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280 • October 1996 • Adults Only

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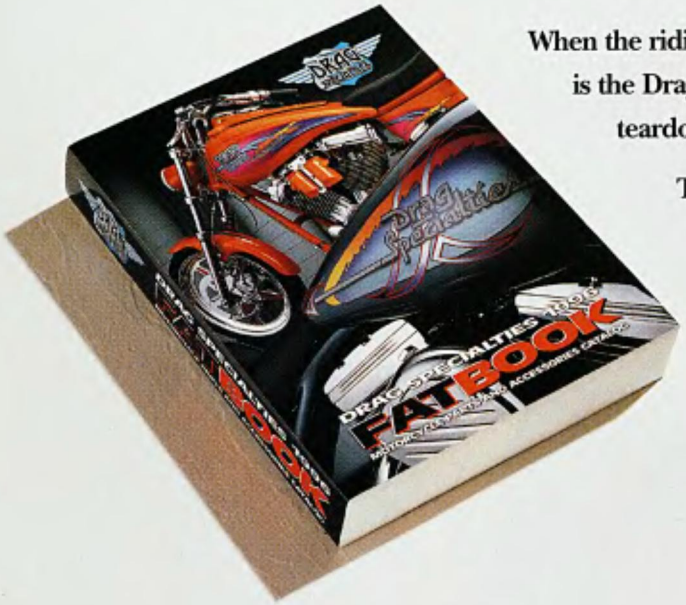
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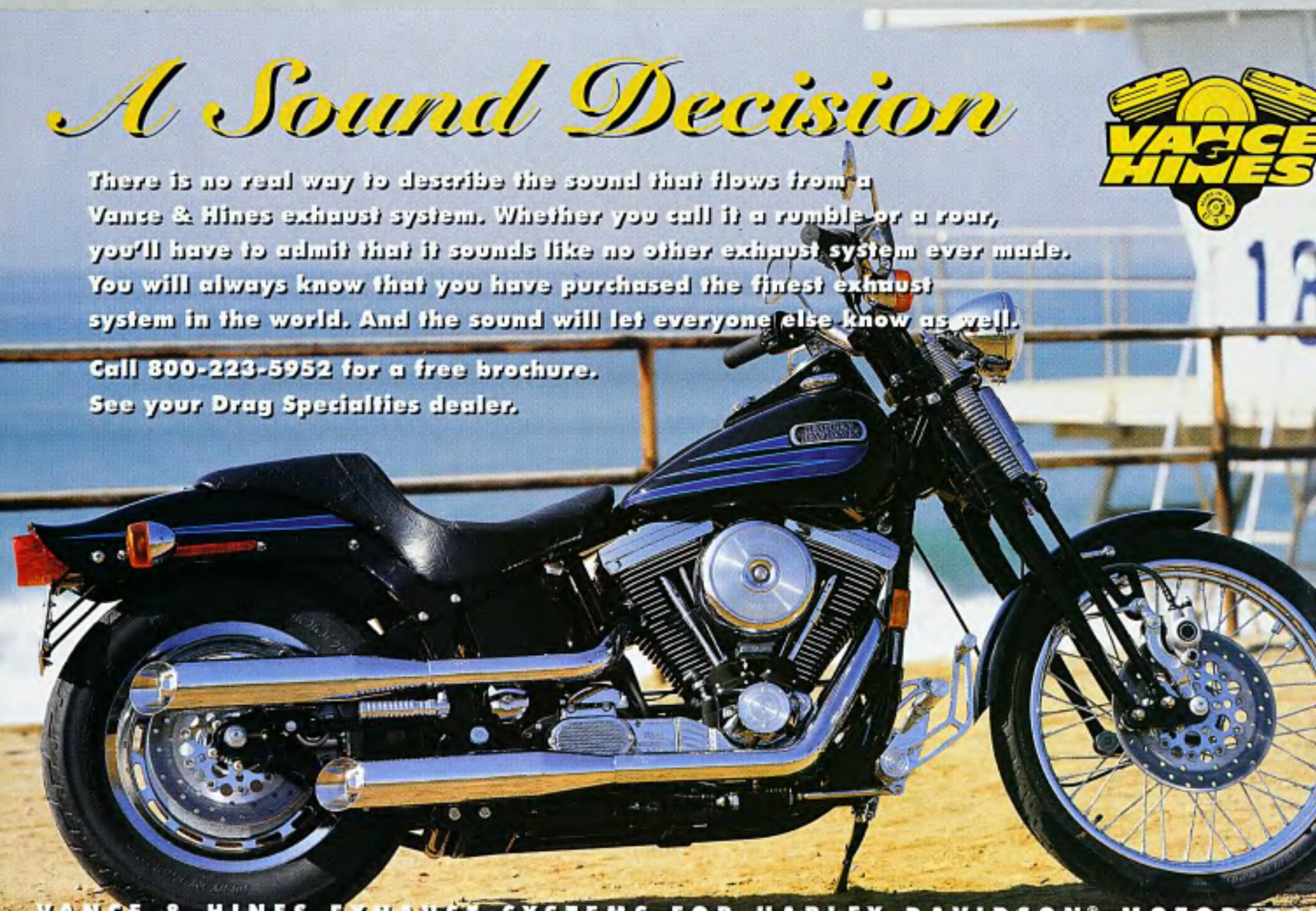
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TAKING IT EASY

There's a new sport in the British pubs called bungee running. Contestants strap themselves to a bungee cord and run across the pub to a pint of beer. But there's a catch: The bungee cord isn't quite long enough so they have to stretch to reach the beer. At this point they are catapulted backward, spraying beer over anyone foolhardy enough to stand close by. But apparently, this is causing fractured legs and arms, and one man even died of injuries when he hit the floor.

There's a new law in California that I don't get the meaning of. Any motorist who has run over an animal cannot drive off with it. (Now we all have to throw out our possum recipes.)

A man was bitten by a poisonous snake. Having nothing at hand to take care of the wound, he picked up the snake, bit its head off, stripped it of its skin, and used it as a tourniquet to stop the poison from spreading. (That has to be one of the baddest dudes on the face of the earth.)

This guy was on a construction crew when he looked down at his right hand and saw "666" inscribed on it. He freaked and remembered where the Bible said that if your hand offended you or someone else, you should cut it off. Because he knew "666" was a sign of the devil, he decided he must remove the offending hand, so he took his buzz saw and removed it. He was taken to the hospital (along with his hand) but told the doctors that they were not to try and reattach it. The doctors called in a judge who told them they should obey his request, which they did. Now the man is suing the doctors for not reattaching his hand (seems he was subject to spells of delusions and was under one of these spells when the hand incident occurred, and now that he wasn't under any delusions, he had a change of heart). Don't know how this one will turn out, but if and when I find out, I'll keep you posted.

A couple of college students were suspected of smoking pot and were asked if their room could be searched. They said yes, and a search of their room turned up some grass so they were busted. But a judge overturned the bust saying that when the students were asked if their room could be searched, they were too stoned to know what they were saying yes to. (It seems you can do just about anything these days 'cause there'll be a loophole somewhere.)

When they found this dead woman's body, there was a one-inch piece of her attacker's tongue lying nearby apparently having been bitten off by the victim during her struggle. They found a guy in the same area who had a one-inch portion of his tongue missing and arrested him. But he said no, he didn't do it. He said he recently had a tongue-related accident on the street but had no idea how the tongue had been transported to the area of the dead woman. Yeah, yeah.

Speaking of body parts, a radio station had a crazy-stunt Super Bowl promotion and among the finalists was a guy who planned to swallow his glass eye, regurgitate it, and reinsert it. Despite a large pre-stunt breakfast of steak, eggs and a six-pack of beer, which made him vomit for 15 minutes, the glass eye did not come back up by the end of the contest. So he left with an empty left eye socket, a strong buzz, soiled clothing, and the prospect of shelling out $1,500 for a new eye.

This woman was caught in bed with another man by her husband. She was so pissed at being caught that she chained him to a wall in a windowless room with only a hammock for a bed—now get this: FOR 13 YEARS. When he was finally discovered, he said, "At first I cried a lot. But then I got used to it." Now there's an easy-going, complacent guy.

Seven old former Boy Scout buddies decided to have a reunion. So one of them (in true Boy Scout fashion) thought he'd make the 275-mile trip by hiking. He went through intense heat, freezing rain, and rock-strewn country roads. He slept in parks and ate beans and wieners heated on a rickety grill. He finally got to his destination and guess what? The other six were no-shows!

This biker wanted to impress his latest girl. So he went to her house with a plastic bag containing a bone and proudly boasted that the bone belonged to a man he had killed 13 years ago. She was so impressed she couldn't wait to get to the police station to let them in on the awesome secret.

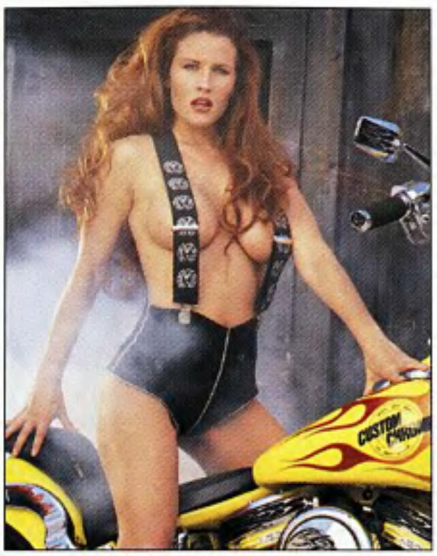
Who knows why people do things—maybe just because it feels good? This guy beheaded his neighbor, walked naked to the nearest trash bin, and dumped the head. Then he went back home and took a bath. They found the body in another room in his house. (Maybe he just didn't want those dead eyes staring at him.)



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Cover photo of Noelle with the 1989 FXST Custom Chrome bike by Steven Gunn. Special effects imaging by Michele Durant.

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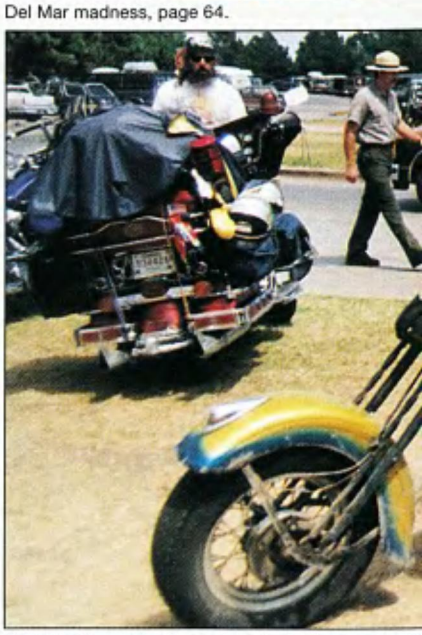
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Rollin' in the wind with our favorite brothers, page 79

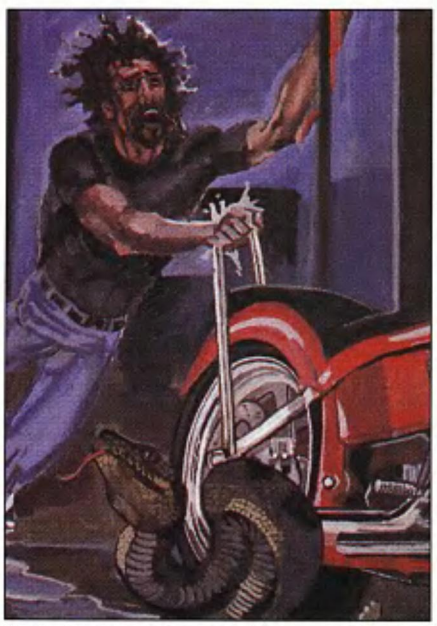
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WORDMONGER



Oops!
On your July page of the 1996 *Easyriders* calendar you made two errors: First, and foremost, you put the wrong name under "Builder" (I built the bike from the ground up); second, the name of the bar is "My Brother's Place," not "Brothers Bar" as indicated. How about digging out the photo with the correct credits.

Mike Javernick
Canon City, Colorado

Okay, okay.

Helmet Not The Issue
The following letter is a response to a newspaper article regarding a motorcyclist who was killed:

The article seemed to blame the man's beanie-style helmet for the death. What about the pickup that ran over him after he had fallen from his bike? I would like the ambulance supervisor who said, "It possibly could have been avoided if he was wearing a full face helmet" to put on such a helmet and see how he fares under the wheels of a speeding truck.

Do you ever see a California Highway Patrol officer wearing a full-face helmet?

I am a motorcyclist and am comfortable with a helmet but do not believe that if I get run over by the wheels of a car going 65 mph that my helmet will help me.

This accident was a tragedy. Making the final reference to his death a questionable helmet issue does injustice to the rider and your readers.

Teresa Ellingson
Ventura, California

Thanks
I was in an accident that left me in traction for 16 weeks. My bike was a custom creation built by me, and I was told it was basically not worth much because there wasn't a book value on it. But fortunately, it had been in your issues #268 and #272. To the point: I called *Easyriders*, told you guys what had happened and asked for a letter from Mr. Ball stating that he thought my bike was show-worthy and quite valuable. I promptly received it and showed it to the insurance company, which then quickly paid me for my highest estimate.

I'd like to thank ya'll for helping me in a tough time. I'm now a lifelong reader—it's nice to know you can still count on fellow bikers in a bind. Raisin pie for Bandit.

Mark Booth
Cherryville, North Carolina

Raisin Pie Again
Whatdafuck is this "Piece of Raisin Pie" crap? I'm a 67-year-old biker (and have been riding for just about as long) and I still can't figure it! Sure, I can figure you get pie if yer a righteous dude, and no pie if yer fucked, but why *raisin* pie? Maybe you guys can 'splain where it all came from and what it's all about. If ya can, killer dude—ya get a piece of raisin pie! If ya can't, apple pie coming yer way.

Pornius Dickius
Somewhere

It's a prison treat.

A Problem
I would like to find an easy grip for my 1980 Harley Sportster 1000cc. After searching and searching, I've only found this item available in models beginning with 1982. This clutch is so stiff that it is more than difficult for me to change gears, and I'm going to have to sell the beautiful rebuilt cycle unless the clutch is modified somehow. Any ideas?

Valerie Dutro
Kansas City, Missouri

Hey Val, the entire assembly is interchangeable, or you can contact AMP Research for their E-Z Pull Clutch assist. Call them at (714) 497-7525.

Tech Tip Thanks
I want you all to know that if all goes well, my feet should be hitting free pavement October 1, and on October 3 I'll be hitting my classes at AMI. And I want to thank *Easyriders* for the "Tech Tip" section in your mag. Since I've been hitting my book for H-D mechanics, your tips have taught me quite a bit. But I owe a big thank you to Bob Higelin at AMI who has helped me through this time and given me a lot of extra moral support, help, and encouragement with my decision to be a H-D mechanic. But I can't forget the rest of the staff at AMI who accepted my collect calls and helped me, too. A big thank you to all of you at AMI. I'll be seeing ya soon.

Squeakaroo
Lowell, Florida

Couple Of Questions
I've had your 25th anniversary issue for only about two hours and have read everything in it. Fuckin' excellent! It was great reading but on the other hand, now I've got nothing to read in the can.

I've gotta ask two questions:

1. Is there a website for *Easyriders*? If there is, what is it? I'd love to browse around for more infinite wisdom from Spider and Rip. (Spider is the best →



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WORDMONGER



and Rip's Run make me want to travel).

2. Do you know how I can get my hands on a catalog of basket case bikes?

Steve Case
Lambertville, New Jersey

Try Easyriders.com or Bandit's website (bikernet.com), and for basket cases, try Walneck's Classic Cycle-Trader, 7923 Janes Ave., Woodridge, IL 60517; (708) 985-4995; fax (708) 985-2750.

A Dilemma

I'm a 24-year-old hot rod-buildin'/drivin' California native who all his life has wanted a bike. Not just any bike, but a damned hunk of rumbling, pavement-pounding American fuckin' iron.

Enter opportunity: I've got the chance to buy a 1967 XLCH Sportster with rigid frame for $2,000. It runs great.

Along Comes Hesitation: I really don't give a shit what other people think about my soon-to-be ride, but I've always wanted a bigger bike—Knuckle, Shovel, etc. But these are not in my price range.

The Question: Do I starve myself and save for another two years to get the bike of my dreams or shut the fuck up, buy the Sportster, and ride the shit out of it?

Don Oaks
North Hollywood, California

Ride now, save for later.

Sell Ol' Blue?

In your June '96 issue you showed some of the staff rides. The one that really caught my eye was Clean Dean's '73 Shovelhead (Ol' Blue). I'd seriously like to know if he would consider selling it. I like the style and what he's done with it.

Rodger Mitchell
Fremont, Michigan

Dean says he'll trade it for a new Dyna Wide Glide or Road King.

Reminiscing

The Panhead is sitting out in the garage, and the rain is coming down in buckets. About right for this time of year. I'm sitting around waiting for Mama to get off work and am looking at some old back issues. It occurs to me that although things have changed a lot through the years as far as styles go, some things just get better with age.

Can't help but notice how the style of scoots has changed. Also seems more of them are from shops. This is good. Brothers are earning a living and perpetuating the shops. But I sure would like to see more of these kids turn their own wrenches. And sure enough, even in the later issues they pop up, apehangers and all. Guess there's still some respect for the old school.

No, dammit, I'm not gonna cry and sling big buckets of shit everywhere. I know that some shit has to and will change. The life is harder to live every day. Makes me glad I lived it, even though some might not approve.

Go to it, boys. Paint it any way you want. Slap on that high-tech fuel injection, electronics, whatever. Just don't throw away those old stock parts or sell them overseas. Keep in mind that a few old farts out there aren't ready for the nursing homes yet. That's why in the middle of the night you'll be awakened by blasting straight pipes on old iron.

If you see fit to print this, fine. If not, well then fuck you, and see you on the road.

S.S. Tyler
Goshen, Ohio

He's Pissed

When I ordered the 25th anniversary commemorative coin with my subscription, I was supposed to get my name printed in the 25th anniversary edition. I returned the form/letter you sent me that was to show how I wanted my name printed in that issue in plenty of time. But when the June issue arrived, my name was NOT in it. And I have NOT received the coin.

I've been reading and saving every issue since June 1978. I feel just as important as any asshole who's ever had his/her name or picture printed in your mag, and I've never complained about your many, many mistakes in the past. But now you've gone too far. I have no idea how to get even or make that bitch of a payback. Maybe I'll start my own mag or take over *Easyriders* and fire everyone in the subscriptions and orders departments. Not only do ya'll owe me an apology, ya'll owe me the coin I paid for. THINK ABOUT IT!

Carl Eutsler
Greenville, South Carolina

Scary letter! We're trembling! Hey, bro, we goofed but printing your letter should give you more satisfaction than seeing your measly name amongst thousands of others. As for the coin, we had to have them redone because we insist on no less than the best for our readers. (How's that for a suck-up?)

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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THE SPERMANATOR

A STREET-SCORCHIN' TREAT FROM THE DIRTY HALF-DOZEN



The sign outside The Cave reads: "If you're still standing, we're done reloading." Inside, Brad Castleberry and his parts-packin' posse are hunkered over an oil- and sweat-stained table, pondering what two-wheeled trouble they're gonna stir up next.

The building fever hit Brad last year when he rolled his '93 Fat Boy into The Hot Rod Shop for a simple paint job. It consumed him when the motor was taken into Bobo's Speed & Custom for a cam bearing replacement. Before he knew it, five of Brad's bros wanted in on the design action too, and pretty soon, wives and girlfriends began asking the nightly and time-honored question: "Where the fuck is my ol' man?"

The Cave, sugar-puss. Where else?

From stem to stern, Brad's pride and joy was undergoing a transformation deluxe. Will Limehouse, who by all accounts looks like a cross between Gregg Allman and Jesus, conjured up the Iron Horse aftermarket Indian Chief fenders, massaged with a '90s touch. Vinnie Minichiello stretched the gas tank and handled the bike's molding, then turned painting →





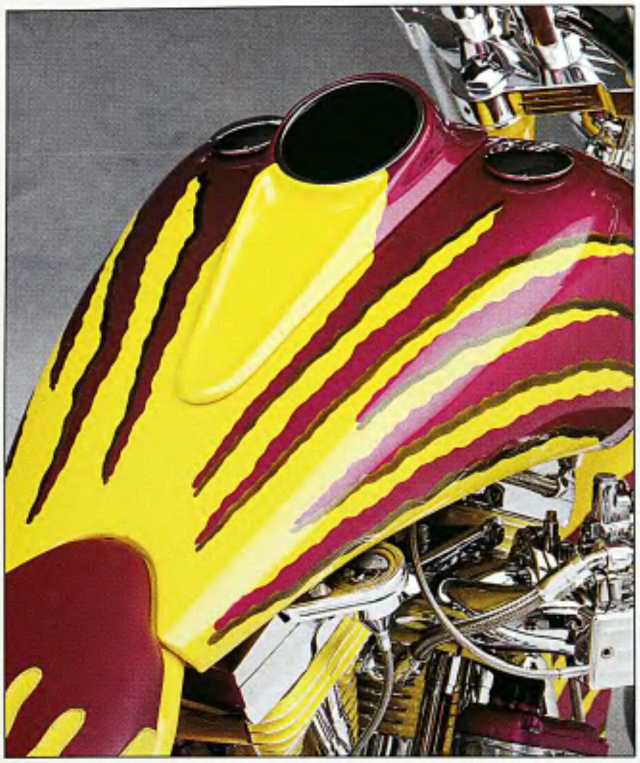
matters over to Ricky Machosek, his Michelangelean counterpart.

Johnny Hill from Tigger's Towing didn't like the 3/16-inch protrusion of the oil tank against the scoot's overall silk smooth lines, and a guy who can bench press his own tow truck usually gets his way. Johnny's handiwork cleared the rear view of the Dell 'Orto carburetor, bolted to 96-inch barrels housing a pair of ball-bustin' S&S pistons. The Crane lifters, Sputhe cases,

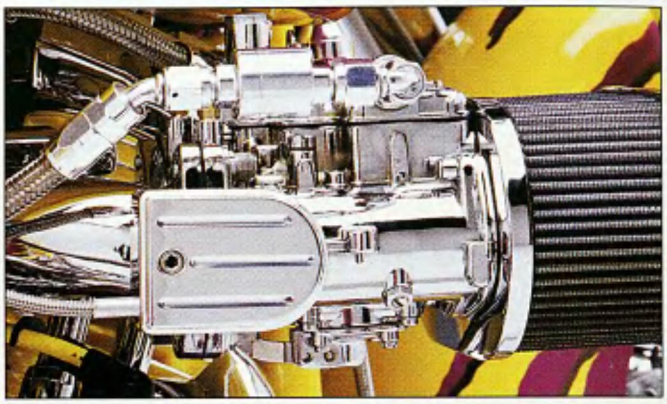


Sifton cam, and Dave Mackie heads rounded out the testosterone pump-up—configured and brought to life by Brad, David Seprish and Bobo's Speed & Custom.

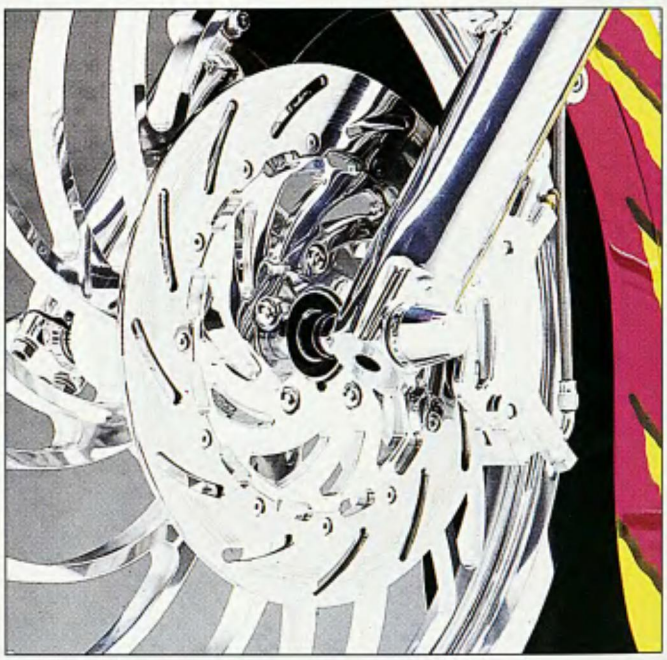
But the swingarm artistry is where everybody in the Cave really tossed in their two design cents. Below good ol' boy Joey Venesky's one-off seat surgery, the fender and rear wheel move as one unit. A stabilizing plate was welded onto the bottom for strength before the fender rails were cut off, creating lines like no other motorcycle around. →











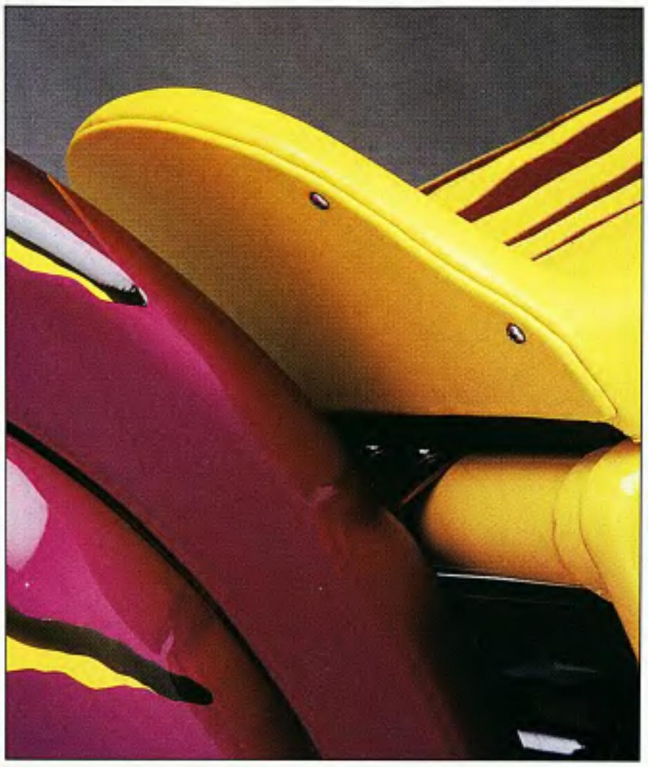
The "Spermanator" nailed First Place Radical Class at the *Easyriders* Bike Show in Charlotte, North Carolina, which brings us back to Brad and his dirty half-dozen's next shot at Milwaukee madness. Chances are they've made up with their significant others, but I'm betting that by the time the Fat Lady finishes her next song, there'll be a two-wheeled squirt made of piss and vinegar trying to follow his daddy's namesake and then some.

—Captain Trash





1ST PLACE: RADICAL CLASS
Easyriders Bike Show
Charlotte, North Carolina, January 13, 1995
Owner is eligible to compete in the $35,000
Invitational Show, Columbus, Ohio, February 1997







Owner: ..... Brad Castleberry
City: .....Summerville, South Carolina
General
Fabrication: .....The Hot Rod Shop
Year and make: .....1993 H-D
Model: .....Fat Boy
Value: .....immeasurable
Assembly: .....Brad, Will, Vinnie, Joey, Ricky, Johnny
Chroming: .....Palm Beach Plating
Engine
Year and model: .....1993 Evo
Rebuilder: .....David Seprish
Ignition: .....Morris M-5
Displacement: .....96 cubic inches
Lower end: .....S&S
Pistons:.....S&S
Cases: .....Sputhe
Heads: .....Dave Mackie
Cam: .....Sifton
Carb: .....Dell 'Orto
Pipes: .....Pro One
Modifications .....balancing by Bobo's
Transmission
Year:.....1993
Modifications: .....back-cut gears
Paint
Molding: .....Vinnie Minichiello
Painter: .....Rick Machosek
Color/type: .....yellow, violet/PPG
Type: .....PPG
Special paint: .....naturally
Frame
Type: .....Softail
Modifications:.....countless
Accessories
Bars: .....drag
Fenders: .....Iron Horse Indian
Headlight: .....Headwinds
Taillight: .....one of a kind
Speedo: .....Dakota Special
Pegs: .....Accutronix
Gas tank: .....Vinnie Minichiello
Oil tank: .....John Hill
Oil system: .....S&S
Primary cover: .....Pro One
Seat: .....Joey Venesky
Mirrors: .....why
Grips: .....Twister
Forks
Builder:.....Accutronix
Modifications: .....two inches under
Wheels
Front
Type: .....Sturgis
Size: 21-inch
Tire: .....Avon
Brake: .....Performance Machine
Rear
Size: 16-inch
Hub: .....Sturgis
Tire: .....Avon
Brakes: .....Performance Machine
Photos: .....Michael Lichter

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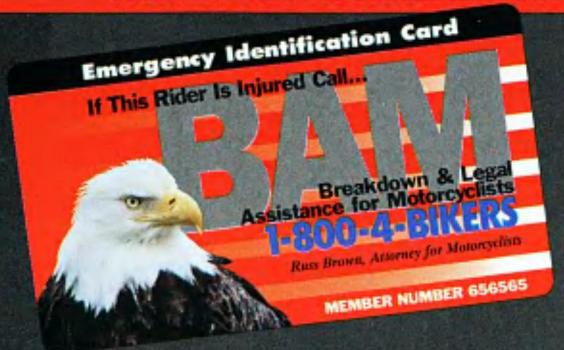


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A POTPOURRI OF PUTT-RELATED FACTS, FIGURES, AND FUN

Freebird, The Movie: Lynyrd Skynyrd fans, get ready to Southern rock, because *Freebird ... The Movie*, which features never-before-seen concert footage and interviews resurrected from personal libraries of friends and families of Lynyrd Skynyrd, is coming to theatres this summer. Look for the movie, which features a digitally remastered, six-channel DTS soundtrack—the first ever concert movie utilizing this process—in these cities: Cleveland, Ohio; Rapid City, S.D.; Jacksonville, Fla.; Nashville, Knoxville, and Memphis, Tenn.; Charlotte and Raleigh, N.C.; Birmingham, Ala.; Indianapolis, Ind.; Louisville, Ky.; Norfolk, Va.; N.Y., N.Y. ; Dallas, Texas; San Francisco, Calif.; Pittsburgh, Pa; Charleston, W.Va.; and Greenville, S.C.

In addition MCA Music will release *Freebird ... The Movie* soundtrack album nationwide to compliment the release of the film.



Bicycle Helmet Poll: In the March 29, 1996, edition of *USA Today*, reporters Cindy Hall and Nick Galifinakis polled thousands of the nation's bicyclists (including kids), who say they don't own and/or wear a helmet. Here are the results of that poll: 22 percent said they hadn't given it a thought; 21 percent thought them unnecessary; 19 percent said they seldom ride in traffic; 17 percent (as a child) were not given one; 16 percent put off buying a helmet altogether; 9 percent stated they were uncomfortable; 9 percent said they don't ride that often; 7 percent said they were too expensive; and 5 percent said they were unattractive. Source: Opinion Research Corp. for Glaxo Wellcome, Inc.

Good job, Cindy and Nick, sounds like you two did your homework. Here's your next assignment: Poll the nation's motorcyclists and get their views on mandated helmet laws.

Rodeo News: The *Easyriders* 1996 Motorcycle Rodeo Tour is off to a thundering start. Here's an update:

The season started in Wilson, North Carolina, on June 28. Unlike last year, it was dry and sunny, which resulted in a great turnout. Some of the regular competitors, like Gary Freel, were having a hard time getting their stuff running. However, Robert Tabor kicked off the season with a bang, accruing over 2,400 ARROW (Associated Rodeo Riders on Wheels) points. So, the contenders will be chasing him for a while.

The bad news of the season is that Matt Poisson, the number two finisher in '95, broke his back in a bike accident and will be out for the '96 season. At first it appeared he would be paralyzed, but, thankfully, that's not the case. We wish him a speedy recovery.

This year, Bob Hanna and Don Seabolt are also rackin' up big points.

After missing last season in Middletown, New York, we were back again July 5-7, meeting old friends and making new ones.

When the tour got to Keene, New Hampshire, on July 12, we were greeted by Hurricane Bertha, which dumped over six inches of rain in the first 24 hours. But the wet weather didn't dampen the spirits of New Hampshire's competitors and crowd— thousands turned out for the fun.

Remember, when these rodeos come to your town (check back cover for schedule), it's your rodeo and you should come out and participate. Don't let the "big boys" on the circuit scare you off. They can be beaten! For a weekend camping pass, you get one event free plus a chance at winning your share of the $5,000 in prize money. Besides that, you'll have a great time. See ya at the next *Easyriders* Rodeo. —*Leon Hatcher*

He Ain't Heavy ... He's A Brother: The *Australian Motorcycle News* reported that legislators in Greece instituted a new weight restriction for motorcyclists. No, not for the motorcycles; for the motorcyclists who ride them! The new law prohibits anyone 60 percent or more overweight for their height from obtaining a motorcycle or an automobile license. The reason? Legislators fear that the "slower response time" of obese people create a hazard to themselves and other drivers. And just because this happened over in Greece, don't be to quick to laugh, 'cause we have legislators right here in our own country contemplating the same kind of garbage.



OREGON STATE POLICE'S HARASSMENT TACTICS

At ABATE of Oregon's 19th Annual Fossil Run, held on May 24-27, 1996, motorcyclists got a rude welcome. They were stopped and harassed by police at every turn, mostly for wearing beanie helmets. More than 40 were cited, and of those cited, 99.8 percent were riding Harleys. The galling thing is, beanies are legal in Oregon.

According to ORS 801.366, if it has a chin strap, a hard shell, and padding inside including a DOT sticker, it's considered legal. In other words, the confusing federal helmet standards (FMVSS-218) no longer apply in Oregon, except "only to describe the DOT sticker." Also, ORS 815.050, which had adopted the federal standards, was likewise repealed. But the new law was disregarded by members of the Oregon State Police (OSP), who took the law into their own hands even when knowledgeable ABATE members showed them copies of the bill as passed and signed by Oregon's governor!



Compounding OSP's harassment tactics was the fact that if the motorcyclists were not wearing beanies, the OSP looked for other reasons to stop them. Several were tailgated by the OSP until they got so nervous they momentarily crossed the center line and were then cited for it.

ABATE of Oregon's State Coordinator Larry Schalk says they are suing OSP for damages resulting from unlawful stops. Oregon's Aid to Injured Motorcyclists (AIM) attorney Sam Hochberg is assisting in the defense of the tickets, along with fellow biker-lawyer Spencer "Spike" Neal, who is charging ahead and taking on the state for damages to stop the harassment.

Sam Hochberg's AIM Chief of Staff, Gunny, is collecting the statistics and helping bikers get the information to fight the tickets. If you are stopped in Oregon for a beanie citation call him at (503) 224-1106.

—Twiggy

BOISE BIKERS FIND STRANGE ALLIES

A few months ago the Idaho Coalition for Motorcycle Safety (ICMS) had to confront City Hall. A noise ordinance was being proposed for Boise that would have made it illegal for most, if not all, motorcycles to operate within the city limits. The ordinance would have set the dBA level at 65. Since 1986, the EPA noise standards for motorcycles manufactured has been 80 dBAs.

ICMS found some interesting allies in fighting this ordinance. It appears that the ordinance would have completely prohibited all of the companies that sweep the shopping centers and other private property. Only public entities sweeping the streets would have been permitted. All such activity after midnight until 6 a.m. was prohibited. Parking lots are swept in the early morning hours when they are empty and there are no traffic hazards. The ordinance also conflicted with construction work in the city. Many major projects deliver materials in the early morning hours to avoid rush hour traffic.



At the public hearing before the city council, partway through the testimony, it became apparent to the council that the proposed ordinance had a lot of problems. The decision was to defer further consideration for four months and send the ordinance back to the legal department to see if they couldn't do a better job.

Much of the feeling at the hearing was that such an ordinance was a bad idea in any form. ICMS will continue to keep watch.

—C. Coulter, ICMS

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Daytona Harley-Davidson kicks off Biketoberfest with its 2nd Annual Ride this year led by NASCAR driving great, Kyle Petty, and friends, and followed by more great dealership events.

SHACK O' SHAME

AAA



This month's resident in our infamous Shack of Shame is the American Automobile Association (AAA). If you're paying to carry one of their cards, or if your hard-earned dollars are going toward premiums to be insured by them, you'll be interested in what they're doing with their profits.

AAA is a nationwide operation that's broken down by states. In California, there's the California State Automobile Association (CSAA), which opposed any attempt to repeal the California helmet law. After receiving its error-filled "Legislative Update" in March, which called for the defeat of AB244, an attempt to repeal the helmet law for riders 21 and over, *Easyriders* decided to investigate.

Among the bad info contained in Triple A's update were the assertions that motorcyclists were mostly uninsured (untrue), and that head injuries were the leading cause of death in motorcycle accidents (also untrue: thoracic trauma is number one). The insurance information was accredited to the California Department of Insurance (DOI) and the accident data was supposedly supplied from the NHTSA.

We contacted the California DOI. They remembered sending some information to the CSAA, but said they informed the CSAA that the data was woefully incomplete and possibly flawed. The understanding we were given was that the data was informational only and not for publication. Our information is that after the misuse of this data came to light, the California DOI cut the CSAA off from any further access. We haven't been able to verify this yet, but it seems appropriate.

We then contacted the CSAA directly. What we got was a lot of double-talk and excuses. When asked why a company that doesn't insure motorcycles was so interested in California's helmet law, all they could say was, "Triple A has a long history of supporting safety legislation." When questioned about their incorrect assertion that head injuries were the leading cause of death in bike accidents, they cited NHTSA. NHTSA, however, didn't come forward with any such stats.

We then asked AAA's political hack, Richard Shrader, if CSAA knew what the leading cause of death in car accidents was (head injury). He said he had no idea. So, we replied, "Let's see if we've got this straight. You *don't* insure bikes but you know all about the leading cause of death in motorcycle accidents. You *do* insure cars but you have no idea what the leading cause of death is in car accidents! Is it just us, or is there a problem here?" Shrader told us this wasn't a court of law and he wasn't going to be cross-examined. He assured me, though, that Triple A's reason for supporting helmet laws had nothing whatsoever to do with taking motorcycles off the road. Yeah, right!

So, we'll leave it up to you to cross-examine your AAA rep. Give 'em a call and ask what they're doing with your premium money. If they have so much of it they can go around fighting against personal freedom, then maybe they should give some of it back. —*Oz*

ROCK THE VOTE!
LOIS TOCHTROP FOR STATE SENATE



Photo: Paul Tochtrop

Lois Tochtrop, candidate for Colorado Senate District 23

Lois Tochtrop, a motorcyclist, longtime member of ABATE of Colorado, and a past ABATE State Legislative Affairs Specialist announced her bid for Senate District 23. The seat is currently held by Senator Lloyd Casey, who won't be seeking re-election.

Lois is in favor of protecting an individual's right to choose, and, when elected, she will work for motorcyclists' rights. "I will continue to advocate the rights of individuals over government in freedom of choice issues," said Tochtrop.

Tochtrop, an RN, is Director of Nursing Services at a local longterm care facility. She has a B.S. in Nursing and Health Care Science from Colorado's Metro State College and served as past president of the Colorado Nurses Association District 23. Currently, Lois is vice president of the Tri-County Health Department. "My background in nursing and health care issues will be especially valuable to the Colorado State Senate during the 1997 session, which will probably restructure Medicaid," Tochtrop said.

Tochtrop cites education and labor as two of her primary concerns. "More coalitions between parents, the community, and educational establishments will help solve the state's educational problems," she said. Coming from working-class roots, Lois says she will work to ensure that Colorado workers receive a decent wage.

Lois and her husband, Paul, have three sons and four grandchildren. To help her get elected to the Colorado State Senate send contributions to: The Committee to Elect Lois Tochtrop, 11837 N. Washington, Northglenn, CO 80233.

—ABATE of Colorado

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GRATEFUL DEAD'S ROBERT HUNTER
DONATES BIKE TO KID STREET THEATRE



Photo: Mitch Rice

Robert Hunter, lyricist for the Grateful Dead, has graciously donated his 1991 FXR for a raffle to benefit Kid Street Theatre, a nonprofit organization for homeless and at-risk kids in the Santa Rosa, California, area. Raffle tickets will be sold for $5 each, or three for $10, and can be purchased by check, cash, or credit card. By mail, send a SASE along with payment to Kid Street Theatre, P.O. Box 6784, Santa Rosa, CA 95406, and your ticket will be mailed back to you. To purchase with credit card call (707) 525-9223. Further information can be found on the World Wide Web: http://lifematters.com/GratefulDeadRaffle&KST.html.

The auction will take place October 26, and will be a celebration in itself with a Halloween party hosted by KRSH, other raffle items, and, best of all, Robert Hunter himself will appear to present the bike to the lucky winner. Don't miss out.

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SAFE INK IN KANSAS



ABATE of Kansas has monitored the tattooists who have worked our events for the past eight years. The Kansas Legislature is finally catching up with us by drafting H.2916 to regulate tattooists in the state.

The legislation, already passed by the House, was sponsored by Representative John Ballou (R) of Gardner and seven others. "It only makes sense that if we require someone to be licensed to cut hair, we should require at least the same of those who penetrate the skin with a needle," Ballou told the committee. The legislation would allow the state Board of Cosmetology to regulate tattooing and body piercing, except for ear piercing.

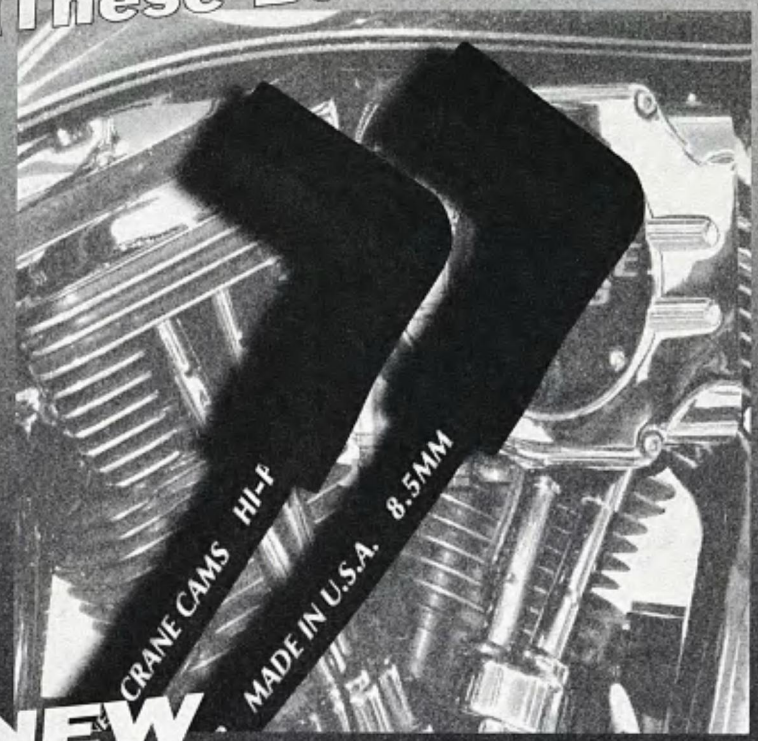
Gary Barber, a tattooist who runs Inkslinger Tattoo Studio in Overland Park, was in Topeka to testify in favor of the legislation, saying, "I would like to tell you that not all tattooists are greasy, long-haired, unsanitary dog-kicking punks." Barber told the Senate Public Health and Welfare Committee he favored the adoption of reasonable standards of hygiene, safety, and ethics to ensure the health and welfare of his customers.

E.K. Kimber, owner of East Coast Al's Studio of Tattooing in Kansas City, said he would like to go one step further, prohibiting the tattooing or piercing of anyone under 18. "If the age limit is set at 18, parents would be relieved from the responsibility of letting their children annoy, torment, or pester them into a possible decision that may be regretted later in life," Kimber said.

For years we've had policies to deal with this problem, and we support the bill for health reasons. This bill may not be perfect but it is better than what will happen if another legislator's minor child gets a tattoo.

—ABATE of Kansas Inc.

PURE SILICONE
(These Babies Got It!)

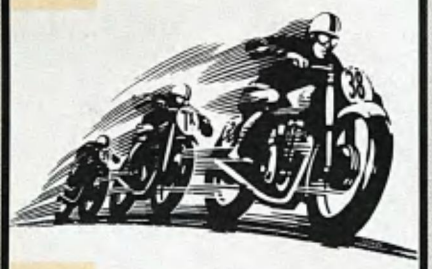


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SHORT STROKES
NO TIME TO LOSE

The summer is just beginning to lift the roaming spirits of bikers all across the land as I sit down at my Pan desk to nail this issue of "Short Strokes" to the ground. I'm planning my riding summer like a madman. Northern California, Arizona, and Sturgis are on the list. This weekend a local club is having a bike show, another is christening their new clubhouse, and I'm still trying to put together the parts I need to get on the road. And my road plans don't hold a blown-out candle to Rip's itinerary or Gregg Daniel's road schedule. Gregg's what I call the King of The Open Road. As director of the Bros Club, he'll be riding into most of our *Easyriders* stores throughout the summer and to many of our major rodeos. Watch for him and Rip on the road this year, and now for the bizarre news...**More than 19 kids** have been killed by airbags in nine years. Now the coalition of auto makers, insurers and safety equipment manufacturers want to pass more stringent seatbelt laws to cover their dangerous bags...**The first love of my life** was a girl named Kathleen. Although we parted, we have always been more than friends (don't tell my five wives). Now almost 30 years later, she writes to tell me that she's riding motorcycles along with both of her kids. In fact her son rode through four states to meet her in Laughlin. No wonder I liked her...**The U.S. Supreme Court** ruled that it's all right for cops to order you out of your car during a traffic stop, no matter what the violation. Doesn't matter much to us, but I thought I'd pass it on...**Jap bike riders** are acting strange in the UK. Londoners Derek and Mandy Singleton decided to name their new rugrat Z13 after their Kawasaki. But get this, their daughter is tagged Velocette 500. What's the dog's label?...**Did you know that** 10,000 hemophiliacs have been infected with AIDS from clotting medicines? They recently refused a $640 million settlement...**The military is attempting** to ban *Playboy* from the troops who defend our freedoms. All adult magazines would be banned if the measure passes...**The South Carolina Dept. of Public Safety** touted that 35 would die in traffic accidents over the Christmas holidays. They cited the increased speed limit as the devastating problem. The actual deaths came to 20, 12 less than the year before. So we suppose that the higher speed limit should get the credit for saving lives...**And NHTSA** has reported bike related fatalities dropped to 2,304 in 1994, half the reported deaths of 10 years ago. That's a 50% reduction. Goddammit, leave us alone—we're doing fine...**Hold it, check this out.** During the same period car-related fatalities dropped only 7% and light truck deaths went up 37%...**Bikes only account** for 6/10 of one percent of all motor vehicles involved in accidents nationwide...**And I'll give you a break** after these final stats; the odds are 28 times greater that heart disease will end you first, 20 times greater that some cancer will finish you, and 5 times greater that a stroke will do you in. In fact 2.5 pedestrians bite the dust for every biker...**Now for the ridiculous**: The European Union's executive agency has accused Philip Morris of misleading advertising. The company ran a series of newspaper ads saying that anti-smoking laws reduce personal freedom. The agency says this is a lie, and if the company doesn't cut it out, it will ban all tobacco advertising...**And now for the criminal** of the month: Mary Gunnels was discovered selling Chrysanthemums to girls going to high school homecoming games in Brownsville, Texas. She sells 30 each year. She's been charged with knowingly and intentionally operating a flower shop in a residential area. Lock her up...**Hang on for this one**. A female pedestrian complained about being ogled by a Minneapolis street-paving crew. Public works officials issued a stern anti-ogling edict. One worker lightheartedly announced to the media that ogling for nine seconds was okay, but 10 seconds or more was truly visual harassment. A columnist in Kentucky agreed: "Ten seconds was definitely too long to look at another person, and eight—well, that just wasn't long enough."...**With that and the bullshit** above I have two thoughts: If we were still faced with wars and/or hit with diseases or natural disasters that wiped out major segments of the population, then these safetycrats wouldn't be concerned with how many beers we drink a day or the thickness of our helmets. Second, since they're coming to get our freedoms one by one, it's time to live the life, see the hills, and feel the earth before someone bans it, so let's ride.

