

Easyriders®

**ALL THAT WENT DOWN
IN LAUGHLIN, NEVADA**

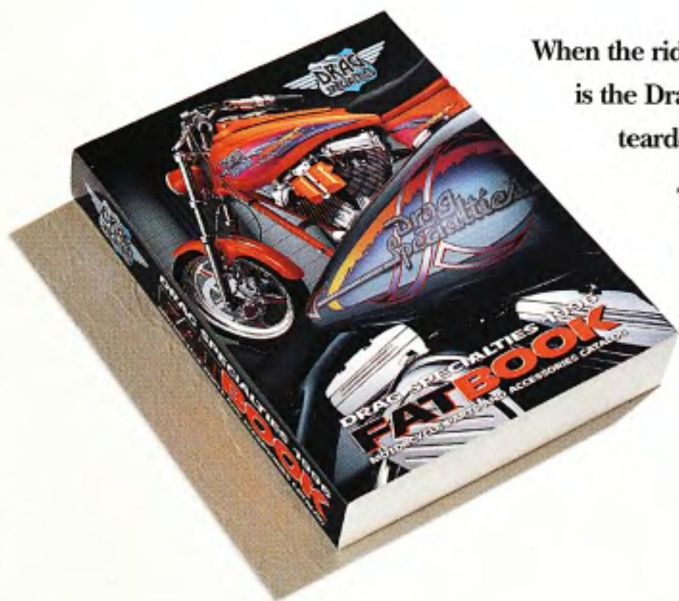
ALL ABOUT WOMEN—J. J. STYLE

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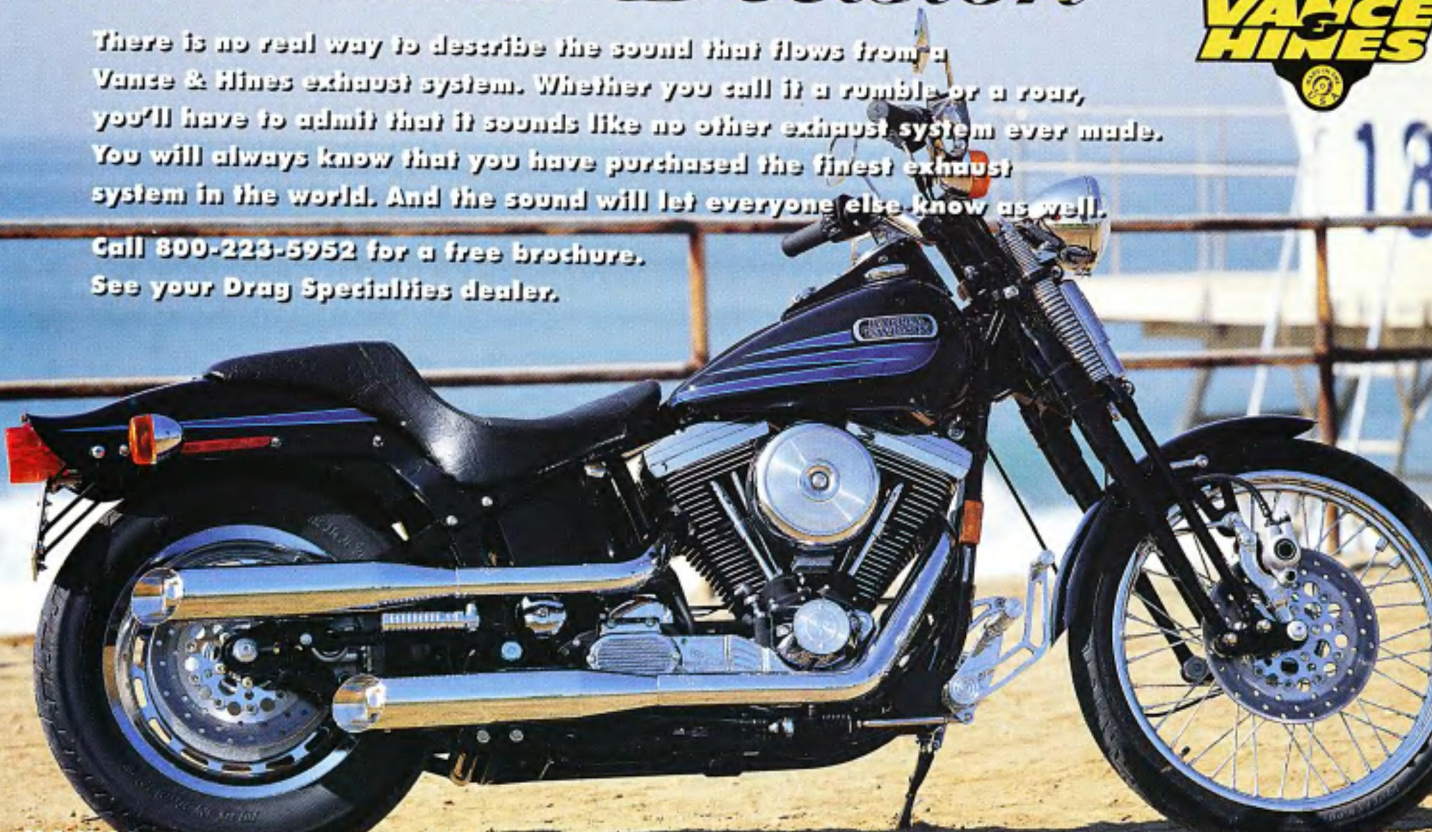


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TAKING IT EASY

This guy was down on his luck, unemployed, and hungry. He figured the only way out of his situation was to end up in jail for a free meal. Not wanting to take any chances (just in case he didn't do something serious enough to warrant an arrest), he stabbed one of his friends to death. Now he's got lots of free meals and roof over his head—his worries are over.

These two guys decided to try to pull off the front panel of an ATM machine so they could get to the money inside. So they ran a chain from the machine to the rear bumper of their pickup. But instead of pulling off the panel, they pulled the bumper off the truck. Scared, they fled the scene with the chain still attached to the machine. And the bumper still attached to the chain. And the license plate still attached to the bumper.

This guy died in a car accident. Two weeks later the city sent his widow a bill for \$56.79 to cover the cost of closing a free-way lane, towing cars, and investigating the accident. Now *there's* a city with a heart.

A couple of inmates found severed mouse heads in their meatloaf dinner. A buddy of one of them said he assumed that if they found the heads, it probably meant they ate the rest of the mice. With this pronouncement, people started getting sick all over the place.

This guy walked into a bank and handed the teller a note reading, "I want \$100s and \$50s. You have 60 seconds. I have a gun." But the note was written on the back of a warrant for the robber's arrest. Now there's a guy who needs a graduate course in bank robbery.

Here's a recent radio exchange between a U.S. Navy ship and a Canadian source in Newfoundland. Navy ship: Please divert your course 15 degrees to the north to avoid a collision. Canadian source: Recommend you divert YOUR course 15 degrees. Navy ship: This is the captain of a U.S. Navy ship. I say again divert your course. Canadian source: No, I say again divert YOUR course. Navy ship: This is an aircraft carrier of the U.S. Navy. We are a large ship. Divert your course now! Canadian source: This is a lighthouse. Your call.

A judge released a rape suspect, advising him to get a girlfriend. The judge explained that violent men "must face why they hate women, and a girlfriend would help him do that."

This guy was arrested on a DUI charge. What caused the cop to suspect he had been drinking? His car was weaving on the highway, so the cop pulled him into a gas station, stopping behind him. The drunk got out, became disoriented, walked back to the patrol car, leaned in, and told the officer, "Fill 'er up."

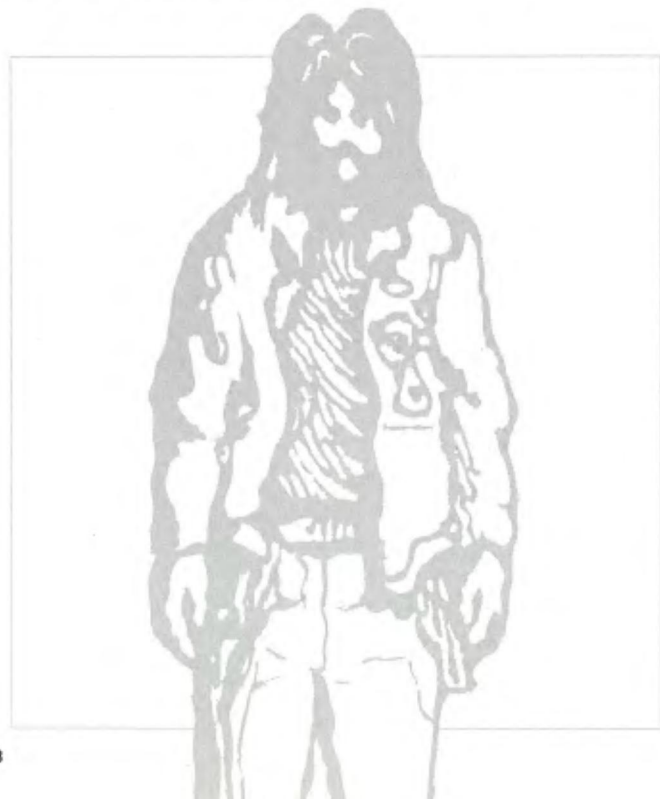
The cops were called to a Laundromat after a customer reported that a man had come in from the rain soaking wet, put a few coins in the dryer, then climbed in and was getting tumble-dried.

The police arrested a driver, charging him with drunk driving. The cop had seen the car driving down the road with half a traffic light pole, including the lights, lying across its hood. The driver had hit the pole on a median strip and simply kept driving. When the driver was asked about the pole, he said, "It came with the car when I bought it."

In Japan there are agencies that will supply people for weddings, funerals, and other functions where a lack of bodies may prove embarrassing. Are you short of wedding guests? One bride paid an agency \$10,000 for 40 fake friends and family. To maintain their cover, all had been briefed on her family history, hobbies and work; some even delivered speeches about her at the reception. And a well-attended funeral can be just as important. Families frequently place orders for "mourners" to knock on the door for the neighbors to see. The better actors among them even manage tears. And of late a lot of young males have been calling for help to impress their girlfriends. The usual scenario is that he will send a "punk" to hassle the couple on the street, then run away in mock terror when the "macho" client steps in to challenge him.

Some guy in China got so tired of listening to his wife's continual chatter that he cut out her tongue with a pair of scissors—and flushed it down the toilet.

This woman found her husband with another woman. She was beside herself with grief and decided she just couldn't face life any longer. So she hopped up on a third-story window and jumped. But wait! She landed on her husband, killing him—and she survived!



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Easyriders

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 279 • SEPTEMBER 1996



Cover photo of Karli Allen with Larissa and John Daley's Maldonado-built 1996 California Special by John Wyckoff. Special imaging by Michele Durant.

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Raisin Pie!

Just received the 25th anniversary issue. Looks great! Some fun old pics, etc. But the best part was the reprint of June '71. Great idea! Hard to believe it's been 25 years. Happy 25th to everyone at Paisano—and nice job on the June issue! Tom Motzko Eden Prairie, Minnesota

My wife said she filled out and returned your readers' survey in which she told you I still complain about y'all retiring Miraculous Mutha and the extremely high prices of the customized bikes. Your rag is just too damned glossy.

But what do I get less than two weeks after she sends in the survey? The June '96 issue with the June '71 issue enclosed—with Mutha and not a bike over \$3,250. Folks, that was darn fast. Keep up the good work.

Bruce G.
Clarksville, Tennessee

His Is Priceless

Let me start out by saying that François Bruere (Feb. '96) is one helluva righteous artist. Any biker would be proud to hang that shit on the wall. And the scooter—right fuckin' on. But 70 grand? Those two gas tanks that are removable compartments must be fulla really good shit. Is there

something wrong with me or does a live-in garage come with the \$70,000 scooter? Tell ya what. I'll give ya a really good deal on an '88 FXRS for \$40,000. Whatdafuck, it's priceless.

Johnny
Dover, Delaware

"Atta Boy" For Joel

Recently, after experiencing some problems with a garment I purchased at your St. Louis Easyriders store, I fired off a letter to bitch and vent. I immediately got a letter from Joel Weiss, Director of Product Development, apologizing for my bad experience—plus a gift certificate to cover the cost of the shirt. Thanks, Joel!

After I get done lickin' this stamp, I'm gonna lick another one for another year's subscription.

Mac
Havana, Illinois

She Has A Dream

Wow! What a man! What a bike! (May '96 Readers' Rides, pg. 139). If that Italian god on his iron horse makes it over here to the good ol' USA, he can park himself and his bike in my living room anytime.

Pamela
Goldsboro, North Carolina

Suds Search

Because we were unable to go to Daytona '95, our friend went and brought back a six-pack of Daytona H-D beer for our collection. She must've had a real good time because she forgot what year it was and got the wrong one. This year (1996) she was unable to find a six-pack from 1995.

If anyone out there has a full sixer from Daytona '95, please write us and we'll work something out dollar-wise.

Jim and Sandy Putman
P.O. Box 96
Toledo, OH 43601

State Trooper Speaks Out

I'm a Colorado state trooper who finds your rag very enjoyable. I'd like to thank you for the informative articles. Mainly, I would like to thank most Harley riders for respecting traffic laws. You make my job easier. I just wish we could do something about those fools on crotch rockets.

A Fan
Denver, Colorado

A Harley Screen Saver?

Where can I get my hands on a screen saver that features Harleys?

Grodie Bodie
Middleton, Idaho

For IBM, contact Dennis Evans, 4523 Tujunga, Studio City, CA 91602.

Oz Info Wanted

My husband and I are planning a trip to Australia. Can anyone send us info about H-D dealers or shops in the Sydney area?

Donnette Coburn
416 Clay St.
Brooklyn, IA 52211

Begs To Differ

Come on, people, how about putting a little time and truth into your spec write-ups on the bikes you feature.

While reading your May '96 mag I came across some mistakes with your information relating to the tires these guys are sportin'. First on page 63 you say Mike Stewart is rollin' along with Avon while the tires pictured are Dunlop Touring Elite II. Then, on page 99 you tell us Loudmouth has Continental tires on the front and rear of his FXSTE, when he has Dunlop Touring Elite II up front.

I'm an employee of Dunlop Tire in Buffalo. We all bust our asses to make a superior product, and you give some other company credit. I think that sucks.

Look a little closer at what you pass on to the readers.

Herb "Z"
Buffalo, New York

Hey, it was a Conti when I left it at Bartels' H-D.

—Loudmouth

Help!

I purchased a 1975 SC-125 H-D for my nine-year-old son. The whole bike is there—I only need small items (parts) and a manual.

I checked with the local dealer. They told me H-D doesn't even recognize it and that it is obsolete. Could you hook me up with someone who might help?

Boots
Rt. 9 Box 1286
Orange, TX 77630 →



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—  —
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& at Daytona Harley Davidson

- Live Bands Daily • Camel Souvenir Booth
- Prize Giveaways • Camel Cash Exchange Booth
- Exhibit by Biker Artist Eric Herrmann

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21 YEARS OF AGE OR OLDER.**



Camel Bike

I just saw that kick-ass story on the Camel bike (March '96). That is one hot muthafucker! I immediately jumped on the phone and called Magoo. Talk about helpful! We started talking about building my chop, and he and his crew (Little Joe and Dr. Luser) told me even more than I wanted to know. This shop's got its shit together.

One of my bros bought me one of their FLT frames. These things look and fit just like stock (just like the man said).

Thanks for the article and the tip on the frames and shop. Now we got a bagger.

Brain Dead
Chicago, Illinois

Accolades For Dave Barr

Dave Barr has to be the most amazing person I've ever heard about. I was blown away with the article about his incredible trek (May '96).

This monumental man is the absolute definition of the word tough. I wouldn't term Dave disabled—he's a hell of a lot more able than the majority of us. Never mind the Hollywood tough guys and body builders—Dave Barr kicks ass on all of them. Hell, if I were Willie G., I'd give Dave his choice of any new Harley. He deserves recognition, respect, admiration, and the very best in life.

God bless you, Dave. Continue to live free!

Vivian "Shortcake" McAlexander
Socorro, New Mexico

Rebuilding Tips

I recently acquired a '54 Panhead from my father. He gave it to me because he had neither the money nor the time to rebuild it. I've just barely started on it and haven't come across any problems yet. But just in case, I'd greatly appreciate any tips that will help me along the way. Rebuilding this bike to stock specs is a dream of my father's and mine.

Airman Jeremy Kahle
721 Delaware Ave.
P.O. Box 3241
Holloman AFB NM 88330

Call M.F. Egan at (805) 933-1557.

Pissed Off

Listen up, assholes. I've been reading this rag for the last seven years, and though I like the bikes and the babes, I really enjoy reading your fiction stories. So what's with the April '96 "continued next month" shit? Some of us bros on the wrong side of the bars can't read every month, and when I finally do get a copy, I'd like to be able to finish the shit.

After seven years that's my only complaint. Don't let it happen again. Keep up the good work. Ride hard—die free!

Beetle
Palmer, Alaska

Words From A Badly Damaged Brain

You must really think you're pretty smart trying to do further damage to an

already badly damaged brain. Those trick questions in your "Real Biker" test (May '96) were just too damn hard. I only got two of 'em right. But it doesn't matter 'cause I know a '96 Knuckle when I see one.

Wrenchin' The Wrong Nuts
Seaford, New York

Thanks

Thanks so much for having my mug in the "Hall O' Fame" section of your magazine (March '96). I didn't even know it was going to happen; the author and photographer, Gunny, is my legal assistant and AIM Chief of Staff here in my office. He and Twiggy kept it a secret. I'm a subscriber so when my magazine arrived a few weeks ago and I started picking through it, there I was!

Samuel I. Hochberg
Portland, Oregon

Captain America

I'm a longtime reader of your mag and look forward to every issue. I was especially looking forward to seeing the 25th anniversary issue, thinking for sure there would be a picture of my all-time-favorite bike, "Captain America." Sure enough, there it was. But come on guys, a tiny-ass little picture that was made even worse by printing it on two pages with the crease going right through the forks!

This bike represents different things to different people, but it certainly represents the whole idea behind your magazine and always will. It deserves more respect than a little two-inch photo thrown thoughtlessly on the page. Is there an issue of *Easyriders* that has a decent photo of this magnificent machine? An article? I'm sure there are many other readers who would enjoy reading about and seeing some nice pics of "Captain America."

Kevin W. Bolin
Houston, Texas

It was last featured in September 1989 (#195) and June 1987 (#168).

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

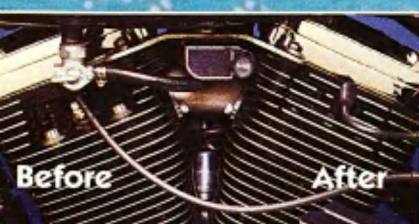


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4-351 Natural aluminum finish

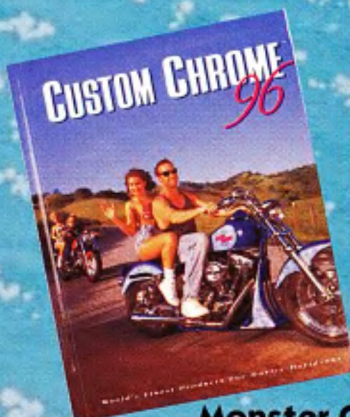


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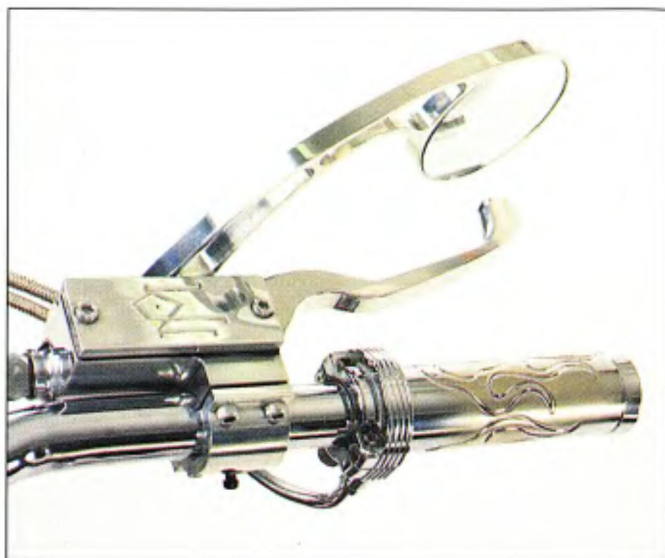
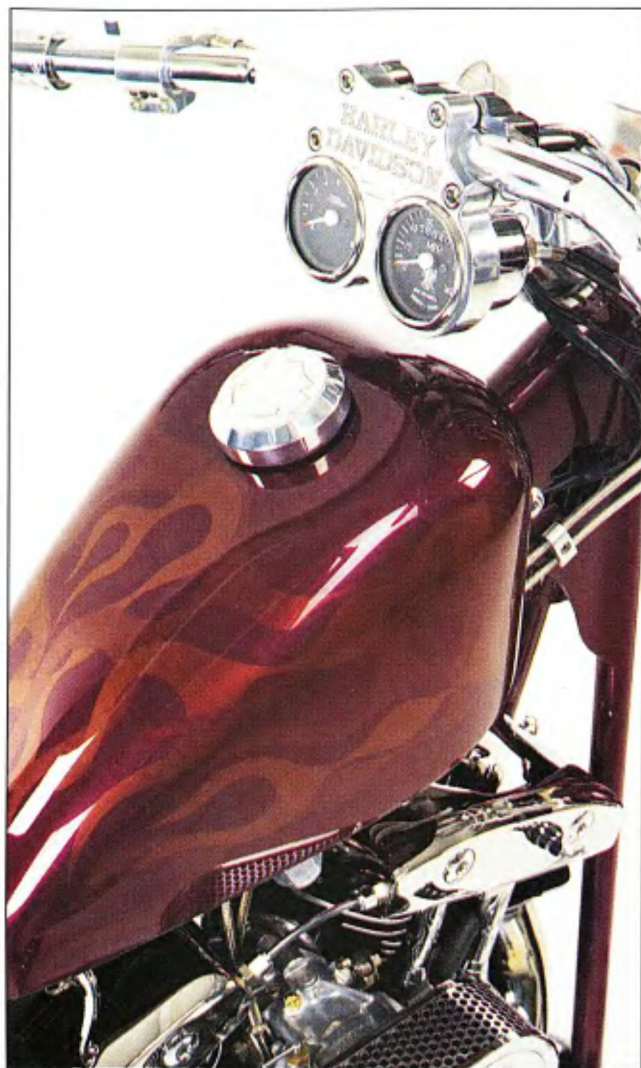
Leave it to a bro from the Bluegrass State to build one of the cleanest, sweetest, downest, and dirtiest rigid-ass Shovels to grace the wide open concrete slab. Everything about this '71 rigid Shovelhead—simplicity and defiance rolled into one lean, muscular mass—hits the elusive mark that all builders aim for. No one knows just exactly how to explain it, other than somethin' in the pit of your gut says, "right fucking on!" So, it should come as no surprise that the Shovel's owner and builder, Paul Whitaker, is the real deal.

When Paul first set out to build the perfect pavement pounder, he had no misconceptions about the time and toil such a beast would demand. But true to the backbone of his righteous stompin' grounds in Louisville, Kentucky, the bro got down to business. Paul's long hours in the garage brought home the Editor's Choice bacon at the 1995 *Easyriders* Bike Show in Winston-Salem, North Carolina, and for damn good reason.

The 74-cubic-inch motor sittin' in the Paughco frame sports a Crane single-fire ignition and hydraulic lifters, an Andrews AB cam, and an S&S Super E carb, with ported and dual-plugged →









heads by Paul and machinist/riding buddy Brian Howell. This determined duo also brought a slew of original design ideas to life, representing hours of problem solving, teamwork, and satisfaction from knowing the manufacturer personally.

Paul and Brian first created a set of billet forward controls, then graduated to

triple trees, mirrors, gauge mount, clutch lever, coil mount, kickstand, points, derby and inspection covers, brackets for the license plate and calipers, the gas cap and the key switch. The simmering paint job was laid down by Brian and his brother Emeric, whose copper ghost flames flicker from stem to stern of this

chrome-and-steel sculpture.

Now take a real close look at the frame's neck. That bit of work sums the whole bike up for me—understated, yet right in your face. And all this and more out of a basket case purchased from a nephew who wanted to get into dump trucks.

What Paul had to go through to get the scooter to

Columbus for the photo shoot is a whole 'nother story. More important is this thought: with the right woman (Lisa) by his side, Paul did whatever it took to make his dream happen, and if that ain't worth having 2.5 million readers worldwide admire your labors, dead dogs don't have fleas.

—Captain Trash

Owner:Paul Whitaker
City:Louisville, Kentucky
General
Fabrication:Brian Howell, owner
Year and make:1971 H-D
Model:rigid
Value:If you think you got 'em, what are your nine lives worth?
Assembly:Brian Howell, owner
Chroming:Brown's
Engine
Year and model:1971 Shovel
Rebuilder:Kentucky Kustom
Ignition:Crane single-fire
Displacement:74 cubic inches
Lower end:H-D

Pistons:H-D
Cases:H-D
Heads:H-D, owner, dual-plugged
Cam:Andrews AB
Carb:S&S Super E
Pipes:2-inch drag
Modifications:Crane hydraulic lifters, custom air cleaner (Howell and Whitaker)
Transmission
Year:1980
Modifications:custom clutch lever
Paint
Molding:Howell, owner
Painters:Emeric and Brian Howell
Color/Type:Deep Iris Poly/PPG
Special paint:copper ghost flames

Frame
Builder:Paughoo
Type:rigid
Modifications:gussets and molding
Accessories
Bars:drag
Fender(s):CCI, owner
Headlight:CCI
Taillight:catseye
Speedo:Drag Specialties
Pegs:KuryAkyn front
Gas tank:peanut
Oil tank:CCI
Seat:Billy Scott
Mirrors:Howell
Grips:Arlen Ness

Forks
Type:dual disc, narrow glide
Modifications:shaved reflectors, custom triple trees
Wheels
Front
Type:R.C. Components
Size:19-inch
Tire:90 H 19
Brake:Performance Machine
Rear
Type:R.C. Components
Size:16-inch
Tire:150-80
Brake:GMA
Photos:Scott Cunningham

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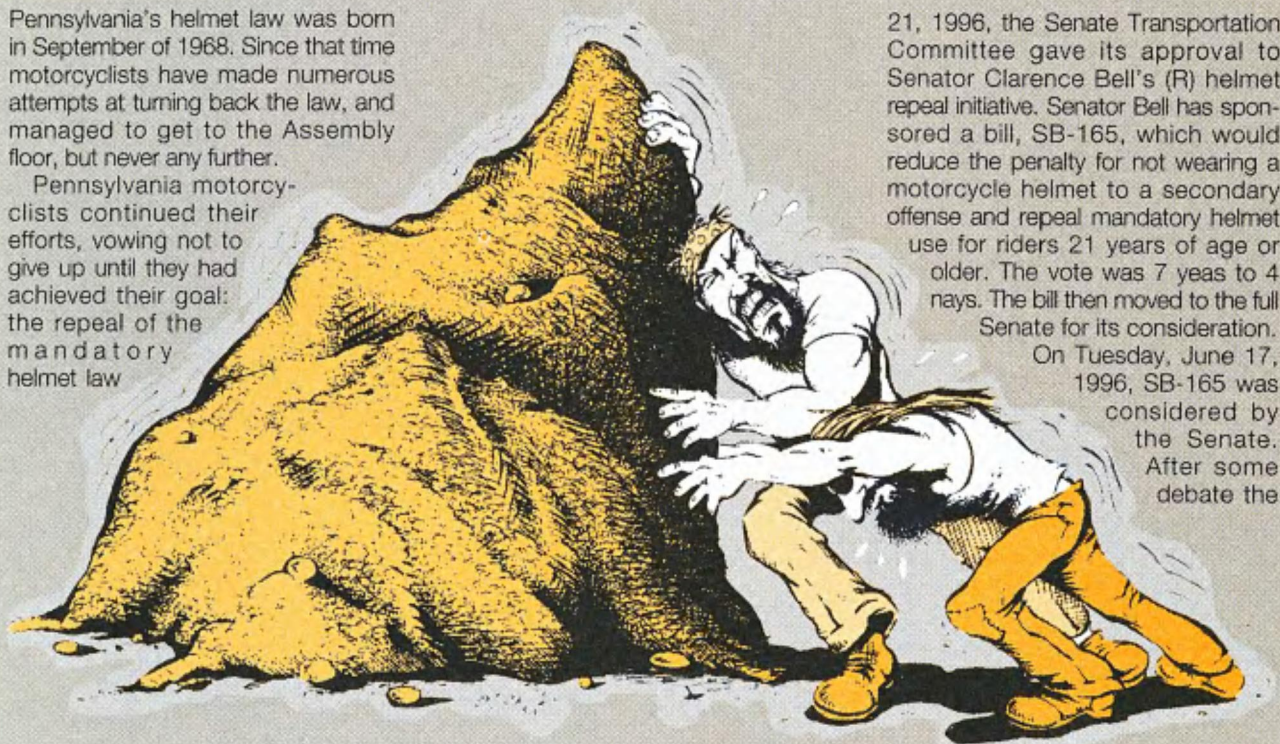
EASYnews

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

PENNSYLVANIA ABATE MOVES THE MOUNTAIN

Pennsylvania's helmet law was born in September of 1968. Since that time motorcyclists have made numerous attempts at turning back the law, and managed to get to the Assembly floor, but never any further.

Pennsylvania motorcyclists continued their efforts, vowing not to give up until they had achieved their goal: the repeal of the mandatory helmet law



21, 1996, the Senate Transportation Committee gave its approval to Senator Clarence Bell's (R) helmet repeal initiative. Senator Bell has sponsored a bill, SB-165, which would reduce the penalty for not wearing a motorcycle helmet to a secondary offense and repeal mandatory helmet use for riders 21 years of age or older. The vote was 7 yeas to 4 nays. The bill then moved to the full Senate for its consideration.

On Tuesday, June 17, 1996, SB-165 was considered by the Senate. After some debate the

for adult motorcyclists.

Things began to happen on May 20, 1996, when ABATE of Pennsylvania held its annual Motorcyclists' Rights Rally at the State Capitol in Harrisburg. Governor Tom Ridge addressed the attendees of the rally and presented a proclamation declaring May as Motorcycle Safety and Awareness Month in the Commonwealth. The Governor has maintained an open mind on the issue of helmet repeal and an ongoing dialogue between ABATE and the Governor continues. Also in attendance at the Rally was U.S. Senator Ben Nighthorse Campbell (R-CO), longtime friend to motorcyclists nationwide.

The following day, Tuesday, May

**SB-165 WOULD
REDUCE THE
PENALTY FOR
NOT WEARING A
MOTORCYCLE HELMET
TO A SECONDARY
OFFENSE AND REPEAL
MANDATORY HELMET
USE FOR RIDERS
21 YEARS OF AGE
OR OLDER**

bill passed by a vote of 27 yeas to 22 nays.

The bill now goes to the House for its consideration.

Pennsylvania motorcyclists interested in seeing the bill become a law and enjoying their freedom of choice should contact their State Representatives and ask their support of SB-165.

ABATE of Pennsylvania would like to thank the AMA, BIKEPAC, MRF, and NCOM for all of their assistance to date. We believe working together is still the best way to succeed!

For more info contact ABATE of Pa., P.O. Box 15226, Harrisburg, PA 17105; (717) 234-3777, or call our Legislative Hotline at (800) 352-6743.

—Charles C. Umbenhauer

ANOTHER STEREOTYPE OR IS THAT STEREO*TIME*?

You can no longer do the Tomahawk chop at an Atlanta Braves game, terrorists can no longer be portrayed as being from the Middle East, but the mainstream media can sleep soundly these days knowing that they can safely use biker stereotypes when they need a convenient villain.

The latest transgressor to have the motorcycling community up in arms is *TIME* magazine. Its February 26, 1996, edition (Vol. 147 no. 9) used an illustration of a drug dealer opening a box full of crack cocaine. However, someone felt it necessary to give the drawing more "credibility" by having the dealer wear a Harley-Davidson T-shirt.

The motorcyclists of today have worked too hard to develop their political clout and standing in the community to have to put up with this kind of garbage. Write *TIME* and express your displeasure: *TIME*, TIME/LIFE Building, Rockefeller Center, New York, NY 10020, or e-mail to Letters@time.com.

—Oz



Illustration: from *TIME*, Feb. 26, 1996, Vol. 147, no. 9

MIRACLE RIDE BAY AREA BIKERS DO IT FOR KIDS

More than 1,000 Bay Area bikers are expected to join Arlen Ness in the 4th Annual March of Dimes Miracle Ride, a ride for healthier babies, on Sunday, Oct. 13, Columbus Day Weekend. The scenic ride starts and ends at Bay Meadows Racecourse in San Mateo, Calif., where riders will join in a post-ride party in the track infield featuring yet-to-be-announced live music celebrities, a barbecue, and a "Best Bike" contest.

Registration and breakfast begin at 8 a.m.; the ride starts at 10 a.m. A minimum \$25 donation is required of all riders and includes a commemorative pin. Grand prizes include a team autographed 49ers football and autographed Gibson guitar.

For registration forms and information call the March of Dimes at (415) 788-2202, or Bay Area only (800)-535-DIME.

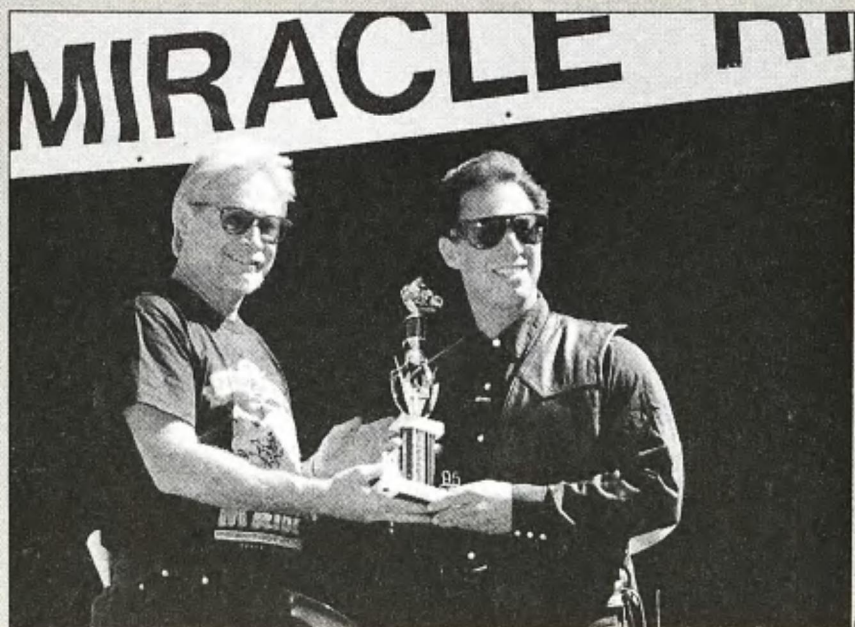


Photo: from Arlen Ness

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MRF NEWS

THE LATEST WORD

MRF Wins National Excellence In Government Relations Award

The Motorcycle Riders Foundation (MRF) has been selected as a winner of the American Society of Association Executives (ASAE) Government Relations Section Awards of Excellence Competition. The MRF

THE MRF WON THE AWARD FOR ITS LEADERSHIP IN THE RETROACTIVE REPEAL OF THE FEDERAL SECTION 153 PENALTIES ON STATES WITHOUT HELMET LAWS

won the award in the Single Issue/Campaign Federal Legislative Division for its leadership in the retroactive repeal of the federal Section 153 penalties on states without helmet laws.

Annually, the ASAE's Government Relations Section solicits nominations of association legislative actions for peer review recognition of "outstanding accomplishments in government relations by associations." The nominations are judged by a panel of association government relations professionals who select winners in four Excellence in Government Relations categories: Overall Program, Single Issue Campaign, Single Program and Political Action/Education. The award and trophy was presented to the MRF at ASAE's 15th Annual Legislative Summit in Washington, D.C., at the Opening Luncheon on June 4. The MRF's entry was on display during the two-day national meeting of government relation professionals. The MRF's entry has now become a resource in the ASAE's Information Central library at ASAE's headquarters in Washington, D.C. The ASAE has 10,500 associations and 23,427 association members.

MRF Supports State MRO Efforts

At the request of ABATE of Maryland, on February 20, MRF legislative assistant Carol Simpson testified in Annapolis before the Maryland House of Delegate's Committee on Commerce and Government Matters in support of ABATE's effort to change Maryland's helmet law to apply to only those under 18 years of age.

On March 4, 1996, Carol was in Louisville, Kentucky, to testify before the Kentucky Senate's Transportation Committee in support of KMA/KBA's effort to modify Kentucky's helmet law to apply to only those under 21 years of age.

Since the first of the year, the MRF has also provided information and support to state motorcyclists' rights organizations (MROs) with bills introduced to modify mandatory helmet laws in Alabama, Georgia, Louisiana, Mississippi, Tennessee, Massachusetts, New Jersey, Pennsylvania, Washington, California, and West Virginia.

12th Annual Meeting Of The Minds

The 12th Annual Motorcycle Riders Foundation's Meeting of the Minds, a political and educational forum for motorcyclists' rights leaders worldwide, will be held in Cedar Rapids, Iowa, on September 27-29, 1996.

For reservations contact the Sheraton Inn, 525 33rd Ave. S.W., Cedar Rapids, IA 52404; (319) 366-8671. Rooms are \$68 plus tax, per night (flat rate). Pre-registration (before Sept. 1, 1996): \$50 MRF members/\$60 nonmembers. Registration (after Sept. 1, 1996): \$60 MRF members/\$70 nonmembers. Registration includes: workshops, workshop materials, Saturday evening banquet and awards ceremony.

Mail registration to: Motorcycle Riders Foundation (MRF), P.O. Box 1808, Washington, D.C. 20013-1808. For more info call the MRF at (202) 546-0983. The MRF would like to give special thanks to ABATE of Iowa for their cooperation for hosting the 12th Annual Meeting of the Minds.

Our Goal

In the July 1996 issue (#277) we inadvertently omitted part of the MRF's Website address. The correct address is: <http://www.xmission.com/~mrf>.

SHACK OF SHAME

SENATOR BRAD OWEN (D-WASH.)



Washington state would like the bikin' world to meet Senator Brad

was, "No bill will get a hearing allowing a few radical bikers to ride with the

Owen (D), current chairman of the Senate Transportation Committee, who recently announced he was running for Lieutenant Governor. Owen single-handedly shut down SB-6259, the bill to modify Washington's mandatory lid law, ending any hope of amending it this year. SB-6259 was sponsored in his committee, had serious Senate support, and was the companion bill to the House version, which also had serious support.

Lobbied by many bikers to give SB-6259 a hearing, his response

wind in their hair, and then splatter their brains all over the streets, costing taxpayers millions of dollars." He went on to say that bikers should be willing to carry personal multi-million dollar insurance policies and even suggested to an ABATE representative that she should write a bill defining a legal helmet. On the legal side he wasn't impressed with their court action, or the fact that hundreds of motorcyclists have faced and beaten illegal helmet tickets, costing the state some serious bucks. As a matter of fact, Owen wasn't even swayed by the 3rd District Appellate Court ruling and openly supports any method the state can use to get around the court decision in order to enforce the lid law.

Like it or not, Senator Owen, the bikers will be back next year with their bill and they're not going away! Oh yes, one other thing, Washington bikers are gonna find you a new day job. Count on it!

—Twiggy

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ROAD TUNES



As I started to get stuff together for the Iron Horse Rally in Durango, the rural spirit of the wide-open spaces began to inspire me. Yeah, I thought, it's time for a putt into the country.

"If you ride to live like I live to ride, let me hear that Rebel yell ..." With lyrics like that, it's easy to understand why David Allan Coe was one of the original bad boys of country music.

A new compilation released this year, *David Allan Coe: Super Hits Volume 2*, showcases Dave in all his outlaw glory. From "Long Haired Redneck" to "Son of the South," David proves over and over that he's no rhinestone cowboy, no pretty boy in a glitter suit. It's hard to imagine David Allan Coe in the flash of blue disco lights doin' the "Achy Breaky." It's easy to see him screamin' down the asphalt on his scooter.

Along those same lines, the big bike in Joe Diffie's "C-O-U-N-T-R-Y" video caught my eye. The down-home message of the tune caught my ear.

Joe's new disc, *Life's So Funny*, is

a first-rate jaunt into new country roots. It's a great album full of songs about real life and real people.

Easing out of the Ol' West, I turned the volume back up to "stun" and got into Lonesome George Thorogood's latest live release, *Let's Work Together*.

George must drive the politically correct bunch crazy. He sings about drinkin', lust for the opposite sex, and even occasionally uses rough language! Certain authorities would probably love to institutionalize George and his Delaware Destroyers for some seriously intense sensitivity training. Meanwhile, poor misguided folks like us will blindly let George rattle our walls, blissfully unaware of the moral and psychological damage that is undoubtedly occurring.

Let's Work Together makes it obvious that Mr. Thorogood is still truly b-b-b-bad to the bone.

Another disc right outta of the bad-to-the-bone mold is *Love Scars* by Bill Perry. This album is tip-top; per-

fect biker bar blues/rock. Perry is definitely "bad"...and that's good.

And who says that scooter folks can't be mellow and laid back?

For those quiet, special romantic evenings when you spring for something a bit more upscale than generic beer, those nights when the red glow of the lava lamp and the skull candles create that "just right" atmosphere, put on *A Thousand Pictures* by Craig Chaquico. Craig is the former Jefferson Starship guitarist and a proud Harley rider. This moody instrumental disc is guaranteed perfect for those drift-away nights.

As we enjoy those nights and the remaining fun and runs of summer, we need to remember that this is an election year, amigos. Study the issues, study the candidates, and make your voice heard. Like Bob Seger says, "My walk had purpose, My steps were quick and light, And I held firmly to what I felt was right ... Like a rock."

—Bill Hayes

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STADEL RUN

With a ground-shaking rumble, the Jack Stadel Memorial Sweetheart Run in California was on the move. Carlos and Emma Lujan, the owners of C & E Auburn Harley-Davidson, along with Gold Country H.O.G. Chapter, had more than 1,500 people sign in with around 1,000 motorcycles on this 1996 Valentine's Day ride.

Started in 1972 by Jack Stadel, the original owner of Auburn H-D, the Sweetheart Run is traditionally scheduled for the weekend before Valentine's Day. This ride began as a Valentine's Day present by Jack to his wife, Joan, and vice-versa, and is now a memorial ride for Jack, who died some time ago of cancer.

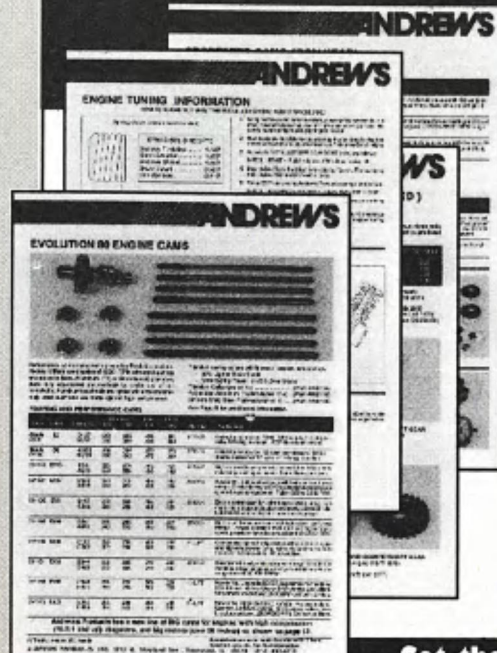
Dennis Gregory, Auburn H.O.G. Assistant Director, set up the organization for the ride and shared duties with hard-working Shirley Dangerfield (no relation to Rodney), and Linda Kendall, the purveyors of the raffle tickets and the sign-in. For \$5 the first 500 riders received a commemorative pin, which, according to Emma, sold out in 45 minutes. All others rode free. Last year more than 600 riders showed up.

Highway 49 and other secondary roads are old "gold rush" trails, and presented some of the most spectacular scenery in these California foothills. East out of Auburn, down into the American River gorge, up the other side, with stops in Cool, Georgetown, the Coloma Club, the Sierra Nevada House, and ending at Sam's Town at Highway 50, was one spectacular ride on a day of bright, almost palpable sunshine.

You may have missed this year's run, but it's not too late to visit living history in the Auburn area. And while you're there, drop in and chat with Carlos and Emma at C&E Harley-Davidson. Check out the stuff they have in the shop and swap some road tales. They'd love to see ya. They're located at 12075 Locksley Lane, Auburn, Calif.; (916) 885-7161.

—Larry Burke

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ZANGHI ZAPPED

INDIAN EX-PRESIDENT INDICTED

The following article appeared in the June 10, 1996, edition of the Wall Street Journal.

SPRINGFIELD, Mass.—Phillip S. Zanghi II, the former president of the Indian Motorcycle Co., was indicted on charges he defrauded investors of more than \$800,000.

In a U.S. District Court indictment handed up in late May but unsealed Friday, Mr. Zanghi, 50 years old, of Mission Viejo, Calif., was charged with multiple counts of securities fraud, tax evasion and money laundering.

Mr. Zanghi couldn't immediately be reached to comment. His company is distinct from others with similar names.

U.S. Attorney Donald K. Stern said

ZANGHI SOLD SHARES OF BOGUS PREFERRED STOCK TO AN UNSPECIFIED NUMBER OF INVESTORS WHO PAID MORE THAN \$800,000

Mr. Zanghi established Indian Motorcycle in June 1990 in an effort to revive a once-famous brand that had been manufactured in Springfield until the mid-

1950s, when the company went out of business.

According to the indictment, from August 1990 through August 1992, Mr. Zanghi sold shares of bogus preferred stock to an unspecified number of investors who paid more than \$800,000. Mr. Zanghi then allegedly used the funds to buy luxury items, including a Ferrari car, fur coats and a \$10,000 Rolex watch.

He faces up to 10 years in prison and a maximum fine of \$1 million, or both, for each of the 12 securities fraud counts, as well as various penalties for three counts of tax evasion and six counts of money laundering.

