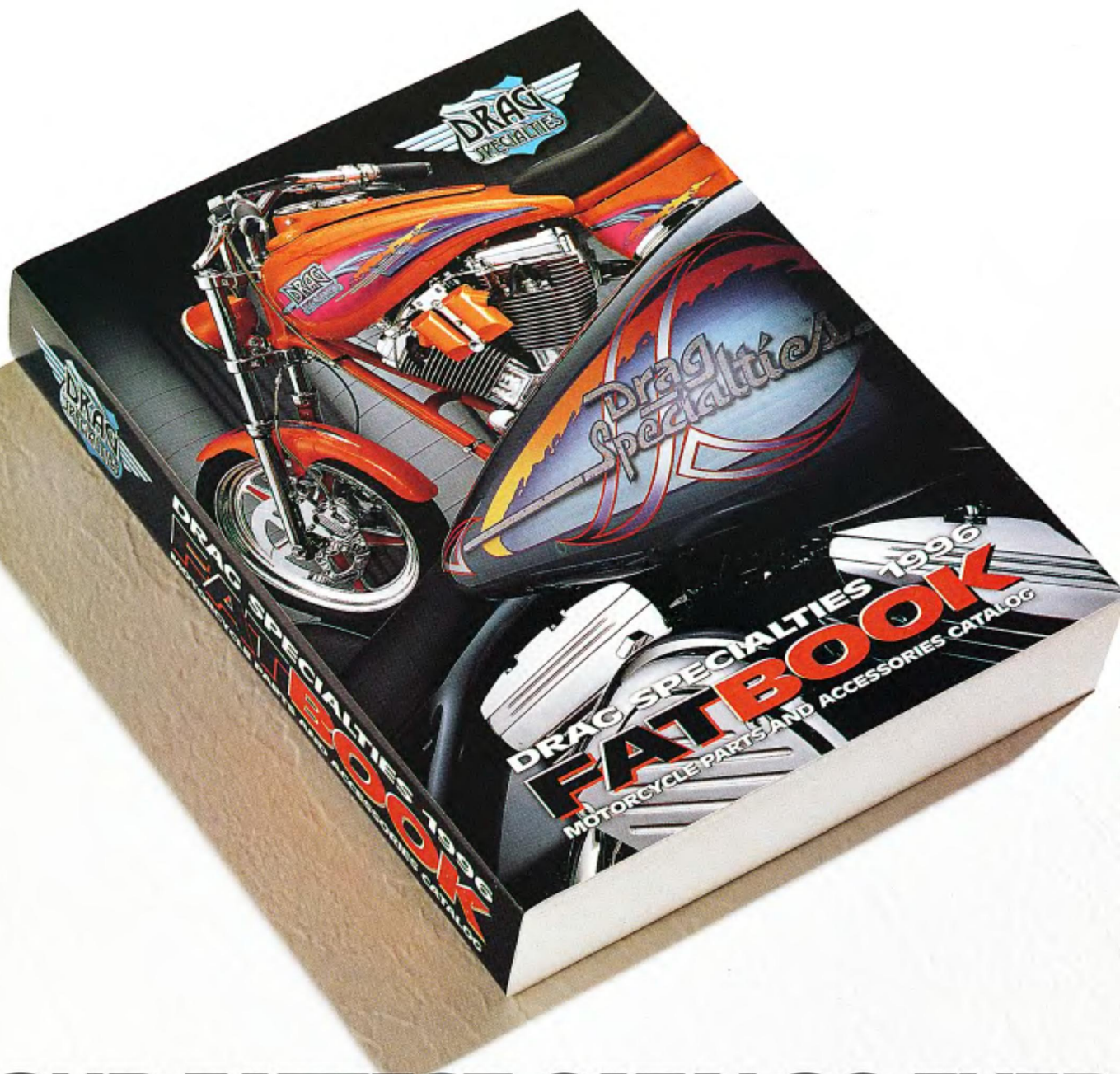
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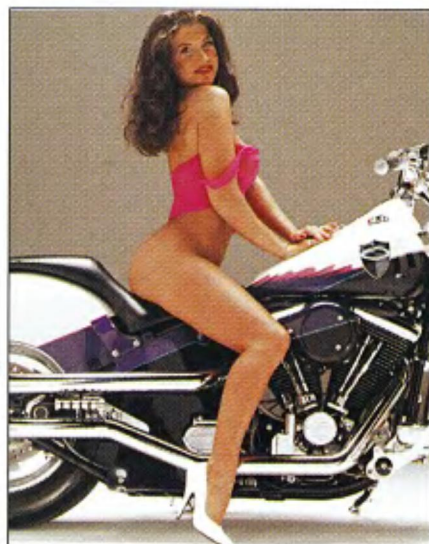
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ENTERTAINMENT FOR ADULT BIKERS • NUMBER 275 • MAY 1996



Cover photo of Tamara on Mike Stewart's '93 FXSTC by Bill Ellis. Special effects imaging by Daniel Ferguson.

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Fred Angie's red rocket Shovelhead, page 70.



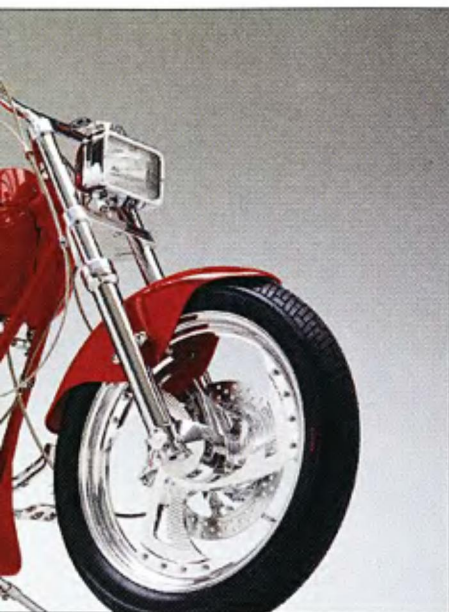
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TAKING IT EASY

This guy was whaling away on her (raping her), and in the midst of his ecstasy, he inhaled part of her wig. Lucky for her, it got stuck in his throat and he croaked.

He was watching a football game. During a really important part of the game his ol' lady decided to vacuum the rug. That was it! He snapped and snuffed her.

Talk about a bad hair day. In Kennewick, Washington, a television reporter's hair gel apparently offended a swarm of bees who retaliated by dive-bombing his skull and stinging him more than 30 times.

His ol' lady tried to hire a cop to kill her ol' man for \$500. He found out and forgave her. The only thing he was pissed about was the cheap price she put on his life.

If you are a Catholic, you're going to have to stop cheating on your taxes. Why? 'Cause the Pope said so. So there!

An ophthalmology journal says that vigorous sex could make you go blind—but only in rare cases and never for long. So what are they worrying about?

This trucker was convicted of shooting his wife, chopping her into 21 pieces, and painting them gold, gray, and blue.

Then there's this professor in Georgia whose hobby is watching things rot. His collection includes a 12-year-old hamburger and his 1985 birthday cake.

This guy and his ol' lady were on different sides of the fence over the Fiesta Bowl football game. She liked Florida. He liked Nebraska. While cooking bacon in the kitchen, she started arguing with him about who should win the game. He got pissed, struck her on the back of the head, knocked her to the floor, and sat on her back. So she bit him in the arm. But he retaliated by pulling her by the hair and throwing her against the wall. He even held her head over the hot bacon grease, trying to force her face down. It seems he had consumed a case of beer, and when the police asked him if he'd assaulted his wife, he said he had two months ago. At last report he was still in jail.

Get this. New York state spends \$700,000 a year on estrogen for its male prison inmates who want to become female.

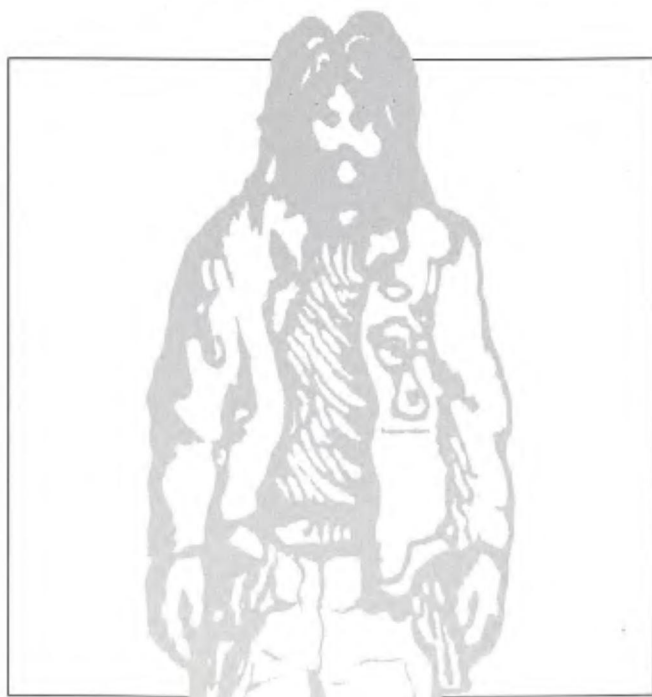
Here's one for the Hannibal Lecter file. In a bar in Brazil, eight people ate the liver of a murder victim, served up fried with onions and garlic. "The only difference I noticed was that the meat was a bit tough, and I had to let it fry for longer than usual," said the cook who didn't realize he was sauteing a customer.

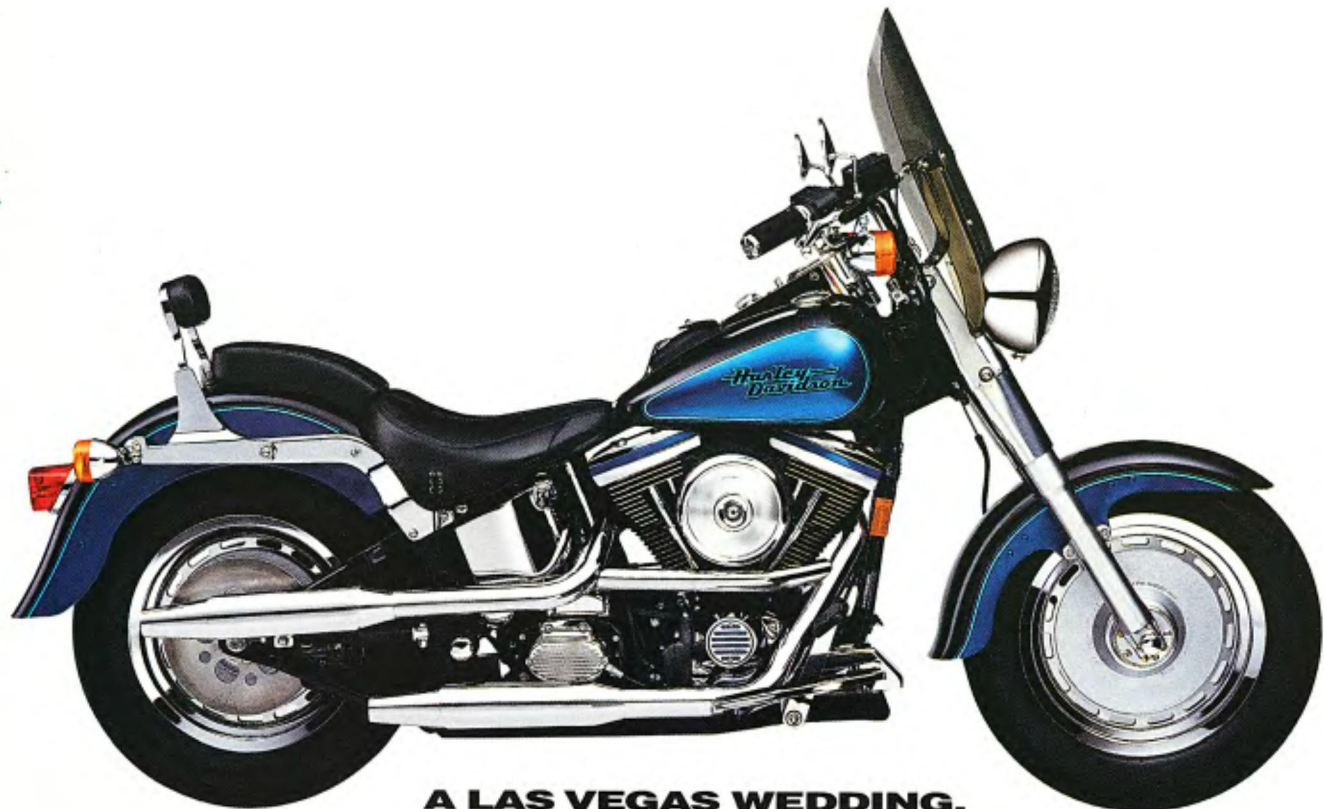
In Australia, the cops are searching for a burglar who breaks into homes. So what does this bandit take? TVs? Money? Jewelry? Nah, this guy just breaks in to tickle children's feet—in particular, little boys' feet.

You think DUI laws are tough in this country! In Norway, a 54-year-old man was arrested for driving his lawn mower after having three beers—well over Norway's legal limit.

There was a bunch of people on a flight from London to Los Angeles. Because the flight was so long, there was a lot of time to kill so some of them got to drinking and got so sauced that when they asked for more, the crew said, "No." They became so irate that they started a food fight and sent their small children to steal some liquor. One of the men even took a swing at a steward. But as luck would have it, there happened to be a group of U.S. Olympic wrestlers on board who helped restore order, handcuffing three of the more abusive men to their seats. The plane had to land in Minneapolis so they could unload the unruly bunch, who were all deported.

A unique animal retreat has been established in western England to treat donkeys that have become addicted to alcohol because of abuse by their owners. A doctor rehabilitates the usually calm beasts that have turned into aggressive drunks after their masters taught them to drink. "We had a group of three donkeys who came in from a pub that was closed down. They had been fed on Guinness and potato chips," the doctor said. One donkey was trained at a pub to pick up a half-pint of beer with its lips and down the drink in one gulp. It ended up attacking the pub owner's wife. The doctor treats the donkeys that make asses of themselves on alcohol by gradually weaning them with watered-down versions of their favorite tipple.





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A Serious Error

I have a gripe pertaining to what I think is a serious error on page 18 of the "1996 Bike Shows" section. Under the heading VQ, the photo for #97 is wrong! It looks EXACTLY like the photo for #99. Boy, is someone gonna be mad at you! D.D. "Uncle Tiny" Lambert
San Diego, California

You're right. We owe an apology to Mick Santa. Here's a photo of his bike, which should have been #97.

Fake Face?

Regarding the January '96 issue (page 86), what happened to Staci of Ohio's face? It looks as fake as the background of the photo. I checked the August '95 issue where she has her entry photo, and she looks great. In fact, I voted for her. What happened? No raisin pie.
Nolan
Carroll, Iowa

Finally Fed Up

I got fed up after reading Scully MackKay's letter (Feb. '96). I can remember the days when it was us against the rice burners. Today it's the "hardcore" biker against what some refer to as the "instant biker." I took offense to his statement that they don't know what honor, loyalty or brotherhood are. Do you have to have an armful of tats and a ponytail to the middle of your back to live life to that code, or own a Knuckle or Panhead to be called a biker? I don't believe so.

As a matter of fact, the new bros I've

met on my travels understand and live their lives according to that code just as much as my "hardcore" bros.

So the next time your face is in the wind and you roll up on a bro riding a Heritage and wearing new leathers, just remember your bike and leathers were new once. Try to show them the same honor, loyalty, and brotherhood you used to show anyone who rode Milwaukee iron.

Todd B.
Anoka, Minnesota

Major Surgery?

I just got your January '96 issue. Regarding Gary Scelzi's ride (page 58), I thought about this idea, except for one thing: my ride is a '94 FXDWG. Can I perform this transaction—change my Wide Glide front end to a Heritage-style front end—without a major operation?
JR
New York, New York

No. They are two completely different front ends.

What's The Price?

I've read your rag since the '70s. I've seen it at its worst and thought I'd seen the best you could offer. But I gotta say "raisin pie forever" to Lou Falcigno and the airbrush by Billy Streeter for the work on "Cosmic Chopper" (Dec. '95). But I've one question: What's the price tag on the paint?
Kendar
USA

A case of Jack, two pizzas, and a blonde.



Jon Towle Speaks

I'm writing concerning a letter in the January '96 issue from J.J. Solari. I must voice my opinion (even though doing so cost me my first marriage). I am behind (not literally) Mr. Solari regarding his not being published enough. I believe him to be a "humor giant," and he should be used in your publication as often as possible.

My mother claims to have known his mother. She says humor runs in the Solari family. I've enclosed a photo of Mrs. Solari that my mom dug up. I must say that any likeness to any person real or fictional in said photo is purely coincidental.

Anyway, how about putting much more J.J. Solari in this fine corner of the world.
Jon Towle
Huntington Beach, California

Congrats

I thought I'd write to congratulate you on the "Scooter Cinema" piece in your February '96 issue. Great job!

I also enjoy the "Reader's Rides" segments. Hope you don't discontinue them. Most are po-folk like me who can't afford a \$20,000 bike.

Now a question: Why are springers that are two inches under so hard to find, and is there a company out there that doesn't charge \$2,500 for one?

Lori F.
Lewistown, Pennsylvania

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A Tribute

My dad, Dick Kimber of Dade City, Fla., went down on his bike in October of '93. He broke his neck in three places and was considered a quadriplegic. Doctors said he would never walk again. But after 5½ months in the hospital rehabilitation unit, he proved them wrong and left, walking with the help of a cane.

On my birthday in 1995 my dad straddled his bike for the first time since the accident—without assistance. He is now inspired to turn his 1992 FLHS into a trike. He will ride again!

If you print this letter and photo, you'd make his year and maybe inspire other fallen bros. I am so proud of my dad.

Patti Ward
Syracuse, New York

Wrong Address

In the October 1995 issue there was a story on page 28 titled "The Price of Freedom." At the end an address for the Manchester Mission Church of Bikers, P.O. Box 1854, Manchester, CT 06040 was given. That address is no longer valid. I would really appreciate someone sending me the correct address.

Michael A. Durbin, EF 221244
Georgia State Prison, HCOI
Reidsville, GA 30453-0001

A Correction

On page 46 of your January '96 issue ("212 MPH—Now What?") you mention Tom Crockett, owner of Tans Cycles Parts in North Beach, Virginia. Would you please print a correction, as the location is actually North Beach, Maryland. We advertise in your

magazine, and it would be confusing to readers to think that there are two Tans Cycles Parts. Thanks.

Barb Tiffany
Tans Cycles Parts
North Beach, Maryland

Appreciation From Ohio

Following is a letter from the Easyriders/JDF sweepstakes bike winner written to our Ohio store:

My husband and I want to thank you for including us in our holiday festivities this past weekend. You have no idea how appreciative we are of our winnings and of everything you have done for us. I probably shouldn't be telling you this, but I am so you will know just how grateful we are to be the recipients of such a magnificent prize. You see, Hubert was unemployed for five years (March '90 to April '95) so it's been a real struggle for us financially. That's why this has been so meaningful to us. We never would have been able to afford a bike otherwise.

On top of that, my son will be going to college next year so I hope you can understand our initial reaction to sell the bike in order to get out from under some of our indebtedness that has built up during these past few years. Notice that I said "initial" reaction—because now we are keeping the bike. Hubert is doing very well in his new sales position so we may be in a position to retain the Harley after all! He has always wanted a motorcycle, and even I enjoy a ride on one now and then. You just may have two new customers on your hands.

Ruth Midkiff
Worthington, Ohio

A Word of Thanks

We want to thank you for the mention of our performance at the Oyster Run Ball in the February '96 issue (Rip's Run, page 105). We've received a few phone calls from readers interested in getting their hands on some Swamp Mama Johnson music, but who had to struggle to find us. If anyone wants to order CDs, cassettes, or T-shirts, you can reach us at 304 36th St., Suite #130, Bellingham, WA 98225; (360) 671-0682.

Swamp Mama Johnson
Bellingham, Washington



She Did It Herself!

I am a woman and have been riding for 20 years. Four years ago I bought my first Harley, a 1980 Super Glide. She was a basket case I found at a wrecking yard in Spanaway, Wash. (thanks, Ken Engel). She was badly burned, but it was love at first sight. I finally had my dream bike.

Not being a motorcycle mechanic, I attempted the impossible. I got a parts book, shop manual, and a good camera, and I tore apart whatever was left of her. I cleaned all the parts, bought replacements, and with the help of some great friends, she was put on the road in May of '93. She proved herself worthy. In June of '93 I rode from Washington to Louisiana. Since she's been up and running, I've put some 40,000 miles on her. No bike I've ever owned has been a part of me like this one, nor have I ever had so many busted knuckles or so much sweat and tears.

Now to my point: In your January '96 issue you printed an article called "Darlene The Undaunted." I've been looking for an all-female motorcycle club that is sincere—no p-pad riders! Is there an address for this club?

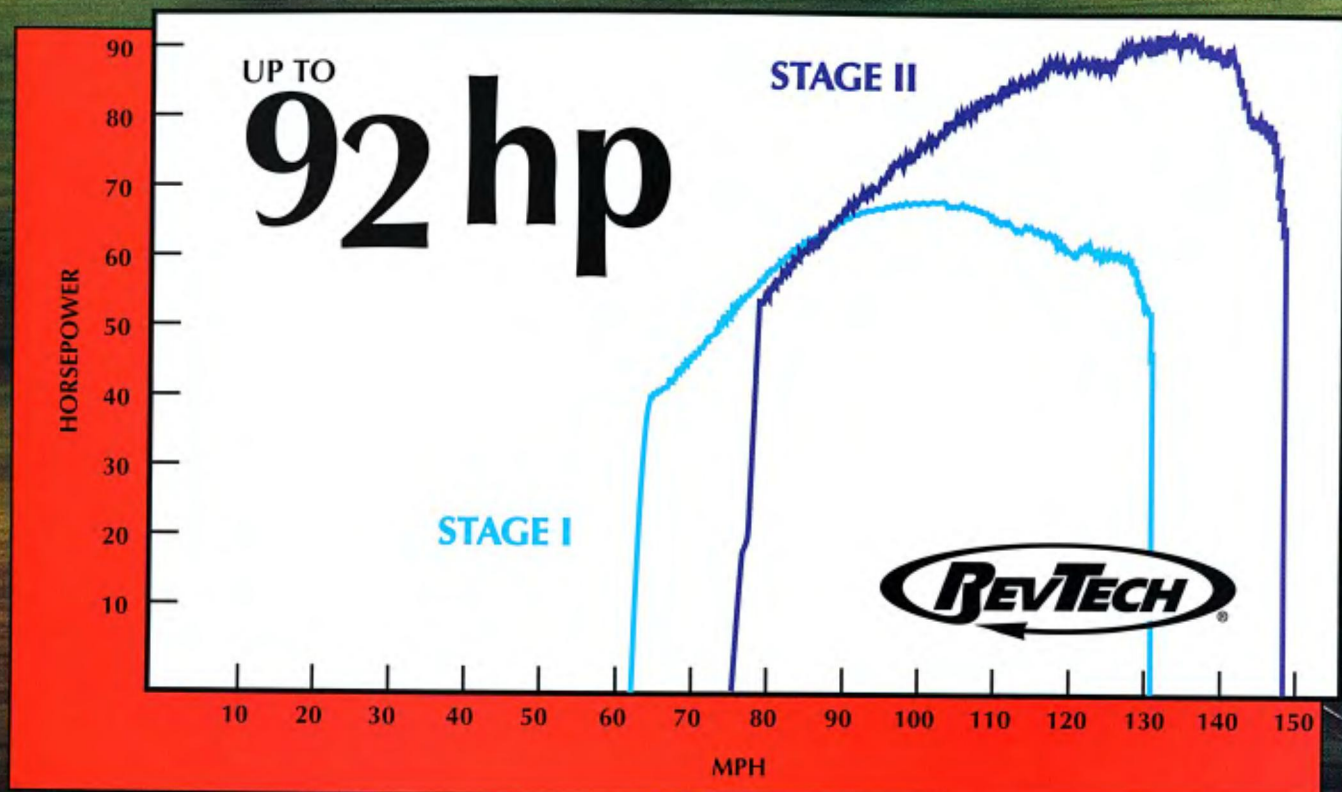
Birgit
Leesville, Louisiana

The address you want is: Too Tough Buff, c/o Pepper, 15910 Ventura Blvd. Encino, CA 91436

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NERVE MEDICINE

A TONIC FOR THE TIMES

"Know what I hate?" Mark Cohen grouses not two seconds after I ask him about this bike. "I hate guys who take all the credit for building a custom scoot and talk as if they did every little thing themselves. I mean, c'mon, the whole process is a collaborative effort."

Sure, Mark, but didn't you—

"Look," he cuts in, "if you add up all the people involved in this project it's probably way over twenty—not including all the friends I bounced ideas off of."

Okay, Mark, but—

"There's Wink, and Freddy at TNT, and Eric at Del Mar, and the guys at North County Polishing, and Anders at HME, and—"

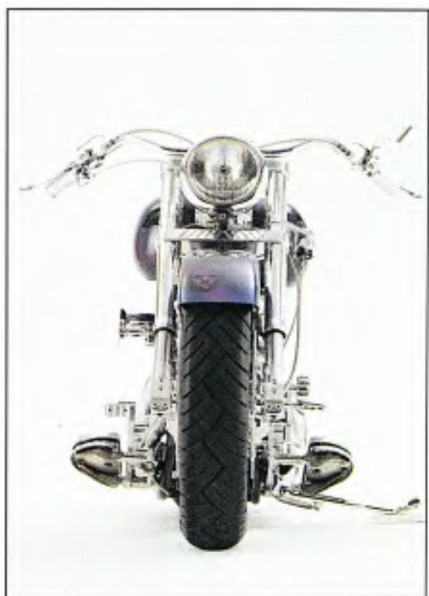
Hold it, Mark. Just hold it! Did you or did you not build this bike?

"Well, yeah." Thank you.

In a world where due credit is often misplaced, if not downright ignored, Mark Cohen represents a modest change. How modest? Consider that at the last two local shows where his →







bike placed, he pushed his wife up to accept the awards.

As a matter of fact, Mark shuns dragging his scooter to shows. It's not that he doesn't appreciate the recognition, it's just that he would rather spend his time wrenching. "That's why I named this bike Nerve Medicine," he says. "It's the perfect tonic for relieving stress." Which is why you'll often see Mark's garage lights burning at four in the morning. "The neighbors look in on their way to work and shake their heads," Mark confesses. One of them even accused

him of being "obsessive compulsive."

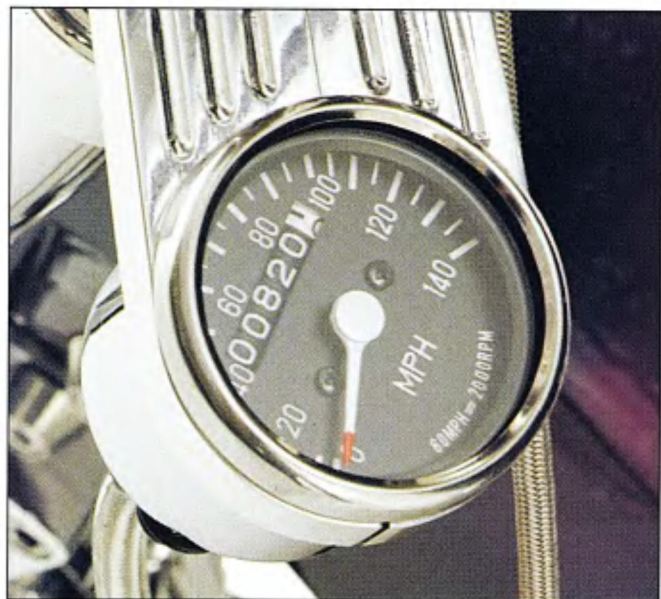
Whatever you call it, once Mark visualizes a bike, he focuses every spare minute into creating the reality. His vision for this scooter was low, beefy, and mean-looking. The theme included a wide back tire, plus a front tire that's wider than most other bikes' rear tires.

To accommodate all that rear rubber Mark halved a taildragger fender and widened it to 11½ inches. It's mounted to the swingarm for a rigid look, and notched out to make room for the belt drive.

One hundred and three cubic inches gave Mark the power he craved for that stump-pulling torque that makes plowing the pavement between lights so fun—though maybe he did go slightly over the top by adding a nitrous setup. Just ask him how many times he's cracked the throttle and suddenly found himself sliding toward the taillight.

But whether Mark's balancing on his fender in the wind, or squatting on a milk crate in his garage, one thing's for certain: He's figured out the perfect tonic for the times.

—Southern Connection



Owner:Mark Cohen
City:Rancho La Costa, California

General

Fabrication:owner
Year and make:1994 H-D
Model:Softail Wide Drive
Value:\$35,000
Assembly:owner
Time:five months
Chroming:Quality Polishing

Engine

Year and model:1994 Evo
Rebuilder:Wink's Customs
Ignition:Dyna S
Displacement:103 cubic inches
Lower end:S&S

Pistons:S&S
Cases:Delkron
Heads:Branch IV
Cam:Wink's #3
Carb(s):S&S Super G
Pipes:Wink's Customs 2-inch
Modifications: ..NOS, balancing by Wink's

Transmission

Year:1994
Modifications: ..Sputhe door, polished case, Andrews gears, RC Comp. wheel sprocket

Painting

Molding:Joe at FLC
Painter:Joe
Color/type:teal, purple, magenta/
 House of Kolor

Special paint:lots of faces
Frame

Builder:Tripoli
Type:Softail
Modifications:35-degree rake, 1-inch stretch, widened and offset

Accessories

Bars:American
Fender(s):Ness front, custom rear
Headlight:Fat Boy
Tailight:Ness
Speedo:fork-mounted
Pegs:Perf. Mach. footboards
Gas tank:five-gallon stretched
Oil tank:Tripoli stretched
Seat:owner

Mirrors and grips:Ness

Forks

Type:W.P. Roma, inverted
Modifications:milled and polished

Wheels

Front
Type:Perf. Mach.
Size:18-inch

Tire:Metzeler
Brake:P.M., full floating 13-inch

Rear

Type:Perf. Mach.
Size:18-inch

Tire:Metzeler
Brake:P.M. 4-piston dual caliper

Photos:Raiko Hartman

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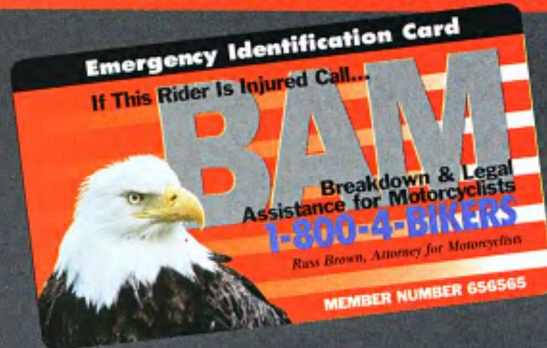
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WHY TARGET MOTORCYCLES? ACCIDENT STATISTICS DON'T LIE

For years, motorcyclists have been political targets for such discriminatory legislation as mandatory helmet laws, catastrophic health insurance, and an assortment of other "safety" measures. But is the special attention aimed at motorcyclists warranted in view of data that proves motorcyclists represent only two percent of total vehicular traffic, less than one percent of total vehicles involved in accidents and just .01 percent of annual U.S. healthcare costs?

Because of this unfair and unjustified treatment, concerned motorcyclists have joined forces in politically active organizations to protect their right to ride. State organizations, such as ABATE and the MMA, have been involved in energizing the national movement behind the MRF, AMA, and NCOM. By working together on a country-wide agenda, motorcyclists have made their mark on the political landscape that, up until now, had been reserved for the big money interests and "hot button" issues. All of the political parties have recognized the power and dedication of these motorcyclists who have been forced, by the times, to become "citizen lobbyists" and who refuse to give up.

Among their many political stands, these organizations advocate motorcycle awareness campaigns and rider training courses, both of which are proven to reduce accidents and resulting injuries and fatalities, and are reasonable alternatives to legislation that unnecessarily targets motorcycles.

The following statistics show the facts:

- Auto drivers are at fault in more than 2/3 of all motorcycle vs. car accidents.
- 92 percent of motorcyclists involved in accidents had no formal training, and 45.5 percent had no motorcycle license.
- Motorcycle accidents represent only 1/10 of one percent of total healthcare cost.

Motorcycles Represent Just Two Percent Of Total U.S. Vehicles

Total Vehicle Population	196.9 million
Passenger Cars—74 percent	145.7 million
Trucks and Buses—24 percent	47.3 million
Motorcycles—2 percent	4.0 million

Motorcycles Represent Less Than One Percent Of Total Accidents

Total Accident Involvement	21.1 million
Passenger Cars—67 percent	14.1 million
Trucks and Buses—28 percent	6.9 million
Other 4 percent	940,000
Motorcycles—0.9 percent	187,000

Motorcycles Account For Less Than Six Percent Of Total Fatalities

Total Vehicular Fatalities	42,000
Passenger Cars—53 percent	22,000
Trucks and Buses—21 percent	8,930
Pedestrians—15 percent	6,200
Motorcycles—5.9 percent	2,500
Other 4.8 percent	2,000

Motorcycles Account For 0.1 Percent Of Total Annual Fatalities In The U.S.

Total U.S. Fatalities	2,169,518
Heart Disease—33 percent	720,862
Cancer—24 percent	514,657
Stroke—7 percent	143,481
Motor Vehicle—2 percent	42,000
Motorcycles—0.1 percent	2,500

—NCOM Source: National Safety Council, *Accident Facts, 1994 Edition*

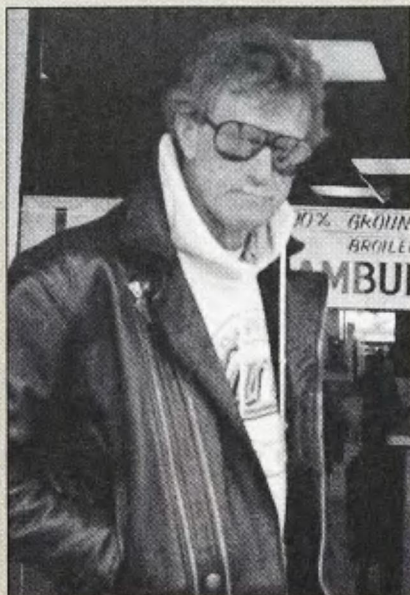
DOING WHAT IT TAKES

THE MMRA'S LEGISLATIVE AGENDA

Minnesota's 1995-1996 legislative session began January 16, and there are several issues the Minnesota Motorcycle Riders Association (MMRA) will address. The first issue is repealing Minnesota statute 169.974 subd.6, negligence: damages without protective headgear.

Although Minnesota law requires all automobile drivers and passengers to wear seat belts, introducing evidence in court as to whether or not a person is wearing a seat belt at the time of injury is not admissible, so damages cannot be reduced in direct relation to the injured person's seat belt use.

The current statute relating to motorcycle operators and passengers specifically allows for that reduction; however, if you are in an accident and suffer any head injuries, the damages you will be allowed to recover are reduced if it's found that those injuries could have been prevented or reduced by wearing



Bob Illingworth

a helmet. This would happen regardless of whether or not you were at fault, and in spite of the fact that the law in our state doesn't mandate adults to wear motorcycle helmets.

The second issue we'll be working on is getting legislation introduced and passed that will prohibit discrimination aimed at motorcyclists. Bikers are being banned from campgrounds, restaurants, bars, and nightclubs simply because they ride a motorcycle or wear leathers or insignia which affiliates them with a motorcycle organization.

And lastly, undoubtedly we will be busy as usual plugging away on that never-ending battle with a small minority of legislators who routinely introduce mandatory adult helmet legislation.

We'll do what it takes to assure our rights are protected.

—Bob Illingworth
Executive Director, Lobbyist, MMRA

IF I HAD A HELMET ... I'D BE SIX FEET UNDER 'BOUT NOW

"You're lucky you weren't wearing a helmet. If you had, you would have been paralyzed or killed," said my neurologist during an examination after a motorcycle accident involving a cage taking the dreaded left turn in front of us.

This set my mind racing regarding helmet laws created under the guise of protecting our citizens. Helmets were created to protect certain types of head trauma—not all. Yes, some lives are saved by helmets, but those in charge never seem to comment on the deaths caused by helmets.

They fail to mention that helmets restrict the use of one's peripheral vision, which is considered to be the most important for the overall view while riding, or that they impair hearing by at least 80 percent. And rarely do you hear about the fact that the human neck was constructed to carry the weight of the head, not an extra five pounds of plastic.

Freedom of choice is for all aspects of life. My freedom of choice is being challenged by total strangers who have no business dictating how I should run my own life. I'm aware of the fight for free-



dom of choice and how controversial it has become, but why aren't the elected lawmakers getting the message?

I was in a situation where I was able

to practice my freedom of choice, and it paid off in a great way by giving me life. Unfortunately, some aren't so lucky.

—Robin Bedford

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HARRY ROACH, 1937-1995

Harry Roach died on November 26, 1995 of brain cancer. He was a true freedom fighter, and it was my privilege to be his friend. I would like to introduce him to you.

Harry was at the forefront of the bikers' rights movement. He started with the MMA in Orange County, California, and became the regional rep/area manager from 1976-1979, and the district manager from 1980-1981, before moving to Ventura, Calif., to continue with the MMA as their district manager from 1981-1983.

In 1984 there was a fledgling organization that was just getting started called ABATE of California. It had endured a few tough years of growing pains and needed some help. Harry came to its rescue. He started the Ventura ABATE Local in 1984 and was elected to the State Board of Directors the same year. He served as chairman of the ABATE of California board of directors from '85-'89, still a record,



Photo: Patrick Mahoney

and shepherded the organization as it grew into the political powerhouse that it is today. He left the board in '89 but stayed active as the president of Local 13, Ventura, in 1992, and then decided to start Local 42 in Ojai, Calif. Harry

became an assistant state director for ABATE in '94, and remained one throughout his illness, providing direction and wisdom to all.

I will miss Harry Roach. He was my friend. —Oz

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VESTALS TIE THE KNOT

MOTORCYCLISTS' MATRINONY IN MAINE

A name that has been synonymous with motorcyclists' rights for many years is Paul K. Vestal Jr. His numerous accomplishments have made him one of the nation's leading freedom fighters. Speaking of accomplishments, congratulations are in order to Paul and his new bride, Helen, who tied the knot on September 16, 1995.

"I met Helen in St. Louis a couple of years ago when I was president of the MRF [Motorcycle Riders Foundation]. She came to meet our MRF Board of Directors to talk with us about her business, which was selling American-made products that could be imprinted. I looked at this woman and saw an exciting sparkle in her eye and spent the evening talking to her. The rest is history," explained a very happy Paul.

"A good time was had by all at our biker wedding and reception," Paul continued. "Helen and I want to publicly thank Buzzy, owner of Bruno's and Rico's Bar and Pub in Belfast. There

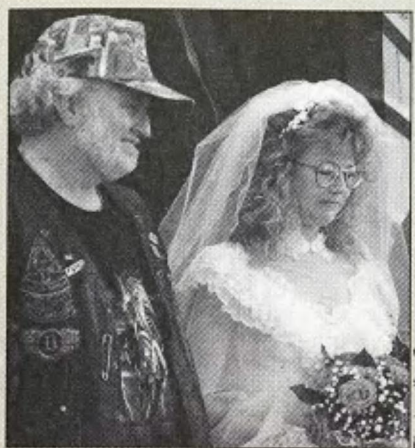


Photo: Jim Sammons

are also several others to thank: the members of United Bikers of Maine in Waldo County and their director Denise, who came to our aid making sure there were munchies for all; Donna Higgins, who took the worries off our shoulders making sure things would be done; Jim Sammons, the new treasurer of UBM,

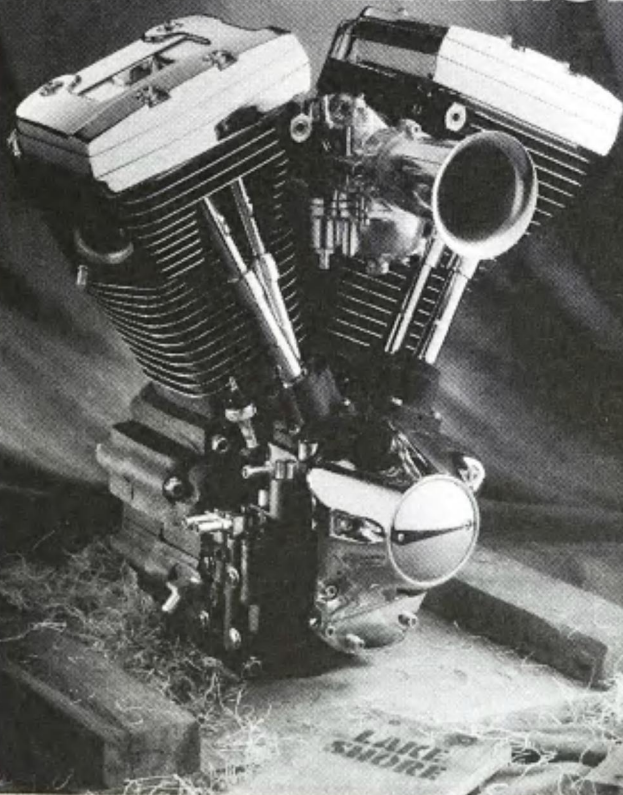
who supplied the camera for the wedding pictures; and Butch "Scummy" Berry, who officiated at the ceremony.