—Bandit

P.S. Many thanks to Parkay (sorry to hear about your dad) and Herm Albright.

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NCOM

PROTECT YOUR RIGHTS
VOTE IN NOVEMBER

You can't vote if you're not registered! You have to register at least 30 days prior to the election, so be sure to register no later than Friday Oct. 4, 1996. *Easyriders* has, with the help of the MRF, compiled this list of Senators and Representatives who have supported your freedom.

U.S. SENATE

Alabama
Shelby (R)

Alaska
Murkowski (R)
Stevens (R)

Arizona
Kyl (R)

Colorado
Brown (R)
Campbell (R)

Delaware
Roth (R)

Florida
Graham (D)

Georgia
Coverdell (R)
Nunn (D)

Idaho
Craig (R)
Kempthorne (R)

Illinois
Moseley-Braum (D)

Indiana
Coats (R)
Lugar (R)

Iowa
Grassley (R)

Kansas
Kassebaum (R)

Kentucky
McConnell (R)

Maine
Cohen (R)
Snowe (R)

Michigan
Abraham (R)

Minnesota
Grams (R)
Wellstone (D)

Mississippi
Cochran (R)
Lott (R)

Missouri
Ashcroft (R)

Montana
Burns (R)

Nebraska
Exon (D)

New Hampshire
Gregg (R)
Smith (R)

New Jersey
Bradley (D)

New Mexico
Bingaman (D)
Domenici (R)

New York
D'Amato (R)

North Carolina
Helms (R)

North Dakota
Conrad (D)
Dorgan (D)

Ohio
DeWine (R)

Oklahoma
Inhofe (R)
Nickles (R)

Oregon
Hatfield (R)

Pennsylvania
Santorum (R)

South Carolina
Thurmond (R)

South Dakota
Daschle (D)
Pressler (R)

Tennessee
Frist (R)
Thompson (R)

Utah
Bennett (R)
Hatch (R)

Virginia
Warner (R)

Vermont
Jeffords (R)
Leahy (D)

Wisconsin
Feingold (D)
Kohl (D)

Wyoming
Simpson (R)
Thomas (R)

U.S. HOUSE OF REPS.

Alabama
Callahan (R)

Alaska
Young (R)

Arizona
Kolbe (R)
Hayworth (R)
Salmon (R)
Shadegg (R)
Stump (R)

Arkansas
Dickey, J (R)
Hutchinson, T (R)

California
Baker, B (R)
Bilbray (R)
Bono (R)
Calvert (R)
Condit (D)
Cox (R)
Cunningham (R)
Doolittle (R)
Doman (R)
Dreir (R)
Filner (D)
Gallegly (R)
Herger (R)
Hunter (R)
Kim (R)
Lewis, J (R)
McKeon (R)
Moorhead (R)
Packard (R)
Pombo (R)
Radanovich (R)
Rohrabacher (R)
Royce (R)
Seastrand (R)

Colorado
Allard (R)
Hefley, J (R)
McInnis (R)
Schaefer (R)

Connecticut
Franks, G (R)
Shays (R)

Florida
Foley (R)
Goss (R)
McCollum (R)
Mica (R)
Scarborough (R)
Shaw (R)
Stearns (R)
Thurman, K (D)

Georgia
Barr, B (R)
Chambliss (R)
Linder (R)
Norwood (R)

Hawaii
Abercrombie (D)
Mink (D)

Idaho
Chenweth (R)
Crapo (R)

Illinois
Costello (D)
Crane (R)
Evans (D)
Ewing (R)
Fawell (R)
Flanagan (R)
Hastert (R)
Hyde (R)
LaHood (R)
Manzullo (R)
Poshard (D)
Weller (R)
Yates (D)

Indiana
Burton, D (R)
Buyer (R)
Hamilton (D)
Hostettler (R)
Jacobs (D)
McIntosh (R)
Myers (R)
Roemer, T (D)
Souder (R)

Iowa
Latham (R)
Lightfoot (R)
Nussle (R)

Kansas
Brownback (R)
Roberts (R)
Tiahrt (R)

Kentucky
Bunning, J (R)
Lewis, R (R)
Rogers (R)
Whitfield (R)

Louisiana
Baker, R (R)
Hayes (R)
Jefferson (D)
McCrery (R)

Maine
Baldacci (D)
Longley (R)

Maryland
Bartlett, R (R)
Ehrlich (R)
Hoyer (D)

Massachusetts
Frank, B (D)
Meehan (D)
Neal, R (D)
Torildsen (R)

Michigan
Barcia (D)
Camp (R)
Chrysler (R)

Minnesota
Gutknecht (R)
Luther (D)
Minge (D)
Peterson, C (D)
Ramstad (R)

Mississippi
Wicker (R)

Missouri
Danner (D)
Emerson (R)
Hancock (R)
Volkmer (D)

Montana
Williams (D)

Nebraska
Bereuter (R)

Nevada
Vucanovich (R)

New Hampshire
Bass (R)
Zeliff (R)

New Jersey
Andrews, R (D)
Frelinghuysen (R)
La Biondo (R)
Martini (R)
Pallone (D)
Zimmer (R)

New Mexico
Schiff (R)

New York
Forbes (R)
Frisa (R)
Hinchey (D)
Houghton (R)
Kelly (R)*
Paxon (R)
Solomon (R)
Towns (D)
Walsh (R)

North Carolina
Ballenger (R)
Burr (R)
Funderburk (R)
Jones (R)
Myrick (R)
Spence (R)
Taylor, C (R)

North Dakota
Pomeroy (D)

Ohio
Boehner (R)
Brown, S (D)
Chabot (R)
Cremeans (R)
Gillmor (R)
Hoke (R)
Kaptur (D)
Kasich (R)
LaTourette (R)
Pryce, D (R)
Ney (R)
Regula (R)
Sawyer (D)
Traficart (D)

Oklahoma
Brewster (D)
Coburn (R)
Largent (R)
Lucas (R)
Istook (R)
Watts, J (R)

Oregon
Cooley (R)
Furse (D)
DeFazio (D)

Pennsylvania
Clinger (R)
Fox (R)
Weldon, C (R)

Rhode Island
Kennedy, P (D)
Reed, J (D)

South Carolina
Inglis, B (R)
Spence (R)

South Dakota
Johnson, T (D)

Tennessee
Bryant, E (R)
Clement (D)
Gordon (D)
Hilleary (R)
Quillen (R)
Tanner (D)
Wamp (R)

Texas
Chapman (D)
DeLay (R)
Garen (D)
Hall, R (D)
Johnson, S (R)
Johnson E.B. (D)
Stockman (R)
Thornberry (R)

Utah
Orton (D)
Waldholtz (R)

Virginia
Davis (R)
Moran (D)

Washington
Dum (R)
Hastings, D (R)
Metcalf (R)
Nethercutt (R)
Smith, L (R)
Tate (R)
White (R)

Wisconsin
Gunderson (R)
Klug (R)
Neumann (R)
Petri (R)
Roth (R-WI)
Sensenbrenner (R)

Wyoming
Cubin (R)

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PASSING GAS



"Are you the fella that advertised for a 1927 Indian?"

The L.A. Lakers signed the six-foot-seven player from Bosnia for 25 million bucks, and after he signed the contract, he telephoned his mom to give her the good news.

"Never mind all that basketball foolishness!" she cut him off angrily. "Don't you know that your father has been wounded, your sister was assaulted last night, and our house has been burned down to the ground?"

"That's terrible, Ma," said the Bosnian ballplayer, "but we're rich now! We can survive anything! Why blame me?"

"Because," she snapped, "none of this would've happened if you hadn't brought us to L.A.!"

High Climber
Euclid, Ohio

Definition of *hiccups*: a country chick's brassiere.

Shelly
Ceres, California

What does a careful gynecologist do?
Tries not to stirrup any trouble.

Fat Boy
Rockies

"Hey, babe," said Bogie to his ol' lady, "how about a quickie?"

"As opposed to what?" she asked.

Robert Ruiz
Down, But Up!

Worried about a worsening breathing condition, the dude went in for a checkup. While conducting a brief examination, the doctor quickly spotted the problem. "I can't explain this," he informed his patient, "but you have marijuana growing out of your nose."

"Did you say marijuana?" asked the dude, clearly astonished.

"Yes, I did—and I can certainly understand your bewilderment," said the doctor.

"Yeah, no kidding," said the dude. "I planted poppies."

Dago
Simi, California

Overheard at a run: "The reason the animal-rights people are more violently opposed to fur than to leather is because it's safer to harass rich old women than bikers."

D.A.
Tucson, Arizona

How do we know Eve was the first carpenter?
She made Adam's banana stand.

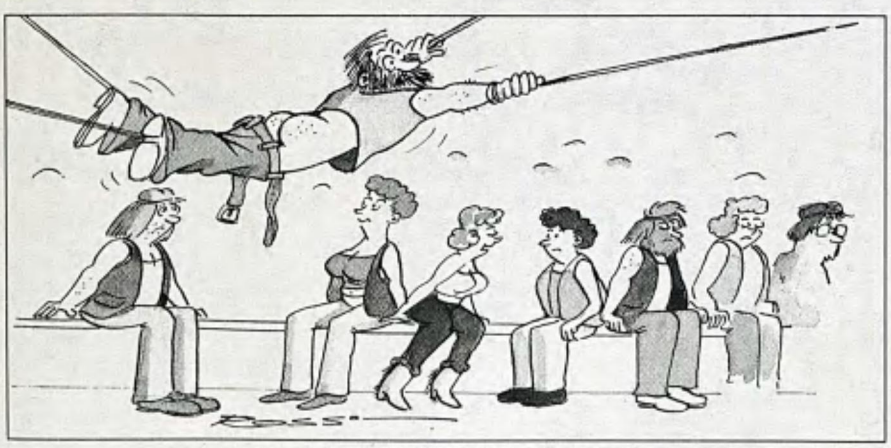
Blazin' Saddles
The Campfire

Have you heard about the new Bill Clinton doll?
You pull its string, and it never tells the same story twice.

Ray-gun
Out of Phase

Whaddaya call a pervert with a ram under one arm and an ewe under the other?
A baa-sexual.

Virge
The Bar



"They do the wienie-bite event a little different here."



"If this guy calls me his 'bro' one more time, I'm gonna shove that lemonade straw right up his ass!"

Bomber had finally scraped together enough cash to buy the Harley of his dreams, and he was determined to keep his new putt in primo condition, no matter what. Not only did Bomber wash and wax the bike every other day, but he also always carried a small jar of Vaseline with him to protect his chrome work in case of rain.

Then, one night, Bomber was invited to dinner with his girlfriend's parents, and they rode over on the new scoot.

Unbeknownst to Bomber, the chick's family had all agreed that there'd be no talking during dinner, or else the first person to say a word would have to wash all the dishes after the meal.

Predictably, Bomber became confused as hell at the stony silence around the table, and it started to piss him off so bad that in order to get their attention, he began to feel up his girlfriend right in front of everybody.

But nobody said a word, and they continued to ignore him—so Bomber, really pissed now, ripped off her skirt, dropped his pants, and started screwing her furiously.

Dead silence. *What the hell?* thought Bomber, and next he jumped on the mother and gave her the same treatment. Still, not a word.

It was then that Bomber happened to glance out the window and noticed it was beginning to rain. Near panic, he ran to his jacket and pulled out the jar of Vaseline, at which point the father screamed out, "Okay, okay! I'll do the fuckin' dishes!"

Mutha Mardy
'Gory Hills, California

Recorded telephone announcement we heard recently: "Hello, this is the Breast Self-Exam Hotline ... For assistance, press one now ... and now press the other one ..."

Boobie Bobby
Mountain-climbing



"Same old shit. And you?"

Placing his stethoscope to the young chick's chest, the doctor said, "Big breaths, dear."

She smiled and said proudly, "Yeth, and I'm not even thixteen yet!"

Glasscutter
At Your Window

What's the difference between a fat old virgin and a horny old virgin?

A fat old virgin is trying to diet ...

Shark
Circling

Why do bros find it so difficult to make eye contact?

'Cause tits don't have eyes.

Big John
On Top

During a ferocious game of handball, Mad Mike was hit so hard with the ball that it shot up his ass like a rocket. His bro rushed him to the hospital, where there wasn't enough time to give him more than a local anesthetic before he was rushed into surgery.

As Mad Mike lay there, he watched, horrified, as the surgeon cut first into his right side, then into his left side, then into his gut, and finally deep into his armpit.

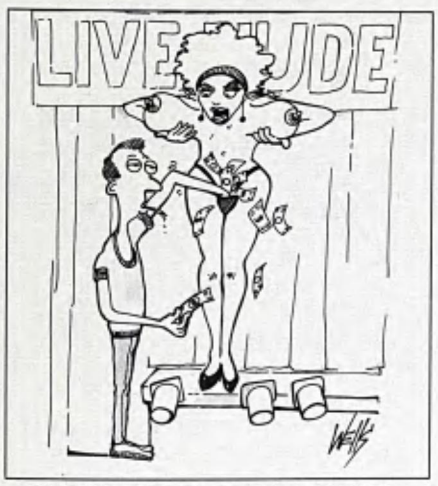
"Damn, doc!" Mad Mike cried aloud. "Why the fuck are ya cuttin' on me like this?"

The surgeon snapped, "Son, that's just the way the ball bounces!"

Beth
Colorado



"You're gonna have one helluva honeymoon, man! That li'l bride of yours gives *fabulous* head!"



"Hey! You can get change for that at the bar!"

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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TALKING TECH

GROUND-UP SPORTSTER

I am currently building my second chopped Sportster and have a couple of questions. First, I want to rake and stretch the frame on this one, so I called around and got good and bad answers concerning cost, safety, handling, and available kits. Please advise me as to the pros and cons on this matter.

A whole raisin pie to all the staff for the more than 20 years of pleasure and ideas that this rag and all your rags have given to this Bro.

Pesant
Fort Wayne, Indiana

Stretching frames is truly an art, and if done right can give you a sharp ride that handles and rides well. You might want to give Pat Kennedy a call, (800) 331-9903. He has a chart explaining handling and frame modifications. Pat also modifies frames and has a complete line of custom products.

TIN/ALUMINUM PRIMARIES

I own a 1967 FLH, and while looking through back issues for ideas for changes I saw the outer primary cover on Timothy and Carol Thiel's 1965 Panhead (issue 255, September 1994). It appears to be a handmade tin outer cover bolted to the stock cast aluminum inner cover. The spec list credits Keith Franzen for the primary. Can you give me the details about the primary cover? How can I find and contact Mr. Franzen if it is a one-off part?

F.W. Carns
Greenfield, Iowa

These primary covers have been around forever, and are still available through the bigger parts houses. Chrome Specialties, (800) 527-1635, has them as part #250802, for electric start.

RICK'S SOLUTIONS

Last year I wrote in about a noise coming from my bike that was troubling me. I told how I wasn't getting answers from the locals, including the Harley dealership (Rossiters in Sarasota, Florida) where I purchased my bike. Well, since then, I brought the problem directly to the attention of Rick, the owner of that dealership. I have to tell you that since he got wind of the problem he did not rest until all of my concerns were laid to rest. He even went to the extent of personally supervising every test made on my bike. One of the tests they performed was a leak-down test. From that test they determined that they would have to rebuild the engine. Rick honored my warranty, considering the fact that I had first brought the problem to their attention while the bike was still under warranty.

The hissing noise is now gone. I would like to say that if Rick didn't believe in good, old-fashioned service, I would still be looking for answers today.

Greg Ortel
Port Charlotte, Florida

Thanks for the update, Greg. It's good to hear about a shop that goes the extra mile to help a bro.

DAVID MANN'S RAKE

I just finished the 25th Anniversary Edition of *Easyriders*, and I must say it brought back lots of memories. And after more than 25 years of riding Harleys, now I'm planning to build one from the floor up.

That red Shovel on page 61 really caught my attention, and I hope David Mann won't be offended at me for biting off his style. So my question is, could you please give me the rake and stretch of that frame and the length of the Springer front end? I would really appreciate it. That would really make it easy for me to get the right parts the first time.

Keep up the good work at the mag, and many more years of success.

RLH
Decatur, Georgia

We've been trying to get Dave on the phone, but Bandit's got him trapped in his studio and won't let him out 'til he finishes this month's art. So, we're reachin' way down in our long-term memory, and, to the best of our recollection, Dave used a standard rake frame (we think it's a Paughco, 702/246-5738), and a VL front end, also stock.

EVO FIT

In 1985, H-D produced a small number of FXSB Low Riders with Evo engines. What I want to know is how much, if any, they had to alter the standard FX frame, since this isn't a Softail frame that was purposely made for the taller motor.

I'd like to upgrade my '84 FXSB to an Evo top end, since buying a new rider or complete motor is always down the road.

I know with a set of Axtell jugs and switching to Evo, cam, lifters, lifter blocks and either stock or aftermarket heads this can be done. But the frame's the question.

Thanks for all the questions you've answered. A lot I would have asked if someone else hadn't.

Lyle Trimmer
Jarratt, Virginia

All things are possible, Lyle. But you have to remember that the Evo is about a half-inch higher, and that requires raising the backbone. The tough part, however, is getting the seat tube to clear the rear head. Take it slow, and don't make any irreversible mistakes. Milwaukee Iron can help; their number is (804) 845-7688.

SPORTSTER CASES

I'm rebuilding a 1980 H-D Sportster. Trouble is, I called my dealer and he told me I can't get new cases. Where can I find them?

Coy Ayers
Columbus, Ohio

You're in luck, Coy. S&S just started making Sportster cases. So give them a call at (608) 627-1497. They also have some great performance Sporty parts.

SHOVEL-TO-SOFTAIL FIT

So, does a pre-'80s Shovel engine and tranny fit into a Softail frame?

Robert Martinez
Huntsville, Texas

Been there, done that, got the T-shirt. The engine's a drop-in, the tranny requires a little work to fit. The question is, why?

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.



Take a Trip Back In Time

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

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

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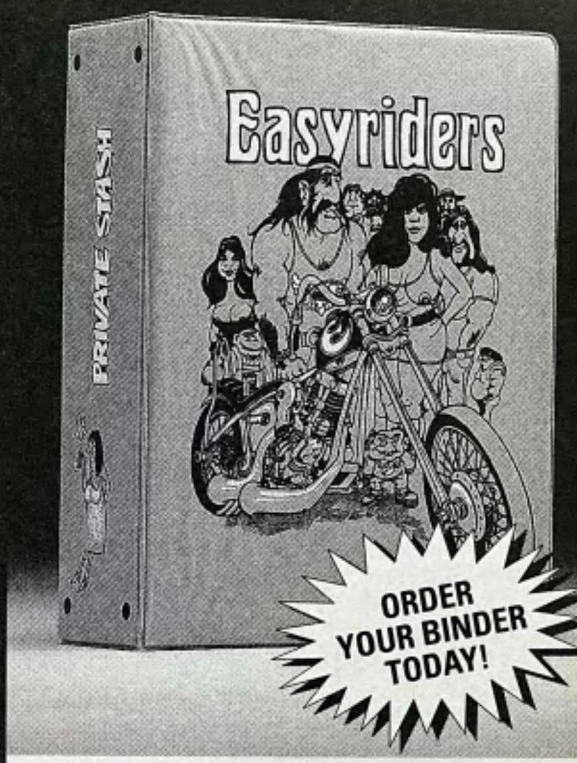
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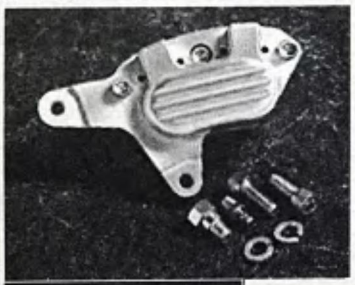
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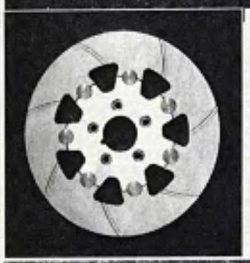
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F.I.G.H.T.® UPDATE

The F.I.G.H.T. Heats Up Easyriders On The Road

The fight on the ground is heating up all across the country, from the East Coast (F.I.G.H.T., September '96) to the West, where Freedom Fighter Attorney Ed Alden is making things even hotter for the "powers that be" in the state of Washington.

It seems that Ed and Attorney Marty Fox had their separate appeals joined and were on the receiving end of a verdict of unconstitutionality. The Appellate Court felt that, as in the *Easyriders* case brief, the law, based on FMVSS 218, was impossible to understand.

Ed has been representing motorcyclists who have still been ticketed, despite the court ruling. The Washington State Patrol attempted to fix the law, with some help from the State Attorney General's office, however, several courts have ruled the fix wasn't good enough.

As Ed attempts to force the State to obey the law, he has run into some unexpected obstacles. All of us know that when you become a thorn in the side of the government one of the reactions of the government is to make it hard on the thorn, and Ed's situation is no different. However, what's being done to Ed, and to our brothers and sisters in Washington state, is, to say the least, creative. The courts upped the ante for making an appeal in a most unusual way. They have raised the actual costs by not providing transcription service, and by raising the fees associated with an appeal.

Ed tells me that an appeal used to cost in the neighborhood of $125 in fees, which, if he were able, he would advance. Nowadays that cost has risen to between $350 and $450, beyond what Ed, a one-man office, can provide, and also out of reach of many motorcyclists. This restricts the process to only those with the extra money who can afford to let it lie around the court house.

So if you're anywhere near Kennewick, Washington, and you want to lend a hand, give Ed a call. There aren't many Freedom Fighters of Ed Alden's caliber—we need to keep 'em working.

Two Giants Join Forces

Easyriders F.I.G.H.T.® Attorney Skip Raring and Ed Alden are joining forces to bring the Washington state helmet law to federal court. Skip and Ed have agreed to work together toward a goal that will benefit both California and Washington, as well as the rest of the country.

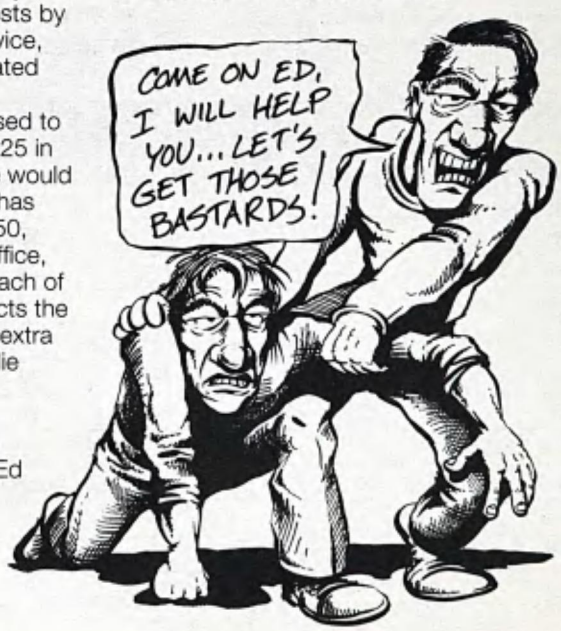
We promised that the Freedom F.I.G.H.T.® program was going on the road, and this looks like the first trip. With the successes that both Skip and Ed have achieved separately we know that they will be dynamite together. Skip feels that both laws are similar enough to make the cases against them nearly identical. Let's wish this union victory and do all we can to help. If you don't have your F.I.G.H.T.® kit, there's no time like the present to join up!

Easyriders Needs Your Help!

In preparation for going to the United States Supreme Court, we need to put together some fresh evidence and, if you live in California, *you* can help.

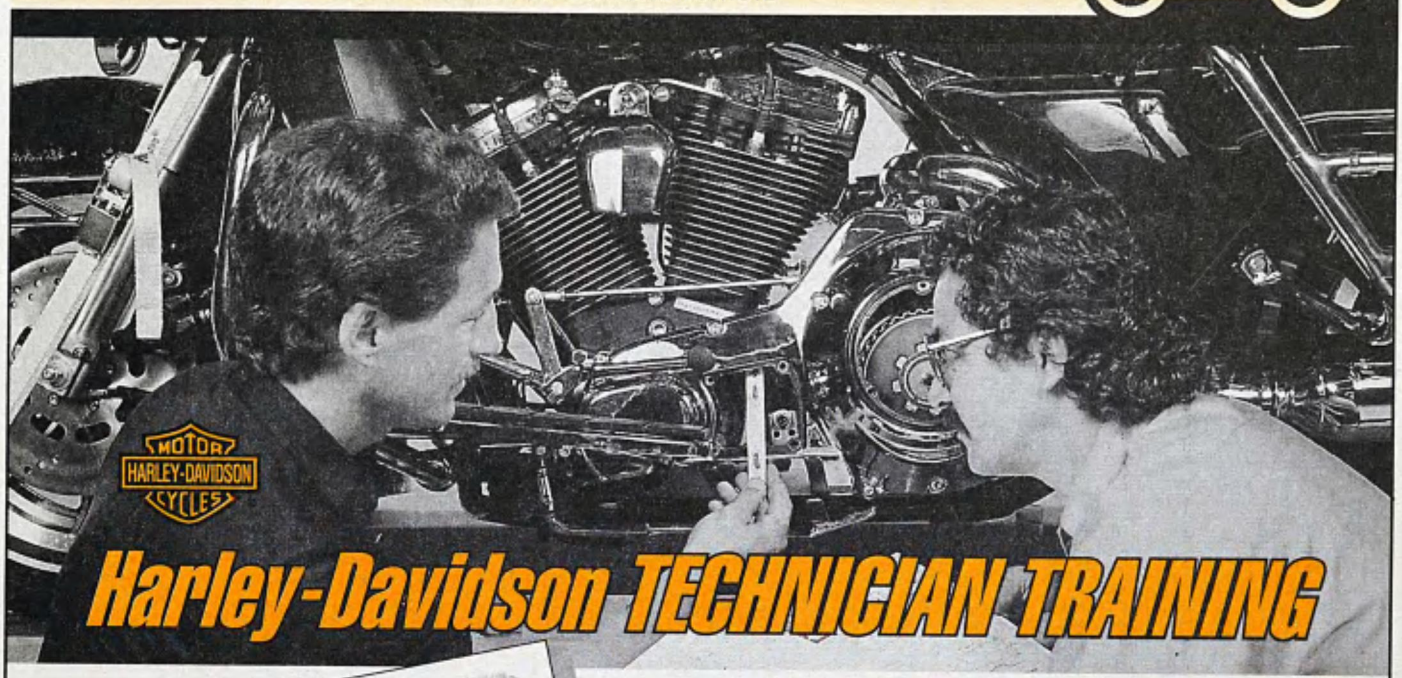
If you or any of your friends have received tickets for violation of Section 27803 of the Vehicle Code (a helmet ticket) for a "sub-standard helmet," since June 1, 1994, we need to know.

Write to us at *Easyriders* Freedom F.I.G.H.T.®, P.O. Box 3000, Agoura Hills, CA, 91376-3000. Include your name, phone number, time of day we can get a hold of you, and the agency (CHP, local police, sheriff, etc.) that stopped you. We'll contact you, and maybe you'll be part of history.



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WHAT'S HAPPENING

ALASKA
Bishop Creek State Run & Rodeo
Date: Aug. 30-Sept. 2
Place: Kenai Peninsula
Info:(907) 283-3803

ARKANSAS
Eureka Springs Rally
Date: Aug. 30-Sept. 2
Place: Lake Leatherwood
Info: (501) 888-1112

CALIFORNIA
Norwalk Run
Date: September 8
Place: Screaming Chicken
Info: MMA (916) 442-4727

Motorcycle Swap Meet
Date: September 8
Place: Ventura County Fairgrounds
Info: (805) 650-6777

Great Escape
Date: Sept. 28-29
Place: Newhall
Info: (805) 255-6522

COLORADO
Cereal Bowl Run
Date: September 15
Place: Colorado Springs
Info: (719) 391-2990

1996 Four Corners Iron Horse Rally
Date: Aug. 29-Sept. 2
Place: Ignacio
Info: (970) 274-9613

GEORGIA
Freedom of Choice Ride
Date: September 17-18
Place: Palmetto
Info: (404) 294-8900

March of Dimes Ride for Healthier Babies
Date: September 28-29
Place: Atlanta
Info: (404) 350-9800

IDAHO
Shuffle Inn Poker Run
Date: September 22
Place: Twin Falls
Info: Tiny (208) 934-4734

ILLINOIS
Fall Into Fall Party
Date: September 21
Info: (800) 872-2283

Parts Extravaganza, Ride-In Bike Show
Date: September 29
Place: Belle-Clair Fairgrounds, Belleville
Info: (319) 462-6011

INDIANA
Summers End Party
Date: September 6
Place: Plymouth
Info: (219) 848-5192

County Party
Date: September 7
Place: White County
Info: (317) 563-3260

Rebel Yell
Date: September 13
Info: Reg. 7 & 9 ABATE (812) 526-8099

Governor Fest
Date: September 14
Place: LaPorte County
Info: (219) 322-6298

Poker Run & Campout
Date: September 14
Place: Huntington County
Info: (317) 628-7446

Mystery Event
Date: September 14
Place: Hendricks County
Info: (317) 262-8949

Southern Hills Bash
Date: September 20
Place: Ireland Sportsman Club, Ireland
Info: (812) 849-2892

Poker Run & Pool/Dart Tournament
Date: September 21
Place: Knox County
Info: (812) 386-6067

Chili Fest
Date: September 27
Place: Morgan County
Info: (317) 262-8949

County Party
Date: September 28
Place: Clay County
Info: (812) 696-2871

IOWA
1st Annual Iron Butt Rally
Date: Aug. 31-Sept. 2
Place: Sioux City
Info: (712) 277-8457

Stateline Rally
Date: September 14
Place: Keosauqua
Info: Jim (319) 653-4486

12th Annual Meeting of the Minds
Date: Sept. 27-29
Place: Sheraton Inn, Cedar Rapids
Info: MRF (202) 546-0983, ABATE (515) 858-5001

KANSAS
ABATE of Kansas Labor Day Rally
Date: Aug. 30-Sept. 2
Info: (913) 597-5140

KENTUCKY
Barren River Boogie
Date: September 13-15
Info: (502) 969-8783

Party on the Farm
Date: September 20-22
Info: (502) 969-8783

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

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

Feed & Fundraiser Bash
Date: September 19
Place: Capitol Area
Info: (800) 268-5416

ABATE Cajun Campout
Date: September 28-29
Info: (800) 393-5966

MAINE
15th Annual Toy Run
Date: September 8
Place: Augusta
Info: (207) 338-6068

MICHIGAN
ABATE Reg. 1 Toy Run
Date: September 7
Info: (313) 421-4367

ABATE Summer Party
Date: September 7
Info: (616) 689-0774

ABATE Family Day
Date: September 8
Info: (313) 421-4367

John Stewart Memorial Poker Run
Date: September 14
Info: ABATE Region 6 (313) 421-4367

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

Sort of Annual Octoberfest
Date: September 27-29
Place: Lone Jack
Info: (816) 850-4996

MONTANA
Fall Closure
Date: September 21-22
Place: Helena
Info: (406) 442-8949

Bear's Paw Overnighter
Date: September 21-22
Info: (406) 265-8971

NEVADA
Street Vibrations in Reno
Date: September 19-22
Place: Reno
Info: (800) 200-4557

Fun Run '96
Date: September 8
Place: Las Vegas
Info: (702) 870-6121

Run For Cerebral Palsy
Date: September 22
Place: Las Vegas
Info: (702) 454-1544

NEW HAMPSHIRE
NHMRO Toy Run
Date: September 22
Place: Concord
Info: (603) 627-3528

NEW YORK
Fall Foliage Run
Date: September 21
Place: Utica
Info: (315) 448-1961

End of Season Run
Date: September 28
Place: Phoenix
Info: (315) 448-1961

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

OHIO
Anne's Poker Run & Bike Show
Date: September 5
Info: (800) 25 ABATE

Frontier Days Parade
Date: September 6
Info: (800) 25 ABATE

Charity Run
Date: September 7
Info: (800) 25 ABATE

Bro Bash
Date: September 14
Info: (800) 252-4537

Stark County Party
Date: September 14-15
Info: (800) 25 ABATE

Tri-County Clambake
Date: September 28
Info: (800) 25 ABATE

OREGON
Labor Day Run
Date: Aug. 30-Sept. 2
Info: (503) 285-4329

Beaver Creek Bust
Date: September 6-9
Place Beaver Creek
Info: (503) 632-6248

End of Summer Run
Date: September 20-22
Place: Washington County

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

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

Eagle's Nest Run
Date: September 7
Place: Greenwood
Info: (803) 229-1967

Southeast Bike Rally
Date: September 15
Info: (864) 583-8000

TENNESSEE
CMT/ABATE State Rally/Rodeo Finals
Date: September 14-15
Place: Chattanooga
Info: (615) 883-5024

TEXAS
2nd Annual Yeshua Run
Date: September 13-15
Place: Lake Wood Park
Info: (210) 303-2640

VIRGINIA
Fall Show & Swap Meet
Date: September 8
Info: (804) 742-5137

Evo Day
Date: September 22
Place: Boston's Motorcycle Cafe
Info: (804) 742-5137

15th Annual Oyster Run
Date: September 22
Place: Anacortes
Info: (360) 653-2101

Freeze Up Run
Date: September 14-15
Place: King Mountain
Info: (907) 248-7828

WEST VIRGINIA
Kylie McCloud Poker Run
Date: September 14
Info: (304) 855-5007

WISCONSIN
HOGtoberfest
Date: September 7
Place: Franklin
Info: (800) 766-9290

Red Cross Poker Run
Date: September 8
Place: Racine
Info: (414) 553-4060

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

ENGLAND
Ace Cafe Reunion
Date: September 1
Place: Brighton
Tel/Fax: 0181-202-8030

RACING EVENTS
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ECRA: (609) 652-1159
AHDRA: (919) 229-4877

EASYRIDERS EVENTS:

EASYRIDERS RODEOS
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

Date: September 20-22
Place: Waukesha County Fairgrounds, Waukesha, Wisconsin
Info: (818) 597-2686

Date: September 27-29
Place: King County Fairgrounds, Enumclaw, Washington
Info: (818) 597-2686

Date: October 4-6
Place: Lake Perris Fairgrounds, Lake Perris, California
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

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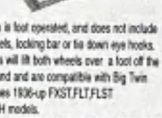
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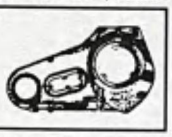
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BROS CLUB NEWS



Photo: Cathy Svacina

Here are the current members of the Chicago Bros Club chapter all standing still long enough to get their picture taken. These people really know how to have a good time.



Bros Club member John Douglas and his wife, Angela, who works at the *Easyriders* of Austin store.

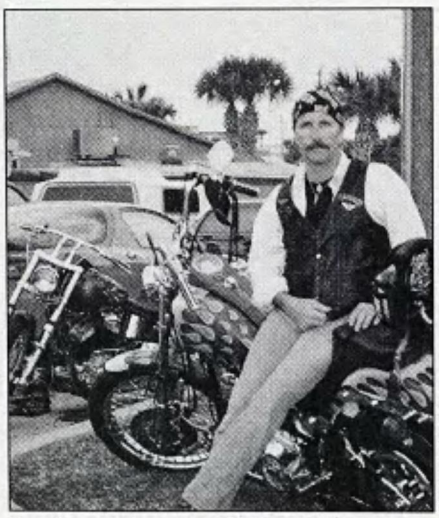


Photo: unknown

Bros Club member John "Zachman" Zacchi from Brigantine, N.J., with his pride and joy.



Rick and Vicki Spradley of the Austin, Texas, *Easyriders* Store and sponsors of the newest Bros Club Chapter.

ON THE ROAD
Headin' Out With The Bros Of Summer

I'm on the road and traveling to as many *Easyriders* Rodeos and Stores as I can before November ends.

I started my trip by leaving SoCal at approximately ten in the morning, and I soon discovered that this was too late (I should have left at 5 a.m.). I rode through the Mojave desert in the 113-degree furnace. I soon discovered what kinda stuff the Bros Club bike and I are made of, as we both lost lots of fluids but kept plugging away.

We got to Scottsdale at 7:30 p.m., too late to make it to the *Easyriders* Store, but I did catch Myron (owner of Scottsdale *Easyriders*). We went out, had dinner, and did the town as only we Bros Club members know how.

The next day I went back to the store, met the staff (see picture), and had the bike serviced. The store is about to get more room, as they just took over the space next door, so I think that they will have room for a Bros Club chapter. Stop by and talk to Myron about getting involved.

I wisely waited until 5 p.m. before I made a run for the Superstition Mountains, where I knew it would cool



Easyriders of Scottsdale staff. Left to right: Dan, Brownie, Aaron, Myron Larrabee (owner), Sean, and Tree. Stop in and say hi sometime—the A/C works great!

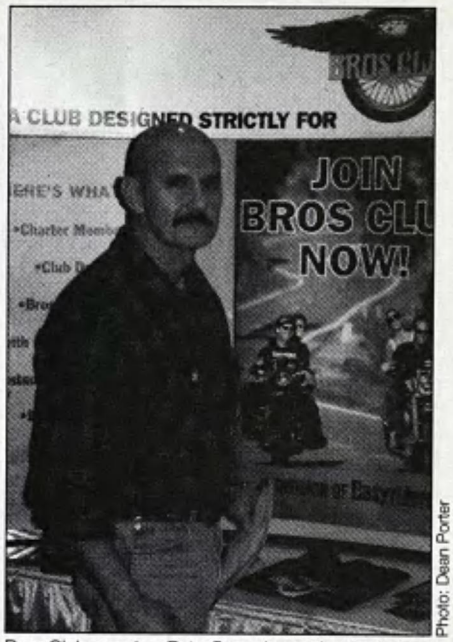
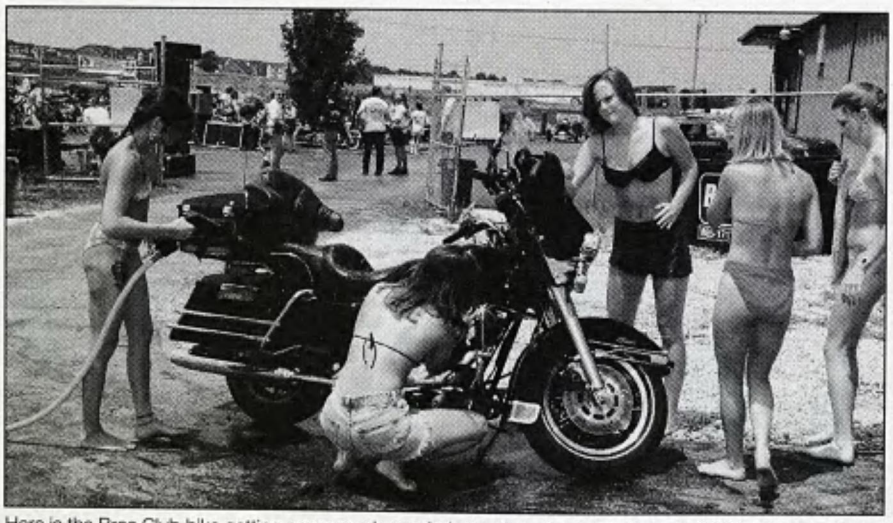
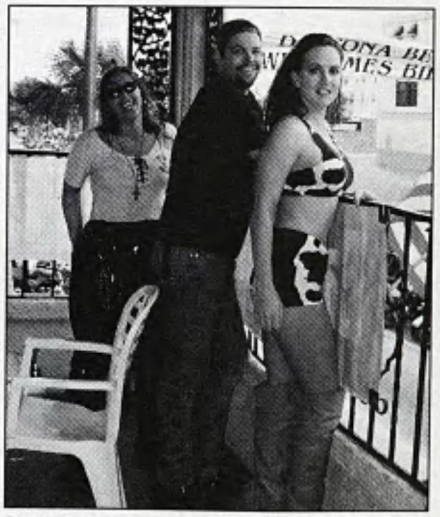


Photo: Dean Porter

Bros Club member Pete Gonzales at the Anaheim, Calif., *Easyriders* Bike show.



Here is the Bros Club bike getting some much-needed attention after I rode it some 2,000-odd miles to Springfield, Mo., via Scottsdale, Austin, and Dallas, Texas. I'm jealous they didn't offer to give me a bath!



Checkin' out the view from the Bros Club Lounge at Daytona: Corinna, Russ Gray and Collette Puffpuff.

off, and it did (to about 80 degrees until I dropped back down into the desert of New Mexico).

I took 290 W into Austin, Texas, and was amazed at how nice a ride it was. It turned into a very scenic route, and I recommend it to anyone passing through (although Interstate 10 East before that is brutal).

I arrived at my next stop, the newly opened *Easyriders* of Austin, Texas, store two days later (man, Texas seems to go on forever), and met the owners Rick and Vicki Spradley, who were busy preparing for a ride on Saturday.

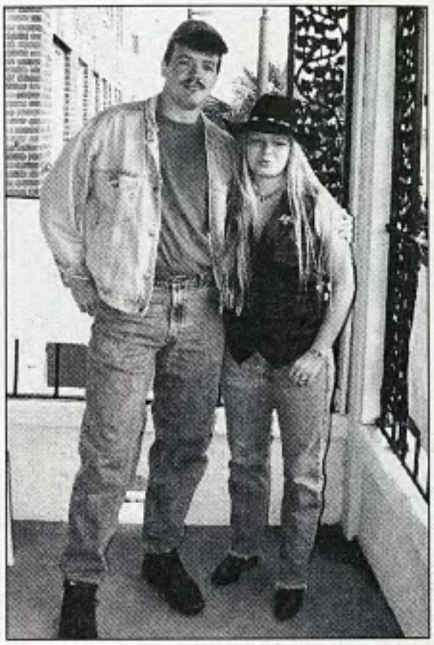
This ride was planned as a memorial ride for a friend (Beckett Hood) who lost her life doing what she liked to do best, ride her motorcycle. They planned to donate the money they raised to her family's favorite charity. We (about 150 bikes) met in the store parking lot for coffee and donuts at 10 on Sunday morning. At 11:30 we left for a nice organized ride through the countryside to a newly opened store in Georgetown that was having their grand opening. They raised more than $2,800 in Beckett's name on this ride.

Stop in and see the new Austin store and meet Rick and Vicki if you're in the area. They're good people. If you live in the area stop in and see Rick to sign →

BROS CLUB NEWS



Bros Club members at Springfield *Easyriders* during the 25th Anniversary Party in June. Left to right: Nathan Webb (owner of store & bike pictured), Poley, Bob, mystery bro, and Tramp.

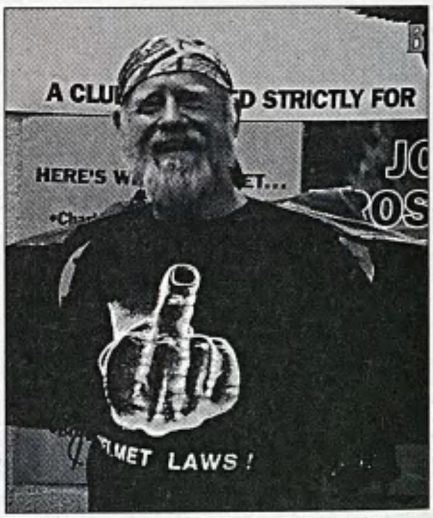


New Bros Club member and Navy Lifer Mike Curton and his cousin Amy Stonewater at Daytona '96.

Photos: Gregg Daniel



The Bros Club spirit hard at work: Rick and Vicki Spradley and Angela and John Douglas of the *Easyriders* of Austin Store are counting out the over $2,800 raised in the name of Beckett Hood.



Bros Club member Dennis del Corno expressing himself at the *Easyriders* Bike Show in Anaheim, Calif.

Photo: Dean Porter

up with the newest Bros Club chapter. Their plan is to have at least one ride a week as soon as they get organized.

I left Austin Monday for Springfield, Missouri, and outside Waco got caught in a rainstorm that gave the bike and me a good wash down before I could get undercover (thank God for highway underpasses). It lasted just long enough for me to take a short break.

In Springfield, I attended *Easyriders* of Springfield's *Easyriders* 25th anniversary party that turned into a rip-roaring affair complete with a live band called "Open Fire" that really kicked some ass, a Bikini Girl Bike Wash where my bike got some much-needed attention, and many other events, including my favorite—a "Jap Bike Smash" with a sledgehammer.

Easyriders of Springfield is planning a Bros Club Sign-Up Party in early November, so try to make it. Call the store for more details. See ya there.

Remember you can contact me on-line at BROSCLUB1@aol.com. Keep in touch, and keep those pictures and letters coming.

—Gregg Daniel

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

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Your bike's gassed and oiled up, with everything you need to roam long and free over the America you call home. Weeks of wind in your hair await you. But thirty miles outside Rotgut, Arkansas, the smell of burnt wiring and a small cloud of smoke leave you by the side of the road. It's so hot, the vultures circling overhead are wearing shades. Good luck, a guy with a cellular phone stops to help. You call the nearest service station. They say, "A FXLR...where they build that kinda car?" This story would be fiction if you were a Bros Club member, and you'd be sipping Sasparilla while watching your bike tended to by the right people.

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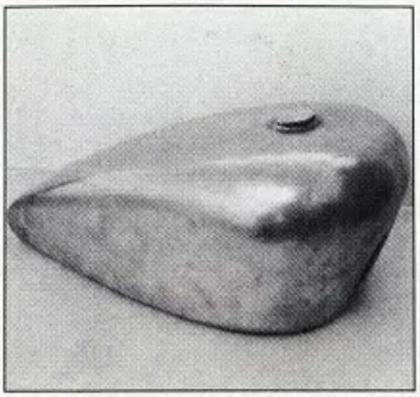
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JESSE JAMES TANK
A few months ago we featured a bike built by the last descendant of the infamous bandit Jesse James. He was working for Boyd's at the time, but has since gone out on his own and is creating fenders and custom tanks. This puppy is classic Frisco, styled out of heavy-gauge 6061 aluminum; the gas cap is also billet aluminum (threaded and vented for all applications). The tank is pressure tested, and packs in 3 gallons of petrol. For orders, or to bullshit with the real McCoy, call (310) 809-7249.



200 AVON
Here it is, the most sought-after tire in the custom H-D market, the new Avon 200/60 VB16 AM23. As you know, only specialty builders who use custom frames or extensively modified stock frames can use the 8-inch wide Avon. It is designed for 5-6-inch wide tubeless 16-inch wheels. It's V-speed rated (130 mph+). AM23's casing uses two nylon and one Kevlar ply with one nylon and one Kevlar belt. Enough technical jargon—if you can step up to the massive 200, call (800) 624-7470.



EASYRIDERS ROADBLOCK
Roadblock, Sunblock and Sunscreen are officially licensed products of *Easyriders*. Sounds official, don't it? But the bottom line is a collection of products formulated for bikers who want maximum protection from the sun's harmful UVA and UVB rays while getting moisturizing protection from sun and wind. They're oil, fragrance, and PABA free and weigh in at levels 15 and 30. They'll be available at all our Stores, events, and our trucks out there on the road.