—Wall Street Journal Staff Reporter

WAKE UP! GET INVOLVED

On January 23, on KVI 570-AM (conservative radio), host John Carlson had Dr. David Diederichs of the Univ. of Washington and Shelley Yonker from the Washington Riders Legislative Task Force (WRLTF) on to debate the pros and cons of helmet laws.

During this debate John Carlson posed the question: "If these things (you claim) are true, then why don't we just outlaw motorcycles altogether?"

The doctor responded by saying, "Actually we have discussed that very issue quite a lot." He went on to say that he felt our "quality of life would be better served if every passenger in every car were required to wear a helmet." Sound familiar? We've been saying all along that this law is not just about motorcycle helmets.

Wayne Curtin of the MRF once said, "Every single argument put forth in favor of mandatory helmet laws can also be used to take our motorcycles away." How true.

We're small in numbers in the overall scheme of things, which should give every man and woman who loves this sport a reason for concern. The people who are out there fighting for your rights are your soldiers. They have resolved not to pick their battles, but to always, every time, stand up

and resist those people to whom the quality of life means something different than to you or me.

Those of you who like helmets and use that as a reason or an excuse not to oppose this law are mistaken. Those of you who complain, but can't be bothered, and those of you who are discouraged by how long it takes to get things done, I ask you: Who are we? Aren't we the freedom-loving individualists who shed the protection of our cages for something more intimate with the road? Aren't we the ones who don't just follow orders for orders' sake, but seek to follow the right path for its own sake? Aren't we strong-willed, determined to be our own persons, willing to work for our goals even if they aren't easy? Does adversity erode our resolve so easily? We need to always remember that this is not just about helmets. Everyone close to the issue knows this.

In closing, we should all be encouraged by the great progress the various MROs have made. They've achieved huge success in a relatively short time and need the support of all bikers. Get involved and do your share. When MROs ask for a show of support don't leave it to the other guy. I'll be there, if just to be counted, because I realize that if I don't, I'll be labeled "just another freeloader."

—Warren Yonker, ABATE of Wash.

UPDATE EXCELSIOR

Like the new motorcycle, the new Excelsior-Henderson clothing and accessories are styled for the '90s with a hint of '20s and '30s nostalgia.



The clothing line features varsity and denim jackets, a bleach-washed black thermal Henley, and a khaki, rope-tie V-neck pullover. Also featured are denim shirts, a variety of T-shirts, including the legendary "X-men racer," and several caps and sweatshirts.

The featured accessory is a collectible die-cast metal 1930s Mack truck coin bank. Also available are several styles of watches and a variety of patches, pins, and decals all displaying the new Excelsior-Henderson logo.

"With the Excelsior-Henderson motorcycle, we are dealing with a rich tradition of American style, quality and durability," says Jennie Hanlon, apparel director. "Our clothing and accessories are a precursor of that style, quality and durability and are a tangible symbol of the great motorcycles to come."

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SHORT STROKES: THE FEW, THE PROUD, THE MEAN

Some days while on the 20-mile freeway ride to work, I wonder what it's all about; other days I'm on Cloud 9; and a few others I want to kick ass, take names, ride to the local watering hole and bomb the rest of the day. But the one thing I can always guarantee is that it's nonstop action around here. We're planning the next run, fixin' a staff member's bike, working on the next issue, or havin' committee meetings on the next drunken party. In fact, I've run outta time—I gotta go. **Here's the news:** Rumor has it that Harley is working with Pontiac on a special-edition four-wheeler. So, will it hit the streets with highbars and upsweeps?...**In Daytona this year** the local paper made it a daily point to cover some irreverent aspect of the rally. On the front page of the Biker Edition of the *Daytona Beach Sunday News Journal* they ran a profile of a rider named Brian Wilson from Biloxi, Mississippi. Among the questions asked him was, "What was the last book you read?" Brian's answer: "I don't read books—I read Easy Rider magazine." Apparently the paper couldn't spell our name correctly...**For you internet surfers**, *Easyriders* has hit the web: <http://www.easyriders.com>. Check us out. **A loyal reader**, Kenny Reeves, extends a helping hand during Daytona Bike Week. He's the director of the Southeast Volusia Humane Society and lives in the house adjacent to the home. Each year during Bike Week Kenny allows a dozen riders to camp out in the Society yard. "I've got an outdoor shower," Kenny said. It may not be high soci-

ety, but it's the brotherhood that counts...**In 1995 the hottest-selling big bike** was the 883 Sportster. The Heritage Softail was sixth. One forward-thinking aftermarket company, S&S, is on top of the trend by developing the first set of aftermarket cases for Sportsters...**A couple of weeks before the Academy Awards** we got a call from independent British animation director Nick Park. He was nominated for an award for short subject and wanted to arrive at the event in a sidecar. Dave Royal, a Pismo Beach restoration expert, volunteered his 1956 Pan and sidecar rig for the limo duty. On the gala night, amongst a slew of stretched limos, Dave and Park were ticketed for no helmets, hanging up the procession for half an hour. Wasn't a flop, though; Nick copped an Oscar for his brilliant work with his Wallace and Grommet characters...**In between writing this disjointed** assortment of news, trying my damndest to find a birthday gift for my sweetie, answering the phone, blabbing to Dave Royal about my '48 Pan restoration, and planning the next issue, a man walked in with his recently published book, *Mandatory Helmet Laws*. Harvey Bjornstad's book travels over all the existing material, innuendoes, reports, studies and concludes, of course, that helmets aren't the answer. It's available for \$10 from Helmets, P.O. Box 5358, Salton City, CA 92275...**On April 7, Gayle Finlayson** of Penticton, B.C., became the lucky winner of a brand-new FLSTC, sponsored by the local Kinsmen Service Club, when her

name was pulled out of the hopper by Ms. *Easyriders* '96, Barb Forde, at Slack Alice's Show 'n' Shine in Penticton. Gayle said the first thing she was gonna do was take a safety course. Good thinkin', Gayle...**Speakin' of donations**, Kid Street Theatre, a charity organization for homeless and at-risk kids in the Santa Rosa, Calif., area (written up in the May '96 issue of *Biker*) is having a Harley donated to them by longtime Grateful Dead lyricist Robert Hunter. The '91 FXR is Hunter's personal putt and is set to be raffled off on October 26 at a concert/rally for Kid Street Theatre. For info on tickets call Leone: (707) 525-9223...**If you're planning to attend the Four Corners Iron Horse Rally**, or just feel like heading to Durango, remember this name: Glenn Gundrey. His 160 West Motorcycle Shop (21738 Hwy. 160 West, Durango, Colo.; (970) 259-3414) can get your Harley back out on the open road...**In too many parts of the country**, generally cities, the world is moving at breakneck speeds. Life in the fast lane is fine, but if you're not held to the fire, don't jump in. Enjoy the sunsets and open roads before they're congested with condos and crime, and we're all living in one massive metropolis connected to another all across the country. A perfect neon-light example is the road from L.A. to Vegas. Once it was a desert stretch from the coast to the oasis in the Nevada desert, now it's a traffic jam 24 hours a day with towns growing all along the route. Ride fast—life is short.

—Bandit

TRADESMEN MC A COMMUNITY-MINDED CLUB

On February 27, 1993, the Tradesmen MC was born. During the first year they sponsored their 1st Annual Pig Roast with more than 450 attending. They also established a mandatory "run list" including the Run to the Wall, MDA Ride for Life, and Operation Santa Claus.

Today, the club has secured 18 acres of land with unlimited camping and parking spaces. Upon discovering that the new



Capitol *Easyriders* Store was about to open they contacted the owner and volunteered to cook food for the Grand Opening. The event was an overwhelming success.

Their willingness to participate and volunteer for the above and many other events has provided the Tradesmen with a positive and solid concept for a publicly active MC.

—Holeshot

ROLL OF THE DICE

MMI
SCHOLARSHIP
WINNER
KICKS ASS
AND
COUNTS
BONES

Little did Bandit know—when he came up with the harebrained scheme of doling out a free Motorcycle Mechanics Institute (MMI) scholarship (worth a cool \$9,425 U.S. clamshells) to whoever guessed the amount of dice depicted on his Knucklehead—that the contest winner's life would be forever altered. Just ask Neil Taylor of Rapid City, South Dakota; he'll tell ya that in winning the scholarship he won a one-way ticket to his dream career as a custom bike builder.

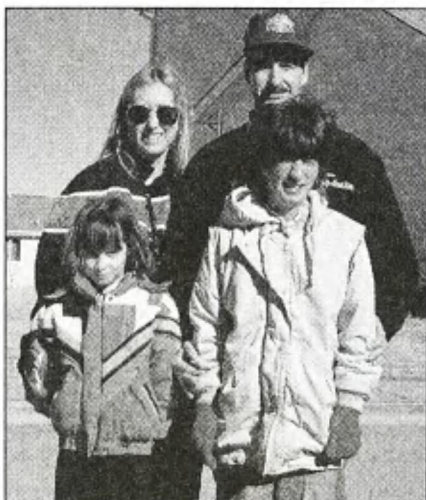
The fact is that Neil's been into Harleys ever since he can remember. Born and raised in the small industrial town of Luck Haven, Pennsylvania (LUCK Haven!?), Neil used to accompany his uncle from Philly, who had a '65 Electra Glide, on long putts through the back hills of Pennsylvania. From that point on, there was never any doubt in Neil's mind what he wanted to someday be—a professional bike builder. 'Course, as life goes on and you get married and have kids and find yourself saddled into 20 years of service in the U.S. Air Force, the problem realizing that dream is when and how. The *when* part of his problem solved itself as he recently faced retirement from the U.S. Air Force after 20 long years of dreaming about starting his own bike shop.

So, there he was standing flatfooted at the crossroads of life, when along comes Bandit's MMI scholarship contest. Hey, Neil thinks to himself, maybe this could be the answer to the *how* part of the equation. After all, life's a crapshoot anyway. Neil had built a number of his own rides over the years, but he knew deep down that attending MMI would give him the clearest shot—at least at this point in his life—to realize his full potential as an aspiring customizer. And as far as the contest was concerned, what did he have to lose 'cept a few cups of coffee and a stamp.

So, on goes the mud maker, out comes the scratch pad and pencil, and before he can say, "Box cars, baby, box cars!" he gets a call from



Photos: courtesy of the Taylors



Easyriders saying, "Although you didn't guess the exact correct amount of dice on Bandit's Knuckle, and although close only counts in horse-shoes, hand grenades, and gappin' a plug or pluggin' a gap ... we've

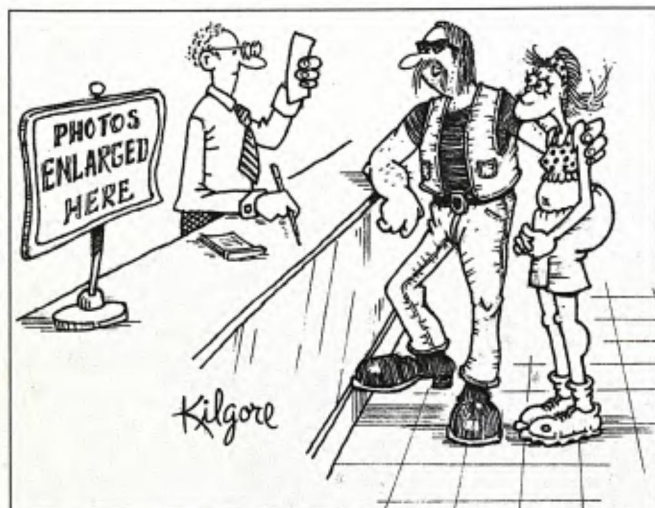
decided, since you were closer than anybody else, to go ahead and award you the scholarship. Hello? Neil, you there?"

Because Neil won without guessing the exact number, Bandit wants to keep the correct answer under lock and key—not that he actually knows the answer, since he can't keep his wrench off the dicey scooter.

Suffice it to say, that Neil, his wife, Linda, and their two daughters, who are ages eight and 14, will be relocating to either Florida or Arizona to take advantage of the schooling. Whether he decides to attend the MMI facility in Orlando or Phoenix, you can bet that he'll be one Harley-trained pro who won't let up on a lifelong ambition. And many moons from now, when someone asks him how he ended up with a bike shop all his own, he won't be tellin' a tall one when he says, "Just a roll of the dice."

—Clay Dog

PASSING GAS



"Don't enlarge the whole photo—just her boobs."

Then there was the biker who walked into the saloon with a huge pair of battery jumper cables draped around his neck. Stepping up to the bar, he growled, "Gimme a beer!"

The barkeep looked him over and said, "Say, you're not here to start anything, are ya?"

Cousin Hank
Portsmouth, N.H.

A biker was having a couple of shooters at the bar when a horny Valley Girl walked up to him and said, "Fer shurre, dude, like I want you to totally screw my brains out, okay?"

"I'm not into quickies," replied the bro.

Lucifer
Underground



"I'm taking your advice, dear. If my boss won't give me that raise, I'm going to give him a bust in the mouth."



"It's your broker."

Pokey was having trouble getting his pud up for business, so he went to see a urologist.

"Here," said the doctor, writing out a prescription, "take this iron-enriched medication three times a day for a month, then come back so I can check on your progress."

A month later, Pokey showed up for his appointment as instructed, and the urologist asked, "So, have the iron pills put the old lead back in your pencil?"

"Yeah, they have," said Pokey, "but now every time I get a hard-on, I point north."

Howard?
Hard Enough

Why are there never more than two pallbearers at a lawyer's funeral?

Because a trash can only has two handles.

Bentley
Corcoran, Calif.

One way to spot a successful ol' lady: she's got that obedient, whipped look on her ol' man's face.

DeeCee
Ogden, Utah

How many perverts does it take to screw in a light bulb?

Just one—but it takes the whole emergency-room staff to get it back out.

Greg Figel
Munising, Mich.

Three bros were kicking back at the clubhouse, discussing how much their ol' ladies bitched at them. Finally they decided that when they got home, they'd do the first thing that their women asked, no matter what, and see what happened.

The next day, they were back at the clubhouse, and the first patchholder admitted, "Men, I don't think our idea yesterday was so fucking great. I was sitting on the couch last night, watching the tube, and some of my cigar ash dropped on the couch. My ol' lady said, 'Go ahead, why don't you just burn the whole damned house down?' ... and my place is still smoldering."

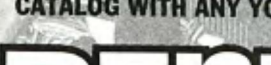
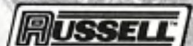
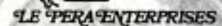
The second bro said, "That ain't nothing, man. I was working on my scooter and dropped a wrench, and it took a nick out of my new paint job. My ol' lady saw it, and she said, 'Oh, that's just great—why don't you just tear the whole bike apart?' No shit, it took me all fucking night to do it."

The third bro then said, "You guys don't have nothing on me. When I walked in the door, my ol' lady was bent over the sink, doing the dishes, so I reached down and gave her a little feel, and she yelled, 'Cut that out!'"

"You guys ever seen one of those real close?"

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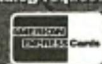
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PASSING GAS



"Good God, lady! What kind of obedience training school is this?!"

"Jeez, what the hell happened to you?" Mongo asked Fat Frank as he hobbled over on crutches, an arm cast, and bandages from head to foot.

"I mixed it up with Sporty."

"Sporty? But he's just a pup," Mongo said, surprised. "He must've had something in his hand."

"Sure did," said Fat Frank.

"He had a baseball bat!"

"Oh, man! Didn't you have anything in your hand, too?"

"Yeah," said Fat Frank, "but it wasn't much good in a fight."

"What was it?"

"Sporty's ol' lady's tit."

El Vee

El Lay

The speeding biker ran off the road and crashed into the woods. The chick on the back went flying into the forest, hitting a tree and breaking both arms and a leg. The bro went skidding into the underbrush with the bike.

When the paramedics arrived, they told the bro how lucky he was that he'd stayed on the bike, since his ol' lady had gotten nailed by the tree, while he seemed miraculously unhurt.

"You think I'm lucky?" responded the bro. "Go look in her right hand!"

Klingon

Shields Up

The Pope dies and rises to Heaven. Bypassing St. Peter, he goes directly to Jesus. Greeting him warmly, Jesus informs the Pope that he has an important errand to run and that he'll be back in 15 minutes. He suggests that while the Pope is waiting, he should feel free to spend some time browsing through Heaven's library—after all, the first Bible ever written is in there.

The Pope excitedly accepts and heads to the library.

Fifteen minutes later, Jesus returns to find the Pope angry and crying bitterly in front of the original Holy Bible. Distressed, Jesus approaches him and asks what's wrong.

The Pope replies, "It says 'celebrate,' not 'celibate.'"

Gene Gumplo

Lompoc, Calif.

Old biker saying: Give a man a fish, and he'll eat for a day. But teach a man to fish, and he'll spend all his time by the river, guzzling beer.

Herm

Indy

What's the difference between your paycheck and a Sherlock Holmes movie?

Your paycheck has more deductions.

Trucker

Hauling Ass

After partying under the hot sun all day, Pogo's ol' lady started to feel somewhat faint, so Pogo told her to sit down and put her head between her legs.

"Ouch!" she cried. "That hurt!"

"Well, for chrissakes, baby,"

Pogo said, "you gotta take the cigarette outta your mouth first!"

Shelly Lessley

Ceres, Calif.

The Highway Patrol pulled over a drunk driver and demanded, "Let me see your license."

"Will you assholes get your act together?" shouted the drunk.

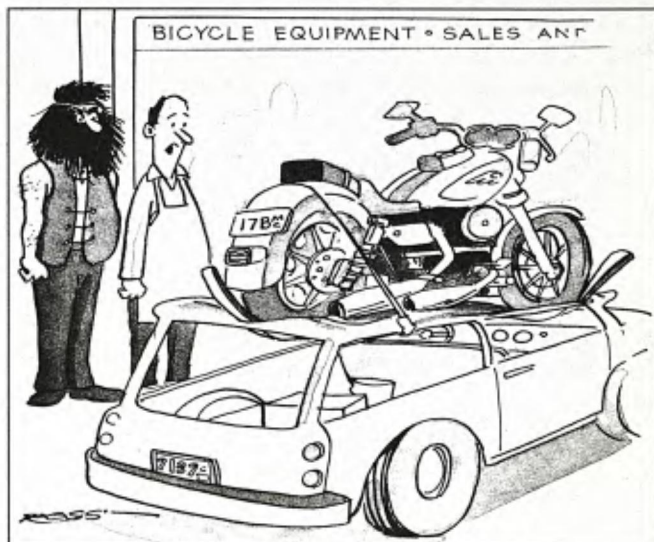
"Last night you take it away, and now you wanna see it?"

Dago

Simi, Calif.



"What a guy—knocked that big dude cold with just one swing of the ol' lady's panties!"



"Well, sir, I think I see the problem with your bike rack."

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



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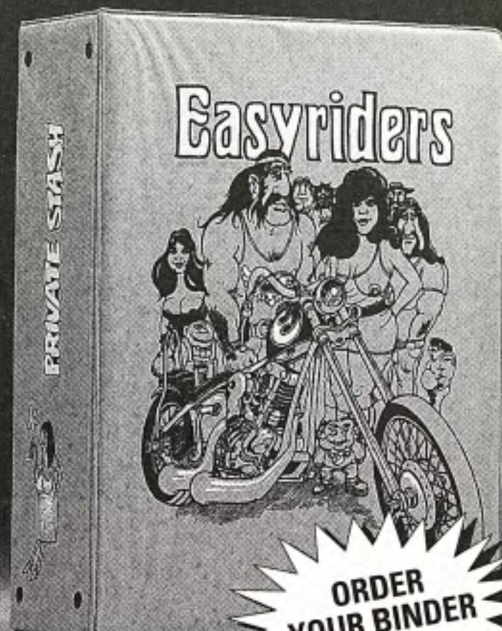
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TALKING TECH

Darlin's Dilemma

Most of the bros I ride with have newer (and faster) bikes. That, combined with the new highway speed limits, leaves me vibrating apart. I ride a Panhead with a pre-1964 transmission. Trying to keep up with Evos and Shovels at highway speeds over 65 mph is more work than I want to put Darlin' through.

To my question: is there a 5-speed gear set that will fit my 4-speed pre-1964 transmission? Is there any other way to lower engine rpm at highway speeds and not lose performance at lower city speeds? My speedometer is driven off of the transmission.

Pothole
Milwaukee, Wisconsin

Immediately I'd suggest a gearing change, although eliminating the high rpms that are causing your pearly whites to rattle will mean sacrificing some of your low-end grunt. Play with different sprocket sizes for both the tranny and the wheel, and you'll be able to get your gearing just the way you like it.

Now if you had the Pan in a '70-up 4-speed swingarm frame (or those offered by Custom Chrome and Sundance that fit Evos and strokers), Sputhe Engineering has a 5-speed box that's a direct bolt-in for a 4-speed. I don't know what you've got for a frame, but if you're willing to swap frames, then check out the Sputhe tranny. It comes complete, or just the case, and Andrews makes the special gear set. If you're riding a rigid Pan, Chopper Guys' Fat Guy rigid frame will accept a 4- or 5-speed box and you'll be good to go. If the frame and/or tranny swap is out of the question, then you'll have to stick with altering the gear ratios with sprockets. Far as I know, there are no 5-speed gear sets for any factory 4-speed box of any vintage. Check out Custom Chrome's new trannys. Good luck.

Geared

I have a stock '84 FLH Shovelhead (with fairing, windshield, bags, etc.) with a rear belt drive. I want to gear the bike higher by replacing the 70-tooth rear pulley with a 66-tooth pulley.

Questions: Will changing the gearing

to a 66-tooth pulley (or higher) cause other problems? Will my stock belt still fit? If not, what size belt will I need? Who should I contact to answer these questions and/or buy both items?

Jay Melhoff
Indianapolis, Indiana

This is an easy one. My good friends at Belt Drives Limited (BDL) told me that there are a couple more things we need to know in order to determine reusing your stock belt. First is the tooth count on your tranny pulley, and second is the amount of adjustment available at the rear axle. Best thing to do is to call Bob or Steve at BDL (714-630-1433, fax: 714-630-2303) or Phil Ross at Super Max (805-548-6000), and they can help you out—right down to getting you all of the parts you'll need. Just so you know, they offer 65-, 68- and 70-tooth rear pulleys in a variety of patterns for a reasonable price, and tranny pulleys are also available from 29-34 tooth sizes. As far as any problems are concerned, gearing changes will affect either the low-end performance or the top-end rpms. If you're already considering this change, I'd hazard a guess you're logging some serious highway miles on the Shovel, so lowering your cruising rpms will help that FLH run a lot longer.

Block Talk

I have a 1981 FLHS with external oil drain lines that run from the tappet blocks to the cylinder base, the type used from late '81 to early '82. Can they be replaced with the newer style tappet blocks and the holes in the cylinder base plugged, without having to make any other modifications?

Gary Beaudoin
N. Stonington, Connecticut

No problem, Gary. You can either drill drains in your present blocks, or replace them with late model blocks. Oh, by the way, don't forget to plug the cylinder holes.

Ground Up

I'm going to build a bike from the ground up, all new parts. I want to build up an Evo. I want more cubic inches and stroke, but I still want

something very dependable and not high maintenance. I don't want to go more than 95 cubes. The stroke and cam I could use some help with. I want more than stock but not radical.

I've had Shovels with solid lifters and SUs. I don't consider them any more maintenance than stock.

One track
Skistook, Ohio

Well, One track, there's just too much out there, and your project is too major for me to just give you a pat answer. However, I do know some folks who can give you a hand. Try the Easyriders Store in Columbus, Ohio. The bros there will help you get on the right track, One track.

Lots Of Questions

I just got a 1971 Sportster. It's supposed to be one of 200 made. (I don't have the paperwork yet.) It's an XLCH. This is number 3 of 200. Elvis was supposed to have had number 5 or 6. It was built in California, but by whom? It's in mint shape, under 2,000 miles. It has an hour meter, and it shows 45.4 hours. Was this a trademark?

I got it from the original owner. The frame and gas tank as well as everything else is chrome. What is it worth? I paid a lot for this bike because of its condition. Is it really rare?

Dan Westberg
Palm City, Florida

Well Dan, there were 6,825 XLCHs made in 1971, and without more information there's no way to know if yours is special or not. Also, our man at Harley-Davidson, Gene Perryman, tells us he's never come across an hour meter on a civilian Sportster, and if the factory did install one, it would not be in the motor mount. Let us know if you have some more information, and maybe we can get you some more answers.

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

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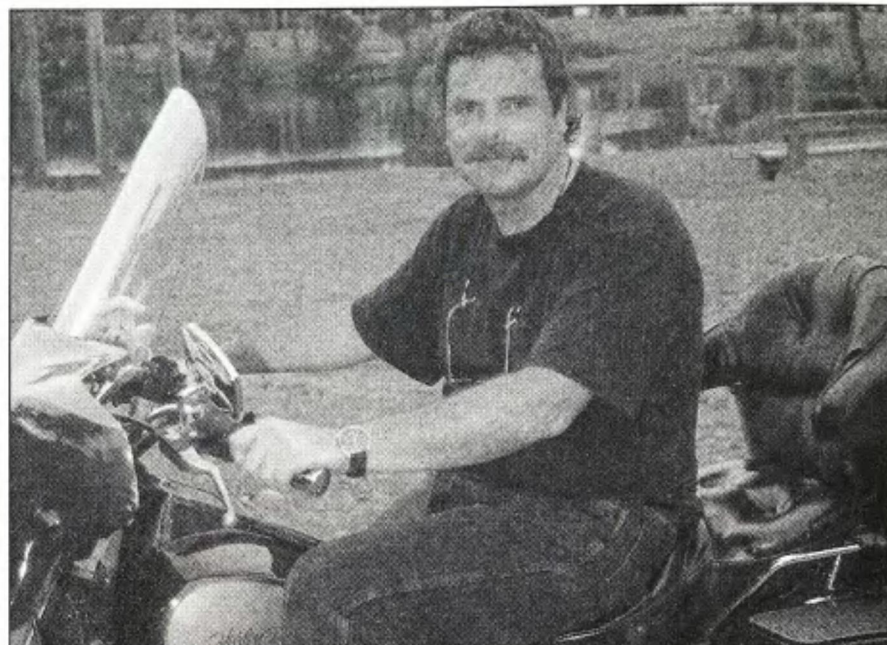
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F.I.G.H.T.® UPDATE



Attorney Ron Smith

F.I.G.H.T. Philosophy Works In Florida

Biker attorney Ron Smith has proved that the *Easyriders* Freedom F.I.G.H.T. philosophy of attacking helmet laws through the Federal Safety Standard will work perfectly anywhere.

Working independently (we wish we could take the credit) as the attorney for the Suncoast Chapter of ABATE of Florida, Ron studied the Florida code and saw the same weak link that Skip Raring found in California's lid law. Ron climbed off his FLHS and did some serious harm to the Florida statutes when he first represented Dave Raynal. Dave had gotten cited for the notorious "unapproved" helmet that has been California law enforcement's infraction of choice. The Pinellas County trial judge heard both sides of the argument, including a spirited prosecution. When the smoke cleared, not only was Dave "not guilty," but the county judge ruled the entire law unconstitutional.

It seems that the state of Florida has a list of helmets, but it hasn't been updated since 1988, and in the absence of clear direction the judge found that the law was "overly vague and fails to give the ordinary citizen sufficient notice of prohibited conduct." (Almost the exact words of our own Judge Jones in the *Easyriders* Freedom F.I.G.H.T.® v. Hannigan case.)

Enraged by their loss, all the authorities—county, state, etc.—appealed to the 2nd District Court of Appeals, where the case sits today. A victory in the Appeals Court will have the effect of law in the 2nd District, and the effect of precedent in the rest of Florida.

Not content with this victory, Ron organized the Suncoast Chapter of Florida ABATE into a testing mode, riding helmetless into various portions of the county and trolling for tickets. They were successful, and the first to reach the courts was Frank Landry, who appeared before County Judge Radford Smith on May 8, 1996. A motion to dismiss was made by Ron, based upon Frank's reliance on the Court's opinion in the Raynal case. Judge Smith granted the motion, and the first winning no-helmet case in Florida was history!

We talked to Doc Reichenbach, head of Florida ABATE, and Doc wanted us to make it clear that the helmet law is still being enforced in most parts of Florida. Doc wants you to know you will get cited if you go bare, so be clear on where you are and what you're doing.

When you're in the middle of a F.I.G.H.T. like this, it's great to know that there are people out there like Ron Smith and the folks in ABATE of Florida, especially the Suncoast Chapter. With them on our side, victory is a lot closer.

—OZ

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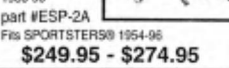
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CUSTOM FRONT FENDER

SPECIFY YEAR AND MODEL

Part # EFE-1

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all 4spd frames **\$49.95**

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hinged rear fender with

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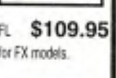
EFE-34 FL style rear fender for FX models.

Fits 1973 - 85 4 speed

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front fender **\$89.95**



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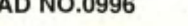
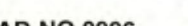
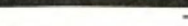
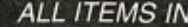
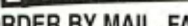
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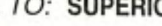
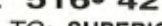
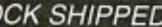
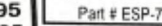
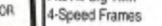
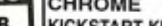
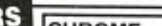
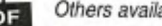
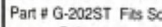
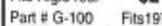
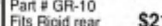
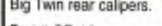
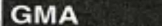
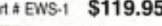
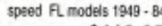
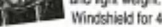
Windshield for 4 speed FL models 1949 - 84.

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Fits FLH 1936-84

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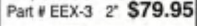
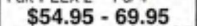
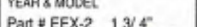
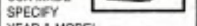
CHROME DRAG PIPES

USA MADE SPECIFY YEAR & MODEL

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\$54.95 - 69.95

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BROS CLUB NEWS



Photo: Rick Diaz

Here are all of our new Bros Club members who weren't able to "Weasel out" of signing up for the Bros Club. That's "Big Daddy" Drew and Michael D. down in front with the fancy hair-nots.



Here they are, the unofficial Bros Club of Las Vegas poster children, Brenda and Mike Meadows.

PARTY, PARTY, PARTY What's A Bro To Do?

The biggest thing happening this month in the Bros Club has been *parties*, and I have had to go to some of them! I know you all feel bad for me, but don't worry—someone has to do it, and I've resigned myself to my fate.

The first party I attended was the one I wrote about in last month's news:



New member Charlie Lancaster with Miki from Hamilton, Mich., at the Columbus Bike Show '96.

the *Easyriders* of Las Vegas Second Annual Spring Bash. I just wanted to show you some pictures.

Second was the *Easyriders* of San Diego Cinco De Mayo party that ranked right up there with the best. It featured two live bands (Steve Werner and The Sleepwalkers and Ian Lindon with his backup) and a Bikini Girl Contest that gave party-goers quite an eyeful.



Rodeo Rider Don Seybolt (Grumpy Old Man) enjoying himself at the Columbus Show.



A view of the Bikini Girl Contest at the *Easyriders* of San Diego Cinco De Mayo party. Like I've said before, you know where to find me at these events.



Last year's Miss *Easyriders* of Las Vegas, Julie Sandoval, just before she had twins (a boy and girl).



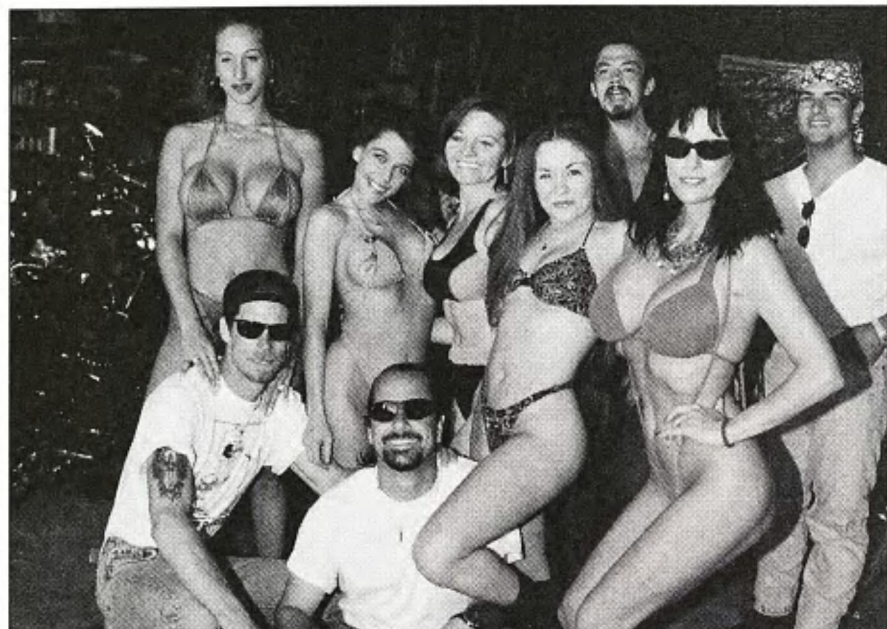
Here's a look at the crowd during the *Easyriders* of Las Vegas store's Spring Bash 1996, just before the Bikini Girl Contest.



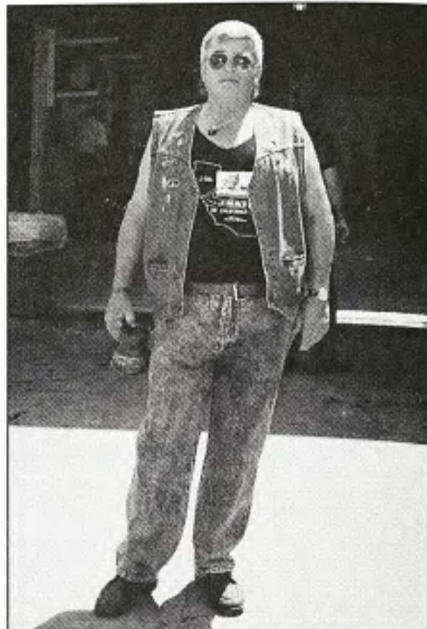
This is Sandi Miles from Dunbar, Va. She has such a pretty smile ... Oh, yeah, and that's Dana with her!

At the same time as the San Diego store's bash, the Fayetteville, North Carolina, *Easyriders* store had a two-day blowout of their own. Gypsy, the store manager, tells me things kicked into gear on Friday night at the Green Frog Country Club and Sports Bar on Ramsey Street, where management set up an area for a burnout contest. A prize of a \$35 bar tab was awarded to the winner. →

BROS CLUB NEWS



Here's JP (bottom middle), owner of *Easyriders* of Las Vegas, and "The Warrior" Disc Jockey of KKLZ 96.3 (bottom left) with the Bikini Girl contestants. That's this year's winner, Mia Capri, top left.



John Del Santo from Ocean Beach, Calif., was our first sign-up at the *Easyriders* of San Diego Store.



Michael D. from the San Diego store with his mom, Carol (left), and sister, Wendy, at the Cinco de Mayo party. Looks like they fit right in for the festivities.

(John Green, who drives one of the *Easyriders* trucks, was kind enough to stage a burnout show of his own with his Boss Hoss.) The bar band Brickyard also competed in the burnout contest.

Day two started early Saturday morning with sign-ups for the bike show. The band Rattler kept the tunes going all day, and, along with the bike show, partygoers were

treated to a fashion show, a live radio remote, and the *Easyriders* truck was there for everyone to look over.

The day ended with Walt Fisher, on an Arlen Ness-built FXR, winning best of show and everyone feeling pretty well partied out. Stop by the Fayetteville store, and don't be surprised if a party breaks out while you're there.

Well, I'm outta here. It's too nice



Andrew Zimmerman at the Columbus Bike Show. That's his wife, Marilyn (middle), and their friend Sara.

of a day, so I'm going for a ride.

Keep those pictures and letters coming while you're enjoying the summer fun.

—Gregg Daniel

Send submissions to:
Easyriders Bros Club
P.O. Box 3000
Agoura Hills, CA 91376-3000
Attention: Gregg Daniel

DON'T GET BURNT.



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Acct.# Exp. Date Signature

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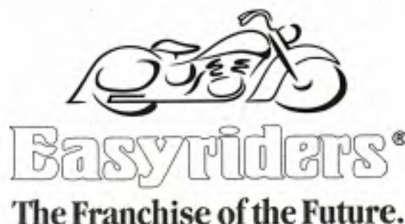
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TRIBAL FIRE

ANYTIME, ANYWHERE YOU WANT IT

In August of 1973 I made regular treks to the mountain community of Wrightwood, a small pine-strewn community a couple thousand feet above Lucerne Valley in California's Mojave Desert. Throughout that long, sweltering summer, I was going to college and working in a chopper shop. In my spare moments I stripped down an auctioned cop bike, fixed it up, and then sold it for extra cash. I couldn't help but collect busted and broken parts along with the occasional usable part I stumbled across at swap meets and garage sales. I saved broken and cracked parts under my bench with the intention

of building a busted and broken bike to display somewhere, sometime.

One weekend, while stumbling through old toasters and rusting license plates at a drive-in swap meet, I happened across a wishbone rigid frame. It had been raked, molded and painted with a quarter-inch layer of metal flake. After I had it sandblasted for 20 bucks, I primed it and slipped it underneath my galvanized angle-iron, 2-by-12-inch slat bench. Then an old friend from the service, Andy Hansen, who now owns HES in Culver City, Calif, called about a Knuckle lower end and a pink slip. That

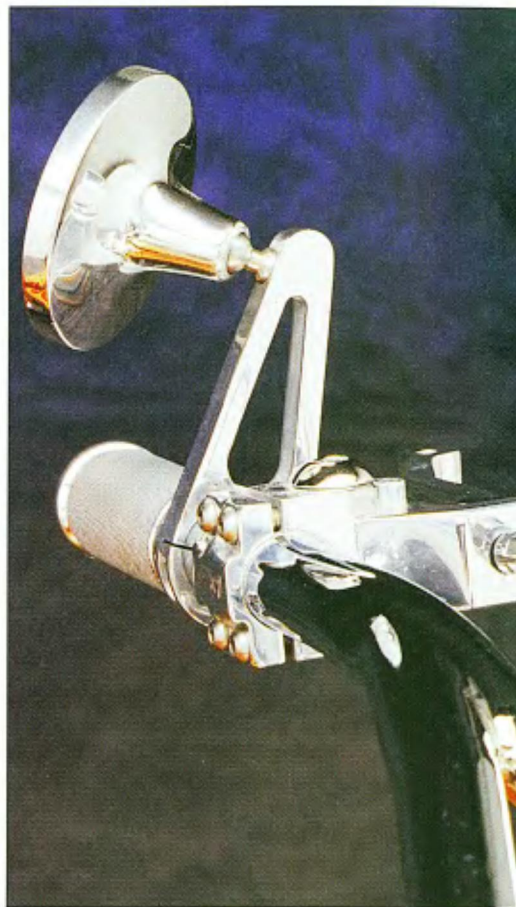
also was shoved under the big top. Then, while inspired in the middle of the night, I got down and started to rummage through the Panheads with broken exhaust manifolds, the dented wrap-around oil bag with missing tabs, the odd auto-advance distributor (I was heavy into magnetos) and the torn solo seat and springs. The more I sorted through the myriad of broken and rusted components, the shell of a Linkert carb, the brake drums without shoes, the more I discovered the makings of a complete bike. Working late nights, honing rod bearings on the Sunnan hone located →





in the bedroom/cleanroom engine area of my small apartment (we slept in the living room), I mounted new brake shoes and hand-fitted the shoes to the drums, brazed and welded brackets, heated the heads in the oven and replaced the valve guides, hand-lapped the valves, installed and honed rod bushings, wired, painted and assembled the bike. It ran. It was a mixture of 1955 Panhead frame, Knucklehead lower end, and rubber-band Panhead top end.

Throughout the summer, I rode weekly into the hills of Wrightwood to hang out with a brother who had a job with the road crew. One such weekend, while riding along a desolate mountain road about 10 miles out of town, the old green



test bike slowed and stopped alongside the road. The engine still purred (which was unusual), the clutch engaged and disengaged, but I wasn't moving. After getting off the solo seat and shutting the puppy down by untwisting a couple of wires, I inspected the rat. It wasn't until I dropped the tranny into first and pushed the bike in the road's sandy shoulder that I discovered all the rivets were sheared out of the rear hub. After hiking to the small town hardware store and purchasing a handful of sheet metal screws, the rat Pan made it to town, where I took the drum off the wheel →

and welded the sprocket into place at the county road crew facility.

That's how I did it then. A couple handfuls of calendars later and a half a dozen states away in 1995, the July storm clouds hovered, threatening the Black Hills of South Dakota. Over 800 miles to the west in a small shed on the highway running through Tombstone, Arizona, a displaced Californian, Darrell Pinney, sweated under bright lights while squirting the frame and sheet metal of Pat Kennedy's newest creation. Pat worked alongside the master painter, sanding and prepping, and Darrell shot wild colors late into the evening. But time was running out.

While snow still coated the rolling



hills surrounding the Badlands, Pat worked feverishly in his gunfighter garage creating the one-off belt drive, the exotic springer brake linkage, the cutout oil bag for the electric start, the one-of-a-kind rear brake pulley, and the brakes and shifting linkage, in addition to building the custom Pat Kennedy frame. As the sun attempted to bake holes in their adobe roof, Brook ran the mail order business from their small office in back and laced the 120-spoke wheels for this creation. This is the bike they completed and hauled to Sturgis along with a booth and





sample products to display in the community center.

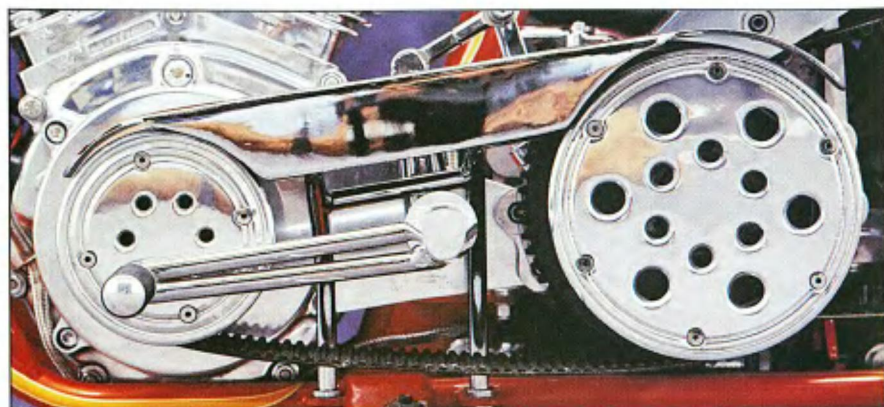
Pat and Brook endured the same eras I did. They worked hard to build their dream Arizona Indian hideaway in Tombstone and they work just as hard now as they did two decades ago. The two stories above are excellent examples of an aspect of this lifestyle. I can still search out a rigid at a swap meet and build a bike inexpensively from pieces and parts today (in fact, the parts are much more readily attainable today). I can still build a rat in my spare time, restore that box of junk (using original and reproduced vintage parts), build a hot rod drag bike (because performance parts have come

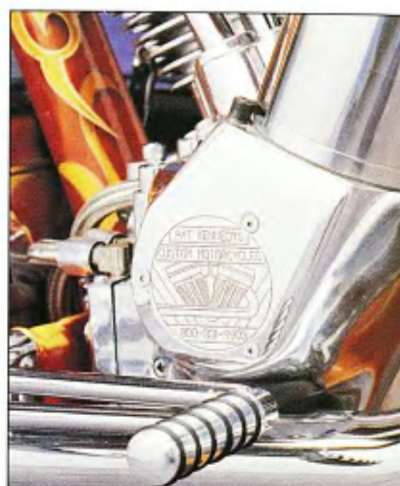
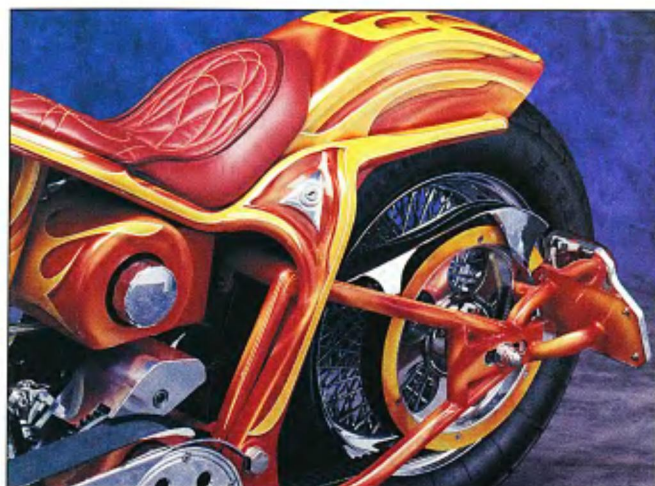
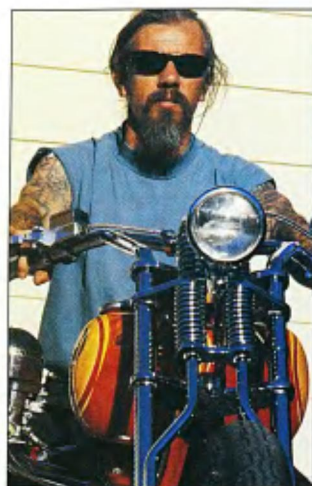


a long way), or I can go to someone as talented as Pat and Brook and have them build me a world-class custom. In other words, depending on my own drive and expertise, I can still build any goddamn motorcycle I want—anytime, anywhere.

—Bandit

P.S. The rider who now owns this Kennedy masterpiece, Ken Strauss, has also been riding for 30 years. He's ridden and built everything from Pans to Ducatis. This time he chose to buy a custom—it's his choice.