"We drafted several other friends to be part of the wedding party. Except for Helen, it consisted of all males. Helen's maid of honor was none other than Greg Perkins, past president of UBM. My best man was Red Higgins, an old and valued friend, and my son, Jared, was the ring bearer. Giving Helen away was her good friend Dave Roark, who came in all the way from Missouri. Thanks again so much to everyone who made this possible. I can assure each and every one of you that we'll never be boring, nor will we be traditional—we'll always just be fun. I look forward to seeing you and Helen looks forward to meeting many of you. Have a great life, because we're enjoying ours!"

The Vestals make their home in Plymouth, Maine.

—Twiggy

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Nevada

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

New Jersey

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

New York

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

North Carolina

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

Ohio

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

Oregon

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

Pennsylvania

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

South Carolina

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

Texas

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

Tennessee

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

Virginia

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

Washington

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

Wisconsin

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

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

SHORT STROKES



It all started a couple of weeks ago. Riding the Pacific Coast Highway does something to me. Maybe it's the salt air, the sound of the waves against the coastal landscape, or what the girls wear around the pulsating Pacific. While drinking a cold one and munching on fish tacos at the Reel Inn, a Malibu fish joint, one of the waitresses caught my eye. My Dyna Glide caught her eye. Next thing I knew I had a date. We went to see *Nine Months*, a girlie, male-bashing movie. I gotta know what you men and women who ride think about these flicks. They get to me. Now here's the news...**Did you know** that the helmet question on the California DMV Motorcycle test was never changed after the helmet law was implemented? So civic-minded bikers who knew we had a mandatory law for all bikers blew the question that still had the 15 1/2 age provision as the correct answer. Hopefully we'll repeal the law before they change the test...**A Chevy Chase, Va., man** who police said was under the influence of alcohol when his car struck and killed a motorcyclist in July was fined only \$500 in a Prince George's County court. Gimme a break...**And the Pakrats**, who party annually on rented private farmland, have been bumped off the property due to local political pressure...**The news continues** to take a grisly slant with this report: Love Ride 12 went off without a hitch, except for the nonbiker who walked up to a rider in the parking lot at Lake Castaic, pointed a gun at his head and said, "I know you." Then he pulled the trigger. But the gun jammed, fortunately, and everyone scrambled...**If you didn't go for Sam "Chopper" Orwell's** theory about growing restriction, check this. The Triovon Electronic ID Tag measures about one centimeter long and just a few millimeters in diameter. Implanted in the skin with a simple, hand-held tool, each chip contains a unique, 64-bit identification code. It was designed for pets, but the Australian Wool Corp. has used the system to identify bales of wool, and Yamaha dealers will happily chip your new bike by implanting it into the frame. Next, people?...**And on the fleeing of America**, Nebraska State Auditor John Breslow found fault with the state's department of health for paying a consultant \$200 an hour, plus expenses, totaling \$239,585. →

The consultant's project? Finding ways for the state to save money... **Schools are rough** in East St. Louis. Police are investigating the death of a 51-year-old teacher who died of a heart attack after she was punched out by a nine-year-old pupil. Didn't like his assignment... **Then there was** the North Dakota woman who faked being attacked. Seems she set her family's restaurant on fire, then slashed herself and carved a swastika-like symbol on her body... **A Reading, Pa., woman** smashed her car into a supermarket to get at a grocery clerk who pissed her off. She took the drive-thru concept to the extreme... **But a city court** was at fault in Bridgeport, Connecticut, when it was cited for health violations after a woman was attacked by a cat-size rat in the bathroom. The rat jumped onto another woman's head, and she ran into the courtroom screaming while people in the court swatted the rat... **Remember J.J. Solari's** story "No Class Chick" from some 15 years ago? Well, Connecticut Gov. John Rowland has authorized a reward of \$20,000 for information leading to the capture of a man who dragged a woman to death from his car. He dragged her four miles... **But so far in this study** women are the most violent. Here's a woman who slashed her estranged husband in the face with a razor-blade knife in a second-floor corridor of the Framingham (Mass.) District Court. She was there to complain not about her ex, but about his girlfriend who had tried to beat her up... **So there you have it**—the battle of the sexes at its finest. After the sun came up and we shared some coffee and a couple of eggs, it was time I hit the road. As I fired my Dyna and headed into the hills, feeling the wind in my face, the cool air invigorating my body, and the pure power of that bike propelling me through the canyon, I thought about the girl. I replayed her soft voice, the taste of her ruby lips, the shape of her long legs, the sparkle in her eyes. I could feel again her hand in mine, her arm brushing against me and the heat of her breasts against my chest. My pulse quickened, my eyes glazed, and I wondered if there isn't a shred of truth to the old adage, "Ya can't live with 'em and ya can't live without 'em." And ain't that wonderful? More research next issue. Hey, ride forever.

—Bandit

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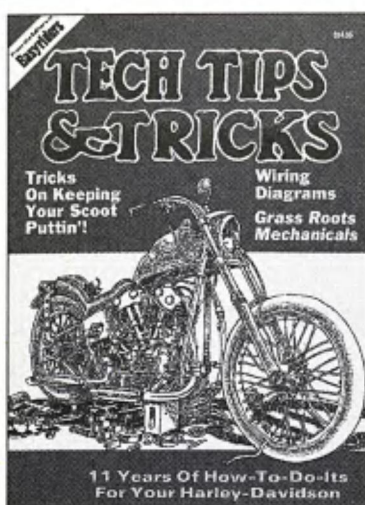


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By popular demand, Easyriders Tech Tips #1 is now available in its second printing. This invaluable collection features time-saving tips and years of technical know-how from our earliest issues. It can now be yours for the low price of \$14.95!

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RUN TO THE WALL

At 8 a.m. on Wednesday, May 16, 1996, veterans and supporters will leave from the TA Truck Stop (intersection of I-15 and I-10) in Ontario, California. Most will be riding motorcycles on a pilgrimage across the heartland of America, creating a thundering groundswell of support for American POWs and MIAs.

The group will unite with "Rolling Thunder," with a parade from the Pentagon to the Vietnam Memorial Wall in Washington, D.C. Anyone can join in anywhere along the route, and all brands of motorcycles are welcome.

Following are confirmed dates and starting points for May 1996.

Wednesday 15

Ash Fork, Ariz.
KOA
(802) 637-2521
Ash Fork Inn
(802) 637-2514

Thursday 16

Grants, N.M.
Lava Land
(505) 287-8665
Motel 6
(505) 285-4607

Friday 17

Cimarron, N.M.
Camp Park
(800) 546-2244
Cimarron Inn
(800) 546-2244

Saturday 18

Limon, Colo.
KOA
(719) 775-2151
Pref. Motor Inn
(719) 775-2385

Sunday 19

Salinas, Kan.
free camping
Budget Host
Vagabond
(913) 825-7265

Monday 20

Westville, Mo.
free camping
Days Inn
(314) 625-1711

Tuesday 21

Corydon, Ind.
free camping
Budgetel
(812) 738-1500

Wednesday 22

Huntington, W.Va.
free camping
free lodging
university dorms

Thursday 23

Rainell, W.Va.
free camping
Rainell Lodge
(304) 438-8571

Friday 24

Fairfax, Va.
Burke Lake
(703) 323-6601
Comfort Inn
(703) 591-5900

Saturday 25

Fairfax, Va.
Burke Lake
(703) 323-6601
Comfort Inn
(703) 591-5900

Sunday 26

Washington D.C.
parade

For more info call:

California

John Anderson
(805) 237-0790

Arizona

Terry Rolinger
(520) 287-8650

Colorado

Rod Nusse
(303) 279-5763

Missouri

Dave Ambrose
(314) 462-2709

Connecticut

Howard Chappuis
(203) 283-0676

Indiana

John Bubala
(812) 633-7870

For more Rolling
Thunder info call
Artie Muller at
(908) 369-5439

Note: When making reservations mention Run For The Wall for discounted room rates. Rooms are in blocks, so call early to get the discount.

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Please enter your zip code here: _____

- 1. Sex:**
☐ Male ☐ Female
- 2. Age:**
☐ Under 20 ☐ 21-30 ☐ 31-40 ☐ 41-50 ☐ 51-60 ☐ 60+
- 3. Marital status:**
☐ Married ☐ Single ☐ Divorced
- 4. Education:**
☐ High school ☐ Junior college ☐ College ☐ Post-graduate
☐ Trade school ☐ Specialized mail order
- 5. Do you?**
☐ Rent your place of residence ☐ Own your place of residence
- 6. If residence is owned by you, please give approximate value:**
☐ Under \$20,000 ☐ \$20,000-\$49,000 ☐ \$50,000-\$99,000
☐ \$100,000-\$199,000 ☐ \$200,000-\$299,000 ☐ Over \$300,000
- 7. How many children do you have?**
☐ None ☐ One ☐ Two ☐ Three or more
- 8. How old is the oldest child?**
☐ Under 5 ☐ 5-10 ☐ 11-15 ☐ 16-21 ☐ Over 21
- 9. Do any of your children show any interest in riding?**
☐ Yes ☐ No
- 10. Occupation:**
☐ Professional/managerial ☐ Office jock ☐ Skilled trade ☐ Laborer
☐ Student ☐ Unemployed ☐ Self-employed ☐ Government/Military
- 11. Gross household income (yearly)**
☐ Under \$20,000 ☐ \$21,000-\$30,000 ☐ \$31,000-\$50,000
☐ \$51,000-\$75,000 ☐ \$76,000-\$100,000 ☐ \$101,000-\$150,000
☐ \$151,000+
- 12. Do you own a motorcycle?**
☐ Yes ☐ No
- 13. If yes, how many?**
☐ 1 ☐ 2 ☐ 3 ☐ 4 or more
- What is your main ride?**
- 14. Make:**
☐ H-D ☐ Triumph ☐ Honda ☐ Yamaha ☐ Kawasaki
☐ BMW ☐ Indian ☐ Other
- 15. Model:**
☐ Flathead ☐ Knucklehead ☐ Panhead ☐ Shovelhead
☐ Blockhead ☐ 1100-1200 Sportster ☐ 883 Sportster ☐ Other
- 16. Year:**
☐ Pre '50 ☐ '50-'60 ☐ '61-'70 ☐ '71-'80 ☐ '81-'85
☐ '86-'90 ☐ '91-'95 ☐ '96
- 17. Is it:**
☐ Customized ☐ Chopped ☐ Heritage-style ☐ Stock
☐ Street racer
- 18. Is it a:**
☐ Softail ☐ Springer ☐ FXR ☐ Dyna ☐ Dresser
- 19. Check the five (5) features about Easyriders you like BEST:**
☐ Spider ☐ Wordmonger ☐ Bike Features ☐ Fiction ☐ Fox Hunt
☐ Off The Wall articles (such as the quiz or Riding the Edge)
☐ Event coverage ☐ In The Wind ☐ Advertisements
☐ Fox Hunt Feature ☐ Cover girl feature ☐ Readers' Rides
☐ Easynews ☐ Rodeo coverage ☐ 15. Parts Box
☐ Bikers Bulletin Board ☐ General Store ☐ Project Bikes
☐ David Mann centerfold ☐ 20. Cartoons
☐ Passin' Gas ☐ Rip's Run ☐ Tech Tips ☐ What's Happening
☐ Bros Club News ☐ Short Strokes
- 20. Check the five (5) features you like LEAST:**
☐ Spider ☐ Wordmonger ☐ Bike Features ☐ Fiction ☐ Fox Hunt
☐ Off The Wall articles (such as the quiz or Riding the Edge)
☐ Event coverage ☐ In The Wind ☐ Advertisements
☐ Fox Hunt Feature ☐ Cover girl feature ☐ Readers' Rides
☐ Easynews ☐ Rodeo coverage ☐ 15. Parts Box
☐ Bikers Bulletin Board ☐ General Store ☐ Project Bikes
☐ David Mann centerfold ☐ 20. Cartoons
☐ Passin' Gas ☐ Rip's Run ☐ Tech Tips ☐ What's Happening
☐ Bros Club News ☐ Short Strokes
- How do you rate the following:**
- | | Great | Good | So-So | Terrible |
|---|-------|------|-------|----------|
| 21. Photography: | 1 | 2 | 3 | 4 |
| 22. Contents: | 1 | 2 | 3 | 4 |
| 23. Writing: | 1 | 2 | 3 | 4 |
| 24. Overall look: | 1 | 2 | 3 | 4 |
| 25. Roadware Catalog: | 1 | 2 | 3 | 4 |
| 26. Do you vote? | | | | |
| 1. ☐ Yes 2. ☐ No | | | | |
| 27. Are you a registered | | | | |
| 1. ☐ Democrat 2. ☐ Republican 3. ☐ Independent 4. ☐ Libertarian
5. ☐ Not registered | | | | |
| 28. Do you try to buy American-made goods? | | | | |
| 1. ☐ Yes 2. ☐ No | | | | |
| 29. Where do you usually buy Easyriders? | | | | |
| 1. ☐ Motorcycle shop 2. ☐ Convenience store 3. ☐ Newsstand
4. ☐ Supermarket 5. ☐ Liquor store 6. ☐ Drugstore 7. ☐ Bookstore
8. ☐ Subscriber | | | | |
| 30. Approximately how many friends and relatives (that includes your ol' lady) read your copy each month? | | | | |
| 1. ☐ 1 2. ☐ 2 3. ☐ 3 4. ☐ 4 5. ☐ 5 6. ☐ 6-10 7. ☐ 10+ | | | | |

- 31. Approximately how long have you been reading Easyriders?**
☐ Less than 1 year ☐ 1-2 years ☐ 3-5 years ☐ 6-10 years
☐ 11-15 years ☐ 16-20 years ☐ 20+ years
- 32. Approximately how long have you been riding motorcycles?**
☐ Less than 1 year ☐ 1-2 years ☐ 3-5 years ☐ 6-10 years
☐ 11-15 years ☐ 16-20 years ☐ More than 20 years
- 33. Check all the organizations you belong to:**
☐ ABATE ☐ AIM ☐ AMA ☐ BAM ☐ CBA ☐ HOG ☐ MC
☐ MMA ☐ MRF ☐ NCOM ☐ Other
- 34. Have you seen an Easyriders video?**
☐ Yes ☐ No
- 35. What do you think of the video's quality:**
☐ Great ☐ Good ☐ So-So ☐ Terrible
- 36. Is \$19.95 a fair price for the Easyriders Video?**
☐ Yes ☐ No
- 37. Where would you prefer to get Easyriders Videos:**
☐ Rent ☐ Subscribe ☐ Bike Shop ☐ Mail order
☐ Newsstand where I buy Easyriders
- 38. Regarding Bros Club:**
☐ I am a member ☐ I plan to become a member
☐ I'm not interested in a membership
- 39. Did Easyriders influence you to purchase:**
☐ A new H-D ☐ A used H-D ☐ Parts ☐ Accessories
☐ Clothing ☐ Tires ☐ Mail order items
- In the last 12 months, how many dollars have you spent on:**
- 40. A new motorcycle:** ☐ \$8,500-\$10,000 ☐ \$10,000-\$12,000
☐ \$12,000-\$15,000 ☐ \$15,000-\$18,000 ☐ \$18,000+
- 41. A used motorcycle:** ☐ \$2,000-\$5,000 ☐ \$5,000-\$7,000
☐ \$7,000-\$10,000 ☐ \$10,000-\$12,000 ☐ \$12,000+
- 42. Parts:** ☐ \$50-\$100 ☐ \$100-\$300 ☐ \$300-\$500
☐ \$500-\$700 ☐ \$700+
- 43. Accessories:** ☐ \$50-\$200 ☐ \$200-\$500 ☐ \$500-\$800
☐ \$800-\$1,000 ☐ \$1,000+
- 44. Tires:** ☐ \$50-\$100 ☐ \$100-\$150 ☐ \$150-\$200
☐ \$200-\$250 ☐ \$250+
- 45. Mail order products:** ☐ \$25-\$50 ☐ \$50-\$100 ☐ \$100-\$200
☐ \$200-\$300 ☐ \$300+
- 46. Motorcycle events:** ☐ \$0-\$20 ☐ \$20-\$30 ☐ \$30-\$40
☐ \$40-\$50 ☐ \$50+
- 47. Clothing:** ☐ \$30-\$50 ☐ \$50-\$75 ☐ \$75-\$100
☐ \$100-\$250 ☐ \$250+
- 48. Leather:** ☐ \$0-\$100 ☐ \$100-\$300 ☐ \$300-\$500
☐ \$500-\$750 ☐ \$750+
- 49. Tools:** ☐ \$0-\$25 ☐ \$25-\$50 ☐ \$50-\$100
☐ \$100-\$250 ☐ \$250+
- 50. Paint:** ☐ \$0-\$200 ☐ \$200-\$500 ☐ \$500-\$750
☐ \$750-\$1,000 ☐ \$1,000+
- 51. Chrome:** ☐ \$0-\$100 ☐ \$100-\$250 ☐ \$250-\$500
☐ \$500-\$750 ☐ \$750+
- How do you feel the following treat you as a customer?**
- | | Great | Good | So-So | Terrible |
|--|-------|------|-------|----------|
| 52. Easyriders | 1 | 2 | 3 | 4 |
| 53. Other magazines | 1 | 2 | 3 | 4 |
| 54. H-D factory | 1 | 2 | 3 | 4 |
| 55. H-D dealers | 1 | 2 | 3 | 4 |
| 56. Aftermarket companies | 1 | 2 | 3 | 4 |
| 57. Custom shops | 1 | 2 | 3 | 4 |
| 58. Easyriders Stores | 1 | 2 | 3 | 4 |
| Do you have a: | | | | |
| 59. Visa | Yes | No | | |
| 60. MasterCard | 1 | 2 | | |
| 61. American Express | 1 | 2 | | |
| 62. Discover | 1 | 2 | | |
| 63. Do you watch cable TV? | | | | |
| 1. ☐ Yes 2. ☐ No | | | | |
| 64. If yes, what stations do you watch? | | | | |
| 1. ☐ AMC 2. ☐ CNN 3. ☐ NSH 4. ☐ HBO 5. ☐ A&E 6. ☐ ESPN
7. ☐ ESPN II 8. ☐ MAX 9. ☐ COM 10. ☐ FAM 11. ☐ USA 12. ☐ PLA
13. ☐ CBN 14. ☐ NIK 15. ☐ DIS 16. ☐ SHO 17. ☐ TNT 18. ☐ VH1
19. ☐ MTV 20. ☐ TMC 21. ☐ TNN 22. ☐ PT 23. ☐ BRV
24. ☐ PAY-PER-VIEW 25. ☐ Prime Ticket 26. ☐ TBS | | | | |
| 65. Do you own a VCR? | | | | |
| 1. ☐ Yes 2. ☐ No | | | | |
| 66. If yes, do you: | | | | |
| 1. ☐ Rent tapes 2. ☐ Buy tapes 3. ☐ Both | | | | |
| 67. Who is your favorite movie actor? | | | | |
| 68. Who is your favorite recording artist? | | | | |
| 69. What is your favorite spectator sport? | | | | |
| 70. What is your favorite participant sport (other than motorcycling)? | | | | |
| 71. What is your favorite television program? | | | | |

Name _____

Street _____

City _____ State _____ Zip _____

We're asking you to use your own postage when mailing in your survey so we can make sure that we get a sincere response. We really appreciate your taking the time to send these in, so we're going to pick 100 surveys at random and give the lucky winners \$50 gift certificates for *Easyriders* merchandise.



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Did you attend any of these events in 1995?

	Yes	No
72. <i>Easyriders</i> Bike Show	1	2
73. <i>Easyriders</i> Rodeo	1	2
74. Daytona Bike Week	1	2
75. Sturgis Rally And Races	1	2
76. Laconia	1	2
77. Laughlin	1	2

Are you planning to attend any of these events in 1996?

	Yes	No
78. <i>Easyriders</i> Bike Show	1	2
79. <i>Easyriders</i> Rodeo	1	2
80. Daytona Bike Week	1	2
81. Sturgis Rally And Races	1	2
82. Laconia	1	2
83. Laughlin	1	2

Do you own a computer?

	Yes	No
84. Home	1	2
85. Work	1	2

86. Have you cruised the Net?

1. ☐ Yes 2. ☐ No

87. Do you use CD ROMs?

1. ☐ Yes 2. ☐ No 3. ☐ Huh?

88. What would you like to see in *Easyriders*?

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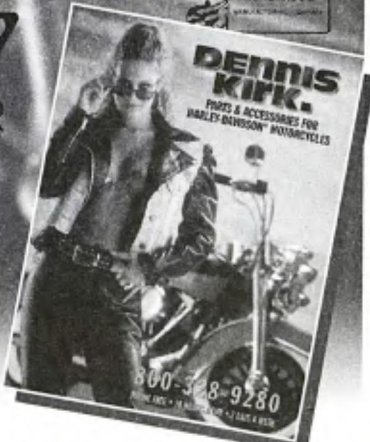
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PASSING GAS



"Ordinarily, Doris, I'd tear this place apart looking for that biker."

Why do women go to nude beaches?

To snatch a few rays.
Toadman
California Dreamin'

The bleached blonde was rushed to the hospital and barely survived after having her stomach pumped. The next day, the doctor walked into her room holding a bottle and said, "I can't believe you drank the contents of this—it clearly states 'POISON' in capital letters all over the label."

"I wasn't going to, at first," said the blonde, "but right below, it said 'Lye,' so I figured it was all right."

Houdini
West Coast

What happened to the hillbilly chick who fell in love with her handsome third-grade teacher?

Nothing—the teacher didn't believe in dating older women.

Shark
Circling

Why is pounding your pud not really much fun?

'Cause afterwards you can't brag to your friends about how good you are at it.

Chavez
Kings Beach, California

What did Bob Hope do this past Labor Day?

He entertained the troops guarding the White House.

Blazing Saddles
The Campfire



"Take me, Bernie!"



"Will ya quit complaining! You said yourself that half the fun of any trip is taking the scenic back roads!"

Mad Mike walked into the bar and saw his bro Wizard downing one double after another. Concerned, he stepped over and said, "Hey, Wiz, what's the problem, bro?"

Wizard said, "Man, it's this damned experimental formula I've been working on for three years. After a million tries, yesterday it finally worked."

"Yeah? What kinda formula is it?" asked Mad Mike.

"One drop of this stuff," explained Wizard, "will make a sex organ stretch ten inches and stay rock-hard for two solid hours."

Mad Mike's mouth dropped open. "Jeez, but that's fantastic, bro! You'll be rich! But I don't get it—why the hell are you so depressed, then?"

"Because it only works on women."

BRS
USA

Why do some bros get red eyes while putting the moves on the ladies?

From the Mace.

Dennis Samolis
Santa Rosa, California

Tiny had been out of work for months and was desperate for a job. After looking through the want ads, he applied for a position with the local zoo.

"Here's the deal," explained the zoo manager. "We've advertised to the public that we have two gorillas at our zoo, but one of the apes just died. We hate to disappoint all the young kids who will be coming here expecting to see two gorillas, so what I want you to do is put on this gorilla suit and sit in the cage."

Tiny put on the furry costume and was dutifully sitting in the cage when the door swung open and another big gorilla entered the enclosure. Eyes bulging, Tiny immediately grabbed the bars and started shaking them, screaming, "Get me outta here! Get me outta here!" at the top of his lungs.

"Keep quiet, willya?" said the other gorilla. "You think you're the only sonuvabitch who's outta work?"

Cowboy
Houston, Texas



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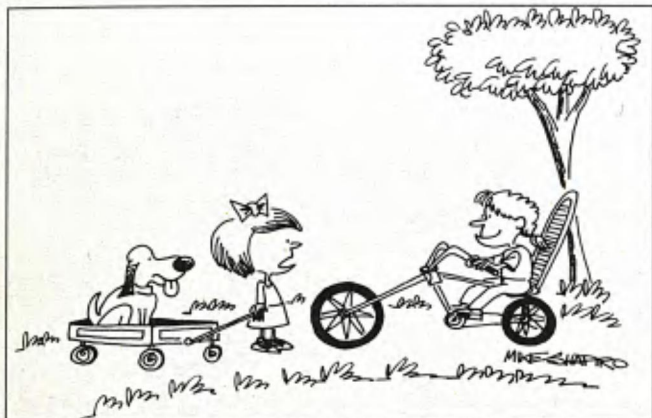
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PASSING GAS



"My mom warned me about guys like you."

There's a new self-help group being formed called AAAAA. It's for bros who are driven to drink.

Big John
On Top

Springer Sam had a bike shop on the bottom floor of a whorehouse, and he eventually went bust. As he was locking the doors for the last time, a bro rode up and asked him how come he was going out of business.

"Too much fucking overhead," said Springer Sam.

Dirty Dave
Henrietta, Texas

Turk hired a private investigator to check up on his ol' lady. As the private dick followed her around for a week, he filmed her meeting a man, dining with him at a swank restaurant, dancing with him in a nightclub, and finally having torrid sex in a public park.

When the p.i. showed the filmed evidence to Turk, the poor bro turned pale and started bawling like a baby. "My God," he said, "I never knew Lola could dance!"

Farris
Rogers, Arkansas



"This is my dad's favorite T-shirt!"

Pegleg had been called to testify about a traffic accident he had witnessed. He took the witness stand, and the defendant's lawyer asked, "So, did you actually see the collision in question?"

"Yeah, I did," Pegleg testified. "And how far away from the accident site were you at the time?"

Pegleg responded, "I was thirty-seven feet, four and three-eighths inches away at the time."

Smirking, the defense lawyer said, "Indeed. Would you care to tell this court how you claim to know the exact distance?"

"Sure," said Pegleg. "When I saw the pileup, I got the tape ruler from my saddlebags and measured it off, because I knew sooner or later some fucking lawyer was gonna ask me that question."

Brasso
Denver, Colorado

Rush Limbaugh and his chauffeur were out driving in the country when the limo accidentally hit and killed a pig that had wandered out onto the road. Limbaugh instructed the chauffeur to drive up to the farm and apologize to the farmer.

At the farmhouse, the chauffeur got out, knocked on the front door, and was let in. After being inside for what seemed like hours, he returned to the limo, and the radio talk-show host impatiently asked what had taken so long.

"Well, sir," said the chauffeur, "first the farmer shook my hand, then he offered me a beer, then his wife brought me some cookies, and all the time his daughter kept showering me with kisses."

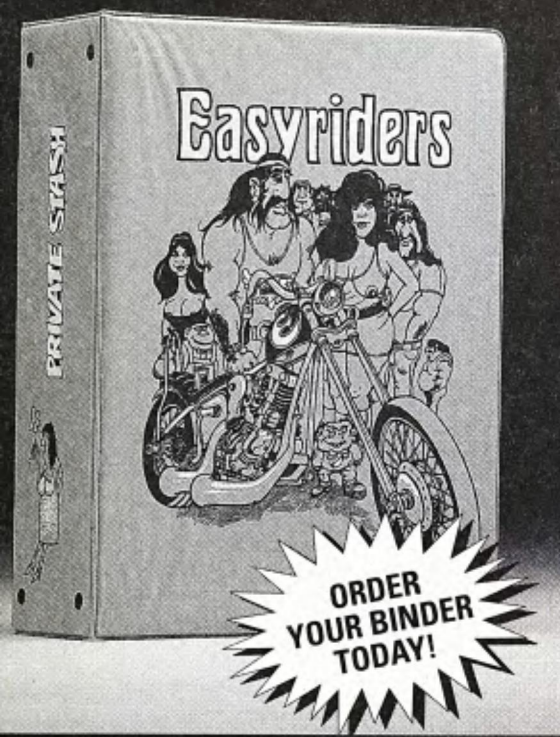
Puzzled, Limbaugh asked him what he'd told the farmer. The chauffeur replied, "Just that I was Rush Limbaugh's driver, and that I'd just killed the pig."

Bobby Ray
Scimitar, California



"She got her earplugs mixed up with her vibrating butt plugs."

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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1988	175	176	177	178	179	180		182		184	185	186
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TALKING TECH

Loud Pipes—And Wanna Keep 'Em

I have a 1991 FXSTS that has been fitted with S&S Super G (29 prime, 74 main), Crane roller rocker, S&S pushrods, Andrews EV5 cam, ACCEL points ignition plus 8.8m leads and Super Coil, and Pork Pipes. The bike runs like a dream.

Now the problem! New legislation here in Portugal is obliging us to reduce the noise output to a ridiculous 90 decibels. As soon as I put the stock exhaust back on, the bike doesn't run. Reducing the primary jets and the main jet to 28 and 70, respectively (plus every other combination in between) simply doesn't work. It pulls away reasonably well but as soon as any throttle is given in higher revs, the bike dies. I obviously don't expect the bike to run as well as it did before, but I would at least expect the bike to be able to climb up a reasonable gradient hill without dying. What can I do?

Carl Wolf Hawker
Algarve, Portugal

I'm not sure about the exact law there, but there's a guy here in Southern California who might have just what you need. Larry Pacini manufactures a switchable baffle that goes from a quiet hiss to a thundering roar with the pull of a choke cable. Call Larry at (U.S.) (714) 833-7780.

We Miss One Once In A While

Regarding the Talking Tech letter in the Feb. '96 *Easyriders*: "Which Side Drive?"

Stand corrected. It's not a Sportster or a WWII opposed head vintage, nor is it a reversed photo negative, but you overlooked the old H-D standby, the S.V. Flathead "45" which definitely drives from the right side also.

Mickey Vanderlip
Boca Raton, Florida

The "side valve 45" was stuck in between the other two models, and must have fallen off on the way to the printer. That's my story, and I'm stickin' to it!

How Do You Feed It?

After years of putting the money together, I'm finally in the process of putting my ideas into action and creating my ideal ride. Here's the problem: I know what I want my finished product to look

like, but I can't decide on the best way to feed the monster: carb or fuel injection.

By the way, I wanted to say a special thanks. Two years ago a fire destroyed a copy of a December 1991 *Easyriders* that contained the dog-eared pages of a bike that I dreamed would become the basis of my ideal bike. I wrote to ask for help in getting information on the bike, and you guys really came through for me. I immediately started a subscription to your mag that continues today. I felt that any writer who understood how important an old copy of a magazine could be to a dreamer like me, must be okay.

Alexander Lee
Greensboro, N.C.

Carbs vs. fuel injection, which is best, has been an argument for as long as both have been around. A good rule of thumb is that if you have either the experience or the wallet to install a high-quality injection and tinker with it until you get it right, that's the way to go. Otherwise, stick with the carb—they're dependable and can be fixed on the road.

A Faster Knuckle

I want to build a rigid frame/big inch Knucklehead stroker with durability and reliability in mind, since it'll see both street and 1/4-mile usage.

With vintage cases and heads being rare and hard to come by, aftermarket seems to be the alternative. I've seen some aftermarket companies offer generator cases. Do you know of any company offering big bore cylinders along with complete Knucklehead top ends? With the added torque/hp will any modifications be necessary to the fuel/oiling systems? How about the frame/tranny? Do you have the address and phone number for Truett and Osborne?

Chief
W. Palm Beach, Florida

First the easy part. STD, (818) 998-8226, makes generator Knuckle cases. Now, the hard part. I don't know of anyone who makes aftermarket race Knuckle heads; however, Departure Bike Works, Richmond, Va., (804) 231-0244; and The Shop, Ventura, Calif., (805) 656-6777, have done wonders with Knuckles. Truett and Osborne can be reached at (316) 682-4781.

High Wind Wobble

I own a stock 1984 FXRS. I have a windshield on it that mounts on the triple tree. At 85 mph or over, the front end wobbles. It doesn't wobble when the windshield isn't on the bike. Would a steering stabilizer help, or will something else work?

Alan L. Bartnoss
Harband, Minnesota

Front end wobble can be one of the most mysterious troubles to diagnose because you can't observe while it's happening. But, if it goes away when you take the windshield off, either the windshield mount is improper or the general setup is causing it, in which case a damper would help.

Wonder Wheel

I would appreciate some information on the rear wheel of Dave Royal's Knucklehead (*Easyriders* March 1994, page 14). The American Racing Mag looks great. Who around is capable of doing the machine work so it would fit my 1983 XLH?

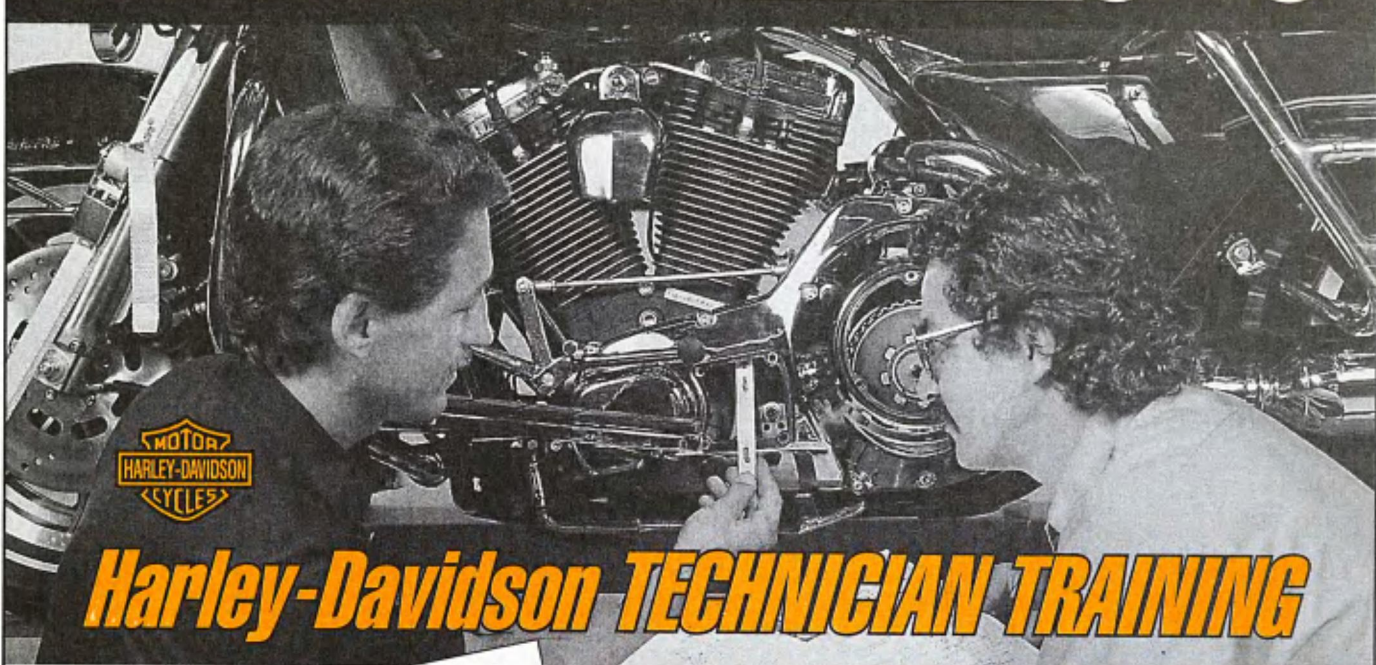
Milt Fogg
United States Navy

Dave started with a highly modified 1967 frame that was given some extra attention by a guy named Jim Beck. Seeing how this bike is what most of us would consider a radical custom, it stands to reason that there may have been some work on the wheel to adapt it to the frame. This could be done to your Sportster. Checking around with some shops in your area is a good start, assuming you have the rim already. It would be a good idea to ride down to a local machinist and show them what you want to accomplish. They'll have the tools and experience necessary to take the proper measurements and modify the rim or make any necessary spacers or adapters etc. An experienced machinist will be able to get the job done and have you back on two in no time.

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

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F.I.G.H.T.® UPDATE

From State To State And Ticket To Ticket The F.I.G.H.T. Goes On

Since the incredible victory on the national level, several states have initiated repeals of their mandatory helmet laws. New Jersey's repeal bill has already passed through the House, and other states are following suit. The San Diego (Calif.) Sheriff's Dept. has made a settlement in the F.I.G.H.T.® lawsuit, which is proof that the gallant work performed by biker attorney Skip Raring can be used to stop law enforcement agencies from abusing the law. But the fight goes on around the country and the letter below is typical of the mail we receive every week from concerned riders. This letter comes from Lynn Stofferan of West Virginia, who writes:

I hope you can give me some legal advice concerning the helmet law. On September 2, 1995, I received a citation for wearing a helmet that was not DOT-approved in the state of West Virginia. The helmet I was wearing was a DOT-approved model purchased from J.C. Whitney back in July of 1991. I kept the paperwork proving that the helmet is, in fact, DOT approved. When the police officer stopped me, he did not examine my helmet closely enough to make an accurate assessment of whether or not it was a legal, DOT-approved helmet.

I was told by the officer that since I'm in the military (U.S. Navy), he did not have to take me before a magistrate at that time. I was given 10 days to contact the magistrate for the cost of my fine or a court date. I didn't argue with the officer and was able to get to my destination of the Easyriders Rodeo in Chillicothe, Ohio. It also gave me some time to seek legal advice. My ship deployed to the Persian Gulf shortly after that date. I wrote to the magistrate asking for a postponement of my court date until April 1996. They have granted me my request so I have a bit of time to prepare.

What I'd like to know is, should I get a lawyer to present my case in court or is this something I can handle myself? If I need a lawyer, do you know of one who will represent me, for not a lot of money? If I do go to court with a lawyer, what documentation should I have? I'm sure the police officer will have something to say to defend his actions, and I'd like to be prepared when I go before the judge. Sometimes I feel like paying the \$67

fine just to be done with it, but that would mean I'd have to plead guilty to the charges. I'm a believer in freedom of choice concerning helmet use. I've purchased your F.I.G.H.T.® kit twice and have mailed a couple of letters to my congressman, using your template from the Helmet Fighters' Handbook. I'd like to commend Easyriders on the hard work of trying to preserve freedom. Your organization and Skip Raring are doing a hell of a job. You've given me and other bikers the desire to fight the helmet law all the way to the end. I just wish I could change the rule in the military, but I'm trying. Thanks in advance for your assistance.

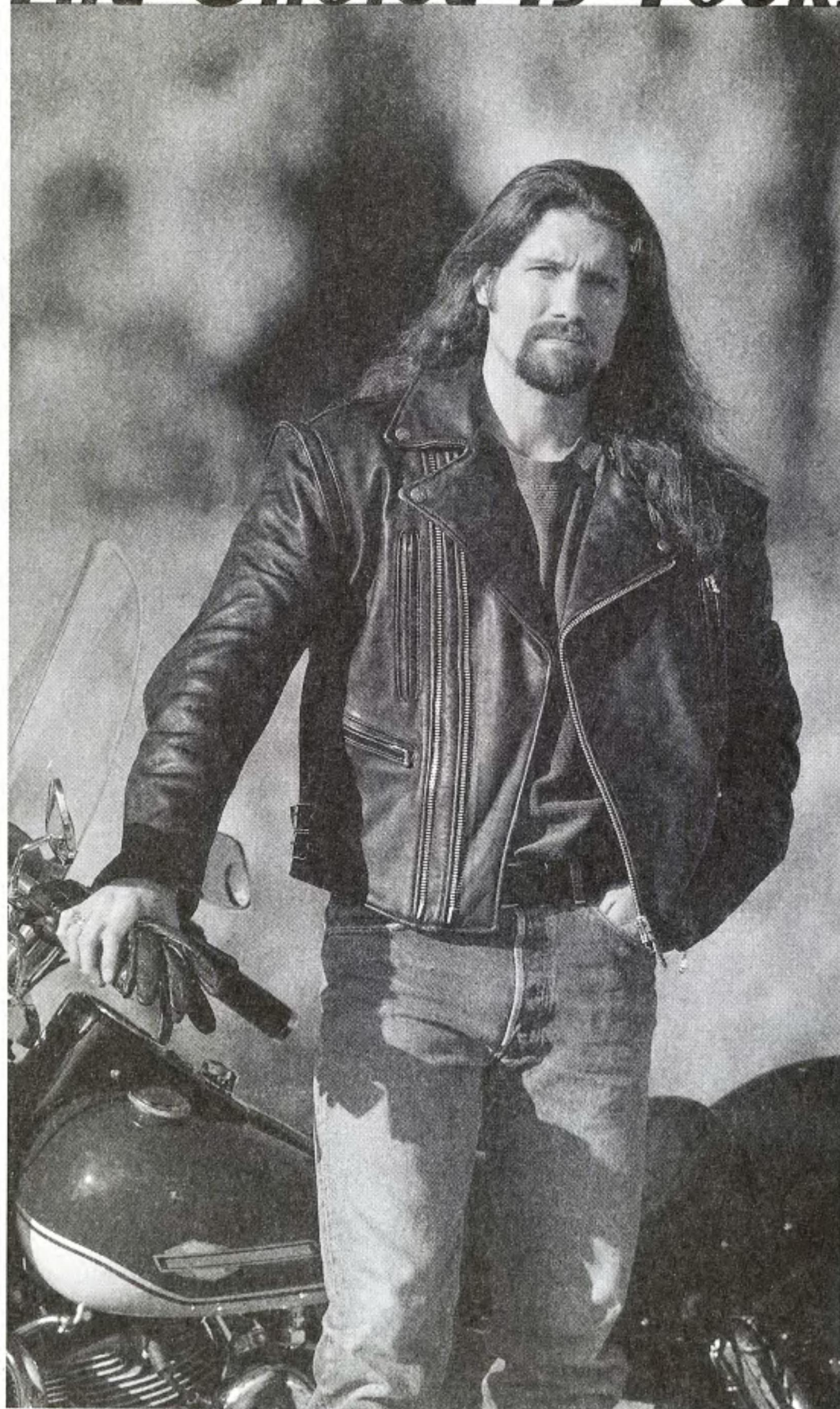
Thanks for your letter, Lynn. First of all, we here at Easyriders believe in going into battle prepared, and in this case, the proper weapons include a lawyer (hopefully not a dumptruck). Being that West Virginia's helmet law is based upon the Federal 218 standard, just like here in sunny California, we can tell you about our bro Bronco, and what happened when he went to court on his beanie helmet ticket.