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Whitehorse Press now offers some of the classic bike movie posters of all time: *The Wild One* (1953), *The Great Escape* (1963), and *Easy Rider* (1969), in addition to *Electra Glide in Blue* (1973) and Britain's *Quadrophenia* (1979). To order any of the videos or posters, or a free Whitehorse Press Catalog call (800) 531-1133.



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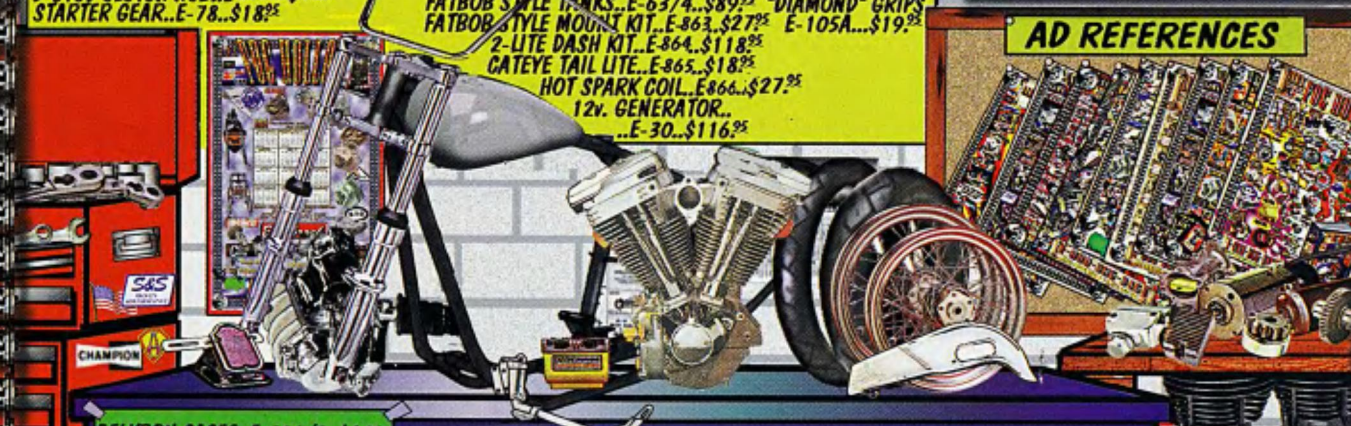
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CRAFTY

DAN DEARBORN'S 1958 ELECTRA GLIDE

CUSTOM

With a fleet of black-and-white construction trucks characterizing his contracting business, it's natural that all Dan's toys, from boats to motorcycles, are painted in the same color scheme as well. At first this '58 Pan looks box stock original, but then the pearl white paint gives a hint of a non-stock offering.

A massive alloy primary chain cover implies that something strange is lurking behind. Few, if any, electric starters have been retrofitted to early Big Twins because of the complicated work. Al Klein has a reputation among his club brothers as one of the finest mechanics to come out of the old Two Broke Tramps shop in Van Nuys, California. Working with hand tools, Al took on this strenuous job and completed it in a year. →



When Al first saw the '58 Panhead it was perfectly restored with a beautiful paint job. The Pan had been recently purchased by Dan at a Las Vegas auction and he wasn't satisfied with its performance. He brought the machine to Al to be updated. Thinking Dan was kidding, Al queried if he was supposed to tear it apart and build a custom out of it. Dan replied, "Affirmative, but keep it original looking." Al thought Dan was putting him on. But no, Dan was dead serious, and he knew that with Al's reverence for classic Harleys he had come to the right place.

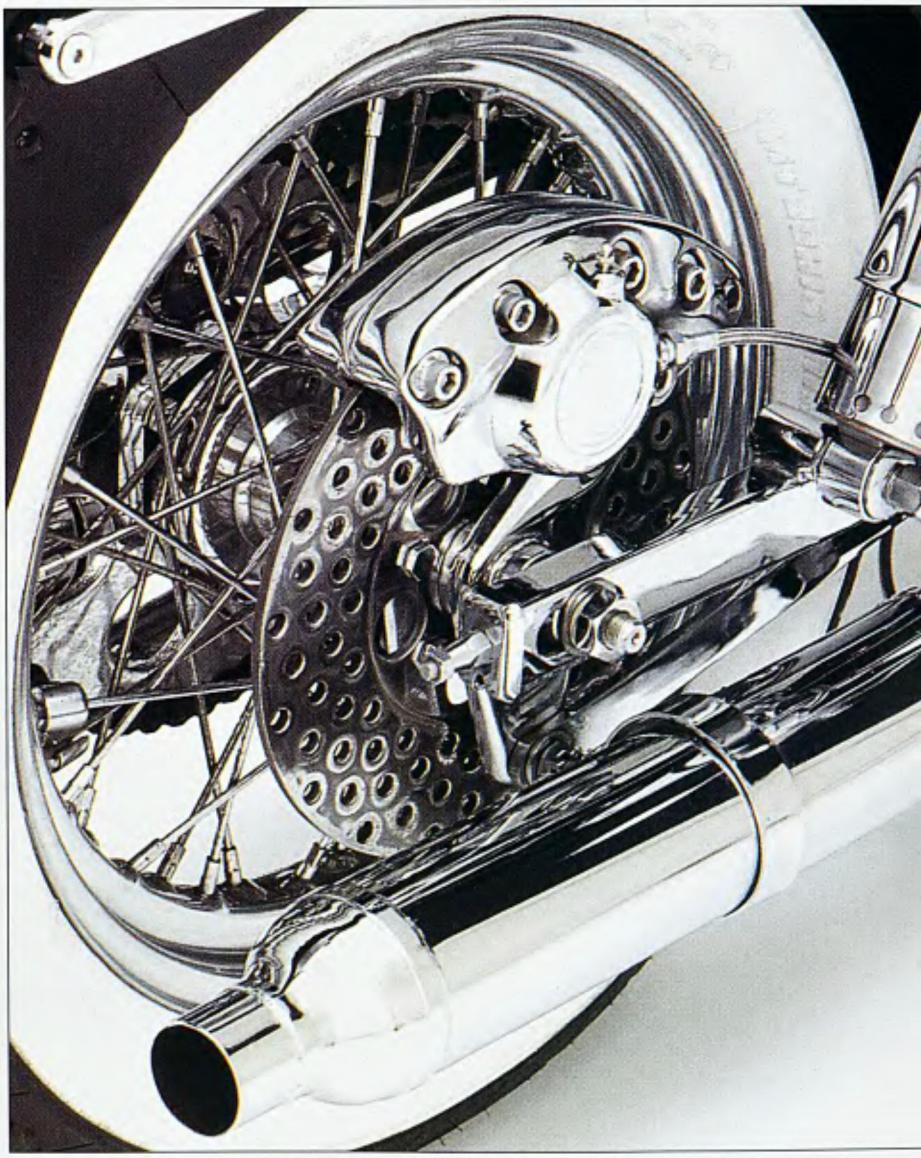
Once the machine was dismantled, many problems surfaced. The engine cases were cracked and leaking. They spent four months at a welding specialist's getting reworked. The '58 engine and stock frame were the only original parts retained. All other parts are aftermarket new and each one had to be modified three or four times to get it to fit and work. A new key lock was installed in the frame, but it wouldn't work because the new fork stem had not been drilled for a lock pin. The old transmission and new electric start mechanism presented a real problem because of their non-compatibility. The first '65 Pan with →











electric starter had a redesigned chassis to accommodate the changes to employ the larger unit. Al overcame space limits by using an Evo Softail oil tank fitted into the '58 frame. All frame casting marks and factory welds were meticulously ground mirror smooth.

Al credited patience and determination for overwhelming the seemingly insurmountable road blocks involved in building this crafty custom. For him, this transformation from original to custom was a learning experience every step of the way.

—M.F. Egan







Owner: .....Dan Dearborn
City: .....Ketchum, Idaho
General
Fabrication: .....Al Klein/Santa Clarita Valley Motorcycle Center
Year and make: .....1958 H-D
Model: .....FL
Value: .....still countin'
Assembly: .....SCVMC
Chroming: .....Brown's Plating
Engine
Year and model: .....1958 FL
Rebuilder: .....Al
Ignition: 12-volt
Displacement: .....74 cubic inches
Pistons: .....FL
Cases: .....no leaks
Heads: .....Al
Cam: .....FL
Carb(s): .....H-D
Pipes: .....aftermarket
Modifications: .....electric start
Transmission
Year: .....'58
Modifications: .....none
Paint
Molding: .....SCVMC
Painter: .....SCVMC
Color/type: ..pearl white & black/urethane
Special paint: .....every last drop
Frame
Year: .....'58
Builder: .....H-D
Type .....swingarm
Modifications: .....shaved tabs and welds
Accessories
Bars: .....stock
Fender(s): .....H-D
Headlight: .....repro
Taillight: .....H-D
Speedo: .....repro
Pegs: .....footboards
Electrics: 12-volt
Gas tank: .....3-gallon fatbobs
Oil tank: .....center
Seat: .....solo
Mirrors: .....repro
Grips: .....white
Forks
Type: .....FXR wide glide
Builder: .....H-D/Al Klein
Modifications: .....shaved lowers
Wheels
Front
Type: .....H-D
Size: 16-inch
Tire: .....Avon
Brake: .....dual disc
Rear
Type: .....H-D
Size: 16-inch
Tire: .....Continental
Brake: .....disc
Photos: .....Raiko Hartman

THEY DON'T BUILD CUSTOMS IN FACTORIES



S & S Short Block: 41-0490
Edelbrock Heads: 41-0491



StyleGlide Chopper Frame: 41-0495
StyleGlide Fat Bob Tank: 59-9315
StyleGlide Dash: 51-0426

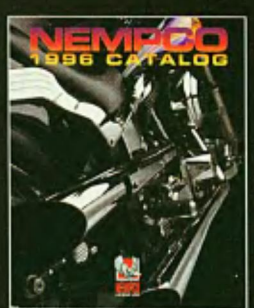


StyleGlide Custom Frame: 59-9310
StyleGlide Custom Tank: 21-0127



StyleGlide Desperado: 46-5294
StyleGlide Lightning: 46-5205
StyleGlide Switchblade: 46-5529



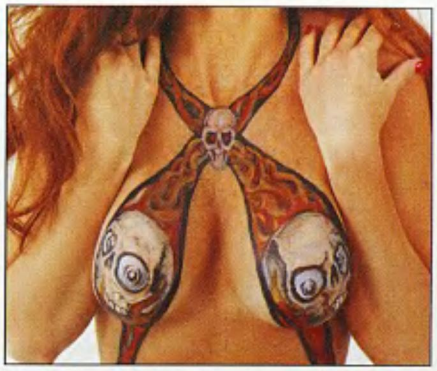


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EASYRIDERS TRACES THE INK TRAIL

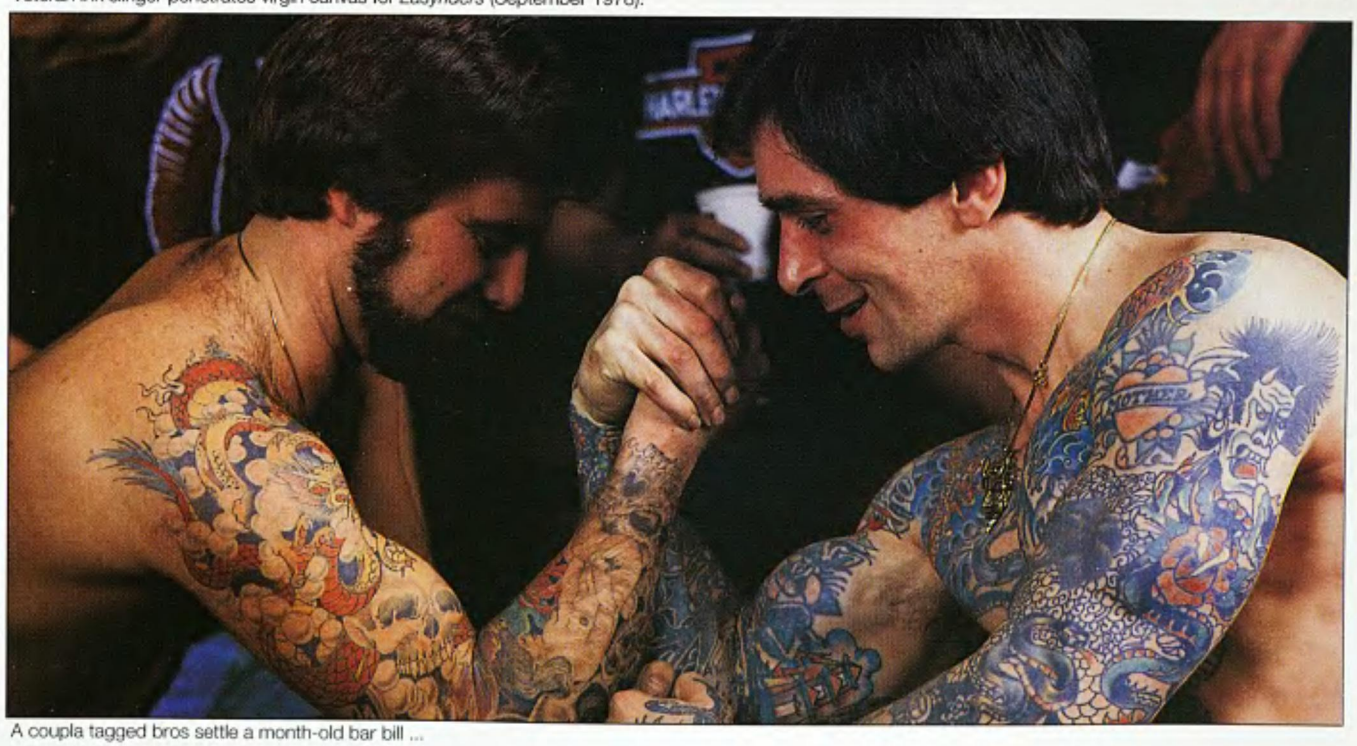




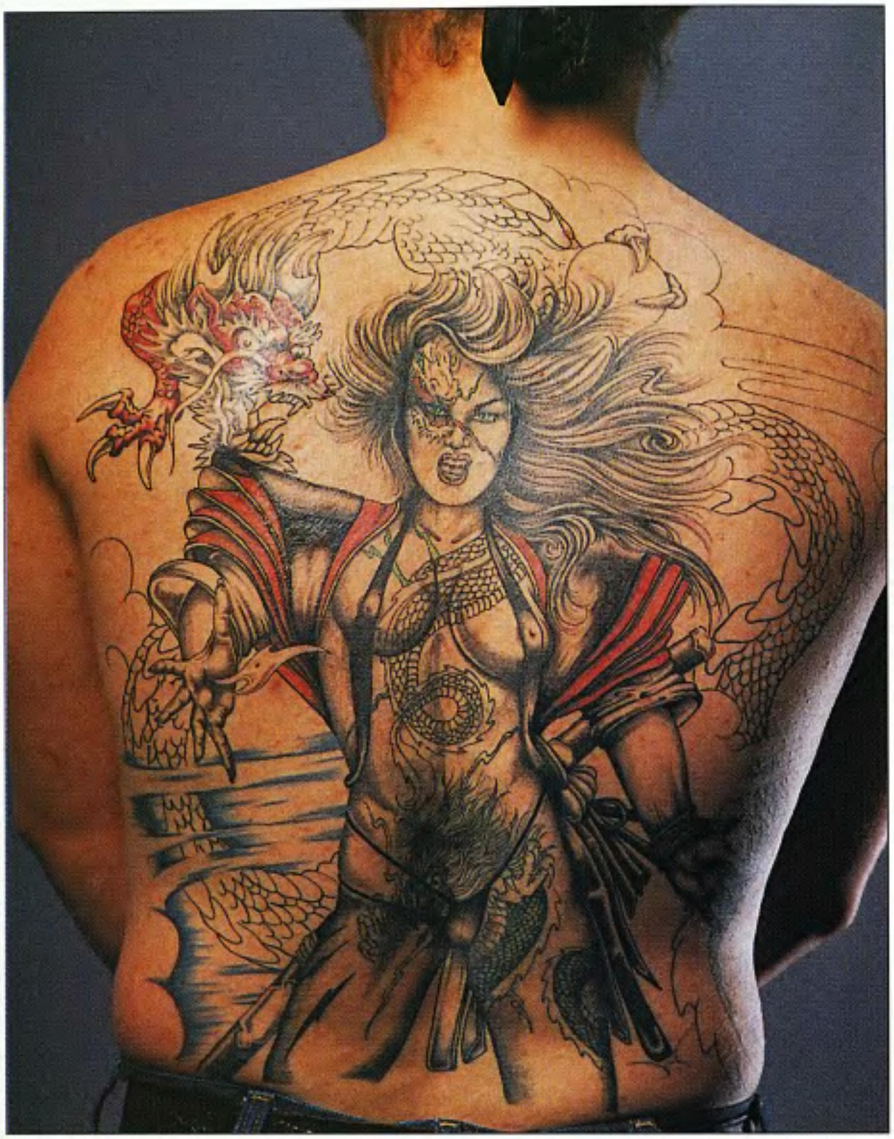
Veteran ink slinger penetrates virgin canvas for *Easyriders* (September 1978).

Tattoos have long been associated with the scooter lifestyle—and for good reason. Like the machines that express our need to roam free of everyday constraints, tattoos have come to represent the same freedom of expression common to those of us who have lived life on our own terms ... period! In a society of ever-increasing restrictions, tattoos are a way of saying, "This walking carcass is mine to do with as I see fit." Whether it's a small, discreet run memorial, a fully sleeved HR Geiger-inspired bio-mechanical wet nightmare, a primal theme crawling up the back of the neck, or the good ol' bar 'n' shield emblazoned across the chest or forearm, the content, style, and volume of ink is as varied as the canvases of flesh on which it resides. And after a quarter-century of chronicling the world of ink and iron, *Easyriders* has seen its share of stand-up skin art. So, our staff decided to wander deep into the *Easyriders* archives and ferret out a few of our tortured and twisted favorites from over the past 25 years. Enjoy!

—Clay Dog



A coupla tagged bros settle a month-old bar bill ...



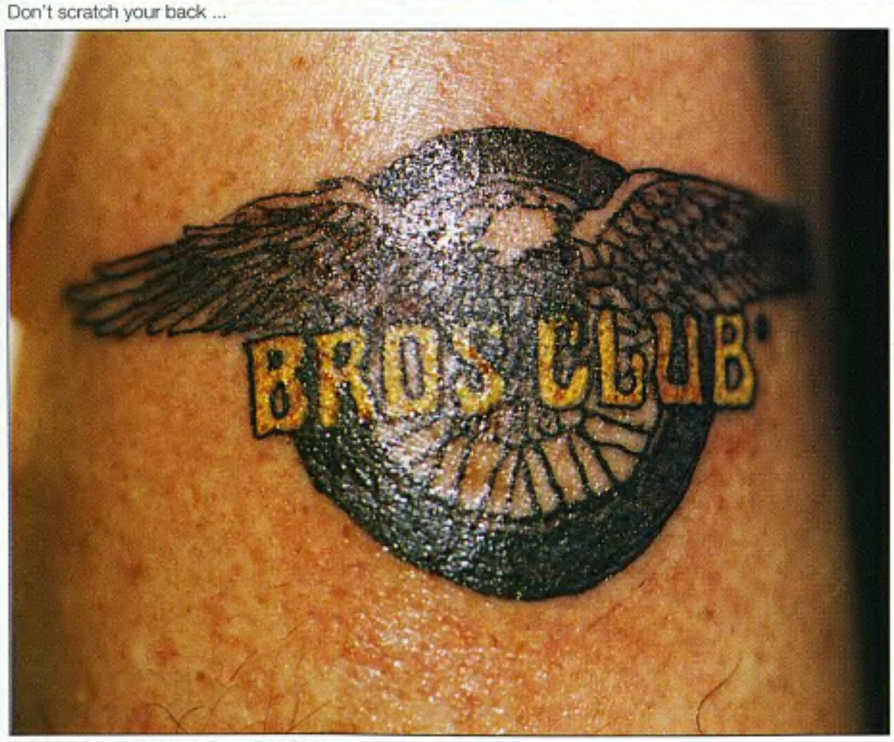
Don't scratch your back ...



Let freedom wing!



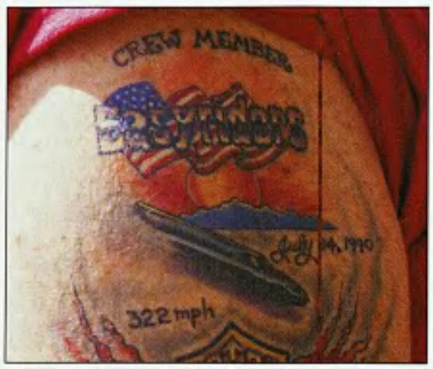
Steel stallion breaks loose from the shackles of hell.



Gregg Daniel becomes Bros Club lifer!

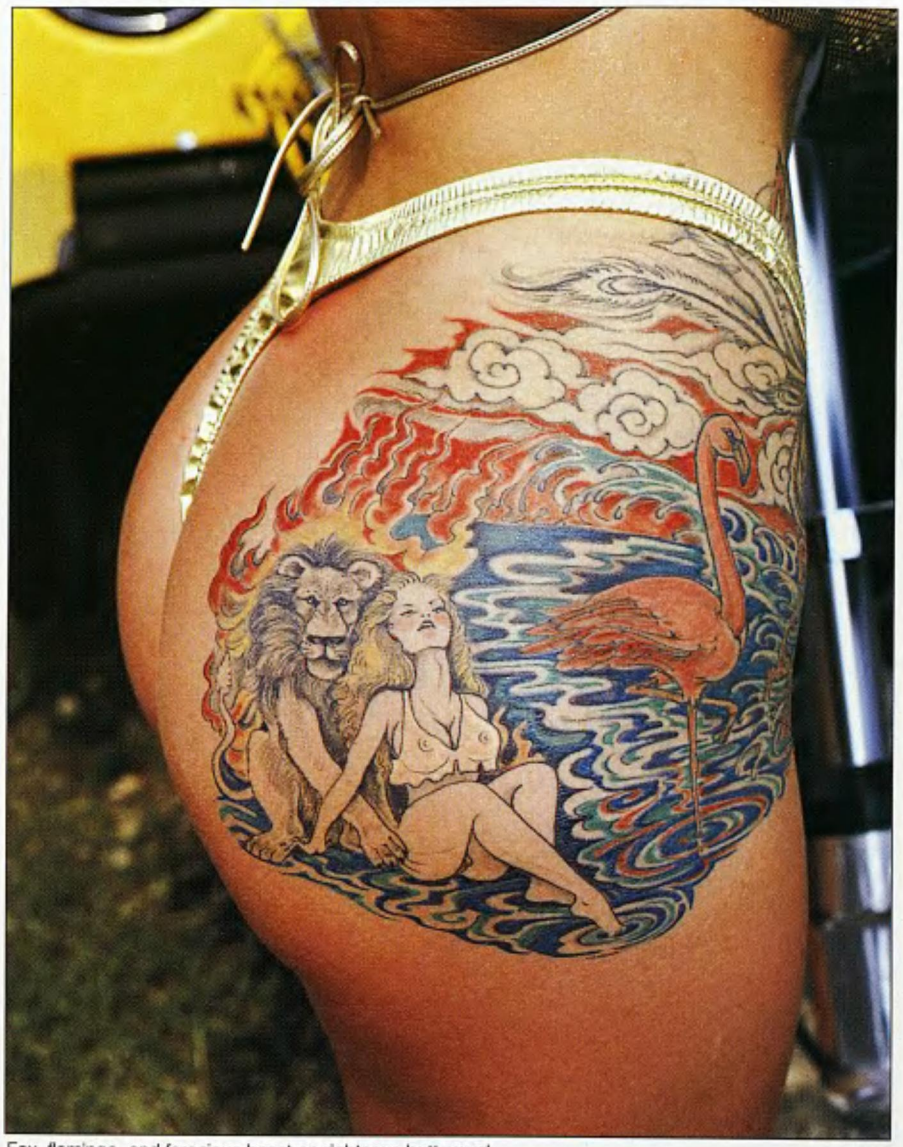


Beauty and the deceased.

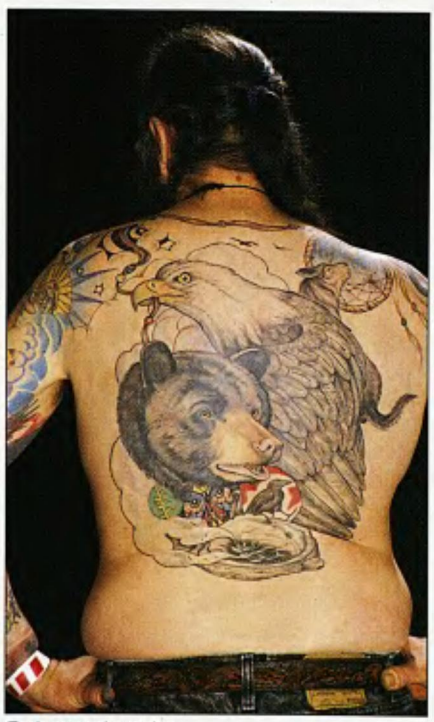


Clean Dean's own Streamliner.





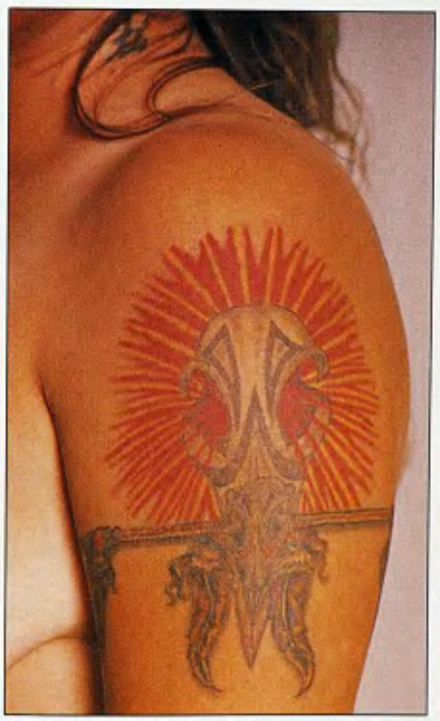
Fox, flamingo, and ferocious beast on righteous butt mural.



Endangered species.



Sleeves that bite back.



Native American arm band.



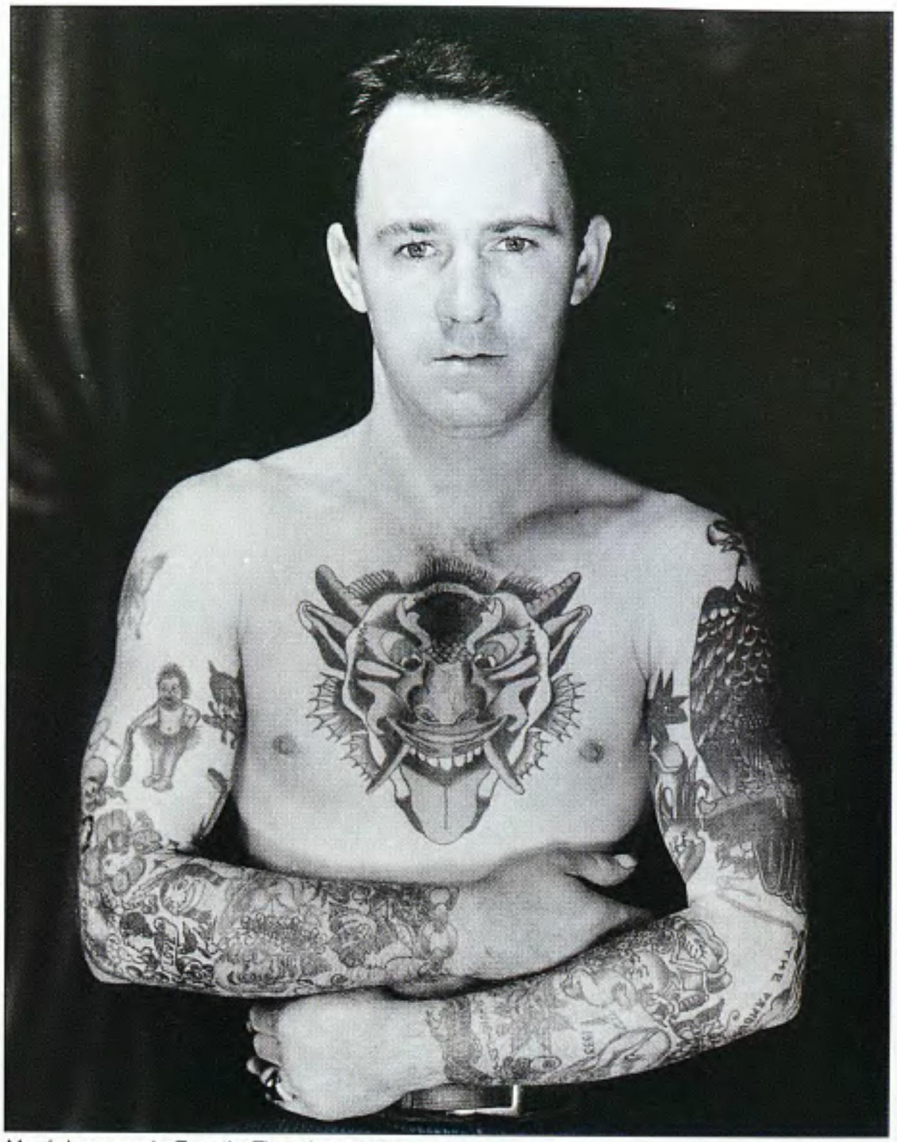
We painted this bar 'n' shield for the cover of *Easyriders* (November 1974).



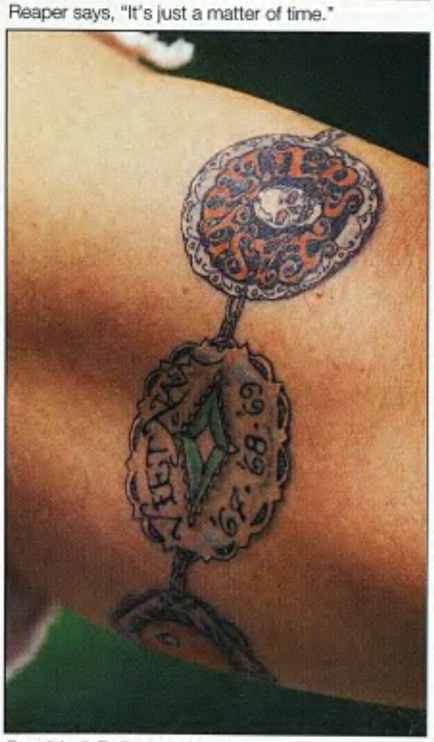
Thorny crowned beast with death fangs.



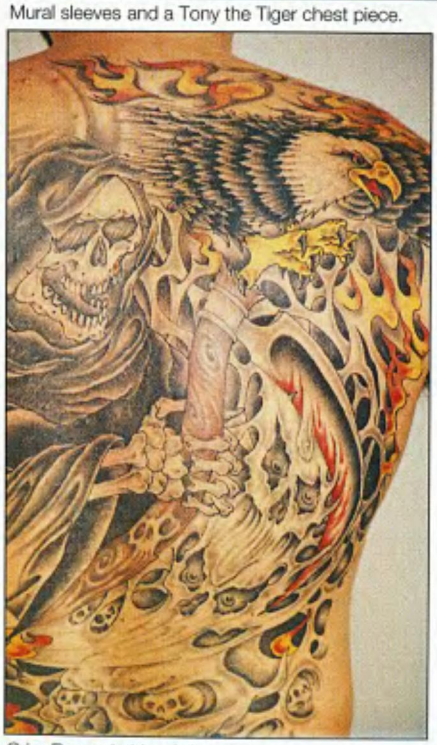
Reaper says, "It's just a matter of time."



Mural sleeves and a Tony the Tiger chest piece.



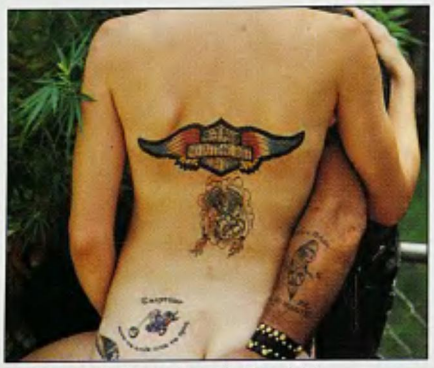
Bandit's 5-Ball conch band.



Grim Reaper's bloody harvest.



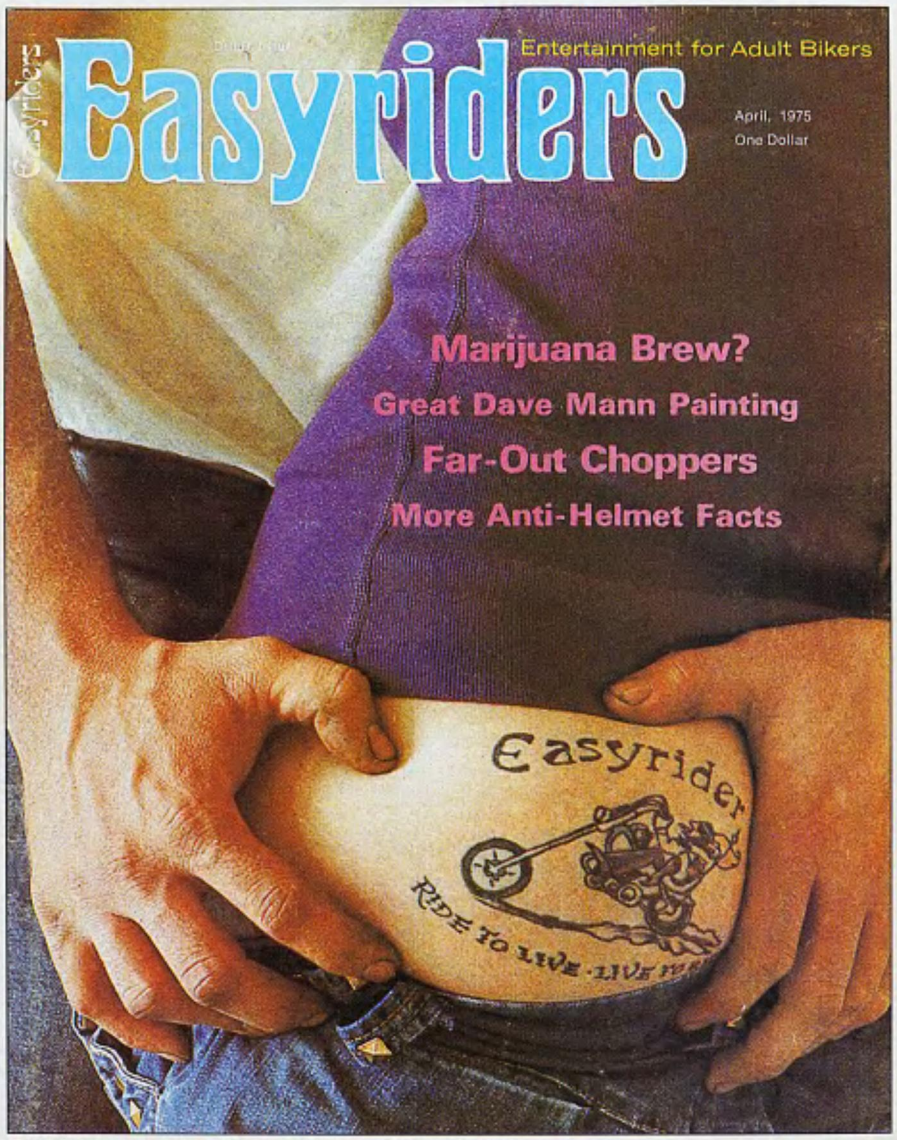
Vixen spread eagle on elbow.



A woman who's got her priorities right.



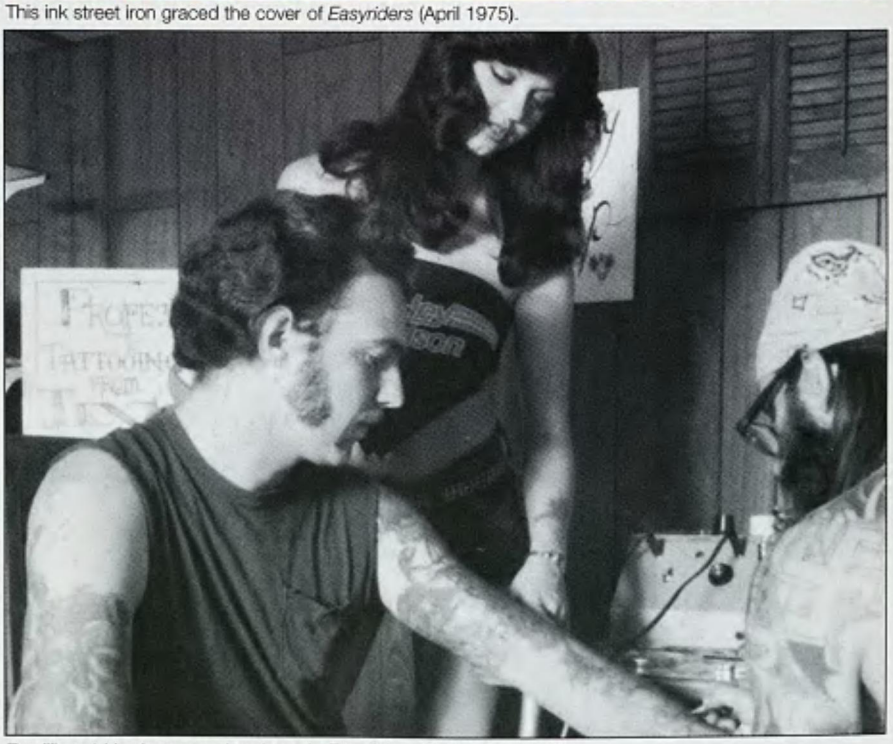
Fine line gray meets bold color.



This ink street iron graced the cover of *Easyriders* (April 1975).

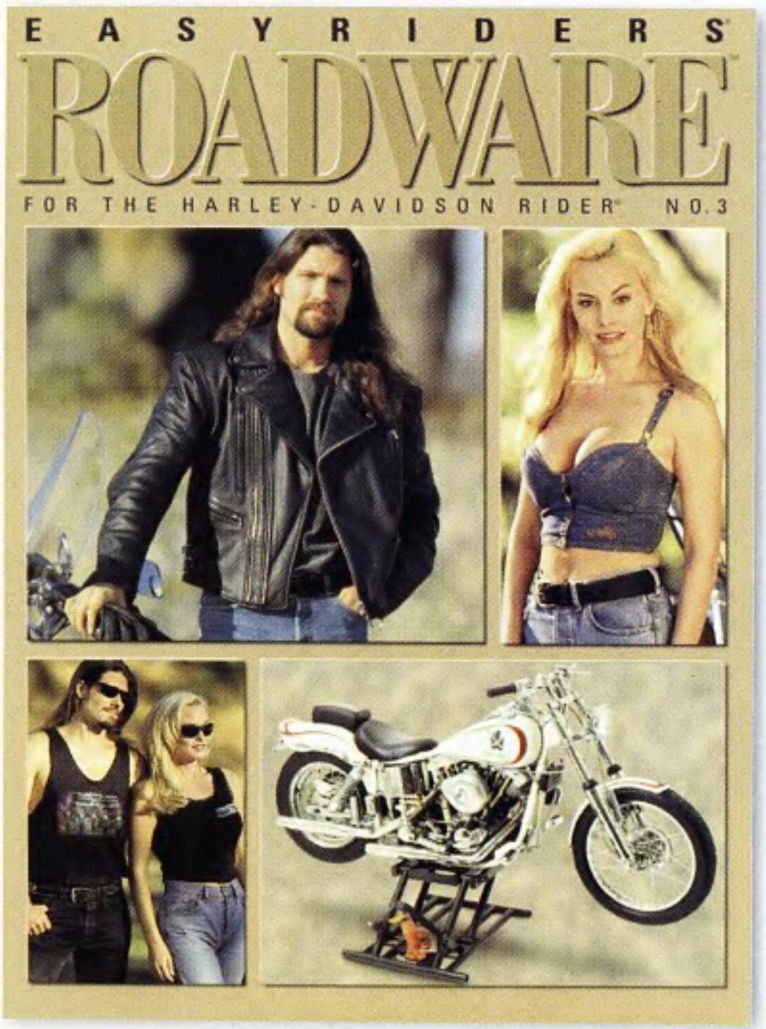


Biomechanical skull power!



Bro fills out his sleeves and ends up in *Easyriders* (September 1976).

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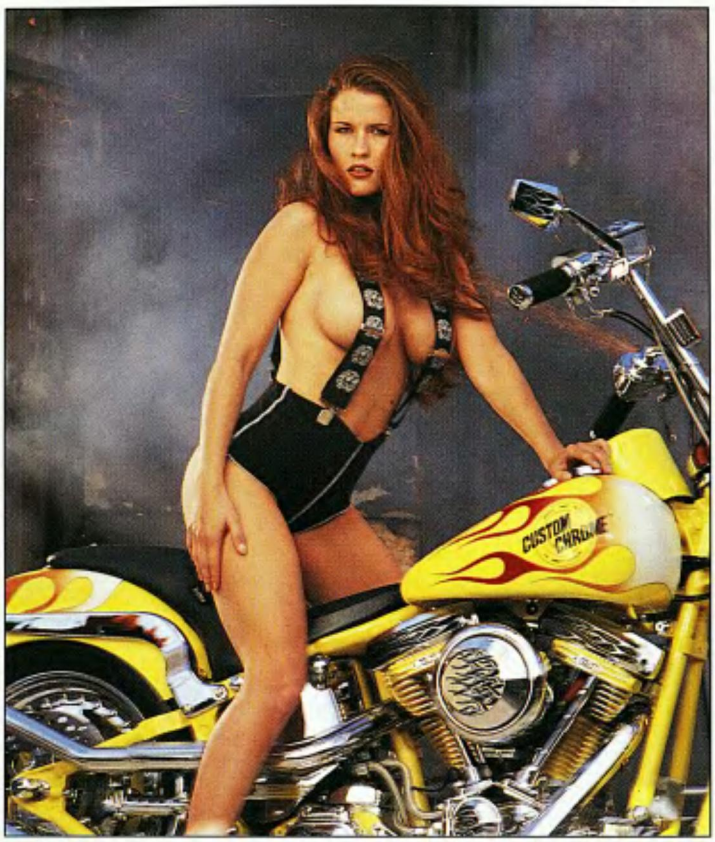
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Four leathery-faced, 30-year veterans of the road hunkered over their beers at the Iron Horse Saloon as an excited young newcomer plopped down on a barstump and queried, "Hey, bros, my new Softail's stock look is gettin' on my nerves ... I mean, if you guys had a new scoot, what would you do?" All four bros looked away from the bewildered cub, then as if struck by a sudden jolt of brotherly compassion, they reluctantly turned to wet-behind-the-ears and, in almost perfect unison, grunted, "F-L-A-M-E IT!"

Little did green-pea know that flames are one of the hottest themes known to bikerdom, and can radically transform an everyday stocker into an eye-scorching custom. 'Course, once ya start →

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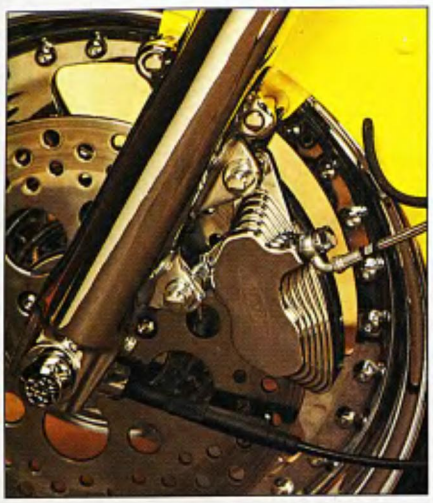




flaming one part of the sled, then ya gotta flame the works, and before ya know it your overnight project turns into a three-year knuckle-bustin' marathon. Or, at least it used to be that way, until Custom Chrome came out with its brand-new Inferno line of flamed products. Leave it to Custom Chrome—the world's largest aftermarket supplier for more than a quarter of a century—to come up with this hot new line of ready-to-install flamed products for all late-model scooters.

Custom Chrome's obsession with street iron is focused as much on a ride's performance as it is on its aesthetics. To that end, they build two separate fleets each year; one is dedicated to "show" and the other, "go." As part of their "show" fleet, the Corvette yellow '89 FXST street smoker featured here was built by Custom Chrome for the express purpose of showing off the sizzling new Inferno line. The Inferno collection includes 30 flamed parts ranging from axle caps to point covers. Each of the 30 state-of-the-art, zinc die-cast bolt-on items come ready-to-install in stealth fashion—all necessary hidden mounting hardware included.

In the "go" department, the company's behemoth research and development team maintains a separate fleet exclusively for testing (thrashing the shit out of) their performance products—a job that some of us sorry souls would kill to have. Dan Stern, Custom Chrome's Senior V.P., attributes the success of such things as the legendary RevTech brakes—also gracing this Softail—to their relentless testing. He admits, "It's nothing to be standing knee-deep in fried rotors around here, like a pile of potato chips." But the reason Custom Chrome bikes like this →





flamed asphalt smoker have been known to dominate the Dyno Run has everything to do with the way Custom Chrome products are designed for compatibility with each other, as well as adaptability for varied use.

When selecting the Softail's performance package, they started by choosing the right cam, targeting the scoot's intended riding use—two-up long hauls versus terrorizing one city block at a time. For this particular "show" scoot, a torque cam with a mid-range lift was selected (not a lower lift touring cam) that comes in

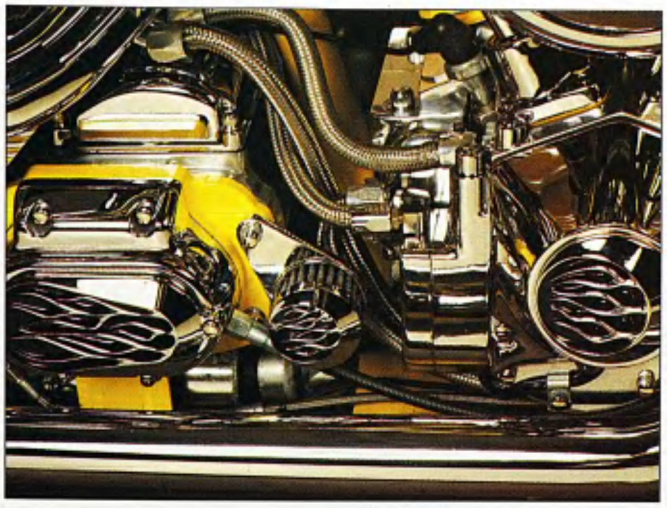


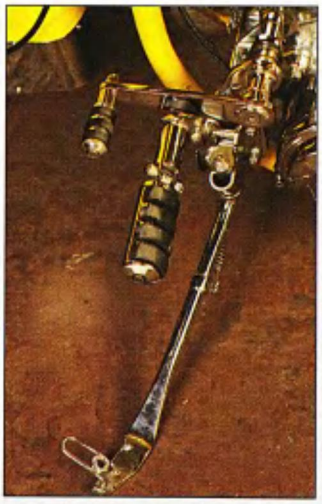
right about 3,200 rpm at the power curve you need in shorter range dust-your-competition putts. Then, for optimum horsepower at the high end of the curve, they graced the Softail with RevTech heads and high-compression pistons. But, according to Dan, "Those high-compression pistons wouldn't amount to squat with a points ignition, because the compression will actually blow out the spark and will not fire, which is where you run into detonation problems. So, our RevTech single-fire was a must." Now, having addressed the lower, middle, and high end of the Softail's power curve, with a RevTech single-fire ignition to keep it firing clean throughout, choosing the Softail's carb was a forgone conclusion.