Owner:Ken Strauss
City:Atlanta, Georgia
General
Fabrication:Pat Kennedy
Year and make: ..'95 Pat Kennedy Custom
Model:full custom
Value:\$40,000
Assembly:Pat Kennedy
Chroming:New Dimension
Engine
Year and model:1995 S&S 96" kit
Rebuilder:Pat Kennedy
Ignition:Karata Vertex magneto
Displacement:96 cubic inches
Lower end:S&S
Pistons:S&S

Cases:S&S
Heads:S&S
Cam:S&S
Carb(s):Weber downdraft/Pat Kennedy
Pipes:Pat Kennedy
Modifications:S&S balancing,
 Pat Kennedy air cleaner
Transmission
Year:1995
Modifications:Andrews gears,
 Karata pulley, 4-inch open belt drive
Paint
Molding:Pat Kennedy
Painter:Darrell Pinney
Color/type:orange, red, yellow/Deltron
Special paint:Darrell Pinney special mix

Frame
Builder:Pat Kennedy
Type:chrome moly Softail
Modifications:33-degree rake, 2-inch
 stretch, struts built into rear
Accessories
Bars:handmade, Pat Kennedy
Fender(s):Pat Kennedy
Headlight:Drag Specialties
Taillight:Pat Kennedy/Scooter Lab
Pegs:Pat Kennedy/Patzilla
Electrics:Pat Kennedy
Gas tank:Pat Kennedy, stretched
Oil tank:Pat Kennedy, aluminum
Seat:Keith's Upholstery /Pat Kennedy
Mirrors:Pat Kennedy/Tribal Fire

Grips:Pat Kennedy
Forks
Builder:Pat Kennedy
Modifications:4 inches over, chrome moly
Wheels
Front
Type:Pat Kennedy 120-spoke
Size:21-inch
Tire:Metzeler
Brake:ISR/Pat Kennedy
Rear
Type:Pat Kennedy 120-spoke
Size:15-inch
Tire:Metzeler
Brake:ISR/Pat Kennedy
Photos:Michael Lichter

THE BIKER'S CHOICE

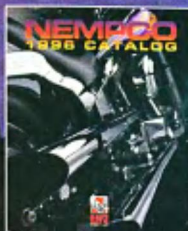


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LAUGHLIN

R I V E R R U N ' 9 6

What could be more righteous than a bunch of bikers riding out to the burning desolation of the Mojave Desert to throw a three-day bash? Throw in foot-stompin', ass-kickin' bands like Steppenwolf, Commander Cody, and Creedence Clearwater Revisited, some of the hottest custom bikes on the planet (and the guys who built them), top-quality suppliers showing off all their latest stuff, and the roll and rumble of some 35,000 Harleys, and, damn, you're looking at a pretty good time.

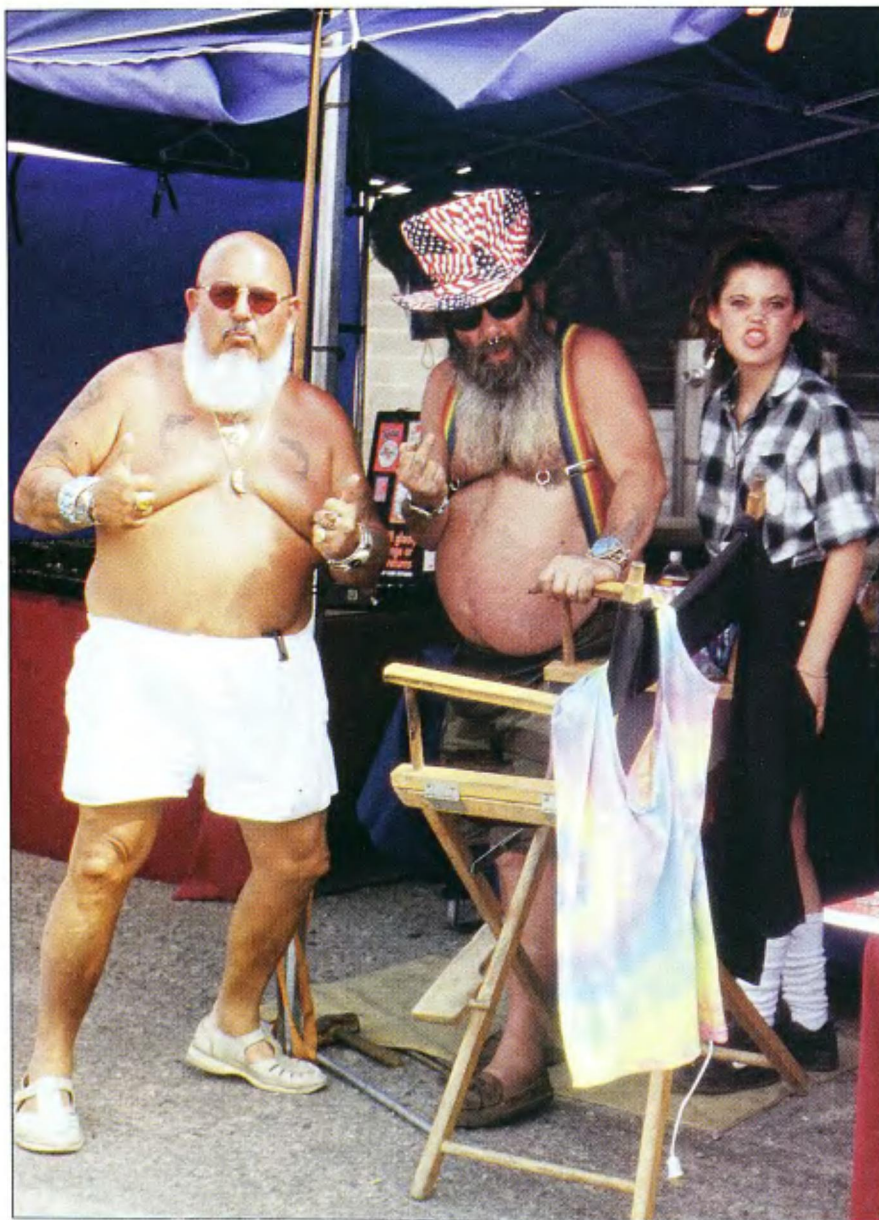
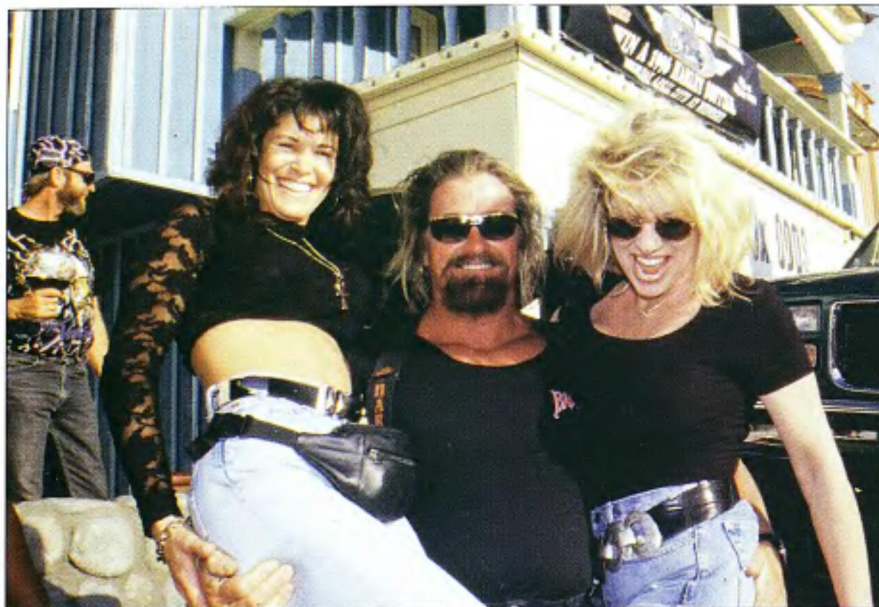
The 1996 14th Annual Laughlin River Run was held in the gambling town of Laughlin, Nevada, off the banks of the mighty Colorado River on the Arizona border. Set in late April before the Mojave sun turns hard asphalt to bubbling tar, Laughlin's main drag, Casino Drive, shook for three days and nights from the constant rumble of thumping iron and steel.

Bikers and their brethren snaked in like an endless desert caravan from California, Arizona, Utah, Oregon, New Mexico, Washington, and since the mud and crud on some license plates was so thick, other parts unknown. Bikers from Germany, England and France were there, as well as Canada, Mexico and even Hawaii.

"You know, this started back in 1966 with just a bunch of buddies scooting down some dirt roads to Don Laughlin's gambling trailer in what was then South Pointe, Nevada. It was an excuse to throw the dice, eat a few of Don's cheap chicken dinners and maybe do some fishing on Lake Mojave. We made it official 14 years ago and 426 guys showed up," said Event Organizer Joe O'Day.

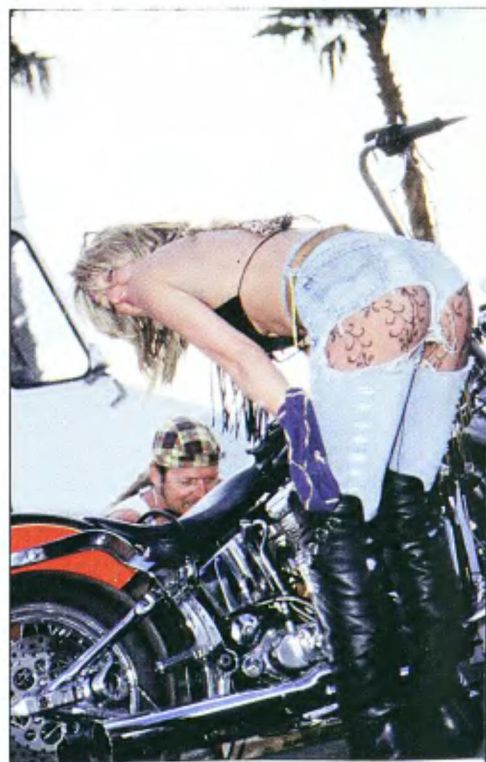
"Now, it's an international happening. The desert roads are paved, there are 10 major, sky-scraping casinos offering headliner entertainment, and the action is nonstop. Last year we even had some guys from Saudi Arabia riding around on amazing





machines—must have been a couple of sheiks." After just a few years, the event has ballooned into one of the West's premier motorcycle rallies. "I think this year attracted an even more diverse crowd, with noticeably more women riding their own bikes."

This year's edition offered H-D test rides on its complete '96 line, and although nearly everyone in the crowd already owned a Harley, there was no shortage of takers. Willie G. attended the event, mixing and mingling with the rank and file. He spoke of the brotherhood of biking. No matter what walk of life, he said, from truck drivers to

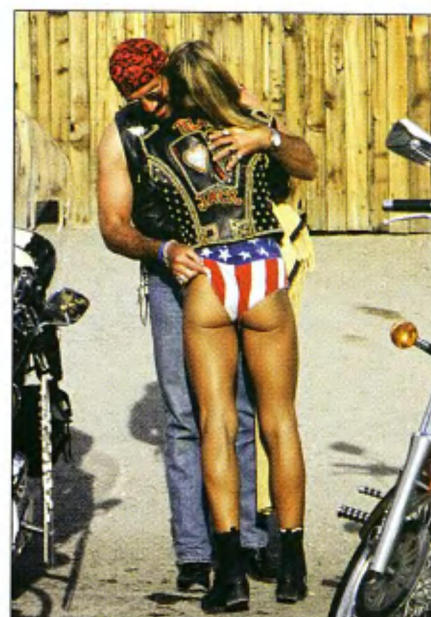




bankers, we can put our differences aside, jump on our bikes, go ride somewhere and all feel a common bond. That's biking, American-style.

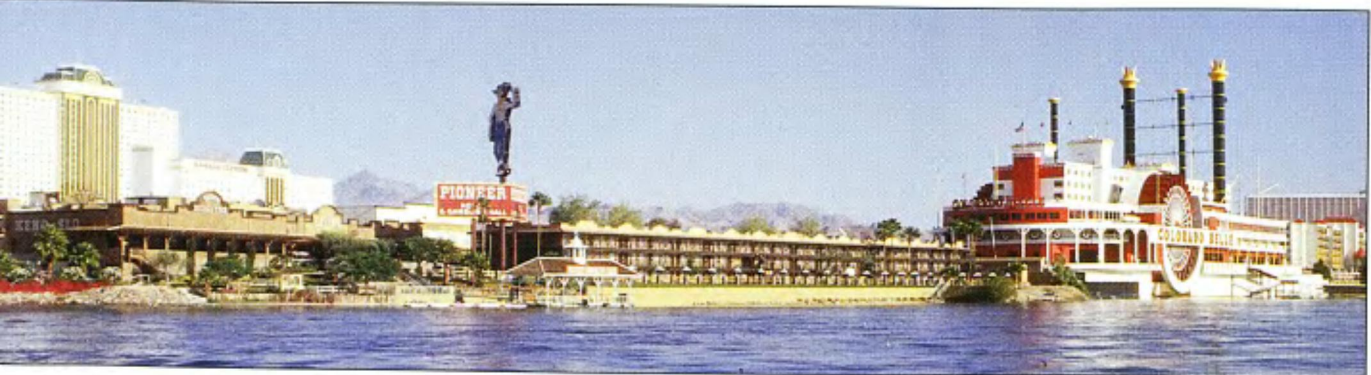
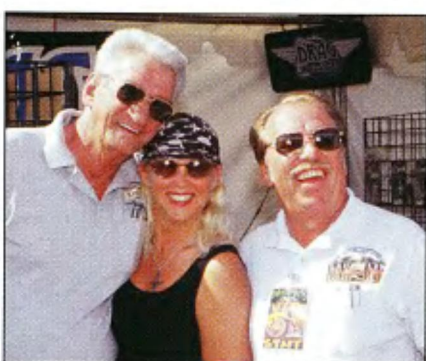
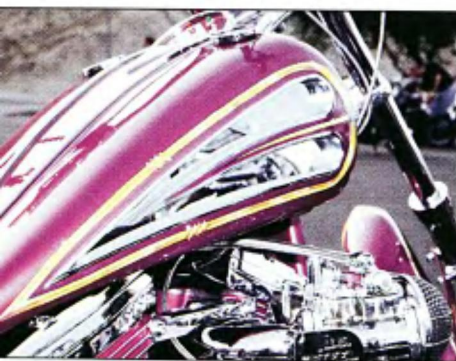
The Camel Roadhouse was back, with bands blaring out Southern boogie and blues from its center stage and beautiful women giving sexy shoe shines, posing for photos and pouring beer. The Victor McLaglen Drill And Motor Corps. performed amazing stunts that seemed to defy gravity, while the Hardly Angels, a female troupe of performers, executed their own brand of "motorcycle choreography." They also encouraged women to get more involved in riding.

Vast parking lots were flooded in a sea of biker black—black shirts, pants, leather jackets and chaps and even a few bikes in traditional black—and every year and model of Harley, plus the ground-up customs most of us can only dream about. From tail draggers to baggers to clean, classic choppers, the ground swelled with Knuckleheads, Shovelheads, Pans, and Evos. From beautifully restored Indians and Ariels to low-down dirty rat bikes, Laughlin, Bullhead City and the gold mining ghost town of Oatman on the Arizona side of the river became a rolling display of bikes and those who ride them.



The River Run also featured a major motorcycle and truck drawing. A 1996 Dodge Ram 1500, bike trailer and '96 Bad Boy combined for the giveaway's grand prize. A Road King, Heritage and Sportster were also ridden home, free of charge. A new Ms. Laughlin River Run was crowned: Lisa Blake will serve as the event's goodwill ambassador over the coming year.

A large crowd yelled it up at the Field Events, which only required contestants to have "a good attitude and good luck." The slow race, bite the wienie, ride the plank, slalom course, bean bag toss and bike wash were real

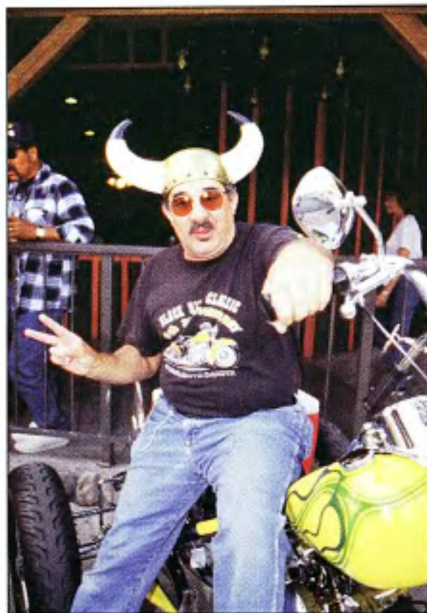




crowd pleasers. While a lot of people watched water balloons explode, mustard fly and hot dogs slide down hungry mouths, other people—about 1,800 of them—participated in the Poker Run.

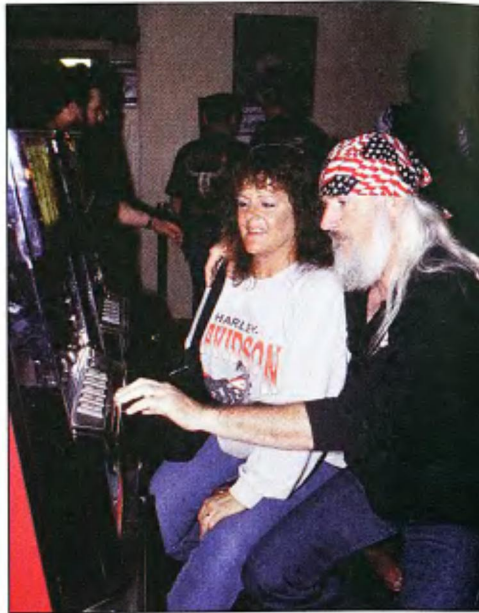
"Bikes snaked along for miles," said O'Day. "The group left from the Golden Nugget Casino, rode to Kingman, Arizona, down Route 66 and over the Davis Dam to the Hualapai Mountains—it was quite a scenic trail. Of course, a few people detoured off the course along the way, but that's only because there is so much to see around here."

A custom bike show showcased



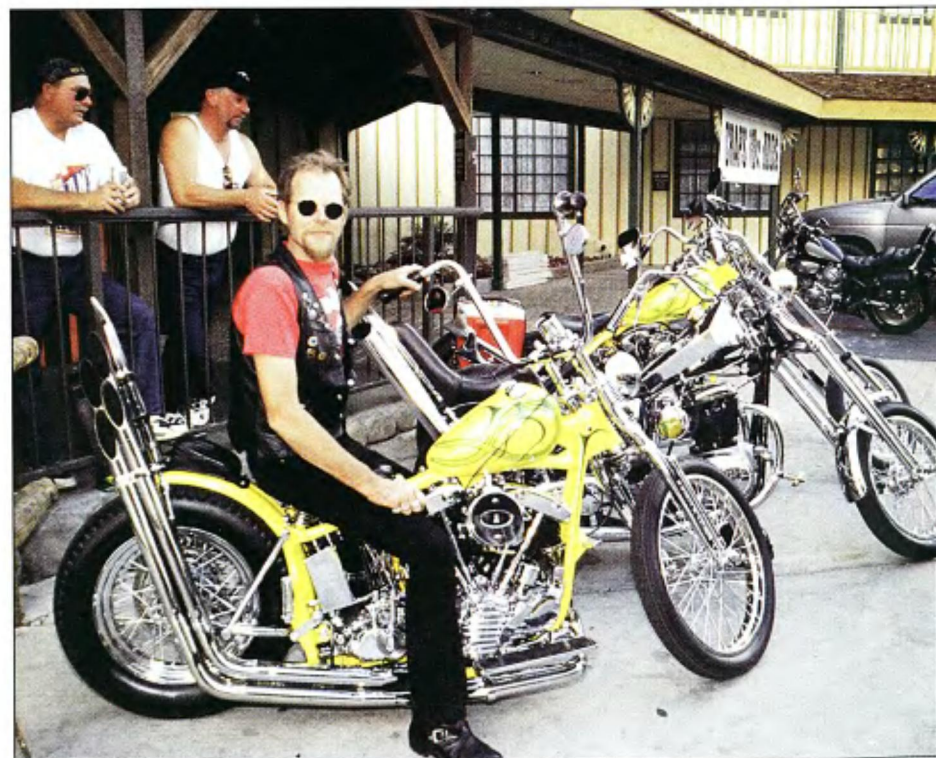
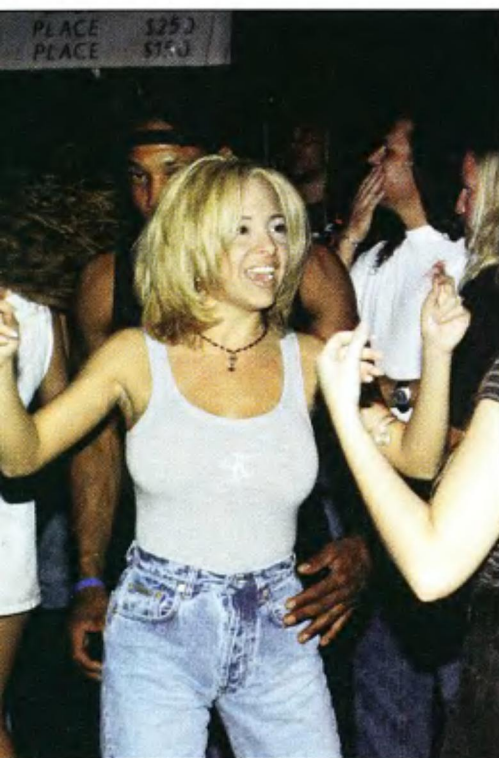
the extreme talents of builders and restorers near and far. From '48 Indian Chiefs to new FLHs, the event offered something to impress the most hardcore connoisseur.

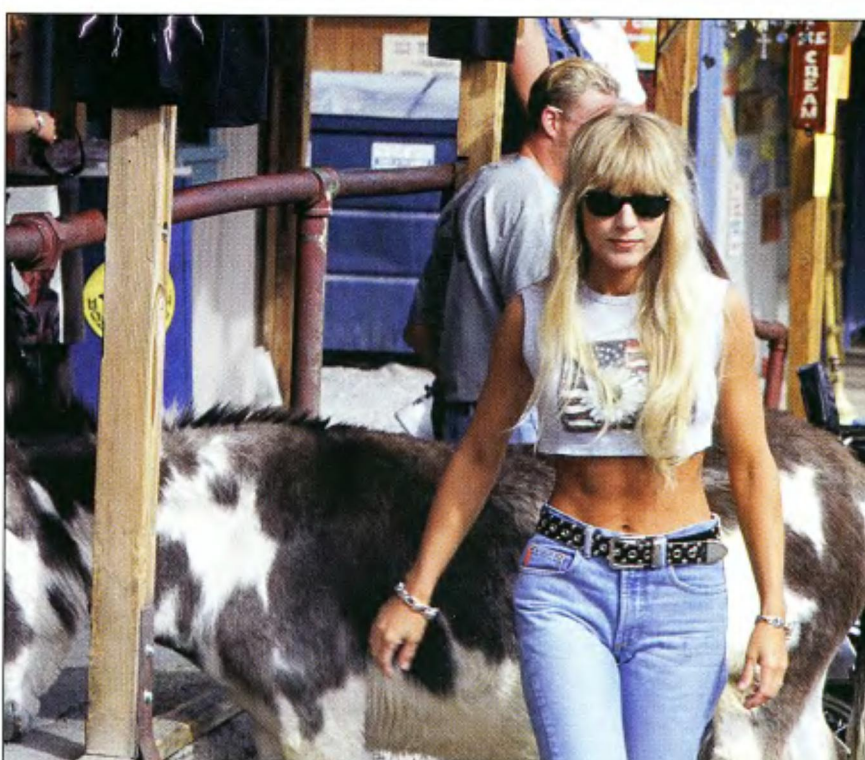
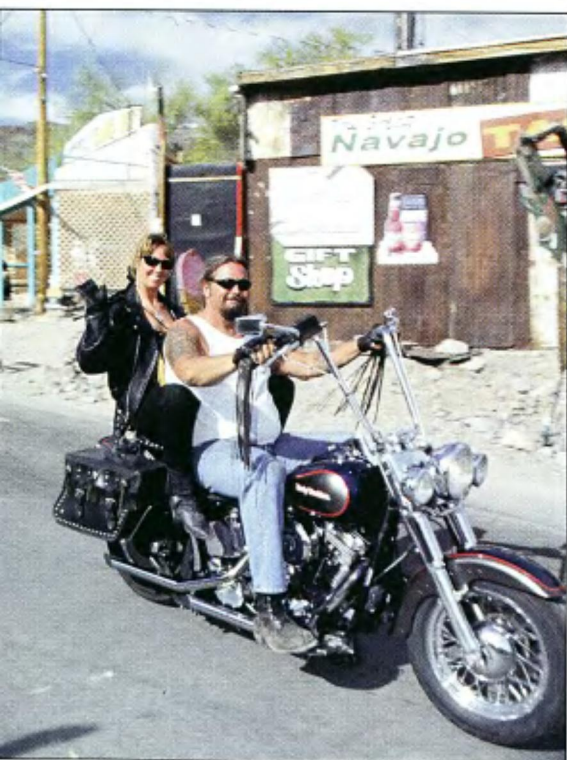
Major suppliers and builders like Arlen Ness, Ron Simms, Chrome Specialties, White Brothers, Performance Machine, Edelbrock, JIMS Machining, Works Performance, Drag Specialties, and S&S, among many others, showed off their wares. Countless vendors offered miles of T-shirts, leathers, denim, patches, pins, jewelry and every other bit of biker brass, chrome, or cloth known to man.

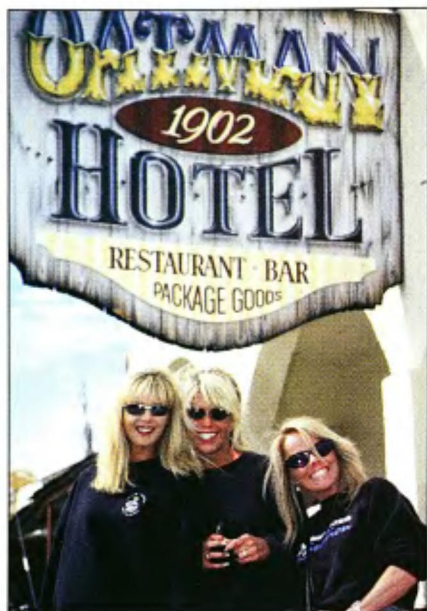


If that wasn't enough, a chick in a bikini would wash your bike down for \$5.

New American motorcycle manufacturers like Ultra Kustom Cycle of Corona, California, and Phoenix-based Titan Motorcycle Company of America brought some primo samples of their lineups, demonstrating that there is decidedly more than one way to get on a U.S.-built V-twin. Then there were upstarts like Deliverance Custom Cycles, based in Sedona, Arizona, which is manufacturing Heritage- and Fat Boy-type conversions out of ironhead Sportsters. There is something new brought to the market every year.







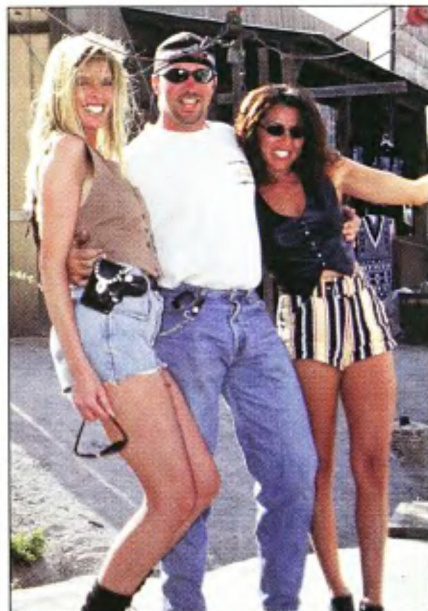
Casino Drive lights it up at night—and so does the crowd. Beneath the blaze of neon and the incessant roar of Harleys, sidewalks were turned to stages. People- and bike-watching is a major league sport at the River Run. If you stand in one place, every hot bike and body will eventually go by. Some went by before crowds of several hundred bystanders chanting in unison, "We want tits! We want tits! ..." A few kind women and the occasional much flatter guy obliged.

Another major Laughlin Run attraction actually takes place about 25 miles southeast of town, across the Arizona



border. The restored, clapboard ghost town of Oatman overflowed with motorcyclists of every ilk. Although the town was very well chaperoned by the police, no one was shy about flaunting what they had. Bikers hitched up their iron steeds to the wooden curb and Oatman's narrow streets turned into a pedestrian mall. People milled about for hours, making their way from shop to saloon and back again.

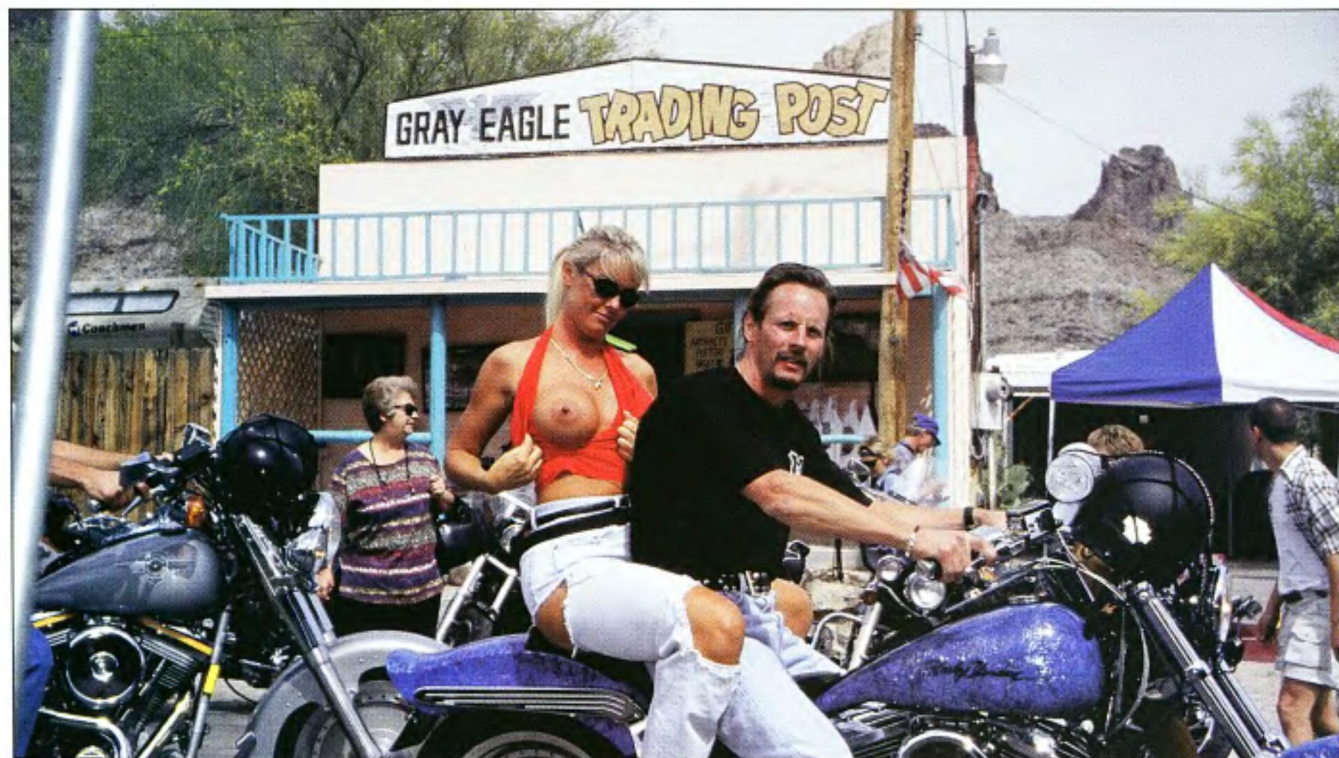
Excess law enforcement presence at Oatman has become a major local issue. Most residents and every out-of-towner thought Sheriff Joe Cook overreacted last year when he called



out the National Guard to help with crowd control and his many sobriety checkpoints. Apparently, so did he. Joe will not be back next year. He was last seen mumbling something about Oatman not having him to kick around any more.

For information about next year's Laughlin River Run, to book a room (do it early), or to register as a vendor, mail your name and address to Joe O'Day at Dal-Con Promotions, 1101 California Ave., Suite 120, Corona, CA 91719. After October 1, call (800) 357-8223.

—Chaco



Photos: Nancy Carns, Stan Miles, Rick Diaz

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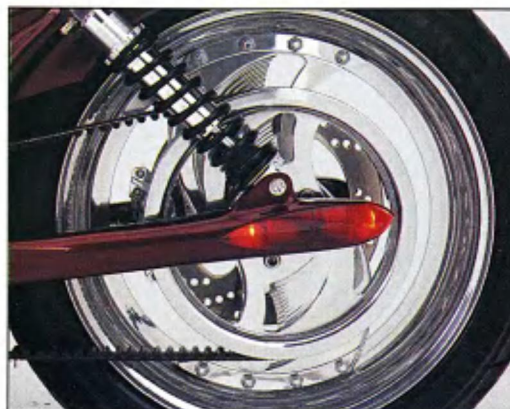


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Whether it's madmen, miracle workers, or movie stars, popularity often turns our initial interest into boredom bred of familiarity, a boredom that can easily degenerate into outright hostility. Take the television talk shows, for instance. A few years ago, there were only two or three, each provided a guaranteed butt show every time, and it was all mildly entertaining. But they no sooner became widely popular than every half-wit in town was hosting one. And pretty soon, entertainment turned into agony—unless you happen to find amusement in the love life of nose-pickers or in the self-pitying whining of attention-starved misfits.



Hold it, don't get me started. I'm losing my point.

Similarly, then (to continue the analogy, more or less), custom Harleys continue to ride the crest of a long popularity wave, and so the woods are full of bike builders. Fortunately, a handful of innovative designers and skilled builders retain the creative individualism that stamps their work as unique. The head-turning, jaw-dropping, prize-winning FXR shown here is ample testament to the fact that its designer-builder, Mike Maldonado, is among that select few.

Mike was given virtually a free hand in the creation of this Brandy Mix Beauty, and the results more than justify the owners' confidence in his abilities. To achieve the ethereal depth of the paint job and the flawless flow of the ultra-clean lines, Mike used not only his considerable skills in custom painting, fabrication, and design, but also called on his background as a teenage surfer in his hometown of San Juan Capistrano, California.

"I wanted the bike to appear as a single, flowing piece," Mike says, "and getting the right stretch for the tank was critical. I learned how to work with composites like Kevlar back when I surfed, so I shaped →



the tank out of surfboard foam, and pulled the final plug right off the bike. And check out the taillights. They're built right into the swingarm, and hide the axle and the adjuster—much cleaner."

As a glance at the accompanying bike chart will confirm, Mike's scrupulous attention to detail and meticulous hand fabrication may be seen in every component of his creation. And it should come as no surprise that the bike took Overall Best of Show back in February at the big 8th Annual *Easyriders* \$35,000 Invitational Bike Show in Columbus, Ohio.

Mike's shop, Heavy Cycle Customs in San Juan Capistrano, has been



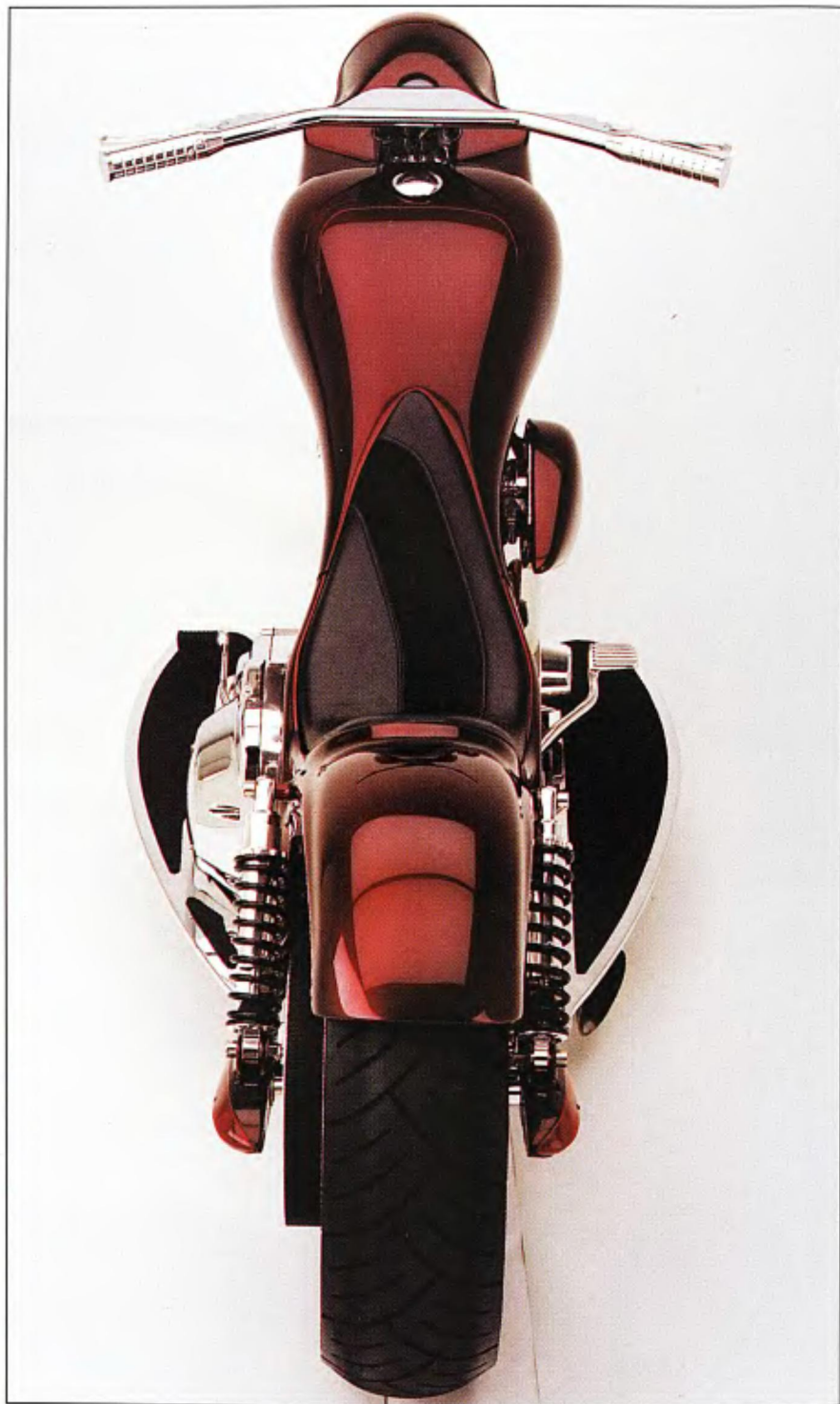
open only about a year, so this award-winning scoot is only the tip of the iceberg. Just one thing, Mike. When you get rich and famous, stay off the talk shows, okay?

—Kickstart Paul



1ST PLACE: SPECTATOR CLASS

Easyriders Invitational Bike Show
Columbus, Ohio, February 16-18, 1996.
Owner is eligible to compete in the \$35,000
Invitational Show, Columbus, Ohio, Feb. 1997





Owners:..... Larissa and John Daley
City:..... San Diego, California
General
Fabrication:..... Mike Maldonado
Year and make:..... 1996 H-D
Model:..... FXR Californian Special
Value:..... not sayin'
Assembly:..... Maldonado/DeCou
Chroming:..... Quality Polishing/C.O.
Engine
Year and model:..... 1996 Evo
Rebuilder:..... Carl's Speed Shop
Ignition:..... Crane
Displacement:..... 98 cubic inches
Lower end:..... S&S
Pistons:..... S&S

Cases:..... S&S
Heads:..... Carl's Speed Shop
Cam:..... Carl's Speed Shop
Carb(s):..... S&S
Pipes:..... Stankov
Modifications:..... balancing, Carl's Speed Shop; JIMS lifters; custom air cleaner
Transmission
Year:..... 1995
Modifications:..... BDL Belt Drive, R.C. Comp wheel sprocket
Paint
Molding:..... Maldonado/J. Moore
Painter:..... Maldonado
Color/type:..... Brandy Mix/House of Kolor
Special paint:..... everywhere

Frame
Builder:..... Maldonado/Stankov
Type:..... FXR Special
Modifications:..... 39-degree rake, 3-inch stretch, welded-in fender
Accessories
Bars:..... Maldonado/Stankov
Fenders:..... Maldonado
Headlight:..... Maldonado/H-D
Taillight:..... in swingarm, Maldonado
Speedo:..... Maldonado
Pegs:..... footboards, Maldonado
Gas tank:..... Kevlar/Maldonado
Oil tank:..... FXST/Maldonado
Seat:..... Lars Roulund
Mirrors:..... none

Grips:..... Maldonado
Forks
Type:..... FLH
Modifications:..... C.O. Polishing
Wheels
Front
Type:..... R.C. Comp
Size:..... 18-inch
Tire:..... Metzeler
Brake:..... Performance Machine
Rear
Type:..... R.C. Comp
Size:..... 18-inch
Tire:..... Metzeler
Brake:..... Performance Machine
Photos:..... John Wycott

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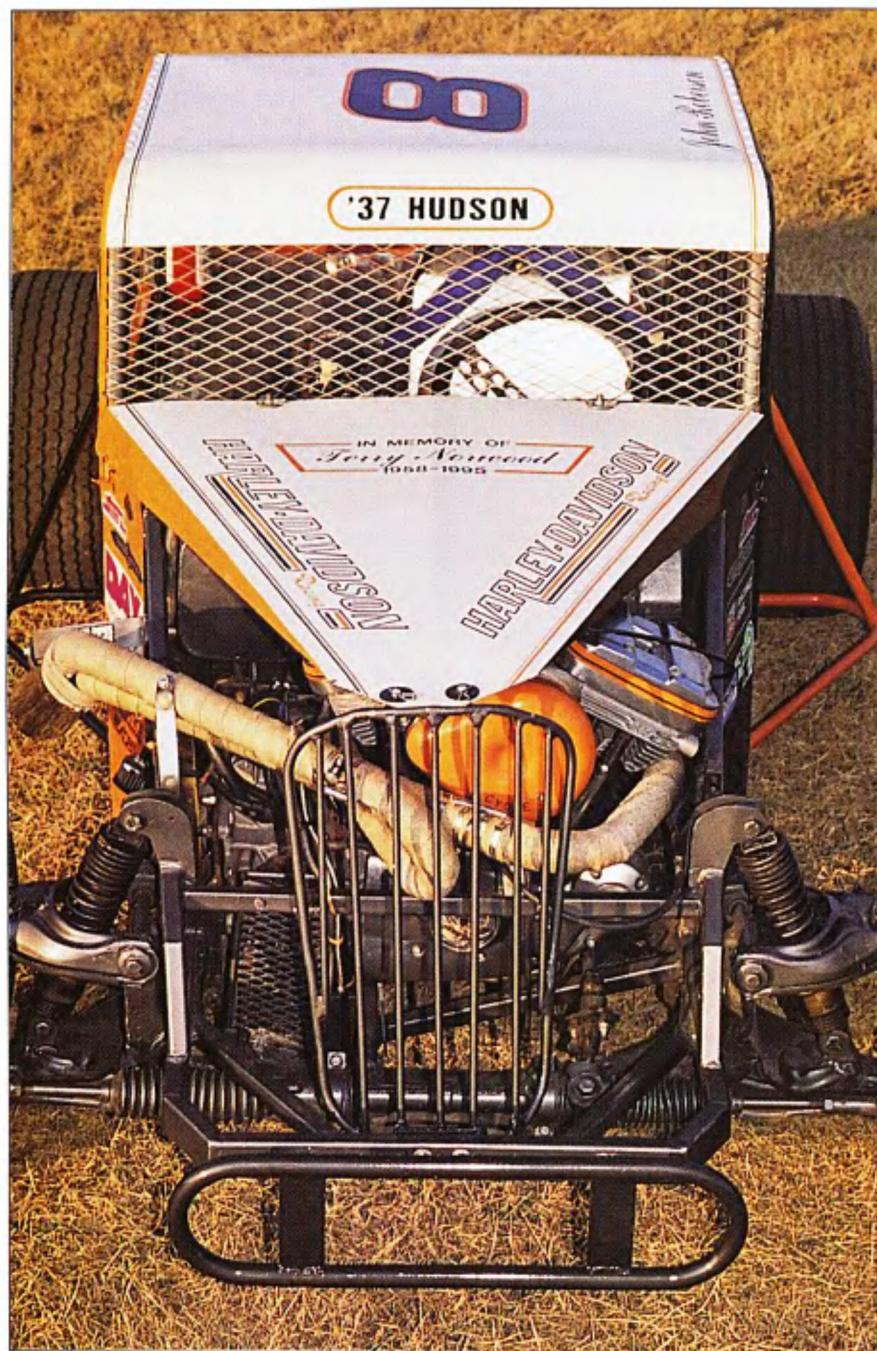
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JOHN BUDWEISER WAS THE MOTHER OF THIS INVENTION

ROBERSON'S

DWARF CAR

When John Roberson was asked what had inspired him to build a Sportster-powered dwarf car to compete with the multi-valve, multi-cylinder Jap-motored machines, his answer was simple and to the point: "Budweiser."

"I was sitting around with a few buddies, you know, drinking a few Buds, when it just came to us, like in a flash: Why not build a Harley car? Sounded a little odd maybe, but it made good sense." John dedicated the project to his late wife, Terry Norwood.

John, a 30-year-old auto body painter and bike builder by trade, took the engine out of a '91 Sporty, added S&S pistons and heads, bolted on an S&S Super E carb, Andrews cam and M.C. Power Arc



coil, and plunked it into a frame fabricated by beer buddy Terrapin Cornwell.

The Sportster's tranny was modified to use a foot clutch and hand shift. Power was transferred to the rear wheels via a splined slip joint using a mopar yoke and universal joint. A final chain drive, jackshaft and a Mazda RX-7 cut and narrowed differential made up the rest of the assembly.

"The car cost about fourteen thousand dollars to build," said John, "and the racing fees are ten bucks, so there's a lot of fun there for not a lot of bread. Also, the sport is growing quickly. Participation has more than doubled in the last two years."

John takes his car down to the 3/8-mile and 1/2-mile dirt ovals of the Bayou Dwarf Car Association near his Shreveport, →

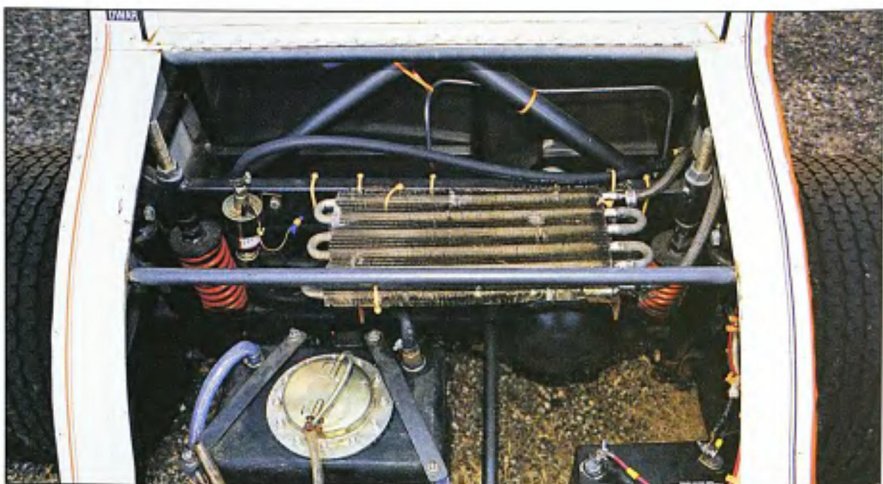


Louisiana, home for the 20-lap contests. The association allows only production engines with a maximum size of 1250cc. The cars must be normally aspirated and run on either alcohol or racing gas. John's dwarf gulps 114 octane.