Bronco was armed with the Easyriders F.I.G.H.T.® program injunction which, though it doesn't apply everywhere, is good reading, and pointed out to the court that the consumer (the one whose head is under the helmet) is not responsible for the construction of the helmet. Bronco explained that he was doing his best to obey and comply with the law by wearing a helmet that bore the manufacturer's certification (a DOT sticker). He also reminded the judge that nowhere in the standard or in the law does it say anything about the consumer having to maintain the labeling. In other words, as long as the helmet had a DOT sticker on it at time of purchase, Bronco felt that he was complying with the law. The judge, being a righteous and honest dude, recognized immediately that the officer had no facilities or training to test the helmet on the spot and found Bronco not guilty. We thought we'd share your letter with others in hopes that it will help. Good luck, Lynn.

Remember that every win, great or small, is still a victory when dealing with unfair helmet laws. What can you do to help? Join your local bikers' rights organizations and purchase a F.I.G.H.T.® kit today. All proceeds will be used to defeat helmet laws in federal courts. It's never too late to be part of the solution.

—Oz and Phantom

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BROS CLUB NEWS

HOW'S THE WEATHER?

**Spring Is In The Air—
It's Time To Ride**

Another month has gone by, and I don't know where it went. I've covered a few miles since last month's Bros Club News, going to the Anaheim, California, and Charlotte, North Carolina, *Easyriders* Bike Shows. In addition, I went everywhere and nowhere in particular, just out riding. (Okay, so I flew to North Carolina, but it was snowing right up to the day before the event!)

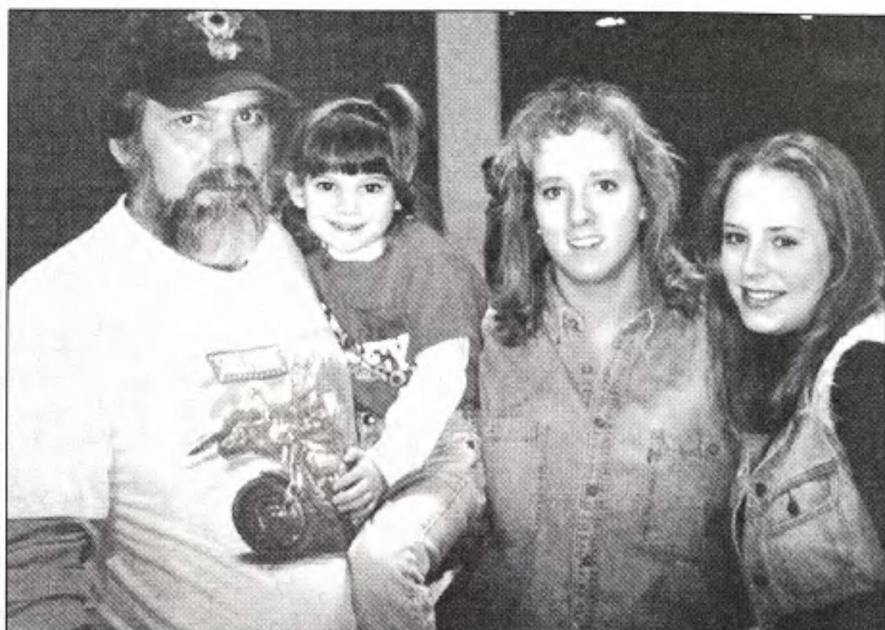
You see, I have the good fortune to live in Southern California. I know some of you might say that it's not good fortune to live in SoCal, and certainly in some respects you're right. When it comes to riding motorcycles, though, we have the best weather you can ask for between two large bodies of water. With only a few days of rain to keep a bike off the road each year, what more can you ask out of life?

So what's my point? My point is this: If the weather patterns are anything like they usually are, most of you are out riding the hell out of your motorcycles, because it's springtime and you have to get all the riding in you can before bad weather comes around again. That's what's so good about the Bros Club—you can ride the living day-lights out of your motorcycle and you don't even have to worry about it letting you down in some out-of-the-way spot. If it does, the Bros Club will come and give the both of you a ride to somewhere where you can get help, if that's what it takes.

I am living proof that it works (see last month's column), so get to one of our *Easyriders* shows or your local *Easyriders* store and see how easy it is to become a member instantly.

Once you are a member you will note that there are more and more Chapters starting at our *Easyriders* stores, and if your local *Easyriders* store doesn't have a chapter, talk to the manager about getting one started. Look in your most recent copies of *Easyriders* for the store location nearest to you.

There is going to be a lot happening this year at *Easyriders* shows, rodeos,



New member Michael Sponseller and family from Conover, N.C., at the *Easyriders* Bike Show in Charlotte, N.C. Michael rides an '89 Electra Glide. Cheer up Mike, everybody else is smiling.



Carl L. Salzer stopped by the Bros Club Booth at the *Easyriders* Bike Show in Charlotte, N.C.

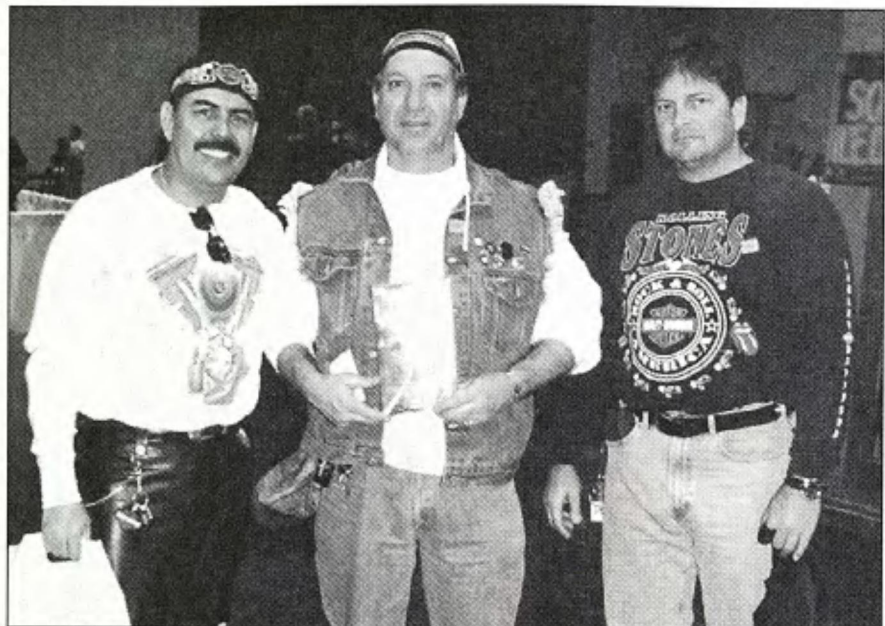
and at the *Easyriders* stores, so stay in touch. *Biker* magazine is having a special issue coming out (at about the same time as you are reading this) with nothing but parties and events in it, so check out your newsstand and get your copy.

Those of you who went to one of the bike shows at either Anaheim, California, or Charlotte, North Carolina, know what good events they were: Both of them were full houses packed with bikes, babes, and beer. It looked to me like everyone was having a great time. The *Easyriders*/JDF sweepstakes booth in Anaheim had the Hooters Girls, and in Charlotte we had Tondra, last year's Fox of the Year winner. Needless to say all of you were very generous in your donations this year as you were last year. We had Tammy working the Bros Club booth in Anaheim and Karen Brown in Charlotte.

Speaking of the *Easyriders* Bike Show in Charlotte, we were glad that we didn't call it off due to the horrendous weather reports. Ma Nature got all that snow out of her system one night before our show opened, and the snowy highways didn't stop 6,500 hardy souls from showing up and making this one of our best shows ever.

Photo: Karen Brown

Photo: Gregg Daniel



Lenny Weinburg (middle) signed up at the Easyriders Bike Show in Anaheim, Calif. Lenny comes from Agoura Hills, Calif., and rides an '89 FXST. I think those other two guys are his bodyguards.

Photo: Gregg Daniel



This is Doc Wolf, who went for a ride with us one fine Saturday afternoon.

Photo: Kim Peterson



New member Ron Hamrick with his wife, Paula, from San Diego, Calif., at the Easyriders Bike Show.

Photo: Cave Dave

One of my best rides this year was one of those rides that we want to do and don't want to do at the same time—it was taking one of our bros for his last ride. His name is Doc Wolf, born in Boston on St. Paddy's Day (can't get more Irish than that), and he is dying of small-cell cancer. J.B., one of his best bros, contacted the office and asked if we could round up a sidecar to take him for a ride as he is too weak to ride a bike himself or even to ride on the back of someone's bike (as it turns out I found out that there is no way you could ever get him to ride bitch!). We were able to round up a sidehack that belonged to Dale Gorman from Massachusetts (how appropriate) and Marty Ruthman loaned us one of his wrenches, Don, who had experience riding a hack and off we went (more details about this ride next issue).

I know you Bros Club members had a good time this year and would love to share some of them with your fellow members. You can do this by sending me some of your pictures and letters of your riding experiences. I know that most of you went to Daytona, Sturgis, some of our Rodeos, or some other sort of a great party. Turn loose some of those photos. I'll even send them →



New member Debbie Devine at the Easyriders Bike Show in Anaheim. She rides a '94 Sporty.

Photo: Tammy Daniel

BROS CLUB NEWS



Photo: Gregg Daniel

These two happy new members are Erik Love (left) and Keith Shadburn from Cummings, Ga. Erik rides a '76 Sportster and works as a heavy equipment operator. Keith rides a '72 Shovelhead and is a truck driver.



Photo: Gregg Daniel

Gregg Summers, a new member from Lexington, S.C. He's an iron worker and rides a '76 FX rigid.

back if you send me a stamped, self addressed envelope. Just for review here are the guidelines: photos should be good, in-focus, black and white or color prints (any size) and/or color slides (35 mm, 2 1/4, 4x5, 6x7, or any format up to and including 8x10). Whatever the subject matter is, these photos should include Bros Club members doing their thing and enjoying their lifestyle. Please include a brief letter describing what is going on in the photo along with the names and occupation of the members in the photo, and let us know what kind of Harley that you ride, and if there is a shop in the photo please include its name. We will pay \$30 for each photo printed. Please include patches, signs, identifiable *Easyriders* and affiliated magazine logos. Please label each of your pictures submitted with your name, address, occupation, types of Harleys that you ride, and your Bros Club number, and again, if you want your photos returned, please include a self-addressed stamped envelope and we will make every effort to return them.

—Gregg

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

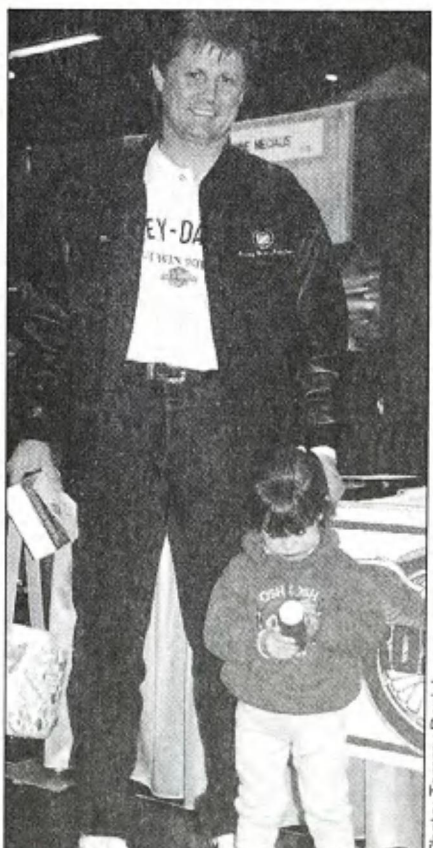


Photo: Tammy Daniel

New member Martin Liddell from Topanga, Calif., with his daughter. He rides a '94 1200 Sportster.

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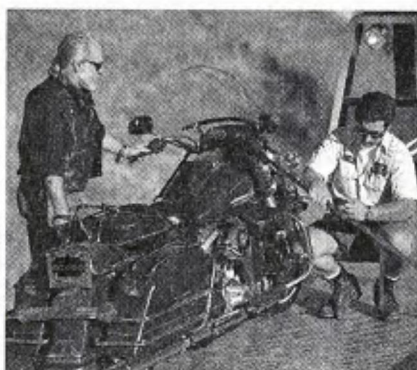
Nothing could possibly be more frustrating than breaking down. Add to that, most companies either won't tow your bike or are so inexperienced that they do more harm than good and the situation becomes almost unbearable.

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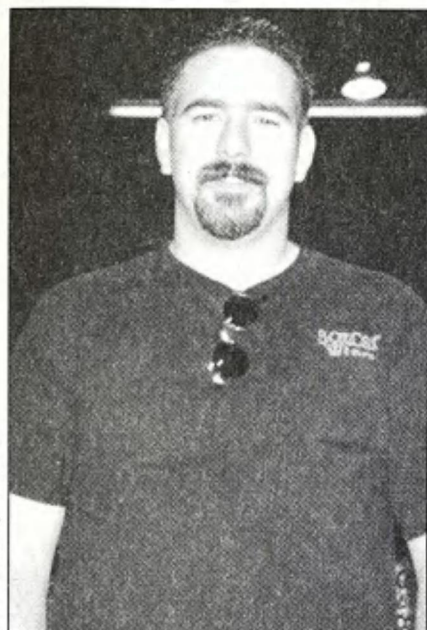
BE275

Acct.# _____

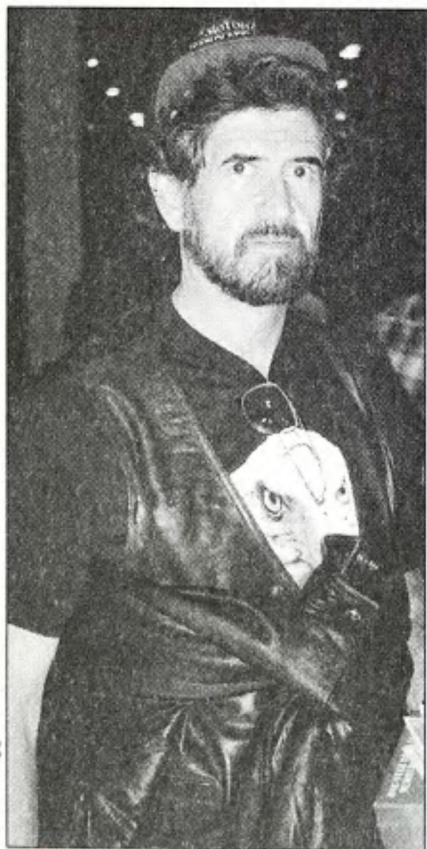
Exp. Date _____ Signature _____

(must have please)

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



New member Frank Maiocco from Tustin, Calif., couldn't believe his photo might make *Easyriders*.



Joe Wright from Salisbury, N.C. Joe rides a '92 Springer and signed up at the Charlotte Show.

WHAT'S HAPPENING

ARIZONA

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

Yavapai Chapter ABATE Spring Run
Date: May 4-6
Info: (520) 639-1478

Phoenix Chapter ABATE BBQ & Bike Show
Date: May 26
Info: (602) 243-9479

CALIFORNIA

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

GEORGIA

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

ABATE Of Ga. Swap Meet & Bike Show
Date: May 5
Place: Lakewood Fairgrounds, Atlanta
Info: (404) 294-8900

IDAHO

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

ICMS Awareness Rally
Date: May 4
Place: Boise, leaving from Meridian Park
Info: (208) 939-4415

Shuffle Inn Poker Run
Date: May 19
Place: Boise
Info: (208) 939-4415

ILLINOIS

ABATE Poker Run/Bike Raffle
Date: May 19
Place: Oak Lawn H-D
Info: Joe or Bob (708) 371-5325

IOWA

Iowa/Illinois M/C Awareness Ride
Date: May 4
Place: Mississippi Valley Fairgrounds, Davenport
Info: (319) 391-0944

KANSAS

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

KENTUCKY

Kentucky to the Wall
Date: May 22
Place: Kentucky Kustom, Louisville, 11:30 a.m.; Ky. Vietnam Vets Memorial, Frankfort, 2 p.m.; Lion's Club Park, Owensville, 7 p.m.
Info: (502) 896-1544/(606) 928-8465

LOUISIANA

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

MAINE

United Bikers of Maine Governor's Tea
Date: May 1
Place: Augusta
Info: Phil: (207) 338-6068

8th Memorial Bash, Region 1 UBM
Date: May 24-27
Place: Acton
Info: (207) 729-0909, vendors (207) 646-6874

MARYLAND

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

MICHIGAN

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

Poker Run/Spaghetti Dinner
Date: May 11
Place: Benton Harbor Lodge
Info: (619) 927-6666

MONTANA

Helping Hand Poker Run
Date: May 19
Place: Beartooth H-D, Billings
Info: Don (406) 252-2888

MISSOURI

M/C Show & Swap Meet
Date: April 7
Place: University Plaza, Springfield
Info: (417) 889-9007

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

NEVADA

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

NEW MEXICO

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

NEW YORK

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

ABATE Motorcycle Show
Date: May 11
Place: Pittsford
Info: Smitty (716) 359-3182

NORTH CAROLINA

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

Ride For Life IX/ Benefits MDA
Date: May 5
Place: Shearers BBQ Ranch Sinking Spring
Info: (703) 385-7186

SOUTH CAROLINA

Myrtle Beach Bike Week
Date: May 14-19
Place: Myrtle Beach
Info: Sonny (910) 643-1367

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

Motorcycle Expo Show & Swap
Date: May 5
Place: Maude Cobb Convention Center, Longview
Info: (214) 216-5520

Jim's 13th Annual Blowout
Date: May 24-26
Place: Axtell
Info: (800) 373-8930

VIRGINIA

Antique Day At Boston's M/C Cafe
Date: May 5
Place: Portwell
Info: (804) 742-5137

Swap Meet at Boston's M/C Cafe
Date: May 12
Place: Portwell
Info: (804) 742-5137

Rolling Thunder At Boston's M/C Cafe
Date: May 26, leaving at 8 a.m. sharp
Place: Portwell
Info: (804) 742-5137

WASHINGTON D.C.

Run for the Wall VII/ Rolling Thunder IX
Date: Leaves Ontario, Calif., May 15;
Arrives D.C., May 26.
Info: Calif. (805) 237-0790, Ariz. (520) 287-8650,
Colo. (303) 279-5763, Mo. (314) 462-2709,
Conn. (203) 283-0676, Ind. (812) 633-7870

WYOMING

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

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AMRA: (708) 250-0838 ECRA: (609) 652-1159
AHDR: (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 events listed, get the info to us at least 3 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. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214

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THE FLEXIBLE RIGID

A HARDTAIL
WITH A HOT
FRENCH TWIST

Last August, as the sun was setting over the mountains and projecting its last rays on the 55th Sturgis Rally and Races, a long-legged Frenchman astride a long-forked motorcycle made a much-noticed entrance on Main Street.

As soft-spoken Richard Piasecki from Paris, France, recalls, "When I rode down the street, heads turned, conversations stopped, and fingers pointed. People even ran after me to take a better look at the bike. In a matter of minutes, I had caused a major traffic jam, and local police had to ask me to move along."

That's exactly what Richard did, but not after astounding everyone by pulling a perfect

U-turn in front of Gunner's Saloon on his 14-foot-long, 47-inch-over rigid.

For Richard, a long-time biker and custom bike backyard builder, doing the Sturgis thing and winning the award for the most unusual bike at the Rat's Hole Bike Show was the icing on the cake, the ultimate reward for thousands of hours spent in his basement, bending tubes, welding, molding, and painting—in other words, handling 90 percent of the work himself. In fact, Richard started two projects on the same day, and finished them both four years later, just in time for Sturgis. (Look for Richard's other →





bike in an upcoming issue of *Easyriders*.) When everything was ready, he loaded his two brand-new custom bikes in the back of his Renault delivery van and shipped the van to the East Coast, where he proceeded to visit the U.S., say hello to old friends, and make new ones. The Black Hills Classic was the highlight of Richard's five-month trip across America.

The dramatically stretched and raked hardtail you see on these pages started life as an old 1951 Panhead engine, enhanced by lotsa steel tubing, sheet metal, and even more dedication and time. Every bracket on the frame is handmade, and all the seams are filled and molded with lead by Richard, so no crack will ever appear.

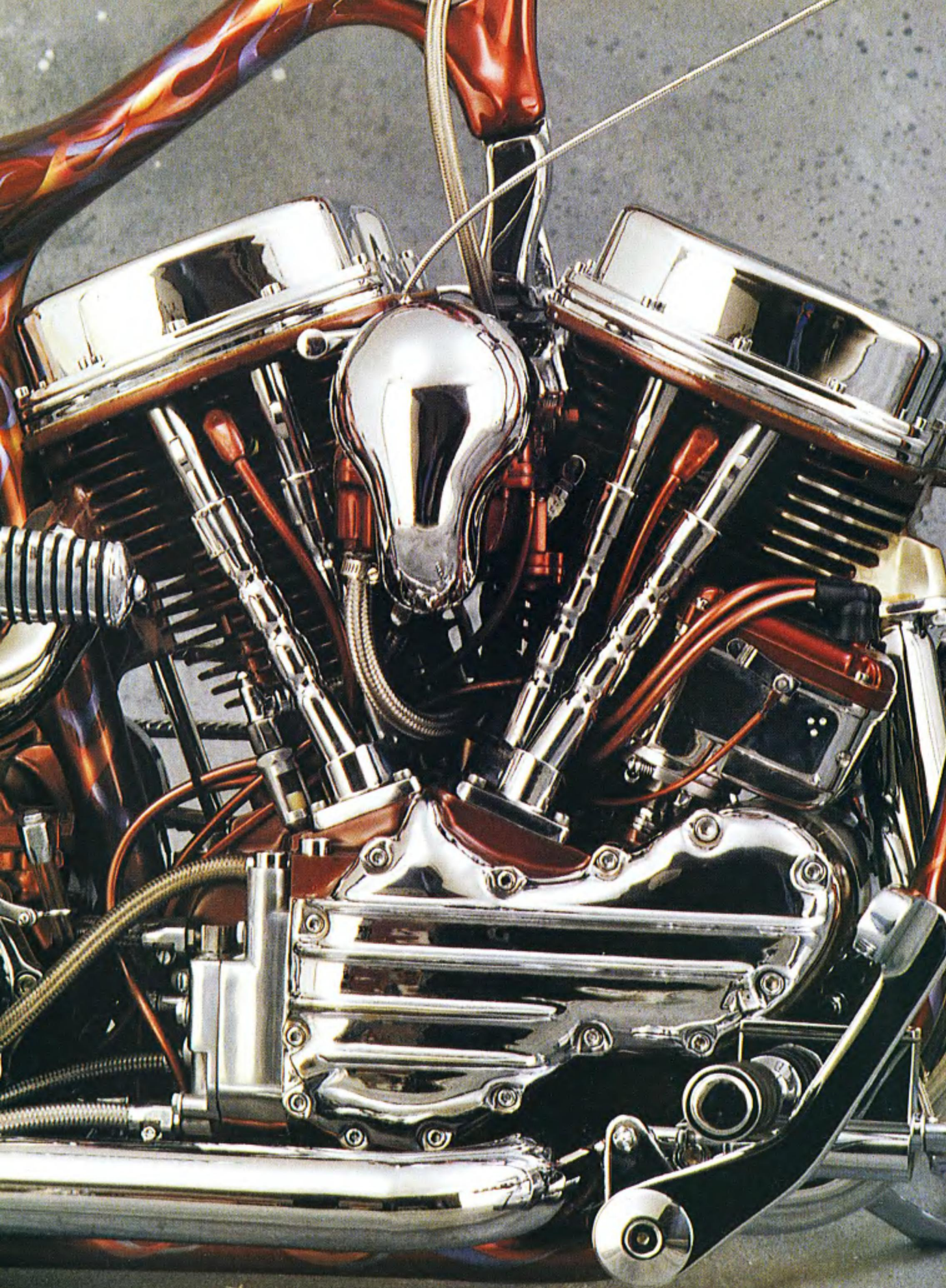
He also devised his own secondary transmission, featuring not one, but two chains and an intermediate sprocket that allow enough offset to run the wide rear rim in line with the front wheel. "Thanks to this setup the bike handles surprisingly well," explains Richard. "The front forks are rigid, but in fact, they flex slightly as I ride along—that's the only suspension I get."

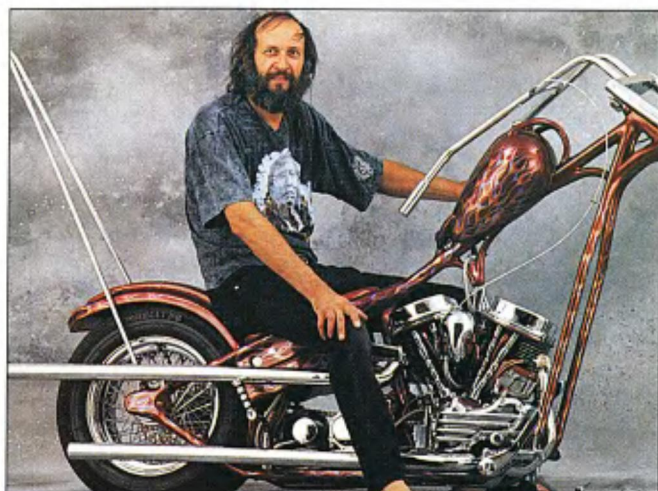
Richard is now back in France, riding his bikes whenever the weather permits, and raking in more trophies at shows all over Europe.

Raven →







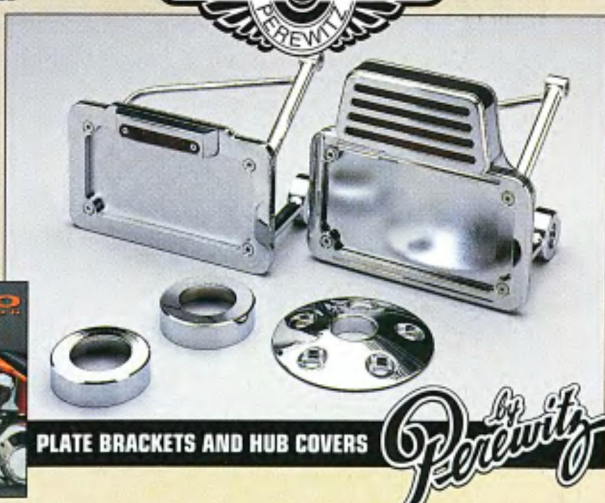


Owner:.....Richard Piasecki
City:.....Paris, France
General
Fabrication:.....owner
Year and make:.....1995 H-D/Piasecki
Model:.....Miss Liberty Panhead
Value:.....lotsa sweat
Assembly:.....owner
Chroming:.....SETS
Engine
Year and model:.....1951 Panhead
Rebuilder:.....Frank/owner
Ignition:.....Morris Magneto
Displacement:.....93 cubic inches
Lower end:.....S&S
Pistons:.....S&S

Cases:.....Delkron
Heads:.....STD
Cam:.....Sifton
Carb:.....S&S shorty
Pipes:.....2-inch handmade/owner
Modifications:.....handmade air cleaner,
Sifton lifters, S&S balancing
Transmission
Year:.....1951
Modifications:.....rebuilt, 3-inch Primo belt,
wheel sprocket acts as brake rotor
Painting
Molding:.....owner
Painter:.....owner
Color/type:.....dark red candy
Special paint:.....flames, airbrushed mural

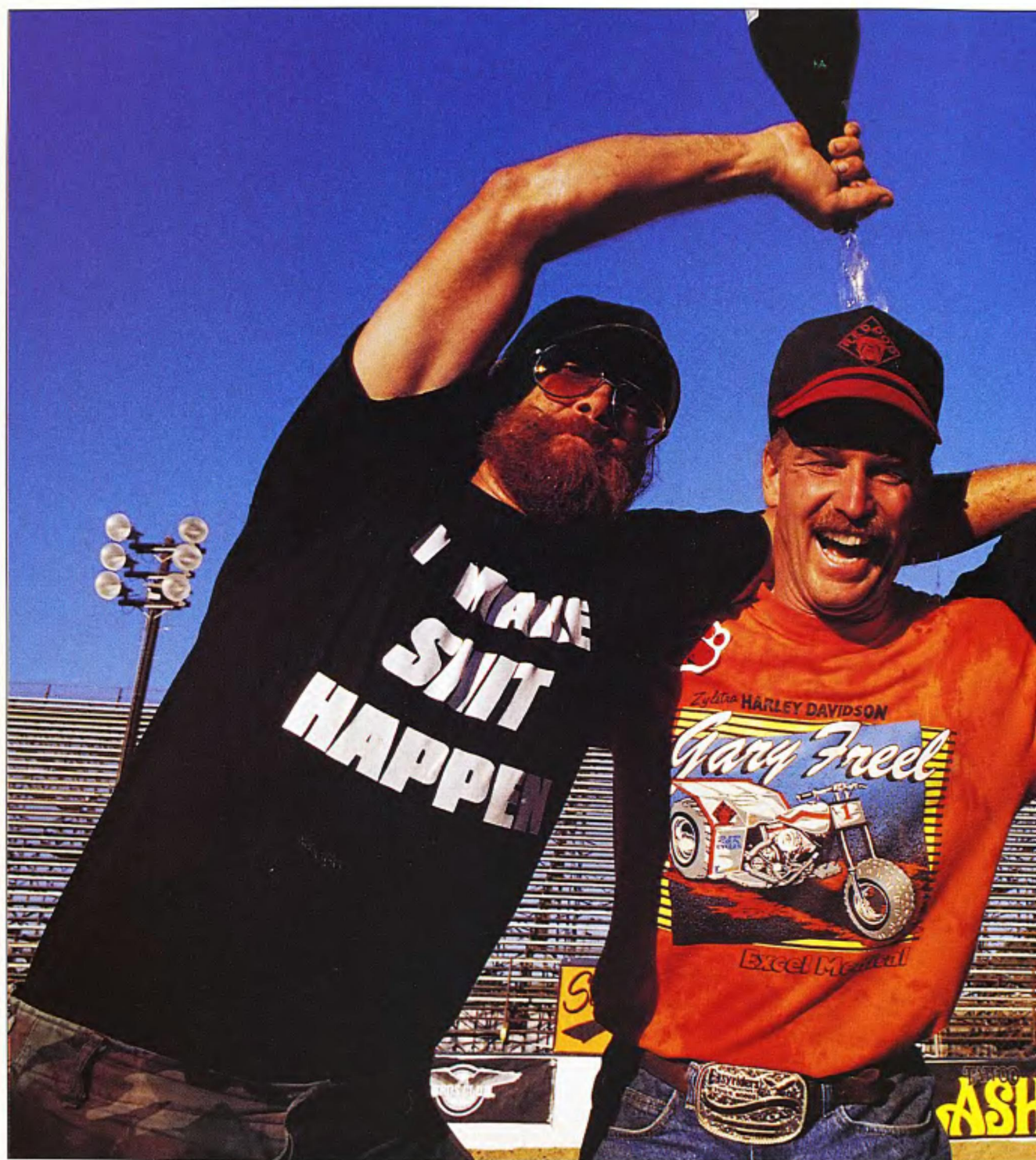
Frame
Year:.....1995
Builder:.....owner
Modifications:.....54° rake, 20-inch stretch
Accessories
Bars:.....owner/inside throttle cable
Fenders:.....steel/owner
Headlight:.....Bates
Taillight:.....molded/owner
Pegs:.....modified JayBrake
Electrics:.....wiring inside the frame tubes
Gas tank:.....molded to the frame
Oil tank:.....6-quart
Seat:.....leather by François/paint by owner
Mirrors:.....handmade/owner
Grips:.....owner

Forks
Type:.....very long, 47-inch over
Modifications:.....suspension by flexion,
engraved, painted flames
Wheels
Front
Type:.....custom made in Sweden
Size:.....19-inch
Tire:.....Avon
Brake:.....nah!
Rear
Type:.....custom made in Sweden
Size:.....15-inch
Tire:.....Pirelli 205 x 15
Brake:.....2 rotors on same side
Photos:.....Raiko Hartman



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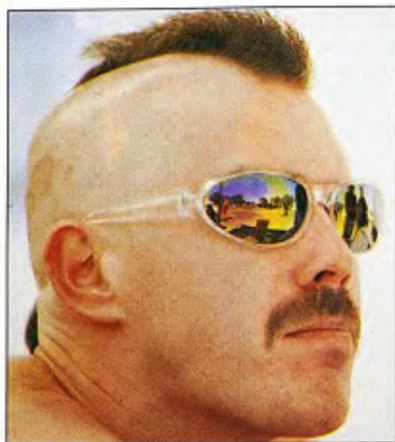


EASYRIDERS RODEO
GRAND NATIONALS
SETTLES THE
ULTIMATE
SCOOTER
SCORE

SHOWDOWN AT THE COSTA MESA CORRAL

What a season. From the eerie echoes of the King himself at the Millington, Tennessee, Rodeo, to the heart of wine country at the Sonoma County Fairgrounds in Santa Rosa, California, to the take-no-prisoners battle of two- and three-wheeled wills at the rain-racked bikin' battlefield of Hilliard, Ohio, to the baby-oil-bingo battalion in Greenwich, New York, to the 115-degree, brain-fryin' heat wave in Morris, Illinois, to the 11-inches-in-four-days marathon rain bath in Rosenberg, Texas, to the mud 'n' guts rain-bucket boon in Boone, Iowa, and on and on. Hey, weather woes aside, it was a helluva season, and it all came down to one massive crunch in Costa Mesa, California—the *Easyriders* Rodeo Grand Nationals.

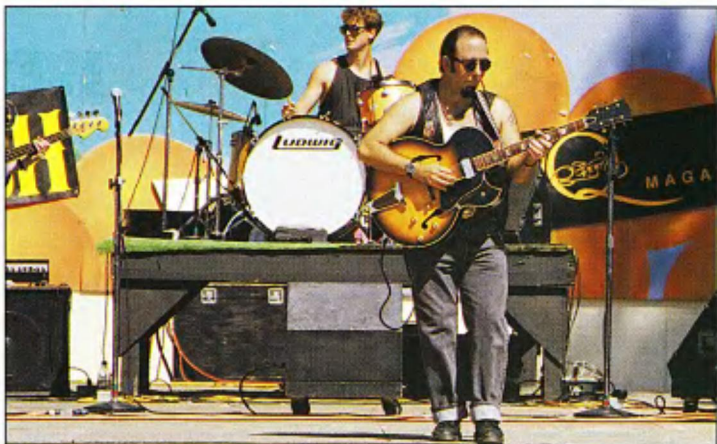
The '95 season, which kicked off Memorial Day and wrapped up Oct. 1, boasted a record-breaking total of 14 Rodeos across the USA, drawing bigger crowds and more new competitors than ever. Each Rodeo warmed up the crowds with ass-kicking bands, tons of vendors, a full-on bike show, plenty of barbecued grub and suds on tap, and natch, the bone-jarring, butt-joltin' scooter scrimmaging that filled the stands with record nose counts. →



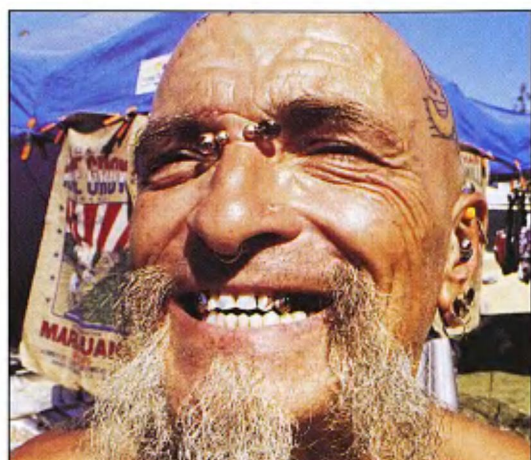
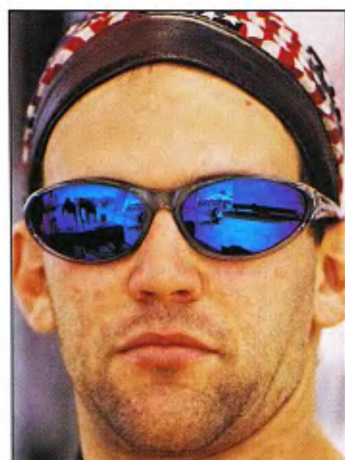
For the competitors themselves, along with their hard-working families and crews, the Grand Nationals is the ultimate push-come-to-shove acid test of everything that goes into a season: hard work and talent all rolled into one final gear-'n'-guts thrust toward glory.

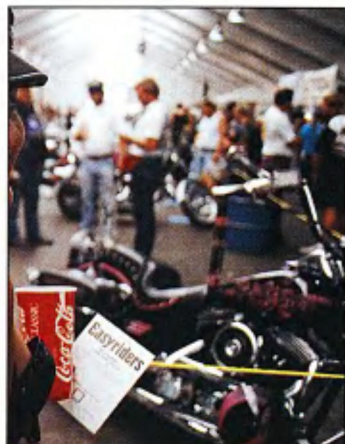
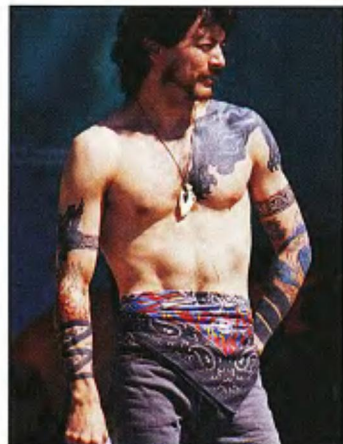
The Rodeo season's ultimate glory, though, went to 1995 *Easyriders* Grand Nationals Champion Michael Poisson (Poisson Racing, Flint, Mich.), who dethroned four-time champ Gary Freel. What blew everyone's mind was that the journeyman electrician-turned-Top Cowboy won the championship by competing solely in the sled pull events, without participating—and racking up crucial points—in any other category. The determined bro figured as long as he built a machine that could kick everyone's butt into next week, why sweat the small stuff? Those who had followed his sled-pulling career knew better than to write him off, but no one predicted he'd go all the way until his winter wrenching paid off in spades with "Mr. Yuk": 124 cubic inches of fire-breathing Top Fuel Trike.

Another member of the Poisson posse, Michael's younger brother Matt, rocked a lot of worlds when he took down the number two slot in the →









Grand Nationals victory lineup. Of the Poisson Racing Team dual victory, Matt says, "A lot of hard work and sweat paid off." No shit. Throughout the '95 season the Poisson brothers nailed down 12 wins out of a possible 14 sled pulls for first in the Top Fuel Solo Class, nine out of 14 for first in the Pro Gas Trike Class, eight out of 14 for first in the Top Fuel Trike Class, and eight out of 14 for total Top Cowboy awards.

Robert Tabor, the only one known to out-slow race Bob Hanna, had been leading the pack early in the season before an illness befell his riding partner, Tonia Church, and took him out of the last leg of the tour. Despite having missed the Grand Nationals, he still took down fourth place for the season. Reigning champ Gary Freel (Ames, Iowa) took third, Bob Hanna (Claymont, Del.) finished fifth, Rodeo Ray Tewksbury (USA) snagged sixth, Don Seabolt and his Garden Tractor Technology Team (Greenville, Mich.) hooked lucky number seven, Terry Miller (Sheridan, Mich.) took the number eight spot, Ivan Eaton (Seabrook, N.H.) nailed ninth, and for anyone wondering how the ladies did, lovely Lori Miller (Sheridan, Mich.) landed a strong 10th with veteran Rodeo hard-rider Kari Sioux Tewksbury right behind with a respectable 11th.