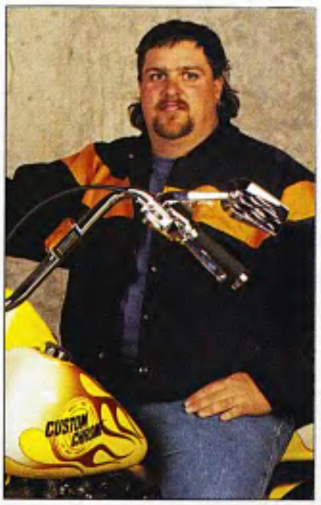
Dan explains, "Every engine is a little different than the next. Our RevTech carb is designed for both maximum tunability and adaptability, which means you can easily dial in the carb to your bike's subtle idiosyncrasies in order to achieve maximum output. As far as adaptability is concerned, the 40mm venturi is designed so that you can simply slide it out and replace it with a 42mm at the drop of a hat. It's a lot cheaper than buying a whole new carburetor."

In addition to blowing the minds of the four barstump bros back at the Iron Horse, what this finished bike ultimately boasts—in both show and go—is the single concept that defines Custom Chrome: All components are designed to work together, making the bike's whole the sum of compatible parts; or, in this case, one ass-stompin' blacktop cooker that performs every bit as hot as its looks.

—Clay Dog



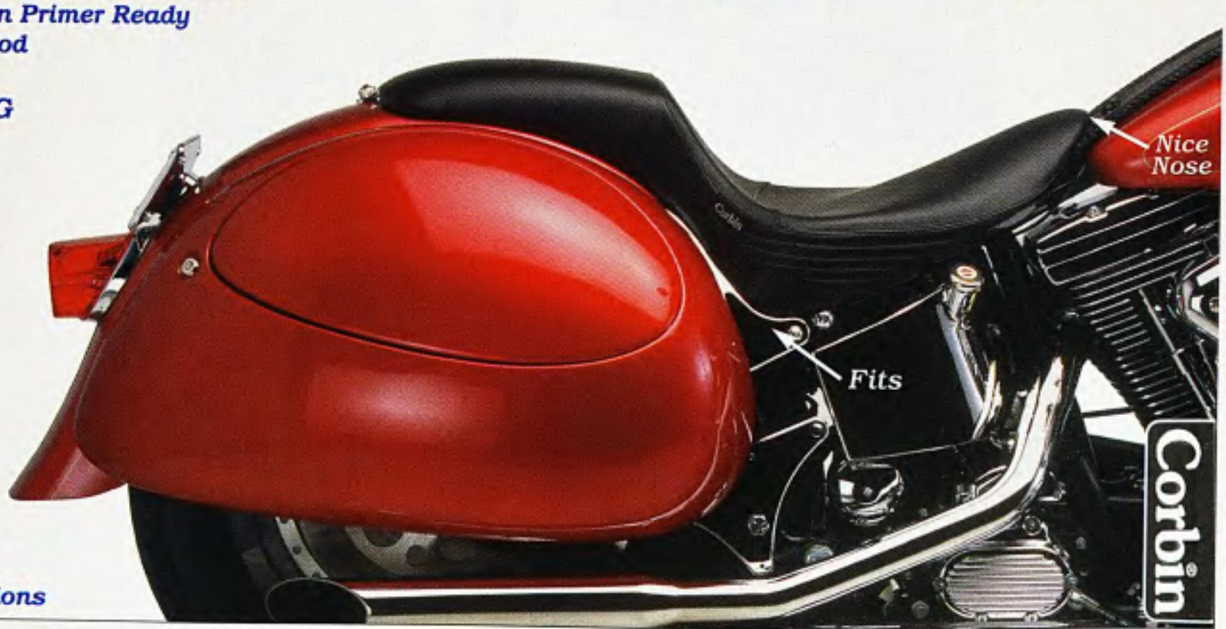




Owner: .....Custom Chrome
City: .....Morgan Hill, California
General
Fabrication: .....Custom Chrome
Year and make: .....1989 H-D
Model: .....FXST
Value: $25,000
Assembly: .....Custom Chrome
Chroming: .....High Luster
Engine
Year and model: .....1989 Evo
Rebuilder: ....Custom Chrome (R&D Dept.)
Ignition: .....RevTech single-fire
Displacment: .....80 cubic inches
Lower end: .....stock
Pistons: .....RevTech
Cases: .....stock
Heads: .....RevTech
Cam: .....RevTech
Carbs: .....RevTech
Pipes: .....Dyno-powered
Modifications: ..... complete Inferno engine accessory line, Daryl Hays coil cover
Transmission
Year: .....1996 (RevTech)
Modifications: .....close-ratio 2nd gear
Painting
Molding: .....none
Painter: .....Ron Morelli
Color/type: .....Corvette yellow/urethane
Special paint: .....flames by Ron Morelli
Frame
Builder: .....H-D
Type: .....Softail
Modifications: .....none
Accessories
Bars: .....Custom Chrome
Fender(s): .....Custom Chrome
Headlight: .....Rick Doss
Taillight: .....Custom Chrome
Pegs: .....Custom Chrome
Electrics: .....stock
Gas tank: .....Custom Chrome
Oil tank: .....Santee
Primary cover: .....stock
Seat: .....Danny Grey
Mirrors: .....Inferno
Grips: .....Inferno
Forks
Type: .....FLST
Modifications: .....lowered 2 inches
Wheels
Front
Type: .....RevTech
Size: 16-inch
Tire: .....Avon
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Size: 16-inch
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LOOK OUT DAYTONA

HERE COMES DEL MAR BIKE WEEK



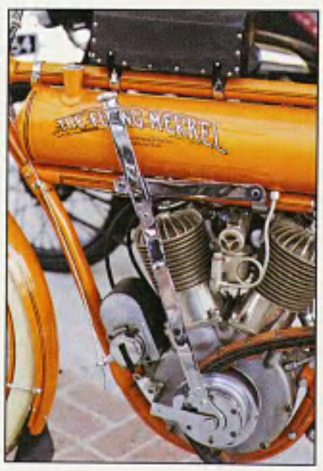
Editor's note: Our antique freak, Paul, wrote the following story about the 24th Annual Del Mar Concours D' Elegance International Classic and Motorcycle Show and Parts Exchange. He's so into classic bikes the damn article came off like a brochure for Disneyland. But before he glorifies the event, let me tell you a little about Del Mar and that region of Southern California. Somewhere between L.A. and the Mexican Border are the most pristine beaches in the world, beaches I bodysurfed at as a kid, cruised through as a teenager, got drunk at in high school and have been riding through ever since I went to boot camp in San Diego. Del Mar is smack dab in the center of some of the best babe beaches in the world and so we sent a photographer to cover it. Turns out the photog was afraid to shoot girls in bikinis, out of their trunks, in leathers—you name it. So if you're in the area in September, better check out the show, 'cause these shots don't do it justice. Now back to Paul ... —Bandit

For its 24th year, the San Diego Antique Motorcycle Club welcomed anyone with spokes in their eyes to the Annual Del Mar Concours D' Elegance International Classic and Motorcycle Show and Parts Exchange (or ADMCDE-ICMSPE for short). While the event draws thousands of Harley riders, every



make and brand is represented, many of which are but dusty, though glorious, footnotes in the history of motorcycling. The Concours section displays literally hundreds of antique, vintage, and classic bikes, both street and race varieties. Huge herds of custom V-twins representing all persuasions of aftermarket builders make up a big part of the event, including dazzlers from Arlen Ness, Kennedy Cycles, Custom Chrome, Barry Cooney, Big Daddy Drew from San Diego *Easyriders*, and Wink Eller. [I told you this sounds like a sales brochure.]

The theme of the 1995 Del Mar extravaganza was a Salute to American Motorcyclists with many of the champions of yore in attendance, regaling the spectators with wild and woolly stories spanning more than 50 years of racing. The entire Indian Wrecking Crew was present as well as over one-third of all Daytona 200 winners including Brad Andres, Roger DeCosta, Brad Lackey, Paul Goldsmith, Don Emde, Bubba Shubert, Jack Milne, and other great competitors →









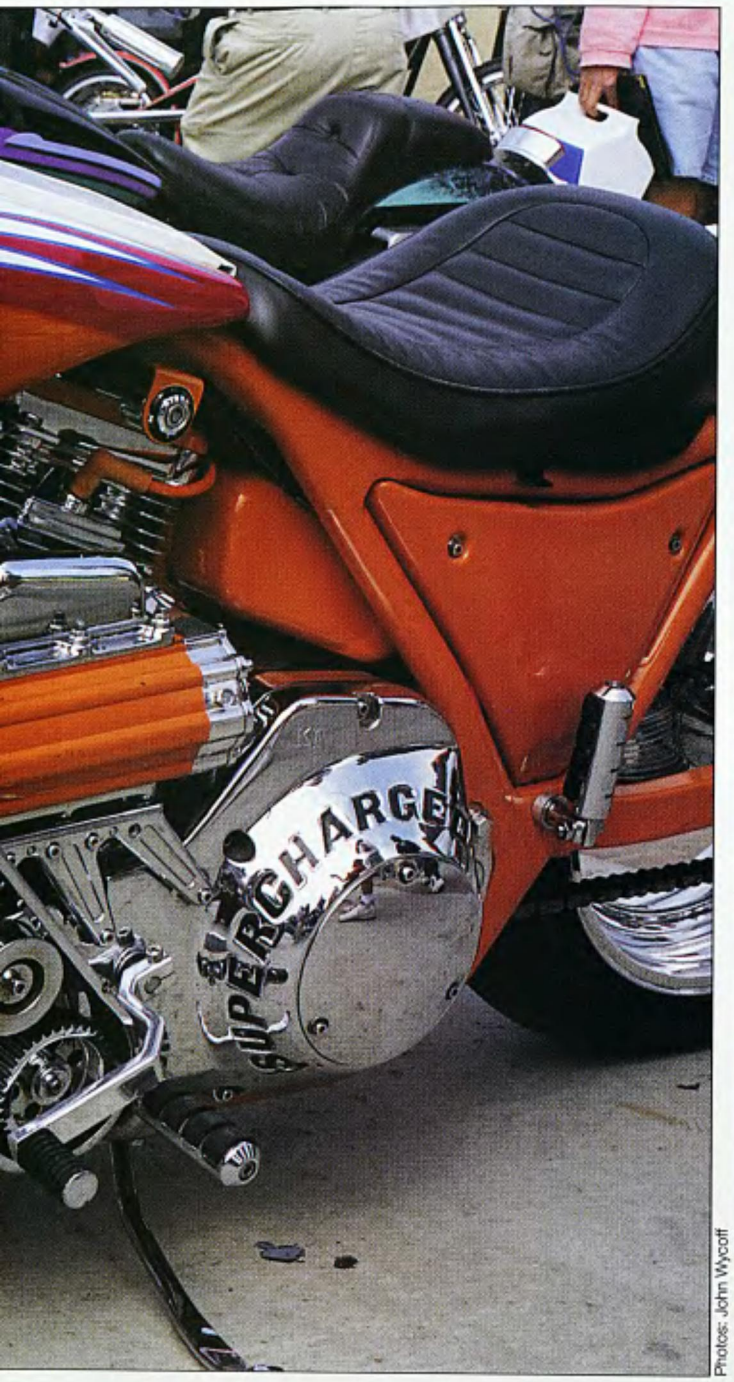


like dirt track "Tribal Leader," Eddie Mulder.

The audience was thrilled and chilled by the precision maneuvers of the famous Victor McLaglen Drill Team, while the Monte Perlin's "Sphere of Fear" recreated the nostalgic look of yesteryear's county fair with motorcycles defying gravity. Modern daredevil Bob Correll flew over the heads of the onlookers, piloting his Kite-Cycle to new heights. He also set off smoke alarms for 30 square miles when he lit up his 3,000-horsepower Jet Bike. Top Fuel rocket jockeys Ron Fringer and Larry Tylers cleared everyone's ears with their mega-decibel displays of pavement-eating, tire-melting monster bikes. [Hearye, hearye. Step right up, folks. See little Egypt do the famous dance of the Pyramids. Just one thin dime, one tenth of a dollar.]

A few of the many winners in the bike show included Ernie Harment for his 1912 Indian Four, Max Bubeck's 1936 Hillclimber, Jeff Gilbert's 1911 H-D Single, Jack Silverman's 1937 Crocker, Jack Dodd's 1948 EL Panhead, while the











Photos: John Wycoff

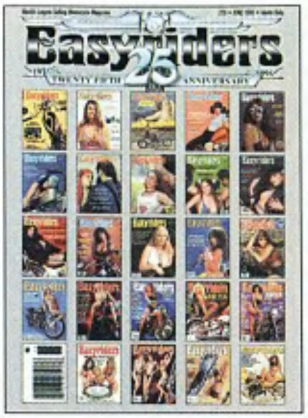


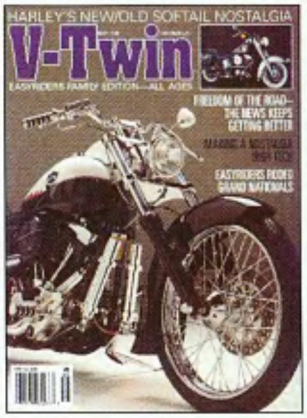
President's Trophy went to Otis Chandler's 1926 Cleveland Four. In the Best Custom and Best Concept categories, one bike builder, Mike Maldonado, took both First Place Awards. (One of his bikes was featured on the cover of last month's rag.)

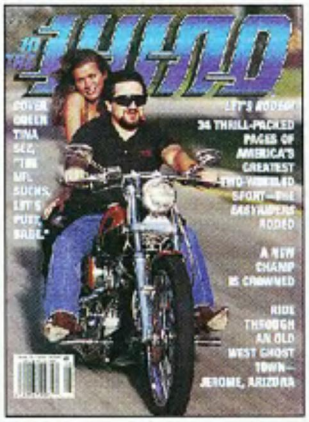
In the swap meet section, many treasures were discovered. Dale Walksler of the Wheels Through Time Museum in Mt. Vernon, Illinois, scored big time. He bought a saw. Not just any saw, but one powered by a 1915 pedal start 3-speed Harley-Davidson. Actually an "ice harvesting saw," it now is displayed next to Dale's two Harley-powered plows. Topping the weekend off was the AMA Grand National Championship title race where riders like Chris Carr, Scotty Parker, Steve Moorehead and Ronnie Jones hit speeds over 140 mph around the one-mile Del Mar Racetrack, in an event promoted by Chris Agajanian. [Okay, that's enough, Paul. They get the picture. Turn out the lights. Let's go get a beer.]

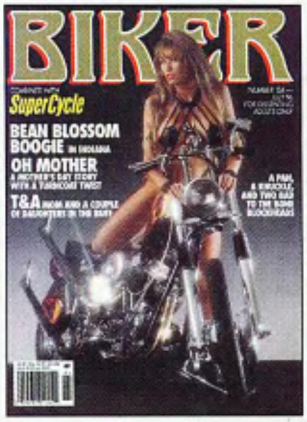
—Paul Garson

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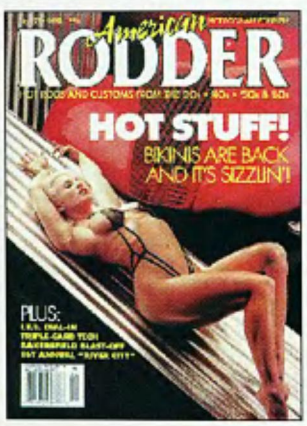
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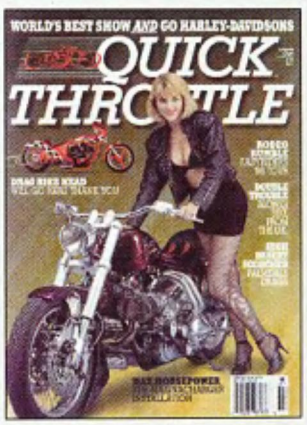
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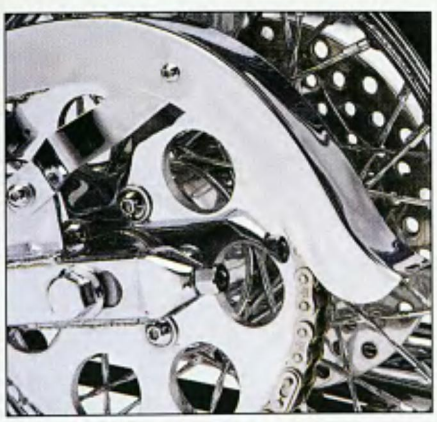
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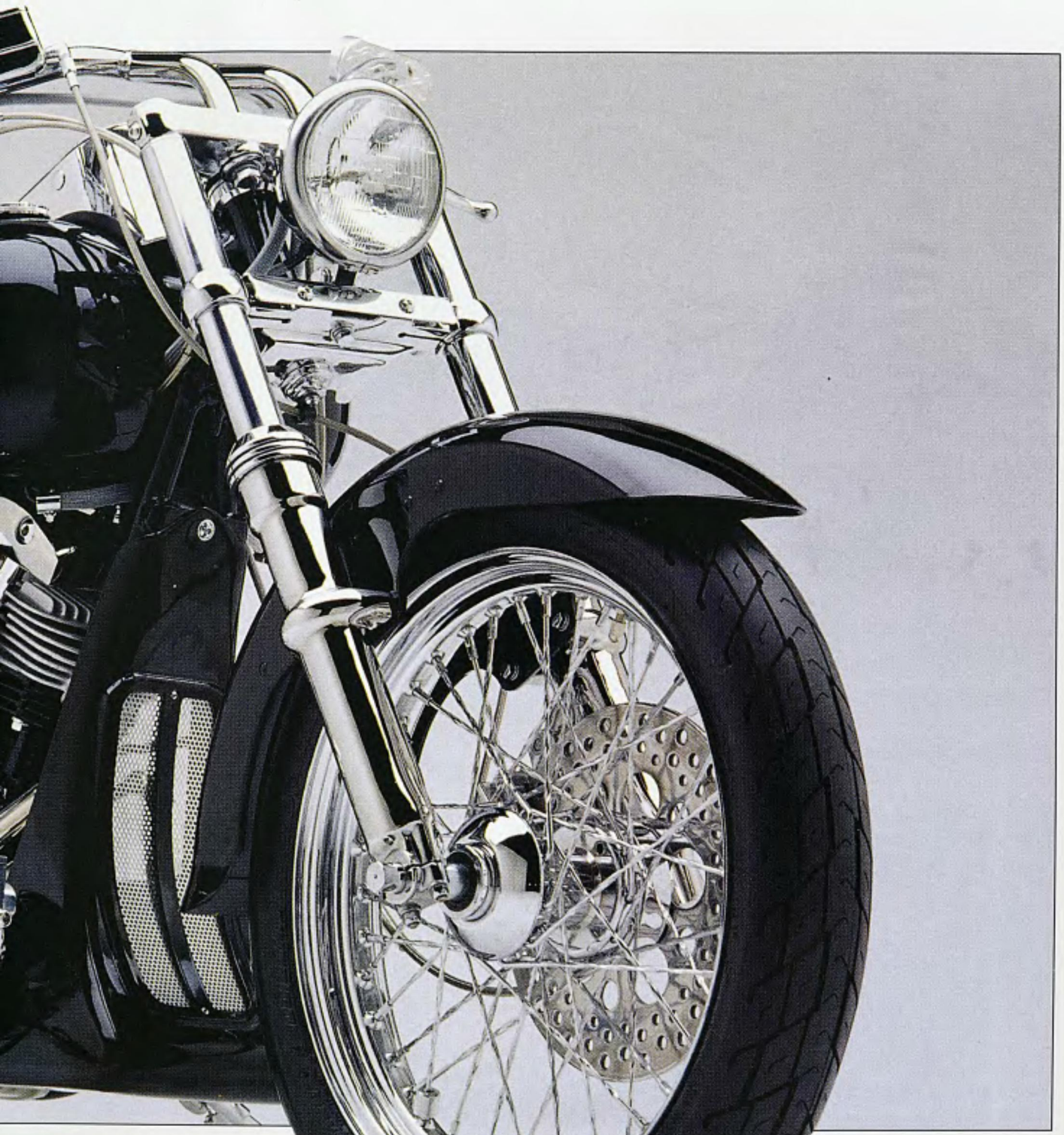
STEEL HORSE

GARLAND WILLIAMS' 1973 SHOVEL



Garland Williams, a resident of beautiful Charlotte, North Carolina, rode his 1972 FLH Electra Glide every day for years, keeping it in pristine condition. His second Shovel, this *Easyriders* Bike Show winner, was actually one that got away from a local professional bass fisherman of his acquaintance. "I had helped him find the bike, but then he wanted to move up to a bigger, faster fishing boat, so he made me an offer I couldn't refuse," says Garland. "The 1973 Shovel was pretty much of a rat bike with a good engine and tranny, leaking like a sieve and losing paint from neglect and disuse." Garland



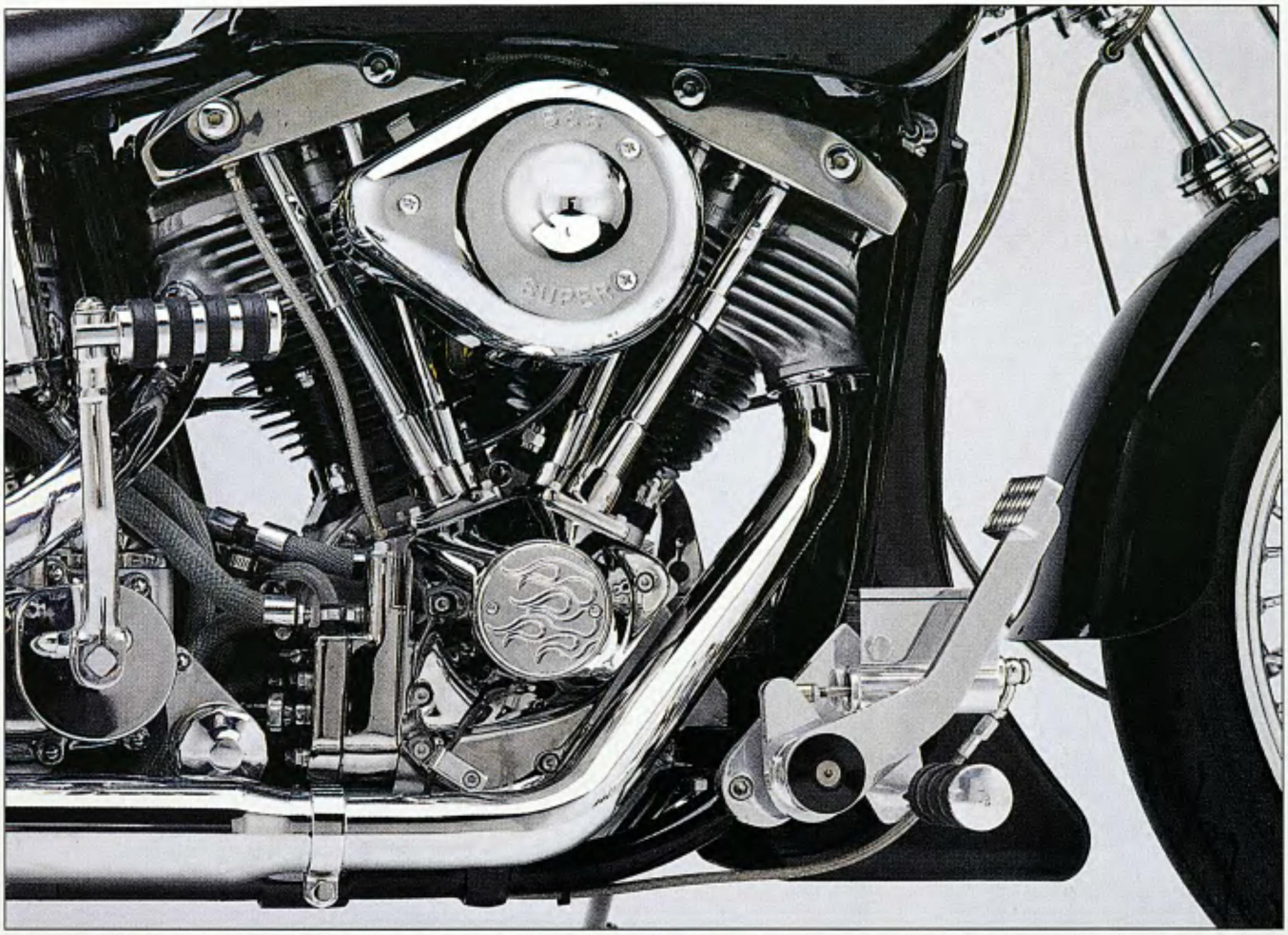


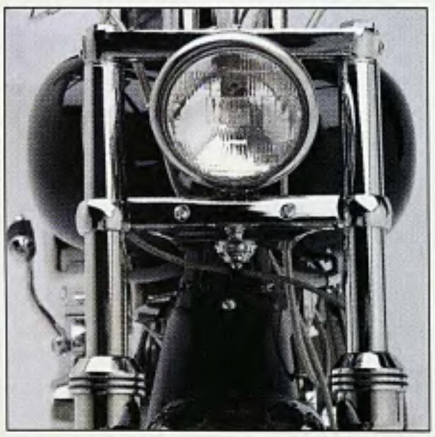
took possession of it on a New Year's holiday, and two days later was already offered two thousand more than he paid. Garland was about to take the profit, but something told him to hold off—that the old Shovel was a keeper. Then he announced to his wife, Lynne, and their two boys, Garland III and Julian, "I think I'm going to take this to the *Easyriders* show and win."

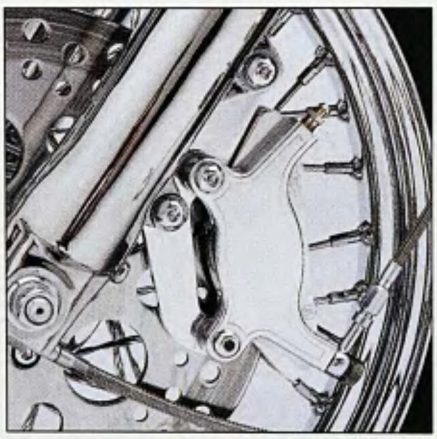
Eleven-year-old Garland backed him up with a resounding, "Daddy, let's do it." He also conceived and sketched the horseshoe and "Steel Horse" graphic design gracing the rear fender.

With his mind set on winning the Show, Garland started with a frame-up restoration, and didn't settle for any compromises, which meant a second round of restoration work was required to meet his high standards. Charlotte artist Mark Derr, who also created the '50s-'60s artwork for Garland's haircutting salon including 10-footers of Elvis and Marilyn Monroe, also airsprayed the intricate graphics appearing on the triple black Steel Horse.

The Shovel's engine was rebuilt to stock, as was the tranny, and treated to an S&S shorty carb and Ness accessories. Knowing the high standards of the *Easyriders* show, the Williams family joined in the effort, individually hand-taping each bolt head during the assembly to prevent any nicks. In fact, even Grandma came to the show to help with the kids as Garland and Lynne →









were kept busy speaking with thousands of people about the bike. Consider that Garland was dealing with a 104-degree fever the whole time, and you get a sense of his commitment.

"As far as riding the Steel Horse," says Garland, "I switch off from one Shovelhead to the other daily, riding them to work. The Steel Horse is more of a hot rod, while the Electra Glide is a smooth cruiser."

Prior to winning at the *Easyriders* event where his veteran Shovel competed against the likes of new higher-tech Evos, the Steel Horse garnered several trophies including a first place at the Charlotte Harley-Davidson Rally and a first at the Charlotte Motor Speedway. "Right now, we're displaying it in our new restaurant as a centerpiece. We're doing up the restaurant just like our salon. Both are decorated in the '50s and '60s look with Marilyn Monroe, James Dean, Elvis artwork and, of course, Harley memorabilia. The name of the restaurant is 'Lost in the Fifties.' After Lynne and I work in the salon to eight or nine at night, we go next door and work in the restaurant 'til four or five in the morning trying to get it going."

One look at the Steel Horse, and you know the effort will be well spent. We'll be following up on the opening of the Lost in the Fifties, so look for a Charlotte, North Carolina, hang-out article in an upcoming issue of *VQ*. And if you get to the Columbus *Easyriders* Show, you'll get to see the Steel Horse in the flesh.

—Paul Garson

1ST PLACE: SPECTATOR CLASS
Easyriders Bike & Tattoo Show Tour
Charlotte, North Carolina, January 13, 1996.
Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, Feb. 1997









Owners:.....Garland and Lynne Williams
City: .....Charlotte, North Carolina

General
Fabrication: .....owner
Year and make: .....1973 Shovelhead
Model:.....custom
Value: .....lots
Assembly: .....Garland, Lynne, Garland III, Julian
Chroming: .....Browns Plating

Engine
Year and model: .....1973 Shovelhead
Rebuilder: .....owner
Ignition: .....stock points
Displacement: ..... 74 cubic inches
Lower end: .....H-D
Pistons: .....H-D
Cases: .....glass beaded
Heads: .....glass beaded
Cam: .....Sifton Cobra
Carb:..... S&S "E"
Pipes: .....Santee
Modifications: .....custom muffler, S&S air cleaner

Transmission
Year: 1973
Modifications: .....none

Painting
Molding: .....neck
Painter: .....Tim
Color/type: .....blackbase coat/clear coat
Special paint: .....Mark Derr

Frame
Year: 1973
Builder: .....H-D
Modifications: .....longer swingarm

Accessories
Bars: .....Ness
Fenders: .....front custom/rear FL
Headlight: ..... Drag Specialties
Taillight: .....Hotop
Speedo: .....Ness
Pegs: .....JB
Gas tank: .....5 gallon fatbob
Oil tank: .....wraparound
Oil system: .....H-D
Seat: .....LePera
Mirrors: ..... Ness
Grips: .....Ness

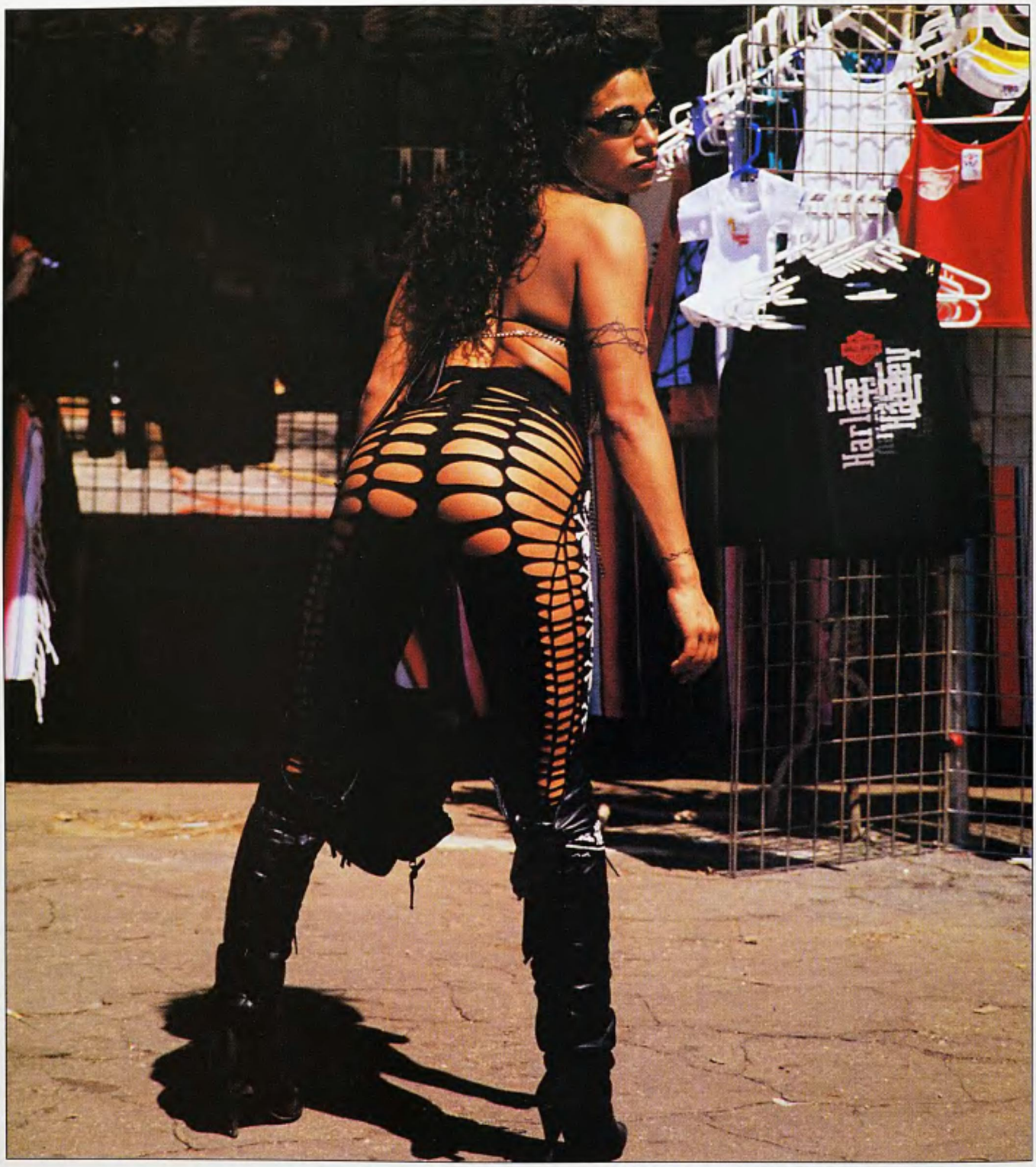
Forks
Type:.....wide glide
Modifications: .....four inches under

Wheels

Front
Type:.....H-D, twisted spokes
Size: 19-inch
Tire: .....Avon
Brake: .....Performance Machine

Rear
Type:.....H-D, twisted spokes
Size:.....16-inch
Tire: .....Avon
Brake: .....Performance Machine

Photos:.....Mike Lichter



LACONIA

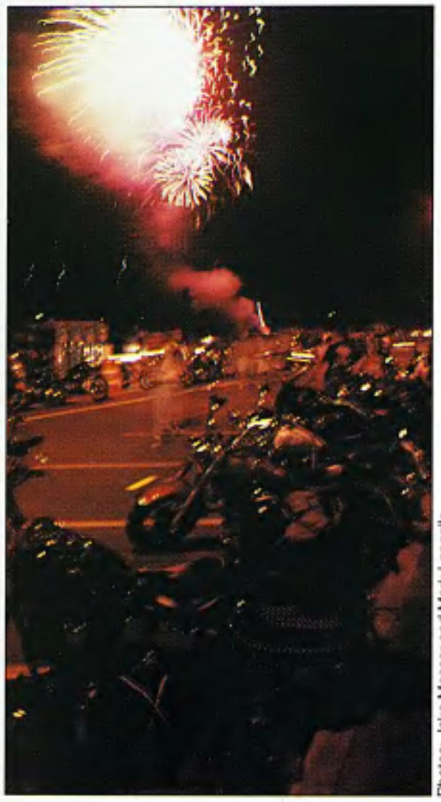
WHERE GOOD MEMORIES ARE MADE

Rolling up Route 107, a winding, lightly traveled back way to Laconia, it was obvious to me and Dick, my longtime ridin' buddy, that times have changed. Rounding a curve a bit faster than the posted speed, we roared past a state cop, and she just smiled and waved.

Twenty years ago, Laconia, the country's oldest motorcycle rally, seemed all but dead. Yes, the races continued on an improved track, but the ten-mile long section of Route 106 that had been lined with motorcycles and campfires was closed to camping by New Hampshire law.

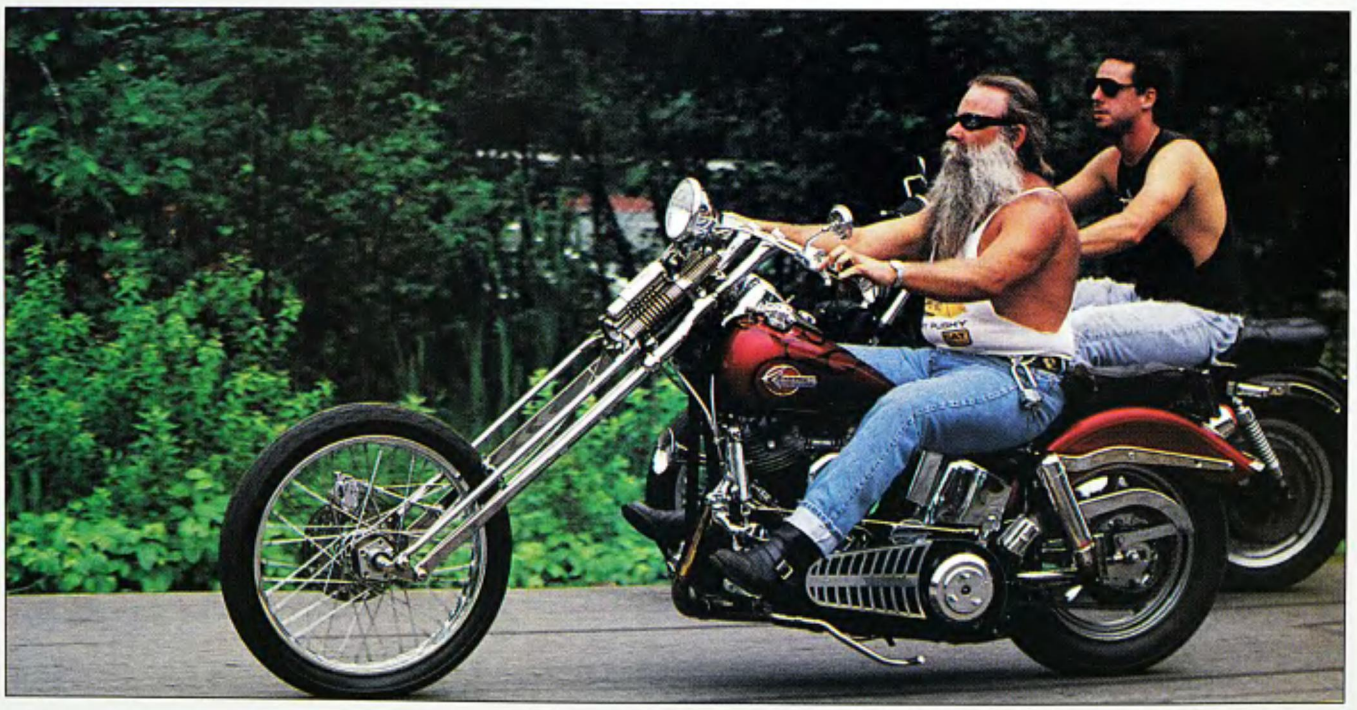
Today's reality is as bright as new chrome. This year saw a record number of 200,000 bikers, perfect weather, handsome women (some with their own custom rides), ugly men, rock 'n' roll, fireworks, tattoo contests, bike shows, mud wrestling, smoke shows, young ladies sharing a view of their ample chests to the cheers of roadside crowds, and just all-around good times.

Lakeside Avenue was motorcycles only for most of the week, the place to see and be seen. To everyone's surprise the Colorado Club was gone, due





Photos: Jake Mosser and Mark Langello



to lease problems, but it reopened mid-week with new owners and a new name. The Broken Naswa had some fine bands at their beachfront bar and Christmas Island hosted a cash purse 8-ball tourney, to name but a few of the hot spots. There was a hillclimb on Wednesday, and the Louden Camel Classic took place on Saturday and Sunday.

For those with an insatiable motorcycling soul, the time between climbing out of the sack and the evening's revelry was spent on the road away from the honky-tonk of the beach. Guided "Gypsy Tours" left Rally Headquarters daily, while others took to the area's helmet-law free roads on their own, winding through green countryside past farms, forests, and mountains. The road, the ride, the quick gear change, the lean into a sweeping mountain curve with a twist of the throttle to pull you out the far end, these things haven't changed, and New Hampshire is as fine a place as any to ride.

Organizers, including the Lake Side Sharks MC (who sponsor the fireworks) and area Harley dealers, are already looking two years ahead to the 75th in 1998, but with this year's rally still ringing in my head, I'm looking forward to the 74th next June.

Maybe these are the good old days.

—Jake Mosser

Easyriders

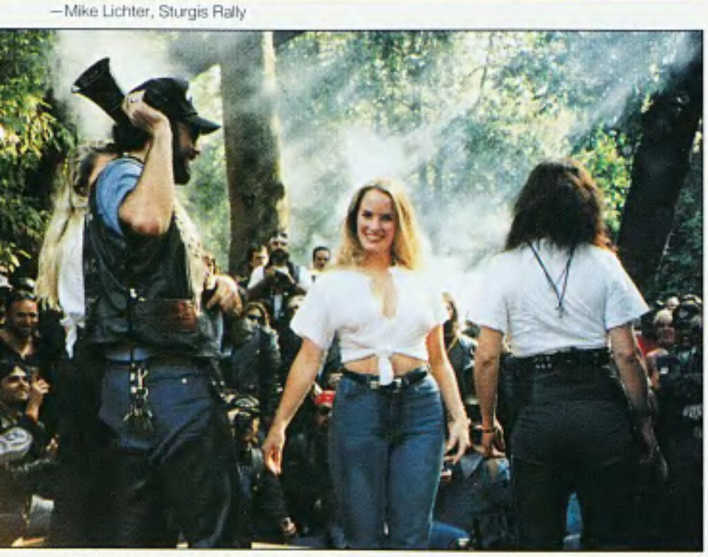




—Mike Lichter, Sturgis Rally



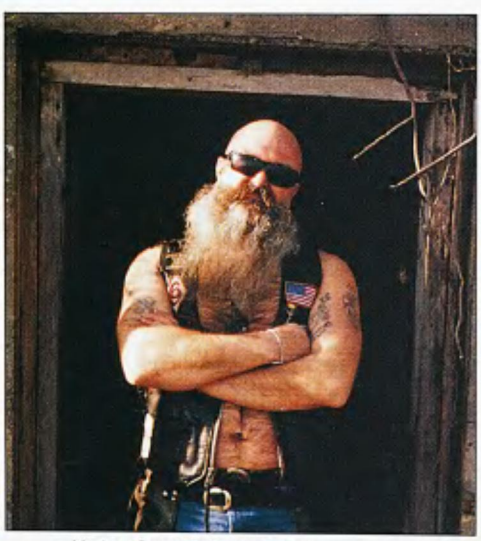
—Karl Fredo, Waco, Texas



—Andrew Hyslop, Santa Clara, California



—Jeff Cross, Daytona Bike Week



—Maelene Grenat, Lafayette, Indiana



—Sabine Benzinger, Badwurzack, Germany



—L.O. Dobrec, Sydney, Australia



—G. Irish, Levittown, New York



—Bob Russo, Hallandale, Florida

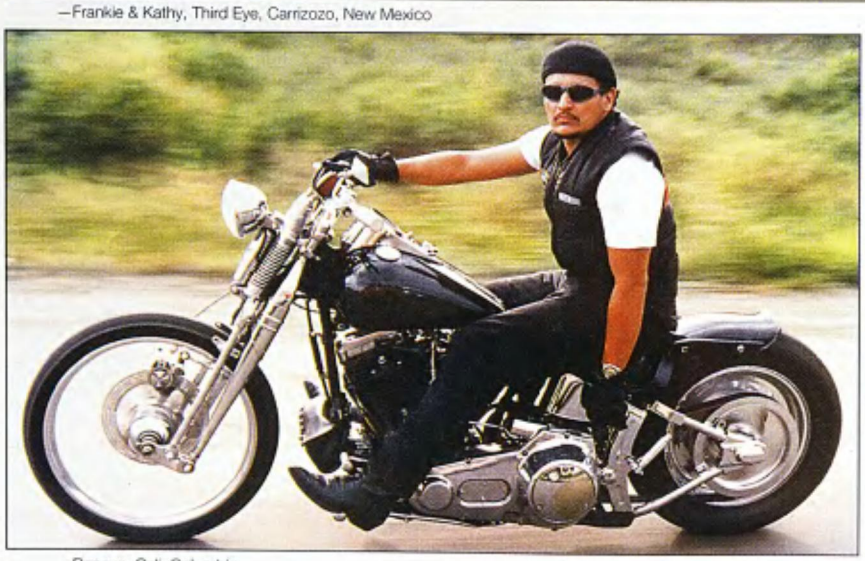


—David K. Dismukes, Hinesville, Georgia

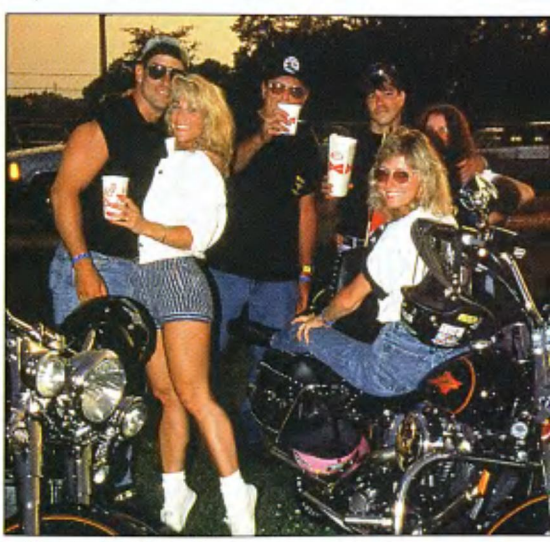


— Johnny Morrell, Daytona Beach, Florida

—Frankie & Kathy, Third Eye, Carrizozo, New Mexico



—Popeye, Cali, Columbia



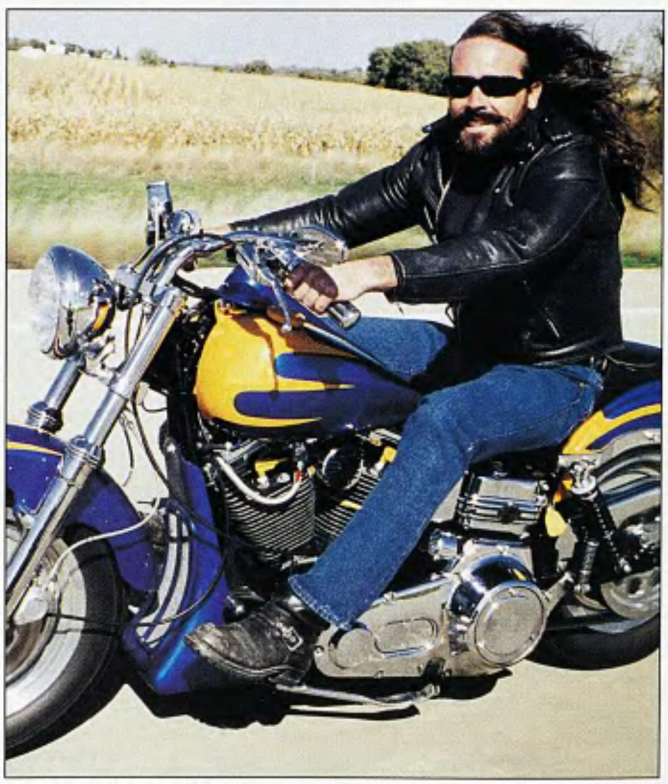
—Alberto Mojica, Maryland



—Russ Blosse, Bike Week



—Kathy Olson, Stone Lake, Wisconsin



—Bret Brandt, Waterloo, Iowa

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.