The dirt tracker holds its own against the import-power dwarfs. "It'll do over a hundred on the half-mile dirt track," said John. "Those Jap engines might have a little more top end, but I can pull them in."

John credits friends Doc Eiland, Karl Bassler, Steven Owens, Tom Hughes, Terrapin Cornwell and his dad "Cornwell," and his father, Johnny, for all their help in seeing this project through.

—Joshua Placa

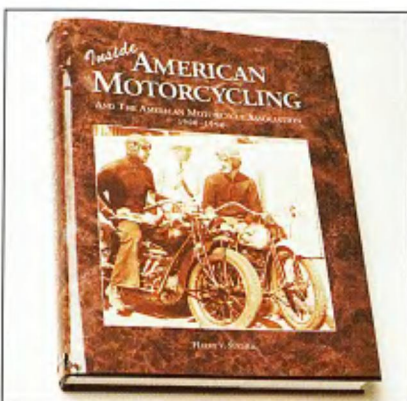


PARTS BOX



Sturgis Belt

Anyone who's partied at the Broken Spoke Saloon in Sturgis knows they've got the hottest souvenirs in the Black Hills. In addition to their many styles of T's, sweatshirts, hats, etc., they now have an original hand-tooled, hand-painted Sturgis leather belt. This rugged belt is available in two designs, both sporting the word "Sturgis" across the back. Order a *Broken Spoke Souvenir & Accessory* catalog by writing Sturgis Motor Works, 905 Lazelle St., Sturgis, SD 57785.



Inside American Motorcycling

Here's another mighty-fine book about the wonderful world of bikes. Make sure you buy Bandit's little paperback before you pull your checkbook out of your vest and buy another written word. But if you're like so many of us biker fools, you've got to purchase anything on American bikes in print, and this is a sharp example of motorcycle lit. Congrats, Harry. This book covers bikes from the 1900s, through the war years and post-war era, right up to the present. Call Infosport: (714) 249-2270.



Solarez Gel

There's this slender knockout who works here. She's sharp, has a hairstyle that seems to get shorter every time I see her, has a smile that could melt the wiring to my battery, and just so happens to be the vice chairman of this joint and J.T.'s sweetie. So when she asked me to mention this product I pondered the results for about 10 seconds and proceeded. It's one of those silicone gels, except this dries hard in just a few minutes. For the slippery info call (619) 967-7873.



Power Train

If you need a group to rock your socks off, make the gang want to come back to your next party, tear your heart out, or make you fall in love all over again, this is the group to hire. Power Train has played at our Columbus Bike Show two years in a row. They string the classics together like no other, get ya movin' to the blues, and put your crowd in rhythm heaven with R&B hits. For more information on how to book the Power Train gang call S&S Productions at (317) 549-0867.



Electrical Troubles?

The factory has a solution, especially for heavy users. This kit produces approximately 50% higher amperage output at idle, and 30% higher amps at highway speeds. This kit is designed for the tail-light maniac, the man who can't get enough billet headlights on the Softail, or needs enough speakers on his dresser to lead a parade. You know where to get them: da dealerships.



Custom Chrome's Inferno Collection

If you dig flames half as much as I do, then this is the hottest new product line for late-model scooters. The collection includes 30 parts including everything from axle caps to point covers. They're attached with cool hidden mounting hardware. They come chromed with black painted backgrounds to make the flames size, and they're ready to install—everything's in the package. For the hot word on the flame series or any of Custom Chrome's line of 12,200 parts call (800) 729-3332.

YOUR CALL!

Choose to subscribe to any or all of these magazines for as little as \$29.95! The more you buy, the more you save!

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V-TWIN. All the great *Easyriders* photos and features and fun—without the nudity. (Published monthly.)
Save up to 54%.

BIKER. Full-time partyin' for the bro who takes his riding seriously. (Published monthly.)
Save up to 55%.

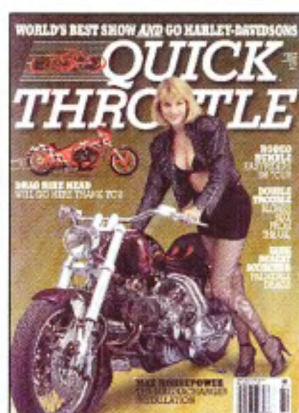
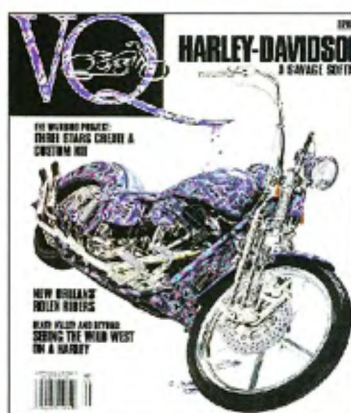
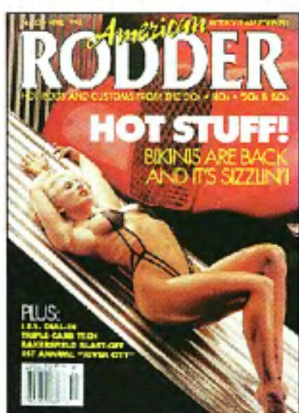
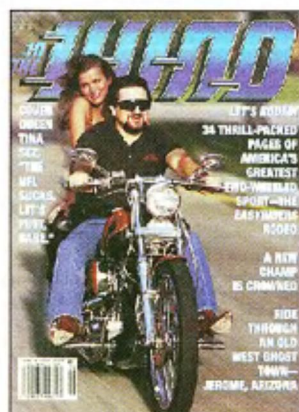
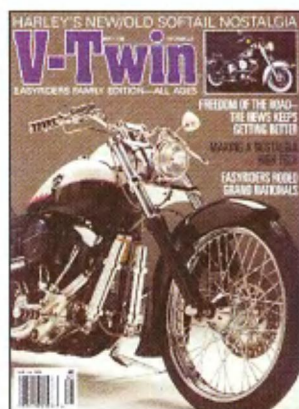
IN THE WIND. Runs and buns, mugs and jugs, scooters and hooters. If it's out there, it's in here. (Published bimonthly.)
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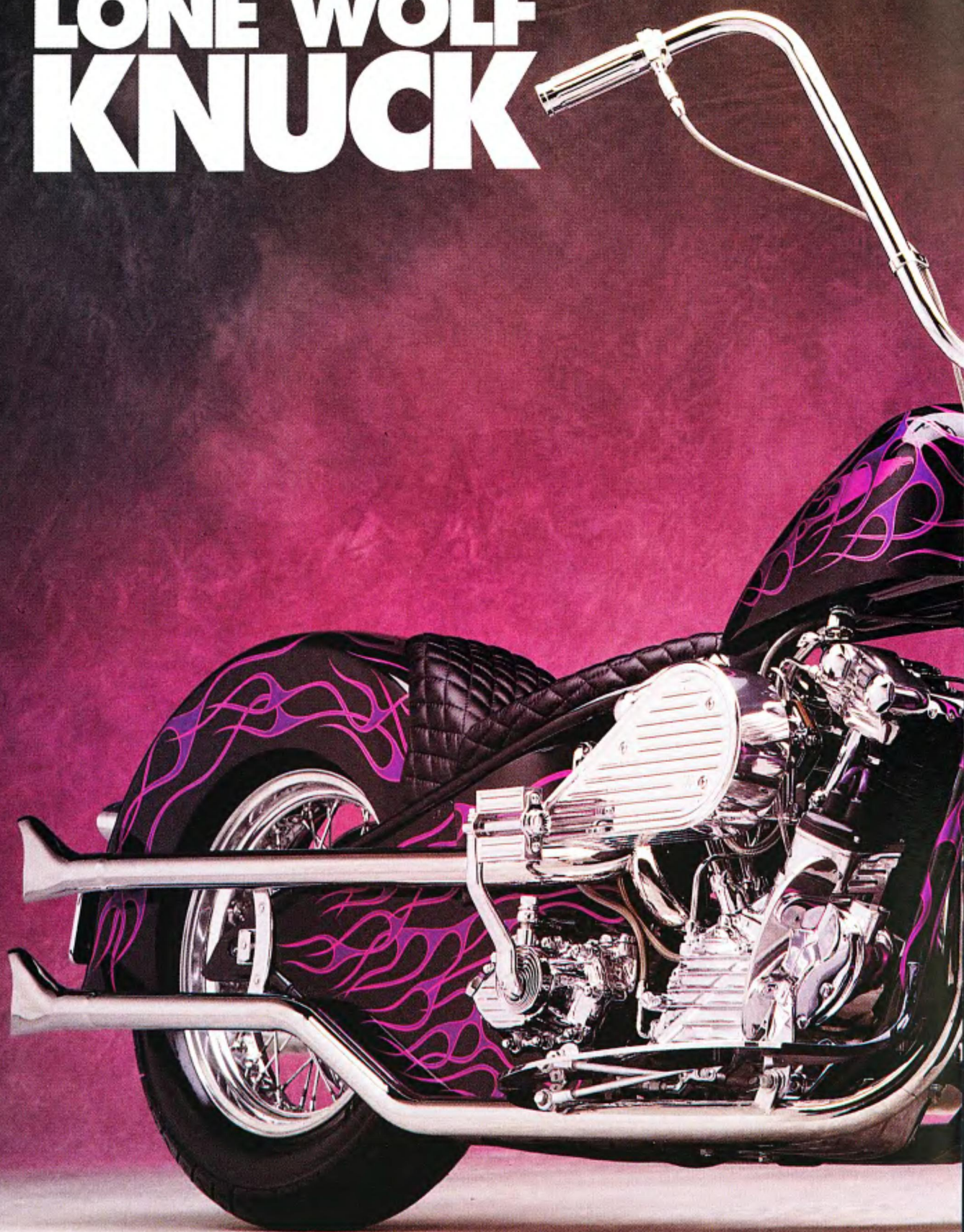
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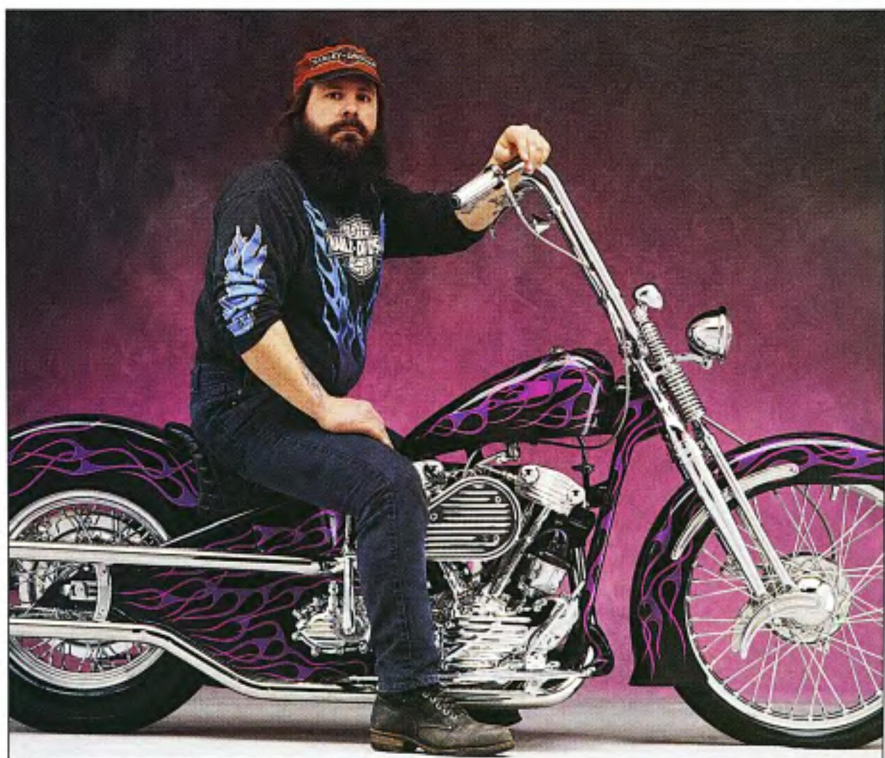


MICHAEL MEES' 1947 KNUCKLEHEAD STALKS COLUMBUS AND SINKS ITS TEETH INTO SECOND PLACE BEST OF SHOW!



As daybreak's first needles of sunshine pierce wispy clouds sketched against the Pennsylvania sky, and Amish farmers descend like little black dots among rolling fields of wheat, the throaty roar of a Knucklehead defiantly rends the morning's stillness, announcing a lone wolf rider as his howling Big Twin explodes from the black mouth of night and thunders atop a sun-splashed hill into a new day. Like an ancient wolf of the Steppes, Michael Mees has been prowling the remote country roads of Chester County, Pennsylvania, since he can remember. As early as age 16, when thrashing around on dirt bikes gave way to the lure of his first Harley, a '69 Sporty, Michael was the only one in his high school who rode and wrenched Milwaukee iron. But eventually even a lone wolf has to foray into semi-civilized society. Michael instinctively sharpened his bike-building and wrenching skills early on, and soon Harley dealers and bike shops were competing for his blood-raw talent.

For the better part of 20 years, Michael sunk his teeth in one bike-building or restoration project after another, loaning his touch and talent to the shop or dealer where he happened to be working at the time. But one full moonlit night, when spectral clouds swept across a blood-red orb, the wild-eyed Steppenwolf stood on his 2½-acre parcel of land in →

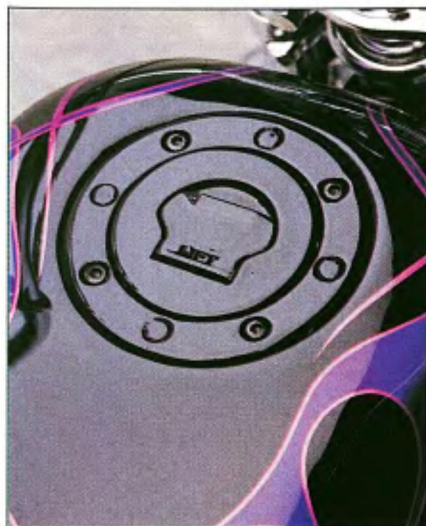


Honeybrook, Pa., and thought to himself, it's time to go into business on my own.

Grateful for all the experience he had garnered working for others over the years, the bro was finally free to unleash his private fangs of inspiration upon the world of custom street iron. Averaging six ground-up customs a year, not to mention daily service work and restorations, he's now expanding his already behemoth bike-building facility on his Honeybrook Hog farm (aka Michael's HD Classics).

So how is it that this bro tucked away in the remote town of Honeybrook—surrounded by folks in tall black hats clip-clopping along on horse and buggies—can ride out to Columbus and take down Second Place Best Of Show at the biggest, most competitive bike show in *Easyriders* history? Maybe all that remoteness translates into: "Why wait for the mailman, when you can build it yourself!"

And when it comes to building custom bikes damn near from scratch, this '47 Knuck is rolling proof of its builder's one-offmanship. Other than the Ness air cleaner cover, admirers of this scoot will be hard-pressed to find anything on this



kick-ass custom that isn't homegrown. From the hand-ground and grooved rocker box covers, to handlebars that were hand-bent from straight tubing, and ball-milled fender mounts, in addition to the handmade headlight bracket, front fender rails, footboards and mounts, stretched tank, top motor mount, side panels on frame,

skull neck bone, machined kicker cover, modified kicker arm, exhaust system and brackets ... this bro don't know the meaning of the word catalog. And as far as those 2-into-4 quad pipes are concerned—the top pipes run from the rear cylinder and the lowers run from the front—Michael cut an inch and a half out of the oil

bag and raised the tranny to accommodate runnin' the lower pipes level with the frame tube on the primary side, and natch, the 1 1/2-inch spacers for clearance were handmade ... and the list goes on.

Bottom line: Next time you're puttin' through the farm country of Honeybrook, Pennsylvania, ya might

wanna check out the latest harvest of homegrown Hogs at Michael's HD Cycles. He might even build one for ya.

—Clay Dog



2ND PLACE: SPECTATOR CLASS

Easyriders Invitational Bike Show, Columbus, Ohio, Feb. 16-18, 1996. Owner is eligible to compete in the \$35,000 Invitational Columbus, Ohio, Feb. 1997

Owner:Michael Mees
City:Honeybrook, Pennsylvania
General
Fabrication:Johnny Kool,
 Michael's HD Classics
Year and make:1947 H-D
Model:Knucklehead
Value:make an offer
Assembly:Michael's HD Classics
Chroming:Reading Plating
Engine
Year and model:1947 Knucklehead
Rebuilder:Michael's HD Classics
Ignition:magneto
Displacement:74 cubic inches
Lower end:stock

Pistons:020-over
Cases: Ed's Polishing
Heads: worked
Cam: stock
Carb(s): S&S
Pipes: custom 4-pipe exhaust
Modifications: machined rocker boxes,
handmade top motor mount

Transmission

Year: 1947
Modifications: belt drive, custom kicker
pedal, modified kicker arm, machined cover

Paint

Molding: Steve and Charlie
Painter: Steve and Charlie
Color/type: black, purple, pearly/lacquer

Special paint:flames
Frame
 Builder:H-D, Michael's
 Type:rigid, modified
 Modifications:.....custom side panels,
 hidden wiring

Accessories

Bars:custom apehangers
Fender(s):modified Ness, custom rails
Headlight:CCI, handmade bracket
Taillight:Ness, Kool
Pegs:running boards
Gas tank:Sportster, stretched
Oil tank:H-D, shortened
Seat:Custom Rags
Mirrors:Drag Specialties

Grips:Ness
Forks
 Type:springer
 Modifications:fender brackets
Wheels
Front
 Type:H-D
 Size:21-inch
 Tire:Avon
 Brake:stock drum
Rear
 Type:H-D
 Size:16-inch
 Tire:Continental
 Brake:stock drum
Photos:Michael Lichter

WHAT'S HAPPENING

ALASKA

Sutton State Run & Rodeo
Date: August 10-11
Place: Anchorage
Info: ABATE (907) 248-7828

Bishop Creek State Run & Rodeo
Date: August 30-September 2
Place: Kenai Peninsula
Info: ABATE (907) 283-3803

ARIZONA

Too Broke for Sturgis Run
Date: August 9-11
Place: Phoenix
Info: ABATE (602) 243-9479

ARKANSAS

Eureka Springs Rally
Date: August 30-September 2
Place: Lake Leatherwood
Info: ABATE of Ark. (501) 888-1112

CALIFORNIA

Hot August Nights
Date: August 3
Info: (916) 442-4727

Panhead Poker Run
Date: August 10
Place: Mike's Bar to Bass Lake
Info: (209) 297-5667

Ride On The Rep. Convention
Date: August 11
Place: San Diego
Info: (619) 223-2212

Bingo Run at the Brick 1996 Series
Date: August 17
Place: Lake County
Info: (707) 263-5783

MMA Bike Show
Date: August 24
Place: Norwalk
Info: (916) 442-4727

Ride for Life (to benefit
Children's Transplant Fund)
Date: August 25
Info: (805) 255-6522

2nd Annual Marine World BBQ
Date: August 31
Place: Vallejo
Info: MMA (916) 442-4727

COLORADO

Watermelon & Whiner's Run
Date: August 11
Place: Colorado Springs
Info: ABATE (719) 391-8929

After Sturgis Party
Date: August 17
Place: Denver
Info: ABATE (303) 399-2246

1996 Four Corners Iron Horse Rally
Date: August 29-September 2
Place: Ignacio
Info: (970) 274-9613

CONNECTICUT

State HOG Rally
Date: August 31-September 1
Place: Wallingford
Info: (860) 439-0531

FLORIDA

State Meeting & Party
Date: August 9-11
Place: Pensacola
Info: (407) 668-5006

GEORGIA

Alf Memorial
Date: August 10-11
Place: Dublin
Info: (404) 294-8900

Freedom of Choice Ride
Date: August 17-18
Place: Palmetto
Info: ABATE of Ga. (404) 294-8900

Poker Run
Date: August 31
Place: Fayetteville
Info: (404) 294-8900

IDAHO

Bike Show & Slow Games
Date: August 15-17
Place: Gooding County Fair
Info: Tiny (208) 934-4734

Bikini Bike Wash
Date: August 18
Place: Rocky's on Fairview
Info: Bob (208) 939-4415

ILLINOIS

5th Annual Summer Bash
Date: August 23-24
Place: Butler
Info: (217) 532-5807

Grand National Weekend
Date: August 2-4
Info: ABATE (800) 872-2283

National TT Races
Date: August 4
Place: Peoria
Info: (800) 872-2283

Mile Races
Date: August 17
Place: Indiana State Fair, Indianapolis
Info: (800) 872-2283

15th Annual Charity Bash
Date: August 23-25
Info: ABATE Central Illinois Chapter
(800) 872-2283

INDIANA

6 County Party
Date: August 2
Place: Green Acres, Martinsville
Info: (317) 262-8949

Region 10 ABATE MDA Run
Date: August 3
Info: (812) 849-2892

MDA Party
Date: August 4
Info: (317) 836-4690

AMA Grand Nat'l/Peoria Tourist Trophy
Date: August 4
Place: Peoria Motorcycles Fairgrounds
Info: (614) 891-2425

MDA Run
Date: August 8
Info: Region 8 ABATE (812) 474-1309

Band Jam for MDA
Date: August 10
Info: Reg. 10 ABATE (812) 849-2892

MDA Ride
Date: August 10
Info: Reg. 12 ABATE (812) 696-2871

AMA Grand Nat'l Dirt Track Series
Date: August 17
Place: State Fairgrounds, Indianapolis
Info: (614) 891-2425

MDA Ride/Hawg & Ball
Date: August 24
Info: Region 3 ABATE (317) 628-7446

MDA Run
Date: August 24
Info: Region 7 ABATE (812) 526-8099

AMA Grand Nat'l Dirt Track Series
Date: August 25
Place: 4-H Fairgrounds, Goshen
Info: (614) 891-2425

MDA Party
Date: August 25
Place: Region 2 ABATE
Info: (219) 322-6296

Tony Regan Memorial MDA Party/Ride
Date: August 25
Place: Tippecanoe Co. Amphitheater,
West Lafayette
Info: ABATE (317) 448-9004

MDA Run
Date: August 25
Info: Reg. 9 ABATE (812) 283-4293

MDA Run
Date: August 25
Info: Reg. 11 ABATE (317) 262-8949

Hog Roast
Date: August 30
Place: Anderson
Info: ABATE (317) 262-8949

IOWA

Antique Motorcycle Flat Track Race
Date: August 30
Place: Mississippi Valley Fairgrounds,
Davenport
Info: (319) 462-6011

First Annual Iron Butt Rally
Date: August 31-September 2
Place: Sioux City
Info: (712) 277-8457

KANSAS

ABATE of Kansas Labor Day Rally
Date: August 30-September 2
Info: (913) 597-5140

Just 4 Fun Rod, Truck, & Bike Show
Date: August 17-18
Place: Old Shawnee Town
Info: (913) 631-4176

KENTUCKY

Scavenger Hunt
Date: August 17
Info: KMA/KBA (502) 969-8783

KMA/KBA State Party
Date: August 23-25
Place: Nelson County Fairgrounds
Info: (502) 969-8783

LOUISIANA

Campout at the Spillway
Date: August 21
Place: Capitol Area
Info: (800) 268-5416

2nd Annual Best of the Blues
Date: September 2
Place: Holeshot Saloon, Prairieville
Info: (504) 673-2664

MAINE

9th Annual Regional/Reunion
Date: August 2-4
Place: Freeport
Info: UBM Region 2 (207) 353-4150

10th Statewide Event in N. New
Date: August 16-18
Place: N. New Portland
Info: UBM (207) 338-6068

AMA Hillclimb National Champ. Series
Date: August 18
Place: Monson
Info: (614) 891-2425

MARYLAND

2nd Annual East Coast Ride
Date: August 17
Place: Uncle Bob's, Fairhill
Info: (610) 586-1329

Crab & Chicken Feed
Date: August 24
Place: Hagerstown
Info: (800) 843-0252

Toy Run
Date: August 24
Info: Bones (410) 288-0308

Fall Bike Show & Swap Meet
Date: August 31-September 1
Place: Queen Anne County 4H Park
Info: Marty (410) 745-5136

MICHIGAN

Summer Run
Date: August 3
Info: ABATE Reg. 5 (313) 421-4367

Road Run '96
Date: August 24-25
Place: starting from various points
Info: (800) 247-7382

AMA Hillclimb National Champ. Series
Date: August 4
Place: Norton Shores
Info: (614) 891-2425

ABATE Region 8 Poker Run
Date: August 17
Info: (313) 421-4367

Brothers of the Third Wheel Trike-In
Date: August 23-25
Info: (517) 592-2662

Run To Hell
Date: August 23-25
Info: ABATE Reg. 14 (313) 421-4367

End Of Summer Party
Date: August 23-25
Info: ABATE Reg. 21. (313) 421-4367

3rd Annual Michigan M/C Festival
Date: August 24
Place: Barry County Fairgrounds
Info: (616) 945-3852/(616) 795-7985

MISSOURI

The Homecoming Part VI
Date: August 30-September
Place: American Legion Campground,
below Bagnall Dam, Lake of the Ozarks
Info: FORR (816) 343-5527

Black Creek Blowout
Date: September 6-8
Place: near Shelbyville
Info: (573) 588-2048

MONTANA

SE Region Rally in Alzada
Date: August 6
Info: ABATE of Mont. (406) 538-4701

AMA Road Riding Convention Series
Date: August 14-17
Place: Kalispell
Info: (614) 891-2425

Big Brother & Big Sister Run
Date: August 17-18
Info: Helena Chapter of ABATE
(406) 442-8949

Whiners & Minors Run
Date: August 24-25
Info: NW Chapter of ABATE
(406) 892-3333

NEBRASKA
LEARN 1 Seminar
Date: August 17
Info: (402) 489-0651

NEVADA
Harleys in Paradise Bike Show
Date: August 30-September 2
Info: George (702) 623-3966

NEW JERSEY
Sturgis Party Annual Blow-Out
Date: August 10
Place: Maple Tree Tavern, Avenal
Info: (908) 549-1990

ECRA Drags
Date: August 25
Place: Englishtown Raceway
Info: (609) 652-1159

NEW MEXICO
Poker Run
Date: August 11
Info: (505) 294-4796

Dice Run
Date: August 18
Info: (505) 865-5455

NEW YORK
Family Picnic
Date: August 4
Place: Brockton
Info: (315) 448-1961

Motorcycle Independence Run
Date: August 24
Info: ABATE (315) 448-1961

Hunter Harley Festival
Date: August 23-25
Info: (518) 589-5082

Benefit Ride for Greene Co. D.A.R.E.
Date: August 24
Place: Ashland
Info: (518) 589-0030

NORTH CAROLINA
H.O.G. State Rally
Date: September 6-7
Place: Asheboro
Info: (910) 626-2626

OHIO
Lottery Run
Date: August 4; rain date: August 11
Info: (800) 25 ABATE

AMA Hillclimb National Champ. Series
Date: August 10
Place: Haydenville
Info: (614) 891-2425

Sturgis East Hog Roast
Date: August 10-11
Info: ABATE (800) 252-4537

Wayne County Poker Run
Date: August 17
Info: (800) 25 ABATE

MDA Freedom Run
Date: August 18
Info: (800) 25 ABATE

AMA Poker Run & Field Meet
Date: August 31-September 2
Place: Springfield
Info: (614) 891-2425

OKLAHOMA
COD Sour Grapes Dinner Ride
Date: August 8
Info: ABATE (918) 834-6112

Muskogee Tahlequah Balloon Fest Ride
Date: August 17
Info: ABATE (918) 834-6112

8th Annual Party In The Mountains
Date: August 31-September 1
Info: (918) 297-3357

OREGON
Fox Creek
Date: August 2-4
Place: Salem
Info: (503) 285-4329

Mystery Ride
Date: August 3
Info: (503) 285-4329

Beaver Creek Run
Date: August 10-11
Place: Lincoln County
Info: (503) 285-4329

Labor Day Run
Date: August 30-September 2
Info: (503) 285-4329

PENNSYLVANIA
AHDRA Keystone Nationals
Date: August 24-25
Place: New Alexandria
Info: (910) 229-4877

RHODE ISLAND
Bikers' Rights Poker Run
Date: September 8
Info: RIMA (401) 295-4961

SOUTH CAROLINA
Bad To The Bone Rodeo
Date: August 30-September 2
Place: Horry County Fairgrounds
Info: Tim (803) 236-2419

Labor Day Poker Run & BBQ
Date: September 2
Place: Timm's H-D, Anderson
Info: (864) 224-1531

SOUTH DAKOTA
Sturgis Rally & Races
Date: August 5-11
Place: Sturgis
Info: (605) 347-6570

Trike-In at Rapid City
Date: August 5-11
Place: Rapid City
Info: (309) 797-8460

National M/C Museum & Hall of Fame
1996 Raffle
Date: August 5-10
Place: Sturgis
Info: (605) 347-4875

Sturgis Ink Bash '96
Date: August 5-12
Place: Dungeon Bar, Sturgis
Info: Bill Dedmon (704) 932-1872

National (No Ride) Poker Run
Date: August 4-10
Place: Sturgis
Info: (605) 225-7386

MRO Meeting
Date: August 7
Place: Ramada Inn, Spearfish
Info: (605) 225-7386

AMA Grand National Dirt Track Series
Date: August 7
Place: Black Hills Speedway, Rapid City
Info: (614) 891-2425

ABATE Social Hour
Date: August 8
Place: Whitewood
Info: (605) 225-7386

TENNESSEE
CMT/ABATE Region 1 Rodeo
Date: August 17
Place: Hendersonville
Info: (615) 883-5024

TEXAS
AMRA Drag Racing
Date: August 24-25
Place: Texas Motorplex, Ennis
Info: (708) 250-0838

UTAH
Caesar's Devil's Slide Ride
Date: August 17-18
Info: (801) 825-9315

Hart Memorial
Date: August 24-25
Info: (801) 825-9315

VERMONT
Christmas in August Toy Run
Date: August 17
Place: From Knapp State Airport to
State House in Montpelier
Info: (800) 281-1556

VIRGINIA
Info: Sturgis at Boston's M/C Cafe
Date: August 10
Info: (804) 742-5137

Valley Thunder IV Poker Run/Bike Show
Date: August 17
Place: Shenandoah H-D, Waynesboro
Info: (540) 942-1340

Scavenger Hunt
Date: September 1
Place: Shenandoah H-D, Waynesboro
Info: (540) 942-1340

10th Annual MDA Wrap Up Run
Date: September 1
Place: Payne's Biker Cafe, Leesburg
Info: (703) 777-9768

WASHINGTON
Desert Drifters M.C. Dog Daze Boogie
Date: August 17-18
Place: Okanogan County Fairgrounds
Info: Ed (509) 682-3681

ABATE of Washington Pig Roast
Date: August 30-September 1
Info: (206) 935-4052

WEST VIRGINIA
Poker Run
Date: August 3
Place: Tyler/Whetzel Co
Info: (304) 855-5007

Poker Run
Date: August 31
Place: Northern Panhandle
Info: (304) 855-5007

WISCONSIN
HOG State Rally
Date: August 23-25
Place: Eau Claire
Info: (414) 233-4486

WYOMING
Fort Hulet Ham & Jammin'
Date: August 7
Place: Fort Hulet
Info: (307) 687-0459
Southern Wyoming Trike Meet
Date: August 24-25
Place: Kaycee
Info: (307) 472-7316

CANADA
Dream Team M/C Run
(to benefit Canadian Diabetes Assn.)
Date: August 23-25
Place: Pine Lake, Alberta
Info: (403) 346-4631

MEXICO
Three Flags Classic
Date: August 30-September 2
Place: Mexicali, Mexico to
Kelowna, British Columbia
Info: Joe Mandeville (818) 333-0174
or Jan Staws (310) 437 4116

ENGLAND
5th Annual Stourbridge MC Rally
Date: August 16-18
Place: Woize, England
Info: 0138-427-0331

Ace Cafe Reunion
Date: September 1
Place: Madeira Drive, Brighton
Info: Tel/Fax 0181-202-8030

RACING EVENTS
For listings, features, and info look for
our new performance magazine, Quick
Throttle, on newsstands now.
AMRA: (708) 250-0838 • ECRA: (609)
652-1159 • AHDRA: (919) 229-4877

EASYSIDERS EVENTS:

EASYSIDERS RODEOS
Date: August 2-4
Place: Memphis Motorsport
Park, Memphis, Tenn.
Info: (818) 597-2686

Date: August 16-18
Place: Fowlerville Fairgrounds,
Fowlerville, Mich.
Info: (818) 597-2686

Date: August 30-September 2
Place: Ross County
Fairgrounds, Chillicothe, Ohio
Info: (818) 597-2686

Date: September 13-15
Place: Grundy County
Fairgrounds, Morris, Illinois
Info: (818) 597-2686

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



Easyriders

THE **WIND**



—Mike Lichter, Harley-Davidson 90th Anniversary



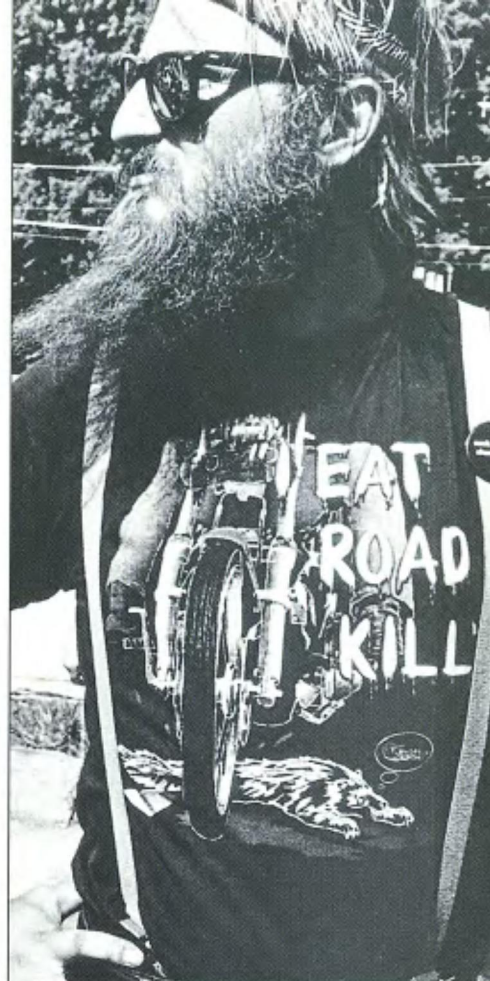
—Slick Rick, Laughlin River Run '96



—Slick Rick, Laughlin River Run '96



—Zane Kuhle, Palm Harbor, Fla.



—Mac, Wakefield, Mass.



—Slick Rick, Laughlin River Run '96



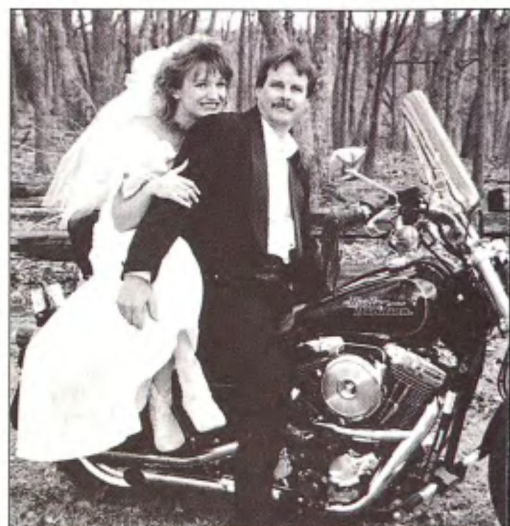
—Doug Long, Glencoe Campground, Sturgis '95



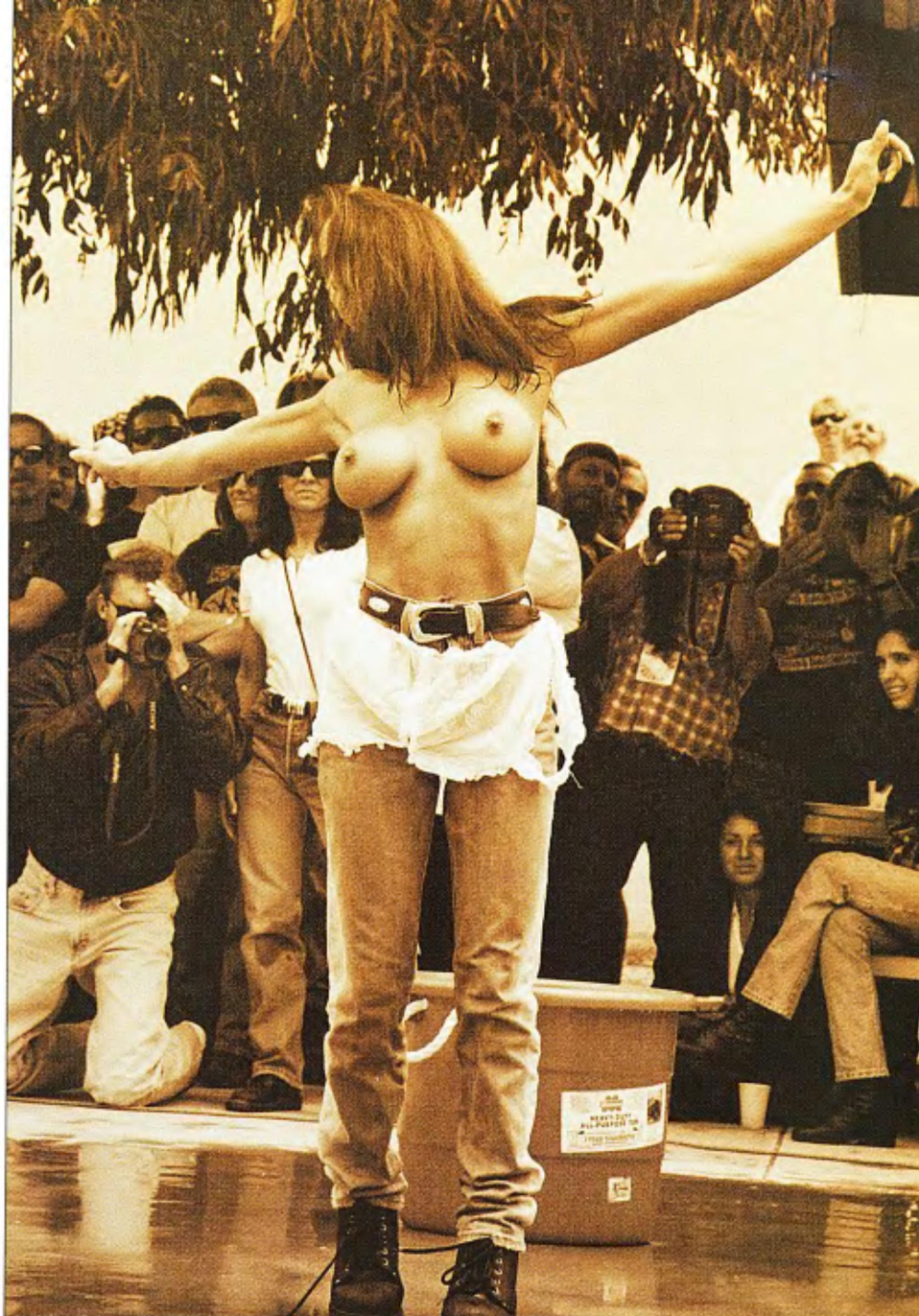
—Gypsy Mike, Port St. Lucie, Fla.



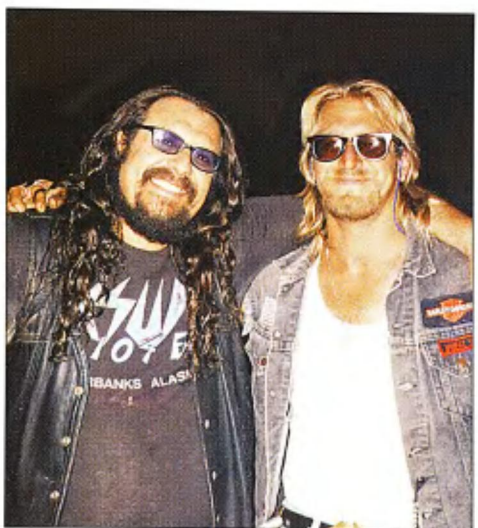
—Blaster and Wendy Lynn, Norwalk, Conn.



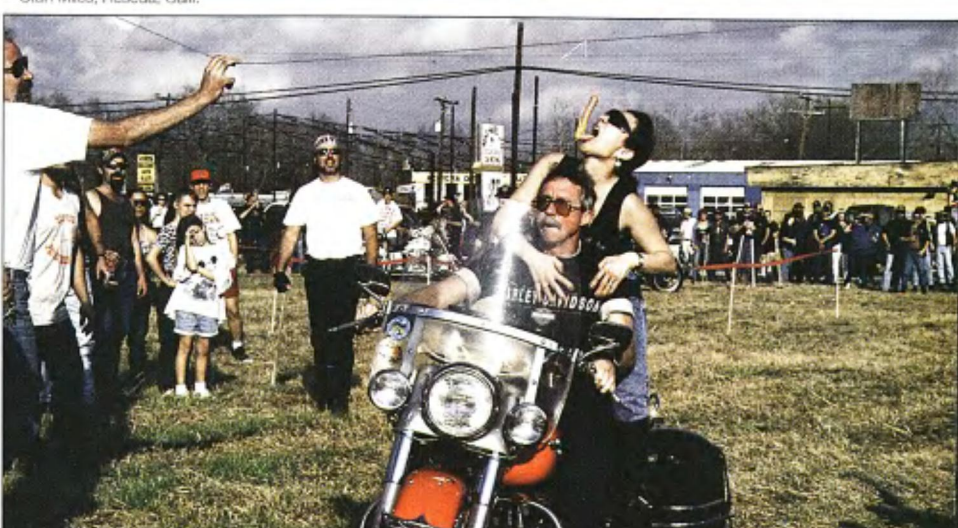
—Kerry Tracy, Phil and Stacy Lee, Ozawie, Kan.



—Stan Miles, Reseda, Calif.



—Teri Rocco, Las Vegas, Nev.



—Les Holt, La Porte, Texas



—Kim Mendenhall, Berlin, Md.



—Kevin Carron, Colorado Springs, Colo.



—Emmanuelle Abelly, Laval, Quebec



—Jim and Darcie Myers, ABATE of N.Y., Freedom Rally '95

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.

The times they are a'changing.

Easyriders creates the 16-month party year with its 1997 swimsuit calendar. (starts September 1996). You'll never forget an important date, meeting, anniversary, or court appearance with Easyriders new collection of eye-popping bikes and babes.

Enjoy photographs stretching 7½ in. x 10½ in. for a really up-close-and-personal look. See every nut and bolt, every fingernail and b... (you get the picture) in hot flaming color!

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before all the
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fly out the
door!

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Paisano Products
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Agoura Hills CA 91376-1025.

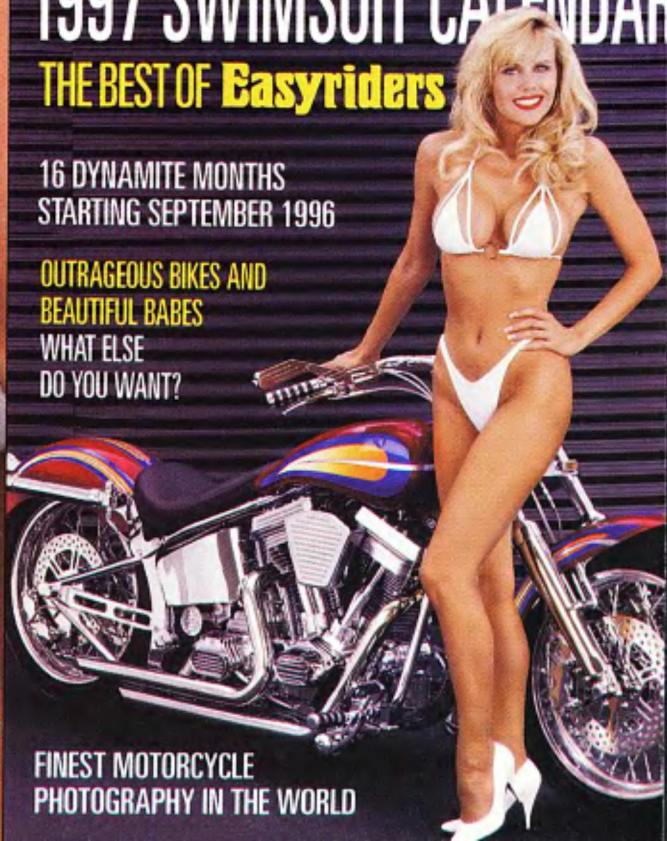
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postage and handling. Foreign
orders must send an interna-
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only plus \$5 per item for postage
and handling). CA residents
add 8.25% sales tax.

AEC279

1997 SWIMSUIT CALENDAR THE BEST OF **Easyriders**

16 DYNAMITE MONTHS
STARTING SEPTEMBER 1996

OUTRAGEOUS BIKES AND
BEAUTIFUL BABES
WHAT ELSE
DO YOU WANT?