Some folks were tempted to compare our Grand Nationals with a hay-burner rodeo after they saw David "Parts" Vancil (Shelbina, Mo.) get bucked a good 15 feet in the air by his inverted trike. The intrepid bro had re-engineered his ride so that the two big rear skins were in front, and the smaller solo tire in back—what the hell, somebody had to try it. Parts' guts and determination to build something off-the-map is what makes a motorcycle Rodeo different from any other.

Even newcomer fans like Tom Peterson of Oceanside, Calif., were quick to point out those differences: "It's a lot more fun than a horse rodeo because we live in a mechanical age, and because of everything the guys have to do to get those machines up →



1996 EASYRIDERS RODEO SCHEDULE

JUNE 28-30, 1996

Wilson, North Carolina: Wilson County Fairgrounds

JULY 5-7, 1996

Middletown, New York: Orange County Fairgrounds

JULY 12-14, 1996

Keene, New Hampshire: Cheshire County Fairgrounds

JULY 26-28, 1996

Prospect, Pennsylvania: Butler County Fairgrounds

AUGUST 2-4, 1996*

Memphis, Tennessee: Memphis Motorsports Park

AUGUST 16-18, 1996

Fowlerville, Michigan: Fowlerville County Fairgrounds

AUGUST 29 - Sept. 2, 1996

Chillicothe, Ohio: Ross County Fairgrounds

SEPTEMBER 13-15, 1996

Morris, Illinois: Grundy County Fairgrounds

SEPTEMBER 20-22, 1996

Waukesha, Wisconsin: Waukesha County Fairgrounds

SEPTEMBER 27-29, 1996

Enumclaw, Washington: King County Fairgrounds

OCTOBER 11-13, 1996

Santa Rosa, California: Sonoma County Fairgrounds

GRAND NATIONALS

Date and location to be announced

* tentative

and ready for the competition. People in the stands were all ages and everybody seemed to be having a blast; we all cheered for the guy who got catapulted, and everybody pulled for the different competitors in each event. We're definitely coming back." 'Course Tom also happens to be the father of *In The Wind* editor, Kim Peterson. And if you want to see the real lowdown on all 14 Rodeos of the '95 season, check out Bomber Kim and Rocket Roger's 34-plus pages of nonstop Rodeo action in *In The Wind's* May '96 issue (#75).

—Clay Dog

Easyriders Events Manager Cathy Chaffin would like to thank the following members of "one of the best crews ever" for all their help and hard work during the 1995 Rodeo Season: truck drivers Johnny Westmoreland, David Rippey, and Mike Rippey; Al and Louann Bulling, Event Director Leon Hatcher, his wife, Sandy, and his son, Noel; ticket sellers Darcy Willis and Tammy Robinson; Security Director Joe Amore, announcer Larry Tomei; our unfaltering photographer Billy Tinney; Bros Club National Director Gregg Daniel; and last, but certainly not least, Kari Roben for keeping things together at the office.

1995 EASYRIDERS RODEO GRAND NATIONALS, COSTA MESA, CALIF., SEPT. 30 - OCT. 1 WINNERS LIST

SLOW RACE

1. Bob Hanna, Claymont, Del.; 200 pts.
2. Jerry Searles, Anaheim, Calif.; 150 pts.
3. Joe Pape, Culver City, Calif.; 100 pts.
4. Ray Tewksbury, USA; 50 pts.

WIENIE BITE

1. Terry Miller, Lori Gunia, Sheridan, Mich.; 100 pts.
2. Dave and Melanie Vancil, Shelby, Mo.; 75 pts.
3. Gary Freel, Audra Pittmann, Ames, Iowa; 50 pts.
4. Bob Hanna, Claymont, Del.; 25 pts.

POTATO HAYSTACK

1. Mike Poisson, Flint, Mich.; 100 pts.
2. Gary Freel, Audra Pittmann, Ames, Iowa; 75 pts.
3. Ivan Eaton, Nicole Hoffman, Seabrook, N.H.; 50 pts.
4. Terry Miller, Lori Gunia, Sheridan, Mich.; 25 pts.

KEG DERBY

1. Jeff Kyle, Kelley, Iowa; 200 pts.
2. David Vancil, Shelby, Mo.; 150 pts.
3. Ray Tewksbury, USA; 100 pts.
4. Ivan Eaton, Seabrook, N.H.; 50 pts.

BARREL RACE

1. Bob Hanna, Claymont, Del.; 200 pts.
2. Joe Pape, Culver City, Calif.; 150 pts.
3. Jerry Searles, Anaheim, Calif.; 100 pts.
4. Gary Freel, Ames, Iowa; 50 pts.

1,000-LB. GAS SLED

1. Jerry Searles, Anaheim, Calif.; 120 pts.
2. Kevin Dupel, Levittown, Pa.; 80 pts.

1,000-LB. FUEL SLED

1. Mike Poisson, Flint, Mich.; 700 pts.
2. Ivan Eaton, Seabrook, N.H.; 400 pts.
3. Matt Poisson, Flint, Mich.; 300 pts.
4. Bob Hanna, Claymont, Del.; 150 pts.

TRIKE GAS CLASS

1. Mike Poisson, Flint, Mich.; 700 pts.
2. Rick Van Voorhis; 400 pts.
3. Terry Miller, Sheridan, Mich.; 300 pts.
4. Lori Gunia, Sheridan, Mich.; 150 pts.

TRIKE FUEL CLASS

1. Matt Poisson, Flint, Mich.; 1000 pts.
2. Gary Freel, Ames, Iowa; 600 pts.
3. Bob Moon, Reseda, Calif.; 400 pts.
4. Bob Hanna, Claymont, Del.; 200 pts.

TIRE RIDE

1. Gary Freel, Audra Pittmann, Ames, Iowa; 150 pts.
2. Terry Miller, Lori Gunia, Sheridan, Mich.; 100 pts.
3. David and Melanie Vancil, Shelby, Mo.; 50 pts.

TOP COWBOY

1. Michael Poisson, Flint, Mich.; 400 pts.



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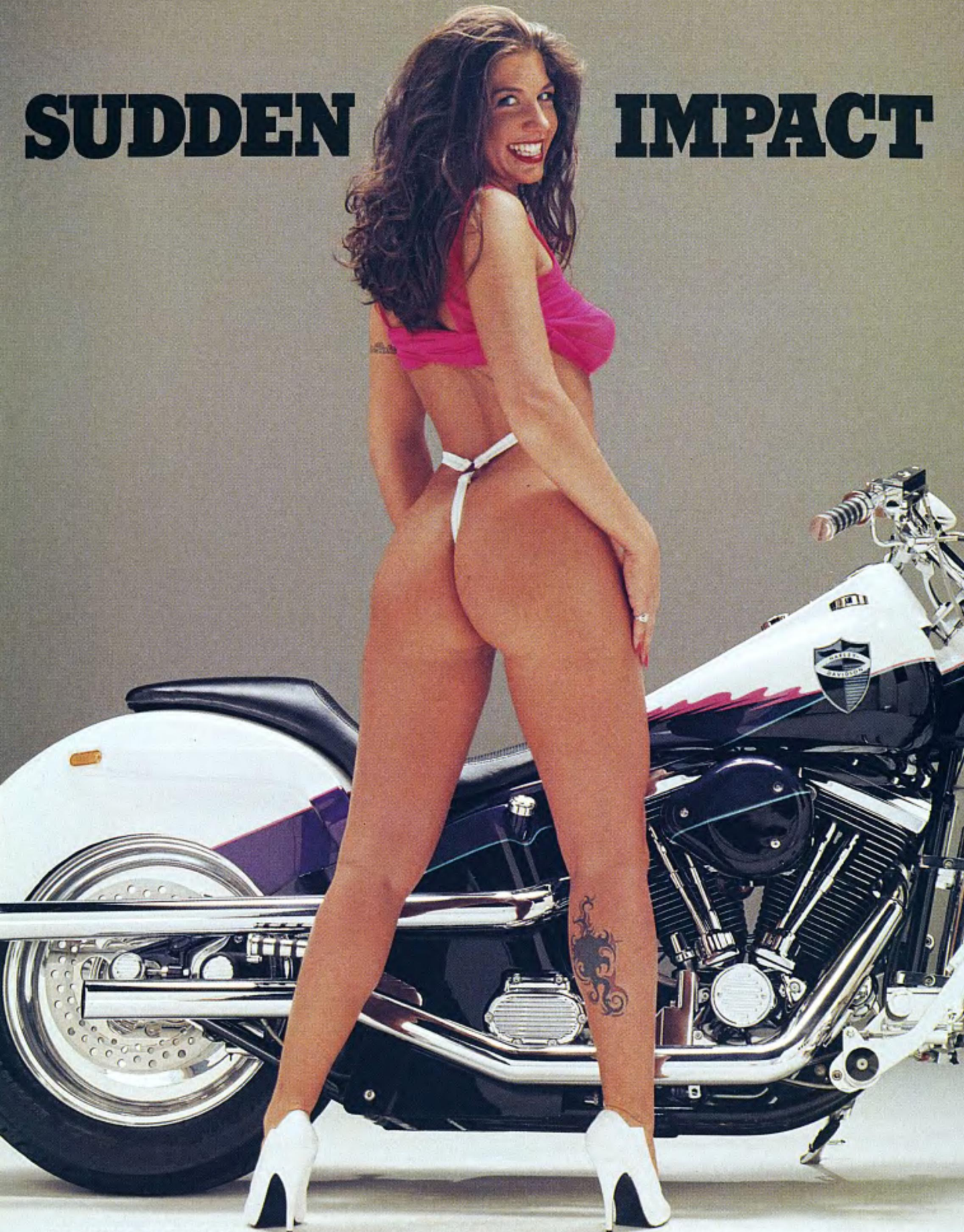
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SUDDEN

IMPACT



HITTIN' THE ROAD WITH THE SILVER-AND-BLACK ATTITUDE

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When humans weighing in excess of 250 pounds collide on the line of scrimmage, they ain't there to trade notes on hairstyles or dressmaking. They mean to obliterate each other. For rabid football fan Mike Stewart, the bad boys of the Oakland Raiders come as close to living a certain biker spirit as any group he could imagine.

At six-foot-two, 250 pounds, Mike also knew that the Sporty he'd started out on a few years back wasn't gonna cut it, so he scrimped and stashed to get something just a tiny red clam hair more accommodating. He finally found a 1993

FXSTC, trading a wad of cash for a rip-pable wick and miles of scorched asphalt. That's when the disease took hold.

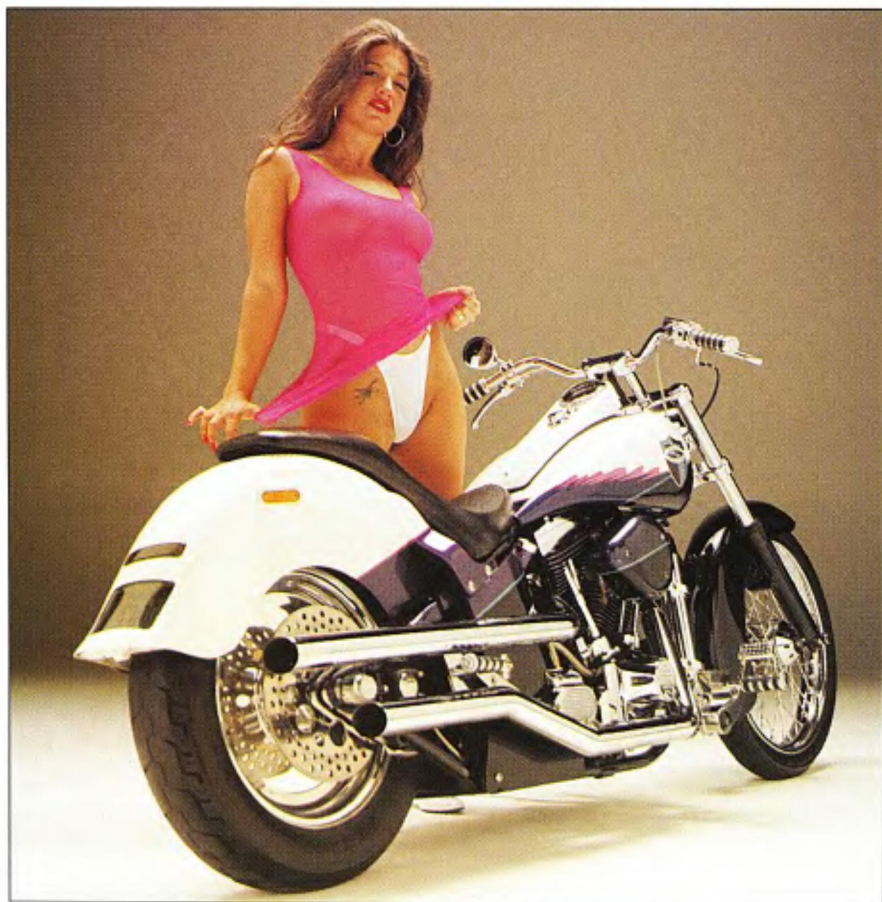
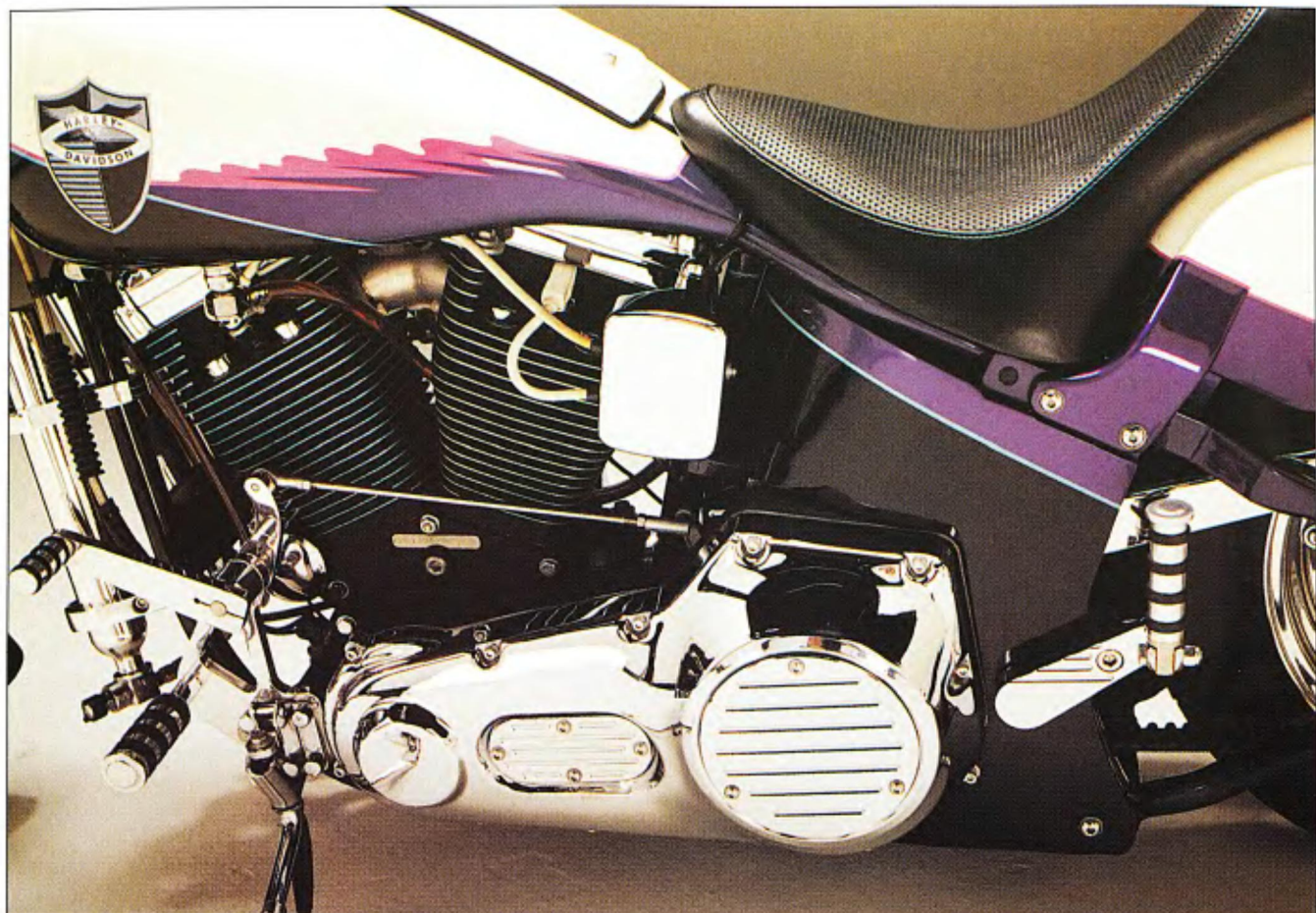
Mike was immediately sick of his scoot lookin' like everything else on the road. He wanted to soup it up, plus give it a Raiders tribute paint job, but his recent fiscal fork-over barely left him with beer money. A Rick Doss or Randy Simpson mod job was wa-a-a-y outta the question, so what the hell's a guy to do?

As always, turn to your team.

Mike had a whole slew of buddies with the talent and desire to help him slam the bike-building ball over the goal. With many

hours from Robby Fincher (wrenching), Jay Hitchcock (fabrication), Ray Owens (more wrenchin') and Lee Dart (parts man extraordinaire), Mike added his own fabricating skills and went over his scoot from stem to stern.

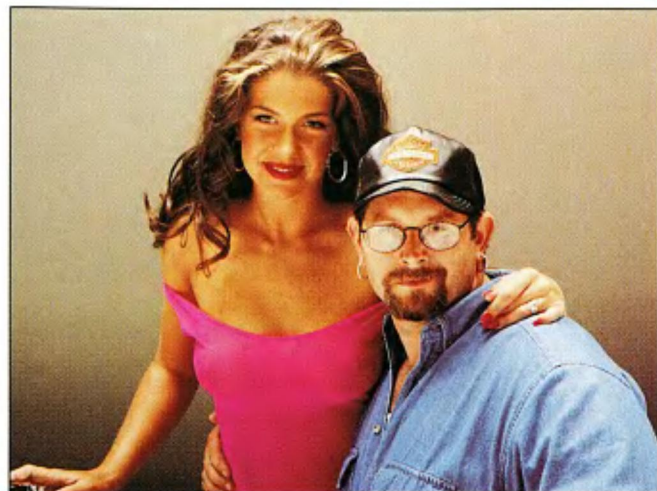
This baby's highlights include grooved lower legs for style, milled Simpson risers with hidden switches, a modified NOS heart-stopper with dual foggers shootin' straight into the heads, an Andrews "B" grind cam, inlaid strut running lights, and a handmade, recessed LED taillight (courtesy of Timmy at Center Stage Sound). The final touch is the paint by Eddie →



Meeks, including all graphics and the silver-and-black Raider crest, and Jimmy Joyce on the fenders. Next to li'l Miss Tamara, a writhing dancer at a club in Greensboro, those colors say exactly what Mike had in mind when he was staring at an empty mug at the local bar.

It's a lucky man who lives his dreams, and as long as you're breathing, you're always in the game. That's why we ride what we do, and now that Mike Stewart is building bikes outta his own Slammin' Cycles, he'll be the first to tell you that personal victory tastes mighty damn fine.

—Captain Trash



Owner:.....Mike Stewart
City:.....High Point, North Carolina
General
Fabrication:.....Slammin' Cycles
Year and make:.....'93 FXSTC
Model:.....Softail
Value:.....what ya give me
Assembly:.....Slammin' Cycles
Chroming:.....Specialty Polishing
Engine
Year and model:.....1993 Blockhead
Rebuilder:.....H-D
Ignition:.....factory
Displacement:.....1340cc
Lower end:.....stock
Pistons:.....stock

Cases:.....H-D
Heads:.....stock
Cam:.....Andrews "B" grind
Carb(s):.....S&S Shorty
Pipes:.....White Bros.
Modifications:.....nitrous oxide,
 Slammin' Cycles air cleaner
Transmission
Year:.....1993
Modifications:.....narrowed wheel
 sprocket
Painting
Molding:.....Eddie Meeks, Jimmy Joyce
Painter(s):.....Eddie Meeks, Jimmy Joyce
Color/type:.....white, black, purple, etc./PPG
Special paint:.....Eddie Meeks graphics

Frame
Builder:.....H-D
Type:.....Softail
Modifications:.....raked 1 1/4-inch, lowered
Accessories
Bars:.....883, NOS buttons in controls
Risers:.....4-inch, CCI
Fenders:.....Slammin' Cycles, custom struts
Headlight:.....stock
Tailight:.....handmade LED
Speedo:.....stock
Pegs:.....JayBrake
Gas tank:.....stretched
Oil tank:.....hidden by panels
Seat:.....Le Pera Silhouette
Mirrors:.....bullet

Grips:.....JayBrake
Forks
Type:.....Slammin' Cycles, wide glide
Modifications:.....Milwaukee Iron trees
Wheels
Front
Type:.....Slammin' Cycles, twisted
Size:.....21-inch
Tire:.....90/90 Avon
Brake:.....H-D
Rear
Type:.....CCI
Size:.....16-inch
Tire:.....150 Avon
Brake:.....H-D
Photos:.....Bill Ellis

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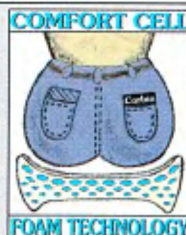
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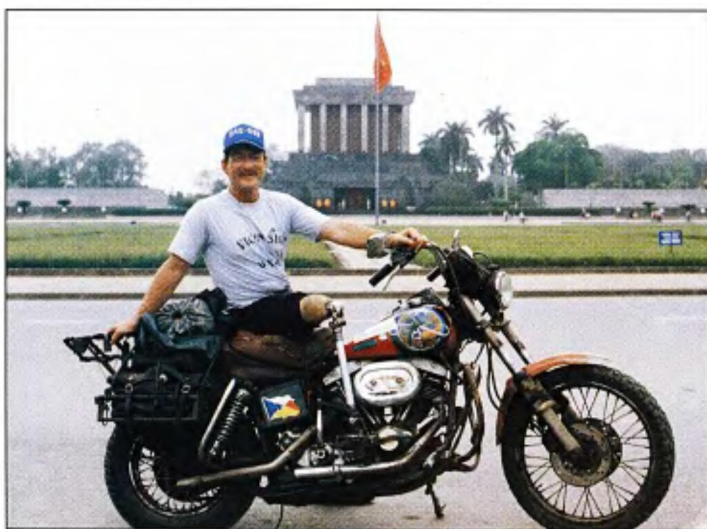
RIDING THE EDGE

ONE MAN'S TREK ACROSS PLANET EARTH

Dave Barr is a rugged adventurer who rode his 1972 Super Glide around the world. In his new book, *Riding The Edge*, Dave, who lost both his legs to an antitank mine in Angola, spares no details in this no-holds-barred account of his historical 83,000-mile two-wheeled trek and the challenges he faced throughout six continents: crossing the Sahara, Namib, and Gobi deserts; confronting AK47-toting militia; performing roadside top ends in sub-zero weather; blasting through Beijing and Moscow; revisiting 'Nam; circum-putting Australia; fairing the muddy banks of the Amazon; and negotiating the Andes during avalanche season.

I first met Dave back in the winter of '91 when he had just returned from the first half of his harrowing haul, which I covered in an article called "A Breed Apart" (March 1992 *Easyriders*). Since that time Dave completed his three-and-a-half-year, 83,000-mile putt around the planet. For my second interview with the intrepid bro, Dave and I rode out to the Sequoia mountains where we found some flat, solid ground overlooking Lake Isabella. We parked our dusty scooters, rolled out our bags, heated up some fresh coffee and bullshitted until the last vestiges of a dying red sun gave way to a cam-shaped moon and a billion stars that shone as big as fists. As our portable stove-lit conversation strayed from life, death, and destiny to last week's coffee grounds, I felt myself being distracted by steaming fresh piles of mountain lion shit no more than 10 yards from where we were hunkered over a Coleman.

Come morning, Dave got a kick out of the mound of baseball-sized boulders piled next to my sleeping bag. No words were exchanged; he knew I hadn't brought along any hardware and that I had most likely spent half the night hearing noises and stumbling around in the dark gathering up Ma Nature's next best ammo. Embarrassed by my heaping



tower of weird-shaped rocks—a monument to a piker's paranoia—I was anxious to get on with the rest of the interview.

I was reminded that the first half of the fearless double-amputee's journey to the ends of the earth began September 12, 1990, and took him from the bottom of Africa, across equatorial Africa, through the jungles of Zaire, into Cameroon, Nigeria, and Algeria, and on to Europe and up to its highest point—North Cape, Norway (500 miles north of the Arctic Circle). From there, he shipped the tired

Shovelhead across the Atlantic and traversed North America to Prudhoe Bay, Alaska (300 miles north of the Arctic Circle in Alaska's Beaufort Sea), snapped a couple pics, hopped back on his haggard Hog, and headed back down along the Pacific Coast to Paisano Publications, Inc.'s warmer climes and cozy, dung-colored offices in Agoura Hills, California.

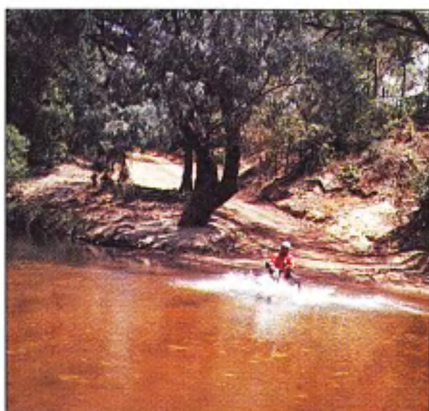
After catching a little R&R and scraping together some road scratch—the bro lives on beans, rice and boiled water—Dave loaded up his modified scoot and ventured south for Part II of his global run. From California, he headed down through Mexico, Central America, and on into South America, where he fared the Trans-Amazonal down to South America's bottommost tip, Tierra del Fuego ("Land of Fire"), only to spend a minus-20-degree (Celsius) night in a chicken coop. From Tierra del Fuego, one of the coldest spots on earth, Dave crossed the bone-freezing Andes on solid ice-covered switchbacks (at 12,000-foot altitudes) in the middle of avalanche season. Having narrowly survived the Amazon and the Andes, the never-say-die bro found himself airborne on his way to Hong Kong.

As Dave jetfoiled across Victoria Harbor, silhouetted by the coppery glow of the rising sun, he was greeted by HK filmmakers who interviewed him to help pave new laws →



enabling the disabled to ride motorcycles. On December 3, 1992 (International Day Of The Disabled), Dave fired up his scooter in southwest China's Kunming city and rode from Dong Fong Square across the various provinces of China, while being filmed in another documentary aimed toward raising the profile of China's disabled. Before long, the inspirational bro was respectfully referred to throughout the Orient as Dong Fu Barr (distinguishing him from the multitudes of Caucasians generally referred to as long-noses, barbarians, or foreign devils). Dave's Shovelhead also received the honor of being crowned with a solid brass points cover bearing a Chinese inscription that commemorated his historic odyssey.

Not only did Dave continue to wrench on his ride throughout the world journey, but his prosthetics needed an occasional touch-up as well. After getting his handmade knee good



and lubed up, Dave climbed 1,045 individual stone steps up Yanfeng's near-vertical Steps Of Zhong Ja Chi. The mayor of Yanfeng was so impressed with Dave's determination that he invited him to a highly restricted area for an exclusive martial arts demonstration. What transpired that night behind closed doors is only the tip of a mountain of incredible experiences piled into Dave's book. No matter where your finger happens to land when you spin the globe—Moscow, Myanmar, Mongolia, Norway, Vietnam (where Dave returned after serving our country there 25 years ago)—there's a good chance Dave and his trusty ride have been there and have split with a saddlebag full of grit now chronicled in his 502-page book (complete with photos). For the rest of the skinny on Dave's run to the ends of the earth, you can order his book, *Riding The Edge*, by calling (800) 231-1776 (ext. 72). *Riding The Edge* is guaranteed to keep you on the edge of your seat!

It was an honor sharing a small piece of road with you, bro.

—Clay Dog



Photos: courtesy of Dave Barr

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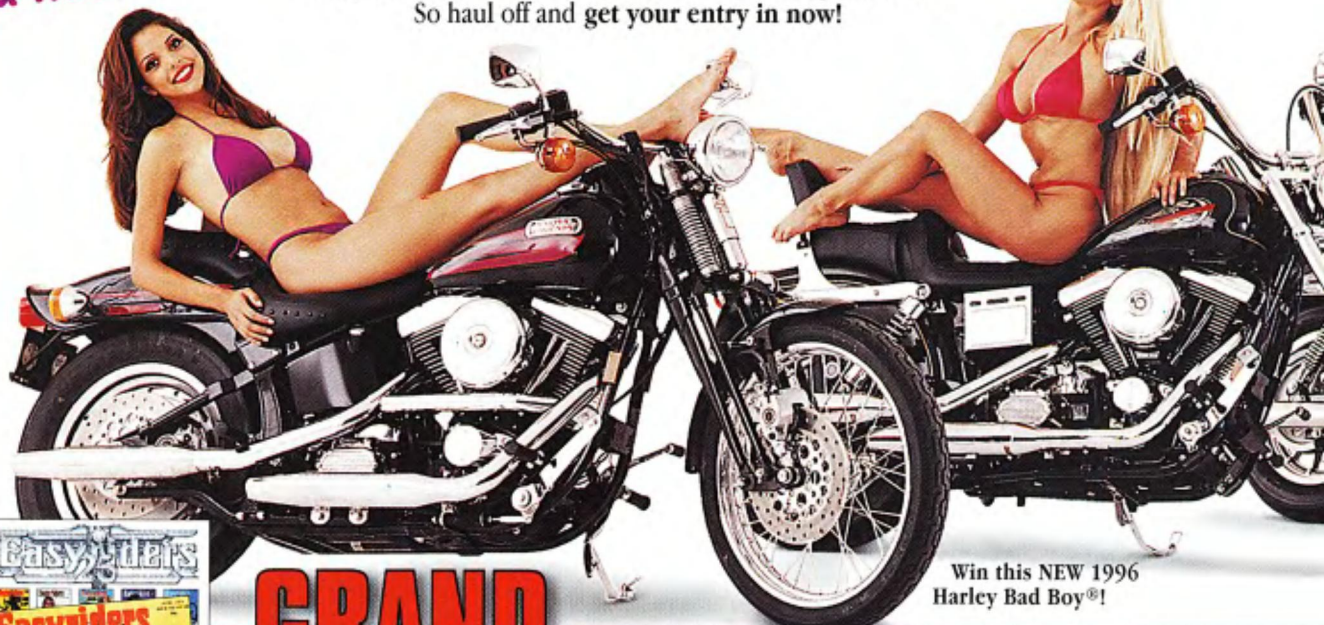
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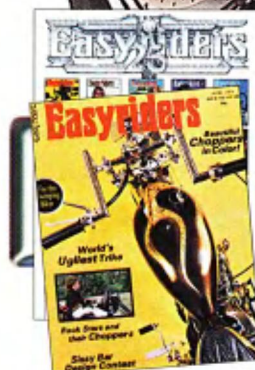
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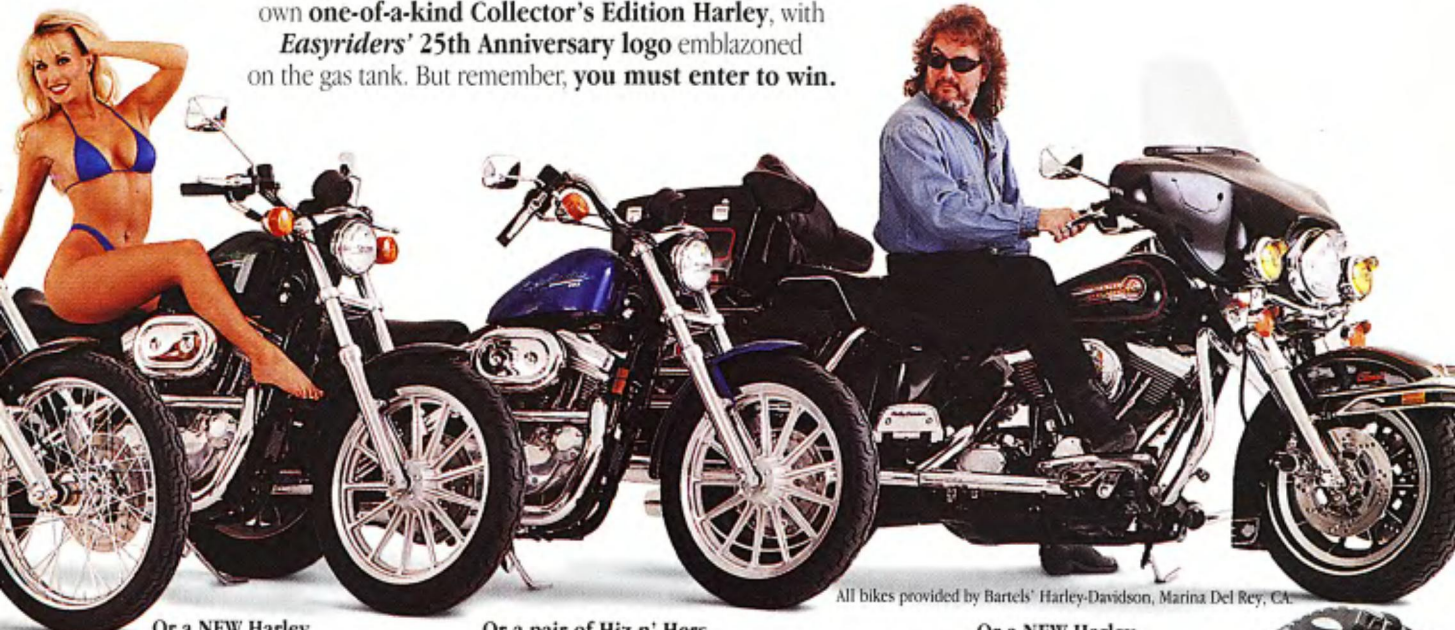
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HEARTS ON FIRE



A MATCH MADE IN HOG HEAVEN

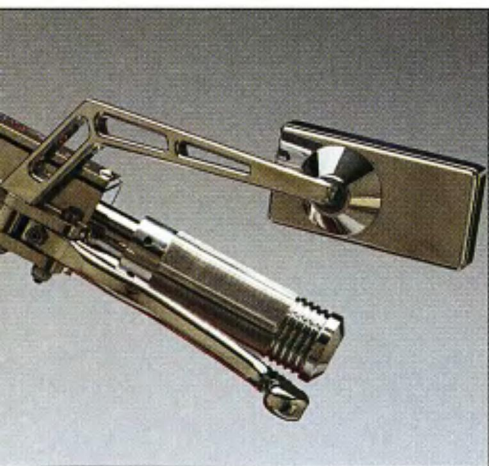
Fred Angie had owned a couple of Harleys before, but it wasn't until he met his brother-in-law that his passion for the Big Twin caught fire. The 37-year-old father of two got a bonus when he married his lovely wife, Lauren, some 14 years ago—her brother was renowned custom bike builder John Bryant.

"Yeah, I guess it was a nice perk getting a wife and a bike builder all in one ceremony, but what can I say, I'm a lucky guy," said Fred, a production manager at JSI Collision Centers in Cleveland. "I don't know if John has a reputation as big as guys like Ness and Doss and Perewitz, but he should."

Just as Fred was flipping through magazines a couple of years ago, dreaming about what kind of custom he would someday like for himself, John was busy building a ground-up machine that would showcase his shop's talents. →

"The project really just started out as a scooter I could use to putt around town on, but then it kind of took on a life of its own. It grew into this full-blown custom. Before I really knew it, John's shop project was becoming my own personal ride. I wanted something smooth, fast, and pretty, but this was more than I'd ever hoped for—way more," said Fred.

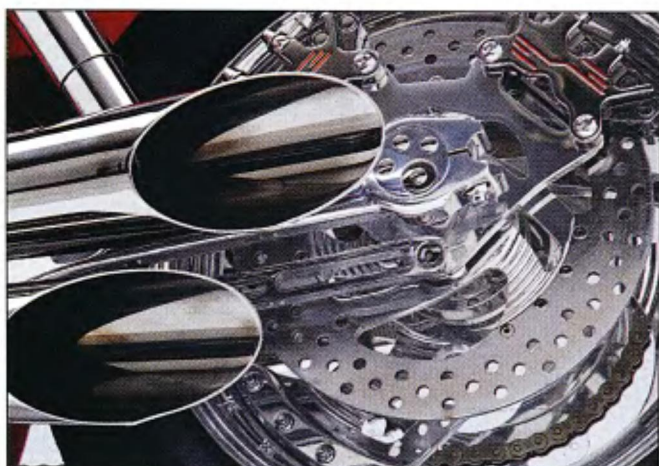
The "way more" bike embodied a real-life collage of images that had been wafting through Fred's wistful scooter fantasies; combined, those images—2-inch under forks, radically raked and stretched chassis, powered by opened up heads with S&S guts and Dell 'Orto lungs—could be summed up as a high-tech version of a down-and-dirty Shovelhead digger. On the high-tech end, John went with CCI bars, speedo, and headlight, then handmade his own triple trees and caps, reworked the Lane Davis trick oil bag and rear fender, and opted for a Ness front fender with P.M. Viper front wheel and brakes. All said and done he had enough to pull down first place Radical 1000 class at Daytona's prestigious Rat's Hole competition. "That was a real thrill," said Fred. "My brother-in-law and I were just standing there, you know, drinking a beer and munching a



hot dog, and then they announced first place. The beer went one way, the dogs went another—I thought we were going to holler 'til the roof caved in!"