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Passenger: _____ **Address:** _____

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Number of persons: _____ **Amount enclosed:** _____

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FOX HUNT

MAY WINNER



It was a cool March day when Dave Vidan called the garage, and although the weather was changing outside, the same ol' mayhem was bouncing off the walls inside.

"Hey, I really appreciate you guys shooting my bike, but it would make my day to have it shot with a girl," he said. I pondered his request, the pile of bullshit memos on my desk, and the deadline clicking above my head like a paper guillotine. A thousand riders want their bikes featured, but we only have so many pages to do it. So here's a guy who's not satisfied with just a feature—he wants more.

"Well, whatta ya say, Bandit?" David asked, his anxiety level increasing. Just then a frantic artist came scrambling into my office.

"We have to shoot the Fox Hunt winner, *today*," she said, her bouncy features strained with concern.

"Where's the winner from?" I inquired.

"California," she said, panting.

In the midst of the madness a calm swept over me. Like Lisa said about her first ride, "I felt extremely cool and powerful." As you'll see on page 92, it all worked out. *—Bandit*



I thought I knew what a stroker was until my first experience on a Harley. The power and vibrations were exhilarating!
Aura, North Carolina—#1001



My first ride was when I was 19. It scared the hell out of me but it was nice. Wanna take me for a ride?
Rebecca, Texas—#1002



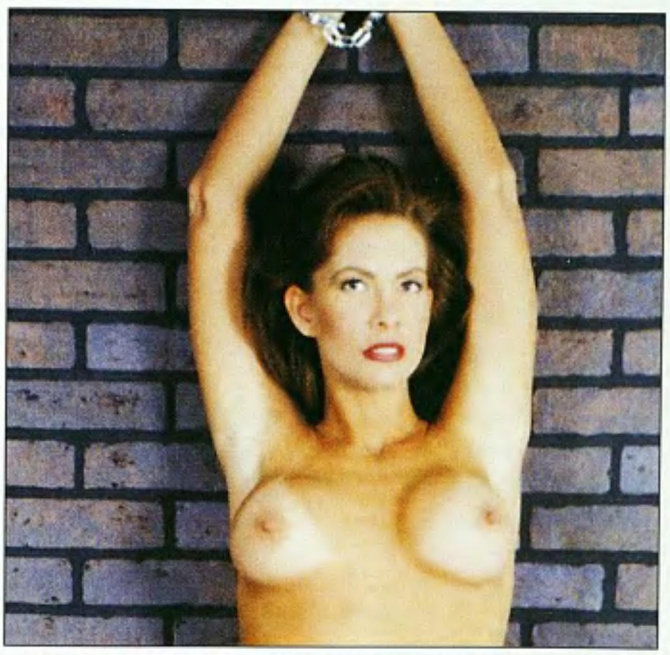
As I released the clutch from my trembling hands, I said to myself, "I think I can ... I think I can ... I know I can ... I know I can. And I did! I did!
Brooklynn, Illinois—#1003



When I was 13 a friend gave me a ride home on his Harley. I've been hooked ever since. I plan to buy an 883 next year.
Kim, California—#1004



My first ride on a Harley-Davidson was on a rigid frame. There is nothing like a stiff ride!
Annie, Massachusetts—#1005



My boyfriend encouraged me to enter the contest since he knows I love leather, handcuffs, and riding on his scooter.
Melodi, Indiana—#1006

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



Here she is, bros, the June 1996 winner in our monthly Fox Hunt, Peggy, #606, from Massachusetts. See more of her next issue.

For this issue, you can begin sending in your votes beginning September 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 September 31,1996. We will print the winner in the February 1997 issue.

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

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280

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I will pose Topless _____Full Nude _____
Model's Signature _____

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

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

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

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EASYRIDERS 1996 FRAME GUIDE

If you've got the itch to build your own custom scoot, here's where you're gonna start scratchin' it. We've given a slew of top frame manufacturers a look-see and have come to the conclusion that there's never been a better time to plug into the customizing socket and fire up some hair-raising possibilities.

There are more choices, sizes and potential for modification than you can shake a jockey shift at. What you're gettin' are samples of the best that each company has to offer. Some you get from the manufacturer, some only through distributors. Either way, if it looks like it'll do the job, order a catalog and start burnin' the candle at both ends.

We've grouped the frames according to type: Softail, Dyna Glide, FXR, Rigid, Swingarm and Pro Sport, making it a breeze to whip through the options to find the one that's just right for you. So go for it. Who knows? The choice you make today might be the choice we feature somewhere down the line ...

—Captain Trash

SOFTAIL **CHROME SPECIALTIES** **(800) 811-8904**

Jammer Cycle Product's new Pro-Stock Series chassis is available in either stock or "Wide Tire" versions, accepting a 180 rear tire with belt final drive. Both frames are made of 1 1/8-inch diameter 1020 alloy steel and include swingarm pivot bolt with hardware for most stock or aftermarket parts.



SOFTAIL **CUSTOM CHROME** *(CONTACT LOCAL DEALER)*



The Low Glide Stock replacement frame has 1-inch diameter 1020 mild steel tube with a 32-degree rake and no stretch. The swingarm accepts chain or belt final drives. With the appropriate primaries and tranny mounting plate, 4-5 speed gearboxes can be accommodated. Includes rear axle and swingarm pivot shaft with bearings.

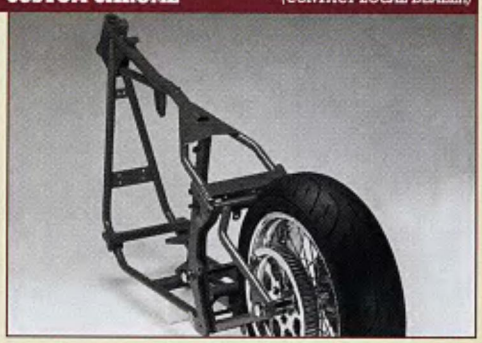
SOFTAIL **ALPHA CYCLES** **(818) 575-3588**

Outlaw Chassis are the most "rigid" looking softails out there, with clean and elegant lines all around. The 38-degree rake, stock stretch, CNC billet steel frame features a one-piece steering tube with internal steering stops and a two-inch lowered swingarm, designed to accommodate 200-series tires utilizing stock belt drive.



SOFTAIL **CUSTOM CHROME** *(CONTACT LOCAL DEALER)*

The Low Glide Custom sports a 35-degree rake and no fender strut support horns. Swingarm and swingarm mounts are 1/2-inch wider for running 180 and 190 series tires, but they'll require custom fenders and struts. A four- or five-speed tranny can be installed with the appropriate mounting plate.

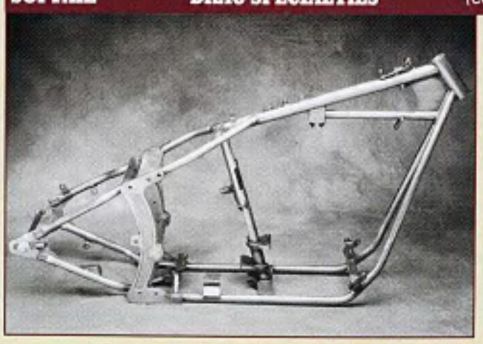


SOFTAIL **ARLEN NESS** **(510) 276-3395**



This solid-mount softail chassis comes in either stock or 35-degree rake, and 2- or 5-inch stretch. Accepts any Big Twin motor with Softail style tranny, and runs up to a 200 series rear tire with final belt drive. Uses 1.125 inch 1020 DOM steel with FXR-style fork stop.

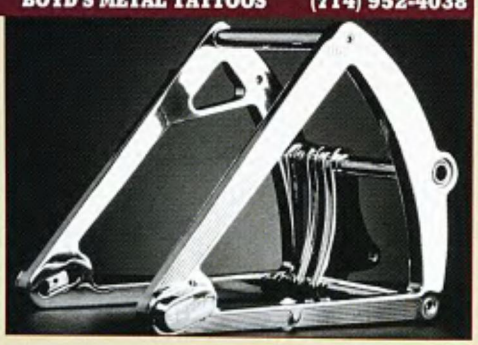
SOFTAIL **DRAG SPECIALTIES** *(CONTACT LOCAL DEALER)*



The Chopper Guy's Fat Guy Standard softail comes with 1 3/4-inch stretch, 35-degree rake, stock softail oil mounts, axle and axle locators, pivot bearings installed, swingarm and hardware. Both it and the Softail Custom are widened 1 1/4-inch over stock and sit 1 1/4-inch lower than stock.

SOFTAIL **BOYD'S METAL TATTOOS** **(714) 952-4038**

The billet Outlaw swingarm fits stock Harley Big Twin frames, comes show-polished, and will accommodate a 160mm rear tire fitted with a belt final drive. Available in standard height and 1½-inch lowered configurations. Kit comes with custom axle and bushings for pivot mounts, and requires exchange of stock axle.



SOFTAIL **DRAG SPECIALTIES** *(CONTACT LOCAL DEALER)*

The Chopper Guy's Fat Guy Softail Custom comes with 1¾-inch stretch, 35-degree rake, tulip billet neck, billet top motor mount, billet axle plates and motor mounts, flat side fatbob tank mounts, oil tank bracketry, and milled side plates. Plus, it runs a 200mm rear tire with a belt.



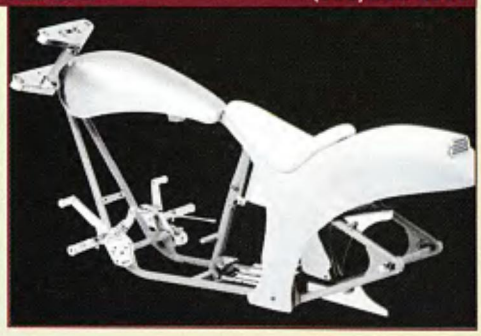
SOFTAIL — DRAG SPECIALTIES — (CONTACT LOCAL DEALER)

Wildcat Aluminum manufactures these 42-pound aluminum frame and swingarm sets. They include mounting tabs, steering head bearing races, swingarm bearings and hardware. Two versions available: Standard, with stock rake and 1⅛-inch stretch, and Wide Frame, with 2 degrees over and 1⅛-inch stretch, running a 180mm rear tire.

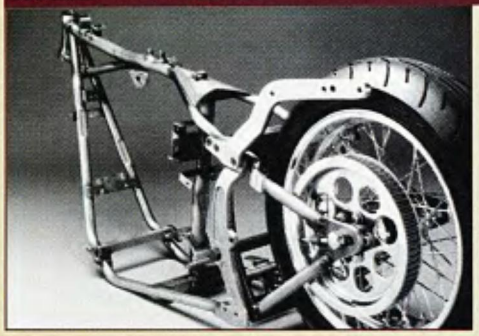


SOFTAIL — PRO-ONE — (909) 596-4711

Phantom Chassis comes in five stages, from bare frame to near rolling chassis. 28 to 40-degree rake, 2-, 3- or 5-inch stretch available, made from 1020 D.O.M. mild steel, with .120 inch wall thickness and .156-inch thickness for downtube and crossbar. Accepts a belt driven 180/118.5 x 16-inch rim rear tire setup.

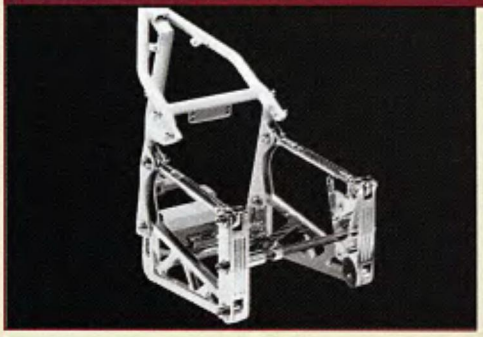


SOFTAIL — MID-USA — (800) 632-0024



Mid-USA offers 1.25 x .120-inch wall tube frames for Big Twin Evos up to .200 longer than stock cylinders. Four- and five-speed tranny. Rear belt pulley spacer for Softail 1986/later rear wheel hubs included. Runs up to 200mm rear tires with belt drive, accepting up to 9-inch fenders. 30 to 34-degree rake and stock 2-inch stretch available.

SOFTAIL — PRO-ONE — (909) 596-4711



The Pro-Quad Chassis kit brings drag car racing suspension to high-performance bikes. Specs match the Pro-One chassis with one major difference: a 4-Link, chrome plated billet aluminum rear suspension that reduces acceleration and braking torque. In English, it allows for more horsepower while keeping the front wheel on the ground.

SOFTAIL — NEMPCO — (CONTACT LOCAL DEALER)

Their Style Glide dual rail pro custom frame has a 38-degree rake, 4-inch stretch, and runs a 190 rear tire with chain final drive. Features built-in fender rails and a custom swingarm, and it sits one-inch lower with stock shocks. Includes pivot bolt, bearings, and rear axle.



SOFTAIL — WIN PRODUCTS — (800) 531-1000

A WideRide Softail straightleg gooseneck with 38-degree rake and 2-inch stretch. The 1¼-inch steel tube frames accept Win Products' 9-inch fenders, comes with fender struts and swingarm kit. It accommodates stroker motors, runs a four- or five-speed tranny, and accepts up to a 200mm tire with final belt drive.



SOFTAIL — PAT KENNEDYS CUSTOM — (800) 331-9903



Accepts Evolutions and 5-speed trannys, and has struts built into rear. The Stock/Under model (33 degrees rake) uses stock forks or 2-inches under; the Mild Custom (40 degrees rake) goes 12- inches over, and the Full Custom (43 degrees) goes 20-inches over, with all three versions using Pat Kennedys adjustable forks.

SOFTAIL — WIN PRODUCTS — (800) 531-1000



Here's a find: a molded WideRide softail wishbone frame. 34-degree rake, 3/4-inch stretch, with 1-1/4-inch steel tubing and .188-inch wall thickness. Accepts Win Products 9-inch rear fender, and runs up to a 200mm rear tire with final belt drive. Swingarm has 1-inch tubing with hidden axle adjusters.

SOFTAIL — PAUGHCO, INC. — (800) 423-2621

The EZ Wide Ride frame is available in 28, 31 or 33 degree rake with stock stretch, capable of running a 180 rear tire with 4-speed or Softail 5-speed, with Panhead, Shovelhead or Evo motors. Frame is made from 1020 D.O.M. steel, 1.125-inch diameter.



SOFTAIL — SUMAX CYCLE PRODUCTS — (800) 654-5546

Three Softail versions: a stock replacement for 1986 and newer, plus two custom versions featuring a 2-inch stretch with 35-degree rake. One comes with fender rails, the other doesn't. Available offset kits run fat tires with an 8 1/4-inch rear fender. Accommodates Evolution motors with 4- or 5-speed trannys.



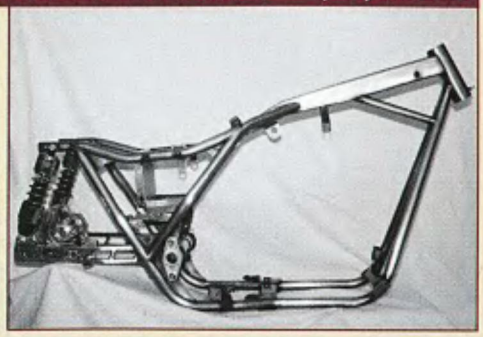
DYNA GLIDE — **ARLEN NESS ENTERPRISES** — **(510) 276-3395**

This frame is for Dyna-Glide transmission case and rubbermounts. A 180 tire with belt drive will fit. Made from 1 1/4-inch diameter cold rolled D.O.M. 1020 steel tubing, they have 2-inch stretch, 35-degree rake (model # 06-135), and 5-inch stretch, 35-degree rake (model # 06-137). Some exhausts will require custom fitment.



FXR — **CHOPPER GUY'S PRODUCTS** — **(707) 557-2400**

The Standard (pictured, 1-inch stretch and 28-degree rake) is one of three Chopper Guy's stock FXR replacement frames: Pro-Sport has 1-inch stretch and 28- or 31-degree rake; Pro-Street has 1½-inch stretch and 33-degree rake. Pro-Sport and Pro-Street run a 200 rear tire with chain and 180 rear with belt.



DYNA GLIDE — **TRIPOLI MFG. LTD.** — **(403) 347-8810**



A 32-degree rake, stock stretch replacement frame for '90-'94 FXDs or FXDWGs. Unique construction features reinforced tubing within a tube in front downtubes (1 1/2-inch .120 wall over 1 1/4- inch). Frame runs a stock 160 rear tire or a 180 (belt or chain) with offset kit.

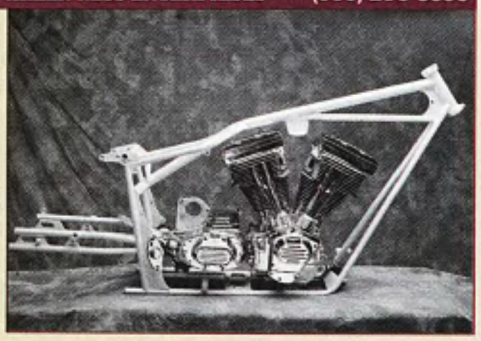
SWINGARM — **CUSTOM CHROME** — *(CONTACT LOCAL DEALER)*



This Custom Rubber-mount for 5 speed FXR/FLT trannys is designed for rubber-mount Shovelheads and Evos. Accepts major components from 4-speed Big Twins, and its chrome swingarm also handles 12 inch-long, 4 speed shocks. 30-degree rake, stock stretch, and beveled chrome oil tank are standard issue here.

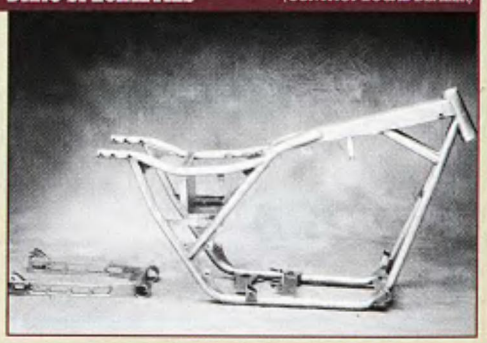
FXR — **ARLEN NESS ENTERPRISES** — **(510) 276-3395**

This new five-speed rubbermount FXR frame comes in two tube diameters: 7/8-inch for speed (pictured) and 1¼-inch for solid punch. Both will run a 180 tire with belt drive and are available in two stretch/rake combinations: 35-degree rake with 2-inch stretch, and 35-degree rake with 5-inch stretch.



FXR — **DRAG SPECIALTIES** — *(CONTACT LOCAL DEALER)*

The Chopper Guy's FRM-FGXR rubber-mount, 28-degree rake, 1-inch stretch frame is as close to stock as you get. It accepts all stock FXR components, and can run a 150 rear tire with offset kit or 130-140 with belt drive. 1¼-inch diameter tubing, with 2.5-inch diameter backbone, mild steel construction.



FXR — **ATLAS CYCLES** — **(619) 242-9111**



Atlas Pro Magnum "Big Foot" Chassis for FXRs is a 38-degree rake, rubbermounted Softail style frame accepting 190 rear wheel/tire assemblies with belt drive, and 8-inch wheel/tire matchups using chain drive. The rear mounting kit uses rubber-mount end cap plates with rubber bushings and a chrome moly axle assembly.

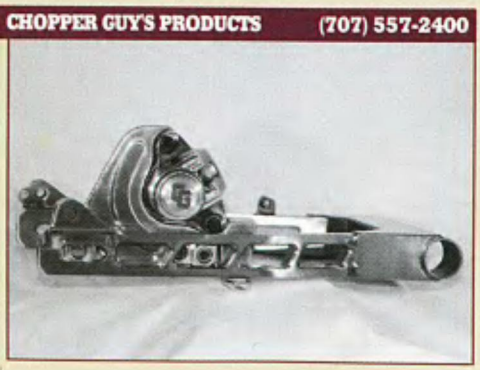
FXR — **NEMPCO** — *(CONTACT LOCAL DEALER)*



The specs on this frame match the Rowe Machine FXR with one difference: built-in fender rails. Accepts all stock Harley-Davidson FXR and aftermarket parts. This version offers hidden fender mounting access holes, and is distributed exclusively by NEMPCO.

FXR — **CHOPPER GUY'S PRODUCTS** — **(707) 557-2400**

The FRM-FGXA swingarm runs with FRM-FGXR or stock FXR frames. Its .750-inch steel side rails, 3/4-inch CNC-machined overall construction provides 30-percent more torsion rigidity with improved brake and motor torque and is only one pound heavier than stock swingarms. Comes with double axle adjusters for front and back.



FXR — **ROWE MACHINE CO.** — **(603) 474-3330**

A 38-pound, mild steel, heli-arc welded frame accepting a Dyna Glide rubber mount, with 33-degree rake and 2-inch stretch. Jesse James has run a 180 rear tire on these award-winning frames with no chain offset. Rowe's building reputation is exceptional.



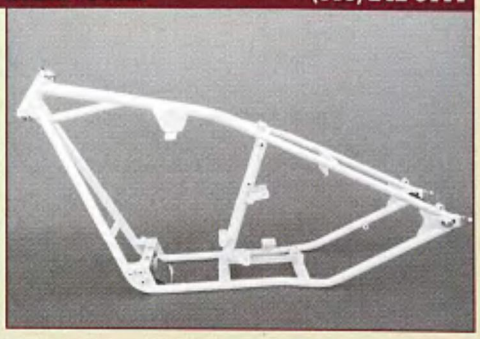
FXR | **WIN PRODUCTS** | **(800) 531-1000**

The WideRide FXR frame is constructed from 1¼-inch steel tubing with 35-degree rake and 5-inch stretch, accepting a 180mm rear tire. Includes swingarm, axis pivot bolt, struts, motor mount, axle nut, washers, bracketry for mounting a Softail oil tank. Also fits an FLH type seat and various custom applications.



RIGIDS | **ATLAS CYCLES** | **(619) 242-9111**

Atlas Pro Magnum Rigid "Road Runner" version has 3 inches of stretch, handles 4- and 5-speed trannys, has stroker motor clearance, comes with 38 degrees of rake, chrome moly rear axle, custom axle adjusters, and will accept up to an 8-inch tire using chain final drive. It also has a straight top tube for custom tank applications.

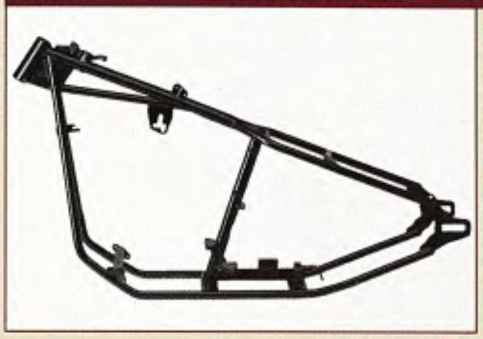


SWINGARM | **CHROME SPECIALTIES** | **(800) 811-8904**



Jammer Cycle's Custom Evo frame takes Evos (naturally), Shovels and Pans, including the S&S 96-inch long block. Constructed of 1¼-inch heavy wall, OD tubing, with 30-degree rake, 2-inch stretch, fatbob tank mounts, oil tank, coil, and left/right exhaust tabs. Chain or belt drive with four-speed transmission.

RIGIDS | **CHROME SPECIALTIES** | **(800) 811-8904**



This straight leg, mechanical brake chassis accepts 74-inch and 80-inch Big Twins (Pans or Shovels) with 4-speed transmissions. It's got a 30 degree rake, stock length backbone and down tubes, with the necessary tabs and brackets for brake cross shaft and fatbob tanks welded into place, ready to roll.

SWINGARM | **CUSTOM CHROME** | *(CONTACT LOCAL DEALER)*

Two versions of this 33-degree rake, 2-inch stretch four-speed swingarm frame are available, designed to accept any Big Twin engine, including strokers and Evolutions, with wider rear frame sections accommodating either chain or factory rear belt final drives. One has mounts for pre-1984 fatbob tanks, the other has flatsides.



RIGIDS | **CUSTOM CHROME** | *(CONTACT LOCAL DEALER)*

Three Wishbone rigid versions available: a mechanical brake frame, a disc brake frame with pre-1984 fatbob mounts, and disc brake frame with flatside fatbob mount. Runs Big Twins, strokers and Evos with four-speed trannys and chain final drives. Frames include 30-degree rake, stock stretch and chrome axle.



SWINGARM | **PAUGHCO, INC.** | **(800) 423-2621**



Stock style swingarm frame replaces '65-'83 FL or FX frames, uses stock oil tank with battery tray. Available in 28-, 33- or 38-degree rake with stock stretch. Designed for 4-speed chain or belt, Pan, Shovel or Evo motors. Made from 1020 D.O.M. steel, 1.125-inch diameter.

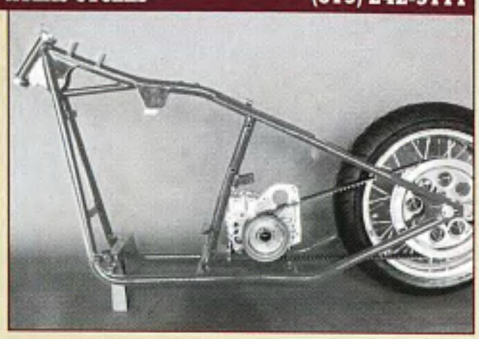
RIGIDS | **MID-USA** | **(800) 632-0024**



30-34 degree rake and stock 2-inch stretch available frames accept Panhead, Shovelhead or Big Twin Evolution solid mount engines with up to .200-inch longer cylinders. Runs four- and five-speed trannys, Softail 1986/later rear wheel hubs, Softail 1989/later rear brake assemblies and 200mm rear tire with rear belt drive.

RIGIDS | **ATLAS CYCLES** | **(619) 242-9111**

Atlas Pro Magnum Rigid "Classic" has 38-degree rake Classic for stock or stroker Big Twins, running a 180 rear tire with the stock FXST rear belt. Stock FXST oil bag, flatside Evo fatbob tanks, FXST wideglide front end and 5-speed tranny fit fine.



RIGIDS | **MIKE'S FRAMES** | **(208) 323-8184**

One-up, non-production, 1020 heavy walled tube frames for the very serious customizer. Here's a sample with 3-inch stretch and 35-degree rake, accepting Evos or Shovels with FXR trannys, and running a 200 series rear tire. Mike's does frame straightening, restoration, custom orders, and they've set speed records at Bonneville.



RIGIDS **PAT KENNEDYS CUSTOM** **(800) 331-9903**

Available in three options: Stock/Under Length (33-degree rake, 2-inch under), Mild Custom (40 degrees rake, 12-inch over) and Full Custom (43-degree rake, 20-inch over). For Pans, Shovels or Evos with four- or five-speed trannys and 6.5- or 7-inch rear wheels using 200 series and final belt drive.



PRO SPORT **DAYTONA PRO-STREET INC.** **(904) 428-5005**

For ground-up projects, these custom frames offer 29- to 33.5-degree rake, 2- to 4-inch-stretch, mild steel tubing with .095-inch wall thickness (1¼-inch bottom, 2-inch backbone). Available in stage of completion, molded or powdercoated. The widened swingarm accepts 180 back tire with belt drive or 200 with chain drive.

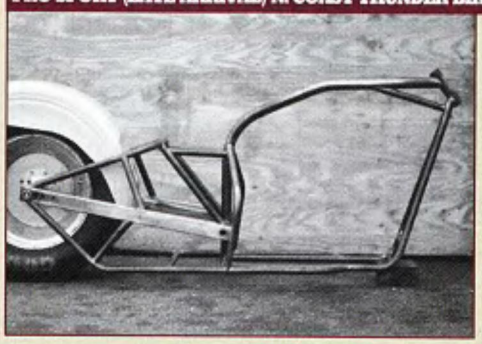


RIGIDS **PAUGHCO, INC.** **(800) 423-2621**



This rigid straight leg is available in 28-, 33- or 38-degree rake, with stock or 2¼-inch stretch. It can run four-speed FLT or FXR five-speed and Softail five-speed chain or belt drive. It's also available in a wide version for running a 180mm rear tire.

PRO SPORT (LATE ARRIVAL) **N. COAST THUNDER BIKES** **(206) 252-4595**



North Coast makes race frames only, from modified to top fuel class. These 4130 chrome moly tube frames range from 68-100-inch wheel base running up to 14-inch tires, with 30- to 45-degree rake, designed to use motor plates for motor engine mounting. Anything between beefed 1200 Sportys to 165-inch Big Twins fits in here.

RIGIDS **WIN PRODUCTS** **(800) 531-1000**

Win's Rigid Blockhead frames (pictured) feature stock rake and stretch, have disc brake mounts and can run five-speed chain or five-speed belt drives. Other Rigids in the series accommodate Knuckle, Pan and Shovel heads, with straight and wishbone downtubes, all weighing in at under 60 pounds.



SOFTAIL **NEMPCO** *(CONTACT LOCAL DEALER)*

Their Style Glide Chopper chassis sports a 5-degree over-stock rake and no stretch. Runs a 170 rear tire with belt final drive, and a 180 rear tire with chain final drive. This rigid mount wishbone frame lets you mount 7- to 9-inch rear fenders, and requires '84-'85 Softail fender struts.

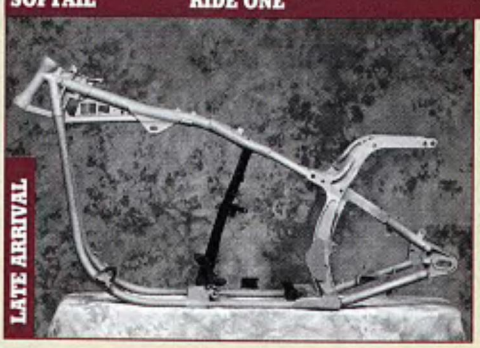


PRO SPORT **KENNY BOYCE PRO-STREET** **(916) 852-9116**



Get one and go very, very fast. 30.5-35 degree rake, and 2-4-inch stretch frames that let you run a 140 rear tire with final belt and 180 with final chain drive. Offset kits accept a 180 rear with belt drive. 1-inch diameter stress bar and 2-inch top tube with overall 1¼-inch tubing.

SOFTAIL **RIDE ONE** **(800) 292-3960**

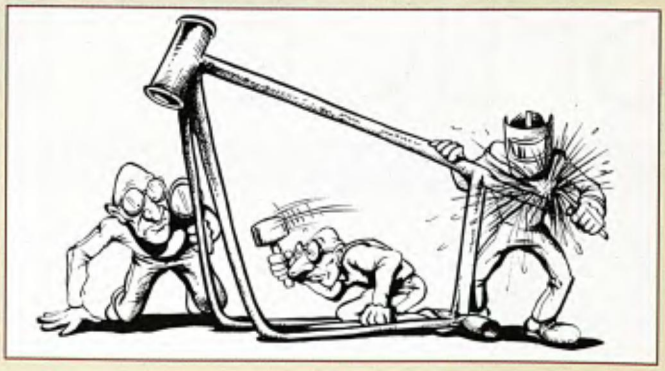


A rubbermount softail frame sportings a mono shock that lets you carry a passenger, and almost looks like a rigid. Comes in two flavors: 32-degree rake, no stretch, and 37-degree rake with 5-inch stretch. Runs a Dyna five-speed tranny, with either a 180 or 200 rear belt-driven tire.

PRO SPORT **CHOPPER GUY'S** **(707) 557-2400**

Their FGXS frame kit is so new it's still smokin'! Features a 5/8-inch motor and transmission rubbermount offset, 31-degree rake, .750-inch billet steel swingarm rails, and dual directional axle mechanism. Runs a 180 rear tire with belt or 200 with chain. Accepts stock oil and gas tank.







SPLICED **SHOVEL**

PCC—NEW ACES FOR ALL ERAS

The tradition-rich Bay Area has a new player on the custom motorcycle front. Those who live and ride in the sprawling East Bay are more than likely familiar with a new customer-friendly shop called Pacific Custom Cycles in Pleasanton. And while Baghdad By The Bay, which has been a Mecca for motorcycling since the earliest two-wheelers rolled out of the Dudley Perkins Company in San Francisco back in 1914, has been a breeding ground for innovative ideas for decades, these newcomers intend to make their name doing restorations, repairs and

customizing on all models of Harleys.

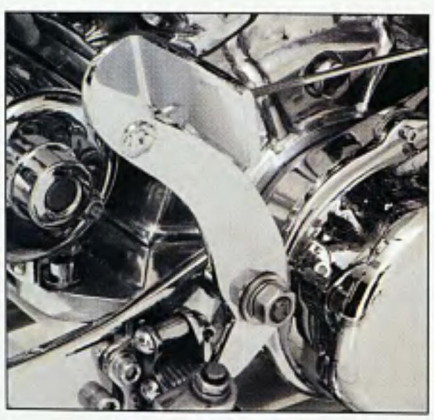
Pacific Custom Cycles (PCC) is the inspiration of Greg Chess, his wrenching partner Jimmy Nelson, and business manager David Vidan. The three of them each bring 25 years of motorcycle experience to the table. Chess, a transplanted Southern Californian, who spent 26 years in Ventura, has set down roots off the 580 freeway in the city of Pleasanton, where he was drawn by the magnetic field of competition.

David Vidan had quit his general contractor job, feeling frustrated and tired of fighting for money owed to him,



and was attending the Motorcycle Mechanics Institute in Phoenix, when the opportunity came to fulfill a long-time dream of owning a shop. One of Greg's former partners wanted out, and when David traded his classic '58 Corvette he was in. Ya gotta make sacrifices to get ahead.

The men at Pacific Custom Cycles are riders themselves. Shovel expert Greg putts a '66 FL, David rides an '88 Softail, and Jimmy cruises a '91 Low Rider. They understand every biker's desire to be on the road instead of in a shop. The shop offers free pick-up →



service for breakdowns within a 100-mile radius when the repair work is done at PCC. They are extremely customer-oriented and understand the value of repeat business. As David said, "we are trying to reinvent the slogan 'the customer is always right.'" Their vast on-hand stock includes OEM and new-old-stock (NOS) parts, as well as an array of aftermarket components from distributors such as Custom Chrome.

Additionally, PCC is putting together a program of in-shop technical seminars where Greg and Jimmy will give



maintenance tips ranging from general engine servicing to belt and pulley tensions, brake adjustments, chain alignments—the whole gamut. Their goal is to make the rider more aware of his ride, and to avoid what can later develop into problems. They even have a customer suggestion box for how-to ideas. When asked about the possibility of losing customers through educating them, David shot back that the gain of being one-on-one with the customers and making them more knowledgeable about their bikes far outweighs any possible loss of business.



Which brings us to the scooter itself. If you jumped ahead and checked out the Shovel's chart, you might've noticed that the sled took six and a half days to assemble. Here's the scoop. The bike was conceived four weeks before a hot rod car show that was set to go off in nearby Santa Clara. The PCC guys were given the okay to enter a Harley—as long as it had a hot rod motif. "That's what we do here," Greg reasoned. From that go-point, Greg set out to put a bunch of original, though rusty, OEM parts together that he had stashed upstairs at the shop, thus →





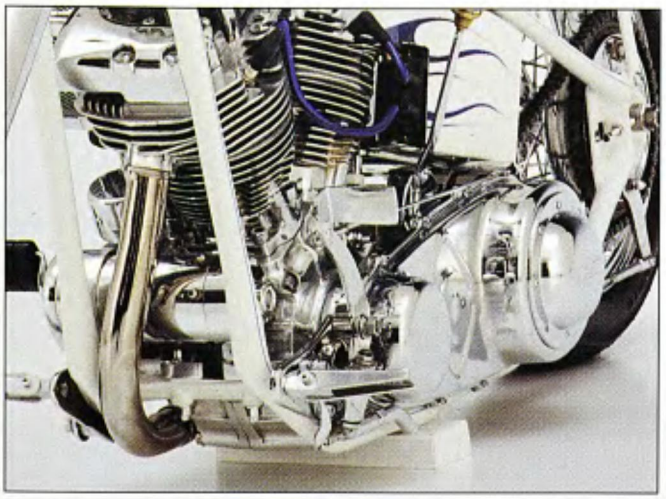
giving a name to the lean, hardbelly of a Shovel—Spare Parts. The chrome work was sent off to West Coast Chrome in Modesto, Calif., which features quick, high-quality one-day turnaround, no shit, and provides worldwide UPS service. Then they got down to rebuilding the classic FL engine and tranny. As with everything the meticulous Greg and Jimmy do, the work was done to *exact* factory specifications. Meanwhile, during the process of building, a customer became fascinated with the wildly distinctive mid-'60s chopper look, and decided he had to have it.

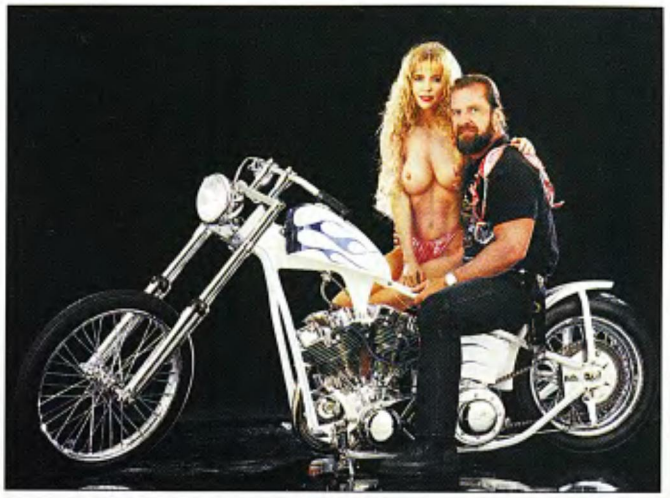
Something we decided we had to have, or at least look at, is Lisa, the purring sex kitten aboard Spare Parts. Lisa is a go-getter who gets out of the rack at 4:30 every morning to go to work as a liquor department manager for a major food store in San Jose, California. Later, she picks up her drumsticks and provides the pounding, steady rhythm and pulse for an all-woman rock band named, naturally, The Sex Kittens. She, along with the bros at PCC, has definitely got the right beat.

—Bomber









Owner(s): Pacific Custom Cycles
City: Pleasanton, California

General
Fabrication: PCC (510-734-9009)
Year and make: 1967 H-D
Model: chopper
Assembly: Greg, Jimmy, David
Time: 6.5 days
Chroming: West Coast Chrome, Modesto

Engine
Year and model: 1967 FL Shovel
Rebuilder: PCC
Ignition: points
Displacement: 74 cubic inches
Lower end: H-D
Pistons: H-D, NOS
Cases: STD
Heads: H-D
Cam: H-D H-grind
Carb: Bendix
Pipes: straight
Modifications: balancing by PCC, CCI air cleaner

Transmission
Year: 1961
Modifications: rebuilt to stock
Shifting: suicide

Painting
Molding: Robert Dirickson
Painter: Robert Dirickson Painting
Color/type: white/urethane, acrylic lacquer
Special paint: freehand flames

Frame
Year: 1951
Builder: PCC
Type: rigid wishbone
Modifications: 38-degree rake, 3-inch stretch, lifted

Accessories
Bars: drag
Fender: PCC rear
Headlight: Custom Chrome springer
Taillight: none
Pegs: H-D, flat style
Electrics: 12-volt generator
Gas tank: Sportster peanut
Oil tank: wraparound
Seat: PCC, Tri-Valley Upholstery
Grips: early-style, rubber

Forks
Type: PCC wide glide
Modifications: 6 inches over, turned legs

Wheels
Front
Type: spool
Size: 21-inch
Tire: Avon Speedmaster
Brake: none
Rear
Type: H-D
Size: 16-inch
Tire: Metzeler
Brake: mechanical drum

Photos: Raiko Hartman

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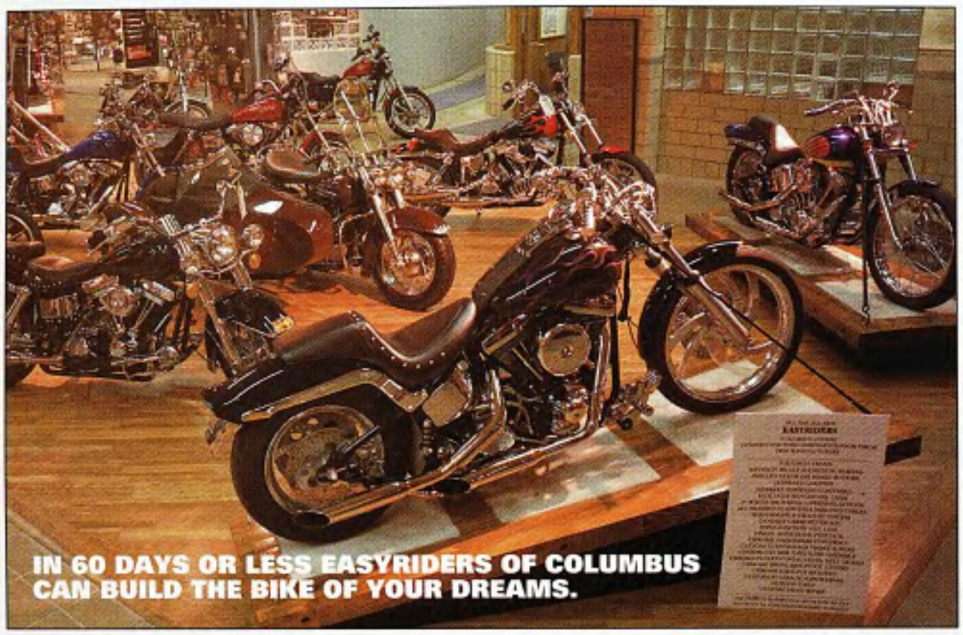
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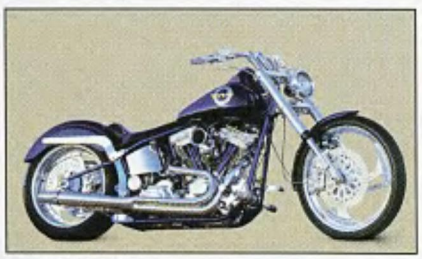
WE BUY,



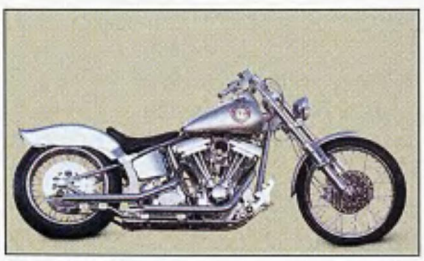
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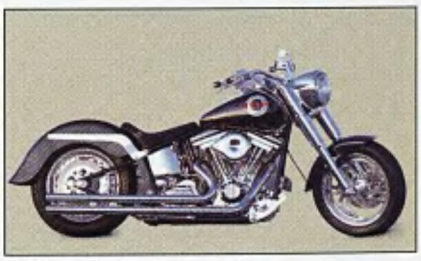
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Stock #: TS01 Avail. in July **Model:** Sidewinder **Engine:** S&S 96-inch **Features:** Inverted Front End, PM Viper Billet Rims, & more.

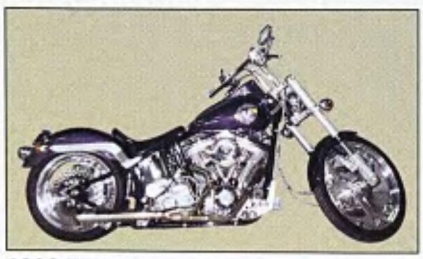


1996 TITAN
Stock #: TS02 Avail. in July **Model;** Sidewinder **Engine:** S&S 96-inch/108 H.P. **Features:** Classic chopper styling, Chrome Dual Disk Fork Sliders, Spoked wheels & more

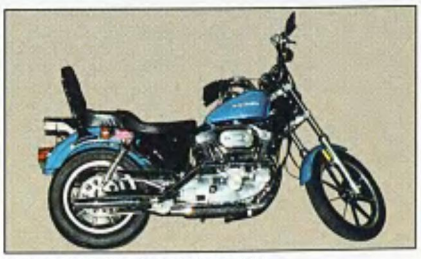


1996 TITAN
Stock #: TR01 Avail. in July **Model:** Roadrunner **Engine:** 96-inch S&S/108 H.P. **Features:** Chrome Fork Fins, Chrome Lower legs, and more

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1989 HARLEY-DAVIDSON
Stock # UM100 **Model:** XLS 1200 Sportster **Mileage:** 8590 miles **Color:** Turquoise **Features:** Luggage rack

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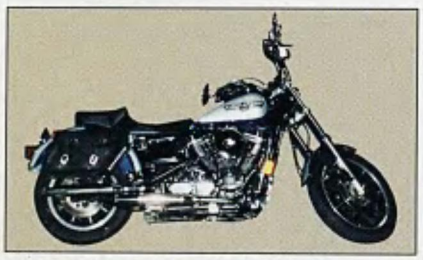
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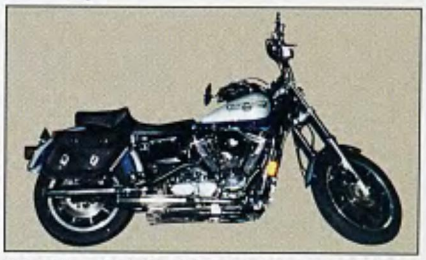
COLUMBUS CUSTOM SPECIAL
Model: High Bar sporting super Ape Hangers. This techno-chopper wears distinctive blue jugs, and is a unique show and go bike.



1996 COLUMBUS CUSTOM
Stock #: NM011 **Engine:** 80 cu. **HP:** 75
Color: Pearlescent orange



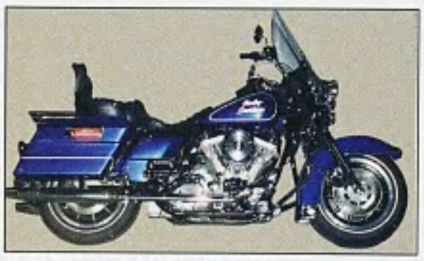
1996 COLUMBUS CUSTOM
Stock#: NM3 **Cu. In.:** 96 **HP:** 103 at rear wheel
Color: Purple **Mods:** Many plus 2-inch lowering kit (several avail.)



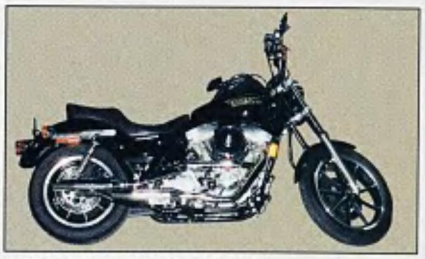
1990 HARLEY-DAVIDSON ULTRA CLASSIC
Stock #: UM111 **Cu. In.:** 80 **Color:** Dark Burgundy **Mileage:** 21,300 miles fully loaded.



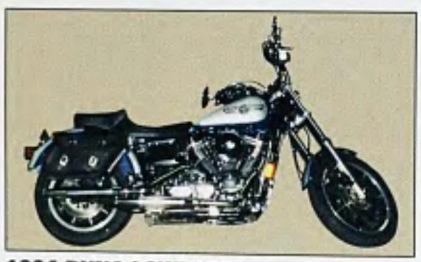
1996 BIG DOG
Stock #: BV02 **Model:** Vintage **Engine:** 80 cu. in./75 H.P. **Color:** Black **Mods:** Authentic Nostalgic look; rubber mounted engine (2 avail.)



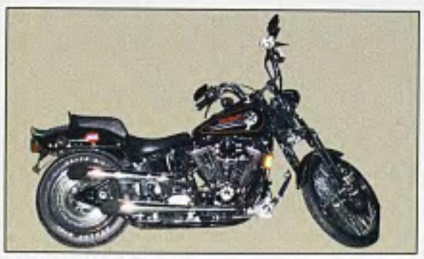
1993 HARLEY-DAVIDSON
Stock #: UM115 **Model:** FLHS **Cu. In.:** 80
Color: Dark blue/white H-D Script **Mileage:** 4400 miles **Features:** Babied, mint condition.