FINEST MOTORCYCLE
PHOTOGRAPHY IN THE WORLD

FOX HUNT

APRIL WINNER

It was May and the love birds musta been flyin' around spreadin' spring fever. Ol' brother Speed got the assignment of bein' the carriage driver for our April Fox winner, Deanne, from Las Vegas. Unknown to Speed was the fact that Deanne had recently gotten hitched, which meant that he got to be the hangaround for their post-honeymoon party. Anyway, Deanne and her beau, Pat, played kissy-face the whole time—that is, when she wasn't being a total knockout aboard Tim Thiel's Double-D Pan, and when Pat wasn't busy gettin' some new ink. Deanne's a happy housewife and mother of a nine-year-old boy. She's a "hopeless romantic" who enjoys horseback riding and is as committed to her relationship as she is to keeping in fighting trim (looking hot). It was an honor to be involved in her and Pat's love trip. She said the shoot at Raiko's was an "eye-opener." Have her open yours on page 92. —Loudmouth



On a bright, hot summer day I saw the gleam of chrome, the sound of pipes, and felt the vibrations. I knew this was it!
Katie, Arizona—#901



My first ride on a Harley was wonderful. I had a smile on my face that I could not lose. And it's still that way each time I'm on one.
Teresa, Georgia—#902



On a warm, humid night I hopped on that chromed-out Hog. I looked up into the moonlit sky and was at one with the stars.
Elizabeth, South Dakota—#903



A Harley gives me the deepest stimulation that penetrates throughout my body. Each time feels like the first.
Nici, Minnesota—#904



I liked feeling the vibration and power between my thighs. Afterward it left me feeling exhausted and satisfied.
Kimberly, Florida—#905



While on my first ride on a Harley, I was wearing an evening gown and stilleto heels. Now that's my kind of date!
Lisa Lynne, Pennsylvania—#906

FOX HUNT

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

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

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

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

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

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

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

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

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

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

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

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #279 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue, you can begin sending in your votes beginning August 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 August 31, 1996. We'll print the winner in the January 1997 issue.



Here she is, bros, the May 1996 winner in our monthly Fox Hunt, Lisa, #504, from San Jose, California. See more of her next issue.

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

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

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

279

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.

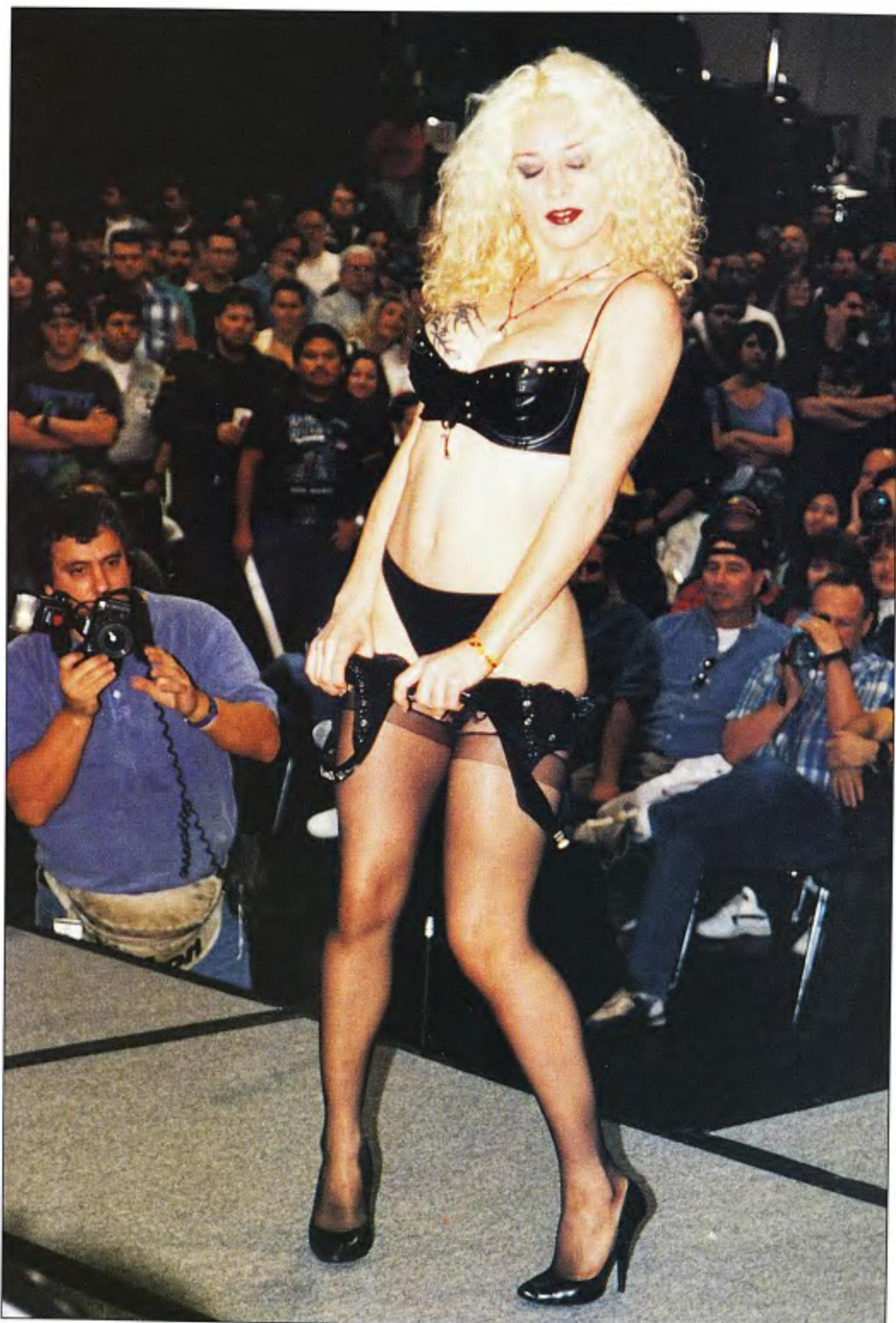
In the space below, or on a separate page, tell the staff about your first ride on a Harley.

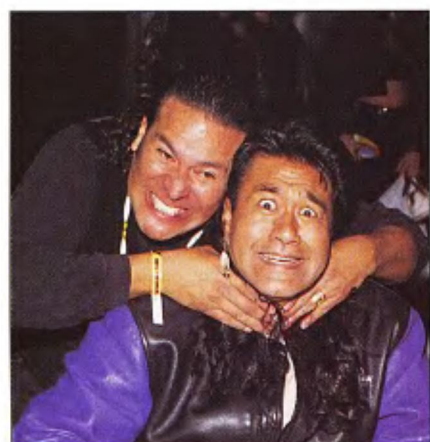


NEW REGIONAL BIKE SHOW DIE-HARDS SUCK HEAT & SCREW BLIZZARDS! EASYRIDERS REGIONAL BIKE SHOWS



Somewhere in the upper echelons of Paisano's think tank—something akin to a rusty trough of stale beer—a decision was made to improve our regional bike shows by retargeting their locations and creating more bang for the buck. After a lot of pushing, shoving, grunting, and nose-pickin', we agreed on Anaheim, California, coincidentally less than two hours from our offices, and Charlotte, North Carolina, coincidentally jammed with some of the best-looking babes on Earth. Then, of course, if anyone couldn't make our regional shows represented on both eastern and western seaboards, they could still participate in the Preview Class at our national bike show in Columbus, Ohio. It was also decided to make the two regional shows one-day events (Saturday only) leaving Sunday free for the long putt home. →





Truth be known, we all deep down thought it was a crock of shit. Were we wrong! The Anaheim show (Jan. 6, 1996) more than tripled any of its predecessors as its massive attendance—accompanied by more bikes, babes, beer, Bandit's high jinks, and Bascombe Richmond (Lorenzo Lamas' TV sidekick) and his Renegade band—created a stir across the country. Which brings us to our one remaining concern: Charlotte, North Carolina. Sure everyone rode out to Anaheim from damn near all points west of the Rockies, but that was in perfect 80-degree riding weather. Charlotte was a different story.

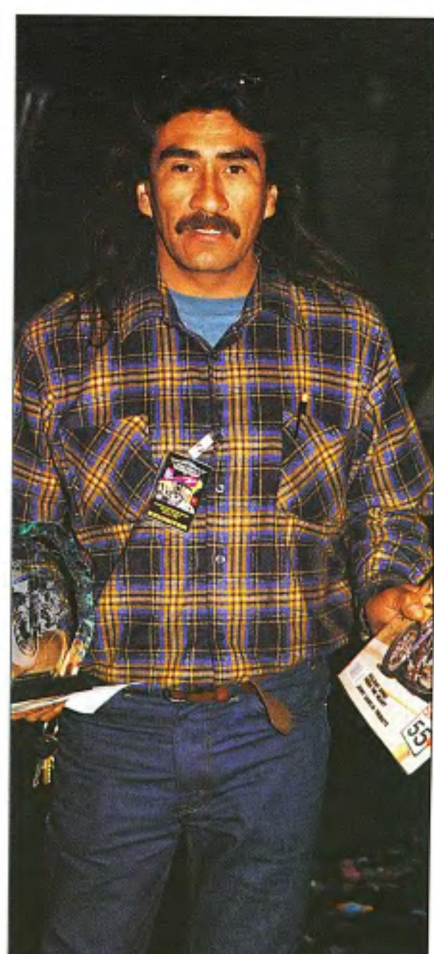
Most of us have long forgotten the blizzard of early '96 that swept across the East Coast and pummeled the shit outta

the Carolinas. Because we had scheduled only three bike shows for the year (again, with the intention of making them bigger and better), we decided to hold our own feet to the fire—or ice, as it were—and ignore the 11-plus inches of snowfall that had hit Charlotte's streets less than a week before the scheduled show. Natch, we all had visions of standing around an empty coliseum seeing who could muster the loudest belch and send it echoing around the vacant snow-bound tomb.

The storm had subsided a couple of days when we arrived in Charlotte a night before the show. Feeling a little uneasy about whether or not the blizzard would return, we trudged over to a pool hall and worked out some of our angst. After two

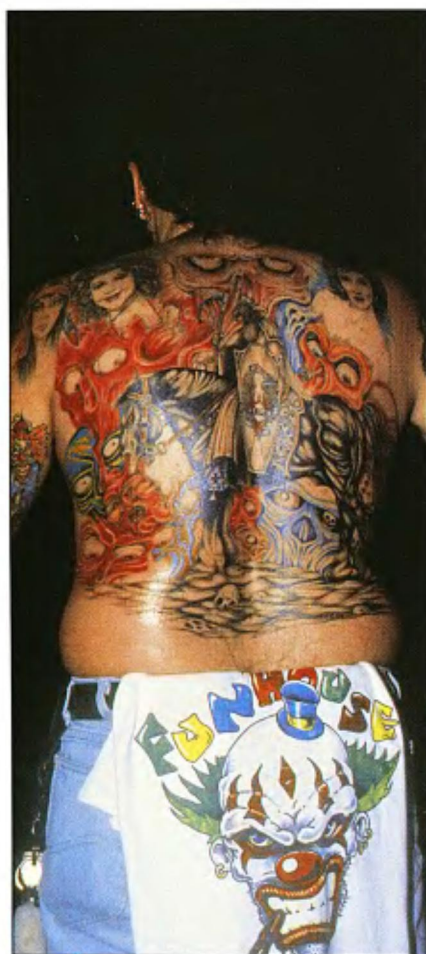
hours of lying about slop shots, we made the mistake of looking out the window—pure white and coming down hard. All we could assume was that our worst fears would soon be staring us in the face.

The next morning it was time to check in the bikes; 'course, we assumed that would take all of five minutes since at the very most two or three die-hards would have fared the storm. Turns out we'd overlooked one simple fact: We weren't in just-any-ol'-place, USA; we were south of the Mason-Dixon line. Ya don't have to be a geographer to experience firsthand how powerful that fact turned out to be. These Southern bros are made from the ass-stompin' stuff of The Motor Co.'s proud-est two-wheeled warships—pure steel.





Photos: Markus Cuff, Kim Peterson, Bill Ellis



When we got to the Convention Center not only was it surrounded by endless rows of snow-encrusted scoots, but thousands of gnarly-assed brothers and sisters showed in full force for the one-day event. Both competitors and attendees blasted their putts through snow, sleet, and ice from as far as Alabama, Mississippi, Florida, Tennessee, Virginia, West Virginia, Louisiana, Arkansas, South Carolina, and Georgia, as well as from the northern states of New Jersey, Massachusetts, Wisconsin, and Ohio. More than 170 bikes were officially displayed in what turned out to be the second largest *Easyriders* regional bike show in history. The never-say-die dedication these bros showed in getting there was

matched only by the work they had done to their show-stopping steeds. From righteous Pan choppers with 18-inch-over springer front ends to state-of-the-art big-inch diggers, the blizzard busters astride their thundering sleds who fared the inclement roads to attend the event were not disappointed. The *Easyriders* semi-truck, kick-ass bands, in-house inklingers, first-rate vendors, cold drinks, hot women, finest street iron on Earth, and a chance to advance on to Columbus for some of the \$35,000 prize money all played their part in this benchmark event. If there was ever any doubt about Southern hospitality, suffice to say we'll be back next year for more hair of the dog.

—Clay Dog



Upcoming Easyriders Bike Shows

December 7, 1996: Charlotte, North Carolina (Charlotte Convention Center).

December 14, 1996: Valley Forge (Philadelphia), Pennsylvania (Valley Forge Convention Center).

January 4, 1997: Anaheim, California (Anaheim Convention Center).

January 25, 1997: Chicago, Illinois (Navy Pier Convention Center).

February 8, 1997: Detroit, Michigan (Cobo Convention Center).

February 15-17, 1997: Columbus, Ohio (Veteran's Memorial Exhibition Hall).

In order to pre-register, all interested bike competitors (and/or vendors) can call (800) 962-9857.

WINNER'S LIST: EASYRIDERS BIKE SHOW, ANAHEIM, CALIF., 1/6/96

SPECTATOR CLASS

Best Of Show

1. Wes Furr
Bakersfield, CA
1992 Fat Boy
2. Dorian Benson
Petaluma, CA
1994 Spec. Con. FXR
3. George Sepulveda
Orange, CA
1991 Custom Heritage

Easyriders

1. Greg Henderson
Canyon Country, CA
1994 FXSTC
2. Cliff Clifford
El Cajon, CA
1995 FXSTC
3. Jason Swieck
Moorpark, CA
1992 883 Sportster

Quick Throttle

1. Dave Boss
Arcadia, CA
1995 Pro-Street
2. John Lillegard
Bellflower, CA
1987 Sportster
3. Cris Burchinal
Anaheim, CA
1987 XL

VQ

1. Tom Hight
Orange, CA
1995 FLH
2. Robert Hutton
Palm Springs, CA
1996 FLHT Road King
3. Dennis Gailger
Palm Desert, CA
1988 FXRP-Custom

Biker

1. Larry Webster
West Valley City, UT
1960 Panhead
2. George Fedderke
Hacienda Heights, CA
1965 Custom
3. Gordon Redding
El Cajon, CA
1993 Softail Custom

In The Wind

1. Thomas James
Burbank, CA
1947 Knucklehead
2. Gerry Mireles
Los Angeles, CA
1975 Super Glide
3. Andy Nevill
Venice, CA
1972 Shovelhead

Earlyriders

1. Rudy Pock
Claremont, CA
1955 Hydra-Glide
2. E.Z. Winarsky
Burbank, CA
1946 Knucklehead
3. Larry Dunkel
Santa Ana, CA
1918 H-D Bicycle

JUDGED CLASS

Radical Custom

1. John Daley
unknown city
1995 FXR
2. Mac Turnipseed
Tacoma, WA
1995 Softail
3. Myron Larrabee
Scottsdale, AZ
1996 Pro Street

Street Custom

1. Craig Cagle
South Laguna, CA
1996 Custom Chopper
2. Andy Aponte
Mission Viejo, CA
Ultra Kustom Softail
3. Travis Hill
Moreno Valley, CA
1996 Softail

Specialty

1. Cathy Bond
Salt Lake City, UT
1981 Sportster XLH
2. Pete Dunkel
Santa Ana, CA
1940 Indian In-line 9
3. William Duarte
Fontana, CA
1965 Triumph

Paint

1. Fred Nicklas
by Mark Kosovich
Irvine, CA
1995 Fat Boy

Detail

1. Keith Drum
Yorba Linda, CA
1990 Softail

Drive Line Treatment

1. John Lisenby III
San Clemente, CA
1990 Softail

Display

1. Jimmy Baltazar
Pacoima, CA
1979 FLH Shovel

Engine Treatment

1. Bob Bigart
H-Street Customs
Los Angeles, CA
1995 Pro One Stretch

Chrome

1. Dan Ginter
Sierra Madre, CA
1989 Capt. America

Graphics

1. Russ Petrone
Bakersfield, CA
1995 Road King

Innovation

1. Wink Eller
Orange, CA
1995 Winkster

Chassis

1. Jimmy Sandi
Santa Ana, CA
1991 Springer

Sheet Metal

1. Mac Turnipseed
Tacoma, WA
1995 Custom Softail

Machine Fabrication

1. Wink Eller
Orange, CA
1995 Winkster

Design

1. Per Lindby
Anaheim, CA
1993 Heritage Softail

WINNER'S LIST: EASYRIDERS BIKE SHOW, CHARLOTTE, N.C., 1/13/96

SPECTATOR CLASS

Best Of Show

1. Garland Williams
Charlotte, NC
1973 FLH
2. Lanny Kiser
Concord, NC
1949 chopped Pan
3. Andrew Morris
Palm Harbor, FL
1978 FX

Easyriders

1. Dan Sudnick
Aurora, OH
1991 FXR
2. John French
Long Beach, MS
1991 Softail
3. Ken Smith
Lakeland, FL
1996 Softail

Quick Throttle

1. Phil Rizzo
Kannapolis, NC
1985 Wide Glide
2. Lane Furr
Stanfield, NC
1994 Spec. Const.
Hardtail Shovel
3. Mark Cox
Wilkesboro, NC
1991 FXDB Dyna

VQ

1. Robby Cole
Columbus, GA
1995 Evo
2. Jay Jordan
Mt. Glead, NC
1995 FXSTC
3. Ralph Stoia
Point Pleasant, NJ
1994 Heritage Softail

In The Wind

1. Cathy McClave
Graham, NC
1996 XLST-B
2. Brad Barrett
Kannapolis, NC
1988 Rigid Sportster
3. Stan Ingram
Rural Hall, NC
1980 Wide Glide

Early-Riders

1. Will Limehouse
Summerville, SC
1947 Indian Chief
2. Carl Berry
Evans, GA
1963 Duo-Glide Pan
3. Mike Rose/Greg Holt
Athens, AL
1947 FL Knucklehead

Biker

1. Brad Hustler
Cabot, AR
1965 Hardtail Panhead

2. Cody Williams
N. Belmont, NC
1986 Shovelhead

3. Tim Allen
Sumter, SC
1990 Low Rider

JUDGED CLASS

Specialty Class

1. Jim Johnson
Galesburg, IL
1973 Sportster
2. Jerry Evans
W. Portsmouth, OH
1993 Sportster
3. Barbara Dombrowski
Nottingham, NH
1987 XLH Sportster

Street Custom

1. Cliff Grayson
Charlotte, NC
1954 Panhead
2. Donald Tanner
Parkland, FL
1995 Dyna Wide Glide
3. Betty Alley
Lighthouse Point, FL
1994 FXR Fat Boy

Radical Custom

1. Brad Castleberry
Summerville, SC
1993 Softail
2. Bruce Siegel
Marion, SC
1995 Ness

3. Barry Fowler
Danville, VA
1995 Special Custom

Best Design

1. Simon Solomon
Greensboro, NC
1992 Springer

Machine Fabrication

1. Jerry Rhodes
Myrtle Beach, SC
1990 FXSTC

Sheet Metal

1. Robert Warout
Iron Mt., MI
1994 FXR

Chassis

1. Roy Boitnott
Charlotte, NC
1988 FXRP

Innovation

1. Brad Castleberry
Summerville, SC
1993 Custom Softail

Graphics

1. Bill Kisiah
Monroe, NC
1995 Heritage Softail

Chrome

1. Robert Gitz
Virginia Beach, VA
1993 FXSTS

Engine Treatment

1. Van Grigsby
Cromona, KY
1939 Knucklehead

Display

1. Mike Deboise
Springfield, MA
1996 Softail

Drive Line

1. Treatment
Bob Evans
Vinton, VA
1996 Softail

Detail

1. Ken Kallett
Greenville, SC
1994 Ripper/Stretch

Paint

1. Jimmy Thomas
Marion, SC
1990 FXR

Best Company Bike

1. Heeter by Iron Horse
Motorcycles
Monroe, NC

Editor's Choice

1. Avon Smith
Charlotte, NC
1950 Chopped Pan

TITM BILE

BABES, BIKES & ROTHERHOOD

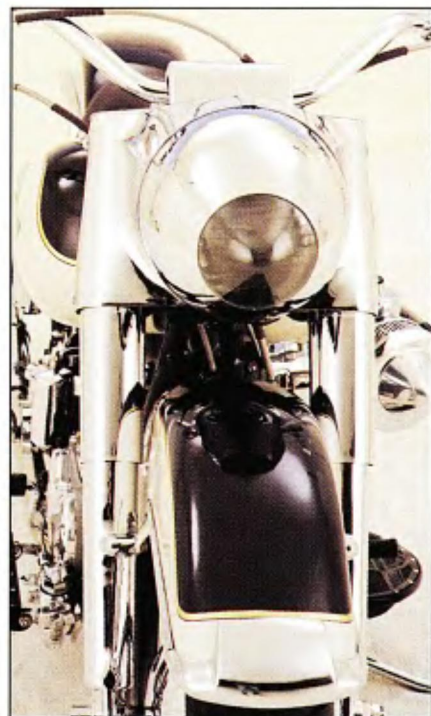




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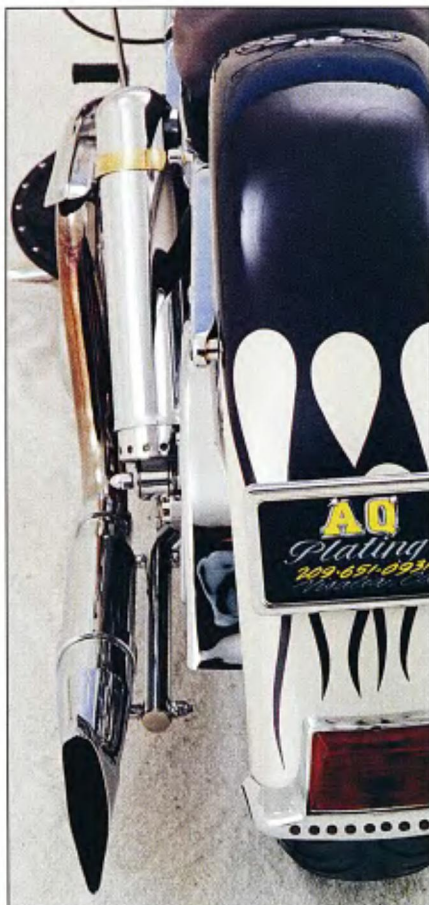
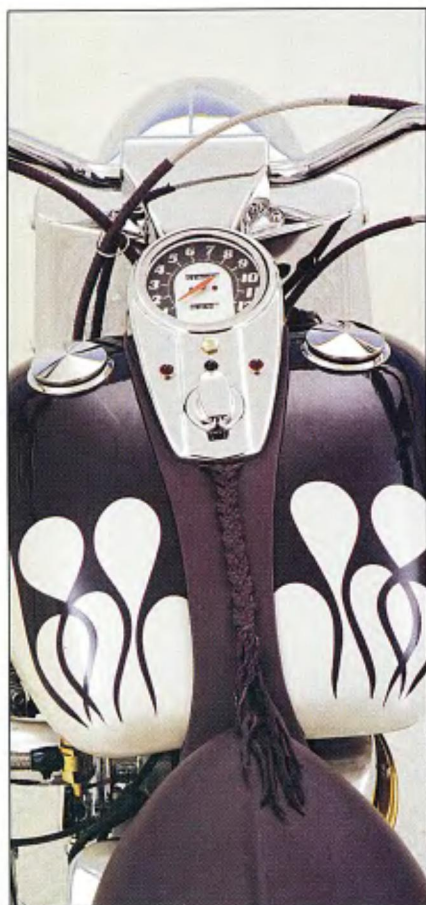
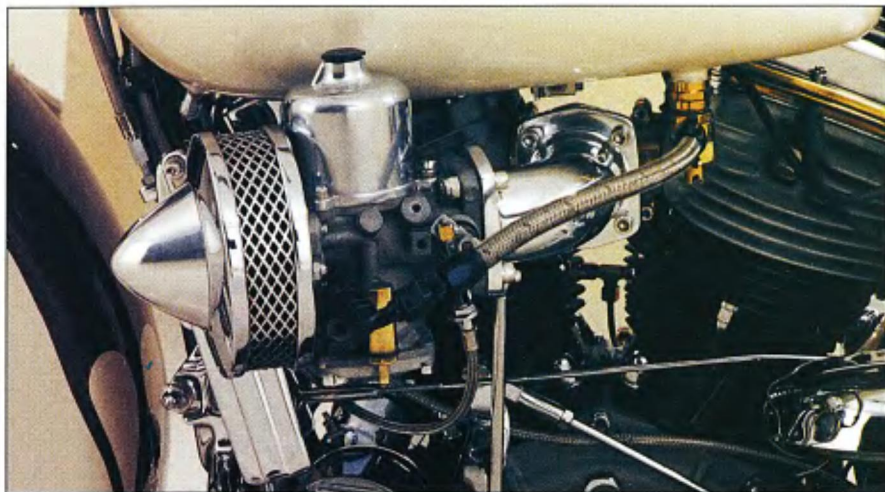




Visalia, California, hot as a rosebud in the face during summer, and home to the edge of the Northern California wine country and central valley crops, was one escape route for the farmers who could no longer afford to plant crops in the Los Angeles basin. I rode through that tinderbox a half dozen times each summer, holding my breath for the time when I could see the coast and feel the fresh salt breeze off the Pacific.

I never knew that the town I blasted through on Highway 99 as if my ass was on fire contained the men who invented the Double D headlight that was featured in this magazine in the March issue. Hell, I didn't know that the owner of this bike partnered with his dad, who owns a radiator shop 12 miles away in Dinuba, to make this headlight dream come true. I also didn't know that while I lay in the Paso Robles hospital some 85 miles away, because I was so fucking drunk on Southern Comfort I couldn't turn my stretched cop bike around in the street, that Tim's inspiration was his other partner's '37 Packard headlight.

Shit, I didn't even know that his partner, Butch Reed, who has been building hot rods for 20 years and has an old muffler shop in Visalia, down the street from six other body shops, made this masterpiece come to life. Hell, I wasn't told that this creative partnership between a friend and a father would have never happened if it weren't for the owner of Jimmy Z's Upholstery Shop in Visalia, who introduced the two. How the fuck would I know? I was passed out in the →



Paso Robles Hospital where a bunch of unsympathetic nurses cut off my favorite Levi's to get at the bloody areas.

I also didn't know that Tim Thiel, the owner/builder of this bike, who is building bikes for extra income, worked for the Eagle Snacks company, which went belly up after 15 years and losing \$189 million. The stockholders of Anheuser-Busch voted the poor losers out, like the doctors who threw me out of the hospital, just as Spider showed up to rescue my sorry ass in his ol' lady's '65 Mustang.

I also wasn't informed that Bandit

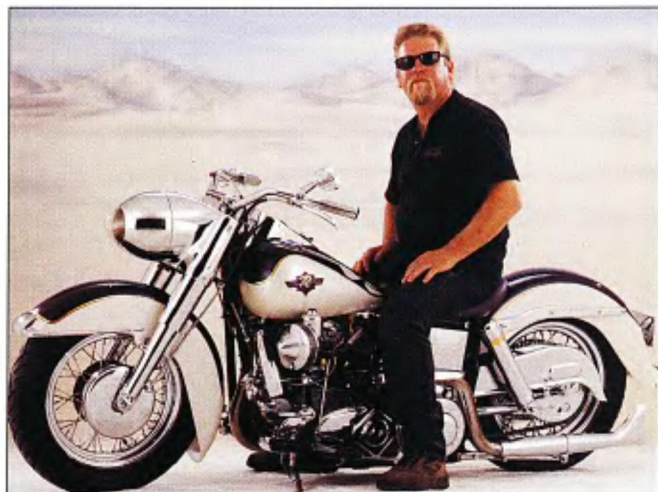
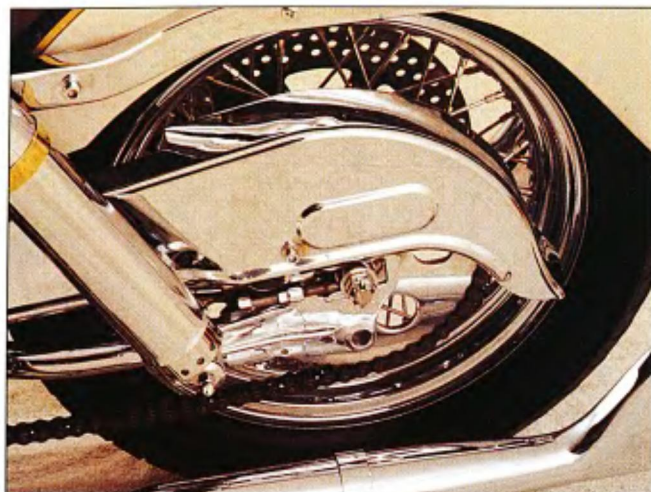
had waited for the opportunity to feature Tim's bike with this month's Fox, because he was impressed with the three Titkateers, and their hard work to develop a lamp that reminds me of the boobs on my '55 Buick, actually puts out light better than the factory original, gives a bike more peripheral visibility and causes the flying beast to be more aerodynamic. It even cools the engine more at highway speeds—and it's sexy, too. Now that's a product.

'Course I also didn't know that the Fox, Deanne, who is from Vegas, just got hitched. But I wouldn't know that

'cause the tall, lanky kid, Ty, who tried to borrow \$500 bucks from my saddlebags to buy his first '58 Sportster, won't let me anywhere near his sweetheart Fox Hunt contestants. But it just fries me that they won't tell me shit around here, and then they razz me that I don't know shit about nothin'. Aw, fuck it. Gimme another beer—I'm going for a ride.

—Snake

P.S. Tim's headlight covers are available by calling (209) 635-7589, but don't tell Snake. We like to keep him in the dark.



Owners:The Thiels, TR Customs
City:Visalia, California
General
Fabrication:TR Customs
Year and make:1965 H-D
Model:Electra Glide
Value:1st & 2nd born
Assembly:Butch, Leo, Tim
Chroming:A&Q, Visalia, Calif.
Engine
Year and model:'65 FLH
Rebuilder:Rawlings & Thiel
Ignition:stock, first year auto advance
Displacement:84 cubic inches
Lower end:S&S
Pistons:S&S

Cases:stock '65
Heads:'65, outside oiler
Cam:Andrews B-grind
Carb(s):SU left side
Pipes:Paughco
Modifications:S&S balancing, Andrews
lifters, CCI muffler

Transmission

Year:'65
Modifications:Kurt and Tim

Painting

Molding:Dale Kelley
Painter:Dale Kelley
Color/type:Lincoln White, BMW Purple/
Thompson/PBE
Special paint:Ruben, goldleaf

Frame

Builder:H-D
Type:first year swingarm

Accessories

Bars:Arlen Ness flattracker
Fender(s):TR Custom front and back
Headlight:Bodacious Double "D"
Taillight:Drag Specialties
Speedo:Drag Specialties
Pegs:'65 stock footboards
Gas tank:CCI, five-gallon
Oil tank:Cow Palace special
Primary cover:Keith Franzen
Seat:custom, Jimmy "Z"
Mirrors:Carriage Works
Grips:Carriage Works

Forks

Type:stock '65 wide glide
Modifications:2-inch under tubes,
2-inch lowering kit

Wheels

Front
Type:American Wheel Works
Size:16-inch
Tire:140-80-16
Brake:drum

Rear

Type:American Wheel Works
Size:16-inch
Tire:140-80-16
Brake:P.M., custom to fit
Photos:Raiko Hartman

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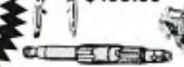


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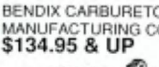


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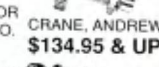


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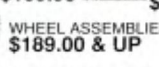


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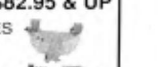


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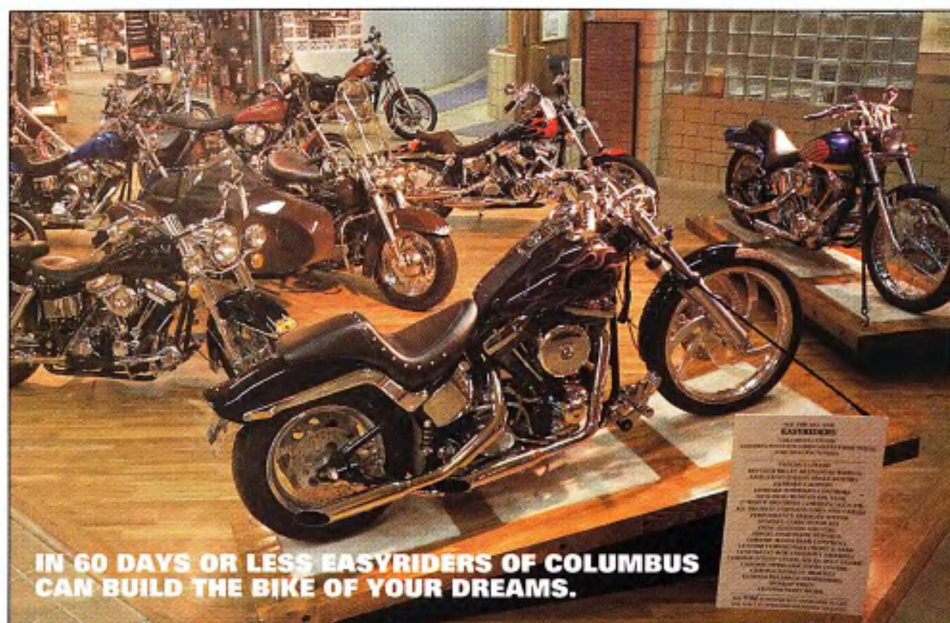
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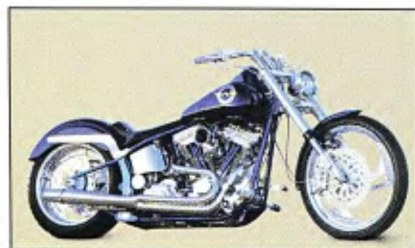
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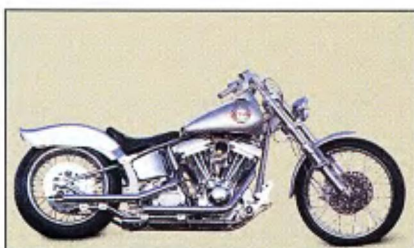
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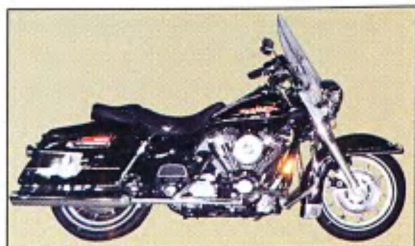
Stock #: TR01 Avail. in July Model: Roadrunner
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Stock #: TG02 Model: Gecko Mileage: 248 (break in) Color: Marbelized purple Options: Chrome inverted front end, much more



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Mileage: 291 (break in) Color: Black
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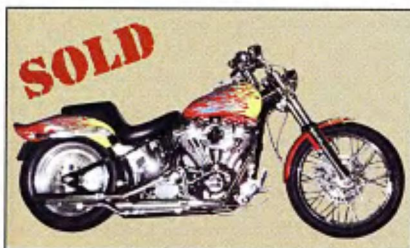
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COLUMBUS CUSTOM SPECIAL

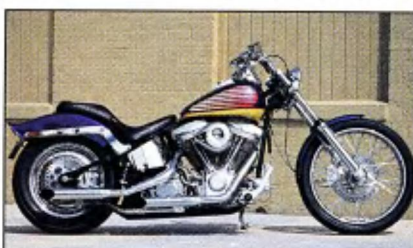
Model: High Bar sporting super Ape Hangers. This techno-chopper wears distinctive blue jugs, and is a unique show and go bike.



1996 COLUMBUS CUSTOM

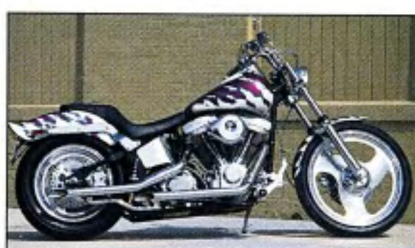
Stock #: NM006

Engine: 80 cu. in with cam **Color:** Multi
Mods: Many plus 2" lowering kit (several avail.)



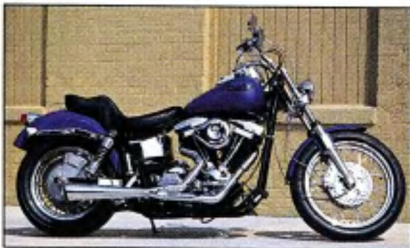
1996 COLUMBUS CUSTOM

Stock #: NM3 **Cu. In.:** 96 **HP:** 103 at rear wheel
Color: Purple **Mods:** Many plus 2-inch lowering kit (several avail.)



1996 COLUMBUS CUSTOM

Stock #: NM2 **Cu. In.:** 96 **HP:** 103 at rear wheel
Color: Purple Splash **Mods:** Many plus 2-inch lowering kit (3 avail.)



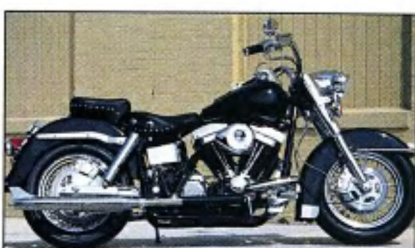
1996 BIG DOG

Stock #: BC01 **Model:** Coyote **Engine:** 80 cu. in./75 H.P. **Color:** Blue **Features:** Compact Styling



1996 BIG DOG

Stock #: BP01 **Model:** Proglide **Engine:** 80 cu. in./75 H.P. **Color:** Black w/Red Flames **Mods:** High performance and styling



1996 BIG DOG

Stock #: BV02 **Model:** Vintage **Engine:** 80 cu. in./75 H.P. **Color:** Black **Mods:** Authentic Nostalgic look; rubber mounted engine (2 avail.)



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Rip parties at the Laughlin Run, then hightails it back to Hotlanta



Hello again. In last month's issue I left you readers in Atlanta, GA, site of the 1996 Summer Olympics. While there I remembered that the biggest run of the year for Southern California was coming up shortly, so I flew home and rode Baby to be with my homeys. Of course I'm talking about the Laughlin River Run. And boy did we have fun, you betcha.

What made it fun for me, besides hanging out with my SoCal brothers and sisters, was the first annual Run Whatcha Brung drag races held on the AVI Casino property. They reminded me of when I was a kid and we dragged on the street for grins and giggles. Sometimes a few bucks changed hands, but it was mostly just for fun and bragging rights. I don't know about you, but growing up I didn't have a lot of money to throw around. Come to

think of it, that part hasn't changed much. Anyway, the drag proceeds went to buy playground equipment at Duke Watkins Park in Needles, Calif. It cost the riders \$2 a pop to tear down the dragstrip, which was nothing more than a two-lane black-top cutting across the AVI property leading to and from Laughlin, Nevada.

For the folks who have never been in the area, this is where the Colorado River divides Arizona, California, and Nevada. One of the perks was that if ya crossed into Nevada from the Arizona side of the river ya didn't have to wear a helmet. Why? Because if ya hung around the casino the cops wouldn't hassle ya. You see, the AVI is owned by the Mojave Indian Tribe, which has its own police force on the reservation. Since the Mojave tribe is a sovereign nation it has its own laws. Personally, I think it's grand that they don't let the government push them →

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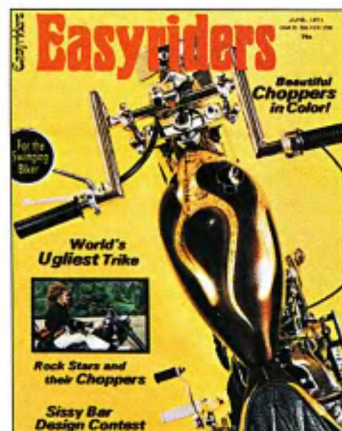
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around. They've been fucked over long enough. In the Mojave language AVI means "riches and gold." Watch for more exciting events at the AVI. Yeah, you did have to wear a helmet and leather jacket if you wanted to drag race. But if you came as a spectator ya didn't have to don a skid lid. I liked that a lot—freedom of choice, that is. By the way, I don't want you youngsters reading this to think that I condone drag racing on the streets. The proper place to do this is at a dragstrip.

H&H Cycle Works of Needles, Calif., came up with the idea for street drags. Originally, they were planning to have them in Needles till they investigated the insurance and found out they would have to come up with 50 Gs. The city backed out because it would have been cost-prohibitive. But the AVI Casino folks stepped in to help the kids get the playground equipment. That was really decent of them. The bikers raised \$1,200, enough to get the equipment they wanted. The city will erect a plaque at the park stating that the money came from the riders. Makes me feel proud that we could help. The folks responsible for this coming off were primarily the AVI Casino, Loyd Hall and Tom Nelson of H&H Cycle Works, Di Lucas of Needles, the city of Needles and its employees, B.A.R.R. MC, Vietnam Vets MC Las Vegas Chapter A, the crew from Dwarf Car number 19, and many volunteers. You know who you are. Thanks a bunch—ya did good.

H&H Cycle in Needles are the locals. They work on American-made V-twin motorcycles and sell parts and accessories. They have facilities to do fabrication and welding as well as customizing and restorations. Go by when you're in the area, and tell them that you heard about them on these pages.

The drag racers didn't have a Christmas tree to scope out; rather, they went at it as it's done around many places in our country on Friday or Saturday nights. I'm talking about drop the hankie and go. The starter would point to the racers with a red flag to see if they were ready. The racers would nod if they were, then the starter would raise the green flag. The track was an 1/8-mile. There were two dudes on the finish line with stopwatches who radioed the times back up to the officials. At one point everything came to a screeching halt because the dudes holding the stopwatches were attacked by a swarm of bees. Strange things happen in the desert. In order to race, you had to have the right safety equipment (leather jacket and helmet), and your putt had to be street legal with current tag, lights, and a motorcycle endorsement on the driver's license. Pretty standard stuff. It went off swell and was a lot of fun for both the participants and spectators—although the fun stopped on occasions to wait for a few sandstorms whipping across the



H&H Cycle Works crew, Needles, Calif.



L to R: Bill Davidson, Victor Silverman, Carole Helms.

desert. These small twisters, or devil winds, blew through quickly.

The putts racing were divided into two classes: modified and stock. On Friday, April 19, Fred Richard Brook won with a 7.14 E.T. in stock class, and John Lillegard came in second with a 7.30 E.T. In the modified class Dennis Hile won with a 6.46 E.T., and Rod Cavanaugh was second with a 6.58 E.T. (Rod, ya didn't pick up your winnings; see Mike Hymes at the AVI for it.) The AVI Casino management put up the prize money, which for Friday was \$900. Saturday they increased the purse to \$3,000 plus a C-note for the burnout contest. Saturday, April 20, John Lillegard won in the stock class with a 7.33 E.T., and Al Pag was second with a 7.50 E.T. John Lillegard came back in modified class a winner with a 6.75 E.T. Tom Roach was second with a 7.21 E.T.

Tom owns and operates Palm Springs H-D, which is where I trade. They have a really good service department with competent mechanics, some of whom are great tuners or who drag race themselves. They have experts in many areas of racing. Check them out if you're in the area. The shop is all done up Western-style, so you'll find many interesting things to see and feel.

Later that evening, Tom, his wife, Sybil, and I caught Joe Diffie at the

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13. ALL COSTS INVOLVED WITH PROTEST WILL BE COVERED BY PROTESTER UNTIL PROVEN TRUE, AND IF SO WILL BE COVERED BY PROTESTEE
14. RELEASE OF RESPONSIBILITY MUST BE SIGNED BEFORE RACING
15. DECISIONS OF JUDGES, STARTERS AND TECH INSPECTORS ARE FINAL

Self explanatory.

Riverside Casino. I enjoyed the show but they had us packed into the theater like sardines. It's a good thing I'm not claustrophobic. You'd think that at 40 bucks a crack you would have some elbow room. There would have been one helluva stampede if someone had yelled fire.

The AVI Casino had live music outdoors from Thursday through Sunday, from noon till 11 p.m. They featured Marshall Tucker, April Wine, Burnt River Band, Gavin Fox, Wild T and the Spirit, Time Bout, Jubel, Shake Rattle and Roll, Wicked Gypsy, Metal Crises and others. It was laidback and you could move around and visit the 50 vendors on site. They also had a hillclimb, but it was mostly rice. Five-time world champion Kerry Peterson showed up with his nitro-burning Harley. His son, Robbie, came in second. There were six classes represented for the \$2,500 in prize money. If you like that kind of action, check out *Easyrider's* Video number 14. It has an interview with Kerry. You'll see him ride up a treacherous hill in Billings, Montana. Kerry also talks about the Widow Maker hillclimb and an accident he had where he almost lost an arm.

Getting back to the drags, they did have a burnout contest to see who could peel out the farthest. Maiko Saravia laid down about a 95-foot patch. Then John Lillegard came out and wowed →

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the crowd when he went from the start line all the way to the other end and then some. I asked his dad, Jim, if he had a cheap, soft off-shore tire on the rear. He said no, because with the power their bikes make they need one with a stiffer side wall for strength. That makes sense. After checking it out I saw that it was a Dunlop. By the way, Sugar Pai is still sporting Avon Elans on both ends.

I also spent some time with Ray and Kari Sioux Tewksbury, who worked a vending booth for the Legal Eagle Trading Co. on the Arizona side of the river. The best-selling T-shirts at their booth said: "If assholes could fly you'd be a jet" and "Rehab is for quitters." Pretty funny, huh?