John, who works out of a 10,000-square-foot shop, virtually hand made the FXE. "It has a lot of one-off parts, but I considered the bike a prototype. Production of many of the parts—like the pipes, gas caps, handgrips, triple trees, motor mounts, derby, inspection and points covers, and the billet carb bracket—has already begun. I think it will turn some heads," said John. I think he's right. —Josh Placa





Owner:.....Fred Angie
City:.....Gates Mills, Ohio
General
Fabrication:.....John Bryant Motorcycle Eng.
Year and make:.....1975 H-D
Model:.....FXE
Value:.....\$45,000
Assembly:.....John Bryant
Chroming:.....Custom Chrome
Engine
Year and model:.....1975 Shovelhead
Rebuilder:.....Bryant
Ignition:.....Dyna S single-fire/dual plugs
Displacement:.....90 cubic inches
Lower end:.....S&S/Canillo rods
Pistons:.....S&S

Cases:.....stock/polished
Heads:.....ported, polished, hexed
Cam:.....Headquarters .530 lift
Carb(s):.....Dell 'Orto
Pipes:.....John Bryant
Modifications:.....balancing by Bryant,
 Valva-Touch lifters, Inglesse air cleaner,
 Strader Engineering muffler
Transmission
Year:.....1981
Modifications:.....polished cases
Painting
Molding:.....Lane Davis
Painter:.....JSI Collision Centers
Color/type:.....Viper red/Sikkens urethane
Special paint:.....Doug Jahnke

Frame
Builder:.....Bryant/Davis
Type:.....swingarm
Modifications:.....33° rake, 2-inch stretch
Accessories
Bars:.....CCI
Fender(s):.....Lane Davis rear/Ness front
Headlight:.....CCI
Tailight:.....Ford, Bryant/Davis
Speedo:.....CCI
Pegs:.....P.M.
Gas tank:.....Davis
Oil tank:.....Bryant/Davis
Seat:.....Ralph Farinacci, Sew Fine
Mirrors:.....Pro One
Grips:.....John Bryant

Forks
Type:.....H-D
Modifications:.....2 inches under,
 handmade triple trees and caps (Bryant)
Wheels
Front
Type:.....P.M. Viper
Size:.....19-inch
Tire:.....Metzeler
Brake:.....P.M.
Rear
Type:.....P.M.
Size:.....16-inch
Tire:.....Metzeler 160 tire
Brake:.....P.M.
Photos:.....Mike Lichter

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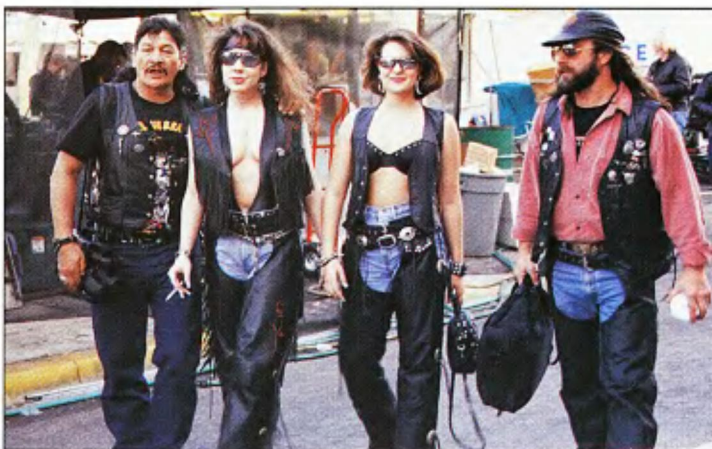




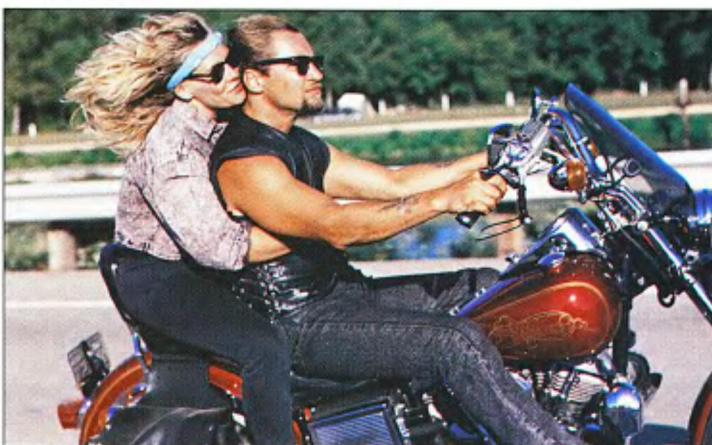
—Kelly J. Weaver, Star, Idaho



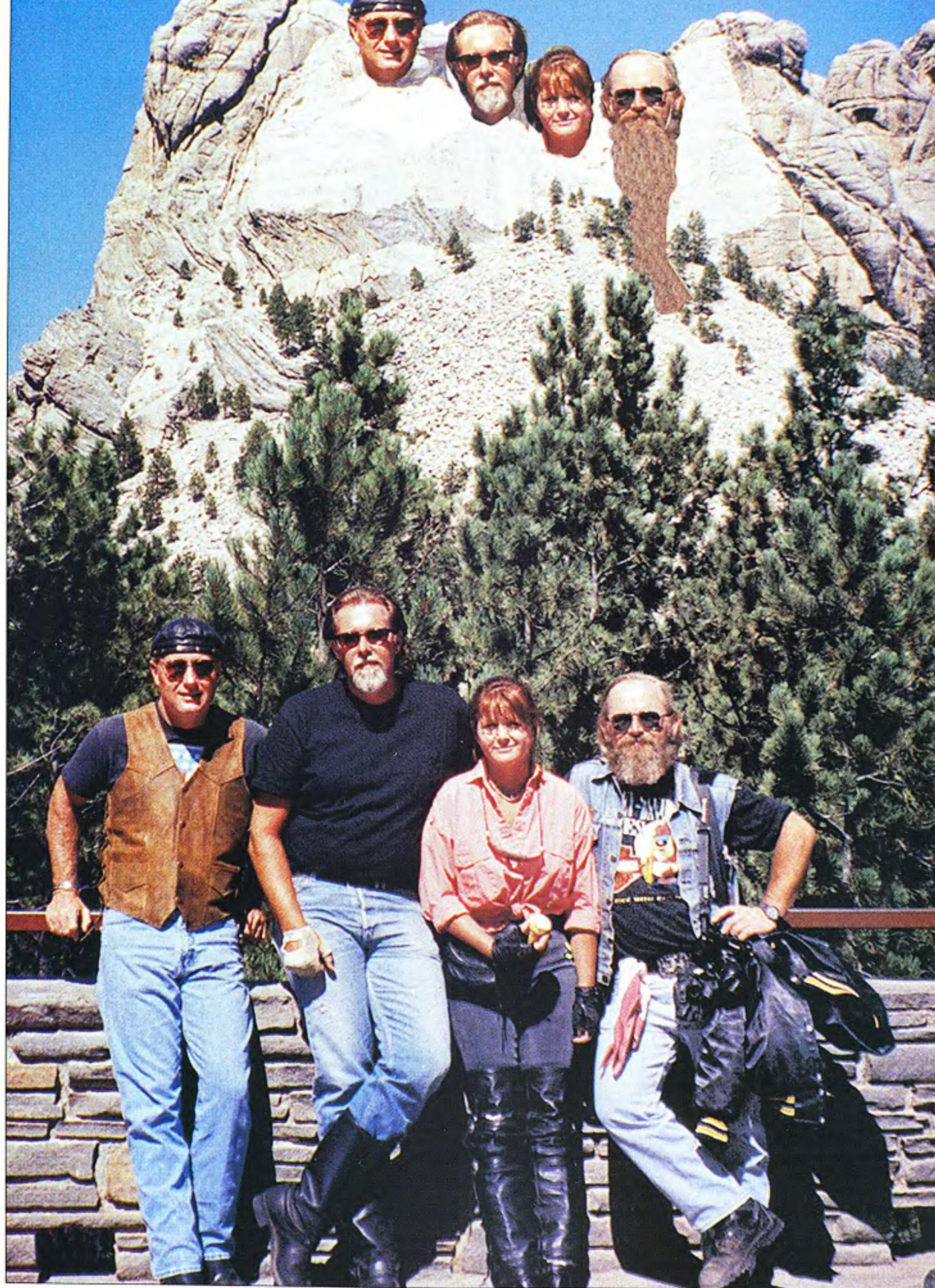
—George Guignet, Cocoa, Fla.



—Photo Joe, Alden, N.Y.



—Mark Orvis, La Crosse, Wis.



—Mike Hutmacher, Mount Rushmore, S.D.



—Photo Joe, Alden, N.Y.



—Rick Grove, Oatman, Ariz.



—Mike Armstrong, Grand Island, Neb.



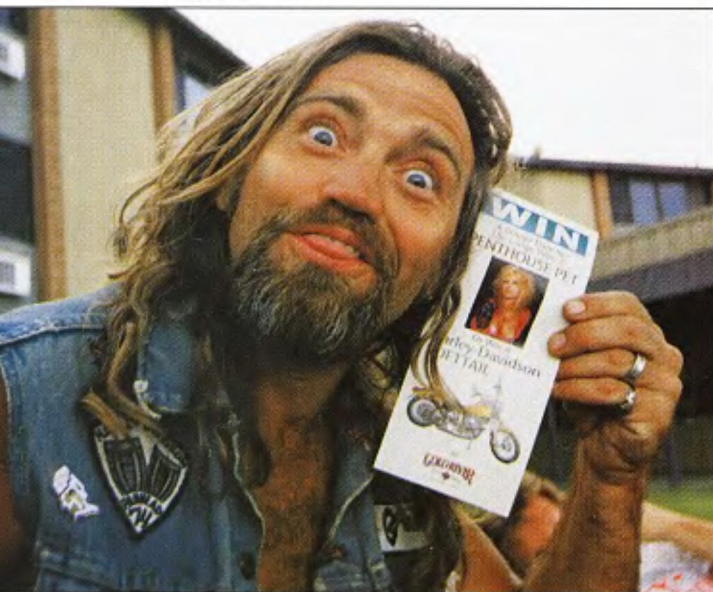
—Lair Mueller, Corona, Calif.



—Charles Isackson Jr., Huron, S.D.



—Dale Gorman, Buzzards Bay, Mass.



—Rick Grove and Bill Milligan, Laughlin, Nev.

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.



—Mike Schmidt, St. Augustine, Fla.



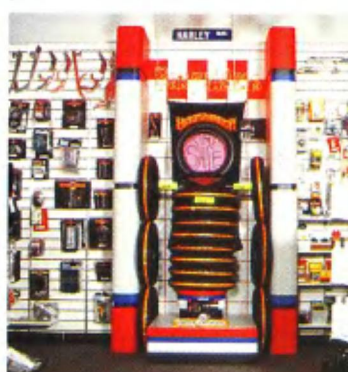
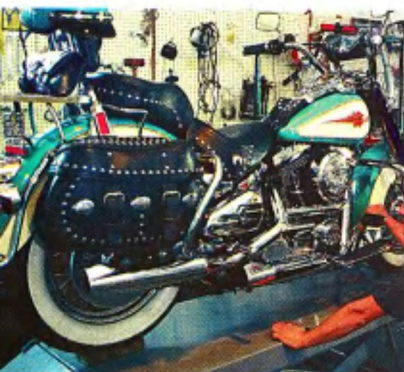
—Bruce Thiele, Southampton, N.Y.



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



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FOX HUNT

DECEMBER WINNER

Now I know the apprehension that feature bike owners feel when they are about to have an unknown woman sit on their bike for a photo session. Will she scratch that brand-new paint with six-inch heels, or nine-inch nails? Will the shoot's MVP be the makeup artist? The concerns are great; but, thankfully, with your selection of Nicole, they were for naught. Nicole comes to you from the Rose City of Portland, Oregon, where she is a waitress and an aspiring model. She is also very determined to meet and exceed her goals. For example, she next-day aired her entry, and followed all instructions to the letter. In short, Nicole is dependable, along with being a stone fox with a body that won't quit. Which reminds me—hey, I thought it rained every day in Portland. So how come she's got a golden tan like she just stepped off the beach at Cabo San Lucas? One thing's for sure, Nicole sweetened my Softail. Check 'em both out on page 92.

—Loudmouth



My first Harley ride was when I was 16. I'd have to say I've never felt so free or so aroused. I've been hooked ever since!
Christa, Wyoming—#501



I hate to admit it, but I haven't ever had a ride on a Harley-Davidson. So, want to be my first?
Sherri, North Carolina—#502



My first ride on a Harley was ... was ... well , it was indescribable.
I know you understand.
Angela, Florida—#503



It was absolutely the best ride of my life. I knew it was much more
than just a ride on a bike. I felt extremely cool and powerful.
Lisa, California—#504



I am a housewife with four children. I'm still waiting for the ride of my life
on the best America has to offer.
Tracy, Pennsylvania—#505



I knew the moment I heard the roar of the engine and spread my
legs open to sit on the Harley that it was for me. I was hooked.
T. Renee, Missouri—#506

FOX HUNT

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

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

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

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

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

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

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

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

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

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

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

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #275 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.



Here she is, bros, the January 1996 winner in our monthly Fox Hunt, Sarah, #106, from Venice, California. See more of her next issue.

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

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

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

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

275

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.

1996 EASYRIDERS EXOTIC DANCER GUIDE

Drop the kickstand, hitch up your chrome pony, and take a well-deserved load off. The bar lights are dimming and the stage is coming to life with a white-hot, pelvis-pulsating sex-plosion of gyrations and titillations as *Easyriders* proudly presents its annual Exotic Dancer Guide.

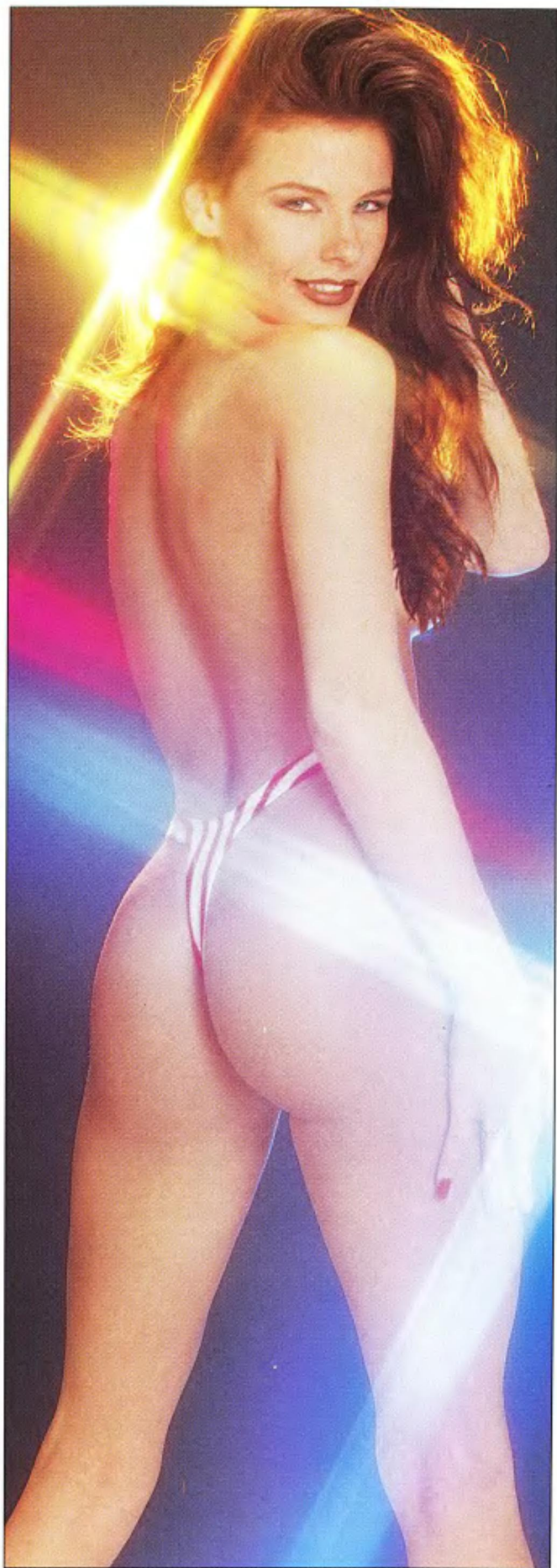
Yep, we did it for ya again. We dispatched our rabid road dogs to parts unknown and all points in between in search of the best exotic nightclubs in the land. They rode the highways, byways, dirt roads, and back alleys from sea to shining sea, and left no stone unturned in an all-out effort to fetch you this hot-off-the-hooter-highway list. We tried our very best to bring you the best selection of biker-friendly clubs.

Most of the clubs listed here have casual dress codes, and many have parking facilities that will accept motorcycles, but we suggest you give them a quick call before ya putt over.

Have fun, and be sure to tell 'em that *Easyriders* sent ya!

—Nose Rider

We need your help to make this the best guide possible, so please send your suggestions, hot tips, and club updates to: *Easyriders Exotic Dancer Guide*, P.O. Box 3000, Agoura Hills, CA 91376-3000. *Easyriders* would like to thank E.D. Publications for their assistance in the compilation of this listing. If you want to get your own copy of the 1995/1996 *National Directory of Gentlemen's Clubs*, or know more about the "Exotic Dancer VIP Card Program," contact E.D. Publications, Inc., 28870 U.S. Highway 19N., Suite 103, Clearwater, FL 34621; (813) 797-5502. →



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(205) 435-5280

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Birmingham, AL 35209
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Mobile, AL 36606
(205) 479-8179

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(907) 279-1231

REFLECTIONS

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Fairbanks, AK 99701
(907) 456-3748

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Phoenix, AZ 85008
(602) 267-0005

ELMER'S PUB

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Tucson, AZ 85706
(602) 574-8940

TEN'S GENTLEMEN'S CLUB

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Tucson, AZ 85712
(602) 325-8367

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(415) 621-9116

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Van Nuys, CA 91343
(818) 893-3392

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(303) 922-6729

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 Omaha, NE 68102
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 Las Vegas, NV 89102
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 Island Park, NY 11558
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 (518) 459-8440

PENNY WHISTLE
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 Astoria, NY 11106
 (718) 728-8877

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 (614) 421-1110

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 Salem, OR 97405
 (503) 393-4782

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 Medford, OR 97501
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 Philadelphia, PA 19153
 (215) 724-8508

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 Pittsburgh, PA 15222
 (412) 281-7703

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REJUVENATION



AN '87 SOFTAIL GETS A SHOT OF LIFE

As the California winter sun reflected off the fresh chrome and paint and gleamed warmly on my face, and the throaty roar of the two-into-one pipes roared their pleasure, I was struck with the realization that after 13 months the project had finally come full circle and it was worth it.

At last I had a bike that would keep up with the big dogs, and would hold its own in the looks department as well. For those of you who have gone through the same thing, all we can say is amen. And thank god for a backup bike, which, in my case, was a dependable running albeit temperamental Par/Knucklehead.

This project actually began four years ago when I came to the conclusion that I should Evolutionize toward the 21st century. My silver and black rigid Raider Rider was just not cutting it for the long haul, 'course you could say it was me who wasn't cuttin' it anymore. Let's just say a newer model ride was the way to go.

By sheer chance, a friend, Dan Dabney, the original owner of this '87 FXSTC, needed to sell it to make ends meet. As they say, the price was right. Dan had ridden it hard since first buying the machine in Massachusetts. I was at Clean Dean's annual gig when I first saw the bike; Dan →

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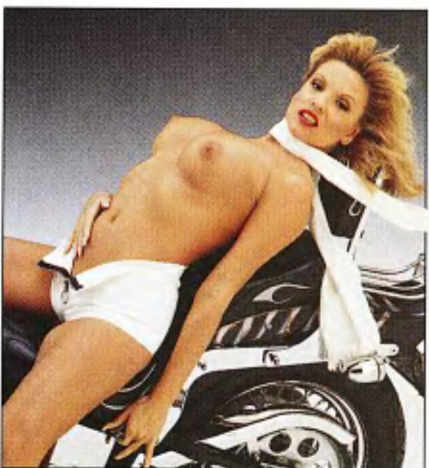




was hunkered down beside it in the garage with a dremel tool shaving off the lower fins on the barrels. I asked him, "what the hell are ya doin', Dan?" "Oh, just tryin' to clean it up some, Ruxton said it wouldn't hurt the cooling," came his reply. It was like watching a loved one undergo surgery at the hands of Hannibal Lecter. And so my love affair began.

At first I was the happiest guy around. Then the feeling of sameness swooped over me. It needed to be different. By now she had 40,000 miles on her and looked every foot the worse for it.

Through our working connection with Bartels' Harley-Davidson in Marina del Rey, California (the dealer to the stars), and their subsidiary located at the same

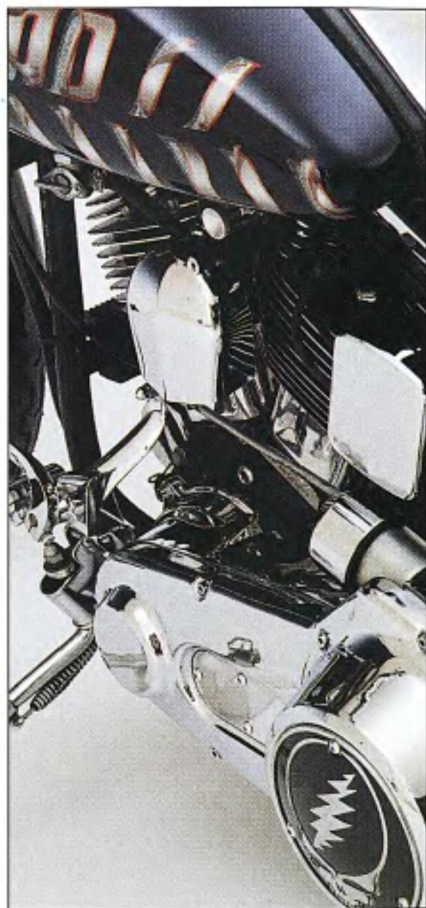
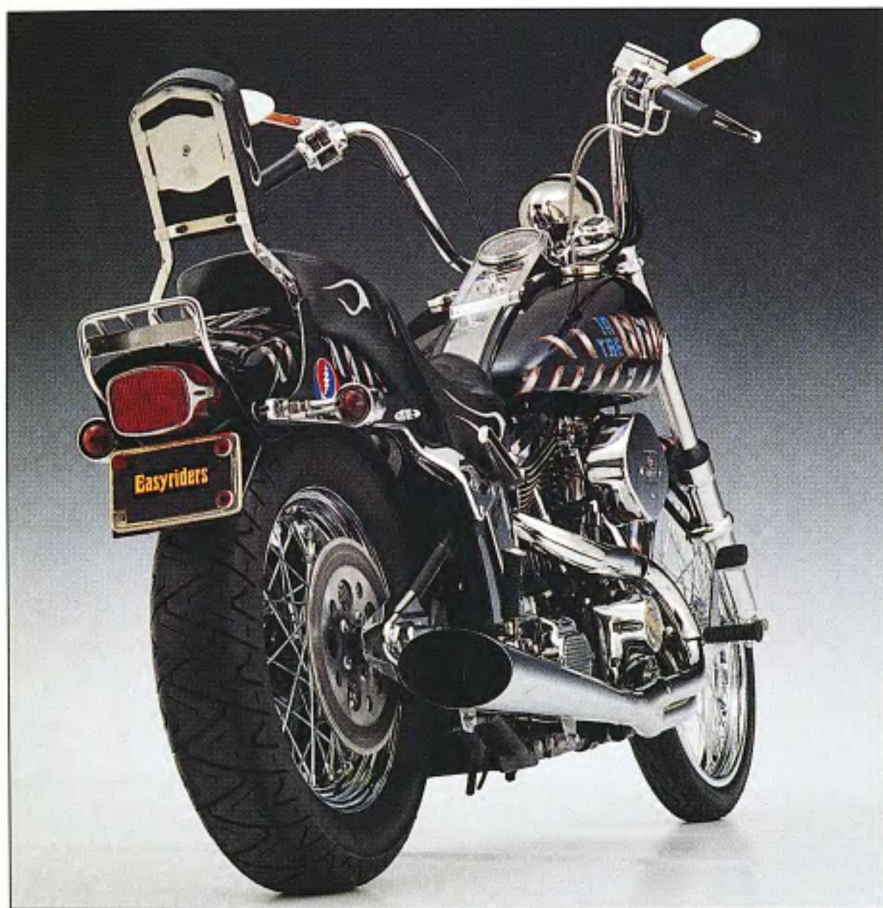


spot, Bartels' Performance Products, headed up under the direction and guidance of Scott Bartels, we concocted a plan to give the Softail a facelift, showing what the average Joe could do, on a reasonable budget, to enhance his existing late-model stock Harley-Davidson. Bartels sponsors a successful racing team, know their stuff performance-wise, and were ultimately responsible for the makeover on the Softy using their ideas and products to make this a mover on the urban highways.

It was back in December of '94 when I kissed her goodbye and began to →

learn firsthand the hardships of a rebuild. The fact that patience is the key to any project bike became crystal clear.

Scott Bartels suggested a painter in Las Vegas, Emil Anzalone, who had done their racing team's bikes. Seemed good enough for me. Emil came out to the office and brought a designer, Wayne Clark, who scratched out the ideas. We wanted something to show my efforts at *In The Wind*. Wayne came up with a wind-blown look and Emil added the granite-striped underpinnings. It took a long time due to him being a busy sumbitch, and a while to get used to the Cincinnati Bengal tiger look, but it's catching. Emil said he's got over 200 hours into it and I believe it. I've got about

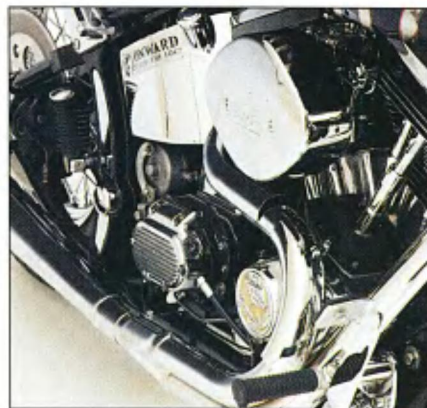


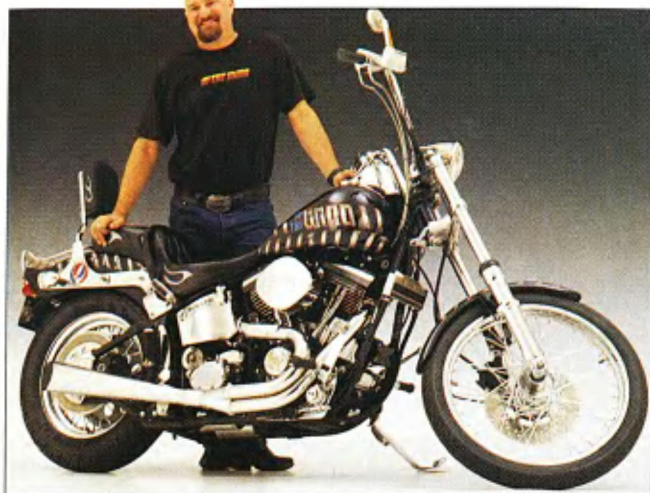
that many in phone calls checking on the progress. But that's paint for ya.

It's been a pleasure having my bike back. It's also obvious to me that it is by no means complete. Trained scooter critics will be pointing out things that could be done, and believe me, they will be. Eventually. One of the best additions made so far is the pert Fox Nicole, from Portland, Oregon. She adds an essential amount of class to wrap the project.

In closing I'd like for Dan Dabney to know that the bike is getting the best care possible, bro, and I appreciate the deal.

—Loudmouth





Owner:.....Loudmouth
City:.....Agoura Hills, California
General
Fabrication:.....Jim Brown, Bartels' H-D
Year and make:.....1987 H-D
Model:.....FXSTC
Value:.....how's 'bout \$25,000?
Chroming:.....South Bay Chrome
Engine
Year and model:.....1987 Evo
Rebuilder:.....Bartels' H-D
Ignition:.....H-D
Displacement:.....80 cubic inches
Lower end:.....stock H-D
Pistons:.....original
Cases:.....Harley

Heads:.....ported
Cam:.....Bartels' Performance BP-40
Carb(s):.....Edelbrock QwikSilver II
Pipes:.....Bartels' Performance 2-into-1
Modifications:.....new BP rockers, pushrods,
 heads, cylinders, street ported, milled
 .080 by Jim at Bartels'
Transmission
Year:.....1987
Modifications:.....chrome inner/butter primary
Painting
Molding:.....none
Painter:.....Emil Anzalone, Las Vegas, Nev.
Color/type:.....Deltron Black, Delgo Clear
Special paint:.....Quality Powdercoating,
 Emil's: candy toners, graphics, airbrush

Frame
Builder:.....H-D
Type:.....Softail
Modifications:.....none
Accessories
Bars:.....H-D
Fenders:.....H-D fatbob
Headlight:.....Drag Specialties
Taillight:.....stock H-D
Speedo:.....H-D
Pegs:.....Drag Specialties
Electrics:.....12-volt
Gas tank:.....fatbob
Oil tank:.....wraparound
Seat:.....Corbin, silver flamed Gunfighter
Mirrors:.....Drag Specialties

Forks
Type:.....wide glide
Modifications:.....Progressive Suspension
 springs, H-D air shocks
Wheels
Front
Type:.....H-D spoked
Size:.....21-inch
Tire:.....Continental
Brake:.....H-D
Rear
Type:.....H-D spoked
Size:.....16-inch,
Tire:.....Continental
Brake:.....H-D
Photos:.....Raiko Hartman

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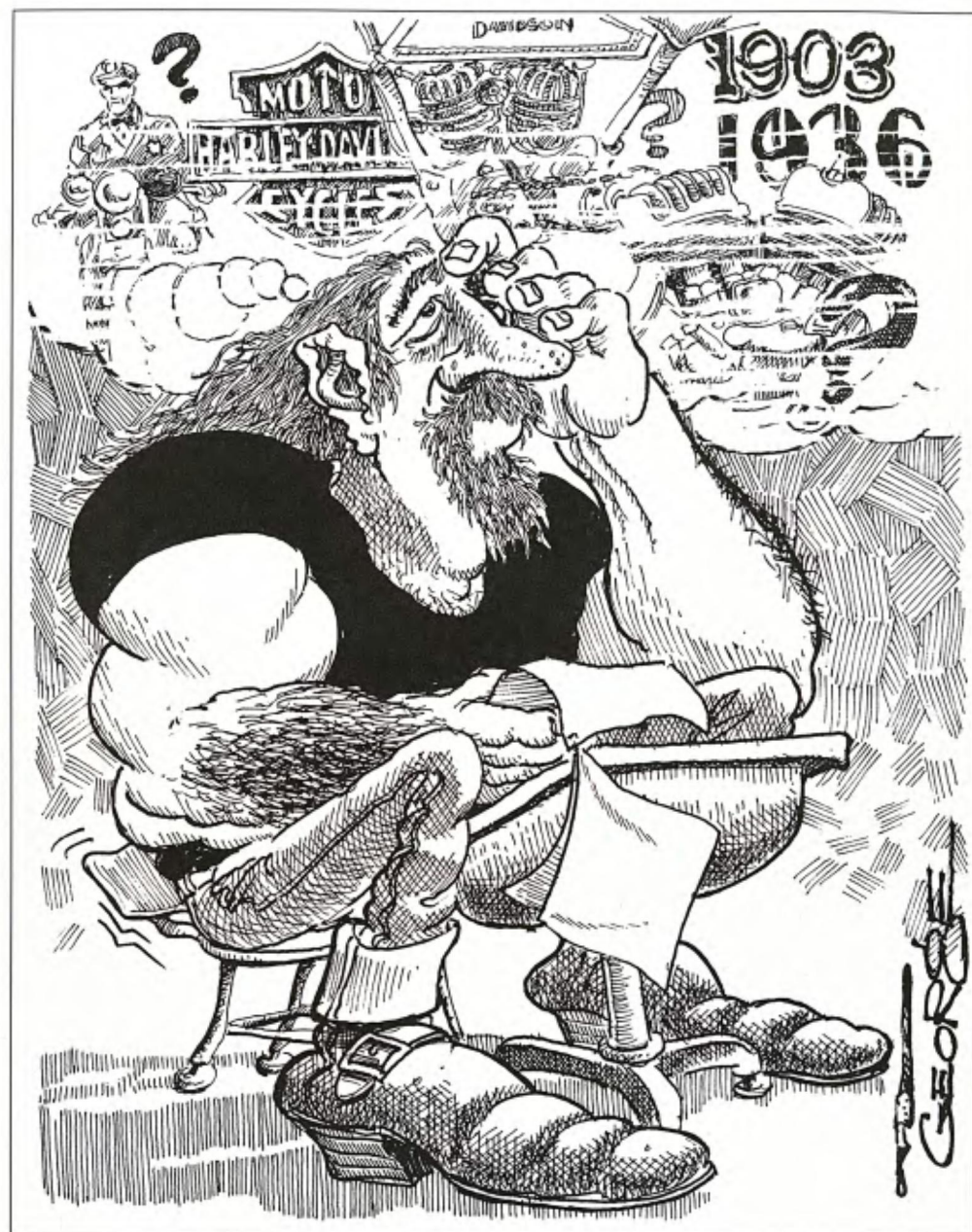
H-D BRAIN-DRAINER

A Stranger Than Real Quiz

All right bros, picture this. I'm in the dank, dark dungeon here at the *Easyriders* garage, diggin' through stacks and stacks of ancient crap from the annals of Harley history, lookin' for some tasty tidbits and rancid rat meat from the *Easyriders* past for the upcoming ultra-cool 25th Anniversary issue. A pile of Spider's secret stash falls off a top shelf onto my achin' noggin', which is still throbbin' like a blown 45 in a wind storm from last night's wrestlin' session with Jack Black. Got the picture?

So I'm crawlin' my way outta moldy back issues and dog-eared photos of some o' the finest cycle sluts of the '70s, when I come across a forgotten goodie that was originally published in the April 1987 issue of our beloved biker's bible (also known as *Easyriders*). Originally penned by a cryptic character known as Uncle Ross (known for wavin' his private parts at cops), this Harley-Davidson Quiz was, and is, meant to test the knowledge and savvy of riders who might be new to the H-D brotherhood. Since there are more new riders than ever these days, I figured you might dig checkin' this puppy out.

The questions and answers were gleaned from two famous Harley history books: *Harley-Davidson Motor Company: An Official Eighty Year History* and *The Harley-Davidson Story*. The



following test is of the multiple choice variety, and only one answer is correct for each question. Sure, the test is fulla wisecracks, but there's no sneaky shit. If you can answer all of these questions correctly (without cheating), you can consider yourself a brother of the road in the truest Harley tradition.

If you get, say, 34 to 37 right, pat yourself on the back and pop a coldie with the knowledge that you are smarter than the average

bear. If you score 19 to 33, you're still not doing too bad, but I wouldn't go around showing off your Harley history talent at local biker bars. Now if you score 20 to 27, just remember that there are many fine books out there to help you bone up on Harley-Davidson heritage. If you only get 10 to 18 right, hell, that's not even 50 percent—get with it dude, you're makin' yer bros look bad. If you get less than nine correct, well, I

guess they'll sell Evos to anybody these days.

Finally, if you get all the questions wrong, sell your Hog and hike on down to your local Kawayakuzi dealer with hundred dollar bills hangin' outta yer pocket. Sorry to say it, but a zero correct answer count makes you less than even a wanna-be and probably means you can't read this rag anyways and only buy it to ogle the naked ladies.

—Phantom

1. The town where Harley-Davidson originated was:
 - A. Miami, Florida
 - B. Osaka, Japan
 - C. Milwaukee, Wisconsin
2. The year the first H-D was produced was:
 - A. 1901
 - B. 1903
 - C. 1907
3. How many H-D motorcycles were produced the first year?:
 - A. one
 - B. two
 - C. three
4. The bore and stroke of the first H-D engine was:
 - A. 2 x 3
 - B. 2 1/2 x 2 1/2
 - C. 3 x 3 1/2
5. The number of cubic inches put out by the first Harley engine was:
 - A. 15
 - B. 20
 - C. 25
6. An early nickname for a Harley was:
 - A. Hog
 - B. Loud Green Guy
 - C. Silent Grey Fellow
7. This H-D magazine was first published in 1916 and is still in publication:
 - A. *Early-Riders*
 - B. *V-Twin Quarterly*
 - C. *The Enthusiast*
8. The founding Mr. Harley's first name was:
 - A. Robert
 - B. William
 - C. Arlen
9. This Davidson brother was the company's first president:
 - A. William
 - B. Walter
 - C. Arthur
10. This Davidson brother died two days after signing the first union admittance contract at H-D:
 - A. William
 - B. Arthur
 - C. Walter
11. This Davidson brother was killed in a 1950 auto wreck:
 - A. Walter
 - B. Arthur
 - C. William
12. Mr. Harley majored in engineering at the University of:
 - A. Minnesota
 - B. Illinois
 - C. Wisconsin
13. The last name of the man who helped H-D design their first successful carburetor:
 - A. Bendix
 - B. Evinrude
 - C. Holley
14. The first year that H-D motorcycles saw military duty:
 - A. 1904
 - B. 1909
 - C. 1916
15. Harley-Davidson sold these only between 1918 and 1924:
 - A. sewing machines
 - B. *Easyriders* magazines
 - C. bicycles
16. The bore and stroke of the second H-D engine design was:
 - A. 3 x 3 1/2
 - B. 3 x 4
 - C. 4 x 4 1/2
17. How many countries had H-D dealerships in 1921:
 - A. 12
 - B. 34
 - C. 67
18. The 74-cubic-inch side valve engine was introduced in:
 - A. 1925
 - B. 1930
 - C. 1935
19. The 80-cubic-inch side valve engine was introduced in:
 - A. 1930
 - B. 1933
 - C. 1936
20. The designation given the military 45-cubic-inch Twin:
 - A. Grunt
 - B. WLA
 - C. WHD
21. In 1930, William H. Davidson won what famed Michigan enduro:
 - A. The Jackpot
 - B. The Jack Pine
 - C. The Jack Off
22. Once the labor union was established at H-D in 1937, male employees made how much per hour:
 - A. 16 cents
 - B. 40 cents
 - C. 60 cents
23. H-D raced on circle tracks back in the 1920s. These tracks were made of:
 - A. wood
 - B. clay
 - C. concrete
24. In 1937, this man set a new speed record of 136.183 mph on an H-D at Daytona Beach:
 - A. Joe Pepitone
 - B. Joe Amato
 - C. Joe Petrali
25. In 1949, H-D introduced these type of forks on their Big Twins:
 - A. pneumatic
 - B. salad
 - C. hydraulic
26. In 1948, H-D introduced its first of this type of motorcycle:
 - A. four-stroke
 - B. two-stroke
 - C. hand-stroke
27. The May 1956 issue of *The Enthusiast* magazine featured what famous singer aboard a 1956 KH on the cover:
 - A. Roy Rogers
 - B. Elvis Presley
 - C. Liberace
28. In the late 1950s, H-D introduced a 125cc bike called the:
 - A. Hummer
 - B. Bummer
 - C. piglet
29. In 1965, H-D added an electric starter and boosted the voltage from six to 12 on the Duo-Glide. This new bike was called:
 - A. the Easy Glide
 - B. the Slide Glide
 - C. the Electra Glide
30. What motorcycle company closed its doors the same year H-D celebrated its golden anniversary:
 - A. Cyclone
 - B. Indian
 - C. Excelsior
31. In 1960, H-D introduced a 165cc motor scooter. It was called a:
 - A. Topper
 - B. Popper
 - C. Piece of shit
32. Willie G. Davidson officially joined H-D in what year:
 - A. 1963
 - B. 1965
 - C. 1969
33. According to the 1934 H-D options catalog, this item was available to the H-D owner:
 - A. hydraulic clutch
 - B. handlebar-mounted notepad
 - C. studded rear tire
34. Which of the following was not available on a Harley prior to 1928:
 - A. rear chain
 - B. front brakes
 - C. headlight
35. The first H-D dealership was located in Milwaukee, Wisconsin. The dealer's name was:
 - A. C.H. Lang
 - B. C.H. Sugar
 - C. Yugo Skruyirself
36. Which of the following engines came second in relation to the others:
 - A. the Shovelhead
 - B. the Knucklehead
 - C. the Panhead
37. What was the first year for the Shovelhead:
 - A. 1963
 - B. 1966
 - C. 1967
38. The original 1971 Super Glide was a hybrid of the Sportster and the:
 - A. Flying Merkel
 - B. Electra Glide
 - C. Low Rider

38. B	19. C
37. B	18. B
36. C	17. C
35. A	16. A
34. B	15. C
33. B	14. C
32. A	13. B
31. A	12. C
30. B	11. B
29. C	10. A
28. A	9. B
27. B	8. B
26. B	7. C
25. C	6. C
24. C	5. C
23. A	4. B
22. C	3. A
21. B	2. B
20. B	1. C

NOV 10 2000

RIP'S RUN



It's the sun.



The Halifax River in Daytona Beach, Florida.



Nice top!



The crowd at C.B. Smith Park.



Beautiful blonde at Heaven Cycle's birthday party.



BLIZZARD ^{to} NINETY-SIX



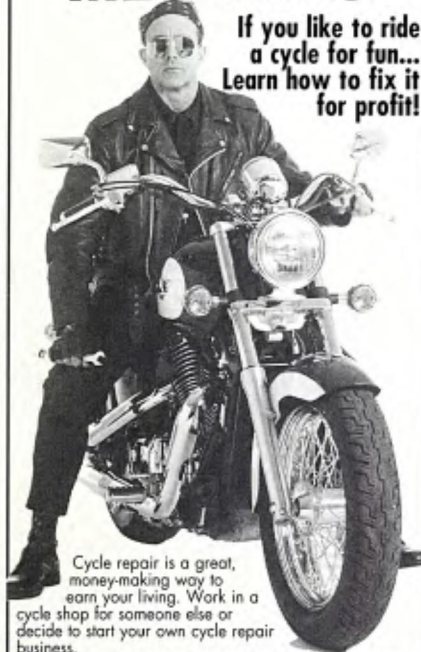
As I wrote a few issues back, I'm still in Florida trying to stay warm for the winter. After attending a Toys for Tots run (supposedly the world's largest) at C.B. Smith Park in the Miami area and Heaven Cycle's birthday party, I thought I'd ride back south to Dade County from Daytona Beach, Florida, for New Year's Eve. It was great fun!!

Before leaving Daytona, I had Sugar Pai serviced at U.S. Customs and Speed Ltd. She was also spun on a Dynojet model 150 dynamometer at Daytona H-D. Sugar made 80 horsepower at 5,200 rpm and 90 ft.-lbs. of torque at 4,200 rpm. I'm a happy camper 'cause those figures will pull her down the road with ease. I suppose I could get better numbers by changing the cam to something more radical, but I'm content with what she's

pulling, because Sugar is my daily ride. That is, she's a dresser, not a drag bike. Also, if I changed the cam, the gas mileage would go further into the toilet. Sorry, but ya can't have both good gas mileage and beaucoup power. It don't work that way.

For those of you who haven't read previous columns of Rip's Run, I'll go over what she's packing in her guts, starting from the flywheels. They are stock, and the rod assembly is as well. The bore is a different story. She's packing 3 13/16 J&E pistons inside of Axtell barrels. The ignition and cam are Crane Cam units. The carburetion is by Edelbrock/QwikSilver, 40mm in size. The heads are Edelbrock Performer RPM heads with large intake and exhaust valves. The lifter blocks, lifters and timing cover are those fine-looking and fine-operating pieces from JIMS. →

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L to R: Bob Koolage and Chuck Kennedy of U.S. Custom and Speed Ltd.