1994 HARLEY-DAVIDSON
Stock #: UM121 **Model:** FXR **Cu. In.:** 80
Color: Black **Mileage:** 6,228 miles **Features:** Stock.



1994 DYNA LOWRIDER
Stock # UM57 **Color:** Teal and silver
Mileage: 7482 miles **Features**: Saddlebags, custom pegs.



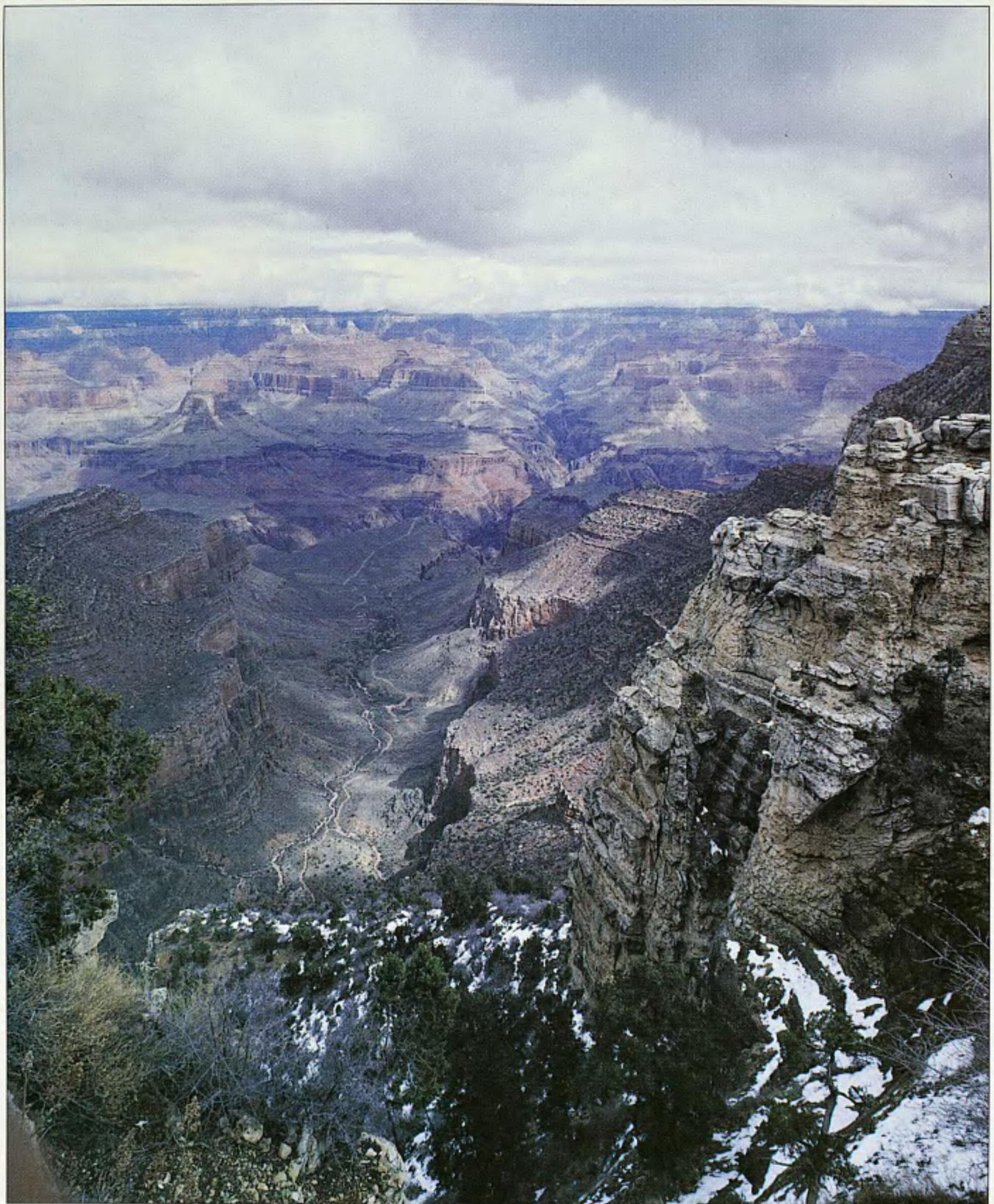
1993 FSXSTS
Stock # UM122 **Color:** Black **Mileage:** 17384 miles **Features**: Springer front end, lots of extras.

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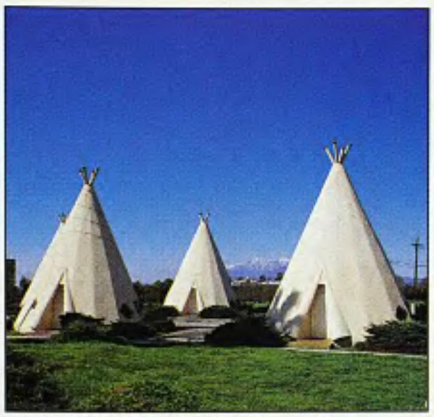
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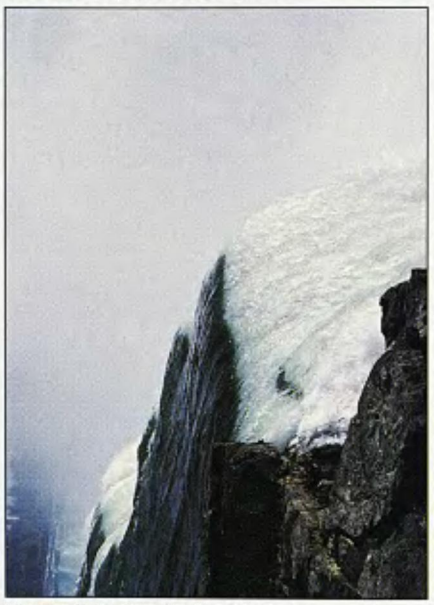
Grand Canyon, the south side of the rim



Old Route 66, Fontana, California

BOOTS & SADDLES

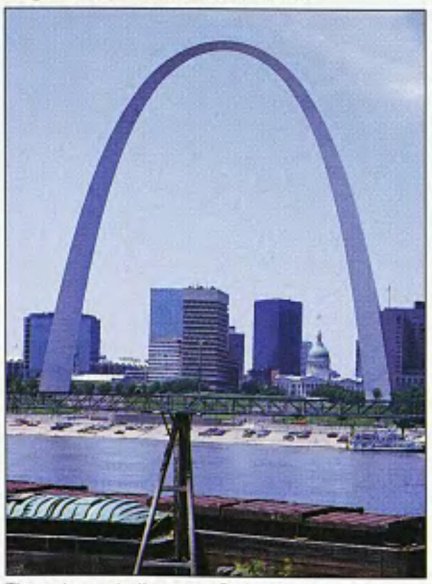
10 YEARS OF ROAD TALES



Niagara Falls, from the New York side



Head 'em up, move 'em out, Dallas, Texas



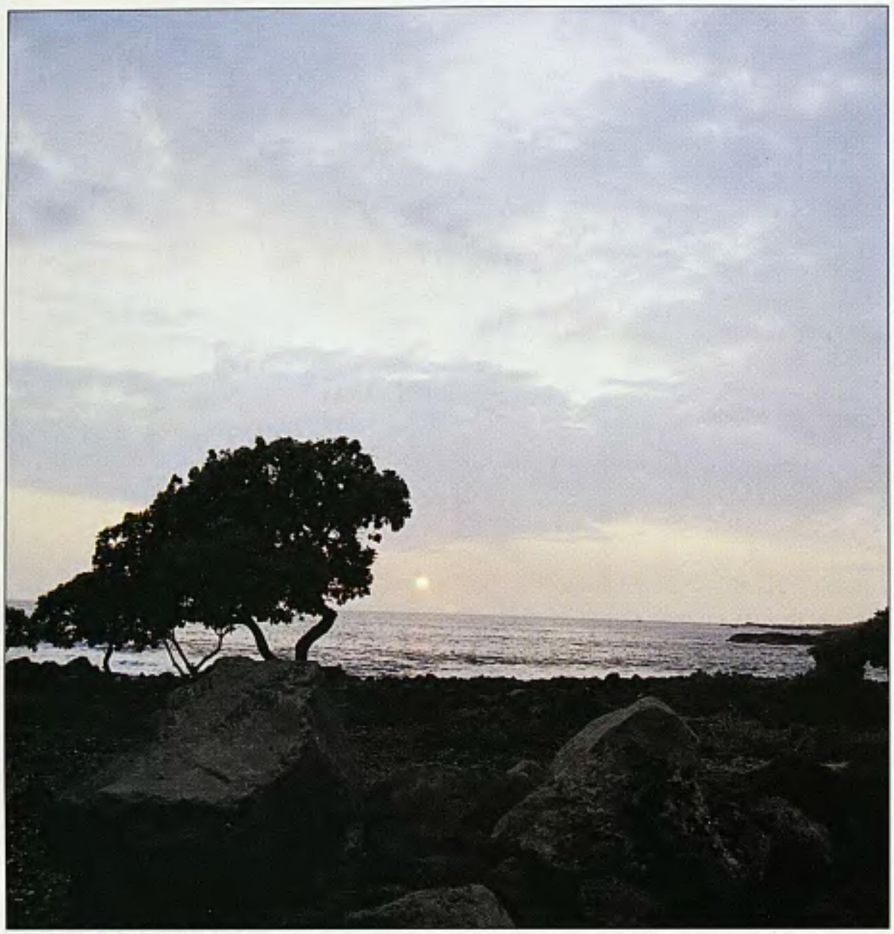
The gateway to the west, St. Louis, Missouri



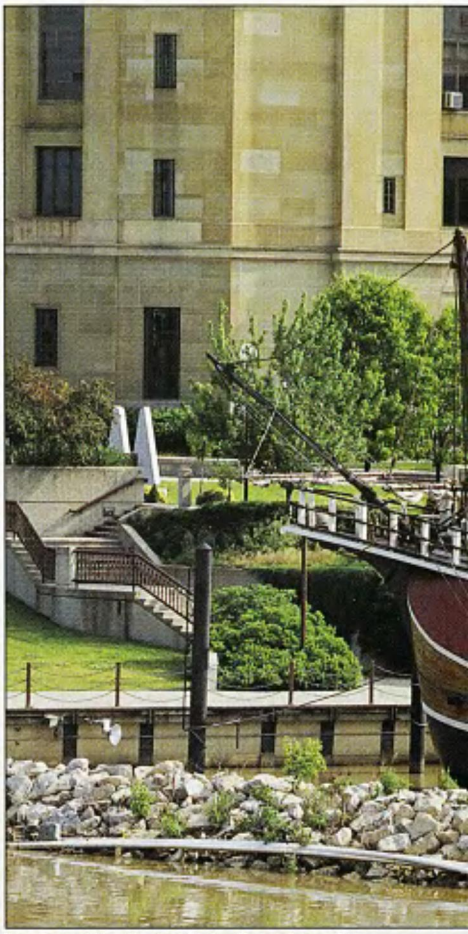
Time has a way of marching on. Time, taxes and death wait for no one. It seems like yesterday that J.T. gave me the green light to hit the road—literally—and now a decade and 120 issues have already gone by. I've gotta tell ya it's been a labor of love. By that I mean, I love traveling, seeing the country on my Harley, and who wouldn't? I'm getting paid for what I love to do and that's going to biker functions and benefits. I've done it on three putts and logged more than 500,000 miles en route. Part of what makes it so much fun are the people I've met and scoping the beautiful country we call America. Through all kinds of weather in all four seasons, it's hard to beat.

Often people say to me, "Rip, don't you want to go overseas?" or "don't you want to learn about other cultures?" I answer them by saying that I went to the Orient courtesy of Uncle Sam and didn't really dig it that much. About the culture, hey, I can't relate to what went on hundreds of years ago over there. I mean, I was born and raised here and can better understand what it took to form this great country of ours. What do I care about kings, queens, dukes and duchesses? Not very much. The only queens I've ever seen were in Hollywood, Daytona Beach, San Francisco, or New Orleans. I did see one in Houston at a titty bar one time but that's a different story, ain't that right Zeke? As far as dukes are concerned, the only one that interested me was John (Duke) Wayne.

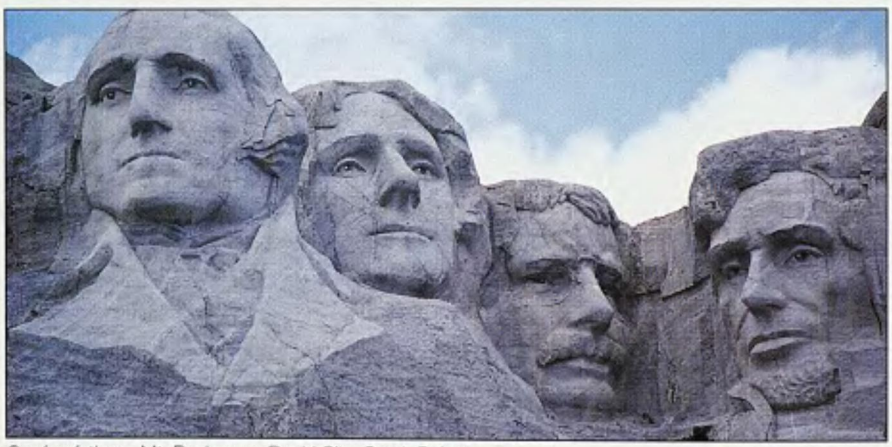
What excites me is traveling over areas where our pioneer fathers trod. From sea to shining sea. From the →



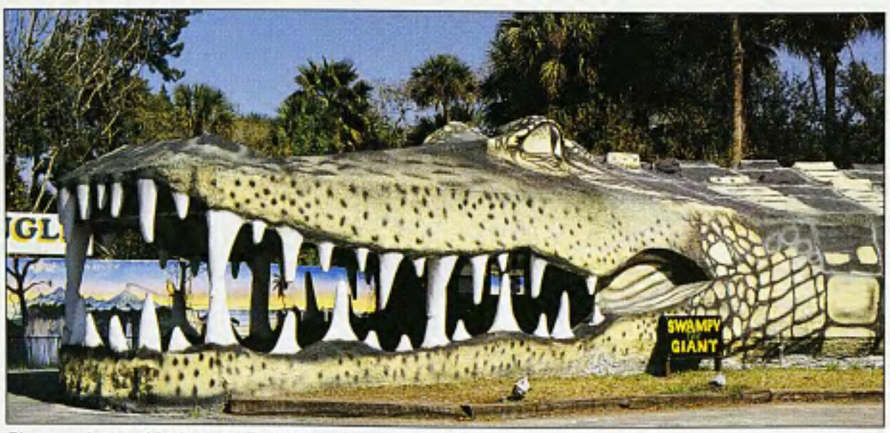
From the Big Island of Hawaii



Replica of the Santa Maria, Columbus, Ohio



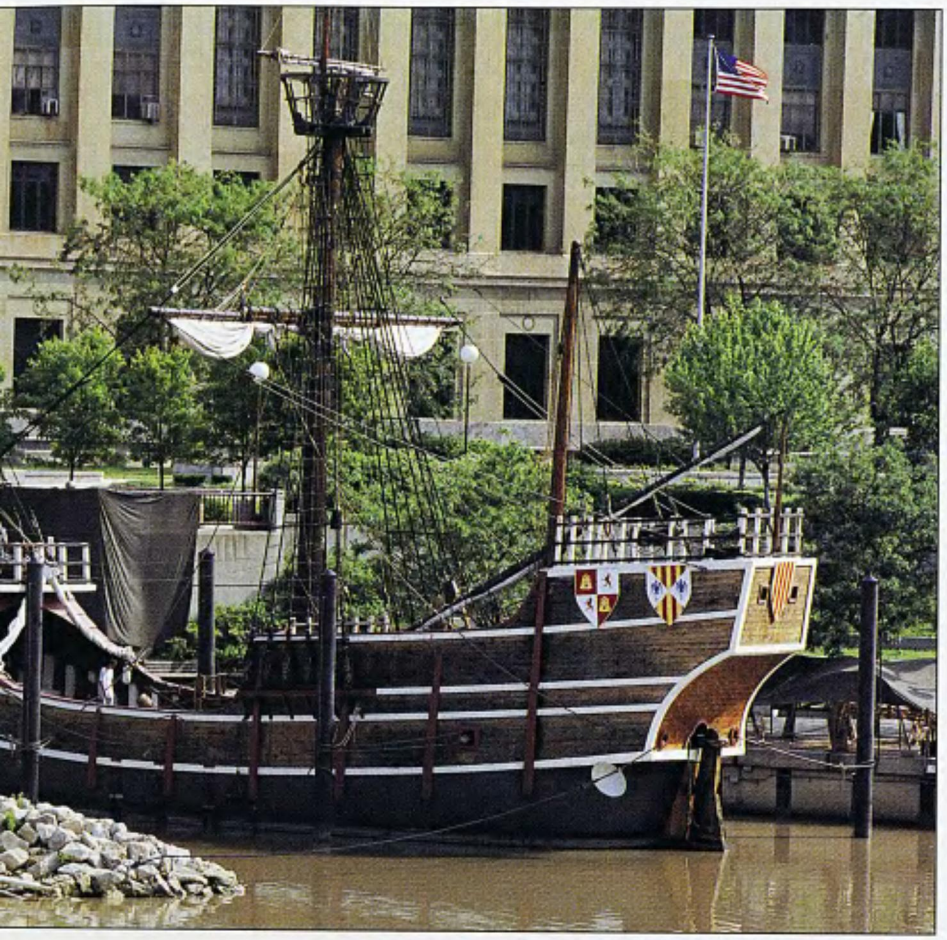
Our forefathers, Mt. Rushmore, Rapid City, South Dakota



Chomp, chomp. Kissimmee, Florida

top of Maine across the top of our country to Bellingham, Washington, and all points in between. From the Straits of Juan De Fuca to the atomic subs pulling out to sea in San Diego. From Dago all around the Gulf Coast states down the western shore of Florida back to Key West, USA, and also up and down the Eastern Seaboard. How about the Midwest states with golden waves of grain? With giant fields of corn growing higher than man can see over. The mighty Mississippi and Missouri rivers running south from Canada to the bayous of Louisiana. The Colorado and Green River on the western slope. How about the Flaming Gorge, the Smokey Mountains, Rocky Mountains, Catskills, Adirondacks, White Mountains of New Hampshire, Green Mountain of Vermont, the Blue Ridge parkway, the Sierra and Cascades out west or the Appalachian in the east. The Cumberland and the Alleghenies. They are out there for all of us to see and they look different with the changing of the seasons. The deserts of the great Southwest. The prairies of the Midwest and the picture postcard country of the New England states.

The entire land mass of Europe would only fit in one corner of this large country of ours. They speak different



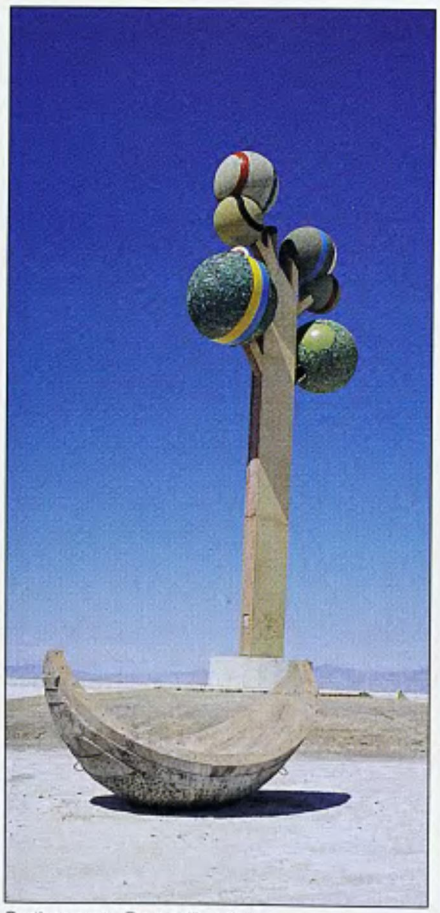
languages and eat different food. And it seems that there is always a war going on somewhere over there. Sure we had a war between the states 1860-1865 but that was then. Sure we have inner city battles between street gangs but it's not anything most of us have to worry about. With all our problems I wouldn't trade citizenship with anyone, would you?

Going through the Western states ya see lots of cowboy and Indian culture; those are our roots, our heritage. Although it's relatively old, it's more contemporary in my way of looking at things, boots and saddles. I mean it's only been a little more than 100 years since men and women rode horses back over those dusty trails seeking fame and fortune settling the wild, wild West. It was settled by an aggregation of amalgamated races, creeds, and nationalities.

The same thing applies to our music, rock 'n' roll. Wasn't it founded by the mixture of the blues, gospel, Western swing, and country tunes intermingling? Leastways that's what influenced the King, Elvis Presley.

The names of some of our states are from the Spanish, French, and English languages. But most have native American origins, as do many of our cities.

Here are some tips that may help →

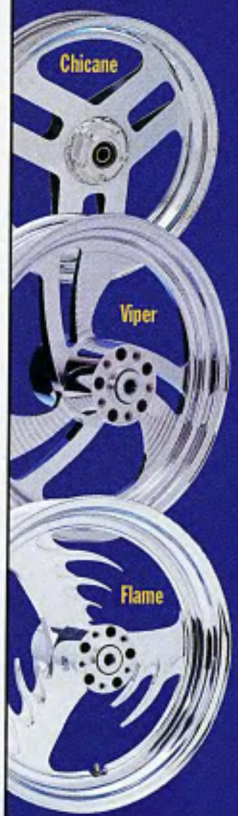


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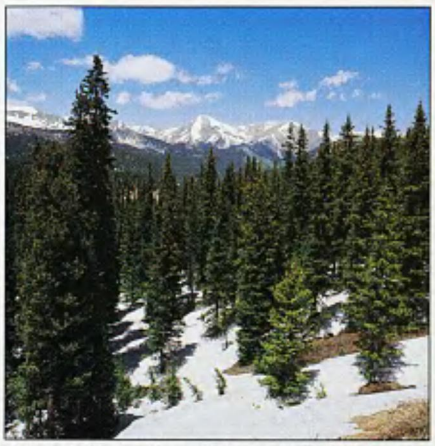
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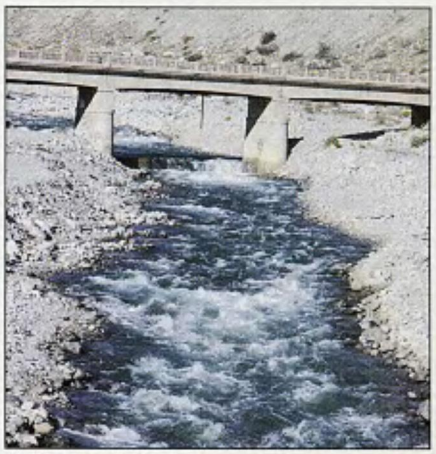
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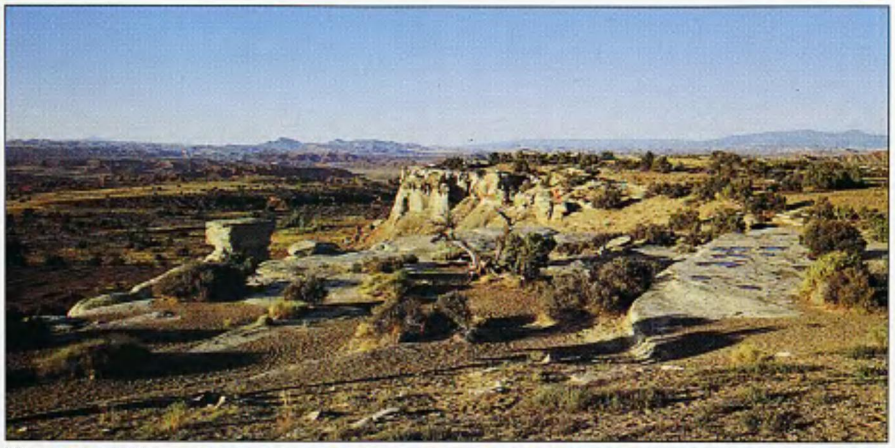
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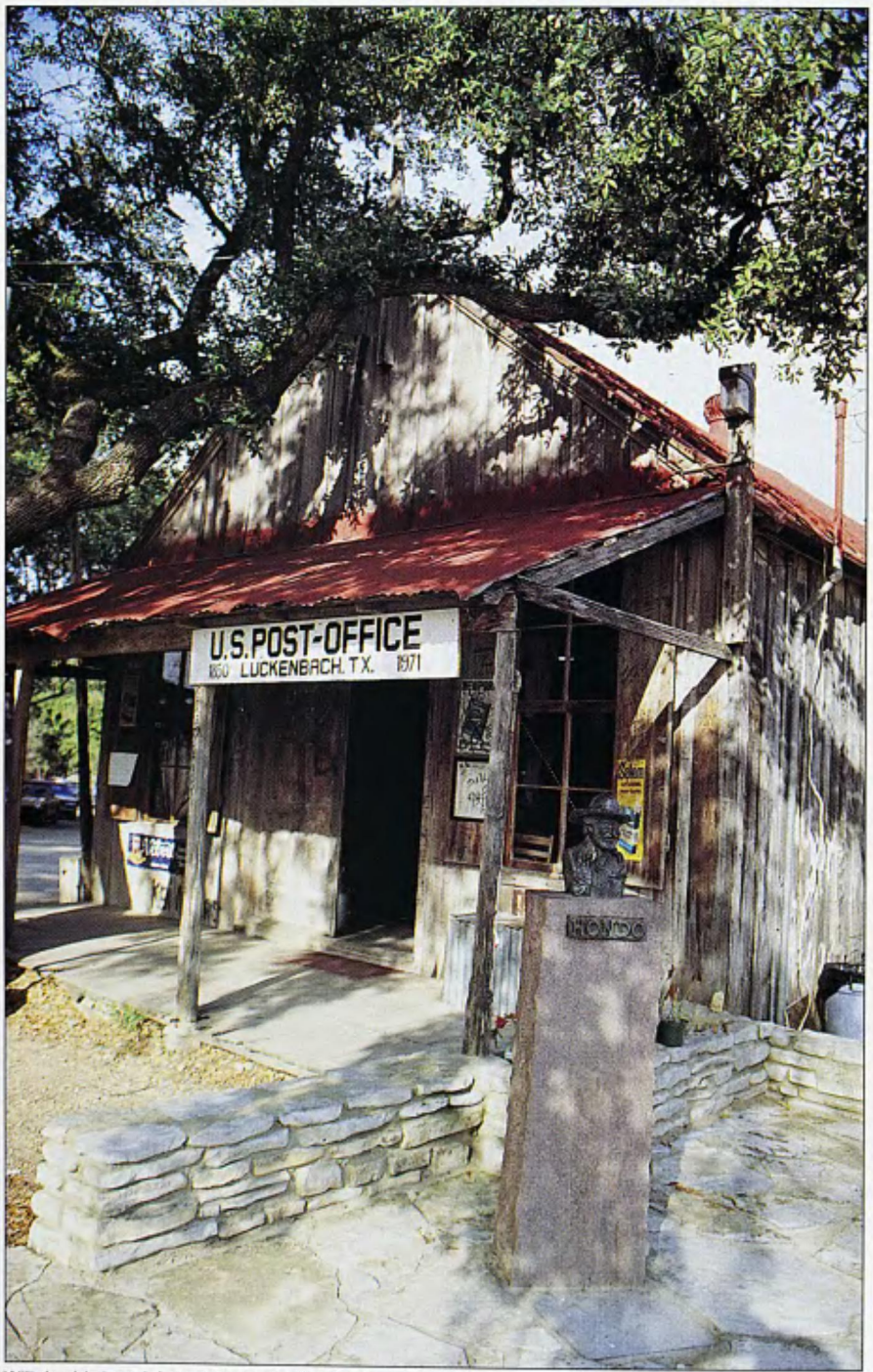
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ya if you're thinking of taking a cross-country trip. First of all, get yourself a Bros Club membership, primarily for the tow service. If you break down it's not gonna happen a few blocks from a dealership. And most probably it won't happen during daylight hours. It's well worth the few bucks, if for nothing else than peace of mind. Do it because it will also put ya in touch with shops and places to eat and drink that won't gouge ya. You'll recoup some of the tow money back, anyway. So what do you have to lose? That's 24 hours a day, seven days a week, holidays included—not just during business hours like some other clubs offer, if ya get my drift. The second most important thing is to have a second set of keys. A good place to hide them is inside your headlight bucket or in a double baggy tie wired to the rubber battery strap that holds the battery to the battery box. Always keep a set of leather pants where you can get to in a hurry, ditto a good rain suit. Don't bury them in your pack; keep them out to put on quickly when need be. Spend a few bucks and get a good one that will last longer than a couple of rain storms. Don't get a set that's paper-thin because it will fall apart just when you need it the most. Also rain boots. Some ya buy at bike shops →



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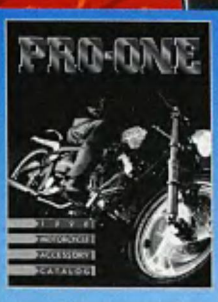
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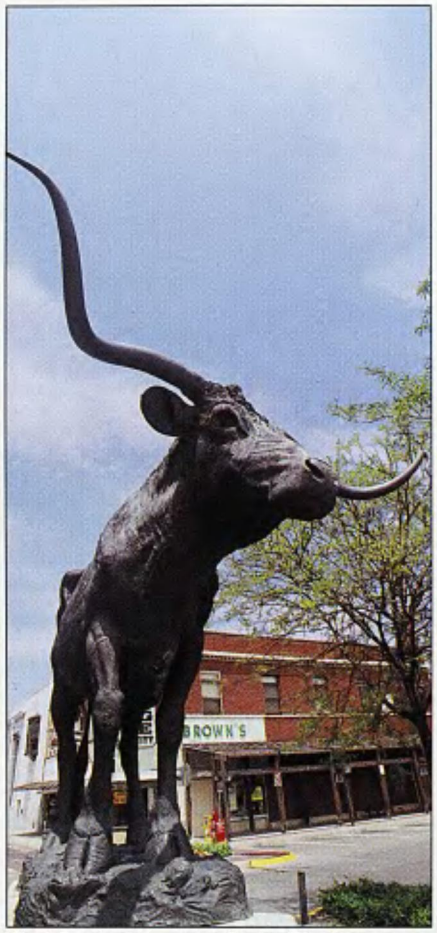
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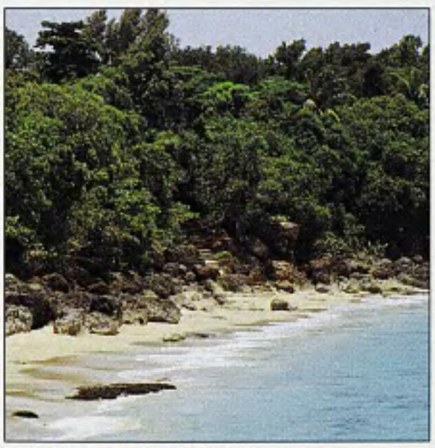
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will tear quickly because they are thin like a condom. Wal-Mart sells a heavier pair that I like. They slip on and off better than anything else I've tried so far. Skin divers' gloves work swell in the rain. Electric gear works but there isn't a motorcycle made that produces enough amperage to keep you totally warm. They will just take some of the chill off of ya. I like layers of clothes better. But ya got to be careful not to overdo it. You want to be comfortable, but you also have to be able to operate the levers on your handlebars and shift lever as well as the rear brake pedal. Also a good locking system is paramount. I use the Kryptonite cable; it's long enough to run through the frame and front wheel. It's best if you can find a steel post that's anchored in concrete to wrap a chain or cable around before running it through the front downtubes on your putt. There's nothing worse than returning to where you left your bike, and not finding it. It's like a hard kick to the balls, you really feel violated.

During the winter don't jump out on the road the first thing in the morning. Let the sun come out and melt some of the snow and ice. Then get off the road before sundown. You won't be able to make time as well as during the warmer clime, but better wet than dead is what I always say. →



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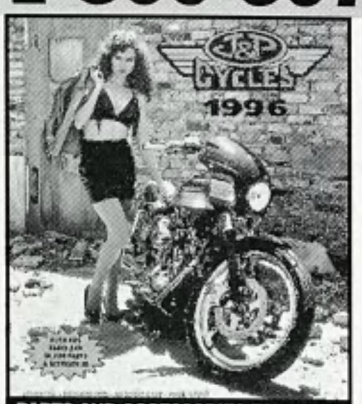
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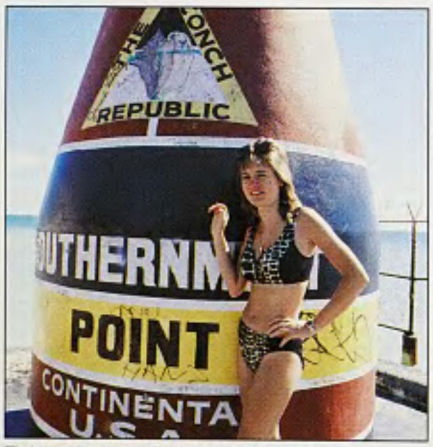
Energy savers in Palm Springs, California

If you carry a camera keep it in a good heavy case, like a gun case. I use a Zero Halliburton aluminum case that's about a foot long, the smallest one they make. It surrounds my camera gear in foam, keeping the vibrations to a minimum. My clothes are packed in waterproof foul-weather bags.

If you're new to the sport don't try doing 700-mile days to begin with. Take your time and see the countryside. Go slow and enjoy yourself. Let your body get accustomed to the smells, sights and feeling of the road, wind, and sun. The sound of your V-twin puttin' down the highway will tell ya a lot: in particular the sounds of the inner workings, valves, pistons, and lifters. They will let you know how hard your motor is working. Carry sunblock and keep your face covered, especially your nose. The glare from your sunglasses will direct the UV rays right to that beak and cook it if it isn't protected.

Well, that's about all the room I'm gonna allow here because I've dug out some scenic photos to show you what a beautiful country we have. Worth fighting for, I'm sure. And that's what many of us have done. Some never to return. So as you're sipping that brew and flipping that burger over on the grill this summer, give some





Eighty miles from Cuba, Key West, Florida

thought to those folks who died so that we can enjoy the privilege of calling ourselves Americans. And be proud of the best damn country in the world, bar none.

I'd like to receive some information as to what's going on in your area of the country. When you get a chance drop a line to Rip's Run. Until then, see ya.

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PICKLE

FICTION BY K. RANDALL BALL WITH TEX CAMPBELL

Larry cruised by the small house and garage set back off the road behind a strip-mall-infested, commercial district in the desert town of Lancaster. He had watched the owner of the mid-'90s Softail roll in and out of the area several times. From his observations, Larry had concluded that the biker wasn't a patch-holding member of a club; in fact, he didn't seem to have any obvious ties to the biker community. Larry had studied his prey carefully. The scoot's owner worked at a new construction site eight miles out of town, and regularly arrived home about 6 p.m. The bike was primo, with a polished engine, custom exhaust, and stretched tanks. It reeked pride of ownership.

Larry, on the other hand, had only his 1962 Ford Econoline van. First purchased as a phone company vehicle, the veteran van was sold several years later with more than 200,000 miles on the odometer. Larry picked it up after a few additional owners had logged tough miles and a couple of accidents on the sturdy, but battle-scarred, rig. It now was painted flat black and had no hubcaps. One taillight was out, the lens on the other was cracked, and a used engine had taken the place of the worn-out original.

Larry, a lean 6 feet, 180 pounds, smoked more dope in a day than a nicotine fiend smokes cigarettes. He had worked at a Chevy assembly plant for five years before General Motors closed the facility and laid off all the employees. Since then, Larry had been a professional bike thief. His hair was long and scruffy, and he sported an unkempt, asymmetrical goatee. In both character and appearance, right down to his ill-fitting T-shirts, shredded Levi's, and grungy engineer boots, he was a loser to the core.

Shortly after losing his job, Larry had stumbled across two outlaw bikers at a local bar. He had listened eagerly as they informed him that for every Big Twin Harley he snagged and brought to Los Angeles, they would pay $500. Ready for a career change, Larry was in business the day after that chance

conversation. Tonight would be his 13th hit. The neophyte thief had learned his craft in a single crash course taught by the two L.A. bikers on the same night he had met them. Pulling up behind an apartment complex at three in the morning, the pair had used Larry's portable acetylene torch to quickly cut the chain holding an otherwise unprotected FXR. Working quietly and efficiently, the bikers dropped a ramp out of the back of the van, took bolt cutters to the neck lock, and quickly loaded the bike. The operation took less than five minutes, there had been no noise except for the hiss of the torch, and Larry came away $250 richer. He was in training that night, so he was forced to take a discount. Even so, he figured, it was easy money.

Tonight's hit would be no different from the others. The ramshackle garage presented no problem. The sagging wooden doors were puny, closed loosely against the insubstantial slats of the building. The lock and hasp were no larger than a man might use to protect his lawn mower. Larry had asked a few discreet questions while scoping out the place a few days earlier. But he had waited for a night when it was likely that the bike's owner would return home after drinking in town, so the guy would crash hard. The only catch to this job was that the driveway to the garage in back ran directly past the house. But the lane was soft dirt with grass growing down the center, so Larry knew the Ford wouldn't make much sound. He also knew that, once he had the bike loaded, the wide, flat street allowed him to escape in either direction. He would be on a commercial street in less than a block, and on the freeway within a quarter mile, easy.

The garage behind the old field house was erected in the '40s. The large frame home had survived to this day, long after the area had fallen victim to economic depression. It now was a run-down rental property set back from the newer, smaller, stucco homes lining 14th Street for several blocks. These modest dwellings had come with the area's development and brief economic boom some years later. Today, nothing escaped the general blight. Year after year, the houses bleached in the desert sun, turned into tombstones in a stucco cemetery.

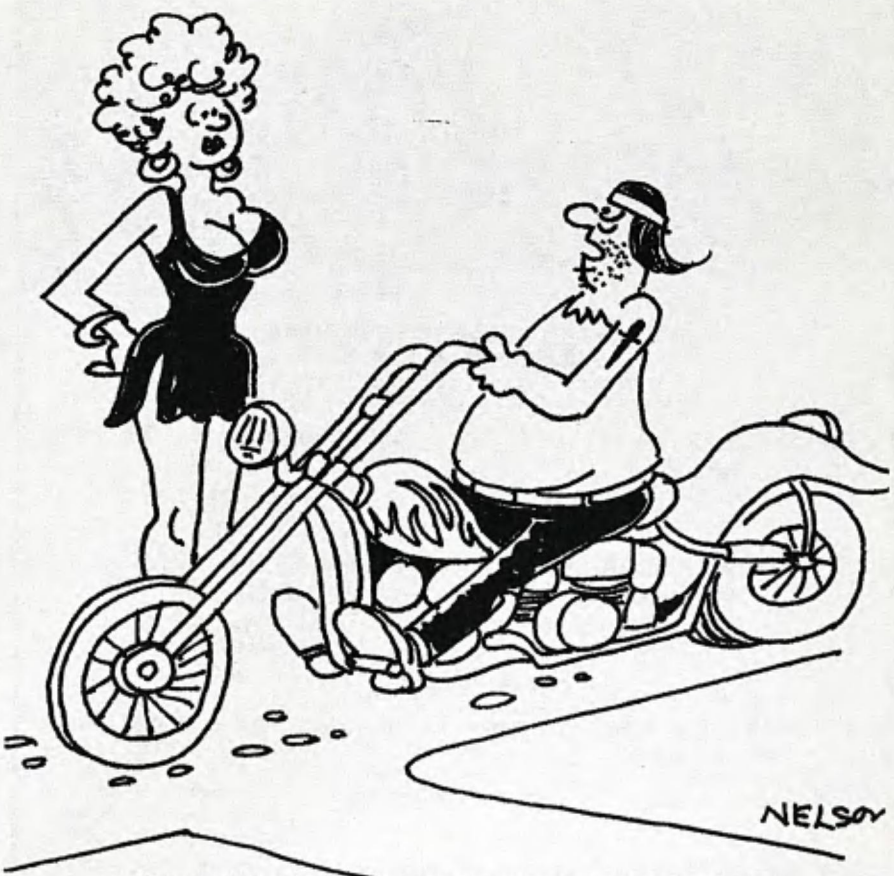
Around 5:45 p.m., Larry cruised up the street and pulled into the driveway of a crumbling stucco box whose weed-choked front yard held a peeling real estate sign dangling from a single, rusted chain creaking back and forth in the hot wind. He waited patiently until the biker got home from work. It was Friday night and, as Larry expected, an hour or so after the rider arrived, he left again. Smirking, Larry watched the evening sun reflecting off the motorcycle's chrome and its candy-apple red paint as the owner carefully wiped it down before riding to town.

Larry left shortly afterwards, returning to his tiny apartment. He smoked a joint, listened to music on his cheap stereo, and hit on the landlord's daughter when she dropped by to pick up the rent. Soon thereafter, he fell asleep for a couple of hours, woke up with a bad case of the munchies, and drove to a Taco Bell for a couple of burritos. He then cruised through the barrio in an unsuccessful attempt to score more dope. Finally, he returned to 14th Street after the bars had closed. The closed garage doors and light in the front window told him that the bike and its owner were back home. A small sports car was parked on the street, its rear window bearing a decal from the local junior college. Rock and roll spewed forth from the weathered second-floor windows of the 50-year-old building. Perfect.

Larry parked his van a short distance up the street, walked back to the old frame house, and stealthily stole up the driveway leading to the garage. Through the large cracks in the door, he could detect the gleam of chrome, sniff the metallic aroma of warm exhaust pipes, and hear the faint ticking of the polished engine, still cooling slowly in the desert night. The prize—virtually unprotected—was there, ripe and ready for the taking. Larry jogged back to his van and started the engine. Without turning on the lights, he drove silently to the front of the biker's home, then backed quietly down the long driveway, past the house, to within ten feet of the garage.

Jumping out from the driver's side, Larry gingerly closed the Econoline's door until it quietly settled against the van's body, then crept around the side to open the two back doors all the way. Careful to make no sound, he pulled →

DOUBLED OVER IN PAIN, HE JAMMED HIS CLENCHED FIST INTO HIS MOUTH AND BIT DOWN HARD



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the long ramp out into position, then checked to confirm that all tie-downs were in place and ready for instant use. The engine compartment sat dead center between the two seats, making the van ideal for the job. After a close shave shortly after he turned pro, Larry had the van lowered for the single purpose of making the job of loading a bike easier, even when he was high. As a finishing touch, Larry had fashioned a wheel lock to the engine housing so that the front wheel of any motorcycle would be held securely for the trip to Los Angeles.

Satisfied that all was in order and that the TGIF celebration in the house was in full swing, Larry reached behind the seat and drew out a pair of red-handled bolt cutters—the short ones, for this job. The small MasterLock hanging from the old hasp presented no obstacle, and with a soft, crushing sound the padlock gave way. Larry paused momentarily to listen. Then, satisfied that all was well, he turned the cheap loop 90 degrees and lifted the hasp tongue out of the way. If the bike's fork lock wasn't engaged, he thought to himself, he'd have the bike loaded in three minutes and be rolling into L.A. inside a half-hour. Turning to the old door, he first lifted it to take the weight off the corroded hinges, then carefully drew it outward.

The ancient door opened easily and quietly, but as Larry set it down, he felt a sharp, searing pain like the quiet slice of razor-edged paper when you're least expecting it, as you turn the page of a book or lick the flap of an envelope. Grimacing, he peered at his hand in the dark, unable to see much, but fully aware of the sticky ooze of blood trickling down into his palm. Reaching into his back pocket, he drew out a large, blue bandanna and wrapped it securely around his fingers. Puzzled and angry, the surprised thief searched for the source of his injury. Something thin, metallic, and menacing glinted along the edge of the door, but he couldn't make out what it was, and there was no time to waste on further investigation.

Moving very carefully, Larry opened the other half of the door and peered intently into the inky rectangle of the opening. The garage's shadowy interior was broken by small, scattered shafts of pale moonlight entering through gaps in the old wooden walls, revealing nothing but a featureless dirt floor and the glistening chrome of a motorcycle. Squinting, Larry could see the night through the profusion of cracks, joking to himself that he could have easily driven through any wall in the garage to get at the Harley. Outside, the music had stopped, and on the second floor of the old ranch house, the last window abruptly went dark. Larry relaxed, confident that the two people in the

bedroom were spent, exhausted from work, alcohol, and sex, and would be fast asleep momentarily.

Just as he stepped closer to the bike, Larry sucked in his breath, choking back a scream as his left foot settled into the soft sod. Doubled over in pain, he jammed his clenched fist into his mouth and bit down hard to keep from howling out loud. The pain coursed up his leg, and any movement made it even worse. Staring vacantly into the impenetrable darkness ahead, he knelt carefully and groped for his foot. A wave of nausea swept over him when his trembling fingers felt something protruding from the shoe top—something pointed and sharp.

The 16-penny nail was one of several protruding upward through a two-foot length of pine board. Scattered across the dirt in random profusion beneath his feet were more than a dozen nail strips, invisible in the murky depths of the ancient outbuilding. The nail had punctured first the synthetic rubber of the bottom of Larry's boot, then the soft inner sole, and finally, the ball of his left foot, just behind the junction of his fourth and fifth toes. The nail had slowed momentarily on the callused skin before popping through the instep of his foot before the full weight of his body caused the chiseled point to pierce the boot's top, exposing the bloody steel point through the scuffed, black leather.

Larry was frozen in an agony of fear and pain. For the second time in less than two minutes, he felt the warm wetness of his own blood, this time soaking through his sock and pooling inside his boot. Fighting panic, he felt a sudden, sick sweat break out on his forehead. Groaning and grunting, he looked around for something to hold onto while the nail stripped free of his foot. His eyes came to rest on a wooden post supporting a row of empty, warped shelves less than a yard away. Slowly, tentatively, he reached outward it in the dark. Holding on precariously, Larry lifted his boot →

EVERY MUSCLE IN HIS TORTURED BODY WAS RACKED BY PAINFUL SPASMS



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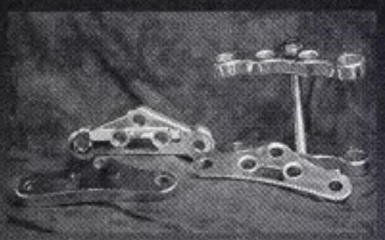
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slowly and painfully to withdraw the galvanized projectile from the ravaged flesh of his foot. The blood had already begun to dry in the desert air, making it excruciatingly difficult to pull the metal shaft completely free of the thick material of the sole. He gagged, nearly vomiting from the pain. Then, his boot suspended four inches above the floor of the garage with the nail still a half inch into the bottom of his foot, he lost his balance.

Ordinarily, Larry would never have touched the bike before thoroughly checking for alarms. But, acting on the certainty that he would fall if he didn't catch his balance immediately, he grabbed instinctively for the chromed sissybar rising above the polished fender, even as he clung to the post with his other hand.

With painfully stunning immediacy, Larry knew that something was terribly wrong. The instant his fingers had grasped the shiny sissybar, every muscle in his tortured body was racked by painful spasms as surge after surge of searing electricity jolted his body. Emitting an involuntary howl of shocked anguish in spite of himself, he tore his convulsed fists from the bike and the post simultaneously, falling face forward onto the garage floor. Although the impact yanked the nail strip from the bottom of his foot, the fall tore open an even larger wound in the process. Larry was left writhing in the dark, spitting dirt between teeth clenched against the awful pain ravaging his body.