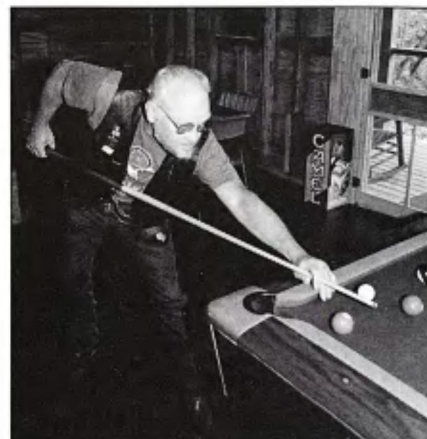
The Mojave Sheriffs had a roadblock set up checking anyone going and coming from Oatman, Arizona. Many riders didn't bother going that way because they didn't feel like being hassled. They did lighten up Sunday, and that's when Sugar and I went by. The Sheriffs did have some patrol cars in Oatman but they weren't bothering anyone I saw. The local businesses lost a lot of money, as they did the year before, due to their Gestapo tactics. After taking a few pics of the donkeys I didn't hang around long. Sugar and I rode on to Chloride, Arizona, to see what the Black Powder Days that the town was celebrating was all about. They featured black powder competition both with pistols and rifles, as well as a turkey shoot, raffles, live country music, and the Gun Fighters of Chloride. The latter would put on a show on the streets every so often. I enjoyed watching their antics. Of course, they didn't have any live bullets in their guns, just paper wads to keep the black powder where it was supposed to be. Arizonians can still pack sidearms on their person, one of the very few states still retaining that freedom. It's the code of the West.

While in Chloride I had the chance to visit with Gary Muir, who owns a small motorcycle repair shop in town. Gary is a factory-trained technician. He does fabrication and has capabilities to do MIG welding. He also paints and carries some aftermarket as well as used parts. I had a fun visit with him and his ol' lady. If you want to take a beautiful bike ride in the desert, go through Oatman and Kingman to Chloride. You'll get an idea what the Old West was really like.

A few days later I left California, and went back to Atlanta to pick up Sugar Pai and join in on a couple of local benefits. The first one was a poker run for the Speedway Childrens Charities. It started in Dawsonville, Ga., at the pool room, which had each and every wall covered with newspaper clippings of Bill Elliot's stock car racing exploits. From there we rode 2 1/2 miles to the Elliot-Hardy museum and souvenir center where we saw some of the older stock cars that Bill



On the way to the Laughlin River Run.



Joe Thomas at the Shiloh Motor Hotel.

Elliot drove. Bill Elliot is the only driver in NASCAR history to win the Winston Million. He did it by winning three different Winston Cup NASCAR races in one year. Bill's car came off the speedway—as in getting airborne—at Talladega, Ala; the landing broke his hip. We wish you a speedy recovery, Bill.

From the museum we rode on the 285 freeway which skirts around Atlanta to the Daytona Sports Bar and Grill. The next stop was H-D of Atlanta. By that time we had covered about 110 miles on the poker run. At H-D of Atlanta I met Eddie Houghton, president of the store. He told me they would be changing locations in the very near future to a bigger location and better area of town.

The highlight of the day was when the riders were let loose on the Atlanta Motor Speedway oval. Incidentally, we got a police escort to the track, which was about 25 miles from the store. The riders got a chance to go wide open if they wished, and many of them did. My bud John Patrick said he ran it in fourth gear because when he tried fifth it wouldn't pull him and Wendy to the top of the high bank without the clutch slipping. Too much weight with both of them on the putt. No, I'm not saying you weigh too much, Wendy, so don't read anything into this other than what I said. You're beautiful, baby. The stock Harley clutches will



Checking the poker hands, Atlanta Motor Speedway.



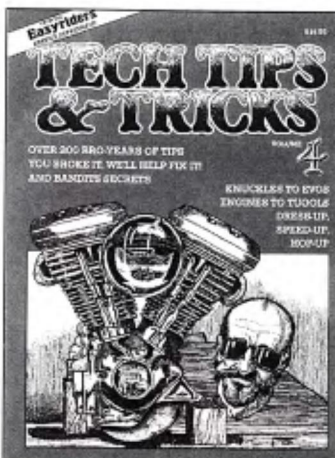
Hard-working starter assistant Randy Walters.

only take so much abuse and Wide Open puts them to the test daily. It looked like it was great fun. I chose to get some pictures of the riders from on top of a building facing the grandstands. By the time I came down from there the riders were being chased off the track. If I ever get the chance to go to the Speedway again I'm gonna pass on the picture taking, it looked like the riders were having too much fun. At the end of the run I ended up with a pair of queens, which didn't do me much good. Ed St. Anand won the big bucks, to the tune of \$1,000. Judy Cohen drew the most aces and came in second, so she gets to go to the Richard Petty driving school, which sounds like great fun. She'll get to ride around the Speedway in a stock car at about 160 mph. No, she won't be alone in the car. Both Judy and Ed are from Marietta, Ga. Rick Hunter had the worst hand. He won a pair of tickets for a race at the Speedway later this year. All in all it was an enjoyable day, and we got to see some beautiful countryside around the outskirts of Atlanta. Later that afternoon we hit several local biker bars and we didn't get to bed till late that night. Atlanta is a big town with lots of biker action when the weather warms up. In other words, there's lots to do and lotsa fun to be had.

Take for instance the next day. Wide Open, his girl, Wendy, and I rode to →

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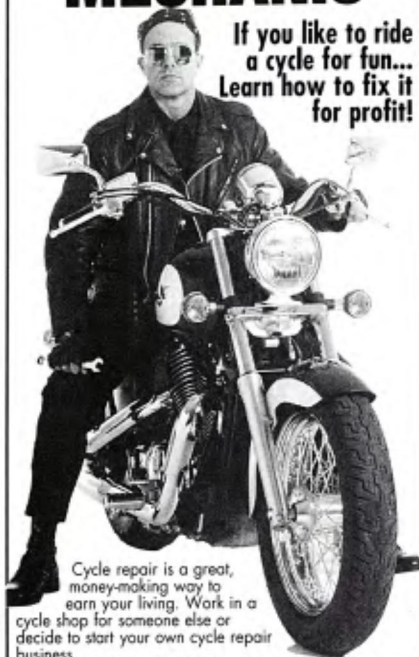
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Six Flags Over Georgia on the Ride To Live run. It was a ride to benefit the American Diabetes Association. This was the second annual run and Bill Davidson was the ride marshal again this year. I received an invitation from Carole Helms, the regional director of the ADA for Metro Atlanta, and all of north Georgia. Event sponsors included Budweiser, Ranstad Staffing Services, Six Flags Over Georgia, WAGA-TV and WZGC-FM. It was great fun riding around a different part of Atlanta before going to the amusement park. We started the ride from Lexon Mall near the center of Atlanta. It was about a 60-mile ride, and we went by Olympic City en route to Six Flags where we had secure parking for the bikes. We were served a brown-bag lunch and allowed to go on the rides for free. I love roller coasters, and it was great fun riding the American Scream Machine, Viper, and Ninja. I ate lunch with Bill Davidson. We talked about a diabetes ride some friends are planning to do next spring in SoCal. It's gonna be called the JDF-Jam. It'll be a ride from various locations in and around L.A. to the Orange showgrounds. This is not an *Easyriders* function.

Getting back to the Ride To Live run in Atlanta, there were 550 riders, and they collected \$49,800 for the ADA. I think that was damn good, don't you?

Here are a few facts on this crippling disease. There are 16 million people with diabetes in America, with more than 180,000 deaths attributed annually to the disease, according to the National Institute of Diabetes and Digestive and Kidney Diseases. When you compare diabetes to AIDS, there are 467,000 people in America with the AIDS virus, with more than 41,000 deaths annually attributed to AIDS according to the Centers for Disease Control (CDC). However, according to the Federal Budget Office and the National Institutes of Health, the federal government in 1994 paid more than \$1.480 billion for AIDS research and only \$300 million for diabetes research. Diabetes received less than 20 percent of the AIDS research total from the federal government but affects so many more people. At the same time, the federal government spends \$92 billion a year in direct and indirect medical costs for diabetes. Currently there is a study underway co-sponsored by the National Institute of Health, which is providing \$130 million, the CDC, and the American Diabetes Association.

Wouldn't it make common sense to find a cure to save those billions in medical costs? The average diabetic person spends as much as five times more for healthcare than folks without the disease. So as you can see it's very expensive all the way around. Please give whatever you can to help eradicate this disease as soon as possible. It will save many lives.



L to R: Rick Hunter, Judy Cohen and Ed St Anand.



Getting ready to roll on the Ride To Live diabetes run.

You may know someone with this problem. Look in your family tree—there may be someone there with diabetes, leaving the possibility for you to come down with it. Well, that's enough for now.

From Atlanta, Sugar took me up to Nashville to visit with Jackie Williams, a pal who is helping our committee search for talent on the JDF-Jam function I mentioned earlier in this column.

A couple of days later found me and Sugar at the Shiloh Motor Hotel in Seymour, Tennessee, in the beautiful Smoky Mountains. Joe Thomas and his lovely wife, Schlaine, operate the motor hotel for bike riders. They built the motel out of wood cut from their property. It's a two-story building out in the country. It's kinda hard to find but that's part of the charm of the place. Nearby is Gatlinburg, Pigeon Forge, and Dollywood. It's a mecca for country-music lovers, with lots of theaters nearby. The rooms of the motel are up above a large game room complete with a pool table and a large-screen TV, which is hooked up to a satellite dish. You can get many channels on it. Outside on the grounds are several picnic areas with grills. Shiloh also has trailer parking and vending machines with snacks and beverages. Joe is putting together bike tours from three to five days of country riding, including trips to Cherokee in nearby North Carolina.

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Motorcycle rentals will be optional. In other words you can use your own putt or he can rent one to you if you wish. Joe used to race stock cars in the early days of NASCAR. After that he pulled wrenches for some of the big-time racers. I enjoyed sharing experiences with him both in stock cars and bike riding. If you ever have the hankering to see and ride in the Smokys you should get ahold of Joe Thomas. He and his family are long-time natives of the area, and he knows all the neat places nearby to visit, such as stock car tracks, theme parks like Dollywood, bowling, dancing and dining, golf, horseback riding, and much more. He has several Harleys and his wife also putts. Check out the great Smoky Mountains of Tennessee and North Carolina. I did and enjoyed it a bunch.

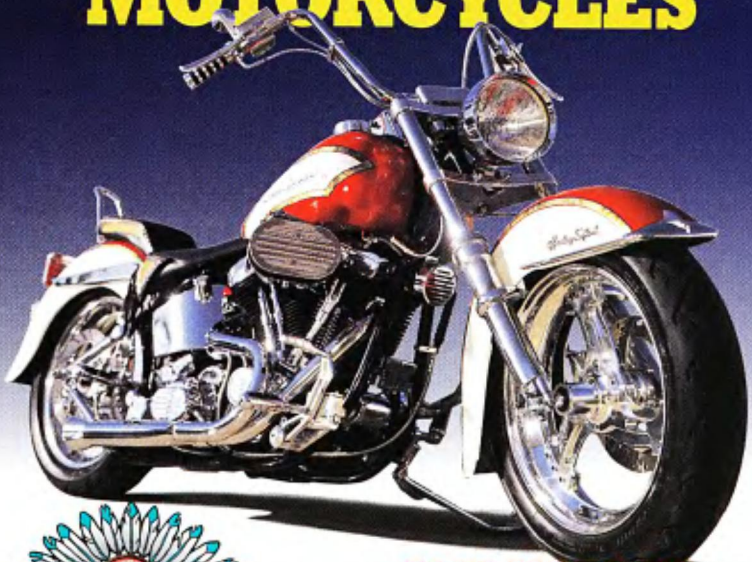
From the Shiloh Motor Hotel Sugar and I rode to Greensboro, N.C., to catch the AHDRA Spring Nationals. Look for my pictures in an upcoming edition of *Quick Throttle* coming to ya shortly at your newsstands or mailbox.

I'm cutting it off here. If you get the chance, drop me a line and let me know what's going on in your neck of the woods. Until then, see ya.

—Rip

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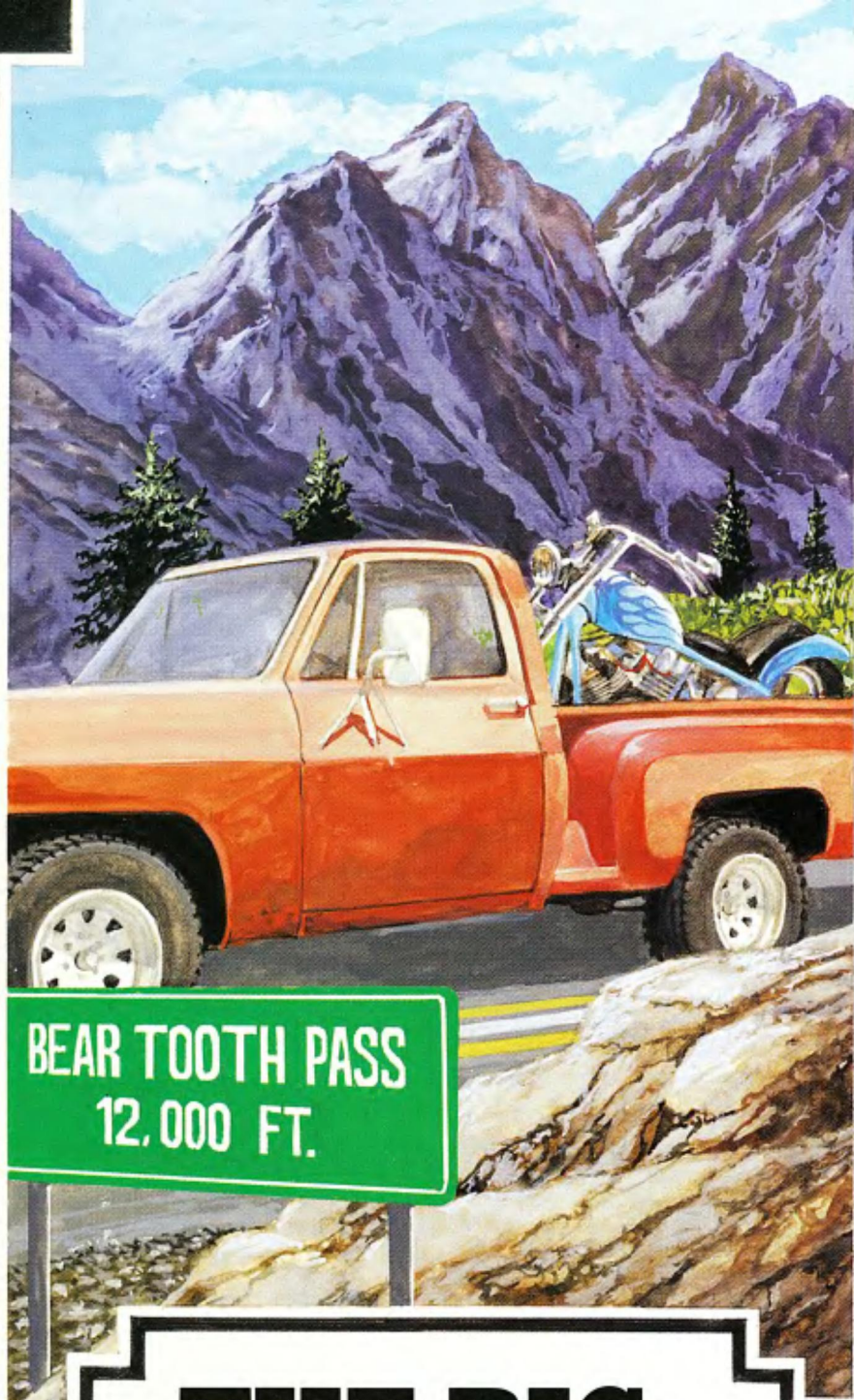
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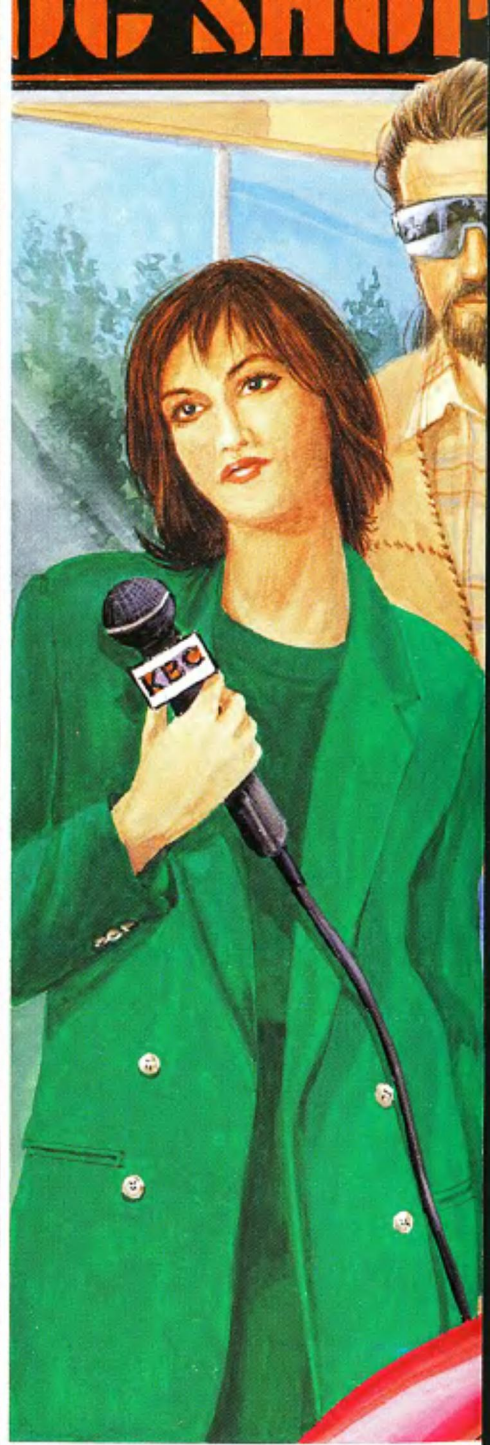
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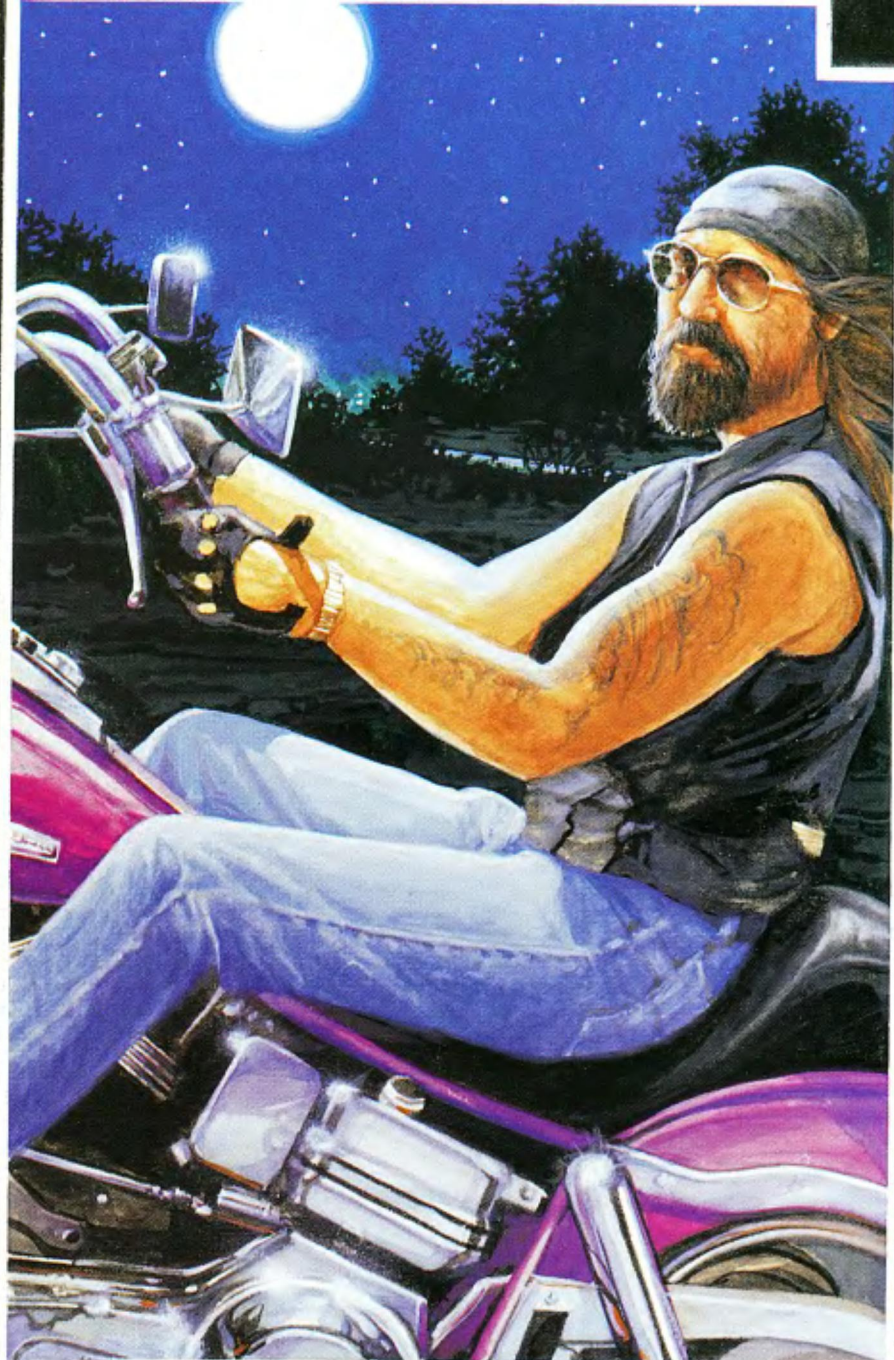
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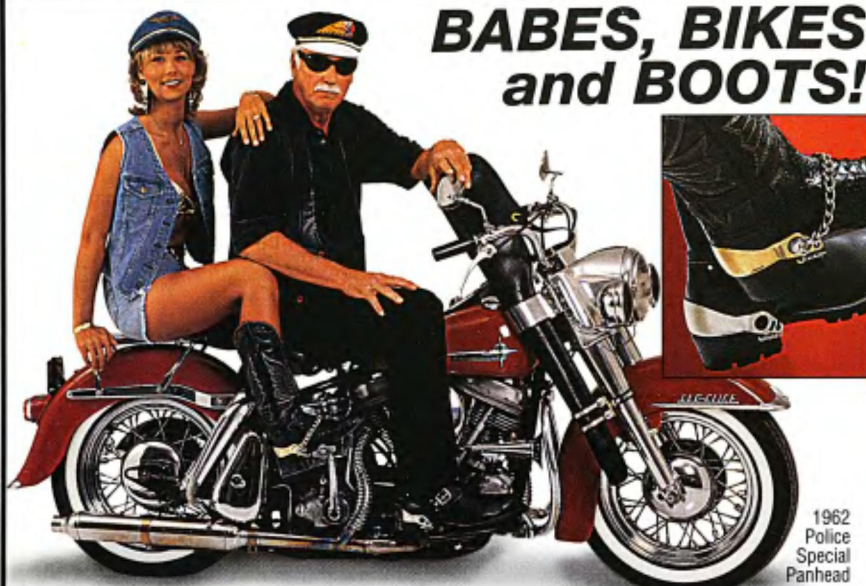


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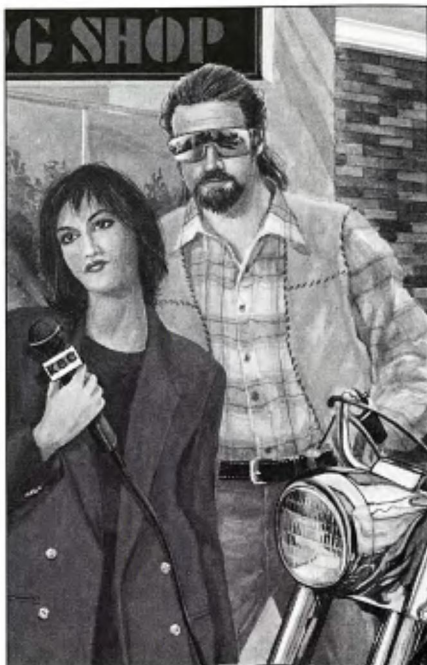
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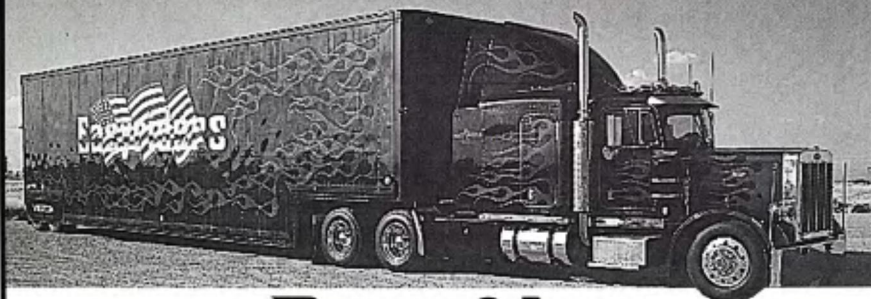
The white network van slid to a screeching stop in front of C&L Hog Shop in Atlanta, and a young female news reporter jumped out of the van, hauling along a mike, fixing her hair, and shouting orders to her cameraman as she jogged toward the front door of the bike shop.

"Excuse me, can I ask you some questions?" she inquired of a young rider dismounting his Shovelhead. She was fresh on the job, having just completed her first internship in Cheyenne, Wyoming, after graduating with a degree in communications from Vassar, one of the most prestigious women's colleges on the Eastern seaboard. She had a cocky, over-confident air, but her delicate digits jittered over the long cylindrical mike handle in a nervous manner.

"Huh?" Lee said, locking the large center ignition switch sitting appropriately between two candy-apple red fatbob tanks. "Why, did someone rob the joint?"

Momentarily, Faith was caught off guard, which went entirely against her carefully cultivated persona—always unrelenting, aggressive, and going after the story. She flinched, then regained her momentum while assessing the 6'2" biker's broad shoulders, narrow waist with slim Levi's, tan cowboy boots, deep-plaid Pendleton shirt and rustic, sand-colored leather vest parting where his chest pushed against it. "Isn't it true that the new issue of *Easyriders* just went on sale here?" she demanded.

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"I hope so," Lee returned. "It's one of the items on my list," he continued, turning back toward the door. His long hair was pulled tightly into a ponytail and his full mustache rounded the corners of his mouth. He shoved his leather riding gloves into his back pocket, and prepared to open the door. Lee was an easygoing martial arts trainer who owned his own studio, but he had another passion: bikes. He worked hard, trained hard, rode hard and constantly had an open eye for adventure, which didn't exclude women. He was disciplined and poised, and it took more than an over-zealous reporter to rattle his Levi's.

"But isn't it true that *Easyriders* exploits women?" she said, tossing her long locks of red hair away from her creamy features. "Isn't there nudity in *Easyriders*, and how do you feel about women being used like that?" Faith had studied women's issues extensively while in college, and the mark she intended to make on the local affiliate station and their audience was one of a changing attitude toward women.

Lee stopped dead, his hand gripping the glass door's handle. He could see the cover of the fresh new issue on the rack inside the small shop. A bright and shining world-class custom motorcycle, graced by the seductive form of a buxom blonde, adorned the cover. His focus receded to the reflection in the

glass. Her image was mirror-sharp and heading in his direction. She was as radiant as any female reporter he had ever seen, doing her mannequin best in front of a camera.

He knew whatever aggressive behavior she used to get answers would be cut from the news, only to be replaced with the interviewee's bumbling statements followed by her poised and polished rhetoric. But damn, she looked good in the rich green business suit, with a short skirt that curved in at her waist, and those eyes, pools of emeralds.

He thought for a moment, then

"THAT'S ENOUGH," SHE SAID, FEELING A CERTAIN DAMPNES RISING IN HER

turned to face her. Lee didn't have the extensive formal education that Faith did. He wasn't as polished, although he had faced the brunt of the changing attitudes toward men, and continued to

endure them every time he turned on the television. He turned to face her, and she glowed at her ability to capture his attention. As he centered himself in front of her mounds of hyperventilating aggression on the sidewalk, the cameraman alongside her caught every move he made.

He assessed her form. She was immaculate from her perfectly matching, rich, verdant shoes to the shape of her calves coated in creamy white nylons, to her matching suit, the hint of freckles on her face, her green eyes sparkling under the scrutiny of the video cameraman's sun gun, and finally the wavy touse of amber hair. "So what's the problem?" Lee countered.

"*Easyriders* is the problem," Faith said. "It's publications like this that demean the stature of women." She fumbled with the mike, shoving it in his direction.

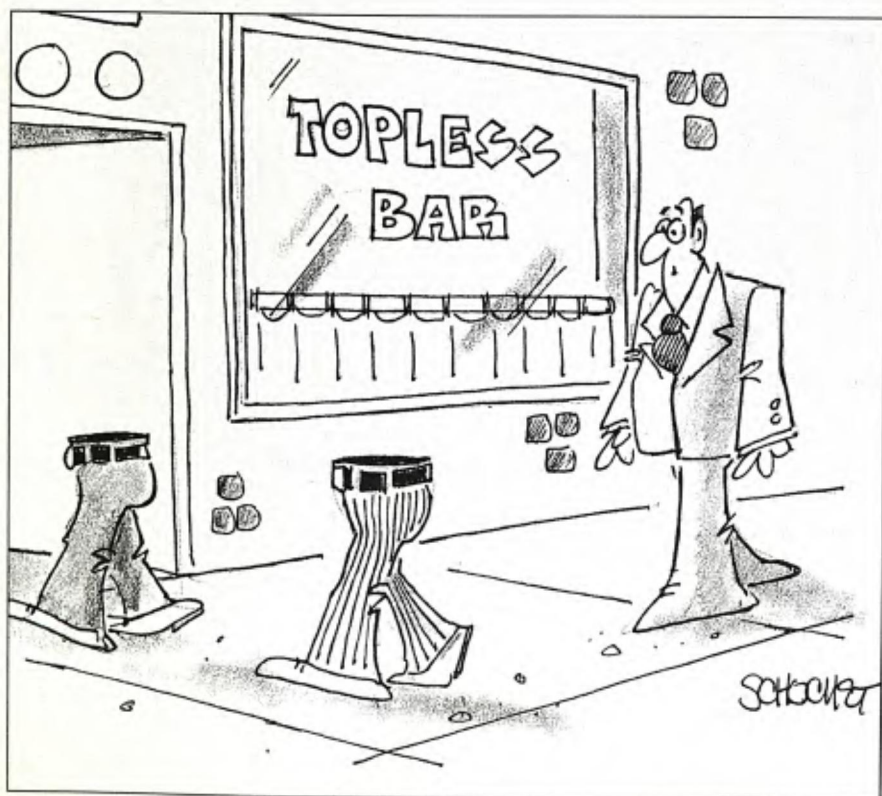
"Is there a problem with the attraction men have for women?" Lee said. "Would you like it to end?"

"Well, no," she stammered, "But what does physical appearance have to do with it? Why are women exploited because of their bodies? And why should magazines such as *Easyriders* be allowed to get away with it? What's the big attraction anyway?" She ground the mike into his face sure that he would stumble and give her the sound bite she needed to bury the male race.

"First off, lady, since you don't have the decency to introduce yourself before you interrupt someone's day with your propaganda, my name is Lee Clemens," he said, stepping close to her, ignoring the camera, but inadvertently getting so close that the two of them were pictured together in the frame. She tried to step back, but there was no place to go. Lee's eyes bore into hers as he said, "You're missing the point. We wouldn't have children unless men were attracted to women. It's nature's way. It's also nature's way that women are the flowers of humanity. Your forms," he stepped even closer to her face so he could smell her perfume, "the nape of your neck," he took one of her hands from the mike and turned it over, "the softness just inside your wrist, the way your hair touches your shoulders as if it were a soft blanket framing your beautiful face. The narrow gentle curve of your waist..."

"That's enough," she said, feeling a certain dampness rising in her, and her cheeks becoming rosy. "That's no excuse."

"Bullshit," Lee continued, moving close to her again. A small smile crossed his face as he detected a



flushness rising in her cheeks. "The attraction to the female form is universal. It's not just for men, but women too. Look at *Cosmopolitan*. It has more nudity than *Easyriders*. Women are beautiful. They should relish the ability to be the flowers they are."

"What exactly are you getting at?" she stammered.

"Men are supposed to act like men or they are not respected. So why aren't women supposed to act like women? If they want to look like men and act like men, then they offer no attraction."

"That's a sexist thing to say," she replied, thrusting the mike at his face again, feeling a sense of confidence building.

Lee stepped forward again until his face was only inches from hers, albeit about a foot higher. "If you no longer had your gorgeous tumbles of auburn hair," he lifted a mound in his hand and felt the softness caress his calluses. "If you didn't have a texture of skin that would make a newborn baby jealous, or a narrow waist," he said as he cupped her waist with another massive hand, "or the swell of your breasts," he could see her nipples begin to strain against the suit jacket, "what would you have? Except the false, faked demeanor of a man. Even the lilt in your voice makes every word you could say soothe a baby's tears."

She stammered and attempted to back up again.

Lee took her arm and turned her away from the camera and began to walk along the sidewalk, arm in arm. She resisted slightly, but conceded, motioning for the cameraman to follow.

"You are graced with femininity, just like I'm graced with muscles that allow me to work hard. Except you're abusing your natural gift. You use it when you need it, and set it aside when you don't. Either be a woman or take off the makeup, cut your hair, put on Levi's and a shirt, and forget you were ever a woman, and we will too."

"What do you mean?" She inquired walking with him. The mike was sagging in her arms.

"Listen. I know there are problems between men and women," Lee continued. "But imagine if you weren't able to wear makeup, shave your legs, enhance your lips with lipstick, or wear clothes that enhanced your form. Think about a world without soft caresses, only firm, uncaring handshakes and casual pats on the back, if you're lucky. What if there was no passion except in business, and that

in our efforts to make everyone the same on the job, we lost our identities. Then you would compete on the job with your coworkers, and when you get home, if you have a spouse, you will compete with him. Fortunately, when women are too much trouble to deal with, I will still have a passion that sends chills up my spine, and it's sitting right over there. That motorcycle gives me creative freedom, and a constant rush when I get on her and ride, and all I need is an open road."

Visibly upset, Faith turned away from Lee. He didn't hesitate, but turned back and entered the shop.

SHE FOUND HERSELF STROKING THE LONG CYLINDER OF THE MIKE SLOWLY AND DELIBERATELY

Lee purchased the latest issue of *Easyriders*, a set of plugs, and a new ignition module affording him a variety of advance curves, and one other item. He paid Louie, the owner, who

bagged his purchases, and Lee headed for the door.

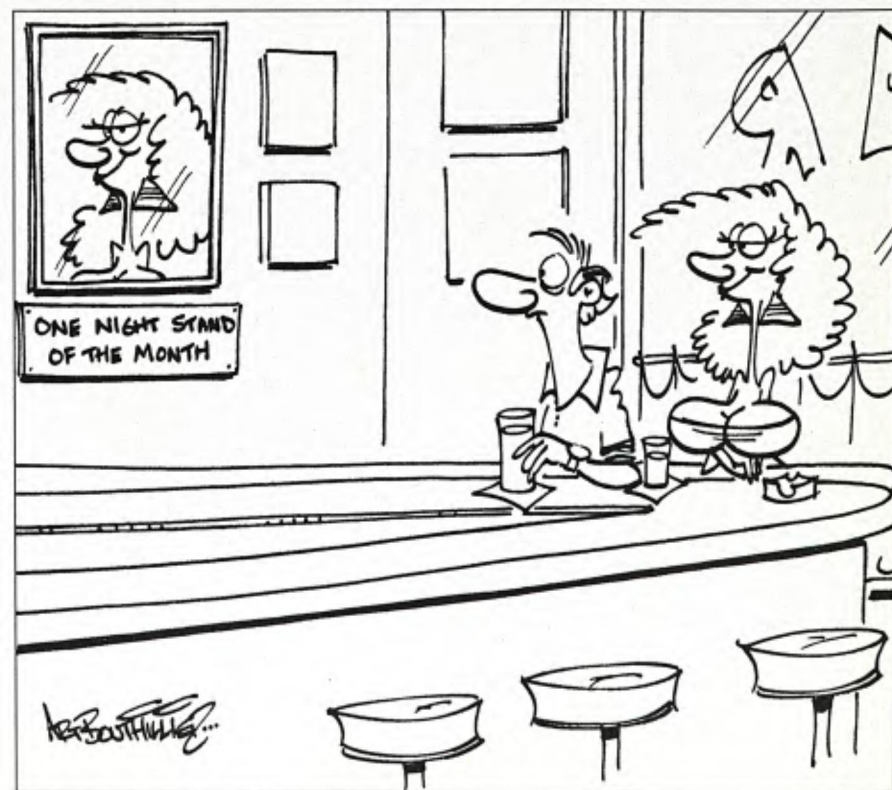
Outside, Faith had collected her thoughts and prepared to attack again. "Excuse me, but I'm not finished with you yet ..."

"I hope not, but I can't continue the debate now," Lee said, reaching into the bag and pulling out a long, wool motorcycle scarf and handing it to the tense reporter. "But if you would like to go for a ride sometime, I would be more than happy to continue the conversation. But don't call, if you plan to practice to be a man. In that case, come to the studio and we'll train together and compete like men."

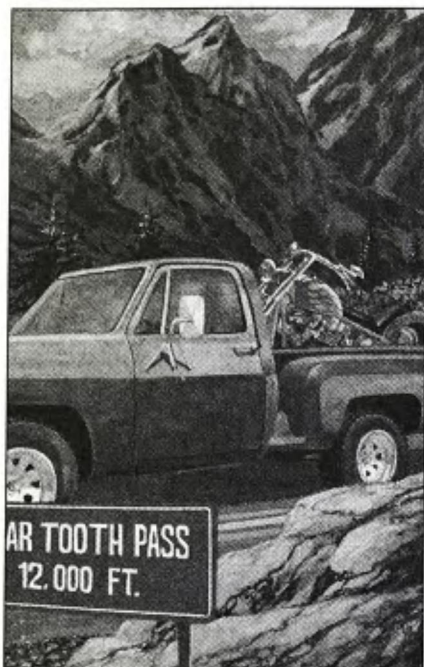
She looked deep into his sea-water blue eyes, and stammered. Lee stepped forward, placed a strong hand on her waist, and tugged slightly. She glided forward and he kissed her gently on the lips. Stepping back, his eyes softened, then he turned, straddled his motorcycle, started it and rode off.

She found herself stroking the long cylinder of the mike slowly and deliberately, but with tenderness. Then she tucked it under her arm and unfolded the scarf. As she did a card fell to the pavement. She knelt down slowly and retrieved the folded piece of paper.

"There's something to be said for the phrase 'opposite sex,'" was written carefully above Lee's stapled business card. "If we were meant to be the same, we wouldn't be opposite. There's also something to be said for 'opposites attract.' Call me—Lee." ☉



The Big Bang Theory
By Steve Clover



I have to laugh, every now and then, at the ongoing debate, in just about all of the motorcycle magazines, over what constitutes a real biker. A real biker, as defined by *Iron Horse* magazine, is certainly not the same real biker as defined by *American Iron* magazine or *Big Twin*. And of course, each magazine's editorial staff has the quintessential, unequivocal definition of just what a real biker is. The "letters to the editor" section is filled with letters from readers who just can't live another day, or sleep another night, without knowing, for sure, whether they qualify as real bikers. And surely one must pity the poor reader who not only goes "unconfirmed" by his mentors, but is ridiculed as a yuppie, rub, or worse, a poser. A fate worse than death! I've come to the conclusion that if you have to write to a magazine to ask complete strangers if you're a real biker, then you're probably not.

Although the definition of a real biker is somewhat elusive, many of the traits of a real biker are not. One indelible mark of the real biker is being a good traveling companion. The traveling companions you choose to ride with can make or break your motorcycling adventure. It is especially important to choose good traveling companions on long-distance trips. And it is just as important for you to try to be a good traveling companion, as well. A philosopher, whose name I can't recall due to my advanced case of Beerzeimer's Disease, once stated →

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something to the effect that "A man's character is not measured by how he handles success, but by how he handles failure."

I like to travel with people who don't come unraveled when things go bad. In fact, I admire people who have the ability to turn a bad situation into a good one. With this in mind I'd like to relate a little story about one of my trips back from Sturgis.

I was traveling with Larry Wilson and Dick Moldenhauer. Both were riding old Shovelheads with many hard miles on their odometers. Larry Wilson owns the Idaho Bar in Pocatello, and Dick Moldenhauer, whom we fondly call Moldy Dick, is a good friend and long-time traveling companion. As we were descending out of Spearfish Canyon onto I-90 towards Gillette, Wyoming, Moldy Dick's Shovel sounded like it exploded. We were cruising along at about 70 miles an hour when a huge flame blew out of his tailpipe followed immediately by a sonic boom. The bike immediately lost power and we all pulled to the side of the highway behind Moldy Dick.

We turned the bike off, then on. We kicked it over with the ignition off, and then with the ignition on. We felt the exhaust out of each pipe to determine which cylinder had pressure and which didn't. We collectively evaluated the situation, and by our empirical observation determined that Moldy Dick had bent a valve in the rear cylinder. Way bent!

There was not a lot we could do at the moment. We had the tools and the know-how to replace the valve, but we had no valve, lapping compound, or gaskets. Since the bike ran, we decided to see if we could make it to Gillette, which was about 100 miles away. If we made it to Gillette we could stop at American Thunder, which is a very friendly aftermarket Harley shop. Surely we could pick up a valve there. So, down the road we went.

Dick rode up front, leading the pack. All he could do, speed-wise, was about 45 to 50 miles per hour. About every 30 seconds the rear cylinder would build up enough fuel and pressure to detonate the mixture and a huge flame would again exit the exhaust pipe, followed by a deafening explosion. Larry and I followed behind Dick at about a thousand feet, so as not to lose our hearing or become impaled by the valve debris shot out of the exhaust pipe.

As we were cruising (if you could call it that) along, I was startled when I was passed by a station wagon that had to be going about 90 miles an hour. No kidding! Some old lady was pedal-to-the-metal in the family wagon,

loaded with kids, careening down the fast lane like she was headed to the last white sale before Armageddon. She passed me and Larry like we were standing still. Just as she passed Moldy Dick, his bike made its periodic, deafening explosion. The lady in the station wagon sat straight up, wide-eyed, and looked in both directions. Panic set in. Her brake lights went on and she pulled over to the side of the freeway. As Larry and I passed by on our bikes she was getting out of her car. The last I saw of her, through my rear-view mirror and over my shoulder, she was on her hands and knees, looking under the station wagon trying to figure out what she had blown up. No doubt she drove a little slower when she started the wagon up again. Larry and I just shook our heads and laughed as we followed Moldy Dick down the road. He hadn't a clue that he had just torpedoed a station wagon off the road.

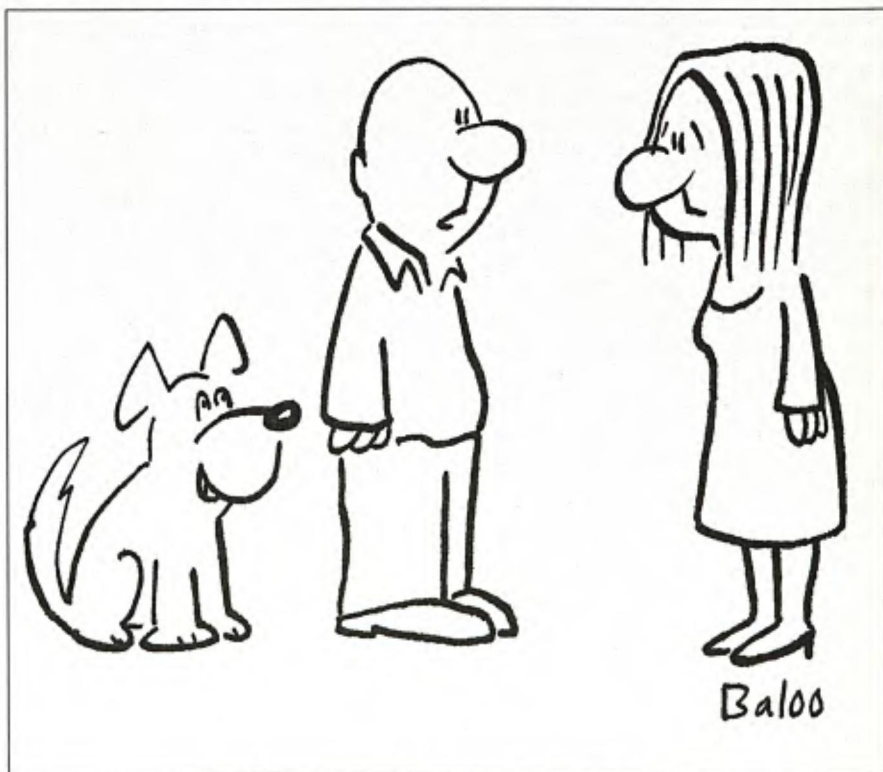
Shortly thereafter, we pulled the plug wire to the crippled cylinder and Dick's bike quit backfiring and flame-throwing. It didn't go as fast, but it was certainly quieter. We limped the bike into Gillette only to find that American Thunder was closed! Everyone was in Sturgis. Everyone. We couldn't find a valve anywhere and the next town was Sheridan, which was another hundred miles. For fear of doing irreparable damage to the engine, we decided to contrive Alternate Plan B. This is where good

traveling companions are separated from great traveling companions.

After we had performed all the mental origami we could muster, we still had no solution to our problem. Then Larry had a vision! He told us to follow him, and we did. We followed him to the local GMC/Chevrolet dealership there in Gillette. No sooner had we turned off the bikes when a very foxy sales lady named Antoinette came to our assistance. Larry, it seems, as owner of a bar, has some very credible credit. He asked Antoinette to run a limit on his Master Card while we perused the car lot for quality vehicles. Wow! Larry's credit on this piece of plastic was ten thousand bucks!

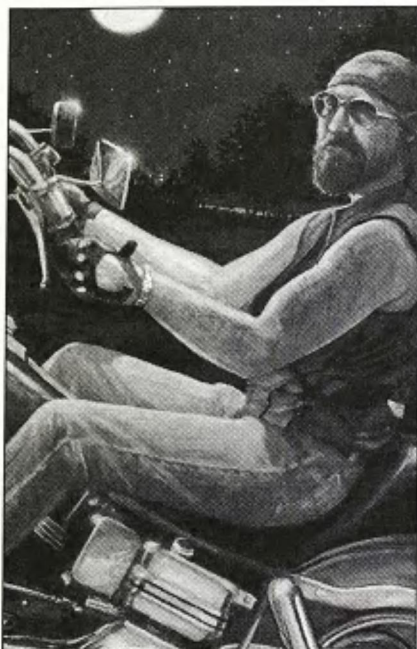
Larry ended up the proud owner of a 1975 GMC pick-'em-up truck for the paltry sum of \$2,500. We pilfered a 2 x 12 plank, loaded the bike in the back of the pickup and we were off again. Moldy Dick drove that truck through Wyoming, over Bear Tooth Pass at 12,000 feet, and then down into Southeast Idaho. It was the first time I've ever cruised with a truck on my Harley.