The exhaust is SuperTrapp with no tuning disc, and the stock pipe and muffler on the left side has been eliminated. The total number of cubic inches is 97. The motor was assembled by Axtell in Des Moines, Iowa. They call this configuration a Mountain Motor, and she works swell. Also, the crankcases are stock. If I'd had the time, I would have put all this stuff in a set of aftermarket crankcases, due to the fact that for the most part they are beefier and can take a certain amount of abuse, more than the factory models. But since I work on the road, I didn't have the time to go through the legal aspects of changing the paperwork over. I just gotta ride. You know how it is.

Anyway, the guys at U.S. Custom fine-tuned Sugar. She's running smooth as old wine, and she's twice as powerful as a California-model motor from the factory. They do good, conscientious work at U.S. Custom. Bob Koolage, the owner, has Ph.D. credentials, and Chuck Kennedy, one of the wrenches, is a certified Harley mechanic. U.S. Custom and Speed handles and carries lots of name-brand, go-fast goodies. Chuck owns a really fast Low Rider, and they can make your ride fly. Bob was an instructor at AMI for a while; in fact, a few students and teachers occasionally do some moonlight work for U.S. Custom. Check them out if you have a need for speed

or want service work done on your putt.

The trip south to Miami was a piece of cake. The weather was nice and warm with an "occasional sun shower," as we used to call it when I was a kid raised in Dade County. Sugar took me to Mike and Janice's home in North Miami. While there, I met Rat and Jackie, who live in Orlando, Florida. They are originally from Miami, but Rat's stagehand work took him to the Orlando area. We all got together to celebrate New Year's Eve in style. We decided to leave the bikes at Mike's place and travel together in Rat and Jackie's van, since we knew there would be lots of drunks on the streets that evening. Besides, we could socialize better in the van. Miami Mike became the designated driver, allowing us to get as fucked up as we wanted to.

We started partying at Casey and B.J.'s beautiful home in Ft. Lauderdale. They have a dock in their backyard with a nice-looking sportfishing boat tied up to the pier. Casey and B.J. own Cycle Lab, a bike shop also in Lauderdale. Some of their friends came to the party dressed in toga outfits, and many of them brought food for the partygoers. I particularly liked the stuffed mushrooms. They were very tasty. We hung around Casey's and B.J.'s pad till it was time to go to Shorty's Place, a tavern in Hollywood, Florida. Mike had told the owners that he'd help



Happy New Year to you, Lisa.



Casey and B.J. at the New Year's Eve party in Fort Lauderdale, Florida.



Joyce and Judi at Shorty's Place.

them out behind the bar New Year's Eve, and Mike's a man of his word!

Shorty's Place has been at the same location for 47 years and has always had the same owners. Jo is the mom, and Judi, Neil, and David are her kids. Joyce has been working there for more than 12 years. This was their 47th Annual New Year's party. They serve homemade lunches and have daily specials along with hot and cold sandwiches, cheese steaks, fries, wings, fish, burgers, and more. Bike riders are always welcome. They're open till 2 in the a.m. The place was packed with about a 50/50 mix of people, meaning about half the patrons were riders and the other half were not. At the stroke of midnight there was a lotta noise from everyone. Also, lots of hugging and kissing went on.

The noise inside was nowhere near the racket outside when someone lit about a 50-foot string of firecrackers. They went on and on, forever it seemed. The cops went by the bar but didn't pay any attention because there was a car on fire down the street. The police blocked off the street until the fire was put out. Meanwhile, the fireworks continued. There was a large cloud of smoke on the street both from the burning car and the firecrackers. It was a fun, happy crowd, since most everyone likes fireworks.

From there we drove over to the

Southern Fox. They had live music provided by the band Southern Kick, who did a variety of tunes. I particularly liked hearing their rendition of some tunes made famous by the group The Band—especially "Up on Cripple Creek" and "The Night They Drove Old Dixie Down," two of my most favorite songs. 'Course, they couldn't match the originals, but they did sound damn good. My hat's off to Robbie Robertson, the composer, wherever he may be. Anyway, Southern Kick had lots of people up and dancing.

From the Southern Fox, we went to The Hub, which I wrote about last month. Howie, the owner, was blasted. He only gets that way on his birthday and on New Year's Eve. Like a good ol' lady, Berry had to take care of business. After all, she does own half the bar. The band Swift Richard sounded pretty good, and they played plenty of early rock 'n' roll tunes. I met lots of new friends like Fred, Billie Bob, Michelle, Lisa, and Frenchie, who told me that he was an old ex-Outlaw MC member. We stayed up late and partied hard. It was great ringing in the new year so far from home. Truth be known, I originally came from these parts a very long time ago.

After kicking back the rest of that day and evening at Mike's place, Sugar and I left the next afternoon to go back up to Daytona. En route, at a rest area →

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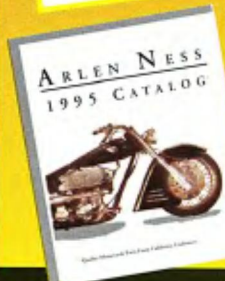


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Rick and Debbie, owners of Southern Fox, Hollywood Beach, Florida.

about 100 miles from Daytona, I met an Outlaw MC patchholder named Dirty Dave. He was having electrical problems with the headlight on his Softail. Dave said he'd also been in the Miami area for a New Year's Eve party. Of course it was raining again, a bit harder than on the trip south a couple of days earlier. I guess the wire end had come off so Dirty Dave stripped the wire and wrapped it around one of the hot leads on the switch. It worked just fine until he could find another wire end to attach it to. After jury-rigging the headlight wire to the ignition switch, we rode together back to Daytona Beach.

While back in the Daytona area, I paid a visit to Stanley and Diana Wiggings, owners of The Port Hole Lounge in Port Orange. Stan, who rides a new Ultra Classic, also does security work for the Daytona Speedway. The Port Hole is a stop on many local poker runs. During Bike Week they serve breakfast and have live music. The rest of the year they have a disc jockey on Friday nights. Outside they have horseshoe pits; inside they have pool tables and dart boards. Diana and Stan have been in the bar business for 23 years, nine years at this location. Stan's been riding for more than 20 years, and this is his first full dresser. For food they serve wings, burgers, and dogs. Go by when you're in the area. Like I said,

they are riders and you'll feel welcome.

Later that week, I thought I'd take a putt up to North Carolina. The AH/DRA folks were planning a banquet and awards dinner for their drag racers. I wanted to attend and visit with my many drag racing buds. The awards banquet wasn't till later that month (Jan. 27), and I wanted to ride up to be close in case of bad weather. I'm glad I didn't wait any longer than I did, because I wouldn't have made it. While up in Kannapolis, N.C., at Cyclone Cycle, the blizzard of '96 started coming down, paralyzing much of the East Coast. The storm was attributed to killing more than 50 people. Schools were closed, which I'm sure made the kids happy. There was no mail delivery in many areas, and more than 4,000 airline flights were canceled.

It was about a 500-mile ride up to N.C., and I split it in half. That is, the first night out I stopped and visited Charlie and Mary Lou Brewton of Hardeeville, S.C. These folks cover many drag races for *Quick Throttle*, our performance mag, and they are dear friends of mine.

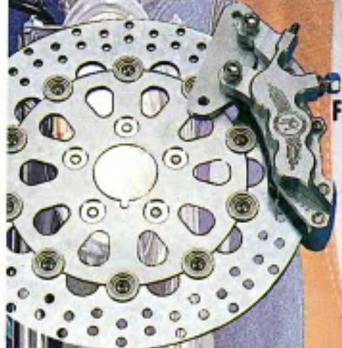
The ride to Cyclone Cycle in N.C. was brisk, but clear. It felt good breathing in good, clean air. Cyclone Cycle is average in size. It has been in its present location only a few months, having outgrown its last locale. The shop has plenty of work, and they are always busy. They do →

YOU'VE GOT TO STOP IT SOONER OR LATER!

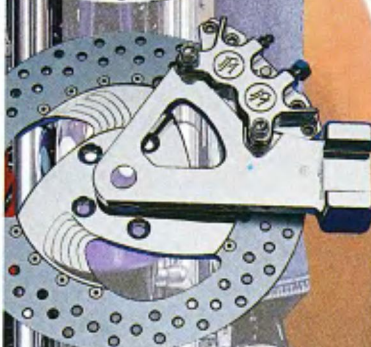
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Where did you get those freckles, girl?

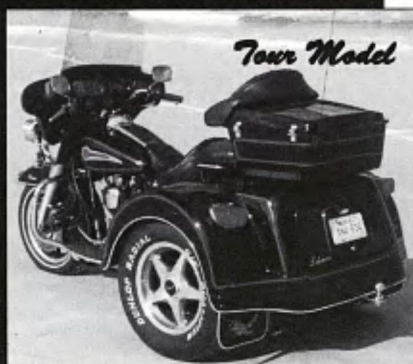


A frigid Sugar Pal.

Photos: Rip

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complete engine and trans work and build custom bikes. They also do restorations, and have the facilities to do MIG and TIG welding and fabrication. They copped several trophies at the *Easyriders* bike show, held in nearby Charlotte on January 13.

I hung around the shop during their open house, watching Sugar's Corbin saddle pile up with snow. Dano, one of the owners, cooked burgers and hot dogs for his friends and customers. Tommy, also an owner, worked in the back of the shop trying to complete a customer's ride for the *Easyriders* show the following weekend. He got interrupted many times because lots of folks just had to see what he was working on. Gina, Dano's ol' lady, takes care of the counter and the ordering of parts. Amanda, their daughter, comes in to help on occasions. It kinda sounds like a family affair, don't it? The way it should be. Check them out if you're in the greater Charlotte metro area. They'll do ya right and can handle just about anything you can throw at them.

Well, it's time to close for another month. Take care and drop a line when you get the chance. You know what I'm looking for: biker doings and fun biker places to see. Until then—see ya!

—Rip

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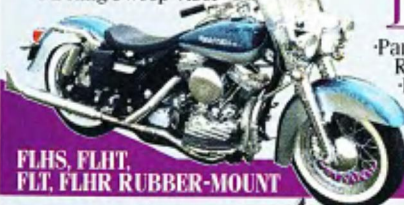
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Fiction by Mark Lonsdale • Illustration by Bob Dorman

PART 2 — METAMORPHOSIS

Standing at the bar facing the angry bikers, Dominick felt someone grab his ponytail, jerking him backwards off his feet—and then the lights went out. He came to, lying in the parking lot next to a trash dumpster, blood in his mouth and a stream of liquid pouring in his face. Urine? No, too cold. Beer? He hoped.

As his vision cleared, Dom found himself being roughly pulled to his feet by one tough-looking character. "What are you, the stupidest fuck on planet earth?" the stranger asked.

Not knowing how to respond, Dom looked up and spluttered, "What happened? Who are you?"

"I'm the person who just saved your worthless ass."

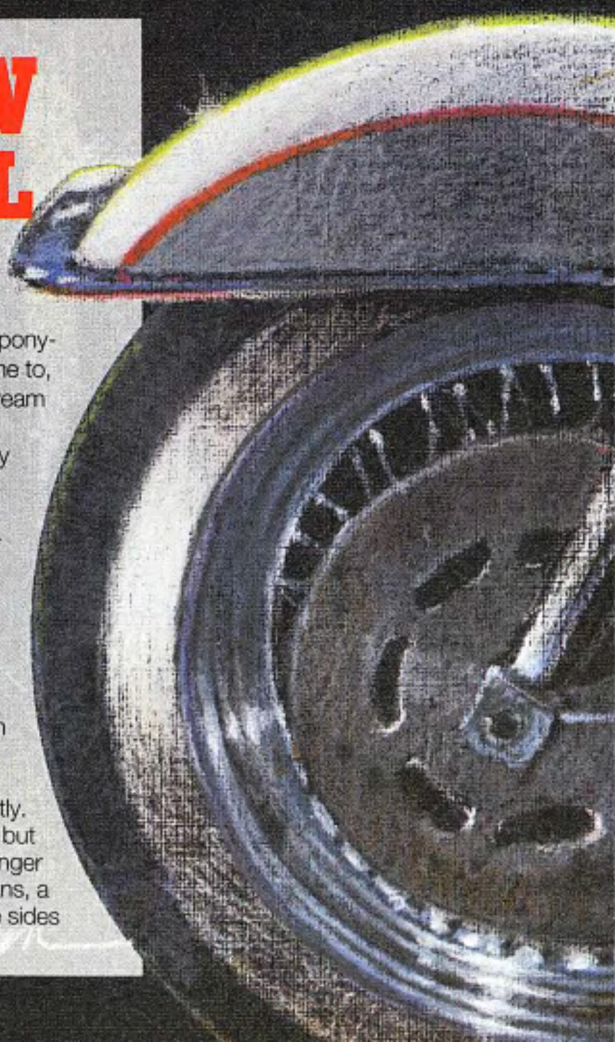
Trying to focus in on the stranger's face, Dom asked, "Who hit me? Those bikers?"

"No. Thank me, I did. Probably saved you from the stomping of your life. Tramp and the boys could have killed you for touching his colors," the stranger added. "I'm Kagan. You gotta be Lunt. Danny asked me to keep an eye out for you."

Confused, Dom asked, "Thank you? Danny?"

"You're welcome. Danny ... you know, Danica," the stranger said impatiently.

By now the fog in Dom's head was clearing, leaving a blinding headache, but at least his eyes were getting used to the green neon-lit parking lot. The stranger was tall, a solid six-foot-two, with broad shoulders. He was wearing dark jeans, a leather vest over a red and black work shirt, and had dark hair graying at the sides and a matching goatee beard. →





"Monk. You gotta be Monk," Dom blurted, relieved.

"Some call me that," Kagan said. "Let's get you out of here before Tramp decides that you haven't been punished enough for your sins."

As they walked over to Dom's Heritage Softail, overloaded with chrome and bolt-on accessories, Dom could see several deep dents in the gas tank and fenders that hadn't been there when he had arrived at the bar. As Dom touched them, Kagan said, "Oh those. Animal and Red figured that was your ride so they went at it with ball peen hammers."

"What did you let them do that for?"

"Stop your squawking. Just be thankful that it wasn't your head." With that, Kagan pulled out a crumpled piece of paper and stuffed it into Dom's jacket pocket. "That's directions to my place. You've had enough lessons for one night. Be there in the morning. Early." Then he turned and went back into the bar.

As Dom rode out of the parking lot unsteadily and back to the safety of Beverly Hills and his condo, he wondered what he had gotten himself into. He had to survive three or more years in a state prison and yet couldn't even survive three minutes in a biker bar. Maybe he should just put a gun in his mouth now and save everyone any further pain and trouble.

The next morning, after a large breakfast at a cafe in Brentwood, Dom rode north on Pacific Coast Highway and, following Monk's instructions, turned left just before Point Dume. Another half mile and he was at the right address, but all he could see of the property was a high wooden fence and equally high gate with a sign that read, "To Hell with the Dog, Beware of the Owner."

Pushing open the gate, he found himself facing a small wooden house overshadowed by a large concrete structure with a steel roller door, about the size of a three-car garage but taller. Luckily no dog.

With no response from the doorbell at the front door, Dom stepped through the open steel side door of the garage and found himself in a large work space that, although it smelled of oil and machinery, was immaculately clean and well organized. To the left was a workbench, a tall red Snap-On tool chest and an old bike, stripped down to the frame and transmission, up on a hoist. The motor, less the distinctive Pan heads and barrels, was sitting in pieces on the workbench.

To the right of the shop was a heavier metal work table, a drill press, an arc welder, and a set of acetylene tanks.

There were also high shelves stacked with an assortment of bike parts, gas tanks, fenders—enough to build several bikes by the look of it. A little nervous but more curious, Dom wandered over to look at an immaculate red and white Knuckle with high bars that sat in the back of the work area. He admired the workmanship of the bike, not that he knew what he was looking at, since he wouldn't know a Shovel from an Evo, let alone the year of the bike.

The back wall of the shop was covered with photos of bikes, bikers, parties, women—but before he could get a closer look, he felt an ominous presence behind him. He turned to find himself facing the largest Rottweiler he had ever seen. The dog growled and

"YOU'RE GONNA TRAIN, WORK, EAT, SLEEP, AND SHIT THE HARD LIFE"

advanced menacingly, backing him into the corner. When Dom tried to move out of the corner the dog snarled and foamed at the mouth, convincing him that it was going to attack. Fortunately, when he stopped moving, the dog stopped snarling, content to just watch with an evil glint in his eye.

For what seemed like an eternity, but was probably only 30 minutes, Dom sweated in the corner. Finally, Monk walked in, seemingly unaffected by the drama being played out in the corner, patted the dog and said, "Morning. I see you've met Tyson."

"Thank God you're here. I thought he was doing to tear my throat out," Dom said, quaking and rubbing his own neck.

Monk smiled and responded, "No chance of that. He's groin trained." Dom shivered at the thought.

Monk headed to the workbench and began working on the disassembled motor. Not really giving a shit about this wound-too-tight yuppie, but since it was a favor for Danica, he asked, "So what's

the deal? What's your story? And you can skip the part about being innocent."

Dom, still collecting himself but happy to be talking—something he knew he did well—began: "I was left holding the bag. Guess I got greedy and didn't much care who my clients were. I thought I was delivering legal documents and contracts, then found out it was dope. When I told them I wanted no part of that, they set me up. When the law came to my home, warrant in hand, they found automatic weapons in my closet, dope in my car, photos of me in bad company, phone records, and bank deposits I never knew existed. The works. In short, the federal charges didn't fly but the state stuff stuck. Worst case scenario, I'm looking at seven to ten, but I only expect to do three. That's about three more years than I think I can survive."

"How much time you got?" Monk asked without looking up from the set of heads he was working on.

"With a little more legal maneuvering..." Dom trailed off, looking depressed, then continuing with more resolve, "about ninety days."

"Okay, here's the deal. I'm doing this for Danny, not for you. It's my way or no way. The first time you screw off, you're on your own. You stay here. You're gonna train, work, eat, sleep, and shit the hard life."

Dom looked shocked, "But I need my stuff, and where do I sleep?"

"All you need is what you got, and a good supply of determination. We'll throw a mattress in the corner of the workshop. Tyson will enjoy the company." Monk challenged him to protest. "And another thing. Cut that ponytail off. It looks ridiculous and is too easy to grab in a fight."

Before Dominick could protest further, Monk smiled and said, "Ready to get started?" as he put down his tools.

Making a weak attempt at a Hollywood martial arts pose Dom asked, "What are we going to do—Kung Fu, Jeet Kun Do, Hapkido, Kempo...?"

Monk, looking disgusted, just grunted, "CQB."

"CQB. Never heard of it. What is it?"

"Close Quarters Battle. It was developed for military special operations teams. For real combat, not Hollywood," Monk explained as if talking to a child.

With that Monk turned and lightly back-fisted Dom in the stomach—not hard, but hard enough to get the desired effect. It knocked the wind out of Dom as he buckled forward, unable to speak or breathe. His face turned red, and then in a violent spasm he threw up his breakfast in one long Technicolor yawn. Monk just shook

his head while Tyson trotted over to investigate and licked Dom's face.

"Your other life doesn't exist. You're not only going to train hard, you're going to live hard." Monk continued, "Modern living has made you soft and dulled your less civilized primal skills that were once necessary for survival and self-defense. Do you think the muscle-bound monsters who frequent the iron piles in the joint are getting softer? Quite the opposite. Your tax dollars are paying their gym fees and post-graduate studies in intimidation, violence and mayhem."

Dom listened as he struggled to pick himself up and wipe away the vomit.

"On the other hand, you probably drive everywhere, avoid stairs, never carry your own bags, eat processed foods, use a remote garage door opener, and don't even leave the couch to surf the TV channels. You probably expect your ol' lady to do all the work in bed and have an expensive gym membership that you never use. Well, time for a reality check. You are going to be in pain every day for the next ninety days. Are you ready for that, or wanna quit now and save us both a lot of time and energy?"

Between clenched teeth and chunks of vomit Dom managed to spit out a defiant, "Fuck you!" but without conviction.

"Okay then," said Monk, pointing to a pile of scrap metal in one corner. "First thing is to build yourself an iron pile and start working on those puny arms and that flabby gut."

With that, Monk showed him how to use the welder and the cutting torch and how to scribe a circle on metal and then turned him loose. The rest of the day would have been funny if it wasn't so pathetic. As Monk worked on the old Pan motor he listened to Dom curse, moan →



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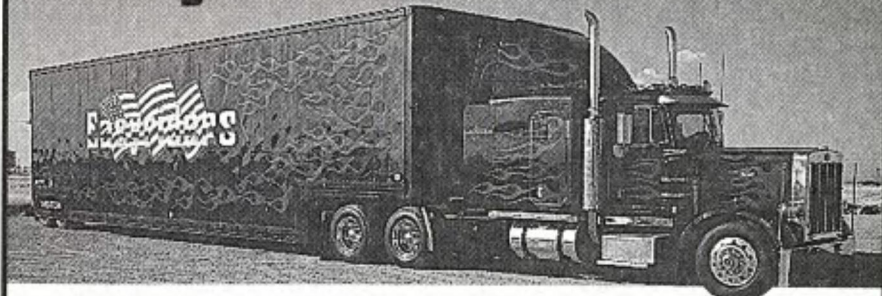
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and struggle with the heavy iron. Sparks from the welder burned his forearms; a metal off-cut dropped onto his foot; the leg of his jeans caught fire from molten slag; he hit his hand with a hammer and a wrench slipped off of a bolt and grazed his knuckles. His shirt got shredded when he let it get too close to the grinder, and he grumbled constantly about his back as he wrestled the one-inch thick plates on and off of the workbench.

Monk couldn't recall ever seeing such a klutz with tools. But by nightfall Dominick had put together a bench-press bench, a bar with assorted plates and a set of dumbbells. The cuts were rough and the welds questionable but he had stuck to it. "Maybe there is hope for this wingnut yet," Monk mused.

Dom fell asleep on his mattress in the corner that night, fully dressed and too tired to even finish the cold beer clutched in his burned, bruised, and blistered hands. This was undoubtedly the first day's physical work he had done since he was a student.

The next morning training began in earnest. Monk and Tyson led Dom on a run down to the beach. It was a short run—but before they had gone even half a mile Dominick was puking in the gutter and trying to catch his breath at the same time. It was a pathetic sight to see a grown man whimpering like a whipped puppy. Three months just would not be enough time.

However, after a breakfast of oatmeal and egg whites Dom felt better. But not for long. An hour of pumping iron on the pile and he had lost his breakfast. In the afternoon Monk introduced him to the basics of balance and movement, explaining that this was the foundation of all fighting, but by three o'clock Dom was rat shit so Monk let him relax in the sun as he went back to work on his bike.

For Dom, the next few days became a blur of sweat, strain, blood and vomit. But by the end of one week, he felt his body slowly responding to the effort. His recovery time was a little better each day, and he was even managing to hold a few meals down.

At the start of the second week, in the middle of his weight routine, he was surprised to find Danica, his attorney, standing at the edge of the pit watching him.

"Where did you come from?" he asked, "and how did you get past Tyson?" With that Tyson padded over and affectionately wagged his stump of a tail.

"Oh, I just dropped by to see how you were doing. You're looking good," she said as she smiled and leaned down to scratch Tyson's ear. "Where's Michael—I mean Monk?"

"Went into town to get some bike parts, I think. He doesn't exactly tell me his business," Dom said racking the bar and toweling himself off. He was kind of proud that he was already benching 135 pounds and his flabby stomach was beginning to respond to the endless sit-ups and crunches.

"Danica, while I have you alone, answer something for me. Who is this guy and what's with this Monk stuff?"

"He hasn't told you?" she asked.

"Hell, if it doesn't relate to training he doesn't even talk to me. I haven't even been invited into his house," Dom said.

Danica thought for a second and then said, "You're right, he doesn't talk about himself. As best I could tell from his military records, he was a Navy Seal attached to a thing called SOG in Vietnam. He saw a lot of action but most of his file was classified. One thing I did learn was that instead of taking R&R in Hawaii, like everyone else, he would go off and stay at some monastery and study martial arts. When his third tour was up, he chose to spend a year visiting other monasteries and training centers in Southeast Asia. I guess the local monks pretty much accepted him as one of their own." She continued, "When he finally returned home he used his accrued military back-pay to buy this place. I think he still does some advisory work for Uncle Sam but doesn't talk about it and pretty much keeps to himself. Just likes to build bikes and seems most comfortable around other bikers. He has even been asked to join a couple of the clubs, but says he has never found the urge to wear colors."

With that they heard Monk's bike pull into the workshop so they walked inside. Monk ignored Dom but seemed genuinely pleased to see Danica, giving her a hug and displaying the closest thing Dom had ever seen to a smile from him.

Eventually he turned to Dom and said, "Strip the bike," pointing to Dom's Heritage in the corner. It had sat there since Dom first arrived, the ball peen hammer marks still a grim reminder of their meeting.

"What do you mean, strip it?"

"I mean fenders off, tank off, motor out, tranny out, wheels off, down to the last nut and bolt. You're going to learn more about Harleys than just the retail price and where to stick the gas."

Trying to save some face and act tough in front of Danica, Dom said, "I'll do it tomorrow. I got to go into town and see someone. It's been a couple of weeks and I need to get some pussy."

"Listen, shitbird. If you don't work and train you will be the pussy. You'll be spreading your pink cheeks for half the prison population of wherever you end up." That was enough to send a shudder through Dom and motivate him to get to work stripping his bike. Dom didn't see Danica squeeze Monk's ass as they turned and went into the house.

Over the next few weeks Monk explained and demonstrated the eight key principles of street fighting to Dom. The first lesson came when Dom put his fists up to fight, school-boy style, and Monk kicked him in the stomach.

"First rule: there are no rules—fight dirty. Don't hesitate to kick, gouge, stomp, or bite if necessary, and use any available weapon to win," Monk lectured as Dom rolled on the ground hugging his gut.

The next day Dom learned to attack vital areas such as the eyes, throat, groin and joints—not wasting energy on the parts of the body with strong bones and heavy muscles.

On the third day Monk taught him the importance of aggression and attacking the attacker—intimidating him with



"As a matter of fact, back in college I was voted most likely to suc-cock."

ferocity and a willingness to mix it up.

The lesson for day four was the KISS principle—keep it simple stupid. No Hollywood kung fu or spinning kicks. Just short, fast, hard and violent techniques that worked in the close confines of a bar or cell.

On day five Dom learned not to stop until his opponent was beaten and out of the fight, and never to let him get up after having knocked him down.

When Dom showed hesitation or caution, Monk taught him number six, that he should expect to get hurt in any fight. If he accepted that he would get hit or even cut, he could just let the pain make him more determined or even go psycho on his attacker.

The seventh lesson was never to go to the ground or lose mobility. Dom learned to stay standing, kicking, punching and stomping, and always aware of the potential for multiple attackers.

The last lesson, number eight, was to be mentally prepared at all times. This meant knowing who was near him, who was behind him, and who might pose a threat at any time. Dom learned that he had to know where he could move and what he could utilize for a weapon, to live in a state of semi-paranoia—like an animal in the wild or a soldier in combat.

Over the next month Dom fell into the painful daily routine of run, puke, train, puke, work, sweat, sleep. He lost track of time. He rose with the sun and by dark felt exhausted onto his mattress in the corner. That smelly old mattress felt better than any king-sized bed in any five-star hotel. It wasn't much but it was *his* mattress, *his* space ... even if Tyson oftentimes felt he could share it.

As time wore on, Dom got a training routine going and was able to progress, at least with the weights, without Monk's constant vigilance. In the afternoons, the fight training progressed into the forming of a fist, striking techniques, work on the heavy bag, followed by the intricacies of Aikido wrist and joint locks and the simple brutality of the CQB techniques. Dom never ceased to be amazed at Monk's speed and power—he even had the aches and bruises as testament. He hadn't had the time to think about his other life, his legal problems or even his friends, and Monk had no phone with which he could call them.

After six weeks of hard training and a high-protein diet, Dom was fitter than he had ever been in high school. The steroids he'd been taking had also added muscle mass and an extra edge to his workouts. But he still wasn't happy with what he saw in the mirror. Even though his arms were getting bigger and he could now run the length of

Zuma Beach without throwing up, he still felt that he didn't look tough. He wanted tattoos like Monk's and the other bikers he had seen.

That evening, he went into Hollywood, walked into the first tattoo parlor he saw, and had a small tattoo of a skull put on his upper right arm. The next morning as they got ready to train, he pulled off his shirt and displayed it to Monk.

"What's that little thing?" Monk asked.

"What does it look like? It's a tattoo," Dom said proudly, but a little hurt by Monk's reaction.

"It's so small. Only wannabes and

"ONLY YUPPIES AND WANNABES GET LITTLE TATTOOS"

yuppies get little tattoos. If you want tattoos, get something that has meaning. Make a statement. Get something you can wear with pride."

That afternoon during sparring Monk kept popping Dom on the right arm, making the tattoo bleed. But that wasn't unusual since he always seemed to find and target Dom's weaknesses.

That evening they rode back into town where Monk took Dom to meet Frank at Tattoo Mania on Sunset Boulevard. As he slapped down a wad of hundreds he had taken from Dom's wallet, he said, "Frank, take care of this boy and make it bad." Then he left.

For the next couple of hours Dom went through back issues of *Savage* and *Tattoo* magazines while Frank sketched up some designs. They settled on an armpiece for his left arm and shoulder of a blindfolded Lady Justice with flowing robes, a sword in one hand and the scales of justice in the other. She stood on a mound of tormented skulls and the whole piece was surrounded by heavy black tribal work.

At first Dom was concerned at the size of it, but soon succumbed to the addictive dull ache of the needle and the open admiration of the steady stream of people who came in to watch Frank work.

It took most of the night, but at least

Monk didn't target his arm the next day at training. In fact, he seemed quite impressed with both Frank's work and Dom's commitment.

Over the next few weeks, when Monk wasn't running him ragged, Dom went back to see Frank several times, drawing more money from an ATM machine with a card that Monk hadn't found in his jacket. The small skull tattoo was soon lost under an armband of barbed wire, some more tribal work over the shoulder and an Oriental dragon winding down the forearm. Combined with his new leaner body, slicked back shorter hair, mustache, goatee, and Blues Brothers shades, he felt that he had begun to look quite the part.

The CQB had become Dom's favorite part of the day. Monk had taught him a small but effective repertoire of fighting techniques, each with a specific application and all brutally efficient. Each day he worked on the bag with his vertical punches, horizontal punches, ridge hand strikes, and palm heel strikes—visualizing attacks to the eyes, throat, groin, nerve centers and joints. He practiced his blocks and turns, often incorporating kicks and strikes, hundreds of repetitions each. No wasted motion, balance, speed, power—and no mercy.

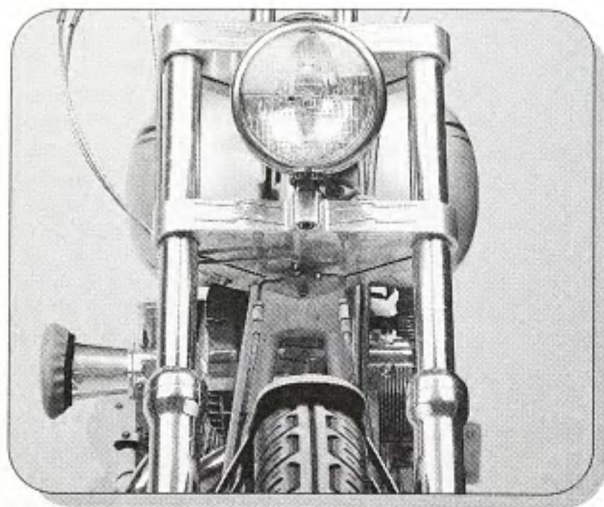
When he sparred with Monk he held back nothing, even though he knew Monk was holding back and could slaughter him if he wished. He also knew that if he didn't attack hard and with conviction, Monk would teach him another painful lesson. There had been all too many of those—one even breaking Dom's nose and another cracking a rib. The rib still hurt but he now wore the bent nose with pride—the mark of a fighter.

The new Heritage that he'd ridden in on was now unrecognizable. Most of the bike's accessories sat unused in the corner. They would remain unused. Dom, with Monk's guidance, had cut and stretched the frame, rebuilt the motor and transmission, set up a 180 rear tire with a chain drive, redesigned the exhaust pipes, bobbed the rear fender, and stretched the gas tank. Still without paint or molding, and almost devoid of chrome but for the high bars, it was now a lean, rowdy little chopper.

The night that they finally got the bike back together and the motor running, Monk suggested they head to a bar over in the Valley to celebrate.

As they pulled up outside, Dom saw that it was not the biker bar he had expected. In fact there were no bikes, just a parking lot full of pickup trucks and a sign that said "Saloon." Country dance music drifted out into the street.

"Go on in and grab us a couple →



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of beers while I lock up the bikes," Monk said.

Dom had barely reached the bar when a big cowboy, complete with Stetson, rodeo belt buckle, and snakeskin boots, leaned into his face and said, "We don't like no white trash bikers in here."

Getting past the initial shock, Dom smiled and said, "Hey, no need to get hostile, we just came in for a beer."

"I don't see no WE, and I think I am just gonna stomp YOU, you pissant," the cowboy shot back.

Dom tried again. "Listen, let me buy you and your buddies a beer," he said, hoping Monk would come to back him up. No such luck.

"Outside, asshole. You and me are gonna dance," the cowboy snarled.

Feeling confidence coming back, Dom said, "Fine, let's go," and turned to walk outside. That's when the lights went out.

Again he came to in the parking lot with beer being poured in his face. This time there was blood matting his hair at the back of his head.

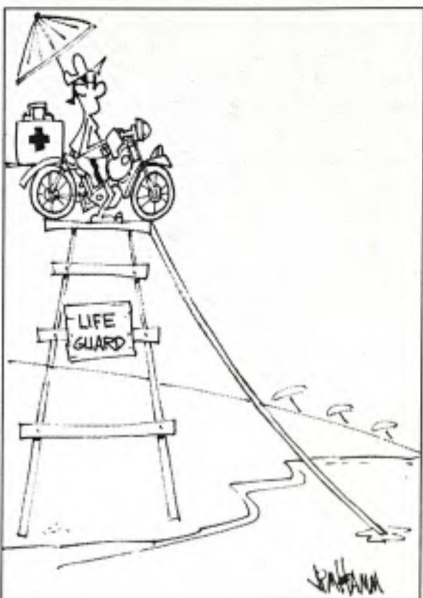
As he looked up at Monk he asked, "What happened?"

"You fucked up. That's what happened," Monk said. "First, when that shit-kicker got in your face you tried to talk your way out of it. That was interpreted as fear. Then when you agreed to go outside you turned your back on him and he popped you with a beer bottle."

"So what did you do?" Dom asked.

"Oh, I had a beer while the bouncers dragged you out here," Monk smiled. "I had to let you learn a lesson, and pain is an awfully good teacher."

Dom was getting mad. He picked himself up, headed back into the saloon, found the big cowboy still leaning on the bar, and hit him as hard as he could in the kidneys. This did not have



the desired effect. The cowboy grunted then turned and charged at Dom like a wounded bull.

Dom had just learned another lesson: One punch knockouts didn't exist—at least not for him. But now he was not only mad, he was frustrated.

He side-stepped the charge and caught the cowboy in the solar-plexus with a ridge-hand strike. This got another grunt but did not stop the cowboy from turning and coming at him again—this time a little more cautiously. Dom at least thought he had hurt the cowboy so he balled up his fists and prepared to duke it out.

As the cowboy swung a huge right fist, Dom ducked under it, stepped in and fired a palm heel strike to the base of his nose. Dom then stepped back and executed a side kick to the cowboy's knee. As the cowboy went down Dom stepped back to admire his work.

As the injured but enraged cowboy picked himself up, he grabbed a chair and, as Dom tried to duck, crashed it into his back and shoulder. Immediately that shoulder and arm went numb.

Just then the sound of approaching sirens could be heard. The cowboy's friends immediately stopped his next attack and hustled out of the bar before

everyone ended up in the slammer.

At the same time, Monk walked over and pulled Dom out the door. When they reached the bikes Dom doubled forward and vomited all over the sidewalk. He was shaking and sweating all over.

"REVENGE IS A PLATE BEST SERVED COLD"

This lad just ain't gonna make it, Monk thought to himself.

When Dom had composed himself a little, he asked hopefully, "So how'd I do?"

"Not good. First you went in mad, forgetting that revenge is a plate best served cold. Your fighting must be coldly efficient not blinded by rage. Second, you didn't go for vitals when you had the chance. And third, you let him get up after

you had already knocked him down."

Monk made the training the next day harder and more brutal than usual. Just when Dom was feeling some confidence and a growing bond with Monk, here he was treating him like when he had first arrived. This went on for the next few days with Monk driving him to the brink of exhaustion, making Dom use everything he had learned just to survive the workouts.

One evening, while cleaning up the work area, Dom said, "This is my last night. It has been ninety days and I go before the judge tomorrow for final sentencing. Do you have any advice for me?"

"You'll be okay," was all Monk said, not really believing it.

Dom had acquired some fighting skills and was at least in better shape than he had ever been in his life, but Monk was not convinced that he had the heart or the street savvy to survive in the joint. Occasionally he would see a glimmer of hope during training, but then Dom would fold under serious pressure. Hell, Monk had even come to sort of like the guy, but that was the last thing Dom needed to hear the day before he faced the toughest test of his life.

"Keep in touch. I'll have your bike here when you get out. We'll take a long ride somewhere," was all Monk could manage to say. —end of Part Two



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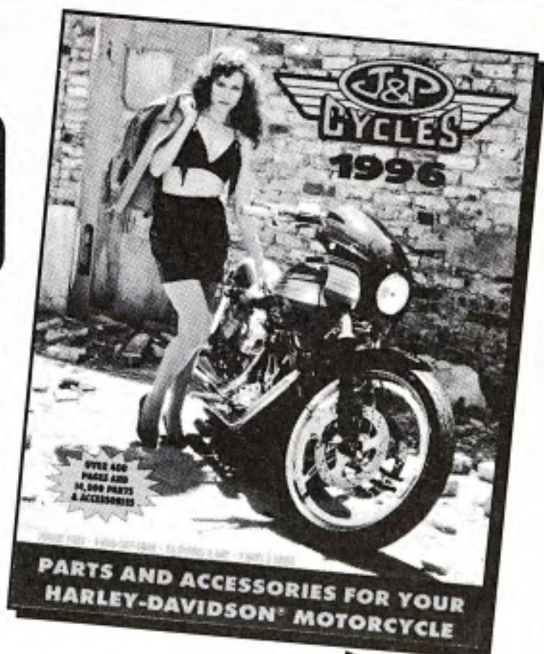
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VIDEOS: Daytona Bike Week '94. The video by Bikers for Bikers, Main Street, Beach, Wet-T's, Parties and more. One-hour VHS in HI-FI stereo, only \$20. Production includes S&H, send check/cash/M.O. to Iron Knight Productions, P.O. Box 298, Estero FL 33928-0298 (Fla. res. add 6% sales tax).

VIDEOS: ADULTS ONLY! ALL VIDEOS CONTAIN NUDITY! Videos by Bikers, for Bikers. Hot Music by Socially Unacceptable! Daytona '95—\$30, Daytona '94—\$20, Biker Key West—\$30, Hot Biker Girls—\$35. All prices include S&H. Send your check/cash/money order to: Iron Knight Productions, P.O. Box 298, Estero, FL 33928-0298. (Fla. res. add 6% sales tax).

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MISCELLANEOUS

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USED HARLEYS WANTED: Barnett Harley-Davidson, 9501 Montana, El Paso, TX 79925. (800) 736-8173 or fax: (915) 591-8889. Cash for used H-D's. We pick up nationwide, over 250 Harleys in stock. 1995 models in stock with 72-month financing.

USED HARLEYS WANTED: We buy, export, sell used Harley-Davidson's. Top cash paid. Yarock Music & Motorcycles, 5416 S. State Rd. 7, Ft. Lauderdale, FL 33314. We ship worldwide. (954) 327-8144, fax: 954-327-8143.