Twitching on the grimy floor of the garage in shock and pain, Larry thrashed about uncontrollably. All the while, the bike sat peacefully in the center of the room. With a bizarre clarity that somehow cut through the pain and confusion, he could smell the fresh paint on the bike's sheet metal and see the custom motorcycle's polished surfaces and chromed details flicker in the darkness. Outside, the van stood poised to take its prey to the city. Even

THE POISONOUS REPTILE BURIED ITS FANGS DEEPLY IN THE WOULD-BE THIEF'S THIGH



"Still think it's my imagination I feel not welcome whenever we visit your mother?"

though Larry knew that this bike was nice enough to garner a bonus, the pain in his foot and the barely subsiding shock in his bones told him to cut his losses and flee while he still could.

Panting, on all fours, Larry summoned every ounce of self control to force himself into a sort of terrified calm. His desperate breathing finally subsided, but even as it did, the greed motivating him returned. After all, he reasoned, the only thing that could now make this painful fiasco bearable would be the successful completion of the heist. "I'll boost this fucker yet," he muttered into the murky darkness of the garage.

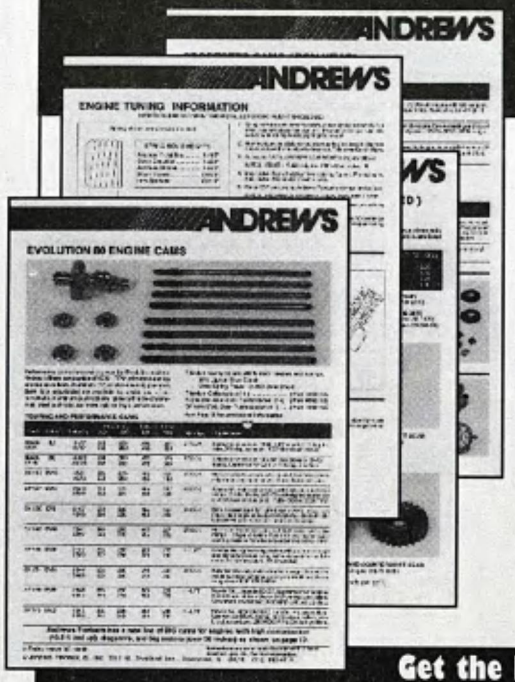
Larry rested, motionless, vaguely wondering why the noise he'd made had failed to alert anyone in the house. It was almost as if the bike's owner was silently mocking him, chuckling soundlessly behind the distant window, daring him to rip off the valuable piece of machinery he barely pretended to protect inside this dilapidated shack. Shaking his head to clear his mind of these conflicting and confusing emotions, he painfully tried to stand.

Pulling himself onto his elbows, Larry reached into his back pocket for his flat black, aluminum billet flashlight. Just as he twisted the end, he heard a loud hissing to his right, followed by an eerie, dry rattle that was only a blurred flurry to his terrified ears. In the night's profound silence, the rattle seemed deafening, scrambling his brains, making coherent thought impossible. The diminutive circle of light thrown by the small torch danced crazily, briefly illuminating the dirt between his legs. He saw nothing, yet knew that the source of the insane rattle could be no more than a foot or two away.

Larry had no idea what to do. The narrow beam of the six-inch penlight darted everywhere, flashing off the chrome of the inner primary and momentarily illuminating something moving under one of the dusty shelves on the floor below. The erratic beam of light flashed from the bike to the dirt deck, finally revealing the thick body of a mature, four-foot-long diamondback rattlesnake. Larry's instinctive recoil caught the viper's attention and, like a flash of lethal lightning, the poisonous reptile buried its fangs deeply in the would-be thief's thigh. Scrambling backward in mindless panic, Larry grasped the rattler's wide, triangular head, wrenching it free from his leg, then flinging the heavy snake into the darkness of the garage with all his might.

Clawing the dirt, wracked with pain and choking with fear, Larry propped himself upright against a plastic crate next to the wall. The bike was no more than a dim outline in the dark shadows, but from his present position along the front wheel, he could make out the wires running from →

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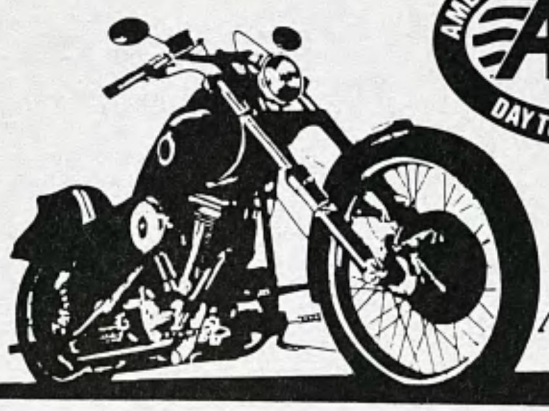
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from alligator clips under the front fender and leading to a nearby wall socket. In a flash of terrified insight, he suddenly understood why everything had been so easy, why the garage and its valuable contents were only superficially guarded, why the noise of his frightened thrashing and blinding pain had triggered no response from the house at other end of the driveway. With sickening certainty, some sixth sense told Larry that the bike's owner had heard everything, that he knew exactly what was taking place, yet had remained inside his home, savoring the knowledge that a bike thief had walked into this tempting trap and was paying the price for his larceny.

HE PITCHED FORWARD, HIS ANKLE BREAKING WITH AN AUDIBLE SNAP

Dismayed, his mind groggy and reeling, Larry knew only that he had to get out of that garage and drive himself to the hospital, fast. Nothing else mattered. Ignoring the waves of pain cascading through his body, he struggled to his feet and lunged for the open door, less than ten feet away. Two clumsy strides into his escape, Larry's right foot dropped through the suddenly insubstantial surface of the soil floor and into a tubular trap. Helpless to stop his reckless momentum, he pitched forward, his ankle breaking with an audible snap. Lips coated with frothy spittle, his chest heaving breathlessly from the rattler's venom, Larry howled in pure animal agony.

No longer concerned about detection, the police, vengeful owners, or anything but escape, Larry writhed in agony, making no attempt to stifle his screams as he pulled his leg free of the hidden concrete drain pipe. His breathing was labored, and his swollen, discolored leg throbbed with poisonous intensity. Fighting the suffocating fog enveloping his senses as he hobbled out of the garage to his van, Larry struggled to remain conscious. Ignoring the ramp and the vehicle's open doors, he pulled himself inside and heaved himself into the seat. Larry screamed again, forcing his pierced left foot to depress the clutch pedal as the motor coughed to life. Convulsed in excruciating pain and berserk with raw terror, he slammed the Ford into gear.

Almost fainting from the anguish of his shattered ankle, Larry pushed his right foot against the gas pedal. The van lurched forward, noisily dragging the ramp still hanging out the open doors.

Larry leaned heavily against the steering wheel, his clouded brain barely aware of the bump when the front tires hit a dip as the van rolled past the house. In the early morning darkness, he could see nothing. But any fear of being caught had given way to fear of dying, so he threw on the van's headlights, illuminating the dirt driveway leading out to the street, the freeway, and freedom.

Two sealed beams flooded the landscape ahead, and Larry's blurred vision picked out a small sign rounding the corner of the building, its red lettering stark against the white background: "Wrong way. Do not enter. Extreme tire damage may result." Just as he finished reading the last word, he heard two muffled explosions, followed by two more as the spikes mounted beneath the driveway dirt pierced the van's tires. Wobbling on four flats, rear doors banging against the steel bike ramp, the Ford entered the street and turned toward the county hospital, five miles distant.

Larry's heart hammered against the tight confines of his constricted chest as he gasped for air, struggling to fight the deadly numbness swallowing him. The van careened into a parked car, caromed off, then lumbered toward the freeway, its pain-demented driver screaming with each gear shift, his tunnel vision barely able to focus on the expanse of asphalt illuminated by the Ford's headlights.

In a weather-beaten house two blocks behind the struggling vehicle and its desperate driver, a light breeze lifted the curtains in a second-floor window. For an instant, the faint sound of laughter drifted out into the cool night.

If you enjoyed this, check out K. Randall Ball's first Biker/Western, Prize Possession, *$5.99 from 5-Ball, Inc., P.O. Box 429, Agoura Hills, CA 91376-0429.*



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THE FALL & RISE OF TRIUMPH MOTORCYCLES

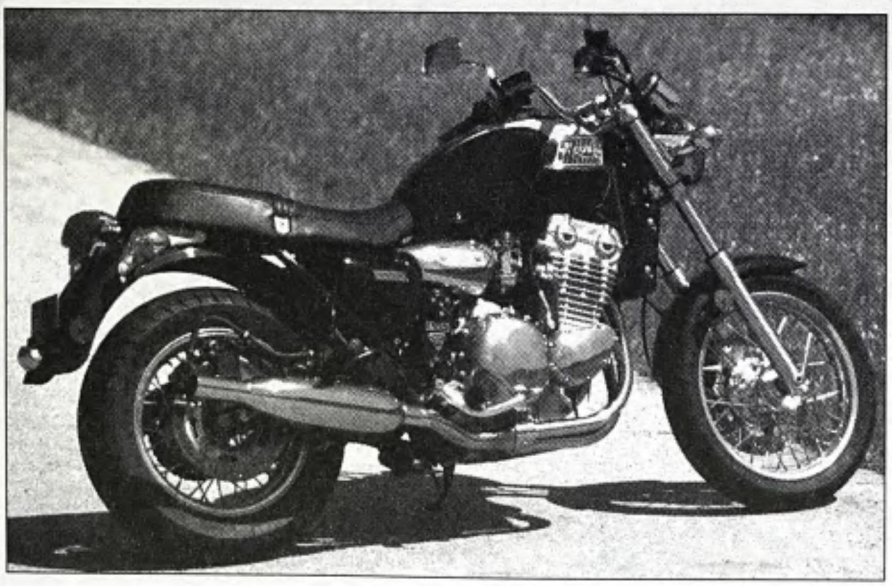
Like Harley-Davidson, Triumph has been able to work its traditional styling elements into completely new motorcycles. The new bikes carry no old parts, but the new Thunderbird certainly has that classic Triumph look. Somehow Triumph managed to stop making motorcycles for a couple of decades and then come back, without getting left behind.

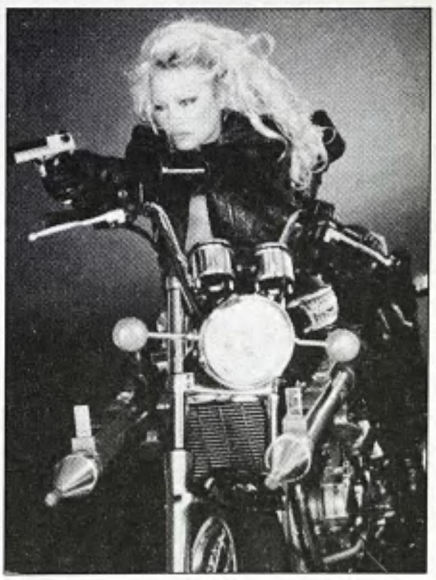
Old-timers know that our British cousins have a habit of announcing the resurrection of this or that old motorcycle, car or what-not, but then fail to actually deliver. Oh, you can still get an occasional Morgan, complete with plywood floor and leather straps holding the hood down, and a few Shelby Cobra frames and bodies find their way out through the fog. Until last year, though, no new motorcycles with the Triumph logo had been delivered for 15 years. There were rumors and promises that, any day now, good old Trumpets would float over the Atlantic by the shipful. And the ship would be captained by Elvis himself.

Bullshit aside, the Triumphs that have finally arrived are shockingly good bikes. Never would I have believed that this would be possible. During a visit to the Triumph factory in the fall of 1981, I saw less than 100 people (where there had once been 2,500) building a handful of outdated twins and a few of the flawed four-valve twins. The trickle died and so did the 80-year-old legend. Few of us ever expected to see motorcycles with that classic name again. Triumph of Coventry, England, had suffered the fate that almost befell Harley-Davidson a couple of years later. Both had been guilty of building old motorcycles that too few people wanted to buy.

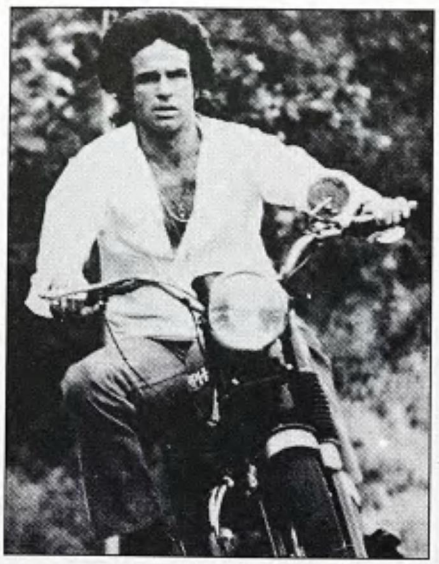
Both Harley-Davidson and Triumph started in small shops during the opening years of this century. They built singles and then V-twins. Their motorcycles looked like bicycles, made three or four horsepower and weren't very reliable. But, by God, they were motorcycles, and we loved them. Right at the start the British used the Triumphs in races, mostly with the thought of making motorcycles more reliable. By 1907, Race Week at the Isle of Man was a big deal. Winners on the island could count on brisk sales the following year. Harley showed up in 1912 and cleaned the collective British clock. From that time until the '70s, when the British bike industry fell apart, H-D and Triumph went at it on the track and in the streets.

While Triumphs and Harleys were generally similar in the pioneering days before WWI, they slowly became distinctly different as they were developed for their respective markets. Harleys grew large and tough while Triumphs became more agile and remained lighter. After WWII, Triumph decided to come to America. What they brought was something completely new to us: bikes that would go over a tumbleweed rather than through it, all the wheelies you could stand, nimble handling and agility. Harley-Davidson responded with











the Sportster. It wouldn't turn with a 650 Bonneville and it wasn't great at wheelies, but it was a full 883cc and after the first block it was gone!

A grudging respect existed between "Sporty" and "Bonnie" riders. They poked fun and put each other down, but they also rode together. To this day, a Triumph is acceptable in the midst of a bunch of Harley-Davidsons.

The Asian invasion put an end to Triumph and nearly did in Harley-Davidson too. H-D chose to fight back in '81 and won, but it was too late for Triumph. There is little doubt that Harley's current success has helped set the stage for Triumph's revival. All over the world, folks are coming back to bikes because of Harley-Davidson, and Harley riders are the sort who also buy Triumphs.

The Triumph Thunderbird is the most popular of the 11 models the British factory currently builds. It is, like the original Thunderbird, an all-round motorcycle; one that can be ridden hard on tight mountain roads, cruised along boulevards and loaded up for solo touring. In most ways, it is a better Triumph than has ever been built before.

The Triumphs that came before the current revival played an important role in creating the Hollywood motorcycle mystique. Now the company is bringing its bikes back to the big screen to continue the tradition. Pamela Anderson Lee straddled a Thunderbird in *Barb Wire*, and, according to Michael Lock, Triumph's CEO, "she took to it like a duck to water. She had no fear, which was great because it allowed her to do many of the stunts herself."

THERE IS LITTLE DOUBT THAT HARLEY'S CURRENT SUCCESS HAS HELPED SET THE STAGE FOR TRIUMPH'S REVIVAL

Pamela's role put her in Triumph's movie hall of fame along with Marlon Brando, James Dean and Clint Eastwood. *The Wild One*, starring Brando in his infamous role as a motorcycle gang leader astride a 650cc Triumph Speed Twin, set the stage for the black leather jacket and jeans explosion that changed two-wheeled machines from a means of transportation to the center of a way of life. Other Triumphs appeared with Eastwood in *Magnum Force*, and with Richard Gere in *An Officer and a Gentleman*.

"It's an honor to be back in Hollywood. We are proud to, once again, provide two-wheeled steel to the stars of the big screen," says Lock. With its central role in *Barb Wire* and a strong selection of models, Triumph has made a powerful return to the American motorcycling scene. Welcome back, Triumph. You were missed. —*J.D. Chandler*







Photos: Triumph

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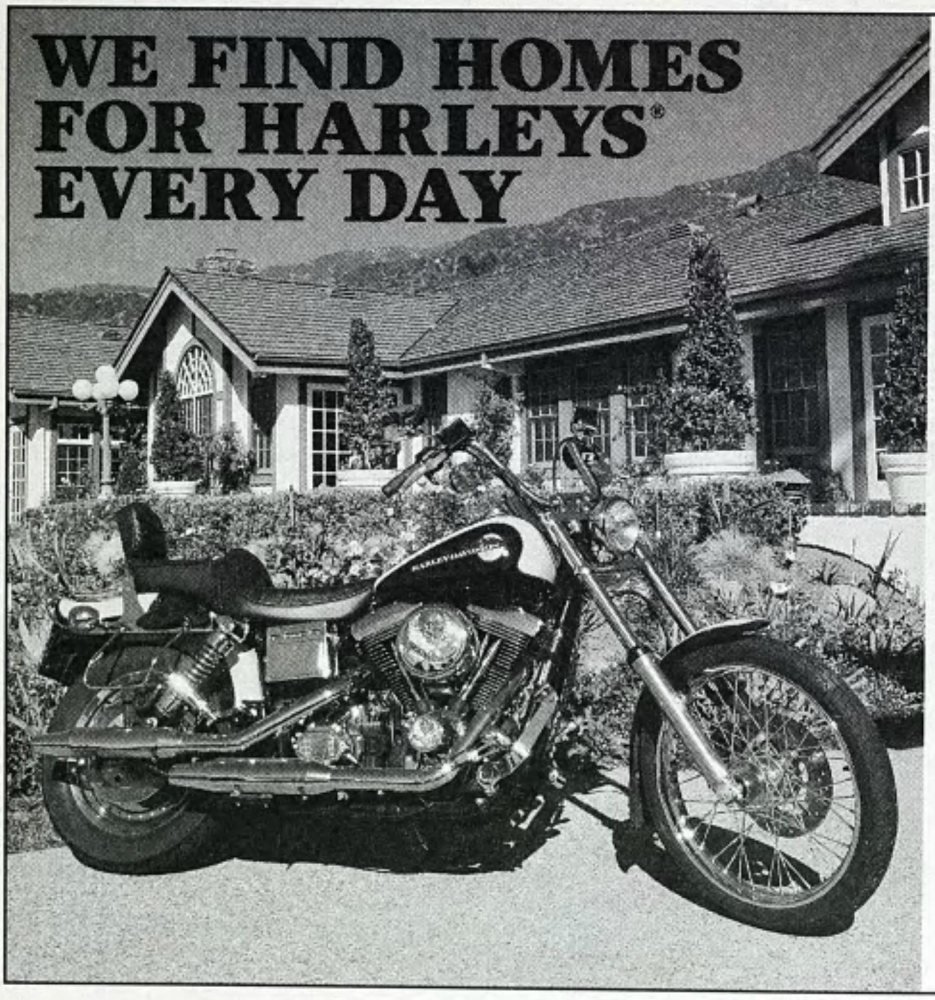
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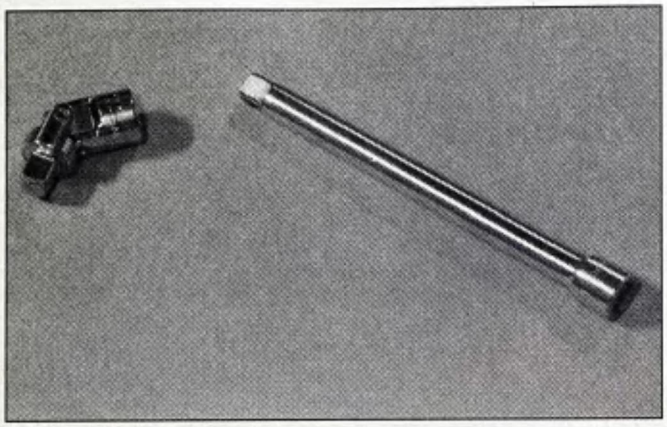


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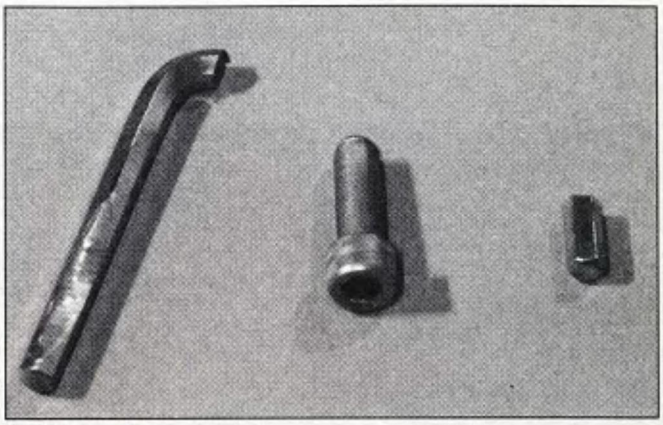


Photo 3



Photo 2

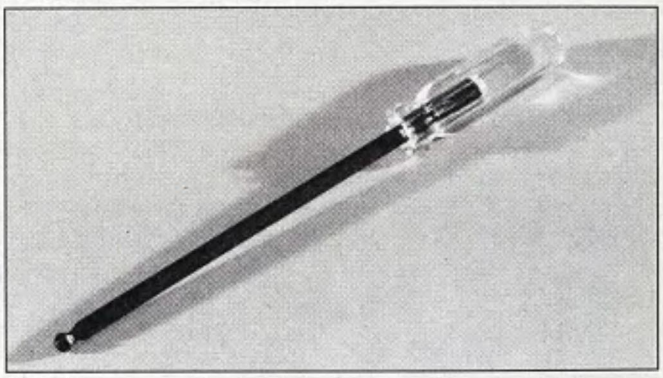


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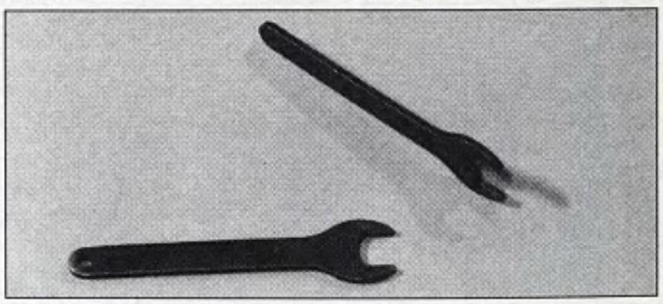


Photo 5

CLOSE QUARTERS WRENCHING

Got Low Headroom? Try These Trick Tools

There's nothing like tight tolerances to make your toilet look good. A minimum of unsightly gaps gives a Big Twin that look of clean design, compact integration, no muss, no fuss. Just one problem. That precision fit of components sometimes leaves precious little space for wrenching.

Happily, we bike buildin' bros are not alone. Over the years, mechanics have had to contend with everything from radial aircraft powerplants and front-engined, front-drive cages to automated assembly lines—plumbers' nightmares, one and all. To help, tool makers have developed a small universe of tight-tolerance trickery—which you can avail yourself of, as well. Here's our pick of the litter.

Universal joints—with a suitable shaft extension (photo 1)—let you work on out-of-the way nuts and bolt heads with standard ratcheting wrenches and accessories. If overheard is low, consider low-head socket wrenches; they have limited depth to clear studs protruding through nuts, but are useful for grabbing bolt heads. For extra tight spaces, you can even get universals with individual socket wrenches built-in.

Cap nuts can present a particular problem. Often, they are located on stud ends with very limited overhead space. Furthermore, castings retained by studs and nuts often have little side access as well in which to turn a wrench. One good solution is this

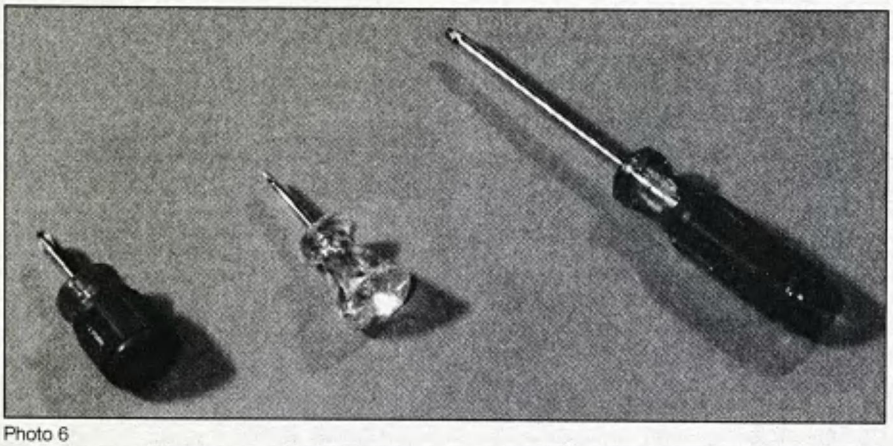


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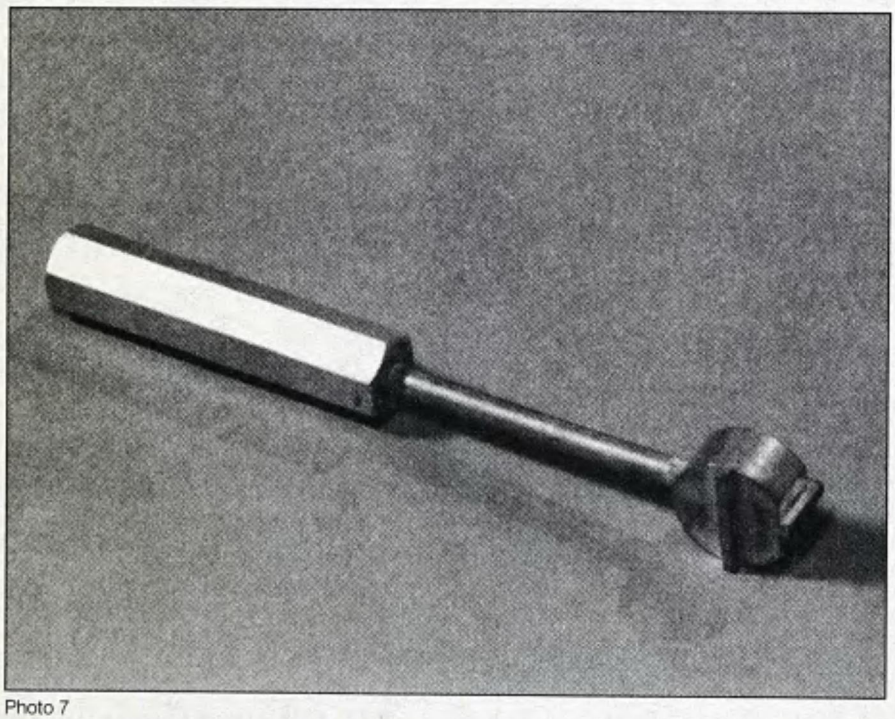


Photo 7

specialty wrench set (photo 2) that, via an internal worm gear, turns the nut as the handle is squeezed. For heavier duty applications, ratcheting box end wrenches need as little as 22 degrees of side motion to engage. Even if you have nuts that can be reached only from the side, there's help. Crow's foot wrenches reach in like an open wrench, but are socketed so you can use ratcheting handles, or even torque wrenches on them. They're great for cylinder head or base nuts where proper torquing is tantamount.

Allen or socket head fasteners look great, but are sometimes rough to wrench. Ball-tipped or "bondhus" keys and screwdrivers (photo 4) help by letting you come in at an angle. You can also cut off standard keys (photo 3) to lower overhead, or make a short external hex to stand proud so it can be driven by standard socket or open end wrenches.

Special stuff specific for your model, make or use comes from the factory and aftermarket alike. These range from extra stubby screwdrivers (photo 6) to special thin spanners (photo 5), to

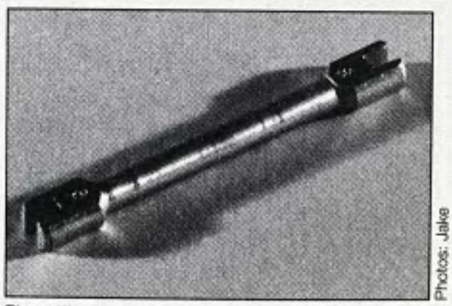
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Tacoma, WA 98424
(800) 345-5789

J. C. Whitney & Co.
1917-19 Archer Ave.
P. O. Box 8410
Chicago, IL 60680
(312) 431-6102

Northern Hydraulics
P. O. Box 1499
Burnsville, MN 55337
(800) 533-5545
Automotive, aircraft, and industry parts and supply houses

Mechanics' tool lines sold through dealers — Snap-On, Bonney, Craftsman, etc.



Photos: Jake

Photo 8

slot head turning tools (photo 7) to spoke wrenches (photo 8) especially handy for 80-spoke wheels.

Last but not least, H-D offers offset spanners enabling a good solid squeeze on cylinder base nuts and headbolts (H-D #94589-29B and 94590-73, respectively). After all, what good is righteous wrenching on a ride that's low on compression, leaking oil or otherwise loose where it shouldn't be? Use your head—and these tools—and your tight tolerance Twin will be tight jointed as well.

—*Jake*

STURGIS DRESSER

Major Changes, Minor Cash For Road-Worthy Touring

Hey, when you pick up a dresser a couple of months before Sturgis, and you can't leave well enough alone, and you're a big guy on a budget, 'cause you're saving your cash for the first of August, here's a plan. This began as a used '95 FLT with 14,000 on the clock. The bike was the plain Jane model, and bone stock. I can't stand bone stock motorcycles, so we hauled its dusty self to Marty Ruthman's High Tech Custom Cycles in Van Nuys, California, where we opted for just a handful of modifications while retaining all the stock components. We wanted to make the biggest differences without the massive outlay of cash and time.

The plan was simple: Stretch the frame downtubes 3 inches, extend the fork tubes 4 inches, and powdercoat the lower legs and extended cans. We also intended to lower the rear end 1½ inches with the White Bros lowering kit that prevents us from purchasing new shocks, stretch the tanks to meet the new dresser panels from Arlen Ness (not expensive), replace the whitewalls with Continental touring blackwalls, install the new Badlander Road King seat, cut down the windshield three inches, and install a set of Ness footboards and a Jagg Oil Cooler. We opened up the carb with a Screamin' Eagle CV carb kit, replaced the air cleaner and slipped on a set of White Bros SuperTrapp mufflers. The final touch was laid on by the talented painter Mike Lisandro. We ran out of time to ride it to Arizona in June for one of our 25th Anniversary parties at the Scottsdale *Easyriders* Store run by Myron and Cindy Larrabee, but the plan is still to ride out to Myron's in late July, pick up the man, then ride into Wyoming and meet the Hamsters riding out of the Bay Area, including Arlen Ness, and ride the rest of the way to Sturgis with the gang.

This article will show how Marty was able to stretch the downtubes of a dresser and the resulting effects on seating position and handling. We will also cover the installation of the White Bros Lowering kit (in the December '96 issue, #282) and show the final form, before detailing, or we may get drunk, go for a ride and do that next issue. Note that we stripped off all of the crash bars, running lights, spot lights and anything else we could unload.

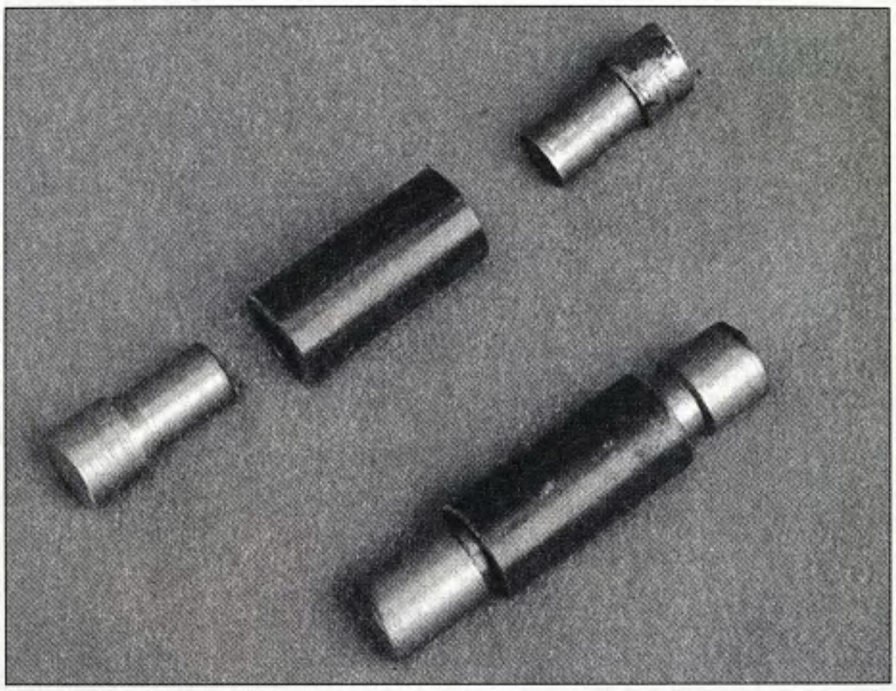


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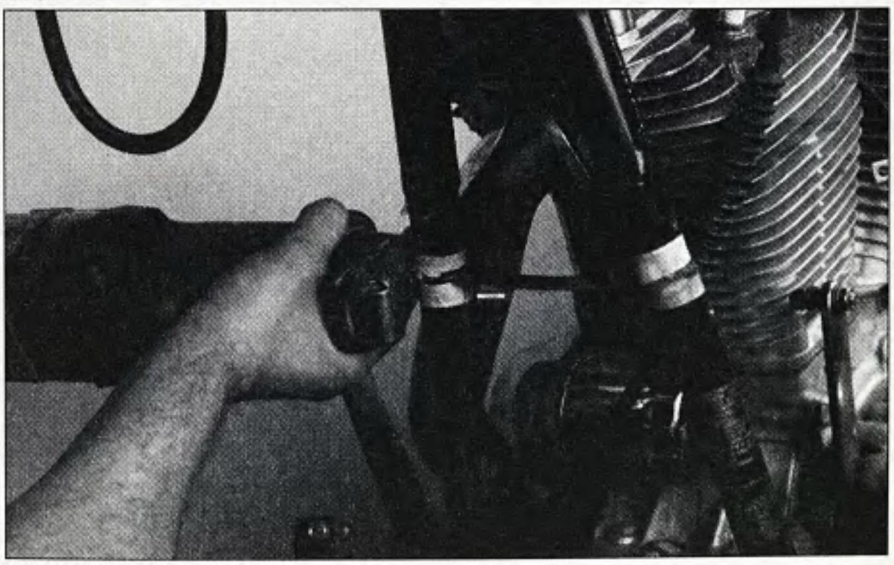


Photo 2

Marty is no slouch when it comes to calculating frame modifications. His shop performs them on a regular basis, but this was a first. The square tube backbone was a unique obstacle, but the master overcame the hurdle in the following steps:

1. First he supported the bike evenly on a work table and secured the rear section down and back with tie-downs.

2. His crew removed all unnecessary parts including the fuel tanks, crash bars

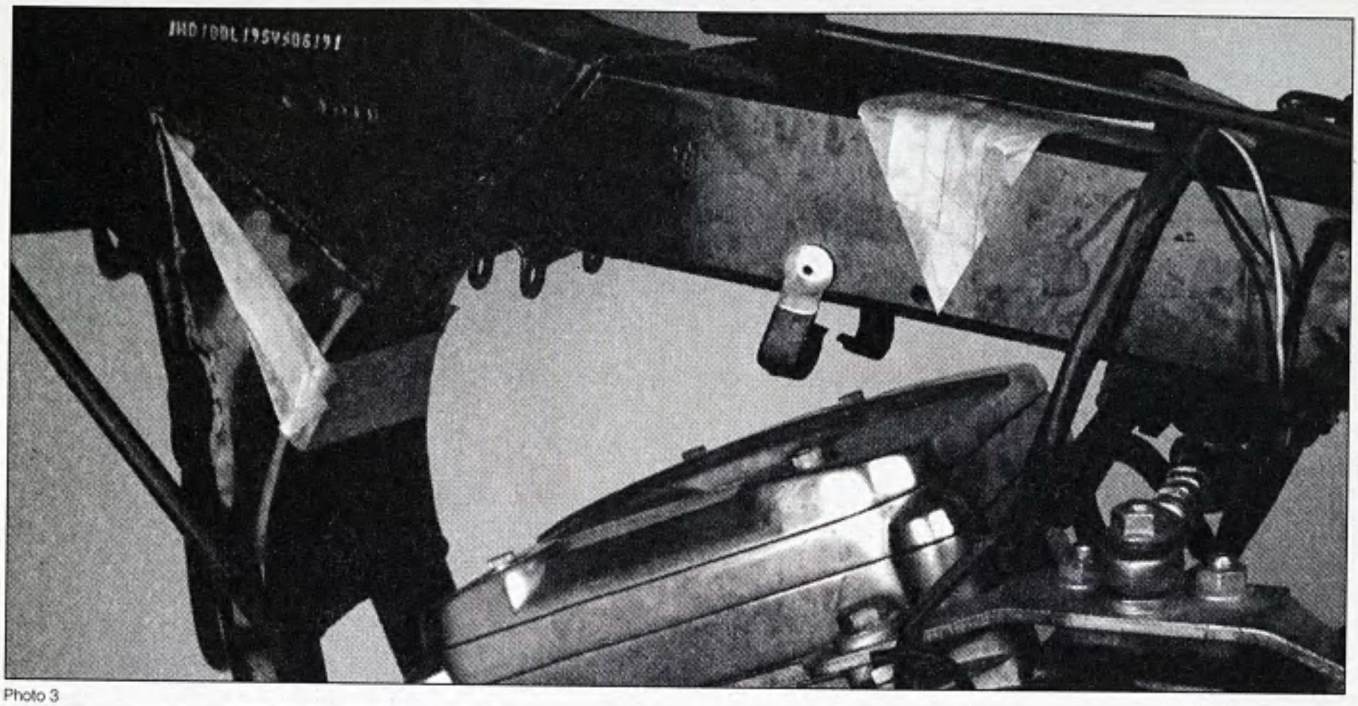


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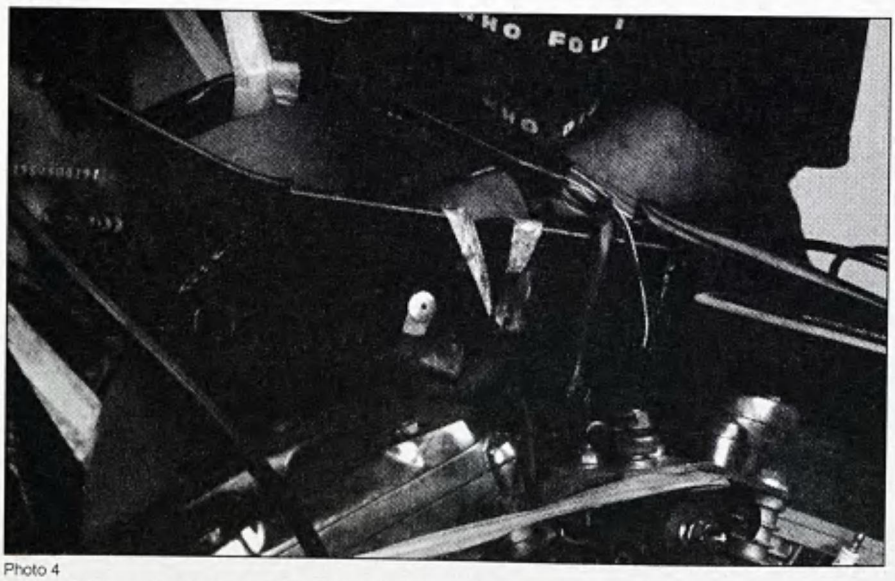


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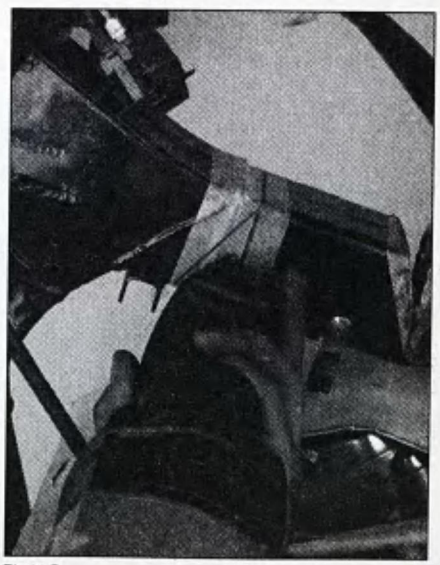


Photo 5

and anything else that could be destroyed by torches, welders, or power saws. Always disconnect the battery and coils.

3. This is decision-making time. Marty and I determined the amount of stretch we wanted to add to the downtubes (in this case 3 inches), and then he cut chunks of chrome moly tubing to be added and 4 slugs from solid stock (photo 1). Each slug should be one inch less than the extension piece being installed.

4. Marty masked the areas to be cut in the downtubes and drilled a 5/16 inch hole from the side of the tube, 1/2-inch above and below the cut line. These holes will be used to hold the slugs in place prior to welding. He inserts a Phillips screwdriver to hold the slugs while inserting the extension tube. When he removed the top screwdriver the top slug dropped into place.

5. Determine the approximate amount to be cut out of the top tube in the form of a pie shape to allow the frame backbone to bend upwards. Marty masked the area to be cut, then cut in front of the top motor mount (photo 3).

6. Cut your downtubes as straight as possible (photo 2). Place a block →

TECH TIPS

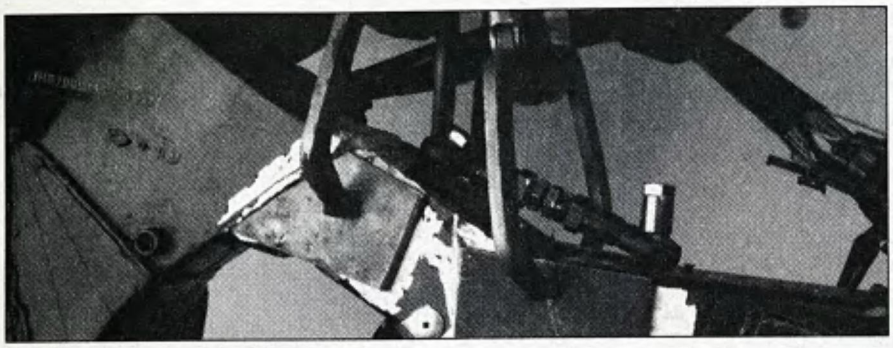


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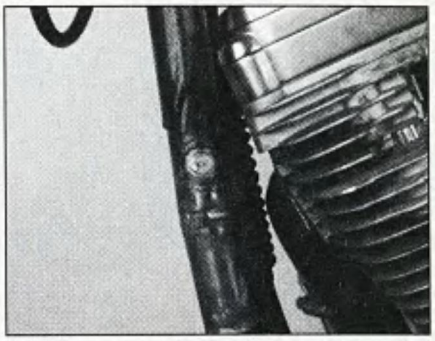
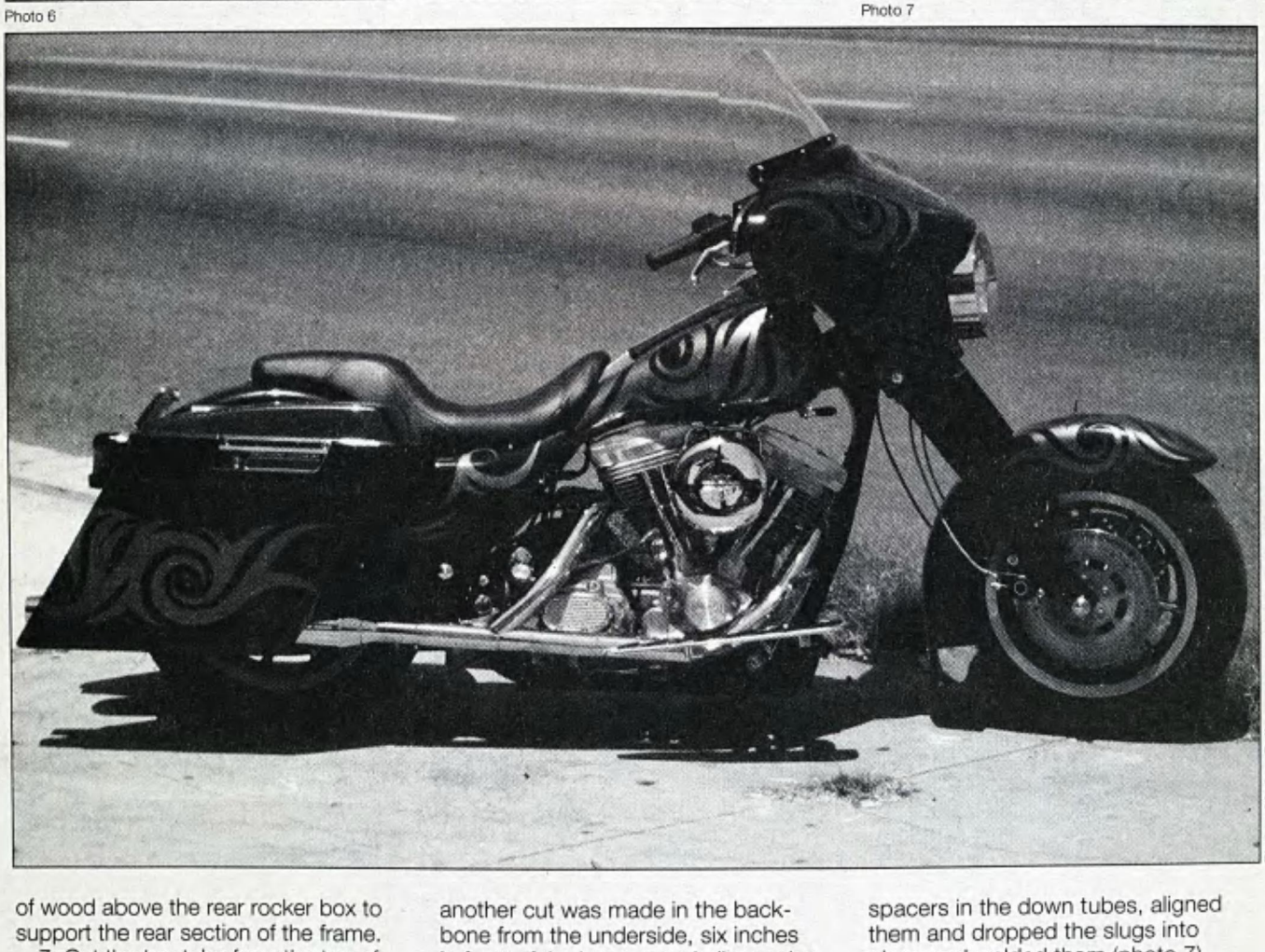


Photo 7



Photos: Markus Cuff

of wood above the rear rocker box to support the rear section of the frame.

7. Cut the top tube from the top of the backbone creating a "V" shape to allow the bend (photo 4).

8. Marty lifted the front section to allow clearance to work on the underside of the top tube.

9. Since the neck will be lifted, then pushed back down to align the tubes, another cut was made in the backbone from the underside, six inches in front of the last cut at similar angles as the top cut (photo 5).

10. Using a stabilizer fully extended as a guide, Marty drilled and tapped two holes in the top tube at the rear cut. He installed the stabilizer and tightened it until the cuts were aligned.

11. Then he installed the slugs and spacers in the down tubes, aligned them and dropped the slugs into place and welded them (photo 7).

12. Finally, Marty cut massive plates to reinforce the cuts in the backbone of the frame, clamped them into place and welded them. Then he removed the stabilizer and finished all the welds (photo 6).