When we got back to town Larry sold the truck to a buddy of ours for \$2,500. He paid the money back on his credit card, and ended up breaking even. Well, kind of. It was Ralph Waldo Emerson who said, "It is one of the most beautiful compensations of this life that no man can sincerely try to help another without helping himself." Now, that's what I call a "real biker." ☉



"If you think his bark is worse than his bite, just wait till he farts."

It's A Fine Line By Dennis Haussler



Zip it up.
Hit the button.
Fuck yeah, listen to that.
Out onto the highway moving fast now.
Filling the holes in traffic and
splitting lanes.
Moving through traffic like a falcon
through the trees.
Up 101 through South City.
Going 95 down the straight before
Candlestick and pull hard over to the
right lane and hammer it.
Up the hill bucking the wind and
under 3rd Avenue at 110.
Back off a little over the top, too early in
the evening to have to run from the cops.
Past the hospital curve, take the 101
split and drop onto Ninth.
Stop at the light and check all systems.
It's one of those nights. The air is
cool, fog starting to float past the top of
the buildings. Good traffic, nothing
seems out of line.
Sometimes people do stupid shit.
Shut you off, pull in front of you. I usual-
ly give it three incidents and then I write
it off. Bad day, be cool.
But not tonight. Everything seems
right. I shoot across town to North
Beach looking for the boys.
What the fuck is up?!!
Let's make some noise!
A little modern jousting.
I find them at Grant and Green and
smoke the tire halfway up the block
to let 'em know I've arrived.
The noise absolutely fills the narrow
street and when I dismount I receive
mixed looks from the spectators.
Oh well. →

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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.

But all this is just a prelude.
Foreplay for the real orgasm of
the night.

Later, sitting at the light at Powell and
Broadway, all three of us front row. No
one needs to say what to do, we know.

The routine is set. Quick look up
and down the street for any visible cops,
just a formality because in 30 seconds
anyone within a mile is going to hear us.

Here comes the light—now!

The front ends claw at the sky, stay on
the gas! Hammer second gear and the
same thing happens. Into the tunnel and
third gear. The noise is all encompassing,
nothing but noise and vibration.

There is a thrill in knowing that I
made this night. I designed it, I built it
and tuned it. I make it go fast. Me, not
some H.O.G. chapter shop mechanic.

Out of the tunnel at 120, through the
light at Larkin and then Polk.

Fuck looking for the cops, we're way
beyond that now.

Split the traffic to be up front at Van
Ness. Should I wait for the boys?
Later. This one's mine!

At this point I quit looking for cops.
I rely on my instincts and
my skills.

Back across town—fast now!

People going to slow, turning
right, fuck 'em.

Passing on the left.

On the rear wheel a lot, launching
off of intersections.

Over the top on Pacific and the
bike leaves the ground, nice and
smooth like I know what I'm doing.

Perfect.

Down Fillmore rattling the windows
of the bars and coffeehouses where
the squares sit and sip their drinks and
hustle that perfect trim. I never fit
there, and I quit trying to think I do.

Down past Geary through the dark
part of town.

Down to Haight Street looking for
some fast crazy nose-pierced young
kid on a scrapped-up rice rocket who
wants to play. Cruising now, second
gear 3,200 rpm.

Making those pipes crackle and spit.
No takers tonight so I head out
to the beach, to the sand and wind
and salt air.

Off the light at the park, dial it up.
Six grand right through the gears. One
twenty in fourth and click it up to fifth.

There is a place I've found where I
can see my own death.

It's so close I can reach out and
touch it. To linger in awe or fear at this
line will only draw me closer to it—off
balance.

I cannot afford to lose balance at
this point.

I see it, accept it, and move right
through it. On the other side is freedom.

Brief glimpses of what would
happen if I stuff a piston through
the head and up through the tank,
into my chest.

Or what if I blow a tire at this
speed?

Or a cat in the road?

The possibilities are endless.

You cannot dwell on them, just
allow them through.

The motor is screaming now—
130 flat out. Laid out on the tank,
nothing but noise. There is no
separation of wind and motor at
this speed; it is one enormous
column of energy that you either

ONE BAD MOVE HERE AND IT'S OVER THE SIDE AND INTO THE BLACK PACIFIC OCEAN

move into or shut down.

At the end of Ocean Beach it
breaks left. Back off enough to
make the corner and then brake hard
for the right onto Skyline.

Pump it back up again and scream
AAAAAAAAGGGHHH!!! into the night.
Fuck you devil, come and get me!
I keep it up for 15 miles.

Down into Pacifica past Linda Mar
and up onto Devil's Slide.

Hard into the corners, boot drag-
ging the pavement, rear tire breaks
loose a little, accelerate hard and let
the bike stand itself up, then *all* over
the brakes into the next corner and
do it all over again.

One bad move here and it's over
the side and into the black Pacific
Ocean below. I have seen my own
death here, or one of them.

At some point my system says to
back off, and I do. Pulling back to a
leisurely 70 down into Half Moon
Bay. Up the canyon on 92 passing
four or five cars just because it's
still my blood.

Back down to suburbia.

White bread San Mateo where
the sound of my pipes at 2:30 in the
morning must evoke some kind of
response from the people snug in
their homes.

101 to Holly.

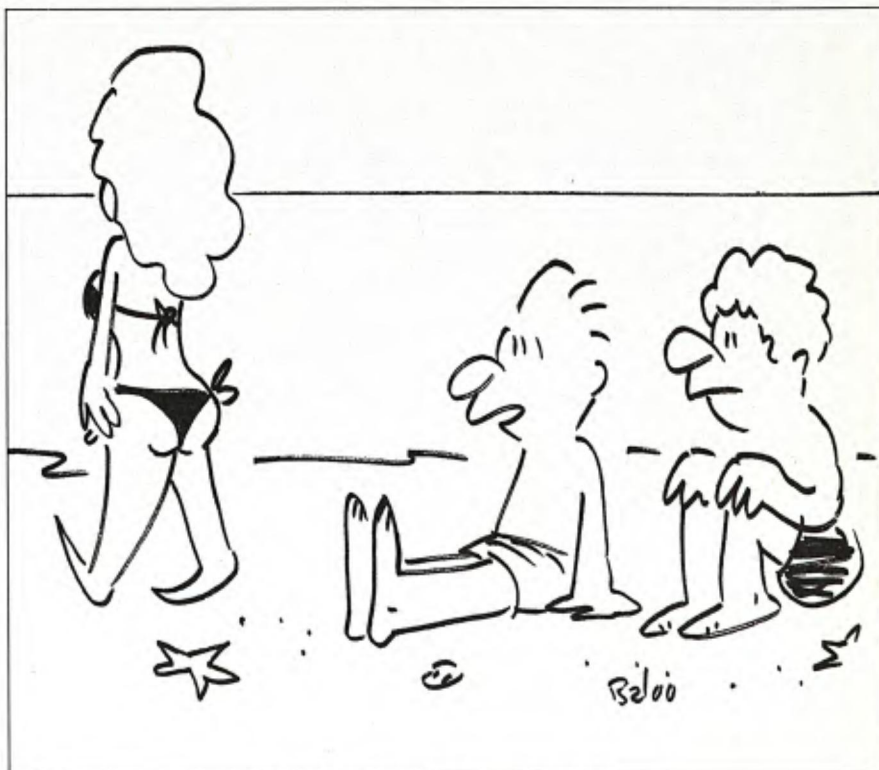
Make the S turn that got me last
year, high-siding the right hander at
65, not this time.

Through the light at Industrial and
up the street into the garage.

Shut 'er down.

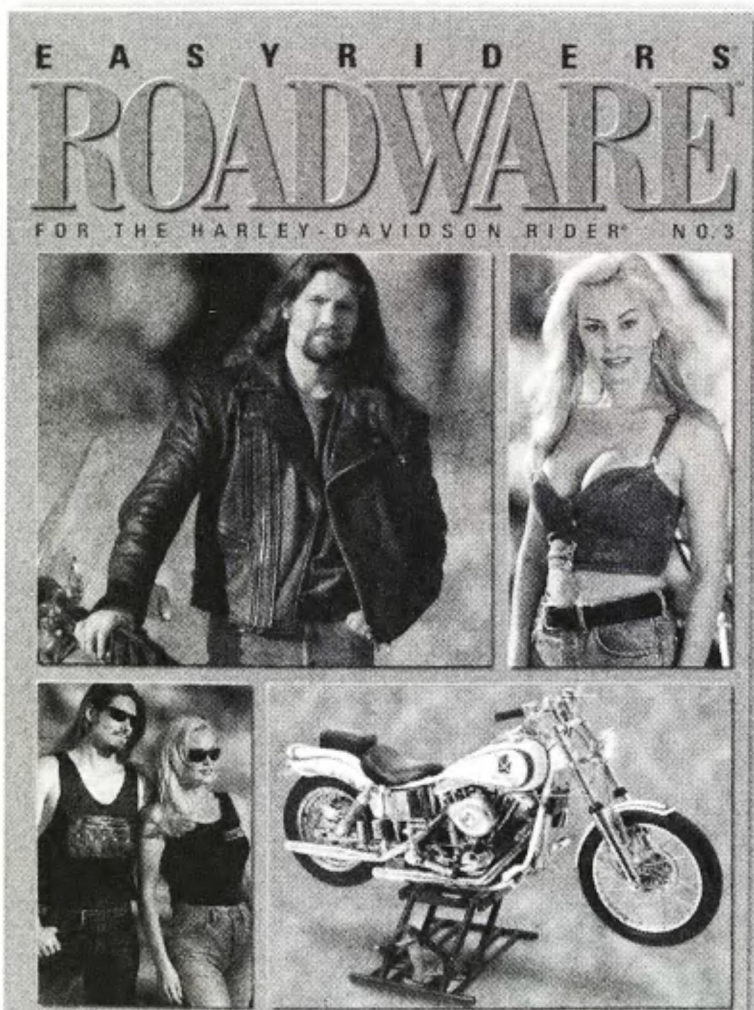
Listen to the aluminum block motor
tick, tick, tick, as it sheds its heat
from a hard night's ride.

I do this to remember I am alive. ☉



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MISCELLANEOUS

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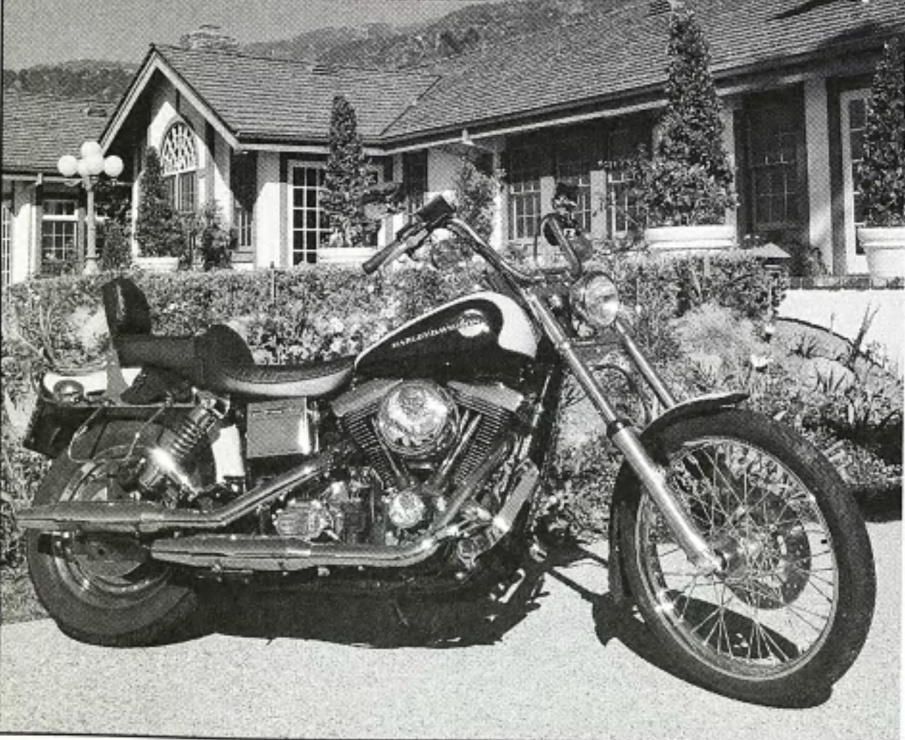
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TECH TIPS

SHIFTING GEARS

Bandit II Isn't Collecting Dust Anymore

Hey, I've got to cop to it. Over the last few months, while Randy Simpson of Milwaukee Iron was digging the snow banks out of his shop, dealing with the aftermath of the blizzard, I pondered the meaning of bikerdom. I began swaying toward the chopper side of the 25th Anniversary coin. I looked longingly at the past ... rigid frames, kickstart bikes, my highbar dicey Knucklehead and Ron Simms' rowdy Softail line. I couldn't help but dream of wild nights and hard roads on rigid choppers that could be torn down and rebuilt with a handful of wrenches. As the cold wind howled in the night, I leaned toward making this Softy into the kind of violent bike Simms regularly brings to the blacktop.

For us veterans who have a tough time pulling ourselves away from the straightlegged, jockey-shift streets, it's tough to imagine riding something high-tech, sedate, or streamlined.

Then I met a girl. She was young, high-spirited, inquisitive and asked way too many questions. But there's nothing like deep cleavage and pert, naive interrogation to challenge a man's thinking. She revealed in my stories of the past, of the bikes I've built, and roads I've ridden. But after an evening of Jack Daniel's, short shorts, and whispering questions in my ear, she asked in a voice that would warm up a Panhead without the motor running, "Why would you want to build a bike like so many you've built before?"

I ran that question around in my mouth, like a mouthful of Cuervo Gold waiting for the lemon, while checking the tension on her bra strap. She was right, and right on the mark. I picked up the phone to call Randy and told him, "Listen, bro, full speed ahead."

"Hey, Bandit," he replied, "I appreciate your enthusiasm, but my roof collapsed in the storm and I'm still three snow banks shy of sunlight. Let's ship this puppy to the high-tech, forward-thinking master builders at

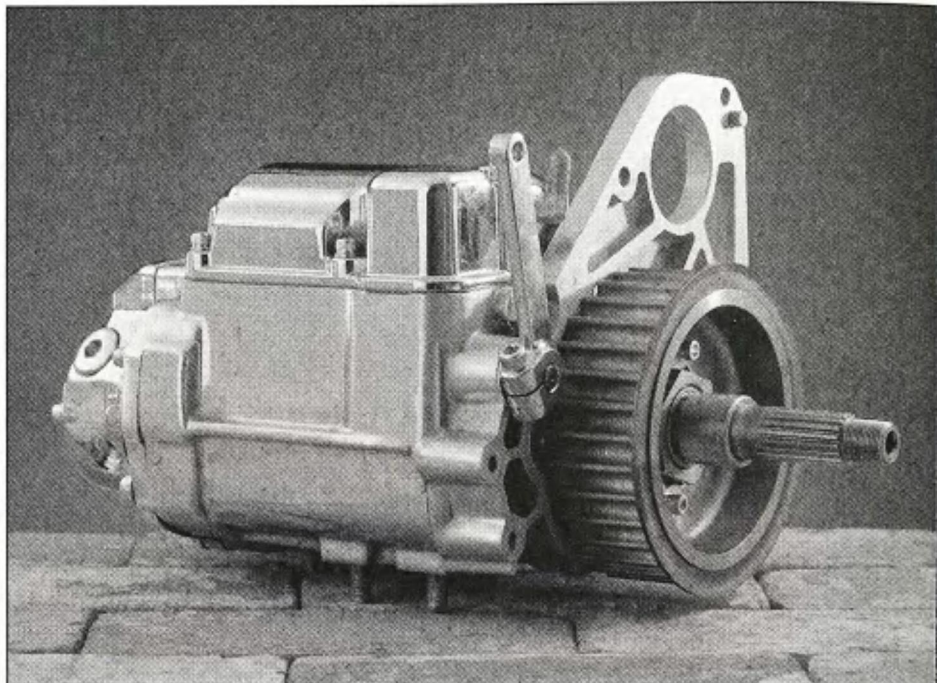


Photo 1

Downtown Harley-Davidson in Seattle, Washington. Call Russ Tom."

Again my friends were more on top of my own desires than I. Randy hit the nail on the head and off the Softail flew. So after questioning my motives, and dealing with one of the harshest winters in a decade, we're on track again. The bike is now in the capable hands of Russ Tom and his family operation in Seattle. It just dawned on me that as I write this on my milk crate in the garage, it's May Day, and we're hoping to have the bike ready in time for Sturgis.

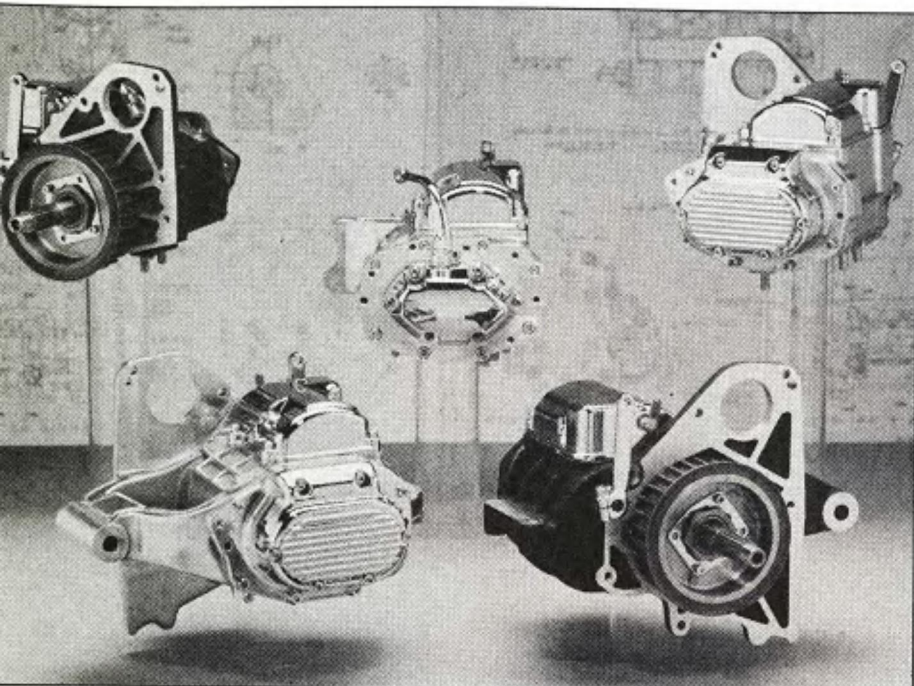
Okay, goddammit, back to the subject on the chalkboard. While the chassis was in flight, we discovered that Custom Chrome is now offering a complete 5-speed Softail transmission (photo 1). And we are proud to have one to install into the Bandit II. Custom Chrome has been well aware for quite a while of the shortage of transmissions for custom applications. They now produce complete units, polished or black and chrome for Softails and rubbermount applications (photo 2). In addition, they built a 5-speed in a 4-speed case for 4-speed Big Twins.

The guys at the Chrome command post promised that their product is built stronger and shifts better than the original, so we ordered one up for a Softail.

Obviously, there are several advantages to getting your hands on a complete unit: You don't have to chase all the minute parts it takes to build one, wonder about the quality control of every keeper and bearing, or fight to get all the parts together at the same time. Another aspect to consider came from Rob at Custom Chrome, "You might learn a lot by building it yourself, but you might find out that building a tranny is best left up to professionals."

But let's get to the bones of this box so I can chase that redhead. We had one of those nights that causes you to walk on air for a week. Makes me shudder to think about it, but the babe is a flight attendant, and I've lost touch with her.

Externally, the CCI shifting box looks like the original, only polished, but they're using all new castings poured with 356 T6 aluminum, which is stronger than the factory material. Because of inherent cracking problems with stock front pulleys, they've includ-



Photos: Doug Mazell and CCI

Photo 2

ed a new one that's already mounted. To install the puppy all we had to do was take it out of the box, which took me three days, and bolt it into the frame (15 minutes). They even supply the oil and a warranty.

Although the unit will accept factory parts, they've upgraded wherever possible with their own spec parts. All of the gears and shafts are made of heat-treated 8620H chrome moly steel. According to our resident expert, 8620H is the strongest material available for gears. The CCI engineers wanted to eliminate any play in the gear engagement and they have gone out of their way to tighten all tolerances by using a computer to measure the size and shape of their parts. They use the Hob process to cut the engagement teeth. Broaching is the most common process but it slices the gears from the raw material, like pushing metal through a die, which stresses it. Hob grinding produces more precise gears with virtually no metal stress. Their computer also mates gears with matching teeth so that they engage fully and smoothly.

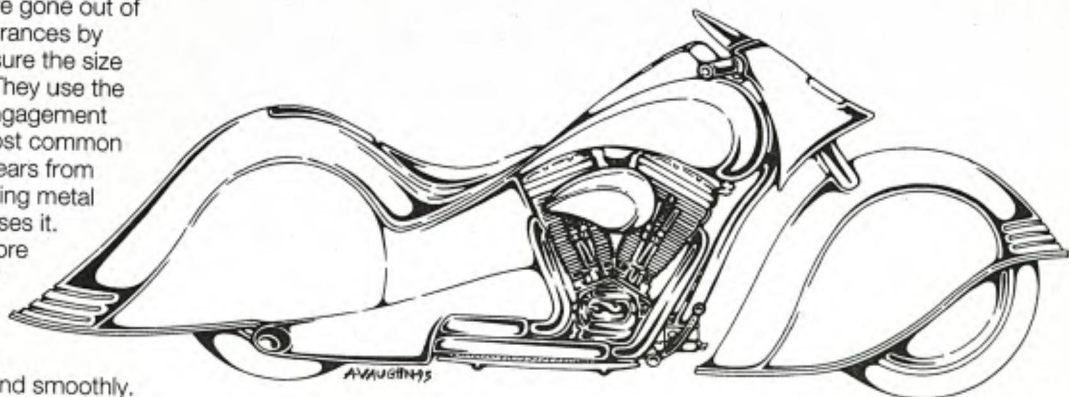
Precision matching of the teeth reduces friction, wear and heat, because the gear teeth gradually slide into each other instead of hammering into place while trying to take up the extra play.

They also back-cut the shifting dogs. Back-cutting is a machining technique where you cut the shifting forks at an angle instead of straight, creating a ramp that pulls the gears together in a more positive manner, eliminating missed shifts and false neutrals.

They've done their homework and saved me and Ron Simms a tremen-

dous amount of time and energy that the Simms crew can better utilize building more of his radically wide bikes. Now Russ Tom can spend more time hammering the body work together, and I can spend more time finding pieces for the swoopy Softail and hunting for my stewardess. Damn, hanging around LAX checking all the incoming flights is a drag. Plus, every five minutes I've got to run out to the curb to check on my Knuckle and convince some cop not to tow it away.

—Bandit



Sources

Ron Simms
Bay Area Custom Cycles
25224 Mission Blvd.
Hayward, CA 94541
(510) 537-3338

Russ Tom
Downtown Harley-Davidson
6727 M.L. King Way South
Seattle, WA 98118
(206) 722-8457
(206) 722-8442 fax

Custom Chrome
See your local dealer or call
(800) 729-3332

Randy Simpson
Milwaukee Iron
3000 Lennox
Lynchburg, VA 24501
(804) 845-7688

TECH TIPS

MODS ON YOUR ROCKERS

Tophat Tips And Tricks For Twins

Looks may not be everything. But a custom appearance for the top of your Big Twin or Sportster can catch eyes, draw praise, win awards, mess minds. And it may deliver functional benefits to

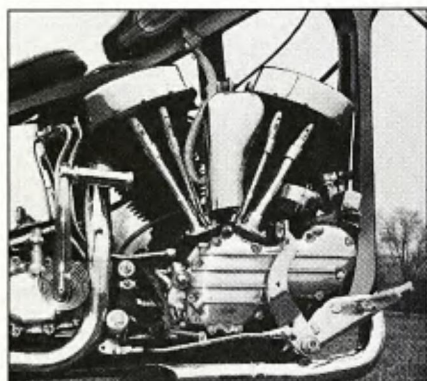


Photo 2

boot—like improved cooling or fewer oil leaks. One of the easiest routes is trickery with rocker box covers.

Panhead pulchritude. From 1948 to 1965 Big Twins, valve gear bolted directly to cylinder head, making rocker covers non-structural, so mods in this vintage are easy. A running change mid-way in this era added reinforcing "d" rings to the perimeter of the cover to cure pesky oil leaks (photo 1). With modern gasket technology, you can revert to the early configuration without penalty and give the engine top a cleaner, taller look (photo 2). Another trick: more-rigid replacement rocker box covers from Custom Cycle Engineering and Paughco, among others, added fins for better cooling and stopped edge seepage. They're out of production now, so check the swap meets (photo 3).

Shinin' up Shovels and Sporties. A one-piece, structural rocker-box assembly reigned from 1957 (XLs) and 1966 (FLs) to the Evo era. The expense of re-engineering this piece made aftermarket mods rarer. Some added cooling slots and inspection ports for better function as well as looks (photo 4). Pat

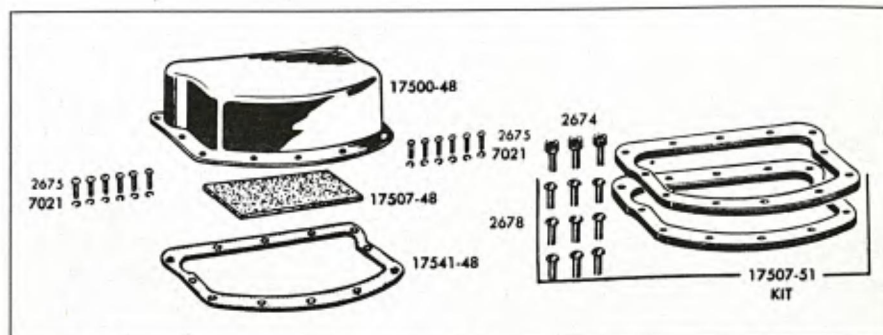


Photo 1

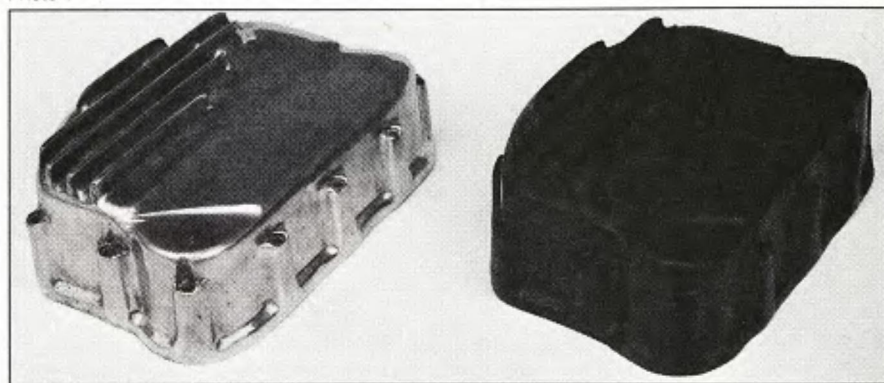


Photo 3

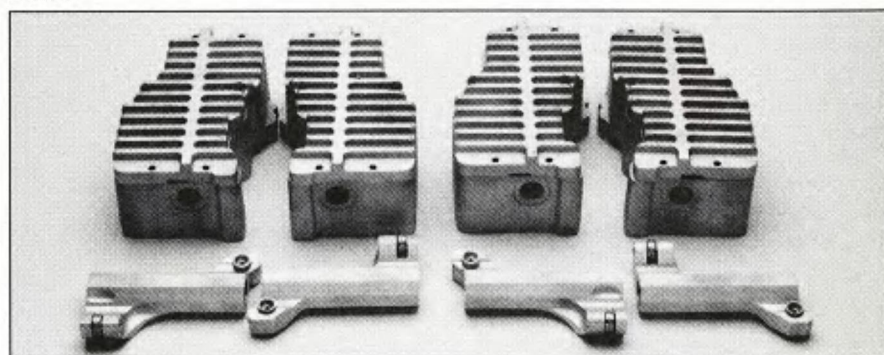


Photo 4

Kennedy is the only maker of split rocker boxes for Shovels. They enhance cooling and look racy.

The Evo explosion. Today, Harley's three-piece sandwich style rocker box (photo 5) assembly affords plenty of potential places for jigger-pokery. And the aftermarket is ready to help. Makers like CCE (photo 6), Drag Specialties and others (see Source listing) offer simple finned covers. They're easy to install, increase cooling, and offer extra internal clearance to accommodate high lift cams. Next step up is a complete replacement unit from Arlen Ness. It's

machined from billet (photo 7) for extremely good looks and features a sloped edge joint to minimize weepage. Evo retro riders should check out two kits from Xzotic. Their replacement rocker box sets mimic either Panhead (photo 8) or Knucklehead engines.

Dynamite, do-it-yourself. And here's a home brew you may want to quaff. With a few limitations, rocker box assemblies interchange between Evo Sportsters and Evolution Big Twins. The difference in looks is subtle but distinct; Sporty boxes feature more rounded corners and a different top recess design. The

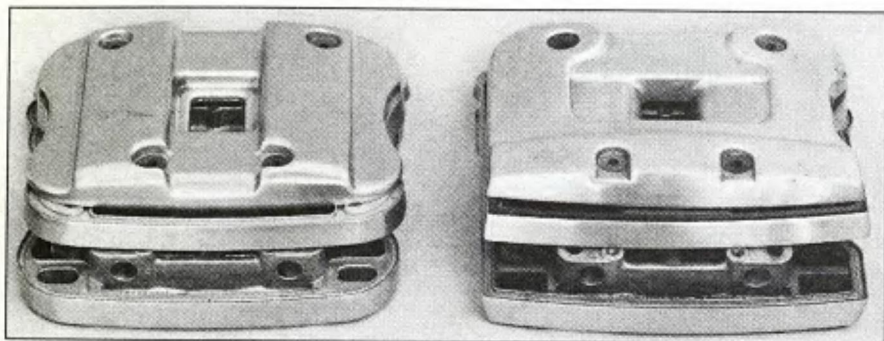


Photo 5

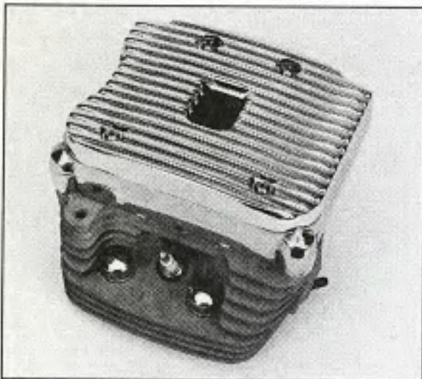


Photo 6

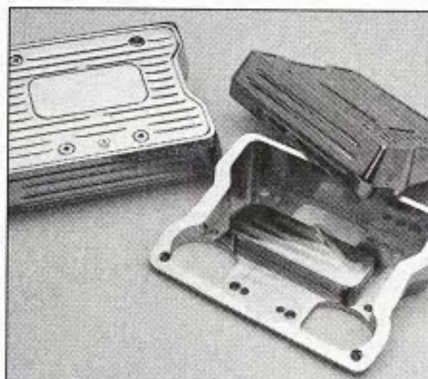


Photo 7

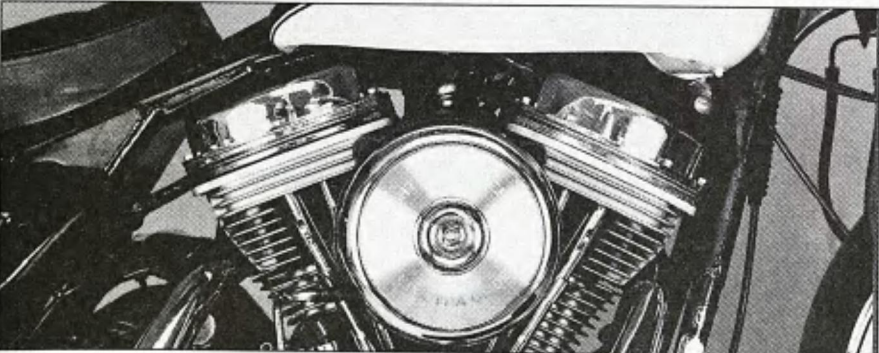


Photo 8

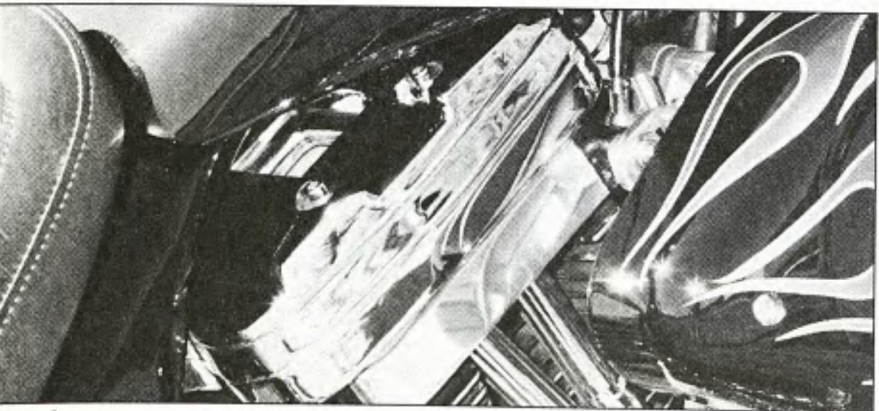


Photo 9

Sources

Arlen Ness

16520 East 14th St.
San Leandro, CA 94578
(510) 276-3395
Complete custom billet rocker boxes for Evo

Chrome Specialties, Inc.

4200 Diplomacy Rd.
Forth Worth, TX 76155
(800) 527-1635
Evo rocker box assemblies and finned covers

Custom Chrome, Inc.

16100 Jacqueline Ct.
Morgan Hill, CA 95037
(800) 729-3332
Bolt-on Mirage finned end cover for Evo rocker boxes

Custom Cycle Engineering

1970 Peacock Blvd.
Oceanside, CA 92056
(800) 472-9253
Finned Evo rocker box top covers for improved cooling

Xzotic Cycle Products

P.O. Box 532022
Grand Prairie, TX 75053
(214) 467-0989
Evo rocker box assembly to simulate Panhead engine
Evo rocker box assembly to simulate Knucklehead engine

Photos: Markus Cuff

process is a bolt-up, but be sure you swap same-year pieces since functional details may vary from year to year. Most notable: a breather change in 1993. Also, note that some Sportster boxes have a slightly greater thickness. That's no problem on Big Twins that are rubber mounted. But Softail chassis (rigidly mounted engine and trans) will need frame modification above the rear cylinder to fit these taller boxes. But for a deco-styled scoot, those sexy curved corners (photo 9) may be well worth the sweat.

—Jake

TECH TIPS



Photo 1

CHOPPER GUYS Taking Frames To The Next Dimension

Back in 1993 I had the opportunity to visit a shop in Northern California that was home to one of the newest Softail frames entering the market. Since the wide rear tire was becoming so popular, the aftermarket was responding by producing frames built to accommodate the increasingly favored 180/18 rear rubber (photo 1).

When I first saw this new frame I was given its particulars by a very enthusiastic Gary Munoz, who, teamed with ace frame welder/designer Chris Bacciocco, is one of the driving forces behind Chopper Guys Biker Products.

It was apparent to me then that the Chopper Guys' Fat Guy Softail frame would soon be a permanent entry in the growing wide-drive frame market.

Along with the Softail frame, there was also the Fat Guy Rigid, which offered rigid builders the option of running a huge rear tire with a belt final drive, or an even larger tire with a chain. Transmission mounts were drilled to accept four- or five-speed transmissions, and they sported nostalgic styling in conjunction with 5/8-inch offset powertrain mounts which allow the big rear tire/belt combo to work so well. One extra step Gary and Chris took was to symmetrically widen their frames. The left side was moved outboard for tire clearance, but the right side rail was also moved out an equal amount to maintain the

symmetry. The result was a "fat," almost menacing look that would take typical Harley-Davidson styling and push it over the edge.

Now it's 1996, and I went back to the Chopper Guys (CG) headquarters, currently located in Vallejo, California to see what was new. The boys had come a long way in the last three years, especially when Gary brought Brian Johnson on board as business manager. Along with Chris Bacciocco, the CG crew now also includes Roger Schultz in R&D, testing and quality control (photo 2), veteran Bonneville speed demon and engineer Pete Ogden on fabrication, and Pete Norrbom at the helm in the machine shop. Pete is also the owner of the Shovel-powered rigid featured in photo 1.

During this visit I had a chance to

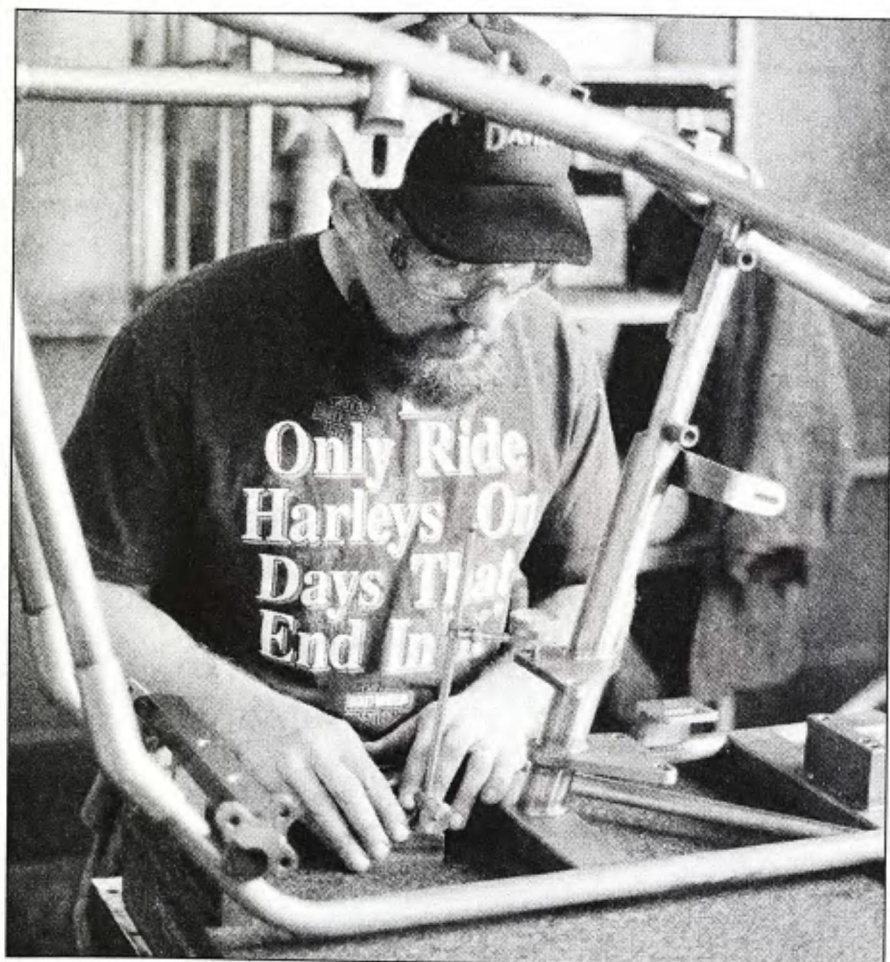


Photo 2



Photo 3

see the many new additions to the product line. The Fat Guy Softail frame is now available in three different versions to meet any potential builder's needs in both style and price. Gone are the rigid-style axle flanges on the Fat Guy (too bad, they were a knock-out), but the characteristic Chopper Guys hole pattern in the side rails and curved fender struts are still available for \$2,650 (minus struts). Second is a more mainstream designed frame with no holes for \$2,450, but it will still accept the drilled, curved struts, or solid, straight ones.

The third version is really the most exciting, though. Chopper Guys added their Standard Softail frame, which features the same tough construction as the others, but with a simpler design and lighter price tag of only \$1,695. Now you can have that wide rear tire and afford it, too. There are also some radical new options for the CG rigid frames. The Swedish Style (\$1,695) features a dramatic rake and stretch designed for use with 13-over front ends, maintaining 4 1/2 inches of ground clearance, and is an immediate head turner. The California Digger rigid (\$1,695) is built with a 5-inch stretched backbone and a 1-inch lowered neck for the ultimate pro-street killer style.

But what will surely be the new flagships of the CG line are the new FXR frames (photo 3). Called the FXGR, this frame will accept all stock FXR components, as it was designed to be a direct replacement for a factory frame. To put it mildly, this frame is a gem. The swingarm (photo 4) has billet steel side rails, and this design has shown dramatic increases in stability through the corners. Although this swingarm weighs 1 1/2 pounds more than the stock one, the complete FXGR chassis weighs 20 pounds less than the factory piece. Not bad.

To answer the next question—yes, there will be a wide rear tire version of the FXGR frame out by the time this story has gone to print. All of the Chopper Guys frames include rear axles, swingarms and related hardware (except for rigids, of course), are jig-welded for accuracy, and feature exacting tolerances. They come completely →

TECH TIPS

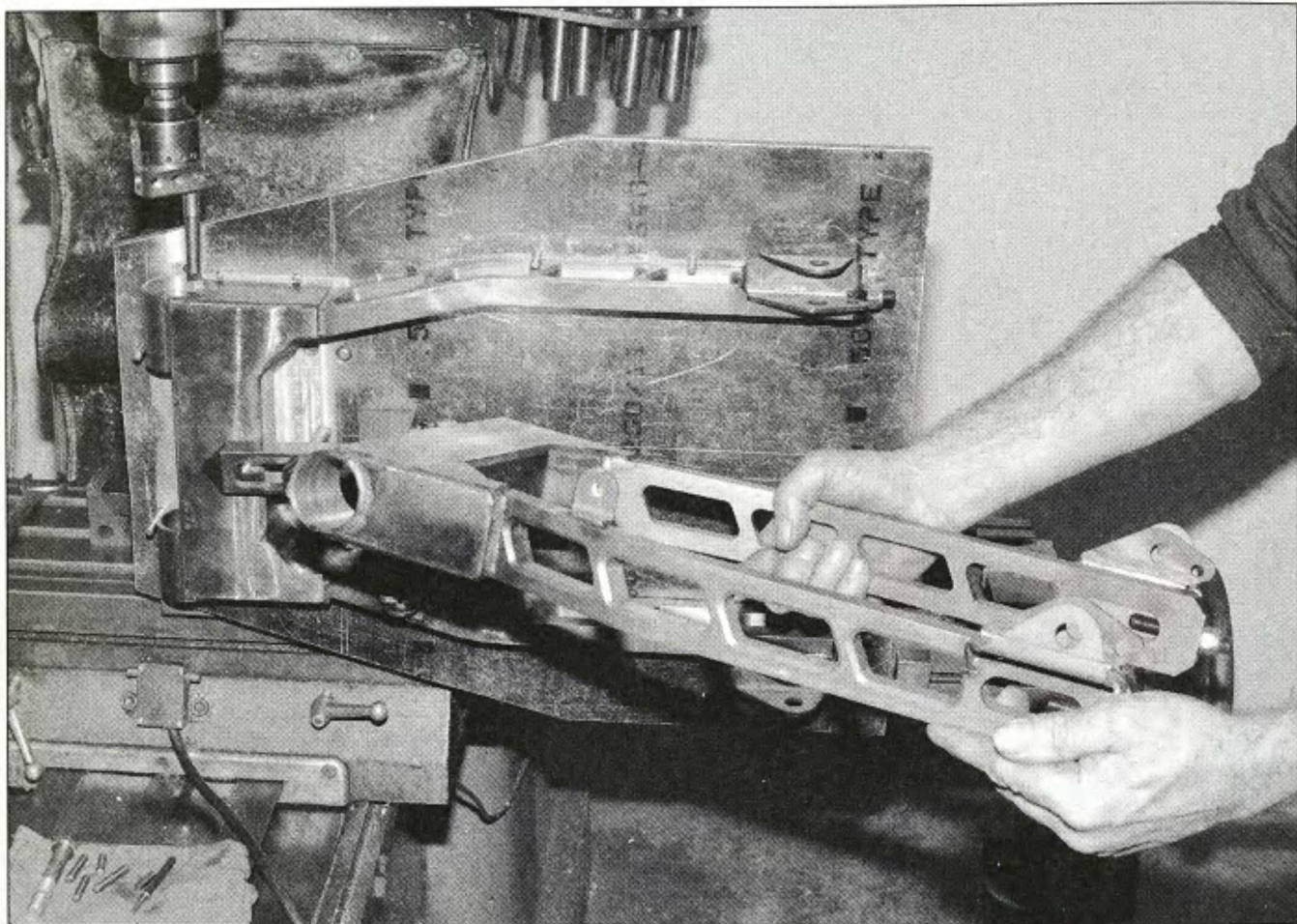


Photo 4

ready to roll with the addition of shocks, wheels and a front end. Oil tanks designed to fit the Fat Guy rigid and softtail frames come in three distinct styles, fender struts come in two, and there are also billet aluminum footpegs and line clamps available for those last-minute finishing touches.

With its new location, Chopper Guys Biker Products has formed a unique working relationship with California Performance Iron (CPI), which is located right next door. CPI, a well-known, well-stocked bike shop, is really making its mark by building some of the baddest customs around. Mike Scraggs, CPI's general manager, has been a long-time friend and associate to the Chopper Guys team, and this alliance has proven to be beneficial to everyone involved.

My visit timed out just right to catch

both Chopper Guys and CPI before they hit the road for Cincinnati. They showed me a custom Fat Boy going together on a CG Standard Softtail frame using Avon's new 200/60-16 rear tire. According to both Gary and CPI Shop Manager Ray Brown, the Chopper Guys Softtail frame is the only one that will fit the monster tire without any frame clearancing or other modifications. Ray used the Arlen Ness offset tranny kit and a Kosman-modified rim stretched out to 5 1/4 inches, and everything went in just like stock with the tire measuring out at a very fat 7.8 inches. For you spoke fanatics, the Akront 16- x 5-inch rim or wheel assembly will also do the job.