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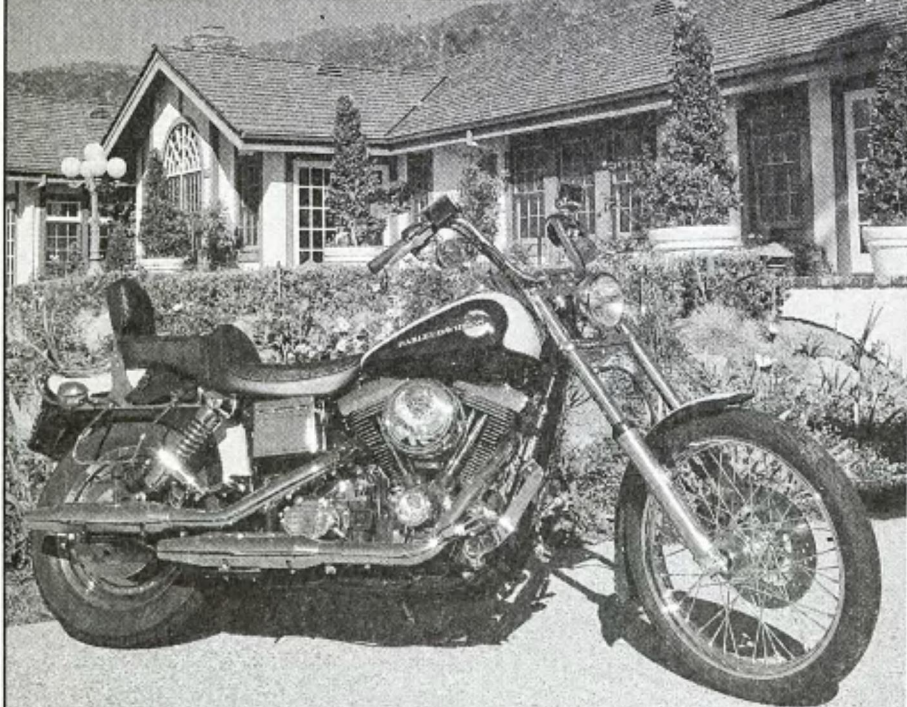
CHROME PLATING: Watson's Chrome Plating Service. Free price list. Self-addressed stamped envelope to Watson's 2900 E. Broadway, Alton, IL 62002.

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SHOW QUALITY CHROME, GOLD & BLACK CHROME PLATING. All parts are triple plated and guaranteed not to chip or peel. Factory direct - new bolts, nuts & fittings chrome & gold plated. Worldwide direct mail order service. Free price guides. THE CHROME PIT, (204) 757-2387 or Toll free (800) 661-6787.

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TECH TIPS

GETTIN' YOUR KICKS FOOT STARTING FOR BIG TWIN FIVE SPEEDS

In the manly world of Milwaukee motorcycling (spelled H-D), there's nothing more macho than stomping a Big Twin into life. Bystanders will marvel at your skill, strength, coordination, and boot size. The talent turns particularly tasty to contend with dead batteries, stuck solenoids, and seized starter motors. Last but not least, kickstarting can improve your putt's performance—since it lets you eliminate the weight of the electric starter, related hardware, and even the battery on magneto and/or alternator equipped engines.

Just one problem. When H-D went to the five-speed transmission, they forgot to put a kicker on it. For starting you have only three choices: thumb (as in press the button and pray), run and bump, or thumb (as in for hitch-hiking).

Aftermarket to the rescue. Thanks to clever craftsmen across the country, you've got ready routes to ride on the road to five-speed kickstarters. And we've got the map:

Complete kits. Three sources (see list for details) give you the goodies to convert your five-speed to foot starting. Chrome Specialties (photo 1) and V-Twin Manufacturing have similar units, with cast trans end cover, kickstart arm and related parts, mainshaft extension. Billet Bilt, true to its name, whittles its cover out of solid aluminum to .200-inch thickness overall. All three include a billet transmission door, which mounts the kickstart cover. This threesome also uses the late 1987 and up ball-and-ramp, cable-only clutch release. If your five-speed predates that, you can update with a kit from either Chrome Specialties, V-Twin, or H-D parts. Post-1990 gearboxes also need clutch adjuster and nut (see parts list). If that's not enough, both V-Twin and Chrome Specialties also have a special tool that cuts conversion time in half.

Conversion trapdoors. A very clever kit from Sputhe (photo 2) lets a standard four-speed kickstart cover, gears, clutch release, etc. (photo 3) mount on a five-speed case. It includes a special trapdoor with the five-speed bolt pattern

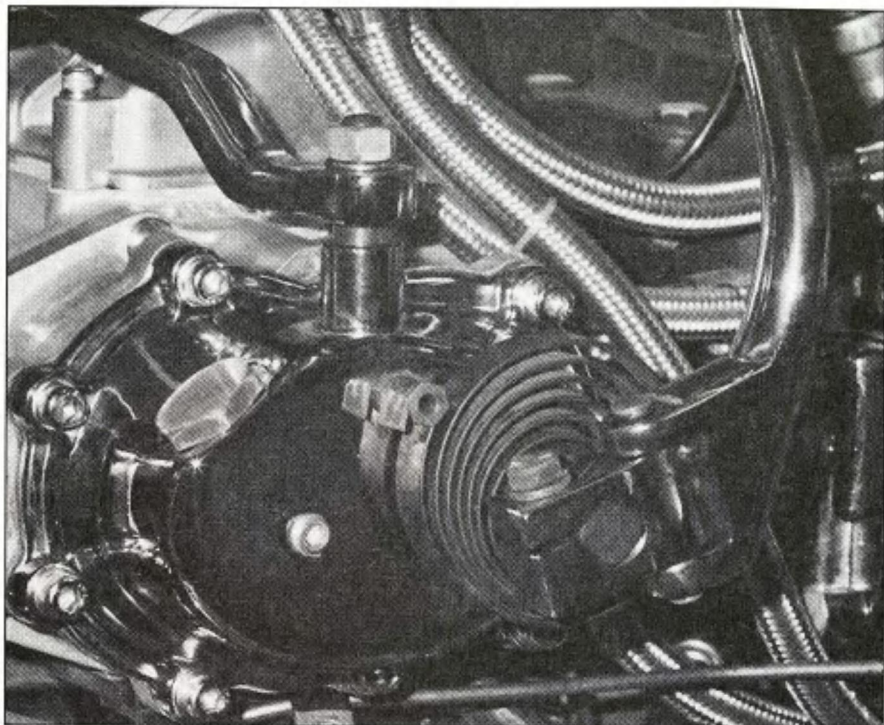


Photo 1

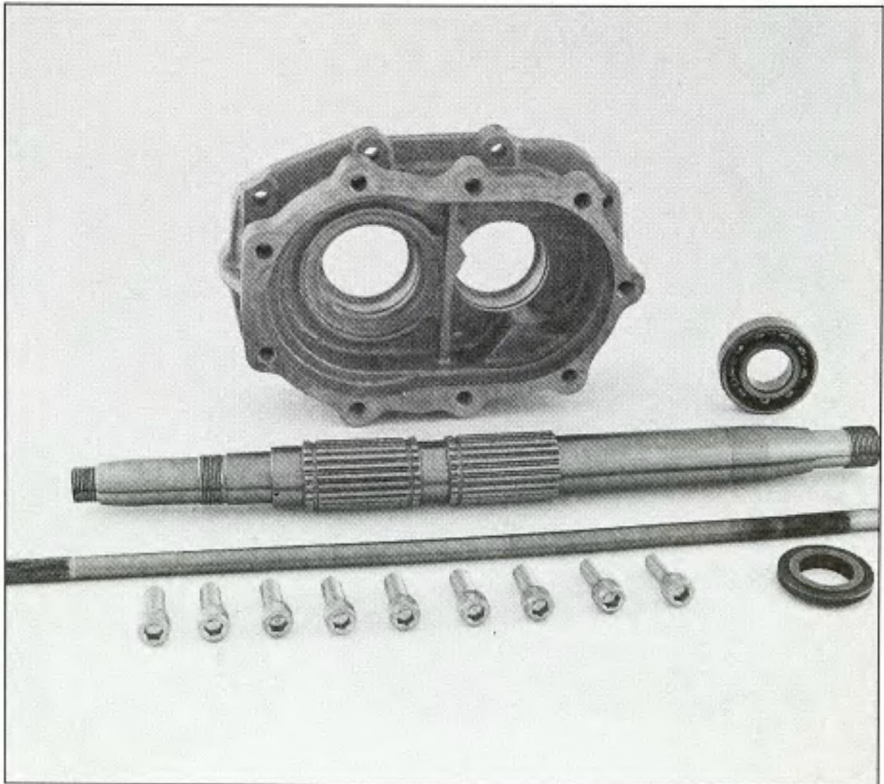


Photo 2

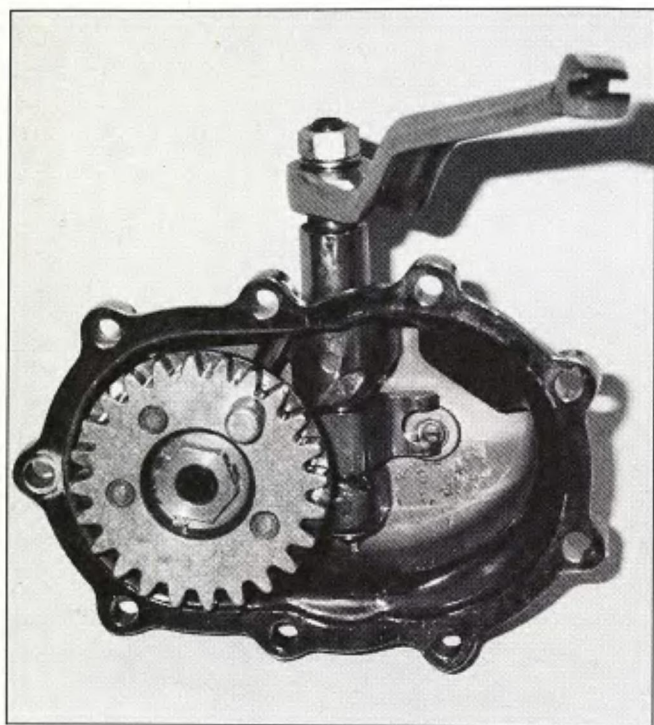


Photo 3



Photo 4



Photo 5

on one side and the four-speed kicker pattern on the other. In place of an add-on extension, Spuhter supplies a special longer mainshaft. This one-piece construction is stronger, but does require trans disassembly to install. Offsetting that is the potential cost savings of using a stock four-speed kicker, or a wide choice of after-market units. This conversion works best on pre-1987 machines with cable-to-lever clutch release; later transmissions lack the top cover with cable bracket (photo 4). Because of the extra trans width, the lever may need lengthening, depending on clutch cable and bracket. A great work-around: Perry's and DPD's four-speed kicker covers incorporating a hydraulic clutch release, available from Custom Chrome (photo 5) and Nempco; these eliminate cable and lever hassles.

The old and rare. Another similar adapter from Grannys Trannys (photo 6) mated five-speed box with four-speed kicker, and came with shifter shaft and clutch pushrod extensions. To speed installation, it had an extension (photo 7) that mounted directly against the mainshaft end (spacer and nut were left off). →

TECH TIPS

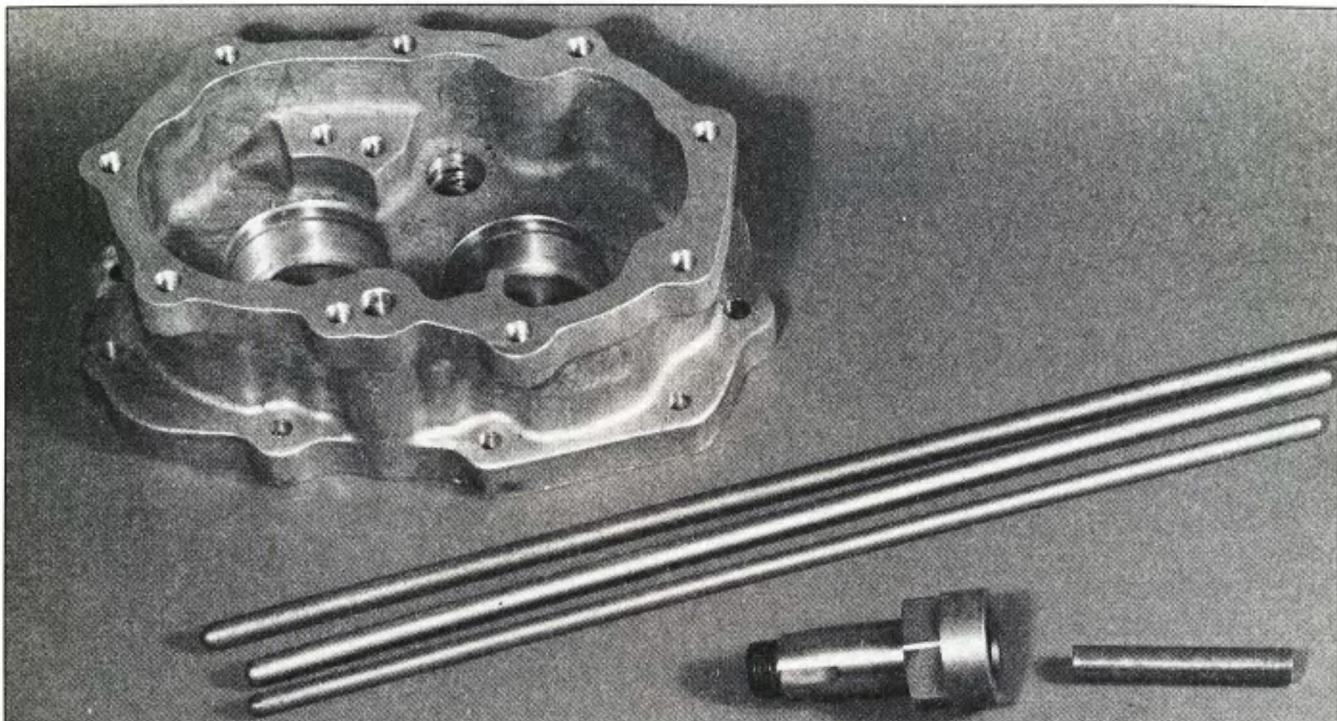


Photo 6

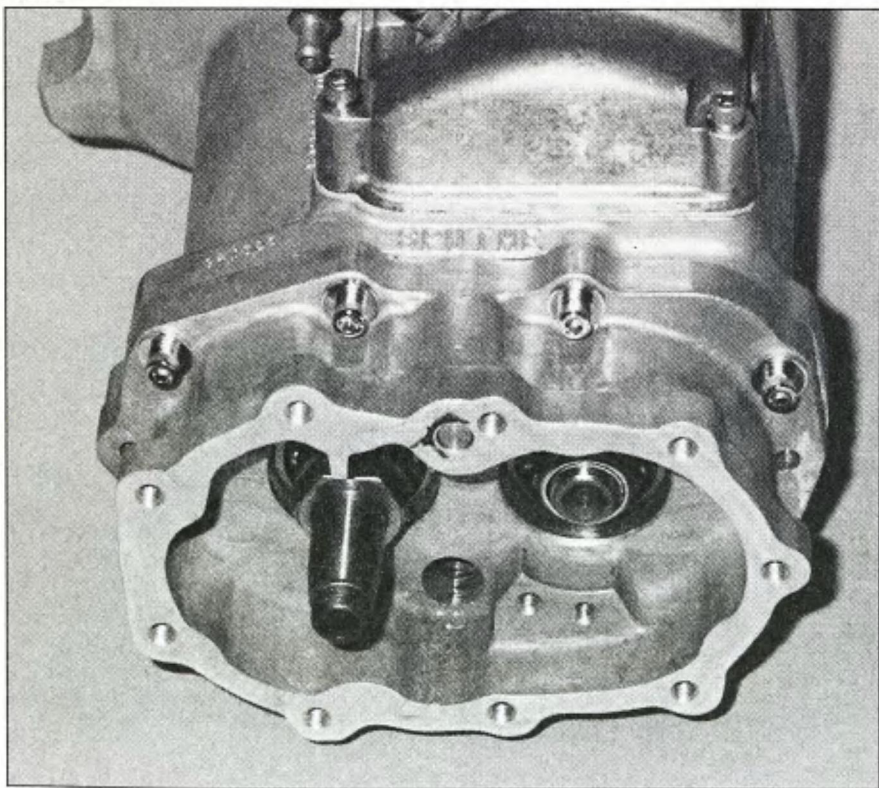


Photo 7

It accepted mostly stock four-speed parts. Exceptions: five-speed throw-out bearing and release finger (H-D 37070-39B); starter clutch spring (H-D 33391-36) stretched to 1½-inch high, clutch lever (H-D 37054-79) lengthened about 2.5 inches and bumper pad screws in 1/4-20 instead of 1/4-24 threads. What's this unit's downside? It's no longer manufactured; try swap meets if you are venturesome. Even more of a rarity: the "Little John" overdrive five-speed transmission, complete, used a four-speed kickstarter; it was manufactured in Colorado in the late 1970s. A long way to go just to add a kicker.

Score the skinny. Before you take the plunge, survey kickstarter sources for the details of your installation. A couple of other hints. Tighten the capscrews of kicker covers slowly and sequentially (photo 8), while rotating the kicker shaft, to ensure smooth operation. The greater width of these kicker units may require a change to oil lines or exhaust system.

Now that may warm up your leg a taste. But, hey, it could be just like liniment for that quadricep aching from its new role, right?

—Jake

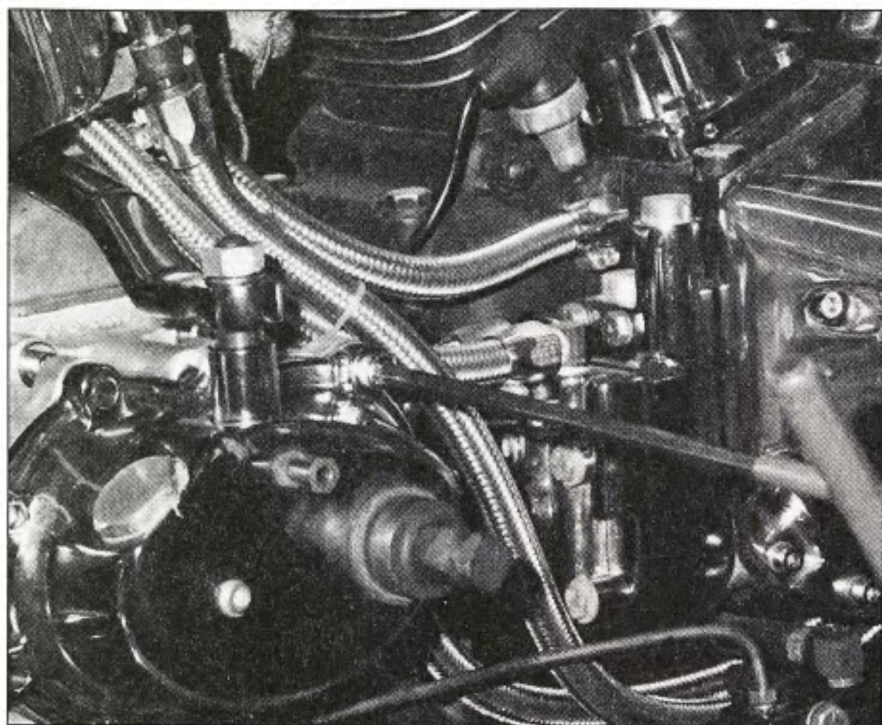


Photo 8

Table 1: Kickstarter pieces and parts

Components	Source
Kickstarter conversion kit (includes 1987-up trapdoor and end cover) (requires 1987-up cable only clutch release)	CSI (050046), Billet Bilt, VTM(221049)
1987-up clutch rel. kit	CSI (050051), VTM (183212)
1987-up clutch cable	CSI (110686 or 110685)
Clutch adj. screw for 1990-up	H-D (37357-84), CSI (070009)
Locknut for 1990-up	H-D (7848W), CSI (070010)
Kickstart conversion trap door (includes trap door, mainshaft) (requires 4-speed kickstarter, clutch release arm)	Sputhe
4-speed kickstart assembly	H-D (33056-90T); CCI (25-941); CSI (050020) Nempco (49-0630)
4-speed clutch release arm	H-D (37054-79A); CSI (07022); CCI (18-430)
4-speed hydraulic clutch kit	CCI (14-981); Nempco (26-9902)

Table 2: Kickstarter sources

Source	Kickstarter	Clutch release	Comments
Billet Bilt	included	1987-up	pre-'87 transmissions require update to ball & ramp clutch release
Chrome Specialties	included	1987-up	pre-'87 transmissions require update to ball & ramp clutch release
Grannys	uses 4-speed parts	pre-1987	requires pre-'87 (cable to lever) or hydraulic clutch release; no longer manufactured; check swap meets
LJR	included; 4-speed	pre-1987	entire 5-speed trans; no longer manufactured; check swap meets
Sputhe	uses 4-speed parts	pre-1987	requires pre-'87 (cable to lever) or hydraulic clutch release; requires trans disassembly to install longer mainshaft
V-Twin Mfg.	included	1987-up	pre-'87 transmissions require update to ball and ramp clutch release

Sources

Billet Bilt
P.O. Box 83203
Phoenix, AZ 85701
(602) 869-0206
Kickstart conversion for 5-speed gear boxes, including Sputhe

Chrome Specialties, Inc. (CSI)
4200 Diplomacy Rd.
Ft. Worth, TX 76155
(800) 527-1635
Kickstart conversion for 5-speed gearboxes
1987-up clutch actuator hardware
4-speed kickstarters

Custom Chrome, Inc. (CCI)
16100 Jacqueline Ct.
Morgan Hill, CA 95037
(800) 729-3332
4-speed kickstarters
4-speed kickstart cover with hydraulic clutch release

Nempco, Inc.
Northeast Industrial Park
Building 11
P.O. Box 311
Guilderland, NY 12085
(800) 343-3707
4-speed kickstarters
4-speed kickstart cover with hydraulic clutch release

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 transmission
Kickstart conversion trap door and mainshaft

V-Twin Manufacturing (VTM)
Box 473
Vails Gate, NY 12584
5-speed transmissions complete
Kickstart conversion for 5-speed gearboxes
5-speed transmission parts
1987-up clutch actuator hardware
4-speed kickstarters

TECH TIPS



CONFEDERATE MOTORCYCLES

A Talk With The Maker Of This Rebel Ride

In an industry dominated by Harley clones, Confederate Motorcycles shows wild inspiration and innovation.

The company works out of a 5,400-square-foot building in Baton Rouge, Louisiana, not far from the campus of Louisiana State University (LSU). There are currently seven full-time employees and a couple of part-timers working with Company President Mat Chambers.

The look of the Confederate Hellcat Roadster, with its single saddle seat, is decidedly different. The chassis is all hand-fit and TIG welded with a 65-inch wheelbase. The five-gallon, hand-pounded aluminum tank rises far above the wheel-hugging rear fender. The frame holds 6 1/2 quarts of oil and cools the massive motor without an unsightly oil bag.

The 1 1/4-inch tubular triangulated



rear swingarm took years of engineering and research. The shocks are visible, maybe 10 degrees off horizontal, and located directly under the seat. The rear chain is driven from the right side of the bike.

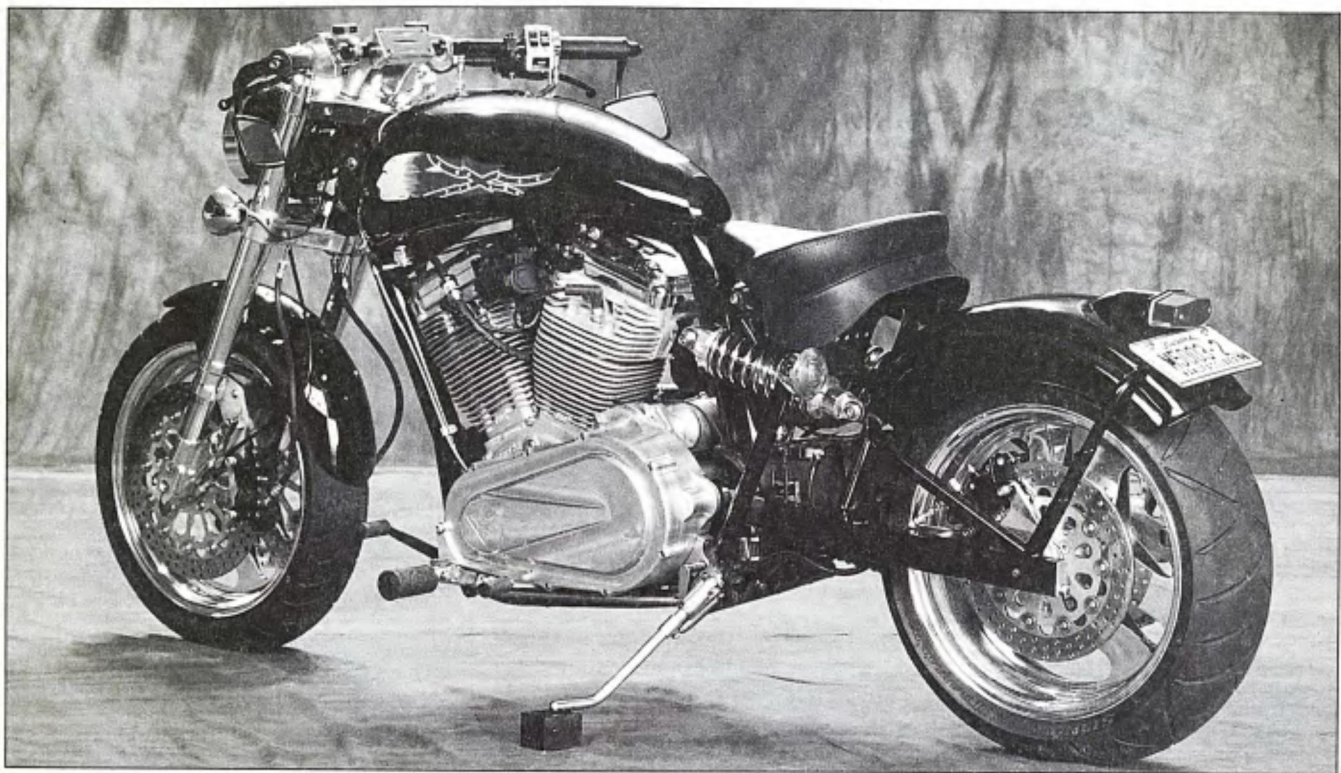
Nestled within this unique frame is a massive S&S power plant linked to the Sputhe/Andrews five-speed transmission by specially built shortened billet

aluminum inner and outer primary cases.

Dunlop II Sportmax radials, a 190 on the back and a 120 on the front, are mounted on 17-inch polished aluminum wheels to finish the look. The frame gives this bike a neo-classic American design.

As interesting as the looks of the motorcycle is the man who created it: 41-year-old Mat Chambers. Mat practiced law for 14 years, and during that time he had a client who suffered an unfortunate incident at the hands of the Livingston Parish Sheriff's Department. The man was awarded \$8.8 million, and though they didn't collect all of that, Mat's share of what they did collect was a tidy sum. He sold his law practice and began looking for something else to do. It wasn't long before he decided that he wanted to devote himself to building "the ultimate American motorcycle."

When describing his creation, he says, "We haven't cut any corners. Our bike is going to be around \$23,000 on the retail side. We want to build something that will last forever.

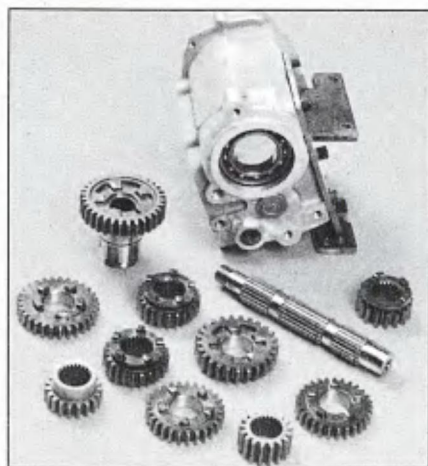


Photos: from Confederate Motorcycles

"S&S advised us to build a motor that would last as long as a stock 80 inch, will make good power, but is well modulated and very accessible for street use. So what we have is a linear power curve similar to a 911-series Porsche. They will pull hard to the high end but they also have a lot of torque at the low end. We use a mild cam, 9.8 to 1 compression, free flowing heads, a good flowing exhaust system and 93 cubic inches, 3 1/2-inch by 4 1/2-inch bore and stroke but nothing radical. Nothing that's going to tear itself up. And nothing that is difficult to handle on the street. It is a 490-pound motorcycle with 102 horsepower at the crank.

"Our frame holds six quarts in the three-inch backbone. There's a two-inch diameter downtube. We have the .12-gauge, three-inch OD backbone welded to an elongated steering head and a bend strength tested here at LSU. They say we are not losing any structural integrity there. It goes straight into your swingarm pivot.

"The way that the primary system is set up, we have 25 percent less surface



area inside of the backbone of our chassis relative to what Harley's stiffest chassis, an FXR, has. Obviously, less surface area means you have more structural integrity. Our primary is a solid billet unit. Our transmission mounts to the engine and to the cradle of the chassis. The primary and billet output support system mount to the outside of the swingarm which is tied to

the three-inch backbone in the middle with appropriate gusseting. This gives you an extremely overbuilt swingarm area. With this 3-inch material, you don't have flex between your neck and swingarm. Our swingarm is similar to a Vincent design. It's a looped triangulated piece. Very stiff with little or no flex.

"We wanted to drive out of the right side of the motorcycle so we could put a big bearing on the outside of the output shaft. These motors make huge torque down low. The clutch basket outside of the output shaft doesn't allow a sufficient amount of strength on the outside of the shaft to keep it from flexing. Over time, it will prematurely wear out. Ducatis and the like get all their power at high rpms. That big bearing on the outside of ours is locked into a half-inch piece of billet tied into the swingarm. It allows tremendous confidence.

"We have a five-bike-a-week schedule for what will be '96 models. We can build a thousand bikes a year, but I don't think we ever want to do more than that."

—Clayton R. Douglas

TECH TIP

YE OLDE SPORTY RESTORATION

Rejuvenating A Worn-Out Soldier

One of the most overlooked restoration possibilities has to be the early Sportster, and although the bike lends itself nicely to any restoration project (particularly for beginners), rarely do you see it featured in any of the major motorcycle mags.

My old pal Red had a '58 XL sitting in his garage and no clue what to do with it. It was a '70s-style chopper, sitting in a Santee rigid frame, with stretched forks and mag wheels aft and fore and in general not exactly his idea of something he'd want to be caught with on the open road.

After it had been sitting around for about a year, he decided to fix it up. But fix it up how? Customize it? Bring it into the '90s? One day he stumbled across a picture of an original '58 XL Sportster and was immediately taken by the idea of restoring the chopper into what he thought was one of Harley's finest example of a strong, competitive road runner, and one the company's most successful ass-kicking efforts in the motorcycle market of that era.

The first thing he had to do was to take the bike apart completely. He was able to trade many of the parts, such as the frame, the wheels, and a few other things, for original equipment at Sporty Specialties in Fullerton, California. Kirk Kelley, the owner of the shop, is a true Sportster connoisseur and builder who understood Red's efforts. This trade was made somewhat easier by the fact that many parts on the early Sportster were also in use on Sportster models from well into the '60s.

One thing Red wanted was a strong, dependable heart for this ride, without overly modifying the original look or part list. The heads came off and were taken to West Coast Cylinders in Canoga Park, Calif., for porting and polishing, as well as new Rowe valves, guides, and valve springs. The barrels, cases, and everything else were then taken to Regeneration in San Marcos,

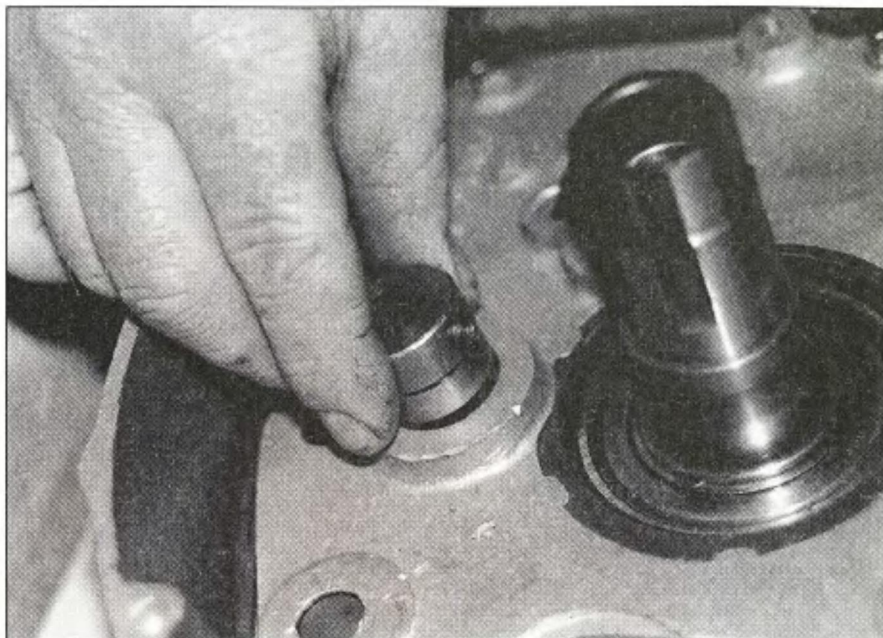


Photo 1

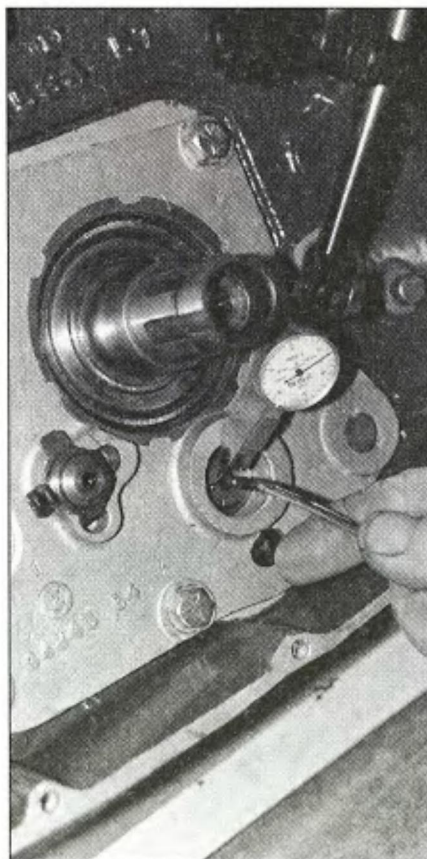


Photo 2

Calif., where shop owner and main wrench Mike Drennen gave this motor a new lease on life.

After opening the cases and examining every little part, Mike decided to toss out and replace almost everything in them. He started with the flywheels, which had been drilled so many times for balance that they looked like Swiss cheese (old Sportys were oftentimes used for racing, more so than Big Twins). Hardly any part, however, was in any shape to be deemed reliable: the bushings were worn, the cams pitted, the cam cover cracked, the crank gear worn out and the tappets tired, among other things.

Although most of these parts were available at the major swap meets in the SoCal area, Red wanted reliability and a guarantee that everything would fit together. "I'm not a big fan of rusty parts and taking chances with ancient parts in such crucial areas as the engine," explained Red. "Besides, who's gonna be able to tell what's inside, anyway?"

He ordered the Sportster's innards through Nempco and V-Twin, and with the exception of the Andrews cams, they all fit according to specs. The cams had to be sent back to Andrews, where they were vapor-honed for a more precise fit. "Many times that's the case," explained Mike. "For some reason these

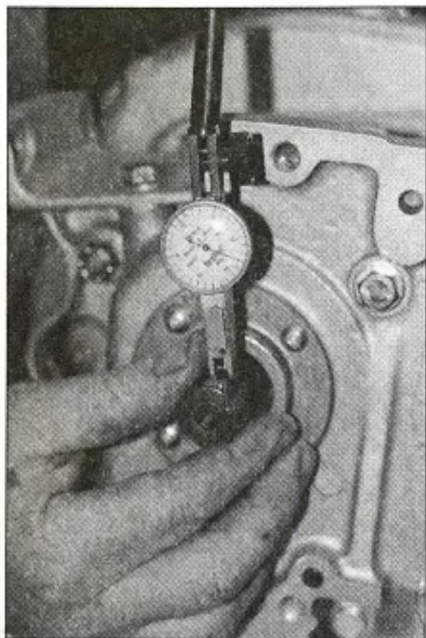


Photo 3

cams are always a bit too large, but the vapor-honing is part of Andrews' service and there's usually no extra charge."

Everything else was simply a matter of replacing one part with another, but of particular interest to Mike is the correct position of the transmission countershaft plug (photo 1). Oil is fed through this plug to the low gear bushing from the opposite end (chain side) of the countershaft.

"While some oil is splash-fed through the countershaft, this bearing receives its oil solely through this plug," said Mike (photo 2). "On the crankcase side, the hole must face up, because if it doesn't, the passage is closed, and the closed end bearing will be starved and eventually seize."

Also, before continuing to remount the chain and crankcase covers, a rechecking of the endplay of transmission main and countershafts is advisable. If endplay of either shaft is not within .0004-inch to .0009-inch, the access cover must be removed and correct size variable thickness washers installed (photo 3).

After gutting the lower end and rebuilding it from scratch, Mike honed the barrels and refitted the pistons (photo 4), taking care that the rings maintained a gap spacing of .004-inch maximum →

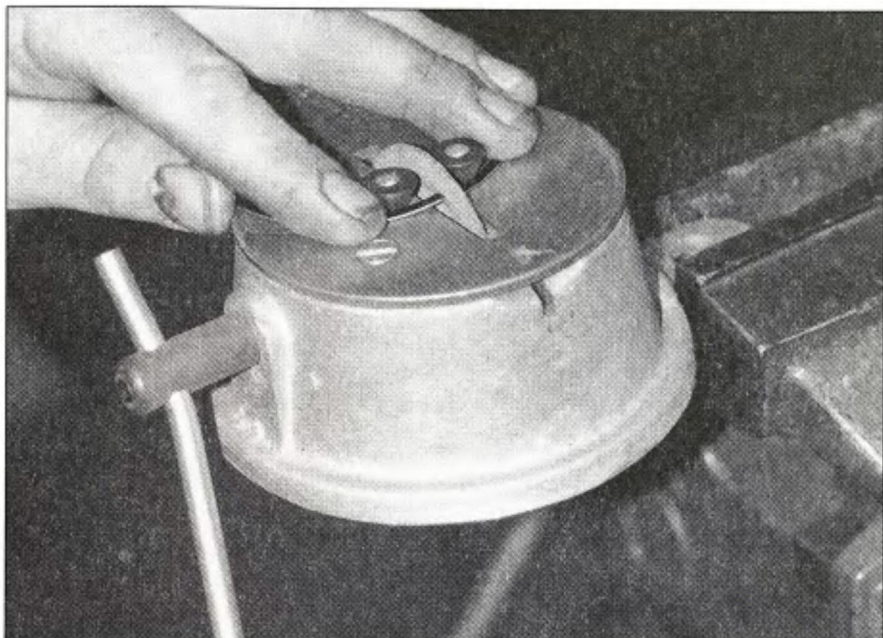


Photo 4



Photo 5

TECH TIP

and staggering those gaps at 60 degrees, in order to prevent oil from entering the combustion chamber (photo 5). In this case, Mike found it necessary to grind several of the rings a bit for a better, more precise fit.

But before installing the rings, Mike also heated the piston lightly with a torch to slip the unheated wrist pin through it and attach it to the rod (photo 6).

Before slipping the barrels over the pistons, Mike also emphasized the importance of a thorough cleaning of the barrel walls with WD40 and a paper towel. "Any residue or dirt on these walls can easily damage the pistons or cylinder walls and shorten the life of the engine. It's definitely a worthwhile effort." (photo 7)

As an extra touch Mike had spray painted the cases and barrels silver to give the engine a more original look.

Red was amazed at how the engine looked when he finally picked it up; he said he hardly recognized it. Back in his garage, he placed the lower end on his work bench, and before replacing the heads and rocker covers, spray painted the heads and head bolts silver as well.

Although Mike usually builds high-powered, big-cube engines of the Big Twin variety, he'll work on anything that comes into his shop. "I'm certainly not worried about being called 'Sportster Mike' or something like that," said the oil-driller-turned engine builder, grinning.

The rejuvenated engine is now ready to go back into the original frame (powdercoated black, for extra toughness) and await complete reassembly of the bike. But that's still several swap meets away.