—Bandit

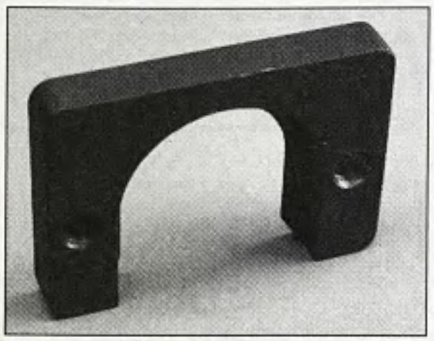


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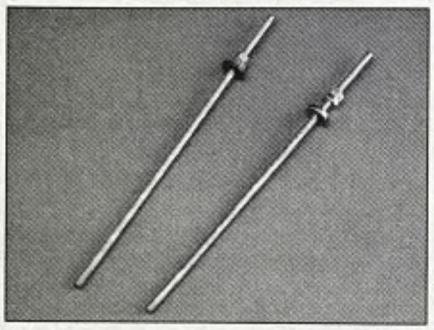


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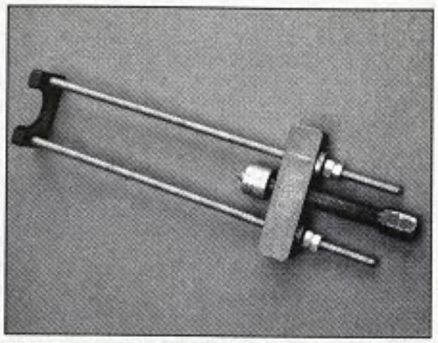


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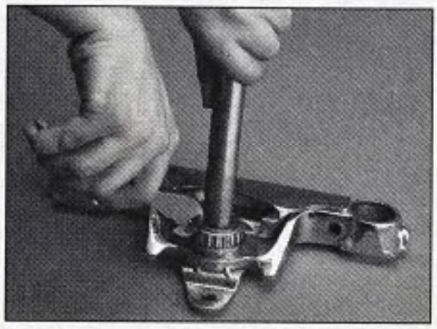
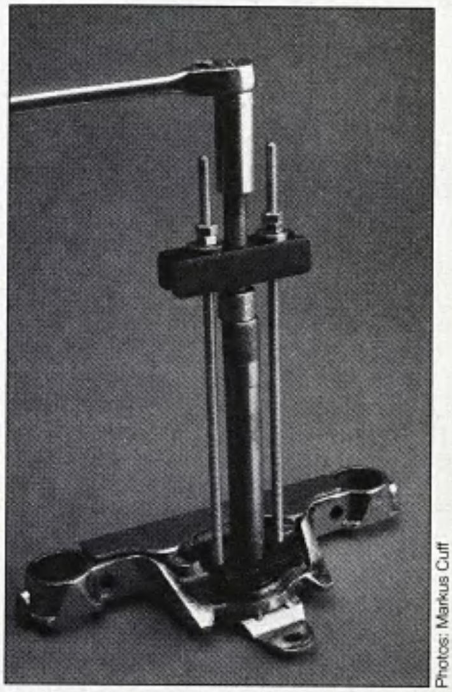


Photo 4



Photos: Markus Cuff

Photo 5

LOWER BEARING PULLER TOOL

Don Hotop Saves The World And All Its Chrome

Hotop called me from his shop, Don's Speed and Custom in Fort Madison, Iowa. "Hey Wrench," he said in a voice that had never moved from the riverside town, "I made a tool. Wanna see it?"

"Sure, Don," I said, frantically fighting another deadline, "anything you say."

"No, it's bitchin'. It'll save the world," Don said anxiously. "It works like a dream."

"Sure, Don, send me one," I mumbled. "I'll be the judge of what works and what doesn't."

"Listen, deadbeat," Don returned. (Don's no slouch, and I was pushin' his Midwestern patience.) "I've had this puppy for years, then one day while thumbing through some bullshit bike rag article on replacing neck bearings I stumbled onto a problem. These bastards told the reader all about neck bearings, but not how to get the bottom one off. Hell, even the factory manual basically says to grab a sharp wedge and a brass hammer and go for it. So I thought I would do the biker world a favor and share the tool I built years ago." And he hung up.

I waited near the mail room for three days before it arrived in a small envelope. From the manner in which he described it, I thought for sure it would arrive in an elaborate crate. But no, it slipped out of the small envelope and fit into my hand like a silver dollar. I looked at it and thought, "So Hotop, what's the big deal?" Then I thought about all the times I took front ends off bikes and prayed that I wouldn't be forced to remove the lower bearing, so I thought, what the hell, let's give it a shot.

The horseshoe tool was fabricated out of cold-rolled steel, CNC-machined, and drilled and tapped for standard pullers, then black powdercoated so it can take toolbox abuse (photo 1).

We took the tool to Rob Rangold's shop and drank a six-pack to the test. Here's how it works. Any T Bar Puller will do the job (photo 3) with two pieces of 5/16—18 all-thread 10 inches long (photo 2). First you need to remove the cage that holds the rollers on the bearing (photo 4). Slide the puller on the bearing right up until the lip is completely under the lip on the *top* of the bearing. Install the puller and pull the bearing off the shaft (photo 5).

It works like a dream for anyone who has ever chipped chrome, gouged billet aluminum or scratched paint trying to drive a wedge between the tree and the bearing to prod it loose. But, do me a favor, don't tell Don that another of his inventions worked. He was just featured in *VQ* (Summer issue, #10, on your newsstands now) as a "Master Builder," so his head is swollen enough.

—Wrench

Sources

Don's Speed And Customs
2613 Ave. L
Madison, IA 52627
(319) 372-6216

Road Dawg Custom Cycles
22836 Ventura Blvd.
Woodland Hills, CA 91364
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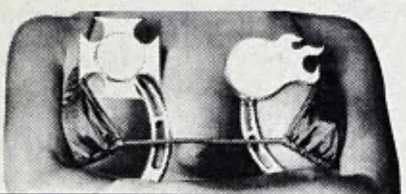
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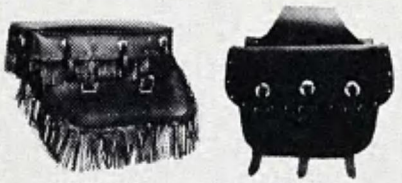
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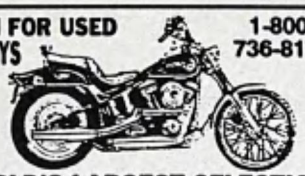
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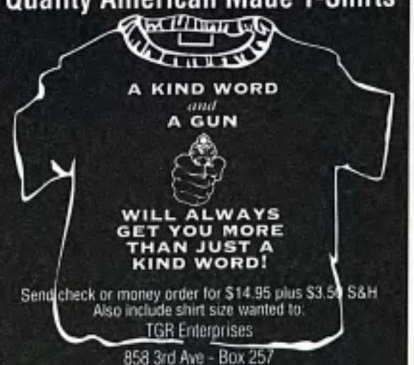
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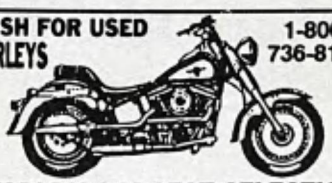
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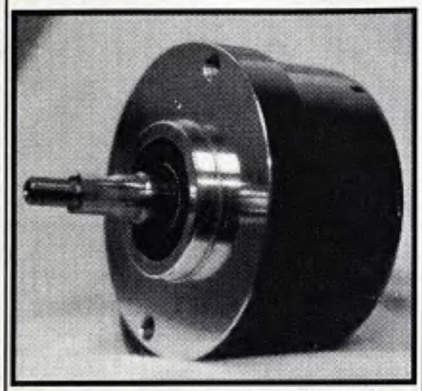
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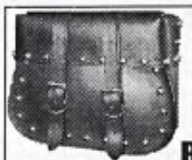
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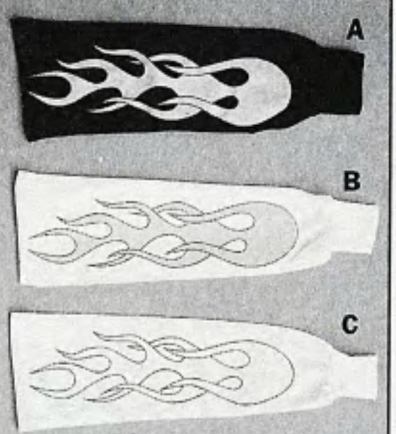
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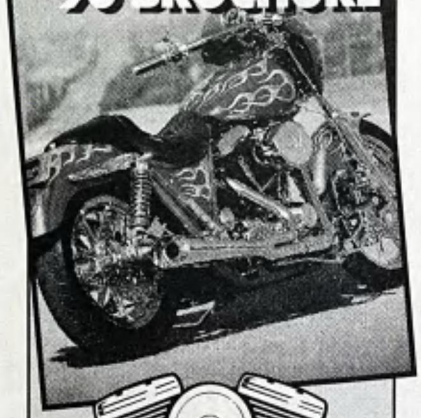
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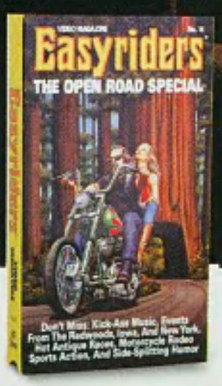
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Winner need not be present

READERS' RIDES



Photo: Sterling

Ms. Vic

Vancouver, Canada
1991 Custom Evo

Although Vicky, or Ms. Vic to her friends, is no longer with us in person, her spirit rides on in the hearts of those who knew and loved her. Ms. Vic grew up in the Vancouver area with a personality to match her fiery reddish hair. In her youth, when her girlfriends were folding doll clothes, Ms. Vic was greasing it up with dirt bikes.

But girls aren't supposed to do that! Oh well! They're not supposed to come home with shiners, either. It seemed that every time one of those "taboo" things came along, Ms. Vic wanted to challenge and conquer it.

Finally, after many seasons of being in the wind, she chose to put together an uncommon type of sled. She wanted a free-flowing style similar to her tattoo work, and soon that vision was transformed into iron. Not forgetting the comfort part of riding—necessary for someone like Ms. Vic, who piled on some serious miles—she chose the hardtail rubber-mount design for the chassis and a '91 Evo for her steed's thundering heart.

The package was not complete until the murals were in place. The native Indian spirit symbols of strength and power capped it off with a fusion of grace and defiance, mirroring the fabric of Ms. Vic's very soul.

Much asphalt has passed under the primary since those miscreant days of hellraising for Ms. Vic—this is one lady who never worried about breaking a nail—but her wind spirits continue to blow on as some of us can still see her blasting down the highways.

Just as Ms. Vic's dauntless, never-say-die spirit lives on in many of our hearts and minds, it should come as no surprise that she had aptly named her ride, "Tenacity."

—Sterling →

Ms. Vic

Ms. Vic stood out in a crowd
She had a distinctive look
One of character ... and dignity

Like her bike, I guess, "Tenacity"
No stranger to the bike show podium
She and Tenacity had style

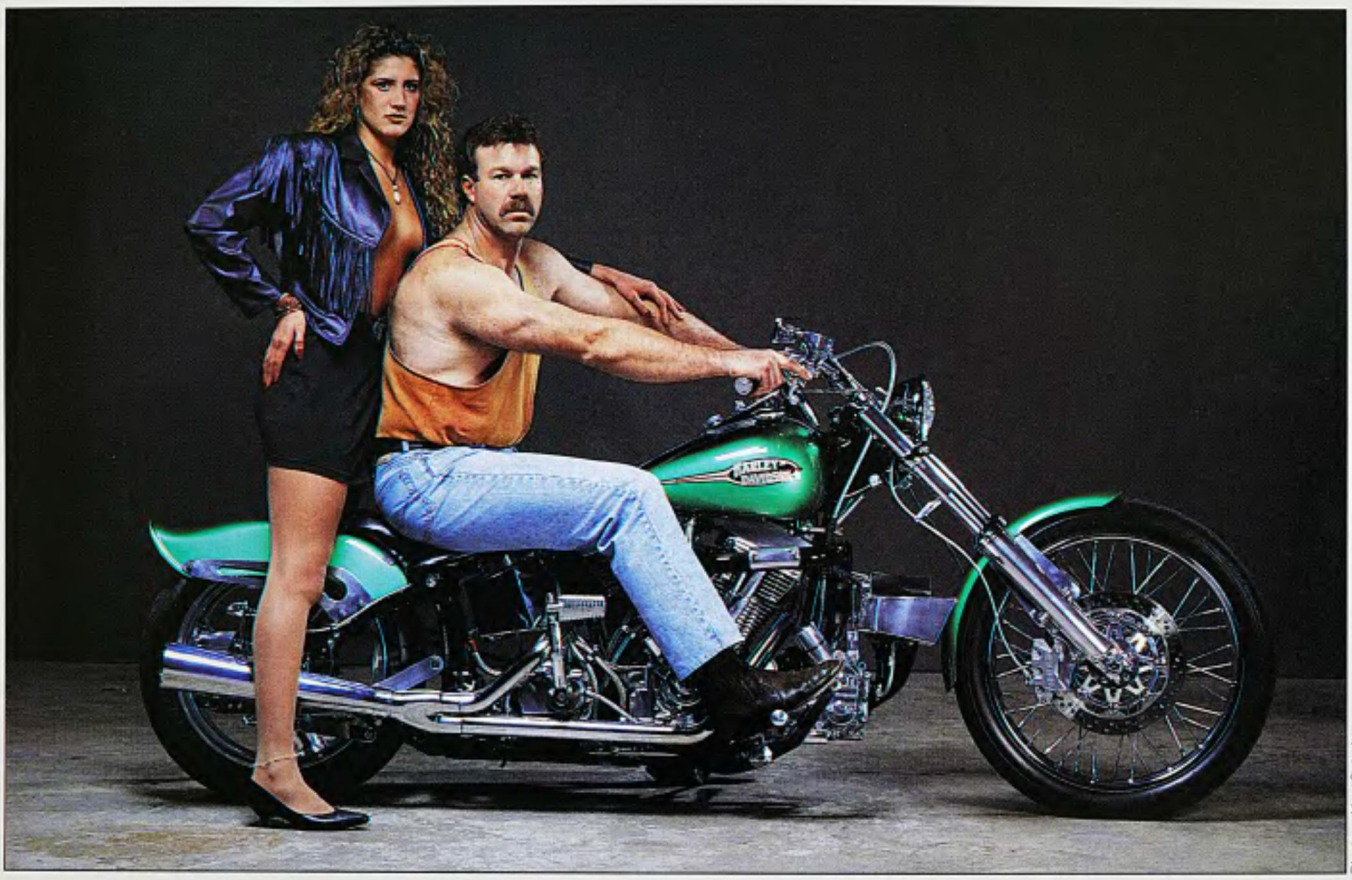
Time goes by, but it's still hard
To imagine this pain and grief
Too soon! Too young!
To have left us

Your sons
Miss you the most
We all do
Your smile. Your laugh. Your love

Glide free with God speed,
Ms. Vic

—Sterling

READERS' RIDES



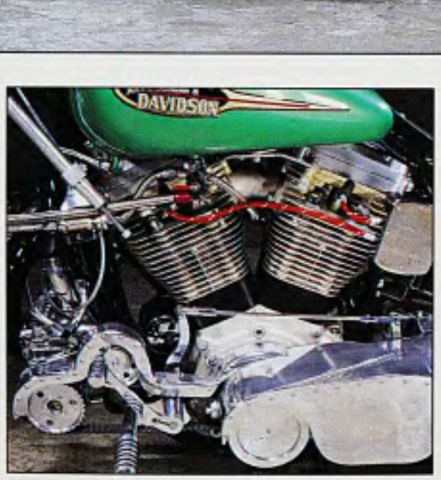
Photos: Ken Schultz

Robbie Provan
Hahndorf, Australia
1993 Softail

All right, mates, I've had about as much of this as I can stand. I have to put my foot down. We tolerate Mel Gibson, Paul Hogan, and that gawd-awful Yahoo Serious. (We do like Foster's beer, though.) Now you Aussie mates are building ball-busting titties-and-beer quality choppers, and you expect us to set back and enjoy it. Well bring it on, mates!

Those lucky enough to have made it to the Australian National H.O.G. rally may have already seen this fine example of South Aussie style. It belongs to Robbie Provan of Hahndorf, a self-employed builder and maintenance engineer. I'm sure you've already noticed that the frame on his '93 Softail has been raked by the owner in order to make way for the supercharger.

Supercharger, ya say? Seems Robbie



nicked the blower off a Nissan race car, then fabricated the plumbing to fit the Harley with help from his bro Jim Walton, former Australian Funny Car champ. The whole operation was done in Robbie's backyard, using the tools and welders on his work truck, and an apricot tree as a break for forming the blower covers.

The forced air induction is fed through a 48mm Dell 'Orto carb and into a set of factory heads that Robbie ported, polished, and updated with S&S valves, springs and retainers. The bottom end is all S&S, but remains 80 cubic inches. He estimates that the engine is putting out 130 hp. The slick part is that the blower unbolts and the engine can be brought back to stock specs with only the addition of a different carb, for those times when he needs to do a little ride about.

The Samba Green and pearl white paint was applied by P&C Panels in Melbourne, and a LePera seat sets atop that to add to the low riding appearance. The swingarm was widened to make way for a fat 180/17 Avon, and Annihilator brakes bring the whole shebang to a screeching halt.

Robbie, who also owns a '38 Indian Chief and a 900cc Ducati, is not sitting back on his hindquarters now that the blown Softy is finished. Rumor is he is offering scenic rides somewhere on the coast. How 'bout going down and checking it out, Ripper-roo? —*Flynch*



Photos: Steve Kelly

Cutlery
London, England
Special Construction Evo

Now, I don't like to say anything bad about British bikes; I have a hankering for a Norton Manx myself. But when you hang out with a bunch of Harley riders, mixing the two is like mixing oil and whiskey. Sure it will get you there, but it's a tad thick. There are the similarities like oil leak jokes and ignition tales of woe, but when it comes down to the bottom line the comparison stops. It's apples and oranges. Not that there is anything wrong with either, just that Harleys seem to dominate in the Harley riding circles. Duh? So it was no surprise when Cutlery, who'd been riding British iron for a coon's age, showed up on a Harley.

You see Cutlery, who is known for his catering abilities (hence the name), is a member of the National Chopper club in England. By chance he picked up a '77 FLH frame, and a star was born. He then picked up an 80-cubic-inch Evo engine but found that the frame had to be modified to fit the extra height of Evos. He figured while he was cutting that he might add a bit of rake so he could fit a bloody six-over FLT front end. The engine remained stock except for an Andrews EV3 cam and a Super E carb. The awesome Evo power is put to the ground via a '77 four-speed tranny with Barnett clutches.



Cutlery, who is pretty handy around the machine shop area, made his own forward controls and foot pegs. He also hand-crafted the one-off seat which featured a knife, spoon and a fork pattern stitched into it. For the topper, though, he grafted a Triumph Hurricane gas tank onto the backbone of the FLH frame as tribute to his Limey riding days. No word on whether he runs a Lucas ignition for those rainy days.

—Flynch →

READERS' RIDES

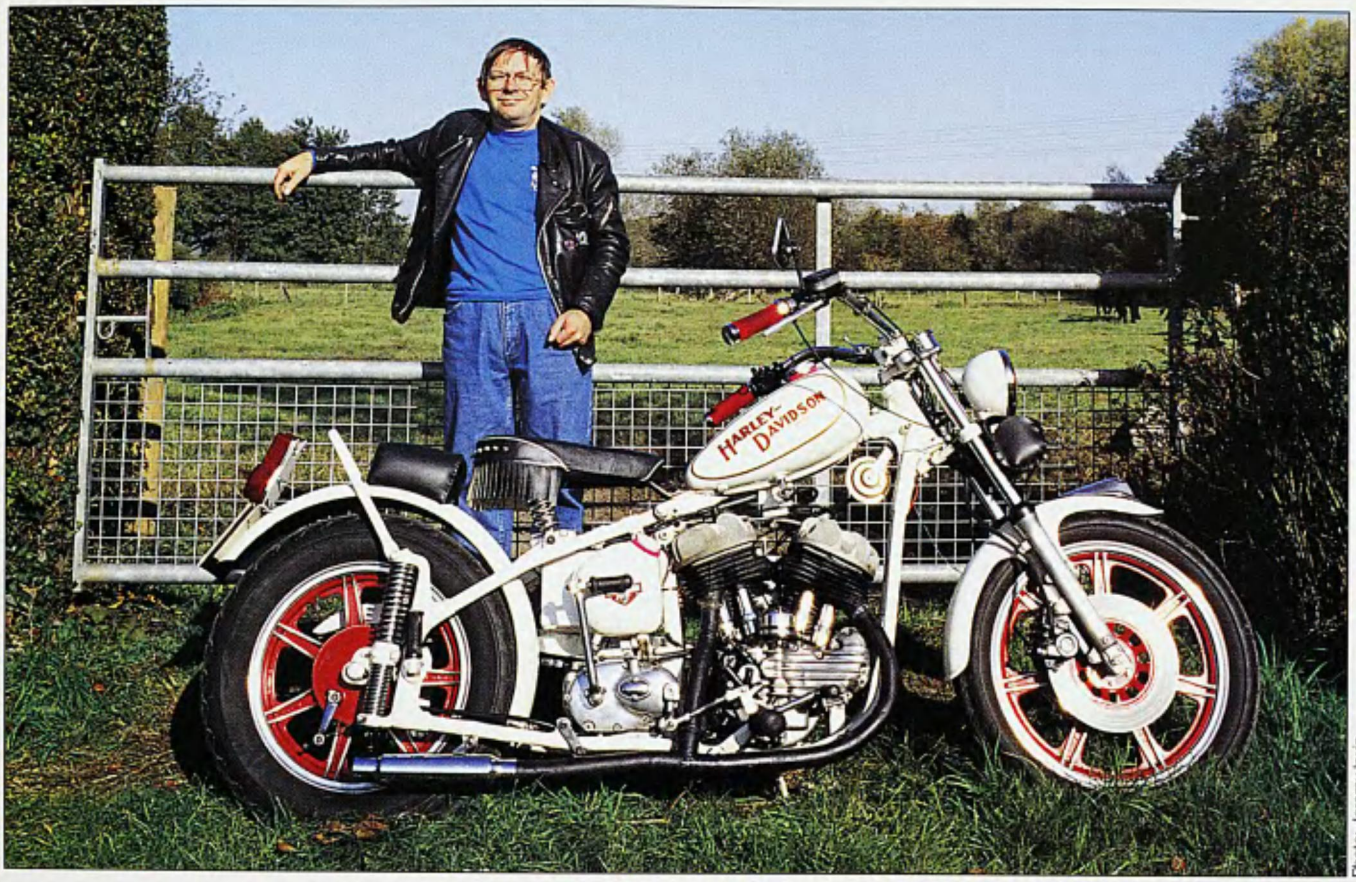


Photo: Jeremy Irwin

Terry Wood
Berkshire, England
1942 H-D 45

It can't be easy to fabricate a motorcycle utilizing major components from Harley-Davidson, BSA, Triumph, Norton, and Yamaha—plus odds and ends bought at swap meets or homemade—and to make the whole thing look right. But Englishman Terry Wood has done it with this neat chop, based around a 52-year-old Harley 45 engine.

He previously had a 500cc Triumph-BSA hybrid, but got bored with it and broke it up. The engine was sold, but nobody wanted the stretched frame. Then he decided that he liked the frame anyway, and that he'd keep it.

A Harley 45 engine in bits came up for sale—well, most of it anyway. It had once powered a 1942 WLA



but had been cannibalized to keep another 45 running. Terry had never owned a Harley before but he thought it might go well in his old frame, so he bought it.

He was able to buy most of the spares he needed from a guy named Ian Cottrell, who specializes in 45 parts. But he improvised as well. Pistons for a Triumph Herald (a small British saloon car from the 1960s) are about the right size, and are a fraction of the price of Harley ones.

It sports a Norton clutch because he likes the design, and a Triumph gearbox. This is the so-called "Slickshift" box first offered on Triumphs in 1958. The clutch was operated by the movement of the gear pedal.

The chaincase is a copy of a pre-unit BSA item, which Terry made in glass fiber (like the chainguard). Lining the drive sprockets up was okay once he had decided it was easier to shift the engine than the back wheel.

He painted it himself, too. The oil and petrol tanks were sprayed but the rest was brushed on. He's done no moulding except a little bit on the frame, near the plunger rear end.

And for the last two years, he's mostly ridden it. Like any custom bike, it's not finished yet.

—Jeremy Irwin



Photos: Mike DiMartino

Rose Bonanza
Carolina Beach, N.C.
1993 Sportster Trike

This lady doesn't sing the blues. Well, I guess she does, but that's her job, ya see. Rose Bonanza is her name, and singing jazz is her game. But from hearing about all the trophies she's been winning, it sounds like she can add building bikes to her repertoire.

Rose, born and raised in Brooklyn, New York, said that growing up she was used to seeing women on Harleys, more commonly as passengers rather than being in the pilot's chair. Rose started as a passenger herself at the age of 16. She explained that because she was in show business for so many years, she didn't have the time to own, maintain, and finance her own motorcycle. Now that she is a few years older, though, she says she finally made time to realize



her dream of owning her own Harley.

Simply being a rider wasn't enough for Rose. That just isn't her style. She needed a ride that matched her vivacious personality. The trike began life as a 1993 Sportster, which she started customizing herself with some help from Rick Noyes of Carolina Coast Harley-Davidson. She got so many compliments on the customizing job, especially on the fade paint job, that she decided to enter it in a bike show. She won and became hooked.

After winning many regional and national shows in the Sportster classes, including Best Of Show at Daytona in the Street Sportster Class, she decided to switch to the trike class. Once again calling on Rick Noyes for assistance, she converted the Sportster to a three wheeler. "Although the mechanicals took a great deal of work," she said, "the hardest part was matching the paint on the trike rear fenders to match the tank and engine."

Just as it had done in the Sportster classes, the trike began bringing home first-place trophies by the armload. But don't think that the trike is trailer queen; it is also Rose's everyday ride. That is, when she's not singing jazz in Carolina Beach, North Carolina.

—Flynch

STRANGER THAN REAL

THINGS PEOPLE HAVE SHOVED UP THEIR BUTTS!



Always seeking the strange and unusual for *Easyriders* readers takes us to many bizarre places. This time around we probe the dark crevice of ... THINGS PEOPLE SHOVED UP THEIR BUTTS! Why? Because *Easyriders* wants to know and we will never rest until we satisfy our loyal readers' need to know, damn it! The following list of "Rectal Foreign Bodies" was taken from the world-renowned *Surgery* magazine (1986).

Now get this, all of the following items were taken from the butts of actual living humans by trained medical professionals. *Yes,* all this crap was taken out of actual butts of strange individuals, numbering a total of 182 objects (no, they weren't all up there at once).

Objects.....# of items recovered

GLASS OR CERAMIC
bottle or jar 31
bottle with attached rope.....1
glass or cup 12
light bulb 7
tube..... 6

FOOD ITEMS
apple.....1
banana.....2
carrot 4
cucumber.....3
onion.....2
parsnip 1
plantain (with condom) 1
potato 1
salami 1
turnip.....1
zucchini 2

WOODEN OBJECTS
ax handle.....1
broom handle 10

SEXUAL DEVICES
vibrator 23
dildo 15

KITCHEN DEVICES
dull knife (ouch) 1
ice pick 1
knife sharpener 1
mortar pestle 2
spatula 1
spoon.....1
tin cup 1

MISCELLANEOUS
candle.....1
flashlight 2
iron rod (ow!).....1
pen.....2
rubber tube 1
screwdriver.....1
toothbrush.....1
wire spring.....1

INFLATED DEVICES
balloon 1
balloon attached to cylinder.....1
condom 1

BALLS
baseball 1
tennis ball 1

CONTAINERS
baby powder can 1
candle box 1
snuff box 1

EXTREMELY WEIRD
bottle cap.....1
cattle horn .....3!!!
frozen pig tail.....1
kangaroo tumor (I ain't makin' this up) ..1
plastic rod 1
stone.....2
toothbrush holder.....1
toothbrush package 1
whip handle.....2

The following objects were found as collections. In other words, some butt-blastin' weirdos had these things up their butts at the same time:
2 glass tubes
72 and a half jeweler's saws
oil can with potato stopper
piece of wood and a peanut
umbrella handle and enema tubing
2 glasses
phosphorus match ends (homicide)
402 *stones!*
a toolbox!
2 bars of soap
beer glass and preserving pot
lemon and a cold cream jar
2 apples (might be hungry later)
eyeglasses, suitcase key, tobacco pouch, and a magazine (we hope it wasn't *Easyriders*).

Now that last guy must hate to carry stuff when he travels, just stuffin' everything up his butt instead of bringing carry-on luggage. Sheesh. The amazing thing about all this is that there's a lot more of this kinda thing goin' on out there every day and it just gets weirder and weirder. From the *American Journal of Forensic Medicine and Pathology* (1987) comes the story of a dude who took a friggin' concrete enema!

According to the *Journal*, a 20-year-old man came into the emergency ward complaining of rectal pain. Seems he and his boyfriend had been "fooling around" four hours earlier. After stirrin' up a batch of concrete mix, the patient laid on his back with his feet against the wall at a 45-degree angle while his boyfriend poured the mixture through a funnel into his butt! After the concrete mass hardened, it became so painful that the dude sought medical care.

Under general anesthesia, the anus was dilated and two Foley catheters were inserted (are ya wincin' yet?) alongside the rectal mass to relieve suction (urk!). A happy, bouncin' baby chunk of concrete was delivered without incident. The patient was kept overnight and discharged (no pun intended) the next day. The doc recommended a psychiatric consultation, but the patient declined, and probably rushed back home to stuff a cocker spaniel up his butt.

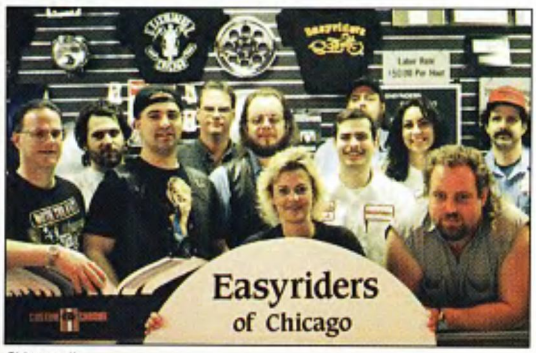
Several years ago I had the pleasure of working with the doctor that they modeled the character of Trapper John M.D. on. He was in charge of the trauma unit at San Francisco General and had a slew of stories to tell about people shovin' stuff up their rectums. He said he was lookin' up this guy's bunghole with his flashlight and saw ... another flashlight lookin' back at him! "Shit," I said, "must've wrecked him."

The doc laughed, "Rectum, nearly killed 'im!"

—Phantom

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1st Annual

EMERGENCY SPORTSTER

WHEN THE AMERICAN RED CROSS NEEDS HELP, WE'RE THERE

The garage phone rang on a Thursday morning. I couldn't seem to find my gloves as I went for the receiver. "Yeah?" I said, frustrated that I couldn't find my new set of *Easyriders* gloves.

"Bandit," Mark said, "I've got a girlfriend who works for the American Red Cross and she's trying to help them raise a few bucks for their Santa Monica chapter..."

I leaned over my wood bench and tore my shirt on a busted exhaust pipe while trying to see if the elusive gloves had fallen behind the bench. "Yeah, so what," I returned. →





"Ya got a bike they could raffle off, ya big, cheap mutha?" Mark asked.

I spotted the gloves behind the bench. I climbed under it, while stretching the phone cord to its limit. I could almost reach the goddamn gloves, but couldn't quite keep my grip on the phone. "Yeah, sure," I said, on my back, straining to reach the black gauntlet, the phone slipping dangerously close to the edge of the bench. "Goddamnit," I screamed in Mark's ear, "Take the Sportster, but we've got to customize it first." I let the receiver go, grabbed the gloves, yanked the Dicey Knucklehead out of my garage and locked the door. Never did hang up the phone.

"Bandit? Bandit?" Mark said into the empty garage. "Shit, I was kidding. Thanks, bro."

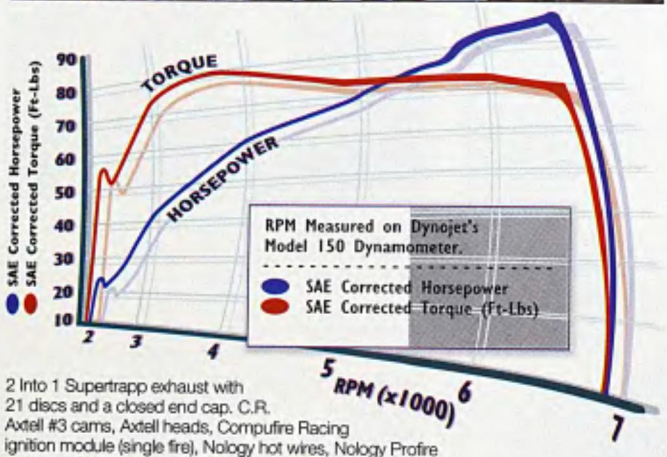
Halfway downtown on my way to watch babes pose in the nude with the finest machinery known to mankind, it dawned on me that I had just donated a bike I barely owned. But later that evening, while shooting pool in Santa Monica with Mark Lonsdale, the author of "In The Shadow Of The Graybar Hotel," he filled me in on the details.

The American Red Cross plans to hold a M.A.S.H. military-style (as in dressin' up like Hawkeye, Radar, or, you guessed it...Hot Lips!) event September 29, 1996, at the Calamigos Ranch from 11:30 a.m. to 4 p.m. to raise the levels of blood supplied to area hospitals, as well as funds to keep our massive city's disaster awareness and capabilities at the fine professional peak Red Cross volunteers are known to maintain. California does have its share of disasters. The deadline to get a bike, customize it, and have it attend every major SoCal event prior to September was rushing at us like a drunk going the wrong way on the freeway. Originally the event was to be held on June 6 at Santa Monica's Third Street Promenade. But when Karen and Sherry met with other Southern California Red Cross Chapters, they all wanted in. So the effort has become a massive undertaking to be held at the Calamigos Ranch.









2 Into 1 Supertrapp exhaust with 21 discs and a closed end cap. C.R. Axtell #3 cams, Axtell heads, Compufire Racing ignition module (single fire), Nology hot wires, Nology Profire coils and QwikSilver carb. All runs made without air cleaner.



In honor of the occasion, this couldn't be just *any* Sportster, and you know how I feel about stock bikes. So, the first man I contacted was Roger Kallins of XRV, who performed magic on the 883 with Axtell heads and cams, Nempco accessories, SuperTrapp Pipes, Elite 1, single-fire ignition, Nology coils and grounded spark plug wires, Storz controls, etc. (as seen in Tech Tips in the June, August, September, and October 1995 issues of *Easyriders*) to make the bike sing a shade under 90 horses with 80 ft-lbs of torque. Roger installed a QwikSilver carb, and tuned the bike to wheel-standing perfection. He dialed the handling and braking by modifying the front end to including variable dampening, installing the lightest performance wheels and brakes from Performance Machine, and bringing the swingarm in line with Progressive Suspension shocks. Roger studied the performance, researching every aspect of how this motorcycle ran (see chart), until we had to drag the bike away from him.

We picked up a Harley racing seat and rear fender and replaced the original. The bike was then hauled down to High Tech Custom Harleys in Van Nuys, where Marty detailed every inch of it, Mike Lisandro painted the Red Cross Red and White theme, and Pamelina used her graphic abilities to lay down the Blood Ride Logo designed by our own Jon Towle. Now complete, it's a tight unit, ready for some lucky raffle winner to enjoy for years to come.

For information on how to purchase a raffle ticket in support of the American Red Cross, call (310) 458-8197. I'd like to personally thank Mark for getting me into this mess, the girls at the Red Cross for their relentless dedication to the project, and Kendon Manufacturing, who customized one of their trailers for the bike's display. And foremost I need to express my gratitude for the talents and hard work of Roger Kallins and Marty Ruthman to meet the deadline, and Perry at Performance Machine and Bob Kay at Nempco for shipping the quality components fast to make the machine stand up for this charity.

—Bandit

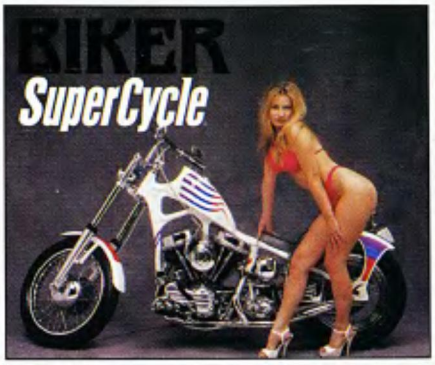
Owner: ..... American Red Cross
City: ..... Santa Monica, California
General:
Fabrication: ..... Bandit
Year and make: ..... 1994 H-D
Model: ..... 883 Sportster
Value: $15,000
Assembly: ..... XRV Performance
Chroming: ..... Astro Van Nuys
Engine:
Year and model: 1994 883
Rebuilder: ..... XRV Performance, Burbank
Ignition: ..... Compu-Fire Elite 1, single-fire
Displacement: 1200cc
Pistons: ..... H-D 1200
Cases: ..... bone stock
Heads: ..... XRV, Axtell, 9.5:1
Cam: ..... Axtell
Carb: ..... QwikSilver
Pipes: ..... Nempco/Supertrapp
Modifications: ..... Pro-Fire Nology coils, H.E.S. coil mount, Selectable electronic advance ignition module kit HDE-3, Hot Wires from Nology
Transmission:
Year: 1994
Modifications: ..... XRV Performance
Painting:
Molding: ..... Lisandro, Van Nuys
Painting: ..... Mike Lisandro
Color/type: ..... Red Cross, acrylic lacquer
Special paint: ..... Pamelina
Frame:
Builder: ..... H-D
Type: ..... swingarm
Modifications: ..... Nempco progressive shocks
Accessories:
Bars: ..... H-D black
Fenders: ..... racing H-D
Headlight: ..... Headwinds
Taillight: ..... Hi-Tech sidemount
Speedo: ..... H-D Bad Boys mount
Pegs: ..... Nempco
Electrics: ..... trimmed
Gas tank: ..... CCE cap and raised
Oil tank: ..... chromed Hi-Tech
Seat: ..... H-D racing
Mirrors and grips: ..... Nempco
Forks
Type: ..... 39mm narrow glide
Modifications: ..... Nempco trees, XRV & Gold Valve cartridge emulators, Race Tech
Wheels
Front
Type: ..... Chicane P.M.
Size: 19-inch
Tire: ..... Dunlop
Brake: ..... Performance Machine
Rear:
Type: ..... Chicane P.M.
Size: 16-inch
Tire: ..... Dunlop
Brake: ..... P.M. Floating Rotors
Photos: ..... Markus Cuff

COMING AT YA

The **Easyriders** November Issue (#281) is flyin' at ya with Harley-Davidson's brand-new model lineup for 1997. After unveiling the Motor Company's latest, we'll take you to more than 20 locations around the country, and beyond, to see the craziness at *Easyriders* stores as they celebrated the rag's 25th Anniversary. Rally with big-inch bikes along bikini-lined shores of pre-hurricane-racked Myrtle Beach, then watch a Fox Hunt winner get loose on a kick-ass custom built by the legendary Donnie Smith. Plus you'll get the latest lowdown on the *Easyriders* Rodeos and an eyeful of one of Bruce Whitted's luscious Indians. All this, plus a devilishly clever work of fiction, a head-turning cover scoot by Arlen Ness, a double globe-spin of Reader's Rides and Easynews, and more mind-torquin' tech tips than you can stuff in a 5-gallon set of fatbobs. Just when ya thought you've seen everything this rag has to offer, the *Easyriders* Annual New H-D Model Issue is guaranteed to blow your gourd!

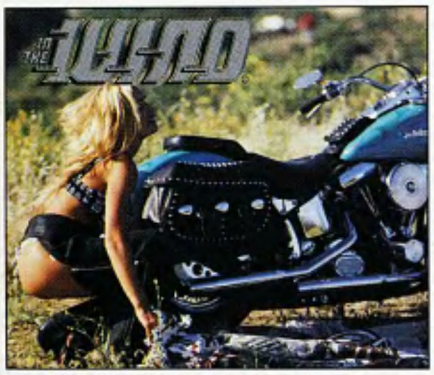
On sale September 26





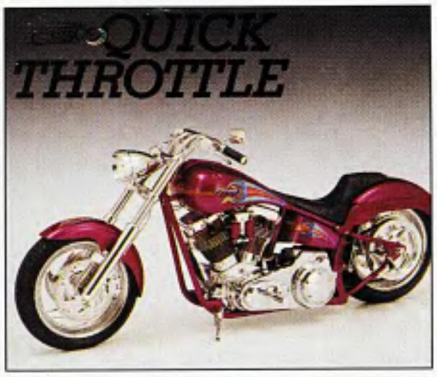
November's *Biker* is comin' atcha like a stroker on steroids! Cristy is the pretty one on Gary Carter's Softail—both of these beauties hail from Columbus, Ohio. There are also a coupla fine choppers: a bitchin' Shovel from San Diego and an NOS-powered Sporty from Virginia. We're the events magazine for dissenting adults, with the best in rides, runs, and fun. Don't even think about missin' it ...

On sale September 24



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 now



Put on your racing gloves 'cause the next issue of *Quick Throttle* is too hot to handle. **November's** issue is loaded with high-performance, high-tech wonders including Titan's latest bike and Dave Perewitz's high-intensity Softail. We've also packed in tech tips on Liliputian tools, ignition switches, and part three on Monkey Wrench's Shovel. Racing action will take you from Del Mar to Palmdale and everywhere racing is hot!

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 now

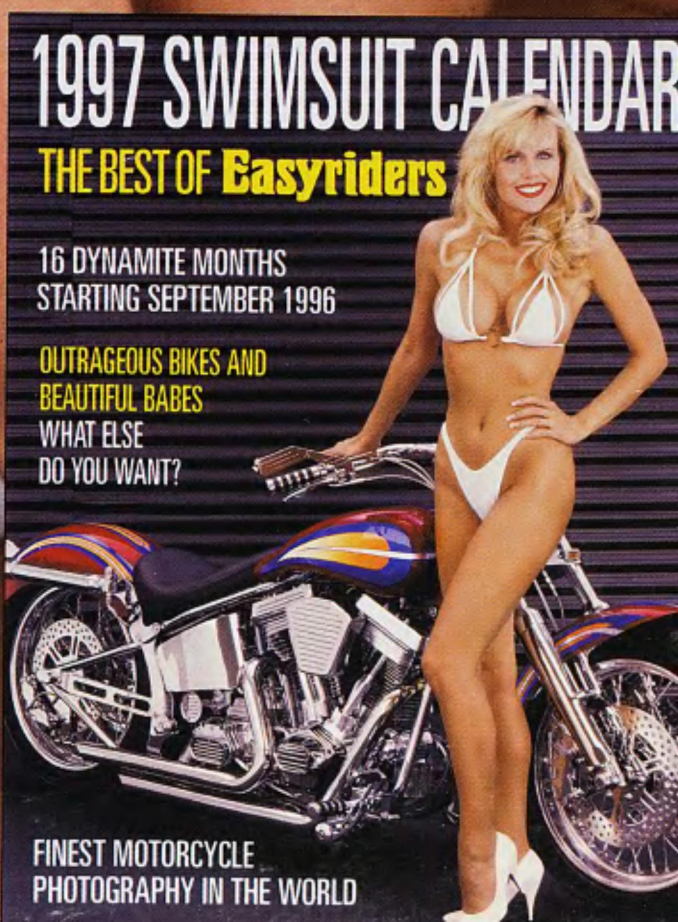
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The times they are a'changing.

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 7¾ 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!

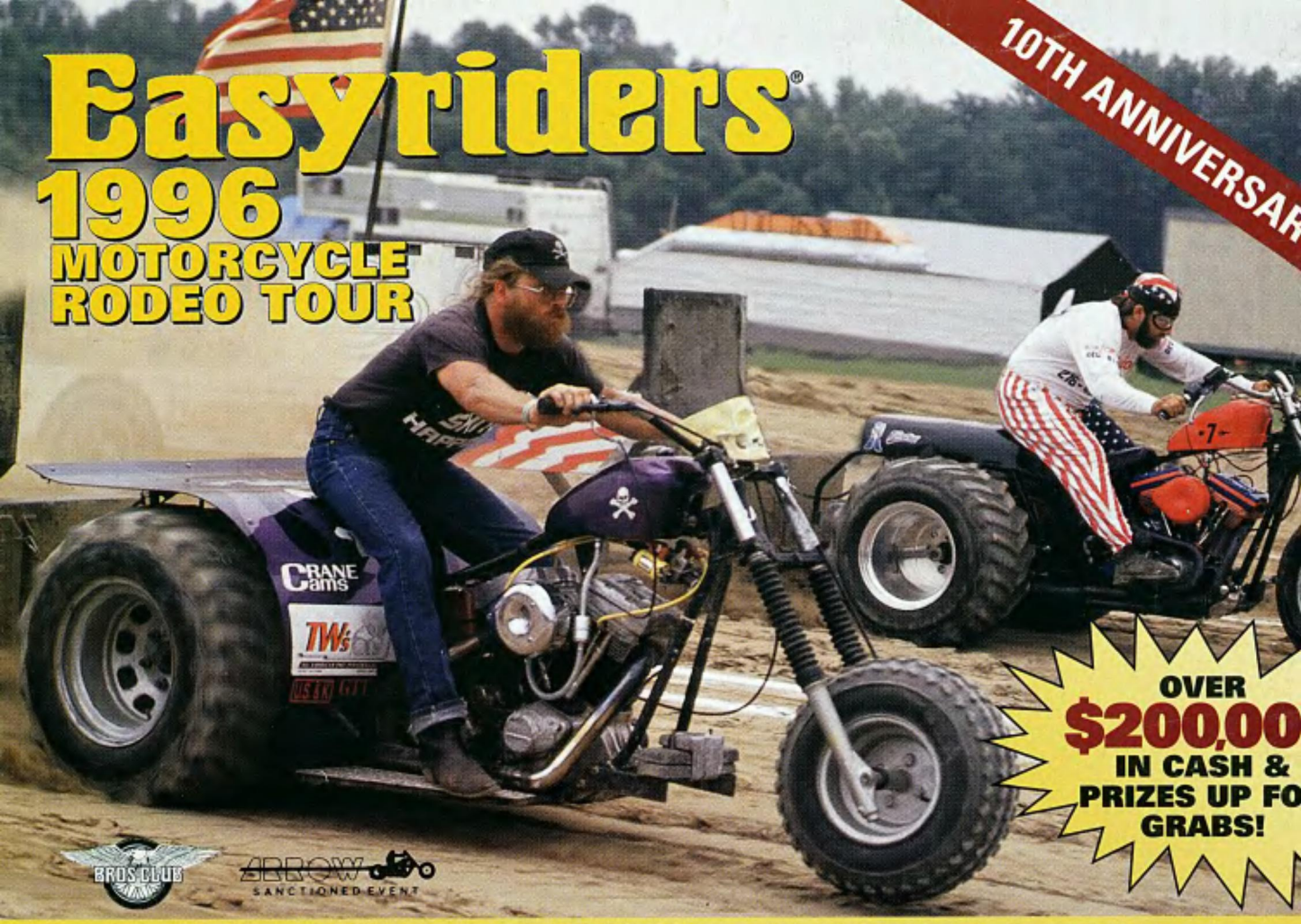
But time flies. Hurry in your order before all the calendars fly out the door!



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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** **SEPTEMBER 20, 21, 22** NEW 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)

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