As the Harley-Davidson aftermarket continues to explode, it seems only certain that Chopper Guys' Biker Products and California Performance Iron will

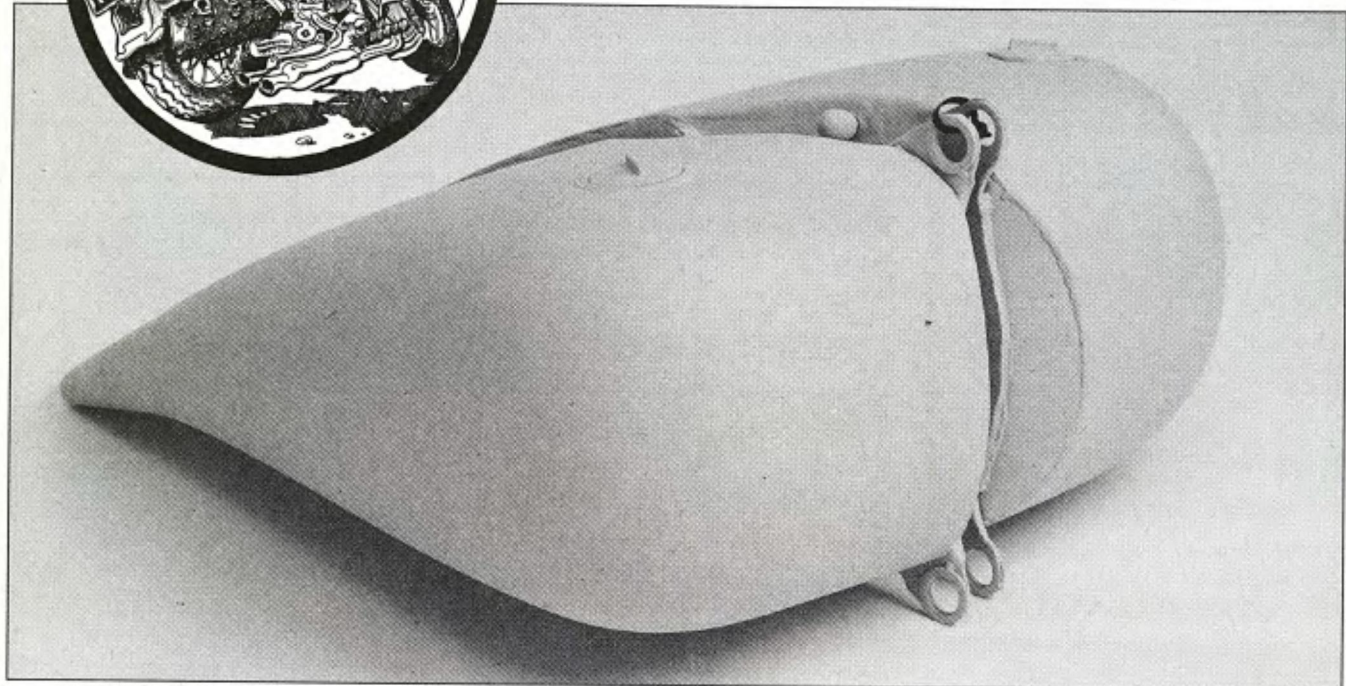
both be long-standing names in the custom bike market. Special thanks go out to Mike, Al, and the entire staff at CPI, and of course, everyone at the Chopper Guys plant. Viewed from this perspective, the future is definitely something to look forward to.

—Wordman

Sources

Chopper Guys Biker Products
1633 Marine World Pkwy. - Hwy. 37
Vallejo, CA 94589
(707) 557-2400, fax: (707) 557-2451

California Performance Iron
1639 Marine World Pkwy. - Hwy. 37
Vallejo, CA 94589
(707) 557-6969, fax: (707) 557-7099



Photos: Doug Mazell

STOUT AND STYLISH Tom's Kustom Tanks

Stretch tanks have become the order of the day for custom builders. However, most guys concerned with this look are content to just add a cosmetic back piece to the original tanks.

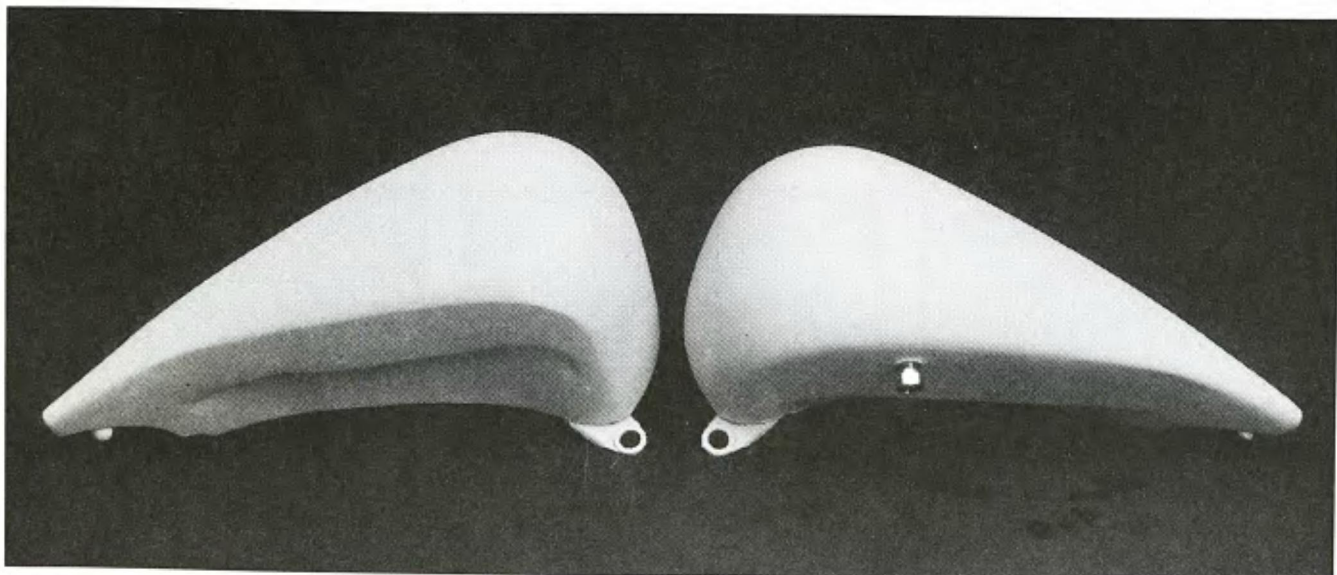
Not so with our bro from Elsinore, Tom Edwards. Tom decided that looks should follow function, and set about designing and building stretched tanks that would also hold an enormous amount of go-juice.

As you can see from the shots, Tom succeeded in a big way (pun intended) and can weld you up whatever you

need. He makes stock tanks bigger, seven gallons, by cutting them apart and welding in a strip of like steel. He also makes the stretched tanks that you see here, also seven gallons.

So, if you want your "go fast" to "go far," call Tom at Tom's Kustom Tank in Elsinore, California, (909) 674-7351.

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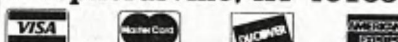
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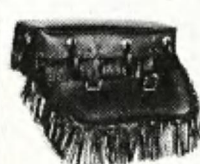
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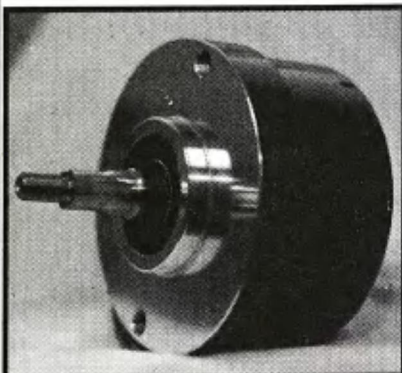
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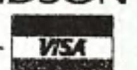
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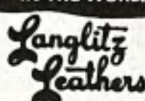


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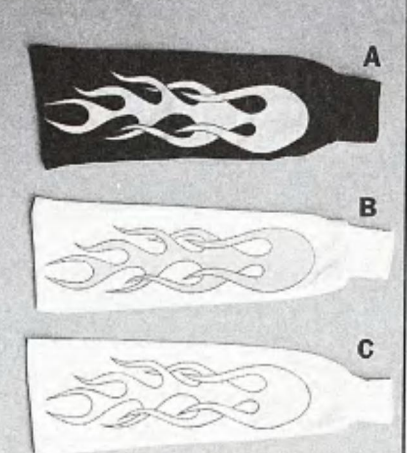
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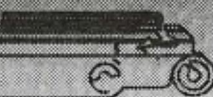
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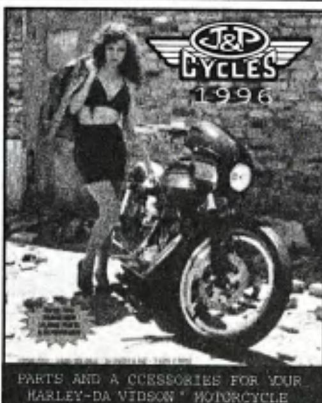


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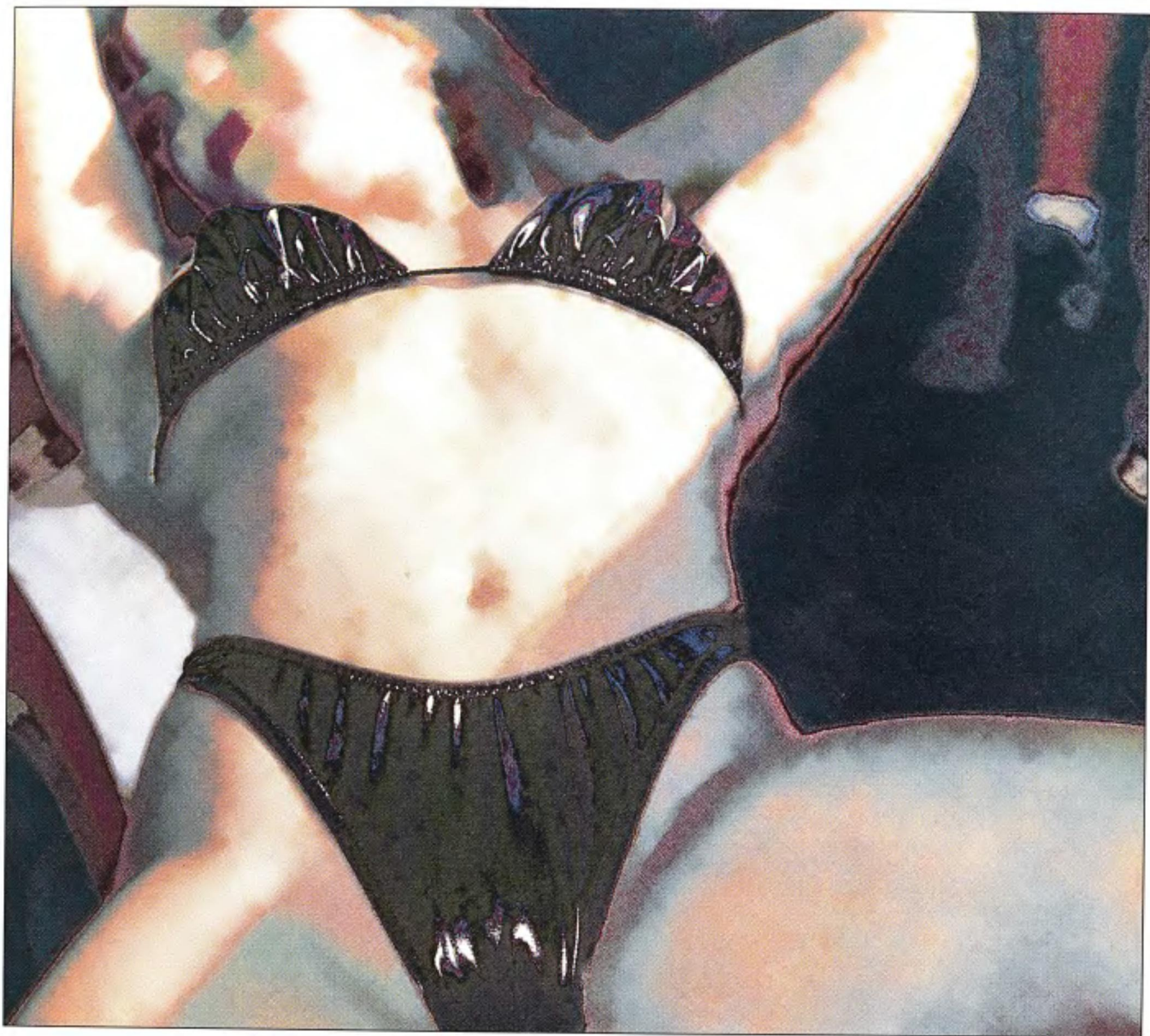
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PUSSY

Dear Bandit,
I want to thank you for asking me to contribute a few words to the readers who will be coming along the *Easyriders* Adventure as it starts into its second 25 years. Since the readers who picked up this sludge pile at the very beginning, so many years ago, are probably all dead, it

PROFESSOR
SOLARI
EXPLORES THE
MYSTERIES OF
THE MUFF

is to the new crop of drunken fuck-heads I would like to address these words. Everyone ignores the youth, and I don't think I should let a new generation pick up this magazine without giving them a welcome and making them feel right at home within these pages. That is why I would like to talk to them now about pussy. →

Everything You Need To Know About Pussy

Pussy, of course, has many names. As does Satan. You probably thought this was going to be a bland discussion, huh?

Pussy is also called cunt, twat, hole, leglips, taco, clam, snakepit, snapper, beaver ... Doctors refer to it as vagina, and women themselves refer to it as "down there." Doctors and women use these sissy terms because they're pussies themselves. A good strapping kickass bulldyke will refer to pussy as pussy, however, and after a few dozen pushups and one or two laps around the track, she'll start callin' it cunt. So bulldykes can't be all bad. At least they know how to use the English language properly.

Your parents realize that pussy is important, so that's why they send you to school at age six: so you can look under girls' dresses and see their underwear. As you get older you will learn that underwear is not the real target. But when you're six, getting a glimpse of a girl's underwear is a great thrill for some reason you can't quite figure out. It's only much later when you will give your balls a congratulatory pat and say to them, "You dudes knew what was under there all the time, didn't you."

Eventually, at around age 12, you become as smart as your balls and you realize you want to see what's under the underwear, and so sooner or later you figure out a way to get a gander at a 12-year-old twat firsthand. And what you see is that you're lookin' at two mounds of flesh with a line down the middle. At 12, seeing a pussy live, and not a photo, will give you a major cum squirt right there on the spot without you even touching your dick. As you get older you're supposed to get over this and learn how to hold out for a minute or two. This is life's biggest hurdle. If you succeed in conquering it, then you are well on your way to becoming the next chapter of this article:

Pussymaster

Becoming a pussymaster should of course be your main goal as a responsible male while you are on Earth. To become a Pussymaster you have to learn to make a pussy behave just like a responsive, predictable machine. Learn to operate a pussy properly and women will follow you around like stray cats following a wagonload of Trumpeter Swan heads.

Operating A Pussy

Pussies have two parts. Two parts that matter. The clit part, and the G-spot part.

The clit part is in a tube that goes

from the top of the cuntseam down about part way. The clit's in the tube and you make it appear by licking the end of the tube or by moving one of your fingers around in a circle against the tube exit. Women jack themselves off same as men, 'cept they ain't got no dicks so they got nuthin' to grab. So they gotta rub. They either do it just like previously described, or they'll stick their middle finger into their cunthole and press the palm of the fingerfuckin' hand against their clit part at the same time.

You can do this for them. You can jack them off. If you can jack women off with your fingers and tongue they'll like you better than if you fucked them good. 'Cuz if they come when they

is prob'ly the only thing in life really worth knowing. The key is in knowing where they are at any given moment in their come-sequence and using that information to build on. Since they won't tell you, it's a lot like playing pinball, or a video game. There's a lot of leaning, and head movement, and hand coordination. That's why video games are good. They help you learn how to jack off women.

You might ask, why should you care about this? Because you're a perfect gentleman? No. Because the more you make them come, the more they'll make you come. And that's really what you're after. Not some sort of Casanova award. You're after more



fuck you it's probably because they think they love you, whereas if they come when you jack them off they know it's because you know your way around a pussy, and finding a man who knows his way around a pussy is better than finding a man they love because having an orgasm is more important than having love.

Jacking women off is not as easy as you might think it is because you don't know when they're done, because most don't squirt jizz. So in order to know when they are done you gotta go by what they tell you. Unfortunately, they lie. So you can't go by what they tell you. So you gotta go by what you know. Not by what they tell you. Because they will tell you that you made them come when you didn't. And if you really do make them come, they don't tell you. But you know that you made them come because they just keep hangin' around and you can't get rid of them. Which is kinda what they do when they don't come, only this time it's serious.

So you more or less have to just know if they really came or not, which

blowjobs. More handjobs. More tit-fucks. More jizzsquirts with someone else watching the sperm come out which is always more enjoyable than just watching it come out yourself.

Since most men can't make women come, women are used to lying about it and saying that most men actually can and do make them come. Therefore when you make them come for real you need to know the signs that it really happened, since they're not going to tell you. Yes, that's right; they'll tell you they came when they didn't, and they won't tell you anything when they do. The reason they don't say anything to you when they really do come is because they know that you now have power over them, and while they like this, they don't want you to know it because you'll abuse your power. And of course, for once, they're right.

You can tell when they are really coming and not faking it because they have this kind of "I'm not here" vibe. This kind of distant attitude. And they start playing with their own tits. The whole energy level is different

when they're making real sounds than when they're making pretend ones. If you find yourself becoming afraid you know you're hitting all the right wires. Also, that clit part will get harder and harder as you work it, and when they come they kind of "buck." It may be once, it may be a dozen times. The number don't matter, as long as it's at least one. Then you sorta ease up and let them roll to a stop. A few minutes later you can start all over again if you like since they can come all night long, a million times a night. They can come 'til you drop. It's like everything else they do—talking, shopping, having car accidents, having orgasms; they can't stop.

Another good thing to do is to lick their clit part while sticking your middle finger into their hole. If you do it with the fingerprint side up, on the "ceiling" of the hole so to speak, you'll feel this smooth roundish disc piece of something like a tiny Frisbee, and this is called the G-spot. It's called that because when you first feel it you go, "Gee, what's this." Apparently, it's something important because if you slide your fingertip around it your girlfriend starts to buck. Which is good. This means more blowjobs for you down the road. So this is good. I can't repeat that enough.

Bonus Philosophical Section

Women don't like cock: women like men.

Men are different. Men like pussy, and they like it no matter what kind of woman it's attached to.

Women complain because we think of them as sex objects.

It's worse than that, ladies. We only think of your pussies as sex objects. We ain't aware of the rest of you at all. And it gets worse; we don't even have to come into physical contact with your pussy. All we have to do is see it and we're happy. We can then go home and jack off forever to the memory of the sight. Even if we get Alzheimer's it won't affect our mental jack-off screens, which will still work properly when we press the button that says "Brenda's pussy." That's why memory evolved; so guys who would never manage to get laid on their own could still spend the rest of their lives jacking off to the memory of catching sight of at least one exposed pussy. Of course, the best pussy shot is when you get to see the pussy of a chick who seems too beautiful and too wonderful to even have a pussy. Then when you get to really see that one; whew; Semen City.

So basically, pussy is all that matters. To everybody. Cocks and balls don't matter, certainly not to women, and if

they matter to you then you're a queer. And who cares about your opinion?

Choosing The Right Pussy

Choosing a pussy to settle down with, or marry, is done by sight. You don't choose a wife by how her pussy makes you feel, or by what it is her pussy does, but rather, solely on how it is her pussy looks. Its surface appearance. Remember, the foxiest chick in the bar can have pussy that looks like an exploded eland, while that cross-eyed, buck-toothed retard face down in the bean dip back there in the corner can have a pussy that looks as pretty and fine and sweet and pretty as a teenager's bra cup.

REMEMBER, A PUSSY IS THE LAST THING ON A WOMAN TO GET UGLY

The reason the appearance—just the overall superficial look of a chick's pussy—is the most important aspect of a female when considering marriage is because no matter how tedious and horrible the marriage becomes, if you've selected wisely based on pussy appearance, you can always have her lay back naked, pull her knees up to her shoulders, and by drapin' a blanket over her except for a hole through which to see that pussy ... man, I'm tellin' ya, it's jack off heaven. No magazine spread, no videotaped skin flick, no major motion picture can give you the squirt power of jackin' off to the real thing. It's life as good as it gets. You'll have a permanent pussy-picture-snapshot right there in the flesh whenever you want it if you choose your woman wisely, based solely on what her pussy looks like. Beautiful hair, gorgeous eyes, sweet lips, lovely skin, great disposition, high IQ, perfect tits that are going to sag to the ground at age 30, these things won't get your sperm out onto the floor where it belongs. Only a perfect pussy will do that. And remember, a pussy is the last thing on a woman to get ugly. It can take 50 years for that to happen. By then you'll be scroungin' up a teenager anyway, so don't worry about it.

—J.J. Solari

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READERS' RIDES

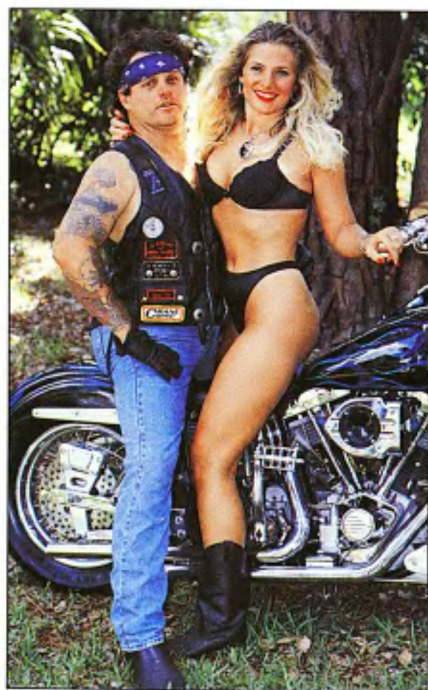


Photos: Pat Randle

Edward Crowder Tampa, Florida 1995 FX Hot Rod

I was having a tough time trying to decide who to vote for in November ... Dole, Perot, or Harry Brown. Well, I know now. Get a knife and carve this name in your hand. Ready? Edward Crowder. For family values alone, he wins hands down. You see Edward, 33, is one of five brothers who all ride and remain close because of their common link in custom Harleys. It was Edward's older brother who inspired him to start riding when he was 16.

Edward and his wife, Julie Ray, are the proud parents of a one-year-old son, with another on the way. In case you're wondering how he affords such a nice bike and a family, Edward works three jobs. A merchant seaman by trade, he also does light and stage work for rock bands and has a production company, "Hogster Production Team," that does shows and



benefits around the Tampa area for bros in need. If all of this isn't enough to qualify him as a candidate, check out his sled.

Edward calls his Shovel "The Hogster." It's based on Delkron cases with a 4 1/4-inch S&S stroker kit topped off with STD heads, S&S Super G carb, 550 Red Shift cam, and a Dyna single-fire ignition. The engine was balanced, blueprinted, ported, and polished by Rob Swellinger of R&R Cycle in Tampa. It's been dynoed at 115 hp, and remains a kickstart-only bike.

The Presidential ride must also look good, starting with custom flames by Keith Aldrege at Keith's Kustom Kolors. The frame was widened to accommodate the 160/70 Metzeler tire mounted on a 4 1/4-inch Akront wheel.

The front end features Arlen Ness triple trees, mirror, clutch lever, master cylinders and a 16-inch wheel. A Primo belt connects the Andrews-gearred tranny; GMA brakes bring the whole shebang to a screeching halt. The Hogster has my vote.

—Flynn →

READERS' RIDES

Pat Randle

New Port Richey, Florida 1958 FLH

Ya know, I was thinking that being the new guy at *Easyriders* I would have been thrown a nice party at some posh Beverly Hills nightclub, where I would be introduced to the staff. I also figure that if I mention the Polish writer/poet Exene Cervenka's name in print, she might call me. So, things don't always happen like I wish. Ol' 5-Ball has a different method of introducing me to the staff, namely, by having me interview them one at a time.

Now, normally this would be an easy task, except that no one on staff is easily accessible. First you have to call a grocery store in Buffalo and ask for the Charlie Doll at the meat counter. He will then give you the 1-900 number for the Boob Cruise. You call the 900 number and ask for Tiffany, who will give you the staffer's pager number. Call that number and wait.

I learned a few unexpected things about staff members by simply talking to them on the phone. They are all happy. Sure it would be easy to say, "Hell, yes, they're happy—they're getting paid to write about motorcycles." But it's more than that, it's good karma that stems from working with others who really love custom motorcycles and respect each other's contributions. It's a good thing, and it shows.

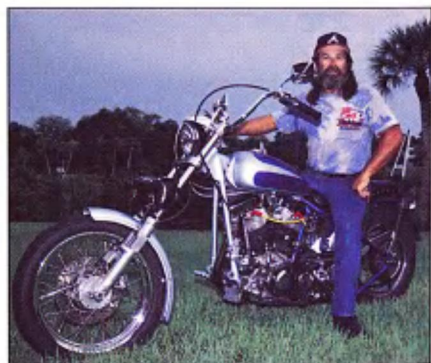
When speaking with Pat Randle, I couldn't help but notice how proud he is to work at *Easyriders*. Originally from Illinois, Pat started sending pictures into *ER* on a bet. The next thing you know he was a regular. Then he up and moved to Beverly Hills that is. While he was in California, *Easyriders* sent him to cover Sturgis, and he's been full-time since.

Somewhere along the line Pat decided he'd rather live in Florida, where he can now be found riding his '58 Pan. Pat, who is 49, started riding when he was 12 years old on a Triumph. He purchased this Panhead 12 years ago from a guy in Indiana who lost his job and had to sell his bike to pay the bills.

In another life, Pat works on the site crew for Dave Nelson construction, who allows Pat to take plenty of time to cover all the events. Pat's favorite event



Photos: Pat Randle



is Sturgis, where he's always looking for a different style, or paint design, because familiarity breeds contempt. Pat's favorite assignment is taking pictures of girls. He is paying tribute to the female gender by having a Gary Smith paint job sprayed on the Pan, featuring everybody's favorite *ER* representative (by proxy) Pamela Anderson Lee on the rear fender. Just don't call her babe.

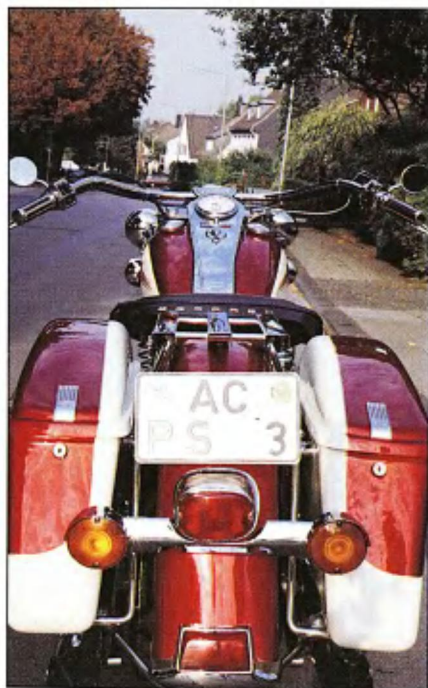
—Flynn



Photos: owner

Peter Schmidt
Aachen, Germany
1991 FXST

Peter Schmidt, a driving instructor in the old city of Aachen, who also teaches handicapped people confined to wheelchairs how to get behind the wheel again, has a special Harley. No, I'm not specifically talking about all the visible modifications he's made in the past five years, like exchanging the leather, mirrors, grips, hand controls, switch housings, spotlights, turn signal mounts, slider covers, exhaust system, footboards, and air filter, just to mention a few. I'm also not talking about the invisible changes like cam shaft, ignition system (Power Arc single-fire ignition with Dyna coils), the Hyperformance progressive suspension fork springs, and an Andrews EV 3 cam, which have boosted his power considerably.



The one thing that makes this retrograded yet brought-into-the-'90s piece of nostalgia so special and sets it apart from almost every other bike in the larger neighborhood is also not all the awards and prizes Peter has won with this bike at various shows, such as: 3rd place at the ride-in bike show in the touring class at the Europe HOG Rally 1992, 2nd place for the same thing the following year, or a special award for the fastest Harley in terrain skill-driving at the German Harley Rock & Roll Festival 1994 (among others).

It's also not the fact that Peter participated with this bike in a fashion show, riding up and over a reinforced catwalk, amongst many beautiful models, in front of 10,000 people.

No, none of this is as special to Peter as what happened to him in 1993. That's when Willie G. signed this bike personally, by writing on it "Peter, Great Bike. Willie G. '93."

—Red Baron →

READERS' RIDES



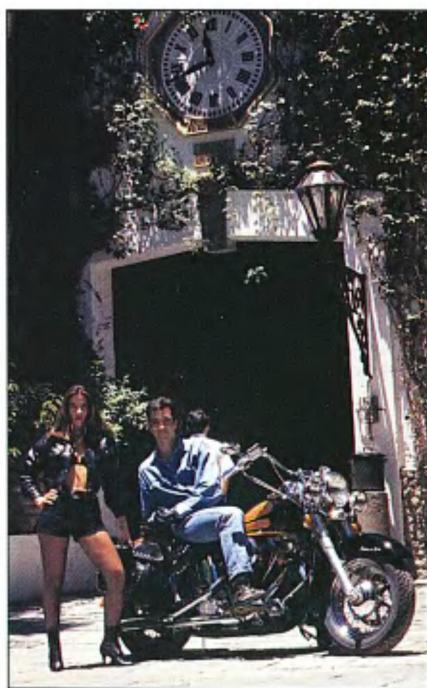
Photos: Iggy Martin

Salvador Cue Puebla, Mexico Heritage Softail

Salvador spent his youth in Puebla, Mexico, seeing cops riding Panheads and Shovelheads. He developed a great respect for them but never thought of owning such an institution on two wheels—until recently. Mexican high prices on new H-Ds and low wages didn't get him far enough for a Big Twin, so he bought an 883 with leather saddlebags. "When he came to pick me up on his new bike," laughs Pilar, his wife, then girlfriend, "I thought it was the mailman."

Salvador didn't take her joke lightly, so the following week, he traded in his XL for a Heritage Softail. "Now, I sit more comfortably. We have much more luggage capacity, and the bike looks like a real Harley," says Pilar proudly.

"Every time we go partying we use the bike. It's a real turn on, and everybody



stares at us. We are in love with our Harley. The cops let us get away with murder. It's a real advantage to ride a Harley-Davidson in Mexico," says Salvador. "We feel very special on it."

What's the wildest thing he's done on a bike? "Well, I think it was when we rode to the top of an ancient Mayan pyramid. We had a hard time getting up there, and the way down was suicidal. Also, when we ride in a group, we often skip toll payments on the highway booths. Every rider tells the booth guy 'the last one will pay for all of us,' but the last guy doesn't do it. It's fun!"

Some Mexican people relish screwing their government or institutions. They have been ripped off by their leaders for hundreds of years, so they see it as a way of getting even for all those centuries of injustice. One thing in common for both the government and Mexican people, though, is their passion and admiration for Harleys.

—Iggy

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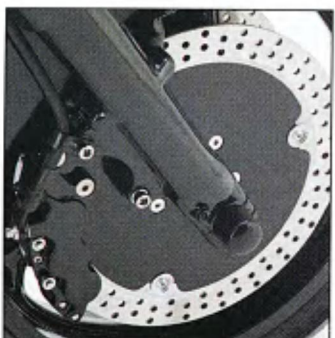


SOMETIMES THE
BEST WAY TO THE
FUTURE IS A LONG
WALK THROUGH
THE PAST

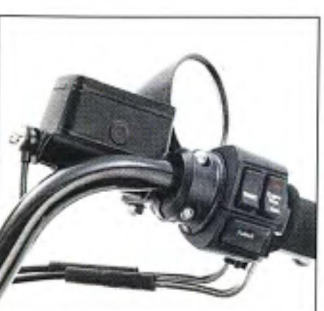
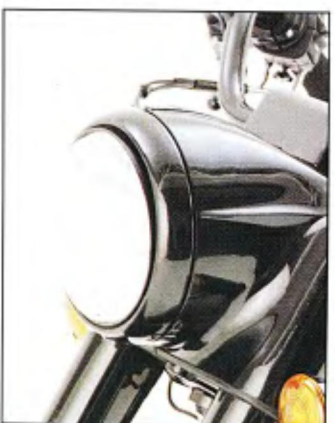
BLADE



RUNNER



It's no big surprise—building a custom sled is far more time consuming than most casual admirers could ever know. It starts out with a good idea and tons of enthusiasm that can blind your sense of time, making years pass quickly. Pretty soon, the only thing anyone ever asks you is the most annoying question of all: "When's that bike gonna be done?" Been there, done that, right? Well, the two proud rides you see before you belong to a couple



of riders who began their brainstorming damn near four years ago. Gerry Rode owns the Boyce-framed FXR, and his good friend Jerry Farmer rides the FL-styled Dyna. The bikes began as a common theme between Rode and Farmer, all black, with new chassis technology but traditional styling, and a bare minimum of today's flashy and fashionable billet parts.

The bikes were built in-house at →

A close-up photograph of a car's interior, focusing on the dashboard and center console. The dashboard features a large, circular gauge with a black face and a silver-colored bezel. Below the gauge is a gear shift lever with a silver-colored knob. The center console has a black, textured surface with a silver-colored trim piece. The overall design is sleek and modern, with a focus on metallic and black finishes.

A close-up photograph of the rear wheel and suspension of a Honda CBR 600F4i. The image shows the multi-spoke alloy wheel, the disc brake with its perforated surface, and the rear shock absorber. The tire has a visible tread pattern. The lighting is dramatic, highlighting the metallic surfaces and the mechanical components.



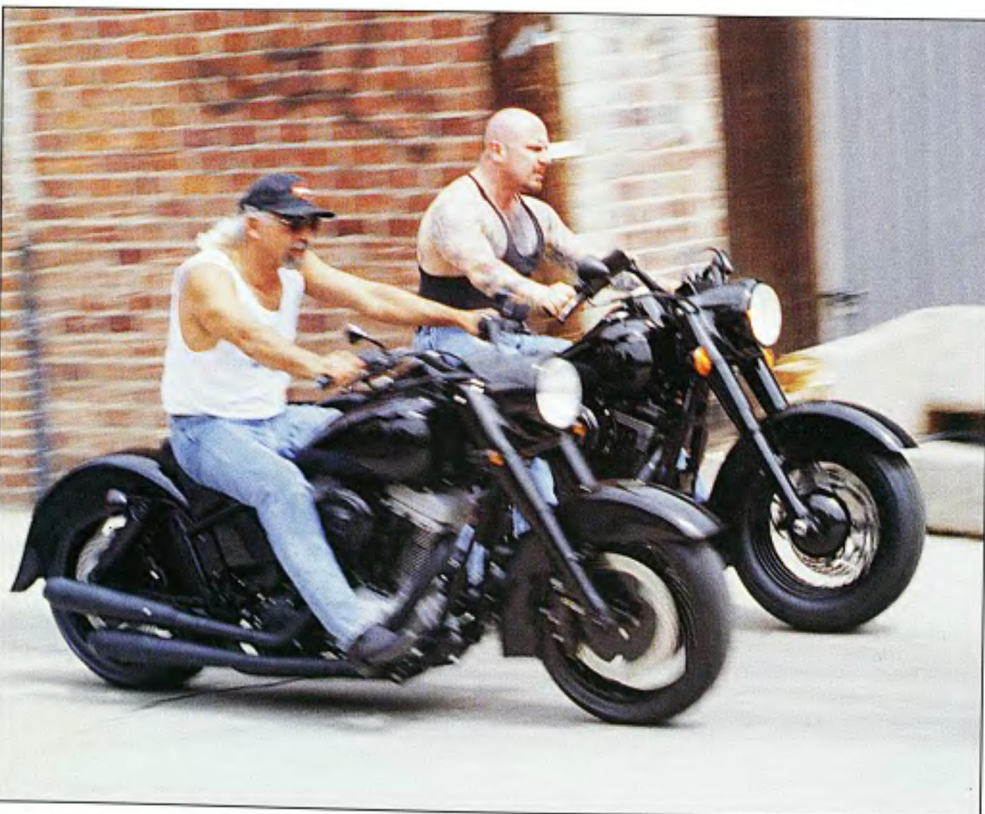
Photos:Reiko Hartman



most of the heavy construction, especially in the powertrain department. The idea was to have good usable power that was street-friendly and reliable. When it finally came time for molding and paintwork, Les Parish took over blacking out the two sleds with a sleek finish that almost makes you forget that there's virtually no chrome on these bikes at all.

Initially, Rode's girlfriend, Mary Duggan, was slated to own the Dyna, but she opted for an FXR. Like Rode, she liked the lower seat height, and evidently the two bikes are very similar with the exception of Indian-style fenders and a few other bits. It's more than likely we'll be seeing Mary's bike soon, because with these two rides as fine examples of the work they do down at Santa Barbara H-D, it's bound to be a head-turner, too.

—Wordman



Owner: Jerry Farmer
City: Santa Barbara, California
General
Fabrication: owner/Dave Baker
Year and make: 1995 H-D
Model: FLD
Value: \$25,000
Assembly: Dave Baker
Chroming: none
Engine
Year and model: 1995 Evo
Rebuilder: Dave Baker
Ignition: Dyna 2000
Displacement: 89 cubic inches
Lower end: S&S
Pistons: S&S

Cases: Delkron
Heads: Branch Stage 4
Cam: S&S
Carb(s): S&S
Pipes: Porker
Modifications: S&S air cleaner,
 balancing by H-D of S.B.

Transmission
Year: 1995
Modifications: Carlini torque arm
 for Dyna Glide

Painting
Molding: none
Painter: Les Parish
Color/type: black/urethane
Special painting: yep

Frame
Builder: H-D
Type: Dyna Glide
Modifications: none

Accessories
Bars: H-D
Fender(s): FL
Headlight: painted
Taillight: painted
Pegs: factory
Electrics: H-D
Gas tank: custom caps
Oil tank: painted oil bag
Oil system: slippery
Seat: stock
Mirrors: painted

Grips: H-D

Forks
Type: FL
Modifications: black finish
Wheels

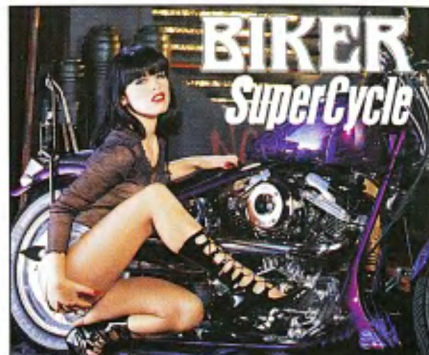
Front
Type: H-D
Size: 16-inch
Tire: Dunlop
Brake: Performance Machine

Rear
Type: H-D
Size: 16-inch
Tire: Dunlop
Brake: Performance Machine
Photos: Raiko Hartman

COMING AT YA

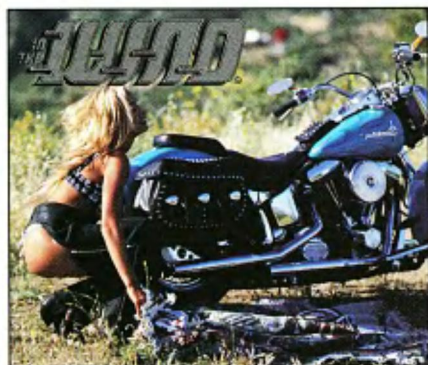
Just when you thought you've seen it all, the **October** issue (#280) of *Easyriders* blows open its dusty vault and uncovers 25 years of mind-blowing biker tattoos—more than a quarter-century of our hard-ridin' lifestyle recorded in flesh! Then, Captain Trash mans the helm across a raging sea of the ever-changing chassis with a comprehensive frame guide you won't wanna miss. Custom Chrome unveils its hot new Inferno line of flamed products gracing a sizzling Softail guaranteed to singe your socks, and Triumph rises from the ashes with a righteous new line of rides. And don't miss all the gut-grabbin' humor, jaw-droppin' Easynews, eye-scorchin' bikes, mind-zappin' tech tips and more lush lassies than you can shake a wet plug wire at. With more than 25 years of scooter skin art stuffed into a single issue of *Easyriders* for the first time ever, you won't want to be caught without the October issue. From cover to cover, it's a smoker!

On sale August 29



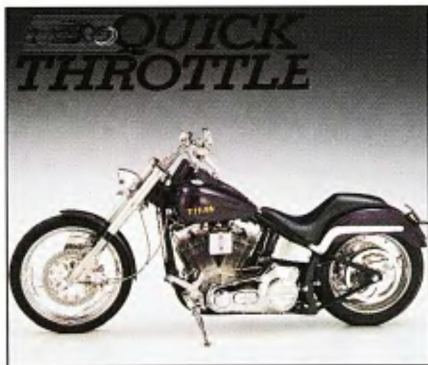
We went way up north to Canada to score the girl and bike adornin' the cover of the upcomin' October issue of *Biker*. The purple rigid and the streamlined sex-goddess are likely to be the hottest combo we've ever presented ya. At least that's what Ragin' said when he finally quit his droolin' an' we pried the pictures from his clutches. We've got a shitload of bikes and events, too.

On sale August 20



What we've got lined up for ya in **November's** *In The Wind* is a shitpot of your flicks sandwiched around coverage of three awesome '96 *Easyriders* Bike Shows. That's right, we've got the colorful coverage of shows in California, North Carolina, and the monster of 'em all, the Invitational Bike Show in Columbus, Ohio. All this plus shots of custom license plates and outrageous T-shirts, Travelin' Trails, and natch, a knockout lady.

On sale August 8



Fire up your ignition and tear off down the strip with the **September** issue of *Quick Throttle*. We've got lots of performance monsters including Bob Garone's '92 Heritage, Kenny Boyce's Pro-Streeter, Keith Sanders' drag bike, Savannah H-D's blown Keck motor scooter, and Vin "Mann's" Pan/Shovel. And as always, we've got plenty of gearhead news, racer profiles, go-fast goodies, and hop-ups to keep you turning the pages.

On sale now



VQ's **Fall '96** issue blasts off with Thunder Cycle Designs radical Softail custom leading off a wild bunch of hard-riding Softails from Rick Nisbett, Dale Seiden, and Bruce Puglia. The FXR hypo-customs are well-represented by Jerry Howe, while actor Robert Davi gives us a look at his FXRS and FLH stablemates. Take a trip with us to the verboten land, Cuba, and a visit to a Havana Harley shop. Find all this in the sleekest bike mag, VQ.

On sale August 15

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Easyriders®

1996 MOTORCYCLE RODEO TOUR

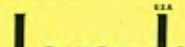
10TH ANNIVERSARY



OVER
\$200,000
IN CASH &
PRIZES UP FOR
GRABS!

TATTOO CONTEST ★ RIDE-IN BIKE SHOW ★ TROPHY GIRL CONTEST
RODEO ACTION ★ TRADE SHOW ★ WEEKEND CAMPING

SEASON OPENER 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 ENGLAND RODEO 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)
9TH ANNUAL 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)	MILWAUKEE RODEO NEW SEPTEMBER 20, 21, 22 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)	NEW OCTOBER 4, 5, 6 Lake Perris, California Lake Perris Fairgrounds (I-215 to E. Ramona Expressway)	★ GRAND NATIONALS ★ OCTOBER 11, 12, 13 Santa Rosa, California Sonoma County Fairgrounds (Hwy 101 to Hwy 12 East)

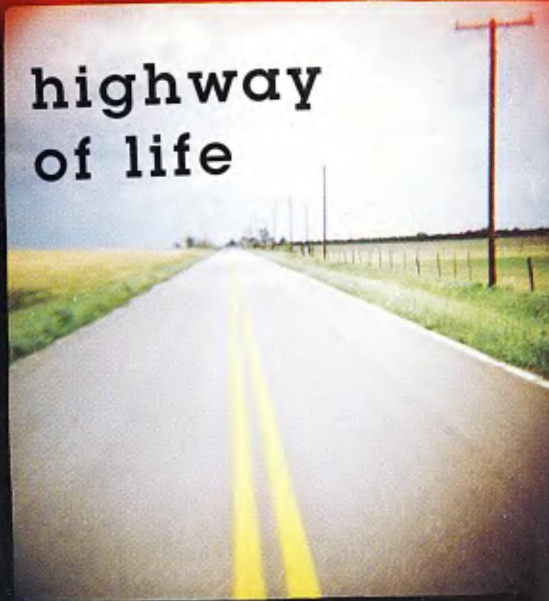
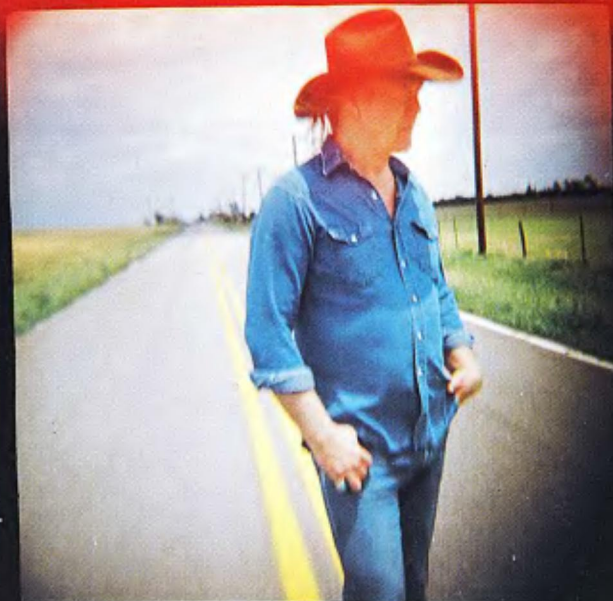


Exhibitor spaces available call (818) 597-2686

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h A V e R :



highway
of life

Shaver Live at Sturgis
Thur · August 8th · Buffalo Chip Stage
(filming live music video)

*On the highway of life there will be chances taken
On the highway of life don't you be mistaken
You drive or you ride you fight or you die
Some how you survive on the highway of life*

Justice
RECORDS