—Monkeywrench

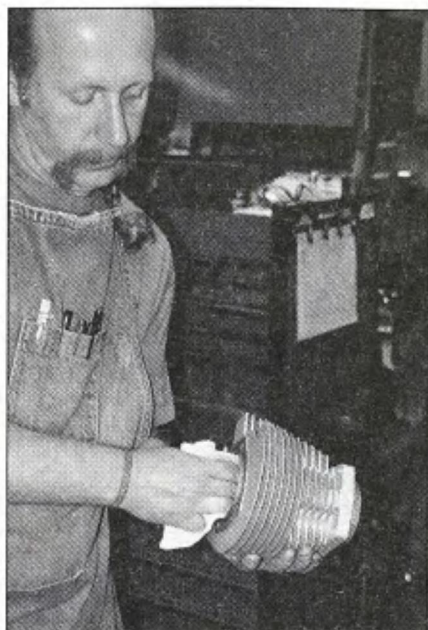


Photo 7

Photos: K. Lowther

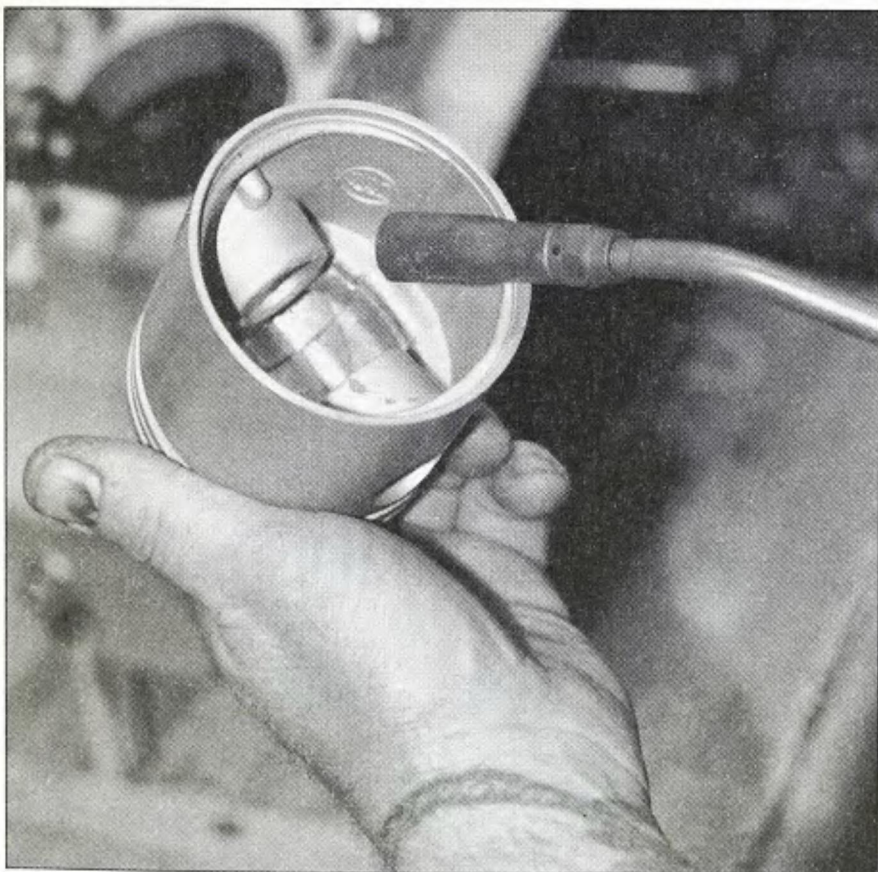


Photo 7

Sources

Regeneration
2930 Norman Strasse Rd., Ste. 105
San Marcos, CA 92069
(619) 599-9155

Sporty Specialties
1875-A W. Commonwealth Ave.
Fullerton, CA 92633
(714) 879-0500

West Coast Cylinders
18405 Hart St.
Reseda, CA 91335
(818) 705-5454

Andrews
5212 Shapland Ave.
Rosemont, RI 06018
(312) 992-4014

Nempco
P.O. Box 9137
Foxboro, MA 02035
(508) 543-6386

V-Twin
P.O. Box 47
St. Robert, MO 65583
(314) 336-4900

TECH TIPS



Photo: from JIMS

Late-model 4-speed kit components. JIMS manufactures its own hard parts (shafts, bushings), and the quality is first rate.

PAIN RELIEF **Taking The Headaches** **Out Of A Big Job**

One of the biggest headaches of any rebuild job is sitting down in front of a parts book and scribbling down numbers for the numerous parts you need to complete the job, and then dealing with several suppliers because your primary source doesn't stock everything you want. Something like a tranny rebuild can be a nightmare when you see the number of bushings, seals and gaskets that are required. Nothing takes the pain out of this job better than having all the right parts on hand when it comes time to reassemble.

The folks over at JIMS have made the job of rebuilding your four-speed tranny a lot easier by packaging together all the parts you'll need for a

standard rebuild kit. They start out with their own top quality, American-made bushings, races, countershaft and shifter fork shaft. They then add every lockwasher, retaining ring, o-ring, shaft key, and hub nut lockwasher you'll need for your specific application. Lastly, they top it off with a premium James Gaskets set with all the seals and gaskets to finish the job. Someone should have thought of this a long time ago. The time saved by not looking up all these numbers and chasing down out-of-stock items from vendor to vendor is time better spent. Not to mention that buying a single kit is much cheaper than buying it piece by piece, especially when you consider that many of these parts are only sold in packages of five or ten by most sources. There are four kits available to cover any four-speed tranny from 1936 to 1986 and current five-speeds.

But if you need to replace any gears, shifter clutches, the mainshaft, or require an oversize bearing race, you will have to order them separately. JIMS also makes and distributes many special tools that make working on your Harley a lot easier. There's nothing like having the proper tools and the correct parts to get the job done right. JIMS products are available from most major vendors.

—Slick Rick

Source

JIMS
Dept. ER
531 Dawson Dr.
Camarillo, CA 93012
(805) 482-6913



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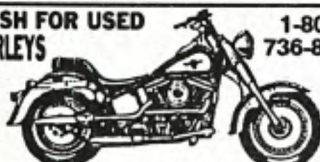
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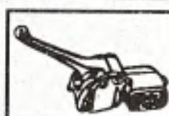


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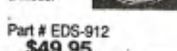
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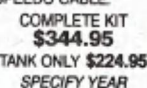
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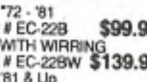
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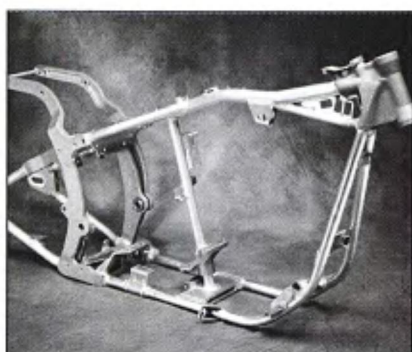
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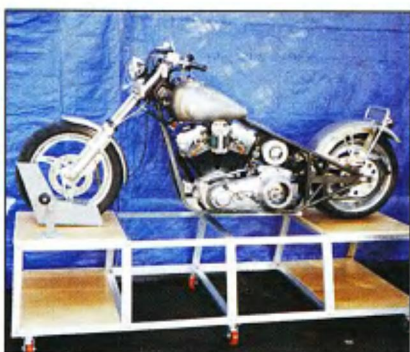
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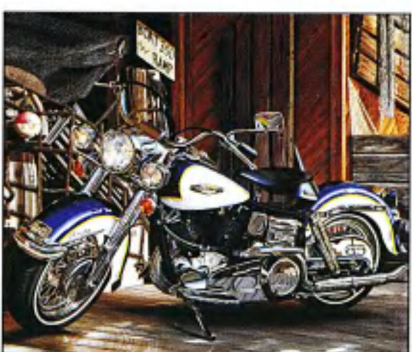
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WHEELER WORK STATION

Ray Wheeler donated one of his full-blown work stations to our JDF campaign last year. The winner received one to match the bike he picked from our raffle (see more on the new JDF Sweeps in this issue). Now he's building a lighter-weight model that's less expensive, has more than 15 cubic feet of storage space, is aluminum with stainless steel hardware, and elevates the bike to 25 inches above the cold, hard floor. Contact Ray C. Wheeler Industries, Dept. ER, 107 S. 56th St., Tacoma, WA 98408; (800) 729-9437.



SCOTT'S CATCH

Here's Scott Jacob's latest release. This print is taken from one of Scott's original paintings, and one of his best, I might add. 'Course, I'm no art critic, but Scott renders his Harleys with unbelievable accuracy. A rider himself, Scott knows what's going on. Check it close. Images within images are reflected in the chrome surfaces. "Catch of the Day" is numbered and hand-signed by Scott Jacobs and available for \$250 through Segal Fine Art in Boulder, Colorado, or call (800) 999-1297. Tell him Snake sent ya.

READERS' RIDES



STEVE NELSON Orange City, California 1994 H-D 883

For Steve Nelson, who's owned more than 20 bikes in his 22 years of riding, motorcycles have been the constant thread weaving through his life. The 38-year-old manager of parts and accessories marketing for Mazda Motor of America says, "I owe my sanity to being able to get on a bike and hit the highway, street or dirt, whatever the case may be. This was my first Harley purchase, although I've been toying with the idea of buying one for years. It was the Sportster that interested me, though. I love that lean, mean, function-only motorcycle look, and the Sporty delivers it better than any other motorcycle."

Steve remembers when he first laid eyes on the black and orange TwinSports racing paint on a basically stock Sporty—with drag bars—perched on a showroom pedestal at California Harley-Davidson in Harbor City, California. As a teenager, growing up in the '70s in Iowa, Steve was a great



fan of flattrack racing, and the showroom Sporty took him straight back to those memories. According to Steve, he knew that the '94 883 he was staring at was "the closest I could come to owning my dream bike—a street legal XR750."

After straddling the virgin scooter for a couple of hours, he decided to buy her on the spot. For his first few months of ownership he got a lot of pleasure riding the quick machine around town. But the tinkering bug soon set in, and before Steve knew it he was going full-bore after that street fighter look: blacked-out taillight, lay-down license plate, black spoke wheels, close-mount turn signals, meaner saddle, and his latest addition—the air cleaner trim off a '96 Sportster 1200 Custom. Then it was time to back the bike's new go-fast looks with some go-fast tricks. He punched out the mill with a Wiseco 1200 piston kit, Dyno-jetted the carb, and installed Screamin' Eagle muffler, ignition and plug wires with split-fire plugs. In short, Steve's Sporty woke up, and so did its owner at warp-drive speeds! Ride safe, bro.

—Cell Phone



Photos: Dan Roberts, Billy Tinney

SILVIO BENEVELLO

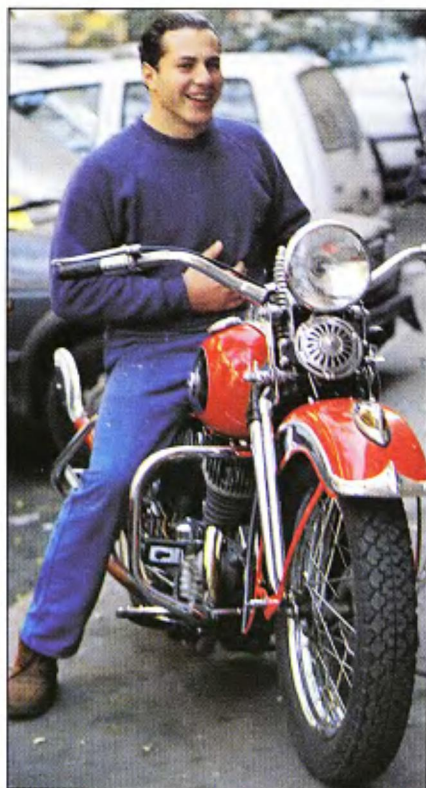
Rome, Italy

1942 H-D Flathead

Rome is said to be the most romantic city in the world, and *amore* in its narrow cobblestone streets appears in many different shapes and forms. An example is this cherry 1942 Flathead spotted by *Easyriders* photographer Billy Tinney on a recent trip to the ancient Italian city. While sightseeing down a small avenue in a quiet section of Rome, Billy spotted this motorcycle and immediately shouted to the rider to stop. "I couldn't believe my eyes," Billy says.

The romance between *paisanos* and two-wheelers goes way beyond the motor scooters built in Italy, as this classic Harley-Davidson demonstrates. Silvio has been riding most of his 24 years and owns another Harley, an 883 Sportster, in addition to the Flathead.

Silvio knows fine craftsmanship when he sees it. An expert metal worker who builds a wide range of



products, he fell in love with this classic Flathead the minute he saw it.

"Now I only ride it on special occasions because it is so special," he says. Most of the time the scooter sits in his home shop. "Every time I look at it, it makes me have a big smile," says Silvio.

Finding the Flathead in its original pristine condition, Silvio didn't see the need to change a thing, "except the seat," he notes. Reactions to the traditional piece of Milwaukee iron cruising the streets of Silvio's hometown are sometimes overwhelming, he says. "When I ride it, they stop me and want to know everything about it—how many miles, where I bought it, and what it is."

When he's not solo cruising the Roman stradas or taking his girlfriends for rides, Silvio can be found in the gym lifting weights. "I like to ride my Harleys and train in the gym," he says. "They seem to go together." In any language, it's an iron thing.

—David Loco →

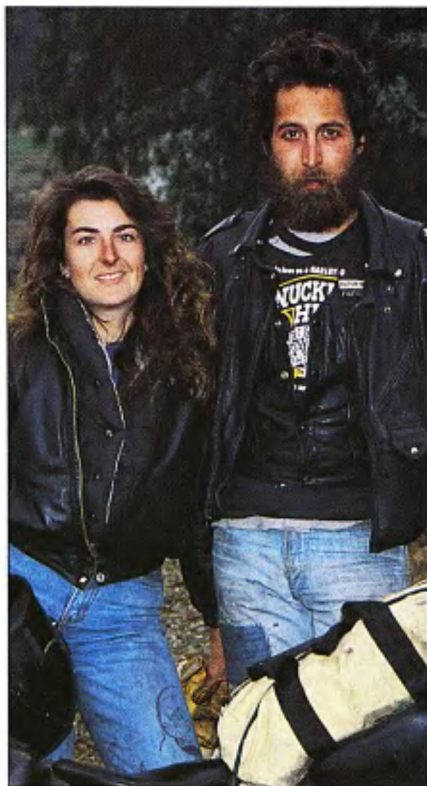
READERS' RIDES



LEE ROWINSKI Fairbanks, Alaska 1974 H-D Shovelhead

Wanting a bike and needing a bike are two different things for most scooter tramps, but not for Lee Rowinski. With wanderlust pulsing through his veins, the man from Alaska set out to acquire a ride by any means possible. Being of somewhat limited funds, and carrying on the tradition of the Alaska barter, he began a trading frenzy to get what he needed, or wanted.

"I checked with some friends who had a frame that I traded a fifty-caliber rifle for," says Lee. Now the die was cast. Trading for parts one at a time, Lee stashed together a tranny plate, tranny case, shifter and other vitals for his new ride. As a mechanic of considerable skill, he worked on his friends' bikes to trade for the forks, wheels, oil tank, battery plate and handlebar clamp. "I got one piece at a time until I had the whole rolling chassis," explains Lee. But one problem stopped his wheels. "I had no engine," he says. So he forked out



two grand for a basket case with title and license plate, pulled the engine, "and had it running in about six hours," he noted.

After putting it all together, Lee had his machine for the road. During that summer's shakedown cruise, he and girlfriend, Laura, put 10,000 miles on the bike touring the highways of Alaska. "But when it started to get cold, we decided to follow the geese south," he says.

Starting in Wyoming the weather was warmer, but the gas was bad. "It had water in it," says Laura. After staying on the back roads across the country, trouble lurked in the shadows of New Jersey by way of bad valve guides, which had to be replaced. In Delaware, new plugs and draining the tank of water kept them running for a while. Then in Illinois, the rear footpegs were relocated, and in Florida, an oil cooler was added and the clutch chain was replaced with a rod. "The kickstand broke, too," says Lee. Louisiana saw a ring change, Arizona a new friction plate, and California a new battery.

With 15,000 miles under its wheels, Lee's Shovel now rests in the Alaska road-bike hall of fame. "It was a real experience," he says. —David Loco



Photos: Mark Horowitz

MARK HOROWITZ Lansdowne, Pa. 1979 H-D Low Rider

Mark Horowitz is a Vietnam vet who was given the name Rabbi by his D.I. back in 1968, "I guess cuz I was the only Jewish guy in my outfit." These days, the bro doesn't care what ya call him as long as ya take notice of his stand-up sled. Mark Horowitz's '79 Low Rider is one of those scoots that's got a one-track mind—enuf show, let's go! Problem is, the bro can't so much as throw a leg over the righteous Shovelhead without some bro coming up and grillin' him about this or that. Usually that. "Hey, bro, how'd ya get that paint to keep that color shifting like that?" Or, "How'd ya get that black gloss powdercoat treatment on that narrow glide's triple trees to set off those turned lower legs like that?" And that doesn't even begin to scratch the surface of the 80-inch mill with bored barrels, dual-plugged heads and 10:1 Wiseco pistons, a Sifton higher lift cam, a 40mm Mikuni carb, all ignited by a



Dyna single-fire ignition and blasted with the force of thunder—and some help from Tony Pierantozzi, Jr.—out those goose-end shotgun pipes. Sure, you can pretty much trace the headlight, taillight, and grips to CCI, or the pegs to Drag Specialties, the mirrors to Mirage, the saddle to Mustang, the bars to K&N, the mags to H-D and the skins to Avon. But with just the right

amount of slam in the rear and Glenn Taylor's jet-black and blue-flake paint job (with some helpful tips from Teresa Crane), it isn't so much what's hanging on this sled that counts, as it is the way she all hangs together—pure street and wild. The hard-ridin' Rabbi wouldn't have it any other way.

—Clay Dog

READERS' RIDES



Photos: Steve Kelly

GUY MANNING **Burton On The Water,** **England** **1974 H-D Shovelhead**

In the UK, as in the Colonies, choppers will always have their devotees, and Guy is one of them. Looking for somewhere to begin, he found his starting point by way of an ad in the local motorcycle news. He traveled to nearby Liverpool, where, says Guy, "the guy had been building it in his living room and got tired of it and threw it in the garden. It was a basket case, all rusted and looking bad."

Using his 10 years of experience as a motorcycle mechanic, Guy set to work restoring the rust bucket and with the help of local Boot Hill Motorcycles, came up with his flaming hot-yellow ride. "My friend Martin has a Harley shop and helped me immensely with the engine," says Guy. Trying to retain a lightweight, all-engine look, Guy began the Shovel's transformation by stripping the bike down to the bare bones and putting on his creative touches. Using Honda CBR 1000 forks, Honda wheels



and brakes and incorporating a Honda VFR 750 front fender, the bike began to take on its unusual image. "I wanted to create something bare," says Guy. The wheels are powdercoated gun-metal gray and contrast nicely with the black frame.

Making his custom stand out in a crowd, the straight, hot yellow paint is accented by special red flames lovingly laid on by Guy's graphic artist friend, Kirsty Butcher. As a chopper advocate, Guy believes his ride should have a rigid frame, a solo sprung seat and be ready to roll at any time. "But I'm putting on a bigger seat for the girls," he says, smiling. The 1340cc Shovel was pumped up by a Crane single-fire ignition, plus-.030 pistons, and a compression ratio of 8:1. To help smooth it out, the crank has been rebalanced and the heads twin-plugged. "It really flies now," he says.

Although Guy has changed his profession from mechanic to postal worker, he continues to look for minor changes to help his bike stay a heartbeat ahead on the scenic lanes of Old England.

—David Loco

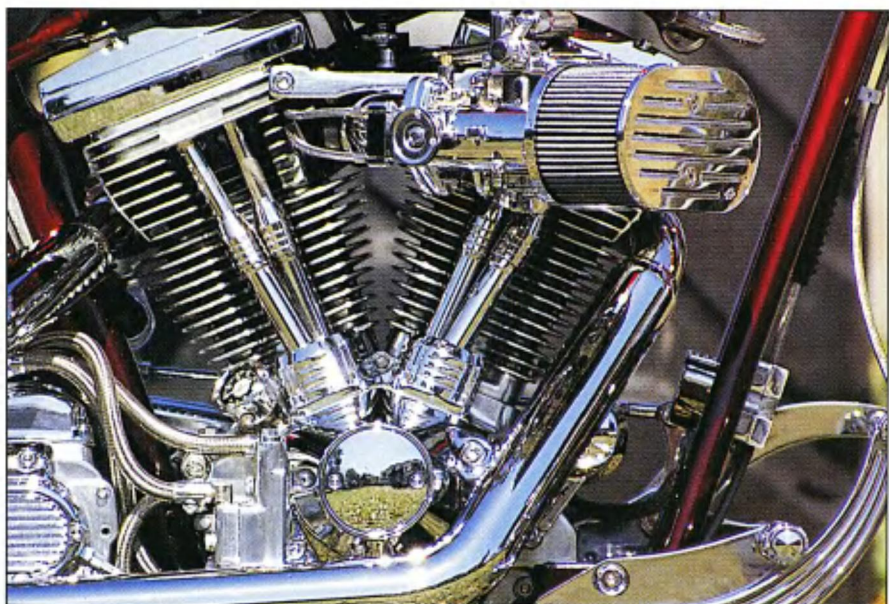


Photos: Steve Kelly

SIMON SOBRERO **Heathrow, Florida** **1995 Evo**

It's a strange world (no shit). You never know where life will lead you next. I bet Simon Sobrero, the owner of this stunning-ass Harley, never for a second dreamed he'd be making a living as a pro golfer. Then again, I don't suppose he ever thought—even in his wildest of wet dreams—he'd ever be in a position to scrape together enough bloody coinage to cruise the cobblestones on such a class act. Simon, who hails from Italy, doesn't make any bones about the fact that "a whole bunch of money has been spent on this machine."

Simon's scooter left the factory early in '95, destined to be immediately torn down and rebuilt. He had visions of burnouts blasting in his head. He began by shoehorning a 96-inch S&S motor into his stretched frame, followed by single-fire ignition, a bad-ass carb, and head work. High-tech touches included P.M. forward controls and brakes, Pro-One wheels, and White Bros forks.



The bike took just five months to complete. Just goes to show that with hard work (and a pile of cash) anything's possible. Simon wants to thank Bob "Z Man" Zlokas for the time and work he put into helping build this fine custom. —S. Kelly

Editor's Note: Yeah, we screw up every once in a while (okay, a lot) and we owe Simon an apology for running his Reader's Ride (March issue, #273) with the wrong photos. So we're running it again—this time with the right stuff.

Party!

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, send a self addressed, stamped envelope to: *Easyriders* Party List P.O. Box 1050 Agoura Hills, CA 91376-1050.

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

MUSIC
FREE FOOD & DRINK!
\$100,000
IN DOOR PRIZES!
WIN
A JDF CUSTOM
HARLEY-DAVIDSON!

polybag it with the gigantic 25th anniversary issue. Be sure to watch for it on the newsstands, or subscribe now because you don't want to miss this collector's special edition.

The most exciting news is for our long-time loyal readers—you know who you are—you read our magazines, wear our clothing, attend our events, and collect *Easyriders* memorabilia. For you, we are minting a limited-edition, 25-year anniversary \$25 spendable silver coin. That's right, not only is this a collector's coin that should go up in value over the years (the first 75-cent issue of *Easyriders* now sells for over \$150), but it will always be worth at least \$25 because you can use it to buy any *Easyriders* product for full face value forever! We guarantee it!

But there's even more—not only will you receive this beautiful investment-quality coin, but we also want to honor you as a loyal *Easyriders* reader by listing your name in a very special memorial centerfold section of the *Easyriders* 25th anniversary edition! This special section designed by Dave Mann will memorialize you for all time as a devoted Harley-Davidson rider and a member of the *Easyriders* brotherhood.

Ride Free—Ride Forever,

—J.T.



*TOO MUCH FUN

Easyriders
 1971 TWENTY FIFTH 1996 ANNIVERSARY

The
1971 ***Easyriders*** 1996
25th Anniversary
LIMITED EDITION
\$25
COMMEMORATIVE COIN

A circular medallion with a purple-toned illustration. It depicts a person riding a motorcycle on a road that curves through a landscape with hills. The entire scene is enclosed within a circular border decorated with a ring of small stars.



Each coin is delivered with a certificate of authenticity in a rich presentation case, suitable for display or safe keeping.

Easyriders 25th Anniversary Celebration Request Form

- ☐ YES! Send me _____ 25th Anniversary commemorative coins at the face value of \$25 per coin. Include my name on the 25th Anniversary scroll which will appear in the foldout centerfold of the June 1996 anniversary issue of *Easyriders*.
- ☐ I don't want the commemorative coin, but I do want to party on June 14-15-16, 1996. Send the location and details of the *Easyriders* party nearest to me. I have enclosed a self addressed return envelope.

Name _____

Address _____ A25275

City _____ Country _____ Postal Code _____

Phone # () _____

Please send me _____ coins @ \$25 each.....\$ _____

CA residents add 8.25% tax:.....\$ _____

Shipping & handling.....(U.S. \$2.00, Canada & foreign \$5.00) \$_____

TOTAL \$_____

- ☐ Payment enclosed (International money orders in U.S. FUNDS ONLY should be made out to PAISANO PUBLICATIONS)

Charge my: ☐ Visa ☐ American Express ☐ MasterCard ☐ Discover

[illegible]

Expiration date: _____ Signature _____

(Required for credit card orders)

If you are ordering commemorative coins, please print your name clearly and exactly as you would like it inscribed on the 25th Anniversary scroll:

Fill in the form completely, return and mail with your payment to: Easyriders 25th Anniversary Coin, P.O. Box 1050, Agoura Hills, CA 91376-1050.
Tel. 818-889-8740 & Fax # 818-889-4726



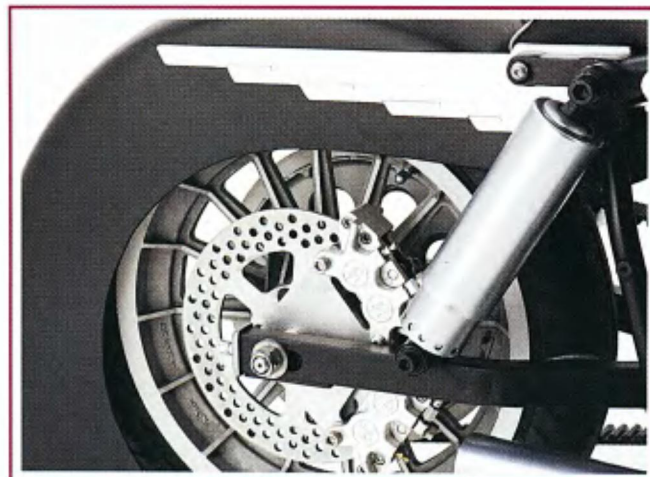
HIGH PROFILE LOW-PROFILER



E.Z.'S FLATTENED FLYER

E.Z. Winarsky was cleaning out a room in his Burbank, California, house when he discovered a brand-new Evo 1340cc motor under a pile of things. Nice surprise, huh? No, it wasn't something Santa had stuffed down the chimney; rather, it was one of a batch of 18 such engines E.Z. had bought some years earlier, all of which had gone to friends or into the unique customs he builds. This "rediscovered" Evo, after taking on a Sifton 143 cam, Andrews pushrods, and an early QwikSilver carb, was bolted into "Low-Profler," E.Z.'s latest creation.

E.Z. has always been a hardtail rider, but decided to dial in a swingarm bike, influenced by the fact that during his clean-up he'd also discovered a Santee/CCI frame. Along with the breathed-on Evo motor, he mated a close ratio 4-speed CCI tranny shifter to a suicide jockey stick. An OEM rear belt drive is matched with a Primo primary belt drive; brakes are Performance Machine. E.Z. added one of his distinctive touches by pairing a set of master cylinders to the handlebars. One services the front dual discs; the other master cylinder →



works one of the rear brakes. Always one for a sanitary look, he fabricated all the stainless lines, frenched all the welds, and generally slicked out this pavement hugger. His good buddy, custom bike legend Mil Blair, lent an expert hand in the project.

E.Z. trickified the license plate by bolting it directly to the custom seat. "You can unplug the whole saddle and carry it wherever you want," says E.Z., who made the pan

with Andy at Barr Enterprises, covering it in leather. Ness fiberglass fenders are fitted with E.Z.-made aluminum struts. He chose 16-inch stock FLH mag wheels shod with low-profile Pirelli tires in his all-out effort to go "Low-Profile."

Jack's Auto Body helped lay on the "Low-Profile Black." E.Z. adds, "I also sprayed a flattener over everything, including the polished alloy and chrome, to go with the semi-black flat paint look."

That trick trim is another one of E.Z.'s innovations. He went to an auto store and picked up some wheel-well trim, adding to the one-off look.

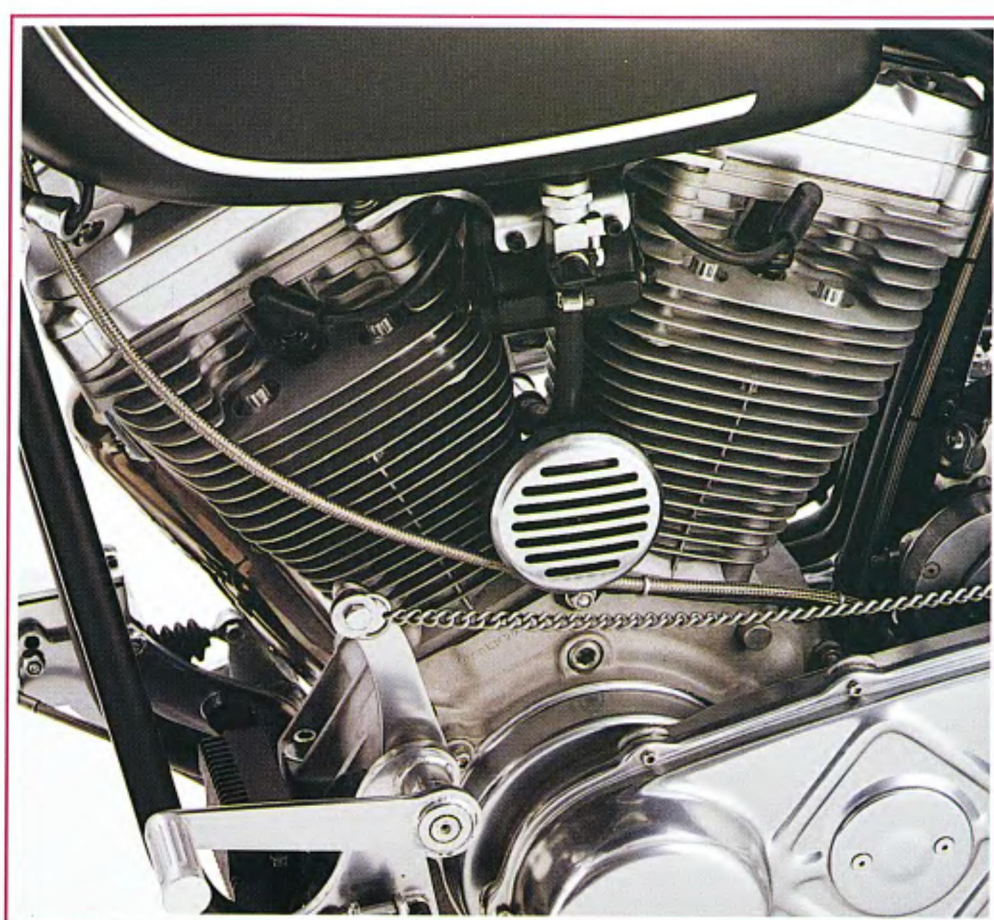
As for Low-Profiler's performance, E.Z. says it "runs like a kitty cat and handles like a charm, since it weighs about 480 pounds wet. A five-foot-five guy can straddle the back of the bike and walk into the seat ready to kick it over."

Besides riding his Knuckle sidecar, E.Z. has been re-

organizing his bike business, which is primarily export (AEON Corp. 818-890-5544). He's also raising his four-year-old grandson, Tyler.

As far as new projects, E.Z.'s thinking of something really slick. "Guys are building these wide stance bikes," he says. "I thought I'd up the ante, like two 17-inch wide tires rolling side by side and a chain running down the middle." Stay tuned.

—Paul Garson



Owner: E.Z. Winarsky
City: Burbank, California
General
Fabrication: E.Z./Mil
Year and make: 1993 E.Z. Special
Model: Custom Toy
Value: market price
Assembly: owner
Chroming: none, flattened
Engine
Year and model: 1991 Evo
Rebuilder: owner
Ignition: points
Displacement: 80 cubic inches
Lower end: H-D
Pistons: stock

Cases: H-D
Heads: factory
Cam: Sifton 143
Carb(s): QwikSilver
Pipes: SuperTrapp/Ness
Modifications: modified Linkert air cleaner
Transmission
Year: 1993
Modifications: close-ratio gears, jockey shift
Painting
Molding: owner
Painter: owner/Jack
Color/type: semi-flat black
Special paint: wheel-well trim
Frame
Builder: Santee/CCI

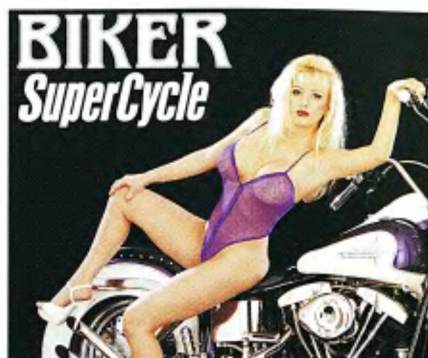
Type: swingarm
Modifications: 3-degree rake, 2 1/4-inch stretch, welds frenched
Accessories
Bars: bolt-through, 2-inch rise/CCI
Fender(s): Ness
Headlight: CCI
Tailight: Ness catseye
Speedo: CCI
Pegs: Anderson-style
Electrics: 12-volt, owner
Gas tank: CCI, 3.5-gallon fatbobs
Oil tank: CCI, 4-quart
Oil system: rubber lines, owner
Seat: owner/Andy at Barr Ent.
Mirrors: Ness

Grips: Ness
Forks
Type: wide glide
Modifications: 2 inches over, CCI trees
Wheels
Front
Type: H-D
Size: 16-inch
Tire: Pirelli 130/60
Brake: dual P.M. 2-piston
Rear
Type: H-D
Size: 16-inch
Tire: Pirelli 130/60
Brake: dual P.M. 4-piston
Photos: Raiko Hartman

COMING AT YA

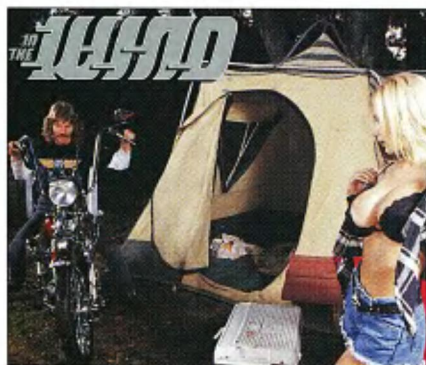
As we speak, the printing presses are working overtime to turn out the mother lode of all issues—the *Easyriders* 25th Anniversary Special! We've waited a quarter of a century to bring you this rare 25-year retrospective. Included in this collector's edition, you'll find a reprinted copy of our very first issue back in 1971. From there we serve up a comprehensive look at the evolution of our rag and its readers by republishing select Wordmonger letters from each decade of print, Spider's best, *Easynews*' most shocking, and natch, our favorite bikes, bashes, and babes since the genesis of this unsavory rag. We've also dug up old pics and provided a few new ones of our staff and their scooters for an up-close and personal behind-the-scenes look at the motley crew that make this publication possible. So, be forewarned: The **June** issue is more than your average slice of scooter history and is not to be viewed by the faint of heart. The *Easyriders* 25th Anniversary edition (including a cover-to-cover reprint of our very first edition!) will only come around once. Don't miss it!

On sale April 30



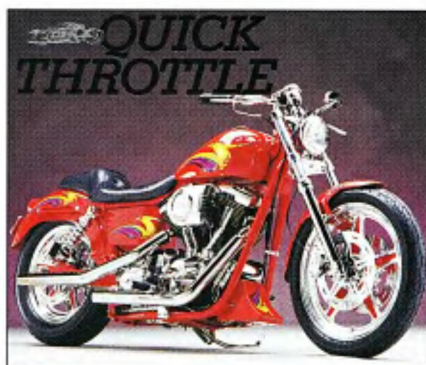
May issue is the spring thaw-out issue featuring the best in bikes, babes, and parties! The hoppin' Hunter Harley Festival in upstate New York is on tap this issue, and from Northern California comes the Kid's Street Theater Run, a ride to benefit homeless kids. Babes? Sure, we pack 'em into our T&A section, Lifestyles, and everywhere else we can sneak a tit into. Oh yeah, and there's four bike features. Check out our usual unusual diversions.

On sale now



We're gonna stuff this rag with the foxiest, most bodacious live-action beauties ever committed to 35mm—always with a scooter theme, of course. To add to your viewing pleasure, there will be a heart-felt photo look at Freedom In The Wind. From the gigantic Rolling Thunder Run To The Wall in Washington, D.C., to your basic brother riding with a flag-draped scooter, we'll proudly display Ol' Glory. Put a lens, iris, and pupil to the **July** issue of *In The Wind*.

On sale April 30



Grip the throttle and get your nitrous pumping with the **July** issue of *Quick Throttle*, featuring enough high-performance tech tips, drag racing, and gearhead news to put you into overdrive. This track-tearing issue brings both of Maiko Saravia's drag bikes roaring onto the pages along with a Bill Cavalier-built '95 Softail, Richard Taylor's English version FXR, Gary Coffey's flashy FXD, and Paul Wheeler's '47 Knuck. Be quick or you'll miss it!

On sale April 30



VQ's **Summer '96** issue features everything you've come to expect from the all-color magazine for custom cycle connoisseurs. Our eight great bike features range from Steve "Mad Dawg" Curran's reincarnated Evo to Barry Weiss' tough Triumph. The hangout this issue is a Wild West wedding in the gunfighting town of Tombstone, Arizona, and we'll profile one of the luckiest bikers on earth: *Baywatch* stuntman Ellis Edwards. Don't miss it.

On sale May 16

AMI, Inc.23	Bros Club39	Dennis Kirk27	J&P Cycle117	Nostalgia Cycle19
Aims Fog Hollow41	Camel Cigarettes9	Drag SpecialtiesC2	Jacobson & Hupy20	Performance Machine107
Andrews Products23	Canyon Run99	Easyriders Stores83	Lake Shore H-D21	Richard M. Lester29
Arien Ness105	Chrome Specialties55	Easyriders RodeosC4	Lehman Trikes108	Russ Brown16
Artistry In InkC3	Corsa Motoclassica24	General Store130-135	Mike Corbin63	Superior Parts, Inc.115
Avon Tires3	Custom Chrome, Inc.11	Harley-Davidson Parts/Access7	MMI33	Twin Cities H-D South109
Bike Fest106	Cycle Supply108	ICS104	Nempco47	Xzotic Cycles109

TATTOO

M A G A Z I N E
presents

Artistry In Ink '96

ARLINGTON, TEXAS

APRIL 13 & 14, 1996

Arlington Marriott Hotel

(1500 Convention Center Way)

COLUMBUS, OHIO

MAY 25 & 26, 1996

Veterans Memorial

(300 W. Broad St.)

\$5000

Up For Grabs!
Trophies awarded
in all classes!

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Renowned artists from all over the country

For special hotel rates call: (614) 885-7300

Vendor spaces available. Call: Judy at (818) 597-2686

To pre-register for tattoo competitions call John at (818) 889-8740, Ext. 331

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Easyriders®

1996 MOTORCYCLE RODEO TOUR

10TH
ANNIVERSARY



★ Tatton Contest ★ Ride-In Bike Show ★ Trophy Girl Contest ★ Rodeo Action ★ Trade Show ★ Weekend Camping

JUNE 28, 29, 30

Wilson, North Carolina
Wilson County Fairgrounds
(I-264 to Hwy 301 South)

JULY 5, 6, 7

Middletown, New York
Orange County Fairgrounds
(I-84 to Hwy 17 West, to exit 120)

NEW

JULY 12, 13, 14

Keene, New Hampshire
Cheshire County Fairgrounds
(I-91 to Rt. 9 East)

JULY 26, 27, 28

Prospect, Pennsylvania
Butler County Fairgrounds
(On Rt. 422, 8 miles West of Butler)

AUGUST 2, 3, 4

Memphis, Tennessee
Memphis Motorsport Park
(Hwy 51 to Fite Rd)

AUGUST 16, 17, 18

Fowlerville, Michigan
Fowlerville County Fairgrounds
(I-96 to Fowlerville exit, go North to
Grand River)

AUGUST 30 - SEPT. 2

Chillicothe, Ohio
Ross County Fairgrounds
(Hwy 35 to Rt. 104 North)

SEPTEMBER 13, 14, 15

Morris, Illinois
Grundy County Fairgrounds
(Hwy 80 to Rt. 47 exit, go North)

NEW

SEPTEMBER 20, 21, 22

MILWAUKEE
Waukesha, Wisconsin
Waukesha County Fairgrounds
(I-94 West to 294 exit South on "J")

MT. RAINIER RODEO RUN

SEPTEMBER 27, 28, 29

Enumclaw, Washington
King County Fairgrounds
(Hwy 5 to Hwy 18 East)

WINE COUNTRY RODEO

OCTOBER 11, 12, 13

Santa Rosa, California
Sonoma County Fairgrounds
(Hwy 101 to Hwy 12 East)

GRAND NATIONALS

Location to be announced